

Annual Listing of Federally Funded Projects in the Oklahoma City TMA

*During FFY 2015
October 1, 2014 – September 30, 2015*

June 2016

Unified Planning Work Program
FY 2016
Task 2.02, Subtask 1(d)



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The contents of this report reflect the views of the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the Oklahoma City Area Regional Transportation Study (OCARTS) Transportation Management Area. ACOG is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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CONTENTS

BACKGROUND	1
Federal Highway Funding Programs	1
Federal Transit Funding Programs	2
.....	3
HIGHWAY PROJECTS	4
FFY 2015 STP-UZA, TAP and CMAQ Funds	4
Obligation of FFY 2015 Oklahoma City Urbanized Area Funds	5
FFY 2015 OCARTS Area Projects Sponsored by the State	14
BICYCLE AND PEDESTRIAN PROJECTS	17
Transportation Alternatives Program (TAP)	17
Recreation Trails Program (RTP) Projects	18
TRANSIT PROJECTS	19
FFY 2015 Transit Expenditures – Urbanized Area Program	19
FFY 2015 Transit Expenditures – Elderly and Disabled Program	22
FFY 2015 Transit Expenditures – Rural Area Formula Program (Section 5311)	23

LIST OF TABLES

Table 1: FFY 2015 Funds Suballocated to the OKC Urbanized Area.....	4
Table 2: Federal Fiscal Year 2015 STP-UZA Federal Fund Transactions for the OCARTS Transportation Management Area	6
Table 3: Federal Fiscal Year 2015 STP-UZA Funds Obligated by Entity	9
Table 4: Federal Fiscal Year 2015 CMAQ Federal Fund Transactions for the OCARTS Transportation Management Area	13
Table 5: Federal Fiscal Year 2015 State-Sponsored Projects Awarded within the OCARTS Area	15
Table 6: Projects Selected for FFY 2013 and FFY 2014 ACOG TAP Funds	17
Table 7: Federal Fiscal Year 2015 Recreational Trails Program Projects Approved in the OCARTS Area ...	18
Table 8: FFY 2015 Public Transit Expenditures – COTPA.....	20
Table 9: FFY 2015 Public Transit Expenditures – CART	21
Table 10: FFY 2015 OCARTS Area Section 5310 Approvals.....	22
Table 11: FFY 2015 Sec. 5311 Public Transit Expenditures	23

LIST OF FIGURES

Figure 1: OCARTS Transportation Management Area and Urban Area.....	3
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BACKGROUND

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law July 6, 2012, replacing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 established surface transportation programs for FFY 2013 and 2014, and was extended by Congress throughout FFY 2015 with approval of several Continuing Resolutions. MAP-21 established streamlined, performance-based programs for improving safety, maintaining infrastructure, reducing traffic congestion, improving efficiency and freight movement, and reducing project delays.

The federal expenditures reflected in this report were authorized under the MAP-21 programs, as well as unobligated balances from former SAFETEA-LU programs. Each year, federal funds are appropriated to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other branches of the U.S. Department of Transportation in order to fund surface transportation improvements nationwide. FHWA and FTA funds are apportioned, by formula, to the States and their metropolitan areas. Federal guidance requires metro areas to prepare an annual listing of federally funded projects as a means to communicate to the public the federal dollars that were spent on transportation improvements during the previous year.

This report lists the federally assisted highway and transit projects that were approved within the Oklahoma City Transportation Management Area (TMA) during FFY 2015—Oct. 1, 2014 to Sept. 30, 2015. A map of the Oklahoma City TMA and the urban areas is provided as Figure 1. The TMA, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area, defines the metropolitan area within which long and short-range transportation planning is conducted.

Federal funds provided a large share of funding for the projects in this report, with state and local matching funds making up the balance. As required by federal law, all transportation projects receiving federal funds were consistent with the metropolitan and statewide long-range transportation plans and were included in the short-range transportation improvement program. This ensures that the projects are part of a plan that was cooperatively developed by the affected local governments, state and federal transportation agencies, and other local transportation providers throughout the region.

Federal Highway Funding Programs

The Federal Highway Administration administers several funding sources for improving the efficiency, safety and connectivity of the nation's streets, highways and bridges. Many of these funding sources may also be used for bicycle and pedestrian pathways, as alternatives to vehicle travel, and some highway funds are "flexible," meaning they can be used for eligible transit activities.

MAP-21 restructured the core highway formula programs. Activities carried out under several former SAFETEA-LU programs—the National Highway System Program, the Interstate Maintenance Program, and the Highway Bridge Program—were incorporated into the new National Highway Performance Program. Below are the core formula programs under MAP-21:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)

In addition, MAP-21 created two new formula programs:

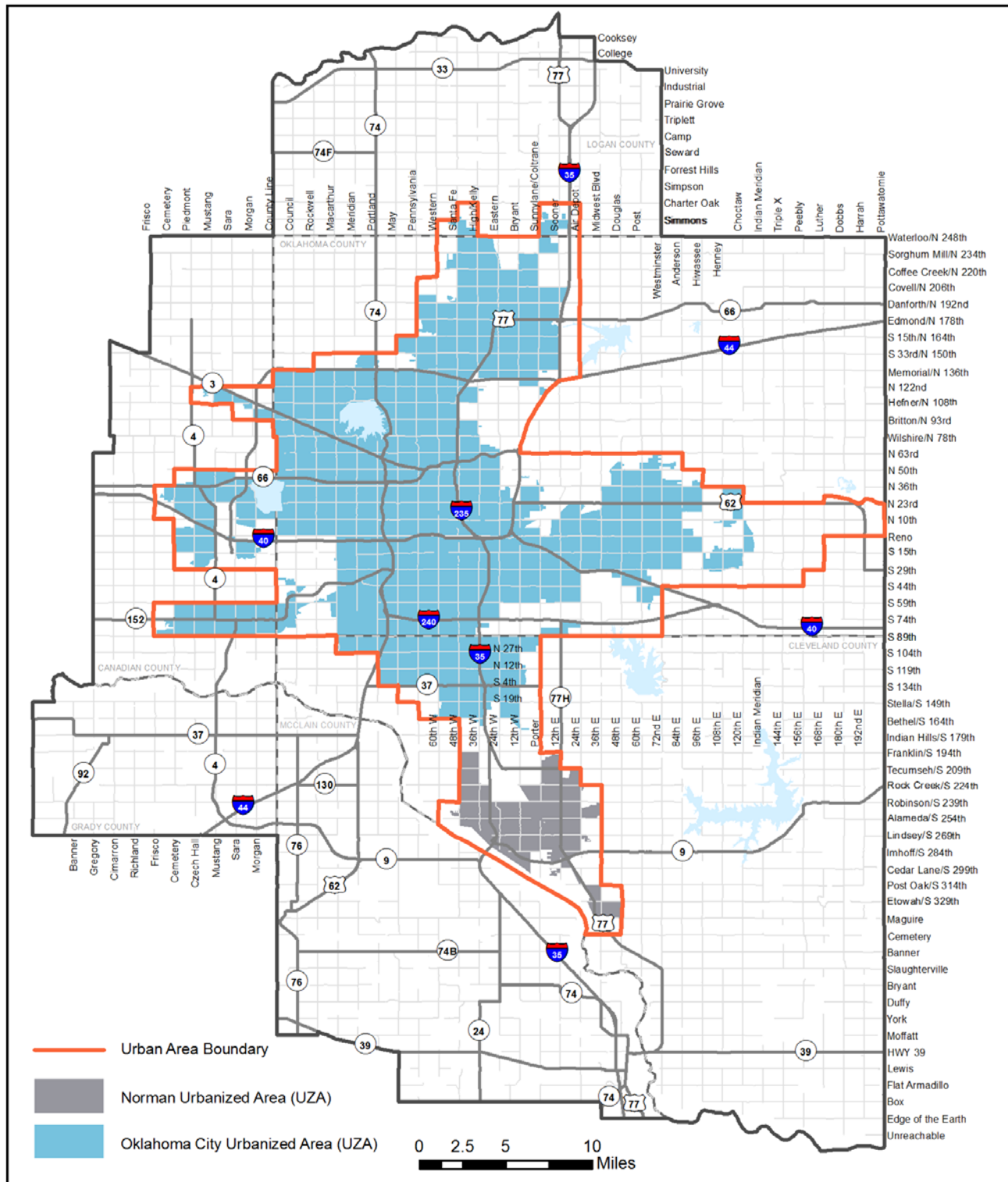
- Ferry Boats and Ferry Terminal Facilities (formerly a discretionary program)
- Transportation Alternatives (TA) – encompasses most activities funded under SAFETEA-LU's Transportation Enhancements, Recreational Trails and Safe Routes to School programs.

Federal Transit Funding Programs

Federal Transit Administration programs provide several funding sources to maintain and improve public transportation in both urban and rural areas, including better mobility for the elderly and persons with disabilities. Below are the primary FTA programs included in MAP-21:

- Urbanized Area Formula Program (Sec. 5307) – *includes eligible activities under the former SAFETEA-LU Job Access and Reverse Commute Program (JARC)*
- New Starts (Sec. 5309) – *no longer includes fixed-guideway modernization and bus and bus facilities projects*
- Elderly and Persons with Disabilities Program (Sec. 5310) – *includes eligible activities under the former SAFETEA-LU New Freedom Program*
- Rural Area Formula Program (Sec. 5311)
- State of Good Repair (Sec. 5337)
- Bus and Bus Facilities Program (Sec. 5339)
- Fast Growth/High Density Formula Program (Sec. 5340)

Figure 1:
OCARTS Transportation Management Area and Urban Area



OCARTS Transportation Management Area and Urban Area (2010)

ACOG Map Disclaimer applies.



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March 2012

HIGHWAY PROJECTS

FFY 2015 STP-UZA, TAP and CMAQ Funds

The Oklahoma City metropolitan area received a suballocation of the Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) funds provided to the State of Oklahoma, as required by MAP-21. The amount of these suballocations was based upon the population within the urbanized area (UZA) boundaries established by the 2010 Census¹. The STP funds are subject to an obligation authority, or spending limit, which is usually less than the apportionment. In FFY 2015, it was only slightly less at 98.76 percent. The funds are subject to lapse if not fully obligated within four years of the date they are made available. The STP funds suballocated to the Oklahoma City metro area are referred to as STP-UZA funds.

In addition to the STP-UZA and TAP funds, the State of Oklahoma provided the Oklahoma City metropolitan area with a suballocation of FFY 2015 Congestion Mitigation/Air Quality (CMAQ) funds for use on projects to enhance the region's air quality.

On September 29, 2015, the Oklahoma Department of Transportation (ODOT) Programs Division notified ACOG of the final FFY 2015 funds available to the Oklahoma City Urban Area for obligation, including the fourth quarter redistribution of obligation limitation.

These funds included an FFY 2015 obligation authority of approximately \$19 million from the Surface Transportation Program (STP), nearly \$1.44 million from the Transportation Alternatives Program (TAP) and an additional \$650,000 in obligation authority from the Congestion Mitigation/Air Quality (CMAQ) Program for use on projects to assist Central Oklahoma maintain its air quality attainment status. The MPO was also notified that, at the close of FFY 2014, it had a negative balance in STP-UZA funds and a positive balance in TAP funds, as described below.

The final FFY 2015 total obligation authority available for expenditure in the Oklahoma City Urban Area was approximately \$23 million, as shown in Table 1.

Table 1: FFY 2015 Funds Suballocated to the OKC Urbanized Area

Fund Category	Funds Apportioned	Obligation Authority Percentage	Obligation Authority
FFY 2015 STP-UZA	\$19,239,341.00	98.76%	\$19,000,773.17
FFY 2014 STP-UZA Obligation Authority Overage			(\$1,179,447.96)
FFY 2015 Total STP-UZA Available			\$17,821,325.21
FFY 2015 TAP	\$1,434,858.00	100.00%	\$1,434,858.00
FFY 2013 & FFY 2014 TAP Unobligated Balances			\$2,844,607.00
FFY 2015 Total TAP Available			\$4,279,465.00
FFY 2015 CMAQ	\$650,000.00	100.00%	\$650,000.00
FFY 2014 CMAQ Unobligated Balance			\$280,406.00
FFY 2015 Total CMAQ Available			\$930,406.00
FFY 2015 Total			\$23,031,196.21

¹ Beginning with the 2000 census and continuing with the 2010 census, the U.S. Census Bureau delineated two urbanized areas within the OCARTS TMA: the Oklahoma City UZA and the Norman UZA. Sec. 6016 of MAP-21 attributes the Norman UZA population to the OKC UZA population for highway funding purposes.

Obligation of FFY 2015 Oklahoma City Urbanized Area Funds

The following pages include tables that provide summaries of the STP-UZA and CMAQ funds obligated during FFY 2015 within Central Oklahoma using the obligation authority attributed to the Oklahoma City Urbanized Area described above.

Table 2 lists each STP-UZA transaction, in chronological order, that occurred in FFY 2015 with a running balance of the funds resulting from each. This table also provides information on the funding source(s) used for each transaction and the percent of the construction cost that was funded with federal funds. At the end of FFY 2015, the region had exceeded its obligation authority by -\$1,198,948.15, which will be deducted from its FFY 2016 obligation authority.

Table 3 provides a breakdown of the STP-UZA funds that were obligated by each OCARTS area entity, in terms of total funds and percent. During FFY 2015, the Oklahoma City TMA spent \$19,020,273.36, or 106.73 percent, of its total STP-UZA obligation authority.

Table 4 lists each CMAQ transaction for FFY 2015, identifying the particular air quality program impacted, as well as funds transferred from FHWA to FTA for use by the Central Oklahoma Transportation and Parking Authority (COTPA).

None of the region's Transportation Alternatives Program (TAP) funds have been obligated to date. However, the MPO's FFY 2013 and FFY 2014 TAP funds were carried forward for use on projects that were selected during the first biennial call for projects in spring 2014, as shown in Table 6.

**Table 2: Federal Fiscal Year 2015
STP-UZA Federal Fund Transactions for the OCARTS Transportation Management Area**

Job Piece Number	Sponsor	Project Description	Let Date	Federal Funding Source	FHWA Form # and Date Approved	Change in Federal Funds	Balance*
							17,821,325.21
28535(04)	Mustang	SH-152 @ 7 Intersections - Signal Upgrade/Intercon	Oct-12	STPG - 100%	10/9/2014 - PR20	5,710.11	17,827,035.32
29009(04)	Norman	Tecumseh, 24th Ave NW, Lindsey - Resurface	Jan-13	STP - 80%	10/9/2014 - PR20	42,852.10	17,869,887.42
29010(04)	Norman	Jenkins, N of SH-9 to Constitution - Lighting	Nov-12	STPG - 100%	10/9/2014 - PR20	14,401.83	17,884,289.25
27795(04)	Norman	Main, W of Merkle to University - Lighting	Feb-12	STPG - 100%	10/15/2014 - PR2A	(26,272.69)	17,858,016.56
21139(04)	McClain Co.	NE of SH-59/SH-39 Jct over Walnut Crk - Bridge Rec.	Nov-12	STP - 80%	10/20/2014 - PR2A	(10,484.00)	17,847,532.56
29295(04)	Oklahoma City	Western, SW 104th to SW 134th - Resurface	Jan-14	STP - 80%	10/20/2014 - PR2A	(25,495.25)	17,822,037.31
22670(04)	Norman	Robinson @ BNSF Railroad - Grade Separation	Feb-10	STP - 80%	10/21/2014 - PR2A	(40,452.00)	17,781,585.31
29255(04)	Okla. County	Britton, Indian Meridian to Triple X - Resurface	Nov-12	STP - 80%	10/28/2014 - PR2A	(6,760.46)	17,774,824.85
21139(04)	McClain Co.	NE of SH-59/SH-39 Jct over Walnut Crk - Bridge Rec.	Nov-12	STP - 80%	11/4/2014 - PR2A	0.00	17,774,824.85
30004(04)	Midwest City	Various Locations - Pavement Markings	Oct-14	STPG - 100%	11/6/2014 - PR2AW	8,676.00	17,783,500.85
30718(04)	Oklahoma City	MacArthur, Reno to NW 10th - Resurface	Oct-14	STP - 80%	11/6/2014 - PR2AW	67,163.00	17,850,663.85
24041(04)	Edmond	Kelly, Covell to Coffee Creek - Widen	Apr-13	STP - 80%	11/17/2014 - PR2A	(37,105.99)	17,813,557.86
29265(04)	Warr Acres	Four Locations - SZ Improvement	Feb-14	STPG - 100%	11/17/2014 - PR2A	(10,000.00)	17,803,557.86
27583(04)	McClain Co.	Council Rd., S 280 to SH-76 - Resurface	Aug-13	STP - 80%	12/4/2014 - PR2A	(131.00)	17,803,426.86
27738(04)	Midwest City	Various Locations - Pedestrian Signals	Jan-15	STPG - 100%	12/11/2014 - PR1240	(537,497.00)	17,265,929.86
30213(04)	Edmond	Boulevard, Clegern to CL & I-35 Frgt Rd - Sign/Stripe	Jan-15	STPG - 100%	12/11/2014 - PR1240	(57,581.00)	17,208,348.86
25600(04)	Oklahoma City	Eastern, I-240 to Moore CL - Widen	Jul-12	STP - 80%	12/18/2014 - PR2A	(10,937.00)	17,197,411.86
26803(04)	Moore	Eastern, NE 27 to N City Limits - Widen	Jul-12	STP - 80%	12/18/2014 - PR2A	(6,041.00)	17,191,370.86
29255(04)	Okla. County	Britton, Indian Meridian to Triple X - Resurface	Nov-12	STP - 80%	12/19/2014 - PR20	0.00	17,191,370.86
29012(04)	Moore	NW 12, Santa Fe to Grace Point - Sidewalk, S Side	Oct-13	STP - 80%	12/30/2014 - PR2A	(3,617.00)	17,187,753.86
28732(04)	Midwest City	Midwest Blvd. over Soldier Creek - Bridge Replace	Mar-13	STP - 80%	1/14/2015 - PR2A	0.00	17,187,753.86
23018(04)	Logan County	Ovr Cottonwood Crk, NE of Seward - Bridge and Appr.	Mar-12	STP - 80%	1/22/2015 - PR20	5,519.43	17,193,273.29
26861(04)	Logan County	Charter Oak Rd. over Chisholm Creek - Bridge Replace	Oct-12	STP - 80%	1/22/2015 - PR20	13,676.78	17,206,950.07
28536(04)	Oklahoma City	Bryant, SE 89th to SE 104th - Resurface	Nov-12	STP - 80%	1/22/2015 - PR20	27,661.13	17,234,611.20
29012(04)	Moore	NW 12, Santa Fe to Grace Point - Sidewalk, S Side	Oct-13	STP - 80%	1/30/2015 - PR2A	(2,210.00)	17,232,401.20
27834(04)	Okla. County	NE 10th & Hickman Ave. - Int. Mod. & Signals	Apr-12	STP - 80%	2/4/2015 - PR2A	(6,075.61)	17,226,325.59
28693(04)	Nichols Hills	Grand, Greystone to Nichols - Pedestrian Trail	May-13	STP - 80%	2/9/2015 - PR20	5,911.91	17,232,237.50
29382(04)	McClain Co.	Various Locations - Sign Replacement	Aug-13	STPG - 100%	2/9/2015 - PR20	0.00	17,232,237.50
26645(04)	Logan County	Charter Oak Rd., Kelly to Broadway - Resurface	Mar-15	STP - 80%	2/11/2015 - PR1240	(336,400.00)	16,895,837.50
29296(04)	Oklahoma City	Hefner Rd., Broadway Ext. to MW Blvd. - Safety/GR	Mar-15	STP - 80%	2/11/2015 - PR1240	(658,273.00)	16,237,564.50
30213(04)	Edmond	Boulevard, Clegern to CL & I-35 Frgt Rd - Sign/Stripe	Jan-15	STPG - 100%	2/12/2015 - PR2AW	(32,181.00)	16,205,383.50

**Table 2: Federal Fiscal Year 2015
STP-UZA Federal Fund Transactions for the OCARTS Transportation Management Area (Cont.)**

Job Piece Number	Sponsor	Project Description	Let Date	Federal Funding Source	FHWA Form # and Date Approved	Change in Federal Funds	Balance*
27738(04)	Midwest City	Various Locations - Pedestrian Signals	Feb-15	STPG - 100%	2/13/2015 - PR2AW	87,097.00	16,292,480.50
30242(04)	Moore	Citywide - Pavement Markings/Bike Lanes	N/A	STPG - 100%	2/13/2014 - PR1240A	472,464.00	16,764,944.50
29423(04)	Logan County	Bridges on Seward Rd. - Guardrails	Aug-13	STPG - 100%	3/12/2015 - PR2A	(2,046.00)	16,762,898.50
17827(05)	Warr Acres	MacArthur @ NW 49 & NW 50 - Int. Mod. & Signals	Feb-15	STP - 80%	4/15/2015 - PR2AW	(100,753.00)	16,662,145.50
22321(07)	Oklahoma City	City wide, Phase 4 - Upgr. Signal to LED	Feb-15	STPG - 100%	4/15/2015 - PR2AW	62,925.00	16,725,070.50
25547(04)	Edmond	Brodway and 33rd - Intersec. Mod.	Feb-15	STP - 80%	4/15/2015 - PR2AW	602,979.00	17,328,049.50
26645(04)	Logan County	Chater Oak, Kelley to Broadway - Resurface	Feb-15	STP - 80%	4/15/2015 - PR2AW	15,957.00	17,344,006.50
29292(04)	Norman	Alameda & Findlay / Alameda - New Signal/Intercon	Feb-15	HSIPG - 100%	4/15/2015 - PR2AW	(78,277.00)	17,265,729.50
29296(04)	Oklahoma City	Hefner, Broadway Ext. to MW Blvd. - Safety / Guardrails	Feb-15	STPG - 100%	4/15/2015 - PR2AW	148,749.00	17,414,478.50
30002(04)	MWC / Del City	Sooner, Reno to SE 29th - Resurface	Feb-15	STP - 80%	4/15/2015 - PR2AW	(257,522.00)	17,156,956.50
26984(04)	Okla. County	Memorial, .5 mi. W of Peebly - Bridge Reconstruction	Mar-15	STP - 80%	4/16/2015 - PR2A	(28,060.00)	17,128,896.50
28732(04)	Midwest City	MW Blvd. over Soldier Crk. - Bridge Replace	Mar-13	STP - 80%	4/22/2015 - PR2A	(5,310.00)	17,123,586.50
17827(05)	Warr Acres	MacArthur @ NW 49 & NW 50 - Int. Mod. & Signals	Feb-15	STP - 80%	4/29/2015 - PR2AW	(70,041.00)	17,053,545.50
30190(04)	Norman	McGee, SH-9 to Cherry Stone St. - Sidewalk	Apr-15	STP - 100%	5/6/2015 - PR2AW	(18,359.00)	17,035,186.50
27834(04)	Okla. County	NE 10th & Hickman Ave. - Int. Mod. & Signals	Apr-12	STP - 80%	5/7/2015 - PR20	0.00	17,035,186.50
29012(04)	Moore	NW 12, Santa Fe to Grace Point - Sidewalk, S Side	Sep-13	STP - 100%	5/7/2015 - PR20	0.71	17,035,187.21
29423(04)	Logan County	Bridges on Seward Rd. - Guardrails	Aug-13	STPG - 100%	5/8/2015 - PR20	0.87	17,035,188.08
27583(04)	McClain Co.	Council Rd., S 280 to SH-76 - Resurface	Aug-13	STP - 80%	5/18/2015 - PR2A	(884.31)	17,034,303.77
21139(04)	McClain Co.	NE of SH-59/SH-39 Jct over Walnut Crk - Bridge Rec.	Dec-12	STP - 80%	6/3/2015 - PR20	7,933.80	17,042,237.57
27583(04)	McClain Co.	Council Rd., S 280 to SH-76 - Resurface	Aug-13	STP - 80%	6/3/2015 - PR20	0.00	17,042,237.57
19312(05)	Oklahoma City	Meridian, SW 29th to Canadian R. Reconst./Widen	May-15	STP - 80%	6/8/2015 - PR2AW	(2,217,736.00)	14,824,501.57
28545(04)	Choctaw	City wide - Sign Replacement	May-15	STPG - 100%	8/8/2015 - PR2AW	(69,507.00)	14,754,994.57
21139(04)	McClain Co.	NE of SH-59/SH-39 Jct over Walnut Crk - Bridge Rec.	Dec-12	STP - 80%	6/11/2015 - PR2AR	(692.74)	14,754,301.83
19312(05)	Oklahoma City	Meridian, SW 29th to Canadian R. Reconst./Widen	May-15	STP - 80%	6/18/2015 - PR2A	(63,022.00)	14,691,279.83
29256(04)	Norman	Boyd, Classen to Barkley - Sidewalk	Oct-13	STP - 100%	7/6/2015 - PR2A	(29,455.00)	14,661,824.83
21043(04)	Del City	SE 15, Vickie to Sooner - Widen-Add Turn Ln.	May-11	STP - 80%	7/15/2015 - PR2AR	0.01	14,661,824.84
24029(05)	Norman	Interstate Dr., Robinson St. ext. N. - Grade/Drain/Surface	Jan-12	STP - 80%	7/15/2015 - PR20	51,611.91	14,713,436.75
26119(04)	Okla. County	Reno, 0.1 mi W of Bryant - Bridge & Appr.	Mar-11	STP - 80%	7/15/2015 - PR2AR	0.02	14,713,436.77
29009(04)	Norman	Tecumseh, 24th Ave NW, Lindsey - Resurface	Jan-13	STP - 80%	7/15/2015 - PR2AR	0.10	14,713,436.87
30194(04)	Warr Acres	NW 50, Hammond to Meridian - Resurface	Apr-14	STP - 80%	7/16/2015 - PR2A	(26,330.00)	14,687,106.87
29291(04)	Norman	SH-9, Jenkins to John Saxon - Signal Interconnect	Jun-13	STPG - 100%	7/20/2015 - PR2A	(1,898.00)	14,685,208.87
20877(04)	Norman	Main & Lindsey Bridges over I-35	Aug-04	BHIY - 100%	7/21/2015 - PR20	602.50	14,685,811.37
21043(04)	Del City	SE 15, Vickie to Sooner - Widen-Add Turn Ln.	May-11	STP - 80%	7/15/2015 - PR2AR	0.00	14,685,811.37
26119(04)	Okla. County	Reno, 0.1 mi W of Bryant - Bridge & Appr.	Mar-11	STP - 80%	7/15/2015 - PR2AR	0.00	14,685,811.37

**Table 2: Federal Fiscal Year 2015
STP-UZA Federal Fund Transactions for the OCARTS Transportation Management Area (Cont.)**

Job Piece Number	Sponsor	Project Description	Let Date	Federal Funding Source	FHWA Form # and Date Approved	Change in Federal Funds	Balance*
29009(04)	Norman	Tecumseh, 24th Ave NW, Lindsey - Resurface	Jan-13	STP - 80%	7/15/2015 - PR2AR	0.10	14,713,436.87
30194(04)	Warr Acres	NW 50, Hammond to Meridian - Resurface	Apr-14	STP - 80%	7/16/2015 - PR2A	(26,330.00)	14,687,106.87
29291(04)	Norman	SH-9, Jenkins to John Saxon - Signal Interconnect	Jun-13	STPG - 100%	7/20/2015 - PR2A	(1,898.00)	14,685,208.87
20877(04)	Norman	Main & Lindsey Bridges over I-35	Aug-04	BHIY - 100%	7/21/2015 - PR20	602.50	14,685,811.37
21043(04)	Del City	SE 15, Vickie to Sooner - Widen-Add Turn Ln.	May-11	STP - 80%	7/15/2015 - PR2AR	0.00	14,685,811.37
26119(04)	Okla. County	Reno, 0.1 mi W of Bryant - Bridge & Appr.	Mar-11	STP - 80%	7/15/2015 - PR2AR	0.00	14,685,811.37
29009(04)	Norman	Tecumseh, 24th Ave NW, Lindsey - Resurface	Jan-13	STP - 80%	7/15/2015 - PR2AR	0.00	14,685,811.37
28732(04)	Midwest City	MW Blvd. over Soldier Crk. - Bridge Replace	Mar-13	STP - 80%	7/5/2015 - PR20	1,062.48	14,686,873.85
24041(05)	Edmond	Kelly, Danforth to Covell - Widening	May-13	STP - 80%	8/10/2015 - PR2A	(34,878.00)	14,651,995.85
28387(04)	Edmond	Covell, Santa Fe to Thomas - Widen & 3 signals	Sep-11	STP - 80%	8/10/2015 - PR2A	(4,502.00)	14,647,493.85
29292(04)	Norman	Alameda & Findlay / Alameda - New Signal/Intercon	Feb-15	HSIPG - 100%	8/10/2015 - PR2A	(45,753.00)	14,601,740.85
22670(04)	Norman	Robinson @ BNSF Railroad - Grade Separation	Jan-10	TCSP	9/3/2015 - PR2A	(49,415.00)	14,552,325.85
29265(04)	Warr Acres	Four Locations - SZ Improvement	Feb-14	STPG - 100%	9/3/2015 - PR2A	(14,080.00)	14,538,245.85
30003(04)	Midwest City	Reno, Sooner to Air Depot - Resurface	May-14	STP - 80%	9/14/2015 - PR2A	(81,526.00)	14,456,719.85
29309(04)	Edmond	2nd Street, Santa Fe to Saints - ITS Improv., Phase 1	Mar-14	STP - 80%	9/15/2015 - PR2A	(22,668.00)	14,434,051.85
30277(04)	Edmond	Covell, Fairfax-Sooner & Sooner I-35 - Widen & Int. Mod	Apr-16	STP - 80%	9/22/2015 - PR1240	(5,905,800.00)	8,528,251.85
29293(04)	Norman	Lindsey, 24th Ave SW to Berry - Widen & Signals	Apr-16	STP - 50%	9/23/2015 - PR1240	(3,500,000.00)	5,028,251.85
29293(04)	Norman	Lindsey, 24th Ave SW to Berry - Widen & Signals	Apr-16	STP - 50%	9/23/2015 - PR1240	(3,000,000.00)	2,028,251.85
29293(04)	Norman	Lindsey, 24th Ave SW to Berry - Widen & Signals	Apr-16	STP - 50%	9/23/2015 - PR1240	(3,227,200.00)	(1,198,948.15)

* Beginning balance reflects STP-UZA funds only. Does not include CMAQ and TAP funds.

Federal Forms:

- PR2A is used to modify a project for overruns or underruns
- PR2AI is used to reduce the funds on an inactive project
- PR2AR is used to increase the funds on an inactive project that was previously reduced
- PR2AW is a modification for award of a project
- PR20 is a final voucher processed to close a project file
- PR1240 is used to authorize a project, place it under agreement, or withdraw a project that has no funds expended
- PR1240A - Project Cancelled

Table 3: Federal Fiscal Year 2015
STP-UZA Funds Obligated by Entity

Sponsor	Project	Job Piece Number	FFY 15 Funds Obligated	Percent Obligated	Comments
Choctaw	City wide - Sign Replacement	28545(04)	69,507.00		Award Modif. - FFY 2014 Auth.
	Total		69,507.00	0.39%	
Del City	SE 15th, Vickie to Sooner - Widen / Add turn lane	21043(04)	(0.01)		PR2AR - FFY 2010 Auth.
	Total		(0.01)	0.00%	
Edmond	Kelly, Covell to Coffee Creek - Widen	24041(04)	37,105.99		Cost Overrun - FFY 2012 Auth.
	Blvd., Clergen-S CL, I-35 Frntg, 2nd to Memorial - Sign/Stripe	30213(04)	57,581.00		PR1240 Est. - FFY 2015 Auth.
	Blvd., Clergen-S CL, I-35 Frntg, 2nd to Memorial - Sign / Stripe	30213(04)	32,181.00		Award Modif - FFY 2015 Auth.
	Broadway & 33rd - Intersection Modification*	25547(04)	(602,979.00)		Award Modif - FFY 2014 Auth.
	Kelly, Danforth to Covell - Widen	24041(05)	34,878.00		Cost Overrun - FFY 2012 Auth.
	Covell, Santa Fe to Thomas - Widen & 3 Signals*	28387(04)	4,502.00		Cost Overrun - FFY 2011 Auth.
	2nd Street, Santa Fe to Saints - ITS Improve., Phase 1	29309(04)	22,668.00		Cost Overrun - FFY 2013 Auth.
	Covell, Fairfax to I-35 & Covell & Sooner-Widen, Int, MM Path**	30277(04)	5,905,800.00		PR1240 Est. - FFY 2015 Auth.
	Total		5,491,736.99	30.82%	
Logan County	Over Cottonwood Creek, NE of Seward - Bridge & Approaches	23018(04)	(5,519.43)		Project Closeout - FFY 2011 Auth.
	Charter Oak Road over Chisholm Creek - Bridge Reconstr.	26861(04)	(13,676.78)		Project Closeout - FFY 2012 Auth.
	Charter Oak, Kelley to Broadway - Resurface	26645(04)	336,400.00		PR1240 Est. - FFY 2015 Auth.
	Bridges on Seward Rd. - Guardrails	29423(04)	2,046.00		Cost Overrun - FFY 2013 Auth.
	Charter Oak, Kelley to Broadway - Resurface	26645(04)	(15,957.00)		Award Modif. - FFY 2015 Auth.
	Bridges on Seward Rd. - Guardrails	29423(04)	(0.87)		Project Closeout - FFY 2013 Auth.
	Total		303,291.92	1.70%	
McClain County	NE of SH-59/SH-39 over Walnut Creek - Bridge Reconstruction	21139(04)	10,484.00		Cost Overrun - FFY 2012 Auth.
	Council Rd., S 280 to SH-76 - Resurface	27583(04)	131.00		Cost Overrun - FFY 2013 Auth.
	Various Locations - Sign Replacement	29382(04)	0.00		Project Closeout - FFY 2013 Auth.
	Council Rd., S 280 to SH-76 - Resurface	27583(04)	884.31		Cost Overrun - FFY 2013 Auth.
	NE of SH-59/SH-39 over Walnut Creek - Bridge Reconstruction	21139(04)	(7,933.80)		Project Closeout - FFY 2012 Auth.

**Table 3: Federal Fiscal Year 2015
STP-UZA Funds Obligated by Entity (Cont.)**

Sponsor	Project	Job Piece Number	FFY 15 Funds Obligated	Percent Obligated	Comments
McClain County (Cont.)	Council Rd., S 280 to SH-76 - Resurface	27583(04)	0.00		Project Closeout - FFY 2013 Auth. PR2AR - FFY 2012 Auth.
	NE of SH-59/SH-39 over Walnut Creek - Bridge Reconstruction	21139(04)	692.74		
	Total		4,258.25	0.02%	
Midwest City	City wide - Pavement Markings	30004(04)	(8,676.00)		Award Modif. - FFY 2014 Auth. PR1240 Est. - FFY 2015 Auth. Award Modif. - FFY 2015 Auth. Cost Overrun - FFY 2012 Auth. Project Closeout - FFY 2012 Auth. Cost Overrun - FFY 2013 Auth. Cost Overrun - FFY 2014 Auth.
	City wide - Upgrade Pedestrian Signals / Ramps*	27738(04)	537,497.00		
	City wide - Upgrade Pedestrian Signals / Ramps	27738(04)	(87,097.00)		
	Midwest Blvd. over Soldier Creek - Bridge Replacement	28732(04)	5,310.00		
	Midwest Blvd. over Soldier Creek - Bridge Replacement	28732(04)	(1,062.48)		
	Reno, Sooner to Air Depot - Resurface	30003(04)	81,526.00		
	Sooner, Reno to SE 29th - Resurface (MWC/Del City)	30002(04)	257,522.00		
	Total		785,019.52	4.40%	
Moore	Eastern, NE 27th to N City Limits - Widen*	26803(04)	6,041.00		Cost Overrun - FFY 2012 Auth. Cost Overrun - FFY 2013 Auth. Cost Overrun - FFY 2013 Auth. Withdrawn by City - FFY 2014 Auth. Project Closeout - FFY 2013 Auth.
	NW 12th, Santa Fe to Gracepointe Dr. (Ph 3) - Sidewalk, S. side*	29012(04)	3,617.00		
	NW 12th, Santa Fe to Gracepointe Dr. (Ph 3) - Sidewalk, S. side	29012(04)	2,210.00		
	City wide - Pavement Markings (Bike Lane Stripe)*	30242(04)	(472,464.00)		
	NW 12th, Santa Fe to Gracepointe Dr. (Ph 3) - Sidewalk, S. side	29012(04)	(0.71)		
	Total		(460,596.71)	0.00%	
Mustang	SH-152 @ 7 Intersections - Signal Upgrade/Interconnect	28535(04)	(5,710.11)		Project Closeout - FFY 2012 Auth.
	Total		(5,710.11)	0.00%	
Nichols Hills	Grand Blvd., Greystone to Nichols - Pedestrian Trail*	28693(04)	(5,911.91)		Project Closeout - FFY 2012 Auth.
	Total		(5,911.91)	0.00%	
Norman	Tecumseh, 24th Ave NW, Lindsey - Resurface	29009(04)	(42,852.10)		Project Closeout - FFY 2012 Auth. Project Closeout - FFY 2012 Auth. Cost Overrun - FFY 2011 Auth. Cost Overrun - FFY 2010 Auth.
	Jenkins, N of SH-9 to Constitution - Roadway Lighting	29010(04)	(14,401.83)		
	Main, W of Merkle to University - Roadway Lighting	27795(04)	26,272.69		
	Robinson @ BNSF Railroad - Grade Separation	22670(04)	40,452.00		

**Table 3: Federal Fiscal Year 2015
STP-UZA Funds Obligated by Entity (Cont.)**

Sponsor	Project	Job Piece Number	FFY 15 Funds Obligated	Percent Obligated	Comments
Norman (cont.)	Alameda & Findlay / Alameda - New Signal / Interconnect	29292(04)	78,277.00		Award Modif. - FFY 2014 Auth.
	McGee, SH-9 to Cherry Stone St. - Sidewalk*	30190(04)	18,359.00		Award Modif. - FFY 2014 Auth.
	Boyd, Classen to Barkley - Sidewalk*	29256(04)	29,455.00		Cost Overrun - FFY 2013 Auth.
	Interstate Dr., Robinson ext. North - Grade, Drain & Surface	24029(05)	[51,611.91]		Project Closeout - FFY 2011 Auth.
	Tecumseh, 24th Ave NW, Lindsey - Resurface	29009(04)	[0.10]		PR2AR - FFY 2012 Auth.
	SH-9, Jenkins to John Saxon - Signal Interconnect	29291(04)	1,898.00		Cost Overrun - FFY 2013 Auth.
	Alameda & Findlay / Alameda - New Signal / Interconnect	29292(04)	45,753.00		Cost Overrun - FFY 2014 Auth.
	Robinson @ BNSF Railroad - Grade Separation*	22670(04)	49,415.00		Cost Overrun - FFY 2010 Auth.
	Lindsey, 24th Ave SW to Pickard - Widen & Signals* **	29293(04)	9,727,200.00		PR1240 Est. - FFY 2015 Auth.
Main & Lindsey Bridges over I-35 - Repair Surface	20877(04)	[602.50]		Project Closeout - FFY 2004 Auth.	
	Total		9,907,613.25	55.59%	
Oklahoma City	Western, SW 104th to SW 134th - Resurface	29295(04)	25,495.25		Cost Overrun - FFY 2013 Auth.
	MacArthur Blvd., Reno Ave. to NW 10th - Resurface	30718(04)	[67,163.00]		Award Modif. - FFY 2014 Auth.
	Eastern Ave., I-240 to Moore CL - Widen*	25600(04)	10,937.00		Cost Overrun - FFY 2011 Auth.
	Bryant, SE 89th to SE 104th - Resurface	28536(04)	[27,661.13]		Project Closeout - FFY 2012 Auth.
	Hefner, Broadway Ext. to Midwest Blvd. - Safety/Guardrail	29296(04)	658,273.00		PR1240 Est. - FFY 2015 Auth.
	City wide, Phase 4 - Signal Upgrades to LED	22321(07)	[62,925.00]		Award Modif. - FFY 2014 Auth.
	Hefner, Broadway Ext. to Midwest Blvd. - Safety/Guardrail	29296(04)	[148,749.00]		Award Modif. - FFY 2015 Auth.
	Meridian, SW 29th to Canadian River - Reconstr/Widen*	19312(05)	2,217,736.00		Award Modif. - FFY 2014 Auth.
	Meridian, SW 29th to Canadian River - Reconstr/Widen	19312(05)	63,022.00		Cost Overrun - FFY 2014 Auth.
	Total		2,668,965.12	14.98%	
Okla. County	Britton Road, Indian Meridian to Triple X Rd. - Resurface	29255(04)	6,760.46		Cost Overrun - FFY 2012 Auth.
	Britton Road, Indian Meridian to Triple X Rd. - Resurface	29255(04)	0.00		Project Closeout - FFY 2012 Auth.
	NE 10th & Hickman Ave. - Intersec. Modif. & Signals	27834(04)	6,075.61		Cost Overrun - FFY 2012 Auth.
	Memorial Rd., 0.5 mi. W of Peebly Rd. - Bridge Reconstruct.	26984(04)	28,060.00		Cost Overrun - FFY 2013 Auth.

**Table 3: Federal Fiscal Year 2015
STP-UZA Funds Obligated by Entity (Cont.)**

Sponsor	Project	Job Piece Number	FFY 15 Funds Obligated	Percent Obligated	Comments
Okla. County (Cont.)	NE 10th & Hickman Ave. - Intersec. Modif. & Signals	27834(04)	0.00		Project Closeout - FFY 2012 Auth. PR2AR - FFY 2011 Auth.
	Reno, 0.1 mi. W of Bryant Ave - Bridge & Approaches	26119(04)	(0.02)		
	Total		40,896.05	0.23%	
Warr Acres	NW 39th, NW 50th, NW 63rd (2 Loc.) - School Zone Improv.*	29265(04)	10,000.00		Cost Overrun - FFY 2013 Auth.
	MacArthur @ NW 49th & NW 50th - Intersec. Mod. & Signals*	17827(05)	100,753.00		Award Modif. - FFY 2014 Auth.
	MacArthur @ NW 49th & NW 50th - Intersec. Mod. & Signals	17827(05)	70,041.00		Award Modif. - FFY 2014 Auth.
	NW 50th, Hammond to Meridian - Resurface*	30194(04)	26,330.00		Cost Overrun - FFY 2013 Auth.
	NW 39th, NW 50th, NW 63rd (2 Loc.) - School Zone Improv.	29265(04)	14,080.00		Cost Overrun - FFY 2013 Auth.
	Total		221,204.00	1.24%	
	Grand Total		19,020,273.36	106.73%	

* Project includes improvements to accommodate pedestrians and/or bicyclists.

** STP-UZA funds are capped at the amount shown. Project sponsor will overmatch.

Bold indicated projects authorized in FFY 2015.

PR1240 - Federal estimate to authorize a project for bid

PR2AR - Final cost change for project closeout

**Table 4: Federal Fiscal Year 2015
CMAQ Federal Fund Transactions for the OCARTS Transportation Management Area**

Job Piece Number	Federal Aid Number	Sponsor	Project Description	Federal Funding Source	FHWA Form # and Date Approved	Change in Federal Funds	CMAQ Balance
							930,406.00
17904(09)	CMA-155E(841)	OCARTS	AQ Public Education Program	CMA - 80%	8/5/2015 - Close	70,376.00	1,000,782.00
17904(09)	CMA-155E(841)	OCARTS	AQ Public Education Program	CMA - 80%	8/5/2015 - Close	70,376.00	1,071,158.00
Trans to FTA		OCARTS	Air Quality Activities - COTPA FFY 2015 TIP Projects	CMA - 80%	7/24/15-ACOG Letter	(190,000.00)	881,158.00

Source: ODOT Programs Division Quarterly Reports

FFY 2015 OCARTS Area Projects Sponsored by the State

In addition to the projects described in the previous tables, which utilized urbanized area funds, numerous projects were funded with other categories of federal and state funds, matched with state or local dollars during FFY 2015. These include projects located on the State Highway System (Interstates, U.S. highways and State highways).

Table 5 provides a summary of all of the state-sponsored projects in the OCARTS area that were authorized for letting using FFY 2015 federal formula and discretionary funds. The funds reflected in the following table represent the cost of each project at the time of contract award. Additional cost overruns or underruns may occur subsequent to project award. In total, approximately \$198 million in federal (beyond STP-UZA), state and local funds was obligated within the OCARTS area during FFY 2015.

**Table 5: Federal Fiscal Year 2015
State-Sponsored Projects Awarded within the OCARTS Area**

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Blanchard	SH-76 over Walnut Crk, 2.87 mi N of US-62 (Bridge and Approaches)	27936(04)	Jul-15	STP	2,749,640	1,178,417	3,928,058
Guthrie	SH-33 from 11th St., ext E (ROW Clearance)	21860(09)	Mar-15	NHPP	271,627	67,907	339,534
Guthrie	SH-33, Drexel Street, ext E 1.3 miles (Pavement Rehabilitation-Concrete)	26379(04)	Oct-14	STPY	5,197,910	0	5,197,910
McClain County	I-35, MM 98.5 to MM 99.5 & MM 104.5 to MM 105.5 (Cable Barrier)	31325(04)	Jun-15	HSPIG	234,479	0	234,479
Midwest City	Air Depot @ SE 29th and I-40 (Intersection Modif. & Traffic Signal)	29858(04)	Mar-15	HSIPG	1,836,742	771,488	2,608,230
Midwest City Oklahoma City	I-40 @ Town Center Drive & Air Depot (MWC) I-44 @ SH-152 (OKC) (Signing & High Friction Surface)	30828(04) 30828(05)	Mar-15	HSIPG STPY	1,696,206	0	1,696,206
Moore	SH-37, Santa Fe to Bryant Ave. (Resurface)	29704(04)	Aug-15	SSR	0	1,148,734	1,148,734
Moore	I-35, from Indian Hills Rd ext. N 4.03 miles (Resurface)	30559(04)	Jul-15	SSR	0	1,123,800	1,123,800
Newcastle	US-62 from SH-9, ext. N 0.25 mi. (Resurface)	30561(04)	Feb-15	SSR	94,229	0	94,229
Newcastle	SH-9 from US-277, ext. E 1.730 mi. (Resurface)	30564(04)	Mar-15	NHPP	396,667	99,167	495,834
Norman	I-35 @ SH-9E and Lindsey St. (Interchanges)	09031(05,09)	Nov-14	NHPPIY	67,253,704	3,870,994	71,124,697
Norman	SH-9 from 36th Ave E to 72nd Ave E (Grade, Drain, Surface & Bridge)	20266(07)	May-15	STP	18,944,484	0	18,944,484
Norman	180th Ave SE, SH-9 ext S 0.035 miles (Grade, Drain & Surface)	30113(04)	Oct-14	STP	108,508	48,262	156,770
Oklahoma City	I-240 @ I-35 Interchange (ROW Clearance)	09032(19)	Jun-15	NHPPI	39,725	17,025	56,750
Oklahoma City	I-235 at Intersec of N 36th and Santa Fe (Intersection Modification)	09033(51)	May-15	SSP	109,451	0	109,451
Oklahoma City	SH-74, Memorial Rd. ext N 3.181 miles (Grade, Drain, Surface & Bridge)	14964(04)	Oct-14	STPY	16,436,606	15,966,929	32,403,535

**Table 5: Federal Fiscal Year 2015
State-Sponsored Projects Awarded within the OCARTS Area (Cont.)**

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Oklahoma City	OKC Boulevard: Gaylord from Reno, ext S. OKC Boulevard & 3rd, from BNSF to NB I-35 (GDSB,BP)	17428(60,25)	Jan-15	OKC-XTWN	28,634,783	11,976,470	40,611,254
Oklahoma City	I-235/Harrison Ave. NB off ramp at N 10th St. (Relocate off ramp)	23660(04)	Jan-15	NHPPI	1,598,252	1,598,252	3,196,504
Oklahoma City	Wilshire, 4 mi N and 4 mi W of US-62/SH270 Junction (Bridge and Approaches)	27840(04)	Oct-14	STP	606,246	179,289	785,535
Oklahoma City	I-240 at Multiple Loc. In Div. 4 (Bridge Painting)	30961(04)	Oct-14	STPY-NBIP	258,802	0	258,802
Oklahoma County	City Streets - Multiple Locations in Div. IV (Bridge Painting)	24239(05)	May-15	STP	924,984	396,422	1,321,406
Oklahoma County	US-62 at Multiple Loc. In Div. 4 (Joint Seal/Repair)	30961(05)	Oct-14	STPY	436,582	0	436,582
Purcell	I-35, 3.5 mi S of Johnson Ave, N .3 mi (Resurface)	31493(04)	Jul-15	SPRY	151,067	0	151,067
Slaughterville	US-77 from 4 mi N of SH-39 ext N 2.5 miles (Grade, Drain & Surface)	20997(07)	Nov-14	STPY	5,475,080	5,475,080	10,950,160
Warr Acres/OKC	SH-66 from 2.93 mi E of Canadian County Line, E 2.22 mi. (Resurface)	29207(04)	Jan-15	STP	673,912	168,478	842,390
Totals					154,129,687	44,086,713	198,216,400

BICYCLE AND PEDESTRIAN PROJECTS

Transportation Alternatives Program (TAP)

MAP-21 consolidated the former SAFETEA-LU Transportation Enhancements, Recreational Trails, and Safe Routes to School Programs into the Transportation Alternatives Program (TAP). The Recreational Trails Program (RTP) is described in the following section. Some remaining Enhancement funds previously apportioned to the state will be spent on OCARTS area projects selected during a statewide application cycle carried out under SAFETEA-LU.

Most of the eligible project categories under these former programs were carried forward as eligible activities for TAP funding. Examples include construction, planning and design of on- and off-road trail facilities for pedestrians and bicyclists, conversion of abandoned rail corridors for trails, rehabilitation and preservation of historic transportation facilities, safe routes to school activities, and several others.

Under MAP-21, each state is required to spend half of its TAP funds within urbanized areas, in a proportion relative to the other urbanized areas in the state. Under this formula, the OCARTS area receives approximately \$1.4 million per year (after the Recreational Trails Program set-aside described in the next section). Each state and large metropolitan area is required to utilize a competitive selection process for projects that will receive TAP funding. In FFY 2014, ACOG developed its evaluation criteria and issued a first call for projects for the FFY 2013 and FFY 2014 MPO suballocations combined.

Table 6 summarizes the projects that were approved by the MPO to receive TAP funding under ACOG's spring 2014 call for projects. Although these projects are completing engineering and design, none received federal authorization during FFY 2015 in order to be let for bid for construction.

Table 6: Projects Selected for FFY 2013 and FFY 2014 ACOG TAP Funds

Entity	Project Description	Federal Share	Local/Other Share	Total
COTPA	Route side Amenities	\$62,105	\$20,707	\$82,812
Edmond	Fox Lake Trail Extensions, West side of I-35 north & south of 15 th St.*	\$70,000	\$130,000	\$200,000
Midwest City	SE 29 th Street Trail, Sooner Road to Air Depot	\$460,000	\$115,000	\$575,000
Midwest City	West Palmer Loop Trail	\$500,000	\$165,000	\$665,000
Midwest City	Rail with Trail, between SE 15 th Street and Maple Drive	\$500,000	\$165,000	\$665,000
Midwest City	Midwest Elementary School Connector	\$90,549	\$30,451	\$121,000
Oklahoma City	West Overholser Bike Route and Sidewalk	\$130,730	\$45,925	\$176,655
Oklahoma City	Envision 240 Pedestrian Improvements	\$400,000	\$100,078	\$500,078
Warr Acres	Sidewalk, NW 50 th between Meridian and MacArthur	\$160,000	\$72,000	\$232,000
Yukon	Yukon Master Trails Plan	\$475,734	\$100,000	\$575,734
Totals		\$2,849,118	\$944,161	\$3,793,279

Note: Figures are rounded

*Revised project approved by MPO June 25, 2015

Recreation Trails Program (RTP) Projects

The Recreational Trails Program (RTP) was originally established as part of the 1998 Transportation Equity Act for the 21st Century (TEA-21) and continued through SAFETEA-LU as a separate funding program. Under MAP-21, each state had the option to continue its Recreational Trails Program as a separate program or to “opt out” and consolidate recreational trails into the new TAP Program. Oklahoma continues to administer a separate RTP program, which is funded as a set-aside from the TAP apportionment.

The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP provides up to 80 percent federal funds for trail improvements, including construction, restoration, maintenance, enhancements, trailside facilities and land acquisition associated with such trails.

The RTP is administered by the Oklahoma Tourism and Recreation Department (OTRD), which accepts competitive applications on an annual basis. Eligible applicants include city and county governments, state agencies, other governmental bodies and private non-profit organizations.

The following RTP projects were approved for funding within the OCARTS area during FFY 2015.

**Table 7: Federal Fiscal Year 2015
Recreational Trails Program Projects Approved in the OCARTS Area**

Sponsor	Project Description	Federal Share	Sponsor Share	Total
Oklahoma 4-H Foundation, Inc.	4-H ATV Training Facility and Trails, Guthrie – County Fair Grounds	\$350,000	\$103,000	\$453,000
Oklahoma 4-H Foundation, Inc.	Youth ATV Safety Education Program, Guthrie – County Fair Grounds	\$50,000	\$70,560	\$120,560
OKC Boathouse Foundation	Boathouse District Trail Project, Oklahoma City	\$160,000	\$40,000	\$200,000
City of Norman	Sutton Urban Wilderness Trail, Norman	\$160,000	\$40,000	\$200,000
	Totals	\$720,000	\$253,560	\$973,560

Source: Oklahoma Tourism and Recreation Department

TRANSIT PROJECTS

FFY 2015 Transit Expenditures – Urbanized Area Program

Public transportation services in the OCARTS area are provided in accordance with the Federal Transit Administration's urban and rural transit programs. The Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit provide public bus services known as EMBARK (formerly METRO Transit until March 2014) and CART, respectively. In July 2009, the City of Edmond, which had previously received transit service from COTPA, began its own bus system known as Citylink.

Federal funds provide a significant portion of the capital needed for planning, equipping and maintaining public transit within urban areas throughout the country. The primary federal funding source is the FTA Sec. 5307 Urbanized Area Formula Program. Under MAP-21, the former Job Access and Reverse Commute (JARC) Program was consolidated in the Sec. 5307 program.

Within the OCARTS area, FTA formula funds are provided separately to the two urbanized areas designated by the U.S. Census Bureau: the Oklahoma City UZA and the Norman UZA. The two urbanized areas originally resulted from the 2000 census data and criteria, and were maintained by the Census Bureau following the 2010 census. The FTA provides Sec. 5307 urbanized area formula funds to all urbanized areas over 50,000 population. COTPA and CART are the area's two direct recipients for urbanized area federal transit funding, with Citylink receiving some federal funds as a subrecipient of COTPA.

At the state level, the Oklahoma Legislature annually appropriates funding to the Public Transit Revolving Fund to assist with the provision of urban and rural transit services throughout the state. Locally, fares are collected from patrons who ride the buses and these farebox revenues assist with funding transit services. The Cities of Oklahoma City, Norman and Edmond also budget a portion of their general funds for transit operations by EMBARK, CART, and Citylink, respectively, and funds are budgeted by other municipalities and universities that receive local and express bus service, as well. Many non-profit organizations contract with COTPA and participate in the funding of special programs that assist their elderly and disabled clients.

Tables 8 and 9 provide a summary of the federal funds spent by COTPA and CART, respectively, during FFY 2015 for capital purchases, operating, maintenance and planning. Also included in Table 8 are the COTPA funds that were provided to Citylink.

Table 8: FFY 2015 Public Transit Expenditures – COTPA

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
Capital					
Support Vehicles (4)	5307	80/20	33,598	8,400	41,998
Automatic Vehicle Location System	5309	80/20	159,666	39,917	199,583
Preventive Maintenance	5307	80/20	4,708,840	1,177,210	5,886,050
Preventive Maintenance - City of Edmond	5307	80/20	80,000	20,000	100,000
Bus Shelters and Stops - Misc.	5309	80/20	88,400	22,100	110,500
Sidewalks	5309	80/20	6,053	1,513	7,566
Union Station - Renovation	5307	80/20	25,511	6,378	31,889
Union Station - Renovation - Enhancement	5307	80/20	93,038	23,259	116,297
Maint./Admin. Facility (2000 S. May) - Renovation	5307	80/20	635	159	794
Maint./Admin. Facility (2000 S. May) - Renovation	5309	80/20	17,120	4,280	21,400
Transit Center - Renovation	5307	80/20	1,007	252	1,259
Transit Center - Renovation	5309	80/20	-34	-8	-42
Security - Camera Systems - Transit Center and 2000 S. May	5307	80/20	98,969	24,743	123,712
Security - Burglar/Fire Alarm Systems - Transit Center, 2000 S. May, and Union Station	5307	80/20	22,898	5,725	28,623
Security - Access Control Systems - Transit Center and 2000 S. May	5307	80/20	53,655	13,414	67,069
Security - Bus Shelters and Stops - Misc.	5307	80/20	14,900	3,725	18,625
Maintenance Shop - Equipment	5307	80/20	66,827	16,706	83,533
Legal Services	5307	80/20	90,368	22,592	112,960
Mobile Farebox - Software Upgrade	5307	80/20	30,939	7,735	38,674
Computers, Software and Related Capital	5307	80/20	33,437	8,359	41,796
Office Equipment and Related Capital	5307	80/20	3,338	834	4,172
Marketing and Related Capital	5307	80/20	91,167	22,789	113,956
Marketing and Related Capital	CMAQ	80/20	35,672	8,918	44,590
Total Capital			5,756,004	1,439,000	7,195,004
Planning					
Planning Activities	5307	80/20	607,141	151,784	758,925
Planning Studies	5307	80/20	9,600	2,400	12,000
Planning Studies - ACOG	5307	80/20	8,000	2,000	10,000
Total Planning			624,741	156,184	780,925
Welfare-to-Work					
COTPA - Job Access - Flex Route (Metro Link)	5307	30/20/50	248,657	62,164	310,821
COTPA - Extended Fixed Route & Increased Freq.	5316	50/50	156,089	156,089	312,178
COTPA - Increased Freq. - Routes #3, #11, & #14	CMAQ	80/20	274,944	68,736	343,680
City of Edmond - Transp. Serv. - Express Route	5316	50/50	74,124	74,124	148,248
COTPA - Accessible Pedestrian Signals	5317	80/20	113,152	28,287	141,439
COTPA - Mobile Data Terminals	5317	80/20	20,410	5,102	25,512
City of Spencer - Bus Shelter	5317	80/20	12,800	3,200	16,000
ACOG - Program Administration - JARC	5316	100/0	6,514	0	6,514
ACOG - Program Administration - New Freedom	5317	100/0	3,912	0	3,912
COTPA - Paratransit - Extended Service Costs	5307	80/20	357,585	89,396	446,981
Community Health Centers - Transportation Serv.	5317	50/50	40,183	40,183	80,366
Daily Living Centers - Transportation Service	5317	50/50	2,499	2,499	4,998
Community Action Agency - Transportation Serv.	5317	50/50	9,300	9,300	18,600
LeFleur Transportation - Transportation Service	5317	50/50	1,978	1,978	3,956
Yellow Cab Co. of Okla. - Transportation Service	5317	50/50	3,213	3,213	6,426
Total W-to-W			1,325,360	544,271	1,869,631
Grand Total			7,706,105	2,139,455	9,845,560

Table 9: FFY 2015 Public Transit Expenditures – CART

Project Description	Percent Federal	Federal Share	Local Share	State Funds	Total
Federal Grant OK-37-X045: Sec. 5316 (JARC)					
Operating (Expanded Services)	50%	50,165	50,165		100,330
Capital (Automated Stop Annunciators)	80%	26,862	5,372		32,234
Subtotal		\$77,027	\$55,537		\$132,564
Federal Grant OK-90-X115: Sec. 5307					
Fixed Route Vehicle Replacement	85%	359,711	63,479		423,190
Subtotal		\$359,711	\$63,479		\$423,190
Federal Grant OK-90-X120: Sec. 5307					
Operating (ADA/Paratransit)	80%	65,317	16,329		81,646
Vehicle Preventative Maintenance	80%	384,029	96,007		480,036
UPWP Planning	80%	168,312	42,079		210,391
Operating Expenses (General)	50%	423,896	423,896		847,792
Bus Stop Amenities	80%	10,840	2,710		13,550
Subtotal		\$1,052,394	\$581,021		\$1,633,415
Federal Grant OK-90-X124: Sec. 5307					
Operating (ADA/Paratransit)	80%	89,717	22,429		112,146
Vehicle Preventative Maintenance	80%	174,371	43,593		217,964
UPWP Planning	80%	31,813	7,953		39,766
Operating Expenses (General)	50%	245,215	245,215		490,430
Bus Stop Amenities	80%	0	0		0
Subtotal		\$541,116	\$319,190		\$860,306
CMAQ Air Quality Grant		\$8,098	\$2,025		\$10,123
ODOT Public Transit Revolving Fund				\$110,067	\$110,067
Grand Total		\$2,038,346	\$1,021,252	\$110,067	\$3,169,665

Source: CART

FFY 2015 Transit Expenditures – Elderly and Disabled Program

In addition to the transportation services available to the elderly and persons with disabilities provided through COTPA, CART and Citylink, numerous organizations operate wheelchair accessible vehicles under 49 U.S.C., Section 5310. The Section 5310 program gives private, non-profit organizations the opportunity to purchase vehicles, with federal assistance, to transport elderly and disabled clients to meet their everyday needs, including transportation to work, medical appointments, shopping and recreation. MAP-21 consolidated the SAFETEA-LU New Freedom Program into the Sec. 5310 program. Eligible New Freedom activities include improvements beyond the requirements of the Americans with Disabilities Act (ADA).

Section 5310 funds pay for 85 percent of the capital cost of a wheelchair-accessible vehicle (80 percent for non-accessible vehicles), with the local match, operation and maintenance paid for by the sponsoring organization.

The Oklahoma Department of Human Services, Aging Services Division, administers this program. Applications for funding are reviewed by the MPO and submitted to ACOG's Intermodal Transportation Technical Committee (ITTC) and Intermodal Transportation Policy Committee (ITPC) for inclusion in the Transportation Improvement Program (TIP), as required for federal funding eligibility. Coordination with the region's public transit operators and cooperation among Sec. 5310 recipients is encouraged to ensure that services are not duplicated and that the maximum number of patrons can be served.

In FFY 2015, the following OCARTS area applications were approved for funding.

Table 10: FFY 2015 OCARTS Area Section 5310 Approvals

Organization	Vehicle Type	Percent Federal	Federal Share	Local Share	Total
Dale Rogers Training Center Oklahoma City	Three 12 passenger buses 1,000 lb. lift, ADA accessible	85.0%	\$150,909	\$26,631	\$177,540
Daily Living Center Bethany	One 4 passenger Mini-Van ADA accessible	85.0%	\$32,685	\$5,798	\$38,483
Edmond Association for the Mentally Retarded Citizens (EARC), Edmond	Two 6 passenger SUV Non-ADA accessible	80.0%	\$36,938	\$9,234	\$46,172
Edmond Association for the Mentally Retarded Citizens (EARC), Edmond	One 4 passenger Mini-Van ADA accessible	85.0%	\$32,685	\$5,798	\$38,483
City of Edmond Edmond	One 20 passenger bus Gas/Propane 1,000 lb. lift, ADA accessible	85.0%	\$82,212	\$14,508	\$96,720
Logan County Association for Retarded Citizens (New Horizons), Guthrie	Two 6 passenger SUV Non-ADA accessible	80.0%	\$36,938	\$9,234	\$46,172
Metropolitan Better Living Center Inc., Oklahoma City	Two 6 passenger SUV Non-ADA accessible	80.0%	\$36,938	\$9,234	\$46,172
OKC Metro Alliance Oklahoma City	Two 6 passenger SUV Non-ADA accessible	80.0%	\$36,938	\$9,234	\$46,172
Oklahoma Foundation for the Disabled, Oklahoma City	Two 12 passenger buses Gas/CNG 1,000 lb. lift, ADA accessible	85.0%	\$74,847	\$13,208	\$88,055
		Totals	\$521,090	\$102,879	\$623,969

Source: Oklahoma Department of Human Services, Aging Services Division

FFY 2015 Transit Expenditures – Rural Area Formula Program (Section 5311)

Section 5311 Rural Area Formula Grants are administered by the Transit Programs Division of the Oklahoma Department of Transportation, which is charged with providing an equitable distribution of funds throughout the State for the administration of public transportation services in non-urbanized areas. There are 19 agencies providing rural public transportation services in 72 counties within Oklahoma.

Section 5311 funds are provided by the Federal Transit Administration (FTA) for the purchase of capital equipment, administration and operation of the rural transit systems. Rural operators may receive up to 80 percent reimbursement for capital and administrative expenses, and 50 percent reimbursement for their net operating deficit. Capital expenditures associated with compliance with the Americans with Disabilities Act and the Clean Air Act, as amended, may receive a 90 percent federal share. The local share is provided by the operating agencies receiving the FTA assistance.

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as the First Capital Trolley, and Delta Community Action Foundation, which operates a rural transit system known as Delta Public Transit.

Table 11: FFY 2015 Sec. 5311 Public Transit Expenditures

Project Description	Percent Federal	Federal Share	Local Share*	Total
First Capital Trolley				
Section 5311				
Administrative Expenses	80%	\$69,315	\$17,329	\$86,644
Net Operating Expenses	50%	\$633,688	\$633,600	\$1,267,376
Total Sec. 5311		\$703,003	\$651,017	\$1,354,020
Delta Public Transit				
Section 5311				
Administrative Expenses	80%	\$7,595	\$1,899	\$9,494
Net Operating Expenses	50%	\$25,879	\$25,879	\$51,758
Total Sec. 5311		\$33,474	\$27,778	\$61,252

Note: The data for DELTA TRANSIT reflects approximately 25% of the amount spent since only a portion of their services are provided within the OCARTS area.

Source: ODOT Transit Programs Division