

Transportation Improvement Program for the OCARTS Transportation Management Area

FFY 2018 - FFY 2021
(October 1, 2017 - September 30, 2021)



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INTRODUCTION

Background

The Transportation Improvement Program (TIP) is a cooperatively developed four-year program outlining multimodal transportation improvements and services to be implemented within the Oklahoma City Area Regional Transportation Study (OCARTS) area.

Federal law requires that all Metropolitan Planning Organizations (MPOs) prepare a TIP for their designated region. The Fixing America's Surface Transportation (FAST) Act is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, the Association of Central Oklahoma Governments (ACOG), in its role as the MPO, is responsible for preparing the regional Transportation Improvement Program (TIP) in cooperation with the state department of transportation, transit operators and local governments.

Although federal regulations require the TIP be updated at least every four years and cover a minimum four-year period, ACOG produces a new TIP triennially and outlines federal transportation expenditures for the subsequent four-year period. This document is prepared under the guidance of the Intermodal Transportation Technical and Policy Committees, and is submitted to the Governor, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) through the Oklahoma Department of Transportation (ODOT).

Capital and non-capital projects funded by the Federal Transit Administration, the Federal Highway Administration, and the Federal Aviation Administration are required to be listed in the TIP to be eligible for obligation of federal funds. Projects designated for each year of the TIP are expected to be ready for obligation of federal funds within the year listed. Other state, county, and locally funded projects may also be included in the TIP for informational purposes.

TIP Purpose and Scope

The TIP is intended to fulfill the following purposes:

- To serve as a short-range implementation tool to achieve compliance with the goals of the regional long-range transportation plan.
- To provide continuity of current transportation improvement projects with those identified in previous TIPs.
- To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), and geographic area.
- To estimate the costs of projects proposed for federal funding. The total federal share of project costs is to be consistent with the federal funds reasonably anticipated to be available for such projects in the area.
- To establish a prioritization of projects to effectively utilize federal funds as they become available.
- To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's air quality.

Prioritization of Projects

This TIP includes a listing of projects for FFY 2018, 2019, 2020 and 2021. Those projects included in FFY 2018 are considered to be of the highest priority and most ready for implementation. This means that local matching funds have been identified, environmental review and site preparation for construction projects have been, or will be, accomplished within the funding period, and the project is anticipated to result in the obligation of federal funds during FFY 2018. Projects for future implementation and of lesser readiness are those identified in the subsequent fiscal years. The projects included in this TIP represent the priorities of the Metropolitan Planning Organization for implementation within the OCARTS area. All projects included in the TIP are consistent with the region's Metropolitan Transportation Plan, Encompass 2040, adopted on October 27, 2016, and the Oklahoma Long-Range Transportation Plan 2015-2040, approved November 2016.

Program Boundary

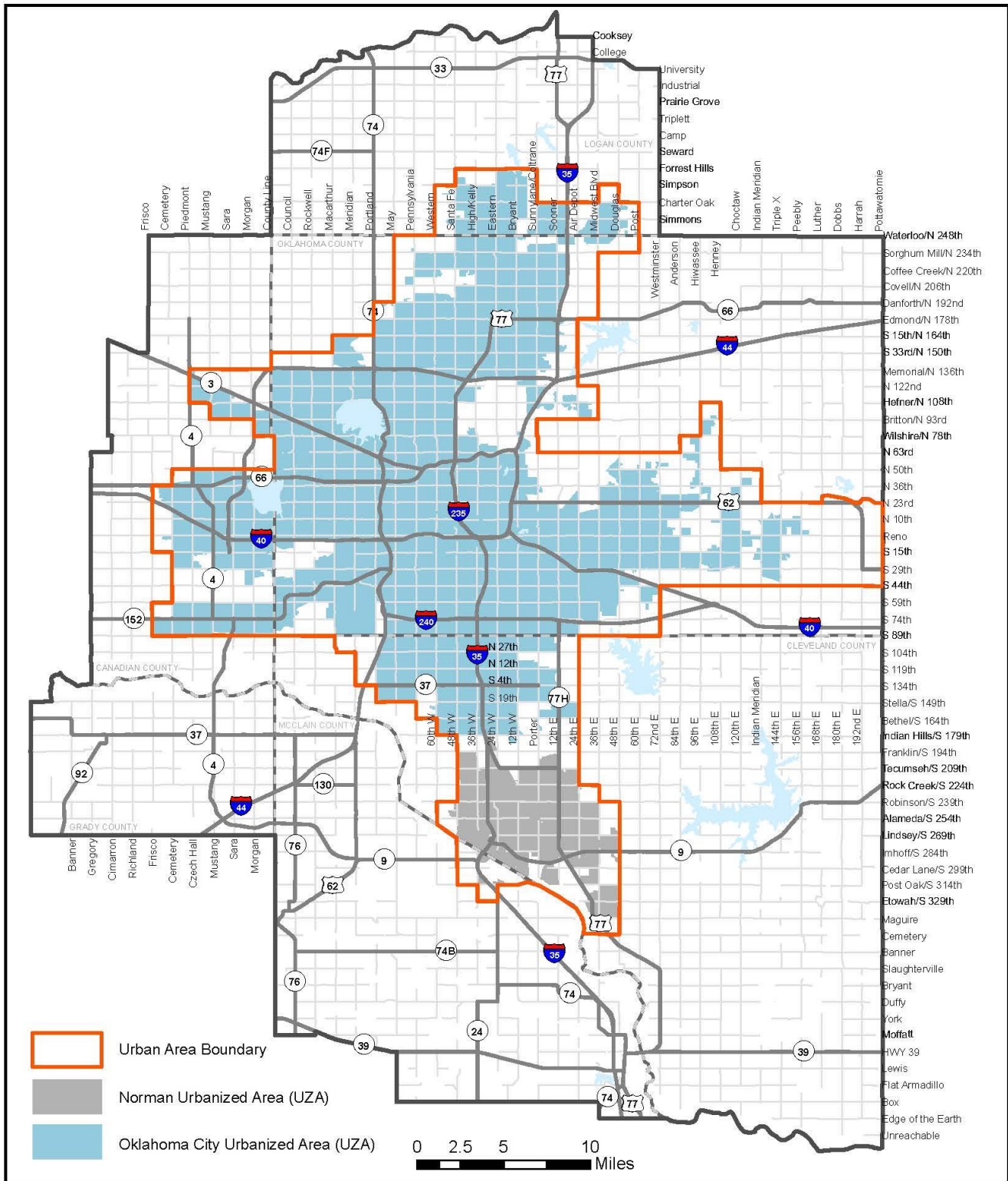
The geographic area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties¹. The OCARTS area is also designated as the Transportation Management Area (TMA) for the Oklahoma City metropolitan region.

Beginning with the 2000 census and continuing with the 2010 census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA—the Oklahoma City UZA and Norman UZA. Sec. 6016 of the FAST Act attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes. These boundaries are important because they directly impact the amount of funding that is suballocated to the MPO for project selection. Only UZAs with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs, which the Norman UZA would not qualify for on its own. However, the FTA does distribute funding to designated recipients for both large and small urbanized areas.

[Figure 1](#) reflects the latest geography of the Oklahoma City and Norman urbanized areas, as well as the adjusted, or “smoothed”, urban area boundary (UAB) within the OCARTS TMA.

¹ The Intermodal Transportation Policy Committee approved the current OCARTS area boundary on February 28, 2002, which added 395 square miles in McClain and Cleveland Counties.

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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Program Revisions

Projects included in the TIP may be considered for amendment or revision. Such amendments may not exceed the federal, state and local funds anticipated to be available in order to maintain the FAST Act financial constraint requirement for the TIP. Modifications to the TIP requested by OCARTS area communities or other implementing agencies must have the approval of the ITPC, which conducts a public hearing prior to final action. Following MPO approval, each amendment is forwarded to ODOT for approval, as the Governor's designee, and inclusion in the Statewide Transportation Improvement Program (STIP).

Air Quality and Conformance with SIP

The impact of transportation on Central Oklahoma's quality air is a component of ACOG's regional planning efforts. Since the establishment of comprehensive federal and state emission regulations by the 1970 Clean Air Act, research has continued to demonstrate the relationship between public health and air quality. While ACOG is not a regulatory body and has no enforcement capabilities, it does work to promote compliance with the Environmental Protection Agency's (EPA's) National Ambient Air Quality Standards (NAAQS) through a variety of programs in Central Oklahoma.

In October 2015, EPA revised the primary and secondary ozone standard levels from 0.075 parts per million (ppm) to 0.070 ppm, and retained their indicators (O₃), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). The new standards have been challenged in court by a number of states and industry groups which could possibly delay or suspend the new standards. Prior to these challenges, EPA had projected final designations and classifications to be determined by October 2017.

Although the OCARTS area is in compliance with the federal air quality standards, regional leaders continue to explore strategies that will maintain and improve our air quality. ACOG works in concert with a multitude of stakeholders on air quality related activities with a particular focus on ground-level Ozone and Carbon Monoxide. These emissions reductions efforts are reported to EPA annually as part of EPA's Ozone Advance Program. Central Oklahoma must remain vigilant in promoting good air quality habits if we are to remain in compliance in the future.

More information about Central Oklahoma's air quality status and the region's efforts to remain in attainment with the National Ambient Air Quality Standards can be found online at www.acogok.org.

Title VI and Environmental Justice

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The Environmental Justice (EJ) Orders (1997) further amplify Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

Compliance with Title VI and the EJ Orders among recipients of Federal Highway and Federal Transit Administration funds is a priority of the U.S. Department of Transportation that is evaluated during metropolitan and transit authority certification reviews and review of the Statewide TIP.

In compliance with FTA Circular 4702.1B, the Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART) jointly prepare triennial Title VI reports documenting that transit services and amenities are provided within the region in a nondiscriminatory manner. ACOG's Title VI Plan further documents that the MPO planning process,

including information dissemination and participation in the decision-making process, is conducted in a nondiscriminatory fashion.

Projects included in this TIP represent a balance between transportation needs and anticipated funding. Projects are generally dispersed throughout the OCARTS area, and different improvements affecting different locations are identified each time a new TIP is prepared. Impacts on various socioeconomic groups from large projects that address transportation corridors or modes are generally determined through special planning studies or environmental processes prior to inclusion in the TIP and STIP. Smaller projects to improve the capacity or safety of the existing street network, the transit system or area airports are not anticipated to have a disproportionate impact on any particular segment of the region's population.

Performance Management

The FAST Act and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), require that states and MPOs conduct performance-based planning. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The TIP, as well as the Metropolitan Transportation Plan (MTP), are required to address the region's established performance measures. Guidelines for several of the federal requirements are still under development, as are specific performance measures and targets for the OCARTS area. As these are more fully developed, performance-based planning will be integrated into the MPO's processes for MTP and TIP project selection.

Transit providers that receive Federal Transit Authority (FTA) funding are also required to incorporate performance management into their planning and programming process. This requires the creation of a Transit Asset management (TAM) Plan and State of Good Repair (SGR) Performance Targets. The OCARTS area transit providers have set their organizational targets, and are in the process of creating their TAM plans. Once complete they will then begin incorporating performance based planning and programming into the project selection and monitoring process.

Public Involvement

ACOG's public participation goals and strategies are outlined in its Public Participation Plan. This document acts as a framework from which to guide the public participation process in transportation planning, including development of the TIP.

In developing this TIP, the MPO provided citizens, affected public agencies, local governments, public and private transportation providers, goods movement providers, and other interested parties with a reasonable opportunity to provide input and to comment on the proposed program. Opportunities for review and comment on the proposed TIP were announced through articles and notices published in metro area newspapers, ACOG's e-newsletter, *Perspective on Central Oklahoma*, and public meetings/hearings held by the Intermodal Transportation Technical Committee (ITTC) and the Intermodal Transportation Policy Committee (ITPC).

Notices of public hearing were published in local newspapers advising the public of the availability of the preliminary and final versions of the FFY 2018-2021 OCARTS area TIP. Notices included information on the time frame for submitting written comments and the date, time and location that the TIP would be considered by the Intermodal Transportation Policy Committee. In addition, notification was provided via the ACOG website, a media release, and ACOG's social media suite.

Appendix A includes documentation of the MPO's public outreach efforts associated with this TIP. The final TIP and subsequent amendments will be available on ACOG's website.

Comments on this TIP from the public, committee members, or any local organization, whether positive or negative, are handled in the following manner:

- All comments are requested to be put in writing and provided to the MPO.
- Comments concerning specific projects or proposals are forwarded to the sponsoring agency or jurisdiction.
- A copy or summaries of substantive comments are provided to the ITTC and ITPC during their regular meetings for their evaluation.
- A written response is provided to the individual or organization concerning recommendations or decisions arising from the ITPC meeting or the sponsoring entity, as appropriate.
- Copies of all comments received on the preliminary TIP are included in the final document.

OVERVIEW OF PROGRAM ELEMENTS

Street and Highway Element

The Street and Highway Element of the TIP includes transportation improvements submitted by cities and counties located within the OCARTS area, as well as projects recommended for funding within the OCARTS area by the Oklahoma Department of Transportation (ODOT). Funding for these projects will utilize a variety of federal funding categories administered by the Federal Highway Administration. Each of the Street and Highway Element projects represent short-range priorities that are located on the Federal Functional Classification System and are consistent with the region's long-range transportation plan, *Encompass 2040*, and the Oklahoma Long-Range Transportation Plan. *Encompass 2040* was adopted by the MPO on October 27, 2016, and is incorporated by reference into the statewide plan, which was adopted by the Oklahoma Transportation Commission in November 2016.

Street and Highway Element projects include construction, maintenance, and transportation system management (TSM) activities that will impact the regional network. Numerous TSM projects are included in the TIP, which are intended to enhance the efficiency of the existing street network. Examples of these activities include traffic signalization, signal coordination, safety improvements, and intersection redesign. Other improvements involve the widening of streets and bridges, thus increasing capacity to meet travel demand, increase safety, and reduce congestion. Also included in this element is the identification of roadway projects that will include sidewalks and/or bicycle paths. Specific information about the Street and Highway Element projects proposed for implementation during FFY 2018-FFY 2021 is provided in Chapter 3 of this document.

Transit Element

Transit services within the OCARTS area include the urban area bus systems operated by the Central Oklahoma Transportation and Parking Authority (COTPA), a trust of the City of Oklahoma City; the University of Oklahoma, Transit Services Division; the City of Edmond, operated by McDonald Transit; the Elderly and Persons with Disabilities Program, administered by the Oklahoma Department of Human Services, Aging Services Division; and the Rural Area Formula Program, administered by the Oklahoma Department of Transportation, Transit Programs Division. These services are funded by the Federal Transit Administration, local funds and the ODOT Public Transit Revolving Fund.

Section 5307- Urban Area Transit Services

COTPA provides public transportation through its bus system known as EMBARK. The COTPA system includes 19 local routes, an express route to Norman, four evening routes, and Saturday service on most routes. There is no Sunday service. COTPA also operates shuttles at the OU Health Sciences Center campus in Oklahoma City.

The OU Transit Services bus system is known as Cleveland Area Rapid Transit (CART). The Norman system includes ten local routes serving the OU campus and a large portion of the City of Norman's urban area and an express route to Oklahoma City.

The City of Edmond provides public transportation through a bus system known as Citylink. The system includes five local routes and an express route to and from Oklahoma City. Citylink receives some FTA Section 5307 funds as a subrecipient to COTPA.

Each of the urban area transit operators also provide paratransit service within $\frac{3}{4}$ mile of their fixed routes as required by the federal rules, with CART providing paratransit service throughout the City of Norman.

Other Special Transportation Services

In addition to the fixed route services described above, COTPA participates in a variety of transit services for the elderly and mobility impaired. These include:

- **METRO-Lift** – demand-responsive service for mobility impaired persons, serving the greater Oklahoma City area.
- **Share-A-Fare** – reduced cost taxi fares for the elderly and persons with disabilities, which operates 24 hours a day, seven days a week, in coordination with local taxi companies.
- **Discount Bus Program** – half-fare bus service available to persons 60 years of age and older and to persons with disabilities.
- **STEP (Supplemental Transportation for Elderly Persons) Shopping Shuttle** – donation based van service to designated grocery stores for persons 60 years of age and older. The service is underwritten by the Areawide Aging Agency and COTPA.
- **Congregate Meal Transportation** – a donation based transportation service for the senior nutrition project of the Areawide Aging Agency, serving persons 60 years of age and older and persons with disabilities. Funding is provided by the Areawide Aging Agency and COTPA.
- **Interim** – free, one-time demand-responsive taxi service available to the elderly and disabled for essential trips only, when they are unable to secure transportation from any other source. COTPA contracts with the local taxi company to provide the service, which is financed in part by the Areawide Aging Agency and COTPA.
- **Daily Living Center** – a round-trip, door-to-door transportation service for older adults and persons with disabilities to the Daily Living Center, an adult day care center.
- **Helpline** – taxi service for emergency or medical related transportation needs of the homeless operated through a contract with a local taxi company and underwritten by the City of Oklahoma City and COTPA.
- **RSVP (Retired Senior Volunteer Program)** – senior volunteer drivers provide transportation to medical appointments for low and moderate income seniors, using private vehicles, with mileage reimbursement provided by the Areawide Aging Agency.
- **Senior Companion Program** – able volunteer seniors are matched with frail elderly persons to help provide meals, companionship, assist with housekeeping, and other services. A van transports the volunteers from their residences to the residences of the elderly.

CART's transit services to the elderly and mobility impaired include:

- **CARTaccess** – origin-to-destination service for individuals who, because of disability, are unable to ride the fixed route buses. CARTaccess vans operate the same hours as fixed route service, and are available within the entire city limits of Norman.
- **Discount Bus Program** – half-fare bus service available to persons 60 years of age and older, persons with disabilities, Medicare cardholders, and ADA cardholders.
- **Social Security Route** – a shuttle every Tuesday and Friday offering transportation from Norman to the Social Security Administration in Moore. This shuttle is open to all.

Citylink's special transportation services include:

- **CAPS (Citylink Access Paratransit Service)** – free curb-to-curb service that allows disabled residents rides from Citylink to appointments within Edmond city limits. CAPS service operates Monday through Saturday.
- **Free Service** – All Citylink service is free for anyone who wishes to ride.

Section 5310- Elderly and Persons with Disabilities 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. Other eligible applicants for these funds can include public bodies approved by the State to coordinate services for elderly persons and persons with disabilities, and public bodies that certify to the Governor that no non-profit corporations or associations are readily available in their area to provide service to meet the special needs of the elderly and disabled.

The 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 Department of Human Services, Aging Services Division, administers this program, and advises the MPO annually of eligible applications received within the OCARTS area. The TIP includes a line item for Sec. 5310 projects, and specific projects are reflected later when more complete information is known.

Cooperation and coordination among Sec. 5310 operators is encouraged so that the maximum number of patrons can be served.

Section 5311 – Public Transportation Program for Non-Urbanized Areas

The Section 5311 Rural Area Formula Program is 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 currently 20 agencies providing rural public transportation services in 74 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 a 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 to Delta Transit in the southern portion of the region. However, only a portion (approximately 25 percent) of Delta Transit's service is provided within the OCARTS area.

Airport Element

The OCARTS area contains seven public airports. Most are partially funded through the Federal Aviation Administration. These airports serve a variety of air travel needs ranging from international to regional in scale. Three airports are located in the City of Oklahoma City and include Will Rogers World Airport, Wiley Post Airport and Clarence E. Page Airport. The Oklahoma City Airport Trust oversees operation of these airports, with administrative staff provided by the Oklahoma City Department of Airports. An Airport System Plan guides planning and programming of transportation improvements at these facilities.

Max Westheimer Airport is located in the City of Norman and is operated by the University of Oklahoma. The Cities of Guthrie and Edmond signed an agreement in June 2004 to collaborate on the operation and funding of the Guthrie-Edmond Regional Airport, located in Guthrie. Prior to that agreement, the former Guthrie Airport was operated solely by the City of Guthrie. Finally, the Town of Goldsby operates the David J. Perry Airport and the City of Purcell operates the Purcell Municipal Airport located within their jurisdictions.

STREET AND HIGHWAY ELEMENT

The Street and Highway Element of this Transportation Improvement Program includes specific projects that will be implemented by various OCARTS area cities and counties and the Oklahoma Department of Transportation during the FFY 2018-2021 short-range planning period.

The improvements that are reflected for FFY 2017 represent the region's highest priorities for enhancing the OCARTS street and highway network. These projects are generally in the design phase, and thus have the greatest level of commitment from the sponsoring entities and the greatest probability of being implemented with federal and local funding resources. Federal rules require that the costs of projects listed in each metropolitan area's TIP are consistent with the federal, state and local funds expected to be available to the area. This TIP is based upon the latest available project cost estimates and revenue expectations.

OCARTS Area Projects Funded from Previous TIPs

The previous OCARTS Area TIP covered FFY 2017-2020. Table 1 includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2016. These OCARTS area improvements represent a total expenditure of \$120 million. This includes federal, state, and local funds spent on streets eligible for Federal aid and those portions of the State Highway System (interstates, U.S. highways, and state highways) located within the OCARTS area. [Figure 2](#) identifies the locations of the major improvements reflected in Table 1.

Street and Highway Element Funding Sources

Several categories of federal funding are available for implementing the Street and Highway Element of the TIP. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

On December 4, 2015, Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act builds on the changes made by MAP-21. The FAST Act funds surface transportation programs for federal fiscal years (FFY) 2016 through 2020. It is the first transportation law enacted in a decade that provides long-term funding certainty for surface transportation.

The new law maintained (with modification) the core highway formula programs and added a new National Highway Freight Program, as described below:

- National Highway Performance Program (NHPP)
 - *Created under MAP-21, this program combined the former National Highway System, Interstate Maintenance, and Highway Bridge Programs*
- Surface Transportation Block Grant Program (STBG)
 - *Name changed to add the words "Block Grant"*
 - *Continues all prior STP eligibilities*
 - *Transportation Alternatives Program eliminated and replaced with a set-aside of STBG program funding*
 - *Maintains Recreation Trails Program set-aside*

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program (set-aside from HSIP)
- National Highway Freight Program
 - *New program to improve the efficient movement of freight on the National Highway Freight Network*

Some of these funding sources may also be used for bicycle and pedestrian pathways, as alternatives to vehicle travel, and some are “flexible,” meaning they can be used for eligible transit activities. Funding apportionments under these programs are made available annually to the Oklahoma Department of Transportation from the Federal Highway Administration for use throughout the state.

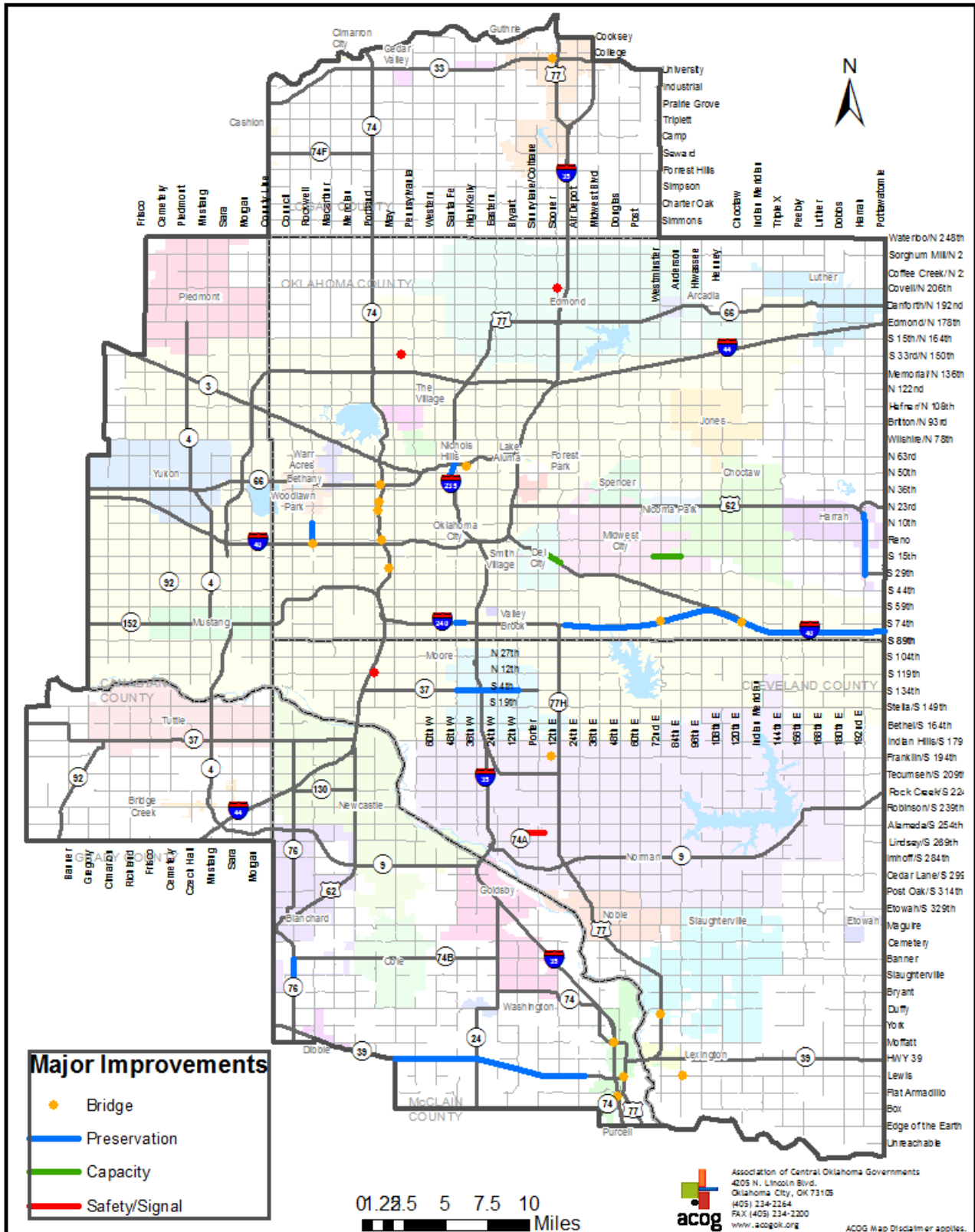
The FAST Act calls for urbanized areas with a population greater than 200,000 to receive a formula-based suballocation of Surface Transportation Block Grant Program (STBG) funds, including the set-aside for transportation alternatives projects. The amount of funding received is based upon the population within the census-designated urbanized area. Beginning with the 2000 census and continuing with the 2010 census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA—the Oklahoma City UZA and Norman UZA. Sec. 6016 of the FAST Act attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes.

Table 1: OCARTS Area Projects Funded During FFY 2016

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Canadian County	I-40/I-44/I-240/Cimarron Rd/NW 16th St/Sunnylane Rd: Multiple locations in Div 4	29494(04)		SSP			
Oklahoma County	(Bridge Rehabilitation)	30643(04)	Jan-16	SBR	0	4,363,694	4,363,694
		31205(04)		SBR			
Cleveland County	SH-39: From 2 miles E of US-77, Extend E near Lexington (Widen, Resurface, and Bridge)	24112(04)	Jun-16	ACSTP	7,759,200	1,939,800	9,699,000
Cleveland County	US-77: Over Choteau Creek, 2.9 miles N of SH-39 junction near Lexington (Bridge & Approaches)	20997(18)	Jan-16	ACSTP	2,505,942	626,485	3,132,427
Cleveland County	County Road (Lewis Rd/EW-139) over tributary of Willow Creek (Bridge & Approaches)	24617(04)	Oct-15	STP	355,698	88,924	444,622
Del City	I-40: from 2.3 miles E of I-35, Extend E to Del City (ROW Clearance)	23310(07)	Jan-16	NHPPI	44,370	4,930	49,300
Edmond	Covell Rd & Sooner Rd (Grade, Drain, Surface, and Traffic Signal)	30277(04)	Apr-16	STP-UZA	5,905,800	0	5,905,800
Guthrie	SH-33: Over Cottonwood Creek and BNSF RR, .2 mile W of SH-77 (Bridge and Approaches)	21860(04)	Sep-16	ACSTP	13,788,438	3,447,109	17,235,547
Logan County	Three locations - Douglas, Seward (Guardrails)	30826(04)	Jan-16	STP- Safety	123,994	0	123,994
McClain County	SH-39: From 75 feet W of SH-59 S Junctionm Extend E near Purcell (Resurface-Asphalt)	32477(04)	Jun-16	MC	0	643,576	643,576
McClain County	SH-76: From .1 miles S of SH-74B, Extend N near Blanchard (Grade, Drain, Surface and Bridge)	01964(06)	Mar-16	ACSTP	5,246,320	1,311,580	6,557,900
Midwest City	SE 15th, Lynn Fry Blvd to Anderson (Widen-2-4 Ln Divided/Sidewalk)	24364(04)	Sep-16	STP-UZA	7,203,886	1,742,030	8,945,916
Moore	SH-37: from Santa Fe Ave, Extend E 3 miles to Bryant Ave (Resurface-PC Concrete)	29704(04)	Jan-16	SSR	0	1,133,762	1,133,762
Norman	Boyd, Berry Rd to Classen Blvd (Signal Interconnect & Upgrade)	24285(04)	Sep-16	STP- Safety	568,772	0	568,772
Norman	City wide, Phase 4 (Pavement Markings)	30478(04)	Jan-16	STP- Safety	190,109	0	190,109
Norman	Franklin Rd over Little River (Bridge Replacement)	26835(04)	Sep-16	STP	2,398,549	590,446	2,988,995
Norman	Lindsey, Berry to Pickard (Int Mod & Signal)	29293(04) 31507(04)	Apr-16	STP-UZA	4,980,242	1,595,627	6,575,869
Oklahoma City	I-35/I-235: Multiple locations (Safety Improvements)	21034(05)	Oct-15	HSIPG	1,339,751	0	1,339,751
Oklahoma City	I-40: Vehicle Impact Damage over Choctaw Rd, 1.2 miles E of I-240 (Bridge Repair)	32549(04)	Jun-16	SAP	0	44,796	44,796
Oklahoma City	I-44: Over Reno Ave, .2 miles N of I-40 (Bridge Repair)	32209(04)	Jan-16	SAP	0	177,707	177,707

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Oklahoma City	I-235: NW 36th St Interchange, Extend N to OKC (Grade, Drain, and Bridge)	09033(16) 09033(25)	Apr-16	ACNHPPI ACNHPPI	3,771,714	0	3,771,714
Oklahoma City	I-235/US-77: from .43 mile N of NE 36th St, Extend N (Resurface-Asphalt)	09033(49)	Mar-16	SSP	0	2,398,405	2,398,405
Oklahoma City	I-240: From Santa Fe Ave, Extend E to OKC (Grade, Drain, and Surface)	09032(20)	Jan-16	ACNHPPI	10,762,373	1,195,819	11,958,192
Oklahoma City	I-240: From .73 miles E of Air Depot E to OKC (Resurface-Asphalt)	31818(04)	Nov-15	SSP	0	8,899,400	8,899,400
Oklahoma City	Lincoln Blvd: Over Deep Fork Creek, .1 miles S of I-44 I-240: Over Westminster Road, 2.9 miles W of I-40 (Bridge Rehabilitation)	29497(04) 30424(04)	Mar-16	SBR SSP	0	2,598,687	2,598,687
Oklahoma City	NW 19th/NW 27th/SW 25th: Over I-44, Multiple Locations (Bridge Rehabilitation)	30639(04)	Jan-16	SBR	0	1,975,977	1,975,977
Oklahoma City	NW 150th & Sugar Loaf Dr (Traffic Signals)	31567(04)	Jan-16	STP- Safety	201,024	0	201,024
Oklahoma City	Portland and SW 119th (New Traffic Signal)	31566(04)	Sep-16	STP- Safety	202,624	0	202,624
Oklahoma City	Rockwell, Reno to NW 10th (Resurface)	31499(04)	Jan-16	STP-UZA	597,399	140,895	738,294
Oklahoma City	Rockwell Ave: Vehicle impact damage over I-40 (Bridge Repair)	32405(04)	Dec-15	E-SAP			0
Oklahoma City	SH-66: Westbound Ramp over SH-3 (Bridge Rehabilitation)	29137(04) 29139(04)	Nov-15	SSP SBR	0	1,397,464	1,397,464
Oklahoma County	I-35/I-40/I-44: Multiple Locations (Safety Improvements-Dynamic Message Signs and CCTV)	25909(48)	May-16	HSIPG	3,771,714	0	3,771,714
Oklahoma County	I-40: From Pottawatomie County Line to West near Newalla (Pavement Rehab & ITS)	26422(09)	Nov-15	SSP	0	4,632,593	4,632,593
Oklahoma County	NW 192nd St/EW-930: Over unnamed creek (Bridge & Approaches)	28765(04)	Oct-15	STP	434,730	93,101	527,831
Oklahoma County	SH-270: From .4 miles SE of US-62, Extend SE near Harrah (Resurface)	29623(04)	Feb-16	STP	496,020	124,005	620,025
Oklahoma County Canadian County	I-35/I-40/I-44/I-240: Multiple Locations in Division IV (Impact Attenuators)	32384(04)	Jun-16	HSIPIG	275,254	0	275,254
Purcell	I-35: Over SH-74, 2.1 miles N of SH-39 (Bridge Rehabilitation)	31378(04)	Apr-16	SBR	0	2,198,254	2,198,254
Purcell	SH-74: Over I-35, 1.1 miles S of SH-39 (Bridge Rehabilitation)	29572(04)	Sep-16	NHPPI	2,131,274	236,808	2,368,082
Purcell	US-77: Over Walnut Creek, .1 mile N of US-77/SH-39 (Bridge Rehabilitation)	29565(04)	Nov-15	SSP	0	1,627,067	1,627,067
Totals					75,055,197	45,228,941	120,284,138

Figure 2: Major OCARTS Improvements FFY 2016



Surface Transportation Program Urbanized Area Funds (STP-UZA)

As a Transportation Management Area, ACOG receives an annual distribution of Surface Transportation Block Grant Program (STBG) funds according to the formula outlined in the FAST Act. The amount of funding received is based on the combined populations of the Oklahoma City and Norman Urbanized Areas. These are referred to as STP-UZA funds.

Selection of STP-UZA funded projects for the TIP is performed in accordance with the MPO-adopted *Surface Transportation Program Procedures for the Oklahoma City Urbanized Area Funds*. STP-UZA project requests are evaluated and prioritized in accordance with the adopted *Criteria and Process for Evaluation of STP-UZA Projects* as part of the development (or update) of each TIP.

The evaluation process is comprised of four major components: evaluation criteria, project categories, criteria weighting, and project rating.

The seven evaluation criteria include:

1. average daily traffic
2. volume-to-capacity ratio
3. accident severity rate (based on a three year history)
4. air quality impacts
5. surface condition
6. CMP congestion corridor
7. project readiness

These criteria were chosen to represent the mobility, environmental, and social factors important to the development of an efficient transportation system and the ability of a project to be ready for letting during the fiscal year of the TIP for which it is submitted. Some of the following project categories have one or more special evaluation criteria to address their unique qualities and/or encourage multimodal projects, noted with an asterisk below.

The categories of projects included in the evaluation process are:

1. widening (including railroad/highway grade separation)*
2. new construction*
3. intersection/safety improvements
4. resurfacing, reconstruction, rehabilitation, restoration
5. bridge improvements*
6. transit, park-and-ride, high occupancy vehicle lanes
7. independent bicycle and pedestrian facilities/projects*
8. carpool/vanpool administration, other
9. safety projects (eligible for 100 percent federal funds)*

The evaluation process utilizes a system of weights to establish the relative importance of the different criteria for the project categories, and a rating guide is used to assess how a project measures against each criterion.

In October 2009, the Intermodal Transportation Policy Committee updated the STP-UZA Procedures to allow all MPO-member local governments within the OCARTS area to apply for the region's STP-UZA funds. Prior to this policy change, eligible applicants were restricted to local governments located wholly or partially within the combined Oklahoma City and Norman Urbanized Areas. Copies of both the STP-UZA Procedures and the STP-UZA Evaluation Criteria are available on the ACOG website www.acogok.org.

Surface Transportation Program Urbanized Area Safety (STP-UZA Safety) Funds

Up to 10 percent of the total STP-UZA funds may be spent on the construction costs of eligible safety improvements, and may be funded with up to 100 percent federal funds. The STP-UZA Evaluation Criteria described above incorporates the MPO's policy for selecting and funding safety projects. The 10 percent limit for any given year may be exceeded, provided the cumulative total of all STP-UZA funds apportioned to the urbanized area does not exceed the 10 percent maximum.

The standard funding ratio for STP funds is 80 percent federal. The remaining 20 percent is to be provided by the state or local government sponsor. However, federal rules allow up to 10 percent of the total STP funds to be spent at 100 percent of the project cost, with no local match, for eligible safety projects defined in the law.

Surface Transportation Block Grant Program Set-Asides – TAP and RTP

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) Program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle projects, recreational trails, and safe routes to school projects. Also eligible are community projects such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

Similar to the previous TAP program, the FAST Act requires all transportation alternative projects to be funded through a competitive process, and metropolitan areas over 200,000 population receive a suballocation of the set-aside funds based on their urbanized area population. The Act newly requires States and MPOs to report annually to the US Department of Transportation on project applications and projects that are awarded. The USDOT will make these reports available to the public.

This TIP includes a transportation alternatives line item for each year to reflect the total federal funds that will be authorized for successful projects. These projects may be funded with up to 80 percent federal funds and at least a 20 percent local match.

The Recreational Trails Program (RTP) set-aside is administered at the state level by the Oklahoma Tourism and Recreation Department, which maintains an annual application cycle and competitive project selection process.

Fiscal Constraint of the FFY 2018-2021 Urbanized Area Funds

This TIP was prepared based on an estimated amount of funds available to the OCARTS area over the TIP timeframe for the combined Oklahoma City and Norman urbanized areas. To ensure that the region's STP-UZA projects are financially constrained, an estimated apportionment for the Oklahoma City Urbanized Area was developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate is based on the STP-UZA apportionment that was received in FFY 2016 under MAP-21 and was increased each year based upon annual funding increases anticipated under the FAST Act.

Federal law requires cost estimates for TIP projects include an inflation factor to reflect year-of-expenditure dollars. Therefore, the STP-UZA project estimates included in this TIP reflect the ODOT inflation factors of 3.0% for FFY 2018, 6.0% for FFY 2019, 9.0% for FFY 2020, and 12.0% for FFY 2021.

The *STP Procedures for the Oklahoma City Urbanized Area Funds* call for 90 percent of the estimated funds to be used when preparing a TIP. This is intended to avoid a potential shortage of funds at the end of the fiscal year caused by low TIP estimates, unusually high bids, cost overruns or other unforeseen events. The estimate serves as the planning cap for STP-UZA funded projects for each year of the TIP, including future amendments. As final funding figures are provided and/or additional obligation authority is received, the figures will be updated. Appendix C provides additional information about the estimated federal funds for the Oklahoma City Urbanized Area, upon which this TIP is based.

The first year of this TIP includes 12 projects, including five safety projects, proposed for funding with STP-UZA funds. This represents a total of \$17,669,636 in federal funds. The FFY 2019, 2020 and 2021 programs propose STP-UZA totals of \$18,121,513 \$18,702,782 and \$19,428,300, respectively, which are within the planning estimate for the OCARTS area.

Each of the Local Government Project lists also reflects a line item for Congestion Mitigation/Air Quality (CMAQ) funds that will be spent within the OCARTS area. Each year, the Oklahoma Department of Transportation provides the MPO with \$700,000 in CMAQ funds to assist with programs to enhance the region's air quality. A portion of the funds is provided to the area's transit operators and the remainder is used by ACOG to administer it's air quality public education, regional rideshare and public fleet conversion programs.

FFY 2018 - FFY 2021 Street and Highway Element Projects

The following pages describe the street and highway projects proposed for implementation within the OCARTS area during this TIP time frame.

Projects are presented by federal fiscal year, and include lists of local government-sponsored projects followed by state-sponsored projects within the OCARTS area. The state projects were selected in cooperation with the Oklahoma Department of Transportation (ODOT) and are generally located on the State Highway System (interstates, state highways and U.S. highways). Each project is identified by location, project type, federal funding source, and the source of matching funds.

[Figure 3](#), at the end of this chapter, reflects the general locations of the local government sponsored Street and Highway Element improvements listed in this TIP for FFY 2018-2021.

Updated April 3, 2018

**Highway Element
Local Government Projects
FFY 2018**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Del City	NE 4th, 0.4 mi. E of Sunnyslane over Cherry Crk. (Bridge Rehabilitation)	31527(04)	222'	STBG-UZA 80%/20%	677,740	169,435	0	847,175
Edmond	Broadway, Danforth, Covell, Santa Fe (ITS @ 23 Inter.-Connect to TMC)	30193(04)	0.000	STP-UZA 80%/20%	3,374,009	843,502	0	4,217,511
McClain County	NE of SH-76/SH-39 Junc over Dibble Crk. & Trib. (Bridge Reconstruction)	30110(04)	60', 45'	STBG-UZA 80%/20%	752,626	188,157	0	940,783
Midwest City	City wide, Phase 2 (Pavement Markings)	31475(04)	0.000	STBG-UZA 100% Safety	189,933	0	0	189,933
Midwest City	Douglas Blvd. SE 4th to NE 10th St. (Resurface / Sidewalk)	31546(04)	1.240	STBG-UZA 80%/20%	1,800,440	450,110	0	2,250,550
Midwest City	SE 29th, Midwest Blvd. to Douglas (Widen 4 to 4 Divided / Trail - N side)	31548(04)	1.050	STBG-UZA 80%/20%	3,440,223	860,056	0	4,300,279
Midwest City	City Wide Phase A (Signal Upgrades / Pedestrian Controls-Ped Xing)		0.000	STBG-UZA 100% Safety	738,070	0	0	738,070
Norman	24th Ave SE, Lindsey St to Alameda St. (Widen (2 to 4), Bike Lane/Sidewalk)	29300(04) STBG-214B(068)AG	0.847	STBG-UZA 80%/20%	3,956,024	989,006	0	4,945,030
Norman	City wide (Signal Upgr - Ped Controls / Bike Lane)	30484(04)	0.000	STBG-UZA 100% Safety	533,540	0	0	533,540
Norman	City wide, Phase 6 (Pavement Markings / BL)	33127(04)	0.000	STBG-UZA 100% Safety	292,829	0	0	292,829
Oklahoma City	Memorial Rd. fr. SH-74 (Portland Ave) to Penn. (Resurface)	30230(04)	2.075	STBG-UZA 49% / 51%	1,334,135	1,405,988	0	2,740,123
Oklahoma City	Western, NW 178th to NW 192nd (Widen to 4 Lanes & Bridge / Sidewalk)	30326(04)	0.930	STBG-UZA 80%/20%	3,224,018	806,005	0	4,030,023
Oklahoma City	NW 10th, Penn Ave to May Ave (Reconstruct / Sidewalk)	31521(04)	1.000	STBG-UZA 80%/20%	2,127,799	531,950	0	2,659,749
Oklahoma City	Meridian Ave between NW 52 and NW 53 * (Pedestrian Hybrid Beacon)	31568(04)	0.000	STBG-UZA 100% Safety	51,996	0	0	51,996
The Village	Britton Rd. from Pennsylvania Ave. to May Ave. (Reconstruction)	31102(04) 31597(04)	1.000	STBG-UZA 80%/20%	3,044,225	761,056	0	3,805,281
STBG-UZA TOTALS					25,537,607	7,005,264	0	32,542,871

* STBG-UZA funds are capped at the estimate. Project sponsor will overmatch.

Updated October 26, 2017

**Highway Element
Local Government Projects
FFY 2018 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
CART	Expansion of Bike Share Program (FFY 2017 TAP Funds)			TAP 80%/20%	12,000	5,143	0	17,143
Choctaw	23rd Street (Clarke - Henney) (FFY 2017 TAP Funds)			TAP 80%/20%	516,000	129,000	0	645,000
Del City	Kerr/Vickie Sidewalk (FFY 2017 TAP Funds)			TAP 80%/20%	240,000	60,000	0	300,000
Edmond	Creek Bend Trail - Phase 1 Design (FFY 2013-2014 TAP Funds)			TAP 80%/20%	70,000	70,000	0	140,000
Edmond	Creek Bend Trail (FFY 2017 TAP Funds)			TAP 80%/20%	600,000	792,000	0	1,392,000
Midwest City	SE 29th Street Trail, Sooner to Air Depot (FFY 2013-2014 TAP Funds)			TAP 80%/20%	460,000	115,000	0	575,000
Midwest City	W Palmer Loop Trail (FFY 2013-2014 TAP Funds)			TAP 80%/20%	500,000	165,000	0	665,000
Midwest City	Rail with Trail - Phase 1 (FFY 2013-2014 TAP Funds)			TAP 80%/20%	500,000	165,000	0	665,000
Midwest City	Mid-America Trail (FFY 2013-2014 TAP Funds)			SRS 80%/20%	-	70,000	280,000	350,000
Midwest City	Rail with Trail phase 2 (FFY 2017 TAP Funds)			TAP 80%/20%	304,000	76,000	0	380,000
Midwest City	Rail with Trail phase 3 (FFY 2017 TAP Funds)			TAP 80%/20%	600,000	150,000	0	750,000
Norman	Legacy Trail Extension Multimodal Path (FFY 2013-2014 TAP Funds)			SRS 80%/20%	-	272,250	500,000	772,250
Norman	DT Main Street Improvement Project (FFY 2013-2014 TAP Funds)			SRS 80%/20%	-	758,163	500,000	1,258,163
Norman	Constitution Street Multimodal Path (FFY 2017 TAP Funds)			TAP 80%/20%	600,000	520,000	0	1,120,000
Norman	State Highway 9 Multimodal Path (FFY 2017 TAP Funds)			TAP 80%/20%	600,000	530,000	0	1,130,000
Norman	Flood Avenue Multimodal Path (FFY 2017 TAP Funds)			TAP 80%/20%	600,000	1,750,000	0	2,350,000

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**Highway Element
Local Government Projects
FFY 2018 (Cont.)**

Oklahoma City	W. Overholser Bike Route & Sidewalk (FFY 2013-2014 TAP Funds)	TAP 80%/20%	130,730	45,925	0	176,655
Oklahoma City	Envision 240 Pedestrian Improvements (FFY 2013-2014 TAP Funds)	TAP 80%/20%	400,000	100,078	0	500,078
Oklahoma City	Eagle Lake Trail (FFY 2017 TAP Funds)	TAP 80%/20%	600,000	800,000	0	1,400,000
Oklahoma City	4th Street Bridges (FFY 2017 TAP Funds)	TAP 80%/20%	600,000	2,300,000	0	2,900,000
Oklahoma City	Robinson Avenue River Bridge (FFY 2017 TAP Funds)	TAP 80%/20%	47,516	24,649	0	72,165
Oklahoma City	Grand Boulevard (N and S combined) (FFY 2017 TAP Funds)	TAP 80%/20%	600,000	650,000	0	1,250,000
Oklahoma City	Will Rogers and West River Trail Amenities (FFY 2017 TAP Funds)	TAP 80%/20%	172,000	74,100	0	246,100
Oklahoma City	Shartel Improvements (FFY 2017 TAP Funds)	TAP 80%/20%	192,500	82,500	0	275,000
Oklahoma City	Deep Fork Trail (FFY 2017 TAP Funds)	TAP 80%/20%	600,000	600,000	0	1,200,000
Oklahoma City	4th Street Bike/Ped/Transit Improvements (FFY 2017 TAP Funds)	TAP 80%/20%	497,000	213,000	0	710,000
Oklahoma City	Grand Blvd Intersections Improvements (FFY 2017 TAP Funds)	TAP 80%/20%	280,000	120,000	0	400,000
Spokies/COTPA	Bike Share Service Area Expansion (FFY 2017 TAP Funds)	TAP 80%/20%	90,000	31,622	0	121,622
Warr Acres	Sidewalk Improvements NW 50th, N Meridian to N MacArthur (FFY 2013-2014 TAP Funds)	TAP 80%/20%	160,000	72,000	0	232,000
Warr Acres	Pedestrian Improvements (FFY 2017 TAP Funds)	TAP 80%/20%	534,000	172,000	0	706,000
Yukon	Yukon Trails Master Trails Plan (FFY 2013-2014 TAP Funds)	TAP 80%/20%	475,734	100,000	0	575,734
Yukon	Garth Brooks Trail (FFY 2017 TAP Funds)	TAP 80%/20%	576,000	144,000	0	720,000
OCARTS Line Item	Transportation Alternatives FFY 2018 MPO Apportionment	TAP 80%/20%	1,400,000	TBD	0	1,400,000
TAP TOTALS			12,957,480	11,157,430	1,280,000	25,394,910

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**Highway Element
Local Government Projects
FFY 2018 (Cont.)**

Midwest City	2 Heavy Duty CNG Trucks, 1 plug in Hybrid Electric vehicle (FY 16)	CMAQ 80%/20%	84,146	21,037	0	105,183
Moore	Two (2) CNG Refuse Trucks (FY17)	CMAQ 80%/20%	103,056	25,764	0	128,820
Norman	Four (4) CNG Refuse Trucks (FY17)	CMAQ 80%/20%	223,620	55,905	0	279,525
Norman	CNG Infrastructure project to increase capacity and operating efficiencies at their high capacity facility (FY 16)	CMAQ 80%/20%	250,000	62,500	0	312,500
Norman	5 Light Duty CNG (pool vehicles, animal control,) 5 Heavy Duty CNG (Refuse Trucks/Tractor Trailer) 3 Light Duty CNG Pool vehicles-1-Heavy Duty (FY15)	CMAQ 80%/20%	209,484	52,371	0	261,855
Oklahoma City	One (1) CNG Refuse Truck, One (1) All-Electric Light Duty Car (FY17)	CMAQ 80%/20%	71,993	17,998	0	89,991
Oklahoma Environmental Management Authority	Two (2) CNG Refuse Trucks (FY17)	CMAQ 80%/20%	82,702	20,676	0	103,378
University of Oklahoma/CART	Two (2) CNG Transit Vehicles (FY17)	CMAQ 80%/20%	39,629	9,907	0	49,536
Yukon	3 light Duty CNG Trucks, Tifme-fill CNG Fueling station (FY 16)	CMAQ 80%/20%	175,682	43,921	0	219,603
CMAQ TOTALS			1,240,312	310,078	0	1,550,390
GRAND TOTALS			39,735,399	18,472,772	1,280,000	59,488,170

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

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Highway Element
Oklahoma Department of Transportation Projects
FFY 2018

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Cleveland County	SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (RW for 20266(14)) (Right of Way)	20266(15)	4.600	STP	277,049	69,262	0	346,311
Cleveland County	SH-9 over Little River, 12.3 mi. E of US-77 (Bridge & Approaches)	24760(04) SBR-114B(206)SS	0.020	STP	5,006,585	1,251,645	0	6,258,230
Cleveland County	SW 34th Street over 1-35, Approx. 700 Ft W of Telephone Rd. E .7 miles (Grade, Draining, Bridge & Surface)	32155(04)	0.200	NHPP	3,200,000	800,000	0	4,000,000
Logan County	US-77: Over the Cimarron River 2.8 Miles N of SH-33 (Bridge & Approaches)	27103(04)	0.200	STP	4,400,000	1,100,000	0	5,500,000
Oklahoma County	I-35: Over the I-240 Jct. (Utilities for 09032(05)(06)(07)&(08))	09032(22)	1.000	NHPP	1,600,000	400,000	0	2,000,000
Oklahoma County	SH-74: From approx. 0.5 mi. N of NW 164h St. north 2.5 mi. to NW 206th (Covell Rd.) (Grade, Drain & Surface)	14964(08) STP-155C(569)SS	2.500	STP	19,200,000	4,800,000	0	24,000,000
Oklahoma County	WP 5.1B: OKCY Crosstown from Western to the West Side of Walker (Grade, Draining, Bridge & Surface)	17428(88)	1.250	NHPP	15,573,932	3,000,000	0	15,000,000
Oklahoma County	WP 5.1C: OKCY Crosstown from W of Walker to W side of EK Gaylord (Grade, Draining, Bridge & Surface)	17428(89)	1.250	NHPP	904,361	1,219,128	4,876,511	7,000,000
Oklahoma County	Division 4 - Bridge Painting Projects (Bridge Paint)	24239(07)	0.000		0	1,500,000	0	1,500,000
Oklahoma County	I-40: From mile marker 170 E to mile marker 171 within OTA E OK County Turnpike Interchange (Money Only)	26422(10)	1.640		0	16,000,000	0	16,000,000
Oklahoma County	I-35: NB & SB over Deep Fork Creek & Service Road, 4.6 mi. N of the I-40 Jct. (Bridge & Approaches)	27897(04) J2-7897(004)	0.200	NHPP/ NHFP	26,400,000	6,600,000	0	33,000,000

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Highway Element
Oklahoma Department of Transportation Projects
FFY 2018 (Cont.)

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Oklahoma County	I-235: Northbound Off-Ramp Improvements at N. 23rd Street (Grade, Drain & Surface)	27905(04) J2-7905(004)	0.100	NHPP	400,000	100,000	0	500,000
Oklahoma County	I-44: EB, WB & On Ramp Bridges over Deep Fork Creek, 6.7 mi. north of I-40 (Bridge Rehabilitation)	28855(04) J2-8855(004)SS	0.100	NHPP	3,200,000	800,000	0	4,000,000
Oklahoma County	I-40: Douglas Blvd. Bridge Replacement & Interchange Reconstruction 6.5 mi. E of I-35 (Includes removal of Engle Rd. Br.) (Utilities for 28992(04))	28992(06)	0.500	NHPP	45,000	5,000	0	50,000
Oklahoma County	I-44: W-S Ramp Over SH-66 & SH3, 3.4 Mi N of I-40 (Bridge Rehab)	29495(04)	0.200	NHPP	2,800,000	700,000	0	3,500,000
Oklahoma County	I-35: NB & SB Bridges over N. 63rd Street, 5.0 miles North of I-40 (Right-of-Way for 29844(04))	29844(06)	0.100		0	20,200	0	20,000
Oklahoma County	I-35: NB & SB Bridges over N. 63rd Street, 5.0 miles North of I-40 (Utilities for 29844(04))	29844(07)	0.100	NHPP	80,000	20,000	0	100,000
Oklahoma County	I-35: Add Capacity to Existing Bridges at I-35/I-40 Interchange. Interim Improvement for 30444(04) (Widen & Resurface)	30444(06)	0.500	NHPP	4,000,000	100,000	0	5,000,000
Oklahoma County	US-62 Over N Canadian River (ROW for 32261(05))	32261(04)	0.300		0	100,000	0	100,000
Oklahoma County	SH-152: EB and WB Bridges over BNSF RR, 2.5 mi E of Canadian County Line (Money Only)	33242(04)	0.600		0	1,000,000	0	1,000,000
TOTALS					87,086,927	39,585,235	4,876,511	128,874,541

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**Statewide Line Items
(All Figures are Statewide)
FFY 2018**

Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(24)	0.000	SPR	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(24)	0.000	STP	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(24)	0.000	SPR	12,000,000	0	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(24)	0.000	TAP	8,200,000	0	0	8,200,000
Statewide Line Item	Recreational Trails	18262(21)	0.000	TAP	1,800,000	0	0	1,800,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(19)	0.000	STP	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(18)	0.000	STP	31,502,065	3,497,935	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(18)	0.000	NHPP	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(18)	0.000	STP	25,000,000	0	0	25,000,000
Statewide Line Item	County Bridge Program	23612(18)	0.000	STP	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(18)	0.000	STP	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(18)	0.000	STP	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(18)	0.000	SRS	2,000,000	0	0	2,000,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	31024(18)	0.000	STP	3,500,000	0	0	3,500,000
Statewide Line Item	Statewide ADA Compliance Projects	33307(18)	0.000	HSIP	5,000,000	1,000,000	0	6,000,000
Statewide Line Item	Statewide ITS Projects	33308(18)	0.000	HSIP	2,500,000	0	0	2,500,000
TOTALS					136,502,065	4,497,935	0	141,000,000

Updated April 3, 2018

**Highway Element
Oklahoma Turnpike Authority Projects
FFY 2018**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
McClain County	H.E. Bailey Turnpike (Reconstruct with wider lanes, safety features, and toll plaza modernization)		7.500	OTA Bond Funds	0	0	32,000,000	32,000,000
Oklahoma County	Northeast Oklahoma County Loop (New Construction - 4 Lanes between Kilpatrick Turnpike and I-40)		21.000	OTA Bond Funds	0	0	300,000,000	300,000,000
Oklahoma County	Southwest OKC Kilpatrick Extension (New Construction - 4 Lanes between I-40 and SH-152/Airport Road)		7.000	OTA Bond Funds	0	0	190,000,000	190,000,000
TOTALS					0	0	522,000,000	522,000,000

Updated April 3, 2018

**Highway Element
Local Government Projects
FFY 2019**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Logan County	Coltrane, Simpson to Seward (Phase 1) (Reconstruct - Grade, Drain, Surface)	32641(04)	1.991	STBG-UZA 80%/20%	927,885	2,544,638	0	3,472,523
Midwest City	City wide, Phase A Striping	33346(04)	12.000	STBG-UZA 100% Safety	329,600	82,400	0	412,000
Midwest City	Douglas and Orchard/Air Depot and Rail w/Trail Signal	Pending	0.000	STBG-UZA 100% Safety	439,810	109,953	0	549,763
Norman	City wide Signal Upgr - Emerg Veh Pre-Emp	28889(04)	0.000	STBG-UZA 100% Safety	571,135	142,784	0	713,919
Norman	24th Ave. SE, N of Lindsey to Robinson Widen from 2 to 4 Lanes (SW & BL)	29300(04)	0.999	STBG-UZA 80%/20%	4,886,320	1,221,580	0	6,107,900
Norman	24th Avenue NW & Tee Drive/Tee Circle Intersec Modif & New Traffic Signals (Sidewalks)	30606(04)	0.000	STBG-UZA 80%/20%	1,211,280	302,820	0	1,514,100
Warr Acres	MacArthur, NW 34th to NW 47th Widen to 5/Int Mod @ NW 36th (Sidewalks)	17827(04)	1.000	STBG-UZA 80%/20%	5,047,489	1,261,872	0	6,309,361
STBG-UZA TOTALS					13,413,519	5,666,047	0	19,079,566

*All STBG-UZA project funds are capped at estimated federal share

Updated April 3, 2018

**Highway Element
Local Government Projects
FFY 2019 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
OCARTS Line Item	Transportation Alternatives FFY 2019 MPO Apportionment			TAP 80%/20%	1,400,000	350,000	0	1,750,000
TAP TOTALS					1,400,000	350,000	0	1,750,000
COTPA	2 Fast-fill CNG dispensers (dual hose) 30 time - fill dispensers (dual hoses) (FY 16)			CMAQ 80%/20%	250,000	62,500	0	312,500
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	510,000	0	TBD	510,000
CMAQ TOTALS					760,000	62,500	TBD	822,500
GRAND TOTALS					15,573,519	6,078,547	TBD	21,652,066

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

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Highway Element
Oklahoma Department of Transportation Projects
FFY 2019

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Canadian County	SH-4 over the N. Canadian River & 2 O'flows 1.92, 2.13 & 2.26 mi. N of SH-66 (within 04757(04)) (Bridge & Approaches)	04757(05)	0.340	STP	10,504,000	2,626,000	0	13,130,000
Cleveland County	SH-9: From East end of Pecan Creek Bridge, E 5.55 mi. to SH-102 (RW for 23288(08)) (Right of Way)	23288(09)	5.550		0	1,635,000	0	1,635,000
Cleveland County	SH-9: From East end of Pecan Creek Bridge, E 5.55 mi. to SH-102 (UT for 23288(08)) (Utilities)	23288(10)	5.550	STP	436,000	109,000	0	545,000
Cleveland County	I-35 Under Indian Hills Rd, 7.39 Mi N of McClain C/L (ROW for 29106(05)) (Right of Way)	29106(06)	0.02			112,270		112,270.00
Cleveland County	I-35 Under Indian Hills Rd, 7.39 Mi N of McClain County Line (Utilities for 29106(05))	29106(07)	0.02	NHPP	50,521	5,614	-	56,135
Cleveland County	I-44: From just S of S. 89th Street, N to 0.5 mi. N of S. 89th St (Right-of-Way for 30391(04))	30391(05) J3-30391(005)RW	0.750		0	230,895	0	230,895
Cleveland County	I-44: From just S of S. 89th Street, N to 0.5 mi. N of S. 89th St (Utilities for 30391(04))	30391(06)	0.750	NHPP	646,510	161,627	0	808,137
Cleveland County	SH-37 over Unnamed Creek, 5.3 mi. E of Jct I-44 (RW for 31257(04)) (Right of Way)	31257(05)	0.200		0	109,000	0	109,000
Cleveland County	SH-37 over Unnamed Creek, 5.3 mi. E of Jct I-44 (UT for 31257(04)) (Utilities)	31257(06)	0.200	STP	43,600	10,900	0	54,500
McClain County	I-35/SH-9 Interchange (Phase III) (WEST=19076(04)) (RW for 19314(04)) (Right of Way)	19314(06)	0.200		0	11,208,491	0	11,208,491
McClain County	I-35/SH-9 Interchange (Phase III) (WEST=19076(04)) (UT for 19314(04)) (Utilities)	19314(07)	0.200	NHPP	739,760	184,940	0	924,700
McClain County	I-35: Reconstruct SB Ramp at SH-74 in Goldsby (Grade, Drain & Surface)	23283(04) IMY-0035-2(297)091	0.100	NHPP	1,814,175	307,625	0	2,121,800
McClain County	I-35 under Ladd Rd., 5.9 mi. S of Cleveland C/L (Ramp Accel & Decel Improvement) (Grade, Drain, Bridge & Surface)	27220(04) J2-7220(004)	0.100	NHPP	7,097,840	1,774,460	0	8,872,300
McClain County	I-35 Under SH-74, 2.76 Mi S of Cleveland C/L (Redeck, Bridge Rehabilitation)	29571(04)	0.020	NHPP	978,165	244,540	0	1,222,705

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Highway Element
Oklahoma Department of Transportation Projects
FFY 2019 (Cont.)

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
McClain County	SH-76: From SH-130, N 3.0 mi. to SH-37 (Add Capacity) (RW for 29671(04)) (Right of Way)	29671(05)	3.000		0	2,241,698	0	2,241,698
McClain County	SH-76: From SH-130, N 3.0 mi. to SH-37 (Add Capacity) (UT for 29671(04)) (Utilities)	29671(06)	3.000	STP	448,340	112,085	0	560,425
Oklahoma County	I-235: NB to WB & EB to NB Flyover Bridges I-235/I-44 Interchange (Segment 2B) (Grade, Draining, Bridge & Surface)	09033(11)	0.500	NHPP	28,280,000	7,070,000	0	35,350,000
Oklahoma County	I-235: Mainline Thru I-44 Interchange (Segment 8) (Grade, Draining, Bridge & Surface)	09033(27)	0.690	NHPP	36,360,000	9,090,000	0	45,450,000
Oklahoma County	I-35: NB & SB Bridges over Waterloo Road at the Logan C/L (ROW for 29843(04)) (Right of Way)	29843(06)	0.050		-	1,545,000	0	1,545,000
Oklahoma County	I-44: SW 74th St, N to OK River (Pavement Rehab & Add Lane)	31006(04)	5	NHPP	8,080,000	2,020,000	0	10,100,000
Oklahoma County	I-44: Bridge over 1-240, 1.3 Mi N of Cleveland C/L, includes ramp and NB mainline (Bridge Rehab)	31018(04)	0.25	NHPP	2,424,000	606,000	0	3,030,000
Oklahoma County	I-44: NB & SB Bridge over 59th St, .75 Mi S of SH-152 Jct (Bridge Rehab)	31019(04)	0.41	NHPP	1,212,000	303,000	0	1,515,000
Oklahoma County	I-44: EB & WB Bridges over SW 29th St, Approx 4 Mi N of Cleveland C/L (Bridge Rehab)	31924(04)	0.2	NHPP	1,616,000	404,000	0	2,020,000
Oklahoma County	I-44: NB & SB Bridges over OK River (Del FR 09-17, Add to 01-18; As per C. sims) (Bridge Rehab)	33081(04)	0.2	NHPP	2,020,000	505,000	0	2,525,000
Oklahoma County	I-44: EB Bridge Over Independence Ave, 2.3 Mi N of I-240 Int. (Bridge Rehab)	33131(04)	0.4	NHPP	404,000	101,000	0	505,000
TOTALS					103,154,911	42,718,145	0	145,873,056

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Statewide Line Items
(All Figures are Statewide)
FFY 2019

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(25)	0.000	SPR	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(25)	0.000	STP	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(25)	0.000	SPR	8,524,600	3,475,400	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(25)	0.000	TAP	12,000,000	0	0	12,000,000
Statewide Line Item	Recreational Trails	18262(22)	0.000	TAP	1,800,000	0	0	1,800,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(20)	0.000	STP	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(19)	0.000	STP	0	35,000,000	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(19)	0.000	NHPP	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(19)	0.000	STP	25,000,000	0	0	25,000,000
Statewide Line Item	County Bridge Program	23612(19)	0.000	STP	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(19)	0.000	STP	6,000,000	0	0	6,000,000

Updated April 3, 2018

**Statewide Line Items
(All Figures are Statewide)
FFY 2019 (cont.)**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	Small City Road & Bridge Program	23614(19)	0.000	STP	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(19)	0.000	SRS	2,000,000	0	0	2,000,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(19)	0.000	STP	3,500,000	0	0	3,500,000
Statewide Line Item	Statewide ADA Compliance Projects	33307(19)	0.000	HSIP	5,150,000	1,030,000	0	6,180,000
Statewide Line Item	Intelligent Transportation System Activities	33307(19)	0.000	HSIP	2,500,000	0	0	2,500,000
TOTALS					105,474,600	39,505,400	0	144,980,000

Updated April 3, 2018

**Highway Element
Local Government Projects
FFY 2020**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Del City	Sunnylane Rd., Reno to NE 4th Reconstruct (Sidewalks)	31525(04)	0.690	STBG-UZA 80%/20%	2,302,931	575,733	0	2,878,663
Edmond	Danforth & Kelly Intersec. Modification	24041(06)	0.996	STBG-UZA 80%/20%	4,265,452	1,066,363	0	5,331,815
Midwest City	Reno Ave., Midwest Blvd. to Douglas Resurface (Sidewalk)	33124(04)	1.040	STBG-UZA 80%/20%	1,729,920	432,480	0	2,162,400
Midwest City	City wide, Phase B Signal Upgr - Ped Controls (Ped Xing)	33347(04)	0.000	STBG-UZA 100% Safety	843,764	210,941	0	1,054,705
Midwest City	City wide - Phase 5 Striping	Pending	12.000	STBG-UZA 100% Safety	318,000	79,500	0	397,500
Norman	Robinson St., Brookhaven Creek to I-35 Widen (4 to 6) (Sidewalks)	31506(04)	0.372	STBG-UZA 80%/20%	4,409,600	1,102,400	0	5,512,000
Norman	12th Ave. NE, Alameda to Robinson Signal Interconnect	32533(04)	1.000	STBG-UZA 100% Safety	311,110	77,778	0	388,888
Norman	Multiple Locations - Phase 7	Pending	0.000	STBG-UZA 100% Safety	318,000	79,500	0	397,500
Norman	Tecumseh @ 24th Ave NW and Flood Intersec. Mod.	Pending	0.000	STBG-UZA 80%/20%	4,435,040	1,108,760	0	5,543,800
Oklahoma City	SW 104th, Western to May Resurface & Intersec. Modif. (Sidewalk)	30786(04)	1.900	STBG-UZA 80%/20%	523,566	1,360,434	0	1,884,000
Oklahoma City	NE 122 & Broadway Ext Frontage Roads New Signals	32478(04)	1.000	STBG-UZA 100% Safety	172,071	181,254	0	353,325
STBG-UZA TOTALS					19,629,453	6,275,142	0	25,904,595

*All STBG-UZA project funds are capped at estimated federal share

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**Highway Element
Local Government Projects
FFY 2020 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
OCARTS Line Item	Transportation Alternatives FFY 2020 MPO Apportionment			TAP 80%/20%	1,400,000	350,000	0	1,750,000
TAP TOTALS					1,400,000	350,000	0	1,750,000
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	510,000	0	TBD	510,000
CMAQ TOTALS					510,000	0	TBD	510,000
GRAND TOTALS					21,539,453	6,625,142	TBD	28,164,595

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

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Highway Element
Oklahoma Department of Transportation Projects
FFY 2020

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Canadian County	SH-4 Beg. at SH-66 in Yukon and extending N 3.0 mi. to Wilshire Blvd. (Utilities for 04757(04) & 04757(05))	04757(07) STP-009C(271)UT	3.000	STP	1,224,000	306,000	0	1,530,000
Canadian County	SH-4 Fr. 3.0 mi. N of SH-66 in Yukon @ Wilshire & Ext. N to SH-3 (NW Hwy) (Utilities for 04758(04))	04758(06) STP-009C(273)UT	3.650	STP	571,200	142,800	0	714,000
Canadian County	SH-152: Add shoulders & Resurface from US-81 East 9.0 mi. to Cemetery Rd. in Mustang (Utilities for 27901(04))	27901(08) J2-7901(006)UT	9.000	STP	1,632,000	408,000	0	2,040,000
Canadian County	I-40: Interchange at Frisco Road, 4.5 mi. W of the Kilpatrick Turnpike Junction (Interchange)	30715(04)	0.330	NHPP	8,800,000	2,200,000	6,360,000	17,360,000
Cleveland County	SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (ROW for 20266(14)) (Right of Way)	20266(15)	4.600		0	2,452,500	0	2,452,500
Cleveland County	SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (UT for 20266(14)) (Utilities)	20266(16)	4.600	STP	654,000	163,500	0	817,500
Cleveland County	US-77: From SH-39 in Lexington, N 4.05 miles (4 lane undivided) (Grade, Drain & Surface)	20997(04)	4.900	STP	13,139,471	3,284,867	0	16,424,338
McClain County	SH-39: From Grady C/L E 1 Mi to SH-76 (Div 7- Money Only)	23146(04)	1.000	STP	2,092,800	523,200	0	2,616,000
Oklahoma County	I-35: Over the I-240 Jct. Reconstruct Interchange (Phase IB) (Interchange)	09032(05)	1.000	NHPP	9,792,000	2,448,000	0	12,240,000

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Highway Element
Oklahoma Department of Transportation Projects
FFY 2020 (Cont.)

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Oklahoma County	I-44: Westbound to Northbound Ramps at I-44/I-235 Interchange (Segment 3A) (Grade, Draining, Bridge & Surface)	09033(28)	0.350	NHPP	12,648,000	3,162,000	0	15,810,000
Oklahoma County	I-40: WB and EB Bridges over Brutcho Creek & SE 15th Street, 2.3 & 2.6 Miles East of JCT I-35 (Bridges & Approaches)	23310(04)	0.100	NHPP	25,296,000	6,324,000	0	31,620,000
Oklahoma County	SH-66: 4-Lanes From 4.0 Miles E. of I-35 E. Approx. 1.08 Miles (Reconstruct - Added Lanes)	24356(04)	1.290	STP	3,264,000	816,000	0	4,080,000
Oklahoma County	I-40: EB and WB Bridges Over Sooner Road 3.1 Miles East of I-35 (Bridges & Approaches)	28854(04)	0.100	NHPP	21,624,000	5,406,000	0	27,030,000
Oklahoma County	I-35: NB & SB Bridges over Waterloo Road at the Logan C/L (UT for 29843(04)) (Utilities)	29843(07)	0	NHPP	1,224,000	306,000	0	1,530,000
TOTALS					101,961,471	27,942,867	6,360,000	136,264,338

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**Statewide Line Items
(All Figures are Statewide)
FFY 2020**

Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(26)	0.000	SPR	0	8,000,000	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(26)	0.000	STP	0	2,000,000	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(26)	0.000	SPR	0	12,000,000	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(26)	0.000	TAP	0	12,000,000	0	12,000,000
Statewide Line Item	Recreational Trails	18262(23)	0.000	TAP	1,800,000	0	0	1,800,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(21)	0.000	STP	0	1,000,000	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(20)	0.000	STP	0	35,000,000	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(20)	0.000	NHPP	0	5,000,000	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(20)	0.000	STP	0	25,000,000	0	25,000,000
Statewide Line Item	County Bridge Program	23612(20)	0.000	STP	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(20)	0.000	STP	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(20)	0.000	STP	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(20)	0.000	SRS	2,000,000	0	0	2,000,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(20)	0.000	STP	0	3,500,000	0	3,500,000
Statewide Line Item	Statewide ADA Compliance Projects	330720	0.000	HSIP	1,533,748	4,826,252	0	6,360,000
Statewide Line Item	Statewide ITS Projects	3330820	0.000	HSIP	2,500,000	0	0	2,500,000
TOTALS					36,833,748	100,326,252	0	137,160,000

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**Highway Element
Local Government Projects
FFY 2021**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Edmond	Danforth, Fretz-Thomas/Thomas, Danforth-Covell Widen (Danforth to 5, Thomas to 3)	30276(04)	0.28	STBG-UZA 80%/20%	2,152,115	538,029	0	2,690,144
Logan County	Broadway & Charter Oak Rd. Pavement Markings/Guardrail/Signs		0.00	STBG-UZA 100% Safety	183,709	45,927	0	229,636
Edmond	Sooner Rd, 3,000 ft N. of Covell Bridge Reconstruction	21127(04)	0.25	STBG-UZA 80%/20%	2,371,131	592,783	0	2,963,914
Norman	36th Ave. NW, Tecumseh to Franklin Widen to 4 In & Int. Mod. @ Franklin (SW & BL)	26918(04)	1.00	STBG-UZA 80%/20%	6,365,600	1,591,400	0	7,957,000
Norman	Rock Creek Rd., Grandview Ave. to 36th Ave. NW Widen (SW & BL)	30794(04)	0.464	STBG-UZA 80%/20%	3,320,014	830,004	0	4,150,018
Norman	City wide - Various Road Segments (Phase 8) Pavement Markings	Pending	0.00	STBG-UZA 100% Safety	327,000	81,750	0	408,750
Norman	City wide - Various Road Segments (Phase 4) Video Detection	Pending	0.00	STBG-UZA 100% Safety	545,000	136,250	0	681,250
Norman	City wide - Various Road Segments (Phase 3) Video Detection	32531(04)	0.00	STBG-UZA 100% Safety	697,600	174,400	0	872,000
Oklahoma City	City wide, Phase 5 Signal Upgrades	22321(08)	0.00	STBG-UZA 100% Safety	398,366	99,591	0	497,957
Oklahoma City	City wide, Phase 6 Signal Upgrades	22321(09)	0.00	STBG-UZA 100% Safety	185,185	65,183	0	250,368
Oklahoma City	Western, NW 192nd to N City Limit Widen to 4 Lanes & Bridge (Sidewalk)	33123(04)	0.45	STBG-UZA 80%/20%	950,595	3,163,930	0	4,114,525
Oklahoma County	N. 206th (Covell Rd.) and MacArthur Blvd.* Intersec. Modif. & Widening (SW-NW Cor)	26985(04)	0.00	STBG-UZA 80%/20%	2,929,282	732,321	0	3,661,603
STBG-UZA TOTALS					20,425,597	8,051,567	0	28,477,164
OCARTS Line Item	Transportation Alternatives FFY 2021 MPO Apportionment			TAP 80%/20%	1,400,000	350,000	0	1,750,000
TAP TOTALS					1,400,000	350,000	0	1,750,000
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	510,000	0	TBD	510,000
CMAQ TOTALS					510,000	0	TBD	510,000
GRAND TOTALS					22,335,597	8,401,567	TBD	30,737,164

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

*All STBG-UZA project funds are capped at estimated federal share

Updated April 3, 2018

Highway Element
Oklahoma Department of Transportation Projects
FFY 2021

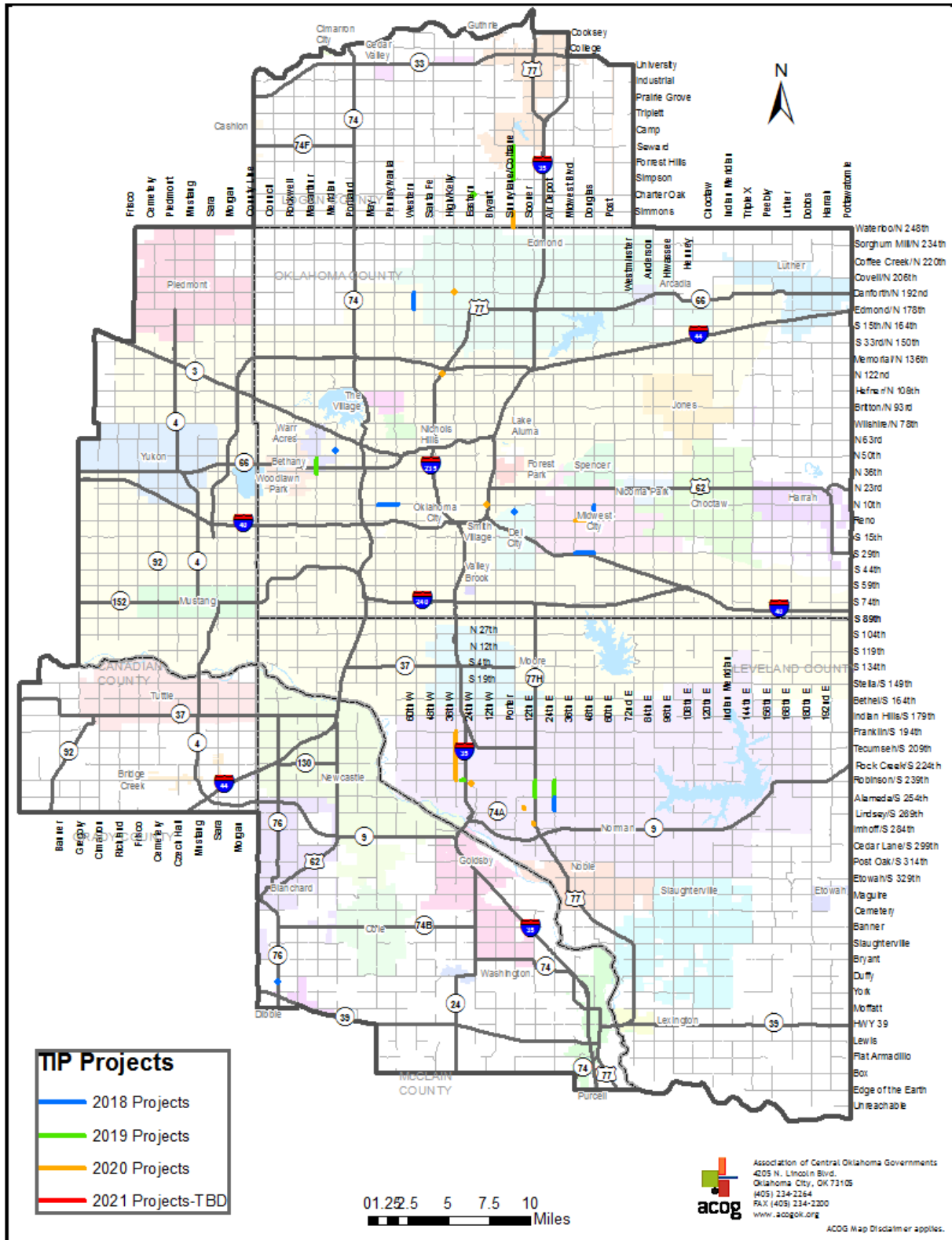
County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
McClain County	I-35L Southbound Ramp at SH-74W, W of Purcell R/W for 32802(04) (Right of Way)	32802(05)	0.750	NHPP	218,000	54,500	0	272,500
McClain County	I-35L Southbound Ramp at SH-74W, W of Purcell UT for 32802(04) (Utilities)	32802(06)	0.750	NHPP	218,000	54,500	0	272,500
Oklahoma County	I-35: Over the I-240 Jct. (Phase II) (Reconstruct Interchange)	09032(06)	0.500	NHPP	19,776,000	4,944,000	0	24,720,000
Oklahoma County	I-35 @ I-240 Jct (Phase III) (Reconstruct Interchange)	09032(07)	0.500	NHPP	13,184,000	3,296,000	0	16,480,000
Oklahoma County	I-35 @ I-240 Jct (Phase IV) (Reconstruct Interchange)	09032(08)	0.500	NHPP	25,544,000	6,386,000	0	31,930,000
Oklahoma County	I-40: From mile marker 170 E to mile marker 173 (Reconstruct & Add Lanes & Reconstruct-Harrah/Newalla Interchange)	26422(05)	3.000	NHPP/ NHFP	16,480,000	4,120,000	0	20,600,000
Oklahoma County	SH-152: Interim Op Improv- Locations TBD-Phase 1 (Grade, Drain, Bridge & Surface)	32882(08)	6.940	STP	8,800,000	2,200,000	0	10,900,000
TOTALS					84,220,000	21,055,000	0	105,175,000

Updated April 3, 2018

Statewide Line Items
(All Figures are Statewide)
FFY 2021

Statewide Line Item	Rail Crossings: Protection Devices, Crossing Surface, Advance Warning Signs, Striping, Closures, etc.	17049(27)	0.000	SPR	0	8,000,000	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvement: Painting, Minor Repairs, Seal/Coat/Waterproofing, Silane Treatment, etc.	17050(27)	0.000	STP	0	2,000,000	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety: Signing, Intersec. Mod, Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(27)	0.000	SPR	0	12,000,000	0	12,000,000
Statewide Line Item	Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(27)	0.000	TAP	0	12,000,000	0	12,000,000
Statewide Line Item	Recreational Trails	18262(24)	0.000	TAP	1,800,000	0	0	1,800,000
Statewide Line Item	Right of Way Clearance: removal & Disposal of Obstructions on Public R/W Prior to Utility relocation or Project Startup	19720(22)	0.000	STP	0	1,000,000	0	1,000,000
Statewide Line Item	3R/3P (Roadway): In Conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing & Guardrail)	20780(21)	0.000	STP	0	35,000,000	0	35,000,000
Statewide Line Item	3B (Bridge): In Conjunction with FHWA- Preventative Maintenance Including Paint, Joints, Bearings & Deck Repair	20781(21)	0.000	NHPP	0	5,000,000	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(21)	0.000	STP	0	25,000,000	0	25,000,000
Statewide Line Item	County Bridge Program	23612(21)	0.000	STP	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(21)	0.000	STP	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(21)	0.000	STP	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development & Construction & Educational Programs	25625(21)	0.000	SRS	2,000,000	0	0	2,000,000
Statewide Line Item	Right of way Acquisition & Utility Relocation Estimated Cost \$750,000 or Less (Not on STIP)	31024(21)	0.000	S RTP	0	3,500,000	0	3,500,000
Statewide Line Item	Statewide ADA Compliance Projects	33307(21)	0.000	HSIP	0	6,540,000	0	6,540,000
Statewide Line Item	Statewide ITS Projects	33308(21)	0.000	HSIP	0	2,500,000	0	2,500,000
TOTALS					32,800,000	112,540,000	0	145,340,000

Figure 3: FFY 2018-2021 OCARTS Transportation Improvement Projects



TRANSIT ELEMENT

This chapter includes information on the capital, operating and planning costs proposed for public transportation within the OCARTS area during this TIP time frame. As discussed in Chapter 2, these services are operated by the Central Oklahoma Transportation and Parking Authority (COTPA) as EMBARK, the University of Oklahoma as CART, the City of Edmond as Citylink, various non-profit organizations, and two rural public transportation agencies. Citylink is not a direct recipient of federal formula funds but receives federal funds as a subrecipient to COTPA.

Detailed project and cost information is provided in this chapter for each TIP year for the above listed public transportation operators. This document includes a line item for vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens.

Urbanized Area Program

COTPA and CART provide fixed route, express and paratransit services each weekday, with some routes including Saturday service. COTPA provides subscription service to those entities that budget local funds to support the transit operation serving their citizens. Other demand responsive public transportation services available to the elderly and persons with disabilities are described in Chapter 2. In July 2009, the City of Edmond began administering Citylink which provides fixed route bus service to local residents and students at the University of Central Oklahoma (UCO), paratransit service, and express bus service between Edmond and downtown Oklahoma City.

Many of the capital projects included in the attached lists will be funded with 80 percent Section 5307 funds administered by the Federal Transit Administration (FTA) and matched with 20 percent local funds. COTPA, CART and Citylink operate accessible bus systems in compliance with the Americans with Disabilities Act of 1990, including access for persons in wheelchairs. Expenditures associated with the purchase of accessible vehicles or equipment to comply with the ADA are eligible for funding at an increased federal share of 85 percent.

The Section 5307 Urbanized Area Program funds are apportioned by a statutory formula to Census-designated urbanized areas based on population, population density, and various transportation data. In the OCARTS area, both COTPA and CART are direct recipients of FTA funds for the Oklahoma City and Norman UZAs, respectively.

Below are the primary FTA funding programs:

- Urbanized Area Formula Program (Sec. 5307) – *Includes eligible activities under the former Job Access and Reverse Commute Program*
- Passenger Ferry Grant Discretionary Program (Sec. 5307(h))
- Capital Investment Grants Program (Sec. 5309)
- Enhanced Mobility of Seniors & Individuals with Disabilities (Sec. 5310) – *Includes eligible activities under the former New Freedom Program*
- Rural Area Formula Program (Sec. 5311)
- State of Good Repair (Sec. 5337)
- Bus and Bus Facilities Formula Program (Sec. 5339)

Updated November 16, 2017

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2018**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	3,900,000	975,000	4,875,000
B. Bus and Bus Facilities Enhancement-U. Station (1%)	FTA Sec. 5307	80/20	83,260	20,815	104,074
C. Security Project (1%)	FTA Sec. 5307	80/20	83,260	20,815	104,074
D. South May CNG Fueling Facility, CNG Maintenance Shop Upgrades and A&E	FTA Sec. 5307	80/20	2,286,218	571,555	2,857,773
E. Bus Replacement Two Buses: Edmond Citylink	FTA Sec. 5339	85/15	180,000	31,765	211,765
F. Bus Replacement of Six Paratransit Citylink	FTA Sec. 5339	85/15	581,839	102,677	684,516
G. Public Outreach and Education	CMAQ to Sec. 5307	80/20	190,000	47,500	237,500
H. CNG Fueling Facility	CMAQ to Sec. 5307	80/20	190,000	47,500	237,500
I. CNG Fueling Facility	CMAQ to Sec. 5307	80/20	190,000	47,500	237,500
J. CNG Fueling Facility	CMAQ to Sec. 5307	80/20	190,000	47,500	237,500
K. Ferryboat Formula Program	FHWA FBP 1121	80/20	100,000	25,000	125,000
L. Replace Bus with an Electric Bus, related needs	CMAQ to Sec. 5307	78/22	797,550	223,450	1,021,000
M. ADA Complimentary Paratransit Service	FTA 5307	80/20	832,596	208,149	1,040,745
Subtotal - Capital			\$9,604,722	\$2,369,225	\$11,973,947
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	700,000	175,000	875,000
B. Operations (City Link)	FTA Sec. 5307	50/50	440,625	440,625	881,250
Subtotal - Planning/Other Projects			\$1,140,625	\$615,625	\$1,756,250
Grand Total			\$10,745,347	\$2,984,850	\$13,730,197

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2019**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	4,700,069	1,175,017	5,875,086
B. Preventive Maintenance (Citylink)	FTA Sec. 5307	80/20	610,352	152,588	762,940
C. Security Project (1%)	FTA Sec. 5307	80/20	86,162	21,541	107,703
D. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	861,620	215,405	1,077,025
E. South May Operations Center Improvements	FTA Sec. 5307	80/20	445,000	111,250	556,250
F. Bus Fleet Expansion 2.04 40' CNG Buses*	FTA Sec. 5307	85/15	963,000	169,941	1,132,941
G. Ferryboat Formula Program	FHWA FBP 1121	80/20	21,486	5,372	26,858
H. Bus Replacement of 1.56 of two 40' CNG Buses*	FTA Sec. 5339	85/15	736,024	129,887	865,911
I. Bus Replacement of one Citylink Bus*	FTA Sec. 5339	85/15	66,114	11,667	77,781
J. Bus Replacement of .40 40' CNG Bus*	CMAQ to Sec. 5307	85/15	190,000	33,529	223,529
Subtotal - Capital			\$8,679,827	\$2,026,197	\$10,706,024
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	850,000	212,500	1,062,500
B. Consultant Studies: Corridor Study; FAST Compliance; Other Planning; Surveys; Marketing	FTA Sec. 5307	80/20	100,000	25,000	125,000
Subtotal - Planning/Other Projects			\$950,000	\$237,500	\$1,187,500
Grand Total			\$9,629,827	\$2,263,697	\$11,893,524

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2020**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	4,602,100	1,150,525	5,752,625
B. Preventive Maintenance (Citylink)	FTA Sec. 5307	80/20	610,352	152,588	762,940
C. Security Project (1%)	FTA Sec. 5307	80/20	87,713	21,928	109,641
D. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	877,130	219,283	1,096,413
E. Replacement of 9 Paratransit Vans*	FTA Sec. 5307	85/15	681,000	120,176	801,176
F. Bus Fleet Expansion 2.04 40' CNG Buses*	FTA Sec. 5307	85/15	963,000	169,941	1,132,941
G. Ferryboat Formula Program	FHWA FBP 1121	80/20	21,486	5,372	26,858
H. Bus Fleet Expansion 1.56 of two 40' Buses*	FTA Sec. 5339	85/15	736,024	129,887	865,911
I. Bus Replacement of one Citylink Bus*	FTA Sec. 5339	85/15	66,114	11,667	77,781
J. Bus Expansion of .40 40" CNG Bus*	CMAQ to Sec. 5307	85/15	190,000	33,529	223,529
Subtotal - Capital			\$8,834,919	\$2,014,896	\$10,849,815
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	850,000	212,500	1,062,500
B. Consultant Studies: Corridor Study; FAST Compliance; Other Planning; Surveys; Marketing	FTA Sec. 5307	80/20	100,000	25,000	125,000
Subtotal - Planning/Other Projects			\$950,000	\$237,500	\$1,187,500
Grand Total			\$9,784,919	\$2,252,396	\$12,037,315

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2021**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	4,700,000	1,175,000	5,875,000
B. Bus and Bus Facilities Enhancement	FTA Sec. 5307	80/20	991,631	247,908	1,239,539
C. Security Project (1%)	FTA Sec. 5307	80/20	89,768	22,442	112,210
D. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	897,676	224,419	1,122,095
E. Bus Replacement of 1.76 Buses	FTA Sec. 5307	85/15	712,683	125,768	838,451
F. Bus Replacement of 2 40' CNG Buses	FTA Sec. 5339	85/15	810,433	143,018	953,451
G. Bus Replacement of .24 40' Buses	CMAQ to 5307	80/15	97,750	17,250	115,000
H. Clean Air Information/Marketing	CMAQ to 5307	80/20	92,250	23,063	115,313
I. Ferryboat Formula Program	FHWA FBP 1121	80/20	100,000	25,000	125,000
J. Operations (Citylink)	FTA Sec. 5307	50/50	680,000	680,000	1,360,000
Subtotal - Capital			\$9,172,191	\$2,683,866	\$11,856,057
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	700,000	175,000	875,000
B. Consultant Studies: Corridor Study; Long Range Plan; FAST Compliance; Community Surveys	FTA Sec. 5307	80/20	205,000	51,250	256,250
Subtotal - Planning/Other Projects			\$905,000	\$226,250	\$1,131,250
Grand Total			\$10,077,191	\$2,910,116	\$12,987,307

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2018**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	160,000	40,000	200,000
C. Operating Assistance	FTA Sec. 5307	50/50	687,500	687,500	1,375,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	2,000	500	2,500
E. Replacement ADA Paratransit Vehicles (3 CNG)*	FTA Sec. 5310	85/15	229,500	40,500	270,000
F. Replacement ADA Fixed Route Vehicles (3 CNG)*	FTA Sec. 5339	85/15	1,236,750	218,250	1,455,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,500	4,125	20,625
Subtotal - Capital & Operating			\$2,932,250	\$1,140,875	\$4,073,125
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	184,000	46,000	230,000
Subtotal - Planning			\$184,000	\$46,000	\$230,000
Grand Total			\$3,116,250	\$1,186,875	\$4,303,125

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Projected Sec. 5307 grand funding assumes current levels - \$1,650,000

Projected Sec. 5339 funding needs for fixed route replacement vehicles to maintain current level of service (85/15)

Projected Sec. 5310 funding needs for replacement paratransit vehicles (85/15)

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2019**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	160,000	40,000	200,000
C. Operating Assistance	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
E. Bus Technology Equipment	FTA Sec. 5307	80/20	3,500	875	4,375
E. Replacement ADA Paratransit Vehicles (3 CNG)*	FTA Sec. 5310	85/15	242,250	42,750	285,000
F. Replacement ADA Fixed Routes Vehicles (3 CNG)	FTA Sec. 5339	85/15	1,249,500	220,500	1,470,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,500	4,125	20,625
Subtotal - Capital & Operating			\$2,921,750	\$1,108,250	\$4,030,000
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$3,141,750	\$1,163,250	\$4,305,000

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Projected Sec. 5307 grand funding assumes current levels - \$1,650,000

Projected Sec. 5339 funding needs for fixed route replacement vehicles to maintain current level of service

Projected Sec. 5310 funding needs for replacement paratransit vehicles

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2020**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	160,000	40,000	200,000
C. Operating Assistance	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	3,500	875	4,375
E. Replacement ADA Paratransit Vehicles (3 CNG)*	FTA Sec. 5310	85/15	255,000	45,000	300,000
F. Replacement ADA Fixed Route Vehicles (3 CNG)*	FTA Sec. 5339	85/15	1,275,000	225,000	1,500,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,500	4,125	20,625
Subtotal - Capital & Operating			\$2,960,000	\$1,115,000	\$4,075,000
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$3,180,000	\$1,170,000	\$4,350,000

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Projected Sec. 5307 grand funding assumes current levels - \$1,650,000

Projected Sec. 5339 funding needs for fixed route replacement vehicles to maintain current level of service

Projected Sec. 5310 funding needs for replacement paratransit vehicles

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2021**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	160,000	40,000	200,000
C. Operating Assistance	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	3,500	875	4,375
E. Replacement ADA Paratransit Vehicles (3 CNG)*	FTA Sec. 5310	85/15	267,750	47,250	315,000
F. Replacement ADA Fixed Route Vehicles (3 CNG)*	FTA Sec. 5339	85/15	1,275,000	225,000	1,500,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,500	4,125	20,625
Subtotal - Capital & Operating			\$2,972,750	\$1,117,250	\$4,090,000
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$3,192,750	\$1,172,250	\$4,365,000

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Projected Sec. 5307 grand funding assumes current levels - \$1,650,000

Projected Sec. 5339 funding needs for fixed route replacement vehicles to maintain current level of service

Projected Sec. 5310 funding needs for replacement paratransit vehicles

Elderly and Persons with Disabilities Program

The FTA Section 5310 Elderly and Persons with Disabilities Program provides capital assistance to organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 85 percent of the cost of accessible vehicles (80 percent for non-accessible vehicles) with the remainder paid for by the requesting organization. Each Section 5310 recipient is also responsible for ongoing maintenance and operation costs once the vehicle has been acquired.

Eligible Section 5310 activities include improvements beyond the requirements of the Americans with Disabilities Act (ADA) – formerly a separate program known as New Freedom. The FAST Act also continued the geographic distribution of funds based on population—large urban, small urban, and rural—rather than the previous single distribution to the state as a whole. The Aging Services Division of the Oklahoma Department of Human Services (DHS) administers the State’s Section 5310 program for the Oklahoma City Urbanized Area, as well as the small urban and rural areas of the state.

An annual grant application to the Federal Transit Administration is submitted in order to utilize the apportioned funds. The amount of Sec. 5310 funding spent within the OCARTS area varies each year and is dependent upon the level of requests from local non-profit organizations as well as the total funds apportioned to the urban area.

The following line item is intended to serve as a “placeholder”, and when specific requests and funding amounts are received, they will be added to the TIP through the amendment process. Prior to MPO review of the OCARTS area Sec. 5310 applications, DHS ensures their eligibility under FTA requirements and their compliance with the Coordinated Public Transit-Human Services Transportation Plan. 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.

Project Description	Estimated Federal Share	Estimated Local Share	Total
Vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens	To be determined by future funding requests from non-profit organizations		

Public Transportation Program for Rural Areas

The Transit Programs Division of the Oklahoma Department of Transportation (ODOT) administers the Section 5311, Rural Area Formula Program. The Department 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 currently 19 agencies providing rural public transportation service within 72 of Oklahoma's 77 counties

Section 5311 funds are provided by the Federal Transit Administration (FTA) for the purchase of capital equipment, administration and operation of the transit systems. The transit operators receive an 80 percent reimbursement for capital and administrative expenses, and a 50 percent reimbursement for their net operating deficit. Capital expenditures associated with compliance with the Americans with Disabilities Act may receive a 90 percent federal share. The local share is provided by organizations within the areas 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 First Capital Trolley. Delta Public Transit operates partially within the OCARTS area. Approximately 25 percent of its total passenger trips occur within the Purcell area at the south end of the OCARTS transportation planning area.

The following tables provide the anticipated federal and local expenditures to operate these rural transportation systems over the coming four years.

Transit Element
Transportation Improvement Program
Section 5311 Non-Urbanized Area Formula Program
Delta Community Action Foundation, Inc.
dba Delta Public Transit
FFY 2018-2021

	Percent Match	Federal Match	Local Match²	Total
FFY 2018¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2018		130,051	108,422	238,473
FFY 2019¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2019		130,051	108,422	238,473
FFY 2020¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2020		130,051	108,422	238,473
FFY 2021¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2021		130,051	108,422	238,473
TOTAL - FFY 2018 - 2021		520,204	433,687	953,891

Note 1: Category amounts for FY-18 through FY-21 are estimated, based on FY-2016 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

Note 2: The local share over matches the federal amount available.

Transit Element
Transportation Improvement Program
Section 5311 Non-Urbanized Area Formula Program
Logan Historical Society, Inc.
dba First Capital Trolley
FFY 2018-2021

	Percent Match	Federal Match	Local Match²	Total
FFY 2018¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2018		743,436	694,697	1,438,133
FFY 2019¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2019		743,436	694,697	1,438,133
FFY 2020¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2020		743,436	694,697	1,438,133
FFY 2021¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2021		743,436	694,697	1,438,133
TOTAL - FFY 2018 - 2021		2,973,744	2,778,786	5,752,530

Note 1: Category amounts for FY-18 through FY-21 are estimated, based on FY-2016 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

Note 2: The local share over matches the federal amount available.

AIRPORT ELEMENT

This chapter includes a listing of proposed capital improvements for Will Rogers World Airport, Wiley Post Airport and Clarence E. Page Airport, located in Oklahoma City. Also included are proposed improvements for Max Westheimer Airport, which is operated by the University of Oklahoma in Norman, and regional airports located in the municipalities of Guthrie, Goldsby and Purcell.

The airport improvements included in this chapter were obtained from the Oklahoma City Department of Airports, the University of Oklahoma Architectural and Engineering Services (for Max Westheimer Airport), and the Town of Goldsby. The director for the Guthrie-Edmond Regional Airport and the City of Purcell did not submit any projects for their respective airports for inclusion in this TIP. Each of the following airport improvements is listed by airport, and includes the proposed year of implementation, proposed federal, state, and local funding sources, and estimated costs by funding source.

The Federal Aviation Administration provides federal funding for airport improvements under the Airport Improvement Program (AIP). The federal share of the improvements varies from 10.5 percent to 95 percent, depending on the project eligibility and other funding sources. Other projects included in the attached lists will be accomplished with 100 percent local funds or a combination of state and local funds.

The following list of improvements proposed for the OCARTS area airports represent a total expenditure of just approximately \$116 million over the TIP period. Of this total, approximately \$44.7 million will be requested from the Federal Aviation Administration and the remaining \$71.3 million will be provided through local and state funds.

**AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2018-2021**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
WILL ROGERS WORLD AIRPORT							
18	Terminal Expansion and Renovation-Phase III	PFC	0	26,587,760	0	40,222,585	66,810,345
18	Rehab Terminal Apron	AIP/OCAT 90% - 10%	8,414,559	934,951	0	0	9,349,510
Subtotal - Will Rogers World Airport 2018			8,414,559	27,522,711	0	40,222,585	76,159,855
19	Reconstruct Center Section, Runway 17L/35R	AIP/OCAT 90% - 10%	7,650,000	850,000	0	0	8,500,000
19	Extend TW H2	AIP/OCAT 90% - 10%	4,950,000	550,000	0	0	5,500,000
Subtotal - Will Rogers World Airport 2019			12,600,000	1,400,000	0	0	14,000,000
20	Construct Shoulders Taxiway H	AIP/OCAT 90% - 10%	6,300,000	700,000	0	0	7,000,000
20	Replace Airfield Lighting Fiber Line	AIP/OCAT 90% - 10%	810,000	90,000	0	0	900,000
Subtotal - Will Rogers World Airport 2020			7,110,000	790,000	0	0	7,900,000
21	Purchase Snow Brooms	AIP/OCAT 90% - 10%	1,080,000	120,000	0	0	1,200,000
Subtotal - Will Rogers World Airport 2021			1,080,000	120,000	0	0	1,200,000
TOTAL - Will Rogers World Airport 2018-2021			29,204,559	29,832,711	0	40,222,585	99,259,855

AIP - Airport Improvement Program
TSA - Transportation Security Administration
OCAT - Oklahoma City Airport Trust
OAC - Oklahoma Aeronautics Commission
PFC - Passenger Facility Charge

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2018-2021

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
WILEY POST AIRPORT							
18	Rehab East Taxiways (Design is Completed)	AIP/OCAT 90% - 10%	2,250,000	250,000	0	0	2,500,000
Subtotal - Wiley Post Airport 2018			2,250,000	250,000	0	0	2,500,000
19	Master Plan Update and Environmental with PCN Study	AIP/OCAT 90% - 10%	207,000	23,000	0	0	230,000
Subtotal - Wiley Post Airport 2019			207,000	23,000	0	0	230,000
20	Rehab Runway 13/31 and TW B pavement	AIP/OCAT 90% - 10%	2,721,600	302,400	0	0	3,024,000
Subtotal - Wiley Post Airport 2020			2,721,600	302,400	0	0	3,024,000
21	Widen RW 17R/35L to 100'	AIP/OCAT 90% - 10%	3,861,000	429,000	0	0	4,290,000
Subtotal - Wiley Post Airport 2021			3,861,000	429,000	0	0	4,290,000
TOTAL- Wiley Post Airport 2018-2021			9,039,600	1,004,400	0	0	10,044,000

**AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2018-2021**

CLARENCE E. PAGE AIRPORT						
18	AWOS III Replacement	AIP/OCAT 90% - 10%	157,500	17,500	0	175,000
Subtotal - Clarence E. Page Airport 2018			157,500	17,500	0	175,000
19	Reconstruct TW A	AIP/OCAT 90% - 10%	1,800,000	200,000	0	2,000,000
19	Master Plan and Environmental with PCN Study	AIP/OCAT 90% - 10%	225,000	25,000	0	250,000
Subtotal - Clarence E. Page Airport 2019			2,025,000	225,000	0	2,250,000
20	Perimeter Fencing	AIP/OCAT 90% - 10%	976,500	108,500	0	1,085,000
Subtotal - Clarence E. Page Airport 2020			976,500	108,500	0	1,085,000
21	Reconstruct FBO Apron	AIP/OCAT 90% - 10%	900,000	100,000	0	1,000,000
Subtotal - Clarence E. Page Airport 2021			900,000	100,000	0	1,000,000
TOTAL - Clarence E. Page Airport 2018-2021			4,059,000	451,000	0	4,510,000

AIP - Airport Improvement Program

OCAT - Oklahoma City Airport Trust

OAC - Oklahoma Aeronautics Commission

PFC - Passenger Facility Charges

**AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2018-2021**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
MAX WESTHEIMER AIRPORT							
18	Rehab South T-Hangar Taxilanes	AIP/OAC/OU 90%-5%-5%	1,258,029	69,891	69,891	0	\$1,397,811.00
	Subtotal		1,258,029	69,891	69,891	0	1,397,811
19	North Apron Underdrain	AIP/OAC/OU 90%-5%-5%	310,050	17,225	17,225	0	344,500
	Subtotal		310,050	17,225	17,225	0	344,500
20	North Apron Crack Repair	AIP/OAC/OU 90%-5%-5%	275,355	15,298	15,298	0	305,951
	Subtotal		275,355	15,298	15,298	0	305,951
21	No projects submitted for FFY 2021						
	Subtotal		1,843,434	102,414	102,414	0	2,048,262
	TOTAL - Max Westheimer Airport 2018-2021		1,843,434	102,414	102,414	0	2,048,262
DAVID J. PERRY (GOLDSBY) AIRPORT							
19	Rehabilitate Apron	AIP/Sponsor 90%-10%	600,000	66,667	0	0	666,667
	Subtotal		600,000	66,667	0	0	666,667
21	No projects submitted for FFY 2021						
	Subtotal		0	0	0	0	0
	TOTAL - David J. Perry Airport 2018-2021		600,000	66,667	0	0	666,667
GUTHRIE-EDMOND REGIONAL AIRPORT							
No projects submitted for FFY 2018-2021 TIP							
PURCELL MUNICIPAL AIRPORT							
No projects submitted for FFY 2018-2021 TIP							
	GRAND TOTAL - FFY 2018-2021		44,746,593	31,457,192	102,414	40,222,585	116,528,784

AIP - Airport Improvement Program
OAC - Oklahoma Aeronautics Commission
OU - University of Oklahoma

ADOPTING RESOLUTION

ADOPTING RESOLUTION

JOINT RESOLUTION BETWEEN THE OCARTS METROPOLITAN PLANNING ORGANIZATION AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION

A RESOLUTION TO ADOPT THE FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA:

WHEREAS, the Association of Central Oklahoma Governments (ACOG), as the Metropolitan Planning Organization (MPO) designated by the Governor of the State of Oklahoma for the Oklahoma City Metropolitan Area, is responsible for the operation and maintenance of a comprehensive, cooperative and continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the OCARTS Transportation Management Area is carried out by the MPO through a Memorandum of Understanding with the Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority and the University of Oklahoma Transit Services/CART, and


WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134 of the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, a Transportation Improvement Program for the OCARTS Transportation Management Area, containing multimodal transportation projects expected to be carried out in the period FFY 2018 through FFY 2021, has been prepared through the planning process; and

WHEREAS, opportunities for citizens, affected public agencies, private providers of public transportation, and other interested parties to participate in and have their views considered in the development of the TIP were provided through public meetings and public notice;

NOW, THEREFORE, BE IT RESOLVED that the Intermodal Transportation Policy Committee of the Association of Central Oklahoma Governments, as the Metropolitan Planning Organization, and the Oklahoma Department of Transportation, hereby adopt the FFY 2018-2021 Transportation Improvement Program for the OCARTS Transportation Management Area.

8-17-2017
Date


Metropolitan Planning Organization

8/28/2017
Date


Oklahoma Department of Transportation

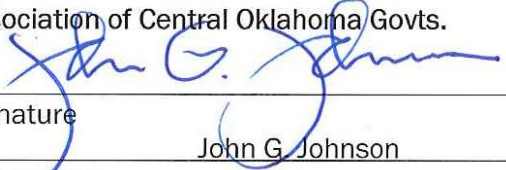
MPO SELF-CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION


The Oklahoma Department of Transportation (ODOT) and the OCARTS (Oklahoma City Area Regional Transportation Study) Metropolitan Planning Organization for the Oklahoma City Transportation Management Area hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134 and 49 U.S.C. 5303;
- 2) Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Association of Central Oklahoma Govts.


 Signature
 John G. Johnson
 Printed Name
 Executive Director
 Title
 8-17-2017
 Date

Oklahoma Dept. of Transportation


 Signature
 DAWN R. SULLIVAN
 Printed Name
 Director - Capital Programs
 Title
 8/28/2017
 Date

APPENDIX A: PUBLIC INVOLVEMENT DOCUMENTATION



acog

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS
4205 N. Lincoln Blvd, Oklahoma City, OK, 73105
www.acogok.org

FOR IMMEDIATE RELEASE

April 28, 2017

Contact: John Johnson, Executive Director
234-2264

TRANSPORTATION IMPROVEMENT PROGRAM COMMENTS SOUGHT

OKLAHOMA CITY -- ACOG invites citizens throughout Central Oklahoma to review and comment on a preliminary version of the next Transportation Improvement Program (TIP).

The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2018-2021 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

Federal law recognizes ACOG as the metropolitan planning organization responsible for long and short-range transportation planning for Central Oklahoma. As such, ACOG maintains a four-year TIP for the region, which will implement the long-range plan.

The Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), operator of EMBARK in Oklahoma City, Cleveland Area Rapid Transit (CART) in Norman, Citylink in Edmond, and other local governments and transportation agencies developed the preliminary TIP and will implement the activities outlined in the program.

Beginning May 4, copies of the preliminary TIP will be available for citizens' review at metropolitan area libraries and on the ACOG Web site at www.acogok.org. Those interested in requesting a copy may contact Kathryn Wenger at ACOG at kwenger@acogok.org or (405) 234-2264. Written comments on the TIP will be accepted through May 31.

###



association of central oklahoma governments

Central Oklahoma Media Outlets

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Distributed to:**

Television:

KFOR
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Black Chronicle	Bethany Tribune
OKC Herald	Guthrie News Leader
City Sentinel	Capitol Hill Beacon
Oklahoma Gazette	

ACOG

Association of Central Oklahoma Governments

4205 N. Lincoln Blvd, Oklahoma City, OK 73105
[405] 234-2264 Fax: [405] 234-2200 TDD/TTY: 7-1-1 Statewide
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: May 4, 2017
TO: FFY 2018-2021 TIP File
FROM: Kathryn Wenger, Associate Planner
SUBJECT: Distribution of Preliminary FFY 2018-2021 TIP to Metro Area Libraries

A copy of ACOG's April 28, 2017 media release entitled "Transportation Improvement Program Comments Sought" and the Preliminary FFY 2018-2021 OCARTS Area Transportation Improvement Program were delivered on May 4 to the Metropolitan Library System, 300 Park Avenue, Oklahoma City, OK 73102, for distribution to the following libraries:

Almonte Library	Luther Library
Belle Isle Library	Midwest City Library
Bethany Library	Nicoma Park Library
Capitol Hill Library	Northwest Library
Choctaw Library	Ralph Ellison Library
Del City Library	Southern Oaks Library
Downtown Library	Village Library
Edmond Library	Warr Acres Library
Harrah Library	Wright Library
Jones Library	

Also, the same information was mailed on May 4 to the following libraries:

<u>NAME OF LIBRARY</u>	<u>ADDRESS-CITY, STATE, ZIP</u>
Guthrie Public Library	201 N Division, Guthrie, OK 73044
Mabel C. Fry Public Library	1200 Lakeshore Dr., Yukon, OK 73099
Moore Public Library	225 S. Howard, Moore, OK 73160
Mustang Public Library	224 W. SH-152, Mustang, OK 73064
Newcastle Public Library	P0 Box 780, Newcastle, OK 73065
Norman Public Library	225 N. Webster Ave., Norman, OK 73069
Piedmont Public Library	1129 7th St., Piedmont, OK 73078



Trans: X TPM T: X Trans: X Comp: X Comp: X TPM G: X TPM I: X 2016: X Feder: X LII 23 CF: X New Tab X 23 US: X USCO: X Preser: X KOA C: X Public: X News: X ACOG: X

www.acogok.org/transportation-improvement-program-oklahoma-2017/

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Apr 28, 2017 | Transit, Transportation

ACOG Seeks Comments on Transportation Improvement

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APRIL 2017

Transportation
MPO
Transit

ACOG invites citizens throughout Central Oklahoma to review and comment on a [preliminary version of the next Transportation Improvement Program \(TIP\)](#).

The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2018-2021 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

Federal law recognizes ACOG as the metropolitan planning organization responsible for long and short-range transportation planning for Central Oklahoma. As such, ACOG maintains a four-year TIP for the region, which will implement the long-range plan.



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April 28 · 🌐

Copies of the preliminary TIP will be available on May 4. Federal Transit Administration (FTA)



ACOG Seeks Public Comment on Transportation Improvement Program | Central Oklahoma

On May 4, copies of the preliminary TIP will be available for citizens' review at metropolitan area libraries and on the ACOG Web site.

ACOGOK.ORG

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JoBeth Hamon, Angela Hankins and Lisa Solorio Acevedo like this.

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From: rstallings rstallings@aol.com

Sent: 5/5/2017 5:38 PM

To: Kathryn Wenger - ACOG

Subject: Transportation Improvement Program Document

Thank you for the opportunity to review and comment on the preliminary FFY 2018-2021 Transportation Improvement Program plan.

As a matter of disclosure, I am a City of Oklahoma City employee; however, I am commenting as a private citizen of Ward 3 in western Oklahoma City. The comments expressed below are my own and are not necessarily reflective of The City of Oklahoma City or their strategic goals and priorities.

It appears this document is primarily related to immediate priorities and short term strategic goals. That said, it does incorporate by reference the Encompass 2040 Plan adopted last fall (p.7).

We continue to read about a "Regional" Transit Plan; however, I remain perplexed by the glaring omission of the entire western half of the Metropolitan Statistical Area (MSA). High capacity transit corridors have been identified in the Encompass 2040 Plan for connections north to Edmond, south to Norman, and East to MWC. I am curious as to why there has been no discussion of a designated corridor to serve the western communities? Is this simply political indifference by neighboring planning organizations, lack of expressed interest from these communities, or some insurmountable infrastructure problem?

With rapid growth in the Yukon, Piedmont and Mustang areas it seems there should be significant dialog about transportation options to and from these growing suburbs. Growth in El Reno and Newcastle must also be considered in long term planning if we are to be truly strategic.

If the intent is to "regionalize" transit options, we should be inclusive of all major suburbs. At present it appears the process may be politically driven rather than truly collaborative which is disappointing if not inequitable. As your organization moves forward in various stages of implementation, I would ask that the western communities be given equal consideration in the creation and construction of high capacity transit corridors, as well as equal access to funding for bike lanes and trail connections.

Thank you for your consideration

Randy Stallings

From: [John G. Johnson](#)
To: rstallings@aol.com
Cc: [John Sharp](#); [Kathryn Wenger](#)
Subject: Oklahoma City Area Regional Transportation plans - Public Participation & comments
Date: Thursday, June 29, 2017 11:03:41 AM
Attachments: [image003.png](#)

Mr. Stallings,

I am sending my responses to your questions/concerns. Please advise if you have any follow up questions or suggestions. We will advise our Transportation policy board of directors of your questions/suggestions and my responses. Thank you.

As a matter of disclosure, I am a City of Oklahoma City employee; however, I am commenting as a private citizen of Ward 3 in western Oklahoma City. The comments expressed below are my own and are not necessarily reflective of The City of Oklahoma City or their strategic goals and priorities.

It appears this document is primarily related to immediate priorities and short term strategic goals. That said, it does incorporate by reference the Encompass 2040 Plan adopted last fall (p.7).

We continue to read about a "Regional" Transit Plan; however, I remain perplexed by the glaring omission of the entire western half of the Metropolitan Statistical Area (MSA). High capacity transit corridors have been identified in the Encompass 2040 Plan for connections north to Edmond, south to Norman, and East to MWC. I am curious as to why there has been no discussion of a designated corridor to serve the western communities? Is this simply political indifference by neighboring planning organizations, lack of expressed interest from these communities, or some insurmountable infrastructure problem? The 2005 Fixed Guideway Study hosted and conducted by ACOG and COTPA outlined multiple corridors for possible development in the OKC metropolitan area, including what you have described as the "western communities" which includes western portions of Oklahoma City, the Will Rogers World Airport, Mustang, Yukon, Piedmont, El Reno and unincorporated areas of Canadian county. Beginning in 2009 with the commencement of the Regional Transit Dialogue discussions and what might be possible for Central Oklahoma, ACOG and the MPO for Central Oklahoma have recruited and solicited input and participation from the "western communities" in the discussions and development of a Regional Transit Authority for Central Oklahoma. Only Oklahoma City has participated and shown leadership in the development of this process. We can invite and ask, but we cannot force any elected officials to participate in the process as it moves forward. We will continue to diligently urge the "western communities" to join, participate and advocate for the development of a Regional Transit system and authority for Central Oklahoma. With rapid growth in the Yukon, Piedmont and Mustang areas it seems there should be significant dialog about transportation options to and from these growing suburbs. Growth in El Reno and Newcastle must also be considered in long term planning if we are to be truly strategic. We agree that all population areas in Central Oklahoma should be at the table and a part of the discussions for development of a Regional Transit system and Authority which develops high capacity transit corridors and can provide for additional bus services, Bus Rapid Transit services, Express transit services, high capacity streetcar or light rail, or commuter rail services. The entire regional transit system cannot be deployed or built out all at one time, and must be managed in phased development over time as ridership or demand warrants. However, the express desires of all growing population areas should be an active part of the process and participate in the decision-making process of the Regional Transit Authority. ACOG and the MPO will continue to invite and ask

all areas of Central Oklahoma to participate, however, we cannot force any elected officials to participate in the process as it moves forward. We will continue to diligently urge all areas of Central Oklahoma to participate in the process as it moves forward.

If the intent is to "regionalize" transit options, we should be inclusive of all major suburbs. At present it appears the process may be politically driven rather than truly collaborative which is disappointing if not inequitable. As your organization moves forward in various stages of implementation, I would ask that the western communities be given equal consideration in the creation and construction of high capacity transit corridors, as well as equal access to funding for bike lanes and trail connections. I am not certain how you define "major suburbs", but we do agree that any and all population areas within Central Oklahoma should be engaged in active participation of the Regional Transit Authority and system for Central Oklahoma as it moves forward and expands from the original proposed deployment and connections to the Santa Fe Intermodal Hub station in downtown Oklahoma City.

John G. Johnson

Executive Director

Association of Central Oklahoma Governments

4205 North Lincoln Blvd., Oklahoma City, OK 73105

Telephone: (405) 234-2264 FAX : (405) 234-2200

email: jgjohnson@acogok.org Website: <http://www.acogok.org>



NOTICE TO THE PUBLIC
OF THE AVAILABILITY OF THE
PRELIMINARY
FFY 2018-2021
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE OKLAHOMA CITY
TRANSPORTATION
MANAGEMENT AREA

The Association of Central Oklahoma Governments (ACOG), as the Metropolitan Planning Organization for the Oklahoma City metropolitan area, triennially develops a Transportation Improvement Program (TIP) that identifies transportation projects to be implemented with federal, state and local funds during the upcoming four-year period. The FFY 2018-2021 TIP will address the time period from October 1, 2017 to September 30, 2021.

The Oklahoma City Transportation Management Area (TMA) includes all of Oklahoma and Cleveland Counties and portions of Canadian, Logan, Grady, and McClain Counties. Federal funds for implementing transportation projects are provided by the Federal Highway Administration, the Federal Transit Administration, and the Federal Aviation Administration, and are matched with funds provided by the sponsoring city, county, or transportation agency.

A preliminary TIP has been developed by ACOG's member governments and participating transportation agencies. The preliminary TIP consists of transportation priorities (streets, highways, bicycle/pedestrian facilities, transit and airport improvements) that have been developed within the constraints of anticipated funding during the TIP time frame. With regard to proposed transit improvements, this public notice is intended to satisfy the Program of Projects (POP) public notice requirements of the Federal Transit Administration. The POP is the equivalent of the Transit Element of the TIP.

Anyone wishing to review the preliminary OCARTS Area TIP may view it online at www.acogok.org/tip. To obtain a paper copy or submit a written comment, please contact Kathryn Wenger at kwenger@acogok.org, 4205 N. Lincoln Blvd., Oklahoma City, OK 73105, or call (405)234-2264. Written comments will be accepted through Wednesday, May 24, 2017. The preliminary TIP, along with all written comments, will be presented to the Intermodal Transportation Policy Committee (ITPC) on Thursday, May 25, 2017.
www.acogok.org/tip

STATE OF OKLAHOMA, }
COUNTY OF OKLAHOMA } SS.

Affidavit of Publication

Royce Parkhurst, of lawful age, being first duly sworn, upon

oath deposes and says that she/he is the Classified Legal Notice Admin of The Oklahoma Publishing Company, a corporation, which is the publisher of *The Oklahoman* which is a daily newspaper of general circulation in the State of Oklahoma, and which is a daily newspaper published in Oklahoma County and having paid general circulation therein; that said newspaper has been continuously and uninterruptedly published in said county and state for a period of more than one hundred and four consecutive weeks next prior to the first publication of the notice attached hereto, and that said notice was published in the following issues of said newspaper, namely:

Association Of Central OKLAHOMA GOVERNMENTS

11411756 - Metro

Published on 05/04/2017

Royce Parkhurst

Subscribed and sworn to before me this Thurs. May 4 2017

Amy Calame Raschke

Notary Public

My commission expires 11-5-17



Journal Record Publishing Company

101 N Robinson Suite 101
Oklahoma City, OK 73102

PUBLISHER'S AFFIDAVIT

Page 1 of 2

PUBLIC HEARING

06/02/2017

CONCERNING THE PROPOSED ADOPTION OF THE FFY
2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM

NUMBER

PUBLICATION DATES

LEGAL NOTICE

STATE OF OKLAHOMA

COUNTY OF OKLAHOMA

} S.S.

I, of lawful age, being duly sworn, am a legal representative of The Journal Record of Oklahoma City, Oklahoma, a daily newspaper of general circulation in Oklahoma County, Oklahoma, printed in the English Language and published in the City of Oklahoma City, in Oklahoma County, State of Oklahoma, continuously and uninterruptedly published in the County for a period of more than 104 consecutive weeks prior to the first publication of the attached notice, and having a paid general subscription circulation therein and with admission to the United States mails as paid second-class mail matter.

That said notice a true copy of which is attached hereto, was published in the regular edition of said newspaper during the period and time of publication and not in a supplement on the ABOVE LISTED DATE(S).

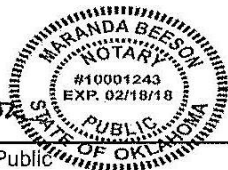


Terri VanHooser, Business Manager

Subscribed and sworn before me this 2nd day of June, 2017



MaRanda Beeson, Notary Public



Commission Number: 10001243
My Commission Expires: 2/18/2018

Order Number

11351091

Publisher's Fee

\$ 77.99

(MS11351091)

**NOTICE OF PUBLIC HEARING
CONCERNING THE PROPOSED
ADOPTION OF THE FFY 2018 -
2021 TRANSPORTATION
IMPROVEMENT PROGRAM FOR
THE OKLAHOMA CITY TRANS-
PORTATION MANAGEMENT
AREA**

Notice is hereby given that the Intermodal Transportation Policy Committee (ITPC) of the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the Oklahoma City Transportation Management Area will hold a public hearing to consider final approval of the FFY 2018-2021 Transportation Improvement Program (TIP) during its regular June meeting. The ITPC meeting will be held on Thursday, June 29, 2017, at 1:20 p.m., at 4205 N. Lincoln Blvd., Oklahoma City, Oklahoma.

The FFY 2018-2021 TIP is a four-year program that describes transportation improvements to be funded with federal, state, and local funds within the Oklahoma City Transportation Management Area (TMA) between October 1, 2017 and September 30, 2021. The Oklahoma City TMA includes all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. The TIP is developed by local governments, the Oklahoma Department of Transportation (ODOT), Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART), the Oklahoma City Department of Airports, and other local agencies responsible for implementation of transportation facilities and services within Central Oklahoma.

The TIP is prepared in accordance with the guidelines issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). With regard to proposed public transportation improvements for COTPA and CART included in the TIP, the public notice, public involvement activities, public review and comment deadlines, and public hearing for the FFY 2018 - FFY 2021 TIP are intended to satisfy the Program of Projects (POP) public involvement requirements of the FTA. The POP is the equivalent of the Transit Element of the TIP.

Transportation improvements included in the FFY 2018-2021 TIP are consistent with the OCARTS Long-Range Transportation Plan, Encompass 2040, and the Oklahoma Statewide Intermodal Transportation Plan, and are within the financial

AFFIDAVIT OF PUBLICATION

Page 2 of 2

constraints of anticipated funding for the region over the TIP time frame. The metropolitan area TIP will be submitted to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP), upon its approval by the ITPC.

The Preliminary FFY 2018-2021 TIP is on the ACOG Web site at www.acogok.org, is available at all metro area public libraries, or a copy may be obtained by contacting Kathryn Wenger at kwenger@acogok.org or (405)234-2264. Written comments will be accepted through 4:00 p.m., June 28, 2017, and anyone may attend the ITPC public hearing to express their opinions.

(6-2-17)

Journal Record Publishing Company

101 N Robinson Suite 101
Oklahoma City, OK 73102

PUBLISHER'S AFFIDAVIT

Page 1 of 2

PO 429401
07/14/2017
CONCERNING THE PROPOSED ADOPTION OF THE FFY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM

NUMBER

PUBLICATION DATES

LEGAL NOTICE

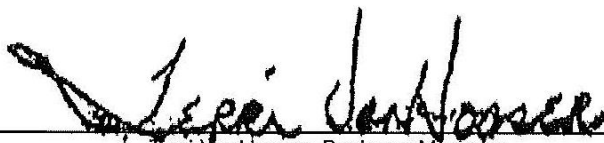
STATE OF OKLAHOMA

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COUNTY OF OKLAHOMA

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Terri VanHooser, Business Manager

Subscribed and sworn before me this 14th day of July, 2017


MaRanda Beeson, Notary Public



Commission Number: 10001243
My Commission Expires: 2/18/2018

Order Number

11357964

Publisher's Fee

\$ 77.99

(MS11357964)

**NOTICE OF PUBLIC HEARING
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IMPROVEMENT PROGRAM FOR
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PORTATION MANAGEMENT
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The FFY 2018-2021 TIP is a four-year program that describes transportation improvements to be funded with federal, state, and local funds within the Oklahoma City Transportation Management Area (TMA) between October 1, 2017 and September 30, 2021. The Oklahoma City TMA includes all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. The TIP is developed by local governments, the Oklahoma Department of Transportation (ODOT), Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART), the Oklahoma City Department of Airports, and other local agencies responsible for implementation of transportation facilities and services within Central Oklahoma.

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(7-14-17)

NOTICE OF PUBLIC HEARING
CONCERNING THE PROPOSED
ADOPTION OF THE
FFY 2018 - 2021 TRANSPORTATION
IMPROVEMENT PROGRAM
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STATE OF OKLAHOMA, }
COUNTY OF OKLAHOMA } SS.

ACOG

JUL 18 2017

Affidavit of Publication

Royce Parkhurst, of lawful age, being first duly sworn, upon

oath deposes and says that she/he is the Classified Legal Notice Admin of The Oklahoma Publishing Company, a corporation, which is the publisher of *The Oklahoman* which is a daily newspaper of general circulation in the State of Oklahoma, and which is a daily newspaper published in Oklahoma County and having paid general circulation therein; that said newspaper has been continuously and uninterruptedly published in said county and state for a period of more than one hundred and four consecutive weeks next prior to the first publication of the notice attached hereto, and that said notice was published in the following issues of said newspaper, namely:

Assoc Of Central Okla Govt's
11417435 - Metro
Published on 07/14/2017

Royce Parkhurst

Subscribed and sworn to before me this July 14, 2017

Gina Calame Raschke
Notary Public

My commission expires 11-5-17



**APPENDIX B:
AUTHORIZATION FOR ODOT TO ACT
AS GOVERNOR'S DESIGNEE**



Mary Fallin
Governor

May 11, 2012

Victor M. Mendez
Administrator
Federal Highway Administration
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

RE: STATE OF OKLAHOMA TRANSPORTATION IMPROVEMENT PROGRAMS

Dear Mr. Mendez:

This correspondence is regarding the Transportation Improvement Programs for the State of Oklahoma as referenced in and required by Title 23, Section 450 of the Code of Federal Regulations.

In accordance with 23 C.F.R. 450.324, paragraph (a), please be advised that I delegate the authority to approve all Transportation Improvement Programs in Oklahoma and designate the Director of the Oklahoma Department of Transportation to execute the required approval on my behalf.

Should you have questions regarding this signature delegation, or if you require additional information feel free to contact my office.

Sincerely,

A handwritten signature in black ink that reads "Mary Fallin". The signature is written in a cursive, flowing style.

Mary Fallin
Governor

APPENDIX C: ANTICIPATED SUBALLOCATION OF STP-UZA FUNDS DURING FFY 2018-2021

PLEASE NOTIFY ACOG AT 405-234-2264 (TDD/TTY CALL 7-1-1 STATEWIDE) BY 9 A.M. TUESDAY, JANUARY 19, IF YOU REQUIRE ACCOMMODATIONS PURSUANT TO THE AMERICANS WITH DISABILITIES ACT OR SECTION 504 OF THE REHABILITATION ACT.



association of central oklahoma governments

Chair Pete White
Oklahoma City Councilmember

Vice-Chair Jay Adams
Mustang Mayor

Secretary/Treasurer Matt Dukes
Midwest City Mayor

Executive Director
John G. Johnson

MEMORANDUM

DATE: January 18, 2017
TO: Intermodal Transportation Technical Committee (ITTC)
FROM: John M. Sharp, Division Director
Transportation & Planning Services (TPS)
SUBJECT: Special Meeting Agenda

The Intermodal Transportation Technical Committee (ITTC) will hold a **Special Meeting** on

THURSDAY, JANUARY 19, 2017, AT 9:30 A.M.

in the ACOG Training Room, 4205 N. Lincoln Blvd., Oklahoma City, Oklahoma.

- AGENDA -

- I. Call to Order and Introductions ([ATTACHMENT I](#))
- II. Consider recommending that the ITPC approve City of Norman, City of Moore, City of Oklahoma City, and Oklahoma Environmental Management Authority projects for funding, and University of Oklahoma-CART for partial funding utilizing CMAQ funds allocated to ACOG's Public Fleet Conversion Grants (CLEAN AIR Grants) program. ([ATTACHMENT II](#))
- III. Consider recommending that the ITPC approve an additional year being added to the OCARTS Area TIP in order to conform with ODOT's new STIP development process. ([ATTACHMENT III](#))
- IV. Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for Updating the FFY 2018, FFY 2019 and FFY 2020 Elements of the 2017-2020 OCARTS Area Transportation Improvement Program (TIP) ([ATTACHMENT IV](#))
- V. Develop Committee Recommendations for Updating FFY 2018, FFY 2019 and FFY 2020 Surface Transportation Program Urbanized Area (STP-UZA) projects in the FFY 2017-2020 OCARTS Area TIP. ([ATTACHMENT V](#))
- VI. Adjourn

ACOG

Association of Central Oklahoma Governments

4205 N. Lincoln Blvd., Oklahoma City, OK 73105

(405) 234-2264

Fax: (405) 234-2200

TDD: 7-1-1 Statewide

www.acogok.org

e-mail: acog@acogok.org

MEMORANDUM

DATE: January 18, 2017

TO: Intermodal Transportation Technical Committee

FROM: John M. Sharp, Division Director
Transportation & Planning Services

SUBJECT: Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for Updating the FFY 2018, FFY 2019, FFY 2020 and FFY 2021 Elements of the FFY 2017-2020 OCARTS Area Transportation Improvement Program (TIP)

INFORMATION:

To ensure that the OCARTS Area Transportation Improvement Program (TIP) will remain financially constrained, an estimated apportionment of STP-UZA funds for the Oklahoma City Urbanized Area has been developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The figures below reflect the estimated STP-UZA apportionment¹ that will be received in FFY 2018.

In FFY 2015 and FFY 2016, the OCARTS area STP-UZA funds exceeded the STP-UZA limitations. The cost overruns were \$1,198,900 and \$2,692,900, respectively. OCARTS area TAP funds were used to balance the STP program. In order to balance the funds and rectify these overruns, staff is recommending that \$1,000,000 be subtracted from the initial estimated apportionment for each federal fiscal year.

As required by the FAST Act, a year-of-expenditure inflation factor is also being applied to the project cost estimates submitted by the project sponsors. Inflation factors of 3, 6, 9 and 12 percent are being used for FFY 2018, 2019, 2020 and 2021, respectively.²

¹ The estimated apportionment is based on the combined populations of the Oklahoma City Urbanized Area (UZA) and Norman UZA as authorized by Sec. 6016 of MAP-21.

² The FFY 2017-2020 OCARTS Area Transportation Improvement Program (TIP) used inflation factors of 2, 4, 6, and 8. However, staff is recommending using the ODOT Project Management Division's inflation factors of 3, 6, 9 and 12 percent.

ACOG's [STP Procedures for the Oklahoma City Urbanized Area Funds](#) call for 90 percent of the estimated apportionment to be used in preparing the TIP. This is intended to avoid a shortage of funds at the end of the fiscal year due to changes in cost estimates or unanticipated high bids. Also, federal rules allow 10 percent of the estimated STP distribution to be used to finance 100 percent of the construction cost of eligible safety projects. Below are the estimated annual STP-UZA (80% federal) and STP-UZA Safety (100% federal) funds to be used to update the FFY 2017-2020 TIP.

For reference, click on the following link: [Criteria and Process for Evaluation of Surface Transportation Program Urbanized Area \[STP-UZA\] Projects](#).

FFY	% Increase	Estimated Apportionment*	\$1M Decrease	90% of Estimated Apportionment**	STP-UZA (80%/20%)	STP-UZA Safety (100%)
2018	2.16	\$21,070,757	\$20,070,757	\$18,063,682	\$16,257,314	\$1,806,368
2019	2.25	\$21,544,849	\$20,544,849	\$18,490,365	\$16,641,328	\$1,849,036
2020	2.39	\$22,059,771	\$21,059,771	\$18,953,794	\$17,058,415	\$1,895,379
2021		\$22,587,000	\$21,587,000	\$19,428,300	\$17,485,470	\$1,942,830

* Figure is rounded

** 56% = \$10,115,661 (FFY 2018)

ACTION REQUESTED:

None. For information only.