

4205 N. Lincoln Blvd. | OKC, OK 73105

ANNUAL LISTING OF FEDERALLY FUNDED PROJECTS IN THE OKLAHOMA CITY TMA

DURING FFY 2018

October 1, 2017 - September 30, 2018



UNIFIED PLANNING WORK PROGRAM

TASK 2.02, SUBTASK1(D)

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Technical Report Documentation Page

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BACKGROUND

The Fixing America's Surface Transportation (FAST) Act is the most recent law establishing federal transportation policy and funding authorizations. The FAST act is the first in over a decade to provide long term funding certainty for surface transportation infrastructure planning and investment. The law authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act continued the focus of its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), which requires states and MPOs to conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals.

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

This report lists the federally assisted highway and transit projects that were approved within the Oklahoma City Transportation Management Area (TMA) during FFY 2018—Oct. 1, 2017 to Sept. 30, 2018. A map of the Oklahoma City TMA and the urban areas is provided as Figure 1. The TMA, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area, defines the metropolitan area within which long and short-range transportation planning is conducted.

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

Federal Highway Funding Programs

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

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

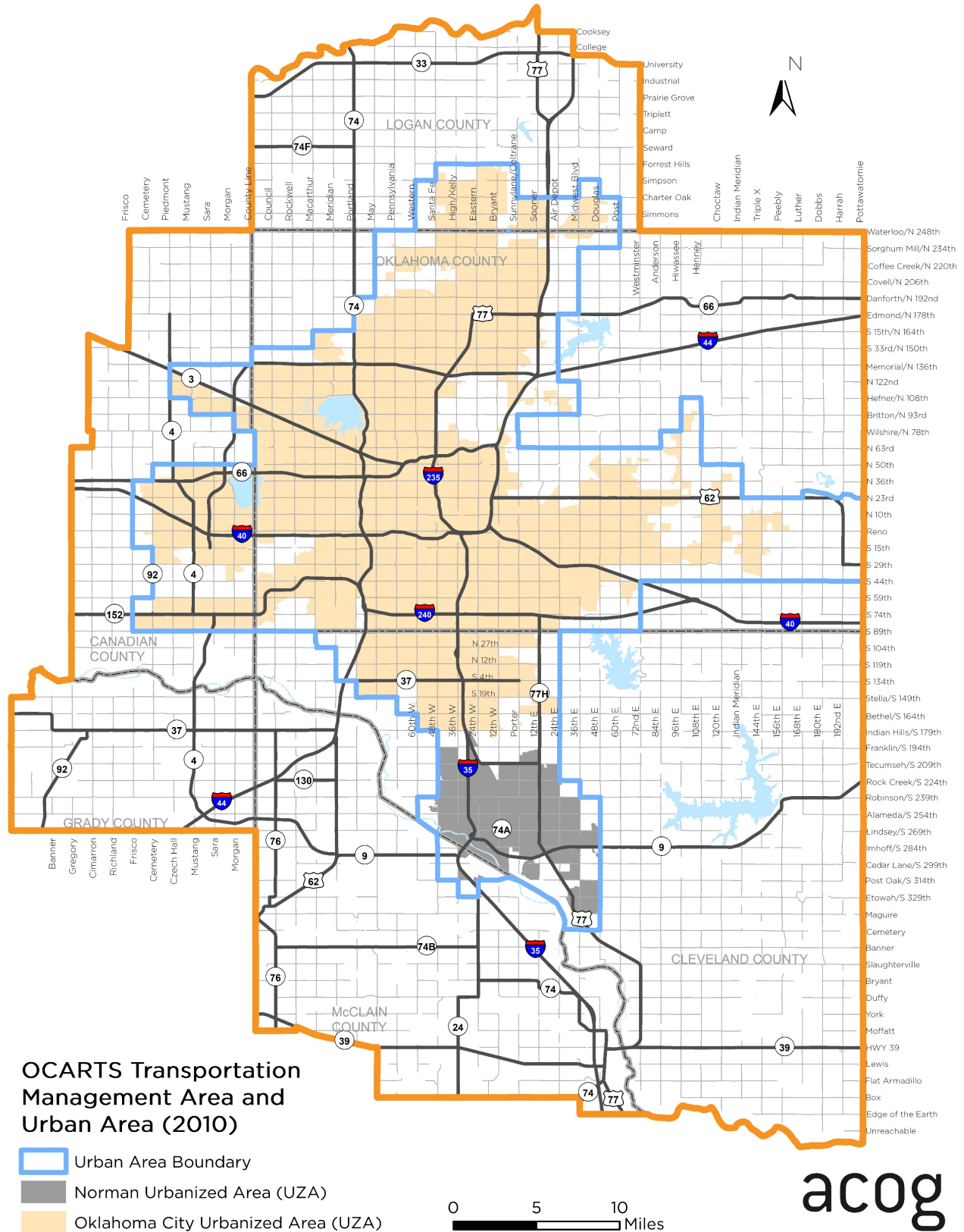
- National Highway Performance Program (NHPP)
 - *Created under MAP-21, this program combined the former National Highway System, Interstate Maintenance, and Highway Bridge Programs*
- Surface Transportation Block Grant Program (STBG)
 - *Name changed to add the words "Block Grant"*
 - *Continues all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

Federal Transit Funding Programs

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

- Urbanized Area Formula Program (Sec. 5307) – *includes eligible activities under the former Job Access and Reverse Commute Program (JARC)*
- Passenger Ferry Grant Discretionary Program (Sec. 5307(h))
- Capital Investments Grants Program (Sec. 5309)
- Elderly and Persons with Disabilities Program (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 Program (Sec. 5339)

Figure 1: OCARTS Transportation Management Area and Urban Area



HIGHWAY PROJECTS

FFY 2018 STBG-UZA, TAP and CMAQ Funds

The Oklahoma City metropolitan area received a suballocation of the Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds provided to the State of Oklahoma, as required by the FAST Act. The amount of these suballocations was based upon the population within the urbanized area (UZA) boundaries established by the 2010 Census. The STBG funds are subject to an obligation authority, or spending limit, which is usually less than the apportionment. In FFY 2018, it was increased to 103.47 percent. The funds are subject to lapse if not fully obligated within four years of the date they are made available. The STBG funds suballocated to the Oklahoma City metro area are referred to as STBG-UZA funds.

In addition to the STBG-UZA and TAP funds, the State of Oklahoma provided the Oklahoma City metropolitan area with a suballocation of FFY 2018 Congestion Mitigation/Air Quality (CMAQ) funds for use on projects to enhance the region's air quality.

On September 26, 2018, the Oklahoma Department of Transportation (ODOT) Programs Division notified ACOG of the final FFY 2017 funds available to the Oklahoma City Urban Area for obligation, including the fourth quarter redistribution of obligation limitation.

These funds included an FFY 2018 obligation authority of approximately \$22.4 million from the Surface Transportation Block Grant (STBG), nearly \$1.49 million from the Transportation Alternatives Program (TAP) and an additional \$650,000 in obligation authority from the Congestion Mitigation/Air Quality (CMAQ) Program for use on projects to assist Central Oklahoma in the maintaining of its air quality attainment status. The MPO was also notified that, at the close of FFY 2017, it had a positive balance in all funds available, including STBG-UZA, TAP, and CMAQ, as described below.

The final FFY 2018 total obligation authority available for expenditure in the Oklahoma City Urban Area was approximately \$36.6 million, as shown in Table 1.

Table 1: FFY 2018 Funds Suballocated to the OKC Urbanized Area

Fund Category	Funds Apportioned	Obligation Authority Percentage	Obligation Authority
FFY 2018 STBG-UZA	\$21,656,142.00	103.47%	\$22,406,901.52
FFY 2017 STBG-UZA Unobligated Balance			\$5,941,052.68
FFY 2018 Total STBG-UZA Available			\$26,182,340.00
FFY 2018 TAP	\$1,495,068.00	100.00%	\$1,495,068.00
FFY 2017 TAP Unobligated Balance			\$4,217,793.00
FFY 2018 Total TAP Available			\$5,712,861.00
FFY 2018 CMAQ	\$650,000.00	100.00%	\$650,000.00
FFY 2017 CMAQ Unobligated Balance			\$1,985,580.00
FFY 2018 Total CMAQ Available			\$2,635,580.00
FFY 2018 Total			\$36,696,395.20

Obligation of FFY 2018 Oklahoma City Urbanized Area Funds

The following pages include tables that provide summaries of the STBG-UZA and CMAQ funds obligated during FFY 2018 within Central Oklahoma using the obligation authority attributed to the Oklahoma City Urbanized Area described above.

[Table 2](#) lists each STBG-UZA transaction, in chronological order, that occurred in FFY 2018 with a running balance of the funds resulting from each. This table also provides information on the funding source(s) used for each transaction and the percent of the construction cost that was funded with federal funds. At the end of FFY 2017, the region had an unobligated balance of \$5,941,052, which will be added to its FFY 2018 obligation authority.

[Table 3](#) provides a breakdown of the STBG-UZA funds that were obligated by each OCARTS area entity, in terms of total funds and percent. During FFY 2018, the Oklahoma City TMA spent \$21,043,557, or 102.83 percent, of its total STBG-UZA obligation authority.

[Table 4](#) lists each CMAQ transaction for FFY 2018, identifying the air quality program impacted, as well as funds transferred from FHWA to FTA for use by the Central Oklahoma Transportation and Parking Authority (COTPA).

[Table 6](#) includes the region's Transportation Alternatives Program (TAP) projects that were authorized in FFY 2018. TAP projects that were authorized include; trails, multi-use trails, trail plans, bike routes, sidewalk improvements, and transit amenities.

Federal Forms:

[PR2A](#) is used to modify a project for overruns or underruns

[PR2AI](#) is used to reduce the funds on an inactive project

[PR2AR](#) is used to increase the funds on an inactive project that was previously reduced

[PR2AW](#) is a modification for award of a project

[PR20](#) is a final voucher processed to close a project file

[PR1240](#) is used to authorize a project, place it under agreement, or withdraw a project that has no funds expended

[PR1240A](#) - Project Cancelled

Table 2: STBG-UZA Federal Fund Transactions for the OCARTS Transportation Management Area

JP	Sponsor	Project Description	Federal Funding Source	FHWA Form # & Date Approved	Fed Amount	Prior Fed Amount	Fed Amount Change	Balance*
								\$26,297,826
30326(04)	Oklahoma City	Western, NW 178th to NW 192nd - Widen	STP - 80%	10/13/2017 - PR1240	3,160,000	0	3,160,000	23,137,826
33127(04)	Norman	City wide, Phase 6 - Pavement Markings	STBG - 100%	10/13/2017 - PR1240	375,000	0	375,000	22,762,826
26835(04)	Norman	Franklin, .5 mi W of 12th Ave NW - Bridge & Approaches	STP - 100%	10/25/2017 - PR2A	1,904,196	1,897,176	7,020	22,755,806
17827(05)	Warr Acres	MacArthur @ NW 49th and NW 50th - Intersection Modification	STP - 80%	11/02/2017 - PR20	2,248,698	2,343,511	-94,813	22,850,619
29289(04)	Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	STP - 80%	11/09/2017 - PR2AW	2,351,850	2,400,000	-48,150	22,898,769
31526(04)	Del City	Reno over Cherry Creek - Bridge Rehab	STP - 80%	11/15/2017 - PR2A	797,651	775,733	21,918	22,876,851
31476(04)	Midwest City	SE 15th, Sandra to Midwest Blvd. - Resurface	STP - 80%	11/22/2017 - PR2A	1,986,267	1,986,267	0	22,876,851
31476(04)	Midwest City	SE 15th, Sandra to Midwest Blvd. - Resurface	STP - 80%	11/22/2017 - PR2A	523,686	0	523,686	22,353,165
29289(04)	Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	STP - 80%	12/01/2017 - PR2A	2,368,441	2,351,850	16,591	22,336,575
30326(04)	Oklahoma City	Western, NW 178th to NW 192nd - Widen	STP - 80%	12/08/2017 - PR2AW	3,475,028	3,160,000	315,028	22,021,547
15305(04)	Moore	Santa Fe, SW 4th to SW 19th - Widen	STP - 80%	12/21/2017 - PR2ARE	3,131,282	3,124,772	6,509	22,015,038
29289(04)	Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	STP - 80%	12/21/2017 - PR2A	2,418,915	2,368,441	50,474	21,964,564
15305(04)	Moore	Santa Fe, SW 4th to SW 19th - Widen	STP - 80%	12/26/2017 - PR2A	3,131,282	3,131,282	0	21,964,564
31566(04)	Oklahoma City	Portland and SW 119th - Traffic Signals	STBG - 100%	10/11/2017 - PR2A	273,090	273,090	0	21,964,564
31566(04)	Oklahoma City	Portland and SW 119th - Traffic Signals	STBG - 100%	10/11/2017 - PR2A	12,450	0	12,450	21,952,114
30484(04)	Norman	Various locations, Signal Upgrades - Ped. Controls	STBG - 100%	10/13/2017 - PR1240	530,000	0	530,000	21,422,114
30484(04)	Norman	Various locations, Signal Upgrades - Ped. Controls	STBG - 100%	12/08/2017 - PR2AW	570,154	530,000	40,154	21,381,960

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

Table 2: STBG-UZA Federal Fund Transactions for the OCARTS Transportation Management Area (Cont.)

JP	Sponsor	Project Description	Federal Funding Source	FHWA Form # & Date Approved	Fed Amount	Prior Fed Amount	Fed Amount Change	Balance*
								\$21,381,960
32403(04)	Tuttle	N. Cimarron, Main to Grimes - SZ Improvements	STBG - 100%	12/08/2017 - PR2AW	31,746	56,500	-24,754	21,406,714
33127(04)	Norman	City wide, Phase 6 - Pavement Markings	STBG - 100%	12/8/2017 - PR2AW	444,140	375,000	69,140	21,337,574
30501(04)	Norman	36th Ave NW & Havenbrook - Intersec. Mod. & Signal	STP - 80%	1/9/2018 - PR2A	1,147,972	995,841	152,131	21,185,443
30501(04)	Norman	36th Ave NW & Havenbrook - Intersec. Mod. & Signal	STP - 80%	1/19/2018 - PR2A	1,186,132	1,147,972	38,160	21,147,283
24282(04)	Norman	Robinson & 12th Ave NE - Intersec. Mod. & Signal	STP - 80%	1/25/2018 - PR20	862,394	946,070	-83,676	21,230,958
29293(04)	Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	STP - 80%	1/25/2018 - PR2A	3,500,000	3,500,000	0	21,230,958
29293(04)	Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	STP - 80%	1/25/2018 - PR2A	3,227,200	3,227,200	0	21,230,958
29293(04)	Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	STP - 80%	1/25/2018 - PR2A	3,000,000	3,000,000	0	21,230,958
15305(04)	Moore	Santa Fe, SW 4th to SW 19th - Widen	STP - 80%	2/01/2018 - PR20	3,131,282	3,131,282	0	21,230,958
26835(04)	Norman	Franklin, .5 mi W of 12th Ave NW - Bridge & Approaches	STP - 80%	2/20/2018 - PR2A	1,925,430	1,904,196	21,234	21,209,724
31499(04)	Oklahoma City	Rockwell, Reno to NW 10th - Resurface	STP - 80%	2/20/2018 - PR20	492,960	597,399	-104,439	21,314,163
28903(04)	Norman	Lindsey, Constitution, Imhoff - Resurface	STP - 80%	3/12/2018 - PR2A	842,417	819,023	23,394	21,290,769
30478(04)	Norman	City wide, Phase 4 - Pavement Markings	STBG - 100%	1/22/2018 - PR20	161,630	\$190,109.00	-28,479	21,319,249
32452(04)	Norman	City Wide - Phase 5 - Pavement Markings	STBG - 100%	1/26/2018 - PR2A	123,863	\$119,395.00	4,468	21,314,781
32480(04)	Oklahoma City	NW 23rd, Ross to Miller - Ped. Hybrid Beacon	STBG - 100%	3/20/2018 - PR1240	90,000	0	90,000	21,224,781
31568(04)	Oklahoma City	Meridian, NW 52nd to NW 53rd - Ped Hybrid Beacon	STBG - 100%	3/22/2018 - PR1240	95,000	0	95,000	21,129,781
28903(04)	Norman	Lindsey, Constitution, Imhoff - Resurface	STP - 80%	4/23/2018 - PR2A	859,680	842,417	17,263	21,112,518

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

Table 2: STBG-UZA Federal Fund Transactions for the OCARTS Transportation Management Area (Cont.)

JP	Sponsor	Project Description	Federal Funding Source	FHWA Form # & Date Approved	Fed Amount	Prior Fed Amount	Fed Amount Change	Balance*
								\$21,112,518
2436404	Midwest City	SE 15th, Lynn Fry Blvd. to Anderson - Widen	STP - 80%	5/01/2018 - PR2A	7,512,654	7,512,654	0	21,112,518
2436404	Midwest City	SE 15th, Lynn Fry Blvd. to Anderson - Widen	STP - 80%	5/01/2018 - PR2A	178,060	0	178,060	20,934,458
2929304	Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	STP - 80%	5/01/2018 - PR2A	3,500,000	3,500,000	0	20,934,458
2929304	Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	STP - 80%	5/1/2018 - PR2A	3,227,200	3,227,200	0	20,934,458
2929304	Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	STP - 80%	5/01/2018 - PR2A	3,000,000	3,000,000	0	20,934,458
3150704	Norman	Lindsey, Berry to Pickard -Inter Mod. & Bridge	STP - 80%	5/01/2018 - PR2A	277,658	277,658	0	20,934,458
3150704	Norman	Lindsey, Berry to Pickard -Inter Mod. & Bridge	STP - 80%	5/01/2018 - PR2A	4,702,584	4,702,584	0	20,934,458
3150704	Norman	Lindsey, Berry to Pickard -Inter Mod. & Bridge	STP - 80%	5/01/2018 - PR2 A	28,196	0	28,196	20,906,262
3023004	Oklahoma City	Memorial, Penn to Portland - Resurface	STP - 80%	5/11/2018 - PR2AW	1,334,035	1,334,035	0	20,906,262
3023004	Oklahoma City	Memorial, Penn to Portland - Resurface	STP - 80%	5/21/2018 - PR2A	1,334,135	1,334,035	100	20,906,162
2683604	Norman	Main St at Brookhaven Creek - Bridge Replacement	STP - 80%	6/11/2018 - PR2AW	2,566,732	2,613,369	-46,637	20,952,799
2683604	Norman	Main St at Brookhaven Creek - Bridge Replacement	STP - 80%	6/11/2018 - PR2AW	1,586,397	1,866,631	-280,234	21,233,033
3023004	Oklahoma City	Memorial, Penn to Portland - Resurface	STP - 80%	6/11/2018 - PR2A	1,334,135	1,334,135	0	21,233,033
3050104	Norman	36th Ave NW & Havenbrook - Intersec. Mod. & Signal	STP - 80%	6/11/2018 - PR2A	1,223,014	1,186,132	36,882	21,196,151
3150404	Oklahoma City	Santa Fe Station, Phase 1 Improv.	STP - 80%	6/11/2018 - PR2AW	1,401,984	2,000,000	-598,016	21,794,167
2926105	Norman	Cedar Rd - Resurface/Signal	STP - 80%	6/15/2018 - PR20	432,754	434,302	-1,548	21,795,715
2930904	Edmond	Edmond Rd Corridor - ITS Connect	STP - 80%	6/15/2018 - PR20	2,515,112	2,653,228	-138,116	21,933,831

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

Table 2: STBG-UZA Federal Fund Transactions for the OCARTS Transportation Management Area (Cont.)

JP	Sponsor	Project Description	Federal Funding Source	FHWA Form # & Date Approved	Fed Amount	Prior Fed Amount	Fed Amount Change	Balance*
								\$21,933,831
2928904	Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	STP - 80%	6/19/2018 - PR2A	2,420,174	2,418,915	1,259	21,932,572
3147504	Midwest City	City wide Pavement Markings	STBG - 100%	5/11/2018 - PR2AW	130,979	200,000	-69,021	22,001,593
3156804	Oklahoma City	Meridian, NW 52nd to NW 53rd - Ped Hybrid Beacon	STBG - 100%	5/11/2018 - PR2AW	52,000	95,000	-43,000	22,044,593
3248004	Oklahoma City	NW 23rd, Ross to Miller - Ped. Hybrid Beacon	STBG - 100%	5/11/2018 - PR2AW	79,364	90,000	-10,636	22,055,229
2900804	Norman	Various Locations - Signal Upgrade	STBG - 100%	5/29/2018 - PR20	433,345	473,412	-40,067	22,095,296
3048004	Norman	Various Locations - Phase 2 Signal Upgr - Video Detection	STBG - 100%	5/29/2018 - PR20	541,525	637,294	-95,769	22,191,065
2213904	Norman	Main St, University to Porter - Signal Interconnect/Lights	STBG - 100%	6/14/2018 - PR2A	1,128,282	1,092,089	36,193	22,154,872
3245204	Norman	City Wide - Phase 5 - Pavement Markings	STBG - 100%	6/15/2018 - PR20	123,857	123,863	-6	22,154,877
3150404	Oklahoma City	Santa Fe Station, Phase 1 Improv.	STP - 80%	7/13/2018 - PR2A	1,822,396	1,401,984	420,412	21,734,465
3152704	Del City	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	STP - 80%	7/20/2018 - PR1240	251,127	0	251,127	21,483,339
3152704	Del City	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	STP - 80%	7/20/2018 - PR1240	363,477	0	363,477	21,119,861
3152704	Del City	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	STP - 80%	7/20/2018 - PR1240	103,800	0	103,800	21,016,061
2683504	Norman	Franklin, .5 mi W of 12th Ave NW - Bridge & Approaches	STP - 80%	7/23/2018 - PR2A	2,566,732	2,566,732	0	21,016,061
2683604	Norman	Main St at Brookhaven Creek - Bridge Replacement	STP - 80%	7/23/2018 - PR2A	1,703,710	1,586,397	117,313	20,898,748
3023004	Oklahoma City	Memorial, Penn to Portland - Resurface	STP - 80%	7/24/2018 - PR2A	1,334,135	1,334,135	0	20,898,748
3150404	Oklahoma City	Santa Fe Station, Phase 1 Improv.	STP - 80%	8/13/2018 - PR2A	2,000,000	1,822,396	177,604	20,721,144
3110204	The Village	Britton, May to E of Village United Methodist Lot - Reconstruct	STP - 80%	8/21/2018 - PR1240	211,248	0	211,248	20,509,896

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

Table 2: STBG-UZA Federal Fund Transactions for the OCARTS Transportation Management Area (Cont.)

JP	Sponsor	Project Description	Federal Funding Source	FHWA Form # & Date Approved	Fed Amount	Prior Fed Amount	Fed Amount Change	Balance*
								\$20,509,896
3110204	The Village	Britton, May to E of Village United Methodist Lot - Reconstruct	STP - 80%	8/21/2018 - PR1240	15,122	0	15,122	20,494,774
3110204	The Village	Britton, May to E of Village United Methodist Lot - Reconstruct	STP - 80%	8/21/2018 - PR1240	1,360,175	0	1,360,175	19,134,599
3159704	The Village	Britton Rd, Penn to May Reconstruct	STP - 80%	8/21/2018 - PR1240	60,942	0	60,942	19,073,657
3159704	The Village	Britton Rd, Penn to May Reconstruct	STP - 80%	8/21/2018 - PR1240	447,992	0	447,992	18,625,664
3159704	The Village	Britton Rd, Penn to May Reconstruct	STP - 80%	8/21/2018 - PR1240	1,034,826	0	1,034,826	17,590,838
3019304	Edmond	Broadway, Danforth, Covell, Santa Fe ITS @ 23 Inter.-Connect to TMC	STP - 80%	8/27/2018 - PR1240	8,840	0	8,840	17,581,998
3019304	Edmond	Broadway, Danforth, Covell, Santa Fe ITS @ 23 Inter.-Connect to TMC	STP - 80%	8/27/2018 - PR1240	661,603	0	661,603	16,920,396
3019304	Edmond	Broadway, Danforth, Covell, Santa Fe ITS @ 23 Inter.-Connect to TMC	STP - 80%	8/27/2018 - PR1240	3,497,781	0	3,497,781	13,422,614
3152704	Del City	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	STP - 80%	9/17/2018 - PR2AW	251,127	251,127	0	13,422,614
3152704	Del City	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	STP - 80%	9/17/2018 - PR2AW	363,477	363,477	0	13,422,614
3152704	Del City	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	STP - 80%	9/17/2018 - PR2AW	148,363	0	148,363	13,274,251
3152704	Del City	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	STP - 80%	9/17/2018 - PR2AW	103,800	103,800	0	13,274,251
3152104	Oklahoma City	NW 10th, Penn to May - Reconstruct	STP - 80%	9/20/2018 - PR1240	927,885	0	927,885	12,346,366
3154804	Midwest City	SE 29th, Midwest to Douglas - Widen	STP - 80%	9/20/2018 - PR1240	3,444,000	0	3,444,000	8,902,366
2888904	Norman	City Wide - (Emergency Vehicle Pre-Emption) Signal	STBG - 100%	9/20/2018 - PR1240	5	0	5	8,902,361
2888904	Norman	City Wide - (Emergency Vehicle Pre-Emption) Signal	STBG - 100%	9/20/2018 - PR1240	571,130	0	571,130	8,331,231

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

Table 3: STBG-UZA Funds Obligated by Entity

Sponsor	Project Description	JP	Fed Amount Change	Percent Obligated	Comments
Del City	Reno over Cherry Creek - Bridge Rehab	3152604	21,918		Project Modification
	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	3152704	251,127		Project Authorization
	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	3152704	363,477		Project Authorization
	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	3152704	103,800		Project Authorization
	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	3152704	0		Project Award Modification
	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	3152704	0		Project Award Modification
	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	3152704	148,363		Project Award Modification
	NE 4th, 0.4 mi. east of Sunnyslane - Bridge Rehab.	3152704	0		Project Award Modification
Total			888,685	4.95%	
Edmond	Edmond Rd Corridor - ITS Connect	2930904	-138,116		Project Closed
	Broadway, Danforth, Covell, Santa Fe ITS @ 23 Inter.-Connect to TMC	3019304	8,840		Project Authorization
	Broadway, Danforth, Covell, Santa Fe ITS @ 23 Inter.-Connect to TMC	3019304	661,603		Project Authorization
	Broadway, Danforth, Covell, Santa Fe ITS @ 23 Inter.-Connect to TMC	3019304	3,497,781		Project Authorization
Total			4,030,108	22.43%	
Midwest City	SE 15th, Sandra to Midwest Blvd. - Resurface	3147604	0		Project Modification
	SE 15th, Sandra to Midwest Blvd. - Resurface	3147604	523,686		Project Modification
	SE 15th, Lynn Fry Blvd. to Anderson - Widen	2436404	0		Project Modification
	SE 15th, Lynn Fry Blvd. to Anderson - Widen	2436404	178,060		Project Modification
	City wide Pavement Markings	3147504	-69,021		Project Award Modification
	SE 29th, Midwest to Douglas - Widen	3154804	3,444,000		Project Authorization
Total			4,076,725	22.69%	

Table 3: STBG-UZA Funds Obligated by Entity (Cont.)

Sponsor	Project Description	JP	Fed Amount Change	Percent Obligated	Comments
Moore	Santa Fe, SW 4th to SW 19th - Widen	1530504	6,509		Project Reopened
Moore	Santa Fe, SW 4th to SW 19th - Widen	1530504	0		Project Modification
Moore	Santa Fe, SW 4th to SW 19th - Widen	1530504	0		Project Closed
Total			6,509	0.04%	
Norman	City wide, Phase 6 - Pavement Markings	3312704	375,000		Project Authorization
Norman	Franklin, .5 mi W of 12th Ave NW - Bridge & Approaches	2683504	7,020		Project Modification
Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	2928904	-48,150		Project Award Modification
Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	2928904	16,591		Project Modification
Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	2928904	50,474		Project Modification
Norman	Various locations, Signal Upgrades - Ped. Controls	3048404	530,000		Project Authorization
Norman	Various locations, Signal Upgrades - Ped. Controls	3048404	40,154		Project Award Modification
Norman	City wide, Phase 6 - Pavement Markings	3312704	69,140		Project Award Modification
Norman	36th Ave NW & Havenbrook - Intersec. Mod. & Signal	3050104	152,131		Project Modification
Norman	36th Ave NW & Havenbrook - Intersec. Mod. & Signal	3050104	38,160		Project Modification
Norman	Robinson & 12th Ave NE - Intersec. Mod. & Signal	2428204	-83,676		Project Closed
Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	2929304	0		Project Modification
Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	2929304	0		Project Modification
Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	2929304	0		Project Modification
Norman	Franklin, .5 mi W of 12th Ave NW - Bridge & Approaches	2683504	21,234		Project Modification

Table 3: STBG-UZA Funds Obligated by Entity (Cont.)

Sponsor	Project Description	JP	Fed Amount Change	Percent Obligated	Comments
Norman	Lindsey, Constitution, Imhoff - Resurface	2890304	23,394		Project Modification
Norman	City wide, Phase 4 - Pavement Markings	3047804	-28,479		Project Closed
Norman	City Wide - Phase 5 - Pavement Markings	3245204	4,468		Project Modification
Norman	Lindsey, Constitution, Imhoff - Resurface	2890304	17,263		Project Modification
Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	2929304	0		Project Modification
Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	2929304	0		Project Modification
Norman	Lindsey, 24th Ave SW to Pickard - Phase 1 Widen & Signal	2929304	0		Project Modification
Norman	Lindsey, Berry to Pickard -Inter Mod. & Bridge	3150704	0		Project Modification
Norman	Lindsey, Berry to Pickard -Inter Mod. & Bridge	3150704	0		Project Modification
Norman	Lindsey, Berry to Pickard -Inter Mod. & Bridge	3150704	28,196		Project Modification
Norman	Main St at Brookhaven Creek - Bridge Replacement	2683604	-46,637		Project Award Modification
Norman	Main St at Brookhaven Creek - Bridge Replacement	2683604	-280,234		Project Award Modification
Norman	36th Ave NW & Havenbrook - Intersec. Mod. & Signal	3050104	36,882		Project Modification
Norman	Cedar Rd - Resurface/Signal	2926105	-1,548		Project Closed
Norman	12th Ave SE, Cedar Ln. to SH-9 - Widen & Signal Mod.	2928904	1,259		Project Modification
Norman	Various Locations - Signal Upgrade	2900804	-40,067		Project Closed
Norman	Various Locations - Phase 2 Signal Upgr - Video Detection	3048004	-95,769		Project Closed
Norman	Main St, University to Porter - Signal Interconnect/Lights	2213904	36,193		Project Modification
Norman	City Wide - Phase 5 - Pavement Markings	3245204	-6		Project Closed
Norman	Franklin, .5 mi W of 12th Ave NW - Bridge & Approaches	2683504	0		Project Modification
Norman	Main St at Brookhaven Creek - Bridge Replacement	2683604	117,313		Project Modification
Norman	City Wide - (Emergency Vehicle Pre-Emption) Signal	2888904	5		Project Authorization
Norman	City Wide - (Emergency Vehicle Pre-Emption) Signal	2888904	571,130		Project Authorization
Totals			1,511,441	8.41%	

Table 3: STBG-UZA Funds Obligated by Entity (Cont.)

Sponsor	Project Description	JP	Fed Amount Change	Percent Obligated	Comments
Oklahoma City	Western, NW 178th to NW 192nd - Widen	3032604	3,160,000		Project Authorization
Oklahoma City	Western, NW 178th to NW 192nd - Widen	3032604	315,028		Project Award Modification
Oklahoma City	Portland and SW 119th - Traffic Signals	3156604	0		Project Modification
Oklahoma City	Portland and SW 119th - Traffic Signals	3156604	12,450		Project Modification
Oklahoma City	Rockwell, Reno to NW 10th - Resurface	3149904	-104,439		Project Closed
Oklahoma City	NW 23rd, Ross to Miller - Ped. Hybrid Beacon	3248004	90,000		Project Authorization
Oklahoma City	Meridian, NW 52nd to NW 53rd - Ped Hybrid Beacon	3156804	95,000		Project Authorization
Oklahoma City	Memorial, Penn to Portland - Resurface	3023004	0		Project Award Modification
Oklahoma City	Memorial, Penn to Portland - Resurface	3023004	100		Project Modification
Oklahoma City	Memorial, Penn to Portland - Resurface	3023004	0		Project Modification
Oklahoma City	Santa Fe Station, Phase 1 Improv.	3150404	-598,016		Project Award Modification
Oklahoma City	Meridian, NW 52nd to NW 53rd - Ped Hybrid Beacon	3156804	-43,000		Project Award Modification
Oklahoma City	NW 23rd, Ross to Miller - Ped. Hybrid Beacon	3248004	-10,636		Project Award Modification
Oklahoma City	Santa Fe Station, Phase 1 Improv.	3150404	420,412		Project Modification
Oklahoma City	Memorial, Penn to Portland - Resurface	3023004	0		Project Modification
Oklahoma City	Santa Fe Station, Phase 1 Improv.	3150404	177,604		Project Modification
Oklahoma City	NW 10th, Penn to May - Reconstruct	3152104	927,885		Project Authorization
Totals			4,442,388	24.73%	

Table 3: STBG-UZA Funds Obligated by Entity (Cont.)

Sponsor	Project Description	JP	Fed Amount Change	Percent Obligated	Comments
The Village	Britton, May to E of Village United Methodist Lot - Reconstruct	3110204	211,248		Project Authorization
The Village	Britton, May to E of Village United Methodist Lot - Reconstruct	3110204	15,122		Project Authorization
The Village	Britton, May to E of Village United Methodist Lot - Reconstruct	3110204	1,360,175		Project Authorization
The Village	Britton Rd, Penn to May Reconstruct	3159704	60,942		Project Authorization
The Village	Britton Rd, Penn to May Reconstruct	3159704	447,992		Project Authorization
The Village	Britton Rd, Penn to May Reconstruct	3159704	1,034,826		Project Authorization
Totals			3,130,306	17.42%	
Tuttle	N. Cimarron, Main to Grimes - SZ Improvements	3240304	-24,754		Project Award Modification
Totals			-24,754	-0.14%	
Warr Acres	MacArthur @ NW 49th and NW 50th - Intersection Modification	1782705	-94,813		Project Closed
Totals			-94,813	-0.53%	
Grand Total			17,966,595	100%	

Table 4: CMAQ Federal Fund Transactions for the OCARTS Transportation Management Area

Job Piece Number	Sponsor	Project Description	Federal Auth. Date	FHWA Form #	Change in Federal Funds	Balance
						\$2,635,580
17904(17)	OCARTS	Public Education	2/8/2018	PR1240 - AUTH	200,000	2,435,580
26038(17)	OCARTS	Fleet Conversion	2/8/2018	PR1240 - AUTH	250,000	2,185,580
26039(17)	OCARTS	Rideshare	2/8/2018	PR1240 - AUTH	60,000	2,125,580
17904(17)	OCARTS	Public Education	4/9/2018	PR2A - Modify	-150,000	2,275,580
26038(17)	OCARTS	Fleet Conversion	4/9/2018	PR2A - Modify	100,000	2,175,580
26039(17)	OCARTS	Rideshare	4/9/2018	PR2A - Modify	140,000	2,035,580
17904(15)	OCARTS	Air Quality	5/15/2018	PR20 - Close	-131,842	2,167,422
26038(15)	OCARTS	Public Fleet	5/15/2018	PR20 - Close	-153,930	2,321,352

Source: ODOT Programs Division Quarterly Reports

FFY 2018 OCARTS AREA PROJECTS SPONSORED BY THE STATE

In addition to the projects described in the previous tables, which utilized urbanized area funds, numerous projects were funded with other categories of federal and state funds, matched with state or local dollars during FFY 2018. These include projects located on the State Highway System (Interstates, U.S. highways and State highways).

[Table 5](#) provides a summary of all the state-sponsored projects in the OCARTS area that were authorized for letting using FFY 2018 federal formula and discretionary funds. The funds reflected in the following table represent the cost of each project at the time of contract award. Additional cost overruns or underruns may occur after project award. In total, approximately \$187 million in federal (beyond STBG-UZA), state and local funds was obligated within the OCARTS area during FFY 2018.

Table 5: State-Sponsored Projects Awarded within the OCARTS Area

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Norman	SH-9: From 24th Avenue, extend east into Norman (Enhancement)	26879(04)	Oct-17	STP	324,950	324,950	649,900
Norman	12th Ave SE: From 0.4 miles south of SH-9, extend N into city (Grade, Drain, and Surface)	29289(04)	Oct-17	STP	2,235,723	558,931	2,794,654
Oklahoma Co. Cleveland Co.	I-35: From Robinson Ave, extend north in Norman, Moore, Oklahoma City, and Edmond (Traffic Signing)	32625(04)	Oct-17	HSIPG	3,100,572	0	3,100,572
Oklahoma Co. Canadian Co.	I-40/I-235/I-240/US-77/SH-152: At multiple locations (Striping and Pavement Markings)	33255(04)	Oct-17	HSIPG	563,477	0	563,477
Grady County	US Highways/State Highways: Multiple locations (Rumble Strip and Pavement Markings)	33296(04) 33297(04) 33298(04)	Oct-17	HSIPG	529,000	0	529,000
Oklahoma City	Oklahoma City Blvd: From 0.1 West of Western Ave, extend SE in Oklahoma City (Grade, Drain, Surface, and Bridge)	17428(88) 17428(89)	Nov-17	OKC-XTWN ACNHPI	18,292,407	7,818,209	26,110,617
Oklahoma Co.	Western Ave: From NW 178th ST, extend N into Edmond (Grade, Drain, and Surface)	30326(04)	Nov-17	STP	3,279,459	1,140,205	4,419,663
Oklahoma City	I-40: At the I-35/I-235 Interchange (Grade, Drain, and Surface)	30444(06)	Nov-17	NHPPI	4,516,605	501,845	5,018,450
Canadian Co.	County Road (NS-274/Calumet Rd: From 0.2 miles S of the I-40 intersection, extend S near El Reno (Grade, Drain, and Surface)	27858(08)	Nov-17	CIRB	0	4,378,549	4,378,549
Norman	At multiple locations in the city of Norman (Pedestrian Improvements)	30484(04)	Nov-17	STPB	537,880	0	537,880
Norman	City Streets: At multiple locations in the city of Norman (Striping and Pavement Markings)	33127(04)	Nov-17	STPG	419,000	0	419,000
Grady Co.	SH-37 (E. Main St)/Cimarron Rd/S.E. 4th St: At multiple locations in Tuttle (Safety Improvements)	32403(04) 33001(04)	Nov-17	STP	2,000,000	2,623,997	4,623,997
Oklahoma City	SH-74: From 0.2 miles N of NW 164th St, extend N in Oklahoma City (Grade, Drain, Surface, and Bridge)	14964(08)	Nov-17	STP	16,798,572	4,199,643	20,998,216
Norman	Main St: over Brookhaven Creek (Grade, Drain, Surface, and Bridge)	26836(04)	Jan-18	STP	5,272,880	1,318,220	6,591,100

Table 5: State-Sponsored Projects Awarded within the OCARTS Area (Cont.)

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Oklahoma City	SH-4 (S Mustang Rd): at the intersection of SW 44th St (Traffic Signals)	33254(04)	Feb-18	HSIP	197,405	49,351	246,756
Lexington	SH-39: From the US-77 junction, extend E in Lexington (Resurface)	31828(04)	Jan-18	SSR	0	224,231	224,231
Oklahoma Co. Canadian Co.	Interstate/US-Highway/State Highways/City Streets: At multiple locations in Division IV (Bridge Water Proof Seal)	24238(07)	Feb-18	SSP	0	595,698	595,698
Oklahoma Co.	I-35/SH-66/SE 15th St/SE 33rd St/Wilshire Rd: At multiple locations in Division IV (Joint Seal/Repair)	24238(14)	Feb-18	SSP	0	95,790	95,790
Oklahoma City	I-235: NB off-ramp to NE 23rd St in the city of Oklahoma City	27905(04)	Feb-18	NHPPI	618,035	68,671	686,705
Oklahoma City	I-44 (W to S Ramp): over SH-66 and SH-3, 3.6 miles N of the I-40 interchange in Oklahoma City (Bridge Rehabilitation)	29495(04)	Feb-18	NHPPI	3,663,014	407,002	4,070,015
Oklahoma City	Santa Fe Station: 0.6 miles N of I-40 in Oklahoma City (Pedestrian Underpass and Platform Improvements)	31504(04)	Feb-18	STP	2,000,000	6,179,125	8,179,125
Oklahoma City	I-44 (W to S Ramp): over SH-66 and SH-3, 3.6 miles N of the I-40 interchange in Oklahoma City (Bridge Rehabilitation)	29495(04)	Feb-18	NHPPI	3,663,014	407,002	4,070,015
Norman	SH-9: over Little River, 12.5 miles E of US-77 in Norman (Bridge and Approaches)	24760(04)	Mar-18	ACSTP	4,263,031	1,065,758	5,328,789
Moore	12th St: over I-35, 3.0 miles S of the I-240 Interchange in Moore (Bridge Repair)	33309(04)	Mar-18	SAP	0	45,438	45,438
McClain Co.	EW-136/Sand Creek Rd: Over Dibble Creek and Tributary, 0.8 miles and 1.0-mile E SH-76 near Dibble (Bridge and Approaches)	30110(04)	Mar-18	ACSTP	547,850	136,963	684,813
McClain Co.	I-35: From 4.2 miles NW of SH-74, extend NW near Purcell	33313(04)	Mar-18	ACNHP PI	1,241,140	0	1,241,140
Oklahoma Co.	I-44/SW 25th St/SW 29th St/NE 63rd St: at multiple locations in Oklahoma County (Bridge Painting)	24239(07)	Mar-18	ACSTP-NBIP	752,896	188,224	941,120
Oklahoma City	I-35: over Deep Fork Creek, 0.2 miles S of the I-44 interchange in Oklahoma City (Bridge and Approaches)	27897(04)	Mar-18	NHPPI	26,280,468	2,920,052	29,200,520
Cleveland Co.	SH-77H: from the US-77 Junction, extend S near Norman	33367(04)	Apr-18	ACSTP	1,108,945	0	1,108,945

Table 5: State-Sponsored Projects Awarded within the OCARTS Area (Cont.)

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Grady Co.	Laflin Creek Rd: over tributary to Laflin Creek, 2.6 miles W of the SH-76 junction near Dibble (Bridge and Approaches)	31876(08)	Apr-18	ERSTP	502,971	125,743	628,714
Logan Co.	EW-69: over Skeleton Creek, 5.3 miles E of the SH-74 junction near Crescent (Bridge and Approaches)	28686(04)	Apr-18	CIRB	0	1,225,821	1,225,821
Logan Co.	I-35: at multiple locations in Division III, IV, VII (ITS)	31603(04)	Apr-18	HSIPG	628,819	0	628,819
McClain Co.	SH-74B: over Buffalo Creek, 2.4 miles E of the SH-76 junction near Blanchard (Bridge Rehabilitation)	32742(04)	Apr-18	SBR	0	843,438	843,438
McClain Co.	US-62: From the SH-130 junction, extend N in the City of Newcastle (Intersection Modification and Traffic Signal)	33606(04)	Apr-18	HSIP	142,101	15,789	157,890
Oklahoma City	W Memorial Rd: from the SH-74 (N Portland Ave) intersection, extend E in Oklahoma City (Resurface)	30230(04)	Apr-18	STP	1,334,035	1,534,833	2,868,868
Midwest City	At the multiple locations in Midwest City (Striping and Pavement Marking)	31475(04)	Apr-18	STPG	123,565	0	123,565
Oklahoma City	Meridian Ave: between NW 52nd St and NW 53rd St in Oklahoma City (Traffic Signals)	31586(04)	Apr-18	STPG	55,000	26,346	81,346
Oklahoma City	NW 23rd St: between Ross Ave and Miller Blvd in Oklahoma City (Traffic Signals)	32480(04)	Apr-18	STPG	74,885	0	74,885
Norman	Main St: over Brookhaven Creek, 1.0-mile W of the I-35 interchange in the city of Norman (Grade, Drain, Surface, and Bridge)	26836(04)	May-18	STP	3,924,000	981,000	4,905,000
Logan Co.	US-77: over the Cimarron River, 2.7 miles N of SH-33 near Guthrie (Bridge and Approaches)	27103(04)	May-18	STP	5,452,152	0	5,452,152
McClain Co.	SH-74: from the SH-24 junction, extend N near Goldsby (Resurface)	33632(04)	May-18	STP	611,658	0	611,658
Oklahoma City	Santa Fe Station: 0.6 miles N of I-40 in Oklahoma City (Platform Improvements)	31504(04)	May-18	STP	1,829,800	457,450	2,287,250
Moore	SW 34th St: over I:35 and Little River, 3.7 miles and 3.6 miles W of SH-77h in Moore (Grade, Drain, Surface and Bridge)	32155(04)	Jun-18	NHPPI	4,000,000	7,269,000	11,269,000
Oklahoma City	NW 10th St: Repair vehicle impact damage over I-44, 1.2 miles N of the I-40 interchange (Bridge Repair)	33490(04)	Jul-18	SAP	0	62,707	62,707

Table 5: State-Sponsored Projects Awarded within the OCARTS Area (Cont.)

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Warr Acres	SH-66 (NW 39th St): at the intersection of Grove Ave, in the city of Warr Acres (School Signs)	30793(04)	Aug-18	HSIP	58,349	14,587	72,937
Oklahoma City	I-44/I-44 Ramps: over Deep Fork Creek, 0.8 miles W of the I-235 interchange in Oklahoma City (Grade, Drain, Bridge Rehabilitation, and Bank Stabilization)	28855(04)	Aug-18	NHPPI	6,161,372	0	6,161,372
Del City	NE 4th St: over Cherry Creek, 1.6 miles E of I-35 in Del City (Bridge Rehabilitation)	31527(04)	Aug-18	STP	766,000	256,129	1,022,129
Oklahoma Co.	NS-328/N Harrah Rd: over Unnamed Creek, 0.8 miles S of I-44 (Turner Turnpike) near Luther (Bridge and Approaches)	32592(04)	Aug-18	STP	317,061	79,266	396,327
Cleveland Co.	SH-37: over I-35, 3.7 miles W of the SH-77H junction near Moore (Bridge Rehabilitation)	33414(04)	Aug-18	SBR	0	1,885,496	1,885,496
Oklahoma City	SH-152: over railroad, Newcastle Rd, and Unnamed Creek, 1.4 miles W of the I-44 Interchange in OKC	33616(05)	Sep-18	STP	427,895	106,974	534,869
Edmond	Broadway Ave/Danforth Rd, Santa Fe Ave: at multiple locations in the city of Edmond	30193(04)	Sep-18	STP	4,960,000	1,240,000	6,200,000
Totals					135,043,560	51,994,923	187,038,483

BICYCLE AND PEDESTRIAN PROJECTS

Transportation Alternatives Program (TAP)

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.

[Table 6](#) includes the region's Transportation Alternatives Program (TAP) funds that were obligated in FFY 2018. TAP projects that were authorized include: trails, multi-use trails, trail plans, bike routes, sidewalk improvements, and transit amenities.

Table 6: TAP Projects Authorized in FFY 2018

Job Piece Number	Sponsor	Project	Let Year	FHWA Form #	Fed Auth Date	Fed Amount Change	Balance
							\$5,712,861
31435(04)	Midwest City	Rail with Trail	2015	PR2AW - Award	11/9/2017	-86,279	5,799,140
31440(04)	Warr Acres	NW 50 th : Meridian to McArthur	2015	PR2A - Modify	11/9/2017	0	5,799,140
31440(04)	Warr Acres	NW 50 th : Meridian to McArthur	2015	PR2A - Modify	12/1/2017	42,290	5,756,850
31432(04)	Oklahoma City	COTPA Route Side Amenities	2015	PR2AW - Award	3/12/2018	1,799	5,755,051

Recreation Trails Program (RTP) Projects

The Recreational Trails Program (RTP) was originally established as part of the 1998 Transportation Equity Act for the 21st Century (TEA-21) and continued through SAFETEA-LU as a separate funding program. Under MAP-21, each state had the option to continue its Recreational Trails Program as a separate program or to “opt out” and consolidate recreational trails into the new TAP Program. The Fixing America’s Surface Transportation (FAST) Act reauthorized the Recreational Trails Program (RTP) for Federal fiscal years 2016 through 2020 as a set-aside of funds from the Transportation Alternatives (TA) Set-Aside under Surface Transportation Block Grant Program (STBG). Oklahoma continues to administer a separate RTP program, which is funded as a set-aside from the TAP apportionment.

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

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

The following RTP projects were approved for funding within the OCARTS area during FFY 2018.

Table 7: Recreational Trails Program Projects Approved in the OCARTS Area

Project Sponsor	Project Name	Federal Share	Sponsor Share	Total
City of Piedmont	Old Town Recreational Trail	240,000	60,000	300,000
City of Midwest City	SCIP Recreational Trail, Phase II	240,000	75,000	315,000
Oklahoma Earthbike Fellowship	Trail Maintenance Hubs	217,453	54,364	217,817
Totals		697,453	189,364	832,817

Source: Oklahoma Tourism and Recreation Department

TRANSIT PROJECTS

FFY 2018 Transit Expenditures – Urbanized Area Program

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

Federal funds provide a significant portion of the capital needed for planning, equipping and maintaining public transit within urban areas throughout the country. The primary federal funding source is the Federal Transportation Administration (FTA) Sec. 5307 Urbanized Area Formula Program and Sec. 5339 Bus and Bus Facilities Program. Under MAP-21, the former Job Access and Reverse Commute (JARC) Program was consolidated in the Sec. 5307 program.

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

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

Tables 8 and 9 provide a summary of the federal funds spent by COTPA and CART, respectively, during FFY 2018 for capital purchases, operating, maintenance and planning. Also included in Table 8 are the COTPA funds that were provided to Citylink.

Table 8: FFY 2018 Public Transit Expenditures - COTPA

Project Description	Funding Source	Percent Federal	Federal Share	Local Share	Total
Capital					
Buses (1.1)	5307	85%	449,333	79,294	528,627
Buses (3.7)	5339	85%	1,536,172	271,089	1,807,261
Buses (5.6)	5339	70%	1,932,000	828,001	2,760,001
Preventive Maintenance	5307	80%	4,412,984	1,103,247	5,516,231
Union Station - Renovation - Enhancement	5307	80%	191,844	47,961	239,805
Security - Gate Access Control Sys. - 2000 S. May	5307	80%	6,665	1,666	8,331
Transit Center - Renovation	5307	80%	61,273	15,679	76,952
Marketing and Related Capital	CMAQ	80%	576	144	720
River - Ferry Boats - Refurb./Restoration	70	80%	4,767	1,191	5,958
Total Capital			8,595,614	2,348,272	10,943,886
Planning					
Planning Activities - UPWP	5307	80%	660,929	165,232	826,161
Planning Studies - Ridership Surveys	5307	80%	43,883	10,971	54,854
Total Planning			704,812	176,203	881,015
Welfare-to-Work					
COTPA - Van Pool - Operating Assistance	CMAQ	80%	5,347	1,337	6,684
City of Edmond - Operating Assistance	5307	50%	474,355	474,355	948,710
COTPA - Paratransit - Extended Service Costs	5307	80%	832,595	208,149	1,040,774
Community Health Centers - Transportation Serv.	5317	50%	17,889	17,889	35,778
RSVP of Central Oklahoma	5317	50%	1,379	1,379	2,758
Yellow Cab Co. of Okla. - Transportation Service	5317	50%	5,545	5,545	11,090
Total W-to-W			1,337,110	708,654	2,045,764
Grand Total			10,637,536	3,233,129	13,870,665

Table 9: FFY 2018 Public Transit Expenditures – CART

Project Description	Percent Federal	Federal Share	Local Share	State Funds	Total
Federal Grant OK-90-X124: Sec. 5307					
Bus Stop Amenities	80%	1,303	325		1,628
Vehicle Replacement	85%	308,455	54,434		362,889
	Subtotal	309,758	54,759		364,517
Federal Grant OK-2016-011: Sec. 5307					
Bus Stop Amenities	80%	49	13		62
Vehicle Replacement	85%	48,981	8,644		57,625
	Subtotal	49,030	8,657		57,687
Federal Grant OK-2017-002: Sec. 5307					
Vehicle Replacement	80%	336,411	84,103		420,514
Federal Grant OK-2017-021: Section 5307					
Operating (ADA/Paratransit)	80%	59,610	14,902		74,512
Vehicle Preventative Maintenance	80%	433,429	108,358		541,787
UPWP Planning	80%	153,105	38,277		191,382
Operating Expenses (General)	50%	433,749	433,749		867,498
Bus Support Equipment	80%	1,320	330		1,650
	Subtotal	1,081,213	595,616		1,676,829
Federal Grant OK-2018-019: Section 5307					
Operating (ADA/Paratransit)	80%	64,702	16,175		80,877
Vehicle Preventative Maintenance	80%	149,746	37,436		187,182
UPWP Planning	80%	9,402	2,351		11,753
Operating Expenses (General)	50%	193,300	193,300		386,600
	Subtotal	417,150	249,262		666,412
ODOT Public Transit Revolving Fund				149,185	149,185
Grand Total		2,193,562	992,397	149,185	3,335,144

Note: Federal transportation expenditures for FFY 2018 – October 1, 2017 – September 30, 2018
Source: CART

FFY 2018 Transit Expenditures – Elderly and Disabled Program

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

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

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

Table 10: FFY 2018 Sec. 5310 Vehicle Purchases

There were no Section 5310 transit expenditures in FFY 2018.

FFY 2018 Transit Expenditures – Rural Area Formula Program (Section 5311)

Section 5311 Rural Area Formula Grants are administered by the Transit Programs Division of the Oklahoma Department of Transportation, which is charged with providing an equitable distribution of funds throughout the State for the administration of public transportation services in non-urbanized areas. There are 20 agencies providing rural public transportation services in 75 counties within Oklahoma.

Section 5311, 5339(a) & 5339(b) funds are provided by the Federal Transit Administration (FTA) for the purchase of capital equipment, administration and operation of the rural transit systems. Rural operators may receive up to 80 percent reimbursement for capital and administrative expenses, and 50 percent reimbursement for their net operating deficit. Capital expenditures associated with compliance with the Americans with Disabilities Act and the Clean Air Act, as amended, may receive a 90 percent federal share. The local share is provided by the operating agencies receiving the FTA assistance.

In the OCARTS area, Section 5311 and Section 5339 funds are provided to the Logan County Historical Society, which operates a system known as the First Capital Trolley, and Section 5311 funds are provided to the Delta Community Action Foundation, which operates a rural transit system known as Delta Public Transit.

Table 11: FFY 2018 Sec. 5311 and 5339 Public Transit Expenditures

Project Description	Percent Federal	Federal Share	Local Share	Total
First Capital Trolley				
Section 5311				
Capital Expenses	80%	5,448	1,362	6,810
Administrative Expenses	80%	89,583	22,396	111,979
Net Operating Expenses	50%	633,202	633,202	1,266,404
Total Sec. 5311		728,233	656,960	1,385,193
Section 5339 (a)				
Capital Expenses	85%	26,351	4,651	31,002
Total Sec. 5339 (a)		26,351	4,651	31,002
Section 5339(b)				
Capital Expenses	85%	516,083	91,073	607,156
Total Sec. 5339(b)		516,083	91,073	607,156
Delta Public Transit				
Section 5311				
Administrative Expenses	80%	29,334	7,334	36,668
Net Operating Expenses	50%	101,102	101,102	202,204
Total Sec. 5311		130,436	108,436	238,872

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

Source: ODOT Transit Programs Division