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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA

FFY 2020 - FFY 2023

October 1, 2019 - September 30, 2023



acog



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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 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 biannually 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 FTA, the FHWA, 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.
- To utilize performance-based planning and programming techniques by establishing and monitoring regional performance measures and targets.

Prioritization of Projects

This TIP includes a listing of projects for FFY 2020, 2021, 2022 and 2023. Those projects included in FFY 2020 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 2020. 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 of 2016.

Program Boundary

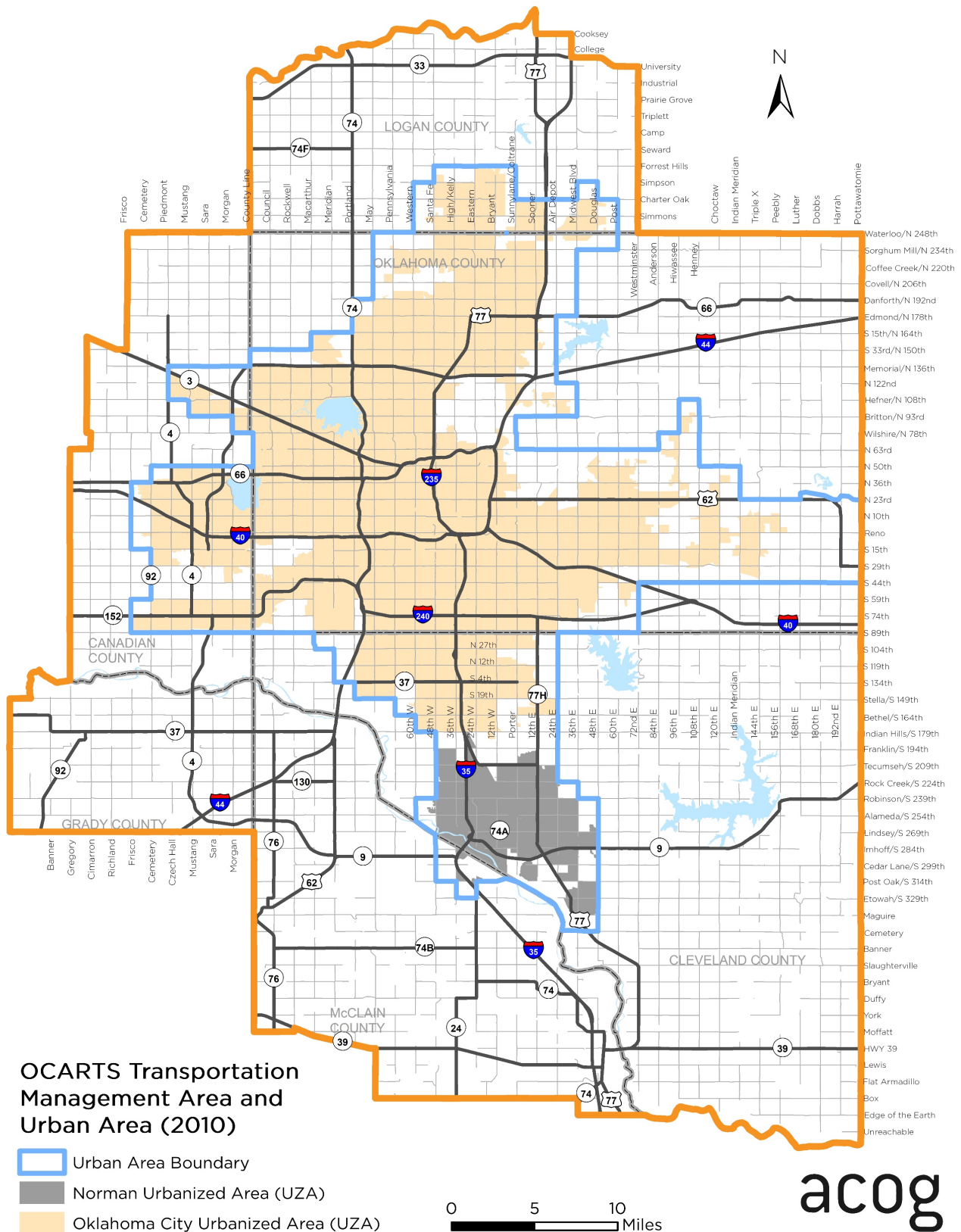
The geographic area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties and portions 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



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).

Electronic Transportation Improvement Program (eTIP)

During the fall of 2018, ACOG launched the eTIP website (known as eTRACKER), a computerized information management and decision support system, which provides user friendly, comprehensive, and efficient tools for managing TIPs. Member entities can access and monitor their projects over the course of the TIP while members of the public can search and view ongoing and past TIP projects.

Members of the public can access the eTIP at the following address:

<https://etracker.acogok.org/default.asp>

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 (O_3), forms (fourth-highest daily maximum, averaged across three consecutive years), and averaging times (eight hours). In September 2016, Oklahoma Governor Mary Fallin wrote a letter to EPA recommending that all of Oklahoma's 77 counties be designated attainment/unclassifiable for the revised primary and secondary ozone standards. EPA designated the entire State of Oklahoma as 'Attainment/Unclassifiable' in a December 2017 letter to Governor Fallin based upon 2013-2015 air quality data.

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 the City of Norman 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.

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 ACOG's social media platforms, articles and notices published in metro area newspapers, ACOG's blog, 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 2020-2023 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 ITPC. 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 2015-2040*. *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 of 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 2020-2021 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 City of Norman; and the City of Edmond. Other services include 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 ODOT, Transit Programs Division. These services are funded by the Federal Transit Administration (FTA), 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 in partnership with the City of Norman, four evening routes, and Saturday service on most routes. Sunday service began operation in January 2019.

Prior to 2019, the University of Oklahoma served both the campus and City of Norman with public transportation known as CART. In 2019, the operation of non-university services by CART was transferred to the City of Norman. The Norman system includes 5 local routes, a limited route to the Social Security Office in Moore, and a commuter route to Oklahoma City in partnership with EMBARK.

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 regulations, with EMBARK and CART providing paratransit service above and beyond this requirement outside of this area in Oklahoma City and Norman respectively.

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:

- **EMBARK Plus** – 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 Shuttle** – 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.

Norman's special transportation services include:

- **Paratransit** – origin-to-destination service for individuals who, because of disability, are unable to ride the fixed route buses.
- **Social Security Route** – A limited service route operated every Tuesday and Friday from Norman to the Social Security Administration in Moore.

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.
- **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, The City of Norman, 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 ODOT, 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 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 (FAA). 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.

Performance Management

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and later the Fixing America's Surface Transportation (FAST) Act, Performance-based Planning and Programming (PBPP) methods were implemented. The PBPP process involves developing performance measures to track and maximize the benefits of transportation planning decisions and link infrastructure investments to STBG-UZA project selection, metropolitan planning and Intelligent Transportation Systems (ITS), the TIP, and the Metropolitan Transportation Plan (MTP). As an MPO, ACOG is required to establish quantifiable targets so that progress can be gauged over time. The seven federal performance measures areas required to monitor and report on are:

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

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 (ODOT) during the FFY 2020-2023 short-range planning period.

The improvements that are reflected for FFY 2020 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 2018-2021. The following table includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2018. These OCARTS area improvements represent a total expenditure of \$142 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 the table.

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 ODOT 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.

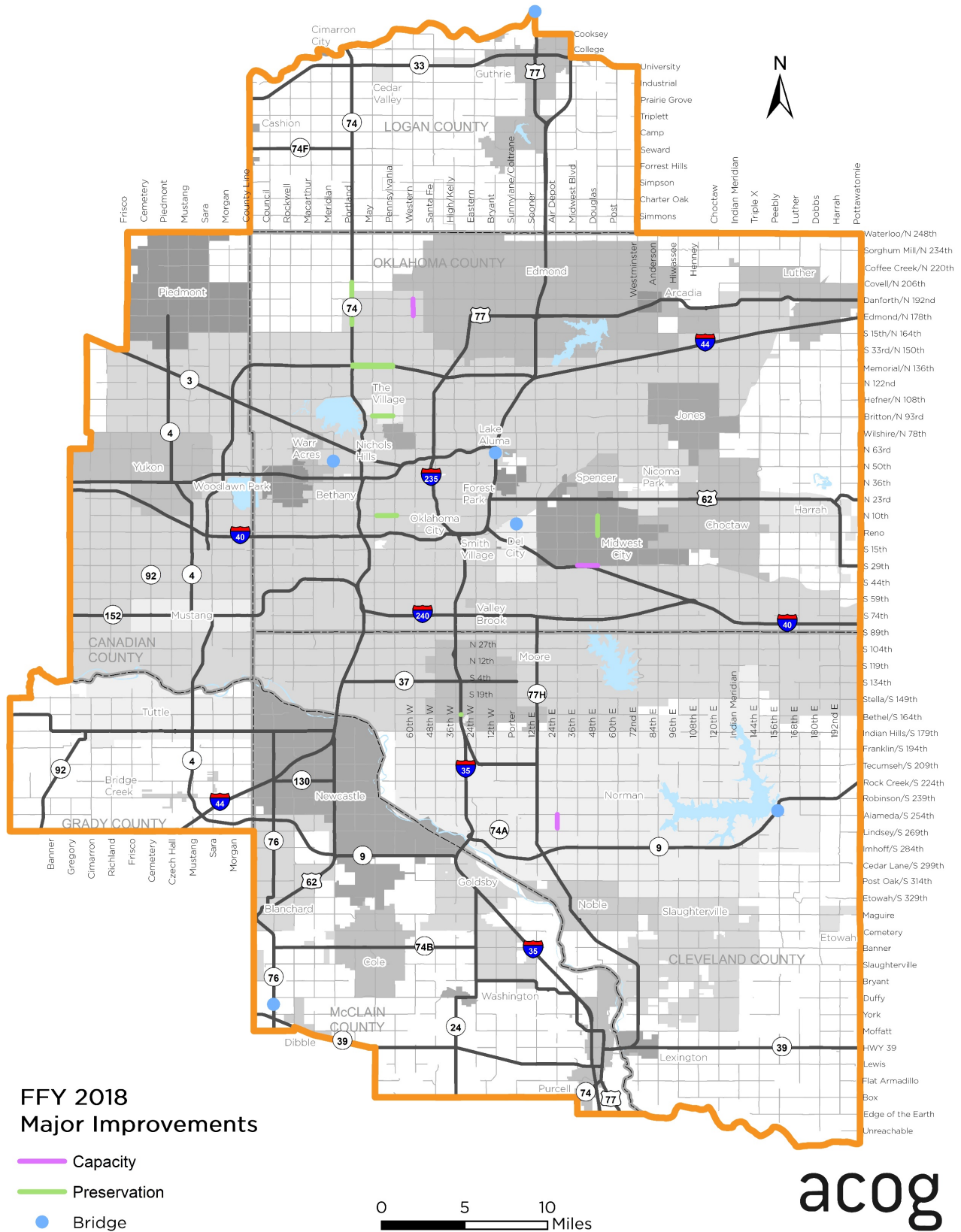
OCARTS Area Projects Funded During FFY 2018

Location	Project Description	Job Number	Length (miles)	Funding Source	Federal Share	State/Local 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)	4.60	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	0.02	STP	5,006,585	1,251,645	0	6,258,230
Cleveland County	SW 34th Street over I-35, Approx. 700 Ft W of Telephone Rd. E .7 miles (Grade, Draining, Bridge & Surface)	32155(04)	0.20	NHPP	3,200,000	800,000	0	4,000,000
Del City	NE 4th, 0.4 mi. E of Sunnyslane over Cherry Crk. (Bridge Rehabilitation)	31527(04)	222'	STP-UZA 80%/20%	562,138	140,535	0	702,673
Logan County	US-77: Over the Cimarron River 2.8 Miles N of SH-33 (Bridge & Approaches)	27103(04)	0.20	STP	4,400,000	1,100,000	0	5,500,000
McClain County	NE of SH-76/SH-39 Junc over Dibble Crk. & Trib. (Bridge Reconstruction)	30110(04)	60' 45'	STP-UZA 80%/20%	752,626	188,157	0	940,783
Midwest City	City wide, Phase 2 (Pavement Markings)	31475(04)	0.00	STP-UZA 100% Safety	189,933	0	0	189,933
Midwest City	Douglas Blvd. SE 4th to NE 10th St. (Resurface / Sidewalk)	31546(04)	1.24	STP-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)	1.05	STP-UZA 80%/20%	3,440,223	860,056	0	4,300,279
Midwest City	City Wide Phase A (Signal Upgrades / Pedestrian Controls-Ped Xing)		0.00	STP-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) STP-214B(068)AG	0.85	STP-UZA 80%/20%	3,956,024	989,006	0	4,945,030
Norman	City wide (Signal Upgr - Ped Controls / Bike Lane)	30484(04)	0.00	STP-UZA 100% Safety	533,540	0	0	533,540
Norman	City wide, Phase 6 (Pavement Markings / BL)	33127(04)	0.00	STP-UZA 100% Safety	292,829	0	0	292,829
Oklahoma City	Memorial Rd. fr. SH-74 (Portland Ave) to Penn. (Resurface)	30230(04)	2.08	STBG-UZA 49% / 51%	1,334,135	1,405,988	0	2,740,123

OCARTS Area Projects Funded During FFY 2018 (Cont.)

Location	Project Description	Job Number	Length (miles)	Funding Source	Federal Share	State/Local Share	Other	Total
Oklahoma City	Western, NW 178th to NW 192nd (Widen to 4 Lanes & Bridge / Sidewalk)	30326(04)	0.93	STP-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)	1.00	STP-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)	0.00	STP-UZA 100% Safety	51,996	0	0	51,996
Oklahoma County	I-35: Over the I-240 Jct. (Utilities for 09032(05)(06)(07)&(08))	09032(22)	1.00	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	2.50	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)	1.25	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)	1.25	NHPP	904,361	1,219,128	4,876,511	7,000,000
Oklahoma County	Division 4 - Bridge Painting Projects (Bridge Paint)	24239(07)	0.00		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)	1.64	OTA	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)	0.20	NHPP/ NHFP	26,400,000	6,600,000	0	33,000,000
The Village	Britton Rd. from Pennsylvania Ave. to May Ave. (Reconstruction)	31102(04) 31597(04)	1.00	STBG-UZA 80%/20%	3,044,225	761,056	0	3,805,281
Totals					98,609,923	42,872,896	4,876,511	142,785,398

Figure 2: Major OCARTS Improvements for FFY 2018



Surface Transportation Block Grant Program - Urbanized Area Funds (STBG-UZA)

As a Transportation Management Area, ACOG receives an annual distribution of Surface Transportation Block Grant Program (STBG-UZA) 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 STBG-UZA funds.

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

Beginning in the fall of 2017, ACOG's member jurisdictions and staff identified a disconnect between the projects that were being awarded in the TIP and the goals, objectives and strategies identified in the Metropolitan Transportation Plan, *Encompass 2040*. After a year-long revision of the *Criteria and Process for Evaluation of STBG-UZA Projects* under the guidance of a consultant and a sub-committee made of up members of the ITTC and ITPC, revisions were adopted by the ITPC on August 16, 2018. These revisions were made to reflect the goals of *Encompass 2040*, the strategies of the Congestion Mitigation Process (CMP) and member entity priorities. The goals and priorities of *Encompass 2040* are: Economic Strength, Safety and Security, Equity and Options, Healthy Communities, Connectivity, System Performance, and System Preservation.

From these goals, ten evaluation criteria were created as a means of scoring projects submitted for STBG-UZA funding. The evaluation criteria are as follows:

Encompass 2040 Goals	STBG-UZA Scoring Criteria
Economic Strength	Supports a regional activity center
Safety and Security	Addresses safety at high crash severity locations
Equity and Options	Provides options for Environmental Justice (EJ) areas or underserved communities
Healthy Communities	Improves air and water quality
Connectivity	Integrates multiple transportation modes, connects to multiple communities or leverages other investments
System Performance	Addresses congested based on volume/capacity ratio, congested/unreliable corridors, strategies that reduce travel delay
System Preservation	Improves infrastructure condition

The categories of projects included in the evaluation process are:

1. widening (including railroad/roadway 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)

In October 2009, the Intermodal Transportation Policy Committee updated the STBG-UZA Procedures to allow all MPO-member local governments within the OCARTS area to apply for the region's STBG-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 STBG-UZA Procedures and the STBG-UZA Evaluation Criteria are available on the ACOG website www.acogok.org.

Surface Transportation Block Grant Program Urbanized Area Safety (STBG-UZA Safety) Funds

Up to 10 percent of the total STBG-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 STBG-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 STBG-UZA funds apportioned to the urbanized area does not exceed the 10 percent maximum.

The standard funding ratio for STBG 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 STBG-UZA 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 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 stormwater 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 FAST Act newly requires States and MPOs to report annually to the US Department of Transportation (USDOT) 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 2020-2023 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 STBG-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 STBG-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 STBG-UZA project estimates included in this TIP reflect the ODOT inflation factors of 3.0% for FFY 2020, 6.0% for FFY 2021, 9.0% for FFY 2022, and 12.0% for FFY 2023.

The *STBG-UZA 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 shortage of funds in case the actual federal STBG-UZA funds are less than the estimate used to develop the TIP or other unforeseen events. The estimate serves as the planning cap for STBG-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 14 projects, including four safety projects, proposed for funding with STBG-UZA funds. This represents a total of \$19,829,623 in federal funds. The FFY 2021, 2022, and 2023 programs propose STBG-UZA totals of \$20,275,790, \$20,760,381, and \$21,185,150 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 its air quality public education, Air Quality Awareness grants and public fleet conversion programs.

FFY 2020 - FFY 2023 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 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 2020-2023.

For more information regarding the FFY 2020 – 2023 Street and Highway Element of the TIP, please see ACOG's eTIP at <https://etracker.acogok.org/default.asp>.

Street Element
Local Government Projects
FFY 2020

Updated October 31, 2019

Project Sponsor	Project Description	TIP ID/JP Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
Oklahoma City	S Walker Ave, SW 44th St, & S Robinson Ave (Sidewalks)	10875/ 34161(O4)	VAR	STBG-UZA 80%/20%	2,088,407	522,102	2,610,509
Oklahoma City	N Portland & NW 50th (Sidewalks)	10878/ 34162(O4)	VAR	STBG-UZA 80%/20%	1,354,998	338,749	1,693,747
Oklahoma City	S Pennsylvania Ave and SW 59th St (Sidewalks)	10879/ 34164(O4)	VAR	STBG-UZA 80%/20%	1,122,846	280,712	1,403,558
Oklahoma City	S Blackwelder Ave & S Western Ave: SW 36th Ave to SW 59th (Sidewalks)	10876/ 34165(O4)	VAR	STBG-UZA 80%/20%	1,597,397	399,350	1,996,747
Edmond	15th St & Kelly Ave - Phase 3 (ITS)	10808/ 34166(O4)	VAR	STBG-UZA 80%/20%	7,434,277	1,858,569	9,292,846
Oklahoma City	N Classen Blvd: NW 50th to Classen Curve (Sidewalks)	10825/ 34168(O4)	0.53	STBG-UZA 80%/20%	433,952	108,488	542,440
Oklahoma City	S Western Ave, S Walker Ave, and S Robinson Curve (Sidewalks)	10877/ 34169(O4)	VAR	STBG-UZA 80%/20%	1,569,853	392,463	1,962,316
Oklahoma City	N Pennsylvania Ave & Memorial Rd (Intersection)	10852/ 34170(O4)	NA	STBG-UZA 80%/20%	488,458	112,114	600,572
Oklahoma City	N Pennsylvania Ave: NW 36th St to Park Pl (Sidewalks)	10838/ 34171(O4)	1.94	STBG-UZA 80%/20%	1,049,837	262,459	1,312,296
COTPA	EMBARK Fleet Expansion - two CNG Buses	10836	NA	STBG-UZA 68%/32%	748,329	356,041	1,104,370
Midwest City	Signal Pedestrian Project	10881/ 33347(O4)	VAR	STBG-UZA 100% Safety	853,373	0	853,373
Oklahoma City	Citywide (Traffic Signal Vehicle Detection upgrades)	10845/ 34173(O4)	VAR	STBG-UZA 100% Safety	436,720	0	436,720
Oklahoma City	Citywide (Left Turn Signal Upgrades)	10843/ 34174(O4)	VAR	STBG-UZA 100% Safety	436,720	0	436,720
Norman	12th Ave NE: Alameda to Robinson (Signal Interconnect)	10818/ 32533(O4)	VAR	STBG-UZA 100% Safety	254,455	0	254,455
STBG-UZA Totals					19,869,622	4,631,048	24,500,670

Street Element
Local Government Projects
FFY 2020 (Cont.)

Updated March 26, 2020

Project Sponsor	Project Description	TIP ID/JP Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
Bethany	Active living project (2014 ODOT TE)	10763/ 28819(04)	VAR	TE 80%/20%	200,000	50,000	250,000
Choctaw	23rd St Sidewalk - Clarke to Henney (2018 ACOG TAP)	10551/ 33265(04)	0.90	TAP 80%/20%	516,000	129,000	645,000
COTPA/Spokies	Bike Share Service Area Expansion (2018 ACOG TAP)	10570/ 33284(04)	NA	TAP 74%/26%	90,000	31,622	121,622
Del City	Kerr/Vickie Sidewalk (2018 ACOG TAP)	10552/ 33266(04)	VAR	TAP 80%/20%	240,000	48,000	288,000
Guthrie	Streetscape - Phase 1 (2016 ODOT TAP)	10759/ 32995(04)	VAR	TAP 48%/52%	700,000	751,855	1,451,855
Midwest City	W Palmer Loop Trail (2014 ACOG TAP)	11100/ 31437(04)	VAR	TAP 75%/25%	500,000	165,000	665,000
Midwest City	Midwest City Elementary School Connector (2014 ACOG TAP)	11101/ 31433(04)	VAR	TAP 80%/20%	96,800	24,200	121,000
Midwest City	Rail with Trail - Phase 2 (Combined with TIP ID 10555) (2018 ACOG TAP)	10554/ 33268(04)	0.32	TAP 80%/20%	304,000	76,000	380,000
Midwest City	Rail with Trail - Phase 3 (2018 ACOG TAP)	10555/ 33269(04)	0.77	TAP 80%/20%	600,000	150,000	750,000
Norman	State Highway 9 Multimodal Path-Phase 2 (2018 ACOG TAP)	10557/ 33269(04)	1.00	TAP 53%/47%	600,000	530,000	1,130,000
Oklahoma City	Watch4Me - Phase 2 (2014 ODOT TE)	10773/ 28818(04)	VAR	TE 58%/42%	357,858	259,138	616,996
Oklahoma City	Expanding Connectivity Downtown (2014 ODOT TE)	10775/ 28816(04)	NA	TE 60%/40%	502,008	334,672	836,680
Oklahoma City	Envision 240 Pedestrian Improvements (2014 ACOG TAP)	10776/ 31438(04)	VAR	TAP 74%/26%	400,000	138,400	538,400
Oklahoma City	Robinson Ave Road Diet (2018 ACOG TAP)	10560/ 33331(04)	0.10	TAP 66%/34%	47,516	24,649	72,165
Oklahoma City	Grand Blvd (N & S Combined) (2018 ACOG TAP)	10561/ 33274(04)	1.12	TAP 48%/52%	600,000	650,000	1,250,000
Oklahoma City	Will Rogers and West River Trail Amenities (2018 ACOG TAP)	10562/ 33275(04)	VAR	TAP 70%/30%	172,000	74,000	246,000
Oklahoma City	Shartel Sidewalks (2018 ACOG TAP)	10563/ 33277(04)	0.40	TAP 70%/30%	192,500	82,500	275,000

Street Element
Local Government Projects
FFY 2020 (Cont.)

Updated March 26, 2020

Project Sponsor	Project Description	TIP ID	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
Oklahoma City	Deep Fork Trail - Phases 1 - 5 (2018 ACOG TAP)	10564/33278(04)	0.76	TAP 49%/51%	1,800,000	3,700,000	5,500,000
Yukon	Garth Brooks Trail (2018 ACOG TAP)	10568/33278(04)	0.74	TAP 80%/20%	576,000	144,000	720,000
OCARTS Line Item	Transportation Alternatives FFY 2020 MPO Apportionment	TBD	NA	TAP 80%/20%	1,400,000	350,000	1,750,000
TAP Totals					8,494,682	7,363,066	15,857,748
COTPA	Two (2) Fast-fill CNG Dispensers (dual hose) 30 time - fill dispensers (dual hoses) (FY 16)	TBD	NA	CMAQ 80%/20%	250,000	62,500	312,500
OEMA	Two (2) CNG Refuse Trucks (FY 17)	TBD	NA	CMAQ 80%/20%	132,562	33,141	165,703
Moore	One (1) CNG Refuse Truck	TBD	NA	CMAQ 80%/20%	57,980	14,495	72,475
Midwest City	One (1) CNG Refuse Truck	TBD	NA	CMAQ 80%/20%	55,400	13,850	69,250
Oklahoma City Community College	Four (4) Level 2 EVSE	TBD	NA	CMAQ 80%/20%	59,839	14,960	74,799
OMPA	One (1) Battery EV and One (1) Level 2 EVSE	TBD	NA	CMAQ 80%/20%	19,080	4,770	23,851
Edmond	Eight (8) Dual Level 2 EVSE	TBD	NA	CMAQ 80%/20%	25,139	6,285	31,423
Oklahoma City	Bus Shelters	TBD	NA	CMAQ 80%/20%	37,013	15,863	52,875
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants	TBD	NA	CMAQ 80%/20%	600,000	0	600,000
CMAQ Totals					1,292,311	180,562	1,472,873
Total					29,656,615	12,174,676	41,831,291

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

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	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	3.00	STP	1,224,000	306,000	0	1,530,000
Canadian	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	3.65	STP	571,200	142,800	0	714,000
Canadian	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	9.00	STP	1,632,000	408,000	0	2,040,000
Canadian	I-40: Interchange at Frisco Road, 4.5 mi. W of the Kilpatrick Turnpike Junction (Interchange)	30715(04)	0.33	NHPP	8,800,000	2,200,000	6,360,000	17,360,000
Cleveland	SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (ROW for 20266(14)) (Right of Way)	20266(15)	4.60	TBD	0	2,452,500	0	2,452,500
Cleveland	SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (UT for 20266(14)) (Utilities)	20266(16)	4.60	STP	654,000	163,500	0	817,500
Cleveland	US-77: From SH-39 in Lexington, N 4.05 miles (4 lane undivided) (Grade, Drain & Surface)	20997(04)	4.90	STP	13,139,471	3,284,867	0	16,424,338
McClain	SH-39: From Grady C/L E 1 Mi to SH-76 (Div 7- Money Only)	23146(04)	1.00	STP	2,092,800	523,200	0	2,616,000
Oklahoma	I-35: Over the I-240 Jct. Reconstruct Interchange (Phase IB) (Interchange)	09032(05)	1.00	NHPP	9,792,000	2,448,000	0	12,240,000

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	I-44: Westbound to Northbound Ramps at I-44/I-235 Interchange (Segment 3A) (Grade, Draining, Bridge & Surface)	09033(28)	0.35	NHPP	12,648,000	3,162,000	0	15,810,000
Oklahoma	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)	0.10	NHPP	25,296,000	6,324,000	0	31,620,000
Oklahoma	SH-66: 4-Lanes From 4.0 Miles E. of I-35 E. Approx. 1.08 Miles (Reconstruct - Added Lanes)	24356(04)	1.29	STP	3,264,000	816,000	0	4,080,000
Oklahoma	I-40: EB and WB Bridges Over Sooner Road 3.1 Miles East of I-35 (Bridges & Approaches)	28854(04)	0.10	NHPP	21,624,000	5,406,000	0	27,030,000
Oklahoma	I-35: NB & SB Bridges over Waterloo Road at the Logan C/L (UT for 29843(04)) (Utilities)	29843(07)	0.00	NHPP	1,224,000	306,000	0	1,530,000
Totals					101,961,471	27,942,867	6,360,000	136,264,338

Statewide Line Items
(All Figures are Statewide)
FFY 2020

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(26)	NA	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)	NA	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)	NA	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)	NA	TAP	0	12,000,000	0	12,000,000
Statewide Line Item	Recreational Trails	18262(23)	NA	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)	NA	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)	NA	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)	NA	NHPP	0	5,000,000	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(20)	NA	STP	0	25,000,000	0	25,000,000
Statewide Line Item	County Bridge Program	23612(20)	NA	STP	20,000,000	0	0	20,000,000

Statewide Line Items
(All Figures are Statewide)
FFY 2020 (Cont.)

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	County Road Program	23613(20)	NA	STP	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(20)	NA	STP	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(20)	NA	SRS	2,000,000	0	0	2,000,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(20)	NA	STP	0	3,500,000	0	3,500,000
Statewide Line Item	Statewide ADA Compliance Projects	3307(20)	NA	HSIP	1,533,748	4,826,252	0	6,360,000
Statewide Line Item	Statewide ITS Projects	33308(20)	NA	HSIP	2,500,000	0	0	2,500,000
Totals					36,833,748	100,326,252	0	137,160,000

Street Element
Local Government Projects
FFY 2021

Updated October 29, 2020

Project Sponsor	Project Description	TIP ID/JP Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
Oklahoma City	SW 59th St: S Pennsylvania Ave to I-35 (Resurfacing)	11055/TBD	3.10	STBG-UZA 80%/20%	5,108,808	1,277,202	6,386,010
Oklahoma City	SW 59th St: S Portland Ave to S Pennsylvania Ave (Resurfacing)	11054/TBD	2.20	STBG-UZA 80%/20%	3,625,608	906,403	4,532,011
Oklahoma City	SE 59th St: S Eastern Ave to S Air Depot Blvd (Resurfacing & Bike/Ped)	11063/TBD	5.61	STBG-UZA 80%/20%	2,463,008	615,752	3,078,760
COTPA	Transit Signal Priority Safety Project (Transit)	10850/TBD	VAR	STBG-UZA 80%/20%	940,803	235,202	1,176,005
Norman	Transit Bus Replacement - 1 35' low-floor CNG Bus (Transit)	11046/TBD	NA	STBG-UZA 80%/20%	468,222	117,055	585,277
COTPA	8 EMBARK Paratransit Vans (Transit)	11049/TBD	NA	STBG-UZA 77%/23%	747,935	228,505	976,440
Midwest City	Reno Ave: Midwest Blvd to Douglas Blvd (Resurfacing)	10866/TBD	1.27	STBG-UZA 80%/20%	1,919,920	479,980	2,399,900
Norman	W Robinson St: Brookhaven Creek to I-35 (Widening)	10840/TBD	0.35	STBG-UZA 80%/20%	4,012,056	1,003,014	5,015,070
Guthrie	Harrison Ave Bridge (Bridge Reconstruction)	11065/TBD	NA	STBG-UZA 12%/88%	126,273	956,051	1,082,324
Midwest City	Signal Upgrade (Phase 3) (Signalization)	11052/TBD	VAR	STBG-UZA 100% Safety	772,500	0	772,500
Oklahoma City	Traffic Signal Safety Improvements City Wide (Phase 5) (Signalization)	11057/TBD	VAR	STBG-UZA 100% Safety	515,006	0	515,006
Norman	Pavement Markings at Multiple Locations (Phase 8) (Striping)	10864/TBD	VAR	STBG-UZA 100% Safety	291,488	0	291,488
Oklahoma City	NW 23rd St & Western Ave (Signals)	11067/TBD	NA	STBG-UZA 100% Safety	360,500	0	360,500
Norman	Alameda St & Summit Lakes Blvd/Lochwood Dr (Signals)	11047/TBD	1.00	STBG-UZA 57%/43% Safety	217,465	163,635	381,100
Warr Acres	N MacArthur Blvd: NW 34 th to NW 47 th (Widening)	10013/17827(04)	1.00	STBG-UZA 80%/20%	5,047,489	1,261,872	6,309,361
STBG-UZA Totals					26,617,081	7,244,671	33,861,752

Street Element
Local Government Projects
FFY 2021 (Cont.)

Project Sponsor	Project Description	TIP ID/JP Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
Edmond	Creek Bend Trail (2018 ACOG TAP)	10553/ 33267(04)	1.20	TAP 43%/57%	600,000	792,000	1,392,000
Norman	Constitution Street Multimodal Path (2018 ACOG TAP)	10556/ 33271(04)	0.90	TAP 54%/46%	600,000	520,000	1,120,000
Norman	Flood Ave Multimodal Path (2018 ACOG TAP)	10571/ 33735(04)	2.50	TAP 6%/94%	146,484	2,203,516	2,350,000
Oklahoma City	Grand Blvd Intersection Improvements (2018 ACOG TAP)	10566/ 33280(04)	VAR	TAP 70%/30%	280,000	120,000	400,000
Purcell	Downtown Streetscape - Phase 1 (2016 ODOT TAP)	10755/ 32995(04)	0.25	TAP 48%/52%	700,000	751,885	1,451,885
Warr Acres	Pedestrian Improvements (2018 ACOG TAP)	10567/ 33281(04)	VAR	TAP 76%/24%	534,000	172,000	706,000
OCARTS Line Item	Transportation Alternatives FFY 2021 MPO Apportionment	TBD	NA	TAP 80%/20%	1,400,000	350,000	1,750,000
Apportioned TAP Totals					2,860,484	5,789,401	8,649,885
University of Central Oklahoma	UCO Campus Bicycle Infrastructure Improvement (bike racks, signs, markings)	11027/ TBD	VAR	CMAQ 70%/30%	4,470	1,916	6,386
Edmond	Ayers Lane Reapportionment and Dedicated Bicycle Lanes	11022/ TBD	0.83	CMAQ 70%/30%	108,500	46,500	155,000
Oklahoma City	Downtown Bike Racks and Repair Stations	11029/ TBD	VAR	CMAQ 80%/20%	22,080	5,520	27,600
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants	TBD	NA	CMAQ 80%/20%	600,000	0	600,000
Apportioned CMAQ Totals					135,050	53,936	188,986
Grand Total					25,565,126	11,826,136	36,391,262

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

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	I-35L Southbound Ramp at SH-74W, W of Purcell R/W for 32802(04) (Right of Way)	32802(05)	0.75	NHPP	218,000	54,500	0	272,500
McClain	I-35L Southbound Ramp at SH-74W, W of Purcell UT for 32802(04) (Utilities)	32802(06)	0.75	NHPP	218,000	54,500	0	272,500
Oklahoma	I-35: Over the I-240 Jct. (Phase II) (Reconstruct Interchange)	09032(06)	0.50	NHPP	19,776,000	4,944,000	0	24,720,000
Oklahoma	I-35 @ I-240 Jct (Phase III) (Reconstruct Interchange)	09032(07)	0.50	NHPP	13,184,000	3,296,000	0	16,480,000
Oklahoma	I-35 @ I-240 Jct (Phase IV) (Reconstruct Interchange)	09032(08)	0.50	NHPP	25,544,000	6,386,000	0	31,930,000
Oklahoma	I-40: From mile marker 170 E to mile marker 173 (Reconstruct & Add Lanes & Reconstruct-Harrah/Newalla Interchange)	26422(05)	3.00	NHPP/ NHFP	16,480,000	4,120,000	0	20,600,000
Oklahoma	SH-152: Interim Op Improv-Locations TBD- Phase 1 (Grade, Drain, Bridge & Surface)	32882(08)	6.94	STP	8,800,000	2,200,000	0	10,900,000
Totals					84,220,000	21,055,000	0	105,175,000

Statewide Line Items
(All Figures are Statewide)
FFY 2021

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(26)	NA	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)	NA	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)	NA	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)	NA	TAP	0	12,000,000	0	12,000,000
Statewide Line Item	Recreational Trails	18262(23)	NA	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)	NA	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)	NA	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)	NA	NHPP	0	5,000,000	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(20)	NA	STP	0	25,000,000	0	25,000,000
Statewide Line Item	County Bridge Program	23612(20)	NA	STP	20,000,000	0	0	20,000,000

Statewide Line Items
(All Figures are Statewide)
FFY 2021 (Cont.)

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	County Road Program	23613(20)	NA	STP	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(20)	NA	STP	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(20)	NA	SRS	2,000,000	0	0	2,000,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(20)	NA	STP	0	3,500,000	0	3,500,000
Statewide Line Item	Statewide ADA Compliance Projects	3307(20)	NA	HSIP	1,533,748	4,826,252	0	6,360,000
Statewide Line Item	Statewide ITS Projects	33308(20)	NA	HSIP	2,500,000	0	0	2,500,000
Totals					36,833,748	100,326,252	0	137,160,000

Street Element
Local Government Projects
FFY 2022

Updated April 30, 2020

Project Sponsor	Project Description	TIP ID/ JP Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
Moore	NE 12 th St: I-35 to N Eastern Ave (Reconstruction)	11044/ TBD	1.00	STBG-UZA 80%/20%	3,526,836	881,709	4,408,545
Oklahoma City	Santa Fe Ave: I-240 to SW 104 th St (Bike/Ped)	11068/ TBD	2.00	STBG-UZA 50%/50%	2,208,511	2,239,537	4,448,048
Midwest City	Midwest Blvd: SE 29 th St to NE 10 th St (Resurfacing)	10859/ TBD	3.00	STBG-UZA 80%/20%	3,476,800	869,200	4,346,000
Edmond	W Danforth Rd & N Kelly Ave (Intersection)	10811/ TBD	NA	STBG-UZA 80%/20%	5,004,578	1,251,145	6,255,723
Oklahoma City	N Kelley Ave: E Memorial Rd to city limits (Resurfacing)	10842/ TBD	0.50	STBG-UZA 80%/20%	1,017,604	254,401	1,272,670
Norman	James Garner Ave (New Construction)	10869/ TBD	0.55	STBG-UZA 66%/34%	4,667,175	2,430,495	7,097,670
Oklahoma City	Traffic Signal Safety Improvement City Wide (Phase 6) (Signals)	11058	VAR	STBG-UZA Safety 100%	530,002	0	530,002
Norman	36 th Ave NW: Robinson St to Tecumseh Rd (Signals & Interconnect)	10847	1.00	STBG-UZA Safety 100%	1,335,600	0	1,335,600
Norman	Pavement Markings at multiple locations (Phase 7) (Striping)	10844	VAR	STBG-UZA Safety 100%	318,00	0	318,000
STBG-UZA Totals					22,085,106	7,926,487	30,011,593

Street Element
Local Government Projects
FFY 2022 (Cont.)

Project Sponsor	Project Description	TIP ID	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
OCARTS Line Item	Transportation Alternatives FFY 2022 MPO Apportionment	TBD	NA	TAP 80%/20%	1,400,000	350,000	1,750,000
TAP Totals					1,400,000	350,000	1,750,000
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants	TBD	NA	CMAQ 80%/20%	600,000	0	600,000
CMAQ Totals					600,000	0	600,000
Grand Total					22,760,381	5,666,209	28,426,590

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

Highway Element
Oklahoma Department of Transportation Projects
FFY 2022

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Canadian	SH 4: Fr SH-66 in Yukon to Wagner, 5 lane fr SH-66 N 0.75 mi then 2 lne section (Grade, Drain, Bridge & Surface)	04757(04)	3.00	STP	6,400,000	1,600,000	0	8,000,000
Canadian	SH 4 Beg 3.0 mi N of SH-66 in Yukon @ Wilshire & Ext. N to SH-3-NW HWY (Grade, Drain & Surface)	04758(04)	3.65	STP	8,800,000	2,200,000	0	11,000,000
Cleveland	SH-9: Fr 72nd Ave East, E to 108th Ave East in Norman (includes bridge over unnamed creek) (Grade, Drain, Bridge & Surface)	20266(11)	3.00	TBD	10,464,000	2,616,000	0	13,080,000
McClain	I-35/SH-9 Interchange (Phase III) (Interchange)	19314(04)	0.20	TBD	6,256,600	1,564,150	0	7,820,750
McClain	SH-74 over I-35, 2.76 mi S of Cleveland C/L (Right of Way)	29571(06)	0.50	TBD	27,250	27,250	0	54,500
McClain	SH-74 over I-35, 2.76 mi S of Cleveland C/L (Utilities)	29571(04)	0.50	TBD	27,250	27,250	0	54,500
McClain	SH-76: Fr SH-130, N 3.0 mi to SH-37 (Grade, Drain & Surface)	29671(04)	3.00	TBD	7,731,117	1,932,779	179,850	9,843,746
Oklahoma	SH-66: Fr 5.57 mi E of I-35 (Division St). Extend E 1 mi through Arcadia (Grade, Drain & Surface)	24356(07)	1.03	TBD	1,280,000	320,000	0	1,600,000
Oklahoma	I-35: over Waterloo Rd at the Logan C/L (Interchange)	29843(04)	0.05	TBD	22,400,000	5,600,000	5,000,000	33,000,000
Oklahoma	I-35: NB & SB Bridges over 63rd St 5.0 mi N of I-40 including reconfig. of the I-35/I-44 interchange to accommodate bridges (Bridge & Approaches)	29844(04)	0.10	TBD	6,400,000	1,600,000	0	8,000,000
Oklahoma	I-35: Pavement rehab. from the I-44 jct N 4.3 mi to Kilpatrick Turnpike (Pavement Rehab.)	29871(04)	3.50	TBD	29,700,000	8,200,000	0	37,900,000
Totals					99,486,217	25,687,429	5,179,850	49,853,496

Statewide Line Items
(All Figures are Statewide)
FFY 2022

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(26)	0.00	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)	0.00	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)	0.00	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)	0.00	TAP	0	12,000,000	0	12,000,000
Statewide Line Item	Recreational Trails	18262(23)	0.00	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)	0.00	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)	0.00	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)	0.00	NHPP	0	5,000,000	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(20)	0.00	STP	0	25,000,000	0	25,000,000
Statewide Line Item	County Bridge Program	23612(20)	0.00	STP	20,000,000	0	0	20,000,000

Statewide Line Items
(All Figures are Statewide)
FFY 2022 (Cont.)

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	County Road Program	23613(20)	0.00	STP	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(20)	0.00	STP	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(20)	0.00	SRS	2,000,000	0	0	2,000,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(20)	0.00	STP	0	3,500,000	0	3,500,000
Statewide Line Item	Statewide ADA Compliance Projects	3307(20)	0.00	HSIP	1,533,748	4,826,252	0	6,360,000
Statewide Line Item	Statewide ITS Projects	33308(20)	0.00	HSIP	2,500,000	0	0	2,500,000
Totals					36,833,748	100,326,252	0	137,160,000

Street Element
Local Government Projects
FFY 2023

Updated April 30, 2020

Project Sponsor	Project Description	TIP ID	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
Edmond	W Edmond Rd: N Santa Fe Ave to I-35 (Bike/Ped)	11033/TBD	5.40	STBG-UZA 47%/53%	2,261,294	2,504,731	4,766,025
Edmond	E Danforth Rd & N Sooner Rd (Intersection)	10812/TBD	NA	STBG-UZA 80%/20%	6,141,777	2,504,713	7,677,221
Norman	Tecumseh Rd & 24 th Ave NW & Flood Ave (Intersection)	10841/TBD	0.25	STBG-UZA 80%/20%	6,873,976	1,718,494	8,592,470
Guthrie	E Oklahoma Ave: S Division St to S Broad St (Reconstruction)	11064/TBD	0.15	STBG-UZA 80%/20%	944,870	236,217	1,181,087
Norman	36 th Ave NW: N of Tecumseh Rd to N of Franklin Rd (Phase 1) (Widening)	10862/TBD	1.00	STBG-UZA 60%/40%	4,626,077	3,071,795	7,697,872
Norman	Traffic Signal Video Detection Upgrades (Phase 3) (Signals)	10851/TBD	VAR	STBG-UZA Safety 100%	693,933	0	693,933
Norman	Traffic Signal Video Detection Upgrades (Phase 4) (Signals)	10874/TBD	VAR	STBG-UZA Safety 100%	469,260	0	469,260
COTPA	C Classen Blvd & NW 43 rd St (Signals)	11050/TBD	NA	STBG-UZA Safety 100%	122,686	0	122,686
McClain	Sign Replacements - Dist. 2 & 3 (Signs)	10828/TBD	NA	STBG-UZA Safety 100%	103,550	0	103,550
McClain	180th St: SH-74 to Johnson Ave (Striping)	10829/TBD	1.25	STBG-UZA Safety 100%	27,250	0	27,250
McClain	190th St: Chandler Rd to Johnson Ave (Striping)	10830/TBD	2.27	STBG-UZA Safety 100%	41,420	0	41,420
McClain	Bryant Ave, 230th St, & Eastern Ave (Striping)	10831/TBD	5.00	STBG-UZA Safety 100%	59,950	0	59,950
McClain	240th St & May Ave: from SH-24 to SH-39 (Striping)	10832/TBD	7.00	STBG-UZA Safety 100%	95,920	0	95,920
McClain	May Ave & 230th St (Guardrail)	10833/TBD	1.00	STBG-UZA Safety 100%	28,885	0	28,885
McClain	Eastern Ave near Washington School exit drive (Guardrail)	10834/TBD	NA	STBG-UZA Safety 100%	38,150	0	38,150

Street Element
Local Government Projects
FFY 2023 (Cont.)

Project Sponsor	Project Description	TIP ID	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Total
McClain	Bryant Ave: North of 210th St (Guardrail)	10835/ TBD	NA	STBG-UZA Safety 100%	33,790	0	33,790
STBG-UZA Totals					22,573,681	9,066,681	31,640,511
OCARTS Line Item	Transportation Alternatives FFY 2023 MPO Apportionment	TBD	NA	TAP 80%/20%	1,400,000	350,000	1,750,000
TAP Totals					1,400,000	350,000	1,750,000
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants	TBD	NA	CMAQ 80%/20%	600,000	0	600,000
CMAQ Totals					600,000	0	600,000
Grand Total					24,573,830	9,416,681	33,990,511

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

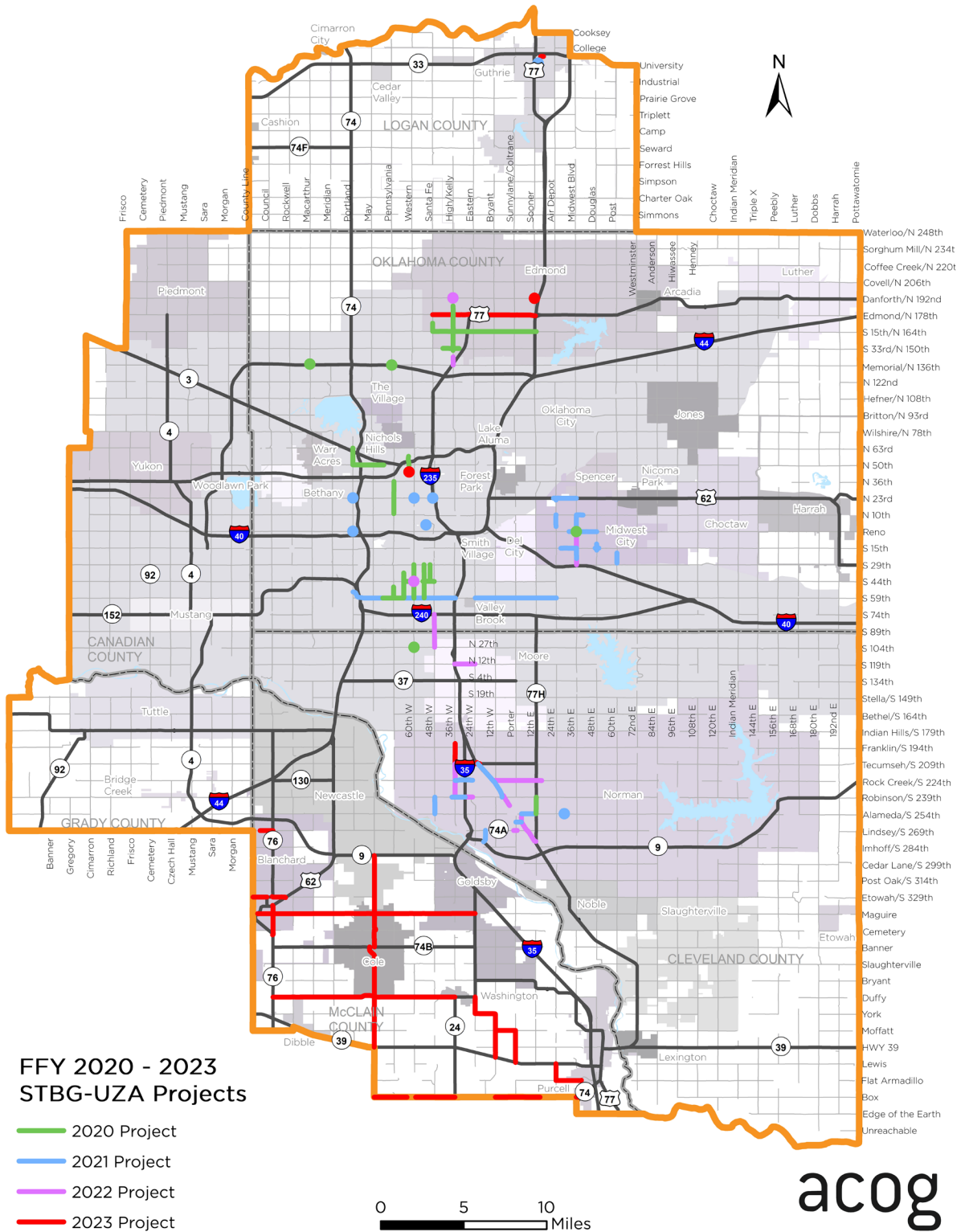
Highway Element
Oklahoma Department of Transportation Projects
FFY 2023

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Canadian	SH-152: Fr Banner Rd E 5.0 mi to Cemetery Rd in Mustang (Grade, Drain & Surface)	27901(09)	5.00	TBD	7,600,000	1,900,000	0	9,500,000
Cleveland	US-77: Fr 7.4 mi N of SH-39, N 3.25 mi to McGuire Rd in Noble (4 lane undivided) (Grade, Drain, Bridge & Surface)	20997(10)	3.25	STP	11,047,399	3,195,354	0	14,242,753
Cleveland	SH-39: Fr 7.0 mi E of US-77, E 3.56 mi (Widen, Resurface & Bridge)	24112(07)	3.56	TBD	8,637,736	2,159,434	0	10,797,170
Cleveland	I-35 under Indian Hills Rd, 7.39 mi N of McClain C/L (Bridge and Approaches)	29106(05)	0.02	TBD	7,600,000	1,900,000	0	9,500,000
Cleveland	I-44: Fr just S of 89th St, N to 0.5 mi N of 89th St (Grade, Drain & Surface)	30391(04)	0.25	TBD	5,200,000	1,300,000	0	6,500,000
Cleveland	SH-9: begin at 156th St N in Norman, E approx. 4.0 mi to Pecan Ck Bridge (Near Pottawatomie C/L) (Right of Way)	32758(05)	4.00	TBD	0	500,000	0	500,000
Cleveland	SH-9: begin at 156th St N in Norman, E approx. 4.0 mi to Pecan Ck Bridge (Near Pottawatomie C/L) (Utilities)	32758(06)	4.00	TBD	400,000	100,000	0	500,000
Cleveland	US-77: Intersection at Ann Brandon in Norman, S of SH-9 Jct. (Intersect. Modif.)	33843(04)	0.39	TBD	2,000,000	1,500,000	0	3,500,000

Highway Element
Oklahoma Department of Transportation Projects
FFY 2023 (Cont.)

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Logan	SH-33: Add shoulders & resurface from the Kingfisher C/L E 3.51 mi (Widen & Resurface)	26996(04)	3.51	TBD	5,600,000	1,400,000	0	7,000,000
Logan	SH-33: Over Gar Creek 2.8 mi E of SH-74 (Bridge and Approaches)	29841(04)	0.10	TBD	2,160,000	540,000	0	2,700,000
Oklahoma	I-40 Crosstown: BNSF Riverside Connection Tracks, Fr I-35 to the New Permanent Interchange Track Site (Railroad Rehabilitation)	17428(52)	2.50	TBD	6,400,000	1,600,000	0	8,000,000
Oklahoma	I-35: from Fort Smith Jct, Extend N to I-44 (Grade, Drain, Bridge & Surface)	20330(04)	4.54	NHPP	9,600,000	2,400,000	0	12,000,000
Oklahoma	SH-66 from approx. 6.50 mi E of I-35, E approx. 7.63 mi (Widen and Resurface)	26423(04)	7.63	SSP	8,800,000	2,200,000	0	11,000,000
Oklahoma	I-240 under SH-77H (Sooner Rd): 4.0 mi E of I-35 (Bridge Rehabilitation)	27107(04)	0.20	TBD	2,400,000	600,000	0	3,000,000
Oklahoma	I-40: EB & WB Bridges over Sunnyslane, 1.9 mi E of I-35 (Bridge and Approaches)	29846(04)	0.10	TBD	11,200,000	2,800,000	0	14,000,000
Oklahoma	I-240: Diamond Grinding from 0.15 mi E of I-35, extend E 5.75 mi to the E side of Air Depot (Pavement Rehab.)	31013(04)	5.75	NHPP	1,200,000	300,000	0	1,500,000
Totals					89,845,135	24,394,788	0	51,539,923

Figure 3: FFY 2020-2023 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 City of Norman, 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 the City of Norman provide fixed route, express and paratransit services each weekday, with COTPA providing service on Saturday and Sunday. 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, the City of Norman and Citylink operate accessible bus systems in compliance with the Americans with Disabilities Act (ADA) of 1990. 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 the City of Norman 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)

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2020

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL		(Fed./Local Share)			
	A. Preventive Maintenance (EMBARK)	FTA 5307 FFY 20 (80/20)	1,348,000	337,000	1,685,000
	B. 2000 S. May Ave - Administrative Building - Rehab/Renovate	FTA 5307 FFY 20 (80/20)	400,000	100,000	500,000
	C. 2000 S. May Ave - Administrative Building - Rehab/Renovate - Arch.&Eng.	FTA 5307 FFY 20 (80/20)	200,000	50,000	250,000
	D. Bus Replace. - 40' Bus (1) (Electric)	FTA 5339c FFY 20 (80/20)	711,255	177,814	889,069
	E. Bus Replace. - Paratransit Vans (10)	FTA 5339 FFY 18 (85/15)	827,338	146,001	973,339
	F. Bus Replacement (2) - City of Edmond	FTA 5339 FFY 18 (80/20)	181,409	32,013	213,422
	G. Shop Equipment - City of Edmond	FTA 5339 FFY 18 (80/20)	43,360	10,840	54,200
	H. Bus Replacement - 40' Bus (2) (CNG)	FTA 5339 FFY 19 (85/15)	959,706	169,360	1,129,066
	I. Bus Replacement - 40' Bus (2) (CNG)	FTA 5339 FFY 20 (85/15)	992,743	175,190	1,167,933
	J. Construct New Passenger Ferry Landing at First Americans Museum	FHWA FBP 1121h FFY 20 (80/20)	4,016,791	1,004,198	5,020,989
	K. Public Outreach and Education	CMAQ to 5307 FFY 19 (80/20)	190,000	47,500	237,500
	L. Northwest BRT FY 2018 BUILD Grant	USDOT BUILD FFY 18 (52/48)	14,375,250	13,035,000	27,410,250
	M. Ferryboat Formula Program: Ferry Boat Refurbishment, Locks, and Landings, etc.	FHWA FBP 1121 FFY 19 (80/20)	100,000	25,000	125,000
	N. Repair Ferry Boat - Landings/Terminals	FTA 5337 SGR FFY 17 (80/20)	347,364	86,841	434,205
	O. Recondition River Channel for Ferry Boats - Dredging	FTA 5337 SGR FFY 18 (80/20)	449,405	112,351	561,756
	P. Recondition River Channel for Ferry Boats - Dredging	FTA 5337 SGR FFY 19 (80/20)	384,276	96,069	480,345
SUBTOTAL - CAPITAL			25,526,897	15,605,177	41,132,074
II. NON-CAPITAL		(Fed./Local Share)			
	A. ADA Complimentary Paratransit Service	FTA 5307 FFY 20 (80/20)	709,991	177,498	887,489
	B. Operations/Maint. (Citylink) - City of Edmond	FTA 5307 FFY 20 (50/50)	519,039	519,039	1,038,078
SUBTOTAL - OPERATIONS			1,229,030	696,537	1,925,567
III. PLANNING PROJECTS		(Fed./Local Share)			
	A. Northwest BRT A&E and Planning (BUILD Project)	FTA 5307 FFY 19 (80/20)	774,800	560,000	1,474,800
	B. Update A.A. Study - Commuter Rail for the Region	FTA 5307 FFY 20 (80/20)	560,000	140,000	700,000
	C. Planning Activities of the UPWP	FTA 5307 FFY 20 (80/20)	700,000	175,000	875,000
	D. Planning Activities such as Rider/Nonrider Survey/Study and Comp. Op. Analysis	FTA 5307 FFY 20 (80/20)	260,000	65,000	325,000
SUBTOTAL - PLANNING/OTHER PROJECTS			2,294,800	1,080,000	3,374,800
GRAND TOTAL			29,050,727	17,381,714	46,432,441

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307.
Amended September 2020

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2021

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL		(Fed./Local Share)			
	A. Preventive Maintenance (EMBARK)	FTA 5307 (80/20)	4,800,000	1,200,000	6,000,000
	B. Service Vehicle Replacement	FTA 5307 (80/20)	92,000	23,000	115,000
	C. Bus and Bus Facilities Enhancement- Bus shelter accessibility improvements (1%)	FTA 5307 (80/20)	86,000	21,500	107,500
	D. Security Project (1%)	FTA 5307 (80/20)	86,000	21,500	107,500
	E. Technology Infrastructure, Computer and Software Upgrades	FTA 5307 (80/20)	800,000	200,000	1,000,000
	F. COTPA Shop Improvement/Equipment	FTA 5307 (80/20)	20,000	5,000	25,000
	G. City of Edmond CityLink Capital Enhancements	FTA 5307 (80/20)	162,219	40,555	202,774
	H. Bus Replacement--4 Paratransit Vans	FTA 5307 (80/20)	331,224	58,451	389,675
	I. Bus Replacement--5 Paratransit Vans	FTA 5339 FFY 19 (85/15)	414,030	73,064	487,094
	J. City of Edmond Bus and Bus Facilities	FTA 5339 FFY 18 (85/15)	66,114	11,667	77,781
	K. West OKC Mini Hub	FTA 5339 FFY 19 (80/20)	525,000	131,250	656,250
	L. Ferryboat Formula Program: locks and landings, etc.	FHWA FBP 1121 FFY 20(80/20)	100,000	25,000	125,000
SUBTOTAL - CAPITAL			7,482,587	1,810,987	9,293,574
II. NON-CAPITAL		(Fed./Local Share)			
	A. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	860,000	215,000	1,075,000
	B. Operations/Maint. (Citylink) for Edmond FY 2021	FTA 5307 (80/20)	498,133	498,133	996,266
SUBTOTAL - OPERATIONS			1,358,133	713,133	2,071,266
III. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	700,000	175,000	875,000
	B. Consultant Planning Activities of UPWP: NEPA, On-Call, etc.	FTA 5307 (80/20)	200,000	50,000	250,000
SUBTOTAL - PLANNING/OTHER PROJECTS			900,000	225,000	1,125,000
GRAND TOTAL			9,740,720	2,749,120	12,489,840

This TIP includes Predicted FFY '20 5307 and FFY 2019 (not '18) 5339 Apportionments, and the FFY 2020 Ferryboat Apportionment.

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307.

Other Section 5307 projects are 80%/20%.

Created January 2019.

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2022

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL		(Fed./Local Share)			
	A. Preventive Maintenance (EMBARK)	FTA 5307 (80/20)	4,800,000	1,200,000	6,000,000
	B. South May Campus Improvements	FTA 5307 (80/20)	1,175,000	293,750	1,468,750
	C. Service Vehicle Replacement	FTA 5307 (80/20)	66,400	16,600	83,000
	D. Bus and Bus Facilities Enhancement- Bus shelter accessibility improvements (1%)	FTA 5307 (80/20)	90,000	22,500	112,500
	E. Security Project (1%)	FTA 5307 (80/20)	86,000	21,500	107,500
	F. Technology Infrastructure, Computer and Software Upgrades	FTA 5307 (80/20)	52,000	13,000	65,000
	G. COTPA Shop Improvement/Equipment	FTA 5307 (80/20)	10,000	2,500	12,500
	H. City of Edmond CityLink Capital Enhancements	FTA 5307 (80/20)	162,219	40,555	202,774
	I. Bus Rapid Transit	FTA 5339 FFY 20 (80/20)	1,000,000	250,000	1,250,000
	J. Bus Replacement--Citylink Edmond	FTA 5339 FFY 20 (85/15)	66,114	11,667	77,781
	K. Ferryboat Formula Program: locks and landings, etc.	FHWA FBP 1121 FFY 21 (80/20)	100,000	25,000	125,000
SUBTOTAL - CAPITAL			7,607,733	1,897,072	9,504,805
II. NON-CAPITAL		(Fed./Local Share)			
	A. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	860,000	215,000	1,075,000
	B. Operations/Maint. (Citylink) for Edmond FY 2021	FTA 5307 (80/20)	498,133	498,133	996,266
SUBTOTAL - OPERATIONS			1,358,133	713,133	2,071,266
III. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	700,000	175,000	875,000
	B. Consultant Planning Activities of UPWP: NEPA, On-Call, etc.	FTA 5307 (80/20)	100,000	25,000	125,000
SUBTOTAL - PLANNING/OTHER PROJECTS			800,000	200,000	1,000,000
GRAND TOTAL			9,765,866	2,810,205	12,576,071

This TIP includes Predicted FFY '21 5307 and FFY 2020 (not '19) 5339 Apportionments, and the FFY 2021 Ferryboat Apportionment.

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307.

Other Section 5307 projects are 80%/20%.

Created February 2019

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2023

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL		(Fed./Local Share)			
	A. Preventive Maintenance (EMBARK)	FTA 5307 (80/20)	4,800,000	1,200,000	6,000,000
	B. Service Vehicle Replacement	FTA 5307 (80/20)	40,000	10,000	50,000
	C. Bus and Bus Facilities Enhancement- Bus shelter accessibility improvements (1%)	FTA 5307 (80/20)	102,000	25,500	127,500
	D. Security Project (1%)	FTA 5307 (80/20)	86,000	21,500	107,500
	E. Technology Infrastructure, Computer and Software Upgrades	FTA 5307 (80/20)	52,000	13,000	65,000
	F. COTPA Shop Improvement/Equipment	FTA 5307 (80/20)	200,000	50,000	250,000
	G. Fare Collection Equipment	FTA 5307 (80/20)	1,000,000	250,000	1,250,000
	H. City of Edmond CityLink Capital Enhancements	FTA 5307 (80/20)	162,219	40,555	202,774
	I. Bus Replacement--Citylink Edmond	FTA 5339 FFY 21 (85/15)	66,114	11,667	77,781
	J. Fare Collection Equipment	FTA 5339 FFY 21 (80/20)	950,000	237,500	1,187,500
	K. Ferryboat Formula Program: locks and landings, etc.	FHWA FBP 1121 FFY 22 (80/20)	100,000	25,000	125,000
SUBTOTAL - CAPITAL			7,558,333	1,884,722	9,443,055
II. NON-CAPITAL		(Fed./Local Share)			
	A. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	860,000	215,000	1,075,000
	B. Operations/Maint. (Citylink) for Edmond FY 2021	FTA 5307 (80/20)	498,133	498,133	996,266
SUBTOTAL - OPERATIONS			1,358,133	713,133	2,071,266
III. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	700,000	175,000	875,000
	B. Consultant Planning Activities of UPWP: NEPA, On-Call, etc.	FTA 5307 (80/20)	100,000	25,000	125,000
SUBTOTAL - PLANNING/OTHER PROJECTS			800,000	200,000	1,000,000
GRAND TOTAL			9,716,466	2,797,855	12,514,321

This TIP includes Predicted FFY '22 5307 and FFY 2021 (not '20) 5339 Apportionments, and the FFY 2022 Ferryboat Apportionment.

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307.

Other Section 5307 projects are 80%/20%.

Created February 2019

Transit Element
The City of Norman
FFY 2020

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL	LOCAL	TOTAL
I. CAPITAL AND OPERATING		(Fed./Local Share)			
	A. Preventive Maintenance	FTA 5307 (80/20)	774,964	193,741	968,705
	B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	202,870	50,718	253,588
	C. Operating Assistance	FTA 5307 (50/50)	892,866	892,866	1,785,732
	Maintenance/Operations Facility Design/Construction	CARES ACT (62/38)	5,057,371	3,102,385	8,159,756
SUBTOTAL - CAPITAL & OPERATING			6,928,071	4,239,710	11,167,781
II. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	137,890	34,473	172,363
SUBTOTAL - PLANNING			137,890	34,473	172,363
III. SECURITY PROJECTS		(Fed./Local Share)			
	A. Security Projects for Public Transportation	FTA 5307 (80/20)	20,110	5,028	25,138
SUBTOTAL - SECURITY			20,110	5,028	25,138
GRAND TOTAL			7,086,071	4,279,211	11,365,282
5307 Subtotal			2,028,700	1,176,826	3,205,526

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

**5307 funds: FY 2019 apportionments for Norman urbanized area (\$2,010,866) and Ft. Smith, OK split apportionment (\$17,834).

***CARES Act funds: FY 2020 apportionment for Norman urbanized area (\$5,057,371).

Amended May 2020

Transit Element
The City of Norman
FFY 2021

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL	LOCAL	TOTAL
I. CAPITAL AND OPERATING	(Fed./Local Share)			
A. Preventive Maintenance	FTA 5307 (80/20)	760,291	190,073	950,364
B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	188,066	47,017	235,083
C. Operating Assistance	FTA 5307 (50/50)	830,000	830,000	1,660,000
D. Replacement One 35' Transit Bus	STBG-UZA (80/20)	468,222	117,055	585,277
E. Replacement One 35' Transit Bus	FTA 5339 (80/20)	468,222	117,055	585,277
Replacement Four ADA Paratransit Vehicles	FTA 5339 (78/22)	345,703	98,297	444,000
SUBTOTAL - CAPITAL & OPERATING		3,060,504	1,399,497	4,460,001
II. PLANNING PROJECTS	(Fed./Local Share)			
A. Planning Activities of the UPWP	FTA 5307 (80/20)	83,500	20,875	104,375
SUBTOTAL - PLANNING		83,500	20,875	104,375
III. SECURITY PROJECTS	(Fed./Local Share)			
A. Security Projects for Public Transportation	FTA 5307 (80/20)	18,807	4,702	23,509
SUBTOTAL - SECURITY		18,807	4,702	23,509
GRAND TOTAL		3,162,811	1,425,074	4,587,885
5307 Subtotal		1,880,664	1,092,667	2,973,331
5339 Subtotal		813,925	215,352	1,029,277

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

**5307 funds (\$1,880,664): FY20 apportionments for Norman Urbanized area (\$1,785,289) and Ft. Smith, OK split apportionment (\$18,261); transferred grant balances from OU/CART (\$77,114).

***5339 funds (\$813,925): FY17 (\$164,834), FY18 (\$226,211), FY19 (\$207,214), and FY20 (\$215,666) apportionment for Norman from small urbanized funds.

Amended May 2020

Transit Element
The City of Norman
FFY 2022

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL	LOCAL	TOTAL
I. CAPITAL AND OPERATING		(Fed./Local Share)			
	A. Preventive Maintenance	FTA 5307 (80/20)	760,000	190,000	950,000
	B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	200,000	50,000	250,000
	C. Operating Assistance	FTA 5307 (50/50)	892,866	892,866	1,785,732
SUBTOTAL - CAPITAL & OPERATING			1,852,866	1,132,866	2,985,732
II. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	137,890	34,473	172,363
SUBTOTAL - PLANNING			137,890	34,473	172,363
III. SECURITY PROJECTS		(Fed./Local Share)			
	A. Security Projects for Public Transportation	FTA 5307 (80/20)	20,110	5,028	25,138
SUBTOTAL - SECURITY			20,110	5,028	25,138
GRAND TOTAL			2,010,866	1,172,366	3,183,232

*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 5307 grant funding assumes FFY19 funding level - \$2,010,866

Transit Element
The City of Norman
FFY 2023

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL	LOCAL	TOTAL
I. CAPITAL AND OPERATING		(Fed./Local Share)			
	A. Preventive Maintenance	FTA 5307 (80/20)	760,000	190,000	950,000
	B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	200,000	50,000	250,000
	C. Operating Assistance	FTA 5307 (50/50)	892,866	892,866	1,785,732
SUBTOTAL - CAPITAL & OPERATING			1,852,866	1,132,866	2,985,732
II. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	137,890	34,473	172,363
SUBTOTAL - PLANNING			137,890	34,473	172,363
III. SECURITY PROJECTS		(Fed./Local Share)			
	A. Security Projects for Public Transportation	FTA 5307 (80/20)	20,110	5,028	25,138
SUBTOTAL - SECURITY			20,110	5,028	25,138
GRAND TOTAL			2,010,866	1,172,366	3,183,232

*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 5307 grant funding assumes FFY19 funding level - \$2,010,866

Elderly and Persons with Disabilities Program

The FTA Section 5310 Elderly and Persons with Disabilities Program currently 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.

With the passage of HB 1365 on April 25, 2019, the Office of Mobility and Public Transit within the Department of Transportation was created. This means that all FTA program implementations not currently managed by the Department of Transportation shall be moved to the Office of Mobility and Public Transit from other state agencies and programs. The following line item is intended to serve as a “placeholder” and will be updated as more information regarding these transit projects becomes available.

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 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 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
Section 5311 Non-Urbanized Area Formula Program
Delta Community Action Foundation, Inc.
dba **Delta Public Transit**
FFY 2020-2023

Funding Source	Percent Match	Federal Match	Local Match ²	Total
FFY 2020¹				
Capital	85/15	118,575	20,914	139,489
Administration	80/20	29,334	7,334	36,668
Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2020		249,011	129,350	378,361
FFY 2021¹				
Capital	85/15	0	0	0
Administration	80/20	29,334	7,334	36,668
Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2021		130,436	108,436	238,872
FFY 2022¹				
Capital	85/15	0	0	0
Administration	80/20	29,334	7,334	36,668
Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2022		130,436	108,436	238,872
FFY 2023¹				
Capital	85/15	0	0	0
Administration	80/20	29,334	7,334	36,668
Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2023		130,436	108,436	238,872
GRAND TOTAL - FFY 2022 - 2023		640,319	454,656	1,094,975

Note 1: All Section 5311 category amounts for FY-20 through FY-23 are estimated, based on FY-2018 allocations. Delta's Section 5339(b) are estimated, based on FY 2020 allocations (not annual grant)

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

Transit Element
Section 5311 Non-Urbanized Area Formula Program
Logan Historical Society, Inc.
dba **First Capital Trolley**
FFY 2020-2023

Funding Source	Percent Match	Federal Match	Local Match ²	Total
FFY 2020¹				
Capital	85/15	5,448	1,362	6,810
Administration	80/20	89,583	22,396	111,979
Operational	50/50	633,202	633,202	1,266,404
5339(a)		280,433	49,488	329,921
5339(b)		474,725	83,775	558,500
SUBTOTAL - FFY 2020		1,483,391	706,448	1,715,114
FFY 2021¹				
Capital	85/15	5,448	1,362	6,810
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2021		748,884	696,059	1,444,943
FFY 2022¹				
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 2022		743,436	694,697	1,438,133
FFY 2023¹				
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 2023		743,436	694,697	1,438,133
GRAND TOTAL - FFY 2022 - 2023		3,719,147	2,791,899	6,036,321

Note 1: All Section 5311 category amounts for FY-20 through FY-23 are estimated, based on FY-2018 allocations. Delta's Section 5339(b) are estimated, based on FY 2020 allocations (not annual grant)

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 Towns of Goldsby, Guthrie, and Purcell. 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 approximately \$64.8 million over the TIP period. Of this total, approximately \$50.3 million will be requested from the Federal Aviation Administration and the remaining \$14.5 million will be provided through local and state funds.

AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2020-2023

FFY	Project Description	Funding Source	Federal Share	Local Share	Additional AIP	Other	Total
WILL ROGERS WORLD AIRPORT							
20	Phase III Reconstruct/Repair of Terminal Building Upper Level Bridge Deck	AIP/OCAT 90% - 10%	5,152,477	1,847,523	0		7,000,000
	Rehab Airport Access Road (Terminal Drive)	OCAT	0	4,000,000	0	0	4,000,000
	Subtotal - Will Rogers World Airport 2020		5,152,477	5,847,523	0	0	11,000,000
21	Rehab Runway 13/31 (Design and Construction Phase 1)	AIP/OCAT 90% - 10%	4,950,000	4,959,361	4,050,000	0	13,959,361
	Subtotal - Will Rogers World Airport 2021		4,950,000	4,959,361	4,050,000	0	13,959,361
22	Rehabilitate Runway 13/31 (Phase 2 Construction)	AIP/OCAT 90% - 10%	4,950,000	1,579,686	9,267,172	0	15,796,858
	Subtotal - Will Rogers World Airport 2022		4,950,000	1,579,686	9,267,172	0	15,796,858
23	Terminal Apron - Phase 1	AIP/OCAT 90% - 10%	4,500,000	500,000	0	0	5,000,000
	Subtotal - Will Rogers World Airport 2023		4,500,000	500,000	9,267,172	0	5,000,000
TOTAL - Will Rogers World Airport 2020-2023			19,552,477	12,886,570	22,584,344	0	45,756,219

AIP - Airport Improvement Program
OCAT - Oklahoma City Airport Trust
OAC - Oklahoma Aeronautics Commission
PFC - Passenger Facility Charges

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2020-2023

FFY	Project Description	Funding Source	Federal Share	Local Share	Additional AIP	Other	Total
WILEY POST AIRPORT							
20	No projects planned		0	0	0	0	0
	Subtotal - Wiley Post Airport 2020		0	0	0	0	0
21	Rehabilitate Runway 13/31 - Design and Construction (Pavement, Lights, and Signs)	AIP/OCAT 90% - 10%	300,000	170,153	750,000	50,000	1,270,153
	Subtotal - Wiley Post Airport 2021		300,000	170,153	750,000	50,000	1,270,153
22	No projects planned		0	0	0	0	0
	Subtotal - Wiley Post Airport 2022		0	0	0	0	0
23	Widening of 17R/35L from 75 ft to 100 ft - Design & Construction	AIP/OCAT 90% - 10%	150,000	495,000	4,305,000	0	4,950,000
	Subtotal - Wiley Post Airport 2023		150,000	495,000	4,305,000	0	4,950,000
TOTAL- Wiley Post Airport 2020-2023			450,000	665,153	5,055,000	50,000	6,220,153

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2020-2023

FFY	Project Description	Funding Source	Federal Share	Local Share	Additional AIP	Other	Total
Clarence E. Page Airport							
20	No projects planned		0	0	0	0	0
	Subtotal - Clarence E. Page Airport 2020		0	0	0	0	0
21	No projects planned		0	0	0	0	0
	Subtotal - Clarence E. Page Airport 2021		0	0	0	0	0
22	Rehabilitation of Airport Apron - Design & Construction (<i>Additional AIP-State Apportionment - \$682,500, Other is State Match 5%</i>)	AIP/OCAT 90% - 10%	786,181	627,432	78,534	0	1,492,147
	Subtotal - Clarence E. Page Airport 2022		786,181	627,432	78,534	0	1,492,147
23	No projects planned		0	0	0	0	0
	Subtotal - Clarence E. Page Airport 2023		0	0	0	0	0
TOTAL - Clarence E. Page Airport 2020-2023			786,181	627,432	78,534	0	1,492,147

AIP - Airport Improvement Program
OCAT - Oklahoma City Airport Trust
OAC - Oklahoma Aeronautics Commission
PFC - Passenger Facility Charges

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2020-2023

FFY	Project Description	Funding Source	Federal Share	Local Share	Additional AIP	Other	Total
DAVID J. PERRY (GOLDSBY) AIRPORT							
20	Rehabilitate Runway 17/35 and Parking Apron (Crack Seal, Seal Coat, Minor Patching - No Overlay)	AIP/Sponsor 90%-10%	154,080	17,120	0	0	171,200
	Subtotal - David J. Perry Airport 2020		154,080	17,120	0	0	171,200
21	Rehabilitate Runway 13/31	AIP/Sponsor 90%-10%	204,660	22,740			227,400
	Subtotal - David J. Perry Airport 2021		204,660	22,740	0	0	227,400
22	Install Perimeter Fencing and Gates	AIP/Sponsor 90%-10%	166,590	18,510			185,100
	Subtotal - David J. Perry Airport 2022		166,590	18,510	0	0	185,100
23	No projects submitted for FFY 2023		0	0	0	0	0
	Subtotal - David J. Perry Airport 2023		0	0	0	0	0
TOTAL - David J. Perry Airport 2020-2023			525,330	58,370	0	0	583,700

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2020-2023

FFY	Project Description	Funding Source	Federal Share	Local Share	Additional AIP	Other	Total
MAX WESTHEIMER AIRPORT							
20	North Apron Crack Repair	AIP/OAC/OU 90%-5%-5%	275,355	15,298	0	15,298	305,951
	Subtotal - Max Westheimer Airport 2020		275,355	15,298	0	15,298	305,951
21	No projects submitted for FFY 2021		0	0	0	0	0
	Subtotal - Max Westheimer Airport 2021		0	0	0	0	0
22	No projects submitted for FFY 2022		0	0	0	0	0
	Subtotal - Max Westheimer Airport 2022		0	0	0	0	0
23	No projects submitted for FFY 2023		0	0	0	0	0
	Subtotal - Max Westheimer Airport 2023		0	0	0	0	0
TOTAL - Max Westheimer Airport 2020-2023			275,355	15,298	0	15,298	305,951

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2020-2023

FFY	Project Description	Funding Source	Federal Share	Local Share	Additional AIP	Other	Total
GUTHRIE-EDMOND REGIONAL AIRPORT							
20	Rehabilitate Terminal Apron	AIP/Sponsor 90%-10%	429,798	47,755	0	0	477,553
	Subtotal - Guthrie-Edmond Regional Airport 2020		429,798	47,755	0	0	477,553
21	No projects submitted for FFY 2021		0	0	0	0	0
	Subtotal - Guthrie-Edmond Regional Airport 2021		0	0	0	0	0
22	No projects submitted for FFY 2022		0	0	0	0	0
	Subtotal - Guthrie-Edmond Regional Airport 2022		0	0	0	0	0
23	Install Perimeter Fence and Gates	AIP/Sponsor 90%-10%	477,435	49,715			527,150
	Subtotal - Guthrie-Edmond Regional Airport 2023		477,435	49,715	0	0	527,150
TOTAL - Guthrie-Edmond Regional Airport 2020-2023			907,233	97,470	0	0	1,004,703
PURCELL MUNICIPAL AIRPORT							
20	Reconstruct Terminal Apron	AIP/Sponsor 90%-10%	337,500	37,500	0	0	375,000
	Subtotal - Purcell Municipal Airport 2020		337,500	37,500	0	0	375,000
21	No projects submitted for FFY 2023		0	0	0	0	0
	Subtotal - Purcell Municipal Airport 2021		0	0	0	0	0
22	Construct Hangars	AIP/Sponsor 90%-10%	299,700	33,300	0	0	333,000
	Subtotal - Purcell Municipal Airport 2022		299,700	33,300	0	0	333,000
23	No projects submitted for FFY 2023						
	Subtotal - Purcell Municipal Airport 2023		0	0	0	0	0
TOTAL - Purcell Municipal Airport 2020-2023			637,200	70,800	0	0	708,000
GRAND TOTAL - FFY 2020-2023			22,608,446	14,421,093	0	0	64,812,715

PERFORMANCE MANAGEMENT

INTRODUCTION

Performance Measures

Fixing America's Surface Transportation Act (FAST Act) and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), require that state DOTs, MPOs, and transit agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance-based approach to transportation planning and programming is intended to ensure the most efficient use of transportation funds, facilitate improved investment decision-making, and increase accountability and transparency.

ACOG must demonstrate that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR § 450.326). The national goal areas are as follows:

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

As the designated MPO for the region, ACOG is required to set targets for each of these performance measure areas. A target is defined as “a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA)” (23 CFR § 490.101). ACOG must set these targets no more than 180 days after ODOT sets their targets, and can establish these targets by either: (1) agreeing to plan and program projects so that they contribute toward the accomplishment of ODOT's targets for the performance measures; or (2) committing to a quantifiable target for the performance measures, as stipulated by the FHWA. The current and first performance period began on January 1, 2018 and will end on December 31, 2021.

SAFETY PERFORMANCE MEASURES

Measures and Targets

The Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register* in March of 2016. This rule requires ACOG to analyze, set, and report on the following safety-related performance measures:

- Number of Fatalities
- Number of Serious Injuries
- Number of Nonmotorized Fatalities and Serious Injuries
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Rate of Serious Injuries per 100 million VMT

As the state DOT, ODOT is required to set annual targets for each safety measure. ACOG, in turn, has the option to support ODOT's targets or set their own. The five federally-mandated 2018 Safety Performance Measure targets for ODOT and ACOG are presented in the table below.

2018 Safety Performance Measures and Targets* ODOT and ACOG		
Safety Performance Measures	ODOT	ACOG
Number of Fatalities	691	114
Number of Serious Injuries	14,083	765
Fatality Rate per 100 million VMT	1.41	0.89
Serious Injury Rate per 100 million VMT	28.90	5.8
Total number of non-motorized Fatalities and non-motorized serious injuries	698	222

*Targets are based on 5-year rolling averages.

Safety Performance Measure targets are reanalyzed and adopted annually.

Baseline Conditions

ACOG established baseline numbers and subsequent targets using a five-year rolling average on all public roads for each performance measure. The 2018 target is based on the 2012-2016 average as 2016 was the most recent year available. The baseline Performance Measures for ACOG and ODOT are listed in the table below.

2018 Safety Baseline Conditions ODOT and ACOG		
Safety Performance Measures	ODOT	ACOG
Number of Fatalities	662.6	116.4
Number of Serious Injuries	14,746.6	798.4
Fatality Rate per 100 million VMT	1.381	0.91
Serious Injury Rate per 100 million VMT	30.737	6.22
Total number of non-motorized Fatalities and non-motorized serious injuries	663.6	227

NON-SAFETY PERFORMANCE MEASURES

Measures and Targets

The Second Performance Management Measures Final Rule called for the establishment of measures regarding pavement (both Interstate and Non-Interstate) and NHS-carrying bridge conditions. Six performance measures were established to identify trends and assess progress towards maintaining a good state of repair on the Interstate and Non-Interstate National Highway System (NHS). The specific pavement and bridge condition measures are as follows:

- Pavement Condition
 - % of Interstate System Pavement in Good Condition
 - % of Interstate System Pavement in Poor Condition
 - % of Non-Interstate NHS Pavement in Good Condition
 - % of Non-Interstate NHS Pavement in Poor Condition
- Bridge Condition
 - % of NHS Bridges Classified in Good Condition
 - % of NHS Bridges Classified in Poor Condition

As these targets are set every four years, the targets shown below are for FFY 2022. While some ACOG targets regarding good bridge and pavement condition may fall below ODOT's targets, it is understood that the current performance of roadways is the desired state of good repair. This means that maintaining the current level of service is preferable.

2022 Pavement and Bridge Condition Targets ODOT and ACOG			
Performance Measures		ODOT	ACOG
Pavement Condition	% of Interstate Pavements in Good Condition	Stay Above 50%	Support ODOT's Target
	% of Interstate System Pavement in Poor Condition	Stay Below 3%	Support ODOT's Target
	% of Non-Interstate NHS Pavement in Good Condition	Stay Above 45%	Stay Above 28%
	% of Non-Interstate NHS Pavement in Poor Condition	Stay Below 7%	Support ODOT's Target
Bridge Condition	% of NHS Bridges Classified in Good Condition	Stay Above 60%	Stay Above 45%
	% of NHS Bridges Classified in Poor Condition	Stay below 7%	Support ODOT's Target

The Third Performance Management Final Rule calls for MPOs to establish targets regarding the performance, reliability, and efficiency of the transportation system. These System Performance targets consist of the following three measures:

- System Performance
 - Interstate Travel Time Reliability
 - Non-Interstate Travel Time Reliability
 - Truck Travel Time Reliability

2022 System Performance Targets ODOT and ACOG			
Performance Measures		ODOT	ACOG
System Performance	% of Interstate NHS with Reliable Travel Times	Stay Above 90%	Stay Above 86%
	% of Non-Interstate NHS with Reliable Travel Times	Stay Above 80%	Support ODOT's Target
	Truck Travel Time Reliability	Stay Below 1.33	Stay Below 1.50

These targets are established every four years with the opportunity for revision every two years. ACOG has the option to adopt the statewide targets, set their own, or a combination of the two. ACOG set their own targets on October 25, 2018, approximately six months after ODOT set their own. The table above displays ODOT's and ACOG's target for each measure.

Non-Safety Baseline Conditions

Pavement condition in the OCARTS area was identified in conjunction with ODOT by looking at historical trends, anticipated funding levels, and pavement data collected by ODOT in 2016 to forecast a ten-year timeframe. "Good" conditions are expected to stay stable, while "Poor" conditions are expected to worsen.

Bridge condition was also identified in conjunction with ODOT by using National Bridge Inventory (NBI) condition ratings for Deck, Superstructure, Substructure, and Culvert. The lowest rating for each of these categories determines whether a bridge is classified as "Good" or "Poor".

Travel Time Reliability (TTR) and Truck Travel Time Reliability (TTTR) were calculated using data from the National Performance Management Research Data Set (NPMRDS). TTR measures are calculated as a ratio of near worst-case travel time (80th percentile) to the normal travel time (50th percentile) over 365 days in the year for each road segment. A segment with a ratio of more than 1.50 is unreliable. The TTTR measure is calculated as a ratio of the near worse-case travel time (95th percentile) to the normal travel time (50th percentile). An index of more than 1.5 is unreliable. The table below displays baseline values for all non-safety performance measures.

2018 Non-Safety Baseline Conditions ACOG	
Non-Safety Performance Measure	ACOG's Baseline Measures
% of Interstate Pavements in Good Condition	54.9%
% of Interstate System Pavement in Poor Condition	2.3%
% of Non-Interstate NHS Pavement in Good Condition	28.1%
% of Non-Interstate NHS Pavement in Poor Condition	3.9%
% of NHS Bridges Classified in Good Condition	45.0%
% of NHS Bridges Classified in Poor Condition	4.4%
% of Interstate NHS with Reliable Travel Times	86.5%
% of Non-Interstate NHS with Reliable Travel Times	79.5%
Truck Travel Time Reliability	1.49

TRANSIT PERFORMANCE MEASURES

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 TAM Plan establishes a strategic and systematic process of maintaining, operating, and improving public capital assets effectively through their entire cycle. The State of Good Repair Performance Targets allow for transit agencies to gauge their progress over time. There are two transit operators within the OCARTS TMA that are required to either support, or create, their own TAM plans and SGR targets.

On July 29, 2017, ACOG approved the support of the TAM Plans and SGR Performance Targets for both the Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART). The SGR targets are listed below.

Target	COTPA	CART*
Equipment		
Percent of non-revenue service vehicles that exceed the useful life benchmark (ULB)	N/A – does not have any non-revenue vehicles more than \$50,000	100% of vehicles meet or exceed the ULB
Rolling Stock		
Percent of revenue vehicles (by type) that exceed the ULB	0% of fixed-route heavy duty transit buses will have met or exceed their ULB	100% of vehicles meet or exceed the ULB
	0% of paratransit buses will have met or exceeded their ULB	
	0% of streetcar vehicles will have met or exceed their ULB	
Facilities		
The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale	0% of facilities will have a condition rating below 3.0 on the TERM scale	100% of facilities meet or exceed FTA TERM rating of 3.0
	0% of ferryboat vessels will have a condition rating below 3.0 on the grading of condition for vessels based on values in the Published Marine Price Guidebook	
Infrastructure		
The percentage of track segments (by mode) that have performance restrictions.	0% of track segments will have performance restrictions by class	N/A

Through ACOG's STBG-UZA program, transit agencies can compete for the procurement of transit vehicles, exclusive lanes for transit/HOV, park-and-ride lots, signal preemption for transit/HOV, and bus shelters. All of these items will aid in the achievement of the transit performance measures.

For FFY 2020, COTPA was awarded approximately \$748,000 in STBG-UZA funding for the EMBARK fleet expansion and will be able to procure two CNG buses (see page 19). This is expected to have a positive effect on the transit performance targets as this will lower the overall percentage of their fleet that exceeds the ULB.

*Currently, the City of Norman is in the process of taking over most of CART's transit operations. While CART set transit targets in 2018, we understand that these targets are

subject to change under the new leadership. ACOG will update the TIP when more information becomes available.

PERFORMANCE MEASURES IN THE TIP

The TIP, as well as ACOG's MTP, *Encompass 2040*, are required to address the region's established performance measures, as well as describe how the projects programmed contribute to achieving said performance measures. Projects in the TIP are directly linked to the implementation of performance-based planning and programming (PBPP) as many of the performance measures are utilized when selecting projects to be included in the TIP. Including PBPP in the project selection process allows ACOG to aid regional transportation stakeholders in the establishment of a short-range TIP that implements *Encompass 2040*'s long-range goals and objectives while adhering to and linking investment priorities to national goals.

As one goal of *Encompass 2040* is to reduce fatalities and injuries in the OCARTS area, ACOG strongly considers safety to be a factor in the project selection scoring process. The projects in the TIP are tied to the Safety Performance Measures as points are given to projects in areas that address regional safety concerns. The Surface Transportation Block Grant for the Oklahoma City Urbanized Area (STBG-UZA) (see page 16) sets aside 10% of overall funding for standalone safety projects. These projects are believed to directly address safety issues within the region and are 100% federally funded. Approximately \$8.2 million has been allocated in the FFY 2020 – 2023 TIP for these projects. Projects directly addressing safety that have been/can be funded include:

- Traffic lights and control signalization (new, upgrades, left turn signal phase, timing or interconnect)
- Signing and pavement markings
- Pedestrian controls/crosswalks
- Roundabouts
- Guardrails
- Safety rest areas
- Emergency vehicle/transit signal pre-emption

ACOG believes that the region can achieve the national goal of significantly reducing traffic fatalities and serious injuries on all public roads by encouraging projects that will directly address safety concerns to be included in the TIP.

Non-Safety Performance Measures are also involved in the STBG-UZA project selection scoring process as projects addressing pavement and bridge condition are awarded additional points. Likewise, Travel Time Reliability is a factor when determining congested areas in the region; therefore, projects addressing regionally congested areas are awarded points. To learn more about how performance measures are utilized in the project scoring process, please see ACOG's STBG-UZA Project Scoring Criteria Dashboard at www.acogok.org/stbg-cfp-dashboard.

As this is the first year the TIP contains Performance Measures, ACOG is unable to assess the effect the chosen projects have on the measures. However, the TIP supports the achievement of these performance targets, and ACOG intend to see positive outcomes as a result of these data-driven initiatives.

ADOPTING RESOLUTION

ADOPTING RESOLUTION

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

A RESOLUTION TO ADOPT THE FFY 2020-2023 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 2020 through FFY 2023, 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 2020-2023 Transportation Improvement Program for the OCARTS Transportation Management Area.

6-27-2019
Date


Metropolitan Planning Organization

9/5/19
Date


Oklahoma Department of Transportation

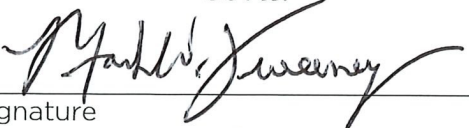
MPO SELF-CERTIFICATION


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



Printed Name
Executive Director

Title
6/27/19

Date

Oklahoma Dept. of Transportation



Signature


Printed Name
Director of Capital Programs

Title
9/15/19

Date

APPENDIX A: PUBLIC INVOLVEMENT DOCUMENTATION

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS



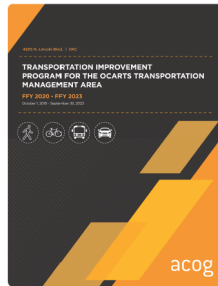
FOR IMMEDIATE RELEASE

CONTACT: Hayden Harrison, hharrison@acogok.org
O: 405.234.2264 | Fax: 234.2200

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

May 1, 2019

TRANSPORTATION IMPROVEMENT PROGRAM COMMENTS SOUGHT



OKLAHOMA CITY, May 1, 2019: The Association of Central Oklahoma Governments (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 2020-2023 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 1, 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 **Hayden Harrison** at HHarrison@acogok.org or (405) 234-2264. Written comments on the TIP will be accepted through May 30.

SUBJECT:

NEWS RELEASE FOR PRELIMINARY FFY 2020-2023 OCARTS TIP

DATE:

MAY 1, 2019

FROM:

HAYDEN HARRISON

Projects Coordinator

Transportation & Planning Services

INFORMATION:

The News Release for the Preliminary FFY 2020-2023 OCARTS TIP was distributed to the following Central Oklahoma Media Outlets:

Television

KFOR
KOCO
Hearst
OKC Fox
News 9
OETA
KSBTV

Radio

KGOU
KOSU
Renda Broadcasting

Newspaper

Mustang News
Mustang Times
Yukon Review
Black Chronicle
City Sentinel
Journal Record
Bethany Tribune
Choctaw Times
US81
Daily News OU
Curbside Chronicle

El Reno Tribute
Norman Transcript
OPUBCO (The Oklahoman)
OKC Herald
Oklahoma Gazette
OKC.net
Guthrie News Leader
Tuttle Times
Edmond Sun
El Nacional media

SUBJECT:**DISTRIBUTION OF PRELIMINARY FFY 2020-2023 TIP TO METRO AREA LIBRARIES****DATE:**

MAY 1, 2019

FROM:

HAYDEN HARRISON

Projects Coordinator

Transportation & Planning Services

INFORMATION:

A copy of ACOG's May 1, 2019 media release entitled "Transportation Improvement Program Comments Sought" and the Preliminary FFY 2020-2023 OCARTS Area Transportation Improvement Program were delivered on May 1 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 1 to the following libraries:

NAME OF LIBRARY**ADDRESS-CITY, STATE, ZIP**

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	PO Box 780, Newcastle, OK 73065
Norman Public Library	225 N. Webster Ave., Norman, OK 73069
Piedmont Public Library	1129 7th St., Piedmont, OK 73078

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



J. Kevin Stitt
Office of the Governor
State of Oklahoma

June 10, 2019

Brandye Hendrickson
Deputy Administrator
Federal Highway Administration
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

RE: STATE OF OKLAHOMA TRANSPORTATION IMPROVEMENT PROGRAMS

Dear Ms. Hendrickson:

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. 450.326, 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, appearing to read "J. Kevin Stitt".

J. Kevin Stitt
Governor

APPENDIX C:
ANTICIPATED SUBALLOCATION OF STBG-UZA FUNDS
DURING FFY 2020-2023

THE INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE WILL HOLD A **SPECIAL MEETING** ON THURSDAY, MARCH 14, IN THE ACOG BOARD ROOM, 4205 N. LINCOLN BLVD., OKLAHOMA CITY, OKLAHOMA.

PLEASE NOTIFY ACOG AT 405-234-2264 (TDD/TTY CALL 7-1-1 STATEWIDE) BY 5 P.M. MONDAY, MARCH 11, IF YOU REQUIRE ACCOMMODATIONS PURSUANT TO THE AMERICANS WITH DISABILITIES ACT OR SECTION 504 OF THE REHABILITATION ACT.

AGENDA

A. CALL TO ORDER ([ATTACHMENT A](#))

B. INFORMATION ITEM:

Estimated Surface Transportation Block Grant - Urbanized Area (STBG-UZA) Funds for the FFY 2020-2023 OCARTS Area Transportation Improvement Program (TIP) - Hayden Harrison, Projects Coordinator ([ATTACHMENT B](#))

C. ACTION ITEM:

Develop Committee Recommendations for the Surface Transportation Block Grant - Urbanized Area (STBG-UZA) Projects for the FFY 2020-2023 OCARTS Area TIP - Hayden Harrison, Projects Coordinator ([ATTACHMENT C](#))

D. ADJOURN

ATTACHMENT B

SUBJECT:

ESTIMATED SURFACE TRANSPORTATION BLOCK GRANT - URBANIZED AREA (STBG-UZA) FUNDS FOR THE FFY 2020-2023 OCARTS AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE:

MARCH 14, 2019

FROM:

HAYDEN HARRISON
Projects Coordinator
Transportation & Planning Services

INFORMATION:

To ensure that the OCARTS Area Transportation Improvement Program (TIP) will remain financially constrained, an estimated apportionment of STBG-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 STBG-UZA apportionment² that will be received in FFY 2020.

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 2020, 2021, 2022 and 2023, respectively.³

ACOG's [*STBG 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 in the case actual federal STBG-UZA funds are less than the estimate used to develop the TIP. Also, federal rules allow 10 percent of the estimated STBG distribution to be used to finance 100 percent of the construction cost of eligible safety projects. Below are the estimated annual STBG-UZA (80% federal) and STBG-UZA Safety (100% federal) funds to be used to for the FFY 2020-2023 TIP.

² 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 the FAST Act.

³ ACOG staff recommends the continued use of the ODOT Project Management Division's inflation factors of 3, 6, 9 and 12 percent.

For reference, click on the following link: [STBG UZA Project Scoring Criteria Dashboard](#).

FFY	% Increase	Estimated Apportionment	90% of Estimated Apportionment	STBG-UZA (80%/20%)	STBG-UZA Safety (100%)
2020	2.16	\$22,032,915	\$19,829,623*	\$17,846,661	\$1,982,962
2021	2.25	\$22,528,655	\$20,275,790	\$18,248,211	\$2,027,579
2022	2.39	\$23,067,090	\$20,760,381	\$18,684,343	\$2,076,038
2023	2.39	\$23,618,394	\$21,256,554	\$19,130,899	\$2,125,655

* 56% = \$11,104,589 (FFY 2020)

ACTION REQUESTED:

None. For information only.