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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA

FFY 2022 - FFY 2025

October 1, 2021 - September 30, 2025



PRELIMINARY
acog

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

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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 every two years 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 2022, 2023, 2024, and 2025. Those projects included in FFY 2022 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 2022. 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 2020-2045, approved August 2020.

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 Counties. 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.

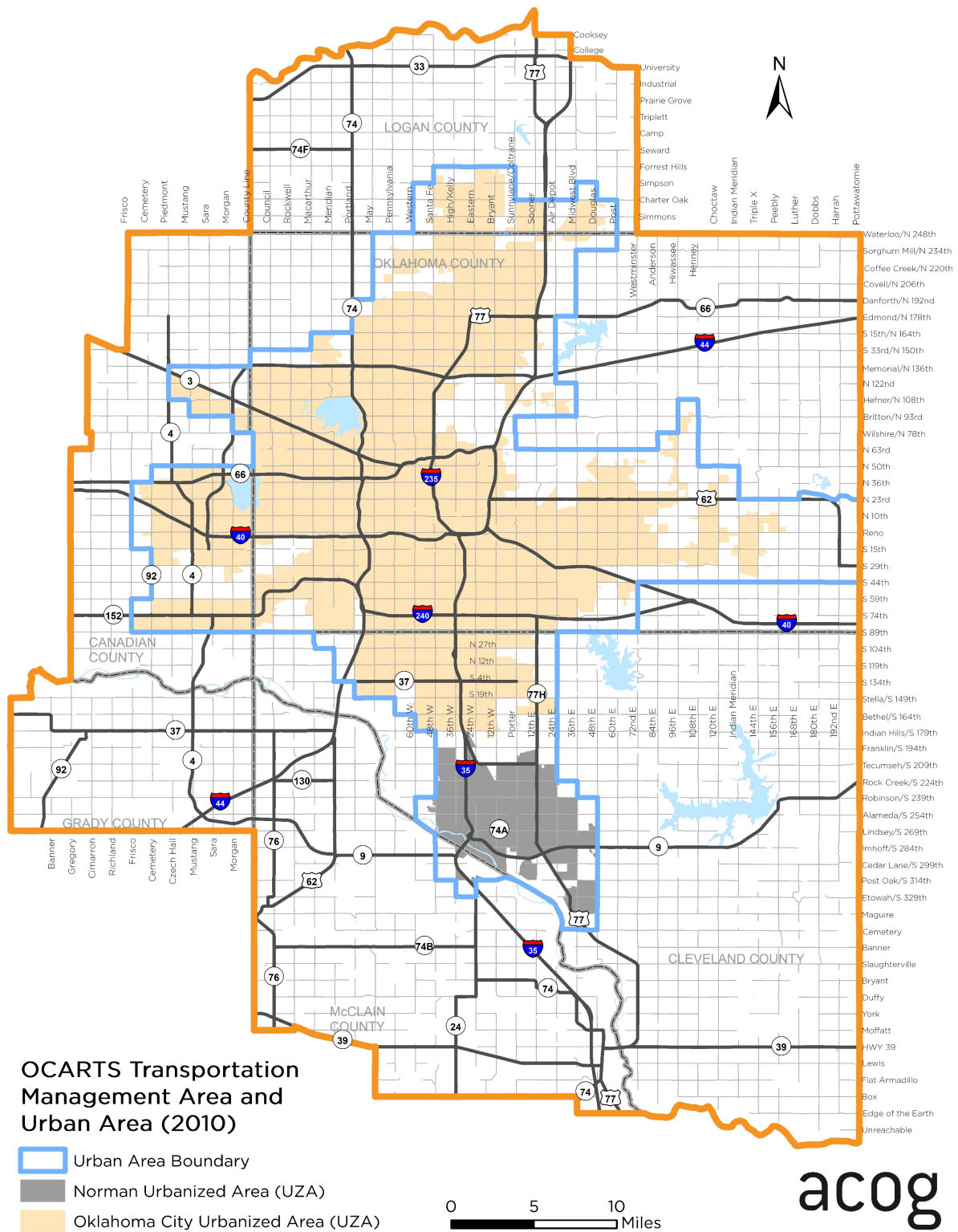


Figure 1: OCARTS Transportation Management Area and Urban Area

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

In October 2015, EPA revised the primary and secondary ozone standard levels from 0.075 parts per million (ppm) to 0.070 ppm, and retained their indicators (O₃), forms (fourth-highest daily maximum, averaged across three consecutive years), and averaging times (eight hours). 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." Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, further amplified 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 Environmental Justice regulations 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 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 2022-2025 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 2020-2045. 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 August 2020.

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 2022-2025 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 Individuals and Individuals with Disabilities Program (Section 5310) and the Rural Area Formula Program (Section 5311), administered by ODOT's Office of Mobility and Public Transit (OMPT). 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 as well as an express route to Norman and a limited route to the Oklahoma City Social Security Office. They operate five evening routes along with Saturday and Sunday service on most routes.

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

The City of Edmond provides public transportation through a bus system known as Citylink. The system includes four 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 City of Norman providing paratransit service above and beyond this requirement outside of this area in Oklahoma City and Norman, respectively. Citylink and City of Norman are fare free systems, while COTPA provides reduced fare to persons 65 and older, persons on Medicare, persons with a disability, and youth ages 7 to 17.

Mobility Management Services

In addition to the fixed route services described above, COTPA provides a variety of transit services for individuals with disabilities as well as older adults. These include:

- EMBARK Plus – demand-responsive service for individuals with disabilities, serving the greater Oklahoma City area.
- Share-A-Fare – transportation subsidy program for individuals with disabilities and seniors.
- Non-Emergency Medical – round-trip transportation for non-emergency medical appointments for persons 60 and older who live in the service area.
- Social Services Transportation – coordinated through multiple social service agencies and is underwritten by COTPA and the City of Oklahoma City. Social service agencies qualify individuals needing urgent transportation and provide a one-day bus pass on EMBARK's fixed-route bus service.
- Weekly Senior Grocery Shopping Service – provides eligible individuals weekly, round-trip transportation to designated area grocery stores. The service is underwritten by the Areawide Aging Agency and COTPA.
- Congregate Meal Shuttle – provides eligible individuals round-trip transportation each weekday to a nearby senior nutrition site, in partnership with the Oklahoma County Senior Nutrition Project.
- Interim Taxi Service – service coordinated through EMBARK and the Areawide Aging Agency to transport persons 60 and older for essential trips.
- 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.
- RSVP (Retired Senior Volunteer Provide-a-Ride) 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.
- EMBARK Well – provides seniors with free round trips to the nearest designated senior center or wellness location.
- Arnall Family Foundation Transportation Innovation Grant (TIG) Program – specialized program funds support trips for families with children in the Oklahoma County foster care system

Norman's Mobility Management services include:

- EMBARK Plus Norman – origin-to-destination, shared-ride service for individuals with disabilities who are unable to ride the fixed-route bus system.

Citylink's Mobility Management services include:

- CAPS (Citylink Access Paratransit Service) – free curb-to-curb service that allows residents with disabilities to be picked up by Citylink and driven to appointments within Edmond city limits in a wheelchair accessible vehicle.

Section 5310 – Elderly Individuals and Individuals with Disabilities Program

In addition to the transportation services available to the elderly and persons with disabilities provided through the public transportation providers, numerous organizations operate wheelchair accessible vans and buses under the Section 5310 program (authorized under 49 U.S.C. § 5310). This program allows private, non-profit organizations to purchase vehicles, with federal assistance, to transport elderly clients and clients with disabilities to meet their everyday needs, including transportation to work, medical appointments, shopping, and recreation. Oklahoma's Section 5310 program is administered by the ODOT's Office of Mobility and Public Transit within the State's Census-designated rural areas, Small Urban areas, and the Oklahoma City (Large) Urban Area.

The Oklahoma Department of Transportation's Office of Mobility and Public Transit 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

In addition to the transit services operated in the urban part of the OCARTS area, First Capital Trolley, Delta Public Transit, Washita Valley Transit, and Red River Transportation Service provide transit service under the federal Section 5311 program, which assists nonurbanized areas (less than 50,000 population) in providing rural public transportation services. The Oklahoma Department of Transportation, Office of Mobility and Public Transit, administers the Section 5311 program (authorized under 49 U.S.C. § 5311), which includes 20 rural transit providers statewide.

First Capital Trolley receives funds to provide fixed route-service to all citizens of Logan County and demand-response service to Lincoln and Payne counties. Delta Public Transit provides public transportation services to residents of McClain, Garvin, and southern parts of Cleveland counties in Oklahoma. Central Oklahoma Community Transit System serves Pottawatomie and Seminole counties. Red River Transportation Service provides service to a multitude of counties in southern and western Oklahoma including Canadian County. Washita Valley transit provides service to Grady County. All services are open to the public and all rural providers have ADA wheelchair accessible buses and/or vans. With the exception of First Capital Trolley, the rural transit providers in the OCARTS area only provide demand-response service, which is service that must be reserved ahead of time and is often only available during weekdays. Demand-response can be used for travel to employment, medical appointments, shopping, entertainment, education, and other desired destinations.

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, 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 2022-2025 short-range planning period.

The improvements that are reflected for FFY 2022 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 TIP

The previous OCARTS Area TIP covered FFY 2020-2023. The following table includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2020. These OCARTS area improvements represent a total expenditure of \$219 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 (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 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.

A one-year continuing resolution to the FAST Act was signed on October 1, 2020, extending funding through September 30, 2021. A multi-year surface transportation bill, or a larger infrastructure bill that includes surface transportation act reauthorization, is anticipated in 2021.

**OCARTS Area Projects Funded During FFY 2020
Local Government Projects**

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(04)	VAR	STBG-UZA 80%/20%	2,088,407	522,102	2,610,509
Oklahoma City	N Portland & NW 50th (Sidewalks)	10878/ 34162(04)	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(04)	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(04)	VAR	STBG-UZA 80%/20%	1,597,397	399,350	1,996,747
Edmond	15th St & Kelly Ave - Phase 3 (ITS)	10808/ 34166(04)	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(04)	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(04)	VAR	STBG-UZA 80%/20%	1,569,853	392,463	1,962,316
Oklahoma City	N Pennsylvania Ave & Memorial Rd (Intersection)	10852/ 34170(04)	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(04)	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(04)	VAR	STBG-UZA 100% Safety	853,373	0	853,373
Oklahoma City	Citywide (Traffic Signal Vehicle Detection upgrades)	10845/ 34173(04)	VAR	STBG-UZA 100% Safety	436,720	0	436,720
Oklahoma City	Citywide (Left Turn Signal Upgrades)	10843/ 34174(04)	VAR	STBG-UZA 100% Safety	436,720	0	436,720
Norman	12th Ave NE: Alameda to Robinson (Signal Interconnect)	10818/ 32533(04)	VAR	STBG-UZA 100% Safety	254,455	0	254,455
STBG-UZA TOTALS					19,869,622	4,631,048	24,500,670

**OCARTS Area Projects Funded During FFY 2020
ODOT Projects**

COUNTY	PROJECT DESCRIPTION	JP NUMBER	LENGTH (MILES)	FUNDING SOURCE	ESTIMATED FEDERAL SHARE	ESTIMATED LOCAL SHARE	OTHER	TOTAL
Canadian	SH-4 OVER THE N. CANADIAN RV, & 2 O'FLOWS 1.92, 2.13, & 2.26 MI NORTH OF SH-66	04757(05)	0.340	STBG	11,085,078	2,771,269	0	13,856,347
Canadian	SH 152: ADD SHOULDERS & RESURFACE FROM US 81 IN UNION CITY E. 9.0 MI. TO CEMETERY RD. IN MUSTANG UT FOR 27901(04)(09)	27901(06)	0.500	TBD	1,874,387	468,597	0	2,342,984
Canadian	I-40: INTERCHANGE AT FRISCO ROAD, 4.5 MILES WEST OF THE KILPATRICK TURNPIKE JUNCTION.	30715(04)	0.330	NHPP	12,703,737	0	4,393,634	17,097,371
Cleveland	SH-9: FROM 72ND AVE EAST, EAST TO 108TH AVE EAST IN NORMAN (INCLUDES BRIDGE OVER UNNAMED CREEK)	20266(11)	3.000	STBG	17,459,620	0	0	17,459,620
Cleveland	I-35 UNDER INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L	29106(09)	0.020	SSP	0	1,000,000	0	1,000,000
Cleveland	SH-37 OVER UNNAMED CREEK, 5.3 MI EAST OF JCT I-44 UT FOR 31257(04)	31257(06)	0.200	STBG	149,490	37,372	0	186,862
Cleveland	SH-9: FROM 108TH AVE EAST, EAST TO 156TH AVE EAST (SOUTH) IN NORMAN (RW FOR 20266(14))	20266(15)	4.600	SSP	0	2,452,500	0	2,452,500
Cleveland	SH-9: FROM 108TH AVE EAST, EAST TO 156TH AVE EAST (SOUTH) IN NORMAN (UT FOR 20266(14))	20266(16)	4.600	TBD	654,000	163,500	0	817,500
Cleveland	US-77: FROM 0.25 MI SOUTH OF MOFFATT RD (N. OF LEXINGTON), NORTH 3.22 MI. (4 LANE UNDIVIDED)	20997(04)	3.220	STBG	10,505,100	2,626,275	0	13,131,375
Cleveland	SH-9: FROM EAST END OF PECAN CREEK BRIDGE, EAST 5.55 MI TO SH-102 (RW FOR 23288(08))	23288(09)	5.550	TBD	0	1,684,050	0	1,684,050
Cleveland	SH-9: FROM EAST END OF PECAN CREEK BRIDGE, EAST 5.55 MI TO SH-102 (UT FOR 23288(08))	23288(10)	5.550	TBD	449,080	112,270	0	561,350
Cleveland	I-35 UNDER INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L (RW FOR 29106(05))	29106(06)	0.020	SSP	0	115,638	0	115,638
Cleveland	I-35 UNDER INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L (UT FOR 29106(05))	29106(07)	0.020	NHPP	52,037	5,782	0	57,819
Grady	CIRB-226C (066) RB SH-19 EXT S 3.0 MI, ON EW-142.5 AT NS-284 EXT EAST 1.0 MI	34262(05)	NA	TBD	120,000	30,000	0	150,000
McClain	I-35/SH-9W RAMP MODIFICATION (RW FOR 19314(04))	19314(06)	0.200	TBD	2,018,300	2,018,300	0	4,036,600
McClain	I-35/SH-9W RAMP MODIFICATION (UT FOR 19314(04))	19314(07)	0.200	TBD	739,760	184,940	0	924,700
McClain	SH-76: FROM SH-130, NORTH 3.0 MI TO SH-37 (UT FOR 29671(04))	29671(06)	3.000	TBD	1,489,038	372,259	0	1,861,297

**OCARTS Area Projects Funded During FFY 2020
ODOT Projects (Cont.)**

COUNTY	PROJECT DESCRIPTION	JP NUMBER	LENGTH (MILES)	FUNDING SOURCE	ESTIMATED FEDERAL SHARE	ESTIMATED LOCAL SHARE	OTHER	TOTAL
McClain	I-35: SOUTHBOUND RAMP AT SH-74W, IN PURCELL (R/W FOR 32802(04))	32802(05)	0.750	TBD	211,830	52,958	0	264,788
McClain	I-35: SOUTHBOUND RAMP AT SH-74W, IN PURCELL (UT FOR 32802(04))	32802(06)	0.750	TBD	211,830	52,958	0	264,788
Oklahoma	I-40: W.B. AND E.B. BRIDGES OVER CRUTCHO CREEK & SE 15TH STREET 2.3 & 2.6 MILES EAST OF JCT. I-35	23310(04)	0.100	NHPP	13,475,597	40,426,790	0	53,902,387
Oklahoma	I-240 UNDER SH 77H (SOONER ROAD): 4.0 MILES E. OF I-35	27107(04)	0.200	TBD	0	4,880,128	0	4,880,128
Oklahoma	I-40: E.B. AND W.B. BRIDGES OVER SOONER ROAD 3.1 MILES EAST OF I-35	28854(04)	0.100	NHPP	7,753,073	23,259,219	0	31,012,292
Oklahoma	I-35: NB & SB BRIDGES OVER 63RD STREET 5.0 MIS. N. OF I-40 (UT FOR 29844(04))	29844(07)	0.100	NHPP	1,122,841	124,760	0	1,247,601
Oklahoma	I-44: DOWEL BAR RETROFIT AND DIAMOND GRINDING FROM SW 74TH ST, NORTH TO THE OKLAHOMA RIVER	31006(04)	5.000	NHPP	6,729,316	6,729,316	0	13,458,632
Oklahoma	I-44: BRIDGE REHABILITATION OVER I-240, 1.3 MILES NORTH OF THE CLEVELAND COUNTY LINE INCLUDING RAMP AND NB MAINLINE	31018(04)	0.250	NHPP	2,694,923	299,436	0	2,994,359
Oklahoma	I-44: NB AND SB BRIDGE REHABILITATION OVER 59TH ST, 0.75 MILES SOUTH OF THE SH-152 JCT	31019(04)	0.410	NHPP	1,352,809	150,312	0	1,503,121
Oklahoma	I-44: EB & WB SW 29TH OVER, APPROX. 4.00 MLS NORTH OF CLEVELAND C/L	31924(04)	0.200	NHPP	1,007,348	111,928	0	1,119,275
Oklahoma	I-44: NB AND SB BRIDGES OVER OKLAHOMA RIVER	33081(04)	0.200	NHPP	2,498,910	2,498,910	0	4,997,820
Oklahoma	I-44: EASTBOUND BRIDGE OVER INDEPENDENCE AVENUE, 2.3 MILES NORTH OF THE I-240 INTERCHANGE	33131(04)	0.400	NHPP	419,981	46,665	0	466,646
Oklahoma	SH-152: EB AND WB BRIDGES OVER BNSF RR, 2.5 MILES EAST OF THE CANADIAN CL	33242(04)	0.600	SSP	0	1,000,000	0	1,000,000
TOTAL					96,778,085	93,676,132	4,393,634	194,847,850

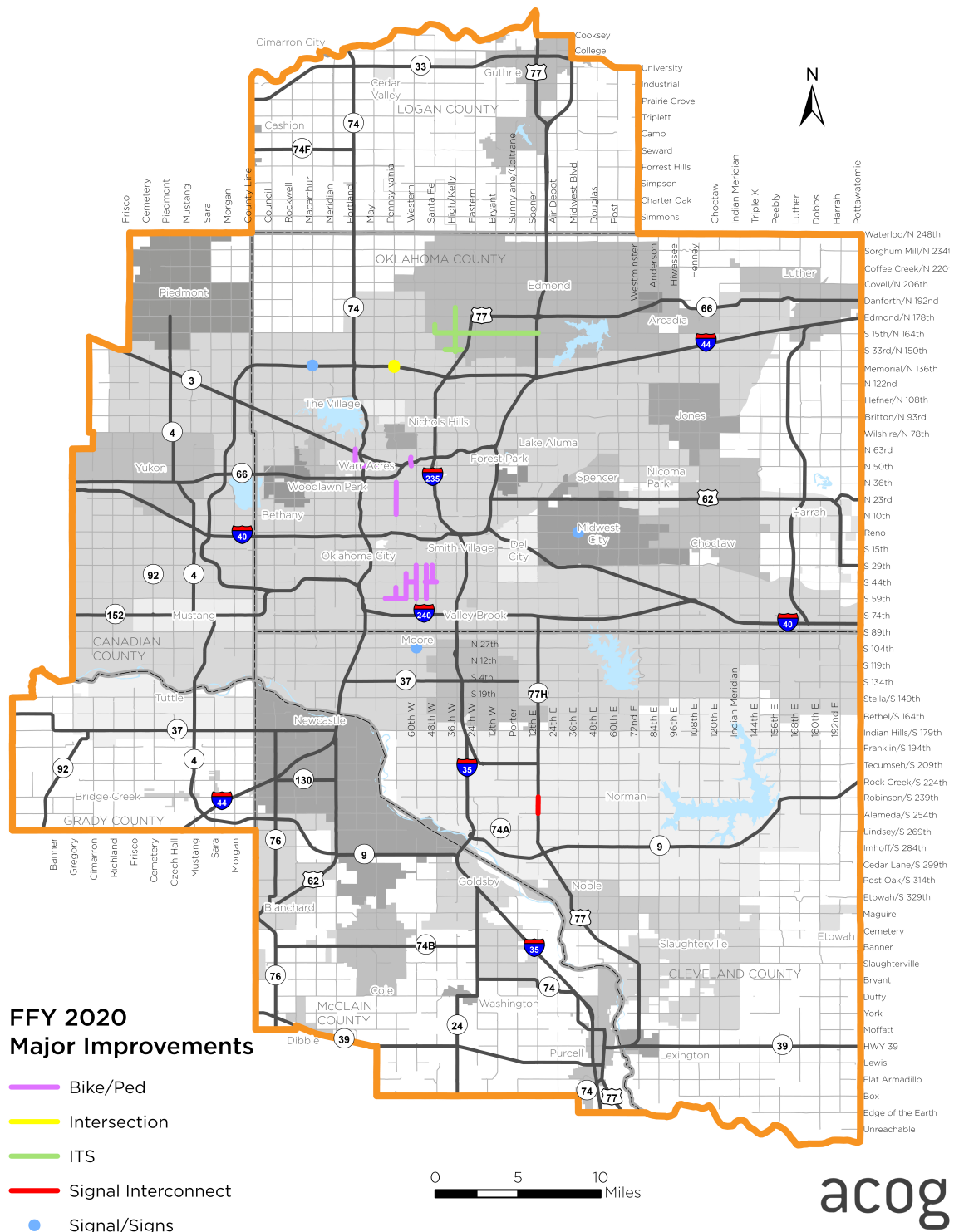


Figure 2: Major OCARTS Improvements for FFY 2020

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:

- widening (including railroad/roadway grade separation)
- new construction
- intersection/safety improvements
- resurfacing, reconstruction, rehabilitation, restoration

- bridge improvements
- transit, park-and-ride, high occupancy vehicle lanes
- independent bicycle and pedestrian facilities/projects
- carpool/vanpool administration, other
- 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 2022 – 2025 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 2022, 6.0% for FFY 2023, 9.0% for FFY 2024, and 12.0% for FFY 2025.

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. The table below reflects the estimated funds anticipated for each year of the TIP.

FFY	% INCREASE	ESTIMATED APPORTIONMENT	90% OF ESTIMATED APPORTIONMENT	STBG-UZA (80%/20%)	STBG-UZA SAFETY (100%)
2022	2.25%	23,804,441	21,423,997	19,281,597	2,142,400
2023	2.39%	24,373,367	21,936,031	19,742,427	2,193,603
2024	2.39%	24,955,891	22,460,302	20,214,271	2,246,030
2025	2.39%	25,552,337	22,997,103	20,697,393	2,299,710

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 2022 – 2025 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 2022-2025.

For more information regarding the FFY 2022 – 2025 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 2022

PROJECT SPONSOR	PROJECT DESCRIPTION	TIP ID/JP NUMBER	LENGTH (MILES)	FUNDING SOURCE	ESTIMATED FEDERAL SHARE	ESTIMATED LOCAL SHARE	TOTAL
Norman	Traffic Management Center (ITS)	11241	NA	STBG-UZA 80%/20%	2,792,114	698,028	3,490,142
Norman	Porter Ave: from W Robinson St to Alameda St (Reconstruction)	11231	1.06	STBG-UZA 80%/20%	2,855,610	713,902	3,569,512
Norman	Norman Bus Replacement - (One 35' CNG Bus) (Transit)	11220	NA	STBG-UZA 80%/20%	491,633	122,908	614,541
Edmond	Edmond Rd: from I-35 west to City Limits (Bike/Ped)*	11033	5.40	STBG-UZA 53%/47%	2,142,400	1,917,233	4,059,633
Midwest City	Midwest Blvd: from SE 29th St to NE 10th St (Resurfacing)	10859	3.00	STBG-UZA 80%/20%	3,886,793	971,698	4,858,490
Norman	James Garner Ave: from W Robinson St to Acres St (New Cons./Inters.)	11222	0.55	STBG-UZA 80%/20%	4,825,733	1,206,433	6,032,166
COTPA	EMBARK Fleet Replacement (Two 40' CNG buses) (Transit)	11201	NA	STBG-UZA 80%/20%	895,899	224,068	1,119,967
Oklahoma City	NW Expressway & east of Lake Hefner Prkw (Inters.)*	11262	NA	STBG-UZA 66%34%	1,391,415	729,233	2,120,648
Midwest City	City Wide (Phase 4) (Signals)	11243	VAR	STBG-UZA 100% Safety	786,920	0	786,920
Moore	SW 19th St: from S Santa Fe to S Broadway Ave (Video Detection)	11252	VAR	STBG-UZA 100% Safety	793,818	0	793,818
Norman	City Wide (Phase 2) (Emergency Preemption)*	11219	VAR	STBG-UZA 96%4%	561,662	20,751	582,413
FFY 2022 STBG-UZA TOTALS					21,423,997	6,604,253	28,028,250

*Project has been overmatched by sponsor

**HIGHWAY ELEMENT
ODOT Projects
FFY 2022**

COUNTY	JP NUMBER	PROJECT DESCRIPTION	WORK TYPE	LENGTH	FEDERAL SHARE	STATE SHARE	TOTAL
Canadian	04757(04)	SH 4: FR SH-66 IN YUKON NORTH TO WAGNER.	GRADE, DRAIN, BRIDGE & SURFACE	3	6,437,500	6,437,500	12,875,000
Cleveland	29106(06)	I-35: AT INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L (RW FOR 29106(05))	RIGHT OF WAY	NA	0	115,360	115,360
Cleveland	29106(07)	I-35: AT INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L (UT FOR 29106(05))	UTILITIES	NA	45,320	11,330	56,650
Cleveland	30391(05)	I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET IN OKC (RW FOR (04))	RIGHT OF WAY	NA	0	1,030,000	1,030,000
Cleveland	30391(06)	I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET IN OKC (UT FOR (04))	UTILITIES	NA	688,040	172,010	860,050
Logan	31002(05)	SH-105: FROM JCT OF SH-33, EAST 6.5 MILES TO 1,000 FT EAST OF HENNEY RD (ROW FOR 31002(04))	RIGHT OF WAY	NA	2,817,750	2,817,750	5,635,501
Logan	31002(06)	SH-105: FROM JCT OF SH-33, EAST 6.5 MILES TO 1,000 FT EAST OF HENNEY RD (UT FOR 31002(04))	UTILITIES	NA	1,701,291	425,323	2,126,614
McClain	19314(06)	I-35: AT SH-9W INTERCHANGE (RW FOR 19314(04))	RIGHT OF WAY	NA	0	4,032,450	4,032,450
McClain	19314(07)	I-35: AT SH-9W INTERCHANGE (UT FOR 19314(04))	UTILITIES	NA	741,600	185,400	927,000
McClain	29671(04)	SH-76: FROM SH-130, NORTH 3.0 MI TO SH-37	GRADE, DRAIN & SURFACE	3	7,779,118	1,944,780	9,723,898
McClain	31058(05)	SH-24: BEGIN 3.0 MILE WEST OF JCT SH-74, EXTEND NORTH 3.05 MI (RW FOR 31058(04))	RIGHT OF WAY	NA	0	327,000	327,000
McClain	31058(06)	SH-24: BEGIN 3.0 MILE WEST OF JCT SH-74, EXTEND NORTH 3.05 MI (UT FOR 31058(04))	UTILITIES	NA	131,840	32,960	164,800
Oklahoma	29844(04)	I-35: NB & SB BRIDGES OVER 63RD STREET 5.0 MIS. N. OF I-40.	BRIDGE & APPROACHES	0.1	19,518,500	19,518,500	39,037,000
Oklahoma	32425(06)	I-35: FROM MEMORIAL RD TO SH-66 IN EDMOND (RW FOR 04)	RIGHT OF WAY	NA	84,732	21,183	105,915
Oklahoma	32425(07)	I-35: FROM MEMORIAL RD TO SH-66 IN EDMOND (UT FOR 05)	UTILITIES	NA	84,732	21,183	105,915
FFY 2022 ODOT TOTAL					40,030,424	37,092,729	77,123,153

STREET ELEMENT
Local Government Projects
FFY 2023

PROJECT SPONSOR	PROJECT DESCRIPTION	TIP ID/JP NUMBER	LENGTH (MILES)	FUNDING SOURCE	ESTIMATED FEDERAL SHARE	ESTIMATED LOCAL SHARE	TOTAL
Norman	Transit Bus Replacement (One 35' low-floor CNG bus) (Transit)	11247	NA	STBG-UZA 80%/20%	505,953	126,488	632,441
Oklahoma City	Classen Blvd: from N Sheridan Ave to NW 10th St* (Bike/Ped)	11258	0.84	STBG-UZA 70%/30%	2,193,603	928,105	3,121,708
Moore	NE 12th St: from E of I-35 Service Rd to Eastern Ave (Reconstruction)	11216	1.00	STBG-UZA 80%/20%	7,166,132	1,791,533	8,957,665
Oklahoma City	N May Ave & NW Expressway (Bridge)	11259	NA	STBG-UZA 80%/20%	6,359,763	1,589,941	7,949,703
Moore	N Eastern Ave: SE 4th St to NE 12th St (Reconstruction)	11034	1.00	STBG-UZA 80%/20%	1,751,123	437,781	2,188,904
Norman	Jenkins Ave: from W Lindsey St to Imhoff Rd (Widening)*	11234	1.00	STBG-UZA 13%/87%	1,765,853	11,388,876	13,154,729
Moore	SW 19th St: from S Santa Fe Ave to S Eastern Ave (Striping)	11253	2.00	STBG-UZA 100% Safety	324,090	0	324,090
Midwest City	City Wide (Phase 5) (Striping)	10882	VAR	STBG-UZA 100% Safety	318,000	0	318,000
Norman	City Wide (Phase 9) (Striping)	11240	VAR	STBG-UZA 100% Safety	319,109	0	319,109
Norman	City Wide (Phase 7) (Striping)	11239	VAR	STBG-UZA 100% Safety	318,590	0	318,590
Midwest City	City Wide (Phase 5) (Signals)	11242	VAR	STBG-UZA 100% Safety	788,640	0	788,640
COTPA	EMBARK Streetcar Clearance Lines (Striping/Signage)	11205	VAR	STBG-UZA 100% Safety	34,980	0	34,980
Choctaw	Henney Rd: from NE 50th St to SE 15th St (Striping)	11255	5.00	STBG-UZA 100% Safety	58,657	0	58,657
Choctaw	Harper Rd: from NE 23rd St to NE 10th St (Striping)	11254	1.00	STBG-UZA 100% Safety	12,155	0	12,155
McClain County	Eastern Ave near Washington School exit drive (Guardrail)*	10834	NA	STBG-UZA 56%/44%	19,382	15,348	34,730
FFY 2023 STBG-UZA TOTALS					21,936,030	16,278,071	38,214,101

*Project has been overmatched by sponsor. All projects are locked and capped at the revised estimates.

**HIGHWAY ELEMENT
ODOT Projects
FFY 2023**

COUNTY	JP NUMBER	PROJECT DESCRIPTION	WORK TYPE	LENGTH	FEDERAL SHARE	STATE SHARE	OTHER SHARE	TOTAL
Canadian	04758(04)	SH 4: BEG 3.0 MIS. N. OF SH 66 IN YUKON @ WILSHIRE & EXT. N. TO SH 3-NW HWY	GRADE, DRAIN & SURFACE	3.65	5,724,000	5,724,000	0	11,448,000
Canadian	27901(09)	SH 152: FROM BANNER RD. EAST 5.0 MI. TO CEMETERY RD. IN MUSTANG.	GRADE, DRAIN & SURFACE	5	6,519,000	6,519,000	0	13,038,000
Cleveland	20266(11)	SH-9: FROM 72ND AVE EAST, EAST TO 108TH AVE EAST IN NORMAN	GRADE, DRAIN, BRIDGE & SURFACE	3	9,275,000	9,275,000	0	18,550,000
Cleveland	20997(20)	US-77: FROM EAST END OF CANADIAN RIVER BRIDGE, NORTH 1.0 MILES TO 0.25 MILES SOUTH OF MOFFATT RD. (N. OF LEXINGTON), INCLUDES JUNCTION OF SH-39	RIGHT OF WAY	NA	0	106,000	0	106,000
Cleveland	20997(21)	US-77: FROM E. END OF CANADIAN RIVER BRIDGE, N. 1.0 MILES TO 0.25 MILES S. OF MOFFATT RD. (N. OF LEXINGTON), INCLUDES JUNCTION OF SH-39	UTILITIES	NA	84,800	21,200	0	106,000
Cleveland	32758(05)	SH-9: BEGIN AT THE E. END OF LITTLE RIVER BRIDGE, EXTEND E. APPROX 4.55 MI TO PECAN CREEK BRIDGE (RW FOR 32758(04))	RIGHT OF WAY	NA	0	545,000	0	545,000
Cleveland	32758(06)	SH-9: BEGIN AT THE E. END OF LITTLE RIVER BRIDGE, EXTEND E. APPROX 4.55 MILES TO PECAN CREEK BRIDGE (UT FOR 32758(04))	UTILITIES	NA	436,000	109,000	0	545,000
Cleveland	35235(04)	I-35 FRONTAGE: OPERATIONAL IMPROVEMENT FROM SW 34TH STREET TO SW 19TH STREET IN MOORE	GRADE, DRAIN & SURFACE	1.7	500,000	500,000	0	1,000,000
McClain	19314(04)	I-35: AT SH-9W INTERCHANGE	INTER-CHANGE	0.75	13,600,000	3,400,000	0	17,000,000
McClain	29571(06)	SH-74: AT I-35, 2.76 MI SOUTH OF CLEVELAND C/L (RW FOR 29571(04))	RIGHT OF WAY	NA	0	53,000	0	53,000
McClain	29571(07)	SH-74: AT I-35, 2.76 MI SOUTH OF CLEVELAND C/L (UT FOR 29571(04))	UTILITIES	NA	42,400	10,600	0	53,000
Oklahoma	09032(06)	I-35: OVER THE I-240 JCT. (PHASE II) RECONST INTERCHG.	INTERCHANGE	0.5	10,600,000	10,600,000	0	21,200,000
Oklahoma	09033(28)	I-44: WESTBOUND TO NORTHBOUND RAMPS AT I-44/I-235 INTERCHANGE (SEGMENT 3A)	GRADE, DRAIN, BRIDGE & SURFACE	0.35	8,321,000	8,321,000	0	16,642,000

**HIGHWAY ELEMENT
ODOT Projects
FFY 2023 (Cont.)**

COUNTY	JP NUMBER	PROJECT DESCRIPTION	WORK TYPE	LENGTH	FEDERAL SHARE	STATE SHARE	OTHER SHARE	TOTAL
Oklahoma	24356(04)	SH-66: FROM 4.0 MIS. E. OF I-35, EXTEND E. APPROX. 1.08 MIS.	GRADE, DRAIN & SURFACE	1.29	5,342,400	1,335,600	0	6,678,000
Oklahoma	29843(04)	I-35:OVER WATERLOO ROAD AT THE LOGAN C/L	INTERCHANGE	0.05	18,213,980	18,213,980	5,141,509	41,569,469
Oklahoma	29846(05)	I-40: EB & WB OVER SUNNYLANE 1.9 MIS. E. OF I-35 (RW FOR 04)	RIGHT OF WAY	NA	436,000	109,000	0	545,000
Oklahoma	29846(06)	I-40: EB & WB OVER SUNNYLANE 1.9 MIS. E. OF I-35 (UT FOR 04)	UTILITIES	NA	436,000	109,000	0	545,000
Oklahoma	30637(07)	I-44: OVER THE UPRR, 0.7 MILES NORTH OF I-40 (ROW FOR 04)	RIGHT OF WAY	NA	84,800	21,200	0	106,000
Oklahoma	30637(08)	I-44: OVER THE UPRR, 0.7 MILES NORTH OF I-40 (UT FOR 04)	UTILITIES	NA	84,800	21,200	0	106,000
Oklahoma	33774(05)	I-35: FROM SH-66, EXTEND NORTH 5.28 MILES TO THE LOGAN COUNTY LINE (ROW FOR (04))	RIGHT OF WAY	NA	424,000	106,000	0	530,000
Oklahoma	33774(06)	I-35: FROM SH-66, EXTEND NORTH 5.28 MILES TO THE LOGAN COUNTY LINE (ROW FOR (04))	UTILITIES	NA	424,000	106,000	0	530,000
FFY 2023 ODOT TOTAL					80,548,180	65,205,780	5,141,509	150,895,469

STREET ELEMENT
Local Government Projects
FFY 2024

PROJECT SPONSOR	PROJECT DESCRIPTION	TIP ID/JP NUMBER	LENGTH (MILES)	FUNDING SOURCE	ESTIMATED FEDERAL SHARE	ESTIMATED LOCAL SHARE	TOTAL
Oklahoma City	S Santa Fe Ave: from I-240 to SW 104th St (Bike/Ped)	11068	2.00	STBG-UZA 80%/20%	1,436,184	359,046	1,795,230
Norman	Gray St: from Porter Ave to University Blvd Two-Way Conversion (Resurfacing)	11235	0.57	STBG-UZA 80%/20%	2,697,140	674,284	3,371,423
Edmond	W Danforth Rd & N Kelly Ave (Intersection)	10811	NA	STBG-UZA 80%/20%	5,397,805	1,349,452	6,747,257
Norman	36th Ave NW: Tecumseh Rd north to W Franklin Rd (Phase 1) (Widening)	11224	1.00	STBG-UZA 80%/20%	7,149,447	1,787,361	8,936,809
Oklahoma City	NW 10th St over Grand Trail (Bridge)*	11260	NA	STBG-UZA 69%/31%	3,533,696	1,618,661	5,152,356
Norman	City Wide (Phase 3) (Video Detection)	11217	VAR	STBG-UZA 100% Safety	798,023	0	798,023
Norman	City Wide (Phase 4) (Video Detection)	11218	VAR	STBG-UZA 100% Safety	491,623	0	491,623
Norman	36th Ave NW: Bart Connor Dr & Cascade Blvd (Signals)*	11237	NA	STBG-UZA 67%/33%	956,385	478,993	1,435,378
FFY 2024 STBG-UZA TOTALS					22,460,302	6,267,797	28,728,099

*Project has been overmatched by sponsor.

Projects listed in the table above are NOT locked for funding. Projects will have to be resubmitted during the next STBG-UZA Call for Projects on September 1, 2021.

**HIGHWAY ELEMENT
ODOT Projects
FFY 2024**

COUNTY	JP NUMBER	PROJECT DESCRIPTION	WORK TYPE	LENGTH	FEDERAL SHARE	STATE SHARE	OTHER SHARE	TOTAL
CLEVELAND	20997(10)	US-77: FROM 7.4 MI NORTH OF SH-39, NORTH 3.25 MI TO MCGUIRE ROAD IN NOBLE	GRADE, DRAIN, BRIDGE & SURFACE	3.3	7,575,500	7,575,500	0	15,151,000
CLEVELAND	29106(05)	I-35: AT INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L	INTERCHANGE	0.5	7,500,085	7,500,085	4,999,830	20,000,000
CLEVELAND	30391(04)	I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET IN OKC	GRADE, DRAIN & SURFACE	0.8	5,668,000	1,417,000	0	7,085,000
GRADY	20302(07)	SH-39: FROM EAST SIDE OF EAST WINTER CREEK, EXTEND EAST 2.79 MIS TO SH 76 IN MCCLAIN CO.	GRADE, DRAIN & SURFACE	2.8	5,110,710	1,277,678	0	6,388,388
MCCLAIN	31058(04)	SH-24: BEGIN 3.0 MILE WEST OF JCT SH-74, EXTEND NORTH 3.05 MI	GRADE, DRAIN, BRIDGE & SURFACE	3.0	629,424	157,356	0	786,780
MCCLAIN	34252(05)	SH-76: FROM N. FORK OF WALNUT CREEK, N.APPROX 4.5 MI TO SH-130 IN NEWCASTLE (RW FOR (04)	RIGHT OF WAY	NA	0	1,250,000	0	1,250,000
MCCLAIN	34252(06)	SH-76: FROM N. FORK OF WALNUT CREEK, NORTH APPROX 4.5 MI TO SH-130 IN NEWCASTLE (UT FOR (04)	UTILITIES	NA	400,000	100,000	0	500,000
OKLAHOMA	24356(08)	SH-66: FROM 5.57 MIS. E. OF I-35 (DIVISION ST). EXTEND EAST APPR. 1 MILE ARCADIA (FOR ROW JP 2435607)	RIGHT OF WAY	NA	460,000	40,000	0	500,000
OKLAHOMA	28951(04)	I-40: EB & WB BRIDGES OVER I-44 5.3 MIS. E. OF THE CANADIAN C/L ("K" INTERCHANGE).	BRIDGE & APPROACHES	0.1	20,710,000	19,838,000	0	40,548,000
OKLAHOMA	29143(07)	I-40: SCOTT STREET OVER EB & WB I-40 1.1 MIS. E. OF I-35 (ROW FOR 04)	RIGHT OF WAY	NA	87,200	21,800	0	109,000
OKLAHOMA	29143(08)	I-40: SCOTT STREET OVER EB & WB I-40 1.1 MIS. E. OF I-35 (UT FOR 04)	UTILITIES	NA	87,200	21,800	0	109,000
OKLAHOMA	29852(04)	I-40: EB & WB BRIDGES OVER PORTLAND AVE. 5.0 MIS. E. OF THE CANADIAN C/L	GRADE, DRAIN, BRIDGE & SURFACE	1.0	2,500,000	7,500,000	0	10,000,000
OKLAHOMA	32425(05)	I-35: FRONTAGE ROAD MODIFICATIONS FROM MEMORIAL RD TO SH-66	GRADE, DRAIN, BRIDGE & SURFACE	3.3	2,500,000	7,500,000	0	10,000,000
OKLAHOMA	33354(05)	I-44/SH-74/SH-66 INTERCHANGE, OPERATIONAL IMPROVEMENTS (ROW FOR JP 33354(04))	RIGHT OF WAY	NA	87,200	21,800	0	109,000
OKLAHOMA	33354(06)	I-44/SH-74/SH-66 INTERCHANGE, OPERATIONAL IMPROVEMENTS (UT FOR JP 33354(04))	UTILITIES	NA	87,200	21,800	0	109,000
FFY 2024 ODOT TOTAL					53,402,519	54,242,818	4,999,830	112,645,168

**STREET ELEMENT
Local Government Projects
FFY 2025**

PROJECT SPONSOR	PROJECT DESCRIPTION	TIP ID/JP NUMBER	LENGTH (MILES)	FUNDING SOURCE	ESTIMATED FEDERAL SHARE	ESTIMATED LOCAL SHARE	TOTAL
Norman	Rock Creek Rd: from 12th Ave NW & Trailwood Dr (Intersection)	11238	NA	STBG-UZA 80%/20%	3,722,536	930,634	4,653,170
Moore	SE 19th St & S Eastern Ave (Intersection)	11036	NA	STBG-UZA 80%/20%	970,103	242,526	1,212,628
Oklahoma City	S Robinson Ave: from W Sheridan Ave to SW 36th St (Bike/Ped)	11257	2.00	STBG-UZA 80%/20%	1,497,216	374,304	1,871,520
Edmond	W Danforth Rd: from Fretz Ave to Thomas Dr (Widening/Inters.)	10813	0.30	STBG-UZA 80%/20%	2,962,124	740,531	3,702,655
Oklahoma City	NE 16th St: from N Kelley Ave to NE Bryant Ave (Bike/Ped)	11256	2.00	STBG-UZA 80%/20%	916,608	229,152	1,145,760
Norman	36th Ave NW & W Tecumseh Rd (Intersection)	11223	NA	STBG-UZA 80%/20%	1,426,755	356,689	1,783,443
Edmond	E Danforth Rd & N Sooner Rd (Intersection)*	10812	NA	STBG-UZA 75%/25%	7,500,000	2,545,748	10,045,748
COTPA	EMBARK Streetcar Turnback (Transit)	11202	NA	STBG-UZA 80%/20%	1,309,880	327,470	1,637,350
Norman	E Rock Creek Rd: Queenston Ave to 24th Ave NE (Widening)*	11232	0.70	STBG-UZA 49%/51%	2,287,758	2,341,575	4,629,333
McClain County	Dist. 2 & 3 (Signage)	10828	VAR	STBG-UZA 100% Safety	110,936	0	110,936
McClain County	180th St: SH-74 to Johnson Ave (Striping)	10829	1.25	STBG-UZA 100% Safety	26,309	0	26,309
McClain County	240th St & May Ave: from SH-24 to SH-39 (Striping)	10832	7.00	STBG-UZA 100% Safety	98,300	0	98,300
McClain County	Bryant Ave, 230th St, & Eastern Ave (Striping)	10831	5.00	STBG-UZA 100% Safety	58,885	0	58,885
McClain County	May Ave & 230th St (Guardrail)	10833	NA	STBG-UZA 100% Safety	29,631	0	29,631
McClain County	190th St: Chandler Rd to Johnson Ave (Striping)	10830	2.27	STBG-UZA 100% Safety	42,217	0	42,217
McClain County	Bryant Ave: North of 210th St (Guardrail)	10835	NA	STBG-UZA 100% Safety	37,845	0	37,845
FFY 2025 STBG-UZA TOTALS					22,997,103	8,088,628	31,085,731

*Project has been overmatched by sponsor. Projects listed in the table above are NOT locked for funding. Projects will have to be resubmitted during the next STBG-UZA Call for Projects.

**HIGHWAY ELEMENT
ODOT Projects
FFY 2025**

COUNTY	JP NUMBER	PROJECT DESCRIPTION	WORK TYPE	LENGTH	FEDERAL SHARE	STATE SHARE	OTHER SHARE	TOTAL
CLEVELAND	20997(19)	US-77: FROM EAST END OF CANADIAN RIVER BRIDGE, NORTH 1.0 MILES TO 0.25 MILES SOUTH OF MOFFATT RD. (N. OF LEXINGTON), INCLUDES JUNCTION OF SH-39	GRADE, DRAIN & SURFACE	1.1	3,488,000	872,000	0	4,360,000
CLEVELAND	24112(07)	SH-39: FROM 7.0 MI EAST OF US-77, EAST 3.56 MI	WIDEN, RESURFACE & BRIDGE	3.6	5,398,585	5,398,585	0	10,797,170
CLEVELAND	33815(04)	SH-9: OVER BISHOP CREEK, 0.8 MI WEST OF US-77	BRIDGE & APPROACHES	0.1	200,000	50,000	0	250,000
LOGAN	30503(04)	SH-74: IN CRESCENT FROM ADAMS STREET, EXTEND SOUTH 0.5 MILES	PAVEMENT REHAB.	0.5	847,321	211,830	0	1,059,151
MCCLAIN	32802(04)	I-35: INTERCHANGE MODIFICATION AT SH-74W, IN PURCELL	INTERCHANGE	1.0	12,500,000	12,500,000	0	25,000,000
OKLAHOMA	09032(07)	I-35 @ THE I-240 JCT (PHASE III) RECONST INTERCHG. SMC 90/10	INTERCHANGE	0.5	10,000,000	10,000,000	0	20,000,000
OKLAHOMA	24356(09)	SH-66: FROM 5.57 MIS. E. OF I-35 (DIVISION ST). EXTEND EAST APPR. 1 MILE THROUGH ARCADIA (FOR UTILITIES JP 2435607)	UTILITIES	NA	80,000	20,000	0	100,000
OKLAHOMA	26422(05)	I-40: FROM MILE MARKER 171 EAST TO MILE MARKER 173.	GRADE, DRAIN & SURFACE	1.9	16,263,772	16,263,772	0	32,527,544
OKLAHOMA	28992(04)	I-40: AT DOUGLAS BLVD. 6.5 MILES EAST OF I-35	INTERCHANGE	0.1	12,800,000	19,200,000	0	32,000,000
OKLAHOMA	32425(08)	I-35: FRONTAGE ROAD MODIFICATIONS FROM MEMORIAL RD TO SH-66 (ROADWAY PORTION)	GRADE, DRAIN, BRIDGE & SURFACE	3.3	5,000,000	5,000,000	0	10,000,000
OKLAHOMA	35193(05)	I-40: EB & WB OVER SE 29TH IN MWC (ROW FOR 04)	RIGHT OF WAY	NA	200,000	50,000	0	250,000
OKLAHOMA	35193(06)	I-40: EB & WB OVER SE 29TH IN MWC (UT FOR 04)	UTILITIES	NA	200,000	50,000	0	250,000
FFY 2025 ODOT TOTAL					66,977,678	69,616,187	0	136,593,865

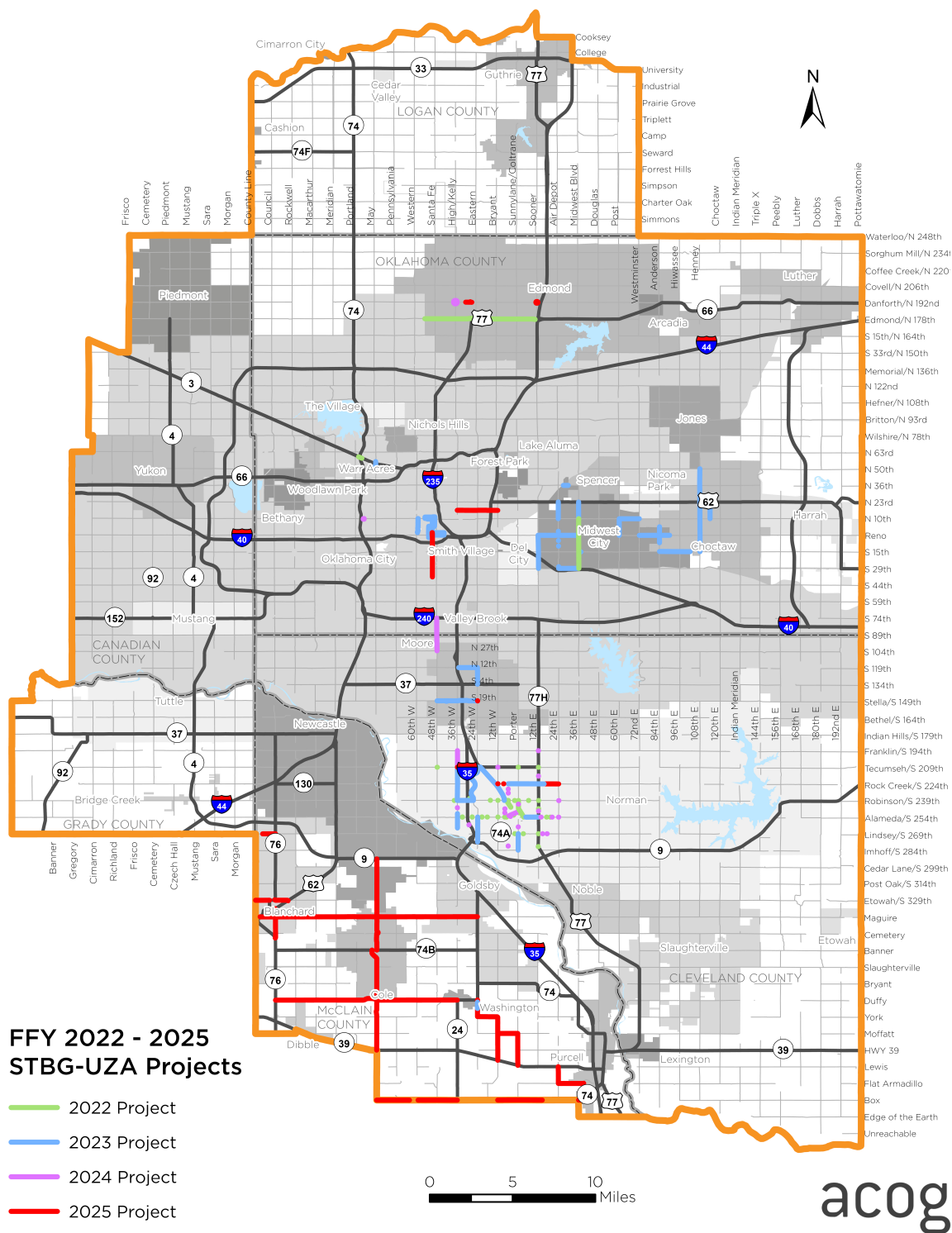


Figure 3: FFY 2022 - 2025 OCARTS Transportation Improvement Program Projects

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 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. TSP Safety Project	FTA 5307 (80/20)	188,161	47,040	235,201
	D. Service Vehicle Replacement	FTA 5307 (80/20)	73,600	18,400	92,000
	E. Equipment Replacement	FTA 5307 (80/20)	16,000	4,000	20,000
	F. Security Project (1%)	FTA 5307 (80/20)	80,000	20,000	100,000
	G. Bus and Bus Facilities Enhancement-Bus shelter accessibility improvements (1%)	FTA 5307 (80/20)	80,000	20,000	100,000
	H. Technology Infrastructure	FTA 5307 (80/20)	356,736	89,184	445,920
	I. Bus Replacement	FTA 5339 FFY22 85/15	746,518	186,629	933,147
	J. City of Edmond Bus and Bus Facilities	FTA 5339 FFY 22 80/20	62,400	15,600	78,000
	K. Ferryboat Formula Program	FHWA FBP 1121 FFY 22 80/20	100,000	25,000	125,000
SUBTOTAL - CAPITAL			7,678,414	1,919,604	9,598,018
II. NON-CAPITAL		(Fed./Local Share)			
	A. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	712,000	178,000	890,000
	B. Operations/Maint. (Citylink) - City of Edmond - FFY 2022	FTA 5307 (80/20)	520,000	130,000	650,000
SUBTOTAL - OPERATIONS			1,232,000	308,000	1,540,000
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			9,810,414	2,452,604	12,263,018

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%.

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. Reno Transfer Station	FTA 5307 (80/20)	1,760,000	440,000	2,200,000
	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. City of Edmond CityLink Capital Enhancements	FTA 5307 (80/20)	162,219	40,555	202,774
	G. Bus Replacement	FTA 5339 FFY 23 85/15	793,175	139,972	933,147
	H. City of Edmond Bus and Bus Facilities	FTA 5339 FFY 23 85/15	66,114	11,667	77,781
	I. Fare collection equipment	FTA 5339 FFY 23 80/20	525,000	875,000	1,400,000
	J. Ferryboat Formula Program	FHWA FBP 1121 FFY 23 80/20	100,000	25,000	125,000
SUBTOTAL - CAPITAL			9,178,508	2,975,194	12,153,702
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) - City of Edmond - FFY 2023	FTA 5307 (80/20)	498,133	498,133	650,000
SUBTOTAL - OPERATIONS			1,358,133	713,133	1,725,000
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			11,436,641	3,913,327	15,003,702

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%.

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2024

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL		(Fed./Local Share)			
	Preventive Maintenance (EMBARK)	FTA 5307 (80/20)	4,800,000	1,200,000	6,000,000
	Service Vehicle Replacement	FTA 5307 (80/20)	66,400	16,600	83,000
	Bus and Bus Facilities Enhancement- Bus shelter accessibility improvements (1%)	FTA 5307 (80/20)	90,000	22,500	112,500
	Security Project (1%)	FTA 5307 (80/20)	86,000	21,500	107,500
	Technology Infrastructure, Computer and Software Upgrades	FTA 5307 (80/20)	52,000	13,000	65,000
	COTPA Shop Improvement/Equipment	FTA 5307 (80/20)	10,000	2,500	12,500
	City of Edmond CityLink Capital Enhancements	FTA 5307 (80/20)	162,219	40,555	202,774
	Bus Replacement--Citylink Edmond	FTA 5339 FFY 24 85/15	66,114	11,667	77,781
	Ferryboat Formula Program	FHWA FBP 1121 FFY 24 80/20	100,000	25,000	125,000
SUBTOTAL - CAPITAL			5,432,733	1,353,322	6,786,055
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) - City of Edmond - FFY 2024	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			7,590,866	2,266,455	9,857,321

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%.

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2025

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
	H. Fare Collection Equipment	FTA 5307 (80/20)	1,000,000	250,000	1,250,000
	I. City of Edmond CityLink Capital Enhancements	FTA 5307 (80/20)	162,219	40,555	202,774
	J. Bus Replacement--Citylink Edmond	FTA 5339 FFY 25 85/15	66,114	11,667	77,781
	K. Fare Collection Equipment	FTA 5339 FFY 25 80/20	950,000	237,500	1,187,500
	L. Ferryboat Formula Program	FHWA FBP 1121 FFY 25 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) - City of Edmond - FFY 2025	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

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%.

**Transit Element
The City of Norman
FFY 2022**

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING		(Fed./Local Share)			
	A. Preventive Maintenance	FTA 5307 (80/20)	725,407	181,352	906,759
	B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	178,529	44,632	223,161
	C. Operating Assistance	FTA 5307 (80/20)	780,000	780,000	1,560,000
SUBTOTAL - CAPITAL			1,683,936	1,005,984	2,689,920
II. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	83,500	20,875	104,375
SUBTOTAL - OPERATIONS			83,500	20,875	104,375
III. SECURITY PROJECTS		(Fed./Local Share)			
	A. Security Projects for Public Transportation	FTA 5307 (80/20)	17,853	4,463	22,316
SUBTOTAL - PLANNING/OTHER PROJECTS			17,853	4,463	22,316
GRAND TOTAL			1,785,289	1,031,322	2,816,611

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

**Projected 5307 grant funding assumes FFY21 funding level - \$1,785,289

**Transit Element
The City of Norman
FFY 2023**

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING		(Fed./Local Share)			
	A. Preventive Maintenance	FTA 5307 (80/20)	725,407	181,352	906,759
	B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	178,529	44,632	223,161
	C. Operating Assistance	FTA 5307 (80/20)	780,000	780,000	1,560,000
SUBTOTAL - CAPITAL			1,683,936	1,005,984	2,689,920
II. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	83,500	20,875	104,375
SUBTOTAL - OPERATIONS			83,500	20,875	104,375
III. SECURITY PROJECTS		(Fed./Local Share)			
	A. Security Projects for Public Transportation	FTA 5307 (80/20)	17,853	4,463	22,316
SUBTOTAL - PLANNING/OTHER PROJECTS			17,853	4,463	22,316
GRAND TOTAL			1,785,289	1,031,322	2,816,611

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

**Projected 5307 grant funding assumes FFY21 funding level - \$1,785,289

**Transit Element
The City of Norman
FFY 2024**

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING		(Fed./Local Share)			
	A. Preventive Maintenance	FTA 5307 (80/20)	725,407	181,352	906,759
	B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	178,529	44,632	223,161
	C. Operating Assistance	FTA 5307 (80/20)	780,000	780,000	1,560,000
SUBTOTAL - CAPITAL			1,683,936	1,005,984	2,689,920
II. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	83,500	20,875	104,375
SUBTOTAL - OPERATIONS			83,500	20,875	104,375
III. SECURITY PROJECTS		(Fed./Local Share)			
	A. Security Projects for Public Transportation	FTA 5307 (80/20)	17,853	4,463	22,316
SUBTOTAL - PLANNING/OTHER PROJECTS			17,853	4,463	22,316
GRAND TOTAL			1,785,289	1,031,322	2,816,611

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

**Projected 5307 grant funding assumes FFY21 funding level - \$1,785,289

**Transit Element
The City of Norman
FFY 2025**

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING		(Fed./Local Share)			
	A. Preventive Maintenance	FTA 5307 (80/20)	725,407	181,352	906,759
	B. ADA Complimentary Paratransit Service	FTA 5307 (80/20)	178,529	44,632	223,161
	C. Operating Assistance	FTA 5307 (80/20)	780,000	780,000	1,560,000
SUBTOTAL - CAPITAL			1,683,936	1,005,984	2,689,920
II. PLANNING PROJECTS		(Fed./Local Share)			
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	83,500	20,875	104,375
SUBTOTAL - OPERATIONS			83,500	20,875	104,375
III. SECURITY PROJECTS		(Fed./Local Share)			
	A. Security Projects for Public Transportation	FTA 5307 (80/20)	17,853	4,463	22,316
SUBTOTAL - PLANNING/OTHER PROJECTS			17,853	4,463	22,316
GRAND TOTAL			1,785,289	1,031,322	2,816,611

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

**Projected 5307 grant funding assumes FFY21 funding level - \$1,785,289

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.

With the passage of HB 1365 on April 25, 2019, the Office of Mobility and Public Transit within the Department of Transportation was created. All FTA program implementations not previously managed by the Department of Transportation were moved to the Office of Mobility and Public Transit from other state agencies and programs. Prior to this change, the Section 5310 program for the Oklahoma City Urbanized Area was administered by the Department of Human Services (DHS). OMPT now administers this funding for the OCARTS area, as well as the small urban and rural areas of the state.

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

The following line item is intended to serve as a “placeholder” and 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 2022-2025

FUNDING SOURCE	PERCENT MATCH	FEDERAL SHARE	LOCAL SHARE	TOTAL
FFY 2022 ¹				
A. Capital	85/15	118,575	20,914	139,489
B. Administration	80/20	29,334	7,334	36,668
C. Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2022		249,011	129,350	378,361
FFY 2023 ¹				
A. Capital	85/15	0	0	0
B. Administration	80/20	29,334	7,334	36,668
C. Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2023		130,436	108,436	238,872
FFY 2024 ¹				
A. Capital	85/15	0	0	0
B. Administration	80/20	29,334	7,334	36,668
C. Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2024		130,436	108,436	238,872
FFY 2025 ¹				
A. Capital	85/15	0	0	0
B. Administration	80/20	29,334	7,334	36,668
C. Operational	50/50	101,102	101,102	202,204
SUBTOTAL - FFY 2025		130,436	108,436	238,872
GRAND TOTAL		640,319	454,656	1,094,975

Note 1: All Section 5311 category amounts for FY-22 through FY-25 are estimated, based on FY-2020 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 2022-2025

FUNDING SOURCE	PERCENT MATCH	FEDERAL SHARE	LOCAL SHARE	TOTAL
FFY 2022 ¹				
A. Capital	85/15	5,448	1,362	6,810
B. Administration	80/20	89,583	22,396	111,979
C. Operational	50/50	633,202	633,202	1,266,404
D. 5339(a)		280,433	49,488	329,921
E. 5339(b)		474,725	83,775	558,500
SUBTOTAL - FFY 2022		1,483,391	706,448	1,715,114
FFY 2023 ¹				
A. Capital	85/15	5,448	1,362	6,810
B. Administration	80/20	64,986	16,247	81,233
C. Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2023		748,884	696,059	1,444,943
FFY 2024 ¹				
A. Capital	85/15	0	0	0
B. Administration	80/20	64,986	16,247	81,233
C. Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2024		743,436	694,697	1,438,133
FFY 2025 ¹				
A. Capital	85/15	0	0	0
B. Administration	80/20	64,986	16,247	81,233
C. Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2025		743,436	694,697	1,438,133
GRAND TOTAL		3,719,147	2,791,899	6,036,321

Note 1: All Section 5311 category amounts for FY-22 through FY-25 are estimated, based on FY-2020 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 \$56.9 million over the TIP period. Of this total, approximately \$40.9 million will be requested from the Federal Aviation Administration and the remaining \$16 million will be provided through local and state funds.

**Airport Element
Will Rogers World Airport
FFY 2022-2025**

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	ADDITIONAL AIP	OTHER	TOTAL
2022	Rehabilitate Runway 13/31 - Phase 2 (Construction Phase 2)	AIP/OCAT 72%/28%	9,850,000	4,367,172	1,579,686		15,796,858
SUBTOTAL - FFY 2022			9,850,000	4,367,172	1,579,686	0	15,796,858
2023	Rehabilitate Runway 13/31 - Phase 2 (Construction Phase 2)						
SUBTOTAL - FFY 2023			0	0	0	0	0
2024	Rehabilitate Runway 17R/35L Pavement and Lighting (Design and Construct)	AIP/OCAT 90%/10%	4,925,000	1,381,181	7,505,632		13,811,813
SUBTOTAL - FFY 2024			4,925,000	1,381,181	7,505,632	0	13,811,813
2025	Rehabilitate Taxiways E, N, H Connectors and Shoulders	AIP/OCAT 90%/10%	4,925,000	1,018,124	4,238,116		10,181,240
SUBTOTAL - FFY 2025			4,925,000	1,018,124	4,238,116	0	10,181,240
TOTAL			19,700,000	6,766,477	13,323,434	0	39,789,911

AIP - Airport Improvement Program
OCAT - Oklahoma City Airport Trust

**Airport Element
Wiley Post Airport
FFY 2022-2025**

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	ADDITIONAL AIP	OTHER	TOTAL
2022	Drainage Improvements			4,980,000			4,980,000
SUBTOTAL - FFY 2022				4,980,000			4,980,000
2023	Widening of 17R/35L from 75 ft to 100 ft- Design & Construction (OCAT Funded Drainage)		300,000	1,268,575	4,250,000	650,000	6,468,575
	Perimeter Fencing (East)			500,000			500,000
SUBTOTAL - FFY 2023			300,000	1,768,575	4,250,000	650,000	6,968,575
2024	Taxiway B Pavement Rehabilitation and (OCAT funded Drainage)		150,000	1,042,500	765,000	42,500	2,000,000
	Perimeter Fencing (West)			500,000			500,000
SUBTOTAL - FFY 2024			150,000	1,542,500	765,000	42,500	2,500,000
2025	Rehabilitate Terminal Apron Pavement		150,000			7,500	157,500
SUBTOTAL - FFY 2025			150,000	0	0	7,500	157,500
TOTAL			600,000	8,291,075	5,015,000	700,000	14,606,075

OCAT - Oklahoma City Airport Trust

**Airport Element
Clarence E. Page Airport
FFY 2022-2025**

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	ADDITIONAL AIP	OTHER	TOTAL
2022	No projects planned.		0	0	0	0	0
SUBTOTAL - FFY 2022			0	0	0	0	0
2023	No projects planned.		0	0	0	0	0
SUBTOTAL - FFY 2023			0	0	0	0	0
2024	Rehabilitate Taxiway A Pavement with LED Lighting - Design and Construction		450,000	100,000	1,350,000	100,000	2,000,000
SUBTOTAL - FFY 2024			450,000	100,000	1,350,000	100,000	2,000,000
2025	No projects planned.		0	0	0	0	0
SUBTOTAL - FFY 2025			0	0	0	0	0
TOTAL			450,000	100,000	1,350,000	100,000	2,000,000

**Airport Element
David J. Perry Airport
FFY 2022-2025**

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	ADDITIONAL AIP	OTHER	TOTAL
2022	Rollover funds to FY 2023		0	0	0	0	0
SUBTOTAL - FFY 2022			0	0	0	0	0
2023	Rollover funds to FY 2024		0	0	0	0	0
SUBTOTAL - FFY 2023			0	0	0	0	0
2024	Reconstruct Terminal Apron	AIP - 90%	499,650	49,965	0	0	549,615
SUBTOTAL - FFY 2024			499,650	49,965	0	0	549,615
2025	Rollover funds to FY 2026		0	0	0	0	0
SUBTOTAL - FFY 2025			0	0	0	0	0
TOTAL			499,650	49,965	0	0	549,615

AIP - Airport Improvement Program

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
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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 2022, COTPA was awarded approximately \$896,000 in STBG-UZA funding for the EMBARK fleet expansion and will be able to procure two CNG buses (see page 16). The City of Norman Transit System was awarded STBG-UZA funding (approximately \$492,000) to procure a CNG bus as well. 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.

*Recently, the City of Norman took over most of CART's transit operations. While CART set transit targets in 2018, it is understood 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 percent of overall funding for standalone safety projects. These projects are believed to directly address safety issues within the region and are 100 percent federally funded. 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.