

Transportation Improvement Program for the OCARTS Transportation Management Area

FFY 2015 - FFY 2018
(October 1, 2014 - September 30, 2018)



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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. Moving Ahead for Progress in the 21st Century Act (MAP-21) is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, the Association of Central Oklahoma Governments (ACOG), in its role as the MPO, is responsible for preparing the regional Transportation Improvement Program (TIP) in cooperation with the state department of transportation, transit operators and local governments.

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

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

TIP Purpose and Scope

The TIP is intended to fulfill the following purposes:

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

Prioritization of Projects

This TIP includes a listing of projects for FFY 2015, 2016, 2017 and 2018. Those projects included in FFY 2015 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 2015. 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 long-range transportation plan, Encompass 2035, adopted on April 28, 2011, and the 2010-2035 Oklahoma Long-Range Transportation Plan dated December 2010.

Program Boundary

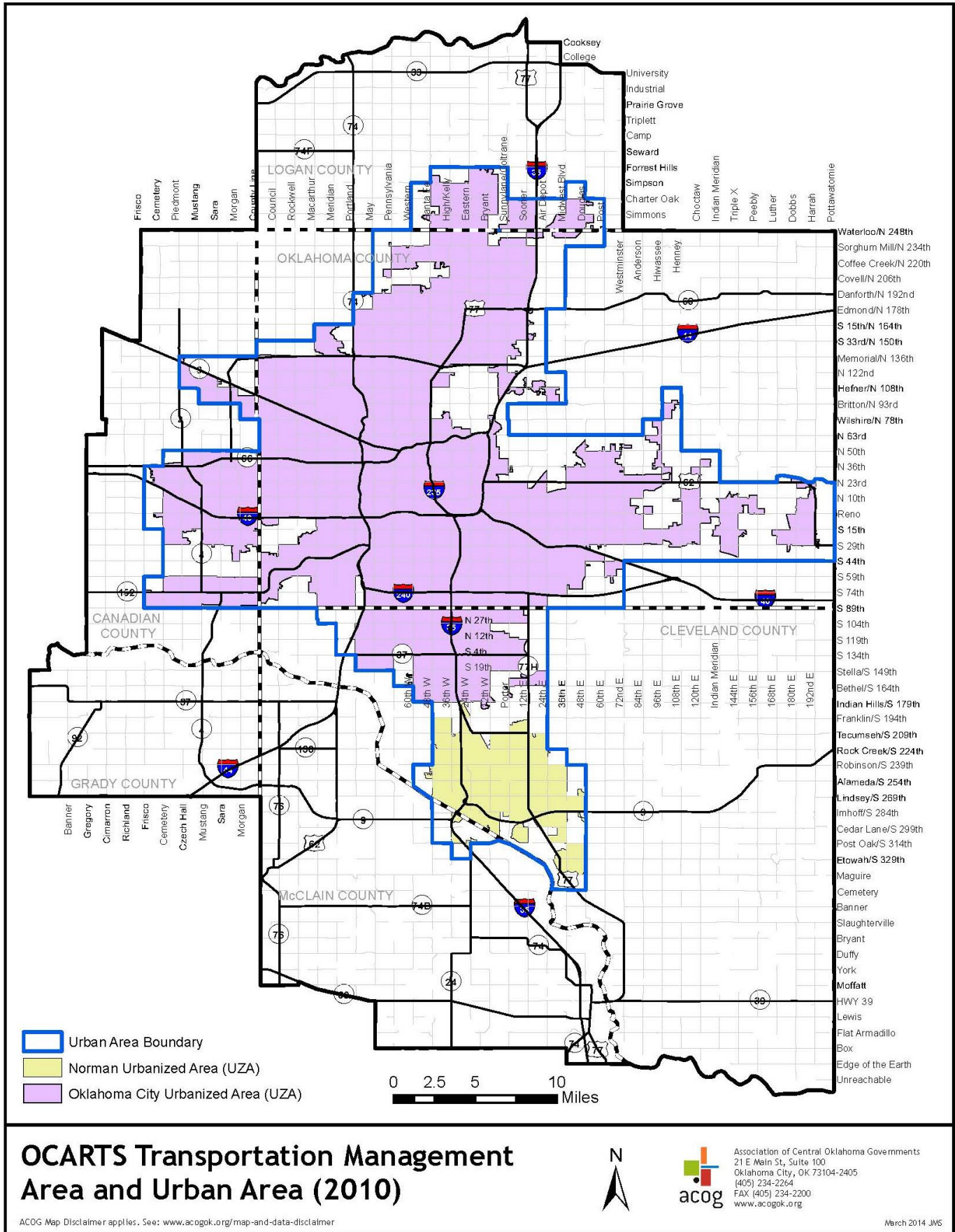
The geographic area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties and portions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

Beginning with the 2000 census and continuing with the 2010 census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA—the Oklahoma City UZA and Norman UZA. Sec. 6016 of MAP-21 attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes. These boundaries are important because they directly impact the amount of funding that is suballocated to the MPO for project selection. Only UZAs with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs, which the Norman UZA would not qualify for on its own. However, the FTA does distribute funding to designated recipients for both large and small urbanized areas.

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

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

Figure 1: OCARTS Transportation Management Area and Urban Area



Program Revisions

Projects included in the TIP may be considered for amendment or revision. Such amendments may not exceed the federal, state and local funds anticipated to be available in order to maintain the MAP-21 financial constraint requirement for the TIP. Modifications to the TIP requested by OCARTS area communities or other implementing agencies must have the approval of the ITPC, which conducts a public hearing prior to final action. Following MPO approval, each amendment is forwarded to ODOT for approval, as the Governor's designee, and inclusion in the Statewide Transportation Improvement Program (STIP).

Air Quality and Conformance with SIP

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

In March 2008, the EPA significantly strengthened its national ambient air quality standards (NAAQS) for ground-level ozone, the primary component of smog, to 0.075 parts per million (ppm). However in 2009, EPA announced that it would reconsider the standard because it was not as protective as recommended by EPA's panel of science advisors, the Clean Air Scientific Advisory Committee (CASAC). After several delays in announcing the new ozone standard, the reconsideration was halted by President Obama on September 2, 2011, due to his concern of the "regulatory burdens that would be placed on businesses to comply with a new ozone NAAQS during the Nation's economic recovery." However, the next regular review of the health and welfare science is underway.

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. 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 in the following report, which is available from ACOG and online at www.acogok.org: *2010 Air Quality Planning and Public Education*.

Title VI and Environmental Justice

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

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

In compliance with FTA Circular 4702.1B, the Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART) jointly prepare triennial Title VI reports documenting that transit services and amenities are provided within the region in a nondiscriminatory manner. ACOG, in addition to preparing a full Title VI Plan, completed in November 2011, prepares an annual Title VI accomplishments report. ACOG's Title VI Plan further documents that the MPO planning process, including information dissemination and participation in the decision-making process, is conducted in a nondiscriminatory fashion.

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

Performance Management

As a new feature, MAP-21 established a performance and outcome-based program. The objective is to invest resources in projects that collectively will make progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

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

The TIP, along with other plans, is required to include information regarding these performance measures. However, the regulations and guidance regarding the establishment and use of these performance measures have not yet been developed and implemented; therefore, they are not included in the FFY 2015–2018 TIP. Future versions of the TIP will address these requirements.

Public Involvement

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

In developing this TIP, the MPO provided citizens, affected public agencies, local governments, public and private transportation providers, goods movement providers, and other interested parties with a reasonable opportunity to provide input and to comment on the proposed program. Opportunities for review and comment on the proposed TIP were announced through articles and notices published in metro area newspapers, ACOG's e-newsletter, *Momentum*, 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 2015-2018 OCARTS area TIP. Notices included information on the time frame for submitting written comments and the date, time and location that the TIP would be considered by the Intermodal Transportation Policy Committee. In addition, notification was provided via the ACOG website, a media release, an e-news release, the *Momentum* newsletter, 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 2035*, and the Oklahoma Long-Range Transportation Plan. *Encompass 2035* was adopted by the MPO on April 28, 2011, and is incorporated by reference into the statewide plan, which was adopted by the Oklahoma Transportation Commission in December 2010.

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 2015-FFY 2018 is provided in Chapter 3 of this document.

Transit Element

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

Section 5307 - Urban Area Transit Services

COTPA provides public transportation through a bus system known as EMBARK. The COTPA system includes 19 local routes, one trolleybus route in downtown Oklahoma City, an express route between Norman and Oklahoma City, and four late-night routes. There is no Sunday service. COTPA also operates shuttles at the OU Health Sciences Center campus in Oklahoma City.

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

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 rules, with CART providing paratransit service throughout the City of Norman. In FFY 2013, the total average weekday bus ridership of all three systems combined was 15,095.

Other Special Transportation Services

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

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

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

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

Citylink's special transportation services include:

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

Section 5310 - Elderly and Persons with Disabilities Program

In addition to the transportation services available to the elderly and persons with disabilities provided through COTPA, CART and Citylink, numerous organizations operate wheelchair accessible vehicles under 49 U.S.C., Section 5310. The Section 5310 program gives private, non-profit organizations the opportunity to purchase vehicles, with federal assistance, to transport elderly and disabled clients to meet their everyday needs, including transportation to work, medical appointments, shopping and recreation. Other eligible applicants for these funds can include public bodies approved by the State to coordinate services for elderly persons and persons with disabilities, and public bodies that certify to the Governor that no non-profit corporations or associations are readily available in their area to provide service to meet the special needs of the elderly and disabled.

The Section 5310 funds pay for 83 percent of the capital cost of a wheelchair accessible vehicle (80 percent for non-accessible vehicles), with the local match, operation and maintenance paid for by the sponsoring organization.

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

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

Section 5311 – Public Transportation Program for Non-Urbanized Areas

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

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

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as the First Capital Trolley and to Delta Transit in the southern portion of the region. However, only a portion (approximately 25 percent) of Delta Transit's service is provided within the OCARTS area.

Airport Element

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

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

STREET AND HIGHWAY ELEMENT

The Street and Highway Element of this Transportation Improvement Program includes specific projects that will be implemented by various OCARTS area cities and counties and the Oklahoma Department of Transportation during the FFY 2015-2018 short-range planning period.

The improvements that are reflected for FFY 2015 represent the region's highest priorities for enhancing the OCARTS street and highway network. These projects are generally in the design phase, and thus have the greatest level of commitment from the sponsoring entities and the greatest probability of being implemented with federal and local funding resources. Federal rules require that the costs of projects listed in each metropolitan area's TIP are consistent with the federal, state and local funds expected to be available to the area. This TIP is based upon the latest available project cost estimates and revenue expectations.

OCARTS Area Projects Funded from Previous TIPs

The previous OCARTS Area TIP covered FFY 2013-2016. Table 1 includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2013. These OCARTS area improvements represent a total expenditure of nearly \$142 million. This includes federal, state, and local funds spent on streets eligible for Federal aid and those portions of the State Highway System (interstates, U.S. highways, and state highways) located within the OCARTS area. [Figure 2](#) identifies the locations of the major improvements reflected in Table 1.

Street and Highway Element Funding Sources

Several categories of federal funding are available for implementing the Street and Highway Element of the TIP. Moving Ahead for Progress in the 21st Century (MAP-21) created streamlined, performance-based multimodal programs to address improving safety, maintaining infrastructure, reducing traffic congestion, improving efficiency and freight movement, protecting the environment and reducing project delays.

The new law restructured core highway formula programs. Activities carried out under several former SAFETEA-LU² formula programs—the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program and the Appalachian Development Highway System Program—were incorporated into the following formula programs under MAP-21:

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

In addition, two new formula programs were created:

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

Many of these funding sources may also be used for bicycle and pedestrian pathways, as alternatives to vehicle travel, and some highway funds are “flexible,” meaning they can be used for

² Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users

eligible transit activities. Funding for street and highway improvements is made available annually to the Oklahoma Department of Transportation from the Federal Highway Administration for use throughout the state.

MAP-21 calls for urbanized areas with a population greater than 200,000 to receive a suballocation of Surface Transportation Program (STP) funds and Transportation Alternatives Program (TAP) funds. 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 MAP-21 attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes.

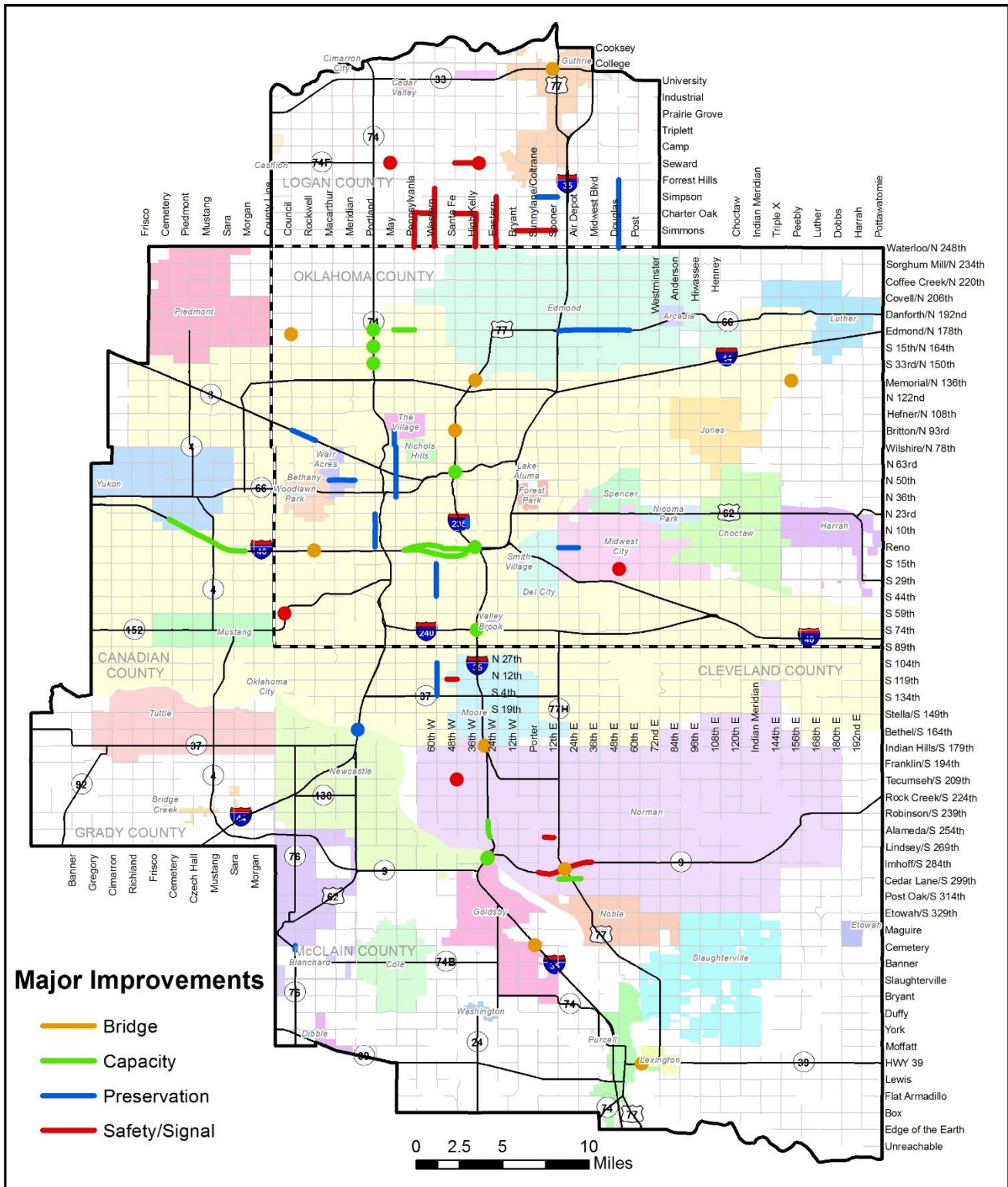
Table 1: OCARTS Area Projects Funded During FFY 2013

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Cleve/OK/Log Counties	Var. Loc. On I-35, I-40, I-235 (Impact Attenuators)	30268(04)	Aug-14	HSIPG	332,149	0	332,149
Cleveland Co.	US-77 over S. Canadian & BNSF RR (Bridge Rehabilitation)	29434(04)	Nov-14	SBR	0	1,264,866	1,264,866
Del City	Major Intersections & SE 15th (pt.) (Pavement Markings)	20114(04)	May-13	STP-UZA Safety	71,559	0	71,559
Edmond	2nd St. Corridor (ITS Upgr 20 Inters/Connect to TMC, Phase 1)	29309(04)	Mar-14	STP-UZA	2,433,490	608,373	3,041,863
Guthrie	SH-33 over Cottonwood Crk, 0.3 mi W of US-77 (Bridge Repair)	29891(04)	Nov-14	MC	0	58,877	58,877
Logan County	Douglas, Waterloo to Forest Hills (Resurface)	28050(04)	Apr-13	STP-UZA	895,792	223,948	1,119,740
Logan County	Various Locations (Pavement Markings)	29422(04)	May-13	STP-UZA Safety	27,752	0	27,752
Logan County	Seward Road Bridges (3 Guardrails)	29423(04)	Aug-13	STP-UZA Safety	125,205	0	125,205
Logan County	Simpson, Coltrane to Sooner (Resurface)	29424(04)	Jun-13	STP-UZA	233,200	58,300	291,500
McClain County	Council Road, S. 280th to SH-76 (Resurface)	27583(04)	Aug-13	STP-UZA	89,700	22,425	112,125
McClain County	Various Locations (Sign Replacement)	29382(04)	Aug-13	STP-UZA Safety	65,000	0	65,000
Midwest City	Reno, Sooner to Air Depot (Resurface)	30003(04)	Pending	STP-UZA	531,696		
Moore	NW 12th, Santa Fe to Gracepointe Dr. (Ph 3) (Sidewalk, S side)	29012(04)	Oct-13	STP-UZA	127,104	0	127,104
Newcastle/OKC	I-44 Bridge over Canadian River (Remove Metal Tress Substructure)	30303(07)	Aug-14	ERNHPPI	0	133,756	133,756
Norman	I-35 Interchange @ SH-9 (South half) (GDS&B)	09031(11)	Aug-14	NHPPIY	10,492,918	1,141,080	11,633,999
Norman	Tecumseh & 48th Ave. NW (Traffic Signals)	28762(04)	Mar-13	STP-UZA Safety	273,114	0	273,114
Norman	Indian Hills Road over I-35 (Bridge Repair)	29106(04)	Feb-14	SBR	0	689,417	689,417
Norman	Boyd, Classen to Barkley (Sidewalks/Ramps)	29256(04)	Nov-13	STP-UZA	98,240	24,560	122,800
Norman	Cedar Lane, 12 SE to 24 SE (Widen/Int. Mod.,SW/Bike Lane)	29261(04)	Mar-14	STP-UZA	6,184,434	1,562,253	7,746,687
Norman	Citywide (School Beacons/Flashers)	29290(04)	Feb-13	STP-UZA Safety	387,288	0	387,288
Norman	SH-9, Jenkins to John Saxon Blvd. (Signal Interconnect)	29291(04)	Jun-13	STP-UZA Safety	395,272	0	395,272
Norman	Citywide (Signal Upgrades/Video Detectors)	29301(04)	May-13	STP-UZA Safety	482,900	0	482,900
Norman	SH-9 over US-77, 3.6 mi. E of I-35 (Bridge Repair)	29907(04)	Mar-14	SAP	0	72,920	72,920
OCARTS	Central Okla. Commuter Corridors Study	28117(04)	N/A	STP-UZA	995,000	248,750	1,243,750
Oklahoma City	I-44 EB to SB Ramps at I-235 Interchg. (GDS&B)	09033(13)	Jan-14	IMY	7,475,814	0	7,475,814
Oklahoma City	I-40 at I-35/I-235 Junction-Multiple Ramps & Br. (GDS&B)	17428(59)	Sep-14	OKCY-XTWN	26,044,809	426,183	26,470,992
Oklahoma City	I-40 from Penn to Western (GDS&B)	17428(80)	Jun-14	OKCY-XTWN	8,269,050	0	8,269,050

Table 1 (Cont.): OCARTS Area Projects Funded During FFY 2013

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Oklahoma City	I-40 fr. MM 136 to MM140; SH-4 (Mustang Rd.) over I-40 (Reconstruct)	24424(07) 27957(04) 28317(04)	Jan-14	IMY	45,464,485	2,703,426	48,167,911
Oklahoma City	Council Rd S of N 178 over Deer Creek & Soldier Creek (GDS&B)	27284(04)	Sep-14	STP	403,000	1,488,768	1,891,768
Oklahoma City	SH-66 from I-35 ext. East 3.64 mi. (Resurface)	27598(04)	Jun-14	SSR	0	1,197,750	1,197,750
Oklahoma City	NW 178th, Penn to May (Widen to 4 Lanes, SW/Bike Lane)	28542(04)	Mar-14	STP-UZA	2,806,001	713,880	3,519,882
Oklahoma City	May, NW 36th to Britton (Resurface)	29294(04)	Aug-13	STP-UZA	3,037,733	759,433	3,797,166
Oklahoma City	Western, SW 104th to SW 134th (Resurface)	29295(04)	Jan-14	STP-UZA	783,888	195,972	979,860
Oklahoma City	Western, SW 29th to SW 44th & Portland NW 23rd to Reno (Resurface)	29297(04)	Jan-14	STP-UZA	1,852,257	463,064	2,315,321
Oklahoma City	NW Expwy (SH-3), Council to 1.15 mi. SE (Resurface)	29624(04)	Jan-14	SSR	0	401,434	401,434
Oklahoma City	Lincoln Blvd., 0.24 mi S of NE 23 to S 0.65 mi. (Pavmt Rehab)	29859(04)	Jul-14	SSP	0	2,102,520	2,102,520
Oklahoma City	Rockwell Ave. over I-40 (Bridge Repair)	29892(04)	Nov-14	SAP	0	159,511	159,511
Oklahoma City	SH-152 @ SW 59th Street (Traffic Signals)	30006(04)	Feb-14	HSIPY	95,643	23,911	119,554
Oklahoma City	SH-74 @ NW 150, NW 164 & NW 178 (Intersection Modifications)	30218(04)	Jun-14	SSP	0	2,485,997	2,485,997
Oklahoma City	Brdwy Ext. (US-77), over Memorial Rd. (Bridge Repair)	30264(04)	Jul-14	SAP	0	15,600	15,600
Oklahoma City	US-77 under Britton Road (Bridge Repair)	30296(04)	Aug-14	SAP	0	25,207	25,207
Oklahoma County	Memorial Rd., 0.5 mi. W of Peebly (Bridge Reconstruction)	26984(04)	Mar-14	STP-UZA	493,316	126,329	619,646
Oklahoma County	MacArthur Blvd./ Lincoln Blvd. - Multi Loc. (Joint Seal/Repair)	30282(04)	Sep-14	STPY	367,092	0	367,092
Oklahoma/Canadian Co.	I-40/US-62/MacArthur - Multi Loc. In Div 4 (Bridge Painting)	30282(05)	Sep-14	STPY-NBIP	518,765	0	518,765
Warr Acres	NW 39th, NW 50th, NW 63rd (2 Loc.) (School Zone Improv.)	29265(04)	Feb-14	STP-UZA Safety	979,766	95,784	1,075,550
Warr Acres	NW 50th, Hammon to Meridian (Resurface)	30194(04)		STP-UZA			
				Totals	122,833,433	19,494,294	141,796,031

Figure 2: Major OCARTS Improvements FFY 2013



Surface Transportation Program Urbanized Area Funds (STP-UZA)

As a Transportation Management Area, ACOG receives an annual distribution of Surface Transportation Program (STP) funds according to the formula outlined in MAP-21. The amount of funding received is based on the combined populations of the Oklahoma City and Norman Urbanized Areas. These are referred to as STP-UZA funds.

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

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

The seven evaluation criteria include:

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

These criteria were chosen to represent the mobility, environmental, and social factors important to the development of an efficient transportation system and the ability of a project to be ready for letting during the fiscal year of the TIP for which it is submitted.

The categories of projects included in the evaluation process are:

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

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

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

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

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

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

Transportation Alternatives Program (TAP) Funds

MAP-21 consolidated the Transportation Enhancements, Recreational Trails, and Safe Routes to School Programs into a new separate program, the Transportation Alternatives Program (TAP). Most of the eligible projects under these former programs were carried forward as eligible activities for TAP funding.

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

This TIP includes a Transportation Alternatives Program line item to reflect the total federal funds that will be authorized for successful projects. TAP projects may be funded with up to 80 percent federal funds and at least a 20 percent local match.

Fiscal Constraint of the FFY 2015-2018 Urbanized Area Funds

This TIP was prepared based on an estimated amount of funds available to the OCARTS area over the TIP timeframe for the combined Oklahoma City and Norman urbanized areas. To ensure that the region's STP-UZA projects are financially constrained, an estimated apportionment for the Oklahoma City Urbanized Area was determined in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate is based on the STP-UZA apportionment that was received in FFY 2013 and was held constant over the four-year TIP period due to the uncertainty of future balances in the Highway Trust Fund and the short timeframe (two years) of MAP-21.

In addition, a federal requirement began Dec. 11, 2007 (under SAFETEA-LU) that requires cost estimates for TIP projects to include an inflation factor to reflect year-of-expenditure dollars. Therefore, the STP-UZA project estimates included in this TIP reflect a 2% inflation factor for FFY 2015, 4% for FFY 2016, 6% for FFY 2017, and 8% for FFY 2018.

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

The first year of this TIP includes five projects, including two safety projects, proposed for funding with STP-UZA funds. This represents a total of \$18,624,537 in federal funds. The FFY 2016, 2017 and 2018 programs propose STP-UZA totals of \$17,358,035, \$17,370,000 and \$17,370,000, respectively, which are within the planning estimate for the OCARTS area.

Each of the Local Government Project lists also reflects a line item for Congestion Mitigation/Air Quality (CMAQ) funds that will be spent within the OCARTS area. Each year, the Oklahoma Department of Transportation provides the MPO with \$650,000 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, regional rideshare and public fleet conversion programs.

FFY 2015 - FFY 2018 Street and Highway Element Projects

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

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

[Figure 3](#), at the end of this chapter, reflects the general locations of the local government sponsored Street and Highway Element improvements listed in this TIP for FFY 2015-2018.

**Highway Element
Local Government Projects
FFY 2015**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Edmond	Covell Road, Fairfax to I-35 and Covell & Sooner (Widening & Intersection Modification, MM Paths)	30277(04)	0.540	STP-UZA* 55%/45%	5,905,800	4,758,572	0	10,664,372
Moore	City wide, Phase 2 (Pavement Markings, SE 34th - Bike Lane)	30242(05)	8.500	STP-UZA 100% Safety	242,481	0	0	242,481
Norman	Lindsey Street, 24th Ave SW to Pickard Ave. (Widen/Reconstruct to 3-4 Lanes Divided Sidewalks and Bike Lanes)	29293(04)	1.250	STP-UZA* 45%/55%	9,727,200	12,019,200	0	21,746,400
Oklahoma City	Hefner Road, Broadway Extension to Midwest Blvd. (Guardrails & School Zone Crossing Stripes)	29296(04)	5.293	STP-UZA 100% Safety	749,056	0	0	749,056
Oklahoma City	Santa Fe Station Intermodal Hub (TIGER - 2013 Grant Improvements. all Modes)		N/A	STP-UZA*	2,000,000	12,838,694	13,591,178	28,429,872
STP-UZA TOTALS					18,624,537	29,616,466	13,591,178	61,832,181
OCARTS Line Item	Transportation Alternatives Program (TAP) FFY 2013 & FFY 2014 MPO Apportionments			TAP 80%/20%	2,849,118	712,280	0	3,561,398
TAP TOTALS					2,849,118	712,280	0	3,561,398
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	460,000	0	TBD	460,000
CMAQ TOTALS					460,000	0	TBD	460,000
GRAND TOTALS					21,933,655	30,328,746	13,591,178	65,853,579

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

Notes: Local Share for Santa Fe Station includes City funds (\$11,338,694) and State funds (\$1,500,000). Other funds are TIGER 2013 grant funds.

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

Highway Element
Oklahoma Department of Transportation Projects
FFY 2015

Project Location	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Cleveland County	I-35: 6 lane from river, N 0.34 mi. in Norman (SH-9 Interchange) (Grade, Drain, Bridge & Surface)	09031(05)	0.340	TBD	33,696,249	0	3,762,384	37,458,633
Cleveland County	I-35: 6 lane from 0.34 mi. N of river, N 0.78 mi. in Norman (Lindsey St. Interchange) (Grade, Drain, Bridge & Surface)	09031(09)	0.780	TBD	38,376,198	0	0	38,376,198
Cleveland County	SH-9: from 36th Ave SE, E to 72nd Ave SE in Norman (Includes bridge over Dave Blue Creek) (Grade, Drain, Bridge & Surface)	20266(07)	3.000	TBD	8,580,200	8,580,200	0	17,160,400
Cleveland County	US-77: from 4.05 mi. N of SH-39, N 2.5 mi. through Slaughterville (4 Lane Undivided) (Grade, Drain & Surface)	20997(07) SSP-114C(114)SS	2.500	SSP	4,304,650	4,304,650	0	8,609,300
Cleveland County	SH-9 over Little River, 12.3 mi. E of US-77 (Right-of-way for 24760(04))	24760(05)	0.020	TBD	0	28,000	0	28,000
Cleveland County	SH-9 over Little River, 12.3 mi. E of US-77 (Utilities for 24760(04))	24760(06)	0.020	TBD	51,440	12,860	0	64,300
McClain County	I-35: Reconstruct southbound ramp at SH-74 in Goldsby (Utilities for 23283(04))	23283(06)	0.100	TBD	18,420	1,840	0	20,260
McClain County	I-35 under Ladd Rd., 5.9 mi. S of Cleveland CL (Ramp accel/decel impr.) (Right-of-way for 27220(04))	27220(05)	0.100	TBD	0	51,000	0	51,000
McClain County	I-35 under Ladd Rd., 5.9 mi. S of Cleveland CL (Ramp accel/decel impr.) (Utilities for 27220(04))	27220(06)	0.100	TBD	238,145	23,815	0	261,960
McClain County	SH-76 over North Fork Walnut Creek, 2.87 mi. north of US-62 (Bridge & Approaches)	27936(04) SSP-7936(004)	0.020	SSP	1,478,150	1,478,150	0	2,956,300
McClain County	US-77 over Walnut Creek, 11.31 mi. N of Garvin CL (Bridge Rehabilitation - Redeck)	29565(04)	0.020	TBD	1,030,000	1,030,000	0	2,060,000
McClain County	I-35 under SH-74, 9.27 mi. N of Garvin CL (Bridge Rehabilitation - Redeck)	29572(04)	0.020	TBD	583,000	583,000	0	1,166,000

Highway Element
Oklahoma Department of Transportation Projects
FFY 2015 (Cont.)

Project Location	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
McClain County	I-35: Beg. 0.15 mi SE of I-35/SH-74/Goldsby int and ext. NW 1.0 mi (MP 104.5 to 105.5) and beg. 0.5 mi. NW of I-35/Johnson Rd. intersec and ext. NW 1.0 mil. (MP 98.5 to 99.5) (Hi-tension Cable Barrier Project)	31325(04)	2.000	TBD	200,000	200,000	0	400,000
Oklahoma County	I-235: NW 50th and BNSF Bridges and Approaches (Segment 4A) (Grade, Drain, Bridge & Surface)	09033(16) IMY-0235-1(088)SS	0.200	IMY	40,150,226	6,150,226	0	46,300,452
Oklahoma County	I-235: Mainline from NW 36th St. Interchg. To N of NW 50th (Segment 7) (Grade, Drain, Bridge & Surface)	09033(25) IM-NHIY-0235-1(094)003	0.500	IM-NHIY	14,848,100	4,848,100	0	19,696,200
Oklahoma County	BNSF RR Bridge over I-235 & NW 50th over BNSF RR (within 09033(16)) (Force Account)	09033(46) NHPPIG-0235-1(109)004	0.200	NHPPIG	1,750,000	0	0	1,750,000
Oklahoma County	36th Street at I-235 and Santa Fe (Intersection Improvements)	09033(51) NHPPI-2350(002)SS	0.200	NHPPI	500,000	0	500,000	1,000,000
Oklahoma County	I-40 Crosstown: BNSF Bridge at Crosstown Blvd. (WP 1.5) (Bridge & Approaches)	17428(25) OKC-XTWN(006)SS	2.500	OKC-XTWN	9,050,422	9,050,421	0	18,100,843
Oklahoma County	I-40 Crosstown: Crosstown Boulevard from BNSF E to I-40 (WP 4.5) (Grade, Drain, Bridge & Surface)	17428(60)	2.500	TBD	12,500,000	2,500,000	0	15,000,000
Oklahoma County	I-40 Crosstown: RR Work for the BNSF bridge at Crosstown Blvd. (WP 1.5) (Railroad Rehabilitation)	17428(63)	2.500	TBD	3,712,518	0	0	3,712,518
Oklahoma County	I-235/Harrison Ave. NB off-ramp relocation to N. 10th Street in OKC (Grade, Drain & Surface)	23660(04) NHPPY-0235-3(105)	0.200	NHPPY	1,800,000	1,800,000	0	3,600,000
Oklahoma County	SH-66: 4 Lanes from 4.0 mi. E of I-35, east approx. 1.29 mi. (ROW for 24356(04)) (Right-of-Way)	24356(05)	1.290	TBD	0	613,968	0	613,968
Oklahoma County	SH-66: 4 Lanes from 4.0 mi. E of I-35, east approx. 1.29 mi. (UT for 24356(04)) (Utilities)	24356(06)	1.290	TBD	283,308	70,827	0	354,135

Highway Element
Oklahoma Department of Transportation Projects
FFY 2015 (Cont.)

Project Location	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Oklahoma County	I-40: From Indian Meridian Road (MM 167) east to Pottawatomie CL (MM 173) (Right-of-Way 26422(04)(05))	26422(07)	6.000	TBD	0	430,965	0	430,965
Oklahoma County	I-40: From Indian Meridian Road (MM 167) east to Pottawatomie CL (MM 173) (Utilities for 26422(04)(05))	26422(08)	6.000	TBD	391,786	39,179	0	430,965
Oklahoma County	SH-66 From approx. 6.50 mi. E of I-35, east approx. 7.63 mi. (ROW for 26423(04) (Right-of-Way)	26423(05)	7.630	TBD	0	854,200	0	854,200
Oklahoma County	SH-66 From approx. 6.50 mi. E of I-35, east approx. 7.63 mi. (UT for 26423(04) (Utilities)	26423(06)	7.630	TBD	422,015	105,505	0	527,520
Oklahoma County	I-40: Air Depot Blvd. On & Off Ramps (Intersection Modification and Signals)	29858(04)	0.100	TBD	2,000,000	0	750,000	2,750,000
TOTALS					175,964,827	42,756,906	5,012,384	223,734,117

Statewide Line Items
(All Figures are Statewide)

Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(21)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(21)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(21)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(21)	0.000	TBD	12,000,000	0	0	12,000,000

FFY 2015
Statewide Line Items (Cont.)
 (All Figures are Statewide)

Project Location	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(16)	0.000	TBD	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(15)	0.000	TBD	35,000,000	0	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(15)	0.000	TBD	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(15)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(15)	0.000	TBD	10,500,000	0	0	10,500,000
Statewide Line Item	County Bridge Program	23612(15)	0.000	TBD	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(15)	0.000	TBD	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(15)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(15)	0.000	TBD	1,663,000	0	0	1,663,000

**Highway Element
Local Government Projects
FFY 2016**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
COTPA	One 40' Replacement Bus	N/A	N/A	STP-UZA* 83%/17%	328,680	67,320	0	396,000
Edmond	Danforth Road and Kelly Avenue (Intersection Modification, MM Paths)	24041(06) STP-155A(604)AG	0.000	STP-UZA 80%/20%	3,442,235	860,559	0	4,302,794
Logan County	Air Depot, Prairie Grove, Seward Road (Guardrail Replacement - 3 Locations)	30826(04)	0.000	STP-UZA 100% Safety	88,400	0	0	88,400
Norman	Boyd, Berry Rd. to Classen (Traffic Signal Interconnect & Upgrades)	24285(04) STPG-114C(200)AG	0.000	STP-UZA 100% Safety	593,736	0	0	593,736
Norman	Main St. at Brookhaven Creek (Bridge Replacement, Sidewalks)	26836(04) STP-114C(255)AG	0.195	STP-UZA 80%/20%	2,592,712	648,178	0	3,240,890
Norman	Lindsey, Constitution, Imhoff, Alameda (Resurface)	28903(04)	3.846	STP-UZA 80%/20%	1,668,638	417,160	0	2,085,798
Norman	Robinson, Peters to 12th Ave. NE (Traffic Signal Interconnect)	30607(04)	0.000	STP-UZA 100% Safety	353,600	0	0	353,600
Norman	Robinson St. & 48th Ave. NW (New Signal & Interconnect)	30658(04)	0.000	STP-UZA 100% Safety	260,000	0	0	260,000
Norman	Rock Creek Rd. & Sequoyah Trail Dr. (New Traffic Signal & Interconnect)	30667(04)	0.000	STP-UZA 100% Safety	260,000	0	0	260,000
Oklahoma City	City wide, Phase 6 (Pavement Markings)	21132(05) STPG-155F(727)AG	TBD	STP-UZA* 100% Safety	181,264	0	0	181,264
Oklahoma City	Memorial, Penn to MacArthur (Resurface)	30230(04)	4.000	STP-UZA 80%/20%	1,985,349	496,337	0	2,481,686
Oklahoma City	Eastern, Memorial to Smiling Hill Blvd. (Resurface)	30239(04)	0.500	STP-UZA 80%/20%	350,997	87,749	0	438,746
Oklahoma City	SW 104th, Western Ave. to May Ave. (Resurface, Sidewalk-Penn to May, N Side)	30786(04)	2.028	STP-UZA 80%/20%	1,316,232	329,058	0	1,645,290
Oklahoma County	Luther Rd., 0.1 mi. S of Memorial Road (Bridge Reconstruction)	29335(04)	0.006	STP-UZA 80%/20%	582,400	145,600	0	728,000
Warr Acres	MacArthur, NW 34 to NW 47 (Widen to 5 Lanes, Int Mod @ NW 36, Sidewalk)	17827(04) STP-155A(196)AG	1.000	STP-UZA 80%/20%	3,353,792	838,448	0	4,192,240
STP-UZA TOTALS					17,358,035	3,890,409	0	21,248,444

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

**Highway Element
Local Government Projects
FFY 2016 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	460,000	0	TBD	460,000
CMAQ TOTALS					460,000	0	TBD	460,000
GRAND TOTALS					17,818,035	3,890,409	0	21,708,444

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

Highway Element
Oklahoma Department of Transportation Projects
FFY 2016

Project Sponsor	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Cleveland County	US-77 over Choteau Creek, 3.5 mi. NE of McClain CL (Bridge & Approaches)	20997(18)	0.200	TBD	1,287,500	1,287,500	0	2,575,000
Cleveland County	SH-39: From 2.0 mi. E of US-77, East 5.0 mi. (Widen, Resurface & Bridge)	24112(04)	5.000	TBD	4,829,258	4,829,258	0	9,658,516
Cleveland County	SH-39: From 7.0 mi. E of US-77, East 4.43 mi. (ROW for 24112(07)) (Right-of-Way)	24112(08)	4.430	TBD	432,140	432,140	0	864,280
Cleveland County	SH-39: From 7.0 mi. E of US-77, East 4.43 mi. (UT for 24112(07)) (Utilities)	24112(09)	4.430	TBD	624,446	0	0	624,446
Grady County	SH-39: From 3.6 mi. E of US-62, ext. E 3.0 mi. (Grade, Drain, Bridge & Surface)	20302(04)	3.000	TBD	4,584,568	4,584,569	0	9,169,137
Grady County	SH-39: From E side of East Winter Creek, ext. E 1.79 mi. to SH-76 (ROW for 20302(07)) (Right-of-Way)	20302(08)	1.790	TBD	617,476	617,477	0	1,234,953
Grady County	SH-39: From E side of East Winter Creek, ext. E 1.79 mi. to SH-76 (UT for 20302(07)) (Utilities)	20302(09)	1.790	TBD	500,000	0	0	500,000
Logan County	SH-33: Over Cottonwood Crk, Noble Street Railroad in Guthrie (Bridge & Approaches)	21860(04) BRFY-1860(004)	0.100	BRFY	7,597,184	7,597,185	0	15,194,369
McClain County	SH-76 over Walnut Creek, from 0.1 mi. S of SH-74B, north to US-62 near Blanchard (Grade, Drain, Bridge & Surface)	01964(06)	2.100	TBD	2,697,313	2,697,313	0	5,394,626
McClain County	I-35: Reconstruct southbound Ramp at SH-74 in Goldsby (Grade, Drain & Surface)	23283(04) IMY-0035-2(297)091	0.100	IMY	703,799	703,799	0	1,407,598
McClain County	US-77 over S. Canadian River & Railroad in Purcell (ROW for 27946(04)) (Right-of-Way)	27946(05)	1.080	TBD	0	119,684	0	119,684
McClain County	US-77 over S. Canadian River & Railroad in Purcell (UT for 27946(04)) (Utilities)	27946(06)	1.080	TBD	0	1,442,457	0	1,442,457

Highway Element
Oklahoma Department of Transportation Projects
FFY 2016 (Cont.)

Project Sponsor	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Oklahoma County	I-35 over the I-240 Jct, Phase 1,2,3&4 (ROW for 09032(05)(06)(07)(08), Phase 2 to acquire NW, NE & SE Quadrants (Right-of-Way)	09321(11)	1.000	TBD	2,816,530	2,816,531	0	5,633,061
Oklahoma County	I-240: Eastbound to Southbound I-35 at Crossroads Interchange (Phase 1A) (Grade, Drain & Surface)	09032(17)	0.500	TBD	5,978,497	5,978,498	0	11,956,995
Oklahoma County	I-235: Grading for RR Track Realignment, 0.7 mi. S of I-44 (Segment 4C) (Grading)	09033(49)	0.300	TBD	250,000	250,001	0	500,001
Oklahoma County	I-40 Crosstown: BNSF Riverside Connection Tracks, from I-35 to new Intchg Track Site (Railroad Rehabilitation)	17428(52)	4.690	TBD	4,427,637	4,427,637	0	8,855,274
Oklahoma County	I-40 Crosstown: Boulevard from Western to the west side of Walker Avenue (Grade, Drain, Bridge & Surface)	17428(88)	2.500	OKC-XTWN	7,725,000	7,725,000	0	15,450,000
Oklahoma County	I-40 Crosstown: From the west side of Walker Avenue to the west side of EK Gaylord Blvd. (Grade, Drain, Bridge & Surface)	17428(89)	2.500	OKC-XTWN	4,635,000	4,635,000	0	9,270,000
Oklahoma County	I-40: From approx. Henney Rd. (MM 165) to west of Indian Meridian Rd. (MM 167) (Add Lanes & Choctaw Rd. Interchange)	20324(04) IMY-0040-5(382)SG	2.000	IMY	20,067,259	20,067,259	0	40,134,518
Oklahoma County	I-40: WB & EB bridges over Crutchko Crk. & SE 15th St. 2.3 & 2.6 mi. E of Jct. I-35 (Bridge & Approaches)	23310(04) NHPPIY-0040-5(394)	0.100	NHPPIY	16,590,445	16,590,445	0	33,180,890
Oklahoma County	SH-66: Beg. Approx. 14.13 mi. E of I-35 and ext E approx. 2.37 mi. to the Lincoln CL (Add Shoulders & Resurface)	24357(04)	2.370	TBD	2,597,916	2,597,918	0	5,195,834
Oklahoma County	I-240 Over tributary of Crooked Creek 0.8 mi. E of the I-35 Jct. (Bridge Rehabilitation)	27971(04)	0.200	TBD	305,910	305,910	0	611,820
Oklahoma County	NB & SB Lincoln Blvd. over Deep Fork Creek, 0.1 mi. S of I-44 (Bridge Rehabilitation)	30424(04)	0.100	TBD	0	1,030,000	0	1,030,000
TOTALS					89,267,878	90,735,581	0	180,003,459

FFY 2016
Statewide Line Items
 (All Figures are Statewide)

Project Sponsor	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(22)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(22)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(22)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(22)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(17)	0.000	TBD	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(16)	0.000	TBD	35,000,000	0	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(16)	0.000	TBD	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(16)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(16)	0.000	TBD	10,500,000	0	0	10,500,000
Statewide Line Item	County Bridge Program	23612(16)	0.000	TBD	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(16)	0.000	TBD	6,000,000	0		6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(16)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(16)	0.000	TBD	1,663,000	0	0	1,663,000

**Highway Element
Local Government Projects
FFY 2017**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Edmond	Danforth, Fretz to Thomas and Thomas, Danforth to Covell (Widen Danforth to 5, Thomas to 3, MM Paths)	30276(04)	1.280	STP-UZA 80%/20%	4,343,066	1,085,767	0	5,428,833
Midwest City	SE 15th, Lynn Fry Blvd. to Anderson Rd. (Widen from 2 to 4 Ln Divided, Sidewalk)	24364(04) STP-155B(614)AG	1.400	STP-UZA 80%/20%	7,241,377	1,810,344	0	9,051,721
Norman	Alameda & Summit Lakes Blvd./Lochwood Dr. (New Traffic Signal & Interconnect)	24284(04) STP-114B(199)AG	0.000	STP-UZA 100% Safety	265,000	0	0	265,000
Norman	City wide (Signal Upgrade - Emergency Vehicle Pre-emption)	28889(04) STPG-214G(003)AG	0.000	STP-UZA 100% Safety	523,110	0	0	523,110
Norman	City wide (Signal Upgrade - MUTCD Compliance)	29008(04)	0.000	STP-UZA 100% Safety	296,800	0	0	296,800
Norman	12th Ave. SE, Cedar Lane Rd. to SH-9 (Widen to 4 Lanes & Signal Modif, SW & BL)	29289(04)	0.426	STP-UZA 80%/20%	2,598,590	649,648	0	3,248,238
Norman	City wide (Pavement Markings, Phase 4)	30478(04)	0.000	STP-UZA 100% Safety	212,000	0	0	212,000
Norman	36th Ave. NW & Havenbrook Street (Intersec. Modification & New Signal, Sidewalks)	30501(04)	0.000	STP-UZA* 80%/20%	827,928	206,982	0	1,034,910
Oklahoma City	City wide, Phase 6 (Upgrade Signals to LED)	22321(09) STPG-155F(725)AG	0.000	STP-UZA 100% Safety	387,402	0	0	387,402
Oklahoma City	May Ave. Bridge over NW Expressway (Bridge Deck Rehabilitation)	30240(04)	0.200	STP-UZA 80%/20%	674,727	168,682	0	843,409
STP-UZA TOTALS					17,370,000	3,921,422	0	21,291,422
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	460,000	0	TBD	460,000
CMAQ TOTALS					460,000	0	TBD	460,000
GRAND TOTALS					17,830,000	3,921,422	0	21,751,422

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

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

Highway Element
Oklahoma Department of Transportation Projects
FFY 2017

Project Sponsor	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Canadian County	SH-4 Beg. at SH-66 in Yukon and extending N 3.0 mi. to Wilshire Blvd. (Utilities for 04757(04) & 04757(05))	04757(07) STP-009C(271)UT	3.000	STP	678,708	0	0	678,708
Canadian County	SH-4 Fr. 3.0 mi. N of SH-66 in Yukon @ Wilshire & Ext. N to SH-3 (NW Hwy) (Utilities for 04758(04))	04758(06) STP-009C(273)UT	3.650	STP	532,728	0	139,585	672,313
Canadian County	SH-152: Add shoulders & Resurface from US-81 E 9.0 mi. to Cemetery Rd. in Mustang (Right-of-Way for 27901(04))	27901(05)	9.000	TBD	545,437	545,437	0	1,090,874
Canadian County	SH-152: Add shoulders & Resurface from US-81 E 9.0 mi. to Cemetery Rd. in Mustang (Utilities for 27901(04))	27901(06)	9.000	TBD	1,090,874	0	0	1,090,874
Cleveland County	SH-9: From 72nd Ave SE, E to 108th Ave SE in Norman (incl. bridge over unnamed creek) (Right-of-Way for 20266(11))	20266(12)	3.000	TBD	356,715	356,717	0	713,432
Cleveland County	SH-9: From 72nd Ave SE, E to 108th Ave SE in Norman (incl. bridge over unnamed creek) (Utilities for 20266(11))	20266(13)	3.000	TBD	356,715	0	0	356,715
Cleveland County	US-77: From 7.4 mi. N of SH-39, north 3.25 mi. to McGuire Rd. in Noble (4-lane undivided) (Grade, Drain, Bridge & Surface)	20997(10)	3.250	TBD	8,228,038	8,228,038	0	16,456,076
Cleveland County	I-35 under Indian Hills Rd., 7.39 mi. N of McClain CL (Right-of-way for 29106(05))	29106(06)	0.020	TBD	54,500	54,500	0	109,000
Cleveland County	I-35 under Indian Hills Rd., 7.39 mi. N of McClain CL (Utilities for 29106(05))	29106(07)	0.020	TBD	54,500	0	0	54,500
Logan County	SH-33: Over Gar Creek, 2.8 mi. E of SH-74 (Right-of-Way for 29841(04))	29841(05)	0.100	TBD	26,000	26,001	0	52,001
Logan County	SH-33: Over Gar Creek, 2.8 mi. E of SH-74 (Utilities for 29841(04))	29841(06)	0.100	TBD	52,000	0	0	52,000
Oklahoma County	I-35: Over the I-240 Jct. (Reconstr. Interchange) (Utilities for 09032(05)(06)(07)(08))	09032(10)	1.000	TBD	5,961,228	0	0	5,961,228

Highway Element
Oklahoma Department of Transportation Projects
FFY 2017 (Cont.)

Project Sponsor	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Oklahoma County	I-235: NB to WB & EB to NB Flyover Bridges I-235/I-44 Interchange (Segment 2B) (Grade, Drain, Bridge & Surface)	09033(11)	0.500	TBD	16,430,000	16,430,000	0	32,860,000
Oklahoma County	SH-74: From approx. 0.5 mi. N of NW 164h St. north 2.5 mi. to NW 206th (Covell Rd.) (Grade, Drain & Surface)	14964(08)	2.500	TBD	14,582,656	14,582,657	0	29,165,313
Oklahoma County	I-35: From Ft. Smith Jct., Extend N to I-44 (Resurface)	20330(04) IMY-0035-3(272)	4.540	IMY	6,096,221	6,096,221	0	12,192,442
Oklahoma County	SH-66: 4-Lanes from 4.0 mi. E of I-35, east approx. 1.29 mi. (Reconstruct - Add Lanes)	24356(04)	1.290	TBD	2,340,879	2,340,879	0	4,681,758
Oklahoma County	SH-77H (Sooners Rd.): Over I-240, 4.0 mi. east of I-35 (Bridge Rehabilitation)	27107(04)	0.200	TBD	969,321	969,321	0	1,938,642
Oklahoma County	I-40: Scott Street over EB & WB I-40, 1.1 mi. E of I-35 (Bridge & Approaches)	29143(04)	0.100	TBD	2,600,000	2,600,000	0	5,200,000
Oklahoma County	I-44: NW 12th, NW 16th & NW 23rd Streets over I-44, 1.5, 1.7 & 2.3 mi. north of I-40 (Bridge Rehabilitation)	29494(04)	0.710	TBD	2,060,000	2,060,001	0	4,120,001
Oklahoma County	I-44: E-S Ramp over SH-66 & SH-3, 3.4 mi. north of I-40 (Bridge Rehabilitation)	29495(04)	0.200	TBD	3,120,000	3,120,000	0	6,240,000
TOTALS					66,136,520	57,409,772	139,585	123,685,877

Statewide Line Items
(All Figures are Statewide)

Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(23)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(23)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(23)	0.000	TBD	12,000,000	0	0	12,000,000

FFY 2017
Statewide Line Items (Cont.)
(All Figures are Statewide)

Project Sponsor	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(23)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(18)	0.000	TBD	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(17)	0.000	TBD	35,000,000	0	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(17)	0.000	TBD	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(17)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(17)	0.000	TBD	10,500,000	0	0	10,500,000
Statewide Line Item	County Bridge Program	23612(17)	0.000	TBD	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(17)	0.000	TBD	6,000,000	0		6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(17)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(17)	0.000	TBD	1,663,000	0	0	1,663,000

**Highway Element
Local Government Projects
FFY 2018**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Edmond	Sooner Road, 3000' N of Covell (Bridge Reconstruction, Sidewalks)	21127(04) STP-155D(418)AG	0.250	STP-UZA 80%/20%	1,950,952	487,738	0	2,438,690
Norman	24th Ave SE, N of Lindsey to Robinson (Widen from 2 to 4 Lanes, SW & BL)	29300(04)	1.924	STP-UZA 80%/20%	6,514,560	1,628,640	0	8,143,200
Norman	City wide (Signal Upgrades - Video Detection, Ph. 2)	30480(04)	0.000	STP-UZA 100% Safety	490,320	0	0	490,320
Norman	City wide (Signal Upgrades - Pedestrian Controls)	30484(04)	0.000	STP-UZA 100% Safety	324,000	0	0	324,000
Oklahoma City	Western, NW 178th to N City Limit (Widen to 4 Lanes, Bridge Replace, Sidewalk)	30326(04)	1.500	STP-UZA* 80%/20%	4,530,488	1,132,622	0	5,663,110
Yukon	Yukon Parkway, SH-66 to Wagner Rd. (Widen to 4 Lanes, Sidewalk)	26149(04) STP-109B(152)AG	1.000	STP-UZA 80%/20%	3,559,680	889,920	0	4,449,600
STP-UZA TOTALS					17,370,000	4,138,920	0	21,508,920
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	460,000	0	TBD	460,000
CMAQ TOTALS					460,000	0	TBD	460,000
GRAND TOTALS					17,830,000	4,138,920	0	21,968,920

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

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

Highway Element
Oklahoma Department of Transportation Projects
FFY 2018

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Cleveland County	SH-9 over Little River, 12.3 mi. E of US-77 (Bridge & Approaches)	24760(04) SBR-114B(206)	0.020	SBR	1,751,358	1,751,358	0	3,502,716
Cleveland County	I-44: From just S of S. 89th Street, north to 0.5 mi. N of S. 89th Street (Right-of-Way for 30391(04))	30391(05)	0.750	TBD	112,085	112,085	0	224,170
Cleveland County	I-44: From just S of S. 89th Street, north to 0.5 mi. N of S. 89th Street (Utilities for 30391(04))	30391(06)	0.750	TBD	784,594	0	0	784,594
Logan County	SH-33: From the Kingfisher CL east 3.51 mi. (Add Shoulders & Resurface)	26996(04)	3.510	TBD	3,208,302	3,208,302	0	6,416,604
McClain County	I-35 under Ladd Rd., 5.9 mi. S of Cleveland CL (Ramp Accel & Decel Improvement) (Grade, Drain, Bridge & Surface)	27220(04)	0.100	TBD	4,366,104	4,366,104	0	8,732,208
McClain County	US-77 over S. Canadian River & Railroad in Purcell (Bridge & Approaches)	27946(04)	1.080	TBD	0	36,400,000	0	36,400,000
McClain County	I-35 under SH-74, 2.76 mi. south of the Cleveland CL (Redeck) (Bridge Rehabilitation)	29571(04)	0.020	TBD	594,050	594,050	0	1,188,100
McClain County	SH-74B over unnamed creek, 3.0 mi. E of SH-76 (Bridge Rehabilitation)	29888(04)	0.020	TBD	54,500	54,500	0	109,000
Oklahoma County	I-35: over the I-240 Jct. (Phase I) (Reconstruct Interchange)	09032(05) IMY-0035-3(125)121	1.000	IMY	7,757,219	7,757,220	0	15,514,439
Oklahoma County	SH-66: Resurface from 5.57 mi. E of I-35, east approx. 0.58 mi. through Arcadia (Resurface)	24356(07)	0.580	TBD	272,500	272,500	0	545,000
Oklahoma County	I-35: NB & SB over Deep Fork Creek & Service Road, 4.6 mi. N of the I-40 Jct. (Bridge & Approaches)	27897(04)	0.200	TBD	6,111,952	6,111,953	0	12,223,905
Oklahoma County	I-235: Northbound Off-Ramp Improvements at N. 23rd Street (Grade, Drain & Surface)	27905(04)	0.100	TBD	148,916	148,916	0	297,832
Oklahoma County	I-40: EB and WB bridges over Sooner Rd., 3.1 mi. east of I-35 (Bridge & Approaches)	28854(04)	0.100	TBD	6,197,560	6,197,560	0	12,395,120
Oklahoma County	I-44: EB, WB & On Ramp Bridges over Deep Fork Creek, 6.7 mi. north of I-40 (Bridge Rehabilitation)	28855(04)	0.100	TBD	1,735,825	1,735,825	0	3,471,650

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

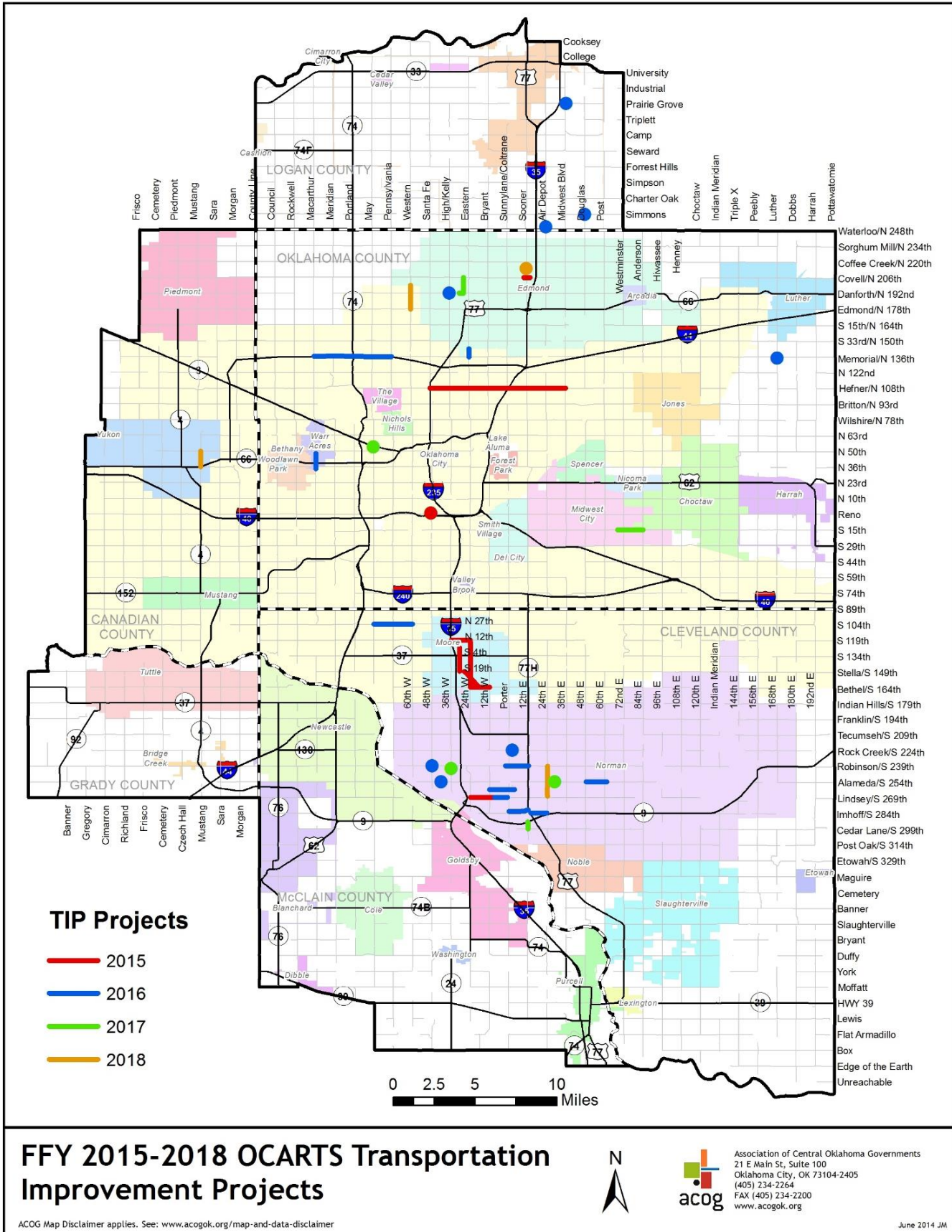
Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Oklahoma County	I-35: NB & SB Bridges over N. 63rd Street, 5.0 mi. north of I-40 (Bridge & Approaches)	29844(04)	0.100	TBD	6,540,000	6,540,000	0	13,080,000
TOTALS					39,634,965	75,250,373	0	114,885,338
Statewide Line Items (All Figures are Statewide)								
Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(24)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(24)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(24)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(24)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(19)	0.000	TBD	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(18)	0.000	TBD	35,000,000	0	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(18)	0.000	TBD	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(18)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(18)	0.000	TBD	10,500,000	0	0	10,500,000
Statewide Line Item	County Bridge Program	23612(18)	0.000	TBD	20,000,000	0	0	20,000,000

Updated by the MPO 12/18/14

FFY 2018
Statewide Line Items (Cont.)
(All Figures are Statewide)

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Statewide Line Item	County Road Program	23613(18)	0.000	TBD	6,000,000	0		6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(18)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(18)	0.000	TBD	1,663,000	0	0	1,663,000

Figure 3: FFY 2015-2018 OCARTS Transportation Improvement Projects



TRANSIT ELEMENT

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

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

Urbanized Area Program

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

Many of the capital projects included in the attached lists will be funded with 80 percent Section 5307 funds administered by the Federal Transit Administration (FTA) and matched with 20 percent local funds. COTPA, CART and Citylink operate accessible bus systems in compliance with the Americans with Disabilities Act of 1990, including access for persons in wheelchairs. Expenditures associated with the purchase of accessible vehicles or equipment to comply with the ADA are eligible for funding at an increased federal share of 83 percent.

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

The MAP-21 legislation included several changes to the Federal Transit Administration's funding programs. Below are the primary FTA programs and a summary of the changes from the previous legislation:

- Urbanized Area Formula Program (Sec. 5307) – *Eligible activities under the SAFETEA-LU Job Access and Reverse Commute Program (JARC) were consolidated into Sec. 5307.*
- New Starts (Sec. 5309) – *no longer includes fixed-guideway modernization and bus and bus facilities projects*
- Elderly and Persons with Disabilities Program (Sec. 5310) – *Eligible activities under the SAFETEA-LU New Freedom Program were consolidated into Sec. 5310. Funds are distributed based on large urban, small urban and rural areas of the state.*
- Rural Area Formula Program (Sec. 5311)
- State of Good Repair (Sec. 5337)
- Bus and Bus Facilities Program (Sec. 5339)
- Fast Growth/High Density Formula Program (Sec. 5340)

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2015**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance	FTA Sec. 5307	80/20	4,705,000	1,176,250	5,881,250
B. Security Project (1%)	FTA Sec. 5307	80/20	78,400	19,600	98,000
C. Enhancement Project	FTA Sec. 5307	80/20	78,400	19,600	98,000
D. South May Facility Improvements	FTA Sec. 5307	80/20	75,000	18,750	93,750
E. Hudson Avenue Transit Center Improvemments	FTA Sec. 5307	80/20	64,000	16,000	80,000
F. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	784,000	196,000	980,000
G. Third Party Contract-Services/Leased Vehicles	FTA Sec. 5307	80/20	320,000	80,000	400,000
H. Operating Assistance or Prev. Maint. (Citylink)	FTA Sec. 5307	80/20	80,000	20,000	100,000
I. Bus Replacement of 2 40' Buses	FTA Sec. 5307	83/17	665,200	136,246	801,446
J. Bus Replacement of 2 40' buses	FTA Sec. 5339	83/17	769,000	157,506	926,506
K. Formula Ferryboat Funds	FHWA FBP	80/20	21,400	5,350	26,750
L. Commuter and Local Bus New/Expanded Service	CMAQ to Sec. 5307	80/20	130,000	32,500	162,500
M. Public Outreach and Education	CMAQ to Sec. 5307	80/20	60,000	15,000	75,000
Subtotal - Capital			\$7,830,400	\$1,892,802	\$9,723,202
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	800,000	200,000	1,000,000
B. Consultant Studies: Corridor Study; MAP 21 Compliance; Animations; LR Plan Review; Other Planning; Surveys	FTA Sec. 5307	80/20	190,000	47,500	237,500
Subtotal - Planning/Other Projects			\$990,000	\$247,500	\$1,237,500
Grand Total			\$8,820,400	\$2,140,302	\$10,960,702

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

Note: All Section 5307 and 5339 Rolling Stock Items are 83%/17%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307. Operating Assistance MAP-21 Funds apply to Citylink in lieu of preventive maintenance funds.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2016**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance	FTA Sec. 5307	80/20	5,279,000	1,319,750	6,598,750
B. Security Project (1%)	FTA Sec. 5307	80/20	78,400	19,600	98,000
C. Enhancement Project	FTA Sec. 5307	80/20	78,400	19,600	98,000
D. South May Facility Improvements	FTA Sec. 5307	80/20	75,000	18,750	93,750
E. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	784,000	196,000	980,000
F. Third Party Contract-Services/Leased Vehicles	FTA Sec. 5307	80/20	320,000	80,000	400,000
G. Operating Assistance or Prev. Maint. (Citylink)	FTA Sec. 5307	80/20	80,000	20,000	100,000
H. Pedestrian/Bus Stop Improvements	FTA Sec. 5307	80/20	155,200	38,800	194,000
I. Bus Replacement of 2 40' buses	FTA Sec. 5339	83/17	769,000	157,506	926,506
J. Formula Ferryboat Funds	FHWA FBP	80/20	21,400	5,350	26,750
K. Commuter and Local Bus New/Expanded Service	CMAQ to Sec. 5307	80/20	130,000	32,500	162,500
L. Public Outreach and Education	CMAQ to Sec. 5307	80/20	60,000	15,000	75,000
Subtotal - Capital			\$7,830,400	\$1,922,856	\$9,753,256
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	800,000	200,000	1,000,000
B. Consultant Studies: Corridor Study; MAP 21 Compliance; Animations; LR Plan Review; Other Planning; Surveys	FTA Sec. 5307	80/20	190,000	47,500	237,500
Subtotal - Planning/Other Projects			\$990,000	\$247,500	\$1,237,500
Grand Total			\$8,820,400	\$2,170,356	\$10,990,756

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

Note: All Section 5307 and 5339 Rolling Stock Items are 83%/17%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307. Operating Assistance MAP-21 Funds apply to Citylink in lieu of preventive maintenance funds.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2017**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance	FTA Sec. 5307	80/20	4,464,000	1,116,000	5,580,000
B. Security Project (1%)	FTA Sec. 5307	80/20	78,400	19,600	98,000
C. Enhancement Project	FTA Sec. 5307	80/20	78,400	19,600	98,000
D. South May Facility Improvements	FTA Sec. 5307	80/20	75,000	18,750	93,750
E. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	784,000	196,000	980,000
F. Third Party Contract-Services/Leased Vehicles	FTA Sec. 5307	80/20	320,000	80,000	400,000
G. Operating Assistance or Prev. Maint. (Citylink)	FTA Sec. 5307	80/20	80,000	20,000	100,000
H. Bus Replacement of 13 Paratransit Vans	FTA Sec. 5307	80/20	970,200	198,716	1,168,916
I. Bus Replacement of 2 40' buses	FTA Sec. 5339	83/17	769,000	157,506	926,506
J. Formula Ferryboat Funds	FHWA FBP	80/20	21,400	5,350	26,750
K. Commuter and Local Bus New/Expanded Service	CMAQ to Sec. 5307	80/20	130,000	32,500	162,500
L. Public Outreach and Education	CMAQ to Sec. 5307	80/20	60,000	15,000	75,000
Subtotal - Capital			\$7,830,400	\$1,879,022	\$9,709,422
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	800,000	200,000	1,000,000
B. Consultant Studies: Corridor Study; MAP 21 Compliance; Animations; LR Plan Review; Other Planning; Surveys	FTA Sec. 5307	80/20	190,000	47,500	237,500
Subtotal - Planning/Other Projects			\$990,000	\$247,500	\$1,237,500
Grand Total			\$8,820,400	\$2,126,522	\$10,946,922

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

Note: All Section 5307 and 5339 Rolling Stock Items are 83%/17%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307. Operating Assistance MAP-21 Funds apply to Citylink in lieu of preventive maintenance funds.

TRANSIT ELEMENT

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

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance	FTA Sec. 5307	80/20	5,220,000	1,305,000	6,525,000
B. Security Project (1%)	FTA Sec. 5307	80/20	78,400	19,600	98,000
C. Enhancement Project	FTA Sec. 5307	80/20	78,400	19,600	98,000
D. South May Facility Improvements	FTA Sec. 5307	80/20	75,000	18,750	93,750
E. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	784,000	196,000	980,000
F. Third Party Contract-Services/Leased Vehicles	FTA Sec. 5307	80/20	320,000	80,000	400,000
G. Operating Assistance or Prev. Maint. (Citylink)	FTA Sec. 5307	80/20	80,000	20,000	100,000
H. Bus Replacement of 3 Paratransit Vans	FTA Sec. 5307	80/20	214,200	43,872	258,072
I. Bus Replacement of 6 Paratransit Vans	FTA Sec. 5339	83/17	429,000	87,867	516,867
J. Bus Expansion of 1 40' bus	FTA Sec. 5339	83/17	340,000	69,639	409,639
K. Formula Ferryboat Funds	FHWA FBP	80/20	21,400	5,350	26,750
L. Commuter and Local Bus New/Expanded Service	CMAQ to Sec. 5307	80/20	130,000	32,500	162,500
M. Public Outreach and Education	CMAQ to Sec. 5307	80/20	60,000	15,000	75,000
Subtotal - Capital			\$7,830,400	\$1,913,178	\$9,743,578
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	800,000	200,000	1,000,000
B. Consultant Studies: Corridor Study; MAP 21 Compliance; Animations; LR Plan Review; Other Planning; Surveys	FTA Sec. 5307	80/20	190,000	47,500	237,500
Subtotal - Planning/Other Projects			\$990,000	\$247,500	\$1,237,500
Grand Total			\$8,820,400	\$2,160,678	\$10,981,078

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

Note: All Section 5307 and 5339 Rolling Stock Items are 83%/17%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307.

Operating Assistance MAP-21 Funds apply to Citylink in lieu of preventive maintenance funds.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2015**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	156,000	39,000	195,000
C. Operating Assistance (including JARC)	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	40,000	10,000	50,000
E. Replacement ADA Paratransit Vehicles (4 CNG)*	FTA Sec. 5310	85/15	306,000	54,000	360,000
F. Replacement ADA Fixed Route Vehicles (4 CNG)*	FTA Sec. 5339	83/17	1,494,000	306,000	1,800,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,450	4,113	20,563
Subtotal - Capital & Operating			\$3,262,450	\$1,213,113	\$4,475,563
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$3,482,450	\$1,268,113	\$4,750,563

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

Note: Section 5307 rolling stock items are 85/15. All other capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2016**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	156,000	39,000	195,000
C. Operating Assistance (including JARC)	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	40,000	10,000	50,000
E. Replacement ADA Paratransit Vehicles (3 CNG)*	FTA Sec. 5310	85/15	229,500	40,500	270,000
F. Replacement ADA Fixed Route Vehicles (4 CNG)*	FTA Sec. 5339	83/17	1,494,000	306,000	1,800,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,450	4,113	20,563
Subtotal - Capital & Operating			\$3,185,950	\$1,199,613	\$4,385,563
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$3,405,950	\$1,254,613	\$4,660,563

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

Note: Section 5307 rolling stock items are 85/15. All other capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2017**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	156,000	39,000	195,000
C. Operating Assistance (including JARC)	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
E. Bus Technology Equipment	FTA Sec. 5307	80/20	40,000	10,000	50,000
E. Replacement ADA Paratransit Vehicles (1 CNG)*	FTA Sec. 5310	85/15	76,500	13,500	90,000
F. Replacement ADA Fixed Routes Vehicles (2 CNG)*	FTA Sec. 5339	83/17	747,000	153,000	900,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,450	4,113	20,563
Subtotal - Capital & Operating			\$2,285,950	\$1,019,613	\$3,305,563
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$2,505,950	\$1,074,613	\$3,580,563

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

Note: Section 5307 rolling stock items are 85/15. All other capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

TRANSIT ELEMENT

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

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	156,000	39,000	195,000
C. Operating Assistance (including JARC)	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	40,000	10,000	50,000
E. Replacement ADA Paratransit Vehicles (1 CNG)*	FTA Sec. 5310	85/15	76,500	13,500	90,000
F. Replacement ADA Fixed Route Vehicles (2 CNG)*	FTA Sec. 5339	83/17	747,000	153,000	900,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,450	4,113	20,563
Subtotal - Capital & Operating			\$2,285,950	\$1,019,613	\$3,305,563
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$2,505,950	\$1,074,613	\$3,580,563

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

Note: Section 5307 rolling stock items are 85/15. All other capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Elderly and Persons with Disabilities Program

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

MAP-21 consolidated the former SAFETEA-LU New Freedom Program into the Sec. 5310 program. Eligible New Freedom activities include improvements beyond the requirements of the Americans with Disabilities Act (ADA). Also new, under MAP-21, is the geographic distribution of funds based on population—large urban, small urban, and rural—rather than one single distribution to the state as a whole. The Aging Services Division of the Oklahoma Department of Human Services (DHS) administers the state's Section 5310 program for the Oklahoma City Urbanized Area, as well as the small urban and rural areas of the state.

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

The MPO reviews all applications within the OCARTS area. The following line item is intended to serve as a “placeholder” and when specific requests and funding amounts are received, they will be added to the TIP through the amendment process. Prior to MPO review of the OCARTS area Sec. 5310 applications, DHS ensures their eligibility under FTA requirements and their compliance with the Coordinated Public Transit-Human Services Transportation Plan. Coordination with the region's public transit operators and cooperation among Sec. 5310 recipients is encouraged to ensure that services are not duplicated and that the maximum number of patrons can be served.

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

Public Transportation Program for Rural Areas

The Transit Programs Division of the Oklahoma Department of Transportation (ODOT) administers the Section 5311, Rural Area Formula Program. The Department is charged with providing an equitable distribution of funds throughout the state for the administration of public transportation services in non-urbanized areas. There are currently 19 agencies providing rural public transportation service within 72 of Oklahoma's 77 counties

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

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as First Capital Trolley. Delta Public Transit operates partially within the OCARTS area. Approximately 25 percent of its total passenger trips occur within the Purcell area at the south end of the OCARTS transportation planning area.

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

Transit Element
Transportation Improvement Program
Section 5311 Non-Urbanized Area Formula Program
Logan Historical Society, Inc.
dba First Capital Trolley
FFY 2015-2018

Description	Percent Match	Federal Match	Local Match ²	Total
FFY 2015¹				
Capital	85/15	0	0	0
Administration	80/20	63,921	15,981	79,902
Operational	50/50	706,222	706,222	1,412,444
SUBTOTAL - FFY 2015		770,143	722,203	1,492,346
FFY 2016¹				
Capital	85/15	0	0	0
Administration	80/20	63,921	15,981	79,902
Operational	50/50	706,222	706,222	1,412,444
SUBTOTAL - FFY 2016		770,143	722,203	1,492,346
FFY 2017¹				
Capital	85/15	0	0	0
Administration	80/20	63,921	15,981	79,902
Operational	50/50	706,222	706,222	1,412,444
SUBTOTAL - FFY 2017		770,143	722,203	1,492,346
FFY 2018¹				
Capital	85/15	0	0	0
Administration	80/20	63,921	15,981	79,902
Operational	50/50	706,222	706,222	1,412,444
SUBTOTAL - FFY 2018		770,143	722,203	1,492,346
TOTAL - FFY 2015 - 2018		3,080,572	2,888,812	5,969,384

Note 1: Category amounts for FY-15 through FY-18 are estimated, based on FY-2014 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

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

Transit Element
Transportation Improvement Program
Section 5311 Non-Urbanized Area Formula Program
Delta Community Action Foundation, Inc.
dba Delta Public Transit
FFY 2015-2018

Description	Percent Match	Federal Match	Local Match ²	Total
FFY 2015¹				
Capital	85/15	0	0	0
Administration	80/20	37,787	9,448	47,235
Operational	50/50	128,754	128,754	257,508
SUBTOTAL - FFY 2015		166,541	138,202	304,743
FFY 2016¹				
Capital	85/15	0	0	0
Administration	80/20	37,787	9,448	47,235
Operational	50/50	128,754	128,754	257,508
SUBTOTAL - FFY 2016		166,541	138,202	304,743
FFY 2017¹				
Capital	85/15	0	0	0
Administration	80/20	37,787	9,448	47,235
Operational	50/50	128,754	128,754	257,508
SUBTOTAL - FFY 2017		166,541	138,202	304,743
FFY 2018¹				
Capital	85/15	0	0	0
Administration	80/20	37,787	9,448	47,235
Operational	50/50	128,754	128,754	257,508
SUBTOTAL - FFY 2018		166,541	138,202	304,743
TOTAL - FFY 2015 - 2018		666,164	552,808	1,218,972

Note 1: Category amounts for FY-15 through FY-18 are estimated, based on FY-2014 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

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

AIRPORT ELEMENT

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

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

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

The following list of improvements proposed for the OCARTS area airports represent a total expenditure of just over \$153 million over the TIP period. Of this total, approximately \$78.9 million will be requested from the Federal Aviation Administration and the remaining \$74.1 million will be provided through local funds.

**AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2015-2018**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
WILL ROGERS WORLD AIRPORT							
15	Repair Taxiways C and G Asphalt Portions with Concrete	AIP/OCAT 90% - 10%	1,800,000	200,000	0	0	2,000,000
15	Terminal Building Expansion Project - Phase 3 (Multi-Years: '15 -'18)	AIP/OCAT/PFC 27% / 3% / 70%	135,000	15,000	0	350,000	500,000
15	Checked Baggage Inspection System (Multi-Years: '15 - '16)	TSA/PFC 81% - 19%	8,701,000	0	0	2,019,000	10,720,000
Subtotal - Will Rogers World Airport 2015			10,636,000	215,000	0	2,369,000	13,220,000
16	Repair Asphalt Ends of Taxiway H	AIP/OCAT 90% - 10%	3,600,000	400,000	0	0	4,000,000
16	Extend Threshold Runway 17L 200' and Adjacent Taxiways	AIP/OCAT 90% - 10%	3,600,000	400,000	0	0	4,000,000
16	Terminal Building Expansion Project - Phase 3 (Multi-Years: '15 -'18)	AIP/OCAT/PFC 27% / 3% / 70%	1,890,000	210,000	0	4,900,000	7,000,000
16	Checked Baggage Inspection System (Multi-Years: '15 - '16)	TSA/PFC 81% - 19%	2,175,200	1,530,000	0	504,800	4,210,000
Subtotal - Will Rogers World Airport 2016			11,265,200	2,540,000	0	5,404,800	19,210,000
17	Reconstruct Center Section, Runway 17L/35R	AIP/OCAT 90% - 10%	3,600,000	400,000	0	0	4,000,000
17	Master Plan/Design Taxiway M ((Taxiway A7 to E11) with Connectors (Multi-Years '17 - '18)	AIP/OCAT 90% - 10%	675,000	75,000	0	0	750,000
17	Terminal Building Expansion Project - Phase 3 (Multi-Years: '15 -'18)	AIP/OCAT/PFC 27% / 3% / 70%	10,800,000	1,200,000	0	28,000,000	40,000,000
Subtotal - Will Rogers World Airport 2017			15,075,000	1,675,000	0	28,000,000	44,750,000
18	Taxiway M ((Taxiway A7 to E11) with Connectors (Multi-Years '17 - '18)	AIP/OCAT 90% - 10%	9,000,000	1,000,000	0	0	10,000,000
18	Relocate and Extend Taxiway B	AIP/OCAT 90% - 10%	5,400,000	600,000	0	0	6,000,000
18	Terminal Building Expansion Project - Phase 3 (Multi-Years: '14 -'16)	AIP/OCAT/PFC 27% / 3% / 70%	11,340,000	1,260,000	0	29,400,000	42,000,000
Subtotal - Will Rogers World Airport 2018			25,740,000	2,860,000	0	29,400,000	58,000,000
TOTAL - Will Rogers World Airport 2015-2018			62,716,200	7,290,000	0	65,173,800	135,180,000

AIP - Airport Improvement Program
TSA - Transportation Security Administration
OCAT - Oklahoma City Airport Trust

OAC - Oklahoma Aeronautics Commission
PFC - Passenger Facility Charge

**AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2015-2018**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
WILEY POST AIRPORT							
15	Rehabilitate Primary Runway 17L/35R, Parallel Taxiway; Replace In-Pavement Taxiway Lights with Edge Lights; Crack Seal, Rejuvenate Rwy 17R/35L.	AIP/OCAT/OAC 90% - 10% - TBD	2,640,000	293,000	0	0	2,933,000
15	Airfield Electrical Homerun Circuit and Runway 17R/35L Edge Lights	AIP/OCAT/OAC 90% - 10% - TBD	1,486,800	165,200	0	0	1,652,000
15	Improve Drainage Study	AIP/OCAT 90% - 10%	45,000	5,000	0	0	50,000
Subtotal - Wiley Post Airport 2015			4,171,800	463,200	0	0	4,635,000
16	Master Plan Update and Environmental	AIP/OCAT 90% - 10%	90,000	10,000	0	0	100,000
Subtotal - Wiley Post Airport 2016			90,000	10,000	0	0	100,000
17	Install Perimeter Fencing, Gates	OAC/OCAT 90% - 10%	1,800,000	200,000	0	0	2,000,000
17	Remove Tie-Down Cables on Terminal Ramp. Crack Seal, Rejuvenate, Restripe Terminal Ramp, Taxiways A1, A2, A3, A4 East of Runway 17L/35R.	AIP/OCAT 90% - 10%	90,000	10,000	0	0	100,000
Subtotal - Wiley Post Airport 2017			1,890,000	210,000	0	0	2,100,000
18	Rehabilitate Apron Area Servicing Hangars 2D, 2E, 10, 11, and 17 as well as Taxilanes Near Hgr 3D at Twy C1 and 12 at Twy C. Remove FOD-producing Area South of Hgr 1.	AIP/OCAT/OAC 90% - 10% - TBD	1,320,300	146,700	0	0	1,467,000
18	Crack Seal, Rejuvenate, Restripe, Reconstruct Taxiway A5.	AIP/OCAT/OAC 90% - 10% - TBD	630,000	70,000	0	0	700,000
18	Widen Runway 17R/35L to 100'. (Multi-Years '18 - '19)	AIP/OCAT/OAC 90% - 10% - TBD	2,155,545	239,505	0	0	2,395,050
Subtotal - Wiley Post Airport 2018			4,105,845	456,205	0	0	4,562,050
TOTAL- Wiley Post Airport 2015-2018			10,257,645	1,139,405	0	0	11,397,050

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

**AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2015-2018**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
CLARENCE E. PAGE AIRPORT							
15	Rehabilitate Apron at Hangars 4A, 4B, and 4C	OAC/OCAT/OAC 90% - 10% - TBD	90,000	10,000	0	0	100,000
Subtotal - Clarence E. Page Airport 2015			90,000	10,000	0	0	100,000
16	Update Airport Master Plan	OAC/OCAT/OAC 90% - 10% - TBD	90,000	10,000	0	0	100,000
Subtotal - Clarence E. Page Airport 2016			90,000	10,000	0	0	100,000
17	Taxiway A Reconstruction	AIP/OCAT/OAC 90% - 10% - TBD	1,800,000	200,000	0	0	2,000,000
Subtotal - Clarence E. Page Airport 2017			1,800,000	200,000	0	0	2,000,000
18	FBO Ramp Reconstruction	OAC/OCAT/OAC 90% - 10% - TBD	900,000	100,000	0	0	1,000,000
18	Install Perimeter Fencing	OAC/OCAT/OAC 90% - 10% - TBD	975,780	108,420	0	0	1,084,200
Subtotal - Clarence E. Page Airport 2018			1,875,780	208,420	0	0	2,084,200
TOTAL - Clarence E. Page Airport 2015-2018			3,855,780	428,420	0	0	4,284,200

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

**AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2015-2018**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
MAX WESTHEIMER AIRPORT							
15	No Projects - Bank NPE Funds	N/A	0	0	0	0	0
Subtotal			0	0	0	0	0
16	Rehab/Remark Runway 17/35	AIP/OU 90%/10%	354,763	39,418	0	0	394,181
Subtotal			354,763	39,418	0	0	394,181
17	No Projects - Bank NPE Funds	N/A	0	0	0	0	0
Subtotal			0	0	0	0	0
18	Rehab Taxiway 4 & South Taxiway Hangar Taxi Lanes	AIP/OU 90%/10%	1,710,791	51,303	0	0	1,762,094
Subtotal			1,710,791	51,303	0	0	1,762,094
TOTAL - Max Westheimer Airport			2,065,554	90,721	0	0	2,156,275
AIP - Airport Improvement Program OU - University of Oklahoma							
GUTHRIE-EDMOND REGIONAL AIRPORT							
No projects submitted for FFY 2015-2018 TIP							
DAVID J. PERRY (GOLDSBY) AIRPORT							
No projects submitted for FFY 2015-2018 TIP							
PURCELL MUNICIPAL AIRPORT							
No projects submitted for FFY 2015-2018 TIP							
GRAND TOTAL - FFY 2015-2018			78,895,179	8,948,546	0	65,173,800	153,017,525

ADOPTING RESOLUTION

ADOPTING RESOLUTION

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

A RESOLUTION TO ADOPT THE FFY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA:

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

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

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134 of Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS, a Transportation Improvement Program for the OCARTS Transportation Management Area, containing multimodal transportation projects expected to be carried out in the period FFY 2015 through FFY 2018, has been prepared through the planning process; and

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

NOW, THEREFORE, BE IT RESOLVED that the Intermodal Transportation Policy Committee of the Association of Central Oklahoma Governments, as the Metropolitan Planning Organization, and the Oklahoma Department of Transportation, hereby adopt the FFY 2015-2018 Transportation Improvement Program for the OCARTS Transportation Management Area.

August 14, 2014
Date

8/19/14
Date

Efabiya B. Warr
Metropolitan Planning Organization

[Signature]
Oklahoma Department of Transportation

MPO SELF-CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

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

- 1) 23 U.S.C. 134 and 49 U.S.C. 5303;
- 2) Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Association of Central Oklahoma Govts.

Signature

Printed Name

Title

Date

John G. Johnson

Executive Director

8-14-2014

Oklahoma Dept. of Transportation

Signature

Printed Name

Title

Date

John Bowman

Director of Capital Programs

8/19/14

APPENDIX A: PUBLIC INVOLVEMENT DOCUMENTATION

On Monday, October 28, 2013, the Association of Central Oklahoma Governments' blog was updated with a post regarding the call for projects for the FFY 2015 to 2018 TIP. Since publication, the blog post has received 149 views.

<http://acogblog.org/2013/10/28/transportation-improvement-program-2015-2018>

The full text of the blog post, written by Holly Massie, is as follows:



Call for Projects for the FFY 2015-2018 Transportation Improvement Program

On November 1, ACOG will issue a call for projects to begin preparing a new metropolitan Transportation Improvement Program (TIP) for federal fiscal years 2015-2018. Consistent with federal legislation—Moving Ahead for Progress in the 21st Century (MAP-21)—ACOG prepares a TIP every other year covering a four-year period.

Transportation projects and services that will include federal funding are required to be listed in the metropolitan TIP and the Statewide Transportation Improvement Program (STIP). Additionally, TIP projects must be consistent with the region's long-range transportation plan, Encompass 2035, and must reflect federal, state and local transportation funds expected to be available during the four-year TIP period.

The 2015-2018 TIP will be developed in cooperation with metro area local governments, the Oklahoma Department of Transportation, and local transit and airport operators. The responses received will be used to prepare a preliminary document for public review and comment and presentation to ACOG's Intermodal Transportation Technical and Policy Committees next spring. Inclusion of a project in the TIP is not a guarantee of federal funds, but is contingent upon environmental, right-of way and utility clearances, completion of final plans, and the availability of federal funds and local matching funds.

Responses to the call for projects are required by Monday, December 16, and must include the completed application, scoring, cost estimate, and other documentation as detailed in the materials from ACOG. For questions, please contact Holly Massie with the Transportation Planning & Services Division at HMmassie@ACOGOK.org or 234-2264.

The October 28 TIP call for projects blog post was included in November 2013 edition of the Association of Central Oklahoma Governments' transportation e-newsletter, Momentum. The call for projects, seen in bottom row center of the image below, linked e-newsletter recipients directly to the blog post.



The e-newsletter was distributed to a total of 1,204 recipients on Monday, November 18. Of those 1,204 recipients, approximately 309 opened the email – an open rate of 26%. The link to the TIP call for projects blog post garnered 10 clicks or 6.4% of the overall clicks the email received.



ACOG

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

21 E. Main Street, Suite 100, Oklahoma City, OK, 73104
www.acogok.org

NEWS RELEASE

For Immediate Release: April 30, 2014
Media contact: Jerry Church, 234-2264

TRANSPORTATION IMPROVEMENT PROGRAM COMMENTS SOUGHT

ACOG is inviting citizens throughout Central Oklahoma to review and comment on a preliminary version of the next Transportation Improvement Program (TIP).

The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2015-2018 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

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

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

Beginning May 1, copies of the preliminary TIP will be available for citizens' review at metropolitan area libraries and on the ACOG Web site at www.acogok.org. Those interested in requesting a copy may contact Holly Massie at ACOG at hmassie@acogok.org or (405) 234-2264. Written comments on the TIP will be accepted through May 27.

-30-

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405

(405) 234-2264 Fax: (405) 234-2200 TDD/TTY: 7-1-1 Statewide

www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: May 2, 2014

TO: FFY 2015-2018 TIP File

FROM: Holly Massie, Special Programs Officer

SUBJECT: Distribution of Preliminary FFY 2015-2018 TIP to Metro Area Libraries

A copy of ACOG's April 30, 2014 media release entitled "Transportation Improvement Program Comments Sought" and the Preliminary FFY 2015-2018 OCARTS Area Transportation Improvement Program were delivered on May 1 to the Metropolitan Library System, 300 Park Avenue, Oklahoma City, OK 73102, for distribution to the following libraries:

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

Also, the same information was mailed on May 2 to the following libraries:

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

NOTICE TO THE PUBLIC
OF THE AVAILABILITY OF THE
PRELIMINARY
FFY 2015-2018 TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE OKLAHOMA CITY
TRANSPORTATION MANAGEMENT
AREA

The Association of Central Oklahoma Governments (ACOG), as the Metropolitan Planning Organization for the Oklahoma City metropolitan area, biennially develops a Transportation Improvement Program

(TIP) that identifies transportation projects to be implemented with federal transportation funds during the upcoming four-year period. The FFY 2015-2018 TIP will address the time period from October 1, 2014 to September 30, 2018. The Oklahoma City Transportation Management Area (TMA) includes all of Oklahoma and Cleveland Counties and portions of Canadian, Logan, Grady, and McClain Counties. Federal funds for implementing transportation projects are provided by the Federal Highway Administration, the Federal Transit Administration, and the Federal Aviation Administration, and are matched with local funds provided by the sponsoring city, county, or transportation agency. A preliminary TIP has been developed by ACOG's member governments and participating transportation agencies. The preliminary TIP consists of transportation priorities (street and highway, transit and airport) that have been developed within the constraints of anticipated funding during the TIP time frame. With regard to proposed transit improvements, this public notice is intended to satisfy the Program of Projects (POP) public notice requirements of the Federal Transit Administration. The POP is the equivalent of the Transit Element of the TIP.

Anyone wishing to review a copy of the preliminary OCARTS Area TIP may view it on line at www.acogok.org or contact ACOG for a copy at bgarnes@acogok.org, 21 E. Main Street, Suite 100, Oklahoma City, OK 73104-2405, or (405) 234-2264. Written comments will be accepted through Tuesday, May 27, 2014. The preliminary TIP, along with all written comments, will be presented to the Intermodal Transportation Policy Committee (ITPC) for consideration on Thursday, May 29, 2014.

STATE OF OKLAHOMA, } SS.
COUNTY OF OKLAHOMA }

ACOG

MAY 05 2014

Affidavit of Publication

Kerry Dixon, of lawful age, being first duly sworn, upon

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

Assoc Of Central Okla Govt's
11191208 - Metro
Published on 05/02/2014

Kerry Dixon

Subscribed and sworn to before me this May 2, 2014

Danniah Featherston

Notary Public


My commission expires April 1, 2017



Public comment on the Preliminary Transportation Improvement Program (TIP) was sought via the Association of Central Oklahoma Governments' blog via a post published on Monday, May 5, 2014. Since publication, the blog post has received 49 views. <http://acogblog.org/2014/05/05/feedback-tip-2015-2018>

The full text of the blog post, written by Holly Massie, is as follows:

Give Us Feedback on the Four-Year Transportation Improvement Program



The Association of Central Oklahoma Governments invites citizens throughout Central Oklahoma to review and comment on [a preliminary version of the next Transportation Improvement Program \(TIP\)](#). The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2015-2018 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

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

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

The preliminary TIP is [available for review here](#) via the ACOG website. Hard copies are available for review at metropolitan area libraries. To request a copy please contact Holly Massie at HMessie@acogok.org or (405)-234-2264. Written comments will be accepted through May 27.

Give Us Feedback on the Four-Year Transportation Improvement Program

The Association of Central Oklahoma Governments invites citizens throughout Central Oklahoma to review and comment on [a preliminary version of the next Transportation Improvement Program \(TIP\)](#). The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2015-2018 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

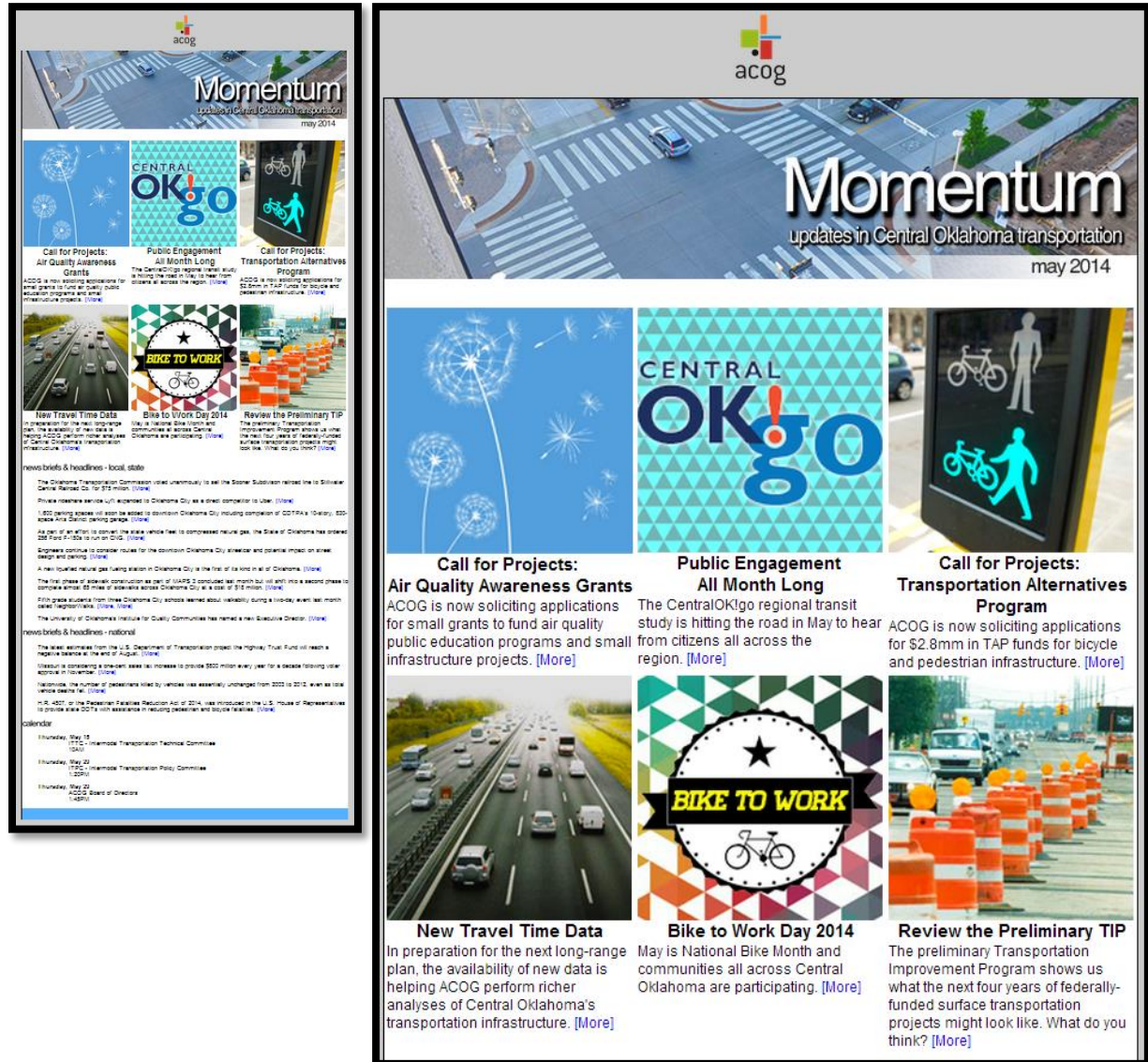
Federal law recognizes ACOG as the metropolitan planning organization responsible for long and short-range transportation planning for Central Oklahoma. As such, ACOG maintains a four-year TIP for the region, which will implement the long-range plan.

The Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), operator of EMBARK in Oklahoma City, Cleveland Area

Rapid Transit (CART) in Norman, Citylink in Edmond, and other local governments and transportation agencies developed the preliminary TIP and will implement the activities outlined in the program.

The preliminary TIP is [available for review here](#) via the ACOG website. Hard copies are available for review at metropolitan area libraries. To request a copy please contact Holly Massie at HMessie@acogok.org or (405)-234-2264. Written comments will be accepted through May 27.

A request for review and comment on the Preliminary TIP was included in the May 2014 edition of the Association of Central Oklahoma Governments' transportation e-newsletter, Momentum. The request, seen in the lower right-hand corner of the image below, linked e-newsletter recipients directly to the blog post.



The e-newsletter was distributed to a total of 1,205 recipients on Wednesday, May 14. Of those 1,205 recipients, approximately 377 opened the email – an open rate of 32%. The link to the TIP blog post garnered 16 clicks or 10.7% of the overall clicks the email received.

Social media was utilized to encourage review and feedback of the TIP. One of the Association of Central Oklahoma Governments' Twitter accounts, @CleanAirOKC, was used to promote review of the TIP.

<http://twitter.com/CleanAirOKC>

This specific message can be reviewed at the following URL:

<https://twitter.com/CleanAirOKC/status/463402462851133441>



This message, sent on May 5, went out to an audience of at least 763 social media users. Additionally, two additional Twitter accounts recirculated the message to their users, thus expanding the message's reach to audiences of 61 and 987, respectively, for a total reach of 1,811 users.

Analytics, however, indicate the link itself, pointing to the TIP blog post, only garnered four clicks.

NOTICE OF PUBLIC HEARING
CONCERNING THE PROPOSED
ADOPTION OF THE
FFY 2015 - 2018
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE OKLAHOMA CITY
TRANSPORTATION
MANAGEMENT AREA

Notice is hereby given that the Intermodal Transportation Policy Committee (ITPC) of the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the Oklahoma City Transportation Management Area will hold a public hearing to consider final approval of the FFY 2015-2018 Transportation Improvement Program (TIP) during its regular August meeting. The ITPC meeting will be held on Thursday, August 14, 2014, at 1:20 p.m., at 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma.

The FFY 2015-2018 TIP is a four-year program that describes transportation improvements to be funded with federal, state, and local funds within the Oklahoma City Transportation Management Area (TMA) between October 1, 2014 and September 30, 2018. The Oklahoma City TMA includes all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. The TIP is developed by local governments, the Oklahoma Department of Transportation (ODOT), Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART), the Oklahoma City Department of Airports, and other local agencies responsible for implementation of transportation facilities and services within Central Oklahoma.

The TIP is prepared in accordance with the guidelines issued by the Federal Highway Administration and the Federal Transit Administration. With regard to proposed public transportation improvements for COTPA and CART included in the TIP, the public notice, public involvement activities, public review and comment deadlines, and public hearing for the FFY 2015 - FFY 2018 are intended to satisfy the Program of Projects (POP) public involvement requirements of the Federal Transit Administration. The POP is the equivalent of the Transit Element of the TIP.

Transportation improvements included in the FFY 2015-2018 TIP are consistent with the OCARTS Long-Range Transportation Plan, Encompass 2035, and the Oklahoma Statewide Intermodal Transportation Plan, and are within the financial constraints of anticipated funding for the region over the TIP time frame. The metropolitan area TIP will be submitted to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP), upon its approval by the ITPC.

The Preliminary FFY 2015-2018 TIP is on the ACOG Web site at www.acogok.org, is available at all metro area public libraries, or a copy may be obtained by contacting Holly Massie at hmassie@acogok.org or (405)234-2264. Written comments will be accepted through 4:00 p.m., August 11, 2014, and anyone may attend the ITPC public hearing to express their opinions.

STATE OF OKLAHOMA, }
COUNTY OF OKLAHOMA } SS.

ACOG

JUL 16 2014

Affidavit of Publication

Kerry Dixon, of lawful age, being first duly sworn, upon

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

Assoc Of Central Okla Govt's

11210243 - Metro

Published on 07/11/2014

Kerry D

Subscribed and sworn to before me this July 14, 2014

Diannah Featherston

Notary Public

My commission expires April 1, 2017



Journal Record Publishing Company

101 N Robinson Suite 101
Oklahoma City, OK 73102

PUBLISHER'S AFFIDAVIT

Page 1 of 2

PO #551274

07/11/2014

Public Hearing, FFY 2015-2018 TIP

NUMBER

PUBLICATION DATES

LEGAL NOTICE


STATE OF OKLAHOMA

} S.S.

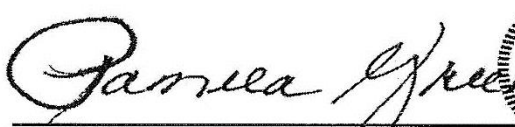
COUNTY OF OKLAHOMA

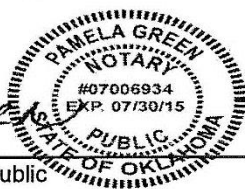
I, of lawful age, being duly sworn, am a legal representative of The Journal Record of Oklahoma City, Oklahoma, a daily newspaper of general circulation in Oklahoma County, Oklahoma, printed in the English Language and published in the City of Oklahoma City, in Oklahoma County, State of Oklahoma, continuously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

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


Terri VanHooser, Business Manager

Subscribed and sworn before me this 11th day of July, 2014


Pamela Green, Notary Public



Comission Number: 7006934
My Comission Expires: 7/30/2015

Order Number

10576595

Publisher's Fee

\$ 78.94

(MS10576595S)
**NOTICE OF PUBLIC HEARING
CONCERNING THE PROPOSED
ADOPTION OF THE FFY 2015 -
2018 TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE OKLAHOMA CITY
TRANSPORTATION MANAGE-
MENT AREA**

Notice is hereby given that the Intermodal Transportation Policy Committee (ITPC) of the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the Oklahoma City Transportation Management Area will hold a public hearing to consider final approval of the FFY 2015-2018 Transportation Improvement Program (TIP) during its regular August meeting. The ITPC meeting will be held on **Thursday, August 14, 2014, at 1:20 p.m.**, at 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma.

The FFY 2015-2018 TIP is a four-year program that describes transportation improvements to be funded with federal, state, and local funds within the Oklahoma City Transportation Management Area (TMA) between **October 1, 2014 and September 30, 2018**. The Oklahoma City TMA includes all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. The TIP is developed by local governments, the Oklahoma Department of Transportation (ODOT), Central Oklahoma Transportation and Parking Authority (COIPA), Cleveland Area Rapid Transit (CART), the Oklahoma City Department of Airports, and other local agencies responsible for implementation of transportation facilities and services within Central Oklahoma.

The TIP is prepared in accordance with the guidelines issued by the Federal Highway Administration and the Federal Transit Administration. With regard to proposed public transportation improvements for COIPA and CART included in the TIP, the public notice, public involvement activities, public review and comment deadlines, and public hearing for the FFY 2015 - FFY 2018 are intended to satisfy the Program of Projects (POP) public involvement requirements of the Federal Transit Administration. The POP is the equivalent of the Transit Element of the TIP.

Transportation improvements included in the FFY 2015-2018 TIP are consistent with the OCARTS Long-Range Transportation Plan, Encompass 2035, and the Oklahoma Statewide Intermodal Transportation

AFFIDAVIT OF PUBLICATION

Page 2 of 2

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

The Preliminary FFY 2015-2018 TIP is on the ACOG Web site at www.acogok.org, is available at all metro area public libraries, or a copy may be obtained by contacting Holly Massie at hmassie@acogok.org or (405)234-2264. Written comments will be accepted through **4:00 p.m., August 11, 2014**, and anyone may attend the ITPC public hearing to express their opinions.

(7-11-14)

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



Mary Fallin
Governor

May 11, 2012

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

RE: STATE OF OKLAHOMA TRANSPORTATION IMPROVEMENT PROGRAMS

Dear Mr. Mendez:

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

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

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

Sincerely,

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

Mary Fallin
Governor

APPENDIX C: ANTICIPATED SUBALLOCATION OF STP-UZA FUNDS DURING FFY 2015-2018

PLEASE NOTIFY ACOG AT 405-234-2264 (TDD/TTY CALL 7-1-1 STATEWIDE) BY 5 P.M., JANUARY 13, IF YOU REQUIRE ACCOMMODATIONS PURSUANT TO THE AMERICANS WITH DISABILITIES ACT OR SECTION 504 OF THE REHABILITATION ACT.



association of central oklahoma governments

Chair Elizabeth Waner
Edmond Councilmember

Vice-Chair Pete White
Oklahoma City Councilmember

Secretary/Treasurer Willa Johnson
Oklahoma County Commissioner

Executive Director
John G. Johnson

MEMORANDUM

DATE: January 9, 2014
TO: Intermodal Transportation Technical Committee (ITTC)
FROM: John G. Johnson, Executive Director
SUBJECT: Special Meeting Agenda

The Intermodal Transportation Technical Committee (ITTC) will hold a **Special Meeting** on
THURSDAY, JANUARY 16, 2014, AT 1:30 P.M.

in the ACOG Board Room, 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma.

- AGENDA -

- I. Call To Order and Introductions ([ATTACHMENT I](#))
- II. Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for Preparing the FFY 2015-2018 OCARTS Area Transportation Improvement Program (TIP) ([ATTACHMENT II](#))
- III. Develop Committee Recommendations for Surface Transportation Program Urbanized Area (STP-UZA) projects in the FFY 2015-2018 OCARTS Area TIP ([ATTACHMENT III](#))
- IV. Adjourn

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: 7-1-1 Statewide
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 9, 2014

TO: Intermodal Transportation Technical Committee

FROM: Holly Massie, Special Programs Officer
Transportation & Planning Services

SUBJECT: Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for
Preparing the FFY 2015-2018 OCARTS Area Transportation Improvement Program (TIP)

INFORMATION:

To ensure that the OCARTS Area Transportation Improvement Program (TIP) will remain financially constrained, an estimated apportionment of STP-UZA funds for the Oklahoma City Urbanized Area has been developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The figures below reflect the STP-UZA apportionment³ that was received in FFY 2013.

As required by MAP-21, a year-of-expenditure inflation factor is also being applied to the project cost estimates submitted by the project sponsors. Inflation factors of 2, 4, 6, and 8 percent are being used for FFY 2015, 2016, 2017, and 2018, respectively.⁴

ACOG's *STP Procedures for the Oklahoma City Urbanized Area Funds* call for 90 percent of the estimated apportionment to be used in preparing the TIP. This is intended to avoid a shortage of funds at the end of the fiscal year due to changes in cost estimates or unanticipated high bids. Also, federal rules allow 10 percent of the estimated STP distribution to be used to finance 100 percent of the

³ The estimated apportionment is based on the combined populations of the Oklahoma City Urbanized Area (UZA) and Norman UZA as authorized by Sec. 6016 of MAP-21.

⁴ The ODOT Project Management Division is using inflation factors of 3, 6, 9, and 12 percent. However, due to ACOG's recent history of STP-UZA carryover funds, staff is recommending the lower inflation rates which will allow more projects to be included in the TIP.

construction cost of eligible safety projects. Below are the estimated annual STP-UZA (80% federal) and STP-UZA Safety (100% federal) funds to be used to prepare the FFY 2015-2018 TIP.

FFY	Estimated Apportionment*	90% of Estimated Apportionment**	STP-UZA (80%/20%)	STP-UZA Safety (100%)
2015-2018	\$19,300,000	\$17,370,000	\$15,633,000	\$1,737,000

* Figure is rounded

** 56% = \$9,727,200

ACTION REQUESTED:

None. For information only.