



Transportation Improvement Program for the OCARTS Transportation Management Area

FFY 2005 - FFY 2007
[October 1, 2004 - September 30, 2007]

Association of Central Oklahoma Governments

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and Endorsed by the ACOG Board of Directors
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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA FFY 2005 – FFY 2007

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1. INTRODUCTION

1.1 BACKGROUND

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

In accordance with the Transportation Equity Act for the 21st Century (TEA-21), all Metropolitan Planning Organizations (MPOs), in cooperation with the State and affected transit operators, are required to prepare a TIP for their designated region.

The OCARTS area TIP is prepared annually by the Association of Central Oklahoma Governments (ACOG) in its role as the MPO for transportation planning within the Central Oklahoma region. 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).

Projects designated for FFY 2005 are expected to be ready for obligation of federal funds during federal fiscal year 2005 (October 1, 2004 - September 30, 2005). 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. Other state, county, and locally funded projects may also be included in the TIP for informational purposes.

1.2 TIP PURPOSE AND SCOPE

The FFY 2005-2007 TIP is intended to fulfill the following purposes:

1. To serve as a short-range implementation tool to achieve compliance with the goals of the long-range Regional Transportation Plan.
2. To provide continuity of current transportation improvement projects with those identified in previous TIPs.
3. To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), and geographical area.
4. 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 anticipated to be available for such projects in the area.
5. To establish a prioritization of projects to effectively utilize federal funds as they become available.
6. To identify and implement transportation improvements which will enhance the region's air quality in conformance with the State Implementation Plan (SIP).

1.3 PRIORITIZATION OF PROJECTS

This TIP includes a listing of projects for each of the three fiscal years, FFY 2005, 2006 and 2007. Those projects included for FFY 2005 are considered to be of the highest priority and most eligible 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 2005. Projects for subsequent implementation and of lesser readiness are those identified for federal fiscal years 2006 and 2007, respectively. The projects included in this TIP represent the priorities of the Metropolitan Planning Organization for implementation within the OCARTS area.

1.4 PROGRAM BOUNDARY

The geographical 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.

Based on the results of the 2000 Census and revisions to the U.S. Census Bureau's criteria for determining urban and rural territories, on May 1, 2002 the Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA: the Oklahoma City UZA and Norman UZA. The new boundaries also excluded significant portions of eastern Oklahoma and Cleveland Counties that had previously been part of the Oklahoma City UZA. Figure 1 reflects the geography of the OCARTS area and the Census 2000 urbanized areas.

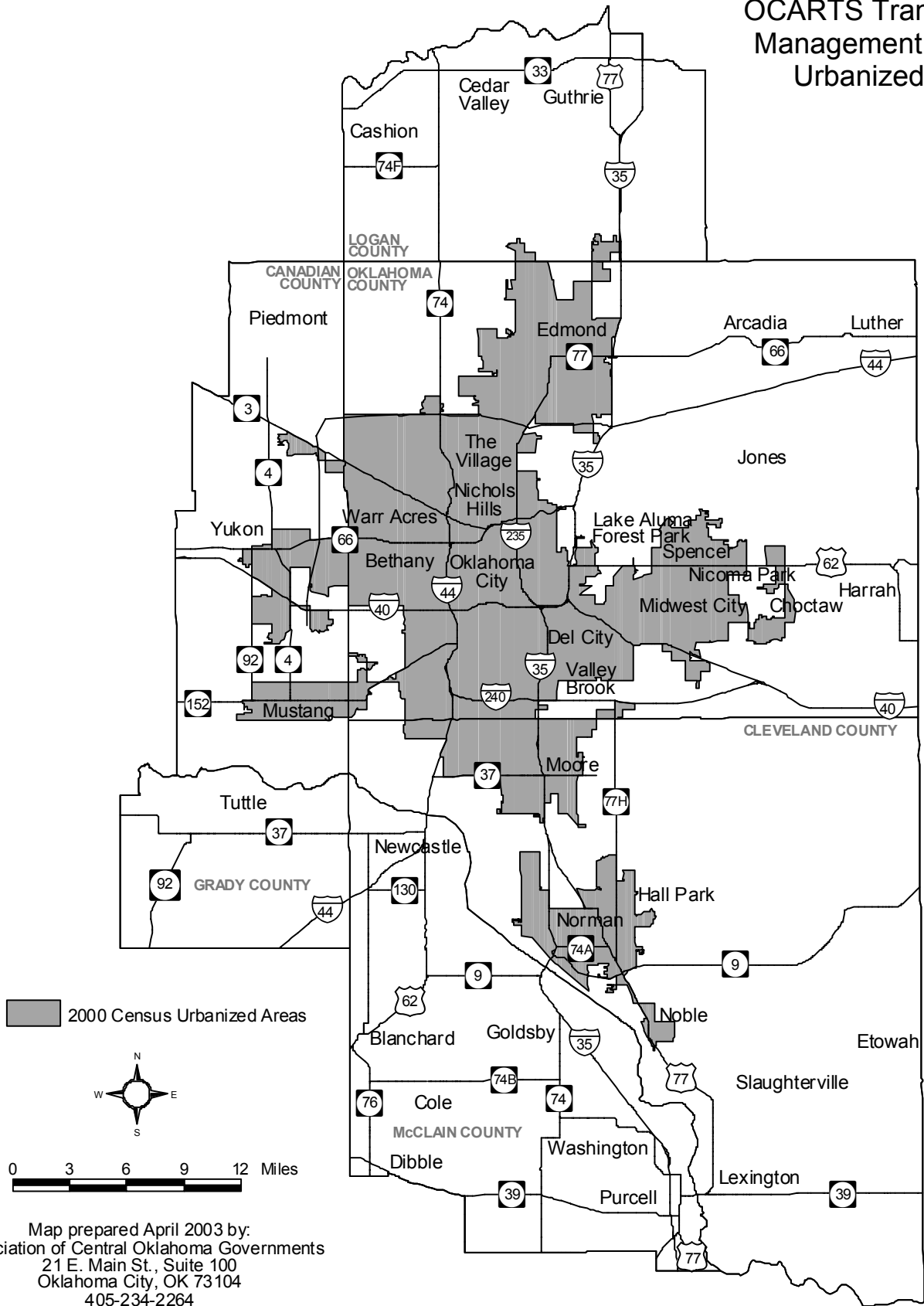
The population within the Oklahoma City urbanized area boundary determines an annual suballocation of federal funds that is made available to the region for transportation improvements.² These funds are referred to as Surface Transportation Program Urbanized Area (STP-UZA) funds, and project selection is performed by OCARTS area communities in conformance with federal guidelines.

Additional transportation improvements on the interstate, U.S. and state highway system are selected by the State, in consultation with the MPO, from a variety of federal funding sources.

¹ The Intermodal Transportation Policy Committee expanded the OCARTS area on February 28, 2002, adding an additional 395 square miles in McClain and Cleveland Counties.

² The Census-defined 2000 Oklahoma City UZA is smaller in area and population than it was in 1990, by excluding Norman, Jones, Harrah and other portions of eastern Oklahoma and Cleveland Counties. Federal funds suballocated to the OCARTS area are based on the population within the Oklahoma City UZA only. Because this will likely mean fewer federal dollars for our area, the MPO is actively pursuing a long-term legislative solution to rejoin the Norman UZA to the Oklahoma City UZA.

Figure 1
 OCARTS Transportation
 Management Area and
 Urbanized Areas



Map prepared April 2003 by:
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1.5 PROGRAM REVISIONS

Projects included in the TIP may be considered for amendment or revision. Such amendments, which will utilize Surface Transportation Program Urbanized Area (STP-UZA) funds, must not result in exceedance of the STP-UZA planning estimate, as described in Chapter 3. The planning estimate is updated annually when Congress determines an exact spending authority for the fiscal year, and as may be amended thereafter. A mid-year status report on the obligated STP-UZA funds is provided annually by the MPO staff, in accordance with the *Surface Transportation Program Procedures for the Oklahoma City Urbanized Area Funds*, adopted by the Intermodal Transportation Policy Committee (ITPC) on May 28, 1992, and last updated on February 26, 2004. 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 on each request. 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).

1.6 AIR QUALITY AND CONFORMANCE WITH SIP

In March 1990, the Environmental Protection Agency (EPA) notified the State that Central Oklahoma had been redesignated an attainment area, after having been classified as nonattainment for carbon monoxide (CO) since 1984. An EPA Final Rule approving the State Implementation Plan (SIP) for Oklahoma County was subsequently published in the Federal Register on August 8, 1991. Reduction of CO was accomplished primarily through more stringent federal emissions standards on new automobiles and by a State program to inspect vehicle pollution control equipment as part of the annual safety inspection process.

A special Air Quality Committee was formed in August 1991 to develop an action plan to assist the region in remaining compliant with federal air quality standards. The committee adopted standards upon which to call a "Clean Air Alert Day" and developed voluntary measures by which individuals and employers can help reduce emissions on days vulnerable to a CO or ozone exceedance.

The new rules for the National Ambient Air Quality Standards (NAAQS) for ozone and particulate matter, which took effect in September 1997 and upheld on March 26, 2002 by the U.S. Court of Appeals after numerous court challenges, have caused Central Oklahoma to be precariously close to nonattainment status. Efforts to minimize vehicle-related pollution continue to be a high priority. Since FY 2000, the MPO has conducted an Air Quality Public Education Campaign, funded primarily with federal Congestion Mitigation/ Air Quality (CMAQ) funds.

In December 2002, the Central Oklahoma region notified the Environmental Protection Agency of its intent to participate in the 8-Hour Ozone Early Action Compact (EAC) Program. The EAC provides participants the flexibility to select emission reduction measures and programs that are best suited to local needs and circumstances for reaching attainment of national air quality standards. On Dec. 4, 2003, the EPA recognized Central Oklahoma as an air quality attainment region, based on the new 8-hour standard.

1.7 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 ground 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 will be evaluated during metropolitan and transit authority certification reviews and review of the Statewide TIP.

In compliance with FTA Circular 4702.1, ACOG and the Central Oklahoma Transportation and Parking Authority (COTPA) jointly prepare a triennial report documenting that transit services and amenities are provided within the region in a nondiscriminatory manner. The triennial report further documents that the MPO planning process, including information dissemination and participation in the decision-making process, is conducted in a nondiscriminatory fashion. The most recent Title VI report for the region was submitted to FTA and the Transit Programs Division of the Oklahoma Department of Transportation in April 2004, and the region has been recertified for compliance with Title VI through April 2007.

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 disproportional impact on any particular segment of the region's population.

1.8 PUBLIC INVOLVEMENT

In developing this TIP, the MPO provided citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of public transportation, 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; articles in ACOG's newsletter, *Central Oklahoma Perspective*; and public meetings/hearings held by the Intermodal Transportation Technical Committee (ITTC) and the Intermodal Transportation Policy Committee (ITPC). In addition, members of ACOG's 2025 OCARTS Plan Citizens Advisory Committee (CAC) and citizens included in the Transportation Users Group mailing list were invited to provide input into the TIP. The Transportation Users

Group includes approximately 100 individuals representing various interests including neighborhoods, environment, business, elderly and disabled, minority populations and travel modes.

A Notice to the Public was published in The Oklahoman on April 1, 2004. This notice advised the public of the availability of the preliminary FFY 2005-2007 OCARTS area TIP; the time frame for submitting written comments; and the date, time and location that the preliminary TIP would be considered by the Intermodal Transportation Policy Committee. In addition, notification of the availability of the preliminary TIP and invitation for its review was provided through a media release distributed on April 1, 2004 to 51 media outlets (print, radio and television). Information on the preliminary TIP was also provided in the April 2004 issue of *Central Oklahoma Perspective*, which reaches approximately 1,600 individuals and organizations, and on the ACOG Web site at www.acogok.org.

Finally, Notices of Public Hearing were published in the Journal Record and The Daily Oklahoman on April 27, 2004 prior to adoption of the final FFY 2005-2007 OCARTS Area TIP by the ITPC. The public hearing to adopt the final TIP was held by the Intermodal Transportation Policy Committee on May 27, 2004. Copies of the publications and information on other public involvement opportunities are included in Appendix A. The final TIP, and subsequent amendments, are also available on ACOG's Web site.

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.

2. OVERVIEW OF PROGRAM ELEMENTS

2.1 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. 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-aid system and are consistent with the 2025 OCARTS Plan and the Oklahoma Statewide Intermodal Transportation Plan. The 2025 OCARTS Plan was adopted by the MPO on September 30, 2000, and is incorporated into the Statewide Plan, which was adopted by the Oklahoma Transportation Commission in February 2001.

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 identified in this element are transportation enhancement activities and projects that will include sidewalk construction. Specific information about the Street and Highway Element projects proposed for implementation during FFY 2005 - FFY 2007 is provided in Chapter 3 of this document.

2.2 TRANSIT ELEMENT

Transit services in the OCARTS area include those operated by the Central Oklahoma Transportation and Parking Authority (COTPA) and the University of Oklahoma (OU) using Urbanized Area Program funds provided to the Oklahoma City and Norman urbanized areas; the Elderly and Persons with Disabilities Program, administered by the Department of Human Services, Aging Services Division; and the Non-Urbanized Area Program, administered by the Oklahoma Department of Transportation, Transit Programs Division. Each of these federal programs is funded through the Federal Transit Administration and local matching funds.

SECTION 5307 - URBANIZED AREA TRANSIT SERVICES

COTPA and OU provide public transit services through two bus systems, known as MetroTransit OKC and MetroTransit Norman. The Norman system is also referred to as CART (Cleveland Area Rapid Transit). The Oklahoma City system includes 24 local routes, three Edmond trolleybus routes, three trolleybus routes in downtown Oklahoma City and three express routes serving Edmond, Midwest City, Norman, and Oklahoma City. The Norman system includes seven local routes in and around the OU campus and the City of Norman and an express route to and from

Oklahoma City. In 2003, the average daily ridership for both systems was 13,799 passengers.

In addition, 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 Edmond, Oklahoma City and Norman areas.
- **Share-A-Fare** - low cost transportation 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 and Handicapped Persons)** - a donation based, fixed route transportation available to persons 60 years of age and older and to persons with disabilities. COTPA contracts with the Salvation Army and Community Action Agency. 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, 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 Safeway Cab Company to provide the service, which is financed in part by the Areawide Aging Agency and COTPA.
- **Daily Living Center** - a two way, door-to-door transportation service for elderly, disabled and frail citizens to the Daily Living Center, a geriatric day care center. The service is contracted to a private provider, and funding is provided by COTPA and the Daily Living 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)** - retirees provide services to homebound elderly persons, using private vehicles, with mileage reimbursement provided by the Areawide Aging Agency.
- **Senior Companion Program** - matches trained senior volunteers with homebound elderly. The volunteers help with meal preparation, housekeeping, and provide companionship. Vans are used to transport the volunteers to the various residences of the homebound elderly. This service is operated by a private provider and is administered by COTPA.

In response to the Americans with Disabilities Act (ADA), *the Section 504/Americans with Disabilities Act Implementation Plan* was prepared by COTPA and adopted by the COTPA Board of

Trustees on December 20, 1991. The implementation plan established the official policy of the COTPA Board of Trustees for compliance with the ADA, calling for the phased implementation of fully accessible fixed route service and a complementary paratransit service for persons with disabilities. COTPA has been in full compliance with the ADA since January 1993. In addition, an advisory committee, known as the Special Transportation Advisory Committee (STAC), meets monthly at COTPA to consider ways to improve transit services for the elderly and persons with disabilities. Recommendations from the STAC are forwarded to the COTPA Board of Trustees.

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, 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 include public bodies approved by the State to coordinate services for elderly persons and persons with disabilities, and public bodies which 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 up to 83 percent of the capital cost of a wheelchair accessible vehicle, with the local match, operation and maintenance paid for by the sponsoring organization.

The Department of Human Services, Aging Services Division, administers this program. Applications for funding are considered by a subcommittee of the Intermodal Transportation Technical Committee (ITTC). Approvals by the subcommittee are considered a part of the TIP, as required for federal funding eligibility.

Review of applications for Section 5310 assistance is performed by the MPO to ensure that the services provided in the OCARTS area are meeting the needs of elderly and disabled persons, and to ensure coordination with other Section 5310 providers and the public transit system. Whenever possible, cooperation between Section 5310 operators and COTPA is accomplished so that the vehicles may be used in the STEP program during periods they are not in use by the organization.

SECTION 5311 – NON-URBANIZED AREA PROGRAM

The Section 5311 Non-Urbanized Area Program is administered by the Transit Programs Division of the Oklahoma Department of Transportation, which is charged with providing an equitable distribution of funds throughout the State for the administration of public transportation services in non-urbanized areas. There are currently 20 agencies providing rural public transportation service within 53 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 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 the Delta Community Action Foundation located in Purcell.

2.3 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 City of Guthrie operates the Guthrie Regional Airport and the Town of Goldsby and City of Purcell operate municipal airports.

3. 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 2005-2007 short-range planning period.

The improvements that are reflected for FFY 2005 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. The Transportation Equity Act for the 21st Century (TEA-21) requires 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 and Statewide Transportation Improvement Program (STIP) covered FFY 2004-2006. Table 1 includes Street and Highway Element projects that were reflected in a previous TIP and funded during FFY 2003. These OCARTS area improvements represent a total expenditure of more than \$40 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 several of the major improvements reflected in Table 1.

STREET AND HIGHWAY ELEMENT FUNDING SOURCES

Several categories of federal funding are available for implementing the Street and Highway Element of the TIP. The Transportation Equity Act for the 21st Century (TEA-21) established the federal funding categories available to states and metropolitan areas. Some categories provide opportunities for funding flexibility among modes. 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. TEA-21 calls for urbanized areas with a population greater than 200,000 to receive a suballocation of Surface Transportation Program (STP) funds.

As a result of the 2000 Census and new Census Bureau criteria for defining urbanized areas, the OCARTS area now contains two urbanized areas—the Oklahoma City UZA and the Norman UZA. Only the Oklahoma City UZA is an eligible recipient of suballocated STP funds, since the population of the Norman UZA is less than 200,000. Due to the 1990 Census-defined Oklahoma City UZA being split into two UZAs, the population upon which the urbanized funds is based is now smaller. This results in less funding for the region despite its growth over the past decade and its functionality as a single metropolitan region for long and short-range transportation planning.

TABLE 1

OCARTS AREA PROJECTS FUNDED DURING FFY 2003

| LOCATION | PROJECT DESCRIPTION | JOB NUMBER | LET DATE | FUNDING SOURCE | FEDERAL SHARE | STATE/LOCAL SHARE | TOTAL |
|-----------------|--|------------|----------|----------------|---------------|-------------------|--------------|
| Canadian Co. | I-40 @ Morgan Rd. & Country Club Rd. - Bridge Painting | 17285(04)M | Jul-03 | IMY-NBIP | 232,000.25 | 0.00 | 232,000.25 |
| Cleve/Pott Co.* | SH-39 over Pond Crk approx. 11 mi. E of SH-77 - Bridge/Appr. | 12322(04) | Apr-03 | BRFY | 1,883,538.90 | 0.00 | 1,883,538.90 |
| Cleveland Co.* | Co. Rd. over Willow Crk S & E of Lexington - Bridge/Appr. | 17420(04) | May-03 | BRF | 200,809.66 | 0.00 | 200,809.66 |
| Del City | SE 15th, Bryant to Vickie - Resurface | 19787(04) | | STP-UZA | 972,000.00 | 243,000.00 | 1,215,000.00 |
| Harrah | Dobbs Rd., & Church Ave. - Flashing Signals (2 locations) | 19680(04) | | STPG-UZA | 14,000.00 | 0.00 | 14,000.00 |
| Harrah | NE 10th at 2nd & 0.7 mi. W of Church - Flash. Sig. (2 locations) | 19729(04) | | STPG-UZA | 12,000.00 | 0.00 | 12,000.00 |
| Midwest City | I-40 betw. Sunnyslane and Post - Dynamic Message Signs | 19856(05) | Apr-03 | IMG | 368,078.83 | 0.00 | 368,078.83 |
| Midwest City | Douglas - SE 29th to SE 15th - Widen & Reconstruct | 18218(04) | Nov-03 | STP-UZA | 1,895,214.00 | 492,909.00 | 2,388,123.00 |
| MWC & Spencer | US-62 (NE 23rd), Air Depot to Post - Resurface | 20369(04) | Feb-03 | CMC | 0.00 | 617,210.00 | 617,210.00 |
| Moore | SW 19th, Santa Fe to Telephone - Widening & Signals | 17962(04) | | STP-UZA | 2,415,200.00 | 603,800.00 | 3,019,000.00 |
| Nicoma Park | US-62 (NE 23rd), Post to Hiwassee - Micro Surfacing | 20728(04) | Jul-03 | CMC | 0.00 | 427,300.00 | 427,300.00 |
| Norman | SH-9 over US-77, 3.6 mi. E of I-35 - Bridge Repair | 20140(04) | Jan-03 | SAP | 0.00 | 40,750.00 | 40,750.00 |
| Norman | Main St., Park Dr. to Porter - Roadway & Signal Upgrades | 15690(04) | Feb-03 | STP-UZA | 1,647,690.00 | 992,697.00 | 2,640,387.00 |
| Norman | SH-77H (Sooner), Robinson to Franklin - Micro Surfacing | 20723(04) | Jul-03 | CMC | 0.00 | 332,774.80 | 332,774.80 |
| Norman | SH-9 over I-35 SB - Bridge Repair (Overheight damage) | 20788(04) | Aug-03 | SAP | 0.00 | 23,350.00 | 23,350.00 |
| Norman | I-35, SH-9 to Indian Hills Road - Cable Barriers | 20668(04) | Sep-03 | STPIG | 1,208,343.45 | 0.00 | 1,208,343.45 |
| Norman | Porter, Robinson to Rock Creek - Widening | 18211(04) | Nov-03 | STP-UZA | 1,517,534.00 | 379,659.00 | 1,897,193.00 |
| Norman | Gray St., Flood to Porter - Signal Upgrade & Interconnect | 15689(04) | Jan-04 | STP-UZA | 394,400.00 | 98,600.00 | 493,000.00 |
| Norman | Robinson, 48th NW to Brookhaven - Widening | 18206(04) | | STP-UZA | 1,513,600.00 | 378,400.00 | 1,892,000.00 |
| Norman | 48th NE, Robinson to Rock Creek - Bridges/Approaches | 18210(04) | | STP-UZA | 692,000.00 | 173,000.00 | 865,000.00 |
| Norman | Robinson, Northcliff to 24th NE - Widening & Signals | 18212(04) | | STP-UZA | 1,846,909.00 | 461,727.25 | 2,308,636.25 |
| OKC & Del City | I-40 @ SE 15, Douglas, & Choctaw Rd. - Joint Seal/Repair | 20343(04) | Feb-03 | MC | 0.00 | 68,820.00 | 68,820.00 |
| Oklahoma City | SH-152, County Line to Council - GDB&S & ramps at Council | 00095(04) | Dec-02 | STPY | 6,447,575.29 | 0.00 | 6,447,575.29 |
| Oklahoma City | I-40, approx. 1.5 mi. E of Canadian C/L - Bridge Repair | 19616(04) | Feb-03 | IMY | 236,127.02 | 0.00 | 236,127.02 |
| Oklahoma City | I-44 @ I-235 Interchange - ROW Clearance | 18923(06) | Apr-03 | IMY | 54,240.00 | 0.00 | 54,240.00 |
| Oklahoma City | I-40 bridges over I-44 (E&W) - Bridge Redecking & Rehab. | 20321(04) | Apr-03 | IBR | 400,792.45 | 0.00 | 400,792.45 |
| Oklahoma City | I-235 over NW 36/50, I-40 over Indiana, I-44 over NW 39-JSeal | 20525(04) | May-03 | IMC | 0.00 | 217,262.00 | 217,262.00 |

TABLE 1
OCARTS AREA PROJECTS FUNDED DURING FFY 2003

| LOCATION | PROJECT DESCRIPTION | JOB NUMBER | LET DATE | FUNDING SOURCE | FEDERAL SHARE | STATE/LOCAL SHARE | TOTAL |
|---------------|--|------------|----------|----------------|---------------|-------------------|---------------|
| Oklahoma City | I-240 over Western Ave. - Bridge Repair | 20611(04) | Jul-03 | SAP | 0.00 | 9,838.00 | 9,838.00 |
| Oklahoma City | I-40 @ NW 10th - Bridge Repair | 20672(04) | Sep-03 | SAP | 0.00 | 96,375.80 | 96,375.80 |
| Oklahoma City | SH-152, Council to MacArthur - Grade, Drain & Bridge | 00095(08)C | Sep-03 | MGSY | 8,067,343.11 | 0.00 | 8,067,343.11 |
| Oklahoma City | Eastern, SE 44th to SE 59th - Widening | 14364(04) | | STP-UZA | 2,232,800.00 | 558,200.00 | 2,791,000.00 |
| TOTALS | | | | | 34,252,195.96 | 6,215,672.85 | 40,467,868.81 |

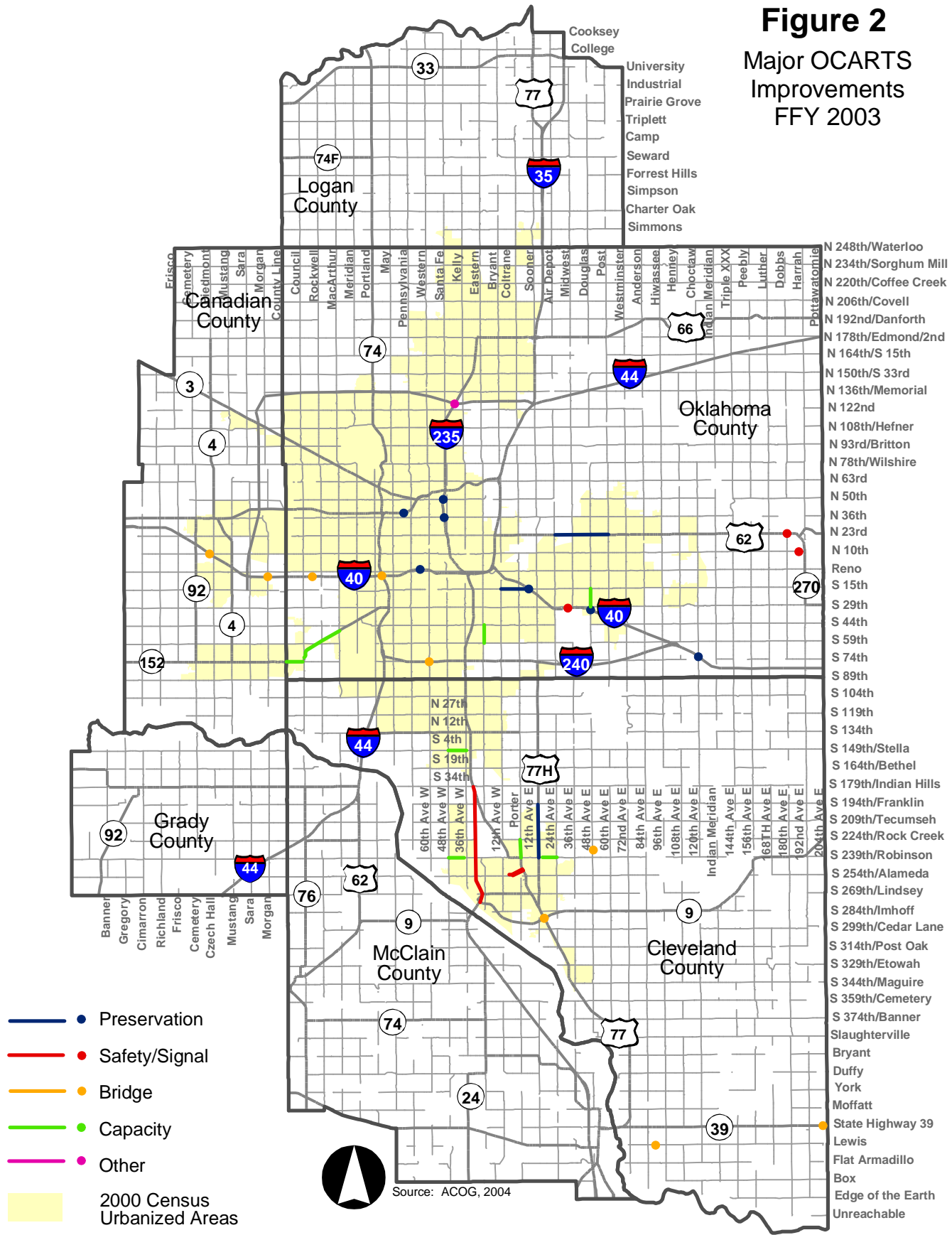
* Located in expanded OCARTS boundary approved Feb. 28, 2002.

Funding Source Descriptions:

- BRF - Bridge Replacement on principal arterial, minor arterial or major collector (80% Federal)
- BRFY - Bridge Replacement on principal arterial, minor arterial or major collector (100% Federal - 80% Federal and Soft Match)
- CMC - City Street/State Highway Maintenance Contract (100% State)
- IBR - Interstate Bridge (90% Federal)
- IMC - Interstate Maintenance Contract (100% State)
- IMG - Interstate Maintenance Funds (100% Federal)
- IMY - Interstate Maintenance Funds (100% Federal - 90% IM and Soft Match)
- IMY-NBIP - Interstate Maintenance Funds - National Bridge Inspection Program (100% Federal - 90% IM and Soft Match)
- MC - Maintenance Contract (100% State)
- MGSY - Minimum Guarantee Special (100% Federal - 80% MG and Soft Match)
- SAP - State Aid Program (100% State)
- STP-UZA - Surface Transportation Program Urbanized Area (80% Federal)
- STPG-UZA - Surface Transportation Program Safety Urbanized Area (100% Federal)
- STPIG - Surface Transportation Program on Interstate for Safety (100% Federal)
- STPY - Surface Transportation Program Funds (100% Federal - 90% STP and Soft Match)

Figure 2

Major OCARTS Improvements FFY 2003



DISTRIBUTION OF SURFACE TRANSPORTATION PROGRAM FUNDS

According to TEA-21, ten percent of the STP funds apportioned to the State are to be used for safety improvements, and ten percent are earmarked for transportation enhancement activities. The remaining 80 percent of the funds include requirements to ensure their geographic distribution throughout the State. Fifty percent of the STP funds (62.5% of the remaining 80%) must be suballocated to urbanized areas with populations over 200,000 and the remaining areas of the State. The funds that go to the urbanized areas over 200,000 population (like the Oklahoma City Urbanized Area) are distributed to the individual urbanized areas on the basis of population. The remaining 30 percent (37.5% of the remaining 80%) can be used in any area of the State. Areas of less than 5,000 population also are assured a minimum level of funding according to the law.

The normal funding ratio for STP funds is 80 percent. The remaining 20 percent is to be provided by the state or local government sponsor. However, TEA-21 allows up to 10 percent of the total STP funds to be spent at 100 percent of the project cost, with no local match, for eligible safety projects defined in the law.

SURFACE TRANSPORTATION PROGRAM URBANIZED AREA FUNDS (STP-UZA)

As described in the previous section, the Oklahoma City Urbanized Area (UZA) receives an annual distribution of Surface Transportation Program (STP) funds, which are referred to as STP-UZA funds.

Selection of STP-UZA funded projects for inclusion in the TIP is performed in accordance with the *Surface Transportation Program Procedures for the Oklahoma City Urbanized Area Funds*, as originally adopted by the Intermodal Transportation Policy Committee (ITPC) on May 28, 1992 and updated as needed. The STP-UZA projects requested by local governments are evaluated and prioritized in accordance with the adopted *Criteria and Process for Evaluation of STP-UZA Projects* whenever the demand for these funds exceeds the amount of federal funds estimated to be available during the TIP time frame.

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

The six evaluation criteria include:

1. average daily traffic
2. volume/capacity ratio
3. accident severity rate (based on a three year history)
4. air quality impacts
5. surface condition
6. 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, bicycle and pedestrian facilities, high occupancy vehicle lanes
7. carpool/vanpool administration, other
8. 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. Copies of both the STP-UZA Procedures and the STP-UZA Evaluation Criteria are available at the ACOG offices.

SURFACE TRANSPORTATION PROGRAM URBANIZED AREA SAFETY (STP-UZA SAFETY) FUNDS

As mentioned above, up to 10 percent of the total STP funds may be spent on 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. As authorized by TEA-21, this policy allows up to 10 percent of the MPO's distribution of STP funds to fund 100 percent of the construction costs of eligible safety projects. Due to the potential for the demand for these 100 percent federal funds to exceed the funds available for safety projects each fiscal year, the policy also states that eligible safety projects will be let, as ready, until all STP-UZA safety funds have been expended. Subsequent safety projects are to be let at an 80 percent federal/20 percent local matching ratio.

SURFACE TRANSPORTATION PROGRAM ENHANCEMENT FUNDS

Following the passage of TEA-21, the Oklahoma Transportation Commission approved a change in policy for administration of the State's Transportation Enhancement Program. In September 1998, the OTC established five dedicated funding categories for enhancement projects to be selected at the State's discretion. The dedicated funding represents approximately 50 percent of the annual Enhancement Program funds, and includes the following five categories: 1) Historic depot passenger service restoration program, 2) ODOT welcome/tourist information center program, 3) "Keep our Land Grand" anti-litter campaign, 4) control and removal of outdoor advertising/junkyard aesthetic improvement program, and 5) discretionary projects.

The remaining Transportation Enhancement funds are made available through competitive application by local governments and public agencies. Proposed changes to the final rule for the competitive portion of the Statewide Transportation Enhancement Program (O.S.S., Title 730, Chapter 10, Subchapter 17) were made available for public review and comment in November 1998. One change was the establishment of a biennial application cycle for enhancement proposals. This was intended to allow more time for project implementation once funding selections were made.

Applications for STP enhancement funds are reviewed and prioritized by the Transportation Enhancement Advisory Committee, consisting of State agencies and organizations with broad-based interest in areas encompassed by the enhancement program. Representatives of the metropolitan planning organizations for the Oklahoma City, Tulsa and Lawton metropolitan areas are included on the committee. Funding recommendations are forwarded to the Oklahoma Transportation Commission for final approval. Approved enhancement proposals located within Central Oklahoma are included in the OCARTS Area TIP.

FISCAL CONSTRAINT OF THE FFY 2005-2007 URBANIZED AREA FUNDS

This TIP was prepared based on an estimated amount of funds available to the OCARTS area over the TIP time frame for the Oklahoma City and Norman urbanized areas. The estimated funds were based on the TEA-21 trend of a 1.8 percent annual increase. 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, and may not be exceeded by future amendments. As final funding figures for FFY 2005-2007 are provided and/or additional obligation authority is obtained, the figures will be updated. Appendix C provides additional information about the estimated federal funds for the Oklahoma City Urbanized Area, upon which this TIP is based.

The first year of this TIP includes 14 projects, including six safety projects, proposed for funding with STP-UZA funds. This represents a total of \$14,794,197 in federal funds. The FFY 2006 and FFY 2007 programs propose STP-UZA totals of \$15,173,134 and \$15,409,684, respectively, which are within the planning estimate for the OCARTS area.

FFY 2005 - FFY 2007 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.

As stated above, an assumption was made that the OCARTS area will receive future suballocations of STP-UZA funds based on the combined populations of the Oklahoma City and Norman UZAs. Representatives of the City of Norman, ACOG and the Oklahoma Department of Transportation are working cooperatively with the Oklahoma Congressional Delegation in Washington, D.C. toward a legislative solution that will rejoin the Norman UZA population to the Oklahoma City UZA for highway funding purposes. This action would preserve the City of Norman's eligibility to access the urbanized area funds provided to this region. *Therefore, the following lists of projects include requests from the City of Norman.* However, it should be noted that funding of the Norman projects with STP-UZA funds is contingent upon a legislative solution that will direct the Federal Highway Administration (FHWA) to attribute the Norman UZA population to the Oklahoma City Urbanized Area, thus restoring STP-UZA funding levels to their previous basis.³

The FFY 2005 program includes a listing of local government-sponsored projects proposed for funding with STP-UZA funds, followed by a listing of projects provided by the Oklahoma Department of Transportation (ODOT), which are located on the State Highway System (includes interstates, state highways and U.S. highways). Each project is identified by location, project type, federal funding source, and the source of matching funds. The federal funds identified in the ODOT list are provided to the State of Oklahoma and are attributable to the State's obligation authority. The local government and State-sponsored projects are followed by Table 2, which provides a summary of the FFY 2005 program by location and funding category. Table 3 provides the FFY 2005 budget summary for the OCARTS area street and highway projects.

Similar project lists and summary tables are provided for the FFY 2006 and FFY 2007 programs. Tables 4 and 5 summarize the FFY 2006 projects, and Tables 6 and 7 summarize the FFY 2007 projects. Table 8 follows this information, which is a budget summary for the Street and Highway Element for all three years of this TIP combined.

Figure 3, at the end of this chapter, reflects the general locations of the proposed STP-UZA Street and Highway Element improvements listed in this TIP for FFY 2005-2007.

³ During a special meeting of the ITTC in January 2004, the Committee also reviewed and recommended alternative lists of FFY 2005, 2006 and 2007 STP-UZA project priorities that did not include the Norman projects. These alternative recommendations were approved by the ITPC on January 29, 2004 and will be utilized in the event the Norman UZA population is not attributed to the Oklahoma City UZA for FHWA funding purposes.

HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2005

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|----------------------------------|---|-----------------------|----------------------|--------------------|--------------|
| CITY OF DEL CITY | | | | | | |
| STPG-155A(370)AG 20255(04) | SE 29, Bryant to Sooner | Signal Interconnect Emergency Pre-emp. Devices 2.00 | STP-UZA Safety | 125,000 | 0 | 125,000 |
| STP-155B(412)AG 21043(04) | SE 15, Vickie to Sooner | Widen to 5 Lanes (Sidewalks) 0.50 | STP-UZA | 680,000 | 170,000 | 850,000 |
| SUBTOTAL | | | | 805,000 | 170,000 | 975,000 |
| CITY OF EDMOND | | | | | | |
| STP-155B(366)AG 20156(04) | Boulevard, Danforth to Covell | Widen, Re-align (Bike Paths & Sidewalks) 1.00 | STP-UZA | 3,596,467 | 899,117 | 4,495,584 |
| STP-155B(417)AG 21051(04) | 33rd, Kelly to Santa Fe | Widen, Signals at Lincoln (Sidewalks) 1.00 | STP-UZA | 2,160,000 | 540,000 | 2,700,000 |
| SUBTOTAL | | | | 5,756,467 | 1,439,117 | 7,195,584 |

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2005

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|----------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF MOORE | | | | | | |
| STPG-114B(131)AG 21533(04) | S. Eastern at Moore H.S. | Signals 0.00 | STP-UZA Safety | 93,500 | 0 | 93,500 |
| STPG-114B(132)AG 21534(04) | SW 4th & Classen | Signals 0.00 | STP-UZA Safety | 93,500 | 0 | 93,500 |
| STPG-114B(133)AG 21535(04) | SW 4th at Wilson/Markwell | Signals 0.00 | STP-UZA Safety | 93,500 | 0 | 93,500 |
| SUBTOTAL | | | | 280,500 | 0 | 280,500 |
| CITY OF NORMAN* | | | | | | |
| STP-14C(415)AG 15692(04) | Boyd Street and Flood Ave. | Int. Mod. & Signals (Sidewalks & Ped. Xing) 0.00 | STP-UZA | 400,000 | 100,000 | 500,000 |
| STP-114B(044)AG 18207(04) | 12th NW, Tecumseh to Franklin | Bridges & Approaches over Little River 0.38 | STP-UZA | 800,000 | 200,000 | 1,000,000 |
| STP-114B(070)AG 19678(04) | Jenkins Ave. & Imhoff Rd. | Int. Mod. & Signals (Sidewalks & Ped. Xing) 0.00 | STP-UZA | 160,000 | 40,000 | 200,000 |
| STP-114B(121)AG 21301(04) | 24th Ave. SW & SH-9 | Intersection Mod. (Sidewalks & Ped. Xing) 0.00 | STP-UZA | 200,000 | 50,000 | 250,000 |
| SUBTOTAL | | | | 1,560,000 | 390,000 | 1,950,000 |

*City of Norman projects are eligible for STP-UZA funds only if the Norman Urbanized Area (UZA) population is attributed to the Oklahoma City UZA as part of future Highway Appropriation Bills or the next Reauthorization Bill.

HIGHWAY ELEMENT (Cont.)

**TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2005**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|-----------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF OKLAHOMA CITY | | | | | | |
| STPG-155F(397)AG 20639(04) | City Wide, Phase 3 | Arterial Pvm. Markings 0.00 | STP-UZA Safety | 600,000 | 0 | 600,000 |
| STPG-155F(398)AG 20640(04) | City Wide, Phase 3 | SZ Safety Improvements 0.00 | STP-UZA Safety | 600,000 | 0 | 600,000 |
| STP-155B(419)AG 21128(04) | SW 54th, MacArthur to Portland | Widen from 2 to 4 Lanes (Sidewalks) 2.00 | STP-UZA | 5,192,230 | 1,298,136 | 6,490,366 |
| SUBTOTAL | | | | 6,392,230 | 1,298,136 | 7,690,366 |
| FFY 2005 GRAND TOTAL | | | | 14,794,197 | 3,297,253 | 18,091,450 |

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HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2005

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|-------------------------------------|--|---------------------------------|----------------|---------------|-------------|-------------|------------|---------------------|
| IM-NHIY-0035-3(108)119 00292(17) | I-35 from N 12th St., N to .5 mi. N of N 27th (6 lanes, frontage roads) | Grade, Drain & Surface 1.500 | IM-NHIY | 19,870,004 | 0 | 0 | 19,870,004 | Cleveland (Moore) |
| IM-NHIY-0035-3(240)119 00292(18) | I-35 & structures "F" & "F-1" (Shields Interch.) betw. N 12th St. & .5 mi. N of N 27th | Bridge & Approaches 0.400 | IM-NHIY | 5,179,514 | 0 | 0 | 5,179,514 | Cleveland (Moore) |
| STPY-114A(100)RW 20266(05) | SH-9: from just east of 24th east to 60th St. | Right-of-Way 3.250 | STPY | 1,060,900 | 0 | 0 | 1,060,900 | Cleveland (Norman) |
| STPY-114A(101)UT 20266(06) | SH-9: from just east of 24th east to 60th St. | Utilities 3.250 | STPY | 530,450 | 0 | 0 | 530,450 | Cleveland (Norman) |
| STPY-126C(061)RW 20234(05) | SH-37: Begin at Jct. SH-92 in Tuttle, Extend west 4.8 miles | Right-of-Way 4.800 | STPY | 218,540 | 0 | 0 | 218,540 | Grady |
| STPY-126C(062)UT 20234(06) | SH-37: Begin at Jct. SH-92 in Tuttle, Extend west 4.8 miles | Utilities 4.800 | STPY | 218,540 | 0 | 0 | 218,540 | Grady |
| BRFY-042B(238) 12307(04) | SH-33: 2 Bridges at Pawnee & Cox Creeks, 4.1 & 4.5 mi. east of Kingfisher County Line | Bridge & Approaches 0.620 | BRFY | 2,435,993 | 0 | 0 | 2,435,993 | Logan |
| BHFY-NBIP(320) 20862(04) | SH-33 at Gar Creek, 2.8 mi. east of SH-74 | Bridge Painting 0.020 | BHFY-NBIP | 35,354 | 0 | 0 | 35,354 | Logan |
| BHFY-142B(084) 20862(05) | SH-33 at Gar Creek, 2.8 mi east of SH-74 | Joint Seal/Repair 0.020 | BHFY | 35,353 | 0 | 0 | 35,353 | Logan |
| BHFY-NBIP(321) 20863(04) | SH-74 at Cottonwood Creek, 3.4 mi. north of Oklahoma County Line | Bridge Painting 0.040 | BHFY-NBIP | 71,248 | 0 | 0 | 71,248 | Logan |
| BHFY-142C(085) 20863(05) | SH-74 at Cottonwood Creek, 3.4 mi. north of Oklahoma County Line | Joint Seal/Repair 0.040 | BHFY | 71,248 | 0 | 0 | 71,248 | Logan |
| STPY-144B(049)RW 13574(05) | US-62 from 0.15 mi. west of the County Line northeast through Blanchard | Right-of-Way 1.040 | STPY | 530,450 | 0 | 0 | 530,450 | McClain (Blanchard) |

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2005

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|-----------------------------------|---|--|----------------|---------------|-------------|-------------|------------|------------------------|
| STPY-144B(050)UT 13574(06) | US-62 from 0.15 mi. west of the County Line northeast through Blanchard | Utilities 1.040 | STPY | 546,350 | 0 | 0 | 546,350 | McClain (Blanchard) |
| BRO-144D(048)CO 19869(04) | Bridge & Approaches over branch of Finn Creek, 2.0 mi. south and 1.2 mi. west of Jct. SH-24/SH-39 | Bridge & Approaches 0.200 | BRO | 164,000 | 0 | 41,000 | 205,000 | McClain |
| STPY-155A(408) 00095(13) | SH 152 from Council Road east to MacArthur Blvd. (4 Lane divided) | Surface 4.009 | STPY | 3,700,000 | 0 | 0 | 3,700,000 | Oklahoma (OKC) |
| IMY-0035-3(262)121UT 09032(10) | I-35 @ the I-240 Jct. (Reconst. Interchange) | Utilities 1.000 | IMY | 4,370,800 | 0 | 0 | 4,370,800 | Oklahoma (OKC) |
| IMY-0035-3(273)121RW 09032(11) | I-35 @ the I-240 Jct. Phase 1, 2, 3 & 4 (Reconst. Interchange) | Right-of-Way 1.000 | IMY | 15,297,800 | 0 | 0 | 15,297,800 | Oklahoma (OKC) |
| ACNHY-024N(008)GB 09033(05) | US-77: from 63rd Street Extending north (Segment 1) | Grade, Drain, Bridge & Surface 0.500 | ACNHY | 9,000,000 | 0 | 0 | 9,000,000 | Oklahoma (OKC) |
| STPY-055F(863)UT 14964(06) | SH-74 north of N. 136th (Memorial) to N. 206th (Covell Road) | Utilities 4.750 | STPY | 1,200,000 | 0 | 0 | 1,200,000 | Oklahoma (OKC) |
| STPY-155C(372)RW 14964(07) | SH-74 north of N. 136th (Memorial) to N. 206th (Covell Road) | Right-of-Way 4.750 | STPY | 18,000,000 | 0 | 0 | 18,000,000 | Oklahoma (OKC) |
| BRO-155D(384)CO 20455(04) | County Bridge over Opossum Creek, 0.3 mi. east of Luther Road on Waterloo | Bridge & Approaches 0.200 | BRO | 188,000 | 0 | 47,000 | 235,000 | Oklahoma |
| BHIY-0035-3(279)126 20869(04) | I-35 at the North Canadian River 0.2 mi. south of I-40 | Joint Seal/Repair 0.150 | BHIY | 200,000 | 0 | 0 | 200,000 | Oklahoma (OKC) |
| J1-7049(011) 17049(11) | Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc. | Safety Improvement Railroad 0.000 | | | | | * | Statewide |

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2005

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|---------------------------|--|--|----------------|---------------|-------------|-------------|--------|---------------|
| J1-7050(011) 17050(11) | Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/ Waterproofing, Saline Treatment, Etc. | Bridge Improvement 0.000 | | | | | * | Statewide |
| J1-7051(011) 17051(11) | Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc. | Safety Improvement Traffic 0.000 | | | | | * | Statewide |
| J1-9720(006) 19720(06) | Demolition, Removal, Disposal of Obstructions on Public R/W Prior to Utility Relocation or Project Startup | Right-of-Way Clearance 0.000 | | | | | * | Statewide |
| J2-0780(005) 20780(05) | 3R(Roadway) in Conjunction with FHWA-Simple Pavement Preserve and Restore (Asphalt Concrete Overlay, Stripe, Signing & Guardrail) | Resurface 0.000 | | | | | * | Statewide |
| J2-0781(005) 20781(05) | 3B(Bridge) in Conjunction with FHWA-Preventive Mainenance Including Paint, Joints, Bearings & Deck Repair | Bridge Repair 0.000 | | | | | * | Statewide |
| J2-1016(005) 21016(05) | Preliminary Engineering (Reserve to be Used as Needed) | Preliminary Engineering 0.000 | | | | | * | Statewide |
| TOTAL | | | | | 82,924,544 | 0 | 88,000 | 83,012,544 |

* Funds included in ODOT Statewide Transportation Improvement Program

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**TABLE 2
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION
FFY 2005**

| ENTITY | INTER-STATE FUNDS (IM) | NATIONAL HIGHWAY SYSTEM (NH,NHI) | BRIDGE FUNDS (BRI,BRF, BHF, BRO) | SURFACE TRANSPORTATION PROGRAM | | | SURFACE TRANS. PROGRAM | | STATE MATCH | LOCAL MATCH | TOTAL |
|---------------|------------------------|----------------------------------|----------------------------------|--------------------------------|----------------|-------------------|------------------------|------------------|-------------|------------------|--------------------|
| | | | | STP-ST Safety | STP-ST Enhance | STP-ST Other | STP-UZA | STP-UZA Safety | | | |
| Blanchard | 0 | 0 | 0 | 0 | 0 | 1,076,800 | 0 | 0 | 0 | 0 | 1,076,800 |
| Choctaw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del City | 0 | 0 | 0 | 0 | 0 | 0 | 680,000 | 125,000 | 0 | 170,000 | 975,000 |
| Edmond | 0 | 0 | 0 | 0 | 0 | 0 | 5,756,467 | 0 | 0 | 1,439,117 | 7,195,584 |
| Guthrie | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harrah | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Midwest City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moore | 25,049,518 | 0 | 0 | 0 | 0 | 0 | 0 | 280,500 | 0 | 0 | 25,330,018 |
| Newcastle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norman | 0 | 0 | 0 | 0 | 0 | 1,591,350 | 1,560,000 | 0 | 0 | 390,000 | 3,541,350 |
| Oklahoma City | 19,668,600 | 9,000,000 | 200,000 | 0 | 0 | 22,900,000 | 5,192,230 | 1,200,000 | 0 | 1,298,136 | 59,458,966 |
| Spencer | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tuttle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warr Acres | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yukon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canadian Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleveland Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grady Co. | 0 | 0 | 0 | 0 | 0 | 437,080 | 0 | 0 | 0 | 0 | 437,080 |
| Logan Co. | 0 | 0 | 2,649,196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,649,196 |
| McClain Co. | 0 | 0 | 164,000 | 0 | 0 | 0 | 0 | 0 | 0 | 41,000 | 205,000 |
| Oklahoma Co. | 0 | 0 | 188,000 | 0 | 0 | 0 | 0 | 0 | 0 | 47,000 | 235,000 |
| Totals | 44,718,118 | 9,000,000 | 3,201,196 | 0 | 0 | 26,005,230 | 13,188,697 | 1,605,500 | 0 | 3,385,253 | 101,103,994 |

BHF, BRI,BRF,BRO - Bridge Replacement and Rehabilitation Funds - 80% Federal

IM - Interstate Maintenance Funds - 90% Federal

NH,NHI - National Highway System Funds - 80% Federal

STP-ST Safety - Surface Transportation Program Funds (10% of Statewide Total - Mandated for Safety projects) - 80%- 100% Federal

STP-ST Enhance - Surface Transportation Program Funds (10% of Statewide Total - Mandated for Enhancement projects) - 80% Federal

STP-ST Other - Surface Transportation Program Funds (STP <5,000, STP >5,000-<200,000, and STP Any Area) - 80% Federal

STP-UZA - Surface Transportation Program - Urbanized Area Funds (available for the Oklahoma City UZA) - 80% Federal

STP-UZA Safety - Surface Transportation Program - Urbanized Area Funds (10% of STP funds available for the Oklahoma City UZA) - 100% Federal

**TABLE 3
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005 OCARTS BUDGET SUMMARY**

| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|--|---------------------------------|-------------------|----------|------------------|--------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 14,940,000 | 14,794,197 | 0 | 3,297,253 | 18,091,450 |
| Reserve | | 145,803 | 0 | 0 | 145,803 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 44,718,118 | 44,718,118 | 0 | 0 | 44,718,118 |
| National Highway System | 9,000,000 | 9,000,000 | 0 | 0 | 9,000,000 |
| Bridge Program | 3,201,196 | 3,201,196 | 0 | 88,000 | 3,289,196 |
| Surface Transportation Program (STP) | 26,005,230 | 26,005,230 | 0 | 0 | 26,005,230 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| OCARTS Area Subtotal | 82,924,544 | 82,924,544 | 0 | 88,000 | 83,012,544 |
| Grand Total | 97,864,544 | 97,718,741 | 0 | 3,385,253 | 101,103,994 |

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2006**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|------------------------------|-------------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF EDMOND | | | | | | |
| STP-155C(387)AG 20474(04) | Covell, Thomas to Broadway | Widen/RR Underpass (Bike Paths & Sidewalks) 0.40 | STP-UZA | 2,886,174 | 721,544 | 3,607,718 |
| | 33rd & Broadway | Add Turn Lane on 33rd (Sidewalks) 0.00 | STP-UZA | 1,200,000 | 300,000 | 1,500,000 |
| SUBTOTAL | | | | 4,086,174 | 1,021,544 | 5,107,718 |
| CITY OF MIDWEST CITY | | | | | | |
| STP-155A(410)AG 21041(04) | SE 29th & Douglas | Intersec. Mod./Widening (Sidewalks) 0.00 | STP-UZA | 753,520 | 188,380 | 941,900 |
| STP-155A(413)AG 21044(04) | SE 15th & Sooner Rd. | Intersec. Mod./Widening (Sidewalks) 0.00 | STP-UZA | 953,440 | 238,360 | 1,191,800 |
| SUBTOTAL | | | | 1,706,960 | 426,740 | 2,133,700 |
| CITY OF NORMAN* | | | | | | |
| | Lindsey, Jenkins to Duck Pond | Widen, Signals (Sidewalks & Ped. Xing) 0.28 | STP-UZA | 2,280,000 | 570,000 | 2,850,000 |
| | Main St., Carter to 12th Ave. NE | Widen from 2 to 4 Lanes (Sidewalks & Ped. Xing) 0.50 | STP-UZA | 1,500,000 | 375,000 | 1,875,000 |
| SUBTOTAL | | | | 3,780,000 | 945,000 | 4,725,000 |

*City of Norman projects are eligible for STP-UZA funds only if the Norman Urbanized Area (UZA) population is attributed to the Oklahoma City UZA as part of future Highway Appropriation Bills or the next Reauthorization Bill.

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2006

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|----------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF OKLAHOMA CITY | | | | | | |
| STPG-155F(420)AG 21129(04) | City Wide, Phase 4 | Arterial Pvm. Markings 0.00 | STP-UZA Safety | 600,000 | 0 | 600,000 |
| STP-155B(422)AG 21131(04) | NW 150th, Western to Santa Fe | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 2,160,000 | 540,000 | 2,700,000 |
| | City Wide, Phase 1 | Upgrade Signals to LED 0.00 | STP-UZA Safety | 600,000 | 0 | 600,000 |
| SUBTOTAL | | | | 3,360,000 | 540,000 | 3,900,000 |
| OKLAHOMA COUNTY | | | | | | |
| | NW 178th, Penn to Western | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 2,240,000 | 560,000 | 2,800,000 |
| SUBTOTAL | | | | 2,240,000 | 560,000 | 2,800,000 |
| FFY 2006 GRAND TOTAL | | | | 15,173,134 | 3,493,284 | 18,666,418 |

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HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2006

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|---------------------------------------|---|---------------------------------|---------------------|---------------|-------------|-------------|------------|-------------------------|
| STPY-109B(077) 20851(04) | SH-4 (Mustang Rd.) from I-40 N. to Vandament (Reconstruct to 4 Lane) | Grade, Drain & Surface 1.770 | STPY | 3,000,000 | 0 | 0 | 3,000,000 | Canadian (Yukon/OKC) |
| STPY-114A(099) 20266(04) | SH-9: From just E. of 24th E. to 60th St. | Grade, Drain & Surface 3.250 | STPY | 6,009,850 | 0 | 0 | 6,009,850 | Cleveland (Norman) |
| STP-142D(082)CO 20503(04) | Sooner Rd. beginning @ Oklahoma/Logan County Line, extend N. 4.8 mi. | Resurface 4.800 | STP | 360,000 | 0 | 90,000 | 450,000 | Logan |
| STPY-044B(319) 13574(04) | US-62: From .15 mi. W. of County Line northeast through Blanchard | Grade, Drain & Surface 1.040 | STPY | 7,653,400 | 0 | 0 | 7,653,400 | McClain (Blanchard) |
| BRFY-NBIP(263) 19482(04) | US-77: Over Walnut Creek at North side of Jct. SH-39 | Bridge Painting 0.080 | BRFY-NBIP | 159,358 | 0 | 0 | 159,358 | McClain |
| BRFY-144C(044) 19482(05) | US-77: Over Walnut Creek at North side of Jct. SH-39 | Joint Seal/Repair 0.080 | BRFY | 106,600 | 0 | 0 | 106,600 | McClain |
| BRO-144D(074)CO 21139(04) | County Bridge over Walnut Creek, 4.6 mi. N. and 2.0 mi. E. of SH-59/SH-39 Jct. | Bridge & Approaches 0.200 | BRO | 456,000 | 0 | 114,000 | 570,000 | McClain |
| BRFY-055C(657) 01981(04) | SH-74 (N. Portland) at Deer Creek and Unnamed Creek (Long Approaches) | Bridge & Approaches 2.000 | BRFY | 12,000,000 | 0 | 0 | 12,000,000 | Oklahoma |
| IM-NHIY-0235-1(092)003GB 09033(23) | I-235: NW 36th St. Interchange (Segment 6) | Interchange 0.500 | IM-NHIY (GARVEE) | 19,895,224 | 0 | 0 | 19,895,224 | Oklahoma (OKC) |
| ACNHY-024N(004)GB 17271(04) | US-77 (Broadway Extension) at Memorial Rd. Interchange | Interchange 0.378 | ACNHY (GARVEE) | 23,327,500 | 0 | 0 | 23,327,500 | Oklahoma (OKC) |
| STPY-NBIP(249) 19468(04) | US-62: Over Choctaw Rd. and Crip 11.5 mi. E. of Jct. I-35 | Bridge Painting 0.144 | STPY-NBIP | 256,783 | 0 | 0 | 256,783 | Oklahoma (Choctaw) |
| STPY-155A(293) 19468(05) | US-62: Over Choctaw Rd. and Crip 11.5 mi. E. of Jct. I-35 | Joint Seal/Repair 0.144 | STPY | 212,730 | 0 | 0 | 212,730 | Oklahoma (Choctaw) |

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2006

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|---------------------------|---|--------------------------------------|----------------|---------------|-------------|-------------|------------|---------------|
| J1-7049(012) 17049(12) | Small RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc., | Safety Improvement Railroad 0.000 | | | | | * | Statewide |
| J1-7050(012) 17050(12) | Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/ Waterproofing, Saline Treatment, Etc. | Bridge Improvement 0.000 | | | | | * | Statewide |
| J1-7051(012) 17051(12) | Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc. | Safety Improvement Traffic 0.000 | | | | | * | Statewide |
| J1-9720(007) 19720(07) | Demolition, Removal, Disposal of Obstructions on Public R/W Prior to Utility Relocation or Project Startup | Right-of-Way Clearance 0.000 | | | | | * | Statewide |
| J2-0780(006) 20780(06) | 3R(Roadway) in Conjunction with FHWA-Simple Pavement Preserve and Restore (Asphalt Concrete Overlay, Stripe, Signing & Guardrail) | Resurface 0.000 | | | | | * | Statewide |
| J2-0781(006) 20781(06) | 3B(Bridge) in Conjunction with FHWA-Preventive Maintenance Including Paint, Joints, Bearings and Deck Repair | Bridge Repair 0.000 | | | | | * | Statewide |
| J2-1016(006) 21016(06) | Preliminary Engineering (Reserve to be Used as Needed) | Preliminary Engineering 0.000 | | | | | * | Statewide |
| TOTAL | | | | 73,437,445 | 0 | 204,000 | 73,641,445 | |

* Funds included in ODOT Statewide Transportation Improvement Program

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TABLE 4
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION
FFY 2006

| ENTITY | INTER-STATE FUNDS (IM) | NATIONAL HIGHWAY SYSTEM (NH,NHI) | BRIDGE FUNDS (BRI,BRF, BHF, BRO) | SURFACE TRANSPORTATION PROGRAM | | | SURFACE TRANS. PROGRAM | | STATE MATCH | LOCAL MATCH | TOTAL |
|---------------|------------------------|----------------------------------|----------------------------------|--------------------------------|----------------|-------------------|------------------------|------------------|-------------|------------------|-------------------|
| | | | | STP-ST Safety | STP-ST Enhance | STP-ST Other | STP-UZA | STP-UZA Safety | | | |
| Blanchard | 0 | 0 | 0 | 0 | 0 | 7,653,400 | 0 | 0 | 0 | 0 | 7,653,400 |
| Choctaw | 0 | 0 | 0 | 0 | 0 | 469,513 | 0 | 0 | 0 | 0 | 469,513 |
| Del City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edmond | 0 | 0 | 0 | 0 | 0 | 0 | 4,086,174 | 0 | 0 | 1,021,544 | 5,107,718 |
| Guthrie | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harrah | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Midwest City | 0 | 0 | 0 | 0 | 0 | 0 | 1,706,960 | 0 | 0 | 426,740 | 2,133,700 |
| Moore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newcastle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norman | 0 | 0 | 0 | 0 | 0 | 6,009,850 | 3,780,000 | 0 | 0 | 945,000 | 10,734,850 |
| Oklahoma City | 19,895,224 | 23,327,500 | 0 | 0 | 0 | 0 | 2,160,000 | 1,200,000 | 0 | 540,000 | 47,122,724 |
| Spencer | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tuttle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warr Acres | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yukon | 0 | 0 | 0 | 0 | 0 | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |
| Canadian Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleveland Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grady Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Logan Co. | 0 | 0 | 0 | 0 | 0 | 360,000 | 0 | 0 | 0 | 90,000 | 450,000 |
| McClain Co. | 0 | 0 | 721,958 | 0 | 0 | 0 | 0 | 0 | 0 | 114,000 | 835,958 |
| Oklahoma Co. | 0 | 0 | 12,000,000 | 0 | 0 | 0 | 2,240,000 | 0 | 0 | 560,000 | 14,800,000 |
| Totals | 19,895,224 | 23,327,500 | 12,721,958 | 0 | 0 | 17,492,763 | 13,973,134 | 1,200,000 | 0 | 3,697,284 | 92,307,863 |

BHF, BRI,BRF,BRO - Bridge Replacement and Rehabilitation Funds - 80% Federal

IM - Interstate Maintenance Funds - 90% Federal

NH,NHI - National Highway System Funds - 80% Federal

STP-ST Safety - Surface Transportation Program Funds (10% of Statewide Total - Mandated for Safety projects) - 80%- 100% Federal

STP-ST Enhance - Surface Transportation Program Funds (10% of Statewide Total - Mandated for Enhancement projects) - 80% Federal

STP-ST Other - Surface Transportation Program Funds (STP <5,000, STP >5,000-<200,000, and STP Any Area) - 80% Federal

STP-UZA - Surface Transportation Program - Urbanized Area Funds (available for the Oklahoma City UZA) - 80% Federal

STP-UZA Safety - Surface Transportation Program - Urbanized Area Funds (10% of STP funds available for the Oklahoma City UZA) - 100% Federal

**TABLE 5
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2006 OCARTS BUDGET SUMMARY**

| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|--|---------------------------------|-------------------|----------|------------------|-------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 15,210,000 | 15,173,134 | 0 | 3,493,284 | 18,666,418 |
| Reserve | | 36,866 | 0 | 0 | 36,866 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 19,895,224 | 19,895,224 | 0 | 0 | 19,895,224 |
| National Highway System | 23,327,500 | 23,327,500 | 0 | 0 | 23,327,500 |
| Bridge Program | 12,721,958 | 12,721,958 | 0 | 114,000 | 12,835,958 |
| Surface Transportation Program (STP) | 17,492,763 | 17,492,763 | 0 | 90,000 | 17,582,763 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| OCARTS Area Subtotal | 73,437,445 | 73,437,445 | 0 | 204,000 | 73,641,445 |
| Grand Total | 88,647,445 | 88,610,579 | 0 | 3,697,284 | 92,307,863 |

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2007**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|------------------------------|---|---|-----------------------|----------------------|--------------------|--------------|
| CITY OF EDMOND | | | | | | |
| STP-155B(112)AG 17012(04) | 33rd, Coltrane to I-35 | Widen to 4-Lane divided (Bike Paths & Sidewalks) 1.00 | STP-UZA | 1,225,684 | 306,421 | 1,532,105 |
| | 15th & Broadway | Add Turn Lanes on 15th (Sidewalks) 0.00 | STP-UZA | 1,200,000 | 300,000 | 1,500,000 |
| | Covell, Broadway to Santa Fe | Widen to 4-Lane divided (Bike Paths & Sidewalks) 2.00 | STP-UZA | 3,600,000 | 900,000 | 4,500,000 |
| SUBTOTAL | | | | 6,025,684 | 1,506,421 | 7,532,105 |
| CITY OF MOORE | | | | | | |
| | NE 12th, Eastern to Bryant | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 1,200,000 | 300,000 | 1,500,000 |
| SUBTOTAL | | | | 1,200,000 | 300,000 | 1,500,000 |
| CITY OF NORMAN* | | | | | | |
| | 36th W, Main to River Oaks & 36th W @ Main & River Oaks | Widen, Sig., Int. Mod. (Sidewalks & Ped. Xing) 0.28 | STP-UZA | 800,000 | 200,000 | 1,000,000 |
| | Lindsey, I-35 to Berry Rd. | Widen from 3 to 5 Lanes (Sidewalks & Ped. Xing) 1.00 | STP-UZA | 4,184,000 | 836,800 | 5,020,800 |
| SUBTOTAL | | | | 4,984,000 | 1,036,800 | 6,020,800 |

*City of Norman projects are eligible for STP-UZA funds only if the Norman Urbanized Area (UZA) population is attributed to the Oklahoma City UZA as part of future Highway Appropriation Bills or the next Reauthorization Bill.

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2007

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|---------------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF OKLAHOMA CITY | | | | | | |
| STPG-155F(423)AG 21132(04) | City Wide, Phase 5 | Arterial Pvmt. Markings 0.00 | STP-UZA Safety | 600,000 | 0 | 600,000 |
| | City Wide, Phase 2 | Upgrade Signals to LED 0.00 | STP-UZA Safety | 600,000 | 0 | 600,000 |
| | Pennsylvania, NW 164th to NW 178th | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 2,000,000 | 500,000 | 2,500,000 |
| SUBTOTAL | | | | 3,200,000 | 500,000 | 3,700,000 |
| FFY 2007 GRAND TOTAL | | | | 15,409,684 | 3,343,221 | 18,752,905 |

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HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2007

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|-------------------------------------|---|---|-------------------|---------------|-------------|-------------|------------|-----------------------|
| STPY-014B(378) 14391(04) | Tecumseh Rd. from US-77 E. to Sooner Rd. (12th Ave. E) Phase III | Widen & Resurface 3.000 | STPY | 5,396,542 | 0 | 0 | 5,396,542 | Cleveland (Norman) |
| STPY-114A(109)RW 20266(08) | SH-9: From 60th Ave. SE to 108th Ave. SE | Right-of-Way 4.000 | STPY | 1,334,000 | 0 | 0 | 1,334,000 | Cleveland (Norman) |
| STPY-114A(110)UT 20266(09) | SH-9: From 60th Ave. SE to 108th Ave. SE | Utilities 4.000 | STPY | 706,000 | 0 | 0 | 706,000 | Cleveland (Norman) |
| BRFY-144C(062)RW 17657(05) | SH-24: Over Finn Creek, 7.4 mi. W. and N. of Jct SH-74 | Right-of-Way 0.057 | BRFY | 115,930 | 0 | 0 | 115,930 | McClain |
| BRFY-144C(063)UT 17657(06) | SH-24: Over Finn Creek, 7.4 mi. W. and N. of Jct SH-74 | Utilities 0.057 | BRFY | 115,930 | 0 | 0 | 115,930 | McClain |
| IMY-0040-4(395)140 08400(08) | I-40: From Morgan Rd., Extend E. 4.0 mi. to MacArthur Ave. (Median Barrier & Storm Sewer) | Safety Improvement 4.000 | IMY | 6,753,000 | 0 | 0 | 6,753,000 | Oklahoma (OKC) |
| IMY-0035-3(125)121 09032(05) | I-35 @ the I-240 Jct. (Phase I) Reconstruct Interchange | Grade, Drain & Bridge 1.000 | IMY | 12,668,804 | 0 | 0 | 12,668,804 | Oklahoma (OKC) |
| ACIMY-0044-1(057)127GB 09033(06) | I-44/I-235: SB US-77 & NB I-235 to WB I-44 & EB I-44 to SB I-235 & NB US-77 (Segment 2A, 2B, 3 & 5) | Interchange 1.000 | ACIMY (GARVEE) | 33,786,358 | 0 | 0 | 33,786,358 | Oklahoma (OKC) |
| J1-7049(013) 17049(13) | Small RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc. | Safety Improvement Railroad 0.000 | | | | | * | Statewide |
| J1-7050(013) 17050(13) | Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/ Waterproofing, Saline Treatment, Etc. | Bridge Improvement 0.000 | | | | | * | Statewide |
| J1-7051(013) 17051(13) | Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc. | Safety Improvement Traffic 0.000 | | | | | * | Statewide |
| J1-9720(008) 19720(08) | Demolition, Removal, Disposal of Obstructions on Public R/W Prior to Utility Relocation or Project Startup | Right-of-Way Clearance 0.000 | | | | | * | Statewide |

**HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2007**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|---------------------------|---|--|-----------------------|----------------------|--------------------|--------------------|--------------|----------------------|
| J2-0780(007) 20780(07) | 3R(Roadway) in Conjunction with FHWA-Simple Pavement Preserve and Restore (Asphalt Concrete Overlay, Stripe, Signing & Guardrail) | Resurface 0.000 | | | | | * | Statewide |
| J2-0781(007) 20781(07) | 3B(Bridge) in Conjunction with FHWA-Preventive Maintenance Including Paint, Joints, Bearings and Deck Repair | Bridge Repair 0.000 | | | | | * | Statewide |
| J2-1016(007) 21016(07) | Preliminary Engineering (Reserve to be Used as Needed) | Preliminary Engineering 0.000 | | | | | * | Statewide |
| TOTAL | | | | 60,876,564 | 0 | 0 | 60,876,564 | |

* Funds included in ODOT Statewide Transportation Improvement Program
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**TABLE 6
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION
FFY 2007**

| ENTITY | INTER-STATE FUNDS (IM) | NATIONAL HIGHWAY SYSTEM (NH,NHI) | BRIDGE FUNDS (BRI,BRF, BRO) | SURFACE TRANSPORTATION PROGRAM | | | SURFACE TRANS. PROGRAM | | STATE MATCH | LOCAL MATCH | TOTAL |
|---------------|------------------------|----------------------------------|-----------------------------|--------------------------------|----------------|------------------|------------------------|------------------|-------------|------------------|-------------------|
| | | | | STP-ST Safety | STP-ST Enhance | STP-ST Other | STP-UZA | STP-UZA Safety | | | |
| Blanchard | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Choctaw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edmond | 0 | 0 | 0 | 0 | 0 | 0 | 6,025,684 | 0 | 0 | 1,506,421 | 7,532,105 |
| Guthrie | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harrah | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Midwest City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Moore | 0 | 0 | 0 | 0 | 0 | 0 | 1,200,000 | 0 | 0 | 300,000 | 1,500,000 |
| Newcastle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norman | 0 | 0 | 0 | 0 | 0 | 7,436,542 | 4,984,000 | 0 | 0 | 1,036,800 | 13,457,342 |
| Oklahoma City | 53,208,162 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 1,200,000 | 0 | 500,000 | 56,908,162 |
| Spencer | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tuttle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warr Acres | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yukon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Canadian Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleveland Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grady Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Logan Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| McClain Co. | 0 | 0 | 231,860 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231,860 |
| Oklahoma Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 53,208,162 | 0 | 231,860 | 0 | 0 | 7,436,542 | 14,209,684 | 1,200,000 | 0 | 3,343,221 | 79,629,469 |

BHF, BRI,BRF,BRO - Bridge Replacement and Rehabilitation Funds - 80% Federal

IM - Interstate Maintenance Funds - 90% Federal

NH,NHI - National Highway System Funds - 80% Federal

STP-ST Safety - Surface Transportation Program Funds (10% of Statewide Total - Mandated for Safety projects) - 80%- 100% Federal

STP-ST Enhance - Surface Transportation Program Funds (10% of Statewide Total - Mandated for Enhancement projects) - 80% Federal

STP-ST Other - Surface Transportation Program Funds (STP <5,000, STP >5,000-<200,000, and STP Any Area) - 80% Federal

STP-UZA - Surface Transportation Program - Urbanized Area Funds (available for the Oklahoma City UZA) - 80% Federal

**TABLE 7
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2007 OCARTS BUDGET SUMMARY**

| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|--|---------------------------------|-------------------|----------|------------------|-------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 15,480,000 | 15,409,684 | 0 | 3,343,221 | 18,752,905 |
| Reserve | | 70,316 | 0 | 0 | 70,316 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 53,208,162 | 53,208,162 | 0 | 0 | 53,208,162 |
| National Highway System | 0 | 0 | 0 | 0 | 0 |
| Bridge Program | 231,860 | 231,860 | 0 | 0 | 231,860 |
| Surface Transportation Program (STP) | 7,436,542 | 7,436,542 | 0 | 0 | 7,436,542 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| OCARTS Area Subtotal | 60,876,564 | 60,876,564 | 0 | 0 | 60,876,564 |
| Grand Total | 76,356,564 | 76,286,248 | 0 | 3,343,221 | 79,629,469 |

**TABLE 8
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005-2007 OCARTS BUDGET SUMMARY**

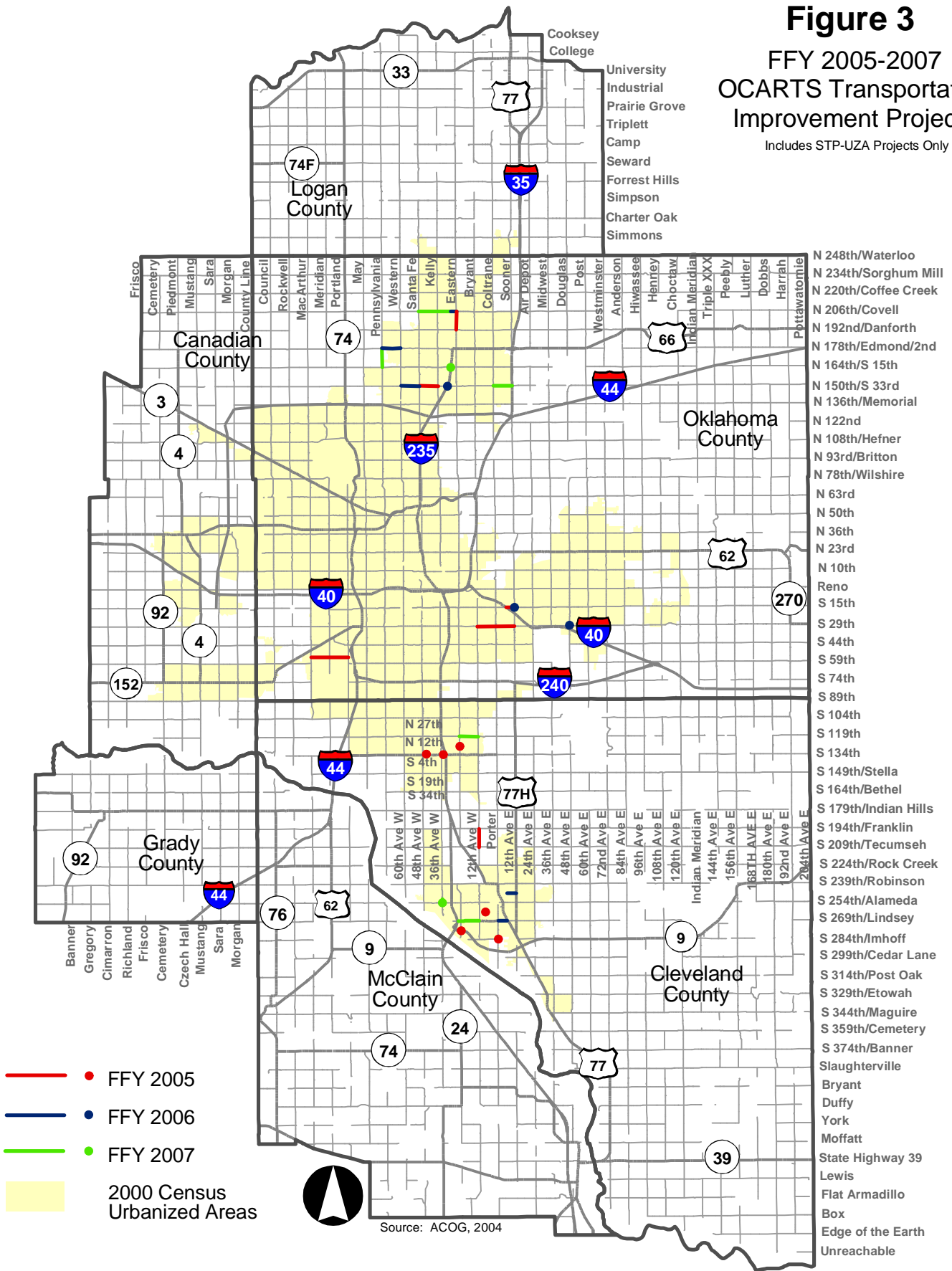
| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|--|---------------------------------|--------------------|----------|-------------------|--------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 45,630,000 | 45,377,015 | 0 | 10,133,758 | 55,510,773 |
| Reserve | | 252,985 | 0 | 0 | 252,985 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 117,821,504 | 117,821,504 | 0 | 0 | 117,821,504 |
| National Highway System | 32,327,500 | 32,327,500 | 0 | 0 | 32,327,500 |
| Bridge Program | 16,155,014 | 16,155,014 | 0 | 202,000 | 16,357,014 |
| Surface Transportation Program (STP) | 50,934,535 | 50,934,535 | 0 | 90,000 | 51,024,535 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| OCARTS Area Subtotal | 217,238,553 | 217,238,553 | 0 | 292,000 | 217,530,553 |
| Grand Total | 262,868,553 | 262,615,568 | 0 | 10,425,758 | 273,041,326 |

Figure 3

FFY 2005-2007

OCARTS Transportation Improvement Projects

Includes STP-UZA Projects Only



4. 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 MetroTransit Oklahoma City, the University of Oklahoma as MetroTransit Norman/CART, and various non-profit organizations and rural public transportation agencies.

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. A summary of all proposed FFY 2005 Transit Element programs, by funding source, is provided at the end of this chapter as Table 9.

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.

This chapter includes proposed federal and local capital and planning funds to support the METRO Transit bus systems in Oklahoma City and Norman during the FFY 2005-2007 TIP time frame.

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 and matched with 20 percent local funds. The enactment of the Americans with Disabilities Act of 1990 resulted in conversion of COTPA's fixed route service to a fully accessible system, including access for persons in wheelchairs. Expenditures associated with the conversion of vehicles or purchase of equipment to comply with the Americans with Disabilities Act 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 based on population, population density, and transportation data for Census-designated urbanized areas. In the OCARTS area, this includes the Oklahoma City UZA and the Norman UZA. Other federal funding sources that will be utilized by the transit providers, as reflected in the following pages, are the Sec. 5309 discretionary bus program and the Jobs Access/Reverse Commute (JARC) program, which is intended to further the Welfare-to-Work initiative.

COTPA's transit program for FFY 2005 includes a total expenditure of nearly \$12.7 million. Of this amount, the federal government will fund approximately \$9.1 million, with the remaining \$3.6 million provided locally. Federal funding sources include FTA Sec. 5307, Sec. 5309, Jobs Access and Reverse Commute (JARC) funds, and FHWA Congestion Mitigation/Air Quality (CMAQ) funds proposed for transfer to FTA.⁴

The FFY 2005 program for MetroTransit Norman/CART is just over \$3 million, with nearly \$2.4 million coming from federal sources under the FTA Sec. 5307 and Sec. 5309 programs.

⁴ The CMAQ Program is a Federal Highway Administration (FHWA) funding category designed to assist states and metropolitan areas maintain or regain compliance with federal air quality standards through measures that will reduce automobile emissions. It is a flexible funding source that can be transferred from FHWA to FTA to fund transit projects that assist with air quality attainment. Historically, some of the State's CMAQ funds have been provided to the OCARTS area and utilized by COTPA to help enhance the region's air quality. Continued CMAQ funds are anticipated under the next reauthorization bill.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2005

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--------------------------------|------------------|------------------|-------------------|
| I. CAPITAL | | | | |
| A. Rolling Stock | | | | |
| 1 Bus Expansion: Dial-a-Ride Vans (6)* | FTA Sect. 5307 (83%/17%) | 338,640 | 69,360 | 408,000 |
| 2 Paratransit Vans-Expansion (3)* | FTA Sect. 5307 (83%/17%) | 186,750 | 38,250 | 225,000 |
| B. Associated Capital Maintenance Items | FTA Sect. 5307 | 72,000 | 18,000 | 90,000 |
| Tires | (80%/20%) | | | |
| C. Preventive Maintenance | FTA Sect. 5307 (80%/20%) | 2,880,000 | 720,000 | 3,600,000 |
| D. Maintenance Equipment | FTA Sect. 5307 | 232,000 | 58,000 | 290,000 |
| E. Office Equipment & Computers | FTA Sect. 5307 | 96,000 | 24,000 | 120,000 |
| F. Office Furniture | FTA Sect. 5307 | 16,000 | 4,000 | 20,000 |
| G. Service Vehicles (3) | FTA Sect. 5307 (80%/20%) | 59,890 | 14,973 | 74,863 |
| F. Ped. Access Walkways | FTA Sect. 5307 | 240,000 | 60,000 | 300,000 |
| G. Enhancement Project | FTA Sect. 5307 | 72,737 | 18,184 | 90,921 |
| H. So. May Facility Improvements | FTA Sect. 5307 (80%/20%) | 739,032 | 184,758 | 923,790 |
| I. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting) | FTA Sect. 5307 (80%/20%) | 320,000 | 80,000 | 400,000 |
| J. ADA Complimentary Paratransit Service | FTA Sect. 5307 | 727,372 | 181,843 | 909,215 |
| K. Vanpool Program | FTA Sect. 5307 | 160,000 | 40,000 | 200,000 |
| L. Acquire Bus Passenger Shelters and Amenities | FTA Sect. 5307 | 76,000 | 19,000 | 95,000 |
| M. Hub Facility Design | FTA Sect. 5307 | 160,000 | 40,000 | 200,000 |
| N. Real Time Bus Info System | FTA Sect. 5307 (80%/20%) | 257,300 | 64,325 | 321,625 |
| O. Farebox Recovery | CMAQ to Sec. 5307 (80%/20%) | 22,000 | 5,500 | 27,500 |
| P. Guaranteed Ride Home Program | CMAQ to Sec. 5307 | 30,000 | 7,500 | 37,500 |
| Q. Neighborhood Circulator Demonstration Proj. | CMAQ to Sec. 5307 (50%/50%) | 242,000 | 242,000 | 484,000 |
| R. Transit Program Marketing | CMAQ to Sec. 5307 | 66,000 | 16,500 | 82,500 |
| SUBTOTAL - CAPITAL | | 6,993,721 | 1,906,193 | 8,899,914 |
| II. PLANNING PROJECTS | | | | |
| A. Planning Activities of the UPWP | FTA Sect. 5307 (80%/20%) | 640,000 | 160,000 | 800,000 |
| III. JOBS ACCESS REVERSE COMMUTE PROG. | | | | |
| A. Transportation Activities and Programs | FTA JARC (50%/50%) | 1,500,000 | 1,500,000 | 3,000,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | 2,140,000 | 1,660,000 | 3,800,000 |
| GRAND TOTAL | | 9,133,721 | 3,566,193 | 12,699,914 |

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

Note: All Section 5307 and 5309 Rolling Stock Items are 83%/17%. All other Section 5307 and 5309 projects are 80%/20%.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2006

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--------------------------------|-------------------|------------------|-------------------|
| I. CAPITAL | | | | |
| A. Rolling Stock | | | | |
| 1 Bus Expansion of Four 40' Vehicles* | FTA Sect. 5307 (83%/17%) | 1,045,800 | 214,200 | 1,260,000 |
| 2 Paratransit Vans-Replacement (7)* | FTA Sect. 5307 | 435,750 | 89,250 | 525,000 |
| 3 Paratransit Vans-Replacement (3)* | FTA Sect. 5307 (83%/17%) | 186,750 | 38,250 | 225,000 |
| 4 Commuter Bus Expansion (2)* | FTA Sect. 5309 (83%/17%) | 697,200 | 142,800 | 840,000 |
| B. Associated Capital Maintenance Items Tires | FTA Sect. 5307 (80%/20%) | 72,000 | 18,000 | 90,000 |
| C. Preventive Maintenance | FTA Sect. 5307 (80%/20%) | 2,995,200 | 748,800 | 3,744,000 |
| D. Maintenance Equipment | FTA Sect. 5307 | 26,308 | 6,577 | 32,885 |
| E. Office Equipment & Computers | FTA Sect. 5307 (80%/20%) | 40,000 | 10,000 | 50,000 |
| F. Enhancement Project | FTA Sect. 5307 | 77,465 | 19,366 | 96,831 |
| G. Acquire Bus Passenger Shelters and Amenities | FTA Sect. 5307 (80%/20%) | 98,988 | 24,747 | 123,735 |
| H. Service Vehicles (1 truck) | FTA Sect. 5307 | 32,000 | 8,000 | 40,000 |
| I. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting) | FTA Sect. 5307 (80%/20%) | 336,000 | 84,000 | 420,000 |
| J. ADA Complimentary Paratransit Service | FTA Sect. 5307 | 774,651 | 193,663 | 968,314 |
| K. Hub Facility | FTA Sect. 5307 | 960,000 | 240,000 | 1,200,000 |
| New Park and Ride Facility | FTA Sect. 5309 | 2,000,000 | 500,000 | 2,500,000 |
| L. Farebox Recovery | CMAQ to Sec. 5307 (80%/20%) | 28,000 | 7,000 | 35,000 |
| M. Guaranteed Ride Home Program | CMAQ to Sec. 5307 | 32,000 | 8,000 | 40,000 |
| N. Commuter Bus Demonstration Project | CMAQ to Sec. 5307 | 252,000 | 63,000 | 315,000 |
| O. Transit Program Marketing | CMAQ to Sec. 5307 | 80,000 | 20,000 | 100,000 |
| SUBTOTAL - CAPITAL | | 10,170,112 | 2,435,653 | 12,605,765 |
| II. PLANNING PROJECTS | | | | |
| A. Planning Activities of the UPWP | FTA Sect. 5307 (80%/20%) | 665,600 | 166,400 | 832,000 |
| III. JOBS ACCESS REVERSE COMMUTE PROG. | | | | |
| A. Transportation Activities and Programs | FTA JARC (50%/50%) | 1,500,000 | 1,500,000 | 3,000,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | 2,165,600 | 1,666,400 | 3,832,000 |
| GRAND TOTAL | | 12,335,712 | 4,102,053 | 16,437,765 |

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

Note: All Section 5307 and 5309 Rolling Stock Items are 83%/17%. All other Section 5307 and 5309 projects are 80%/20%.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2007

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--------------------------------|---------------|-------------|------------|
| I. CAPITAL | | | | |
| A. Rolling Stock | | | | |
| 1 Bus Expansion of Three 40' Vehicles* | FTA Sect. 5307 [83%/17%] | 821,700 | 168,300 | 990,000 |
| 2 Paratransit Vans-Replacement (7)* | FTA Sect. 5307 [83%/17%] | 435,750 | 89,250 | 525,000 |
| 3 Bus Expansion of Five 35' Vehicles* | FTA Sect. 5309 [83%/17%] | 1,352,900 | 277,100 | 1,630,000 |
| B. Associated Capital Maintenance Items Tires | FTA Sect. 5307 [80%/20%] | 72,000 | 18,000 | 90,000 |
| C. Preventive Maintenance | FTA Sect. 5307 [80%/20%] | 3,115,008 | 778,752 | 3,893,760 |
| D. Maintenance Equipment | FTA Sect. 5307 | 34,282 | 8,571 | 42,853 |
| E. Office Equipment & Computers | FTA Sect. 5307 | 78,768 | 19,692 | 98,460 |
| F. Office Furniture | FTA Sect. 5307 | 10,512 | 2,628 | 13,140 |
| G. Bus Stop Amenities | FTA Sect. 5307 [80%/20%] | 0 | 0 | 0 |
| H. Enhancement Project | FTA Sect. 5307 | 82,500 | 20,625 | 103,125 |
| I. Acquire Bus Passenger Shelters and Amenities | FTA Sect. 5307 [80%/20%] | 98,988 | 24,747 | 123,735 |
| J. Service Vehicles-Replacement(4) | FTA Sect. 5307 | 70,400 | 17,600 | 88,000 |
| K. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting) | FTA Sect. 5307 [80%/20%] | 400,000 | 100,000 | 500,000 |
| L. ADA Complimentary Paratransit Service | FTA Sect. 5307 | 825,004 | 206,251 | 1,031,255 |
| M. Vanpool Program | FTA Sect. 5307 | 160,000 | 40,000 | 200,000 |
| N. Hub Facility | FTA Sect. 5307 | 0 | 0 | 0 |
| New Park and Ride Facility | FTA Sect. 5309 | 0 | 0 | 0 |
| O. Farebox Recovery | CMAQ to Sec. 5307 [80%/20%] | 28,000 | 7,000 | 35,000 |
| P. Guaranteed Ride Home Program | CMAQ to Sec. 5307 | 32,000 | 8,000 | 40,000 |
| Q. Commuter Bus Demonstration Project | CMAQ to Sec. 5307 | 252,000 | 63,000 | 315,000 |
| R. Transit Program Marketing | CMAQ to Sec. 5307 | 80,000 | 20,000 | 100,000 |
| SUBTOTAL - CAPITAL | | 7,949,812 | 1,869,516 | 9,819,328 |
| II. PLANNING PROJECTS | | | | |
| A. Planning Activities of the UPWP Alternatives Analysis | FTA Sect. 5307 [80%/20%] | 692,224 | 173,056 | 865,280 |
| | | 3,600,000 | 900,000 | 4,500,000 |
| III. JOBS ACCESS REVERSE COMMUTE PROG. | | | | |
| A. Transportation Activities and Programs | FTA JARC [50%/50%] | 1,500,000 | 1,500,000 | 3,000,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | 5,792,224 | 2,573,056 | 8,365,280 |
| GRAND TOTAL | | 13,742,036 | 4,442,572 | 18,184,608 |

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

Note: All Section 5307 and 5309 Rolling Stock Items are 83%/17%. All other Section 5307 and 5309 projects are 80%/20%.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CART
FFY 2005**

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|-----------------------------|----------------------|--------------------|--------------|
| I. CAPITAL AND OPERATING | | | | |
| A. Preventive Maintenance | FTA Sect. 5307 {80%/20%} | 257,727 | 64,432 | 322,159 |
| B. Preventive Maintenance - Sooner Express | FTA Sect. 5307 {80%/20%} | 11,573 | 2,893 | 14,466 |
| C. ADA Complimentary Paratransit Service | FTA Sect. 5307 {80%/20%} | 128,304 | 32,076 | 160,380 |
| D. Operating Assistance | FTA Sect. 5307 {50%/50%} | 324,480 | 324,480 | 648,960 |
| E. COTPA Grant Administration | FTA Sect. 5307 {80%/20%} | 15,575 | 3,894 | 19,469 |
| F. 2 Replacement Service Vehicles | FTA Sect. 5307 {80%/20%} | 35,096 | 8,774 | 43,870 |
| G. Rolling Stock | | | | |
| 1) Expansion CNG 35' Bus* | FTA Sect. 5307 {83%/17%} | 282,200 | 57,800 | 340,000 |
| 2) Two Expansion CNG 35' Buses* | FTA Sect. 5309 {83%/17%} | 564,400 | 115,600 | 680,000 |
| 3) Replacement Paratransit Van* | FTA Sect. 5307 {83%/17%} | 56,108 | 11,492 | 67,600 |
| H. OU Facilities: Terminal Resurfacing | FTA Sect. 5309 {80%/20%} | 200,000 | 50,000 | 250,000 |
| I. Park & Ride Design and Construction | FTA Sect. 5309 {80%/20%} | 320,000 | 80,000 | 400,000 |
| J. GPS Transponders & Related Software | FTA Sect. 5309 {80%/20%} | 16,000 | 4,000 | 20,000 |
| SUBTOTAL CAPITAL AND OPERATING | | 2,211,463 | 755,441 | 2,966,904 |
| II. PLANNING PROJECTS | | | | |
| A. Planning Activities of the UPWP | FTA Sect. 5307 {80%/20%} | 173,056 | 43,264 | 216,320 |
| SUBTOTAL PLANNING | | 173,056 | 43,264 | 216,320 |
| GRAND TOTAL | | 2,384,519 | 798,705 | 3,183,224 |

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

Note: All Sec. 5307 and 5309 Rolling Stock Items are 83%/17%. All other capital, planning, and paratransit projects are 80%/20%. All operating projects are 50%/50%.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CART
FFY 2006**

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|-----------------------------|----------------------|--------------------|--------------|
| I. CAPITAL AND OPERATING | | | | |
| A. Preventive Maintenance | FTA Sect. 5307 (80%/20%) | 282,632 | 70,658 | 353,290 |
| B. Preventive Maintenance - Sooner Express | FTA Sect. 5307 (80%/20%) | 18,054 | 4,514 | 22,568 |
| C. ADA Complimentary Paratransit Service | FTA Sect. 5307 (80%/20%) | 138,568 | 34,642 | 173,210 |
| D. Operating Assistance | FTA Sect. 5307 (50%/50%) | 624,639 | 624,639 | 1,249,278 |
| E. COTPA Grant Administration | FTA Sect. 5307 (80%/20%) | 16,198 | 4,050 | 20,248 |
| F. Replacement Paratransit Vans (2)* | FTA Sect. 5307 (83%/17%) | 114,540 | 23,460 | 138,000 |
| G. 2 30' CNG Bus Expansion* | FTA Sect. 5309 (83%/17%) | 574,360 | 117,640 | 692,000 |
| H. Bus Shelters | FTA Sect. 5309 (80%/20%) | 48,000 | 12,000 | 60,000 |
| I. Replacement Operations Radio System | FTA Sect. 5309 (80%/20%) | 12,000 | 3,000 | 15,000 |
| SUBTOTAL CAPITAL AND OPERATING | | 1,828,991 | 894,602 | 2,723,593 |
| II. PLANNING PROJECTS | | | | |
| A. Planning Activities of the UPWP | FTA Sect. 5307 (80%/20%) | 191,052 | 47,763 | 238,815 |
| SUBTOTAL PLANNING | | 191,052 | 47,763 | 238,815 |
| GRAND TOTAL | | 2,020,043 | 942,365 | 2,962,408 |

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

Note: All Sec. 5307 and 5309 Rolling Stock Items are 83%/17%. All other capital, planning, and paratransit projects are 80%/20%. All operating projects are 50%/50%.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CART
FFY 2007**

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|-----------------------------|----------------------|--------------------|--------------|
| I. CAPITAL AND OPERATING | | | | |
| A. Preventive Maintenance | FTA Sect. 5307 {80%/20%} | 305,243 | 76,311 | 381,554 |
| B. Preventive Maintenance - Sooner Express | FTA Sect. 5307 {80%/20%} | 19,317 | 4,829 | 24,146 |
| C. ADA Complimentary Paratransit Service | FTA Sect. 5307 {80%/20%} | 148,268 | 37,067 | 185,335 |
| D. Operating Assistance | FTA Sect. 5307 {50%/50%} | 612,799 | 612,799 | 1,225,598 |
| E. COTPA Grant Administration | FTA Sect. 5307 {80%/20%} | 17,332 | 4,333 | 21,665 |
| F. Replacement Paratransit Vans {3}* | FTA Sect. 5307 {83%/17%} | 175,296 | 35,904 | 211,200 |
| G. Two {2} 30' Expansion Buses* | FTA Sect. 5309 {83%/17%} | 501,320 | 102,680 | 604,000 |
| H. GPS Transponders | FTA Sect. 5309 {80%/20%} | 36,000 | 9,000 | 45,000 |
| SUBTOTAL - CAPITAL AND OPERATING | | 1,815,575 | 882,923 | 2,698,498 |
| II. PLANNING PROJECTS | | | | |
| A. Planning Activities of the UPWP | FTA Sect. 5307 {80%/20%} | 204,426 | 51,107 | 255,533 |
| SUBTOTAL PLANNING | | 204,426 | 51,107 | 255,533 |
| GRAND TOTAL | | 2,020,001 | 934,030 | 2,954,031 |

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

Note: All Sec. 5307 and 5309 Rolling Stock Items are 83%/17%. All other capital, planning, and paratransit projects are 80%/20%. All operating projects are 50%/50%.

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ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

The FTA Section 5310 Elderly and Persons with Disabilities Program provides capital assistance, through the states, to organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 83 percent of the cost of 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.

The Aging Services Division of the Department of Human Services (DHS) administers Oklahoma's Section 5310 program. DHS submits an annual statewide application to the Federal Transit Administration in order to utilize the funds apportioned to Oklahoma. 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 available to the state.

The MPO utilizes a subcommittee to review all applications within the OCARTS area to ensure coordination among federally assisted public and private transportation operators within Central Oklahoma. All approvals by the subcommittee are considered a part of this TIP, as required for federal funding eligibility, pursuant to the following line item:

| 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 NON-URBANIZED AREAS

The Transit Programs Division of the Oklahoma Department of Transportation administers the Section 5311, Non-urbanized Area 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 20 agencies providing rural public transportation service within 53 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 the First Capital Trolley, and the Delta Community Action Foundation, located in Purcell in McClain County.

The following information reflects a total program of nearly \$1.5 million for First Capital Trolley over this TIP time frame, and approximately \$800,000 for the Delta Community Action Foundation over the same three-year period. The Federal Transit Administration will fund approximately 63 percent of the service provided by both rural transit providers during this TIP time frame. The estimates for FFY 2006 and FFY 2007 will be further refined in subsequent fiscal years.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM
FIRST CAPITAL TROLLEY
FFY 2005-2007

| DESCRIPTION | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|----------------------|----------------------|--------------------|--------------|
| FFY 2005 | | | | |
| Capital (Sec. 5309) 2 - ADA Trolleys | 83/17 | 440,000 | 90,121 | 530,121 |
| Administration | 75/25 | 21,450 | 7,150 | 28,600 |
| Operational | 50/50 | 141,730 | 141,730 | 283,460 |
| SUBTOTAL - FFY 2005 | | 603,180 | 239,001 | 842,181 |
| FFY 2006 | | | | |
| Capital | 0 | 0 | 0 | 0 |
| Administration | 75/25 | 21,450 | 7,150 | 28,600 |
| Operational | 50/50 | 141,730 | 141,730 | 283,460 |
| SUBTOTAL - FFY 2006 | | 163,180 | 148,880 | 312,060 |
| FFY 2007 | | | | |
| Capital | 0 | 0 | 0 | 0 |
| Administration | 75/25 | 21,450 | 7,150 | 28,600 |
| Operational | 50/50 | 141,730 | 141,730 | 283,460 |
| SUBTOTAL - FFY 2007 | | 163,180 | 148,880 | 312,060 |
| TOTAL - FFY 2005-2007 | | 929,540 | 536,761 | 1,466,301 |

Note: All Activities will utilize FTA Sec.5311 funds unless otherwise noted.

TRANSIT ELEMENT (Cont)
TRANSPORTATION IMPROVEMENT PROGRAM
SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM
DELTA PUBLIC TRANSIT
FFY 2005-2007

| DESCRIPTION | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|---------------|---------------|-------------|---------|
| FFY 2005 | | | | |
| Capital (Sec. 5309) 2 - ADA Micro Buses | 83/17 | 122,010 | 24,990 | 147,000 |
| Administration | 75/25 | 53,850 | 17,950 | 71,800 |
| Operational | 50/50 | 75,300 | 75,300 | 150,600 |
| SUBTOTAL - FFY 2005 | | 251,160 | 118,240 | 369,400 |
| FFY 2006 | | | | |
| Capital | 0 | 0 | 0 | 0 |
| Administration | 75/25 | 53,850 | 17,950 | 71,800 |
| Operational | 50/50 | 75,300 | 75,300 | 150,600 |
| SUBTOTAL - FFY 2006 | | 129,150 | 93,250 | 222,400 |
| FFY 2007 | | | | |
| Capital | 0 | 0 | 0 | 0 |
| Administration | 75/25 | 53,850 | 17,950 | 71,800 |
| Operational | 50/50 | 75,300 | 75,300 | 150,600 |
| SUBTOTAL - FFY 2007 | | 129,150 | 93,250 | 222,400 |
| TOTAL - FFY 2005-2007 | | 509,460 | 304,740 | 814,200 |

Note: All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

c:\files\lfiles\05-07\5311.05-07.xls

TABLE 9
TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SUMMARY OF OCARTS AREA TRANSIT PROGRAMS BY FUNDING SOURCE
FFY 2005

| ENTITY | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|--|---------------|-------------|------------|
| Urban Transit Services | | | | |
| Capital and Operating Assistance* | | | | |
| COTPA | FTA Section 5307 | 6,633,721 | 1,634,693 | 8,268,414 |
| CART | FTA Section 5307 | 1,111,063 | 505,841 | 1,616,904 |
| COTPA | FTA Section 5309 | 0 | 0 | 0 |
| CART | FTA Section 5309 | 1,100,400 | 249,600 | 1,350,000 |
| COTPA | CMAQ | 360,000 | 271,500 | 631,500 |
| CART | CMAQ | 0 | 0 | 0 |
| Total Capital | | 9,205,184 | 2,661,634 | 11,866,818 |
| COTPA | FTA Sec. 5307 Planning | 640,000 | 160,000 | 800,000 |
| CART | FTA Sec. 5307 Planning | 173,056 | 43,264 | 216,320 |
| COTPA | JARC | 1,500,000 | 1,500,000 | 3,000,000 |
| CART | JARC | 0 | 0 | 0 |
| SUBTOTAL | | 11,518,240 | 4,364,898 | 15,883,138 |
| Elderly and Persons with Disabilities Program | | | | |
| DHS Aging Services for Non-Profit Orgs. | FTA Section 5310 Capital Assistance | N/A | N/A | N/A |
| SUBTOTAL | | N/A | N/A | N/A |
| Rural Transit Services | | | | |
| First Capital Trolley | FTA Sec. 5309 Capital | 440,000 | 90,121 | 530,121 |
| Delta Public Transit | FTA Sec. 5309 Capital | 122,010 | 24,990 | 147,000 |
| First Capital Trolley | FTA Sec. 5311 Administrative | 21,450 | 7,150 | 28,600 |
| Delta Public Transit | FTA Sec. 5311 Administrative | 53,850 | 17,950 | 71,800 |
| First Capital Trolley | FTA Sec. 5311 Operating | 141,730 | 141,730 | 283,460 |
| Delta Public Transit | FTA Sec. 5311 Operating | 75,300 | 75,300 | 150,600 |
| SUBTOTAL | | 854,340 | 357,241 | 1,211,581 |
| GRAND TOTAL | | 12,372,580 | 4,722,139 | 17,094,719 |

* Only urbanized areas under 200,000 population can use Sec. 5307 funds for operating expenses.

5. AIRPORT ELEMENT

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

The Oklahoma City airport improvements included in this chapter were obtained from the Oklahoma City Department of Airports. The University of Oklahoma, Architectural and Engineering Services, provided the improvements recommended for Max Westheimer Airport, and recommendations for the Guthrie Regional Airport, Goldsby Municipal Airport and Purcell Municipal Airport were provided by their respective entities. Each of the following projects is listed by airport, and includes the proposed year of implementation, proposed federal 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 75 percent to 90 percent, depending on the eligibility of the projects. 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 seven OCARTS area airports represent a total expenditure of approximately \$55 million over the TIP period. Of this total, nearly \$17.5 million will be requested from the Federal Aviation Administration, \$444,000 will be requested from the Oklahoma Aeronautics and Space Commission (OASC), approximately \$6.2 million will be provided by the passenger facility charge at Will Rogers World Airport, and the remaining \$31 million will be provided through other local funds. A summary of the total capital improvement funds recommended for each year of this TIP time frame for the OCARTS area airports is provided at the end of this chapter in Table 10.

**AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005-2007**

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|--|----------------------------|---------------|-------------|------|-----------|------------|
| WILL ROGERS WORLD AIRPORT | | | | | | | |
| 05 | Annual Equipment Replacement | OCAT | 0 | 150,000 | 0 | 0 | 150,000 |
| 05 | Annual Pavement Maintenance | OCAT | 0 | 120,000 | 0 | 0 | 120,000 |
| 05 | Roof Survey & Maintenance Program - MMAC | OCAT | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 05 | Terminal Dr./Meridian Ave. Landscaping - Ph. 2 | OCAT | 0 | 850,000 | 0 | 0 | 850,000 |
| 05 | Terminal Expansion/Renovation Projects | AIP/OCAT/PFC 0%-44%-56% | 0 | 4,906,000 | 0 | 6,244,000 | 11,150,000 |
| 05 | 5-Story Parking Garage | OCAT | 0 | 12,500,000 | 0 | 0 | 12,500,000 |
| 05 | Fuel Farm Expansion | OCAT | 0 | 4,500,000 | 0 | 0 | 4,500,000 |
| 05 | Northeast Stormwater Detention Facility | OCAT | 0 | 750,000 | 0 | 0 | 750,000 |
| 05 | Runway Edge Light Upgrade for Rwys. 17L/35R, 17R/35L, and 13/31 | AIP/OCAT 90%-10 | 270,000 | 30,000 | 0 | 0 | 300,000 |
| 05 | Asphalt Seal/Rejuvenate Rwy. 13/31, including all Asphalt Taxiways and Shoulders | AIP/OCAT 90%-19% | 450,000 | 50,000 | 0 | 0 | 500,000 |
| Subtotal - Will Rogers World Airport 2005 | | | 720,000 | 24,856,000 | 0 | 6,244,000 | 31,820,000 |
| 06 | Annual Equipment Replacement | OCAT | 0 | 150,000 | 0 | 0 | 150,000 |
| 06 | Annual Pavement Maintenance | OCAT | 0 | 120,000 | 0 | 0 | 120,000 |
| 06 | Roof Survey & Maintenance Program - MMAC | OCAT | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 06 | Expand Field Maintenance Buildings | OCAT | 0 | 500,000 | 0 | 0 | 500,000 |
| 06 | Terminal Dr./Meridian Ave. Landscaping - Ph. 3 | STP(EH)OCAT 80%-20% | 400,000 | 100,000 | 0 | 0 | 500,000 |
| 06 | Surface Movement Guidance System, Ph. 2 | AIP/OCAT 90%-10% | 1,350,000 | 150,000 | 0 | 0 | 1,500,000 |
| 06 | Install Centerline Lights Rwy. 17R/35L | AIP/OCAT 90%-10% | 1,350,000 | 150,000 | 0 | 0 | 1,500,000 |
| Subtotal - Will Rogers World Airport 2006 | | | 3,100,000 | 2,170,000 | 0 | 0 | 5,270,000 |

AIRPORT ELEMENT (Cont.)

**TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005-2007**

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|---|--|-----------------------|----------------------|--------------------|-------------|------------|--------------|
| WILL ROGERS WORLD AIRPORT (Cont.) | | | | | | | |
| 07 | Annual Equipment Replacement | OCAT | 0 | 150,000 | 0 | 0 | 150,000 |
| 07 | Annual Pavement Maintenance | OCAT | 0 | 120,000 | 0 | 0 | 120,000 |
| 07 | Roof Survey & Maintenance Program - MMAC | OCAT | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 07 | Complete Safety Area Improvements, Rwy. 13/31 Extension | AIP/OCAT 90%-10% | 360,000 | 40,000 | 0 | 0 | 400,000 |
| 07 | Construct Shoulders, Twys. F & G | AIP/OCAT 90%-10% | 2,340,000 | 260,000 | 0 | 0 | 2,600,000 |
| 07 | Terminal Dr./Meridian Ave. Landscaping - Ph. 4 | OCAT | 0 | 500,000 | 0 | 0 | 500,000 |
| Subtotal - Will Rogers World Airport 2007 | | | 2,700,000 | 2,070,000 | 0 | 0 | 4,770,000 |
| Subtotal - Will Rogers World Airport 2005-2007 | | | 6,520,000 | 29,096,000 | 0 | 6,244,000 | 41,860,000 |

PFC - Passenger Facility Charge

OCAT - Oklahoma City Airport Trust

AIP - Airport Improvement Program

STP(EH) - Surface Transportation Program Enhancement Funds

OASC - Oklahoma Aeronautics and Space Commission

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005 - 2007

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|---|---------------------|---------------|-------------|------|-----|-----------|
| WILEY POST AIRPORT | | | | | | | |
| 05 | Annual Pavement Maintenance | OCAT | 0 | 60,000 | 0 | 0 | 60,000 |
| 05 | Relocate Remote Transmitter Receiver (RTR) Site | OCAT | 0 | 500,000 | 0 | 0 | 500,000 |
| Subtotal - Wiley Post Airport 2005 | | | 0 | 560,000 | 0 | 0 | 560,000 |
| 06 | Annual Pavement Maintenance | OCAT | 0 | 60,000 | 0 | 0 | 60,000 |
| 06 | Demolish Rwy. 03/21 and Twy. A-7 between Rwy. 17L/35R and Rwy. 17R/35L | OCAT | 0 | 75,000 | 0 | 0 | 75,000 |
| 06 | Crack Seal, Rejuvenate, Seal & Stripe Asphalt on Twy. A, portions of Twys. A, A3, A5, A7, B, Term. Ramp, Rwy. 17R/35L | AIP/OCAT 90%-10% | 423,000 | 47,000 | 0 | 0 | 470,000 |
| Subtotal - Wiley Post Airport 2006 | | | 423,000 | 182,000 | 0 | 0 | 605,000 |
| 07 | Annual Pavement Maintenance | OCAT | 0 | 60,000 | 0 | 0 | 60,000 |
| 07 | Reconstruct/Strengthen Twys. A, A1 from Rwy. 35R to Twy. A2, and Twy. Fillets at A2, A3, A5, and A7 | AIP/OCAT 90%-10% | 720,000 | 80,000 | 0 | 0 | 800,000 |
| Subtotal - Wiley Post Airport 2007 | | | 720,000 | 140,000 | 0 | 0 | 860,000 |
| Subtotal - Wiley Post Airport 2005-2007 | | | 1,143,000 | 882,000 | 0 | 0 | 2,025,000 |

PFC - Passenger Facility Charge
OCAT - Oklahoma City Airport Trust
AIP - Airport Improvement Program
OASC - Oklahoma Aeronautics and Space Commission

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005-2007

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|--|-----------------------|---------------|-------------|------|-----|-----------|
| CLARENCE E. PAGE AIRPORT | | | | | | | |
| 05 | Annual Pavement Maintenance | OCAT | 0 | 20,000 | 0 | 0 | 20,000 |
| 05 | Reconstruct/Strengthen Rwy. 17L/35R including MIRL, Grading, Marking | AIP/OCAT 90%-10% | 600,000 | 310,000 | 0 | 0 | 910,000 |
| 05 | Reconstruct Hangar 5 Apron | OCAT | 0 | 150,000 | 0 | 0 | 150,000 |
| Subtotal - Clarence E. Page Airport 2005 | | | 600,000 | 480,000 | 0 | 0 | 1,080,000 |
| 06 | Annual Pavement Maintenance | OCAT | 0 | 20,000 | 0 | 0 | 20,000 |
| 06 | Reconstruct Twy. A4 east of Twy. A, and install MITL's Twys. A, A3, and A4 | AIP/OCAT 90% - 10% | 450,000 | 50,000 | 0 | 0 | 500,000 |
| Subtotal - Clarence E. Page Airport 2006 | | | 450,000 | 70,000 | 0 | 0 | 520,000 |
| 07 | Annual Pavement Maintenance | OCAT | 0 | 20,000 | 0 | 0 | 20,000 |
| 07 | Construct Connection of Twy. B with Medium Intensity Twy. Lights | AIP/OCAT 90%-10% | 1,156,500 | 128,500 | 0 | 0 | 1,285,000 |
| Subtotal - Clarence E. Page Airport 2007 | | | 1,156,500 | 148,500 | 0 | 0 | 1,305,000 |
| Subtotal - Clarence E. Page Airport 2005-2007 | | | 2,206,500 | 698,500 | 0 | 0 | 2,905,000 |

PFC - Passenger Facility Charge

OCAT - Oklahoma City Airport Trust

AIP - Airport Improvement Program

OASC - Oklahoma Aeronautics and Space Commission

AIRPORT ELEMENT (Cont.)

**TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005-2007**

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|------------------------------|--------------------------|----------------------|--------------------|-------------|------------|--------------|
| MAX WESTHEIMER AIRPORT | | | | | | | |
| 05 | Rehab West Terminal Apron | AIP/OU/OASC 90%-5%-5% | 1,522,617 | 84,589 | 84,589 | 0 | 1,691,795 |
| Subtotal - Max Westheimer Airport 2005 | | | 1,522,617 | 84,589 | 84,589 | 0 | 1,691,795 |
| 06 | Rehab South Terminal Apron | AIP/OU/OASC 90%-5%-5% | 1,442,913 | 80,161 | 80,161 | 0 | 1,603,235 |
| Subtotal - Max Westheimer Airport 2006 | | | 1,442,913 | 80,161 | 80,161 | 0 | 1,603,235 |
| 07 | Rehab General Aviation Apron | AIP/OU/OASC 90%-5%-5% | 1,516,612 | 84,256 | 84,256 | 0 | 1,685,124 |
| Subtotal - Max Westheimer Airport 2007 | | | 1,516,612 | 84,256 | 84,256 | 0 | 1,685,124 |
| Subtotal - Max Westheimer Airport 2005-2007 | | | 4,482,142 | 249,006 | 249,006 | 0 | 4,980,154 |

PFC - Passenger Facility Charge
AIP - Airport Improvement Program
OU - University of Oklahoma Airport Funds
OASC - Oklahoma Aeronautics and Space Commission

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005-2007

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|---------------------------------|-------------------------------|---------------|-------------|---------|-----|-----------|
| GUTHRIE REGIONAL AIRPORT | | | | | | | |
| 05 | Land and Fencing | AIP/GRA/OASC 90% - 5% - 5% | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| Subtotal - Guthrie Regional Airport 2005 | | | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| 06 | Twy. Relocation and Acquisition | AIP/GRA/OASC 90% - 5% - 5% | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| Subtotal - Guthrie Regional Airport 2006 | | | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| 07 | Twy. Relocation and Acquisition | AIP/GRA/OASC 90% - 5% - 5% | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| Subtotal - Guthrie Regional Airport 2007 | | | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| Subtotal - Guthrie Regional Airport 2005-2007 | | | 2,700,000 | 150,000 | 150,000 | 0 | 3,000,000 |

OASC - Oklahoma Aeronautics and Space Commission
PFC - Passenger Facility Charge
GRA - Guthrie Regional Airport
AIP - Airport Improvement Program

AIRPORT ELEMENT (Cont.)

**TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2005-2007**

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|---|---|-----------------------|----------------------|--------------------|-------------|------------|--------------|
| GOLDSBY AIRPORT | | | | | | | |
| 05 | Reconstruct, mark and stripe Rwy. 17-35 | FAA/OASC 90%/10% | 405,000 | 0 | 45,000 | 0 | 450,000 |
| Subtotal - Goldsby Airport 2005 | | | 405,000 | 0 | 45,000 | 0 | 450,000 |
| Subtotal - Goldsby Airport 2005 - 2007 | | | 405,000 | 0 | 45,000 | 0 | 450,000 |

PURCELL MUNICIPAL AIRPORT*

| | | | | | | | |
|------------------------------------|--|--|------------|------------|---------|-----------|------------|
| | *No projects submitted for 2005-2007 Transportation Improvement Program | | | | | | |
| GRAND TOTAL - FFY 2005-2007 | | | 17,456,642 | 31,075,506 | 444,006 | 6,244,000 | 55,220,154 |

OASC - Oklahoma Aeronautics and Space Commission

PFC - Passenger Facility Charge

FAA - Federal Aviation Administration

TABLE 10
AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SUMMARY OF OCARTS AREA AIRPORT IMPROVEMENTS BY FUNDING SOURCE
FFY 2005-2007

| FFY | AIRPORT | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--------------------|---------------------------|----------------------|--------------------|-------------|------------|--------------|
| 2005 | Will Rogers World Airport | 720,000 | 24,856,000 | 0 | 6,244,000 | 31,820,000 |
| | Wiley Post Airport | 0 | 560,000 | 0 | 0 | 560,000 |
| | Clarence E. Page Airport | 600,000 | 480,000 | 0 | 0 | 1,080,000 |
| | Max Westheimer Airport | 1,522,617 | 84,589 | 84,589 | 0 | 1,691,795 |
| | Guthrie Regional Airport | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| | Goldsby Airport | 405,000 | 0 | 45,000 | 0 | 450,000 |
| | Purcell Municipal Airport | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - 2005 | | 4,147,617 | 26,030,589 | 179,589 | 6,244,000 |
| 2006 | Will Rogers World Airport | 3,100,000 | 2,170,000 | 0 | 0 | 5,270,000 |
| | Wiley Post Airport | 423,000 | 182,000 | 0 | 0 | 605,000 |
| | Clarence E. Page Airport | 450,000 | 70,000 | 0 | 0 | 520,000 |
| | Max Westheimer Airport | 1,442,913 | 80,161 | 80,161 | 0 | 1,603,235 |
| | Guthrie Regional Airport | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| | Goldsby Airport | 0 | 0 | 0 | 0 | 0 |
| | Purcell Municipal Airpot | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - 2006 | | 6,315,913 | 2,552,161 | 130,161 | 0 |
| 2007 | Will Rogers World Airport | 2,700,000 | 2,070,000 | 0 | 0 | 4,770,000 |
| | Wiley Post Airport | 720,000 | 140,000 | 0 | 0 | 860,000 |
| | Clarence E. Page Airport | 1,156,500 | 148,500 | 0 | 0 | 1,305,000 |
| | Max Westheimer Airport | 1,516,612 | 84,256 | 84,256 | 0 | 1,685,124 |
| | Guthrie Regional Airport | 900,000 | 50,000 | 50,000 | 0 | 1,000,000 |
| | Goldsby Airport | 0 | 0 | 0 | 0 | 0 |
| | Purcell Municipal Airport | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - 2007 | | 6,993,112 | 2,492,756 | 134,256 | 0 |
| GRAND TOTAL | | 17,456,642 | 31,075,506 | 444,006 | 6,244,000 | 55,220,154 |

**ADOPTING RESOLUTION
AND MPO SELF-CERTIFICATION**

ADOPTING RESOLUTION

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

A RESOLUTION TO ADOPT THE FFY 2005-2007 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 and the Central Oklahoma Transportation and Parking Authority, and

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134 of the Transportation Equity Act for the 21st Century, by letter dated March 20, 2003; 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 2005 through FFY 2007, 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 2005-2007 Transportation Improvement Program for the OCARTS Transportation Management Area.

5/27/04
Date

6/4/04
Date

Ron Blewett
Metropolitan Planning Organization

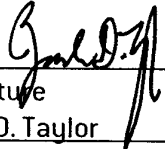
[Signature]
Oklahoma Department of Transportation

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

The Oklahoma Department of Transportation and the OCARTS (Oklahoma City Area Regional Transportation Study) Metropolitan Planning Organization for the Oklahoma City Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Acts of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and

Association of Central Oklahoma Govts.



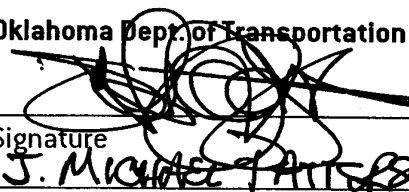
Signature
Zach D. Taylor

Printed Name
Executive Director

Title
5/27/04

Date

Oklahoma Dept. of Transportation



Signature
J. MICHAEL PATTERSON

Printed Name
Asst Director - Finance

Title
6/4/04

Date

**APPENDIX A:
PUBLIC INVOLVEMENT DOCUMENTATION**

Program Making Impact as Ozone Season Ends

The Central Oklahoma region completed another ozone season with passing grades as the region maintained its clean air status to stay in compliance with federal air quality standards. Sunny, low-wind days in the region were plentiful, but anomalous weather conditions in early July and support from citizens helped contribute to the Central Oklahoma region's moderate ozone readings this summer. The region did experience a few exceedances at several air quality monitoring sites, but the cumulative readings were not enough to violate the standards set by the Environmental Protection Agency.

There were seven Clean Air Alert Days for ozone called in 2003, which indicates a reduction in the incidence of Alert Days over the past three years. Last year, there were six Alert Days issued, and in 2001, there were eight. The three-year average number of Alert Days issued between 1998-2000 was 12.6 days. The number of Alert Days issued is not an accurate depiction regarding the actual levels of air pollution in the region. Alert Days are simply days in which a meteorological model predicts there would be high levels present. Officials with the



Bridget Young, media director for Third Degree Advertising, helped promote clean air habits with Team Ozone this summer in Bricktown. The team was a component of the region's air quality public education program.

state Department of Environmental Quality have also noted that ozone readings have been on a slight decline in recent years.

Reaching the Public

All this is good news, as the region continues to promote the benefits of clean air attainment through its annual public education program. This summer,

the ACOG Clean Air Committee continued its award-winning program with a media campaign that utilized television, radio, movie theater, billboard and Internet mediums to spread the word, as well as a "street team."

- The electric mower campaign radio schedule had a potential to reach 68.5 percent (411,200) of metro ...See "Street Team" on page three.

Inside Perspective:

| | |
|--|---|
| ACOG Staff Hits the Streets for United Way | 2 |
| FOI Oklahoma to Hold Annual Conference | 2 |
| What's New Around the Region | 3 |
| ACOG Calendar | 4 |

TIP Ready for Development

The Association of Central Oklahoma Governments (ACOG) will begin development of a new Transportation Improvement Program (TIP) for Central Oklahoma this winter. The TIP will identify transportation priorities for spending federal, state and local dollars on transportation improvements that will address all modes of travel, including streets and highways, transit, air, bicycle and pedestrian.

The TIP will address transportation

priorities during the next three federal fiscal years, which will extend from Oct. 2004 to Sept. 2007, and all improvements will be consistent with the 2025 OCARTS Transportation Plan, as required by federal law. Local communities and other agencies responsible for transportation services within Central Oklahoma will set project priorities, including the Oklahoma Department of Transportation, ...See "TIP Development" on page three.

"TIP Development"

...Continued from page one.
the Central Oklahoma Transportation and Parking Authority (COTPA), and area airports.

Anyone wishing to submit a comment or suggest a transportation improvement for consideration in the upcoming TIP is encouraged to do so by the end of November. Recommended projects will be forwarded to the appropriate city, county, transportation agency or the Oklahoma Department of Transportation for its consideration in development of local priorities and future budgets. A preliminary draft of the FFY 2005-2007 TIP will be available from ACOG next spring for public review and comment.

For more information or a copy of the TIP schedule, call Holly Massie at ACOG.

"Street Team"

...Continued from page one.
adults, ages 18-54, an average of 7.7 times.

- The impact for network television advertising was 60.7 percent of the Oklahoma City metropolitan media market population (361,500 people), in the age range of 18-54, reached an average of 3.7 times.
- The reach for cable television advertising on Cox Communications/CableRep was based on households: Advertising was able to reach 96.1 percent of Oklahoma City metropolitan cable subscribers (225,000) approximately 46 times.
- The general radio schedule had a potential of reaching 60.7 percent of metro adults (361,500), aged 18-54, an average of 3.7 times.
- The combined daily potential reach for four outdoor billboards was 164,873 vehicles.

As a result of the program, the ACOG Clean Air Committee, which includes ACOG, the Greater Oklahoma City Chamber of Commerce, the Oklahoma Department of Environmental Quality (DEQ), Metro Transit and OGE Energy Corp., developed valuable relationships with campaign partners, including Cox Communications, CableRep Advertising, Black and Decker/Dewalt, Citadel Communications, Redburn...See "Clean Air" on page four.



Around the Region

- Several Central Oklahoma municipal administrators were honored at the recent **Oklahoma Municipal League** annual conference. **Glenn Lewis**, Mayor, **Moore**, was among the nominees for **Mayor of the Year**. **James Crosby**, City Manager of **Yukon**, and **Mary Hatley**, **Norman** City Clerk, were nominated for the **Don Rider Award**, which recognizes administrators that have helped develop communities. The city of **Edmond** was also recognized for several OML Innovation Awards.

- The city of **Oklahoma City's** Web site, www.okc.gov, was recently recognized by **Brown University** as one of the Top 10 city government Web sites on the Internet. In its annual survey of municipal Web sites, Brown University graded over 20 factors, including readability, content, disability access and navigability. The city's site was ranked ninth among the 70 municipal sites that were studied.

- With winter approaching, and the potential for home fires on the increase, the **Oklahoma SAFE KIDS Coalition** reminds communities of the group's "Save-A-Life" program. The program offers 50 free smoke alarms to municipal fire departments providing that communities offer a local funding match. Each year, smoke alarms save lives and property across the region. For more information, contact SAFE KIDS at 271-5695.

- The **Segway Human Transporter** (HT) is starting to make its impact in a variety of ways in the region. Last month, **Downtown Oklahoma City Inc.** reported that security personnel for the Oklahoma City course would use the Segway.

Tinker Air Force Base also revealed that the base received a \$500,000 appropriation to purchase 100 HTs for use at Tinker's maintenance center. **Martin Wheeler**, environmental protection specialist, said that the Segway was being tested by aircraft maintenance personnel and that it has become highly effective and versatile in transporting maintenance personnel around the base.

- The **Oklahoma County Home Finance Authority (OCHF)**, a trust of **Oklahoma County**, has relocated its offices from across the hallway at 21 E. Main in Bricktown, to office space with ACOG. OCHF's programming includes a mortgage revenue bond program that has provided over \$600 million in mortgages to first-time homebuyers. OCHF Executive Director **Ed McGee** said that the trust is also developing a new initiative known as the County Urban Revitalization Effort (CURE) that will utilize county resources to build new homes on vacant, County-owned lots. Another program will establish a HUD-designated HOME Consortium for all of the communities in Oklahoma County. McGee can be reached at 234-2264.



Ed McGee, OCHF Executive Director



ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

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

MEDIA RELEASE

FOR IMMEDIATE RELEASE: APRIL 1, 2004

MEDIA CONTACT: J.A. CHURCH, 234-2264

TRANSPORTATION IMPROVEMENT PROGRAM COMMENTS SOUGHT

ACOG is inviting citizens throughout Central Oklahoma to review and comment this month on a preliminary version of the 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 2005-2007 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 three-year TIP for the region, which will implement the long-range plan.

The Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority and other local governments and agencies developed the preliminary TIP and will implement activities outlined in the program.

Copies of the preliminary TIP are 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, ACOG, at 234-2264. Written comments on the TIP will be accepted through April 27.

NOTICE TO THE PUBLIC
OF THE AVAILABILITY OF
THE PRELIMINARY
FFY 2005-2007
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, annually develops a
Transportation Improvement
Program (TIP) that identifies
transportation projects to be
implemented with federal
transportation funds during
the upcoming three-year pe-
riod. The FFY 2005-2007 TIP
will cover the time period
from October 1, 2004 to Sep-
tember 30, 2007.

The Oklahoma City Trans-
portation Management Area
[TMA] includes all of Okla-
homa and Cleveland Coun-
ties and portions of Cana-
dian, Logan, Grady, and
McCain Counties. Federal
funds for implementing
transportation projects are
provided by the Federal
Highway Administration, the
Federal Transit Administra-
tion, and the Federal Avia-
tion Administration, and are
matched with local funds
provided by the sponsoring
city, county, or transporta-
tion agency.

A preliminary TIP has been
developed by ACOG's mem-
ber governments and partici-
pating transportation agen-
cies. The preliminary TIP
consists of transportation
priorities that have been de-
veloped within the con-
straints of anticipated fund-
ing for the region over the
TIP time frame.

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 21 E. Main Street, Suite
100, Oklahoma City, OK
73104-2405, (405) 234-2264
or TDD (405) 234-2217. Writ-

ten comments will be ac-
cepted through Tuesday,
April 27, 2004. The prelimi-
nary TIP, along with all writ-
ten comments, will be pres-
ented to the Intermodal
Transportation Policy Com-
mittee (ITPC) for approval on
Thursday, April 29, 2004.

STATE OF OKLAHOMA, }
COUNTY OF OKLAHOMA } ss.

Affidavit of Publication

Helen L. Boswell _____, of lawful age, being first

duly sworn, upon oath deposes and says that he is the Class. Counter Rep
of The Oklahoma Publishing Company, a corporation, which is the publisher of the

The Oklahoman (Metro) _____ 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 coun-
ty 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:

April 1, 2004

Subscribed and sworn to before me this 5th

day of April 2004

Casny A. Keller _____
Notary Public

Helen L. Boswell

My commission expires 9-20-04

00013824

2

ACOG Leaders Meet with Congressional Staff

ACOG Chairman Ron Bledsoe, Mayor of Slaughterville; ACOG Vice-Chairman Willa Johnson, Councilmember of Oklahoma City; and 9-1-1 ACOG Chairman Dave Howe, Vice-Mayor of Choctaw recently went to Washington, D.C. to meet with members of Oklahoma's Congressional delegation and personally deliver the *2004 Federal Legislative Issues* approved by the board in January.

Top issues discussed with members of the delegation were transportation reauthorization legislation, collection of sales taxes on retail transactions made via the Internet, water quality concerns, Tinker Air Force Base, and various regulatory and funding issues.

The board members and staff were able to meet personally with Senator James Inhofe, Congressmen Ernest Istook, Tom Cole and Frank Lucas, and staff legislative directors in the offices of Senator Don Nickles and Congressmen Brad Carson and John Sullivan.

"The group was disappointed to have to say goodbye to Sen. Nickles, but thanked him for his leadership. We remain in good hands with Sen. Inhofe, who has been a leader in transportation issues. Our delegation has accomplished much,



ACOG Executive Director Zach Taylor, is joined by Rep. Ernest Istook, Oklahoma City Councilmember Willa Johnson, Choctaw Councilmember Dave Howe and Slaughterville Mayor Ron Bledsoe at the unveiling of a bronze bust honoring the late Carl Albert. The group was in the nation's capital to present ACOG's federal issues.

and we are grateful to Rep. Istook for helping to authorize sales tax collections on Internet sales and to fund the I-40 construction," said Bledsoe.

Carl Albert Bronze Unveiling

The group's timing was good in that they also got to attend the ceremonial unveiling of the Bronze Bust of the late

Honorable Carl Albert, a well-known Oklahoman who served as the 46th Speaker of the U.S. House of Representatives from 1971-1976.

Congressman Istook was master of ceremonies at the event, and comments were offered by Joel Jankowsky, former staff member of Speaker Albert, ...See "Washington" on page four.

Inside Perspective:

| | |
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| Edmond Introduces 'The Eddy' Bus Service | 2 |
| Member in Perspective: Piedmont | 3 |
| ACOG Calendar | 4 |

MPO to Undergo Federal Review

The federal agencies involved in funding the region's transportation programs are asking citizens for their input on transportation planning in Central Oklahoma, and whether residents feel like they are being given a fair opportunity to be involved in the process.

The Federal Highway and Transit Administrations have scheduled a public listening session as part of an evaluation of ACOG's transportation planning

activities over the past three years. The session will take place on April 27, from 4 p.m. to 6 p.m., at Metro Technology Center, 1900 Springlake Drive in Oklahoma City.

ACOG, which serves as the region's Metropolitan Planning Organization (MPO), coordinates regional transportation planning efforts within the metropolitan region, which encompasses all of ...See "MPO Review" on page two.

Transportation Improvement Program Comments Sought

ACOG is inviting citizens throughout Central Oklahoma to review and comment this month on a preliminary version of the 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 2005-2007 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 trans-

portation planning for Central Oklahoma. As such, ACOG maintains a three-year TIP for the region, which will implement the long-range plan.

The Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority and other local governments and agencies developed the preliminary TIP and will imple-

ment activities outlined in the program.

Copies of the preliminary TIP are 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, ACOG, at 234-2264. Written comments on the TIP will be accepted through April 27.

Edmond Introduces 'The Eddy'

The city of Edmond introduced a new trolley bus system last month that will serve the growing community. City leaders helped initiate the system to counter growing traffic concerns that have resulted from residential and business expansion in eastern and western portions of the city.

Nicknamed, "The Eddy," the distinctive hunter green and gold, wood-trimmed buses will run in three routes that serve a variety of education, entertainment and business stops, such as downtown Edmond and the University of Central Oklahoma (UCO). The Green line runs every 25 minutes, with service Monday through Saturday. The Maroon and Gold line runs every 50 minutes Monday through Friday and operates during daytime hours. The service also links to Express Route 37, which goes from



Edmond to downtown Oklahoma City.

Two buses make up The Eddy line, leased from Metro Transit and the Central Oklahoma Transportation and Parking Authority. Leasing the buses helps the city because COTPA already has drivers, fueling and maintenance facilities in place. The city, COTPA and the University of Central Oklahoma formed the partnership last year to develop the system. More buses may be added if the service becomes popular. Rides cost 50 cents, and UCO students with ID can ride for free.

Last fall, the partnership conducted a survey with Edmond residents and UCO students to determine travel routes and times, and the system's nickname. Hundreds of responses were submitted via e-mail, phone and in letters. The city council approved the name in January.

"MPO Review"

...Continued from page one. Oklahoma and Cleveland counties and portions of Canadian, Grady, Logan and McClain counties. The Association is responsible for developing the long-range plan with input from area citizens, cities, towns, counties and local, state and federal transportation agencies, including the Oklahoma Department of Transportation (ODOT) and the Central Oklahoma Transportation and Parking Authority (COTPA).

As the MPO for Central Oklahoma, ACOG is responsible for long and short-range transportation planning from a multi-modal approach, incorporating

street and highway improvements, transit options, goods movement, bicycle and pedestrian travel and intelligent transportation systems.

The review is part of a certification process that takes place every three years to ensure that MPOs comply with federal standards and policies.

In addition to the meeting, FHWA is accepting written comments. Comments may be sent to Isaac Akem, FHWA, 300 N. Meridian, Room 1055 Ave., Oklahoma City, OK 73107-6560 by May 27, 2004. Interpreters will be available but must be requested by April 16, by calling 234-2264 by voice or 234-2217 (TDD).

Central Oklahoma **Perspective**

Offering Regional Leaders News and Information

21 East Main, Suite 100
Oklahoma City, Oklahoma 73104-2405
(405) 234-2264/FAX: (405) 234-2200
TDD: (405) 234-2217/www.acogok.org
E-mail address: acog@acogok.org

Association of Central Oklahoma Governments

"Providing Regional Leadership in
Central Oklahoma Since 1966"

Established in 1966, the Association of Central Oklahoma Governments (ACOG) is a voluntary association of cities, towns and counties. ACOG helps member governments plan for common needs, cooperate for mutual benefit and coordinate for sound regional development.

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Vice Chairman:

Councilmember Willa Johnson, *Oklahoma City*

Secretary-Treasurer:

Mayor Eddie Reed, *Midwest City*

Executive Director:

Zach Taylor

Editor: Jerry Church

Layout: Ken Brown

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ACOG

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

21 East Main Street, Suite 100, Oklahoma City, OK 73104-2405

[405] 234-ACOG [2264] Fax:[405] 234-2200

MEMORANDUM

DATE: April 1, 2004
TO: FFY 2005-2007 TIP File
FROM: Holly Massie, Special Programs Officer
SUBJECT: Distribution of Preliminary FFY 2005-2007 TIP to Metro Area Libraries

A copy of ACOG's April 1, 2004 media release entitled "Transportation Improvement Program Comments Sought" and the Preliminary FFY 2005-2007 OCARTS Area Transportation Improvement Program were mailed to the following metro area libraries on April 1, 2004.

| <u>NAME OF LIBRARY</u> | <u>ADDRESS</u> | <u>CITY, STATE</u> | <u>ZIP</u> |
|--|----------------------------------|--------------------|------------|
| Belle Isle Library | 5501 N. Villa | Oklahoma City, OK | 73112 |
| Bethany Public Library | 3510 N. Mueller | Bethany, OK | 73008 |
| Newcastle Public Library | P.O. Box 780 | Newcastle, OK | 73065 |
| Capitol Hill Public Library | 334 S.W. 26th | Oklahoma City, OK | 73109 |
| Crescent Comm. Library | P.O. Box 759 | Crescent, OK | 73028 |
| Del City Public Library | 4509 S.E. 15th | Del City, OK | 73115 |
| Edmond Public Library | 10 South Boulevard | Edmond, OK | 73034 |
| Ralph Ellison Public Library | 2000 N.E. 23rd | Oklahoma City, OK | 73111 |
| Guthrie Public Library | 201 N. Division | Guthrie, OK | 73044 |
| Metropolitan Library System | 131 Dean A. McGee Ave. | Oklahoma City, OK | 73102 |
| Choctaw Library | P.O. Box 549 | Choctaw, OK | 73020 |
| Midwest City Public Library | 8143 E. Reno | Midwest City, OK | 73110 |
| Moore Public Library | 225 S. Howard | Moore, OK | 73160 |
| Nicoma Park Library | P.O. Box 756 | Nicoma Park, OK | 73066 |
| Norman Public Library | 225 N. Webster | Norman, OK | 73069 |
| Pioneer Multi-Co. Library Sys. | 225 N. Webster | Norman, OK | 73069 |
| Southern Oaks Branch Library | 6900 S. Walker | Oklahoma City, OK | 73139 |
| Village Branch Library | 10307 N. Penn. Ave. | Oklahoma City, OK | 73120 |
| Warr Acres Branch Library | 5901 N.W. 63rd | Oklahoma City, OK | 73132 |
| Harrah Library | P.O. Box 893 | Harrah, OK | 73045 |
| Wright Library | 2101 Exchange Avenue | Oklahoma City, OK | 73108 |
| Mabel Frye Library | 1200 Lakeshore Drive | Yukon, OK | 73099 |
| Oklahoma Library for the Blind and Physically Handicapped | 300 N.E. 18 th Street | Oklahoma City, OK | 73105 |

ACOG

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(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: April 1, 2004

TO: 2025 OCARTS Plan Citizens Advisory Committee
Central Oklahoma Transportation Users

FROM: Holly Massie, Special Programs Officer
Transportation Planning and Data Services

SUBJECT: Availability of Preliminary FFY 2005-2007 Transportation Improvement Program
for Review and Comment

During the next several weeks, ACOG is inviting citizens from throughout our region to review and comment on a preliminary version of the Transportation Improvement Program, or TIP. The TIP identifies all federally funded transportation projects (highway, transit, bicycle, airport, etc.) expected to be funded during FFY 2005-2007 (Oct. 1, 2004 - Sept. 30, 2007) in the Oklahoma City Area Regional Transportation Study (OCARTS) area. This includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

ACOG is recognized by federal law as the metropolitan planning organization responsible for long and short-range transportation planning for Central Oklahoma and, as such, maintains a three-year TIP for the region to implement the Long-Range Transportation Plan. Metro area local governments, the Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), the Oklahoma City Department of Airports and other agencies responsible for specific transportation services developed the preliminary TIP and will implement its activities.

Copies of the preliminary TIP are available for review at metropolitan area libraries, and the full document is on the ACOG Web site at www.acogok.org. Anyone wishing to receive a paper copy of the preliminary document may contact me at (405) 234-2264 or hmassie@acogok.org.

Written comments on the TIP will be accepted through April 27. Copies of all comments received will be forwarded to sponsoring entities and will be provided to members of ACOG's Intermodal Transportation Policy Committee, which is scheduled to consider approval of the preliminary TIP on Thursday, April 29, 2004 at 1:20 p.m. in the ACOG Board Room. The Policy Committee will consider the final TIP in May 2004.

ACOG seeks transportation comments

Transcript Staff

The Association of Central Oklahoma Governments is inviting central Oklahoma residents to review and comment this month on a preliminary version of the Transportation Improvement Program.

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 2005-2007 in the Oklahoma City Area Regional Transportation Study Area. The area includes Oklahoma and Cleveland counties as well as parts of Canadian, Grady, Logan and McClain counties.

Copies of the preliminary TIP are available for review at metropolitan area libraries and on the ACOG Web site at www.acogok.org.

To request a copy, call Holly Massie, ACOG, at 234-2264. Written comments on the TIP will be accepted through April 27.

THE MIDCITY ADVOCATE

Serving the Heart of Oklahoma City

Thursday, April 8, 2004 Volume 1, Issue 17

84

ACOG asks for transportation suggestions

The Association of Central Oklahoma Governments is seeking citizen input on a preliminary version of the Transportation Improvement Program (TIP).

The TIP identifies all federally funded surface transportation projects including transit, bicycle, highway and airport, that are expected to be carried out by city, county, state and local trans-

portation agencies during federal fiscal years 2005 to 2007 in the Oklahoma City area.

Federal law recognizes ACOG as the metropolitan planning organization responsible for long and short-range transportation planning for central Oklahoma, meaning ACOG maintains a three-year TIP for the region that will implement long-range

plans.

The Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority and other local governments and agencies developed the preliminary TIP and will implement activities outlined in the program.

For more information, call 234-2264

Transportation improvement program comments sought

The Association of Central Oklahoma Governments is inviting citizens throughout Central Oklahoma to review and comment this month on a preliminary version of the 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 2005-07 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area, which includes Edmond. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain counties.

Copies of the preliminary TIP are 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, ACOG, at 234-2264. Written comments on the TIP will be accepted through April 27.

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: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: April 14, 2004
TO: FFY 2005-2007 TIP File
FROM: Holly Massie, Special Programs Officer
SUBJECT: Requests for Copies of the Preliminary FFY 2005-2007 OCARTS Area TIP

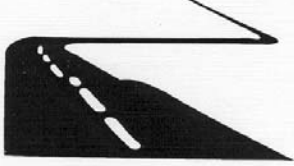
The following persons contacted the ACOG offices to receive a copy of the Preliminary FFY 2005-2007 OCARTS Area TIP for review and comment:

| Name and Address | Type of Contact | Date of Contact | Learned of TIP Availability From: | Mailed TIP on: |
|---|-----------------|-----------------|--|----------------|
| O. Gail Poole 705 Tiffin Ave. Norman, OK 73071 | Phone Call | 4/02/04 | Norman Transcript Article | 4/05/04 |
| Ron Knox 3808 Stansbury Rd. Norman, OK 73072 | Phone Call | 4/02/04 | Norman Transcript Article | 4/05/04 |
| William Ginn Office of Handicapped Concerns 2712 Villa Prom Oklahoma City, OK 73107-2324 | Phone Call | 4/5/04 | Memo to Citizens Advisory Committee | 4/5/04 |
| Ralph Martin PO Box 430 Norman, OK 73070 | Phone Call | 4/5/04 | Norman Transcript Article | 4/5/04 |
| Hon. Bud Green, Mayor City of Nicoma Park PO Box 257 Nicoma Park, OK 73066 | Phone Call | 4/6/04 | Memo to Transportation Users Group Members | 4/6/04 |
| Jo Hinojosa Del City Chamber of Commerce 4504 SE 15 th St. Del City, OK 73115 | Phone Call | 4/6/04 | Memo to Transportation Users Group Members | 4/6/04 |

| Name and Address | Type of Contact | Date of Contact | Learned of TIP Availability From: | Mailed TIP on: |
|--|------------------------|------------------------|--|-----------------------|
| Albert Janco, P.E. Po Box 18797 Oklahoma City, OK 73154-0797 | Email | 4/7/04 | Memo to Transportation Users Group Members | 4/7/04 |
| Mary Johnson Thompsons Woodlawn Neigh. Assn. 4915 N. Kelley Ave. Oklahoma City, OK 73111-5646 | Phone Call | 4/14/04 | Memo to Citizens Advisory Committee | 4/14/04 |

c:\files\projects\tip05-07\publicinvolvement\tipcalls.mem

Oklahoma Highway Users Federation



722 North Broadway Suite 401
Oklahoma City, Oklahoma 73102-6025
Telephone: (405) 290-7100
Fax: (405) 290-7101
Email: cmai@aaaoklahoma.com

A.C.O.G.

April 20, 2004

APR 21 2004

By 

CHAIRMAN EMERITUS

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Henryetta Chamber of Commerce
Henryetta

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Local Oklahoma Bank
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Fax (405) 842-8712
Email: pwwmatthews@sbcglobal.net

✓
Mrs. Holly Massie
Special Programs Officer
Transportation Planning
Association of Central Oklahoma Governments
21 East Main Street
Oklahoma City, Oklahoma 73104

Dear Holly:

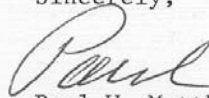
The Oklahoma Highway Users Federation believes that the Oklahoma City Area Regional Transportation Study (OCARTS) area will continue to be dependent on the rubber-tired motor vehicles for the foreseeable future. Therefore, the OHUF supports the upgrading of arterial and freeway roadways to meet the travel demands of the future.

The Federation would like to see the reinstatement of an east by-pass route that would come off of Interstate 35 near the Norman area and continue north on the east side of the metropolitan area to connect with the Turner Turnpike (Interstate 44) and Interstate 35 to the north of the Edmond area. It is believed that increased truck traffic would use this route rather than the current west by-pass alignment.

The planned completion of Interstate 40 corridor across the south end of Oklahoma City's central business district will open up new development opportunities for that area and the Bricktown area.

We look forward to continue to participate in the OCARTS Plan Citizens Advisory Committee.

Sincerely,



Paul W. Matthews
Executive Director

cc: Kent Pharaoh
C. F. (Chuck) Mai

Dedicated to the sound advancement of highway transportation.

HM

Oscar Romero Catholic Worker House

1524 NW 21st, Oklahoma City, Oklahoma 73106, 405-557-0436, 405-613-4688
www.justpeace.org | www.bettertimesinfo.org | www.energyconservationinfo.org | www.oklahomafood.org

April 26, 2004

Association of Central Oklahoma Governments
Attention: Transportation Improvement Plan Comments
21 East Main Street, Suite 100
Oklahoma City, OK 73104
sent via fax to 405-234-2200

Re: Comments on Transportation Improvement Plan

To Whom It May Concern:

→ The Oscar Romero Catholic Worker community serves the Oklahoma City area by delivering food to people in need who don't have transportation to get to a regular food bank, and by advocating for sustainable stewardship of our resources and the environment. We do this because poor management of resources and the natural environment impact the poor most egregiously, and often, the poor pay the price for the environmental sins of those who aren't poor. We are submitting these comments about the Transportation Improvement Plan in response to the invitation in the April 2004 press release from ACOG, which is on the internet at http://www.acogok.org/Newsroom/View_News.asp?article=71.

The transportation plan does nothing to support retention of Tinker Air Force Base.

Another round of base-closing reviews is scheduled for 2005, which is within the 3 year planning period of this document. Yet, the document has no provisions to support retention of Tinker Air Force Base. The Oklahoma City metropolitan area has very little strategic redundancy in its transportation system. Tinker Air Force Base employees and personnel are dependent upon personal automobiles for transportation to their national defense jobs. In the event of a national fuel emergency caused by war, terrorist attack, or natural catastrophe, the Oklahoma City public transportation system is not adequate to get those employees to work. The government may decide that since the local transportation system is so deficient, that it is most prudent for them to close Tinker Air Force Base and shift its functions to another base that is better served by a regional transportation system.

Future transportation plans plan require the destruction of the rail infrastructure at Union Station.

The plan does not specifically mention the proposed relocation of the I-40 crosstown freeway, yet news stories continue to report federal appropriations for this project. Absent statements to the contrary, we assume the plan continues support for the I-40 Crosstown Freeway using a route that will destroy the rail-road infrastructure of Union Station. This is a mistake of historic proportions and will destroy a transportation asset that is of enormous value to the Oklahoma City Metropolitan Area. The analysis recommending this route is obviously defective, and assigned little or no value to Union Station as the

future center of a multi-modal transportation interchange. The impact of destroying this existing infrastructure will be enormous in future years, and will cost Oklahoma City area taxpayers large sums of money. Using rail diesel cars, Union Station's interchange facilities, and existing tracks, a functioning commuter rail system could be established in the metropolitan area for a fraction of the cost of a typical light rail system elsewhere. The Transportation Improvement Plan to destroy Union Station is as foolish as the process which ended up destroying the Deep Deuce area of Oklahoma City. As the enormity of this mistake becomes obvious, politicians and government agencies which supported and pushed through the destruction of this important heritage transportation infrastructure will lose credibility.

The plan does not serve the needs of social justice in the Oklahoma City metropolitan area.

Many employers in this area do not pay their employees a living wage. Thus, their employees do not have adequate money to pay for their families needs, which include housing, food, medical care, clothing, educational expenses, and transportation. Owning an automobile is expensive for the working poor, yet for most residents of the Oklahoma City metropolitan area, it is necessary to own an automobile in order to work at their jobs. This puts a heavy financial burden on the working poor. Financial stress is well documented as a contributing factor to family instability. Family instability contributes to juvenile delinquency, divorce, domestic violence, child abuse, drug abuse, crime, and abortion. The absence of an effective, multi-modal transportation system contributes to major social problems in the area. It is foolish and immoral for the government to put so much financial pressure on the working poor by not providing an effective public transportation system in the Oklahoma City metropolitan area. An effective multi-modal transportation system should be one of the necessary responses to these growing problems in the metropolitan area.

The lack of such a system speaks poorly of the commitment of transportation planners to the common good of the Oklahoma City metropolitan area, and suggests that special interests are corrupting the transportation planning process for their own benefit.

The Oklahoma City metropolitan area cannot afford to waste the next three years and not make progress towards developing a multi-modal urban transportation system that truly serves the common good of this area. The present plan is seriously deficient in this regard, and if implemented will in fact hurt the transportation infrastructure of this metropolitan area, by destroying the rail infrastructure of Union Station.

If you have any questions about these comments, please contact me at 405-613-4688.

Sincerely,

/sig/

Robert M. Waldrop

Oklahoma County Green Party
P. O. Box 60523
Oklahoma City, OK 73146-0523

April 27, 2004

Association of Central Oklahoma Governments
21 East Main Street, Suite 100
Oklahoma City, OK 73104

Attention: Transportation Improvement Plan Comments

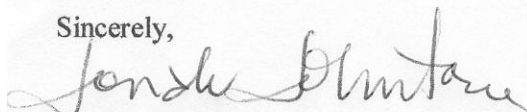
To Whom It May Concern:

Thank you for the opportunity to respond to the Transportation Improvement Plan. Last night at our regular meeting, we reviewed the plan and offer these comments:

- 1) We commend the inclusion of sidewalks as part of the plan for several projects. Our platform calls for attention to pedestrian needs with all transportation plans. Please continue and develop more sidewalks to improve the safety of pedestrians in Oklahoma City. Similarly, we would like to see more bike paths added.
- 2) Though recognizing that street and highway projects are always going to be more significant than mass transit, we regret that the ratio is so overwhelming. We would like to see more attention to transit projects.
- 3) One project that we would like to see completed in the near future is the addition of bike racks to buses to make the combination of various means of transportation easier.
- 4) We would like to see light rail studied in the near future. Recognizing that such a project would be years off, we believe that finding funding to study it soon would be a valuable start. Years ago, Oklahoma City had an excellent streetcar system, and such transportation is being revived in New Orleans, Dallas, and Houston. We need to be looking at it.
- 5) We continue to have concerns about the loss of Union Station railyards to the I-40 project. It will limit our future options.
- 6) While we commend the expansion of trolley services to Edmond, we are concerned about the fuel source. Diesel is dirty and smelly, hardly an attraction for tourists or commuters. We would like to see the conversion of trolleys to some other fuel form, preferably an alternative fuel such as natural gas.
- 7) Finally, we note that the Citizen Advisory Committee meets on an as-needed basis. We recommend that it meet on a regular basis. Input from citizens is part of the grassroots democracy and open process necessary to adequately serve our area.

We appreciate that work on transportation planning and look forward to future opportunities to comment on plans.

Sincerely,



Jonalu Johnstone
Member, Executive Committee, Oklahoma County Green Party



Oklahoma Department of Rehabilitation Services

Director
Linda Parker
Commissioners
John E. Orr
Dr. David Pittman
Ben C. White

April 27, 2004

Mr. Jerry Church
2030 OCARTS Plan/TIP Plan Comments
Association of Central Oklahoma Governments
21 East Main Street
Oklahoma city, OK 73104-2405

Dear Jerry:

Thank you for the opportunity to participate in the development of the 2030 Oklahoma City Area Regional transportation Study (OCARTS) Plan and the Transportation Improvement Program (TIP). As the agency serving Oklahomans with disabilities in Oklahoma, we know that public transportation is critical for non-driving older Oklahomans and those with disabilities who frequently face unemployment and relocation to nursing homes without it.

Currently, 21.6% of Oklahomans over age five and 46.5% of those 65 and over have disabilities. Many of these citizens cannot drive. Furthermore, the number of Oklahomans over age 65 is expected to double in the next two decades as baby boomers age. Based on these statistics, we can assume that demand for public transportation is going to rapidly increase.

In 2002 the Department of Rehabilitation Services surveyed almost 4,000 Oklahomans with disabilities, from every county in the state, about their transportation needs. Most emphasized the need for more public transportation. Half said they would be willing to pay an increase in state taxes if it went to improve public transportation. This result mirrors the finding of a recent poll by Cole, Hargraves, Snodgrass & Associates, showing that while the public tends to oppose raising the fuels tax, 50% of those polled did favor more public transportation for the elderly and people with disabilities, even if it meant raising taxes.

While we are impressed by the expansion of public transportation options in central Oklahoma and the provisions for future projects outlined in the OCARTS and TIP plans, we urge you to consider our comments organized around four general topics: accessibility, collaboration, integration and expanded service.

Accessible Participation: Some of the primary methods for participating in the transportation planning process depend on a person's ability to drive, obtain transportation, read standard print materials, and understand complex and technical information – a fact which excludes a number of citizens likely to be in need of transportation options. Some alternatives for including these individuals in the planning process might include contacting aging or disability organization leaders; using disability/aging networks to get out the word on public comment opportunities; simplifying and summarizing TIP plan content for the general public; reviewing website postings to ensure accessibility for persons with disabilities; and using comment-taking methods that don't require driving, such as toll-free comment lines or telephone interviews.


Integration: We notice a favorable trend toward including sidewalks and walking or bike trails as a part of many cities' new streets, roads and intersection projects. This is an improvement over the past tendency to separate walking and bike trails as distinct projects that require transportation to reach them. We need to integrate such projects as part of planning for pedestrians and those who rely on public transportation, making them a part of an interconnecting system linking people, including non-drivers, with integrated transportation options. Public transportation without sidewalks doesn't work for people in wheelchairs and many with vision impairments. We can also do a better job of addressing the inability of pedestrians to cross busy street and highway intersections by scrutinizing traffic control systems, designing reliable and safe accessible signaling and lengthening the walk time at intersections.

Collaboration between Transportation Agencies and Providers: Coordinated systems serving multiple programs generally increase the number of passengers carried on trips leading to more efficient service delivery. Better coordination of transportation agencies and programs, including Section 5310 operations, will result in more services and reduced costs. Many other states are relying on brokerage programs to serve as gatekeepers, making sure agency costs are reduced and clients receive transportation services that meet their needs. These programs contract with private for-profit and not-for-profit operations who make reservations, schedule, dispatch and maintain equipment. They fill in the gaps between existing transportation options. Let's continue to study and import best practices from other states.

Expanded Service: While we commend public transportation providers for the outstanding job they do with limited funds, we would like to see the planning process include extended evening and weekend hours as well as additional fixed route and paratransit services. In addition, fixed route and express services exist in Oklahoma City, Edmond, Midwest City and Norman; however, the OCARTS and TIP plans do not appear to include similar transportation options for people who live in the western part of the OCARTS area.

It is our goal today to represent Oklahomans who are most in need of public transportation. We urge you to support affordable, accessible, safe and convenient public transportation that will enable non-driving taxpayers to experience the same freedom of movement that drivers enjoy.

Sincerely,



Linda Parker, Director
Oklahoma Department of Rehabilitation Services

NOTICE OF PUBLIC HEARING CONCERNING THE PROPOSED ADOPTION OF THE FFY 2005-2007 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 2005-2007 Transportation Improvement Program (TIP) during its regular May meeting. The ITPC meeting will be held on Thursday, May 27, 2004, at 1:20 p.m., at 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma.

The FFY 2005-2007 TIP is a three-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, 2004 and September 30, 2007. 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), the Central Oklahoma Transportation and Parking Authority (COTPA), 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. Transportation improvements included in the FFY 2005-2007 TIP are consistent with the 2025 OCARTS Plan 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 FFY 2005-2007 Statewide Transportation Improvement Program (STIP), upon its approval by the ITPC.

The final draft of the FFY 2005-2007 TIP is on the ACOG Web site at www.acogok.org or a copy may be obtained by contacting Holly Massie at ACOG, 21 E. Main Street, Suite 100, Oklahoma City, OK 73104, (405) 234-2264, TTY 234-2217. Written comments will be accepted through 5:00 p.m., May 25, 2004, and anyone may attend the ITPC public hearing to express their opinions.

STATE OF OKLAHOMA, }
COUNTY OF OKLAHOMA } SS.

Affidavit of Publication

Helen L. Boswell, of lawful age, being first

duly sworn, upon oath deposes and says that he is the ~~Class Counter Rep~~ of The Oklahoma Publishing Company, a corporation, which is the publisher of the

The Oklahoman (Metro) 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:

April 27, 2004

Subscribed and sworn to before me this 3rd

day of May 20 04

Cathy A. Keller Notary Public

Helen L. Boswell

My commission expires 9-20-04

00013804

1031

THE JOURNAL RECORD

P.O. Box 26370
Oklahoma City, Oklahoma 73126-0370
Telephone 278-2801

PUBLISHER'S AFFIDAVIT

NOTICE TO PUBLIC HEARING
04/27/2004
2005-2007 TRANSPORTATION IMPROVEMENT

NUMBER
PUBLICATION DATES

LEGAL NOTICE

STATE OF OKLAHOMA }
COUNTY OF OKLAHOMA } ss

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).

MaRanda Beeson
(Representative Signature)

Subscribed and sworn to before me this 27 th day of April 2004


Laura Jones
Notary Public

Commission Number: 03012712
My Commission expires: 10/13/2007

Order Number

00016382

Publisher's Fee

\$ 48.11

(MS16382A)
**NOTICE OF PUBLIC HEARING
CONCERNING THE PROPOSED
ADOPTION OF THE FFY
2005-2007 TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE OKLAHOMA CITY
TRANSPORTATION
MANAGEMENT AREA**

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(4-27-04)

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



Brad Henry
Office of the Governor
State of Oklahoma

March 20, 2003

Gary Ridley, Director
Oklahoma Department of Transportation
200 NE 21st Street
Oklahoma City, OK 73105

Dear Director Ridley:

As Governor of the State of Oklahoma, I hereby designate the Oklahoma Department of Transportation as the state agency responsible for review and approval of the Transportation Improvement Programs developed under Title 23 United States Code.

Please provide a copy of this designation to the Federal Highway Administration and to the Federal Transit Administration for their information and use.

Sincerely,

A handwritten signature in cursive script that reads "Brad Henry".

Brad Henry
Governor

**APPENDIX C:
ANTICIPATED SUBALLOCATION OF STP-UZA FUNDS
DURING FFY 2005-2007**

PLEASE NOTIFY ACOG AT 234-2264 (TDD/TTY 234-2217) BY 5:00 P.M. JANUARY 5, 2004
IF YOU DESIRE A SIGN-LANGUAGE INTERPRETER AT THE MEETING



association of central oklahoma governments

Chair Ron Bledsoe
Slaughterville Mayor

Vice-Chair Willa Johnson
Oklahoma City Councilmember

Secretary/Treasurer Eddie Reed
Midwest City Mayor

Executive Director
Zach D. Taylor

MEMORANDUM

DATE: December 31, 2003

TO: Intermodal Transportation Technical Committee

FROM: Linda Koenig, AICP, Division Director
Community Development Planning and Services

SUBJECT: Special Meeting Agenda

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

THURSDAY, JANUARY 8, 2004 AT 10:00 A.M.

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

- AGENDA -

- I. Call To Order and Introductions
- II. Review of Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for FFY 2005-2007 TIP
- III. Develop Committee Recommendations for Prioritization of Projects for the FFY 2005-2007 OCARTS Area Transportation Improvement Program (TIP) using STP-UZA Funds
- IV. New Business
- V. 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: [405] 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: December 31, 2003
TO: Intermodal Transportation Technical Committee
FROM: Holly Massie, Special Programs Officer
SUBJECT: Estimated STP-UZA Funds for the FFY 2005-2007 TIP

The attached correspondence from ODOT provides an *estimate* of the FFY 2005-2007 apportionments and obligation authority for the Oklahoma City Urbanized Area for use in preparing the FFY 2005-2007 OCARTS Area Transportation Improvement Program (TIP). The estimated federal apportionments are based on the TEA-21 trend of a 1.8 percent annual increase.

It should be noted that the projects included in the upcoming TIP will be funded from the next authorization bill, as TEA-21 expired at the end of FFY 2003 and current funding is being provided through an extension act. Therefore, the apportionments included in the next bill could vary considerably from these estimates.

It is also unknown if the next authorization bill will include language that attributes the Norman Urbanized Area (UZA) population to the Oklahoma City UZA/TMA*, as has been and continues to be discussed with our Congressional delegation in Washington, D.C. This will have a direct impact on the amount of Surface Transportation Program Urbanized Area (STP-UZA) funds suballocated to the OCARTS area in the future, and will determine the City of Norman's eligibility to access the UZA funds under the MPO's adopted *STP Procedures for the Oklahoma City Urbanized Area Funds*. The Oklahoma City UZA population within the OCARTS area is approximately 89.6 percent of the Oklahoma City UZA and Norman UZA populations combined, based on the Census 2000 UZA boundaries and counts.

* Urbanized Areas with a population of 200,000 or greater are also designated by the Federal Highway and Federal Transit Administrations as Transportation Management Areas. TMAs receive an annual suballocation of FHWA Surface Transportation Program funds, referred to as STP-UZA funds.

Therefore, two funding **estimates** are provided below—one that includes the Norman UZA population and one that does not. As has been our past practice, in accordance with the STP-UZA Procedures, 90 percent of the estimated apportionment will be used for preparing the TIP. This is intended to avoid a potential shortage of funds at the end of the fiscal year due to changes in costs estimates, unanticipated high bids or cost overruns from STP-UZA projects let during previous years.

Also, federal rules allow 10 percent of the estimated STP distribution to be used to finance 100 percent of the construction cost of eligible safety projects. Therefore, the STP-UZA Safety set-aside for FFY 2005-2007 is also reflected below.

The following two funding scenarios provide estimated STP-UZA funds for use in preparation of the FFY 2005-2007 OCARTS Area TIP. The OKC UZA Only scenario reflects 89.6 percent of the estimated apportionment, because it excludes the Norman UZA population.

| FFY | Estimated Apportionment (Rounded) | 90% of Estimated Apportionment | STP-UZA (80%/20%) | STP-UZA Safety (100%) |
|--------------------------------------|-----------------------------------|--------------------------------|-------------------|-----------------------|
| OKC UZA + NORMAN UZA SCENARIO | | | | |
| 2005 | \$16,600,000 | \$14,940,000 | \$13,446,000 | \$1,494,000 |
| 2006 | \$16,900,000 | \$15,210,000 | \$13,689,000 | \$1,521,000 |
| 2007 | \$17,200,000 | \$15,480,000 | \$13,932,000 | \$1,548,000 |
| <u>OKC UZA Only Scenario</u> | | | | |
| 2005 | \$14,873,600 | \$13,386,240 | \$12,047,616 | \$1,338,624 |
| 2006 | \$15,142,400 | \$13,628,160 | \$12,265,344 | \$1,362,816 |
| 2007 | \$15,411,200 | \$13,870,080 | \$12,483,072 | \$1,387,008 |



OKLAHOMA DEPARTMENT OF TRANSPORTATION
 200 N. E. 21st Street
 Oklahoma City, OK 73105-3204

November 14, 2003

Mr. Zach D. Taylor
 Executive Director
 Association of Central Oklahoma Governments
 21 East Main Street, Suite 100
 Oklahoma City, Oklahoma 73104

Dear Mr. Taylor:

The following table reflects the estimated apportionment and obligation limitation to be used for each of the three years of the FFY 2005 through FFY 2007 Association of Central Oklahoma Governments Transportation Improvement Program.

| FEDERAL FISCAL YEAR | FUND CATEGORY | ESTIMATED FEDERAL APPORTIONMENT | ESTIMATED FEDERAL OBLIGATION LIMITATION |
|---------------------|---------------|---------------------------------|---|
| FFY 2005 | Q23 | \$16,596,000.00 | \$15,565,000.00 |
| FFY 2006 | Q23 | \$16,895,000.00 | \$15,846,000.00 |
| FFY 2007 | Q23 | \$17,199,000.00 | \$16,131,000.00 |

The estimated federal apportionment is based on an increase of 1.8% annually which is reflected in TEA-21 and the estimated federal obligation limitation is based on the 93.79% received in FFY 2002.

These estimates do not reflect the \$500,000 in Congestion Mitigation and Air Quality funds that are currently provided to ACOG annually.

Also, the current authorizing bill for federal transportation programs, TEA-21, expired at the end of FFY 2003. We are currently working under an extension act through the end of February 2004. FFY 2005, 2006 and 2007 will be funded from the next authorizing bill which could have a major impact on any estimates provided at this time.

If you have any questions concerning this information, please let me know.

Sincerely,

Sam E. Adkins

Sam E. Adkins
 Division Manager
 Programs Division

cc: Deputy Director
 Local Government Division
 Gary Rimrodt, FHWA
 Planning and Research Division
 ACOG File

A.C.O.G.

NOV 17 2003

By 

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER