



Transportation Improvement Program for the OCARTS Transportation Management Area

FFY 2011 - FFY 2014
[October 1, 2010 - September 30, 2014]

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 2011 – FFY 2014**

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1. INTRODUCTION

1.1 BACKGROUND

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

Federal law requires that all Metropolitan Planning Organizations (MPOs) prepare a TIP for their designated region, in cooperation with the State and affected transit operators. The federal surface transportation law, known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users—or SAFETEA-LU—was signed into law on August 10, 2005. Metropolitan and statewide transportation improvement programs must be consistent with the planning provisions of SAFETEA-LU, which has been extended by Congress through continuing resolutions beyond its Sept. 30, 2009 expiration date.

The OCARTS Area TIP is prepared biennially 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 2011 are expected to be ready for obligation of federal funds during the period of Oct. 1, 2010 – Sept. 30, 2011. Capital and non-capital projects funded by the Federal Transit Administration, the Federal Highway Administration, and the Federal Aviation Administration are required to be listed in the TIP to be eligible for obligation of federal funds. 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 2011-2014 TIP is intended to fulfill the following purposes:

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

1.3 PRIORITIZATION OF PROJECTS

This TIP includes a listing of projects for FFY 2011, 2012, 2013 and 2014. Those projects included in FFY 2011 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 2011. Projects for future implementation and of lesser readiness are those identified in the subsequent fiscal years. The projects included in this TIP represent the priorities of the Metropolitan Planning Organization for implementation within the OCARTS area. All projects included in the TIP are consistent with the 2030 OCARTS Plan adopted by the MPO on August 18, 2005, as amended, and the 2005-2030 Oklahoma Statewide Intermodal Transportation Plan dated December 2005.

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.

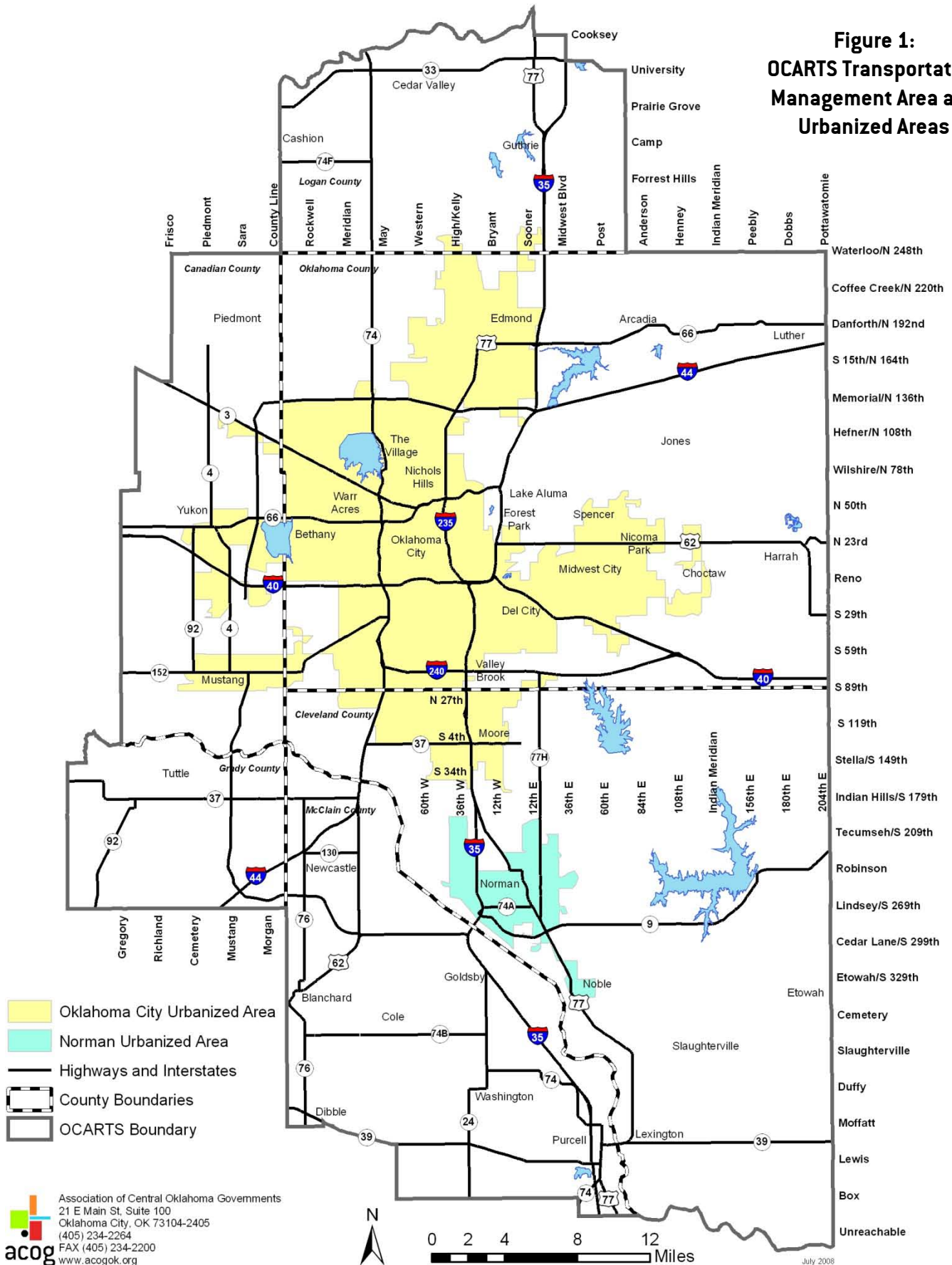
Based on the results of the 2000 Census and revisions to the U.S. Census Bureau's criteria for determining urban and rural territories, on May 1, 2002 the Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA: the Oklahoma City UZA and Norman UZA. The new boundaries also excluded 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.

Sec. 6016 of SAFETEA-LU states, "for the purpose of any applicable program under Title 23, United States Code, the city of Norman shall be considered to be part of the Oklahoma City urbanized area." Thus, the populations of the Oklahoma City and Norman urbanized areas combined determine the 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 approved the current OCARTS area boundary on February 28, 2002, by adding 395 square miles in McClain and Cleveland Counties.

² Prior to SAFETEA-LU, the FFY 2003, 2004 and 2005 Appropriation Bills included language to reattach the Norman UZA population to the OKC UZA population for highway funding purposes. The MPO actively pursued the long-term legislative solution to rejoin the two UZAs that was included in SAFETEA-LU to avoid a loss of federal funding for the OCARTS area.

**Figure 1:
OCARTS Transportation
Management Area and
Urbanized Areas**



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 October 29, 2009. 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. 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. Since FY 2000, the MPO has conducted an Air Quality Public Education Campaign, funded primarily with federal Congestion Mitigation/ Air Quality (CMAQ) funds.

EPA announced a new initiative called the 8-Hour Ozone Flex program on May 18, 2006. The purpose of the program, as it was with the previous versions (Flexible Attainment Region, 1-Hour Ozone Flex agreement and Early Action Compact), is to support and reward innovative, voluntary, local strategies to reduce ground-level ozone, thereby improving air quality and helping areas maintain attainment with the national ozone standard. In June 2008, the 5-year plan for Central Oklahoma was officially signed and put into place by ACOG, EPA and the Oklahoma Department of Environmental Quality (ODEQ). ACOG is currently in compliance with the plan and has completed the required semi-annual progress reports in December 2008, June 2009, and December 2009.

On March 12, 2008, EPA significantly strengthened its national ambient air quality standards (NAAQS) for ground-level ozone, the primary component of smog. EPA revised the level of the 8-hour standard from 0.08 to 0.075 parts per million (ppm). Then on January 6, 2010, EPA proposed to strengthen standards once again. The proposed revisions are based on scientific evidence about ozone and its effects on people and the environment. EPA has proposed to strengthen the 8-hour "primary" ozone standard, designed to protect public health, to a level within the range of 0.060-0.070 parts per million (ppm). EPA has also proposed to establish a distinct cumulative, seasonal "secondary" standard, designed to protect sensitive vegetation and ecosystems, including forests, parks, wildlife refuges

and wilderness areas. EPA has proposed to set the level of the secondary standard within the range of 7-15 ppm-hours. The public comment period for the new proposal ended in March 2009. The final rule is expected to be announced in August 2010, with final designations now scheduled for August 2011.

Being that EPA is scheduled to make new attainment/non-attainment designations based on the three years of data from 2008-2010, there is one remaining ozone season of data collection before compliance with the new proposed standard can be determined. However, it is clear that Central Oklahoma is precariously close to nonattainment status. Efforts to minimize vehicle-related pollution continue to be a high priority.

More information about Central Oklahoma's air quality status and the region's efforts to remain in attainment with the National Ambient Air Quality Standards can be found in the following reports, which are available from ACOG and online at www.acogok.org: *CY 2009 Air Quality Planning* and *Summary of CY 2009 Air Quality Public Education Program*.

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 is evaluated during metropolitan and transit authority certification reviews and review of the Statewide TIP.

In compliance with FTA Circular 4702.1a, ACOG, the Central Oklahoma Transportation and Parking Authority (COTPA), and Cleveland Area Rapid Transit (CART) 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 next Title VI report for the region will be submitted to FTA in April 2010.

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 e-newsletter, *Central Oklahoma Perspective*; and public meetings/hearings held by the Intermodal Transportation Technical Committee (ITTC) and the Intermodal Transportation Policy Committee (ITPC). Members of ACOG's Encompass 2035 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 nearly 200 individuals and organizations representing various interests including neighborhoods, environment, business, elderly and disabled citizens, minority populations and travel modes.

A Notice to the Public was published in *The Oklahoman* on April 1, 2010. This notice advised the public of the availability of the preliminary FFY 2011-2014 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 on the ACOG web site and through a media release distributed on April 1, 2010 to over 50 media outlets (print, radio and television). Information on the preliminary TIP was also provided in a March 31 ACOG news brief emailed to approximately 2,000 individuals and organizations.

Finally, Notices of Public Hearing were published in the Journal Record on April 27 and in *The Oklahoman* on April 28, 2010 prior to adoption of the final FFY 2011-2014 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, 2010. Copies of the publications and information on other public involvement opportunities are included in Appendix A. The final TIP, and subsequent amendments, will be 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 (ODOT). Funding for these projects will utilize a variety of federal funding categories administered by the Federal Highway Administration. Each of the Street and Highway Element projects represent short-range priorities that are located on the Federal Functional Classification System and are consistent with the 2030 OCARTS Plan and the Oklahoma Statewide Intermodal Transportation Plan. The 2030 OCARTS Plan was adopted by the MPO on August 18, 2005, and is incorporated by reference into the Statewide Plan, which was adopted by the Oklahoma Transportation Commission on December 5, 2005.

Street and Highway Element projects include construction, maintenance, and transportation system management (TSM) activities that will impact the regional network. Numerous TSM projects are included in the TIP, which are intended to enhance the efficiency of the existing street network. Examples of these activities include traffic signalization, signal coordination, safety improvements, and intersection redesign. Other improvements involve the widening of streets and bridges, thus increasing capacity to meet travel demand, increase safety, and reduce congestion. Also included in this element are any transportation enhancement activities and the identification of roadway projects that will include sidewalks and/or bicycle paths. Specific information about the Street and Highway Element projects proposed for implementation during FFY 2011 - FFY 2014 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, Transit Services Division, using Urbanized Area Program funds provided to the Oklahoma City and Norman Urbanized Areas; the City of Edmond's transit service, operated by McDonald Transit; 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 Transit Services provide public transportation through two bus systems, known as METRO Transit and Cleveland Area Rapid Transit (CART), respectively. The Oklahoma City system includes approximately 22 local routes, two trolleybus routes in downtown Oklahoma City, an express route between Norman and Oklahoma City, and five late-night/Sunday routes. METRO Transit also operates shuttles at the OU Health Sciences Center campus in Oklahoma City. The Norman system includes ten local routes serving the OU campus and a large portion of the City of Norman's urbanized area, an express route to and from Oklahoma City and a late-night flex route. In FFY 2009, the total average weekday bus ridership in the OCARTS area was 15,583.

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

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

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

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 regularly to consider ways to improve transit services for the elderly and persons with disabilities. Recommendations from the STAC are provided to the COTPA Board of Trustees.

OTHER TRANSIT SERVICES IN THE URBANIZED AREA

The City of Edmond provides public transportation through a bus system known as Citylink. Citylink is operated by McDonald Transit, a nationwide operator and manager of transit systems. The system includes five local routes, an express route to and from Oklahoma City, and paratransit service available within the entire city limits of Edmond. Citylink is funded through the City of Edmond's general fund, and contributions from the University of Central Oklahoma, and received FTA Jobs Access and Reverse Commute (JARC), New Freedom, and American Recovery and Reinvestment Act (ARRA) funds in 2009 as a subrecipient to COTPA.

SECTION 5310 - ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

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

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

The Department of Human Services, Aging Services Division, administers this program. Applications for funding are considered by a subcommittee of the Intermodal Transportation Technical Committee (ITTC). Approvals by the subcommittee are included (by line item) in 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 among Section 5310 providers and the public transit system. Cooperation between operators is encouraged so that the maximum number of patrons can be served.

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 19 agencies providing rural public transportation service within most 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 to Delta Transit in the southern portion of the region. However, only a portion (approximately 25 percent) of Delta Transit's service is provided within the OCARTS area.

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

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 2011-2014 short-range planning period.

The improvements that are reflected for FFY 2011 represent the region's highest priorities for enhancing the OCARTS street and highway network. These projects are generally in the design phase, and thus have the greatest level of commitment from the sponsoring entities and the greatest probability of being implemented with federal and local funding resources. Federal rules require that the costs of projects listed in each metropolitan area's TIP are consistent with the federal, state and local funds expected to be available to the area. This TIP is based upon the latest available project cost estimates and revenue expectations.

OCARTS AREA PROJECTS FUNDED FROM PREVIOUS TIPS

The previous OCARTS Area TIP covered FFY 2010-2013. Table 1 includes Street and Highway Element projects that were reflected in a previous TIP and funded during FFY 2009. These OCARTS area improvements represent a total expenditure of nearly \$210 million, including \$42.7 million in funding from the American Recovery and Reinvestment Act of 2009 (ARRA). 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 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. SAFETEA-LU 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. According to U.S DOT rules, 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). To avoid a reduction in federal highway funding for the OCARTS area, the City of Norman and the MPO worked with the Oklahoma Congressional delegation to include language in previous annual appropriations, as well as SAFETEA-LU to reattach the two UZAs. Sec. 6016 of SAFETEA-LU accomplishes that goal by stating, “For the purpose of any applicable program under Title 23, USC, the City of Norman shall be considered part of the Oklahoma City Urbanized Area”.

**TABLE 1
OCARTS AREA PROJECTS FUNDED DURING 2009**

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	ARRA Share	State/Local Share	Total
Canadian Co.	I-40 from US-81 to Garth Brooks Blvd. (Recon. added lane, Bridge & Safety Impr.)	20539(04)*	Mar-09	IM/Y/G-STIM	21,750,287.72	32,634,274.49	5,000,000.00	59,384,562.21
Choctaw/Harrah	US-62, beg. 11.6 mi. E of I-35 & ext. E 4.02 mi. (Resurface - asphalt)	26639(04)	Jun-09	SSR	0.00	0.00	1,491,060.00	1,491,060.00
Cleve/McCl/OK	I-44, US-62 ext. north 7.17 miles (Pavement rehab and bridge repair)	21950(05)	Mar-09	IM-STIM	0.00	7,400,051.28	0.00	7,400,051.28
Cleveland Co.	McGuire Rd over Spring Creek tributary betw Peebly & Luther Rds. (Br. & Appr)	22517(04)	Feb-09	BRF	182,485.54	0.00	370,500.94	552,986.48
Edmond	SH-74, 0.76 mi. N of NW 164th St. (ROW Clearance)	14964(11)	Jun-09	STPY	670,040.00	0.00	0.00	670,040.00
Edmond	I-35, SH-66 (2nd St.) ext. north 4.67 miles (Resurface - asphalt)	26179(04)	Jan-09	SSR	0.00	0.00	1,556,747.00	1,556,747.00
Edmond	US-77, 33rd St. to 2nd St. (Resurface - asphalt)	26180(04)	Jan-09	SSR	0.00	0.00	980,482.40	980,482.40
Logan County	Broadway, 3.5 mi. W of I-35/Simpson Rd. Jct. ext N 2.966 mi (Resurf - asphalt)	25596(04)	Jul-09	STP	325,444.43	0.00	81,361.11	406,805.54
Logan County	Multiple Locations - Func. Class. Routes - Safety Signs - Highly Reflective	25599(04)	Aug-09	STPG-UZA	51,440.24	0.00	0.00	51,440.24
McClain Co.	US-77, Beg. At SH-74 & ext. north 2.28 miles (Resurface - asphalt)	25993(04)	Jan-09	STPY	876,253.39	0.00	0.00	876,253.39
McClain/Clev	US-77: Over S Canadian River - Bridge Repair	25063(04)	Feb-08	MC	0.00	0.00	234,338.00	234,338.00
Moore	Santa Fe Ave., S. 4th St. to S. 19th St. (Widen to 4 ln/drainage impr./sidewalks)	15305(04)	Nov-09	STP-UZA	2,572,092.27	0.00	646,523.07	3,218,615.34
Moore	S. 19th St. over I-35 (GDS&B)	15392(07)	Jan-09	IMY	1,290,397.40	0.00	0.00	1,290,397.40
Moore	4th St. and Tower Dr. (Traffic Signals)	25821(04)	Jun-09	STPG-UZA	106,184.60	0.00	0.00	106,184.60
Moore	12th St. over I-35 (Bridge repair)	26774(04)	Aug-09	SAP	0.00	0.00	87,260.00	87,260.00
Norman	I-35, 0.5 miles north of Main Street ext. north 4.594 mi. (GDS&B)	09034(05)	Dec-08	Sec1702Y	33,929,711.85	0.00	1,375,240.75	35,304,952.60
Norman	Park Road - Lake Thunderbird State Park (Surfacing - asphalt)	26804(04)	Jul-09	SAP	0.00	0.00	83,000.00	83,000.00
Norman	Rock Creek Rd., Porter to 12th Ave NE (Widen to 4 lanes/ Int. Mod. @ 12th/SW)	22160(04)	Oct-09	STP-UZA	3,590,188.55		897,547.14	4,487,735.69
Norman	Main Street Bridge over I-35 (Bridge Rail Retrofit/Replacement)	25819(04)	Jan-10	STPG-UZA	167,226.54	0.00	0.00	167,226.54
Norman	11 Intersections - Lindsey, Boyd & Jenkins (Pedestrian Signals)	25820(04)	Apr-09	STPG-UZA	83,800.00	0.00	0.00	83,800.00
OKC/Norman	SH-77H, Robinson ext. north and SE 149th ext. north - 10.11 miles (Resurface)	259999(04)(05)	Jan-09	SSR	0.00	0.00	1,092,917.32	1,092,917.32
OKC/Piedmont	SH-4, Beg. at SH-3 ext. north 3.330 miles (Resurface - asphalt)	26030(04)	Jan-09	STPY	913,119.00	0.00	0.00	913,119.00
Oklahoma City	I-40, from E of Western ext. E 1.072 mi. (GDSB & RR)	17428(22)	Jul-09	OKCY-XTWN	59,865,274.02	0.00	2,982,412.56	62,847,686.58
Oklahoma City	I-40, May Ave. E 0.9 mi. to Agnew Ave. (GDS&B)	17428(30)	Jun-09	OKCY-XTWN	8,926,771.72	0.00	0.00	8,926,771.72
Oklahoma City	I-40, beg. 0.2 mi W of Western & ext. E 1.683 mi. (Bridge rehabilitation)	20275(05)	Jul-09	IMY	827,114.00	0.00	0.00	827,114.00
Oklahoma City	City Wide, Phase 5 (Arterial Pavement Markings)	21132(04)	Oct-09	STPG-UZA	349,908.49	0.00	0.00	349,908.49
Oklahoma City	City Wide, Phase 2 (Signal Upgrades to LED)	22321(05)	Jun-09	STPG-UZA	202,702.75	0.00	0.00	202,702.75
Oklahoma City	NW 164th St., Pennsylvania to Western (Widen from 2 to 4 lanes & sidewalks)	23364(94)	Jul-09	STP-UZA	1,364,612.88	0.00	341,153.22	1,705,766.10
Oklahoma City	I-240, I-35 to Sooner Road (Cable barrier)	24355(04)	May-09	SSP	0.00	0.00	613,697.51	613,697.51
Oklahoma City	I-35/I-44 Multiple Locations (ITS message signs)	25000(04)	Nov-08	IMG	1,185,715.10	0.00	0.00	1,185,715.10
Oklahoma City	I-35/I-44/I-244 Multiple Locations (ITS message signs)	25000(04)C**	Nov-08	IMG & SAP	1,638,948.50	0.00	198,994.25	1,837,942.75
Oklahoma City	I-44, Beg. at NW 10th & ext. north 2.90 miles (Pavement rehab.)	26032(04)	Jan-09	IMY	2,852,911.00	0.00	0.00	2,852,911.00
Oklahoma City	NW 50th over I-235 & BNSF RR & Sooner Rd. over I-240 (Bridge repair)	26147(04)	Oct-09	MC	0.00	0.00	185,021.45	185,021.45

* Also JP #20539(04), 24424(06), & 26076(04)

** Also JP #24999(04)C and JP # 25001(04)C

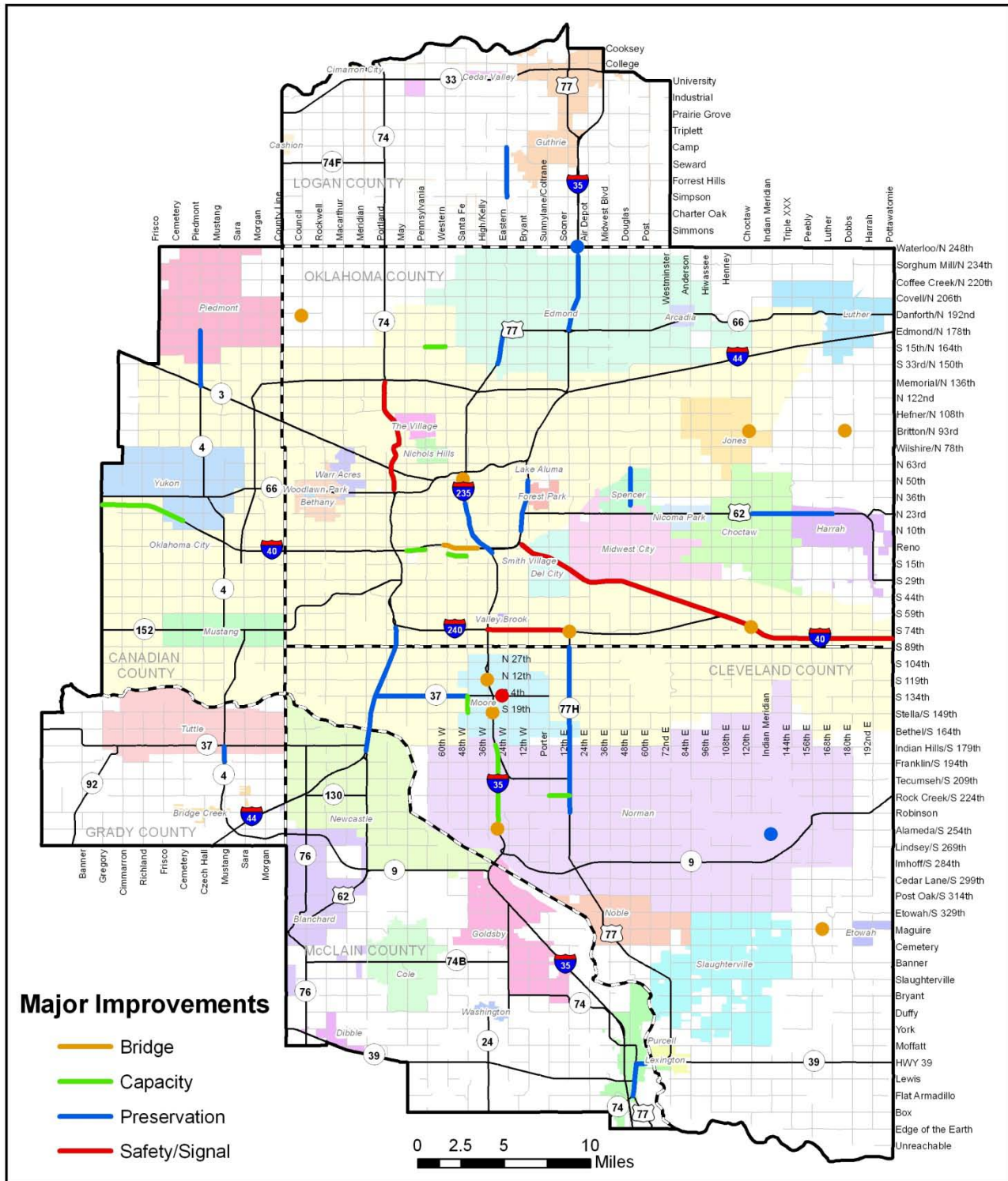
**TABLE 1 (Cont.)
OCARTS AREA PROJECTS FUNDED DURING 2009**

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	ARRA Share	State/Local Share	Total
Oklahoma City	I-235, Beg. at N end of OK River bridge & ext N 3.47 miles (Pavement rehab.)	26281(04)	Mar-09	IM-STIM	0.00	2,665,320.00	0.00	2,665,320.00
Oklahoma City	I-40, beg. at Pottawatomie CL & ext. W 19.2 miles (Signing)	26438(04)	Sep-09	HSIPG	607,655.01	0.00	0.00	607,655.01
Oklahoma City	SH-74, 0.25 mi N of SH-66, ext. N 7.0 miles (Signing)	26439(04)	Aug-09	HSIPG	211,789.38	0.00	0.00	211,789.38
Oklahoma City	I-40 over Choctaw Rd. (Bridge repair)	26580(04)	Jun-09	SAP	0.00	0.00	14,250.00	14,250.00
Oklahoma City	SH-37, beg. @ I-44 jct. east to Santa Fe (Resurface - asphalt)	26875(04)	Aug-09	STPY	919,480.00	0.00	0.00	919,480.00
Oklahoma Co.	Council Rd. over Bluff Creek 3.9 mi N & 4.0 mi W of SH-74/Kipatrick TP (GDS&B)	22128(04)	Apr-09	BRF	372,199.92	0.00	93,049.98	465,249.90
Oklahoma Co.	Britton Rd. over creek & Canadian River, east of Jones (Bridge & approaches)	22129/30(04)	May-09	CIRB	0.00	0.00	2,155,875.12	2,155,875.12
Oklahoma Co.	I-35 Ramps at Waterloo (Grading and surfacing)	25436(04)	Jan-09	SSR	0.00	0.00	229,258.60	229,258.60
Oklahoma Co.	Douglas, 0.5 mi N. of 23rd to Spencer-Jones Rd. (Resurfacing)	25833(04)	Jan-10	STP-UZA	253,512.33	0.00	63,378.08	316,890.41
Tuttle	SH-4, Beg. 1.0 mile south of SH-37 & ext. north 0.98 miles (Resurface - asphalt)	25024(04)	Jan-09	STPY	341,142.05	0.00	0.00	341,142.05
Totals					146,428,408.68	42,699,645.77	20,774,068.50	209,902,122.95

Funding Source Descriptions:

BRF - Bridge Replacement on principal arterial, minor arterial or major collector (80% Federal)
 CIRB - County Road and Bridge Funds (100% State)
 HSIPG - Highway Safety Improvement Program (100% Federal)
 IMG - Interstate Maintenance Funds (100% Federal)
 IMY - Interstate Maintenance Funds (100% Federal - 90% IM and Soft Match)
 MC - Maintenance Contract (100% State)
 OKCY-XTWN - Earmarked funds for I-40 Crosstown Relocation (100% Federal)
 SAP - State Aid Program (100% State)
 SSP - State Safety Program (100% State)
 SSR - State Surface Rehabilitation (100% State)
 STIM - Stimulus - American Recovery and Reinvestment Act (ARRA) funds (100% Federal)
 STP - Surface Transportation Program Funds (80% Federal)
 STP-UZA - Surface Transportation Program Urbanized Area funds (80% Federal)
 STPG-UZA - Surface Transportation Program Urbanized Area Safety funds (100% Federal)
 STPY - Surface Transportation Program Funds (100% Federal - 90% STP and Soft Match)
 Sec1702Y - Discretionary Funds

**Figure 2:
Major OCARTS Improvements FFY 2009**



**Major OCARTS Improvements
FFY 2009**

ACOG Map Disclaimer applies. See the report Table of Contents or www.acogok.org/mapdisclaimer.asp



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DISTRIBUTION OF SURFACE TRANSPORTATION PROGRAM FUNDS

According to SAFETEA-LU, each State must set aside 10 percent of its STP funds for transportation enhancement activities, which are described in greater detail below. The set-aside of 10 percent previously required (under TEA-21) for safety construction activities was eliminated beginning in FFY 2006. These activities (i.e. hazard elimination and rail-highway crossing improvements) are now funded separately under the Highway Safety Improvement Program (HSIP). The HSIP allows states to target funds to their most critical safety needs, which are to be identified and prioritized in the *State Strategic Highway Safety Plan*.

The remaining 90 percent of the State's STP funds, after the enhancement set-aside, is divided among sub-state areas, which includes 62.5 percent that is provided to urbanized areas with populations over 200,000. The STP funds suballocated to urbanized areas greater than 200,000 population (like the Oklahoma City Urbanized Area) are distributed to the individual urbanized areas on the basis of population.

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

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* each year with the development of the new TIP.

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

The seven evaluation criteria include:

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

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

The categories of projects included in the evaluation process are:

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

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

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

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

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

SURFACE TRANSPORTATION PROGRAM ENHANCEMENT FUNDS

The Oklahoma Transportation Commission (OTC) updated its policy in June 2009 for administration of the State's Transportation Enhancement Program funds. The OTC approved a minimum annual dedicated funding of \$6 million for five ODOT-sponsored enhancement programs in the following categories: 1) Statewide Accessibility Program, 2) Statewide Bicycle/Pedestrian Program, 3) Statewide Facilities Improvement Program, 4) Control and Removal of Outdoor Advertising Program, and 5) Statewide Tree Grant Program.

Projects that utilize the remaining transportation enhancement funds (approximately \$6 million/year) are selected on a competitive basis, based on applications submitted by local governments and public agencies. ODOT uses a biennial application cycle, covering two years worth of funds, to allow more time for project implementation between funding selections.

Applications for STP enhancement funds are reviewed and prioritized by the Transportation Enhancement Advisory Committee (TEAC), consisting of State agencies and organizations with broad-based interests 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 prior to the authorization of federal funds.

FISCAL CONSTRAINT OF THE FFY 2011-2014 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 combined Oklahoma City and Norman urbanized areas. To ensure that the region's STP-UZA projects are financially constrained, an estimated apportionment for the Oklahoma City Urbanized Area was determined in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate reflected a five percent reduction in the STP-UZA apportionment that was received in FFY 2009 and has been held constant over the four-year TIP period due to the uncertainty of future balances in the Highway Trust Fund and the content of the next surface transportation law that will replace SAFETEA-LU.

In addition, a new SAFETEA-LU requirement began Dec. 11, 2007, which requires revenue and cost estimates for the TIP to use an inflation factor to reflect year of expenditure dollars. In conformance with the inflation factors used by the ODOT Project Management Division, the STP-UZA project estimates include a 3% inflation factor for FFY 2011, 6% for FFY 2012, 9% for FFY 2013, and 12% for FFY 2014.

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 are provided and/or additional obligation authority is received, the figures will be updated. Appendix C provides additional information about the estimated federal funds for the Oklahoma City Urbanized Area, upon which this TIP is based.

The first year of this TIP includes 17 projects, including 5 safety projects, proposed for funding with STP-UZA funds. This represents a total of \$16,672,500 in federal funds. The FFY 2012, 2013 and 2014 programs propose STP-UZA totals of \$16,672,500, \$16,387,670 and \$16,571,042, respectively, which are within the planning estimate for the OCARTS area.

FFY 2011 - FFY 2014 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.

The FFY 2011 program includes a listing of local government-sponsored projects proposed for funding with STP-UZA funds, followed by a listing of OCARTS area projects prepared in cooperation with 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 2011 program by location and funding category. Table 3 provides the FFY 2011 budget summary for the OCARTS area street and highway projects.

Similar project lists and summary tables are provided for the FFY 2012, FFY 2013 and FFY 2014 programs. Tables 4 and 5 summarize the FFY 2012 projects, Tables 6 and 7 summarize the FFY 2013 projects and Tables 8 and 9 summarize the FFY 2014 projects. Table 10 follows this information, which is a budget summary for the Street and Highway Element for all four 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 2011-2014.

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2011**

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL (FEATURE)	LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF DEL CITY							
STP-155B(412)AG 21043(04)	S.E. 15th, Vickie Dr. to Sooner Rd.	Widen from 4 to 5 Lanes {Sidewalks}	0.500	STP-UZA	2,391,944	597,986	2,989,930
STPG-155A(792)AG 27786(04)	Sunnylane, between S.E. 16th & Thomas Ave.	Three Pedestrian Signals {Sidewalks}	0.200	STP-UZA Safety	139,314	0	139,314
SUBTOTAL					2,531,258	597,986	3,129,244
CITY OF EDMOND							
STP-155A(483)AG 22320(04)	15th St. & Broadway	Add L & R turn lanes on 15th St. {Sidewalks}	0.000	STP-UZA	369,517	92,379	461,896
STP-155A(651)AG 24041(05)	Kelly, Danforth to Covell	Widen to 4-lane divided w/L turns {Sidewalks}	0.800	STP-UZA	4,060,337	1,015,084	5,075,421
STPG-155B(803)AG 27854(04)	Various Locations Including 13 school zones	Arterial Pavement Markings	0.000	STP-UZA Safety	360,500	0	360,500
SUBTOTAL					4,790,354	1,107,464	5,897,818
LOGAN COUNTY							
STP-142C(119)AG 23018(04)	Near Broadway Blvd. & Lakewood Dr.	Bridge and Approaches over Cottonwood Creek	227'	STP-UZA	988,800	247,200	1,236,000
STP-142D(106)AG 22035(04)	Simpson Rd. E. of Kelley Ave.	Bridge and Approaches over Spring Creek	152'	STP-UZA	515,824	128,956	644,780
STP-142D(107)AG 22036(04)	Council Rd. S. of Simpson Rd.	Bridge and Approaches over Cottonwood Creek	107'	STP-UZA	453,200	113,300	566,500
STPG-142C(203)AG 27800(04)	Seward, Douglas, and Forrest Hills Rd.	Pavement Markings	5.500	STP-UZA Safety	72,100	0	72,100
SUBTOTAL					2,029,924	489,456	2,519,380

**HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2011**

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL [FEATURE]	LENGTH [MILES]	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF MOORE							
STPG-114B(276)AG 27785(04)	NW 12th, Santa Fe to Janeway	6 ft. Sidewalk on S. Side of 12th	0.500	STP-UZA	206,000	0	206,000
SUBTOTAL					206,000	0	206,000
CITY OF NORMAN							
STP-114B(142)AG 22140(04)	Lindsey, E. of Jenkins to W. of BNSF Tracks	Widen to 5 Ln/Signal @ George [MM Path-10']	0.360	STP-UZA	3,048,800	762,200	3,811,000
STP-114A(197)AG 24282(04)	Robinson & 12th Ave. NE (east leg)	Intersection Mod. & Reconstr. [Sidewalks]	0.216	STP-UZA	741,600	185,400	927,000
STPG-114F(277)AG 27794(04)	43 Intersections Citywide	Upgrade to LED, UPS, Pre-emp.	0.000	STP-UZA Safety	566,500	0	566,500
STPG-114B(278)AG 27795(04)	Main St. W. of Merkle Dr. to University Blvd.	Roadway Lighting	1.705	STP-UZA [Safety]	540,750	0	540,750
SUBTOTAL					4,897,650	947,600	5,845,250
OKLAHOMA COUNTY							
STP-155A(691)AG 26119(04)	Reno bridge over Crooked Oak Creek	Bridge Reconstruction	47'	STP-UZA	1,071,200	267,800	1,339,000
STP-155B(800)AG 27834(04)	NE 10th and Hickman Dr.	Intersec. Mod. & Signals [Sidewalks]	0.000	STP-UZA	329,600	82,400	412,000
STP-155C(793)AG 27787(04)	Britton Rd., Choctaw Rd. to Indian Meridian	Resurface	1.380	STP-UZA	816,514	204,129	1,020,643
SUBTOTAL					2,217,314	554,329	2,771,643
FFY 2011 GRAND TOTAL					16,672,500	3,696,834	20,369,334

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS**

FFY 2011

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)
IMG-0040-4(376)119TR 18948(04)	I-40 from the I-40/I-40B Interchange east to the Oklahoma County Line	Guardrail 22.58	IMG	900,000	0	0	900,000	Canadian (OKC)
IM-NHIY-0035-2(289)109 09031(08)	I-35: 6 Lane from .5 mi. S of Main St. N. 1.0 mi. (Main St. Bridge Interchange)	Grade/Drain/Bridge 1.000	IM-NHIY	22,000,000	0	0	22,000,000	Cleveland (Norman)
HSIPY-114A(242)TR 26474(04)	US-77/Imhoff Road Intersection	Int. Mod. & Traffic Signals 0.000	HSIPY	1,100,000	0	0	1,100,000	Cleveland (Norman)
STPY-114B(186)RW 24112(05)	SH-39: From 2.0 mi. E. of US-77, E. 5.0 mi. (RW for 24112(04))	Right-of-Way 5.000	STPY	819,684	0	0	819,684	Cleveland
STPY-114B(187)UT 24112(06)	SH-39: From 2.0 mi. E. of US-77, E. 5.0 mi. (UT for 24112(04))	Utilities 0.500	STPY	777,359	0	0	777,359	Cleveland
IMY-0235-1(088)004 SS 09033(16)	I-235: NW 50th and BNSF Bridges and Approaches (Segment 4A)	Grade/Drain/Bridge/Surface 0.200	IMY	6,426,027	1,334,240	0	7,760,267	Oklahoma (OKC)
OKCY-XTWN(004)TI 17428(23)	I-40 Crosstown: WP 1.3, Surfacing from Oklahoma City Canal West 1.3 mi.	Surface 0.000	Special Desig.	17,448,079	0	0	17,448,079	Oklahoma (OKC)
OKCY-XTWN(009)TI 17428(28)	I-40 Crosstown: WP 2.3, Surfacing from Shartel Ave. W. Approx. 1.0 mi.	Surface 0.970	Special Desig.	11,200,000	0	0	11,200,000	Oklahoma (OKC)
IMY-0040-5(395)129 23313(04)	I-40: E.B. and W.B. Bridges over SE 15th St. 2.6 mi. E. of Jct. I-35	Bridge & Approaches 0.100	IMY	9,133,965	0	0	9,133,965	Oklahoma (OKC)
STPY-155C(610)SS 24356(04)	SH-66: Add Shoulders & Resurface Beg. Approx. 4.0 mi. E. of I-35 & Ext. E. Approx. 1.62 mi.	Shoulder Improv./Resurface 1.620	STPY	1,030,000	1,261,750	0	2,291,750	Oklahoma (Edm/Arcad.)
	Air Quality Public Education Campaign in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	80,000	0	20,000	100,000	OCARTS Area
	Public Fleet Conversion Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	250,000	0	62,500	312,500	OCARTS Area
	Regional Rideshare Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	10,000	0	0	10,000	OCARTS Area

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2011

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)	
J1-7049(017) 17049(17)	Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc.	Safety Improvement Railroad 0.000					*	Statewide	
J1-7050(017) 17050(17)	Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/Waterproofing,	Bridge Improvement 0.000					*	Statewide	
J1-7051(017) 17051(17)	Small Scale Traffic/Safety Improvement: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc.	Safety Improvement Traffic 0.000					*	Statewide	
J1-9720(012) 19720(12)	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(011) 20780(11)	3R/3P (Roadway) in Conjunction with FHWA-Simple Pavement Preserve & Restore (Asphalt Concrete Overlay, Stripe, Signing & Guardrail)	Resurface 0.000					*	Statewide	
J2-0781(011) 20781(11)	3B (Bridge) in Conjunction with FHWA-Preventive Maintenance Including Paint, Joints, Bearings & Deck Repair	Bridge Repair 0.000					*	Statewide	
J2-1016(011) 21016(11)	Statewide Preliminary Engineering	Preliminary Engineering 0.000					*	Statewide	
J2-3612(011) 23612(11)	Statewide County Bridge Program	Bridge Improvement 0.000					*	Statewide	
J2-3613(011) 23613(11)	Statewide County Road Program	Road Improvement 0.000					*	Statewide	
J2-3614(011) 23614(11)	Statewide Small City Road & Bridge Program	Bridge & Road Improvement 0.000					*	Statewide	
TOTAL					71,175,114	2,595,990	82,500	73,853,604	

* Funds included in ODOT Statewide Transportation Improvement Program (STIP)

**TABLE 2
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION
FFY 2011**

ENTITY	INTER-STATE FUNDS (IM)	NATIONAL HIGHWAY SYSTEM (NH, NHI)	BRIDGE FUNDS (BRF, BRI, BRO)	HIGHWAY SAFETY (HSIP)	OTHER FEDERAL (CMAQ, SPECIAL)	SURFACE TRANSP. PROGRAM - STATE		SURFACE TRANSP. PROGRAM - UZA		STATE MATCH	LOCAL MATCH	TOTAL
						STP-ST ENHANCE	STP STATE	STP-UZA	STP-UZA SAFETY			
Blanchard	0	0	0	0	0	0	0	0	0	0	0	0
Choctaw	0	0	0	0	0	0	0	0	0	0	0	0
Del City	0	0	0	0	0	0	0	2,531,258	0	0	597,986	3,129,244
Edmond	0	0	0	0	0	0	1,030,000	4,429,854	360,500	1,261,750	1,107,464	8,189,568
Midwest City	0	0	0	0	0	0	0	0	0	0	0	0
Moore	0	0	0	0	0	0	0	206,000	0	0	51,500	257,500
Mustang	0	0	0	0	0	0	0	0	0	0	0	0
Newcastle	0	0	0	0	0	0	0	0	0	0	0	0
Norman	22,000,000	0	0	1,100,000	0	0	0	3,790,400	1,107,250	0	947,600	28,945,250
Oklahoma City	16,459,992	0	0	0	28,648,079	0	0	0	0	1,334,240	0	46,442,311
Purcell	0	0	0	0	0	0	0	0	0	0	0	0
Slaughterville	0	0	0	0	0	0	0	0	0	0	0	0
Spencer	0	0	0	0	0	0	0	0	0	0	0	0
Warr Acres	0	0	0	0	0	0	0	0	0	0	0	0
Yukon	0	0	0	0	0	0	0	0	0	0	0	0
Canadian Co.	0	0	0	0	0	0	0	0	0	0	0	0
Cleveland Co.	0	0	0	0	0	0	1,597,043	0	0	0	0	1,597,043
Grady Co.	0	0	0	0	0	0	0	0	0	0	0	0
Logan Co.	0	0	0	0	0	0	0	1,957,824	72,100	0	489,456	2,519,380
McClain Co.	0	0	0	0	0	0	0	0	0	0	0	0
Oklahoma Co.	0	0	0	0	0	0	0	2,217,314	0	0	554,329	2,771,643
OCARTS	0	0	0	0	422,500	0	0	0	0	0	0	422,500
Totals	38,459,992	0	0	1,100,000	29,070,579	0	2,627,043	15,132,650	1,539,850	2,595,990	3,748,335	94,274,439

BRF, BRI, BRO - Bridge Replacement and Rehabilitation Funds - 80% Federal
 CMAQ - Congestion Mitigation/Air Quality - 80% Federal
 HSIP - Highway Safety Improvement Program - 90%-100% Federal
 IM - Interstate Maintenance Funds - 90% Federal
 NH,NHI - National Highway System Funds - 80% Federal
 Special - Funds Designated by Congress for Specific Projects
 STP-ST Enhance - Surface Transportation Program Funds (10% of Statewide Total for Enhancement projects) - 80% Federal
 STP STATE - Surface Transportation Program Funds - 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 2011 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 Reserve	16,672,500	16,672,500	0	3,748,335	20,420,835
Federal-Aid and State Funds:					
Interstate Program	38,459,992	38,459,992	0	0	38,459,992
National Highway System	0	0	0	0	0
Bridge Program	0	0	0	0	0
Other Federal Funds (CMAQ, Special)	29,070,579	29,070,579	0	0	29,070,579
Surface Transportation Program (STP)	2,627,043	2,627,043	2,595,990	0	5,223,033
STP Safety Program	1,100,000	1,100,000	0	0	1,100,000
STP Enhancement Program	0	0	0	0	0
OCARTS Area Subtotal	71,257,614	71,257,614	0	0	71,257,614
Grand Total	87,930,114	87,930,114	2,595,990	3,748,335	94,274,439

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**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2012**

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL (FEATURE)	LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF EDMOND							
STP-155A(646)AG 25547(04)	33rd and Broadway	Add L & R turn lanes on 33rd (Sidewalks)	0.000	STP-UZA	3,354,001	838,500	4,192,501
SUBTOTAL					3,354,001	838,500	4,192,501
CITY OF MIDWEST CITY							
STP-155A(489)AG 22485(04)	SE 15th and Douglas	Add dual left turn lanes (Sidewalks)	0.000	STP-UZA	2,458,347	614,587	3,072,934
STPG-155F(787)AG 27738(04)	Various Signalized Intersections	Pedestrian Signals	0.000	STP-UZA Safety	289,380	0	289,380
SUBTOTAL					2,747,727	614,587	3,362,314
CITY OF MOORE							
STP-114B(249)AG 26803(04)	Eastern, NE 27th to OKC/ Moore City Limits	Widen from 2 to 4 lanes (Sidewalks)	0.500	STP-UZA	1,519,260	379,815	1,899,075
	City wide	Arterial Pavement Markings	9.000	STP-UZA Safety	249,100	0	249,100
STPG-114C(286)AG 27874(04)	City wide	Upgrade Signals to LED	0.000	STP-UZA Safety	214,969	0	214,969
SUBTOTAL					1,983,329	379,815	2,363,144

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2012

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL (FEATURE)	LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF NORMAN							
STP-114A(246)AG 26642(04)	SH-9 and 12th Ave. SE (south leg)	Intersec. Mod./Signal Mod. (Sidewalks)	0.000	STP-UZA	402,800	100,700	503,500
STP-114B(256)AG 26840(04)	Porter, Woodcrest to N. of Tecumseh Rd.	Gap Widen to 4 Lns./Overlay (Sidewalks)	0.879	STP-UZA	1,356,800	339,200	1,696,000
STPG-114C(200)AG 24285(04)	Boyd, Berry Rd. to Classen Blvd.	Upgrade to LED, UPS, Intercon.	0.000	STP-UZA Safety	471,170	0	471,170
STPG-114F(279)AG 27796(04)	City Wide	Arterial Pavement Markings	N/A	STP-UZA Safety	411,280	0	411,280
SUBTOTAL					2,642,050	439,900	3,081,950
CITY OF OKLAHOMA CITY							
STP-155B(655)AG 25600(04)	Eastern, I-240 to OKC/ Moore City Limits	Widen from 2 to 4 Lanes (Sidewalks)	1.500	STP-UZA	3,629,760	907,440	4,537,200
SUBTOTAL					3,629,760	907,440	4,537,200
OKLAHOMA COUNTY							
STPG-155F(605)AG 24107(04)	Unincorporated Areas, District 3	Pavement Markings	15.000	STP-UZA Safety	159,000	0	159,000
SUBTOTAL					159,000	0	159,000
CITY OF WARR ACRES							
STP-155A(196)AG 17827(04)	MacArthur, NW 36th to NW 47th	Widen from 4 to 5 Lanes (Sidewalks)	0.821	STP-UZA	2,156,634	539,159	2,695,793
SUBTOTAL					2,156,634	539,159	2,695,793
FFY 2012 GRAND TOTAL					16,672,501	3,719,401	20,391,902

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS**

FFY 2012

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)
IMY-0035-2(287)107RW 09031(06)	I-35: 6 Lane from River, N. to .5 mi. N. of Main St. (RW for 09031(05)(08)(09)(10)	Right-of-Way 2.84	IMY	8,154,951	0	0	8,154,951	Cleveland (Norman)
IMY-0035-2(28)107UT 09031(07)	I-35: 6 Lane from River, N. to .5 mi. N. of Main St. (UT for 09031(05)(08)(09)(10)	Utilities 2.84	IMY	4,452,000	0	0	4,452,000	Cleveland (Norman)
IM-NHIY-0035-2(310)108 09031(10)	I-35: 6 Lane from .5 mi. S. of Main St., N. 1.0 mi. (I-35 Mainline)	Grade/Drain/Surface 1.000	IM-NHIY	2,500,000	0	0	2,500,000	Cleveland (Norman)
STPY-144C(003)UT 01964(08)	SH-76: From .1 mi. S. of SH-74B, N. to US-62 Near Blanchard (UT for 01964(06)(09)	Utilities 2.100	STPY	643,155	0	0	643,155	McClain
STPY-144C(138)RW 01964(12)	SH-76: From .1 mi. S. of SH-74B, N. to US-62 Near Blanchard (RW for 01964(06)(09)	Right-of-Way 2.100	STPY	375,551	0	0	375,551	McClain
OKCY-XTWN(035) 17428(51)	I-40 Crosstown: U.P. & BNSF RR Permanent Interchange Tracks @ NE 4th & Sunnyslane	Reconstruct-Added Lanes 0.100	Special Desig.	20,819,000	0	0	20,819,000	Oklahoma (Del City)
STPY-055F(861) 14964(04)	SH-74: From N. of Memorial N. to .5 mi. N. of NW 150th St. (Full Control Access and Interchange)	Grade/Drain/Bridge/Surface 1.500	STPY	27,183,871	0	0	27,183,871	Oklahoma (OKC)
IMG-0044-1(044)114TR 16858(04)	Ten Overhead Sign Structures with Changeable Message Signs on Interstate System	Signing 0.000	IMG	1,300,000	0	0	1,300,000	Oklahoma (OKC)
IMG-0040-4(413)152TR 16858(05)	Communications infrastructure for Changeable Message Signs (CMS). Fiber Optic Cable	Safety Improvement 0.000	IMG	100,000	0	0	100,000	Oklahoma (OKC)
OKCY-XTWN(036) 17428(52)	I-40 Crosstown: BNSF Riverside Connection tracks, From I-35 to New Permanent Interchange Track Site	Reconstruct-Added Lanes 0.100	Special Desig.	6,500,000	0	0	6,500,000	Oklahoma (OKC)
OKCY-XTWN(046)TI 17428(58)	I-40 Crosstown: WP 3.4, From Agnew W. 0.7 mi.	Grade/Drain/Bridge/Surface 0.750	Special Desig.	18,905,000	0	0	18,905,000	Oklahoma (OKC)
OKCY-XTWN(068) 17428(78)	I-40 Crosstown: Stillwater Central for Upgraded Crossings & Interlocker at the UPRR/BNSF Interchange Yard	Reconstruct-Added Lanes 0.100	Special Desig.	1,500,000	0	0	1,500,000	Oklahoma (OKC)
IMY-0040-5(399)165 SS 20324(05)	I-40: From I-40/I-240 Interchange E. to 1.0 mi. E. of the I-40/Choctaw Rd. Interchange	Right-of-Way 2.000	IMY	2,120,000	0	0	2,120,000	Oklahoma (OKC)

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2012

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)
IMY-0040-5(400)165 20324(06)	I-40: From I-40/I-240 Interchange E. to 1.0 mi. E. of the I-40/Choctaw Rd. Interchange	Utilities 2.000	IMY	1,060,000	0	0	1,060,000	Oklahoma (OKC)
IMG-0040-4(399)141TR 21034(04)	ITS: Install New ITS Components at Various Locations - Phase I	Safety Improvement 0.000	IMG	80,000	0	0	80,000	Oklahoma (OKC)
IMG-0035-3(288)124TR 21034(05)	ITS: Install New ITS Components at Various Locations - Phase II	Safety Improvement 0.000	IMG	300,000	0	0	300,000	Oklahoma (OKC)
IMG-0040-4(431)000 26457(04)	Oklahoma City: Install Pavement Markings on Interstate Highways at Various Locations	Striping/Pavement Marking 0.000	IMG	649,075	0	0	649,075	Oklahoma (OKC)
	Air Quality Public Education Campaign in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	80,000	0	20,000	100,000	OCARTS Area
	Public Fleet Conversion Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	250,000	0	62,500	312,500	OCARTS Area
	Regional Rideshare Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	10,000	0	0	10,000	OCARTS Area
J1-7049(018) 17049(18)	Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc.	Safety Improvement Railroad 0.000					*	Statewide
J1-7050(018) 17050(18)	Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal/Coat Waterproofing,	Bridge Improvement 0.000					*	Statewide
J1-7051(018) 17051(18)	Small Scale Traffic/Safety Improvement: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc.	Safety Improvement Traffic 0.000					*	Statewide
J1-9720(013) 19720(13)	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(012) 20780(12)	3R/3P (Roadway) in Conjunction with FHWA-Simple Pavement Preserve & Restore (Asphalt) Concrete Overlay, Stripe, Signing & Guardrail)	Resurface 0.000					*	Statewide
J2-0781(012) 20781(12)	3B (Bridge) in Conjunction with FHWA-Preventive Maintenance Including Paint, Joints, Bearings & Deck Repair	Bridge Repair 0.000					*	Statewide

**HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2012**

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)
J2-1016(012) 21016(12)	Statewide Preliminary Engineering	Preliminary Engineering 0.000					*	Statewide
J2-3612(012) 23612(12)	Statewide County Bridge Program	Bridge Improvement 0.000					*	Statewide
J2-3613(012) 23613(12)	Statewide County Road Program	Road Improvement 0.000					*	Statewide
J2-3614(012) 23614(12)	Statewide Small City Road & Bridge Program	Bridge & Road Improvement 0.000					*	Statewide
TOTAL					96,982,603	0	82,500	97,065,103

**TABLE 4
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION
FFY 2012**

ENTITY	INTER-STATE FUNDS (IM)	NATIONAL HIGHWAY SYSTEM (NH, NHI)	BRIDGE FUNDS (BRF, BH, BRO)	HIGHWAY SAFETY (HSIP)	OTHER FEDERAL (CMAQ, SPECIAL)	SURFACE TRANSP. PROGRAM - STATE		SURFACE TRANSP. PROGRAM - UZA		STATE MATCH	LOCAL MATCH	TOTAL
						STP-ST ENHANCE	STP STATE	STP-UZA	STP-UZA SAFETY			
Blanchard	0	0	0	0	0	0	0	0	0	0	0	0
Choctaw	0	0	0	0	0	0	0	0	0	0	0	0
Del City	0	0	0	0	20,819,000	0	0	0	0	0	0	20,819,000
Edmond	0	0	0	0	0	0	0	3,354,001	0	0	838,500	4,192,501
Midwest City	0	0	0	0	0	0	0	2,458,347	289,380	0	614,587	3,362,314
Moore	0	0	0	0	0	0	0	1,519,260	464,069	0	379,815	2,363,144
Mustang	0	0	0	0	0	0	0	0	0	0	0	0
Norman	15,106,951	0	0	0	0	0	0	1,759,600	882,450	0	439,900	18,188,901
Oklahoma City	5,609,075	0	0	0	26,905,000	0	27,183,871	3,629,760	0	0	907,440	64,235,146
Purcell	0	0	0	0	0	0	0	0	0	0	0	0
Slaughterville	0	0	0	0	0	0	0	0	0	0	0	0
Spencer	0	0	0	0	0	0	0	0	0	0	0	0
Warr Acres	0	0	0	0	0	0	0	2,156,634	0	0	539,159	2,695,793
Yukon	0	0	0	0	0	0	0	0	0	0	0	0
Canadian Co.	0	0	0	0	0	0	0	0	0	0	0	0
Cleveland Co.	0	0	0	0	0	0	0	0	0	0	0	0
Grady Co.	0	0	0	0	0	0	0	0	0	0	0	0
Logan Co.	0	0	0	0	0	0	0	0	0	0	0	0
McClain Co.	0	0	0	0	0	0	1,018,707	0	0	0	0	1,018,707
Oklahoma Co.	0	0	0	0	0	0	0	0	159,000	0	0	159,000
OCARTS	0	0	0	0	422,500	0	0	0	0	0	0	422,500
COTPA	0	0	0	0	0	0	0	0	0	0	0	0
Totals	20,716,026	0	0	0	48,146,500	0	28,202,578	14,877,602	1,794,899	0	3,719,401	117,457,006

BRF, BH, BRO - Bridge Replacement and Rehabilitation Funds - 80% Federal
 CMAQ - Congestion Mitigation/Air Quality - 80% Federal
 HSIP - Highway Safety Improvement Program - 90%-100% Federal
 IM - Interstate Maintenance Funds - 90% Federal
 NH,NHI - National Highway System Funds - 80% Federal
 Special - Funds Designated by Congress for Specific Projects
 STP-ST Enhance - Surface Transportation Program Funds [10% of Statewide Total for Enhancement projects] - 80% Federal
 STP STATE - Surface Transportation Program Funds - 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 2012 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 Reserve	16,272,500	16,672,500	0	3,719,401	20,391,901
Federal-Aid and State Funds:					
Interstate Program	20,716,026	20,716,026	0	0	20,716,026
National Highway System	0	0	0	0	0
Bridge Program	0	0	0	0	0
Other Federal Funds (CMAQ, Special)	48,146,500	48,146,500	0	0	48,146,500
Surface Transportation Program (STP)	28,202,578	28,202,578	0	0	28,202,578
STP Safety Program	0	0	0	0	0
STP Enhancement Program	0	0	0	0	0
COTPA	0	0	0	0	0
OCARTS Area Subtotal	97,065,104	97,065,104	0	0	97,065,104
Grand Total	113,337,604	113,737,604	0	3,719,401	117,457,005

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**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2013**

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL (FEATURE)	LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF DEL CITY							
STP-155A(411)AG 21042(04)	Sooner Rd., Reno to SE 12th St.	Reconstruct with asphalt (Sidewalks)	0.700	STP-UZA	516,917	129,229	646,146
	Sunnylane & I-40 N. & S. Service Roads	Reconstruct with concrete	0.125	STP-UZA	353,520	88,380	441,900
SUBTOTAL					870,437	217,609	1,088,046
CITY OF EDMOND							
STP-155D(418)AG 21127(04)	Sooner, 3,000 ft. N. of Covell	Bridge and Approaches (Sidewalks)	0.250	STP-UZA	1,882,154	470,539	2,352,693
	2nd and Bryant	Add L & R Turn Lanes on Bryant (Sidewalks)	0.000	STP-UZA	987,394	246,849	1,234,243
SUBTOTAL					2,869,548	717,387	3,586,935
CITY OF MIDWEST CITY							
	Reno Ave., Sooner to Air Dept	Resurface (Sidewalks)	1.000	STP-UZA	436,000	109,000	545,000
SUBTOTAL					436,000	109,000	545,000
CITY OF NORMAN							
STP-114C(195)AG 24280(04)	Boyd and Pickard Ave. (west leg)	Intersection Modifications (Sidewalks)	0.000	STP-UZA	730,126	182,532	912,658
STP-114B(196)AG 24281(04)	Rock Creek @ 12th Ave. NW & Trailwoods	Intersec. Mod & Signals (Sidewalks)	0.000	STP-UZA	989,720	247,430	1,237,150
STP-114D(251)AG 26825(04)	36th Ave. NE 0.5 mi. N. of Franklin Rd.	Bridge Replacement	0.189	STP-UZA	928,828	232,207	1,161,035

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2013

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL (FEATURE)	LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF NORMAN (Cont.)							
STP-114C(255)AG 26836(04)	Main St. at Brookhaven Creek	Bridge Replacement (Sidewalks)	0.075	STP-UZA	2,223,600	555,900	2,779,500
STP-114B(261)AG 26916(04)	24th Ave. SE, N. of Lindsey to S. of Alameda	Widen from 2 to 4 Lanes (Sidewalks)	0.773	STP-UZA	2,463,313	615,828	3,079,141
STP-114B(199)AG 24284(04)	Alameda @ Summit Lakes/ Lochwood Dr.	New Traffic Signal (Ped. Xing)	0.000	STP-UZA Safety	218,000	0	218,000
SUBTOTAL					7,553,587	1,833,897	9,387,484
CITY OF OKLAHOMA CITY							
STP-155D(661)AG 25653(04)	NW 150th, Portland to May	Widen from 2 to 4 Lanes (Sidewalks)	1.000	STP-UZA	3,023,099	755,775	3,778,874
STP-155F(727)AG 21132(05)	City Wide, Phase 6	Arterial Pavement Markings	N/A	STP-UZA Safety	545,000	0	545,000
STP-155F(424)AG 21133(04)	City Wide, Phase 5	School Zone Safety Improv.	N/A	STP-UZA Safety	545,000	0	545,000
STPG-155F(723)AG 22321(07)	City Wide, Phase 4	Upgrade Signals to LED	N/A	STP-UZA Safety	545,000	0	545,000
SUBTOTAL					4,658,099	755,775	5,413,874
FFY 2013 GRAND TOTAL					16,387,671	3,633,668	20,021,339

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS**

FFY 2013

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)
STPY-009C(247) 04757(04)	SH-4: From SH-66, N. to Wilshire, 5 Lane from SH-66 N. 0.75 mi. then 2 Lane Section	Grade/Drain/Surface 3.000	STPY	5,450,000	0	0	5,450,000	Canadian (Yukon)
BRFY-009C(248) 04757(05)	SH-4 over N. Canadian River & 2 Overflows 1.92, 2.13 & 2.26 mi. N. of SH-66 (Within 04757(04))	Bridge & Approaches 0.340	BRFY	2,725,000	0	0	2,725,000	Canadian (Yukon)
STPY-142A(102) 21860(04)	SH-33: over Cottownwood Creek, Noble St. RR	Bridge & Approaches 1.000	STPY	5,590,645	0	0	5,590,645	Logan (Guthrie)
IMY-0035-4(215)151 24217(04)	I-35: Over Seward Rd., approx. 5.0 mi. N. of the Oklahoma County Line	Bridge & Approaches 0.100	IMY	3,777,327	0	0	3,777,327	Logan
IMY-0035-2(273)106 19314(04)	I-35/SH-9 Interchange (Phase III)	Interchange 0.200	IMY	7,172,200	0	0	7,172,200	McClain (Newcastle/Goldsby)
IMY-0040-5(394)129 SS 23310(04)	I-40: W.B. & E.B. Bridges over Crutcho Creek 2.3 mi. E. of Jct. I-35	Bridge & Approaches 0.100	IMY	2,818,159	6,213,000	0	9,031,159	Oklahoma (Del City)
STPY-155C(569) 14964(08)	SH-74 from Approx. .5 mi. N. of NW 150th St. N. 3.5 mi. to NW 206th St. (CoveII Rd.)	Grade/Drain/Surface 3.500	STPY	12,458,700	7,412,000	0	19,870,700	Oklahoma (Edmond)
IMY-0044-1(099)127 09033(17)	I-235: N.B. to E.B. I-44 NE Frontage Rd. (Segment 4B)	Grade/Drain/Bridge/Surface 0.360	IMY	15,805,000	0	0	15,805,000	Oklahoma (OKC)
IMY-XTWN(067) 17428(??)	I-40 Crosstown: Deconstruction of Existing Crosstown Bridge	Bridge & Approaches 1.520	IMY-XTWN	8,720,000	0	0	8,720,000	Oklahoma (OKC)
	Air Quality Public Education Campaign in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	80,000	0	20,000	100,000	OCARTS Area
	Public Fleet Conversion Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	250,000		62,500	312,500	OCARTS Area
	Regional Rideshare Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	10,000	0	0	10,000	OCARTS Area

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2013

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)	
J1-7049(019) 17049(19)	Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc.	Safety Improvement Railroad 0.000					*	Statewide	
J1-7050(019) 17050(19)	Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/Waterproofing, Etc.	Bridge Improvement 0.000					*	Statewide	
J1-7051(019) 17051(19)	Small Scale Traffic/Safety Improvement: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc.	Safety Improvement Traffic 0.000					*	Statewide	
J1-9720(014) 19720(14)	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(013) 20780(13)	3R/3P (Roadway) in conjunction with FHWA Simple Pavement Preserve & Restore (Asphalt Concrete Overlay, Stripe, Signing & Guardrail	Resurface 0.000					*	Statewide	
J2-0781(013) 20781(13)	3B (Bridge) in conjunction with FHWA Preventive Maintenance including Paint, Joints, Bearings & Deck Repair	Bridge Repair 0.000					*	Statewide	
J2-1016(013) 21016(13)	Statewide Preliminary Engineering	Preliminary Engineering 0.000					*	Statewide	
J2-3612(013) 23612(13)	Statewide County Bridge Program	Bridge Improvement 0.000					*	Statewide	
J2-3613(013) 23613(13)	Statewide County Road Program	Road Improvement 0.000					*	Statewide	
J2-3614(013) 23614(13)	Statewide Small City Road & Bridge Program	Road & Bridge Improvement 0.000					*	Statewide	
TOTAL					64,857,031	13,625,000	82,500	78,564,531	

* Funds included in ODOT Statewide Transportation Improvement Program (STIP)

**TABLE 6
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION
FFY 2013**

ENTITY	INTER-STATE FUNDS (IM)	NATIONAL HIGHWAY SYSTEM (NH, NHI)	BRIDGE FUNDS (BRF, BH, BRO)	HIGHWAY SAFETY (HSIP)	OTHER FEDERAL (CMAQ, SPECIAL)	SURFACE TRANSP. PROGRAM - STATE		SURFACE TRANSP. PROGRAM - UZA		STATE MATCH	LOCAL MATCH	TOTAL
						STP-ST ENHANCE	STP STATE	STP-UZA	STP-UZA SAFETY			
Choctaw	0	0	0	0	0	0	0	0	0	0	0	0
Del City	2,818,159	0	0	0	0	0	0	870,437	0	6,213,000	217,609	10,119,205
Edmond	0	0	0	0	0	0	12,458,700	2,869,548	0	7,412,000	717,387	23,457,635
Guthrie	0	0	0	0	0	0	5,590,645	0	0	0	0	5,590,645
Midwest City	0	0	0	0	0	0	0	436,000	0	0	109,000	545,000
Moore	0	0	0	0	0	0	0	0	0	0	0	0
Mustang	0	0	0	0	0	0	0	0	0	0	0	0
Newcastle	7,172,200	0	0	0	0	0	0	0	0	0	0	7,172,200
Norman	0	0	0	0	0	0	0	7,335,587	218,000	0	1,171,728	8,725,315
Oklahoma City	24,525,000	0	0	0	0	0	0	3,023,099	1,635,000	0	755,775	29,938,874
Purcell	0	0	0	0	0	0	0	0	0	0	0	0
Slaughterville	0	0	0	0	0	0	0	0	0	0	0	0
Spencer	0	0	0	0	0	0	0	0	0	0	0	0
Warr Acres	0	0	0	0	0	0	0	0	0	0	0	0
Yukon	0	0	2,725,000	0	0	0	5,450,000	0	0	0	0	8,175,000
Canadian Co.	0	0	0	0	0	0	0	0	0	0	0	0
Cleveland Co.	0	0	0	0	0	0	0	0	0	0	0	0
Logan Co.	3,777,327	0	0	0	0	0	0	0	0	0	0	3,777,327
McClain Co.	0	0	0	0	0	0	0	0	0	0	0	0
Oklahoma Co.	0	0	0	0	0	0	0	0	0	0	0	0
COTPA	0	0	0	0	0	0	0	0	0	0	0	0
OCARTS	0	0	0	0	422,500	0	0	0	0	0	0	422,500
Totals	38,292,686	0	2,725,000	0	422,500	0	23,499,345	14,534,671	1,853,000	13,625,000	2,971,499	97,923,701

BRF, BH, BRO - Bridge Replacement and Rehabilitation Funds - 80% Federal
 CMAQ - Congestion Mitigation/Air Quality - 80% Federal
 HSIP - Highway Safety Improvement Program - 90%-100% Federal
 IM - Interstate Maintenance Funds - 90% Federal
 NH,NHI - National Highway System Funds - 80% Federal
 Special - Funds Designated by Congress for Specific Projects
 STP-ST Enhance - Surface Transportation Program Funds (10% of Statewide Total for Enhancement projects) - 80% Federal
 STP STATE - Surface Transportation Program Funds - 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 7
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2013 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	16,672,500	16,387,671	0	2,971,499	19,359,170
Reserve		284,829			
Federal-Aid and State Funds:					
Interstate Program	38,292,686	38,292,686	0	0	38,292,686
National Highway System	0	0	0	0	0
Bridge Program	2,725,000	2,725,000	0	0	2,725,000
Other Federal Funds (CMAQ, Special)	422,500	422,500	0	0	422,500
Surface Transportation Program (STP)	23,499,345	23,499,345	13,625,000	0	37,124,345
STP Safety Program	0	0	0	0	0
STP Enhancement Program	0	0	0	0	0
OCARTS Area Subtotal	64,939,531	64,939,531	13,625,000	0	78,564,531
Grand Total	81,612,031	81,327,202	13,625,000	2,971,499	97,923,701

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**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2014**

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL (FEATURE)	LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF DEL CITY							
	Sunnylane Rd., Reno to I-40 N. Service Rd.	Reconstruct with Asphalt {Sidewalks}	0.473	STP-UZA	840,271	210,068	1,050,339
SUBTOTAL					840,271	210,068	1,050,339
CITY OF EDMOND							
STP-155B(112)AG 17012(04)	33rd, Coltrane to I-35	Widen to 4-Lane Divided with Left Turn Lanes {Sidewalks}	0.710	STP-UZA	3,504,297	876,074	4,380,371
STP-155A(652)AG 24041(06)	Danforth and Kelly	Add left and right turn lanes {Sidewalks}	0.000	STP-UZA	5,469,948	1,367,487	6,837,435
SUBTOTAL					8,974,245	2,243,561	11,217,806
CITY OF NORMAN							
STP-114C(252)AG 26833(04)	Franklin, 0.1 mi. W. of 36th Ave. NE	Bridge Replacement {Sidewalks}	0.189	STP-UZA	1,624,605	406,151	2,030,756
STP-114B(263)AG 26918(04)	36th Ave. NW, Tecumseh to Franklin	Widen to 4 Lanes & Intersec. Modification@ Franklin {Sidewalks}	0.862	STP-UZA	3,653,521	913,380	4,566,901
STP-114B(274)AG 27728(04)	36th Ave. NW & Crail Dr.	Int. Mod. [north leg] & Signals {Sidewalks}	0.000	STP-UZA	358,400	89,600	448,000
SUBTOTAL					5,636,526	1,409,132	7,045,658

**HIGHWAY ELEMENT (Cont.)
 TRANSPORTATION IMPROVEMENT PROGRAM
 LOCAL GOVERNMENT PROJECTS
 FFY 2014**

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & INTERMODAL (FEATURE)	LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
CITY OF OKLAHOMA CITY							
STPG-155F(728)AG 21132(06)	City Wide, Phase 7	Arterial Pavement Markings	N/A	STP-UZA Safety	560,000	0	560,000
STPG-155F(724)AG 22321(08)	City Wide, Phase 5	Upgrade Signals to LED	N/A	STP-UZA Safety	560,000	0	560,000
SUBTOTAL					1,120,000	0	1,120,000
FFY 2014 GRAND TOTAL					16,571,042	3,862,761	20,433,803

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS**

FFY 2014

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)
SSP-009C(249)SS 04758(04)	SH-4 Beginning 3.0 mi. N. of SH-66 in Yukon at Wilshire & Ext. N. to SH-3 (NW Hwy.)	Grade/Drain/Surface 3.650	SSP	4,840,000	1,000,000	0	5,840,000	Canadian (OKC)
IM-NHIY-0035-2(176)107 09031(05)	I-35: 6 lane from River north to 0.5 mi. south of Main St. (Incl. SH-9 & Ramp Bridges)	Grade/Drain/Bridge/Surface 1.13	IM-NHIY	23,000,000	0	0	23,000,000	Cleveland (Norman)
IMY-0035-3(262)121UT 09032(10)	I-35: Over the I-240 Jct. (Reconstruct Interchange) UT for 09032 (05), (06), (07), (08)	Utilities 1.000	IMY	7,260,000	0	0	7,260,000	Oklahoma (OKC)
IMY-0035-3(273)121RW 09032(11)	I-35: Over the I-240 Jct. Phases 1, 2, 3, & 4 (Reconstruct Interchange) RW for 09032(05), (06), (07), (08) Phase 2 of RW to acquire NE and SE Quadrant	Right-of-Way 1.000	IMY	5,309,700	0	0	5,309,700	Oklahoma (OKC)
IMY-0035-3(290)121RW 09032(14)	I-35: Over the I-240 Jct. Phases 1, 2, 3, & 4 (Reconstruct Interchange) RW for 09032(05), (06), (07), (08) Phase 3 for SW Quadrant	Right-of-Way 1.000	IMY	12,822,700	0	0	12,822,700	Oklahoma (OKC)
	Air Quality Public Education Campaign in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	80,000	0	20,000	100,000	OCARTS Area
	Public Fleet Conversion Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	250,000	0	62,500	312,500	OCARTS Area
	Regional Rideshare Program in Central Oklahoma	AQ Enhancement Activities 0.000	CMAQ	10,000	0	0	10,000	OCARTS Area
J1-7049(020) 17049(20)	Small Scale RR Projects: Protecton Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc.	Safety Improvement Railroad 0.000					*	Statewide
J1-7050(020) 17050(20)	Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/Waterproofing,	Bridge Improvement 0.000					*	Statewide
J1-7051(020) 17051(20)	Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc.	Safety Improvement Traffic 0.000					*	Statewide

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

FFY 2014

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)	
J1-9720(015) 19720(15)	Demolition, Removal, Disposal of Obstructions on Public R/W Prior to Utility Relocation or	Right-of-Way Clearance 0.000					*	Statewide	
J2-0780(014) 20780(14)	3R/3P (Roadway) in conjunction with FHWA- Simple Pavement Preserve & Restore (Asphalt Concrete Overlay, Stripe, Signing & Guardrail)	Resurface 0.000					*	Statewide	
J2-0781(014) 20781(14)	3B (Bridge) in conjunction with FHWA- Preventive Maintenance Including Paint, Joints, Bearings & Deck Repair	Bridge Repair 0.000					*	Statewide	
J2-1016(014) 21016(14)	Preliminary Engineering	Preliminary Engineering 0.000					*	Statewide	
J2-3612(014) 23612(14)	Statewide County Bridge Program	Bridge Improvement 0.000					*	Statewide	
J2-3613(014) 23613(14)	Statewide County Road Program	Road Improvement 0.000					*	Statewide	
J2-3614(014) 23614(14)	Statewide Small City Road & Bridge Program	Road & Bridge Improvement 0.000					*	Statewide	
TOTAL					53,572,400	1,000,000	82,500	54,654,900	

* Funds included in ODOT Statewide Transportation Improvement Program (STIP)

**TABLE 8
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION**

FFY 2014

ENTITY	INTER-STATE FUNDS (IM)	NATIONAL HIGHWAY SYSTEM (NH, NHI)	BRIDGE FUNDS (BRF, BH, BRO)	HIGHWAY SAFETY (HSIP)	OTHER FEDERAL (CMAQ, SPECIAL)	SURFACE TRANSP. PROGRAM - STATE		SURFACE TRANSP. PROGRAM - UZA		STATE MATCH	LOCAL MATCH	TOTAL
						STP-ST ENHANCE	STP STATE	STP-UZA	STP-UZA SAFETY			
Choctaw	0	0	0	0	0	0	0	0	0	0	0	0
Del City	0	0	0	0	0	0	0	840,271	0	0	210,068	1,050,339
Edmond	0	0	0	0	0	0	0	8,974,245	0	0	2,243,561	11,217,806
Guthrie	0	0	0	0	0	0	0	0	0	0	0	0
Midwest City	0	0	0	0	0	0	0	0	0	0	0	0
Moore	0	0	0	0	0	0	0	0	0	0	0	0
Mustang	0	0	0	0	0	0	0	0	0	0	0	0
Newcastle	0	0	0	0	0	0	0	0	0	0	0	0
Norman	23,000,000	0	0	0	0	0	0	5,636,526	0	0	1,409,132	30,045,658
Oklahoma City	25,392,400	0	0	0	0	0	4,840,000	0	1,120,000	1,000,000	0	32,352,400
Slaughterville	0	0	0	0	0	0	0	0	0	0	0	0
Spencer	0	0	0	0	0	0	0	0	0	0	0	0
Warr Acres	0	0	0	0	0	0	0	0	0	0	0	0
Yukon	0	0	0	0	0	0	0	0	0	0	0	0
Canadian Co.	0	0	0	0	0	0	0	0	0	0	0	0
Cleveland Co.	0	0	0	0	0	0	0	0	0	0	0	0
Grady Co.	0	0	0	0	0	0	0	0	0	0	0	0
Logan Co.	0	0	0	0	0	0	0	0	0	0	0	0
McClain Co.	0	0	0	0	0	0	0	0	0	0	0	0
Oklahoma Co.	0	0	0	0	0	0	0	0	0	0	0	0
OCARTS	0	0	0	0	422,500	0	0	0	0	0	0	422,500
Totals	48,392,400	0	0	0	422,500	0	4,840,000	15,451,042	1,120,000	1,000,000	3,862,761	75,088,703

BRF, BH, BRO - Bridge Replacement and Rehabilitation Funds - 80% Federal
 CMAQ - Congestion Mitigation/Air Quality - 80% Federal
 HSIP - Highway Safety Improvement Program - 90%-100% Federal
 IM - Interstate Maintenance Funds - 90% Federal 2,012
 NH,NHI - National Highway System Funds - 80% Federal
 Special - Funds Designated by Congress for Specific Projects
 STP-ST Enhance - Surface Transportation Program Funds (10% of Statewide Total for Enhancement projects) - 80% Federal
 STP STATE - Surface Transportation Program Funds - 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 9
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2014 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	16,672,500	16,571,042	0	3,862,761	37,106,303
Reserve		101,458			
Federal-Aid and State Funds:					
Interstate Program	48,392,400	48,392,400	0	0	48,392,400
National Highway System	0	0	0	0	0
Bridge Program	0	0	0	0	0
Other Federal Funds (CMAQ, Special)	422,500	422,500	0	0	422,500
Surface Transportation Program (STP)	4,840,000	4,840,000	1,000,000	0	5,840,000
STP Safety Program	0	0	0	0	0
STP Enhancement Program	0	0	0	0	0
OCARTS Area Subtotal	53,654,900	53,654,900	1,000,000	0	54,654,900
Grand Total	70,327,400	70,225,942	1,000,000	3,862,761	75,088,703

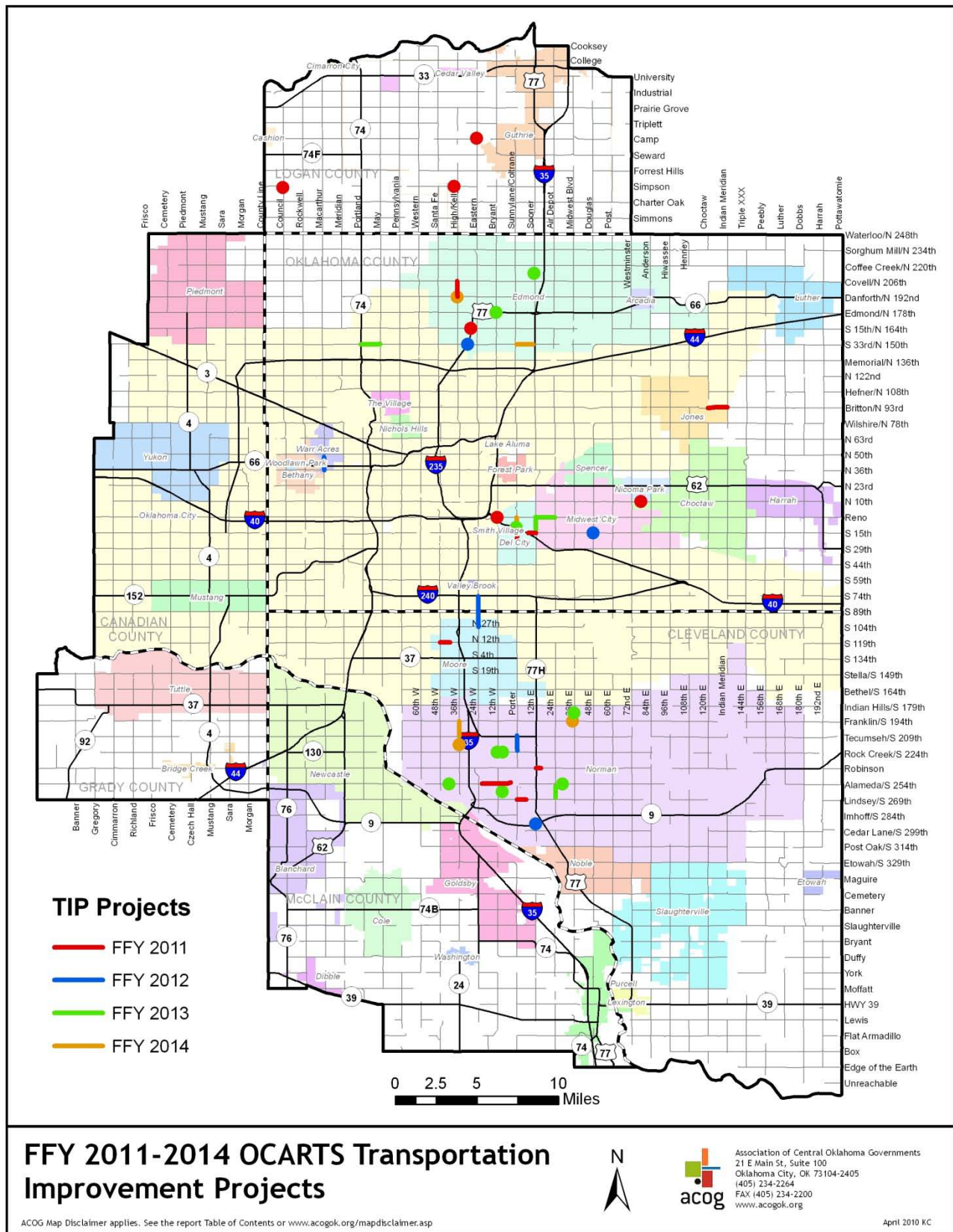
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**TABLE 10
HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2011-2014 OCARTS BUDGET SUMMARY**

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	66,690,000	66,303,713	0	14,301,996	80,605,709
Reserve		386,287	0	0	0
Federal-Aid and State Funds:					
Interstate Program	145,861,104	145,861,104	0	0	145,861,104
National Highway System	0	0	0	0	0
Bridge Program	2,725,000	2,725,000	0	0	2,725,000
Other Federal Funds (CMAQ, Special)	78,062,079	78,062,079	0	0	78,062,079
Surface Transportation Program (STP)	59,168,966	59,168,966	17,220,990	0	76,389,956
STP Safety Program	1,100,000	1,100,000	0	0	1,100,000
STP Enhancement Program	0	0	0	0	0
OCARTS Area Subtotal	286,917,149	286,917,149	17,220,990	0	
Grand Total	353,607,149	353,220,862	17,220,990	14,301,996	384,743,848

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**Figure 3:
FFY 2011-2014 OCARTS Transportation Improvement Projects**



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 METRO Transit, the University of Oklahoma as CART, the City of Edmond as Citylink (under contract with McDonald Transit) and various non-profit organizations and two rural public transportation agencies. It should be noted that Citylink is primarily locally funded and is not a direct recipient of federal formula funds. Any subsequent federal funds it may receive as a subrecipient of COTPA will be reflected in this TIP through the TIP amendment process.

Detailed project and cost information is provided in this chapter for each TIP year for the above listed public transportation operators (with the exception of Citylink). 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 2011 Transit Element programs, by funding source, is provided at the end of this chapter as Table 11.

URBANIZED AREA PROGRAM

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

This chapter includes proposed federal funds and local match to support the METRO Transit bus system in the greater Oklahoma City area and CART in Norman during the FFY 2011-2014 TIP time frame. Small urbanized areas (less than 200,000 pop.), like Norman, may use their Sec. 5307 funds for operating expenses as well.

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. COTPA and CART operate fully accessible bus systems in compliance with the Americans with Disabilities Act of 1990, which includes access for persons in wheelchairs. Expenditures associated with the purchase of accessible vehicles or the purchases of equipment to comply with the ADA are eligible for funding at an increased federal share of 83 percent.

The Section 5307 Urbanized Area Program funds are apportioned by a statutory formula 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. Another federal funding source

sometimes utilized by the transit providers is the Sec. 5309 Discretionary Capital Program. Under SAFETEA-LU, the Jobs Access and Reverse Commute (JARC) Program was converted from a discretionary program to a formula program, and the New Freedom Program is a new category that will fund transit capital and operating expenses that go beyond the requirements of the Americans with Disabilities Act in assisting the elderly and persons with disabilities. Both JARC and New Freedom projects are competitively selected and consistent with the locally developed Coordinated Public Transit-Human Services Transportation Plan.

COTPA's transit program for FFY 2011 includes a total estimate of nearly \$14.5 million. Of this amount, the federal government will fund approximately \$11.6 million, with the remaining \$2.8 million provided locally. Federal funding sources include FTA Sec. 5307, Sec. 5509/Small Starts, and FHWA Congestion Mitigation/Air Quality (CMAQ) funds also proposed for transfer to FTA.³ These figures include funding that COTPA hopes to receive to further the development of fixed guideway infrastructure and alternatives analysis studies.

The FFY 2011 program for CART is nearly \$2.3 million, with approximately \$1.4 million coming from federal sources and \$873,000 from local funds.

³ 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 a portion utilized by the transit agencies to help enhance the region's air quality.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2011

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL				
A. Bus Replacement of five 30' vehicles*	FTA Sect. 5307 (83%/17%)	1,470,000	301,084	1,771,084
B. Associated Capital Maintenance Items Tires	FTA Sect. 5307 (83%/17%)	100,000	25,000	125,000
C. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	3,189,000	797,250	3,986,250
D. Maintenance Equipment	FTA Sect. 5307	44,000	11,000	55,000
E. Office Equipment, Furniture, & Computers	FTA Sect. 5307	40,000	10,000	50,000
F. Bus Stop Amenities (Signs, shelters, paving, benches, etc.)	FTA Sect. 5307	150,000	37,500	187,500
G. Security Project (1%)	FTA Sect. 5307	74,000	18,500	92,500
H. Legal Services	FTA Sect. 5307	130,000	32,500	162,500
I. Enhancement Project	FTA Sect. 5307 (80%/20%)	74,000	18,500	92,500
J. Service Vehicles-Replacement (3)	FTA Sect. 5307 (80%/20%)	48,000	12,000	60,000
K. Employee Education/Training	(80%/20%)	37,000	9,250	46,250
L. ADA Complimentary Paratransit Service	FTA Sect. 5307	740,000	185,000	925,000
M. Facility Maintenance & Improvement (Transit Center)	FTA Sect. 5307	24,000	6,000	30,000
N. Alternative Fueling and Maintenance Facilities	CMAQ to Sec. 5307 (80%/20%)	170,000	42,500	212,500
O. Public Outreach and Education	CMAQ to Sec. 5307	70,000	17,500	87,500
P. Fixed Guideway Infrastructure	HPP/5509/Small Starts (80%/20%)	4,000,000	1,000,000	5,000,000
SUBTOTAL - CAPITAL		10,360,000	2,523,584	12,883,584
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect. 5307	780,000	195,000	975,000
Consultant Studies: Alt Analysis; P.E.; Advisory Svcs	FTA Sect. 5307	500,000	125,000	625,000
Alt. Analysis; E.A.; P.E.				
SUBTOTAL - PLANNING/OTHER PROJECTS		1,280,000	320,000	1,600,000
GRAND TOTAL		11,640,000	2,843,584	14,483,584

* 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%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2012

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL				
A1. Bus Replacement of five 35' vehicles*	FTA Sect. 5307	1,560,000	319,518	1,879,518
A2. Bus Replacement of three 40' vehicles*	FTA Sect. 5307 (83%/17%)	1,040,000	213,012	1,253,012
B. Associated Capital Maintenance Items Tires	FTA Sect. 5307 (80%/20%)	100,000	25,000	125,000
C. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	2,029,000	507,250	2,536,250
D. Maintenance Equipment	FTA Sect. 5307	44,000	11,000	55,000
E. Office Equipment, Furniture, & Computers	FTA Sect. 5307	40,000	10,000	50,000
F. Bus Stop Amenities (Signs, shelters, paving, benches, etc.)	FTA Sect. 5307	150,000	37,500	187,500
G. Security Project (1%)	FTA Sect. 5307	74,000	18,500	92,500
H. Legal Services	FTA Sect. 5307	130,000	32,500	162,500
I. Enhancement Project	FTA Sect. 5307 (80%/20%)	74,000	18,500	92,500
J. Service Vehicles-Replacement (3)	FTA Sect. 5307	48,000	12,000	60,000
K. Employee Education/Training	(80%/20%)	37,000	9,250	46,250
L. ADA Complimentary Paratransit Service	FTA Sect. 5307	740,000	185,000	925,000
M. Facility Maintenance & Improvement (Transit Center)	FTA Sect. 5307	24,000	6,000	30,000
N. Alternative Fueling and Maintenance Facilities	CMAQ to Sec. 5307 (80%/20%)	170,000	42,500	212,500
O. Public Outreach and Education	CMAQ to Sec. 5307	70,000	17,500	87,500
P. Fixed Guideway Infrastructure	HPP/5509/Small Starts (80%/20%)	25,000,000	16,666,667	41,666,667
SUBTOTAL - CAPITAL		31,330,000	18,131,697	49,461,697
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect. 5307	810,000	202,500	1,012,500
Consultant Studies: Alt Analysis; P.E.; Advisory Svcs	FTA Sect. 5307	500,000	125,000	625,000
Alt. Analysis; E.A.; P.E.				
SUBTOTAL - PLANNING/OTHER PROJECTS		1,310,000	327,500	1,637,500
GRAND TOTAL		32,640,000	18,459,197	51,099,197

* 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%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2013

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL				
A1. Bus Replacement of five 35' vehicles*	FTA Sect. 5307	1,610,000	329,759	1,939,759
A2. Bus Replacement of two 40' vehicles*	FTA Sect. 5307	730,000	149,518	879,518
	[83%/17%]			
B. Associated Capital Maintenance Items Tires	FTA Sect. 5307	100,000	25,000	125,000
	[80%/20%]			
C. Preventive Maintenance	FTA Sect. 5307	2,259,000	564,750	2,823,750
	[80%/20%]			
D. Maintenance Equipment	FTA Sect. 5307	44,000	11,000	55,000
E. Office Equipment, Furniture, & Computers	FTA Sect. 5307	40,000	10,000	50,000
F. Bus Stop Amenities (Signs, shelters, paving, benches, etc.)	FTA Sect. 5307	150,000	37,500	187,500
G. Security Project (1%)	FTA Sect. 5307	74,000	18,500	92,500
H. Legal Services	FTA Sect. 5307	130,000	32,500	162,500
I. Enhancement Project	FTA Sect. 5307	74,000	18,500	92,500
	[80%/20%]			
J. Service Vehicles-Replacement (3)	FTA Sect. 5307	48,000	12,000	60,000
K. Employee Education/Training	[80%/20%]	37,000	9,250	46,250
L. ADA Complimentary Paratransit Service	FTA Sect. 5307	740,000	185,000	925,000
M. Facility Maintenance & Improvement (Transit Center)	FTA Sect. 5307	24,000	6,000	30,000
N. Alternative Fueling and Maintenance Facilities	CMAQ to Sec. 5307	170,000	42,500	212,500
	[50%/50%]			
O. Public Outreach and Education	CMAQ to Sec. 5307	70,000	17,500	87,500
P. Fixed Guideway Infrastructure	HPP/5509/Small Starts	25,000,000	16,666,667	41,666,667
	[80%/20%]			
SUBTOTAL - CAPITAL		31,300,000	18,135,944	49,435,944
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect. 5307	840,000	210,000	1,050,000
Consultant Studies: Alt Analysis; P.E.; Advisory Svcs	FTA Sect. 5307	500,000	125,000	625,000
Alt. Analysis; E.A.; P.E.				
SUBTOTAL - PLANNING/OTHER PROJECTS		1,340,000	335,000	1,675,000
GRAND TOTAL		32,640,000	18,470,944	51,110,944

* 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%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2014

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL				
A. Bus Replacement of five 35' vehicles*	FTA Sect. 5307 (83%/17%)	1,720,000	352,289	2,072,289
B. Associated Capital Maintenance Items Tires	FTA Sect. 5307 (80%/20%)	100,000	25,000	125,000
C. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	2,849,000	712,250	3,561,250
D. Maintenance Equipment	FTA Sect. 5307	44,000	11,000	55,000
E. Office Equipment, Furniture, & Computers	FTA Sect. 5307	40,000	10,000	50,000
F. Bus Stop Amenities (Signs, shelters, paving, benches, etc.)	FTA Sect. 5307	150,000	37,500	187,500
G. Security Project (1%)	FTA Sect. 5307	74,000	18,500	92,500
H. Legal Services	FTA Sect. 5307	130,000	32,500	162,500
I. Enhancement Project	FTA Sect. 5307 (80%/20%)	74,000	18,500	92,500
J. Service Vehicles-Replacement (3)	FTA Sect. 5307 (80%/20%)	48,000	12,000	60,000
K. Employee Education/Training	FTA Sect. 5307 (80%/20%)	37,000	9,250	46,250
L. ADA Complimentary Paratransit Service	FTA Sect. 5307	740,000	185,000	925,000
M. Facility Maintenance & Improvement (Transit Center)	FTA Sect. 5307	24,000	6,000	30,000
N. Alternative Fueling and Maintenance Facilities	CMAQ to Sec. 5307 (50%/50%)	170,000	42,500	212,500
O. Public Outreach and Education	CMAQ to Sec. 5307	70,000	17,500	87,500
P. Fixed Guideway Infrastructure	HPP/5509/Small Starts (80%/20%)	25,000,000	16,666,667	41,666,667
SUBTOTAL - CAPITAL		31,270,000	18,156,456	49,426,456
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect. 5307	870,000	217,500	1,087,500
Consultant Studies: Alt Analysis; P.E.; Advisory Svcs Alt. Analysis; E.A.; P.E.	FTA Sect. 5307	500,000	125,000	625,000
SUBTOTAL - PLANNING/OTHER PROJECTS		1,370,000	342,500	1,712,500
GRAND TOTAL		32,640,000	18,498,956	51,138,956

* 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%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT

FFY 2011

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING				
A. Preventive Maintenance	FTA Sect 5307 (80%/20%)	400,000	100,000	500,000
B. ADA Complimentary Paratransit Service	FTA Sect 5307 (80%/20%)	140,754	35,189	175,943
C. Operating Assistance	FTA Sect 5307 (50%/50%)	500,000	500,000	1,000,000
D. JARC Services	JARC Funding (50%/50%)	189,572	189,572	379,144
SUBTOTAL CAPITAL & OPERATING		1,230,326	824,761	2,055,087
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect 5307 (80%/20%)	192,000	48,000	240,000
SUBTOTAL PLANNING		192,000	48,000	240,000
GRAND TOTAL		1,422,326	872,761	2,295,087

*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
CLEVELAND AREA RAPID TRANSIT

FFY 2012

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING				
A. Preventive Maintenance	FTA Sect 5307 (80%/20%)	400,000	100,000	500,000
B. ADA Complimentary Paratransit Service	FTA Sect 5307 (80%/20%)	148,000	37,000	185,000
C. Operating Assistance	FTA Sect 5307 (50%/50%)	500,000	500,000	1,000,000
D. 2 Replacement Paratransit Vans	FTA Sect 5309 (83%/17%)	141,100	28,900	170,000
E. 2 35' Replacement CNG Bus*	FTA Sect 5309 (83%/17%)	747,000	153,000	900,000
F. JARC Services	JARC Funding (50%/50%)	180,000	180,000	360,000
G. New Freedom	FTA Sect 5317 (50%/50%)	50,000	50,000	100,000
SUBTOTAL CAPITAL & OPERATING		2,166,100	1,048,900	3,215,000
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect 5307 (80%/20%)	192,000	48,000	240,000
SUBTOTAL PLANNING		192,000	48,000	240,000
GRAND TOTAL		2,358,100	1,096,900	3,455,000

*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
CLEVELAND AREA RAPID TRANSIT

FFY 2013

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING				
A. Preventive Maintenance	FTA Sect 5307 (80%/20%)	400,000	100,000	500,000
B. ADA Complimentary Paratransit Service	FTA Sect 5307 (80%/20%)	156,000	39,000	195,000
C. Operating Assistance	FTA Sect 5307 (50%/50%)	500,000	500,000	1,000,000
D. JARC Services	JARC Funding (50%/50%)	180,000	180,000	360,000
E. New Freedom	FTA Sect 5317 (50%/50%)	50,000	50,000	100,000
SUBTOTAL CAPITAL & OPERATING		1,286,000	869,000	2,155,000
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect 5307 (80%/20%)	192,000	48,000	240,000
SUBTOTAL PLANNING		192,000	48,000	240,000
GRAND TOTAL		1,478,000	917,000	2,395,000

*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
CLEVELAND AREA RAPID TRANSIT

FFY 2014

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL AND OPERATING				
A. Preventive Maintenance	FTA Sect 5307 (80%/20%)	400,000	100,000	500,000
B. ADA Complimentary Paratransit Service	FTA Sect 5307 (80%/20%)	156,000	39,000	195,000
C. Operating Assistance	FTA Sect 5307 (50%/50%)	500,000	500,000	1,000,000
D. JARC Services	JARC Funding (50%/50%)	180,000	180,000	360,000
E. New Freedom	FTA Sect 5317 (50%/50%)	50,000	50,000	100,000
SUBTOTAL CAPITAL & OPERATING		1,286,000	869,000	2,155,000
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect 5307 (80%/20%)	192,000	48,000	240,000
SUBTOTAL PLANNING		192,000	48,000	240,000
GRAND TOTAL		1,478,000	917,000	2,395,000

*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%.

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 of the Intermodal Transportation Technical Committee 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. Prior to MPO review of the OCARTS area Sec. 5310 applications, DHS selects the most worthy projects for consideration, in conformance with the statewide Coordinated Public Transit-Human Services Transportation Plan.

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 19 agencies providing rural public transportation service within most 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. The following information reflects a total program of nearly \$4.8 million for First Capital Trolley over the four-year TIP time frame. The FTA will fund approximately \$1.6 million for the service and local funds will cover the remaining \$2.8 million. The estimates for FFY 2012, FFY 2013 and FFY 2014 will be further refined in subsequent fiscal years.

In addition, Delta Public Transit operates partially within the OCARTS area. Approximately 25 percent of its total passenger trips, or 23,000 annual trips, occur within the Purcell area at the south end of the OCARTS transportation planning area. For the four-year TIP period, the Delta Public Transit system will be funded with nearly \$1.5 million, using federal and local funding sources as reflected in the subsequent table.

**TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM
FIRST CAPITAL TROLLEY
FFY 2011-2014**

DESCRIPTION	PERCENT MATCH	FEDERAL MATCH	LOCAL MATCH*	TOTAL
FFY 2011				
Capital (Sec. 5309)		0	0	0
Administration	80/20	82,253	68,367	150,620
Operational	50/50	321,117	647,903	969,020
SUBTOTAL - FFY 2011		403,370	716,270	1,119,640
FFY 2012				
Capital (Sec. 5309)		0	0	0
Administration	80/20	82,253	68,367	150,620
Operational	50/50	321,117	647,903	969,020
SUBTOTAL - FFY 2012		403,370	716,270	1,119,640
FFY 2013				
Capital (Sec. 5309)		0	0	0
Administration	80/20	82,253	68,367	150,620
Operational	50/50	321,117	647,903	969,020
SUBTOTAL - FFY 2013		403,370	716,270	1,119,640
FFY 2014				
Capital (Sec. 5309)		0	0	0
Administration	80/20	82,253	68,367	150,620
Operational	50/50	321,117	647,903	969,020
SUBTOTAL - FFY 2014		403,370	716,270	1,119,640
TOTAL - FFY 2011 - 2014		1,613,480	2,865,080	4,478,560

Note 1: Category amounts are estimated based on FFY 2010 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

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

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM
DELTA PUBLIC TRANSIT
FFY 2011-2014

DESCRIPTION	PERCENT MATCH	FEDERAL MATCH	LOCAL MATCH	TOTAL
FFY 2011				
Capital (Sec. 5309)		0	0	0
Administration	80/20	47,488	38,252	85,740
Operational	50/50	86,876	192,978	279,854
SUBTOTAL - FFY 2011		134,364	231,230	365,594
FFY 2012				
Capital (Sec. 5309)		0	0	0
Administration	80/20	47,488	38,252	85,740
Operational	50/50	86,876	192,978	279,854
SUBTOTAL - FFY 2012		134,364	231,230	365,594
FFY 2013				
Capital (Sec. 5309)		0	0	0
Administration	80/20	47,488	38,252	85,740
Operational	50/50	86,876	192,978	279,854
SUBTOTAL - FFY 2013		134,364	231,230	365,594
FFY 2014				
Capital (Sec. 5309)		0	0	0
Administration	80/20	47,488	38,252	85,740
Operational	50/50	86,876	192,978	279,854
SUBTOTAL - FFY 2014		134,364	231,230	365,594
TOTAL - FFY 2011 - 2014		537,456	924,920	1,462,376

Note 1: Category amounts are estimated based on FFY 2010 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

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

Note 3: Approx. 25% (23,000 trips) of Delta's total passenger trips is provided within the OCARTS area.

TABLE 11
TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SUMMARY OF OCARTS AREA TRANSIT PROGRAMS BY FUNDING SOURCE
FFY 2011

ENTITY	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
URBAN TRANSIT SERVICES				
COTPA	FTA Sec. 5307 Urban Formula	6,120,000	1,463,584	7,583,584
CART	FTA Sec. 5307 Urban Formula	1,040,754	635,189	1,675,943
COTPA	FTA Sec. 5309 Capital	0	0	0
CART	FTA Sec. 5309 Capital	0	0	0
COTPA	FHWA Congestion Mitigation/Air Quality	240,000	60,000	300,000
CART	FHWA Congestion Mitigation/Air Quality	0	0	0
COTPA	FTA Sec. 5316 Jobs Access/Reverse Comm.	0	0	0
CART	FTA Sec. 5316 Jobs Access/Reverse Comm.	189,572	189,572	379,144
COTPA	FTA Sec. 5317 New Freedom	0	0	0
CART	FTA Sec. 5317 New Freedom	0	0	0
COTPA	HPP/FTA New Starts Funding	4,000,000	1,000,000	5,000,000
CART	HPP/FTA New Starts Funding	0	0	0
COTPA	FTA Sec. 5307 Planning	1,280,000	320,000	1,600,000
CART	FTA Sec. 5307 Planning	192,000	48,000	240,000
SUBTOTAL		13,062,326	3,716,345	16,778,671
ELDERLY AND PERSONS WITH DISABILITIES PROGRAM				
DHS Aging Services for Non-Profit Orgs.	FTA Sec. 5310 Elderly and Disabled 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	0	0	0
First Capital Trolley	FTA Sec. 5311 Administrative	82,253	68,367	150,620
First Capital Trolley	FTA Sec. 5311 Operating	321,117	647,903	969,020
Delta Public Transit*	FTA Sec. 5309 Capital	0	0	0
Delta Public Transit	FTA Sec. 5311 Administrative	47,488	38,252	85,740
Delta Public Transit	FTA Sec. 5311 Operating	86,876	192,978	279,854
SUBTOTAL		537,734	947,500	1,485,234
GRAND TOTAL		13,600,060	4,663,845	18,263,905

* Approximately 25% (23,000 passenger trips) of Delta's total passenger trips is provided within the OCARTS area.

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, located in Oklahoma City. Also included are proposed improvements for Max Westheimer Airport, which is operated by the University of Oklahoma in Norman, and regional airports located in the municipalities of Guthrie, Goldsby and Purcell.

The Oklahoma City airport improvements included in this chapter were obtained from the Oklahoma City Department of Airports, and the University of Oklahoma, Architectural and Engineering Services, provided the improvements recommended for Max Westheimer Airport. The airport director for the Guthrie-Edmond Regional Airport, the City of Purcell, and the Town of Goldsby did not submit any projects for their respective airports for inclusion in this TIP. Each of the following airport improvements is listed by airport, and includes the proposed year of implementation, proposed federal 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 OCARTS area airports represent a total expenditure of nearly 86.3 million over the TIP period. Of this total, approximately \$40.6 million will be requested from the Federal Aviation Administration, \$104,500 will be requested from the Oklahoma Aeronautics and Space Commission (OASC), and the remaining \$45.5 million will be provided through 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 12.

AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2011-2014

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
WILL ROGERS WORLD AIRPORT							
11	Terminal Building Expansion Project Phase 3 (Multi-Years: '11, '12)	AIP/OCAT/PFC 12.2%/33%/54.8%	3,000,000	8,144,400	0	13,535,600	24,680,000
11	Replace 2 Snowblowers	AIP/OCAT 95%-5%	831,250	43,750	0	0	875,000
Subtotal - Will Rogers World Airport 2011			3,831,250	8,188,150	0	13,535,600	25,555,000
12	Extend Twy. F & G East, past Portland Ave.	AIP/OCAT 95%-5%	3,800,000	200,000	0	0	4,000,000
12	Terminal Building Expansion Project - Phase 3 (Multi-Years: '11, '12)	AIP/OCAT/PFC 10.5%/33%/56.5%	2,600,000	8,144,400	0	13,935,600	24,680,000
Subtotal - Will Rogers World Airport 2012			6,400,000	8,344,400	0	13,935,600	28,680,000
13	Overlay and Strengthen Taxiway B	AIP/OCAT 95%-5%	3,135,000	165,000	0	0	3,300,000
Subtotal - Will Roger World Airport 2013			3,135,000	165,000	0	0	3,300,000
14	Taxiway H Reconstruction	AIP/OCAT 95%-5%	9,120,000	480,000	0	0	9,600,000
Subtotal - Will Roger World Airport 2014			9,120,000	480,000	0	0	9,600,000
Subtotal - Will Rogers World Airport 2011-2014			22,486,250	17,177,550	0	27,471,200	67,135,000

AIP - Airport Improvement Program

OCAT - Oklahoma City Airport Trust

OASC - Oklahoma Aeronautics and Space Commission

PFC - Passenger Facility Charges

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2011-2014

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
WILEY POST AIRPORT							
11	Joint Seal Terminal Area	AIP/OCAT 95%/5%	142,500	7,500	0	0	150,000
Subtotal - Wiley Post Airport 2011			142,500	7,500	0	0	150,000
12	Remove Centerline Lights and Install MITL's Txy. B	AIP/OCAT 95%/5%	155,301	8,174	0	0	163,475
12	Groove Rwy. 17L/35R and 17R/35L; Rehabilitate Joints on Rwy. 17L/35R	AIP/OCAT 95%-5%	570,000	30,000	0	0	600,000
Subtotal - Wiley Post Airport 2012			725,301	38,174			763,475
13	Reconstruct, Widen, and Extend 1000' Runway 17R/35L	AIP/OCAT 95%-5%	3,800,000	200,000	0	0	4,000,000
Subtotal - Wiley Post Airport 2013			3,800,000	200,000	0	0	4,000,000
14	Install Perimeter Fencing	AIP/OCAT 95%-5%	1,900,000	100,000	0	0	2,000,000
Subtotal - Wiley Post Airport 2014			1,900,000	100,000	0	0	2,000,000
Subtotal - Wiley Post Airport 2011-2014			6,567,801	345,674	0		6,913,475

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

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2011 - 2014

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
CLARENCE E. PAGE AIRPORT							
11	Install MITL's Txy. A, A3, A4 and D	AIP/OCAT 95%-5%	665,000	35,000	0	0	700,000
11	Asphalt Roads Around Navigational Aids	AIP/OCAT 95%-5%	28,500	1,500	0	0	30,000
Subtotal - Clarence E. Page Airport 2011			693,500	36,500	0	0	730,000
12	Construct Connection of Parallel Taxiway B with Medium Intensity Twy. Lights, Phase I	AIP/OCAT 95%-5%	1,710,000	90,000	0	0	1,800,000
12	FBO Ramp Reconstruction Design and Reconstruction	AIP/OCAT 95%-5%	502,550	26,450	0	0	529,000
Subtotal - Clarence E. Page Airport 2012			2,212,550	116,450	0	0	2,329,000
13	Construct Connection of Parallel Txy. B with Medium Intensity Twy. Lights, Phase II	AIP/OCAT 95%-5%	1,900,000	100,000	0	0	2,000,000
13	Perimeter Fence	AIP/OCAT 95%-5%	1,029,800	54,200	0	0	1,084,000
Subtotal - Clarence E. Page Airport 2013			2,929,800	154,200	0	0	3,084,000
14	Reconstruct/Strengthen Parallel Twy. A & Twys. A3 & A4 betw. Twy. A & Rwy. 17L/35R	AIP/OCAT 95%-5%	1,710,000	90,000	0	0	1,800,000
14	Update Airport Master Plan	AIP/OCAT 95%-5%	95,000	5,000	0	0	100,000
Subtotal - Clarence E. Page Airport 2014			1,805,000	95,000	0	0	1,900,000
Subtotal - Clarence E. Page Airport 2011-2014			7,640,850	402,150	0	0	8,043,000

AIP - Airport Improvement Program

OCAT - Oklahoma City Airport Trust

OASC - Oklahoma Aeronautics and Space Commission

PFC - Passenger Facility Charges

AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2011 - 2014

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
MAX WESTHEIMER AIRPORT							
11	Rehabilitate South Apron	AIP/OAC/OU 95%/2.5%/2.5%	2,660,000	70,000	70,000	0	2,800,000
Subtotal - Max Westheimer Airport 2011			2,660,000	70,000	70,000	0	2,800,000
12	Conduct Airport Master Plan	AIP/OAC/OU 95%/2.5%/2.5%	99,750	2,625	2,625	0	105,000
Subtotal - Max Westheimer Airport 2012			99,750	2,625	2,625	0	105,000
13	Pavement Rehabilitation Design	AIP/OAC/OU 95%/2.5%/2.5%	76,000	2,000	2,000	0	80,000
Subtotal - Max Westheimer Airport 2013			76,000	2,000	2,000	0	80,000
14	Rehabilitate Pavement	AIP/OAC/OU 95%/2.5%/2.5%	1,136,200	29,900	29,900	0	1,196,000
Subtotal - Max Westheimer Airport 2014			1,136,200	29,900	29,900	0	1,196,000
Subtotal - Max Westheimer Airport 2011-2014			3,971,950	104,525	104,525	0	4,181,000

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

**AIRPORT ELEMENT (Cont.)
 TRANSPORTATION IMPROVEMENT PROGRAM
 FFY 2011 - 2014**

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
GUTHRIE-EDMOND REGIONAL AIRPORT							
	No projects submitted for FFY 2011-2014 TIP						
DAVID J. PERRY (GOLDSBY) AIRPORT							
	No projects submitted for FFY 2011-2014 TIP						
PURCELL MUNICIPAL AIRPORT							
	No projects submitted for FFY 2011-2014 TIP						
GRAND TOTAL - FFY 2011-2014			40,666,851	18,029,899	104,525	27,471,200	86,272,475

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

TABLE 12
AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SUMMARY OF OCARTS AREA AIRPORT IMPROVEMENTS BY FUNDING SOURCE

FFY	AIRPORT	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
2011	Will Rogers World Airport - Oklahoma City	3,831,250	8,188,150	0	13,535,600	25,555,000
	Wiley Post Airport - Oklahoma City	142,500	7,500	0	0	150,000
	Clarence E. Page Airport - Oklahoma City	693,500	36,500	0	0	730,000
	Max Westheimer Airport - Norman	2,660,000	70,000	70,000	0	2,800,000
	Guthrie-Edmond Regional Airport - Guthrie	0	0	0	0	0
	David J. Perry - Goldsby/Purcell Airports	0	0	0	0	0
Subtotal - 2011		7,327,250	8,302,150	70,000	13,535,600	29,235,000
2012	Will Rogers World Airport - Oklahoma City	6,400,000	8,344,400	0	13,935,600	28,680,000
	Wiley Post Airport - Oklahoma City	725,301	38,174	0	0	763,475
	Clarence E. Page Airport - Oklahoma City	2,212,550	116,450	0	0	2,329,000
	Max Westheimer Airport - Norman	99,750	2,625	2,625	0	105,000
	Guthrie-Edmond Regional Airport - Guthrie	0	0	0	0	0
	David J. Perry - Goldsby/Purcell Airports	0	0	0	0	0
Subtotal - 2012		9,437,601	8,501,649	2,625	13,935,600	31,877,475
2013	Will Rogers World Airport - Oklahoma City	3,135,000	165,000	0	0	3,300,000
	Wiley Post Airport - Oklahoma City	3,800,000	200,000	0	0	4,000,000
	Clarence E. Page Airport - Oklahoma City	2,929,800	154,200	0	0	3,084,000
	Max Westheimer Airport - Norman	76,000	2,000	2,000	0	80,000
	Guthrie-Edmond Regional Airport - Guthrie	0	0	0	0	0
	David J. Perry - Goldsby/Purcell Airports	0	0	0	0	0
Subtotal - 2013		9,940,800	521,200	2,000	0	10,464,000
2014	Will Rogers World Airport - Oklahoma City	9,120,000	480,000	0	0	9,600,000
	Wiley Post Airport - Oklahoma City	1,900,000	100,000	0	0	2,000,000
	Clarence E. Page Airport - Oklahoma City	1,805,000	95,000	0	0	1,900,000
	Max Westheimer Airport - Norman	1,136,200	29,900	29,900	0	1,196,000
	Guthrie-Edmond Regional Airport - Guthrie	0	0	0	0	0
	David J. Perry - Goldsby/Purcell Airports	0	0	0	0	0
Subtotal - 2014		13,961,200	704,900	29,900	0	14,696,000
GRAND TOTAL - 2011-2014		40,666,851	18,029,899	104,525	27,471,200	86,272,475

**ADOPTING RESOLUTION
AND MPO SELF-CERTIFICATION**

ADOPTING RESOLUTION

JUL 07 2010

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

BYJLS

A RESOLUTION TO ADOPT THE FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA:

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

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

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), by letter dated March 20, 2003; and

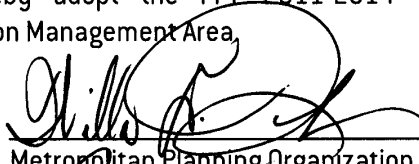
WHEREAS, a Transportation Improvement Program for the OCARTS Transportation Management Area, containing multimodal transportation projects expected to be carried out in the period FFY 2011 through FFY 2014, has been prepared through the planning process; and

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 2011-2014 Transportation Improvement Program for the OCARTS Transportation Management Area,

5/27/10
Date

6/23/10
Date


Metropolitan Planning Organization

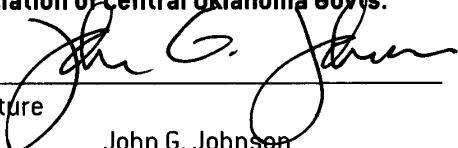

Oklahoma Department of Transportation

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

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

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

Association of Central Oklahoma Govts.



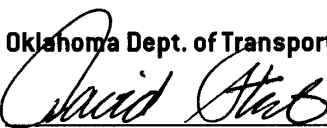
Signature
John G. Johnson

Printed Name
Executive Director

Title
6-2-10

Date

Oklahoma Dept. of Transportation



Signature
DAVID STREB

Printed Name
DIRECTOR OF ENGINEERING

Title
6/25/10

Date

**APPENDIX A:
PUBLIC INVOLVEMENT DOCUMENTATION**



acog

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, 2010

Media contact: Holly Massie, 234-2264

TRANSPORTATION IMPROVEMENT PROGRAM COMMENTS SOUGHT

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

The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2011-2014 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

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

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

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

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

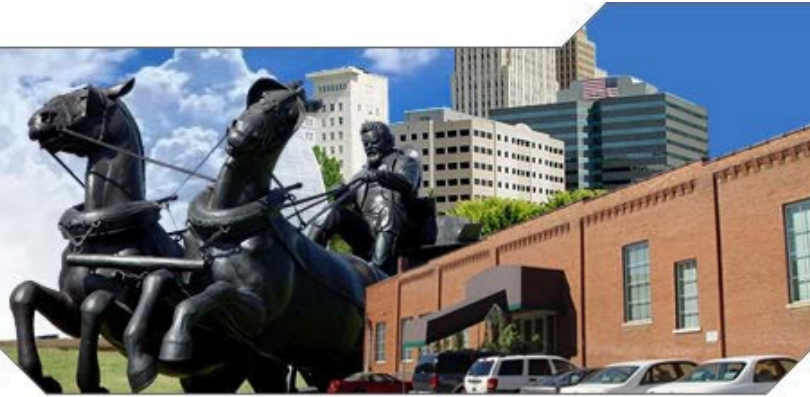
DATE: April 2, 2010
TO: FFY 2011-2014 TIP File
FROM: Holly Massie, Special Programs Officer
SUBJECT: Distribution of Preliminary FFY 2011-2014 TIP to Metro Area Libraries

A copy of ACOG's April 1, 2010 media release entitled "Transportation Improvement Program Comments Sought" and the Preliminary FFY 2011-2014 OCARTS Area Transportation Improvement Program were mailed to the following metro area libraries on April 1, 2010.

<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
Capitol Hill Public Library	334 S.W. 26th	Oklahoma City, OK	73109
Choctaw Library	P.O. Box 549	Choctaw, OK	73020
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
Guthrie Public Library	201 N. Division	Guthrie, OK	73044
Harrah Library	P.O. Box 893	Harrah, OK	73045
Mabel Frye Library	1200 Lakeshore Drive	Yukon, OK	73099
Metropolitan Library System	131 Dean A. McGee Ave.	Oklahoma City, OK	73102
Midwest City Public Library	8143 E. Reno	Midwest City, OK	73110
Moore Public Library	225 S. Howard	Moore, OK	73160
Mustang Public Library	224 W. SH-152	Mustang, OK	73064
Newcastle Public Library	P.O. Box 780	Newcastle, OK	73065
Nicoma Park Library	P.O. Box 756	Nicoma Park, OK	73066
Norman Public Library	225 N. Webster	Norman, OK	73069
Oklahoma Library for the Blind and Physically Handicapped	300 N.E. 18 th Street	Oklahoma City, OK	73105
Piedmont Public Library	1129 7 th Street	Piedmont, OK	73078
Pioneer Multi-Co. Library Sys.	225 N. Webster	Norman, OK	73069
Ralph Ellison Public Library	2000 N.E. 23rd	Oklahoma City, OK	73111
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
Wright Library	2101 Exchange Avenue	Oklahoma City, OK	73108



The Association of Central Oklahoma Governments



ACOG News Brief: March 31, 2010

Transportation Improvement Program Comments Sought

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

The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2011-2014 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

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

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

Beginning April 1, copies of the preliminary TIP will be available for citizens' review at metropolitan area libraries and on the ACOG website. 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.

[Download the Preliminary 2011-2014 TIP](#)



Association of Central Oklahoma Governments

21 E. Main St., Suite 100
Oklahoma City, Oklahoma 73104
405-234-2264 www.acogok.org

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NOTICE TO THE PUBLIC
OF THE AVAILABILITY
OF THE PRELIMINARY
FFY 2011-2014
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 four-year period. The FFY 2011-2014 TIP will address the time period from October 1, 2011 to September 30, 2014.

The Oklahoma City Transportation Management Area (TMA) includes all of Oklahoma and Cleveland Counties and portions of Canadian, Logan, Grady, and McClain Counties. Federal funds for implementing transportation projects are provided by the Federal Highway Administration, the Federal Transit Administration, and the Federal Aviation Administration, and are matched with local funds provided by the sponsoring city, county, or transportation agency.

A preliminary TIP has been developed by ACOG's member governments and participating transportation agencies. The preliminary TIP consists of transportation priorities (street and highway, transit and airport) that have been developed within the constraints of anticipated funding during the TIP time frame. With regard to proposed transit improvements, this public notice is intended to satisfy the Program of Projects (POP) public notice requirements of the Federal Transit Administration. The POP is the equivalent of the Transit Element of the TIP.

Anyone wishing to review a copy of the preliminary OCARTS Area TIP may view it on line at www.acogok.org or contact ACOG for a copy at 21 E. Main Street, Suite 100, Oklahoma City, OK 73104-2405, (405) 234-2264 or TDD (405) 234-2217. Written comments will be accepted through Tuesday, April 27, 2010. The preliminary TIP, along with all written comments, will be presented to the Intermodal Transportation Policy Committee (ITPC) for approval on Thursday, April 29, 2010.

STATE OF OKLAHOMA, }
COUNTY OF OKLAHOMA } SS.

Affidavit of Publication

Carol A. Davis, of lawful age, being first duly sworn, upon

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

Assoc Of Central Okla Govt'S
10600574 - Metro
Published on 04/01/2010

Carol A. Davis

Subscribed and sworn to before me this April 1, 2010

Royce A. Parkhurst
Notary Public

My commission expires 08/1/12



ACOG

APR 05 2010

BY JLS

MAY 03 2010

BY JLS

NOTICE OF PUBLIC HEARING CONCERNING THE PROPOSED ADOPTION OF THE FFY 2011-2014 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 (AGOG), the Metropolitan Planning Organization for the Oklahoma City Transportation Management Area will hold a public hearing to consider final approval of the FFY 2011-2014 Transportation Improvement Program (TIP) during its regular May meeting. The ITPC meeting will be held on Thursday, May 27, 2010, at 1:20 p.m., at 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma. The FFY 2011-2014 TIP is a four-year program that describes transportation improvements to be funded with federal, state, and local funds within the Oklahoma City Transportation Management Area (TMA) between October 1, 2010 and September 30, 2014. The Oklahoma City TMA includes all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. The TIP is developed by local governments, the Oklahoma Department of Transportation (ODOT), Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART), the Oklahoma City Department of Airports, and other local agencies responsible for implementation of transportation facilities and services within Central Oklahoma.

The TIP is prepared in accordance with the guidelines issued by the Federal Highway Administration and the Federal Transit Administration. With regard to proposed public transportation improvements for COTPA and CART included in the TIP, the public notice, public involvement activities, public review and comment deadlines, and public hearing for the FFY 2011 - FFY 2014 are intended to satisfy the Program of Projects (POP) public involvement requirements of the Federal Transit Administration. The POP is the equivalent of the Transit Element of the TIP.

Transportation improvements included in the FFY 2011-2014 TIP are consistent with the 2030 OCARTS Plan and the Oklahoma Statewide Intermodal Transportation Plan, and are within the financial constraints of anticipated funding for the region over the TIP timeframe. The metropolitan area TIP will be submitted to ODOT for inclusion in the Statewide Transporta-

STATE OF OKLAHOMA, }
COUNTY OF OKLAHOMA } ss.

Affidavit of Publication

Carol A. Davis, of lawful age, being first duly sworn, upon

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

Assoc Of Central Okla Govt'S
10618144 - Metro
Published on 04/28/2010

Carol A. Davis

Subscribed and sworn to before me this April 28, 2010
Quinniah Featherston
Notary Public

My commission expires April 1, 2013



THE JOURNAL RECORD

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

ACOG

APR 29 2010

BY JLS

PUBLISHER'S AFFIDAVIT

NOTICE
04/27/2010
PUBLIC HEARING

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).

(Representative Signature)

Subscribed and sworn to before me this 27 th day of April 2010

Notary Public

Commission Number: 10001243
My Commission expires: 2/18/2014

Order Number
00181272

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(MS181272G)
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Transportation improvements included in the FFY 2011-2014 TIP are consistent with the 2030 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 Statewide Transportation Improvement Program (STIP), upon its approval by the ITPC.

The Preliminary FFY 2011-2014 TIP is on the ACOG Web site at www.acogok.org, is available at all metro area public libraries, or a copy may be obtained by contacting Ellen Owens at ACOG, 21 E. Main Street, Suite 100, Oklahoma City, OK 73104, [405] 234-2264, TTY 234-2217. Written comments will be accepted through 4:00 p.m., May 25, 2010, and anyone may attend the ITPC public hearing to express their opinions.

(4-27-10)

**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 2011-2014**

**PLEASE NOTIFY ACOG AT 234-2264 (TDD/TTY 234-2217) BY 5:00 P.M. JANUARY 12, 2010
IF YOU DESIRE A SIGN-LANGUAGE INTERPRETER AT THE MEETING.**



association of central oklahoma governments

Chair Willa Johnson
Oklahoma County Commissioner

Vice-Chair Sam Bowman
Oklahoma City Councilmember

Secretary/Treasurer Russell Smith
Midwest City Mayor

Executive Director
John G. Johnson

MEMORANDUM

DATE: January 8, 2010
TO: Intermodal Transportation Technical Committee (ITTC)
FROM: Douglas W. Rex, Division Director
Transportation Planning & Data Services (TPDS)
SUBJECT: Special Meeting Agenda

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

FRIDAY, JANUARY 15, 2010 AT 1:00 P.M.

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

- AGENDA -

- I. Call To Order and Introductions
- II. Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for the FFY 2011-2014 OCARTS Area Transportation Improvement Program (TIP)
- III. Develop Committee Recommendations for Prioritization of Projects for the FFY 2011-2014 OCARTS Area TIP using STP-UZA Funds
- IV. Adjourn

ACOG

Association of Central Oklahoma Governments
21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 8, 2010

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for Development of the FFY 2011-2014 OCARTS Area Transportation Improvement Program

INFORMATION:

To ensure that the OCARTS Area Transportation Improvement Program (TIP) will be financially constrained, an estimated apportionment of STP-UZA funds for the Oklahoma City Urbanized Area has been developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The figures below reflect a five percent reduction in the STP-UZA apportionment that was received in FFY 2009, and the amount will be held constant over the four-year TIP period. This was done due to the uncertainty of future balances in the Highway Trust Fund and the content of the next surface transportation law that will replace SAFETA-LU.

The estimated apportionment is also based on the combined populations of the Oklahoma City Urbanized Area (UZA) and Norman UZA by assuming that appropriate language will be included in the next reauthorization bill to attach the two UZAs for the purpose of funding federal aid highway programs under Title 23 of the United States Code.

As you will recall, a new SAFETEA-LU requirement began December 11, 2007, which requires revenue and cost estimates for the TIP to use an inflation factor to reflect year of expenditure dollars. The inflation factors applied to the STP-UZA project cost estimates are consistent with those used by the ODOT Project Management Division.

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

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

FFY	Estimated Apportionment*	90% of Estimated Apportionment	STP-UZA (80%/20%)	STP-UZA Safety (100%)
2010-2013	\$18,525,000	\$16,672,500	\$15,005,250	\$1,667,250

* Figure is rounded.

ACTION REQUESTED:

None. For information only.