

# Transportation Improvement Program for the OCARTS Transportation Management Area

FFY 2004 - FFY 2006  
(October 1, 2003 - September 30, 2006)

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 2004 – FFY 2006

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# **1. INTRODUCTION**

## **1.1 BACKGROUND**

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

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

The OCARTS area TIP is prepared annually by the Association of Central Oklahoma Governments (ACOG) in its role as the MPO for transportation planning within the Central Oklahoma region. This document is prepared under the guidance of the Intermodal Transportation Technical and Policy Committees, and is submitted to the Governor, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) through the Oklahoma Department of Transportation (ODOT).

Projects designated for FFY 2004 are expected to be ready for obligation of federal funds during federal fiscal year 2004 (October 1, 2003 - September 30, 2004). 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 2004-2006 TIP is intended to fulfill the following purposes:

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

### **1.3 PRIORITIZATION OF PROJECTS**

This TIP includes a listing of projects for each of the three fiscal years, FFY 2004, 2005, and 2006. Those projects included for FFY 2004 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 2004. Projects for subsequent implementation and of lesser readiness are those identified for federal fiscal years 2005 and 2006, respectively. The projects included in this TIP represent the priorities of the Metropolitan Planning Organization for implementation within the OCARTS area.

### **1.4 PROGRAM BOUNDARY**

The geographical area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties<sup>1</sup>. The OCARTS area is also designated as the Transportation Management Area (TMA) for the Oklahoma City metropolitan region.

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

The population within the Oklahoma City urbanized area boundary determines an annual suballocation of federal funds that is made available to the region for transportation improvements.<sup>2</sup> 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.

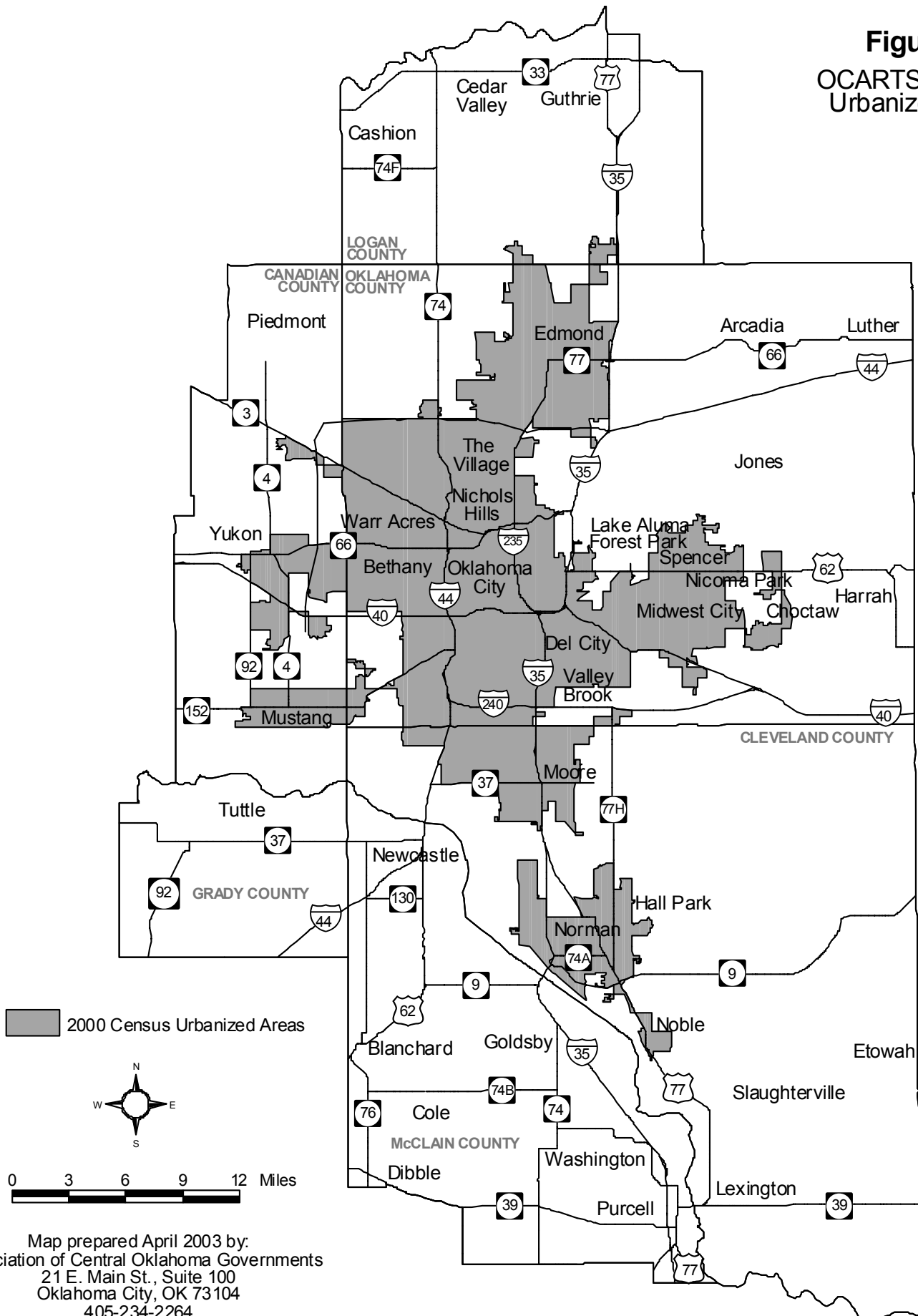
Additional transportation improvements on the interstate, U.S. and state highway system are selected by the State, in consultation with the MPO, from a variety of federal funding sources.

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

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

**Figure 1**  
**OCARTS Area and**  
**Urbanized Areas**



Map prepared April 2003 by:  
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## **1.5 PROGRAM REVISIONS**

Projects included in the TIP may be considered for amendment or revision. Such amendments, which will utilize Surface Transportation Program Urbanized Area (STP-UZA) funds, must not result in exceedance of the STP-UZA planning estimate, as described in Chapter 3. The planning estimate is updated annually when Congress determines an exact spending authority for the fiscal year, and as may be amended thereafter. A mid-year status report on the obligated STP-UZA funds is provided annually by the MPO staff, in accordance with the *Surface Transportation Program Procedures for the Oklahoma City Urbanized Area Funds*, adopted by the Intermodal Transportation Policy Committee (ITPC) on May 28, 1992, and updated on November 18, 1998. Modifications to the TIP requested by OCARTS area communities or other implementing agencies must have the approval of the ITPC, which conducts a public hearing on each request. Following MPO approval, each amendment is forwarded to ODOT for approval, as the Governor's designee, and inclusion in the Statewide Transportation Improvement Program (STIP).

## **1.6 AIR QUALITY AND CONFORMANCE WITH SIP**

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

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

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

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

## **1.7 TITLE VI AND ENVIRONMENTAL JUSTICE**

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The Environmental Justice (EJ) Orders (1997) further amplify Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." Compliance with Title VI and the EJ Orders among recipients of Federal Highway and Federal Transit Administration funds is a priority of the U.S. Department of Transportation that will be evaluated during metropolitan and transit authority certification reviews and review of the Statewide TIP.

In compliance with FTA Circular 4702.1, ACOG and the Central Oklahoma Transportation and Parking Authority (COTPA) jointly prepare a triennial report documenting that transit services and amenities are provided within the region in a nondiscriminatory manner. The triennial report further documents that the MPO planning process, including information dissemination and participation in the decision-making process, is conducted in a nondiscriminatory fashion. The most recent Title VI report for the region was submitted to the Transit Programs Division of the Oklahoma Department of Transportation in April 2001, and was approved by the Federal Transit Administration in October 2001. The region has been recertified for compliance with Title VI through May 2004.

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 are generally determined through the major investment study (MIS) or environmental assessment process for large projects. Smaller projects to improve the capacity or safety of the existing street network, the transit system or area airports are not anticipated to have a disproportional impact on any particular segment of the region's population.

## **1.8 PUBLIC INVOLVEMENT**

In developing this TIP, the MPO provided citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of public transportation, and other interested parties with a reasonable opportunity to provide input and to comment on the proposed program. Opportunities for review and comment on the proposed TIP were announced through articles and notices published in metro area newspapers; articles in ACOG's newsletter, *Central Oklahoma Perspective*; and public meetings/hearings held by the Intermodal Transportation Technical Committee (ITTC) and the Intermodal Transportation Policy Committee (ITPC). In addition, members of ACOG's 2025 OCARTS Plan Citizens Advisory Committee (CAC) and citizens included in the Transportation Users Group mailing list were invited to provide

input into the TIP. The Transportation Users Group includes approximately 120 individuals representing various interests including neighborhoods, environment, business, elderly and disabled, minority populations and travel modes.

An article concerning the schedule for development of the TIP was published in the March 2003 issue of *Central Oklahoma Perspective*.

A Notice to the Public was published in The Daily Oklahoman on March 25, 2003. This notice advised the public of the availability of the preliminary FFY 2004-2006 OCARTS area TIP; the time frame for submitting written comments; and the date, time and location that the preliminary TIP would be considered by the Intermodal Transportation Policy Committee. In addition, notification of the availability of the preliminary TIP and invitation for its review was provided through a press release distributed on April 1, 2003 to 44 media outlets (print, radio and television). Information on the preliminary TIP was also provided in the April 2003 issue of *Central Oklahoma Perspective*, which reaches approximately 1,850 individuals and organizations, and on the ACOG Web site at [www.acogok.org](http://www.acogok.org).

Finally, Notices of Public Hearing were published in the Journal Record and The Daily Oklahoman on April 25 and 26, 2003 respectively, prior to adoption of the final FFY 2004-2006 OCARTS Area TIP by the ITPC. The public hearing to adopt the final TIP was held by the Intermodal Transportation Policy Committee on May 29, 2003. Copies of the publications and information on other public involvement opportunities are included in Appendix A. The final TIP, and subsequent amendments, will also 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 the comment(s) 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 TIP are included in the final document.



## **2. OVERVIEW OF PROGRAM ELEMENTS**

### **2.1 STREET AND HIGHWAY ELEMENT**

The Street and Highway Element of the TIP includes transportation improvements submitted by cities and counties located within the OCARTS area, as well as projects recommended for funding within the OCARTS area by the Oklahoma Department of Transportation. Funding for these projects will utilize a variety of federal funding categories administered by the Federal Highway Administration. Each of the Street and Highway Element projects represent short-range priorities that are located on the Federal-aid system and are consistent with the 2025 OCARTS Plan and the Oklahoma Statewide Intermodal Transportation Plan. The 2025 OCARTS Plan was adopted by the MPO on September 30, 2000, and is incorporated into the Statewide Plan, which was adopted by the Oklahoma Transportation Commission in February 2001.

Street and Highway Element projects include construction, maintenance, and transportation system management (TSM) activities that will impact the regional network. Numerous TSM projects are included in the TIP, which are intended to enhance the efficiency of the existing street network. Examples of these activities include traffic signalization, signal coordination, safety improvements, and intersection redesign. Other improvements involve the widening of streets and bridges, thus increasing capacity to meet travel demand, increase safety, and reduce congestion. Also identified in this element are transportation enhancement activities and projects that will include sidewalk construction. Specific information about the Street and Highway Element projects proposed for implementation during FFY 2004 - FFY 2006 is provided in Chapter 3 of this document.

### **2.2 TRANSIT ELEMENT**

Transit services in the OCARTS area include those administered by the Central Oklahoma Transportation and Parking Authority (COTPA) using Urbanized Area Program funds provided to the Oklahoma City and Norman urbanized areas; the Elderly and Persons with Disabilities Program, administered by the Department of Human Services, Aging Services Division; and the Nonurbanized 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.

#### **CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY**

COTPA operates public transit services through two bus systems, known as MetroTransit: the Oklahoma City system and the Norman system. The Oklahoma City system includes 27 local routes and four express routes serving Edmond, Midwest City, Norman, and Oklahoma City. The Norman system includes eight local routes in and around the University of Oklahoma campus and the City of Norman. In 2002, the average daily ridership for both systems was 14,619 passengers.

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

- **METRO-Lift** - demand responsive service for mobility impaired persons, serving the Edmond, Oklahoma City and Norman areas.
- **Share-A-Fare** - low cost transportation for the elderly and persons with disabilities which operates 24 hours a day, seven days a week, in coordination with local taxi companies.
- **Discount Bus Program** - half-fare bus service available to persons 60 years of age and older and to persons with disabilities.
- **STEP (Supplemental Transportation for Elderly and Handicapped Persons)** - a donation based, fixed route transportation available to persons 60 years of age and older and to persons with disabilities. COTPA contracts with the Salvation Army and Community Action Agency. The service is underwritten by the Areawide Aging Agency and COTPA.
- **Congregate Meal Transportation** - a donation based transportation service for the senior nutrition project of the Areawide Aging Agency, serving persons 60 years of age and older and persons with disabilities. Funding is provided by the Areawide Aging Agency and COTPA.
- **Interim** - free, demand-responsive taxi service available to the elderly and disabled for essential trips only, when they are unable to secure transportation from any other source. COTPA contracts with Safeway Cab Company to provide the service, which is financed in part by the Areawide Aging Agency and COTPA.
- **Daily Living Center** - a two way, door-to-door transportation service for elderly, disabled and frail citizens to the Daily Living Center, a geriatric day care center. The service is contracted to a private provider, and funding is provided by COTPA and the Daily Living Center.
- **Helpline** - taxi service for emergency or medical related transportation needs of the homeless operated through a contract with a local taxi company and underwritten by the City of Oklahoma City and COTPA.
- **RSVP (Retired Senior Volunteer Program)** - retirees provide services to homebound elderly persons, using private vehicles, with mileage reimbursement provided by the Areawide Aging Agency.
- **Senior Companion Program** - matches trained senior volunteers with homebound elderly. The volunteers help with meal preparation, housekeeping, and provide companionship. Vans are used to transport the volunteers to the various residences of the homebound elderly. This service is operated by a private provider and is administered by COTPA.

In response to the Americans with Disabilities Act (ADA), *the Section 504/Americans with Disabilities Act Implementation Plan* was prepared by COTPA and adopted by the COTPA Board of Trustees on December 20, 1991. The implementation plan established the official policy of the COTPA Board of Trustees for compliance with the ADA, calling for the phased implementation of fully accessible fixed route service and a complementary paratransit service for persons with disabilities. COTPA has been in full compliance with the ADA since January 1993. In addition, an advisory committee, known as the Special Transportation Advisory Committee (STAC), meets monthly at COTPA to consider ways to improve transit services for the elderly and persons with disabilities. Recommendations from the STAC are forwarded to the COTPA Board of Trustees.

### **SECTION 5310 - ELDERLY AND PERSONS WITH DISABILITIES PROGRAM**

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

The Section 5310 funds pay for up to 83 percent of the capital cost of the vehicle, with the local match, operation and maintenance paid for by the sponsoring organization.

The Department of Human Services, Aging Services Division, administers this program. Applications for funding are considered by a subcommittee of the Intermodal Transportation Technical Committee (ITTC). The recommendations of the subcommittee are forwarded to the ITTC, which provides its recommendations to the Intermodal Transportation Policy Committee for final consideration and inclusion of the requests in the TIP.

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

## **SECTION 5311 - NONURBANIZED AREA PROGRAM**

The Section 5311 Nonurbanized 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 nonurbanized areas. There are currently 18 agencies within Oklahoma that operate such systems, at a total cost of approximately \$8 million.

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

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as the First Capital Trolley, and the Delta Community Action Foundation located in Purcell.

### **2.3 AIRPORT ELEMENT**

The OCARTS area contains five public airports, which 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, and the Guthrie Municipal Airport is operated by the City of Guthrie.



### **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 2004-2006 short-range planning period.

The improvements that are reflected for FFY 2004 represent the region's highest priorities for enhancing the OCARTS street and highway network. These projects are generally in the design phase, and thus have the greatest level of commitment from the sponsoring entities and the greatest probability of being implemented with federal and local funding resources. The Transportation Equity Act for the 21st Century (TEA-21) requires that the costs of projects listed in each metropolitan area's TIP are consistent with the federal, state and local funds expected to be available to the area. This TIP is based upon the latest available project cost estimates and revenue expectations.

#### **OCARTS AREA PROJECTS FUNDED FROM PREVIOUS TIPS**

The previous OCARTS Area TIP and Statewide Transportation Improvement Program (STIP) covered FFY 2003-2005. Table 1 includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2002. These OCARTS area improvements represent a total expenditure of more than \$152 million. This includes federal, state, and local funds spent on streets eligible for Federal aid and those portions of the State Highway System (interstates, U.S. highways, and state highways) located within the OCARTS area. Figure 2 identifies the locations of several of the major improvements reflected in Table 1.

#### **STREET AND HIGHWAY ELEMENT FUNDING SOURCES**

Several categories of federal funding are available for implementing the Street and Highway Element of the TIP. The Transportation Equity Act for the 21st Century (TEA-21) established the federal funding categories available to states and metropolitan areas. Some categories provide opportunities for funding flexibility among modes. Funding for street and highway improvements is made available annually to the Oklahoma Department of Transportation from the Federal Highway Administration for use throughout the state. TEA-21 calls for urbanized areas with a population greater than 200,000 to receive a suballocation of Surface Transportation Program (STP) funds.

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

**TABLE 1**

**OCARTS AREA PROJECTS FUNDED DURING FFY 2002**

<b>Location</b>	<b>Project Description</b>	<b>Job Number</b>	<b>Let Date</b>	<b>Funding Source</b>	<b>Federal Share</b>	<b>State/Local Share</b>	<b>Total</b>
Canadian Co.	I-40 under Sara, Cimarron & Banner, over Richland - Painting	17950(04)M	Feb-02	IMY-NBIP	256,900.00	0.00	256,900.00
Canadian Co.	I-40 under Sara, Cimarron & Banner, over Richland - Joint Seal	17950(05)M	Apr-02	IMY	212,969.40	0.00	212,969.40
Canadian Co.	SH-152, US-81 to SH-92 - Resurface	19871(04)	Apr-02	MC	0.00	327,806.00	327,806.00
Canadian Co.	SH-92, SH-152 north 5.85 miles - Resurface	19872(04)	Apr-02	CMC	0.00	572,290.00	572,290.00
Canadian Co.	SH-152, US-81 to SH-92 & SH-92, SH-152 N. - Resurface	19871(04)C	Apr-02	MC	0.00	896,600.00	896,600.00
Canadian Co.	Waterloo (N. 248th) over creek 1.1 mi. W of C/L - Br. & Appr.	17783(04)	Jul-02	BRF	199,092.98	49,773.25	248,866.23
Cleveland Co.*	SH-39, US-77 east 5.0 miles - Resurface	19874(04)	Apr-02	MC	0.00	495,437.00	495,437.00
Cleveland Co.*	SH-39, beg. 5.0 mi. E of US-77 east to Pott C/L - Resurface	19874(05)	Apr-02	MC	0.00	623,860.83	623,860.83
Cleveland Co.*	SH-39, US-77 east to Pottawatomie C/L - Resurface	19874(04)C	Apr-02	MC	0.00	887,221.66	887,221.66
Cleveland Co.	Lake Thunderbird Various Locations - Resurface	19755(04)	Jul-02	SAP	0.00	266,488.20	266,488.20
Del City	SE 29th, Bryant to Sooner - Resurface	17639(04)	Feb-02	STP	548,719.24	137,179.81	685,899.05
Edmond	I-35, SH-66 to N of Logan C/L - Resurface	19887(04)M	Jun-02	IMY	2,764,694.47	0.00	2,764,694.47
Edmond	City Wide - Pavement Markings	19520(04)	Jul-03	STPG	42,987.10	0.00	42,987.10
Edmond	Bryant, Thunderbird to Danforth (Signal Intercon.)	19679(04)	Dec-02	STPG	624,282.47	0.00	624,282.47
Edmond**	City Wide, Phase 2 - Sign Replacement	19519(04)	N/A	STPG	110,000.00	0.00	110,000.00
McClain Co.*	SH-9, 1.0 mi. W of I-35 to I-35 - GDS&B	18967(04)	Jan-02	STP	313,050.69	1,528,423.97	1,841,474.66
McClain Co.*	I-35 over SH-39 near Purcell & over Adams St. - Br. Painting	17940(04)M	Feb-02	BHIY-NBIP	126,194.00	0.00	126,194.00
McClain Co.*	I-35 over SH-39 near Purcell & over Adams St. - Joint Seal	17940(05)M	Feb-02	BHIY	138,942.68	0.00	138,942.68
McClain Co.*	I-35, 2.6 mi. N of Purcell N to Canadian River - Resurface	19568(04)C	May-02	IMY	3,599,921.81	0.00	3,599,921.81
McClain Co.*	SH-74, SH-24 to I-35 - Resurface	19831(04)	Jun-02	MC	0.00	109,340.45	109,340.45
McClain Co.*	SH-9, fr. 0.8 mi. E of US-62 to 1.0 mi. W of I-35 - GD&S	17227(04)	Oct-02	STPY	7,408,182.24	0.00	7,408,182.24
Midwest City	I-240 over Douglas Blvd. - Resurface and Bridge Repair	19890(04)	Sep-02	BHIY	229,166.39	0.00	229,166.39
Midwest City	SE 15th, Johnson to Ocala - Resurface	18561(04)	Jan-03	STP	447,832.64	156,877.51	604,710.15
Midwest City	SE 29th, Air Depot to Midwest Blvd. - Access mgmt., etc.			TCSP	1,000,000.00	65,000.00	1,065,000.00
Moore	I-35 at N. 12th Street - Bridge Repair	20079(04)	Oct-02	SAP	0.00	42,820.00	42,820.00
Moore & Norman	I-35, 12th Street in Moore to US-77 - Resurface	19569(04)	Jun-02	IMY	2,525,797.77	0.00	2,525,797.77
Norman	Rock Creed Rd., Stubbeman to Porter - Widen from 2 to 4 Lanes	18208(04)	Feb-02	STP	1,403,554.54	350,888.64	1,754,443.18
Norman	I-35, SH-77 to McClain C/L - Resurface	19885(04)	Jun-02	IMY	2,418,470.00	0.00	2,418,470.00
Norman	Robinson St. & Woods Ave. - Int. Mod. & Signals	18214(04)	Sep-02	STP	255,288.13	64,422.03	319,710.16
Norman	Flood and Acres - Int. Mod. And Signals	15892(04)	Pending	STP	500,000.00	125,000.00	625,000.00
Norman	Alameda, Andover to E. of 24th Ave. E - Widen to 5 Lanes & Signals	18213(04)	Mar-03	STP	3,200,000.00	800,000.00	4,000,000.00

TABLE 1 (Cont.)

OCARTS AREA PROJECTS FUNDED DURING FFY 2002

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Okla.& Logan Co.	I-35, Ft. Smith Intchg. to Payne C/L - Guardrail	19582(04)	Sep-02	IMG	1,448,190.20	0.00	1,448,190.20
Oklahoma City	SH-3 (Northwest Expwy.) at May Ave. - Bridge Repair	19260(04)	Oct-01	SAP	0.00	23,886.00	23,886.00
Oklahoma City	SH-77H, beg. 0.076 mi. S of S. 149th ext. N to C/L - Resurface	19593(04)	Jan-02	CMC	0.00	267,078.80	267,078.80
Oklahoma City	SH-3 (Northwest Expwy.), Rockwell to MacArthur - Resurface	19558(04)	Jan-02	CMC	0.00	565,065.00	565,065.00
Oklahoma City	SH-66, MacArthur to I-44 - Resurface	19555(04)	Jan-02	CMC	0.00	694,346.00	694,346.00
Oklahoma City	I-44/I-235 Interchange - GD&S (Ramp Modification)	18923(04)	Feb-02	IMY	234,432.39	0.00	234,432.39
Oklahoma City	I-40 over Choctaw Rd., 1.2 mi. E of I-240 - Bridge Repair	19596(04)	Feb-02	SAP	0.00	12,900.00	12,900.00
Oklahoma City	I-35, SE 84th to SE 62nd - GDS&B	00292(15)M	Mar-02	I-IMY	23,069,959.23	0.00	23,069,959.23
Oklahoma City	I-40, Pottawatomie C/L west 7.7 mi. - Pavement Patching	19766(04)	Mar-02	IMC	0.00	454,440.00	454,440.00
Oklahoma City	I-35 SB, south of 122nd - Overhead sign repair	19145(04)	Mar-02	SAP	0.00	6,250.00	6,250.00
Oklahoma City	SH-3 (Northwest Expwy.), Council to Rockwell - Resurface	19838(04)	Apr-02	CMC	0.00	507,149.00	507,149.00
Oklahoma City	I-40 over N. Canadian River - Bridge Painting	19693(04)	May-02	IMY-NBIP	378,000.00	0.00	378,000.00
Oklahoma City	I-40 over N. Canadian River - Joint Seal	19693(05)	May-02	IMY	457,689.03	0.00	457,689.03
Oklahoma City	I-40 Crosstown Expressway - Bridge Repair	18614(04)	Jun-02	IMY	934,840.00	0.00	934,840.00
Oklahoma City	I-40, 7.2 mi. W of Pott C/L E to Pott C/L - Patch & Dowel Bar	19884(04)	Jun-02	IMC	0.00	379,928.35	379,928.35
Oklahoma City	I-40, Douglas Blvd. to Choctaw Rd. - Resurface	19888(04)	Jun-02	IMY	2,131,666.65	0.00	2,131,666.65
Oklahoma City	I-44 Various Locations - Bridge Repair	18383(04)M	Jul-02	IMY	981,077.37	0.00	981,077.37
Oklahoma City	I-40 at I-44 east and westbound bridges - Bridge Repair	19889(04)	Jul-02	IMY	940,283.22	0.00	940,283.22
Oklahoma City	I-40 at Walker Ave. - Bridge Repair (Flame Straightening)	19819(04)	Jul-02	SAP	0.00	11,850.00	11,850.00
Oklahoma City	Capitol Complex, Phase III - ADA Sidewalk Rehabilitation	15326(11)	Aug-02	STPY(EH)	929,792.10	158,000.00	1,087,792.10
Oklahoma City	Western, Memorial to NW 150th - Widening	17144(04)	Aug-02	STP	1,948,687.54	490,771.88	2,439,459.42
Oklahoma City	I-40 at Various Locations near TAFB - Safety Improvement	19856(04)	Sep-02	IMG	847,708.47	0.00	847,708.47
Oklahoma City	I-40 Crosstown betw. I-235 and I-44 - ROW Clear (Demolition)	17430(06)	Oct-02	HPPIY	1,223,112.00	0.00	1,223,112.00
Oklahoma City	I-40 Crosstown betw. I-235 and I-44 - ROW Clear (ROW Acqu)	17430(04)	N/A	HPPIY	71,098,839.00	0.00	71,098,839.00
Oklahoma City	City Wide, Phase 1 - Arterial Pavement Markings	19309(04)	Oct-02	STPG	0.00	223,590.50	223,590.50
Oklahoma City	I-240 and Walker - Int. Mod. & Signals	13962(04)	Pending	STP	880,000.00	220,000.00	1,100,000.00
Oklahoma City	City Wide, Phase 1 - Sign Replacement	19310(04)	Pending	STPG	403,000.00	0.00	403,000.00
Oklahoma City	City Wide, Phase 1 - School Zone Safety Impr.	19311(04)	Pending	STPG	401,000.00	0.00	401,000.00
Oklahoma Co.	US-62, Canadian River Bridge to W of Air Depot - Resurface	19873(04)	Apr-02	CMC	0.00	247,627.00	247,627.00
Oklahoma Co.	I-40 at Sooner and I-35 at SE 15 & Crutch Creek - Joint Seal	19951(04)	Jul-02	IMC	0.00	66,745.50	66,745.50

**TABLE 1 (Cont.)**

**OCARTS AREA PROJECTS FUNDED DURING FFY 2002**

<b>Location</b>	<b>Project Description</b>	<b>Job Number</b>	<b>Let Date</b>	<b>Funding Source</b>	<b>Federal Share</b>	<b>State/Local Share</b>	<b>Total</b>
Purcell*	SH-39 over Beaver Creek E of I-35 - GDB&S	13406(04)	Dec-01	BRFY	706,946.16	0.00	706,946.16
Warr Acres	Ann Arbor, NW 50th to NW 39th - Reconstruction	15934(05)	Pending	STP	606,177.00	151,544.00	757,721.00
Yukon	SH-4 (Cornwell), I-40 north to Ranchwood - Resurface	19825(04)	Apr-02	CMC	0.00	137,770.00	137,770.00
Yukon	I-40 over SH-92 and I-40 under NW 10th - Bridge Repair	19810(04)M	Jun-02	SAP	0.00	41,800.00	41,800.00
Yukon	SH-92, I-40 to SH-66 & SH-66, SH-92 to Cornwell - Resurface	19901(04)M	Jun-02	CMC	0.00	503,858.50	503,858.50
Yukon	Vandament and Holly - Int. Mod. & Traffic Signals	17169(04)	Jul-02	STP	894,865.00	223,716.25	1,118,581.25
Yukon	Vandament and Garth Brooks - Intersection Modification	18222(04)	Feb-03	STP	490,400.00	122,600.00	613,000.00
<b>Totals</b>					<b>139,332,711.91</b>	<b>13,010,346.13</b>	<b>152,343,058.04</b>

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

\*\*Reimbursement approved by OTC 4-1-02

**Funding Source Descriptions:**

BHIY - Bridge Rehabilitation on Interstate (100% Federal - 90% Federal and Soft Match)

BHIY-NBIP - Bridge Rehabilitation on Interstate - National Bridge Inspection Program (100% Federal - 90% Federal and Soft Match)

BRF - Bridge Replacement on principal arterial, minor arterial or major collector (80% Federal)

BRFY - Bridge Replacement on principal arterial, minor arterial or major collector (100% Federal - 80% Federal and Soft Match)

CMC - City Street/State Highway Maintenance Contract (100% State)

HPPIY - High Priority Project on Interstate (100% Federal - 90% Federal and Soft Match)

IMC - Interstate Maintenance Contract (100% State)

IMG - Interstate Maintenance Funds (100% Federal)

IMY - Interstate Maintenance Funds (100% Federal - 90% IM and Soft Match)

IMY-NBIP - Interstate Maintenance Funds - National Bridge Inspection Program (100% Federal - 90% IM and Soft Match)

I-IMY - Interstate Construction - Interstate Maintenance (100% Federal - 90% I-IM and Soft Match)

MC - Maintenance Contract (100% State)

SAP - State Aid Program (100% State)

STP - Surface Transportation Program (80% Federal)

STPG - Surface Transportation Program (100% Federal)

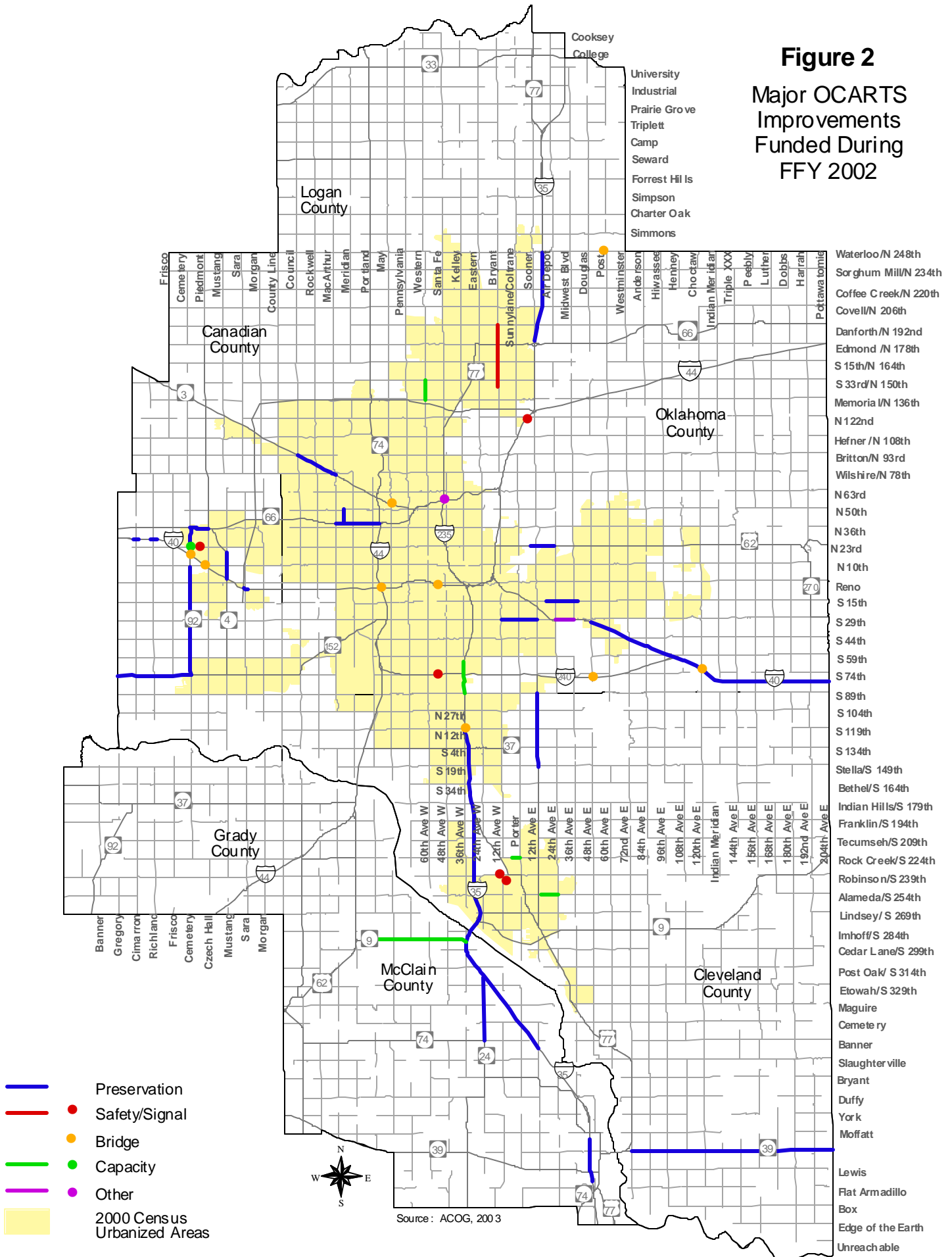
STP (EH) - Surface Transportation Program Enhancement Setaside (80% Federal)

STPY - Surface Transportation Program Funds (100% Federal - 90% STP and Soft Match)

TCSP - Transportation and Community and System Preservation Grant Program

# Figure 2

## Major OCARTS Improvements Funded During FFY 2002





## **DISTRIBUTION OF SURFACE TRANSPORTATION PROGRAM FUNDS**

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

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

## **SURFACE TRANSPORTATION PROGRAM URBANIZED AREA FUNDS (STP-UZA)**

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

Selection of STP-UZA funded projects for inclusion in the TIP is performed in accordance with the *Surface Transportation Program Procedures for the Oklahoma City Urbanized Area Funds*, as adopted by the Intermodal Transportation Policy Committee (ITPC) on May 28, 1992 and updated on November 18, 1998. The STP-UZA projects requested by local governments are evaluated and prioritized in accordance with the adopted *Criteria and Process for Evaluation of STP-UZA Projects* whenever the demand for these funds exceeds the amount of federal funds estimated to be available during the TIP time frame.

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

The six evaluation criteria include:

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

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

The categories of projects included in the evaluation process are:

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

The evaluation process utilizes a system of weights to establish the relative importance of the different criteria for the project categories, and a rating guide is used to assess how a project measures against each criterion. Copies of both the STP-UZA Procedures and the STP-UZA Evaluation Criteria are available at the ACOG offices.

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

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

#### **SURFACE TRANSPORTATION PROGRAM ENHANCEMENT FUNDS**

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



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

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

#### **FISCAL CONSTRAINT OF THE FFY 2004-2006 URBANIZED AREA FUNDS**

This TIP was prepared based on an estimated amount of funds available to the OCARTS area over the TIP time frame for the Oklahoma City and Norman urbanized areas. The estimated funds were based on the FFY 2002 apportionment provided to the OCARTS area, which was the most recent apportionment information at the time the preliminary document was prepared. The STP Procedures for the Oklahoma City Urbanized Area Funds call for 90 percent of the estimated funds to be used when preparing a TIP. This is intended to avoid a potential shortage of funds at the end of the fiscal year caused by low TIP estimates, unusually high bids, cost overruns or other unforeseen events. The estimate serves as the planning cap for STP-UZA funded projects for each year of the TIP, and may not be exceeded by future amendments. As final funding figures for FFY 2004-2006 are provided and/or additional obligational authority is obtained, the figures will be updated. Appendix C provides additional information about the estimated federal funds for the Oklahoma City Urbanized Area, upon which this TIP is based.

The first year of this TIP includes 19 projects, including five safety projects, proposed for funding with STP-UZA funds. This represents a total of \$13,662,164 in federal funds. The FFY 2005 and FFY 2006 programs propose STP-UZA totals of \$14,205,270 and \$14,351,962, respectively, which are within the planning estimate for the OCARTS area.

#### **FFY 2004 - FFY 2006 STREET AND HIGHWAY ELEMENT PROJECTS**

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

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

The FFY 2004 program includes a listing of local government-sponsored projects proposed for funding with STP-UZA funds, followed by a listing of projects provided by the Oklahoma Department of Transportation (ODOT), which are located on the State Highway System (includes interstates, state highways and U.S. highways). Each project is identified by location, project type, federal funding source, and the source of matching funds. The federal funds identified in the ODOT list are provided to the State of Oklahoma and are attributable to the State's obligational authority. The local government and State-sponsored projects are followed by Table 2, which provides a summary of the FFY 2004 program by location and funding category. Table 3 provides the FFY 2004 budget summary for the OCARTS area street and highway projects.

Similar project lists and summary tables are provided for the FFY 2005 and FFY 2006 programs. Tables 4 and 5 summarize the FFY 2005 projects, and Tables 6 and 7 summarize the FFY 2006 projects. Table 8 follows this information, which is a budget summary for the Street and Highway Element for all three years of this TIP combined.

Figure 3, at the end of this chapter, reflects the general locations of the proposed STP-UZA Street and Highway Element improvements listed in this TIP for FFY 2004-2006.

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<sup>3</sup> During a special meeting of the ITTC in March 2003, the Committee also reviewed and recommended alternative lists of FFY 2004, 2005 and 2006 STP-UZA project priorities that did not include the Norman projects. These alternative recommendations were approved by the ITPC on March 27, 2003 and will be utilized in the event the Norman UZA population is not attributed to the Oklahoma City UZA for FHWA funding purposes.

**HIGHWAY ELEMENT  
TRANSPORTATION IMPROVEMENT PROGRAM  
LOCAL GOVERNMENT PROJECTS  
FFY 2004**

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF DEL CITY</b>						
	SE 15th, Vickie to Sooner	Widen for Turn Lane (Sidewalks) 0.50	STP-UZA	680,000	170,000	850,000
<b>SUBTOTAL</b>				680,000	170,000	850,000
<b>CITY OF EDMOND</b>						
STP-155B(317)AG 19681(04)	7th and Kelly	Intersec. Mod. & Signals (Sidewalks) 0.25	STP-UZA	656,000	164,000	820,000
STP-155B(367)AG 20216(04)	15th, Edgewood to Pine Oak	Widen & Signals (Sidewalks) 0.40	STP-UZA	1,000,000	250,000	1,250,000
STP-155B(375)AG 20347(04)	Kelly Ave., 15th to 33rd	Widen, Lighting, Signals (Sidewalks) 1.00	STP-UZA	2,166,486	541,621	2,708,107
<b>SUBTOTAL</b>				3,822,486	955,621	4,778,107

**HIGHWAY ELEMENT (Cont.)**

**TRANSPORTATION IMPROVEMENT PROGRAM  
LOCAL GOVERNMENT PROJECTS  
FFY 2004**

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF MOORE</b>						
	SE 19th and Eastern	Intersec. Mod. & Signals (Sidewalks) 0.00	STP-UZA	240,000	60,000	300,000
STP-114B(035)AG 17963(04)	Telephone, S. 4th to S. 17th	Widen from 3 to 4 Lanes 0.70	STP-UZA	417,600	104,400	522,000
STP-14C(396)AG 15305(04)	Santa Fe, SW 4th to SW 19th	Widen from 2 to 4 Lanes 1.00	STP-UZA	1,491,469	372,867	1,864,336
	Citywide	Arterial Pavmnt. Marking 0.00	STP-UZA Safety	250,000	0	250,000
	Citywide	SZ Safety Improvemts. 0.00	STP-UZA Safety	35,000	0	35,000
<b>SUBTOTAL</b>				<b>2,434,069</b>	<b>537,267</b>	<b>2,971,336</b>

**HIGHWAY ELEMENT (Cont.)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**LOCAL GOVERNMENT PROJECTS**  
**FFY 2004**

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF NORMAN*</b>						
STP-114B(049)AG 18212(04)	Robinson, Northcliff to 24th NE	Widen, Int. Mod., Signals (Sidewalks) 0.72	STP-UZA	1,360,000	340,000	1,700,000
STP-114B(070)AG 19678(04)	Jenkins Ave. and Imhoff Rd.	New Signal & Intercon. (Ped. Button)	STP-UZA	160,000	40,000	200,000
STPG-14A(408)AG 15688(04)	Robinson, Brookhaven-12th NE	Emerg. Pre-emp/ 13 Signals 4.17	STP-UZA Safety	120,000	0	120,000
<b>SUBTOTAL</b>				1,640,000	380,000	2,020,000
<b>CITY OF OKLAHOMA CITY</b>						
STP-155A(283)AG 19312(04)	Meridian, Reno to SW 29th	Widen from 4 to 5 Lanes (Sidewalks) 2.00	STP-UZA	2,070,818	517,704	2,588,522
STP-55B(830)AG 14365(04)	Eastern, SE 59th to I-240	Widen from 2 to 4 Lanes (Sidewalks) 1.00	STP-UZA	1,469,852	367,463	1,837,315
STPG-155F(397)AG 20639(04)	City Wide - Phase 3	Arterial Pavmnt. Marking	STP-UZA Safety	600,000	0	600,000
STPG-155F(398)AG 20640(04)	City Wide - Phase 3	SZ Safety Improvements	STP-UZA Safety	600,000	0	600,000
<b>SUBTOTAL</b>				4,740,670	885,167	5,625,837

\*City of Norman projects are contingent upon the Norman Urbanized Area (UZA) population being attributed to the Oklahoma City UZA for highway funding purposes as part of the multi-year surface transportation bill that replaces TEA-21.

**HIGHWAY ELEMENT (Cont.)**

**TRANSPORTATION IMPROVEMENT PROGRAM  
LOCAL GOVERNMENT PROJECTS  
FFY 2004**

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF SPENCER</b>						
	Midwest Blvd., NE 23rd to RR	Repair Base & Resurface 1.70	STP-UZA	176,400	44,100	220,500
	NE 36th, Douglas to Spencer Rd.	Resurface 0.60	STP-UZA	96,000	24,000	120,000
	NE 36th, Spencer Rd. to Midwest Blvd.	Resurface 0.60	STP-UZA	72,540	18,135	90,675
<b>SUBTOTAL</b>				344,940	86,235	431,175
<b>FFY 2004 GRAND TOTAL</b>				13,662,164	3,014,291	16,676,455

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**HIGHWAY ELEMENT**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS**  
**FFY 2004**

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>	<b>COUNTY (CITY)</b>
BRFY-014B(321) 06346(04)	SH-9 @ Pecan Creek Just West of Cleveland/Pott. County Line	Bridge & Approaches 0.680	BRFY	3,159,670	0	0	3,159,670	Cleveland
BRFY-042B(244)RW 12307(05)	SH-33: 2 Bridges @ Pawnee & Cox Crks, 4.1 & 4.5 Miles East of Kingfisher C/L	Right of Way 0.045	BRFY	185,989	0	0	185,989	Logan
BRFY-042B(245)UT 12307(06)	SH-33: 2 Bridges @ Pawnee & Cox Crks, 4.1 & 4.5 Miles East of Kingfisher C/L	Utilities 0.045	BRFY	175,876	0	0	175,876	Logan
BRO-142D(075)CO 20073(04)	County Bridge Over Cottonwood Creek, 2 mi. W and 4 mi. S of US-77/SH-33 Jct.	Bridge & Approaches 0.400	BRO	95,400	0	0	95,400	Logan (Guthrie)
IMY-0035-4(197)152 20270(04)	I-35 From Seward Rd. North to Roller Coaster Bridge	Resurface 2.140	IMY	5,150,000	0	0	5,150,000	Logan
STPY-144B(049)RW 13574(05)	US-62 From 0.15 mi. W of the C/L Northeast through Blanchard	Right-of-Way 1.035	STPY	530,450	0	0	530,450	McClain (Blanchard)
BHIY-NBIP-0(139)000 17978(04)	I-35: over SH-74, North of Purcell (Parallel Bridges)	Bridge Painting 0.020	BHIY-NBIP	57,962	0	0	57,962	McClain
BHIY-0035-2(249)094 17978(05)	I-35: Over SH-74, North of Purcell (Parallel Bridges)	Joint Seal/Repair 0.020	BHIY	46,370	0	0	46,370	McClain
IMY-NBIP-0(141)000 17979(04)	I-35: SH-74 Over I-35, South of Purcell (Parallel Bridges)	Bridge Painting 0.043	IMY-NBIP	64,918	0	0	64,918	McClain
IMY-0035-2(251)104 17979(05)	I-35: SH-74 Over I-35, South of Purcell (Parallel Bridges)	Joint Seal/Repair 0.043	IMY	88,102	0	0	88,102	McClain
BHIY-NBIP-0(143)000 17980(04)	I-35: Over SH-74G, North of Purcell	Bridge Painting 0.037	BHIY-NBIP	28,981	0	0	28,981	McClain
BHIY-0035-2(253)096 17980(05)	I-35: Over SH-74G, North of Purcell	Joint Seal/Repair 0.037	BHIY	23,185	0	0	23,185	McClain

**HIGHWAY ELEMENT (Cont.)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS**  
**FFY 2004**

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>	<b>COUNTY (CITY)</b>
BHIY-NBIP-0(191)000 17996(04)	I-35: Over Walnut Creek Overflow, .6 Miles North of Jct. SH-39 (Parallel Bridges)	Bridge Painting 0.023	BHIY-NBIP	59,702	0	0	59,702	McClain
BHIY-0035-2(258)092 17996(05)	I-35: Over Walnut Creek Overflow, .6 Miles North of Jct. SH-39 (Parallel Bridges)	Joint Seal/Repair 0.023	BHIY	47,762	0	0	47,762	McClain
BHIY-NBIP-0(193)000 17997(04)	I-35: SH-9 Over I-35, South of Norman	Bridge Painting 0.042	BHIY-NBIP	73,911	0	0	73,911	McClain
BHIY-0035-2(260)106 17997(05)	I-35: SH-9 Over I-35, South of Norman	Joint Seal/Repair 0.042	BHIY	40,119	0	0	40,119	McClain
IMY-0035-2(269)107 19076(04)	I-35 @ SH-9 (South) Interchange Modification (West Side Only)	Interchange 0.500	IMY	3,462,666	0	0	3,462,666	McClain
BRFY-NBIP-(263) 19482(04)	US-77 Over Walnut Creek at North Side of SH-39 Junction	Bridge Painting 0.077	BRFY-NBIP	159,358	0	0	159,358	McClain
BRFY-144C(044) 19482(05)	US-77 Over Walnut Creek at North Side of SH-39 Junction	Joint Seal/Repair 0.077	BRFY	106,600	0	0	106,600	McClain
BRFY-055C(660) 06320(04)	SH-74 (Portland) From Bloody Rush Creek North to Waterloo Rd.	Grade, Drain, Bridge & Surface 1.750	BRFY	4,944,000	0	0	4,944,000	Oklahoma
IMY-0035-3(261)121RW 09032(09)	I-35 @ the I-240 Jct. Phase I, II, III & IV (Reconstruct Interchange)	Right of Way 1.000	IMY	14,420,000	0	0	14,420,000	Oklahoma (OKC)
STPY-055F(862)RW 14964(05)	SH-74 (Portland Avenue) North of Memorial to 178th (Phase I)	Right of Way 2.500	STPY	15,690,800	0	0	15,690,800	Oklahoma (OKC)
J1-7428(008)HP 17428(08)	I-40 Realignment of the Crosstown Expy. (Phase II)	Railroad Relocation 4.000		15,800,000	0	0	15,800,000	Oklahoma (OKC)
J1-7428(009)HP 17428(09)	I-40 Realignment of the Crosstown Expy. (Phase II)	Preliminary Eng. 4.000		13,000,000	0	0	13,000,000	Oklahoma (OKC)



**HIGHWAY ELEMENT (Cont.)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS**  
**FFY 2004**

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>	<b>COUNTY (CITY)</b>
IMY-0040-4(393)149 20275(04)	I-40 Crosstown Expressway	Bridge Repair 1.670	IMY	1,030,000	0	0	1,030,000	Oklahoma (OKC)
CIP-155C(301)IP 19508(04)	US-270 from Harrah Road East to Pottawatomie C/L	Reconstruct- Added Lanes 1.000	CIP	0	924,000	0	924,000	Oklahoma
CIP-155D(303)IP 19509(04)	Harrah Road from SE 29th South to I-40	Reconstruct- No Added Lanes 3.500	CIP	0	9,266,962	0	9,266,962	Oklahoma (Harrah/OKC)
CIP-155D(306)IP 19509(07)	Harrah Road from SE 29th South to I-40	Utilities 3.500	CIP	0	159,135	0	159,135	Oklahoma (Harrah/OKC)
J1-9720(005) 19720(05)	Demolition, Removal, Disposal of Obstructions on Public R/W Prior to Utility Relocation or Project Startup	Right of Way Clearance 0.000					*	Statewide
J1-7049(010) 17049(10)	Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc.	Safety Improvement Railroad 0.000					*	Statewide
J1-7050(010) 17050(10)	Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/ Waterproofing, Saline Treatment, Etc.	Bridge Improvement 0.000					*	Statewide
J1-7051(010) 17051(10)	Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod, Lighting, Interconnect Systems, Guardrail, Delineation, Etc.	Safety Improvement Traffic 0.000					*	Statewide
	<b>TOTAL</b>			78,441,821	10,350,097	0	88,791,918	

\* Funds included in ODOT Statewide Transportation Improvement Program

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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF DEL CITY</b>						
	Sooner, Reno to SE 15th	Base Repair & Overlay 1.00	STP-UZA	229,600	57,400	287,000
<b>SUBTOTAL</b>				229,600	57,400	287,000
<b>CITY OF EDMOND</b>						
STP-155B(366)AG 20156(04)	Boulevard, Danforth to Covell	Widen, Realign, Signals (Sidewalks & Bike) 1.00	STP-UZA	3,596,467	899,117	4,495,584
STP-155B(112)AG 17012(04)	33rd, Coltrane to I-35	Widen from 2 to 4 Lanes (Sidewalks) 1.00	STP-UZA	1,225,684	306,421	1,532,105
<b>SUBTOTAL</b>				4,822,151	1,205,538	6,027,689
<b>CITY OF MIDWEST CITY</b>						
	SE 29th and Douglas Blvd.	Intersection Modification	STP-UZA	753,520	188,380	941,900
<b>SUBTOTAL</b>				753,520	188,380	941,900

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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF NORMAN*</b>						
STP-114B(044)AG 18207(04)	12th Ave NW over Little River	Bridge Replacement 0.23	STP-UZA	800,000	200,000	1,000,000
STP-14C(415)AG 15692(04)	Boyd St and Flood Ave.	Intersec. Mod. & Signals (Sidewalks)	STP-UZA	400,000	100,000	500,000
STP-114B(018)AG 17069(04)	Lindsey, Oakhurst to 24th SE	Widen from 2 to 4 Lanes (Sidewalks) 0.38	STP-UZA	960,000	240,000	1,200,000
	Flood Ave. and Symmes St.	Intersec. Mod. & Signals (Sidewalks)	STP-UZA	400,000	100,000	500,000
	36th Ave NW & Rock Creek Rd.	New Signal (Ped. Button)	STP-UZA	80,000	20,000	100,000
<b>SUBTOTAL</b>				<b>2,640,000</b>	<b>660,000</b>	<b>3,300,000</b>

\*City of Norman projects are contingent upon the Norman Urbanized Area (UZA) population being attributed to the Oklahoma City UZA for highway funding purposes as part of the multi-year surface transportation bill that replaces TEA-21.

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

<b>CITY OF OKLAHOMA CITY</b>						
	SW 54th, MacArthur to Portland	Widen from 2 to 4 lanes (Sidewalks) 2.00	STP-UZA	4,560,000	1,140,000	5,700,000
	City Wide - Phase 4	Arterial Pvmt. Markings	STP-UZA Safety	600,000	0	600,000
	City Wide - Phase 4	SZ Safety Improvements	STP-UZA Safety	600,000	0	600,000
<b>SUBTOTAL</b>				5,760,000	1,140,000	6,900,000
<b>FFY 2005 GRAND TOTAL</b>				14,205,271	3,251,318	17,456,589

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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>	<b>COUNTY (CITY)</b>
IMY-0040-4(390)140 20244(04)	I-40 From Morgan Road to Portland Ave. (Mill and Overlay)	Resurface	IMY	2,121,800	0	0	2,121,800	Canad./Okla. (OKC)
IM-NHIY-0035-3(108)119 00292(17)	I-35 from North 12th St., North to .5 Miles North of North 27th (6 Lanes, Frnt. Rds.)	Grade, Drain and Surface 1.500	IM-NHIY	19,870,004	0	0	19,870,004	Cleveland (Moore)
IM-NHIY-0035-3(240)119 00292(18)	I-35 @ structures "F" & "F-1" (Shields Interchange) between North 12th St. & .5 Miles North of North 27th	Bridge & Approaches 0.400	IM-NHIY	5,179,514	0	0	5,179,514	Cleveland (Moore)
STPY-114A(100)RW 20266(05)	SH-9 From I-35 East to 60th Avenue E. (Post Road)	Right-of-Way 3.250	STPY	1,060,900	0	0	1,060,900	Cleveland (Norman)
STPY-114A(101)UT 20266(06)	SH-9 From I-35 East to 60th Avenue E. (Post Road)	Utilities 3.250	STPY	530,450	0	0	530,450	Cleveland (Norman)
STPY-126C(061)RW 20234(05)	SH-37, beginning at the SH-92 Jct. in Tuttle and extending W 4.8 mi.	Right-of-Way 4.800	STPY	218,540	0	0	218,540	Grady
BRFY-042B(238) 12307(04)	SH-33: 2 Bridges. @ Pawnee & Cox Crks, 4.1 & 4.5 Miles East of Kingfisher C/L	Bridge & Approaches 0.620	BRFY	2,435,993	0	0	2,435,993	Logan
STPY-144B(050)UT 13574(06)	US-62 From 0.15 mi. West of the C/L Northeast through Blanchard	Utilities 1.035	STPY	546,350	0	0	546,350	McClain (Blanchard)
STPY-055F(863)UT 14964(06)	SH-74 (Portland Avenue) North of Memorial to 178th	Utilities 2.500	STPY	2,225,744	0	0	2,225,744	Oklahoma (OKC)
IMY-0035-3(262)121UT 09032(10)	I-35 @ the I-240 Jct. (Reconstruct Interchange)	Utilities 1.000	IMY	4,370,800	0	0	4,370,800	Oklahoma (OKC)
IMY-0035-3(273)121RW 09032(11)	I-35 @ the I-240 Jct., Phases 1,2,3,4 (Reconstruct Interchange)	Right-of-Way 1.000	IMY	15,297,800	0	0	15,297,800	Oklahoma (OKC)

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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>	<b>COUNTY (CITY)</b>
STPY-155C(372)RW 14964(07)	SH-74 (Portland Avenue) North of Memorial to 178th	Right-of-Way 2.500	STPY	16,000,000	0	0	16,000,000	Oklahoma (OKC)
J1-9720(006) 19720(06)	Demolition, Removal, Disposal of Obstructions on Public R/W Prior to Utility Relocation or Project Startup	Right of Way Clearance 0.000					*	Statewide
J1-7049(011) 17049(11)	Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc.	Safety Improvement Railroad 0.000					*	Statewide
J1-7050(011) 17050(11)	Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/ Waterproofing, Saline Treatment, Etc.	Bridge Improvement 0.000					*	Statewide
J1-7051(011) 17051(11)	Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod, Lighting Interconnect Systems, Guardrails, Delineation, Etc.	Safety Improvement Traffic 0.000					*	Statewide
<b>TOTAL</b>				69,857,895	0	0	69,857,895	

\* Funds included in ODOT Statewide Transportation Improvement Program

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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF EDMOND</b>						
	33rd, Kelly to Santa Fe	Widening & Signal (Sidewalks) 1.00	STP-UZA	2,000,000	500,000	2,500,000
	Covell, Thomas to Broadway	Widen & RR Grade Sep. (Sidewalks & Bike) 0.40	STP-UZA	2,886,174	721,544	3,607,718
<b>SUBTOTAL</b>				4,886,174	1,221,544	6,107,718
<b>CITY OF MIDWEST CITY</b>						
	SE 15th and Sooner Road	Intersection Modification	STP-UZA	953,440	238,360	1,191,800
<b>SUBTOTAL</b>				953,440	238,360	1,191,800
<b>CITY OF MOORE</b>						
	NW 12th, Santa Fe to City Ave.	Sidewalks - Both Sides 0.75	STP-UZA	169,818	42,455	212,273
	Janeway, NW 5th to SW 4th	Sidewalks - Both Sides 0.50	STP-UZA	122,530	30,632	153,162
<b>SUBTOTAL</b>				292,348	73,087	365,435

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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>CITY OF NORMAN*</b>						
	Main Street & 36th Ave W	Intersec. Mod. & Signals (Sidewalks)	STP-UZA	800,000	200,000	1,000,000
	Main, Carter to 12th Ave NE	Widen from 2 to 4 Lanes (Sidewalks) 0.50	STP-UZA	1,500,000	375,000	1,875,000
	24th Ave NW & Boardwalk	Intersec. Mod. & Signals (Sidewalks)	STP-UZA	400,000	100,000	500,000
<b>SUBTOTAL</b>				2,700,000	675,000	3,375,000
<b>CITY OF OKLAHOMA CITY</b>						
	NW 150th, Western to Santa Fe	Widen from 2 to 4 lanes (Sidewalks) 1.00	STP-UZA	2,160,000	540,000	2,700,000
	SW 29th, MacArthur to Meridian	Widen from 2 to 4 lanes (Sidewalks) 1.00	STP-UZA	2,160,000	540,000	2,700,000
	City Wide - Phase 5	Arterial Pvmt. Markings	STP-UZA Safety	600,000	0	600,000
	City Wide - Phase 5	SZ Safety Improvements	STP-UZA Safety	600,000	0	600,000
<b>SUBTOTAL</b>				5,520,000	1,080,000	6,600,000
<b>FFY 2006 GRAND TOTAL</b>				14,351,962	3,287,991	17,639,953

\*City of Norman projects are contingent upon the Norman Urbanized Area (UZA) population being attributed to the Oklahoma City UZA for highway funding purposes as part of the multi-year surface transportation bill that replaces TEA-21.



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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>	<b>COUNTY (CITY)</b>
STPY-114A(099) 20266(04)	SH-9 From I-35 Just East of 24th East to 60th Street	Grade, Drain & Surface 3.250	STPY	6,009,850	0	0	6,009,850	Cleveland (Norman)
STPY-126C(062)UT 20234(06)	SH-37 Begin at Jct SH-92 in Tuttle Extent West 4.8 miles	Utilities 4.800	STPY	218,540	0	0	218,540	Grady
STPY-044B(319) 13574(04)	US-62 From 0.15 miles West of the C/L Northeast through Blanchard	Grade, Drain & Surface 1.035	STPY	7,653,400	0	0	7,653,400	McClain (Blanchard)
STPY-055F(861) 14964(04)	SH-74 (Portland Ave.) North of Memorial to 178th (4 Lane Divided)	Grade, Drain, Bridge & Surface 2.500	STPY	17,843,883	0	0	17,843,883	Oklahoma (OKC)
STPY-155C(368)RW 16999(10)	SH-74 From 178th/Edmond Road North to Covell Road	Right-of-Way 2.100	STPY	6,256,650	0	0	6,256,650	Oklahoma (OKC)
STPY-155C(369)UT 16999(11)	SH-74 From 178th/Edmond Road North to Covell Road	Utilities 2.100	STPY	1,275,100	0	0	1,275,100	Oklahoma (OKC)
STPY-NBIP(249) 19468(04)	US-62 Over Choctaw Road & Crip, 11.5 miles East of Jct. I-35	Bridge Painting 0.144	STPY-NBIP	256,783	0	0	256,783	Oklahoma (Choctaw)
STPY-155A(293) 19468(05)	US-62 Over Choctaw Road & Crip, 11.5 miles East of Jct. I-35	Joint Seal/Repair 0.144	STPY	212,730	0	0	212,730	Oklahoma (Choctaw)
JI-7049(012) 17049(12)	Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc.	Safety Improvement Railroad 0.000					*	Statewide
JI-7050(012) 17050(12)	Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/ Waterproofing, Saline Treatment, Etc.	Bridge Improvement 0.000					*	Statewide
JI-7051(012) 17051(12)	Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod., Lighting, Interconnect Systems, Guardrail, Delineation, Etc.	Safety Improvement Traffic 0.000					*	Statewide

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

<b>PROJECT NUMBER</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE &amp; LENGTH (MILES)</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>	<b>COUNTY (CITY)</b>
JI-9720(007) 19720(07)	Demolition, Removal & Disposal of Obstructions on Public R/W Prior to Utility Relocation or Project Startup	Right-of-Way Clearance 0.000					*	Statewide
	<b>TOTAL</b>			39,726,936	0	0	39,726,936	

\* Funds included in ODOT Statewide Transportation Improvement Program

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**TABLE 2  
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM  
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS  
SUMMARY OF FUNDING BY SOURCE AND LOCATION  
FFY 2004**

ENTITY	INTER-STATE FUNDS (IM)	NATIONAL HIGHWAY SYSTEM (NH,NHI)	BRIDGE FUNDS (BRI,BRF, BRO)	OTHER FEDERAL FUNDS	SURFACE TRANSPORTATION PROGRAM			SURFACE TRANS. PROGRAM		STATE MATCH	LOCAL MATCH	100% STATE FUNDS (CIP, SAP, MC)	TOTAL
					STP-ST Safety	STP-ST Enhance	STP-ST Other	STP-UZA	STP-UZA Safety				
Blanchard	0	0	0	0	0	0	530,450	0	0	0	0	0	530,450
Del City	0	0	0	0	0	0	0	680,000	0	0	170,000	0	850,000
Edmond	0	0	0	0	0	0	0	3,822,486	0	0	955,621	0	4,778,107
Guthrie	0	0	95,400	0	0	0	0	0	0	0	0	0	95,400
Harrah	0	0	0	0	0	0	0	0	0	0	0	0	0
Luther	0	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	0
Moore	0	0	0	0	0	0	0	2,149,069	285,000	0	537,267	0	2,971,336
Newcastle	0	0	0	0	0	0	0	0	0	0	0	0	0
Norman	0	0	0	0	0	0	0	1,520,000	120,000	0	380,000	0	2,020,000
Oklahoma City	15,450,000	0	0	28,800,000	0	0	15,690,800	3,540,670	1,200,000	0	885,167	9,426,097	74,992,734
Spencer	0	0	0	0	0	0	0	344,940	0	0	86,235	0	431,175
Tuttle	0	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	0
Yukon	0	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	0
Cleveland Co.	0	0	3,159,670	0	0	0	0	0	0	0	0	0	3,159,670
Grady Co.	0	0	0	0	0	0	0	0	0	0	0	0	0
Logan Co.	5,150,000	0	361,865	0	0	0	0	0	0	0	0	0	5,511,865
McClain Co.	3,615,686	0	643,950	0	0	0	0	0	0	0	0	0	4,259,636
Oklahoma Co.	0	0	4,944,000	0	0	0	0	0	0	0	0	924,000	5,868,000
Totals	24,215,686	0	9,204,885	28,800,000	0	0	16,221,250	12,057,165	1,605,000	0	3,014,290	10,350,097	105,468,373

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

IM - Interstate Maintenance Funds - 90% Federal

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

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

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

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

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

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

Other Federal Funds - Includes High Priority Project Funds for the I-40 Crosstown, Demonstration funds and projects whose federal funding source in undecided

CIP,SAP,MC - Statewide Capital Improvements Projects, as approved by the Oklahoma Legislature, and Maintenance Funds

**TABLE 3  
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM  
FFY 2004 OCARTS BUDGET SUMMARY**

FUNDING CATEGORY	FEDERAL/STATE FUNDS ANTICIPATED	PROGRAMMED FUNDS			TOTAL PROGRAM
		FEDERAL	STATE	LOCAL	
<b>Oklahoma City Urbanized Area Funds:</b>					
Surface Transportation Program Urbanized Area (STP-UZA) Subtotal	14,400,000	13,662,164	0	3,014,291	16,676,455
Reserve		737,836	0	0	737,836
<b>Federal-Aid and State Funds:</b>					
Interstate Program	24,215,686	24,215,686	0	0	24,215,686
National Highway System	0	0	0	0	0
Bridge Program	9,204,885	9,204,885	0	0	9,204,885
Other Federal Funds	28,800,000	28,800,000	0	0	28,800,000
Surface Transportation Program (STP)	16,221,250	16,221,250	0	0	16,221,250
STP Safety Program	0	0	0	0	0
STP Enhancement Program	0	0	0	0	0
Statewide Capital Improvements Program (CIP) and other State Funds	10,350,097	0	10,350,097		10,350,097
OCARTS Area Subtotal	88,791,918	78,441,821	10,350,097	0	88,791,918
<b>Grand Total</b>	103,191,918	92,103,985	10,350,097	3,014,291	105,468,373

**TABLE 4  
HIGHWAY ELEMENT  
TRANSPORTATION IMPROVEMENT PROGRAM  
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS  
SUMMARY OF FUNDING BY SOURCE AND LOCATION  
FFY 2005**

ENTITY	INTER-STATE FUNDS (IM)	NATIONAL HIGHWAY SYSTEM (NH,NHI)	BRIDGE FUNDS (BRI,BRF, BRO)	OTHER FEDERAL FUNDS	SURFACE TRANSPORTATION PROGRAM			SURFACE TRANS. PROGRAM		STATE MATCH	LOCAL MATCH	STATE CIP PROGRAM	TOTAL
					STP-ST Safety	STP-ST Enhance	STP-ST Other	STP-UZA	STP-UZA Safety				
Blanchard	0	0	0	0	0	0	546,350	0	0	0	0	0	546,350
Del City	0	0	0	0	0	0	0	229,600	0	0	57,400	0	287,000
Edmond	0	0	0	0	0	0	0	4,822,151	0	0	1,205,538	0	6,027,689
Guthrie	0	0	0	0	0	0	0	0	0	0	0	0	0
Harrah	0	0	0	0	0	0	0	0	0	0	0	0	0
Luther	0	0	0	0	0	0	0	0	0	0	0	0	0
Midwest City	0	0	0	0	0	0	0	753,520	0	0	188,380	0	941,900
Moore	25,049,518	0	0	0	0	0	0	0	0	0	0	0	25,049,518
Newcastle	0	0	0	0	0	0	0	0	0	0	0	0	0
Norman	0	0	0	0	0	0	1,591,350	2,640,000	0	0	660,000	0	4,891,350
Oklahoma City	21,790,400	0	0	0	0	0	18,225,744	4,560,000	1,200,000	0	1,140,000	0	46,916,144
Spencer	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuttle	0	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	0
Yukon	0	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	0
Cleveland Co.	0	0	0	0	0	0	0	0	0	0	0	0	0
Grady Co.	0	0	0	0	0	0	218,540	0	0	0	0	0	218,540
Logan Co.	0	0	2,435,993	0	0	0	0	0	0	0	0	0	2,435,993
McClain Co.	0	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	0
<b>Totals</b>	<b>46,839,918</b>	<b>0</b>	<b>2,435,993</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,581,984</b>	<b>13,005,271</b>	<b>1,200,000</b>	<b>0</b>	<b>3,251,318</b>	<b>0</b>	<b>87,314,484</b>

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

IM - Interstate Maintenance Funds - 90% Federal

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

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

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

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

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

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

Other Federal Funds - Includes High Priority Project Funds for the I-40 Crosstown and projects whose federal funding source in undecided

CIP - Statewide Capital Improvements Projects, as approved by the Oklahoma Legislature

**TABLE 5  
HIGHWAY ELEMENT**

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

FUNDING CATEGORY	FEDERAL/STATE FUNDS ANTICIPATED	PROGRAMMED FUNDS			TOTAL PROGRAM
		FEDERAL	STATE	LOCAL	
<b>Oklahoma City Urbanized Area Funds:</b>					
Surface Transportation Program Urbanized Area (STP-UZA) Subtotal	14,400,000	14,205,271	0	3,251,318	17,456,589
Reserve		194,729	0	0	194,729
<b>Federal-Aid and State Funds:</b>					
Interstate Program	46,839,918	46,839,918	0	0	46,839,918
National Highway System	0	0	0	0	0
Bridge Program	2,435,993	2,435,993	0	0	2,435,993
Other Federal Funds	0	0	0	0	0
Surface Transportation Program (STP)	20,581,984	20,581,984	0	0	20,581,984
STP Safety Program	0	0	0	0	0
STP Enhancement Program	0	0	0	0	0
Statewide Capital Improvements Program (CIP) and other State Funds	0	0	0	0	0
OCARTS Area Subtotal	69,857,895	69,857,895	0	0	69,857,895
<b>Grand Total</b>	84,257,895	84,063,166	0	3,251,318	87,314,484

**TABLE 6**  
**HIGHWAY ELEMENT**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS**  
**SUMMARY OF FUNDING BY SOURCE AND LOCATION**  
**FFY 2006**

ENTITY	INTER-STATE FUNDS (IM)	NATIONAL HIGHWAY SYSTEM (NH,NHI)	BRIDGE FUNDS (BRI,BRF, BRO)	OTHER FEDERAL FUNDS	SURFACE TRANSPORTATION PROGRAM			SURFACE TRANS. PROGRAM		STATE MATCH	LOCAL MATCH	STATE CIP PROGRAM	TOTAL
					STP-ST Safety	STP-ST Enhance	STP-ST Other	STP-UZA	STP-UZA Safety				
Blanchard	0	0	0	0	0	0	7,653,400	0	0	0	0	0	7,653,400
Choctaw	0	0	0	0	0	0	469,513	0	0	0	0	0	469,513
Del City	0	0	0	0	0	0	0	0	0	0	0	0	0
Edmond	0	0	0	0	0	0	0	4,886,174	0	0	1,221,544	0	6,107,718
Guthrie	0	0	0	0	0	0	0	0	0	0	0	0	0
Harrah	0	0	0	0	0	0	0	0	0	0	0	0	0
Midwest City	0	0	0	0	0	0	0	953,440	0	0	238,360	0	1,191,800
Moore	0	0	0	0	0	0	0	292,348	0	0	73,087	0	365,435
Newcastle	0	0	0	0	0	0	0	0	0	0	0	0	0
Norman	0	0	0	0	0	0	6,009,850	2,700,000	0	0	675,000	0	9,384,850
Oklahoma City	0	0	0	0	0	0	25,375,633	4,320,000	1,200,000	0	1,080,000	0	31,975,633
Spencer	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuttle	0	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	0
Yukon	0	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	0
Cleveland Co.	0	0	0	0	0	0	0	0	0	0	0	0	0
Grady Co.	0	0	0	0	0	0	218,540	0	0	0	0	0	218,540
Logan Co.	0	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	0
Oklahoma Co.	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	39,726,936	13,151,962	1,200,000	0	3,287,991	0	57,366,889

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

IM - Interstate Maintenance Funds - 90% Federal

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

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

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

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

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

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

CIP - Statewide Capital Improvements Projects, as approved by the Oklahoma Legislature

**TABLE 7  
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM  
FFY 2006 OCARTS BUDGET SUMMARY**

FUNDING CATEGORY	FEDERAL/STATE FUNDS ANTICIPATED	PROGRAMMED FUNDS			TOTAL PROGRAM
		FEDERAL	STATE	LOCAL	
<b>Oklahoma City Urbanized Area Funds:</b>					
Surface Transportation Program Urbanized Area (STP-UZA) Subtotal	14,400,000	14,351,962	0	3,287,991	17,639,953
Reserve		48,038	0	0	48,038
<b>Federal-Aid and State Funds:</b>					
Interstate Program	0	0	0	0	0
National Highway System	0	0	0	0	0
Bridge Program	0	0	0	0	0
Other Federal Funds	0	0	0	0	0
Surface Transportation Program (STP)	39,726,936	39,726,936	0	0	39,726,936
STP Safety Program	0	0	0	0	0
STP Enhancement Program	0	0	0	0	0
Statewide Capital Improvements Program (CIP) and other State Funds	0	0	0	0	0
OCARTS Area Subtotal	39,726,936	39,726,936	0	0	39,726,936
<b>Grand Total</b>	54,126,936	54,078,898	0	3,287,991	57,366,889

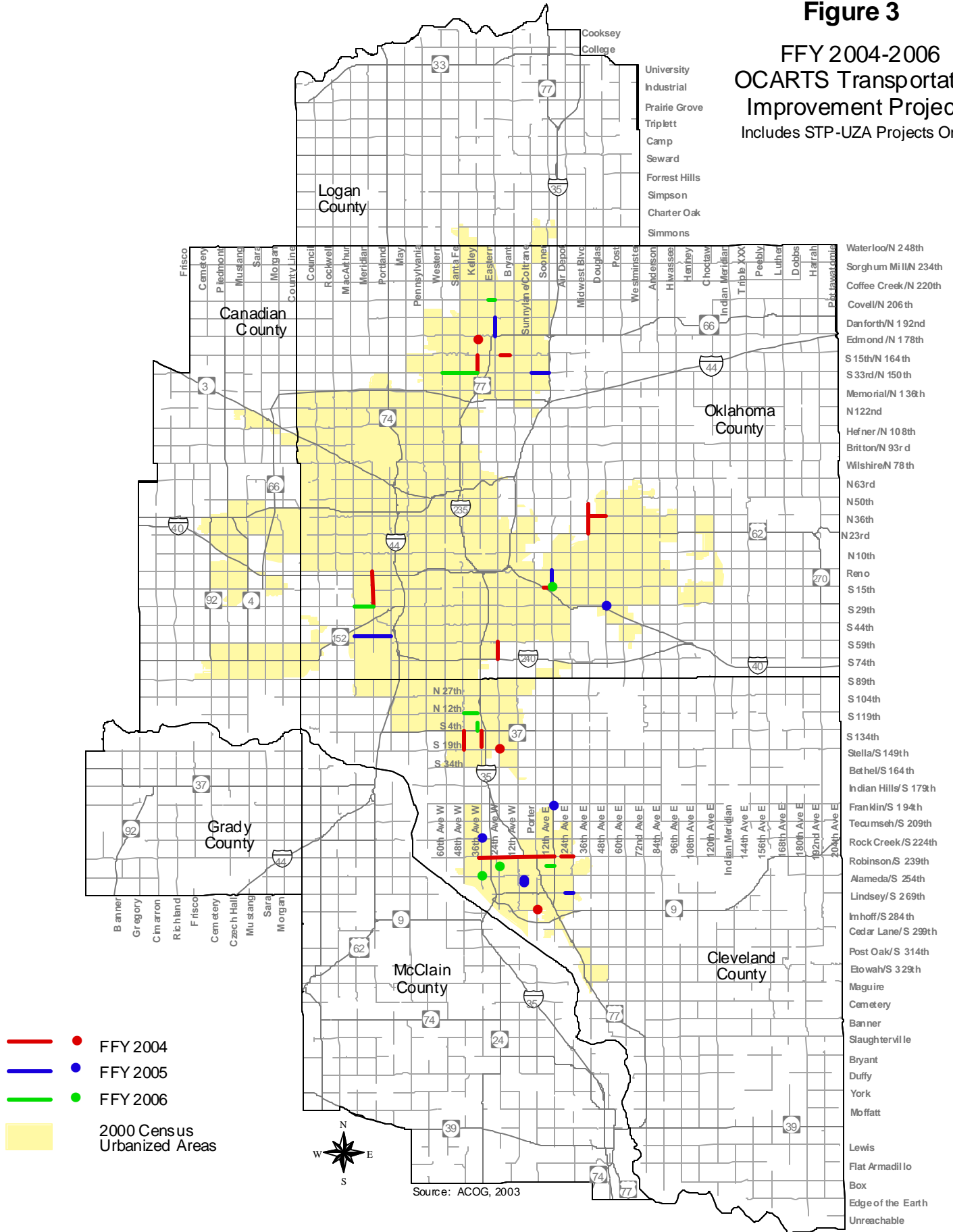


**TABLE 8  
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM  
FFY 2004-2006 OCARTS BUDGET SUMMARY**

FUNDING CATEGORY	FEDERAL/STATE FUNDS ANTICIPATED	PROGRAMMED FUNDS			TOTAL PROGRAM
		FEDERAL	STATE	LOCAL	
<b>Oklahoma City Urbanized Area Funds:</b>					
Surface Transportation Program Urbanized Area (STP-UZA) Subtotal	43,200,000	42,219,397	0	9,553,600	51,772,997
Reserve		980,603	0	0	980,603
<b>Federal-Aid and State Funds:</b>					
Interstate Program	71,055,604	71,055,604	0	0	71,055,604
National Highway System	0	0	0	0	0
Bridge Program	11,640,878	11,640,878	0	0	11,640,878
Other Federal Funds	28,800,000	28,800,000	0	0	28,800,000
Surface Transportation Program (STP)	76,530,170	76,530,170	0	0	76,530,170
STP Safety Program	0	0	0	0	0
STP Enhancement Program	0	0	0	0	0
Statewide Capital Improvements Program (CIP) and other State Funds	10,350,097	0	10,350,097	0	10,350,097
OCARTS Area Subtotal	198,376,749	188,026,652	10,350,097	0	198,376,749
<b>Grand Total</b>	241,576,749	230,246,049	10,350,097	9,553,600	250,149,746

**Figure 3**  
**FFY 2004-2006**  
**OCARTS Transportation**  
**Improvement Projects**  
 Includes STP-UZA Projects Only



## **4. TRANSIT ELEMENT**

This chapter includes information on the capital, operating, and planning costs proposed for public transit in the OCARTS area administered by the Central Oklahoma Transportation and Parking Authority (COTPA). Also included is information on projects to be funded under the Section 5310, Elderly and Persons with Disabilities Program, and the Section 5311, Nonurbanized Area Formula Program.

Detailed project and cost information is provided in this chapter for each TIP year for the Urbanized Area and Nonurbanized Area Programs. Since assistance under the Elderly and Persons with Disabilities Program is based on an annual application to the Federal Transit Administration (FTA), detailed information for this program is provided for FFY 2004 only; the latter two years of the TIP reflect estimated total funding needs only. A summary of all proposed FFY 2004 Transit Element programs, by funding source, is provided at the end of this chapter as Table 9.

### **CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY URBANIZED AREA PROGRAM**

COTPA provides fixed route, express and paratransit services each weekday, with some routes including Saturday service. Subscription service is provided to those entities which budget local funds to support the transit operation serving their citizens. Other demand responsive public transportation services available to the elderly and persons with disabilities are described in Chapter 2.

This chapter includes proposed federal and local capital and planning funds to support the METRO Transit bus systems in Oklahoma City and Norman during the FFY 2004-2006 TIP time frame.

Many of the capital projects included in the attached lists will be funded with 80 percent Section 5307 funds administered by the Federal Transit Administration and matched with 20 percent local funds. The enactment of the Americans with Disabilities Act of 1990 resulted in conversion of COTPA's fixed route service to a fully accessible system, including access for persons in wheelchairs. Expenditures associated with the conversion of vehicles or purchase of equipment to comply with the Americans with Disabilities Act are eligible for funding at an increased federal share of 83 percent.

The Section 5307 Urbanized Area Program funds are apportioned by a statutory formula based on population, population density, and transportation data for Census-designated urbanized areas. In the OCARTS area, this includes the Oklahoma City UZA and the Norman UZA. Other federal funding sources that will be utilized by the Transit Authority, as reflected in the following pages, are the Sec. 5309 discretionary bus program and the Jobs Access/Reverse Commute (JARC) program, which is intended to further the Welfare-to-Work initiative.

As reflected in the following pages, transit services within the OCARTS area are provided through two bus systems—COTPA and MetroTransit Norman. The proposed capital expenditures for each are listed separately by year.

COTPA's transit program for FFY 2004 includes a total expenditure of nearly \$12 million. Of this amount, the federal government will fund approximately \$9.4 million, with the remaining \$2.6 million provided locally. Federal funding sources include FTA Sec. 5307, Sec. 5309, Jobs Access and Reverse Commute (JARC) funds, and FHWA Congestion Mitigation/Air Quality (CMAQ) funds proposed for transfer to FTA.<sup>4</sup>

The FFY 2004 program for MetroTransit Norman is just over \$4 million, with \$3.1 million coming from federal sources under the FTA Sec. 5307 and Sec. 5309 programs.

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

**TRANSIT ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM  
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY  
FFY 2004**

<b>PROJECT DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>I. CAPITAL</b>				
A. Rolling Stock				
1) Bus Expansion of Four 40' Vehicles*	FTA Sect. 5309 (83%/17%)	1,015,920	208,080	1,224,000
2) Bus Expansion of Four 35' Vehicles*	FTA Sect. 5309 (83%/17%)	996,000	204,000	1,200,000
3) Bus Expansion of Three 35' Vehicles*	FTA Sect. 5307 (83%/17%)	747,000	153,000	900,000
4) Bus Expansion: Paratransit Vehicles (2)*	FTA Sect. 5307 (83%/17%)	107,900	22,100	130,000
B. Associated Capital Maintenance Items Tires	FTA Sect. 5307 (80%/20%)	93,600	23,400	117,000
C. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	2,575,377	643,844	3,219,221
D. Maintenance Equipment	FTA Sect. 5307	50,000	12,500	62,500
E. Office Equipment & Computers	FTA Sect. 5307	76,000	19,000	95,000
F. Office Furniture	FTA Sect. 5307	13,550	3,388	16,938
G. Service Vehicles	FTA Sect. 5307 (80%/20%)	54,880	13,720	68,600
H. Enhancement Project	FTA Sect. 5307	64,679	16,170	80,849
I. Stop Signs and Amenities	FTA Sect. 5307 (80%/20%)	91,520	22,880	114,400
J. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting)	FTA Sect. 5307 (80%/20%)	562,432	140,608	703,040
K. ADA Complimentary Paratransit Service	FTA Sect. 5307	622,832	155,708	778,540
L. Vanpool Program	FTA Sect. 5307	160,000	40,000	200,000
M. New Park and Ride Hub	FTA Sect. 5307 (80%/20%)	572,000	143,000	715,000
N. Farebox Recovery	CMAQ to Sec. 5307 (80%/20%)	36,000	9,000	45,000
O. Alt Fuel Facility Upgrade	CMAQ to Sec. 5307	144,000	36,000	180,000
P. Guaranteed Ride Home Program	CMAQ to Sec. 5307	32,000	8,000	40,000
Q. New Park and Ride Facility	CMAQ to Sec. 5307	158,000	39,500	197,500
R. Transit Program Marketing	CMAQ to Sec. 5307	30,000	7,500	37,500
<b>SUBTOTAL - CAPITAL</b>		<b>8,203,690</b>	<b>1,921,398</b>	<b>10,125,088</b>
<b>II. PLANNING PROJECTS</b>				
A. Planning Activities of the UPWP	FTA Sect. 5307 (80%/20%)	676,101	169,025	845,126
<b>III. JOBS ACCESS REVERSE COMMUTE PROG.</b>				
A. Transportation Activities and Programs	FTA JARC (50%/50%)	493,790	493,790	987,580
<b>SUBTOTAL - PLANNING/OTHER PROJECTS</b>		<b>1,169,891</b>	<b>662,815</b>	<b>1,832,706</b>
<b>GRAND TOTAL</b>		<b>9,373,581</b>	<b>2,584,213</b>	<b>11,957,794</b>

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

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

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

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
<b>I. CAPITAL</b>				
A. Rolling Stock				
1) Bus Expansion of Three 40' Vehicles*	FTA Sect. 5307 (83%/17%)	771,900	158,100	930,000
2) Bus Expansion: Dial-a-Ride Vans (6)*	FTA Sect. 5307 (83%/17%)	338,640	69,360	408,000
B. Associated Capital Maintenance Items Tires	FTA Sect. 5307 (80%/20%)	97,344	24,336	121,680
C. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	2,720,748	680,187	3,400,935
D. Maintenance Equipment	FTA Sect. 5307	18,000	4,500	22,500
E. Office Equipment & Computers	FTA Sect. 5307	52,800	13,200	66,000
F. Office Furniture	FTA Sect. 5307	12,000	3,000	15,000
G. Service Vehicles	FTA Sect. 5307 (80%/20%)	57,040	14,260	71,300
H. Enhancement Project	FTA Sect. 5307	69,853	17,463	87,316
I. Stop Signs and Amenities	FTA Sect. 5307 (80%/20%)	95,181	23,795	118,976
J. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting)	FTA Sect. 5307 (80%/20%)	584,929	146,232	731,161
K. ADA Complimentary Paratransit Service	FTA Sect. 5307	647,745	161,936	809,681
L. Vanpool Program	FTA Sect. 5307	160,000	40,000	200,000
M. New Park and Ride Hub	FTA Sect. 5307	760,000	190,000	950,000
N. Bus Stop Amenities	FTA Sect. 5307 (80%/20%)	56,000	14,000	70,000
O. Farebox Recovery	CMAQ to Sec. 5307 (80%/20%)	36,000	9,000	45,000
P. Guaranteed Ride Home Program	CMAQ to Sec. 5307	32,000	8,000	40,000
Q. New Park and Ride Facility	CMAQ to Sec. 5307	302,000	75,500	377,500
R. Transit Program Marketing	CMAQ to Sec. 5307	30,000	7,500	37,500
<b>SUBTOTAL - CAPITAL</b>		<b>6,842,180</b>	<b>1,660,370</b>	<b>8,502,550</b>
<b>II. PLANNING PROJECTS</b>				
A. Planning Activities of the UPWP	FTA Sect. 5307 (80%/20%)	543,120	135,780	678,900
<b>III. JOBS ACCESS REVERSE COMMUTE PROG.</b>				
A. Transportation Activities and Programs	FTA JARC (50%/50%)	330,839	330,839	661,678
<b>SUBTOTAL - PLANNING/OTHER PROJECTS</b>		<b>873,959</b>	<b>466,619</b>	<b>1,340,578</b>
<b>GRAND TOTAL</b>		<b>7,716,139</b>	<b>2,126,989</b>	<b>9,843,128</b>

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

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

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

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
<b>I. CAPITAL</b>				
A. Rolling Stock 1 Bus Expansion of Four 40' Vehicles*	FTA Sect. 5307 (83%/17%)	1,070,368	219,232	1,289,600
B. Associated Capital Maintenance Items Tires	FTA Sect. 5307 (80%/20%)	101,238	25,310	126,548
C. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	3,040,000	760,000	3,800,000
D. Maintenance Equipment	FTA Sect. 5307	25,472	6,368	31,840
E. Office Equipment & Computers	FTA Sect. 5307	78,768	19,692	98,460
F. Office Furniture	FTA Sect. 5307	10,512	2,628	13,140
G. Bus Stop Amenities	FTA Sect. 5307 (80%/20%)	78,597	19,649	98,246
H. Enhancement Project	FTA Sect. 5307	75,441	18,860	94,301
I. Stop Signs and Amenities	FTA Sect. 5307 (80%/20%)	98,988	24,747	123,735
J. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting)	FTA Sect. 5307 (80%/20%)	608,326	152,082	760,408
K. ADA Complimentary Paratransit Service	FTA Sect. 5307	754,412	188,603	943,015
L. Vanpool Program	FTA Sect. 5307	160,000	40,000	200,000
M. New Park and Ride Hub	FTA Sect. 5307	833,707	208,427	1,042,134
N. Farebox Recovery	CMAQ to Sec. 5307 (80%/20%)	40,000	10,000	50,000
O. Guaranteed Ride Home Program	CMAQ to Sec. 5307	38,400	9,600	48,000
P. New Park and Ride Facility	CMAQ to Sec. 5307	288,000	72,000	360,000
Q. Transit Program Marketing	CMAQ to Sec. 5307	33,600	8,400	42,000
<b>SUBTOTAL - CAPITAL</b>		7,335,829	1,785,597	9,121,426
<b>II. PLANNING PROJECTS</b>				
A. Planning Activities of the UPWP	FTA Sect. 5307 (80%/20%)	608,296	152,074	760,370
<b>III. JOBS ACCESS REVERSE COMMUTE PROG.</b>				
A. Transportation Activities and Programs	FTA JARC (50%/50%)	220,537	220,537	441,074
<b>SUBTOTAL - PLANNING/OTHER PROJECTS</b>		828,833	372,611	1,201,444
<b>GRAND TOTAL</b>		8,164,662	2,158,208	10,322,870

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

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

**TRANSIT ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**METRO Transit Norman**

**FFY 2004**

<b>PROJECT DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>I. CAPITAL</b>				
A. Rolling Stock				
1) Bus Replacement of One 40' Vehicle*	FTA Sect. 5307 (83%/17%)	235,720	48,280	284,000
B. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	228,800	57,200	286,000
C. Preventive Maintenance- Sooner Express	FTA Sect. 5307 (80%/20%)	11,128	2,782	13,910
D. ADA Complimentary Paratransit Service	FTA Sect. 5307 (80%/20%)	114,400	28,600	143,000
E. Operating Assistance	FTA Sect. 5307 (50%/50%)	312,000	312,000	624,000
F. Enhancement Project	FTA Sect. 5307 (80%/20%)	11,880	2,970	14,850
G. COTPA Grant Administration	FTA Sect. 5307 (80%/20%)	14,976	3,744	18,720
H. OU Facilities: Improve Maintenance and Yard Facilities	FTA Sect. 5309 (80%/20%)	1,920,000	480,000	2,400,000
I. Bike Racks and Bicycle Facilities	FTA Sect. 5307 (80%/20%)	19,200	4,800	24,000
J. Office Equipment & Computers	FTA Sect. 5307 (80%/20%)	20,800	5,200	26,000
K. Service Vehicles	FTA Sect. 5307 (80%/20%)	52,696	13,174	65,870
<b>SUBTOTAL - CAPITAL</b>		<b>2,941,600</b>	<b>958,750</b>	<b>3,900,350</b>
<b>II. PLANNING PROJECTS</b>				
A. Planning Activities of the UPWP	FTA Sect. 5307 (80%/20%)	166,400	41,600	208,000
<b>SUBTOTAL - PLANNING/OTHER PROJECTS</b>		<b>166,400</b>	<b>41,600</b>	<b>208,000</b>
<b>GRAND TOTAL</b>		<b>3,108,000</b>	<b>1,000,350</b>	<b>4,108,350</b>

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

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



**TRANSIT ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**METRO Transit Norman**

**FFY 2005**

<b>PROJECT DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>I. CAPITAL</b>				
A. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	237,952	59,488	297,440
B. Preventive Maintenance- Sooner Express	FTA Sect. 5307 (80%/20%)	11,573	2,893	14,466
C. ADA Complimentary Paratransit Service	FTA Sect. 5307 (80%/20%)	128,304	32,076	160,380
D. Operating Assistance	FTA Sect. 5307 (50%/50%)	324,480	324,480	648,960
E. Enhancement Project	FTA Sect. 5307 (80%/20%)	12,830	3,208	16,038
F. COTPA Grant Administration	FTA Sect. 5307 (80%/20%)	15,575	3,894	19,469
G. Office Furniture	FTA Sect. 5307 (80%/20%)	5,830	1,458	7,288
H. OU Facilities: Park and Ride Renovation and Improvement	FTA Sect. 5307 (80%/20%)	373,440	93,360	466,800
<b>SUBTOTAL - CAPITAL</b>		<b>1,109,984</b>	<b>520,856</b>	<b>1,630,840</b>
<b>II. PLANNING PROJECTS</b>				
A. Planning Activities of the UPWP	FTA Sect. 5307 (80%/20%)	173,056	43,264	216,320
<b>SUBTOTAL - PLANNING/OTHER PROJECTS</b>		<b>173,056</b>	<b>43,264</b>	<b>216,320</b>
<b>GRAND TOTAL</b>		<b>1,283,040</b>	<b>564,120</b>	<b>1,847,160</b>

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

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

**TRANSIT ELEMENT**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**METRO Transit Norman**  
**FFY 2006**

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
<b>I. CAPITAL</b>				
A. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	284,545	71,136	355,681
B. Preventive Maintenance- Sooner Express	FTA Sect. 5307 (80%/20%)	18,054	4,514	22,568
C. ADA Complimentary Paratransit Service	FTA Sect. 5307 (80%/20%)	138,568	34,642	173,210
D. Operating Assistance	FTA Sect. 5307 (50%/50%)	337,459	337,459	674,918
E. Enhancement Project	FTA Sect. 5307 (80%/20%)	13,857	3,464	17,321
F. COTPA Grant Administration	FTA Sect. 5307 (80%/20%)	16,198	4,050	20,248
G. Rolling Stock				
1. Bus Expansion of One 35' Vehicle*	FTA Sect. 5307 (83%/17%)	261,450	53,550	315,000
2. Bus Expansion: Paratransit Vehicles (2)*	FTA Sect. 5307 (83%/17%)	124,500	25,500	150,000
<b>SUBTOTAL - CAPITAL</b>		1,194,631	534,315	1,728,946
<b>II. PLANNING PROJECTS</b>				
A. Planning Activities of the UPWP	FTA Sect. 5307 (80%/20%)	191,052	47,763	238,815
<b>SUBTOTAL - PLANNING/OTHER PROJECTS</b>		191,052	47,763	238,815
<b>GRAND TOTAL</b>		1,385,683	582,078	1,967,761

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

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

## **ELDERLY AND PERSONS WITH DISABILITIES PROGRAM**

The FTA Section 5310 Elderly and Persons with Disabilities Program provides capital assistance, through the states, to non-profit organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 83 percent of the cost of accessible vehicles with the remainder paid for by the requesting organization. Each Section 5310 recipient is also responsible for ongoing maintenance and operation costs once the vehicle has been acquired.

The Aging Services Division of the Department of Human Services (DHS) administers Oklahoma's Section 5310 program. DHS submits an annual statewide application to the Federal Transit Administration in order to utilize the funds apportioned to Oklahoma. The amount of Sec. 5310 funding spent within the OCARTS area varies each year and is dependent upon the level of requests from local non-profit organizations, as well as the total funds available to the state.

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

<b>PROJECT DESCRIPTION</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
Vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens	To be determined by future funding requests from non-profit organizations		

**TRANSIT ELEMENT  
TRANSPORTATION IMPROVEMENT PROGRAM  
ELDERLY AND PERSONS WITH DISABILITIES PROGRAM  
FFY 2004-2006**

All Vehicles to be Funded by FTA Section 5310 and to meet Americans with Disabilities Act (ADA) Requirements

ENTITY	VEHICLE TYPE	FEDERAL SHARE	LOCAL SHARE	TOTAL
<b>FFY 2004</b>				
South Side Seniors, Inc.	One 20 foot, 11-passenger bus with wheelchair lift	34,030	6,970	41,000
Metropolitan Better Living Center, Inc.	One 20 foot, 11-passenger bus with wheelchair lift	34,030	6,970	41,000
Oklahoma County Council for Mentally Retarded Citizens, Inc. (aka Dale Rogers Training Center)	One 22 foot, 14-passenger bus with wheelchair lift	34,860	7,140	42,000
Salvation Army	Two 22-foot, 14-passenger buses with wheelchair lifts	69,720	14,280	84,000
Moore Council on Aging	One 22-foot, 14-passenger bus with wheelchair lift	34,860	7,140	42,000
<b>FFY 2004 TOTAL</b>		207,500	42,500	250,000

Note: It is estimated that approximately \$350,000 in FTA Sec. 5310 funds will be spent in the OCARTS area during FFY 2005 and FFY 2006.



## **PUBLIC TRANSPORTATION PROGRAM FOR NONURBANIZED AREAS**

The Transit Programs Division of the Oklahoma Department of Transportation administers the Section 5311, Nonurbanized Area Program. The Department is charged with providing an equitable distribution of funds throughout the state for the administration of public transportation services in nonurbanized areas. There are currently 18 agencies within Oklahoma that operate public transportation systems with Section 5311 funds, at a total cost of approximately \$8 million.

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

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as the First Capital Trolley, and the Delta Community Action Foundation, located in Purcell in McClain County.

The following information reflects a total program of nearly \$1.2 million for First Capital Trolley over this TIP time frame, and approximately \$840,000 for the Delta Community Action Foundation over the same three-year period. The Federal Transit Administration will fund approximately half of the service provided by the Logan County Historical Society and approximately 63 percent of Delta's service during this TIP time frame. The estimates for FFY 2005 and FFY 2006 will be further refined in subsequent fiscal years.

**TRANSIT ELEMENT**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM**

**LOGAN COUNTY HISTORICAL SOCIETY**

**FFY 2004-2006**

DESCRIPTION	PERCENT MATCH	FEDERAL SHARE	LOCAL SHARE	TOTAL
<b>FFY 2004</b>				
Capital (Sec. 5309)				
1 - ADA Trolley	40/60	100,000	150,000	250,000
1 - Two-way radio	80/20	520	130	650
Administration	75/25	21,450	7,150	28,600
Operational	50/50	141,730	141,730	283,460
<b>SUBTOTAL - FFY 2004</b>		263,700	299,010	562,710
<b>FFY 2005</b>				
Capital	0	0	0	0
Administration	75/25	21,450	7,150	28,600
Operational	50/50	141,730	141,730	283,460
<b>SUBTOTAL - FFY 2005</b>		163,180	148,880	312,060
<b>FFY 2006</b>				
Capital	0	0	0	0
Administration	75/25	21,450	7,150	28,600
Operational	50/50	141,730	141,730	283,460
<b>SUBTOTAL - FFY 2006</b>		163,180	148,880	312,060
<b>TOTAL - FFY 2004-2006</b>		590,060	596,770	1,186,830

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

**TRANSIT ELEMENT (Cont)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM**  
**DELTA COMMUNITY ACTION FOUNDATION**  
**FFY 2004-2006**

DESCRIPTION	PERCENT MATCH	FEDERAL SHARE	LOCAL SHARE	TOTAL
<b>FFY 2004</b>				
Capital (Sec. 5309)				
3 - ADA Micro Busses	83/17	122,010	24,990	147,000
1 - Standard Mini Van	80/20	20,800	5,200	26,000
Administration	75/25	53,850	17,950	71,800
Operational	50/50	75,300	75,300	150,600
<b>SUBTOTAL - FFY 2004</b>		271,960	123,440	395,400
<b>FFY 2005</b>				
Capital	0	0	0	0
Administration	75/25	53,850	17,950	71,800
Operational	50/50	75,300	75,300	150,600
<b>SUBTOTAL - FFY 2005</b>		129,150	93,250	222,400
<b>FFY 2006</b>				
Capital	0	0	0	0
Administration	75/25	53,850	17,950	71,800
Operational	50/50	75,300	75,300	150,600
<b>SUBTOTAL - FFY 2006</b>		129,150	93,250	222,400
<b>TOTAL - FFY 2004-2006</b>		530,260	309,940	840,200

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

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**TABLE 9  
TRANSIT ELEMENT  
TRANSPORTATION IMPROVEMENT PROGRAM  
SUMMARY OF OCARTS AREA TRANSIT PROGRAMS BY FUNDING SOURCE  
FFY 2004**

<b>ENTITY</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>TOTAL</b>
<b>Urban Transit Services</b>				
Capital Assistance				
COTPA MetroTransit Norman	FTA Section 5307	5,791,770	1,409,318	7,201,088
	FTA Section 5307	1,021,600	478,750	1,500,350
COTPA MetroTransit Norman	FTA Section 5309	2,011,920	412,080	2,424,000
	FTA Section 5309	1,920,000	480,000	2,400,000
COTPA MetroTransit Norman	CMAQ	400,000	100,000	500,000
	CMAQ	0	0	0
Total Capital		11,145,290	2,880,148	14,025,438
COTPA MetroTransit Norman	FTA Sec. 5307 Planning	676,101	169,025	845,126
	FTA Sec. 5307 Planning	166,400	41,600	208,000
COTPA MetroTransit Norman	JARC	493,790	493,790	987,580
	JARC	0	0	0
<b>SUBTOTAL</b>		12,481,581	3,584,563	16,066,144
<b>Elderly and Persons with Disabilities Program</b>				
DHS Aging Services for Non-Profit Orgs.	FTA Section 5310 Capital Assistance	N/A	N/A	N/A
<b>SUBTOTAL</b>		N/A	N/A	N/A
<b>Rural Transit Services</b>				
Logan Co. Historical Delta Community Action	FTA Sec. 5309 Capital	100,520	150,130	250,650
	FTA Sec. 5309 Capital	142,810	30,190	173,000
Logan Co. Historical Delta Community Action	FTA Sec. 5311 Operating	141,730	141,730	283,460
	FTA Sec. 5311 Operating	75,300	75,300	150,600
Logan Co. Historical Delta Community Action	FTA Sec. 5311 Administrative	21,450	7,150	28,600
	FTA Sec. 5311 Administrative	53,850	17,950	71,800
<b>SUBTOTAL</b>		535,660	422,450	958,110
<b>GRAND TOTAL</b>		13,017,241	4,007,013	17,024,254

## **5. AIRPORT ELEMENT**

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

The Oklahoma City airport improvements included in this chapter were obtained from the Oklahoma City Department of Airports. The University of Oklahoma, Architectural and Engineering Services, provided the improvements recommended for Max Westheimer Airport, and the City of Guthrie provided the improvements recommended for the Guthrie Municipal Airport. Each of the following projects is listed by airport, and includes the proposed year of implementation, proposed federal and local funding sources, and estimated costs by funding source.

The Federal Aviation Administration provides federal funding for airport improvements under the Airport Improvement Program (AIP). The federal share of the improvements varies from 75 percent to 90 percent, depending on the eligibility of the projects. Other projects included in the attached lists will be accomplished with 100 percent local funds or a combination of state and local funds.

The following list of improvements proposed for the five OCARTS area airports represent a total expenditure of approximately \$72 million. Of this total, approximately \$20 million will be requested from the Federal Aviation Administration, less than \$200,000 will be requested from the Oklahoma Aeronautics and Space Commission (OASC), approximately \$13 million will be provided by the passenger facility charge at Will Rogers World Airport, and the remaining \$39 million will be provided through other local funds. A summary of the total capital improvement funds recommended for each year of this TIP time frame for the OCARTS area airports is provided at the end of this chapter in Table 10.

**AIRPORT ELEMENT  
TRANSPORTATION IMPROVEMENT PROGRAM  
FFY 2004-2006**

<b>FFY</b>	<b>PROJECT DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>OASC</b>	<b>PFC</b>	<b>TOTAL</b>
<b>WILL ROGERS WORLD AIRPORT</b>							
04	Annual Equipment Replacement	OCAT	0	150,000	0	0	150,000
04	Annual Pavement Maintenance	OCAT	0	120,000	0	0	120,000
04	Roof Survey & Maintenance Program - MMAC	OCAT	0	1,000,000	0	0	1,000,000
04	Terminal Drive/Meridian Avenue Landscaping	STP(EH)/OCAT 80%-20%	400,000	100,000	0	0	500,000
04	Terminal Expansion/Renovation Projects	AIP/OCAT/PFC 20%-44%-36%	2,400,000	5,400,000	0	4,400,000	12,200,000
04	Reconstruct Access Roads at Rwy 17R Threshold Area	AIP/OCAT 75%-25%	285,000	95,000	0	0	380,000
04	Fuel Farm Expansion	OCAT	0	4,800,000	0	0	4,800,000
04	Construct NE Stormwater Detention Area	OCAT	0	800,000	0	0	800,000
<b>Subtotal - Will Rogers World Airport 2004</b>			<b>3,085,000</b>	<b>12,465,000</b>	<b>0</b>	<b>4,400,000</b>	<b>19,950,000</b>
05	Annual Equipment Replacement	OCAT	0	150,000	0	0	150,000
05	Annual Pavement Maintenance	OCAT	0	120,000	0	0	120,000
05	Roof Survey & Maintenance Program - MMAC	OCAT	0	1,000,000	0	0	1,000,000
05	Terminal Drive/Meridian Avenue Landscaping	OCAT	0	500,000	0	0	500,000
05	Terminal Expansion/Renovation Projects	AIP/OCAT/PFC 22%-39%-39%	2,400,000	4,350,000	0	4,400,000	11,150,000
05	5-story Parking Garage	OCAT	0	12,500,000	0	0	12,500,000
05	Construct 75' wide Taxilane North of Twy E-4	AIP/OCAT 75%-25%	1,106,250	368,750	0	0	1,475,000
<b>Subtotal - Will Rogers World Airport 2005</b>			<b>3,506,250</b>	<b>18,988,750</b>	<b>0</b>	<b>4,400,000</b>	<b>26,895,000</b>

PFC - Passenger Facility Charge

OCAT - Oklahoma City Airport Trust

AIP - Airport Improvement Program

STP(EH) - Surface Transportation Program Enhancement Funds

OASC - Oklahoma Aeronautics and Space Commission

**AIRPORT ELEMENT (Cont.)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FFY 2004-2006**

<b>FFY</b>	<b>PROJECT DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>OASC</b>	<b>PFC</b>	<b>TOTAL</b>
<b>WILL ROGERS WORLD AIRPORT (Cont.)</b>							
06	Annual Equipment Replacement	OCAT	0	150,000	0	0	150,000
06	Annual Pavement Maintenance	OCAT	0	120,000	0	0	120,000
06	Roof Survey & Maintenance Program - MMAC	OCAT	0	1,000,000	0	0	1,000,000
06	Expand Field Maintenance Buildings	OCAT	0	500,000	0	0	500,000
06	Terminal Expansion/Renovation Projects	AIP/OCAT/PFC 22%-39%-39%	2,400,000	4,350,000	0	4,400,000	11,150,000
06	Complete Safety Area Improvements, Rwy 13/31 Extension	AIP/OCAT 75%-25%	300,000	100,000	0	0	400,000
06	Terminal Drive/Meridian Avenue Landscaping	STP(EH)/OCAT 80%-20%	400,000	100,000	0	0	500,000
06	Surface Movement Guidance System, Phase 2	AIP/OCAT 75%-25%	1,125,000	375,000	0	0	1,500,000
<b>Subtotal - Will Rogers World Airport 2006</b>			4,225,000	6,695,000	0	4,400,000	15,320,000
<b>Subtotal - Will Rogers World Airport 2004-2006</b>			10,816,250	38,148,750	0	13,200,000	62,165,000

PFC - Passenger Facility Charge

OCAT - Oklahoma City Airport Trust

AIP - Airport Improvement Program

STP(EH) - Surface Transportation Program Enhancement Funds

OASC - Oklahoma Aeronautics and Space Commission

**AIRPORT ELEMENT (Cont.)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FFY 2004 - 2006**

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
<b>WILEY POST AIRPORT</b>							
04	Annual Pavement Maintenance	OCAT	0	60,000	0	0	60,000
04	Construct Twy Connecting Rwy 17L and Rwy 17R Thresholds; Install Medium Intensity Twy Lights	AIP/OCAT 90%-10%	393,300	43,700	0	0	437,000
<b>Subtotal - Wiley Post Airport 2004</b>			393,300	103,700	0	0	497,000
05	Annual Pavement Maintenance	OCAT	0	60,000	0	0	60,000
05	Reconstruct/Strengthen Twy A-2 between Rwy 17L/35R and Rwy 35L Threshold; Install Medium Intensity Twy Lights	AIP/OCAT 90%-10%	423,000	47,000	0	0	470,000
<b>Subtotal - Wiley Post Airport 2005</b>			423,000	107,000	0	0	530,000
06	Annual Pavement Maintenance	OCAT	0	60,000	0	0	60,000
06	Demolish Rwy 03/21 and Twy A-7 between Twy 17L/35R and Rwy 17R/35L	OCAT	0	75,000	0	0	75,000
06	Reconstruct/Strengthen Twys C, C-1; Remove Centerline Lights; Install Medium Intensity Twy Lights	AIP/OCAT 90%-10%	803,700	89,300	0	0	893,000
<b>Subtotal - Wiley Post Airport 2006</b>			803,700	224,300	0	0	1,028,000
<b>Subtotal - Wiley Post Airport 2004-2006</b>			1,620,000	435,000	0	0	2,055,000

PFC - Passenger Facility Charge

OCAT - Oklahoma City Airport Trust

AIP - Airport Improvement Program

OASC - Oklahoma Aeronautics and Space Commission

**AIRPORT ELEMENT (Cont.)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FFY 2004-2006**

FFY	PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	OASC	PFC	TOTAL
<b>CLARENCE E. PAGE AIRPORT</b>							
04	Annual Pavement Maintenance	OCAT	0	20,000	0	0	20,000
04	Strengthen Rwy 17L/35R	AIP/OCAT 90%-10%	564,300	62,700	0	0	627,000
<b>Subtotal - Clarence E. Page Airport 2004</b>			564,300	82,700	0	0	647,000
05	Annual Pavement Maintenance	OCAT	0	20,000	0	0	20,000
05	Reconstruct/Strengthen Parallel Twy A and Twys A-3, A-4 betw Twy A and Rwy 17L/35R; Install Medium Intensity Twy Lights	AIP/OCAT 90% - 10%	533,700	59,300	0	0	593,000
<b>Subtotal - Clarence E. Page Airport 2005</b>			533,700	79,300	0	0	613,000
06	Annual Pavement Maintenance	OCAT	0	20,000	0	0	20,000
06	Construct Connection of Twy B with Medium Intensity Twy Lights	AIP/OCAT 90%-10%	1,156,500	128,500	0	0	1,285,000
<b>Subtotal - Clarence E. Page Airport 2006</b>			1,156,500	148,500	0	0	1,305,000
<b>Subtotal - Clarence E. Page Airport 2004-2006</b>			2,254,500	310,500	0	0	2,565,000

PFC - Passenger Facility Charge

OCAT - Oklahoma City Airport Trust

AIP - Airport Improvement Program

OASC - Oklahoma Aeronautics and Space Commission

**AIRPORT ELEMENT (Cont.)**

**TRANSPORTATION IMPROVEMENT PROGRAM  
FFY 2004-2006**

<b>FFY</b>	<b>PROJECT DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>OASC</b>	<b>PFC</b>	<b>TOTAL</b>
<b>MAX WESTHEIMER AIRPORT</b>							
04	Reconstruct small hangar pavement	AIP/OU 90%-10%	450,000	50,000	0	0	500,000
<b>Subtotal - Max Westheimer Airport 2004</b>			450,000	50,000	0	0	500,000
05	Construct and light west taxiway	AIP/OU 90%-10%	1,914,300	212,700	0	0	2,127,000
<b>Subtotal - Max Westheimer Airport 2005</b>			1,914,300	212,700	0	0	2,127,000
<b>Subtotal - Max Westheimer Airport 2004-2006</b>			2,364,300	262,700	0	0	2,627,000

PFC - Passenger Facility Charge

AIP - Airport Improvement Program

OU - University of Oklahoma Airport Funds

OASC - Oklahoma Aeronautics and Space Commission

**AIRPORT ELEMENT (Cont.)**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FFY 2004-2006**

<b>FFY</b>	<b>PROJECT DESCRIPTION</b>	<b>FUNDING SOURCE</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>OASC</b>	<b>PFC</b>	<b>TOTAL</b>
<b>GUTHRIE MUNICIPAL AIRPORT</b>							
04	Fencing, Relocate Taxiway A	AIP/GMA/OASC 90% - 5% - 5%	968,400	53,800	53,800	0	1,076,000
<b>Subtotal - Guthrie Municipal Airport 2004</b>			968,400	53,800	53,800	0	1,076,000
05	ILS System	AIP/GMA/OASC 90% - 5% - 5%	1,485,000	82,500	82,500	0	1,650,000
<b>Subtotal - Guthrie Municipal Airport 2005</b>			1,485,000	82,500	82,500	0	1,650,000
06	Taxiway Construction "C" and "D"	AIP/GMA/OASC 90% - 5% - 5%	450,000	25,000	25,000	0	500,000
<b>Subtotal - Guthrie Municipal Airport 2006</b>			450,000	25,000	25,000	0	500,000
<b>Subtotal - Guthrie Municipal Airport 2004-2006</b>			2,903,400	161,300	161,300	0	3,226,000
<b>GRAND TOTAL</b>			19,958,450	39,318,250	161,300	13,200,000	72,638,000

OASC - Oklahoma Aeronautics and Space Commission

PFC - Passenger Facility Charge

GMA - Guthrie Municipal Airport

AIP - Airport Improvement Program

c:\files\xlfiles\tip04-06\airport.xls



**TABLE 10**  
**AIRPORT ELEMENT**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**SUMMARY OF OCARTS AREA AIRPORT IMPROVEMENTS BY FUNDING SOURCE**  
**FFY 2004-2006**

<b>FFY</b>	<b>AIRPORT</b>	<b>FEDERAL SHARE</b>	<b>LOCAL SHARE</b>	<b>OASC</b>	<b>PFC</b>	<b>TOTAL</b>
<b>2004</b>	Will Rogers World Airport	3,085,000	12,465,000	0	4,400,000	19,950,000
	Wiley Post Airport	393,300	103,700	0	0	497,000
	Clarence E. Page Airport	564,300	82,700	0	0	647,000
	Max Westheimer Airport	450,000	50,000	0	0	500,000
	Guthrie Municipal Airport	968,400	53,800	53,800	0	1,076,000
<b>Subtotal - 2004</b>		5,461,000	12,755,200	53,800	4,400,000	22,670,000
<b>2005</b>	Will Rogers World Airport	3,506,250	18,988,750	0	4,400,000	26,895,000
	Wiley Post Airport	423,000	107,000	0	0	530,000
	Clarence E. Page Airport	533,700	79,300	0	0	613,000
	Max Westheimer Airport	1,914,300	212,700	0	0	2,127,000
	Guthrie Municipal Airport	1,485,000	82,500	82,500	0	1,650,000
<b>Subtotal - 2005</b>		7,862,250	19,470,250	82,500	4,400,000	31,815,000
<b>2006</b>	Will Rogers World Airport	4,225,000	6,695,000	0	4,400,000	15,320,000
	Wiley Post Airport	803,700	224,300	0	0	1,028,000
	Clarence E. Page Airport	1,156,500	148,500	0	0	1,305,000
	Max Westheimer Airport	0	0	0	0	0
	Guthrie Municipal Airport	450,000	25,000	25,000	0	500,000
<b>Subtotal - 2006</b>		6,635,200	7,092,800	25,000	4,400,000	18,153,000
<b>GRAND TOTAL</b>		19,958,450	39,318,250	161,300	13,200,000	72,638,000

# ADOPTING RESOLUTION

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

A RESOLUTION TO ADOPT THE FFY 2004-2006 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA:

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

WHEREAS, the transportation planning process within the OCARTS Transportation Management Area is carried out by the MPO through a Memorandum of Understanding with the Oklahoma Department of Transportation and the Central Oklahoma Transportation and Parking Authority, as amended on September 26, 1991; and

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134 of the Transportation Equity Act for the 21<sup>st</sup> Century, by letter dated March 20, 2003; and

WHEREAS, a Transportation Improvement Program for the OCARTS Transportation Management Area, containing multimodal transportation projects expected to be carried out in the period FFY 2004 through FFY 2006, 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 2004-2006 Transportation Improvement Program for the OCARTS Transportation Management Area.

05/29/03  
Date

  
Metropolitan Planning Organization

6/16/03  
Date

  
Oklahoma Department of Transportation



**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION**

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

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

**Association of Central Oklahoma Govts.**

\_\_\_\_\_  
Signature  
ZACH D. TAYLOR  
\_\_\_\_\_  
Printed Name  
EXECUTIVE DIRECTOR  
\_\_\_\_\_  
Title  
JUNE 10, 2003  
\_\_\_\_\_  
Date

**Oklahoma Dept. of Transportation**

\_\_\_\_\_  
Signature  
PAUL A. ADAMS  
\_\_\_\_\_  
Printed Name  
DEPUTY DIRECTOR  
\_\_\_\_\_  
Title  
6-16-03  
\_\_\_\_\_  
Date



**APPENDIX A:  
PUBLIC INVOLVEMENT DOCUMENTATION**



**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 21<sup>st</sup> 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**

# 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:** March 7, 2003  
**TO:** Intermodal Transportation Technical Committee  
**FROM:** Holly Massie, Special Programs Officer  
**SUBJECT:** Estimated STP-UZA Funds for the FFY 2004-2006 TIP

TEA-21 will expire at the end of FFY 2003, and the direction of the next multi-year federal surface transportation bill is unknown. However, it is anticipated that the recently approved FFY 2003 appropriations will provide a base line for the next bill, and the FFY 2003 transportation funding levels have been kept essentially the same as FFY 2002.

It is also unknown if the reauthorization of TEA-21 will include language that attributes the Norman Urbanized Area (UZA) population to the Oklahoma City UZA/TMA\*, as has been and continues to be discussed with our Congressional delegation in Washington, D.C. This will have a direct impact on the amount of Surface Transportation Program Urbanized Area (STP-UZA) funds suballocated to the OCARTS area in the future, and will determine the City of Norman's eligibility to access the UZA funds under the MPO's adopted *STP Procedures for the Oklahoma City Urbanized Area Funds*. The Oklahoma City UZA population within the OCARTS area is approximately 89.6 percent of the Oklahoma City UZA and Norman UZA populations combined, based on the Census 2000 UZA boundaries and counts.

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

Also, federal rules allow 10 percent of the estimated STP distribution to be used to finance 100 percent of the construction cost of eligible safety projects. Therefore, the STP-UZA Safety set-aside for FFY 2004-2006 is also reflected below.

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

The following two funding scenarios provide estimated STP-UZA funds for use in preparation of the FFY 2004-2006 OCARTS Area TIP. These estimates are based on the amount of funds that were apportioned to the Oklahoma City UZA in FFY 2002, which was approximately \$16,000,000. FFY 2003 apportionment figures have not been received yet.

The OKC UZA Only scenario reflects 89.6 percent of the estimated apportionment, because it excludes the Norman UZA population.

<b>FFY</b>	<b>Estimated Apportionment</b>	<b>90% of Estimated Apportionment</b>	<b>STP-UZA (80%/20%)</b>	<b>STP-UZA Safety (100%)</b>
<b>OKC UZA + Norman UZA Scenario</b>				
2004-2006	\$16,000,000	\$14,400,000	\$12,960,000	\$1,440,000
<b>OKC UZA Only Scenario</b>				
2004-2006	\$14,336,000	\$12,900,000	\$11,610,000	\$1,290,000