

Transportation Improvement Program for the OCARTS Transportation Management Area

FFY 2003 - FFY 2005

(October 1, 2002 - September 30, 2005)

Association of Central Oklahoma Governments

Adopted by the Intermodal Transportation Policy Committee
and Endorsed by the ACOG Board of Directors
on April 25, 2002

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on May 6, 2002

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA FFY 2003 – FFY 2005

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

Projects designated for FFY 2003 are expected to be ready for obligation of federal funds during federal fiscal year 2003 (October 1, 2002 - September 30, 2003). 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 2003-2005 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 2003, 2004, and 2005. Those projects included for FFY 2003 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 2003. Projects for subsequent implementation and of lesser readiness are those identified for federal fiscal years 2004 and 2005, 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

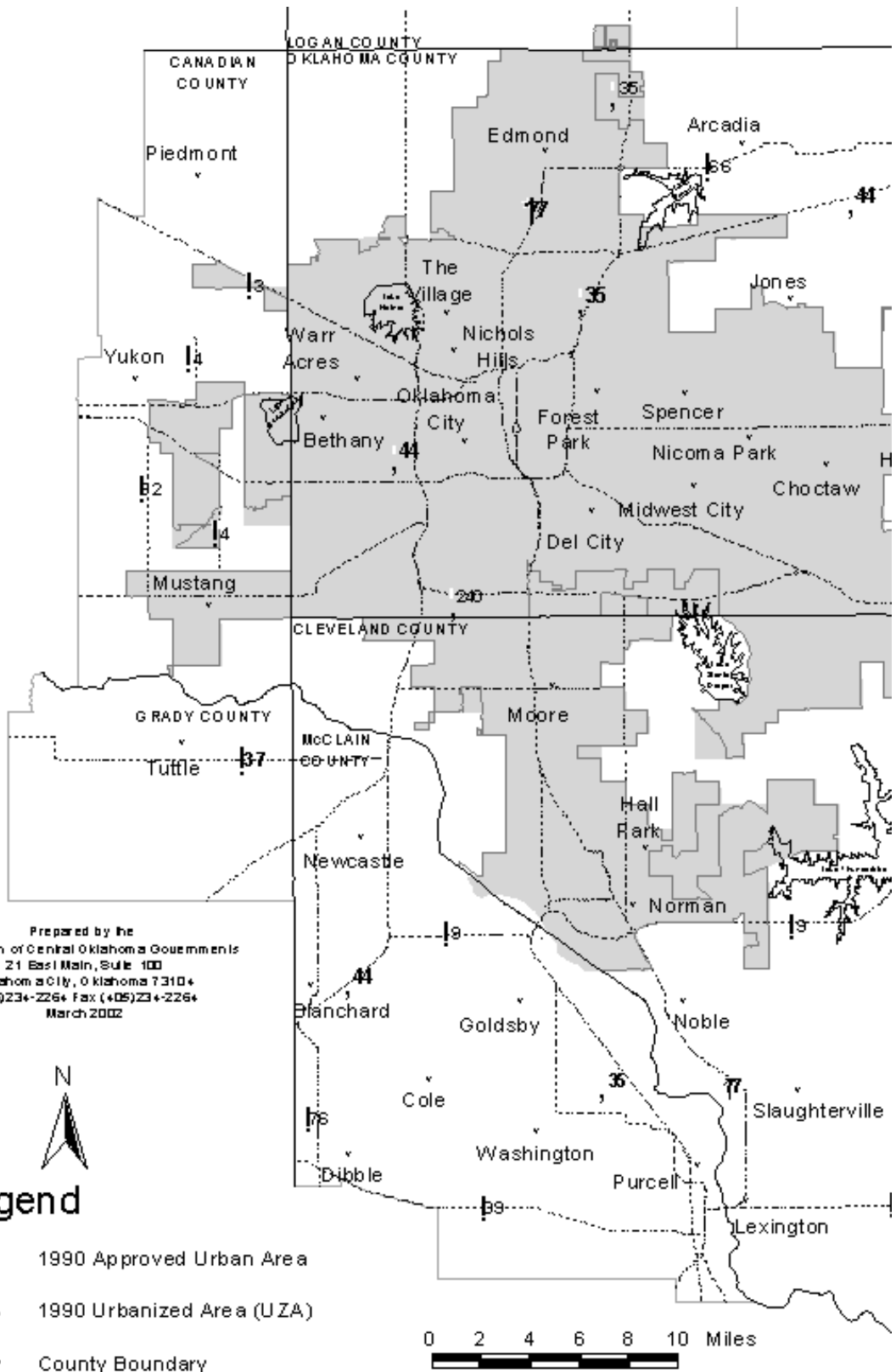
The geographical area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes a total of approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties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

Within the OCARTS TMA, the U.S. Bureau of the Census delineated an official urbanized area (UZA) boundary based on the results of the 1990 Census of Population and Housing. As permitted by law, the UZA boundary was amended by the MPO for the purpose of ensuring the continuity of the transportation network. This amended boundary, known as the urban area (UA) boundary, was approved by the ITPC on April 30, 1992, with additional minor amendments approved on September 24, 1992. A new urbanized area designation resulting from the 2000 Census is anticipated in summer 2002. Figure 1 reflects the geography of the OCARTS area and the 1990 Urban and Urbanized Area boundaries.

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

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

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

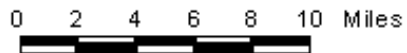


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 March 2002



Legend

- 1990 Approved Urban Area
- 1990 Urbanized Area (UZA)
- County Boundary



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 2001, the Central Oklahoma region notified the Environmental Protection Agency of its intent to participate in the Ozone Flex Program. The innovative program is a new EPA initiative that encourages communities to develop solutions that will help maintain their air quality attainment status for ground level ozone. It offers localities the flexibility to develop measures that are best suited to their particular region, based on factors such as geography, weather conditions and population density.

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 Private Operators Coordination Committee (POCC) were invited to provide input into the TIP.

Prior to the preparation of this TIP, a Notice to the Public was published in The Daily Oklahoman on October 4, 2001. This notice advised of the upcoming development of the OCARTS area TIP and invited the public to submit written suggestions for projects or other comments to be considered in the development of the TIP. In addition, an article concerning the schedule for development of the TIP was published in the October 2001 issue of *Central Oklahoma Perspective*.

A second Notice to the Public was published in The Daily Oklahoman on February 4, 2002. This notice advised the public of the availability of the preliminary FFY 2003-2005 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 to 33 media outlets (print, radio and television) on February 1, 2002. Information on the preliminary TIP was also distributed through ACOG's Regional Clearinghouse process on February 21, 2002 and the February issue of ACOG's newsletter, *Central Oklahoma Perspective*. The Regional Clearinghouse Summary is provided to approximately 130 public and private organizations and the newsletter reaches approximately 1,850 individuals and organizations.

Finally, Notices of Public Hearing were published in the Journal Record and The Daily Oklahoman on March 25, 2002 prior to adoption of the final FFY 2003-2005 OCARTS area TIP by the ITPC. The public hearing to adopt the final TIP was held by the Intermodal Transportation Policy Committee on April 25, 2002. Copies of the publications and information on other public involvement opportunities are included in Appendix A.

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 2003 - FFY 2005 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; 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 or subscription routes in 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 19 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.

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 2003-2005 short-range planning period.

The improvements that are reflected for FFY 2003 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 2001-2003. Table 1 includes Street and Highway Element projects that were reflected in previous TIPs and funded during the last two federal fiscal years (through September 30, 2001). These OCARTS area improvements represent a total expenditure of more than \$185 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.

TABLE 1

OCARTS AREA PROJECTS FUNDED DURING FFY 2000 AND FFY 2001

| Location | Project Description | Job Number | Let Date | Funding Source | Federal Share | State/Local Share | Total |
|-----------------|--|-------------------|-----------------|-----------------------|----------------------|--------------------------|---------------|
| Canadian Co. | New SH-4 S. Canad. River Xing to connect w/SH-152 - GDB | 11869(05) | Mar-00 | STPY | 8,638,125.60 | 0.00 | 8,638,125.60 |
| Canadian Co. | New SH-4 S. Canad. River Xing to connect w/SH-152 - Bridge | 11869(08) | Mar-00 | MGSY | 11,566,460.58 | 0.00 | 11,566,460.58 |
| Choctaw | Various Locations - Pavement Striping | 18146(04) | Jul-00 | STPG | 212,097.07 | 0.00 | 212,097.07 |
| Del City | Sunnyslane, I-40 to SE 44th - Lighting (Pre-emp. System) | 18657(04) | Apr-01 | STPY | 58,900.00 | 14,725.00 | 73,625.00 |
| Edmond | N. Bridge Columns at I-35/SH-66 - Med. Barriers & Attenuators | 18151(04) | Apr-00 | IMG | 219,502.95 | 0.00 | 219,502.95 |
| Edmond | 2nd Street and Coltrane - Int. Mod. & Signals | 15685(04) | Oct-00 | STP | 1,767,738.02 | 441,934.50 | 2,209,672.52 |
| Edmond | Danforth, Chowning to Bryant - Widen to 5 lanes | 17013(04) | Oct-00 | STP | 513,587.00 | 228,804.25 | 742,391.25 |
| Edmond | SH-66 at Coffee and Soldier Creeks near Arcadia - ROW Clear. | 08138(07) | Jan-01 | BRFY | 27,750.00 | 0.00 | 27,750.00 |
| Edmond | SH-66 at Coffee and Soldier Creeks near Arcadia-Bridge & Appr. | 08138(04) | Jun-01 | BRFY | 2,406,874.21 | 0.00 | 2,406,874.21 |
| Edmond | Lake Access for Lake Arcadia @ Arrowhead Pt. - Resurface | 18559(04) | Jun-01 | SAP | 0.00 | 71,500.00 | 71,500.00 |
| Edmond | 15th, Santa Fe to Fretz - Widen/Signals | 15909(04) | Dec-01 | STP | 4,085,199.00 | 1,021,299.75 | 5,106,498.75 |
| Edmond | Citywide - Sign Replacement | 18221(04) | Force | STPG | 66,223.00 | 0.00 | 66,223.00 |
| Edmond | 33rd, Coltrane to Bryant- Widening | 15672(04) | Feb-02 | STP | 2,602,200.00 | 650,550.00 | 3,252,750.00 |
| Grady Co. | New SH-4 fr. S. Canad. River Xing to SH-37 - GD&S | 13242(04) | Mar-00 | STPY | 3,701,831.61 | 0.00 | 3,701,831.61 |
| Grady Co. | SH-4 (Mustang Rd.), .5 mi N of I-44 ext. N. 3.635 mi. - Surface | 16958(12) | Aug-00 | CIP | 0.00 | 1,495,056.09 | 1,495,056.09 |
| Grady Co. | Mustang Rd., Rock Creek N. to SH-37 - GD&S | 16958(14) | Sep-01 | CIP | 0.00 | 1,592,858.25 | 1,592,858.25 |
| Guthrie | Industrial, Division to Pine & Pine, Industrial to Univ. - Reconst. | 17023(04) | Aug-00 | STP | 712,034.99 | 237,345.00 | 949,379.99 |
| Guthrie | Santa Fe Depot Renovation, Phase II - Enhancement | 13916(07) | Sep-00 | STPY(EH) | 300,000.00 | 0.00 | 300,000.00 |
| Guthrie | US-77 at Fogarty School - School Signals | 18684(04) | Jan-01 | STPY | 10,210.45 | 0.00 | 10,210.45 |
| Guthrie | US-77, jct. of I-35/US-77 N to Industrial Rd. - Microsurface | 18740(04) | Feb-01 | MC | 0.00 | 227,306.50 | 227,306.50 |
| Guthrie | US-77 (Division St.) and Industrial Rd. - Traffic Signal | 18685(04) | Sep-01 | STPY | 180,811.00 | 45,202.75 | 226,013.75 |
| Harrah | Harrah Trail System - Constr. | 18520(04) | Feb-01 | STP (EH) | 296,583.00 | 74,146.00 | 370,729.00 |
| Logan Co. | I-35 fr. 5.8 mi N of OK CL - Recon Rdwy, Br. & US-77 Intchg. | 06252(04)m | Dec-99 | IMY-STPY | 4,779,767.47 | 0.00 | 4,779,767.47 |
| Logan Co. | SH-74 and SH-74F - Intersection Modification | 17678(04) | Jan-00 | STPY | 52,585.00 | 0.00 | 52,585.00 |
| Logan Co. | SH-33, beg. at SH-33/I-35 jct. & ext. N. 5 mi. - GD&S | 16985(04) | Jan-00 | CIP | 0.00 | 6,791,999.58 | 6,791,999.58 |
| Logan Co. | Co. Rd., beg. S of SH-33 & W of I-35 and extend N 4.28 mi - Resurfac | 17472(04) | Jul-00 | STP | 322,093.86 | 80,523.47 | 402,617.33 |
| Logan Co. | I-35, approx. 2 mi. N. of SH-33 - Bridge Repair | 18470(04) | Aug-00 | IMC | 0.00 | 11,489.00 | 11,489.00 |
| Logan Co. | SH-33, beg. 4 mi. E of the IM & ext. E 4.093 mi.-New Align. | 09266(04) | Dec-00 | STPY | 2,571,284.07 | 0.00 | 2,571,284.07 |
| Logan Co. | SH-33, beg. 4 mi. E of the IM & ext. E 4.113 mi.-New Align. | 09266(04)C | Dec-00 | STPY | 3,136,707.61 | 0.00 | 3,136,707.61 |
| Logan Co. | SH-33, over Fitzgerald Cr., approx. 1.2 mi. E of IM - Br. & Appr. | 18073(08) | Dec-00 | STPY | 535,928.00 | 0.00 | 535,928.00 |

TABLE 1

OCARTS AREA PROJECTS FUNDED DURING FFY 2000 AND FFY 2001

| Location | Project Description | Job Number | Let Date | Funding Source | Federal Share | State/Local Share | Total |
|-----------------|---|-------------------|-----------------|-----------------------|----------------------|--------------------------|---------------|
| Logan Co. | SH-74 and SH-74F - Intersection Modification | 18762(04) | May-01 | STPG | 107,016.70 | 0.00 | 107,016.70 |
| Logan Co. | SH-74, beg. at OK/Logan CL & ext. N 5.821 mi. - Resurface | 19297(04) | Jul-01 | MC | 0.00 | 642,500.00 | 642,500.00 |
| Luther | Co. Br. Over Wildhorse Creek - Bridge & Approaches | 16909(04) | Dec-99 | BRO | 372,067.80 | 93,016.95 | 465,084.75 |
| McClain Co. | US-62 fr SH-9 jct. N to Newcastle S city limits - Reconstruct | 09268(08) | Jan-01 | STPY | 3,248,153.77 | 0.00 | 3,248,153.77 |
| Midwest City | TAFB Bicentennial Park/MWC Welcome Ctr. - Aesthetic Impr. | 17531(04) | Jul-00 | STP (EH) | 200,000.00 | 50,000.00 | 250,000.00 |
| Midwest City | Midwest Blvd., Reno to National - Intc/Sig. @ National | 18267(04) | Jul-00 | STPG | 68,913.00 | 0.00 | 68,913.00 |
| Midwest City | Reno and Douglas - Int. Mod. & Signals | 15911(04) | Oct-00 | STP | 1,919,562.87 | 672,895.40 | 2,592,458.27 |
| Midwest City | Reno, east of Midwest Blvd. to Woodside Dr. - Traffic Signals | 18219(04) | Oct-01 | STPG | 86,429.85 | 0.00 | 86,429.85 |
| Midwest City | Citywide - Sign Replacement, Phase II | 17148(05) | Force | STPG | 113,925.00 | 0.00 | 113,925.00 |
| Midwest City | Citywide, Phase I - Pavement Marking | 18217(04) | Feb-02 | STPG | 135,000.00 | 0.00 | 135,000.00 |
| Moore | N. 12th, I-35 to City Avenue - Signals & Intercon. | 17964(04) | Dec-00 | STPG | 108,500.00 | 0.00 | 108,500.00 |
| Moore | S. 19th St. & Tower/Bdwy. - Traffic Signals | 17965(04) | Dec-00 | STPG | 75,950.00 | 0.00 | 75,950.00 |
| Moore | I-35 over 5th Street and Main Street - Bridge Redeck/Rehab | 17937(04) | Feb-01 | IMY | 4,547,978.20 | 0.00 | 4,547,978.20 |
| Moore & Norman | I-35 fr. OK/Cleve.CL to Norman S city limits-Guardrail/Lighting | 17445(04) | Nov-00 | IMG | 1,668,356.07 | 0.00 | 1,668,356.07 |
| Moore & OKC | I-35 fr. SE 84 to SE 104 - Grade, Drain & Surface | 00292(41)m | Feb-00 | I-IM-NHIY | 22,416,248.86 | 60,500.00 | 22,476,748.86 |
| Mustang | SH-4 (Mustang Rd.) & SW 59th - Traffic Signals | 18309(04) | Oct-00 | STPY | 71,321.27 | 0.00 | 71,321.27 |
| Norman | SH-9, 1.5 mi. E of US-77 east to Pott. CL - Armor Coat | 18255(04)c | Mar-00 | MC | 0.00 | 1,262,235.40 | 1,262,235.40 |
| Norman | SH-9, 24th Ave SW east 5.32 miles - Microsurface | 18254(04) | Apr-00 | MC | 0.00 | 423,909.50 | 423,909.50 |
| Norman | Connect Lindsey to 36th Ave SW - GDS on New Alignment | 15691(04) | May-00 | MGSY | 1,384,332.57 | 98,733.21 | 1,483,065.78 |
| Norman | Tecumseh Rd., beg. At US-77 & ext. E. 0.414 mi. - GDS | 14391(07) | Jul-00 | CIP | 0.00 | 1,038,324.25 | 1,038,324.25 |
| Norman | Rock Creek Rd. and Stubbeman - Int. Mod. & Signals | 17053(04) | Jul-00 | STP | 498,433.45 | 125,108.36 | 623,541.81 |
| Norman | S. Dam Road & Parking Lots for Lake Thunderbird - Surface | 18189(04) | Sep-00 | SAP | 0.00 | 55,202.65 | 55,202.65 |
| Norman | I-35, beg. 0.4 mi. N of Robinson ext. N. 1.703 mi. - GDB&S | 17903(04) | Dec-00 | NCPDY | 2,065,766.75 | 0.00 | 2,065,766.75 |
| Norman | SH-77H (12th Ave NE) and Morren Drive - Int. Mod./Signals | 18119(04) | Feb-01 | STPY | 507,472.92 | 0.00 | 507,472.92 |
| Norman | SH-77H and Kingston Rd/Shadow Lake Rd. - Int. Mod./Signals | 18555(04) | Mar-01 | STPY | 427,981.78 | 750.00 | 428,731.78 |
| Norman | Along I-35 in Norman - Signing | 1897(04) | May-01 | SAP | 0.00 | 75,748.37 | 75,748.37 |
| OCARTS | Air Quality Public Awareness Campaign | 17904(04) | N/A | CMA | 100,000.00 | 25,000.00 | 125,000.00 |
| OCARTS | Air Quality Public Awareness Campaign | 17904(05) | N/A | CMA | 100,000.00 | 25,000.00 | 125,000.00 |
| OCARTS | Transfer to FTA for use by COTPA | 18595(04) | N/A | CMA | 400,000.00 | 100,000.00 | 500,000.00 |
| OCARTS | Transfer to FTA for use by COTPA | N/A | N/A | CMA | 400,000.00 | 100,000.00 | 500,000.00 |

TABLE 1

OCARTS AREA PROJECTS FUNDED DURING FFY 2000 AND FFY 2001

| Location | Project Description | Job Number | Let Date | Funding Source | Federal Share | State/Local Share | Total |
|-----------------|---|-------------------|-----------------|-----------------------|----------------------|--------------------------|---------------|
| Oklahoma City | I-40 betw. Mustang & Sara - Lane addn. For Kilpatrick Tie-in | 17809(04) | Dec-99 | IMY | 8,970,663.74 | 0.00 | 8,970,663.74 |
| Oklahoma City | I-40 over Anderson Rd. - Bridge Repair | 18024(04) | Jan-00 | SAP | 0.00 | 9,700.00 | 9,700.00 |
| Oklahoma City | I-240 over May Avenue - Bridge Repair | 18050(04) | Jan-00 | SAP | 0.00 | 7,198.00 | 7,198.00 |
| Oklahoma City | Westbound I-40 Br. Over Pennsylvania - Bridge Repair | 18261(04) | Jan-00 | E-SAP | 0.00 | 16,900.00 | 16,900.00 |
| Oklahoma City | I-40, E. of Air Depot to E. of Douglas - Resurface | 18172(04) | Feb-00 | IMC | 0.00 | 817,460.00 | 817,460.00 |
| Oklahoma City | Sooner Road over I-240 - Bridge Repair | 18276(04) | Apr-00 | SAP | 0.00 | 17,034.00 | 17,034.00 |
| Oklahoma City | US-62, beg. at US-62/I-35 jct. & ext. E 1.9 mi. - Resurface | 16981(08) | Jun-00 | CIP | 0.00 | 419,049.00 | 419,049.00 |
| Oklahoma City | Brdwy. Ext., beg. S. of Hefner & ext. N. 1.6 mi. - GDBS | 17409(04) | Jun-00 | CIP | 0.00 | 17,109,324.07 | 17,109,324.07 |
| Oklahoma City | Capitol Complex Impr., Phase II - Oil well site aesthetic impr. | 15326(07) | Jul-00 | STPY(EH) | 996,324.75 | 0.00 | 996,324.75 |
| Oklahoma City | I-44 fr. OK/Cleve CL North to I-35/I-44 jct. - Safety Impr. | 17850(04) | Aug-00 | IMG | 1,405,736.60 | 0.00 | 1,405,736.60 |
| Oklahoma City | NW 50th Street over I-235 - Bridge Repair | 18226(04) | Sep-00 | IMY | 269,098.00 | 0.00 | 269,098.00 |
| Oklahoma City | Western, SW 59th to SW 70th - Resurfacing | 14362(04) | Oct-00 | STP | 459,141.86 | 114,785.46 | 573,927.32 |
| Oklahoma City | Eastern Ave., SE 29th to SE 44th - Widen from 2 to 4 lanes | 14363(04) | Oct-00 | STP | 2,340,756.68 | 647,363.96 | 2,988,120.64 |
| Oklahoma City | Hefner, Rockwell to Council - Widen & Recon. | 16653(04) | Oct-00 | STP | 1,479,276.20 | 460,757.37 | 1,940,033.57 |
| Oklahoma City | I-40 under Morgan Rd. - Bridge Repair | 18602(04) | Nov-00 | SAP | 0.00 | 9,760.00 | 9,760.00 |
| Oklahoma City | US-77 (Bdwy. Ext.), N. of 63rd to Britton (N. 93rd) - GDBS | 17408(04) | Dec-00 | CIP | 0.00 | 26,409,197.67 | 26,409,197.67 |
| Oklahoma City | I-240 Guardrail end treatments, barrier wall & impact attenuators | 18329(04) | Jan-01 | IMG | 693,600.50 | 0.00 | 693,600.50 |
| Oklahoma City | Katy Trail - Constr. | 18518(04) | Feb-01 | STP (EH) | 1,275,000.00 | 425,000.00 | 1,700,000.00 |
| Oklahoma City | Lake Hefner/Overholser Trail - Constr. | 18517(04) | Mar-01 | STP (EH) | 21,825.00 | 242,500.00 | 264,325.00 |
| Oklahoma City | SH-74 (Portland), N.178 (Edmond. Rd.) to N.206 (Covell)-GDS | 16999(04) | Apr-01 | CIP | 0.00 | 1,357,606.15 | 1,357,606.15 |
| Oklahoma City | I-240 at Bryant - Overhead sign replacement | 19001(04) | May-01 | SAP | 0.00 | 62,796.80 | 62,796.80 |
| Oklahoma City | I-40 over SE 29th Street - Bridge Repair | 17723(04) | May-01 | IMY | 137,540.00 | 0.00 | 137,540.00 |
| Oklahoma City | NW 23rd St. Bridge over I-44 - Bridge Painting | 17723(04) | May-01 | IMY | 314,120.00 | 0.00 | 314,120.00 |
| Oklahoma City | I-40 under Rockwell Ave. - Bridge Repair | 18709(04) | May-01 | IMY | 19,715.00 | 0.00 | 19,715.00 |
| Oklahoma City | I-40 Crosstown Expressway - Prelim. Eng. | 17428(05) | Jun-01 | HPPIY | 3,600,000.00 | 0.00 | 3,600,000.00 |
| Oklahoma City | NE corner of 23rd Street and Broadway - Landscaping | 19088(04) | Jul-01 | STPY(EH) | 41,320.00 | 0.00 | 41,320.00 |
| Oklahoma City | US-77 (Bdwy. Ext.) & Memorial Rd. Intchg. - Prelim. Eng. | 19037(04) | Aug-01 | ACHNY | 80,000.00 | 0.00 | 80,000.00 |
| Oklahoma City | I-44, I-40 to SH-66 - ITS Integration Demonstration Study | 18993(04) | Aug-01 | ITSY | 218,615.00 | 0.00 | 218,615.00 |
| Oklahoma City | 63rd Street Bridge over US-77 (Bdwy. Ext.) - Bridge Repair | 19343(04) | Aug-01 | E-SAP | 0.00 | 112,211.79 | 112,211.79 |
| Oklahoma City | I-35, S. of SE 59th to SE 84th - ROW Clearance | 00292(48) | Sep-01 | IY | 13,490.00 | 0.00 | 13,490.00 |

TABLE 1

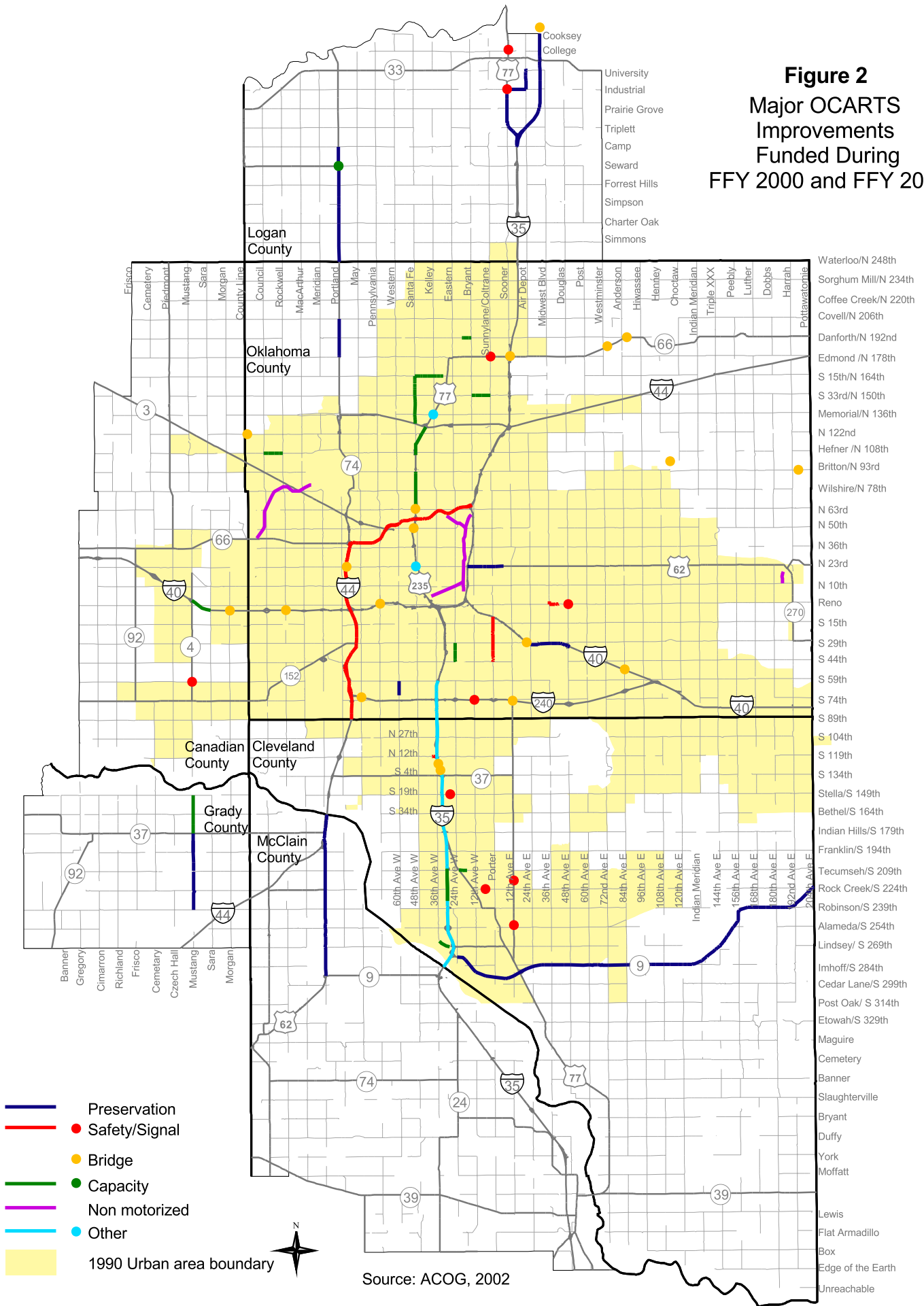
OCARTS AREA PROJECTS FUNDED DURING FFY 2000 AND FFY 2001

| Location | Project Description | Job Number | Let Date | Funding Source | Federal Share | State/Local Share | Total |
|-----------------|--|-------------------|-----------------|-----------------------|-------------------------|--------------------------|-------------------------|
| Oklahoma Co. | Britton Rd., 0.3 mi E of Harrah Rd. - Bridge Replacement | 17328(04) | Dec-99 | BRO | 168,333.65 | 42,083.41 | 210,417.06 |
| Oklahoma Co. | NW 122, 0.1 mi E of County Line Rd. - Bridge & Approaches | 17365(04) | Oct-00 | BRF | 275,311.16 | 68,827.79 | 344,138.95 |
| Oklahoma Co. | I-35 betw. mile post 145.9 and 146.7 - Resurface | 18742(04) | Feb-01 | IMC | 0.00 | 134,290.00 | 134,290.00 |
| Oklahoma Co. | Hogback Bridge over N. Canadian River - Bridge & Approaches | 18863(04) | Jul-01 | BRF | 1,084,359.88 | 275,478.97 | 1,359,838.85 |
| Oklahoma Co. | Santa Fe, NW 150 to NW 164 - Widen | 15932(04) | Jan-02 | STP | 1,263,200.00 | 315,800.00 | 1,579,000.00 |
| Oklahoma Co. | Santa Fe, KilpatrickTP to 150 - Widen | 17750(04) | Jan-02 | STP | 2,754,000.00 | 688,500.00 | 3,442,500.00 |
| Various Co. | Var. Loc. in Canadian, Logan & Okla. Cos. - Saline Treatment | 18129(04) | Apr-00 | STPY | 107,788.40 | 0.00 | 107,788.40 |
| Yukon | Citywide - Sign Replacement | 18205(04) | Force | STPG | 43,200.00 | 0.00 | 43,200.00 |
| TOTALS | | | | | \$117,820,321.77 | \$67,597,288.67 | \$185,417,610.44 |

Funding Source Descriptions:

- ACHNY - Advance Construct on National Highway System (100% Federal - 80% 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)
- BRO - Bridge Replacement on local roads or minor collectors (80% Federal)
- CIP - Statewide Capital Improvement Program approved by HB 1629 (100% State)
- CMA - Congestion Mitigation/Air Quality (80% Federal)
- E-SAP - State Aid Program (100% State)
- HPPIY - High Priority Project on Interstate (100% Federal - 90% Federal and Soft Match)
- I-IM-NHI - Interstate Construction-Interstate Maintenance-National Highway System (90% Federal)
- IMC - Interstate Maintenance Contract (100% State)
- IMG - Interstate Maintenance Funds (100% Federal)
- IMY - Interstate Maintenance Funds (100% Federal - 90% IM and Soft Match)
- IMY-STPY - Interstate Maintenance and Surface Transportation Program (90% Federal and Soft Match)
- ITSY - Intelligent Transportation Systems Demonstration Program (100% Federal - 80% Federal and Soft Match)
- IY - Interstate Funds (100% Federal - 90% Federal and Soft Match)
- MC - Maintenance Contract (100% State)
- MGSY - Minimum Guarantee Special Limitation (100 Federal - 80% Federal and Soft Match)
- NCPDY - National Corridor Planning and Development Program (100% Federal - 80% Federal and Soft Match)
- SAP - State Aid Program (100% State)
- STP - Surface Transportation Program (80% Federal)
- STP (EH) - Surface Transportation Program Enhancement Setaside (80% Federal)
- STPG - Surface Transportation Program Safety Setaside (100% Federal)
- STPY - Surface Transportation Program Funds (100% Federal - 90% STP and Soft Match)

Figure 2
Major OCARTS
Improvements
Funded During
FFY 2000 and FFY 2001



Source: ACOG, 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 2003-2005 URBANIZED AREA FUNDS

This TIP was prepared based on an estimated amount of funds available to the Oklahoma City Urbanized Area over the TIP time frame. The estimated funds were provided by the Oklahoma Department of Transportation and were based on past TEA-21 apportionments, which reflected an increase of 1.8 percent annually. The STP Procedures for the Oklahoma City Urbanized Area Funds call for 90 percent of the estimated funds to be used when preparing a new TIP or an update to the 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. These estimates serve 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 2003-2005 are provided and/or additional obligational authority is obtained, the figures will be updated. Appendix C provides a copy of the correspondence from ODOT that outlines the estimated federal funds for the Oklahoma City Urbanized Area, upon which this TIP is based.

The first year of this TIP includes 22 projects, including eight safety projects, proposed for funding with STP-UZA funds. This represents a total of \$14,357,653 in federal funds. The FFY 2004 and FFY 2005 programs propose STP-UZA totals of \$14,579,502 and \$14,934,200, respectively, which are within the planning figures for the Oklahoma City Urban Area fund distributions.

FFY 2003 - FFY 2005 STREET AND HIGHWAY ELEMENT PROJECTS

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

The FFY 2003 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 2003 program by location and funding category. Table 3 provides the FFY 2003 budget summary for the OCARTS area street and highway projects.

Similar project lists and summary tables are provided for the FFY 2004 and FFY 2005 programs. Tables 4 and 5 summarize the FFY 2004 projects, and Tables 6 and 7 summarize the FFY 2005 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 2003-2005.

**HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2003**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|------------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF DEL CITY | | | | | | |
| STP-155B(326)AG 19787(04) | SE 15th, Bryant to Vickie Drive | Resurface (Sidewalks) 1.50 | STP-UZA | 416,000 | 104,000 | 520,000 |
| STPG-155F(327)AG 19788(04) | City Wide - Phase I | Sign Replacement 0.00 | STP-UZA Safety | 40,000 | 0 | 40,000 |
| STPG-155F(363)AG 20114(04) | City Wide - Phase I | Pavement Markings 0.00 | STP-UZA Safety | 75,000 | 0 | 75,000 |
| STPG-155A(370)AG 20255(04) | SE 29th, Bryant to Sooner | Signal Intercon. - Opticom 2.00 | STP-UZA Safety | 125,000 | 0 | 125,000 |
| SUBTOTAL | | | | 656,000 | 104,000 | 760,000 |
| CITY OF EDMOND | | | | | | |
| STPG-155B(315)AG 19679(04) | Bryant, Thunderbird to Danforth | Signal Upgrade & Interconnect 3.25 | STP-UZA Safety | 690,000 | 0 | 690,000 |
| SUBTOTAL | | | | 690,000 | 0 | 690,000 |

HIGHWAY ELEMENT (Cont.)

**TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2003**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|-------------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF HARRAH | | | | | | |
| STPG-155C(316)AG 19680(04) | Dobbs Rd., 25 mi. N. of NE 10 | School Zone (SZ) Flashing Lights 0.00 | STP-UZA Safety | 15,000 | 0 | 15,000 |
| STPG-155F(318)AG 19729(04) | Church Ave. @ Gold Street | SZ Pedestrian Crossing Flasher 0.00 | STP-UZA | 15,000 | 0 | 15,000 |
| SUBTOTAL | | | | 30,000 | 0 | 30,000 |
| CITY OF MIDWEST CITY | | | | | | |
| STP-155B(253)AG 18561(04) | SE 15th, Sooner to Century Blvd. | Resurface (Sidewalks) 2.30 | STP-UZA | 456,000 | 114,000 | 570,000 |
| SUBTOTAL | | | | 456,000 | 114,000 | 570,000 |
| CITY OF MOORE | | | | | | |
| STP-114B(034)AG 17962(04) | SW 19th, Santa Fe to Telephone | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 1,200,000 | 300,000 | 1,500,000 |
| SUBTOTAL | | | | 1,200,000 | 300,000 | 1,500,000 |

HIGHWAY ELEMENT (Cont.)

**TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2003**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|------------------------------|---|---|-----------------------|----------------------|--------------------|------------------|
| CITY OF NORMAN | | | | | | |
| STP-14C(422)AG 15892(04) | Flood Ave. and Acres Street | Intersec. Mod. & Signals (Sidewalks) 0.00 | STP-UZA | 500,000 | 125,000 | 625,000 |
| STP-114B(048)AG 18211(04) | Porter, Robinson to Rock Creek | Widen from 2 to 4/5 Lns. (Sidewalks) 0.80 | STP-UZA | 1,800,000 | 450,000 | 2,250,000 |
| STP-14A(410)AG 15689(04) | Gray, Flood Ave. to Porter Ave. | Signal Upgrade & Interc. (Sidewalks) 0.80 | STP-UZA | 320,000 | 80,000 | 400,000 |
| STP-114B(043)AG 18206(04) | Robinson, 48 NW to Brookhaven | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 1,356,000 | 339,000 | 1,695,000 |
| STP-114B(049)AG 18212(04) | Robinson, Northcliff to 24th Ave. NE | Widen & Signal @ 24 NE (Sidewalks) 0.75 | STP-UZA | 1,360,000 | 340,000 | 1,700,000 |
| STP-14A(412)AG 15690(04) | Main, Park Drive to Porter Ave. | Sig. Upgr. & Inter/Rdwy. (Sidewalks) 0.65 | STP-UZA | 1,480,000 | 370,000 | 1,850,000 |
| STP-114B(047)AG 18210(04) | 48 NE, Robinson to Rock Creek | Bridge Replacement 0.00 | STP-UZA | 531,000 | 132,750 | 663,750 |
| SUBTOTAL | | | | 7,347,000 | 1,836,750 | 9,183,750 |

HIGHWAY ELEMENT (Cont.)

**TRANSPORTATION IMPROVEMENT PROGRAM
LOCAL GOVERNMENT PROJECTS
FFY 2003**

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|--------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF OKLAHOMA CITY | | | | | | |
| STP-55B(770)AG 13962(04) | S. Walker Ave. and I-240 | Intersection Modification (Sidewalks) 0.40 | STP-UZA | 849,563 | 212,391 | 1,061,954 |
| STP-55B(802)AG 14364(04) | Eastern, SE 44th to SE 59th | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 1,609,090 | 402,273 | 2,011,363 |
| STPG-155F(319)AG 19761(04) | City Wide - Phase 2 | Sign Replacement 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| STPG-155F(320)AG 19762(04) | City Wide - Phase 2 | SZ Safety Improvements 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| STPG-155F(321)AG 19763(04) | City Wide - Phase 2 | Pavement Markings 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| SUBTOTAL | | | | 3,658,653 | 614,664 | 4,273,317 |
| CITY OF YUKON | | | | | | |
| STP-109B(043)AG 18222(04) | Vandament and Garth Brooks | Int. Mod. & Signal Upgr. (Sidewalks) 0.20 | STP-UZA | 320,000 | 80,000 | 400,000 |
| SUBTOTAL | | | | 320,000 | 80,000 | 400,000 |
| FFY 2003 GRAND TOTAL | | | | 14,357,653 | 3,049,414 | 17,407,067 |

HIGHWAY ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2003

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|-------------------------------------|---|--|-----------------------|----------------------|--------------------|--------------------|--------------|----------------------|
| IM-NHIY-0035-3(108)119 00292(17) | I-35 from North 12th St., North to .5 Miles North of North 27th (6 Lanes, Frnt. Rds.) | Grade, Drain and Surface 1.500 | IM-NHIY | 17,140,464 | 0 | 0 | 17,140,464 | 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 | 4,632,599 | 0 | 0 | 4,632,599 | Cleveland (Moore) |
| BRFY-014B(347)RW 06346(05) | SH- 9 @ Pecan Creek Just West of the Cleveland/Pott. County Line | Right of Way 0.038 | BRFY | 46,820 | 0 | 0 | 46,820 | Cleveland |
| BRFY-014B(348)UT 06346(06) | SH- 9 @ Pecan Creek Just West of the Cleveland/Pott. County Line | Utilities 0.038 | BRFY | 70,343 | 0 | 0 | 70,343 | Cleveland |
| BRFY-014B(327) 12322(04) | SH- 39: Pond Creek, 11.0 Miles East of US- 77 Jct. | Bridge & Approaches 0.250 | BRFY | 1,349,200 | 0 | 0 | 1,349,200 | Cleveland |
| BRO-126D(048)CO 19653(04) | Bridge & Approaches: Over East Bitter Creek, 0.5 Miles North & 4.5 Miles West of Jct. US-62/SH-76 | Bridge & Approaches 0.200 | BRO | 247,200 | 0 | 61,800 | 309,000 | Grady |
| 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 | 37,480 | 0 | 0 | 37,480 | 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 | 23,163 | 0 | 0 | 23,163 | Logan |
| BHIY-NBIP-0(139)000 17978(04) | I-35: over SH-74, North of Purcell (Parallel Bridges) | Bridge Painting 0.020 | BHIY-NBIP | 54,635 | 0 | 0 | 54,635 | McClain |
| BHIY-0035-2(249)094 17978(05) | I-35: Over SH-74, North of Purcell (Parallel Bridges) | Joint Seal/Repair 0.020 | BHIY | 43,708 | 0 | 0 | 43,708 | McClain |
| IMY-NBIP-0(141)000IR 17979(04) | I-35: SH-74 Over I-35, South of Purcell (Parallel Bridges) | Bridge Painting 0.043 | IMY-NBIP | 61,191 | 0 | 0 | 61,191 | McClain |

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2003

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|-------------------------------------|--|--|-----------------------|----------------------|--------------------|--------------------|--------------|-----------------------|
| IMY-0035-2(251)104IR 17979(05) | I-35: SH-74 Over I-35, South of Purcell (Parallel Bridges) | Joint Seal/Repair 0.043 | IMY | 83,045 | 0 | 0 | 83,045 | McClain |
| BHIY-NBIP-0(143)000 17980(04) | I-35: Over SH-74G, North of Purcell | Bridge Painting 0.037 | BHIY-NBIP | 27,317 | 0 | 0 | 27,317 | McClain |
| BHIY-0035-2(253)096 17980(05) | I-35: Over SH-74G, North of Purcell | Joint Seal/Repair 0.037 | BHIY | 21,854 | 0 | 0 | 21,854 | McClain |
| IMY-0035-2(270)107RW 19076(05) | I-35 @ SH-9 (South) (Interchange Modification) | Right of Way 0.500 | IMY | 530,450 | 0 | 0 | 530,450 | McClain |
| IMY-0035-2(271)107UT 19076(06) | I-35 @ SH-9 (South) (Interchange Modification) | Utilities 0.500 | IMY | 53,045 | 0 | 0 | 53,045 | McClain |
| BRFY-055C(695)RW 01981(05) | SH-74 (North Portland) @ Deer Creek and Unnamed Creek | Right of Way 2.000 | BRFY | 830,452 | 0 | 0 | 830,452 | Oklahoma |
| BRFY-055C(696)UT 01981(06) | SH-74 (North Portland) @ Deer Creek and Unnamed Creek | Utilities 2.000 | BRFY | 1,365,875 | 0 | 0 | 1,365,875 | Oklahoma |
| BRFY-155C(181)RW 06320(05) | SH-74 (North Portland) From Bloody Rush Creek North to Waterloo | Right of Way 1.750 | BRFY | 631,405 | 0 | 0 | 631,405 | Oklahoma |
| J1-7428(008)HP 17428(08) | I-40 Realignment of the Crosstown Expy. | Railroad Rehabilitation 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. | Preliminary Eng. 4.000 | | 13,000,000 | 0 | 0 | 13,000,000 | Oklahoma (OKC) |
| HPPIY-1690-0(002)000HP 17430(05) | I-40 Realignment of the Crosstown Expy. | Utilities 4.000 | HPPIY | 7,600,000 | 0 | 0 | 7,600,000 | Oklahoma (OKC) |
| CIP-155C(297)IP 19506(04) | US-62 from I-35 East to Air Depot (Br. Improv. @ Crutch Creek) | Resurface 3.000 | CIP | 0 | 1,030,000 | 0 | 1,030,000 | Oklahoma (OKC/MWC) |

HIGHWAY ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
OKLAHOMA DEPARTMENT OF TRANSPORTATION PROJECTS
FFY 2003

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) | |
|------------------------------|---|---|----------------|---------------|-------------|-------------|-----------|--------------------------|--|
| CIP-155C(298)IP 19506(05) | US-62 from I-35 East to Air Depot (Br. Improv. @ Crutch Creek) | Preliminary Eng. 3.000 | CIP | 0 | 8,240 | 0 | 8,240 | Oklahoma (OKC/MWC) | |
| CIP-155N(299)IP 19507(04) | I-240 from I-40 West to I-44 | Grade/Drain/Surface 11.000 | CIP | 0 | 7,127,600 | 0 | 7,127,600 | Oklahoma (OKC) | |
| CIP-155N(300)IP 19507(05) | I-240 from I-40 West to I-44 | Preliminary Eng. 11.000 | CIP | 0 | 39,140 | 0 | 39,140 | Oklahoma (OKC) | |
| CIP-155C(302)IP 19508(05) | US-270 from Harrah Road East to Pottawatomie County Line | Preliminary Eng. 1.000 | CIP | 0 | 26,780 | 0 | 26,780 | Oklahoma | |
| CIP-155D(304)IP 19509(05) | Harrah Road from SE 29th South to I-40 | Preliminary Eng. 3.500 | CIP | 0 | 1,278,230 | 0 | 1,278,230 | Oklahoma (Harrah/OKC) | |
| CIP-155D(305)IP 19509(06) | Harrah Road from SE 29th South to I-40 | Right of Way 3.500 | CIP | 0 | 412,000 | 0 | 412,000 | Oklahoma (Harrah/OKC) | |
| CIP-155N(307)IP 19510(04) | US-77 From NW 63rd North to Edmond | Preliminary Eng. 5.000 | CIP | 0 | 249,260 | 0 | 249,260 | Oklahoma (OKC) | |
| J1-9720(004) 19720(04) | 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(009) 17049(09) | Small Scale RR Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, Etc. | Safety Improvement Railroad 0.000 | | | | | * | Statewide | |
| J1-7050(009) 17050(09) | Small Scale Bridge Improvement Projects: Painting, Minor Repairs, Seal Coat/ Waterproofing, Saline Treatment, Etc. | Bridge Improvement 0.000 | | | | | * | Statewide | |
| J1-7051(009) 17051(09) | Small Scale Traffic/Safety Improvements: Traffic Signals, Int. Mod, Lighting, Interconnect Systems, Guardrail, Delineation, Etc. | Safety Improvement Traffic 0.000 | | | | | * | Statewide | |
| TOTAL | | | | | 63,650,246 | 10,171,250 | 61,800 | 73,883,296 | |

* Funds included in ODOT Statewide Transportation Improvement Program

**TABLE 2
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM
OCARTS AREA LOCAL GOVERNMENT AND STATE-SPONSORED PROJECTS
SUMMARY OF FUNDING BY SOURCE AND LOCATION
FFY 2003**

| 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 | | | | |
| Choctaw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 416,000 | 240,000 | 0 | 104,000 | 0 | 760,000 |
| Edmond | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 690,000 | 0 | 0 | 0 | 690,000 |
| Guthrie | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harrah | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30,000 | 0 | 0 | 0 | 30,000 |
| Luther | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Midwest City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 456,000 | 0 | 0 | 114,000 | 0 | 570,000 |
| Moore | 21,773,063 | 0 | 0 | 0 | 0 | 0 | 0 | 1,200,000 | 0 | 0 | 300,000 | 0 | 23,273,063 |
| Newcastle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norman | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,347,000 | 0 | 0 | 1,836,750 | 0 | 9,183,750 |
| Oklahoma City | 0 | 0 | 0 | 36,400,000 | 0 | 0 | 0 | 2,458,653 | 1,200,000 | 0 | 614,664 | 8,454,240 | 49,127,557 |
| 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 | 320,000 | 0 | 0 | 80,000 | 0 | 400,000 |
| Canadian Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleveland Co. | 0 | 0 | 1,466,363 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,466,363 |
| Grady Co. | 0 | 0 | 247,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61,800 | 0 | 309,000 |
| Logan Co. | 0 | 0 | 60,643 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60,643 |
| McClain Co. | 727,731 | 0 | 147,514 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 875,245 |
| Oklahoma Co. | 0 | 0 | 2,827,732 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,717,010 | 4,544,742 |
| Totals | 22,500,794 | 0 | 4,749,452 | 36,400,000 | 0 | 0 | 0 | 12,197,653 | 2,160,000 | 0 | 3,111,214 | 10,171,250 | 91,290,363 |

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 3
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2003 OCARTS BUDGET SUMMARY**

| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|---|---------------------------------------|---------------------|------------|-----------|------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 14,400,000 | 14,357,653 | 0 | 3,049,414 | 17,407,067 |
| Reserve | | 42,347 | 0 | 0 | 42,347 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 22,500,794 | 22,500,794 | 0 | 0 | 22,500,794 |
| National Highway System | 0 | 0 | 0 | 0 | 0 |
| Bridge Program | 4,749,452 | 4,749,452 | 0 | 61,800 | 4,811,252 |
| Other Federal Funds | 36,400,000 | 36,400,000 | 0 | 0 | 36,400,000 |
| Surface Transportation Program (STP) | 0 | 0 | 0 | 0 | 0 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| Statewide Capital Improvements Program (CIP) | 10,171,250 | 0 | 10,171,250 | 0 | 10,171,250 |
| OCARTS Area Subtotal | 73,821,496 | 63,650,246 | 10,171,250 | 61,800 | 73,883,296 |
| Grand Total | 88,221,496 | 78,007,899 | 10,171,250 | 3,111,214 | 91,290,363 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|------------------------------|-------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF DEL CITY | | | | | | |
| | SE 15th, Vickie Dr. to Sooner | Widen from 4 to 5 Lanes (Sidewalks) 0.50 | STP-UZA | 680,000 | 170,000 | 850,000 |
| | City Wide - Phase 2 | Sign Replacement 0.00 | STP-UZA Safety | 40,000 | 0 | 40,000 |
| | City Wide - Phase 2 | Pavement Markings 0.00 | STP-UZA Safety | 75,000 | 0 | 75,000 |
| | SE 15th, Bryant to Sooner | Signal Intercon. - Opticom 2.00 | STP-UZA Safety | 75,000 | 0 | 75,000 |
| SUBTOTAL | | | | 870,000 | 170,000 | 1,040,000 |
| CITY OF EDMOND | | | | | | |
| | Kelly, 15th to 33rd | Widen to 4/5 Lane, etc. (Sidewalks) 1.00 | STP-UZA | 2,800,000 | 700,000 | 3,500,000 |
| STP-155B(112)AG 17012(04) | 33rd, Coltrane to I-35 | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 1,441,713 | 360,428 | 1,802,141 |
| STP-155B(317)AG 19681(04) | 7th and Kelly | Intersec. Mod. & Signals (Sidewalks) 0.00 | STP-UZA | 470,840 | 117,710 | 588,550 |
| SUBTOTAL | | | | 4,712,553 | 1,178,138 | 5,890,691 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|---------------------------------------|---|-----------------------|----------------------|--------------------|--------------|
| CITY OF HARRAH | | | | | | |
| STPG-155F(318)AG 19729(04) | NE 10th Street @ 2nd Street | SZ Pedestrian Crossing Flasher 0.00 | STP-UZA Safety | 15,000 | 0 | 15,000 |
| STPG-155F(318)AG 19729(04) | NE 10th Street, .7 mi. W of Church | SZ Pedestrian Crossing Flasher 0.00 | STP-UZA Safety | 15,000 | 0 | 15,000 |
| STPG-155F(318)AG 19729(04) | NE 10th Street, @ Harrison Street | SZ Pedestrian Crossing Flasher 0.00 | STP-UZA Safety | 15,000 | 0 | 15,000 |
| SUBTOTAL | | | | 45,000 | 0 | 45,000 |
| CITY OF MIDWEST CITY | | | | | | |
| STP-55A(973)AG 15913(04) | Reno and Sooner Rd. | Int. Mod, Signals & RR (Sidewalks) 0.00 | STP-UZA | 960,000 | 240,000 | 1,200,000 |
| SUBTOTAL | | | | 960,000 | 240,000 | 1,200,000 |
| CITY OF MOORE | | | | | | |
| 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 |
| SUBTOTAL | | | | 1,491,469 | 372,867 | 1,864,336 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|-------------------------------|---|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF NORMAN | | | | | | |
| STP-114B(018)AG 17069(04) | Lindsey, Oakhurst to 24th Ave. SE | Widen from 2 to 4 Lanes (Sidewalks) 0.38 | STP-UZA | 960,000 | 240,000 | 1,200,000 |
| STP-114B(070)AG 19678(04) | Jenkins Ave. and Imhoff Rd. | Signal Upgrades (Sidewalks) 0.00 | STP-UZA | 160,000 | 40,000 | 200,000 |
| STP-14A(408)AG 15688(04) | Robinson, Brookhaven to 12th Ave. NE | Emergency Pre-emption 4.20 | STP-UZA Safety | 120,000 | 0 | 120,000 |
| SUBTOTAL | | | | 1,240,000 | 280,000 | 1,520,000 |
| CITY OF OKLAHOMA CITY | | | | | | |
| STPG-155A(283)AG 19312(04) | Meridian, Reno to SW 29th | Widen from 4 to 5 Lanes (Sidewalks) 2.00 | STP-UZA | 2,460,480 | 615,120 | 3,075,600 |
| STP-55B(803)AG | Eastern, SE 59th to I-240 | Widen from 2 to 4 Lanes (Sidewalks) 1.00 | STP-UZA | 1,600,000 | 400,000 | 2,000,000 |
| | City Wide - Phase 3 | SZ Safety Improvements 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--------------------------------------|-------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF OKLAHOMA CITY (Cont.) | | | | | | |
| | City Wide - Phase 3 | Sign Replacement 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| | City Wide - Phase 3 | Pavement Markings 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| SUBTOTAL | | | | 5,260,480 | 1,015,120 | 6,275,600 |
| FFY 2004 GRAND TOTAL | | | | 14,579,502 | 3,256,125 | 17,835,627 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|-----------------------------------|--|--|-----------------------|----------------------|--------------------|--------------------|--------------|----------------------|
| BRFY-014B(321) 06346(04) | SH-9 @ Pecan Creek Just West of Cleveland/Pott. County Line | Bridge & Approaches 0.680 | BRFY | 1,328,090 | 0 | 0 | 1,328,090 | Cleveland |
| 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 | 2,229,334 | 0 | 0 | 2,229,334 | Logan |
| 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 | 56,275 | 0 | 0 | 56,275 | 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 | 45,020 | 0 | 0 | 45,020 | McClain |
| BHIY-NBIP-0(193)000 17997(04) | I-35: SH-9 Over I-35, South of Norman | Bridge Painting 0.042 | BHIY-NBIP | 69,668 | 0 | 0 | 69,668 | McClain |
| BHIY-0035-2(260)106 17997(05) | I-35: SH-9 Over I-35, South of Norman | Joint Seal/Repair 0.042 | BHIY | 37,816 | 0 | 0 | 37,816 | McClain |
| IMY-0035-2(269)107 19076(04) | I-35 @ SH-9 (South) Interchange Modification (West Side Only) | Interchange 0.500 | IMY | 3,168,830 | 0 | 0 | 3,168,830 | McClain |
| IMY-0035-2(273)106 19314(04) | I-35/SH-9 Interchange (Phase II) | Interchange 0.000 | IMY | 10,000,000 | 0 | 0 | 10,000,000 | McClain |
| BRFY-055C(657) 01981(04) | SH-74 (North Portland) at Deer Creek and Unnamed Creek (Long Approaches) | Bridge & Approaches 2.000 | BRFY | 22,629,303 | 0 | 0 | 22,629,303 | Oklahoma |
| BRFY-155C(182)UT 06320(06) | SH-74 (North Portland) From Bloody Rush Creek North to Waterloo | Utilities 1.750 | BRFY | 953,861 | 0 | 0 | 953,861 | 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 | 463,720 | 0 | 0 | 463,720 | Oklahoma (OKC) |
| IMY-0035-3(262)121UT 09032(10) | I-35 @ the I-240 Jct. (Reconstruct Interchange) | Utilities 1.000 | IMY | 347,790 | 0 | 0 | 347,790 | Oklahoma (OKC) |
| STPY-055F(862)RW 14964(05) | SH-74 (Portland Avenue) North of Memorial to 178th | Right of Way 2.500 | STPY | 562,750 | 0 | 0 | 562,750 | Oklahoma (OKC) |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|-------------------------------|--|--|-----------------------|----------------------|--------------------|--------------------|--------------|-----------------------|
| STPY-055F(863)UT 14964(06) | SH-74 (Portland Avenue) North of Memorial to 178th | Utilities 2.500 | STPY | 1,038,080 | 0 | 0 | 1,038,080 | 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 |
| TOTAL | | | | 42,930,537 | 10,350,097 | 0 | 53,280,634 | |

* Funds included in ODOT Statewide Transportation Improvement Program

**TABLE 4
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 | STATE CIP PROGRAM | TOTAL |
|---------------|------------------------|----------------------------------|-----------------------------|---------------------|--------------------------------|----------------|--------------|------------------------|----------------|-------------|-------------|-------------------|------------|
| | | | | | STP-ST Safety | STP-ST Enhance | STP-ST Other | STP-UZA | STP-UZA Safety | | | | |
| Choctaw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 680,000 | 190,000 | 0 | 170,000 | 0 | 1,040,000 |
| Edmond | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,712,553 | 0 | 0 | 1,178,138 | 0 | 5,890,691 |
| Guthrie | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harrah | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45,000 | 0 | 0 | 0 | 45,000 |
| Luther | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Midwest City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 960,000 | 0 | 0 | 240,000 | 0 | 1,200,000 |
| Moore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,491,469 | 0 | 0 | 372,867 | 0 | 1,864,336 |
| Newcastle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norman | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,120,000 | 120,000 | 0 | 280,000 | 0 | 1,520,000 |
| Oklahoma City | 811,510 | 0 | 0 | 0 | 0 | 0 | 1,600,830 | 4,060,480 | 1,200,000 | 0 | 1,015,120 | 0 | 8,687,940 |
| 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 | 1,328,090 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,328,090 |
| Grady Co. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Logan Co. | 0 | 0 | 2,229,334 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,229,334 |
| McClain Co. | 13,168,830 | 0 | 208,779 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,377,609 |
| Oklahoma Co. | 0 | 0 | 23,583,164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,350,097 | 33,933,261 |
| Totals | 13,980,340 | 0 | 27,349,367 | 0 | 0 | 0 | 1,600,830 | 13,024,502 | 1,555,000 | 0 | 3,256,125 | 10,350,097 | 71,116,261 |

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 is undecided

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

**TABLE 5
HIGHWAY ELEMENT**

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

| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|---|---------------------------------------|---------------------|------------|-----------|------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 14,650,000 | 14,579,502 | 0 | 3,256,125 | 17,835,627 |
| Reserve | | 70,498 | 0 | 0 | 70,498 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 13,980,340 | 13,980,340 | 0 | 0 | 13,980,340 |
| National Highway System | 0 | 0 | 0 | 0 | 0 |
| Bridge Program | 27,349,367 | 27,349,367 | 0 | 0 | 27,349,367 |
| Other Federal Funds | 0 | 0 | 0 | 0 | 0 |
| Surface Transportation Program (STP) | 1,600,830 | 1,600,830 | 0 | 0 | 1,600,830 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| Statewide Capital Improvements Program (CIP) | 10,350,097 | 0 | 10,350,097 | 0 | 10,350,097 |
| OCARTS Area Subtotal | 53,280,634 | 42,930,537 | 10,350,097 | 0 | 53,280,634 |
| Grand Total | 67,930,634 | 57,510,039 | 10,350,097 | 3,256,125 | 71,116,261 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|------------------------------|-------------------------------|--|-----------------------|----------------------|--------------------|--------------|
| CITY OF EDMOND | | | | | | |
| | Boulevard, Danforth to Covell | Widen, BP, Int. Mod. (Sidewalks & Bike) 1.00 | STP-UZA | 4,213,640 | 1,053,410 | 5,267,050 |
| SUBTOTAL | | | | 4,213,640 | 1,053,410 | 5,267,050 |
| CITY OF MIDWEST CITY | | | | | | |
| | SE 15th and Douglas Blvd. | Intersection Modification 0.00 | STP-UZA | 1,636,000 | 409,000 | 2,045,000 |
| | SE 15th and Sooner Road | Intersection Modification (Sidewalks) 0.00 | STP-UZA | 953,440 | 238,360 | 1,191,800 |
| | SE 29th and Douglas Blvd. | Intersection Modification 0.00 | STP-UZA | 753,520 | 188,380 | 941,900 |
| SUBTOTAL | | | | 3,342,960 | 835,740 | 4,178,700 |
| CITY OF MOORE | | | | | | |
| 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 |
| SUBTOTAL | | | | 417,600 | 104,400 | 522,000 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|------------------------------|---------------------------------------|---|-----------------------|----------------------|--------------------|--------------|
| CITY OF NORMAN | | | | | | |
| STP-14C(415)AG 15692(04) | Boyd Street and Flood Ave. | Intersec. Mod. & Signals (Sidewalks) 0.00 | STP-UZA | 400,000 | 100,000 | 500,000 |
| STP-114B(044)AG 18207(04) | 12 NW, between Tecumseh & Franklin | Bridge Replacement 0.25 | STP-UZA | 800,000 | 200,000 | 1,000,000 |
| SUBTOTAL | | | | 1,200,000 | 300,000 | 1,500,000 |
| CITY OF OKLAHOMA CITY | | | | | | |
| | SW 54th, MacArthur to Portland | Widen from 2 to 4 lanes 2.00 | STP-UZA | 4,560,000 | 1,140,000 | 5,700,000 |
| | City Wide - Phase 4 | Sign Replacement 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| | City Wide - Phase 4 | SZ Safety Improvements 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| | City Wide - Phase 4 | Pavement Markings 0.00 | STP-UZA Safety | 400,000 | 0 | 400,000 |
| SUBTOTAL | | | | 5,760,000 | 1,140,000 | 6,900,000 |
| FFY 2005 GRAND TOTAL | | | | 14,934,200 | 3,433,550 | 18,367,750 |

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

| PROJECT NUMBER | PROJECT LOCATION | PROJECT TYPE & LENGTH (MILES) | FUNDING SOURCE | FEDERAL SHARE | STATE SHARE | LOCAL SHARE | TOTAL | COUNTY (CITY) |
|---------------------------------|--|---|-----------------------|----------------------|--------------------|--------------------|--------------|----------------------|
| BRFY-055C(660) 06320(04) | SH-74 (North Portland) From Bloody Rush Creek, North to Waterloo (Long Approaches) | Grade, Drain, Bridge and Surface 1.750 | BRFY | 9,019,354 | 0 | 0 | 9,019,354 | Oklahoma |
| IMY-0040-4(332)140 08400(04) | I-40 from Morgan Road, East to Interchange "K" (Median Barrier, Storm Sewer) | Safety Improvement 7.000 | IMY | 12,299,000 | 0 | 0 | 12,299,000 | Oklahoma (OKC) |
| IMY-0035-3(125)121 09032(05) | I-35 @ the I-240 Jct. (Phase I) Reconstr. Interchg. | Grade, Drain, Bridge and Surface 1.000 | IMY | 11,941,000 | 0 | 0 | 11,941,000 | Oklahoma (OKC) |
| STPY-055F(861) 14964(04) | SH-74 from North of Memorial to 178th (4 Lane Divided) | Grade, Drain, Bridge and Surface 2.500 | STPY | 9,552,800 | 0 | 0 | 9,552,800 | 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 |
| TOTAL | | | | 42,812,154 | 0 | 0 | 42,812,154 | |

* Funds included in ODOT Statewide Transportation Improvement Program

**TABLE 6
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 | | | | |
| Choctaw | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Del City | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edmond | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,213,640 | 0 | 0 | 1,053,410 | 0 | 5,267,050 |
| 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 | 3,342,960 | 0 | 0 | 835,740 | 0 | 4,178,700 |
| Moore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 417,600 | 0 | 0 | 104,400 | 0 | 522,000 |
| Newcastle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norman | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,200,000 | 0 | 0 | 300,000 | 0 | 1,500,000 |
| Oklahoma City | 24,240,000 | 0 | 0 | 0 | 0 | 0 | 9,552,800 | 4,560,000 | 1,200,000 | 0 | 1,140,000 | 0 | 40,692,800 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 9,019,354 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,019,354 |
| Totals | 24,240,000 | 0 | 9,019,354 | 0 | 0 | 0 | 9,552,800 | 13,734,200 | 1,200,000 | 0 | 3,433,550 | 0 | 61,179,904 |

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 7
HIGHWAY ELEMENT**

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

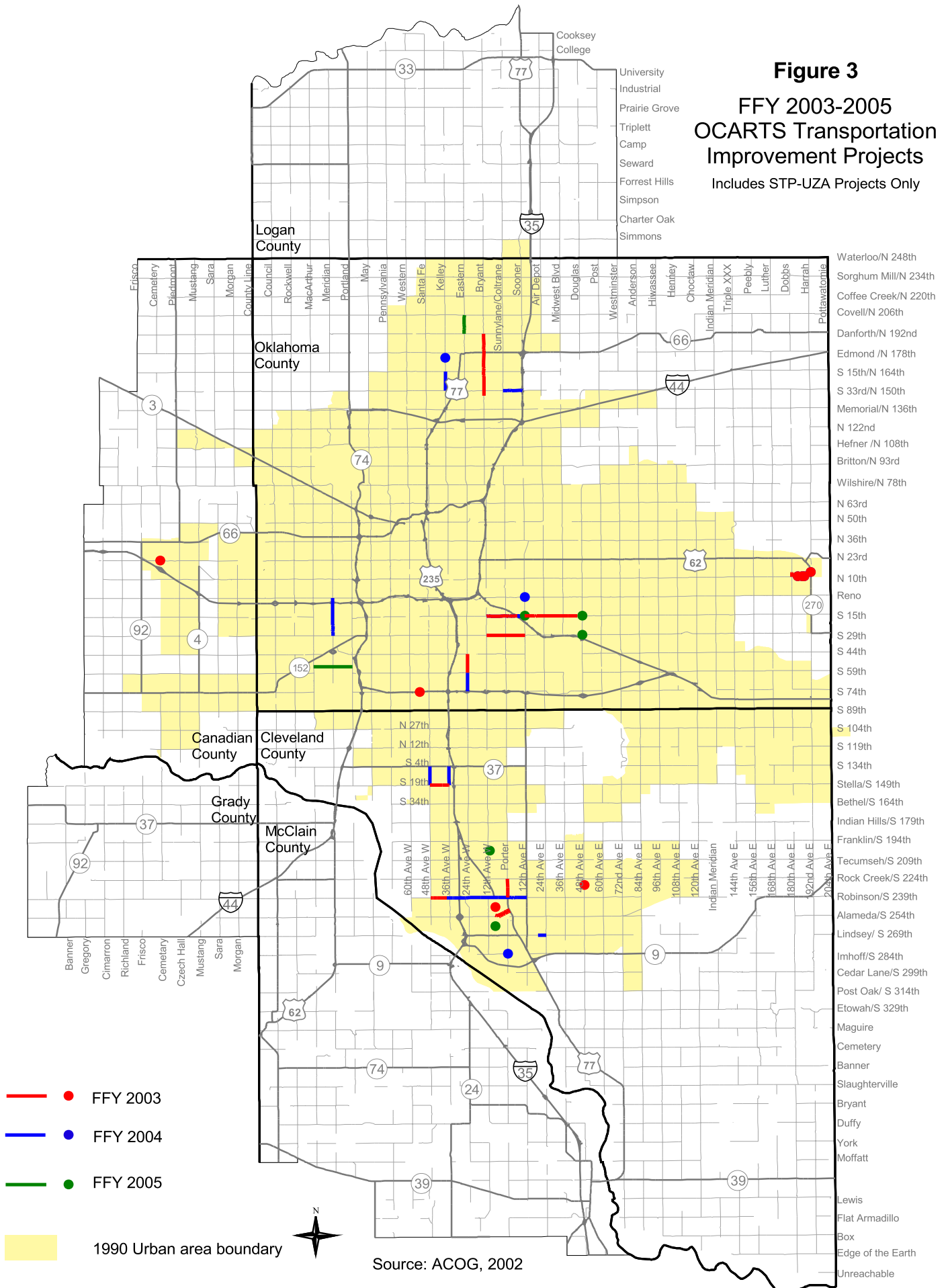
| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|---|---------------------------------------|---------------------|----------|------------------|-------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 14,935,000 | 14,934,200 | 0 | 3,433,550 | 18,367,750 |
| Reserve | | 800 | 0 | 0 | 800 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 24,240,000 | 24,240,000 | 0 | 0 | 24,240,000 |
| National Highway System | 0 | 0 | 0 | 0 | 0 |
| Bridge Program | 9,019,354 | 9,019,354 | 0 | 0 | 9,019,354 |
| Other Federal Funds | 0 | 0 | 0 | 0 | 0 |
| Surface Transportation Program (STP) | 9,552,800 | 9,552,800 | 0 | 0 | 9,552,800 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| Statewide Capital Improvements Program (CIP) | 0 | 0 | 0 | 0 | 0 |
| OCARTS Area Subtotal | 42,812,154 | 42,812,154 | 0 | 0 | 42,812,154 |
| Grand Total | 57,747,154 | 57,746,354 | 0 | 3,433,550 | 61,179,904 |

**TABLE 8
HIGHWAY ELEMENT**

**TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2003-2005 OCARTS BUDGET SUMMARY**

| FUNDING CATEGORY | FEDERAL/STATE FUNDS ANTICIPATED | PROGRAMMED FUNDS | | | TOTAL PROGRAM |
|---|---------------------------------------|---------------------|------------|-----------|------------------|
| | | FEDERAL | STATE | LOCAL | |
| Oklahoma City Urbanized Area Funds: | | | | | |
| Surface Transportation Program Urbanized Area (STP-UZA) Subtotal | 43,985,000 | 43,871,355 | 0 | 9,739,089 | 53,610,444 |
| Reserve | | 113,645 | 0 | 0 | 113,645 |
| Federal-Aid and State Funds: | | | | | |
| Interstate Program | 60,721,134 | 60,721,134 | 0 | 0 | 60,721,134 |
| National Highway System | 0 | 0 | 0 | 0 | 0 |
| Bridge Program | 41,118,173 | 41,118,173 | 0 | 61,800 | 41,179,973 |
| Other Federal Funds | 36,400,000 | 36,400,000 | 0 | 0 | 36,400,000 |
| Surface Transportation Program (STP) | 11,153,630 | 11,153,630 | 0 | 0 | 11,153,630 |
| STP Safety Program | 0 | 0 | 0 | 0 | 0 |
| STP Enhancement Program | 0 | 0 | 0 | 0 | 0 |
| Statewide Capital Improvements Program (CIP) | 20,521,347 | 0 | 20,521,347 | 0 | 20,521,347 |
| OCARTS Area Subtotal | 169,914,284 | 149,392,937 | 20,521,347 | 61,800 | 169,976,084 |
| Grand Total | 213,899,284 | 193,264,292 | 20,521,347 | 9,800,889 | 223,586,528 |

Figure 3
FFY 2003-2005
OCARTS Transportation
Improvement Projects
 Includes STP-UZA Projects Only



Waterloo/N 248th
 Sorghum Mill/N 234th
 Coffee Creek/N 220th
 Covell/N 206th
 Danforth/N 192nd
 Edmond /N 178th
 S 15th/N 164th
 S 33rd/N 150th
 Memorial/N 136th
 N 122nd
 Hefner /N 108th
 Britton/N 93rd
 Wilshire/N 78th
 N 63rd
 N 50th
 N 36th
 N 23rd
 N 10th
 Reno
 S 15th
 S 29th
 S 44th
 S 59th
 S 74th
 S 89th
 S 104th
 S 119th
 S 134th
 Stella/S 149th
 Bethel/S 164th
 Indian Hills/S 179th
 Franklin/S 194th
 Tecumseh/S 209th
 Rock Creek/S 224th
 Robinson/S 239th
 Alameda/S 254th
 Lindsey/ S 269th
 Imhoff/S 284th
 Cedar Lane/S 299th
 Post Oak/ S 314th
 Etowah/S 329th
 Maguire
 Cemetery
 Banner
 Slaughterville
 Bryant
 Duffy
 York
 Moffatt
 Lewis
 Flat Armadillo
 Box
 Edge of the Earth
 Unreachable

4. TRANSIT ELEMENT

This chapter includes information on the capital, operating, and planning costs proposed for public transit in the OCARTS area provided 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 2003 only; the latter two years of the TIP reflect estimated total funding needs only. A summary of all proposed FFY 2003 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 2003-2005 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.

The Section 5307 Urbanized Area Program funds are apportioned by a statutory formula based on population, population density, and transportation data for areas over 200,000 in population. 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.

COTPA's transit program for FFY 2003 includes a total expenditure of nearly \$12 million. Of this amount, approximately \$9.2 million is proposed to be funded by the federal government, with the remaining \$2.8 million to be provided as local match. The federal capital funds requested include nearly \$5.5 million in Section 5307 funds, \$2 million in Section 5309 funds, and \$400,000 in Congestion Mitigation/Air Quality (CMAQ) funds. 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 2003**

| PROJECT DESCRIPTION | FUNDING SOURCE | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|-----------------------|----------------------|----------------------|--------------------|--------------|
| I. CAPITAL | | | | | |
| A. Rolling Stock | | | | | |
| 1. Bus Replacement of Four 40' Vehicles* | 5307 | 83/17 | 981,000 | 200,928 | 1,181,928 |
| 2. Bus Replacement of One 35' Vehicle* | 5309 | 83/17 | 235,000 | 48,133 | 283,133 |
| 3. Bus Replacement of One 35' Vehicle* | 5307 | 83/17 | 240,000 | 49,157 | 289,157 |
| 4. Bus Replacement of One 35' Vehicle* | CMAQ | 83/17 | 269,000 | 55,096 | 324,096 |
| 5. Bus Expansion Trolleybuses (2)* | 5309 | 83/17 | 480,000 | 98,313 | 578,313 |
| 6. Bus Replacement: Paratransit Vehicles (2)* | 5309 | 83/17 | 140,000 | 28,675 | 168,675 |
| B. Associated Capital Maintenance Items | 5307 | 80/20 | 90,000 | 22,500 | 112,500 |
| Tires | | | | | |
| C. Preventive Maintenance | 5307 | 80/20 | 2,676,324 | 669,081 | 3,345,405 |
| D. Maintenance Equipment | 5307 | 80/20 | 35,000 | 8,750 | 43,750 |
| E. Office Equipment: Computers and Office Equip. | 5307 | 80/20 | 36,000 | 9,000 | 45,000 |
| F. Office Furniture | 5307 | 80/20 | 5,000 | 1,250 | 6,250 |
| G. Service Vehicles | 5307 | 80/20 | 37,000 | 9,250 | 46,250 |
| H. Enhancement Project | 5307 | 80/20 | 61,020 | 15,255 | 76,275 |
| I. Stop Signs and Amenities | 5309 | 80/20 | 88,000 | 22,000 | 110,000 |
| J. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting) | 5307 | 80/20 | 540,800 | 135,200 | 676,000 |
| K. Vanpool Program | 5307 | 80/20 | 58,000 | 14,500 | 72,500 |
| L. Communication Devices, Radios | 5307 | 80/20 | 20,406 | 5,102 | 25,508 |
| M. Farebox Recovery | CMAQ | 80/20 | 30,000 | 7,500 | 37,500 |
| N. Bus Equipment: Bicycle Racks | CMAQ | 80/20 | 101,000 | 25,250 | 126,250 |
| O. Park and Ride Hub | 5307 | 80/20 | 55,000 | 13,750 | 68,750 |
| P. University of Oklahoma Facilities | 5309 | 80/20 | 1,057,000 | 264,250 | 1,321,250 |
| Q. ADA Complimentary Paratransit Service | 5307 | 80/20 | 610,200 | 152,550 | 762,750 |
| SUBTOTAL - CAPITAL | | | 7,845,750 | 1,855,489 | 9,701,239 |
| II. PLANNING PROJECTS | | | | | |
| A. Planning Activities of the UPWP | 5307 | 80/20 | 656,250 | 164,063 | 820,313 |
| III. JOBS ACCESS REVERSE COMMUTE PROG. | | | | | |
| A. Transportation Activities and Programs | JARC | 50/50 | 737,000 | 737,000 | 1,474,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | | 1,393,250 | 901,063 | 2,294,313 |
| GRAND TOTAL | | | 9,239,000 | 2,756,551 | 11,995,551 |

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

TRANSIT ELEMENT

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

| PROJECT DESCRIPTION | FUNDING SOURCE | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|-----------------------|----------------------|----------------------|--------------------|-------------------|
| I. CAPITAL | | | | | |
| A. Rolling Stock | | | | | |
| 1. Bus Expansion: 35' Vehicles (2)* | 5307 | 83/17 | 502,000 | 102,819 | 604,819 |
| 2. Bus Expansion of 40' Vehicle (1)* | 5307 | 83/17 | 282,000 | 57,759 | 339,759 |
| 3. Bus Replacement of One 35' CNG Vehicle* | CMAQ | 83/17 | 281,000 | 57,554 | 338,554 |
| 4. Bus Replacement of Two 35' Vehicles* | 5309 | 83/17 | 500,000 | 102,410 | 602,410 |
| 5. Bus Expansion of One 35' Vehicle* | 5309 | 83/17 | 250,000 | 51,205 | 301,205 |
| 6. Replacement: Paratransit Vehicles (6)* | 5309 | 83/17 | 218,000 | 44,651 | 262,651 |
| 7. Expansion: Paratransit Vehicles (2)* | 5307 | 83/17 | 364,000 | 74,554 | 438,554 |
| B. Associated Capital Maintenance Items | 5307 | 80/20 | 104,000 | 26,000 | 130,000 |
| Tires | | | | | |
| C. Preventive Maintenance | 5307 | 80/20 | 2,810,140 | 702,535 | 3,512,675 |
| D. Maintenance Equipment | 5307 | 80/20 | 50,000 | 12,500 | 62,500 |
| E. Office Equipment: Computers and Office Equip. | 5307 | 80/20 | 56,108 | 14,027 | 70,135 |
| F. Office Furniture | 5307 | 80/20 | 12,500 | 3,125 | 15,625 |
| G. Service Vehicles | 5307 | 80/20 | 48,000 | 12,000 | 60,000 |
| H. Enhancement Project | 5307 | 80/20 | 65,902 | 16,476 | 82,378 |
| I. Stop Signs and Amenities | 5307 | 80/20 | 63,000 | 15,750 | 78,750 |
| J. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting) | 5307 | 80/20 | 562,432 | 140,608 | 703,040 |
| K. Vanpool Program | 5307 | 80/20 | 160,000 | 40,000 | 200,000 |
| L. Communication Devices, Radios | 5307 | 80/20 | 12,000 | 3,000 | 15,000 |
| M. Farebox Recovery | CMAQ | 80/20 | 30,000 | 7,500 | 37,500 |
| N. Bus Equipment: Bicycle Racks | CMAQ | 80/20 | 19,000 | 4,750 | 23,750 |
| O. Oklahoma City Park and Ride Hub: Design | CMAQ | 80/20 | 70,000 | 17,500 | 87,500 |
| P. Park and Ride Hub: Construction | 5309 | 80/20 | 382,000 | 95,500 | 477,500 |
| Q. ADA Complimentary Paratransit Service | 5307 | 80/20 | 659,016 | 164,754 | 823,770 |
| SUBTOTAL - CAPITAL | | | 7,501,098 | 1,766,976 | 9,268,074 |
| II. PLANNING PROJECTS | | | | | |
| A. Planning Activities of the UPWP | 5307 | 80/20 | 839,062 | 209,766 | 1,048,828 |
| III. JOBS ACCESS REVERSE COMMUTE PROG. | | | | | |
| A. Transportation Activities and Programs | JARC | 50/50 | 493,790 | 493,790 | 987,580 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | | 1,332,852 | 703,556 | 2,036,408 |
| GRAND TOTAL | | | 8,833,950 | 2,470,532 | 11,304,482 |

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

TRANSIT ELEMENT

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

| PROJECT DESCRIPTION | FUNDING SOURCE | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|-----------------------|----------------------|----------------------|--------------------|------------------|
| I. CAPITAL | | | | | |
| A. Rolling Stock | | | | | |
| 1. Bus Replacement: 35' Vehicles (2)* | 5307 | 83/17 | 524,000 | 107,325 | 631,325 |
| 2. Bus Expansion of 40' Vehicles(3)* | 5307 | 83/17 | 803,000 | 164,470 | 967,470 |
| 3. Replacement: Paratransit Vehicles (2)* and Expansion: Paratransit Vehicle (1)* | 5307 | 83/17 | 228,000 | 46,699 | 274,699 |
| B. Associated Capital Maintenance Items Tires | 5307 | 80/20 | 112,320 | 28,080 | 140,400 |
| C. Preventive Maintenance | 5307 | 80/20 | 2,950,647 | 737,662 | 3,688,309 |
| D. Maintenance Equipment | 5307 | 80/20 | 18,000 | 4,500 | 22,500 |
| E. Office Equipment: Computers and Office Equip. | 5307 | 80/20 | 43,213 | 10,803 | 54,016 |
| F. Office Furniture | 5307 | 80/20 | 12,500 | 3,125 | 15,625 |
| G. Service Vehicles | 5307 | 80/20 | 48,000 | 12,000 | 60,000 |
| H. Enhancement Project | 5307 | 80/20 | 70,515 | 17,629 | 88,144 |
| I. Stop Signs and Amenities | 5307 | 80/20 | 62,000 | 15,500 | 77,500 |
| J. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting) | 5307 | 80/20 | 584,929 | 146,232 | 731,161 |
| K. Vanpool Program | 5307 | 80/20 | 151,200 | 37,800 | 189,000 |
| L. Farebox Recovery | CMAQ | 80/20 | 40,000 | 10,000 | 50,000 |
| M. Bus Equipment: Bicycle Racks | CMAQ | 80/20 | 5,000 | 1,250 | 6,250 |
| N. Oklahoma City Park & Ride Hub Two: Design | 5307 | 80/20 | 40,000 | 10,000 | 50,000 |
| O. Oklahoma City Park & Ride Hub Two: Const. | CMAQ | 80/20 | 355,000 | 88,750 | 443,750 |
| P. ADA Complimentary Paratransit Service | 5307 | 80/20 | 705,147 | 176,287 | 881,434 |
| SUBTOTAL - CAPITAL | | | 6,753,471 | 1,618,112 | 8,371,583 |
| II. PLANNING PROJECTS | | | | | |
| A. Planning Activities of the UPWP | 5307 | 80/20 | 698,000 | 174,500 | 872,500 |
| III. JOBS ACCESS REVERSE COMMUTE PROG. | | | | | |
| A. Transportation Activities and Programs | JARC | 50/50 | 330,839 | 330,839 | 661,678 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | | 1,028,839 | 505,339 | 1,534,178 |
| GRAND TOTAL | | | 7,782,310 | 2,123,451 | 9,905,761 |

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

ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

The Section 5310, Elderly and Persons with Disabilities Program provides capital assistance, through the states, to organizations that provide specialized transportation services to elderly persons and persons with disabilities. The funds may go to private non-profit organizations and, under certain circumstances, to public bodies if there are no non-profit corporations or associations readily available to provide service to meet the special needs of the elderly and disabled.

This section includes a description of the vehicles that were requested during the past fiscal year by eligible non-profit organizations and approved by the MPO for inclusion in the TIP.

These vehicles will be funded with up to 83 percent Section 5310 funds from the Federal Transit Administration and a local match from the applicant. Each Section 5310 recipient is also responsible for ongoing maintenance and operation costs once the vehicle(s) has been acquired.

Since the administrative approval of an application for a Section 5310 vehicle precedes statewide grant approval by the Federal Transit Administration, solicitation of bids, selection of a vendor, and obligation of federal funds for the vehicle, each Section 5310 application is carried forward in the TIP for a couple of years after its approval to ensure its continued eligibility for the federal funds. The following list of applications will be amended, as needed, to include additional vehicle requests considered during this TIP time frame.

The Aging Services Division of the Department of Human Services (DHS) administers Oklahoma's Section 5310 program. Eligible applications are forwarded to the MPO for inclusion in the TIP, and upon their approval are incorporated into the TIP. The MPO generally reviews all applications for Section 5310 assistance once or twice a year, since a single annual application for the funds is submitted by DHS to the Federal Transit Administration. The number of applications considered is dependant upon the total funds available within each funding cycle.

The following list reflects a total FFY 2003 capital expenditure for Section 5310 vehicles of \$365,450. Approximately 80 percent of this amount, or 302,200, will be funded by the Federal Transit Administration, and the remainder, or \$63,250, will be provided by the local requesting non-profit organizations. Funding estimates for FFY 2004 and FFY 2005 are also noted on the following page.

**TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
ELDERLY AND PERSONS WITH DISABILITIES PROGRAM
FFY 2003-2005**

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 |
|--------------------------------------|--|------------------|----------------|---------|
| FFY 2003 | | | | |
| Oklahoma Foundation for the Disabled | One 18-passenger lift equipped bus with two wheelchair positions | 39,840 | 8,610 | 48,450 |
| Community Counseling Center, Inc. | One 15-passenger van | 20,000 | 5,000 | 25,000 |
| Daily Living Centers, Inc. | One van with ramp (30") and two wheelchair positions | 33,200 | 6,800 | 40,000 |
| Salvation Army | Four 22-foot, 14-passenger vehicles with lifts | 139,440 | 28,560 | 168,000 |
| Moore Council on Aging | One 22-foot, 14-passenger microbus with one wheelchair position and lift | 34,860 | 7,140 | 42,000 |
| Mustang Senior Center | One 22-foot, 14-passenger microbus with one wheelchair position and lift | 34,860 | 7,140 | 42,000 |
| FFY 2003 TOTAL | | 302,200 | 63,250 | 365,450 |

Note: It is estimated that approximately \$350,000 in FTA Sec. 5310 funds will be spent in the OCARTS area during FFY 2004 and FFY 2005.

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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 19 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.

The following list reflects a total program of \$892,390 for First Capital Trolley over this TIP time frame. The Federal Transit Administration will fund most of this amount, or \$493,460, and the local share, or \$398,930, will be provided by the Logan County Historical Society. The estimates for FFY 2004 and FFY 2005 will be further refined in subsequent fiscal years.

TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SECTION 5311 ASSISTANCE TO LOGAN COUNTY HISTORICAL SOCIETY
FFY 2003-2005

| DESCRIPTION | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|----------------------------------|------------------|------------------|----------------|---------|
| FFY 2003 | | | | |
| Capital 1 - Computer | 80/20 | 1,280 | 320 | 1,600 |
| Administration | 75/25 | 45,795 | 15,265 | 61,060 |
| Operational | 50/50 | 117,385 | 117,385 | 234,770 |
| SUBTOTAL - FFY 2003 | | 164,460 | 132,970 | 297,430 |
| FFY 2004 | | | | |
| Capital Two-way mobile radios | 80/20 | 1,040 | 260 | 1,300 |
| Administration | 75/25 | 45,795 | 15,265 | 61,060 |
| Operational | 50/50 | 117,385 | 117,385 | 234,770 |
| SUBTOTAL - FFY 2004 | | 164,220 | 132,910 | 297,130 |
| FFY 2005 | | | | |
| Capital 1 - Copier | 80/20 | 1,600 | 400 | 2,000 |
| Administration | 75/25 | 45,795 | 15,265 | 61,060 |
| Operational | 50/50 | 117,385 | 117,385 | 234,770 |
| SUBTOTAL - FFY 2005 | | 164,780 | 133,050 | 297,830 |
| TOTAL - FFY 2003-2005 | | 493,460 | 398,930 | 892,390 |

Note: All activities will utilize FTA Sec. 5311 funds

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TABLE 9
TRANSIT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
SUMMARY OF OCARTS AREA TRANSIT PROGRAMS BY FUNDING SOURCE
FFY 2003

| ENTITY | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|------------------------------------|--|----------------------|--------------------|--------------|
| COTPA | Congestion Mitigation/ Air Quality (CMAQ) Capital Assistance | 400,000 | 100,000 | 500,000 |
| COTPA | FTA Section 5307 Capital Assistance | 5,445,750 | 1,361,438 | 6,807,188 |
| COTPA | FTA Section 5309 Capital Assistance | 2,000,000 | 461,371 | 2,461,371 |
| COTPA | FTA Section 5307 Planning Assistance | 656,250 | 164,063 | 820,313 |
| COTPA | Jobs Access Reverse Commute Program | 737,000 | 737,000 | 1,474,000 |
| SUBTOTAL | | 9,239,000 | 2,823,872 | 12,062,872 |
| DHS Unit on Aging | FTA Section 5310 Capital Assistance | 302,200 | 63,250 | 365,450 |
| SUBTOTAL | | 302,200 | 63,250 | 365,450 |
| Logan County Historical Society | FTA Section 5311 Capital Assistance (80%/20%) | 1,280 | 320 | 1,600 |
| Logan County Historical Society | FTA Section 5311 Operating Assistance | 117,385 | 117,385 | 234,770 |
| Logan County Historical Society | FTA Section 5311 Administrative Assistance | 45,795 | 15,265 | 61,060 |
| SUBTOTAL | | 164,460 | 132,970 | 297,430 |
| GRAND TOTAL | | 9,705,660 | 3,020,092 | 12,725,752 |

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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 \$89 million. Of this total, approximately \$27 million will be requested from the Federal Aviation Administration, less than one half million will be requested from the Oklahoma Aeronautics and Space Commission (OASC), approximately \$45 million will be provided by the passenger facility charge at Will Rogers World Airport, and the remaining \$16.5 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 2003-2005

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|--|-----------------------------|---------------|-------------|------|------------|------------|
| WILL ROGERS WORLD AIRPORT | | | | | | | |
| 03 | Annual Equipment Replacement | OCAT | 0 | 150,000 | 0 | 0 | 150,000 |
| 03 | Annual Pavement Maintenance | OCAT | 0 | 120,000 | 0 | 0 | 120,000 |
| 03 | Roof Survey & Maintenance Program - MMAC | OCAT | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 03 | Terminal Drive/Meridian Avenue Landscaping | OCAT | 0 | 500,000 | 0 | 0 | 500,000 |
| 03 | Terminal Expansion/Renovation Projects | AIP/OCAT/PFC 19%-12%-69% | 4,800,000 | 3,040,000 | 0 | 17,460,000 | 25,300,000 |
| Subtotal - Will Rogers World Airport 2003 | | | 4,800,000 | 4,810,000 | 0 | 17,460,000 | 27,070,000 |
| 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 13%-18%-69% | 3,200,000 | 4,600,000 | 0 | 17,500,000 | 25,300,000 |
| 04 | Construct 75' wide Taxilane North of Twy E-4 | AIP/OCAT 90%-10% | 1,327,500 | 147,500 | 0 | 0 | 1,475,000 |
| 04 | Reconstruct Access Roads at Rwy 17R Threshold Area | AIP/OCAT 90%-10% | 342,000 | 38,000 | 0 | 0 | 380,000 |
| 04 | Install Differential GPS Ground Station | AIP/OCAT 90%-10% | 270,000 | 30,000 | 0 | 0 | 300,000 |
| Subtotal - Will Rogers World Airport 2004 | | | 5,539,500 | 6,185,500 | 0 | 17,500,000 | 29,225,000 |

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 2003-2005

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|---|--|-----------------------------|----------------------|--------------------|-------------|-------------------|-------------------|
| WILL ROGERS WORLD AIRPORT (Cont.) | | | | | | | |
| 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 17%-14%-69% | 2,500,000 | 2,150,000 | 0 | 10,350,000 | 15,000,000 |
| 05 | Surface Movement Guidance System, Phase 2 | AIP/OCAT 90%-10% | 1,350,000 | 150,000 | 0 | 0 | 1,500,000 |
| 05 | Install Centerline Lights on Rwy 17R/35L | AIP/OCAT 90%-10% | 1,080,000 | 120,000 | 0 | 0 | 1,200,000 |
| 05 | Install PAPI's on Rwy's 35L, 13, 31 | AIP/OCAT 90%-10% | 108,000 | 12,000 | 0 | 0 | 120,000 |
| Subtotal - Will Rogers World Airport 2005 | | | 5,038,000 | 4,202,000 | 0 | 10,350,000 | 19,590,000 |
| Subtotal - Will Rogers World Airport 2003-2005 | | | 15,377,500 | 15,197,500 | 0 | 45,310,000 | 75,885,000 |

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 2003 - 2005

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|---|---------------------|---------------|-------------|------|-----|-----------|
| WILEY POST AIRPORT | | | | | | | |
| 03 | Annual Pavement Maintenance | OCAT | 0 | 60,000 | 0 | 0 | 60,000 |
| 03 | Reconstruct & Strengthen Twy A-5 West of Rwy 17L/35R, Install Med. Intensity Twy Edge Lights | AIP/OCAT 90%-10% | 544,500 | 60,500 | 0 | 0 | 605,000 |
| Subtotal - Wiley Post Airport 2003 | | | 544,500 | 120,500 | 0 | 0 | 665,000 |
| 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 |
| Subtotal - Wiley Post Airport 2004 | | | 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 |
| Subtotal - Wiley Post Airport 2005 | | | 423,000 | 107,000 | 0 | 0 | 530,000 |
| Subtotal - Wiley Post Airport 2003-2005 | | | 1,360,800 | 331,200 | 0 | 0 | 1,692,000 |

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 2003-2005

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|---|-----------------------|---------------|-------------|------|-----|-----------|
| CLARENCE E. PAGE AIRPORT | | | | | | | |
| 03 | Annual Pavement Maintenance | OCAT | 0 | 20,000 | 0 | 0 | 20,000 |
| 03 | 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 |
| Subtotal - Clarence E. Page Airport 2003 | | | 533,700 | 79,300 | 0 | 0 | 613,000 |
| 04 | Annual Pavement Maintenance | OCAT | 0 | 20,000 | 0 | 0 | 20,000 |
| 04 | Construct Connection of Twy B with Medium Intensity Twy Lights | AIP/OCAT 90% - 10% | 1,156,500 | 128,500 | 0 | 0 | 1,285,000 |
| Subtotal - Clarence E. Page Airport 2004 | | | 1,156,500 | 148,500 | 0 | 0 | 1,305,000 |
| 05 | Annual Pavement Maintenance | OCAT | 0 | 20,000 | 0 | 0 | 20,000 |
| 05 | Reconstruct Twy A-4 East of Twy A with Medium Intensity Twy Lights | AIP/OCAT 90%-10% | 360,000 | 40,000 | 0 | 0 | 400,000 |
| Subtotal - Clarence E. Page Airport 2005 | | | 360,000 | 60,000 | 0 | 0 | 420,000 |
| Subtotal - Clarence E. Page Airport 2003-2005 | | | 2,050,200 | 287,800 | 0 | 0 | 2,338,000 |

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 2003-2005**

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|--|-----------------------------------|-----------------------|----------------------|--------------------|-------------|------------|--------------|
| MAX WESTHEIMER AIRPORT | | | | | | | |
| 03 | Rehab OU Terminal Apron | AIP/OU 90%-10% | 450,000 | 50,000 | 0 | 0 | 500,000 |
| Subtotal - Max Westheimer Airport 2003 | | | 450,000 | 50,000 | 0 | 0 | 500,000 |
| 04 | Construct and light west taxiway | AIP/OU 90%-10% | 1,914,300 | 212,700 | 0 | 0 | 2,127,000 |
| 04 | Reconstruct small hangar pavement | AIP/OU 90%-10% | 450,000 | 50,000 | 0 | 0 | 500,000 |
| Subtotal - Max Westheimer Airport 2004 | | | 2,364,300 | 262,700 | 0 | 0 | 2,627,000 |
| Subtotal - Max Westheimer Airport 2003-2005 | | | 2,814,300 | 312,700 | 0 | 0 | 3,127,000 |

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 2003-2005**

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|---|-----------------------------|-------------------------------|----------------------|--------------------|-------------|------------|--------------|
| GUTHRIE MUNICIPAL AIRPORT | | | | | | | |
| 03 | Runway Extension 16/34/PAPI | AIP/GMA/OASC 90% - 5% - 5% | 2,997,000 | 166,500 | 166,500 | 0 | 3,330,000 |
| Subtotal Guthrie Municipal Airport 2003 | | | 2,997,000 | 166,500 | 166,500 | 0 | 3,330,000 |
| 04 | Fencing, Relocate Taxiway A | AIP/GMA/OASC 90% - 5% - 5% | 968,400 | 53,800 | 53,800 | 0 | 1,076,000 |
| Subtotal - Guthrie Municipal Airport 2004 | | | 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 |
| Subtotal - Guthrie Municipal Airport 2005 | | | 1,485,000 | 82,500 | 82,500 | 0 | 1,650,000 |
| Subtotal - Guthrie Municipal Airport 2003-2005 | | | 5,450,400 | 302,800 | 302,800 | 0 | 6,056,000 |
| GRAND TOTAL | | | 27,053,200 | 16,432,000 | 302,800 | 45,310,000 | 89,098,000 |

OASC - Oklahoma Aeronautics and Space Commission

PFC - Passenger Facility Charge

GMA - Guthrie Municipal Airport

AIP - Airport Improvement Program

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TABLE 10
AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY OF OCARTS AREA AIRPORT IMPROVEMENTS BY FUNDING SOURCE
FFY 2003-2005

| FFY | AIRPORT | FEDERAL SHARE | LOCAL SHARE | OASC | PFC | TOTAL |
|------------------------|---------------------------|----------------------|--------------------|----------------|-------------------|-------------------|
| 2003 | Will Rogers World Airport | 4,800,000 | 4,810,000 | 0 | 17,460,000 | 27,070,000 |
| | Wiley Post Airport | 544,500 | 120,500 | 0 | 0 | 665,000 |
| | Clarence E. Page Airport | 533,700 | 79,300 | 0 | 0 | 613,000 |
| | Max Westheimer Airport | 450,000 | 50,000 | 0 | 0 | 500,000 |
| | Guthrie Municipal Airport | 2,997,000 | 166,500 | 166,500 | 0 | 3,330,000 |
| Subtotal - 2003 | | 9,325,200 | 5,226,300 | 166,500 | 17,460,000 | 32,178,000 |
| 2004 | Will Rogers World Airport | 5,539,500 | 6,185,500 | 0 | 17,500,000 | 29,225,000 |
| | Wiley Post Airport | 393,300 | 103,700 | 0 | 0 | 497,000 |
| | Clarence E. Page Airport | 1,156,500 | 148,500 | 0 | 0 | 1,305,000 |
| | Max Westheimer Airport | 2,364,300 | 262,700 | 0 | 0 | 2,627,000 |
| | Guthrie Municipal Airport | 968,400 | 53,800 | 53,800 | 0 | 1,076,000 |
| Subtotal - 2004 | | 10,422,000 | 6,754,200 | 53,800 | 17,500,000 | 34,730,000 |
| 2005 | Will Rogers World Airport | 5,038,000 | 4,202,000 | 0 | 10,350,000 | 19,590,000 |
| | Wiley Post Airport | 423,000 | 107,000 | 0 | 0 | 530,000 |
| | Clarence E. Page Airport | 360,000 | 60,000 | 0 | 0 | 420,000 |
| | Guthrie Municipal Airport | 1,485,000 | 82,500 | 82,500 | 0 | 1,650,000 |
| Subtotal - 2005 | | 7,306,000 | 4,451,500 | 82,500 | 10,350,000 | 22,190,000 |
| GRAND TOTAL | | 27,053,200 | 16,432,000 | 302,800 | 45,310,000 | 89,098,000 |

ADOPTING RESOLUTION

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

A RESOLUTION TO ADOPT THE FFY 2003-2005 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 21st Century, by letter dated April 12, 2000; 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 2003 through FFY 2005, 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 2003-2005 Transportation Improvement Program for the OCARTS Transportation Management Area.

4/25/02
Date

/s/ Eddie Reed
Metropolitan Planning Organization

5/06/02
Date

/s/ Dawn R. Sullivan
Oklahoma Department of Transportation

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

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

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

Association of Central Oklahoma Govts.

_____/s/ Zach D. Taylor_____
Signature

Zach D. Taylor
Printed Name

Executive Director
Title

4/25/02
Date

Oklahoma Dept. of Transportation

_____/s/ Dawn R. Sullivan_____
Signature

(for) David C. Streb
Printed Name

Planning & Research Div. Engineer
Title

5/06/02
Date

**APPENDIX A:
PUBLIC INVOLVEMENT DOCUMENTATION**

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

**APPENDIX C:
ANTICIPATED FEDERAL FUNDS FOR THE
OKLAHOMA CITY URBAN AREA
DURING FFY 2003-2005**

