

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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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

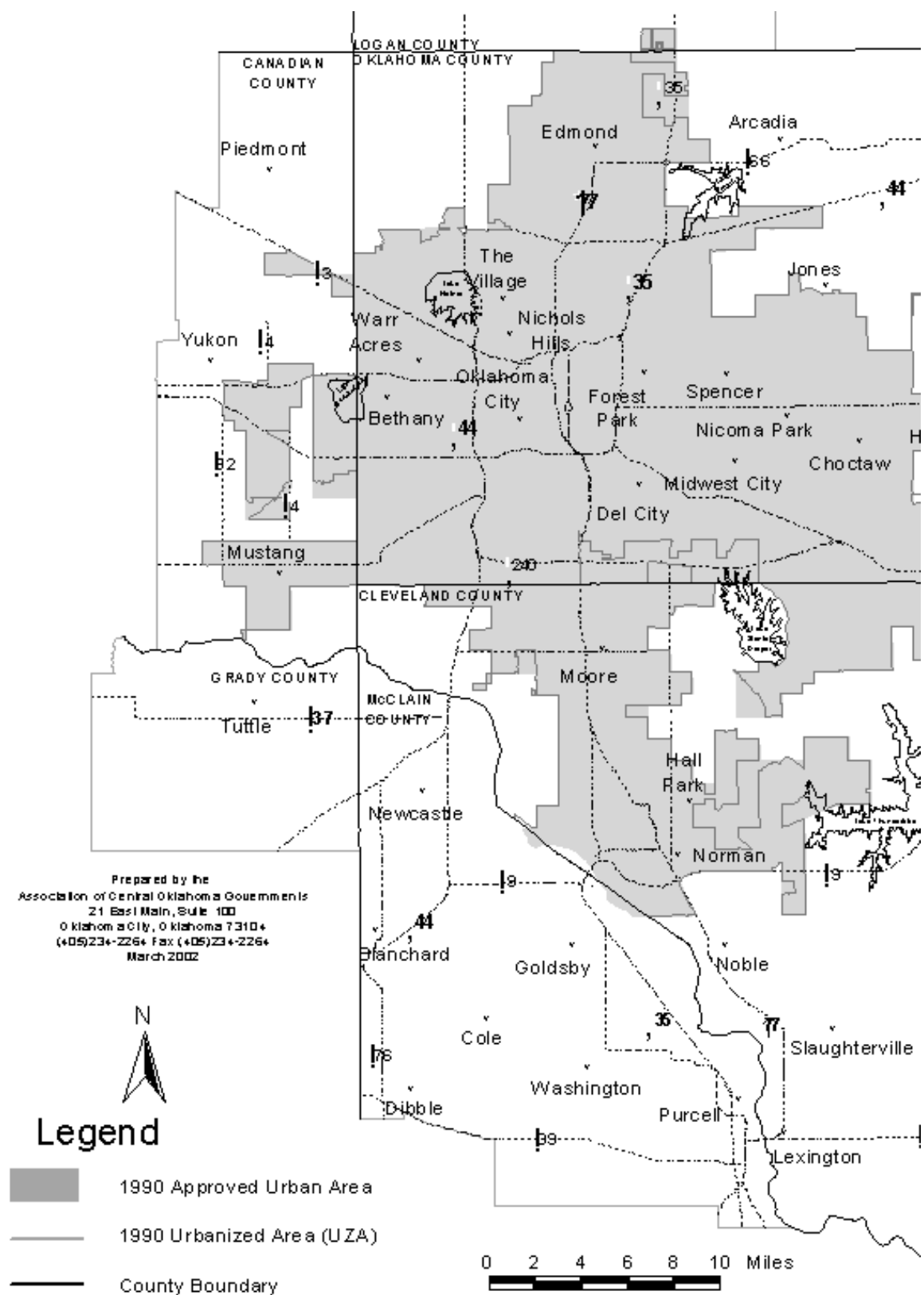
The geographical area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes a total of approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties 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.



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	Sunnylane, 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. - GDBS	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

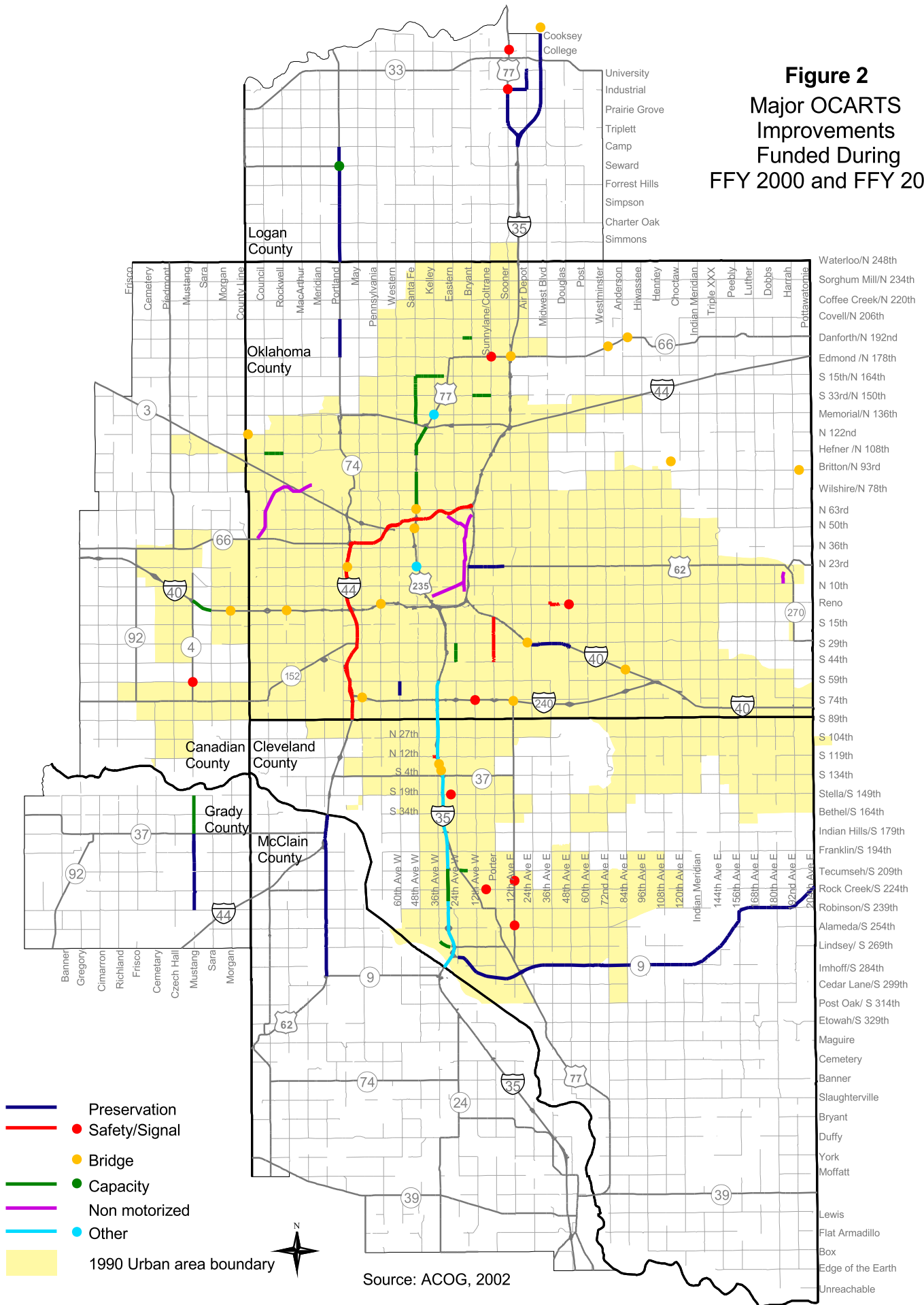
OCARTS AREA PROJECTS FUNDED DURING FFY 2000 AND FFY 2001

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



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)00017996(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)09217996(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)00017997(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)10617997(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)10719076(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)10619314(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)UT06320(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)121RW09032(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)121UT09032(10)	I-35 @ the I-240 Jct. (Reconstruct Interchange)	Utilities 1.000	IMY	347,790	0	0	347,790	Oklahoma (OKC)
STPY-055F(862)RW14964(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 in 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

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

PROJECT NUMBER	PROJECT LOCATION	PROJECT TYPE & LENGTH (MILES)	FUNDING SOURCE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL	COUNTY (CITY)
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**

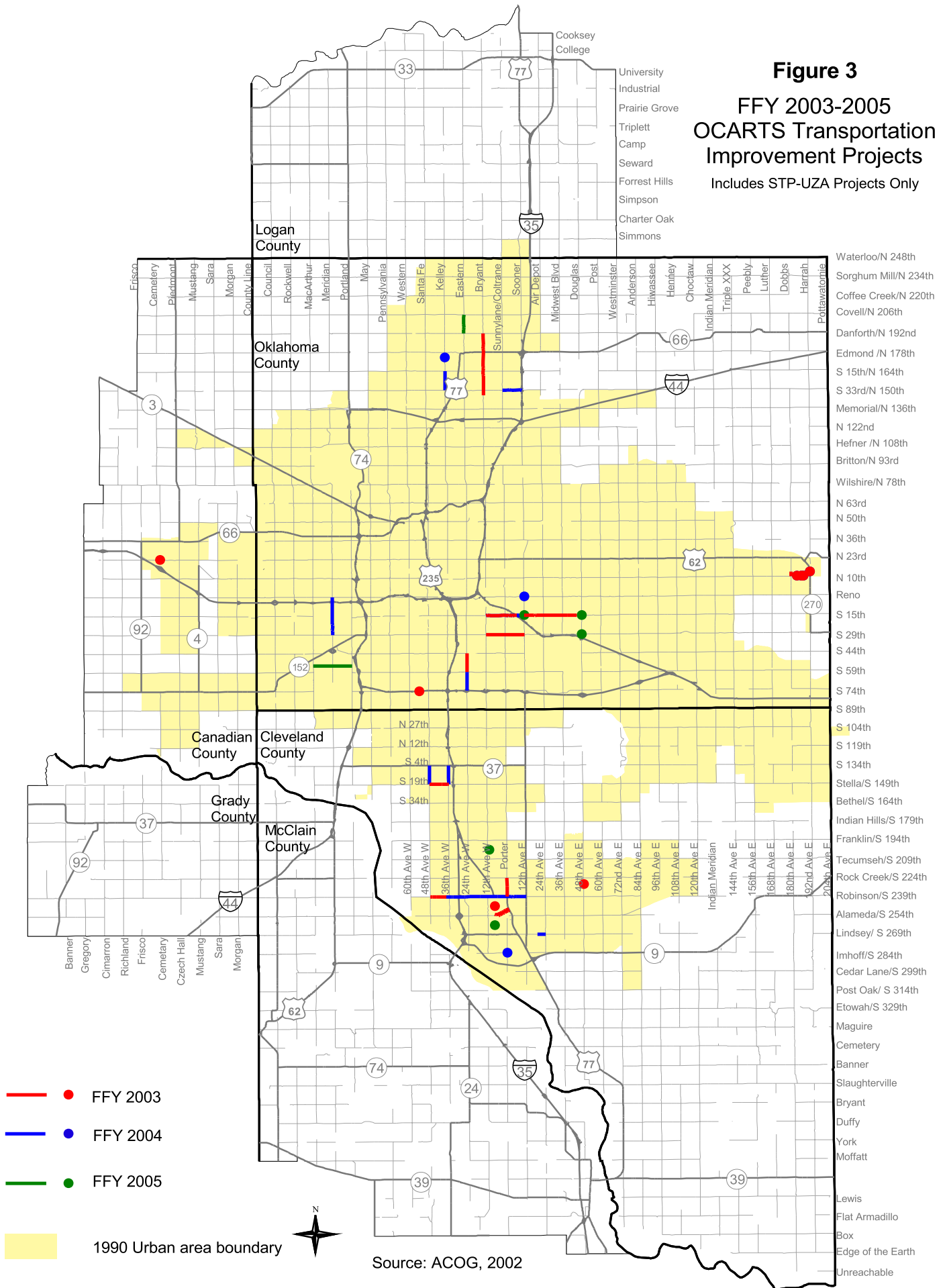
FUNDING CATEGORY	FEDERAL/STATE FUNDS ANTICIPATED	PROGRAMMED FUNDS			TOTAL PROGRAM
		FEDERAL	STATE	LOCAL	
Oklahoma City Urbanized Area Funds:					
Surface Transportation Program Urbanized Area (STP-UZA) Subtotal	14,935,000	14,934,200	0	3,433,550	18,367,750
Reserve		800	0	0	800
Federal-Aid and State Funds:					
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



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.	JARC	50/50	493,790	493,790	987,580
A. Transportation Activities and Programs					
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.	JARC	50/50	330,839	330,839	661,678
A. Transportation Activities and Programs					
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

