



ASSOCIATION OF
CENTRAL OKLAHOMA
GOVERNMENTS

FFY 2024 - FFY 2027

TRANSPORTATION IMPROVEMENT PROGRAM

ACOG MPO
TRANSPORTATION
MANAGEMENT AREA

October 1, 2023 - September 30, 2027

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The contents of this report reflect the views of the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the Oklahoma City Area Regional Transportation Study (ACOG MPO) Transportation Management Area. ACOG is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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INTRODUCTION

BACKGROUND

The Transportation Improvement Program (TIP) is a cooperatively developed, four-year program outlining multimodal transportation improvements and services to be implemented within Central Oklahoma.

Federal law requires that all Metropolitan Planning Organizations (MPOs) prepare a TIP for their designated region. The Infrastructure Investment and Jobs Act (IIJA, also referred to as the Bipartisan Infrastructure Law or BIL) is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, the Association of Central Oklahoma Governments (ACOG), in its role as the MPO, is responsible for preparing the regional TIP in cooperation with the state department of transportation, transit operators, and local governments.

Although federal regulations require the TIP be updated at least every four years and cover a minimum four-year period, ACOG produces a new TIP every two years and outlines federal transportation expenditures for the subsequent four-year period. This document is prepared under the guidance of the ACOG MPO 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).

Capital and non-capital projects funded by the FTA, the FHWA, and the Federal Aviation Administration are required to be listed in the TIP to be eligible for obligation of federal funds. Projects designated for each year of the TIP are expected to be ready for obligation of federal funds within the year listed. Other state, county, and locally funded projects may also be included in the TIP for informational purposes.

TIP PURPOSE AND SCOPE

The TIP is intended to fulfill the following purposes:

- Serve as a short-range implementation tool to achieve compliance with the goals of the regional long-range, Metropolitan Transportation Plan (MTP)
- Provide continuity of current transportation improvement projects with those identified in previous TIPs
- Identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), and geographic area
- Estimate the costs of projects proposed for federal funding. The total federal share of project costs is to be consistent with the federal funds reasonably anticipated to be available for such projects in the area
- Establish a prioritization of projects to effectively utilize federal funds as they become available
- Identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's air quality
- Utilize performance-based planning and programming techniques by establishing and monitoring regional performance measures and targets

PRIORITIZATION OF PROJECTS

This Transportation Implementation Program (TIP) includes a listing of projects for FFY 2024, 2025, 2026, and 2027. Those projects included in FFY 2024 are considered to be of the highest priority and most ready 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 2024. Projects for future implementation and of lesser readiness are those identified in the subsequent fiscal years. The projects included in this TIP represent the priorities of the Metropolitan Planning Organization (MPO) for implementation within the Transportation Management Area (TMA). All projects included in the TIP are consistent with the region's Metropolitan Transportation Plan (MTP), Encompass 2045, adopted on November 18, 2021, and the Oklahoma Long-Range Transportation Plan 2020-2045, approved August 2020.

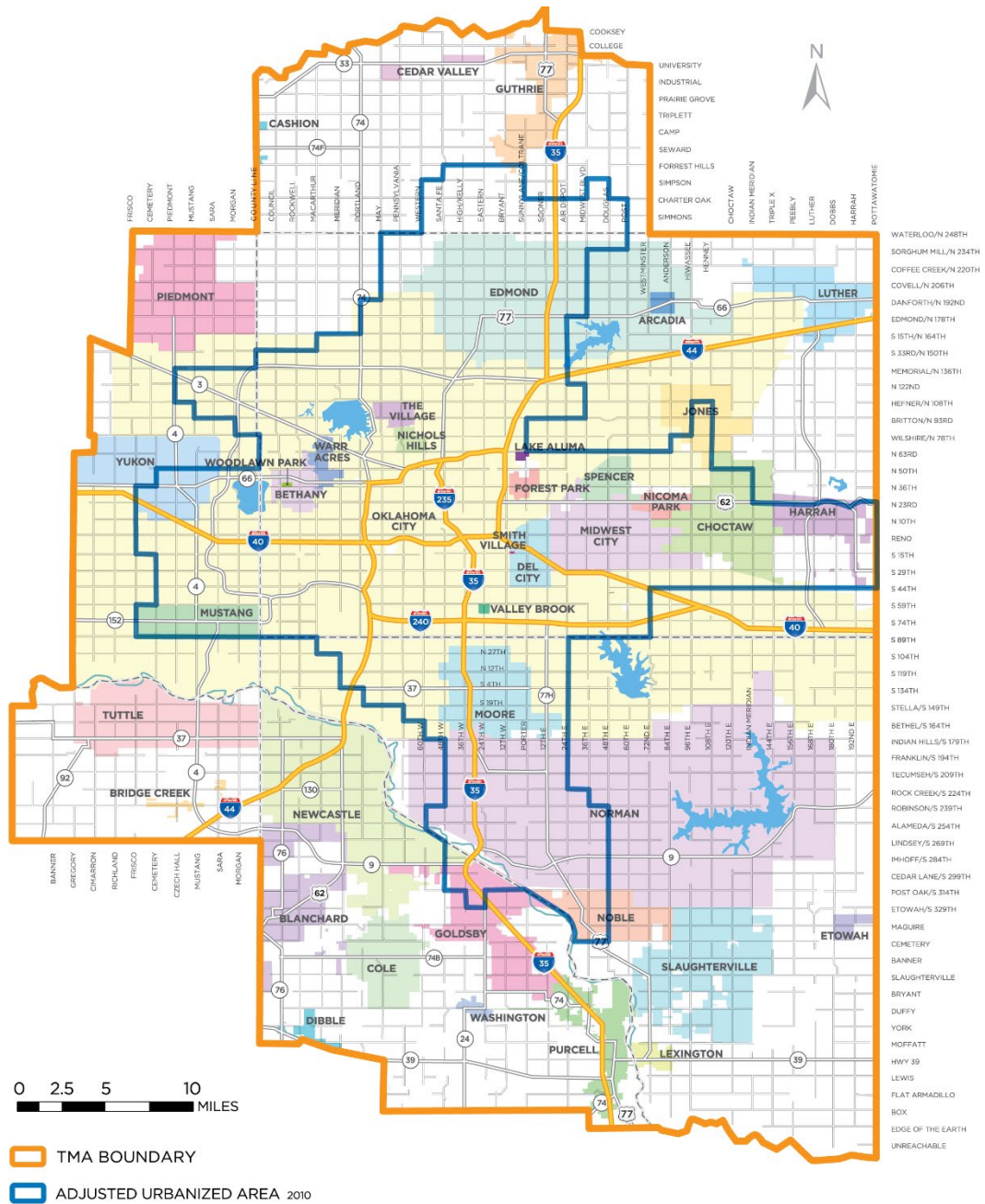
PROGRAM BOUNDARY

The geographic area covered by the TIP is coterminous with the metropolitan planning boundary, known as the ACOG MPO boundary. The ACOG MPO boundary includes approximately 2,305 square miles, which encompasses all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. This boundary is also designated as the Transportation Management Area (TMA) for the Oklahoma City metropolitan region.

Beginning with the 2000 Census, and continuing with the 2010 and 2020 Census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the TMA—the Oklahoma City UZA and Norman UZA. FHWA, through federal legislation, attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes. These boundaries are important because they directly impact the amount of funding that is suballocated to the MPO for project selection. Only UZAs with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs, which the Norman UZA would not qualify for on its own. However, the FTA does distribute funding to designated recipients for both large and small urbanized areas.

Figure 1 reflects the latest geography of the Oklahoma City and Norman urbanized areas, as well as the adjusted, or "smoothed", urban area boundary (UAB) within the ACOG MPO boundary.

FIGURE 1:
TRANSPORTATION MANAGEMENT AREA AND URBAN AREA BOUNDARIES



PROGRAM REVISIONS

Projects included in the TIP may be considered for amendment or revision. Such amendments may not exceed the federal, state, and local funds anticipated to be available in order to maintain the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law or BIL, financial constraint requirement for the TIP. Modifications to the TIP requested by ACOG MPO communities or other implementing agencies must have the approval of the ACOG MPO Policy Committee, which conducts a public hearing prior to final action. 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).

ELECTRONIC TRANSPORTATION IMPROVEMENT PROGRAM (eTIP)

During the fall of 2018, ACOG launched the eTIP website (known as ProjectTracker), a computerized information management and decision support system, which provides user friendly, comprehensive, and efficient tools for managing TIPs. Member entities can access and monitor their projects over the course of the TIP while members of the public can search and view ongoing and past TIP projects.

Members of the public can access the eTIP at the following address:

<https://acogok.ecointeractive.com/>.

AIR QUALITY AND CONFORMANCE WITH SIP

The impact of transportation on Central Oklahoma's air quality is a component of ACOG's regional planning efforts. Since the establishment of comprehensive federal and state emission regulations by the 1970 Clean Air Act, research has continued to demonstrate the relationship between public health and air quality. While ACOG is not a regulatory body and has no enforcement capabilities, it does work to promote compliance with the Environmental Protection Agency's (EPA's) National Ambient Air Quality Standards (NAAQS) through a variety of programs in Central Oklahoma.

In October 2015, EPA revised the primary and secondary ozone standard levels to 0.070 parts per million (ppm), and retained their indicators (O₃), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). EPA's panel of science advisors, the Clean Air Scientific Advisory Committee (CASAC) had recommended to EPA that 60 parts per billion (ppb) be the lower limit of the range in June 2014.

On December 23, 2020, EPA completed its review of the full body of currently available scientific evidence and exposure/risk information and decided to retain the existing ozone National Ambient Air Quality Standards (NAAQS). Since 2015, the primary and secondary ozone standard levels are 0.070 ppm parts per million (ppm). In December 2017, all of Oklahoma's 77 counties were designated attainment/unclassifiable for the revised primary and secondary ozone standards. Central Oklahoma's ozone regional value was 0.072 in 2022.

Although the ACOG MPO area is in compliance with the federal air quality standards, regional leaders continue to explore strategies that will maintain and improve our air quality. ACOG works in concert with a multitude of stakeholders on air quality related activities with a particular focus on ground-level Ozone. These emissions reductions efforts are reported to EPA annually as part of EPA's Ozone Advance Program. Central Oklahoma must remain vigilant in promoting good air quality habits if we are to remain in compliance in the future.

More information about Central Oklahoma's air quality status and the region's efforts to remain in attainment with the National Ambient Air Quality Standards can be found online at www.acogok.org.

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 grounds 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." Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, further amplified 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 Environmental Justice regulations among recipients of Federal Highway and Federal Transit Administration funds is a priority of the U.S. Department of Transportation that is evaluated during metropolitan and transit certification reviews and review of the Statewide TIP.

In compliance with FTA Circular 4702.1B, the Central Oklahoma Transportation and Parking Authority (COTPA) and the City of Norman prepare triennial Title VI reports documenting that transit services and amenities are provided within the region in a nondiscriminatory manner. ACOG's Title VI Plan further documents that the MPO planning process, including information dissemination and participation in the decision-making process, is conducted in a nondiscriminatory fashion.

Projects included in this TIP represent a balance between transportation needs and anticipated funding. Projects are generally dispersed throughout the ACOG MPO area, and different improvements affecting different locations are identified each time a new TIP is prepared. Impacts on various socioeconomic groups from large projects that address transportation corridors or modes are generally determined through special planning studies or environmental processes prior to inclusion in the TIP and STIP. Smaller projects to improve the capacity or safety of the existing street network, the transit system, or area airports are not anticipated to have a disproportionate impact on any particular segment of the region's population.

PUBLIC INVOLVEMENT

ACOG's public participation goals and strategies are outlined in its Public Participation Plan. This document acts as a framework from which to guide the public participation process in transportation planning, including development of the TIP.

In developing this TIP, the MPO provided citizens, affected public agencies, local governments, public and private transportation providers, goods movement providers, 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 ACOG's social media platforms, articles and notices published in metro area newspapers, ACOG's blog, and public meetings/hearings held by the ACOG MPO Technical Committee and the ACOG MPO Policy Committee.

Notices of public hearing were published in local newspapers advising the public of the availability of the preliminary and final versions of the FFY 2024-2025 ACOG MPO TIP. Notices included information on the time frame for submitting written comments and the date, time, and location that the TIP would be considered by the ACOG MPO Policy Committee. In addition, notification was provided via the ACOG website, a media release, and ACOG's social media suite.

Appendix A includes documentation of the MPO's public outreach efforts associated with this TIP. The final TIP and subsequent amendments will be available on ACOG's website.

Comments on this TIP from the public, committee members, or any local organization, whether positive or negative, are handled in the following manner:

- All comments are requested to be put in writing and provided to the MPO
- Comments concerning specific projects or proposals are forwarded to the sponsoring agency or jurisdiction
- A copy or summaries of substantive comments are provided to the ACOG MPO Technical Committee and the ACOG MPO Policy Committee during their regular meetings for their evaluation
- A written response is provided to the individual or organization concerning recommendations or decisions arising from the ACOG MPO Policy Committee meeting or the sponsoring entity, as appropriate
- Copies of all comments received on the preliminary TIP are included in the final document

OVERVIEW OF PROGRAM ELEMENTS

STREET AND HIGHWAY ELEMENT

The Street and Highway Element of the TIP includes transportation improvements submitted by cities and counties located within the ACOG MPO area, as well as projects recommended for funding within the ACOG MPO area by the Oklahoma Department of Transportation (ODOT). Funding for these projects will utilize a variety of federal funding categories administered by the Federal Highway Administration (FHWA). Each of the Street and Highway Element projects represent short-range priorities that are located on the Federal Functional Classification System and are consistent with the region's long-range transportation plan, Encompass 2045, and the Oklahoma Long-Range Transportation Plan 2020-2045. Encompass 2045 was adopted by the MPO on November 18, 2021, and is incorporated by reference into the statewide plan, which was adopted by the Oklahoma Transportation Commission in August 2020.

Street and Highway Element projects include construction, maintenance, and transportation system management (TSM) activities that will impact the regional network. Numerous TSM projects are included in the TIP, which are intended to enhance the efficiency of the existing street network. Examples of these activities include traffic signalization, signal coordination, safety improvements, and intersection redesign. Other improvements involve the widening of streets and bridges, thus increasing capacity to meet travel demand, increase safety, and reduce congestion. Also included in this element is the identification of roadway projects that will include sidewalks and/or bicycle paths. Specific information about the Street and Highway Element projects proposed for implementation during FFY 2024-2027 is provided in Chapter 3 of this document.

TRANSIT ELEMENT

Transit services within the ACOG MPO area include the urban area bus systems operated by the Central Oklahoma Transportation and Parking Authority (COTPA), a trust of the City of Oklahoma City; the City of Norman; and the City of Edmond. Other services include the Elderly Individuals and Individuals with Disabilities Program (Section 5310) and the Rural Area Formula Program (Section 5311), administered by ODOT's Office of Mobility and Public Transit (OMPT). These services are funded by the Federal Transit Administration (FTA), local funds, and the ODOT Public Transit Revolving Fund.

SECTION 5307 - URBAN AREA TRANSIT SERVICES

COTPA provides public transportation through its bus system known as EMBARK. The COTPA system includes 19 local routes as well as an express route to Norman and a limited route to the Oklahoma City Social Security Office. They operate five evening routes along with Saturday and Sunday service on most routes.

Prior to 2019, the University of Oklahoma served both the campus and City of Norman with public transportation known as CART. In July 2019, the operation of non-university services by CART was transferred to the City of Norman. The City of Norman system includes five local routes and a limited route to the Social Security Office in Moore.

The City of Edmond provides public transportation through a bus system known as Citylink. The system includes six local routes and an express route to and from Oklahoma City. Citylink receives some FTA Section 5307 funds as a subrecipient to COTPA.

Each of the urban area transit operators also provide paratransit service within $\frac{3}{4}$ mile of their fixed routes as required by the federal regulations, with EMBARK and City of Norman providing paratransit service above and beyond this requirement outside of this area in Oklahoma City and Norman, respectively. Citylink and City of Norman are fare free systems,

while COTPA provides reduced fare to persons 65 and older, persons on Medicare, persons with a disability, and youth ages 7 to 17.

MOBILITY MANAGEMENT SERVICES

In addition to the fixed route services described above, COTPA provides a variety of transit services for individuals with disabilities as well as older adults. These include:

- EMBARK Plus - demand-responsive service for individuals with disabilities, serving the greater Oklahoma City area.
- Share-A-Fare - transportation subsidy program for individuals with disabilities and seniors
- Non-Emergency Medical - round-trip transportation for non-emergency medical appointments for persons 60 and older who live in the service area
- Social Services Transportation - coordinated through multiple social service agencies and is underwritten by COTPA and the City of Oklahoma City. Social service agencies qualify individuals needing urgent transportation and provide a one-day bus pass on EMBARK's fixed-route bus service
- Weekly Senior Grocery Shopping Service - provides eligible individuals weekly, round-trip transportation to designated area grocery stores. The service is underwritten by the Areawide Aging Agency and COTPA
- Congregate Meal Shuttle - provides eligible individuals round-trip transportation each weekday to a nearby senior nutrition site, in partnership with the Oklahoma County Senior Nutrition Project
- Interim Taxi Service - service coordinated through EMBARK and the Areawide Aging Agency to transport persons 60 and older for essential trips
- Daily Living Center - a round-trip, door-to-door transportation service for older adults and persons with disabilities to the Daily Living Center, an adult day care center
- RSVP (Retired Senior Volunteer Provide-a-Ride) Program - senior volunteer drivers provide transportation to medical appointments for low- and moderate-income seniors
- EMBARK Well - provides seniors with free round trips to the nearest designated senior center or wellness location
- Arnall Family Foundation Transportation Innovation Grant (TIG) Program - specialized program funds support trips for families with children in the Oklahoma County foster care system

Norman's Mobility Management services include:

- EMBARK Plus Norman - origin-to-destination, shared-ride service for individuals with disabilities who are unable to ride the fixed-route bus system.

Citylink's Mobility Management services include:

- CAPS (Citylink Access Paratransit Service) - free curb-to-curb service that allows residents with disabilities to be picked up by Citylink and driven to appointments within Edmond city limits in a wheelchair accessible vehicle.

SECTION 5310 – ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES PROGRAM

In addition to the transportation services available to the elderly and persons with disabilities provided through the public transportation providers, numerous organizations operate wheelchair accessible vans and buses under the Section 5310 program (authorized under 49 U.S.C. § 5310). This program allows private, non-profit organizations to purchase vehicles, with federal assistance, to transport elderly clients and clients with disabilities to meet their everyday needs, including transportation to work, medical appointments, shopping, and recreation. Oklahoma's Section 5310 program is administered by the ODOT's Office of Mobility and Public Transit within the State's Census-designated rural areas, Small Urban areas, and the Oklahoma City (Large) Urban Area.

The Oklahoma Department of Transportation's Office of Mobility and Public Transit administers this program and advises the MPO annually of eligible applications received within the ACOG MPO area. The TIP includes a line item for Sec. 5310 projects, and specific projects are reflected later when more complete information is known.

Cooperation and coordination among Sec. 5310 operators are encouraged so that the maximum number of patrons can be served.

SECTION 5311 – PUBLIC TRANSPORTATION PROGRAM FOR NON-URBANIZED AREAS

In addition to the transit services operated in the urban part of the ACOG MPO area, First Capital Trolley, Delta Public Transit, Washita Valley Transit, and Red River Transportation Service provide transit service under the federal Section 5311 program, which assists nonurbanized areas (less than 50,000 population) in providing rural public transportation services. The Oklahoma Department of Transportation, Office of Mobility and Public Transit, administers the Section 5311 program (authorized under 49 U.S.C. § 5311), which includes 20 rural transit providers statewide.

First Capital Trolley receives funds to provide fixed route-service to all citizens of Logan County and demand-response service to Lincoln and Payne counties. Delta Public Transit provides public transportation services to residents of McClain, Garvin, and southern parts of Cleveland counties in Oklahoma. Central Oklahoma Community Transit System serves Pottawatomie and Seminole counties. Red River Transportation Service provides service to a multitude of counties in southern and western Oklahoma including Canadian County. Washita Valley transit provides service to Grady County. All services are open to the public and all rural providers have ADA wheelchair accessible buses and/or vans. With the exception of First Capital Trolley, the rural transit providers operating in the ACOG MPO area only provide demand-response service, which is service that must be reserved ahead of time and is often only available during weekdays. Demand-response can be used for travel to employment, medical appointments, shopping, entertainment, education, and other desired destinations.

AIRPORT ELEMENT

The ACOG MPO area contains seven public airports. Most are partially funded through the Federal Aviation Administration (FAA). 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 the operation of these airports, with administrative staff provided by the Oklahoma City Department of Airports. An Airport System Plan guides planning and programming of transportation improvements at these facilities.

Max Westheimer Airport is located in the City of Norman and is operated by the University of Oklahoma. The Cities of Guthrie and Edmond signed an agreement in June 2004 to collaborate on the operation and funding of the Guthrie-Edmond Regional Airport, located in Guthrie. Prior to that agreement, the former Guthrie Airport was operated solely by the City

of Guthrie. Finally, the Town of Goldsby operates the David J. Perry Airport and the City of Purcell operates the Purcell Municipal Airport located within their jurisdiction.

PERFORMANCE MANAGEMENT

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and later the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA), Performance-Based Planning and Programming (PBPP) methods were implemented. The PBPP process involves developing performance measures to track and maximize the benefits of transportation planning decisions and link infrastructure investments to STBG-UZA project selection, metropolitan planning, Intelligent Transportation Systems (ITS), the TIP, and the Metropolitan Transportation Plan (MTP). As an MPO, ACOG is required to establish quantifiable targets so that progress can be gauged over time. The seven federal performance measures areas required to monitor and report on are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

STREET AND HIGHWAY ELEMENT

The Street and Highway Element of this Transportation Improvement Program includes specific projects that will be implemented by various ACOG MPO area cities and counties and the Oklahoma Department of Transportation (ODOT) during the FFY 2024-2027 short-range planning period.

The improvements that are reflected for FFY 2024 represent the region's highest priorities for enhancing the ACOG MPO street and highway network. These projects are generally in the design phase, and thus have the greatest level of commitment from the sponsoring entities and the greatest probability of being implemented with federal and local funding resources. Federal rules require that the costs of projects listed in each metropolitan area's TIP are consistent with the federal, state, and local funds expected to be available to the area. This TIP is based upon the latest available project cost estimates and revenue expectations.

ACOG MPO AREA PROJECTS FUNDED FROM PREVIOUS TIP

The previous ACOG MPO Area TIP covered FFY 2022-2025. The following table includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2022 and 2023. These ACOG MPO area improvements represent a total expenditure of \$299 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 ACOG MPO area.

STREET AND HIGHWAY ELEMENT FUNDING SOURCES

Several categories of federal funding are available for implementing the Street and Highway Element of the TIP. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

On December 4, 2015, Public Law 114-94, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act builds on the changes made by MAP-21. The FAST Act funds surface transportation programs for federal fiscal years (FFY) 2016 through 2020. It is the first transportation law enacted in a decade that provides long-term funding certainty for surface transportation.

The law maintained (with modification) the core highway formula programs and added a new National Highway Freight Program, as described below:

- National Highway Performance Program (NHPP)
 - Created under MAP-21, this program combined the former National Highway System, Interstate Maintenance, and Highway Bridge Programs
- Surface Transportation Block Grant Program (STBG)
 - Name changed to add the words "Block Grant"
 - Continues all prior STP eligibilities
 - Transportation Alternatives Program eliminated and replaced with a set-aside of STBG program funding
 - Maintains Recreation Trails Program set-aside
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)

- Railway-Highway Crossings Program (set-aside from HSIP)
- National Highway Freight Program
 - New program to improve the efficient movement of freight on the National Highway Freight Network

Some of these funding sources may also be used for bicycle and pedestrian pathways, as alternatives to vehicle travel, and some are “flexible,” meaning they can be used for eligible transit activities. Funding apportionments under these programs are made available annually to ODOT from the Federal Highway Administration for use throughout the state.

The FAST Act called for urbanized areas with a population greater than 200,000 to receive a formula-based suballocation of Surface Transportation Block Grant Program (STBG) funds, including the set-aside for Transportation Alternatives projects. The amount of funding received is based upon the population within the census-designated urbanized area. Beginning with the 2000 Census and continuing with the 2010 Census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the ACOG MPO TMA—the Oklahoma City UZA and Norman UZA. FHWA, through federal legislation, attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes. A one-year continuing resolution to the FAST Act was signed on October 1, 2020, extending funding through September 30, 2021.

The Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the Bipartisan Infrastructure Law or BIL), was signed into law on November 15, 2021, authorizing federal highway, highway safety, transit, and rail programs for five years from federal fiscal year (FFY) 2022 through 2026. Under the law, Oklahoma is expected to receive approximately \$4.6 billion over five years in Federal highway formula funding for highways and bridges, approximately \$29 million in Section 402 formula funding for highway safety programs, and \$349 million in transit improvement funding. The IIJA continued the STBG, TAP, and CMAQ programs and established additional funding programs, including the Carbon Reduction Program and Bridge Formula Program. The law also includes competitive grant programs that could bring additional dollars to the state and region.

ACOG MPO AREA PROJECTS FUNDED DURING FFY 2022

LOCAL GOVERNMENT PROJECTS

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|--|--|---------------------|----------------|-------------------------|-------------------------|-----------------------|-------------------|
| Norman | Traffic Management Center (ITS) | 11241/ 35325(04) | N/A | STBG-UZA 80%/20% | 2,792,114 | 698,028 | 3,490,142 |
| Norman | Porter Ave: from W Robinson St to Alameda St (Reconstruction) | 11231/ 35321(04) | 1.06 | STBG-UZA 80%/20% | 2,855,610 | 713,902 | 3,569,512 |
| Norman | Norman Bus Replacement - (One 35' CNG Bus) (Transit) | 11220 | N/A | STBG-UZA 80%/20% | 491,633 | 122,908 | 614,541 |
| Edmond | Edmond Rd: from I-35 west to City Limits (Bike/Ped) * | 11033 | 5.4 | STBG-UZA 53%/47% | 2,142,400 | 1,917,233 | 4,059,633 |
| Midwest City | Midwest Blvd: from SE 29th St to NE 10th St (Resurfacing) | 10859/ 33345(04) | 3.0 | STBG-UZA 80%/20% | 3,886,793 | 971,698 | 4,858,490 |
| Norman | James Garner Ave: from W Robinson St to Acres St (New Cons./Inters.) | 11222/ 35323(04) | 0.55 | STBG-UZA 80%/20% | 4,825,733 | 1,206,433 | 6,032,166 |
| COTPA | EMBARK Fleet Replacement (Two 40' CNG buses) (Transit) | 11201 | N/A | STBG-UZA 80%/20% | 895,899 | 224,068 | 1,119,967 |
| Oklahoma City | NW Expressway & east of Lake Hefner Prkw (Inters.) * | 11262 | N/A | STBG-UZA 66%/34% | 1,391,415 | 729,233 | 2,120,648 |
| Midwest City | City Wide (Phase 4) (Signals) | 11243 | VAR | STBG-UZA 100% Safety | 786,920 | 0 | 786,920 |
| Moore | SW 19th St: from S Santa Fe to S Broadway Ave (Video Detection) | 11252 | VAR | STBG-UZA 100% Safety | 793,818 | 0 | 793,818 |
| Norman | City Wide (Phase 2) (Emergency Preemption) * | 11219/ 35326(04) | VAR | STBG-UZA 96%/4% | 561,662 | 20,751 | 582,413 |
| STBG-UZA TOTAL | | | | | 21,423,997 | 6,604,253 | 28,028,250 |
| ACOG MPO Line Item | Transportation Alternatives FFY 2022 MPO Apportionments | TBD | N/A | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP TOTAL | | | | | 1,400,000 | 350,000 | 1,750,000 |
| ACOG MPO Line Item | ACOG Air Quality Programs: Air Quality Public Education, Public Fleet Conversion Grants, Air Quality Micro Grants | TBD | N/A | CMAQ 80%/20% | 650,000 | 162,500 | 812,500 |
| CMAQ TOTAL | | | | | 650,000 | 162,500 | 812,500 |
| FFY 2022 LOCAL GOVERNMENT TOTAL | | | | | 23,473,997 | 7,116,753 | 30,590,750 |

* Project has been overmatched by sponsor

ACOG MPO AREA PROJECTS FUNDED DURING FFY 2022

ODOT PROJECTS

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | TOTAL |
|----------------------------|-----------|---|--------------------------------|--------|-------------------|-------------------|-------------------|
| Canadian | 04757(04) | SH 4: From SH-66 in Yukon north to Wagner | Grade, Drain, Bridge & Surface | 3.0 | 6,437,500 | 6,437,500 | 12,875,000 |
| Cleveland | 29106(06) | I-35: At Indian Hills Rd, 7.39 miles north of McClain County Line (ROW for 29106(05)) | Right of Way | N/A | 0 | 115,360 | 115,360 |
| Cleveland | 29106(07) | I-35: At Indian Hills Rd, 7.39 miles north of McClain County Line (UT for 29106(05)) | Utilities | N/A | 45,320 | 11,330 | 56,650 |
| Cleveland | 30391(05) | I-44: From just south of 89th St, north to 0.5 mile north of 89th St in OKC (ROW for 30391(04)) | Right of Way | N/A | 0 | 1,030,000 | 1,030,000 |
| Cleveland | 30391(06) | I-44: From just south of 89th St, north to 0.5 mile north of 89th St in OKC (UT for 30391(04)) | Utilities | N/A | 688,040 | 172,010 | 860,050 |
| Logan | 31002(05) | SH-105: From JCT of SH-33, east 6.5 miles to 1,000 ft east of Henney Rd (ROW for 31002(04)) | Right of Way | N/A | 2,817,750 | 2,817,750 | 5,635,501 |
| Logan | 31002(06) | SH-105: From JCT of SH-33, east 6.5 miles to 1,000 ft east of Henney Rd (UT for 31002(04)) | Utilities | N/A | 1,701,291 | 425,323 | 2,126,614 |
| McClain | 19314(06) | I-35: At SH-9W Interchange (ROW for 19314(04)) | Right of Way | N/A | 0 | 4,032,450 | 4,032,450 |
| McClain | 19314(07) | I-35: At SH-9W Interchange (UT for 19314(04)) | Utilities | N/A | 741,600 | 185,400 | 927,000 |
| McClain | 29671(04) | SH-76: From SH-130, north 3.0 miles to SH-37 | Grade, Drain & Surface | 3.0 | 7,779,118 | 1,944,780 | 9,723,898 |
| McClain | 31058(05) | SH-24: Begin 3.0 miles west of JCT SH-74, extend north 3.05 miles (ROW for 31058(04)) | Right of Way | N/A | 0 | 327,000 | 327,000 |
| McClain | 31058(06) | SH-24: Begin 3.0 miles west of JCT SH-74, extend north 3.05 miles (ROW for 31058(04)) | Utilities | N/A | 131,840 | 32,960 | 164,800 |
| Oklahoma | 29844(04) | I-35: NB & SB bridges over 63rd St 5.0 miles north of I-40. | Bridge & Approaches | 0.1 | 19,518,500 | 19,518,500 | 39,037,000 |
| Oklahoma | 32425(06) | I-35: From Memorial Rd to SH-66 in Edmond (ROW for 32425(04)) | Right of Way | N/A | 84,732 | 21,183 | 105,915 |
| Oklahoma | 32425(07) | I-35: From Memorial Rd to SH-66 in Edmond (UT for 32425(04)) | Utilities | N/A | 84,732 | 21,183 | 105,915 |
| FFY 2022 ODOT TOTAL | | | | | 40,030,424 | 37,092,729 | 77,123,153 |

ACOG MPO AREA PROJECTS FUNDED DURING FFY 2023

LOCAL GOVERNMENT PROJECTS

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|-----------------------|---|------------------|----------------|-------------------------|-------------------------|-----------------------|-------------------|
| Norman | Transit Bus Replacement (One 35' low-floor CNG bus) (Transit) | 11247 | N/A | STBG-UZA 80%/20% | 505,953 | 126,488 | 632,441 |
| Oklahoma City | Classen Blvd: from N Sheridan Ave to NW 10th St* (Bike/Ped) | 11258 | 0.84 | STBG-UZA 70%/30% | 2,193,603 | 928,105 | 3,121,708 |
| Moore | NE 12th St: from E of I-35 Service Rd to Eastern Ave (Reconstruction) | 11216 | 1.00 | STBG-UZA 80%/20% | 7,166,132 | 1,791,533 | 8,957,665 |
| Oklahoma City | N May Ave & NW Expressway (Bridge) | 11259 | N/A | STBG-UZA 80%/20% | 6,359,763 | 1,589,941 | 7,949,703 |
| Moore | N Eastern Ave: SE 4th St to NE 12th St (Reconstruction) | 11034 | 1.0 | STBG-UZA 80%/20% | 1,751,123 | 437,781 | 2,188,904 |
| Norman | Jenkins Ave: from W Lindsey St to Imhoff Rd (Widening)* | 11234 | 1.0 | STBG-UZA 13%/87% | 1,765,853 | 11,388,876 | 13,154,729 |
| Moore | SW 19th St: from S Santa Fe Ave to S Eastern Ave (Striping) | 11253 | 2.0 | STBG-UZA 100% Safety | 324,090 | 0 | 324,090 |
| Midwest City | City Wide (Phase 5) (Striping) | 10882 | VAR | STBG-UZA 100% Safety | 318,000 | 0 | 318,000 |
| Norman | City Wide (Phase 9) (Striping) | 11240 | VAR | STBG-UZA 100% Safety | 319,109 | 0 | 319,109 |
| Norman | City Wide (Phase 7) (Striping) | 11239 | VAR | STBG-UZA 100% Safety | 318,590 | 0 | 318,590 |
| Midwest City | City Wide (Phase 5) (Signals) | 11242 | VAR | STBG-UZA 100% Safety | 788,640 | 0 | 788,640 |
| COTPA | EMBARK Streetcar Clearance Lines (Striping/Signage) | 11205 | VAR | STBG-UZA 100% Safety | 34,980 | 0 | 34,980 |
| Choctaw | Henney Rd: from NE 50th St to SE 15th St (Striping) | 11255 | 5.0 | STBG-UZA 100% Safety | 58,657 | 0 | 58,657 |
| Choctaw | Harper Rd: from NE 23rd St to NE 10th St (Striping) | 11254 | 1.0 | STBG-UZA 100% Safety | 12,155 | 0 | 12,155 |
| McClain County | Eastern Ave near Washington School exit drive (Guardrail)* | 10834 | N/A | STBG-UZA 56%/44% | 19,382 | 15,348 | 34,730 |
| STBG-UZA TOTAL | | | | | 21,936,030 | 16,278,071 | 38,214,101 |

*Project has been overmatched by sponsor. All projects are locked and capped at the revised estimates.

ACOG MPO AREA PROJECTS FUNDED DURING FFY 2023
LOCAL GOVERNMENT PROJECTS (Cont.)

| LOCAL GOVERNMENT PROJECTS | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|--|--|------------------|----------------|-----------------|-------------------------|-----------------------|-------------------|
| ACOG MPO Line Item | Transportation Alternatives FFY 2023 MPO Apportionments | TBD | N/A | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP TOTAL | | | | | 1,400,000 | 350,000 | 1,750,000 |
| ACOG MPO Line Item | ACOG Air Quality Programs: Air Quality Public Education, Public Fleet Conversion Grants, Air Quality Micro Grants | TBD | N/A | CMAQ 80%/20% | 650,000 | 162,500 | 812,500 |
| CMAQ TOTAL | | | | | 650,000 | 162,500 | 812,500 |
| FFY 2023 LOCAL GOVERNMENT TOTAL | | | | | 23,986,030 | 16,790,571 | 40,776,601 |

ACOG MPO AREA PROJECTS FUNDED DURING FFY 2023

ODOT PROJECTS

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | OTHER SHARE | TOTAL |
|-----------|-----------|--|--------------------------------|--------|---------------|-------------|-------------|------------|
| Canadian | 04758(04) | SH-4: Beginning 3.0 miles north of SH 66 in Yukon at Wilshire & extending north to SH-3/NW HWY | Grade, Drain & Surface | 3.65 | 5,724,000 | 5,724,000 | 0 | 11,448,000 |
| Canadian | 27901(09) | SH-152: From Banner Rd, east 5.0 miles to Cemetery Rd in Mustang | Grade, Drain & Surface | 5.0 | 6,519,000 | 6,519,000 | 0 | 13,038,000 |
| Cleveland | 20266(11) | SH-9: From 72nd Ave E, east to 108th Ave E in Norman | Grade, Drain, Bridge & Surface | 3.0 | 9,275,000 | 9,275,000 | 0 | 18,550,000 |
| Cleveland | 20997(20) | US-77: From east end of Canadian River Bridge, north 1.0 mile to 0.25 mile south of Moffatt Rd (north of Lexington), includes JCT of SH-39 | Right of Way | N/A | 0 | 106,000 | 0 | 106,000 |
| Cleveland | 20997(21) | US-77: From east end of Canadian River Bridge, north 1.0 mile to 0.25 mile south of Moffatt Rd (north of Lexington), includes JCT of SH-39 | Utilities | N/A | 84,800 | 21,200 | 0 | 106,000 |
| Cleveland | 32758(05) | SH-9: Begin at the east end of Little River Bridge, extend east approx. 4.55 miles to Pecan Creek Bridge (ROW for 32758(04)) | Right of Way | N/A | 0 | 545,000 | 0 | 545,000 |
| Cleveland | 32758(06) | SH-9: Begin at the east end of Little River Bridge, extend east approx. 4.55 miles to Pecan Creek Bridge (UT for 32758(04)) | Utilities | N/A | 436,000 | 109,000 | 0 | 545,000 |
| Cleveland | 35235(04) | I-35 Frontage: Operational improvement from SW 34th St to SW 19th St in Moore | Grade, Drain & Surface | 1.7 | 500,000 | 500,000 | 0 | 1,000,000 |
| McClain | 19314(04) | I-35: At SH-9W Interchange | Interchange | 0.75 | 13,600,000 | 3,400,000 | 0 | 17,000,000 |
| McClain | 29571(06) | SH-74: At I-35, 2.76 miles south of Cleveland County Line (ROW for 29571(04)) | Right of Way | N/A | 0 | 53,000 | 0 | 53,000 |
| McClain | 29571(07) | SH-74: At I-35, 2.76 miles south of Cleveland County Line (UT for 29571(04)) | Utilities | N/A | 42,400 | 10,600 | 0 | 53,000 |
| Oklahoma | 09032(06) | I-35: Over the I-240 JCT. (Phase II) - Reconstruct Interchange | Interchange | 0.5 | 10,600,000 | 10,600,000 | 0 | 21,200,000 |
| Oklahoma | 09033(28) | I-44: Westbound to Northbound Ramps at I-44/I-235 Interchange (Segment 3A) | Grade, Drain, Bridge & Surface | 0.35 | 8,321,000 | 8,321,000 | 0 | 16,642,000 |
| Oklahoma | 24356(04) | SH-66: From 4.0 miles east of I-35, extend east approx. 1.08 miles | Grade, Drain & Surface | 1.29 | 5,342,400 | 1,335,600 | 0 | 6,678,000 |
| Oklahoma | 29843(04) | I-35: Over Waterloo Rd at the Logan County Line | Interchange | 0.05 | 18,213,980 | 18,213,980 | 5,141,509 | 41,569,469 |

ACOG MPO AREA PROJECTS FUNDED DURING FFY 2023
ODOT PROJECTS (Cont.)

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | OTHER SHARE | TOTAL |
|----------------------------|-----------|--|--------------|--------|-------------------|-------------------|------------------|--------------------|
| Oklahoma | 29846(05) | I-40: EB & WB over Sunnyslane 1.9 miles east of I-35 (ROW for 29846(04)) | Right of Way | N/A | 436,000 | 109,000 | 0 | 545,000 |
| Oklahoma | 29846(06) | I-40: EB & WB over Sunnyslane 1.9 miles east of I-35 (UT for 29846(04)) | Utilities | N/A | 436,000 | 109,000 | 0 | 545,000 |
| Oklahoma | 30637(07) | I-44: Over the UPRR, 0.7 miles north of I-40 (ROW for 30637(04)) | Right of Way | N/A | 84,800 | 21,200 | 0 | 106,000 |
| Oklahoma | 30637(08) | I-44: Over the UPRR, 0.7 miles north of I-40 (UT for 30637(04)) | Utilities | N/A | 84,800 | 21,200 | 0 | 106,000 |
| Oklahoma | 33774(05) | I-35: From SH-66, extend north 5.28 miles to the Logan County Line (ROW for 33774(04)) | Right of Way | N/A | 424,000 | 106,000 | 0 | 530,000 |
| Oklahoma | 33774(06) | I-35: From SH-66, extend north 5.28 miles to the Logan County Line (UT for 33774(04)) | Utilities | N/A | 424,000 | 106,000 | 0 | 530,000 |
| FFY 2023 ODOT TOTAL | | | | | 80,548,180 | 65,205,780 | 5,141,509 | 150,895,469 |

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM - URBANIZED AREA FUNDS (STBG-UZA)

As a Transportation Management Area, ACOG receives an annual distribution of Surface Transportation Block Grant Program (STBG-UZA) funds according to the formula outlined in the FAST Act. The amount of funding received is based on the combined populations of the Oklahoma City and Norman Urbanized Areas. These are referred to as STBG-UZA funds.

Selection of STBG-UZA funded projects for the TIP is performed in accordance with the MPO-adopted [Surface Transportation Block Grant Program Procedures for the Oklahoma City Urbanized Area Funds](#). STBG-UZA project requests are evaluated and prioritized in accordance with the adopted [Criteria and Process for Evaluation of STBG-UZA Projects](#) as part of the development (or update) of each TIP.

Beginning in the fall of 2017, ACOG’s member jurisdictions and staff identified a disconnect between the projects that were being awarded in the TIP and the goals, objectives and strategies identified in the Metropolitan Transportation Plan (MTP), *Encompass 2040*. After a year-long revision of the *Criteria and Process for Evaluation of STBG-UZA Projects* under the guidance of a consultant and a sub-committee made of up members of the MPO’s Technical and Policy Committees, revisions were adopted by the ACOG MPO Policy Committee (known as the Intermodal Transportation Policy Committee or ITPC at the time of adoption) on August 16, 2018. These revisions were made to reflect the goals of *Encompass 2040* and subsequent MTPs, the strategies of the Congestion Mitigation Process (CMP), and member entity priorities. The goals and priorities of the current MTP, *Encompass 2045*, are: Economic Strength, Safety and Security, Equity and Options, Healthy Communities, Connectivity, System Performance, and System Preservation.

From these goals, ten evaluation criteria were created as a means of scoring projects submitted for STBG-UZA funding. The evaluation criteria are as follows:

| ENCOMPASS 2045 GOALS | STBG-UZA SCORING CRITERIA |
|----------------------|---|
| Economic Strength | Supports a regional activity center |
| Safety and Security | Addresses safety at high crash severity locations |
| Equity and Options | Provides options for Environmental Justice (EJ) areas or underserved communities |
| Healthy Communities | Improves air and water quality |
| Connectivity | Integrates multiple transportation modes, connects to multiple communities, or leverages other investments |
| System Performance | Addresses congested based on volume/capacity ratio, congested/unreliable corridors, strategies that reduce travel delay |
| System Preservation | Improves infrastructure condition |

The categories of projects included in the evaluation process are:

- Widening (including railroad/roadway grade separation)
- New construction
- Intersection/safety improvements
- Resurfacing, reconstruction, rehabilitation, restoration

- Bridge improvements
- Transit, park-and-ride, high occupancy vehicle lanes
- Independent bicycle and pedestrian facilities/projects
- Carpool/vanpool administration, other
- Safety projects (eligible for 100 percent federal funds)

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – URBANIZED AREA SAFETY (STBG-UZA SAFETY) FUNDS

The standard funding ratio for STBG funds is 80 percent federal. The remaining 20 percent is to be provided by the state or local government sponsor. However, federal regulations allow up to 10 percent of the total STBG-UZA funds apportioned to the MPO to be spent at 100 percent of the project cost, with no local match, for eligible safety projects defined in the law. The STBG-UZA Evaluation Criteria described above incorporates the MPO’s policy for selecting and funding safety projects. The 10 percent limit for any given year may be exceeded, provided the cumulative total of all STBG-UZA funds apportioned to the urbanized area does not exceed the 10 percent maximum.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM SET ASIDES – TAP AND RTP

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of STBG Program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle projects, recreational trails, and safe routes to school projects. Also eligible are community projects such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. This set-aside was continued under the IIJA.

Similar to the previous TAP program, IIJA requires all transportation alternative projects to be funded through a competitive process, and metropolitan areas over 200,000 population receive a suballocation of the set-aside funds based on their urbanized area population. States and MPOs are required to report annually to the US Department of Transportation (USDOT) on project applications and projects that are awarded. The USDOT will make these reports available to the public.

This TIP includes a transportation alternatives line item for each year to reflect the total federal funds that will be authorized for successful projects. These projects may be funded with up to 80 percent federal funds and at least a 20 percent local match.

The Recreational Trails Program (RTP) set-aside is administered at the state level by the Oklahoma Tourism and Recreation Department, which maintains an annual application cycle and competitive project selection process.

FISCAL CONSTRAINT OF THE FFY 2024-2027 URBANIZED AREA FUNDS

This TIP was prepared based on an estimated amount of funds available to the ACOG MPO area over the TIP timeframe for the combined Oklahoma City and Norman urbanized areas. To ensure

that the region’s STBG-UZA projects are financially constrained, an estimated apportionment for the Oklahoma City Urbanized Area was developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate is based on the STBG-UZA apportionment that was received in FFY 2016 under MAP-21 and was increased each year based upon annual funding increases anticipated under the FAST Act.

Federal law requires cost estimates for TIP projects to include an inflation factor to reflect year-of-expenditure dollars. Therefore, the STBG-UZA project estimates included in this TIP reflect the ODOT inflation factors of 3.0% for FFY 2024, 6.0% for FFY 2025, 9.0% for FFY 2026, and 12.0% for FFY 2027. However, given increased project costs, these inflation factors are subject to change during the project selection process.

The STBG-UZA Procedures for the Oklahoma City Urbanized Area Funds call for 90 percent of the estimated funds to be used when preparing a TIP. This is intended to avoid a shortage of funds in case the actual federal STBG-UZA funds are less than the estimate used to develop the TIP or other unforeseen events. The estimate serves as the planning cap for STBG-UZA funded projects for each year of the TIP, including future amendments. As final funding figures are provided, and/or additional obligation authority is received, the figures will be updated. The table below reflects the estimated funds anticipated for each year of the TIP.

| FFY | ESTIMATED APPORTIONMENT | CARRYOVER FROM PREVIOUS YEAR | 90% OF ESTIMATED APPORTIONMENT | STBG-UZA (80%/20%) | STBG-UZA SAFETY (100%) |
|------|-------------------------|------------------------------|--------------------------------|--------------------|------------------------|
| 2024 | 26,454,469 * | | 24,049,518 | 21,644,566 | 2,404,952 |
| 2025 | 27,048,880 | 1,711,937 | 27,322,776 | 24,590,498 | 2,732,278 |
| 2026 | 27,589,857 | | 26,210,364 | 23,589,328 | 2,621,036 |
| 2027 | 28,141,654 | | 26,734,572 | 24,061,115 | 2,673,457 |

* Estimated apportionment figure based on FAST Act funding amounts was used for FFY 2024 since IJJA apportionment figures were not available during project selection.

Each of the Local Government Project lists also reflects a line item for Congestion Mitigation/ Air Quality (CMAQ) funds that will be spent within the ACOG MPO area. Each year, the Oklahoma Department of Transportation provides the MPO with CMAQ funds to assist with programs to enhance the region’s air quality. The funds are used by ACOG to administer its Air Quality Small Grant and Public Fleet Conversion Programs. Also included in each year is a line item for Carbon Reduction Program (CRP) funds apportioned to the Oklahoma City and Norman urban areas. The IJJA established the CRP, which funds projects that reduce transportation-related emissions. The funds will be combined with CMAQ funds and used in the selection of projects for the Air Quality Small Grant and Public Fleet Conversion Programs.

FFY 2024-2027 STREET AND HIGHWAY ELEMENT PROJECTS

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

Projects are presented by federal fiscal year and include lists of local government-sponsored projects followed by state-sponsored projects within the ACOG MPO area. The state projects were selected in cooperation with ODOT and are generally located on the State Highway System (interstates, state highways, and U.S. highways). Each project is identified by location, project type, federal funding source, and the source of matching funds.

Figure 3, at the end of this chapter, reflects the general locations of the local government sponsored Street and Highway Element improvements listed in this TIP for FFY 2024-2027.

For more information regarding the FFY 2024-2027 Street and Highway Element of the TIP, please see ACOG’s eTIP at <https://acogok.eointeractive.com/>.

STREET ELEMENT

LOCAL GOVERNMENT PROJECTS FFY 2024

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|-----------------------|--|------------------|----------------|-------------------------|-------------------------|-----------------------|-------------------|
| COTPA | EMBARK Fleet Replacement (Two 40' CNG buses) | 11574 | NA | STBG-UZA 80%/20% | 834,963 | 208,741 | 1,043,704 |
| Oklahoma City | SW 25th St Bike Project | 11594 | 2.0 | STBG-UZA 80%/20% | 1,964,188 | 491,047 | 2,455,235 |
| Oklahoma City | NW 23rd St - Street Enhancement | 11587 | 0.8 | STBG-UZA 80%/20% | 5,058,073 | 1,264,518 | 6,322,591 |
| Norman | Jenkins Ave: from Imhoff Rd to Lindsey St - Widening | 11234 | 1.0 | STBG-UZA 70%/30% | 7,500,000 | 3,288,355 | 10,788,355 |
| Moore | SW 19th St-Santa Fe Ave Intersection Widening | 11589 | NA | STBG-UZA 80%/20% | 1,969,360 | 492,340 | 2,461,700 |
| Midwest City | SE 29th St, Crutcho Creek Bridge Replace/Kuhlman Creek Rehab | 11584 | NA | STBG-UZA 80%/20% | 3,191,352 | 797,838 | 3,989,190 |
| Norman | Emergency Vehicle Pre-emption Upgrades (Phase 3) | 11579 | Var | STBG-UZA 100% Safety | 618,809 | 0 | 618,809 |
| Norman | Pavement Marking Improvements (Phase 10) | 11580 | Var | STBG-UZA 100% Safety | 312,910 | 0 | 312,910 |
| Norman | 36th Ave NW Traffic Signal Interconnect Tecumseh to Robinson | 11237 | 2 | STBG-UZA 100% Safety | 521,498 | 0 | 521,498 |
| McClain County | District #2 and District #3 sign replacements | 10828 | Var | STBG-UZA 100% Safety | 127,336 | 0 | 127,336 |
| Blanchard | Regulatory Sign Replacements | 11251 | Var | STBG-UZA 100% Safety | 27,576 | 0 | 27,576 |
| McClain County | Striping on 180th St from SH-74 to Johnson Ave | 10829 | 1.3 | STBG-UZA 100% Safety | 24,195 | 0 | 24,195 |
| McClain County | Striping Bryant Ave, 230th St and Eastern Ave | 10831 | 5 | STBG-UZA 100% Safety | 62,801 | 0 | 62,801 |
| McClain County | Striping on 240th St and May Ave from SH-24 to SH-39 | 10832 | 7 | STBG-UZA 100% Safety | 90,401 | 0 | 90,401 |
| McClain County | Guardrail for pipe on Bryant Ave, north of 210th St | 10835 | NA | STBG-UZA 100% Safety | 34,119 | 0 | 34,119 |
| STBG-UZA TOTAL | | | | | 22,337,581 | 6,542,839 | 28,948,882 |

| | | | | | | | |
|------------------------|--|--|-----|----------------|------------------|------------------|-------------------|
| Goldsby | Ladd Rd. Resurfacing | | | CRRSAA | 1,224,015 | 156,855 | 1,380,870 |
| Jones | Hiwassee Rd. Overlay | | | CRRSAA | 500,000 | 0 | 500,000 |
| Piedmont | 164th Overlay and School Zone Safety Upgrades | | | CRRSAA | 800,000 | 0 | 800,000 |
| Tuttle | N. Cimarron Road Resurfacing | | | CRRSAA | 500,000 | 0 | 500,000 |
| Warr Acres | Intersection Safety Improvements at 63rd and James Capps Dr. | | | CRRSAA | 140,047** | | |
| Guthrie | Paving Improvements Along Pine Ave. and Oklahoma Ave. | | | CRRSAA | 625,940 | 0 | 625,940 |
| Choctaw | Flashing Stop Signs | | | CRRSAA | 105,500 | 0 | 105,500 |
| Choctaw | Indian Meridian Elementary School Zone | | | CRRSAA | 39,040 | 0 | 39,040 |
| Choctaw | Choctaw Road Striping | | | CRRSAA | 53,500 | 0 | 53,500 |
| Choctaw | SE 15th Street Striping | | | CRRSAA | 8,750 | 0 | 8,750 |
| Choctaw & Midwest City | Resurfacing Westminster Road | | | CRRSAA | 500,000 | 0 | 500,000 |
| Bethany | Rockwell Avenue Mill and Inlay | | | CRRSAA | 609,161 | 0 | 609,161 |
| Yukon | Garth Brooks Boulevard | | | CRRSAA | 921,380 | 0 | 921,380 |
| Midwest City | Resurfacing of Midwest Boulevard | | | CRRSAA | 500,000** | | |
| Moore | N. 27th Street Corridor Signal Upgrades | | | CRRSAA | 738,618 | 0 | 738,618 |
| Moore | N. 27th Street Pavement Markings | | | CRRSAA | 159,929 | 0 | 159,929 |
| Edmond | City of Edmond Wayfinding Signage | | | CRRSAA | 500,000 | 903,334 | 1,403,334 |
| Norman | Gray Street Two-Way Conversion | | | CRRSAA | 500,000** | | |
| Oklahoma City | Bike-Friendly Streetcar Plan | | | CRRSAA | 474,120 | 0 | 474,120 |
| CRRSAA TOTAL | | | | | 8,900,000 | 1,060,189 | 19,389,637 |
| Midwest City | Bomber Rail Trail | | 0.5 | TAP 80%/20% | 800,000 | 200,000 | 1,000,000 |
| Oklahoma City | Stockyards Bridge and Trail | | 2.1 | TAP 31%/69% | 1,500,000 | 3,330,327 | 4,830,327 |
| Oklahoma City | S. Robinson Ave. Bike Lanes | | 2 | TAP 80%/20% | 1,335,501 | 333,875 | 1,669,376 |
| Norman | Lindsey St. ADA Transition | | 1 | TAP 80%/20% | 581,767 | 145,442 | 727,209 |
| Oklahoma City | S. Eastern Ave. Trail | | 1.6 | TAP 80%/20% | 1,291,980 | 322,995 | 1,614,975 |

| | | | | | | | |
|--|--|-----|-----|-----------------|-------------------|------------------|-------------------|
| Yukon | S. Yukon Parkway Trail | | 0.5 | TAP 80%/20% | 608,000 | 152,000 | 760,000 |
| Norman | Alameda St. Road Diet | | 2.2 | TAP 80%/20% | 186,206 | 46,552 | 232,758 |
| Yukon | Garth Brooks Blvd. Trail | | 0.3 | TAP 80%/20% | 864,000 | 216,000 | 1,080,000 |
| Edmond | Vista Lane Multiuse Trail | | 0.6 | TAP 80%/20% | 320,000 | 80,000 | 400,000 |
| TAP TOTAL | | | | | 7,487,454 | 4,827,191 | 12,314,645 |
| ACOG MPO Line Item | ACOG Air Quality Programs: Public Fleet Conversion Grants, Air Quality Micro Grants | TBD | N/A | CMAQ 80%/20% | 950,000 | 237,500 | 1,187,500 |
| ACOG MPO Line Item | Carbon Reduction Program FFY 2025 MPO Apportionments (includes apportionments for Oklahoma City and Norman urban areas) | TBD | N/A | CRP 80%/20% | 3,577,060 | 894,265 | 4,471,325 |
| CMAQ & CRP TOTAL | | | | | 4,527,060 | 1,131,765 | 5,658,825 |
| FFY 2024 LOCAL GOVERNMENT TOTAL | | | | | 37,164,641 | 9,084,793 | 55,747,344 |

*Project has been overmatched by sponsor

**Additional funding for previously awarded STBG-UZA project

HIGHWAY ELEMENT

ODOT PROJECTS FFY 2024

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | TOTAL |
|----------------------------|-----------|---|--------------------------------|--------|-------------------|-------------------|-------------------|
| Canadian | 04757(04) | SH 4: From SH-66 in Yukon north to Wagner | Grade, Drain, Bridge & Surface | 3.0 | 6,437,500 | 6,437,500 | 12,875,000 |
| Cleveland | 29106(06) | I-35: At Indian Hills Rd, 7.39 miles north of McClain County Line (ROW for 29106(05)) | Right of Way | N/A | 0 | 115,360 | 115,360 |
| Cleveland | 29106(07) | I-35: At Indian Hills Rd, 7.39 miles north of McClain County Line (UT for 29106(05)) | Utilities | N/A | 45,320 | 11,330 | 56,650 |
| Cleveland | 30391(05) | I-44: From just south of 89th St, north to 0.5 mile north of 89th St in OKC (ROW for 30391(04)) | Right of Way | N/A | 0 | 1,030,000 | 1,030,000 |
| Cleveland | 30391(06) | I-44: From just south of 89th St, north to 0.5 mile north of 89th St in OKC (UT for 30391(04)) | Utilities | N/A | 688,040 | 172,010 | 860,050 |
| Logan | 31002(05) | SH-105: From JCT of SH-33, east 6.5 miles to 1,000 ft east of Henney Rd (ROW for 31002(04)) | Right of Way | N/A | 2,817,750 | 2,817,750 | 5,635,501 |
| Logan | 31002(06) | SH-105: From JCT of SH-33, east 6.5 miles to 1,000 ft east of Henney Rd (UT for 31002(04)) | Utilities | N/A | 1,701,291 | 425,323 | 2,126,614 |
| McClain | 19314(06) | I-35: At SH-9W Interchange (ROW for 19314(04)) | Right of Way | N/A | 0 | 4,032,450 | 4,032,450 |
| McClain | 19314(07) | I-35: At SH-9W Interchange (UT for 19314(04)) | Utilities | N/A | 741,600 | 185,400 | 927,000 |
| McClain | 29671(04) | SH-76: From SH-130, north 3.0 miles to SH-37 | Grade, Drain & Surface | 3.0 | 7,779,118 | 1,944,780 | 9,723,898 |
| McClain | 31058(05) | SH-24: Begin 3.0 miles west of JCT SH-74, extend north 3.05 miles (ROW for 31058(04)) | Right of Way | N/A | 0 | 327,000 | 327,000 |
| McClain | 31058(06) | SH-24: Begin 3.0 miles west of JCT SH-74, extend north 3.05 miles (ROW for 31058(04)) | Utilities | N/A | 131,840 | 32,960 | 164,800 |
| Oklahoma | 29844(04) | I-35: NB & SB bridges over 63rd St 5.0 miles north of I-40. | Bridge & Approaches | 0.1 | 19,518,500 | 19,518,500 | 39,037,000 |
| Oklahoma | 32425(06) | I-35: From Memorial Rd to SH-66 in Edmond (ROW for 32425(04)) | Right of Way | N/A | 84,732 | 21,183 | 105,915 |
| Oklahoma | 32425(07) | I-35: From Memorial Rd to SH-66 in Edmond (UT for 32425(04)) | Utilities | N/A | 84,732 | 21,183 | 105,915 |
| FFY 2024 ODOT TOTAL | | | | | 40,030,424 | 37,092,729 | 77,123,153 |

STREET ELEMENT

LOCAL GOVERNMENT PROJECTS FFY 2025

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|-----------------------|---|------------------|----------------|-------------------------|-------------------------|-----------------------|-------------------|
| COTPA | 2023 EMBARK Bus Grant | 27 | | STBG-UZA 80%/20% | 856,756 | 214,189 | 1,070,945 |
| Edmond | Phase IV ITS | 28 | | STBG-UZA 70%/30% | 7,500,000 | 5,803,027 | 13,303,027 |
| Midwest City | Reconstruct the intersection of SE 29th Street and Douglas Boulevard | 84 | | STBG-UZA 80%/20% | 3,502,000 | 875,500 | 4,377,500 |
| Midwest City | Resurface SE 29th Street from I-40 to Midwest Boulevard | 88 | | STBG-UZA 80%/20% | 3,361,920 | 840,480 | 4,202,400 |
| Edmond | Danforth and Kelly Intersection | 30 | | STBG-UZA 80%/20% | 7,398,234 | 1,849,559 | 9,247,793 |
| Midwest City | Sidewalk Construction in various locations; Douglas Boulevard, Midwest Boulevard, NE 10 Street, and Reno Avenue | 77 | | STBG-UZA 80%/20% | 1,203,040 | 300,760 | 1,503,800 |
| Norman | Norman Transit Bus Replacements * | 99 | | STBG-UZA 80%/20% | 1,016,875 | 586,048 | 1,602,923 |
| Midwest City | Signal Upgrade Phase 6 | 85 | | STBG-UZA 100% Safety | 865,200 | 0 | 865,200 |
| Midwest City | Striping City Wide, Various Locations, Phase 6 | 56 | | STBG-UZA 100% Safety | 360,500 | 0 | 360,500 |
| Norman | Video Detection Upgrades (Phase 4) | 97 | | STBG-UZA 100% Safety | 431,062 | 0 | 431,062 |
| Oklahoma City | SW 29th Street Safety Project | 47 | | STBG-UZA 100% Safety | 827,189 | 0 | 827,189 |
| STBG-UZA TOTAL | | | | | 27,322,776 | 10,469,563 | 37,792,339 |

* Project has been overmatched by sponsor. All projects are locked and capped at the revised estimates.

STREET ELEMENT

LOCAL GOVERNMENT PROJECTS FFY 2025 (Cont.)

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|--|---|------------------|----------------|----------------|-------------------------|-----------------------|-------------------|
| ACOG MPO Line Item | Transportation Alternatives FFY 2023 MPO Apportionments | TBD | N/A | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP TOTAL | | | | | 1,400,000 | 350,000 | 1,750,000 |
| ACOG MPO Line Item | ACOG Air Quality Programs: Public Fleet Conversion Grants, Air Quality Micro Grants | TBD | N/A | CMAQ 80%/20% | 950,000 | 237,500 | 1,187,500 |
| ACOG MPO Line Item | Carbon Reduction Program FFY 2025 MPO Apportionments (includes apportionments for Oklahoma City and Norman urban areas) | TBD | N/A | CRP 80%/20% | 3,648,602 | 912,150 | 4,560,752 |
| CMAQ & CRP TOTAL | | | | | 4,598,602 | 1,149,650 | 5,748,252 |
| FFY 2025 LOCAL GOVERNMENT TOTAL | | | | | 23,986,030 | 16,790,571 | 40,776,601 |

HIGHWAY ELEMENT

ODOT PROJECTS FFY 2025

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | OTHER SHARE | TOTAL |
|-----------|-----------|--|--------------------------------|--------|---------------|-------------|-------------|------------|
| Canadian | 04758(04) | SH-4: Beginning 3.0 miles north of SH 66 in Yukon at Wilshire & extending north to SH-3/NW HWY | Grade, Drain & Surface | 3.65 | 5,724,000 | 5,724,000 | 0 | 11,448,000 |
| Canadian | 27901(09) | SH-152: From Banner Rd, east 5.0 miles to Cemetery Rd in Mustang | Grade, Drain & Surface | 5.0 | 6,519,000 | 6,519,000 | 0 | 13,038,000 |
| Cleveland | 20266(11) | SH-9: From 72nd Ave E, east to 108th Ave E in Norman | Grade, Drain, Bridge & Surface | 3.0 | 9,275,000 | 9,275,000 | 0 | 18,550,000 |
| Cleveland | 20997(20) | US-77: From east end of Canadian River Bridge, north 1.0 mile to 0.25 mile south of Moffatt Rd (north of Lexington), includes JCT of SH-39 | Right of Way | N/A | 0 | 106,000 | 0 | 106,000 |
| Cleveland | 20997(21) | US-77: From east end of Canadian River Bridge, north 1.0 mile to 0.25 mile south of Moffatt Rd (north of Lexington), includes JCT of SH-39 | Utilities | N/A | 84,800 | 21,200 | 0 | 106,000 |
| Cleveland | 32758(05) | SH-9: Begin at the east end of Little River Bridge, extend east approx. 4.55 miles to Pecan Creek Bridge (ROW for 32758(04)) | Right of Way | N/A | 0 | 545,000 | 0 | 545,000 |
| Cleveland | 32758(06) | SH-9: Begin at the east end of Little River Bridge, extend east approx. 4.55 miles to Pecan Creek Bridge (UT for 32758(04)) | Utilities | N/A | 436,000 | 109,000 | 0 | 545,000 |
| Cleveland | 35235(04) | I-35 Frontage: Operational improvement from SW 34th St to SW 19th St in Moore | Grade, Drain & Surface | 1.7 | 500,000 | 500,000 | 0 | 1,000,000 |
| McClain | 19314(04) | I-35: At SH-9W Interchange | Interchange | 0.75 | 13,600,000 | 3,400,000 | 0 | 17,000,000 |
| McClain | 29571(06) | SH-74: At I-35, 2.76 miles south of Cleveland County Line (ROW for 29571(04)) | Right of Way | N/A | 0 | 53,000 | 0 | 53,000 |
| McClain | 29571(07) | SH-74: At I-35, 2.76 miles south of Cleveland County Line (UT for 29571(04)) | Utilities | N/A | 42,400 | 10,600 | 0 | 53,000 |
| Oklahoma | 09032(06) | I-35: Over the I-240 JCT. (Phase II) - Reconstruct Interchange | Interchange | 0.5 | 10,600,000 | 10,600,000 | 0 | 21,200,000 |
| Oklahoma | 09033(28) | I-44: Westbound to Northbound Ramps at I-44/I-235 Interchange (Segment 3A) | Grade, Drain, Bridge & Surface | 0.35 | 8,321,000 | 8,321,000 | 0 | 16,642,000 |
| Oklahoma | 24356(04) | SH-66: From 4.0 miles east of I-35, extend east approx. 1.08 miles | Grade, Drain & Surface | 1.29 | 5,342,400 | 1,335,600 | 0 | 6,678,000 |
| Oklahoma | 29843(04) | I-35: Over Waterloo Rd at the Logan County Line | Interchange | 0.05 | 18,213,980 | 18,213,980 | 5,141,509 | 41,569,469 |

HIGHWAY ELEMENT

ODOT PROJECTS FFY 2025 (Cont.)

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | OTHER SHARE | TOTAL |
|----------------------------|-----------|--|--------------|--------|-------------------|-------------------|------------------|--------------------|
| Oklahoma | 29846(05) | I-40: EB & WB over Sunnyslane 1.9 miles east of I-35 (ROW for 29846(04)) | Right of Way | N/A | 436,000 | 109,000 | 0 | 545,000 |
| Oklahoma | 29846(06) | I-40: EB & WB over Sunnyslane 1.9 miles east of I-35 (UT for 29846(04)) | Utilities | N/A | 436,000 | 109,000 | 0 | 545,000 |
| Oklahoma | 30637(07) | I-44: Over the UPRR, 0.7 miles north of I-40 (ROW for 30637(04)) | Right of Way | N/A | 84,800 | 21,200 | 0 | 106,000 |
| Oklahoma | 30637(08) | I-44: Over the UPRR, 0.7 miles north of I-40 (UT for 30637(04)) | Utilities | N/A | 84,800 | 21,200 | 0 | 106,000 |
| Oklahoma | 33774(05) | I-35: From SH-66, extend north 5.28 miles to the Logan County Line (ROW for 33774(04)) | Right of Way | N/A | 424,000 | 106,000 | 0 | 530,000 |
| Oklahoma | 33774(06) | I-35: From SH-66, extend north 5.28 miles to the Logan County Line (UT for 33774(04)) | Utilities | N/A | 424,000 | 106,000 | 0 | 530,000 |
| FFY 2025 ODOT TOTAL | | | | | 80,548,180 | 65,205,780 | 5,141,509 | 150,895,469 |

STREET ELEMENT

LOCAL GOVERNMENT PROJECTS FFY 2026

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|--|---|------------------|----------------|-------------------------|-------------------------|-----------------------|-------------------|
| Norman | James Garner Avenue from Acres Street to Duffy Street | 100 | 0.86 | STBG-UZA 80%/20% | 4,833,828 | 1,208,457 | 6,042,285 |
| Midwest City | Repaving of SE 15th St from Midwest Blvd to Douglas Blvd | 87 | 1.0 | STBG-UZA 80%/20% | 3,392,000 | 848,000 | 4,240,000 |
| Moore | SW 19th and Broadway Intersection Widening and Re-Alignment | 38 | 0.25 | STBG-UZA 80%/20% | 3,704,030 | 926,008 | 4,630,038 |
| Midwest City | SE 29th Street, from Douglas Boulevard to Westminster Road | 89 | 2.0 | STBG-UZA 80%/20% | 3,392,000 | 848,000 | 4,240,000 |
| Norman | 36th Avenue NW Widening (Phase 1) | 101 | 1.0 | STBG-UZA 80%/20% | 6,952,674 | 1,738,169 | 8,690,843 |
| Norman | 36th Avenue NW at Tecumseh Road | 102 | N/A | STBG-UZA 80%/20% | 1,486,790 | 371,698 | 1,858,488 |
| Norman | Video Detection Upgrades (Phase 3) | 96 | N/A | STBG-UZA 100% Safety | 666,539 | 0 | 666,539 |
| Moore | Telephone Rd Vehicle Detection Upgrades from NW 5th St to SW 34th St | 32 | 2.5 | STBG-UZA 100% Safety | 740,490 | 0 | 740,490 |
| Norman | 36th Ave NW at Bart Conner Drive Signalization | 22 | N/A | STBG-UZA 100% Safety | 547,788 | 0 | 547,788 |
| STBG-UZA TOTAL | | | | | 25,716,139 | 5,940,331 | 31,656,470 |
| ACOG MPO Line Item | Transportation Alternatives FFY 2024 MPO Apportionments | TBD | N/A | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP TOTAL | | | | | 1,400,000 | 350,000 | 1,750,000 |
| ACOG MPO Line Item | ACOG Air Quality Programs: Public Fleet Conversion Grants, Air Quality Micro Grants | TBD | N/A | CMAQ 80%/20% | 950,000 | 237,500 | 1,187,500 |
| ACOG MPO Line Item | Carbon Reduction Program FFY 2026 MPO Apportionments (includes apportionments for Oklahoma City and Norman urban areas) | TBD | N/A | CRP 80%/20% | 3,721,574 | 930,393 | 4,651,967 |
| CMAQ & CRP TOTAL | | | | | 4,671,574 | 1,167,893 | 5,839,467 |
| FFY 2026 LOCAL GOVERNMENT TOTAL | | | | | 24,510,302 | 6,780,297 | 31,290,599 |

*Project has been overmatched by sponsor.

Note: Projects listed in the table above are NOT locked for funding. Projects will have to be resubmitted during the next STBG-UZA Call for Projects on September 1, 2023.

HIGHWAY ELEMENT

ODOT PROJECTS FFY 2026

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | OTHER SHARE | TOTAL |
|----------------------------|-----------|--|--------------------------------|--------|-------------------|-------------------|------------------|--------------------|
| Cleveland | 20997(10) | US-77: From 7.4 miles north of SH-39, north 3.25 miles to McGuire Rd in Noble | Grade, Drain, Bridge & Surface | 3.3 | 7,575,500 | 7,575,500 | 0 | 15,151,000 |
| Cleveland | 29106(05) | I-35: At Indian Hills Rd, 7.39 miles north to McClain County Line | Interchange | 0.5 | 7,500,085 | 7,500,085 | 4,999,830 | 20,000,000 |
| Cleveland | 30391(04) | I-44: From just south of 89th St, north to 0.5 mile north of 89th St in Oklahoma City | Grade, Drain & Surface | 0.8 | 5,668,000 | 1,417,000 | 0 | 7,085,000 |
| Grady | 20302(07) | SH-39: From east side of east Winter Creek, extend east 2.79 miles to SH 76 in McClain County | Grade, Drain & Surface | 2.8 | 5,110,710 | 1,277,678 | 0 | 6,388,388 |
| McClain | 31058(04) | SH-24: Begin 3.0 miles west of JCT SH-74, extend north 3.05 miles | Grade, Drain, Bridge & Surface | 3.0 | 629,424 | 157,356 | 0 | 786,780 |
| McClain | 34252(05) | SH-76: From north fork of Walnut Creek, north approx. 4.5 miles to SH-130 in Newcastle (ROW for 34252(04)) | Right of Way | N/A | 0 | 1,250,000 | 0 | 1,250,000 |
| McClain | 34252(06) | SH-76: From north fork of Walnut Creek, north approx. 4.5 miles to SH-130 in Newcastle (UT for 34252(04)) | Utilities | N/A | 400,000 | 100,000 | 0 | 500,000 |
| Oklahoma | 24356(08) | SH-66: From 5.57 miles east of I-35 (Division St). Extend east approx. 1 mile through Arcadia (For ROW JP 24356(07)) | Right of Way | N/A | 460,000 | 40,000 | 0 | 500,000 |
| Oklahoma | 28951(04) | I-40: EB & WB bridges over I-44 5.3 miles east of the Canadian County Line ("K" Interchange). | Bridge & Approaches | 0.1 | 20,710,000 | 19,838,000 | 0 | 40,548,000 |
| Oklahoma | 29143(07) | I-40: Scott St over EB & WB I-40 1.1 miles east of I-35 (ROW for 29143(04)) | Right of Way | N/A | 87,200 | 21,800 | 0 | 109,000 |
| Oklahoma | 29143(08) | I-40: Scott St over EB & WB I-40 1.1 miles east of I-35 (UT for 29143(04)) | Utilities | N/A | 87,200 | 21,800 | 0 | 109,000 |
| Oklahoma | 29852(04) | I-40: EB & WB bridges over Portland Ave 5.0 miles east of the Canadian County Line | Grade, Drain, Bridge & Surface | 1.0 | 2,500,000 | 7,500,000 | 0 | 10,000,000 |
| Oklahoma | 32425(05) | I-35: Frontage Road Modifications from Memorial Rd to SH-66 | Grade, Drain, Bridge & Surface | 3.3 | 2,500,000 | 7,500,000 | 0 | 10,000,000 |
| Oklahoma | 33354(05) | I-44/SH-74/SH-66 Interchange, Operational Improvements (ROW for 33354(04)) | Right of Way | N/A | 87,200 | 21,800 | 0 | 109,000 |
| Oklahoma | 33354(06) | I-44/SH-74/SH-66 Interchange, Operational Improvements (UT for 33354(04)) | Utilities | N/A | 87,200 | 21,800 | 0 | 109,000 |
| FFY 2026 ODOT TOTAL | | | | | 53,402,519 | 54,242,818 | 4,999,830 | 112,645,168 |

STREET ELEMENT

LOCAL GOVERNMENT PROJECTS FFY 2027

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|------------------------|--|------------------|----------------|----------------------|-------------------------|-----------------------|-------------------|
| Choctaw | 15th and Hiwassee - Reconstruction of Drainage Structure | 57 | N/A | STBG-UZA 80%/20% | 2,243,220 | 560,805 | 2,804,025 |
| Norman | Constitution Street Improvements between Jenkins Avenue and Classen Boulevard | 98 | 1.0 | STBG-UZA 80%/20% | 3,154,480 | 788,620 | 3,943,100 |
| Guthrie | SW 19th Street Multimodal Redesign and Reconstruction Project | 36 | 1.0 | STBG-UZA 80%/20% | 2,633,196 | 658,299 | 3,291,495 |
| MWC | Resurfacing of Post Road; Reno Avenue to NE 10th Street | 86 | 1.0 | STBG-UZA 80%/20% | 671,440 | 167,860 | 839,300 |
| Moore | S Telephone Rd Widening, from SW 19th St to SW 34th Street | 34 | 1.0 | STBG-UZA 80%/20% | 6,160,680 | 1,540,170 | 7,700,850 |
| Yukon | Roadway Improvements along Garth Brooks Boulevard from NW 10th Street to Health Center Parkway | 72 | | STBG-UZA 80%/20% | 1,874,800 | 468,700 | 2,343,500 |
| Yukon | Roadway Improvements along Garth Brooks Boulevard from I-40 to Vandament Avenue | 69 | | STBG-UZA 75%/25% | 1,866,080 | 466,520 | 2,332,600 |
| OKC | NW Expressway Bike & Pedestrian Project | 48 | 2.0 | STBG-UZA 80%/20% | 2,520,186 | 630,046 | 3,150,232 |
| Tuttle | Timber Bridge Replacement | 41 | N/A | STBG-UZA 80%/20% | 619,289 | 154,822 | 774,111 |
| Bethany | NW 23rd Street and Rockwell Avenue Traffic Signal with Mill and Inlay | 67 | N/A | STBG-UZA 80%/20% | 1,369,040 | 342,260 | 1,711,300 |
| Bethany | NW 36th Street and Rockwell Avenue Traffic Signal with Mill and Inlay | 68 | N/A | STBG-UZA 80%/20% | 1,294,920 | 323,730 | 1,618,650 |
| Yukon | Roadway Improvements along Garth Brooks Boulevard from I-40 to Health Center Parkway | 71 | | STBG-UZA 80%/20% | 1,482,400 | 370,600 | 1,853,000 |
| Norman | 36th Ave NW at Cascade Blvd Signalization | 23 | N/A | STBG-UZA 100% Safety | 545,920 | 0 | 545,920 |
| STBG-UZA TOTALS | | | | | 26,435,650 | 6,472,433 | 32,908,083 |

*Project has been overmatched by sponsor. Projects listed in the table above are NOT locked for funding. Projects will have to be resubmitted during the next STBG-UZA Call for Projects.

STREET ELEMENT

LOCAL GOVERNMENT PROJECTS FFY 2027 (Cont.)

| PROJECT SPONSOR | PROJECT DESCRIPTION | TIP ID/JP NUMBER | LENGTH (MILES) | FUNDING SOURCE | ESTIMATED FEDERAL SHARE | ESTIMATED LOCAL SHARE | TOTAL |
|--|---|------------------|----------------|----------------|-------------------------|-----------------------|-------------------|
| ACOG MPO Line Item | Transportation Alternatives FFY 2027 MPO Apportionments | TBD | N/A | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP TOTAL | | | | | 1,400,000 | 350,000 | 1,750,000 |
| ACOG MPO Line Item | ACOG Air Quality Programs: Public Fleet Conversion Grants, Air Quality Micro Grants | TBD | N/A | CMAQ 80%/20% | 950,000 | 237,500 | 1,187,500 |
| CMAQ TOTAL | | | | | 950,000 | 237,500 | 1,187,500 |
| FFY 2027 LOCAL GOVERNMENT TOTAL | | | | | 25,047,103 | 8,601,128 | 33,648,231 |

HIGHWAY ELEMENT

ODOT PROJECTS FFY 2027

| COUNTY | JP NUMBER | PROJECT DESCRIPTION | WORK TYPE | LENGTH | FEDERAL SHARE | STATE SHARE | OTHER SHARE | TOTAL |
|----------------------------|-----------|--|--------------------------------|--------|-------------------|-------------------|-------------|--------------------|
| Cleveland | 20997(19) | US-77: From east end of Canadian River Bridge, north 1.0 miles to 0.25 miles south of Moffatt Rd (north of Lexington), includes JCT of SH-39 | Grade, Drain & Surface | 1.1 | 3,488,000 | 872,000 | 0 | 4,360,000 |
| Cleveland | 24112(07) | SH-39: From 7.0 miles east of US-77, east 3.56 miles | Widen, Resurface & Bridge | 3.6 | 5,398,585 | 5,398,585 | 0 | 10,797,170 |
| Cleveland | 33815(04) | SH-9: Over Bishop Creek, 0.8 miles west of US-77 | Bridge & Approaches | 0.1 | 200,000 | 50,000 | 0 | 250,000 |
| Logan | 30503(04) | SH-74: In Crescent from Adams St, extend south 0.5 miles | Pavement Rehab. | 0.5 | 847,321 | 211,830 | 0 | 1,059,151 |
| McClain | 32802(04) | I-35: Interchange Modification at SH-74W, in Purcell | Interchange | 1.0 | 12,500,000 | 12,500,000 | 0 | 25,000,000 |
| Oklahoma | 09032(07) | I-35 at the I-240 JCT (Phase III) - Reconstruct Interchange. (SMC 90/10) | Interchange | 0.5 | 10,000,000 | 10,000,000 | 0 | 20,000,000 |
| Oklahoma | 24356(09) | SH-66: From 5.57 miles east of I-35 (Division St). Extend east approx. 1 mile through Arcadia (For UT JP 24356(07)) | Utilities | N/A | 80,000 | 20,000 | 0 | 100,000 |
| Oklahoma | 26422(05) | I-40: From Mile Marker 171 east to Mile Marker 173 | Grade, Drain & Surface | 1.9 | 16,263,772 | 16,263,772 | 0 | 32,527,544 |
| Oklahoma | 28992(04) | I-40: At Douglas Blvd 6.5 miles east of I-35 | Interchange | 0.1 | 12,800,000 | 19,200,000 | 0 | 32,000,000 |
| Oklahoma | 32425(08) | I-35: Frontage Road Modifications from Memorial Rd to SH-66 (Roadway Portion) | Grade, Drain, Bridge & Surface | 3.3 | 5,000,000 | 5,000,000 | 0 | 10,000,000 |
| Oklahoma | 35193(05) | I-40: EB & WB over SE 29th St in Midwest City (ROW for 35193(04)) | Right of Way | N/A | 200,000 | 50,000 | 0 | 250,000 |
| Oklahoma | 35193(06) | I-40: EB & WB over SE 29th St in Midwest City (UT for 35193(04)) | Utilities | N/A | 200,000 | 50,000 | 0 | 250,000 |
| FFY 2025 ODOT TOTAL | | | | | 66,977,678 | 69,616,187 | 0 | 136,593,865 |

TRANSIT ELEMENT

This chapter includes information on the capital, operating and planning costs proposed for public transportation within the ACOG MPO area during this TIP time frame. As discussed in Chapter 2, these services are operated by the Central Oklahoma Transportation and Parking Authority (COTPA) as EMBARK, the City of Norman, the City of Edmond as Citylink, various non-profit organizations, and two rural public transportation agencies. Citylink is not a direct recipient of federal formula funds but receives federal funds as a subrecipient to COTPA.

Detailed project and cost information is provided in this chapter for each TIP year for the above-listed public transportation operators. This document includes a line item for vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens.

URBANIZED AREA PROGRAM

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

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 (FTA) and matched with 20 percent local funds. COTPA, the City of Norman and Citylink operate accessible bus systems in compliance with the Americans with Disabilities Act (ADA) of 1990. Expenditures associated with the purchase of accessible vehicles or equipment to comply with the ADA are eligible for funding at an increased federal share of 85 percent.

The Section 5307 Urbanized Area Program funds are apportioned by a statutory formula to Census-designated urbanized areas based on population, population density, and various transportation data. In the ACOG MPO area, both COTPA and the City of Norman are direct recipients of FTA funds for the Oklahoma City and Norman UZAs, respectively.

Below are the primary FTA funding programs:

- Urbanized Area Formula Program (Sec. 5307) - Includes eligible activities under the former Job Access and Reverse Commute Program
- Passenger Ferry Grant Discretionary Program (Sec. 5307(h))
- Capital Investment Grants Program (Sec. 5309)
- Enhanced Mobility of Seniors & Individuals with Disabilities (Sec. 5310) - Includes eligible activities under the former New Freedom Program
- Rural Area Formula Program (Sec. 5311)
- State of Good Repair (Sec. 5337)
- Bus and Bus Facilities Formula Program (Sec. 5339)

TRANSIT ELEMENT

CENTRAL OKLAHOMA TRANSPORTATION & PARKING AUTHORITY (COPTA) FFY 2024

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--|------------------------------|-------------------|------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | | |
| A. | Preventive Maintenance (EMBARK) | FTA 5307 (80/20) | 7,200,000 | 1,800,000 | 9,000,000 |
| B. | South May Campus Improvements | FTA 5307 (80/20) | 1,175,000 | 293,750 | 1,468,750 |
| C. | Safety Project (.75%) | FTA 5307 (80/20) | 188,161 | 47,040 | 235,201 |
| D. | Service Vehicle Replacement | FTA 5307 (80/20) | 73,600 | 18,400 | 92,000 |
| E. | Equipment Replacement | FTA 5307 (80/20) | 16,000 | 4,000 | 20,000 |
| F. | Security Project (1%) | FTA 5307 (80/20) | 80,000 | 20,000 | 100,000 |
| G. | Bus and Bus Facilities Enhancement-Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 80,000 | 20,000 | 100,000 |
| H. | Technology Infrastructure | FTA 5307 (80/20) | 356,736 | 89,184 | 445,920 |
| I. | Bus Replacement | FTA 5339 (FFY 22 85/15) | 746,518 | 186,629 | 933,147 |
| J. | City of Edmond Bus and Bus Facilities | FTA 5339 (FFY 22 80/20) | 62,400 | 15,600 | 78,000 |
| K. | Ferryboat Formula Program | FHWA FBP 1121 (FFY 22 80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | | 10,078,414 | 2,519,604 | 12,598,018 |
| II. NON-CAPITAL | | (Fed./Local Share) | | | |
| A. | ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 712,000 | 178,000 | 890,000 |
| B. | Operations/Maintenance. (Citylink) - City of Edmond - FFY 2022 | FTA 5307 (80/20) | 520,000 | 130,000 | 650,000 |
| SUBTOTAL - OPERATIONS | | | 1,232,000 | 308,000 | 1,540,000 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| A. | Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. | Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | | 900,000 | 225,000 | 1,125,000 |
| FFY 2024 TOTAL | | | 12,210,414 | 3,052,604 | 15,263,018 |

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307. Safety to be .75% of 5307.

Other Section 5307 projects are 80%/20%.

TRANSIT ELEMENT

CENTRAL OKLAHOMA TRANSPORTATION & PARKING AUTHORITY (COPTA) FFY 2025

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--|------------------------------|-------------------|------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | | |
| A. | Preventive Maintenance (EMBARK) | FTA 5307 (80/20) | 7,200,000 | 1,800,000 | 9,000,000 |
| B. | Reno Transfer Station | FTA 5307 (80/20) | 1,760,000 | 440,000 | 2,200,000 |
| C. | Bus and Bus Facilities Enhancement-Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| D. | Security Project (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| E. | Technology Infrastructure, Computer and Software Upgrades | FTA 5307 (80/20) | 800,000 | 200,000 | 1,000,000 |
| F. | City of Edmond Citylink Capital Enhancements | FTA 5307 (80/20) | 162,219 | 40,555 | 202,774 |
| G. | Bus Replacement | FTA 5339 (FFY 23 85/15) | 793,175 | 139,972 | 933,147 |
| H. | City of Edmond Bus and Bus Facilities | FTA 5339 (FFY 23 85/15) | 66,114 | 11,667 | 77,781 |
| I. | Fare collection equipment | FTA 5339 (FFY 23 80/20) | 525,000 | 875,000 | 1,400,000 |
| J. | Ferryboat Formula Program | FHWA FBP 1121 (FFY 23 80/20) | 100,000 | 25,000 | 125,000 |
| K. | Safety Project (.75%) | FTA 5307 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | | 11,678,508 | 3,600,194 | 15,278,702 |
| II. NON-CAPITAL | | (Fed./Local Share) | | | |
| A. | ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 860,000 | 215,000 | 1,075,000 |
| B. | Operations/Maintenance. (Citylink) - City of Edmond - FFY 2023 | FTA 5307 (80/20) | 498,133 | 498,133 | 650,000 |
| SUBTOTAL - OPERATIONS | | | 1,358,133 | 713,133 | 1,725,000 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| A. | Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. | Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | | 900,000 | 225,000 | 1,125,000 |
| FFY 2025 TOTAL | | | 13,936,641 | 4,538,327 | 18,128,702 |

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307. Safety to be .75% of 5307.

Other Section 5307 projects are 80%/20%.

TRANSIT ELEMENT

CENTRAL OKLAHOMA TRANSPORTATION & PARKING AUTHORITY (COPTA) FFY 2026

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--|------------------------------|-------------------|------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | | |
| A. | Preventive Maintenance (EMBARK) | FTA 5307 (80/20) | 7,200,000 | 1,800,000 | 9,000,000 |
| B. | Service Vehicle Replacement | FTA 5307 (80/20) | 66,400 | 16,600 | 83,000 |
| C. | Bus and Bus Facilities Enhancement-Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 90,000 | 22,500 | 112,500 |
| D. | Security Project (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| E. | Technology Infrastructure, Computer and Software Upgrades | FTA 5307 (80/20) | 52,000 | 13,000 | 65,000 |
| F. | COTPA Shop Improvement/Equipment | FTA 5307 (80/20) | 10,000 | 2,500 | 12,500 |
| G. | City of Edmond Citylink Capital Enhancements | FTA 5307 (80/20) | 162,219 | 40,555 | 202,774 |
| H. | Bus Replacement--Citylink Edmond | FTA 5339 (FFY 24 85/15) | 66,114 | 11,667 | 77,781 |
| I. | Ferryboat Formula Program | FHWA FBP 1121 (FFY 24 80/20) | 100,000 | 25,000 | 125,000 |
| J. | Safety Project (.75%) | FTA 5307 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | | 7,932,733 | 1,978,322 | 9,911,055 |
| II. NON-CAPITAL | | (Fed./Local Share) | | | |
| A. | ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 1,000,000 | 250,000 | 1,250,000 |
| B. | Operations/Maintenance (Citylink) - City of Edmond - FFY 2024 | FTA 5307 (80/20) | 500,000 | 500,000 | 1,000,000 |
| SUBTOTAL - OPERATIONS | | | 1,358,133 | 713,133 | 2,071,266 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| A. | Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. | Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | | 800,000 | 200,000 | 1,000,000 |
| FFY 2026 TOTAL | | | 10,232,733 | 2,928,322 | 13,161,055 |

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307. Safety to be .75% of 5307.

Other Section 5307 projects are 80%/20%.

TRANSIT ELEMENT

CENTRAL OKLAHOMA TRANSPORTATION & PARKING AUTHORITY (COPTA) FFY 2027

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--|------------------------------|-------------------|------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | | |
| A. | Preventive Maintenance (EMBARC) | FTA 5307 (80/20) | 7,200,000 | 1,800,000 | 9,000,000 |
| B. | Service Vehicle Replacement | FTA 5307 (80/20) | 40,000 | 10,000 | 50,000 |
| C. | Bus and Bus Facilities Enhancement-Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 102,000 | 25,500 | 127,500 |
| D. | Security Project (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| E. | Technology Infrastructure, Computer and Software Upgrades | FTA 5307 (80/20) | 52,000 | 13,000 | 65,000 |
| F. | COTPA Shop Improvement/Equipment | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| G. | Fare Collection Equipment | FTA 5307 (80/20) | 1,000,000 | 250,000 | 1,250,000 |
| H. | City of Edmond CityLink Capital Enhancements | FTA 5307 (80/20) | 162,219 | 40,555 | 202,774 |
| I. | Bus Replacement--Citylink Edmond | FTA 5339 (FFY 25 85/15) | 66,114 | 11,667 | 77,781 |
| J. | Fare Collection Equipment | FTA 5339 (FFY 25 80/20) | 950,000 | 237,500 | 1,187,500 |
| K. | Ferryboat Formula Program | FHWA FBP 1121 (FFY 25 80/20) | 100,000 | 25,000 | 125,000 |
| L. | Safety Project (.75%) | FTA 5307 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | | 10,058,333 | 2,509,722 | 12,568,055 |
| II. NON-CAPITAL | | (Fed./Local Share) | | | |
| A. | ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 1,000,000 | 250,000 | 1,250,000 |
| B. | Operations/Maintenance. (Citylink) - City of Edmond - FFY 2025 | FTA 5307 (80/20) | 500,000 | 500,000 | 1,000,000 |
| SUBTOTAL - OPERATIONS | | | 1,500,000 | 750,000 | 2,250,000 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| A. | Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. | Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | | 800,000 | 200,000 | 1,000,000 |
| FFY 2027 TOTAL | | | 12,358,333 | 3,459,722 | 15,818,055 |

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307. Safety to be .75% of 5307.

Other Section 5307 projects are 80%/20%.

TRANSIT ELEMENT

THE CITY OF NORMAN FFY 2024

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|---|--------------------|------------------|------------------|------------------|
| I. CAPITAL & OPERATING | | (Fed./Local Share) | | | |
| A. | Preventive Maintenance | FTA 5307 (80/20) | 713,018 | 175,255 | 888,273 |
| B. | ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 238,488 | 59,622 | 298,110 |
| C. | Operating Assistance | FTA 5307 (50/50) | 1,069,528 | 1,069,528 | 2,139,056 |
| D. | Project Administration | FTA 5307 (80/20) | 250,000 | 62,500 | 312,500 |
| SUBTOTAL - CAPITAL & OPERATING | | | 2,271,034 | 1,366,905 | 3,637,939 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| A. | Planning Activities of the UPWP | FTA 5307 (80/20) | 90,000 | 22,500 | 112,500 |
| SUBTOTAL - PLANNING | | | 90,000 | 22,500 | 112,500 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| A. | Security Projects for Public Transportation | FTA 5307 (80/20) | 23,849 | 5,963 | 29,812 |
| SUBTOTAL - SECURITY | | | 23,849 | 5,963 | 29,812 |
| FFY 2024 TOTAL | | | 2,384,883 | 1,395,368 | 3,780,251 |

*Projects will comply with the Americans with Disabilities Act (ADA)

**Projected 5307 grant funding assumes FFY23 funding level - \$2,384,883

TRANSIT ELEMENT

THE CITY OF NORMAN FFY 2025

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|---|--------------------|------------------|------------------|------------------|
| I. CAPITAL & OPERATING | | (Fed./Local Share) | | | |
| A. | Preventive Maintenance | FTA 5307 (80/20) | 713,018 | 175,255 | 888,273 |
| B. | ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 238,488 | 59,622 | 298,110 |
| C. | Operating Assistance | FTA 5307 (50/50) | 1,069,528 | 1,069,528 | 2,139,056 |
| D. | Project Administration | FTA 5307 | 250,000 | 62,500 | 312,500 |
| SUBTOTAL - CAPITAL & OPERATING | | | 2,271,034 | 1,366,905 | 3,637,939 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| A. | Planning Activities of the UPWP | FTA 5307 (80/20) | 90,000 | 22,500 | 112,500 |
| SUBTOTAL - PLANNING | | | 112,500 | 20,875 | 90,000 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| A. | Security Projects for Public Transportation | FTA 5307 (80/20) | 23,609 | 4,463 | 28,072 |
| SUBTOTAL - SECURITY | | | 23,609 | 4,463 | 28,072 |
| FFY 2025 TOTAL | | | 2,360,933 | 1,031,322 | 3,392,255 |

*Projects will comply with the Americans with Disabilities Act (ADA)

**Projected 5307 grant funding assumes FFY23 funding level - \$2,360,933

TRANSIT ELEMENT

THE CITY OF NORMAN FFY 2026

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--|--------------------|------------------|------------------|------------------|
| I. CAPITAL & OPERATING | | (Fed./Local Share) | | | |
| | A. Preventive Maintenance | FTA 5307 (80/20) | 944,373 | 181,352 | 1,125,725 |
| | B. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 236,093 | 44,632 | 280,725 |
| | C. Operating Assistance | FTA 5307 (50/50) | 1,044,358 | 780,000 | 1,824,358 |
| SUBTOTAL - CAPITAL & OPERATING | | | 2,224,824 | 1,005,984 | 3,230,808 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| | A. Planning Activities of the UPWP | FTA 5307 (80/20) | 112,500 | 20,875 | 133,375 |
| SUBTOTAL - PLANNING | | | 112,500 | 20,875 | 133,375 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| | A. Security Projects for Public Transportation | FTA 5307 (80/20) | 23,609 | 4,463 | 28,072 |
| SUBTOTAL - SECURITY | | | 23,609 | 4,463 | 28,072 |
| FFY 2026 TOTAL | | | 2,360,933 | 1,031,322 | 3,392,255 |

*Projects will comply with the Americans with Disabilities Act (ADA)

**Projected 5307 grant funding assumes FFY23 funding level - \$2,360,933

TRANSIT ELEMENT

THE CITY OF NORMAN FFY 2027

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--|--------------------|------------------|------------------|------------------|
| I. CAPITAL & OPERATING | | (Fed./Local Share) | | | |
| | A. Preventive Maintenance | FTA 5307 (80/20) | 944,373 | 181,352 | 1,125,725 |
| | B. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 236,093 | 44,632 | 280,725 |
| | C. Operating Assistance | FTA 5307 (50/50) | 1,044,358 | 780,000 | 1,824,358 |
| SUBTOTAL - CAPITAL & OPERATING | | | 2,224,824 | 1,005,984 | 3,230,808 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| | A. Planning Activities of the UPWP | FTA 5307 (80/20) | 112,500 | 20,875 | 133,375 |
| SUBTOTAL - PLANNING | | | 112,500 | 20,875 | 133,375 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| | A. Security Projects for Public Transportation | FTA 5307 (80/20) | 23,609 | 4,463 | 28,072 |
| SUBTOTAL - SECURITY | | | 23,609 | 4,463 | 28,072 |
| FFY 2027 TOTAL | | | 2,360,933 | 1,031,322 | 3,392,255 |

*Projects will comply with the Americans with Disabilities Act (ADA)

**Projected 5307 grant funding assumes FFY23 funding level - \$2,360,933

ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

The FTA Section 5310 Elderly and Persons with Disabilities Program currently provides capital assistance to organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 85 percent of the cost of accessible vehicles (80 percent for non-accessible vehicles) with the remainder paid for by the requesting organization. Each Section 5310 recipient is also responsible for ongoing maintenance and operation costs once the vehicle has been acquired.

Eligible Section 5310 activities include improvements beyond the requirements of the Americans with Disabilities Act (ADA) – formerly a separate program known as New Freedom. The FAST Act also continued the geographic distribution of funds based on population—large urban, small urban, and rural—rather than the previous single distribution to the state as a whole.

With the passage of HB 1365 on April 25, 2019, the Office of Mobility and Public Transit within the Department of Transportation was created. All FTA program implementations not previously managed by the Department of Transportation were moved to the Office of Mobility and Public Transit from other state agencies and programs. Prior to this change, the Section 5310 program for the Oklahoma City Urbanized Area was administered by the Department of Human Services (DHS). OMPT now administers this funding for the ACOG MPO area, as well as the small urban and rural areas of the state.

An annual grant application to the Federal Transit Administration is submitted in order to utilize the apportioned funds. The amount of Sec. 5310 funding spent within the ACOG MPO area varies each year and is dependent upon the level of requests from local non-profit organizations as well as the total funds apportioned to the urban area.

The following line item is intended to serve as a “placeholder” and will be updated as more information regarding these transit projects becomes available.

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

PUBLIC TRANSPORTATION PROGRAM FOR RURAL AREAS

The Transit Programs Division of ODOT administers the Section 5311, Rural Area Formula Program. The Department is charged with providing an equitable distribution of funds throughout the state for the administration of public transportation services in non-urbanized areas. There are currently 19 agencies providing rural public transportation service within 72 of Oklahoma’s 77 counties.

Section 5311 funds are provided by the 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 FTA assistance.

In the ACOG MPO area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as First Capital Trolley. Delta Public Transit operates partially within the ACOG MPO area. Approximately 25 percent of its total passenger trips occur within the Purcell area at the south end of the ACOG MPO transportation planning area.

The following tables provide the anticipated federal and local expenditures to operate these rural transportation systems over the coming four years.

TRANSIT ELEMENT

SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM

DELTA COMMUNITY ACTION FOUNDATION, INC. DBA DELTA PUBLIC TRANSIT
FFY 2024-2027

| FUNDING SOURCE | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|----------------------------|---------------|----------------|----------------|------------------|
| FFY 2024 ¹ | | | | |
| A. Capital | 85/15 | - | - | - |
| B. Administration | 80/20 | 27,779 | 6,945 | 34,724 |
| C. Operational | 50/50 | 102,091 | | 204,182 |
| D. 5339A | 85/15 | 150,000 | 26,471 | 176,471 |
| SUBTOTAL - FFY 2024 | | 279,870 | 33,415 | 415,376 |
| FFY 2025 ¹ | | | | |
| A. Capital | 85/15 | 0 | 0 | 0 |
| B. Administration | 80/20 | 27,779 | 6,945 | 34,724 |
| C. Operational | 50/50 | 102,091 | 102,091 | 204,182 |
| SUBTOTAL - FFY 2025 | | 129,870 | 109,036 | 238,906 |
| FFY 2026 ¹ | | | | |
| A. Capital | 85/15 | 0 | 0 | 0 |
| B. Administration | 80/20 | 27,779 | 6,945 | 34,724 |
| C. Operational | 50/50 | 102,091 | 102,091 | 204,182 |
| SUBTOTAL - FFY 2026 | | 129,870 | 109,036 | 238,906 |
| FFY 2027 ¹ | | | | |
| A. Capital | 85/15 | 0 | 0 | 0 |
| B. Administration | 80/20 | 27,779 | 6,945 | 34,724 |
| C. Operational | 50/50 | 102,091 | 102,091 | 204,182 |
| SUBTOTAL - FFY 2027 | | 129,870 | 109,036 | 238,906 |
| TOTAL | | 669,480 | 360,523 | 1,132,094 |

Note 1: All Section 5311 category amounts for FY-24 through FY-27 are estimated, based on FY-2021 allocations. Delta's Section 5339(b) are estimated, based on FY 2020 allocations (not annual grant)

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

TRANSIT ELEMENT

SECTION 5311 NON-URBANIZED AREA FORMULA PROGRAM

LOGAN HISTORICAL SOCIETY, INC. DBA FIRST CAPITAL TROLLEY
FFY 2024-2027

| FUNDING SOURCE | PERCENT MATCH | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|----------------------------|---------------|------------------|------------------|------------------|
| FFY 2024 ¹ | | | | |
| A. Capital | 85/15 | 0 | 0 | 0 |
| B. Administration | 80/20 | 280,965 | 70,241 | 351,206 |
| C. Operational | 50/50 | 516,825 | 516,825 | 1,033,650 |
| D. 5339(a) | 85/15 | 377,072 | 49,488 | 426,560 |
| E. 5339(b) | 85/1523 | 393,465 | 83,775 | 477,240 |
| SUBTOTAL - FFY 2024 | | 1,568,327 | 636,554 | 1,811,416 |
| FFY 2025 ¹ | | | | |
| A. Capital | 85/15 | 0 | 0 | 0 |
| B. Administration | 80/20 | 280,965 | 70,241 | 351,206 |
| C. Operational | 50/50 | 516,825 | 516,825 | 1,033,650 |
| SUBTOTAL - FFY 2025 | | 797,790 | 587,066 | 1,384,856 |
| FFY 2026 ¹ | | | | |
| A. Capital | 85/15 | 0 | 0 | 0 |
| B. Administration | 80/20 | 280,965 | 70,241 | 351,206 |
| C. Operational | 50/50 | 516,825 | 516,825 | 1,033,650 |
| SUBTOTAL - FFY 2026 | | 797,790 | 587,066 | 1,384,856 |
| FFY 2027 ¹ | | | | |
| A. Capital | 85/15 | 0 | 0 | 0 |
| B. Administration | 80/20 | 280,965 | 70,241 | 351,206 |
| C. Operational | 50/50 | 516,825 | 516,825 | 1,033,650 |
| SUBTOTAL - FFY 2027 | | 797,790 | 587,066 | 1,384,856 |
| TOTAL | | 3,961,697 | 2,397,753 | 5,965,985 |

Note 1: All Section 5311 category amounts for FY-24 through FY-27 are estimated, based on FY-2021 allocations. Delta's Section 5339(a) & 5339(b) are estimated, based on FY 2020 allocations (not annual grant)

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

AIRPORT ELEMENT

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

The airport improvements included in this chapter were obtained from the Oklahoma City Department of Airports, the University of Oklahoma Architectural and Engineering Services (for Max Westheimer Airport), and the Towns of Goldsby, Guthrie, and Purcell. Each of the following airport improvements is listed by airport, and includes the proposed year of implementation, proposed federal, state, 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 10.5 percent to 95 percent, depending on the project eligibility and other funding sources. 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 ACOG MPO area airports represents a total expenditure of approximately \$30 million over the TIP period. Of this total, approximately \$26 million will be requested from the Federal Aviation Administration and the remaining \$4 million will be provided through local and state funds.

AIRPORT ELEMENT

WILL ROGERS WORLD AIRPORT FFY 2024-2027

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | ADDITIONAL AIP | OTHER | TOTAL |
|----------------------------|--|------------------|------------------|------------------|-------------------|----------|-------------------|
| 2024 | Rehabilitate Runway 17R/35L Pavement and Lighting (Design and Construct) | AIP/OCAT 90%/10% | 4,925,000 | 1,381,181 | 7,505,632 | | 13,811,813 |
| SUBTOTAL - FFY 2024 | | | 4,925,000 | 1,381,181 | 7,505,632 | 0 | 13,811,813 |
| 2025 | Rehabilitate Taxiways E, N, H Connectors and Shoulders | AIP/OCAT 90%/10% | 4,925,000 | 1,018,124 | 4,238,116 | | 10,181,240 |
| SUBTOTAL - FFY 2025 | | | 4,925,000 | 1,018,124 | 4,238,116 | 0 | 10,181,240 |
| 2026 | No projects planned. | | 0 | 0 | 0 | | 0 |
| SUBTOTAL - FFY 2026 | | | 0 | 0 | 0 | 0 | 0 |
| 2027 | No projects planned. | | 0 | 0 | 0 | | 0 |
| SUBTOTAL - FFY 2027 | | | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | | 9,850,000 | 2,399,305 | 11,743,748 | 0 | 23,993,053 |

AIP - Airport Improvement Program
OCAT - Oklahoma City Airport Trust

AIRPORT ELEMENT

WILEY POST AIRPORT FFY 2024-2027

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | ADDITIONAL AIP | OTHER | TOTAL |
|----------------------------|--|----------------|----------------|------------------|----------------|---------------|------------------|
| 2024 | Taxiway B Pavement Rehabilitation and (OCAT funded Drainage) | | 150,000 | 1,042,500 | 765,000 | 42,500 | 2,000,000 |
| | Perimeter Fencing (West) | | | 500,000 | | | 500,000 |
| SUBTOTAL - FFY 2024 | | | 150,000 | 1,542,500 | 765,000 | 42,500 | 2,500,000 |
| 2025 | Rehabilitate Terminal Apron Pavement | | 150,000 | | | 7,500 | 157,500 |
| SUBTOTAL - FFY 2025 | | | 150,000 | 0 | 0 | 7,500 | 157,500 |
| 2026 | No projects planned. | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2026 | | | 0 | 0 | 0 | 0 | 0 |
| 2027 | No projects planned. | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2027 | | | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | | 300,000 | 1,542,500 | 765,000 | 50,000 | 2,657,500 |

AIRPORT ELEMENT

CLARENCE E. PAGE AIRPORT FFY 2024-2027

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | ADDITIONAL AIP | OTHER | TOTAL |
|----------------------------|---|----------------|----------------|----------------|------------------|----------------|------------------|
| 2024 | Rehabilitate Taxiway A Pavement with LED Lighting - Design and Construction | | 450,000 | 100,000 | 1,350,000 | 100,000 | 2,000,000 |
| SUBTOTAL - FFY 2024 | | | 450,000 | 100,000 | 1,350,000 | 100,000 | 2,000,000 |
| 2025 | No projects planned. | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2025 | | | 0 | 0 | 0 | 0 | 0 |
| 2026 | No projects planned. | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2026 | | | 0 | 0 | 0 | 0 | 0 |
| 2027 | No projects planned. | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2027 | | | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | | 450,000 | 100,000 | 1,350,000 | 100,000 | 2,000,000 |

AIRPORT ELEMENT

DAVID J. PERRY AIRPORT FFY 2024-2027

| FFY | PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | ADDITIONAL AIP | OTHER | TOTAL |
|----------------------------|----------------------------|----------------|----------------|---------------|----------------|----------|----------------|
| 2024 | Reconstruct Terminal Apron | AIP - 90% | 499,650 | 49,965 | 0 | 0 | 549,615 |
| SUBTOTAL - FFY 2024 | | | 499,650 | 49,965 | 0 | 0 | 549,615 |
| 2025 | Rollover funds to FY 2026 | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2025 | | | 0 | 0 | 0 | 0 | 0 |
| 2026 | Rollover funds to FY 2027 | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2026 | | | 0 | 0 | 0 | 0 | 0 |
| 2027 | Rollover funds to FY 2028 | | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL - FFY 2027 | | | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | | 499,650 | 49,965 | 0 | 0 | 549,615 |

AIP - Airport Improvement Program

PERFORMANCE MANAGEMENT

INTRODUCTION

PERFORMANCE MEASURES

The Infrastructure Investment and Jobs Act (IIJA) and its predecessors, Fixing America's Surface Transportation Act (FAST Act) and Moving Ahead for Progress in the 21st Century (MAP-21), require that state DOTs, MPOs, and transit agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance-based approach to transportation planning and programming is intended to ensure the most efficient use of transportation funds, facilitate improved investment decision-making, and increase accountability and transparency.

ACOG must demonstrate that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR § 450.326). The national goal areas are as follows:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

As the designated MPO for the region, ACOG is required to set targets for each of these performance measure areas. A target is defined as “a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA)” (23 CFR § 490.101). ACOG must set these targets no more than 180 days after ODOT sets their targets and can establish these targets by either: (1) agreeing to plan and program projects so that they contribute toward the accomplishment of ODOT’s targets for the performance measures; or (2) committing to a quantifiable target for the performance measures, as stipulated by the FHWA.

SAFETY PERFORMANCE MEASURES

MEASURES AND TARGETS

The Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register* in March of 2016. This rule requires ACOG to analyze, set, and report on the following safety-related performance measures:

- Number of Fatalities
- Number of Serious Injuries
- Number of Nonmotorized Fatalities and Serious Injuries
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Rate of Serious Injuries per 100 million VMT

As the state DOT, ODOT is required to set annual targets for each safety measure. ACOG, in turn, has the option to support ODOT’s targets or set their own. The five federally mandated

2023 Safety Performance Measure targets for ODOT and ACOG are presented in the table below.

SAFETY PERFORMANCE MEASURES AND TARGETS (2023) *

ODOT & ACOG

| SAFETY PERFORMANCE MEASURES | ODOT | ACOG |
|---|-------|------|
| Number of Fatalities | 684 | 125 |
| Number of Serious Injuries | 2,070 | 624 |
| Fatality Rate per 100 million VMT | 1.59 | 0.94 |
| Serious Injury Rate per 100 million VMT | 4.79 | 4.71 |
| Total number of non-motorized Fatalities and non-motorized serious injuries | 293 | 90 |

*Targets are based on 5-year rolling averages.

Safety Performance Measure targets are reanalyzed and adopted annually.

BASELINE CONDITIONS

ACOG established baseline numbers and subsequent targets using a five-year rolling average on all public roads for each performance measure. The 2023 target is based on the 2017-2021 rolling average. The baseline Performance Measures for ACOG and ODOT are listed in the table below.

SAFETY BASELINE CONDITIONS

ODOT & ACOG

| SAFETY PERFORMANCE MEASURES | ODOT | ACOG |
|---|-------|------|
| Number of Fatalities | 681 | 139 |
| Number of Serious Injuries | 2,462 | 572 |
| Fatality Rate per 100 million VMT | 1.42 | 1.04 |
| Serious Injury Rate per 100 million VMT | 5.29 | 4.29 |
| Total number of non-motorized Fatalities and non-motorized serious injuries | 251 | 101 |

NON-SAFETY PERFORMANCE MEASURES

MEASURES AND TARGETS

The Second Performance Management Measures Final Rule called for the establishment of measures regarding pavement (both Interstate and Non-Interstate) and NHS-carrying bridge conditions. Six performance measures were established to identify trends and assess progress towards maintaining a good state of repair on the Interstate and Non-Interstate National Highway System (NHS). The specific pavement and bridge condition measures are as follows:

- Pavement Condition
 - % of Interstate System Pavement in Good Condition
 - % of Interstate System Pavement in Poor Condition

- % of Non-Interstate NHS Pavement in Good Condition
- % of Non-Interstate NHS Pavement in Poor Condition
- Bridge Condition
 - % of NHS Bridges Classified in Good Condition
 - % of NHS Bridges Classified in Poor Condition

As these targets are set every four years, the targets shown below are for 2023. While some ACOG targets regarding good bridge and pavement condition may fall below ODOT's targets, it is understood that the current performance of roadways is the desired state of good repair. This means that maintaining the current level of service is preferable.

PAVEMENT & BRIDGE CONDITION TARGETS (2023)

ODOT & ACOG

| PERFORMANCE MEASURES | | ODOT 2-YEAR TARGET | ODOT 4-YEAR TARGET | ACOG |
|----------------------|--|--------------------|--------------------|-----------------------|
| Pavement Condition | % of Interstate Pavements in Good Condition | 59% | 56% | Support ODOT's Target |
| | % of Interstate System Pavement in Poor Condition | 3% | 4% | Support ODOT's Target |
| | % of Non-Interstate NHS Pavement in Good Condition | 41% | 40% | Support ODOT's Target |
| | % of Non-Interstate NHS Pavement in Poor Condition | 5% | 6% | Support ODOT's Target |
| Bridge Condition | % of NHS Bridges Classified in Good Condition | 43% | 40% | Support ODOT's Target |
| | % of NHS Bridges Classified in Poor Condition | 3% | 5% | Support ODOT's Target |

The Third Performance Management Final Rule calls for MPOs to establish targets regarding the performance, reliability, and efficiency of the transportation system. These System Performance targets consist of the following three measures:

- System Performance
 - Interstate Travel Time Reliability
 - Non-Interstate Travel Time Reliability
 - Truck Travel Time Reliability

SYSTEM PERFORMANCE TARGETS (2023)

ODOT & ACOG

| PERFORMANCE MEASURES | | ODOT 2-YEAR TARGET | ODOT 4-YEAR TARGET | ACOG |
|----------------------|--|--------------------|--------------------|-----------------------|
| System Performance | % of Interstate NHS with Reliable Travel Times | 90% | 90% | Support ODOT's Target |
| | % of Non-Interstate NHS with Reliable Travel Times | 90% | 90% | Support ODOT's Target |
| | Truck Travel Time Reliability | 1.33 | 1.33 | Support ODOT's Target |

These targets are established every four years with the opportunity for revision every two years. ACOG has the option to adopt the statewide targets, set their own, or a combination of the two. ACOG set their own targets on August 31, 2023, approximately six months after ODOT set their own. The table above displays ODOT’s and ACOG’s target for each measure.

NON-SAFETY BASELINE CONDITIONS

Pavement condition in the ACOG MPO area was identified in conjunction with ODOT by looking at historical trends, anticipated funding levels, and pavement data collected by ODOT to forecast a ten-year timeframe. “Good” conditions are expected to stay stable, while “Poor” conditions are expected to worsen.

Bridge condition was also identified in conjunction with ODOT by using National Bridge Inventory (NBI) condition ratings for Deck, Superstructure, Substructure, and Culvert. The lowest rating for each of these categories determines whether a bridge is classified as “Good” or “Poor”.

Travel Time Reliability (TTR) and Truck Travel Time Reliability (TTTR) were calculated using data from the National Performance Management Research Data Set (NPMRDS). TTR measures are calculated as a ratio of near worst-case travel time (80th percentile) to the normal travel time (50th percentile) over 365 days in the year for each road segment. A segment with a ratio of more than 1.50 is unreliable. The TTTR measure is calculated as a ratio of the near worse-case travel time (95th percentile) to the normal travel time (50th percentile). An index of more than 1.5 is unreliable. The table below displays baseline values for all non-safety performance measures.

NON-SAFETY BASELINE CONDITIONS

| NON-SAFETY PERFORMANCE MEASURE | BASELINE MEASURES |
|--|-------------------|
| % of Interstate Pavements in Good Condition | 68.7% |
| % of Interstate System Pavement in Poor Condition | 1.1% |
| % of Non-Interstate NHS Pavement in Good Condition | 43.4% |
| % of Non-Interstate NHS Pavement in Poor Condition | 2.7% |
| % of NHS Bridges Classified in Good Condition | 48.2% |
| % of NHS Bridges Classified in Poor Condition | 0.8% |
| % of Interstate NHS with Reliable Travel Times | 94.8% |
| % of Non-Interstate NHS with Reliable Travel Times | 97.5% |
| Truck Travel Time Reliability | 1.24 |

TRANSIT PERFORMANCE MEASURES

Transit providers that receive Federal Transit Authority (FTA) funding are also required to incorporate performance management into their planning and programming process. This requires the creation of a Transit Asset management (TAM) Plan and State of Good Repair (SGR) Performance Targets. The TAM Plan establishes a strategic and systematic process of maintaining, operating, and improving public capital assets effectively through their entire cycle. The State of Good Repair Performance Targets allow for transit agencies to gauge their progress over time. There are two transit operators within the ACOG MPO TMA that are required to either support, or create, their own TAM plans and SGR targets.

The Central Oklahoma Transportation and Parking Authority (COTPA) updated their TAM Plan, which includes SGR Performance Targets, in October 2022. The City of Norman was included in the FY 2020 update of the State’s Group TAM Plan completed by ODOT’s Office of Mobility and Public Transit. The SGR targets for each operator are listed below.

| TARGET | COTPA | NORMAN |
|--|--|---|
| Equipment | | |
| Percent of non-revenue service vehicles that exceed the useful life benchmark (ULB) | N/A - does not have any non-revenue vehicles more than \$50,000 | 60% of non-revenue minivans, 66.7% of maintenance vehicles, 66.7% of sport utility vehicles, 100% of vans, 100% of cutaway vehicles, and 0% of automobiles will have met or exceeded their ULB |
| Rolling Stock | | |
| Percent of revenue vehicles (by type) that exceed the ULB | 0% of fixed-route heavy duty transit buses will have met or exceeded their ULB | 31.7% of buses, 46.9% of cutaway vehicles, 17.4% of minivans, 54.5% of over-the-road buses, 73.7% of sport utility vehicles, 10.5% of vans, and 100% of automobiles will have met or exceeded their ULB |
| | 0% of paratransit buses will have met or exceeded their ULB | |
| | 0% of streetcar vehicles will have met or exceeded their ULB | |
| Facilities | | |
| The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale | 0% of facilities will have a condition rating below 3.0 on the TERM scale | 13.6% of administrative and maintenance facilities and 0% of passenger and parking facilities rated below condition 3 on the TERM scale |
| | 0% of ferryboat vessels will have a condition rating below 3.0 based on licensed Marine Surveyor inspections | |
| | 0% of electrification facilities (TPSS) will have a condition rating below 4.0 | |
| Infrastructure | | |
| The percentage of track segments (by mode) that have performance restrictions. | 0% of track segments will have performance restrictions by class | N/A |

Through the ACOG STBG-UZA program, transit agencies can compete for the procurement of transit vehicles, exclusive lanes for transit/HOV, park-and-ride lots, signal preemption for transit/HOV, and bus shelters. All of these items will aid in the achievement of the transit performance measures.

COTPA was awarded approximately \$834,963 in STBG-UZA funding in FFY 2024 and \$856,756 in FFY 2025 for EMBARK fleet expansion and replacement projects. The City of Norman Transit System was awarded STBG-UZA funding (approximately \$1,016,875) for bus replacement projects as well. This is expected to have a positive effect on the transit performance targets as this will lower the overall percentage of their fleet that exceeds the ULB.

PERFORMANCE MEASURES IN THE TIP

The TIP, as well as the ACOG MTP, *Encompass 2045*, are required to address the region's established performance measures, as well as describe how the projects programmed contribute to achieving said performance measures. Projects in the TIP are directly linked to the implementation of performance-based planning and programming (PBPP) as many of the performance measures are utilized when selecting projects to be included in the TIP. Including PBPP in the project selection process allows ACOG to aid regional transportation stakeholders in the establishment of a short-range TIP that implements *Encompass 2045's* long-range goals and objectives while adhering to and linking investment priorities to national goals.

As one goal of *Encompass 2045* is to reduce fatalities and injuries in the ACOG MPO area, ACOG strongly considers safety to be a factor in the project selection scoring process. The projects in the TIP are tied to the Safety Performance Measures as points are given to projects in areas that address regional safety concerns. The Surface Transportation Block Grant for the Oklahoma City Urbanized Area (STBG-UZA) sets aside 10 percent of overall funding for standalone safety projects. These projects are believed to directly address safety issues within the region and are 100 percent federally funded. Projects directly addressing safety that have been/can be funded include:

- Traffic lights and control signalization (new, upgrades, left turn signal phase, timing or interconnect)
- Signing and pavement markings
- Pedestrian controls/crosswalks
- Roundabouts
- Guardrails
- Safety rest areas
- Emergency vehicle/transit signal pre-emption

ACOG believes that the region can achieve the national goal of significantly reducing traffic fatalities and serious injuries on all public roads by encouraging projects that will directly address safety concerns to be included in the TIP.

Non-Safety Performance Measures are also involved in the STBG-UZA project selection scoring process as projects addressing pavement and bridge condition are awarded additional points. Likewise, Travel Time Reliability is a factor when determining congested areas in the region; therefore, projects addressing regionally congested areas are awarded points. To learn more about how performance measures are utilized in the project scoring process, please see ACOG's STBG-UZA Project Scoring Criteria Dashboard at www.acogok.org/stbg-cfp-dashboard.

TRANSPORTATION PLANNING SERVICES



Association of Central Oklahoma Governments

4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | acogok.org

ADOPTING RESOLUTION

JOINT RESOLUTION BETWEEN THE ACOG METROPOLITAN PLANNING ORGANIZATION (MPO) AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION

A RESOLUTION TO ADOPT THE FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE ACOG MPO:

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 ACOG MPO Transportation Management Area is carried out by the MPO through a Memorandum of Understanding with the Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority and Norman Transit; 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 title 23 U.S.C.; and

WHEREAS, a Transportation Improvement Program for the ACOG MPO, containing multimodal transportation projects expected to be carried out in the period FFY 2024 through FFY 2027, 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 ACOG MPO Policy Committee of the Association of Central Oklahoma Governments, and the Oklahoma Department of Transportation, hereby adopt the FFY 2024-2027 Transportation Improvement Program for the ACOG MPO Area.

September 28, 2023

Date

12/06/2023

Date

Handwritten signature of Kelly Weeney in black ink.

Metropolitan Planning Organization

Handwritten signature of Dan Sullivan in black ink.

Oklahoma Department of Transportation

MPO SELF-CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Oklahoma Department of Transportation (ODOT) and the ACOG Metropolitan Planning Organization hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(e) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Association of Central Oklahoma
Governments

Signature

Mark W. Sweeney, AICP
Printed Name

Executive Director
Title

September 28, 2023
Date

Oklahoma Department of Transportation

Signature

Dawn Sullivan
Printed Name

Deputy Director
Title

12/06/2023
Date



APPENDIX A:

AUTHORIZATION FOR ODOT TO ACT AS GOVERNOR'S DESIGNEE



J. Kevin Stitt
Office of the Governor
State of Oklahoma

June 10, 2019

Brandy Hendrickson
Deputy Administrator
Federal Highway Administration
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

RE: STATE OF OKLAHOMA TRANSPORTATION IMPROVEMENT PROGRAMS

Dear Ms. Hendrickson:

This correspondence is regarding the Transportation Improvement Programs for the State of Oklahoma as referenced in and required by Title, 23 Section 450 of the Code of Federal Regulations.

In accordance with 23 C.F.R. 450.326, paragraph (a), please be advised that I delegate the authority to approve all Transportation Improvement Programs in Oklahoma and designate the Director of the Oklahoma Department of Transportation to execute the required approval on my behalf.

Should you have questions regarding this signature delegation, or if you require additional information feel free to contact my office.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Stitt".

J. Kevin Stitt
Governor