



*association of central oklahoma governments*

Chair Eddie Reed  
Midwest City Mayor

Vice-Chair Mark Sharpton  
Logan County Commissioner

Secretary/Treasurer Willa Johnson  
Oklahoma City Councilmember

Executive Director  
Zach D. Taylor

## MEMORANDUM

**DATE:** December 1, 2005

**TO:** Intermodal Transportation Technical Committee (ITTC)

**FROM:** Douglas Rex, Assistant to the Executive Director/Program Coordinator  
Transportation Planning & Data Services (TPDS)

**SUBJECT:** Meeting Notice

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The Intermodal Transportation Technical Committee will hold a regular meeting on

**THURSDAY, DECEMBER 8, 2005, AT 10:00 A.M.**

in the ACOG Conference Room, 21 East Main Street, Suite 100, Oklahoma City, Oklahoma.

## AGENDA

- I. CALL TO ORDER ([ATTACHMENT I](#))
- II. APPROVAL OF THE NOVEMBER 10, 2005 MINUTES ([ATTACHMENT II](#))
- III. ACTION ITEMS:
  - A. Consider recommending that the ITPC amend the FFY 2006 element of the FFY 2006-2008 OCARTS Area TIP by separating the project at SW 4<sup>th</sup> and Classen into separate projects for traffic signal installation (using 100% STP-UZA Safety funds) and intersection modification (using 80% STP-UZA funds), as requested by the City of Moore, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP). ([ATTACHMENT III-A](#))

- B. Consider recommending that the ITPC amend the FFY 2006 Transit Element of the FFY 2006-2008 OCARTS Area TIP by adding the Oklahoma River water taxi transportation system, as requested by Oklahoma City and COTPA, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP). ([ATTACHMENT III-B](#))
  - C. Consider recommending that the ITPC approve the revised list of projects to achieve the region's transportation emission reduction strategy identified by the EAC Clean Air Action Plan. ([ATTACHMENT III-C](#))
- IV. ITEMS FOR INFORMATION ONLY:
- A. ODOT Calendar to Accomplish Local Government Project Lettings in FFY 2006 ([ATTACHMENT IV-A](#))
  - B. Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA) ([ATTACHMENT IV-B](#))
- V. NEW BUSINESS
- VI. ADJOURN

**January ITTC Meeting: 10:00 a.m. Thursday, January 12, 2006**  
**Special ITTC Meeting: 1:00 p.m. Thursday, January 12, 2006**  
**Deadline for January ITTC Agenda Items: 4:00 p.m. Thursday, December 29, 2005**

**INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE  
MEMBERSHIP LIST  
DECEMBER 1, 2005**

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
BETHANY	No Designee	Steve Katen Assistant City Engineer
	Clyde Treat City Engineer	Vacant
BLANCHARD	Bill Edwards City Manager	Vacant
CHOCTAW	Robert Floyd City Manager	Vacant
	Bernard Nauheimer Public Works Director	Vacant
COLE	Tom Marcum City/County Engineer	Russell Price Trustee
	Lynn McCaskill City/County Planner	Marty Lell Trustee
DEL CITY	William G. Graham Public Works Director	Melvin Ferrell Street/Park Division Supervisor
	No Designee	Melvin Ferrell Street/Park Division Supervisor
EDMOND	Steve Manek Director of Engineering	Harry Fenton, Project Engineer
		Steve Lawrence, Civil Engineer
		Charlie Lee, Asst. Traffic Planner
	Thomas Minnick Traffic Planner	Harry Fenton, Project Engineer
		Steve Lawrence, Civil Engineer
Charlie Lee, Asst. Traffic Planner		
FOREST PARK	No Designee	Vacant
GOLDSBY	Ronny Nelson Maintenance Supervisor	Vacant
GUTHRIE	Tenny Maker Street Superintendent	James Hanke Planning & Code Administrator
	Rene Spineto City Planner	James Hanke Planning & Code Administrator
HARRAH	No Designee	Vacant
	Bill C. Knox Special Projects Officer	Vacant
JONES CITY	No Designee	Vacant
	No Designee	Vacant
LEXINGTON	No Designee	Vacant

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
LUTHER	No Designee	Vacant
MIDWEST CITY	John Derek Jackson City Engineer	Jackie D'Amico Engr. Project Manager
	Guy Henson Assistant City Manager	Ron Green Current Planning Manager
MOORE	Elizabeth Jones Comm. Dev. Director	Stephen Eddy City Manager
	Stan Drake Assistant City Manager	Stephen Eddy City Manager
MUSTANG	Melissa Helsel City Planner	Vacant
	Jim Turner Director of Community Development	Vacant
NEWCASTLE	Nick Nazar Assistant City Manager	Vacant
NICHOLS HILLS	Charles Hooper Public Works Director	Carl Gray Public Works Deputy Director
NICOMA PARK	Jim Pumphrey Councilmember	Robert Pittman Councilmember
		Robert Pittman Councilmember
NOBLE	Bob Wade City Manager	Vacant
NORMAN	Patrick Copeland Development Services Div. Manager	Richard Massie, Dir.-Plan/Comm Dev
		Jimmy Berry, Dir.-Public Works
		Wayne Stenis, Senior Planner
	Angelo Lombardo Traffic Engineer	Richard Massie, Dir.-Plan/Comm Dev
		Jimmy Berry, Dir.-Public Works
Wayne Stenis, Senior Planner		
OKLAHOMA CITY	Paul Brum Public Works Director	Dan Boland, Senior Civil Engineer
		Stuart Chai, Senior Civil Engineer
	John Dugan Planning Director	Bob Mier, Principal Planner
		Mike Deming, Senior Planner
Lanc Gross, Senior Planner		
PIEDMONT	Clark Williams Community Development Director	Vacant
	No Designee	Vacant
SLAUGHTERVILLE	Marsha Blair Town Administrator	Gerald Kruschek Trustee
	No Designee	Gerald Kruschek Trustee

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
SPENCER	Jeff Pearson Public Works Director	Marsha Jefferson Mayor
	Nicole Mukes City Manager	Frank Calvin Planning Commission Chairman
TUTTLE	T. J. Chester Public Works Director	Mary Lou Fry Payroll Clerk
	Jerry A. Taylor City Manager	Mary Lou Fry Payroll Clerk
THE VILLAGE	Bruce Stone City Manager	Vacant
WARR ACRES	Leslie Owens Councilmember	Vacant
	No Designee	Vacant
YUKON	Tim Rundel Community Enhancement Director	Vacant
	James Crosby City Manager	Mike Elder Community Development Coordinator
CANADIAN CO.	Phil Carson County Commissioner – District #1	Don Young County Commissioner – District #2
	Grant Hedrick, Jr. County Commissioner – District #3	Don Young County Commissioner – District #2
CLEVELAND CO.	No Designee	Vacant
LOGAN CO.	Mark Sharpton Commissioner	Mary Murphey Administrative Assistant
OKLAHOMA CO.	Ray Reaves County Engineer	Gerald Wright, Superintendent-Dist. 3
		Linda Simpson, Chief Deputy–Dist. 1
		Dale Frey, Zoning/Projects Monitor
	Tyler Gammon Planning Director	Gerald Wright, Superintendent-Dist. 3
		Linda Simpson, Chief Deputy–Dist. 1
Ruth K. Walters, County Planner		
ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG)	No Designee	Douglas Rex Asst. to the Exec. Dir./Prog Coordinator
		Holly Massie Special Programs Officer
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Rick Cain Administrator	Diponker Mukherjee, Planner II-Serv Devl
		Marty Dickens, Assistant Planner
	Larry Hopper Manager of Serv. Dev.	Diponker Mukherjee, Planner II-Serv Devl
		Marty Dickens, Assistant Planner
OKLAHOMA CITY DEPT. OF AIRPORTS	Don G. Jones Facility Planner	John Goodwin Unit Manager IV
	No Designee	John Goodwin Unit Manager IV

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) – Planning & Research Division	Roger Saunders Transportation Manager Planning & Research Division	Dawn Borelli Transp. Manager, Planning & Research
		Jay Adams Planning & Research Asst Div Mgr
OKLAHOMA DEPT. OF TRANSPORTATION – Transit Programs Division	Kenneth LaRue Division Manager	Randy Hogan Transportation Specialist
OKLAHOMA DEPT. OF ENVIRONMENTAL QUALITY (ODEQ)	Scott Thomas Program Director	Leon Ashford, Sr. Environmental Specialist
OKLAHOMA AERONAUTICS COMMISSION	Victor N. Bird Director	Erin Wright Special Projects Coordinator

### **NON-VOTING MEMBERS AND ALTERNATES**

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
AREAWIDE AGING AGENCY	Don Hudman Executive Director	Vacant
CAPITOL-MEDICAL ZONING COMMISSION	Denise Martin Program Administrator	Vacant
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) Local Government Division	Allan Wylie Engineer Manager	Gordon Johnson Division Engineer
OKLAHOMA RAILROAD ASSOCIATION	John P. Kyle Executive Director	Vacant
OK TURNPIKE AUTHORITY (OTA)	Gary Brown Dir. of Information Technology	Robert Burton Division Engineer
OKLAHOMA TRUCKING ASSOCIATION	Dan Case Executive Director	Nanci Davis Safety Regulation Specialist
TINKER AIR FORCE BASE	Bill Dalke Community Planner	John (Mark) Harbaugh Civil Engineer
TRIBAL GOVERNMENTS	No Designee	Vacant
U.S. BUREAU OF INDIAN AFFAIRS (BIA)	Michael Southern Acting Transp. Branch Chief	Robert Rodenberger Highway Engineer
U.S. DOT - FEDERAL AVIATION ADMINISTRATION (FAA) / Mike Monroney- Aeronautical Center	Edward N. Agnew Manager AR/OK Airports Devlpmt. Office	Dana Moffatt Real Estate Manager Office of Facility Mgmt.
U.S. DOT - FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner-OK Division	Vacant
U.S. DOT - FEDERAL TRANSIT ADMINISTRATION (FTA)	Pearlie Tiggs Community Planner	Peggy Crist, Director Planning & Program Devlpmt.

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE  
 MINUTES OF THE MEETING  
 NOVEMBER 10, 2005

A regular meeting of the Intermodal Transportation Technical Committee (ITTC) convened on November 10, 2005 in the Board Room of the Association of Central Oklahoma Governments (ACOG), 21 East Main Street, Suite 100, Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG office at least twenty-four (24) hours prior to the meeting.

PRESIDING

CITY/AGENCY

Douglas Rex, Chairman

ACOG-Transportation Planning & Data Services (TPDS)

ITTC MEMBERS AND/OR ALTERNATES PRESENT

Robert Floyd	Choctaw
Bernard Nauheimer	Choctaw
William G. Graham	Del City
Harry Fenton	Edmond
Ronny Nelson	Goldsby
Bill Knox	Harrah
John Derek Jackson	Midwest City
Elizabeth Jones	Moore
Carl Gray	Nichols Hills
Angelo Lombardo	Norman
Stuart Chai	Oklahoma City
Lanc Gross	Oklahoma City
Clark Williams	Piedmont
Marsha Blair	Slaughterville
Jerry Taylor	Tuttle
Leslie Owens	Warr Acres
Tim Rundel	Yukon
Mike Elder	Yukon
Phil Carson	Canadian County
Mark Sharpton	Logan County
Mary Murphey (Alternate)	Logan County
Larry Hopper	Central Oklahoma Transp and Parking Authority
Jay Adams	Oklahoma Dept of Transp- Planning & Research Div
Kenneth LaRue	Oklahoma Dept of Transp-Transit Programs Div

NON-VOTING MEMBERS PRESENT

CITY/AGENCY

Allan Wylie	ODOT-Local Government Div
Gordon Johnson (Alternate)	ODOT-Local Government Div

GUESTS

Erik Brandt, Comprehensive Planner  
Paul Matthews, Executive Director

ACOG STAFF

Holly Massie  
John Sharp  
Andrea Weckmueller-Behringer  
Melissa Baldwin  
Randy Entz  
Darla Hugaboom  
Lisa Kehoe  
Beverly Garner

ENTITIES ABSENT

Bethany  
Blanchard  
Cole  
Forest Park  
Guthrie  
Jones City  
Lexington  
Luther  
Mustang  
Newcastle  
Nicoma Park  
Noble  
Spencer  
The Village  
Cleveland County  
Oklahoma County  
Oklahoma City Dept. of Airports  
Oklahoma Dept. of Environmental Quality  
Oklahoma Aeronautics Commission

CITY/AGENCY

Oklahoma County  
Oklahoma Highway Users Federation

POSITION

Special Programs Officer, TPDS  
Program Coordinator, TPDS  
Associate Planner, TPDS  
Associate Planner, TPDS  
Associate Planner, TPDS  
Associate Planner, TPDS  
Associate Planner, TPDS  
Administrative Assistant, TPDS

NON-VOTING MEMBERS ABSENT

Areawide Aging Agency  
Capitol-Medical Zoning Commission  
Oklahoma Railroad Association  
Oklahoma Turnpike Authority  
Oklahoma Trucking Association  
Tinker Air Force Base  
Tribal Governments  
U.S. Bureau of Indian Affairs  
U.S. DOT - Federal Aviation Administration  
U.S. DOT - Federal Highway Administration  
U.S. DOT - Federal Transit Administration

I. CALL TO ORDER

Chairman Rex called the meeting to order at 10:05 a.m. He introduced himself and entertained introductions around the room, noting that there was a quorum.

II. APPROVAL OF THE OCTOBER 13, 2005 MINUTES

Stuart Chai moved to approve the October 13, 2005 minutes. Harry Fenton seconded the motion. The motion carried unanimously.

III. ACTION ITEMS:

A. Consider recommending that the ITPC approve the proposed 2006 ITTC meeting schedule.

There being no discussion, Bill Graham moved to recommend that the ITPC approve the proposed 2006 ITTC meeting schedule. Stuart Chai seconded the motion. The motion carried unanimously.

B. Set date and time for special meeting of the ITTC to review and rank STP-UZA projects proposed for inclusion in the FFY 2007-2010 OCARTS Area TIP.

Holly Massie said that on November 1, ACOG sent out the forms and information necessary for submitting projects for the next Transportation Improvement Program. She said that part of the process is to present the requested STP-UZA projects and their scores to the Committee in a special meeting so the Committee can develop STP-UZA funding recommendations for the TIP period (FFY 2007-2010). Ms. Massie said that meeting would need to occur sometime in the second week of January and asked the Committee for its recommendation. She commented that the regular ITTC meeting would be on January 12 at 10:00 a.m. and suggested one option would be to hold the special meeting at 1:00 p.m. on that same date.

Tim Rundel moved to hold the special ITTC meeting at 1:00 p.m. Thursday, January 12. Bernard Nauheimer seconded the motion. The motion carried.

Chairman Rex said that before going on to the next agenda item, he wished to bring to the Committee's attention an email that was sent to the Committee members yesterday. He said the email contained an Excel workbook that staff had created to aid in the calculation of project scores for this year's submittal. He noted that the workbook is set up for the eight different project categories that are eligible for STP-UZA funding. He then demonstrated how each sheet was designed to be user friendly. Mr. Rex emphasized that this is only a compliment to the STP-UZA Evaluation Criteria; this is not intended to replace it. Each project sponsor is still responsible for providing ACOG with all the appropriate documentation that was used to arrive at the project scoring; such as, the list of accidents, traffic counts, etc. He said if the Committee members find any problems with the workbook to please let him know and an update would be sent out.

- C. Consider recommending ITPC approval of the FY 2007 UPWP subcommittee and recommended meeting schedule, subject to adjustment by subcommittee as needed.

Douglas Rex highlighted the information as detailed in the agenda memorandum. He listed the entities and agencies that traditionally have been involved in this process, but said if any other entities were interested in participating in these meetings, they were welcome to attend. They would just need to let ACOG staff know so the appropriate information could be sent to them for the meetings listed in the agenda.

Larry Hopper moved to recommend ITPC approval of the FY 2007 UPWP subcommittee and recommended meeting schedule, subject to adjustment by the subcommittee as needed. William Graham seconded the motion.

Mark Sharpton asked what this subcommittee does. Mr. Rex said it sets the priorities in the Unified Planning Work Program for the upcoming year. He said if there is anything in particular that the members would like to see included in the UPWP, then the subcommittee would be interested in hearing that.

There being no further discussion, the motion carried unanimously.

#### IV. ITEMS FOR INFORMATION ONLY:

- A. FHWA Workshop in Oklahoma City on Roundabout Design

Andrea Weckmueller-Behringer highlighted the information as detailed in the agenda memorandum. She said the workshop enrollment is on a first-come, first-served basis. Mr. Rex said there appears to be a re-birth of interest in roundabouts and encouraged the Committee members to attend.

There was no discussion. This item was for information only.

- B. Conclusion of Ozone (O<sub>3</sub>) Season; Preparation for Carbon Monoxide (CO) Season

Douglas Rex said there are six monitoring stations throughout the OCARTS region that measure ozone, and he showed the five highest readings in 2005 that were at or above 0.085 ppm, which were exceedances of the Environmental Protection Agency (EPA) standard, but not a violation. He said in order to violate the standard, the fourth highest reading over a three-year average must be at or above 0.085 ppm. The two highest readings were in Yukon on days when there were low winds from the east about 5 mph. Mr. Rex said we are quick to say that this region gets a lot of transport problems from Dallas, but the Yukon readings were home-grown, which shows that this region has the propensity of violating the standard. Mr. Rex said the fourth highest readings for all stations were below the standard, which is good news for our region.

Larry Hopper asked if the Yukon station reported a high reading, but all the other stations were below the standard, could all the stations be averaged together in order to not exceed the standard? Mr. Rex said no, it would be a violation of the standard if

just one monitoring location had a three-year average of the fourth highest reading at or above 0.085 ppm.

Mr. Sharpton asked why ozone was only a summertime problem. Mr. Rex said that in order for ozone to develop at a critical level, there must be warm temperatures and low winds in combination with the precursors of ozone, such as hydrocarbons from automobiles.

Phil Carson said that the Yukon site sits very near I-40, and with the winds from the east, the I-40 fumes are carried toward the station. Mr. Rex also said that the site is not very far from the Morgan Road interchange.

Mr. Sharpton said that Kansas City weather stations provide information on pollen, mold, and latex, and wondered if latex was part of this? Mr. Rex said he was unfamiliar with the latex problem.

Paul Matthews asked who decides the sites for the monitoring stations. Mr. Rex said his understanding was that it was EPA in coordination with the Oklahoma Department of Environmental Quality (ODEQ).

Larry Hopper asked about pollution from the Dallas area. Mr. Rex said there are monitoring locations throughout the state, including temporary ones located near the Red River that measure transport from Dallas. There are two in particular—Burneyville and Terral—where readings on average are higher than in any other part of the state. EPA recognizes transport as a significant problem.

There was no further discussion. This item was for information only.

C. Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA)

Holly Massie said there will be a discussion following this meeting regarding the status of the STP-UZA projects authorized in FFY 2005 and those included in FFY 2006 and 2007 of the current TIP.

There was no discussion. This item was for information only.

V. NEW BUSINESS

Chairman Rex asked if there was any new business to bring forth to the Committee. No new business was presented.

VI. ADJOURN

There being no further business, Tim Rundel moved to adjourn. Derek Jackson seconded the motion. The motion carried unanimously. The meeting adjourned at 10:31 a.m.

# ACOG

## Association of Central Oklahoma Governments

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

### MEMORANDUM

**DATE:** December 1, 2005

**TO:** Intermodal Transportation Technical Committee

**FROM:** Holly Massie, Special Programs Officer

**SUBJECT:** Request for Amendment to the FFY 2006-2008 OCARTS Area Transportation Improvement Program by the City of Moore

#### INFORMATION:

The City of Moore has requested that the FFY 2006 element of the FFY 2006-2008 OCARTS Area Transportation Improvement Program (TIP) be amended by separating its SW 4th and Classen project into two projects as follows:

- Traffic Signals – Estimated Fed. Share: \$150,000, STP-UZA Safety (100% federal)
- Intersection Modification – Estimated Fed. Share: \$280,000, STP-UZA (80% federal)

As described in the attached letter from the City, the above improvements were originally programmed as a single project, which is included in the FFY 2006 element of the current TIP, at an 80 percent federal share. On October 17, 2005, the Moore City Council approved a new programming resolution to modify the original project and reprogram the improvements separately so that the traffic signals might be funded at a 100% federal share.

Also attached are separate updated STP-UZA project rating worksheets for the proposed two SW 4<sup>th</sup> and Classen projects. The intersection modification project score is 20.764, and the signalization project score is 3.678. At the time the FFY 2006-2008 TIP was prepared, successful STP-UZA projects (80% federal) had scores ranging from 32.384 to 22.738. Two lower-scoring projects were also included in the FFY 2006 list in order to plan for all anticipated STP-UZA funds. One of those projects was the SW 4<sup>th</sup> and Classen project, which was scored at 15.060. The FFY 2006 element of the TIP includes only two STP-UZA safety projects (100% federal), both of which were not scored because they involve multiple locations.

The estimated federal share of the two projects combined is \$430,000, which is lower than the original estimate of \$762,504 (federal share) currently included in the TIP. Approval of this amendment will change the total OCARTS area STP-UZA funds reflected in the FFY 2006 element of the TIP from \$15,196,971 to \$14,864,467, keeping the TIP financially constrained.

**ACTION REQUESTED:**

Consider recommending that the ITPC amend the FFY 2006 element of the FFY 2006-2008 OCARTS Area TIP by separating the project at SW 4<sup>th</sup> and Classen into separate projects for traffic signal installation (using 100% STP-UZA Safety funds) and intersection modification (using 80% STP-UZA funds), as requested by the City of Moore, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP).

# CITY of MOORE

301 North Broadway  
Moore, Oklahoma 73160-5130  
Phone (405) 793-5053 • FAX (405) 799-1825

Elizabeth Jones  
Community  
Development Director



November 23, 2005

Association of Central Oklahoma Governments  
Attn: Holly Massie  
21 E Main St Ste 100  
Oklahoma City, OK 73104-2405

RE: S. 4<sup>th</sup> Street and Classen Intersection Modification (Job No. 21534(04))

Dear Holly,

The S. 4<sup>th</sup> Street and Classen Intersection Modification project currently includes both intersection widening and signal light installation, and is included in the FFY 2006 element of the TIP using 80% STP-UZA funds and 20% local match. In an effort to reduce the amount of the local match, the City would like to separate the elements into two separate projects by modifying the original project and reprogramming the improvements separately. The intersection modification will continue to be funded at an 80% federal share with a 20% local match; however, all costs associated with the signal light installation will be a 100% federally-funded safety project.

The City of Moore would like to respectfully request that the FFY 2006 TIP be amended to include the following two projects: signal light installation at S. 4<sup>th</sup> and Classen at an estimated cost of \$150,000 using 100% STP-UZA Safety funds, and intersection modification at S. 4<sup>th</sup> and Classen at a total cost of approximately \$350,000. The intersection modification will utilize 80% STP-UZA funds and 20% local match.

Please contact me with additional questions or concerns at 793-5053.

Respectfully,

Elizabeth Jones  
Community Development Director



<p>If the requested STP-UZA project is a construction project, which of the following steps have been completed? (Check all that apply)</p>	
<input checked="" type="checkbox"/> Plan-in-hand plans submitted to ODOT by entity	<input type="checkbox"/> Right-of-way plans submitted to ODOT (plans & easements) by entity
<input type="checkbox"/> Plan-in-hand held between ODOT & local engineer	<input type="checkbox"/> Right-of-way clearance received from ODOT
<input type="checkbox"/> Preliminary plans submitted to ODOT by entity	<input type="checkbox"/> Final Plans submitted to ODOT by entity
<input type="checkbox"/> Preliminary plans reviewed by ODOT	<input type="checkbox"/> Final plans approved by ODOT
<input type="checkbox"/> Environmental clearance issued by FHWA	
<p>Does the proposed project include any intermodal provisions such as the construction of sidewalks, bicycle paths, etc.?</p> <p style="text-align: center;"><input type="checkbox"/> Yes                      <input checked="" type="checkbox"/> No</p> <p>If yes, please explain:</p>	
<p><b>Complete the section below for projects requesting OTHER categories of federal funds</b></p>	
<p>Have you received some form of written concurrence from ODOT for funding this project?</p> <p style="text-align: center;"><input type="checkbox"/> Yes                      <input type="checkbox"/> No</p> <p style="text-align: center;">(If yes, attach a copy of concurrence)</p>	
<p>Has this project been approved by the Oklahoma Transportation Commission for inclusion in ODOT's 8-Year Construction Work Plan?</p> <p style="text-align: center;"><input type="checkbox"/> Yes                      <input type="checkbox"/> No</p> <p style="text-align: center;">(If yes, complete information below)</p>	
Date of Commission Action:	
Federal Job Number(s):	
State Job Piece Number(s):	
<p>Additional information concerning the status of this project:</p>	

c:\files\projects\tp06-08\tpforms\application.doc

Please attach appropriate Project Rating Worksheet(s) and documentation for projects requesting STP-UZA or STP-UZA Safety funds, in conformance with the adopted *Process and Criteria for Evaluation of STP-UZA Projects* and return to:

Holly Massie at ACOG, 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma 73104-2405  
(405) 234-2264                      Fax: 234-2200

**STP-UZA Project Rating Worksheet**  
**FFY 2006-2008 OCARTS Projects**  
(Please copy as needed)

<b>PROJECT CATEGORY - INTERSECTION/SAFETY IMPROVEMENTS (80% Federal)</b>	
Project Location: <p align="center">SW 4<sup>TH</sup> Street and Classen</p>	
Job Piece No: 21534 (04)	Entity: City of Moore
Estimated Cost: \$231,591	Percent of Total Project Cost: 77%
Proposed TIP Year:	
East/West Street: <u>SW 4<sup>TH</sup></u>	North/South Street: <u>Classen / I-35 Service Road</u>
STP Func. Classification: Minor Arterial	STP Func. Classification: <del>Collector</del> <i>Local</i>
Surface Condition: Fair	Surface Condition: Fair
Current No. of Lanes: 4	Current No. of Lanes: 2
Proposed No. of Lanes: 5	Proposed No. of Lanes: 3
Approach Volume: 17,489	Approach Volume: 7,525
Proposed Signals: 8-Phase	Proposed Signals: 8-Phase
Other:	Other:
For Signalization projects, have warrants been approved by ODOT? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	

\* If a project has multiple aspects such as widening and intersection improvements, the project cost estimate should be itemized by the appropriate categories and a separate rating worksheet completed for each category. The scores from each category will be factored on a percentage basis (e.g. 40% widening, 60% intersection improvement) to allow the project scoring to reflect the blend of the two aspects.

\*\* The limits of an intersection shall be defined as 500 feet from the intersection of the centerlines or 450 feet from the stop bar for each leg of the intersection, whichever is greater. Widening activities within these limits are considered part of the intersection improvement.

- over -

The following spaces should be used to provide a summary of the points received for each evaluation criteria for the above listed project. The *Criteria and Process for Evaluation of STP-UZA Projects* should be used in completing this worksheet.

Supporting documentation, including calculations to arrive at numbers of points, must be attached.

Evaluation Criteria	Description	Criteria Ranking			Actual # Pts.	Wt.	Score (Pts. x Wt.)
		3 Points	< 3 Points	0 Points			
Average Daily Traffic (ADT) (*** See Below)	Minor Arterial/ Collector 17,489	PA 20k+ MA 12k+ C 7k+	ADT/20k x 3 ADT/12k x 3 ADT/7k x 3	N/A	3	2	6.0
Volume/Capacity Ratio (V/C) (Use LOS C Capacities from Rating Guide)	0.77	1.30+	Sliding Scale - Use Formula	<.49	0.99	3	3.117
Accident Severity Rate	3.562	12.0+	Sliding Scale - Use Formula	<3.0	0.216	3	0.647
Air Quality		High	N/A	N/A	3	2	6.0
Surface Condition		N/A	2 - Poor 1 - Fair	Good/Very Good	1	2	2.0
Project Readiness		<b>6 Points</b>	<b>&lt; 6 Points</b>	<b>0 Points</b>	1	3	3.0
		Final Plan Approval + Clearance by ODOT	See Project Rating Guide	No Plan Submittal			
<b>Total Points</b>							20.764

c:\files\projects\tp06-08\tpforms\intersec.doc

\*\*\* For intersection projects, use approach volumes of major legs. If two different functional classifications are involved, use the statistics that demonstrate the strongest need and therefore correspond to the highest rank.

✓

**STP-UZA Project Rating Worksheet**  
**FFY 2006-2008 OCARTS Projects**  
(Please copy as needed)

PROJECT CATEGORY - STP-UZA SAFETY (100% FEDERAL FUNDS)							
Project Location: <p style="text-align: center;">SW 4<sup>TH</sup> Street and Classen</p>							
Description of Safety Project: Signal Improvement (From 2-Phase controller to 8-Phase controller) at SW 4 <sup>TH</sup> Street and Classen intersection and coordination and interconnection with Telephone Road and Broadway intersection signals.							
For signalization projects, have warrants been approved by ODOT? <p style="text-align: center;"><input checked="" type="checkbox"/> Yes      <input type="checkbox"/> No</p>							
Job Piece No: 21534 (04)			Entity: City of Moore				
Estimated Cost: \$116, 665			Percent of Total Project Cost: 33%				
Proposed TIP Year: 2006							
The following spaces should be used to provide a summary of the points received for each evaluation criteria for the above listed project. The <i>Criteria and Process for Evaluation of STP-UZA Projects</i> should be used in completing this worksheet. <b>Supporting documentation, including calculations to arrive at numbers of points, must be attached.</b>							
Evaluation Criteria	Description	Criteria Ranking			Actual # Pts.	Wt.	Score (Pts. x Wt.)
		3 Points	2 Points	1 Points			
STP Functional Classification (SZ Projects Only)*		Principal Arterial	Minor Arterial	Collector		3	
		6 Points	< 6 Points	0 Points			
Project Readiness		Final Plan Approval + Clearance by ODOT or Non-Constr. Project	See Project Rating Guide	No Plan Submittal	1	2	2.0
Safety Improvement Index (SII)						1	1.678
<b>Total Points</b>							<b>3.678</b>

c:\files\projects\tip06-08\tipforms\stpsafety.doc

**\*The Functional Classification evaluation criterion only applies to school zone improvements.**

# ACOG

## Association of Central Oklahoma Governments

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### MEMORANDUM

**DATE:** December 1, 2005

**TO:** Intermodal Transportation Technical Committee

**FROM:** Holly Massie, Special Programs Officer

**SUBJECT:** Request for Amendment to the FFY 2006-2008 OCARTS Area Transportation Improvement Program by the City of Oklahoma City and COTPA

#### INFORMATION:

The City of Oklahoma City and the Central Oklahoma Transportation and Parking Authority (COTPA) have requested an amendment to the Transit Element of the FFY 2006-2008 OCARTS Area Transportation Improvement Program (TIP) to include a water taxi transportation system that will operate on the Oklahoma River between Bricktown/downtown Oklahoma City and Meridian Avenue. The project is described in the attached correspondence and project overview from the Oklahoma City Riverfront Redevelopment Authority, which lists three phases of capital improvements and costs at an overall estimate of \$6.7 million.

Oklahoma City recently received a (nearly) \$1 million Congressional earmark of Ferryboat Discretionary Funds to use toward this project. The Oklahoma Department of Transportation (ODOT) added the water taxi project/discretionary funds to the FFY 2005 element of the previous TIP in September 2005 in order to secure the funding prior to the end of the federal fiscal year. However, it is anticipated that the earmarked funds will be transferred to the Federal Transit Administration, and thus will need to be reflected in the FFY 2006 Transit Element. At this time, the City is seeking additional federal funds for the project, as well as other public-private dollars. The request is to include the entire water taxi transportation system in the TIP at this time, while additional funds are being sought.

The FTA will also be asked to issue a Letter of No Prejudice (LONP) for the project, and inclusion of the project in the TIP and the Statewide Transportation Improvement Program (STIP) is a prerequisite for this. The LONP allows costs to be incurred on a future project using non-federal resources with the understanding that costs incurred after the LONP is issued may be reimbursable as eligible expenses or credit toward local match should the FTA approve the project at a later date.

**ACTION REQUESTED:**

Consider recommending that the ITPC amend the FFY 2006 Transit Element of the FFY 2006-2008 OCARTS Area TIP by adding the Oklahoma River water taxi transportation system, as requested by Oklahoma City and COTPA, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP).

# Oklahoma City Riverfront Redevelopment Authority

A.C.O.G.

NOV 01 2005

By \_\_\_\_\_

Chairman  
Ronald J. Norick

October 31, 2005

Trustees  
Mick Cornett  
Jerry Foshee  
Willa Johnson  
Larry McAtee  
Brian Dougherty  
Don Kaspereit  
Paul W. Dudman  
Kathy L. Williams  
Ann Simank

Ms. Holly Massie  
Association of Central Oklahoma Governments  
21 E. Main Street, Suite 100  
Oklahoma City, OK 73104

**Re: Requesting Item on Intermodal Transportation Technical Committee Agenda to Consider the Water-based Transport System as Amendment to TIP**

Dear Ms. Massie and staff:

General Manager  
James D. Couch

Director of  
Development  
Pat Downes

The City of Oklahoma City and the Oklahoma City Riverfront Redevelopment Authority (OCRRA) are overseeing the development of a Water-based Transport System along an 8-mile stretch of the Oklahoma City River. This system will include the operation of water-transit passenger vehicles, docks at key destinations along the river, related pedestrian access and amenities, links to revised COTPA trolley services on land, and a maintenance facility. Benefits of this system include a cost-effective and environmentally-friendly transit option serving key destinations along the corridor to tourists and local residents, the opportunity to strengthen the image of Oklahoma City public transit, and to support and encourage redevelopment along the riverfront.

Oklahoma City has received a Congressional Funding Earmark in the amount of \$1 million through the FY2005 Congressional Transportation Appropriations process by the Federal Aid Highway Ferry Boat Fund. This initial funding was included in the current Transportation Improvement Program in September 2005 and will be utilized to begin the development of infrastructure for the project. At this time we respectfully request your consideration of the entire Oklahoma City River Water-based Transport System project as an amendment to the TIP as we seek federal funding to provide capital support for project components, and a federal Letter of No Prejudice (LONP) from the Federal Transit Administration (FTA), to protect federally eligible local value and expenditures for future federal funding. Accordingly, your ongoing support for this project is essential to the success of this endeavor.

200 N. Walker • Oklahoma City, OK 73102 • (405) 631-8820 • Fax (405) 634-3675

Please feel free to contact me at (405) 631-8820 should you have any questions regarding the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat Downes', written over a horizontal line.

Pat Downes  
Director of Development, OCRRA

Attachment: Project Overview

## Project Overview

This project would establish a water-based transit system to serve an 8-mile segment of the Oklahoma City River between Meridian and Eastern. The project would consist of acquiring water-based transit vehicles, construction of docks, related pedestrian and ADA access improvements, and a maintenance facility.

Oklahoma City is nearing the non-attainment status on air quality and this project will provide a pollution-reducing transit alternative, as well as provide service during and following the realignment of Interstate 40. This transit system directly supports the City's Riverfront Redevelopment Project, Chesapeake Energy Community Boathouse, Downtown, Bricktown, Fairgrounds, and Stockyards facilities, as well as many future developments such as Dell Incorporated and the Native Indian Cultural Center Museum. The future vision of the river corridor as described in the *North Canadian River Strategic Action and Development Plan* includes the potential for major growth in a variety of land uses that could benefit from this type of system.

Existing projects and linkages the proposed river transit system will positively relate to include the following:

- Use of rubber tire trolley system run by Central Oklahoma Transportation and Parking Authority (COTPA) as a transit link on land;
- Pedestrian connections already included in the Interstate 40 realignment plans between the river and water taxi system on the Bricktown canal;
- Enhance and utilize the recently created trail system along the river;
- An alternative transit mode that parallels and compliments the new Interstate 40 alignment;
- The City and Corp of Engineer's completed MAPS system of public work's projects that already include \$54,000,000 of river-related improvements including trails, three dams, and pedestrian bridges; and provides a
- Connection between key destinations on the river that attract millions of dollars worth of revenue for the City.

Representatives of The Goodman Corporation (TGC), transit consultants under the Oklahoma City Riverfront Redevelopment Authority (OCRRA), working with local stakeholders, have developed data and information to identify the most viable approach toward initiation of water taxi transport services along the Oklahoma River combined with rubber-tire trolleys, to enhance mobility to key activity centers. Analysis has involved the development of existing and future demand related to Downtown, Bricktown, the Fairgrounds, the Stockyards, the Meridian Corridor, and future centers such as the Native American Cultural Museum and Dell Business Park. TGC has developed an operating plan that would utilize the combined Water Taxi/Rubber-tire Trolley system to provide an alternative mode of transportation during peak periods that will have the combined effect of reduced congestion, increased mobility, and the provision of an exciting new amenity for Oklahoma City. Future growth related to proposed land development along the eight-mile river corridor will provide additional

demand during the next 20 years that will increase the viability, utilization, and importance of water taxi transport services.

Local stakeholders and OCRRA have identified the desirability to initiate water taxi services by Summer/Fall 2006. A first phase of capital improvements have been identified relating to dock and landing construction near the Meridian Corridor at the existing parking area along 15<sup>th</sup> Street and the Regatta Park at the existing canal, Water Taxi maintenance facility construction near the May Avenue Dam, automation of the two locks on the river, the acquisition of two ferry boats, and other pedestrian-transit related improvements that will be necessary for initial operations to begin in the Summer/Fall 2006. We have also discussed the potential of engaging Dell Computer and the Native American Cultural Center Museum in a joint venture related to the construction of dock and landing facilities to serve their facilities currently under construction. The estimated costs of these improvements will be approximately \$3.7 million.

The second phase of this project will include dock and landing construction near the Stockyards facility, fairgrounds, Dell facility, and Native American facility, pedestrian-transit related improvements and a third ferry boat. The estimated costs of these improvements will be approximately \$2 million.

The third phase of this project will include four additional dock and landing construction and pedestrian-transit related improvements at Farmer's Market area, Wiley Post Park, Riverfest Place, and Walnut Grove. The estimated costs of these improvements will be approximately \$1 million. The following table reflects the estimated capital cost breakdown for these improvements:

<b>Project Capital Costs and Phasing</b>		
<b>FIRST PHASE</b>		
2 Ferry Boats		\$1,300,000
Meridian Stop		
	Parking Lot Improvements	\$50,000
	Trolley and Water Taxi Stop	\$97,000
	ADA Access and Lighting	\$30,250
	Dock	\$26,800
	Water Taxi Landing	\$83,000
Canal G/Regatta Park Stop		
	Water Taxi Landing	\$83,000
Maintenance Facility/Boat including Haul-Out Equipment		\$963,000
<b>SUB-TOTAL CONSTRUCTION</b>		<b>\$2,633,050</b>
*Contingency (15%)		\$399,915
<b>CONSTRUCTION TOTAL</b>		<b>\$3,032,965</b>
Other Costs		
Construction Management		\$99,178

Design		\$149,222
Administration		\$91,899
Non-Construction Contingency		\$53,683
<b>*OTHER COSTS TOTAL</b>		<b>\$393,982</b>
Lock Automation		\$300,000
<b>Sub-Total</b>		<b>\$3,726,947</b>
<b>SECOND PHASE</b>		
1 Ferry Boat		\$650,000
Stockyards Stop		
	Trolley and Water Taxi Stop	\$47,000
	ADA Access and Lighting	\$39,500
	Dock	\$30,000
	Water Taxi Landing	\$83,000
Fairgrounds Stop		
	Trolley and Water Taxi Stop	\$47,000
	ADA Access and Lighting	\$31,500
	Dock	\$30,000
	Water Taxi Landing	\$83,000
Dell Stop		
	Trolley and Water Taxi Stop	\$47,000
	ADA Access and Lighting	\$25,682
	Dock	\$30,000
	Water Taxi Landing	\$83,000
Permanent Fueling Station		\$50,000
Native American Cultural Center Stop		
	Trolley and Water Taxi Stop	\$47,000
	ADA Access and Lighting	\$37,500
	Dock	\$30,000
	Water Taxi Landing	\$83,000
<b>SUB-TOTAL CONSTRUCTION</b>		<b>\$1,474,182</b>
*Contingency (15%)		\$123,627
<b>CONSTRUCTION TOTAL</b>		<b>\$1,597,809</b>
<b>*Other Costs</b>		
Construction Management		\$309,993
Design		\$46,632
Administration		\$28,719
Non-Construction Contingency		\$16,776
<b>OTHER COSTS TOTAL</b>		<b>\$402,120</b>
<b>Sub-Total</b>		<b>\$1,999,929</b>
<b>THIRD PHASE</b>		
4 Additional Stops at Farmer's Market;		
Wheeler Park; Wiley Post Park;		
Riverfest Place; and Walnut Grove		\$800,000
<b>SUB-TOTAL CONSTRUCTION</b>		<b>\$800,000</b>

Contingency (15%)		\$120,000
<b>CONSTRUCTION TOTAL</b>		<b>\$920,000</b>
<b>Other Costs</b>		
Construction Management		\$30,084
Design		\$45,264
Administration		\$27,876
Non-Construction Contingency		\$16,284
<b>OTHER COSTS TOTAL</b>		<b>\$119,508</b>
<b>Sub-Total</b>		<b>\$1,039,508</b>
<b>GRAND TOTAL</b>		<b>\$6,766,384</b>
*Contingency and other costs only apply to construction and not ferry boat acquisition		

All of these improvements are eligible for Federal funding and therefore should be protected by a FTA-approved LONP prior to the award of construction. In the meantime, the River Trust/City can immediately initiate the preliminary engineering/cost-estimating phase to further refine the costs of these improvements. This phase should take approximately 60 days to complete. Upon completion of this phase, the River Trust/City can determine whether the cost of preparing plans, specifications, and estimates for bid would be better achieved after the LONP takes place, but prior to approval of the letter by FTA.

Oklahoma City has received a Congressional Funding Earmark in the amount of \$1 million through the FY2005 Congressional Transportation Appropriations process. This funding was provided through the Federal Aid Highway Ferry Boat Funding category and may be utilized to support the development of infrastructure as yet to be determined. In addition, the OCRRA selected private operator, Water Taxi, Inc., has also indicated a willingness to provide initial financial support that would be amortized through the length of contract for services.

# ACOG

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### MEMORANDUM

**DATE:** December 1, 2005

**TO:** Intermodal Transportation Technical Committee

**FROM:** Darla Hugaboom, Associate Planner  
Transportation Planning & Data Services

**SUBJECT:** Early Action Compact Update

#### INFORMATION:

In 2002, the Central Oklahoma region notified the Environmental Protection Agency (EPA) of its intent to participate in a new air quality strategy called the 8-Hour Ozone Early Action Compact (EAC). The EAC provides regions like Central Oklahoma, with a tremendous "safety net" in the event that we violate the 8-hour standard. As long as the agreements and milestones in the EAC are met, even if Central Oklahoma were to violate the ozone standard, EPA would defer the effective date of our non-attainment designation. That, in effect, would allow Central Oklahoma to continue with its air quality planning and action program without the economic costs associated with full "dirty air list" status.

In October 2004, the ITPC approved an EAC strategy that would reduce transportation-related emissions by improving traffic flow and reducing congestion throughout the region. The strategy known as the EAC Clean Air Action Plan includes the following components: intersection improvement projects, signal improvements, signal coordination efforts, intelligent transportation techniques, and bicycle and pedestrian projects. Central Oklahoma's plan concentrates on projects that are currently programmed and are expected to be complete by the end of 2005 at the state (STIP), regional (TIP) and/or local (CIP) level. Pursuant to an EPA milestone, the EAC Clean Air Action Plan was submitted to EPA in December 2004 for inclusion in the Oklahoma State Implementation Plan (SIP).

In June 2005 ODEQ submitted a semi-annual progress report to EPA for the Central Oklahoma EAC. The report provided an update on the progress that has been made toward the completion of the transportation emission reduction strategy.

The next EAC milestone is December 31, 2005. On this date, EPA requires that Central Oklahoma's emission reduction strategy be fully implemented. ACOG staff has recognized that several projects of the proposed reduction strategy (i.e. intersection improvements and signal modifications) will not be constructed in time to meet the December 31 deadline. However, in accordance with the memorandum of agreement<sup>1</sup> between ODEQ and ACOG entered into on November 9, 2004, the emission reduction strategy may be modified to compensate for a shortfall in associated emission reductions.

As a result, ACOG staff, in concert with its member entities, are in the process of identifying substitution projects that will achieve the agreed upon emission reductions and still maintain the integrity and spirit of the EAC. The final emission reduction strategy (completed projects and substitutions) will be available at December's ITTC meeting for your review.

Staff will continue to keep the Committee apprised of the progress of the EAC.

**ACTION REQUESTED:**

Consider recommending that the ITPC approve the revised list of projects to achieve the region's transportation emission reduction strategy identified by the EAC Clean Air Action Plan.

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<sup>1</sup> The MOA sets forth the duties and responsibilities for implementation and completion of Emission Reduction Strategies in the OCARTS area.

# ACOG

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### MEMORANDUM

**DATE:** December 1, 2005  
**TO:** Intermodal Transportation Technical Committee  
**FROM:** Holly Massie, Special Programs Officer  
**SUBJECT:** ODOT Calendar to Accomplish Local Government Project Lettings in FFY 2006

#### INFORMATION:

The attached calendar from the Local Government Division of the Oklahoma Department of Transportation (ODOT) establishes a series of dates for accomplishing local government project lettings during FFY 2006.

The calendar is intended to ensure that all city and county officials and staff, project consultants, and ODOT division personnel responsible for plan review and clearances (environmental, right-of-way, utilities and encroachments) are aware of key deadlines that must be met for project lettings during each month of the current federal fiscal year.

Please see the footnote below the table. **For any STP-UZA project to be authorized using this year's FFY 2006 funds, the project must have received right-of-way clearance from ODOT and project sponsors must submit (preliminary) final plans to ODOT by August 31, 2006.** In recent years, inadequate final plans from project engineers have delayed projects from being scheduled for bid letting by ODOT for significant periods of time—sometimes up to a year.

Please make sure that your project consultants are aware of these deadlines.

#### ACTION REQUESTED:

For information only.

**Oklahoma Department of Transportation**  
**Local Government Division Calendar**  
**Federal Fiscal Year 2006**

11/30/05

<b>Fed. Fiscal Year 2006 Letting Month</b>	<b>Final Right-of-Way Clearance Documents to Right-of-way Div.</b>	<b>Right-of-Way Div. Clearance Memo to Local Gov't. Div.</b>	<b>ODOT Approved Final Plans to Local Gov't. Div.</b>	<b>Matching Funds Deposited with ODOT</b>	<b>Bid Opening Date</b>	<b>Award Date/ Commission Meetings</b>
<b>November 2005</b>	June 10, 2005	June 24, 2005	August 12, 2005	October 21, 2005	November 17, 2005	December 6, 2005
<b>December 2005</b>	No Dec Letting	No Dec Letting	No Dec Letting	No Dec Letting	No Dec Letting	No Dec Letting
<b>January 2006</b>	August 12, 2005	August 26, 2005	October 14, 2005	December 16, 2005	January 19, 2006	February 6, 2006
<b>February 2006</b>	September 9, 2005	September 23, 2005	November 11, 2005	January 13, 2006	February 16, 2006	March 6, 2006
<b>March 2006</b>	October 3, 2005	October 14, 2005	December 11, 2005	February 17, 2006	March 16, 2006	April 3, 2006
<b>April 2006</b>	November 11, 2005	November 23, 2005	January 13, 2006	March 17, 2006	April 20, 2006	May 1, 2006
<b>May 2006</b>	December 10, 2005	December 24, 2005	February 10, 2006	April 21, 2006	May 18, 2006	June 5, 2006
<b>June 2006</b>	January 6, 2006	January 20, 2006	March 10, 2006	May 19, 2006	June 15, 2006	July 10, 2006
<b>July 2006</b>	February 10, 2006	February 24, 2006	April 14, 2006	June 16, 2006	July 20, 2006	August 7, 2006
<b>August 2006</b>	March 10, 2006	March 24, 2006	May 12, 2006	July 14, 2006	August 17, 2006	September 5, 2006
<b>September 2006</b>	April 7, 2006	April 21, 2006	June 9, 2006	August 18, 2006	September 21, 2006	October 2, 2006
<b>October 2006</b>	May 12, 2006	May 26, 2006	July 14, 2006	September 22, 2006	October 19, 2006	November 6, 2006

Note: To secure FFY 2006 funding a project MUST have received final Right of Way clearance and had preliminary final plans to ODOT not later than August 31, 2006

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### MEMORANDUM

**DATE:** December 1, 2005  
**TO:** Intermodal Transportation Technical Committee  
**FROM:** Holly Massie, Special Programs Officer  
**SUBJECT:** Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA)

**INFORMATION:**

Attached is information on the status of all OCARTS area Surface Transportation Program Urbanized Area (STP-UZA) projects, as provided by the ODOT Local Government Division on November 30, 2005.

The first table is a status report on the **FFY 2005** projects that were authorized by the Federal Highway Administration (FHWA) prior to September 30, 2005, but have not yet been scheduled for bid letting due to incomplete final plans.

Following the FFY 2005 report, are tables that provide the current status of the **FFY 2006, 2007 and 2008** STP-UZA projects included in the FFY 2006-2008 OCARTS Area Transportation Improvement Program (TIP). Also attached is a list of the unscheduled STP-UZA projects that have been programmed in the past, but are not included in the TIP.

**ACTION REQUESTED:**

None. For information only.



Following the ITTC meeting, there will be a brief discussion of the status of the **unlet FFY 2005** STP-UZA projects and the **FFY 2006** and **FY 2007** STP-UZA projects included in the FFY 2006-2008 OCARTS Area TIP











11/30/2005	*UNSCHEDULED POOL – ACOG URBANIZED AREA STP PROGRAM STATUS (Cont.)												
Sponsor	Job No.	Description	% Fed. Funds	Estimated Fed. Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Clear	R/W Plans	Prelim. Plans	R/W Clear	Final Plans	Bid Opening
Norman	15690(05)	Main – Porter to University RR Crossing	80%	\$200,000									
Norman	15694(04)	Front St – Robinson to Eufaula Grade, Drain & Surface	80%	\$1,450,400	X	X	X	X					
Norman	15890(04)	Jenkins & Brooks Intersect. Mod. & Traffic Signal	80%	\$173,600									
Norman	17068(04)	Lindsey – Jenkins to Classen Widen and Reconstruct	80%	\$1,040,000									
Norman	22089(04)	Main St, Carter Ave to 12 <sup>th</sup> Ave NE Widening	80%	\$1,280,000	X	X	X						
Norman	22160(04)	Rock Creek Rd, Porter Ave to 12 <sup>th</sup> Ave NE Widening and construction	80%	\$2,000,000									
Oklahoma City	13387(04)	Meridian Ave – SW 54th to SW 29th Grade, Drain & Surface	80%	\$196,000	X	X	X						
Oklahoma City	17143(04)	Eastern – I-240 to SW 104th Widen	80%	\$2,400,000									
Oklahoma City	17149(04)	MacArthur – SW 5th to Airport Rd Resurface	80%	\$508,000									
Oklahoma City	19312(05)	S. Meridian, SW 29th to Canadian Riv Widen & Reconstruct to 5 lanes	80%	\$1,230,400			X	X					
Oklahoma City	19761(04)	City Wide, Phase 2 Sign Replacement	100%	\$0			X	X					
Oklahoma City	21130(04)	City Wide – Phase 4 SZ Safety Improvements	100%	\$600,000									
Oklahoma City	21133(04)	City Wide – Phase 5 SZ Safety Improvements	100%	\$600,000									
Oklahoma City	21134(04)	SW 29 <sup>th</sup> , MacArthur to Meridian Widen from 2 to 4 lanes	80%	\$2,160,000									
Oklahoma County	18896(04)	Reno Ave., Westminster-Hiwassee Widening to 4 Lanes	80%	\$2,720,000	X	X	X						
Warr Acres	17827(04)	MacArthur, from NW 36th to NW 50th Reconstruct	80%	\$2,923,200	X	X	X	X	X	X			
Warr Acres	17829(04)	MacArthur, from NW 63rd to Wilshire Reconstruct	80%	\$1,400,000	X	X	X	X					
Yukon	21171(04)	11th St. over North Canadian River Bridge and Approaches	80%	\$956,800			X						

\*Note: These STP-UZA projects are not included in the OCARTS Area TIP.