



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: July 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Holly Massie, Special Programs Officer
Transportation Planning and Data Services (TPDS)

SUBJECT: Meeting Notice

The 2030 OCARTS Plan Citizens Advisory Committee (CAC) will hold a meeting on

MONDAY, JULY 18, 2005 AT 3:00 P.M.

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

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS ([Attachment I](#))
- II. APPROVAL OF MINUTES ([Attachment II](#))
Action Requested: Motion to approve the May 16, 2005 minutes
- III. UPDATE ON COTPA FIXED GUIDEWAY TRANSIT STUDY ([Attachment III](#))
Action Requested: None. For information only.
- IV. RECOMMENDATION ON ADOPTION OF THE PROPOSED 2030 OCARTS PLAN ([Attachment IV](#))
Action Requested: Consider recommending that the ITPC approve the proposed financially constrained 2030 OCARTS Plan, which includes the Alternate IV-B Street and Highway Network and the Intermodal Element Recommendations.

V. FUTURE ROLE OF THE CAC ([Attachment V](#))

Action Requested: None. For information only.

VI. CAC QUESTIONNAIRE ([Attachment VI](#))

Action Requested: Please complete the attached evaluation form and return to ACOG by August 1, 2005.

VII. NEW BUSINESS

VIII. ADJOURNMENT

**2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE
JULY 2005**

VOTING MEMBERS AND ALTERNATES		
ORGANIZATION	MEMBERS	ALTERNATES
AIRPORT EXPRESS	Larry Lucas President	David Batson General Manager
AREAWIDE AGING AGENCY	Don Hudman Executive Director	
BIKEMINE	Ron Dougherty Operations Manager	
CAPITOL CHAMBER OF COMMERCE	Aquilla Pugh Office Manager	
CAPITOL HILL MAIN STREET PROGRAM	Joe Mendoza Executive Director	
CARDINAL ENGINEERING, INC.	Steve Mason President	Deanne Hughes Engineer
CenSARA (CENTRAL STATES AIR RESOURCE AGENCIES ASSN.	Chuck Layman Executive Director	Annette Sharp Technical Director
CENTRAL OKLA. TRANSP. AND PARKING AUTHORITY (COTPA)	C. Kay Bickham Board Trustee	
CITIZEN	Teresa Bragg	
CITIZEN	Sam Shehab	
DALE ROGERS TRAINING CENTER	Theresa Flannery Vocational Programs Admin.	
DALLAS MILLER LOGISTICS	Barry Miller President	
DOWNTOWN OKC, INC.	David Lopez President	Kim Searls, Marketing Dir. Alison Oschel, VP, Operations
GROUND WATER PROTECTION COUNCIL	Mike Paque Executive Director	
GUTHRIE CHAMBER OF COMMERCE	Kathy Montgomery President	
LATINO COMMUNITY DEVELOPMENT AGENCY	Pat Fennell Executive Director	
LEAGUE OF WOMEN VOTERS	Erin Van Laanen	
LOVE'S COUNTRY STORES	Frank Love Marketing Director	
McCORKLE TRUCK LINES	David McCorkle President	

VOTING MEMBERS AND ALTERNATES (Cont.)

ORGANIZATION	MEMBERS	ALTERNATES
MOORE CHAMBER OF COMMERCE	Brenda Roberts Executive Director	
MUSTANG CHAMBER OF COMMERCE	Rebecca Julian Executive Director	Robert Crout ED Committee Chair
NEIGHBORHOOD ALLIANCE	Georgie Rasco Executive Director	
NORMAN, CITY OF	Rachel Butler Councilmember	
OKLAHOMA BICYCLE COALITION	Dennis Clark Vice President	
OKLAHOMA CITY, CITY OF	Willa Johnson Councilmember	
OKLAHOMA CITY CHAMBER OF COMMERCE	Dean Schirf VP, Government Relations	
OG&E	Richard Clements Manager	
OKLAHOMA HIGHWAY USERS FEDERATION	Paul Matthews Executive Director	Chuck Mai, Dir. Pub./Govt. Rel. American Automobile Assn.
OKLAHOMA RAILROAD ASSOCIATION	John Kyle Director	
OKLAHOMA TRAFFIC ENGINEERING ASSN.	Leonard West Executive Director	
OKLAHOMA TRUCKING ASSN.	Dan Case Executive Director	
SIERRA CLUB, OKLAHOMA CHAPTER	Ed Hillock	
THOMPSON'S WOODLAWN NEIGHBORHOOD ASSN.	Mary Johnson Citizen	Larry Coffman Citizen
TINKER AFB	Bill Dalke Community Planner	John (Mark) Harbaugh Civil Engineer
TRANSIT USER	Donna K. Armstrong HUD Customer Service Rep.	Bridget Keith HUD Career Intern
TRAVELERS AID SOCIETY	Laurie Barbour Executive Director	
TRI-CITY YOUTH & FAMILY CTR.	Don Abbott Exec. Director	Peggy L. Clay Board Chair
UNITED PETROLEUM TRANSPORTS	Greg Price President	
UNITED WAY OF OKLAHOMA CITY	Bob Spinks President	

NON-VOTING MEMBERS AND ALTERNATES		
ORGANIZATION	MEMBERS	ALTERNATES
BUREAU OF INDIAN AFFAIRS (BIA) SOUTHERN PLAINS REG. OFFICE	Jerry Patterson Highway Engineer	
CART / NORMAN METRO TRANSIT	Carl Weckenmann Planner/Grants Specialist	Theta Dempsey, Director Parking & Transportation
COTPA / OKC METRO TRANSIT	Larry Hopper Principal Planner	Diponker Mukherjee, Planner II Marty Dickens, Asst. Planner
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner	
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION	Mac Kirk Division Administrator	
MUSTANG, CITY OF	Melissa Helsel City Planner	
OFFICE OF HANDICAPPED CONCERNS	William Ginn Disability Program Specialist	Marilyn Burr Disability Program Specialist
OKLAHOMA CITY DEPARTMENT OF AIRPORTS	Luther E. Trent Director	
OKLAHOMA CITY PLANNING DEPARTMENT	Lanc Gross Trails Coordinator	
OKLAHOMA CITY PUBLIC WORKS DEPARTMENT	Paul Brum, Director Public Works/City Engineer	Dan Boland Civil Engineer IV
OKLA. DEPT. OF ENVIRONMENTAL QUALITY (ODEQ)	Scott Thomas Program Dir., Air Quality	
OKLA. DEPT. OF HUMAN SERVICES (DHS), AGING SERVICES DIVISION	Victoria Martinez Admin. Programs Officer	
OKLA. DEPARTMENT OF PUBLIC SAFETY (DPS)	J.D. Roberts, Administrator Law Enforcement Programs	
OKLA. DEPT. OF REHABILITATION SERVICES (DRS)	Mary Howell Staff Asst. to Director	
OKLA. DEPT. OF TRANSPORTATION (ODOT) PLANNING DIVISION	Roger Saunders Transportation Manager	Dawn Sullivan Division Engineer
OKLA. DEPT. OF TRANSPORTATION (ODOT) RAIL DIVISION	Joe Kyle, Manager Rail Programs Division	John Dougherty Asst. Manager, Rail Programs
OKLA. DEPT. OF TRANSPORTATION (ODOT) REGULATORY SERV. DIV.	Geri Stevens, Tribal Liaison Native American Outreach	
OKLA. DEPT. OF TRANSPORTATION (ODOT) TRANSIT PROGRAMS DIV.	Kenneth LaRue, Manager Transit Programs Division	Randy Hogan Transportation Specialist
OKLA. DEPT. OF WILDLIFE CONSERVATION	Mark Howery Natural Resources Biologist	

7/11/05

MINUTES

**2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE (CAC)
May 16, 2005**

The seventh regularly scheduled meeting of the 2030 OCARTS Plan Citizens Advisory Committee was convened on May 16, 2005 at 3:00 p.m. in the Board Room of the ACOG offices, 21 E. Main Street, 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 offices at least twenty-four (24) hours prior to the meeting.

PRESIDING

Linda Koenig, Division Director, Transportation Planning and Data Services (TPDS)

CAC VOTING MEMBERS AND ALTERNATES PRESENT

Don Abbott, Tri-City Youth & Family Center
Teresa Bragg, Citizen
Rachel Butler, City of Norman
Dennis Clark, Oklahoma Bicycle Coalition
Larry Coffman, Thompson's Woodland Neighborhood Assn. (Alternate)
Robert Crout, Mustang Chamber of Commerce (Alternate)
Ron Dougherty, Bikemine
Theresa Flannery, Dale Rogers Training Center
Ed Hillock, Sierra Club
Mary Johnson, Thompson's Woodland Neighborhood Assn.
Rebecca Julian, Mustang Chamber of Commerce
John Kyle, Oklahoma Railroad Assn.
Chuck Layman, CENSARA
Paul Matthews, Oklahoma Highway Users Federation
Aquilla Pugh, Capitol Chamber of Commerce
Dean Schirf, Oklahoma City Chamber of Commerce
Sam Shehab, Citizen

CAC NON-VOTING MEMBERS AND ALTERNATES PRESENT

John Dougherty, Oklahoma Dept. of Transportation (ODOT), Rail Division
William Ginn, Office of Handicapped Concerns
Lanc Gross, City of Oklahoma City, Planning Dept. – Trails
Randy Hogan, Oklahoma Dept. of Transportation, Transit Programs

Mary Howell, Oklahoma Dept. of Rehabilitation Services
Joe Kyle, Oklahoma Dept. of Transportation, Rail Division
Roger Saunders, Oklahoma Dept. of Transportation, Planning Division
Geri Stevens, Oklahoma Dept. of Transportation, Tribal Liaison
Scott Thomas, Oklahoma Dept. of Environmental Quality, Air Quality Division

STAFF

Zach D. Taylor, Executive Director, ACOG
Holly Massie, Special Programs Officer, ACOG
Doug Rex, Assistant to the Executive Director, ACOG
John M. Sharp, Program Coordinator, TPDS
Daniel O'Connor, Associate Planner, TPDS
Melissa Baldwin, Associate Planner, TPDS
Randy Entz, Associate Planner, TPDS
Andrea Weckmueller-Behringer, Associate Planner, TPDS
Pong Wu, Associate Planner, TPDS
Jerry Church, Special Programs Officer, IGS
Ellen Owens, Department Secretary, TPDS

I. CALL TO ORDER AND INTRODUCTIONS

Acting Chairperson Linda Koenig welcomed everyone and asked them to introduce themselves and state the name of the organization they represent.

II. APPROVAL OF MINUTES

Paul Matthews made a motion to approve the April 25, 2005 minutes. Don Abbott seconded the motion and with the vote, the motion passed.

III. NAMING CONVENTION FOR 2030 OCARTS PLAN STREET AND HIGHWAY NETWORK ALTERNATES

Doug Rex commented that up to this point, the 2030 street and highway alternates were known by numbers - Alternates One, Two, and Three. Now Alternates Four-A and Four-B are being introduced and staff thought it wise to have a tutorial to explain all the Alternates.

Mr. Rex indicated that Alternate One is the Present Plus Committed Network, which involves the 2000 base year network and includes the committed projects between 2000 and the end of September, 2005. He said Alternate One does not include new construction past 2005. He commented that the 2030 level of service maps shown in prior meetings for this Alternate were very congested.

Mr. Rex said that Alternate Two includes everything that is included in Alternate One, plus the 2025 street and highway network in the current Long Range Plan. The level of service is much better than in Alternate One.

He said that Alternate Three is the revised 2025 network and that includes everything that is in Alternate One and Alternate Two, plus three plan amendments to the 2025 Plan, as well as six bond projects from Oklahoma City that involved local funding that were not included in our 2025 Plan. Also included were a number of road segments that have traditionally not been in the transportation model, which were needed to accommodate testing projects for inclusion in Alternate Four.

Mr. Rex mentioned that, at last month's meeting, staff presented a list of projects that member entities wanted to have tested for inclusion in Alternate Four. At that time, we provided to this Committee the projects that met the minimum criteria of .50 volume capacity ratio (V/C). There were 18 such projects that met the criteria, and those projects were recommended by this Committee, as well as by the Intermodal Transportation Technical Committee (ITTC), for approval by the Intermodal Transportation Policy Committee (ITPC) to be accepted in an Alternate Four scenario. He said that also, at the ITTC meeting, there was a recommendation for the ITPC to consider the review and reconsideration of three Norman projects. Those projects were Indian Hills Road, between 48th Ave. West and 36th Ave. West, Franklin Road from 48th Ave. West to 36th Ave. West, and Cedar Lane Road which is south of SH-9 from 12th Ave. East about ½ mile east of 24th Ave. East. He said that those are three projects that the City of Norman felt they had additional traffic information on that they would like us to consider. He said ODOT has requested that we consider three additional interstate projects that would help relieve some critically congested areas being projected in the year 2030. Those are I-35 from 2nd Street in Edmond north to Waterloo Road, I-40 from Choctaw Road east to the Pottawatamie County Line, and I-35 from the SH-9 west interchange to the Goldsby exit.

Mr. Rex mentioned that the ITPC approved the analysis of this and it created two different scenarios for Alternate Four - one scenario (Alternate Four-A) which included just the 18 projects that were recommend by this body and ITTC, and the second scenario (Alternate Four-B), which included the 18 projects, plus the analysis of the three Norman projects and the three ODOT projects. He said that not all of these projects met the criteria for the final alternate.

IV. RESULTS OF 2030 TRAFFIC PROJECTIONS ON THE ALTERNATE FOUR-A STREET AND HIGHWAY NETWORK

Mr. Rex mentioned that at last month's meeting, the Committee was shown the projects the member entities wanted tested for inclusion in Alternate Four. Staff showed the projects that met the minimum criteria and this Committee recommended to ITPC that

those projects be accepted in Alternate Four. He then displayed a map that showed the level of service, or congestion levels, that are expected in the year 2030 when we consider Alternate One, Alternate Two, and Alternate Three, plus the eighteen projects recommended last month. He said that the color green represents a satisfactory level of congestion, blue represents a moderate level of congestion, and red represents the most critical links, and those are the ones that we believe will be over-capacity in the year 2030. Mr. Rex commented that there is a lot less red now than there has been in the past, but there are still some critical links. He referred Committee members to the table on Page IV-2 pointing out that there has been an improvement from Alternate One to Alternate Four, adding about 320 lane miles to the satisfactory category. This reduces the amount of severe/moderate links. Severe congestion has been reduced from 102 miles in Alternate One to 45 miles in Alternate Four-A.

Don Abbott asked how ACOG accounts for the reduction in congestion. Mr. Rex answered that it was the increase in lane capacity due to the recommended widening projects in Alternate Four-A.

Mary Howell asked what will be done for areas that are remaining congested in 2030. Mr. Rex replied that ACOG strives to eliminate as many of the critical links as possible, and that has been accomplished to some degree, but not all of them can be eliminated.

Ms. Koenig said that the Plan is updated every five years and we hope to stay ahead of the curve. She said there may be periods of time during the day, particularly during peak hour travel, that traffic moves extremely slowly, and other periods of time when vehicles can move very efficiently.

Ron Dougherty asked if the serious congestion is after the Plan is implemented. Mr. Rex replied in the affirmative.

Larry Coffman asked if the Plan takes into consideration Oklahoma City's planning of such things as the Raceway on I-240 and Air Depot, which may possibly add to the congestion. Mr. Rex said he had no specifics on that particular enterprise, but we do try to replicate what the City of Oklahoma City has in their Comprehensive Plan.

Ms. Koenig said the population and employment data are all targeted to the year 2030. In terms of forecasting trips related to households, employers, or school enrollment, we are operating on 25 to 30 different cities' data that they think will be present in the year 2030. Mr. Coffman said what he is really interested in knowing is when a project is considered by a city's council, is there input provided to ACOG, and is there data being exchanged. John Sharp said that when ACOG was formulating the population and employment information for the 2030 Plan, the MPO met with each city's staff to review their current land use and what they assume may happen in 2030. For example, ACOG

was fortunate to receive input about Dell Computers and their new employees just west of I-44 and south of I-40. That is included in the 2030 information. There has also been forecasted anticipated land use changes for the north Lake Draper/Air Depot area and that has caused some employment increases there.

Mr. Ginn asked if ACOG was considering alternate modes in the Plan as well, or just streets and highways. Mr. Rex replied that in the street and highway element, there is a mode choice element built into the Plan for transit. He said the model holds the percentage of ridership constant from the base year of 2000 to 2030; assuming the same percentage of transit ridership means an increase in ridership. Mr. Ginn asked if there was any consideration of light rail development in the next 25 years. Mr. Rex said the Fixed Guideway Study is currently being conducted by COTPA; however, the timing was such that it could not be incorporated into this Plan. Those recommendations should be available for the next Plan update. Ms. Koenig said the project sponsor can bring forward an amendment to the Plan in the future, if warranted and if a funding source can be identified.

Sam Shehab asked if the trip table had been adjusted to consider the percentage of transit trips on the network. Mr. Rex said it has.

Dennis Clark commented that he noticed highly congested areas along US-77, south of Norman. He asked how ACOG would go about getting those changed, as US-77 along that route is a very popular bicycle route. Mr. Rex said ACOG is suggesting, as part of the Plan, to increase it from two to four lanes all the way from Etowah Road south to SH-39.

Scott Thomas asked if the model considers fuel costs in the future. Mr. Rex replied that it does not.

Don Abbott moved to recommend that the ITPC accept the modeling results for Alternate Four-A of the 2030 OCARTS Plan. Ed Hillock seconded the motion. The motion carried.

V. RESULTS OF 2030 TRAFFIC PROJECTIONS ON THE ALTERNATE FOUR-B STREET AND HIGHWAY NETWORK

Mr. Rex said the ITPC approved a motion at its April meeting for staff to prepare Alternate Four-B to include three Norman projects, and also to consider three interstate projects based on ODOT's request. Staff did an analysis, and based on the minimum criteria, the ODOT projects met the minimum requirements. Of the three Norman projects, only two met the minimum threshold for inclusion in Alternate Four-B. He said that those projects were Indian Hills Road from 48th Ave. West to 36th Ave. West, and Franklin Road from 48th Ave. West to 36th Ave. West. The Cedar Lane project did not meet the minimum threshold. Mr. Rex displayed the Alternate Four-B map and referred to Table 2 on Page V-4 showing

the levels of congestion. He said the number of satisfactory travel miles increased from Alternate Four-A to Alternate Four-B by 15 miles. He also commented that the number of severely congested miles was reduced from 45 in Alternate Four-A to 29 in Alternate Four-B. He said staff is recommending that this network be adopted as the final street and highway alternate for the 2030 Plan.

Mary Howell asked, as ACOG looks at which projects are included and which alternate is approved, is that just for planning purposes or does it change the funding as well. Mr. Rex said Alternate Four-B increases the cost of the Plan by approximately \$100 million. Ms. Howell asked where the additional money comes from. Ms. Koenig replied that sources of revenue will be discussed later at this meeting.

Robert Crout moved to recommend that the ITPC accept the modeling results for Alternate Four-B as the final street and highway network for the 2030 OCARTS Plan. Ron Dougherty seconded the motion. The motion carried.

VI. ESTIMATED COSTS FOR STREET AND HIGHWAY NETWORK ALTERNATES FOUR-A AND FOUR-B OF THE 2030 OCARTS PLAN

Mr. Rex referred to Table 1 on Page VI-1 of the Agenda which detailed the costs for the street and highway network Alternates Four-A and Four-B. He said the total cost of Alternate Four-A is \$4.7 billion; the total cost for Alternate Four-B is \$4.8 billion. Mr. Rex also commented that both the costs and revenues are based on present day values.

Dean Schirf moved to recommend that the ITPC accept the Alternate Four-A costs and approve the Alternate Four-B costs for development of the final 2030 OCARTS Plan street and highway network. Dennis Clark seconded the motion. The motion carried.

VII. REVISED PROJECTED REVENUES FOR IMPLEMENTATION OF THE 2030 OCARTS PLAN

Holly Massie said that at the March meeting, ACOG presented the preliminary revenue projections. She said it was a 30-year projection looking at various sources of transportation funds at the federal, state, and local levels that have traditionally been spent in the area on all modes of transportation. The preliminary projection, at that time, was \$5.98 billion. For each source, ACOG came up with an annual average and then projected that out over 30 years. She said that today she is presenting a slightly revised revenue projection of \$5.9 billion. The changes that occurred that caused the projection to go from \$5.98 billion to \$5.90 billion are the fact that we needed to take into consideration some debt service repayment on the capital improvements program bond projects that were developed in the OCARTS area over the past several years. Ms. Massie said we have been advised by the ODOT Comptroller's Office that the debt service will be a little over \$101 million. She indicated that amount has been deducted from the

anticipated future state revenues. There was also some GARVEE bond debt service that will be repaid with federal funds (instead of state funds). She said the final change is that the City of Norman recently approved a bond issue in late March. Norman staff has advised that an additional \$19.3 million will be available for arterial street improvements, and that amount has been added into the local street and highway revenue estimate.

Ms. Massie said that on Page VII-3 of the Agenda, is a summary of the different revenue sources. She said the memorandum is followed by a series of tables giving more background information as to where ACOG came up with the estimates. Referring back Page VII-2 in the Agenda, she said that in order to make sure the plan is financially constrained, and taking into consideration that we want to promote different modes of travel, we need to take the overall revenue projection and determine what is realistic, for planning purposes, to be applied to the street and highway network as opposed to the other modes. Ms. Massie referred the Committee to the table on Page VII-2, which proposed a revenue breakdown by mode.

Paul Matthews asked, regarding Oklahoma Transportation Authority (OTA) and the Southwest Outer Loop, does the Plan assume the State will need a new bond issue to complete the Southwest Outer Loop by toll method? Ms. Massie said it does assume that the Southwest Outer Loop will be built as a toll road, so new bonds would be required for that.

Mr. Shehab asked about Delta Public Transit on Page VII-3 under the Transit Mode. Ms. Massie said that is in the Purcell area and is a rural public transit operator. She explained that since the OCARTS boundary was extended further south since the last plan update, information has been included on costs to operate that and the revenue for it. Ms. Massie also mentioned First Capital Trolley, which is another rural public transit service, operated by the Logan County Historical Society.

Ms. Howell asked if we take into consideration some of the things that ODOT wants to have done, does that in any way change the percentage of where the money comes from. Will there still be the same amount of money that comes from federal funding, that all of the metropolitan areas receive? Ms. Massie said we looked at traditional funding sources that come to the region from the Federal Highway Administration (FHWA) on the highway side, the FTA on the transit side, and also state and local sources. She said that if ODOT wants to improve an interstate, that is already factored in.

Mr. Schirf asked if the GARVEE project is primarily the interchange at I-44 and Broadway. Ms. Massie replied that is one of them.

Mr. Matthews moved to recommend that the ITPC approve the revised total revenue projection of \$5,900,158,153 and the estimated distribution of revenues among modes for the purpose of determining the financial feasibility of the 2030 OCARTS Plan alternates. Sam Shehab seconded the motion. The motion carried.

VIII. BENEFIT-COST ANALYSIS OF THE 2030 OCARTS PLAN STREET AND HIGHWAY ALTERNATES

Pong Wu highlighted the benefit/cost information as detailed in the agenda memorandum update that was available as a handout. He noted that Alternate Four-A compared to Alternate Four-B results in a benefit/cost ratio of 4.91, which is well above the standard minimum benchmark of 1.

IX. POTENTIAL ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS OF THE 2030 OCARTS PLAN STREET AND HIGHWAY ALTERNATES ONE, TWO, AND THREE

Melissa Baldwin illustrated the information contained in the agenda. She explained the various possible impacts of the plan and discussed topics such as historic sites, air quality, parks and recreational areas, wildlife, and residential and employment displacements.

Mr. Coffman asked if noise in residential areas is factored in. Ms. Baldwin said that is not in the analysis. Roger Saunders said it is considered on specific projects. Ms. Koenig said regarding the general nature of this analysis, and the specific nature of projects, it is probably fair to say that any of the items would have to be considered by the project sponsor to see if any of these particular issues would come to play in a specific project.

X. ENVIRONMENTAL JUSTICE (EJ) CONSIDERATIONS FOR THE 2030 OCARTS PLAN

Randy Entz highlighted the information as detailed in the agenda. Through a series of maps he showed the locations of the minority and low-income populations in relation to trails, transit, and street and highway improvements recommended in the 2030 OCARTS Plan. He said that Environmental Justice is a requirement of an Executive Order and the Civil Rights Act of 1964.

Mr. Entz said the EJ analysis looks at how different populations could be affected by the proposed Plan. He said that by using census data in traffic zones for the OCARTS area, 20 sample zones were selected with the highest and lowest percent minority and median household income groups. He said that they used the locations of the sample groups and analyzed them relative to the recommended improvements to trails, transit and to the Alternate Four-B street and highway network.

2030 OCARTS PLAN ADOPTION TIMELINE

Ms. Koenig presented a handout the “2030 OCARTS Plan Adoption Timeline”. Ms. Massie went over the highlights of the handout. She said ACOG has put together the various components that are needed to finalize the Plan and said that all of these will be incorporated into the Draft Plan Summary. ACOG will distribute the Draft Plan Summary for public review and comment. It has been proposed that rather than have a June meeting, staff will mail the Committee the Draft Plan Summary and ask you to review it and respond with your comments by June 24th. We will also provide the Summary to the ITTC and any comments from the CAC and ITTC will be taken to the ITPC. She said that any necessary comments or changes will be incorporated into the document before it goes out for public review. We plan to do that between mid-July and mid-August with a 30-day public review and comment period. The final Plan will then be taken to the ITPC for its approval in August. She indicated that there will be a CAC meeting in July in order to ask the Committee for its official recommendation to the ITPC on the adoption of the Plan.

Ms. Koenig said the next meeting will be held on July 18, 2005.

XI. NEW BUSINESS

Geri Stevens mentioned there were handouts regarding a Native American Sovereignty Symposium taking place June 1-2, 2005 in Oklahoma City.

Mr. Clark mentioned that on May 18, 2005 at 7:00 a.m. at the south side of the Capitol Building, there would be a ride of silence to remember all bicyclists that have been killed or injured while on the road. He also mentioned that on May 20, 2005 at 8:00 a.m. there would be a ride from the fairgrounds to City Hall for Bike-to-Work Day.

XII. ADJOURNMENT

Ms. Koenig adjourned the meeting at 4:18 p.m.

ACOG

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

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MEMORANDUM

DATE: July 11, 2005
TO: 2030 OCARTS Plan Citizens Advisory Committee
FROM: Randy Entz, Associate Planner
SUBJECT: Update on COTPA Fixed Guideway Transit Study

INTRODUCTION:

The Central Oklahoma Transportation and Parking Authority (COTPA), along with consultants Carter & Burgess, is conducting a Fixed Guideway Transit Study for the OCARTS area. The study is intended to identify potential future transportation solutions that would improve connections among the region's growth centers, enhance economic development opportunities, improve mobility, expand transportation options and improve air quality.

The study is expanding on previous works (the 1992 Oklahoma Fixed Guideway Transportation System Study and the 2001 COTPA Long Range Plan) and assesses how a fixed guideway transit system may better serve the OCARTS area.

Carter & Burgess officially began the study on December 14, 2004, and made a presentation to the CAC about the study scope in February 2005. Since that time COTPA and Carter & Burgess have conducted two series of public meetings (in February and June 2005), interagency technical sessions, and three meetings with the project's steering committee. A representative from Carter & Burgess will present an update on the study's progress and status at the July CAC meeting.

ACTION REQUESTED:

None. For information only.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: July 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee

FROM: Douglas W. Rex, Asst. to the Executive Director/
Program Coordinator, TPDS

SUBJECT: Recommendation on Adoption of the Proposed 2030 OCARTS Plan

INFORMATION:

Over the past year, the Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City Area Regional Transportation Study (OCARTS) area, has been working with local governments, state and federal transportation agencies, businesses, private sector interest groups, and citizens to develop the proposed 2030 OCARTS Plan.

At their June meetings, the MPO transportation committees considered the 2030 OCARTS Draft Plan Summary. Comments received from the Committees, and proposed responses by ACOG staff, are summarized on the following pages. One commenter asked that the transit passenger recommendations include a sentence explicitly stating the public transit authorities' continued adherence to the Americans with Disabilities Act of 1990 (ADA). The following recommendation was added to address this comment:

“Continue compliance with other federal requirements such as the 1990 Americans with Disabilities Act (ADA). The ADA states that an individual with a disability, solely by reason of his or her disability, cannot be denied the benefit of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

All other comments were related to needs for additional clarification or explanation of issues. The revised Draft Plan Summary, including the proposed additional or modified language, is available at <http://acogok.org/Newsroom/Downloads/finaldps2030.pdf>, or enclosed in your packet if you receive a paper copy agenda.

The Draft Plan Summary will be distributed for public review and comment from July 14 to August 12, 2005. It is anticipated that the ITPC will formally adopt the 2030 OCARTS Plan at their August 18 meeting. Comments received during the public review process made by local citizens and/or groups will be summarized and addressed in time for the August ITPC meeting.

As you will recall, the Intermodal Element recommendations are included in the Draft Plan Summary, and are explained in greater detail in the *Intermodal Element of the 2030 OCARTS Plan* which is available online at <http://acogok.org/Newsroom/Downloads/ime2030.pdf> or at the ACOG offices. Additionally, following analysis of alternative scenarios for the region's future street and highway network, the Alternate Four-B street and highway network is recommended for inclusion in the 2030 OCARTS Plan.

Upon completion, the adopted 2030 OCARTS Plan will be incorporated by reference into the Oklahoma Statewide Intermodal Transportation Plan, which is anticipated to be completed by the end of the year. Projects to be funded with federal dollars must be consistent with the Plan and also be included within the metropolitan and statewide Transportation Improvement Programs, as they near readiness for letting and construction.

ACTION REQUESTED:

Consider recommending that the ITPC approve the proposed financially constrained 2030 OCARTS Plan, which includes the Alternate Four-B street and highway network and the Intermodal Element recommendations.

Comments Received from ITTC and CAC	ACOG Action
<p><i>Page 4, Paragraph 3</i> OCARTS Plan is included by reference in the Statewide Plan and not physically included.</p>	<p>Staff will clarify.</p>
<p><i>Page 13, Paragraph 3</i> Why are both COTPA and CART known as METRO Transit?</p>	<p>Staff will clarify. METRO Transit is the name of the bus system; COTPA and CART are the operating agencies.</p>
<p><i>Page 13, Paragraph 4</i> Could the ridership numbers for Amtrak be clarified? Report says, "While initial ridership was strong, it has decreased 17.2 percent from 2000 to 2004."</p>	<p>Staff will clarify. Initial ridership was strong, but decreased 29 percent from 2000 to 2003. Ridership did see a 17 percent increase from 2003 to 2004 and current trends show a 20 percent gain in 2005.</p>
<p><i>Page 13, Paragraph 6</i> First sentence change to "Current federal proposals 'may' change the way Amtrak is funded..."</p>	<p>Language will be added.</p>
<p><i>Page 13, Paragraph 6</i> Note that Amtrak funding is included past FY 2006 in HB1078, subject to revenue growth for the State.</p>	<p>Language will be added.</p>
<p><i>Page 17, Paragraph 1</i> Note that ODOT consistently takes into account the anticipated effects of trucks in their design.</p>	<p>Staff will clarify.</p>
<p><i>Page 17, Paragraph 2</i> Burlington Northern Santa Fe is now officially titled BNSF.</p>	<p>Change will be noted.</p>
<p><i>Page 17, Paragraph 3</i> The Arkansas Oklahoma Railroad (AOK) Company operates a Class III service from Oklahoma City to Shawnee in addition to the two mentioned Class III services.</p>	<p>Language will be added.</p>
<p><i>Page 17, Paragraph 4</i> Is the crane equipped transfer yard still open?</p>	<p>Staff will clarify.</p>
<p><i>Page 17, Paragraph 5</i> Is the airfreight value 3%, 8% or 11%?</p>	<p>Staff will clarify. Total airfreight statewide by value is 11 percent (3 percent air carrier and 8 percent airmail).</p>

Comments Received from ITTC and CAC	ACOG Action
<p><i>Page 19, Paragraph 1</i> Mention the NHS Intermodal Connector status of the route to Will Rogers World Airport.</p>	Language will be added.
<p><i>Page 23, Paragraph 1 - <u>Recommendation</u></i> Consider adding 1990 Americans with Disabilities Act to lists of federal requirements that will continue to be followed.</p>	Language will be added to related <u>recommendation</u> .
<p><i>Page 55, Paragraph 4; Page 56, Paragraph 5</i> Clarify that the Outer Loop MIS has not been finalized, nor has a final alignment been determined.</p>	Language will be added.
<p><i>Page 57, Paragraph 1</i> Consider adding the term “interchanges” in addition to the intersection wording currently proposed.</p>	Language will be added.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: July 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee

FROM: Holly Massie, Special Programs Officer
Transportation Planning and Data Services

SUBJECT: Future Role of the CAC

INFORMATION:

The recommendation of the CAC concerning adoption of the proposed 2030 OCARTS Plan will be provided to the Intermodal Transportation Policy Committee during its regular meeting of August 18, 2005. The ITPC will also receive the recommendation of the Intermodal Transportation Technical Committee (ITTC), a summary of the written comments made by local citizens or groups (during the July 14 – August 12 public comment period) and recommended responses, and will conduct a public hearing to receive any additional verbal comments prior to taking formal action on adoption of the 2030 OCARTS Plan.

In the event ACOG staff receives future requests to amend the 2030 OCARTS Plan from local governments, ODOT, COTPA or other appropriate transportation agencies, we will reconvene the CAC to obtain your review and recommendation on such requests to the Policy Committee. Based on past experience, amendment requests generally occur about once a year. In order to help us keep our records up to date, please let us know if your mailing address, email address or telephone number changes in the future.

Your review and input into the various 2030 OCARTS Plan components over the past nine months have been extremely beneficial to the Policy Committee and ACOG staff. We appreciate your participation, diligence and desire to improve transportation for all citizens within Central Oklahoma.

ACTION REQUESTED:

None. For information only.

ACOG

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MEMORANDUM

DATE: July 11, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee

FROM: Holly Massie, Special Programs Officer
Transportation Planning and Data Services

SUBJECT: CAC Questionnaire

INFORMATION:

Attached is a questionnaire that requests information about your experience as a member of the 2030 OCARTS Plan CAC and your recommendations for improving the effectiveness of the CAC and ACOG's public involvement efforts in general.

We would appreciate your input, which will assist ACOG staff in improving its communication and outreach efforts and make future CAC work more meaningful and effective. Please mail or fax the attached questionnaire to the ACOG offices by August 1, 2005, at:

Association of Central Oklahoma Governments
Attn: Holly Massie
21 E. Main Street, Suite 100
Oklahoma City, OK 73104
FAX: 234-2200

ACTION REQUESTED:

Complete attached CAC Questionnaire and return it to ACOG by August 1, 2005.

QUESTIONNAIRE
2030 OCARTS Plan Citizens Advisory Committee (CAC)
July 2005

Please mail or fax your responses to ACOG by August 1, 2005.
Your comments will help us improve our public involvement efforts.

1. As a result of serving on the CAC, I have a better understanding of the transportation planning process for Central Oklahoma.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

2. I received enough background information and explanation to help me form opinions and make recommendations for the 2030 OCARTS Plan.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

3. Throughout the plan development process, I felt my input was welcome and taken seriously.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

4. The CAC meeting agendas were clear, useful and contained a realistic amount of information.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

5. Maps and other graphic presentations were helpful and clear.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

6. Reports were well written and understandable.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

7. Oral presentations were helpful and clear.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

8. ACOG staff provided adequate and timely information (by ACOG or others) in response to questions from CAC members.

1	2	3	4	5
Strongly Agree		Neutral		Strongly Disagree

