



association of central oklahoma governments

Chair Ron Bledsoe
Slaughterville Mayor

Vice-Chair Willa Johnson
Oklahoma City Councilmember

Secretary / Treasurer Eddie Reed
Midwest City Mayor

Executive Director
Zach D Taylor

MEMORANDUM

DATE: March 3, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

FROM: Linda Koenig, AICP, Division Director
Transportation Planning & Data Services (TPDS)

SUBJECT: Meeting Notice

The Intermodal Transportation Technical Committee will hold a regular meeting on

THURSDAY, MARCH 10, 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 FEBRUARY 10, 2005 MINUTES ([ATTACHMENT II](#))
- III. ACTION ITEMS:
 - A. Consider recommending that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include bridge painting at US-77 over the S. Canadian River and BNSF Railroad in Cleveland County, as requested by ODOT. ([ATTACHMENT III-A](#))
 - B. Consider recommending that the ITPC approve inclusion of the Intermodal Element in the 2030 OCARTS Plan. ([ATTACHMENT III-B](#))

IV. ITEMS FOR INFORMATION ONLY:

- A. Preliminary Projected Revenues for Implementation of the 2030 OCARTS Plan [\[ATTACHMENT IV-A\]](#)
- B. Estimated Costs for Street and Highway Alternatives for the 2030 OCARTS Plan [\[ATTACHMENT IV-B\]](#)
- C. Street and Highway Improvements Suggested for Inclusion in Alternate Four of the 2030 OCARTS Plan [\[ATTACHMENT IV-C\]](#)
- D. Changes to Bridge Load Posting Requirements under the new National Bridge Inspection Standards (NBIS) Final Rule [\[ATTACHMENT IV-D\]](#)
- E. Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA) [\[ATTACHMENT IV-E\]](#)
- F. FY 2004 and FY 2005 Unified Planning Work Program (UPWP) Reports [\[ATTACHMENT IV-F\]](#)

V. NEW BUSINESS

VI. ADJOURN

April ITTC Meeting: 10:00 a.m. Thursday, April 14, 2005

Deadline for April ITTC Agenda Items: 4:00 p.m. Thursday, March 31, 2005

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE
MEMBERSHIP LIST
MARCH 3, 2005

CITY/ORGANIZATION	MEMBERS	ALTERNATES
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	Vacant
	James Hanke Planning & Code Administrator	Vacant
HARRAH	Jerry A. Taylor City Manager	Vacant
	Bill C. Knox Special Projects Officer	Vacant
JONES CITY	No Designee	Vacant
	No Designee	Vacant
LEXINGTON	No Designee	Vacant

CITY/ORGANIZATION	MEMBERS	ALTERNATES
LUTHER	No Designee	Vacant
MIDWEST CITY	John Derek Jackson City Engineer	Jackie D'Amico Engr. Project Manager
	Guy Henson Development Services Director	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	Woodrow Epperson Public Works Director	Charles Hooper 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	No Designee	Vacant
	No Designee	Vacant
SLAUGHTERVILLE	Marsha Blair Town Administrator	Gerald Kruschek Trustee
	No Designee	Gerald Kruschek Trustee

CITY/ORGANIZATION	MEMBERS	ALTERNATES
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
	No Designee	Mary Lou Fry Payroll Clerk
THE VILLAGE	Bruce Stone City Manager	Vacant
WARR ACRES	Leslie Owens Councilmember	Vacant
	Tom Smith Vice-Mayor & Councilmember	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	Linda Koenig Division Director, TPDS
		Holly Massie Special Programs Officer
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Rick Cain Acting 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

CITY/ORGANIZATION	MEMBERS	ALTERNATES
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) – Strategic Planning Branch	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

CITY/ORGANIZATION	MEMBERS	ALTERNATES
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	Tim Khatib Division Engineer	Vacant
OKLAHOMA RAILROAD ASSOCIATION	John P. Kyle Executive Director	Vacant
OK TRANSPORTATION 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
 FEBRUARY 10, 2005

A regular meeting of the Intermodal Transportation Technical Committee (ITTC) convened on February 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

Linda Koenig, Chairperson

CITY/AGENCY

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
Bill Knox	Harrah
John Derek Jackson	Midwest City
Jim Pumphrey	Nicoma Park
Angelo Lombardo	Norman
Wayne Stenis	Norman
Stuart Chai	Oklahoma City
Mike Elder	Yukon
Mark Sharpton	Logan County
Mary Murphey (Alt.)	Logan County
Tyler Gammon	Oklahoma County
Larry Hopper	Central Oklahoma Transportation & Parking Authority
Jay Adams	OK Dept of Transportation-Planning & Research Div.
Leon Ashford, Sr.	Oklahoma Department of Environmental Quality

NON-VOTING MEMBERS AND ALTERNATES PRESENT

Bill Dalke	Tinker Air Force Base
Dana Moffatt	Federal Aviation Administration

GUESTS

Richard Jurey, ITS Engineer	Federal Highway Administration
Erik Brandt, Comprehensive Planner	Oklahoma County
John Bowman, Proj Dev Eng, Preconstruction	Oklahoma Department of Transportation
Mitch Richardson, Local Proj Coordinator	Oklahoma Department of Transportation
Larry Senkowski, Asst. Div. Eng.	ODOT-Planning & Research Division
Allan G. Wylie, Area Engineer	ODOT-Local Government Division

ACOG STAFF

Holly Massie
Douglas Rex
Andrea Weckmueller-Behringer
Josie Adams
Danny O'Connor
Melissa Baldwin
Randy Entz
Pong Wu
Beverly Garner
Clayton Robinson

POSITION

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

ENTITIES ABSENT

Bethany
Blanchard
Cole
Forest Park
Goldsby
Guthrie
Jones City
Lexington
Luther
Moore
Mustang
Newcastle
Nichols Hills
Noble
Piedmont
Slaughterville
Spencer
Tuttle
The Village
Warr Acres
Canadian County
Cleveland County
Oklahoma City Dept. of Airports
ODOT-Transit Programs Division
Oklahoma Aeronautics Commission

NON-VOTING MEMBERS ABSENT

Areawide Aging Agency
Capitol-Medical Zoning Commission
ODOT-Local Government Division
Oklahoma Railroad Association
Oklahoma Transportation Authority
Oklahoma Trucking Association
Tribal Governments
U.S. Bureau of Indian Affairs
U.S. DOT - Federal Highway Administration
U.S. DOT - Federal Transit Administration

I. CALL TO ORDER

Chairperson Koenig called the meeting to order at 10:05 a.m., advising that the Committee did not have a quorum, but that this body can take action in the absence of a quorum. All that is required is that the Policy Committee must be advised of the same. She introduced herself and entertained introductions around the room.

II. APPROVAL OF THE MINUTES:

A. January 10, 2005 Special Meeting Minutes

Jim Pumphrey moved to approve the January 10, 2005 Special Meeting minutes. Robert Floyd seconded the motion. The motion carried.

B. January 13, 2005 Regular Meeting Minutes

Robert Floyd moved to approve the January 13, 2005 Regular Meeting minutes. Jim Pumphrey seconded the motion. The motion carried.

III. ACTION ITEMS:

A. Consider recommending that the ITPC approve the Preliminary FY 2006 UPWP, and authorize staff to execute agreements with funding agencies and subcontractors when these funds are made available.

Douglas Rex highlighted the information regarding the preliminary FY 2006 UPWP as detailed in the agenda memorandum. He said the ACOG participation table was updated and copies were available at the front table.

There being no discussion, Harry Fenton moved to recommend that the ITPC approve the Preliminary FY 2006 UPWP, and authorize staff to execute agreements with funding agencies and subcontractors when these funds are made available. Larry Hopper seconded the motion. The motion carried.

B. Consider recommending that the ITPC amend the FFY 2005-2007 OCARTS Area TIP by replacing the COTPA FFY 2005 transit projects with the attached updated projects and costs, as requested by COTPA, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP).

Larry Hopper said that around December 27, COTPA learned what the FTA's final allocation was going to be for COTPA/Metro Transit. Therefore, the budget needed to be revised downward, and the budget reallocated for different items. He said the use of funds for bike racks for the buses was a part of this amendment, as COTPA only needs

to provide a 5% match rather than a 20% match. He said COTPA likely will be able to raise money from private funds to install the bike racks in this budget year. Other changes include buying fewer buses and making improvements that are more internal for the system—such as, fare box replacements, security cameras, and a radio system. There was no discussion.

Wayne Stenis moved to recommend that the ITPC amend the FFY 2005-2007 OCARTS Area TIP by replacing the COTPA FFY 2005 transit projects with the attached updated projects and costs, as requested by COTPA, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP). Robert Floyd seconded the motion. The motion carried.

- C. Consider recommending that the ITPC amend the FFY 2005-2007 OCARTS Area TIP by replacing the CART FFY 2005 transit projects with the attached updated projects and costs, as requested by the University of Oklahoma, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP).

Holly Massie highlighted the information regarding the CART amendment as detailed in the agenda memorandum. She said that CART is actually increasing their program, primarily because of additional Sec. 5309 discretionary money that became available to them. She said that a representative from CART told her that there was some old money that was not spent previously, plus some new money, so in essence they are putting two years worth of 5309 money in this revised program of projects.

Harry Fenton moved to recommend that the ITPC amend the FFY 2005-2007 OCARTS Area TIP by replacing the CART FFY 2005 transit projects with the attached updated projects and costs, as requested by the University of Oklahoma, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP). Jim Pumphrey seconded the motion. The motion carried.

- D. Consider recommending that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include \$1 million in TCSP funding for engineering design for the grade separation project at Robinson Street and the BNSF railroad, as requested by the City of Norman, and to submit the same to the Oklahoma Department of Transportation for amendment of the Statewide Transportation Improvement Program (STIP).

Angelo Lombardo said there was a severe congestion problem at the Robinson Street and the Burlington Northern-Santa Fe Railroad Crossing by US-77, near the second High School in Norman. He said there are 28 trains each day; and, when they are passing each other, will block the track for periods ranging from 5 to 20 minutes. Frequently ambulances on emergency response have been stuck in this traffic. Therefore, a grade

separation is needed; and the City of Norman has pursued this project for some time now. Recently the City did a feasibility study to look at the crossing and to determine the cost to complete the project. The council and mayor have been working with the congressional delegation, because the project cost estimate is \$10-12 million. If the City does not get some special allocation from the federal government, this project would be impossible with the resources from the City of Norman alone.

He said that Congressman Cole was able to earmark \$1 million, and the City will match that. In the end, hopes are that 50% of the funds will come from the City; and 50% will come through some special funding from Congress. In March, the City will have a bond election that includes the local match for the project. In order to access these monies that are already earmarked, Norman needs this project to be on the TIP.

Chairperson Koenig commented that TCSP funding is sort of a unique category. There have been a couple of previous grants under that category in the OCARTS area.

Harry Fenton asked if the Burlington Northern-Santa Fe Railroad been approached for any funding. Mr. Lombardo said he thought that part of the reason that the money was earmarked was through their lobbying efforts.

Holly Massie asked what the City of Norman will do if the bond issue does not pass. Mr. Lombardo said he did not know. Mark Sharpton asked if the \$2 million was just for the design and engineering on that project? Wayne Stenis said the design and engineering costs were more that \$2 million. Mr. Lombardo said that traffic on Robinson Street has doubled over the last 6-7 years at that crossing; and said that if the bond issue had passed previously, they would have had the grade separation to deal with the traffic. He said they had a series of town hall meetings to present the results of the feasibility study, and due to the input of the citizens that the City Council felt it was appropriate to bring this again to a vote of the people. Most understand that this project is needed for the convenience of the driving public, as well as for the issue of emergency response.

There being no further discussion, Harry Fenton moved to recommend that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include \$1 million in TCSP funding for engineering design for the grade separation project at Robinson Street and the BNSF railroad, as requested by the City of Norman, and to submit the same to the Oklahoma Department of Transportation for amendment of the Statewide Transportation Improvement Program (STIP). Jim Pumphrey seconded the motion. The motion carried.

- E. Consider recommending that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include the attached list of projects, as requested by ODOT.

Jay Adams said if anyone had questions about the I-35 project, he could answer those. In regards to I-40, John Bowman said that in the last congressional appropriations bill, ODOT received an additional \$51 million for the I-40 project—thus allowing ODOT to move forward with developing a new sequence and funding scheme for the I-40 Crosstown Expressway. Therefore, nine projects are being brought forth in this requested amendment in order to fund the first series of projects. He said these are all projects that ODOT would like to let this year to utilize those special funds and some remaining funds from the TEA-21 allocation that ODOT received. He said that, previously ODOT had received approximately \$180 million in spendable funds from FHWA (congressional appropriations and allocations) for the I-40 Crosstown. ODOT anticipates Congress providing additional funds for continuation of the project. As of now, the completion date is still set at September 2008 for the mainline interstate, and approximately April 2010 for the Boulevard. He said none of these funds impact ACOG's STP-UZA allocations.

Larry Hopper asked about the I-40 walkway over the Oklahoma River – in the vicinity of NE 4th & Sunnyslane. Mr. Bowman said that, as a part of the I-40 relocation project, ODOT will be utilizing the location where the Union Pacific-Burlington Northern currently interchange rail traffic. So, that interchange will be moved to the vicinity of NE 4th & Sunnyslane. There is an existing set of sightings out there that will be upgraded for temporary usage of the UP&BNSF, to interchange cars. There is an existing railroad bridge out there that they will be utilizing, and ODOT is putting a walkway along the side of it for the railroad.

Linda Koenig asked how negotiations were going with the railroad on various items for the I-40 project? Mr. Bowman said that with the Burlington Northern Santa Fe, ODOT is moving along quite nicely. The Union Pacific has presented some additional hurdles, which ODOT is trying to work through.

There being no further discussion, Stuart Chai moved to recommend that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include the attached list of projects, as requested by ODOT. Derek Jackson seconded the motion. The motion carried.

- F. Consider recommending that the ITPC approve the Unit Costs for the 2030 OCARTS Plan.

Douglas Rex highlighted the unit cost information as detailed in the agenda memorandum. Ms. Koenig thanked the OCARTS local governments for their assistance on the cost estimates.

There being no discussion, Harry Fenton moved to recommend that the ITPC approve the Unit Costs for the 2030 OCARTS Plan. Stuart Chai seconded the motion. The motion carried.

IV. ITEMS FOR INFORMATION ONLY:

A. Revised Preliminary Transit Report for the Intermodal Element of 2030 OCARTS Plan

Randy Entz presented the revised preliminary transit report and said a hard copy was available at the front table, as well as it being on the ACOG Web site. He requested that the Committee review the report. He said that the final version would be presented in March. There was no discussion. This item was for information only.

B. Fixed Guideway Study Presentation

Ms. Koenig said that COTPA has engaged a consultant, Carter Burgess, to begin a Fixed Guideway Study for the OCARTS area. She said Larry Hopper was here today to give a presentation on the study. Mr. Hopper presented a handout of COTPA's newsletter that listed the public meeting locations.

Mr. Hopper said that there are already 27 cities in North America that have a light rail system and 20 cities with commuter rail projects. There are another 122 projects in the planning, engineering, or construction stage. COTPA is at the beginning of the planning stage. He said that a fixed guideway transit system could help to reduce congestion in the region.

The purpose of the fixed guideway study is to identify the needs and challenges for establishing a fixed guideway transportation system in the region, evaluate ways [corridors] and means [technologies] to see what is feasible, look at estimated ridership and costs, and make recommendations. An action plan will then be developed.

A steering committee of 30 business and government leaders from across the region will be involved in guiding the process, plus there will be public input requested at the public meetings February 21, 22, 23, and 24 at area libraries.

Mr. Hopper said the possible technologies being looked at the first round of public meetings include High Occupancy Vehicle, Bus Rapid Transit, light rail transit, modern street cars, commuter rail, heavy rail and monorail. He referred to the concept corridors that have been identified thus far, to include: the Northwest, Yukon, Airport, Norman, Tinker Air Force Base, 23rd St, Remington, Edmond, and Portland corridors. His hope is that citizens will help identify corridors which have not been evaluated as of yet.

Transit oriented land use development is needed to compliment an effective Fixed Guideway system and features higher density development, generally around transfer stations.

Mr. Hopper then discussed the Federal Transit Administration process, which begins with Systems Planning—the step COTPA is currently undertaking. If feasible, the next issue is determining if there is a need to analyze alternatives, prepare environmental impact studies, determine the corridors and the costs, and find federal, state and local revenue sources to support the project.

Potential funding strategies include the federal FTA Section 5309 program; however, there is a lot of competition for that funding. He said there are other kinds of funding that can be used.

Mr. Hopper said that the public meeting dates, times, and locations can be viewed at www.okfgs.org.

There was no 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 reminded those entities who have FFY 2004 TIP projects still not let for bid, or FFY 2005 TIP projects, to please remain after this meeting for a short discussion of the projects. She said Allan Wylie of the Local Government Division of ODOT was here to help the entities with advancing these projects.

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

D. FY 2005 Unified Planning Work Program (UPWP) Reports

Ms. Koenig said the following FY 2005 UPWP report was completed:

Task 1.02(1a) Traffic Counts (EDM)

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

V. NEW BUSINESS

Douglas Rex said that four subregional meetings have been scheduled for member entities to discuss with staff their priorities for the long range (2030) street and highway plan. He said notices were sent by email or by letter inviting them to those meetings.

Mr. Rex then gave the dates and times for the subregional meetings:

East Oklahoma County – meeting already held last Monday at the Reed Center in Midwest City.

The entities invited were Midwest City, Jones, Luther, Harrah, Choctaw, Del City, Nicoma Park, Spencer, and Forest Park.

Cleveland and McClain Counties – Friday, February 11, 2-4 p.m., at the City of Norman Council Study Session Rm.

The entities invited include Moore, Norman, Slaughterville, Lexington, Cole, Noble, Newcastle, Blanchard, Goldsby, and Cleveland County.

Logan and West Oklahoma County – Wednesday, February 16, 1:30-3:00 p.m. in the ACOG Conference Rm.

The entities invited include Guthrie, Nichols Hills, The Village, Warr Acres, Bethany, Edmond, Oklahoma City, Oklahoma County, and Logan County.

Canadian and Grady Counties – Thursday, February 17, 2-4 p.m., at the Yukon City Hall.

The entities invited include Yukon, Piedmont, Mustang, Tuttle, and Canadian County.

Mr. Rex said if anyone had questions, to feel free to ask and encouraged all to attend and give their input.

VI. ADJOURN

There being no further business, the meeting adjourned at 10:46 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

DATE: March 3, 2005

TO: Intermodal Transportation Technical Committee

FROM: Holly Massie, Special Programs Officer

SUBJECT: Request for Amendment to the FFY 2005-2007 Transportation Improvement Program by ODOT

INFORMATION:

The Oklahoma Department of Transportation (ODOT) has requested an amendment to the FFY 2005 element of the FFY 2005-2007 OCARTS Area Transportation Improvement Program (TIP) to include painting a bridge on US-77 over the S. Canadian River and BNSF Railroad in Cleveland County.

The attached letter from ODOT further describes the request and estimated cost of the project, which will be funded with federal Bridge Replacement (BRF) funds and soft match.

The federal funds associated with this project will not impact the FFY 2005 Oklahoma City Urbanized Area funds available for local government projects.

ACTION REQUESTED:

Consider recommending that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include bridge painting at US-77 over the S. Canadian River and BNSF Railroad in Cleveland County, as requested by ODOT.



OKLAHOMA DEPARTMENT OF TRANSPORTATION

**200 N. E. 21st Street
Oklahoma City, OK 73105-3204**

February 9, 2005

A.C.O.G.

Mr. Zach Taylor,
Executive Director
Association of Central Oklahoma Governments
21 E. Main, Suite 100
Oklahoma City, Oklahoma 73104

FEB 14 2005

By 

Dear Mr. Taylor:

The Oklahoma Department of Transportation requests that the Federal Fiscal Year 2005 - 2007 OCARTS Transportation Improvement Program (TIP) be amended to include the following project:

TIP YEAR		FUNDING
Add FFY 2005	Cleveland County US 77: Bridge painting over South Canadian River & Railroad. BRFY NBIP (351) Job Piece: 20278(05)	FED=\$1,200,000 STATE = \$0 TOTAL=\$1,200,000

This project has been advertised as an amendment to the FFY 2005 -2007 Statewide Transportation Improvement Program and the FFY 2005 element of the OCARTS Transportation Improvement Program.

If you have any questions concerning this amendment request, please contact Dawn Borelli at (405) 521-6433

Sincerely,



Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DCB

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER

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: March 3, 2005

TO: Intermodal Transportation Technical Committee

FROM: Danny O'Connor, Associate Planner
Transportation Planning & Data Services (TPDS)

SUBJECT: Intermodal Element
for the 2030 OCARTS Plan

INFORMATION:

The Intermodal Element report profiles the five modes of transportation in the OCARTS area that compliment and work in concert with the street and highway network. This report can be viewed at: <http://www.acogok.org/Newsroom/Downloads/preime2030.pdf>, or for individuals receiving a paper agenda, a copy is enclosed. The report will be able to function as a stand-alone piece of the 2030 OCARTS Plan; and also will be summarized in the final Plan Report and Plan documents. It should be noted that many of the modes discussed in the Intermodal Element rely on an efficient street and highway network, therefore underscoring the importance of an integrated intermodal network for the movement of goods and people. The following is a brief synopsis of each mode.

Transit

Public transportation within the OCARTS area has several components. These include specific services for the elderly and disabled, taxi operations, demand response programs for rural areas, as well as traditional fixed route bus service throughout the metropolitan area. The transit section includes a profile of existing services and current trends within the study area in addition to analysis of service demand and supply. Options for future transit initiatives, including expanded bus service and fixed guideway transit, are also discussed. Other pertinent issues addressed include the expansion of Amtrak service and the pursuit of other passenger rail options.

Bicycles and Pedestrian Trails

Development of a comprehensive bicycle network is fully supported by the goals established by the MPO for a higher quality, more efficient transportation system, that is environmentally and economically sound. The trails section summarizes the existing bicycle and pedestrian facilities and compares the extent of existing infrastructure to a suggested standard. Based on projected regional population growth and the development of OCARTS area communities, an assessment of the regional bicycle facilities desired for the future is quantified. Future options are proposed in response to identified area bicycle network deficiencies.

Pedestrian issues are fundamental to an integrated transportation system. Since it is the mode most often used in conjunction with other modes, it is a key element of an intermodal transportation system. The pedestrian network system within the OCARTS area is the least cohesive of the individual modal networks. Currently, the pedestrian network is an articulation of disparate plans adopted or proposed by member jurisdictions within the OCARTS area. The pedestrian section focuses on enhancing pedestrian traffic and integrating the pedestrian mode with other modes of travel.

Air, Rail, and Motor Carriers – facilities for freight movement

Transportation of freight cargo is often considered the lifeline of an area because of the essential movement of goods and products in and out of the area. The existing OCARTS freight movement network is a well-established composite of trucking, railroad, and air cargo facilities. The intermodal freight section reviews existing OCARTS area freight movement for these facilities. It includes a profile of the existing services and current trends for the three types of facilities and summarizes the current level of service. Future options are provided which would enhance the mobility of freight and further integrate freight movement with the intermodal network. Proposals to enhance airport access are also discussed, so that the OCARTS area may fully benefit from increased airport passenger services and intermodal freight linkages.

ACTION REQUESTED:

Consider recommending that the ITPC approve inclusion of the Intermodal Element in the 2030 OCARTS Plan.

ACOG

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MEMORANDUM

DATE: March 3, 2005
TO: Intermodal Transportation Technical Committee
FROM: Holly Massie, Special Programs Officer
SUBJECT: Preliminary Projected Revenues for Implementation of the 2030 OCARTS Plan

INFORMATION:

In order to gauge the financial feasibility of the 2030 OCARTS Plan alternatives, a preliminary 30-year (2000-2030) projection of revenue has been developed for comparison with the estimated cost of each alternative.

Transportation revenues historically available to, or spent within, the OCARTS area were identified from a variety of federal, state and local sources. This historical information was then used as the basis for the revenue projections. Projected local revenues were derived from responses to an ACOG survey distributed last November to each OCARTS area local government.

The following table summarizes the revenues estimated to be available for implementing the *street and highway, bicycle and pedestrian, and transit modes* of the 2030 OCARTS Plan. Also included, are tables that describe the historical information upon which each component of the 30-year revenue projection is based. Please be reminded that the base year of the 2030 Plan is the year 2000, and all cost estimates and revenue projections use base year dollars for comparison purposes.

Please review the preliminary revenue projections and advise of any additional sources or information you may be aware of so that information can be included in the final revenue projection for the 2030 OCARTS Plan.

ACTION REQUESTED:

Review and comment on preliminary street and highway revenue projections.

**ESTIMATED TRANSPORTATION REVENUES
FOR IMPLEMENTATION OF THE 2030 OCARTS PLAN**

STREETS AND HIGHWAYS, BICYCLE & PEDESTRIAN MODES:	Estimated 30-Year Total
Federal Sources (Plus Matching Funds):	
Federal-aid Funds (Includes IM, NHS, BR, STP, STP Enhancement, STP-UZA, CMAQ and MG funds)	\$2,077,081,401
Federal Discretionary Earmarks (1999 - 2005) (Includes Demonstration, HPP / I-40 earmarks, ITS, NCPD and other discretionary funds)	\$206,865,882
Future Federal Discretionary Earmarks (Assumes \$2.5 mil./yr. for 2006-2030, \$180 mil. for I-40 Crosstown Relocation, and \$34,500,000 to implement ITS Deployment Plan)	\$274,500,000
State Sources:	
State Highway Maintenance, Industrial Access and Lake Access Funds	\$165,608,160
Capital Improvements Program Funds (Through 2004)	\$109,247,122
Oklahoma Transportation Authority (Equals estimated tumpike costs)	\$518,660,609
GARVEE Bond Debt Service*	(\$13,300,000)
State Assessed Taxes and Fees:	
State Taxes and Fees Distributed Directly to Counties (Includes gasoline, diesel & special fuel taxes; gross production taxes; and motor vehicles collections including County Road and Bridge Improvement funds)	\$613,544,400
State Taxes and Fees Distributed Directly to Cities and Towns (Includes gasoline excise tax, motor vehicle collections)	\$285,858,840
Local Sources: (Includes funds for transportation improvements from: general fund, street and alley fund, developer contributions, bond issues and local sales tax revenues)	\$1,082,269,010
Subtotal	\$5,320,335,424
TRANSIT MODE:	
Federal Sources: (Includes FTA Sec. 5307, Sec. 5309, JARC, Sec. 5310, Sec. 5311 and CMAQ)	\$232,847,310
State Sources: (Transit Revolving Funds for COTPA, CART, First Capital Trolley and Delta Public Transit)	\$21,453,570
Local Sources: (Includes municipal, county, university and private funds for urban and rural operators)	\$407,532,930
Subtotal	\$661,833,810
TOTAL ESTIMATED REVENUES FOR 2030 OCARTS PLAN	\$5,982,169,234

* Approximately \$40 million in GARVEE bond funds will be spent within the OCARTS area and will be repaid with Federal Funds. Therefore, the GARVEE revenues are not reflected in the total revenues above. The debt service on these bonds will be repaid with State funds.

**OCARTS AREA FEDERAL-AID HIGHWAY FUNDS - 30-YEAR ESTIMATE
2030 OCARTS PLAN**

HISTORICAL FEDERAL-AID EXPENDITURES WITHIN OCARTS:						
Funding Category:	Basis of Suballocation to OCARTS Area	Fed. Share	FFY 1998-2004 Average	Matching Funds**	Total	30-Yr. Estimate
Interstate Maintenance	State Discretion	90%	\$24,645,606	\$1,834,728	\$26,480,334	\$794,410,033
National Highway System	State Discretion	80%	\$1,108,277	\$82,505	\$1,190,782	\$35,723,462
Bridge Program	State Discretion	80%	\$2,976,992	\$221,621	\$3,198,613	\$95,958,375
STP *, Statewide & Safety	State Discretion	80%	\$8,050,621	\$599,324	\$8,649,945	\$259,498,350
STP, Enhancement	State Discretion	80%	\$3,058,830	\$339,870	\$3,398,700	\$101,961,000
STP, UZA Suballocation	TEA-21 Formula	80%	\$14,805,442	\$1,645,049	\$16,450,491	\$493,514,733
Congestion Mitigation/Air Quality	State Discretion	80%	\$100,000	\$11,111	\$111,111	\$3,333,333
Minimum Guarantee	State Discretion	80-90%	\$3,115,696	\$346,188	\$3,461,884	\$103,856,533
Subtotal			\$57,861,464	\$5,080,397	\$62,941,861	\$1,888,255,820
10% Contingency for Cost Overruns			\$5,786,146	\$508,040	\$6,294,186	\$188,825,582
Total			\$63,647,610	\$5,588,436	\$69,236,047	\$2,077,081,401

* Surface Transportation Program **Match for IM, NHS, BR and STP-State reduced by 1/3. Assumes Soft Match will continue for 10 years.

NON-RECURRING FEDERAL REVENUES	
	FFY 1999-2005 Total
Demonstration Funds	\$1,840,250
High Priority Proj./I-40 Earmarks	\$180,795,251
Intelligent Transp. Systems	\$4,041,126
ITS CVISN Projects	\$1,787,470
Nat'l Corridor Planning & Devel.	\$2,239,950
Transp Comm System Preserv.	\$1,606,807
Other Discretionary Funds	\$4,363,361
FFY 2004 Earmarks*	\$2,800,000
FFY 2005 Earmarks**	\$7,391,667
Total	\$206,865,882

* Includes FFY 2004 earmarks for Turner TP Gate near Luther, Lake Draper road improvements and NE 23rd St. improvements

** Includes FFY 2005 earmarks for I-40/Morgan intchg., Broadway Ext., Hudiburg Dr. in MWC, RR grade sep. in Norman & other OCARTS area projects

Sources: Oklahoma Transportation Commission Agendas / Awards Lists, ODOT Programs Division and ODOT Planning Division

**OCARTS AREA STATE FUNDS - 30-YEAR ESTIMATE
2030 OCARTS PLAN**

MAINTENANCE FUNDS:		
County	FY 1998-2004 Annual Avg.	Estimated 30-Year Total
Canadian	\$465,820	\$13,974,600
Cleveland	\$838,009	\$25,140,270
Grady	\$37,756	\$1,132,680
Logan	\$333,670	\$10,010,100
McClain	\$258,729	\$7,761,870
Oklahoma	\$2,930,121	\$87,903,630
Total		\$145,923,150
OTHER STATE FUNDS:		
Fund	FY 1998-2004 Annual Avg.	Estimated 30-Year Total
Ind. Access	\$595,222	\$17,856,660
Lake Access	\$60,945	\$1,828,350
Total		\$19,685,010
Total Maintenance, Indus. and Lake Access		\$165,608,160
Other	OCARTS Total	One-Time Est.
CIP Program	\$109,247,122	\$109,247,122
Turnpike Revenues*	\$520,160,609	\$518,660,609
Total Estimated Revenue		\$793,515,891

* Includes \$3.5 million for the Turner TP Gate near Luther. Additional funds for the gate will come from an FFY 2004 federal earmark (included in Non-Recurring Federal Revenues), Oklahoma City and Oklahoma County.

Sources: ODOT Programs Division and OTC Awards Lists
Oklahoma Transportation Authority, SW Outer Loop MIS, Oklahoma County

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**STATE ASSESSED TAXES AND FEES - 30-YEAR ESTIMATE
2030 OCARTS PLAN**

TAXES AND FEES DISTRIBUTED DIRECTLY TO COUNTIES:		
<small>(Fuel Taxes, Gross Production Taxes and Vehicle Motor Collections, including County Road & Bridge Impr. Funds)</small>		
County	FY 98-04 OCARTS Annual Average	Estimated 30-Year Total
Canadian	\$2,731,800	\$81,954,000
Cleveland	\$3,794,821	\$113,844,630
Grady	\$1,237,361	\$37,120,830
Logan	\$1,783,559	\$53,506,770
McClain	\$1,491,073	\$44,732,190
Oklahoma	\$9,412,866	\$282,385,980
Totals	\$20,451,480	\$613,544,400
TAXES AND FEES DISTRIBUTED DIRECTLY TO CITIES AND TOWNS:		
<small>(Admission Fees, Alcoholic Beverage Tax, Gas Excise Tax and Motor Vehicle Collections)</small>		
County	FY 98-04 OCARTS Annual Average	Estimated 30-Year Total
Canadian	\$468,230	\$14,046,900
Cleveland	\$1,539,663	\$46,189,890
Grady	\$78,511	\$2,355,330
Logan	\$151,526	\$4,545,780
McClain	\$161,845	\$4,855,350
Oklahoma	\$7,128,853	\$213,865,590
	\$9,528,628	\$285,858,840

Note: The above figures are based on each county's percent of population in the OCARTS area
Source: "State Payments To Local Governments," FY 1998 - FY 2004, Oklahoma Tax Commission

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**ESTIMATED LOCAL TRANSPORTATION REVENUES
2030 OCARTS PLAN**

OCARTS Entity	Current General Fund	Future General Fund	Street & Alley Fund	Developer Contrib.	Current G. O. Bond Revenues	Proposed G. O. Bond Revenues	Current Sales Tax Revenues	Proposed Sales Tax Revenues
Choctaw	\$0	\$0	\$480,000	Unknown			Unknown	Unknown
Del City	\$6,375,000	Included in Current	\$0	\$0	\$0	\$1,000,000	\$1,200,000	\$3,000,000
Edmond	\$86,000,000	\$87,500,000	Varies	\$12,000,000 for S&H \$3,000,000 for Sidewalks	\$0	\$0	\$5,335,500 for S&H \$4,250,000 for Trails	\$21,342,000
Harrah	\$250,000 S&H \$750,000 Trails	Included in Current	\$3,600,000	\$0	\$0	\$0	\$0	\$250,000 S&H \$150,000 Trails
Midwest City	\$66,077,760 (Includes Future)	\$1,500,000 CIP Fund for Sidewalks	\$15,000,000	N/A	\$23,400,000	\$0	\$0	\$0
Moore	\$30,000,000	Included in Current	\$9,625,000	\$0	\$5,000,000	\$0	\$0	\$0
Mustang	\$180,000	\$2,500,000	\$0	Sidewalks required on new Res. and Comm. Developments	\$0	\$0	\$0	\$0
Nichols Hills						Pending March 2005 Vote		

ESTIMATED LOCAL TRANSPORTATION REVENUES 2030 OCARTS PLAN

OCARTS Entity	Current General Fund	Future General Fund	Street & Alley Fund	Developer Contrib.	Current G. O. Bond Revenues	Proposed G. O. Bond Revenues	Current Sales Tax Revenues	Proposed Sales Tax Revenues
Noble	\$100,000	\$1,000,000	\$0	\$0	\$320,000	\$1,000,000	\$0	\$0
Norman	\$24,000,000	Included in Current	\$0	\$47,500,000 for S&H \$2,500,000 for Sidewalks	\$0	Pending March 2005 Vote	Unknown	Unknown
Oklahoma City	\$180,000,000	Included in Current	\$150,000,000	Unknown	\$65,475,000	\$120,600,000	\$0	\$0
The Village	\$2,083,750	\$12,125,000	\$4,800,000	\$0	\$0	\$0	\$0	\$0
Yukon	\$39,000,000	Included in Current	\$0	\$10,000,000	\$32,000,000	\$0	\$0	\$0
TOTALS	\$434,816,510	\$104,625,000	\$183,505,000	\$75,000,000	\$126,195,000	\$122,600,000	\$10,785,500	\$24,742,000
GRAND TOTAL \$1,082,269,010								

Source: ACOG Survey of Local Revenue Sources for Street Improvements for 2030 OCARTS Plan Financial Capacity Analysis, September 2004

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**ESTIMATED TRANSIT REVENUE AVAILABLE TO THE OCARTS AREA
FROM FEDERAL, STATE AND LOCAL SOURCES
2030 OCARTS PLAN**

(Transit costs are assumed not exceed estimated transit revenues)

FEDERAL FUNDING SOURCES:		
Funding Category	Estimated Annual Average	Estimated 30-Year Total
FTA Sec. 5307 Urbanized Area Formula:		
COTPA	\$4,422,211	\$132,666,330
CART	\$1,200,000	\$36,000,000
FTA Sec. 5309 Capital Program - Discretionary:		
COTPA*	\$2,536,946	\$19,027,095
CART*	\$800,000	\$6,000,000
FTA JARC Program*	\$839,234	\$6,294,255
FTA Sec. 5310 Elderly and Disabled	\$210,868	\$6,326,040
Section 5311 Non-Urban Area Formula:		
First Capital Trolley (Guthrie)	\$355,304	\$10,659,120
Delta Public Transit (Purcell)	\$129,149	\$3,874,470
FHWA Congestion Mitigation/Air Quality (CMAQ)	\$400,000	\$12,000,000
Subtotal	\$10,893,712	\$232,847,310
STATE FUNDING SOURCES:		
Funding Category	Estimated Annual Average	Estimated 30-Year Total
Public Transit Revolving Fund:		
COTPA	\$590,482	\$17,714,460
CART	\$70,000	\$2,100,000
First Capital Trolley	\$42,991	\$1,289,730
Delta Public Transit	\$11,646	\$349,380
Subtotal	\$715,119	\$21,453,570
LOCAL FUNDING SOURCES:		
	Estimated Annual Average	Estimated 30-Year Total
COTPA:		
OKC General Fund	\$6,746,486	\$202,394,580
Other Municipal and County Funds	\$201,352	\$6,040,560
Farebox and Ticket Revenues	\$1,788,811	\$53,664,330
Other Revenues	\$2,780,541	\$83,416,230
CART:		
City of Norman	\$180,000	\$5,400,000
University of Oklahoma	\$850,000	\$25,500,000
Farebox and Private Sector Funds	\$125,000	\$3,750,000
First Capital Trolley - Fares, donations, etc.	\$642,857	\$19,285,710
Delta Public Transit - Fares, donations, etc.	\$226,194	\$6,785,820
Local Match for FTA Sec. 5310 Funds	\$43,190	\$1,295,700
Subtotal	\$13,584,431	\$407,532,930
Total Federal, State and Local Funds	\$25,193,262	\$661,833,810

* Revenue projection assumes one-fourth of the FY 2001 - FY 2004 annual average.

Sources: COTPA, CART, ODOT Transit Programs Division and OCARTS Area Sec. 5310 Applications to DHS

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MEMORANDUM

DATE: March 3, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

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

SUBJECT: Estimated Costs for Street and Highway Alternatives for the 2030 OCARTS Plan

INFORMATION:

As part of the development of the 2030 OCARTS Plan, preliminary cost estimates have been calculated (using the approved unit costs), for each street and highway alternate developed to date. Cost (and revenues) are calculated in year 2000 dollars. The following is a brief description of each alternate and its associated cost.

Alternate One – Present Plus Committed Network Includes:

- OCARTS network streets and highways as they existed in the 2000 base year
- All street and highway improvements expected to be funded through October 2005

Table 1 summarizes the total costs for the street and highway network for Alternate One of the OCARTS Plan. As you will note, the major share of the cost is attributed to maintenance. Construction costs reflect projects underway between 2000 and 2005.

Table 1:
Estimated Costs for Implementing Alternate One of the 2030 OCARTS Plan
(Present Plus Committed Network)

Functional Classification	Linear Miles	Lane Miles	COST (in thousands)			
			Const.	Maint.	R.O.W.	Total
Turnpikes	60.00	240.00	60,961	75,096	6,164	142,221
Interstates & Freeways	168.08	858.76	232,054	215,729	13,000	460,783
Principal Arterials	446.29	1,659.47	35,049	234,219	16,274	285,542
Minor Arterials	1,388.37	3,469.48	119,452	407,403	57,893	584,748
Collectors	204.11	515.98	10,532	59,812	4,340	74,684
TOTAL	2,266.84	6,743.69	458,048	992,259	97,671	1,405,757

Note: Only includes street and highway costs. The construction cost figures include structure costs. Maintenance costs are for a 2-inch asphalt-concrete overlay every 10 years over the planning period (2000-2030).

Alternate Two – 2025 OCARTS Plan Network Includes:

- Present Plus Committed Network (Alternate One).
- All street and highway improvements called for by the 2025 OCARTS Plan. (Southwest Outer Loop was assumed to be a toll facility).

Consideration of Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), and Traffic System Management (TSM) on recurring congestion corridors.

Table 2 summarizes the estimated costs for implementing Alternate Two of the 2030 OCARTS Plan. Alternate Two will require higher investments for construction and right-of-way acquisition because it calls for more new street/highway improvement projects.

When calculating the cost estimates for implementing Alternate Two, new street/highway construction and widening projects were separated into two categories, according to the time frame that the improvements are expected to be implemented:

- *Short-range* projects (from the year 2005 to the year 2014)
- *Long-range* projects (from 2015 to 2030)

For cost estimate purposes, the short-range projects are assumed to require two maintenance cycles and the long-range projects are assumed to require one maintenance cycle. The short-range and long-range assignments were based on the proposed staging of improvements reflected in the adopted 2025 OCARTS Plan.

**Table 2:
Estimated Costs for Implementing Alternate Two of the 2030 OCARTS Plan
(2025 OCARTS Plan Network)**

Functional Class	Linear Miles	Lane Miles	COST (in thousands)					Total
			Const.	Maint.	R.O.W.	Major Interchange	Non-Trad'l Imprv'ts ^d	
Turnpikes ^a	80.00	320.00	424,961	84,036	6,164	7,000		522,161
Interstate & Freeway ^b	172.40	968.48	736,425	207,603	84,000	^c 245,969	18,995	1,292,952
Principal Arterials	446.78	1,785.08	247,008	221,579	95,882		17,745	582,214
Minor Arterials	1,397.58	4,109.66	904,566	395,017	382,650		3,630	1,685,863
Collectors	207.09	558.39	55,770	59,847	30,882			146,499
TOTAL	2,303.84	7,741.61	2,368,730	968,082	599,578	252,969	40,330	4,229,688

Notes: Only includes street and highway costs. The construction cost figures include structure costs. Maintenance costs are for a 2-inch asphalt-concrete overlay every 10 years over the planning period (2000-2030).

^aSouthwest Outer Loop was considered a toll facility and the cost figures were based on the Outer Loop Corridor MIS (updated to 2000 dollars) and information provided by OTA.

^bConstruction (\$289 million) and ROW acquisition (\$71 million) for the I-40 Crosstown realignment project was based on information provided by ODOT.

^cMajor Interchanges include I-240/I-35, I-44/I-235 (project also includes widening of I/44 from 63rd St. to 36th St from 4 to 6 lanes; Widening of Santa Fe from 50th St. to 63rd St.), Broadway Extn./Memorial Road, I-40/Morgan Rd., I-35/Shields Ave.

^dThe non-traditional improvements in the aggregate are expected to cost approximately \$40 million, and they will be implemented for the most part on freeways and principal arterials. Non-traditional improvements include the deployment of Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), and Traffic System Management (TSM).

Alternate Three – Revised 2025 OCARTS Plan Network Includes:

- Present Plus Committed Network (Alternate One)
- 2025 OCARTS Plan Network (Alternate Two)
- Approved 2025 OCARTS Plan Amendments:
 - State Highway 9 [SH9] from Cleveland/Pottawatomie County line to 168th Ave E. (3 miles). Widen 2 to 4 lanes
 - State Highway 74 [Portland] from NW 136th Street (Memorial Road) to NW 248th Street (Waterloo Road) in Oklahoma County (8 miles). The proposal calls for the widening of the present 2-lane facility.
- Oklahoma City 2000 General Bond Projects
 - SW 29th Street from Meridian Avenue to MacArthur Avenue – 2 to 4 lanes
 - Morgan Road from SW 15 Street to SW 29th Street - 2 to 4 lanes
 - NE 122nd Street from Broadway Extension to Kelley Avenue - 2 to 4 lanes

Table 3 summarizes the estimated cost for Alternate Three. It appears that the inclusion of the six projects described earlier will increase the cost of the 2030 OCARTS Plan by approximately \$63 million.

**Table 3:
Estimated Costs for Implementing Alternate Three of the 2030 OCARTS Plan
(Revised 2025 OCARTS Plan Network)**

Functional Class	Linear Miles	Lane Miles	COST (in thousands)					Total
			Const.	Maint.	R.O.W.	Major Interchange	Non-Trad'l Imprv'ts ^d	
Turnpikes ^a	80.00	320.00	424,961	84,036	6,164	7,000		522,161
Interstate & Freeway ^b	173.33	979.10	774,563	209,591	84,000	^c 245,969	18,995	1,333,078
Principal Arterials	456.77	1,825.04	269,268	225,027	105,986		17,745	618,026
Minor Arterials	1,386.66	4,073.02	895,278	391,451	382,488		3,630	1,672,847
Collectors	207.09	558.39	55,770	59,847	30,882			146,499
TOTAL	2,303.84	7,755.55	2,419,840	969,952	609,520	252,969	40,330	4,292,610

Notes: Only includes street and highway costs. The construction cost figures include structure costs. Maintenance costs are for a 2-inch asphalt-concrete overlay every 10 years over the planning period (2000-2030).

^aSouthwest Outer Loop was considered a toll facility and the cost figures were based on the Outer Loop Corridor MIS (updated to 2000 dollars) and information provided by OTA.

^bConstruction (\$289 million) and ROW acquisition (\$71 million) for the I-40 Crosstown realignment project was based on information provided by ODOT.

^cMajor Interchanges include I-240/I-35, I-44/I-235 (project also includes widening of I/44 from 63rd St. to 36th St from 4 to 6 lanes; Widening of Santa Fe from 50th St. to 63rd St.), Broadway Extn./Memorial Road, I-40/Morgan Rd., I-35/Shields Ave.

^dThe non-traditional improvements in the aggregate are expected to cost approximately \$40 million, and they will be implemented for the most part on freeways and principal arterials. Non-traditional improvements include the deployment of Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), and Traffic System Management (TSM).

ACTION REQUESTED:

Review and comment on the estimated street and highway network costs for 2030 OCARTS Plan alternates.

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MEMORANDUM

DATE: March 3, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

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

SUBJECT: Street and Highway Improvements Suggested for Inclusion in Alternate Four of the
2030 OCARTS Plan

INFORMATION:

In February, ACOG staff conducted subarea meetings to receive input from member entities regarding the projects/improvements that they would like to have tested for possible inclusion in the Alternate Four network of the 2030 OCARTS Plan. The OCARTS area was divided into four subareas for this purpose: 1) East Oklahoma County, 2) Cleveland and McClain Counties, 3) West Oklahoma County and Logan County, and 4) Canadian and Grady Counties.

The suggestions received at these meetings were tabulated and are presented in the following pages.

Since anticipated revenues may not be sufficient to cover the cost of all proposed projects and not all projects demonstrate a strong need for implementation by the year 2030, all suggestions for change to the Alternate Four network will be prioritized based on a scoring system approved by ITPC in January 2005.

The system evaluates the level of congestion anticipated under Alternate Three, and analyzes whether the introduction of the proposed projects in Alternate Four will reduce the congestion.

The assumption of this scoring system is that projects that show greater improvement (largest percent reduction in V/C ratio) will receive higher priority in project selection for Alternate Four.

East Oklahoma County

Entities Present: Del City, Midwest City, Spencer, ODOT

Monday, February 7, 2005, 1:30 – 3:30pm

Reed Center

Consider adding the following improvements:

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging	Alt. Three V/C Ratio	Alt. Four V/C Ratio
Spencer	Post Rd	N 63rd St	N 36th St	2 to 4 lanes	2.00	L		
DC	Reno Ave	Bryant Ave	Sooner Rd	4 to 5 lanes	2.00	S		
MWC	Reno Ave	Sooner Rd	Post Rd	4 to 5 lanes	4.00	L		
MWC	Sooner Rd	BNSF Railroad tracks	N 23rd St	2 to 4 lanes	0.55	L		
DC	S 15th St	I-40	Sooner Rd	4 to 5 lanes	0.50	S		
MWC	S 29th St	Sooner Rd	I-40	4 to 5 lanes	0.75	L		

Canadian/Grady Counties

Members Present: Yukon

Thursday, February 17, 2005, 2:00 – 4:00pm

Yukon City Hall

Consider adding the following improvements:

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging	Alt. Three V/C Ratio	Alt. Four V/C Ratio
Yukon	Frisco Rd	SH-66	N 10th St	2 to 4 lanes	2.00	L		
Yukon	Mustang Rd	N 50th St (Wagner Rd)	SH-66	2 to 4 lanes	1.00	L		
Yukon	N 10th St	Frisco Rd	Cemetery Rd	2 to 4 lanes	1.00	L		
Yukon	N 23rd St	Mustang Rd	Sara Rd	2 to 4 lanes	1.00	L		
Yukon	N 50th St (Wagner Rd)	Cemetery Rd	Sara Rd	2 to 4 lanes	3.00	L		
Yukon	N 78th St (Wilshire Blvd)	Richland Rd	SH-4	2 to 4 lanes	3.00	L		

West Oklahoma County/Logan County

Members Present: Edmond, Logan County, Oklahoma City, Warr Acres, ODOT

Wednesday, February 16, 2005, 1:30 – 3:30pm

ACOG

Consider adding the following improvements:

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging	Alt. Three V/C Ratio	Alt. Four V/C Ratio
Edmond	Broadway Ave	N 248th St (Waterloo Rd)	N 220th St (Coffee Creek Rd)	2 to 4 lanes	2.00	L		
OKC	Coltrane	N 206th St (Covell Rd)	N 178th St (Edmond Rd)	2 to 4 lanes	2.00	S		
OKC	Council Rd	S 44th St	S 74th St	2 to 4 lanes	2.00	L		
Warr Acres	MacArthur Blvd	N 78th St	N 36th St	4 to 5 lanes	3.00	S		
OKC	Morgan Rd	S 15th St	S 59th St	2 to 4 lanes	3.00	S		
Edmond	Post Rd	N 206th St (Covell Rd)	N 178th St (Edmond Rd)	2 to 4 lanes	2.00	L		
OKC	N 108th St (Hefner Rd)	County Line Rd	Council Rd	2 to 4 lanes	1.00	S		
Edmond	N 206th St (Covell Rd)	Pennsylvania Ave	Western Ave	2 to 4 lanes (div)	1.00	S		
Edmond	N 206th St (Covell Rd)	Douglas Blvd	Post Rd	2 to 4 lanes	1.00	S		
Logan Cnty	N 248th St (Waterloo Rd)	Kelly Ave	I-35	2 to 4 lanes	4.50	L		
OKC	N 78th St (Wilshire Blvd)	Rockwell Ave	SH-3 (Northwest Expressway)	2 to 4 lanes	0.86	S		
OKC	N 93rd St (Britton Rd)	County Line Rd	Council Rd	2 to 4 lanes	1.00	S		
OKC	S 15th St	Morgan Rd	County Line Rd	2 to 4 lanes	1.00	S		
OKC	S 29th St	MacArthur Blvd	Meridian Ave	2 to 4 lanes	1.00	S		

Consider Downgrading in the 2030 OCARTS Plan

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging	Alt. Three V/C Ratio	Alt. Four V/C Ratio
OKC	MacArthur Blvd	SW 104th St	SW 119th St	4 to 2 lanes	1.00			
OKC	Robinson Ave	Main St	Sheridan Ave	4 to 2 lanes	0.08			
OKC	Sheridan Ave	E. K. Gaylord	Lincoln Blvd	4 to 2 lanes	0.65			

Cleveland /McClain Counties

Members Present: Moore, Noble, Norman, Slaughterville

Friday, February 11, 2005, 2:00 – 4:00pm

Norman City Hall

Consider adding the following improvements:

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging	Alt. Three V/C Ratio	Alt. Four V/C Ratio
Norman	Eastern Ave (24th Ave W)	S 194th St (Franklin Rd)	US-77	2 to 4 lanes	0.80	L		
Moore	I-35 frontage roads	S 149th St (S 19th St)	34th St/S 164th St	3 to 5 lanes	1.00	L		
Norman	Lindsey St	Sooner Rd (12th Ave E)	Midwest Blvd (36th Ave E)	2 to 4 lanes	1.00	L		
Norman	Main St	Carter Ave	Sooner Rd (12th Ave E)	2 to 4 lanes	0.50	S		
Norman	Rock Creek Rd	at I-35		New interchange		L		
Norman	Rock Creek Rd	Kelley Ave (36th Ave W)	Eastern Ave (24th Ave W)	2 to 4 lanes	1.00	L		
Norman	Rock Creek Rd	1/2 mile west of 36th Ave W	Kelley Ave (36th Ave W)	2 to 4 lanes	0.50	S		
Norman	SH-9	Eastern Ave (24th Ave W)	Sooner Rd (12th Ave E)	4 to 6 lanes	4.00	S		
Norman	Sooner Rd (12th Ave E)	SH-9	S 299th St (Cedar Lane Rd)	2 to 4 lanes	0.45	S		
Moore	S 164th St (34th St)	at I-35		New interchange		S		
Moore	S 164th St (34th St)	I-35	Broadway	2 to 4 lanes	1.20	L		
Norman	S 194th St (Franklin Rd)	US-77	Eastern Ave (24th Ave W)	2 to 4 lanes	0.30	L		
Norman	S 194th St (Franklin Rd)	Santa Fe Ave (48th Ave W)	I-35	2 to 4 lanes	1.46	S		
Norman	S 299th St (Cedar Lane Rd)	Sooner Rd (12th Ave E)	1/2 mile east of 24th Ave E	2 to 4 lanes	1.50	S		
Clev. Co.	US-77	S 329th St. (Etowah Rd.)	Purcell City Limits	2 to 4 lanes	11.50	L		

Consider Downgrading in the 2030 OCARTS Plan

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging	Alt. Three V/C Ratio	Alt. Four V/C Ratio
Norman	Anderson Rd (84th Ave E)	Norman city limits	S 194th St (Franklin Rd)	4 to 2 lanes	2.00			
Norman	Choctaw Rd (120th Ave E)	S 149th St (Stella Rd)	S 254th St (Alameda St)	4 to 2 lanes	7.00			
Norman	S 194th St (Franklin Rd)	US-77	Douglas Blvd (48th Ave E)	4 to 2 lanes	6.25			
Norman	S 254th St (Alameda St)	1/2 mile W of 36th Ave E	Choctaw Rd (120th Ave E)	4 to 2 lanes	5.50			

Other Meetings

Member Present: Piedmont, Goldsby

February 24-March 1, 2005

ACOG

Consider adding the following improvements:

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging	Alt. Three V/C Ratio	Alt. Four V/C Ratio
Goldsby	SH-74	I-35	5.50 miles S. of I-35	2 to 4 lanes	5.50	L		
Piedmont	N 178th St	Piedmont Rd	Portland Ave	2 to 4 lanes	9.00	L		

ACTION REQUESTED:

None. For information only.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: March 3, 2005

TO: Intermodal Transportation Technical Committee

FROM: Holly Massie, Special Programs Officer

SUBJECT: Changes to Bridge Load Posting Requirements under the new National Bridge Inspection Standards (NBIS) Final Rule

INFORMATION:

Revisions to the National Bridge Inspection Standards (NBIS) were recently approved by the Federal Highway Administration (FHWA), which will impact bridge load posting practices throughout Oklahoma. Under the new requirement, the rating of every bridge on all state, city and county roads will have to be posted. Currently, ODOT posts bridge loads on the state highway system only when the rating falls below the legal limit, and local government bridges are posted only when their operating capacity is 20 tons or less.

In order to bring Oklahoma's bridges into compliance with the new NBIS rules, the FHWA has advised ODOT to develop an implementation plan by mid April 2005 that ensures full compliance with the new rules by mid January 2006. Since many of the bridges to be posted are located on roadways under local jurisdiction, rather than the state system, implementation of the new posting rules will have a direct impact on ACOG area local governments.

Calvin Karper of the FHWA Oklahoma Division Office and Walt Peters with the ODOT Bridge Division will attend the upcoming meeting to provide further background and information on the new NBIS rules and its impacts on local governments. Attached is correspondence from FHWA (to ODOT) that discusses the new federal load posting requirements, inconsistencies with current state and local policies and the above-mentioned implementation deadlines.

ACTION REQUESTED:

None. For information only.



U.S. Department
of Transportation
**Federal Highway
Administration**

Oklahoma Division
300 N. Meridian Avenue, Suite 105-S
Oklahoma City, OK 73107-6560

January 4, 2005

In Reply Refer to: **HBR-OK**

National Bridge Inspection Standards Final Rule

Mr. Gary M. Ridley, Director
Oklahoma Department of Transportation
Oklahoma City, OK

Attention: Mr. Bob Rusch, P.E.

Dear Mr. Ridley:

Enclosed are copies of the new National Bridge Inspection Standards (NBIS) Final Rule and accompanying Questions and Answers (Q&A) on this regulation. One notable change in the rule that will impact Oklahoma is further refinement of the load posting requirements. This change in 23 CFR 650.313(c) reads as follows:

"Rate each bridge as to its safe load-carrying capacity in accordance with the AASHTO Manual (incorporated by reference, see §650.317). Post or restrict the bridge in accordance with the AASHTO Manual or in accordance with State law, when the maximum unrestricted legal loads or State routine permit loads exceed that allowed under the operating rating or equivalent rating factor."

Oklahoma State law provides weight exceptions to several different types of vehicles in section 47-14. The most critical exceptions appear to be in sections 47-14-101B that allow ODOT, fire apparatus, and farmers exception to all size and weight without the need to obtain permits. Section 47-14-109 also allows several exceptions with permits such as 15% of gross vehicle weight for garbage trucks.

It is our understanding that ODOT's current policy is to load post bridges on the State systems when their operating rating falls below the legal load limit. Local government bridges are posted when their operating rating is 20 tons or less. Therefore, neither the ODOT posting policy nor the local governments posting policies meet the requirements of the new NBIS final rule.



If the Department restricts the routes that permit holders are allowed to use, load posting of bridges beyond those routes would not be necessary. This assumes that all overload exceptions must have permits. Consistent with long standing FHWA policy and the intent of the final rule, the Department needs to develop an implementation plan for the rule's provisions by mid-April 2005. To ensure future Federal-aid funding is not adversely impacted, the plan should reflect full implementation by mid-January 2006.

Please forward this information to the appropriate local officials. We are prepared to assist the Department and other bridge owners within the State in developing a plan that will effectively meet the new NBIS requirements as soon as possible.

If you have any questions concerning this matter or would like to arrange a meeting to initiate development of a plan, please contact Calvin Karper at 405-605-6166 extension 325.

Sincerely yours,

Walter J. Kudzia
Division Administrator

Enclosures

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MEMORANDUM

DATE: March 3, 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 February 28, 2005.

The first table is a status report on the **FFY 2004** projects that were authorized by the FHWA last federal fiscal year (prior to September 30, 2004), but have not yet been let for bid due to inadequate final plans. This situation causes a plan review backlog for current year projects.

Following the FFY 2004 report, are tables that provide the current status of all STP-UZA projects included in the FFY 2005-2007 OCARTS Area Transportation Improvement Program. 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.

According to the attached **calendar** from the ODOT Local Government Division, **March 11** is the deadline for submitting documentation (to ODOT) for right-of-way clearance in order to make the **August 2005** letting.

ACTION REQUESTED:

None. For information only.

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Following the ITTC meeting, there will be a brief discussion of the status of the **unlet FFY 2004 STP-UZA Projects** and the **2005 STP-UZA projects** included in the FFY 2005-2007 OCARTS Area TIP.

Oklahoma Department of Transportation

Local Government Division Calendar

Federal Fiscal Year 2005

10-20-04

Fed. Fiscal Year 2005 Letting Month	Final Right-of-Way Clearance Documents to Right-of-way Div.	Right-of-Way Div. Clearance Memo to Local Gov't. Div.	ODOT Approved Final Plans to Local Gov't. Div.	Matching Funds Deposited with ODOT	Bid Opening Date	Award Date / Commission Meetings
November 2004	June 11, 2004	June 25, 2004	August 13, 2004	October 21, 2004	November 18, 2004	December 6, 2004
December 2004	No Dec Letting	No Dec Letting	No Dec Letting	No Dec Letting	No Dec Letting	No Dec Letting
January 2005	August 13, 2004	August 27, 2004	October 15, 2004	December 23, 204	January 20, 2005	February 7, 2005
February 2005	September 10, 2004	September 24, 2004	November 12, 2004	January 20, 2005	February 17, 2005	March 7, 2005
March 2005	October 1, 2004	October 15, 2004	December 3, 2004	February 24, 2005	March 24, 2005	April 4, 2005
April 2005	November 12, 2004	November 26, 2004	January 14, 2005	March 24, 2005	April 21, 2005	May 2, 2005
May 2005	December 10, 2004	December 24, 2004	February 11, 2005	April 21, 2005	May 19, 2005	June 6, 2005
June 2005	January 7, 2004	January 21, 2005	March 11, 2005	May 19, 2005	June 16, 2005	July 5, 2005
July 2005	February 11, 2005	February 25, 2005	April 15, 2005	June 23, 2005	July 21, 2005	August 1, 2005
August 2005	March 11, 2005	March 25, 2005	May 13, 2005	July 21, 2005	August 18, 2005	September 6, 2005
September 2005	April 8, 2005	April 22, 2005	June 10, 2005	August 18, 2005	September 15, 2005	October 3, 2005
October 2005	May 13, 2005	May 27, 2005	July 15, 2005	September 29, 2005	October 20, 2005	November 7, 2005

2/28/2005	*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	17068(04)	Lindsey – Jenkins to Classen Widen and Reconstruct	80%	\$1,040,000									
Norman	17069(04)	Lindsey St., Oakhurst to 24 th SE Widen from 2 to 4 lanes	80%	\$960,000	X	X	X			X			
Norman	18209(04)	24th Ave SE – Imhoff to Lindsey Widen & Reconstruct	80%	\$1,736,000	X	X	X						
Norman	21979(04)	24 th Ave. NW & Boardwalk Mod. Inter.	80%	\$400,000									
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 th , 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						
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									

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

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MEMORANDUM

DATE: March 3, 2005

TO: Intermodal Transportation Technical Committee

FROM: Linda Koenig, AICP, Division Director
Transportation Planning & Data Services

SUBJECT: FY 2004 and FY 2005 Unified Planning Work Program (UPWP) Reports

INFORMATION:

Attached is a list of technical reports received as of March 3, 2005. The reports are required for the completion of the FY 2004 and FY 2005 UPWPs.

ACTION REQUESTED:

None. For information only.

FY 2004 UNIFIED PLANNING WORK PROGRAM REPORTS

TASK NUMBER	TASK DESCRIPTION	ENTITY	DATE SUBMITTED TO ITTC
1.01(1b)	Year 2000 Employment - Traffic Zone	ACOG	09/16/04
1.01(1c)	Growth Allocation Model (GAM): Residential Calibration	ACOG	01/13/05
1.01(3a)	Year 2000 Residential Characteristics & Year 2030 Residential Growth Assumptions	ACOG	03/10/05
1.01(3b)	Year 2000 Emp. Density & Year 2030 Emp. Density Assumptions	ACOG	***
1.01(4a)	Year 2030 Population Control Totals: Region, County, Entity and TD	ACOG	09/16/04
1.01(4b)	Year 2030 Population and Dwelling Units, Traffic Zone	ACOG	11/10/04
1.01(5a)	Year 2030 Employment Control Totals – County, City, and Traffic District Levels	ACOG	11/10/04
1.01(5b)	Year 2030 Employment, Traffic Zone	ACOG	
1.01(6)	Year 2000 Median Household Income	ACOG	09/16/04
1.01(9)	Year 2030 School Enrollment, Traffic Zone	ACOG	10/14/04
1.02(1a)	Traffic Counts*	EDM MWC NOR OKC TM	February 2004 May 2004 June 2004 June 2004
1.02(1b)	Mid-block Traffic Counts*	NOR OKC TM	June 2004 June 2004
1.02(1c)	Turning Movement Counts*	NOR OKC TM	June 2004 June 2004
1.02(2)	Network Monitoring	ACOG	04/08/04
1.02(5)	Travel Time/Delay Study – OKC CBD	OKC TM	
1.02(6)	Transit Data	COTPA	
2.01(2)	Mapped Inventory of 2025 Plan Improvements (included in 1.02-2 report)	ACOG	04/08/04
2.01(3)	Bicycle and Trails Database Update **	ACOG	
2.02(1)	Monitor STP-UZA & Other Federally Funded Transp. Projects	ACOG	
2.02(2)	Year 2000 OKC Urban Area Functional Classification Plan Report	ACOG	02/12/04
2.02(8a)	Outer Loop Corridor MIS**	ACOG/ODOT	
2.02(11)	Welfare-to-Work Coordination	COTPA	
2.02(14a)	Short Term Transit Plans: Coordination between ACOG & COTPA	COTPA/ACOG	10/14/04
2.02(14b)	Downtown OKC Transit Environs Study	COTPA	
2.02(17)	COTPA Operations and Maintenance Review	COTPA	02/12/04
2.03(3)	Incident Management Guide**	ACOG	02/12/04
2.03(4)	Annual OKC Accident Analysis (Year 2002 Data)	OKC TM	
2.03(5)	Oklahoma City Traffic Signal Monitoring and Evaluation	OKC TM	
2.04	Elderly and Disabled Transportation Planning	COTPA	
2.06(1)	Air Quality Planning	ACOG	12/09/04
2.06(5)	Rideshare Planning	COTPA	

* Counts submitted to ACOG.

** Carried forward from FY 2003.

*** Report Forwarded to FY 2005.

FY 2005 UNIFIED PLANNING WORK PROGRAM REPORTS

TASK NUMBER	TASK DESCRIPTION	ENTITY	DATE SUBMITTED TO ITTC
1.01(2)	Growth Allocation Model 2030 Emp Density & Emp Assumptions**	ACOG	
1.01(7a)	Evaluation of Soc/Economic/Environmental Impacts of 2030 Plan	ACOG	
1.01(7b)	Env Justice Analysis of 2030 Plan	ACOG	
1.02(1a)	Traffic Counts*	EDM MWC NOR OKC TM	December 2004
1.02(1b)	Mid-block Traffic Counts*	NOR OKC TM	
1.02(1c)	Turning Movement Counts*	NOR OKC TM	
1.02(2)	Network Monitoring	ACOG	
1.02(5)	Travel Time/Delay Study – Arterials	OKC TM	
1.02(6)	Transit Data (national transit database & passenger studies)	COTPA CART	
1.03(3)	Metadata for 2030 OCARTS Plan	ACOG	
2.01(2a)	Mapped Inventory of 2025 Plan Improvements (included in 1.02-2 report)	ACOG	
2.01(4a)	Preliminary Passenger Transit Report for 2030 OCARTS Plan	ACOG	February 2005
2.01(4b)	Preliminary Trails Report for 2030 OCARTS Plan	ACOG	February 2005
2.01(4c)	Preliminary Freight Report for 2030 OCARTS Plan	ACOG	February 2005
2.01(4d)	Intermodal Element for 2030 OCARTS Plan	ACOG	03/10/05
2.01(5)	Calibration of Base Year (2000) Travel Demand Model including Mode Choice Component		
2.01(8)	Benefit / Cost Analysis for 2030 OCARTS Plan S&H Network		
2.01(9a,b)	Financial Element of 2030 OCARTS Plan – Est. Costs & Antic. Revenues		
2.01(12)	Regional Fixed Guideway Study Status Report	COTPA	
2.02(1)	Monitor STP-UZA & Other Federally Funded Transp. Projects	ACOG	
2.02(8a)	Outer Loop Corridor MIS	ACOG/ODOT	
2.02(10)	Transit Route Mon & Eval	COTPA	
2.02(11a)	JARC Plan implementation	COTPA	
2.02(12)	Transit Coordination	ACOG	
2.02(14)	Short Term Transit Plans- Bus Route Service Plan	COTPA	
2.03(1)	Congestion Management System Design	ACOG	
2.03(2)	Recurring Congestion	ACOG	
2.03(4a)	ITS Strategies & Status Report	ACOG	
2.03(4b)	ITS Strategies & Service Plan Activities for Transit	COTPA	
2.03(5)	Annual OKC Accident Analysis (Year 2003 Data)	OKC TM	
2.03(6)	Oklahoma City Traffic Signal Monitoring and Evaluation	OKC TM	

TASK NUMBER	TASK DESCRIPTION	ENTITY	DATE SUBMITTED TO ITTC
2.04	Elderly and Disabled Transportation Planning	COTPA	
2.06(1)	Air Quality Planning	ACOG	
2.06(5)	Rideshare Planning	COTPA	
2.06(7)	Urban Traffic Calming Study	OKC TM	
3.01(8)	Documentation of Year 2005 Public Involvement	ACOG	
4.01(5)	Documentation of OCARTS Triennial Review of 2004	ACOG	

* Counts submitted to ACOG.

** Carried forward from FY 2004.