



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: May 5, 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, MAY 12, 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 APRIL 21, 2005 MINUTES ([ATTACHMENT II](#))
- III. ACTION ITEMS:
 - A. Consider recommending that the ITPC approve the Final FFY 2006-2008 OCARTS Area Transportation Improvement Program, and submit the same to the Oklahoma Department of Transportation for approval and incorporation into the Preliminary FFY 2006-2008 Statewide Transportation Improvement Program (STIP). ([ATTACHMENT III-A](#))

- B. Naming Convention for 2030 OCARTS Plan Street and Highway Network Alternates [\(ATTACHMENT III-B\)](#)
 - C. Consider recommending that the ITPC accept the modeling results for Alternate Four-A of the 2030 OCARTS Plan. [\(ATTACHMENT III-C\)](#)
 - D. Consider recommending that the ITPC accept the modeling results for Alternate Four-B as the final street and highway network for the 2030 OCARTS Plan. [\(ATTACHMENT III-D\)](#)
 - E. Consider recommending that the ITPC accept Alternate Four-A costs and approve Alternate Four-B costs for development of the final 2030 OCARTS Plan Street and Highway Network. [\(ATTACHMENT III-E\)](#)
 - F. Consider recommending that the ITPC approve the revised total revenue projection of \$5,900,158,153 and the proposed estimated distribution of revenues among modes for the purpose of determining the financial feasibility of the 2030 OCARTS Plan alternates. [\(ATTACHMENT III-F\)](#)
 - G. Consider recommending that the ITPC approve the attached Memorandum of Understanding (MOU) between ACOG and the University of Oklahoma, Transit Services. [\(ATTACHMENT III-G\)](#)
- IV. ITEMS FOR INFORMATION ONLY:
- A. Benefit-Cost Analysis of the 2030 OCARTS Plan - Street and Highway Alternates One, Two, and Three [\(ATTACHMENT IV-A\)](#)
 - B. Potential Environmental, Social and Economic Impacts of the 2030 OCARTS Plan Street and Highway Alternates One, Two, and Three [\(ATTACHMENT IV-B\)](#)
 - C. 2030 OCARTS Plan Environmental Justice Considerations [\(ATTACHMENT IV-C\)](#)
 - D. Central Oklahoma Bike-to-Work Day: Friday, May 20, 2005 [\(ATTACHMENT IV-D\)](#)
 - E. Mid-Year Status Report on the Obligation of FFY 2005 STP-UZA Funds and Pending Projects [\(ATTACHMENT IV-E\)](#)
 - F. Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA) [\(ATTACHMENT IV-F\)](#)
 - G. FY 2004 Unified Planning Work Program (UPWP) Reports [\(ATTACHMENT IV-G\)](#)
- V. NEW BUSINESS
- VI. ADJOURN

June ITTC Meeting: 10:00 a.m. Thursday, June 9, 2005
Deadline for June ITTC Agenda Items: 4:00 p.m. Thursday, May 26, 2005

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE

MEMBERSHIP LIST

MAY 5, 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 Assistant City Manager	Ron Green Current Planning Manager
MOORE	Elizabeth Jones Comm. Dev. Director	Stephen Eddy City Manager
	Stan Drake Assistant City Manager	Stephen Eddy City Manager
MUSTANG	Melissa Helsel City Planner	Vacant
	Jim Turner Director of Community Development	Vacant
NEWCASTLE	Nick Nazar Assistant City Manager	Vacant
NICHOLS HILLS	Charles Hooper Public Works Director	Carl Gray Public Works Deputy Director
NICOMA PARK	Jim Pumphrey Councilmember	Robert Pittman Councilmember
		Robert Pittman Councilmember
NOBLE	Bob Wade City Manager	Vacant
NORMAN	Patrick Copeland Development Services Div. Manager	Richard Massie, Dir.-Plan/Comm Dev
		Jimmy Berry, Dir.-Public Works
		Wayne Stenis, Senior Planner
	Angelo Lombardo Traffic Engineer	Richard Massie, Dir.-Plan/Comm Dev
		Jimmy Berry, Dir.-Public Works
Wayne Stenis, Senior Planner		
OKLAHOMA CITY	Paul Brum Public Works Director	Dan Boland, Senior Civil Engineer
		Stuart Chai, Senior Civil Engineer
	John Dugan Planning Director	Bob Mier, Principal Planner
		Mike Deming, Senior Planner
		Lanc Gross, Senior Planner
PIEDMONT	Clark Williams Community Development Director	Vacant
	No Designee	Vacant
SLAUGHTERVILLE	Marsha Blair Town Administrator	Gerald Kruschek Trustee
	No Designee	Gerald Kruschek Trustee

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
	No Designee	Vacant
YUKON	Tim Rundel Community Enhancement Director	Vacant
	James Crosby City Manager	Mike Elder Community Development Coordinator
CANADIAN CO.	Phil Carson County Commissioner – District #1	Don Young County Commissioner – District #2
	Grant Hedrick, Jr. County Commissioner – District #3	Don Young County Commissioner – District #2
CLEVELAND CO.	No Designee	Vacant
LOGAN CO.	Mark Sharpton Commissioner	Mary Murphey Administrative Assistant
OKLAHOMA CO.	Ray Reaves County Engineer	Gerald Wright, Superintendent-Dist. 3
		Linda Simpson, Chief Deputy-Dist. 1
		Dale Frey, Zoning/Projects Monitor
	Tyler Gammon Planning Director	Gerald Wright, Superintendent-Dist. 3
		Linda Simpson, Chief Deputy-Dist. 1
Ruth K. Walters, County Planner		
ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG)	No Designee	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	Allan Wylie Engineer Manager	Gordon Johnson Division Engineer
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
 APRIL 21, 2005

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

PRESIDING

CITY/AGENCY

Linda Koenig, Chairperson

ACOG-Transportation Planning & Data Services (TPDS)

ITTC MEMBERS AND/OR ALTERNATES PRESENT

Robert Floyd	Choctaw
Bernard Nauheimer	Choctaw
William G. Graham	Del City
Tom Minnick	Edmond
Harry Fenton	Edmond
Ronnie Nelson	Goldsby
John Derek Jackson	Midwest City
Elizabeth Jones	Moore
Jim Pumphrey	Nicoma Park
Pat Copeland	Norman
Angelo Lombardo	Norman
Stuart Chai	Oklahoma City
Clark Williams	Piedmont
Marsha Blair	Slaughterville
Leslie Owens	Warr Acres
Phil Carson	Canadian County
Mark Sharpton	Logan County
Larry Hopper	Central Oklahoma Transportation & Parking Authority
Roger Saunders	Oklahoma Dept of Transp-Strategic Planning Branch
Randy Hogan	Oklahoma Dept of Transp-Transit Programs Division

NON-VOTING MEMBERS PRESENT

John P. Kyle	Oklahoma Railroad Association
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GUESTS

CITY/AGENCY

Erik Brandt, Comprehensive Planner	Oklahoma County
Gordon Johnson, Division Engineer	ODOT-Local Government Division
Allan Wylie, Engineer Manager	ODOT-Local Government Division

ACOG STAFF

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

POSITION

Special Programs Officer, TPDS
Program Coordinator, TPDS
Program Coordinator, 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
Guthrie
Harrah
Jones City
Lexington
Luther
Mustang
Newcastle
Nichols Hills
Noble
Spencer
Tuttle
The Village
Yukon
Cleveland County
Oklahoma County
Oklahoma City Department of Airports
Oklahoma Dept. of Environmental Quality
Oklahoma Aeronautics Commission

NON-VOTING MEMBERS ABSENT

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

I. CALL TO ORDER

Chairperson Koenig called the meeting to order at 10:02 a.m. She introduced herself and entertained introductions around the room. There was a quorum.

II. APPROVAL OF THE MARCH 10, 2005 MINUTES

Robert Floyd moved to approve the March 10, 2005 minutes. Jim Pumphrey seconded the motion. The motion carried unanimously.

III. ACTION ITEMS:

- A. Consider recommending that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP by removing an intersection modification project at Boyd Street and Flood Avenue and adding a signalization project at Porter Avenue and Sandpiper Lane, 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).

Holly Massie highlighted the information as detailed in the agenda memorandum. Angelo Lombardo said the intersection proposed by the City of Norman to signalize falls within the limits of a project that was constructed with last year's TIP program. The City intended to do the signal as part of that project but it did not meet warrants. It now meets warrants and it is felt that it is realistic to complete requirements to authorize the project this year.

There being no discussion, Harry Fenton moved to recommend that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP by removing an intersection modification project at Boyd Street and Flood Avenue, and adding a signalization project at Porter Avenue and Sandpiper Lane, 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). Derek Jackson seconded the motion.

Roger Saunders asked if the OCARTS region would lose the \$320,000 left over by switching projects or if it would be carried over to next year's TIP. Ms. Massie said that hopefully that is what will happen. Ms. Koenig said that has been the practice in the past.

There being no further discussion, the motion passed unanimously.

- B. Consider recommending that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include a bridge replacement project on SH-24 over Finn Creek, 7.4 miles west of the SH-24/SH-74 junction in McClain County, as requested by ODOT.

Roger Saunders said that this state highway bridge has been closed due to restricted load limits. Due to the difficulty in enforcement, ODOT wishes to replace the old bridge as soon as possible.

There being no discussion, Harry Fenton moved to recommend that the ITPC amend the FFY 2005 element of the FFY 2005-2007 OCARTS Area TIP to include a bridge replacement project on SH-24 over Finn Creek, 7.4 miles west of the SH-24/SH-74 junction in McClain County, as requested by ODOT. Stuart Chai seconded the motion. The motion carried unanimously.

Mark Sharpton asked if McClain County was part of the ACOG region. Ms. Koenig said yes, it was a part of the OCARTS region, but not part of the ACOG region. She said the ACOG region covers Canadian, Cleveland, Logan, and Oklahoma Counties; and the OCARTS region covers the urbanized areas surrounding the City of Oklahoma City and the urbanized area of Norman and other jurisdictions. It is the area defined according to federal law that is expected to be urban or urbanizing over the next 20 years. It includes parts of McClain and Grady Counties. Ms. Koenig said ACOG would send Mr. Sharpton a map of the two regions for clarification.

- C. Review and comment on highway, transit and airport projects reflected in the Preliminary FFY 2006-2008 OCARTS Area TIP, and consider recommending that the ITPC approve the preliminary document for final consideration in May.

Holly Massie highlighted the information regarding the preliminary TIP as detailed in the agenda memorandum. Handouts of the document were available. Ms. Koenig encouraged the Committee members to look through the preliminary TIP; and if there is a project that is important to the entity, to write to the city sponsor or the transportation commissioner regarding it.

There being no discussion, Jim Pumphrey moved to recommend that the ITPC approve the preliminary document for final consideration in May. Tom Minnick seconded the motion. The motion carried unanimously.

- D. Consider recommending that the ITPC accept the updated street and highway network costs for 2030 OCARTS Plan Alternates Two and Three.

Douglas Rex highlighted the information about the street and highway network costs as detailed in the agenda memorandum. Mr. Rex pointed out there were no changes to the costs for Alternate One. The cost estimates for Alternates Two and Three included updates or corrections to network costs. As a result, the estimated cost for the street

and highway elements one, two, and three were reported at approximately \$1.4 billion, \$4.5 billion, and \$4.6 billion respectively.

Pat Copeland had questions about whether the following two lane road sections in Norman were on the list to be considered for upgrading to four lane facilities: Indian Hills from I-35 to 48th Ave. W; Franklin Rd. from I-35 to 48th Ave. W; and Cedar Lane Rd. from 12th Ave. E to ½ mile east of 24th Ave. E.

Mr. Rex said that Franklin Rd. is included in the Plan network as a two lane facility from 48th Ave. W to 36th Ave. W. He said that Franklin Rd. from 48th Ave. W to I-35; and Cedar Lane Rd. from 12th Ave. E to ½ mile east of 24th Ave. E, were evaluated in Alternate Three; however, neither road segment met the criteria for being upgraded to four lanes.

Mr. Rex said he thought Indian Hills was shown as a two lane road on the Plan network at the referenced location. [Later research showed that the 2025 Plan and Alternate Three include Indian Hills as a two lane facility from 48th Ave. W to 36th Ave. W, and as a planned four lane facility from 36th Ave. W to one half mile east to I-35.] Mr. Copeland said it was important to get as much of these 3 segments as possible into a four-lane configuration in the 2030 Plan.

Chairperson Koenig asked if those projects were submitted for consideration for inclusion in Alternate Four, at the subregional meeting in the City of Norman. Mr. Copeland said he believed they were, but he did not see them added in Alternate Four. Ms. Koenig stated that not all projects that were submitted for consideration met the criteria to be added to the Plan network. Chairperson Koenig suggested that he reiterate his comments when discussing the next agenda item related to Alternate Four. She asked if his questions were answered regarding the Alternate Three network; he said they were answered.

There being no further discussion, Harry Fenton moved to recommend that the ITPC accept the updated street and highway network costs for 2030 OCARTS Plan alternates. Derek Jackson seconded the motion. The motion carried unanimously.

- E. Consider recommending that the ITPC accept suggested projects for analysis in Alternate Four, in the development of the 2030 OCARTS Plan.

Douglas Rex highlighted the information regarding the suggested projects for analysis in Alternate Four. He handed out an updated memorandum that included a project that had been inadvertently omitted in the agenda – Sara Rd. from S. 15th to S. 74th. He said that was the only section in that area, where Sara Rd. was not a four-lane facility; and it shows some congestion problems, in addition to lack of continuity.

Mr. Rex also noted there were two interchange projects that were suggested and staff did not give them a score because the regional model was not sensitive enough to determine the need for an interchange; and the scoring system was established to evaluate proposed widening projects and new roadway improvements. Ms. Koenig also referred the Committee to the footnote on page 3 of the attachment that stated, "The practice of assessing need for, and feasibility of, interstate or other U.S. or State highway system interchange improvements is coordinated with ODOT." She said both of the suggested interchanges (I-35/34th St. in Moore and I-35/Rock Creek Rd. in Norman) had been under discussion with ODOT; and according the Department staff, they were not ready to conclusively say the projects should be included in the 2030 Plan.

Pat Copeland re-addressed the three projects mentioned during the previous agenda item: Indian Hills, 48th Ave. W to I-35; Franklin Rd, 48th Ave. W to I-35; and Cedar Lane, 12th Ave. E to ½ mile east of 24th Ave E. He noted that two of those projects were included in the list, but that the Indian Hills project was not listed. He said that the projects are where the City of Norman has designated their next big urbanization push; and that the Indian Hills area also includes planned residential development that should connect Norman back into the Census designated (OKC) urbanized area. He asked for some type of review or reconsideration process to insure that the projects either are included in the approved Plan network or end up on a supplemental list that is outside of the scope and funding of the Plan.

Chairperson Koenig asked if Mr. Copeland wished to make a motion to that affect.

Mr. Copeland moved to request staff to evaluate Indian Hills Rd. from 48th Ave. W to I-35, to be upgraded to four lanes; and to re-consider/re-evaluate Franklin Rd. from 48th Ave. W to I-35, and Cedar Lane Rd. from 12th Ave E (Sooner Rd) to ½ mile east of 24th Ave E to be upgraded to four lane roads – either to be included in Alternate Four or, at the least, included in an additional list of projects beyond the funding capability or scope of the Plan. Harry Fenton seconded the motion. Ms. Koenig asked for further discussion.

Leslie Owens asked if this motion was to add to the City of Norman's suggestion list or to allocate money. Ms. Koenig said this motion would not allocate money to a Norman project.

Ms. Koenig said that the motion seemed to imply that there would be a list of several projects not able to be included in the Plan, other than those requested by the City of Norman. She asked if he was thinking of projects from throughout the region and Mr. Copeland said yes.

Roger Saunders asked if Mr. Copeland wanted to reconsider the forecasted volume-to-capacity ratio on the Franklin Rd. and Cedar Lane Rd. projects. Mr. Copeland said that was certainly part of it; and said the first part would be to check out the basis of the

traffic numbers to see if there is some mistake on the original numbers. He said even if the inputs are correct, those projects are very critical; they are in an area with present or proposed high density developments. Mr. Saunders asked for clarification of what was meant by “reconsider.” Mr. Copeland said he meant looking at the travel forecast, and the data used to generate the traffic forecast, including the socioeconomic data.

Mr. Saunders said that all the data behind the forecast of these trips have been brought before the Technical and Policy Committees, reviewed, and approved. He said that if we re-consider a specific area, it opens the door for legitimate requests from other entities; and this could slow the Plan progress considerably. Therefore, Mr. Saunders said he supported the “additional list” concept rather than a reconsideration of the numbers.

Mr. Copeland said he did not know at this time if there was any merit to reconsidering them. He said if there is merit in reconsidering them, he certainly would not have any problem with reconsidering other projects that are in a similar situation.

Tom Minnick asked if the V/C ratios were based on existing trips. Ms. Koenig said the V/C ratios were based on forecasted 2030 trips; and the 2030 travel forecasts are based on the calibrated model and the year 2030 socioeconomic data.

Bill Graham asked when the next Plan update was scheduled. Ms. Koenig said it would be in five years, 2010. Mr. Graham asked if the projects could wait for the next Plan update. Mr. Copeland said those projects would definitely be on the list in five years; but the question is, can the City of Norman live without the funding until then. Ms. Koenig said that even though Plan amendments are not highly desired, that could be a possibility as well.

Mr. Copeland said that he would like to look at the 2030 travel analysis and socioeconomic numbers again. Ms. Koenig said he could visit with Mr. Rex regarding that.

Elizabeth Jones asked for clarification of the motion. Mr. Copeland said his motion was for the street projects that he mentioned to be reevaluated; but if there is a supplemental list in the 2030 Plan like there is in the 2025 Plan, his motion was for all suggested projects that did not meet the criteria for Alternate Four, to be considered for inclusion on a “Supplemental List of Priority Projects” in the Plan document. Ms. Jones said that cleared up her question.

Therefore, the motion on the table was to *review and reconsider* the following projects proposed for inclusion in Alternate Four* :

- Cedar Lane Road, from 12th Avenue E to ½ mile east of 24th Avenue E (approximately Black Locust Ct.), from 2 to 4 lanes and
- Franklin Road, 48th Ave W to I-35, from 2 to 4 lanes;
and to *evaluate* the following project for inclusion in Alternate Four:
- Indian Hills Road, from 48th Ave W to 36th Ave W, and from 36th Ave W to I-35 (*), from 2 to 4 lanes;
() Subsequent checking of the 2025 Plan showed that Indian Hills Road from 36th Avenue West to I-35 was in the 2025 Plan and also in Alternate Three.*
- And, if some of these projects are not included in the final street and highway scenario for the 2030 Plan, to consider the above projects in Norman, as well as other proposed projects not meeting the criteria for inclusion in the Plan, for a list of “Additional Local Priorities” as part of the Plan document.

The motion carried as follows:

AYE: Floyd, Nauheimer, Graham, Minnick, Fenton, Nelson, Jackson, Jones, Pumphrey, Copeland, Lombardo, Williams, Blair, Owens, Carson, Sharpton, Hopper, and Hogan.

NAY: Chai
Saunders (abstained – abstention counts as no)

Chairperson Koenig asked if there was any other action desired by the Committee.

A motion was made by Robert Floyd and seconded by Derek Jackson to consider recommending that the ITPC accept the suggested projects (listed in Tables 1 and 2) for analysis in Alternate Four for the development of the 2030 OCARTS Plan.

In discussion, ODOT staff asked if an analysis of Alternate **Four-A** could be conducted with the projects listed in Tables 1 and 2; and a separate analysis of Alternate Four be conducted with the addition of the Indian Hills, Franklin Road, and Cedar Lane Road projects if they meet the approved criteria (V/C ratio $\geq .50$). Staff said that such a separate analysis would be possible. For clarity purposes, projects from the “Indian Hills, Franklin Road, and Cedar Lane Road group” meeting the criteria will be included in Alternate **Four-B**.

Mr. Saunders asked if this reconsideration would affect the other entities' projects from getting into the Plan. Ms. Koenig said that if a new project was considered, it would be evaluated based on its anticipated congestion reduction score; and that depending on

* For clarity purposes, in the future this will be described as Alternate Four–A.

the new project's score, it might be higher on the list than other projects currently under consideration. She also reminded the group of the need for the Plan to remain financially constrained.

Ms. Koenig said the Alternate Four-A and Four-B scenarios would be subject to review by the ITTC, CAC, and ITPC Committees. There would actually be several steps involved in the process. Holly Massie stated there would also be a separate agenda item describing the estimated costs of Alternate Four-A and Four-B and some very minor updates to the revenues--so the Committees could see how the costs and revenues compare.

Marsha Blair commented on a listed project in Cleveland and McClain counties: US-77, from S 329th St. (Etowah Rd.) to Purcell City Limits, from 2 to 4 lanes; she noted the project had a total score of 8. She said ODOT staff had indicated that they would begin an environmental study of the project site within the next 18 months; and their schedule was that this project should to be done before year 2010. She wondered if that fit in with the Alternate Three and proposed Alternate Four tables. Ms. Koenig said it was good that Ms. Blair's understanding was consistent with the Plan proposals. If an environmental study is done, that can certainly help a project proceed.

Douglas Rex said that the staging is currently set in the long range, and that possibly it could be changed to the short term. Ms. Koenig said ACOG did visit with Paul Rachel, the ODOT Division Engineer in this area, regarding the Plan; and she thought it would be fruitful to visit with him again regarding the appropriate staging for this project. Mr. Rex said he would contact Mr. Rachel.

Mr. Copeland pointed out that the City of Norman was also trying to be realistic in that they had proposed to downgrade 20 miles of previously planned four lane projects to two lane roads.

There being no further discussion, the motion passed unanimously.

IV. ITEMS FOR INFORMATION ONLY:

A. Update on the OCARTS Urbanized Area Split Created by the 2000 Census

Holly Massie presented an update to explain what has been happening since the OCARTS UZA was split following the 2000 Census. She said the further details were within the agenda memorandum. Larry Hopper said that on the transit side, more funding has been brought into the region due to the Norman UZA being eligible for a separate allocation of transit money for their operation. He wanted to know if it was possible for the City of Norman to be re-attached to the Oklahoma City UZA for road purposes, but somehow left separate for transit purposes.

Pat Copeland said he did not think the City of Norman was going to do anything that would “muddy the water” on that issue. He said it is a huge challenge to get re-attached to the OKC UZA in the pending federal transportation legislation. He said while the CART transit funds are nice, they are secondary to the City of Norman; so the City does not want to add another debate to an already confusing situation.

Holly Massie said that Federal Highway Administration and Federal Transit Administration have different population thresholds for distributing funding to urbanized areas. With FTA, a UZA with at least 50,000 population can receive formula funds under the Section 5307 program. So far the language that has been put in the individual appropriation bills has reattached the Norman UZA population so that the OCARTS area received STP-UZA suballocations based on the combined Norman and OKC UZA populations; and the language has not jeopardized the federal transit funding.

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

B. National Bike-to-Work Day: Friday, May 20, 2005

Danny O’Connor highlighted the information as further detailed in the agenda memorandum. He encouraged the OCARTS area communities to recognize the day and participate in as many activities possible. He said a sample proclamation was attached to the agenda memorandum.

Mr. O’Connor said ACOG is working with Oklahoma City and a group of stakeholders to develop an event for Bike-to-Work Day on May 20. That will entail using the State Fairgrounds as a Park-and-Bike location for a group ride from there to Oklahoma City City Hall. The City Hall east lawn will also be a point of convergence for cyclists who are coming from other parts of the Metro. Once the convergence takes place, cyclists will be greeted by local dignitaries. More information will follow in a press release issued by ACOG and/or on the ACOG Web site. He said if there were any questions, to please contact him.

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

C. 2005 Oklahoma Department of Transportation Highway Tree Grant Program

Linda Koenig said information was available in the agenda memorandum regarding the Highway Tree Grant Program and said applications were available at the front table and on the Web site. She emphasized that the application deadline was July 15, 2005.

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

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

Chairperson Koenig reminded the Committee that there would be a brief discussion following this meeting regarding the status of the unlet FFY 2004 STP-UZA projects and the FFY 2005 STP-UZA projects included in the FFY 2005-2007 OCARTS area TIP.

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

E. FY 2004 and FY 2005 Unified Planning Work Program (UPWP) Reports

Ms. Koenig said the following reports were completed:

FY 2004 UPWP

Task 1.01(5b) Year 2030 Employment, Traffic Zone (ACOG)

FY 2005 UPWP

Task 1.02(2) Network Monitoring (ACOG)

Task 2.03(4a) ITS Strategies & Status Report (ACOG)

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

V. NEW BUSINESS

Chairperson Koenig asked if there was any new business to bring forth to the Committee.

Larry Hopper said that regarding the Fixed Guideway Study, COTPA is talking about holding a community meeting sometime soon.

Chairperson Koenig said she wanted to take the opportunity to congratulate Clayton Robinson, who has been working as a transportation planning intern. She said he will be graduating from the University of Oklahoma School of Urban Planning with a Masters Degree, and will be working with the Oklahoma Department of Commerce on an energy program.

Leslie Owens introduced her weekly magazine, which would be of special interest to Sooner fans. She said COTPA has an advertisement to promote the Park-n-Ride program (Sooner Shuttle) from Crossroads Mall to OU during the OU football season.

VI. ADJOURN

There being no further business, the meeting adjourned at 11:08 a.m.

ACOG

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DATE: May 5, 2005
TO: Intermodal Transportation Technical Committee
FROM: Holly Massie, Special Programs Officer
SUBJECT: Final FFY 2006-2008 OCARTS Area Transportation Improvement Program (TIP)

INFORMATION:

Last month the Preliminary FFY 2006-2008 OCARTS Area TIP was made available for public review and comment, and was announced through a public notice, a media release, special mailings and the ACOG newsletter. The preliminary document was available on ACOG's Web site, at all metro area libraries and was provided to committee members during the April ITTC and ITPC meetings.

ACOG staff received one written comment from the public, a copy of which is attached and will be included in the final TIP document. There were no requests for revisions to the specific projects included in the preliminary TIP.

In accordance with the TIP preparation schedule, the adopted FFY 2006-2008 OCARTS Area TIP will be provided to the Oklahoma Department of Transportation for approval (as the Governor's designee) and incorporation into the Preliminary FFY 2006-2008 Statewide Transportation Improvement Program (STIP). Staff will provide the Committee with information on any changes to OCARTS area projects that may be proposed during the STIP preparation process.

Copies of the final FFY 2006-2008 OCARTS Area TIP will be made available to the Committee and included on the ACOG Web site following final approval of the TIP by the ITPC and ODOT, and final approval of the STIP by the Federal Highway Administration, around the start of FFY 2006 on October 1, 2005.

ACTION REQUESTED:


Consider recommending that the ITPC approve the Final FFY 2006-2008 OCARTS Area Transportation Improvement Program, and submit the same to the Oklahoma Department of Transportation for approval and incorporation into the Preliminary FFY 2006-2008 Statewide Transportation Improvement Program (STIP).

Edwin Kessler
1510 Rosemont Drive
Norman, Oklahoma 73072
Voice phone – 405-360-2194; Fax phone – 405-360-3246
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A.C.O.G.

APR 05 2005

April 4, 2005

By 

Holly Massie, Special Programs Officer
Transportation Planning and Data Service
Association of Central Oklahoma Governments
21 East Main Street, Suite 100
Oklahoma City, Oklahoma 73104-02405

Dear Holly Massie,

Thank you for your memo dated April 1, 2005, which invites citizen comments on ACOG's latest Transportation Improvement Program (TIP). I have inspected the plan on the internet (www.acogok.org) and offer the following comments. I try to simplify a complex matter.

The program is just that. It is not an analysis of structural conditions in our society, of the background and justification of the numerous recommendations, of conditions of the resource base and international connections that are increasingly influential. I think that these matters are somewhat treated in other documents. This paragraph is not a criticism.

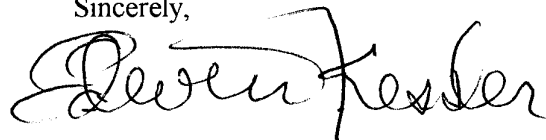
But conditions that bear on Oklahoma's transportation future are changing rapidly – I am referring, of course, to the rising price of motor fuel and increased global demand for that important diminishing resource, petroleum. Implications of these changes do not seem to be reflected in the program, although changes are progressing now at a rate that is drawing significant attention from the public (for the first time?).

The TIP substantially proposes a continuation of development in Oklahoma as it has been for the past several decades, with emphasis on transportation by private motor vehicles, a sprawl-configuration of housing, physical growth, and influence of private interests at long-range public cost. The result has been construction of an enormous infrastructure, truly a wonder of the world, but dependent on an increasingly creaky foundation and difficult to adapt to these changing times.

I have not identified an easily-implemented path for avoidance of an increasingly probable economic calamity. But we need at least to try to alter the ship's direction, if not to turn it around. The TIP does not begin to do this, and I do wonder if a good outcome to our transportation dilemma is a reasonable expectation.

I am attaching a think-piece published in the Norman Transcript on February 1st of this year. This suggests another kind of program and another kind of emphasis.

Sincerely,



Enclosure – Guest editorial from The Norman Transcript.
cc's to others

Feb 1, 2005

Rail transport more fuel-efficient, safer

By Ed Kessler
For The Transcript

Our country is importing 11 million barrels of oil every day in exchange for payment of half a billion dollars daily. Oklahoma's share of this is more than \$5 million dollars every day, which flows from our pockets to overseas oil companies and governments: About \$1.40 on average from every Oklahoman every day for foreign oil at this time; \$1.8 billion from Oklahoma alone each year as the contribution from our people to our country's deficit in international trade. This is the same amount that would be produced for local expenditure by a tax of about 70 cents on each gallon of motor fuel.

If measures are not taken to abate this hemorrhage, it will only grow with an increasing price for a share of diminishing oil supply, and with large negative consequences, discussed in part in the *Transcript* on Jan. 23. The transportation sector is a major consumer of petroleum products, so we look there for a partial remedy. However, Oklahoma's present policy and plans not only ignore important opportunities, but exacerbate our already dire situation.

Rail transport when well used is vastly more fuel-efficient and safer than automotive travel, and Oklahoma is fortunate in the presence of numerous rail lines and rights-of-way. Some, such as the Burlington Northern Santa Fe line that bisects our state, are heavily used by freight but the BNSF accommodates only the Heartland Flyer for passengers with an awkward schedule between Oklahoma City and Ft. Worth. Another line connects Lawton to Tulsa through the Oklahoma City Union Terminal rail-yard. It is lightly used for freight, and according to former Corporation Commissioner and railroad engineer Jim Townsend, could be upgraded at low cost for 60 mph passenger trains.

Congestion and accidents on our highways have already created demand for benefits of rail travel for both business and pleasure. In spite of this, controlling interests intend to

implement construction of a new Crosstown highway along a route that would destroy the rail yard that could serve as an intermodal transportation center for Oklahoma. Indeed, the Union Terminal, a fine building in Oklahoma City, was purchased with mostly federal funds for that very purpose in 1989, but that use has never been implemented. Documents show that the route selection process for the new Crosstown was deeply flawed, even fraudulent, and according to a report from former OKC Planning Director Garner Stoll, the route through the Union Terminal railyard was selected in advance of study. Nevertheless, Oklahoma leadership as represented by our Dept. of Transportation and Chambers of Commerce would have us remain on this 4-mile, 400 million dollar "road to ruin" with continuing increase in demand for oil.

Our payments for foreign oil show that we have lots of money, but it is not being wisely spent, and our authorities are not widely trusted to work in the interest of our State as a whole. Here are proposed policy changes and investments to abate the hemorrhage and produce future savings.

1) Abandon the present "New Crosstown" route, and use the rail lines currently occupying it for transit and intermodal development as originally intended;

2) Refurbish and expand the present I-40 Crosstown in OKC according to one of the several proposals that were dumped in favor of the D-Route. Federal and State funds are already more than adequate for this purpose although it may be necessary to secure authorization for their redirection;

3) Vote "no" for the new fuel taxes proposed by initiative petition on a date still uncertain, and avoid further increase of our petroleum dependence. We do need to adjust payments to the State from trucks and cars in accordance with the maintenance problems each cause.

4) Levy a new tax for two years to move \$1 billion from one Oklahoma

pocket to another, for expenditures within our State with supplemental funding from the federal government and rail beneficiaries as listed in items 5 to 8 below. Spend the funds on a pay-as-you-go basis to save interest costs. Should a tax of 20 cents per gallon on motor fuels for two years be deemed counterproductive, find another source within our State - we clearly have the money needed for investments that would help ensure a viable future including a good transportation system.

5) Double the track and otherwise improve the rail line from the junction at Newton, Kansas, to Ft. Worth to increase its capacity many times;

6) Provide trains for persons living, for examples, in Pauls Valley, Purcell, Norman, Oklahoma City, and Guthrie, but who work or otherwise travel to other cities along the rail route, so that they can leave their cars at Park and Ride facilities and commute by train;

7) Upgrade the line from Lawton through Oklahoma City to Tulsa to accommodate 60 mph trains, with intermediate stops;

8) Implement frequent service in the Union Terminal in Oklahoma City to and from nearby destinations such as Shawnee, Will Rogers International Airport, Yukon, Bricktown, Edmond, and Guthrie.

In short, let's stop wasting our substance and courting disaster. We have needed resources in money, equipment, and skillful people, and we should catch up and surpass neighboring cities, including Fort Worth, Dallas, Phoenix, Denver, Austin, and St. Louis, all of which are already installing rail facilities that are promoting economic development and providing energy-efficient alternatives to automobiles and trucks. While we are doing this we would also reduce the threat of global warming by reducing our production of carbon dioxide, a greenhouse gas.

Finally, we need a six-month study by an independent commission to somewhat modify and otherwise fine-tune these proposals.

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

FROM: Douglas W. Rex, Program Coordinator, TPDS

SUBJECT: Naming Convention for 2030 OCARTS Plan Street and Highway Network Alternates

INFORMATION:

Updated information for Alternate Three

During the April ITTC and ITPC meetings, there was substantial discussion about the evaluation of a few projects in Alternate Three, and about the subsequent development of Alternate Four. ACOG staff was requested to review new *Norman 2025 Land Use and Transportation Plan* and traffic impact analysis data from the City of Norman; staff was asked to evaluate one additional project and reconsider two projects in Norman for inclusion in the network. ODOT also requested evaluation of three Interstate projects. Alternate Three, as updated with new information from the City of Norman, will be described as Alternate Three-B. It varies only in a small degree from the original Alternate Three, now renamed as Alternate Three-A. The Alternate Three-B network will be used for evaluation purposes only; and the cost will be the same as the cost of Alternate Three-A.

Alternate Four-A and Alternate Four-B

Alternate Four-A is the network based on the revised 2025 Plan that adds the 18 projects which met the criteria in Alternate Three-A, and incorporates the eight projects recommended for a lower level of improvement (see Tables 1 & 2, April ITTC memo on improvements suggested for Alternate Four).

Alternate Four-B will include the projects (from the three local projects requested by the City of Norman, and the three Interstate projects requested by ODOT staff) meeting the criteria after being evaluated against the Alternate Three-B network. Alternate Four-B will also include all projects from Alternate Four-A; and thus, the cost of Alternate Four-B is expected to be higher than the cost of Alternate Four-A.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Alternate Four-A Street and Highway Network for the 2030 OCARTS Plan

INFORMATION:

At April's meeting, ACOG staff presented the list of the street and highway improvements that met the criteria for inclusion in the 2030 OCARTS Plan. Eighteen of the 42 proposed improvements met the minimum volume/capacity threshold in Alternate Three ($V/C \geq 0.50$). Eight projects were also recommended for more modest improvements in Alternate Four than those shown in the 2025 Plan. The ITPC accepted these projects for Alternate Four-A.

For your review, a map of the assignment results for Alternate Four-A is attached. The plot displays the volume to capacity (V/C) ratio for individual street segments by the following ranges:

- V/C less than 0.69
- V/C between 0.70 and 0.99
- V/C 1.00 or greater

The assigned volumes and capacities are expressed in a 24-hour format. In general, the network begins to experience congestion when the V/C ratio is greater than 0.69. It is at this point that the comfort level of the driver declines noticeably. As the V/C ratio increases, speed and freedom to maneuver become more restrictive. A volume to capacity ratio of 1.00 represents operating conditions at or near capacity.

The attached map displays the level of service of each road segment in the Alternate Four-A network. In general, the level of congestion in Alternate Four-A is considerably less than in Alternate One, the Present plus Committed network. In fact, the severe and moderate congestion was reduced by 56% and 36% respectively. Table 1 compares the congested road miles in Alternate Four-A to Alternate One.

Table 1
Level of Service Comparison, Alternate One vs. Alternate Four-A

Level of Service	Alternate One	Alternate Four-A
Satisfactory Congestion (V/C* ratio less than 0.69)	1,707 miles	2,027 miles
Moderate Congestion (V/C between 0.69 and 0.99)	463 miles	297 miles
Severe Congestion (V/C 1.00 or greater)	102 miles	45 miles

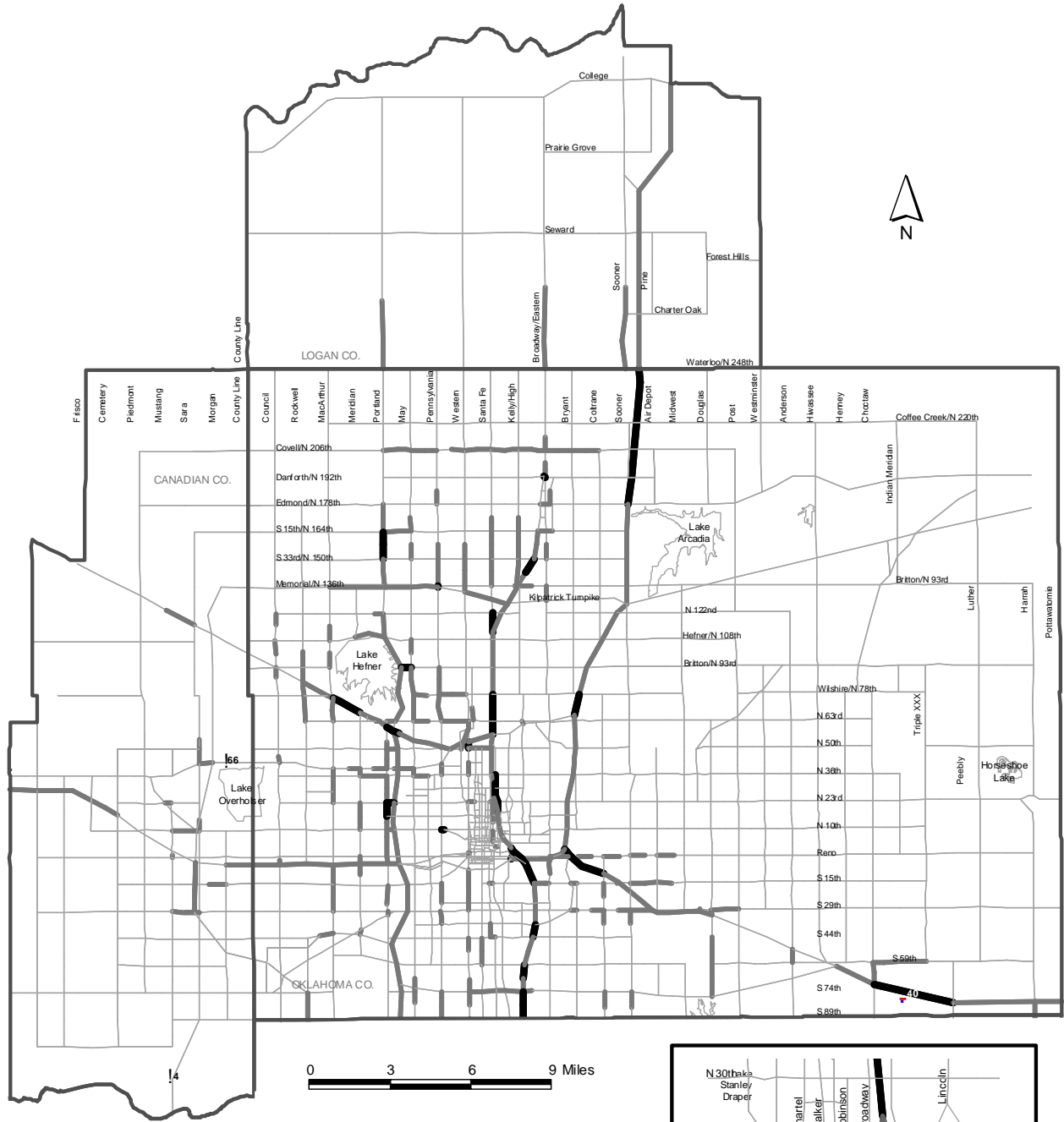
*V/C = Volume to Capacity

ACTION REQUESTED:

Consider recommending that the ITPC accept the modeling results for Alternate Four-A of the 2030 OCARTS Plan.

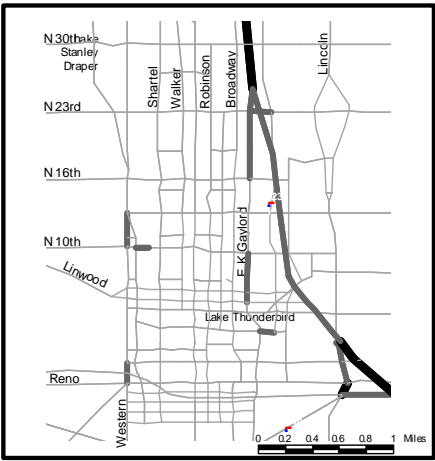
Alternate Four-A

(Map 1 of 2)



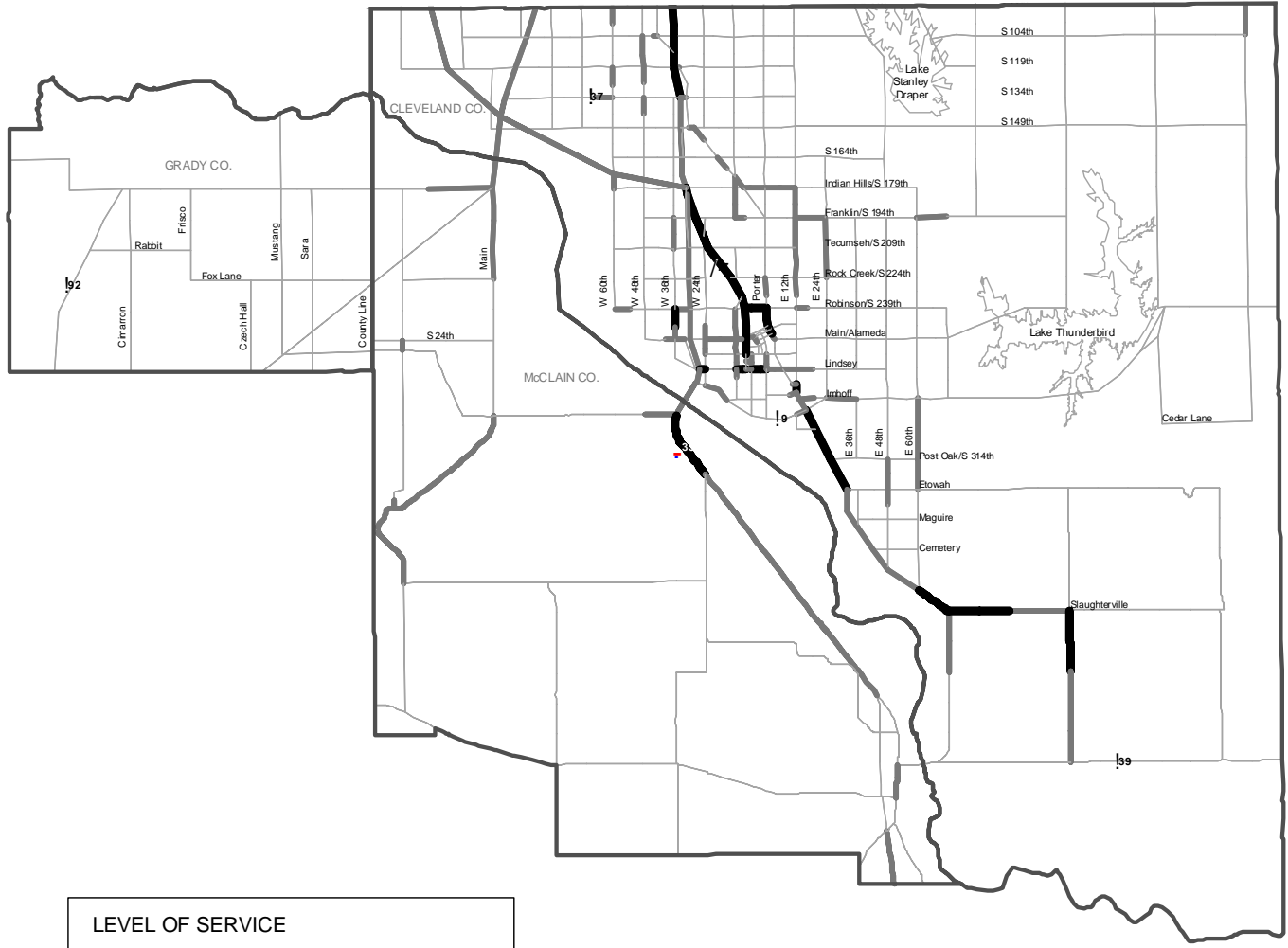
LEVEL OF SERVICE

- SATISFACTORY
- MODERATE CONGESTION
- SERIOUS CONGESTION



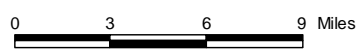
Alternate Four-A

(Map 2 of 2)



LEVEL OF SERVICE

- SATISFACTORY
- MODERATE CONGESTION
- SERIOUS CONGESTION



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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Alternate Four-B Street and Highway Network for the 2030 OCARTS Plan

INFORMATION:

Projects proposed for Alternate Four-B

At April's ITPC meeting, the committee approved a motion for the MPO to prepare Alternate Four-B, which would incorporate the projects included in Alternate Four-A, and would consider the following projects if their performance met the approved criteria:

- Indian Hill Rd, from 48th Ave W to 36th Ave W, from 2 to 4 lanes
- Franklin Rd, from 48th Ave W to I-35 Frontage Rd., from 2 to 4 lanes
- Cedar Lane Rd, from 12 Ave E to one-half mile east of 24th Ave E. from 2 to 4 lanes

- I-35, from 2nd Street/N 178th St. to Waterloo Rd, from 4 to 6 lanes
- I-40, from Choctaw Rd to Pottawatomie Rd, from 4 to 6 lanes
- I-35, from SH 9 West to I-35/SH 74 Jct/approx S 329th St., from 4 to 6 lanes

The ITPC also decided that projects from this group that are not included in Alternate Four-B, along with earlier proposed street and highway projects not meeting the Plan criteria, should be considered for inclusion in an "Additional Local Priorities" list in the Plan document.

Reconsideration of Alternate Three

At the April ITTC meeting, City of Norman staff expressed a request to meet with ACOG staff to review recent traffic impact analyses and the *Norman 2025 Land Use and Transportation Plan* forecasts. This request stemmed from concerns that the following two improvements did not meet the minimum V/C

ratio for inclusion in Alternate Four-A. City staff stated, and the ITTC approved, a motion to review and reconsider the two segments in the Model. The proposed improvements and related network segments were:

- Cedar Lane, from 12th Ave. E to ½ mile east of 24th Ave. E, from 2 to 4 lanes
- Franklin Road, 48th Avenue W to I-35, from 2 to 4 lanes.

Also included in the motion was a request by the City of Norman to evaluate the following project for inclusion in Alternate Four:

- Indian Hills Road, 48th Avenue W to 36th Avenue W, from 2 to 4 lanes.

Norman staff indicated that they would like to provide supplemental local traffic data for the 2030 regional travel model from recent traffic impact analysis studies conducted in the area; and in the event the data differed significantly for the areas of concern adjacent to Franklin Rd., Indian Hills Rd., and Cedar Lane Rd., to have ACOG staff consider using some of that data to determine the need of the road improvements. ACOG agreed to review the improvements in light of such information. The newer data was considered in the model with the result being Alternate Three-B. This variation differs only slightly from Alternate Three-A. After making revisions to the model inputs to accommodate relevant information provided by the City of Norman, the resulting Alternate Three-B was used for analysis of the three Norman projects.

Additionally at April’s ITPC meeting, ODOT staff requested, and the ITPC approved, consideration of the following interstate improvements to be tested for inclusion in Alternate Four-B:

- I-35, N 246th St (Waterloo Rd) to N 178th St (Second St), 4 to 6 lanes
- I-40, Choctaw Rd to Oklahoma/Pottawatomie Co. line, 4 to 6 lanes
- I-35, SH-9 (west interchange) to SH-74 (Goldsby exit), from 4 to 6 lanes

Projects Recommended for Inclusion in Alternate Four-B

Analysis of the projects shows the following meet the minimum volume/capacity threshold (V/C ≥ 0.50) in Alternate Three-B; and thus demonstrate sufficient need for inclusion in Alternate Four-B:

Location	To	From	Proposed Improvement	Alt. Three-B V/C Ratio
Indian Hill Rd	48 th Ave W	36 th Ave W	2 to 4 lanes	0.54
Franklin Rd	48 th Ave W	I-35 Frontage Rd	2 to 4 lanes	0.56
I-35	N. 178 th Street	Waterloo Rd.	4 to 6 lanes	1.04
I-40	Choctaw Rd.	Pottawatomie Rd.	4 to 6 lanes	1.04
I-35	SH-9 West	SH-74 Jct./Goldsby exit	4 to 6 lanes	1.16

The Cedar Lane Rd project did not meet the minimum criteria. Its V/C ratio was 0.36.

As you may recall, Alternate Four-B consists of all the projects in Alternate Four-A, plus the projects listed above.

Table 1 reveals the complete list of projects ranked from highest to lowest priority based on the scoring system approved by the ITPC in January 2005.

Table 1:
Street and Highway Projects Proposed for Alternate Four-B of the 2030 OCARTS Plan
 (Alternate Four-B includes all the projects in the revised 2025 OCARTS Plan plus those listed below.)

City	Location	From	To	Proposed Alt. Four	Length (miles)	Proposed Staging ¹	Total Score ²
Edmond, Ok. Co.	I-35	SH-66	Waterloo Rd	4 to 6 lanes	5.00	L	8
Goldsby, McClain Co.	I-35	SH-9 West Intchg.	SH-74/Goldsby Exit	4 to 6 lanes	2.40	L	8
OKC	I-40	Choctaw Rd	Pott Rd	4 to 6 lanes	7.20	L	8
Clev. Co., Lexington, McCl Co., Noble, S'ville	US-77	S 329th St. (Etowah Rd.)	Purcell E. city limits (BNSF Railroad/SH-74)	2 to 4 lanes	11.50	L	8
Edmond	N 206 th St (Covell Rd)	Pennsylvania Ave	Western Ave	2 to 4 lanes (div)	1.00	S	7
Goldsby, McClain Co.	SH-74	I-35	5.50 miles S. of I-35 (250 th St)	2 to 4 lanes	5.50	L	7
Edmond	Broadway Ave	N 248 th St (Waterloo Rd)	N 220 th St (Coffee Creek Rd)	2 to 4 lanes	2.00	L	6
Norman	Lindsey St	Air Depot Blvd (24 th Ave E)	Midwest Blvd (36 th Ave E)	2 to 4 lanes	1.00	L	6
Edmond, Log Co, OK Co.	N 248 th St (Waterloo Rd)	Kelly Ave	I-35	2 to 4 lanes	4.50	L	5
Norman	Main St	Carter Ave	Sooner Rd (12 th Ave E)	2 to 4 lanes	0.50	S	5
Norman	Sooner Rd (12th Ave E)	SH-9	S 299th St (Cedar Lane Rd)	2 to 4 lanes	0.45	S	5
Norman	Rock Creek Rd	Kelley Ave (36 th Ave W)	Eastern Ave (24 th Ave W)	2 to 4 lanes	1.00	L	5
Norman	Rock Creek Rd	1/2 mile west of 36 th Ave W	Kelley Ave (36 th Ave W)	2 to 4 lanes	0.50	S	5
Norman	Indian Hills	48 th Ave W	36 th Ave W	2 to 4 lanes	1.00	L	5
Norman	Franklin Rd	48 th Ave W	I-35 Frontage Rd	2 to 4 lanes	1.50	L	5
Yukon	Mustang Rd	N 50 th St (Wagner Rd)	SH-66	2 to 4 lanes	1.00	L	5
OKC, Yukon	N 23 rd St	Mustang Rd	Sara Rd	2 to 4 lanes	1.00	L	5
OKC, Mustang	Sara Rd	S. 15 th	S. 74 th	2 to 4 lanes	4.00	S	5
MWC	S 29 th St	Sooner Rd	I-40	4 to 5 lanes	0.75	L	4
Norman	SH-9	Eastern Ave (24 th Ave W)	Sooner Rd (12 th Ave E)	4 to 6 lanes	4.00	L	3
Del City	S 15 th St	I-40	Sooner Rd	4 to 5 lanes	0.50	S	2
MWC	Reno Ave	Air Depot Blvd.	Douglas Blvd.	4 to 5 lanes	2.00	L	2
Warr Acres	MacArthur Blvd	N 78 th St	N 36 th St	4 to 5 lanes	3.00	S	2

¹ Time frame that sponsoring agencies expect implementation of improvement: "S" = Short-term (2005-2014); "L" = Long-term (2015-2030).

² Projects ranked from highest to lowest priority. Based on scoring system approved by ITPC in January 2005.

The attached map displays the level of service of each road segment in the Alternate Four-B network. As illustrated in Table 2 below, Alternate Four-B improvements will significantly diminish the number of congested miles in the 2030 OCARTS street and highway network. Specifically, Alternate Four-B will reduce severe and moderate congestion by 72% and 36% respectively.

**Table 2:
Level of Service Comparison**

Level of Service	Alternate One	Alternate Four-B
Satisfactory Congestion (V/C* ratio less than 0.69)	1,707 miles	2,042 miles
Moderate Congestion (V/C between 0.69 and 0.99)	463 miles	298 miles
Severe Congestion (V/C 1.00 or greater)	102 miles	29 miles

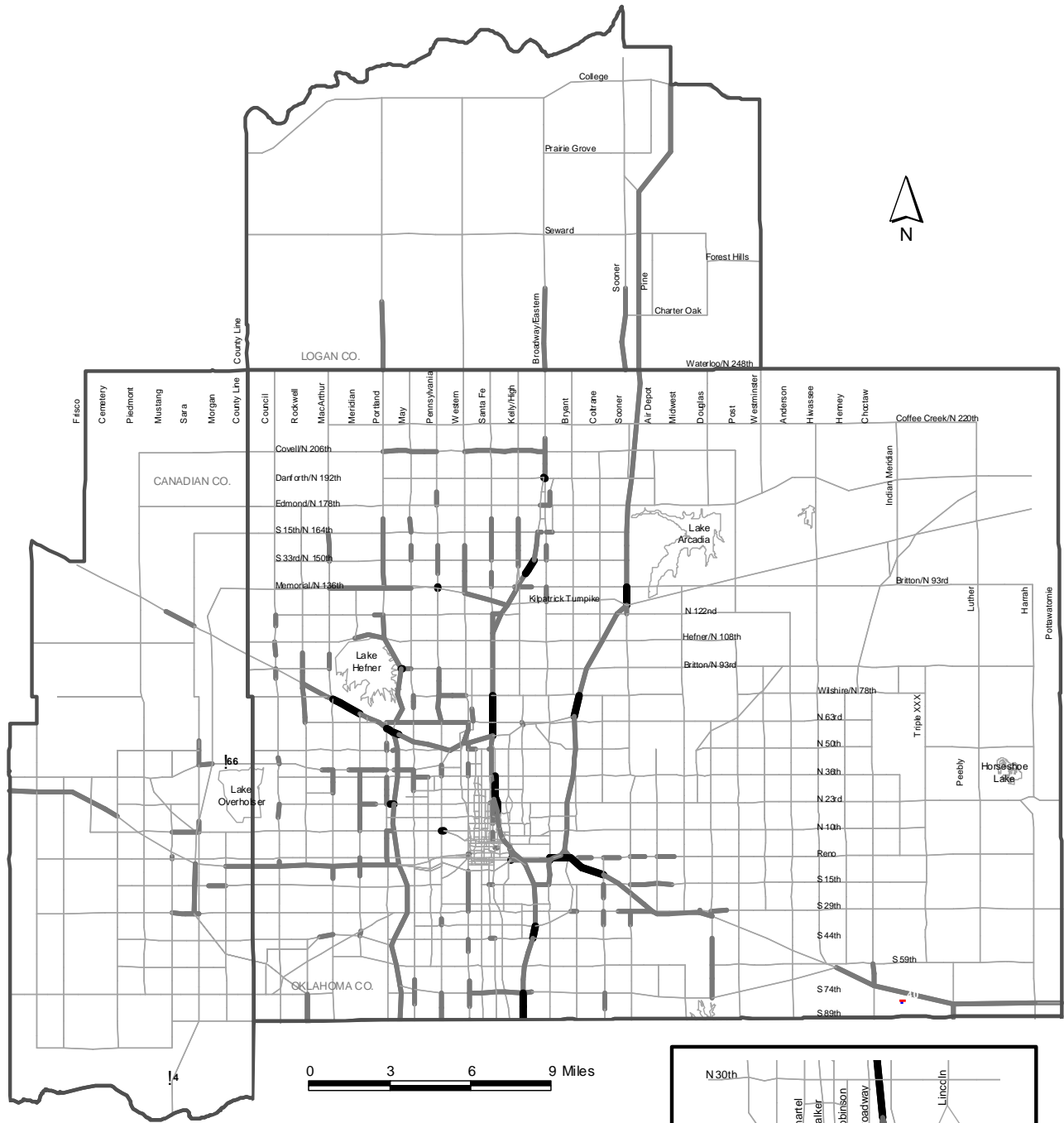
*V/C = Volume to Capacity

ACTION REQUESTED:

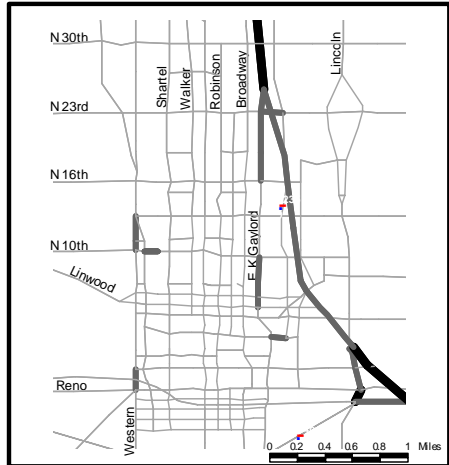
Consider recommending that the ITPC accept the modeling results for Alternate Four-B as the final street and highway network for the 2030 OCARTS Plan.

Alternate Four-B

(Map 1 of 2)

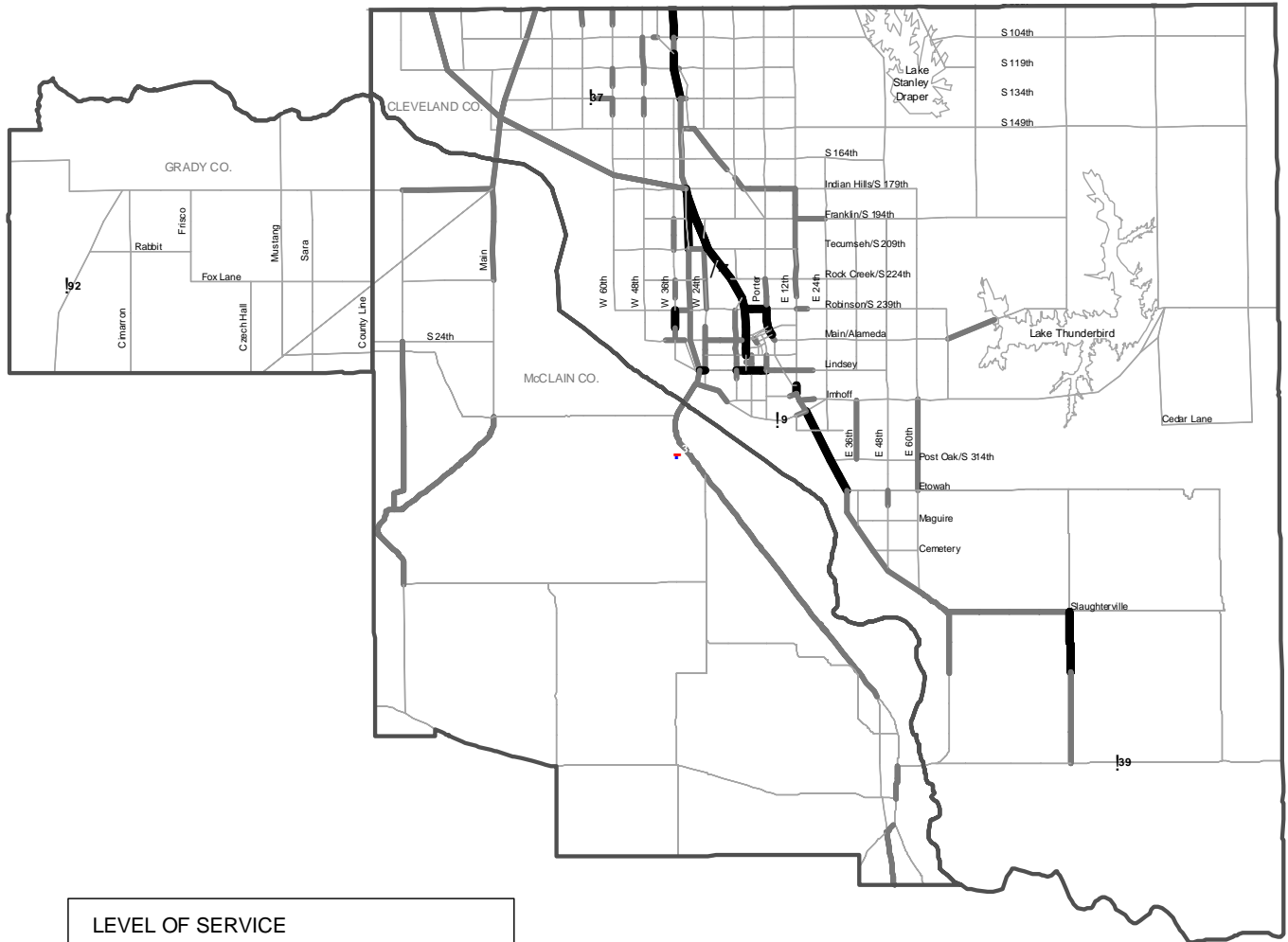


LEVEL OF SERVICE	
	SATISFACTORY
	MODERATE CONGESTION
	SERIOUS CONGESTION




Alternate Four-B

(Map 2 of 2)



LEVEL OF SERVICE	
	SATISFACTORY
	MODERATE CONGESTION
	SERIOUS CONGESTION




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 Map created: May 2005

ACOG

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

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

SUBJECT: Alternate Four-A and Alternate Four-B Costs for the 2030 OCARTS Plan
Street and Highway Element

INFORMATION:

In April, the Committee reviewed updated cost estimates for street and highway network Alternates Two and Three of the 2030 OCARTS Plan. This month, ACOG staff has prepared cost estimates for Alternates Four-A and Four-B based on motions approved by the ITPC in April. Table 1 represents the costs for the Alternate Four-A street and highway network. This network includes all projects recommended by member entities in February 2005, that met the minimum Volume/Capacity threshold in Alternate Three-A ($V/C \geq 0.50$); it also incorporates suggestions for more modest improvements on eight network segments than those shown in the 2025 Plan.

Table 1:
Estimated Cost for Implementing Alternate Four-A of the 2030 OCARTS Plan
[Projects meeting the Scoring Criteria]

Functional Classification	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	1,063,274	209,589	84,000	^c 245,969	18,995	1,621,787
Principal Arterials	456.90	1,863.87	331,950	225,228	130,644		17,745	705,567
Minor Arterials	1,423.84	4,144.89	894,893	402,675	382,316		3,630	1,683,514
Collectors	216.15	591.07	69,626	62,875	37,082			169,583
TOTAL	2,350.22	7,898.93	\$2,784,704	\$984,403	\$640,206	\$252,969	\$40,330	\$4,702,611

Table 2 describes the costs for Alternate Four-B. This network includes all components of the previous alternates, as well as the additional projects recommended in April 2005 by the City of Norman and ODOT that met the criteria for inclusion. With revenues available for the street and highway element estimated at \$5.1 billion, the estimated cost for the Alternate Four-B network of \$4.8 billion demonstrates that it is a financially realistic alternate.

**Table 2:
Estimated Cost for Implementing Alternate Four-B of the 2030 OCARTS Plan
(Includes projects recommended in April 2005 meeting the scoring criteria)**

Functional Classification	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	1,005.72	1,154,580	202,825	84,000	^c 245,969	18,995	1,706,329
Principal Arterials	456.90	1,863.87	330,216	225,228	132,039		17,745	705,228
Minor Arterials	1,424.84	4,154.91	905,705	402,282	388,238		3,630	1,699,855
Collectors	219.47	602.47	76,266	63,641	40,146			180,053
TOTAL	2,354.53	7,946.97	\$2,891,728	\$978,012	\$650,587	\$252,969	\$40,330	\$4,813,625

Notes: Only includes street and highway costs. The construction cost figures include bridge and other 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 N 63rd St. to N 36th St from 4 to 6 lanes; Widening of Santa Fe from N 50th St. to N 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:

Consider recommending that the ITPC accept Alternate Four-A costs and approve Alternate Four-B costs for development of the final 2030 OCARTS Plan Street and Highway Network.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee

FROM: Holly Massie, Special Programs Officer

SUBJECT: Revised Projected Revenues for Implementation of the 2030 OCARTS Plan

INFORMATION:

In March, ACOG staff provided a preliminary revenue projection for implementation of the street and highway, bicycle and pedestrian, and transit elements of the 2030 OCARTS Plan. The projection was based on historical federal, state and local funds spent within the OCARTS area on all transportation modes during the six-year TEA-21 period. Annual averages were developed for each category of funds and projected over the 30-year plan period (2000-2030) for a total preliminary revenue estimate of \$5.98 billion.

Attached is a slightly revised 30-year total revenue projection of \$5.90 billion, which includes the following updated information:

- The estimated GARVEE bond debt service was deducted from projected federal revenues, rather than state revenues as previously reflected. (This did not change the overall total.)
- Estimated state revenues were reduced by a little over \$101 million to reflect the debt service payments on CIP (Capital Improvements Program) bond projects constructed within the OCARTS area.
- Local street and highway revenues were increased by \$19.3 million to include new bond issue revenues, approved by Norman citizens in March 2005, which will partially fund several arterial improvements including a railroad grade separation project.

The following table summarizes the revised 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.

Because the 2030 OCARTS Plan includes various modes of personal travel and goods movement, it is necessary to break down the total revenue projection by mode. This will ensure that the Plan is financially constrained when compared to the estimated 30-year costs for improvement of the street and highway system, bicycle and pedestrian networks, and public transit services and capital.

Therefore, the following revenue breakdown is proposed:

Mode	Percent	Estimated 30-Year Total Revenues
Streets and Highways	87.1	\$5,138,324,343
Transit	11.2	\$661,833,810
Bicycle and Pedestrian	1.7	\$100,000,000
Totals	100.0	\$5,900,158,153

The street and highway element of the plan includes improvements that will enhance goods movement by truck, rail and air by providing improved access to truck terminals, rail yards and airports, as well as improvement of roadways and interchanges.

Historical costs of providing public transit in the OCARTS area were used as the basis for developing the revenue projection for the transit element of the 2030 OCARTS Plan. Considering the region’s history of relatively flat transit funding (and service) levels, and service requests that exceed available/affordable supply, the Intermodal Element assumes future transit costs to be held at the level of the 30-year revenue total of approximately \$660 million. Because TEA-21 requires financial constraint for metropolitan transportation plans, a new dedicated revenue source for transit would have to be reasonably available in order to project transit growth beyond current levels.

The 2030 OCARTS Plan Intermodal Element identifies an estimated cost of \$98.5 million to implement all of the trails identified by local governments over the 30-year planning period. The above revenue estimate accommodates this estimated expenditure.

The current 2025 OCARTS Plan identified the following projected revenue distributions for planning purposes: 90 percent for streets and highways, 8.5 percent for transit, and 1.5 percent for bicycle and pedestrian improvements. Thus, the above recommendations represent an increase in assumed revenues for alternate modes of transportation.

ACTION REQUESTED:

Consider recommending that the ITPC approve the revised total revenue projection of \$5,900,158,153 and the above-described estimated distribution of revenues among modes for the purpose of determining the financial feasibility of the 2030 OCARTS Plan alternates.

**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
GARVEE Bond Debt Service*	(\$13,300,000)
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 turnpike costs)	\$518,660,609
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
CIP Bond Debt Service**	(\$101,311,081)
Local Sources: (Includes funds for transportation improvements from: general fund, street and alley fund, developer contributions, bond issues and local sales tax revenues)	\$1,101,569,010
Subtotal	\$5,238,324,343
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	\$5,900,158,153

* 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 also be repaid with Federal funds.

** Debt service on CIP bonds are based on OCARTS area CIP-funded projects only. Debt service will be repaid with State funds and includes payments between 2000 to 2015.

c:\files\files\2030plan\revenues\Total 30 Yr Revenue Estimate (May 05).xls

**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
Noble	\$100,000	\$1,000,000	\$0	\$0	\$320,000	\$1,000,000	\$0	\$0

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
Norman	\$24,000,000	Included in Current	\$0	\$47,500,000 for S&H \$2,500,000 for Sidewalks	\$0	\$19,300,000	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	\$141,900,000	\$10,785,500	\$24,742,000
GRAND TOTAL \$1,101,569,010								

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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ACOG

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee

FROM: Holly Massie, Special Programs Officer

SUBJECT: Memorandum of Understanding between the University of Oklahoma Transit Services and ACOG, the Metropolitan Planning Organization

INFORMATION:

Following the designation of the Norman Urbanized Area (UZA) by the U.S. Census Bureau in May 2002, the area became an eligible recipient of Federal Transit Administration (FTA) urbanized area formula funds. In response, the Oklahoma Department of Transportation (ODOT) delegated to the University of Oklahoma (OU) the authority to apply for and manage the FTA funds attributed to the Norman UZA. The University operates transit services provided in Norman, known as Cleveland Area Rapid Transit (CART) and METRO Transit Norman.

In August 2004, CART was reviewed by the Federal Transit Administration to evaluate its compliance with FTA guidelines. As part of that review, the FTA advised that CART should have a Memorandum of Understanding (MOU) with ACOG, the Metropolitan Planning Organization (MPO) charged with conducting long and short-range transportation planning for the region.

The attached letter from OU Transit Services provides further information about this request, and the attached MOU, which has been approved by the University, is intended to fulfill the FTA requirement that CART and the MPO agree to work cooperatively on planning efforts carried out by the region,

ACTION REQUESTED:

Consider recommending that the ITPC approve the attached Memorandum of Understanding (MOU) between ACOG and the University of Oklahoma, Transit Services.



The University of Oklahoma

TRANSIT SERVICES

A.C.O.G.

MAY 03 2005

By 

May 2, 2005

Holly Massie, Special Programs Officer
Association of Central Oklahoma Governments
21 E. Main, Suite 100
Oklahoma City, OK 73104-2405

RE: ACOG-CART Memorandum of Understanding

Dear Holly:

Please find included with this letter a Memorandum of Understanding between ACOG and CART of the University of Oklahoma. The memorandum is a requirement for transit agencies receiving Federal Transit Administration (FTA) funds. At the most recent review of CART, the FTA required a memorandum between CART and ACOG.

The included memorandum has been agreed to by the University of Oklahoma through the approval of Theta Dempsey, Director of Parking and Transit Services in March, 2005. The Board of Regents of the university have granted the director the right to enter the university into such memoranda that involve CART. Please present the memorandum for approval to both the ITTC and ITPC of ACOG. This will allow CART to complete this obligation required by the Federal Transit Administration.

Should you have any questions regarding this item, please feel free to contact me at 325-6836.

Sincerely,



Carl F. Weckenmann
Grant Specialist II

MEMORANDUM OF UNDERSTANDING

A.C.O.G.

**Between the Association of Central Oklahoma
Government and the
University of Oklahoma, Transit Services**

APR 18 2005

By 

WHEREAS, Section 134, Chapter 1, Title 23, and Section 9, Title 19, U.S.C. require that federally funded projects be developed through a comprehensive, cooperative and continuing transportation planning process; and

WHEREAS, the Association of Central Oklahoma Governments (ACOG) is the designated Metropolitan Planning Organization (MPO) for the Oklahoma City Area Regional Transportation Study (OCARTS) area, responsible for development and maintenance of the multimodal long range transportation plan and short range transportation improvement program for the region; and

WHEREAS, the Bureau of the Census, U.S. Department of Commerce, designated the Norman Urbanized Area on May 1, 2002, based on the final Urban Area Criteria for Census 2000, published in the March 15, 2002 *Federal Register*; and

WHEREAS, the Oklahoma Department of Transportation, as the Governor's designee, delegated to the University of Oklahoma, the authority to apply for and manage Federal Transit Administration (FTA) funds attributed to the Norman Urbanized Area, as promulgated within Title 730, Chapter 45 of the Oklahoma Administrative Code; and

WHEREAS, the University of Oklahoma provides transit services known as MetroTransit Norman and Cleveland Area Rapid Transit (CART) within Cleveland County, the City of Norman, and the University of Oklahoma campuses; and

WHEREAS, the University of Oklahoma, Transit Services desires to participate in the metropolitan transportation planning process,

NOW, THEREFORE, ACOG and the University of Oklahoma enter into this Memorandum of Understanding to work cooperatively on the planning efforts outlined in the annual Unified Planning Work Program (UPWP), which includes development and implementation of the OCARTS Transportation Improvement Program (TIP), the OCARTS Long Range Transportation Plan and other planning activities included in the UPWP.

This Memorandum of Understanding has been approved through formal resolution or action of the Association of Central Oklahoma Governments and the University of Oklahoma, as evidenced by the signatures of officers of each organization below, and shall become effective on the date last written.

**Association of Central
Oklahoma Govts.:**

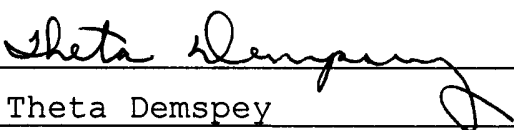
By:

Title:

Date:

University of Oklahoma:

By:



Theta Demspey

Title:

Director of Parking

and Transportation,

University of Oklahoma

Date:

March 28, 2005

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

FROM: Pong Wu, Associate Planner
Transportation Planning & Data Services (TPDS)

SUBJECT: Benefit-Cost Analysis of the 2030 OCARTS Plan
Street and Highway Alternates One, Two, and Three

INFORMATION:

During the process of preparing the 2030 OCARTS Plan, the MPO staff has developed and defined various alternate street and highway network scenarios. As a serial procedure, following the identification of the alternate street network improvements, our next step is to measure how each alternate will alleviate traffic congestion levels in the year 2030.

In order to measure the cost-effectiveness of these different transportation scenarios, staff has conducted a **preliminary** benefit-cost analysis among Alternates One, Two, and Three. A further benefit-cost analysis will be performed related to additional alternates. The benefit-cost analysis is a systematic process for calculating and comparing benefits and costs of the improvement for two purposes:

- To determine if it is a sound investment (justification/feasibility)
- To see how it compares with alternate projects (ranking/priority assignment)

The benefit-cost (B/C) ratio is a standard measure of cost-effectiveness recommended by the Federal Highway Administration (FHWA). FHWA's suggested method primarily focuses on the value of **travel time savings** by persons using the transportation network.

The benefit-cost ratio is calculated using the following formula:

$$\text{B/C Ratio} = \frac{(RU_B - RU_P) - (D_P - D_B)}{(I_P - I_B)}$$

Where:

RU is the annual road user cost (annual vehicle operating costs plus annual travel time costs).

B is the base alternate. That is, B is the alternate to which each of the other alternates (**P**) is compared.

D is the annual street maintenance cost.

I is the annualized capital cost.

In the analysis of benefit-cost ratio, **benefits** of an alternate were measured and valued in terms of savings in user costs that each alternate would generate. These savings include:

- Travel time savings
- Vehicle operating and maintenance cost savings.

Costs for each alternate network improvement were calculated in terms of 1) Capital costs and 2) Road user costs.

- Capital costs include: construction, structures, maintenance, and right-of-way costs for the street and highway networks.
- Road user costs include: average costs for operating and maintaining a vehicle, and “value-of-time” which quantifies the cost of the time that a person spends on the road.

PROCEDURE FOR BENEFIT-COST ANALYSIS

The B/C ratio analysis compares each network alternate to the previous most beneficial alternate to determine whether the benefit derived per dollar invested is less than, or greater than, the benefit derived from the previous alternate. If the value of the B/C ratio is 1.0 or greater, then the new alternate is considered a better investment than the previous alternate. *Therefore, if the B/C ratio is greater than 1.0 -- based on value of travel time savings to persons using the transportation network - the alternate network can reasonably be considered cost-effective.*

In our preliminary B/C ratio analysis, the three street and highway alternates being compared were first arranged in ascending order of capital costs. This led to the arrangement: 1) Alternate One, 2) Alternate Two, 3) Alternate Three. Alternate Two and Alternate Three were compared to Alternate One (the base), the B/C ratios were 1.24 and 1.38 respectively. Since both of these benefit/cost ratios were greater than 1.00, Alternate Two was then further compared and analyzed with Alternate Three.

This led to a B/C ratio of -2.87. The results of the analysis are presented in Table 1. Therefore, **focusing on value of time saved by persons using the network, Alternate Three provides the most benefits for each dollar spent.**

Table 1

Benefit/Cost Ratio Comparison of Alternates	
<u>Alternates being compared</u>	<u>B/C Ratio</u>
Alternate Two compared to Alternate One	1.24
Alternate Three compared to Alternate One	1.38
Alternate Two compared to Alternate Three	-2.87

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

FROM: Melissa Baldwin, Associate Planner

SUBJECT: Potential Environmental, Social and Economic Impacts of the 2030 OCARTS Plan Street and Highway Alternates One, Two, and Three

INFORMATION:

Attached is preliminary information on the social, environmental, and economic impacts anticipated for each of the 2030 OCARTS Transportation Plan street and highway alternates. This information is very general in nature since the data and potential impacts are being reviewed at the **regional** level. Specific impacts of individual projects (highway, transit, trails, etc.) will continue to be evaluated as part of the planning and design process prior to construction of individual projects, as appropriate.

Staff has gathered information on numerous topics that relate to the three major categories mentioned above. The **social impacts** include archaeological sites, tribal lands, national historical sites/districts, and safety. The **environmental impacts** include air quality, parks/open space, endangered species, floodplains, water quality, hazardous waste and superfund sites, leaking underground storage tanks, and noise sensitive areas. The **economic impacts** include residential/business displacements, environmental justice issues, and total cost of each alternate.

Due to the ongoing process of developing final alternates, further information will be available at a later date for your review.

ACTION REQUESTED:

None. For information only.

**Table 1:
Expected Social Impacts of the 2030 OCARTS Plan Alternates**

Social Impacts	Alternate One Street and Highway plus Intermodal Element	Alternate Two Street and Highway plus Intermodal Element	Alternate Three-A and Three-B Street and Highway plus Intermodal Element
Archaeological Sites	There area 812 Archaeological Sites in the OCARTS area; no anticipated impact; minor accommodations may be necessary for specific projects	There area 812 Archaeological Sites in the OCARTS area; no anticipated impact; minor accommodations may be necessary for specific projects	There area 812 Archaeological Sites in the OCARTS area; no anticipated impact; minor accommodations may be necessary for specific projects
Tribal Lands	Little federal tribal trust land in the OCARTS area; mostly in the eastern parts of Ok. and Clev. Co.; must contact BIA for McClain and Grady Co. projects; no anticipated impact.	Little federal tribal trust land in the OCARTS area; mostly in the eastern parts of Ok. and Clev. Co.; must contact BIA for McClain and Grady Co. projects; no anticipated impact.	Little federal tribal trust land in the OCARTS area; mostly in the eastern parts of Ok. and Clev. Co.; must contact BIA for McClain and Grady Co. projects; no anticipated impact.
National Historical Sites and Districts	There are 139 historical sites and districts on the National Registry in the OCARTS area; minor accommodations may be necessary for specific projects.	There are 139 historical sites and districts on the National Registry in the OCARTS area; minor accommodations may be necessary for specific projects.	There are 139 historical sites and districts on the National Registry in the OCARTS area; minor accommodations may be necessary for specific projects.
Safety (Annual Accidents Predicted)	Fatalities - 145 Injuries – 21, 301	Fatalities - 145 Injuries – 20,761	Fatalities - 144 Injuries – 20,911

**Table 2:
Expected Environmental Impacts of the 2030 OCARTS Plan Alternates**

Environmental Impacts	Alternate One Street and Highway plus Intermodal Element	Alternate Two Street and Highway plus Intermodal Element	Alternate Three-A and Three-B Street and Highway plus Intermodal Element
Air Quality (Daily Totals)	Winter Months: Carbon Monoxide - 499 tons (443 tons less than in 2000) Summer Months: Hydrocarbons - 16 tons (36 tons less than in 2000) NOX - 13 tons (67 tons less than in 2000)	Winter Months: Carbon Monoxide - 507 tons (436 tons less than in 2000) Summer Months: Hydrocarbons - 16 tons (37 tons less than in 2000) NOX - 14 tons (67 tons less than in 2000)	Winter Months: Carbon Monoxide - 505 tons (438 tons less than in 2000) Summer Months: Hydrocarbons - 16 tons (37 tons less than in 2000) NOX - 14 tons (67 tons less than in 2000)
Parks and Recreational Areas	Minimal effects of bike or pedestrian paths on natural environment; costs to handle additional stormwater runoff may develop.	Minimal effects of bike or pedestrian paths on natural environment; costs to handle additional stormwater runoff may develop.	Minimal effects of bike or pedestrian paths on natural environment; costs to handle additional stormwater runoff may develop.
Wildlife, and Endangered Species	There are 7 endangered or threatened species in the OCARTS area; the South Canadian River is the only designated critical habitat; in addition, the migratory nature of the threatened avian species, minor accommodations may be necessary for specific projects.	There are 7 endangered or threatened species in the OCARTS area; the South Canadian River is the only designated critical habitat; in addition, the migratory nature of the threatened avian species, minor accommodations may be necessary for specific projects.	There are 7 endangered or threatened species in the OCARTS area; the South Canadian River is the only designated critical habitat; in addition, the migratory nature of the threatened avian species, minor accommodations may be necessary for specific projects.

Table-2: (Continued)
Expected Environmental Impacts of the 2030 OCARTS Plan Alternates

Environmental Impacts	Alternate One Street and Highway plus Intermodal Element	Alternate Two Street and Highway plus Intermodal Element	Alternate Three-A and Three-B Street and Highway plus Intermodal Element
Flood Plains	Street widening and construction projects across or near Cottonwood Creek, North Fork Walnut Creek, Deep Fork, Cimarron, Little, North or South Canadian Rivers or other major flood prone areas will incur increased construction costs.	Street widening and construction projects across or near Cottonwood Creek, North Fork Walnut Creek, Deep Fork, Cimarron, Little, North or South Canadian Rivers or other major flood prone areas will incur increased construction costs.	Street widening and construction projects across or near Cottonwood Creek, North Fork Walnut Creek, Deep Fork, Cimarron, Little, North or South Canadian Rivers or other major flood prone areas will incur increased construction costs.
Water Quality: Surface and Garber-Wellington, El Reno, Beaver, and Canadian Aquifers	Street widening and construction projects will incur increased costs to protect surface and underground water resources from stormwater runoff and construction activities (EPA NPDES, Oklahoma’s CSGWPP, and other Source Water Protection Programs).	Street widening and construction projects will incur increased costs to protect surface and underground water resources from stormwater runoff and construction activities (EPA NPDES, Oklahoma’s CSGWPP, and other Source Water Protection Programs).	Street widening and construction projects will incur increased costs to protect surface and underground water resources from stormwater runoff and construction activities (EPA NPDES, Oklahoma’s CSGWPP, and other Source Water Protection Programs).
Hazardous Waste and Superfund Sites	There are 135 hazardous waste sites and 5 superfund sites within the OCARTS area; planning and design of street widening/construction projects will require special attention.	There are 135 hazardous waste sites and 5 superfund sites within the OCARTS area; planning and design of street widening/construction projects will require special attention.	There are 135 hazardous waste sites and 5 superfund sites within the OCARTS area; planning and design of street widening/construction projects will require special attention.

Table-2: (Continued)
Expected Environmental Impacts of the 2030 OCARTS Plan Alternates

Environmental Impacts	Alternate One Street and Highway plus Intermodal Element	Alternate Two Street and Highway plus Intermodal Element	Alternate Three-A and Three-B Street and Highway plus Intermodal Element
Leaking Underground Storage Tanks	There are 198 leaking tanks in the OCARTS area; removal of tanks and remediation could delay progress on intersection improvements or street widening projects.	There are 198 leaking tanks in the OCARTS area; removal of tanks and remediation could delay progress on intersection improvements or street widening projects.	There are 198 leaking tanks in the OCARTS area; removal of tanks and remediation could delay progress on intersection improvements or street widening projects.
Noise Sensitive Areas/Sites	There are 2,292 noise sensitive locations, (e.g., day care centers, schools, colleges, nursing homes, hospitals) within the OCARTS area; street widening and construction projects could also increase noise levels for residential areas and accommodations may be necessary.	There are 2,292 noise sensitive locations, (e.g., day care centers, schools, colleges, nursing homes, hospitals) within the OCARTS area; street widening and construction projects could also increase noise levels for residential areas and accommodations may be necessary.	There are 2,292 noise sensitive locations, (e.g., day care centers, schools, colleges, nursing homes, hospitals) within the OCARTS area; street widening and construction projects could also increase noise levels for residential areas and accommodations may be necessary.

**Table V-3:
Expected Economic Impacts of the 2030 OCARTS Plan Alternates**

Economic Impacts	Alternate One Street and Highway plus Intermodal Element	Alternate Two Street and Highway plus Intermodal Element	Alternate Three-A and Three-B Street and Highway plus Intermodal Element
Residential and Employment Displacements	N/A	Approximately 73 residential and 119 business displacements are anticipated*.	Approximately 73 residential and 119 business displacements are anticipated*.
Neighborhoods Low Income and Traditionally Underserved Groups	Acquisition of rights-of-way and/or proximity of improvements may negatively impact low income groups	Acquisition of rights-of-way and/or proximity of improvements may negatively impact low income groups	Acquisition of rights-of-way and/or proximity of improvements may negatively impact low income groups
Bike/Ped Trails	\$98.5 Million	\$98.5 Million	\$98.5 Million
Transit	\$ 661.8 Million	\$ 661.8 Million	\$ 661.8 Million
Highway Network	<u>\$1,548.0 Million</u>	<u>\$4,519.0 Million</u>	<u>\$4,612.0 Million</u>
Total Cost	\$2,308.3 Million	\$5,279.3 Million	\$5,372.3 Million

*Estimates do not account for any possible displacements resulting from any possible alignment of the southwest outer-loop.

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MEMORANDUM

DATE: May 5, 2005
TO: Intermodal Transportation Technical Committee (ITTC)
FROM: Randy Entz, Associate Planner
SUBJECT: 2030 OCARTS Plan Environmental Justice Considerations

INFORMATION:

A requirement of the Transportation Equity Act for the 21st Century (TEA-21) is that regional transportation plans be consistent with Title VI of the Civil Rights Act of 1964. This requirement is in place to ensure that individuals are not discriminated against as a result of a federally funded program. Specifically, according to Title VI and the related Executive Order 12898 on Environmental Justice, regional planning projects should ensure the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. The precept of environmental justice in transportation is to ensure that transportation projects do not have a disproportionately negative impact on minority or low-income populations.

As a part of the May meeting, staff will present examples of traffic analysis zone level information on minority concentrations, household income, population density, populations over the age of 65, and travel times. Staff will show how minority and low income areas are expected to fare in receiving the benefits of Alternate Three of the 2030 OCARTS Plan. These benefits include access to trails, transit services, new street and highway projects and street maintenance at the regional level.

Environmental justice review is an ongoing process. Environmental justice analysis of the impacts of the 2030 OCARTS Plan will be finalized when the final alternate is approved.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: May 5, 2005
TO: Intermodal Transportation Technical Committee (ITTC)
FROM: Daniel J. O'Connor, Associate Planner
SUBJECT: Central Oklahoma Bike-to-Work Day: Friday, May 20, 2005

INFORMATION:

National Bike-to-Work Day is Friday, May 20, as designated by the League of American Bicyclists. Across the nation, Bike-to-Work events call attention to bicycle commuting as a means to healthy living, cleaner air, less traffic congestion, and efficient and affordable intermodal transportation. Furthermore, the events provide an occasion to increase motorist and bicyclist awareness of the safety considerations associated with bicycling.

The City of Oklahoma City and ACOG have been working together to develop *Central Oklahoma Bike-to-Work 2005* on May 20. The event will feature a "group ride" from the State Fairgrounds Space Tower to City Hall (east lawn) in downtown Oklahoma City. Bicycle commuters from other parts of the metro are also invited to converge upon OKC City Hall at 8:30 a.m. to meet local dignitaries and fellow bicyclists and to enjoy refreshments. For easier commutes, participants can park their motor vehicles at Oklahoma City parks and bike to work from those locations.

We encourage other OCARTS area entities to sponsor and participate in bike-to-work activities during May. Information about the national bike-to-work campaign is available online at www.bikemonth.com. More details about Central Oklahoma Bike-to-Work 2005—including maps, safety tips, posters for download, and event schedules—can be found at www.acogok.org/Newsroom/biketowork.asp.

ACTION REQUESTED:

Publicize and participate in Bike-to-Work Day. For information only.

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee

FROM: Holly Massie, Special Programs Officer

SUBJECT: Mid-Year Status Report on the Obligation of
FFY 2005 STP-UZA Funds and Pending Projects

INFORMATION:

The attached tables provide a status report reflecting the Surface Transportation Program Urbanized Area (STP-UZA) funds obligated during the first half of FFY 2005 (Oct. 1, 2004 - Mar. 31, 2005) and funds anticipated to be obligated by the end of the federal fiscal year (Sept. 30, 2005).

The FFY 2005 suballocation of Surface Transportation Program Urbanized Area (STP-UZA) funds reflected in the attached tables is based on a **partial** FFY 2005 apportionment and obligation limitation, through May 31, 2005. This partial apportionment is in accordance with the TEA-21 Surface Transportation Extension Act of 2004, Part V, which extends through May 2005. Additional apportionment will be made available in the future through another extension act or a new reauthorization bill that revises the state and metropolitan apportionments for the year.

In February 2005, the Oklahoma Department of Transportation (ODOT) Programs Division advised ACOG that the OCARTS area STP-UZA apportionment through May 2005 is \$11,385,929.88. This figure includes an additional \$500,000 in obligation authority under the Congestion Mitigation/Air Quality (CMAQ) program and deducts from the FFY 2005 beginning balance an overage used on OCARTS STP-UZA projects in FFY 2004 (-\$860,485.10).

Table 1 provides information on all federal fund transactions affecting the region's funding estimate during the first half of FFY 2005, as provided by the ODOT Programs Division. The column entitled "Change in Federal Funds" reflects cost overruns and underruns associated with projects awarded during previous years. As of the end of March, no new STP-UZA projects (from the FFY 2005 TIP) were ready for authorization by the Federal Highway Administration (FHWA). The ending balance on Table 1 is only slightly smaller than the beginning partial FFY 2005 balance provided to the region.

Table 2 begins with the estimated balance for FFY 2005 from Table 1 (\$11,326,512.93) and reflects the estimated change in funds that will occur if most of the unauthorized projects currently included in the FFY 2005 element of the TIP are authorized by Sept. 30, 2005. This table uses the federal share of the most recent cost estimates provided by the project sponsors to the ODOT Local Government Division. The table also lists one project that appears to be in jeopardy of not being authorized with FFY 2005 funds due to the scope of the project and lack of activity on design and federal requirements associated with environmental review and right-of-way clearances.

Please be reminded that the balances at the end of Table 2 are the result of using an STP-UZA obligation authority provided through the end of May 2005, rather than the full fiscal year that ends September 30.

ACTION REQUESTED:

None. For information only.

TABLE 1
FEDERAL FISCAL YEAR 2005
STP-UZA FEDERAL FUND TRANSACTIONS FOR THE OKLAHOMA CITY URBANIZED AREA
As of March 31, 2005

Based on FFY 2005 Apportionment through May 2005

Job Piece Number	Sponsor	Project Description	Let Date	Federal Funding Source	FHWA Form # and Date Approved	Change in Federal Funds	Balance
							11,385,929.88
15688(04)	Norman	Robinson, Brookhaven to 12th Ave NE -Pre-emp	May-04	STPG - 100%	PR2A - 10/15/04	(6,344.78)	11,379,585.10
10810(04)	Yukon	Cornwell, Vandament to SH-66 - Widening	Aug-02	STP - 80%	PR2A - 10/15/04	62,236.01	11,441,821.11
15689(04)	Norman	Gray, Flood to Porter - Signal Intercon/Upgrade	Jan-04	STP - 80%	PR2A - 10/18/04	(14,149.00)	11,427,672.11
18210(04)	Norman	48th Ave NE over Rock Creek - Bridge & Appr.	Apr-04	STP - 80%	PR2A - 10/18/04	(15,137.57)	11,412,534.54
21053(04)	Moore	City wide - Pavement Markings	Sep-04	STPG - 100%	PR2A - 10/22/04	189,096.91	11,601,631.45
14365(05)	Oklahoma City	Eastern, SE 59th to SE 74th - RR Xing Impr.	RR Force	STPG - 100%	PR2A - 10/27/04	(60,000.00)	11,541,631.45
21588(05)	Warr Acres	TR Project @ NW Hwy & MacArthur - Correction		STPY - State	PR2A - 10/27/04	31,510.00	11,573,141.45
19787(04)	Del City	SE 15th, Bryant to Vickie - Resurfacing	Mar-04	STP - 80%	PR2A - 10/27/04	(23,174.41)	11,549,967.04
18222(04)	Yukon	Vandament & Garth Brooks Blvd. - Int. Mod.	Feb-03	STP - 80%	PR2A - 11/12/04	(25,949.86)	11,524,017.18
17963(04)	Moore	Telephone, SW 4th to SW 19th - Widen/Reconst.	Oct-04	STP - 80%	PR2A - 11/19/04	28,099.18	11,552,116.36
20216(04)	Edmond	15th, Edgewood to Pine Oak - Widen/Sig. Mod.	Nov-04	STP - 80%	PR2A - 12/16/04	(60,336.00)	11,491,780.36
16653(04)	Oklahoma City	Hefner, Rockwell to Council - Widen/Reconst.	Oct-00	STP - 80%	PR2A - 01/04/05	(31,529.08)	11,460,251.28
19763(04)	Oklahoma City	City wide, Phase 2 - Pavement Markings	Mar-04	STPG - 100%	PR2A - 02/14/05	(133,738.35)	11,326,512.93

Federal Forms:

PR2A is used to modify a project for overruns or underruns.

PR20 is a final voucher processed to close a project file.

PR1240 is used to authorize a project, place it under agreement, or withdraw a project that has no funds expended.

c:\files\xlfiles\stpuz2005\stp-uza transactions2005

TABLE 2
FEDERAL FISCAL YEAR 2005
POTENTIAL CHANGES TO THE UNOBLIGATED BALANCE OF STP-UZA FUNDS FOR THE OKLAHOMA CITY URBANIZED AREA
As of March 31, 2005
Based on FFY 2005 Apportionment through May 2005*

Job Piece Number	Entity	Project Description	Estimated Federal Funds**	ESTIMATED STP-UZA Balance	Comments
				11,326,512.93	
20156(04)	Edmond	Boulevard, Danforth to Covell - Widen/Realign	(3,596,467.00)	7,730,045.93	
21051(04)	Edmond	33rd, Kelly to Santa Fe - Widen/Signals at Lincoln	(2,160,000.00)	5,570,045.93	
21533(04)	Moore	S. Eastern at Moore HS - Signals	(93,500.00)	5,476,545.93	
21535(04)	Moore	SW 4th at Wilson - Signals	(93,500.00)	5,383,045.93	
22022(04)	Moore	12th Street Bridge over I-35 - Deck Repairs	(640,000.00)	4,743,045.93	Authorized
18207(04)	Norman	12th Ave NW, Tecumseh to Franklin - Br. & Appr.	(800,000.00)	3,943,045.93	
19678(04)	Norman	Jenkins and Imhoff - Intersec. Mod. & Signals	(160,000.00)	3,783,045.93	
21301(04)	Norman	24th Ave. SW and SH-9 - Intersec. Modification	(200,000.00)	3,583,045.93	
22492(04)	Norman	Porter Ave. and Sandpiper Ln. - Signals	(80,000.00)	3,503,045.93	
20639(04)	Oklahoma City	City Wide, Phase 3 - Arterial Pavement Markings	(600,000.00)	2,903,045.93	
20640(04)	Oklahoma City	City Wide, Phase 3 - SZ Safety Improvements	(600,000.00)	2,303,045.93	
	OCARTS	Air Quality Activities - CMAQ	(500,000.00)	1,803,045.93	
TIP Projects at Risk - May not be ready for FFY 2005 authorization					
21128(04)	Oklahoma City	SW 54th, MacArthur to Portland - Widen	(5,192,230.00)	(3,389,184.07)	

*FFY 2005 reflects apportionment through May 31, 2005. Additional apportionment through Sept. 30 forthcoming.

**Estimated federal funds are based on most recent cost estimates provided by entities to ODOT Local Government Division.

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MEMORANDUM

DATE: May 5, 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 May 5, 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 scheduled for bid letting 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 the **FFY 2005** STP-UZA projects included in the FFY 2005-2007 OCARTS Area Transportation Improvement Program (TIP) and the **FFY 2006, 2007 and 2008** STP-UZA projects including in the Preliminary FFY 2006-2008 TIP. Also attached is a list of the unscheduled STP-UZA projects that have been programmed in the past, but are not included in the TIP.

According to the attached **calendar** from the ODOT Local Government Division, **May 13** is the deadline for submitting documentation (to ODOT) for right-of-way clearance in order to make the **October 2005** letting.

ACTION REQUESTED:

None. For information only.



Following the ITTC meeting, there will be a brief discussion of the status of the unlet **FFY 2004 STP-UZA projects** and the **FFY 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

5/5/2005	*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	15694(04)	Front St – Robinson to Eufaula Grade, Drain & Surface	80%	\$1,450,400	X	X	X	X					
Norman	15890(04)	Jenkins & Brooks Intersect. Mod. & Traffic Signal	80%	\$173,600									
Norman	17068(04)	Lindsey – Jenkins to Classen Widen and Reconstruct	80%	\$1,040,000									
Norman	22089(04)	Main St, Carter Ave to 12 th Ave NE Widening	80%	\$1,280,000	X	X	X						
Norman	22160(04)	Rock Creek Rd, Porter Ave to 12 th Ave NE Widening and construction	80%	\$2,000,000									
Oklahoma City	13387(04)	Meridian Ave – SW 54th to SW 29th Grade, Drain & Surface	80%	\$196,000	X	X	X						
Oklahoma City	17143(04)	Eastern – I-240 to SW 104th Widen	80%	\$2,400,000									
Oklahoma City	17149(04)	MacArthur – SW 5th to Airport Rd Resurface	80%	\$508,000									
Oklahoma City	19312(04)	S. Meridian, SW 29th to Canadian Riv Widen & Reconstruct to 5 lanes	80%	\$1,230,400	X	X	X	X	X	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.

ACOG

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MEMORANDUM

DATE: May 5, 2005

TO: Intermodal Transportation Technical Committee

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

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

INFORMATION:

Attached is a list of technical reports received as of May 5, 2005. The reports are required for the completion of the FY 2004 UPWP.

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 2000-2030 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	04/21/05
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	03/10/05
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)	Trails Database Update ** (see FY 2005 Task 2.01(4b) Preliminary Trails Report for 2030 OCARTS Plan)	ACOG	***
2.02(1)	Monitor STP-UZA & Other Federally Funded Transp. Projects	ACOG	05/12/05
2.02(2)	Year 2000 OKC Urban Area Functional Classification Plan Report	ACOG	02/12/04
2.02(8a)	Outer Loop Corridor MIS Status Report**	ACOG/ODOT	March 2004
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.