



association of central oklahoma governments

Chair Mark Sharpton
Logan County Commissioner

Vice-Chair Willa Johnson
Oklahoma County Commissioner

Secretary/Treasurer Kathy Walker
Nichols Hills Councilmember

Interim Executive Director
John G. Johnson

MEMORANDUM

DATE: February 7, 2008
TO: Intermodal Transportation Technical Committee (ITTC)
FROM: Douglas W. Rex, Division Director
Transportation Planning & Data Services (TPDS)
SUBJECT: Meeting Notice

The Intermodal Transportation Technical Committee will hold a regular meeting on

THURSDAY, FEBRUARY 14, 2008 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 JANUARY 17, 2008 MINUTES:
 - A. Regular Meeting Minutes ([ATTACHMENT II-A](#))
 - B. Special Meeting Minutes ([ATTACHMENT II-B](#))
- III. ACTION ITEMS:
 - A. Consider recommending that the ITPC approve the Preliminary FY 2009 UPWP, and authorize staff to execute agreements with funding agencies and subcontractors when these funds are made available. ([ATTACHMENT III-A](#))

III. ACTION ITEMS [Cont.]:

- B. Consider recommending that the ITPC amend the FFY 2008-2011 OCARTS Area TIP by replacing the COTPA FFY 2008 Transit Element with the attached program of projects, as requested by COTPA, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP). [\[ATTACHMENT III-B\]](#)

IV. ITEMS FOR INFORMATION ONLY:

- A. Oklahoma Homeland Security Regions 6 & 8 Evacuation Plan [\[ATTACHMENT IV-A\]](#)
- B. Highway Trust Fund Presentation [\[ATTACHMENT IV-B\]](#)
- C. Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA) [\[ATTACHMENT IV-C\]](#)
- D. FY 2007 Unified Planning Work Program (UPWP) Reports [\[ATTACHMENT IV-D\]](#)

V. NEW BUSINESS

VI. ADJOURN

March ITTC Meeting: 10:00 a.m. Thursday, March 13, 2008

Deadline for March ITTC Agenda Items: 4:00 p.m. Thursday, February 28, 2008

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE

VOTING MEMBERS AND ALTERNATES

CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	Clyde Treat City Engineer	Jim McGill, Public Works Director John Shugart, City Manager
	Steve Katen Community Development Director	Jim McGill, Public Works Director John Shugart, City Manager
	No Designee	Vacant
	No Designee	Vacant
CHOCTAW	Robert Floyd City Manager	Mark Seibold City Planner
	Bernard Nauheimer Public Works Director	Mark Seibold City Planner
COLE	Tom Marcum City/County Engineer	Hon. Russell Price Trustee
	Lynn McCaskill City/County Planner	Hon. Marty Lell Trustee
DEL CITY	William G. Graham Public Works Director	Vacant
	No Designee	Vacant
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
	No Designee	Vacant
	No Designee	Vacant
FOREST PARK	Hon. Marianne Yarbrough Trustee	Hon. Elton Matthews Trustee
	No Designee	Vacant
GOLDSBY	Ronny Nelson Town Manager	Vacant
	No Designee	Vacant
GUTHRIE	Maxine Pruitt Director of Municipal Services	James Hanke Planning & Code Administrator
	Rene Spineto City Planner	James Hanke Planning & Code Administrator
HARRAH	Earl D. Burson City Manager	Vacant
	No Designee	Vacant
JONES CITY	No Designee	Vacant
	No Designee	Vacant
LEXINGTON	No Designee	Vacant
	No Designee	Vacant

CITY/ORGANIZATION	MEMBERS	ALTERNATES
LUTHER	Hon. LeRoy Cook Trustee	Vacant
	No Designee	Vacant
MIDWEST CITY	John Derek Jackson City Engineer	Jackie D'Amico Engr. Project Manager
	Guy Henson City Manager	Ron Green Current Planning Manager
MOORE	Elizabeth Jones Community Development Director	Stephen Eddy City Manager
	Stan Drake Assistant City Manager	Stephen Eddy City Manager
MUSTANG	Melissa Helsel City Planner	David Cockrell City Manager
	Mike Rutledge Chief Building Official	David Cockrell City Manager
NEWCASTLE	Nick Nazar City Manager	Vacant
	No Designee	Vacant
NICHOLS HILLS	Charles Hooper Public Works Director	Randy Smith Public Works Deputy Director
	No Designee	Vacant
NICOMA PARK	Hon. Jim Pumphrey Mayor	Hon. Robert Pittman Councilmember
	No Designee	Vacant
NOBLE	Bob Wade City Manager	Vacant
	No Designee	Vacant
NORMAN	Patrick Copeland Development Services Div. Manager	Wayne Stenis, Senior Planner
		Shawn O'Leary, Dir.-Public Works
	Angelo Lombardo Traffic Engineer	Wayne Stenis, Senior Planner
		Shawn O'Leary, Dir.-Public Works
OKLAHOMA CITY	Dennis Clowers Public Works Director	Laura Story, Civil Eng V/Asst City Eng
		Stuart Chai, Civil Engineer V
	Bob Tener Acting Planning Director	Randy Entz, Transportation Planner III
		Lanc Gross, Planner III
PIEDMONT	Clark Williams Community Development Director	Vacant
	No Designee	Vacant
SLAUGHTERVILLE	Marsha Blair Town Administrator	Hon. Gerald Kruschek Trustee
	No Designee	Vacant
SPENCER	No Designee	Frank Calvin Planning Commission Chairman
	No Designee	Hon. Marsha Jefferson Vice Mayor

CITY/ORGANIZATION	MEMBERS	ALTERNATES
TUTTLE	T. J. Chester Public Works Director	Mary Lou Fry Payroll Clerk
	Jerry A. Taylor City Manager	Mary Lou Fry Payroll Clerk
THE VILLAGE	Bruce Stone City Manager	Vacant
	No Designee	Vacant
WARR ACRES	Hon. Jeff Martinez Councilmember	Vacant
	No Designee	Vacant
YUKON	Doug Shivers Community Enhancement Director	Quincy Rinkle Community Development Coordinator
	James Crosby City Manager	Quincy Rinkle Community Development Coordinator
CANADIAN CO.	Hon. Phil Carson County Commissioner – District #1	Hon. Don Young County Commissioner – District #2
	Hon. Grant Hedrick, Jr. County Commissioner – District #3	Hon. Don Young County Commissioner – District #2
CLEVELAND CO.	No Designee	Vacant
	No Designee	Vacant
LOGAN CO.	Hon. Mark Sharpton Commissioner	Mary Murphey Administrative Assistant
	No Designee	Vacant
OKLAHOMA CO.	Stacey Trumbo County Engineer	Gerald Wright, Superintendent-Dist. 3
		Erik Brandt, Comprehensive Planner
	Tyler Gammon Planning Director	Pam Wendt, Projects Manager-Dist. 2
		Kathleen Blanco, Eng Dept Admin Speclst Craig Wallace, Superintendent-Dist. 1
ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG)	John G. Johnson Interim Executive Director	Douglas W. Rex Division Director
		Holly Massie Special Programs Officer
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Rick Cain Administrator	Diponker Mukherjee, Planner II-Serv Devl
		Marty Dickens, Assistant Planner
	Larry Hopper Manager of Serv. Dev.	Diponker Mukherjee, Planner II-Serv Devl
		Marty Dickens, Assistant Planner
OKLAHOMA CITY DEPARTMENT OF AIRPORTS	Don G. Jones Facility Planner	John Goodwin Unit Manager IV
	No Designee	Vacant
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) – Planning & Research Division	Joe Khatib Transportation Manager I	Jay Adams Acting Div Manager

CITY/ORGANIZATION	MEMBERS	ALTERNATES
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
		Tracy Rudisill Environmental Programs Specialist
OKLAHOMA AERONAUTICS COMMISSION	Victor N. Bird Director	Erin Wright Aviation & Govt Affairs Liaison

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	Vacant
OKLAHOMA RAILROAD ASSOCIATION	John P. Kyle Executive Director	Vacant
OKLAHOMA TURNPIKE AUTHORITY (OTA)	Gary Brown Dir. of Information Technology	Vacant
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
FEDERAL 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	Cheryl Williams Aeronautical Ctr Real Estate Mgr Office of Facility Mgmt.	Edward A Connell Program Manager Environment/Safety/Health Staff
U.S. DOT - FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner-OK Division	Elizabeth Romero Planning/Tech Serv Team Leader
U.S. DOT - FEDERAL TRANSIT ADMINISTRATION (FTA)	Pearlie Tiggs Community Planner	Peggy Crist, Director Planning & Program Devlpmt.

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE
 MINUTES OF THE REGULAR MEETING
 JANUARY 17, 2008

A re-scheduled regular meeting of the Intermodal Transportation Technical Committee (ITTC) convened on January 17, 2008 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

ENTITY/AGENCY

Douglas W. Rex, Chairman

ACOG-Transportation Planning & Data Services (TPDS)

ITTC MEMBERS AND/OR ALTERNATES PRESENT

Robert Floyd	Choctaw
Bernard Nauheimer	Choctaw
William G. Graham	Del City
Harry Fenton	Edmond
Hon. Marianne Yarbrough	Forest Park
Maxine Pruitt	Guthrie
Rene Spineto	Guthrie
John Derek Jackson	Midwest City
Elizabeth Jones	Moore
Melissa Helsel	Mustang
Angelo Lombardo	Norman
Wayne Stenis	Norman
Laura Story	Oklahoma City
Lanc Gross	Oklahoma City
Doug Shivers	Yukon
Quincy Rinkle	Yukon
Tyler Gammon	Oklahoma County
Larry Hopper	Central Oklahoma Transp & Parking Authority
Joe Khatib	Oklahoma Dept of Transp - Planning & Research Div
Leon Ashford, Sr.	Oklahoma Department of Environmental Quality

NON-VOTING MEMBERS PRESENT

Allan Wylie	ODOT-Local Government Division
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GUESTS

ENTITY/AGENCY

Tenny Maker, Street Superintendent	Guthrie
Randy Entz, Transportation Planner	Oklahoma City
Craig Wallace, Superintendent, District 1	Oklahoma County

GUESTS (Cont.)

Gerald Wright, Superintendent, District 3
Pam Wendt, Office Manager, District 2
Paul Matthews, Executive Director
Loyd Ratke, Right-of-Way Division
Shannon Sheffert, Division Engineer

ACOG STAFF

Holly Massie
John Sharp
Pong Wu
Alicia Nicely
Beverly Garner

ENTITIES/AGENCIES ABSENT

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

ENTITY/AGENCY

Oklahoma County
Oklahoma County
Oklahoma Highway Users Federation
Oklahoma Department of Transportation
ODOT – Local Government Division

POSITION

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

NON-VOTING MEMBERS ABSENT

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

I. CALL TO ORDER

Chairman Rex called the meeting to order at 10:10 a.m. He introduced himself and entertained introductions around the room. A quorum was present. He gave a special welcome to Shannon Sheffert, the new Division Engineer for the ODOT Local Government Division. Mr. Sheffert commented that he grew up in Forest Park, went to high school in Midwest City and now lives in Stillwater, so Central Oklahoma is dear to his heart.

Special Announcement

Chairman Rex said that most people were probably aware that Zach D. Taylor, ACOG's Executive Director for almost 30 years, passed away unexpectedly on January 4, 2008 of a heart attack. He will be sorely missed. Mr. Rex said the ACOG Board held a special meeting last Thursday and named John G. Johnson the Interim Executive Director. Mr. Johnson served on the ACOG Board when he was Mayor of Midwest City. From 1992-2002, he was Deputy Director of ACOG and most recently served as ACOG's Legal Counsel. ACOG is very happy that Mr. Johnson is on board. As far as the timeline for the permanent replacement of Mr. Taylor, the ACOG Board has not taken up that charge as yet. Mr. Rex said within the next couple of months, the ACOG Board will probably form a selection committee, and he would keep this Committee updated.

II. APPROVAL OF THE DECEMBER 13, 2007 MINUTES

There being no discussion, Harry Fenton moved to approve the December 13, 2007 minutes. Robert Floyd seconded the motion. The motion carried unanimously.

III. ACTION ITEM:

Consider recommending that the ITPC approve the formation of the regional Bicycle-Pedestrian Advisory Committee to serve as an advisory body to the Intermodal Transportation Policy Committee.

John Sharp said the Bicycle-Pedestrian Advisory Committee (BPAC) is in response to the growing demand for Bike/Ped planning in member cities. The Committee would serve as an advisory body to the ITPC in Bike/Ped issues and would be instrumental during the 2035 Plan update. He said a draft of the BPAC Bylaws was available in the agenda, with a correction needed on the first page regarding the effective date of adoption by the ITPC and endorsement by the ACOG Board of Directors to be changed to January 31, 2008.

Mr. Sharp said that ACOG staff proposes a Committee structure that would include delegates from ACOG's member entities as well as representatives from cycling, running and walking clubs. ACOG would like to have the names of the representatives submitted in time to formulate a list for the first meeting taking place Wednesday, March 19, at 10 a.m. Chairman Rex said a formal invitation will be sent out if it is approved by the ITPC.

Larry Hopper said the representation looks very broad and suggested considering representatives from the private sector and industries. He said ACOG might also consider an organization like COTPA. Mr. Rex said that his comments would be considered and he welcomed other comments related to the Bylaws.

There being no further discussion, Robert Floyd moved to recommend that the ITPC approve the formation of the regional Bicycle-Pedestrian Advisory Committee to serve as an advisory body to the Intermodal Transportation Policy Committee. Larry Hopper seconded the motion. The motion carried unanimously.

IV. ITEMS FOR INFORMATION ONLY:

A. OCARTS Travel Demand Forecasting Model Update

Douglas Rex said that over the past few years since the last Plan was adopted, ACOG staff has initiated a modeling improvement program. That entails cleaning up the model network or road system that is used during the development of the OCARTS long range plan. Staff has also increased the size of the network substantially from 2300 miles to 3900 miles, from 878 zones to over 2,000 zones. These changes will allow ACOG to have a model that is more sensitive, thereby producing better forecasting results. ACOG is very excited about the condition and shape of the model network.

Mr. Rex said that staff is ready to go to the next step, which is improving the data that is used to calibrate the model. This would include collecting household survey data. He said the last full household survey done was in 1965. As a result, ACOG staff is in the process of finalizing a Request for Proposal (RFP), asking the consultant to conduct a household survey and an on-board transit survey to help develop a mode choice model.

Mr. Rex said the traditional travel demand forecasting model has four steps: trip generation, trip distribution, mode choice, and trip assignment. However, ACOG's model has never had a mode choice component. If Central Oklahoma is interested in exploring fixed guideway-type initiatives, a mode choice model is essential. Furthermore, an FTA certified model (with a mode choice component) is necessary if we are to be eligible for federal transit funding under the FTA New Starts Program, which helps fund fixed guideway transit.

The consultant will be asked to use the data from those surveys to update all the components of our transportation model. The RFP should be completed by the end of next week and the plan is to have a consultant on board by the beginning of April.

We have a general idea of what it might cost. It is currently not in our budget, but we will ask for a budget amendment when the costs are more clearly defined. Most of the money will be coming from a balance of federal PL money that ACOG sets aside specifically for these types of broad-scale projects. The expected cost is anywhere

from \$600,000 to \$900,000, with the data itself costing around \$400,000 to \$500,000. Since this is not something ACOG staff has the liberty of doing very often, efforts will be made to get what is needed at this time.

Once proposals are received from the consultants, a small review panel will be formed to select the best candidate. Staff hopes to bring a budget amendment to the ITPC in March 2008. Mr. Rex said ACOG would keep the Committee up-to-date on this process.

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

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

Holly Massie said there will be a discussion following this meeting to talk about the status of the FFY 2008 STP-UZA projects that were provided by ODOT. There was no discussion. This item was for information only.

C. FY 2007 Unified Planning Work Program (UPWP) Reports

Chairman Rex said the following reports were completed and available for review:

Task 2.02(1) Annual Listing of Federally Funded Projects in the OKC TMA (ACOG)
Task 2.06(3c) Central Oklahoma Bike to Work Activities during FY 2007 (ACOG)

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

V. NEW BUSINESS

Special ITTC Meeting

Holly Massie said there would be a special ITTC meeting at 1:15 p.m. today for anyone interested, especially for those entities that submitted projects for the next TIP and are requesting urbanized funds. There will be information provided about the rankings and how much funding is anticipated. The Committee will be asked to select projects for each of the upcoming four years of the financially constrained TIP.

Safe Routes to School Application Deadline Extension

Douglas Rex said that for those entities who are submitting Safe Routes to School applications, the deadline has been extended from January 7 to February 7. He said information was available at the table related to that extension.

COTPA Route Changes

Larry Hopper said that COTPA is about to change a route that affects Spencer and Midwest City. In a couple of weeks, Route 15, which goes into Midwest City and through Rose State College, will go to 10th and Midwest Blvd. and hook up to Route 19, which is the Oklahoma County route

from the State Capitol out to Mary Mahoney Health Center and will facilitate people getting to and from the Health Center and to Wal-Mart where they can shop and/or work. The routes will be less frequent, but will strengthen the connection.

VI. ADJOURN

There being no further business to discuss, Harry Fenton moved to adjourn. Tyler Gammon seconded the motion. The motion carried unanimously. The meeting adjourned at 10:32 a.m.

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE
 MINUTES OF THE SPECIAL MEETING
 JANUARY 17, 2008

A special meeting of the Intermodal Transportation Technical Committee (ITTC) convened on January 17, 2008, at 1:19 p.m. 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

Douglas W. Rex, Chairman

CITY/AGENCY

ACOG-Transportation Planning & Data Services (TPDS)

ITTC MEMBERS AND/OR ALTERNATES PRESENT

William G. Graham	Del City
Harry Fenton	Edmond
Charlie Lee	Edmond
Maxine Pruitt	Guthrie
John Derek Jackson	Midwest City
Elizabeth Jones	Moore
Angelo Lombardo	Norman
Wayne Stenis	Norman
Laura Story	Oklahoma City
Stacey Trumbo	Oklahoma County
Gerald Wright	Oklahoma County
Larry Hopper	Central Oklahoma Transp and Parking Authority
Joe Khatib	Oklahoma Dept of Transp - Planning & Research Div

NON-VOTING MEMBERS PRESENT

Allan Wylie

CITY/AGENCY

ODOT-Local Government Division

GUESTS

David Ellis, Parks & Street Supervisor	Del City
Tenny Maker, Street Superintendent	Guthrie
Sean O'Leary, Public Works Director	Norman
Craig Wallace, Superintendent, District 1	Oklahoma County
Pam Wendt, Office Manager, District 2	Oklahoma County
Dawn Borelli, Transp Mgr, Planning & Research	Oklahoma Department of Transportation

ACOG STAFF

Holly Massie
John Sharp
Pong Wu
Alicia Nicely
Beverly Garner

ENTITIES ABSENT

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

POSITION

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

NON-VOTING MEMBERS ABSENT

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

I. CALL TO ORDER

Chairman Rex called the meeting to order at 1:19 p.m. He introduced himself and entertained introductions around the room, noting that there was not a quorum. According to the ITTC Bylaws, business conducted in the absence of a quorum shall be forwarded to the ITPC in the same manner as business conducted with a quorum, along with the statement that a quorum was not present.

II. Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for Development of the FFY 2009-2012 OCARTS Area Transportation Improvement Program (TIP)

Holly Massie highlighted the information as detailed in the agenda memorandum. She noted that the total estimated STP-UZA funds included in the agenda memo was lower than the amount in the handouts. She said that the higher figure will be used. The ODOT Programs Division recently learned that ACOG's 2008 apportionment is a little over \$19 million. By averaging the original apportionment estimate provided by ODOT and the FFY 2008 apportionment, the new estimated apportionment for developing the TIP is a little over \$17 million. ACOG's policy is to assume 90 percent of the apportionment for developing the TIP and that figure comes to \$15, 611,500. This figure will be used for the four-year TIP period due to the uncertainty of future balances in the Highway Trust Fund. That total was further broken down between funds that can be used at an 80 percent federal share and the remaining 10 percent that is available at a 100 percent federal share for STP-Safety projects.

Ms. Massie said that a new requirement from SAFETEA-LU is that the TIP include an inflation factor for year of expenditure costs and revenues. She said that ACOG staff will use the same cost inflation factor as ODOT of 2.5 percent per year (first year would be a 2.5 percent inflation factor, second year – 5 percent, third year – 7.5 percent, fourth year – 10 percent).

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

III. Develop Committee Recommendations for Prioritization of Projects for the FFY 2009-2012 OCARTS Area TIP using STP-UZA Funds

Handouts summarizing project requests for each of the four years of the FFY 2009-2012 OCARTS TIP were distributed. Holly Massie said that each sheet had a list of every project that the entities requested for consideration for a particular year. Each project was scored by local staff and then the scores were checked by ACOG staff, and in some cases, corrected. She said the projects for each year were listed by descending project score. The handouts also included information about project readiness, which was verified by the Local Government Division of ODOT. She said any project with a zero score means that it was not possible to score due to its nature or its multiple location aspect, but the desire was to keep its numerical value for sorting purposes.

FFY 2009 Estimated Funds: \$15,611,500
(\$14,050,350 - 80% Fed.; \$1,561,150 - 100% STP-Safety)

Chairman Rex asked the desire of the Committee as to which projects to start with in FFY 2009. Angelo Lombardo suggested looking at the projects submitted for FFY 2009 for 100 percent safety funding first and if there is any balance, then consider moving that overage to the 80%/20% funding. Mr. Lombardo noted that the safety projects were over the allotted amount by about \$169,000 and asked if his colleagues in Oklahoma City would consider lowering their estimate or scope on the Phase 3 – Signal upgrade and the Phase 5 – Arterial pavement markings projects they submitted in order to include all of the projects listed.

Laura Story moved to reduce the amount of the City of Oklahoma City's two safety projects by \$100,000 each and move the remaining balance of \$87,123 to the 80 percent funding category for a new 80 percent funding total of \$14,137,473. Harry Fenton seconded the motion.

Allan Wylie said the Santa Fe project from the City of Moore should be moved up due to new project readiness information that increased their project score.

Wayne Stenis referred to the Oklahoma County project at Vickie Dr. over Crutch Creek which was also in the FFY 2008 TIP, asking about the likelihood of it being funded in 2008. Pam Wendt said that within a month, Oklahoma County should know for sure if the project can be funded in 2008.

There being no further discussion, the motion carried unanimously.

Harry Fenton moved to include the first six 80 percent projects as a starting point. Elizabeth Jones seconded the motion. The motion carried unanimously.

Ms. Massie said that motion left a balance of \$856,347. Mr. Stenis said that would be enough to pick up the Moore – 4th Street and Tower Dr. project and the COTPA project. Larry Hopper described the voice enunciation project from COTPA.

Stacey Trumbo referred to the Oklahoma County – Douglas Ave. project, saying it is a resurfacing which will take little to no project readiness. The road is in pretty bad shape and cannot be put off for another year; therefore, Oklahoma County needs to have consideration of this project.

Elizabeth Jones said that the City of Moore's - 4th and Tower Dr. project does not require any new right-of-way and can be completely done within plenty of time; therefore, she strongly suggested including this project.

Mr. Lombardo asked if Oklahoma County would be willing to overmatch. Mr. Trumbo said Oklahoma County could shorten the length of the project or overmatch.

Laura Story emphasized the importance of the COTPA project which is an ADA compliance issue recommended by the Justice Department. Derek Jackson asked if the COTPA project could be a safety project. Ms. Massie said no, it is not one of the safety projects listed in the law.

Stacy Trumbo moved to include the Moore – 4th and Tower Dr. and Oklahoma County – Douglas Ave. projects with Oklahoma County shortening up their project. Elizabeth Jones seconded the motion.

The motion carried with the following vote:

AYE: Graham, Fenton, Lee, Pruitt, Jackson, Jones, Lombardo, Stenis, Trumbo, Wright, and Khatib
 NAY: Story and Hopper
 ABSTAIN: None

The recommended FFY 2009 STP-UZA project funding is as follows:

<i>Project Score</i>	<i>Entity</i>	<i>Job Piece Number</i>	<i>Project Location and Type</i>	<i>Estimated Fed. Share*</i>
38.174	NOR	25548{04}	Robinson St. bridge over I-35 - Joint Rehabilitation	164,000
34.760	NOR	22160{04}	Rock Creek Rd, Porter to 12th Ave NE - Widen to 4 lns & Int. Mod. @ 12 th	3,945,020
33.669	MOR	15305{04}	Santa Fe, 4th St. to 19th St. - Widen to 4 lanes/drainage impr.	3,586,537
31.563	DEL	21043{04}	SE 15th, Vickie Dr. to Sooner Rd. - Widen from 4 to 5 lanes	1,546,620
31.289	OK Co.	23367{04}	Vickie Dr. over Crutcho Creek - Bridge Replacement	723,567
30.935	OKC	23364{04}	NW 164th, Pennsylvania to Western - Widen from 2 to 4 lanes	3,315,382
15.119	MOR		4th Street and Tower Dr. - Intersection Modification	326,228
6.250	OK Co.		Douglas, .5 mi N of 23rd to Spec-Jones Rd - Resurfacing	530,003
			Subtotal	<u>\$14,137,357</u>
STP-UZA SAFETY Projects				
4.994	NOR		11 Intersecs - Lindsey, Boyd, and Jenkins - Pedestrian Signals	113,539
2.237	NOR		Main St. Bridge over I-35 - Bridge Rail Retrofit/Replacement	266,500
1.000	OKC		City wide, Phase 3 - Signal upgrades to LED	512,500
0.833	OKC	21132{04}	City wide, Phase 5 - Arterial pavement markings	512,500
0.000	Logan		Multiple Locations - Func. Class Routes - Safety Signs - High Reflective	68,988
			Subtotal	<u>\$1,474,027</u>
			Grand Total	<u><u>\$15,611,383</u></u>

* Includes 2.5 percent inflation factor

Angelo Lombardo moved that in the event the Oklahoma County - Vickie Dr. over Crutcho Creek project is completed for letting in FFY 2008, the COTPA Voice Enunciation project should receive priority for consideration as a TIP amendment in FFY 2009. Stacy Trumbo seconded the motion. The motion carried unanimously.

Angelo Lombardo then moved that the projects that were not included in FFY 2009 be moved to the FFY 2010 list for consideration. Laura Story seconded the motion. The motion carried unanimously.

FFY 2010 Estimated Funds: \$15,611,500
(\$14,050,350 - 80% Fed.; \$1,561,150 - 100% STP-Safety)

Laura Story moved to approve the Midwest City safety project and use the balance of the FFY 2009 Safety money for the 80/20 projects. Derek Jackson seconded the motion. The motion carried unanimously.

Wayne Stenis moved that the COTPA Voice Enunciation System, Phase 1 and 2, be the first projects to be funded in FFY 2010. Laura Story seconded the motion.

Mr. Lombardo asked if CART could be formally included in this motion. Mr. Hopper said the estimated cost is for the COTPA system and does not include CART.

There being no further discussion, the motion carried unanimously.

Laura Story moved to include the Norman Lindsey project, the Oklahoma City Pennsylvania project, the Edmond Kelly project and the Midwest City Post Road project. Bill Graham seconded the motion. The motion carried unanimously.

Due to an insufficient balance of funds, Elizabeth Jones moved to bypass the big projects in Edmond, Oklahoma City, and Midwest City in order to pick up six smaller projects: Norman - 12th Ave NE, Moore – 19th, Norman – Porter Ave., Moore – Broadway Ave., Del City – Sunnyslane & I-40, and Norman – 36th Ave. Derek Jackson seconded that motion. The motion carried unanimously.

The recommended FFY 2010 STP-UZA project funding is as follows:

<i>Project Score</i>	<i>Entity</i>	<i>Job Piece Number</i>	<i>Project Location and Type</i>	<i>Estimated Fed. Share*</i>
30.877	NOR	22140(04)	Lindsey, E of Jenkins to BNSF RR - Widen & Signal @ George Ave	3,040,800
28.737	OKC		Pennsylvania, NE 150th to NW 164 th - Widen from 2 to 4 lanes	2,226,000
27.000	EDM	24041(05)	Kelly, Danforth to Covell - Widen from 2 to 4 lanes	3,915,454
26.837	MWC	21978(04)	Post Road, SE 15th to Reno - Widen from 2 to 4 lanes divided	2,415,732
25.371	NOR		12th Ave NE and Robinson St. - Intersec Widening (east leg)	655,200
20.589	MOR		19th, I-35 W Frontage Rd. to Telephone Rd. - Intersection Modifications	843,729
19.106	NOR		Porter Ave., Woodcrest to Tecumseh Ridge - Widen/Overlay from 3 to 4 lanes	588,000
18.000	MOR		Broadway Ave., N. 5th to N. 12 th - 5' Sidewalks - Both Sides	182,755
17.125	DEL		Sunnyslane & I-40 N&S Service Rd. Intersecs. - Reconstruct w/ concrete	242,943
14.459	NOR	24286(04)	36th Ave NW and Rock Creek Rd. - New traffic signal	133,560
0.000	COTPA		Voice Enunciation System, Phase 2 - Transit capital	504,000
0.000	COTPA		Voice Enunciation System, Phase 1 - Transit capital	504,000
			Subtotal	<u>\$15,252,172</u>
STP-UZA SAFETY PROJECTS:				
0.000	MWC	23985(04)	Arterial Pavement Markings, Phase 2 - City wide	<u>278,250</u>
			Subtotal	<u>\$278,250</u>
			Grand Total	<u><u>\$15,530,422</u></u>

* Includes 5.0 percent inflation factor

Derek Jackson moved to forward all projects which were not selected for FFY 2010 into FFY 2011. Charlie Lee seconded the motion. The motion carried unanimously.

FFY 2011 Estimated Funds: \$15,611,500
(\$14,050,350 - 80% Fed.; \$1,561,150 - 100% STP-Safety)

Laura Story moved to approve the safety projects as they were submitted and carry over the balance to the 80/20 category. Angelo Lombardo seconded the motion. The motion carried unanimously.

Laura Story moved to include the first five projects in the 80/20 section. Elizabeth Jones seconded the motion. The motion carried unanimously.

Laura Story moved to remove the Oklahoma City – Western, NW 150th to NW 164th project off the list since the plan is to build that project before 2011. Charlie Lee seconded the motion. The motion carried unanimously.

Laura Story moved to include the Oklahoma City project at NW 150th, Portland to May with an overmatch by Oklahoma City. Larry Hopper seconded the motion. The motion carried unanimously.

The recommended FFY 2011 STP-UZA project funding is as follows:

<i>Project Score</i>	<i>Entity</i>	<i>Job Piece Number</i>	<i>Project Location and Type</i>	<i>Estimated Fed. Share*</i>
27.000	EDM	25547[04]	33rd and Broadway - Intersection Modification	1,581,864
26.947	MOR		12th, City Ave. to I-35 W Frontage Road - Intersection Modification	645,000
26.247	EDM	24041[06]	Danforth and Kelly - Intersection Modification	3,279,799
25.387	EDM	21041[04]	Kelly, Covell to Coffee Creek Rd. - Widen from 2 to 4 lanes	4,643,992
23.893	MWC	22485[04]	SE 15th and Douglas Blvd. - Intersection Modification	2,493,135
23.076	NOR		SH-9 and 12th Ave SE (south leg) - Intersection & signal modification	172,000
21.461	OKC		NW 150th, Portland to May - Widen from 2 to 4 lanes	1,865,663
			Subtotal	<u>\$14,681,452</u>
STP-UZA SAFETY PROJECTS:				
2.378	NOR		Boyd, Berry Road to Classen Blvd. - Signal upgrade to LED	645,000
0.000	MWC		Install Pedestrian Signals - City wide	284,875
			Subtotal	<u>\$929,875</u>
			Grand Total	<u>\$15,611,327</u>

* Includes 7.5 percent inflation factor

Angelo Lombardo moved to forward all projects which are left into FFY 2012 for consideration. Derek Jackson seconded the motion. The motion carried unanimously.

FFY 2012 Estimated Funds: \$15,611,500
(\$14,050,350 - 80% Fed.; \$1,561,150 - 100% STP-Safety)

All remaining FFY 2009, FFY 2010, and FFY 2011 projects were moved into FFY 2012 for consideration. Charlie Lee then moved to accept the first six projects: Edmond – 15th & Broadway, Edmond - Sooner Road, Oklahoma County – Kelly, Oklahoma City – Eastern Ave., Edmond – 33rd Street, and Norman – 60th Ave NE. Laura Story seconded the motion. The motion carried unanimously. This resulted in a balance of \$428,000 left for FFY 2012.

Laura Story moved to include the two Moore sidewalk projects on Telephone Rd and SE 4th. Elizabeth Jones seconded the motion.

Allen Wylie asked if those projects were strictly sidewalk projects. Ms. Jones said yes. Mr. Wylie then asked if they could qualify as safety projects. Ms. Massie said they are not safety projects, but can be funded at 100 percent because they are independent bike/pedestrian projects, so the estimates reflect 100 percent of the cost. There being no further discussion, the motion carried unanimously.

The recommended FFY 2012 STP-UZA project funding is as follows:

<i>Project Score</i>	<i>Entity</i>	<i>Job Piece Number</i>	<i>Project Location and Type</i>	<i>Estimated Fed. Share*</i>
33.914	EDM	22320(04)	15 th and Broadway - Intersection Modification	357,191
28.627	EDM	21127(04)	Sooner Road over Coffee Creek - Reconstruct 2-lane bridge	1,677,214
24.804	OK Co.	22118(04)	Kelly, Coffee Crk to Waterloo & Intersecs. - Widen/Int. Sorgum & Coffee Crk	6,160,000
24.000	OKC		Eastern Ave, I-240 to Moore city limits - Widen from 2 to 4 lanes	4,011,040
23.557	EDM	17012(04)	33 rd , Coltrane to I-35 - Widen from 2 to 4 lanes	1,429,148
22.972	NOR		60 th Ave NE, 0.5 mi N of Rock Creek Rd. - Bridge Replacement	1,548,800
18.000	MOR		Telephone Rd., SW 4 th to SW 19 th - 6' Sidewalk - East Side	208,437
18.000	MOR		SE 4 th , Bryant Ave. to Bouziden - 6' Sidewalk - South Side	159,731
Grand Total				<u>\$15,551,560</u>

* Includes 10.0 percent inflation factor

Chairman Rex said the revised project lists recommended for the FFY 2009-2012 TIP would be copied and handed out following this meeting.

IV. NEW BUSINESS

There was no new business.

VI. ADJOURN

There being no further business, Derek Jackson moved to adjourn the meeting. Elizabeth Jones seconded the motion. The motion carried unanimously. The meeting adjourned at 2:30 p.m.

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: February 7, 2008

TO: Intermodal Transportation Technical Committee

FROM: Douglas W. Rex, Division Director
Transportation Planning & Data Services

SUBJECT: Preliminary FY 2009 Unified Planning Work Program (UPWP)
for the Oklahoma City Regional Transportation Study (OCARTS) Area

INFORMATION:

The preliminary FY 2009 Unified Planning Work Program text can be viewed online at: <http://acogok.org/Newsroom/Downloads08/pre2009upwp.pdf> and will be available at the February meeting. The budget information is enclosed following this memo. This document is the product of work by the Unified Planning Work Program Subcommittee that included staff from ACOG, ODOT, OKC Traffic Management, COTPA, and CART.

The text outlines tasks proposed for FY 2009 for the purpose of maintaining the regional transportation planning program. The OCARTS Area Metropolitan Planning Organization (MPO) priorities for FY 2009 include: completion of the 2035 growth assumptions and calibration of the Growth Allocation Model; implementation of the Congestion Management Process; completion of the a travel demand model update; coordination with local governments regarding federally funded transportation improvements, traffic safety and security; initiate a more robust public participation program for development of the 2035 Plan update; preparation of the FFY 2010-2013 TIP; air quality planning and activities to ensure compliance with SAFETEA-LU.

Oklahoma City Traffic Management staff will continue work on traffic data collection and analysis of high accident locations. The work program calls for a continuation of data collection efforts, by way of subcontracts to Edmond, Norman and Midwest City for assistance with traffic counts.

COTPA proposes to continue its long and short-range transit planning efforts in the Oklahoma City metro area under the FTA Section 5307 program; will evaluate bus routes; work with human services providers and ACOG to implement the Oklahoma City Urban Area Coordinated Public Transit-Human Services Transportation Plan as required by SAFETEA-LU; continue implementation of the COTPA Long Range Transit Plan and complete the Alternatives Analysis (AA) for the downtown circulator.

The CART/University of Oklahoma staff will conduct transit planning activities for METRO Transit in Norman, including promoting public transit usage and implementing the recommendations of the Norman Needs Assessment.

Budget tables for ACOG, OKC, COTPA, CART and the suburban entities are included.

In order to meet FTA and FHWA review deadlines, staff is submitting the text and preliminary budget figures for the purpose of requesting your review and recommendation for approval by the Intermodal Transportation Policy Committee. The final UPWP, including text and budget, will be brought to the Committees for approval in May 2008.

ACTION REQUESTED:

Consider recommending that the ITPC approve the Preliminary FY 2009 UPWP, and authorize staff to execute agreements with funding agencies and subcontractors when these funds are made available.

FY 2009 OCARTS UPWP

**TABLE V-1a
EXPECTED PLANNING FUNDS**

Funding Sources	Allocation	Match	Total
FHWA(PL)	\$1,134,032	\$283,508	\$1,417,540
FHWA: ODOT CMAQ & AQ	\$20,000	\$5,000	\$25,000
FTA 5303	\$280,577	\$70,144	\$350,721
FTA 5307	\$1,222,000	\$305,500	\$1,527,500
ODOT (FHWA-SPR)	\$20,000	\$0	\$20,000
FHWA ITS	\$0	\$0	\$0
LOCAL CONT	\$0	\$0	\$0
GRAND TOTAL	\$2,676,609	\$664,152	\$3,340,761

**TABLE V-1b
PLANNING FUND DISTRIBUTION**

Source	ACOG	OKC TM	CART & COTPA	SUB. ENT.	ODOT*	TOTAL
FHWA(PL)	\$998,672	\$119,360	\$0	\$16,000	\$0	\$1,134,032
FHWA: ODOT CMAQ & AQ	\$20,000	\$0	\$0	\$0	\$0	\$20,000
FTA 5303	\$280,577	\$0	\$0	\$0	\$0	\$280,577
FTA 5307	\$0	\$0	\$1,222,000	\$0	\$0	\$1,222,000
ODOT (FHWA-SPR)	\$0	\$0	\$0	\$0	\$20,000	\$20,000
FHWA ITS	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL PL & FTA MATCH	\$124,812	\$29,840	\$305,500	\$4,000	\$0	\$464,152
PL IN KIND CONTR MATCH	\$200,000	\$0	\$0	\$0	\$0	\$200,000
GRAND TOTAL	\$1,624,061	\$149,200	\$1,527,500	\$20,000	\$20,000	\$3,340,761

FHWA: ODOT CMAQ & AQ represents federal CMAQ funds from ODOT. See TableV-2.

OKC TM = Oklahoma City Traffic Management

COTPA = Central Oklahoma Transportation and Parking Authority

CART = Cleveland Area Regional Transit/Univ. of Oklahoma

SUB.ENT.= Edmond, Midwest City and Norman

*This column represents the ODOT and FHWA State Planning & Research (SPR) funding for Task 1.04 - Transportation Planning Assistance.

TABLE V-2

FY 2009 UPWP
ACOG PARTICIPATION

No.	Task Description	FEDERAL FUNDS				LOCAL MATCH				TOTAL FUNDS			ACOG Subtotal
		FHWA-PL	FTA 5303	CMAQ	Total Federal	**FHWA-PL +Match Credit	FTA 5303	CMAQ	Total Local	**FHWA-PL +Match Credit	FTA 5303	CMAQ	
101	Monitor Soec. Data	\$115,322	\$31,688		\$147,010	\$28,830	\$7,922		\$36,752	\$144,152	\$39,610		\$183,762
102	Trans. Planng. Data	\$30,133	\$7,754		\$37,887	\$7,533	\$1,939		\$9,472	\$37,666	\$9,693		\$47,359
103	Census & Geo. In. Sys.	\$85,702	\$23,366		\$109,068	\$21,425	\$5,842		\$27,267	\$107,127	\$29,208		\$136,335
Subtotal		\$231,156	\$62,808	\$0	\$293,965	\$57,789	\$15,702	\$0	\$73,491	\$288,946	\$78,510	\$0	\$367,456
201	Long Range Plan	\$75,969	\$20,632		\$96,601	\$18,992	\$5,158		\$24,150	\$94,961	\$25,790		\$120,751
202	Short Range Plan	\$79,261	\$21,557		\$100,818	\$19,815	\$5,389		\$25,204	\$99,076	\$26,946		\$126,022
203	Congestion Mgt	\$221,332	\$61,471		\$282,803	\$55,333	\$15,368		\$70,701	\$276,665	\$76,839		\$353,504
204	E and D Plan		\$9,252		\$9,252		\$2,313		\$2,313		\$11,565		\$11,565
205													
206	Air Quality*	\$50,869	\$13,580	\$20,000	\$84,449	\$12,717	\$3,395	\$5,000	\$21,112	\$63,586	\$16,975	\$25,000	\$105,561
Subtotal		\$427,431	\$126,492	\$20,000	\$573,922	\$106,858	\$31,623	\$5,000	\$143,481	\$534,288	\$158,115	\$25,000	\$717,403
301	Citizen Part. System	\$80,663	\$21,951		\$102,614	\$20,166	\$5,488		\$25,653	\$100,829	\$27,438		\$128,267
Subtotal		\$80,663	\$21,951	\$0	\$102,614	\$20,166	\$5,488	\$0	\$25,653	\$100,829	\$27,438	\$0	\$128,267
401	Certification/Coord.	\$78,907	\$21,457		\$100,364	\$19,727	\$5,364		\$25,091	\$98,634	\$26,821		\$125,455
402	Technical Assist.	\$18,231	\$4,410		\$22,642	\$4,558	\$1,103		\$5,660	\$22,789	\$5,513		\$28,302
Subtotal		\$97,138	\$25,868	\$0	\$123,006	\$24,285	\$6,467	\$0	\$30,751	\$121,423	\$32,334	\$0	\$153,757
501	Staff Training	\$24,651	\$6,214		\$30,865	\$6,163	\$1,553		\$7,716	\$30,814	\$7,767		\$38,581
502	Annual Report/Doc.	\$48,875	\$13,020		\$61,895	\$12,219	\$3,255		\$15,474	\$61,094	\$16,275		\$77,369
Subtotal		\$73,526	\$19,234	\$0	\$92,760	\$18,382	\$4,808	\$0	\$23,190	\$91,908	\$24,042	\$0	\$115,950
601	Direct Proj.Mgt.	\$88,758	\$24,225		\$112,982	\$22,189	\$6,056		\$28,246	\$110,947	\$30,281		\$141,228
Subtotal		\$88,758	\$24,225	\$0	\$112,982	\$22,189	\$6,056	\$0	\$28,246	\$110,947	\$30,281	\$0	\$141,228
Total		\$998,672	\$280,577	\$20,000	\$1,299,249	\$249,668	\$70,144	\$5,000	\$324,812	\$1,248,340	\$350,721	\$25,000	\$1,624,061

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*Requested/proposed CMAQ funds for Task 2.06 include CMAQ funds (\$20,000 Federal + \$5,000 Local, for air quality public information work).

**In Kind match contribution related to ODOT ITS Planning and Accident Analysis subtasks included in Task 2.03.

TABLE V-3

FY 2009 UPWP
OKLAHOMA CITY TRAFFIC MANAGEMENT

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH				TOTAL FUNDS			OKC TM Subtotal
		PL	FTA 5303	FTA 5307	PL	FTA 5303	FTA 5307	Total Local	PL	FTA 5303	FTA 5307	
101	Monitor Soec. Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
102	Trans. Planng. Data	\$73,600	0	0	18,400	0	0	18,400	92,000	0	0	\$92,000
103	Census & Geo. In. Sys.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$73,600	0	0	18,400	0	0	18,400	92,000	0	0	\$92,000
201	Long Range Plan	\$0	0	0	0	0	0	0	0	0	0	\$0
202	Short Range Plan	\$0	0	0	0	0	0	0	0	0	0	\$0
203	Congestion Mgt	\$32,000	0	0	8,000	0	0	8,000	40,000	0	0	\$40,000
204	E and D Plan	\$0	0	0	0	0	0	0	0	0	0	\$0
205	Private Sector Coord.	\$0	0	0	0	0	0	0	0	0	0	\$0
206	Air Quality	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$32,000	0	0	8,000	0	0	8,000	40,000	0	0	\$40,000
301	Citizen Part. System	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
401	Certification/Coord.	\$0	0	0	0	0	0	0	0	0	0	\$0
402	Technical Assist.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
501	Staff Training	\$7,680	0	0	1,920	0	0	1,920	9,600	0	0	\$9,600
502	Annual Report/Doc.	\$6,080	0	0	1,520	0	0	1,520	7,600	0	0	\$7,600
Subtotal		\$13,760	0	0	3,440	0	0	3,440	17,200	0	0	\$17,200
601	Direct Proj.Mgt.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
Total		\$119,360	\$0	\$0	\$29,840	\$0	\$0	\$29,840	\$149,200	\$0	\$0	\$149,200

TABLE V-4
FY 2009 UPWP
COTPA

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH				TOTAL FUNDS			COTPA Subtotal
			ITS	FTA 5307		ITS	FTA 5307	Total Local		ITS	FTA 5307	
101	Monitor Soec. Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
102	Trans. Planng. Data	\$0	0	124,000	0	0	31,000	31,000	0	0	155,000	\$155,000
103	Census & Geo. In. Sys.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	124,000	0	0	31,000	31,000	0	0	155,000	\$155,000
201	Long Range Plan	\$0	0	542,000	0	0	135,500	135,500	0	0	677,500	\$677,500
202	Short Range Plan	\$0	0	240,000	0	0	60,000	60,000	0	0	300,000	\$300,000
203	Congestion Mgt	\$0	0	0	0	0	0	0	0	0	0	\$0
204	E and D Plan	\$0	0	96,000	0	0	24,000	24,000	0	0	120,000	\$120,000
205	Private Sector Coord.	\$0	0	0	0	0	0	0	0	0	0	\$0
206	Air Quality	\$0	0	11,500	0	0	2,875	2,875	0	0	14,375	\$14,375
Subtotal		\$0	0	889,500	0	0	222,375	222,375	0	0	1,111,875	\$1,111,875
301	Citizen Part. System	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
401	Certification/Coord.	\$0	0	2,500	0	0	625	625	0	0	3,125	\$3,125
402	Technical Assist.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	2,500	0	0	625	625	0	0	3,125	\$3,125
501	Staff Training	\$0	0	14,000	0	0	3,500	3,500	0	0	17,500	\$17,500
502	Annual Report/Doc.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	14,000	0	0	3,500	3,500	0	0	17,500	\$17,500
601	Direct Proj.Mgt.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
Total		\$0	\$0	\$1,030,000	\$0	\$0	\$257,500	\$257,500	\$0	\$0	\$1,287,500	\$1,287,500

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TABLE V-5
FY 2009 UPWP
CART

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH				TOTAL FUNDS			CART Subtotal
			ITS	FTA 5307		ITS	FTA 5307	Total Local		ITS	FTA 5307	
101	Monitor Soec. Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
102	Trans. Planng. Data	\$0	0	42,500	0	0	10,625	10,625	0	0	53,125	\$53,125
103	Census & Geo. In. Sys.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	42,500	0	0	10,625	10,625	0	0	53,125	\$53,125
201	Long Range Plan	\$0	0	0	0	0	0	0	0	0	0	\$0
202	Short Range Plan	\$0	0	84,800	0	0	21,200	21,200	0	0	106,000	\$106,000
203	Congestion Mgt	\$0	0	0	0	0	0	0	0	0	0	\$0
204	E and D Plan	\$0	0	54,500	0	0	13,625	13,625	0	0	68,125	\$68,125
205	Private Sector Coord.	\$0	0	0	0	0	0	0	0	0	0	\$0
206	Air Quality	\$0	0	2,200	0	0	550	550	0	0	2,750	\$2,750
Subtotal		\$0	0	141,500	0	0	35,375	35,375	0	0	176,875	\$176,875
301	Citizen Part. System	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
401	Certification/Coord.	\$0	0	0	0	0	0	0	0	0	0	\$0
402	Technical Assist.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
501	Staff Training	\$0	0	8,000	0	0	2,000	2,000	0	0	10,000	\$10,000
502	Annual Report/Doc.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	8,000	0	0	2,000	2,000	0	0	10,000	\$10,000
601	Direct Proj.Mgt.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
Total		\$0	\$0	\$192,000	\$0	\$0	\$48,000	\$48,000	\$0	\$0	\$240,000	\$240,000

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TABLE V-6
FY 2009 UPWP
SUBURBAN ENTITIES

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH				TOTAL FUNDS			Suburban Entities Subtotal
		PL	FTA 5303	FTA 5307	PL	FTA 5303	FTA 5307	Total Local	PL	FTA 5303	FTA 5307	
102	Trans. Planning Data											
	Edmond	\$4,800	\$0	\$0	\$1,200	\$0	\$0	\$1,200	\$6,000	\$0	\$0	\$6,000
	Midwest City	\$3,200	0	0	800	0	0	800	4,000	0	0	\$4,000
	Norman	\$8,000	0	0	2,000	0	0	2,000	10,000	0	0	\$10,000
Total		\$16,000	\$0	\$0	\$4,000	\$0	\$0	\$4,000	\$20,000	\$0	\$0	\$20,000

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
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MEMORANDUM

DATE: February 7, 2008

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Request for Amendments to the FFY 2008 Transit Element of the 2008-2011 OCARTS Area Transportation Improvement Program (TIP) by COTPA

INFORMATION:

The Central Oklahoma Transportation and Parking Authority (COTPA) has submitted a revised program of projects for the METRO Transit Oklahoma City bus system for inclusion in the FFY 2008 Transit Element of the FFY 2008-2011 OCARTS Area TIP.

As reflected in the attached correspondence and table from COTPA, the changes include the purchase of 15 buses and five paratransit vans with local bond funds, increased federal funds for preventative maintenance, and funding for improvements at the downtown Transit Center. The 2008 program also includes anticipated flexible funding from the FHWA Congestion Mitigation Air Quality (CMAQ) program for the new Tinker Express bus service, public outreach, and planning activities related to furthering the recommendations of the 2005 Fixed Guideway Study.

Upon approval, the attached table will supersede and replace the FFY 2008 Transit Element of the FFY 2008-2011 OCARTS Area TIP approved by the MPO on November 28, 2007.

ACTION REQUESTED:

Consider recommending that the ITPC amend the FFY 2008-2011 OCARTS Area TIP by replacing the COTPA FFY 2008 Transit Element with the attached program of projects, as requested by COTPA, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP).



January 4, 2008

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

RE: Amendment Two to the FY 2008 Transportation Improvement Program (TIP)

Dear Ms. Massie:

Please place this request for amending the FY 2008 Transit Element TIP on the agendas of the next meetings of the ACOG Intermodal Transportation Technical and ACOG Intermodal Policy Committees. The Central Oklahoma Transportation and Parking Authority (COTPA) wishes to revise its FY 2008 TIP to add items and retain the outcome of TIP Amendment One regarding the Oklahoma River Cruises system.

COTPA has revised its FY 2008 TIP proposal to be congruent with emerging capital and planning needs. Some categories have been combined and budgeted for less funds but a new category has been added for improvements at the Downtown Transit Center. This amendment also increases the funds planned for bus maintenance. The FTA Section 5309 funds did not materialize, but the City's voters approved a GO Bond election to enable the purchase of buses as indicated. The Section 5307 formula funds will help continue activities beyond those in the current Grant XO-85, and COTPA can not apply for apportioned funds until after the TIP is amended.

This Amendment Two will help COTPA address various on-going capital needs and non-capital projects. In addition, it budgets for anticipated additional regional fixed guideway planning, such as transit Alternatives Analysis (AA) and preliminary engineering for corridors. The fixed guideway planning includes a blend of formula and Congestion Mitigation Air Quality (CMAQ) funds.

This proposed Amendment helps continue the past practice of allocating CMAQ funds to COTPA and would lead to the conversion of \$400,000 in CMAQ funds to Section 5307 funds for COTPA. In addition to the uses described above, CMAQ changes would increase funds for commuter bus demonstration projects, such as the TAFB Express bus service, while also helping fund fixed guideway studies aimed at easing congestion.

Should you have any questions regarding this TIP Amendment, please contact me at 297-3935.

Sincerely,

Larry Hopper, AICP
Principal Planner

cc: Richard Cain
Mark Pritchard
Marty Dickens
Melisa Rousey
Diponker Mukherjee

Attachment

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY
FFY 2008 Amendment Two**

PROJECT DESCRIPTION	FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL				
A. Bus Replacement of fifteen vehicles*	G.O. Bond Funds	0	4,875,000	4,875,000
B. Paratransit Vans-Replacement (5)*	G.O. Bond Funds	0	350,000	350,000
C. Associated Capital Maintenance Items Tires	FTA Sect. 5307 (80%/20%)	72,000	18,000	90,000
D. Preventive Maintenance	FTA Sect. 5307 (80%/20%)	4,750,000	1,187,500	5,937,500
E. Maintenance Equipment	FTA Sect. 5307	45,186	11,297	56,483
F. Office Equipment, Furniture, & Computers	FTA Sect. 5307	92,000	23,000	115,000
G. Bus Stop Amenities (Signs, shelters,paving, benches, etc.)	FTA Sect. 5307	150,000	37,500	187,500
H. Security Project (1%)	FTA Sect. 5307	67,500	16,875	84,375
I. Legal Services	FTA Sect. 5307	120,000	30,000	150,000
J. Enhancement Project	FTA Sect. 5307 (80%/20%)	67,500	16,875	84,375
K. Service Vehicles-Replacement(3)	FTA Sect. 5307	48,000	12,000	60,000
L. Third Party Contract-Services/Leased Vehicles (Capital Cost of Contracting)	FTA Sect. 5307 (80%/20%)	160,000	40,000	200,000
M. ADA Complimentary Paratransit Service	FTA Sect. 5307	713,500	178,375	891,875
N. Facility Maintenance & Improvement (Transit Center)	FTA Sect. 5307	40,000	10,000	50,000
O. Commuter Bus Demonstration Project (Tinker AFB Express)	CMAQ to Sec. 5307 (50%/50%)	150,000	150,000	300,000
P. Public Outreach and Education	CMAQ to Sec. 5307	18,000	4,500	22,500
Q. Eligible Training	CMAQ to Sec. 5307	12,000	0	12,000
R. Watercraft and Accessories	FHWA Sec 70 to FTA	1,598,585	399,647	1,998,232
S. Boat Landing and Waterway Improvements	FHWA Sec 70 to FTA (80%/20%)	80,000	20,000	100,000
SUBTOTAL - CAPITAL		\$8,184,271	\$2,155,569	\$10,339,840
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect. 5307	560,000	140,000	700,000
FGS Studies: Alt Analysis; Envir Analy, Prelim Engr	FTA Sect. 5307	250,000	62,500	312,500
Alt. Analysis on I-35/I-235 Congested Corridor	CMAQ to Sec. 5307 (80%/20%)	220,000	55,000	275,000
SUBTOTAL - PLANNING/OTHER PROJECTS		\$1,030,000	\$257,500	\$1,287,500
GRAND TOTAL		\$9,214,271	\$2,413,069	\$11,627,340

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

Note: All Section 5307 and 5309 Rolling Stock Items are 83%/17%. Other Section 5307 projects are 80%/20%. Security and Enh to be 1% of 5307.

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MEMORANDUM

DATE: February 7, 2008
TO: Intermodal Transportation Technical Committee
FROM: Andrea Weckmueller-Behringer, Program Coordinator
Transportation Planning & Data Services
SUBJECT: Oklahoma Homeland Security Regions 6 & 8 Evacuation Plan

INFORMATION:

Over the past several months, representatives from multiple jurisdictions, disciplines, and organizations have collaborated on the development of a plan that addresses large-scale evacuations within the Oklahoma Office of Homeland Security - Region 6 (Canadian County, Cleveland County, Lincoln County, Logan County, McClain County, and Pottawatomie County) and Region 8 (Oklahoma County).

Although the probability of the region requiring a complete evacuation is extremely low, it is very likely that localized evacuations may be needed in response to natural or man-made events such as those identified in the document. The Evacuation Plan gives an overview of the concept of operations, as well as a description of the organization and assignment of responsibilities. The Evacuation Plan has been designed to be used either as a stand-alone document or as an annex to existing local Emergency Operation Plans.

David Barnes, the Director of the Oklahoma County - Office of Emergency Management, who led this regional effort, will be presenting the draft Oklahoma Homeland Security - Regions 6 & 8 - Evacuation Plan.

ACTION REQUESTED:

None. For information only.



Oklahoma County Emergency Management

320 Robert S. Kerr, Suite 101
Oklahoma City, Oklahoma 73102-3431
(405) 713-1369

TO: Participating Jurisdictions and Disciplines
FROM: David K. Barnes, Director
Oklahoma County Office of Emergency Management
DATE: November 6, 2007
RE: Oklahoma Homeland Security Regions 6 & 8 Evacuation Plan

It is my pleasure to introduce the recently completed Draft version of the Oklahoma Homeland Security Regions 6 & 8 Evacuation Plan, the result of dozens of meetings involving representatives from almost forty (40) jurisdictions, disciplines, organizations and other partners within our area. The purpose of this memo is to explain this critically important document, including the purpose, intent and potential applications.

The title of this document does not imply any jurisdictional or organizational authority, but simply indicates the area directly involved in the planning process. This includes Oklahoma Homeland Security Region 6 (Canadian County, Cleveland County, Lincoln County, Logan County, McClain County, and Pottawatomie County) and Region 8 (Oklahoma County).

Potential uses for this document include, as an annex to an existing local Emergency Operation Plan or as a stand-alone evacuation guide. In either case, if adopted by any jurisdiction, whether in its entirety or as a basic template, regional continuity will automatically be realized through the use of this document. Plan contents additionally include multiple references to the fact that each and every citizen has the personal responsibility for initial emergency and/or disaster planning for themselves and anyone for whom they have primary responsibility.

Two additional documents are now being developed in support of regional implementation and application of the Oklahoma Homeland Security Regions 6 & 8 Evacuation Plan. The evacuation plan "Local Implementation Assistance" document will provide guidance to local jurisdictions related to the various Plan

aspects which because of their detail and specificity, are inherently the responsibility of each local jurisdiction. These factors vary from jurisdiction to jurisdiction, both in terms of scope and necessary response, and therefore must be addressed according to local procedure and resource availability.

The second supporting document is actually part of an overall public education campaign specifically designed for this project. It is obviously imperative that all potentially affected individuals, households, businesses and other sites be aware of the plan and its contents. One element of this public education component will be a small, double-sided flier with the basic elements of the plan printed in an easy-to-read format.

I respectfully encourage each jurisdiction and involved agency or discipline to review the Oklahoma Homeland Security Regions 6 & 8 Evacuation Plan and to consider local implementation. Should you have any questions or wish to further discuss this important document, please feel free to contact me or other members of the planning team.

Respectfully,

David K. Barnes, Director
Oklahoma County Office of Emergency Management

db
Attachment: OHS Regions 6 & 8 Evacuation Plan

OKLAHOMA HOMELAND SECURITY REGION 6 & 8 EVACUATION PLAN

1.0 PURPOSE

This plan addresses large-scale evacuations within the Oklahoma Office of Homeland Security Region 6 (Canadian County, Cleveland County, Lincoln County, Logan County, McClain County, and Pottawatomie County) and Region 8 (Oklahoma County).

2.0 SITUATIONS, ASSUMPTIONS AND AUTHORITIES

Oklahoma Homeland Security Regions 6 and 8 include over 6,000 square miles and an estimated population of 1.1 million. Emergency resources within the region include Emergency Management, Law Enforcement, Fire/Rescue, Emergency Medical, Public Health, Hospitals and Public Works Departments. Extensive mutual aid resources are additionally available as indicated in Oklahoma § Title 63, Section 683.2.

As indicated in the Oklahoma Emergency Management Act of 2003, Oklahoma § Title 63, Supplement 2006, and the Oklahoma Attorney General Opinion 07-11 of April 23, 2007, the Governor and Political Subdivisions have the authority to require evacuation during an emergency for the health and safety of the public.

The probability of the region requiring a complete evacuation is extremely low; however, it is very likely that localized evacuations may be required in response to natural or man-made events such as those identified in this document. This plan assumes that resources would be available to respond to evacuations of various sizes and if that were not the situation, mutual aid and/or state and federal assistance would be requested.

All individuals, families, businesses and other groups are strongly encouraged to acknowledge responsibility for their own safety, to make appropriate preparations and to take necessary actions, including but not limited to, evacuation and emergency planning, storage of provisions adequate to sustain themselves for a minimum of 72-hours, and other steps as may be deemed prudent for the protection of life and property. **As available**, emergency resources will initially be devoted to those in the greatest danger, followed by the largest threatened groups. It is probable that some persons or groups, particularly during a large-scale event, may be forced to rely on their own planning, resources and provisions for extended periods until additional assistance becomes available.

In some situations it may be safer and more effective to “Shelter In Place” instead of attempting to evacuate. If advised to “Shelter In Place,” the personal emergency planning and provision of emergency supplies mentioned above may

prove critically important. See Section 5.0 for specific “Shelter In Place” information.

In addition to the acknowledgement of personal responsibility for evacuation, “Shelter In Place” (see Sections 5.0, 5.2) and emergency planning issues, all residents are strongly encouraged to educate themselves, their family members and those for whom they have responsibility, in the proper methods and practices associated with the contents and subject of this Regional Evacuation Plan. Additionally, all residents are urged to identify neighbors or other individuals or groups who may need additional assistance with emergency preparation and procedures in advance of an emergency situation and be prepared to assist whenever necessary.

IMPORTANT NOTICE: In the event of an emergency situation requiring that “Shelter In Place” and/or evacuation-related actions be taken, public notification of such will be made as expeditiously and thoroughly as possible, utilizing a variety of methods, as available and as described in Section 3.2 of the Oklahoma Homeland Security Region 6 & 8 Evacuation Plan. Those choosing to ignore or otherwise disregard lawful Shelter In Place and/or evacuation orders are solely responsible for their own safety and that of all persons or animals under their care or charge, within the affected area.

IMPORTANT NOTICE: Situations of this type may involve timeframes where it is simply not feasible for public resources to endanger themselves beyond a reasonable level, particularly to render aid to those who purposefully ignore or disregard official “Shelter In Place” and/or evacuation orders. Also, utilities and services such as natural gas, water, electricity, cable television, telephone, etc., may be unavailable during such an event, and potentially for an extended period of time.

All persons being evacuated as a result of an emergency situation should provide and take the personal supplies necessary for initial self-sustainment, to include at least a 72-hour period. Available resources will initially be very limited and staffing for the distribution of supplies, if available, will likely be involved in critical incident-related activities and not necessarily available for supply-related tasks.

Additional information on “Shelter In Place,” evacuation, and the development of a “disaster supply kit” is available in the FEMA publication #IS22 “Are You Ready,” available by calling 1-800-480-2520, or by visiting www.Ready.gov.

2.1 Natural Hazards

Central Oklahoma may potentially be affected by a variety of natural hazards as identified during routine hazard/threat analysis activities for the development of various Hazard Mitigation Plans, Emergency Operation Plans and other threat/vulnerability-related efforts. These hazards may include tornadoes, high winds, severe thunderstorms with accompanying hail and excessive lightning and rainfall, winter storms, flooding, extreme heat, drought, rural and urban fires, and earthquakes.

2.1.1 Tornadoes

Although tornadoes can cause major damage, it is typically limited to the immediately affected area along the path of travel and would not warrant large-scale evacuation. Residents in the path of a tornado are encouraged to “Shelter In Place” unless they are in a mobile or manufactured home or other vulnerable structure. Persons who are traveling and are in the potential path of tornadic activity are encouraged to seek shelter inside a substantial structure or designated shelter, or drive at right angles to the projected path of the storm.

2.1.2 Severe Storms

Severe thunderstorms including hail, substantial rainfall and high wind events, and severe winter storms can affect large areas, including the entire region. It is recommended that residents “Shelter In Place” during these events. Depending on the type and severity of the storm, it may be necessary to evacuate some at-risk residents due to power outages or other factors which may interrupt utility delivery or present a significant life-safety threat.

2.1.3 Flooding

Flooding due to heavy rainfall is generally limited, involving only scattered areas requiring localized evacuation. Persons in flood-prone areas are encouraged to seek high ground and avoid low-lying areas during potential flooding events. Furthermore, motorists should never drive into flood waters regardless of their knowledge of the roadway or perception of water depth.

2.1.4 Heat and Drought

Extreme heat and drought are common throughout Oklahoma, but have not required large-scale evacuations. At-risk residents without air conditioning may be relocated to local shelters during periods of extreme heat.

2.1.5 Fires

Wildland fires often occur during the summer and fall months when drought, lowered humidity and strong winds can create high fire danger conditions. Rural wildland fires may require evacuation of some residents, or in some situations, entire communities. Should heavy smoke and/or toxic fumes be present in large or otherwise dangerous quantities, persons located downwind may require evacuation.

2.1.6 Earthquakes

Central Oklahoma has a low to moderate risk for significant seismic activity. As earthquakes are relatively unpredictable in both occurrence and strength, evacuation prior to a seismic event is unlikely.

2.1.7 Dam Failure

Dam failure may be associated with a natural or manmade event, which in either case; little or no notice of the impending failure may be received. Dam failures can also be the result of heavy rainfall causing the dam to “overtop” or the spillway to fail. These situations provide some warning, but still generally less than a few hours. If it is determined that a dam may potentially fail, immediate evacuation of downstream residents will likely be necessary in the inundation area.

2.2 Man-Made Hazards

2.2.1 Hazardous Materials Release

Several interstate highways, state highways, railways and pipelines routinely transport hazardous materials within central Oklahoma. The release of such materials could require implementation of “Shelter In Place” methodologies and/or localized evacuations.

Manufacturing, treatment and storage facilities throughout the region additionally pose a potential hazardous material threat. Should a release occur, the need for specific actions including “Shelter In Place” and/or possible evacuation will be determined based on the nature of the material, existing weather conditions, and proximity to the release.

2.2.2 Acts of Terrorism, Weapons of Mass Destruction

Acts of terrorism do not typically provide sufficient warning time to initiate a pre-event evacuation, and some events require quarantine, not evacuation. Depending on the event location and existing weather conditions, chemical, biological, radiological, nuclear or explosive (CBRNE) attacks could require post-event evacuation of large portions of the region.

2.2.3 Police Actions

There are numerous actions or situations that could require the evacuation of portions of the region. These include shootings or sniper attacks, bomb threats, barricaded subjects and civil unrest, and would typically require only the temporary evacuation of the immediate event area.

3.0 Concept of Operations

3.1 General

A variety of factors, including the type and magnitude of an event, anticipated duration and weather conditions may determine the extent of an evacuation area,

the direction of evacuation and the amount of time provided for evacuation. For planning purposes, three scenarios are presented including:

- Extended Notice (1 to 3 days warning)
- Short Notice (less than 24 hours)
- No Notice (immediate), including evacuation after an event

3.2.1 Notification

Affected areas may be notified of the need for “Shelter In Place” or evacuation by multiple means including “all-hazards” radio announcements, local commercial radio and/or television announcements, television scrolling messages, public notification systems, emergency alert systems, outdoor warning sirens, Amateur (HAM) Radio, announcements by public safety officials through vehicular public address systems or door-to-door visits by various authorities, or other methods. Some areas may only have access to a portion of these methods and citizens should be familiar with the types of notification available and utilized in their area, particularly those applicable to their individual situation.

The Emergency Alert System (EAS) allows authorized Federal, state and local authorities to provide emergency messages utilizing virtually all area public broadcast media methods (radio, television, etc.) simultaneously, providing additional effectiveness during “no-notice” or “short-notice” evacuation efforts. The EAS will be utilized as applicable. Specific EAS guidelines are in Appendix 7.A-1 of this document.

3.2.2 Mass Transit Notification

There are multiple transportation services that move large numbers of people in and through the region. During an evacuation, it may be necessary to notify any or all of these services in order to delay, postpone or re-direct incoming traffic. Affected modes may include; airports and aircraft, rail stations and railway lines and bus stations or bus lines. In order to effect a timely, large scale evacuation, coordination with such organizations must take place at the earliest possible stage of the emergency. To assist with this effort, organizational points of contact have been identified and a contact list will be maintained in all local Emergency Operation Center’s (EOC’s), as well as the Regional EOC.

3.3 Evacuation Routes

Multiple highways converge in central Oklahoma and will be utilized as primary evacuation routes. Specific evacuation route recommendations, including direction, travel routes, and recommended travel distances will be provided at the time of need. They are dependent on the specific nature and location of the actual event, existing and predicted weather conditions and other incident-specific factors, and can not be accurately predetermined.

Primary evacuation routes from the region will likely include all State, Interstate, Turnpikes and U.S. Highways 3, 4, 9, 18, 24, 33, 35, 39, 40, 44, 59, 62, 66, 74, 76, 77, 81, 92, 99, 102, 105, 152, 177, 235, 240 and 270 (see map in Appendix

7.A-3). Should the need dictate, area turnpikes may additionally be utilized as primary evacuation routes pending approval of the Highway Patrol/Turnpike Liaison. In general, initial evacuation should be away from the directly impacted area, toward less populated areas and regions, unless otherwise instructed by a competent authority.

3.4 Traffic Management Coordination

Evacuation efforts will require coordination between the Oklahoma Department of Transportation, Oklahoma Turnpike Authority, Oklahoma Highway Patrol and local law enforcement and public works officials to keep roads and highways open and moving as freely as possible. This may include moving disabled vehicles or other obstructions from the traffic lanes, providing traffic control barricades, signage and barriers, and providing some limited roadside assistance if necessary.

Oklahoma Department of Transportation sign/message boards will be utilized as available and applicable to assist in directing evacuation efforts within and from the region.

3.5 Evacuation Distances

Minimum evacuation distances are dependent on incident specifics and existing weather conditions, and will be provided during evacuation notifications.

3.6 Evacuees

Residents who are able to evacuate themselves will be directed to recommended evacuation routes and provided with time and travel distance information. Residents unable to evacuate themselves would be directed to the nearest specified coordination/collection points.

Transportation vehicles will include school buses, charter buses, multi-passenger vehicles and other such resources as available. While smaller multi-passenger vehicles would not be able to transport large numbers of residents from an affected area, they would provide initial transportation to designated coordination/collection points or a safe location for temporary shelter and/or subsequent transportation from the area.

If necessary, persons with impaired health or limited mobility would be evacuated to a designated site by ambulance or non-emergency medical transport resources, if available, or by other identified resources.

3.6.1 Evacuees with Special Needs

“Special Needs” in the context of this document and relevant planning, includes all residents (citizens) who are unable to self-evacuate. This could potentially include residents of long-term or short-term care or custodial facilities, nursing homes, assisted-living centers, mental health facilities, jails, prisons, drug treatment facilities, and/or other groups of individuals who may have limitations in

regards to self-evacuation, or non-institutionalized citizens who genuinely require outside assistance.

All participating counties, cities and communities are encouraged to develop local plans that identify procedures for ensuring that necessary evacuation support is provided for “Evacuees with Special Needs.” Under this structure, primary responsibility rests with the specific individual agencies, businesses, installations and organizations that are currently providing for those groups or individuals. However, this does not relieve the local jurisdiction from helping ensure that adequate provisions are made by assisting with planning and the provision of resources as available.

The necessity of taking personal responsibility should again be emphasized as stated in **Section 2.0 Situations, Assumptions and Authorities.** Protecting one’s self, family and others for whom responsibility is taken requires prior planning and may require additional steps and/or resources. Information and tools related to emergency preparedness for persons with special needs can be found in the Appendix 7.A-2 of this document.

It should also again be emphasized that in some situations, to “Shelter-In-Place” (see sections 5.0, 5.2) will provide a greater level of protection than to relocate. However, this does not preclude the need to identify applicable evacuation measures for all individuals or groups with special needs.

3.7 Schools

In Extended Notice situations potentially affected schools will be closed. If in session, school children will be immediately dismissed and returned to their home or normal drop-off point according to existing school transportation plans.

During Short Notice or No Notice situations, children may be transported to a designated safe site where they would be released to their parents or family members with proper identification. Citizens should refer to the details of their respective school system transportation plan.

3.8 Mass Care

See associated “Receiving Plans” as adopted by the Region and participating local jurisdictions.

3.9 Security

Law enforcement will provide security at coordination/collection and transportation areas as available. In the event of a partial evacuation, public works personnel would assist law enforcement by deploying traffic control devices such as portable/temporary barriers or barricades to close traffic lanes and/or redirect traffic around evacuated areas. Law enforcement will secure the perimeter of evacuated areas and provide patrolling security if possible within the

evacuated zone. If available, National Guard troops may be used to supplement and assist in securing the perimeter and patrolling of the evacuated areas.

4.0 Organization and Assignment of Responsibilities

4.1 Incident Command System

Per the February 2003 Homeland Security Presidential Directive (HSPD) 5, all incidents, whether localized or broad-scale, will utilize the National Incident Management System (NIMS), to include Unified Command staffed by agency/jurisdictional representatives according to their participation in the incident and the Incident Command System.

Incident specific evacuation instructions will be developed and issued from Unified Command in cooperation with the Planning Section, Intelligence Section, Public Information Officer (PIO) and Joint Information Center (JIC) as implemented and deemed necessary.

4.1.1 Operations Section

The Operations Section will be responsible for all tactical operations required to achieve the operational goals and objectives as determined by Unified Command and the Planning Section, and included in the Incident Action Plan. Resources utilized within the Operations Section may be provided from a variety of sources.

4.1.2 Planning Section

The Planning Section, if activated, will be responsible for collecting and evaluating available situation and resource information and developing an Incident Action Plan (and potential alternatives).

4.1.3 Logistics Section

The Logistics Section, if activated, will be responsible for the procurement and provision of necessary resources in support of overall incident activities, including current inventory and the forecasting/procurement of supplies and materials to meet future needs.

4.1.4 Finance/Administration Section

The Finance/Administration Section, if activated, will be responsible for obtaining and maintaining accurate documentation related to all incident cost factors and resource-related issues. Additional documentation will potentially include, but not be limited to evacuation event status, number of evacuees, etc.

4.1.5 Intelligence Section

The Intelligence Section, if activated, will be responsible for gathering incident-related information to be used in the development of the Incident Action Plan, and for other purposes which may be required.

4.1.6 Public Information Officer

A Public Information Officer (PIO) will be identified and utilized for the distribution of information to the public and media sources, potentially utilizing a Joint Information Center (JIC).

It is understood that all public information will be reviewed and approved by Unified Command prior to release to any media or information source. Unless of an “incident specific nature,” some of this information may be developed prior to an actual event.

4.1.7 Safety Officer

The Safety Officer will monitor incident operations and advise Unified Command on all matters relating to operational safety to include responding resources and those being evacuated. The Safety Officer has emergency authority to stop and/or prevent unsafe acts during incident operations, and will provide input and oversight into all safety aspects of incident planning.

4.2 Domestic Animal Welfare

As with all other aspects of personal emergency planning and related activities, domestic animal owners are strongly encouraged to acknowledge responsibility for their animals, to make appropriate preparations and to take necessary actions, including but not limited to, evacuation and emergency planning, storage of provisions adequate to sustain the animal(s) for a minimum of 72-hours, and other steps as may be deemed prudent for their protection. It should be understood that animal-related accommodations may not be available at reception and care centers.

4.2.1 An initial estimate of the numbers and types of animals that may need to be evacuated will be made by those assigned such responsibility within the Incident Command System, including farm animals, animals in kennels, veterinary hospitals, zoos, pet stores, animal shelters, university laboratories, etc.

4.2.2 Resources specific to animal needs will be identified and obtained as available, including transport vehicles (stock trailers, trucks equipped with animal cages, etc.), that may be used to evacuate animals.

4.2.3 As practical, records of animals found, including locations and descriptions, will be maintained to help facilitate the return to their owners.

5.0 Shelter In Place

The practice of “Shelter In Place” has been referenced in multiple locations throughout this plan and is recognized as a potentially life-saving action in a variety of situations. As previously stated, some situations will necessitate “Shelter In Place” instead of evacuation in order to protect residents to the highest possible level.

5.1 Severe Weather

Severe Weather events requiring “Shelter in Place” may include tornadic activity, excessively high winds, or other situations potentially causing significant structural damage. Occupants should seek shelter on the lowest possible level, in a small interior room or closet away from exterior walls or openings such as doors and/or windows. The additional use of heavy padding, clothes or other methods to protect from flying debris is encouraged. It is also wise to have a battery-powered flashlight and radio or television (with extra batteries) available to help obtain updated weather conditions reports and other important information.

5.2 Hazardous Atmosphere

Hazardous atmospheres requiring “Shelter In Place” may occur at any time, from a variety of sources including an accidental or intentional hazardous material release, chemical release, radiological release or other threat as a result of an airborne contaminant within a relatively close proximity to the involved person(s). Primary considerations during a situation of this type include the nature and amount of material released, distance to/from the point of release, and existing weather conditions.

If instructed to “Shelter In Place” because of a hazardous atmosphere situation, several steps should be taken as quickly and safely as possible:

- Immediately ensure that all pets and people are kept indoors.
- Close and lock all doors, windows or other exterior openings.
- Turn any air circulating devices off (fans, heating/air conditioning, etc.).
- Enter a previously identified small interior room, at or above ground level, preferably with no windows or exterior openings, equipped with a hard-wired telephone if possible. Your emergency supply kit should be kept in this same area.
- Use plastic sheeting and duct tape to seal all openings in the room, including doors, vents, etc.
- Monitor your emergency radio or television and await further instructions.

6.0 Plan Development and Maintenance

This section identifies those agencies and organizations who have actively participated in the plan development process and are responsible for coordinating revision of the Regional Evacuation Plan, keeping its information and attachments current, and ensuring that Emergency Operations Plans (EOP's), Standard Operating Procedures (SOP's), Standard Operating Guidelines (SOG's) and other necessary implementation or supporting documents are developed and maintained.

Planning Participants

American Red Cross
Areawide Aging Agency
Association of Central Oklahoma Governments
Canadian County Emergency Management
City of Edmond/Emergency Management/Public Works
City of Moore Emergency Management
City of Newcastle Emergency Management
City of Noble/ Fire Department
City of Norman/ Emergency Management
City of Purcell/Emergency Management
City of Warr Acres Fire Department/Emergency Management
Federal Aviation Administration
Federal Highway Administration
Greyhound Bus Lines
KWTV Channel 9
McClain County Emergency Management
Midwest City Emergency Management
Nichols Hills Fire Department/Emergency Management
Oklahoma City Emergency Management/Fire Dept/ Police Dept/Public Works
Oklahoma County Emergency Management
Oklahoma Department of Emergency Management
Oklahoma Department of Transportation
Oklahoma Developmental Disabilities Council
Oklahoma Veterinary Medical Association
Salvation Army
Shawnee/Pottawatomie County Emergency Management
University of OK Health Sciences Center

7.0 Appendix

7.A-1 Emergency Alert System Guidelines

The Emergency Alert System (EAS) allows authorized Federal, state and local authorities to provide emergency messages utilizing virtually all area public broadcast media methods (radio, television, etc.) simultaneously, providing additional effectiveness during “no-notice” or “short-notice” evacuation efforts, and will be utilized as applicable.

EAS alerts should be issued for life-threatening emergencies only. Issuing EAS Alerts for less-serious conditions could compromise the confidence of local broadcasters and cable operators, all of whom are carrying alerts on a voluntary basis. EAS activation for weather-related incidents will generally be the responsibility of the National Weather Service. During non-weather events the local Emergency Management Office is responsible for activation through the National Weather Service.

Attempted activations outside of the State and Local EAS Plan may be classified as a "false or deceptive EAS transmission" as per 47 CFR 11.45. Local activations are restricted to the EAS event codes established by the Federal Communication Corporation (FCC). Aside from weather-related codes, the only two codes appropriate for local civil use are Civil Emergency Message (CEM) and Evacuation Immediate (EVI). A third code potentially available for local civil use is Flash Flood Warning (FFW), based on IFLOWS or other reliable information concerning imminent danger from a dam failure.

PROCEDURES

When the Incident Commander, Unified Command or highest ranking official at the scene of an incident deems that an EAS message must be initiated and the basic criteria are met, they will contact the respective Emergency Management (EM) Director, their designee or Emergency Management Office for message initiation. The EM Office will contact the National Weather Service to request activation. If there is any question as to the validity of the request, the Emergency Management Director/designee will verify that the incident has occurred before contacting the National Weather Service.

All requests for activation must meet the following criteria:

- Lives must be in danger
- Direction provided via the EAS has the potential to save lives
- Effective warning cannot be accomplished by any other means

Designated officials shall use the following format when contacting the National Weather Service (NWS) for EAS activation:

"This is (Name/Title) of (Organization). I request that the Emergency Alert System be activated for the _____ area because of (Description of emergency)."

Predetermined authentication procedures (not published for operational security reasons) will be utilized as necessary. Upon authentication, designated officials and NWS personnel shall determine transmission details (i.e., live or recorded, immediate or delayed).

All EAS messages sent will include the following information:

- The name and title of the person delivering the message
- What will happen?
- When will it happen?
- Geographic area affected
- Emergency protection measures for the public

- If evacuation is required, identify the hazard area and specify desirable transportation routes
- Reassurance that officials are addressing the incident
- Identify radio and television stations that the public should monitor for further information and instructions

All broadcast stations and cable systems are monitoring via EAS equipment and will be alerted by the header codes and attention signal. Upon receipt of the signal, each station and cable system will, at the discretion of their management, transmit the emergency message from the Local Primary-1 or Local Primary-2 (LP-1 or LP-2) station. To prevent downstream locations from missing parts of the EAS message, broadcast stations and cable systems using automatic programming interrupt should receive the EOM codes before retransmitting State or local EAS messages.

To avoid unnecessary public confusion, all stations and cable systems must be cautioned in providing news and information pertaining to the emergency. All messages must be based on definite and confirmed facts. The public must not be left to decide what is or is not factual.

REFERENCES

Title 47 U.S.C. 151, 154 (i) & (o), 303 7, 524 (g) & 606; and 47 C.F.R. Part 11, FCC Rules and Regulations, Emergency Alert System.

PARTICIPATING EAS BROADCAST STATIONS

Emergency Alert System Stations by County

Canadian	KZUE	1460	AM	El Reno
Cleveland	K46DP	46	TV	Norman
	KGOU	106.3	FM	Norman
	KMSI	88.1	FM	Moore
	KREF	1400	AM	Norman
	WWLS	640	AM	Moore
Grady	KOCY	1560	AM	Chickasha
	KWCO	105.5	FM	Chickasha
Kingfisher	KSYY	105.3	FM	Kingfisher
Lincoln	KTLR	890	AM	OK City
Logan	KALU	89.3	FM	Langston
	KOKC	1490	AM	Guthrie
McCLain	KKNG	93.3	FM	Newcastle
Oklahoma	KATT	100.5	FM	OK City
	KAUT	43	TV	OK City
	KCSC	90.1	FM	Edmond
	KEBC	1340	AM	OK City
	KETA	13	TV	OK City
	KFOR	4	TV	OK City
	KHBZ	94.7	FM	OK City

	KJYO	102.7	FM	OK City
	KKWD	97.9	FM	Edmond
	KMGL	104.1	FM	OK City
	KMNZ	62	TV	OK City
	KOCB	34	TV	OK City
	KOCO	5	TV	OK City
	KOKF	90.9	FM	Edmond
	KOKH	25	TV	OK City
	KOMA	1520	AM	OK City
	KOMA	92.5	FM	OK City
	KOPX	62	TV	OK City
	KQBL	104.9	FM	Bethany
	KQCV	800	AM	OK City
	KROU	105.7	FM	Spencer
	KRXO	107.7	FM	OK City
	KSBI	52	TV	OK City
	KTBO	14	TV	OK City
	KTLV	1220	AM	Midwest City
	KTOK	1000	AM	OK City
	KTST	101.9	FM	OK City
	KTUZ	30	TV	OK City
	KTV	19	TV	OK City
	KVSP	1140	AM	OK City
	KWTV	9	TV	OK City
	KXXY	96.1	FM	OK City
	KYIS	98.9	FM	OK City
	KYLV	88.9	FM	OK City
	WKY	930	AM	OK City
Pottawatomie	KGFF	1450	AM	Shawnee
	KQCV	95.1	FM	Shawnee

A complete listing of the EAS stations can be located on the Internet at <http://www.okeas.org>

7.A-2 Additional Information and Tools

Helpful Websites

Readiness and Preparedness Planning Information

www.Ready.gov

<http://www.fema.gov/areyouready/>

www.redcross.org

<http://swpa.redcross.org/media/Guidebook.pdf>

<http://www.cdc.gov/index.htm>

(FEMA)

(Red Cross)

(Red Cross Planning Guide)

(Centers for Disease Control)

Citizen Corp Information

www.citizencorps.gov

(Citizen Corp)

Planning for Pets

<http://www.avma.org>

(American Veterinary Medical Assoc.)

http://www.hsus.org/hsus_field/hsus_disaster_center/resources/

(Humane Society)

Special Needs Planning

<http://www.revolutionhealth.com/conditions/first-aid-safety/emergency/emergency-planning/special-needs-planning>

<http://www.disabilityinfo.gov/digov-public/public/DisplayPage.do?parentFolderId=213>

<http://www.ready.gov/america/getakit/disabled.html>

Planning for Senior Citizens

<http://www.ready.gov/america/getakit/seniors.html>

<http://www.redcross.org/services/disaster/beprepared/seniors.html>

Road Conditions Information

<http://www.dps.state.ok.us>

(OK Department of Public Safety)

Weather Information

www.nws.noaa.gov

(National Weather Service)

<http://www.mesonet.org/>

(Oklahoma Mesonet)

Helpful Telephone Numbers

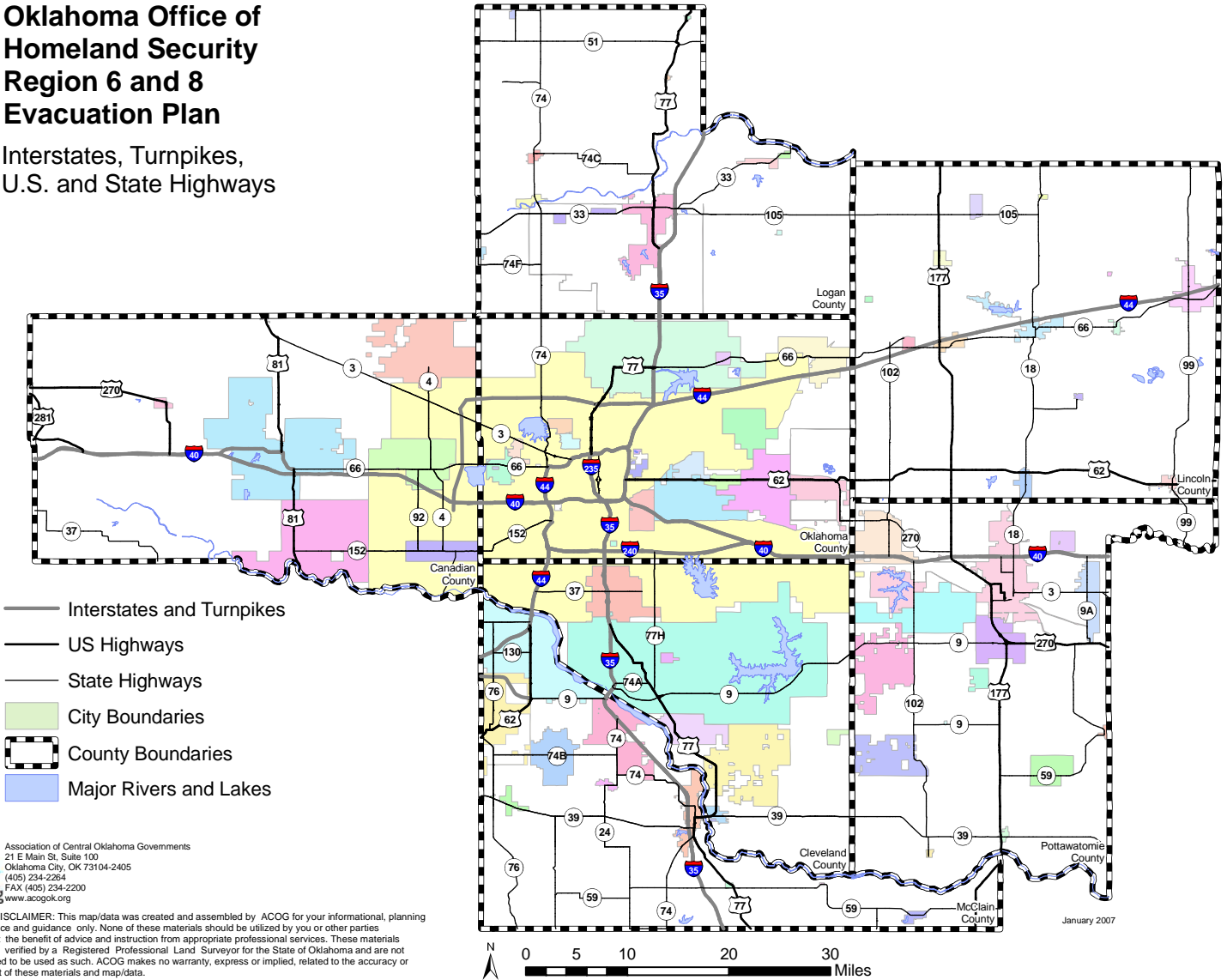
Heartline (General Assistance Information)	2-1-1
American Red Cross	(405) 228-9500
American Heart Association	(405) 948-2142
Areawide Aging Agency	(405) 943-4344
Oklahoma Developmental Disabilities Council	(405) 521-4990
Poison Control	1-800-222-1222
Salvation Army	(405) 840-0735

For additional assistance with emergency planning and preparations, before an emergency occurs, contact your local Office of Emergency Management.

7.A-3 Regional Highway Map

Oklahoma Office of Homeland Security Region 6 and 8 Evacuation Plan

Interstates, Turnpikes,
U.S. and State Highways



NOTE: This document is a “work in progress” and all entries are subject to further review and formal approval as necessary.

Version 10-23-07

ACOG

Association of Central Oklahoma Governments

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MEMORANDUM

DATE: February 7, 2008

TO: Intermodal Transportation Technical Committee

FROM: Douglas W. Rex, Division Director
Transportation Planning & Data Services

SUBJECT: Highway Trust Fund Presentation

INFORMATION:

The Highway Trust Fund (HTF) was created by the Highway Revenue Act of 1956, primarily to ensure a dependable source of financing for the National System of Interstate and Defense Highways and also as the source of funding for the remainder of the Federal-aid Highway Program.

Originally, the HTF focused solely on highways, but later Congress determined that a portion of the revenues from highway-user taxes dedicated to the HTF should be used to fund transit needs. As a result, the Mass Transit Account was created within the HTF effective April 1, 1983. Although never formally described and named, the portion of the Highway Trust Fund outside the Mass Transit Account has come to be called the Highway Account and receives all HTF receipts not specifically designated for the Mass Transit Account.

Overall the HTF has been a very effective tool for funding the national highway system. However, the growing need for maintenance and expansion of the existing system has placed a tremendous strain on the HTF. In fact, it is forecasted that the Highway Account of the Highway Trust Fund will be exhausted at some point during FFY 2009 and the Mass Transit Account will show a negative balance by FFY 2011.

At the February ITTC meeting, staff will provide an overview of the HTF as well as the issues it faces as a viable funding mechanism in the short and long term.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: February 7, 2008

TO: Intermodal Transportation Technical Committee

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

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

INFORMATION:

Attached is information on the status of all OCARTS area Surface Transportation Program Urbanized Area (STP-UZA) projects, as provided by the ODOT Local Government Division on February 7, 2008.

The attachment includes a status report on the **FFY 2008** STP-UZA projects included in the current FFY 2008-2011 OCARTS Area Transportation Improvement Program (TIP). This is followed by the STP-UZA projects approved by the Intermodal Transportation Policy Committee in January 2008 for inclusion in the Preliminary **FFY 2009-2012** 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 current year or upcoming TIP.

According to the attached *ODOT Calendar to Accomplish Local Government Project Lettings in FFY 2008*, **February 22** is the deadline for submitting documentation to ODOT for right-of-way clearance in order to make the **June 2008** letting.

ACTION REQUESTED:

None. For information only.

Following the ITTC meeting, there will be a brief discussion of the status of the FFY 2008 STP-UZA projects included in the current TIP and the FFY 2009 STP-UZA projects included in the upcoming TIP.

**Oklahoma Department of Transportation
Local Government Division
Calendar
Federal Fiscal Year 2008**

Fed. Fiscal Year 2008 Letting Month	Project Sponsor to Provide Final Right-of-Way Clearance Documents to ODOT Right-of-Way Div.	ODOT Right-of-Way Div. to Provide Clearance Memo to ODOT Local Gov't. Div.	Project Sponsor to Provide ODOT-Approved Final Plans to Local Gov't. Div.	Project Sponsor to Deposit Matching Funds with ODOT	ODOT Bid Opening Date	Award Date / Commission Meetings
January 2008	September 21, 2007	September 28, 2007	October 12, 2007	December 14, 2007	January 17, 2008	February 4, 2008
February 2008	October 19, 2007	October 26, 2007	November 16, 2007	January 18, 2008	February 21, 2008	March 3, 2008
March 2008	November 16, 2007	November 30, 2007	December 14, 2007	February 15, 2008	March 21, 2008	April 7, 2008
April 2008	December 21, 2007	December 28, 2007	January 18, 2008	March 14, 2008	April 17, 2008	May 5, 2008
May 2008	January 18, 2008	January 25, 2008	February 22, 2008	April 15, 2008	May 15, 2008	June 2, 2008
June 2008	February 22, 2008	February 29, 2008	March 21, 2008	May 16, 2008	June 19, 2008	July 7, 2008
July 2008	March 21, 2008	March 28, 2008	April 18, 2008	June 20, 2008	July 24, 2008	August 4, 2008
August 2008	April 18, 2008	April 25, 2008	May 16, 2008	July 18, 2008	August 21, 2008	September 8, 2008
September 2008	May 23, 2008	May 30, 2008	June 20, 2008	August 15, 2008	September 18, 2008	October 6, 2008
October, 2008	June 20, 2008	June 27, 2008	July 18, 2008	September 19, 2008	October 16, 2008	November 3, 2008
November 2008	July 18, 2008	July 25, 2008	August 22, 2008	October 17, 2008	November 20, 2008	December 8, 2008
December 2008	No scheduled letting	No scheduled letting	No scheduled letting	No scheduled letting	No scheduled letting	No scheduled letting
January 2009	August 22, 2008	August 29, 2008	October 12, 2008	December 19, 2008	January 19, 2009	February 5, 2009

Note: To secure FFY 2008 funding authorization the following requirements must be met by the last working day of **August 2008**: (1) the project must receive final right-of-way clearance from ODOT, (2) the sponsoring entity must submit final plans to ODOT, (3) the sponsoring entity must submit an updated cost estimate to ODOT (prepared by the project engineer), and (4) the physical movement of utilities must be complete or underway.

ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2008 TIP PROJECTS - FFY 2008-2011 TIP													
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
Choctaw	22232(04)	SE 15th, Indian Meridian Rd. to Triple X Rd. Milling & Resurf w/ subgrade repairs	80%	\$354,332									
Logan County	24187(04)	Western, Waterloo to Simpson Pavement Markings	100%	\$10,454	X	X	X	X	X	X			
Logan County	24188(04)	Coltrane, Waterloo to Simmons Pavement Markings	100%	\$3,485	X	X	X	X	X	X			
Logan County	24189(04)	Broadway, Waterloo to SH-33 Pavement Markings	100%	\$34,848	X	X	X	X	X	X			
Midwest City	21978(04)	Post Rd., SE 15th to Reno Widen to 4 lane divided (Sidewalks)	80%	\$2,076,682	X	X	X			X			
Midwest City	23985(04)	City Wide, Phase 2 Arterial Pavement Markings	100%	\$250,000									
Moore	23615(04)	Santa Fe, S. 19th to S. 34th Widen to 4 lanes w/5 lanes & signal at HS (Sidewalks)	80%	\$2,219,320	X	X	X	X	X	X	X	X	Nov
Moore	21533(04)	Eastern Ave. @ Moore HS Traffic Signal	100%	\$97,500	X	X	X	X	X	X	X	X	Jan
Norman	24279(04)	Robinson, 24th Ave. NW to Canterbury Ave. Cold Milling & Asphalt Concrete Overlay	80%	\$300,000	X	X	X	X	X	X	X		
Norman	23062(04)	Main St, Ed Noble Pkwy-Dwtm Shop Ctr Dr Traffic Sig Upgrad (LED Lenses & UPS)	100%	\$125,000	X	X	X	X	X	X	X	X	Apr
Norman	24283(04)	24th Ave NW, Rock Crk Rd to Tecumseh Rd Roadway Lighting	100%	\$344,000	X	X	X	X	X	X	X	X	
Oklahoma City	22321(04)	City Wide, Phase 1 Signal Upgrades to LED	100%	\$400,000	X	X	X	X	X	X	X	X	Nov
Oklahoma City	21130(04)	City Wide, Phase 4 SZ Safety Improvements	100%	\$400,000									
Oklahoma County	23367(04)	Vickie Dr. over Crutcho Crk in Del City Bridge Replacement (Sidewalks)	80%	\$669,753	X	X	X	X		X		X	
Oklahoma County	22118(04)	Kelly Ave, Coffee Creek Rd to Waterloo Rd Widen to 4 lanes (Sidewalk/Bike Lanes)	80%	\$5,600,000	X	X	X						
Oklahoma County	23998(04)	NE 36th St. & Douglas Blvd. in Spencer Intersec Mod & 2 Bridge Replacements	80%	\$650,000	X	X	X	X	X				
Total				\$13,535,374									

ACOG URBANIZED AREA STP PROGRAM STATUS
FFY 2009 TIP PROJECTS RECOMMENDED FOR THE FFY 2009-2012 TIP

2/7/2008													
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
Del City	21043(04)	SE 15th, Vickie Dr. to Sooner Rd. Widen from 4 to 5 lanes (Sidewalks)	80%	\$1,546,620									
Logan County	2559904	Multiple Locations-Func. Class Routes Safety Signs - High Reflective	100%	\$68,988									
Moore	15305(04)	Santa Fe, S. 4th to S. 19th Widen to 4 lanes/drainage impr (Sidewalks)	80%	\$3,586,537	X	X	X	X	X	X			
Moore		4th Street and Tower Dr. Intersection Modification	80%	\$326,228									
Norman	25548(04)	Robinson St. bridge over I-35 Joint Rehabilitation	80%	\$164,000									
Norman	22160(04)	Rock Creek Rd, E of Porter Ave to 12th NE Widen to 4 lanes/Int Mod (Sidewalks)	80%	\$3,945,020	X	X	X	X	X	X			
Norman		11 Intersecs - Lindsey, Boyd, and Jenkins Pedestrian Signals	100%	\$113,539									
Norman		Main St. Bridge over I-35 Bridge Rail Retrofit/Replacement	100%	\$266,500									
Oklahoma City	23364(04)	NW 164, Penn to Western Widen to 4 lanes (Sidewalks)	80%	\$3,315,382	X	X	X						
Oklahoma City		City Wide, Phase 3 Signal upgrades to LED	100%	\$512,500									
Oklahoma City	21132(04)	City Wide, Phase 5 Arterial pavement markings	100%	\$512,500									
Oklahoma County	23367(04)	Vickie Dr. over Crutcho Crk in Del City Bridge Replacement (Sidewalks)	80%	\$723,567									
Oklahoma County		Douglas, .5 mi N of 23rd to Spec-Jones Rd Resurfacing	80%	\$530,003									
Total				\$15,611,384									

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ACOG URBANIZED AREA STP PROGRAM STATUS
FFY 2010 TIP PROJECTS RECOMMENDED FOR THE FFY 2009-2012 TIP

ACOG URBANIZED AREA STP PROGRAM STATUS													
FFY 2010 TIP PROJECTS RECOMMENDED FOR THE FFY 2009-2012 TIP													
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
COTPA		Voice Enunciation System, Phase 1 Transit capital	80%	\$504,000									
COTPA		Voice Enunciation System, Phase 2 Transit capital	80%	\$504,000									
Del City		Sunnylane Rd & I-40 N & S Service Rd Reconstruction Intersections w/Concrete	80%	\$242,943									
Edmond	24041(05)	Kelly, Danforth to Covell Widen from 2 to 4 lanes (Sidewalks)	80%	\$3,915,454									
Midwest City	21978(04)	Post Road, SE 15th to Reno Widen from 2 to 4 lanes divided (Sidewalks)	80%	\$2,415,732									
Midwest City	23985(04)	Arterial Pavement Markings, Phase 2 City wide	100%	\$278,250									
Moore		19th, I-35 W Frontage Rd. to Telephone Rd. Intersection Modifications	80%	\$843,729									
Moore		Broadway Ave., N. 5th to N. 12th 5' Sidewalks - Both Sides	80%	\$182,755									
Norman	22140(04)	Lindsey, E of Jenkins to BNSF RR Widen & Signal @ George Ave. (MM Path)	80%	\$3,040,800	X		X						
Norman		12th Ave NE and Robinson St. Intersec Widening (east leg)	80%	\$655,200									
Norman		Porter Ave., Woodcrest to Tecumseh Ridge Widen/Overlay from 3 to 4 Ins	80%	\$588,000									
Norman	24286(04)	36th Ave NW and Rock Creek Rd. New traffic signal	80%	\$133,560									
Oklahoma City		Pennsylvania, NE 150th to NW 164th Widen from 2 to 4 lanes	80%	\$2,226,000									
Total				\$15,530,423									

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IV-C-6

ACOG URBANIZED AREA STP PROGRAM STATUS													
FFY 2011 TIP PROJECTS RECOMMENDED FOR THE FFY 2009-2012 TIP													
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
Edmond	25547(04)	33rd and Broadway Intersection Modification (Sidewalks)	80%	\$1,581,864									
Edmond	24041(06)	Danforth and Kelly Intersection Modification (Sidewalks)	80%	\$3,279,799									
Edmond	21041(04)	Kelly, Covell to Coffee Creek Rd. Widen from 2 to 4 lanes (Sidewalks)	80%	\$4,643,992									
Midwest City	22485(04)	SE 15th & Douglas Blvd. Intersection Modification (Sidewalks)	80%	\$2,493,135									
Midwest City		Install Pedestrian Signals City wide	100%	\$284,875									
Moore		12th, City Ave. to I-35 W Frontage Rd Intersection Modification	80%	\$645,000									
Norman		SH-9 and 12th Ave SE (south leg) Intersection & signal modification	80%	\$172,000									
Norman		Boyd, Berry Road to Classen Blvd. Signal upgrade to LED	100%	\$645,000									
Oklahoma City		NW 150th, Portland to May Widen from 2 to 4 lanes	80%	\$1,865,663									
Total				\$15,611,328									

ACOG URBANIZED AREA STP PROGRAM STATUS
FFY 2012 TIP PROJECTS RECOMMENDED FOR THE FFY 2009-2012 TIP

2/7/2008													
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
Edmond	22320(04)	15th and Broadway Intersection Modification (Sidewalks)	80%	\$357,191									
Edmond	21127(04)	Sooner Rd. over Coffee Creek Reconstruct 2-lane bridge (Sidewalks)	80%	\$1,677,214									
Edmond	17012(04)	33rd, Coltrane to I-35 Widen from 2 to 4 lanes (Sidewalks)	80%	\$1,429,148									
Moore		Telephone Rd., SW 4th to SW 19th 6' Sidewalk - East Side	100%	\$208,437									
Moore		SE 4th, Bryant Ave. to Bouziden 6' Sidewalk - South Side	100%	\$159,731									
Norman		60th Ave NE, 0.5 mi N of Rock Creek Rd. Bridge Replacement	80%	\$1,548,800									
Oklahoma City	25600(04)	Eastern Ave., I-240 to Moore city limits Widen from 2 to 4 lanes	80%	\$4,011,040									
Oklahoma County	22118(04)	Kelly, Coffee Creek to Waterloo & Intersecs. Widen/Int. Sorgum & Coffee Creek (Sidewalks)	80%	\$6,160,000									
Total				\$15,551,561									

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2/7/2008	*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
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 1/2 mi. S. of 89th Widen to 4 lanes (Sidewalks)	80%	\$3,440,000									
Oklahoma City	17149(04)	MacArthur - SW 5th to Airport Rd Resurface	80%	\$508,000									
Oklahoma City	19312(05)	S. Meridian, SW 29th to Canadian River Widen & Reconstruct to 5 lanes	80%	\$1,230,400	X	X	X	X					
Oklahoma City	19761(04)	City Wide, Phase 2 Sign Replacement	100%	\$0			X	X					
Oklahoma City	21133(04)	City Wide - Phase 5 SZ Safety Improvements	100%	\$600,000									
Oklahoma City	21134(04)	SW 29th, MacArthur to Meridian Widen to 4 lanes (Sidewalks)	80%	\$1,928,000									
Oklahoma County	18896(04)	Reno Ave., Westminster-Hiwassee Widening to 4 Lanes	80%	\$2,720,000	X	X	X						
Warr Acres	17827(04)	MacArthur, from NW 36th to NW 50th Reconstruct	80%	\$2,923,200	X	X	X	X	X	X			
Warr Acres	17829(04)	MacArthur, from NW 63rd to Wilshire Reconstruct	80%	\$1,400,000	X	X	X	X					

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

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MEMORANDUM

DATE: February 7, 2008

TO: Intermodal Transportation Technical Committee

FROM: Douglas W. Rex, Division Director
Transportation Planning & Data Services

SUBJECT: FY 2007 Unified Planning Work Program (UPWP) Reports

INFORMATION:

Attached is a list of technical reports received as of February 2008. The reports are required for the completion of the FY 2007 UPWP.

ACTION REQUESTED:

None. For information only.

FY 2007 Unified Planning Work Program Reports

TASK NUMBER	TASK DESCRIPTION	ENTITY	DATE SUBMITTED
1.01(2)	Year 2005 Employment Data Collection & Analysis	ACOG	
1.01(3)	Land Use Data Collection – Year 2005	ACOG	
1.01(5)	Elderly Transportation Needs – 1995 NPTS, 2004 TOPS & Census**	ACOG	
1.01(7)	School Enrollment Data – Year 2005**	ACOG	
1.02(1a)	Traffic Counts*	EDM MWC NOR OKC TM	October 2006 May 2007 March 2007 June 2007
1.02(1c)	Turning Movement Counts*	NOR OKC TM	March 2007 June 2007
1.02(4)	NTD Transit Data	COTPA CART	
1.02(5)	Travel Time/Delay Study – Arterials	OKC TM	
2.01(3)	Network Monitoring with Mapped Inventory of 2030 Plan Improvements	ACOG	
2.01(4)	OCARTS Transportation Model Development	ACOG	
2.01(9a)	Long Range Plan: Five Year Status Report	COTPA	
2.02(1)	Annual Listing of Federally Funded Transp. Projects	ACOG	January 2008
2.02(9)	Coordinated Public Transit-Human Services Transportation Plan	COTPA	November 2007
2.02(11)	Public Transportation Quarterly Coordination	ACOG	
2.02(12a)	Transit Route Monitoring & Evaluation	COTPA	
2.02(12b)	Short Term Transit Plans-Bus Route Service Plan	COTPA	
2.02(14)	Transit Marketing	COTPA	
2.02(15)		CART	
2.03(1)	Congestion Management Process (Updated)	ACOG	June 07 (Dec 07)
2.03(3)	Incident Management Report	ACOG	
2.03(4)	ITS Strategies and Status Report	ACOG	
2.03(6)	Annual OKC Accident Analysis (Year 2005 Data)	OKC TM	
2.03(7a)	Oklahoma City Traffic Signal Monitoring and Evaluation	OKC TM	
2.04(4)	Elderly & Disabled Transportation Planning	COTPA	
2.06(1)	Air Quality Planning	ACOG	
2.06(3c)	Bike to Work Report	ACOG	January 2008
2.06(4)	8-Hour Ozone Flex Program	ACOG	
2.06(6)	Rideshare Planning	COTPA	
3.01(1)	Documentation of FY 2006 Public Involvement Activities	ACOG	April 2007
3.01(11)	Summary of 2007 Air Quality Public Education Program	ACOG	February 2008
4.01(5)	Documentation of OCARTS Triennial Review of 2004**	ACOG	

*Counts submitted to ACOG.

** Carried forward from FY 2006