



association of central oklahoma governments

Chair Willa Johnson
Oklahoma County Commissioner

Vice-Chair Sam Bowman
Oklahoma City Councilmember

Secretary/Treasurer Russell Smith
Midwest City Mayor

Executive Director
John G. Johnson

MEMORANDUM

DATE: October 8, 2009

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, OCTOBER 15, 2009 AT 10:00 A.M.

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

AGENDA

- I. CALL TO ORDER ([ATTACHMENT I](#))
- II. APPROVAL OF THE SEPTEMBER 10, 2009 MINUTES ([ATTACHMENT II](#))
- III. ACTION ITEMS:
 - A. Consider recommending that the ITPC approve the attached changes to the *STP-UZA Procedures* and the *STP-UZA Evaluation Criteria*. ([ATTACHMENT III-A](#))
 - B. Consider recommending that the ITPC approve the proposed list of projects to recapture ARRA balances. ([ATTACHMENT III-B](#))
 - C. Consider recommending that the ITPC adopt the attached goals and strategies for the Encompass 2035 Plan. ([ATTACHMENT III-C](#))
 - D. Consider recommending that the ITPC approve the 2035 TAZ by entity employment projections to be used in the development of the 2035 OCARTS Plan. ([ATTACHMENT III-D](#))
 - E. Consider recommending that the ITPC approve the 2035 TAZ by entity population projections to be used in the development of the 2035 OCARTS Plan. ([ATTACHMENT III-E](#))

III. ACTION ITEMS (Cont.)

- F. Consider recommending that the ITPC amend the FFY 2010-2013 OCARTS Area TIP by replacing the CART FFY 2010 Transit Element with the attached program of projects, as requested by CART, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP). [\(ATTACHMENT III-F\)](#)

IV. ITEMS FOR INFORMATION ONLY:

- A. ARRA Policy Update [\(ATTACHMENT IV-A\)](#)
- B. Amendment to the FFY 2009-2012 OCARTS Area Transportation Improvement Program by ODOT [\(ATTACHMENT IV-B\)](#)
- C. Availability of the FFY 2010-2013 OCARTS Area Transportation Improvement Program [\(ATTACHMENT IV-C\)](#)
- D. Schedule for Preparation of the FFY 2011-2014 OCARTS Area TIP [\(ATTACHMENT IV-D\)](#)
- E. Conclusion of Ozone (O₃) Season [\(ATTACHMENT IV-E\)](#)
- F. Review of the OCARTS Area Regional Snow Routes [\(ATTACHMENT IV-F\)](#)
- G. ACOG Public Fleet Conversion Grants [\(ATTACHMENT IV-G\)](#)
- H. Status of OCARTS Area ARRA Projects [\(ATTACHMENT IV-H\)](#)
- I. Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA) [\(ATTACHMENT IV-I\)](#)
- J. FY 2009 and 2010 Unified Planning Work Program (UPWP) Reports [\(ATTACHMENT IV-J\)](#)

V. NEW BUSINESS

VI. ADJOURN

Deadline for November ITTC Agenda Items: 4:00 p.m. Thursday, October 29, 2009

November ITTC Meeting: 10:00 a.m. Thursday, November 12, 2009

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE

VOTING MEMBERS AND ALTERNATES

CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	Steve Katen Interim City Engineer/Comm Dev Dir	Jim McGill, Public Works Director
		John Shugart, City Manager
	No Designee	Jim McGill, Public Works Director
		John Shugart, City Manager
BLANCHARD	Hon. Mike Ferencich Councilmember	Vacant
	No Designee	Vacant
CHOCTAW	Robert Floyd City Manager	Mark Seibold City Planner
	John Baxter Public Works Director/City Engineer	Mark Seibold City Planner
COLE	No Designee	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
		Charlie Lee, Asst. Traffic Planner
		Shannon Entz, Community Dev. Mgr.
	Thomas Minnick Traffic Planner	Harry Fenton, Project Engineer
		Charlie Lee, Asst. Traffic Planner
	Shannon Entz, Community Dev. Mgr.	
FOREST PARK	Hon. Marianne Yarbrough Trustee	Hon. Elton Matthews Trustee
	No Designee	Vacant
GOLDSBY	No Designee	Vacant
	No Designee	Vacant
GUTHRIE	Maxine Pruitt Director of Municipal Services	Tenny Maker Street Superintendent
	Rene Spineto City Planner	James Hanke Planning & Code Administrator
HARRAH	Earl D. Burson City Manager	Deborah Miner City Clerk/Asst. Finance Director
	No Designee	Vacant
JONES CITY	Ray Poland Trustee	Vacant
	No Designee	Vacant
LEXINGTON	No Designee	Vacant
	No Designee	Vacant
LUTHER	No Designee	Vacant
	No Designee	Vacant

CITY/ORGANIZATION	MEMBERS	ALTERNATES
MIDWEST CITY	Billy Harless Community Development Director	Patrick Menefee Acting City Engineer
	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
	Russell Claus Planning Director	Randy Entz, Transportation Planner III
		Susan Miller, Planner IV
PIEDMONT	Clark Williams Acting City Manager	Vacant
		Vacant
SLAUGHTERVILLE	Marsha Blair Town Administrator	Perry Pichot Code Enforcement Administrator
	No Designee	Vacant
SPENCER	No Designee	Frank Calvin Planning Commission Chairman
	No Designee	Hon. Marsha Jefferson Vice Mayor
TUTTLE	Tim Young City Manager	Vacant
	No Designee	

CITY/ORGANIZATION	MEMBERS	ALTERNATES
THE VILLAGE	Bruce Stone City Manager	Vacant
	No Designee	Vacant
WARR ACRES	Hon. Patrick Woolley Mayor	Hon. Dean Johnson Councilmember
	Hon. David Dirkschneider Councilmember	Hon. Dean Johnson Councilmember
YUKON	Doug Shivers Community Enhancement Director	Quincy Rinkle Community Development Coordinator
	James Crosby City Manager	Quincy Rinkle Community Development Coordinator
CANADIAN COUNTY	Hon. Phil Carson County Commissioner – District #1	Hon. Grant Hedrick, Jr. County Commissioner – District #3
	Hon. David Anderson County Commissioner – District #2	Hon. Grant Hedrick, Jr. County Commissioner – District #3
CLEVELAND COUNTY	Hon. Rod Cleveland Commissioner	Vacant
	Hon. Rusty Sullivan Commissioner	Vacant
LOGAN COUNTY	Hon. Mark Sharpton Commissioner-Dist. 1	Mary Murphey First Deputy-Dist. 1
	Hon. Michael Pearson Commissioner-Dist. 2	Wayne Murphey Operations Manager-Dist. 2
OKLAHOMA COUNTY	Stacey Trumbo County Engineer	Gerald Wright, Superintendent-Dist. 3
		Erik Brandt, Comprehensive Planner
	Tyler Gammon Planning Director	
		Kathleen Blanco, Eng Dept Admin Specclst Craig Wallace, Superintendent-Dist. 1
ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG)	John G. Johnson 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
CLEVELAND AREA RAPID TRANSIT (CART)	Cody Ponder Planner/Grants Specialist	Vacant
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	Dawn Borelli Transportation Manager	Craig Moody Transportation 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	Vivek Khanna Airport Engineer	Dale Williams Airport Development Manager

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	Shannon Sheffert Division Engineer	Rosemarie Case Engineer
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)	No Designee	Vacant
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 MEETING
 SEPTEMBER 10, 2009

A regular meeting of the Intermodal Transportation Technical Committee (ITTC) was convened on September 10, 2009 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 Rex, Chairman

ACOG-Transportation Planning & Data Services (TPDS)

ITTC MEMBERS AND/OR ALTERNATES PRESENT

Steve Katen	Bethany
William G. Graham	Del City
Harry Fenton	Edmond
Hon. Marianne Yarbrough	Forest Park
Maxine Pruitt	Guthrie
Patrick Menefee	Midwest City
Elizabeth Jones	Moore
Hon. Jim Pumphrey	Nicoma Park
Angelo Lombardo	Norman
Laura Story	Oklahoma City
Clark Williams	Piedmont
Marsha Blair	Slaughterville
Tim Young	Tuttle
Hon. Patrick Woolley	Warr Acres
Hon. David Dirkschneider	Warr Acres
Doug Shivers	Yukon
Hon. Rod Cleveland	Cleveland County
Mary Murphey	Logan County
Stacey Trumbo	Oklahoma County
Tyler Gammon	Oklahoma County
Larry Hopper	Central Oklahoma Transp & Parking Authority
Dawn Borelli	Oklahoma Dept of Transp – Planning & Research Div
Kenneth LaRue	Oklahoma Dept of Transp – Transit Programs Div

NON-VOTING MEMBERS PRESENT

Isaac Akem

Federal Highway Administration

GUESTS

Anais Starr, Assoc. Current Planner
Erik Brandt, Comprehensive Planner
Craig Wallace, Superintendent-Dist. 1
Francis Campbell
Paul Matthews, Executive Director

ACOG STAFF

Holly Massie
John Sharp
Andrea Weckmueller-Behringer
Darla Hugaboom
Kara Chiodo
Meredith Williams
Daniel Fazekas
Beverly Garner
Jerry Church

ENTITIES/AGENCIES ABSENT

Blanchard
Choctaw
Cole
Goldsby
Harrah
Jones City
Lexington
Luther
Mustang
Newcastle
Nichols Hills
Noble
Spencer
The Village
Canadian County
Cleveland Area Rapid Transit
Oklahoma City Department of Airports
Oklahoma Dept of Environmental Quality
Oklahoma Aeronautics Commission

ENTITY/AGENCY

Midwest City
Oklahoma County
Oklahoma County
Oklahoma Department of Transportation
Oklahoma Highway Users Federation

POSITION

Special Programs Officer, TPDS
Program Coordinator, TPDS
Program Coordinator, TPDS
Associate Planner, TPDS
Assistant Planner, TPDS
Assistant Planner, TPDS
Assistant Planner, TPDS
Administrative Assistant, TPDS
Director of Media and Public Relations

NON-VOTING MEMBERS ABSENT

Areawide Aging Agency
Capitol-Medical Zoning Commission
ODOT-Local Government Division
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 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.

II. APPROVAL OF THE JULY 16, 2009 MINUTES

There being no discussion, Harry Fenton moved to approve the July 16, 2009 meeting minutes. Doug Shivers seconded the motion. The motion carried.

III. ACTION ITEMS:

- A. Consider recommending that the ITPC approve the proposed policy concerning the remaining March 2009 American Recovery and Reinvestment Act (ARRA) funding allocations.

Douglas Rex highlighted the information as detailed in the agenda memorandum. He said if the entities have projects that they would like to bring forward to use their remaining balance of ARRA funding, then they must adhere to ODOT's schedule to put these additional projects on the February 2010 bid letting. ACOG is also requesting that entities wishing to pursue this opportunity submit a letter to ACOG describing their project and its estimated cost by September 30.

David Dirkschneider asked if the same regulations apply in that the project has to be on the federal functional classification system and Mr. Rex said yes.

Mr. Rex said the second part of the agenda item was to establish policy to deal with projects that have not advanced far enough to be put on a bid letting. ACOG recommends that entities with a project(s) currently on the ARRA project list that are unable to obtain a bid letting date from ODOT by the end of December will forfeit their allocation.

Harry Fenton moved to recommend that the ITPC approve the proposed policy concerning the remaining March 2009 American Recovery and Reinvestment Act (ARRA) funding allocations. David Dirkschneider seconded the motion.

Meredith Williams reminded the entities that if they are planning to submit additional projects, FHWA is requiring ADA compliance, so be very cognizant when submitting plans to include the appropriate ramps.

There being no further discussion, the motion carried.

- B. Consider recommending that the ITPC approve the City of Norman's additional ARRA project at the Robinson Street and Burlington Northern Santa Fe railroad crossing using the remainder of its ARRA allocation.

Meredith Williams highlighted the information as detailed in the agenda memorandum.

Harry Fenton moved to recommend that the ITPC approve the City of Norman's additional ARRA project at the Robinson Street and Burlington Northern Santa Fe railroad crossing using the remainder of its ARRA allocation. Clark Williams seconded the motion.

Angelo Lombardo said ODOT Director Ridley suggested that Norman consider spending its stimulus dollars to help manage the cost of this \$25 million project. The City of Norman intentionally reduced the scope of its overlay project that was submitted on the final ARRA list in order to apply the balance of funds to this project.

There being no discussion, the motion carried.

- C. Consider recommending that the ITPC amend the OCARTS Area ARRA Project List to replace one of the City of Moore's originally submitted projects with resurfacing projects on Bryant Avenue and possibly S. 34th Street.

Meredith Williams highlighted the information as detailed in the agenda memorandum.

There being no discussion, Jim Pumphrey moved to recommend that the ITPC amend the OCARTS Area ARRA Project List to replace one of the City of Moore's originally submitted projects with resurfacing projects on Bryant Avenue and possibly S. 34th Street. Harry Fenton seconded the motion. The motion carried.

- D. Consider recommending that the ITPC approve the City of Del City's additional ARRA project on SE 44th Street between Bryant Avenue and Sooner Road.

Meredith Williams highlighted the information as detailed in the agenda memorandum.

There being no discussion, Harry Fenton moved to recommend that the ITPC approve the City of Del City's additional ARRA project on SE 44th Street between Bryant Avenue and Sooner Road. Clark Williams seconded the motion. The motion carried.

- E. As desired by the committee, motion directing staff concerning modification of the *Criteria and Process for Evaluation of STP-UZA Projects* related to the substitution of projects on the rated and ranked STP-UZA application list.

Holly Massie introduced the item, informing the Committee that ACOG received one recommendation related to the STP-UZA Evaluation Criteria and one recommendation related to the STP-UZA Procedures. She said the City of Norman submitted a recommendation for change to the Evaluation Criteria. Angelo Lombardo said as the Committee works with ranking of projects, if there is a project that is voluntarily removed from consideration by a city, it should be replaced by a project in accordance with the priority ranking. He said this request is to avoid having lower ranked projects leap-frog over projects that should move into that spot. He said adding language would protect the integrity of the process.

Laura Story said the proposed recommendation takes away from the regional aspect; prioritization is valid criteria for projects that can be quantified. However, we have other project categories that cannot easily be scored. This is a regional decision. Mr. Rex said the concept behind the change is a little different. He said her suggestion can still be done even if this amendment passes. What is being suggested is a scenario where a city submits two projects, a project that ranks high and a project that ranks low. The recommendation for change is that an entity cannot swap out the higher ranking project for the lower ranking project. What happens is that the next highest ranked project will be given priority.

Elizabeth Jones asked if the Committee would still have the ability to recognize a project where there is a need, even though it may not be ranked very high, and choose to move it up. Mr. Rex said yes, the Criteria is only an instrument - a tool for the Committee to use. There is nothing within the Criteria or Procedures that suggests that it is the only information the Committee must consider when ranking projects; ultimately it is the region's decision on which projects they would like to fund.

Ms. Massie said that transit authorities can still submit projects and the recommendation is not changing that process. The transit projects are hard to score, but the Committee can still take them into consideration and choose to fund them.

There being no further discussion, Harry Fenton moved to add language that prohibits the substitution of higher scoring projects with lower scoring projects by an entity within the list of rated and ranked STP-UZA projects being considered by the ITTC for inclusion in the TIP. Angelo Lombardo seconded the motion. The motion carried as follows:

AYE: Katen, Graham, Fenton, Pruitt, Jones, Lombardo, Williams, Blair, Young, Woolley, Dirkschneider, Shivers, Murphey, Trumbo, Gammon, Borelli, and LaRue

NAY: Yarbrough, Menefee, Pumphrey, Story, Cleveland, and Hopper

As desired by the committee, motion directing staff concerning modification of the STP-UZA Procedures related to eligible applicants for STP-UZA funds.

Holly Massie said the STP-UZA Procedures is the document that actually states eligible projects, eligible entities, and some general requirements for requesting STP-UZA funds. She said a request from the City of Tuttle was submitted to allow all OCARTS area entities to be eligible applicants for STP-UZA funds, rather than limiting eligibility to entities located partially or wholly within the urbanized area, which is the census designated area.

Ms. Story asked how the current requirement was established. Ms. Massie said it is an adopted policy of the ITPC. The policy states that STP-UZA funds can be spent anywhere within the OCARTS area, but as far as being an eligible applicant, that is limited to entities that are part of the UZA. Ms. Story said if an entity lies outside the UZA, how is it

able to get a project funded. Ms. Massie said the entity must request funding from ODOT.

Tim Young said the City of Tuttle finds itself in a unique situation since it is in a different COG district than most of the other cities in the OCARTS area. He said that ODOT has interpreted that since the City of Tuttle is in the OCARTS area, it theoretically has access to the urban pot of money and should not have access to the rural pot of money. Ms. Story said if they cannot get the rural money, but are in the OCARTS area, then it seems appropriate that they be included in the applicability of urbanized funding. Mr. Rex said to allow all the members within an MPO boundary to use STP-UZA monies is not atypical. It is probably more the case than not throughout the country. For whatever reason, it was a local decision to just allow those that are wholly or partially within the urbanized area to use that pot of money.

Stacey Trumbo said ODOT has a large enough pot of money that they can (if they choose to) give rural communities additional funding a lot easier than we could until those communities grow to the size that they can be counted towards our funding allocation. Craig Wallace asked how many communities we are talking about. Ms. Massie said there are 21 communities, including those that are partially in the OCARTS area: Canadian County, Piedmont, Etowa, Lexington, Slaughterville, Grady County, Tuttle, Cedar Valley, Guthrie, McClain County, Blanchard, Cole, Dibble, Goldsby, Newcastle, Purcell, Washington, Arcadia, Harrah, Jones, and Luther.

Kenneth LaRue asked if this is statutorily allowable by FHWA. He said that under the FTA rules, nonurbanized areas cannot use urbanized funds. Mr. Rex said that federal law allows the use of STP-UZA money anywhere within the MPO boundary. Isaac Akem agreed.

Ms. Massie said the STP-UZA Criteria scoring is based on regional need and where the greatest improvement to mobility and safety can be achieved. Therefore, it does tend to favor the more urban, congested areas. She cautioned that projects in rural communities are not as likely to score well. Mr. Rex said that is correct, but it does allow the possibility that if there is a hot spot or a safety issue in one of those communities, it allows them access to funding in order to mitigate that problem. Mr. Young said, in perspective, the City of Tuttle only has two miles of roadway that is off the state highway system that is functionally classified, so that is the total amount of roadway it has that is eligible for funding in the first place.

Mr. Rex said he discovered in the Stimulus project process, that in working with the smaller towns outside the OCARTS area, it is difficult to find many roads that are classified. Most of the time it is a State Highway which is not eligible for STP-UZA funding. Ms. Story commented that she is in favor of this change because the larger cities should acknowledge a responsibility to the more rural communities in the region.

Mr. Rex asked Mr. Akem if he could provide some perspective on this issue. Mr. Akem said that most regions allow entities outside the UZA to utilize the monies. He said at a recent national meeting, he talked to his colleagues from Kansas, Missouri, Kentucky, North Carolina, and Colorado, all of which said they allow STP-UZA funds to be used anywhere within the Transportation Management Area (TMA).

Mr. Lombardo said the amount of funding that is received every year is based on the population of the UZA area. He asked that if we allow this recommendation, can the extra population be included to recalculate our share. Ms. Massie said no, the federal formula is based upon the UZA population only.

James Pumphrey moved to change the STP-UZA Procedures to allow entities that lie outside the urbanized area to be eligible for STP-UZA monies. Laura Story seconded the motion.

Larry Hopper asked if a cap could be put on it. Ms. Massie said it is all based on the project scoring. Mr. Akem said it is also against regulation to do set asides.

There being no further discussion, the motion carried as follows:

AYE: Katen, Graham, Fenton, Yarbrough, Pruitt, Menefee, Jones, Pumphrey, Lombardo, Story, Williams, Blair, Young, Dirkschneider, Shivers, Cleveland, Murphey, Gammon, Hopper, Borelli, and LaRue

NAY: Trumbo and Woolley

- F. Consider recommending that the ITPC approve the resolution of support for the attached described FY 2009-11 Safe Routes to School applications.

John Sharp highlighted the information as detailed in the agenda memorandum. There being no discussion, Harry Fenton moved to recommend that the ITPC approve the resolution of support for the attached described FY 2009-11 Safe Routes to School applications. Larry Hopper seconded the motion. The motion carried.

- G. Consider recommending that the ITPC approve the addition of 1,300 employees to OCARTS, McClain County and Goldsby 2035 employment control totals. Additionally, review and comment on the preliminary 2035 TAZ by city employment projections to be used in the development of the 2035 OCARTS Plan.

John Sharp highlighted the information as detailed in the agenda memorandum. He encouraged the Committee members to check the web link for employment by TAZ, saying that ACOG would be pleased to go meet with the communities and make some maps if needed. He said that comments are due by September 25.

Harry Fenton moved to recommend that the ITPC approve the addition of 1,300 employees to OCARTS, McClain County and Goldsby 2035 employment control totals. Clark Williams seconded the motion.

Laura Story questioned the low growth projected for downtown Oklahoma City. Mr. Rex said that ACOG does not forecast employment or population numbers; that information comes from the local jurisdictions. Mr. Williams asked if the employment is broken down by SIC codes. Mr. Sharp said yes.

Mr. Hopper commented that COTPA has approached Oklahoma City since last December to work on population projections. He pointed out that traffic modeling is essential in transit planning because the federal government will not allow projects to progress unless the model shows ridership. As a result, it is important to accurately reflect employment and population densities near transit routes.

Mr. Lombardo said he has never seen the University of Oklahoma represented at any of these meetings and they are the largest employer in Norman. Mr. Sharp said ACOG has increased OU's employment numbers over the last few years. He said OU's footprint jumps over a number of our traffic analysis zones and there has been a lot of movement of university jobs and university-related jobs between north base and south base, so ACOG has adjusted some of the numbers to take care of that.

There being no further discussion, the motion carried.

IV. ITEMS FOR INFORMATION ONLY:

A. Preliminary 2035 Oklahoma City Area Regional Transportation Study [OCARTS] Population by Traffic Analysis Zone by City

John Sharp highlighted the information as detailed in the agenda memorandum, encouraging the Committee members to check the web link for the population by TAZ totals for their entity. Mr. Rex said that comments are due by September 25. There was no discussion. This item was for information only.

B. Launch of "GetAroundOK": Central Oklahoma's Rideshare Program

Meredith Williams highlighted the information as detailed in the agenda memorandum. She said the online program is a great tool and there is an opportunity to create a specialized employer's module for an entity if they contact her. She said a brochure and key chains were available at the table. There was no discussion. This item was for information only.

C. Encompass 2035 Public Kick-Off

Jerry Church said on October 6, ACOG will host its first public meeting about the Encompass 2035 OCARTS Plan. He said everyone is invited. There was no discussion. This item was for information only.

D. Status of OCARTS Area ARRA Projects

Meredith Williams said if the entity's project does not have a scheduled let date, to please contact her or Rosemarie Case at ODOT so that project can be put on the calendar as soon as possible. There was no discussion. This item was for information only.

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

Holly Massie said there will not be a meeting following this meeting to discuss the status of these projects. The FY 2009 projects all have bid opening dates which is good news. She said an estimate is provided from Rosemarie Case of the STP-UZA funds that so far have been applied to inspection and split funding of ARRA projects and that will probably be provided each month as we go forward. She encouraged the Committee members to keep working on FY 2010 projects, as the new fiscal year starts October 1.

F. FY 2009 and 2010 Unified Planning Work Program (UPWP) Reports

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

[FY 2009 – Task 2.01\(3\) Network Monitoring \(ACOG\)](#)

[FY 2010 – Task 3.01\(8\) Doc. of FY 2009 Public Involvement \(ACOG\)](#)

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

V. NEW BUSINESS

Chairman Rex said that in July, Mayor Cornett hosted a meeting to discuss funding opportunities from an ARRA discretionary grant called Transportation Investment Generating Economic Recovery (TIGER). Those in attendance at the meeting included mayors and city managers from Oklahoma City, Edmond, Norman, Moore, Midwest City and Del City. Also in attendance was Secretary Gary Ridley and ODOT staff, as well as ACOG staff.

At the conclusion of the meeting, ACOG staff was charged with developing a TIGER grant application for commuter rail service. To assist in this endeavor, ACOG staff established a working group of staff members from the communities adjacent to the commuter rail corridors identified in the 2005 Fixed Guideway Study. Due to time constraints (application was due September 15) the workgroup focused on the corridor that would make the strongest application. In the end, the group decided to submit the Tinker AFB to Bricktown corridor because it provided the best chance of being operational by the February 2012 requirement. Mr. Rex said ACOG will request approximately \$60 million for the project.

VI. ADJOURN

There being no further business, Chairman Rex adjourned the meeting at 11:27 a.m.

ACOG

Association of Central Oklahoma Governments

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

MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Changes to STP-UZA Procedures and STP-UZA Criteria & Evaluation Process

INFORMATION:

At the September ITTC meeting, the Committee approved motions to revise the *Surface Transportation Program Urbanized Area (STP-UZA) Procedures* and the *Criteria and Process for Evaluation of STP-UZA Projects* as described below:

STP-UZA Procedures:

Add language to the *STP-UZA Procedures* to allow all OCARTS area entities to be eligible applicants for STP-UZA funds, rather than limiting eligibility to entities located wholly or partially within the census-designated urbanized area boundaries.

STP-UZA Evaluation Criteria:

Add language that prohibits the substitution of lower scoring projects by an entity into the list of rated and ranked STP-UZA projects being considered by the ITTC for inclusion in the TIP (occurs during the January special ITTC meeting). Funds associated with a project that is removed from the list would be made available to other projects on the list using the ranking order.

Attached are excerpts from the *STP-UZA Procedures* and *STP-UZA Evaluation Criteria*, respectively, with the proposed new language for each. The full text of the current Procedures and the Criteria are available at the following links:

<http://acogok.org/Newsroom/Downloads09/criteria.pdf>

<http://acogok.org/Newsroom/Downloads09/procedures.pdf>

ACTION REQUESTED:

Consider recommending that the ITTC approve the attached changes to the *STP-UZA Procedures* and the *STP-UZA Evaluation Criteria*.

Excerpt – STP-UZA Procedures (pgs. 2 and 3)

Location of STP-UZA Projects

STP-UZA funds that are suballocated to the Oklahoma City Urbanized Area based on ~~2000 Census urbanized area boundaries~~ the most recent census may be spent by MPO member local governments within the Oklahoma City Area Regional Transportation Study (OCARTS) area, but may not be used on roads functionally classified as local or rural minor collectors. Additionally, STP-UZA funds will not be spent on roadways that are part of the state highway system (interstates, turnpikes, U.S. highways and state highways). ~~The local governments of Bethany, Choctaw, Del City, Edmond, Forest Park, Midwest City, Moore, Mustang, Nichols Hills, Nicoma Park, Noble, Norman, Oklahoma City, Spencer, The Village, Valley Brook, Warr Acres, Yukon, and portions of unincorporated Oklahoma, Cleveland and Logan Counties are located within the OCARTS urbanized areas (Oklahoma City UZA and Norman UZA) and are the local units of government eligible to utilize the STP-UZA funds. The Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART), the region's~~ federally-designated transit grantees, are also eligible to spend STP-UZA funds within the OCARTS area. Expenditure of STP-UZA funds is subject to these procedures and applicable state and federal regulations.

Excerpt – Criteria and Process for Evaluation of STP-UZA Funds (pg. 2)

Each project submitted for inclusion in the **first year** of the TIP proposing STP-UZA funding must be programmed through ACOG and ODOT prior to final approval of the new TIP by the MPO in May. Amendments to add projects to the first year of an existing TIP should be programmed or in the process of being programmed by the project sponsor's governing body during its next regular meeting. Projects proposing STP-UZA funding for **any year** of a new TIP must be accompanied by the documentation required by this Criteria in order to receive consideration. In accordance with 23 CFR and O.S.47, governing all federal-aid projects, each proposed project must meet the state and federal minimum standards and the most recent edition of the FHWA *Manual on Uniform Traffic Control Devices (MUTCD)* in order to be considered for STP-UZA funding. In addition, projects proposed for STP-UZA funding, must comply with the following items (as stated in the Procedures):

- (1) The proposed project must be included in, or be consistent with, the Regional Transportation Plan adopted by the Intermodal Transportation Policy Committee (ITPC).
- (2) The requesting entity must initiate consideration of the project for inclusion in the Transportation Improvement Program through completion of a TIP application form which includes a brief explanation of the project location, description of improvement, proposed funding sources, estimated cost of project by funding source, and total project cost.

Entities must select projects for which local match funds and other local expenses associated with the projects will be available, and environmental clearance, right-of-way acquisition, and utility and encroachment clearance (for construction projects) have been, or will be, accomplished within the federal fiscal year that the STP-UZA funds are made available for obligation (approved by ODOT and FHWA) by the federal government.

- (3) The requesting entity must provide the MPO with a preliminary cost estimate for each STP-UZA project, prepared by an appropriate professional for the type of project proposed. Preliminary cost estimates for construction projects must be prepared by a registered professional engineer licensed in the State of Oklahoma, and shall include information on materials, quantities, unit prices, etc. Cost estimates must be **current within 6 months** of the date of submission in order for the project to be considered for inclusion in the TIP.

Once the proposed projects are submitted by the entities for inclusion in the TIP, ACOG staff will compare the total amount of STP-UZA funds requested for each federal fiscal year to the total amount available for planning purposes. The Evaluation Criteria and Process will be utilized to arrive at a prioritized list of projects consistent with the area's anticipated federal STP-UZA funding. Following project submissions, an entity shall not substitute a lower scoring project(s) into the list of ranked projects for a higher scoring project(s). Funds associated with a project that is removed from the list will be made available to other projects on the list using the ranking order.

It will be the applicant entity's responsibility to prepare the essential information (e.g. ADT, accident severity rates, surface condition, etc.), and to submit the necessary documentation for each project being submitted for inclusion in each year of the new TIP.

ACOG

Association of Central Oklahoma Governments

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

MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

FROM: Meredith Williams, Assistant Planner
 Transportation Planning & Data Services

SUBJECT: Request for Amendments to the OCARTS Area ARRA Project List

INFORMATION:

In September, the ITPC approved a new policy that allows any entity that has let all of its projects in the June – September bid lettings to submit a new project(s) to recapture the remainder of its American Recovery and Reinvestment Act (ARRA) allocation. Entities that desire to pursue this opportunity must adhere to a schedule that would put their additional project(s) on the February 2010 bid letting. ACOG staff asked that the entities state in writing their intention to use or not use the remainder of these funds by September 30.

The following entities have requested to use their remaining American Recovery and Reinvestment Act (ARRA) allocations:

Entity	Project Description	9/30/09 ARRA Balance	Project Cost Estimate
Forest Park	Overlay NE 36th St. from Coltrane to Bartel Rd.	\$77,698	\$77,698
Guthrie	Resurface Walnut St. from Noble Ave. to Mansur St.	\$60,662	\$41,840

Entity	Project Description	9/30/09 ARRA Balance	Project Cost Estimate
Jones	Overlay Main St. (Britton Rd.) from State St. 0.5 miles east	\$93,843	\$93,843
Logan County	Resurface Kelly Ave. one mile north of Waterloo	\$111,305*	\$212,420
Luther	Overlay Luther Rd. from Hwy 66 South to First St.	\$53,320	\$53,320
Mustang	Overlay North Morgan Rd. from SW 59th St. to SW 89th St.	\$237,560	\$237,560
Oklahoma City	Overlay in OKC portion of Del City Inter-local agreement, Correct ramps on all ARRA paving projects in Oklahoma City	\$2,879,087	\$2,879,087
Oklahoma County	Overlay Luther Rd. from First St. to Edmond Rd.	\$134,698	\$134,698
Spencer	ADA corrections on previous ARRA project, Resurface Spencer Rd. from 36 th St. north ¾ of a mile	\$106,540	\$106,540
The Village	Install sidewalks adjacent to Bumpass Park on Pennsylvania Ave.	\$16,775	\$16,775
Warr Acres	Resurface N. MacArthur Ave. from NW 63rd St. to Northwest Highway	\$201,849	\$201,849

*The Town of Cashion made its ARRA balance available for Logan County to use.

The entities each acknowledge that they will not exceed their ARRA allocations and their 10% STP-UZA cap for inspection costs, overruns, and split-funding.

ACTION REQUESTED:

Consider recommending that the ITPC approve the proposed list of projects to recapture ARRA balances.



City Hall

101 N. Second Street

PO Box 908

Guthrie, OK 73044

P: 405.282.2489

F: 405.282.0192

www.cityofguthrie.com

Police Department

365 West Oklahoma

405.282.3535

Guthrie Fire

Department

Central Station

209 East Springer

405.282.4433

Municipal Services

407 Commerce

405.282.8400

Guthrie Edmond

Regional Airport

520 Airport Road

405.282.2312

Guthrie

Public Library

201 North Division

405.282.0050

Animal Shelter

415 Commerce

405.282.1776

September 29, 2009

Meredith Williams, Assistant Planner
Association of Central Oklahoma Governments
21 E. Main St., Suite 100
Oklahoma City, Oklahoma 73104

Re: ARRA Fund Balance for the City of Guthrie

On Friday, September 18, 2009, we met with the representatives of ACOG and ODOT regarding the bid that was received for the Guthrie, Coltrane paving from Seward to Lakeshore Dr. Project. We were asked if we thought of doing another project with the balance of our allocation dollars, and at the time we declined. However, after further discussion with our Interim City Manager, Wanda Calvert, we feel it will certainly benefit the City of Guthrie if we submit a second project.

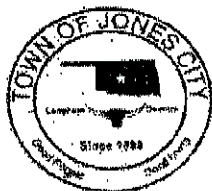
This second project was on the original stimulus submittal to ACOG. It is Walnut Street, the segment from Noble Avenue to Mansur Street, and meets the Federal Functional Classification System. The engineer's estimate on the Walnut St. segment is \$41,840, so we are certain that we will not exceed the balance of our ARRA funding of \$60,662. We will submit the environmental requirement by October 9, 2009.

If you have questions please call me at 405-282-8400, or email at mpruitt@cityofguthrie.com.

Thank you,

A handwritten signature in cursive script that reads "Maxine Pruitt".

Maxine Pruitt
Municipal Services Director
City of Guthrie
mpruitt@cityofguthrie.com



Town of Jones City
110 E. Main Street
PO Box 720
Jones, Oklahoma 73049

October 7, 2009

Association of Central Oklahoma Governments
Attn: Doug Rex
21 E. Main St. Suite 100
OKC, OK 73104

Dear Mr. Rex,

In an effort to continue with our Main Street Enhancement Project, the Town of Jones City would like to request consideration to receive the remaining unused balance of \$93,843.00 from the American Recovery and Reinvestment Act (ARRA) Fund and the remaining unused balance of \$13,226.00 from the STP-UZA Fund. The money from these funds will be used for the Town of Jones City overlay project (from State Street to Henny Road).

Thank you

Ray Poland
Mayor, Town of Jones City



MW
Rec'd. 9-24-09

COMMISSIONER MARK SHARPTON
LOGAN COUNTY DISTRICT 1

2315 S.W. 19TH STREET
GUTHRIE, OKLAHOMA 73044
marksharpton@sbcglobal.net
logancountyok.com

PHONE: (405) 282-3581
CELL: (405) 831-0837
FAX: (405) 282-8980

Sept. 23, 2009

Doug Rex
Division Director
Transportation Planning and Data Services
21 East Main, Suite 100
Oklahoma City, Oklahoma 73104-2405

Re: Unused Stimulus Monies STP-STIM(309)AG

Dear Mr. Rex,

The purpose of this letter is to provide notification as requested by ACOG at the Sept. 10, 2009 ITTC meeting that we are interested in utilizing unused stimulus monies for an additional project within Logan County District 1. Thank you for the opportunity to do so. As we understand it, according to Rosemarie Case at ODOT, we have \$62,731.00 remaining from STP-STIM(309). The City of Cashion has also graciously agreed to allow us to use their remaining stimulus monies from STP-STIM(300)AG J/P#26728(04), the amount of which is \$48,574. (See attached letter.) We have included a cost estimate for our new project, (resurfacing one mile of Kelly Ave. north of Waterloo,) as provided by Jeffrey Dixon of Mehlburger Brawley Engineering.

Again, thank you for this opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Sharpton'.

Mark Sharpton
Commissioner
Logan County District 1

cc: Holly Massie, Special Programs Officer, ACOG

enc

Calvin Reasoner
Board Member

Carolyn Nelson
Board Member

Brian Smith
Mayor/Board Member



TOWN OF CASHION

P.O. Box 27, 102 S. Main
Cashion, Oklahoma 73016

Office (405) 433-2243
Fax (405) 433-2685

September 15, 2009

Doug Rex
Division Director
Transportation Planning and Data Services
21 East Main, Suite 100
Oklahoma City, Oklahoma 73104-2405

RE: Unused Stimulus Monies – Town of Cashion

Dear Mr. Rex,

Thank you for the opportunity made available to us through ACOG for accessing ARRA funds to pave one mile of County Line Road, a major collector within the Town of Cashion. We look forward to this forthcoming improvement and understand that the bid for the project came in under projected costs, leaving a surplus of \$48,574. Since this funding can only be applied to major collector roads and the Town of Cashion contains no other areas which meet the criteria for use of the funding, it is our request that unused monies be made available to Logan County District 1 to apply toward a road improvement project.

Again, thank you for including the Town of Cashion in your regional planning efforts.

Sincerely,

A handwritten signature in black ink, appearing to read 'B. Smith', is written over a white background.

Brian Smith
Mayor

cc: Holly Massie, Special Programs Officer, ACOG



P.O. Box 56, 119 S Main St, Luther, Ok 73054
Phone: 405-277-3833 ~ fax: 405-277-9965 ~ TDD: 866- 619-9616

September 29, 2009

Association of Central Oklahoma Governments
Meredith Williams
21 E Main Street, Suite 100
Oklahoma City, OK 73104-2405

Reference: LETTER OF INTENT: ARRA Funds for Luther, OK

Dear Ms. Williams:

The Town of Luther would like to try to use the funds that are left over in the amount of \$53,320.00. We understand that we are not to exceed this amount, and if so that local funds will cover any amount above and beyond.

Project:	Cost:
Overlay Luther Rd from Hwy 66 South to 1 st St.	\$53,320.00

If additional information is needed please call me at 277-3833.

Sincerely,

Shanna Miller
Town of Luther
Clerk/Treasurer

Mayor Landrith
Councilman Adams
Councilwoman Moon
Councilman Green
Councilman Bryan
Councilwoman Hagan
Councilwoman Callahan

City of Mustang

Mike Rutledge
Interim City Manager

Council-Manager Form of Government

376-4521

1501 N. Mustang Road

Mustang, Oklahoma 73064

September 30, 2009

Rosemarie Case
ODOT

Re: ARRA Projects

To Whom it May Concern:

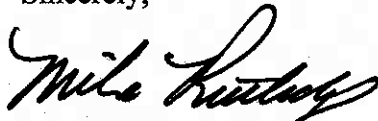
Thank you for your assistance in the ARRA project attached. This project being submitted for your review consists of milling of existing pavement, base repair, and a 2" asphalt overlay. The project length is as follows:

North Morgan Road from a starting point located at the intersection of SW 59th Street and Morgan Road, extending south to State Highway 152; also South Morgan Road extending from State Highway 152 south to SW 89th Street. The total length of this project is +/- 2 miles.

There will be no drainage improvements and no modification to access points. There will not be any alterations to width or length of the project site and no additional right-of-way will be required.

If you need additional information, please let me know.

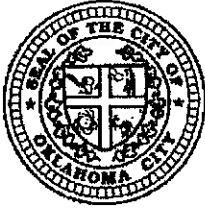
Sincerely,



Mike Rutledge
Interim City Manager

A City with a Vision

www.cityofmustang.org



The City of
OKLAHOMA CITY
Department of Public Works

September 30, 2009

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

RE: Remaining ARRA Allocations

Dear Ms. Massie:

Listed are the City of Oklahoma's projects for the remaining ARRA allocations;

Location	Description	Estimate
SE 44 th Bryant Ave to Sooner Rd	Mill & Overlay in OKC Portion; Dell City Inter- local Agreement	\$400,000
ADA Ramp Replacement	Correct Ramps Constructed on all ARRA Paving Projects in Oklahoma City	\$2,479,087
Total		\$2,879,087

Should you have any questions or need further information, please contact Ed deGraffenried at 297-3969.

Sincerely,


Dennis Clowers, P.E., Director
Public Works Department

Pc: Public Works Department
Laura Story, P.E.

H:\ELD\letters\alt arra remaining allocations.doc



OKLAHOMA COUNTY ENGINEERING DEPARTMENT

320 Robert S. Kerr, Suite 101 • Oklahoma City, OK 73102-3431
(405) 713-1495 • FAX (405) 713-1775

Stacey Trumbo, P.E.
County Engineer

ACOG

SEP 30 2009

BY JLS

September 30, 2009

Meredith Williams

Assistant Planner



Transportation Planning & Data Services

Association of Central Oklahoma Governments

21 E. Main St., Suite 100, Oklahoma City, OK 73104
Telephone: (405) 234-2264 Website: <http://www.acogok.org>

Dear Meredith,

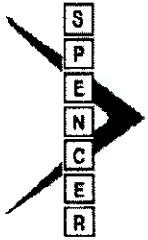
Attached please find a description of AARA project request. Forest Park, Jones, Luther, and Oklahoma County will extend the previous projects at an estimated cost of \$325,000.00, being within the remaining allocation. We request a mandatory tie when bidding this package.

Sincerely,

A handwritten signature in blue ink that reads "Stacey Trumbo".

Stacey Trumbo, P.E.
County Engineer

Attachments



CITY OF SPENCER
OFFICE OF THE CITY MANAGER

PO Box 660/8200 NE 36th Street
Spencer, Oklahoma 73084
405-771-3226 phone 405-771-3228 fax
spencercitymanager@sbcglobal.net

October 1, 2009

Meredith Williams, Assistant Planner
Transportation Planning & Data Services
Association of Central Oklahoma Governments
21 E. Main St., Suite 100
Oklahoma City, OK 73104

Dear Ms. Williams,

The City of Spencer is excited to inform you of our plans for the Access to Recovery program administered by your organization.

After talks with Oklahoma County and our Engineer, Warren Peacock, The City of Spencer wishes to apply the remainder of its Access to Recovery funds of \$106,539 to resurface Spencer Road beginning at 36th and going north approximately $\frac{3}{4}$ of mile toward Old Town Spencer. To cover costs of the engineering plans, environmental reports, possible overruns, and other fees, the City requests access to the \$14,124. Oklahoma County estimated that we will be able to bring the project under the budget of \$106,539 by bidding projects in a block

If you require other information, please contact me using the information provided in the heading of this letter.

Sincerely,

Nicole Mukes
City Manager

Vision Statement: "The Good Neighbor City" where quality of life is available to all.

Mission Statement: To promote the existing peaceful atmosphere while providing quality services to our community through public awareness, public safety, communication and beautification utilizing **economic development.**



CITY OF THE VILLAGE

2304 MANCHESTER DR.
THE VILLAGE, OK 73120-3729
PHONE (405) 751-8861 V/TDD
FAX 748-7352 - EMAIL city_hall@thevillageok.org

OFFICE OF THE CITY MANAGER
BRUCE K. STONE

September 28, 2009

Meredith Williams, Assistant Planner
Transportation Planning & Data Services
Association of Central Oklahoma Governments
21 E. Main St., Suite 100, Oklahoma City, OK 73104

Re: Unused ARRA Allocation STP-STIM(419)AG.

Dear Ms. Williams:


The City of The Village wishes to utilize the City's remaining ARRA allocation of \$16,775 to install sidewalks adjacent to Bumpass Park on Pennsylvania Avenue. This location is next to the City's ARRA Project STP-STIM(419)AG. The new sidewalks will connect to ADA ramps currently being installed pursuant to STP-STIM(419)AG.

The City intends to extend the sidewalk as far as funds will allow, but not less than one complete block. The City proposes to extend sidewalks for complete blocks from ADA ramp to ADA ramp (curb to curb). Local funds will be used to pay for any portion of the project that is not funded with federal funds.

Finally, it would be the City's intent to place this project ODOT's earliest bid list.

Please let me know if you require additional information.

Sincerely,


Bruce K. Stone
City Manager

City of Warr Acres

5930 N.W. 49th Street
Warr Acres, Oklahoma 73122-4123
City Hall - 789-2892
Fax - 787-5432

ACOG

OCT 01 2009

BY JLS

September 30, 2009

Mr. Douglas W. Rex, Division Director
Association of Central Oklahoma Governments
21 E. Main Street, Suite 100
Oklahoma City, OK 73104-2405

Re: March 2009 ARRA Funding
City of Warr Acres Additional Project

Mr. Rex:

We appreciate the action taken by the Intermodal Transportation Technical Committee at their meeting this morning extending the opportunity for members such as Warr Acres to recapture the remaining funds from our 2009 ARRA Funding allocation for an additional project. The City of Warr Acres requests that the following project be added:

N. MacArthur Avenue from north of NW 63rd Street to South of Northwest Highway

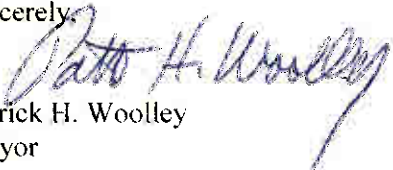
The project includes approximately 4,300 feet of four lane roadway. It will be an asphalt resurfacing project consisting only of milling and overlay with no excavation required. The project will have a base bid for the south 2,400 feet plus two add alternates continuing north of 950 feet each. This project is entirely within the city limits of Warr Acres.

We estimate the cost of the base bid to be approximately \$148,000. We estimate the cost of Add Alternate # 1 to be approximately \$52,000 and the cost of Add Alternate #3 to be approximately \$80,000. We request that the budget for this project be established at approximately \$200,000. Should the base bid and all the alternates come in over that figure, Warr Acres will either delete Add Alternates as needed or will supplement the project with local funds.

The Warr Acres City Engineer has already been instructed to complete the environmental and plan submittals in accordance with the dates set forth in your memorandum dated September 3. Our goal is to have this project on the January 2010 bid letting.

Please let us know immediately if you require any additional information.

Sincerely,


Patrick H. Woolley
Mayor

ACOG

Association of Central Oklahoma Governments

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

MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Proposed Goals and Strategies for the Encompass 2035 Plan

INFORMATION:

Central Oklahoma's transportation plan – Encompass 2035 – will be a long-term vision for the region's transportation system based upon locally developed goals and strategies. The plan will identify affordable major transportation investments that provide the best transportation solutions to accomplish the region's goals.

The Federal Highway and Federal Transit Administrations, through the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), have identified eight planning factors¹ that all metropolitan transportation plans are required to address. The attached draft goals and strategies are reflective of these federal requirements.

Development of the Encompass 2035 goals began with staff's identification of the following 10 characteristics that are reflective of public opinion derived from the Encompass 2035 survey conducted earlier this year: community, connectivity, economic strength, environmental responsibility, equity, livability, maintenance, options, performance, and safety and security. Each characteristic was subsequently expanded into a goal statement, and several strategies to accomplish each goal were developed.

¹ SAFETEA-LU Planning Factors – (1) Support the economic vitality of the metropolitan area, (2) Increase the safety of the transportation system for motorized and non-motorized users, (3) Increase the security of the transportation system for motorized and non-motorized users, (4) Increase the accessibility and mobility of people and freight, (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns, (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight, (7) Promote efficient system management and operation, and (8) Emphasize the preservation of the existing transportation system.

The attached goals, strategies and challenges were recently presented to ACOG's Intermodal Transportation Policy Committee (ITPC) and to the public for review and comment during the October 6, 2009 Public Kickoff meeting.

Please review the following goals and strategies and advise if there are any changes you would recommend. They will be presented to the ITPC for approval at its October meeting.

ACTION REQUESTED:

Consider recommending that the ITPC adopt the attached goals and strategies for the Encompass 2035 Plan.

To shape a vibrant, dynamic and comprehensive transportation system, we need to make sure all voices are heard on what the future system will look like, how it will be designed and what it will accommodate. Communication is a two-way street. As planners, we need to listen to what people have to say and build on that interaction.

Strategies

- Use new-media and emerging communication tools.



People use the Internet and their cell phones as primary modes of communication and information gathering. We will take advantage of these evolving opportunities in spreading the word about transportation and the plan development.

- Simplify language used in the communication process.



Central Oklahomans don't need to be bogged down by technical or government language. We will state things simply and to the point.

- Make dialogue comprehensive and inclusive.



Central Oklahomans need to have confidence that when they express their thoughts and opinions, their comments will be given full consideration in the process.

- Support local engagement with citizens and cooperation with other communities.



Central Oklahoma functions as one regional community. While dialogue between citizens and planners is vital; cities, towns, and counties also need to communicate with each other.

- How can we inspire people to engage in the planning process?
- How do we provide equitable consideration for differing views?
- What can we do to reach out to under-represented and disadvantaged populations?
- Can we realistically imagine the future beyond the here and now?
- How can we bridge the technology disconnect?

Connectivity

Develop connections among all types of transportation.

Our high quality of life depends on how well the different modes of transportation are integrated and connected. A seamless transportation network should effectively carry people and goods to where they need and want to go.

Strategies

- Provide efficient connections within and between modes and facilities.



Reliable, convenient, and well-connected transportation modes are essential to providing efficient movement of goods and effective services for all Central Oklahomans.

- Improve integration of transportation and land use.



Coordination of transportation and land use planning will reduce automobile trips, decrease travel time, enhance mobility, and preserve agricultural and recreational lands.

- Invest in projects that complement the existing transportation infrastructure.



We want to build on our existing transportation network by selecting those projects that provide the greatest benefit to the region, such as park-and-ride lots, sidewalks, and bike racks.

Challenges to consider:

- How do we mitigate transportation impacts of sprawl?
- How do we improve coordination among transportation providers?
- How do we encourage local entities pass a bike ordinance enforceable by law enforcement officers?

Economic Strength

Promote economic vitality through enhanced mobility.

Central Oklahoma is the crossroads of two major interstates that connect the region to the nation's borders – I-35 and I-40, the Burlington Northern Santa Fe and Union Pacific Railroads, and Will Rogers World Airport. Seamless connections among these and other transportation facilities is the foundation of commerce, economic growth, access to jobs, and personal mobility.

Strategies

- Improve the efficiency of the existing transportation system.



Time is money. Roadway design, maintenance, signalization, signage, and technology help improve traffic flow, reduce accidents, bottlenecks, and congestion. Efficient public transportation must be reliable, on time, and frequent.

- Improve accessibility to regional employment centers.



The transportation system should provide the opportunity for all people to gain access to jobs through a variety of travel options. Among other modes of travel, public transportation that serves large employment centers will enhance the region's economic vitality.

- Encourage mixed use development.



Travel can be significantly reduced through development that meets residential, employment, retail and/or service needs at a single or nearby location. Mixed use development reduces sprawl, reduces costs associated with public infrastructure (roads, water, sewer, etc.), and can lessen congestion and air pollution.

- Improve freight transportation by increasing options for goods movement.



Freight is transported in various ways—truck, rail, water, air or pipeline. Most freight transportation begins and ends with a truck, which underscores the need for an efficient roadway network. Where multiple modes are involved, commerce is dependent upon an integrated transportation system and adequate intermodal facilities for seamless transfers.

Challenges to consider:

- How do we encourage land use policies that function effectively?
- How do we accurately forecast economic conditions and future growth?
- How do we plan for desired improvements with limited financial resources?
- How do we reconcile long-term planning with immediate needs and trends?

Environmental Responsibility

Minimize environmental impact created by the development and maintenance of the transportation system.

Emissions from transportation are currently growing faster than from any other source. For a healthy environment, we need to reduce vehicle emissions by using less fuel-intensive transportation and making system improvements.

Strategies

- Continue regional air quality education efforts and promote ridesharing.



We encourage environmentally-friendly travel behavior that achieves better fuel efficiency and helps reduce the overall number of automobile trips.

- Encourage land-use patterns of development that reduce travel distance.



Driving less uses less fuel and prevents harmful emissions.

- Promote alternative modes of transportation.



To reduce the number of automobile trips, we need to focus on other transportation modes, such as biking, carpooling, rail, transit, and walking.

- Encourage use of alternative energy and cleaner-burning fuels.



We should increase the use of alternative fuels, such as natural gas, biofuels, and hydrogen; use better technology to make vehicles more efficient; and expand infrastructure to support these alternatives.

- Improve network efficiency.



The implementation of transportation strategies, such as idle reduction and signal timing, can help reduce fuel consumption and emissions.

Challenges to consider:

- How do we achieve greater emission reductions with voluntary programs?
- How do you measure the value of public outreach programs?
- How do we encourage people to adopt more environmentally friendly transportation habits?
- How do we promote greater coordination among multiple agencies?

Equity

Provide transportation access for everyone.

All Central Oklahomans deserve access to transportation. However, many obstacles can stand in the way, such as great distances between necessary destinations, inability to purchase or drive an automobile, inaccessible or incomplete information about available transportation services, and possible difficulties in speaking or reading the English language.

Strategies

- Ensure that transportation improvements and services are provided equitably.



Transportation improvements and services in Central Oklahoma will be provided without discrimination on the grounds of race, color, national origin, disability/handicap, sex, age, or income of the transportation system user. Transportation improvements and services will be provided not only in the urban part of Central Oklahoma, but also in the suburban and rural areas.

- Construct and maintain accessible sidewalks and provide better pedestrian crossings.



Sidewalks and pedestrian crossings are used not only for recreational walking, but also to catch the bus, to reach parking lots, and other purposes. Sidewalks must have curb cuts and pedestrian crossings should use safety technologies.

- Expand and maintain a safe and secure public transportation system that provides accessible fleets, centers, and sheltered stops.



Buses and transit centers must be equipped to accommodate people with limited mobility and disabilities, while transit stops need to provide shelter from the elements.

- Expand paratransit service beyond the minimum federal requirement.



Expanding the paratransit service area will greatly enhance travel options and mobility for Central Oklahomans with disabilities.

- Improve access and coordination between human service agencies as well as public and private transportation providers.



Coordination between human service agencies and transportation providers will ensure that people are able to find the transportation services they need, and that resources will not be wasted by a duplication of effort.

- Provide more materials in languages other than English where feasible and appropriate.

Not all Central Oklahomans speak or read English. When reasonable, transportation-related materials will be provided in other languages.

Challenges to consider:

- How do we encourage communities to construct more sidewalks?
- How do we better plan for an aging population?
- Where will sufficient and reliable funding sources for public transportation come from?

Livability

Integrate land use and transportation for more livable, healthy communities.

In order to enhance the quality of life in Central Oklahoma, we can encourage people to live healthy, active, and happy lives by promoting alternate forms of transportation and land uses, as well as strengthening neighborhood connections.

Strategies

- Increase accessibility to and between centers of activity.



Increase access to all transportation modes, and remove barriers so that every Central Oklahoman can get around with ease.

- Strengthen integration of land use and transportation to create active, healthy communities.



Improve the connections among parks, residential areas, commercial districts, and transportation corridors. Provide guidance to municipalities regarding pedestrian and transit oriented development.

- Promote alternate transportation including biking, carpooling, rail, transit, and walking.



The automobile is just one of the many methods of transportation.

- Encourage visually attractive streetscapes.



Attractive streetscapes encourage economic and social activity. The region should promote such developments, preserve views and landscapes, and incorporate existing green spaces, where appropriate and possible.

- Improve and increase walkability of the region.



Encourage municipalities to develop sidewalks and trails that provide adequate safety features for pedestrians and vehicles. Communities should adopt pedestrian oriented ordinances that support a safe, reliable, and complete sidewalk and trail network.

Challenges to consider:

- How do we manage sprawl?
- How do we overcome the historical focus on the automobile?
- How do we encourage land use policy and development that supports alternative modes of transportation?

Maintenance

Maintain and improve the quality of the transportation system.

To ensure a high quality transportation system, maintenance of the current and future transportation network is of high importance. A well-maintained system allows for the efficient movement of people and goods. Continuous monitoring of the network will allow planners to more adequately provide the limited resources to identified areas of concern.

Strategies

- Preserve existing and future transportation investments.



Budget appropriate funding to complete maintenance for road and bridge infrastructure. Perform regularly scheduled maintenance on all public transit vehicles to ensure reliability and safety.

- Establish maintenance priorities through data collection and analysis.



Monitor the transportation system by reviewing pavement condition, bridge deficiencies, travel delay, traffic signal timing and crash locations. Work with local communities to gather appropriate information.

- Decrease unnecessary bridge and roadway wear and tear.



Post bridge weight limits and underpass clearance heights, and reduce bridge deterioration through preventative painting and sealing. Utilize weigh stations to discourage overloading and reduce roadway damage.

Challenges to consider:

- How do we keep up with limited resources?
- Can we preserve the system we currently have?
- How do we improve enforcement of legal weight limits?

Options

Enhance transportation choices for the movement of people and goods.

Here in college football country, the term option has a different connotation. However, providing options in transportation means creating choices that will reduce household transportation costs, strengthen local economies, lower traffic congestion, and reduce reliance on foreign oil. To truly provide transportation options, we must go above and beyond what we've done in the past.

Strategies

- Enhance the region's existing transit service.



Expand the existing bus service throughout the region to provide an effective transportation option for all Central Oklahomans.

- Explore the development of rail-based public transportation and other fixed guideway technologies.



Evaluate and implement the recommendations of the 2005 Fixed Guideway Study and the Regional Transit Dialogue.

- Expand regional bicycle and pedestrian networks.



Continue to build a safe, coordinated network that is a healthy and environmentally-friendly alternative.

- Promote improvements for more efficient goods movement.



Better access to markets will reduce the cost of products and increase delivery reliability.

- Maintain and improve the regional street and highway network.



It is critical to preserve the current system and expand when and where appropriate.

- Encourage all regional entities to construct sidewalks and create a master sidewalk plan.



Sidewalks are the backbone of the pedestrian transportation system. An insufficient sidewalk system compromises safety by forcing people to use busy streets.

Challenges to consider:

- We are so far behind, where do we start?
- How do we make a difference with limited funds?
- How do we build consensus for funding non-road projects?

Performance

Increase the efficiency and reliability of the transportation system.

It is essential that our transportation system performs to the best of its abilities. Inefficiencies and system malfunctions lead to travel delays, congestion, traffic incidents, and losses in economic productivity.

Strategies

- Maximize the system by implementing enhanced operation and management techniques as well as technologies.



Intelligent Transportation Systems (ITS) technologies can help improve our existing transportation system. For example, changeable message signs have the ability to inform drivers of traffic delays and road conditions.

- Influence travel behavior by supplying traffic information and alternative travel options.



For every person that carpools, there is one less car on the road. By promoting alternative travel options, such as ridesharing or transit, our transportation system will experience less congestion and perform more efficiently.

- Increase system reliability by identifying and fixing problem locations.



There are places where bottlenecks and incidents frequently occur. We must be diligent in correcting these spots to make sure that recurring delay does not diminish the quality of life and economic vitality.

- Increase capacity where needed.



Sometimes the best answer to improving system performance is adding more lanes, building new roadways, or increasing transit services.

Challenges to consider:

- How can we encourage a stronger focus on improving system efficiencies?
- How can we promote more multi-jurisdictional cooperation on traffic operations?

Safety and Security

Provide a safe and secure transportation system.

It is crucial to reduce the number and severity of accidents, just as it is important to effectively manage incidents through close coordination among transportation providers, system managers, and the emergency management community.

Strategies

- Improve design, construction, and maintenance of infrastructure to reduce accidents, injuries, and fatalities.



Proper road maintenance and the use of safety related improvements, such as lighting, dedicated bike lanes, cable barriers and rumble strips, greatly enhance safety.

- Educate the public on safety issues and skills.



Public education on safe driving behavior is provided through ongoing campaigns, such as Oklahoma's "Click it or ticket" initiative, or through national programs, such as "Nation Child Passenger Safety Week" or "Safe Routes to School". Brochures and other resources on various safety topics are also available for distribution to the public. Emphasis must be placed on educating the new generation of drivers and riders.

- Cooperatively implement traffic incident management techniques.



Traffic management includes the coordinated use of resources to reduce the duration and impact of incidents, and improve the safety of motorists, crash victims, and emergency responders alike. Such management techniques include early detection through roadway sensors, enhanced Wireless 911, and the quick clearance of crash sites to prevent secondary accidents.

- Promote enforcement of traffic laws and advocate for development of new safety policies.



Implementation of safety rules and enforcement of traffic laws are essential to discouraging unsafe driving and removing drivers from the roadway, who pose a hazard.

- Ensure the security of the transportation system.



The transportation system is designed for accessibility and efficiency, which makes it a perfect target for anyone seeking to disrupt travel and commerce. Reasonable measures must be taken to put in place and maintain a system of threat deterrence, protection, and response.

Challenges to consider:

- How do we foster better communication between transportation and emergency management professionals?
- How can we reduce bad driving behavior?

ACOG

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Final 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Employment by Traffic Analysis Zone by Entity

INFORMATION:

At the September ITTC meeting, staff presented preliminary 2035 employment by place of work at the traffic analysis zone (TAZ) level for review and comment. Staff received some comments from local staff and these were incorporated into a final run of the Growth Allocation Model (GAM).

Traffic zone maps by entity with associated tables listing the final 2035 employment control totals by entity by **traffic analysis zone** are available at the following web link: <http://acogok.org/Newsroom/Downloads09/final2035emptaz.pdf>.

ACTION REQUESTED:

Consider recommending that the ITPC approve the 2035 TAZ by entity employment projections to be used in the development of the 2035 OCARTS Plan.

ACOG

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

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MEMORANDUM

DATE: September 8, 2009

TO: Intermodal Transportation Technical Committee

FROM: John Sharp, Program Coordinator
Transportation Planning & Data Services

SUBJECT: Final 2035 Oklahoma City Area Regional Transportation Study (OCARTS) Population by Traffic Analysis Zone by Entity

INFORMATION:

At the September ITTC meeting, staff presented preliminary 2035 population by place by traffic analysis zone (TAZ) level for review and comment. Staff received some comments from local staff and these were incorporated into a final run of the Growth Allocation Model (GAM).

Traffic zone maps by entity with associated tables listing the final 2035 population control totals by entity by **traffic analysis zone** are available at the following web link:
<http://acogok.org/Newsroom/Downloads09/final2035poptaz.pdf>.

ACTION REQUESTED:

Consider recommending that the ITPC approve the 2035 TAZ by entity population projections to be used in the development of the 2035 OCARTS Plan.

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Request for Amendments to the FFY 2010 Transit Element of the 2010-2013 OCARTS Area Transportation Improvement Program (TIP) by CART

INFORMATION:

Cleveland Area Rapid Transit (CART) has submitted a revised program of projects for the Norman bus system for amendment of the FFY 2010 Transit Element of the FFY 2010-2013 OCARTS Area TIP.

The attached table reflects a revised capital and operating budget for FFY 2010, which will bring CART's planned funding allocations in line with the Sec. 5307 Urbanized Area Formula Funds being provided by the Federal Transit Administration.

Upon approval, the attached table will supersede and replace the FFY 2010 CART Transit Element of the FFY 2010-2013 OCARTS Area TIP approved by the MPO on May 28, 2009.

ACTION REQUESTED:

Consider recommending that the ITPC amend the FFY 2010-2013 OCARTS Area TIP by replacing the CART FFY 2010 Transit Element with the attached program of projects, as requested by CART, and to submit the same to the Oklahoma Department of Transportation (ODOT) for inclusion in the Statewide Transportation Improvement Program (STIP).



Transportation Operations Center 510 E. Chesapeake, Norman, OK 73019

Phone: 405.325.2278 Fax: 405.325.7490 www.ridcart.com

ACOG

JUL 10 2009

BY JLS

July 8, 2009

Holly Massie - Special Programs Officer

Association of Central Oklahoma Governments

21 E. Main Street, Suite 100

Oklahoma City, OK 73104-2405

RE: CART Amendment to the 2010 TIP

Dear Holly,

Please find included with this letter the amended Transportation Improvement Plan for Cleveland Area Rapid Transit for Fiscal Year 2010. The proposed amendment is being submitted in order to have it considered by the Intermodal Transportation Technical and Policy Committees.

This amendment request will bring in line the planned funding allocations with the actual amount of 5307 funds allocated from the Federal Transit Administration.

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

Sincerely,

A handwritten signature in black ink that reads "Cody Ponder". The signature is written in a cursive style.

Cody Ponder

Planning & Grants

norman's public transportation



Printed on 100% post-consumer recycled paper.

FY2010 T.I.P. Funding Amounts

I. CAPITAL AND OPERATING				
A. Preventive Maintenance	FTA Sect 5307 (80%/20%)	400,000	100,000	500,000
B. ADA Complimentary Paratransit Service	FTA Sect 5307 (80%/20%)	140,754	35,189	175,943
C. Operating Assistance	FTA Sect 5307 (50%/50%)	674,795	674,795	1,349,590
D. Electronic Fareboxes	FTA Sect 5307 (80%/20%)	200,000	50,000	250,000
E. 1 35' Replacement Diesel Bus*	FTA Sect 5309 (83%/17%)	290,500	59,500	350,000
F. JARC Services	FTA Sect 5316 (50%/50%)	86,769	86,769	173,538
SUBTOTAL CAPITAL & OPERATING		1,792,818	1,006,253	2,799,071
II. PLANNING PROJECTS				
A. Planning Activities of the UPWP	FTA Sect 5307 (80%/20%)	192,000	48,000	240,000
SUBTOTAL PLANNING		192,000	48,000	240,000
GRAND TOTAL		1,984,818	1,054,253	3,039,071

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

Note: All Sec. 5307 and 5309 Rolling Stock Items are 83%/17%. All other capital, planning, and paratransit projects are 80%/20%. All operating Projects are 50%/50%.

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: ARRA Policy Update

INFORMATION:

Since the September meeting, new information has come to light concerning expenditure of American Recovery and Reinvestment Act (ARRA) Funds, also known as Stimulus funds.

ARRA Authorization Deadline:

Originally, ACOG staff was under the impression that ARRA funds were required to be authorized by September 30, 2010. However, we were recently advised by Oklahoma Department of Transportation (ODOT) and Federal Highway Administration (FHWA) staffs that all ARRA funds are required to be obligated within one year from their date of apportionment, which will be **March 2, 2010**. In order for federal funds to be authorized (obligated) for a specific project, it must receive environmental clearance from FHWA and right-of-way clearance from ODOT. The law further provides that any state that has ARRA funds left unobligated after March 2, 2010 will lose those funds and will not be eligible to receive redistributed ARRA funds from other states that fail to obligate all of their ARRA allocation. September 30, 2010 is the date that any redistributed ARRA funds will have to be obligated.

Status of ACOG ARRA Funds:

To date, during the June through September 2009 ODOT bid lettings, ACOG has obligated \$20,069,316 of its total ARRA allocation of \$33,670,253, or 60 percent. For projects that have not yet been let, including the new projects reflected in [Agenda Item III-B](#), the total ***estimated*** ARRA funds to be obligated is \$13,435,548, leaving a balance of \$165,389. Of course, these amounts will change since the estimated costs and actual bid amounts will vary. Given the anticipated utilization of essentially all of the region's ARRA funds and the March 2, 2010 authorization deadline, there is **no need for a second call** for ARRA projects.

Balancing the Difference:

There are three situations that prevent complete expenditure of all of the region's ARRA funds: (1) most ARRA projects are being split funded with at least one percent of the bid amount being funded with STP-UZA funds, leaving a small amount of unused ARRA funds, (2) bids have been lower than the estimates leaving more ARRA funds unused than anticipated, and (3) any ARRA project that does not receive environmental and right-of-way clearance so that it can be authorized by March 2, 2010 will result in unspent ARRA funds. All of these variables make it impossible to spend all ARRA funds down to the penny.

In order to mitigate these issues and ensure that all of the region's ARRA funds are authorized by March 2, 2010, ODOT staff has recommended that ACOG consider trading some of its FFY 2010 STP-UZA funds for ARRA funds on a STP-UZA project(s) that will be authorized by that date. Since all projects that will utilize ARRA funds must be certified by the governor, the MPO will need to provide ODOT with the STP-UZA project(s) and estimated ARRA funds that would be applied to the STP-UZA project(s) in early December.

Staff will continue to gather information about this proposal and will bring an action item to the ITTC and ITPC in November that outlines a specific methodology for authorizing all of the region's ARRA funds by March 2, 2010.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Amendment to the FFY 2009-2012 OCARTS Area Transportation Improvement Program
by ODOT

INFORMATION:

The attached letter from the Oklahoma Department of Transportation (ODOT) lists two projects authorized last month by the Federal Highway Administration with FFY 2009 federal funds. The projects are right-of-way acquisition and utility adjustment along a four-mile segment of US-77 north of SH-39 in Lexington, which were authorized with state Surface Transportation Program (STP) funds and soft match credit.

These projects were not received by the MPO in time to obtain ITTC review and ITPC approval for amendment of the FFY 2009 element of the previous TIP, which expired September 30, 2009. FHWA has provided project authorization conditional upon ODOT bringing these items to the MPO for information.

ACTION REQUESTED:

None. For information only.



OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

ACOG
 SEP 25 2009
 BY JLS

September 25, 2009

Mr. John G. Johnson, Executive Director
 Association of Central Oklahoma Governments
 21 E. Main, Suite 100
 Oklahoma City, Oklahoma 73104

Dear Mr. Johnson:

The Oklahoma Department of Transportation requests that the Federal Fiscal Year 2009-2012 Transportation Improvement Program (TIP) be amended to include the following project(s):

TIP YEAR		FUNDING
Add FFY 2009	Cleveland County US 77: From SH 39 in Lexington, North 4.05 miles Right-of-Way Acquisition Project No: STPY 114 C (165)RW Job Piece: 20997(08)	FED=\$2,881,000 OTHER=\$0 TOTAL=\$2,881,000
	Cleveland County US 77: From SH 39 in Lexington, North 4.05 miles Utility Adjustment Project No: STPY 114 C (166)UT Job Piece: 20997(09)	FED=\$1,650,000 OTHER=\$0 TOTAL=\$1,650,000

These projects have been advertised as part of the FFY 2009 – 2012 Statewide Transportation Improvement Program. If you have any questions concerning this amendment request, please contact Dawn Borelli at (405) 521-6433

Sincerely,

Ginger McGovern, P.E.
 Planning & Research Division Engineer

GM:DCB

c: FHWA

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

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Availability of the FFY 2010-2013 OCARTS Area Transportation Improvement Program

INFORMATION:

October 1 marked the beginning of a new federal fiscal year and the effective date of the new FFY 2010-2013 OCARTS Area Transportation Improvement Program (TIP). The TIP was approved by the Intermodal Transportation Policy Committee on May 28, 2009 and by the Oklahoma Department of Transportation on June 22, 2009.

Copies of the FFY 2010-2013 OCARTS Area TIP will be available at the upcoming meeting. The document is also available on ACOG's website and can be downloaded at: <http://www.acogok.org/Newsroom/Downloads09/finaltip201013.pdf>.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Schedule for Preparation of the FFY 2011-2014 OCARTS Area TIP

INFORMATION:

In the coming months, the ACOG staff, in cooperation with each OCARTS community, the Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART), local airport operators and others will prepare the next transportation improvement program (TIP) for central Oklahoma for FFY 2011-2014 (October 1, 2010-September 30, 2014).

The TIP includes specific transportation projects and services to be funded with federal, state and local funds over a four year period, as required by federal law. Other federal requirements are that all projects included in the TIP be consistent with the adopted long-range transportation plan and that the total funds reflected in each year of the TIP be within the limits of federal, state and local funding anticipated to be available.

In recent years, ACOG has prepared a new TIP annually for incorporation into the Statewide Transportation Improvement Program (STIP), which was prepared by ODOT every two to three years. In order to improve consistency between the metropolitan TIPs and the STIP, the MPOs (INCOG in Tulsa, Lawton, and ACOG) and ODOT plan to prepare new documents on a biennial basis, beginning with the FFY 2011-2014 TIP and STIP. However, ACOG will continue to conduct an annual call for projects for prioritization of the region's Surface Transportation Program Urbanized Area (STP-UZA) funds for amendment into the TIP and STIP as needed.

The following page provides key dates associated with preparation of the OCARTS Area TIP that identify when ACOG will provide our local and state partners with TIP-related information, deadlines for returning project information to ACOG, and dates for committee review and action on the preliminary and final FFY 2011-2014 OCARTS TIP:

FFY 2011-2014 OCARTS Area TIP Preparation Schedule

Date	Activity
Nov. 2, 2009	ACOG staff will email/mail correspondence, application forms and STP-UZA project ranking worksheets to OCARTS entities to solicit local government projects
Nov. 9, 2009	ACOG will email correspondence to COTPA, CART, ODOT Transit Programs Division and area airports to solicit projects for the Transit and Airport Elements of the TIP
Dec. 15, 2009	Deadline for local governments to return completed application forms, STP-UZA project ranking worksheets and supporting documentation to ACOG for review
Dec. 15, 2009	ACOG to receive proposed TIP projects and cost estimates from COTPA, CART, ODOT Transit Programs Division and area airports
Jan. 2010	ITTC to hold a special meeting to develop recommendations for STP-UZA projects to be included in the preliminary FFY 2011-2014 TIP
Jan. 2010	ODOT to provide ACOG with a list of OCARTS area state-sponsored highway, enhancement, county road and other projects proposed for the TIP
Jan. 28, 2010	STP-UZA project recommendations from special ITTC meeting included in ITPC agenda for review and comment
Mar. 31, 2010	ACOG staff to complete Preliminary TIP to include Highway, Transit and Airport Element projects proposed for FFY 2011-2014
April 2010	ACOG to solicit public review and comment on Preliminary TIP and to present the preliminary document to the ITTC and ITPC for review and comment
May 2010	Final TIP presented to ITTC and ITPC for action. MPO-approved TIP provided to ODOT for approval (as the Governor's designee)
Oct. 1, 2010	Final OCARTS Area FFY 2011-2014 TIP becomes effective for implementation of listed projects

ACTION REQUESTED:

None. For information only.

ACOG

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: Conclusion of Ozone (O₃) Season

INFORMATION:

Ozone Season Ends

The Central Oklahoma Clean Air Committee works closely throughout the year with the Oklahoma Department of Environmental Quality (ODEQ) to rigorously monitor ozone levels during the peak months between May and October. The committee has been responsible for notifying the media and the public when ozone levels are expected to be high since 1992 through our Clean Air Alert Day program. Eight Alert Days were called during the 2009 ozone season.

On March 12, 2008, the Environmental Protection Agency (EPA) significantly strengthened its national ambient air quality standards (NAAQS) for ground-level ozone, the primary component of smog. EPA revised the level of the 8-hour standard to 0.075 parts per million (ppm), specifically expressed to three decimal places to alleviate the controversy over rounding.

To determine violation of the standard, U.S. Environmental Protection Agency (EPA) looks at the fourth highest reading at each site, and averages it over three years. For example, this past summer's readings will be averaged with readings from 2007 and 2008. The table below reveals the four highest readings at each monitoring location in Central Oklahoma and what we must do to remain in compliance with the current federal 8-hour standard in 2010.

Fourth highest readings for the past three years, as of 10/1/09

Site	2007	2008	2009	3-year Average	2010 Ceiling (0.075)
North OKC	0.074	0.076	0.076	0.075	0.075
OSDH	0.076	0.071	0.074	0.073	0.082
Moore	0.071	0.068	0.069	0.069	0.090
Goldsby	0.069	0.067	0.070	0.068	0.090
Choctaw	0.076	0.072	0.074	0.074	0.081
Yukon	0.071	0.072	0.071	0.071	0.084

New Developments

On September 16, 2009 the Environmental Protection Agency (EPA) made the decision to reconsider the National Ambient Air Quality Standard (NAAQS) for ground level ozone that was last established in March 2008. The ozone standards set in 2008 were not as protective as recommended by EPA’s panel of science advisors, the Clean Air Scientific Advisory Committee (CASAC). The reconsideration will be based on the scientific and technical record used in the March 2008 review, which included more than 1,700 scientific studies. EPA will work with states to accelerate the implementation of any new standards. This will limit any delays associated with moving to any new standards. ACOG staff will discuss the relevance of this announcement to Central Oklahoma during the October meeting.

Expected Schedule

Proposed Reconsidered NAAQS..... December 2009
 Final Reconsidered NAAQS..... August 2010
 Final Designations August 2011
 State Implementation Plans (SIPs) due December 2013

ACTION REQUESTED:

None. For information only.

September 16, 2009

EPA Announces it Will Reconsider National Smog Standards

WASHINGTON – U.S. Environmental Protection Agency Administrator Lisa P. Jackson today announced the agency would reconsider the 2008 national smog standards to ensure they are scientifically sound and protective of human health. Smog, which is also known as ground level ozone, has been linked to asthma and other respiratory illnesses.

“This is one of the most important protection measures we can take to safeguard our health and our environment. Smog in the air we breathe can cause difficulty breathing and aggravate asthma, especially in children,” said EPA Administrator Lisa P. Jackson. “Reconsidering these standards and ensuring acceptable levels of ground-level ozone could cut health care costs and make our cities healthier, safer places to live, work and play.”

The reconsideration announced today covers both the primary and secondary ozone standards. EPA sets primary air quality standards to protect public health, including the health of sensitive groups, such as children and people with asthma. The secondary standard is set to protect public welfare and the environment, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The Agency will propose any revisions to the ozone standards by December 2009 and will issue a final decision by August 2010.

EPA will conduct a thorough review of the science that guided the 2008 decision, including more than 1,700 scientific studies and any public comments from that rulemaking process. The Agency will also review the findings of EPA’s independent Clean Air Scientific Advisory Committee, which recommended stronger smog standards.

EPA will move quickly to implement any new standards that might result from the reconsideration. To reduce the workload for states during the interim period of reconsideration, the agency will propose to stay the 2008 standards for the purpose of attainment and nonattainment area designations. EPA will work with states, local governments and tribes to ensure that air quality is protected during that time.

Ground-level ozone forms when emissions from industrial facilities, power plants, landfills and motor vehicles react in the presence of sunlight. Scientific studies have linked ozone exposure to respiratory health problems ranging from decreased lung function and aggravated asthma to increased emergency department visits, hospital admissions, and even premature death. Seasonal ozone exposure has also been linked to adverse effects on sensitive vegetation, forests and ecosystems.

More information: <http://www.epa.gov/groundlevelozone>

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MEMORANDUM

DATE: October 8, 2009
TO: Intermodal Transportation Technical Committee
FROM: Andrea Weckmueller-Behringer, Program Coordinator
Transportation Planning & Data Services
SUBJECT: Review of the OCARTS Area Regional Snow Routes

INFORMATION:

In August 2007, the OCARTS area Regional Snow Routes Committee was formed to assist in the interjurisdictional coordination of snow and ice management activities throughout the OCARTS area.

The committee was tasked to develop a regional map that highlights the best route choices for motorists during winter storm events. As a result, a network of Regional Snow Routes was created. The information was made available to the public via websites and press releases. This system of Regional Snow Routes assists in providing better service and increased safety for all the citizens and travelers within the region, including emergency vehicles, school buses, public transportation, and commercial vehicle traffic. The routes also enhance the region's productivity and economy.

As the winter season approaches, OCARTS member entities are asked to review the Regional Snow Routes and determine if any changes or updates are needed within their respective jurisdiction.

It is crucial that the routes that are made available to the public are consistent with the routes that the entities are actively recognizing. If any changes are necessary, please submit your suggestions in writing by mail, fax, or email to awbehringer@acogok.org by Friday, October 30, 2009.

A map of the most up-to-date Regional Snow Routes is attached to the agenda memo. Electronic copies of this map can also be accessed at: <http://acogok.org/Newsroom/Downloads09/regionalsnowrts09draft.pdf>. More detailed maps showing each jurisdiction's responsibility can be made available upon request.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

FROM: Yvonne Anderson, Clean Cities Program Manager
 Intergovernmental Services/Transportation Planning & Data Services

SUBJECT: ACOG Public Fleet Conversion Grants

INFORMATION:

Tightened air quality standards and the prospect of EPA non-attainment designation continue to concern local government officials and many others in Central Oklahoma. The Oklahoma Department of Environmental Quality estimates some 60 percent of Central Oklahoma's ground level ozone is sourced from mobile emissions. Alternative fuels and vehicles, as well as advanced vehicle technologies, can be viable fleet strategies to mitigate vehicle emissions and the volume of fuel consumed. As approved under last year's ITPC amendment to the FFY 2009-2012 OCARTS Area Transportation Improvement Program, ACOG staff developed a Public Fleet Conversion Grants program and distributed the first call for project proposals in January 2009. Three projects were funded for a total of \$203,394 and are successfully underway.

ACOG staff plans to release the second Public Fleet Conversion Grants call for project proposals on November 2, 2009 offering approximately \$400,000 in FFY 2008 and FFY 2009 CMAQ funds. Other pertinent timeline dates include:

- 1) ACOG Public Fleet Conversion Grants Application Workshop ..1:00 p.m.; November 17, 2009
- 2) Application Submission Deadline4:00 p.m., January 12, 2010
- 3) Award Contracts Signed and DistributedMarch 2010

ACTION REQUEST:

None. For information only.

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

FROM: Meredith Williams, Assistant Planner
 Transportation Planning & Data Services

SUBJECT: Status of OCARTS Area ARRA Projects

INFORMATION:

Attached is information on the status of all OCARTS Area American Recovery and Reinvestment Act (ARRA) projects, as provided by the ODOT Local Government Division.

The following table outlines the deadlines required to be met in order to reach each bid letting date:

Environmental Submission deadline*	Preliminary Plan Submission deadline	Final signed plan Submission deadline	Final Clearances & Plan Approval from ODOT	Bid Letting Date
				No scheduled December letting
9/18/ 2009	10/16/ 2009	11/13/ 2009	11/18/ 2009	1/28/ 2010
10/9/ 2009	11/13/ 2009	12/11/2009	12/16/2009	2/18/ 2010
10/30/ 2009	12/11/ 2009	1/8/ 2009	1/13/ 2010	3/18/2010

* Environmental submission deadline based on no historic districts or new right-of-way. Longer times will be required for NEPA clearances on projects if historic structures are adjacent to the project.

ACTION REQUESTED:

None. For information only.

**OCARTS Area ARRA Projects
Status Report: October 6, 2009**

Jurisdiction	County	Job Piece	Project No.	Description	Envir. Submit	Envir. Clear	R/W Clear	Prelim. Plans	Final Plans	Let Date
Bethany	Oklahoma	2672604	STP - STIM (297) AG	BETHANY ARRA: ROCKWELL AVE FROM NW 16 TO NW 23 & NW 36TH FROM ROCKWELL TO HAMMOND (RESURFACE)	X	X	X	X		Jan
Blanchard	McClain	2672704	STP - STIM (298) AG	BLANCHARD ARRA: 300TH ST (NW 10TH) FROM SH-76 TO MORGAN ROAD (RESURFACE)	X	X				
Canadian Co	Canadian	2485704	BRO - STIM (235) CO	CO. BR. OVER UNNAMED CR., 15.0 MI. E. & 0.7 MI. S. OF OKARCHE	X	X	X	X	X	Aug
Cashion	Logan	2672804	STP - STIM (300) AG	CASHION ARRA: COUNTY LINE RD, FROM SEWARD RD TO FOREST HILL RD (RESURFACE)	X	X	X	X	X	July
Choctaw	Oklahoma	2672904	STP - STIM (301) AG	CHOCTAW ARRA: NE 23RD FROM HENNEY RD TO CHOCTAW RD (RESURFACE)	X					
Cleveland Co Slaughterville	Cleveland	2673004	STP - STIM (302) AG	CLEVELAND CO. ARRA: ETOWAH RD, FROM 108TH AVE TO 180TH AVE SE (RESURFACE)	X	X	X	X	X	July
Del City	Oklahoma	2673104	STP - STIM (303) AG	DEL CITY ARRA: VICKIE DR. FROM SE 29TH ST. TO SE 19TH ST. & HOWARD DR. FROM SE 15TH ST. TO RENO AVE. (RESURFACE)	X	X	X	X	X	Aug
Del City Oklahoma City	Oklahoma	2726904	STP - STIM (490) AG	SE 44TH ST. BEG. @ BRYANT AVE. & EXTEND EAST TO SOONER RD. (RESURFACE)	X					
Edmond	Oklahoma	2673204	STP - STIM (304) AG	EDMOND ARRA: MULTIPLE LOCATIONS ON KELLY AVE, DANFORTH, EDMOND RD & 15TH STREET (RESURFACE)	X	X	X	X		
Forest Park	Oklahoma	2673304	STP - STIM (305) AG	FOREST PARK ARRA: NE 36TH FROM BRYANT TO COLTRANE (RESURFACE)	X	X	X	X	X	July
Guthrie	Logan	2673404	STP - STIM (306) AG	GUTHRIE ARRA: MULTIPLE LOCATIONS ON PINE ST, COLTRANE & WALNUT (RESURFACE)	X	X	X	X	X	Sept
Harrah	Oklahoma	2673504	STP - STIM (307) AG	HARRAH ARRA: MULTIPLE LOCATIONS ON RENO, HARRISON, & TIM HOLT (RESURFACE)	X	X	X	X	X	Jan
Jones	Oklahoma	2673604	STP - STIM (308) AG	JONES ARRA: MAIN STREET (RESURFACE)	X	X	X	X	X	July
Logan Co	Logan	2673704	STP - STIM (309) AG	LOGAN CO. ARRA: PENNSYLVANIA FROM THE OK COUNTY LINE, NORTH (RESURFACE)	X	X	X	X	X	July
Logan Co	Logan	2727204	STP - STIM (492) AG	LOGAN CO. ARRA: KELLY AVE. BEG. @ WATERLOO RD. & EXTEND N. TO CO. RD. (EW-88) (RESURFACE)	X					

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**OCARTS Area ARRA Projects (Cont.)
Status Report: October 6, 2009**

Jurisdiction	County	Job Piece	Project No.	Description	Envir. Submit	Envir. Clear	R/W Clear	Prelim. Plans	Final Plans	Let Date
Midwest City	Oklahoma	2673804	STP-STIM (400) AG	MIDWEST CITY ARRA: MULTIPLE LOCATIONS ON SE 29TH, & NE 10TH (RESURFACE)	X	X	X	X	X	Jan
Midwest City	Oklahoma	2684504	STP-STIM (427)AG	MIDWEST CITY ARRA: SE 15TH, DOUGLAS TO POST (RESURFACE)	X	X	X	X	X	Jan
Moore	Cleveland	2673904	STP-STIM (401) AG	MOORE ARRA; NW 27TH:SANTA FE TO JANEWAY, NW 12TH: SANTA FE TO JANEWAY, JANEWAY: NW 27TH TO NW 12TH (RESURFACE)	X	X	X	X	X	July
Moore	Cleveland	2724104	STP-STIM (483) AG	MOORE ARRA: BRYANT AVE BEG. @ SH-37 & EXTEND N. TO NE 27TH & SE 34TH FROM BRYANT AVE. TO SOONER RD. (RESURFACE)	X	X				Feb
Mustang	Canadian	2674104	STP-STIM (403) AG	MUSTANG ARRA: N SARA RD FROM SH-152 TO SW 59TH & S MUSTANG RD FROM SW 89TH TO SH-152 (RESURFACE)	X	X	X	X	X	July
Mustang	Canadian	2727104	STP-STIM (491) AG	MUSTANG ARRA: MORGAN RD. BEG. @ SW 89TH ST. & EXTEND N. TO SW 59TH ST. (RESURFACE)	X					
New castle	McClain	2677204	STP-STIM (423)AG	NEWCASTLE ARRA: US-62 OVER THE H.E. BAILEY T/P (BR REDECK)	X	X	X	x	x	Sept
Nicoma Park	Oklahoma	2674304	STP-STIM (405) AG	NICOMA PARK ARRA: HICKMAN FROM NE 10TH TO SEWELL (RESURFACE)	X	X	X	X	X	July
Nicoma Park	Oklahoma	2674204	STP-STIM (404) AG	NICOMA PARK ARRA: NE 23RD AT NICHOLS (TRAFFIC SIGNALS)	X	X		X		
Noble	Cleveland	2674404	STP-STIM (406) AG	NOBLE ARRA: ETOWAH RD FROM US 77 TO N 48TH (RESURFACE)	X	X	X	X	X	Jan
Norman	Cleveland	2674504	STP-STIM (407) AG	NORMAN ARRA: MULTIPLE LOCATIONS, CITY WIDE (RESURFACE)	X	X	X	X	X	July
Norman	Cleveland	2664004	STP-STIM (236) AG	24TH AVE WEST BEG. @ SH-9 & EXTEND N. TO TECUMSEH RD. (TRAFFIC SIGNAL UPGRADES & INTERCONNECT)	X	X	X	X	X	June
Norman	Cleveland	2267005	SEC1702Y-114C(191) HP	ROBINSON ST. AT THE BURLINGTON NORTHERN SANTA FE RAILROAD CROSSING (BRIDGE & APPROACHES)	X					
Oklahoma City	Cleveland	2675104	STP-STIM (413) AG	OKC ARRA: MULTIPLE LOCATIONS IN OKC ON SW 89TH, PENN, SW 119TH & MAY (PART IN OK COUNTY) (RESURFACE)	X	X	X	X	X	June
Oklahoma City	Oklahoma	2674604	STP-STIM (408) AG	OKC ARRA: E. MEMORIAL AVE FROM EASTERN TO MIDWEST BLVD (RESURFACE)	X	X	X	X	X	July

**OCARTS Area ARRA Projects (Cont.)
Status Report: October 6, 2009**

Jurisdiction	County	Job Piece	Project No.	Description	Envir. Submit	Envir. Clear	R/W Clear	Prelim. Plans	Final Plans	Let Date
Oklahoma City	Oklahoma	2674704	STP-STIM (409) AG	OKC ARRA: MULTIPLE LOCATIONS ON MACARTHUR, MAY, PENN, CLASSEN & NE 36TH (RESURFACE)	X	X	X	X	X	July
Oklahoma City	Oklahoma	2674804	STP-STIM (410) AG	OKC ARRA: NW 23 FROM E. OVERHOLSER TO COUNCIL & COUNCIL FROM NW 10 TO NW 23 (RESURFACE)	X	X	X	X	X	July
Oklahoma City	Oklahoma	2674904	STP-STIM (411) AG	OKC ARRA: MAY FROM SW 44TH TO RENO (RESURFACE)	X	X	X	X	X	July
Oklahoma City	Oklahoma	2675004	STP-STIM (412) AG	OKC ARRA: S. SHIELDS FROM SE 44TH TO SE 89TH & SE 89TH FROM SHIELDS TO I-35 (RESURFACE)	X	X	X	X	X	June
Oklahoma City	Oklahoma	2675204	STP-STIM (414) AG	OKC ARRA: MULTIPLE LOCATIONS ON MACARTHUR, MERIDIAN, MAY & NW 10TH (RESURFACE)	X	X	X	X	X	July
Oklahoma City	Oklahoma	2675304	STP-STIM (415) AG	OKC ARRA: MIDWEST BLVD FROM SOUTH CITY LIMITS NORTH TO MEMORIAL (RESURFACE)	X	X	X	X	X	July
Oklahoma Co Luther	Oklahoma	2675404	STP-STIM (416) AG	OK COUNTY ARRA: LUTHER RD FROM SH-66 NORTH (RESURFACE)	X	X	X	X	X	July
Piedmont	Oklahoma	2675504	STP-STIM (417) AG	PIEDMONT ARRA: PIEDMONT RD FROM ARROWHEAD ST (192) TO APACHE ST (206) (RESURFACE)	X	X	X	X	X	June
Purcell	McClain	2677304	STP-STIM (424)AG	PURCELL ARRA: SIGNAL UPGRADES ON US-77, SH-74 & SH-39 (RESURFACE)	X	X	X	X	X	NOV
Purcell	McClain	2682104	STP-STIM (426)AG	(STRIPING)	X	X				
Purcell	McClain			(RESURFACE)	X	X				
Spencer	Oklahoma	2675604	STP-STIM (418) AG	SPENCER ARRA: SPENCER RD FROM NE 23 TO NE 36 (RESURFACE)	X	X	X	X	X	July
The Village	Oklahoma	2675704	STP-STIM (419) AG	THE VILLAGE ARRA: PENNSYLVANIA AVE FROM BRITTON TO HEFNER (RESURFACE)	X	X	X	X	X	July
Tuttle	Grady	2682004	STP-STIM (425)AG	TUTTLE ARRA: INTERSECTION MOD & TRAFFIC SIGNALS (SH 37 & CIMARRON RD) (RESURFACE)	X	X		X		
Warr Acres	Oklahoma	2675804	STP-STIM (420) AG	WARR ACRES ARRA: NW 63 FROM MACARTHUR TO ANN ARBOR (RESURFACE)	X	X	X	X	X	Aug
Yukon	Canadian	2675904	STP-STIM (421) AG	YUKON ARRA: CORNWELL FROM NW 10TH TO VANDEMENT (RESURFACE)	X	X	X	X		

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MEMORANDUM

DATE: October 8, 2009

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.

The attachment includes a status report on the STP-UZA projects included in the **FFY 2010-2013** OCARTS Area TIP and a list of the unscheduled STP-UZA projects that have been programmed in the past but are not included in the TIP.

ACTION REQUESTED:

None. For information only.

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**Following the ITTC meeting, there will be a brief discussion
of the status of the FFY 2010 and 2011 STP-UZA projects included in the TIP.**

10/6/2009	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2009 TIP PROJECTS - 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
Logan County	25599(04)	Multiple Locations-Func. Class Routes Safety Signs - High Reflective	100%	\$68,988	X	X	X	X	X	X	X	X	Aug
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	X	X	Oct
Moore	25821(04)	4th St. and Tower Dr. Traffic Signals	100%	\$112,557	X	X	X	X	X	X	X	X	June
Norman	22160(04)	Rock Creek Rd., E of Porter Ave to 12th NE Widen to 4 lanes/Inters Mod (Sidewalks)	80%	\$4,281,912	X	X	X	X	X	X	X	X	Oct
Norman	25820(04)	11 Intersecs - Lindsey, Boyd, and Jenkins Pedestrian Signals	100%	\$88,828	X	X	X	X	X	X	X	X	April
Norman	25819(04)	Main St. Bridge over I-35 Bridge Rail Retrofit/Replacement	100%	\$266,500	X	X	X	X	X	X	X	X	Jan
Norman	25922(04)	Rock Crk., 36 Ave. NW to 24 Ave. NW (Part) Widen to 4 lane & New Const. (BP - 10')	80%	\$1,935,200	X	X	X	X	X	X	X		Jan
Oklahoma City	23364(04)	NW 164, Penn to Western Widen to 4 lanes (Sidewalks)	80%	\$1,445,770	X	X	X	X	X	X	X	X	July
Oklahoma City	22321(05)	City Wide, Phase 2 Signal upgrades to LED	100%	\$214,865	X	X	X	X	X	X	X	X	June
Oklahoma City	21132(04)	City Wide, Phase 5 Arterial pavement markings	100%	\$512,500	X	X	X	X	X	X	X	X	Oct
Oklahoma County	25833(04)	Douglas, 0.5 mi N of 23rd to Spencer-Jones Rd. Resurfacing	80%	\$530,003	X	X	X	X	X	X	X	X	Jan
STP-UZA \$ for Construction Inspection and Split Funding of OCARTS Stimulus Projects				\$1,558,444									
Total				\$14,602,104									

10/6/2009	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2010 TIP PROJECTS - FFY 2010-2013 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 15, Indian Meridian to Triple X Rd. Overlay w/ subgrade repairs	80%	\$450,712	X		X	X					
Del City	21043(04)	SE 15, Vickie Dr. to Sooner Rd. Widen from 4 to 5 lanes (Sidewalks)	80%	\$2,360,712	X	X	X	X	X	X			
Edmond	22320(04)	15th and Broadway Intersection Modification (Sidewalks)	80%	\$375,914	X	X	X	X	X				
Logan County	26837(04)	Sooner, Waterloo to Seward Rd.; Santa Fe, Waterloo to Charter Oak; and Pennsylvania, SH-33 to Industrial Rd. Pavement Markings	100%	\$195,040	X	X	X	X	X	X	X	X	Jan
Midwest City	21978(04)	Post Rd., SE 15th to Reno Widen from 2 to 4 lane divided (Sidewalks)	80%	\$2,214,064	X	X	X	X	X	X			
Midwest City	23985(04)	City Wide, Phase 2 Arterial Pavement Markings	100%	\$291,500									
Moore	26803(04)	Eastern, NE 27th to city limits 0.5 mi. N Widen to 4 lane divided w/ L turns (Sidewalks)	80%	\$1,283,189	X		X						
Moore	26915(04)	NE 12th and Buck Thomas West St. Signalization (Ped Xing)	100%	\$138,880	X		X						
Norman	22670(05)	Robinson St. and Flood Ave. Intersec. Mod. & Signal Mod. (SW/MM Path)	80%	\$3,168,552	X	X	X	X	X				
Norman	24286(04)	36th Ave. NW and Rock Creek Rd. New traffic signal (Ped. Xing)	80%	\$121,349			X	X					
Oklahoma City	25600(04)	Eastern, I-240 to OKC/Moore City Limits Widen from 2 to 4 lanes (Sidewalks)	80%	\$3,000,000	X		X						
Oklahoma City	22321(06)	City wide, Phase 3 Upgrade Signals to LED	100%	\$403,686									
Oklahoma County	26119(04)	Reno bridge over Crooked Oak Creek Bridge Reconstruction	80%	\$1,102,400	X	X	X						
Total				\$15,105,998									

ACOG URBANIZED AREA STP PROGRAM STATUS													
FFY 2011 TIP PROJECTS - FFY 2010-2013 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	24041(04)	Kelly, Danforth to Covell Widen to 4 lane divided w/ L turns (Sidewalks)	80%	\$4,174,585									
Edmond	25547(04)	33rd and Broadway Intersection Modification (Sidewalks)	80%	\$3,630,968	X	X	X	X	X	X			
Midwest City		City wide Install Pedestrian Signals	100%	\$308,000									
Norman	22140(04)	Lindsey, E of Jenkins to W of BNSF Tracks Widen to 5 lane/Signal @ George (MMPath-10')	80%	\$2,867,200	X	X	X	X					
Norman		Tecumseh & Norman Reg. Pkwy./Journey New Signal (Ped. Xing)	80%	\$134,400									
Norman	26641(04)	Main, University to James Garner Ave. Signal Interconnect & Lighting	100%	\$481,600									
Norman	24285(04)	Boyd, Berry Rd. to Classen Blvd. Signal upgrade (LED) & Interconnect	100%	\$499,520									
Oklahoma City	25653(04)	NW 150th, Portland to May Widen from 2 to 4 lanes (Sidewalks)	80%	\$3,289,395	X	X	X						
Oklahoma City	21132(05)	City wide, Phase 6 Arterial Pavement Markings	100%	\$303,332									
Total				\$15,689,000									

10/6/2009	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2012 TIP PROJECTS - FFY 2010-2013 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		COTPA Fleet serving OCARTS area Voice Enunc. System, Ph. 1-3	80%	\$1,500,000			NA	NA	NA		NA		
Edmond		2nd and Bryant Add L & R turn lanes (Sidewalks)	80%	\$1,179,376									
Edmond	21127(04)	Sooner, 3000' N of Covell (Coffee Creek) Bridge and Approaches (Sidewalks)	80%	\$2,146,840	X	X	X	X	X	X			
Logan County	26861(04)	Charter Oak Rd. over Chisholm Creek Bridge and Approaches	80%	\$700,000									
Midwest City	22485(04)	SE 15th and Douglas Add L & R turn lanes (Sidewalks)	80%	\$2,736,650	X	X	X						
Norman	26642(04)	SH-9 and 12th Ave. SE (south leg) Intersec. Mod. & Signal Mod. (Sidewalks)	80%	\$377,600									
Norman	24282(04)	Robinson and 12 Ave. NE (east leg) Intersection Mod. & Reconstr. (Sidewalks)	80%	\$547,520									
Norman	24284(04)	Alameda @ Summit Lakes/Lochwood Dr. New Signal (Ped Xing)	80%	\$127,440									
Oklahoma City	25652(04)	Pennsylvania, NW 150th to NW 164th Widen from 2 to 4 lanes (Sidewalks)	80%	\$3,197,815			X						
Oklahoma City	21132(06)	City wide, Phase 7 Arterial Pavement Markings	100%	\$500,000									
Oklahoma City	21133(04)	City wide, Phase 5 School Zone Safety Improve.	100%	\$590,000									
Total				\$13,603,241									

ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2013 TIP PROJECTS - FFY 2010-2013 TIP													
10/6/2009													
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		Sunnylane & I-40 N & S Service Rds. Reconstruct w/ concrete	80%	\$390,247									
Edmond	24041(06)	Danforth and Kelly Add L & R turn lanes (Sidewalks)	80%	\$4,276,382									
Edmond	17012(04)	33rd, Coltrane to I-35 Widen to 4 lanes divided w/L turns (Sidewalks)	80%	\$3,879,758	X	X	X	X	X	X			
Moore		Eastern, NE 12th to 0.5 mi. S to high school Sidewalk on W side of Eastern	80%	\$248,000									
Norman	26643(04)	60th Ave. NE, 0.5 mi. N of Rock Creek Rd. Bridge Replacement	80%	\$1,737,756									
Oklahoma City	26549(04)	Western, NW 164th N to City Limits Widen from 2 to 4 lanes (Sidewalks)	80%	\$3,680,320									
Oklahoma City	22321(07)	City wide, Phase 4 Upgrade Signals to LED	100%	\$620,000									
Oklahoma City	21132(07)	City wide, Phase 8 Arterial Pavement Markings	100%	\$500,000									
Total				\$15,332,463									

10/6/2009		*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	25648(04)	Western Ave., Indian Hills Rd. to SW 134th St. Widen to 4 lanes (Sidewalks)	80%	\$9,782,528	X		X						
Oklahoma City	25649(04)	NW 122nd St., Council Ave. to Rockwell Ave. Widen to 4 lanes (Sidewalks)	80%	\$4,168,205			X						
Oklahoma City	25650(04)	Kelly Ave., NE 63rd St. to Wilshire Ave. Widen to 4 lanes (Sidewalks)	80%	\$3,140,000									
Oklahoma City	25651(04)	NE 122nd St., Kelly Ave. to Broadway Ext. Widen to 4 lanes	80%	\$1,700,000									
Oklahoma City	26565(04)	NW 164, May Ave. to Penn Ave. Widen to 4 lanes	80%	\$2,800,000	X	X	X						
Oklahoma County	18896(04)	Reno Ave., Westminster to Hiwassee Widening to 4 Lanes	80%	\$2,720,000			X						
Oklahoma County	22118(04)	Kelly, Coffee Creek to Waterloo Widen to 4 lane & 2 Int. Mod. (Sidewalks)	80%	\$6,944,000									
Oklahoma County	24107(04)	Various Locations (Dist. 3) Pavement Markings	100%	\$142,000									
Warr Acres	17827(04)	MacArthur, from NW 36th to NW 50th Reconstruct	80%	\$2,923,200	X	X	X	X	X	X			
Warr Acres	17829(04)	MacArthur, from NW 63rd to Wilshire Reconstruct	80%	\$1,400,000	X	X	X	X					
Yukon	26149(04)	Mustang Rd., SH-66 to Wagner Rd. Widen from 2 to 4 lanes (Sidewalks)	80%	\$3,704,064									

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

ACOG

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MEMORANDUM

DATE: October 8, 2009

TO: Intermodal Transportation Technical Committee

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

SUBJECT: FY 2009 and 2010 Unified Planning Work Program (UPWP) Reports

INFORMATION:

Attached is a list of technical reports received as of October 2009. The reports are required for the completion of the FY 2009 and 2010 UPWPs.

ACTION REQUESTED:

None. For information only.

FY 2009 Unified Planning Work Program Reports

TASK NUMBER	TASK DESCRIPTION	ENTITY	DATE SUBMITTED
1.01(1)	Calibration of the 2035 Growth Allocation Model	ACOG	
1.01(2a)	2005 Population Control Totals	ACOG	
1.01(2b)	2035 Population Control Totals	ACOG	
1.01(4)	2005 Population and Employment Density	ACOG	
1.01(6)	2035 Employment Control Totals	ACOG	
1.01(7)	2035 School Enrollment Projections	ACOG	
1.02(1a)	Traffic Counts*	EDM MWC NOR OKC TM	February 2009 July 2009 July 2009 July 2009
1.02(4a)	FY 2008 National Transit Database (NTD) Report to FTA	COTPA	
1.02(4b)		CART	
1.02(3)	Travel Time and Delay Study	ACOG/ OKC-TM	
1.03(5)	2010 Census Tract Geography Development	ACOG	October 2009
2.01(3)	CY 2008 Network Monitoring with Mapped Inventory of 2030 Plan Improvements	ACOG	September 2009
2.01(5)	Travel Demand Model Update Documentation	ACOG	
2.01(9b)	Downtown Circulator Alternatives Analysis: Executive Summary	COTPA	
2.02(1)	FFY 2008 Annual Listing of Federally Funded Transp. Projects	ACOG	February 2009
2.02(8)	Regional Construction Coordination	ACOG	
2.02(11)	FY 2008 Public Transportation/MPO Coordination	ACOG	December 2008
2.02(12a)	Transit Route Monitoring & Evaluation	COTPA	
2.02(13a)	FY 2008 Transit Marketing Activities	COTPA	
2.02(13b)		CART	
2.02(17)	Safety and Security Planning – Operations	COTPA	
2.02	Transit Year in Review (TYIR)	COTPA	
2.03(1)	Congestion Management Process Implementation	ACOG	
2.03(2)	ITS Status Report (2007-2008 Data)	ACOG	
2.03(4)	CY 2007 OKC Accident Analysis	OKC TM	
2.03(6a)	Oklahoma City Traffic Signal Monitoring and Evaluation	OKC TM	
2.04(4)	FY 2008 Disability and Older Adult Transportation Planning	COTPA	
2.06(1)	CY 2008 Air Quality Planning	ACOG	May 2009
2.06(3a)	Summary of CY 2008 Air Quality Public Education Program	ACOG	March 2009
2.06(3c)	FY 2008 Central Oklahoma Bike to Work Activities	ACOG	March 2009
2.06(6)	FY 2008 Rideshare Planning	COTPA	
3.01(8)	Documentation of FY 2008 Public Involvement Activities	ACOG	July 2009
4.01(3)	FY 2010 Unified Planning Work Program	ACOG	May 2009
4.01(8)	FFY 2010-2013 OCARTS Area Transportation Improvement Program	ACOG	May 2009
4.01(12)	Annual Financial Oversight	COTPA	

*Counts submitted to ACOG.

** Carried forward from FY 2008

FY 2010 Unified Planning Work Program Reports

TASK NUMBER	TASK DESCRIPTION	ENTITY	DATE SUBMITTED
1.01(1)	Growth Allocation Model (GAM) Technical Documentation	ACOG	
1.01(6)	2035 OCARTS Plan Impacts Report	ACOG	
1.01(7)	Environmental Justice for the 2035 OCARTS Plan	ACOG	
1.02(1a)	Traffic Counts*	EDM MWC MRE NOR OKC TM	
1.02(4a)	FY 2009 National Transit Database (NTD) Report to FTA	COTPA	
1.02(4b)		CART	
1.02(3)	Travel Time and Delay Study	ACOG/ OKC-TM	
2.01(3)	CY 2009 Network Monitoring with Mapped Inventory of 2030 Plan Improvements	ACOG	
2.01(7)	Travel Demand Model Update Documentation	ACOG	
2.01(4a)	Passenger Transit Report for the 2035 OCARTS Plan	ACOG	
2.01(4b)	Bicycle and Trails Report for the 2035 OCARTS Plan	ACOG	
2.01(4c)	Pedestrian Report for the 2035 OCARTS Plan	ACOG	
2.01(4d)	Goods Movement Report for the 2035 OCARTS Plan	ACOG	
2.01(11)	Benefit / Cost Analysis for the 2035 OCARTS Plan S&H Network	ACOG	
2.01(12)	Financial Element of 2035 OCARTS Plan—Est. Costs & Antic. Revenues	ACOG	
2.01(15b)	Downtown Circulator Alternatives Analysis: Executive Summary	COTPA	
2.01(17)	Regional Transit Dialogue	ACOG	
2.02(1)	FFY 2009 Annual Listing of Federally Funded Transp. Projects	ACOG	
2.02(11)	FY 2009 Public Transportation/MPO Coordination	COTPA	
2.02(13a)	FY 2009 Transit Planning & Marketing Activities	COTPA	
2.02(13b)		CART	
2.03(1)	Congestion Management Process Implementation	ACOG	
2.03(2)	Incident Management Status Report	ACOG	
2.04(4)	Elderly and Disabled Transportation Planning	COTPA	
2.06(1)	FY 2010 Semi-Annual O ₃ Flex Program Status Reports	ACOG	
2.06(3)	CY 2009 Air Quality Planning & Public Education	ACOG	
2.06(3c)	FY 2009 Central Oklahoma Bike to Work Activities	ACOG	October 2009
2.06(6)	FY 2009 Rideshare Status	ACOG	
2.06(7)	FY 2009 Public Fleet Conversion Grant Status	ACOG	
3.01(8)	Documentation of FY 2009 Public Involvement Activities	ACOG	September 2009
3.01(10)	Public Involvement for the 2035 OCARTS Plan	ACOG	
4.01(3)	FY 2011 Unified Planning Work Program	ACOG	
4.01(8)	FFY 2011-2014 OCARTS Area Transportation Improvement Program	ACOG	
4.01(12)	Annual Financial Oversight	COTPA	

*Counts submitted to ACOG

** Carried forward from FY 2009