



*association of central oklahoma governments*

Chair Pete White  
Oklahoma City Councilmember

Vice-Chair Jay Adams  
Mustang Mayor

Secretary/Treasurer Matt Dukes  
Midwest City Mayor

Executive Director  
John G. Johnson

## AGENDA

### ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG) INTERMODAL TRANSPORTATION POLICY COMMITTEE (ITPC)

**Thursday, October 27, 2016**

ACOG BOARD ROOM – 21 E. MAIN STREET, SUITE 100, OKLAHOMA CITY, OK

1:20 p.m.

(or immediately following the 9-1-1 Policy Committee meeting if later than 1:20 p.m.)

A. CALL TO ORDER ([ATTACHMENT A](#))

**Roll Call and Introduction of Guests**

B. APPROVAL OF THE SEPTEMBER 29, 2016 MINUTES ([ATTACHMENT B](#))

**ACTION REQUESTED:** Motion to approve the September 29, 2016 minutes.

C. CONSENT DOCKET

**INFORMATION:** This item is placed on the agenda so that the Intermodal Transportation Policy Committee, by unanimous consent, may designate those agenda items that they wish to be approved or acknowledged by one motion. If any item proposed does not meet with the approval of all Committee members, that item will be heard in regular order. Staff recommends that Items C-1 through C-6 be placed on the Consent Docket.

**ACTION REQUESTED:** Motion to place Items C-1 through C-6 on the Consent Docket and approve or acknowledge those items, subject to any conditions included in that item.

C. CONSENT DOCKET ITEMS:

1. MODIFICATIONS TO THE STP-UZA PROJECT EVALUATION CRITERIA AND STP-UZA PROCEDURES [\[ATTACHMENT C-1\]](#)

**INFORMATION:** In July, ACOG staff issued the annual request for review of the *Criteria and Process for Evaluation of Surface Transportation Program Urbanized Area (STP-UZA) Projects* to determine if any revisions are needed to improve the clarity or usefulness of the document. A summary of the suggested changes and resulting ITTC recommendation for each item can be viewed at [STP UZA Evaluation Criteria](#) and [STP-UZA Procedures](#). The Intermodal Transportation Technical Committee (ITTC) recommends approval.

**ACTION REQUESTED:** Motion to approve proposed changes to the *Criteria and Process for Evaluation of STP-UZA Projects* (Items 3, 5, 6, 7) and to the *STP-UZA Procedures* (Items 5 and 6).

2. AVAILABILITY OF THE FFY 2017-2020 OCARTS AREA TRANSPORTATION IMPROVEMENT PROGRAM [\[ATTACHMENT C-2\]](#)

**INFORMATION:** October 1 marked the beginning of a new federal fiscal year and the effective date of the new FFY 2017-2020 OCARTS Area Transportation Improvement Program (TIP). [The FFY 2017-2020 TIP is now available on the ACOG website.](#)

**ACTION REQUESTED:** None. For information only.

3. 2016 OZONE SEASON UPDATE [\[ATTACHMENT C-3\]](#)

**INFORMATION:** The 2016 ozone alert season has come to an end in Central Oklahoma. During the May through September season, we had four Ozone Alert Days and just three instances of monitors exceeding the Environmental Protection Agencies' (EPA) Proposed Standard of 70ppb.

**ACTION REQUESTED:** None. For information only.

4. OKLAHOMA CITY AREA REGIONAL TRANSPORTATION STUDY (OCARTS) AREA LINE ITEM PROJECTS [\[ATTACHMENT C-4\]](#)

**INFORMATION:** Attached is a list of the FFY 2016 statewide line item projects and administrative modifications located within the OCARTS area, as provided by the Oklahoma Department of Transportation (ODOT) Local Government and Programs Divisions.

**ACTION REQUESTED:** None. For information only.

5. STATUS OF SURFACE TRANSPORTATION PROGRAM URBANIZED AREA (STP-UZA) PROJECTS IN THE OCARTS TRANSPORTATION MANAGEMENT AREA (TMA) ([ATTACHMENT C-5](#))

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

**ACTION REQUESTED:** None. For information only.

6. FY 2016 UNIFIED PLANNING WORK PROGRAM (UPWP) REPORTS ([ATTACHMENT C-6](#))

**ACTION REQUESTED:** None. For information only.

D. ITEMS REQUIRING INDIVIDUAL ACTION AND/OR DISCUSSION:

1. PUBLIC HEARING AND ACTION ON REQUEST FOR AMENDMENT OF THE FFY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BY THE CITY OF OKLAHOMA CITY ([ATTACHMENT D-1](#))

**INFORMATION:** The City of Oklahoma City has requested an amendment to the FFY 2017 element of the FFY 2017-2020 OCARTS Area Transportation Improvement Program (TIP) to include the Santa Fe Station Transportation Hub, located on E.K. Gaylord Boulevard in Oklahoma City. The ITTC recommends approval.

**ACTION REQUESTED:** Motion to amend the FFY 2017 element of the FFY 2017-2020 OCARTS Area TIP by adding the Santa Fe Station Transportation Hub, as requested by the City of Oklahoma City, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP).

2. BENEFIT-COST ANALYSIS OF ENCOMPASS 2040 PLAN TRANSPORTATION ALTERNATE NETWORKS ([ATTACHMENT D-2](#))

**INFORMATION:** ACOG staff has conducted a benefit-cost analysis for the Encompass 2040 transportation alternate networks. This analysis compares the benefits and costs associated with each alternative network and determines if the suggested improvements are representative of sound investment decisions.

**ACTION REQUESTED:** None. For information only.

3. APPROVAL OF ENCOMPASS 2040 METROPOLITAN TRANSPORTATION PLAN  
([ATTACHMENT D-3](#))

**INFORMATION:** The Encompass 2040 Draft Plan Summary was presented to the MPO transportation committees for their review and comment in September. It was also shared with citizens and stakeholders during nine public outreach events, held September 16 through October 9. The ITTC and Encompass 2040 Citizens Advisory Committee (CAC) recommend approval.

**ACTION REQUESTED:** Motion to approve the proposed financially constrained Encompass 2040 Metropolitan Transportation Plan.

4. QUADRENNIAL JOINT CERTIFICATION REVIEW OF OCARTS METROPOLITAN PLANNING ORGANIZATION ([ATTACHMENT D-4](#))

**INFORMATION:** In accordance with provisions of the Fixing America's Surface Transportation (FAST) Act, the Oklahoma Division office of the Federal Highway Administration (FHWA) and the Region VI office of the Federal Transit Administration (FTA) have been charged with the responsibility of conducting a review of the OCARTS area MPO. The purpose of the certification review is to evaluate the MPO's transportation planning process, and to determine if the process meets the requirement of federal law. Members of the federal team will be at October's ITPC meeting to present the preliminary findings of the certification review.

**ACTION REQUESTED:** None. For information only.

5. TRANSPORTATION NEWS AND UPDATES

**INFORMATION:** Staff will provide an update on current projects to the Committee.

E. NEW BUSINESS

F. ADJOURN

**Deadline for November Intermodal Transportation Technical Committee (ITTC) Agenda Items:  
4 p.m. Thursday, October 27, 2016**

**Next ITPC Meeting  
1:20 p.m. Thursday, November 17, 2016**

**INTERMODAL TRANSPORTATION POLICY COMMITTEE**

**OFFICE BEARERS**

*(Also listed by entity below.)*

HON. PETE WHITE	CHAIR	OKLAHOMA CITY
HON. JAY ADAMS	VICE-CHAIR	MUSTANG
HON. MATT DUKES	SECRETARY/TREASURER	MIDWEST CITY

**LOCAL GOVERNMENT MEMBERS**

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
BETHANY	HON. PHILLIP SHIREY, COUNCILMEMBER	HON. BRYAN TAYLOR, MAYOR
		HON. RANDY LUINSTR, COUNCILMEMBER
BLANCHARD	HON. YVONNE LACKEY, COUNCILMEMBER	HON. D. SMITH, COUNCILMEMBER
CEDAR VALLEY	HON. STAN WIECZOREK, MAYOR	HON. TERRY HAMILTON, TRUSTEE
CHOCTAW	HON. ROGER MALONE, COUNCILMEMBER	HON. LARRY GOELLER, COUNCILMEMBER
		HON. JERRY BOWER, COUNCILMEMBER
COLE	HON. WILLIAM ANDERSON, TRUSTEE	HON. ROBERT GREEN, TRUSTEE
		HON. RONNIE LYNN MCCASKILL, TRUSTEE
DEL CITY	HON. KEN BARTLETT, VICE MAYOR	HON. BRIAN E. LINLEY, MAYOR
EDMOND	HON. ELIZABETH WANER, COUNCILMEMBER	HON. VICTORIA CALDWELL, COUNCILMEMBER
FOREST PARK	HON. MARIANNE YARBROUGH, TRUSTEE	HON. DOROTHY O. WINSTON, MAYOR
GOLDSBY	HON. KRIS HYDE, COUNCILMEMBER	HON. RANDY SIMMONS, COUNCILMEMBER
GUTHRIE	HON. STEVEN J. GENTLING, MAYOR	HON. JEFF TAYLOR, COUNCILMEMBER
HARRAH	HON. KIM BISHOP, COUNCILMEMBER	HON. TOM BARRON, COUNCILMEMBER
JONES CITY	HON. RAY POLAND, MAYOR	HON. MATT ELERICK, COUNCILMEMBER
LEXINGTON	HON. DAVID ADAMS, MAYOR	VACANT
LUTHER	HON. CECILIA TAFT, MAYOR	HON. BIRLENE LANGLEY, TRUSTEE
MIDWEST CITY	HON. MATT DUKES, MAYOR	HON. RICK DAWKINS, COUNCILMEMBER
		HON. DANIEL MCCLURE JR., COUNCILMEMBER

INTERMODAL TRANSPORTATION POLICY COMMITTEE (CONT.)

**LOCAL GOVERNMENT MEMBERS (CONT.)**

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
MOORE	HON. MARK HAMM, COUNCILMEMBER	HON. GLENN LEWIS, MAYOR
		ANY MOORE COUNCILMEMBER
MUSTANG	HON. JAY ADAMS, MAYOR	HON. BRIAN GRIDER, COUNCILMEMBER
NEWCASTLE	HON. MIKE FULLERTON, COUNCILMEMBER	HON. GENE REID, VICE MAYOR
		HON. TOMMY CLAY, COUNCILMEMBER
NICHOLS HILLS	HON. PETER HOFFMAN, MAYOR	VACANT
NICOMA PARK	HON. JIM PUMPHREY, COUNCILMEMBER	HON. MARK COCHELL, MAYOR
NOBLE	HON. MARGE HILL, COUNCILMEMBER	HON. GAIL HATFIELD, COUNCILMEMBER
		HON. DIANNE GRAY, COUNCILMEMBER
NORMAN	HON. LYNNE MILLER, MAYOR	HON. ROBERT CASTLEBERRY, COUNCILMEMBER
OKLAHOMA CITY	HON. PETE WHITE, COUNCILMEMBER	ANY OKLAHOMA CITY COUNCILMEMBER
PIEDMONT	HON. JOHN BROWN, COUNCILMEMBER	HON. KEVAN BLASDEL, COUNCILMEMBER
		HON. VALERIE THOMERSON, MAYOR
PURCELL	HON. TOM MCCURDY, COUNCILMEMBER	HON. TED COX, VICE MAYOR
		HON. GRAHAM FISHBURN, COUNCILMEMBER
SLAUGHTERVILLE	HON. JOHN KOEHLER, MAYOR	VACANT
SPENCER	HON. EARNEST WARE, MAYOR	HON. MARSHA JEFFERSON, VICE MAYOR
TUTTLE	HON. MARY SMITH, COUNCILMEMBER	HON. TERESA BUCK, COUNCILMEMBER
THE VILLAGE	HON. DAVID BENNETT, MAYOR	HON. HUTCH HIBBARD, COUNCILMEMBER
WARR ACRES	HON. JIM MICKLEY, VICE-MAYOR	HON. PATRICK WOOLLEY, MAYOR
YUKON	HON. MIKE MCEACHERN, COUNCILMEMBER	HON. RICHARD RUSSELL, COUNCILMEMBER
CANADIAN COUNTY	HON. MARC HADER, COMMISSIONER	HON. JACK STEWART, COMMISSIONER
		HON. DAVID ANDERSON, COMMISSIONER
CLEVELAND COUNTY	HON. ROD CLEVELAND, COMMISSIONER	HON. DARRY STACY, COMMISSIONER
		HON. HAROLD HARALSON, COMMISSIONER
LOGAN COUNTY	HON. MARVEN GOODMAN, COMMISSIONER	HON. MIKE PEARSON, COMMISSIONER
		HON. MONTY PIEARCY, COMMISSIONER

**INTERMODAL TRANSPORTATION POLICY COMMITTEE (CONT.)**

**LOCAL GOVERNMENT MEMBERS (CONT.)**

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
MCCLAIN COUNTY	HON. WILSON LYLES, COMMISSIONER	HON. CHARLES FOSTER, COMMISSIONER
OKLAHOMA COUNTY	HON. WILLA JOHNSON, COMMISSIONER	HON. BRIAN MAUGHAN, COMMISSIONER
		HON. RAYMOND L. VAUGHN, JR., COMMISSIONER

**AGENCY MEMBERS**

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	JASON FERBRACHE ADMINISTRATOR	LARRY HOPPER PRINCIPAL PLANNER
		MARTY DICKENS FED ASSETS & GRANTS COORDINATOR
CLEVELAND AREA RAPID TRANSIT (CART)	DOUG MYERS DIRECTOR	KARLEENE SMITH PLANNER AND GRANT SPECIALIST
OKLAHOMA CITY AIRPORT TRUST	RANDON RIEGER, P.E. CIVIL ENGINEER III	JOHN STORMS CIVIL ENGINEER IV
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT)	BRIAN TAYLOR, DIVISION ENGINEER DIVISION 4	JOE ECHELLE, ASST. DIV. ENG. DIVISION 4
		LAURA CHANEY, TRANSP. MANAGER LOCAL GOVERNMENT DIVISION
OKLAHOMA TRANSPORTATION COMMISSION (OTC) – DIVISION III – MCCLAIN & CLEVELAND COUNTIES IN OCARTS AREA	DAN B. OVERLAND TRANSPORTATION COMMISSIONER	VACANT
OKLAHOMA TRANSPORTATION COMMISSION (OTC) – DIVISION IV – CANADIAN, LOGAN, & OKLAHOMA COUNTIES IN OCARTS AREA	GREG LOVE TRANSPORTATION COMMISSIONER	VACANT
OKLAHOMA TRANSPORTATION COMMISSION (OTC) – DIVISION VII – GRADY COUNTY IN OCARTS AREA	BRADLEY W. BURGESS TRANSPORTATION COMMISSIONER	VACANT

**NON-VOTING MEMBERS**

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
FEDERAL AVIATION ADMINISTRATION (FAA)	GLENN BOLES, MANAGER AR/OK AIRPORTS DEVLPMT. OFFICE	VACANT
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	BASHARAT SIDDIQI OKLAHOMA DIVISION ADMINISTRATOR	CARL SELBY PROGRAM SUPPORT TEAM LEADER
		ISAAC AKEM COMMUNITY PLANNER
FEDERAL TRANSIT ADMINISTRATION (FTA)	ROBERT C. PATRICK REG'L ADMIN.	VACANT

INTERMODAL TRANSPORTATION POLICY COMMITTEE  
MINUTES OF THE MEETING  
THURSDAY, SEPTEMBER 29, 2016

A regular meeting of the Intermodal Transportation Policy Committee was convened on Thursday, September 29, 2016, in the Association of Central Oklahoma Governments (ACOG) Board Room, 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 offices at least twenty-four (24) hours prior to the meeting.

PRESIDING

Hon. Matt Dukes, Mayor

ENTITY

Midwest City

MEMBERS PRESENT

Hon. Stan Wieczorek, Mayor	Cedar Valley
Hon. Roger Malone, Councilmember	Choctaw
Hon. Ken Bartlett, Vice Mayor	Del City
Hon. Victoria Caldwell, Councilmember	Edmond
Hon. Kris Hyde, Councilmember	Goldsby
Hon. Steven J. Gentling, Mayor	Guthrie
Hon. Ray Poland, Mayor	Jones City
Hon. Mark Hamm, Councilmember	Moore
Hon. Brian Grider, Councilmember	Mustang
Hon. Mike Fullerton, Councilmember	Newcastle
Hon. Gene Reid, Vice Mayor	Newcastle
Hon. James Greiner, Councilmember	Oklahoma City
Hon. John Brown, Councilmember	Piedmont
Hon. Kevan Blasdel, Councilmember	Piedmont
Hon. David Bennett, Mayor	The Village
Hon. Mike McEachern, Councilmember	Yukon
Hon. Marc Hader, Commissioner	Canadian County
Hon. Rod Cleveland, Commissioner	Cleveland County
Hon. Marven Goodman, Commissioner	Logan County
Hon. Mike Pearson, Commissioner	Logan County
Hon. Willa Johnson, Commissioner	Oklahoma County

AGENCY MEMBERS PRESENT

Jason Ferbrache, Administrator	Central OK Transportation & Parking Authority
Larry Hopper, Principal Planner	Central OK Transportation & Parking Authority

NON-VOTING MEMBERS PRESENT

Isaac Akem, Community Planner	Federal Highway Administration
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GUESTS PRESENT

Hon. Larry Maples, Trustee	Union City
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ACOG STAFF PRESENT

John G. Johnson  
Holly Massie  
John Sharp  
Jennifer Sebesta  
Eric Pollard  
Conrad Aaron  
Shelby Templin  
Charlotte Adcock  
Beverly Garner  
Debbie Cook  
Brent Hawkinson  
Julie Smedlund  
Jennifer McCollum  
David Heald II

MEMBERS ABSENT

Hon. Phillip Shirey, Councilmember  
Hon. Yvonne Lackey, Councilmember  
Hon. William Anderson, Trustee  
Hon. Marianne Yarbrough, Trustee  
Hon. Kim Bishop, Councilmember  
Hon. David Adams, Mayor  
Hon. Cecilia Taft, Mayor  
Hon. Peter Hoffman, Mayor  
Hon. Jim Pumphrey, Councilmember  
Hon. Marge Hill, Councilmember  
Hon. Lynne Miller, Mayor  
Hon. Tom McCurdy, Councilmember  
Hon. John Koehler, Mayor  
Hon. Earnest Ware, Mayor  
Hon. Mary Smith, Councilmember  
Hon. Jim Mickley, Vice-Mayor  
Hon. Wilson Lyles, Commissioner

AGENCY MEMBERS ABSENT

Doug Myers, Director  
Randon Rieger, Civil Engineer III  
Brian Taylor, Division Engineer  
Dan B. Overland, Transportation Commissioner  
Greg Love, Transportation Commissioner  
Bradley W. Burgess, Transportation Commissioner

NON-VOTING MEMBERS ABSENT

Glenn Boles, Manager  
Robert C. Patrick, Regional Administrator

POSITION

Executive Director  
Special Programs Officer II, TPS  
Program Coordinator, TPS  
GIS Specialist, TPS  
Clean Cities Coordinator, TPS  
GIS Technician, TPS  
Assistant Planner, TPS  
Assistant Planner-Multimodal, TPS  
Administrative Assistant, TPS  
Finance Director  
Division Director, E9-1-1 & Public Safety  
Division Director, Information Technology  
Director of Communications  
IT Operations Specialist

ENTITY

Bethany  
Blanchard  
Cole  
Forest Park  
Harrah  
Lexington  
Luther  
Nichols Hills  
Nicoma Park  
Noble  
Norman  
Purcell  
Slaughterville  
Spencer  
Tuttle  
Warr Acres  
McClain County

Cleveland Area Rapid Transit  
Oklahoma City Airport Trust  
Oklahoma Department of Transportation  
Oklahoma Transportation Commission Dist. III  
Oklahoma Transportation Commission Dist. IV  
Oklahoma Transportation Commission Dist. VII

ENTITY

Federal Aviation Administration  
Federal Transit Administration

A. CALL TO ORDER

Chairman Matt Dukes called the meeting to order at 1:26 p.m., welcoming all in attendance. ACOG Executive Director John G. Johnson called the roll, stating that a quorum was present.

B. APPROVAL OF THE AUGUST 11, 2016 MINUTES

There being no discussion, Councilmember John Brown moved to approve the August 11, 2016 minutes. Mayor Stan Wieczorek seconded the motion. The motion carried.

C. CONSENT DOCKET ITEMS:

1. CALL FOR PROJECTS – ACOG CLEAN AIR GRANTS FOR OCARTS AREA PUBLIC FLEETS  
**ACTION REQUESTED:** None. For information only.
2. REVIEW OF THE OCARTS AREA REGIONAL SNOW ROUTES  
**ACTION REQUESTED:** None. For information only.
3. OKLAHOMA CITY AREA REGIONAL TRANSPORTATION STUDY (OCARTS) AREA LINE ITEM PROJECTS AND ADMINISTRATIVE MODIFICATIONS  
**ACTION REQUESTED:** None. For information only.
4. STATUS OF SURFACE TRANSPORTATION PROGRAM URBANIZED AREA (STP-UZA) PROJECTS IN THE OCARTS TRANSPORTATION MANAGEMENT AREA (TMA)  
**ACTION REQUESTED:** None. For information only.

Mayor David Bennett moved to place Items C-1 through C-4 on the Consent Docket and approve or acknowledge those items, subject to any conditions included in those items. Councilmember Ken Bartlett seconded the motion. The motion carried.

D. ITEMS REQUIRING INDIVIDUAL ACTION AND/OR DISCUSSION:

1. PUBLIC HEARING AND ACTION ON REQUEST FOR AMENDMENT TO THE FFY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM BY ODOT

Chairman Dukes opened the public hearing. There being no response from the public, the public hearing was closed.

Holly Massie said this is a request by the Oklahoma Department of Transportation to increase the statewide line item for Preliminary Engineering to \$36 million. She said part of this increase will be used for engineering costs associated with OCARTS area Transportation Alternatives Program projects. She said the Intermodal Transportation Technical Committee recommends approval.

Councilmember Mark Hamm moved to amend the FFY 2016 element of the FFY 2015-2018 OCARTS Area TIP by increasing the amount listed in the Preliminary Engineering statewide line item, as requested by ODOT. Councilmember John Brown seconded the motion. The motion carried.

2. PUBLIC HEARING AND ACTION ON REQUEST FOR AMENDMENT TO THE FFY 2017 TRANSIT ELEMENT OF THE FFY 2017-2020 OCARTS AREA TIP BY COTPA

Chairman Dukes opened the public hearing. There being no response from the public, the public hearing was closed.

Holly Massie said that COTPA recently received its final 2016 apportionments from the Federal Transit Administration, so the request is to update the FFY 2017 Transit Element of the upcoming TIP so their grant request will agree with the actual funds available. She said there are also updates to COTPA programs related to CNG bus purchases, CNG fueling facilities, downtown Transit Center improvements, and an increase in funding for Edmond Citylink.

Jason Ferbrache said he wanted to take this opportunity to share some projects that COTPA will be able to accomplish with this TIP amendment. He said the COTPA Trustees made the commitment to transition the entire COTPA fleet to alternative fuels with CNG being the primary source, and this amendment will allow COTPA to continue to work towards building its own CNG fueling infrastructure on-site at the 2000 S. May Ave. facility. He said that in the area of bus replacement, COTPA was recently recognized as one of the recipients of the Section 5339 competitive grant program for bus and bus facilities and received an award of approximately \$2 million. He said 30 percent of the COTPA fleet is past its useful life, so those dollars will help with the fleet replacement plan. Mr. Ferbrache said FTA has indicated that grant program is one of the most over-subscribed programs they have with about \$8-\$9 of requests for funding coming in for every \$1 that they were able to award, so COTPA is very fortunate.

Mr. Ferbrache said Edmond Citylink is a sub-recipient, and the \$500,000 allocation to Citylink is an increase of about \$62,500 from the previous year and is consistent with COTPA's agreement with Edmond to try to increase funding levels each year.

Commissioner Marc Hader asked why this amendment was necessary. Mr. Ferbrache said COTPA's federal formula allocation from FTA is the funding source and the way the process works is that COTPA generally has an estimate of the funding to be received that they give to ACOG for the TIP and once COTPA has those final FTA allocations, then the TIP is updated.

Commissioner Rod Cleveland asked about the ferryboat item. Mr. Ferbrache said the Oklahoma River Cruisers that COTPA manages is actually a transit corridor recognized by the FTA and they have funding for ferry service operators. He said it is a formula-based program, and they are including three years' worth of funding in this TIP, which will be used for boat/vessel rehab and renovation.

There being no further discussion, Commissioner Rod Cleveland moved to amend the FFY 2017-2020 OCARTS Area TIP by replacing the COTPA FFY 2017 Transit Element with the

attached programs of projects, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP). Mayor David Bennett seconded the motion. The motion carried.

3. ENVIRONMENTAL, SOCIAL, AND ECONOMIC IMPACTS OF ENCOMPASS 2040

Jennifer Sebesta said the Draft Plan Summary was available at the table, as well as a handout of "Potential Social, Environmental, and Economic Impacts of Encompass 2040." She explained that, as part of the Encompass 2040 metropolitan transportation plan, ACOG staff, in close coordination with local, state, and federal agencies, assessed the potential environmental, social, and economic impacts of the Plan's proposed transportation system in evaluating the transportation projects at the regional level. She said this process is designed to help ensure that transportation projects included in the Plan will improve mobility and increase economic vitality, without adversely impacting environmental or cultural resources. She said the Encompass 2040 impact analysis is regional in scale and not intended to serve as the level of environmental assessment required by the National Environmental Policy Act (NEPA) for individual projects. There was no discussion.

4. ENCOMPASS 2040 PUBLIC OUTREACH

John G. Johnson said there has been a lot of effort in finalizing the Encompass 2040 Plan and referred to the Draft Plan Summary that was available as a handout. He also referred to the two-month calendar of public awareness events. Mr. Johnson encouraged the Committee members to attend these public meetings.

Mr. Johnson recognized the transportation staff who worked diligently on this Plan: Holly Massie, John Sharp, Jennifer Sebesta, Shelby Templin, Conrad Aaron, Charlotte Adcock, and Beverly Garner. Also, Jennifer McCollum worked on the public relations part of the Plan. The Committee showed their appreciation with an applause.

Mr. Johnson said there have been several public meetings held and there are a couple to go, so he encouraged the Committee members to attend.

5. TRANSPORTATION NEWS AND UPDATES

John G. Johnson, Executive Director of ACOG, [gave a synopsis of the Encompass 2040 Plan](#). He said that under the federal law, ACOG, the Metropolitan Planning Organization (MPO) for our region, is tasked to maintain a long-range transportation plan that has at least a 20-year horizon. Every five years, the Plan must be updated. He said ACOG is in the midst of that five-year update with the horizon year of 2040. The Encompass 2040 Plan is Central Oklahoma's guide for investing roughly \$10 billion in our transportation infrastructure over the 30-year plan period.

Mr. Johnson discussed the OCARTS geography and said OCARTS stands for the Oklahoma City Area Regional Transportation Study, and presented a map of the area. He said the ACOG area is four counties, but the OCARTS area is a little different in that it takes in all of Oklahoma and Cleveland Counties and portions of Logan, Canadian, McClain and Grady Counties. He said the OCARTS area has almost 2,100 square miles and 3,800 linear miles of major streets and highways.

Mr. Johnson said that for more than two years, the ACOG Transportation Division has been gathering data, looking at building permits, and working to assemble demographic information, which helps with trend analysis at a regional level. He said by Year 2040, ACOG is projecting a 40 percent increase in population, a 35 percent increase in employment, 54 percent increase for vehicle miles traveled daily, and 35 percent increase in freight tonnage annually within the OCARTS area. These are significant numbers in terms of growth.

He said to address some of this growth, ACOG asked local governments and ODOT to submit projects that would meet those critical needs through 2040 and a list of 220 projects is included in the 2040 Draft Plan Summary.

He said that more than 50 percent (\$5.2 billion) of the \$10 billion cost estimate will go toward road, highway and bridge maintenance. Costs for new street and highway construction are estimated at \$2.5 billion, for additional roadway improvements and operations \$1.1 billion, for public transportation \$1.3 billion, and for bicycle and pedestrian projects \$273 million.

Mr. Johnson also highlighted regional transit planning. He said ACOG continues to host the Regional Transit Dialogue and there is a Task Force comprised of six cities that have signed a Memorandum of Understanding (MOU) and contributed money to develop an Authority to manage a future regional transit network in Central Oklahoma. This is vitally important to the continued economic development of the region and to ensure transportation choices to accommodate continued population and employment growth and alleviate the stress that will be placed on the existing transportation infrastructure.

Mr. Johnson said ACOG needs to hear from the Committee and their citizens because a month from now, the Committee will be asked to adopt the final plan. He encouraged them to take a copy of the Draft Plan Summary with them.

Commissioner Hader asked what was expected to change in the document when the Plan is finalized. Mr. Johnson said ACOG has been working with local city and county staffs, as well as ODOT, for the past five years, so the projects were developed in coordination with our members. He mentioned the Plan has to be financially constrained, but is subject to amendment as we go through time.

Holly Massie added that the list in the Draft Plan Summary is where widening is warranted from now through 2040. There are a lot of other projects that are consistent with the Plan – safety improvements, intersections, signals, bridges, maintenance [resurfacing every ten years] – that are also part of the proposed Plan. She reminded the Committee that a transportation model was run which looks at where future growth is projected – population and employment – to determine anticipated areas of future congestion as the basis for adding capacity to the network.

Councilmember Mike McEachern pointed out that SH-4 going to Piedmont was not on the list, stressing the critical need for the improvement to improve the safety of the traveling public. Mr. Johnson said ACOG staff would look into the project and see why it was not on the list.

There was no further discussion.

E. NEW BUSINESS

Chairman Dukes asked if there was any new business to present. No new business was presented.

F. ADJOURN

There being no further business, Chairman Dukes adjourned the meeting at 2:08 p.m.

# ACOG

## Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405  
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### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

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

**SUBJECT:** Modifications to the STP-UZA Project Evaluation Criteria and STP-UZA Procedures

### INFORMATION:

In July, ACOG staff issued the annual request for review of the *Criteria and Process for Evaluation of Surface Transportation Program Urbanized Area (STP-UZA) Projects* to determine if any revisions are needed to improve the clarity or usefulness of the document.

The STP-UZA Evaluation Criteria is a companion document to the STP-UZA Procedures, which assists the Intermodal Transportation Technical (ITTC) and Policy (ITPC) Committees with the selection of STP-UZA funded projects for inclusion in the Transportation Improvement Program (TIP). Federal law requires that the TIP reflect regional transportation priorities that will implement the metropolitan plan by preserving existing transportation facilities, relieving and preventing congestion, increasing safety, and providing mode choices. The evaluation criteria aids the MPO in meeting these goals, while maintaining financial constraint.

During its September meeting, the ITTC discussed several potential modifications to the Evaluation Criteria, and decided to form a subcommittee to further discuss items for which consensus was not reached. The ITTC subcommittee met on September 22. The following page provides a summary of the suggested changes and resulting action for each item. The recommended edits can be viewed at [STP UZA Evaluation Criteria](#) and [STP-UZA Procedures](#).

Approved modifications will be incorporated into the STP-UZA Evaluation Criteria and the STP-UZA Procedures, as appropriate, for consistency between the two documents. The updated Evaluation Criteria will be used for scoring projects during the upcoming November 2016 call for projects to update FFY 2018, 2019 and 2020 of the FFY 2017-2020 OCARTS Area TIP.

Entity Suggestions	Methodology	Recommended Action
1. Modify the 56% cap on STP-UZA funds that any entity can receive	<ul style="list-style-type: none"> <li>Option 1 – Reduce the cap to 50%</li> <li>Option 2 – Competitively select projects for 50% of the funds; distribute the other 50% by population</li> </ul> <i>Option 2 is not consistent with 23 USC 450.326(m)<sup>1</sup></i>	No consensus was reached; therefore no change will be made. *
2. Set the MPO's STP-UZA priorities for two years instead of one	Eliminate the call, scoring and ranking of STP-UZA projects during the year that a new TIP is not developed. Conduct a project call only with the biennial development of a new TIP.	Motion failed by a split vote; therefore no change will be made.
3. Modify the scoring criteria for bridge projects	<ul style="list-style-type: none"> <li>Lower the Waterway Adequacy weight from 2 to 1</li> <li>Add a "Structural Deficient" criterion with a weight of 1 (measures bridge deck, superstructure, substructure) – (See pg. 25 of Criteria)</li> </ul>	Motion carried to add "Structural Deficiency" and leave the weight for "Waterway Adequacy" at 2.
4. Ensure the weights in Table 1 (pg. 10) reflect the goals of the MTP, or add a new evaluation criteria for "Project Conformance to the MTP"	<p>Some suggestions:</p> <ul style="list-style-type: none"> <li>Allow resurfacing and reconstruction projects to receive points for providing sidewalks and/or bicycle lanes with a weight of 3</li> <li>Allow independent bicycle/pedestrian projects to receive a score x weight for ADT, V/C, etc. or add a new criterion to improve their scores</li> <li>Allow carpool/vanpool administration projects to receive a score x weight for ADT, V/C, and possibly CMP, as related to a specific corridor.</li> </ul>	No consensus was reached; therefore no changes will be made. *
Staff Suggestions	Methodology	Action
5. Reflect new federal transportation law In Criteria	Update introductory language to reflect compliance with Fixing America's Surface Transportation Act (FAST Act), approved Dec. 4, 2015.	A motion carried to reflect this update. (See pgs. 1, 9 of Criteria)
6. Limit federal share cost increases to 20% of TIP estimate	Add language consistent with current FHWA policy that obligation of federal funds cannot exceed 20 percent of the amount reflected in the TIP without amendment of the TIP and STIP, subject to financial constraint.	A motion carried to reflect this update. (See pg. 2 of Criteria)
7. Limit bike/ped projects to capital improvements	Remove non-construction projects from the Bike/Ped project category. Former programs requiring these activities are no longer in effect.	A motion carried to reflect this update. (see pg. 8 of Criteria)

\*The City of Oklahoma City recommends an independent study be conducted to evaluate the STP-UZA Criteria and best practices by other MPOs for consideration in the ACOG scoring process. The ITTC approved a motion to recommend such a study at its October 13, 2016 meeting.

#### **ACTION REQUESTED:**

Motion to approve proposed changes to the *Criteria and Process for Evaluation of STP-UZA Projects* (Items 3, 5, 6, 7) and to the *STP-UZA Procedures* (Items 5 and 6).

<sup>1</sup> 23 USC 450.326(m): Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.





**The City of  
OKLAHOMA CITY**  
DEPARTMENT OF PUBLIC WORKS

August 19, 2016

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

Re : Review Comments – Criteria for Evaluation of Surface Transportation Program Urbanized Area (STP-UZA) Projects

Dear Ms. Massie:

Thank you for the opportunity to review the criteria and process for federally participated projects in the ACOG region. The City of Oklahoma City is supportive of the as-need basis and competitive process for distribution of annual federal funds. We offer the following ideas and options to strengthen these concepts.

1. Page 7 of the criteria under "Safety Projects" states "No single entity shall be permitted to obligate more than 56 percent of the UZA's safety funds within a single fiscal year, unless there are not sufficient projects proposed by other entities that can be obligated within the year." The overall cap of 56% per single entity has been in effect for the 80/20 percent share and 100 percent safety projects. Although the STP Procedures for UZA (October 2015 – Page 3) states the overall cap of 56%, there is not a specific statement of 56% cap elsewhere in the criteria. In order for all entities to have a share of federal funds, a change in the cap or another option for distribution of funds is recommended. One option is to reduce the cap per single entity to 50% per competitive criteria. Another option is to have 50% of funds competitively selected and the remaining 50% to be assessed per population (similar to the Transportation Alternative Program guidelines). By splitting how the funds are divided, a more equitable distribution can be reached. Many MPOs have a two-phase selection process that has a competitive component and an equity component. For example, Wasatch Front Regional Council (WFRC) has a competitive component and an equity component. WFRC tries to distribute funds evenly by population over the course of several TIPs. This allows cities to receive necessary funding to complete large projects but that same city might not get the same level funding of funding each year.
2. Page 2 of the criteria under "Relationship to TIP Development", a new four-year TIP is prepared every other year. During the years that a new TIP is not prepared, ACOG issues a call for STP-UZA projects and the TIP is amended to reflect the revised STP-UZA projects for the latter years based on project scores, anticipated funds, and ITTC/ITPC review and approval. As an alternative, consider eliminating the STP-UZA call for projects during the years that a new TIP is not developed. This would result in the first two years of each TIP being the MPO's STP-UZA priorities until preparation of the next TIP. Entities can plan their resources, funding and planning of projects more efficiently if

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a two year TIP is secured. There have been times when projects on the TIP are underway, only to be moved to the unfunded TIP years or be knocked off the TIP all together.

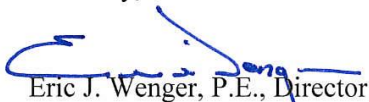
3. Page 10 and 23 of the criteria for Bridge projects, Waterway Adequacy rating with multiplier of 2 is used. Although this rating has the overall formula for assessment, other ratings such as “Structurally Deficient” can strengthen the selection of bridges especially in the low traffic areas. As an alternative, consider lowering the multiplier for the Waterway Adequacy rating to 1 and adding “Structurally Deficient” rating with multiplier of 1. Please see the attached definitions and rating information on bridge inspections.
4. Page 10, Table 1, The STP scoring criteria should be updated to reflect the goals and objectives of Encompass 2035, and then updated again when Encompass 2040 is adopted. Encompass 2035 and the existing STP scoring criteria appear to have some differences in philosophies. Additionally, the scoring criteria for each project type should be based on the same total number of points, or if certain types of projects are encourage by the LRTP (e.g. multi-modal projects), then these projects should be weighted to be competitive with widening projects. As a suggestion, new evaluation criteria could be added - “Project Conformance to LRTP” to ensure each project reflects the spirit of the LRTP. The following adjustments are a few changes that could help implement Encompass 2035, and eventually Encompass 2040:

Project Type	Evaluation Criteria
Resurfacing, Reconstruction, Rehabilitation	<p>V/C and Accident Severity should be weighted similarly to how they are weighted for a widening project. A road with high V/C may not have room for widening, but the surface may still be in need of repair due to the impacts of traffic and congestion. Additionally, accident severity and surface condition are strongly related and should be weighted accordingly.</p> <p>Cities should be able to receive points for turning a road into a multimodal facility by adding sidewalks or bicycle lanes. This is commonly done during resurfacing or reconstruction. “E” and “F” under Special Criteria should have a weighting of 3.</p>
Independent Bike/Ped	<p>Since this is a priority within the 2035 LRTP, it should be easier to receive a score comparable to widening or intersection improvements. Adjustments to the weights (ADT, V/C, etc.) should be adjusted OR new criteria should be added in order to give these projects a chance to compete.</p>
Carpool/Vanpool	<p>In order to give carpool/vanpool projects an opportunity to compete with other types of projects, providing points for ADT, V/C, and CMP could work. However, these projects might need to relate to specific corridors. Currently these projects can already receive points for corridor specific criteria such as Accident Severity and Surface Condition – so it seems it could be possible to also give points for ADT, V/C, and CMP.</p>

We appreciate the opportunity to suggest updates to the criteria for STP projects. City of Oklahoma City staff would like to participate on the sub-committee, if one is developed, to discuss the proposals and make recommendations to the ITTC Committee for consideration. We strongly support this action and would like for more members to participate this year. For additional consideration, City requests that ACOG consider forming an independent panel to evaluate the TIP process and recommend options to make it more equitable with the Regional Long Range Transportation Planning. A recent study "2016-2021 TIP Review White Paper" by the Denver Regional Council of Governments (DRCOG) in February 2016 is a good example of an MPO reviewing and re-assessing their TIP implementation, comparisons to the other MPO's and recommendations on the best management practices.

Thank you again, and please do not hesitate to contact us if any questions or clarifications are needed on the responses.

Sincerely,



Eric J. Wenger, P.E., Director  
Public Works/City Engineer



Aubrey E. Hammontree, Director  
Planning Department

Enclosure

pc :

Debbie Miller, P.E., Public Works Department  
Ahmad Lesani, P.E., Public Works Department  
Stuart Chai, P.E., Traffic Management Department  
Geoffrey Butler, Planning Department  
Matt Sandidge, Planning Department



### Structurally Deficient (SD)

Bridges are considered SD if significant load carrying elements are found to be in poor condition due to deterioration and/or damage, or the adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing overtopping with intolerable traffic interruptions.

SD is numerically defined as follows:

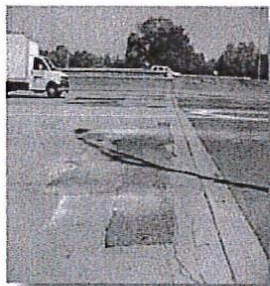
- A bridge component (deck, superstructure, substructure or culvert) having an NBI general condition rating of a 4 or less (poor condition)
- or
- Structural Evaluation or Waterway Adequacy rated a 2 or less (a bridge with a very low load rating capacity, or a bridge that is subject to overtopping with significant or severe traffic delays).

For a structure to be considered SD, one of the following items must be true<sup>7</sup>:

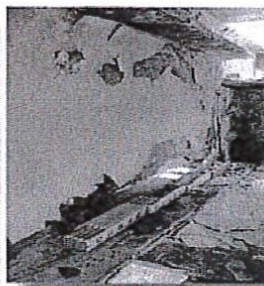
	NBI GENERAL CONDITION RATINGS				APPRAISAL RATINGS	
NBI Item#	58	59	60	62	67	71
	Deck	Superstructure	Substructure	Culvert	Structural Evaluation	Waterway Adequacy
Code	<= 4	<= 4	<= 4	<= 4	<= 2	<= 2

Table 2- SD Criteria

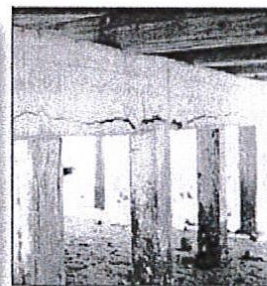
### Examples of Conditions Leading to an SD Classification



Deck



Superstructure



Substructure

<sup>7</sup> Each NBI item number shown in the table is further described in the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges.

# OKLAHOMA DEPARTMENT OF TRANSPORTATION - Bridge Inspection Report

NBI No.: 12833      Structure No.: 55N3050E1020007      Local ID: O-250A

Suff. Rating: 49.0

Health Index :

SD

58.2

<p><b>IDENTIFICATION</b></p> <p>Description: 37'-51'-51'-37'-I-BM. SPANS WITH 2'-4" SIDEWALKS SK. 18 DEG.45'</p> <p>1. State: Oklahoma      2. SHD District: Division 4</p> <p>3. County Code: OKLAHOMA      4. Place Code: OKLA. CITY</p> <p>Admin. Area: Unknown</p> <p>5. Inventory Route (Route On Structure): 1 - 5 - 1 - 00000 - 0</p> <p>6. Feature Intersected: NORTHWEST EXPRESSWAY</p> <p>7. Facility Carried: MAY AVE.      MAY AVE.</p> <p>9. Location: MAY AVE SEPARATION      11. Mile Post: 0.840 mi</p> <p>13. LRS Inv. Route/ Subroute: -1      -1</p> <p>16. Latitude: 35 31 39.78      17. Longitude: 097 33 57.39</p> <p>98. Border Br. Code: Unknown (P) % Resp.: 0      99. Border Br. #: Unknown</p>		<p><b>INSPECTION</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date:</th> <th>Next Insp.:</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>Y</td> <td>24</td> <td>8/20/2014</td> <td>8/20/2016</td> </tr> <tr> <td>FC Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS Freq.:</td> <td>N</td> <td>N</td> <td>NA</td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>		Type	Insp. Req.	Insp. Done	Freq.	Insp. Date:	Next Insp.:	NBI:		Y	24	8/20/2014	8/20/2016	FC Freq.:	N	N	NA	NA	NA	UW Freq.:	N	N	NA	NA	NA	OS Freq.:	N	N	NA	NA	NA
Type	Insp. Req.	Insp. Done	Freq.	Insp. Date:	Next Insp.:																												
NBI:		Y	24	8/20/2014	8/20/2016																												
FC Freq.:	N	N	NA	NA	NA																												
UW Freq.:	N	N	NA	NA	NA																												
OS Freq.:	N	N	NA	NA	NA																												
<p><b>STRUCTURE TYPE AND MATERIALS</b></p> <p>43. Main Span Material and Design Type: Steel      Stringer/Girder</p> <p>44. Approach Span Material and Design Type: Not Applicable (P)      Not Applicable (P)</p> <p>45. No. of Spans Main Unit: 4      46. No. of Approach Spans: 0</p> <p>107. Deck Type: 1 Concrete-Cast-in-Place</p> <p>108A. Wearing Surface: 1 Monolithic Concrete</p> <p>108B. Membrane: 0 None</p> <p>108C. Deck Protection: None</p>		<p><b>CLASSIFICATION</b></p> <p>12. Base Hwy Network: Not on Base Network      20. Toll Facility: 3 On free road</p> <p>21. Custodian: 04City/Municipal Hwy Agenc      22. Owner: 04City/Municipal Hwy Agenc</p> <p>26. Functional Class: 16 Urban Minor Arter      37. Historical Sig.: 5 Not eligible for NRHP</p> <p>100. Defense Highway: 0 Not a STRAIGHT H      101. Parallel Structure: No    bridge exists</p> <p>102. Dir. of Traffic: 2 2-way traffic      103. Temp. Structure: Not Applicable (P)</p> <p>104. Highway System: 0 Not on NHS      105. Fed. Land Hwy 0 N/A (NBI)</p> <p>110. National Truck Network: 0 Not part of nat      112. NBIS Length: Long Enough</p>																															
<p><b>AGE AND SERVICE</b></p> <p>27. Year Built: 1952      106. Year Reconstructed: 0</p> <p>28A. Lanes on: 4      28B. Lanes Under: 6      19. Detour Length: 3.0 mi</p> <p>29. ADT: 22000      30. Year of ADT: 2012      109. Truck ADT %: 7</p> <p>42A. Type of Service on: 5 Highway-pedestrian</p> <p>42B. Type of Service under: 1 Highway</p>		<p><b>LOAD RATING AND POSTING</b></p> <p>31. Design Load: 4 M 18 (H 20)      41. Posting status: A Open, no restriction</p> <p>63. Op. Rating Method: 1 LF Load Factor-Ton      Alt. Op. Rating Meth.: 1 LF Load Factor-To</p> <p>64. Operating Rating (H / HS / 3-3):      35.0      50.0      85.5</p> <p>66. Inventory Rating (H / HS / 3-3):      21.0      30.0      51.2</p> <p>65. Inv. Rating Method: 1 LF Load Factor-Ton      Alt. Inv. Rating Meth.: 1 LF Load Factor-Ton</p> <p>70. Posting: 5 At/Above Legal Loads      Date Rated: 9/26/2012</p>																															
<p><b>GEOMETRIC DATA</b></p> <p>10. Inv. Rte. Min. Vert. Clr.: 328.1 ft</p> <p>32. Approach Roadway Width (W/ Shoulders): 52.0 ft</p> <p>Deck Area: 13,020. sq. ft      33. Median: 2 Closed Med w/o B</p> <p>34. Skew: 18      35. Structure Flared: 0 No flare</p> <p>47. Inv. Rte. Total Horiz. Clr.: 60.0 ft</p> <p>48. Length Maximum Span: 52.0 ft      49. Structure Length: 186.0 ft</p> <p>50A. Curb/Sdwk Width L: 4.0 ft      50B. Curb/Sidewalk Width R: 4.0 ft</p> <p>51. Width Curb to Curb: 56.0 ft      52. Width Out to Out: 70.0 ft</p> <p>53. Minimum Vertical Clearance Over Bridge: 328.1 ft</p> <p>54A/54B. Min. Vert. Underclearance: H Hwy beneath struct      14.4 ft</p> <p style="text-align: center;"><u>N/E</u>      <u>S/W</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Meas.</th> <th>E1411</th> <th>-1</th> <th>-1</th> <th>W1407</th> <th>-1</th> <th>-1</th> </tr> </thead> <tbody> <tr> <td>Post.</td> <td>DO NOT U</td> <td>DO NOT U</td> <td>DO NOT U</td> <td>DO NOT U</td> <td>DO NOT U</td> <td>DO NOT U</td> </tr> </tbody> </table> <p>55A/55B. Minimum Lateral Underclearance R: H Hwy beneath struct      3.9 ft</p> <p>56. Minimum Lateral Underclearance L: 5.0 ft</p>		Meas.	E1411	-1	-1	W1407	-1	-1	Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	<p><b>PROPOSED IMPROVEMENTS</b></p> <p>94. Bridge Cost: \$1,650,941      75. Type of Work: 31 Repl-Load Capacity</p> <p>95. Roadway Cost: \$2,724,053      76. Lgth. of Improvement: 248.4 ft</p> <p>96. Total Cost: \$4,622,635      114. Future ADT: 35200</p> <p>97. Year of Cost Est.: 2007      115. Year of Future ADT: 2032</p>																	
Meas.	E1411	-1	-1	W1407	-1	-1																											
Post.	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U	DO NOT U																											
<p><b>APPRAISAL</b></p> <p>36A. Bridge Rail: 0 Substandard      36C. Approach Rail: 0 Substandard</p> <p>36B. Transition: 0 Substandard      36D. Approach Rail Ends: 0 Substandard</p> <p>67. Str. Evaluation: 4 Minimum Tolerable      68. Deck Geometry: 5 Above Tolerable</p> <p>69. Underclearance, Vertical and Horizontal: 2 Intolerable - Replace</p> <p>71. Waterway Adequacy: N Not applicable</p> <p>72. Approach Alignment: 8 Equal Desirable Crit</p> <p>113. Scour Critical: N Not Over Waterway</p>		<p><b>NAVIGATION DATA</b></p> <p>38. Navigation Control: NA-no waterway</p> <p>39. Vertical Clearance: 0.0 ft      40. Horizontal Clearance: 0.0 ft</p> <p>111. Pier Protection: Not Applicable (P)      116. Lift Bridge Vert. Clear.: 0.0 ft</p>																															
<p>200c. Temperature: 85</p> <p>200d. Weather: PARTLY CLOUDY</p> <p>201. Structural Steel ASTM Desig.: -1      -1</p> <p>202. Waterproof Membrane: -1</p> <p style="text-align: center;">Date Installed: 1/1/1901</p> <p>203. Type Exp. Dev.: Pourable</p> <p>204. Type of Handrail: Concrete Post and Steel Rails</p> <p>205. Material and Quantity: -1.0</p> <p>208. Type of Abutment: Cantilever</p> <p style="text-align: center;">Type of Foundation: Natural Foundation Matl.</p> <p>209. Type of Pier / Found.: 5      No</p> <p style="text-align: center;">No Piling or Drilled Shaft</p> <p>210. Foundation Elev.      -1.0      -1.0</p> <p style="text-align: center;">-1.0      -1.0      -1.0</p> <p>211. Weir. Surf. Prot. System: None</p> <p style="text-align: center;">Date Installed: 1/1/1901</p> <p>213. Utilities Attached: Power</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>-1</td> <td>-1</td> <td>-1</td> </tr> <tr> <td>-1</td> <td>-1</td> <td>-1</td> </tr> </tbody> </table>		-1	-1	-1	-1	-1	-1	<p>214a. Posted Weight Limit: NR</p> <p>b. Posted Speed Limit: 35</p> <p>c. Narrow/One Lane Bridge sign: N</p> <p>d. Vertical Clearance Sign: YES</p> <p style="text-align: center;">Advanced Warning Sign: YES</p> <p>Min. Measured Clearance: 1407</p> <p>Max. Measured Clearance: 1411</p> <p>e. Navigation Lights: -</p> <p style="text-align: center;">Working/Not Working: -</p> <p>215. Overpass: A - ACOG (OKC Metro)</p> <p>221. Substructure Cond. (U/W): -</p> <p>222. Fill over RCB: -1</p> <p>223. Appr. Slab/Rdwy Cond.: Satisfactory</p> <p>224. Critical Feature Type: -1</p> <p>225. Paint Type: Red Lead Ready</p> <p style="text-align: center;">Overcoat: 0</p> <p>226. Date Painted: -1</p> <p>227. Paint Coloring: Silver</p> <p>233. Deck Forming: Conventional Forming</p> <p>236. Deck Cleaning: -1</p> <p>238. School Bus Rte: Current and Desired Route</p> <p>240. Appr. Roadway Type: Asphalt/Bituminous</p>																									
-1	-1	-1																															
-1	-1	-1																															
<p>243. Girder Spacing/Number: -1.0 / -1</p> <p>244. Span Lengths:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>-1</td> <td>-1</td> <td>-1</td> </tr> <tr> <td>-1</td> <td>-1</td> <td>-1</td> </tr> <tr> <td>-1</td> <td>-1</td> <td>-1</td> </tr> </tbody> </table> <p>245. Girder Depth: -1.000</p> <p>246. Type of Overlay: -</p> <p>246. Overlay Thickness: 0</p> <p>246. Overlay Date: 1/1/1901</p> <p>246. Overlay Depth Changed &gt; 1"?: -</p> <p>247. Protective Systems: 1: -</p> <p style="text-align: center;">2: -      3: -</p> <p style="text-align: center;">4: -      5: -</p> <p>248. No. of Field Splices w/ Corrosion: -1</p> <p>249. Scour Crit. POA exists?: No</p> <p>250. Culvert Headwall Dist.: -1.0</p> <p>254. Thru Truss Type: -</p> <p>256. Chan. Profile Up/Down Stream?: -</p> <p>257a. OkiePROS Auto. Truck Routing: NA</p> <p>258. Plans w/ found. are in file at ODOT: N</p> <p>259. Scour Eval. is in file at ODOT: N</p> <p>263. Interchange at Intersection</p> <p>264. Interstate Milepoint: -1.00</p>		-1	-1	-1	-1	-1	-1	-1	-1	-1																							
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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Oklahoma Division**

September 14, 2016

5801 N. Broadway Ext., Ste. 300  
Oklahoma City, OK 73118  
Phone: 405-254-3300  
Fax: 405-254-3302  
[www.fhwa.dot.gov/okdiv](http://www.fhwa.dot.gov/okdiv)

In Reply Refer To:  
HDA-OK

Mr. John Johnson  
Executive Director  
Association of Central Oklahoma Governments (ACOG)  
21 E. Main Street, Ste. 100  
Oklahoma City, OK 73104

Dear Mr. Johnson:

This letter is in response to your request for clarification regarding federal regulations governing the distribution of Surface Transportation Block Grant Program (STBG) Funds sub-allocated to urbanized areas such as the Oklahoma City Area Regional Transportation Study (OCARTS). The STBG consists of capital funds set aside for distribution among eligible MPO member entities within the transportation management area (TMA) on the basis of criteria agreed to by the participating members.

We have reviewed the proposal from one of your members to revise the current MPO project selection procedures based on a competitive process for distribution. The proposed revision would split STBG-UZA funds into two categories, with 50% of funds competitively distributed while the remaining 50% would be equitably distributed based on the population of eligible member governments. Adopting the proposed criteria where 50% of the funds would be distributed based on population is contrary to our current regulations and is inconsistent with the legislative provisions – CFR 450.326 (m) *“Procedures or agreements that distribute sub-allocated STP funds to individual jurisdictions or modes within the metropolitan planning area (MPA) by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator(s) to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan planning process.”*

The FHWA requires MPOs to adopt objective STGB-UZA project selection criteria in order to identify projects that best address regional system needs as well as conform to the new performance-based planning and programming requirements.

If you have questions or need additional information please contact Isaac N. Akem, Community Planner at (405) 254-3343, or by email at [Isaac.akem@dot.gov](mailto:Isaac.akem@dot.gov).

Sincerely,

A handwritten signature in black ink that reads "Louisa M. Ward". The script is cursive and fluid.

*for* Basharat Siddiqi  
Division Administrator

cc: ACOG  
Ms. Dawn Sullivan, P.E.  
ODOT Strategic Assets & Performance Management Division

# ACOG

## Association of Central Oklahoma Governments

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### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

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

**SUBJECT:** Availability of the FFY 2017-2020 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 2017-2020 OCARTS Area Transportation Improvement Program (TIP). The TIP was approved by the Intermodal Transportation Policy Committee on June 30, 2016 and by the Oklahoma Department of Transportation on July 14, 2016.

The FFY 2017-2020 OCARTS Area TIP is available on the ACOG website at:

[http://www.acogok.org/wp-content/uploads/2016/10/FINAL\\_FFY\\_2017-2020\\_OCARTS\\_TIP-1.pdf](http://www.acogok.org/wp-content/uploads/2016/10/FINAL_FFY_2017-2020_OCARTS_TIP-1.pdf)

and paper copies will be made available upon request.

#### ACTION REQUESTED:

None. For information only.



# ACOG

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### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

**FROM:** Eric Pollard, Clean Cities Coordinator  
Transportation & Planning Services

**SUBJECT:** 2016 Ozone Season Update

#### INFORMATION:

The 2016 ozone alert season has come to an end in Central Oklahoma. During the May through September season, we had four Ozone Alert Days and just three instances of monitors exceeding the Environmental Protection Agencies' (EPA) Proposed Standard of 70ppb.

Although our region has a long history of summertime ground-level ozone challenges, our air quality continues to improve. EPA's standard uses a 3-year ozone average to determine compliance and the new proposed standard is set at 70 ppb. Our region's 3-year ozone average was 87 ppb in 2000. At the end of the 2016 ozone season, our 3-year average was 68 ppb and well within acceptable levels. Our air quality progress could be attributed to several factors including industrial source improvements, cleaner transportation emissions, and/or favorable recent summer weather patterns.

For more information, contact Eric Pollard, Clean Cities Coordinator, at [epollard@acogok.org](mailto:epollard@acogok.org), [405] 778-6175.

#### ACTION REQUESTED:

None. For information only.

# ACOG

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### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

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

**SUBJECT:** OCARTS Area Line Item Projects

#### INFORMATION:

Attached is a list of the FFY 2016 statewide line item projects located within the OCARTS area, as provided by the ODOT Local Government Division and ODOT Programs Division. Projects added since the last report are in bold and shaded.

Title 23 CFR §450.324 authorizes the grouping of small scale projects by function, work type, and/or geographic area that are not of appropriate scale for individual identification in the TIP and Statewide Transportation Improvement Program (STIP).

#### ACTION REQUESTED:

None. For information only.

**FFY 2016  
OCARTS Area Line Item Projects**

<b>Project JP Number</b>	<b>County</b>	<b>Project Type</b>	<b>Description</b>	<b>City</b>	<b>Project Total</b>	<b>Line Item</b>	<b>Line Item JP Number</b>	<b>ODOT Submit to FHWA</b>
23085(37)	Oklahoma	Safety Improvement	RELOCATION AND REPAIR OF FIBER OPTIC AND COMMUNICATION EQUIPMENT	Oklahoma City	\$600,000	Safety Improvement	17051(22)	10/29/2015
28127(10)	Oklahoma	Preliminary Engineering	STATEWIDE ITS: OU CONTRACT FOR P.E. SERVICES	Oklahoma City	\$532,000	Preliminary Engineering	21016(16)	10/29/2015
30444(05)	Oklahoma	Preliminary Engineering	I-35: ADD ADDITIONAL RAMPS FOR I-35 AND SB AT THE I-40/I-35 JCT	Oklahoma City	\$1,182,067	Preliminary Engineering	21016(16)	10/29/2015
23310(07)	Oklahoma	R/W Clearance	I-40: W.B. & E.B. BRIDGES OVER CRUTCHO CREEK & SE 15TH STREET APPROX 2.3 & 2.6 MILE EAST OF I-35	Del City	\$214,708	R/W Clearance	19720(17)	11/25/2015
29623(04)	Oklahoma	Resurface	SH 270: FROM 0.4 MI. SE OF US 62, EXTEND SOUTHERLY 3.5 MI. TO SE 29TH ST.	Harrah	\$694,500	Resurface	20780(16)	1/6/2016
31480(29)	Logan	Safety Improvement	SRS - GUTHRIE UPPER ELEM. SCH. NON-INFRASTRUCTURE	Guthrie	\$20,000	Safety Improvement	25625(16)	1/28/2016
32425(04)	Oklahoma	Preliminary Engineering	I-35 FROM KILPATRICK N TO WATERLOO RD. PRELIM ENG. EC-1688	Edmond	\$2,034,738	Preliminary Engineering	21016(16)	2/2/2016
32387(04)	Oklahoma	Safety Improvement	N TRIPLE X RD SIGNAL & SURFACE WITH STILLWATER CENTRAL RAILROAD MAINLINE	Oklahoma City	\$261,073	Safety Improvement	17051(22)	2/29/2016
32404(04)	Cleveland	Safety Improvement	CITY OF NORMAN INSTALLATION OF TRAFFIC SIGNAL SYSTEM AT SH77H AND INDIAN HILLS RD	Norman	\$252,109	Safety Improvement	17051(22)	3/1/2016
32384(04)	Oklahoma/ Canadian	Safety Improvement	INSTALLATION OF IMPACT ATTENUATORS ALONG THE INTERSTATE SYSTEM IN OKLAHOMA & CANADIAN COUNTIES	Oklahoma & Canadian Counties	\$345,992	Safety Improvement	17051(22)	3/1/2016
31480(42)	Logan	Enhancement	SRS - GUTHRIE UPPER ELEMENTARY SCHOOL INFRASTRUCTURE	Guthrie	\$83,479	Enhancement	25625(16)	3/2/2016
27905(06)	Oklahoma	R/W Clearance	I-235 NORTHBOUND OFF RAMP IMPROVEMENTS AT 23RD ST.	Oklahoma City	\$30,030	R/W Clearance	19720(17)	3/3/2016
31018(05)	Oklahoma	Preliminary Engineering	I-44: BRIDGE REHABILITATION OVER I-240, 1.3 MILES NORTH OF THE CLEVELAND CO LINE W/ RAMP & NB MAINLINE EC-1704B GARVER PE FOR 31018(04)	Oklahoma City	\$164,200	Preliminary Engineering	21016(16)	3/15/2016
31019(05)	Oklahoma	Preliminary Engineering	I-44: NB AND SB BRIDGE REHABILITATION OVER 59TH ST 0.75 MILES SOUTH OF THE SH-152 JCT EC-1704C - CP&Y, INC - PE FOR 31019(04)	Oklahoma City	\$179,300	Preliminary Engineering	21016(16)	3/15/2016

**FFY 2016  
OCARTS Area Line Item Projects (Cont.)**

Project JP Number	County	Project Type	Description	City	Project Total	Line Item	Line Item JP Number	ODOT Submit to FHWA
31817(05)	Oklahoma	Preliminary Engineering	I-44 JOINT SEAL & PIER CAP PROTECTION ON BELLE ISLE BRIDGE EC-1704D - EST, INC - PE FOR 31817(04)	Oklahoma City	\$190,633	Preliminary Engineering	21016(16)	3/17/2016
32490(04)	Oklahoma	Safety Improvement	RAILROAD SIGNAL PROJECT AT N PORTLAND AVE W/ UNION PACIFIC	Oklahoma City	\$388,890	Safety Improvement	17051(22)	3/21/2016
32386(04)	Oklahoma	Safety Improvement	NE 150TH ST SIGNAL AND SURFACE WITH STILLWATER CENTRAL RAILROAD MAINLINE	Oklahoma City	\$294,915	Safety Improvement	17051(22)	3/25/2016
28817(05)	Oklahoma	Enhancement	MIDWEST CITY MID-AMERICA TRAIL (PE FOR 28817(04))	Midwest City	\$68,632	Enhancement	17633(22)	6/1/2016
31433(05)	Oklahoma	Enhancement	CONNECT W/ WEST PALMER LOOP W/ MID-BLOCK CROSSING @ MIDWEST BLVD. (PE FOR 31433(04))	Midwest City	\$25,737	Enhancement	17633(22)	6/1/2016
31437(05)	Oklahoma	Enhancement	WEST PALMER LOOP TR; WEST SIDE OF TINKER, EXCLUSION ZONE, BEG @ SOUTH END SOLDIER CR TRAIL & EXT TO S.E. 29TH ST. (PE FOR 31437(04))	Midwest City	\$93,026	Enhancement	17633(22)	6/1/2016
31504(05)	Oklahoma	Preliminary Engineering	BNSF FORCE ACCT FOR OKC HUB PROJECT PEDESTRIAN UNDERPASS	Oklahoma City	\$22,000	Preliminary Engineering	21016(16)	6/13/2016
28854(06)	Oklahoma	R/W Clearance	I-40: E.B. AND W.B. BRIDGES OVER SOONER ROAD 3.1 MILES EAST OF I-35	Oklahoma City	\$543,112	R/W Clearance	19720(17)	6/3/2016
24760(06)	Cleveland	R/W Clearance	SH-9 OVER LITTLE RIVER, 12.3 MI EAST OF US-77	Norman	\$31,797	R/W Clearance	19720(17)	6/7/2016
31504(05)	Oklahoma	Safety Improvement	BNSF FORCE ACCT FOR OKC HUB PROJECT PEDESTRIAN UNDERPASS	Oklahoma City	\$22,000	Safety Improvement	17051(22)	6/13/2016
31443(04)	Cleveland	Preliminary Engineering	I-35 CORRIDOR TRAFFIC STUDY FROM 4TH ST-TECUMSEH RD (INDIAN HILLS RD INTERCHANGE)	Norman	\$775,000	Preliminary Engineering	21016(16)	7/14/2016
32589(43)	Oklahoma	Safety Improvement	RAILROAD SIGNAL AT MERIDIAN AVE WITH STILLWATER CENTRAL RAILROAD (DOT# 669050E)	Oklahoma City	\$301,140	Safety Improvement	17051(22)	7/22/2016
31011(08)	Oklahoma	Preliminary Engineering	I-40: BRIDGE RAISING AT POST RD, WESTMINSTER RD OVER I-40	Oklahoma City	\$268,340	Preliminary Engineering	21016(16)	8/2/2016
31011(09)	Oklahoma	Preliminary Engineering	I-40: BRIDGE RAISING AT ANDERSON RD AND I-240 WB RAMP ON I-40	Oklahoma City	\$842,100	Preliminary Engineering	21016(16)	8/2/2016
32491(04)	Canadian	Safety Improvement	RAILROAD SIGNAL PROJECT AT MORGAN RD W/ UNION PACIFIC	Oklahoma City	\$410,313	Safety Improvement	17051(22)	8/9/2016

**FFY 2016  
OCARTS Area Line Item Projects (Cont.)**

<b>Project JP Number</b>	<b>County</b>	<b>Project Type</b>	<b>Description</b>	<b>City</b>	<b>Project Total</b>	<b>Line Item</b>	<b>Line Item JP Number</b>	<b>ODOT Submit to FHWA</b>
32489(04)	Oklahoma	Safety Improvement	RAILROAD SIGNAL PROJECT AT WEST RENO AVE W/ UNION PACIFIC	Oklahoma City	\$361,920	Safety Improvement	17051(22)	8/9/2016
32589(26)	Canadian	Safety Improvement	RAILROAD SIGNAL SURFACE PROJECT AT COUNTLINE RD WITH STILLWATER CENTRAL RAILROAD	Oklahoma City	\$253,750	Safety Improvement	17051(22)	8/9/2016
32589(25)	Oklahoma	Safety Improvement	RAILROAD SIGNAL PROJECT AT SW74TH STREET WITH STILLWATER CENTRAL RAILROAD	Oklahoma City	\$246,499	Safety Improvement	17051(22)	8/9/2016
32492(04)	Canadian	Safety Improvement	SIGNAL SURFACE PROJECT AT SW104TH ST W/ STILLWATER CENTRAL RAILROAD	Oklahoma City	\$254,757	Safety Improvement	17051(22)	8/9/2016
32558(04)	Oklahoma	Safety Improvement	RAILROAD SIGNAL PROJECT AT NE10TH ST WITH STILLWATER CENTRAL RAILROAD	Oklahoma City	\$208,283	Safety Improvement	17051(22)	8/9/2016
32493(04)	Canadian	Safety Improvement	SIGNAL SURFACE PROJECT AT SW119TH ST W/ STILLWATER CENTRAL RAILROAD	Oklahoma City	\$259,441	Safety Improvement	17051(22)	8/9/2016
32557(04)	Oklahoma	Safety Improvement	RAILROAD SIGNAL PROJECT AT NE36TH ST WITH STILLWATER CENTRAL RAILROAD	Oklahoma City	\$353,883	Safety Improvement	17051(22)	8/9/2016
32406(04)	Oklahoma	Safety Improvement	SIGNAL SURFACE PROJECT AT MIDWEST BLVD WITH STILLWATER CENTRAL RAILROAD MAINLINE	Spencer	\$258,589	Safety Improvement	17051(22)	8/10/2016
31440(04)	Oklahoma	Enhancement	SIDEWALK IMPROVEMENTS; N.W.50TH ST BEG @ MERIDIAN AVE. & EXT WEST TO MACARTHUR BLVD.	Warr Acres	\$218,237	Enhancement	17633(22)	8/26/2016
31436(04)	Oklahoma	Enhancement	SE 29TH ST TRAIL; MULTI-USE TRAIL FR SOONER RD TO AIR DEPOT BLVD ALONG S.E.29TH ST (ADD TO 10-16; LATE ADD)	Oklahoma City	\$788,339	Enhancement	17633(22)	8/26/2016
26423(06)	Oklahoma	R/W Clearance	SH-66 FROM APPROX 6.50 MI EAST OF I-35; EAST APPROX 7.63	Edmond, Luther & Oklahoma City	\$527,520	R/W Clearance	19720(17)	8/30/2016
28819(05)	Oklahoma	Enhancement	BETHANY ACTIVE LIVING PROJECT (PE FOR 28819(04))	Bethany	\$41,000	Enhancement	17633(22)	8/30/2016
<b>32815(04)</b>	<b>Statewide</b>	<b>Contract P.E.</b>	<b>ACOG Portion of Federal Funds</b>		<b>\$1,500,000</b>	<b>Contract P.E.</b>	<b>21016(16)</b>	<b>9/19/2016</b>
<b>Grand Total</b>					<b>\$16,144,049</b>			

Source: ODOT Local Government Division and ODOT Programs Division

# ACOG

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### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

**FROM:** Holly Massie, Special Programs Officer  
Transportation & Planning 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 programmed OCARTS area Surface Transportation Program Urbanized Area (STP-UZA) projects, as provided by the ODOT Local Government Division.

The attachment includes a FFY 2016 ODOT Local Government Division calendar, a status report on the FFY 2016 STP-UZA projects that were included in the FFY 2015-2018 OCARTS Area TIP, and the FFY 2017, FFY 2018, FFY 2019 and FFY 2020 STP-UZA projects for the FFY 2017-FFY 2020 TIP. The TIP projects are followed by lists of programmed projects that have been assigned a year from FFY 2021 to FFY 2023 for 8-year planning purposes only, as well as additional unscheduled projects.

#### ACTION REQUESTED:

None. For information only.

**Oklahoma Department of Transportation  
Local Government Division  
Calendar  
Federal Fiscal Year 2016**

<b>Federal Fiscal Year 2016 Letting Month</b>	<b>Project Sponsor to Provide Final Right-of-Way Clearance Documents to ODOT Right-of-Way Div.</b>	<b>NEPA &amp; R/W, Clearances at ODOT Local Gov't. Division Project on TIP</b>	<b>Project Sponsor to Provide Final Plans (11x 17) and Estimate for Local Gov't Div. approval</b>	<b>Project Sponsor to Provide ODOT-Approved Signed Final Plans to Local Gov't Div.</b>	<b>Project Sponsor to Deposit Local Matching Funds with ODOT</b>	<b>ODOT Bid Opening Date</b>	<b>Award Date/ Commission Meetings</b>
<b>January 16</b>	August 24, 2015	August 31, 2015	October 12, 2015	October 19, 2015	December 22, 2015	January 21, 2016	February 8, 2016
<b>February 16</b>	August 24, 2015	August 31, 2015	November 9, 2015	November 16, 2015	January 19, 2016	February 18, 2016	March 7, 2016
<b>March 16</b>	November 3, 2015	November 11, 2015	December 7, 2015	December 14, 2015	February 16, 2016	March 17, 2016	April 4, 2016
<b>April 16</b>	December 8, 2015	December 16, 2015	January 11, 2016	January 18, 2016	March 22, 2016	April 21, 2016	May 2, 2016
<b>May 16</b>	January 5, 2016	January 13, 2016	February 8, 2016	February 15, 2016	April 19, 2016	May 19, 2016	June 6, 2016
<b>June 16</b>	February 2, 2016	February 10, 2016	March 7, 2016	March 14, 2016	May 17, 2016	June 16, 2016	July 11, 2016
<b>July 16</b>	March 8, 2016	March 16, 2016	April 11, 2016	April 18, 2016	June 21, 2016	July 21, 2016	August 1, 2016
<b>August 16</b>	April 5, 2016	April 13, 2016	May 9, 2016	May 16, 2016	July 19, 2016	August 18, 2016	September 6, 2016
<b>September 16</b>	May 3, 2016	May 11, 2016	June 6, 2016	June 13, 2016	August 16, 2016	September 15, 2016	October 3, 2016
<b>October 16</b>	June 7, 2016	June 15, 2016	July 11, 2016	July 18, 2016	September 20, 2016	October 20, 2016	November 7, 2016
<b>November 16</b>	July 5, 2016	July 13, 2016	August 8, 2016	August 15, 2016	October 18, 2016	November 17, 2016	December 5, 2016
<b>December 16</b>	No scheduled letting	No scheduled letting	No scheduled letting	No scheduled letting	No scheduled letting	No scheduled letting	January 3, 2017
<b>January 17</b>	August 23, 2016	August 31, 2016	October 10, 2016	October 17, 2016	December 20, 2016	January 19, 2017	February 6, 2017
<b>February 17</b>	August 23, 2016	August 31, 2016	November 7, 2016	November 14, 2016	January 17, 2017	February 16, 2017	March 6, 2017
<b>March 17</b>	November 1, 2016	November 9, 2016	December 5, 2016	December 12, 2016	February 14, 2017	March 16, 2017	April 3, 2017

To secure FFY 2016 funding, a project MUST receive final Right of Way clearance and have preliminary final plans to ODOT not later than the last working day of August 2016. This must be accompanied by an updated estimate for use in requesting FHWA authorization. Projects meeting the above criteria but that have not been scheduled for a letting (final plans approved and accepted by ODOT) will be scheduled for letting as time and funding permits.

ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2016 TIP PROJECTS - FFY 2015-2018 TIP															
10/6/2016															
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Midwest City	24364(04)	SE 15th, Lynn Fry Blvd. to Anderson Widen from 2 to 4 Ln Divided (Sidewalk)	80%	\$6,968,118	X	X	X	X	X	X	X	X	X	X	Sep-16
Logan County 2	30826(04)	Air Depot, Prairie Grove, Douglas & Seward Guardrail Repl - 3 Locations	100%	\$106,080	X	X	X	X	X	X	X	X	X	X	Jan-16
Norman	22139(04)	Main Street, University to Porter Signal Interconnect & Lighting **	100%	\$604,200	X	X	X	X	X	X	X	X			Mar-17
Norman	24285(04)	Boyd, Berry Rd. to Classen Blvd. Signal Interconnect & Upgr.	100%	\$481,440	X	X	X	X	X	X	X	X	X	X	Sep-16
Norman	26835(04)	Franklin Rd., over Little River Bridge Replacement	80%	\$2,516,600	X	X	X	X	X	X	X	X	X	X	Oct-16
Norman	28903(04)	Lindsey, Constitution, Imhoff * Resurface	80%	\$498,618	X	X	X	X	X	X	X	X	X	X	Oct-16
Norman	30478(04)	City wide, Phase 4 Pavement Markings	100%	\$204,000	X	X	X	X	X	X	X	X	X	X	Jan-16
Norman	30607(04)	Robinson, Peters to 12th Ave. NE Signal Interconnect	100%	\$229,500	X	X	X	X	X	X	X	X	X	X	Jan-16
Norman	30667(04)	Rock Creek Rd. & Sequoyah Trail Dr. New Signal & Interconnect	100%	\$270,300	X	X	X	X	X	X	X	X	X	X	Jan-16
Norman	31507(04)	Lindsey St., Berry Rd. to Pickard Ave. Intersec. Modif. & Bridge (BL & SWs)	80%	\$3,060,000	X	X	X	X	X	X	X	X	X	X	Apr-16
Norman	31510(04)	Main Street, 36th Ave. W to 24th Ave. W New Signal & Interconnect	100%	\$153,000	X	X	X	X	X	X	X	X	X	X	Jan-16
Oklahoma City	31504(04)	Santa Fe Depot Intermodal Hub * TIGER V Grant Approval Impr. (All Modes)	80%	\$2,000,000	X	X	X	X	X	X	X				Jan-17
Oklahoma City	31566(04)	Portland and SW 119th New Traffic Signal	100%	\$162,648	X	X	X	X	X	X	X	X	X	X	Sep-16
Oklahoma City	31567(04)	NW 150th and Sugar Loaf Dr. * New Traffic Signal	100%	\$130,032	X	X	X	X	X	X	X	X	X	X	Jan-16
Oklahoma City	31499(04)	Rockwell, Reno to NW 10th Resurface	80%	\$709,930	X	X	X	X	X	X	X	X	X	X	Jan-16
The Village	31102(04)	Britton Road, Penn to May, Phase 1 Reconstruct/Resurface (Sidewalk)	80%	\$782,236	X	X	X	X			X				Jan-17
Total				\$18,876,702	E = Environmental expired    S = Scheduled										

\* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

\*\* Tied to 28810(04) TE Main Street Project.



10/7/2016		ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2017 TIP PROJECTS - FFY 2017-2020 TIP													
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Del City	31526(04)	Reno, 0.3 mi. E of Sunnyslane Bridge Rehabilitation over Cherry Creek	80%	\$590,866	X	X	X	X	X	X	X	X	X	X	Jan-17
Edmond	30193(04)	Broadway, Danforth, Boulevard & Santa Fe Safety Improvement - ITS Phase 2	80%	\$3,374,009	X	X					X				
Midwest City	31476(04)	SE 15th, Oelke to Midwest Blvd. Resurface (Sidewalk)	80%	\$2,087,523	X	X	X	X	X	X	X	X	X	X	Oct-16
Norman	26836(04)	Main St @ Brookhaven Creek Bridge Replacement (Sidewalks)	80%	\$3,977,738	X	X	X	X	X	X	X	X	X		Mar-17
Norman	29008(04)	City wide Signal Upgrades - MUTCD Compliance	100%	\$374,125	X	X	X	X	X	X	X	X	X	X	Oct-16
Norman	29289(04)	12th Ave. SE, Cedar Lane Rd. to SH-9 Widen to 4 Lanes & Signal Mod. (Sidewalk/Bike Lane)	80%	\$2,539,455	X	X	X	X		X	X	X			
Norman	30480(04)	City wide Signal Upgr - Video Detect., Phase 2	100%	\$522,750	X	X	X	X	X	X	X	X	X	X	Oct-16
Norman	30501(04)	36th Ave. NW & Havenbrook St. Intersec. Mod. & Signals (Sidewalks)	80%	\$977,850	X	X	X	X	X	X	X	X	X	X	Oct-16
Norman	30658(04)	Robinson St. & 48th Avenue NW New Signal & Interconnect (Ped x-ing)	100%	\$299,874	X	X	X	X	X	X	X	X	X	X	Oct-16
Norman	31508(04)	Main St., 24th Ave. W to University Blvd. Signal Interconnect	100%	\$284,130	X	X	X	X	X	X	X	X	X	X	
Norman	32452(04)	City wide, Phase 5 Pavement Markings	100%	\$205,000	X	X	X	X	X	X	X	X	X	X	
Oklahoma City	30230(04)	Memorial Rd, SH-74 (Portland) to Penn* Resurface	80%	\$1,334,135	X	X	X	X	X	X	X				
Oklahoma City	32480(04)	NW 23 St, Ross Ave to Miller Blvd Pedestrian Hybrid Beacon	100%	\$96,892											
Oklahoma County	28621(04)	Hiwassee Rd., 0.1 mi. N of NE 63rd Bridge Reconstruction	80%	\$457,668	X	X	X			X	X	X	X	X	Jan-17
Oklahoma County	29335(04)	Luther Road., 0.1 mi S of Memorial Rd Bridge Reconstruction	80%	\$579,878	X	X	X	X	X	X	X	X	X	X	Nov-16
The Village	31597(04)	Britton Road, Penn to May, Phase 2 Reconstruct/Resurface (Sidewalk)	80%	\$819,672	X	X	X	X			X				
Tuttle	32403(04)	N. Cimarron Rd, Main St to Grimes St School Zone Improvements	100%	\$41,135	X	X	X	X	X						
Total				\$18,562,700	E = Environmental expired    S = Scheduled										

\* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

10/7/2016	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2018 TIP PROJECTS - FFY 2017-2020 TIP														
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Edmond	24041(06)	Danforth and Kelly Intersection Modification (MM Path)	80%	\$3,938,990											
Midwest City	31475(04)	City wide, Phase 2 Pavement Markings	100%	\$288,750	X	X	X	X	X	X	X			X	
Midwest City		City Wide (14 Locations) Signal Upgrades/Guardrails	100%	\$420,000											
Norman	28889(04)	City wide Signal Upgrades-Emerg. Vehicle Pre-emption	100%	\$567,000											
Norman	29300(04)	24th Ave. SE, N of Lindsey to Robinson Widen from 2 to 4 Lanes (SW & BL)	80%	\$4,095,840	X	X	X								
Norman	30484(04)	City wide Signal Upgr - Pedestrian Controls	100%	\$517,545	X	X									
Norman	31506(04)	Robinson, Brookhaven Creek to I-35* Widen (4 to 6 Lanes) (Sidewalks)	80%	\$3,232,344											
Oklahoma City	31521(04)	NW 10th, Penn Ave to May Ave Reconstruct (Sidewalk)	80%	\$1,404,307	X	X	X								
Oklahoma City	31568(04)	Meridian Ave, between NW 52nd and NW 53rd Pedestrian Hybrid Beacon	100%	\$99,255	X	X	X								
Warr Acres	17827(04)	MacArthur, NW 34th to NW 47th Widen to 5/Int Mod @ NW 36th (Sidewalks)	80%	\$4,399,670	X	X			E		X				
Total				\$18,963,701	E = Environmental expired      S = Scheduled										

\* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

10/7/2016		ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2019 TIP PROJECTS - FFY 2017-2020 TIP													
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Edmond	30276(04)	Danforth, Fretz-Thomas/Thomas, Danforth to Covell Widen-Danforth to 5, Thomas to 3 (MM Paths)	80%	\$4,404,524											
Norman	29300(04)	24th Ave. SE, Alameda St. to Robinson St. Widen (2 to 4) & Signals (Sidewalk and Bikelane)	80%	\$4,193,360	X	X	X								
Norman	30606(04)	24th Avenue NW & Tee Drive/Tee Circle Intersec Modif & New Traffic Signals (Sidewalks)	80%	\$1,148,100	X	X	X	X	X						
Oklahoma City	22321(08)	City wide, Phase 5 Upgrade Signals to LED	100%	\$392,883											
Oklahoma City	22321(09)	City wide, Phase 6 Signal Upgrades to LED	100%	\$215,317											
Oklahoma City	30786(04)	SW 104th, Western to May Resurface & Intersec. Modif. (Sidewalk)	80%	\$2,839,803	X	X	X								
Oklahoma City	31541(04)	Council Rd., SW 8th to Reno Reconstruct (Sidewalk)	80%	\$2,580,948			X								
Oklahoma City	32478(04)	NE 122 & Broadway Ext Frontage Roads New Signal	100%	\$379,824											
Oklahoma City	32479(04)	NW 192 & Danforth Farms/Dartmoor New Signal	100%	\$239,863											
Oklahoma County	26985(04)	N. 206th (Covell Rd.) and MacArthur Blvd.* Intersec. Modif. & Widening (SW-NW Cor)	80%	\$2,830,949	X	X	X	X	X	X	X	X	X		
Total				\$19,225,571	E = Environmental expired    S = Scheduled										

\* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

10/7/2016		ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2020 TIP PROJECTS - FFY 2017-2020 TIP													
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Del City	31525(04)	Sunnylane Rd., Reno to NE 4th Reconstruct (Sidewalks)	80%	\$1,930,605	X	X					X				
Del City	31527(04)	NE 4th, 0.4 mi. E of Sunnylane Bridge Rehabilitation	80%	\$600,303	X	X	X	X		X	X	X	X		
Edmond	21127(04)	Sooner, 3000' N of Covell Bridge Reconstruction (Sidewalks)	80%	\$1,987,080											
Logan2	32639(04)	Multiple Locations Sign Replacement	100%	\$90,000											
Midwest City	31548(04)	SE 29th, Midwest Blvd to Douglas Widen (4 to 4 Divided) (Trail - N side)	80%	\$886,160	X	X									
Norman	26918(04)	36th Ave. NW, Tecumseh to Franklin Widen to 4 ln & Int. Mod. @ Franklin (SW & BL)	80%	\$5,610,000	X	X									
Norman	30188(04)	Alameda, Ridge Lake Blvd to 48th Ave E Widen from 2 to 4 Lanes (Sidewalk)	80%	\$3,484,800											
Norman	30479(04)	Classen, near Brooks & N of 12th Ave. SE Sidewalk @ 2 locations (East side)	80%	\$132,000	X	X									
Oklahoma City	30240(04)	May Ave. Bridge over NW Expressway* Bridge Deck Rehabilitation	80%	\$521,009											
Oklahoma City	31483(04)	I-240 Frontage Roads, Penn to Western Resurface (Sidewalks)	80%	\$1,491,046											
Oklahoma City	31486(04)	I-240 Frontage Roads, Western to Santa Fe Resurface (Sidewalks)	80%	\$1,491,046											
Oklahoma City	31498(04)	Memorial, MacArthur to SH-74 (Portland) Resurface (Sidewalk)	80%	\$1,122,028			X	X							
Oklahoma County	28539(04)	NE 164th, 0.1 mi W of Harrah Rd. Bridge Reconstruction	80%	\$509,724	X	X	X		X	X					
Total				\$19,855,801	E = Environmental expired      S = Scheduled										

\* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

10/7/2016	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2021 Projects - 8-Year Plan														
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Logan1	25089(04)	Coltrane, Waterloo to Simmons (Phase 3) Widen to 3 lanes	80%	\$2,000,000	X	X	X	X	X		X				
Logan1	32640(04)	Coltrane, Simmons to Simpson (Phase 2) Reconstruct - Grade, Drain, Surface	80%	\$2,792,320	X	X	X	X	X		X				
Logan1	32641(04)	Coltrane, Simpson to Seward (Phase 1) Reconstruct - Grade, Drain, Surface	80%	\$2,531,200	X	X	X	X	X		X				
Mustang	31513(04)	Mustang Rd., SH-152 to RR Tracks Widen/Reconstruct (Sidewalk)	80%	\$2,209,680	X	X	X								
Norman	24281(04)	Rock Creek @ 12th Ave. NW & Trailwoods Intersec. Mod. and Signals (Sidewalks)	80%	\$2,750,000	X	X	x				X				
Oklahoma City	30241(04)	WB NW 10th Street Bridge over Grand Blvd. Bridge Rehabilitation	80%	\$733,698											
Oklahoma City	30326(04)	Western, NW 178th to N City Limit Widen to 4 Lanes & Bridge (Sidewalk)	80%	\$6,523,878	X	X	X	X	X		X		X	X	
Total				\$19,540,776	E = Environmental expired      S = Scheduled										

10/7/2016	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2022 Projects - 8-Year Plan														
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Norman	30794(04)	Rock Creek Rd., Grandview Ave. to 36th Ave. NW Widen (SW & BL)	80%	\$2,189,000	X	X	X								
Norman	32451(04)	Flood Ave., from Gray St. to Dakota St. Sidewalks	80%	\$200,000											
McClain	30110(04)	NE of SH-76/SH-39 Junction Bridge over Dibble Creek & Trib.	80%	\$836,440	X	X	X								
Midwest City	31477(04)	Douglas, SE 4th to NE 10th Resurface (Sidewalk)	80%	\$440,000	X										
Midwest City	31546(04)	Douglas Blvd, SE 4th to NE 10th St Resurface (Sidewalk)	80%	\$886,160	X		X			X	X				
Oklahoma City	30819(04)	South side of SW 74th St., May Ave. to Hillcrest Dr. New Sidewalk	80%	\$209,712	X	X	X								
Oklahoma City	30820(04)	S. Santa Fe, SW 59th St. to SW 44th St. New Sidewalk	80%	\$382,186			X								
Oklahoma City	31497(04)	SE 29th, I-35 to Shields Blvd. Resurface	80%	\$1,159,740											
Oklahoma City	31536(04)	Over NW Expressway near Wilshire Pedestrian Bridge	80%	\$2,395,444											
Oklahoma County	28767(04)	N. MacArthur Blvd. fr. Edmond Rd. to Covell Rd. Roadway and Bridge Improvements	80%	\$7,500,000	X	X	X			X	X	X	X	X	
Yukon	26149(04)	Yukon Parkway, SH 66 and Wagner Rd Widen (2 to 4 Lanes)	80%	\$3,977,600											
Total				\$20,176,282	E = Environmental expired      S = Scheduled										

10/7/2016		ACOG URBANIZED AREA STP PROGRAM STATUS													
		FFY 2023 Projects - 8-Year Plan													
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Canadian County	32434(04)	Richland Rd., from Britton Rd. to Hefner Rd. Reconstruct	80%	\$1,685,147											
Logan2	28051(04)	Pine St., Waterloo to Charter Oak Rd. Resurface	80%	\$998,800											
Logan2	28720(04)	Simmons, I-35 to Douglas Reconstruct	80%	\$2,555,626											
Logan2	28726(04)	Charter Oak Rd., I-35 to Douglas Reconstruct	80%	\$2,534,577											
McClain	31268(04)	3 mi N & .9 mi W of SH-24/SH-39 Junction Bridge over Sand Creek	80%	\$968,000	X	X									
Midwest City	21041(04)	Douglas Blvd. and SE 29th Intersection Modification (Sidewalk)	80%	\$1,878,800											
Midwest City	22485(04)	Douglas Blvd. & SE 15th St. Intersection Modification (Sidewalks)	80%	\$2,332,000											
Total				\$12,952,950	E = Environmental expired      S = Scheduled										

10/7/2016	*UNSCHEDULED POOL - ACOG URBANIZED AREA STP PROGRAM STATUS														
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Blanchard	31514(04)	10th St. NE, US-62 to SH-76 Resurface/some base repair (Sidewalks)	80%	\$691,647											
Canadian County	32435(04)	NW 164th St., from Frisco Rd. to Cemetery Rd. Reconstruct	80%	\$1,484,900											
Canadian County	32436(04)	NW 164th St., from Cemetery Rd. to Piedmont Rd. Resurface	80%	\$395,520											
Choctaw	28544(04)	City Wide Pavement Markings	100%	\$350,563											
Choctaw	28996(04)	Hiwassee, NE 10th to Reno Resurface	80%	\$540,000											
Choctaw	32579(04)	NE 10th Street, Henney Road to Harper Road Reconstruct Sidewalk	80%	\$120,000											
Choctaw	32580(04)	SE 29th Street & Choctaw Road Intersection Modification	80%	\$356,000											
Choctaw	32581(04)	NE 10th Street, Choctaw Road to Triple X Road Reconstruct/Resurface	80%	\$616,000											
Choctaw	32582(04)	E. Reno Ave., Hiwassee Rd. to Indian Meridian Rd. Reconstruct/Resurface	80%	\$1,156,000											
Del City	19788(04)	City wide Sign Replacement	100%	\$60,000											
Edmond	17012(04)	33rd, Coltrane to I-35 Widen to 4-ln divided w/ L turns (Sidewalks)	80%	\$3,504,297			X		E	X					
Edmond	22320(04)	15th and Broadway Add L & R Turn Lanes on 15th (Sidewalks)	80%	\$385,643											
Logan2	30211(04)	Charter Oak Rd., Douglas to Westminster Resurface	80%	\$678,240											
McClain County	30111(04)	NE of SH-76/SH-74B Junction Bridge over N Fork of Walnut Creek	80%	\$812,160	X	X									
McClain County	32666(04)	Bryant Ave. between 0.5 mi. N of S 220th & SH-39 Resurface	80%	\$841,524											
Midwest City	31478(04)	SE 29th, Midwest Blvd. to Douglas Widen (4 to 5 Lanes) (Sidewalk)	80%	\$3,024,000											
Moore	13715(04)	Broadway - S 4th to S 19th Grade, Drain & Surface	80%	\$840,000											
Moore	21075(04)	Telephone Rd., SW 19th, extending S. Sidewalks	80%	\$132,000											
Moore	21076(04)	NW 12th, Santa Fe to City Ave. Sidewalks - Both Sides	80%	\$169,818											
Moore	32638(04)	SW 34th, Telephone Rd. to Santa Fe Widen to 4 lanes	80%	\$2,400,000	X										
Norman	15694(04)	Front St., Robinson to Eufaula Grade, Drain & Surface	80%	\$1,450,400	X	X	X		E						
Norman	24284(04)	Alameda & Summit Lakes/Lochwood Dr. Traffic Signal & Interconnect	100%	\$265,000											
Norman	26825(04)	36th Ave. NE 0.5 mi. N of Franklin Rd. Bridge Replacement	80%	\$928,828											

10/7/2016	*UNSCHEDULED POOL - ACOG URBANIZED AREA STP PROGRAM STATUS (Cont.)														
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Norman	26834(04)	36th Ave. NE, 0.2 mi. S of Robinson over Rock Crk. Bridge and Approaches	80%	\$935,736											
Norman	26918(05)	36th Ave. NW, Franklin to N of Indian Hills Rd. Widening, including one traffic signal	80%	\$5,430,360											
Norman	29300(05)	24th Ave. E, from Alameda St. to Robinson St. Widening 2 to 4 lanes with signals	80%	\$3,360,000	X	X	X								
Norman	32452(04)	City wide - Various Road Segments (Phase 5) Pavement Markings	100%	\$200,000	X	X	X								
Norman	32529(04)	48th Ave. NW, Rock Crk. Rd. to Tecumseh Rd. Widening & Reconstruction	80%	\$5,617,560											
Norman	32531(04)	New Traffic Signal Vehicle Video Detection System Installation (Phase 3)	100%	\$500,000											
Norman	32533(04)	12th Ave. E, bet. Alameda St. & Robinson St. Traffic Signal Interconnection Upgrade	100%	\$201,000											
Norman	32534(04)	Intersection of 36th Ave. NW & Tecumseh Rd. Roadway & Traffic Signal Modification	80%	\$202,800											
Norman	32535(04)	48th Ave. NW, Tecumseh Rd. to Franklin Rd. Widening & Reconstruction	80%	\$5,086,120											
Norman	32536(04)	48th Ave. NW, Franklin Rd. to Indian Hills Widening & Reconstruction	80%	\$5,788,120											
Norman	32537(04)	Robinson St. Bridge over Brookhaven Creek Rehabilitation of Joints	80%	\$200,000											
Norman	32538(04)	48th Ave. NW, Robinson St. to Rock Creek Rd. Widening & Reconstruction	80%	\$4,831,320											
Norman	32539(04)	12th Ave NW, N of Rock Crk Rd-S of Tecumseh Rd Widening & Reconstruction	80%	\$5,065,840											
Norman	32540(04)	Indian Hills Rd., 48th Ave. NW to I-35 Widening & Reconstruction	80%	\$7,120,360											
Oklahoma City	17149(04)	MacArthur, SW 5th to Airport Rd. Resurface	80%	\$508,000											
Oklahoma City	21132(05)	City wide, Phase 6 Pavement Markings	100%	\$269,297											
Oklahoma City	21132(06)	City wide, Phase 7 Pavement Markings	100%	\$317,115											
Oklahoma City	21132(07)	City wide, Phase 8 Pavement Markings	100%	\$473,290											
Oklahoma City	21132(08)	City Wide, Phase 9 Pavement Markings	100%	\$500,000											
Oklahoma City	22321(09)	City wide, Phase 6 Upgrade Signals to LED	100%	\$472,459											
Oklahoma City	22321(10)	City Wide, Phase 7 Upgrade Signals to LED	80%	\$500,000											



10/7/2016	*UNSCHEDULED POOL - ACOG URBANIZED AREA STP PROGRAM STATUS (Cont.)														
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Oklahoma City	29302(04)	Council Rd., I-40 to SH-152 Resurface (Sidewalks/Bike Lanes)	80%	\$3,209,680											
Oklahoma City	29303(04)	SE 29th, High Ave. to Eastern Resurface	80%	\$518,400											
Oklahoma City	30235(04)	SE 44th, Eastern to Bryant Resurface & Bus Stop Pad (SW & Bus)	80%	\$847,281											
Oklahoma City	30238(04)	Wilshire Blvd., Kelley Ave. to Broadway Ext. Resurface	80%	\$514,297											
Oklahoma City	31484(04)	NE 63rd, Sooner to Midwest Blvd. Resurface	80%	\$607,325											
Oklahoma City	31500(04)	Reno Ave., Penn to Klein Ave. Resurface (Sidewalk)	80%	\$932,652											
Oklahoma City	31502(04)	Meridian, NW 50th to NW Expressway Resurface	80%	\$926,517											
Oklahoma City	31503(04)	I-240 Frontage Roads, Santa Fe to Shields Resurface (Sidewalks)	80%	\$432,856											
Oklahoma City	31505(04)	May Ave. over Oklahoma River Bridge Rehabilitation	80%	\$1,541,279											
Oklahoma City	31515(04)	NW 10th, County Line Rd. to Council Reconstruct (Sidewalk)	80%	\$827,626											
Oklahoma City	31516(04)	Martin Luther King, NE 4th to NE 10th Reconstruct (Sidewalk)	80%	\$1,344,993											
Oklahoma City	31519(04)	Harrison Ave., NE 4th to I-235 Reconstruct	80%	\$581,848											
Oklahoma City	31520(04)	Kelley Ave., N of NE 3th to NE 50th Reconstruct	80%	\$949,387											
Oklahoma City	31524(04)	Hudson, Reno to relocated I-40 Reconstruct (Sidewalk)	80%	\$1,690,443											
Oklahoma City	31528(04)	Harrah Rd., I-40 to 1/2 mi. N of SE 59th Widen (2 to 4) & Bridge Replace.	80%	\$8,035,088											
Oklahoma City	31529(04)	Kelley Ave., NE 122nd to Memorial Widen (2 to 4)	80%	\$2,863,905											
Oklahoma City	31530(04)	Pennsylvania, NW 178th to NW 192nd Widen (2 to 4)	80%	\$3,886,071											
Oklahoma City	31531(04)	MacArthur Blvd., NW 150th to NW 164th Widen (2 to 4)	80%	\$3,351,548											
Oklahoma City	31533(04)	NW 164, east of Portland to May Widen (2 to 4)	80%	\$2,475,266											
Oklahoma City	31534(04)	Bryant, NE 122nd to Memorial Rd. Widen (2 to 4) & Intersec. Modif.	80%	\$3,620,344											
Oklahoma City	31535(04)	NW 63rd, Penn to May Sidewalks & Ped Xing Controls	80%	\$238,464											

10/7/2016	*UNSCHEDULED POOL - ACOG URBANIZED AREA STP PROGRAM STATUS (Cont.)														
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening
Oklahoma City	31537(04)	Walker, SW 59th to I-240 Sidewalks & Ped Xing Controls	80%	\$233,496											
Oklahoma City	31538(04)	Pennsylvania, SW 9th to SW 15th Sidewalks & Ped Xing Controls	80%	\$91,809											
Oklahoma City	31539(04)	Kelley, NE 23rd to NE 36th Reconstruct (Sidewalk)	80%	\$1,498,271											
Oklahoma City	31540(04)	Morgan Rd., SW 44th to SW 29th Widen (2 to 4) & Intersec. Modif.	80%	\$2,929,565											
Oklahoma City	31542(04)	Council Rd. over N. Canadian River Bridge Rehabilitation	80%	\$1,002,996											
Oklahoma City	31543(04)	Reno Ave., Meridian to MacArthur Sidewalks & Ped Xing Controls	80%	\$230,515											
Oklahoma City	31544(04)	NW 10th, County Line Rd. to Morgan Reconstruct (Sidewalk)	80%	\$842,547											
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											
Warr Acres	30784(04)	NW 50th, Meridian Ave. to MacArthur Blvd. (S side) New Sidewalk	80%	\$188,000											

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

E = Environmental expired      S = Scheduled

# ACOG

## Association of Central Oklahoma Governments

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### MEMORANDUM

**DATE:** October 20, 2016  
**TO:** Intermodal Transportation Policy Committee  
**FROM:** John G. Johnson, Executive Director  
**SUBJECT:** FY 2016 Unified Planning Work Program (UPWP) Reports

#### INFORMATION:

Attached is a list of technical reports received as of October 2016. The reports are required for completion of the FY 2016 UPWP.

#### ACTION REQUESTED:

None. For information only.

### FY 2016 Unified Planning Work Program Reports

TASK NUMBER	TASK DESCRIPTION	ENTITY	DATE SUBMITTED
1.01(2)	2040 Population Control Totals	ACOG	
1.01(3)	2040 Employment Control Totals	ACOG	
1.01(6)	Future Land Use Scenario Planning Report**	ACOG	
1.01(7)	Environmental Justice for the Encompass 2040 Plan	ACOG	
1.02(1)	Traffic Counts Data Collection*	EDM MWC MRE NOR OKC TM	June 2016 June 2016 June 2016 June 2016 June 2016
1.02(4a)	FY 2014 National Transit Database (NTD) Report to FTA	COTPA	
1.02(4b)		CART	
1.02(4c)		Citylink	
2.01(3)	<a href="#">CY 2015 Network Monitoring Report</a>	ACOG	October 2016
2.01(4b)	Financial Element of Encompass 2040 -Est. Costs & Antic. Revenues	ACOG	
2.01(4c)	<a href="#">Encompass 2040 Draft Plan Summary</a>	ACOG	September 2016
2.01(5)	Regional Pedestrian Plan	ACOG	
2.01(10b)	Northwest Rapid Transit Corridor (NWRTC) Feasibility Plan	COTPA	
2.01(11)	Long-Range Transit Planning Work Efforts/Bus Stop Improv. Program	CART	
2.02(1d)	<a href="#">FFY 2015 Annual Listing of Federally Funded Transp. Projects</a>	ACOG	June 2016
2.02(6)	<a href="#">FFY 2017-2020 Transportation Improvement Program</a>	ACOG	June 2016
2.02(9)	FY 2015 Public Transportation/MPO Coordination	COTPA	
2.02(11a)	Short Term (FY 2015) Transit Planning & Marketing Report	COTPA	
2.02(11b)		CART	
2.03(8)	Summary Report-Baseline assessment for security enhancements	CART	
2.05(3)	Reports:Clean Cities/Bikes on Buses/AQ Awareness Grant Monitoring	CART	
2.05(3d)	<a href="#">CY 2015 Bike to Work Day Report</a>	ACOG	April 2016
2.05(4)	FY 2015 Annual Ozone Advance Status Report	ACOG	
2.05(6)	FY 2015 Public Fleet Conversion Grant Status Report	ACOG	
2.05(7)	CY 2015 Regional Rideshare Status Report	ACOG	
3.01(3)	Central Oklahoma Perspective eNewsletter	ACOG	Monthly
3.01(6)	Annual Update on Title VI activities and DBE goal	CART	
3.01(8b)	Documentation of FY 2015 Public Involvement Activities	ACOG	
4.01(3a)	<a href="#">FY 2017 Unified Planning Work Program</a>	ACOG	May 2016

\*Counts submitted to ACOG.

\*\*Forwarded from FY 2015 UPWP

# 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/TTY: 7-1-1 Statewide  
 www.acogok.org e-mail: acog@acogok.org

### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

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

**SUBJECT:** Public Hearing and Action on Request for Amendment of the FFY 2017-2020  
 Transportation Improvement Program (TIP) by the City of Oklahoma City

### INFORMATION:

The City of Oklahoma City has requested an amendment to the FFY 2017 element of the FFY 2017-2020 OCARTS Area Transportation Improvement Program (TIP) to include the Santa Fe Station Transportation Hub, located on E.K. Gaylord Boulevard in Oklahoma City.

The request is to move the \$2,000,000 in Surface Transportation Program Urbanized Area (STP-UZA) funds previously approved for the Hub project from FFY 2016 to FFY 2017. The STP-UZA funds were included in the previous TIP, but were unable to be authorized prior to the end of the federal fiscal year. They will be applied to the pedestrian tunnel portion of the Hub, which is one of the latter work elements to be let for bid.

The STP-UZA funding that was not authorized for the project in FFY 2016 will be carried forward for authorization in FFY 2017.

As a reminder, the following sources are being utilized for the Santa Fe Station Phase 1 improvements:

2013 TIGER Grant	\$13,591,178
City of OKC (MAPS 3 & Project 180 funds)	11,338,694
Oklahoma Dept. of Transportation	1,500,000
ACOG (STP-UZA funds)	<u>2,000,000</u>
Total	\$28,429,872

Phase 1 improvements include renovation of the grand hall and common area of Santa Fe Station, Amtrak improvements (ticketing, baggage and waiting areas), construction of a pedestrian tunnel under the railroad platform to connect Bricktown and downtown, and streetscape and bicycle/pedestrian enhancements along E.K. Gaylord Boulevard.

**ACTION REQUESTED:**

Motion to amend the FFY 2017 element of the FFY 2017-2020 OCARTS Area TIP by adding the Santa Fe Station Transportation Hub, as requested by the City of Oklahoma City, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP).



**The City of**  
**OKLAHOMA CITY**  
PUBLIC WORKS DEPARTMENT

ACOG

JUN 21 2016

June 17, 2016

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

RE: FFY 2017-2020 Transportation Improvement Program (TIP) amendment

Dear Ms. Massie:

The City of Oklahoma City requests amendment of the FFY 2017 element of the referenced TIP to include the following project:

Santa Fe Depot Transportation Hub – E.K. Gaylord Boulevard in downtown Oklahoma City  
FAP STP-255E(354)AG - State Job No. 31504(04)

This project was originally funded in FFY 2016; however, the City is requesting the inclusion of this project in the FFY 2017 element of the current TIP.

**ADD TO FFY 2017**

Federal Share	\$2000,000
<u>Local Share</u>	<u>\$ 0</u>
Total	\$2,000,000

The City respectfully requests that this amendment be presented to the ITTC and ITPC for consideration at their next regularly scheduled meetings. Accompanying this letter are the updated project consideration application, programming resolution and location map.

Should you have any questions regarding this matter or require additional information, please contact Debbie Miller, P.E. at 297-3832.

Sincerely,

Eric J. Wenger, P.E., Director  
Public Works/City Engineer

enclosure

pc : Debbie Miller, P.E., Public Works Department  
Kaye Burlison, Public Works Department  
Jim Lewellyn, P.E., Public Works Department

420 West Main Street, Suite 700, Oklahoma City, OK 73102 • 405/297-2581

**Application for  
Project Consideration in the UPDATE to the  
FFY 2017-2020 OCARTS Transportation Improvement Program**  
(Please complete for each project)

Date: June 17, 2016

Requesting Entity: City of Oklahoma City	Contact Person & Phone Number: Debbie Miller, P.E.      (405) 297-3832												
Project Location: E.K. Gaylord Boulevard in downtown Oklahoma City													
Is there a railroad crossing within the project limits? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No													
Project Description: Intermodal Transportation Hub. Reuse the historic Santa Fe Station to provide connection for rail, streetcar, bus, automobile, pedestrian and bicycle modes of transportation. This project is a Transportation Investment Generating Economic Recovery (TIGER III) Grant project. The Grant (\$13,591,178) has been awarded to the City. ACOG's additional \$2,000,000 commitment is toward the construction of project.													
Distance in miles (if applicable):													
Project Engineer: Jacobs Engineering													
Proposed Funding Source: (Check One)	Estimated Cost of Construction Including Railroad Improvements: <i>(Do NOT include engineering, ROW, or utility relocation costs)</i>												
<input checked="" type="checkbox"/> STP-UZA <input type="checkbox"/> 100% Local  <input type="checkbox"/> STP-UZA Safety <input type="checkbox"/> Other (specify) _____	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Total Cost (add 6% for ODOT E&amp;C)</td> <td style="width: 40%;">\$2,000,000</td> <td style="width: 30%;"></td> </tr> <tr> <td>Federal Share</td> <td>\$2,000,000</td> <td>100%</td> </tr> <tr> <td>Local Share</td> <td>\$</td> <td>%</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>%</td> </tr> </table>	Total Cost (add 6% for ODOT E&C)	\$2,000,000		Federal Share	\$2,000,000	100%	Local Share	\$	%	Other	\$	%
Total Cost (add 6% for ODOT E&C)	\$2,000,000												
Federal Share	\$2,000,000	100%											
Local Share	\$	%											
Other	\$	%											
TIP year in which requested project is anticipated to be ready to let. (Check one): <input type="checkbox"/> FFY 2015 <input type="checkbox"/> FFY 2016 <input checked="" type="checkbox"/> FFY 2017 <input type="checkbox"/> FFY 2018													
<b>Complete the section below for projects requesting STP-UZA and STP-UZA Safety funds</b>													
Local priority of this project in relation to other STP-UZA projects submitted by your entity for inclusion in the <b>above requested TIP year</b> :      Priority No. <u>  1  </u> of <u>  1  </u>													
Has this project been programmed by ODOT subsequent to a programming resolution being adopted by your governing body and forwarded to ACOG with an engineer's preliminary cost estimate and location map?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Pending Warrants													
(If <b>yes</b> , complete information below)													
Date of Programming Resolution: December 16, 2014													
Federal Job Number(s): 31504(04)													
State Job Piece Number(s): STP-255E(354)AG													



If the requested STP-UZA project is a construction project, which of the following steps have been completed? (Check all that apply)	
<input checked="" type="checkbox"/> Plan-in-hand plans submitted to ODOT by entity	<input checked="" type="checkbox"/> Environmental clearance issued by FHWA
<input checked="" type="checkbox"/> Plan-in-hand meeting held among ODOT, project sponsor and project engineer	<input checked="" type="checkbox"/> Right-of-way plans submitted to ODOT (plans & easements) by entity
<input checked="" type="checkbox"/> Preliminary plans submitted to ODOT by entity	<input type="checkbox"/> Right-of-way clearance received from ODOT
<input checked="" type="checkbox"/> Preliminary plans reviewed by ODOT	<input type="checkbox"/> Final Plans submitted to ODOT by entity
<input checked="" type="checkbox"/> Environmental documentation submitted to ODOT by entity	<input type="checkbox"/> Final plans approved by ODOT
For roadway improvements, does the proposed project include any multimodal provisions such as the construction of sidewalks, bicycle paths, etc.? <div style="text-align: center;"> <input checked="" type="checkbox"/> Yes           <input type="checkbox"/> No         </div>	
If yes, please explain proposed improvement:  This project will utilize the existing Santa Fe Depot on E.K. Gaylord Boulevard to provide connection for rail, streetcar, bus, automobile, pedestrian and bicycle modes of transportation. The improvements include 5 major components: <ol style="list-style-type: none"> <li>1. A grand hall and common area in the rehabilitated Santa Fe Station building</li> <li>2. An Amtrack Station area for ticketing, baggage, and waiting area function</li> <li>3. Added streetscape and improved bicycle and pedestrian facilities oriented to Bricktown and Downtown OKC</li> <li>4. Improvement on E.K. Gaylord Boulevard to provide connectivity among the various travel modes, including the streetcar</li> <li>5. Improve public open space</li> </ol>	
If no, please explain (required for widening and new construction projects only):	
<b>Complete the section below for projects requesting OTHER categories of federal funds</b>	
Have you received some form of written concurrence from ODOT for funding this project? <div style="text-align: center;"> <input type="checkbox"/> Yes           <input type="checkbox"/> No         </div> (If yes, attach a copy of concurrence)	
Is this project included in ODOT's 8-Year Construction Work Plan? <div style="text-align: center;"> <input type="checkbox"/> Yes           <input type="checkbox"/> No         </div> (If yes, complete information below)	
Date of Commission Action:	
Federal Job Number(s):	
State Job Piece Number(s):	
Additional information concerning the status of this project:	

Please attach appropriate Project Rating Worksheet(s) and documentation for projects requesting STP-UZA or STP-UZA Safety funds, in conformance with the adopted *Criteria and Process for Evaluation of STP-UZA Projects* and return to:

Holly Massie at ACOG, 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma 73104-2405  
 (405) 234-2264 Fax: 234-2200 [hmassie@acogok.org](mailto:hmassie@acogok.org)

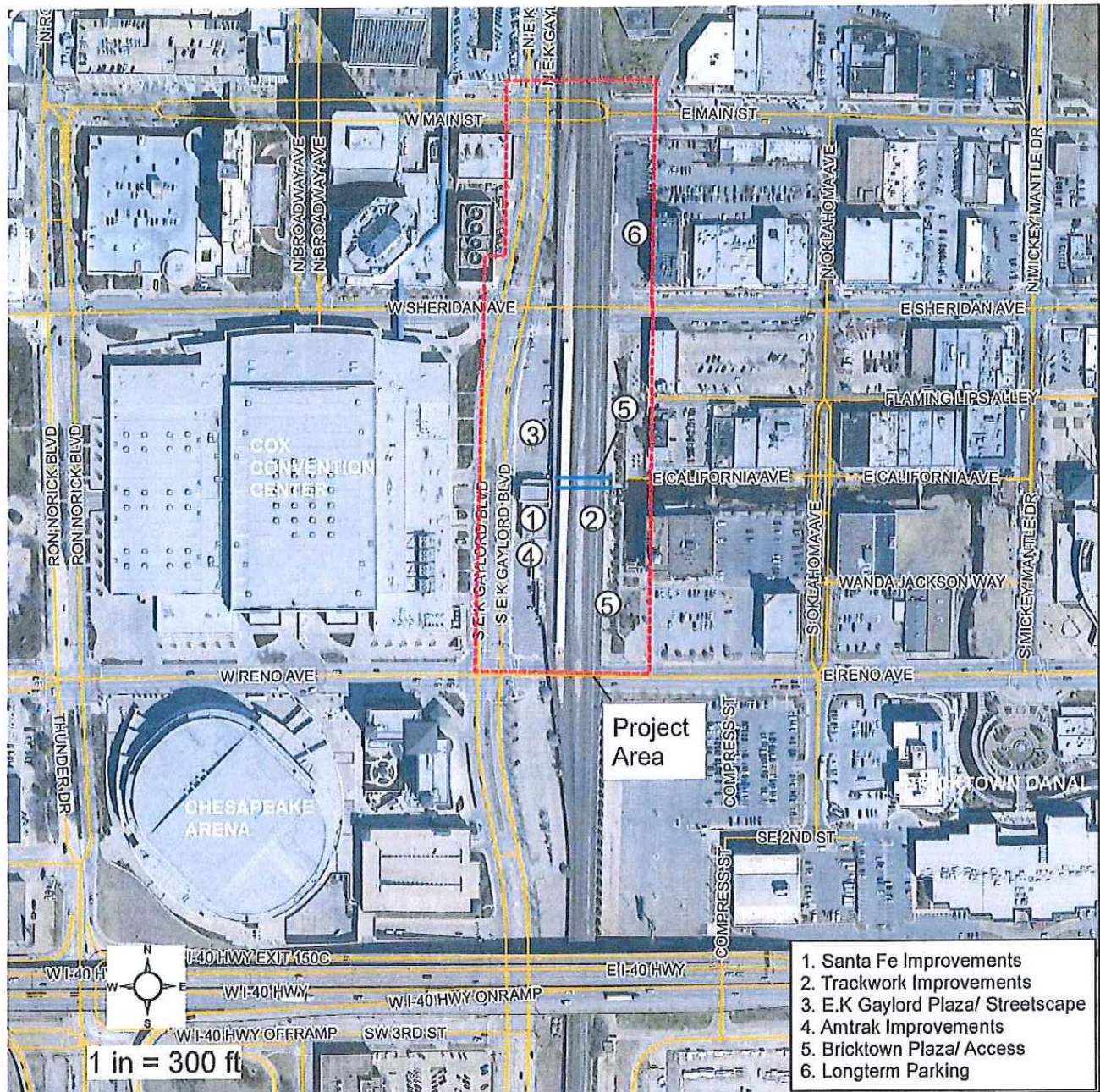


Figure 1. Aerial view of Project area

**RESOLUTION  
PROGRAMMING SURFACE TRANSPORTATION PROGRAM  
URBANIZED AREA (STP-UZA) PROJECT**

**WHEREAS**, Surface Transportation Program funds for urbanized areas have been made available for transportation improvements within the Oklahoma City Urban Area, and

**WHEREAS**, The City of Oklahoma City has selected a project described as follows:

Phase I development of the Santa Fe Station Intermodal Transportation Hub

**WHEREAS**, Federal participation under the terms of the *Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act* relating to Surface Transportation Program Urbanized Area (STP-UZA) funds is hereby requested, and

**WHEREAS**, the City proposes to use Local Funds as the source(s) of funds for the local match, and

**WHEREAS**, no City funds are committed by this action, and

**WHEREAS**, the City has arranged for a qualified engineer, to furnish engineering services in the preparation of detailed plans, specifications and estimates, and

**WHEREAS**, the City intends to provide for satisfactory maintenance after completion, and intends to furnish the necessary right-of-way clear and unobstructed, and

**WHEREAS**, the City agrees, as a condition to receiving any Federal financial assistance from the Department of Transportation, that it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42. U.S.C. 2000d et seq., and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, "Nondiscrimination of Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964", and

**WHEREAS**, The City assures that no qualified person with a disability shall, solely by reasons of their disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity administered by the City, and

**WHEREAS**, the City further understands that acceptance of this resolution by the Association of Central Oklahoma Governments (ACOG) and the Oklahoma Department of Transportation is not a commitment to Federal funding or City funding, but only registers the City's interest and intent in participating in the program application process.



**NOW, THEREFORE, BE IT RESOLVED:**

That ACOG is hereby requested to consider the selection of this project as a candidate for Federal funding, and to submit same to the Oklahoma Transportation Commission for its approval;

That the Oklahoma Transportation Commission is hereby requested to concur in the selection of this project and to submit same to the Federal Highway Administration for its approval.

**ADOPTED** by the City Council of The City of Oklahoma City and **SIGNED** by the Mayor this  
16th day of December, 2014

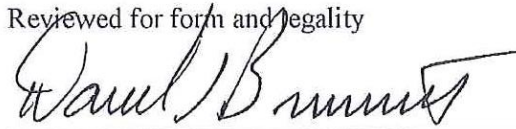
ATTEST:

  
City Clerk

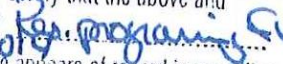


  
Mayor

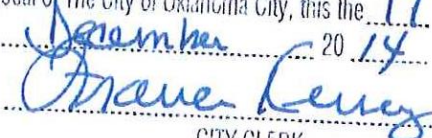
Reviewed for form and legality

  
Assistant Municipal Counselor

STATE OF OKLAHOMA }  
OKLAHOMA COUNTY } SS.

I, the undersigned, City Clerk of the City of Oklahoma City, in the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of  as the same appears of record in my office.

In testimony whereof, I have hereunto subscribed my name and affixed the corporate seal of The City of Oklahoma City, this the 17th day of December, 2014.

  
CITY CLERK

# 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 20, 2016

**TO:** Intermodal Transportation Policy Committee

**FROM:** Jennifer Sebesta, Associate Planner  
Transportation & Planning Services

**SUBJECT:** Benefit-Cost Analysis of Encompass 2040 Plan Transportation Alternate Networks

#### INFORMATION:

ACOG staff has conducted a benefit-cost analysis for the Encompass 2040 transportation alternate networks. This analysis compares the benefits and costs associated with each alternative network and determines if the suggested improvements are representative of sound investment decisions.

The benefit-cost (B/C) ratio is a standard measure of cost-effectiveness recommended by the Federal Highway Administration (FHWA). FHWA's suggested method focuses on the value of travel time and operating cost savings experienced by users of the system against the capital and maintenance costs involved in the construction and upkeep of the transportation network. For reference, the following is a description of the base network and 2040 transportation alternates:

#### **Base Network:**

- **2010 Base Year Network:** Includes all regional streets and fixed transit routes as they existed in the base year of 2010, and the model attempts to replicate transportation patterns using base year network characteristics and land use patterns.

#### **Transportation Alternates:**

- **Alternate 1 – Present + Committed Network (No Build & Maintenance):** Includes all existing roadways and transit routes with improvements implemented since 2010, as well as those for which funding is committed through December 2016. The network also includes portions of the Oklahoma Department of Transportation's 8-Year Construction Work Plan. (Financially Feasible)

- **Alternate 2 – Improved Transportation Network (Submitted 2040 Projects):** Includes all existing roadways and transit routes, the Present + Committed Network (Alternate 1), as well as future transportation improvements. These improvements include transportation projects submitted during the Encompass 2040 Call for Projects, long-range projects from the Oklahoma Department of Transportation, the two new OCARTS area turnpikes proposed by the Oklahoma Turnpike Authority, downtown Oklahoma City modern streetcar, and gap projects identified by ACOG staff. Alternate 2 is the recommended transportation alternate network for Encompass 2040. (Financially Feasible – **Recommended Alternate**)
- **Alternate 3 – Improved Transportation Network + Regional Transit:** Includes all existing roadways and transit routes, the Present + Committed Network (Alternate 1), future transportation improvements (Alternate 2), as well as regional commuter rail, bus rapid transit, and supportive bus routes, as identified by the [Commuter Corridor Study](#) and [2005 Regional Fixed Guideway Study](#). (Illustrative)

As you may recall, the alternates were modeled using two potential land use patterns for the region in 2040 – Scenario 1 (Historical Trend) and Scenario 2 (Nodal Growth):

- **Scenario 1 (Historical Trend):** Continues similar development patterns of the past with no new zoning initiatives
- **Scenario 2 (Nodal Growth):** Encourages infill, nodal and downtown development in each community to support future regional transit

The B/C ratio analysis compares Alternates 2 and 3 to Alternate 1 to determine whether the benefit derived per dollar invested is less than or greater than the benefit derived from the no build alternate. If the value of the B/C ratio is 1.0 or greater, then the new alternate is considered a better investment than the no build alternate (Alternate 1). *Therefore, if the B/C ratio is greater than 1.0 – based on value of travel time and operating cost savings to persons using the transportation network – the alternate network can reasonably be considered cost-effective.* In addition, the higher the ratio, the more cost effective the alternate is deemed.

<b>Benefit/Cost Ratio Comparison of Alternates</b>		
<u>Alternates being compared</u>	<u>B/C Ratio</u>	
	<u>Scenario 1</u>	<u>Scenario 2</u>
Alternate 2 compared to Alternate 1	5.30	5.57
Alternate 3 compared to Alternate 1	5.11	5.21

According to the B/C ratio analysis shown in the table above, Alternate 2 offers a significant benefit over Alternate 1 and a slightly better benefit/cost ratio than Alternate 3. Additional information can be viewed on the next page.

#### **ACTION REQUESTED:**

None. For information only.

TDM Networks Evaluation <sup>1</sup>	2010 Base Network	Alternate 1 Scenario 1	Alternate 1 Scenario 2	Alternate 2 Scenario 1 <sup>7</sup>	Alternate 2 Scenario 2	Alternate 3 Scenario 1	Alternate 3 Scenario 2
<b>Demographic Data</b>							
Population	1,142,338	1,595,168	1,595,168	1,595,168	1,595,168	1,595,168	1,595,168
Employment	601,839	875,402	875,402	875,402	875,402	875,402	875,402
<b>Daily Transportation Demand</b>							
Vehicle Miles of Travel	30,266,000	45,299,000	44,321,000	46,550,000	45,517,000	45,997,000	44,927,000
Vehicle Miles of Travel Per Person	26	28	28	29	29	29	28
Vehicle Hours of Travel	853,000	1,503,000	1,474,000	1,415,000	1,389,000	1,398,000	1,371,000
Vehicle Trips	4,165,000	5,896,000	5,976,000	5,858,000	5,928,000	5,788,000	5,851,000
Transit Ridership	15,700	22,800	26,200	22,900	26,600	91,100	108,900
<b>System Performance</b>							
Congested Road Miles	289	647	626	308	297	295	290
Average Overall Speed (mph)	35	30	30	33	33	33	33
Average Freeway Speed (mph)	45	40	40	44	44	44	44
Average Arterial Speed (mph)	35	25	25	29	29	29	29
Average Trip Length (miles)	7.27	7.68	7.42	7.95	7.68	7.95	7.68
Average Trip Length (minutes)	12.29	15.3	14.8	14.49	14.06	14.49	14.06
Daily Hours of Delay	138,000	454,000	425,000	366,000	340,000	349,000	322,000
Delay per Trip (minutes)	1.99	4.62	4.27	3.75	3.45	3.62	3.31
Daily Crashes <sup>2</sup>	76	68	67	58	56	57	55
Daily Injuries <sup>2</sup>	37	33	33	28	27	28	27
Daily Fatalities <sup>2</sup>	0.3	0.3	0.3	0.2	0.2	0.2	0.2
<b>Estimated Cost<sup>3</sup></b>							
Street & Highway Construction	-	830,684,733	830,684,733	3,562,712,478	3,562,712,478	3,562,712,478	3,562,712,478
Street & Highway Maintenance	-	5,368,593,180	5,368,593,180	5,217,983,029	5,217,983,029	5,217,983,029	5,217,983,029
Transit	-	1,037,094,247	1,037,094,247	1,278,549,300	1,278,549,300	3,640,889,269	3,640,889,269
Bicycle & Pedestrian	-	-	-	272,513,112	272,513,112	272,513,112	272,513,112
<b>Total<sup>4</sup></b>	-	7,236,372,160	7,236,372,160	10,331,757,919	10,331,757,919	12,694,097,888	12,694,097,888
<b>Benefit Cost Ratio (Comparing Alternate 2 and Alternate 3 to Alternate 1)<sup>5</sup></b>							
Road User Cost Savings/construction Costs (Annual)	N/A	N/A	N/A	5.30	5.56	5.11	5.21
<b>Daily Cost Savings</b>							
Daily Road User Cost Savings	N/A	N/A	N/A	2,434,000	2,581,000	3,351,000	3,413,000
Daily Crash Cost Savings - Property Damage <sup>6</sup>	N/A	N/A	N/A	133,000	147,000	147,000	160,000
Daily Crash Cost Savings - Injuries <sup>6</sup>	N/A	N/A	N/A	602,000	604,000	649,000	654,000
Daily Crash Cost Savings - Fatalities <sup>6</sup>	N/A	N/A	N/A	87,000	88,000	94,000	95,000
<b>Total Daily Cost Savings</b>	N/A	N/A	N/A	3,257,000	3,420,000	4,241,000	4,321,000

1 Refer to alternate network assumptions matrix for additional information

2 2040 crashes were based on a 42% decline in crash rate from 1980 to 2010

3 Refer to financially feasibility documents for additional information on estimated plan costs

4 Estimated total Encompass 2040 revenue is \$10,423,315,000

5 Cost Benefit Ratio = Annual Road user costs saved/annual construction costs.

Ex: Alternate 2 Scenario 1; For every dollar spent on construction, \$5.30 was saved in road user costs.

Road User Costs include (2040):

Auto operating costs of \$0.85 per mile

Hourly wage costs of \$15.00 per hour

Turnpike Tolls of \$0.15 per mile

Crash costs (See 7)

Construction Costs include (2040):

Road construction + ROW costs + Maintenance

Transit costs

Bike/pedestrian costs

6 2010 Average auto crash costs are from the National Safety Council (NSC)

Fatality Cost: \$1,410,000 \* 1.5 inflation factor = \$2,115,000

Injury Cost: \$78,900 \* 1.5 inflation factor = \$118,350

Property Damage Cost: \$8,900 \* 1.5 inflation factor = \$13,350

7 Recommended Alternate for Encompass 2040

# ACOG

## Association of Central Oklahoma Governments

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www.acogok.org e-mail: acog@acogok.org

### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

**FROM:** John G. Johnson  
Executive Director

**SUBJECT:** Approval of Encompass 2040 Metropolitan Transportation Plan

#### INFORMATION:

The Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City Area Regional Transportation Study (OCARTS) area, has been working with local governments, state and federal transportation agencies, businesses, private sector interest groups, and citizens to develop Encompass 2040 – the region's long range transportation plan.

The Encompass 2040 Draft Plan Summary was presented to the MPO transportation committees for their review and comment in September. It was also shared with citizens and stakeholders during nine public outreach events, held September 16 through October 9.

Comments received during the public review process will be provided at the October ITPC meeting. The ITTC and Encompass 2040 Citizens Advisory Committee have recommended approval of the financially constrained Alternate 2 network as the Encompass 2040 Metropolitan Transportation Plan. Upon approval, the adopted Encompass 2040 Plan will be incorporated by reference into the Oklahoma Department of Transportation 2015-2040 Oklahoma Long Range Transportation Plan.

#### ACTION REQUESTED:

Motion to approve the proposed financially constrained Encompass 2040 Metropolitan Transportation Plan.



# ACOG

## Association of Central Oklahoma Governments

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(405) 234-2264 Fax: (405) 234-2200 TDD/TTY: 7-1-1 Statewide  
www.acogok.org e-mail: acog@acogok.org

### MEMORANDUM

**DATE:** October 20, 2016

**TO:** Intermodal Transportation Policy Committee

**FROM:** John G. Johnson, Executive Director

**SUBJECT:** Quadrennial Joint Certification Review of OCARTS  
Metropolitan Planning Organization

#### INFORMATION:

In accordance with provisions of the Fixing America's Surface Transportation (FAST) Act, the Oklahoma Division office of the Federal Highway Administration (FHWA) and the Region VI office of the Federal Transit Administration (FTA) have been charged with the responsibility of conducting a review of the OCARTS area MPO. The purpose of the certification review is to evaluate the MPO's transportation planning process, and to determine if the process meets the requirement of federal law. FHWA and FTA will be meeting with various representatives of ACOG, ODOT, COTPA and CART to discuss the MPO's work as outlined in the Memorandum of Understanding and the Unified Planning Work Program.

On Tuesday and Wednesday before the ITPC meeting, the federal team will meet with transportation planning staff at the ACOG offices. A more detailed schedule of events is attached for your information.

Members of the federal team will be at October's ITPC meeting to present the preliminary findings of the certification review.

#### ACTION REQUESTED:

None. For information only.

# ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG) FEDERAL CERTIFICATION REVIEW SCHEDULE OF EVENTS

## FEDERAL REVIEW TEAM

FTA Region VI, Fort Worth, TX  
FHWA, Oklahoma Division

Pearlie Tiggs  
Isaac Akem, Steve Duskin, Carl Selby

## Wednesday October 5, 2016

9:30 a.m. FHWA/FTA Meeting to Discuss Desk Audit & Logistics (ACOG Board Room)

## Tuesday October 11-14, 2016

2:00 p.m.	Interview with Mr. Jason Ferbrache .....	FHWA Team Room
TBA	Interview with Central City Representative .....	FHWA Team Room
1:30 p.m.	Interview with Mayor Jay Adams .....	FHWA Team Room

## Monday October 17, 2016

4:30 p.m. Public Listening Session ..... ACOG Board Room

## TUESDAY October 25, 2016 (ACOG Board Room)

8:30 a.m.	Introductions and MPO Information .....	Akem
9:00 a.m.	2012 Review Findings/Outcomes .....	Akem
9:30 a.m.	Metropolitan Planning Product Changes .....	Akem
11:00 a.m.	Title VI / EJ Planning Requirements .....	Duskin
12:00 p.m.	<b>LUNCH BREAK</b>	
1:30 a.m.	Public Participation Plan .....	Tiggs
2:30 p.m.	Public Transportation Planning .....	Tiggs
3:30 p.m.	Asset Management Considerations .....	Akem

## WEDNESDAY, October 26, 2016 (ACOG Board Room)

8:30 a.m.	Financial Plan and Fiscal Constraint Demo .....	Tiggs
9:30 a.m.	Congestion Management Process.....	Tiggs
11:00 a.m.	Freight Planning Discussion .....	Akem
11:30 a.m.	<b>LUNCH BREAK</b>	
1:00 p.m.	Performance Based Planning .....	Akem
2:00 p.m.	Scenario Planning .....	Tiggs
2:30 p.m.	Safety in Transportation Planning.....	Akem

## THURSDAY, October 27, 2016

8:00 a.m.	FHWA/FTA Meeting .....	FHWA Team Room
10:00 a.m.	Close out Meeting with ACOG Staff.....	ACOG Board Room
1:20 p.m.	Close out Presentation at ACOG Policy Committee Meeting	