PLEASE NOTIFY ACOG AT 405-234-2264 (TDD/TTY CALL 7-1-1 STATEWIDE) BY 5 P.M. MONDAY, OCTOBER 10, IF YOU REQUIRE ACCOMMODATIONS PURSUANT TO THE AMERICANS WITH DISABILITIES ACT OR SECTION 504 OF THE REHABILITATION ACT.

Chair Pete White
Oklahoma City Councilmember

Vice-Chair Jay Adams
Mustang Mayor

Secretary/Treasurer Matt Dukes
Midwest City Mayor

Executive Director
John G. Johnson

association of central oklahoma governments

M E M O R A N D U M

DATE: October 6, 2016

TO: Intermodal Transportation Technical Committee (ITTC)

FROM: John G. Johnson, Executive Director, ACOG

SUBJECT: Meeting Notice

The Intermodal Transportation Technical Committee will hold a regular meeting on

THURSDAY, OCTOBER 13, 2016 AT 10:00 A.M.

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

AGENDA

I. CALL TO ORDER (ATTACHMENT I)

II. APPROVAL OF THE SEPTEMBER 15, 2016 MINUTES (ATTACHMENT II)

III. ACTION ITEMS:

A. Consider recommending that the ITPC 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). (ATTACHMENT III-A)

B. Consider recommending that the ITPC 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). (ATTACHMENT III-B)

C. Consider recommending that the ITPC approve the proposed financially constrained Encompass 2040 Metropolitan Transportation Plan. (ATTACHMENT III-C)

IV. ITEMS FOR INFORMATION ONLY:

A. Benefit-Cost Analysis of Encompass 2040 Plan Transportation Alternate Networks (ATTACHMENT IV-A)

B. Open Streets OKC October 2016 Update (ATTACHMENT IV-B)

C. No-Cost CNG Fueling Station Safety & Inspection Class for Code Officials, Fire Marshals (ATTACHMENT IV-C)

D. 2016 Ozone Season Update (ATTACHMENT IV-D)

E. Federal Highway Administration – Road Diet Workshop – October 18 (ATTACHMENT IV-E)

F. OCARTS Area Line Item Projects (ATTACHMENT IV-F)

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

H. FY 2016 Unified Planning Work Program (UPWP) Reports (ATTACHMENT IV-H)

V. NEW BUSINESS

VI. ADJOURN

Deadline for November ITTC Agenda Items: 4:00 p.m. Thursday, October 27, 2016

Next ITTC Meeting will be at our new facility:
4201 N. Lincoln Blvd., Oklahoma City, OK

10:00 a.m. Thursday, November 10, 2016

ATTACHMENT I

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE

VOTING MEMBERS AND ALTERNATES

CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	Danielle Barker Community Development Specialist	Vacant
BLANCHARD	Robert Floyd City Manager	Daniel Ofsthun Special Projects Coordinator
	No Designee	Randy Dummitt Public Works Director
CEDAR VALLEY	No Designee	Vacant
CHOCTAW	John Baxter Public Works Director/City Engineer	Chad Denson City Planner
COLE	No Designee	Vacant
DEL CITY	William G. Graham Public Works Director	Mike Cantrell Deputy Public Works Director
	Mark Edwards City Manager	
EDMOND	Steve Manek Director of Engineering	Harry Fenton Project Engineer
	Thomas Minnick Traffic Planner	
FOREST PARK	Hon. Marianne Yarbrough Trustee	Vacant
GOLDSBY	No Designee	Vacant
GUTHRIE	Maxine Pruitt Director of Municipal Services	Tenny Maker Street Superintendent
		James Hanke Planning & Code Administrator
HARRAH	Earl D. Burson City Manager	Vacant
JONES CITY	Hon. Ray Poland Trustee	Vacant
LEXINGTON	No Designee	Vacant
LUTHER	No Designee	Vacant

CITY/ORGANIZATION	MEMBERS	ALTERNATES
MIDWEST CITY	Patrick Menefee City Engineer	Julie Shannon Comprehensive Planner
		Brandon Bundy Assistant City Engineer
MOORE	Elizabeth Jones Community Development Director	Stephen Eddy City Manager
	Stan Drake Assistant City Manager	Ava Beeby Assistant Planner
MUSTANG	Melissa Helsel Community Development Director	Timothy Rooney City Manager
NEWCASTLE	Rebecca Brewster City Planner	Nick Nazar City Manager
NICHOLS HILLS	George Decher Deputy Public Works Director	Vacant
NICOMA PARK	No Designee	Vacant
NOBLE	Bob Wade City Manager	Robert Porton City Planner
NORMAN	Angelo Lombardo Traffic Engineer	Shawn O'Leary, Dir.-Public Works
	Wayne Stenis Planner II	Susan F. Connors, Dir.-Planng/Comm. Dev.
OKLAHOMA CITY	Eric Wenger Public Works Director	Stuart Chai, Civil Engineer V
		Deborah Miller, Asst. City Engineer
		Ahmad Lesani, GO Bond Program Mgr
	Matt Sandidge Senior Planner	Vacant
PIEDMONT	Jim Crosby City Manager	Vacant
PURCELL	Dale Bunn City Manager	Teddy Boles, City Planner
		Kevin Rhoads, Emergency Manager
SLAUGHTERVILLE	Marsha Blair Town Administrator	Vacant
SPENCER	No Designee	Frank Calvin, Planning Commission Chair
		Hon. Marsha Jefferson, Vice Mayor
TUTTLE	Tim Young City Manager	Ray Collier Public Works Director
THE VILLAGE	Bruce Stone City Manager	Vacant
WARR ACRES	Hon. Jim Mickley Vice-Mayor	Hon. Patrick Woolley Mayor

CITY/ORGANIZATION	MEMBERS	ALTERNATES
YUKON	Arnold Adams Public Works Director	Vacant
CANADIAN COUNTY	Hon. David Anderson County Commissioner – District #2	Vacant
CLEVELAND COUNTY	Hon. Rod Cleveland Commissioner	Jacob McHughes Asst. to Commissioner Rod Cleveland
LOGAN COUNTY	Hon. Michael Pearson Commissioner-Dist. 2	Vacant
MCCLAIN COUNTY	Terry Daniel District 3 Foreman	David Perry District 2 Foreman
OKLAHOMA COUNTY	Stacey Trumbo County Engineer	Erik Brandt Comprehensive Planner
	Tyler Gammon Planning Director	Chantel Boso Exec. Asst. to County Eng.
ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG)	John G. Johnson Executive Director	Daniel J. O'Connor Division Director
		Holly Massie Special Programs Officer II
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Jason Ferbrache Administrator	Larry Hopper Principal Planner
		Marty Dickens Federal Assets & Grants Coordinator
CLEVELAND AREA RAPID TRANSIT (CART)	Doug Myers Director	Karleene Smith Planner & Grant Specialist
OKLAHOMA CITY DEPARTMENT OF AIRPORTS	No Designee	Vacant
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) – Local Government Division	Laura Chaney Transportation Manager	Jessica Scott Bicycle/Pedestrian Coordinator
OKLAHOMA DEPT. OF TRANSPORTATION – Transit Programs Division	Ernestine Mbroh Transit Programs Division Manager	C Weilbrenner Transportation Manager
OKLAHOMA DEPT. OF ENVIRONMENTAL QUALITY (ODEQ)	Leon Ashford Environmental Programs Specialist	Nancy Marshment Environmental Programs Specialist
OKLAHOMA AERONAUTICS COMMISSION	Grayson Ardies Program Manager	Dale Williams Airport Development Manager

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE

NON-VOTING MEMBERS AND ALTERNATES

CITY/ORGANIZATION	MEMBERS	ALTERNATES
AREAWIDE AGING AGENCY	Don Hudman Executive Director	Vacant
CAPITOL-MEDICAL ZONING COMMISSION	Ben Davis Director	Justin Henry Assistant Planner
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) - Local Government Division	Shannon Sheffert Division Engineer	Chad C. Meisenburg Project Manager
OKLAHOMA RAILROAD ASSOCIATION	Lori A. Kromer Peterson Executive Director	Vacant
OKLAHOMA TURNPIKE AUTHORITY (OTA)	David Murdock; Assistant Director – Maint., Engineering & Construction	Darian Butler Pre-Construction Engineer
OKLAHOMA TRUCKING ASSOCIATION	Jim Newport CEO/President	Nanci Davis Safety Regulation Specialist
TINKER AIR FORCE BASE	Robert (Robby) Byard Community Planner	LouAnna Munkres Community Planner
TRIBAL GOVERNMENTS	No Designee	Vacant
FEDERAL BUREAU OF INDIAN AFFAIRS (BIA)	No Designee	Vacant
U.S. DOT - FEDERAL AVIATION ADMINISTRATION (FAA) / Mike Monroney- Aeronautical Center	Jon Berkman Manager Architect & Engineering Division	Angela Laws Environmental Engineer Environment/Safety/Health Staff
U.S. DOT - FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner-OK Division	Elizabeth Romero Planning/Tech Serv Team Leader
U.S. DOT - FEDERAL TRANSIT ADMINISTRATION (FTA)	Pearlie Tiggs Community Planner	Vacant

ATTACHMENT II

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE
MINUTES OF THE MEETING
SEPTEMBER 15, 2016

A regular meeting of the Intermodal Transportation Technical Committee (ITTC) was convened at 10:07 a.m. on September 15, 2016 in the Board Room of the Association of Central Oklahoma Governments (ACOG), 21 East Main Street, Suite 100, Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG office at least twenty-four (24) hours prior to the meeting.

PRESIDING	ENTITY/AGENCY
John G. Johnson, Executive Director	ACOG

ITTC MEMBERS AND/OR ALTERNATES PRESENT

Chad Denson	Choctaw
Harry Fenton	Edmond
Patrick Menefee	Midwest City
Julie Shannon	Midwest City
Elizabeth Jones	Moore
Angelo Lombardo	Norman
Wayne Stenis	Norman
Deborah Miller	Oklahoma City
Ahmad Lesani	Oklahoma City
Matt Sandidge	Oklahoma City
Frank Calvin	Spencer
Tim Young	Tuttle
Erik Brandt	Oklahoma County
Larry Hopper	Central Oklahoma Transp. and Parking Authority
Karleene Smith	Cleveland Area Rapid Transit
Leon Ashford	Oklahoma Department of Environmental Quality
Nancy Marshment	Oklahoma Department of Environmental Quality

NON-VOTING MEMBERS PRESENT

Chad C. Meisenburg	ODOT-Local Government Division
Isaac Akem	Federal Highway Administration

GUESTS

Louisa Ward, Deputy Administrator	Federal Highway Administration
Richard Jurey, Transp. Operations Engineer	Federal Highway Administration
Jarrod Norris, Bridge Engineer	Oklahoma City
Geoffrey Butler, Assistant Planning Director	Oklahoma City
Craig Wallace, Project Manager	Smith, Roberts, Baldischwiler, LLC representing Warr Acres

ACOG STAFF	POSITION
Holly Massie	Special Programs Officer II, TPS
John Sharp	Program Coordinator, TPS
Jennifer Sebesta	Associate Planner, TPS
Shelby Templin	Assistant Planner, TPS
Conrad Aaron	GIS Technician, TPS
Charlotte Adcock	Assistant Planner – Multimodal (part-time), TPS
Beverly Garner	Administrative Assistant, TPS

ENTITY/AGENCY MEMBERS ABSENT	NON-VOTING MEMBERS ABSENT
Bethany	Areawide Aging Agency
Blanchard	Capitol-Medical Zoning Commission
Cedar Valley	Oklahoma Railroad Association
Cole	Oklahoma Turnpike Authority
Del City	Oklahoma Trucking Association
Forest Park	Tinker Air Force Base
Goldsby	Tribal Governments
Guthrie	Federal Bureau of Indian Affairs
Harrah	U.S. DOT – Federal Aviation Administration
Jones City	U.S. DOT – Federal Transit Administration
Lexington	
Luther	
Mustang	
Newcastle	
Nichols Hills	
Nicoma Park	
Noble	
Piedmont	
Purcell	
Slaughterville	
The Village	
Warr Acres	
Yukon	
Canadian County	
Cleveland County	
Logan County	
McClain County	
Oklahoma City Department of Airports	
ODOT-Local Government Division	
ODOT-Transit Programs Division	
Oklahoma Aeronautics Commission	

I. CALL TO ORDER

Chairman John G. Johnson called the meeting to order at 10:07 a.m. He introduced himself and entertained introductions around the room.

II. APPROVAL OF THE JULY 21, 2016 MINUTES

Harry Fenton moved to approve the June 16, 2016 meeting minutes. Angelo Lombardo seconded the motion. The motion carried.

III. ACTION ITEMS:

A. Consider recommending that the ITPC 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.

Chad Meisenburg said ODOT is looking for approval of an "on-demand" contract for the engineering portion of the Transportation Alternatives Program (TAP) funds.

There being no discussion, Harry Fenton moved to recommend that the ITPC 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. Frank Calvin seconded the motion. The motion carried.

B. Consider recommending that the ITPC 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).

Larry Hopper said the Federal Transit Administration has provided final apportionment amounts for COTPA. He said the TIP lists how COTPA will spend its funds, including funding for Edmond Citylink, ferryboat maintenance and CMAQ. He said details are shown following the agenda memorandum.

There being no discussion, Harry Fenton moved to recommend that the ITPC amend the FFY 2017-2020 OCARTS Area TIP by replacing the COTPA FFY 2017 Transit Element with the attached program of projects, and submit the same to the Oklahoma Department of Transportation (ODOT) for amendment of the Statewide Transportation Improvement Program (STIP). Karleene Smith seconded the motion. The motion carried.

IV. ITEMS FOR INFORMATION ONLY:

A. 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 not intended to serve as an environmental assessment required by the National Environmental Policy Act (NEPA). There was no discussion.

B. Encompass 2040 Public Outreach

Chairman Johnson said there has been a lot of effort in finalizing the Encompass 2040 Plan and thanked all those involved with getting to this point.

John Sharp said the public comment period started yesterday with a news release and referred the Committee to the September and October 2016 calendar at the table. He said that not only will there be public meetings, but there will also be a Twitter Hashtag event, several public availability sessions, and a virtual public meeting. He said the Draft Plan Summary provides highlights of the process and recommended Plan. When approved, a full document will be completed, detailing the Encompass 2040 Plan.

Chairman Johnson encouraged the Committee members to attend these public meetings.

C. Call for Projects – ACOG CLEAN AIR Grants for OCARTS Area Public Fleets

John Sharp said that to date, ACOG's Public Fleet Conversion Grants program has awarded over $2.5 million in Congestion Mitigation Air Quality (CMAQ) funds to help OCARTS member entities and OCARTS area public entities purchase clean-fuel and clean-emission fleet vehicles, and alternative fueling infrastructure.

Mr. Sharp said ACOG staff plans to release its next Call for Projects under the ACOG CLEAN AIR Grants for OCARTS Area Public Fleets, offering approximately $521,010 in CMAQ funding, noting that the application submission opening date is October 3, 2016. He said an overview of the public fleet conversion program is on the Clean Cities website and the webpage contains a link to the acogok.org/solicitations where the RFP will appear upon the October 3 release date. Those eligible for this grant include all local government entities in the OCARTS area, public transit fleets, public trusts and authorities, public

colleges and universities, career technical school districts, and public/private partnerships.

Mr. Sharp said to contact Eric Pollard, ACOG's Clean Cities Coordinator, if they have questions. Harry Fenton asked if municipal golf courses can apply for this grant and Mr. Sharp said yes, for mowing.

D. Review of the OCARTS Area Regional Snow Routes

Jennifer Sebesta asked the Committee to review the current regional snow routes map, which was available at the table, and determine if additional changes or updates are needed. If so, those changes should be submitted by Monday, October 3.

E. Review and discuss suggested modifications to the *Criteria and Process for Evaluation of STP-UZA Projects*, and direct ACOG staff to finalize changes desired by the Committee.

Chairman Johnson said annually the Criteria is reviewed and discussed for suggested modifications. He said ACOG is a member-driven organization and all the rules and criteria impact the entities for their ability to compete and secure funds for STP projects. ACOG is tasked to follow the federal law and guidelines about what the Criteria can be, but is also able to provide whatever customization that is needed at the regional level. Mr. Johnson said the agenda memo lists what the suggestions are, the methodology, and if there are comments about the item.

Ms. Massie said ACOG issued the request for input in July and received a response from the City of Oklahoma City through a letter that was included in the agenda describing their four proposals. She synthesized their suggestions in her agenda memo, followed by a few suggestions by ACOG staff.

Mr. Johnson added that if this Committee gets to a point where it is seen they are not going to get to consensus in short order, consideration should be to appoint a subcommittee to look at the suggestion in greater detail and bring back a recommendation to next month's ITTC meeting.

Debbie Miller explained the City of Oklahoma City's first suggestion. She said in order to make it more fair for the region, they were suggesting to modify the 56 percent cap on STP-UZA funds that any entity can receive by Option 1: reducing the cap to 50 percent, or Option 2: competitively select projects for 50% of the funds and distribute the other 50% by population. Chairman Johnson said Option 2 is not consistent with 23 CFR 450.326(m); therefore, ACOG does not think there is any basis in the federal highway bill to do Option 2.

Geoffrey Butler, Asst. Planning Dir. for OKC, said the they did not want to put too much emphasis on the options, as they were just ideas, but their main desire is to do a study. Ms. Massie asked how long they anticipated a study would take and who would do the

study. Mr. Butler said it could be a consultant or committee members. Ms. Miller said it might take one to two years, so it would not be for this next call for projects. Chairman Johnson said he thought it would be more prudent to take a more comprehensive approach and see if they could engage a consultant to help shepherd a group of this committee.

Angelo Lombardo asked Ms. Massie to explain where the 56 percent came from. She said that prior to ISTEA, there was a certain amount of Federal Aid Urban System (FAUS) funds available to each metro area and the largest city in that metro area received a designated amount. Historically, the percent that was allocated to OKC averaged 56 percent. Therefore, that percentage was put into the STP-UZA Procedures as a cap to keep any city from consuming all of the money.

Mr. Lombardo asked if 56 percent was still applicable today, even with the growth of the metro area. Ms. Massie said OKC recently looked at its population and employment share of the metro and it is still near 56 percent. Mr. Akem said allocations cannot be based upon population alone due to federal regulations. It has to be based on criteria that our region has come up with that is objective.

Chairman Johnson asked if forming a subcommittee for further review to bring back a recommendation to the ITTC was the desire of the Committee. Geoffrey Butler said the other role of the subcommittee would be to explore the possibility of having a more comprehensive study as a recommendation to the ITTC. Mr. Johnson asked who would volunteer to be on the subcommittee and these entities said yes: Norman, Tuttle, Oklahoma City, Oklahoma County, Midwest City, Edmond, Choctaw, Moore, CART, COTPA, ODOT and FHWA.

The second OKC suggestion was to set the MPO's STP-UZA priorities for two years instead of one. This would eliminate the call, scoring and ranking of STP-UZA projects during the year that a new TIP is not developed and would conduct a project call only with the biennial development of each new TIP.

After much discussion, a motion to adopt the suggestion to change the Criteria from its current one year update to a two year update failed by a split vote as follows:

AYE: Denson, Fenton, Jones, Miller, Sandidge, Young, and Hopper

NAY: Menefee, Shannon, Lombardo, Stenis, Calvin, Brandt and Smith

ABSTAIN: Ashford

Chairman Johnson said an annual call for STP-UZA projects remains in effect.

The third OKC suggestion was to modify the scoring criteria for bridge projects by lowering the Waterway Adequacy weight from 2 to 1 and adding a "Structural Deficient" criterion with a weight of 1 (measures bridge deck, superstructure, substructure).

After discussion, a motion to add a special bridge criterion "Structural Deficient" and to leave the weight for "Waterway Adequacy" at 2 carried as follows:

AYE: Denson, Fenton, Menefee, Shannon, Jones, Miller, Sandidge, Calvin, Young, Brandt, Hopper, Smith, and Ashford

NAY: Lombardo and Stenis

ABSTAIN: None

The fourth OKC suggestion was to 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." After much discussion, no consensus was reached; it was decided to discuss this item further at the subcommittee meeting. The Committee discussed dates for the subcommittee meeting and decided on Thursday, September 22, at 9 a.m. in the ACOG Board Room.

Chairman Johnson said ACOG staff recommended three changes to the STP-UZA Criteria: update the introductory language to reflect current federal surface transportation legislation, Fixing America's Surface Transportation (FAST) Act, add language to reflect 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 requirements), and remove non-construction bicycle projects from the Independent Bike/Ped project category. Former programs requiring these activities are no longer in effect.

After discussion, Harry Fenton moved to recommend to the ITPC to approve the three changes to the STP-UZA Criteria suggested by ACOG staff. Angelo Lombardo seconded the motion. The motion carried.

Isaac Akem said he would check to see if FHWA can offer technical assistance in the process of working with a subcommittee and/or consultant in a comprehensive review of the STP-UZA Criteria. Chairman Johnson said the technical assistance would be appreciated.

F. <u>OCARTS Area Line Item Projects and Administrative Modifications</u>

Ms. Massie said this is an informational item identifying specific OCARTS projects that were previously included in statewide line items, and the second table reflects administrative modifications affecting OCARTS area STIP projects.

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

Ms. Massie said this is the monthly status report on STP-UZA projects in the OCARTS TMA. She said there would not be a need for discussion following this meeting to review the status of the FFY 2016 STP-UZA projects included in the current TIP because she noted that there are bid opening dates on all of the FFY 2016 projects. She asked Chad Meisenburg if all of these projects have been or will be authorized by September 30. She was particularly interested in knowing about the Intermodal Hub project, which Mr. Meisenburg said would not be authorized by September 30 because ODOT does not have plans yet and can only start the process when the plans are received. He said the only other project in jeopardy is The Village, but ODOT just recently received the 60 percent set of plans, which includes the environmental clearance, and the ROW clearance, so the project should get updated within a week.

V. NEW BUSINESS

FHWA Road Diet Workshop

Chairman Johnson announced that there was going to be a FHWA Road Diet Workshop Tuesday, October 18, in the ACOG Board Room.

EMBARK Receives Award

Larry Hopper said that two days ago, at an American Public Transportation Association Conference, EMBARK was awarded The Outstanding Public Transportation System Achievement Award for North America.

Streetcar Update

Mr. Hopper said construction on the streetcar trackage on E. K. Gaylord will probably start soon, but he does not anticipate construction elsewhere until late this year or early next year. The start of operation is anticipated in November 2018.

VI. ADJOURN

There being no further business, Chairman Johnson adjourned the meeting at 11:44 a.m.

ACOG

Association of Central Oklahoma Governments
21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD/TTY: 7-1-1 Statewide
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: October 6, 2016

TO: Intermodal Transportation Technical Committee

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

SUBJECT: 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)	2,000,000
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:

Consider recommending that the ITPC 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
	Local Share	$ 0
	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

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? ■ Yes ☐ 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: (*Do NOT include engineering, ROW, or utility relocation costs)*		
		Total Cost (add 6% for ODOT E&C)	$2,000,000	
■ STP-UZA	☐ 100% Local	Federal Share	$2,000,000	100%
☐ STP-UZA Safety	☐ Other (specify) _____	Local Share	$	%
		Other	$	%

TIP year in which requested project is anticipated to be ready to let. (Check one):

☐ FFY 2015 ☐ FFY 2016 ■ FFY 2017 ☐ FFY 2018

Complete the section below for projects requesting STP-UZA and STP-UZA Safety funds

Local priority of this project in relation to other STP-UZA projects submitted by your entity for inclusion in the **above requested TIP year**: Priority No.___1___ of ___1____

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?

■ Yes ☐ No ☐ Pending Warrants

(If **yes**, 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)

■ Plan-in-hand plans submitted to ODOT by entity	■ Environmental clearance issued by FHWA
■ Plan-in-hand meeting held among ODOT, project sponsor and project engineer	■ Right-of-way plans submitted to ODOT (plans & easements) by entity
■ Preliminary plans submitted to ODOT by entity	☐ Right-of-way clearance received from ODOT
■ Preliminary plans reviewed by ODOT	☐ Final Plans submitted to ODOT by entity
■ Environmental documentation submitted to ODOT by entity	☐ 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.?

■ Yes ☐ No

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:

1. A grand hall and common area in the rehabilitated Santa Fe Station building
2. An Amtrack Station area for ticketing, baggage, and waiting area function
3. Added streetscape and improved bicycle and pedestrian facilities oriented to Bricktown and Downtown OKC
4. Improvement on E.K. Gaylord Boulevard to provide connectivity among the various travel modes, including the streetcar
5. Improve public open space

If no, please explain (required for widening and new construction projects only):

Complete the section below for projects requesting OTHER categories of federal funds

Have you received some form of written concurrence from ODOT for funding this project?

☐ Yes ☐ No

(If yes, attach a copy of concurrence)

Is this project included in ODOT's 8-Year Construction Work Plan?

☐ Yes ☐ No

(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

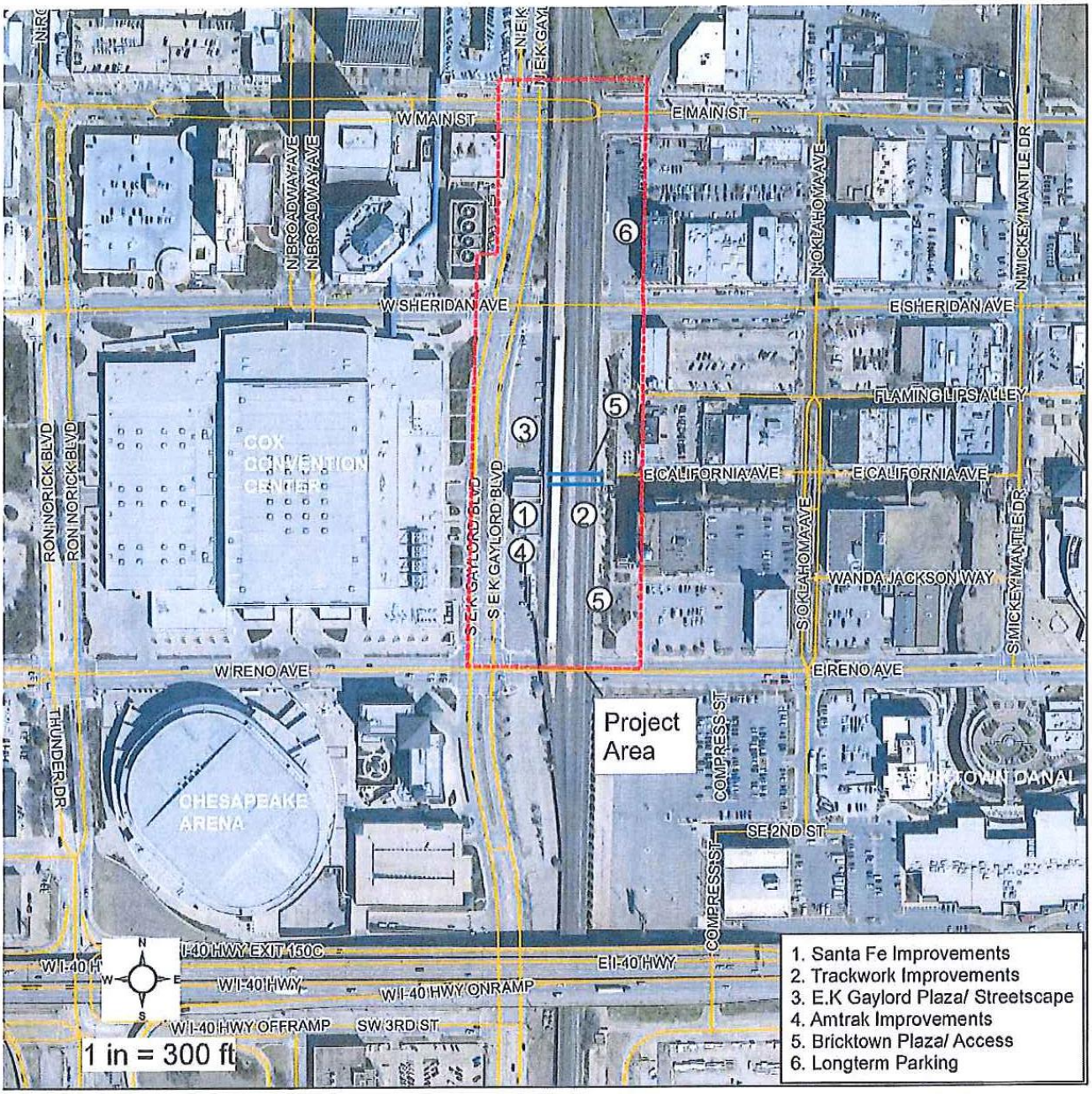


Figure 1. Aerial view of Project area

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 21st 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 Res. programming funds Santa Fe Nub 12-16-2014 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 17 day of December 20 14

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 6, 2016

TO: Intermodal Transportation Technical 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	Action
1. Modify the 56% cap on STP-UZA funds that any entity can receive	• Option 1 – Reduce the cap to 50% • Option 2 – Competitively select projects for 50% of the funds; distribute the other 50% by population *Option 2 is not consistent with 23 USC 450.326(m)*[1]	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	• Lower the Waterway Adequacy weight from 2 to 1 • Add a "Structural Deficient" criterion with a weight of 1 (measures bridge deck, superstructure, substructure) – (See pg. 25 of Criteria)	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"	Some suggestions: • Allow resurfacing and reconstruction projects to receive points for providing sidewalks and/or bicycle lanes with a weight of 3 • 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 • Allow carpool/vanpool administration projects to receive a score x weight for ADT, V/C, and possibly CMP, as related to a specific corridor.	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.

ACTION REQUESTED:

Consider recommending that the ITPC 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).

[1] 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

420 West Main, Suite 700 • Oklahoma City, OK 73102 • 405/297-2581 • FAX 405/297-2117

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 to1 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	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. 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.
Independent Bike/Ped	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.
Carpool/Vanpool	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.

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

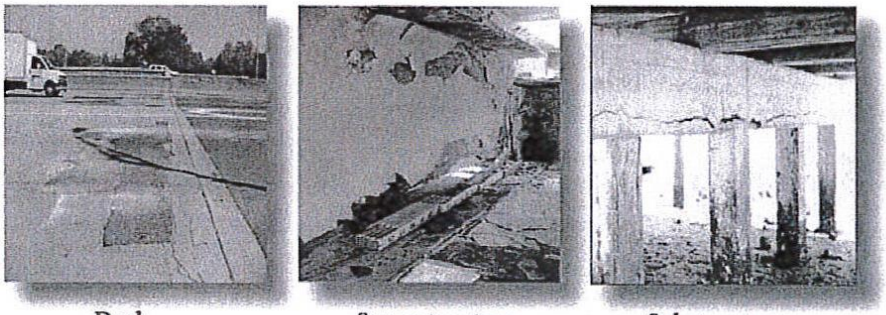
- Structural Evaluation or Waterway Adequacy rated a 2 or less (a bridge with a very low load rating capacity, or a bridge that is sub ject to overtopping with significant or severe traffic delays).

For a structure to be considered SD, one of the following items must be true[7]:

	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

[7] 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 SD Health Index : 58.2

IDENTIFICATION

Description:
37'-51'-51'-37' I-BM. SPANS WITH 2-4' SIDEWALKS SK. 18 DEG.45'
1. State:Oklahoma 2. SHD District: Division 4
3. County Code: OKLAHOMA 4. Place Code: OKLA. CITY
Admin. Area: Unknown
5. Inventory Route (Route On Structure) : 1 - 5 - 1 - 00000 - 0
6. Feature Intersected: NORTHWEST EXPRESSWAY
7. Facility Carried: MAY AVE. MAY AVE.
9. Location: MAY AVE SEPARATION 11. Mile Post: 0.840 mi
13. LRS Inv. Route./ Subroute.: -1 -1
16. Latitude: 35 31 39.78 17. Longitude: 097 33 57.39
98. Border Br. Code: Jnknown (P) % Resp. : 0 99. Border Br. #: Unknown

STRUCTURE TYPE AND MATERIALS

43. Main Span Material and Design Type
Steel Stringer/Girder
44. Approach Span Material and Design Type
Not Applicable (P) Not Applicable (P)
45. No. of Spans Main Unit: 4 46. No. of Approach Spans: 0
107. Deck Type: 1 Concrete-Cast-in-Place
108A. Wearing Surface: 1 Monolithic Concrete
108B. Membrane: 0 None
108C. Deck Protection: None

AGE AND SERVICE

27. Year Built: 1952 106. Year Reconstructed: 0
28A. Lanes on: 4 28B. Lanes Under: 6 19. Detour Length: 3.0 mi
29. ADT: 22000 30. Year of ADT: 2012 109. Truck ADT %: 7
42A. Type of Service on: 5 Highway-pedestrian
42B. Type of Service under: 1 Highway

GEOMETRIC DATA

10. Inv. Rte. Min. Vert. Clr.: 328.1 ft
32. Approach Roadway Width (W/ Shoulders): 52.0 ft
Deck Area: 13,020. sq. ft 33. Median: 2 Closed Med w/o B
34. Skew: 18 35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 60.0 ft
48. Length Maximum Span: 52.0 ft 49. Structure Length: 186.0 ft
50A. Curb/Sdwlk Wdth L: 4.0 ft 50B. Curb/Sidewalk Width R: 4.0 ft
51. Width Curb to Curb: 56.0 ft 52. Width Out to Out: 70.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : H Hwy beneath struct 14.4 ft

	N/E			S/W		
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

55A/55B. Minimum Lateral Underclearance R: H Hwy beneath struct 3.9 ft
56. Minimum Lateral Underclearance L: 5.0 ft

INSPECTION

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

CLASSIFICATION

12. Base Hwy Network : Not on Base Network 20. Toll Facility: 3 On free road
21. Custodian: 04City/Municipal Hwy Agenc 22. Owner: 04City/Municipal Hwy Agenc
26. Functional Class: 16 Urban Minor Arten 37. Historical Sig.: 5 Not eligible for NRHP
100. Defense Highway: 0 Not a STRAHNET h 101. Parallel Structure: No || bridge exists
102. Dir. of Traffic:2 2-way traffic 103. Temp. Structure: Not Applicable (P)
104. Highway System: 0 Not on NHS 105. Fed. Land Hwy 0 N/A (NBI)
110. National Truck Network: 0 Not part of nat 112. NBIS Length: Long Enough

CONDITION

58. Deck: 4 Poor 59. Super.: 4 Poor 60. Sub.: 4 Poor
62. Culvert: N N/A (NBI) 61. Channel/Channel Protection: N N/A (NBI)
Flowline Notes:
NO FLOWLINE NORTHWEST EXPRESSWAY BELOW

LOAD RATING AND POSTING

31. Design Load: 4 M 18 (H 20) 41. Posting status: A Open, no restriction
63. Op. Rating Method: 1 LF Load Factor-Ton Alt. Op. Rating Meth.: 1 LF Load Factor-To
64. Operating Rating (H / HS / 3-3): 35.0 50.0 85.5
66. Inventory Rating (H / HS / 3-3) : 21.0 30.0 51.2
65. Inv. Rating Method: 1 LF Load Factor-Ton Alt. Inv. Rating Meth.: 1 LF Load Factor-Ton
70. Posting: 5 At/Above Legal Loads Date Rated : 9/26/2012

PROPOSED IMPROVEMENTS

94. Bridge Cost: $1,650,941 75. Type of Work: 31 Repl-Load Capacity
95. Roadway Cost: $2,724,053 76. Lgth. of Improvment: 248.4 ft
96. Total Cost: $4,622,635 114. Future ADT: 35200
97. Year of Cost Est.: 2007 115. Year of Future ADT: 2032

NAVIGATION DATA

38. Navigation Control: NA-no waterway
39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft
111. Pier Protection: Not Applicable (P) 116. Lift Bridge Vert. Clear.: 0.0 ft

APPRAISAL

36A. Bridge Rail: 0 Substandard 36C. Approach Rail: 0 Substandard
36B. Transition: 0 Substandard 36D. Approach Rail Ends: 0 Substandard
67. Str. Evaluation: 4 Minimum Tolerable 68. Deck Geometry: 5 Above Tolerable
69. Underclearance, Vertical and Horizontal: 2 Intolerable - Replace
71. Waterway Adequacy: N Not applicable
72. Approach Alignment: 8 Equal Desirable Crit
113. Scour Critical: N Not Over Waterway

200c. Temperature: 85
200d. Weather: PARTLY CLOUDY
201. Structural Steel ASTM Desig.: -1 -1
202. Waterproof Membrane : -1
Date Installed : 1/1/1901
203. Type Exp. Dev. : Pourable
-
204. Type of Handrail: Concrete Post and Steel Rails
205. Material and Quantity : -1.0
208. Type of Abutment : Cantilever
Type of Foundation : Natural Foundation Matl.
209. Type of Pier / Found.: 5 No
No Piling or Drilled Shaft
210. Foundation Elev. -1.0 -1.0
-1.0 -1.0 -1.0
211. Wear. Surf. Prot. System : None
Date Installed : 1/1/1901
213. Utilities Attached : Power
-1 -1 -1
-1 -1 -1

214a. Posted Weight Limit: NR
b. Posted Speed Limit : 35
c. Narrow/One Lane Bridge sign : N
d. Vertical Clearance Sign: YES
Advanced Warning Sign : YES
Min. Measured Clearance : 1407
Max. Measured Clearance : 1411
e. Navigation Lights : _
Working/Not Working : _
215. Overpass : A - ACOG (OKC Metro)
221. Substructure Cond. (U/W) : -
222. Fill over RCB: -1
223. Appr. Slab/Rdwy Cond.: Satisfactory
224. Critical Feature Type: -1
225. Paint Type : Red Lead Ready
Overcoat : 0
226. Date Painted: -1
227. Paint Coloring: Silver
233. Deck Forming: Conventional Forming
236. Deck Cleaning : -1
238. School Bus Rte: Current and Desired Route
240. Appr. Roadway Type: Asphalt/Bituminous

243. Girder Spacing/Number : -1.0 / -1
244. Span Lengths :
-1 -1 -1
-1 -1 -1
-1 -1
245. Girder Depth : -1.000
246. Type of Overlay : _
246. Overlay Thickness : 0
246. Overlay Date : 1/1/1901
246. Overlay Depth Changed > 1"? _
247. Protective Systems : 1: _
2: _ 3: _
4: _ 5: _
248. No. of Field Splices w/ Corrosion : -1
249. Scour Crit. POA exists?: No
250. Culvert Headwall Dist.: -1.0
254. Thru Truss Type : _
256. Chan. Profile Up/Down Stream?: _
257a. OkiePROS Auto. Truck Routing NA
258. Plans w/ found. are in file at ODOT N
259. Scour Eval. is in file at ODOT N
263. Interchange at Intersection
264. Interstate Milepoint -1.00

U.S. Department of Transportation
Federal Highway Administration

Oklahoma Division

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

September 14, 2016

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.

Sincerely,

Louisa M. Ward

for Basharat Siddiqi
Division Administrator

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

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 6, 2016

TO: Intermodal Transportation Technical 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. The public comment period closes on October 12.

The ITPC will consider approval of Encompass 2040 at its October 27, 2016 meeting. Comments received during the public review process will be summarized and addressed prior to the October ITPC meeting. 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:

Consider recommending that the ITPC approve the proposed financially constrained Encompass 2040 Metropolitan Transportation Plan.

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 6, 2016

TO: Intermodal Transportation Technical 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.

Benefit/Cost Ratio Comparison of Alternates		
	B/C Ratio	
Alternates being compared	Scenario 1	Scenario 2
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[1]	2010 Base Network	Alternate 1 Scenario 1	Alternate 1 Scenario 2	Alternate 2 Scenario 1[7]	Alternate 2 Scenario 2	Alternate 3 Scenario 1	Alternate 3 Scenario 2
Demographic Data							
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
Daily Transportation Demand							
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
System Performance							
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[2]	76	68	67	58	56	57	55
Daily Injuries[2]	37	33	33	28	27	28	27
Daily Fatalities[2]	0.3	0.3	0.3	0.2	0.2	0.2	0.2
Estimated Cost[3]							
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
Total[4]	-	7,236,372,160	7,236,372,160	10,331,757,919	10,331,757,919	12,694,097,888	12,694,097,888
Benefit Cost Ratio (Comparing Alternate 2 and Alternate 3 to Alternate 1)[5]							
Road User Cost Savings/construction Costs (Annual)	N/A	N/A	N/A	5.30	5.56	5.11	5.21
Daily Cost Savings							
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[6]	N/A	N/A	N/A	133,000	147,000	147,000	160,000
Daily Crash Cost Savings - Injuries[6]	N/A	N/A	N/A	602,000	604,000	649,000	654,000
Daily Crash Cost Savings - Fatalities[6]	N/A	N/A	N/A	87,000	88,000	94,000	95,000
Total Daily Cost Savings	N/A	N/A	N/A	3,257,000	3,420,000	4,241,000	4,321,000

1 Refer to alternte 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 wate 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

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MEMORANDUM

DATE: October 6, 2016

TO: Intermodal Transportation Technical Committee

FROM: Charlotte Adcock, Program Coordinator
Transportation & Planning Services

SUBJECT: Open Streets OKC October 2016 Update

INFORMATION:

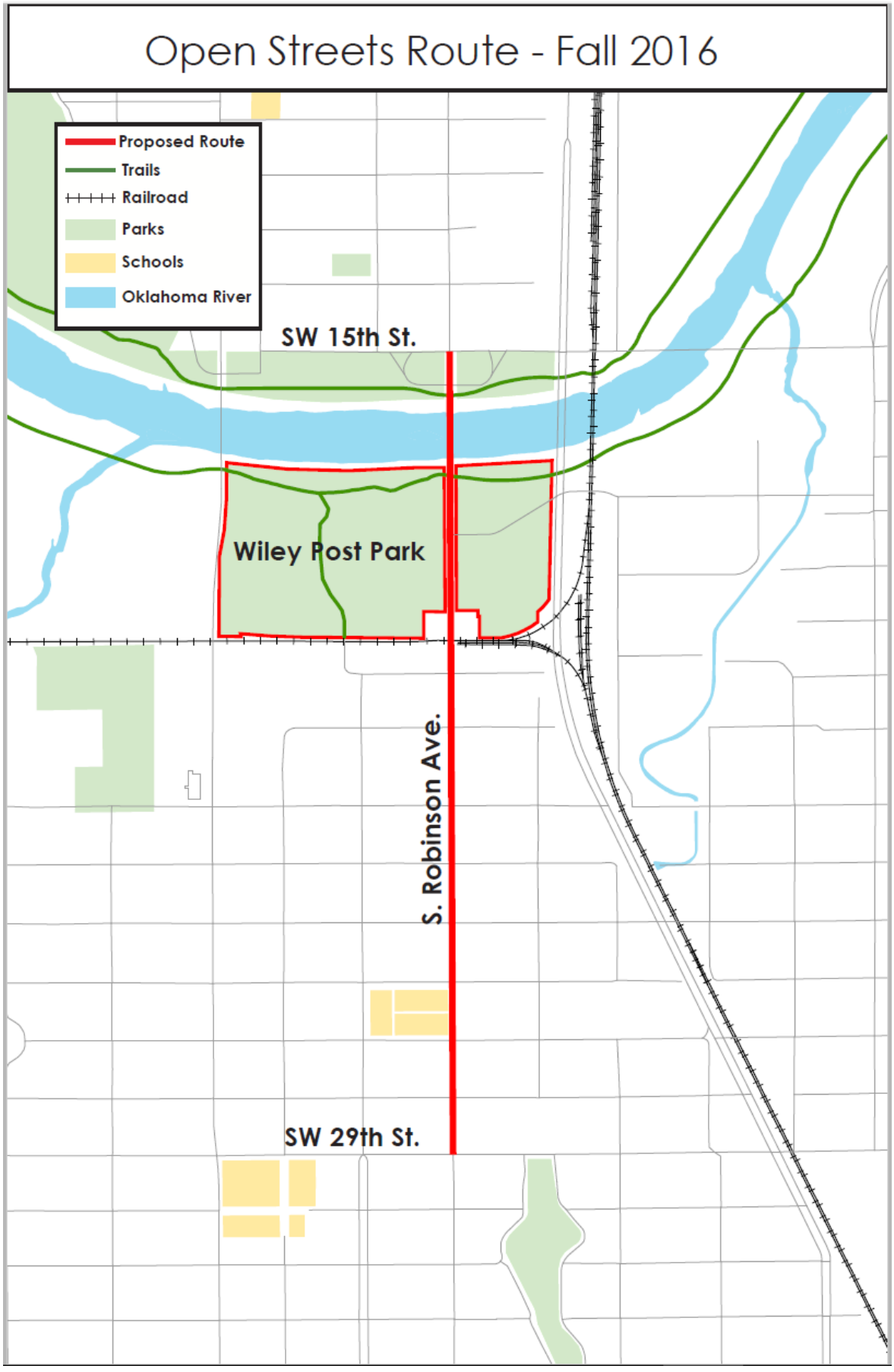
Since 2014, Central Oklahoma has hosted Open Streets events. Events along NW 23rd Street in Oklahoma City have had attendance figures up to 40,000. Other communities are now taking an interest in developing their own Open Streets event in their communities.

Building on the success of previous events, Open Streets OKC will close Robinson Avenue from SW 15th to SW 29th to vehicular traffic on October 23 (please see map on next page). The event will be held from 1 p.m. to 5 p.m. As in past events, this stretch of road will be repurposed for non-motorized transportation and the active participation of many community organizations and local businesses. With its location, the event hopes to attract a diverse group of attendees, and promotions will be in both English and Spanish.

On a related note, the Cleveland County Health Department has started taking steps to bring an Open Streets event to both Norman and Moore in the spring.

ACTION REQUESTED:

None. For information only.


Open Streets Route - Fall 2016
Proposed Route
Trails
Railroad
Parks
Schools
Oklahoma River
SW 15th St.
Wiley Post Park
S. Robinson Ave.
SW 29th St.

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MEMORANDUM

DATE: October 6, 2016

TO: Intermodal Transportation Technical Committee

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

SUBJECT: No-Cost CNG Fueling Station Safety & Inspection Class for Code Officials, Fire Marshals

INFORMATION:

CNG Fuel Station Inspection & Safety Training will take place Friday, October 14 in the ACOG Board Room from 8:30 a.m. – 12:30 p.m.

The free training, made possible through a federal grant, is aimed at fire marshals, code inspectors/officers, and zoning/planning staff. Attendees will learn about natural gas, how to navigate often-conflicting code requirements, and more to make sure your community is making informed and practical decisions when applications for new CNG fueling stations are submitted.

The course will be taught by FS Circle Solutions, a training provider established by Broken Arrow Fire Chief Jeremy Moore. The class is limited to 25 participants, so register early.

This course explains relevant codes and how they apply to Compressed Natural Gas (CNG) fueling stations. Participants will leave understanding the differences between IFC, NFPA 52 and NFPA 30A.

ACTION REQUESTED:

None. For information only.

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(405) 234-2264 Fax: (405) 234-2200 TDD/TTY: 7-1-1 Statewide
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MEMORANDUM

DATE: October 10, 2016

TO: Intermodal Transportation Technical 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, (405) 778-6175.

ACTION REQUESTED:

None. For information only.

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MEMORANDUM

DATE: October 6, 2016

TO: Intermodal Transportation Technical Committee

FROM: John Sharp, Program Coordinator
Transportation & Planning Services

SUBJECT: Federal Highway Administration – Road Diet Workshop – October 18

INFORMATION:

ACOG is hosting a free FHWA Road Diet Workshop at ACOG on October 18. The full day training workshop will discuss the different solutions to improve safety, operations and livability along roadways.

Who Should Attend:

- Transportation Engineers and Planners
- Pedestrian and Bicycle and Safe Routes to School Program Coordinators
- Local police, fire, EMS and transit personnel
- Community leaders

This is a free workshop that will be led by Keith J. Harrison, P.E. who is a Safety/Geometric Design Engineer with the Federal Highway Administration Resource Center. Please see attached flyer for further details.

ACTION REQUESTED:

None. For information only.

ROAD DIET

FREE WORKSHOP

What are Road Diets?

Undivided roadways often experience a large number of crashes—especially between high-speed through traffic, left-turning vehicles, and other road users. One treatment for addressing this safety concern is a Road Diet, which typically involves removing or narrowing motor vehicle lanes and utilizing the space for other uses, including but not limited to a two-way left-turn lane (TWLTL), non-motorized travel modes, or parking.

Road Diet Workshop

FHWA is pleased to offer a one-day workshop on this low-cost, proven safety countermeasure that explores how agencies can use Road Diets to improve safety, operations, and livability in their communities.

Participants will be introduced to the FHWA *Road Diet Informational Guide* and guided through a decision-making process to determine when a Road Diet may be a good solution.

Who Should Attend

- Transportation engineers and planners
- Pedestrian & bicycle and Safe Routes to School program coordinators
- Local police, fire, EMS and transit personnel
- Community leaders

Workshop Learning Outcomes

- Learn about the different types of Road Diets and why they work.
- Understand the characteristics that make Road Diets the right choice.
- Identify roads that are good candidates for Road Diets.
- Learn what segment and intersection design elements are affected by a Road Diet.
- Practice reallocating street space for other uses, including non-motorized user needs.

Workshop Agenda

Part 1:

» Why consider a Road Diet?
» When to use a Road Diet?
» How to design a Road Diet?

Part 2:

» Evaluate a real-world Road Diet candidate project.
» Document findings and make recommendations.

Workshop Time and Location

ACOG Board Room

21 E. Main St., Suite 100
Oklahoma City, OK 73104

Tuesday, October 18, 2016
8:30 am - 5:00 pm

LUNCH ON YOUR OWN
RSVP at:
bgarner@acogOK.org

U.S. Department of Transportation
Federal Highway Administration

FHWA-FA-16-033

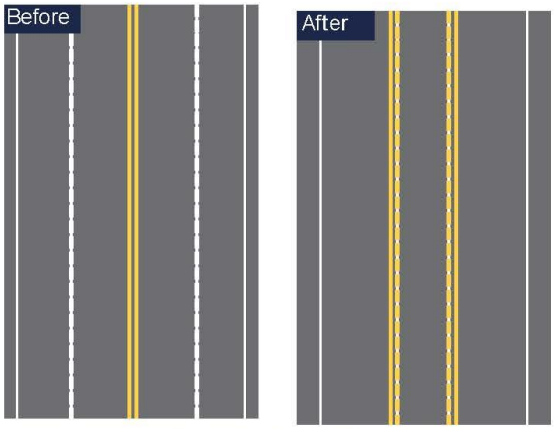
ROAD DIET

Why Choose a Road Diet?

✓ **Safety.**
Road Diets can make the roadway environment safer for all users. Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed.

✓ **Cost-efficiency.**
Road Diets make efficient use of a limited cross sectional area. When planned in conjunction with reconstruction or overlay projects, the safety and operational benefits of Road Diets can be achieved essentially for the cost of restriping the pavement.

✓ **Quality of Life.**
Road Diets can make shared spaces more livable and contribute to a community-focused, "Complete Streets" environment.



Example of a Road Diet

Example of a Road Diet on Southern Blvd., Bronx, New York

www.fhwa.dot.gov/everydaycounts

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MEMORANDUM

DATE: October 6, 2016

TO: Intermodal Transportation Technical 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

Project JP Number	County	Project Type	Description	City	Project Total	Line Item	Line Item JP Number	ODOT Submit to FHWA
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-INFASTRUCTURE	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, WESTMINISTER 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.)

Project JP Number	County	Project Type	Description	City	Project Total	Line Item	Line Item JP Number	ODOT Submit to FHWA
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
32815(04)	**Statewide**	**Contract P.E.**	**ACOG Portion of Federal Funds**		**$1,500,000**	**Contract P.E.**	**21016(16)**	**9/19/2016**
Grand Total					**$16,144,049**			

Source: ODOT Local Government Division and ODOT Programs Division

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

MEMORANDUM

DATE: October 6, 2016

TO: Intermodal Transportation Technical 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

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

10/6/2016	ACOG URBANIZED AREA STP PROGRAM STATUS FFY **2016** TIP PROJECTS - **FFY 2015-2018 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
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 Sunnylane 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 Hybird 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
21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: 7-1-1 Statewide
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: October 6, 2016

TO: Intermodal Transportation Technical 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	
1.02(4a)	FY 2014 National Transit Database (NTD) Report to FTA	COTPA	
1.02(4b)		CART	
1.02(4c)		Citylink	
2.01(3)	CY 2015 Network Monitoring Report	ACOG	October 2016
2.01(4b)	Financial Element of Encompass 2040 -Est. Costs & Antic. Revenues	ACOG	
2.01(4c)	Encompass 2040 Draft Plan Summary	ACOG	September 2016
2.01(4d)	Encompass 2040 Final Plan and Executive Summary	ACOG	
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)	FFY 2015 Annual Listing of Federally Funded Transp. Projects	ACOG	June 2016
2.02(6)	FFY 2017-2020 Transportation Improvement Program	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 (1)	Performance Based Planning Documentation	ACOG	August 2016
2.03(2)	Congestion Management Process Report	ACOG	August 2016
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)	CY 2015 Bike to Work Day Report	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)	FY 2017 Unified Planning Work Program	ACOG	May 2016

*Counts submitted to ACOG. **Forwarded from FY 2015 UPWP