



*association of central oklahoma governments*

Chair Vacant

Vice-Chair Jay Adams  
Mustang Mayor

Secretary/Treasurer Matt Dukes  
Midwest City Mayor

Executive Director  
John G. Johnson

## MEMORANDUM

**DATE:** May 11, 2017  
**TO:** Intermodal Transportation Technical Committee (ITTC)  
**FROM:** John M. Sharp, Division Director  
Transportation & Planning Services (TPS)  
**SUBJECT:** Meeting Notice

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The Intermodal Transportation Technical Committee will hold a regular meeting on

**THURSDAY, MAY 11, AT 10:00 A.M.**

in the ACOG Board Room, 4205 N. Lincoln Blvd., Oklahoma City, Oklahoma.

## AGENDA

- I. CALL TO ORDER ([ATTACHMENT I](#))
- II. APPROVAL OF THE APRIL 13, 2017 MINUTES ([ATTACHMENT II](#))
- III. ACTION ITEMS:
  - A. Consider recommending that the ITPC approve the Preliminary FY 2018 UPWP, and transmit to FHWA and FTA for review and comment. ([ATTACHMENT III-A](#))
  - B. Review and comment on highway, transit and airport projects reflected in the Preliminary FFY 2018-2021 OCARTS TIP, and consider recommending that the ITPC approve the *preliminary* document for final consideration in June. ([ATTACHMENT III-B](#))

IV. ITEMS FOR INFORMATION ONLY:

- A. STP-UZA Scoring Criteria Updates- Peer Review and Best Practices ([ATTACHMENT IV-A](#))
- B. 2020 Census Preparation ([ATTACHMENT IV-B](#))
- C. 2017 Ozone Season Preview and Ozone Advance Request ([ATTACHMENT IV-C](#))
- D. Bike Month 2017 ([ATTACHMENT IV-D](#))
- E. Parks and Public Space Initiative/Margaret Annis Boys Trust Grant ([ATTACHMENT IV-E](#))
- F. Status of Surface Transportation Program Urbanized Area (STP-UZA) Projects in the OCARTS Transportation Management Area (TMA) ([ATTACHMENT IV-F](#))

V. NEW BUSINESS

VI. ADJOURN

**Deadline for June ITTC Agenda Items: 4:00 p.m. Thursday, June 1, 2017**

**Next ITTC Meeting: 10:00 a.m. Thursday, June 15, 2017**

# 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 Mayor	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 Weitman 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 Transportation 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	Jason Orr 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	Vacant
THE VILLAGE	Bruce Stone City Manager	Vacant
WARR ACRES	Hon. Jim Mickley Vice-Mayor	Hon. Patrick Woolley Mayor

<b>CITY/ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
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. Marven Goodman Commissioner-Dist. 1	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	John M. Sharp Division Director Transportation & Planning Services
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	Vacant
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	Vacant
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	Rebecca Chappell Director-Administration & Events
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

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE  
MINUTES OF THE MEETING  
APRIL 13, 2017

A regular meeting of the Intermodal Transportation Technical Committee (ITTC) was convened at 10 a.m. on April 13, 2017 in the Training Room of the Association of Central Oklahoma Governments (ACOG), 4205 N. Lincoln Blvd., 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

John M. Sharp, Division Director, TPS

ENTITY/AGENCY

ACOG

ITTC MEMBERS AND/OR ALTERNATES PRESENT

Robert Floyd	Blanchard
William G. Graham	Del City
Harry Fenton	Edmond
Rebecca Brewster	Newcastle
Angelo Lombardo	Norman
Wayne Stenis	Norman
Ahmad Lesani	Oklahoma City
Matt Sandidge	Oklahoma City
Tim Young	Tuttle
Hon. Rod Cleveland	Cleveland County
Hon. Marven Goodman	Logan County
Erik Brandt	Oklahoma County
Larry Hopper	Central OK Transportation & Parking Authority
Karleene Smith	Cleveland Area Rapid Transit
Nancy Marshment	Oklahoma Dept. of Environmental Quality

NON-VOTING MEMBERS PRESENT

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

GUESTS

Terri Humphrey	Del City
Troy Travis, Office Manager	H.W. Lochner
Linda Koenig, Planning & Policy Analyst	Oklahoma Department of Transportation

ACOG STAFF

John G. Johnson  
Jennifer Sebesta  
Kathryn Wenger  
Eric Pollard  
Shelby Templin  
Conrad Aaron  
Beverly Garner  
Jennifer McCollum

POSITION

Executive Director  
Program Coordinator, TPS  
Associate Planner, TPS  
Clean Cities Coordinator, TPS  
Assistant Planner, TPS  
GIS Technician, TPS  
Administrative Assistant, TPS  
Director of Communications

ENTITY/AGENCY MEMBERS ABSENT

Bethany  
Cedar Valley  
Choctaw  
Cole  
Forest Park  
Goldsby  
Guthrie  
Harrah  
Jones City  
Lexington  
Luther  
Midwest City  
Moore  
Mustang  
Nichols Hills  
Nicoma Park  
Noble  
Piedmont  
Purcell  
Slaughterville  
Spencer  
The Village  
Warr Acres  
Yukon  
Canadian County  
McClain County  
Oklahoma City Department of Airports  
ODOT-Local Government Division  
ODOT-Transit Programs Division  
Oklahoma Aeronautics Commission

NON-VOTING MEMBERS ABSENT

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



I. CALL TO ORDER

Chairman John M. Sharp called the meeting to order at 10 a.m. He introduced himself and entertained introductions around the room. There was a quorum.

II. APPROVAL OF THE MARCH 16, 2017 MINUTES

Wayne Stenis moved to approve the March 16, 2017 meeting minutes. Larry Hopper seconded the motion. The motion carried.

III. ACTION ITEMS:

- A. Consider recommending that the ITPC approve the OCARTS area Critical Urban Freight Corridor suggestions for submission to ODOT to be added to the FHWA National Highway Freight Network.

Chairman Sharp said this item was brought to this committee last month as an information item and now it is being presented as an action item. Kathryn Wenger said that in working together with the local communities and ODOT, ACOG narrowed the suggested freight corridors list to just under the allotted 43 miles for the OCARTS area. She referred to a map and a list of the selected freight corridors. She said a list of the scoring criteria to narrow the selection was also included in the agenda.

Ms. Wenger said that entities can request to add or remove corridors, but adjustments must be made accordingly, as the total 43 miles cannot be exceeded. Also, she said though corridors may be listed on the National Highway Freight Network and are eligible for related funds, there is no guarantee of funding now or in the future, given the limited funds available to ODOT.

Commissioner Cleveland asked what is the purpose and what is the definition of freight and why are these only two to three miles in length. Ms. Wenger said in the ODOT letter, ACOG was advised to provide local and regional roads that attach to interstates or intermodal hub or anything that supported the freight network which is basically the highway network. ACOG chose local roads that did not include the state highway to be included to help support the freight. Commissioner Cleveland asked if, on the local roads projects, freight designations would be part of the scoring on the TIP. Mr. Sharp said it may become part of the scoring in the future, but ACOG would like to collect some data and monitor it over time. Many of these segments are connections to warehousing and retail areas that are close to interstates.

Commissioner Cleveland asked if the 43 miles was a federal maximum. Linda Koenig of ODOT said each state was given a quota of miles and part of that was further suballocated by urban areas, hence the OCARTS area receiving 43 miles. Mr. Cleveland asked if this was new legislation or has this always been. Ms. Koenig said the freight corridors are a

new piece of legislation and that is part of the reason everyone is moving slowly. She said the federal legislation identified freight as one of its key programs.

Robert Floyd moved to recommend that the ITPC approve the OCARTS area Critical Urban Freight Corridor suggestions for submission to ODOT to be added to the FHWA National Highway Freight Network. Harry Fenton seconded the motion. The motion carried.

#### IV. ITEMS FOR INFORMATION ONLY:

##### A. Connected & Autonomous Vehicles (C/AV) Briefing

Eric Pollard said he was not a subject matter expert, but was a follower of this particular subject. He said today's goal is not to scare anyone, but to think about the implications for our region. Mr. Pollard said autonomous vehicles is not a new idea, as it was even depicted in a drawing in the 1950s and that today, car ownership may be in decline with the next generation being more concerned about mobility. He said self-driving cars are on the road in a pilot setting and some states; such as, Michigan, California, Tennessee – big automaker states – are trying to get ahead on this as an economic development opportunity. He said he would not be surprised if the Oklahoma legislature looks at autonomous vehicles in the near future.

Mr. Pollard said there are levels of automation for on-road vehicles. Most vehicles today have cruise control, automatic parallel parking, automatic braking – with sensors and cameras. He said the next level includes the Tesla autopilot which can be viewed on U-Tube whereby vehicles are on the highway and the drivers take their hands off the wheel and the car will accelerate, change lanes, and do emergency braking based upon the vehicles around it. He said the last level is where steering is removed from the vehicle and the vehicle is making all the decisions; there may or may not be an emergency shutdown.

He said with the vehicle computer on board and all the cameras and sensors taking in even more with a 360-degree view, which is more than what a human driver could see, the hope is that traffic fatalities will decline, if not evaporate, impacting our communities and our economy moving forward.

Mr. Pollard said autonomous vehicles will have real time impacts on all our communities in our region at different levels, with safety being one of the primary benefits moving forward. He encouraged the committee members to review the U.S. DOT 'Connected Vehicle Impacts on Planning' Primer and specifically section in on impacts of connected and autonomous vehicles on transportation planning, follow technology developments and pilot projects as they emerge, follow and contribute to regulatory discussions, and look for funding opportunities in the future.

Commissioner Goodman asked if there had been a study on safety, since most accidents happen due to driver error, and associated benefits of driverless vehicles. Mr. Pollard said he could not point to one right now, but he is certain there are many studies out there, both in the government sphere and the private sector.

Angelo Lombardo asked if there is anything on the infrastructure side to think about. Mr. Pollard mentioned painted lanes, stop signs, traffic lights, and barriers on the road. Mr. Lombardo also mentioned center line stripes and wondered if all this infrastructure had to happen for autonomous vehicles to work. Mr. Sharp said maintenance costs may have to be looked at more closely – keeping everything up-to-date and visible. He said that Google has been testing intelligent vehicles in snow and rain to see if the cars can handle these conditions.

There was further dialogue about the possibilities in the future. This item was for information only.

B. Open Streets Update

John Sharp gave a presentation on the Open Streets events. He said this was the first year whereby the weather was not as good at the Oklahoma City event on NW 23<sup>rd</sup> Street, but there was still a good crowd. He said Norman had its first event at Campus Corner the next week and experienced better weather with about 3,000 in attendance. He said CART was there with its CNG bus with bike racks on the front and there were many activities. He said the purpose of these Open Streets events is to give the community a healthy environment in which the people can meet one another and do things together.

C. Network Monitoring - Reminder

Kathryn Wenger highlighted the information as detailed in the agenda memorandum. She requested that the entities turn in the survey by May 4, even if just to say they had no applicable projects completed in their entity during 2016. John Sharp said this information will help in preparing the 2045 Plan, keeping track of what local projects have been completed.

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

Chad Meisenburg said he would be available for a short time after this meeting to discuss projects in FFY 2017 and FFY 2018. He said if they cannot stay for the discussion, to please feel free to email him.

V. NEW BUSINESS

Chairman Sharp asked if there was any new business to present.

OSU Training Courses Available

Mr. Sharp said there are flyers at the table regarding OSU professional development program courses that are available. He said one is entitled "Energy Systems Optimization Certificate Program" and the other is "Construction Project Management Certificate Program."

National Highway Institute (NHI) Training

Isaac Akem said there will be a NHI Transportation Planning Process course hosted by ODOT at its Training Center on May 2-3.

Ozone Season Approaching

Eric Pollard said Nancy Marshment of ODEQ was here today and he wanted to say that our region is approaching and preparing for ozone season. Also, he said ACOG is preparing for our Ozone Advance which is provided to EPA on an annual basis and gives an overview of everything that is done to mitigate the criteria pollutants that cause ozone and particulate matter as well. He said that when an ozone alert day is called, there are certain entities in this room who take action, and he wants to make sure those actions are being documented for EPA. In order to do so, he asked that they please contact him or Ms. Marshment to provide that information. Ms. Marshment said that documentation is due at the end of May.

Commissioner Cleveland said that the rural fire stations were asking for guidance to see if the sheriff's department could write a citation on an Ozone Alert Day or when there is a burn ban if citizens are burning trash.

Harry Fenton said the counties can only do what they are allowed to do by state statute, but the cities can do anything that they are not prohibited to do by state statute. He said the legislature needs to be lobbied to give the counties the authority to write citations.

Earth Day – Saturday, April 22

Mr. Pollard said OG&E is hosting an electric vehicle (EV) Ride and Drive at the OSU OKC Precision Driving Center. He said an individual can take an EV and drive it as fast as they can on a closed course.

VI. ADJOURN

There being no further business, Chairman Sharp adjourned the meeting at 10:40 a.m.

# ACOG

## Association of Central Oklahoma Governments

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### MEMORANDUM

**DATE:** May 11, 2017

**TO:** Intermodal Transportation Technical Committee

**FROM:** John M. Sharp, Division Director  
Transportation & Planning Services

**SUBJECT:** Preliminary FY 2018 Unified Planning Work Program (UPWP)  
for the Oklahoma City Regional Transportation Study (OCARTS) Area

### INFORMATION:

The preliminary FY 2018 Unified Planning Work Program Part VI text can be viewed online at:

[http://www.acogok.org/wp-content/uploads/2017/05/Prel\\_FY\\_2018\\_UPWP.pdf](http://www.acogok.org/wp-content/uploads/2017/05/Prel_FY_2018_UPWP.pdf)

This document is the product of work by the Unified Planning Work Program Subcommittee.

The text outlines tasks proposed for FY 2018 for the purpose of maintaining the regional transportation planning program. The OCARTS Area Metropolitan Planning Organization (MPO) priorities for FY 2018 include: completion of 2015 base year data and development of the population, employment and school enrollment data for the 2045 long-range transportation plan; collect and analyze the regional land use data; help coordinate regional 2020 Census preparation with members; implementation of Encompass 2040 projects and strategies; evaluate and determine new STBG-UZA criteria that conform with the Encompass 2040 Plan; work towards the formulation of the Regional Transit Authority (RTA) and; transition to the new FFY 2018-2021 OCARTS TIP; establishment of OCARTS area performance measure targets; and continued coordination with local governments regarding federal transportation funding opportunities; air quality planning and compliance with the federal transportation law. The work program recognizes a continuation of data collection efforts, through subcontracts with Oklahoma City, Choctaw, Edmond, Norman, Moore and Midwest City.

COTPA will continue to work on public private partnerships, utilize on-bus technology and surveys to monitor route performance, continue to work on the Northwest Multimodal Transportation Corridor, continue to evaluate customer experience and conduct marketing on targeted routes, COTPA will increase security at the transit center, continue its work on the safety and security technology, coordinate work on the downtown streetcar construction and plan for future streetcar improvement and extensions, and develop a management plan for the Santa Fe Station intermodal hub.

CART staff will submit the 2018 interim update for CART's Long Range Public Transportation Plan, work with the City of Norman to adopt and implement the CART Plan as part of the new Norman Transportation Plan, continue to analyze route and stop location effectiveness, use its Title VI and Limited English Proficiency (LEP) plan to identify new target groups, continue to monitor their newly developed bike share program, seek funding to implement phases outlined in the bus stop improvement plan (2016).

Budget tables for ACOG, OKC, COTPA, CART and the suburban entities will be available at the June meeting.

**ACTION REQUESTED:**

Consider recommending that the ITPC approve the Preliminary FY 2018 UPWP, and transmit to FHWA and FTA for review and comment.

# ACOG

## Association of Central Oklahoma Governments

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### MEMORANDUM

**DATE:** May 11, 2017

**TO:** Intermodal Transportation Technical Committee

**FROM:** Kathryn Wenger, Associate Planner  
Transportation & Planning Services

**SUBJECT:** Preliminary FFY 2018-2021 Oklahoma City Area Regional Transportation Study (OCARTS)  
Transportation Improvement Program

#### INFORMATION:

In the spring of 2016, ODOT changed to a triennial STIP development process, resulting in ODOT's STIP covering the years of FFY 2018 - FFY 2021. FHWA and ODOT staff advised ACOG that the OCARTS area TIP will be required to match those same federal fiscal years, as well as switch to a triennial TIP process. This triennial process involves creating a new TIP document every three years instead of every two, with two years of TIP updates instead of one. [Please click on this link to view the TIP/STIP development procedures.](#) To align with ODOT's STIP FFY years, and the triennial process, ACOG has completed a new TIP for 2018-2021, instead of waiting until next year.

ACOG staff has completed the *preliminary* FFY 2018-2021 OCARTS Transportation Improvement Program (TIP) based on input from OCARTS area local governments, the Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART), the Oklahoma City Department of Airports, and other area airport operators. The full document is available for review on the ACOG website at:

[http://www.acogok.org/wp-content/uploads/2017/05/Prelim\\_FFY\\_2018-2021\\_OCARTS\\_TIP.pdf](http://www.acogok.org/wp-content/uploads/2017/05/Prelim_FFY_2018-2021_OCARTS_TIP.pdf)

The preliminary TIP also includes upcoming state-sponsored projects within the OCARTS area, under the jurisdiction of ODOT and the Oklahoma Turnpike Authority, upcoming transit projects provided by COTPA and CART, and proposed airport improvements provided by local airport operators.

Due to the short time frame of this adjustment, individual FFY 2021 STP-UZA projects and their associated costs have not yet been approved, and therefore are noted as forthcoming. Instead, we provide a fiscally constrained estimate of the local government STP-UZA FFY 2021 apportionment. Please note that this change in TIP procedures and years, does not change the procedures for our STP-UZA call for projects, nor the FFY 2017-2020 STP-UZA projects approved in February 2017. This document brings OCARTS area TIP into alignment with ODOT. The annual call for projects will still occur at the end of CY 2017 with committee approvals in early CY 2018.

Opportunity for public review and comment on the *preliminary* FFY 2018-2020 TIP has been announced by public notice in The Oklahoman, a news release distributed to all metro area media outlets, and ACOG's social media suite. Copies of the preliminary document are also available at all metro area libraries.

Committee members are requested to review the preliminary TIP and direct any interested parties to the ACOG website to view the entire document or to contact ACOG for a paper copy. Written comments on the preliminary TIP should be provided to ACOG by May 24 so they can be forwarded to the ITPC for consideration during its May 25, 2017 meeting.

The final document will be provided to the Technical and Policy Committees in June and submitted to ODOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP). It will become effective at the start of FFY 2018, on October 1, 2017.

#### **ACTION REQUESTED:**

Review and comment on highway, transit and airport projects reflected in the Preliminary FFY 2018-2021 OCARTS TIP, and consider recommending that the ITPC approve the *preliminary* document for final consideration in June.



# ACOG

## Association of Central Oklahoma Governments

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### MEMORANDUM

**DATE:** May 11, 2017

**TO:** Intermodal Transportation Technical Committee

**FROM:** Kathryn Wenger, Associate Planner  
Transportation & Planning Services

**SUBJECT:** STP-UZA Scoring Criteria Updates- Peer Review and Best Practices

#### INFORMATION:

In February ACOG held a special ITTC STP-UZA Criteria Meeting to discuss the potential for a complete evaluation and overhaul of our STP-UZA scoring criteria and processes. Based on comments and questions from our members ([attached summary of comments](#)), we began a peer city and best practice review of other MPO STP-UZA project scoring criteria. We reviewed MPO criteria from cities that were identified through our Congestion Management Process, as well as additional cities, to provide a wide variety of scoring methods and scoring criteria to compare to our own process.

Attached are tables which summarize the findings from our search. The tables also include information on ACOG's STP-UZA Criteria, as well as the project scoring criteria used for our long range Metropolitan Transportation Plan (MTP). [Table 1](#) summarizes the preliminary scoring criteria MPOs use as initial project requirements, before being scored further. [Table 2](#) shows the various categories of scoring criteria used across the MPOs. The scoring methods, and scoring emphasis areas, are summarized in [Table 3](#). [Table 4](#) has total scores for all the MPOs, which identifies how many of the categories each MPO includes in their criteria. Additionally, [Table 5](#), [Table 6](#) and [Table 7](#) are legends which describe what each column means in the first 4 tables. We have also attached copies of [example MPO scoring criteria](#) and our [MTP criteria](#) for review.

Based on the information reviewed, we identified that ACOG's scoring criteria does not align with our MTP/Regional goals, skews heavily toward capacity projects, and does not equitably distribute funds to varied project types. Additionally, our criteria does not encourage projects that utilize congestion, safety and ITS strategies such as those identified in our congestion Management Process (CMP). Almost all other MPOs ensure that their criteria align with and address the regional goals identified through the MTP process. Most other MPOs also have criteria that encourage a wider range of projects.

To address these issues, as well as the concerns brought to us by our members, we are proposing a restructuring of our criteria and scoring with the following goals and objectives in mind:

- Align our criteria to meet our regional MTP goals and objectives
- Integrate performance management into our project selection
  - Project prioritization for the TIP needs to be results and efficiency driven, to ensure our region's transportation funding is being used most effectively
- Simplified scoring
- More equitable scoring between types of projects to reflect the current needs of the region
  - Preservation, bike/ped, ITS/OM, safety, transit, multimodal, connectivity, walkability
- Encourage projects that utilize cost effective, congestion mitigation, and safety enhancing strategies (CMP toolbox)

We are requesting a review and comment on the attached information, as well as potential next steps. Possible next steps to consider:

- More background information on other MPOs and their best practices
  - Comparison to our criteria (using a consultant- will need consultant money)
- OR
- Move forward and begin the process of changing criteria framework and scoring (use a consultant to help organize and create our scoring, using peer reviews and best practices from us and others they have- will need consultant money)
  - Possibly form a subcommittee to help consultant create new criteria and scoring

#### Other news related to the TIP and STP-UZA scoring process:

We recently issued a request for proposals for an electronic Transportation Improvement System or eTIP. This system will help us streamline the TIP process through online submission, monitoring and reporting. This will allow all our member entities to submit their STP-UZA project applications electronically, and scoring will be done automatically through the system. Though, ACOG staff will still check all submissions and scoring. Members will also be able to track project progress online and ODOT will be able to update project status online as well. We hope to have this up for the next application period this winter.

Please contact Kathryn Wenger at [kwenger@acogok.org](mailto:kwenger@acogok.org) or 405-234-2264 with any questions or comments by May 31, 2017.

#### **ACTION REQUESTED:**

Review and comment.

### **Comments from Special ITTC Meeting on STP-UZA Scoring Criteria (2/9/2017)**

- Proposed peer study on how other MPOs score their projects
- Smaller cities do not compete very well, why? Traffic counts affect the scores heavily
- Only allow 4-6 level project readiness
- Lock in two years for the funding list instead of only one
- If there is not a bike/ped component, projects are not able to compete, especially affects county road projects
- If you require complete streets, smaller communities and counties cannot compete, maybe add another component to make it equitable
- Alternatively, a project may not be “project ready” but need the funding from ACOG to get it to the shovel ready point
- Transit/bus projects have a hard time competing against road projects
- Add ability to apply for bus shelter/bus stop improvements/sidewalks to transit within the safety section
- EJ is included in 2040 plan but not in the STP-UZA criteria
- Look at alternative way of distributing the funds (DRCOG example)
- How do 2040 performance measures connect to projects selected? Do they at all? No
- Look more to ITS and other technologies rather than widening projects to improve congestion in the region
- We need more distribution throughout the region overall. Although it may hinder project prioritization
- Performance measures are addressed after project is completed
- Add progress points as an additional scoring criteria i.e. progress criteria would be ranked first, then the project is assessed on the rest of the criteria
- Potential for creating pool of money for planning engineering funding
- Cities/counties are spending a lot of upfront money to get the project readiness points for projects that may never get picked
- If money was provided for planning/engineering, there needs to be a requirement that the project goes all the way through to get funded (Chad from ODOT)
- Possibility of adding more points for projects that have been waiting for a longer amount of time for funding
  - Graduated score for every year
- Comparison of projects scored with 2040 criteria vs the STP-UZA criteria to see how they do or do not line up
- Was to make the money go further?
  - Caps for projects/entity
  - Adjust the caps to fund more projects
- Separate groupings of funds for different project types
- Possibility of including a project scope, to ensure better cost estimates and to reduce the number of projects that have cost overruns (Chad from ODOT)

**Table 1: Preliminary Project Scoring Criteria**

City	MPO	Population	MTP Goals	Local Study	Funding Effectiveness	Project Readiness	Local Match/ Local Support	Regional Significance
Denver	DRCOG	2,798,757	x	x	x	x		x
DFW*	NCTCOG	5,485,000	x		x	x	x	x
Albuquerque *	MRMPO	760,000	x			x	x	x
Memphis*	MUAMPO	1,085,000	x			x		x
Oahu	OMPO	991,788	x			x	x	x
Nashville	NAMPO	1,500,000	x	x		x	x	x
Richmond	RSTP	1,002,696		x	x	x	x	x
Charlotte*	CRTPO	1,200,000	x		x	x	x	x
San Antonio*	AAMPO	1,935,000	x			x	x	x
Chattanooga	CHNG-TPO	330,168	x		x	x	x	
Ridgway	NC PENN	224,506	x	x		x	x	x
Huntington	KYOVA	287,702	x			x	x	
<b>OKC-STP</b>	<b>ACOG</b>	<b>1,000,000</b>				<b>x</b>	<b>x</b>	
<b>OKC-MTP</b>	<b>ACOG</b>	<b>1,000,000</b>	x	x		x	x	x

\*CMP peer city/best practices

**Table 2: Project Scoring Criteria**

City	MPO	Population	Congestion Corridors	CMP Strategies	V/C Ratio or TTI	Freight	Safety	Security	Multinodal	Connectivity	Transit	Bike/Ped	ITS/OM	Environ Justice	Air Quality	Development Zones/ Nodal Growth	Road Condition
Denver	DRCOG	2,798,757	x	x	x		x		x	x	x	x	x	x			x
DFW*	NCTCOG	5,485,000	x			x			x		x	x	x	x	x		
Albuquerque *	MRMPO	760,000	x	x	x	x	x		x	x	x	x	x	x	x	x	
Memphis*	MUAMPO	1,085,000	x	x	x	x	x	x	x	x	x	x	x	x		x	
Oahu	OMPO	991,788	x		x	x	x	x	x	x	x	x	x	x		x	x
Nashville	NAMPO	1,500,000	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Richmond	RSTP	1,002,696	x		x	x	x		x	x	x	x	x	x	x	x	
Charlotte*	CRTPO	1,200,000	x		x	x	x		x	x		x		x	x	x	
San Antonio*	AAMPO	1,935,000	x	x	x	x	x		x	x	x	x	x	x			
Chattanooga	CHNG-TPO	330,168	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Ridgway	NC PENN	224,506			x	x	x		x	x	x	x		x		x	
Huntington	KYOVA	287,702					x		x	x	x	x	x	x	x		
OKC-STP	ACOG	1,000,000	x		x		x		x		x	x			x		x
OKC-MTP			x	x	x	x	x	x	x	x	x	x	x	x		x	

\*CMP peer city/best practices

**Table 3: Project Scoring**

City	MPO	Population	By Goals	By Project Type	Scoring Area of Emphasis	Quantitative	Qualitative	Other Considerations
Denver	DRCOG	2,798,757		x	Capacity/Operational Improvments	x		Percent of money allocated for smaller areas (still scored and ranked between)
DFW*	NCTCOG	5,485,000		x	Cost Effectiveness	x		Benefit cost ratio for each project
Albuquerque *	MRMPO	760,000	x	x	Safety/Equal	x	x	Preferred scenarios/corridors guide development and corresponding project selection
Memphis*	MUAMPO	1,085,000	x	x	Equal	x		
Oahu	OMPO	991,788		x	System Preservation/ Included on Regional Plans	x	x	Higher scores for projects in performance/congestion/safety corridors
Nashville	NAMPO	1,500,000	x		Safety/equal	x	x	Follows MTP Goals
Richmond	RSTP	1,002,696		x	Equal	x		
Charlotte*	CRTPO	1,200,000	x	x	Congestion/Safety/TAZ zones	x		Benefit cost ratio for each project
San Antonio*	AAMPO	1,935,000			Transit			Primarily selected from priority corridors identified through the MTP
Chattanooga	CHNG-TPO	330,168	x	x	Varies by Scale/Congestion/Mobility	x		Scoring weight varies by scale (size of the community)
Ridgway	NC Penn	224,506		x	Safety/Economic Impacts			
Huntington	KYOVA	287,702		x	Transit/Equal	x		
OKC-STP	ACOG	1,000,000		x	Capacity	x		
OKC-MTP			x		Equal	x		Follows MTP Goals

\*CMP peer city/best practices

### Table 4: Project Scoring Totals

City	MPO	Population	Total (Out of 21)	Scoring Area of Emphasis
Denver	DRCOG	2,798,757	16	Capacity/Operational Improvements
DFW*	NCTCOG	5,485,000	13	Cost Effectiveness
Albuquerque *	MRMPO	760,000	17	Safety/Equal
Memphis*	MUAMPO	1,085,000	16	Equal
Oahu	OMPO	991,788	17	System Pres/Regional Plans
Nashville	NAMPO	1,500,000	19	Safety/Equal
Richmond	RSTP	1,002,696	17	Equal
Charlotte*	CRTPO	1,200,000	15	Congestion/Safety/TAZ zones
San Antonio*	AAMPO	1,935,000	15	Transit
Chattanooga	CHNG-TPO	330,168	20	Varies by Scale/Congestion/Mobility
Ridgway	NC Penn	224,506	14	Safety/Economic Impacts
Huntington	KYOVA	287,702	11	Transit/Equal
OKC-STP	ACOG	1,000,000	10	Capacity
OKC-MTP			18	Equal

\*CMP peer city/best practices

### Table 5: Legend - Preliminary Scoring Criteria

Local Study	Funding effectiveness/ Project Readiness	Local Match/ Local Support	Regional Significance
Project listed on local study or plan	Stage of project/project ready to be authorized	Project has local support through a local match and/or resolution	Project addresses regionally significant areas or concerns

**Table 6: Legend - Project Scoring Criteria**

Road Condition	Development Zones/ Nodal Growth	Air Quality	Environ Justice	ITS/Operations Management	Bike/Ped	Transit	Connectivity	Multimodal	Security	Safety	Freight	ADT/TTI	CMP Strategies	Congestion Corridors	MTP Goals
Condition of road/Pavement Condition Index	Project located in or encourages growth in development zones; nodal growth	Project addresses air quality concerns	Project encourages environmental justice concerns including ADA and Title VI	ITS/OM project or includes ITS/OM	Bike-ped project or encourages/ includes bike-ped options	Transit project or encourages transit options	Project encourages connectivity: regionally, b/w corridors and b/w transportation types	Project encourages multimodal options	Project addresses security concerns	Project addresses safety concerns	Project addresses freight corridor concerns	Annual Average Daily traffic/Travel Time Index	Project utilizes CMP strategies/CMP Toolbox	Project located on congested corridor from the CMP	Indicates how their TIP aligns with regional goals and objectives

**Table 7: Legend - Scoring**

Other Considerations	Qual	Quant	Scoring area of emphasis	By project type	By goals
Other unique scoring categories or evaluation criteria	projects are qualitatively assessed	Projects are quantitatively assessed	Project types which receive higher percent or greater points over others, based on regional concerns or goals i.e. transit over capacity	Scoring organized by project type	Scoring organized by goals



Table 1 Performance Measures for Chattanooga 2040 RTP

Performance Measure Category <sup>a</sup>	2040 RTP Objectives <sup>b</sup>	Systems-Level Measure	Project-Level Measure	Scale 1 Weight Within Community	Scale 2 Weight Community to Region	Scale 3 Weight Region to Region
System Maintenance	Preserve, maintain and improve existing infrastructure	Pavement: Percent Lane Miles in Good/Fair Condition Bridge: Average Health Index	Project Addresses Pavement Deficiency	15	15	15
			Project Addresses Bridge Deficiency			
Congestion Reduction	Reduce delay on critical regional thoroughfares	Average Commute Trip Time, Auto and Transit	Project Reduces Delay <ul style="list-style-type: none"> <li>Interstate/Expressway</li> <li>Corridor Connection to Key Center</li> </ul>	10	15	20
Safety and Security	Improve operations, maintenance, and ADA compliance	Number of Projects (and Total Funding) Addressing RTP Safety Areas	Project Includes Countermeasure(s) to address RTP Safety Emphasis Areas	15	15	15
			Project Addresses Security or Emergency Response Need			
Economic Growth/ Freight Movement	Improve intermodal connections Reduce delay on critical freight corridors	Annual Congestion Costs, Truck and Auto	Project Reduces Delay <ul style="list-style-type: none"> <li>Intermodal Connection</li> <li>Freight Corridor</li> </ul>	5	10	20
Environmental Sustainability	Incentive complete streets projects Support desired community character Support healthy, safe communities Promote safe connections to community resources	VMT per Capita	Project Reduces VMT	30	20	10
			Project Promotes Nonmotorized Access to Community Resources			
			Project is in Keeping with Community Character			
System Reliability	Expand set of travel options Encourage connected, multimodal network Improve system operations Incentivize corridor protection plans	Mode Split	Project Located on Facility with Corridor Protection Plan	15	15	10
			Project Fills Gap in Existing System			
			Project Improves Efficiency through ITS			
Project Delivery			Project Supported by TDOT and Local Jurisdiction	10	10	10

<sup>a</sup> Performance Measure Categories align directly with MAP-21 national transportation goal areas.

<sup>b</sup> Objectives are abbreviated from adopted 2040 RTP goals/objectives. They are aligned with a performance measurement category that most closely represents intent of objective; however many objectives (and corresponding performance measures) support more than one performance category.

#### F. First Phase Selection

In the first of the two phases, new projects are selected directly from the ranked lists of funding requests, to a maximum of 75 percent of not-yet-programmed funding. **Funding targets** per project type are established below to implement the objectives in the RTP. These funding targets are used to establish the maximum selection in the first phase for each project type. Project types not listed (Other Enhancements projects and Studies) are not scored and will be considered in the second phase selection process only.

<b>Funding Targets for First Phase Selection by Project Type (75% of not-yet-programmed funding)</b>	
<b>Roadway Capacity</b>	<b>38%</b>
<b>Roadway Operational Improvements</b>	<b>22%</b>
<b>Roadway Reconstruction</b>	<b>15%</b>
<b>Transit Service</b>	<b>6%</b>
<b>Transit Passenger Facilities</b>	<b>3%</b>
<b>Bicycle/Pedestrian</b>	<b>16%</b>
<b>Total</b>	<b>100%</b>

The number of projects awarded between \$100,000 and \$300,000 in federal funding will be capped at 10, with the remaining placed on the waiting list.

#### G. Second Phase Selection

The remaining 25 percent of funds are programmed in second phase and will consider other criteria in addition to project score. The criteria are grouped into two tiers in order to place additional emphasis on the Tier 1 criteria (i.e., Very Small Communities and County Funding Equity Status and Ratio). The second phase selection criteria are contained in Appendix H.

**Exhibit III-7 (Cont'd)****Project Evaluation Criteria – 1999 Call for Projects****Surface Transportation Program – Metropolitan Mobility (STP-MM)  
and Urbanized Area Formula Program (UAFP)**

Criteria	Score
Current cost Effectiveness (1995)	24
Future Cost Effectiveness (2020)	18
Air Quality/Energy Conservation (1995)	18
Local Cost Participation	24
Intermodal/Multimodal/Social Mobility	16
<b>TOTAL</b>	<b>100</b>

**Current Cost-Effectiveness Rating**

Benefit/Cost Ratio	Score
0.00 – 0.49	0
0.50 – 0.99	3
1.00 – 1.49	6
1.50 – 1.99	9
2.00 – 2.99	12
3.00 – 4.99	18
>4.99	24

**Future Cost Effectiveness Rating**

Percent Commitment	Score
0.00 – 0.49	0
0.50 – 0.99	3
1.00 – 1.49	6
1.50 – 1.99	9
2.00 – 2.99	12
3.00 – 4.99	18
>4.99	24

**Air Quality/Energy Conservation Rating**

Dollars Per Pound of Volatile Organic Compound Emission Reductions	Score
>99.99	0
50.0 – 99.99	5
10.0 – 49.99	9
5.0 – 9.99	14
<5.0	18

**Local Cost Participation Rating**

Percent Commitment	Score
0 – 20	0
21 – 25	3
26 – 30	7
31 – 35	10
36 – 40	13
41 – 45	17
>45	20

**Intermodal/Multi-Modal/Social Mobility**

Mode Occupancy	Score
Automobile (Occupancy = 1)	0
Goods Movement, Bicycle & Pedestrian, TDM, Bus Transit, Light Rail, Commuter Rail, High Occupancy Vehicle Facilities, Elderly & Disabled, Intermodal	16

**Nashville Area Metropolitan Planning Organization  
2035 Regional Transportation Plan | Project Scoring Key**

Draft Implementation of Project Evaluation Criteria Endorsed by MPO Executive Board on March 17, 2010

<b>EVALUATION CRITERIA</b>	<b>POINTS</b>
<b>TOTAL POSSIBLE POINTS</b>	<b>100</b>
<b>SYSTEM PRESERVATION &amp; ENHANCEMENT</b>	<b>15</b>
Project Improves Existing Route	Up to 15*
Project Improves an Intersection	3
2008 AADT Index to Average per Functional Class	Value
Project Upgrades Route to Context Sensitive/ Prescribed Design Standards	*# Strategies X 3 for Existing Route
Project Addresses Major Maintenance (e.g., bridge repair, general aging, etc.)	
Project Integrates ITS Technology, Signalization, Wayfinding	
Project Integrates Multi-Modal Upgrades	
<b>QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, &amp; ECONOMIC PROSPERITY</b>	<b>15</b>
Project Improves Accessibility and/or Connectivity to Existing Residential Population	Density/100
Project Improves Accessibility and/or Connectivity to Existing Jobs	Density/1000
Project Located ENTIRELY within Urban Growth Boundary	2
Project Located PARTIALLY within Urban Growth Boundary	1
Project Located ENTIRELY within Existing or Planned Mixed-Use or Employment Centers	2
Project Located PARTIALLY within Existing or Planned Mixed-Use or Employment Centers	1
Project Incorporates Streetscaping/ Enhancements	2
Project Corrects Poor Storm water Flow/ Drainage (Curb and Gutter)	2
Project Contributes to Grid Development/ Roadway Network Connectivity	1
Project Located In High Growth Areas	RES+EMP/10
<b>MULTI-MODAL OPTIONS</b>	<b>15</b>
Route Includes Existing Transit Service	3
Project Includes Transit Capacity (e.g., dedicated lanes, signal priority, HOV)	Up to 6
Project Includes Sidewalk Improvements (up to 7 depending on BPAC priority)	Up to 7
Project Includes Bicycle Facility Improvements (up to 7 depending on BPAC priority)	Up to 7
Project Includes Multi-Modal Treatments (e.g., x-walks, pullouts, shelters, etc)	Up to 4
<b>CONGESTION MANAGEMENT</b>	<b>10</b>
<b>Project Addresses Corridor Congestion</b>	
MPO Base Year Congestion (2008)	5
MPO Short-Term Congestion (2015)	4
MPO Mid-Term Congestion (2025)	3
MPO Long-Term Congestion (2035)	2
Congestion as Identified by Other Study or Observation	3
<b>Project Incorporates Congestion Management Strategies (MULTIPLIER:)</b>	<b>2</b>
Geometrical Improvement	ANY X2
Improvements to Access Management	
ITS/ Signalization Improvement	
Improvements to Turning Movements	
Improves Parallel Facility/ Contributes to Alternative Routing	
Provides Additional Non-Motorized Mode Capacity	
Transit Capacity	
Signage/ Wayfinding	
<b>SAFETY &amp; SECURITY</b>	<b>10</b>
Project Addresses Location with High Level of Crashes	Crashes/10th Mile/20
Project has Fatal Crashes	2
Project Improves Modal Conflict (e.g., traffic signals, grade separation, dedicated lanes)	3
Local High Crash Corridor Designation	1
State High Crash Corridor Designation	1
Project Located on Known Evacuation Route	1
Project Located on the Strategic Highway Network (STRANET)	1
Project Located on the National Highway System (NHS)	1
Primary Purpose of Project to Improve Safety	7

<b>EVALUATION CRITERIA</b>	<b>POINTS</b>
Secondary Purpose of Project to Improve Safety	5
<b>FREIGHT &amp; GOODS MOVEMENT</b>	<b>10</b>
Project Improves a Designated Truck Route	4
Project Improves High Volume Heavy Truck Route	Index
Project Improves High Volume Commercial Truck Route	Index
Project Design Accommodates Freight Flows	1
Route Serves Major Shipping/ Distribution Center	1
Route Serves Intermodal Center (e.g., rail yard, port, etc.)	1
Project Addresses Existing Freight/ Passenger Conflict	1
Project Provides Separation in Freight/ Passenger Movements (e.g., grade separation)	1
Project Impedes Efficient Delivery of Goods	-2
<b>HEALTH &amp; ENVIRONMENT</b>	<b>10</b>
Project Located in Health Impact Area	2
Project Provides Alt Transportation Choices for Traditionally Underserved Groups	#Options X #Groups
Project Provide Multi-Modal Options Near Schools	#Options X #Schools
Project Overlaps Environmental Conflict Areas	-2
Project Overlaps Environmental Challenge Areas	-2
<b>PROJECT HISTORY</b>	<b>15</b>
Project Located within the Federal Aid Urban Boundary	1
Project Located on a Federal Aid Route	1
TDOT Support	2
TOP Local Priority	3
Programmed in Current LRTP	5
Programmed in Current TIP	10

Association of Central Oklahoma Governments  
Encompass 2040 Metropolitan Transportation Plan | Project Evaluation Criteria

2/26/2015

Evaluation Criteria		Points/ Question	% of Factor SCORE	% of Total SCORE	Points SCORE
TOTAL POSSIBLE POINTS				100.00%	1000.00
			99.99%	12.00%	120.00
SCORE FACTOR: ECONOMIC STRENGTH	C1	Does this project serve regional activity and employment centers? (see map)			
		• Project is not within an Activity Zone	0%	0.00	
		• Project is fully or partially within an Activity Zone	100%	40.00	
	C2	Does this project support mixed use or transit oriented development (TOD)?			
		• Project does not support mixed use or transit oriented development	0%	0.00	
		• Project supports mixed use or transit oriented development, but is not included in entity's comprehensive plan	25%	10.00	
		• Project supports mixed use or transit oriented development as indicated in entity's comprehensive plan	50%	20.00	
		• Project supports existing mixed use or transit oriented development	75%	30.00	
		• Project supports mixed use or transit oriented development as indicated in entity's comprehensive plan and zoning	100%	40.00	
	C3	Does this project support regional freight movement?			
		• Project does not improve freight movement	0%	0.00	
		• Project improves regional freight movement	100%	40.00	
			100.00%	20.00%	200.00
SCORE FACTOR: SAFETY & SECURITY	C4	Does this project address a structurally deficient bridge? (see map)			
		• Project does not improve a structurally deficient bridge	0%	0.00	
		• Project improves a structurally deficient bridge	100%	40.00	
	C5	Does this project address safety issues in a regional high crash location? (see map)			
		• Project is not in an elevated regional high crash location	0%	0.00	
		• Project wholly or partially in an elevated regional high crash location and improves safety at that location	25%	10.00	
		• Project wholly or partially in a moderate regional high crash location and improves safety at that location	50%	20.00	
		• Project wholly or partially in a severe regional high crash location and improves safety at that location	100%	40.00	
	C6	If there is a bicycle-facility component of this project, does the project match the road conditions (AADT and speed) according to the Appropriate Facilities Matrix from the OCART Regional Bicycle Facility Master Plan? (see matrix)			
		• Project does not match the recommended appropriate facility	0%	0.00	
		• Project is one step above or below the recommended appropriate facility	50%	20.00	
		• Project matches the recommended appropriate facility	100%	40.00	
	C7	If there is a pedestrian facility component of this project, does that facility match the guidelines as established for width and distance from traffic lanes? (see matrix)			
		• Project matches neither the recommended width or buffer	0%	0.00	
		• Project matches the recommended width OR buffer for the road conditions	50%	20.00	
		• Project matches the recommended width and buffer for the road conditions	100%	40.00	
	C8	Which of the following proven safety counter measures does this project use?			
		• Safety Edge			
		• Roundabouts			
		• Corridor Access Management			
		• Backplates with Retroreflective Borders			
		• Longitudinal Rumble Strips and Stripes			
		• Enhanced Delineation and Friction for Horizontal Curves			
		• Medians and Pedestrian Crossing Islands			
		• Pedestrian Hybrid Beacon			
		• "Road Diets" (Roadway Reconfiguration)			
		• Lighting improvements			
		• Bus stop shelter improvements or new dedicated space			
		• Grade separation (any mode)			
		• School zone improvements			
		• Other (applicant please specify)			
		• Project does not include any of the above strategies	0%	0.00	
		• Project includes one of the above strategies	25%	10.00	
		• Project includes two of the above strategies	50%	20.00	
		• Project includes three of the above strategies	75%	30.00	
		• Project includes four or more of the above strategies, or includes a Bicycle/Pedestrian Bridge over a major barrier	100%	40.00	



Association of Central Oklahoma Governments  
Encompass 2040 Metropolitan Transportation Plan | Project Evaluation Criteria

2/26/2015

Evaluation Criteria			Points/ Question	% of Factor SCORE	% of Total SCORE	Points SCORE		
SCORE FACTOR: EQUITY & OPTIONS				100.00%	12.00%	120.00		
SCORE FACTOR: EQUITY & OPTIONS	C9	Does the project increase access in an area of Environmental Justice Concern? (see map)						
		<ul style="list-style-type: none"><li>Improves transit service</li><li>Increases modal options</li><li>Improves access to jobs</li><li>Shortens commute time</li><li>Other (please specify)</li></ul>						
		Project does not improve access or is not located in or adjacent to an E.J. area	0%	0.00	33.33%	4.00%	40.00	
		Project includes 1-2 of the above strategies and is in or adjacent to an area of moderate E.J. concern	25%	10.00				
		Project includes 1-2 of the above strategies and is in or adjacent to an area of significant E.J. concern	50%	20.00				
		Project includes 3 or more of the above strategies and is in or adjacent to an area of moderate E.J. concern	75%	30.00				
		Project includes 3 or more of the above strategies and is in or adjacent to an area of significant E.J. concern	100%	40.00				
	C10	Does this project provide options?						
		Street and Highway project	0%	0.00	33.33%	4.00%	40.00	
		Street and Highway project w/ context-appropriate bike-ped component	50%	20.00				
		Stand-alone Transit/Bike/Ped project	100%	40.00				
	C11	Does this project improve accessibility for mobility impaired/disabled citizens by going above and beyond ADA requirements?						
		Project does not improve accessibility for the mobility impaired or disabled beyond what is required for ADA compliance	0%	0.00	33.33%	4.00%	40.00	
		Project improves accessibility beyond ADA requirements and applicant clearly explains how	100%	40.00				
					100.00%	12.00%	120.00	
SCORE FACTOR: HEALTHY COMMUNITIES	C12	Does the project support existing density?						
		Project is not wholly within the smoothed UZA boundary	0%	0.00	33.33%	4.00%	40.00	
		Project is wholly within the smoothed UZA boundary	12.5%	5.00				
		Project is wholly within 1/4 mile of a census block group with a density above the UZA's average (5178.04 per mi2)	50%	20.00				
		Project is wholly within 1/4 mile of a census block group with a density above 7,500 per mi2	100%	40.00				
	C13	Does this project avoid adverse impact to culturally or environmentally sensitive lands?						
		Project is wholly or partially located in an area that may adversely impact culturally or environmentally sensitive lands	0%	0.00	33.33%	4.00%	40.00	
		Project is wholly or partially located in an area that may adversely impact culturally or environmentally sensitive lands but has been scoped to mitigate any negative impacts	50%	20.00				
		No part of the project is located in an area of culturally or environmentally sensitive resources	100%	40.00				
	C14	Does this project support efforts to improve air and water quality?						
		<ul style="list-style-type: none"><li>Incorporates green infrastructure (storm water management techniques), including but not limited to: bioswales, rain gardens, rainwater harvesting, detention ponds, constructed wetlands, wide grass ditches, catch basins</li><li>Reduced street width, and/or permeable pavement</li><li>Incorporates streetscapes, including but not limited to: street trees, native/drought landscaping, street lights, and/or street furniture</li><li>Incorporates Complete Street techniques or policies</li><li>Includes facilities that provide opportunities for active transportation/physical activity</li><li>Promotes ridesharing</li><li>Promotes truck idle reduction</li><li>Other (please specify)</li></ul>				33.33%	4.00%	40.00
		Project does not include any of the above strategies		0%	0.00			
		Project includes one of the above strategies		25%	10.00			
		Project includes two of the above strategies		50%	20.00			
		Project includes three of the above strategies		75%	30.00			
Project includes four or more of the above strategies		100%	40.00					

Association of Central Oklahoma Governments  
Encompass 2040 Metropolitan Transportation Plan | Project Evaluation Criteria

2/26/2015

Evaluation Criteria			Points/ Question	% of Factor SCORE	% of Total SCORE	Points SCORE	
				100.00%	18.00%	180.00	
SCORE FACTOR: CONNECTIVITY	C15	Does this project integrate multiple transportation modes?			25.00%	4.50%	45.00
		• Project design includes only 1 mode	0%	0.00			
		• Project design includes 2 modes	50%	22.50			
		• Project design includes 3 modes	75%	33.75			
		• Project design includes 4 modes	100%	45.00			
	C16	Does this project integrate with existing infrastructure?			25.00%	4.50%	45.00
		• Project does not connect all modes of existing infrastructure	0%	0.00			
		• Project connects with all modes of existing infrastructure on one end	50%	22.50			
		• Project connects with all modes of existing infrastructures on both ends	100%	45.00			
	C17	Does this project enhance public transportation modes by improving passenger terminals and intermodal hubs, and connections to these facilities?			25.00%	4.50%	45.00
		• Project does not improve public transportation hubs	0%	0.00			
		• Project includes elements that improve transit hubs	100%	45.00			
	C18	Does this project remove barriers to pedestrians and bicyclists? (see map)			25.00%	4.50%	45.00
		• This project does not address a significant barrier to pedestrians and bicyclists	0%	0.00			
		• This project enhances walkability and bikeability of a significant at-grade barrier (roads of functional class minor arterial and above)	50%	22.50			
		• This project enhances walkability and bikeability of a significant natural or man-made barrier that requires a not-at-grade crossing (rail road tracks, interstate, water body)	100%	45.00			
				100.00%	18.00%	180.00	
SCORE FACTOR: PERFORMANCE	C19	Does the project use Intelligent Transportation Systems (ITS) technology?			25.00%	4.50%	45.00
		• Project does not include ITS	0%	0.00			
		• Project includes ITS	100%	45.00			
	C20	Does the project reduce total travel delay or improve reliability of travel times?			25.00%	4.50%	45.00
		• Improves traffic signal timing					
		• Improves access management					
		• Improves intersection geometry					
		• Adds capacity					
		• Deploy Intelligent Transportation Systems (ITS)					
		• Promotes use of alternate modes of transportation					
		• Increases transit services, coverage area, and access					
		• Promotes carpooling and park-and-ride					
		• Improves sight distance					
		• Improves traffic incident management and/or reduces clearance times					
		• Relieves a bottleneck					
		• Project does not include any of the above strategies	0%	0.00			
	• Project includes one of the above strategies	25%	11.25				
	• Project includes two of the above strategies	50%	22.50				
	• Project includes three of the above strategies	75%	33.75				
	• Project includes four or more of the above strategies	100%	45.00				
	C21	Is the project located in an area where travel times are currently unreliable? (see map)			25.00%	4.50%	45.00
		• Project does not fully or partially overlap a link with a buffer index above the median (50th percentile) for its classification or no data is available	0%	0.00			
• Project fully or partially overlaps a link with a buffer index above the median (50th percentile) for its classification		25%	11.25				
• Project fully or partially overlaps a link with a buffer index above the 90th percentile for its classification but does not directly address reliability issues		50%	22.50				
• Project fully or partially overlaps a link with a buffer index above the 90th percentile for its classification AND directly addresses the facility's reliability issues (has to have scored at least one point on Question C20)		100%	45.00				
C22	Does the project address areas that are currently congested? (see map)			25.00%	4.50%	45.00	
	• Project does not fully or partially overlap a link with a buffer index above the median (50th percentile) for its classification or no data is available	0%	0.00				
	• Project fully or partially overlaps a link with a TTI above the median (50th percentile)	25%	11.25				
	• Project fully or partially overlaps a link with a TTI above the 90th percentile but does not directly address the link's congestion	50%	22.50				
	• Project fully or partially overlaps a link with a TTI above the 90th percentile AND directly addresses the link's congestion (has to have scored at least one point on Question C21)	100%	45.00				



Association of Central Oklahoma Governments  
Encompass 2040 Metropolitan Transportation Plan | Project Evaluation Criteria

2/26/2015

Evaluation Criteria					Points/ Question	% of Factor SCORE	% of Total SCORE	Points SCORE
						100.00%	8.00%	80.00
SCORE FACTOR: PROJECT HISTORY	C23	Does this project support a local plan or study?				50.00%	4.00%	40.00
		• Project is not supported by or included in a plan/study	0%	0.00				
		• Project is supported by or included in a study	50%	20.00				
		• Project is supported by or included in a plan	100%	40.00				
	C24	Does this project provide benefits for multiple jurisdictions?				50.00%	4.00%	40.00
		• Project does not benefit multiple communities	0%	0.00				
		• Project supports multiple communities	100%	40.00				

# ACOG

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### MEMORANDUM

**DATE:** May 11, 2017

**TO:** Intermodal Transportation Technical Committee

**FROM:** Jennifer Sebesta, Program Coordinator  
Transportation & Planning Services

**SUBJECT:** 2020 Census Preparation

#### INFORMATION:

The U.S. Constitution mandates a count of residents be conducted every ten years, known as the decennial census. The data gathered by this process is used to determine congressional apportionment and the distribution of federal funding. **Census population data can directly impact grant funding available to local communities.** Preparation for the next decennial census (in 2020) is already underway. In January 2017, advanced notice was sent to local elected officials regarding the Local Update to Census Addresses (LUCA). The next two pages provide key dates and deadlines for various programs leading up to the [2020 Census](#). ACOG is working with the U.S. Census Bureau to offer training to member entities later this year and will provide updates to the 2020 Census process when they become available.

#### Key Programs

[Boundary and Annexation Survey \(BAS\)](#): Review of legal boundaries by local, county, tribal, and state governments. Used to determine data for the decennial census, American Community Survey (ACS), and Population Estimates Program. Occurs annually, starting in December.

[Local Update to Census Addresses \(LUCA\)](#): Review of Census Bureau's master address list by local, county, tribal, and state officials. Used to ensure an accurate count for the decennial census. Occurs every 10 years, review of master address list to begin July 2017.

[Participant Statistical Areas Program \(PSAP\)](#): Review and modification (if needed) of statistical boundaries by local, regional, and tribal governments. Determines the geographies (census tracts, block groups, census designated places, etc.) used to report data for the decennial census. Occurs every 10 years, review of previous statistical areas to begin Fall 2018.

#### ACTION REQUESTED:

None. For information only.

## Road to 2020 Census

### Key Geographic Partnership Dates

- 2017** LUCA Advance Notice sent to Highest Elected Officials – **January**  
BAS 2017 deadline to be included in ACS, **March 1**  
BAS 2017 deadline for updates to be included in next year's BAS – **May 31**  
LUCA Invitation to review Master Address File – **July 2017**  
BAS 2018 – annual invitation to update legal boundaries - **December**
- 2018** LUCA materials available for review- **February** 120 days ~ 4 Months  
PSAP materials available for review -**December** 120 days  
BAS schedule repeated as above
- 2019** LUCA Feedback provided to participants - **August**  
LUCA Appeals Process - **October**  
PSAP Verification materials available for review- **Fall/Winter**  
BAS schedule repeated as above
- 2020** **Boundary Validation Program** maps sent to HEO/Tribal Chair -**January**  
**Census Day** – **April 1, 2020**  
**Apportionment Counts to the President**- by **December 31, 2020**  
BAS schedule repeated as above
- 2121** **Redistricting Counts to the State**- by **March 31, 2021**  
Statistical Areas become official – **April 1**  
BAS schedule repeated as above

# Road to 2020 Census

## Key Community Engagement Dates

- 2017** State 2020 Road trips begin (Start planning State CCC).  
Topics to Congress – by March 31, 2017.
- 2018** End-to-End Test (April 1<sup>st</sup> Census Day).  
Question Wording to Congress – by March 31, 2018.  
Regional Census Centers open.  
Complete Count Committees— (late 2018) Formation of committees should be finalized.
- 2019** Area Census Offices open.  
Local help in advertising/recruiting for jobs.
- 2020** Advertising – Begins in early 2020.  
Census Day – April 1, 2020.  
Nonresponse Follow-up – Begins in late April and continues until July.  
Apportionment Counts to the President – by December 31, 2020.
- 2021** Redistricting Counts to the States – by March 31, 2021.

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### MEMORANDUM

**DATE:** May 11, 2017

**TO:** Intermodal Transportation Technical Committee

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

**SUBJECT:** 2017 Ozone Season Preview and Ozone Advance Request

#### INFORMATION:

The 2017 ozone alert season has begun in Central Oklahoma. During the May through September season, ACOG staff works closely with the Oklahoma Department of Environmental Quality (ODEQ) to advise Central Oklahoma residents when ozone pollution levels could reach levels that pose public health risks.

When ozone alerts are called, an [email is sent out to 657 contacts via ACOG's email distribution service](#). In addition, ACOG staff posts alert information to various ACOG social media accounts and the website and works with media outlets to inform the public.

In addition, ACOG staff works with ODEQ to submit an annual Ozone Advance update to EPA, informing the federal agencies of Central Oklahoma efforts to reduce the emissions that contribute to ground-level ozone. ACOG staff is requesting a review of last year's Ozone Advance update and submission of any additional emissions reduction efforts to this year's update.

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

#### ACTION REQUESTED:

None. For information only

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### MEMORANDUM

**DATE:** May 11, 2017

**TO:** Intermodal Transportation Technical Committee

**FROM:** Charlotte Adcock, Assistant Planner - Multimodal  
Transportation & Planning Services

**SUBJECT:** Bike Month 2017

#### INFORMATION:

May is National Bike Month. There are already a number of bike-related events scheduled in the region:

- Bike to Work Day: May 19
- National Bike and Pedestrian Documentation Project: May 15-21
- Oklahoma Bike Summit: May 19 and 20

Seven communities are having bike to work/bike events in May. This is the 13<sup>th</sup> year for bike to work activities in Central Oklahoma. Some schools are having bike rodeos this month and there is a Full Moon bike ride from the Myriad Botanical Gardens on May 10 in the evening, of course. Here is the [Bike Month web page and calendar](#). This has a listing of local rides and events during May.

#### ACTION REQUESTED:

None. For information only.

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### MEMORANDUM

**DATE:** May 11, 2017  
**TO:** Intermodal Transportation Technical Committee  
**FROM:** John Sharp, Division Director  
Transportation & Planning Services  
**SUBJECT:** Parks and Public Space Initiative/Margaret Annis Boys Trust Grant

#### INFORMATION:

The Oklahoma City Community Foundation (OCCF) will be holding an information meeting May 17, 2017, at 3:00 p.m. at their offices at 1000 N. Broadway Ave in Oklahoma City. Potential applicants are strongly encouraged to attend the meeting where OCCF staff will review grant guidelines and answer any questions. The grant deadline is July 14. Learn more about the Parks & Public Space Initiative [here](#).

#### Who is eligible to apply?

Neighborhood and community groups and churches connected to parks, schools, trails and other public spaces are eligible to apply. In addition, any 501(c)(3) nonprofit organization that provides direct services and has a governing board based in Oklahoma County is eligible to apply. Finally, local government agencies or state and city-connected agencies may apply. Projects and programs must take place in an Oklahoma County-located park or publicly-used space (park-like school grounds, trails) and must be consistent with what is outlined in the 2013 Oklahoma City Parks Master Plan (<http://www.occf.org/okcparksplan>). Funds provided by the Oklahoma City Community Foundation in support of identified parks projects or programs will be held in escrow and will be distributed as expenses are incurred. Oklahoma City Community Foundation staff members will lend expertise in horticulture, landscaping, planning and programming in support of each park project and program from start to finish in addition to the funding. Grant awards will vary dependent on size and complexity of the projects.

**Please RSVP by** May 15, 2017 to Shree Ledford, [s.ledford@occf.org](mailto:s.ledford@occf.org) or by phone at [405] 606-2950.

#### ACTION REQUESTED:

None. For information only.



## Interested in Applying for a Parks & Public Space Initiative Grant?

**Join us May 17 to learn more about our upcoming grant opportunity.**

The Oklahoma City Community Foundation is awarding grants through our Parks & Public Space Initiative/Margaret Annis Boys Trust to assist in the activation of parks, trails and school parks in the Oklahoma City area. Eligible projects and programs must demonstrate benefits to and collaboration with the surrounding community and include a plan for sustainability.

All interested applicants, including neighborhood and PTA representatives who will be involved in project or program implementation, are encouraged to attend this informational meeting

### **Grant Informational Meeting:**

Wednesday, May 17

3 p.m.

Oklahoma City Community Foundation

1000 N. Broadway, Oklahoma City ([directions](#))

### **RSVP by May 15**

To [Shree Ledford](#) at 405/606-2950.

### **Grant Application Deadline: July 14, 2017**

Please review the grant guidelines at [occf.org/parks](http://occf.org/parks) to ensure eligibility before the meeting. Online grant applications will be accepted from eligible organizations who request an invitation to apply.

### **About the Parks & Public Space Initiative/Margaret Annis Boys Trust**

The [Parks & Public Space Initiative](#) is designed to support the development of public parks and lands to meet the health, cultural and recreational needs of citizens in central Oklahoma. This initiative grew out of the [Margaret Annis Boys Trust](#), which was established through a gift from Miss Boys' estate in 1991 to support and encourage landscaping and beautification projects in parks, medians and other public lands in Oklahoma City.



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### MEMORANDUM

**DATE:** May 11, 2017

**TO:** Intermodal Transportation Technical Committee

**FROM:** Kathryn Wenger, Associate Planner  
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 2017 ODOT Local Government Division calendar, a status report on the FFY 2017 STP-UZA projects included in the FFY 2017-2020 OCARTS Area TIP, as well as the updated FFY 2018, FFY 2019 and FFY 2020 STP-UZA projects approved by the ITPC on February 23, 2017. The TIP projects are followed by lists of programmed projects that have been assigned a year from FFY 2021 to FFY 2024 for 8-year planning purposes only, as well as additional unscheduled projects.

#### ACTION REQUESTED:

None. For information only.

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**Following the ITTC meeting, there will be a brief discussion  
of the status of the FFY 2017 and FFY 2018 STP-UZA projects included in the TIP.**

**Oklahoma Department of Transportation  
Local Government Division  
Calendar  
Federal Fiscal Year 2017**

2017 Certification / Authorization / Letting Schedule										
2017 Letting Month	PS&E Submittal to Office Engineer Division	R/W & Utility Certifications		Pre-Advertising Meeting  Go / No Go Decision Point  (P&R Conf.)	FHWA Authorization Deadline	Office Engineer Division Begins Selling Proposals	Pre-Bid Conference	Bid Opening	Pre-Award Meeting  Award or Reject  (HR Conf.)	Trans. Commission Meeting  Award
		Begin	End							
		Bid Letting List From Comm. Agenda Mtg.	Due To FHWA & Office Engr.							
January	Oct. 21, 2016	Nov 16, 2016	Dec 7, 2016	Dec 13, 2016	Dec 20, 2016	Dec 29, 2016	Jan 6, 2017	Jan 19, 2017	Feb 1, 2017	Feb 6, 2017
February	Nov 18, 2016	Dec 21, 2016	Jan 4, 2017	Jan 17, 2017	Jan 23, 2017	Jan 26, 2017	Feb 3, 2017	Feb 16, 2017	Mar 1, 2017	Mar 6, 2017
March	Dec 16, 2016	Jan 18, 2017	Feb 1, 2017	Feb 14, 2017	Feb 28, 2017	Feb 23, 2017	Mar 3, 2017	Mar 16, 2017	Apr 5, 2017	Apr 10, 2017
April	Jan 20, 2017	Feb 16, 2017	Mar 1, 2017	Mar 21, 2017	Mar 27, 2017	Mar 30, 2017	Apr 7, 2017	Apr 20, 2017	Apr 26, 2017	May 1, 2017
May	Feb 17, 2017	Mar 15, 2017	Apr 5, 2017	Apr 18, 2017	Apr 24, 2017	Apr 27, 2017	May 5, 2017	May 18, 2017	May 31, 2017	Jun 5, 2017
June	Mar 17, 2017	Apr 19, 2017	May 3, 2017	May 16, 2017	May 22, 2017	May 25, 2017	Jun 2, 2017	Jun 15, 2017	Jun 28, 2017	Jul 5, 2017
July	Apr 21, 2017	May 17, 2017	June 7, 2017	Jun 20, 2017	Jun 26, 2017	Jun 29, 2017	Jul 7, 2017	Jul 20, 2017	Aug 2, 2017	Aug 7, 2017
August	May 19, 2017	Jun 21, 2017	Jul 5, 2017	Jul 18, 2017	Jul 25, 2017	Jul 27, 2017	Aug 4, 2017	Aug 17, 2017	Aug 30, 2017	Sep 5, 2017
September	Jun 23, 2017	Jul 19, 2017	Aug 9, 2017	Aug 22, 2017	Aug 28, 2017	Aug 31, 2017	Sep 8, 2017	Sep 21, 2017	Sep 27, 2017	Oct 2, 2017
October	Jul 21, 2017	Aug 23, 2017	Sep 6, 2017	Sep 19, 2017	Sep 25, 2017	Sep 28, 2017	Oct 6, 2017	Oct 19, 2017	Nov 1, 2017	Nov 6, 2017
November	Aug 18, 2017	Sep 20, 2017	Oct 4, 2017	Oct 17, 2017	Oct 23, 2017	Oct 26, 2017	Nov 3, 2017	Nov 16, 2017	Nov 29, 2017	Dec 4, 2017
December	There is no planned December Letting									Jan 8, 2018
Jan. 2018 (1)	Oct 20, 2017	Nov 15, 2017	Dec 6, 2017	Dec 12, 2017	Dec 18, 2017	Dec 28, 2017	Jan 5, 2018	Jan 18, 2018	Jan 31, 2018	Feb 5, 2018
Feb. 2018 (1)	Nov 17, 2017	Dec 20, 2017	Jan 3, 2018	Jan 16, 2018	Jan 22, 2018	Jan 25, 2018	Feb 2, 2018	Feb 15, 2018	Feb 28, 2018	Mar 5, 2018
Mar. 2018 (1)	Dec 15, 2017	Jan 17, 2018	Feb 7, 2018	Feb 13, 2018	Feb 26, 2018	Feb 22, 2018	Mar 2, 2018	Mar 15, 2018	Mar 28, 2018	Apr 2, 2018

(1) These are proposed dates only. Commission Meeting & Letting Schedules for 2018 have not been set.

5/5/2017	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2017 TIP PROJECTS - FFY 2017-2020 TIP																
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	30%, 60%, 90% 100% ESTIMATE STP FUNDS	P/H Plans	P/H Mtg.	Envir. Submit	Envir. Hold	Envir. Clear	R/W Plans	Prelim. Plans	R/W Hold	R/W Clear	Final Plans	Bid Opening	
Del City	31526(04)	Reno, 0.3 mi. E of Sunnyslane Bridge Rehabilitation over Cherry Creek	80%	\$590,866			X	X	X	X	X	X	X	X	X	Jan-17	
Edmond	30193(04)	Broadway, Danforth, Boulevard & Santa Fe Safety Improvement - ITS Phase 2	80%	\$3,374,009	90%	\$3,566,711	X	X	X	X	X	X				Sep-17	
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	Oct-16	
Norman	26836(04)	Main St @ Brookhaven Creek Bridge Replacement (Sidewalks)	80%	\$3,977,738	100%	\$4,714,000	X	X	X	X	X	X	X	X		Sep-17	
Norman	29008(04)	City wide Signal Upgrades - MUTCD Compliance	100%	\$374,125			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	100%	\$2,314,000	X	X	X	X	X	X	X		X	Sep-17	
Norman	30480(04)	City wide Signal Upgr - Video Detect., Phase 2	100%	\$522,750			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	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	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	Oct-16	
Norman	32452(04)	City wide, Phase 5 Pavement Markings	100%	\$205,000			X	X	X	X	X	X	X	X	X	Oct-16	
Oklahoma City	30230(04)	Memorial Rd, SH-74 (Portland) to Penn* Resurface	80%	\$1,334,135	60%	\$1,334,135	X	X	X	X	X	X	X	X		Sep-17	
Oklahoma City	31504(04)	Santa Fe Depot Intermodal Hub * TIGER V Grant Approval Impr. (All Modes)	80%	\$2,000,000	90%	\$2,000,000	X	X	X	X	X	X				Sep-17	
Oklahoma City	32480(04)	NW 23 St, Ross Ave to Miller Blvd Pedestrian Hybrid Beacon	100%	\$96,892	60%	\$ 80,500	X	X	X			X				Sep-17	
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	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	Nov-16	
The Village	31597(04)	Britton Road, Penn to May, Phase 2 Reconstruct/Resurface (Tied to 31102(04))	80%	\$819,672	100%	\$1,426,068	X	X	X	X	X	X	X	X	X	Sep-17	
Tuttle	32403(04)	N. Cimarron Rd, Main St to Grimes St School Zone Improvements(Tied to TAP 33001(04))	100%	\$41,135	90%	\$34,335	X	X	X	X	X					Sep-17	
Total				\$20,562,700			E = Environmental expired      S = Scheduled										

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

5/5/2017	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2018 TIP PROJECTS - FFY 2017-2020 TIP																
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	30%, 60%, 90% 100% ESTIMATE 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	31527(04)	NE 4th, 0.4 mi. E of Sunnyslane Bridge Rehabilitation	80%	\$562,138	90%	\$708,037	X	X	X	X	X	X	X	X			
McClain County	30110(04)	NE of SH-76/SH-39 Junction Bridge over Dibble Creek & Trib.	80%	\$752,626	90%	\$730,705	X	X	X	X	X	X					
Midwest City	31475(04)	City wide, Phase 2 Pavement Markings	100%	\$189,933	100%	\$184,400	X	X	X	X	X	X	X	X	X		
Midwest City	31546(04)	Douglas Blvd, SE 4th to NE 10th St Resurface (Sidewalk)	80%	\$1,800,440	60%	\$2,082,000	X	X	X		X	X	X				
Midwest City	31548(04)	SE 29th, Midwest Blvd to Douglas Widen (4 to 4 Divided) (Trail - N side)	80%	\$3,440,223	60%	\$4,175,027	X	X	X	X		X					
Midwest City		City wide, Phase A Signal Upgr - Pedestrian Controls (Ped Xing)	100%	\$738,070	30%	\$716,573											
Norman	29300(04)	24th Ave. SE, N of Lindsey to Robinson Widen from 2 to 4 Lanes (SW & BL)	80%	\$3,956,024	30%	\$3,840,000	X	X	X	X							
Norman	30484(04)	City wide Signal Upgr - Pedestrian Controls	100%	\$533,540	100%	\$489,639	X	X	X	X	X	X	X	X	X		
Norman	33127(04)	City wide, Phase 6 Pavement Markings (BL)	100%	\$292,829	100%	\$300,137	X	X	X	X	X		X		X		
Oklahoma City	30326(04)	Western, NW 178th to N City Limit Widen to 4 Lanes & Bridge (Sidewalk)	80%	\$3,224,018	100%	\$3,130,400	X	X	X	X	X	X	X	X	X	On Shelf	
Oklahoma City	31521(04)	NW 10th, Penn Ave to May Ave Reconstruct (Sidewalk)	80%	\$2,127,799	90%	\$2,322,800	X	X	X		X	X	X	X			
Oklahoma City	31568(04)	Meridian Ave, between NW 52nd and NW 53rd * Pedestrian Hybrid Beacon	100%	\$51,996	60%	\$52,000	X	X	X			X					
Total				\$17,669,636		\$18,731,718	E = Environmental expired      S = Scheduled										

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

5/5/2017	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2019 TIP PROJECTS - FFY 2017-2020 TIP																
Sponsor	Job No.	Description	% Fed. Funds	Estimated STP Funds	30%, 60%, 90% 100% ESTIMATE 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	
Logan County	32641(04)	Coltrane, Simpson to Seward (Phase 1) Reconstruct - Grade, Drain, Surface	80%	\$2,690,846	90%	\$2,690,846	X	X	X	X	X		X				
Logan County		Broadway & Charter Oak Rd. Pavement Markings/Guardrail/Signs	100%	\$168,540	—	\$168,540											
Midwest City		City wide, Phase B Signal Upgr - Ped Controls (Ped Xing)	100%	\$799,000	—	\$799,000											
Norman	28889(04)	City wide Signal Upgr - Emerg Veh Pre-Emp	100%	\$601,020	100%	\$539,974	X	X	X	X	X	X	X	X	X	X	
Norman	29300(04)	24th Ave. SE, N of Lindsey to Robinson Widen from 2 to 4 Lanes (SW & BL)	80%	\$5,224,560	60%	\$5,225,000	X	X	X								
Norman	31506(04)	Robinson St., Brookhaven Creek to I-35 Widen (4 to 6) (Sidewalks)	80%	\$3,657,170	30%	\$3,657,170											
Norman	32533(04)	12th Ave. NE, Alameda to Robinson Signal Interconnect	100%	\$265,000	—	\$265,000											
Warr Acres	17827(04)	MacArthur, NW 34th to NW 47th Widen to 5/Int Mod @ NW 36th (Sidewalks)	80%	\$4,715,377	30%	\$4,715,377	X	X		E		X					
Total				\$18,121,513		\$18,060,907	E = Environmental expired      S = Scheduled										

5/5/2017	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
Edmond	24041(06)	Danforth & Kelly Intersec. Modification	80%	\$4,276,263													
Logan County	25089(04)	Coltrane, Waterloo to Simmons (Phase 3) Widen to 3 lanes	80%	\$2,730,467			X	X	X	X	X		X				
Logan County		County wide Pavement Markings/Guardrail/Signs	100%	\$346,620													
Midwest City	33124(04)	Reno Ave., Midwest Blvd. to Douglas Resurface (Sidewalk)	80%	\$1,046,400													
Norman	26918(04)	36th Ave. NW, Tecumseh to Franklin Widen to 4 In & Int. Mod. @ Franklin (SW & BL)	80%	\$6,540,000			X	X									
Norman	30479(04)	Classen, near Brooks & N of 12th Ave. SE Sidewalk @ 2 locations (East side)	80%	\$143,880			X	X									
Norman	30606(04)	24th Avenue NW & Tee Drive/Tee Circle Intersec Modif & New Traffic Signals (Sidewalks)	80%	\$1,417,000			X	X	X	X	X		X				
Norman		36th Ave. NW, Robinson to Tecumseh New Signal & Interconnect (Ped Xing)	100%	\$1,090,000													
Oklahoma City	30241(04)	NW 10th over Grand Blvd. (WB) Bridge Rehabilitation	80%	\$727,028													
Oklahoma City	32478(04)	NE 122 & Broadway Ext Frontage Roads New Signals	100%	\$385,124													
Total				\$18,702,782			E = Environmental expired      S = Scheduled										

5/5/2017	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
Del City	31525(04)	Sunnylane Rd., Reno to NE 4th Reconstruct (Sidewalks)	80%	\$2,123,758			X	X					X				
Edmond	21127(04)	Sooner Rd, 3,000 ft N. of Covell Bridge Reconstruction	80%	\$2,315,707			X	X	X	X	X						
Logan County	32640(04)	Coltrane, Simmons to Simpson (Phase 2) Reconstruct - Grade, Drain, Surface	80%	\$3,297,167			X	X	X	X	X		X				
Norman	30794(04)	Rock Creek Rd., Grandview Ave. to 36th Ave. NW Widen (SW & BL)	80%	\$2,704,666			X	X	X			X	X				
Norman	32451(04)	Flood Ave., from Gray St. to Dakota St. Sidewalks	80%	\$237,440													
Oklahoma City	30819(04)	South side of SW 74th St., May Ave. to Hillcrest Dr. New Sidewalk	80%	\$213,525			X	X	X								
Oklahoma City	31483(04)	I-240 Frontage Roads, Penn to Western Resurface (Sidewalks)	80%	\$1,518,156													
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	
Total				\$19,910,418			E = Environmental expired      S = Scheduled										

5/5/2017	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
Edmond	30276(04)	Danforth, Fretz-Thomas/Thomas, Danforth-Covell Widen (Danforth to 5, Thomas to 3)	80%	\$5,618,379													
Norman	30188(04)	Alameda, Ridge Lake Blvd to 48th Ave E Widen (2 to 4/2 with shoulders) (BL & SW)	80%	\$4,061,568													
Oklahoma City	30240(04)	May Ave. over NW Expressway Bridge Rehabilitation	80%	\$753,967													
Oklahoma City	30326(04)	Western, NW 178th to N City Limit Widen to 4 Lanes & Bridge (Sidewalk)	80%	\$3,674,078			X	X	X	X	X	X	X	X	X	X	On Shelf
Oklahoma City	30786(04)	SW 104th, Western to May Resurface & Intersec. Modif. (Sidewalk)	80%	\$2,958,678			X	X	X								
Oklahoma County	26985(04)	N. 206th (Covell Rd.) and MacArthur Blvd.* Intersec. Modif. & Widening (SW-NW Cor)	80%	\$2,952,748			X	X	X	X	X	X	X	X	X		
Total				\$20,019,419			E = Environmental expired      S = Scheduled										



5/5/2017	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
Blanchard	31514(04)	NE 10th, US-62 to SH-76 Reconstruct	80%	\$849,812													
Edmond		Danforth, Sooner to 0.5 mi. W. Widen (2 to 4), Intersec. Modif. (MM Path)	80%	\$6,648,320													
Midwest City	24041(04)	Douglas Blvd & SE 29th Intersec. Modif.	80%	\$1,912,960													
Midwest City		Air Depot, SE 15th to Reno Resurface	80%	\$1,344,000													
Moore	32638(04)	SW 34th, Telephone Rd. to Santa Fe Widen to 4 lanes	80%	\$2,696,269			X	X	X				X				
Norman	24281(04)	Rock Creek @ 12th Ave. NW & Trailwoods Intersec. Mod. and Signals (Sidewalks)	80%	\$2,804,480			X	X	X				X				
Oklahoma City	30230(04)	Memorial Rd, SH-74 (Portland) to Penn* Resurface	80%	\$1,142,428			X	X	X	X	X	X	X	X	X		May-17
Oklahoma City	31542(04)	Council Rd over N. Canadian River Bridge Rehabilitation (Sidewalk)	80%	\$1,984,960													
Oklahoma City	TBD	NW 10th over Grand Blvd (EB) Bridge Rehabilitation	80%	\$773,631													
Total				\$20,156,861			E = Environmental expired      S = Scheduled										

5/5/2017	ACOG URBANIZED AREA STP PROGRAM STATUS FFY 2024 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
Choctaw	32580(04)	SE 29th & Choctaw Road Intersection Modification	80%	\$398,828													
Del City		Sunnylane, Reno to I-40 Reconstruct (Concrete) (Sidewalks)	80%	\$3,289,494													
Edmond		Danforth, Coltrane to 0.5 mi. E. Widen (2 to 4), Intersec. Modif. (MM Paths)	80%	\$5,698,560													
Logan County	28720(04)	Simmons Rd, I-35 to Douglas Blvd. Reconstruct	80%	\$3,846,255													
McClain	31268(04)	3 mi N & .9 mi W of SH-24/SH-39 Junction Bridge over Sand Creek	80%	\$985,600			X	X									
Midwest City		Air Depot, SE 29th to SE 15th Resurface	80%	\$1,344,000													
Norman	32534(04)	Tecumseh Rd & 36th Ave NW Intersec. & Signal Modif.	80%	\$448,000													
Oklahoma City	30820(04)	S. Santa Fe, SW 59th St. to SW 44th St. New Sidewalk	80%	\$389,135					X								
Oklahoma City	31541(04)	Council Rd., SW 8th to Reno Reconstruct (Sidewalk)	80%	\$2,688,988					X								
Oklahoma City		Reno Ave, Lincoln to MLK (Eastern Ave) Resurface (Sidewalks)	80%	\$998,497													
Total				\$20,087,356			E = Environmental expired      S = Scheduled										

5/5/2017	*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
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													
Midwest City		Midwest Blvd, SE 29th to NE 10th Resurface (Sidewalk)	80%	\$3,360,000													
Midwest City		Reno Ave, Douglas to Acres Rd Resurface (Sidewalk)	80%	\$2,700,000													
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	X	X				X				
Moore		Bryant, SE 4th to NE 12th Widen (2 to 3) (Trail/SW)	80%	\$5,484,972													
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													
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	27728(04)	36th Ave NW & Crail Drive Intersec. Modif. & New Signal	80%	\$500,000													
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			X	X	X	X		X		X	X		
Norman	32534(04)	Intersection of 36th Ave. NW & Tecumseh Rd. Roadway & Traffic Signal Modification	80%	\$202,800													

5/5/2017	*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	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(08)	City wide, Phase 5 Signal Upgrades	100%	\$365,473													
Oklahoma City	22321(09)	City wide, Phase 6 Signal Upgrades	100%	\$200,295													
Oklahoma City	22321(10)	City Wide, Phase 7 Upgrade Signals to LED	80%	\$500,000													
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													

5/5/2017	*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	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													
Oklahoma City	31536(04)	NW Expressway & Wilshire Blvd Pedestrian Bridge	80%	\$2,075,472													
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 City	32479(04)	NW 192 & Danforth Farms/Dartmoor New Signal	100%	\$223,128													

5/5/2017	*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 County	18896(04)	Reno Ave., Westminster to Hiwassee Widening to 4 Lanes	80%	\$2,720,000					X								
Oklahoma County	22118(04)	Kelly, Coffee Creek to Waterloo Widen to 4 lane & 2 Int. Mod. (Sidewalks)	80%	\$6,944,000													
Oklahoma County	32592(04)	Harrah Rd, 0.1 mi S of NE 164th Bridge Reconstruction	80%	\$488,597													
Oklahoma County	32595(04)	NE 36th, E of Harrah Rd. Bridge Reconstruction	80%	\$629,586													
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