

CLOSING



Central Oklahoma is expected to see significant growth by 2040. While this growth is generally viewed as positive, it presents additional challenges for the future of the region's transportation system. Encompass 2040 is forecasting a considerable increase in roadway congestion, leading to a decrease in transportation system performance and quality of life for residents. Implementation of the Encompass 2040 policy and project-specific recommendations (Chapter 13) will help alleviate some of the congestion issues, but will not solve the problem entirely. It appears that a more comprehensive approach to solving our transportation issues is warranted, focusing on additional strategies above and beyond the Encompass 2040 projects. The strategies identified are important to further improve the regional transportation system and further enhance the region's quality of life:

REGIONAL TRANSIT SYSTEM FOR CENTRAL OKLAHOMA

Local governments, ACOG, and various stakeholders have been collaborating to develop a high-capacity regional transit system for the future. Such a system, when funded and launched, will provide enhanced mobility options, stimulate economic development, and improve quality of life in Central Oklahoma.

(see Chapter 8 – Public Transit)

FOCUSED LAND USE DEVELOPMENT

Transportation and land use are connected, and nodal and clustered centers of mixed-use development are often easier and more efficiently served by the transportation system, including transit. Local land use strategies that encourage such development will help support the market for future high-capacity regional transit.

(see Chapter 3 – Regional Socioeconomic Trends)

REGIONAL INTELLIGENT TRANSPORTATION SYSTEMS (ITS) AND CONGESTION MANAGEMENT PROCESS (CMP) STRATEGIES

Regional deployment of ITS and strategies outlined in ACOG's 2016 CMP are encouraged to reduce idling and congestion, decrease trip and freight delay, improve air quality, increase safety, and maximize the efficiencies of the regional transportation system.

(see Chapter 9 – Congestion and Safety)

COMPLETE STREETS

Across the nation and throughout Central Oklahoma, street designs that accommodate and link multiple transportation modes—automobile, transit, bicycle, and pedestrian—are gaining popularity at the local level. Known commonly as complete streets, this strategy is encouraged to improve mobility access, increase transportation choices, and enhance livability.

(see Chapter 7 – Bicycle and Pedestrian)

APPENDIX A: FEDERAL PLANNING FACTORS

Encompass 2040 – Vision and Goals

Federal regulation (most recently MAP-21 and the FAST Act) established ten (10) Federal Planning Factors to be considered during the metropolitan transportation planning process. Statewide and metropolitan priorities, consistent with these factors, were developed as part of the Oklahoma Long Range Transportation Plan 2015-2040 and Encompass 2040.

ENCOMPASS 2040 VISION

A regional vision for a safe and efficient transportation system to enhance economic opportunity and quality of life throughout Central Oklahoma

Economic Strength

GOALS

National: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; Enhance travel and tourism

Oklahoma: Provide an efficient and effective multimodal transportation system that is coordinated through land development patterns to strengthen communities and support economic development

Encompass 2040: Promote economic vitality through enhanced mobility

Safety and Security

GOALS

National: Increase the safety of the transportation system for motorized and non-motorized users; Increase the security of the transportation system for motorized and non-motorized users

Oklahoma: Improve infrastructure safety and security for system users

Encompass 2040: Provide a safe and secure transportation system

Equity and Options

GOALS

National: Increase the accessibility and mobility of people, and for freight

Oklahoma: Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation

Encompass 2040: Provide transportation access for the movement of all people and goods

Healthy Communities

GOALS

National: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns

Oklahoma: Minimize environmental impacts related to transportation

Encompass 2040: Recognize and improve the connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impacts

Connectivity

GOALS

National: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Oklahoma: Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation

Encompass 2040: Develop connections among all types of transportation

Performance

GOALS

National: Promote efficient system management and operation; Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Oklahoma: Strengthen the data driven decision making approach in order to maximize intermodal system performance and operation

Encompass 2040: Increase the efficiency and reliability of the transportation system

System Preservation

GOALS

National: Emphasize the preservation of the existing transportation system

Oklahoma: Preserve and maintain Oklahoma's multimodal transportation system in a state of good repair

Encompass 2040: Maintain and improve the quality of the transportation system

APPENDIX B: ILLUSTRATIVE PROJECTS

Metropolitan long-range transportation planning requires local decision-makers to identify transportation needs, financial resources, and priorities in a cooperative manner.

Federal law requires that metropolitan transportation plans be fiscally constrained by including projects for which funding sources already exist or are reasonably anticipated in the future. In other words, the adopted plan must be affordable rather than a wish list. Federal guidelines also allow MPOs to identify projects for illustrative purposes that would be included in the adopted plan if additional financial resources were available. These “illustrative projects” are not part of the fiscally constrained plan and, therefore, cannot be advanced to implementation unless new revenue source(s) are identified and the plan is amended.

ENCOMPASS 2040 ILLUSTRATIVE PROJECTS

During the development of Encompass 2040, the MPO modeled an illustrative transportation network inclusive of regional transit—as recommended by the 2005 Fixed Guideway Study and the 2014 Central Oklahoma Commuter Corridors Study. The following transit projects were considered desirable, but not affordable based on OCARTS area transportation revenue projections through 2040. Through continued efforts such as

the Regional Transit Dialogue, Regional Transit Authority Task Force, and additional modeling efforts, the region is committed to further pursuing these projects.

Regional Transit Recommendations:

The Fixed Guideway Study 2030 System Plan and the alignments generated by the Commuter Corridors Study represent a multimodal vision for a fixed guideway transit system providing reliable, fast, and safe public transportation service within the Oklahoma City Metropolitan Area. The plan recommends approximately:

- 44 miles of Commuter Rail Transit (CR)
- 40 miles of Bus Rapid Transit (BRT)
- Enhanced bus service with connection to rail and BRT stations (approximately 670 miles)

Additional components of the desired OCARTS regional transit system plan, which were included in Encompass 2040, as described in Chapter 13 of this report:

- 5-6 mile downtown OKC Modern Streetcar* (with potential for extensions)
- Intermodal Transportation Hub* serving CR, BRT, streetcar, bus, and other modes

* The initial phase of downtown modern streetcar is scheduled to open in 2018. In FY 2018, the first two phases of the Santa Fe Station Intermodal Hub project were completed.

GLOSSARY

Access, limited (or controlled access) – In transportation, to have entry and exit limited to predetermined points, as with interstates, freeways and rapid transit.

Alternative transportation – Refers to commuting in any other way other than driving alone, namely walking, biking, and taking public transportation.

Americans with Disabilities Act of 1990 (ADA) – Refers to the 1990 civil rights law that prohibits discrimination based on disability. The ADA is often referred to in terms of accessibility and compliance; whether programs, policies, or infrastructure are ‘ADA accessible’ and compliant.

Arterial street – A major thoroughfare used primarily for through traffic rather than for access to abutting land,

characterized by high vehicular capacity and continuity of movement.

Assignment – As predicted by the travel demand model, the number of units (passengers or vehicles) that pass a point on a transportation facility during a specified interval of time.

Attainment Area – An area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. Attainment areas are defined using federal pollutant limits set by EPA.

Average Daily Traffic (ADT) – The average number of vehicles that pass a specified point during a 24-hour period.

Base Year – The year to which the major portion of the data gathered in a (transportation) study or survey relates. The base year is also the first year of a planning or forecast period.

Benefit-cost analysis – An analytical technique that compares the costs and benefits (measured in monetary terms) of proposed programs or policy actions. Alternative actions are compared to allow selection of one or more that yields the greatest net benefit or benefit cost ratio.

Benefit-cost ratio – The ratio of the dollars of benefits achievable to the given outlay of costs.

Bus Rapid Transit (BRT) – Buses operating primarily on their own dedicated lane or right-of-way.

Clean Air Act (CAA) – The Clean Air Act is the law that defines EPA's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. The Clean Air Act was enacted by Congress in 1990. Legislation passed since then has made several minor changes. In nonattainment and maintenance areas, federal funding and approval for transportation projects is only available if transportation activities are consistent with air quality goals through the transportation conformity process. The transportation conformity process includes a number of requirements that MPOs must meet.

Capital costs – Nonrecurring or infrequently recurring costs of long-term assets such as land, structures, bridges, roadways, and vehicles (such as publicly owned and operated transit vehicles).

CART – Cleveland Area Rapid Transit; the transit operator of the Norman bus system.

Citizens Advisory Committee (CAC) – An ACOG committee tasked with providing critical public input and expertise to help shape future transportation activities.

Citylink – The transit operator of the Edmond bus system.

Commuter Rail Transit (CRT) – Passenger trains operated on or adjacent to a main line railroad track to carry riders to and from work in city centers.

Complete Streets – Streets that are designed and operated to be safe and welcoming to all potential users, regardless of mode, age, background, or ability level.

Congestion Management Process (CMP) – A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.

Constant dollars – Current dollars, that is, the value of the dollar for the year selected as a base, adjusted by using the change in the GNP deflator index or other specified indicator between the current (base) year and the desired year. The intent of using constant dollars is to remove the distortion caused by inflation during the intervening time period.

Corridor – In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways.

Council of Governments (COG) – A voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis and formed to cooperate on common planning and to solve common development problems of their area. In Central Oklahoma, the Association of Central Oklahoma Governments (ACOG) serves as the COG representing the communities within Oklahoma, Cleveland, Canadian, and Logan Counties.

COTPA – Central Oklahoma Transportation and Parking Authority; the transit operator of the Oklahoma City bus system, under the name of EMBARK.

Department of Transportation (DOT) – A municipal, county, state, or federal agency responsible for transportation. On the federal level, the U.S. DOT is a cabinet level federal agency responsible for the planning, safety, and system and technology development of national transportation, including highways, mass transit, aircraft, and ports. On the state level, the Oklahoma Department of Transportation (ODOT) oversees planning, design and construction of transportation improvements statewide under the direction of the Secretary/Director of Transportation.

EMBARK – The Oklahoma City transit system, operated by COTPA. Embark operates fixed route bus, paratransit, streetcar, bike-share, and river cruise ferry service.

Endangered or Threatened Species – Animal and plant species which have been identified for special protection under the Endangered Species Act of 1973.

Environmental Justice – A 1994 Presidential Executive Order implemented by the United States Department of Transportation that requires agencies receiving federal transportation dollars to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations.

Environmental Protection Agency (EPA) – An independent federal agency in the executive branch whose responsibilities include development and enforcement of national air quality emission standards and support of anti-pollution activities by state and local governments.

FAST, Fixing America’s Surface Transportation Act – The long-term, federal transportation bill that provides funding for FFY2016 through FFY2020. This bill was signed into law by President Obama on December 4, 2015 and authorizes \$305 billion for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Federal Aviation Administration (FAA) – A component of the U.S. Department of Transportation responsible for ensuring the safety, capacity, and efficiency of the nation’s aviation system.

Federal Highway Administration (FHWA) – A component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. It assists states and local governments in constructing highways and roads.

Federal Transit Administration (FTA) – A component of the U.S. Department of Transportation, delegated by the Secretary of Transportation to administer the federal transit program under the Urban Mass Transportation Act of 1964, as amended, and various other statutes.

Federal Railroad Administration (FRA) – A component of the U.S. Department of Transportation responsible for promulgating and enforcing rail safety regulations, administering railroad assistance programs, conducting research and development to improve railroad safety, and national rail transportation policy.

Financial Constraint (or Fiscally Constrained) – Financial information in a long-range, metropolitan transportation plan (MTP) and transportation improvement program (TIP) that demonstrates that projects can be implemented using committed available, or reasonably available revenue sources, while adequately continuing to operate and maintain the

transportation system.

Forecasting – In planning, the process of estimating future conditions, magnitudes, and patterns within the urban area, such as future population, demographic characteristics and travel demand.

Forecast Year – In planning, the terminal year for a projection. Usually designates the year in the future for which the improvements embraced in the transportation plan are to be designed.

Freeway – A divided highway for through traffic that has full access control and grade separations at all intersections.

Goal – A broad statement of direction in which planning or action is aimed; a general value statement representing an ideal end that the community or area wishes to attain.

Grade-Separated Crossing – A crossing where the intersecting facilities (road, rail, etc.) are separated vertically.

HOV Lane – A high occupancy vehicle lane. A lane of traffic that is delineated for use by transit buses or passenger vehicles carrying more than one occupant.

Input – Information to be used in an analysis.

Intelligent Transportation System (ITS) – The application of advanced technology to current transportation problems, including incident detection, signal coordination, real-time information, and other technology.

Intermodal – The interaction of various modes of transportation, particularly as it relates to connections, choices, coordination and cooperation.

Intermodal Transportation Policy Committee (ITPC) – An OCARTS area committee comprised of an elected official from each member entity and representatives of local, state, and federal transportation agencies. This committee is responsible for transportation policies, plan review and adoption, and development of programs for plan implementation.

Intermodal Transportation Technical Committee (ITTC) – An advisory committee to the ITPC comprised of technical representatives from each OCARTS entity and representatives of transportation agencies, including staff persons knowledgeable in engineering, planning, and administration. Transportation policies, plans and programs are presented to the ITTC for a recommendation prior to consideration by the ITPC.

Intersection – The place where two roads or paths cross each other. Intersections are classified into three general categories: grade-separated without ramps, grade-separated with ramps (commonly known as interchanges), and at-grade.

ISTEA, Intermodal Surface Transportation Efficiency Act – The Act was signed into law on December 18, 1991, and was effective for a six-year period (federal fiscal years 1992 through 1997). ISTEA resulted in broad changes to the way transportation decisions are made by emphasizing diversity and balance of modes and preservation of existing systems over construction of new transportation facilities. Plans must consider social, environmental, and energy factors in planning, programming and project selection. ISTEA was replaced by TEA-21.

Land Use – The purpose for which land or the structure on the land is being used; for example, residential, commercial, light industry, etc.

Level of Service (LOS) – A set of characteristics that indicate the quality and quantity of transportation service provided. For highway systems, a qualitative rating of the effectiveness of a highway or highway facility in serving traffic in terms of operating conditions. The Highway Capacity Manual identifies operating conditions ranging from A, for best operation (low volume, high speed), to F, for worst conditions.

MAP-21, Moving Ahead for Progress in the 21st Century Act – Provided federal funds for FFY 2013 and FFY 2014 and was signed into law by President Obama on July 6, 2012. This was the first federal transportation bill to establish a new program to provide for a variety of alternative transportation projects that were previously funded through separate programs.

Metropolitan Statistical Area (MSA) – As designated by the U.S. Office of Management and Budget and defined by the U.S. Bureau of the Census, an MSA consists of the central county or counties containing a city or an urbanized area with a population of at least 50,000 and the adjacent or outlying counties that have close economic and social relationships with the central counties, with a total metropolitan population of at least 100,000. The term was adopted after the 1980 census and replaces the term Standard Metropolitan Statistical Area (SMSA).

Metropolitan Planning Organization (MPO) – According to the United States Code, the organization designated by the governor and local elected officials as responsible, together with the state, for transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government. In Central Oklahoma, ACOG serves as the MPO.

Metropolitan Transportation Plan – The official intermodal transportation plan developed and adopted through the Metropolitan Planning Organization's (MPO) transportation planning process; also known as the long-range plan (LRP).

Mode – A means of transporting people and goods, which includes automobiles, transit (i.e. buses, carpooling, HOV lanes, fixed guideway), bicycling, walking, air travel, railroads, waterways, and trucking.

Multimodal – Refers to multiple types of transportation.

Network, OCARTS – In highway engineering, the configuration of major streets and highways that constitutes the regional system.

Nonattainment Area – An area in which levels of a criteria air pollutant do not meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. Nonattainment areas are defined using federal pollutant limits set by EPA.

OCARTS – Oklahoma City Area Regional Transportation Study; OCARTS refers to a geographical area within Central Oklahoma (for transportation planning) which includes all of the currently urbanized area plus the surrounding area which is anticipated to become urbanized over the next 20 years. The OCARTS area encompasses all of Oklahoma County and Cleveland County and portions of Canadian, Cleveland, Grady, Logan and McClain Counties.

Output – Something produced, such as the result of an analytical process.

Park and Ride – A system that provides parking for riders at stations of a bus or rail line.

Performance Based Planning and Programming (PBPP) – The application of performance management principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the

multimodal transportation system.

Performance Management – A strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

Regional Transit Dialogue (RTD) – An ACOG-initiated visioning process to determine the desire for expanded and enhanced regional public transportation within Central Oklahoma, involving public and private sector leaders, transportation stakeholders, and the public. The RTD was initiated to explore options for regional transit authority creation and governance, dedicated funding sources, effective public transit coordination, and transit supportive development.

Right-of-way (ROW) – A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – Signed into law on August 10, 2005, SAFETEA-LU guarantees funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU represents the largest surface transportation investment in the nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow the vital transportation infrastructure.

Scenario Planning – Also known as land use modeling. A process or tool used to identify, test, and evaluate various future development alternatives and their impacts on the transportation system.

Study area – In this study, the transportation study area is synonymous with the OCARTS area; also known as the metropolitan planning area and the transportation management area (TMA).

Surface Transportation Block Grant Program – Urbanized Area (STBG-UZA) – Federal grant funds, made available on an annual basis by the Federal Highway Administration through ODOT, for the implementation of eligible transportation projects within the OCARTS boundary (the urbanized area within Central

Oklahoma).

Superfund – Also known as CERCLA (Comprehensive Environmental Response Compensation and Liability Act). A federal law that provides for compensation, cleanup, and emergency response for hazardous substances released into the environment and the cleanup of hazardous waste disposal sites.

TEA-21, Transportation Equity Act for the 21st Century – TEA-21 was signed into law on June 9, 1998, and was effective for a six-year period (federal fiscal years 1998 through 2003). TEA-21 built upon the initiatives and structure established in ISTEA. New areas of program focus included safety, environmental quality, and ITS research and development. TEA-21 was replaced by SAFETEA-LU.

Traffic Analysis Zone (TAZ) – A special area delineated by local transportation officials for tabulating traffic related data, especially journey-to-work and place of work statistics. A TAZ usually consists of one or one or more census blocks, block groups, or census tracts.

Traffic Count – In transportation, a process that tallies a particular movement of people or vehicles past a given point during a stated time period. It may be a directional or a two-way value.

Transit-Oriented Development (TOD) – Transit-oriented development (TOD) is the functional integration of land use and transit via the creation of compact, walkable, mixed-use communities within walking distance of a transit stop or station. A TOD brings together people, jobs, and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car.

Transportation Alternatives Program (TAP) – A part of the Surface Transportation Block Group Program (STBG), a set-aside of the FAST Act. This set-aside provides federal funding for projects pertaining to alternative modes of transportation, particularly bicycles and pedestrians, but also for public transportation.

Transportation Demand Management (TDM) – Tools and programs designed to maximize the people-moving capability of the transportation system by increasing the number of people in each vehicle, by promoting alternative modes of transportation, or by influencing the time of, or need to travel. To accomplish these demand-side changes, TDM programs must rely on

incentives or disincentives to make the shifts in behavior attractive. Specific TDM strategies involve employer-based support, telecommunications, land use policies, and public policy such as pricing or other regulation.

Transportation Improvement Program (TIP) – The TIP is a financially constrained short-range document that lists specific projects to be implemented within the transportation planning area. Projects included in the TIP must be consistent with the long-range plan, and inclusion of projects in the TIP is a requirement for the use of federal transportation funding.

Transportation Management Area (TMA) – An urbanized area over 200,000 in population as determined by the latest decennial census. The TMA designation applies to the entire Metropolitan Planning Area.

Transportation System Management (TSM) – That part of the urban transportation planning process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than large, capital intensive options.

Travel Demand Modeling or Travel Forecasting – Used by transportation planners for simulating current travel conditions such as roadways, transit, and high-occupancy vehicles. Models help planners and policymakers analyze the effectiveness and efficiency of alternative transportation investments in terms of mobility, accessibility, and environmental and equity impacts.

Trip – A one-way movement of a person or vehicle between two points for a specific purpose; sometimes called a one-way trip to distinguish it from a round trip.

Trip purpose – The primary reason for making a trip; for example, work, shopping, medical appointment, recreation.

Unified Planning Work Program (UPWP) – The annual management plan for a metropolitan planning program designed to coordinate the planning activities of all participants in the planning process.

Urban transportation planning process – The federally required planning process for urbanized areas that is aimed at developing programs to meet a region’s transportation needs by analyzing the existing system and preparing plans and studies in a comprehensive, continuing, and cooperative

manner. Also known as the metropolitan planning process, it results in several documents including a unified planning work program (UPWP), a transportation improvement program (TIP), and a long-range regional transportation plan (LRP).

Urbanized Area (UZA) – An area that contains a city of 50,000 or more population plus surrounding area meeting density criteria as defined by the U.S. Census Bureau.

Vehicle Hours of Travel (VHT) – On roadways, a measurement of the total hours traveled by all vehicles in the area for a specified time period. It is calculated by multiplying the number of vehicles times the number of hours traveled in a given area or on a given roadway during the time period.

Vehicle Miles of Travel (VMT) – On roadways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by multiplying the number of vehicles times the number of miles traveled in a given area or on a given roadway during the time period. In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

Volume – In transportation, the number of units (passengers or vehicles) that pass a point on a transportation facility during a specified interval of time, usually one hour.

Volume to Capacity Ratio (V/C Ratio) – A measure of the congestion level of streets and highways which compares the vehicular carrying capacity of a roadway with the actual volume of vehicles which travel the roadway, within a specified period of time.

Year of Expenditure (YOE) – Cost estimates that reflect inflation rate(s) anticipated for a future year or group of years. YOE dollars are required under SAFETEA-LU to demonstrate financial constraint of the metropolitan long-range plan and TIP.

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ACRONYMS AND ABBREVIATIONS

- AA Alternatives Analysis
- AASHTO American Association of State Highway
Transportation Officials
- ACOG Association of Central Oklahoma
Governments
- ADA Americans with Disabilities Act of 1990
- ADT Average Daily Traffic
- APTAC Areawide Planning and Technical

	Advisory Committee	FGS	Fixed Guideway Study
ARRA	American Recovery and Reinvestment Act	FHWA	Federal Highway Administration
AV/CV	Autonomous and Connected Vehicles	FRA	Federal Railroad Administration
AVL	Automated Vehicle Location	FTA	Federal Transit Administration
B/C	Benefit to Cost Ratio	FTZ	Foreign Trade Zone
BEA	Bureau of Economic Analysis	FY	Fiscal Year
BIA	Bureau of Indian Affairs	GAM	Growth Allocation Model
BL	Bike Lane	GIS	Geographic Information Systems
BPS	Bicycle Path Shared with Pedestrians/Multi-Use Trail	HOV	High Occupancy Vehicle
BR	Bridge Replacement and Rehabilitation (replaced by NHPP)	HSIP	Highway Safety Improvement Program
BRT	Bus Rapid Transit	IMS	Intermodal Management System
CAA	Clean Air Act	IM	Interstate Maintenance
CAAA	Clean Air Act Amendments of 1990	ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
CAC	Citizens Advisory Committee	ITPC	Intermodal Transportation Policy Committee
CART	Cleveland Area Rapid Transit	ITS	Intelligent Transportation Systems
CBD	Central Business District	ITTC	Intermodal Transportation Technical Committee
CCS	Commuter Corridors Study	JARC	Jobs Access and Reverse Commute
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act	LAST	Leaking Aboveground Storage Tank
CMP	Congestion Management Process	LOS	Level of Service
CMAQ	Congestion Mitigation and Air Quality Improvement Program	LPA	Locally Preferred Alternative
COTPA	Central Oklahoma Transportation and Parking Authority	LRP	Long Range (Transportation) Plan
CR	Commuter Rail Transit	LUST	Leaking Underground Storage Tank
CTPP	Census Transportation Planning Package	MAP-21	Moving Ahead for Progress in the 21st Century Act (2012)
CVO	Commercial Vehicle Operations	MOU	Memorandum of Understanding
CY	Calendar Year	MPO	Metropolitan Planning Organization
DEIS	Draft Environmental Impact Statement	MSA	Metropolitan Statistical Area
DMS	Dynamic Message Signs	MTP	Metropolitan Transportation Plan
EIS	Environmental Impact Statement	NAAQS	National Ambient Air Quality Standard
ENHS	Enhanced National Highway System	NAFTA	North American Free Trade Agreement
EPA	Environmental Protection Agency	NEPA	National Environmental Policy Act
ER	Emergency Relief	NHPP	National Highway Performance Program
FAA	Federal Aviation Administration	NF	New Freedom
FAST	Fixing America's Surface Transportation Act (2015)	NHS	National Highway System
FFY	Federal Fiscal Year	NHTS	National Household Travel Survey
		NOX	Nitrogen Oxides
		NTD	National Transit Database

OCARTS	Oklahoma City Area Regional Transportation Study	Economic Recovery Grant	
ODEQ	Oklahoma Department of Environmental Quality	TIM	Traffic Incident Management
ODOC	Oklahoma Department of Commerce	TIP	Transportation Improvement Program
ODOT	Oklahoma Department of Transportation	TMA	Transportation Management Area
OESC	Oklahoma Employment Security Commission	TOD	Transit Oriented Development
OTA	Oklahoma Turnpike Authority	TRB	Transportation Research Board (of the National Academy of Sciences)
PBL	Protected Bike Lane	TSM	Transportation Systems Management
RTDM	Regional Travel Demand Model	TDF	Travel Demand Forecasting
PBPP	Performance Based Planning and Programming	TTI	Travel Time Index
PPP	Public Participation Plan	TTRI	Travel Time Reliability Index
RTA	Regional Transit Authority	TTTRI	Truck Travel Time Reliability Index
RTD	Regional Transit Dialogue	UPWP	Unified Planning Work Program
ROW	Right-of-Way	USC	United States Code
SAFE-T	Statewide Analysis for Engineering & Technology	USDOT	United States Department of Transportation
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)	UZA	Urbanized Area
SIC	Standard Industrial Classification	V/C	Volume-to-Capacity Ratio
SH	Bicycle Route using Roadway Shoulder	VHT	Vehicle Hours of Travel
SHSP	State Highway Safety Plan	VMT	Vehicle Miles of Travel
SOR	Signed-on-Road Bicycle Route	YOE	Year of Expenditure
SOV	Single Occupancy Vehicle		
SPR	State Planning and Research Program		
SRTS	Safe Routes to School		
STBG-UZA	Surface Transportation Block Grant Program Urbanized Area (Formerly STP)		
STIP	Statewide Transportation Improvement Program		
TAP	Transportation Alternatives Program		
TAZ	Traffic Analysis Zone		
TCSP	Transportation, Community, and System Preservation Program		
TDM	Transportation Demand Management		
TEA-21	Transportation Equity Act for the 21st Century (1998)		
TIF	Tax Increment Financing		
TIGER	Transportation Investment Generating		

Ecomopass 2040 Project Amendments:

Lined area for project amendments.

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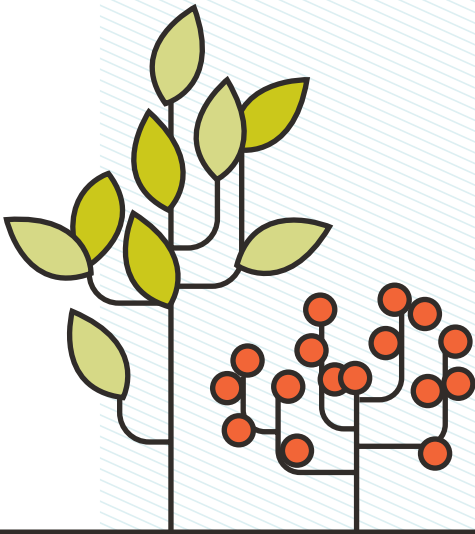
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