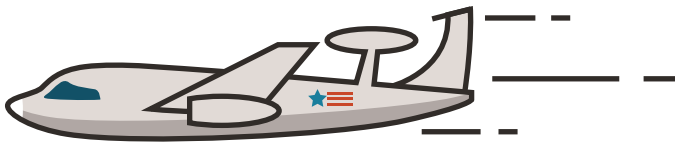


THIS PLAN IS YOUR PLAN



OKLAHOMA CITY AREA REGIONAL TRANSPORTATION STUDY

DRAFT PLAN SUMMARY

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PUBLIC COMMENT & PUBLIC MEETINGS

The Encompass 2040 Metropolitan Transportation Plan for Central Oklahoma was developed over the past five years in coordination with member communities, the Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART), the Oklahoma Department of Transportation, the Oklahoma Turnpike Authority, Federal Highway Administration, Federal Transit Administration, and various stakeholders.

The Intermodal Transportation Policy Committee (ITPC) of the Association of Central Oklahoma Governments (ACOG) will consider final adoption of Encompass 2040 on Thursday, October 27, 2016, at 1:20 p.m. in the ACOG Board Room. All comments received by Wednesday, October 12, 2016 will be provided to the ITPC for their consideration prior to final action.

Please provide your written comments by mail, fax or email to the following:

ACOG Transportation Planning Division
21 E. Main Street, Suite 100
Oklahoma City, OK 73104
FAX: 405.234.2200
TDD: 7-1-1 Statewide
acog@acogok.org

A variety of public meetings and availability sessions are planned. Please visit acogok.org/transportation-planning/encompass-2040/ for a complete list or contact us by phone or email.

A MESSAGE FROM THE EXECUTIVE DIRECTOR

The Association of Central Oklahoma Governments (ACOG), on behalf of its planning partners and numerous stakeholders, is pleased to share with you Encompass 2040, the Draft Plan for the Oklahoma City Area Regional Transportation Study (OCARTS) area.

Central Oklahoma has experienced significant growth over the previous decade. We believe this trend will continue and many more residents and businesses will move into the region in the years to come. This welcomed growth means more trips that will impact congestion, mobility and our overall quality of life. Therefore, we must earnestly look ahead and plan for suitable mobility options including improved roadways, transit services, and bicycle and pedestrian amenities.

We welcome your input on the Encompass 2040 Draft Plan and invite you to offer your thoughts at any of the upcoming public meetings or other outreach opportunities that will be provided by ACOG.

Thank you for your interest in ACOG's metropolitan transportation plan, Encompass 2040. We hope you will participate and stay engaged in Central Oklahoma's transportation planning future.

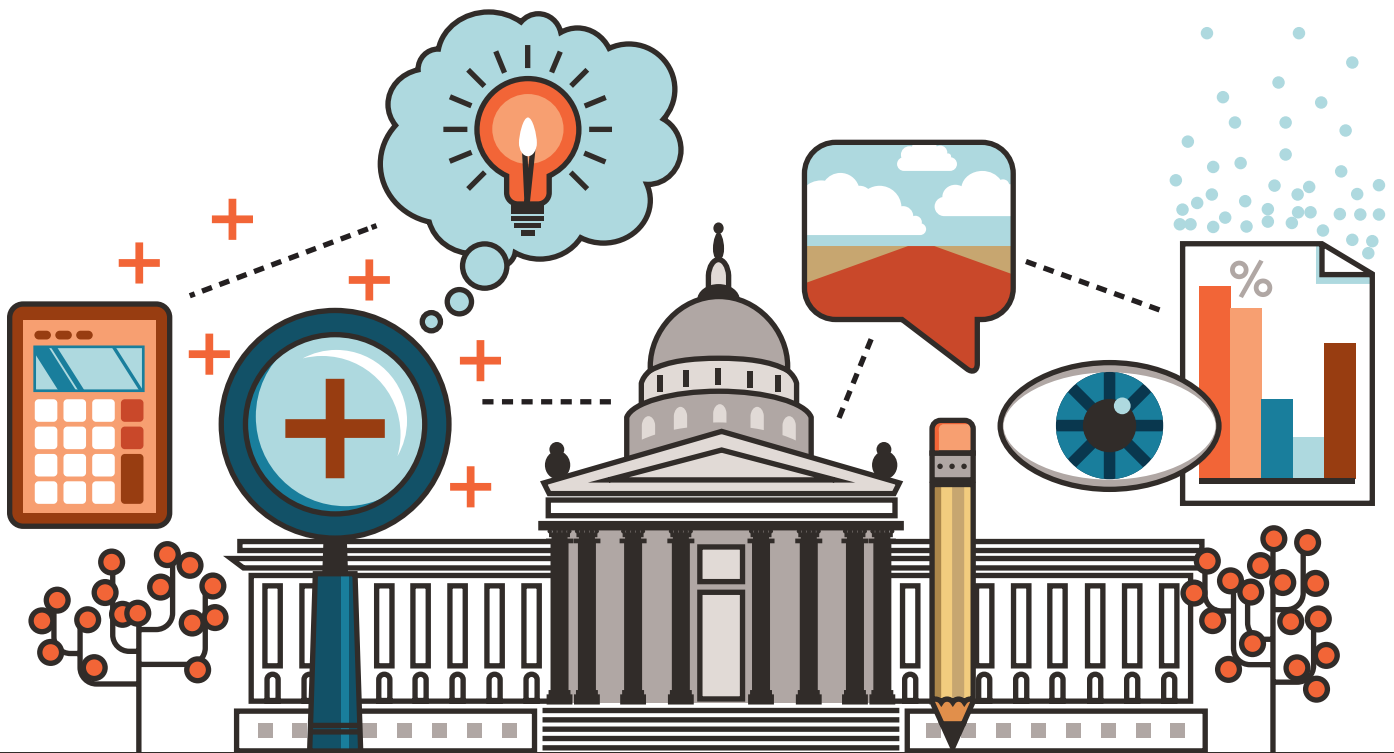
John G. Johnson
Executive Director



**Receive regular updates
on Encompass 2040
when you visit our
website, acogok.org.**

GETTING TO KNOW OUR REGION AND OUR GOALS

Planning the future of our region is a process that never stops. From how we live, to where we live, to how we get there, the Association of Central Oklahoma Governments is constantly looking to improve the quality of life for all of our citizens.



WHAT IS ENCOMPASS 2040?

Encompass 2040 – also known as the 2040 Oklahoma City Area Regional Transportation Study (OCARTS) Metropolitan Transportation Plan (MTP) – is Central Oklahoma’s guide for investing more than \$10 billion in its multimodal transportation system between 2010 and 2040. Starting with 2010 base year conditions, forecasts of population, employment and land use were used to model future development scenarios and travel demand within the region in 2040.

Encompass 2040 sets priorities for Central Oklahoma’s transportation system over the next 25 years, and includes both policy recommendations and specific projects that will guide expenditure of the region’s limited transportation dollars. In addition, Encompass 2040 accomplishes the following:

- Updates the region’s transportation planning goals and objectives
- Establishes population and employment projections through 2040
- Addresses the new national requirement for performance-based planning by recommending specific performance measures that will be evaluated on an annual basis
- Describes the existing transportation system
- Describes the networks and land use scenarios that were analyzed as part of the planning process
- Identifies current and future multimodal transportation needs within Central Oklahoma
- Provides a financial strategy to ensure that the adopted plan is affordable

WHAT IS ACOG?

The Association of Central Oklahoma Government is a voluntary association of nearly 50 city, town and county governments that comprise the Central Oklahoma region. We were established in 1966, in response to federal mandates.

ACOG supports and manages a variety of missions aimed at improving the lives of our citizens. This includes serving as the Metropolitan Planning Organization (MPO) for the region. In this capacity, our primary role is to lead comprehensive,

coordinated and continuous transportation planning. As such, we work with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oklahoma Department of Transportation (ODOT), area transit providers, local governments, the public and other stakeholders to prepare the long-range metropolitan transportation plan and short-range implementation programs. The MPO planning process and planning products are a prerequisite for Central Oklahoma to receive federal transportation funding.

In addition to long and short-range planning, our Transportation Planning and Services Division is also involved in regional transit initiatives; bicycle-pedestrian initiatives; the Ozone Alert Day program; congestion management and data services.

Other ACOG activities include administering and coordinating activities and operations of 9-1-1 ACOG, the Central Oklahoma Economic Development District, Central Oklahoma Clean Cities, the Garber-Wellington Association and numerous grant programs including Rural Economic Action Plan, the Community Development Block Grant program and the Capital Improvement Plan program.

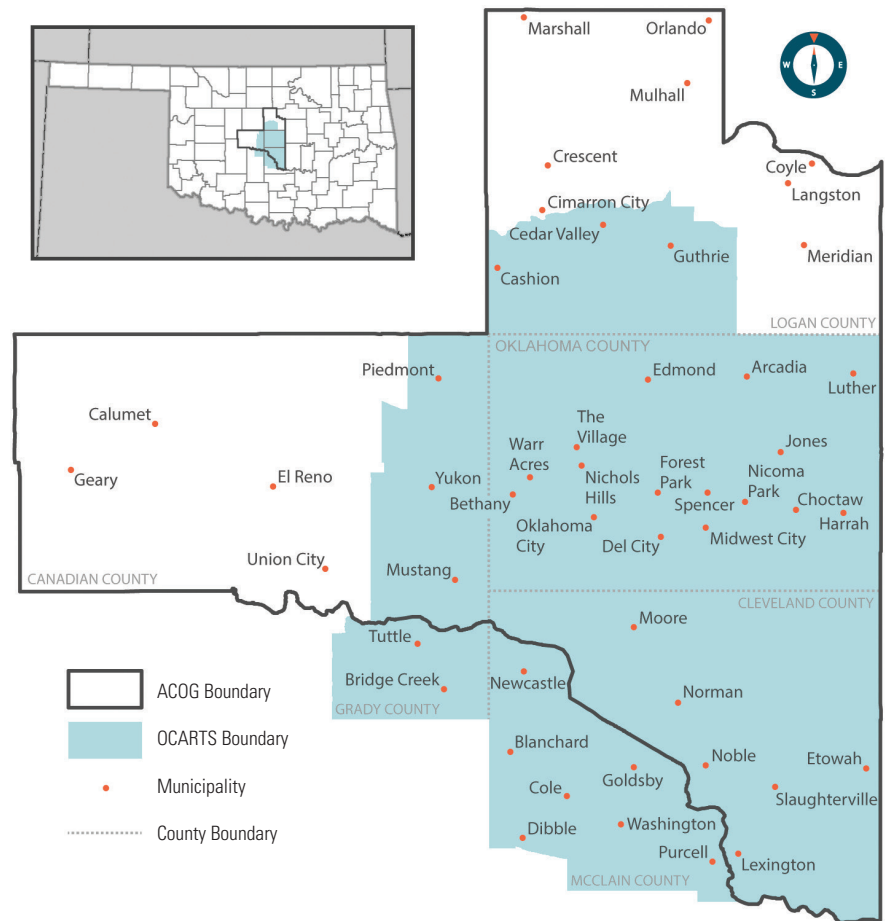
WHAT IS OCARTS?

ACOG’s transportation planning efforts are focused within a geographic area known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. This planning boundary includes 2,085 square miles and 47 cities and towns located within Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan and McClain Counties. The OCARTS area is reviewed every 10 years to ensure urban and urbanizing portions of the region that are linked by a common economy and transportation system, are included in the MPO’s transportation planning efforts.

The OCARTS area is also designated a Transportation Management Area (TMA) by the Federal Highway and Federal Transit Administrations. This TMA designation requires that ACOG maintain a congestion management process and it delegates the MPO project selection authority for certain sub-allocated federal transportation funds

OCARTS AREA REGIONAL SNAPSHOT

- 47 communities
- Six counties (2 full, 4 partial)
- 2,085 square miles
- 1,142,338 population (2010)
- 601,839 employment (2010)
- 69 major employers (over 500 employees)
- 10,000+ lane miles (regional network)
- Three bus transit providers
- Amtrak passenger rail between OKC and Fort. Worth, Texas
- 153 miles of trails – bike lanes and bike trails (2015)
- Federal Air Quality Attainment



REGIONAL HIGHLIGHTS

- State Capital
- Tinker Air Force Base
- Will Rogers World Airport

VISION AND GOALS

The U.S. Department of Transportation sets goals for the nation's transportation system. Statewide and metropolitan priorities, consistent with the Federal goals, were developed as part of the Oklahoma Long Range Transportation Plan 2015-2040 and Encompass 2040, as shown in the table on page 5.

Encompass 2040 Vision

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

2040 Regional Transportation Goals

- Promote economic vitality through enhanced mobility
- Provide a safe and secure transportation system
- Provide transportation access for the movement of all people and goods
- Recognize and improve the connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impacts
- Develop connections among all types of transportation
- Increase the efficiency and reliability of the transportation system
- Maintain and improve the quality of the transportation system

ENCOMPASS 2040 PLAN PROCESS

FEDERAL GUIDANCE

Regional Vision
and Goals

System Assessment
& Performance

Alternate Networks
& Scenarios

Constrained MTP
Development

Recommended
Plan

STILL TO COME

Public Review and
Comment Period

Final Plan
Approval

Implementation



FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Encompass 2040 was developed in compliance with the latest federal surface transportation legislation – Fixing America’s Surface Transportation Act (FAST Act).

PUBLIC AND STAKEHOLDER PARTICIPATION

ACOG’s formal Public Participation Plan helps ensure early and continuous opportunities for the public to be engaged in development of plans and programs produced by the MPO. We engage local government members, federal and state partners and the region’s transit operators in the planning process through regular meetings. These include:

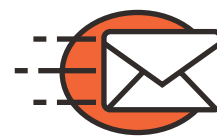
- Public Kickoff – Encompass 2040
- ACOG Board of Directors
- Intermodal Transportation Technical and Policy Committees
- Area wide Planning and Technical Advisory Committee
- Bicycle-Pedestrian Advisory Committee
- Regional Transit Dialogue
- Encompass 2040 Citizens Advisory Committee (CAC)

The CAC includes local citizens and organizations who advocate for traditionally under-represented populations, environmental preservation, environmental justice, alternative transportation modes, urban efficiency and economic development. Nearly 40 members are voting and an additional 16 are advisory. The committee met 16 times over the last two years.

In addition to meetings, ACOG utilizes surveys and social media to engage various publics. Social networks include:



**TWO FACEBOOK
ACCOUNTS**
(1,500+ Followers)



CONSTANT CONTACT
(3,500+ Subscribers)



TWITTER
(950+ Followers)



**ONLINE TRANSPORTATION
& GROWTH SURVEY**
(500 Responders)

In 2016, ACOG also launched a redesign of its website, acogok.org, which has significantly increased the number of pageviews, unique visitors and returning visitors to the site, with transportation pages and subjects among the most popular.

RECOMMENDED PLAN AND PROJECT LIST

With a growing population, the impact on travel time is expected to affect everyone in Central Oklahoma. Encompass 2040 includes 220 projects that have been identified as critical to improving the way people and goods move around the region.



REGIONAL TRENDS

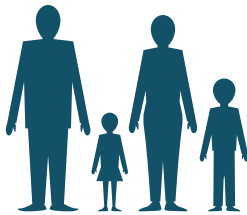
Central Oklahoma is forecasted to add approximately 453,000 residents in the next 30 years and grow to nearly 1.6 million people by 2040. In addition, employment in the region is expected to grow to 875,000. This growth will impact the amount and quality of travel. Without additional investment in the transportation system, the increase in population and employment will lead to an increase of 16 million miles of travel each day. If past development patterns continue, then average trip lengths (by car) will grow from just over 12 minutes to over 15 minutes.

Population

2010 Estimate – 1,142,338

2040 Estimate – 1,595,168

Percent Change – 40%



Employment

2010 Estimate – 601,839

2040 Estimate – 875,402

Percent Change – 45%

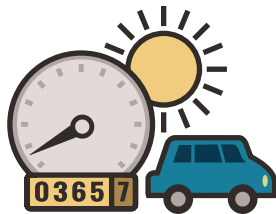


Vehicle Miles Traveled (VMT) Daily

2010 Estimate – 30,266

2040 Estimate – 46,550

Percent Change – 54%



Freight Tonnage (annual)

2010 Estimate – 101,845,268

2040 Estimate – 137,859,602

Percent Change – 35%



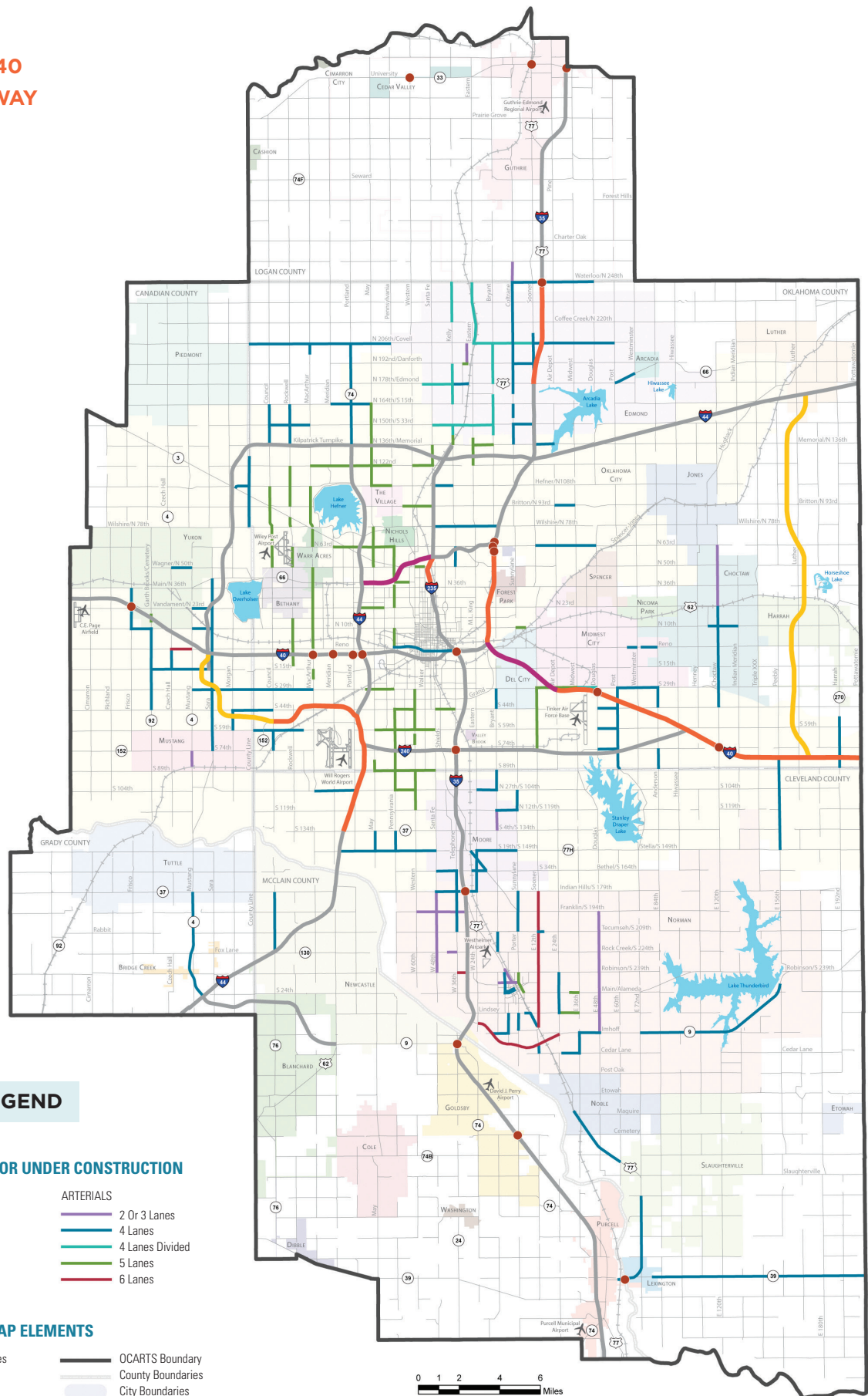
PROJECTS AND INVESTMENT OPPORTUNITIES

How Were Projects Selected?




























Developing a list of transportation projects that improve the way people and goods move around Central Oklahoma is a critical element of Encompass 2040. This federally required project listing is intended to help the region identify and prioritize future transportation investments based on adopted regional goals, performance management strategies and estimated financial resources.

In response to a call for projects, OCARTS local governments submitted detailed project information which was evaluated and scored against a set of evaluation criteria. The criteria, developed by a special task force of member entity staff and citizens, reflected the adopted Encompass 2040 goals. Ultimately, the Plan's total construction and maintenance costs were compared to anticipated revenues to arrive at an affordable Plan. In total, 220 projects were selected for inclusion in the Encompass 2040 Plan.

ENCOMPASS 2040 STREET & HIGHWAY PROJECTS MAP



ENCOMPASS 2040 SHORT-RANGE PROJECTS (2010 - 2020)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
 Air Depot Boulevard (24th Avenue SE)	S. 239th Street (Robinson Street)	S. 269th Street (Lindsey Street)	2 to 4
 Cemetery Road (Garth Brooks Boulevard)	Andrew Drive	Health Center Parkway	4 to 5
 Crosstown Boulevard	Pennsylvania Avenue	I-35/I-235	New 4 Divided
 Frisco Road	SH-66 (W. Main Street)	0.5 mile S. of SH-66 (W. Main Street)	2 to 4
 Frisco Road	0.5 mile S. SH-66 (W. Main Street)	N. 23rd Street (Vandament Avenue)	2 to 4
 Frisco Road	N. 23rd Street (Vandament Avenue)	N. 10th Street	2 to 4
 I-35/Deep Fork Creek & Bridge			
 I-35/I-240 (SH-3) Interchange			
 I-35/Ladd Road Bridge			
 I-40/I-44/I-240 Interchange			6 to 8
 James Garner Avenue	Flood Avenue	Acres Street	New 2-lane
 MacArthur Boulevard	N. 206th Street (Covell Road)	0.5 mile S. of N. 206th Street (Covell Road)	2 to 4
 MacArthur Boulevard	N. 50th Street	N. 47th Street	4 to 5
 MacArthur Boulevard	N. 47th Street	N. 36th Street	4 to 5
 Mustang Road	SH-152	SLWC RR	2 to 3
 Northeast OK County Loop (Turnpike)	Turner Turnpike (I-44) E. of N. Luther Road	I-40 E. of S. Luther Road	New 4-lane
 SH-33/Cottonwood Creek Bridge/RR			
 SH-39	0.5 miles E. of 144th Street	Pottawatomie County Line	2 to 4
 SH-66	Post Road	Westminster Road	2 to 4
 SH-74 (Portland Avenue)	N. 206th Street (Covell Road)	N. 136th Street (Memorial Road)	2 to 4
 Sooner Road	0.5 mile N. of N. 206th Street (Covell Road)	N. 206th Street (Covell Road)	2 to 4
 Sooner Road (12th Avenue SE)	SH-9	S. 299th Street (Cedar Lane Road)	2 to 4
 Southwest Kilpatrick Turnpike Ext.	John Kilpatrick Turnpike at S. 15th Street	SH-152 (Airport Road)	New 4-lane
 Sunnyslane Road (Coltrane Road)	Simmons Road	N. 248th Street (Waterloo Road)	2 to 3
 Thomas Drive	N. 206th Street (Covell Road)	N. 192nd Street (Danforth Road)	2 to 3
 US-77	Lexington Avenue	4.05 miles N. of Lexington Avenue	2 to 4
 US-77	Post Road (60th Avenue SE)	3.25 miles N. of Post Road (60th Avenue SE)	2 to 4

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
US-77/Canadian River Bridge			
N. 206th Street (Covell Road)	Broadway Avenue	Fairfax Boulevard	2 to 4 Divided
N. 206th Street (Covell Road)	I-35	0.5 mile E. of Air Depot Boulevard	2 to 4
N. 192nd Street (Danforth Road)	Fretz Avenue	Thomas Drive	4 to 5
S. 29th Street	Midwest Boulevard	Douglas Boulevard	4 to 4 Divided
S. 164th Street (S. 34th Street)	Santa Fe Avenue	Kelley Avenue (Telephone Road)	2 to 4
S. 209th Street (Tecumseh Road)	US-77 (12th Avenue NE)	Hollister Trail	2 to 4
S. 224th Street (Rock Creek Road)	Grandview Avenue	Kelly Avenue (36th Avenue NW)	2 to 3
S. 239th Street (Robinson Street)	Kelly Avenue (36th Avenue NW)	I-35	4 to 6



ENCOMPASS 2040 MEDIUM-RANGE PROJECTS (2021 - 2030)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
Broadway Avenue	S. 149th Street (S. 19th Street)	S. 164th Street (S. 34th Street)	2 to 4
Bryant Avenue	S. 119th Street (N. 12th Street)	S. 134th Street (S. 4th Street)	2 to 3
Bryant Avenue (12th Avenue NW)	US-77 (S. 209th Street/Tecumseh Road)	S. 224th Street (Rock Creek Road)	2 to 4
Cemetery Road	N. 10th Street	S. 15th Street	2 to 4
Chautauqua Avenue	S. 269th Street (Lindsey Street)	S. 284th Street (Imhoff Road)	2 to 4
Classen Boulevard	S. 269th Street (Lindsey Street)	US-77 (Sooner Road/12th Avenue SE)	3 to 4
County Line Road	N. 122th Street	SH-3 (NW Expressway)	2 to 4
County Line Road	SH-3 (NW Expressway)	N. 78th Street (Wilshire Boulevard)	2 to 4
I-35	I-44	I-40 (Fort Smith Junction)	4 to 6
I-35/SH-33 Interchange			
I-35/Waterloo Road (N. 248th)			
Interchange			
I-35/N. 63rd Street Bridge			
I-35/Indian Hills Road Bridge			
I-40/Frisco Road Interchange			
I-40/MacArthur Bridge			6 to 8
I-40/Meridian Bridge			6 to 8
I-40/Portland Bridge			6 to 8



ENCOMPASS 2040 MEDIUM-RANGE PROJECTS (2021 - 2030) continued

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
I-40/I-35 Interchange			
I-40	I-35 (Fort Smith Junction)	Air Depot Boulevard	6 to 8
I-40/Douglas Boulevard Interchange			
I-40	Air Depot Boulevard	I-240	4 to 6
I-40/Choctaw Road Interchange			
I-40	I-240	Pottawatomie County Line	4 to 6
I-44	Pennsylvania Avenue	I-235	6 to 8
I-235	I-44	N. 36th Street	4 to 6
Jenkins Avenue	S. 269th Street (Lindsey Street)	Constitution Street	2 to 4
Kelley Avenue (36th Avenue NW)	S. 209th Street (Tecumseh Road)	S. 179th Street (Indian Hills Road)	2 to 4
Kelly Avenue	N. 248th Street (Waterloo Road)	N. 220th Street (Coffee Creek Road)	2 to 4 Divided
Kelly Avenue	N. 192nd Street (Danforth Road)	N. 178th Street (Edmond Road)	4 to 4 Divided
Kelly Avenue	N. 178th Street (Edmond Road)	N. 164th Street (S. 15th Street)	4 to 4 Divided
Kelly Avenue	N. 150th Street (S. 33rd Street)	0.5 miles S. of N. 150th Street	4 to 4 Divided
Main-Gray Street	Flood Avenue	Porter Avenue	6 to 4
Midwest Boulevard (36th Avenue SE)	SH-9	S. 299th Street (Cedar Lane Road)	2 to 4
Reno Avenue	Friendly Road	Anderson Road	2 to 4
SH-9	Midwest Boulevard (36th Avenue SE)	Douglas Boulevard (48th Avenue SE)	2 to 4
SH-9	Westminster Road (72nd Avenue SE)	Peebly Road (156th Avenue SE)	2 to 4
SH-9/I-35 Interchange			
SH-33/Gar Creek Bridge			
SH-39	2 miles E. of US-77	0.5 miles E. of 144th Street	2 to 4
SH-152 (Airport Road)	Council Road	MacArthur Boulevard	4 to 6
SH-76 (Council Road)	SH-37 (N. 32nd Street)	SH-130 (Fox Lane)	2 to 4
Sunnylane Road (Coltrane Road)	N. 206th Street (Covell Road)	N. 192nd Street (Danforth Road)	2 to 4
Sunnylane Road (Coltrane Road)	N. 192nd Street (Danforth Road)	Borgata Way	2 to 4
Sunnylane Road (Coltrane Road)	N. 164th Street (15th Street)	Randolph Road	2 to 4
Sunnylane Road (Coltrane Road)	N. 150th Street (33rd Street)	N. 136th Street (Memorial Road)	2 to 4
Telephone Road	S. 164th Street (S. 34th Street)	South City Limit	2 to 4
N. 248th Street (Waterloo Road)	Sunnylane Road (Coltrane Road)	Douglas Boulevard	2 to 4
N. 192nd Street (Danforth Road)	Sunnylane Road (Coltrane Road)	I-35 (US-77)	2 to 4















ENCOMPASS 2040 MEDIUM-RANGE PROJECTS (2021 - 2030) *continued*

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
N. 164th Street	Meridian Avenue	May Avenue	2 to 4
N. 150th Street (S. 33rd Street)	Sunnylane Road (Coltrane Road)	I-35	2 to 4
N. 136th Street (Memorial Road)	I-35 (SH-66)	Lake Arcadia Road	2 to 4
N. 108th Street (Hefner Road)	US-77 (Broadway Ext. Service Road)	Kelley Avenue	2 to 4
N. 10th Street	Frisco Road	Cemetery Road (Garth Brooks Boulevard)	2 to 4
N. 10th Street	Harper Road	Indian Meridian Road	2 to 4
S. 29th Street	Council Road	MacArthur Boulevard	2 to 4
S. 29th Street	Post Road	Anderson Road	2 to 4
S. 104th Street (N. 27th Street)	Eastern Avenue	Bryant Avenue	2 to 4
S. 119th Street (N. 12th Street)	Bryant Avenue	Sunnylane Road	2 to 4
S. 149th Street (S. 19th Street)	Eastern Avenue	Bryant Avenue	2 to 4
S. 164th Street (S. 34th Street)	BNSF RR	Broadway Avenue	2 to 4
S. 254th Street (Alameda Street)	Ridge Lake Boulevard	Midwest Boulevard (36th Avenue NE)	2 to 5
S. 299th Street (Cedar Lane Road)	Black Locust Court	Midwest Boulevard (36th Avenue SE)	2 to 4


















ENCOMPASS 2040 LONG-RANGE PROJECTS (2031 - 2040)

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
Acres Street	Bryant Avenue (Berry Road)	Sunnylane Road (Porter Avenue)	2 to 3
Anderson Road	S. 29th Street	S. 44th Street	2 to 4
Anderson Road	S. 74th Street	S. 89th Street	2 to 4
Broadway Avenue	N. 248th Street (Waterloo Road)	N. 220th Street (Coffee Creek Road)	2 to 4 Divided
Broadway Avenue	N. 220th Street (Coffee Creek Road)	N. 206th Street (Covell Road)	2 to 4 Divided
Bryant Avenue	N. 206th Street (Covell Road)	N. 178th Street (US-77/2nd Street)	4 to 4 Divided
Bryant Avenue	S. 9th Street	N. 150th Street (S. 33rd Street)	4 to 4 Divided
Bryant Avenue	S. 29th Street	S. 44th Street	2 to 4
Bryant Avenue	S. 89th Street	S. 104th Street	2 to 4
Cemetery Road	S. 15th Street	S. 29th Street	2 to 4
Cemetery Road	S. 29th Street	S. 44th Street	2 to 4

ENCOMPASS 2040 LONG-RANGE PROJECTS (2031 - 2040) continued

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
 Choctaw Road	N. 63rd Street	US-62 (N. 23rd Street)	2 to 3
 Choctaw Road	US-62 W-BD (N. 23rd Street)	US-62 E-BD	New 4-lane
 Choctaw Road	US-62 (N. 23rd Street)	S. 29th Street	2 to 4
 Choctaw Road	S. 32nd Street	S. 44th Street	2 to 4
 Council Road	N. 164th Street	N. 136th Street (Memorial Road E-BD)	2 to 4
Council Road	N. 108th Street (Hefner Road)	N. 50th Street	4 to 5
Council Road	S. 59th Street	S. 74th Street	2 to 4
Czech Hall Road	Reno Avenue	S. 15th Street	2 to 4
Douglas Boulevard (48th Avenue NE)	S. 194th Street (Franklin Road)	SH-9 (S. 284th Street/Imhoff Road)	2 to 3
 Eastern Avenue	N. 140th Street	N. 122nd Street	4 to 5
 Eastern Avenue	S. 149th Street (S. 19th Street)	S. 164th Street (S. 34th Street)	2 to 4
 Eastern Avenue	S. 164th Street (S. 34th Street)	S. 179th Street (Indian Hills Road)	2 to 4
 Flood Avenue	S. 239th Street (Robinson Street)	S. 254th Street (Main Street)	2 to 4
Harrah Road	S. 52nd Street	S. 89th Street	2 to 4
I-35 (US-77)	N. 248th Street (Waterloo Road)	SH-66 (US-77/E. 2nd Street)	4 to 6
I-44/I-35 Interchange			
I-44	SH-74	Pennsylvania Avenue	6 to 8
I-44	SH-152 (Airport Road)	SH-37 (S. 134th Street)	4 to 6
 Kelley Avenue	N. 63rd Street	N. 50th Street	2 to 4
 Kelly Avenue	0.5 miles S. of N. 150th Street	N. 136th Street (Memorial Road)	4 to 5
 MacArthur Boulevard	N. 108th Street (Hefner Road)	N. 78th Street (Wilshire Boulevard)	4 to 5
MacArthur Boulevard	SH-3 (NW Expressway)	N. 63rd Street	4 to 5
MacArthur Boulevard	N. 36th Street	Reno Avenue	4 to 5
MacArthur Boulevard	S. 15th Street	S. 22nd Street	4 to 5
May Avenue	N. 164th Street	N. 136th Street (Memorial Road)	4 to 5
May Avenue	N. 136th Street (Memorial Road)	N. 108th Street (Hefner Road)	4 to 5
May Avenue	N. 78th Street (Wilshire Boulevard)	N. 50th Street	4 to 5
May Avenue	S. 80th Street	S. 89th Street	4 to 5
May Avenue	S. 134th Street	S. 149th Street	2 to 4
Morgan Road	S. 44th Street	S. 59th Street	2 to 4
Peebly Road	S. 104th Street	S. 119th Street	2 to 4

ENCOMPASS 2040 LONG-RANGE PROJECTS (2031 - 2040) *continued*

IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
 Pennsylvania Avenue	N. 63rd Street	I-44	4 to 5
 Pennsylvania Avenue	N. 38th Street	N. 23rd Street	4 to 5
 Pennsylvania Avenue	N. 10th Street	N. 1st Street	4 to 5
 Pennsylvania Avenue	S. 44th Street	S. 104th Street	4 to 5
 Pennsylvania Avenue	S. 134th Street	S. 149th Street	2 to 4
 Post Road	S. 29th Street	S. 89th Street	2 to 4
 Reno Avenue	Czech Hall Road	SH-4 (Mustang Road)	4 to 6
 Reno Avenue	0.5 mile W. of Westminster Road	Westminster Road	2 to 4
 Rockwell Avenue	N. 164th Street	N. 136th Street (Memorial Road W-BD)	2 to 4
 Rockwell Avenue	N. 122nd Street	N. 93rd Street (Britton Road)	4 to 5
 Rockwell Avenue	SH-3 (NW Expressway)	N. 78th Street (Wilshire Boulevard)	4 to 5
 Rockwell Avenue	N. 63rd Street	N. 50th Street	4 to 5
 Rockwell Avenue	N. 16th Street	North Canadian River	4 to 5
 Santa Fe Avenue	Memorial Road	N. 122nd Street	4 to 5
 Santa Fe Avenue (48th Avenue NW)	S. 179th Street (Indian Hills Road)	S. 239th Street (Robinson Street)	2 to 3
 Sara Road	N. 39th Expressway (SH-66)	S. 15th Street	2 to 4
 Sara Road	S. 15th Street	S. 59th Street	2 to 4
 Sara Road	S. 59th Street	SH-152 (S. 74th Street)	2 to 4
 SH-4	SH-37	I-44 (HE Bailey Turnpike)	2 to 4
 SH-9	I-35	Air Depot Boulevard (24th Avenue SE)	4 to 6
 SH-152 (Airport Road)	MacArthur Boulevard	I-44	4 to 6
 Sooner Road	N. 206th Street (Covell Road)	I-35 SB Ramp	2 to 4
 Sooner Road	S. 29th Street	S. 74th Street	4 to 5
 Sooner Road (SH-77H/12th Avenue NE)	S. 179th Street (Indian Hills Road)	Classen Boulevard	4 to 6
 Sunnylane Road (Coltrane Road)	N. 248th Street (Waterloo Road)	N. 206th Street (Covell Road)	2 to 4
 Sunnylane Road	S. 104th Street	S. 119th Street	2 to 4
 Sunnylane Road (Porter Avenue)	US-77 (S. 209th Street/Tecumseh Road)	S. 179th Street (Indian Hills Road)	2 to 4
 Sunnylane Road (Porter Avenue)	S. 239th Street (Robinson Street)	S. 254th Street (Alameda Street)	4 to 5
 Western Avenue	S. 29th Street	S. 59th Street	4 to 5
 Western Avenue	S. 62nd Street	S. 70th Street	4 to 5



IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
Western Avenue	S. 89th Street	S. 119th Street	4 to 5
N. 206th Street (Covell Road)	County Line Road	Pennsylvania Avenue	2 to 4
N. 206th Street (Covell Road)	Sooner Road	I-35	2 to 4
N. 206th Street (Covell Road)	0.5 mile E. of Air Depot Boulevard	Post Road	2 to 4
N. 178th Street (Edmond Road)	0.5 mile W. of Santa Fe Avenue	Kelly Avenue	4 to 4 Divided
N. 178th Street (Edmond Road)	Kelly Avenue	Broadway Avenue	4 to 4 Divided
N. 150th Street	Council Road	MacArthur Boulevard	2 to 4
N. 150th Street (S. 33rd Street)	Santa Fe Avenue	Bryant Avenue	4 to 4 Divided
N. 136th Street (Memorial Road)	Eastern Avenue (Boulevard)	Bryant Avenue	4 to 5
N. 122nd Street	MacArthur Boulevard	SH-74	4 to 5
N. 122nd Street	SH-74 (Lake Hefner Parkway/Portland Avenue)	Pennsylvania Avenue	4 to 5
N. 122nd Street	Western Avenue	Santa Fe Avenue	4 to 5
N. 108th Street (Hefner Road)	SH-3 (NW Expressway)	County Line Road	2 to 4
N. 108th Street (Hefner Road)	May Avenue	Pennsylvania Avenue	4 to 5
N. 93rd Street (Britton Road)	Waverly Avenue	Broadway Extension	4 to 5
N. 93rd Street (Britton Road)	Air Depot Boulevard	Midwest Boulevard	2 to 4
N. 78th Street (Wilshire Boulevard)	US-77 (Broadway Extension)	I-35	2 to 4
N. 63rd Street	Meridian Avenue	Pennsylvania Avenue	4 to 5
N. 63rd Street	Air Depot Boulevard	Midwest Boulevard	2 to 4
N. 50th Street (Wagner Road)	SH-4 (N. Piedmont Road)	Mustang Road (Yukon Parkway)	2 to 4
N. 50th Street	Western Avenue	Hudson Avenue	4 to 5
N. 39th Street	Pennsylvania Avenue	Classen Boulevard	4 to 5
N. 23rd Street	Mustang Road	Sara Road	2 to 4
N. 23rd Street	I-44	Villa Avenue	4 to 5
N. 10th Street	SH-4 (Mustang Road)	Sara Road	2 to 4
N. 10th Street	Sunnylane Road	Vickie Drive	4 to 5
S. 15th Street	Cemetery Road	John Kilpatrick Turnpike	2 to 4
S. 29th Street	SH-4 (Mustang Road)	Council Road	2 to 4
S. 29th Street	Independence Avenue	Pennsylvania Avenue	4 to 5
S. 29th Street	Sooner Road	Midwest Boulevard	4 to 5
S. 44th Street	Morgan Road	Council Road	2 to 4



IMPROVEMENT LOCATION	FROM	TO	IMPROVEMENT (LANES)
S. 44th Street	Pennsylvania Avenue	Western Avenue	4 to 5
S. 44th Street	Santa Fe Avenue	High Avenue (Kelly Avenue)	4 to 5
S. 44th Street	Douglas Boulevard	Post Road	2 to 4
S. 59th Street	County Line Road	Regina Avenue	2 to 4
S. 59th Street	May Avenue	Santa Fe Avenue	4 to 5
S. 59th Street	Douglas Boulevard	Post Road	2 to 4
S. 74th Street	Douglas Boulevard	Post Road	2 to 4
S. 89th Street	May Avenue	Santa Fe Avenue	4 to 5
S. 104th Street	MacArthur Boulevard	Meridian Avenue	2 to 4
S. 104th Street	Meridian Avenue	Portland Avenue	2 to 4
S. 104th Street	Pennsylvania Avenue	Western Avenue	4 to 5
S. 149th Street	I-44	Pennsylvania Avenue	2 to 4
S. 149th Street	Pennsylvania Avenue	Santa Fe Avenue	2 to 4
S. 149th Street (S. 19th Street)	Bryant Avenue	Sunnylane Avenue	2 to 4
S. 179th Street (Indian Hills Road)	Santa Fe Avenue (48th Avenue NW)	Eastern Avenue (24th Avenue NW)	2 to 4
S. 194th Street (Franklin Road)	Western Avenue (60th Avenue NW)	N. Interstate Dr.	2 to 3
S. 269th Street (Lindsey Street)	George Avenue	Classen Boulevard	RR Grade Sep.
S. 269th Street (Lindsey Street)	Air Depot Boulevard (24th Avenue SE)	Midwest Boulevard (36th Avenue SE)	2 to 5
S. 284th Street (Imhoff Road)	SH-9	Chautauqua Avenue	2 to 4



Linking Land Use and Transportation

How the region develops will have a direct impact on the performance of the transportation system. Continued outward expansion has the potential to lead to more vehicles on already stressed roadways, while downtown redevelopment may increase the demand for pedestrian and cycling infrastructure and transit access.

The Encompass 2040 Land Use Scenarios study illustrates the significant impact land use policies have on the transportation system. It outlines potential alternative development patterns that could address some of the issues facing the region in the future. Two development scenarios were created for the Plan and included a trend scenario, which continued the current development patterns, and a nodal scenario, which encouraged infill, nodal, and downtown development within each community in the region. The scenarios were developed with generous support from planners, local leaders, and interested citizens.

The development patterns created during the scenario planning process were integrated into the regional transportation model (travel demand model or TDM) and analyzed using several funding alternatives. In total, three alternate networks were evaluated, and each was modeled in relation to the two development scenarios.

For more information on the Encompass 2040 land use scenarios and transportation model, please visit acogok.org.

***“CENTRAL OKLAHOMA HAS EXPERIENCED
SIGNIFICANT GROWTH OVER THE PREVIOUS
DECADE. WE BELIEVE THIS TREND WILL
CONTINUE AND MANY MORE RESIDENTS AND
BUSINESSES WILL MOVE INTO THE REGION IN
THE YEARS TO COME.”***

— John G. Johnson, Executive Director, ACOG



PROJECTED COSTS AND IMPACTS

The benefits of Encompass 2040 are significant to the Central Oklahoma region. Effectively putting the plan into action is crucial to manage congestion and ensure the plan's benefits are felt by everyone.



COSTS AND REVENUES

In compliance with federal law requiring financial plans for metropolitan transportation plans, the recommended Encompass 2040 plan is anticipated to cost \$10.33 billion and includes:

- Streets and Highway Maintenance \$5.2 Billion
- Street and Highway Construction \$2.5 Billion
- Public Transportation \$1.3 Billion
- Major Interchanges \$550 Million
- Right-of-Way Acquisition \$322 Million
- Bicycle and Pedestrian Projects \$273 Million
- Major Bridges \$185 Million
- Operational/ITS Improvements \$58 Million

The Encompass 2040 revenue projection totals more than \$10.4 billion for the 30-year plan period. Primary sources for the revenue projection include:

- FHWA and FTA formulas and discretionary programs
- State maintenance programs, turnpike revenues, public transportation revolving fund, and fuel and motor vehicle taxes returned to cities, towns and counties
- Local general fund, dedicated sales tax, general obligation bonds and developer fee revenue

SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS

Development of Encompass 2040 included an evaluation of potential social, economic, and environmental impacts of the plan to help ensure that future transportation projects will improve mobility and increase economic vitality, while protecting natural resources. It's important to note that the Encompass 2040 impact analysis is regional in scale and does not replace environmental assessments required by the National Environmental Policy Act.



Environmental Data Evaluated

- Parks and Recreational Areas
- Wildlife and Endangered Species
- Flood Plains
- Water Quality: Surface and Aquifers
- Hazardous Waste and Superfund Sites
- Air Quality – MOVES Evaluation



Social and Cultural Data Evaluated

- Archaeological Sites
- Tribal Lands
- National Historic Sites and Districts
- Noise Sensitive Areas/Sites



Economic Data Evaluated

- Residential and Employment Displacements
- Low Income and Traditionally Underserved Groups (Environmental Justice)
- Encompass 2040 Plan Costs and Revenues

ADDITIONAL PRIORITIES

The demand for alternative forms of transportation – transit, sidewalks bikeways – is growing on a daily basis in our region. With this demand comes a need to expand the region’s transportation options. Once established, Central Oklahoma’s enhanced mobility options will spur economic development and improve quality of life.



ILLUSTRATIVE PROJECTS

The demand for alternative transportation options – transit, sidewalks, bikeways – is growing within Central Oklahoma. Planning for a regional public transportation system has been underway since 2005. However, regional rail and bus rapid transit components will be referenced in the Plan as “illustrative” due to the lack of dedicated funding for their implementation.

Already underway, is the locally funded modern streetcar scheduled to begin operation in 2018 in downtown Oklahoma City and initial improvements to the Santa Fe Station Intermodal Hub. Expansion of bicycle and pedestrian facilities throughout the urban area and their connection to future expanded transit services remains a priority for the region, as well as additional intelligent transportation system (ITS) technologies for improving driver awareness, safety and traffic flow.

Bicycle / Pedestrian

A regional Bicycle Master Plan (adopted March 27, 2014) was developed with the help of local communities, transit agencies and active transportation groups. A regional priorities corridor map was created to emphasize the desire to link communities and bicycle facilities together, when possible. This plan looked at ways to contribute to the region’s goals of healthy communities, connectivity, equity and options, and safety. Separate bicycle facilities are recommended, but in many cases cyclists will share the roadway with drivers. A low-stress matrix was developed to assist local communities in determining what sort of facility should be used when a roadway has a certain speed and average annual daily traffic (AADT).

One of the goals of pedestrian improvements in the future lay not at the regional level, as much as the connectivity adjacent to transit stops and activity centers. Continued sidewalk improvements will allow greater access for everyone.

Regional Transit Network

During the development of Encompass 2040, the MPO modeled an illustrative transportation network inclusive of regional transit—commuter rail, bus rapid transit and enhanced bus—as

recommended by the 2005 Fixed Guideway Study and the 2014 Central Oklahoma Commuter Corridors Study.

Central Oklahoma is working to establish a regional transit authority (RTA). Regional transit requires dedicated funding from a combination of sources beyond revenues currently available to the OCARTS area. Such a system, when funded and launched, will provide enhanced mobility options, spur economic development, and improve quality of life in Central Oklahoma. Components of the desired OCARTS regional transit system include:

- 44 miles of Commuter Rail Transit (CR)
- 40 miles of Bus Rapid Transit (BRT)
- Enhanced bus service with connection to rail and BRT stations
- 5-6 mile downtown OKC Modern Streetcar (with potential for extensions) (existing)
- Intermodal Transportation Hub serving commuter rail, bus rapid transit, streetcar, bus and other modes

Additional Recommendations

As Central Oklahoma continues to grow, some additional strategies above and beyond the Encompass 2040 projects have been identified as important to further improve the regional transportation system and further enhance the region’s quality of life:

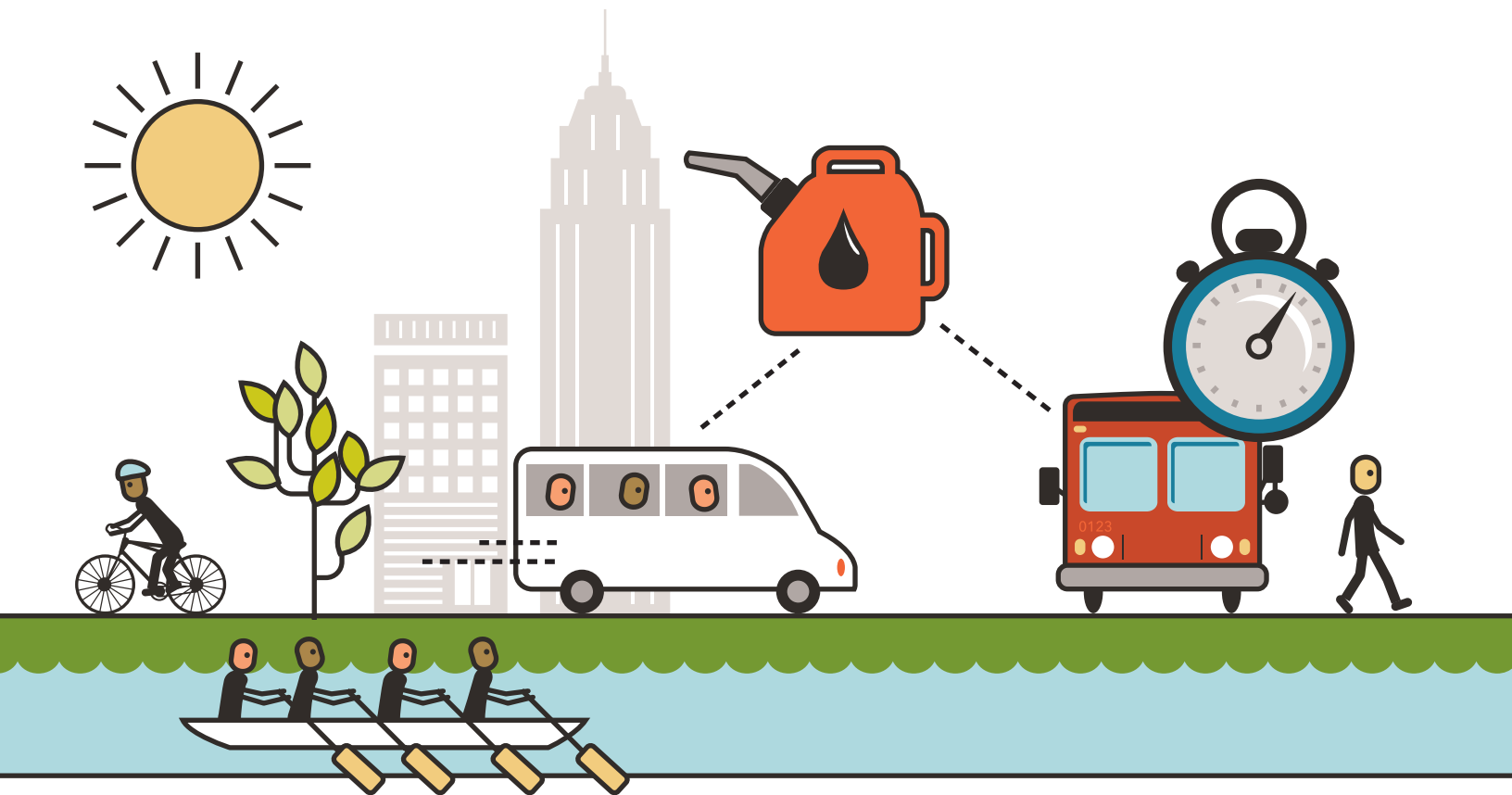
- Focused Land Use Development
- Regional Intelligent Transportation Systems (ITS) and Congestion Management Process (CMP) Strategies
- Complete Streets



***Receive regular updates
on Encompass 2040
when you visit our
website, acogok.org.***

EXAMINING REGIONAL PERFORMANCE MEASURES

Encompass 2040 is expected to cost more than \$10 billion including, but not limited to, more than \$5 billion for streets and highway maintenance and \$2.5 billion for street and highway construction. Revenue sources include local, state and federal programs and funds.



GOALS, OBJECTIVES & PERFORMANCE MEASURES FOR ENCOMPASS 2040

Per guidelines set forth by the Federal Highway Administration, ACOG will track and report performance measures on an annual basis. These activities will help chart progress and identify emerging priorities for the Central Oklahoma transportation system, and will be integrated into the project selection criteria for the Transportation Improvement Program. A complete set of goals, objectives and performance measures are available. Performance measures, as they relate to the Plan's goals and objectives include:

ECONOMIC STRENGTH - Promote economic vitality through enhanced mobility

Objectives

- Invest in improvements that enhance the efficiency of the existing transportation system
- Improve accessibility to regional employment centers
- Increase efficiency of goods movement by truck, rail, water, air and pipeline

Performance Measures

- Level of Travel Time Reliability
- Peak Hour Travel Time Ratio
- Truck Travel Time Reliability
- Average Truck Speed
- Mode share for commuter trips
- User Cost (as a function of delay)

SAFETY AND SECURITY - Provide a safe and secure transportation system

Objectives

- Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries and fatalities.
- Increase awareness of the public on safety issues and skills
- Collaborate on transportation system security strategies

Performance Measures

- Number of crashes by severity for vehicle crashes, vehicle-bicycle crashes, and vehicle-pedestrian crashes
- Fatality and serious injury crash rate per 100M VMT
- Existence of Regional Security Strategies

EQUITY AND OPTIONS - Provide transportation access for the movement of all people and goods

Objectives

- Provide equitable transportation services and improvements.
- Expand maintain accessible and connected pedestrian and bicycle facilities
- Expand and maintain a safe, secure and accessible public transportation system

Performance Measures

- Miles of sidewalk and bicycle paths/lanes added within ¼ mile of transit stop
- Percent of population and jobs located within ¼ mile of transit stops

HEALTHY COMMUNITIES - Improve connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impacts

Objectives

- Improve the walkability and bike-ability of the region
- Leverage Clean Cities to bring together stakeholders in the public and private sectors to deploy alternative and renewable fuels, idle-reduction measures, fuel economy improvements, and emerging transportation technologies
- Reduce the impacts transportation projects have on the environment

Performance Measures

- Mode share for commuter trips.
- Annual air quality index reading for the region

CONNECTIVITY - Develop connections among all types of transportation

Objectives

- Provide efficient connections within and between modes and facilities
- Better connect land use and transportation decision-making
- Invest in projects that enhance the existing transportation infrastructure
- Implement a Complete Streets policy where appropriate

Performance Measures

- Percent of population and jobs located within ¼ mile of transit
- Average trip distance
- Total miles of sidewalk and bicycle facilities

PERFORMANCE - Increase the efficiency and reliability of the transportation system

Objectives

- Invest in improvements that enhance the efficiency of the existing transportation system
- Supply alternative travel options. For every person that carpools, uses transit, walks or rides their bicycle, there is one less car on the road
- Increase capacity where needed

Performance Measures

- Level of Travel Time Reliability
- Peak Hour Travel Time Ratio
- Truck Travel Time Reliability
- Average Truck Speed
- User Cost (as a function of delay)

SYSTEM PRESERVATION - Maintain and improve the quality of the transportation system

Objectives

- Preserve existing and future transportation investments
- Decrease unnecessary bridge and roadway wear and tear
- Encourage policies and procedures that preserve traffic operations and safety

Performance Measures

- Number/percent of structurally deficient bridges
- Percent lane miles of pavement in good/fair condition

PLAN UPDATES

Long-range planning is a continuous process. Encompass 2040 was developed using future projections of population, employment, and socioeconomic factors that will influence growth and travel choices throughout the OCARTS region for years to come. Change in each of these areas is evolving and must be addressed through periodic updates of the Plan.

ACOG staff has already begun work on 2015 base year demographic data for the 2045 OCARTS Metropolitan Transportation Plan. Communication with federal, state and local partners is an ongoing process by the MPO to ensure regional transportation priorities are addressed in each plan update.

CONNECT WITH US



There are several ways you can connect with ACOG. Look for us on Twitter, Facebook and LinkedIn. Sign up for the ACOG newsletter on our website, acogok.org and follow our blog, acogok.org/blog. You can also email us at acog@acogok.org. We look forward to hearing from you.

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