

TRANSPORTATION & PLANNING SERVICES ORIENTATION

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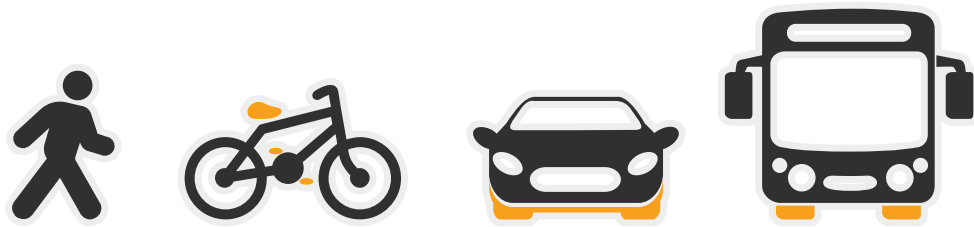
FEBRUARY 2018

REGIONAL TRANSPORTATION PLANNING

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OUTLINE

- Introduction to Regional Transportation Planning
- Long-Range Transportation Planning
- Short-Range Implementation Program
- Other Funding and Grant Programs
- Additional MPO Initiatives, Services, and Activities



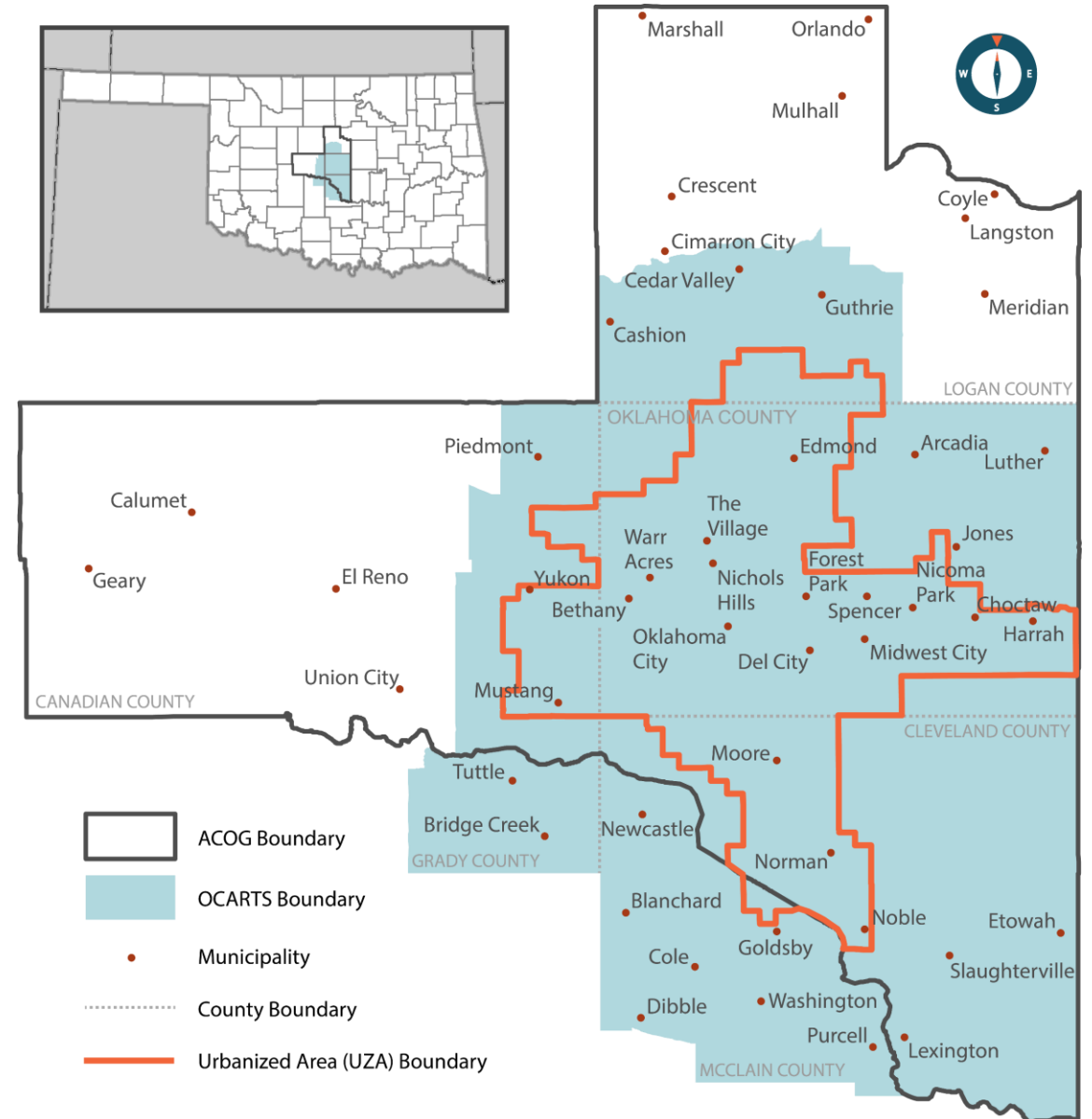
REGIONAL TRANSPORTATION PLANNING

METROPOLITAN PLANNING ORGANIZATION (MPO)

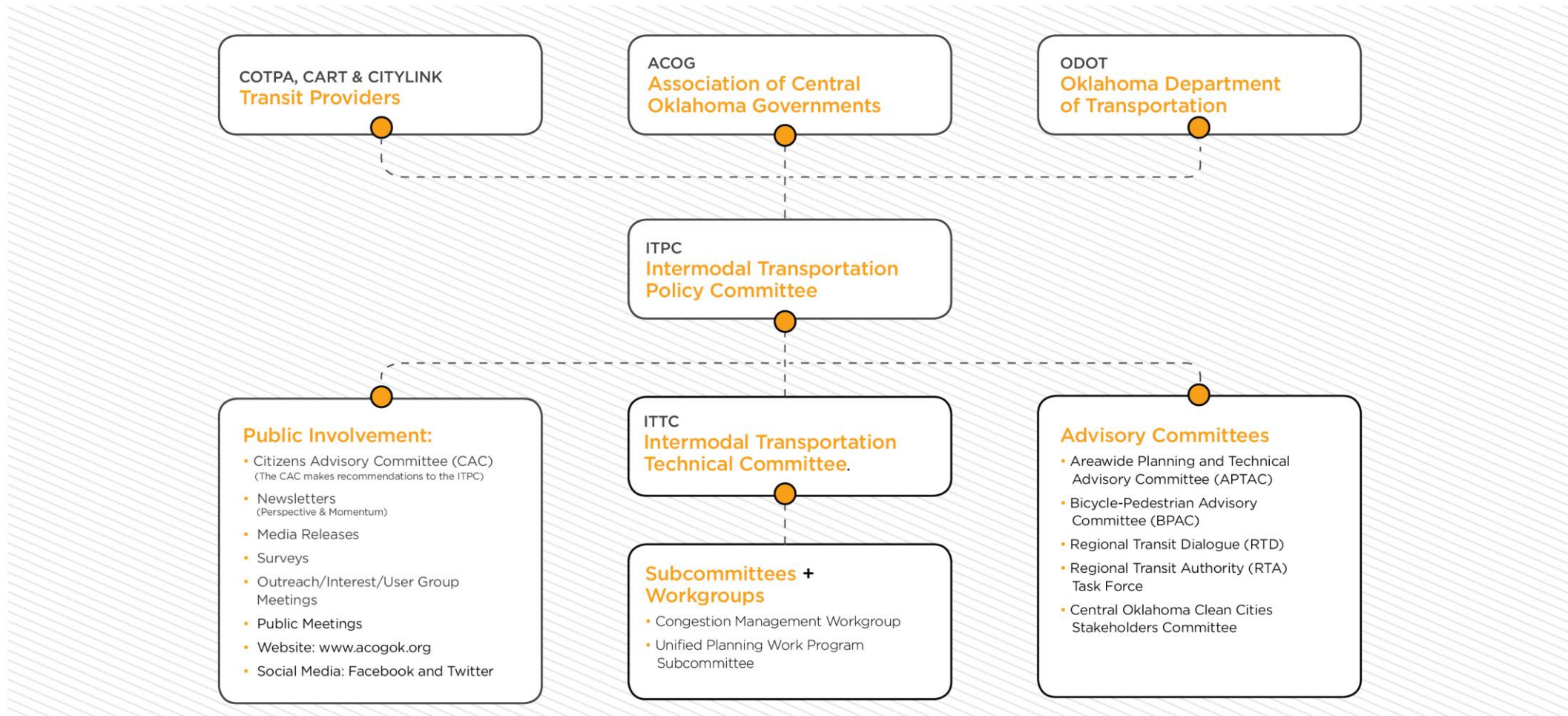
- Transportation policy-making and planning organization
 - Representatives from local/state/federal government and public transit providers
- Responsible use of federal transportation dollars
- Comprehensive, coordinated, and continuous transportation planning process (3C)
- Federal transportation planning requirements – FAST Act
- Transportation Management Area (TMA)
 - Areas with population over 200,000
 - Maintain a congestion management process (CMP)
 - Ability to select projects for federal funding
- Regional partnerships

CENTRAL OKLAHOMA MPO

- Oklahoma City Area Regional Transportation Study (OCARTS)
 - Six counties (2 full, 4 partial)
 - 2,085 square miles
 - Population:
 - 1.1 million (2010)
 - 1.6 million (2040 projected)
 - Employment:
 - 600,000 (2010)
 - 875,000 (2040 projected)



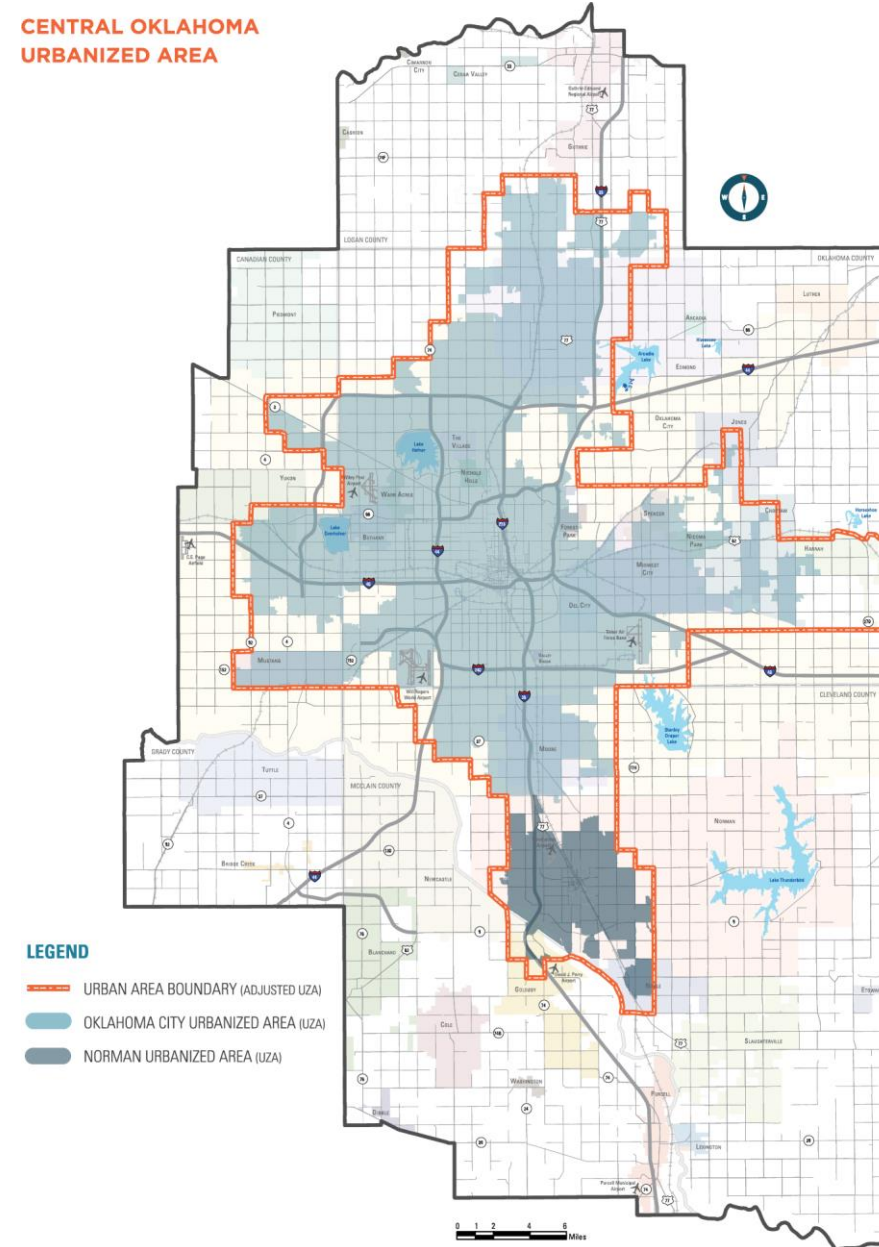
MPO ORGANIZATION

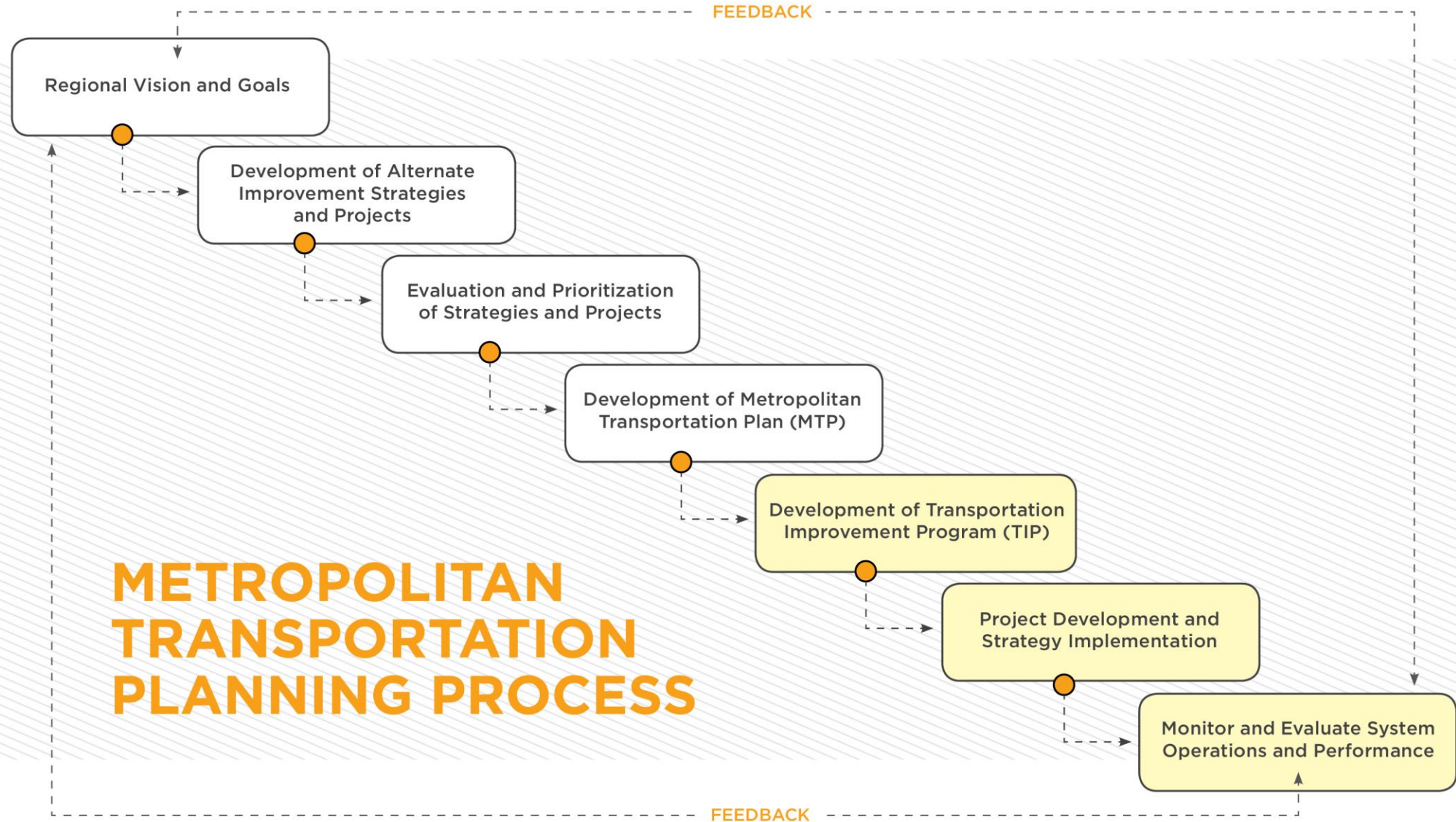


* The Oklahoma City Area Regional Transportation Study (OCARTS) area includes all of Oklahoma and Cleveland Counties and portions of Canadian, Logan, Grady and McClain Counties that are urbanized or are expected to be urbanized within the next 20 years.

MPO CORE FUNCTIONS

- Establish a setting for effective regional decision-making
- Identify and evaluate alternative transportation improvement options
 - Unified Planning Work Program (UPWP)
- Prepare and maintain a Metropolitan Transportation Plan (MTP)
 - Long-range plan
- Develop a Transportation Improvement Program (TIP)
 - Short-range implementation program
- Identify performance measure targets and monitor whether implemented projects are achieving targets
- Involve the public





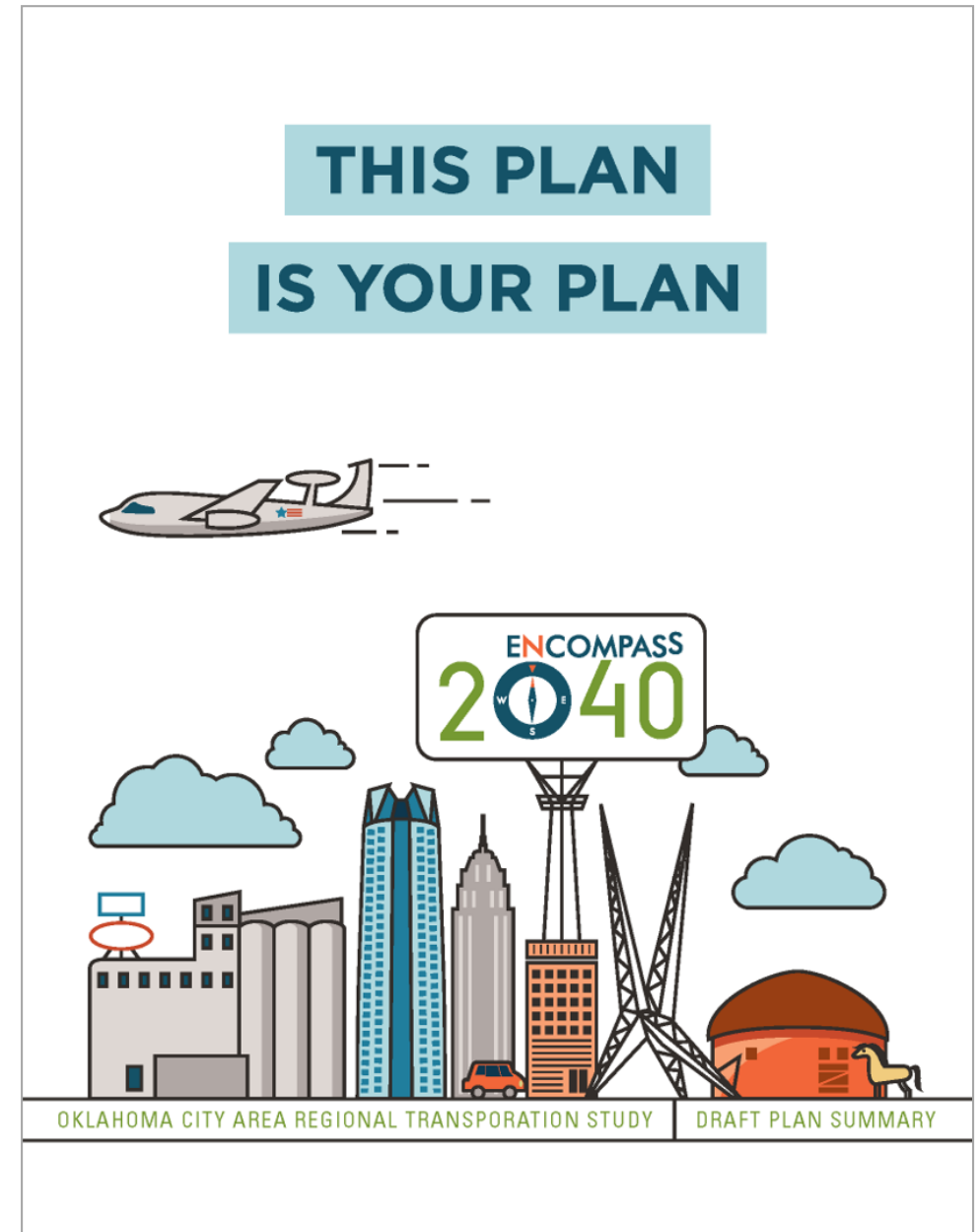
LONG-RANGE TRANSPORTATION PLANNING

METROPOLITAN TRANSPORTATION PLAN (MTP)

- Long-range regional transportation plan
- Key planning documents for MPOs
- Vision and goals
 - How the region will invest in the transportation system
- Priorities for next 30 years (updated every 5 years)
- Policy recommendations, strategies, and specific projects
 - Long-range and short-range
 - Multimodal: roadways, transit, nonmotorized, intermodal
 - People and goods
- Financial Element
 - Costs: operation, maintenance, and capital investments
 - Revenues
- Existing system preservation

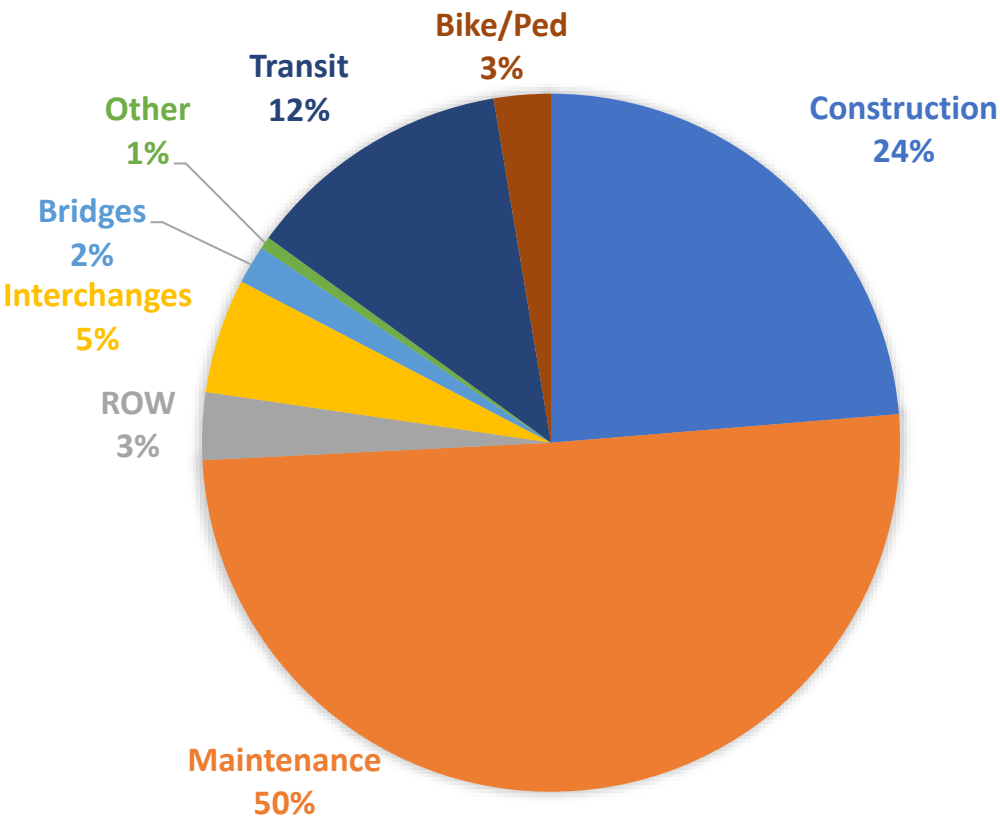
ENCOMPASS 2040

- Metropolitan Transportation Plan (MTP) for the OCARTS Area
 - Policy recommendations and specific projects
 - Capital
 - Maintenance and operations
 - Illustrative
 - Other components: **land use scenarios**, **congestion management process** (CMP), freight, socioeconomic and environmental impacts, **regional performance measures**, **public involvement**
 - More than \$10 billion in multimodal transportation investments
 - Transportation projects must be on or consistent with the MTP to receive funding (STBG-UZA)
 - Funding not guaranteed

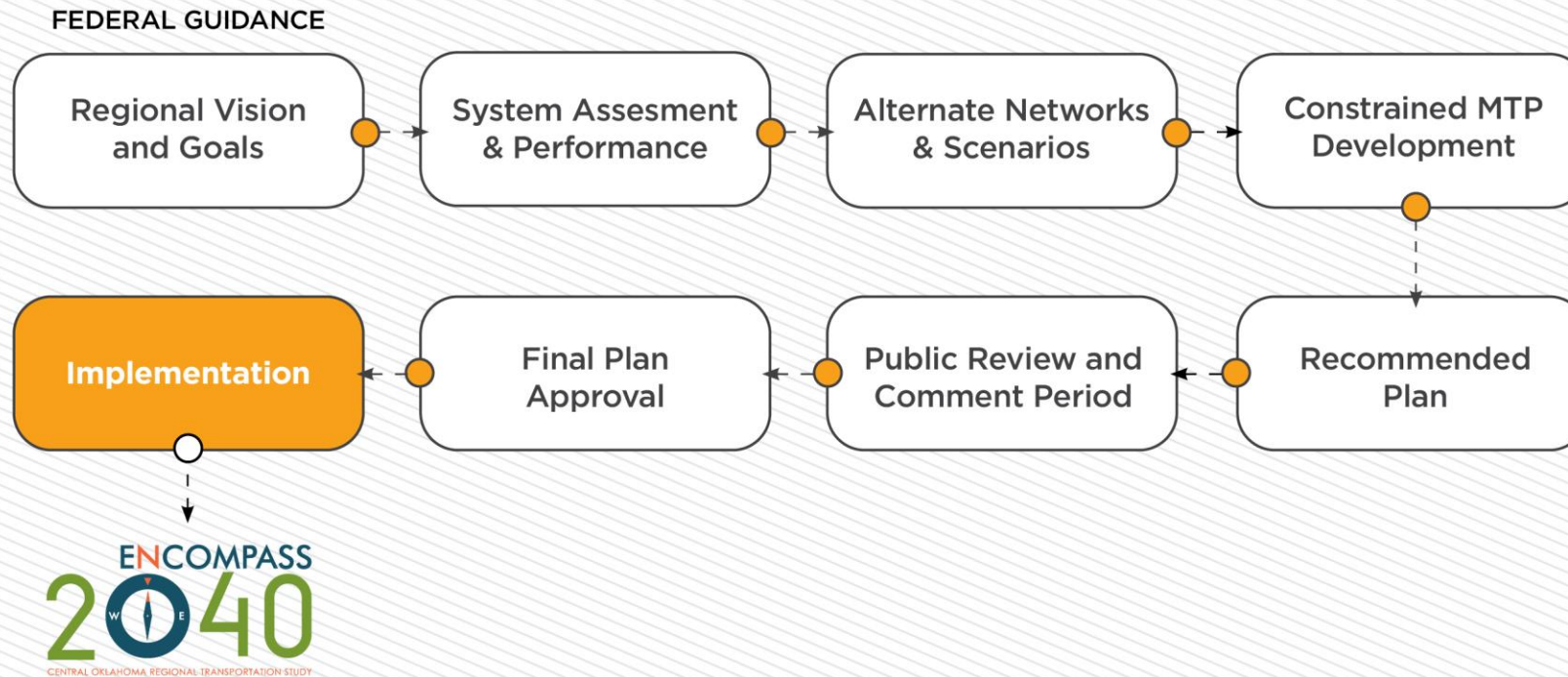


ENCOMPASS 2040 COSTS

Transportation Component	Estimated Costs
Construction (Widenings)	2,448,085,915
Maintenance	5,217,983,029
Right-of-Way	322,328,192
Major Interchanges	549,938,371
Bridges	184,760,000
Other (ITS, TDM, etc.)	57,600,000
Transit	1,278,549,300
Bike/Ped	272,513,112
Total Cost for Improvements	10,331,757,919
Projected Revenue	10,423,315,000
Difference	91,557,081



ENCOMPASS 2040 PLAN PROCESS

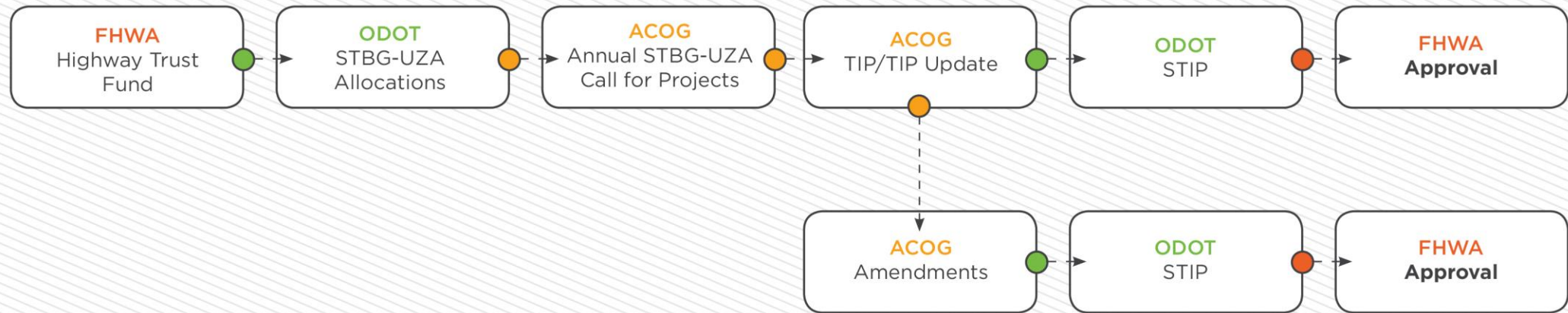


SHORT-RANGE IMPLEMENTATION PROGRAM

SHORT-RANGE FUNCTIONS

- Maintaining a Transportation Improvement Program (TIP) – Short Range Transportation Plan
 - 4 year listing of federally funded projects
 - Committee approvals, forwarded to ODOT then FHWA for approval
- Amendments and modifications to the TIP
 - Committee approvals, forwarded to ODOT then FHWA for approval
- Allocating Surface Transportation Block Grant Program Funds (STBG-UZA)
80% Federal/ 20% Local (Safety: 100% Federal)
 - Formerly known as STP-UZA
 - Annual Call for Projects
 - Using a Project Selection Process and Scoring Criteria
- Implementing performance measures and target monitoring into the short range planning process
 - Ensuring the project selection process supports the goals and targets of the MTP

ACOG TIP PROCESS AND FUNCTIONS



STBG-UZA FUNDS FOR ALLOCATION

FFY	Estimated Apportionment	STBG-UZA (80%/20%)	STBG-UZA Safety (100%)
2019	\$13,413,518	\$12,072,167	\$1,341,351
2020	\$21,810,504	\$17,666,508	\$1,962,945
2021	\$22,331,775	\$18,088,738	\$2,009,859

Estimates are 90% of anticipated funding to account for changes in federal funding availability and project cost contingencies

REQUIREMENTS FOR REQUESTING FUNDS

- Member local governments within the OCARTS Area boundary
- Project is included in or consistent with the MTP (Encompass 2040)
- TIP Application form, worksheets and documentation

ELIGIBLE PROJECTS

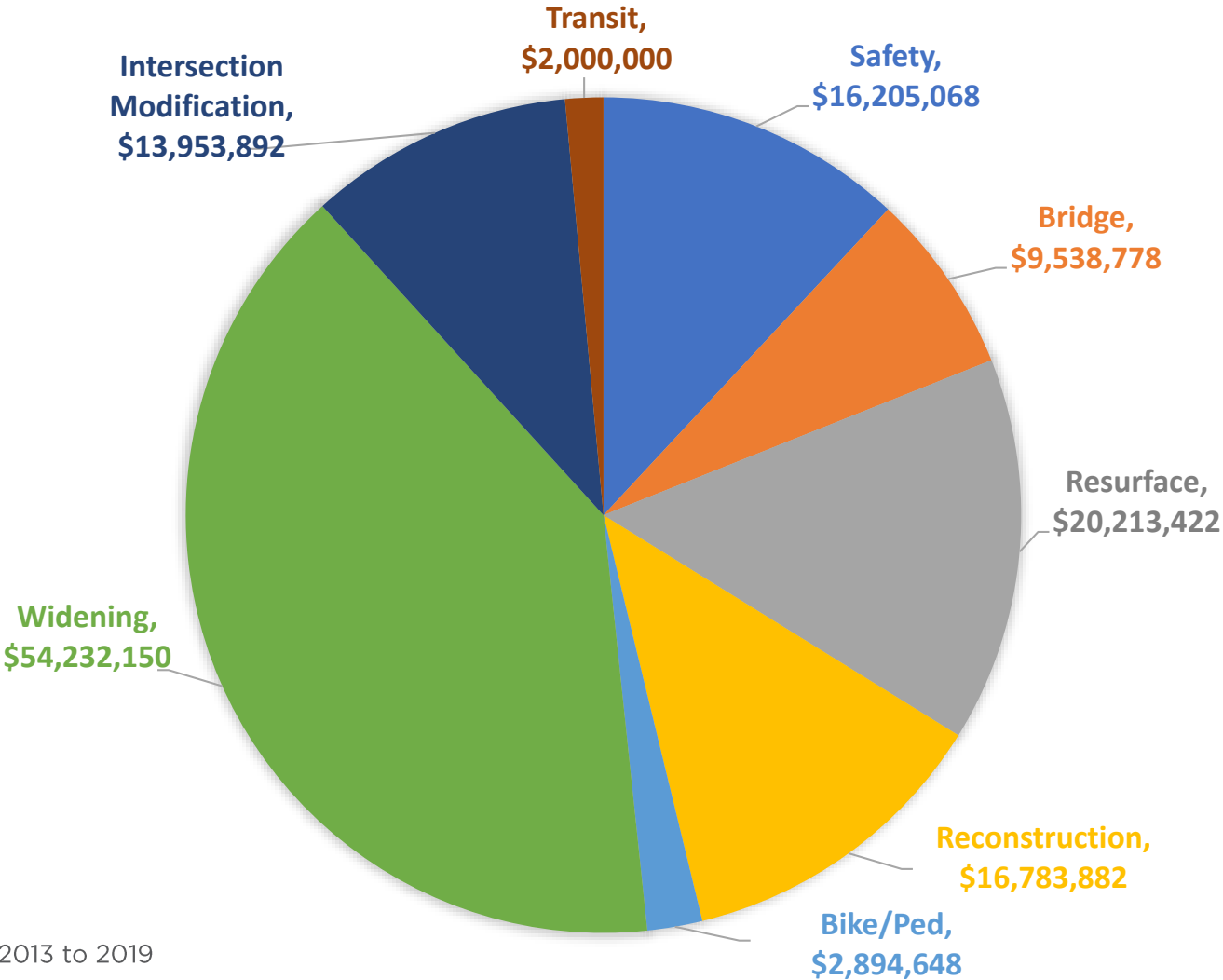
- Widening, including Railroad/Highway Grade Separations
- New Construction
- Intersection/Safety Improvements
- Resurfacing, Reconstruction, Rehabilitation, Restoration
- Bridge Improvements
- Transit, Park and Ride, High Occupancy Vehicle (HOV) Lanes
- Independent Bicycle and Pedestrian Facilities/Projects
- Carpool/Vanpool Administration, Other
- Safety Projects (100% Federal)- signals, ITS, pavement markings, signage, guardrails, roundabouts

CALL FOR PROJECTS TIMELINE

Date	Activity
November 1	Call for Projects/Application Period Opens
December 15	Deadline for Application Submission
February	ITTC Special Meeting - STBG-UZA Project Recommendations
February	STBG-UZA Project Recommendations Included in ITPC Agenda for Approval

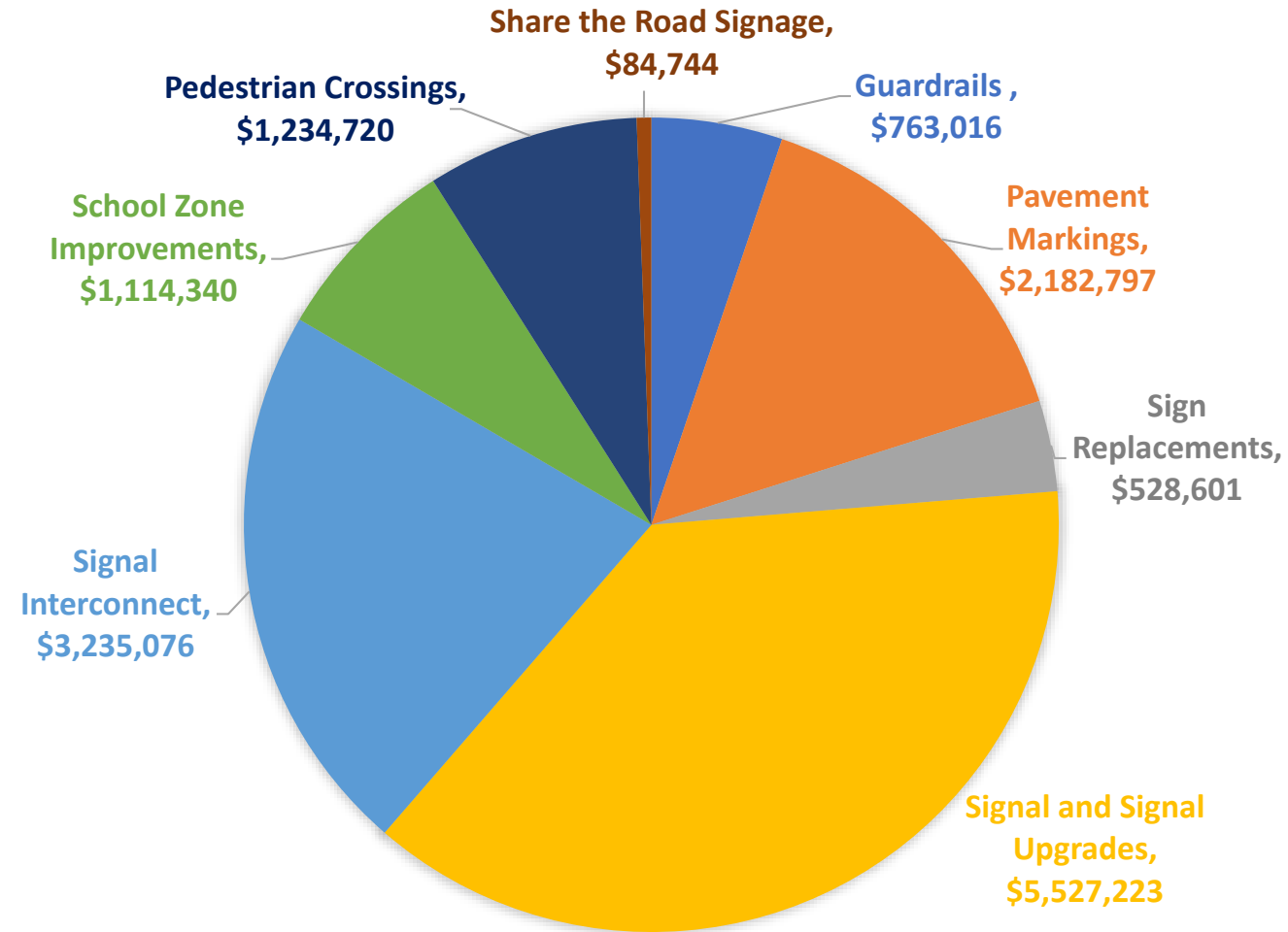
Last year we held a workshop to go over this process, will hold another this year.

OCARTS STBG-UZA ALLOCATIONS BY PROJECT TYPE (80%)




Allocations include: 2013 to 2019

OCARTS STBG-UZA ALLOCATIONS BY SAFETY PROJECT TYPE (100%)



Allocations include: 2013 to 2019

PERFORMANCE MEASURES AND TARGET SETTING

GOALS	OBJECTIVES	PERFORMANCE MEASURES	PERFORMANCE TARGETS
SAFETY AND SECURITY: Provide a safe and secure transportation system	<ul style="list-style-type: none">- 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.	<ul style="list-style-type: none">- Number of Fatalities- Rate of Fatalities- Number of Serious Injuries- Rate of Serious Injuries- Number of Non-Motorize Fatalities and Non-Motorized Serious Injuries	

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

- Truck Travel Time Reliability
- Interstate Travel Time Reliability
- Non-Interstate Travel Time Reliability
- 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 Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
- 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

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

- Percent of NHS Bridges classified as in Good Condition
- Percent of NHS Bridges classified as in Poor Condition
- Percent of Interstate Pavements in Good Condition
- Percent of Non-Interstate in Good Condition
- Percent of Interstate Pavements in Poor Condition
- Percent of Non-Interstate Pavements in Poor Condition

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

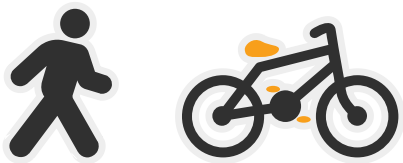
- Truck Travel Time Reliability
- Interstate Travel Time Reliability
- Non-Interstate Travel Time Reliability
- User Cost (as a function of delay)

OTHER FUNDING AND GRANT PROGRAMS

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

80% Federal | 20% Local

- Funding: STBG set aside
- ACOG Funding:
 - 2015-2020: \$8.4 million (OCARTS Area)
 - 2013-2014: \$2.8 million (OCARTS Area)
- ODOT Funding (subject to change):
 - 2018: \$4 million (statewide)
- Eligible Projects:
 - New trails
 - Maintenance and rehabilitation of trails
 - Bike lanes and protected bike lanes
 - Sidewalks
 - Crosswalks and pedestrian signalization
 - Bike share capital costs
(bike Share maintenance cost are ineligible)
 - Road diet projects resulting in improved bike and/or pedestrian facilities



SAFE ROUTES TO SCHOOL

100% Federal

- Funding:
 - 2018: Approximately \$6 million available statewide (subject to change)
 - 2011-2013: \$3 million
- Program focuses on infrastructure and educational projects that benefit students from kindergarten to 8th grade
- Eligible Projects:
 - **Infrastructure:** Sidewalks, crosswalks, pedestrian signalization, and related projects (must be located within 2 miles of a school)
 - **Educational:** Activities which promote or encourage safe walking or biking to/from school

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

80% Federal | 20% Local

- Reimbursement Program
 - Air Quality Awareness Grant Program
- Funding:
 - 2018: \$200,000 (subject to funding availability)
 - 2014: \$75,000 (Pilot Program)
- Pilot Program: Small active transportation infrastructure and public education programs for the betterment of regional air quality
 - Funded Projects: Four projects focusing on bicycle/pedestrian improvements and safety programs to encourage active transportation
- Permanent Program (dependent on funding availability): Small active transportation infrastructure and congestion reduction techniques (CMP toolbox)
 - Public education programs are no longer eligible
 - STBG-UZA funding for large projects

TRAFFIC COUNT PROGRAM

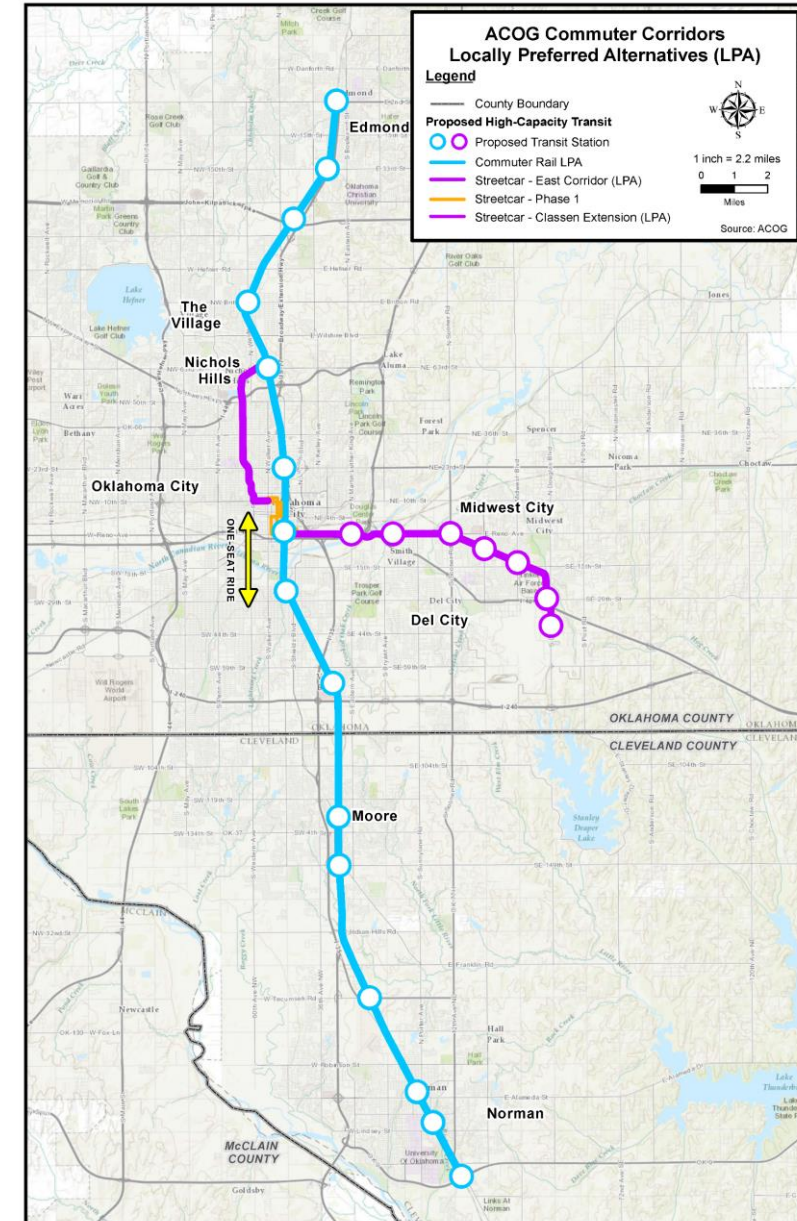
80% Federal | 20% Local

- Reimbursement Program
 - Established in FY 2005
 - Federal Planning (PL) Funds
 - Participants: Oklahoma City, Norman, Edmond, Midwest City, Moore, and Choctaw
 - Bicycle/Pedestrian count reimbursement in FY 2018
- Funding (maximum amount reimbursed per FY):
 - 2018: \$126,160
 - 2017: \$123,760
 - 2016: \$119,760
- Traffic Count Database System (2009)
 - Counts from participating communities, ODOT, OTA
 - Public access (technical assistance requests)
 - Data for MTP, transportation modeling, STBG-UZA funding

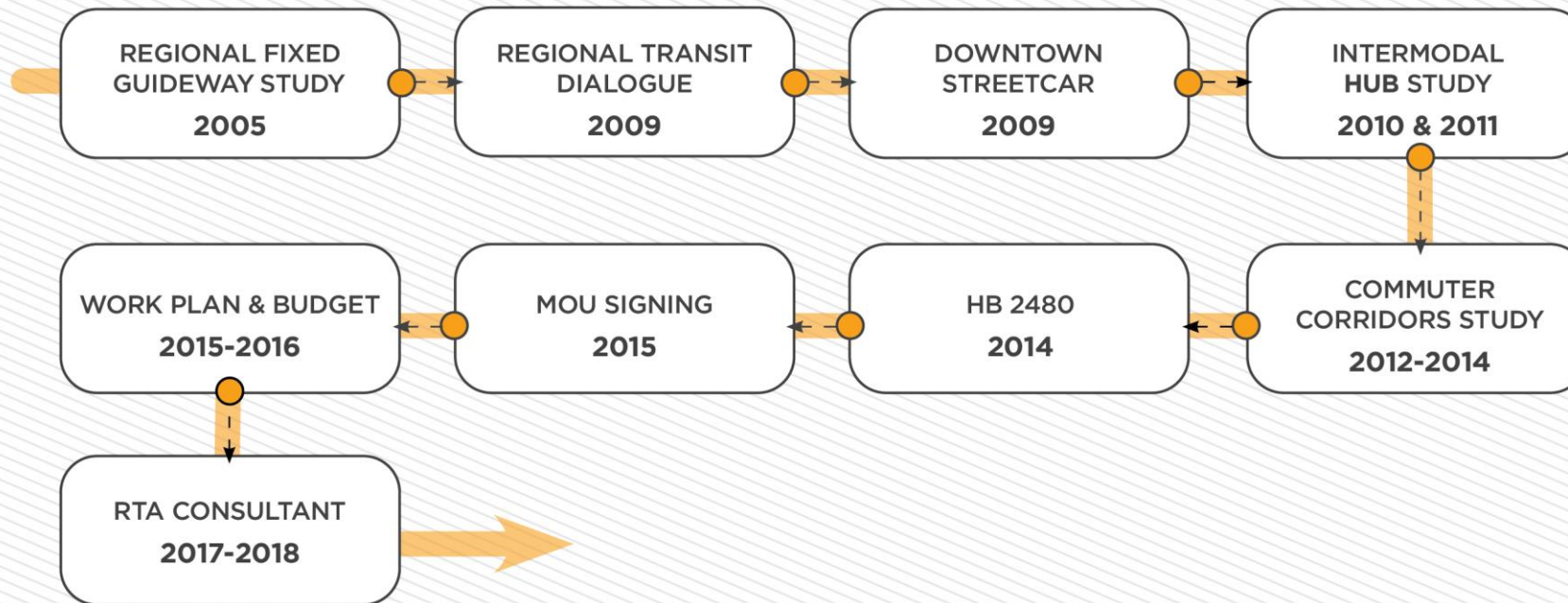
ADDITIONAL MPO INITIATIVES, SERVICES, AND ACTIVITIES

REGIONAL TRANSIT AUTHORITY (RTA)

- Initiative to advance regional transit in Central Oklahoma
- Features
 - Santa Fe Station
 - Direct connection between Edmond and Norman
 - Streetcar to Midwest City and Tinker AFB
- RTA Task Force
 - Elected officials, private sector leaders, and other stakeholders
 - Establish geopolitical structure and voting protocols
 - Next steps to fund and staff an organization



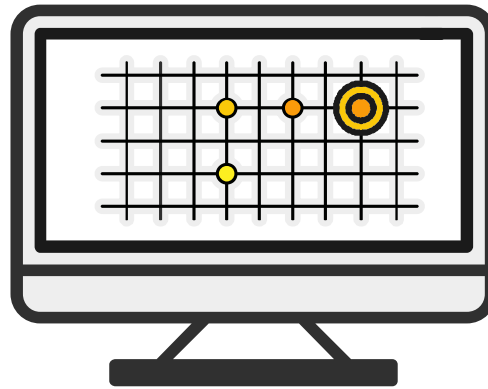
RTA TIMELINE



TECHNICAL ASSISTANCE



SOCIOECONOMIC &
TRANSPORTATION DATA



MAPPING & GEOGRAPHIC
INFORMATION SYSTEMS (GIS)



TRANSPORTATION SYSTEM &
LAND USE MODELING

OPEN STREETS AND BIKE TO WORK DAY

Free

OPEN STREETS OKC

Sun. Oct. 29th
1-5pm

S. Robinson & Wiley Post Park




openstreetsokc.com


Come enjoy local food and activities with wellness tips from health professionals!
Join us as we reclaim part of our busy streets for non-motorized activities.



- RIDE TO ENJOY AND CELEBRATE -

BICYCLE CENTENNIAL
• 1817 •  • 2017 •

BIKE TO WORK DAY






OKC • EDMOND • GUTHRIE • MOORE
NORMAN • YUKON • THE VILLAGE

- VISIT OUR WEBSITE FOR SPONSORED EVENT DETAILS -

ACOGOK.ORG/BIKEDAY

MAY 19TH

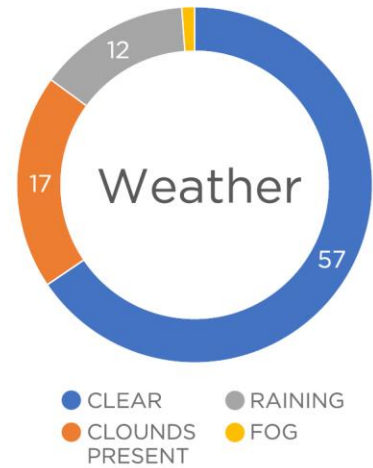
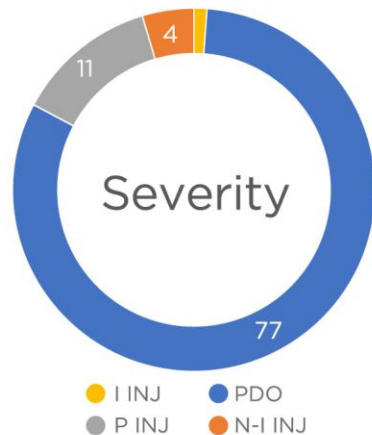
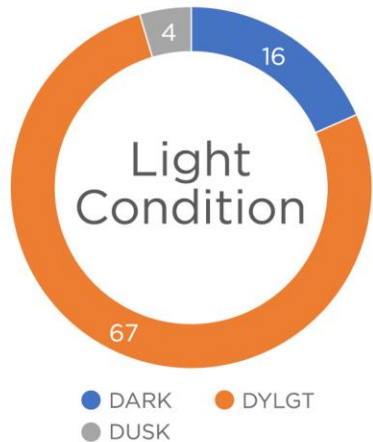
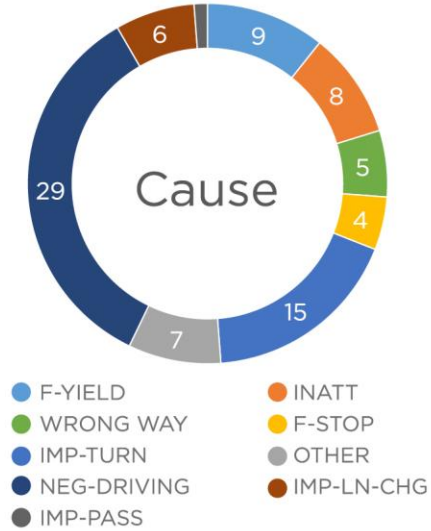
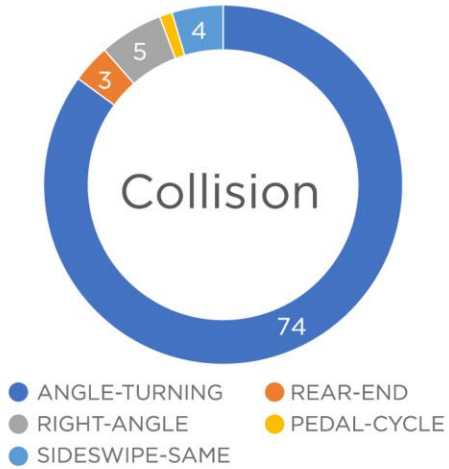
 facebook.com/BikeCentralOklahoma |  twitter.com/acogok



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CRASH ANALYSIS

ROBINSON AVE & SOUTH 5TH STREET (OKC)



OTHER TASKS, PROJECTS, AND PROGRAMS

- Congestion/Traffic Incident Management
- Safety Analysis and Planning
- Multimodal Planning and Coordination
- Bike/Ped Counting and Analysis
- Corridor Analysis
- Census Liaison
- Transit Coordination
- Freight Planning
- Liaison between ODOT and local communities
- Regional Aerial Imagery Acquisition
- Health and Environment (Air Quality)
- Title VI/ADA Coordination
- Public Outreach and Education
- Special Studies: JLUS, CCS, etc.

TRANSPORTATION & PLANNING SERVICES STAFF

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Division Director

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QUESTIONS?

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**ASSOCIATION OF
CENTRAL OKLAHOMA
GOVERNMENTS**

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SOURCES

- United State Department of Transportation. (2017). *The Transportation Planning Process Briefing Book: Key Issues for Transportation Decision makers, Officials, and Staff* (FHWA-HEP-18-005). Retrieved from https://www.fhwa.dot.gov/planning/publications/briefing_book/fhwahep18015.pdf