

4205 N. Lincoln Blvd. | OKC, OK 73105

OCARTS TRANSPORTATION MANAGEMENT AREA UNIFIED PLANNING WORK PROGRAM

FY 2020

acog



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	Preliminary Document	Final Document
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Reviewed by the Intermodal Transportation Technical Committee	April 11, 2019	May 16, 2019
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Approved by the Intermodal Transportation Policy Committee	April 25, 2019	May 30, 2019
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This report is the product of a project (study) financed in part by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation.

The contents of this report reflect the views of the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization for the Oklahoma City Area Regional Transportation Study (OCARTS) Transportation Management Area. ACOG is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect official views or policy of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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PART I: INTRODUCTION

The Unified Planning Work Program (UPWP) is a description of the proposed multimodal transportation planning activities to be conducted in the Oklahoma City Area Regional Transportation Study (OCARTS) area during FY 2020 (July 1, 2019, to June 30, 2020). This program is administered by the Association of Central Oklahoma Governments (ACOG), in accordance with a *Memorandum of Understanding* between ACOG, the Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), and Cleveland Area Rapid Transit (CART). ACOG serves as the Metropolitan Planning Organization (MPO) for the Oklahoma City transportation management area, providing a multi-government, multi-agency body for carrying out a continuing, coordinated, comprehensive program of multimodal transportation system planning.

The Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) Offices of Planning have jointly issued Planning Emphasis Areas (PEAs) for MPOs to identify work tasks associated with planning emphasis areas.

- **Fixing America's Surface Transportation (FAST) Act**—Begin transition to Performance Based Planning and Programming
- **Models of Regional Planning Cooperation**—Promote cooperation and coordination across MPO boundaries and across State boundaries, where appropriate, to ensure a regional approach to transportation planning.
- **Ladders of Opportunity**—Promote access to essential services as part of the transportation planning process and identify transportation connectivity gaps which when addressed will improve access to essential services.

The UPWP is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation, as well as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating entities. This document was developed with input from numerous agencies, including ODOT, FHWA, FTA, COTPA, CART, the Oklahoma City Traffic Management Division and other cities included in the regional transportation study area.

PART II: OCARTS ORGANIZATION

COMMITTEE STRUCTURE

Multimodal transportation planning and implementation require a unified policy direction for all modes of travel. This direction is provided by a committee structure, which was developed jointly by the Oklahoma Department of Transportation and local governments within the OCARTS area. The structure includes an Intermodal Transportation Policy Committee (ITPC), an Intermodal Transportation Technical Committee (ITTC), and a Citizens Advisory Committee (CAC). The OCARTS organizational structure, which includes additional committees and subgroups, is shown in [Figure 1](#).

Intermodal Transportation Policy Committee (ITPC)

The ITPC has 46 members and is the single policy group for regional transportation decision making in the OCARTS area. The ITPC voting membership is composed of locally elected officials, state transportation department managers and commissioners, and designees from other local agencies, representing various transportation modes. Each member local government has one vote. Federal aviation, transit, and highway officials are designated as non-voting ITPC members. The primary functions of the ITPC are to provide guidance for multimodal transportation planning and to assure coordination among transportation modes, local government entities, and planning efforts. The current membership of the ITPC is shown in [Table 1](#).

The Chairman of the ITPC is elected from the membership every year for a one-year term. Individual local governing bodies select their representatives to the ITPC. Staff personnel of ACOG have been designated by the ITPC to provide administrative and clerical support to the Committee. The ITPC meets at 1:20 p.m. usually on the last Thursday of each month in the Board Room of the Association of Central Oklahoma Governments.

Intermodal Transportation Technical Committee (ITTC)

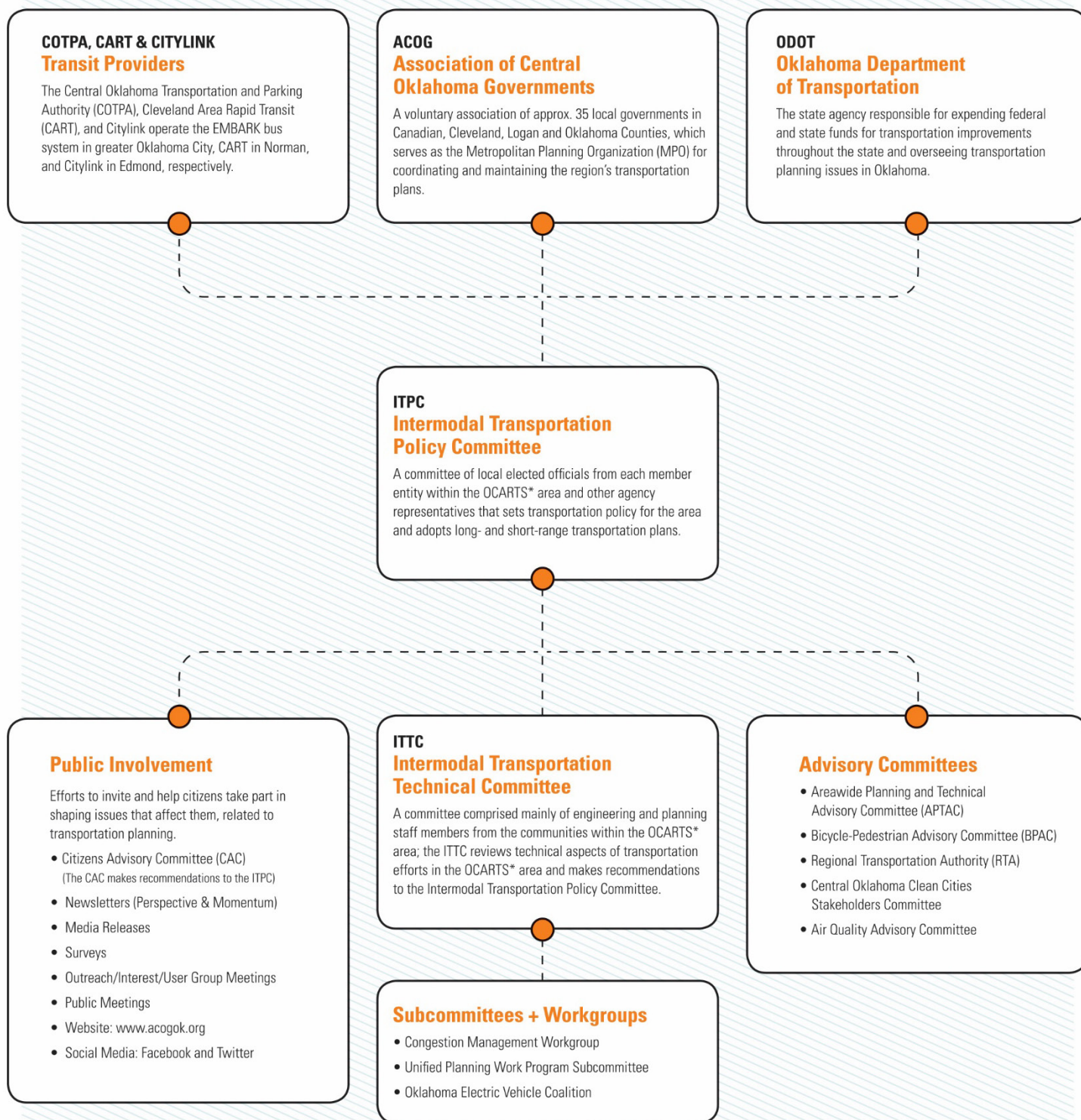
Technical review and guidance for the OCARTS planning programs are provided by the ITTC. This committee is generally composed of city planners, city engineers and traffic managers, and also includes representatives of various modes, environmental agencies, the Oklahoma Turnpike Authority, ODOT, and the federal transportation agencies.

The ITTC makes recommendations to the Policy Committee concerning adoption and approval of all transportation plans and programs, such as the Unified Planning Work Program, the metropolitan transportation plan, and the Transportation Improvement Program. The ITTC is governed by bylaws approved by the Policy Committee and typically meets at 10:00 a.m. on the second Thursday of each month to review the progress of the tasks outlined in the Unified Planning Work Program. The ITTC also monitors the performance of the regional transportation system and recommends policy changes to the Policy Committee to improve system performance.

OCARTS Citizens Advisory Committee (CAC)

The CAC membership encompasses all transportation modes, representatives of minority and elderly populations, persons with disabilities, businesses, local governments, environmental/public interest groups, neighborhoods, and private citizens. The Committee includes a total of 37 voting members, and is supported by representatives of 16 federal, state, and local agencies serving as non-voting members for technical assistance/resource support. The CAC was involved in development of the region's 2040 OCARTS Plan. This committee provides a tool to ensure that the public is kept aware of planning developments, that the transportation planning process is responsive to public needs, and that advocates of various modes are included and heard.

**Figure 1:
OCARTS 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.

Table 1:
Intermodal Transportation Policy Committee
 as of April 25, 2019

LOCAL GOVERNMENT MEMBERS		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	Hon. Steve Palmer Councilmember	Hon. Phillip Shirey Councilmember ----- Hon. K. P. Westmoreland Mayor
BLANCHARD	Hon. Eddie Odle Mayor	Hon. Matt Alexander Vice Mayor
CEDAR VALLEY	Hon. Stan Wieczorek Mayor	Hon. Jerry Cole Trustee
CHOCTAW	Hon. Roger Malone Vice-Mayor	Hon. Mike Birdsong Councilmember
COLE	Hon. W. Chester Anderson Mayor	Hon. Robert Green Trustee ----- Hon. Ronnie Lynn McCaskill Trustee
DEL CITY	No Designee	Hon. Brian E. Linley Mayor
EDMOND	Hon. Elizabeth Waner Mayor	Hon. Victoria Caldwell Councilmember
FOREST PARK	Hon. Marianne Yarbrough Trustee	Hon. Dorothy O. Winston Trustee
GOLDSBY	Hon. Glenn Berglan Trustee	Hon. Kris Hyde Trustee
GUTHRIE	Hon. Steven J. Gentling Mayor	Hon. Jeff Taylor Councilmember
HARRAH	Hon. Kim Bishop Vice-Mayor	Hon. Tom Barron Councilmember
JONES CITY	Hon. Ray Poland Mayor	Vacant
LEXINGTON	Hon. David Adams Mayor	Vacant
LUTHER	Hon. Jenni White Mayor	Hon. Jason Roach Vice Mayor ----- Hon. Paxton Cavin Trustee

INTERMODAL TRANSPORTATION POLICY COMMITTEE (Cont.)		
LOCAL GOVERNMENT MEMBERS (Cont.)		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
MIDWEST CITY	Hon. Matt Dukes Mayor	Hon. Pat Byrne Councilmember ----- Hon. Christine Allen Councilmember
MOORE	Hon. Mark Hamm Councilmember	Hon. Glenn Lewis Mayor ----- Any Moore Councilmember
MUSTANG	Hon. Brian Grider Vice Mayor	Hon. Jess Schweinberg Mayor
NEWCASTLE	Hon. Mike Fullerton Councilmember	Hon. Joe Covey Vice Mayor ----- Hon. Gene Reid Mayor
NICHOLS HILLS	Hon. Peter Hoffman Mayor	Vacant
NICOMA PARK	Hon. Brian Foughty Vice Mayor	Hon. Mark Cochell Mayor
NOBLE	Hon. Marge Hill Councilmember	Hon. Gail Hatfield Councilmember ----- Hon. Dianne Gray Councilmember
NORMAN	Hon. Lynne Miller Mayor	Hon. Stephen T. Holman Councilmember
OKLAHOMA CITY	Hon. Todd Stone Councilmember	Any Oklahoma City Councilmember
PIEDMONT	Hon. John Brown Councilmember	Hon. Kevan Blasdel Councilmember
PURCELL	Hon. Ted Cox Mayor	Hon. Danny Jacobs Vice Mayor ----- Hon. Mike Pollok Councilmember
SLAUGHTERVILLE	Hon. Eugene Dicksion Trustee	Hon. Valerie Stockton Trustee
SPENCER	Hon. Earnest Ware Mayor	Hon. Paula Mason Vice Mayor ----- Hon. Frank Calvin Councilmember

INTERMODAL TRANSPORTATION POLICY COMMITTEE (Cont.)		
LOCAL GOVERNMENT MEMBERS (Cont.)		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
TUTTLE	Hon. Mary Smith Vice-Mayor	Hon. Austin Hughes Councilmember
THE VILLAGE	Hon. David Bennett Councilmember	Hon. Sonny Wilkinson Mayor ----- Hon. Cathy Cummings Councilmember
WARR ACRES	Hon. Jim Mickley Mayor	Hon. Roger Godwin Councilmember ----- Hon. Patrick Woolley Councilmember ----- Hon. John Knipp Councilmember
YUKON	Hon. Mike McEachern Mayor	Hon. Rick Cacini Councilmember
CANADIAN COUNTY	Hon. Marc Hader Commissioner	Hon. Jack Stewart Commissioner ----- Hon. David Anderson Commissioner
CLEVELAND COUNTY	Hon. Rod Cleveland Commissioner	Hon. Darry Stacy Commissioner ----- Hon. Harold Haralson Commissioner
LOGAN COUNTY	Hon. Marven Goodman Commissioner	Hon. Mike Pearson Commissioner ----- Hon. Monty Piearcy Commissioner
MCCLAIN COUNTY	Hon. Wilson Lyles Commissioner	Hon. Terry Daniel Commissioner
OKLAHOMA COUNTY	Hon. Carrie Blumert Commissioner	Hon. Brian Maughan Commissioner ----- Hon. Kevin Calvey Commissioner

Agency Members and Non-Voting Members on next page.

INTERMODAL TRANSPORTATION POLICY COMMITTEE (Cont.)		
AGENCY MEMBERS		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Jason Ferbrache Administrator	Larry Hopper Principal Planner ----- Marty Dickens Fed Assets & Grants Coordinator
CLEVELAND AREA RAPID TRANSIT (CART)	Kristapher Glenn Director	Susan Coldwater Manager of Operations
OKLAHOMA CITY AIRPORT TRUST	Randon Rieger, P.E. Civil Engineer III	John Storms Civil Engineer IV
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT)	Matthew Swift Div. Engineer Strategic Asset & Performance Management	Randy Lee Asst. Division Engineer Strategic Asset-Performance Mgmt. ----- Laura Chaney Branch Manager Planning & Performance
OKLAHOMA TRANSPORTATION COMMISSION (OTC) - DIVISION III - MCCLAIN & CLEVELAND COUNTIES IN OCARTS AREA	Dan B. Overland Transportation Commissioner	Dawn Sullivan Director of Capital Programs
OKLAHOMA TRANSPORTATION COMMISSION (OTC) - DIVISION IV - CANADIAN, LOGAN, & OKLAHOMA COUNTIES IN OCARTS AREA	Greg Love Transportation Commissioner	Vacant
OKLAHOMA TRANSPORTATION COMMISSION (OTC) - DIVISION VII - GRADY COUNTY IN OCARTS AREA	Bradley W. Burgess Transportation Commissioner	Vacant
NON-VOTING MEMBERS		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
FEDERAL AVIATION ADMINISTRATION (FAA)	Glenn Boles Manager AR/OK Airports District Office	Vacant
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Basharat Siddiqi Oklahoma Division Administrator	Carl Selby Program Support Team Leader
		Isaac Akem Community Planner
FEDERAL TRANSIT ADMINISTRATION (FTA)	Robert C. Patrick Regional Admin.	Vacant

SPONSOR AGENCIES

The Oklahoma City Area Regional Transportation Study (OCARTS) is sponsored by the State of Oklahoma (ODOT), the local transit operators (COTPA and CART) and the Metropolitan Planning Organization (ACOG). The OCARTS planning process is staffed with personnel from each of these sponsor agencies and with additional transportation personnel from the City of Oklahoma City and several suburban cities who work under contract with the Association of Central Oklahoma Governments.

Association of Central Oklahoma Governments (ACOG)

The Association of Central Oklahoma Governments (ACOG) is a voluntary association of city, town and county governments within the four-county (Oklahoma County, Cleveland County, Logan County, and Canadian County) region known as Central Oklahoma. Established in 1966, ACOG's purpose is to aid local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. This regional cooperation serves to strengthen both the individual and collective capabilities of local governments.

ACOG is the designated Metropolitan Planning Organization (MPO) conducting the transportation planning process in compliance with the provisions of the Federal Highway and Federal Transit Acts of 1962, as amended by the Fixing America's Surface Transportation (FAST) Act, signed into law December 4, 2015. Initially designated as a Metropolitan Planning Organization (MPO) in October 1973, ACOG has worked cooperatively with the Oklahoma Department of Transportation and other partners in Central Oklahoma to develop and maintain a regional transportation plan for the OCARTS area.

The Board of Directors serves as the governing body of the Association (Sec. 1. (e) (b), ACOG Agreement). The Board has sole authority to initiate and review all activities, grants and contracts and to adopt or approve any study or plan pertaining to the four-county region. This authority is exercised by a quorum of the Board voting according to the authorized weighted vote of each member government (Sec. IV, ACOG Agreement). The business of the Association is transacted according to the provisions of the "Agreement Creating the Association," effective March 31, 1983, as amended.

The ACOG Board of Directors reviews and may elect to endorse actions of the Intermodal Transportation Policy Committee. It is understood that items relating to the transportation planning process are covered by an annual agreement between ODOT and ACOG.

Oklahoma Department of Transportation (ODOT)

The Oklahoma Department of Transportation was established on September 1, 1976, following the State Legislature's approval of reorganization legislation.¹ The reorganization combined, in their entirety, the Oklahoma Highway Department, the Oklahoma Aeronautics Commission, and the Oklahoma Highway Safety Coordination Committee. Subsequently, in 2002, the Aeronautics Commission separated from ODOT and was classified as a separate agency. The Rail and Transit staff of the former Department of Economic and Community Affairs and the powers of the Railroad

¹ "An Overview of the State's Public Transportation Mandate and Public Transportation Operations in Oklahoma." October 24, 1978. ODOT Planning Division.

Maintenance Authority were also transferred to the Oklahoma Department of Transportation. In the early 1990s, the duties of the Waterways Branch of the Department of Commerce were also brought under the jurisdiction of ODOT.

According to Title 69 O.S. 1981, Sec. 4002, the Department of Transportation has the following responsibilities:

1. To coordinate and develop for the State of Oklahoma a comprehensive transportation plan to meet present and future needs for adequate, safe and efficient transportation facilities at reasonable cost to the people.
2. To coordinate the development and operation of such transportation facilities in the state including, but not limited to, highways, public transportation, railroad, marine and waterways, and aeronautics.
3. To develop, periodically revise and maintain a comprehensive state master plan for transportation facilities.
4. To develop the STIP and approve the metropolitan TIPs as the Governor's designee.
5. To develop measurable objectives and goals designed to carry out the master plan for transportation and report progress in achievement of objectives and goals to the Governor and Legislature as part of the annual budget submission.
6. To make such studies and analyses of transportation problems as may be requested by the Governor or Legislature relative to any aspect of transportation in the state.
7. To exercise and perform such functions, powers and duties as may be, from time to time, conferred or imposed by law, including all the functions, powers and duties assigned and transferred to the Department of Transportation by this act.
8. To apply for, accept and receive and be the administrator for and in behalf of the state agencies, boards and commissions of all federal or other monies now or hereafter available for purposes of transportation or which would further the intent and specific purposes of this act.
9. To cooperate with local governments in the planning and development of transportation-related activities, and encourage state and federally-funded plans and programs at the local level consistent with the goals and objectives of the state master plan for transportation.

ODOT has developed various techniques to generate public interest and to promote public participation in the decision-making process related to proposed transportation improvements undertaken with federal assistance.

The Department completes a field review for all projects in the 8-Year Construction Work Plan. The review consists of researching projects for location, design, and social, environmental, and economic impacts. Part of the social, environmental, and economic analysis during the review is a consideration of the public involvement needs for a specific project.

During the individual project development process, ODOT staff performs more detailed planning and engineering studies related to location, design, and analysis of social, environmental and economic impacts. During this phase, one or more of the following public involvement tools may be employed: public meetings, distribution of flyers in the study area, press releases, meetings with locally elected officials, and coordination with local, state, and federal resource agencies.

The OCARTS public involvement process is coordinated with the ODOT process, and they are intended to be used as vehicles to promote maximum public participation early

enough in the planning process to influence technical studies and subsequent final decisions. This ensures that decisions, as they are made, will be in the overall public interest and that the average citizen will have an adequate opportunity to have input during the decision-making process.

Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART) and Citylink

The Central Oklahoma Transportation and Parking Authority was created under a Trust Indenture, dated February 1, 1966. The Trust has the authority "to plan, establish, develop, acquire, construct, purchase, install, repair, enlarge, improve, maintain and equip transit systems and facilities and public parking systems and facilities either within or outside the territorial boundaries of the City of Oklahoma City." This Trust Indenture establishes that COTPA has the authority to provide regional transit and parking services. COTPA is governed by a Board of eight Trustees, including the Oklahoma City Mayor, the City Manager of Oklahoma City, the Oklahoma City Finance Director and five additional trustees who are appointed by the Oklahoma City Council.

As of November 1, 1989, the City of Oklahoma City reorganized the city's transit system, creating the Department of Transit Services as the planning/administration arm of COTPA. The operations and maintenance functions of the transit system have remained the responsibility of the Authority.

Each year COTPA develops a Program of Projects (POP) reflecting anticipated capital, planning, and operating needs for the upcoming fiscal year along with an estimated budget. COTPA submits projects to the MPO for inclusion in the transit portion of the Transportation Improvement Program (TIP) and carries out the transit-related planning activities contained in the UPWP. In recent years, COTPA has been authorized, through the TIP, to use a portion of the region's Congestion Mitigation/Air Quality (CMAQ) funds for transit investments that demonstrate a positive impact on air quality. COTPA utilized the public notice/public involvement opportunities related to the TIP, performed by the MPO, to ensure opportunity for public input on the POP.

Cleveland Area Rapid Transit (CART) – previously administered under the umbrella of COTPA – was recognized as a small urbanized area transit entity as a result of the 2000 Census and became a direct recipient of FTA funds beginning in FFY 2003. CART is operated by the University of Oklahoma in Norman and receives some local funds from the University and the City of Norman. CART submits a separate Program of Projects for the OCARTS TIP. In FY 2019, the University of Oklahoma began transitioning operations of the off-campus public transit service to the City of Norman or another operator of its choice. The transition is expected to be completed in FY 2020.

Citylink runs five local routes serving the University of Central Oklahoma (UCO) campus and a large portion of the City of Edmond, as well as an express route to and from Oklahoma City.

AFFILIATED AGENCIES/ENTITIES

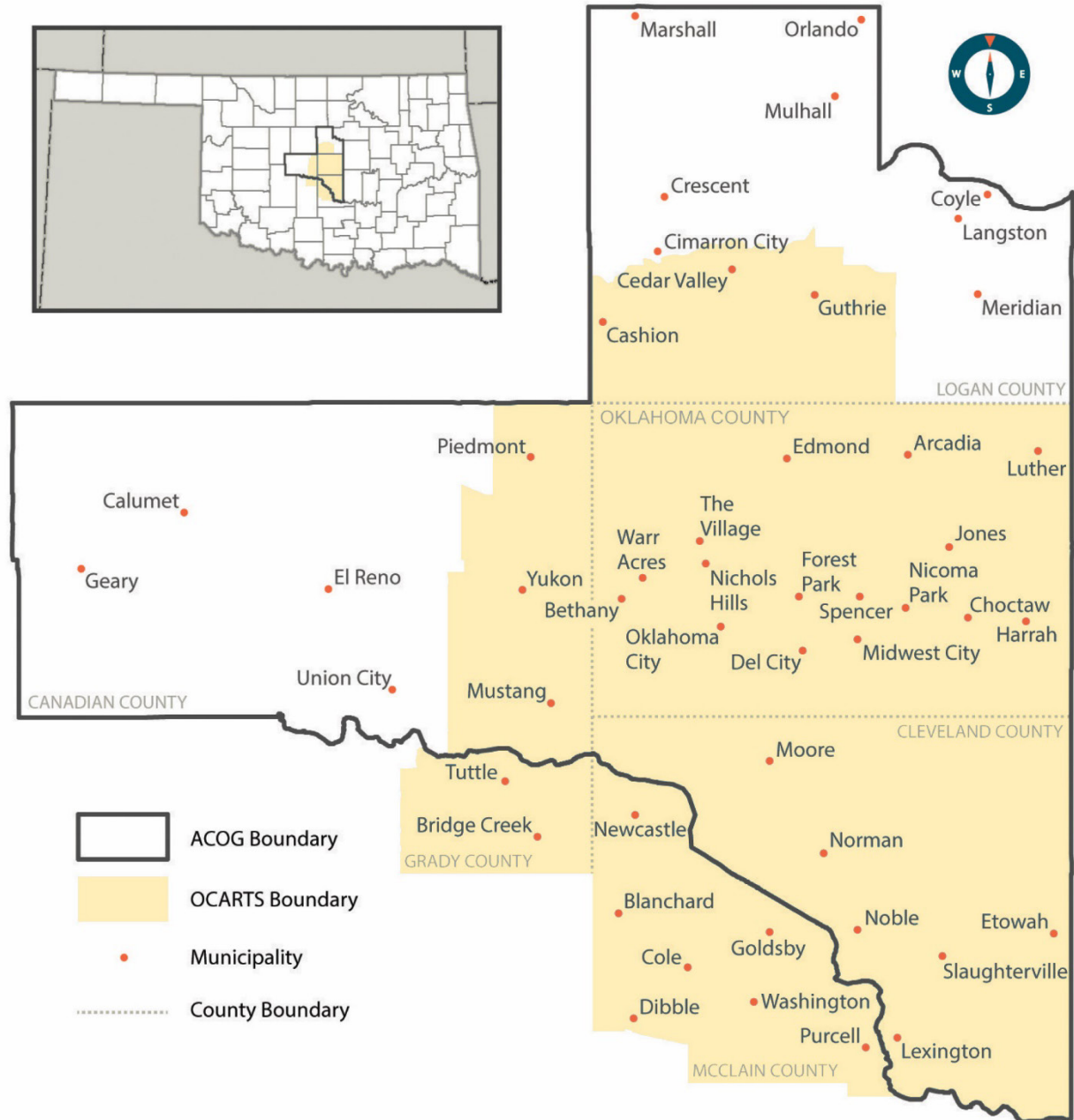
ACOG also works with the Air Quality Division of the Oklahoma Department of Environmental Quality (ODEQ) on preserving the Oklahoma City metropolitan area's air quality attainment status through clean air initiatives such as a public education program and the Ozone Advance program.

The ODEQ Air Quality Division, previously a part of the Oklahoma State Department of Health, was established in 1993 to implement the federal and state air quality mandates regarding emission inventory, planning, permitting, monitoring, compliance, and enforcement activities, as required under the 1990 Clean Air Act Amendments. The OCARTS area is currently in attainment status under the 1990 Clean Air Act Amendments, and under the terms of this Act, the ODEQ Air Quality Division is the designated agency responsible for preparing and monitoring the State Implementation Plan for the Oklahoma City metropolitan area.

OKLAHOMA CITY AREA REGIONAL TRANSPORTATION STUDY (OCARTS) TRANSPORTATION MANAGEMENT AREA

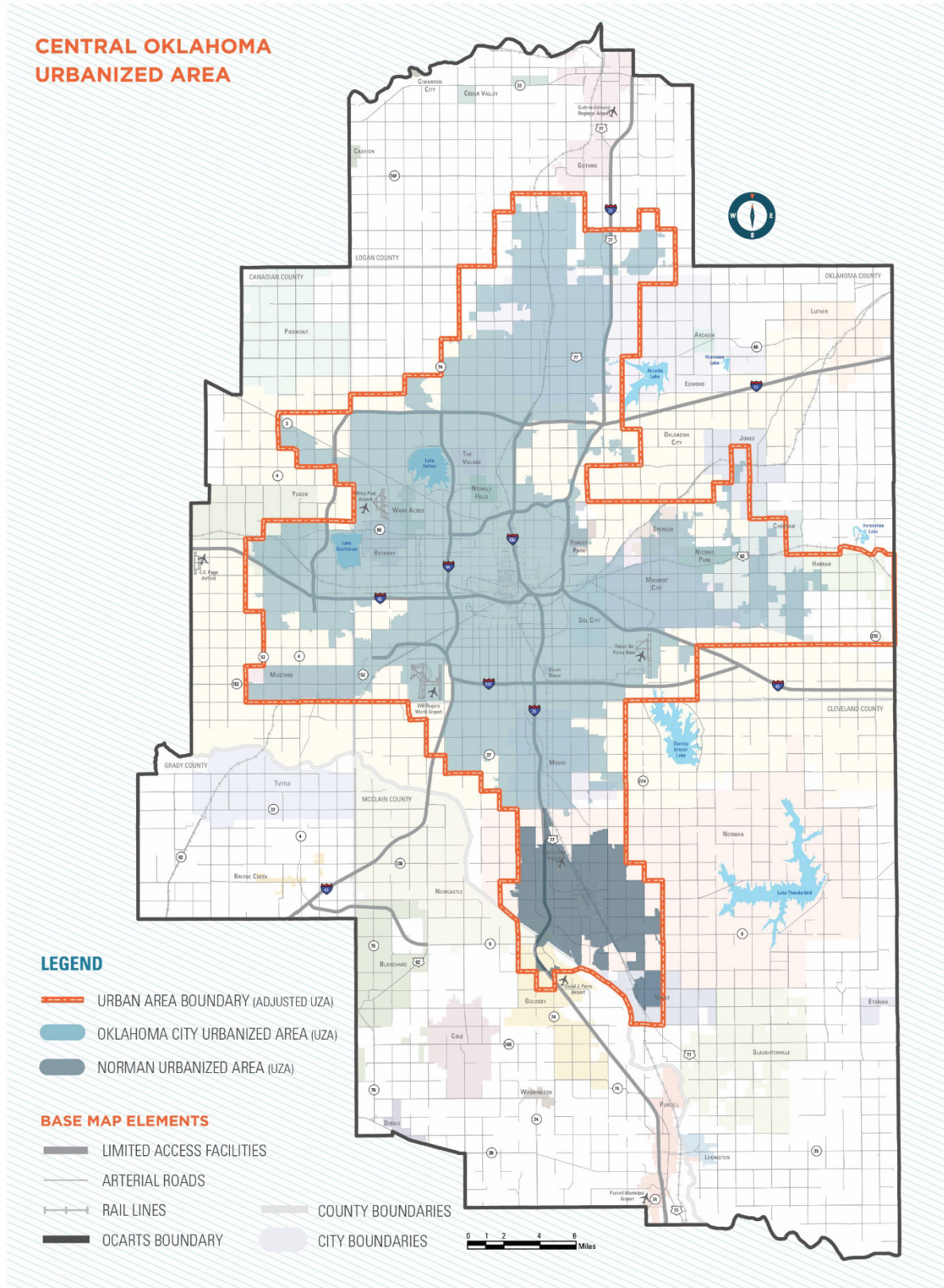
The Oklahoma City Area Regional Transportation Study (OCARTS) Transportation Management Area encompasses all of Oklahoma and Cleveland Counties, and parts of Canadian, Grady, Logan, and McClain Counties. The Intermodal Transportation Policy Committee approved the current study area geography in February 2002. [Figure 2](#) reflects the OCARTS area in relation to the four-county ACOG region. [Figure 3](#) reflects the urbanized areas within OCARTS.

Figure 2:
OCARTS Area in Relation to the Four-County ACOG Region



Map Disclaimer Applies. See the report Table of Contents
 or <http://www.acogok.org/mapdisclaimer.asp>

Figure 3:
OCARTS Transportation Management Area and Urbanized Areas



PART III: FY 2020 UNIFIED PLANNING WORK PROGRAM PRIORITIES

The Unified Planning Work Program reflects and provides direction for implementing the financially constrained, citizen-influenced, intermodal Oklahoma City Area Regional Transportation Study (OCARTS) Plan, entitled *Encompass 2040*. The Regional Transportation Plan, last adopted in 2016, has provided the framework for other modal plans including:

- bikewalkOKC, 2018
- planOKC, 2015
- Norman Comprehensive Transportation Plan, 2014
- Central Oklahoma Commuter Corridors Study, 2014
- Edmond Bicycle Master Plan, 2012
- Regional Intermodal Transportation Hub Study, 2011
- Greater Downtown Oklahoma City Circulator Alternatives Analysis, 2010
- Oklahoma City Project 180, 2010
- Midwest City Trails Master Plan and Implementation Study, 2010
- Oklahoma City Walkability Study, 2009
- Oklahoma City Downtown Streetscape Master Plan, 2009
- Master Trails Plan Update, City of Moore, 2008
- Oklahoma City Bicycle Transportation Strategic Action Plan 2008-2015, 2008
- Coordinated Public Transit-Human Services Plan, 2008
- Core to Shore Plan, Oklahoma City, 2007
- Fixed Guideway Study, Central Oklahoma Transportation and Parking Authority, 2006
- Edmond Transportation Plan, City of Edmond, 2006
- Oklahoma River Water Transport Mobility Program, Oklahoma City, 2005
- Norman Transportation Needs Assessment Study, City of Norman, 2003
- COTPA Long-Range Transit Plan, Central Oklahoma Transportation and Parking Authority, 2001

Thus, street and highway, bus, bicycle and pedestrian ways, and airport access improvements are all considered in the intermodal regional transportation plan that seeks the efficient movement of people and goods.

This Unified Planning Work Program (UPWP) presents the scope and direction of all transportation planning activities in the region and specifies which work program tasks will be accomplished during FY 2020 (July 1, 2019 to June 30, 2020). This part of the UPWP describes priorities related to various intermodal planning efforts in the OCARTS Transportation Management Area. Priorities of the FY 2020 UPWP include: continued development of the 2045 long-range metropolitan transportation plan (MTP), including the collection and analysis of base (2015) and forecast (2045) year data, development of the 2045 land use scenarios, and update of the regional travel demand model (TDM); implementation of the Encompass 2040 projects and strategies; update of the OCARTS Bicycle and Pedestrian Master Plans; update to the STBG-UZA criteria as necessary; provide administrative and planning support to the newly formed Regional Transportation Authority (RTA) of Central Oklahoma; update the FFY 2020-2023 OCARTS TIP and continue coordination with local governments regarding federal transportation funding opportunities; coordination of 2020 Census preparation with members; initiation of an air quality non-attainment study; compliance with the federal

transportation law; monitor emerging transportation system issues and technologies; and preparation for the FHWA/FTA Quadrennial Review. The work program recognizes a continuation of data collection efforts, through subcontracts with Oklahoma City, Choctaw, Edmond, Norman, Moore, and Midwest City.

The current regional transportation plan, Encompass 2040, was approved by the Metropolitan Planning Organization (MPO) and endorsed by the ACOG Board of Directors in October 2016. This financially constrained Plan includes recommendations for streets and highways, airport access, transit, freight movement, and bicycle and pedestrian ways.

The work element and task descriptions included in this work program were prepared and approved through the ACOG committee structure which provides technical and policy guidance for the continuing transportation planning process. The work program elements may be revised or amended at any time to reflect improved study procedures. Revisions or amendments must be approved through the Technical and Policy Committee structure.

SPECIAL CONCERNS AND METROPOLITAN PLANNING FACTORS

State, regional, and local priorities are expressed by the OCARTS members in development and execution of the planning program. Federal planning emphasis areas are often expressed through legislation or through planning guidance issued by the Federal Highway Administration, the Federal Transit Administration, or the Environmental Protection Agency. The Fixing America's Surface Transportation (FAST) Act, signed into law in 2015, requires MPOs to consider ten (10) planning factors in the transportation planning process. Additionally, the FAST Act continues its predecessor's emphasis on financial feasibility, public involvement, consideration of social, economic, and environmental impacts of transportation decisions, and performance-based planning. Substantial work is anticipated during FY 2020 in consideration of these planning requirements. Following is a description of the planning factors and a summary of FY 2020 planning activities applicable to each FAST Act planning factor.

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Task 1.01 (1-4,6) - compile and analyze data about regional employment and growth
 - Task 1.02 (1-4), Task 2.01 (4), and Task 2.02 (2,5) - compile and analyze information about current traffic patterns and travel conditions
 - Task 2.01 (9) - monitor advances in transportation system technology (including connected/autonomous vehicles) and their impact on the movement of people and goods
 - Task 2.01 (5,10,11,12) and Task 2.02 (9-16) - promote the use of alternative forms of transportation
 - Task 2.02 (7,8) - provide a process to evaluate proposed TIP projects based on anticipated efficient movement of people and goods
 - Task 2.02 (1) - assist OCARTS entities in identifying needed transportation improvements and related funding sources
 - Task 2.01 (7,8) and Task 2.02 (4,6) - participate in evaluation of proposed major transportation improvement projects in the metropolitan area

- Task 2.02 (9-16) and Task 2.04 (1-11) - assess transit needs and promote transit options in OCARTS area
 - Task 2.03 (1-7) - develop performance based planning, travel demand, congestion and performance management strategies to improve efficiency of existing system
 - Task 2.04 (2) - participate in maintaining the Coordinated Public Transit-Human Services Transportation Plan and work with state and local partners who provide public transportation services and health and human services, all consistent with the OCARTS long-range transportation plan and selected projects that will be included in the Transportation Improvement Program (TIP) and Statewide TIP (STIP).
 - Task 2.05 (1) - initiate an air quality study to determine the impacts of non-attainment designation
 - Task 2.05 (3-8) - promote the use alternative fuels and a more efficient transportation system
2. Increase safety of the transportation system for motorized and nonmotorized users.
- Task 1.02 (2) - identify bridges and roadways where unsafe conditions underscore the need for prompt improvement
 - Task 2.01 (4) and Task 2.02 (2) - monitor intermodal improvements in the OCARTS area
 - Task 2.01 (9) - monitor advances in technology that may lead to increased safety and security of the transportation system
 - Task 2.01 (9) and Task 2.03 (3-6) - promote use of technological solutions, alternate routes, etc. to manage incidents
 - Task 2.02 (1,4,10) - coordinate with ODOT in selecting projects that merit special funding consideration because related safety concerns warrant attention
 - Task 2.02 (7,8) and Task 2.03 (1,2)- consider safety as factor in evaluation of proposed TIP projects
 - Task 2.03 (1-6) - identify locations of recurring congestion and high crash rates and encourage development of appropriate safety and congestion management strategies
 - Task 2.03 (7) - continue programs to protect the safety of transit passengers, vehicles, and transit infrastructure
3. Increase security of the transportation system for motorized and nonmotorized users.
- Task 1.02 (2) - maintain pavement and bridge inventories
 - Task 1.03 (1-7) - maintain an inventory of comprehensive regional base maps
 - Task 2.01 (4) and Task 2.02 (2) - monitor intermodal improvements in the OCARTS area
 - Task 2.01 (9) and Task 2.03 (4-6) - promote the use of technology to enhance the security of roadway infrastructure
 - Task 2.03 (7) - promote the use of technology to enhance transit service security

- Task 2.03 (6,7) - coordinate with homeland security and emergency management related agencies and committees
4. Increase accessibility and mobility options available to people and freight.
- Task 1.01 (1-8) - assemble and analyze demographic, socioeconomic and land use data to simulate the current and planned land development patterns in which the transportation system must operate
 - Task 1.01 (1-8), Task 2.01 (4), Task 2.02 (9-16) and Task 2.04 (1-5,8,9) - assess transit needs and promote transit options in OCARTS area
 - Task 1.01 (5,6) and Task 2.01 (4,6,8,9) - enhance the forecasting ability of regional models
 - Task 1.01 (7), Task 3.01 (5-9), and Task 4.01 (6) - ensure compliance with civil rights laws and other guidelines calling for access to information about, and options related to, transportation choices
 - Task 1.02 (4), Task 2.02 (10), and Task 2.04 (2) - maintain a current transit database that documents characteristics of bus service available to metropolitan area travelers
 - Task 2.01 (2) - process Plan amendments that meet the public involvement, fiscal constraint, and air quality thresholds, and demonstrate the ability to improve mobility for movement of people and freight
 - Task 2.01 (4,5) and Task 2.02 (2) - collect and analyze network data to improve the efficiency of existing and future OCARTS area transportation networks
 - Task 2.01 (10,11,12) and Task 2.04 (6,8,9,11) - promote regional transit discussion
 - Task 2.02 (2,5) - continue working with ODOT and other states on freight and trade
 - Task 2.02 (3) - maintain current information on federal functional classification network and analyze major investments which can increase mobility options
5. Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Task 1.01 (1-8) - evaluate social, environmental, land use and economic impacts of transportation plans
 - Task 1.01 (1-4,7) and Task 1.03 (1-7) - maintain geographic information system (GIS) that allows integrated analysis of various layers of data as they affect the human population and transportation network
 - Task 2.01 (7,8) - coordinate with ODOT and the Oklahoma Turnpike Authority (OTA) with regard to statewide transportation network improvements
 - Task 2.01 (9) - coordinate with regional partners on an urban tree canopy study
 - Task 2.01 (10,11,12) and Task 2.04 (6,8,9,11) - determine regional desire to develop and promote transit priorities
 - Task 2.02 (1) - monitor implementation of selected Transportation Alternatives Program (TAP) projects

- Task 2.02 (6) - develop a planning process that can be integrated into the required environmental analysis for major highway and transit projects
 - Task 2.03 (1-6) - improve the efficiency of the current transportation system
 - Task 2.04 (1-5) - continue provision of paratransit services for the elderly and individuals with disabilities
 - Task 2.04 (2) - implement the Oklahoma City Urban Area Coordinated Public Transit-Human Services Transportation Plan with state and local health and human services providers
 - Task 2.05 (1) - initiate an air quality study to determine the impacts of non-attainment designation
 - Task 2.05 (1-8) - monitor air quality in the metropolitan area, and implement measures to improve air quality, including promotion of alternative forms of transportation, use of clean fuels, implementation of transportation system management strategies
 - Task 3.01 (1-11) - maintain contact with area citizens and business with a focus on receiving and providing information that can help to improve the transportation system and quality of life for the metropolitan area
6. Enhance integration and connectivity of the transportation system, across and between modes, and for people and freight.
- Task 1.03 (1), Task 2.01 (4), and Task 2.02 (2) - monitor and map the continuing development of the intermodal regional transportation network, including transit, bicycle and pedestrian trail strategies
 - Task 2.01 (7,8) - coordinate with ODOT and OTA with regard to statewide transportation network improvements
 - Task 2.01 (10,11,12) - integration of regional public transportation
 - Task 2.02 (3,4) - maintain updated functional classification system, and cooperate with ODOT in selection of projects for funding under the NHS, Bridge, and Interstate programs
 - Task 2.02 (7) - provide input for development of ODOT's Eight Year Construction Program and State TIP
 - Task 2.02 (10,13) - maintain transit route and scheduling database that assists in continuous internal review of bus route performance
 - Task 2.05 (8) - support regional rideshare programs
7. Promote efficient system management and operation.
- Task 1.01 (1-8) - assemble and analyze demographic, socioeconomic and land use data to simulate the current and planned land development patterns in which the transportation system must operate
 - Task 1.02 (2) - maintain an online management system (e-TIP) for transportation project tracking and evaluation
 - Task 2.01 (1-3) - develop and maintain fiscally constrained long-range transportation plan
 - Task 2.01 (4,5,6,9) - analyze future travel demand
 - Task 2.02(1) - monitor federally funded transportation improvements and provide periodic status reports

- Task 2.02 (7,8) - provide a process to evaluate proposed TIP projects based on anticipated efficient movement of people and goods
- Task 2.03 (1-5) - develop strategies to alleviate congestion and enhance mobility
- Task 2.03 (5) - explore the establishment of a regional construction coordination program to ensure that construction and temporary closures will pose the least burden to the traveling public

8. Emphasize preservation of the existing transportation system.

- Task 1.01 (1-8) - assemble and analyze demographic, socioeconomic and land use data to simulate the current and planned land development patterns in which the transportation system must operate
- Task 1.02 (1-4) - data collection of existing traffic and transportation conditions, strategic roadways, public transportation, and goods movement
- Task 1.03 (1), Task 2.01 (4), and Task 2.02 (2) - monitor and map the continuing development of the intermodal regional transportation network, including transit, bicycle and pedestrian trail strategies (network monitoring)
- Task 2.03 (1-5) - utilize congestion management and intelligent transportation technology to maximize efficient use of the existing transportation system (performance based planning and management)

9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

- Task 1.01 (4) - track local member land use developments and comprehensive plans
- Task 1.01 (5) - evaluate alternate 2040 land use scenarios and transportation plans
- Task 1.02 (1-4) and Task 2.02 (5) - compile and analyze information about current traffic patterns and travel conditions
- Task 1.03 (1), Task 2.01 (4), and Task 2.02 (2) - monitor and map the continuing development of the intermodal regional transportation network, including transit, bicycle and pedestrian trail strategies (network monitoring)
- Task 2.01 (9) - coordinate with regional partners on an urban tree canopy study
- Task 2.03 (1-5) - utilize congestion management and intelligent transportation technology to maximize efficient use of the existing transportation system (performance based planning and management)

10. Enhance travel and tourism.

- Task 2.01 (7,8) - coordinate with ODOT and OTA with regard to statewide transportation network improvements
- Task 2.01 (10,11,12) and Task 2.04 (6,8,9,11) - promote regional transit discussion
- Task 2.02 (9-16) and Task 2.04 (1-5,8,9) - assess transit needs and promote transit options in OCARTS area
- Task 2.02 (15), Task 2.05 (3), and Task 3.01 (11) - coordinate with partners to promote livability principles, complete streets, healthy communities, and walkability
- Task 2.03 (1-5) - utilize congestion management and intelligent transportation technology to maximize efficient use of the existing transportation system (performance based planning and management)

Additionally, the OCARTS planning process must include the following activities. These responsibilities are carried out through the completion of work program tasks as well.

1. Publish public involvement procedures that support early and continuing involvement of citizens, affected public agencies, transportation agency employees, private providers of transportation, public transit users, freight shippers, and other interested parties in the development of the transportation plans and transportation improvement programs (TIPs).
2. Comply with Title VI of the Civil Rights Act of 1964, the Presidential Order on Environmental Justice, and the State's assurance of nondiscrimination under any program receiving U.S. Department of Transportation (DOT) assistance.
3. Identify actions necessary to comply with the Americans with Disabilities Act of 1990 and applicable U.S. DOT regulations.
4. Provide for the involvement of traffic, rideshare, and parking agencies; airport and port authorities; and appropriate private transportation providers.
5. Provide for involvement of local, state, and federal environmental resource and permit agencies.
6. Include preparation of technical reports to assure documentation of the redevelopment, refinement, and reappraisal of the transportation plan.
7. Develop and maintain a long-range intermodal regional transportation plan that is fiscally constrained and addresses at least a 20-year period.
8. Develop/update a transportation improvement program (TIP) every year in cooperation with the State and public transit operators. The TIP must be fiscally constrained by year and may identify illustrative projects.

PART IV: ACCOMPLISHMENTS OF FY 2019

DATA DEVELOPMENT AND COMPREHENSIVE PLANNING

Socioeconomic Data, Scenario Planning, and Census Programs

The MPO continued to collect socioeconomic data (land use, population, employment, school enrollment, etc.) for use in the development of the 2045 Metropolitan Transportation Plan (MTP). In addition, the 2010 through 2015 residential and commercial building permits were collected from member entities to determine the most recent growth trends in the region and were used to develop 2015 base population.

In FY 2019, MPO staff continued to work on documenting the Encompass 2040 land use scenarios exercise, which included two versions of the 2040 regional development patterns with the option for a third. The scenarios consist of a trend scenario and a more compact, nodal scenario. The trend scenario draws heavily on recent development patterns within the region while the nodal scenario refocuses growth to nodes within each community. The initial scenarios were developed based on conversations with member entity staff and were refined further based on feedback from our technical and policy committees as well as from the general public (mainly the Citizens Advisory Committee members). The final scenarios were presented to each committee for review and comment. The development patterns created in this process were incorporated into the regional travel demand model, which helped to illustrate the affects land use patterns have on the transportation system. Staff continue to review the 2040 scenario methodology and evaluate possible updates and changes for the 2045 MTP.

ACOG's Areawide Planning and Technical Advisory Committee (APTAC) remains a conduit for regional planning coordination. In FY 2019, the committee was presented information on the 2020 Census, autonomous vehicles, regional ozone, Edmond's comprehensive plan update, ACOG's economic development and water resources programs, Open Streets events, regional population and building permit data, and grant opportunities.

The MPO continued preparations for the 2020 Census. ACOG partnered with the US Census Bureau to disseminate information about programs related to the upcoming decennial census. Staff coordinated with Oklahoma City and other partners by attending Oklahoma City's Complete Count Committee meetings. Through APTAC and ITPC, member communities were kept up-to-date on census activities. The updated 2020 census geographies for tracts and block groups were forwarded to the Census Bureau as part of the Census Bureau's Participant Statistical Areas Program (PSAP). Census block groups will become an import part of transportation planning, as TAZs will no longer be supported.

Transportation Planning Data

MPO staff continued to work closely with several member entities in an effort to populate the online traffic count database system (TCDS) and mapping service hosted by Midwestern Software Solutions (MS2), LLC, whose services were procured in FY 2009. The regional traffic count data was utilized by ACOG for a number of planning initiatives including monitoring activities related to the Congestion Management Process, crash analysis, and for response to individual data requests.

Along with vehicular traffic counts, the MPO also compiles bicycle and pedestrian count data. Bicycle and pedestrian counts were collected in three communities (Edmond, Norman, and Oklahoma City) in FY 2019. The counts were collected as part of the National Bicycle and Pedestrian Documentation Project. ACOG expanded the traffic count program by providing additional funding for these regional bicycle and pedestrian count collection efforts.

In 2013, the Federal Highway Administration (FHWA) began providing a National Performance Management Research Data Set (NPMRDS) to MPOs and state DOTs. The data set consists of vehicle travel time data on the interstate and non-interstate national highway system (NHS) and was provided to assist MPOs and DOTs with performance management activities, as required by MAP-21 and the FAST Act. The MPO continues to compile and analyze the data in accordance with performance management regulations. The data set has also been analyzed as part of the congestion management process to help identify congested corridors within the region.

Geographic Information Systems

The MPO is uniquely situated to aid member communities with their GIS needs and has the potential to serve as the regional repository for many data sets, foster regional collaboration and improve regional data editing processes. In FY 2019, ACOG renewed its subscription to several online services. Staff continued an ArcGIS Online account, ESRI's online mapping and hosting platform that allows users to create and publish interactive GIS applications. Maps created using ArcGIS Online have been linked to documents and presentations as well as embedded in ACOG's numerous webpages, aiding staff in the dissemination of data. For instance, interactive maps produced using ArcGIS Online have been used as part of the FY 2019 call for STBG-UZA projects, as well as the display of regional crash data analysis. ACOG has continued using ArcGIS Online to provide GIS assistance to member entities, creating maps used by members at city council meetings and other public involvement efforts. Along with ArcGIS Online, ACOG continues to update and maintain its online mapping application. In FY 2019, ACOG staff transitioned the agency's GIS to a cloud-based environment. By switching to a cloud-based GIS, ACOG staff will be able to serve its members more efficiently and effectively. A cloud-based GIS also provides greater flexibility in accessing the agency's data, in case of emergencies.

As with previous years, the MPO provided coordination and assistance in the regional acquisition on aerial imagery and other digital products. The 2019 data will allow the MPO staff to verify land use and transportation project status for the 2045 MTP.

LONG-RANGE TRANSPORTATION PLANNING

Encompass 2040

On October 27, 2016, the Intermodal Transportation Policy Committee approved Encompass 2040, Central Oklahoma's MTP. Encompass 2040 is a long-term vision for the region's transportation system based upon locally developed goals and strategies. The plan identifies affordable major transportation investments that provide the best transportation solutions to accomplish the region's goals.

One amendment to the 2040 Plan was approved by ACOG's Technical and Policy committees in FY 2019.

Encompass 2045

In FY 2019, work continued on the 2045 MTP update, which included compiling base year data (land use, population, employment, school enrollment, and building permits), creating a tentative timeline to guide in the plan development process, and updating the regional land use and travel demand models. Staff also began to review the evaluate the process and factors that were considered in the development of Encompass 2040, as well as the previously adopted regional goals.

Urban Tree Canopy Study

ACOG partnered with the Oklahoma City Community Foundation (OCCF) and the Oklahoma Forestry Service on a regional tree canopy study. The study analyzed the urban tree canopy in Central Oklahoma and provided each agency with data to make informed decisions regarding various projects and programs. For ACOG, the data will be used in a number of projects, including: resiliency efforts, livability and complete streets initiatives, scenario planning efforts, and advanced regional air quality modeling and planning. The data, once finalized, will be provided to member communities to aid in planning efforts in their communities.

Connected and Autonomous Vehicles

In FY 2019, the MPO continued to focus its attention on connected and autonomous vehicles. Staff presented to ACOG committee meetings to educate member communities on connected and autonomous vehicles and their potential impact on the transportation system. ACOG was also invited to participate in the Driving Oklahoma Workgroup, an initiative established by the Oklahoma Secretary of Transportation to focus on connected and autonomous vehicle implementation within the state.

SHORT-RANGE TRANSPORTATION PLANNING

Monitoring Urbanized Area Funds

The OCARTS Area MPO continued coordination with the Oklahoma Department of Transportation and local governments located in the OCARTS Transportation Management Area concerning distribution, programming, and monitoring of federal Surface Transportation Block Grant - Urbanized Area (STBG-UZA) funds. Area STBG-UZA funds were based on the combined Census 2010 populations of the Oklahoma City and Norman Urbanized Areas per Sec. 6016 of the FAST Act. In FY 2019, staff provided a project submittal workshop to educate member communities on the process of submitting a project using the updated scoring criteria and electronic TIP (known as eTRACKER).

The updated and adopted *Surface Transportation Block Grant (STBG) Procedures for the Oklahoma City Urbanized Area Funds* and *Criteria and Process for Evaluation of STBG-UZA Projects* continued to serve as the MPO's policy for selecting project priorities using urbanized area funds. The STBG Procedures allow entities within the TMA boundary to apply for STBG-UZA funding. In FY 2019, ACOG's Technical and Policy committees approved a cap on project funding to ensure project cost overruns did not impact the fiscal constraint of the TIP. The committees also suggested and approved a ten percent cap on the STBG-UZA funding that transit projects could receive.

In FY 2019, a complete review of the Criteria and Processes was undertaken with the help of a consultant and a subcommittee consisting of ITTC and ITPC members. The new project selection criteria was developed to align the criteria with the Encompass 2040 Plan regional goals and federal performance based planning requirements. A number of subcommittee meetings were held to determine the final criteria. The updated criteria for STBG-UZA project selection was approved by the ITTC in July and ITPC in August of 2018. The new scoring was utilized during the Call for Projects in the fall of 2018.

The Criteria and Process for Evaluation is assessed annually to ensure project scoring best meets the needs and priorities of the region.

Federal Functional Classification System

The MPO continued to review potential requests by member entities to amend the Federal Functional Classification System to reflect local needs and priorities. Any MPO recommendations were forwarded to ODOT for review and final action by the Federal Highway Administration.

Transit Operations

Transit services within the OCARTS area continued to be provided through three urban and two rural transit systems. The EMBARK bus system, operated by the Central Oklahoma Transportation and Parking Authority (COTPA), serves the Oklahoma City Urbanized Area; Citylink, operated by McDonald Transit, serves the City of Edmond in the northern portion of the Oklahoma City Urbanized Area; and Cleveland Area Rapid Transit (CART), operated by the University of Oklahoma, serves the Norman Urbanized Area. The 2010 census maintained separate urbanized Area (UZA) designations for the Oklahoma City and Norman UZAs, and both are designated recipients for FTA Sec. 5307 funds. In FY 2019, the University of Oklahoma administration decided to provide transit services on campus, but not in the community. This transition to a new smaller service area would start on July 1, 2019. The City of Norman and the University of Oklahoma have been discussing the possible logistics involved in this move. FTA, ODOT, and ACOG staff have been involved in the discussions.

Rural transit service was provided by First Capital Trolley, based in Guthrie, and Delta Public Transit, based outside the OCARTS area but providing some service to the southern portion of the OCARTS area.

The MPO, COTPA, CART, Edmond Citylink, and ODOT and DHS Transit Programs staff members met quarterly throughout FY 2019 to coordinate on regional planning and transit activities. The MPO continued to monitor changes and updates to regional transit networks, collect monthly ridership data, track the development of Transit Asset Management (TAM) performance measures, and assist transit providers with data analysis.

Enhancements and Bicycle/Pedestrian Facilities

The MPO, Edmond, Guthrie, Moore, Norman, Oklahoma City, The Village, Yukon, and local transit agencies co-sponsored the fifteenth Central Oklahoma Bike to Work Day event as part of the 2019 National Bike Month campaign, held during the month of May. With the assistance of interested stakeholders, group rides were organized in each community. Some were Bike to Work rides, while others encouraged family rides. All OCARTS

communities were encouraged to participate. The Bike to Work Day page was updated on the ACOG website, which included event information, route maps, posters, safety tips and a link to the national campaign. A more robust calendar for all bike rides in the month of May (Bike Month) was developed to encourage local riders.

In FY 2016, the Regional Pedestrian Master Plan was developed to assist with future project grant applications. The current pedestrian network, crash data, future high priority areas, design criteria and future goals were all included in the report. The Pedestrian Composite Index (PCI) was used to develop a future map of recommended corridors. The MPO used this to help with the grading process for the most recent 2017 call for TAP projects. This TAP cycle provided funding for those communities inside the 2010 Adjusted Urbanized Area using federal FAST Act money for FFY 2015 - FFY 2020. The MPO worked closely with ODOT and BPAC scoring subcommittee to score and rank the 38 submitted projects, and as of May 2018, 21 were awarded federal grant money. ACOG assisted ODOT with the scoring and evaluation of statewide TAP projects in 2018.

The MPO's Bike Pedestrian Advisory Committee (BPAC) continues to disseminate regional bike/pedestrian and transit information and coordinate regional trails development. Among the presentations given to BPAC over the past year include presentations on bike/pedestrian counts, member communities' trail openings, Open Streets reports, Transportation Alternatives Program grants, bikewalkOKC Plan updates, bike month planning, and training and grant opportunities.

Performance Based Planning Process

As part of Encompass 2040, the MPO developed a list of performance measures to monitor and evaluate the effectiveness of transportation investment in the region. Federally required performance measures as well as measures focusing on local priorities were included in the document. In March 2018, MPO staff set targets for the first set of measures centered on the safety of the transportation system in coordination with ODOT, OHSO, and FHWA. In FY 2019, staff set targets, in coordination with ODOT, for the nine remaining performance measures for bridge and pavement condition, as well as system performance. The targets were approved by the ITTC and ITPC in October 2018. ACOG committees also approved updated safety targets (which are set annually) in February 2019.

Recurring Congestion and Congestion Management Process

The OCARTS area MPO is continually looking for opportunities to increase the efficiency of the existing transportation system. In FY 2017, MPO adopted a new congestion management process (CMP) for the region, in coordination with the 2040 MTP. The CMP update utilized newly available data to quantitatively evaluate the regional transportation system and identify congested corridors. The CMP also includes a set of performance measures to be evaluated on a routine basis, which allows for ongoing monitoring of identified congested corridors and the employed strategies.

In FY 2019, several projects and strategies were implemented to alleviate congestion problems in the OCARTS area. The strategies included traffic operation improvements such as intersection modification, signalization and channelization, deployment of Intelligent Transportation Systems related infrastructure, interchange improvements, improved bus service, and the addition of general-purpose lanes.

Non-Recurring Congestion and Traffic Incident Management (TIM)

Non-recurring congestion and traffic incidents make up a large portion of the OCARTS area congestion. The FAST Act prescribes that incident caused congestion mitigation be a part of the overall CMP, thus bringing emphasis not only to overall travel time, but also to travel time reliability.

MPO staff continued their involvement with the statewide Traffic Incident Management (TIM) coalition and hosted the quarterly Statewide Transportation Innovation Council (STIC).

The MPO also continued its involvement in the OCARTS area-wide collaboration associated with the regional snow routes system. Staff maintained contact with OCARTS entities in order to make sure that the regional snow routes were still accurate and that associated maintenance activities were being carried out as documented.

Intelligent Transportation Systems

The MPO continued, in close coordination with the Oklahoma Department of Transportation (ODOT), to realize its vision for Intelligent Transportation Systems (ITS) within the OCARTS area. Staff created a scope of work for a regional ITS Architecture Update and Deployment Plan and initiated collaboration with ODOT and a consultant for a regional and state update and deployment plan.

Safety Conscious Planning

The MPO is committed to providing a safe environment for the traveling public and has a track record of considering safety as an important factor in the development of the Transportation Improvement Program and the long-range transportation plan.

The MPO coordinated with ODOT and public safety officials in the collection and analysis of traffic crash data and the setting regional safety targets.

Staff also began to research ideas for a grant application to the Oklahoma Highway Safety Office (OHSO). Additionally, MPO staff attended coordination meetings with ODOT and statewide stakeholders regarding creation of the State Highway Safety Plan (SHSP).

Freight and Intermodal Transportation Planning

The MPO stayed apprised of the state-led Commercial Vehicle Operations (CVO) activities, as well as the ongoing Commercial Vehicle Information Network System (CVISN) planning and deployment.

MPO staff attended a freight data workshop sponsored by ODOT and presented by FHWA. Staff will be working with ODOT on their next statewide Freight Plan.

AIR QUALITY

Air Quality Monitoring

The MPO continued to work with the Air Quality Division of the Oklahoma Department of Environmental Quality (ODEQ) on monitoring and evaluating carbon monoxide (CO) and ground level ozone levels in Central Oklahoma.

In October 2015, EPA revised the primary and secondary ozone standard levels to 0.070 parts per million (ppm), and retained their indicators (O_3), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). EPA's panel of science advisors, the Clean Air Scientific Advisory Committee (CASAC) had recommended to EPA that 60 parts per billion (ppb) be the lower limit of the range in June 2014. On September 26, 2016, the State of Oklahoma sent a letter to the EPA recommending designation of all of Oklahoma's seventy-seven counties as 'Attainment/Unclassifiable' and on December 20, 2017 the EPA sent a letter to Governor Mary Fallin in agreement with that recommendation, designating all of Oklahoma as 'Attainment/Unclassifiable.'

The Oklahoma Department of Environmental Quality (ODEQ), Air Quality Division, in collaboration with the Association of Central Oklahoma Governments (ACOG), formally submits an Oklahoma City Metropolitan area path forward letter as required by participation in the EPA's Ozone Advance program. This is a "living" document and will be updated as programs are added or evolve. The document includes a list of Ozone Advance initiatives and ongoing programs for the Oklahoma City Metropolitan Statistical Area (MSA), comprised of Canadian, Cleveland, Grady, Lincoln, Logan, McClain, and Oklahoma counties, for which reports are provided to EPA on an annual basis. The Oklahoma City MSA report was submitted to EPA in May 2018.

The ground-level ozone reduction programs include voluntary and mandatory measures, as allowed in the EPA Ozone Advance Guidance Document. This mix of programs allows for more expeditious implementation and provides flexibility for program stakeholders. The Oklahoma City MSA had a design value of 0.076 in 2017.

Also in FY 2019, the MPO again teamed with the Oklahoma City-County Health Department's Wellness Now Coalition, Oklahoma City Public Schools, Oklahoma's Credit Union, and other agencies to host four Open Streets events. The forth fall Open Streets OKC event was held in an area around Capitol Hill including portions of: SW 25th, SW 29th, Robinson Avenue and Walker Avenue. The fourth spring Open Streets OKC event was held at NW 23rd and Walker. The City of Moore also hosted its second Open Streets event in the Fall of 2018 with approximately 1,700 attendees. All vehicular traffic was prohibited from using the street, but walking, jogging, bicycling, dancing, skateboarding, and dog walking were encouraged. In the spring of 2019, Oklahoma City held its fifth Open Streets event on NW 23rd between Robinson St., and Walker Ave. The City of Norman hosted its second Open Streets event in the Spring of 2019 with approximately 5,000 attendees.

Air Quality Public Awareness Campaign

The MPO continued administration of a comprehensive public education program on air quality and its requisite impacts on regional health, the economy and quality of life, including its effect on the transportation sector. The program is funded primarily from

Congestion Mitigation Air Quality (CMAQ) funds provided by the Oklahoma Department of Transportation (ODOT).

Social media and online platforms remain essential tools in raising awareness about Central Oklahoma's air quality. Social media such as Twitter and Facebook are cost-efficient methods of reaching wide audiences. Constant Contact is utilized to send email notifications of Ozone Alert Day declarations. In 2018, the MPO added a Spanish language translation for the Ozone Alert message. A text alert option will be launched in Spring 2019.

Public Fleet Conversion Grant Program

Congestion Mitigation and Air Quality (CMAQ) funds assigned to the OCARTS area provided funding for projects that entail fleet conversion to clean fuel technologies, the purchase of alternative fuel vehicles and hybrid vehicles, and/or the deployment of alternative fuel vehicle fueling and charging infrastructure. In FY 2018, OCARTS member entities, public trusts and public authorities providing essential services to OCARTS member entities, public colleges and universities, public technical education centers, and public school districts located principally within the OCARTS boundaries were eligible to participate.

The MPO issued a call for competitive project applications under its FY 2019 Public Fleet Conversion Grants process in October 2018 and five projects were awarded. City of Edmond, City of Midwest City, City of Moore, Oklahoma Environmental Management Authority (OEMA) and the Oklahoma Municipal Power Authority were awarded funding to defray costs related to the purchase of new compressed natural gas (CNG), battery electric vehicles (BEV) and electric vehicle supply equipment (EVSE). Funding for new alternative fuel vehicles, hybrid vehicles and advanced technology vehicles was limited to the incremental cost of those vehicles and required a minimum 20% local cost share with maximum 80% federal share. Grantees are required to remove older vehicles to be replaced by the purchase of new alternative fuel vehicles. Alternative fuel charging and fueling infrastructure also required a minimum 20% local share.

CMAQ Small Grant Program

In 2014, the MPO launched a one-year pilot grant program to fund small active transportation infrastructure and public education programs for the betterment of regional air quality. Based on feedback from member communities, ACOG relaunched the program in 2018, focusing on small transportation infrastructure projects and congestion relief efforts. Under the new program, the City of Oklahoma City and COTPA (through their Spokies bikeshare program) were awarded funding through a competitive grant process.

SPECIAL PROJECTS

Intermodal Transportation Hub Study

The *Intermodal Transportation Hub Master Plan for Central Oklahoma*, was the product of a partnership among the City of Oklahoma City, COTPA, ODOT, and ACOG. As a result of the study's recommendations, the City acquired the Santa Fe Station in downtown Oklahoma City. The City is currently using a combination of TIGER grant funds and state,

MPO and local funds for phase one renovations. In FY 2018, the first two phases of the Santa Fe Station project, which included building restoration, were completed. Additional construction efforts, including roadway and streetscape improvements to E.K. Gaylord Boulevard, bicycle and pedestrian enhancements, and construction of a pedestrian tunnel under the railroad platform, are expected to be completed in the coming years.

Regional Transit Authority Task Force and Regional Transportation Authority

The Regional Transit Authority (RTA) Task Force continued to provide leadership for Central Oklahoma's regional transit efforts.

In FY 2016, the Councils of the six communities who partnered on the Commuter Corridors Study, signed a Memorandum of Understanding (MOU) to create the Central Oklahoma Regional Transit Authority Task Force and to fund its operations for up to three years. In FY 2018, the RTA Task Force enlisted the services of a consultant to begin developing the organizational framework for an RTA. Staff provided status presentations to local entities involved in the RTA Task Force. The RTA Task Force, with guidance from the consultant, finalized the approach to setting the RTA district boundary, and adopted RTA board representation and voting protocols.

In February 2019, six communities (Del City, Edmond, Midwest City, Moore, Normand, and Oklahoma City) signed a trust indenture officially forming the Regional Transportation Authority (RTA) of Central Oklahoma. ACOG has continued to provide administrative, technical, and legal support to the newly formed organization.

TRANSPORTATION SERVICES FOR THE ELDERLY AND PERSONS WITH DISABILITIES

As required by the Americans with Disabilities Act, COTPA, CART, and Citylink provide paratransit services for Central Oklahoma's elderly and disabled populations. ACOG, COTPA, CART, and Citylink continue to be involved in efforts to improve transportation choices for persons with disabilities and persons with low/moderate income. During FY 2018, the MPO continued participation in the COTPA Special Transportation Advisory Committee (STAC) and the Governor's United We Ride Council Advisory Committee. The MPO reviewed applications for Sec. 5310 capital assistance from non-profit organizations that serve elderly and disabled citizens, as submitted by the Oklahoma Department of Human Services (DHS), Aging Services Division. The applications were approved and included in the OCARTS Area Transportation Improvement Program (TIP). DHS serves as the Sec. 5310 designated recipient for the Oklahoma City Urban Area, as designated by the Governor in FY 2014.

Title VI/ADA

ACOG continued to include an accommodation statement (inclusive of all disabilities) on its monthly agendas. ACOG maintained its website with all available Title VI and ADA documents and forms. ACOG continued efforts to update its Title VI Plan and Limited English Proficiency (LEP) Assessment.

PROGRAM SUPPORT AND ADMINISTRATION

Transportation Improvement Program

The FFY 2018-2021 OCARTS Area Transportation Improvement Program (TIP) identified the region's priorities for expenditure of federal-aid transportation funds within the OCARTS area during FFY 2018. Amendments to the program were made, as needed, financial constraint was maintained and opportunity for public comment on all amendments was provided. Staff began updating the TIP document to reflect the federal performance based planning and programming requirements. MPO staff also implemented 'eTRACKER,' an electronic Transportation Improvement Program system, or database, for electronic submission of STBG project applications and project monitoring.

The FFY 2018-2021 Transportation Improvement Program was updated during FY 2018 to reflect all state-sponsored projects for FFY 2019, 2020, and 2021 from the ODOT FFY 2018 - FFY 2025 Construction Work Plan. All amendments were adopted by the MPO and submitted to ODOT for approval and amendment of the STIP.

In FY 2018, ODOT, Oklahoma's MPOs, and FHWA coordinated to revise the STIP/TIP development procedures to ensure that the MPOs' and ODOT's transportation plans are updated every two years instead of three. To comply with the updated procedures, ACOG developed a new TIP in FY 2019—the FFY 2020 - 2023 Transportation Improvement Program—which incorporated transportation projects selected during the most recent Call for Projects for STBG-UZA funding. Once approved by ODOT and FHWA, the FFY 2020-2023 OCARTS TIP will become effective in October 2019.

Public Involvement Program

The *OCARTS Public Participation Plan (PPP)* guided public involvement activities related to the long-range metropolitan transportation plan, the OCARTS Area Transportation Improvement Program, and other transportation planning activities.

The MPO continued to utilize media releases, newsletters, and e-news releases distributed to ACOG's social media suite. Staff also provided information to the public about the OCARTS transportation planning process through ACOG's website, ACOG's blog, various radio and television interviews, news articles, and presentations to academic, civic, and community groups. The MPO utilized visualization techniques in all presentations, including PowerPoint presentations, maps, charts, pictures and other graphics. MPO staff continued their involvement in several regional outreach events, including: GIS Day at the State Capitol, OKSCAUG, Open Streets, and National Bike Month/Bike to Work Day.

Quadrennial Certification Review

MPO staff completed the seventh joint evaluation of the OCARTS area transportation planning process, conducted by FHWA and FTA, in October 2016. In FY 2017, FHWA and FTA issued their final report jointly certifying that the OCARTS transportation planning process substantially meets the requirements of 23 CFR Part 450.336.

Technical Assistance

The MPO continues to provide considerable technical assistance to its member local governments, private consultants working for local staff, other agencies, non-profits, and the public.

PART V: FY 2019 UNIFIED PLANNING WORK PROGRAM BUDGET

FY 2020 OCARTS UPWP

**TABLE V-1a
EXPECTED PLANNING FUNDS**

Funding Sources	Allocation	Match	Total
FHWA (PL)	\$2,144,218	\$536,059	\$2,680,277
FHWA (CMAQ)	\$31,849	\$7,962	\$39,811
FTA 5303	\$360,000	\$90,000	\$450,000
FTA 5307	\$1,077,890	\$269,473	\$1,347,363
ODOT (FHWA-SPR)	\$20,000	\$0	\$20,000
FTA (JARC/NF)	\$0	\$0	\$0
LOCAL	\$500,000	\$0	\$500,000
GRAND TOTAL	\$4,133,957	\$903,494	\$5,037,451

**TABLE V-1b
PLANNING FUND DISTRIBUTION**

Source	ACOG	OKC TM	CART & COTPA	SUB. ENT.	ODOT	TOTAL
FHWA (PL)	\$2,019,698	\$96,760	\$0	\$27,760	\$0	\$2,144,218
FHWA (CMAQ)	\$31,849	\$0	\$0	\$0	\$0	\$31,849
FTA 5303	\$360,000	\$0	\$0	\$0	\$0	\$360,000
FTA 5307	\$0	\$0	\$1,077,890	\$0	\$0	\$1,077,890
ODOT (FHWA-SPR) **	\$0	\$0	\$0	\$0	\$20,000	\$20,000
FTA (JARC/NF) ***	\$0	\$0	\$ -	\$0	\$0	\$0
LOCAL	\$842,891	\$24,190	\$269,473	\$0	\$0	\$1,136,554
PL IN KIND CONTR MATCH	\$260,000	\$0	\$0	\$6,940	\$0	\$266,940
GRAND TOTAL	\$3,514,438	\$120,950	\$1,347,363	\$34,700	\$20,000	\$5,037,451

FHWA: ODOT CMAQ & AQ represents federal CMAQ funds from ODOT. See TableV-2.

OKC TM = Oklahoma City Traffic Management

COTPA = Central Oklahoma Transportation and Parking Authority

CART/Norman = Cleveland Area Rapid Transit/Univ. of Oklahoma

SUB. ENT.= Choctaw, Edmond, Midwest City, Moore and Norman

LOCAL = PL/FTA/CMAQ/RTA 100%

** ODOT and FHWA State Planning & Research (SPR) funding for Transportation Planning Assistance

*** Funded at 100% Federal Share (no local match required)

TABLE V-2
FY 2020 UPWP
ACOG PARTICIPATION

No.	Task Description	FEDERAL FUNDS							LOCAL MATCH						TOTAL FUNDS					ACOG Subtotal
		FHWA-PL (80%)	FTA 5303 (80%)	CMAQ (80%)	CMAQ (100%)	Total Federal (80%)	Total Federal 100%	Total Federal	FHWA-PL (80%)	FTA 5303 (80%)	CMAQ (80%)	CMAQ (100%)	RTA (100%)	Total Local	FHWA-PL (80%)	FTA 5303 (80%)	CMAQ (80%)	CMAQ (100%)	RTA (100%)	
101	Monitor Soec. Data	\$119,766				\$119,766	\$0	\$119,766	\$29,942	\$0				\$29,942	\$149,708	\$0				\$149,708
102	Trans. Planng. Data	\$68,746				\$68,746	\$0	\$68,746	\$17,187	\$0				\$17,187	\$85,933	\$0				\$85,933
103	Census & Geo. In. Sys.	\$126,888				\$126,888	\$0	\$126,888	\$31,722	\$0				\$31,722	\$158,610	\$0				\$158,610
	Subtotal	\$315,400	\$0			\$315,400	\$0	\$315,400	\$78,851	\$0				\$78,851	\$394,251	\$0				\$394,251
201	Long Range Plan	\$877,795				\$877,795	\$0	\$877,795	\$219,449	\$0				\$219,449	\$1,097,244	\$0				\$1,097,244
202	Short Range Plan	\$93,622				\$93,622	\$0	\$93,622	\$23,406	\$0				\$23,406	\$117,028	\$0				\$117,028
203	Congestion Mgt	\$275,970				\$275,970	\$0	\$275,970	\$68,993	\$0				\$68,993	\$344,963	\$0				\$344,963
204	E and D Plan		\$360,000			\$360,000	\$0	\$360,000	\$0	\$90,000			\$500,000	\$590,000	\$450,000				\$500,000	\$950,000
205	Air Quality*	\$72,013		\$31,849		\$103,862	\$0	\$103,862	\$18,003	\$0	\$7,962			\$25,965	\$90,016	\$0	\$39,811			\$129,827
	Subtotal	\$1,319,400	\$360,000	\$31,849		\$1,711,249	\$0	\$1,711,249	\$329,851	\$90,000	\$7,962		\$500,000	\$927,813	\$1,649,251	\$450,000	\$39,811		\$500,000	\$2,639,062
301	Citizen Part. System	\$47,782				\$47,782	\$0	\$47,782	\$11,946	\$0				\$11,946	\$59,728	\$0				\$59,728
	Subtotal	\$47,782	\$0			\$47,782	\$0	\$47,782	\$11,946	\$0				\$11,946	\$59,728	\$0				\$59,728
401	Certification/Coord.	\$98,243				\$98,243	\$0	\$98,243	\$24,561	\$0				\$24,561	\$122,804	\$0				\$122,804
402	Technical Assist.	\$11,754				\$11,754	\$0	\$11,754	\$2,939	\$0				\$2,939	\$14,693	\$0				\$14,693
	Subtotal	\$109,997	\$0			\$109,997	\$0	\$109,997	\$27,500	\$0				\$27,500	\$137,497	\$0				\$137,497
501	Staff Training	\$31,098				\$31,098	\$0	\$31,098	\$7,775	\$0				\$7,775	\$38,873	\$0				\$38,873
502	Annual Report/Doc.	\$69,798				\$69,798	\$0	\$69,798	\$17,450	\$0				\$17,450	\$87,248	\$0				\$87,248
	Subtotal	\$100,896	\$0			\$100,896	\$0	\$100,896	\$25,225	\$0				\$25,225	\$126,121	\$0				\$126,121
601	Direct Proj.Mgt.	\$126,223				\$126,223	\$0	\$126,223	\$31,556	\$0				\$31,556	\$157,779	\$0				\$157,779
	Subtotal	\$126,223	\$0			\$126,223	\$0	\$126,223	\$31,556	\$0				\$31,556	\$157,779	\$0				\$157,779
	Total	\$2,019,698	\$360,000	\$31,849	\$0	\$2,411,547	\$0	\$2,411,547	\$504,929	\$90,000	\$7,962	\$0	\$500,000	\$1,102,891	\$2,524,627	\$450,000	\$39,811	\$0	\$500,000	\$3,514,438

TABLE V-3

**FY 2020 UPWP
OKLAHOMA CITY TRAFFIC MANAGEMENT**

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH				TOTAL FUNDS			OKC TM Subtotal
		PL	FTA 5303	FTA 5307	PL	FTA 5303	FTA 5307	Total Local	PL	FTA 5303	FTA 5307	
101	Monitor Soec. Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
102	Trans. Planng. Data	\$83,000	0	0	20,750	0	0	20,750	103,750	0	0	\$103,750
103	Census & Geo. In. Sys.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$83,000	0	0	20,750	0	0	20,750	103,750	0	0	\$103,750
201	Long Range Plan	\$0	0	0	0	0	0	0	0	0	0	\$0
202	Short Range Plan	\$0	0	0	0	0	0	0	0	0	0	\$0
203	Congestion Mgt	\$0	0	0	0	0	0	0	0	0	0	\$0
204	E and D Plan	\$0	0	0	0	0	0	0	0	0	0	\$0
205	Air Quality	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
301	Citizen Part. System	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
401	Certification/Coord.	\$0	0	0	0	0	0	0	0	0	0	\$0
402	Technical Assist.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
501	Staff Training	\$7,680	0	0	1,920	0	0	1,920	9,600	0	0	\$9,600
502	Annual Report/Doc.	\$6,080	0	0	1,520	0	0	1,520	7,600	0	0	\$7,600
Subtotal		\$13,760	0	0	3,440	0	0	3,440	17,200	0	0	\$17,200
601	Direct Proj.Mgt.	\$0	0	0	0	0	0	0	0	0	0	\$0
Subtotal		\$0	0	0	0	0	0	0	0	0	0	\$0
Total		\$96,760	\$0	\$0	\$24,190	\$0	\$0	\$24,190	\$120,950	\$0	\$0	\$120,950

TABLE V-4
FY 2020 UPWP
COTPA

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH				TOTAL FUNDS			COTPA Subtotal
			*			*				*		
			JARC/NF	FTA 5307		JARC/NF	FTA 5307	Total Local		JARC/NF	FTA 5307	
101	Monitor Soec. Data	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
102	Trans. Planng. Data	\$ -	\$ -	\$ 108,000	\$ -	\$ -	\$ 27,000	\$ 27,000	\$ -	\$ -	\$ 135,000	\$ 135,000
103	Census & Geo. In. Sys.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ -	\$ -	\$ 108,000	\$ -	\$ -	\$ 27,000	\$ 27,000	\$ -	\$ -	\$ 135,000	\$ 135,000
201	Long Range Plan	\$ -	\$ -	\$ 340,000	\$ -	\$ -	\$ 85,000	\$ 85,000	\$ -	\$ -	\$ 425,000	\$ 425,000
202	Short Range Plan	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 500,000	\$ 500,000
203	Congestion Mgt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
204	E and D Plan	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ 15,000	\$ 15,000	\$ -	\$ -	\$ 75,000	\$ 75,000
205	Air Quality	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ 10,000	\$ 10,000
	Subtotal	\$ -	\$ -	\$ 808,000	\$ -	\$ -	\$ 202,000	\$ 202,000	\$ -	\$ -	\$ 1,010,000	\$ 1,010,000
301	Citizen Part. System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
401	Certification/Coord.	\$ -	\$ -	\$ 16,000	\$ -	\$ -	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ 20,000	\$ 20,000
402	Technical Assist.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ -	\$ -	\$ 16,000	\$ -	\$ -	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ 20,000	\$ 20,000
501	Staff Training	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ 10,000	\$ 10,000
502	Annual Report/Doc.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ 10,000	\$ 10,000
601	Direct Proj.Mgt.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ 940,000	\$ -	\$ -	\$ 235,000	\$ 235,000	\$ -	\$ -	\$ 1,175,000	\$ 1,175,000

TABLE V-5
FY 2020 UPWP
CART/Norman

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH			TOTAL FUNDS			CART Subtotal	
			ITS	FTA 5307		ITS	FTA 5307	Total Local		ITS		FTA 5307
101	Monitor Socioeconomic Data		\$0	\$0		\$0	\$0	\$0		\$0	\$0	\$0
102	Trans. Planning Data		0	32,390		0	8,098	8,098		0	40,488	\$40,488
103	Census & Geo. In. Sys.		0	0		0	0	0		0	0	\$0
Subtotal			0	32,390		0	8,098	8,098		0	40,488	40,488
201	Long Range Plan		0	10,000		0	2,500	2,500		0	12,500	\$12,500
202	Short Range Plan		0	60,000		0	15,000	15,000		0	75,000	\$75,000
203	Congestion Mgt		0	0		0	0	0		0	0	\$0
204	E and D Plan		0	27,500		0	6,875	6,875		0	34,375	\$34,375
205	Air Quality		0	2,000		0	500	500		0	2,500	\$2,500
Subtotal			0	99,500		0	24,875	24,875		0	124,375	124,375
301	Citizen Part. System		0	3,000		0	750	750		0	3,750	\$3,750
Subtotal			0	3,000		0	750	750		0	3,750	3,750
401	Certification/Coord.		0	0		0	0	0		0	0	\$0
402	Technical Assist.		0	0		0	0	0		0	0	\$0
Subtotal			0	0		0	0	0		0	0	\$0
501	Staff Training		0	3,000		0	750	750		0	3,750	\$3,750
502	Annual Report/Doc.		0	0		0	0	0		0	0	\$0
Subtotal			0	3,000		0	750	750		0	3,750	3,750
601	Direct Proj.Mgt.		0	0		0	0	0		0	0	\$0
Subtotal			0	0		0	0	0		0	0	\$0
Total			\$0	\$137,890		\$0	\$34,473	\$34,473		\$0	\$172,363	\$172,363

TABLE V-6
FY 2020 UPWP
SUBURBAN ENTITIES

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH				TOTAL FUNDS			Suburban Entities Subtotal
		PL	FTA 5303	FTA 5307	PL	FTA 5303	FTA 5307	Total Local	PL	FTA 5303	FTA 5307	
102	Trans. Planning Data											
	Choctaw	\$4,800	\$0	\$0	\$1,200	\$0	\$0	\$1,200	\$6,000	0	0	\$6,000
	Edmond	\$6,800	\$0	\$0	\$1,700	\$0	\$0	\$1,700	\$8,500	0	0	\$8,500
	Midwest City	\$4,800	0	0	1,200	0	0	1,200	6,000	0	0	\$6,000
	Moore	\$4,800	0	0	1,200	0	0	1,200	6,000	0	0	\$6,000
	Norman	\$11,360	0	0	2,840	0	0	2,840	14,200	0	0	\$14,200
Total		\$27,760	\$0	\$0	\$6,940	\$0	\$0	\$6,940	\$34,700	\$0	\$0	\$34,700

PART VI: ELEMENT AND TASK DESCRIPTIONS

ELEMENT #1: DATA DEVELOPMENT AND INFORMATION MANAGEMENT

This element is designed to provide a systematic framework for maintaining, developing, coordinating, integrating, and supporting an areawide urban/regional data management information system. In order to accomplish this, ACOG staff will continue coordination with various federal, state, and local agencies including the U.S. Census Bureau, U.S. Department of Commerce, Oklahoma Department of Environmental Quality, Oklahoma Department of Transportation, and Oklahoma Department of Commerce, for acquisition and analysis of socioeconomic, demographic, and transportation data.

This element produces a continuing inventory of land use, demographic, socioeconomic, and travel data, as well as transportation and transit facilities to assist with monitoring and analyzing changes within the region.

Tasks Included:

[1.01 - Demographic/Socioeconomic Data Monitoring](#)

[1.02 - Transportation Planning Data Management](#)

[1.03 - Geographic Information System Improvements and Census Geography](#)

[1.04 - Transportation Planning Assistance - Oklahoma Department of Transportation](#)

Task 1.01: Demographic/Socioeconomic Data Monitoring

Background Information

A primary function of the MPO is the calibration and application of a regional land use distribution model. This requires substantial data inputs including base year and forecast year land use, population, employment, dwelling units and school enrollment within the OCARTS area. The regional population and employment forecasts generated by the land use model are critical to the MPO's ability to plan for future traffic congestion.

Program Objective

Continue to prepare the 2045 Plan base year and forecast year elements.

Program Activities (all activities to be conducted by ACOG)

1. Complete development of forecast year population data for the 2045 Plan.
2. Complete development of 2015 base year and initiate development of forecast year employment data.
3. Initiate the development of the 2045 school enrollment for public, private and college institutions.
4. Conduct annual request for land use, building permit, and demolition data from member local governments and agency partners. Data will be utilized in the continual monitoring of transportation performance measures and updates to the regional land use and travel demand models. Finalize the 2015 land use data and begin collection of 2045 (future) land use from local communities. Collect 2015 water and sewer line data in order to update the regional service area boundary. Track local land use developments and comprehensive plans for CY 2020.
5. Complete the documentation of the methodology that was used to develop the land use scenarios, the outcomes of the process, and suggestions for modification and future data needs. Continue data collection (activity centers, income, etc.) for the development and calibration of the 2045 growth scenarios. Begin 2045 land use scenario development by first evaluating the 2040 Plan scenarios process and exploring the future transportation needs of the region.
6. Initiate 2045 growth assumptions by TAZ in order to calibrate the 2045 Plan growth scenarios. Begin the development of the 2045 population and employment forecast control totals and school enrollment data for use in the 2045 land use scenarios.
7. Provide data, as needed, to project sponsors regarding social, demographic, economic, and environmental impacts of major transportation projects. Continue the collection of socioeconomic and environmental impact data for the 2045 Plan. Explore including health factors in the 2045 Plan.
8. Continue to monitor census products that can be used in model development. Provide census materials and workshops to area members, as needed. Promote annual census programs to members (ACS, BAS). Prepare for the 2020 decennial census.

End Product

Technical memoranda and reports documenting program activities, including:

- 1.01 (1-3) – 2045 Data Report(s)
 - Population
 - Employment
 - School Enrollment
- 1.01 (2) – 2015 Base Data Report
 - Employment
- 1.01 (4) – 2045 Plan Land Use Data Report
- 1.01 (5) – 2040 Regional Land Use Scenarios Report (ACOG)

Task 1.02: Transportation Planning Data Management

Background Information

Transportation planning data is collected every year and compiled in various transportation files at ACOG. Information is placed in new formats, and programs are revised as needed in order to allow greater flexibility and broader reviews of the subject matter.

Program Objective

Collect, maintain, update, and evaluate information that is basic to the transportation planning process regarding current travel and system characteristics, and to utilize such information for the assessment of transportation system performance and for forecasting regional travel demand. Data collected is also used to provide a statistical foundation for the identification and prioritization of projects included in the Transportation Improvement Program (TIP).

Program Activities

1. Traffic Count Program

ACOG will collect traffic counts taken by the Oklahoma Department of Transportation (ODOT), the City of Oklahoma City Traffic Management (OKC TM) and the cities of Edmond, Midwest City, Moore, Norman, and Choctaw on key links on the OCARTS Plan network on a rotational basis over a two-year period. Annual counts will be collected for a select number of locations. Participating entities will continue to upload volume, speed, and classification data directly into a hosted, central database available online at acog.ms2soft.com.

ACOG will explore the inclusion of seasonal adjustment factors to ensure the reliability of regional traffic count data. Emphasis on sharing traffic count and transportation system data between the various entities as well as the general public will continue. (ODOT, ACOG, OKC TM, EDM, MWC, MOR, NOR, Choctaw)

ACOG will collect bicycle and pedestrian counts taken by participating entities in fall 2019 and spring 2020. ACOG will also work towards an agreement with ODOT to utilize their new mobile bike counters.

2. Management Systems

- a. ACOG will continue to work cooperatively with the Oklahoma Department of Transportation, affected governmental entities, and private sector groups in the development of the pavement, bridge, safety management systems, and the aforementioned congestion management process, as well as the highway performance monitoring system (HPMS).
- b. ACOG will continue to provide traffic counts and lane-width information from the OCARTS traffic count database and transportation model to ODOT for the HPMS. (ACOG)
- c. ACOG will continue to maintain its electronic Transportation Improvement Program system (e-TIP), known as eTRACKER, which provides user-friendly, comprehensive, and efficient tools for managing Transportation

Improvement Programs (TIP). ACOG will also work with ODOT to explore the potential for statewide implement of an e-STIP. (ACOG)

3. Travel Time Analysis

- a. Utilize the National Performance Management Research Data Set (NPMRDS) for the Enhanced NHS within Central Oklahoma to monitor and analyze system performance and congestion.
- b. Include Travel Time Analysis results in the performance measure monitoring report completed by ACOG (see Task 2.03). (ACOG)
- c. ACOG will access additional sources for speed/travel time data provided by ODOT.

4. Transit Database and Network Reporting

COTPA, CART/Norman and Citylink will collect and analyze ridership data for directly operated and purchased transportation services monthly; ridership figures will be reported to the National Transit Database (NTD) as required. Ridership data by stop will be provided to ACOG annually to assist with modeling efforts. (COTPA, CART/Norman, Citylink)

COTPA continues to publish and maintain static and LIVE GTFS data feeds to reflect edits and changes made in the bus network system. Staff is working to include streetcar services in the feed by 2020. Financial data is continually monitored for accurate functional allocation for all reporting modes. (COTPA)

End Product

Computerized database files. Technical memoranda and reports as required, documenting the findings and analysis of data collected under these program activities, including:

- 1.02 (1) – Traffic Counts Data Collection reports (Choctaw, Edmond, Midwest City, Moore, Norman, Oklahoma City TM)
- 1.02 (1) – Bicycle and Pedestrian Count Data Collection reports
- 1.02 (4) – Annual National Transit Data Reports to FTA (COTPA, CART/Norman, Citylink)

Task 1.03: Geographic Information System (GIS) Improvements and Census Geography

Program Objectives

Maintain an accurate geographic information system (GIS) of all data relevant to the regional transportation planning process, including but not limited to the street network, transportation projects, functional class, bicycle/pedestrian facilities, crash data, traffic counts, traffic congestion and corridors, parks and open space, administrative boundaries, land use data, parcels, transit routes, and regional snow routes. Provide GIS products and support for members through user-friendly and innovative technologies.

Program Activities (all activities to be conducted by ACOG)

1. Maintain an accurate inventory of transportation planning related geographic data sets using a centralized geodatabase. Develop and apply GIS metadata and other standards.
2. Provide data and maps in multiple formats for requesting entities. Produce maps and data for regional transportation plans and planning efforts.
3. Provide regional support for GIS data collection and mapping projects.
4. Continue the process of developing regional parcel data.
5. Provide regional coordination for digital aerial sharing and planning. Start planning for 2020 aerial coordination and collection with local members.
6. Explore future GIS and mapping capabilities for ACOG and member entities (e.g. ArcGIS Online, Cloud GIS).
7. Publish transportation planning products available on ArcGIS Online and provide data to ACOG's members as requested. Explore additional methods to integrate GIS into the public involvement process for the 2045 Plan.

End Product

GIS products (data inventories and maps) and aerial photography available for ACOG planning efforts, technical assistance for members, and public access.

Task 1.04: Transportation Planning Assistance - Oklahoma Department of Transportation (ODOT)

Program Objectives

The Oklahoma Department of Transportation (ODOT) will provide administrative, technical, and policy guidance and assistance related to the successful completion of the urban transportation planning work activities itemized in this UPWP.

Program Activities

1. Urban Transportation Planning Process
The Oklahoma Department of Transportation will provide a liaison, maintain information flows, and provide technical assistance for the maintenance of an effective continuous, comprehensive, and cooperative urban transportation planning process in the OCARTS area. (ODOT)
2. Computer Support
ODOT's GIS Data Portal and ArcGIS Online systems are available for ACOG to access GIS data collected and maintained by ODOT.

End Product

Urban transportation planning, technical, and computer support and services for the successful implementation of the FY 2020 UPWP.

ELEMENT #2: REGIONAL TRANSPORTATION PLANNING

This activity involves the maintenance and refinement of the long-range and short-range transportation planning processes. Work areas include tasks to develop, maintain, and refine the methodology for reevaluation and update of proposed transportation systems and subsystems. Multimodal travel forecasting models and traffic management strategies will be used in order to improve the system of integrated regional transportation planning. Included is the maintenance of a four-year Transportation Improvement Program (TIP) serving as the short-range implementation tool for the region's long-range transportation plan.

Tasks Included:

[2.01 - Long-Range Transportation Planning](#)

[2.02 - Short-Range Transportation Planning](#)

[2.03 - System Performance and Congestion Management](#)

[2.04 - Mobility and ACOG Public Transportation Planning](#)

[2.05 - Air Quality Planning](#)

Task 2.01: Long-Range Transportation Planning

Background Information

Fixing America's Surface Transportation (FAST) Act (P.L. 114-94), signed into law on December 4, 2015, authorized federal highway, highway safety, transit, and rail programs for five years from federal fiscal year 2016 through 2020. The FAST Act replaced MAP-21 (Moving Ahead for Progress in the 21st Century) and is the first long-term comprehensive surface transportation legislation since the 2005 Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

In FAST Act, metropolitan and statewide transportation planning processes are continued, including the performance-based planning and programming requirements of MAP-21. Requirements for a long-range metropolitan transportation plan and a short-term transportation improvement program (TIP) continue and public involvement remains a hallmark of the planning process.

Federal guidelines require a continuing, comprehensive, and coordinated (3C) transportation planning process in metropolitan areas and states. The FAST Act continued the MAP-21 planning factors that must be considered in the development of metropolitan plans and programs and added two new factors: improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and enhance travel and tourism. The FAST Act places an emphasis on freight planning and investment and continues requirements for financial feasibility and consideration of social and environmental impacts of transportation decisions.

Encompass 2040, the current long-range transportation plan for the OCARTS area, was adopted by the MPO in October 2016. The OCARTS area is an air quality attainment area, and therefore the long-range transportation plan update for Central Oklahoma is required every five years.

Program Objective

Develop and implement the intermodal long-range transportation plan for the OCARTS area in compliance with the requirements of the FAST Act. Continue data collection and analysis required for the development of the next long-range plan. Develop and enhance modeling tools in order to accurately estimate and forecast travel patterns.

Program Activities

1. Ensure compliance with guidance issued by the Federal Transit and Federal Highway Administrations that implements the FAST Act, particularly regarding metropolitan and statewide planning requirements. (ACOG)
2. Evaluate requests to amend the current long-range plan in accordance with the ACOG amendment procedures, FAST Act requirements, financial constraint, public involvement, and any applicable conformity guidelines promulgated under the 1990 Clean Air Act Amendments. Any proposed amendments to the adopted plan shall include consideration of the planning factors, review of mobility benefits and burdens to different socioeconomic groups, the adopted public participation plan (see Task 3.01), regional performance measures, and financial capacity to implement such plan amendments. (ACOG)

3. Review and evaluate the process and factors that were considered in the development of the long-range plan. Review and revise, as necessary, regional goals and provide recommendations for the 2045 OCARTS Plan update.
4. Compile and maintain long-range data on roadway, transit, bicycle and pedestrian modes, and on freight movement and airport access within the OCARTS area. Evaluate and update the projects and recommendations included in the 2040 Plan for improving multimodal and intermodal (transit, bicycle, pedestrian, freight movement) travel and goods movement within the OCARTS area.
5. Evaluate and update the OCARTS Bicycle Master Plan, as well as the Pedestrian Master Plan, if time permits. Explore the possibility of developing a regional active transportation plan. (ACOG)
6. In order to ensure the reliability and responsiveness of forecasting tools, the MPO will continue implementation of a transportation model improvement program (TMIP) to provide for the maintenance of the OCARTS model network. ACOG will update the regional travel demand model (TDM), focusing on enhancing the multimodal (transit, bicycle, and pedestrian) component of the existing model. (ACOG)
7. Coordinate with ODOT on the implementation of the 2015-2040 Statewide Intermodal Transportation Plan and assist with the development of the 2020-2045 statewide long-range transportation plan. Share information and assist as needed in processing amendments to the Metropolitan Transportation Plan, the OCARTS TIP, and federal functional classification system. (ACOG, ODOT)
8. Coordinate with the Oklahoma Turnpike Authority (OTA) and track and model, as needed, OTA-sponsored improvements to the regional network. (ACOG)
9. Emerging Transportation System Issues (ACOG)
 - a. ACOG will monitor advances in transportation system technology, including but not limited to connected and autonomous vehicles (CAVs), on-demand ride services, unmanned aircraft systems, and flexible goods movement. Staff will assist OCARTS transportation committees, local governments, COTPA, CART/Norman, state and federal agencies, and the private sector in preparing for local adoption. ACOG will research the impacts CAVs and other technological changes will have on the transportation system and their impacts on social and economic trends including workforce development.
 - b. Coordinate with regional partners to complete an urban tree canopy study for Central Oklahoma. Integrate data collected during the study into the metropolitan planning process, including: 2045 Plan and land use scenarios, resiliency efforts, livability and complete streets initiatives, and advanced regional air quality analysis and planning. ACOG will provide member communities with access to the tree survey data to assist in local planning efforts. (ACOG)

10. Long Range Transit Planning (COTPA, CART/Norman, Citylink)

- a. Continue the process among the MPO, local transit providers, and leaders from the public and private sectors, to support the Regional Transportation Authority (RTA) of Central Oklahoma. (COTPA, CART/Norman, Citylink)

11. Long Range Transit Planning (COTPA)

a. COTPA Long Range Transit Plan Implementation:

- Continue to plan for and/or implement smaller-scale elements of the 2001 COTPA Long Range Transit Plan (LRTP), adopted in 2001, including additional planning for park-and-ride lots, a commuter vanpool program, added technology (such as traffic signal priority), and service to the airport. COTPA will explore the prospect of updating the 2001 COTPA LRP and the July 2013 Transit Service Analysis (TSA). (COTPA)
- COTPA will further implement the “COTPA Five-Year Board Initiatives” adopted on September 2, 2016, where appropriate:
 - Participate in the development and formation of a Regional Transit Authority (RTA) through recommendations to the RTA Task Force, with inclusion and integration of COTPA as an essential transit provider for the OKC metropolitan region. Prior to final establishment of the RTA, consider and evaluate COTPA to determine its place and viability within the new RTA as the primary transit provider in the Central Oklahoma region, and position COTPA as a viable RTA entity.
 - Identify and promote new multimodal transit options and choices; such as streetcar, enhanced bus service and the BRT, and promoting the use of TOD policies.
 - Start-up and operate the new Oklahoma City streetcar system.
 - Enhance and promote existing transit services; focus on ridership as well as satisfaction (bike, bus, ferry) and implement transit education and promotion campaigns.
 - Work to secure dedicated transportation funding.
 - Pursue the COTPA Five-year Board initiatives to expand and enhance the COTPA downtown parking system.

b. COTPA Regional Fixed Guideway Systems Planning

Continue to advance the recommendations of the 2005 Regional Fixed Guideway Study (FGS), through the following efforts:

- Continue work on the Northwest Bus Rapid Transit (BRT) Project and the federal BUILD grant awarded for it in December 2018. The Northwest BRT is the core of the Northwest Multimodal Transportation Corridor (MWMTC) Concept Plan and the Plan recommends bus rapid transit, park-and-ride, other enhanced transit options, TOD, and healthy community planning along the combination Northwest Expressway and Classen.

- Build on the work done on the recently completed TIGER Capital Grant Application and conduct the NEPA class of action and other planning/funding steps.
- Continue to implement the bus rapid transit and enhanced bus element of the 2005 Fixed Guideway Study's 2030 System Plan, as modified by the findings of the 2013 Nelson Nygaard Transit Services Analysis (TSA).
- Continue planning with the Union Pacific Railroad, ODOT, ACOG and others to secure excursion train passenger rail access, and trail access between Northeast OKC and the Santa Fe Station through Bricktown.
- Continue to work closely with the Oklahoma City Planning Department on various transit-related matters such as bikewalkOKC OKC implementation, TOD near streetcar, TOD elsewhere and the recodification of the City's zoning and development codes, airport service concepts, grant applications, additional multimodal corridor studies, and ped-bike planning.
- Continue to plan for future streetcar improvement and extensions, such as a potential connection to the Oklahoma Health Center and Innovation District and improvements such as progress toward automated (self-driving) streetcar.
- Initiate planning for the addition of autonomous vehicles that can complement full-size bus service, such as for autonomous circulators for first and last mile trips.
- Continue stakeholder engagement for the continued planning and advancement of Fixed Guideway Study recommendations, such as with the APT and other transit coalitions.
- Continue collaborations and public education initiatives for the advancement of transit oriented development (TOD), supportive land use plans and policies that include the continuum of access to transit services, ranging from pedestrian treatments to bus stops/shelters to transit-oriented development and continue to participate in the National TOD Peer Network sponsored by Smart Growth America.

c. Northwest BRT and MAPS4

- Continue the planning, design and engineering of the Northwest BRT and its associated improvements for its initial 2023 phase one deployment out to Meridian Avenue, and for the unfunded phase two extension to Council Road or further. The associated improvements for the initial 2023 phase one are transit stations, lane treatments, roadway crossings, traffic signal priority, park-and-ride lots, buses, and more.
- In regard to the anticipated MAPS4 citizen vote in late 2019, COTPA will provide information, evaluation criteria for transit ideas, and assist decision makers.

12. Long Range Transit Planning (CART/Norman)

- Submit the 2018 interim update for CART's Long Range Public Transportation Plan (CART's 2008 Plan) to City of Norman for approval and to be included in the City's Comprehensive Transportation Plan. CART Plan will be updated again in 2025.

- Continue to collaborate with the City of Norman on transitioning operations of the public transit service to the City or another operator of its choice. Include representatives from other agencies as needed.

End Product

Technical memoranda and reports documenting program activities, including:

- 2.01 (2) – Summary of MTP Amendments report (ACOG)
- 2.01 (3) – 2045 OCARTS Plan Regional Goals (ACOG)
- 2.01 (4) – Mapped Inventory of Encompass 2040 Improvements
- 2.01 (5) – Updated OCARTS Bicycle Master Plan

Task 2.02: Short-Range Transportation Planning

Background Information

Short-range transportation planning plays an important role in identifying and implementing priorities for highway and intermodal improvements within the metropolitan area. The Transportation Improvement Program (TIP) is the primary tool used to advance the goals of the long-range transportation plan.

Program Objectives

Coordinate with ODOT, OCARTS area local governments, and local transit providers in the implementation of transportation improvements throughout the region that are consistent with the financially constrained long-range transportation plan. Expend the region's federal transportation dollars quickly and efficiently in accordance with regionally established priorities.

Program Activities

1. Monitor federally funded transportation improvements within the OCARTS area
 - a. Monitor the region's Surface Transportation Block Grant - Urbanized Area (STBG-UZA) funds (formerly called the Surface Transportation Program) and provide a mid-year STBG-UZA status report, by entity, in accordance with ITPC policy. Provide assistance to local entities, as needed, concerning STBG-UZA procedures, funds, project statuses, and obligation of STBG-UZA funds. Conduct quarterly status report meetings on active projects with ODOT and relevant local entities.
 - b. Continue to monitor the implementation of OCARTS area STBG- Set Aside or Transportation Alternatives Program (TAP) projects, competitively selected using FFY 2013 and FFY 2014 TAP funds and the MPO's project evaluation and scoring criteria. Coordinate with ODOT on the implementation of its 2016 TAP projects. Monitor the FFY 2015 - FFY 2020 TAP (inside the UZA) funding cycle and include coordination with ODOT.
 - c. Assist OCARTS entities in identification of other appropriate federal and state funding sources for local transportation improvements.
 - d. Prepare an annual listing of projects for which federal transportation funds were obligated during FFY 2019, including investments in pedestrian walkways and bicycle transportation facilities. (ACOG)
2. Monitor and track highway, street, and intermodal (transit, bicycle, pedestrian, freight movement, airport access) improvements by maintaining databases and a GIS inventory of the improvements. Update the annual Network Monitoring Report. (ACOG)

COTPA, CART/Norman, and Citylink will provide shapefile and/or other information on route and service changes for inclusion in the region's annual Network Monitoring Report. (COTPA, CART/Norman, Citylink)
3. Consider requests by OCARTS entities to amend the federal functional classification system as needed. Such requests will be reviewed by the MPO's Technical and Policy Committees and forwarded to ODOT for submission to FHWA. (ACOG)

4. Cooperate with ODOT in the selection of projects for funding on the National Highway System (NHS), and select other Title 23 and transit projects in consultation with ODOT and area public transportation providers in conformance with TIP and STIP priorities. Coordinate with ODOT on the implementation of OCARTS area recommendations from its Strategic Highway Safety Plan (SHSP). (ACOG)
5. Continue working with ODOT and area freight stakeholders to maintain up-to-date inventories of intermodal facilities and goods movement data affecting the OCARTS area. (ACOG)
6. Integrated Planning and Environmental Processes

The MPO will provide assistance to lead agencies performing a planning process that can be integrated into the required environmental analysis for major highway and public transit projects in the OCARTS area. The analysis process will involve the MPO, ODOT, COTPA, CART/Norman, FHWA and FTA, and other agencies as needed. The process will establish the range of alternatives to be studied such as alternative modes and general alignments and include appropriate public involvement opportunities. Broad social, economic, and environmental impacts that could result from the proposed improvement will be evaluated. (ACOG, ODOT, COTPA, CART/Norman)
7. Update the FFY 2020-2023 OCARTS Area TIP to include the latest priorities of the MPO member entities. Update the TIP document to reflect new federal requirements for performance based planning (See task 2.03) and programming. Integrate the goals and objectives of the MTP into the TIP to better connect the long-range and short-range plans. Conduct a call for Surface Transportation Block Grant - Urbanized Area (STBG-UZA) projects and use the STBG-UZA Evaluation Criteria to select projects for inclusion in the TIP. Process amendments to the current TIP through the ITTC and ITPC, provide public notice on each amendment, and document said amendments for submission to the FHWA, FTA, ODOT, and other applicable agencies. Monitor revisions to project descriptions, funding sources, and cost estimates in order to maintain a fiscally constrained TIP. Provide input into the ODOT 8-Year Construction Work Plan and Statewide Transportation Improvement Program (STIP).
8. Conduct an update (if needed) of the *Criteria and Process for Evaluation of STBG-UZA Projects*. The update will be completed with a sub-committee made up of members from ITTC and ITPC. Revisions will continue to reflect the goals of the Metropolitan Transportation Plan (MTP), the strategies of the Congestion Mitigation Process (CMP), and member entity priorities.
9. Public Transportation Quarterly Coordination Meetings

COTPA will convene quarterly coordination meetings among staff from ACOG, COTPA, CART/Norman, Citylink, First Capital Trolley, Oklahoma City Planning Department, ODOT and the Oklahoma Department of Human Services (DHS). This forum enables transit providers, ACOG, ODOT and other transportation professionals to interface about regional transit issues. Highlights of each meeting will be presented at ITTC by the entity hosting the most recent quarterly meeting. (COTPA, CART/Norman, Citylink, ODOT)

10. Short Range Transit Route Performance & Service Plans

a. Transit Route Performance Evaluation

Utilize on-bus technology and other surveys to monitor route performance, usage trends and validity of service for existing fixed routes. Regularly brief local entities and agencies on system performance as appropriate. (COTPA, CART/Norman)

b. Planning for Bus Route Service & Schedules

COTPA will:

- Plan for its fleet expansion to be in position to operate more than 50 buses simultaneously in peak operation if funding is available. This involves various administrative, facility, FTA compliance standards and more.
- Continue to review the impact of bus route changes and develop bus route service plans in conformance with budgetary considerations and various plans and processes, with special emphasis on the interface with streetcar and providing increased frequency as appropriate.
- Provide advice and technical planning assistance to local communities, as appropriate.
- Provide Edmond Citylink with compliance oversight and transit planning assistance, as appropriate.
- Continue the short-term transit resource improvement planning which has focused on strategies to help COTPA expand its fleet, add CNG fueling, and add hybrid, electric, and CNG-powered buses (addition in FY 2020 of COTPA's first CNG paratransit vehicles, which were ordered in FY 2019), and enlarge its workforce to best accommodate recent EMBARK service expansion. In addition, COTPA planning will continue to evaluate the fleet replacement and expansion schedule. COTPA's on-site CNG fleet fueling infrastructure will be brought on-line during FY 20 and COTPA will work with vendors to upgrade the maintenance facility to further accommodate CNG vehicles.
- Conduct public engagement activities, as necessary, to plan for and implement a potential addition of more night-routes (service until midnight), such as weeknight service on Route 2.
- Develop and maintain individual route maps and schedules, and system maps for EMBARK fixed-route services.

CART/Norman will:

Utilize AVL/APC systems to analyze route and stop location effectiveness to determine if route changes or bus stop location changes are needed. Conduct public engagement activities, as necessary, to plan and implement route or service changes.

c. Planning for Streetcar

- Work closely with the OKC Traffic Operations / Engineering group to look at way to restripe or adjust signals to further enhance the safety and efficiency of the system.

- Continue to work on implementing Traffic Signal Prioritization on the system to increase efficiency.
- Monitor closely streetcar vendor to facilitate contract compliance.
- Continue to provide solutions to State Safety Oversight (SSO) questions and concerns.
- Work toward implementation for the TOD, land use change, livability, feeder bus, partner, and other recommendations to increase ridership embodied in the TIGER II Streetcar Implementation Plan document.
- Continue to track TOD and economic development near streetcar.
- Develop a OKC Streetcar Design Criteria manual that outlines the standard and regulations of our system for future system development and implementation.

d. On-Call Consultant Planning Services (COTPA)

- COTPA may issue task orders to the consultant for short term plans, USDOT benefit cost analyses (BCA's), grant writing, concept design, and other actions.
- The FY 2019 work on the Title VI Plan will be completed.
- Services can assist COTPA staff, or be turnkey, within an annual budgetary limit.

11. Transit Marketing

COTPA will continue to assess customer experience and community support for transit, as well as conduct marketing to improve ridership. Update previous research to identify potential customers for existing routes.

COTPA will pursue the following strategies to retain and expand ridership, as well as grow community support:

- Establish a multifaceted communications plan to serve existing and potential customers
- Conduct market research of non-riders to evaluate customer and community perceptions of EMBARK.
- Continue to enhance and develop real-time rider tools for mobile and desktop devices.
- Prepare materials helpful to the public in understanding service changes before they occur.
- Build further brand recognition and service awareness for EMBARK through events, door hangers, social media, digital and TV advertisements, and media relations.
- Conduct market research to learn more about existing customers in order to better understand travel patterns, expectations and needs.
- Develop messages that increase awareness of the environmental effects of single occupancy vehicles (SOV) and how the use of public transportation can help reduce emissions and congestion.
- Continue to engage to minority audiences through community events and service programs such as the Haul Pass Program, Roads Scholars, and How to Ride classes.

- Continue the development of rail safety messages aimed at motorists, pedestrians, cyclists, customers and potential users.
- Develop and implement communication strategies related to the Oklahoma River Cruises, Vanpool, Spokies Bike share, and the OKC Streetcar.

CART/Norman will pursue the following marketing strategies to retain and expand ridership:

- Collaborate with OU to hold transit promotional events on the OU Campus.
- Collaborate with the City of Norman to hold transit promotional events in the community.
- Use its Limited English Proficiency (LEP) outreach efforts to identify new target groups and promote transit within the LEP populations.
- Continue to work towards implementing a trip planning function and develop other website/social media improvements. Promote improvements as a marketing strategy.

12. Short Range Transit Partnership Planning and Development

Continue public private partnership (P3) efforts to educate about public transit and partner with apartment complexes, social service and workforce agencies, university students, residential centers, health -related entities, tourism interests, employers, and other stakeholders to serve people and better inform potential riders and to increase ridership. (COTPA, CART/Norman)

A special effort will continue collaborative groups in the Downtown for TOD near the Santa Fe station and streetcar, as well as along the prospective Northwest BRT corridor. (COTPA)

Continue to identify new funding partners in the region for transit services and amenities, including new transit service, and for bus shelters, sidewalks and trail connections near transit routes. (COTPA, CART/Norman)

13. Bus Route Accessibility Planning, Sidewalk Survey, and Park & Ride Partners

Continue to work with the OKC, Midwest City, and Norman Planning and Public Works Departments and with other public and private sector partners to identify and address accessibility issues and to add bus stops, bus shelters, ramps and sidewalks in certain high-use locations. Improve signage specific to various bus stops and planned in FY 2019. Monitor ridership patterns and requests for bus stops and add new stops as necessary. (COTPA, CART/Norman)

Maintain an inventory of bus stop improvements to include ADA accessibility, passenger amenities, signage, and available park-and-ride lots for transit customers. (COTPA, CART/Norman)

Continue to monitor the private sector deployment of the newly emerging battery-powered scooter technology. Explore the prospect of synergy with transit as a first-last mile option and urge caution as to safety and ADA issues, such as scooter usage on sidewalks. (COTPA)

14. Ferry System Planning

Continue to monitor progress on the water-based public transportation system on the Oklahoma River and develop, coordinate, and implement operational and marketing efforts. Operational systems, including schedules, services, and maintenance, will be monitored and adjusted to optimize effectiveness and efficiency. Progress will be measured by tracking the number of ferry riders per service hour (COTPA)

Capital improvement projects, designed to support the system, will be planned and monitored by COTPA as part of its oversight of grant funding used for the ferryboat system. COTPA will also monitor river development projects by other entities and seek partnerships for additional landings. Current capital projects include a pavilion at Meridian Landing, bank stabilization at Exchange Landing and construction of Stockyards Landing at Agnew on the South bank of the river. These current projects were funded through a grant awarded to COTPA in mid-2018 and will be monitored for progress. (COTPA)

Vessel refurbishments, as required by the United State Coast Guard, will be scheduled. Work plans for each vessel will be developed to optimize the available federal funds and local contributions. (COTPA)

15. Livability Initiatives

Coordinate with public health and various other entities and community organizations to promote livability principles, complete streets, healthy communities, sustainability, Open Streets, walkability and transit oriented development (TOD). (ACOG)

Continue past initiatives to further livability as related to both streetcar and bus planning. COTPA will continue to place greater emphasis on transit oriented development (TOD) and be part of the national TOD Peer Network. COTPA will coordinate with public health, bicycle, car sharing, public housing, and various other entities and community organizations to promote livability principles, healthy communities, sustainability, brownfields reuse, walkability, health fairs, and transit. (COTPA)

Continue to plan for microtransit service deployments and for the operation of these services. The planning for microtransit to create synergies with the NW BRT is one example. Another example which emerged in FY 2019 was a form of microtransit and passes to be deployed to help with the reunification and support of families and children involved in the foster care system. This innovative pilot program funded through the Arnall Foundation invited a partnership with COTPA (COTPA)

Planning for the introduction of dockless bikes, plans for new bike share stations, and relocations of two stations in Oklahoma City will continue. Planning for marketing and maintenance activities will continue. Data collected from the new dockless bikes will be analyzed to assess the viability of the mode and their impact on the system. (COTPA)

Monitoring of the Lime e-scooter system and other scooter programs will continue as staff continues to evaluate these for possible expansion. (COTPA)

Progress of the Bike Share Program will be monitored and measured by the number of trips per month and the number of trips per bike. (COTPA)

The University of Oklahoma Parking and Transportation Services will seek funding sources for expanding the campus bike share program that began in spring 2017. Will also collaborate with the City of Norman on expanding the bike share program to include stations in the City at appropriate locations as funding becomes available. (CART/Norman)

16. COTPA Coordination and Support of the RTA

COTPA will serve as staff liaison to the Oklahoma City RTA Board members and work with the RTA in various areas to support improved transit in OCARTS area.

End Product

Technical memoranda and reports as required, accounting for the findings and analysis of program activities, including:

- 2.02 (1d) – Annual Listing of Federally Funded Transportation Projects Report (ACOG)
- 2.02 (2) – CY 2019 Network Monitoring Report (ACOG)
- 2.02 (7) – Updated FFY 2020-2023 Transportation Improvement Program (ACOG)
- 2.02 (8) – Updated *Criteria and Process for Evaluation of STBG-UZA Projects* (ACOG)
- 2.02 (9) – Public Transportation Coordination Report (COTPA)

Task 2.03: System Performance and Congestion Management

Background Information

Moving Ahead for Progress in the 21st Century (MAP-21) placed increased emphasis on performance management within the Federal-aid highway and transit programs and required use of performance-based approaches in statewide, metropolitan, and non-metropolitan transportation planning. This priority has been continued under the FAST Act. Performance management is credited with improving project and program delivery, informing investment decision-making, focusing staff on leadership priorities, and providing greater transparency and accountability to the public. The performance based planning process (PBPP) is intended to assist OCARTS area leaders maximize the use of existing transportation facilities, assist with efficient movement of goods, reduce vehicular emissions and improve air quality, as well as analyze, plan for and mitigate safety and security related transportation network challenges.

Program Objective

PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals. Activities under this task are designed to pinpoint transportation systems management, travel demand reduction, traffic incident management, safety conscious planning, transportation infrastructure security, and public information opportunities, in addition to other strategies that will improve the overall management and operation of the multimodal transportation network in Central Oklahoma.

Program Activities

1. Performance Based Programming and Management
 - a. Review and assess current and new performance measures, evaluation criteria, data collection, implementation schedule, and the performance measure's relationship to the TIP, long-range Metropolitan Transportation Plan (MTP) and the Congestion Management Process (CMP). (ACOG)
 - b. Set targets for adopted regional performance measures. Targets and reporting requirements will be developed in coordination with ODOT. (ACOG)
 - c. COTPA will collaborate with the MPO and, where applicable, the state to achieve the new emphasis area of the FTA in performance management related to public transit agencies Transit Asset Management (TAM) Plan and the Public Transit Agency Safety Plan (PTASP), as provided for under the FAST Act. COTPA will make its safety performance targets available to the State and the MPO to aid in the planning process, and to coordinate with the State and MPO in the selection of the State and MPO safety performance targets. (COTPA)
2. Congestion Management Process
 - a. Examine the MPO's current and planned strategies, as well as additional strategies to alleviate congestion and enhance mobility in accordance with federal rules. (ACOG)

- b. Implement and evaluate the OCARTS Area Congestion Management Process (CMP) and strategies within the MPO's TIP and MTP processes. Update the region's Congested Corridors with the most recent Travel Time Data. Reevaluate the congestion management toolbox as identified in the OCARTS Area CMP and update as necessary for the 2045 Plan.
 - c. Work with the Oklahoma Department of Transportation, local governments, emergency service providers, public safety units, and others to develop a coordinated long-term congestion management strategy for the region. (ACOG)
- 3. Traffic Incident Management, Crash Reduction, and Safety Conscious Planning
 - a. Continue to collaborate with state and local agencies, as well as non-profits and emergency responders, to further enhance incident management within the OCARTS region through involvement in efforts such as region-wide evacuation planning, coordination of regional snow routes and other preventative measures (ACOG).
 - b. Continue to provide ACOG with accurate up-to-date crash information to support the regional congestion management process, safety conscious planning, crash analysis, and other MPO initiatives. (ODOT)
 - c. Continue ACOG's safety planning efforts in FY 2020. Collect and analyze OCARTS area crash data as yearly data is made available by ODOT. Update the OCARTS Area Crash Report and monitor high crash corridors for car, bicycle and pedestrian crashes. Create an online GIS Story Map for 2007-2017 Crash Analysis to be posted to ACOG's website.
 - d. Assist in the implementation of the State Highway Safety Plan (SHSP) and provide member entities with ODOT's crash data upon request.

(The ODOT portion of this task is providing local in-kind contribution to match federal funds used elsewhere in the UPWP.)
- 4. Regional Operations Planning and Intelligent Transportation System (ITS) Strategies
 - a. Explore the development of a regional ITS Architecture and Deployment Plan in coordination with ODOT, local member entities and a consultant. Employ the most recent Federal ITS Architecture requirements. Conduct stakeholder meetings, gap needs assessment, MOU's and agreements, and provide stakeholders with potential ITS projects for deployment over 10-year time period and project benefits.
 - b. Identify potential impacts, needs and implementation strategies for connected and autonomous vehicles (CAVs). Assess need for infrastructure investments, for example, signage, striping, lighting, and wireless connectivity. Integrate CAV into Universal Design policies. Integrate CAV technology into OCARTS ITS architecture.

- c. In coordination with local member traffic management staff, compile and maintain an inventory of intersection traffic control devices, with particular attention to corridors that have synchronized signal systems. (ACOG)
- d. Research, evaluate and distribute information to member entities regarding potential operational and ITS improvements aimed at mitigating transportation issues. (ACOG, ODOT)
- e. Continue to implement ITS strategies including traffic signal prioritization around streetcar route, streetcar estimated arrival times, streetcar tracker, develop new multimodal websites for EMBARK's family of services, and improve mobile fare offering. Staff will evaluate and possibly replace route planning and dispatching software. (COTPA)
- f. ITS planning in Oklahoma is guided by three primary goals, which are based on the key transportation needs identified by ITS stakeholders: improve safety and mobility, enhance security, and increase agency efficiency. To achieve the envisioned integrated ITS system, ODOT staff continues to plan and deploy ITS infrastructure (i.e., cameras, dynamic message signs, detectors, weather sensors, and telecommunication, as well as the structural support hardware and cabinets) within the OCARTS area. The ITS infrastructure gathers and disseminates essential information to state and local operators, responders, managers, and users of the system. This statewide ITS planning supports the OCARTS area ITS Implementation Plan. (ODOT)

(A portion of this task is providing local in-kind contribution to match federal funds used elsewhere in the UPWP.)

5. Regional Construction Coordination

Explore the establishment of a regional construction coordination program that would provide a platform for communication and coordination among the MPO, local governments, and ODOT concerning current and impending OCARTS area roadway improvements. The program could be designed to ensure that construction, temporary closures, and detours pose the least burden to the traveling public as possible. (ACOG)

6. Transportation Infrastructure Security

- a. Continue coordination with federal, state and local homeland security and emergency management related agencies and committees. Participate in relevant meetings and workgroups to represent the interests and the perspective of regionally coordinated transportation.
- b. Analyze the regional transportation network for alternate routes and redundancies to accommodate moving large numbers of people, as well as develop strategies for dealing with choke points, such as toll booths, ramps, etc. (ACOG)

7. Enhanced Planning for Safety and Security Measures

COTPA plans to draft a Public Transit Agency Safety Plan (TASP) that encompasses our intermodal operation and meets the new 49CFR674 and 673 standards and update our SSEPP and EAP accordingly.

COTPA will continue to plan for organizational energy security in that it will plan for the addition of a back-up electric generator for the CNG fuel facility, much as it did for the OKC streetcar maintenance facility in FY 2019.

The Streetcar operations are in full swing. With that brings the activation of the Safety Executive Committee (SEC) and the Safety and Security Operations Committee (SSOC). The Fire Life Safety and Security Committee (FLSSC) will be a working group under the SSOC and will work on planning and preparing for tabletop exercises and full-scale exercises. We continue to work closely with the Oklahoma Department of Transportation (ODOT) and their State Safety Oversight (SSO) staff to ensure our system is safety certified.

Our partnerships with other agencies will continue to grow and strengthen. We are working closely with the Oklahoma City Police Department (OCPD) as they have conducted accident investigation training for our road supervisors and will be conducting some for our bus operators. We invited Public Employees Occupational Safety and Health (PEOSH) to our facility to perform a review of our safety program and we also plan to invite the Federal Transit Administration (FTA). These partnerships will aid in strengthening our overall safety system. The Transportation Safety Institute (TSI) will be conducting 1 class at our facility in FY 2020 which is also open to the public. We aim to host TSI classes every year as training is an important element of our safety system. The partnership with TSI will be advantageous for our employees and operation.

Our partnership will continue with the Transportation Security Administration (TSA). EMBARK took part in the TSA's Baseline Assessment for Security Enhancement (BASE) program for our Bus and Streetcar operations. This voluntary program involves having TSA officials perform comprehensive review of transit agency security and identifies areas for possible further enhancement in 17 different categories.

Customer service is one of our core elements and a major part of our operation. We will be rolling out comprehensive customer service training in FY 2020. A mirror station will be installed near our exit gate and we plan to continue ongoing training for wheel chair securement.

Safety and security of EMBARK employees and patrons has long been key focus of EMBARK and it will continue and strengthen this emphasis through striving to achieve the goals of its security plan that meets MAP-21 and FAST Act guidance. This focus is also improved through continuation of FY 2019 EMBARK partnership with OKC PD for security. OKC PD will be the security team for the Transit Center and Streetcars. OKC PD also provided de-escalation training for all of our bus operators. Refresher training for safety driving techniques is ongoing.

Continue monthly safety and security meetings with all staff, and monthly staff meetings that allow operators open discussion with managers to address any potential safety concerns. (CART/Norman)

End Product

Technical memoranda, reports and publications as required, documenting the findings and analysis of program activities, including:

- 2.03 (1) -Transportation System Performance Report – Performance Measure Targets and Monitoring (ACOG)
- 2.03 (2b) – Updated Regional Congested Corridors Map
- 2.03 (3a) – Regional Snow Routes Map (2019-2020)
- 2.03 (3c) – Regional Crash Report Update and Story Map
- 2.03 (4) – Regional ITS Architecture and Deployment Plan

Task 2.04: Mobility and ACOG Public Transportation Planning

Background Information

Planning for all transit users, older adults, and those with disabilities requires the continued identification of transportation needs and the availability of services and resources to meet those needs. Activities under this task include the efficient and coordinated transportation services for seniors and individuals with disabilities, the dissemination of information, and a continued outreach to segments of the community that rely heavily on public transportation for mobility.

Public transportation plays an important role in increasing mobility throughout the region and has gained increasing support in the last decade. Continued support and coordination by ACOG with local transit agencies and other stakeholders will be key to continue elevating public transportation as a viable mode in the region.

Program Objectives

Ensure continued planning and development of transportation services for the elderly and persons with disabilities in Central Oklahoma. Expand paratransit services and implement other components of the Section 504/ADA Implementation Plan to improve accessibility to public transportation by all citizens.

ACOG will continue to provide support, coordination, and technical assistance for the improvement of public transportation services in the region. Public transportation projects will continue to be included in both short-range and long-range planning activities.

Program Activities

1. Vehicles/Organizations Providing Transportation Services to the Elderly and Persons with Disabilities

Coordinate with the Oklahoma Department of Human Services (DHS), or designated entity, and eligible applicants to expend Sec. 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds within the OCARTS area in conformance with the metropolitan and Statewide Coordinated Public Transit-Human Services Transportation Plans. (ACOG)

2. Coordinated Public Transit-Human Services Transportation Plan

Work with state and local partners providing public transportation services and health and human services to help update the 2007 *Oklahoma City Urban Area Coordinated Public Transit-Human Services Transportation Plan* (Coordinated Plan), as required by the FAST Act for the FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program (Sec. 5310). (ACOG)

Projects funded under the Sec. 5310 program within the Norman Urban Area will be part of the *Statewide Coordinated Plan* and selected by the Oklahoma Department of Human Services, Aging Services Division. Public transit providers will work with DHS to help update the Statewide Coordinated Plan to include small urban area transit systems in the Section 5310 program. Both Coordinated Plans will be consistent with the OCARTS long-range transportation plan and selected projects will be included in the Transportation Improvement Program (TIP) and Statewide TIP (STIP). (ACOG, ODOT, DHS, CART/Norman)

3. Regional Americans with Disabilities Act Implementation Plan

a. Coordination of Mobility Management Services

COTPA will continue the planning and coordination of origin-to-destination services for older adults and people with disabilities. Staff will continue to provide technical assistance to various parties, including local governments, public safety organizations, health care providers, social service organizations, the Mayor's Committee on Disability Concerns – Oklahoma City, the Northeast Oklahoma City Healthy Community Collaborative, the Oklahoma Alliance on Aging, Special Transportation Advisory Committee (STAC), and United We Ride Council. (COTPA)

On July 1, 2019 EMBARK will begin piloting a new transportation service for seniors sixty and over. EMBARK WELL offers free, round-trip, shared ride transportation to specific wellness classes geared toward the senior population. During the initial pilot year, EMBARK WELL will service six wellness locations across Oklahoma City. (COTPA)

b. Promotion of Mobility Management Services

COTPA will continue promoting services for seniors and individuals with disabilities and will continue providing assistance and coordination of services to other transportation providers. COTPA continues to expand outreach presentations and participates in community events such as Disability Awareness Day and Senior Day at the Oklahoma State Capitol, the informed Senior seminar, and other events targeted to older adults and to individuals with disabilities across the metro area. COTPA will continue collaborative efforts with other cities in the metropolitan area to improve ADA accessibility along and near bus routes. COTPA will coordinate with the Mayor's Committee on Disability Concerns regarding ADA accessibility in transportation networks. This task also involves those services and routes identified by COTPA's regional Section 504/Americans with Disabilities Act Implementation Plan. (COTPA)

4. Mobility Management Services Customer Evaluation and Database Management

COTPA continues to improve eligibility processes for paratransit and other mobility management services. In 2017-2018, COTPA implemented direct faxing to healthcare providers to improve the timeliness and accuracy of functional information used to assess applications for paratransit. In 2019-2020, COTPA will begin planning for implementation of in-person interviews for paratransit eligibility and will continue to explore the feasibility of implementing in-house, in-person assessments to determine applicant eligibility for paratransit services. (COTPA)

CART will continue to use paratransit scheduling software to track data and assure performance measures are being met. CART will review performance reports to determine whether the Route Match Notification Module has helped reduce no-shows and cancellations. Staff will continue to support the CART Transportation Advisory Committee (CTAC) which includes fixed route and paratransit riders, as well as agencies in the community that deal with accessibility issues. (CART/Norman)

5. Outreach to Elderly and Persons with Disabilities

- a. COTPA promotes and measures transit usage by older adults and individuals with disabilities. Demographics are utilized to increase outreach efforts to identify underserved populations and identify target areas with large concentrations of seniors, individuals with disabilities, and other transportation sensitive populations. COTPA will participate in various public open house activities, boards and organizations, and educational events. For 2019-2020, COTPA's goal is a minimum of one outreach event per month. (COTPA)

COTPA will continue their long-standing partnerships with the Areawide Aging Agency and other entities to encourage awareness of the growing need for senior transportation and to encourage adequate subsidies from within the region. These other entities include the State AARP, United We Ride Council, Oklahoma County government, the Oklahoma Alliance on Aging, ACOG, and others. (COTPA)

- b. CART will work with social service agencies, the elderly, and persons with disabilities to disseminate information about its fixed route and paratransit service. CART will provide assistance with trip planning and encourage use of the fixed route system whenever possible. CART will work to increase awareness among the general public of the transportation needs of these groups. Staff will work with the CART Transportation Advisory Committee (CTAC) to increase awareness of the fixed route service and provide travel training. (CART/Norman)

6. Public Transportation and Public Relations

Attend quarterly transit coordination meetings and provide regional updates to the Intermodal Transportation Technical Committee. Provide public relations and promotion for transit related events and RTA information. Participate and assist, as needed, with events that promote transit (i.e. Bus to Work Day, Dump the Pump, Transit Day at the Capitol, Embark Third-Friday Free Fare during ozone season, etc. (ACOG)

7. Transit Route Monitoring, Data and Mapping

Collect annual route and mapping updates from local transit systems. Maintain transit networks by route by year. Tag each route with days of service. Include streetcar and ferry boat in inventory of systems. Provide socio-economic data to transit agencies to assist with transit route service. (ACOG)

8. Long Range Transit Planning – System Level

ACOG staff will provide administrative and planning support and coordination for the Regional Transportation Authority (RTA) of Central Oklahoma. As part of this coordination, right-of-way research and rail negotiations will be ongoing. An update to the Commuter Corridors Study, which will include refreshing ridership numbers, costs, and enhanced coverage of transit, will be performed to ensure FTA grant eligibility. (ACOG)

9. Long Range Transit Planning – Project Level

Staff will provide assistance and support to Oklahoma City for the Oklahoma City Bus Rapid Transit (BRT) project on NW Expressway and N. Classen Blvd.

10. Assist, as needed, with the Cleveland Area Rapid Transit (CART) transition of city service operations from the University of Oklahoma to the City of Norman, or their designee. (ACOG)

11. Continue to coordinate with local public transportation providers to include transit projects in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). (ACOG)

End Product

Technical memoranda and reports as required, documenting the findings and analysis of program activities, including:

- 2.04 (2) Updated Coordinated Public Transit-Human Services Transportation Plan (ACOG, CART/Norman, DHS)

Task 2.05: Air Quality Planning

Background Information

Although the OCARTS area is in compliance with federal air quality standards, regional leaders continue to explore strategies that will maintain and improve the region's air quality. ACOG works in concert with multiple stakeholders on air quality related activities with a particular focus on ground-level Ozone.

Ozone

On October 26, 2015, EPA revised its national ambient air quality standards (NAAQS) for ground-level ozone for the first time since 2008. The primary and secondary ozone standard levels were strengthened from 0.075 parts per million (ppm) to 0.070 ppm. The final rule also retained ozone reading indicators (O₃), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). In September 2016 Oklahoma Governor Mary Fallin wrote a letter to EPA recommending that all of Oklahoma's 77 counties be designated attainment/unclassifiable for the revised primary and secondary ozone standards. EPA designated the entire State of Oklahoma as 'Attainment/Unclassifiable' in a December 20, 2017 letter to Governor Fallin based upon 2013-2015 air quality data. Central Oklahoma's ozone regional value was 0.076 ppm at the end of 2018.

Central Oklahoma remains in attainment, yet the region must remain proactive in promoting activities and programs that protect and improve its air quality.

Program Objective

Assist the OCARTS transportation committees, local governments, COTPA, CART/Norman, state and federal agencies, and the private sector in maintaining compliance with carbon monoxide and ozone standards. Utilize various techniques to reduce air pollution and decrease congestion.

Program Activities

1. Air Quality Data Analysis:

Monitor and evaluate air quality issues related to transportation. Organize and attend Regional Air Quality Stakeholder Committee meetings as scheduled. Receive and review the monthly ozone and carbon monoxide readings and related meteorological data monitored daily by ODEQ's Air Quality Division. Attend quarterly meetings with statewide MPOs, ODOT and ODEQ to discuss next steps and potential impact of the revised ozone standard. (ACOG, ODOT)

Work with EPA and ODEQ to implement new ozone, particulate matter, and carbon monoxide standards (if appropriate), and assess the implications of these standards on the Central Oklahoma region. Work with ODEQ on updating and implementing the State Implementation Plan (SIP) and on determining the conformity of air quality and transportation plans for the OCARTS area. ACOG will initiate a study on the potential impacts of an air quality nonattainment designation.

2. Ozone Alert Day Program:

Coordinate with ODEQ, ODOT, COTPA, CART/Norman and Citylink in the implementation of Ozone Alert Days when high levels of carbon monoxide or ground-level ozone are predicted. Document highest recorded pollutant levels on

alert days, along with information on the monitoring station location and magnitude of the event. (ACOG)

3. Air Quality Public Education

- a. Continue the Air Quality Public Education Program, initiated in FY 2001, to promote personal actions intended to reduce mobile and non-mobile emissions, particularly on days which are conducive to high ozone levels. Activities such as carpooling, refueling vehicles at night, use of public transportation, bike-and-bus strategies, and trip chaining that attempt to smooth out the peaks on high ozone days will be the focus of this educational effort. It is expected that Congestion Mitigation Air Quality (CMAQ) funds will be used to finance some of these public awareness efforts. (ACOG, ODOT, COTPA, CART/Norman)
- b. COTPA and CART/Norman will document passengers traveling with bicycles on buses daily and work to increase awareness and encourage combining bike and bus trips as an effort to improve air quality. (COTPA, CART/Norman)
- c. Promote and help support regional activities and events such as Bike Month, Bike to Work Day, Open Streets, and Earth Day. (ACOG)
- d. Develop new partnerships with large employers and multifamily housing developments in support of fixed route, vanpool, on-line trip planning, and other transit programs. (COTPA)
- e. Participate in an annual community event to promote transit as an alternative form of transportation to improve air quality and public health (e.g. Earth Day, Bike to Work Day, Open Streets Events, etc.). (CART/Norman)

4. Congestion Mitigation and Air Quality (CMAQ) Small Grant Program

Continue to administer the CMAQ Small Grant Program, which funds small active transportation infrastructure and congestion reduction techniques in an effort to improve regional air quality. The program awards are made available to eligible applicants through a competitive grant process using available CMAQ funds. A variety of projects and programs will continue to be eligible, but all serve to achieve long-term reductions in transportation-related emissions that contribute to the formation of ground-level ozone. ACOG and grant recipients will continue to monitor funded projects after completion, in order to determine project effectiveness. (ACOG)

5. Ozone Advance

Coordinate with the Oklahoma Department of Environmental Quality (ODEQ), in the implementation of the Ozone Advance Program. On May 30, 2012, ODEQ, in partnership with ACOG, submitted a letter of intent to participate in the Ozone Advance Program for the Central Oklahoma area. This program is a collaborative effort between EPA, states, tribes, and local governments. The program encourages expeditious emission reductions in ozone and fine particle (PM_{2.5}) attainment areas to help these areas continue to meet the National Ambient Air

Quality Standards (NAAQS). ACOG works in collaboration with ODEQ to submit annual ozone and PM2.5 emissions reduction project updates to EPA. (ACOG)

6. Promotion of Alternative Fuels – Central Oklahoma Clean Cities Program

Provide data for, and coordinate with, ACOG's Clean Cities program. Clean Cities program efforts focus on promoting the use of "replacement" fuels (those fuels defined by Congress and the U.S. Department of Energy as alternative fuels), alternative fuel vehicles, idle reduction technologies, hybrid electric and other advanced technology vehicles, as well as fuel efficient vehicles in the OCARTS area through a government-industry partnership that includes federal, state and local government leaders and officials, industry/business leaders, health and environmental professionals, and civic leaders. Alternative fuels are considered cleaner fuels than conventional petroleum-based fuels, thereby reducing vehicle emissions and improving air quality. Clean Cities staff will provide technical and marketing assistance and coordination for the stakeholder committee to expand the use of alternative fuels across the OCARTS area. (ACOG)

COTPA completed the NEPA environmental studies to determine the feasibility of where to locate the actual CNG fill station at the S. May Ave. COTPA yard, and the engineering and design of the station in FY 2018. Staff is anticipating that the CNG fill station will be in place in mid FY19 (end of calendar 2018) to facilitate the fueling of the current and future CNG bus fleets. (COTPA)

The region's transit providers will continue to use and explore opportunities to expand alternative fuel technology and evaluate the advantages and disadvantages of alternative fuel sources in Central Oklahoma's transit fleets. (COTPA, CART/Norman, Citylink)

7. Public Fleet Conversion Program

Continue implementing and administering the Public Fleet Conversion program which allows government entities and school districts to access federal funds for projects that promote the conversion of vehicles to alternative fuel vehicles (AFVs), the purchase of original equipment manufactured AFVs, the purchase of advanced vehicle technologies, idle reduction technologies, and the development of the AFV refueling and recharging infrastructure within the OCARTS area. (ACOG)

8. Regional Rideshare Program

Expand EMBARK vanpool program to add more vanpools by working with ACOG, employers, workforce development entities, and other stakeholders to educate commuters and promote this transit option. (COTPA)

End Product

Documentation of Air Quality Planning related activities. Public information and educational materials related to the air quality benefits of alternative forms of transportation and fuels.

Technical memoranda, publications, and reports as required, documenting the findings and analysis of program activities, including:

- 2.05 (3c) – CY 2019 Bike to Work Report (ACOG)
- 2.05 (3c) – CY 2019 Bike to Work promotional materials
- 2.05 (3c) – CY 2019 Open Streets promotional materials
- 2.05 (4) – FY 2019 CMAQ Small Grant Program Project Status Report (ACOG)
- 2.05 (7) – FY 2019 Public Fleet Conversion Grant Status Report (ACOG)
- 2.05 (8) – Regional Rideshare Status Report (COTPA)

ELEMENT #3: PUBLIC PARTICIPATION

Consistent with citizen participation guidelines from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), this element includes work tasks required to ensure effective public information and public involvement in the transportation planning process. The MPO establishes methods for encouraging citizens, affected organizations, and other interested parties to be involved in the development of the three major areas of the OCARTS planning process: the long-range transportation plan, the transportation improvement program, and the ongoing transportation planning program.

The MPO conducts numerous informational activities during each program year to keep citizens informed on various aspects of the regional transportation planning process. ACOG also disseminates information to the public via social media outlets.

Task Included:

[3.01 - Citizen Participation and Public Information](#)

Task 3.01: Citizen Participation and Public Information

Background Information

Citizen participation is an integral part of the OCARTS planning process. Increased communication among citizens, elected officials, and technical staffs permits everyone to work more easily together to achieve desired goals. When the public is involved in the planning process, issues often can be addressed early enough to reduce the time and cost of project implementation.

ACOG uses several public outreach techniques to communicate with the general public about the regional transportation planning process, including public meetings, news releases, reports and publications, surveys, electronic newsletters, email blasts, the ACOG website, and ACOG Facebook, Twitter, Instagram, and blog posts.

Program Objective

Assure ample opportunities for citizens, including those with disabilities, affected public agencies, and representatives of all modes, participation in the regional transportation planning process through informational meetings and work sessions. Solicit input from traditionally underrepresented populations. Serve as a source of public information for transportation planning programs by preparing and disseminating general and specific transportation information to other public agencies, professional and business interest groups, community based organizations, and the public at large. Provide a location for receipt of suggestions and feedback regarding the long-range transportation plan, the transportation improvement program, and specific projects.

Program Activities

1. Meet with local city councils, study groups, citizens' groups, or civic organizations to receive input and to inform the public about the various tasks in the Unified Planning Work Program. (ACOG)
2. Maintain a database for contacting various individuals and interest groups about the regional transportation planning process in Central Oklahoma, including civic, modal, tribal, environmental, minority, neighborhood and other citizen groups. (ACOG)
3. Explore options to engage citizen involvement in the metropolitan transportation planning process. If deemed appropriate, convene meetings of the OCARTS Citizens Advisory Committee (CAC) to receive input for updates to Encompass 2040. The CAC will provide recommendations to the ITPC on proposed amendments to the metropolitan transportation plan, as needed. Information on various regional planning activities, such as air quality and Regional Transportation Authority (RTA), will also be provided to the CAC for their information and input. (ACOG)

Review the CAC bylaws and membership in preparation for the 2045 Plan public kick-off (as needed). Evaluate the public involvement activities from the 2040 Plan and research additional public involvement strategies.
4. Coordinate with tribal governments and encourage their involvement in the transportation planning process. (ACOG, ODOT, FHWA)
5. Continue to identify and utilize appropriate tools to communicate with low income, minority, LEP and other traditionally under-represented groups in accordance with Title VI of the 1964 Civil Rights Act and Environmental Justice

regulations. Provide appropriate accommodations, as requested by individuals with disabilities, so they can access and participate in regular and special meetings. (ACOG, ODOT, COTPA, CART/Norman)

6. Prepare public notices for proposed updates and amendments to the OCARTS Transportation Improvement Program and Metropolitan Transportation Plan. Notices of proposed TIP amendments will be published at least 10 days prior to the anticipated date of decision by the Intermodal Transportation Policy Committee, and notices of proposed Plan amendments will be published at least 30 days prior to the anticipated date of the ITPC meeting. The ITPC will conduct a public hearing prior to its decisions. (ACOG)

Review transportation plans annually, including the Transportation Improvement Program (TIP) and make changes based upon the ITTC recommendations. COTPA and CART/Norman will rely on the MPO's public notice of participation activities and time established for public review of the TIP as the primary way to satisfy Section 5307 public involvement requirements for the Program of Projects (POP). The MPO (ACOG) TIP notices will reflect this arrangement and practice. (ACOG, COTPA, CART/Norman)

7. Continue to implement the public involvement activities identified in the 2014 Public Participation Plan (PPP) and review the plan for necessary updates prior to the 2045 OCARTS Plan public kick-off. Citizen comments related to the transportation planning process and products will be documented and provided to the Intermodal Transportation Policy Committee to assist them in their decision making. (ACOG)
8. Prepare press releases, ACOG website data, blog posts, brochures, or other special publications explaining services available to local governments, aspects of regional planning and other general information. Special materials may also be prepared on issues such as air quality, congestion management, Intelligent Transportation Systems (ITS) planning, corridor preservation, Census results, connected and autonomous vehicles, alternative fuels, and other topics identified at the request of the Policy Committee. (ACOG)
9. Utilize the ACOG website to provide information about the region's long-range metropolitan transportation plan and short-range transportation improvement program, including the plan summary, plan report, map of planned street and highway network improvements, and amendments to the TIP and long-range plan. (ACOG)
10. Maintain the electronic Transportation Improvement Program system (e-TIP) with a public interface for greater agency transparency for federally funded TIP and MTP projects, as well as a public comment section to encourage feedback.
11. Participate in public outreach events, including but not limited to: Bike to Work Day, Open Streets, GIS Day, Earth Day, and Bus to Work Day.

End Product

A record of public forums and meetings will be maintained. The newsletters will be distributed, along with other brochures, publications and press releases, as needed. Notices will be published in the local newspaper(s) regarding proposed amendments to the regional transportation plan and Transportation Improvement Program (TIP).

Technical memoranda and reports documenting program activities, including:

- 3.01 (7) – Updated Public Participation Plan (PPP)
- 3.01 (8) – Documentation of FY 2019 Public Involvement Activities (ACOG)
- 3.01 (11) – FY 2020 public outreach event promotional materials

ELEMENT #4: TRANSPORTATION PLANNING ASSISTANCE AND COORDINATION

This element includes overseeing the effective operation of the organization through committee meetings, regular review of organizational structure and principles, certification requirements, and development and refinement of the Unified Planning Work Program (UPWP), local technical assistance projects, and other tasks.

Tasks Included:

[4.01 - Program Coordination and Certification Process](#)

[4.02 - Local Technical Assistance Projects](#)

Task 4.01: Program Coordination and Certification Process

Background Information

A major function of ACOG is general program coordination encompassing specific tasks concerned with the continued operation of the OCARTS Metropolitan Planning Organization (MPO). The specific tasks included ensure effective operation and provide forums to address local transportation issues and to establish policy. ACOG also provides for grants management, technical assistance, and continued certification of OCARTS by FHWA and FTA for receiving federal capital and planning assistance under federal and state statutes. Similarly, transit providers undergo a review by FTA to ensure compliance with federal regulations and guidelines.

Efforts are also undertaken to monitor and review the current work program and develop a comprehensive program for the following year.

Program Objective

To ensure that the transportation planning process is conducted in compliance with federal laws and guidance established by the Federal Highway and Federal Transit Administrations, state laws, and local statutes. To prepare documents necessary for the administration of the continuing planning process.

Program Activities

1. Provide for the administration of OCARTS, its committees and subcommittees and consultation with local officials participating in the OCARTS planning process. Provide necessary preparation for meetings and conduct all work necessary for holding these meetings and follow-up thereafter. (ACOG)
2. Provide for the financial administration of OCARTS planning grants and programs, including preparation of planning grant applications and management of the UPWP budget and any necessary revisions. (ACOG).
3. Monitor and revise or amend the FY 2020 UPWP. Develop the FY 2021 UPWP to include task descriptions and budget. Summarize FY 2020 accomplishments for the FY 2021UPWP.
 - a. Prepare for the 2020 MPO quadrennial review by FHWA and FTA, including preparation of desk audit materials, assistance with a public meeting, and staff interviews regarding various MPO plans and products. (ACOG, COTPA, CART/Norman, Citylink, ODOT)
4. Prepare annual joint certification statement for FY 2020. Develop the statement in cooperation with ODOT and COTPA to document the MPO's effectiveness in fulfilling federal requirements regarding the 3C transportation planning process. (ACOG)
5. Continue administration and enforcement of drug-free workplace policies and programs. COTPA staff to work more closely with Edmond Citylink transit on review of Substance Abuse Prevention and Drug and Alcohol Testing Program to ensure program compliance. Successfully address in training and through communications the impact of the legalization of medical marijuana and safety sensitive employees. (ACOG, COTPA, CART/Norman)
6. Document program compliance for various tasks, including but not limited to air quality, environmental justice, equal employment opportunity, periodic self-

evaluation, and other legislation and regulations, as necessary. (ACOG, COTPA, CART/Norman)

- a. COTPA will be working diligently to recruit communities that are representative of our diverse community. We believe this will ensure not only equal employment opportunities but also increase ridership in demographics currently underrepresented in comparison to our community. By concentrating on partnerships with local workforce agencies, associations, schools and community centers, we believe we can enhance our already diverse workforce.
- b. COTPA will continue to work diligently to maintain statistical monitoring of employee training and development. In addition, as we continue to expand our training offerings to our mid-level management and to all employees, we will ensure anti-discriminatory trainings and AA/EEO Program guidelines are being utilized in training, promotion and hiring. We are continually revamping and revising our hiring and selection procedures to include new processes that track recruitment efforts (i.e. ads, job fairs, social media, community events, etc.) and community involvement to increase awareness of job opportunities. In addition, we will continue to expand our training offerings to our mid-level management and to all employees, we will ensure anti-discriminatory trainings and AA/EEO Program guidelines are being utilized in training, promotion and hiring.
- b. Continue to implement and adjust as necessary the other Title VI Plans. (ACOG, COPTA, CART/Norman)
- c. Continue to implement and adjust as necessary their Limited English Proficiency (LEP) plans. (ACOG, COTPA, CART/Norman)
- d. Continue implementing Disadvantaged Business Enterprises (DBE) Program Plans and prepare a set of new DBE participation goals. (COTPA, CART/Norman)
- e. Continue to monitor sub-recipient compliance. (ACOG, COTPA, CART/Norman)
- f. Transit Asset Management (TAM)
 - CART participated in the ODOT Group Transit Asset Management (TAM) Plan, which was completed by the October 1, 2018 deadline. CART will continue to work with ODOT as necessary to update the TAM plan and submit documents to NTD or ACOG as needed. (CART/Norman)
 - COTPA's Transit Asset Management (TAM) Plan was completed in FY 2018. COTPA is now conducting round two of inspections internally and is adding street car into it. Additionally, EMBARK will plan to submit an annual report for the NTD that is a narrative providing a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year. (COTPA)
- g. COTPA and CART FTA Triennial Reviews are anticipated to occur in the summer of 2019, and COTPA and CART have prepared for the reviews in FY 2019 by assembling desk audit information and various documents to be submitted to the FTA's Triennial Review Contractor team when it is requested COTPA and CART will address any issues after their FTA

Triennial Reviews are conducted and report those improvements back to FTA for close out of their respective reviews. (COTPA. CART/Norman)

- h. Continue to conduct procurements with federal funds in a manner complying with federal guidance. Some key procurements being planned or anticipated for FY 2020 are:
- Bus and paratransit vans replacements (preparing specs
 - Technology infrastructure – wi-fi, onboard CCTV replacement, GPS, networks, wayside – signage, interactive kiosks
 - Bus shelters
 - Software – Replacement for Trapeze (planning/scheduling component, and so forth)
 - Shop Equipment, such as for CNG buses and more
 - Security of various forms such as onboard CCTV replacement

End Product

Administrative and policy memoranda, reports and relevant documents as required for each activity, including:

- 4.01 (3) – FY 2021 Unified Planning Work Program (ACOG)
- 4.01 (3a) – Desk audit materials for FHWA and FTA joint quadrennial review of MPO (ACOG)

Task 4.02: Local Technical Assistance Projects

Background Information

During the fiscal year, staff responds to numerous requests for assistance from member local governments, state agencies, private organizations and citizens. Many of these requests relate to the OCARTS planning process, covering topics such as federal programs and funds established by the FAST Act, project review, socioeconomic data, traffic counts, etc.

In the past, staff has also provided assistance to member entities for projects of a slightly larger scale than regular technical assistance requests.

Program Objective

The purpose of this work element is to provide information and technical services to member entities in an effort to assist them in the areas of planning and facility management. As studies are completed, technical capabilities and refined databases are developed, allowing for increased utilization of these services and information. The objective is to assist member entities in the application of existing data and analytical capabilities for solving specific local problems. Staff will respond to requests by member entities for assistance in preserving or improving existing community areas and ensuring orderly growth and development.

Program Activities

1. Provide information and transportation planning technical assistance upon request to assist local governments and sponsor agencies with acquiring socioeconomic, environmental, traffic, and land use data. Technical assistance and data support will be provided to COTPA, CART/Norman and Citylink for use in transit planning activities. (ACOG)
2. Monitor transportation related policy development as discussed in the Federal Register and Oklahoma Register. Staff will also provide assistance in educating and informing local, state, and federal units of government regarding highway and transit related issues and priorities. (ACOG)
3. Continue to update, format, and catalog a set of standard regional information reports and databases to facilitate a timely response to requests. (ACOG)
4. Tabulate and analyze the technical assistance provided to local governments and others concerning the OCARTS transportation program. (ACOG)

End Product

An ongoing resource to provide service to sponsor agencies and local units of government. Measurement of this activity is conducted by each staff member who records all technical assistance.

ELEMENT #5: STAFF TRAINING AND MAINTENANCE AND PRODUCTION OF PLANNING RELATED DOCUMENTS

This element includes a task on providing adequate staff training to ensure that current, high quality planning and research techniques are used in the Central Oklahoma transportation planning process. This element also includes work items to develop, maintain, and update all regional planning documents including technical reports, funding procedures, and other plan reports. These work items include the publication and re-publication of current planning documents to ensure the general availability of this information to interested persons and public officials.

Tasks Included:

[5.01 - Staff Training](#)

[5.02 - Planning Documents, Reports, and Data Dissemination](#)

Task 5.01: Staff Training

Background Information

Staff members from ACOG, OKC Traffic Management, COTPA and CART/Norman attend various workshops, courses, seminars and conferences to keep up with the state-of-the-art techniques in transportation planning. Additionally, they learn about new federal policies and emphasis areas toward transportation in general.

Program Objective

To provide adequate staff training to ensure that current, high quality planning and research techniques are used in the OCARTS Transportation Management Area.

Program Activities

(Activities under this task will be completed by ACOG, COTPA, CART/Norman, and OKC Traffic Management on an as needed basis.)

1. Attend transportation planning courses, training sessions, seminars, conferences, and webinars in order to maintain and enhance technical capacity of the OCARTS MPO staff. Training sessions will include but not be limited to traffic data collection and analysis, transportation planning, traffic engineering and transportation systems management. Specific emphasis will be placed on FTA grants management, transit software, improved transportation service to persons with disabilities, air quality emissions modeling, performance management, public involvement and modeling and analysis software.

COTPA will place greater emphasis on training in relation to congestion management, air quality activities, and environmental assessment and engineering for streetcar, BRT and other fixed guideway technologies. This task also relates to the need for software training for other transit purposes.

CART/Norman staff will participate in training programs to improve transit operations, including training to improve transit scheduling, to upgrade software programs used for transit operations, and other training programs essential for improving efficiency.

2. Attend professional development workshops, courses, seminars, webinars, and conferences and other such meetings related to transportation planning, transit security and grant programs.
3. Review transportation related literature and publications by staff to help keep up with state-of-the-art techniques.

End Product

- Technical training for staff.

Task 5.02: Planning Documents, Reports, and Data Dissemination

Background Information

Technical documents with information describing study, databases, methodology and results are produced for distribution to various committee members and other agencies connected with the transportation program.

Program Objective

To maintain a technical record of the transportation data gathering, data analysis, and planning procedures for future work consistency and time series review.

Program Activities

(ACOG, OKC Traffic Management, COTPA and CART/Norman are responsible for preparation of their own reports. Monthly reports are due to ACOG by the 15th day of the month following the month in which the work was completed.)

1. Document procedures, methods and testing used for the transportation planning process in technical work papers or reports.
2. Document work by task activity for progress reports.
3. Continue to improve formats, standards, and metadata for maps, data, and reports. Promote data exchange, particularly in the areas of GIS data and computer generated maps.

End Product

- Technical reports describing work accomplished for a specific UPWP subtask which are submitted to the Intermodal Transportation Technical Committee and Intermodal Transportation Policy Committee for their review and comment before finalization. OCARTS area maps related to all or part of the OCARTS area.
- Progress reports.

ELEMENT #6: MANAGEMENT

This work item provides for the effective administration of the continuing planning process. Included under this item is the supervision and coordination of personnel assigned to the study and office management.

Task Included:

[6.01 - Direct Project Management](#)

Task 6.01: Direct Project Management

Background Information

This task provides for the management and support of OCARTS planning, research and technical assistance activities. This includes responsibility for accounting, budgeting, and personnel management.

Program Objective

To provide for the effective administration of the Oklahoma City Area Regional Transportation Study. To manage grants and contracts with ODOT, OKC Traffic Management, consultants and other entities and agencies. To support the various transportation related committees; to manage the OCARTS transportation planning staff; and to maintain liaison with the affected public and private interests.

Program Activities

1. Supervise personnel assigned to the OCARTS planning work. Monitor work on the UPWP and evaluate progress. (ACOG)
2. Prepare and maintain adequate records of correspondence, purchasing, grant applications, annual audit, and contracts. (ACOG)
3. Prepare progress reports to include accounting reports for ODOT, FHWA and FTA. (ACOG)
4. Review federal policies and procedures as they relate to the 3-C urban transportation planning process. Analyze the FAST Act for its effect on the current planning process and recommend modifications as needed. (ACOG)

End Product

A U.S. Department of Transportation certified transportation planning process

ATTACHMENT 1: MEMORANDUM OF UNDERSTANDING

BETWEEN THE ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS,
OKLAHOMA DEPARTMENT OF TRANSPORTATION,
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY, AND
CLEVELAND AREA RAPID TRANSIT

WHEREAS, Section 134(a) of Title 23, and Section 5303 of Subtitle III of Title 49, U.S.C. require that federally funded projects be developed through a comprehensive, cooperative, and continuing transportation planning process; and

WHEREAS, the Association of Central Oklahoma Governments (ACOG) has been designated as the Metropolitan Planning Organization (MPO) for the Oklahoma City Metropolitan Area; and

WHEREAS, ACOG, the Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), and the Cleveland Area Rapid Transit (CART) desire to maintain a comprehensive, cooperative, and continuing planning process for the Oklahoma City Area Regional Transportation Study (OCARTS) Area that results in the development of transportation goals and objectives, long and short-range transportation plans, and programs of implementation.

NOW, THEREFORE, ACOG, ODOT, COTPA and CART enter into this agreement to carry out the comprehensive, cooperative, and continuing planning process for the OCARTS area as detailed below:

I. Intermodal Transportation Policy Committee

Responsibility for policy direction, plan selection and development of programs for plan implementation is vested in an Intermodal Transportation Policy Committee (ITPC). The ITPC shall transmit all transportation policies, plans and implementation programs to ACOG, the MPO, for review and endorsement.

The ITPC membership is as follows:

- A. A designated elected official* from each of the transportation study area political subdivisions** listed below:

Bethany	Del City	Lexington	Newcastle	Piedmont
Blanchard	Edmond	Logan County	Nichols Hills	Purcell++
Canadian County	Forest Park	Luther	Nicoma Park	Slaughterville
Cedar Valley+	Goldsby	McClain County+	Noble	Spencer
Choctaw	Guthrie	Midwest City	Norman	Tuttle
Cleveland County	Harrah	Moore	Oklahoma City	The Village
Cole	Jones	Mustang	Oklahoma County	Warr Acres
				Yukon

+Administrative Changes – May 6, 2011

++Administrative Change – January 5, 2015

* Each elected official shall be permitted to designate an alternate from his governing body to participate in his absence.

** Each additional political subdivision added to the transportation study area shall be permitted to designate a voting elected official to the committee.

- B. A designated trustee of the Oklahoma City Airport Trust or their designee.
- C. A designated trustee of the Central Oklahoma Transportation and Parking Authority or their designee.
- D. The Director of the Cleveland Area Rapid Transit or their designee.
- E. The Oklahoma Transportation Commissioner from Districts III, IV, and VII or their designees.
- F. A designated appointee of the Oklahoma Department of Transportation or their designee (currently Strategic Asset and Performance Management* Division Engineer).
- G. A non-voting representative from each of the following: Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

The ITPC shall meet regularly to perform the following duties:

- A. Review recommendations of the Intermodal Transportation Technical Committee (ITTC) and set policies for transportation planning.
- B. Direct development and adopt regional transportation plans and the Transportation Improvement Program (TIP); review transportation plans at least annually; and make changes based upon recommendations of the ITTC. In regard to the TIP, COTPA and CART will rely on the MPO's public notice of participation activities and time established for public review of the TIP as the primary way to satisfy Section 5307 public involvement requirements for the Program of Projects (POP). The MPO (ACOG) TIP notices will continue to reflect this arrangement and practice. *
- C. Recommend any changes in plans to the Planning Commission or City Councils of participating agencies and recommend methods of financing any changes.
- D. Elect a chairperson and hold meetings on a regular basis.
- E. Vote on business items before the ITPC provided a quorum of twelve (12) of the designated members is present. The ACOG staff has the primary administrative responsibility for maintaining the regional transportation plans and supporting documents necessary to serve the ITPC.
- F. Receive comments and observations from representatives of each federal agency in the United States Department of Transportation - Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) - who will be requested to attend the ITPC meetings. From time to time, the different agency representatives will be asked to clarify new rules, regulations, or procedures affecting the ITPC decision process.

*Administrative Changes - March 2017

II. Intermodal Transportation Technical Committee

The technical advice and guidance for transportation planning is vested in the Intermodal Transportation Technical Committee (ITTC). The ITTC consists of technical and professional personnel from the various participating agencies. This Committee reviews the technical aspects of the study and makes recommendations to the ITPC.

The ITTC membership is as follows:

Voting:

- A. Oklahoma Department of Transportation (ODOT) – Local Government Division Manager or designee.
- B. Oklahoma Department of Transportation (ODOT) – Transit Programs Division Manager or designee.
- C. Local Government - Two official staff members from each of the member local governments, one designated as City or County Planner and one designated as City or County Engineer. In the absence of a staff member who is an engineer or planner, the Chief Executive Officer may serve; no consulting engineer or planner may serve on the committee.
- D. Association of Central Oklahoma Governments (ACOG) - Executive Director or designee.
- E. Central Oklahoma Transportation and Parking Authority (COTPA) - Administrator and one (1) delegate or designee.
- F. Cleveland Area Rapid Transit (CART) – Director and one (1) delegate or designee.
- G. Oklahoma City Department of Airports - Director and one (1) delegate or designee.
- H. Oklahoma Aeronautics Commission - Director or designee.
- I. Oklahoma Department of Environmental Quality (ODEQ) - Director or designee.

Non-Voting:

- J. Areawide Aging Agency (AAA) - Executive Director or designee.
- K. Capitol-Medical Zoning Commission - Director or designee.
- L. Oklahoma Department of Transportation (ODOT) - Local Government Division Engineer or designee.
- M. Oklahoma Railroad Association – Director or designee.
- N. Oklahoma Turnpike Authority (OTA) - Chief Engineer or designee.
- O. Oklahoma Trucking Association – Director or designee.
- P. Tinker Air Force Base - Deputy Base Civil Engineer or Base Comprehensive Planner or designee.

- Q. Tribal Governments – Representatives in the OCARTS area or their designees.
- R. Federal Bureau of Indian Affairs (BIA) – Delegate or designee.
- S. U.S. Department of Transportation - FHWA, FTA and FAA delegates or designees.

The Intermodal Transportation Technical Committee may appoint other qualified individuals to full voting membership in order to utilize their professional expertise and to coordinate the transportation planning process activities with other planning areas such as airports, parking, bicycling, etc.

The Chairman of the ITTC shall be the ACOG Executive Director or his designee. Meetings shall be held on a regular basis to review technical procedures and advise the Intermodal Transportation Policy Committee. A quorum of the Intermodal Transportation Technical Committee shall consist of one-third of the most current appointments from designated voting membership including representatives from at least four member cities or counties; however, business conducted in the absence of a quorum shall be forwarded to the ITPC in the same manner as business conducted with a quorum, except the number of cities and counties represented shall be noted (in the minutes and in the transmittal to the ITPC) along with the statement that a quorum was not present.

III. Unified Planning Work Program (UPWP)

Detailed planning activities will be developed each year in a Unified Planning Work Program (UPWP) with the Intermodal Transportation Technical Committee and adopted by the Intermodal Transportation Policy Committee. ACOG, ODOT, COTPA and CART agree to participate in the development of the UPWP each year so that it reflects a cooperative annual planning process. The UPWP will specify the annual work activities with the responsible agency, participating agency costs, and funding sources.

This Memorandum of Understanding has been approved through formal resolution or action of the Association of Central Oklahoma Governments, the Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority, and the Cleveland Area Rapid Transit on or before the 18th day of December, 2008.

20 Nov 2008
Date

Willa Johnson
Association of Central Oklahoma Governments
Willa Johnson, Chairwoman

12/18/08
Date

David Streb
Oklahoma Department of Transportation
David Streb, Director of Engineering

12-7-08
Date

Chris Kauffman
Central Oklahoma Transportation and Parking Authority
Chris Kauffman, Chairman

12-18-08
Date

Theta Dempsey
Cleveland Area Rapid Transit
Theta Dempsey, Director of Parking & Transportation

ATTACHMENT 2: INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE (ITTC) BYLAWS

ARTICLE	I.	GENERAL
ARTICLE	II.	PURPOSE
ARTICLE	III.	STRUCTURE AND MEMBERSHIP
ARTICLE	IV.	MEETINGS
ARTICLE	V.	FUNCTION AND ROLE OF THE ITTC
ARTICLE	VI.	GENERAL TRANSPORTATION ADVISORY ROLE
ARTICLE	VII.	SEVERABILITY CLAUSE

ARTICLE I. GENERAL

- Section 1. Name. The technical advisory committee, as established by the Memorandum of Understanding, Section II, shall be known as the Intermodal Transportation Technical Committee (ITTC).
- Section 2. Effective Date. These bylaws shall be effective immediately upon adoption by the Intermodal Transportation Policy Committee (ITPC).
- Section 3. Amendments to Bylaws. These bylaws may be amended by a majority vote of the ITPC on their own motion. The ITTC may recommend amendments of the bylaws to the ITPC.

ARTICLE II. PURPOSE

- Section 1. Purposes of the Intermodal Transportation Technical Committee. The purposes of the ITTC shall include:
- a. To serve in an advisory capacity to the Intermodal Transportation Policy Committee in all technical matters concerning and related to transportation.
 - b. To represent the regional intermodal transportation system interest in implementing these purposes and acting as the technical advisory committee.
 - c. To generate public interest in, and attention to, improvement of the intermodal transportation system of the transportation study area, and to coordinate with other transportation planning groups.

- d. To assist the ITPC in providing planning and coordination with the local governments, Oklahoma Department of Transportation (ODOT), Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), and Federal Transit Administration (FTA).
- e. To respond to specific requests from the ITPC.

ARTICLE III. STRUCTURE AND MEMBERSHIP

Section 1. Representation. The ITTC membership shall be as follows:

Voting:

- a. Oklahoma Department of Transportation – Local Government Division Manager or designee.
- b. Oklahoma Department of Transportation - Transit Programs Division Manager or designee.
- c. Local Government - Two official staff members from each of the member local governments, one designated as City or County Planner and one designated as City or County Engineer. In the absence of a staff member who is an engineer or planner, the Chief Executive Officer may serve; no consulting engineer or planner may serve on the committee.
- d. Association of Central Oklahoma Governments (ACOG) - Executive Director or designee.
- e. Central Oklahoma Transportation and Parking Authority (COTPA) - Administrator and one (1) delegate or designee.
- f. Cleveland Area Rapid Transit – Director and one (1) delegate or designee.
- g. Oklahoma City Department of Airports - Director and one (1) delegate or designee.
- h. Oklahoma Aeronautics Commission - Director or designee.
- i. Oklahoma Department of Environmental Quality - Director or designee.

Non-Voting:

- j. Areawide Aging Agency - Executive Director or designee.
- k. Capitol-Medical Zoning Commission - Director or designee.
- l. Oklahoma Department of Transportation – Local Government Division Engineer or designee.
- m. Oklahoma Railroad Association - Director or designee.
- n. Oklahoma Turnpike Authority - Chief Engineer or designee.
- o. Oklahoma Trucking Association - Director or designee.
- p. Tinker Air Force Base - Deputy Base Civil Engineer or Base Comprehensive Planner or designee.
- q. Tribal Governments - Representatives in the OCARTS area or their designees.
- r. Federal Bureau of Indian Affairs (BIA) - Delegate or designee.
- s. U.S. Department of Transportation - Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Federal Aviation Administration (FAA) delegates or designees.

The technical advisory committee may appoint other qualified individuals to full voting membership in order to utilize their professional expertise and to coordinate the transportation planning process activities with other planning areas such as airports, parking, bicycling, etc.

The ITTC Chair shall be notified in writing of the appointment, reappointment or replacement of a member agency representative's member.

Section 2.

Alternate Members. Alternate representatives may be designated to act on behalf of voting and non-voting members with all the privileges accorded thereto provided the alternate is an official staff member of the member agency. The ITTC Chair shall be notified in writing of the appointment, reappointment or replacement of a member agency representative's alternate. An alternate may vote only in the absence of the regular member he or she represents.

- Section 3. Proxies. Each member shall have the power to appoint a proxy who is not already a member or alternate of the ITTC to act in the member's capacity at any meeting in the event the member or alternate cannot attend, if the proxy designation is made:
- In writing for a specific period of time, or
 - By telephone or personal contact with the ACOG Executive Director or designee for one meeting.
- A designated proxy, as provided in this section, shall have the right to exercise one vote in all individual proceedings and shall not be permitted to exercise one or more proxies on behalf of other members or alternates.
- Section 4. Terms. Voting members shall be designated for appointment for an indefinite term by the governing body or chief executive of their agency and may serve as long as qualified under Section 1 above.
- Section 5. Vacancies. In the event of a vacancy on the ITTC, said vacancy shall be filled according to the procedures of Article III, Section 4 above.
- Section 6. Membership Attendance. Any member, alternate or his/her designated proxy who has not attended three (3) consecutive regular monthly meetings may be contacted by the ACOG staff to discuss attendance at subsequent meetings either by the member, alternate or proxy.
- If the member, alternate or proxy fails to attend a subsequent meeting, this may be reported to the appropriate ITTC member or Chief Executive making such designation for appointment.
- Section 7. Members' Obligation. The members of the ITTC are charged with the duty to conduct themselves as representatives of the transportation system as a whole with the purpose of improving intermodal transportation in the transportation planning area.
- Section 8. Chairman. The Chairman of the ITTC shall be the ACOG Executive Director or his/her designee.
- Section 9. Subcommittees. The ITTC shall have the power to create subcommittees of a temporary or permanent nature.
- Section 10. Subcommittee Membership. Appointment of members to ITTC subcommittees shall be by the Chairman. Chairman of the various subcommittees shall be appointed by the Chairman of the ITTC. Subcommittee chairmen must be members of the ITTC.

ARTICLE IV. MEETINGS

- Section 1. Meeting Time. The regular monthly meeting date and time of the ITTC shall be established by the ITTC with concurrence by the ITPC. The schedule of meetings shall be posted according to state law.
- Section 2. Meeting Notice; Minutes. The ACOG Transportation Planning and Data Services staff will send out a meeting notice to all members one week in advance of the meeting. Staff will include all agenda items for discussion at the meeting in the meeting notice. Agenda items for regularly scheduled monthly meetings shall be submitted to the ACOG staff no later than two weeks before each meeting. Addendums to the agenda shall be prepared in accordance with the requirements of the Oklahoma Open Meetings Act. Minutes shall be prepared by ACOG staff for each meeting and subcommittee meeting. Such minutes shall accurately reflect the conduct of the meeting, all activities and relevant discussion occurring at the meeting, and a record of all votes taken. Tape recordings of all meetings shall be preserved at least 12 months from the date of the meeting and be available for review by any interested party.
- Section 3. Quorum. A quorum of the Intermodal Transportation Technical Committee shall consist of one-third of the most current appointments from designated voting membership including representatives from at least four member cities or counties; however, business conducted in the absence of a quorum shall be forwarded to the ITPC in the same manner as business conducted with a quorum, except the number of cities and counties represented shall be noted (in the minutes and in the transmittal to the ITPC) along with the statement that a quorum was not present.
- Section 4. Open Meetings. All meetings of the ITTC shall be conducted with no restrictions on the attendance of observers, citizens or the press, and shall comply with all requirements of the Oklahoma Open Meetings Act.
- Section 5. Voting. All voting members, as specified in Article III, Section 1, their alternates or proxies shall have the right to exercise one vote per designated representative. For entities that have two representatives, both representatives are eligible to vote if they are present.
- a. Non-voting members shall retain the right to advisory comments on all proceedings, which shall be recorded and reflected in all minutes and reports to the ITPC.
 - b. Voting on all proceedings of the ITTC shall be based on the majority of those regular members, alternates or proxies present and voting, not a majority of total membership.
 - c. No entity shall make and second its own motion.

ARTICLE V. FUNCTION AND ROLE OF THE ITTCSection 1. Function. The function of the ITTC shall be:

- a. To act as an advisory committee to the ITPC and provide for the ITPC technical review, recommendations and information.
- b. To serve as a committee which reviews and recommends to the ITPC annually, a draft Unified Planning Work Program (UPWP) prepared by the ACOG staff in cooperation with participating entities. This shall include review and recommendation of the scope, content, and work products of the UPWP; this shall also include an oversight function during the progress of the year.
- c. To serve as a committee which reviews and recommends to the ITPC a draft Transportation Improvement Program (TIP), plans, and policy statements prepared in cooperation with the ACOG staff.
- d. To act as a technical resource to review and comment on the procedures used during the performance of work elements and during preparation of reports.
- e. To review the federal aid allocation procedures and methodology and present recommendations to the ITPC as required.

ARTICLE VI. GENERAL TRANSPORTATION ADVISORY ROLESection 1. Advisory Function. The ITTC may, upon its own motion, bring important matters relative to transportation to the attention of the ITPC. Such advice and/or recommendations may be accompanied by a request from the ITTC for formal ITPC action.ARTICLE VII. SEVERABILITY CLAUSESection 1. Severability. If any section, subsection, sentence, clause, phrase or portion of these bylaws is for any reason held invalid by the ITPC, said portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of these bylaws.

Bylaws amended and approved by the
Intermodal Transportation Policy Committee: November 20, 2008

ATTACHMENT 3: CERTIFICATION STATEMENT OCARTS TRANSPORTATION MANAGEMENT AREA FY 2019

A JOINT CERTIFICATION STATEMENT FOR THE OKLAHOMA CITY TRANSPORTATION MANAGEMENT AREA BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

1. A Memorandum of Understanding (MOU), signed in FY 2009, among the Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), Cleveland Area Rapid Transit (CART) and the Association of Central Oklahoma Governments (ACOG) continued to provide the organizational structure and basis for the Comprehensive, Continuing and Cooperative (3C) transportation planning process, also known as the Oklahoma City Area Regional Transportation Study (OCARTS) for the Oklahoma City Transportation Management Area (TMA).
2. ACOG, as the Metropolitan Planning Organization (MPO), provides the support necessary to ensure that the 3C transportation planning process in the Oklahoma City Transportation Management Area is current and ongoing, and is being conducted in accordance with Section 134 of Title 23, U.S.C. and Section 5303 of Title 49, U.S.C.
3. The 2040 OCARTS Metropolitan Transportation Plan (MTP), known as Encompass 2040, was adopted by the Intermodal Transportation Policy Committee (ITPC) and endorsed by the ACOG Board of Directors on October 27, 2016. The fiscally constrained Plan contains street and highway, public transportation, bicycle, pedestrian, and goods movement components and recommendations.
4. The OCARTS area Congestion Management Process (CMP) was adopted by the ITPC in August 2016. The CMP includes an assessment of the Central Oklahoma CMP network, quantitative congestion indicators, and related performance measures for ongoing analysis, and various strategies to alleviate congestion at a regional level.
5. The OCARTS Transportation Improvement Program (TIP) is the short-range planning tool that identifies federally funded projects consistent with the goals of Encompass 2040. In FY 2019, ODOT, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Oklahoma MPOs approved the updated the *Procedures for Developing the Oklahoma Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) and the Oklahoma Statewide Transportation Improvement Program (STIP)*. To comply with the updated procedures, a new TIP is prepared biennially and provided to the Oklahoma Department of Transportation for approval (as the governor's designee) and inclusion in the STIP.
6. The MPO completed an upgrade to the regional transportation model to include a mode choice component that would meet FTA requirements in FY 2011.
7. Public involvement in the transportation planning process is accomplished in accordance with 23 CFR 450.316(a). *The Public Participation Plan for the Oklahoma City Area Regional Transportation Study (OCARTS PPP)* was updated by the MPO in November 2014. The OCARTS PPP provides for public outreach activities associated

with development and amendment of the long-range transportation plan, development and amendment of the OCARTS TIP, and on-going public involvement efforts associated with the transportation planning process.

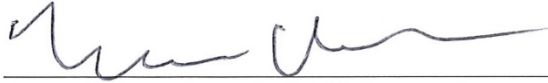
8. COTPA provides transit service and paratransit service in full compliance with the Americans with Disabilities Act (ADA) and all FTA requirements in the Oklahoma City (OKC) metro. COTPA provides paratransit service citywide in OKC beyond FTA requirements outside the $\frac{3}{4}$ mile Zone One radius. CART provides fixed route and paratransit service in full compliance with the ADA and all FTA requirements in the City of Norman. CART's Primary Zone for paratransit service covers the FTA required area within $\frac{3}{4}$ mile of all fixed route service, while CART's Secondary Zone covers the remaining area within the city limits. Citylink in Edmond provides transit service and paratransit service within three-quarters of a mile of fixed routes.
9. The 2030 Systems Plan, a product of the 2005 Regional Fixed Guideway Study (FGS), established the vision for a regional public transportation system within the OCARTS area. Subsequently, COTPA conducted an alternatives analysis for a downtown OKC circulator.
10. Technical reports, prepared by ACOG planning staff, have been submitted to the Intermodal Transportation Technical and Policy Committees, and to FHWA and FTA for review.
11. The Unified Planning Work Program (UPWP) is prepared cooperatively with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the OCARTS entities, ODOT, ACOG, COTPA and CART.
12. The FY 2019 UPWP was approved by the ITPC and endorsed by the ACOG Board of Directors on May 31, 2018. Tasks accomplished under this UPWP include the implementation and tracking of the Encompass 2040 performance measures, continuation of Regional Transit Authority Task Force activities, update of the STBG-UZA evaluation criteria to reflect updated regional goals and performance measures, implementation of a transportation project tracking system, continued development of the 2045 long-range metropolitan transportation plan, research and planning for connected and autonomous vehicles, continued coordination with local governments regarding federal transportation funding opportunities, air quality planning and compliance with the federal transportation law.
13. The FY 2020 UPWP was approved by the ITPC and endorsed by the ACOG Board of Directors on May 30, 2019. This UPWP contains tasks for the continued development of the 2045 long-range metropolitan transportation plan (MTP), including the collection and analysis of base (2015) and forecast (2045) year data, development of the 2045 land use scenarios, and update of the regional travel demand model (TDM); implementation of the Encompass 2040 projects and strategies; update of the OCARTS Bicycle and Pedestrian Master Plans; update to the STBG-UZA criteria as necessary; provide administrative and planning support to the newly formed Regional Transportation Authority (RTA) of Central Oklahoma; update the FFY 2020-2023 OCARTS TIP and continue coordination with local governments regarding federal transportation funding opportunities; coordination of 2020 Census preparation with members; initiation of an air quality non-attainment study; compliance with the federal transportation law; monitor emerging transportation system issues and technologies. The FY 2020 UPWP was accepted by FHWA and FTA by letter dated June 28, 2019, which authorized the MPO to proceed with the work under the FY 2020 UPWP effective July 1, 2019.

14. Memorandums of Understanding (MOUs), signed in FY 2018, between ACOG and ODOT and between ACOG, COTPA, and CART ensure compliance with 23 CFR 450.314(h) by establishing a cooperative process for developing transportation performance targets for the Oklahoma City TMA.
15. In FY 2019, the MPO established targets for the federally required safety, system performance, and pavement and bridge condition performance measures with coordination from ODOT, OHSO, and FHWA, in accordance with 23 CFR 490.209(c).
16. The OCARTS area MPO worked with the Oklahoma Division of the FHWA and ODOT regarding the implementation of third party in-kind contributions as match credit for FHWA PL funds. On February 4, 2005, the FHWA finalized *Third Party In-Kind Contributions as Match for FHWA PL Funds, Oklahoma Procedures*, and transmitted the same to the metropolitan planning organizations. These procedures enable the state and MPOs to take credit for eligible planning activities that are paid for with non-federal funds. The procedures are based on provisions of 49 CFR 18.24 (a)(2).
17. The FY 2020 UPWP contains tasks encouraging participation of private enterprise in planning activities. Private providers of transportation services are represented on the ITTC and the Encompass 2040 Citizens Advisory Committee (CAC), and are invited to participate in the development of the TIP and other planning activities.
18. The FFY 2020-2023 TIP reflects a financially constrained, prioritized list of improvements consistent with Encompass 2040 and identifies how these investment priorities will help achieve regional performance targets, in accordance with 23 CFR 450.326. Projects that will utilize Surface Transportation Block Grant - Urbanized Area (STBG-UZA) funds were selected and approved by the MPO based on the *Criteria and Process for Evaluation of Surface Transportation Block Grant - Urbanized Area (STBG-UZA) Projects*. In conformance with the Fixing America's Surface Transportation Act (FAST Act), TIP project cost estimates include an inflation factor to reflect year of expenditure dollars.
19. In FY 2019, the MPO prepared an Annual Listing of Obligated Projects report documenting the federal transportation funds authorized by FHWA and FTA within the OCARTS area during FFY 2018. Projects that include bicycle and pedestrian improvements are highlighted in the report.
20. The Census 2010 Urbanized Area (UZA) boundaries were announced on March 27, 2012. Although physically joined, the Census Bureau maintained separate Oklahoma City and Norman UZAs. In FY 2013, in cooperation with ODOT, the MPO developed a 2010 Adjusted Urban Area Boundary (UAB) encompassing the two UZAs. Under the FAST Act, the populations of both UZAs will continue to be combined for highway funding purposes.
21. The 2010 Federal Functional Classification Plan for the Oklahoma City Urban Area was approved by FHWA on August 5, 2014 and used to direct the expenditure of federal funds within the OCARTS area during FFY 2019.
22. ACOG's Title VI Assurance, LEP Assessment and ADA Plan remain in effect, and all Title VI and ADA documents and forms are available on ACOG's website. The Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART) prepare Title VI reports documenting that transit services and amenities are provided according to FTA regulations in circular 4702.1B.

23. Activities related to the Presidential Order on Environmental Justice are included in the OCARTS metropolitan transportation plan. The MPO's general mailing list, media contacts, and Citizens Advisory Committee provide communication to a diverse population including minority populations, low-income populations, environmental advocates, neighborhoods, the traditionally underserved, each mode, private sector transportation providers, and American Indian tribal governments. The metropolitan transportation planning process is summarized in a brochure produced by the MPO in Spanish, Vietnamese and English and is distributed at various locations and events as appropriate. Materials distributed as part of Encompass 2040 public involvement activities were translated into Spanish and Vietnamese, and translators were on hand at several public outreach events.
24. The participants of the 3C planning process comply with Section 1101(b) of the FAST Act, which requires that a percentage of federal funds made available to direct recipients be spent with disadvantaged business enterprises (DBEs).
25. The MPO continued administration of its comprehensive air quality public education program, CMAQ Small Grant Program, and Public Fleet Conversion Program, using CMAQ funding.
26. The MPO continued to work with the Oklahoma Department of Environmental Quality on the implementation of EPA's Ozone Advance Program. The program encourages expeditious emission reductions in ozone and fine particulate (PM_{2.5}) attainment areas to help these areas continue to meet the National Ambient Air Quality Standards (NAAQS).
27. All air quality planning in the region is conducted as an integral part of the regional transportation planning process using the same data and techniques. The Oklahoma Department of Environmental Quality, with the cooperation of ACOG, has been responsible for the locally prepared transportation portion of the State Implementation Plan (SIP).
28. In accordance with FTA emphasis areas, an alcohol and drug abuse policy is included in the ACOG Personnel Policies. The Drug-Free Workplace Act Certification Statement was submitted to FTA on June 28, 1990.
29. Representatives of FHWA and FTA conducted the seventh joint evaluation of the OCARTS area transportation planning process October 24-26, 2016. In FY 2017, FHWA and FTA issued their final report jointly certifying that the OCARTS transportation planning process substantially meets the requirements of 23 CFR Part 450.336.

Based on the enumerations mentioned above, the Oklahoma Department of Transportation and the Association of Central Oklahoma Governments declare that the Oklahoma City Area Regional Transportation Study is an effective ongoing 3C transportation planning process and is in compliance with all applicable laws and regulations. Consequently, the Oklahoma City Area Regional Transportation Study has been recertified for FY 2019.

Signed this 30th day of May, 2019



Association of Central Oklahoma Governments
ITPC Chair

Signed this 14 day of AUGUST, 2019



Oklahoma Department of Transportation
Executive Director

ATTACHMENT 4: RELATED CORRESPONDENCE

SUBJECT:

**FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)
SUBCOMMITTEE SCHEDULE**

DATE:

FEBRUARY 14, 2019

TO:

INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE

FROM:

JENNIFER SEBESTA
Program Coordinator
Transportation & Planning Services

INFORMATION:

Each year ACOG, in conjunction with its member entities, prepares the annual Unified Planning Work Program (UPWP). The UPWP is a description of the proposed multimodal transportation planning activities to be conducted in the Oklahoma City Area Regional Transportation Study (OCARTS) area for a given fiscal year.

The attached meeting schedule is for the preparation of the FY 2020 UPWP. This schedule provides for meetings of the UPWP Subcommittee consisting of staff from: the Central Oklahoma Transportation and Parking Authority (COTPA), the Cleveland Area Rapid Transit (CART), the Federal Highway Administration (FHWA), the Oklahoma Department of Transportation (ODOT), Oklahoma City Traffic Engineering, the Association of Central Oklahoma Governments (ACOG), and any other member entity or agency interested in providing their input into the process.

ACTION REQUESTED:

None. For information only.

FY 2020 UPWP Subcommittee Schedule

1. February 22, 2019 Friday - UPWP Subcommittee Meeting at 10:00 a.m.
Assessment of FY 2019 UPWP
2. March 8, 2019 Friday - UPWP Participants provide draft information to ACOG.
COTPA, CART, OKC and ACOG staff to provide draft task descriptions and proposed budgets for FY 2020 UPWP to ACOG.
3. March 15, 2019 Friday - UPWP Subcommittee Meeting at 10:00 a.m.
Discussion of Draft FY 2020 UPWP
4. March 22, 2019 Friday - UPWP Subcommittee Meeting at 10:00 a.m. **if needed**
Refine task descriptions and budget. Review and finalize preliminary draft to be submitted to ITTC, ITPC
5. April 4, 2019 Thursday - ITTC Agenda mail out
6. April 11, 2019 UPWP Thursday - ITTC action/recommendation on Preliminary FY 2020
7. April 25, 2019 Thursday - ITPC and ACOG Board requested to approve Preliminary UPWP, including granting approval to execute contracts and agreements
- Submittal of Preliminary FY 2020 UPWP to ODOT, FHWA and FTA as recommended by ITPC
8. May 2019 Meetings - ITTC, ITPC, and ACOG Board requested to approve final FY 2020 UPWP



May 3, 2019

Isaac Akem, Community Planner
FHWA-Oklahoma Division
5801 N Broadway Ext Ste 300
Oklahoma City, OK 73118

Dear Mr. Akem:

The Preliminary FY 2020 Unified Planning Work Program (UPWP) for the Oklahoma City Area Regional Transportation Study (OCARTS) Transportation Management Area is provided for your review using the link below. The UPWP was created by ACOG staff in cooperation with other members of the Oklahoma City Area MPO, including COTPA, CART, ODOT, the City of Oklahoma City, and suburban entities.

The purpose of this request is to provide the proposed FY 2020 OCARTS UPWP to federal agencies for their review and comment prior to finalization of the document in May. The document is also prepared to provide adequate notice to local, state, and federal agencies of anticipated grant/budget needs.

The Preliminary FY 2020 UPWP document was submitted to the Intermodal Transportation Technical and Policy Committees at their April meetings, and the ITPC approved the document as written.

As per Attachment A of the "Joint Memorandum of Agreement by FHWA and FTA for Administration of Transportation Planning and Programming in Region 6" signed September 1, 2004, we would appreciate your review of the Preliminary FY 2020 UPWP prior to the issuance of our proposed Final FY 2020 OCARTS UPWP.

Please advise us in writing by Thursday, May 9, if you see any items that need to be further addressed or detailed in the preliminary work program. We look forward to a written response from FHWA and FTA, coordinated through your office, as per the procedures.

Chair
Matt Dukes
Midwest City Mayor

Vice-Chair
Lynne Miller
Norman Mayor

Secretary/Treasurer
Steven J. Gentling
Guthrie Mayor

Executive Director
Mark W. Sweeney, AICP

[association of central oklahomagovernments](http://associationofcentraloklahomagovernments.org)

4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | Fax: 234.2200 | acogok.org

Isaac Akem
May 3, 2019
Page 2

Should you have any questions, please feel free to call me at 405-234-2264.

Sincerely,



John M. Sharp, Deputy Director and
Division Director of Transportation & Planning Services

Att: [Preliminary FY 2020 OCARTS UPWP](#)
April 25, 2019 ITPC Agenda Attachment D-2

- c: Dawn Sullivan, Director of Capital Programs, ODOT
- Laura Chaney, Transportation Manager, Local Government Division, ODOT
- Ernestine Mbroh, Division Manager, Transit Programs, ODOT
- Pearlie Tiggs, Community Planner, FTA Region 6
- Jennifer Sebesta, Program Coordinator, ACOG





U.S. Department
of Transportation
**Federal Highway
Administration**
**Federal Transit
Administration**

June 28, 2019

5801 N. Robinson Ave., Suite 300
Oklahoma City, OK 73118

819 Taylor Street, Suite 8A36
Fort Worth, TX 76102-6124

In Reply Refer To:
HDA-OK
FTA-TX

Mr. Tim Gatz
Executive Director
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Dear Mr. Gatz:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the proposed FY 2020 Unified Planning Work Program (UPWP) and budget for the Association of Central Oklahoma Governments (ACOG) - the Metropolitan Planning Organization (MPO) for the Oklahoma City Metropolitan area. We hereby jointly accept the Work Program as submitted and look forward to our joint approval. Upon approval, we will subsequently authorize the federal share of matching funds necessary to implement this work program, effective July 1, 2019.

The proposed FY 2020 UPWP provides an outline of federally funded transportation planning and planning-related activities to be undertaken in FY 2020 by the metropolitan planning partners, including ACOG and its member governments, the Central Oklahoma Transportation and Parking Authority (COTPA), the Cleveland Area Rapid Transit (CART), and the Oklahoma Department of Transportation (ODOT).

As part of the development of this work program and budget, ACOG has identified the major planning priorities to be addressed during FY 2020. These include:

- Implement the current LRTP (ENCOMPASS 2040) projects and strategies;
- Continue development of the 2045 long-range metropolitan transportation plan (MTP), including collection and analysis of base year (2015) and forecast (2045) year data;
- Develop 2045 land use scenarios, and update the regional travel demand model (TDM);
- Update the OCARTS Bicycle and Pedestrian Master Plan;
- Update STBG-UZA Project selection criteria as necessary;
- Provide planning and administrative support to the newly formed Regional Transportation Authority (RTA) of Central Oklahoma;

- Update FFY 2020-2023 OCARTS TIP and continue funding coordination with local governments
- Coordinate preparation for the 2020 Census count with member governments;
- Conduct study to evaluate potential economic impacts of a non-attainment designation;
- Monitor emerging transportation system issues and technologies; and
- Prepare for upcoming FHWA/FTA Quadrennial Certification Review.

In addition, as required in 23 CFR 450.308(c), ACOG's FY 2020 work program is organized into six major work elements, including:

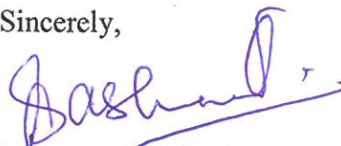
1. Data Development and Information Management;
2. Regional Transportation Planning;
3. Public Participation Planning;
4. Transportation Planning Assistance and Coordination;
5. Staff Training, Maintenance & Production of Planning Related Documents;
6. Program Management and Administration.

These major work elements are further subdivided into tasks and subtasks. Each task description provides an outline of proposed work activities, including who (ACOG, COTPA, CART, ODOT) will perform the work, the duration of each task, the products expected to result from each task, and the funding by source and category required to implement each task.

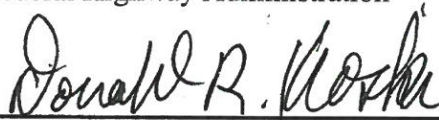
We commend ACOG and its member governments for collaborating with the Oklahoma Department of Transportation to adopt federal Transportation Performance Measures and Targets and for executing the joint memorandum of understanding to implement these performance measures as required under MAP-21 and the FAST Act. We look forward to the implementation of these performance measures in FY 2020. We urge you to work with your local transit agencies to include planning activities in the UPWP, including activities to implement public transportation safety targets that conform with statutory timelines.

Thank you for your cooperation in developing the FY 2020 work program and budget and for your efforts in the development and implementation of metropolitan transportation planning products in the Oklahoma City metropolitan area. If you have questions or need additional information regarding our joint (FHWA/FTA) approval of this work program, please contact Mr. Isaac N. Akem with the FHWA OK Division at (405) 254-3343, or Ms. Pearlie Tiggs with the FTA Region VI at (817) 978-0567.

Sincerely,



Basharat Siddiqi
Division Administrator
Federal Highway Administration



Donald R. Koski
Director of Planning and Program Development
Federal Transit Administration – Region VI

cc: ACOG
ODOT, Strategic Asset & Performance Division
Dawn Sullivan, P.E., ODOT

**JOINT MEMORANDUM OF AGREEMENT (MOA)
BETWEEN THE OFFICES OF THE
FEDERAL HIGHWAY ADMINISTRATION (FHWA)
AND THE
FEDERAL TRANSIT ADMINISTRATION (FTA)
FOR ADMINISTRATION OF TRANSPORTATION
PLANNING AND PROGRAMMING IN THE
FTA REGION SIX AREA**

Our Region has a long history of cooperation between FHWA and FTA staffs in the delivery of the two agencies' programs. This agreement for the coordination of program matters is an example of the agencies' cooperative efforts. The agreement, originally executed in 1991, prior to the passage of Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), has undergone several revisions in response to our customers' need for more streamlined Federal actions on the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), Metropolitan and Statewide Planning Findings, Certification of the Transportation Planning Process, Congestion Management Systems (CMS) and Intelligent Transportation Systems (ITS), Air Quality Conformity Findings, and Corridor Studies/Alternatives Analysis. This agreement is intended to strengthen the already strong working relationship of the two agencies in their efforts to fulfill the mutual responsibility for transportation planning and the programming of Federal funds. It is also meant to achieve maximum staff efficiencies through the elimination of duplicative reviews and actions thereby improving the quality of assistance to our customer's expectations, and improving our delivery of oversight responsibilities insofar as timeliness and consistency.

The FTA and the FHWA mutually agree to the following procedures for transportation planning activities in the FTA Region 6 areas (Arkansas, Louisiana, New Mexico, Oklahoma and Texas). Additionally, all parties agree to the tracking of performance measures as outlined in attachment A.

A. Review and Approval of Unified Planning Work Programs (UPWP)

Background

Section 134 of 23 U. S. C. establishes Federal requirements for metropolitan transportation planning. The regulations for implementing these provisions are contained in 23 C.F.R 450 and 49 C.F.R. 613 and include the requirement for submission of the UPWP.

Procedures

All UPWPs will be submitted by the State DOT to the FHWA Division Office and FTA Regional Office. Review, reconciliation of comments and action on the UPWPs will be accomplished within 30 days of receipt by FHWA and FTA.

Except for West Memphis, all Transportation Management Area (TMA) UPWPs will be concurrently reviewed by the FHWA Division and the FTA Regional Offices. The FHWA Division and FTA Regional staffs shall meet or teleconference as necessary to discuss and resolve any comments relevant to providing a joint response. The FHWA Division will prepare the draft letter and transmit it to the FTA Regional Office. The approval will be issued as a joint FTA Region/FHWA Division letter. The signatories may be as delegated for approval of the UPWP.

The FHWA Division will act as the Executive Agent for FTA for the review and approval of the UPWPs for all non-TMAs and for the West Memphis, Arkansas TMA. The FHWA Division shall consult with the FTA Region on unusual or potentially controversial transit related studies. The FTA Regional staff will advise the FHWA Division of any concerns within two weeks of receipt of the UPWP. The FHWA Division will provide the FTA Region with a copy of all UPWP approvals and correspondence. Any revisions to the UPWPs will be handled in a similar manner.

B. Approval of Statewide Transportation Improvement Programs (STIP)

Background

Section 135 of Title 23 U.S.C. establishes Federal requirements for statewide transportation planning. The regulations, 23 C.F.R 450 and 49 C.F.R 613, require that at least every two years the State will submit their proposed STIP to the FHWA and the FTA for joint approval prior to the obligation of Federal funds made available to the State under Title 23 and the Federal Transit Act. These regulations also require that the State include with their proposed STIP a certification that the transportation planning process is being carried out in accordance with the requirements listed in the regulations.

Procedures (STIP)

The State will submit their proposed STIP to the FHWA Division Office and FTA Regional Office for review and approval. The STIP shall be reviewed for compliance with the requirements of Section 135 and the regulations in 23 C.F.R 450. This joint review shall include, but not be limited to, the requirements on air quality conformity, public involvement, fiscal constraint, inclusion of all Title 23 and Federal Transit Act funded projects including metropolitan and Federal Lands TIPs, and the acceptability of the State's certification that the transportation planning process is being carried out in accordance with all applicable requirements of §450.220(a).

The FHWA Division and the FTA Regional Office shall meet or teleconference as necessary to discuss and resolve any comments relevant to providing a joint approval of the State's STIP. This joint review effort will be documented in the form of a "Joint Record of Review" compiled by the FHWA Division Office and processed as outlined in the section of this agreement pertaining to TIP Federal findings. This "Joint Record of Review" shall form the official record

documenting the FHWA/FTA joint review efforts on the STIP. The FTA Regional Administrator and the FHWA Division Administrator (or their designee), will take joint action as described by 23 C.F.R 450.220 based on the comments listed in the "Joint Record of Review." A draft action letter will be prepared by the FHWA Division Office and sent to the FTA Regional Office for coordination. Notification of the action taken for the STIP will be forwarded to the State by the FHWA Division Administrator. Initial STIP comments will be prepared by U.S. DOT within 30 days of receiving the STIP. Final action by U.S. DOT on the STIP will be within 60 days after receiving the STIP from the State assuming initial comments have been addressed.

(STIP Amendments)

Depending on the nature of the proposed STIP Amendment, the STIP Amendment may be acted upon jointly by FHWA and FTA in a manner similar to that described above, or it may be acted upon unilaterally by either FHWA or FTA. If the amendment is for highway projects only, then FHWA will take unilateral action. If the amendment is for transit projects only, then FTA will take unilateral action. For unilateral actions, the State DOT will submit the STIP amendment only to the appropriate Federal agency for action.

C. Federal transportation planning finding for TIPs

Background

23 C.F.R 450.320 requires a joint Federal finding that the TIP for each metropolitan planning area is the product of a continuing, comprehensive transportation planning process carried on cooperatively by the State, Metropolitan Planning Organization (MPO), and transit operator, in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303 of the Federal Transit Act. The finding shall be based on the self-certification by the State and the MPO under 23 C.F.R 450.334 and upon other reviews as deemed necessary by FHWA and FTA.

Procedures

For each metropolitan planning area, the FHWA Division Office and the FTA Regional Office will review the status of the transportation planning process prior to approval of the STIP. The review shall include, but not be limited to, the State/MPO self-certification required by 23 C.F.R 450.334(a), the existence of an approved transportation plan that appropriately addresses the planning factors, the adequacy of the public involvement process, the reasonableness of the financial plan, relationship of projects in the TIP to long range transportation plan, air quality conformity of transportation plans and TIP, and satisfaction of the Congestion Management System (CMS) requirements in carbon monoxide (CO) and ozone non-attainment TMAs.

In a TMA designated as non-attainment for CO and/or ozone, the CMS shall provide an appropriate analysis of all reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (adding general purpose lanes to an existing highway or constructing a new highway) is proposed.

The FHWA Division Office and the FTA Regional Office will evaluate each metropolitan planning process based on previous reviews, attendance at meetings, review of the UPWP, discussions, etc. A Joint Record of Review will be prepared by the FHWA Division Office. The FHWA Division Office will sign the Joint Record of Review and forward the document to FTA.

The FTA will concur, concur with additional comments, or advise the FHWA Division Office of any significant concerns. The FHWA Division and FTA Regional Offices shall meet or teleconference as necessary to discuss and resolve any significant concerns relevant to the joint finding. The FTA will sign the Joint Record of Review and return the document to the FHWA Division Office for distribution. This Joint Record of Review shall form the official record documenting the joint review efforts on the transportation planning process necessary for the FHWA/FTA finding that the TIPs contained in the STIP for the State are based on a continuing, comprehensive, transportation planning process carried on cooperatively by the States, MPOs, and transit operators, in accordance with the provisions of 23 U.S.C. 134 and 49 U.S.C. 5303 of the Federal Transit Act.

D. Air Quality conformity reviews and conformity determinations for Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) in metropolitan planning areas designated non-attainment or maintenance under the Clean Air Act.

Background

Section 176(c) of the Clean Air Act established conformity requirements for metropolitan transportation plans, TIPs, and projects in areas designated as non-attainment or maintenance. Section 176(d) of the Clean Air Act established priority requirements for programs supported by the Federal Government in order to provide for timely implementation of eligible portions of air quality plans. Section 109(j) of 23 U.S.C. established consistency requirements to assure that highways are consistent with approved plans for air quality.

Procedures

The FHWA will serve as Executive Agent for FTA on all actions, reviews and meetings required to fulfill their mutual responsibility for Air Quality Conformity Findings. FHWA Division Offices will conduct reviews of conformity determinations for plans, TIPs and amendments, and provide guidance to the States and MPOs. When the review of conformity determinations for Transportation Plans and TIPs has been completed by the MPO and State DOT; the State DOT will provide U.S. DOT and Environmental Protection Agency (EPA) with copies of the conformity determinations along with plans and/or programs and other pertinent documents. EPA will normally be given 30 days for their review and comment. U.S. DOT will meet or teleconference with EPA as necessary to resolve pertinent comments that may result from the concurrent reviews. The FHWA Division Administrator (or designee) will make a conformity finding upon completion of the review by U.S. DOT and resolution of pertinent comments by

EPA. Information copies of all Air Quality conformity actions and correspondence will be provided to the FTA Regional Office and the EPA Regional Office. FHWA Division offices will keep the FTA Region office informed of the progress and relevant issues during the conformity review process.

E. Certification of Transportation Management Area (TMA) Transportation Planning Process

Background

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and The Transportation Equity Act for the 21st Century (TEA-21) requires a joint FHWA/FTA certification of the transportation planning process for all Transportation Management Areas (TMAs) at least every three years. A joint certification review along with other documentation and site visits is the basis used for determining that the transportation planning process in a TMA meets or substantially meets the requirements of 23 C.F.R Part 450.

Procedures

The certification review of all TMAs will be a joint effort between the two agencies. A review team consisting of FHWA Division and FTA Regional Office personnel will be identified for each review. If necessary, other technical expertise will be added to the team. Either the FHWA Division or FTA Regional Office representative will be designated as the lead or co-lead for the review. The lead or co-lead agency will be responsible for scheduling the review, obtaining the material for the desk audit, logistics for the review, preparation of the agenda, determining the lead for the topics to be discussed, closeout after the review, preparation of the draft report, circulation to other Federal team members for comments, external circulation of the report to MPO, transit operator, State DOT, and other appropriate participants for review of factual accuracy.

Assignment of lead or co-lead agency responsibility will be determined based upon an evaluation of staff workload, modal interest and the complexity of the issues in an individual TMA. The schedule and assignments for certification reviews will be developed by the FTA Regional and FHWA Division Offices by July 1st for the next fiscal year. Topics for the on-site review will be developed jointly by FHWA and FTA, based on emphasis areas and issues of concern in the specific TMA including (at a minimum) the items in this MOA as well as CMS and ITS.

Certification of the TMAs will be by the FTA Regional and the FHWA Division Administrators. The final report (certification) of the review will be completed within 90 days of the on-site visit. The presentation of findings will be done jointly by FHWA and FTA, and will take place within 60 days of the issuance of the final report or at the next MPO policy committee meeting.

F. Corridor Studies/Alternatives Analysis

Background

All major transportation investments must emerge from a multimodal transportation planning process in order to be eligible for Federal funding. As part of the planning process, local project sponsors may perform a corridor level analysis of mode and alignment alternatives in corridors for which projects may be proposed. Corridor studies/alternatives analysis is a key planning tool undertaken within the multimodal metropolitan and statewide planning processes, supplemented by subsequent project development analyses, for determining appropriate solutions to transportation challenges.

Procedures

Each agency will participate in a corridor study/alternatives analysis until modal issues are clear and/or a DOT lead agency can be determined by agreement between the two agencies. Either agency may serve as DOT lead, dependent upon the issues involved and the relative predominance of the mode. The environmental work will remain with the identified modal agency. If an agency determines that there are no reasonable alternatives involving their modal interest, the agency may advise the study/analysis sponsor that the other party to this agreement will serve as DOT lead for the remainder of the study. Regardless of which U.S. DOT agency serves as lead for the study, every effort will be made to link planning and National Environmental Policy Act of 1969 as well as striving to streamline the environmental process.

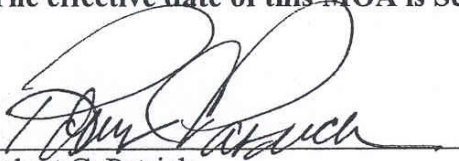
G. Consolidated Planning Grant and Electronic Signatures

The Consolidated Planning Grant (CPG) is a joint effort by the FHWA and FTA to create a single federal grant process for the respective transportation planning programs, thereby streamlining the administrative process to our customers. In FY 2004, FTA Region 6 has one CPG, which is in the state of Arkansas, and is administered by FTA. All parties agree to revisit the CPG concept in each respective state, and work towards implementing additional CPGs within Region 6.

Likewise, all parties to this agreement are in favor of implementing electronic signatures for all appropriate planning products, thereby further streamlining the planning process for our customers. A task force will be formed to research the requirements of having electronic signatures.

This agreement may be canceled by mutual agreement of all parties or by a 30-day written notification of any signatory.

The effective date of this MOA is September 1, 2004.



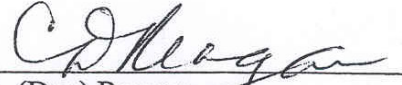
Robert C. Patrick
Regional Administrator
Federal Transit Administration



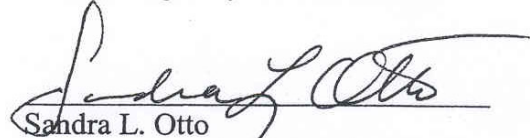
William A. Sussmann
Louisiana Division Administrator
Federal Highway Administration



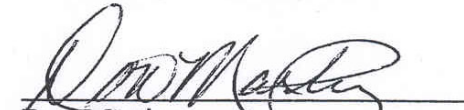
Walter Kudzia
Oklahoma Division Administrator
Federal Highway Administration



C. D. (Dan) Reagan
Texas Division Administrator
Federal Highway Administration



Sandra L. Otto
Arkansas Division Administrator
Federal Highway Administration



Don Martinez
New Mexico Division Administrator
Federal Highway Administration

Attachment A – Tracking Performance Measures

Planning Topic	Lead Agency	Performance Measure	Actual Performance Measure
UPWP	FHWA/FTA	30 days	
STIP	FHWA/FTA	30 days – Initial Comments	
STIP	FHWA/FTA	60 days – Final Approval	
TIP Planning Findings	FHWA/FTA	60 days (concurrent with STIP approval)	
Certification Reviews – Final Report	FHWA/FTA	90 days from on-site review	
Certification Review – Presentation	FHWA/FTA	Within 60 days of final report	



DATE: October 1, 2019

TO: Glenn Boles, Federal Aviation Administration, Region 6, Manager
Basharat Siddiqi, Federal Highway Administration, Oklahoma Div., Div. Administrator
Isaac Akem, Federal Highway Administration, Oklahoma Division, Community Planner
Lynn Hayes, Federal Transit Administration, Region 6, Community Planner

Chelley Hilmes, Oklahoma Department of Transportation, Director of Finance & Admin.
Tim Tegeler, Oklahoma Department of Transportation, Director of Engineering
Laura Chaney, Oklahoma Dept. of Transp., Planning & Performance Division
Ernestine Mbroh, Oklahoma Dept. of Transp., Office of Mobility & Public Transit
Eddie Terrill, Oklahoma Dept. of Environmental Quality, Air Quality Division

Jason Ferbrache, Central Oklahoma Transp. and Parking Authority, Administrator
Debbie Miller, City of Oklahoma City, Assistant City Engineer
Stuart Chai, City of Oklahoma City, Civil Engineer V-Traffic Management
Amanda Thomas, City of Choctaw, City Planner
Tom Minnick, City of Edmond, Traffic Planner
Patrick Menefee, City of Midwest City, City Engineer
Elizabeth Weitman, City of Moore, Community Development Director
Shawn O'Leary, City of Norman, Public Works Director
Angelo Lombardo, City of Norman, Traffic Engineer
Kristapher Glenn, Cleveland Area Rapid Transit, Director

FROM: John M. Sharp, Deputy Director

RE: Approval of FY 2020 Oklahoma City Area Regional Transportation Study (OCARTS)
Unified Planning Work Program (UPWP)

At its May 30, 2019 meeting, the Metropolitan Planning Organization approved the FY 2020 OCARTS Unified Planning Work Program. This letter is to formally notify you of the approved document, which [can be accessed here](#).

The UPWP includes a copy of the Memorandum of Understanding between ACOG, ODOT, COTPA and CART (Attachment 1). Also included is a copy of the FY 2019 Certification Statement (Attachment 3), which was approved by ODOT August 14, 2019.

We received the FHWA/FTA acceptance of the FY 2020 UPWP per correspondence dated June 28, 2019. We appreciate your assistance in helping us develop the Work Program, and look forward to your continued involvement in the implementation phase.

Chair
Matt Dukes
Midwest City Mayor

Vice-Chair
Lynne Miller
Norman Mayor

Secretary/Treasurer
Steven J. Gentling
Guthrie Mayor

Executive Director
Mark W. Sweeney, AICP

association of central oklahoma governments

4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | Fax: 234.2200 | acogok.org