



ASSOCIATION OF  
CENTRAL OKLAHOMA  
GOVERNMENTS

# ACOG MPO TECHNICAL COMMITTEE

**AGENDA:** THURSDAY  
MAY 15, 2025  
10 A.M.

Association of Central Oklahoma Governments  
4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | [acogok.org](http://acogok.org)

**THE ACOG MPO TECHNICAL COMMITTEE (TC) WILL HOLD A REGULAR MEETING ON THURSDAY, MAY 15, AT ACOG IN THE OKLAHOMA BOARD ROOM, 4205 N. LINCOLN BLVD., OKLAHOMA CITY, OKLAHOMA.**

Please notify ACOG at 405.234.2264 (TDD/TTY Call 7-1-1 Statewide or email [title.vi@acogok.org](mailto:title.vi@acogok.org)) by 5 p.m. Tuesday, May 13, if you require accommodations pursuant to the Americans with Disabilities Act or Section 504 of the Rehabilitation Act.

## AGENDA

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**A. CALL TO ORDER ([ATTACHMENT A](#))**

**B. APPROVAL OF THE APRIL 10, 2025, MINUTES ([ATTACHMENT B](#)) *Action requested.***

**C. ACTION ITEM:**

1. Norman Project Swap on Lindsey Street: John Sharp, Deputy Director ([ATTACHMENT C-1](#)) *Action requested.*

**D. ITEMS FOR INFORMATION ONLY:**

1. Central Oklahoma Long Range Transit Plan: John Sharp, Deputy Director ([ATTACHMENT D-1](#)) *For information only.*
2. Oklahoma City Diverging Diamond Interchange (DDI): John Sharp, Deputy Director and Chad Meisenburg, Public Works GO Bond Manager, Oklahoma City ([ATTACHMENT D-2](#)) *For information only.*
3. Functional Classification Revisions for the ACOG Area: Lauren Wood, Transportation Planning Services (TPS) Transportation Planner II – Performance ([ATTACHMENT D-3](#)) *For information only.*
4. Message for Recipients of U.S. Department of Transportation Funding: John Sharp, Deputy Director ([ATTACHMENT D-4](#)) *For information only.*
5. Grant Opportunities: Ethan Mazzio, TPS Transportation Planner II – Mobility ([ATTACHMENT D-5](#)) *For information only.*
6. Projects in the ACOG MPO Transportation Management Area (TMA): Lauren Wood, TPS Transportation Planner II – Performance ([ATTACHMENT D-6](#)) *For information only.*

**E. NEW BUSINESS**

**F. ADJOURN**

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**DEADLINE FOR JUNE ACOG MPO TECHNICAL COMMITTEE AGENDA ITEMS:**

Thursday, May 29, 2025, at 4 p.m.

**NEXT ACOG MPO TECHNICAL COMMITTEE MEETING:**

Thursday, June 12, 2025, at 10 a.m.

## ACOG MPO TECHNICAL COMMITTEE

VOTING MEMBERS AND ALTERNATES		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	Amanda McCellon Director of Planning	Vacant
BLANCHARD	David Standridge Public Works Director	Robert Floyd City Manager
	Hayden Wilkes City Planner	Daniel Ofsthun Finance Director
CALUMET	Bruce Wallace Director of Operations	Vacant
CEDAR VALLEY	No Designee	Vacant
CHOCTAW	No Designee	Alexandra (Lexie) Baker City Planner
		Stuart Drake City Manager
COLE	No Designee	Vacant
DEL CITY	Andrew Meyers City Planner	Kyle Gandy Economic Development Director
EDMOND	Corson Smith Senior Transportation Engineer	Hamzah Al-Rashdan Traffic Engineer - EIT
	Sean Wallace Associate Planner	Hannah Nolen Planner
EL RENO	Taylor Burt City Planner	Matt Sandidge City Manager
	Tim Young Assistant City Manager	
FOREST PARK	No Designee	Vacant
GOLDSBY	No Designee	Vacant
GUTHRIE	Tenny Maker Public Works Director	Dakota Hock Street Supervisor
HARRAH	Gary Bolling City Planner	Matt Mears City Manager
JONES CITY	Missy Wilkinson Town Administrator	Vacant
LEXINGTON	No Designee	Vacant

## ACOG MPO TECHNICAL COMMITTEE (CONT.)

VOTING MEMBERS AND ALTERNATES (CONT.)		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
LUTHER	Scherrie Pidcock Town Manager	Hon. William T. Arps Mayor
MIDWEST CITY	Patrick Menefee City Engineer-Public Works	Carrie Evenson Asst. Public Works Director
	Matt Summers Director - Planning & Zoning	Julie Shannon Planner III
MOORE	Elizabeth Weitman Community Development Director	Chad Denson Asst. Community Development Dir.
	Jerry Ihler Assistant City Manager	
MUSTANG	David Russell Project & Stormwater Manager	Nic Bailey Parks & Recreation Director
NEWCASTLE	Janay Greenlee Planning & Comm. Development Director	Logan Gray Planner I
		Kevin Hegerberg Senior Planner
NICHOLS HILLS	Michael Taylor Assistant City Manager	Dennis Albert Deputy Director – Public Works
NICOMA PARK	No Designee	Vacant
NOBLE	Robert Porton City Manager	Vacant
	Michael Glessner City Planner	
NORMAN	David Riesland Transportation Engineer	Scott Sturtz Director of Public Works
	Destiny Andrews Planner II	Joyce Green GIS Services Manager
OKLAHOMA CITY	Ryan Baker Management Specialist	Deborah Miller, Public Works Director
		Chad Meisenburg, PW GO Bond Mgr.
		Ryan Concha, Senior Project Manager
	Justin Henry Program Planner	Geoff Butler, Planning Dir.
		Kim Cooper-Hart, Principal Planner
		Max Harris, Associate Planner
PIEDMONT	Joshua Johnston Public Works Director	Joshua Williams City Manager
	Allen Selement Asst. Public Works Director	Tanner Eakins Public Works Superintendent
SLAUGHTERVILLE	Ashley Furry Town Administrator	Vacant
SPENCER	No Designee	Hon. Frank Calvin Mayor
TUTTLE	Mark Mathes Community Development Manager	Vacant
THE VILLAGE	No Designee	Vacant

## ACOG MPO TECHNICAL COMMITTEE (CONT.)

VOTING MEMBERS AND ALTERNATES (CONT.)		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
UNION CITY	No Designee	Vacant
WARR ACRES	No Designee	Vacant
YUKON	No Designee	Mitchell Hort Asst. City Manager
	Danielle O'Neal Asst. Planning Director	Claudia Krshka Grant Writer
CANADIAN COUNTY	No Designee	Vacant
		Vacant
CLEVELAND COUNTY	Hon. Rod Cleveland Commissioner	Vacant
	Brian Wint Project Manager	Vacant
LOGAN COUNTY	Hon. Mark Sharpton Commissioner	Hon. Monty Piearcy Commissioner
MCCLAIN COUNTY	Hon. Terry Daniel Commissioner	Ron Johnson Emergency Management Director
OKLAHOMA COUNTY	Stacey Trumbo County Engineer	Vacant
	Erik Brandt Principal Planner	Vacant

AGENCY MEMBERS		
ORGANIZATION	MEMBERS	ALTERNATES
ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS (ACOG)	Mark W. Sweeney Executive Director	John M. Sharp Deputy Director
		Jennifer Sebesta TPS Division Manager
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Chip Nolen Planning Manager	Sam Scovill Planning Technician
NORMAN - Transit	Jason Huff Transit Planner & Grants Specialist	Taylor Johnson Transit & Parking Program Manager
OKLAHOMA CITY DEPARTMENT OF AIRPORTS	No Designee	Vacant
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) Planning Division	Sarah McElroy MPO Coordinator	Laura Chaney Planning Branch Manager
OKLAHOMA DEPT. OF TRANSPORTATION - Mobility Division	No Designee	Jared Schwennesen Multi-Modal Division Manager
OKLAHOMA DEPT. OF ENVIRONMENTAL QUALITY (ODEQ)	Leon Ashford Environmental Programs Specialist	Christina Hagens Environmental Programs Specialist
OKLAHOMA AERONAUTICS COMMISSION	Grayson Ardies Deputy Director	Vacant

## ACOG MPO TECHNICAL COMMITTEE (CONT.)

NON-VOTING MEMBERS AND ALTERNATES		
ORGANIZATION	MEMBERS	ALTERNATES
AREAWIDE AGING AGENCY	No Designee	Vacant
CAPITOL-MEDICAL ZONING COMMISSION	Casey Jones Planner	Vacant
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) - Local Government Division	Christopher Gayle Project Manager	Matt VanAuken Programs Manager
OKLAHOMA RAILROAD ASSOCIATION	Lori A. Kromer Peterson Executive Director	Vacant
OKLAHOMA TURNPIKE AUTHORITY (OTA)	Darian Butler Director of Engineering	Shane Hacker Project Engineer
		Kar Tang Project Engineer
OKLAHOMA TRUCKING ASSOCIATION	Jim Newport CEO/President	Rebecca Chappell Director-Administration & Events
TINKER AIR FORCE BASE	Steven Rhodes Community Planner	Heartsong Turnbull Community Planner
TRIBAL GOVERNMENTS	No Designee	Vacant
FEDERAL BUREAU OF INDIAN AFFAIRS (BIA)	No Designee	Vacant
U.S. DOT - FEDERAL AVIATION ADMINISTRATION (FAA) / Mike Monroney- Aeronautical Center	Jon Berkman Manager Architect & Engineering Division	Angela Laws Environmental Engineer Environment/Safety/Health Staff
U.S. DOT - FEDERAL HIGHWAY ADMINISTRATION (FHWA)	No Designee	Vacant
U.S. DOT - FEDERAL TRANSIT ADMINISTRATION (FTA)	Marc Oliphant Community Planner	Donald Koski Deputy Regional Administrator

## ACOG STAFF

### TRANSPORTATION PLANNING SERVICES (TPS)

NAME	TITLE	EMAIL ADDRESS
JOHN SHARP	Deputy Director	<a href="mailto:jmsharp@acogok.org">jmsharp@acogok.org</a>
JENNIFER SEBESTA	TPS Division Manager	<a href="mailto:jsebesta@acogok.org">jsebesta@acogok.org</a>
ERIC POLLARD	TPS Air Quality & Clean Cities Manager	<a href="mailto:epollard@acogok.org">epollard@acogok.org</a>
DAVID FRICK, AICP	TPS Air Quality & Clean Cities Planner III	<a href="mailto:dfrick@acogok.org">dfrick@acogok.org</a>
LAUREN WOOD	TPS Transportation Planner II - Performance	<a href="mailto:lwood@acogok.org">lwood@acogok.org</a>
ETHAN MAZZIO	TPS Transportation Planner II - Mobility	<a href="mailto:emazzio@acogok.org">emazzio@acogok.org</a>
JOSE JIMENEZ-RUBIO	TPS Transportation Planner I - Safety	<a href="mailto:jjimenez@acogok.org">jjimenez@acogok.org</a>
TAHJIBA TARANNUM	Transportation Intern	<a href="mailto:ttarannum@acogok.org">ttarannum@acogok.org</a>
MADISON MARTIN	Clean Cities Intern	<a href="mailto:mmartin@acogok.org">mmartin@acogok.org</a>
GWENDOLYN GORDON	TPS Administrative Assistant	<a href="mailto:ggordon@acogok.org">ggordon@acogok.org</a>
BEVERLY GARNER	Executive Assistant	<a href="mailto:bgarner@acogok.org">bgarner@acogok.org</a>



## ATTACHMENT B

### SUBJECT:

### MINUTES OF THE ACOG MPO TECHNICAL COMMITTEE MEETING

### DATE:

APRIL 10, 2025

A regular meeting of the ACOG MPO Technical Committee (TC) was convened on April 10, 2025, at ACOG in the Oklahoma Board Room, 4205 N. Lincoln Blvd., Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG offices at least twenty-four (24) hours prior to the meeting.

#### PRESIDING CHAIR

John Sharp

#### ENTITY/AGENCY

ACOG

#### MEMBERS AND/OR ALTERNATES

##### PRESENT

Hamzah Al-Rashdan  
Gary Bolling  
Hon. William T. Arps  
Patrick Menefee  
Julie Shannon  
Elizabeth Weitman  
David Russell  
Michael Taylor  
Michael Glessner  
David Riesland  
Destiny Andrews  
Ryan Baker  
Justin Henry  
Claudia Krshka  
Jason Huff  
Sarah McElroy

#### ENTITY/AGENCY

Edmond  
Harrah  
Luther  
Midwest City  
Midwest City  
Moore  
Mustang  
Nichols Hills  
Noble  
Norman  
Norman  
Oklahoma City  
Oklahoma City  
Yukon  
Norman - Transit  
OK Dept. of Transp. (ODOT) - Multimodal/Planng. Div.

#### NON-VOTING MEMBERS AND/OR ALTERNATES ENTITY/AGENCY

##### PRESENT

None

#### GUESTS PRESENT

Dan Kassick, Planning Director  
Bart Vleugels, Active Transp. Coordinator  
Jim Hill, Public Works  
Wes McClure, P.E., Client Manager/Transp.

#### ENTITY/AGENCY

Guthrie  
ODOT - Multi-Modal Division  
Oklahoma City  
Olsson Associates

#### ACOG STAFF PRESENT

Eric Pollard  
David Frick  
Lauren Wood  
Ethan Mazzio  
Jose Jimenez  
Beverly Garner

#### POSITION

TPS Air Quality & Clean Cities Manager  
TPS Air Quality & Clean Cities Planner III  
TPS Transportation Planner II - Performance  
TPS Transportation Planner II - Mobility  
TPS Transportation Planner I - Safety  
Executive Assistant



**ENTITY/AGENCY MEMBERS ABSENT**

Bethany  
Blanchard  
Calumet  
Cedar Valley  
Choctaw  
Cole  
Del City  
El Reno  
Forest Park  
Goldsby  
Guthrie  
Jones City  
Lexington  
Newcastle  
Nicoma Park  
Piedmont  
Slaughterville  
Spencer  
Tuttle  
The Village  
Union City  
Warr Acres  
Canadian County  
Cleveland County  
Logan County  
McClain County  
Oklahoma County  
Central Oklahoma Transportation and Parking Authority  
Oklahoma City Department of Airports  
Oklahoma Department of Transportation – Mobility Division  
Oklahoma Department of Environmental Quality  
Oklahoma Aeronautics Commission

**NON-VOTING MEMBERS ABSENT**

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

### A. CALL TO ORDER

Chair John M. Sharp called the meeting to order at 10:05 a.m. He introduced himself and entertained introductions of members, staff, and guests. There was a quorum.

### B. APPROVAL OF THE MARCH 13, 2025, MINUTES

David Riesland moved to approve the March 13, 2025, minutes. Michael Glessner seconded the motion. The motion carried unanimously.

### C. ITEMS FOR INFORMATION ONLY:

#### 1. Functional Classification Revisions for the ACOG Area

Lauren Wood highlighted the information as detailed in the agenda memorandum. Mr. Sharp said ACOG is the conduit for functional classification changes in the region. ACOG reviews functional classification revisions before forwarding the proposed changes to ODOT for their review, and then ODOT forwards to FHWA, who gives the final approval. He is not sure if ACOG will receive approval before the next STBG Call for Projects.

#### 2. Ozone Season Preview

Eric Pollard said the ozone season has officially begun. He mentioned that the Regional Air Quality Plan (RAQP) was approved by the ACOG Board at its January meeting and the Air Quality Advisory Committee would be reviewing it next week. Even though regional ozone monitors all show standards above the three-year average of 0.70 ppm, ODEQ said we will probably not see another designation until year 2028 or 2029. Therefore, there is still time to come back under that standard, but it will take significant reductions in nitrogen oxides (NOx) and volatile organic compounds (VOCs). Mr. Pollard said there was information in the agenda memorandum about particulate matter (PM<sub>2.5</sub>), noting that with the unusual weather (smoke and dust in the air last month), there have been some of the highest PM pollution levels that our region has ever seen.

Chair Sharp said EPA information can be found at AirNow.gov and said ACOG will be placing more funding into outreach. There is CMAQ funding available and ACOG has been talking to ODOT about spending some of that grant money.

#### 3. City of Guthrie's Safe Streets and Roads for All (SS4A) – Safety Action Plan

John Sharp said Dan Kassik has been working with his staff, council, and citizens in Guthrie and is here to give an update about what they are doing. His presentation can be viewed here: <https://www.acogok.org/wp-content/uploads/2025/04/4-10-25-Guthrie-SS4A-Presentation.pdf>.

#### 4. Grant Opportunities

Ethan Mazzio highlighted the information as detailed in the agenda memorandum, notifying the committee of three grant opportunities.

#### 5. Safe Streets and Roads for All (SS4A) Funding

John Sharp highlighted the information as detailed in the agenda memorandum, noting that this is a new funding opportunity for SS4A and the grant application deadline is Thursday, June 25, 2025, at 5 p.m. He said the funding cap is \$25 million, so he expects many applications will be received from across the United States.

6. Oklahoma City Diverging Diamond Interchange (DDI)

John Sharp said Chad Meisenburg was unable to be here this morning due to the Deep Fork Trail opening he had to attend. Mr. Sharp discussed the potential Oklahoma City DDI project at the NW Expressway and May Ave. bridge, saying it would be the first one in the metro area. Tulsa has one and ODOT has one in Elk City, so it would be the third one in the state. The interesting factor in this project is that there is a point when the drivers must drive on the left side of the road for a short time.

Sarah McElroy asked if the DDI had been decided officially, as she understood that this was under public comment. Mr. Sharp said he thinks Oklahoma City wants to conduct public outreach, being proactive, asking if the public wishes for this option or to have two roundabouts. There are safety concerns and Oklahoma City wants what is best for that area.

**D. NEW BUSINESS**

There was no new business to discuss.

**E. ADJOURN**

There being no further business, Chair Sharp adjourned the meeting at 10:55 a.m.

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# REGULAR AGENDA ITEMS THAT MAY REQUIRE ACOG MPO TECHNICAL COMMITTEE ACTION

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## ATTACHMENT C-1

### **SUBJECT:**

### **NORMAN PROJECT SWAP ON LINDSEY STREET**

### **DATE:**

MAY 15, 2025

### **FROM:**

**JOHN SHARP**

Deputy Director

### **INFORMATION:**

The City of Norman received Surface Transportation Block Grant (STBG) funding for two projects on Lindsey Street. These two projects are adjacent to the University of Oklahoma and are contiguous projects. The projects are funded with FY 2026 and FY 2028 funds.

Lindsey Street – Elm to Jenkins received \$4,178,579 in federal funds for FY 2026

Lindsey Street – Pickard to Elm received \$5,575,572 in federal funds for FY 2028

The City of Norman is requesting to swap two projects on Lindsey Street from one federal funding year to another. The federal funds would stay in the fiscal years that were designated by Norman and the ACOG MPO Policy Committee previously.

The reasons for this request are as follows:

- The improvements at Elm Avenue have come in more costly than initially estimated, so the Elm to Jenkins Project is significantly over budget. The opposite situation is true for Pickard to Elm where the costs are lower than expected.
- At a recent coordination meeting with University of Oklahoma staff, Norman learned that there is a football stadium upgrade project scheduled for 2027. Asp Avenue will have some major disruptions, which would in turn have some impact on the Elm Avenue to Jenkins Avenue construction.
- The Jenkins Avenue widening just south of Lindsey Street is currently underway. Delaying the Elm to Jenkins project until FY 2028 would provide less disruption to this campus area.

Please see attached email and diagram for additional information on the projects.

### **ACTION REQUESTED:**

Consider recommending that the ACOG MPO Policy Committee allow the City of Norman to swap two projects on Lindsey Street from one federal funding year to another. The federal funds would stay in the fiscal years that were designated by Norman and the ACOG MPO Policy Committee previously.

The attachment helps illustrate what I would like to request of ACOG. Currently Lindsey Street – Elm to Jenkins received \$4,178,579 in federal funds for FY 2026 and Lindsey Street – Pickard to Elm received \$5,575,572 in federal funds for FY 2028. I am requesting to swap these two projects funds and fiscal years so that Lindsey Street – Pickard to Elm would be constructed two years earlier in FY 2026 utilizing the same \$4,178,579 in federal funds allocated for FY 2026 while the Lindsey Street – Elm to Jenkins project would be constructed two years later in FY 2028 utilizing the same \$5,575,572 in federal funds allocated for FY 2028.

There are both financial and scheduling reasons for these requests. Financially, the City overmatch is better balanced between the two projects with the fund/fiscal year swap proposed above. The desired improvements at Elm Avenue is more costly than initially estimated so the Elm to Jenkins Project is significantly over budget. If the larger amount of federal funds allocated in FY 2028 were allocated to this project, the overmatch will be reduced as shown in the attached document. The opposite situation is true for Pickard to Elm. The cost estimates are a little under the preliminary estimate so the City may not fully expend all of the federal funds. As a result, swapping the funds between projects would be financially beneficial for the City of Norman.

The scheduling reasons are entirely related to coordinating other projects on University of Oklahoma campus. City staff do their best to coordinate with OU on infrastructure projects located on campus. At a recent coordination meeting with university staff, we learned that OU has a football stadium upgrade project scheduled for 2027. The improvements will consist of a major upgrade to the west side of the stadium. All material deliveries and demolition removals will utilize Asp Avenue, which falls within the Elm to Jenkins project limits. This stadium construction will at a minimum affect the phasing of the project within the vicinity of Asp Avenue because this street dead ends north of Lindsey Street so there is no way to avoid Lindsey Street with stadium truck traffic. We also anticipate additional wear and tear to this project due to heavy turning truck traffic at the Lindsey Street/Asp Avenue intersection.

OU has also requested that the Lindsey Street- Elm to Jenkins project not start construction until after the Jenkins Widening project has been completed, which will likely be spring/summer of 2027. We realistically could have several months of overlap if the Lindsey Street - Elm to Jenkins stays in the FY 2026 award list.

For the above reasons, we are requesting the above mentioned project swap.

Thanks.



**Tim M. Miles, P.E.**

City Engineer  
City of Norman  
225 N. Webster Avenue  
Norman, OK 73069  
[tim.miles@normanok.gov](mailto:tim.miles@normanok.gov)  
405-366-5454 (Office)  
405-434-2976 (Cell)



### Current Scenario

#### Elm to Jenkins

FY26 Federal Funds- \$4,178,579  
 Const. Estimate- \$7.6-\$8.7 million  
 OU Stadium Project during FY26  
 Significant City Overmatch \$2.4-3.5M  
 OU requests delay to finish Jenkins first

Proposed  
 Changes

#### Pickard to Elm

FY28 Federal Funds- \$5,575,572  
 Const. Estimate- \$6.0-\$6.8 million  
 May leave some Fed Funds unspent

### Result

#### Elm to Jenkins

FY28 Federal Funds- \$5,575,572  
 Const. Estimate- \$7.6-\$8.7 million  
 Misses OU Stadium Project  
 \$600k to \$1.7 million Overmatch  
 Jenkins completed before start

#### Pickard to Elm

FY26 Federal Funds- \$4,178,579  
 Const. Estimate- \$6.0-\$6.8 million  
 Utilizes 100% Federal Funds  
 \$880k to \$1 million overmatch



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# ITEMS FOR INFORMATION ONLY

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## ATTACHMENT D-1

### **SUBJECT:**

**CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN**

### **DATE:**

MAY 15, 2025

### **FROM:**

**JOHN SHARP**

Deputy Director

### **INFORMATION:**

Embark, Oklahoma City MAPS4, and ACOG are project leaders for the Central Oklahoma Long Range Transit Plan. This is the first major regional comprehensive transit plan since the Fixed Guideway Study was completed in 2005. The project will include an evaluation of past studies, the current system, workshops, presentations to boards and committees, and the public engagement process. For more information, please access the website at [www.ConnectCentralOk.com](http://www.ConnectCentralOk.com).

This planning effort has produced a draft transit vision that identifies new transit services and modifications to existing transit services to leverage the benefits of high-capacity transit investments over the next 30 years. This will be presented at the May Technical Committee meeting.

### **ACTION REQUESTED:**

For information only.



## ATTACHMENT D-2

### **SUBJECT:**

**OKLAHOMA CITY DIVERGING DIAMOND INTERCHANGE (DDI)**

### **DATE:**

MAY 15, 2025

### **FROM:**

**JOHN SHARP**  
Deputy Director

and

**CHAD MEISENBURG**  
Public Works GO Bond Manager  
Oklahoma City

### **INFORMATION:**

Oklahoma City has proposed a Diverging Diamond Interchange (DDI) be constructed at NW Expressway and May Ave as part of the funding from a Surface Transportation Block Grant (STBG). The May Avenue bridge and interchange project seeks to replace an aging bridge and make significant improvements to the outdated design interchange. These updates will improve safety in this location.

Chad Meisenburg, Public Works GO Bond Manager, will be at the May Technical Committee meeting to discuss the proposed Diverging Diamond Interchange and the challenges with updating this location. This would be the first DDI in the Oklahoma City Metro area and some education will be required for drivers using this interchange.

### **ACTION REQUESTED:**

For information only.



## ATTACHMENT D-3

### **SUBJECT:**

**FUNCTIONAL CLASSIFICATION REVISIONS FOR THE ACOG AREA**

### **DATE:**

MAY 15, 2025

### **FROM:**

**LAUREN WOOD**

Transportation Planner II - Performance

Transportation Planning Services

### **INFORMATION:**

ACOG received 1,517 suggested changes to the current road network. There were 834 of the suggestions that contained all the required information (street name, new functional classification type, AADT, and AADT year.) From these segments, 335 suggestions were for new segments to become eligible for federal-aid highway funds. [Click on this link to access the Table.](#)

### **ACTION REQUESTED:**

For information only.



## ATTACHMENT D-4

### **SUBJECT:**

**MESSAGE FOR RECIPIENTS OF U.S. DEPARTMENT OF TRANSPORTATION FUNDING**

### **DATE:**

MAY 15, 2025

### **FROM:**

**JOHN SHARP**  
Deputy Director

### **INFORMATION:**

Recently, the Secretary of Transportation, Sean Duffy, released a memo clarifying and reaffirming pertinent legal requirements, outlining the Department's expectations, and providing a reminder of the responsibilities and the consequences of noncompliance with Federal law and the terms of the financial assistance agreements.

The correspondence from the Secretary of Transportation is attached.

### **ACTION REQUESTED:**

For information only.



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

April 24, 2025

To All Recipients of U.S. Department of Transportation Funding:

The U.S. Department of Transportation (Department or DOT) distributes substantial Federal financial assistance for thousands of projects, programs, and activities operated or initiated by diverse entities, including but not limited to State and local governments. The Department administers this Federal financial assistance to support the development and maintenance of the Nation's transportation infrastructure, pursuant to statutory authority and in accordance with binding contractual agreements in the form of Federal financial assistance agreements, usually grants, cooperative agreements, and loans. Accordingly, I write to clarify and reaffirm pertinent legal requirements, to outline the Department's expectations, and to provide a reminder of your responsibilities and the consequences of noncompliance with Federal law and the terms of your financial assistance agreements. It is the policy of the Department to award and to continue to provide Federal financial assistance only to those recipients who comply with their legal obligations.

As recipients of such DOT funds, you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations. These laws and regulations include the United States Constitution, Federal statutes, applicable rules, and public policy requirements, including, among others, those protecting free speech and religious liberty and those prohibiting discrimination and enforcing controls on illegal immigration. As Secretary of Transportation, I am responsible for ensuring recipients of DOT financial assistance are aware of and comply with all applicable legal obligations.

The Equal Protection principles of the Constitution prohibit State and Federal governmental entities from discriminating on the basis of protected characteristics, including race. Indeed, as the Supreme Court declared in *Students for Fair Admission, Inc. v. Harvard (SFFA)*, 600 U.S. 181, 206 (2023), "[t]he clear and central purpose of the Fourteenth Amendment was to eliminate all official state sources of invidious racial discrimination in the States." The Court further noted that "[o]ne of the principal reasons race is treated as a forbidden classification is that it demeans the dignity and worth of a person to be judged by ancestry instead of by his or her own merit and essential qualities." *Id.* at 220. In ruling that race-based admissions programs at universities violated the Equal Protection Clause, the Court made clear that discrimination based on race is, has been, and will continue to be unlawful, except in rare circumstances. *Id.* at 220-21. Similarly, sex-based classifications violate the Equal Protection Clause absent "exceedingly persuasive" justification. *See United States v. Virginia*, 518 U.S. 515, 533 (1996).



These constitutional principles are reinforced by the Civil Rights Act of 1964, which prohibits discrimination based on protected characteristics in the Federal funding and employment contexts in Title VI (42 U.S.C. § 2000d *et seq.*) and Title VII (42 U.S.C. § 2000e-2), as well as the applicable non-discrimination clauses in the Federal Aid Highway Act of 1973 (23 U.S.C. §§ 140 and 324 *et seq.*), the Airport and Airway Improvement Act of 1982, (49 U.S.C. § 47123), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. § 1681 *et seq.*).

Based on binding Supreme Court precedent and these Federal laws, DOT is prohibited from discriminating based on race, color, national origin, sex, or religion in any of its programs or activities. Moreover, because DOT may not establish, induce, or endorse prohibited discrimination indirectly,<sup>1</sup> it must ensure that discrimination based on race, color, national origin, sex, or religion does not exist in the programs or activities it funds or financially assists.

These same principles apply to recipients of Federal financial assistance from DOT, as both a matter of Federal law and by virtue of contractual provisions governing receipt of DOT funding. Accordingly, DOT recipients are prohibited from engaging in discriminatory actions in their own policies, programs, and activities, including in administering contracts, and their employment practices.

Whether or not described in neutral terms, any policy, program, or activity that is premised on a prohibited classification, including discriminatory policies or practices designed to achieve so-called “diversity, equity, and inclusion,” or “DEI,” goals, presumptively violates Federal law. Recipients of DOT financial assistance must ensure that the personnel practices (including hiring, promotions, and terminations) within their organizations are merit-based and do not discriminate based on prohibited categories. Recipients are also precluded from allocating money received under DOT awards—such as through contracts or the provision of other benefits—based on suspect classifications. Any discriminatory actions in your policies, programs, and activities based on prohibited categories constitute a clear violation of Federal law and the terms of your grant agreements.

In addition, your legal obligations require cooperation generally with Federal authorities in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law. DOT has noted reported instances where some recipients of Federal financial assistance have declined to cooperate with ICE investigations, have issued driver’s licenses to individuals present in the United States in violation of Federal immigration law, or have otherwise acted in a manner that impedes Federal law enforcement. Such actions undermine Federal sovereignty in the enforcement of immigration law, compromise the safety and security of the transportation systems supported by DOT

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<sup>1</sup> See *SFFA*, 600 U.S. at 230; *Norwood v. Harrison*, 413 U.S. 455, 465 (1973).



financial assistance, and prioritize illegal aliens over the safety and welfare of the American people whose Federal taxes fund DOT's financial assistance programs.

Under the Constitution, Federal law is "the supreme Law of the Land." U.S. Const. Art. VI. That means that where Federal and State legal requirements conflict, States and State entities must follow Federal law. Declining to cooperate with the enforcement of Federal immigration law or otherwise taking action intended to shield illegal aliens from ICE detection contravenes Federal law and may give rise to civil and criminal liability. *See* 8 U.S.C. § 1324 and 8 U.S.C. § 1373. Accordingly, DOT expects its recipients to comply with Federal law enforcement directives and to cooperate with Federal officials in the enforcement of Federal immigration law. The Department also expects its recipients to ensure that the Federal financial assistance they receive from DOT is provided only to subrecipients, businesses, or service providers that are U.S. Citizens or U.S. Nationals and Lawful Permanent Residents (LPRs) or legal entities allowed to do business in the U.S. and which do not employ illegal aliens.

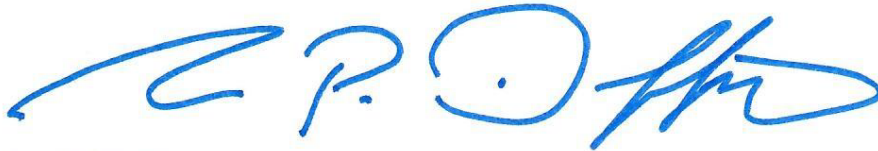
This letter provides notice of the Department's existing interpretation of Federal law. The Department will vigorously enforce the law on equal terms as to all its recipients and intends to take appropriate measures to assess their compliance based on the interpretation of Federal law set forth in this letter. Adherence to your legal obligations is a prerequisite for receipt of DOT financial assistance. Noncompliance with applicable Federal laws, or failure to cooperate generally with Federal authorities in the enforcement of Federal law, will jeopardize your continued receipt of Federal financial assistance from DOT and could lead to a loss of Federal funding from DOT.

The Department retains authority, pursuant to its oversight responsibilities and the terms of your agreements, to initiate enforcement actions, such as comprehensive audits and possible recovery of funds expended in a manner contrary to the terms of the funding agreement. DOT may also terminate funding in response to substantiated breaches of the terms of the agreement, or if DOT determines that continued funding is no longer in the public interest. These steps, within DOT's discretion, are intended to ensure accountability and protect the integrity of Federal programs.

To assist grant recipients in meeting their legal obligations, DOT offers technical guidance and support through its program offices. Should you require clarification regarding your obligations, you are encouraged to contact your designated DOT representative promptly. Proactive engagement is strongly advised to prevent inadvertent noncompliance.

DOT remains committed to advancing a transportation system that serves the public interest efficiently and unleashes economic prosperity and a superior quality of life for American families. This mission depends upon your strict adherence to the legal framework governing our partnership, and I trust you will take all necessary steps to comply with Federal law and satisfy your legal obligations.

Sincerely,

A handwritten signature in blue ink, appearing to read "S.P. Duffy", with a stylized flourish at the end.

Sean P. Duffy





## ATTACHMENT D-5

### **SUBJECT:** **GRANT OPPORTUNITIES**

**DATE:**  
MAY 15, 2025

**FROM:**  
**ETHAN MAZZIO**  
TPS Planner II – Mobility  
Transportation Planning Services

### **INFORMATION:**

ACOG continues to provide information to members and committees on available grants in Central Oklahoma. Below is information on a few open grant opportunities in the region.

#### **Legacy Grants – Tobacco Settlement Endowment Trust (TSET)**

- Application window closes June 16, 2025. Minimum award amount \$3 million.
- One-time funding opportunity designed to address Oklahoma's leading causes of death – cancer and cardiovascular disease – by funding large-scale, transformational projects in areas such as rural health and quality of life improvements.
- Eligible applicants include nonprofit organizations and municipal, county, and tribal governments.
- To access the informational webinar and follow-up Q&A, visit: <https://oklahoma.gov/tset/funding-opportunities/tset-legacy-grants.html#web>

#### **Hometown Grants Program – T-Mobile & Main Street America**

- Summer application window closes June 30, 2025. Fall application window opens July 1.
- Award amounts up to \$50,000. No match required. Projects must be able to be executed within 12 months of receiving funds.
- Applicant communities must have a population <50,000.
- Eligible projects include shovel-ready community revitalization projects, revitalizing or repurposing historic structures, or creating or improving public assets in downtowns.
- For more information, visit: <https://www.t-mobile.com/brand/hometown-grants>

#### **Safe Streets and Roads for All (SS4A) Grant Program – U.S. Department of Transportation (USDOT)**

- The SS4A grant program supports planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.
- Maximum 80% federal cost share. The application deadline is June 26, 2025.
- Planning and demonstration grant funding may be used to develop a safety action plan; or for supplemental planning or demonstration activities, such as feasibility studies, development of complementary plans, or new technology pilot programs. Implementation grant funding may be used to implement roadway safety projects identified in an existing action plan, such as intersection improvements, traffic-calming, and safe routes to schools strategies.
- For more information, visit: <https://www.transportation.gov/grants/SS4A>

### **ACTION REQUESTED:**

For information only.



## ATTACHMENT D-6

### **SUBJECT:**

**PROJECTS IN THE ACOG MPO TRANSPORTATION MANAGEMENT AREA (TMA)**

### **DATE:**

MAY 15, 2025

### **FROM:**

**LAUREN WOOD**

Transportation Planner II – Performance  
Transportation Planning Services

### **INFORMATION:**

Information on the status of projects, as provided by the ODOT Local Government Division May 2025, can be seen at the following link:

- [All programmed ACOG MPO area Surface Transportation Block Grant - Urbanized Area \(STBG-UZA\) projects](#)
- [Transportation Alternatives Program \(TAP\) projects](#)
- [Coronavirus Response and Relief Supplemental Appropriations Act \(CRRSAA\) projects](#)

Regarding the colors shown in the tables: generally, green means that the project is on schedule, yellow means the project is progressing slowly, and red means that the project did not meet an intermediate date.

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Following the ACOG MPO Technical Committee meeting in the Oklahoma Board Room, there will be a discussion of the STBG-UZA, TAP, and CRRSAA projects with ODOT Local Government staff, who will provide a quarterly update.

**All project sponsors are required to attend.**

### **ACTION REQUESTED:**

For information only.