



ASSOCIATION OF
CENTRAL OKLAHOMA
GOVERNMENTS

FY 2027 ACOG MPO UNIFIED PLANNING WORK PROGRAM

Reviewed by the ACOG MPO
Technical Committee

Reviewed by the ACOG MPO
Policy Committee

Association of Central Oklahoma Governments

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The contents of this report reflect the views of the Association of Central Oklahoma Governments Metropolitan Planning Organization (ACOG MPO). 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 Association of Central Oklahoma Governments Metropolitan Planning Organization (ACOG MPO) area during FY 2027 (July 1, 2026, to June 30, 2027). This program is administered by 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 the City of Norman (Norman-Transit). ACOG serves as the MPO for the Oklahoma City Transportation Management Area (TMA), providing a multi-government, multi-agency body for carrying out a continuing, coordinated, comprehensive program of multimodal transportation system planning.

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, the City of Norman, the Oklahoma City Traffic Management Division, and other cities included in the TMA. The FY 2027UPWP was also developed in compliance with the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. Federal regulation (23 CFR 450.306(b)) requires the MPO planning process to be continuous, cooperative, and comprehensive, and provide for consideration for the following ten planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase safety of the transportation system for motorized and nonmotorized users
3. Increase security of the transportation system for motorized and nonmotorized users
4. Increase accessibility and mobility options available to people and freight
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
6. Enhance integration and connectivity of the transportation system, across and between modes, and for people and freight
7. Promote efficient system management and operation
8. Emphasize preservation of the existing transportation system
9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

PART 2: ACOG MPO 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 (ODOT) and local governments within the ACOG MPO. The structure includes the ACOG MPO Policy Committee, ACOG MPO Technical Committee, and Stakeholder Advisory Group (SAG). The ACOG MPO organizational structure, which includes additional committees and subgroups, is shown in Figure 1.

ACOG MPO POLICY COMMITTEE

The ACOG MPO Policy Committee has 46 members and is the single policy group for regional transportation decision making in the ACOG MPO area. The ACOG MPO Policy Committee 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 ACOG MPO Policy Committee members. The primary functions of the ACOG MPO Policy Committee 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 ACOG MPO Policy Committee is shown in Table 1.

The Chairman of the ACOG MPO Policy Committee is elected from the membership every year for a one-year term. Individual local governing bodies select their representatives to the ACOG MPO Policy Committee. Staff personnel of ACOG have been designated by the ACOG MPO Policy Committee to provide administrative and clerical support to the Committee. The ACOG MPO Policy Committee 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.

ACOG MPO TECHNICAL COMMITTEE

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

The ACOG MPO Technical Committee makes recommendations to the ACOG MPO Policy Committee concerning adoption and approval of all transportation plans and programs, such as the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP). The ACOG MPO Technical Committee is governed by bylaws approved by the ACOG MPO PC and typically meets at 10 a.m. on the second Thursday of each month to review the progress of the tasks outlined in the UPWP. The ACOG MPO Technical Committee also monitors the performance of the regional transportation system and recommends policy changes to the ACOG MPO Policy Committee to improve system performance.

STAKEHOLDER ADVISORY GROUP (SAG)

With the update of the Public Participation Plan (PPP) in 2020, the previous Citizens Advisory Committee (CAC) was replaced with a Stakeholders Advisory Group (SAG). ACOG extended

SAG membership to representatives of all transportation modes, minority and elderly populations, persons with disabilities, businesses, local governments, environmental/public interest groups, neighborhoods, and private citizens. 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:
ACOG MPO Organization

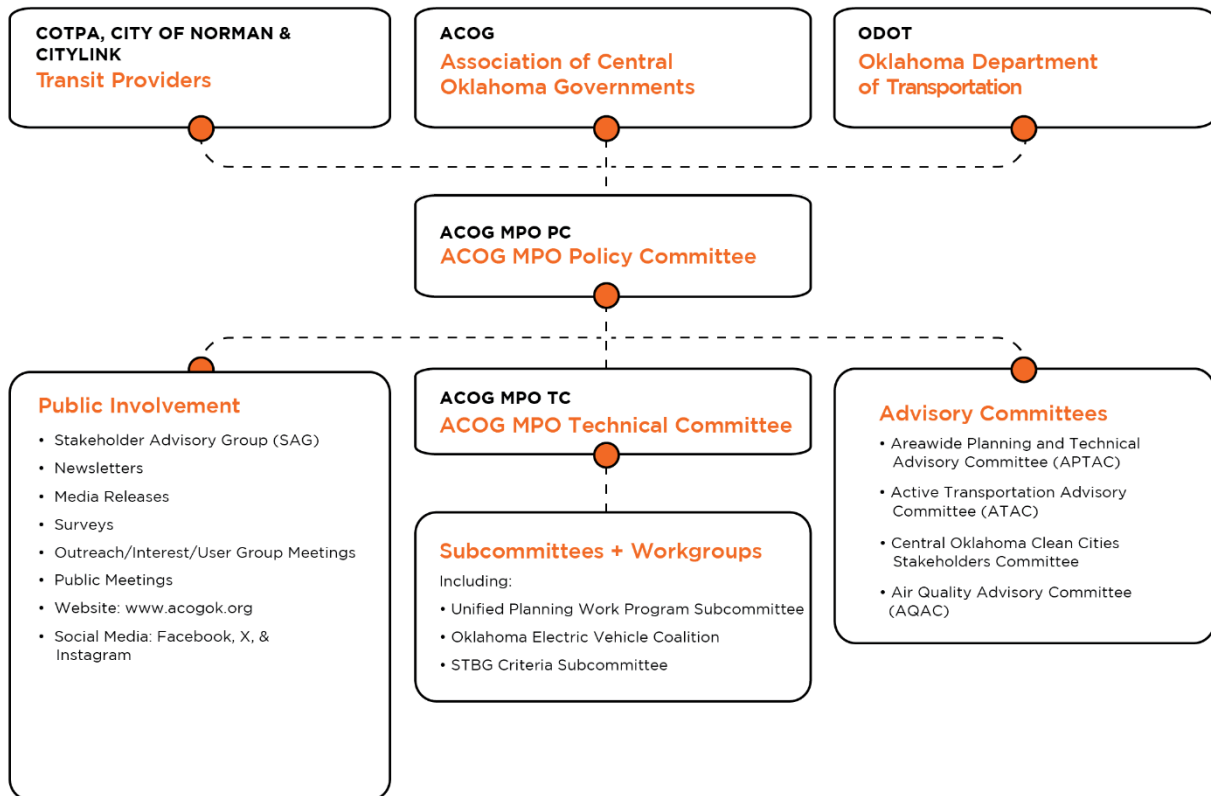


TABLE 1:
ACOG MPO Policy Committee

as of May 28, 2026

LOCAL GOVERNMENT MEMBERS		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
BETHANY	Hon. Amanda Sandoval Mayor	Hon. Brian Magirowsky Councilmember
		Hon. Ken Smart Councilmember
BLANCHARD	Hon. Ben Whitt Councilmember	Hon. Brandon Allee Councilmember
		Hon. Chuck Kemper Vice-Mayor
CALUMET	Hon. Laurie Morris Mayor	Hon. Terry Brungardt Trustee
CEDAR VALLEY	Hon. Tom Trello Acting Mayor	Vacant
CHOCTAW	Hon. Cody Brewer Councilmember	Hon. Chad Allcox Mayor
COLE	Hon. Chris Moss Trustee	Hon. Nick Cannon Trustee
		Hon. Gordon Hegeman Mayor
DEL CITY	No Designee	Hon. Pam Finch Vice-Mayor
		Hon. Claudia Browne Councilmember
EDMOND	Hon. Maggie Murdock Nichols Councilmember	Hon. Mark A. Nash Mayor
EL RENO	Hon. Amy Neathery Councilmember	Hon. J. Steven Jensen Mayor
		Hon. David Black Vice-Mayor
FOREST PARK	Hon. William Jones Trustee	Hon. George Smith Mayor
		Hon. Stephen Miller Trustee
GOLDSBY	Hon. Kari Madden Vice-Mayor	Hon. David White Trustee
GUTHRIE	Hon. Grant Aguirre Councilmember	Hon. Jeff Taylor Councilmember
HARRAH	Hon. Tim Rudek Vice-Mayor	Hon. Jennifer Glenn Councilmember
		Hon. Bill Lisby Councilmember
JONES CITY	Hon. Casey Burwell Trustee	Hon. Dan Wells Mayor
		Hon. Scott Meyer Trustee
LEXINGTON	Hon. Mike Donovan Mayor	Hon. Ta Rena Furr Vice-Mayor
		Hon. Sarah Callen Councilmember
LUTHER	Hon. Terry Arps Mayor	Hon. Carla Caruthers Vice-Mayor
		Hon. Cindy Harris Baker Trustee

ACOG MPO POLICY COMMITTEE (CONT.)

LOCAL GOVERNMENT MEMBERS (CONT.)		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
MIDWEST CITY	Hon. Raymond Melton Councilmember	Hon. Pat Byrne Vice-Mayor
		Hon. Rick Favors Councilmember
MOORE	Hon. Kathy Griffith Councilmember	Any Moore Councilmember
MUSTANG	Hon. Nathan Sholund Vice-Mayor	Hon. James Wald Councilmember
NEWCASTLE	Hon. Mike Fullerton Vice-Mayor	Hon. Marci White Councilmember
NICHOLS HILLS	Hon. Sody Clements Mayor	Hon. Colin M. FitzSimons Vice-Mayor
NICOMA PARK	Hon. Mark Cochell Mayor	Hon. Mike Czerczyk Councilmember
NOBLE	Hon. Phil Freeman Mayor	Hon. George Schmerer Councilmember
		Hon. Chad Terrill Councilmember
NORMAN	Hon. Stephen Holman Mayor	Hon. Scott Dixon Councilmember
OKLAHOMA CITY	Hon. Matt Hinkle Councilmember	Any Oklahoma City Councilmember
PIEDMONT	Hon. Bryon Schlomach Councilmember	Hon. Matt Myers Councilmember
		Hon. Rob Jones Councilmember
SLAUGHTERVILLE	Hon. Kathy Snellbaker Trustee	Hon. Leah Grady Trustee
SPENCER	Hon. Earnest Ware Councilmember	Hon. Carrie Smith Vice-Mayor
THE VILLAGE	Hon. David Bennett Councilmember	Hon. Braxton Banks Mayor
TUTTLE	Hon. Larry Watson Councilmember	Hon. Sara Hites Councilmember
UNION CITY	Hon. James Smith Trustee	Hon. Chad Fischer Trustee
WARR ACRES	Hon. Vickie Douglas Mayor	Hon. Judy Myers Councilmember
WASHINGTON	Hon. Tony Brennan Trustee	Hon. Joel Siria Mayor
		Hon. James Andrews Trustee
YUKON	Hon. Rick Cacini Councilmember	Hon. Jordan Westfall Councilmember
CANADIAN COUNTY	Hon. Lacey Dawson Commissioner	Hon. Tracey Rider Commissioner
		Hon. Tomas Manske Commissioner

ACOG MPO POLICY COMMITTEE (CONT.)

LOCAL GOVERNMENT MEMBERS (CONT.)		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
CLEVELAND COUNTY	Hon. Rod Cleveland Commissioner	Hon. Rusty Grissom Commissioner
LOGAN COUNTY	Hon. Mark Sharpton Commissioner	Hon. Monty Piearcy Commissioner
		Hon. Floyd Coffman Commissioner
MCCLAIN COUNTY	Hon. Wilson Lyles Commissioner	Hon. Terry Daniel Commissioner
OKLAHOMA COUNTY	No Designee	Hon. Brian Maughan Commissioner

AGENCY MEMBERS		
CITY/ORGANIZATION	MEMBERS	ALTERNATES
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)	Jesse Rush Administrator	Suzanne Wickenkamp Asst. Director - Operations
NORMAN - TRANSIT	Taylor Johnson Transit & Parking Program Mgr.	Jason Huff Transit Planner & Grants Specialist
OKLAHOMA CITY AIRPORT TRUST	Pam Martindale Sr. Financial Service Manager	Jeff Mulder Airport Director
		Tara Summerlin Assistant Director - Airports
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) - Planning Division	Laura Chaney Multi-Modal/Planning Div. Planning Manager	Sarah McElroy MPO Coordinator
		Eduardo Machuca STIP Coordinator
OKLAHOMA DEPT. OF TRANSPORTATION (ODOT) - Mobility Division	Jared Schwennesen P.E. Multi-Modal/Planning Div. Division Engineer	Eric Rose Office of Mobility/Public Transit Manager
		Bart Vleugels Active Transportation Manager
OKLAHOMA TRANSPORTATION COMMISSION (OTC) - DIVISION 3 - MCCLAIN & CLEVELAND COUNTIES IN ACOG MPO AREA	Lisa Johnson - Billy Transportation Commissioner	Ron Brown, PE ODOT Division 3 Engineer
		Kendall Wallace ODOT Division 3 Project Manager
OKLAHOMA TRANSPORTATION COMMISSION (OTC) - DIVISION 4 - CANADIAN, LOGAN, & OKLAHOMA COUNTIES IN ACOG MPO AREA	Don Freymiller Transportation Commissioner	Matthew Mitchell, P.E. ODOT Division 4 Engineer
		Emily Pehrson ODOT Division 4 Project Manager
OKLAHOMA TRANSPORTATION COMMISSION (OTC) - DIVISION 7 - GRADY COUNTY IN ACOG MPO AREA	Paul Scott Transportation Commissioner	Jay Earp, P.E. ODOT Division 7 Engineer
		Eduardo Machuca ODOT Multi-Modal/Planning Div. STIP Coordinator

ACOG MPO POLICY COMMITTEE (CONT.)

NON-VOTING MEMBERS		
AGENCY	MEMBERS	ALTERNATES
FEDERAL AVIATION ADMINISTRATION (FAA)	No Designee	Vacant
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Viplav P. Reddy Transportation Engineer	Vacant
FEDERAL TRANSIT ADMINISTRATION (FTA)	No Designee	Vacant
TINKER AIR FORCE BASE (Associate Member)	Stephanie Wilson Base Civil Engineer	Vacant

SPONSOR AGENCIES

The ACOG MPO is sponsored by the State of Oklahoma (ODOT), the local transit operators (COTPA and Norman-Transit) and the Metropolitan Planning Organization (ACOG). The ACOG MPO 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 Infrastructure Investment and Jobs Act (IIJA), signed into law November 15, 2021. Initially designated as a Metropolitan Planning Organization (MPO) in October 1973, ACOG has worked cooperatively with ODOT and other partners in Central Oklahoma to develop and maintain a regional transportation plan for the ACOG MPO 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 ACOG MPO PC. 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 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.

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

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 on 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 ACOG MPO 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.

LOCAL TRANSIT OPERATORS

Central Oklahoma Transportation and Parking Authority (COTPA)

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.

Norman-Transit

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. Until August 2019, CART, operated by the University of Oklahoma, provide transit service for both on-campus and off-campus routes within the City of Norman. In FY 2019, the University of Oklahoma began transitioning operations of the off-campus public transit service to the City of Norman. In July 2019, CART relinquished the use of FTA Section 5307 direct recipient funds designated to the Norman Urbanized Area and began operating on-campus bus service for the University of Oklahoma only, and the City of Norman began operation of the service for off-campus bus routes and paratransit services. The City of Norman, in place of CART, cooperatively works with ACOG, ODOT, and COTPA on the planning efforts outlined in the annual Unified Planning Work Program (UPWP), which includes development and implementation of the ACOG MPO Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

Citylink

Citylink runs four 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

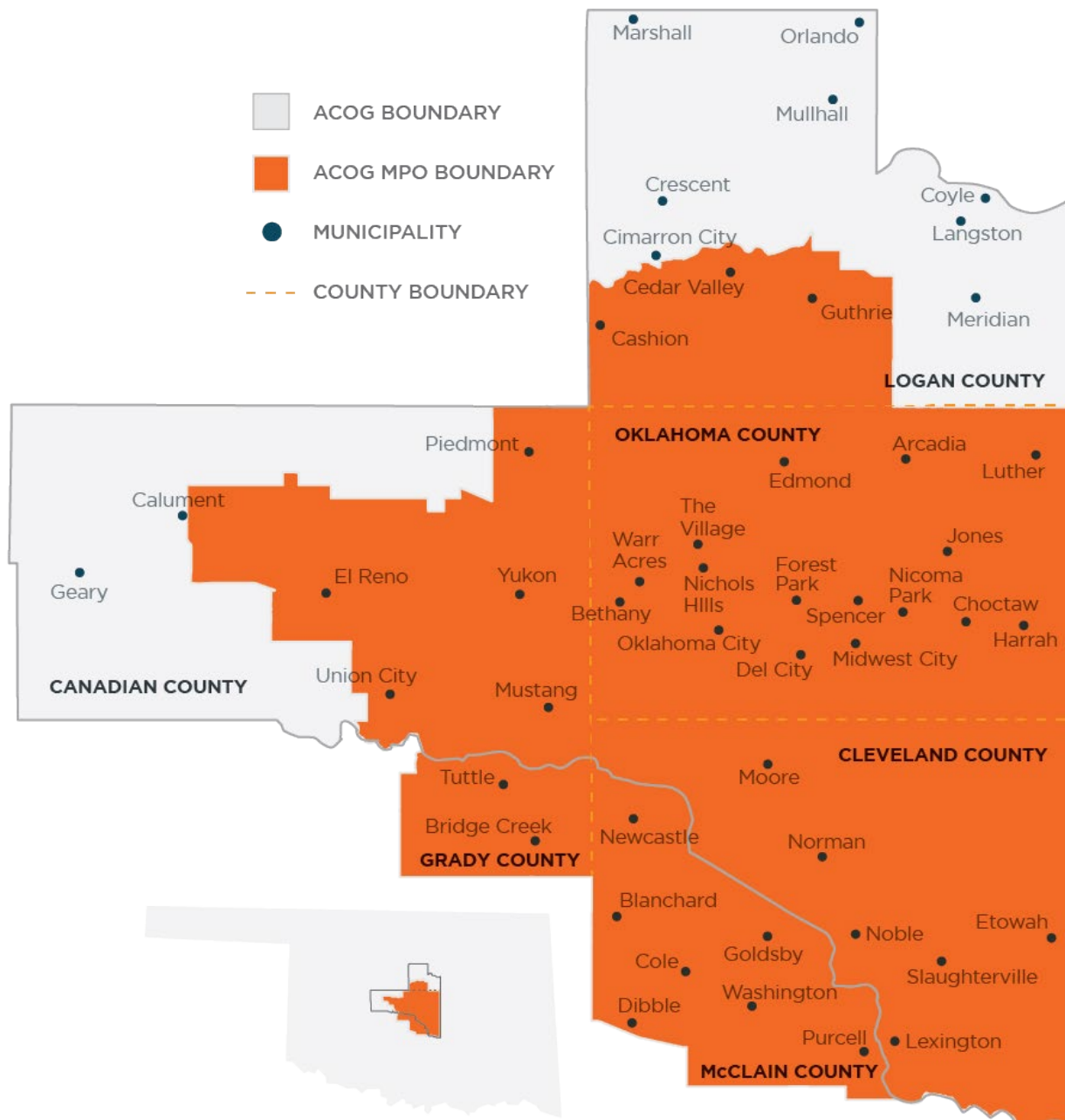
ACOG also works with the Air Quality Division of the Oklahoma Department of Environmental Quality (ODEQ) on preserving the Oklahoma City metropolitan area's air quality attainment status through clean air initiatives including Ozone Alert Day outreach and the Ozone Advance program.

The ODEQ Air Quality Division 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 ACOG MPO 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.

ACOG MPO TRANSPORTATION MANAGEMENT AREA

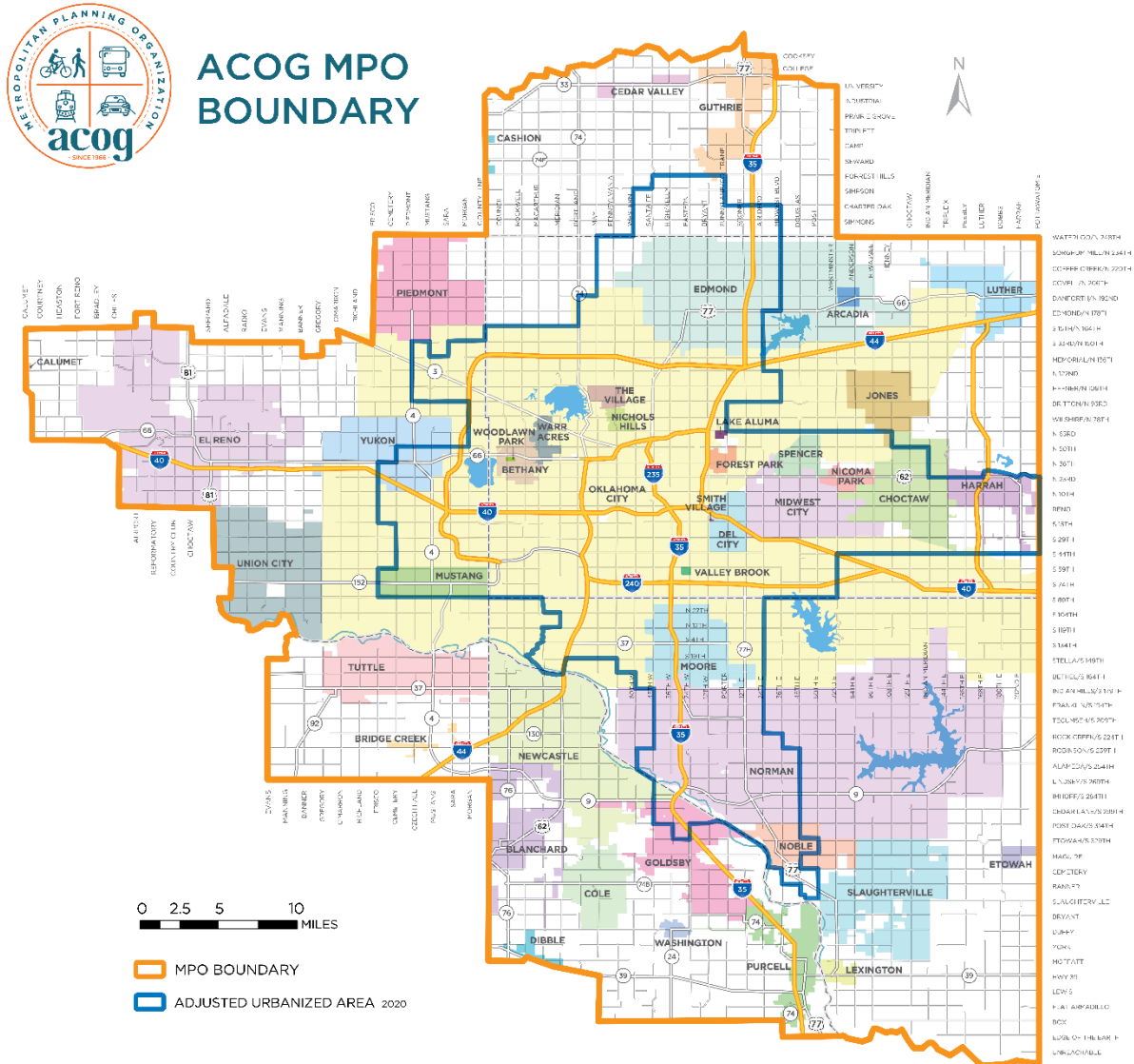
The ACOG MPO Transportation Management Area (TMA) encompasses all of Oklahoma and Cleveland Counties, and parts of Canadian, Grady, Logan, and McClain Counties. On April 27, 2023, the ACOG MPO PC voted to expand the ACOG MPO TMA boundary by adding portions of Canadian County, including the cities of El Reno, Union City, and a part of Calumet. The previous TMA boundary had been in place since it was approved in February 2002. [Figure 2](#) reflects the expanded ACOG MPO area in relation to the four-county ACOG region. [Figure 3](#) reflects the urbanized areas within ACOG MPO TMA.

FIGURE 2:
ACOG MPO 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:
ACOG MPO Transportation Management Area & Urbanized Areas



PART 3: FY 2026 UNIFIED PLANNING WORK PROGRAM PRIORITIES

The Unified Planning Work Program reflects and provides direction for implementing the financially constrained, public-influenced, intermodal ACOG MPO Plan, entitled *Encompass 2045*. The Metropolitan Transportation Plan, last adopted in 2021, has provided the framework for other modal plans including:

- Central Oklahoma Long Range Transit Plan, 2025
- bikewalkOKC, 2024
- EdmondShift Long-Range Mobility Plan, 2022
- East Edmond 2050 Plan, 2022
- OKC Moves Bus Plan, 2021
- Go Norman Transit Plan, 2021
- RTA of Central Oklahoma Transit System Plan, 2021
- Downtown Edmond Parking Plan, 2020
- adaptOKC, 2020
- Old Town Moore Revitalization Plan and Parking Analysis, 2019
- The Edmond Plan, 2018
- Eastern Oklahoma County Partnership Regional Comprehensive Plan, 2018
- bikewalkOKC, 2018
- planOKC, 2015 (amended 2020)
- Edmond Downtown Master Plan, 2014
- Norman Comprehensive Transportation Plan, 2014
- Central Oklahoma Commuter Corridors Study, 2014
- Oklahoma City Parks Master Plan, 2013
- 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 (COTPA), 2006
- Edmond Transportation Plan, 2006

- Oklahoma River Water Transport Mobility Program (Oklahoma City), 2005
- Norman Transportation Needs Assessment Study, 2003
- COTPA Long-Range Transit Plan, 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 2027 (July 1, 2026, to June 30, 2027). This part of the UPWP describes priorities related to various intermodal planning efforts in the ACOG MPO Transportation Management Area. Priorities of the FY 2027 UPWP include: completion of the 2050 MTP; development of a Regional Operations Plan; updates to the ACOG MPO Active Transportation Plan and Complete Streets Policy; update of the FFY 2026-2029 ACOG MPO TIP and continued coordination with local governments regarding federal transportation funding opportunities. Other priorities entail continued continuation of the bicycle and pedestrian public safety campaign in coordination member local governments; continued implementation of the Central Oklahoma Long-Range Transit plan; collaboration the Oklahoma City Community Foundation (OCCF), OKC Beautiful and other stakeholders on the development of tree planting grant; compliance with the federal transportation law; and monitor emerging transportation system issues and technologies. The work program recognizes a continuation of data collection efforts, through subcontracts with Oklahoma City, Edmond, Norman, Moore, Midwest City, and Warr Acres.

The current regional transportation plan, Encompass 2045, was approved by the Metropolitan Planning Organization (MPO) and endorsed by the ACOG Board of Directors in November 2021. This financially constrained Plan includes recommendations for streets and highways, airport access, transit, freight movement, and bicycle and pedestrian facilities. The MPO is in the process of updating the Metropolitan Transportation Plan (MTP), Encompass 2050, which is anticipated to be completed in November 2026.

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 ACOG MPO Policy Committee structure.

SPECIAL CONCERNS AND METROPOLITAN PLANNING FACTORS

State, regional, and local priorities are expressed by the ACOG MPO members in development and execution of the planning program. Federal planning priorities 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 FY 2027 UPWP was developed in compliance with the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. Current surface transportation legislation requires MPOs to consider ten factors in the transportation planning process. Additionally, the IIJA 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 2027 in consideration of these planning requirements. Following is a description of

the planning factors and a summary of FY 2027 planning activities applicable to each planning factor.

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
 - Task 1.01 (1-8) – 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 and future traffic patterns and travel conditions
 - Task 2.01 (10) – monitor advances in transportation system technology (including connected/autonomous vehicles) and their impact on the movement of people and goods
 - Task 2.01 (6,11,12), Task 2.02 (9-13), and Task 2.05 (10) – 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 ACOG MPO entities in identifying needed transportation improvements and related funding sources
 - Task 2.01 (7,8,9) and Task 2.02 (4,6) - participate in evaluation of proposed major transportation improvement projects in the metropolitan area
 - Task 2.02 (9-13) and Task 2.04 (1-10) - assess transit needs and promote transit options in ACOG MPO 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 ACOG MPO 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) – continue to study the potential impacts of an Environmental Protection Agency (EPA) ozone nonattainment designation
 - Task 2.05 (3-8) – promote and educate concerning the use alternative fuels
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 ACOG MPO area
 - Task 2.01 (10) – monitor advances in technology that may lead to increased safety and security of the transportation system
 - Task 2.01 (10) and Task 2.03 (3-6) - promote use of technological solutions, alternate routes, etc. to manage incidents
 - Task 2.02 (1,4,5) - 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 ACOG MPO area
 - Task 2.01 (10) 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 (4,11,12), Task 2.02 (9-13) and Task 2.04 (1-6,8,9) - assess transit needs and promote transit options in ACOG MPO area
 - Task 1.01 (5) and Task 2.01 (4,5,7,8,10) - enhance the forecasting ability of regional models
 - Task 1.01 (7), Task 3.01 (5-9), and Task 4.01 (6,7) - 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 (9,12), 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 ACOG MPO area transportation networks
 - Task 2.01 (11,12) and Task 2.04 (6,8-10) - 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 (1-4,7,8) 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 (8,9) - coordinate with ODOT and the Oklahoma Turnpike Authority (OTA) with regard to statewide transportation network improvements
 - Task 2.01 (10) - coordinate with regional partners to continue to utilize the 2019 Oklahoma City Metropolitan Area Tree Canopy Study
 - Task 2.01 (11,12) and Task 2.04 (6,8-10) - 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) - 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 ACOG MPO 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) - continue to study the potential impacts of an Environmental Protection Agency (EPA) ozone nonattainment 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 (8,9) - coordinate with ODOT and OTA with regard to statewide transportation network improvements
 - Task 2.01 (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 (9,12) - maintain transit route and scheduling database that assists in continuous internal review of bus route performance

- Task 2.05 (8) – support regional ride-share 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 and assist with the implementation of ODOT’s new e-STIP
 - Task 2.01 (1-3,5) - develop and maintain fiscally constrained long-range transportation plan
 - Task 2.01 (4,5,7,10,11,12) - analyze future travel demand
 - Task 2.02(1) - monitor federally funded transportation improvements and provide periodic status reports
 - Task 2.02 (7) - 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 (1-7) - 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) – explore methodologies for use with the 2050 land use scenarios
Task 1.02 (1-4), Task 2.01(4), and Task 2.02 (2,5) - compile and analyze information about current and future 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 (10) – coordinate with regional partners to continue to utilize the 2019 Oklahoma City Metropolitan Area 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 (8,9) - coordinate with ODOT and OTA with regard to statewide transportation network improvements
- Task 2.01 (11,12) and Task 2.04 (6,8-10) - promote regional transit discussion
- Task 2.02 (9-13) and Task 2.04 (1-10) - assess transit needs and promote transit options in ACOG MPO area
- Task 2.05 (3,9), 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 ACOG MPO 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, 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 4: ACCOMPLISHMENTS OF FY 2026

DATA DEVELOPMENT AND COMPREHENSIVE PLANNING

SOCIOECONOMIC DATA, SCENARIO PLANNING, AND CENSUS PROGRAMS

The MPO continued collection of socioeconomic data (land use, population, employment, school enrollment, etc.) for use in the development of the 2050 Metropolitan Transportation Plan (MTP). In addition, residential and commercial building permits since 2020 were collected from member entities to determine the most recent growth trends in the region.

In FY 2026, MPO staff continued collecting development and environmental data for use in the 2050 land use scenarios.

The ACOG Areawide Planning and Technical Advisory Committee (APTAC) remains a conduit for regional planning coordination. In FY 2026, the committee was presented information on Watch for Me OK and other active transportation planning efforts, regional population and building permit data, local public transportation advancements, comprehensive planning, regional ozone and air quality planning, Tax Increment Finance districts, professional development, technical assistance, and funding opportunities.

The MPO continued to receive 2020 Census products. The 2020 census geographic data for tracts, block groups, and blocks were downloaded from the Census Bureau. Some of this data is used in the development of the 2050 MTP.

Staff completed 2020 school enrollment and employment, including gathering data for expanded Transportation Management Area (TMA). Staff also collected 2022 American Community Survey (ACS) data to create layers used for ACOG's grant programs.

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, first 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 are collected in the spring and fall of each year. ACOG continued to provide funding through the traffic count program for these regional bicycle and pedestrian count collection efforts. ACOG also utilized permanent bicycle and pedestrian counters located around the region to collect non-vehicular count data.

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 continued under the current surface transportation legislation. 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 2026, 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 2026 call for STBG-UZA and Transportation Alternative Program (TAP) projects, as well as the display of regional crash data analysis, data from the Tree Canopy Assessment, and numerous MTP-related maps. 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.

As with previous years, the MPO provided coordination and assistance in the regional acquisition of aerial imagery and other digital products. The 2026 data will allow the MPO staff to verify land use and transportation project status for the 2050 MTP.

LONG-RANGE TRANSPORTATION PLANNING

METROPOLITAN TRANSPORTATION PLAN - ENCOMPASS 2045

On November 18, 2021, the Intermodal Transportation (ACOG MPO) PC approved Encompass 2045, Central Oklahoma's MTP. Encompass 2045 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.

METROPOLITAN TRANSPORTATION PLAN - ENCOMPASS 2050

In FY 2026, updating the traffic demand model for Encompass 2050 was a high priority. The road network was updated to 2020 to make a more accurate base for the model. More recent origin and destination data by traffic analysis zone was purchased. External station trip data was acquired to determine trips into and out of the TMA. Total trips for the TMA were also calculated and compared with past numbers. Additional traffic counts on most section line roads were also purchased.

CONNECTED AND AUTONOMOUS VEHICLES

In FY 2025, the MPO continued to focus its attention on connected and autonomous vehicles, mainly by reviewing the latest news and research on the topic. 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. The group continues to meet and share technical knowledge.

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

In FY 2026, in collaboration with EMBARK, the City of Oklahoma City, Norman Transit, Edmond Citylink, and the Regional Transportation Authority of Central Oklahoma, the ACOG completed the Central Oklahoma Long-Range Transit Plan (COLRTP).

The Plan outlines a vision for the regionally-coordinated development of rail, bus, paratransit, and on-demand transit services over the next 30 years by assessing current transit trends, existing service levels, and key demographics to determine regional transit needs; identifying opportunities to address need through the development of short-, mid-, and long-term planning scenarios; and recommending a phased series of cross-agency planning initiatives.

The project was informed by a project website and public comment platform, a series of virtual town halls, coordinated circulation of social media content, distribution of factsheets and other print materials, and a series of approximately 30 public presentations held across the region.

The COLRTP was approved by the ACOG MPO Policy Committee in November 2025.

SHORT-RANGE TRANSPORTATION PLANNING

MONITORING URBANIZED AREA FUNDS

The MPO continued coordination with the Oklahoma Department of Transportation and local governments located in the 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 2020 populations of the Oklahoma City and Norman Urbanized Areas per Sec. 6016 of the FAST Act. Project sponsors continue to submit projects through ACOG's electronic TIP (known as ProjectTracker).

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 2020, ACOG's Technical and ACOG MPO Policy Committees approved a 10 percent cap on all stand-alone bicycle and pedestrian-related projects. The committees also approved various changes to the Criteria to ensure consistency with the MPO's goals and objectives. The MPO continued to manage and update the STBG-UZA Project Scoring Criteria Dashboard—an ArcGIS Online Dashboard where entities can score and submit projects for STBG-UZA funding consideration.

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 Central Oklahoma TMA continued to be provided through three urban transit systems. The EMBARK bus system, operated by the Central Oklahoma Transportation and Parking Authority (COTPA), serves the Oklahoma City Urbanized Area, with service to Midwest City, Spencer, and Warr Acres; Citylink, operated by McDonald Transit Associates, serves the City of Edmond in the northern portion of the Oklahoma City Urbanized Area; and the City of Norman, operated by EMBARK, serves the Norman Urbanized Area. The 2020 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. CART's transition to a new, smaller service area began on July 1, 2019. The City of Norman continues to maintain the remaining Norman routes through a partnership with EMBARK.

Rural transit service was provided by First Capital Trolley, Central Oklahoma Community Transit System (COTS), Delta Public Transit, Washita Valley Transit, and Red River Transportation Service.

In December 2025, the City of Norman approved the creation of a Norman Parking and Transit Authority, establishing a public trust for the purposes of managing ongoing parking and transit operations, as well as enabling the projection and obligation of future parking- and transit-related revenues, on behalf of the City of Norman.

In January 2026, following passage of the 2025 Central Oklahoma Long-Range Transit Plan, the ACOG MPO Policy Committee approved the establishment of a Public Transit Advisory Committee (PTAC) for the purposes of serving as an advisory body to the ACOG MPO Policy Committee, contributing to the development of long-range planning initiatives, and supporting the long-term development of an integrated regional transit system for Central Oklahoma. The first Public Transit Advisory Committee was held in March 2026. Staff from the MPO, COTPA, City of Norman Transit, Edmond Citylink, Oklahoma City Planning, ODOT, and others met 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 throughout FY 2026.

ENHANCEMENTS AND BICYCLE/PEDESTRIAN FACILITIES

In FY 2026, the twenty-first annual National Bike Month campaign in the ACOG TMA area was held during the month of May. ACOG planned a bicycle festival, known as BikeFest, to kick off Bike Month. BikeFest is a family friendly festival that celebrates bicycling for transportation, recreation, and health. This event typically features local bike shops, community organizations, and activities like free spin classes and bicycle maintenance demonstrations.

Bike to Work Week was held from May 12-18, with Bike to Work Day on May 15. The communities of Edmond, Norman, Oklahoma City, and Yukon hosted Bike to Work Day events. All ACOG communities are encouraged to participate. The Bike to Work Day webpage was updated on the ACOG website to notify residents about all the events held in May.

In May 2021, the ACOG Board of Directors adopted the Regional Active Transportation Plan. This plan combined the previous Bicycle Plan and Pedestrian Plan into once comprehensive active transportation plan for the region. This plan includes a series of long-term goals and objectives that form the basis for recommendations and prioritization. Priority areas and corridors are identified, along with several implementation strategies and recommendations to help the region achieve a robust active transportation network. Updates to the plan began in FY 2026.

The MPO's Active Transportation Advisory Committee (ATAC), formerly the Bicycle-Pedestrian Advisory Committee (BPAC), continues to disseminate regional bike, pedestrian, transit, and micromobility information and coordinate regional trails development. Among the presentations given to the committee over the past year include presentations on bike/pedestrian counts, bicycle and pedestrian master planning, updates on the Watch for Me OK bicycle and pedestrian safety campaign, Transportation Alternatives Program grants, Air Quality Grant program, bike month planning, and training and grant opportunities.

PERFORMANCE BASED PLANNING PROCESS

As part of Encompass 2045, the MPO analyzed 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, OHSA, 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 Technical and ACOG MPO PCs in October 2018. ACOG committees also approved updated safety targets (which are set annually) in March 2023. In 2020, ACOG prepared the 'Transportation System Performance Report: Performance Measure Targets and Monitoring.' This report identifies trends and associated targets for each regional and federal performance measure in the MTP. This process has continued under Encompass 2050.

RECURRING CONGESTION AND CONGESTION MANAGEMENT PROCESS

The ACOG MPO is continually looking for opportunities to increase the efficiency of the existing transportation system. In FY 2026, MPO adopted a new congestion management process (CMP) for the region, in coordination with the 2050 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 2026, several projects and strategies were implemented to alleviate congestion problems in the TMA. The strategies included traffic operation improvements such as intersection modification, signalization and channelization, deployment of Intelligent Transportation Systems related infrastructure, interchange improvements, and improved bus service.

NON-RECURRING CONGESTION AND TRAFFIC INCIDENT MANAGEMENT (TIM)

Non-recurring congestion and traffic incidents make up a large portion of the ACOG MPO area congestion. Current surface transportation legislation prescribes that incident caused congestion mitigation to 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 ACOG hosts the quarterly Statewide Transportation Innovation Council (STIC), which is organized by ODOT and FHWA.

The MPO also continued its involvement in the areawide collaboration associated with the regional snow routes system. Staff maintained contact with MPO 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. The regional snow routes map is distributed to member entities, posted to social media, and shared with local media outlets.

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 MPO area. ODOT completed their update to the Statewide ITS Plan and included some future coordination with ACOG. In FY 2026, ACOG awarded STBG-UZA funding to a major ITS infrastructure project in the City of Oklahoma City, further implementing the Regional ITS 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. In June 2020, the MPO completed the ACOG Regional Crash and Safety Report. In this report, staff performed various crash analyses to identify high crash locations throughout the MPO area. ACOG continues to provide letters of support for Safe Streets and Roads for All (SS4A) grant applications by area communities.

Additionally, MPO staff attended coordination meetings with ODOT and statewide stakeholders regarding creation of the State Highway Safety Plan (SHSP).

WATCH FOR ME OK

ACOG also applied for and was awarded another year of funding from the Oklahoma Highway Safety Office (OHSO) Highway Safety Grant. The grant focuses on increasing the overall visibility of pedestrian and bicyclist safety issues through public service messages and community engagement efforts, such as special events and partnerships. The program also provides educational materials to area leaders such as government staff, pedestrian and bicycle advocates, city planners, law enforcement agencies, engineers, public health professionals, the media, influencers, elected officials, parents, and educators. The goal of this campaign is to reduce the total number of pedestrian and bicycle crashes and fatalities in Central Oklahoma.

October 2023 was ACOG's first commemoration of Pedestrian Safety Month. The goal of Pedestrian Safety Month was to increase awareness specifically around pedestrian safety issues, like Bike Month. Efforts included sharing safety messages and items at several community Halloween events, hosting a documentary showing, and sponsoring a local 5k. Additionally, extra messaging campaigns were planned and executed across different mediums such as radio, social media, and Spotify.

Watch for Me OK continues to expand its messaging reach and capacity in partnership with a PR consultant. With a monthly reach in the 100s of thousands of accounts across different mediums there is great opportunity to educate, inform, and empower Central Oklahomans on how to keep themselves and others safe when traveling.

REGIONAL SAFETY ACTION PLAN

In January 2024, ACOG was awarded a Safe Streets and Roads for All (SS4A) federal grant to develop a Regional Safety Action Plan (RSAP). The plan will establish a policy framework, identify priority areas, and recommend evidence-based implementation strategies for the region to ultimately reduce crashes, injuries, and deaths throughout the region and make the roads safer for all.

ACOG issued an RFP for a consultant to complete the plan and ultimately awarded a contract to Kimley-Horn. A contract was executed with Kimley-Horn with plans to complete all work by December 2024. The final RSAP was completed and adopted in November 2024. The cities of Guthrie and Oklahoma City are completing more detailed, city-specific plans, so ACOG is coordinating closely with both municipalities.

Throughout the first half of 2024, ACOG and Kimley-Horn have completed many tasks associated with the development of the RSAP. ACOG staff assembled the RSAP Planning Team comprised of area planners, engineers, and other stakeholders. Two of the six planned meetings were held in early 2024 with agendas including items such as project overview presentation, mission statement development exercise, and a crash analysis overview.

On February 28, 2024, ACOG and the City of Oklahoma City held a joint Regional Safety Summit at the Ronald J. Norick Downtown Library. This collaborative summit was a chance to engage community leadership, elected officials, and other stakeholders to discuss transportation safety through policy, education, and infrastructure.

ACOG staff and consultants began public outreach for the planning process. A project-specific website was developed, two online surveys were released, and a booth was present at a Norman farmer's market. ACOG staff presented RSAP at the Oklahoma Bike Summit and ODOT's Safe Oklahoma Summit. Throughout the remainder of 2024, additional pop-up events and public workshops were held to gain more feedback on regional safety concerns. The RSAP was approved by the ACOG MPO Policy Committee in November 2024 and continues to inform the MPO's other planning programs and plans.

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.

In FY 2026, MPO staff participated as a stakeholder in the Oklahoma Statewide Freight Plan and coordinated the update of the Critical Urban Freight Corridors within the ACOG MPO area.

AIR QUALITY

AIR QUALITY MONITORING AND PLANNING

The MPO continued to work with the Air Quality Division of the Oklahoma Department of Environmental Quality (ODEQ) on monitoring and evaluating ground-level ozone (O₃) and particulate matter (PM_{2.5} & PM₁₀) 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 (O₃), 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. In December 2017, all seventy-seven counties in Oklahoma were designated 'Attainment/Unclassifiable.'

The Oklahoma City MSA had a design value of 0.071 in 2023.

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 2021.

On March 7, 2023, ACOG released a Request for Proposals for a Regional Air Quality Plan for the eight county Oklahoma City Metro area. As a follow-up to the Cost of Nonattainment Study that was completed in 2022, the Regional Air Quality Plan will provide a roadmap of how Central Oklahoma can remain in-attainment with the National Ambient Air Quality Standards (NAAQS). The proposed Plan is one of the recommended actions that addresses the ACOG Board's 2022 Air Quality Regional Vision Statement: "Continue to lead the effort to maintain the OKC Metropolitan area in attainment of EPA's NAAQS, which includes ozone, particulate matter (PM) standards, and support regional approaches to greenhouse gas emissions (GHG) reduction strategies." Work on the plan began in July 2023 and is expected to be completed and published in late 2024.

In May 2023, ACOG submitted an application to the EPA Climate Pollution Reduction Grant (CPRG) program and in September of 2023, ACOG was awarded \$1 million for the planning grant. The CPRG provides grants to local governments and tribes to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. The \$1 million planning grant will then allow for Central Oklahoma communities to compete for over \$4 billion in Inflation Reduction Act (IRA) EPA emissions reductions funding opportunities, potentially for transportation-related projects.

In March 2024, ACOG submitted its Priority Action Climate Plan (PCAP) which is a detailed plan that provides a baseline of greenhouse gas emissions, projects to reduce emissions, and estimates of how the projects will reduce emissions. April 2024, ACOG submitted a request for \$49 million for CPRG implementation projects.

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 has been 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 launched in Spring 2019 and a new campaign 'Get in the #KNOWZONE' was launched in Spring 2020.

PUBLIC FLEET CONVERSION GRANT PROGRAM

Congestion Mitigation and Air Quality (CMAQ) funds assigned to the ACOG MPO 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. ACOG MPO member entities, public trusts and public authorities providing essential services to ACOG MPO member entities, public colleges and universities, public technical education centers, and public-school districts located principally within the ACOG MPO boundary were eligible to participate.

The MPO issued a call for competitive project applications under its FY 2024 Public Fleet Conversion Grants process in August 2023, and nine projects were awarded. City of Nichols

Hills, City of Mustang, City of Norman, Oklahoma Municipal Power Authority, City of Oklahoma City, University of Oklahoma, Oklahoma City Zoo, Oklahoma County and City of Edmond were awarded funding to defray costs related to the purchase of new compressed natural gas (CNG) vehicles, electric vehicles and electric vehicle (EV) charging infrastructure. 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 percent local cost share with a maximum 80 percent 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 percent local share.

ELECTRIC VEHICLE ADOPTION

The MPO through the Central Oklahoma Clean Cities program has prioritized electric vehicle charging station planning and technical assistance to take advantage of public and private sector investment in transportation electrification.

Oklahoma now has the fourth most electric vehicle fast charging stations (per capita) in the United States and in 2021 had the largest increase in EV sales as a percentage of light duty vehicle sales.

The MPO, through the Central Oklahoma Clean Cities program administers the Oklahoma Electric Vehicle Coalition, an informal working group of stakeholders addressing EV adoption opportunities and barriers.

AIR QUALITY GRANT PROGRAM

In 2014, the MPO launched a one-year pilot grant program to use CMAQ funds for 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. Since 2018, 21 projects have been awarded funding through a competitive grant process. Awarded projects in FY 2024 include sidewalks, bicycle lanes, and wayfinding from Edmond, Oklahoma City, Norman, Mustang, and Midwest City.

In FY 2026, MPO staff initiated a review of the program, ultimately modifying the program's selection criteria to align with FHWA best practices and cost-effectiveness guidance. Under this new criteria, the competitive grant process for FY 2026 awarded approximately \$7.7 million to the cities of Bethany, Del City, Edmond, Harrah, Mustang, Newcastle, Norman, and Oklahoma City for corridor signalization and synchronization improvements, sidewalk and crosswalk enhancements, intersection improvements, multi-use trail construction, pedestrian lighting safety devices, and transit service expansion.

SPECIAL PROJECTS

URBAN TREE CANOPY STUDY

In 2019, 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. In 2023, ACOG began planning with OKC Beautiful, OCCF, and the Oklahoma Forestry Service, among other partners, on the development of an Urban Forestry Master Plan, which would have built upon the 2019 Oklahoma City Metropolitan Area Tree Canopy Study. Due to lack of match funding for the project, ACOG began pursuing a tree planting grant program using CMAQ/CRP funds. The grant program is anticipated to launch in the fall of 2026.

REGIONAL TRANSPORTATION AUTHORITY

For over ten years, ACOG helped guide regional commuter rail studies. In February 2019, six communities (Del City, Edmond, Midwest City, Moore, Norman, and Oklahoma City) signed a trust indenture officially forming the Regional Transportation Authority (RTA) of Central Oklahoma. ACOG continued to provide administrative, technical, and legal support to the newly formed organization until February 2020, when COTPA began providing administrative support for the organization. ACOG has continued to monitor and promote a regional commuter rail service and enhanced bus options.

In FY 2026, the RTA of Central Oklahoma initiated several activities associated with or in preparation for a future multi-jurisdiction call for special election to levy sales tax for the purposes of supporting future regional transit development. Among these activities were submitting documentation to the Federal Transit Administration (FTA) in pursuit of New Starts program support; changing the organization name to “ONE Transit”; polling public opinion on the viability of a sales tax election; conferring with representatives of the Oklahoma State Election Board on election procedure and the creation of a special sales tax district; and collaborating with the cities of Edmond, Norman, and Oklahoma City to develop ballot language and ordinances calling for an election

COST OF NONATTAINMENT STUDY/REGIONAL AIR QUALITY PLAN

In FY 2022, ACOG completed a study on the potential regional economic impacts of an Environmental Protection Agency (EPA) ozone nonattainment designation. The analysis focused on the cost of regulatory requirements of a nonattainment designation including transportation conformity, facility emissions reductions, and an economic impact analysis. A Scoping Report was released in May 2020 and a full report was released in June 2022.

In FY 2023, staff developed a scope of work for a Regional Air Quality Plan. The purpose of the plan is to set goals and strategies for new and expanded emissions reductions efforts to keep the region in attainment of the NAAQS. An RFP for the plan was released on March 7, 2023, with the project being completed in FY 2025.

TRANSPORTATION SERVICES FOR THE ELDERLY AND PERSONS WITH DISABILITIES

As required by the Americans with Disabilities Act, COTPA, City of Norman Transit, and Citylink provide paratransit services for Central Oklahoma’s with a qualifying disability. ACOG, COTPA, the City of Norman, and Citylink continue to be involved in efforts to improve transportation choices for persons with disabilities and persons with low/moderate income.

TITLE VI/ADA

ACOG continued to include an accommodation statement (inclusive of all disabilities) on its monthly agendas as well as an email address specifically for Title VI and ADA inquiries and complaints. ACOG maintained its website with all available Title VI, ADA, and PPP documents and forms. An accessibility plug-in called Userway is utilized on the ACOG website which includes functions such as larger text, dyslexia friendly text, and contrasting colors.

PROGRAM SUPPORT AND ADMINISTRATION

TRANSPORTATION IMPROVEMENT PROGRAM

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 revised in a consistent manner. The update to the procedures was completed in FY 2026.

In FY 2026, ACOG developed the FFY 2026-2027 TIP, which identified the region's priorities for expenditure of federal-aid transportation funds within the MPO area and incorporated transportation projects selected during the most recent Calls for Projects for STBG-UZA funding. The TIP document also incorporated language to reflect the federal performance-based planning and programming requirements. The FFY 2026-2029 TIP went into effect in February 2026, after approval by ODOT and FHWA.

The FFY 2024-2027 Transportation Improvement Program, active until October 2025, was amended during FY 2026 to reflect local projects. For each amendment, financial constraint was maintained, and opportunity for public comment was provided. All amendments were adopted by the MPO and submitted to ODOT for approval and amendment of the STIP.

MPO staff continued to implement 'ProjectTracker,' an electronic Transportation Improvement Program system, or database, for electronic submission of STBG project applications and project monitoring. ODOT has adopted a similar system for state-sponsored projects.

PUBLIC INVOLVEMENT PROGRAM

The ACOG Public Participation Plan (PPP) guided public involvement activities related to the Metropolitan Transportation Plan, the 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. During the development of Encompass 2050, staff convened the Stakeholder Advisory Group to inform and receive feedback on the MTP. Staff provided information to stakeholders and the public about the transportation planning process through ACOG's website, blog, social media, virtual engagement events, and online surveys. 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 OKSCAUG, and National Bike Month/Bike to Work Day.

MPO COORDINATION

In FY 2026, MPO staff attended the MPO Quarterly Coordination meetings and State Transportation Innovation Council, organized by ODOT. MPO staff also coordinated with ODOT on freight planning, interstate rail transit, National Electric Vehicle Infrastructure program, Alternative Fuel Corridor nominations, Oklahoma Active Transportation Plan, and ACOG awarded transportation project delivery.

TRANSPORTATION MANAGEMENT AREA BOUNDARY ANALYSIS

In FY 2023, ACOG staff completed the Transportation Management Area (TMA) Boundary Analysis. Based on the 2020 Census data, MPO staff recommended leaving the TMA boundary as is, without expanding to include additional areas. The results of the study were presented to the ACOG MPO Technical and ACOG MPO PCs for review. On April 27, 2023, the ACOG MPO PC voted to add portions of Canadian County, including the cities of El Reno, Union City, and a part of Calumet, to the ACOG MPO Transportation Management Area (TMA).

QUADRENNIAL CERTIFICATION REVIEW

MPO staff completed the **eighth** joint evaluation of the Central Oklahoma transportation planning process, conducted by FHWA and FTA, in October 2024. In FY 2025, FHWA and FTA issued their final report jointly certifying that the transportation planning process substantially meets the requirements of 23 CFR Part 450.336. The ninth Quadrennial Certification Review of the ACOG MPO is anticipated for fall 2028.

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 5: FY 2027 UNIFIED PLANNING WORK PROGRAM BUDGET

The Federal Highway planning transportation funds are provided at an 80 percent federal share. A local share of 20 percent must be provided in order to leverage these federal funds. This local non-federal match can provide a heavy burden on ACOG MPO members. Since 2007, ACOG MPO members have been allowed to use ODOT staff time as non-federal match. The staff time is for transportation work completed by ODOT in the ACOG MPO area. The non-federal match information can be found on Table 5-2.

FY 2027 UPWP

**TABLE 5-1a
EXPECTED PLANNING FUNDS**

Funding Sources	Allocation	Match	Total
FHWA (PL)	\$2,420,451	\$605,115	\$3,025,566
FTA 5303	\$1,130,284	\$282,571	\$1,412,855
FTA 5307	\$783,867	\$195,966	\$979,833
LOCAL	\$0	\$0	\$0
GRAND TOTAL	\$4,334,602	\$1,083,652	\$5,418,254

**TABLE 5-1b
PLANNING FUND DISTRIBUTION**

Source	ACOG	OKC TM	NORMAN & COTPA & CITYLINK	SUB. ENT.	ODOT	TOTAL
FHWA (PL)	\$2,247,171	\$127,080	\$0	\$46,200	\$0	\$2,420,451
FTA 5303	\$53,564	\$0	\$1,076,720	\$0	\$0	\$1,130,284
FTA 5307	\$0	\$0	\$783,867	\$0	\$0	\$783,867
LOCAL TRANSIT	\$13,391	\$0	\$465,146	\$0	\$0	\$478,537
LOCAL ACOG	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL ENTITIES	\$0	\$31,770	\$0	\$11,550	\$0	\$43,320
ODOT ITS FUNDING	\$561,795	\$0	\$0	\$0	\$0	\$561,795
GRAND TOTAL	\$2,875,921	\$158,850	\$2,325,733	\$57,750	\$0	\$5,418,254

TABLE 5-2

FY 2027 UPWP
ACOG PARTICIPATION

No.	Task Description	FEDERAL FUNDS				LOCAL MATCH			TOTAL FUNDS		ACOG Subtotal
		FHWA-PL (80%)	FTA 5303 (80%)	Total Federal (80%)	FHWA-PL Total	FHWA-PL (20%)	FTA 5303 (20%)	Total Local	FHWA-PL	FTA 5303	
101	Monitor Soec. Data	\$112,146		\$112,146	\$112,146	\$28,037		\$28,037	\$140,183		\$140,183
102	Trans. Planng. Data	\$116,328		\$116,328	\$116,328	\$29,082		\$29,082	\$145,410		\$145,410
103	Census & GIS	\$60,306		\$60,306	\$60,306	\$15,077		\$15,077	\$75,383		\$75,383
Subtotal		\$288,780		\$288,780	\$288,780	\$72,196		\$72,196	\$360,976		\$360,976
201	Long Range Plan	\$313,120		\$313,120	\$313,120	\$78,280		\$78,280	\$391,400		\$391,400
202	Short Range Plan	\$62,812		\$62,812	\$62,812	\$15,703		\$15,703	\$78,515		\$78,515
203	Congestion Mgt	\$830,357		\$830,357	\$830,357	\$207,589		\$207,589	\$1,037,946		\$1,037,946
204	E and D Plan		\$53,564	\$53,564		\$0	\$13,391	\$13,391		\$66,955	\$66,955
205	Air Quality*	\$212,559		\$212,559	\$212,559	\$53,140		\$53,140	\$265,699		\$265,699
Subtotal		\$1,418,848	\$53,564	\$1,472,412	\$1,418,848	\$354,712	\$13,391	\$368,103	\$1,773,560	\$66,955	\$1,840,515
301	Citizen Participation	\$61,227		\$61,227	\$61,227	\$15,307		\$15,307	\$76,534		\$76,534
Subtotal		\$61,227		\$61,227	\$61,227	\$15,307		\$15,307	\$76,534		\$76,534
401	Certification/Coord.	\$152,814		\$152,814	\$152,814	\$38,204		\$38,204	\$191,018		\$191,018
402	Technical Assist.	\$14,945		\$14,945	\$14,945	\$3,736		\$3,736	\$18,681		\$18,681
Subtotal		\$167,759		\$167,759	\$167,759	\$41,940		\$41,940	\$209,699		\$209,699
501	Staff Training	\$46,389		\$46,389	\$46,389	\$11,597		\$11,597	\$57,986		\$57,986
502	Annual Report/Doc.	\$73,574		\$73,574	\$73,574	\$18,394		\$18,394	\$91,968		\$91,968
Subtotal		\$119,963		\$119,963	\$119,963	\$29,991		\$29,991	\$149,954		\$149,954
601	Direct Proj.Mgt.	\$190,594		\$190,594	\$190,594	\$47,649		\$47,649	\$238,243		\$238,243
Subtotal		\$190,594		\$190,594	\$190,594	\$47,649		\$47,649	\$238,243		\$238,243
Total		\$2,247,171	\$53,564	\$2,300,735	\$2,247,171	\$561,795	\$13,391	\$575,186	\$2,808,966	\$66,955	\$2,875,921

TABLE 5-3
FY 2027 UPWP
OKLAHOMA CITY TRAFFIC MANAGEMENT

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH			TOTAL FUNDS		OKC TM Subtotal
		PL	FTA 5303	PL Total	PL	FTA 5303	Total Local	PL	FTA 5303	
101	Monitor Soec. Data	0	0	0	0	0	0	0	0	0
102	Trans. Planng. Data	\$121,000	0	0	\$30,250	0	\$30,250	\$151,250	0	\$151,250
103	Census & Geo. In. Sy	0	0	0	0	0	0	0	0	0
Subtotal		\$121,000	0	121,000	\$30,250	0	\$30,250	\$151,250	0	\$151,250
201	Long Range Plan	0	0	0	0	0	0	0	0	0
202	Short Range Plan	0	0	0	0	0	0	0	0	0
203	Congestion Mgt	0	0	0	0	0	0	0	0	0
204	E and D Plan	0	0	0	0	0	0	0	0	0
205	Air Quality	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0
301	Citizen Part. System	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0
401	Certification/Coord.	0	0	0	0	0	0	0	0	0
402	Technical Assist.	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0
501	Staff Training		0	0		0	\$0		0	\$0
502	Annual Report/Doc.	\$6,080	0	0	\$1,520	0	\$1,520	\$7,600	0	\$7,600
Subtotal		\$6,080	0	0	\$1,520	0	\$1,520	\$7,600	0	\$7,600
601	Direct Proj.Mgt.	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0
Total		\$127,080	0	121000	\$31,770	0	\$31,770	\$158,850	0	\$158,850

TABLE 5-4
FY 2027 UPWP
COTPA (including Citylink)

No.	Task Description	Federal Funds				Local Match				Total Funds			
		FTA 5307-Staff	RAISE-Studies*	FTA 5303	TOTAL	5307-Staff	RAISE -Studies*	FTA 5303	TOTAL	FTA 5307-Staff	RAISE-Studies*	FTA 5303	TOTAL
101	Monitor Socio. Data	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
102	Trans. Planning Data	\$ 26,298			\$ 26,298	\$ 6,574	\$ -	\$ -	\$ 6,574	\$ 32,872	\$ -	\$ -	\$ 32,872
103	Census & Geo. In. Sys.	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ 26,298	\$ -	\$ -	\$ 26,298	\$ 6,574	\$ -	\$ -	\$ 6,574	\$ 32,872	\$ -	\$ -	\$ 32,872
201	Long Range Plan	\$ 273,630	\$ 25,351,000	\$ 686,720	\$ 26,311,350	\$ 68,407	\$ 6,337,750	\$ 171,680	\$ 6,577,837	\$ 342,037	\$ 31,688,750	\$ 858,400	\$ 32,889,187
202	Short Range Plan	\$ 419,104		\$ 290,000	\$ 709,104	\$ 104,776	\$ -	\$ 72,500	\$ 177,276	\$ 523,880	\$ -	\$ 362,500	\$ 886,380
203	Congestion Mgt	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
204	E and D Plan	\$ 29,646			\$ 29,646	\$ 7,412	\$ -	\$ -	\$ 7,412	\$ 37,058	\$ -	\$ -	\$ 37,058
205	Air Quality	\$ 8,547			\$ 8,547	\$ 2,137	\$ -	\$ -	\$ 2,137	\$ 10,684	\$ -	\$ -	\$ 10,684
	Subtotal	\$ 730,927	\$ 25,351,000	\$ 976,720	\$ 27,058,647	\$ 182,732	\$ 6,337,750	\$ 244,180	\$ 6,764,662	\$ 913,659	\$ 31,688,750	\$ 1,220,900	\$ 33,823,309
301	Citizen Part. System	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
401	Certification/Coord.	\$ 8,792			\$ 8,792	\$ 2,198	\$ -	\$ -	\$ 2,198	\$ 10,990	\$ -	\$ -	\$ 10,990
402	Technical Assist.	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ 8,792	\$ -	\$ -	\$ 8,792	\$ 2,198	\$ -	\$ -	\$ 2,198	\$ 10,990	\$ -	\$ -	\$ 10,990
501	Staff Training	\$ 17,850			\$ 17,850	\$ 4,462	\$ -	\$ -	\$ 4,462	\$ 22,312	\$ -	\$ -	\$ 22,312
502	Annual Report/Doc.	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ 17,850	\$ -	\$ -	\$ 17,850	\$ 4,462	\$ -	\$ -	\$ 4,462	\$ 22,312	\$ -	\$ -	\$ 22,312
601	Direct Proj.Mgt.	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 783,867	\$ 25,351,000	\$ 976,720	\$ 27,111,587	\$ 195,966	\$ 6,337,750	\$ 244,180	\$ 6,777,896	\$ 979,833	\$ 31,688,750	\$ 1,220,900	\$ 33,889,483

TABLE 5-5
FY 2027 UPWP
City of Norman (CON)

No.	Task Description	FEDERAL FUNDS			LOCAL MATCH			TOTAL FUNDS		
		FTA 5303	FTA 5307	Total FTA	5303 Local	5307 Local	Total Local	FTA 5303	FTA 5307	CON
101	Monitor Socio. Data	0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
102	Trans. Planning Data	\$20,000	\$0	\$20,000	\$5,000	\$0	\$5,000	\$25,000	\$0	\$25,000
103	Census & GIS	0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
Subtotal		\$20,000	\$0	\$20,000	\$5,000	\$0	\$5,000	\$25,000	\$0	\$25,000
201	Long Range Plan	\$20,000	\$0	\$20,000	\$5,000	\$0	\$5,000	\$25,000	\$0	\$25,000
202	Short Range Plan	\$50,000	\$0	\$50,000	\$12,500	\$0	\$12,500	\$62,500	\$0	\$62,500
203	Congestion Mgt	0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
204	E and D Plan	\$2,000	\$0	\$2,000	\$500	\$0	\$500	\$2,500	\$0	\$2,500
205	Air Quality	\$2,000	\$0	\$2,000	\$500	\$0	\$500	\$2,500	\$0	\$2,500
Subtotal		\$74,000	\$0	\$74,000	\$18,500	\$0	\$18,500	\$92,500	\$0	\$92,500
301	Citizen Part. System	\$2,000	\$0	\$2,000	\$500	\$0	\$500	\$2,500	\$0	\$2,500
Subtotal		\$2,000	\$0	\$2,000	\$500	\$0	\$500	\$2,500	\$0	\$2,500
401	Certification/Coord.	0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
402	Technical Assist.	0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
Subtotal		0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
501	Staff Training	\$4,000	\$0	\$4,000	\$1,000	\$0	\$1,000	\$5,000	\$0	\$5,000
502	Annual Report/Doc.	0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
Subtotal		\$4,000	\$0	\$4,000	\$1,000	\$0	\$1,000	\$5,000	\$0	\$5,000
601	Direct Proj.Mgt.	0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
Subtotal		0	\$0	\$0	0	\$0	\$0	0	\$0	\$0
Total		\$100,000	\$0	\$100,000	\$25,000	\$0	\$25,000	\$125,000	\$0	\$125,000

TABLE 5-6
FY 2027 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											
	Warr Acres	\$6,800	0	0	\$1,700	0	0	\$1,700	\$8,500	0	0	\$8,500
	Edmond	\$9,800	0	0	\$2,450	0	0	\$2,450	\$12,250	0	0	\$12,250
	Midwest City	\$6,800	0	0	\$1,700	0	0	\$1,700	\$8,500	0	0	\$8,500
	Moore	\$6,800	0	0	\$1,700	0	0	\$1,700	\$8,500	0	0	\$8,500
	Norman	\$16,000	0	0	4,000	0	0	4,000	\$20,000	0	0	\$20,000
Total		\$46,200	0	0	\$11,550	0	0	\$11,550	\$57,750	0	0	\$57,750

PART 6: 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 Transportation, Environmental Protection Agency, Oklahoma Department of Transportation, Oklahoma Department of Environmental Quality, 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, employment, 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 for the use in the Metropolitan Transportation Plan (MTP). This requires substantial data inputs including base year and forecast year land use, population, employment, dwelling units, and school enrollment within the ACOG MPO 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.

On April 27, 2023, the ACOG MPO Policy Committee voted to add portions of Canadian County, including the cities of El Reno, Union City, and a part of Calumet, to the ACOG MPO Transportation Management Area (TMA).

Program Objective

Complete the 2050 Metropolitan Transportation Plan (MTP) and document the process.

Program Activities (all activities to be conducted by ACOG)

1. Complete 2050 horizon year employment data control for the TMA, counties, and cities.
2. Develop 2025 base year population data for TMA, counties, and cities.
3. Begin the development of school data for the 2025 base year, which will be used in the development of the 2055 land use scenarios.
4. Continue to collect and update building permit data for CY 2025 and CY 2026.
5. Complete the 2050 land use scenarios and gather public feedback.
6. Provide data, as needed, to project sponsors regarding demographic, economic, and environmental impacts of major transportation projects. Assist member communities with the development of local plans and studies.
7. 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).
8. Help in the preparation of the 2030 Census in the metro area.

End Product

Technical memoranda and reports documenting program activities, including:

- 1.01 (1-4) – 2050 Data Report(s)
 - Population
 - Employment
 - School Enrollment
 - Land Use

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 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 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

- a. ACOG will compile traffic counts taken by the Oklahoma Department of Transportation (ODOT), Oklahoma City Traffic Services, and the cities of Edmond, Midwest City, Moore, Norman, and others on key links on the ACOG MPO model network yearly or 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. Continue to test crowdsourced/probe data and compare their traffic counts to locally collected counts. Have further discussions with communities to transition from local counts to crowdsourced traffic data.
- b. 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 Traffic Services, Edmond, Midwest City, Moore, Norman, and others)
- c. ACOG will collect bicycle and pedestrian counts taken by participating entities and will continue to loan ACOG-owned counters to local municipalities. ACOG will continue to upload regional bicycle and pedestrian count data to the ACOG website.

2. Management Systems (ACOG)

- a. ACOG will continue to work cooperatively with ODOT, affected governmental entities, and private sector groups in the development of the pavement, bridge, and safety management systems, and the 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 ACOG traffic count database and transportation model to ODOT for the HPMS
- c. ACOG will continue to maintain its electronic Transportation Improvement Program system (e-TIP), known as ProjectTracker (previously known as eTRACKER), which provides user-friendly, comprehensive, and efficient tools for managing Transportation Improvement Programs (TIP). ACOG will continue to work with ODOT on their electronic Statewide Transportation Improvement Program (e-STIP).

3. Travel Time Analysis (ACOG)

- 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).
- c.** Continue to access additional sources for speed/travel time data provided by ODOT or purchased by ACOG.

4. Transit Database and Network Reporting

- a.** COTPA, Norman-Transit, 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 route will be provided to ACOG annually to assist with modeling efforts. (Citylink, COTPA, Norman-Transit)
- b.** COTPA continues to publish and maintain static and LIVE GTFS data feeds to reflect edits and changes made in the transit system for both transit services in Oklahoma City and Norman. Financial data is continually monitored for accurate functional allocation for all reporting modes. (COTPA, Norman-Transit)

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 (1a) – Traffic Counts Data Collection reports (Edmond, Midwest City, Moore, Norman, Oklahoma City Traffic Services, others)
- 1.02 (1c) – Annual Bicycle and Pedestrian Count Data Collection report
- 1.02 (4) – Annual National Transit Data Reports to FTA (COTPA, Norman-Transit, Citylink)

TASK 1.03: GEOGRAPHIC INFORMATION SYSTEM (GIS) IMPROVEMENTS & 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 TMA boundary, 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 coordination and support for GIS data collection and mapping projects.
4. Continue the process of integrating county parcel data with land use data.
5. Provide regional coordination for digital aerial sharing and planning. Start planning for 2027 aerial coordination and collection with local members.
6. Continue exploring and implementing future GIS and mapping capabilities for ACOG and member entities (e.g., ArcGIS Online, Cloud GIS, etc.).
7. Continue publishing transportation mapping products from ACOG's long-range and short-range programs on ArcGIS Online and provide data to ACOG's members as requested.

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 (all activities to be conducted by ODOT)

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 ACOG MPO area.

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 2027 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 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, metropolitan transportation plan (MTP).

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 Public Transportation Planning](#)

[2.05 - Air Quality Planning](#)

TASK 2.01: LONG-RANGE TRANSPORTATION PLANNING

Background Information

The Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the Bipartisan Infrastructure Law or BIL), was signed into law on November 15, 2021, authorizing federal highway safety, transit, and rail programs for five years from federal fiscal year (FFY) 2022 through 2026. Under the law, Oklahoma is expected to receive approximately \$4.6 billion over five years in Federal highway formula funding for highways and bridges, approximately \$29 million in Section 402 formula funding for highway safety programs, \$349 million in transit improvement funding, and \$66 million to support the expansion of an EV charging network in the state. The law also includes competitive grant programs that could bring additional dollars to the state and region.

In the IIJA, metropolitan and statewide transportation planning processes are extended, including the performance-based planning and programming requirements of MAP-21 and the FAST Act. Requirements for long-range metropolitan transportation plans (MTP) and short-term transportation improvement programs (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 IIJA retained the MAP-21/FAST Act planning factors that must be considered in the development of metropolitan plans and programs. The IIJA also continued the emphasis on financial feasibility and consideration of social and environmental impacts of transportation decisions.

Encompass 2045, the current long-range plan for the ACOG MPO area, was adopted by the ACOG MPO Policy Committee in November 2021. The ACOG MPO area is an air quality attainment area, and therefore the metropolitan transportation plan update for Central Oklahoma is required every five years. The 2050 MTP is expected to be completed in the fall of FY 2027.

A multi-year surface transportation bill, or a larger infrastructure bill that includes surface transportation act reauthorization, is anticipated in FY 2027.

Program Objective

Develop and implement the intermodal long-range transportation plan for the ACOG MPO area in compliance with the requirements of the IIJA and any subsequent federal guidance. Continue data collection and analysis required for the completion of the next long-range plan. Update and enhance modeling tools 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 IIJA and any future surface transportation legislation, particularly regarding metropolitan and statewide planning requirements. (ACOG)
2. Evaluate requests to amend the current long-range, Metropolitan Transportation Plan (MTP) in accordance with the ACOG amendment procedures, current surface transportation legislation 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 (see Task 2.03), and financial capacity to implement such plan amendments. (ACOG)

3. Develop final 2050 Plan project listing through collaboration with local communities and modeling a series of transportation alternates. Analyze and document the potential impacts of the selected plan. Develop financial components of the 2050 Plan including infrastructure unit-cost and future revenue. Complete final 2050 Plan documents, detailing the process and all the factors that were considered in the development of the MTP. (ACOG)
4. Compile and maintain long-range data on roadway, transit, bicycle and pedestrian modes, and on freight movement and airport access within the ACOG MPO area. Evaluate the projects and recommendations included in the 2050 Plan for improving multimodal and intermodal (transit, bicycle, pedestrian, freight movement) travel and goods movement within the ACOG MPO area (ACOG)
5. Review and evaluate the process and factors that were considered in the development of Encompass 2050 to begin preparing for the 2055 Plan. (ACOG)
6. Implement, monitor, and promote the Regional Active Transportation Plan, which evaluates and updates the previous 2021 ACOG MPO Regional Active Transportation Plan. Continue updating the plan for adoption in CY 2026. (ACOG)

This task helps fulfill the 2.5 percent Complete Streets Standards and Policies for PL funds requirement (BIL § 11206(b)).

7. The MPO has updated the model network and the regional travel demand model (TDM), focusing on enhancing the multimodal (transit, bicycle, and pedestrian) component of the existing model. This updated model will be used extensively in the development of the 2050 Plan and any future data requests. (ACOG)
8. Coordinate with ODOT on current and possible future plans, including State Highway-Rail Grade Crossing Action Plan, Statewide Rail Plan, Freight Transportation Plan, Strategic Highway Safety Plan, Active Transportation Plan, and Electric Vehicle Infrastructure Deployment Plan. Share information and assist as needed in processing amendments to the MTP the ACOG MPO TIP, and federal functional classification system. Coordinate with ODOT on their statewide transportation modeling effort. (ACOG, ODOT)
9. Coordinate with the Oklahoma Turnpike Authority (OTA) and track and model, as needed, OTA-sponsored improvements to the regional network (Include known current and future alignments in the 2050 Plan.) (ACOG)
10. **Emerging Transportation System Issues (ACOG)**
 - a. 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 ACOG MPO transportation committees, local governments, COTPA, Norman-Transit, Citylink, 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 public safety, workforce development, energy use, and air quality

- b. Coordinate with regional partners to continue to utilize the 2019 Oklahoma City Metropolitan Area Tree Canopy Study and integrate data collected during the study into the metropolitan planning process, including: 2050 Plan and land use scenarios, resiliency efforts, livability and complete streets initiatives, and advanced regional air quality analysis and planning. ACOG will continue to provide member communities with access to the tree survey data to assist in local planning efforts.
- c. Continue to coordinate with ODOT on development and implementation of potential solutions to long-term transportation system funding gap related to decreasing revenue from fixed excise taxes on motor fuel. Potential solutions identified in ODOT's 2025-2050 Oklahoma Long Range Transportation Plan. inflation-indexed fuel taxes, dedicated 0.25% sales tax, 25% increase in vehicle registration fees, \$0.40 retail delivery fee.

11. Long Range Transit Planning (COTPA)

a. COTPA Long Range Transit Plan Implementation:

Begin to initiate steps for implementation of COTPA's Long Range Transit Plan, which was completed in FY 2026. Work with other members of the newly created Public Transit Advisory Committee (PTAC).

b. COTPA Regional Fixed Guideway Systems Planning

Continue to advance the recommendations of the 2025 Long Range Transit Plan, through the following efforts:

- One Transit completed alternatives analysis for all corridors and is currently performing a financial analysis. Staff will support One Transit's effort to explore various potential funding mechanisms and opportunities. Preliminary environmental work including NEPA may start during the next fiscal period, pending availability of funds.
- Continue to implement the 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) and 2021 Comprehensive Operational Analysis
- Continue to work closely with the Oklahoma City Planning Department on various transit-related matters and long-term plans including coordination on the next General Obligation Bond. Staff will coordinate to ensure bus stop upgrades are included in various street enhancement and sidewalk projects
- Continue to plan for potential streetcar improvement and extensions
- Continue stakeholder engagement for continued planning and advancement of the central Oklahoma long range transit plan.
- 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. The City of Oklahoma City won a grant to conduct a Transit Oriented Develop study along a portion of the NW Rapid BRT line. The study is anticipated to begin in FY 2026.
- Staff will begin planning for facilities expansion as part of efforts to provide additional transit services in the Oklahoma City Region. The 2021 Comprehensive Operation Analysis included a facilities master plan. Staff will work towards implementation of that plan. EMBARK won a grant to design

and engineering for a new headquarters facility. Design and engineering will occur during FY 2026.

c. MAPS4

- Following the passage of the MAPS4 initiative in 2019, COTPA will begin work on planning for transit projects including bus stop upgrades, microtransit projects, transit signal prioritization, advanced transit options, service frequency improvements, and future planning in coordination with the MAPS4 Citizens Advisory Committee and connectivity subcommittee
 - With the Alternatives Analysis complete on the MAPS BRT line, design and engineering will begin in FY 2026.
 - Phase 1 of the bus stop upgrades is underway. Phase 2 received a \$19 million dollar grant and the project should begin in FY 2026.
 - MAPS will fund an expansion of the city's Transit Signal Prioritization (TSP) system. A project timeline is currently in development.

12. Long Range Transit Planning (Norman-Transit)

a. Norman-Transit Long Range Transit Plan Implementation:

- Continue to plan for and/or implement the recommended elements identified in the Go Norman Transit Plan as funds become available

b. Multimodal Planning:

- Continue to research and/or implement additional modes of transportation and improvements that are appropriate for Norman, and which can complement existing public transportation services

End Product

Technical memoranda and reports documenting program activities, including:

- 2.01 (2) – Summary of MTP Amendments (ACOG)
- 2.01 (3) – Encompass 2050 Executive Summary (ACOG)
- 2.01 (3) – Encompass 2050 Plan Report (ACOG)
- 2.01 (4) – Mapped Inventory of Completed MTP Improvements (ACOG)

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 Metropolitan Transportation Plan (MTP).

Program Objectives

Coordinate with ODOT, ACOG MPO area local governments, and local transit providers in the implementation of transportation improvements throughout the region that are consistent with the financially constrained MTP. 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 ACOG MPO area (ACOG)
 - a. Monitor the region's Surface Transportation Block Grant - Urbanized Area (STBG-UZA) funds and provide a mid-year STBG-UZA status report by entity. Aid local entities, as needed, concerning STBG-UZA procedures, funds, project statuses, and obligation of STBG-UZA funds. Ensure projects align with the ACOG Complete Streets Policy and safety initiatives. Conduct quarterly status report meetings on active projects with ODOT and relevant local entities.
 - b. Continue to monitor the implementation of ACOG MPO area STBG-Set Aside or Transportation Alternatives Program (TAP) projects, competitively selected using available funds and the MPO's project evaluation and scoring criteria. Coordinate with ODOT on the implementation of its most recently selected TAP projects.
 - c. Assist ACOG MPO 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 2026, including investments in pedestrian and bicycle facilities.

This task helps fulfill the 2.5 percent Complete Streets Standards and Policies for PL funds requirement (BIL § 11206(b)).

2. Monitor and track highway, street, and intermodal (transit, bicycle, pedestrian, freight movement, airport access) projects by maintaining databases and a GIS inventory of improvements. Update the annual Network Monitoring Report. (ACOG)

Public transportation providers and other regional transit providers will provide shapefiles and/or other information on route and service changes for inclusion in the region's annual Network Monitoring Report. (Citylink, COTPA, Norman-Transit)

3. Work with ODOT and ACOG MPO local governments to update the Federal Functional Classification System maps, consistent with the results of the 2020 Census and the adjusted urban area boundary. Consider subsequent requests by ACOG MPO entities to amend the Federal Functional Classification System as needed. Such requests were reviewed by the MPO's Technical and ACOG MPO Policy Committees and forwarded to ODOT for submission to FHWA in FY 2026. (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 ACOG MPO 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 ACOG MPO area. Assist ODOT in preparing for anticipated FHWA Alternative Fuel Freight Corridor nomination opportunities. (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 ACOG MPO area. The analysis process will involve the MPO, ODOT, OTA, COTPA, Norman-Transit, FHWA, 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, Norman-Transit)

7. Update the FFY 2026–2029 ACOG MPO Area TIP to include the latest priorities of the MPO member entities. Update the TIP document to reflect continued federal requirements for performance-based planning and programming (See task 2.03). Continue to integrate the goals and objectives of the MTP, as they are updated, 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 ACOG MPO Technical and ACOG MPO Policy Committees, 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). (ACOG)
8. Conduct an update (if needed) of the **Criteria and Process for Evaluation of STBG-UZA Projects**. Revisions will continue to reflect the goals of the Metropolitan Transportation Plan (MTP), the strategies of the Congestion Mitigation Process (CMP), ACOG Complete Streets Policy, and member entity priorities, while adhering to federal regulations. (ACOG)

9. Short Range Transit Route Performance and 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, Norman-Transit)

b. Planning for Bus Route Service and Schedules

COTPA will:

- Continued planning for peak service expansion will be ongoing
- 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 BRT
- 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 electric, and CNG-powered buses, and implement staffing expansions as need to accommodate recent EMBARK service enhancements and hours/days of operation
- Develop and maintain individual route maps and schedules, and system maps for EMBARK fixed-route services in print and digital formats
- Continue implementing recommendations in the 2021 Comprehensive Operational Analysis transit study. The study, called OKC Moves, evaluated existing conditions in Central Oklahoma and explored ways to improve transit service. The preferred alternative includes a prioritized list of changes. It contains implementation plans, cost estimates, facilities requirements, vehicle needs, and staffing needs required for those changes. The changes will integrate local bus service with the NW BRT, extend service to new destinations, improve on-time performance, better connect parts of Oklahoma City, and improve frequency on existing bus routes

Norman-Transit will:

- Conduct public engagement activities, as necessary, to plan and implement route or service changes
- Begin implementing bus route changes identified in the Go Norman Transit Plan and develop bus route service plans in conformance with budgetary considerations, various plans, and processes. Coordinate with contracted operations to plan, review, and implement changes
- Plan for fleet replacement and expansion as necessary for service, and to achieve a state of good repair. Apply for grant opportunities to assist with current and future capital needs
- Develop and maintain individual route maps and schedules, and system maps for fixed-route services in print and digital formats

c. Streetcar Planning (COTPA)

- Work closely with the OKC Traffic Operations/Engineering group to look at ways to restripe or adjust signals to further enhance the safety and efficiency of the system
- Monitor streetcar contractor closely to facilitate contract compliance

- Continue to work with State Safety Oversight (SSO) regarding meeting Public Transportation Agency Safety Plan (PTASP) goals and objectives
 - Continue to track TOD and economic development near the streetcar
 - Develop and maintain individual route maps, schedules, and system maps for OKC Streetcar in print and digital formats
- 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, Title VI plan updates, and other actions
 - Services can assist COTPA staff, or be turnkey, within an annual budgetary limit

10. 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 and implement 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 develop customer profiles and to understand customer expectations, experiences, 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 minority audiences through community events and service programs such as the Haul Pass Program, Roads Scholars, How to Ride Transit Trainer classes, the EMBARK Well program, the Arnall Climb program, and other initiatives
- Continue promotion of rail safety messages aimed at motorists, pedestrians, cyclists, customers, and potential users
- Develop and implement communication strategies related to the Oklahoma River Cruises, ADA Paratransit, Senior Transportation, Mobility Management programs, OKC Streetcar, and Bus Rapid Transit

Norman-Transit will pursue the following marketing strategies to retain and expand ridership:

- Hold transit promotional events in the community and collaborate with other entities or stakeholders as necessary.
- Use its Limited English Proficiency (LEP) outreach efforts to identify new target groups and promote transit within the LEP populations.
- Continue to enhance and develop real-time rider tools for mobile and desktop devices.
- Prepare public-facing materials to promote understanding of planned service changes prior to implementation of the change.
- Work with contracted operations to promote the Norman transit service to the community and region.

11. Short Range Transit Partnership Planning and Development

- a. Continue public private partnership (P3) efforts to educate about public transit and partner with residents and other stakeholders to increase ridership. (COTPA, Norman-Transit)
- b. A special effort will continue collaborative groups in the Downtown for TOD near the Santa Fe station and streetcar, as well as along the Northwest BRT corridor. (COTPA)
- c. 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, Norman-Transit)

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

- a. 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 plan for and fund additional bus stops, bus shelters, ramps, and sidewalks in certain high-use locations. Monitor ridership patterns and requests for bus stops and add new stops as necessary and appropriate. (COTPA, Norman-Transit)
- b. Maintain an inventory of bus stop improvements to include ADA accessibility, passenger amenities, signage, and available park-and-ride lots for transit customers. (COTPA, Norman-Transit)
- c. Continue to monitor the private sector deployment of 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, Norman-Transit)

13. Ferry System Planning

- a. 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)
- b. 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 bank stabilization at Exchange Landing, river dredging, and construction of a new landing at the First Americans Museum. These current projects are funded through grants awarded to COTPA and will be monitored for progress. (COTPA)

- c. 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)

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
- 2.02 (2) – CY 2025 Network Monitoring Report
- 2.02 (7) – Updated FFY 2026-2029 Transportation Improvement Program
- 2.02 (8) – Updated Criteria and Process for Evaluation of STBG-UZA Projects

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 current surface transportation legislation, the Infrastructure Investment and Jobs Act (IIJA). 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 ACOG MPO 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 Transportation Improvement Program (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 the Oklahoma Department of Transportation (ODOT). ODOT will provide updates on their targets to the ACOG MPO Technical and ACOG MPO Policy Committees. (ACOG, ODOT)
 - 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). 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. The recently updated Congestion Management Process (CMP) provided planned strategies, as well as additional strategies to alleviate congestion and enhance mobility in accordance with federal rules. (ACOG)

- b. The Congestion Management Process (CMP) toolbox and strategies within the MPO's TIP and MTP processes have been updated. The region's Congested Corridors will be monitored. (ACOG)
 - c. Continue coordinating with ODOT, local governments, emergency service providers, public safety units, and others to develop a coordinated long-term congestion management strategy including ITS investments 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 ACOG MPO region through involvement in efforts such as region-wide evacuation planning, coordination of regional snow routes and other preventative measures. Continue to explore EV crash solutions and training for public safety personnel. (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 2027. This includes implementing and promoting the Central Oklahoma Regional Safety Action Plan (RSAP), funded by the federal Safe Streets and Roads for All (SS4A) grant. Collect and analyze ACOG MPO area crash data as yearly data is made available by ODOT and/or the Oklahoma Highway Safety Office (OHSO). Update the ACOG MPO Area Crash Report and monitor high crash corridors for vehicle, bicycle, and pedestrian crashes. Update the online GIS Story Map for the Regional Crash Analysis posted on the ACOG website. (ACOG)
 - d. Manage the regional bicycle and pedestrian public safety campaign, Watch for Me OK, in coordination with OHSO and other area stakeholders. (ACOG)
 - e. Assist in the implementation of the State Highway Safety Plan (SHSP) and provide member entities with ODOT's crash data upon request. (ACOG)

This task helps fulfill the 2.5 percent Complete Streets Standards and Policies for PL funds requirement (BIL § 11206(b)).

4. Regional Operations Planning and Intelligent Transportation System (ITS) Strategies
- a. Explore how ACOG and the region can expand upon the recommendations of the most recent regional ITS Architecture and Deployment Plan that was completed by ODOT, local member entities, and a consultant. Employ the most recent Federal ITS Architecture requirements. Conduct stakeholder meetings, gap needs assessment, Memorandums of Understanding and agreements, and provide stakeholders with potential ITS projects for deployment over a 10-year time period and project benefits. (ACOG, ODOT)
 - 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 ACOG MPO ITS architecture. (ACOG)

- c. In coordination with local member traffic management and engineering 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. EMBARK will continue to implement ITS strategies to improve operational efficiencies, enhance customer experience through the use of real-time predictions for bus, bus rapid transit, and streetcar transit services, passenger information systems, and service reliability by means of transit signal priority systems.
 - 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 ACOG MPO 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 ACOG MPO area ITS Implementation Plan. (ODOT)
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 ACOG MPO 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. (ACOG)
 - 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 interchanges, ramps, etc. (ACOG)
7. Enhanced Planning for Safety and Security Measures

COTPA will:

- COTPA continuously updates their Public Transit Agency Safety Plans (PTASPs) for OKC Streetcar and Bus Operations. PTASPs with updated performance targets are submitted to ACOG once the plans have been approved by the Board, and ODOT (for streetcar). Annual updates are made to the following: System Security and Emergency Preparedness Plans, Emergency Action Plans, Continuity of Operations Plans, Internal Audit Program Plans, Operations and Maintenance Plans, Corrective Action Program Plans, Training Plans, Sensitive Security Information Plan, and Configuration Management Plans.
- COTPA will continue to address energy security by planning for the addition of a back-up generator to serve the CNG fuel facility.

- COTPA has successfully launched the NW Rapid BRT, in which safety plays a major role. COTPA's safety division has already started to assess the routes of the two new BRTs.
- COTPA has several safety committees. The Safety and Security Operations Committees (SSOC, separate committees for bus and streetcar) and the Safety Executive Committee (SEC) are held on a regular basis. Frontline employees participate via the Customer Service and Safety Committee (bus) and System Safety Operations Committee (streetcar).
- COTPA's partnerships with other agencies continue to grow and strengthen. COTPA has contracted with the Mental Health Association (MHA). Our shared goal is to more effectively engage and work with individuals with diagnosed behavioral/mental health and social concerns in the community to provide effective treatment to assist those individuals in living safely and successfully in the community.
- COTPA works closely with the Oklahoma City Police Department (OCPD). OCPD conducts training for bus operations, road supervisors, and bus operators. COTPA continues to work with the Transportation Safety Institute (TSI) by hosting classes at COTPA facilities, which are also open to the public. The partnership with TSI is advantageous for COTPA employees and operations and aids in strengthening the overall safety system.
- COTPA's partnership with the Transportation Security Administration (TSA) continues. TSA has completed a baseline assessment for both bus and streetcar. The bus and streetcar operations participate in TSA's SETA program.

Norman-Transit will:

- Monitor and provide oversight to an operations contractor and Norman fleet maintenance to ensure a safe and secure transit system that meets regulations.
- Norman-Transit staff will coordinate with both City of Norman and operations contractor safety staff.
- Continue planning for safety and security features in vehicles, facilities, passenger stations, and bus stops.
- Implement and update, as necessary, the Public Transit Agency Safety Plan (PTASP) to ensure that all federal requirements continue to be met.

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
- 2.03 (2b) - Updated Regional Congested Corridors Map
- 2.03 (3a) - Regional Snow Routes Map (2026-2027)
- 2.03 (3c) - Regional Crash Report Update
- 2.03 (3d) - CY 2026 Watch for Me OK Activities Report
- 2.03 (4) - Regional ITS Implementation Plan

TASK 2.04: MOBILITY AND PUBLIC TRANSPORTATION PLANNING

Background Information

Planning for all transit users, older adults, and individuals 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 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 for all residents.

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

COTPA will continue to expend Sec. 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds within the ACOG MPO area in conformance with the metropolitan and Statewide Coordinated Public Transit-Human Services Transportation Plans; following the transition of 5310 program funding for the Oklahoma City urbanized area to COTPA in FY 2026. (COTPA)

2. Coordinated Public Transit-Human Services Transportation Plan

Projects funded under the Sec. 5310 program will be part of the **Statewide Coordinated Plan**. Coordinated Plans will be consistent with the ACOG MPO long-range transportation plan and selected projects will be included in the Transportation Improvement Program (TIP) and Statewide TIP (STIP). (COTPA)

3. Regional Americans with Disabilities Act (ADA) Implementation

- 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, and social service organizations (COTPA)

- b. Promotion of Mobility Management Services
 - COTPA will continue promoting services for older adults and individuals with disabilities and providing assistance and coordination of services to other transportation providers. (COTPA)
 - c. Continue to implement and adjust as necessary the ACOG ADA/504 Compliance Plan. (ACOG)
- 4. Mobility Management Services Customer Evaluation and Database Management
 - COTPA will continue to provide eligibility processes for paratransit (both in OKC and Norman) and other mobility management services in Oklahoma City and Norman. (COTPA)
 - Norman-Transit will continue to use paratransit scheduling software to track data and ensure performance measures are being met. Staff will support the ADA Citizens Advisory Committee, the ADA Staff Ad Hoc Committee, and any other city, county, or regional boards/commissions that discuss public transit and/or accessibility. (Norman-Transit)
- 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)
 - 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. (COTPA)
 - b. Norman-Transit will work with social service agencies, the elderly, and persons with disabilities to disseminate information about its fixed route and paratransit service. Staff and Norman's operations contractor will provide assistance with trip planning and will encourage use of the fixed route system whenever possible. Staff will work to increase awareness of transportation needs. (Norman-Transit)
- 6. Public Transportation and Public Relations
 - Provide public relations and promotion for transit-related events. Participate and assist, as needed, with events that promote transit (i.e., 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, Bus Rapid Transit (BRT), ferry, and bikeshare operations in inventory of systems. Provide socioeconomic data to transit agencies to assist with transit service planning. (ACOG)
- 8. Long Range Transit Planning – System Level
 - a. Long Range Transit Plan Implementation (ACOG)
 - ACOG will continue to advance the recommendations and implementation elements of the 2025 Long Range Transit Plan for Central Oklahoma, including:

- Establishing a regional transit working group (known as the ACOG Public Transit Advisory Committee (PTAC)) to serve in a coordinating capacity for transit agencies, ODOT, local governments, and other stakeholder agencies;
- Establishing subcommittees of the PTAC to explore paratransit feasibility, public-private partnerships, transit-oriented development, a transit workforce training program, priority projects for competitive federal funding, and state legislative reforms; and
- Initiate various plans, studies, or analyses of regional scale, which may include a regional speed & reliability study, regional funding gap analysis and revenue scenarios forecast, regional transit workforce assessment, and regional design guidelines for passenger facilities, wayfinding, and technology.

b. Coordination and Support of the One Transit

- COTPA will provide administrative and planning support for ONE Transit. As part of this effort, COTPA will assist the One Transit with the completion of the transit system plan for the region, including the vision, goals, and potential corridors; initiation of an alternatives analysis for corridors identified in the system plan including corridor planning, station, land use, and concept development, and start environmental review, preliminary engineering, and application for FTA funds. (COTPA)

COTPA will also serve as staff liaison to the RTA Board Members and work with the RTA in various areas to support improved transit in ACOG MPO area. (COTPA)

- The City of Norman will serve as staff liaison to the Norman RTA Board Members and will work with the RTA in various areas to support improved transit in the ACOG MPO area. (Norman-Transit)
- As the MPO, ACOG will continue to aid in regional coordination between ONE Transit, transit agencies, ODOT, local governments, and other stakeholder agencies through the ACOG Public Transit Advisory Committee (PTAC). (ACOG)

9. Long Range Transit Planning – Project Level

- ACOG will provide assistance and support for the joint COTPA/Oklahoma City MAPS 4 Bus Rapid Transit (BRT) project, the ONE Transit Commuter Rail and Locally Preferred Alternatives project, the joint ODOT/ONE Transit Central Oklahoma Railroad Crossing Elimination project, as well as other long-range transit planning initiatives that are undertaken. (ACOG)

10. Public Transportation Coordination

- a. ACOG, COTPA, Norman-Transit, Citylink, Oklahoma City Planning Department, Citylink, ODOT, First Capital Trolley, ONE Transit, and others will convene regularly as the ACOG Public Transit Advisory Committee (PTAC). This forum enables transit providers, subrecipients of transit funding, local governments, and other stakeholder agencies to interface about transit services, changes, and issues in the region. Highlights of each meeting will be presented at MPO ACOG MPO Technical Committee meetings. (ACOG, Citylink, COTPA, Norman-Transit, ODOT)
- b. 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 (10) – FY 2026 Public Transportation Coordination Report
 -

TASK 2.05: AIR QUALITY PLANNING

Background Information

Although the ACOG MPO 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 and particulate matter.

Ozone

On December 23, 2020, EPA completed its review of the full body of currently available scientific evidence and exposure/risk information and decided to retain the existing ozone National Ambient Air Quality Standards (NAAQS). Since 2015, the primary and secondary ozone standard levels are 0.070 ppm parts per million (ppm). In December 2017, all of Oklahoma's 77 counties were designated attainment/unclassifiable for the revised primary and secondary ozone standards. Central Oklahoma's ozone regional value was 0.071 ppm at the end of 2025.

On March 6, 2024, EPA issued a final rule tightening the PM_{2.5} NAAQS with the first designations of areas of the country as meeting or violating the limit targeted for 2026. However, there is active litigation challenging this tightening and the Trump administration has announced an intention to reconsider the standard.

Central Oklahoma remains in attainment for ozone and PM_{2.5}, yet the region must continue to be proactive in promoting activities and programs that protect and improve its air quality.

Program Objective

Assist the ACOG MPO transportation committees, local governments, COTPA, Norman-Transit, state and federal agencies, and the private sector in maintaining compliance with NAAQS. Utilize goals and strategies outlined in the ACOG Regional Air Quality Plan to protect public health and regional economic vitality by reducing air pollution and decreasing congestion.

Program Activities

1. Air Quality Data Analysis:
 - a. Monitor and evaluate air quality issues related to transportation. Hold ACOG Air Quality Advisory Committee (AQAC) meetings as scheduled. Receive and review the monthly ozone and particulate matter readings and related meteorological data monitored daily by ODEQ's Air Quality Division. Convene an annual meeting with statewide MPOs, ODOT and ODEQ to discuss air quality improvement strategies (ACOG, ODOT)
 - b. Work with EPA and ODEQ to implement new ozone and particulate matter standards 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 Infrastructure State Implementation Plans (I-SIPs) for ozone and particulate matter. Determine the conformity of air quality and transportation plans for the ACOG MPO area (ACOG)
 - c. Assist ODOT with the implementation of the statewide Carbon Reduction Strategy. Develop additional strategies to reduce carbon emissions in the ACOG MPO area, if needed
 - d. Utilize Climate Pollution Reduction Grants (CPRG) Program funding provided by the Inflation Reduction Act (IRA) of 2022 and allocated to the Oklahoma City

metropolitan area to implement the transportation and mobility measures in the Comprehensive Climate Action Plan (approved by ACOG Board in November 2025 and submitted to EPA in December 2025), and a status report (due at the end of the four-year grant period).

2. Ozone Alert Day Program:

- Coordinate with ODEQ, ODOT, COTPA, Norman-Transit, and other regional transit providers in the implementation of Ozone Alert Days when high levels 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. Explore partnerships with public health organizations and other stakeholders. Coordinate with ODOT to alert people via dynamic message signs to take action to reduce vehicle engine runtime (carpooling or using public transit on Ozone Alert Days) (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. (ACOG, ODOT, COTPA, Norman-Transit)
- b. COTPA and Norman-Transit 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, Norman-Transit)
- c. Promote and help support regional activities and events such as Bike Month, Bike to Work Day, BikeFest, Drive Electric Earth Month, National Drive Electric Week, Open Streets, Earth Day, etc. (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, ACOG)
- e. Develop new initiative and partnerships with local schools to educate youth on public transportation and its impacts that include improved air quality. (ACOG, COTPA)

4. Air Quality Small Grant Program

- Continue to administer the Air Quality 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 and Carbon Reduction Program (CRP) 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, to determine project effectiveness. (ACOG)

5. Air Quality Planning

- a. Coordinate with the Oklahoma Department of Environmental Quality (ODEQ), in emissions reductions planning. In 2025 the EPA dissolved the Advance Program which had encouraged expeditious emission reductions of NO_x and VOCs (ozone precursors) and fine particle (PM_{2.5}) attainment areas to help meet the National Ambient Air Quality Standards (NAAQS). ACOG is in discussions with DEQ and the

Indian Nations Council of Governments (INCOG) to continue this work outside an EPA Advance framework.

- b. Finalize and release to ACOG members and the public the regional air quality plan. The purpose of the plan is to set goals and strategies for new and expanded emissions reductions efforts to keep the region in attainment of the NAAQS. Explore quantification of transportation system emissions reductions from transit, active transportation, electrification, alternative fuel use, and CAV. Begin implementation of the plan. (ACOG)
 - c. Provide technical assistance to ACOG MPO members developing sustainability planning documents, alternative fuel fleet plans, climate action plans, or similar planning projects (ACOG)
6. Promotion of Alternative Fuels – Central Oklahoma Clean Cities Program
 - a. Provide data for, and coordinate with, the ACOG Clean Cities Program. Clean Cities Program efforts focus on promoting the use of alternative fuels (as defined by Congress and the U.S. Department of Energy, alternative fuel vehicles, idle reduction technologies, hydrogen, hybrid electric and other advanced technology vehicles, as well as fuel efficient vehicles in the ACOG MPO 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 ACOG MPO area. (ACOG)
 - b. Provide information to fleet stakeholders on alternative fuel vehicles and fueling infrastructure funding opportunities including but not limited to: Bipartisan Infrastructure Law (BIL) FHWA National Electric Vehicle Infrastructure (NEVI) Program and FHWA Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, FHWA FTA Low or No Emission Vehicle Program - 5339(c), Inflation Reduction Act (IRA) funding and incentives, EPA Diesel Emissions Reduction Act (DERA) Funding, and Oklahoma Department of Environmental Quality (DEQ) Volkswagen Settlement Funding. (ACOG)
 - c. Coordinate and administer Drive EV Oklahoma (DEVOK) as part of the Central Oklahoma Clean Cities program. DEVOK's objectives are to support and facilitate the education and adoption of electric vehicles (EV) and electric vehicle supply equipment (EVSE) in the state of Oklahoma through outreach and infrastructure development. Support (planned) City of Oklahoma City Electric Vehicle Fleet & Facilities Study & Strategic Plan including components that can be applied regionally. (ACOG)
 - d. 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, Norman-Transit)
7. Public Fleet Conversion Grant 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 and electric vehicles, the purchase of advanced vehicle technologies, idle reduction technologies, and the development of the AFV refueling and recharging infrastructure within the ACOG

MPO area. The program awards are made available to eligible applicants through a competitive grant process using available CMAQ and Carbon Reduction Program (CRP) funds. (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. Tinker Air Force Base is launching a vanpool program in partnership with EMBARK. (COTPA)

9. 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)
- Finalize and promote the Central Oklahoma Public Spaces Amenity Guide, which will aid local communities and organizations select and install amenities for area trails, parks, and streetscapes. (ACOG)
- Continue past initiatives to further livability as related to transit planning. COTPA will continue to place greater emphasis on transit-oriented development (TOD). 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)
- This task helps fulfill the 2.5 percent Complete Streets Standards and Policies for PL funds requirement (BIL § 11206(b)).

10. Planning for Alternative Transportation

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.

Planning for the introduction of e-bikes will continue. Planning for marketing and maintenance activities will also continue. Data collected from the dockless bikes and e-bikes will be analyzed to assess the viability of the mode and their impact on the system.

Monitoring of the e-scooter system will continue as staff continues to evaluate these for expansion at bus shelters outside the urban core.

Norman-Transit:

Monitor the desire to implement a bike share program. If pursued, staff will collaborate with other City staff to ensure that the two transportation options complement each other.

Continue monitoring e-scooter operations and how that mode provides transportation access in Norman and first/last mile connections to transit.

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 (1d) – Comprehensive Climate Action Plan

- 2.05 (3c) - CY 2026 Bike Month Activities Report
- 2.05 (4) - FY 2026 Air Quality Small Grant Program Status Report
- 2.05 (5a) - EPA Ozone Advance Program - Oklahoma City Update
- 2.05 (5b) - Regional Air Quality Plan
- 2.05 (6) - Transportation Technology Deployment Report: Central Oklahoma Clean Cities
- 2.05 (7) - FY 2026 Public Fleet Conversion Grant Program Status Report
- 2.05 (9) - Central Oklahoma Public Spaces Amenity Guide

ELEMENT #3: PUBLIC PARTICIPATION

Consistent with public 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 residents, affected organizations, and other interested parties to be involved in the development of the three major areas of the ACOG MPO 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 residents 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 – Public Information, Outreach, and Participation](#)

TASK 3.01: PUBLIC INFORMATION, OUTREACH, AND PARTICIPATION

Background Information

Public participation is an integral part of the ACOG MPO planning process. Increased communication among residents, elected officials, and technical staff 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, email blasts, the ACOG website, and ACOG Facebook, X, Instagram, and blog posts.

Program Objective

Assure ample opportunities for residents, including those with disabilities, affected public agencies, and representatives of all modes, to participate in the regional transportation planning process through informational meetings and work sessions. Solicit input from all 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, residents' 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 comprehensive database for contacting various individuals and interest groups about the regional transportation planning process in Central Oklahoma. (ACOG)
3. Explore options to engage public involvement in the metropolitan transportation planning process. Convene meetings of the Encompass 2050 Stakeholder Advisory Group (SAG) with the direction and coordination of the consultant to receive input for updates to Encompass 2050. Use a variety of public involvement strategies for extensive feedback. (ACOG)
4. Coordinate with sovereign nations 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, groups in accordance with Title VI of the 1964 Civil Rights Act. Provide appropriate accommodations, as requested by individuals with disabilities, so they can access and participate in regular and special meetings (ACOG, ODOT, COTPA, Norman-Transit)
6. Prepare public notices for proposed updates and amendments to the ACOG MPO 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 ACOG MPO Policy Committee, and notices of proposed Plan amendments will be published at least 30 days prior to the anticipated date of the ACOG MPO Policy Committee meeting. The ACOG MPO Policy Committee 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 ACOG MPO Technical Committee recommendations. COTPA and Norman-Transit 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, Norman-Transit)

7. Continue to implement and adjust as necessary the ACOG Public Participation Plan (PPP). Comments related to the transportation planning process and products will be documented and provided to the ACOG MPO Policy Committee to assist them in their decision making. ACOG will review its outreach activities and public participation practices as part of an update to the PPP. (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 ACOG MPO PC. Materials will be prepared in languages other than English when appropriate and in accordance with the ACOG Limited English Proficiency (LEP) Plan. (ACOG)
9. Utilize the ACOG website and social media suite 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 (ACOG)
11. Participate in public outreach events, including but not limited to: Bike to Work Day, BikeFest, Open Streets, , Earth Day, and other events (ACOG)

End Product

A record of public forums and meetings will be maintained. Newsletters, brochures, publications, and press releases will be distributed, 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 (8) – FY 2026 Public Outreach Activities

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 ACOG MPO 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 ACOG MPO by the Federal Highway Administration (FHWA) and the Federal Transit Administration (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

Ensure that the transportation planning process is conducted in compliance with federal laws and guidance established by FHWA and FTA, state laws, and local statutes. Prepare documents necessary for the administration of the continuing planning process.

Program Activities

1. Provide for the administration of ACOG MPO, its committees and subcommittees, and consultation with local officials participating in the ACOG MPO 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 ACOG MPO planning grants and programs, including preparation of planning grant applications and management of the UPWP budget and any necessary revisions. (ACOG)
3. Monitor the FY 2027 UPWP and revise or amend, if needed. Develop the FY 2028 UPWP to include task descriptions and budget. Summarize FY 2027 accomplishments for the FY 2028 UPWP.
 - a. Explore implementing recommendations from the 2024 MPO quadrennial recertification review by FHWA and FTA. Begin preparing for the 2028 MPO quadrennial review, anticipated in fall 2028. (ACOG)
4. Prepare annual joint certification statement for FY 2026. 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. Convene quarterly meetings to facilitate discussion and coordination between ODOT, FHWA, ACOG, and other MPOs. (ODOT)
6. Continue administration and enforcement of drug-free workplace policies and programs. COTPA will continue to work with Edmond Citylink transit to ensure their testing program is compliant with FTA standards and that the annual MIS report is submitted in a timely manner. Successfully address in training and through communications the impact of the legalization of medical marijuana and safety sensitive employees. (ACOG, COTPA, Norman-Transit)

7. Document program compliance for various tasks, including but not limited to air quality, equal employment opportunity, periodic self-evaluation, and other legislation and regulations, as necessary. (ACOG, COTPA, Norman-Transit)
 - a. COTPA will be working diligently to recruit employees that are representative of our diverse community.
 - b. COTPA will continue statistical monitoring of employee training and development. In addition, COTPA continues to expand training offerings to mid-level management and to all employees and will ensure anti-discriminatory trainings and AA/EEO Program guidelines are being utilized in training, promotion and hiring.
 - c. Continue to implement and adjust as necessary Title VI Plans. (ACOG, COTPA, Norman-Transit)
 - d. Continue to implement and adjust as necessary Limited English Proficiency (LEP) Plans. (ACOG, COTPA, Norman-Transit)
 - e. Continue implementing Disadvantaged Business Enterprises (DBE) Program Plans and prepare a set of new DBE participation goals. (COTPA, Norman-Transit)
 - f. Continue to monitor sub-recipient and contractor compliance. (ACOG, COTPA, Norman-Transit)
 - g. Transit Asset Management (TAM)
 - Norman-Transit will continue to work with ODOT as necessary to update the state group TAM plan and submit documents to FTA or ACOG as needed. (Norman-Transit)
 - Continue to implement and adjust TAM plan as necessary. (COTPA)
 - h. Public Transit Agency Safety Plans (PTASP)
 - Continue to implement and adjust PTASP as necessary. (COTPA)
 - i. COTPA and Norman-Transit Triennial Reviews will occur in 2026. Staff will work with the FTA to address any findings and/or reported corrective actions and will continue Triennial Review compliance efforts. (COTPA, Norman-Transit)
 - j. Continue to conduct procurements with federal funds in a manner complying with federal guidance. Examples of potential procurements include fleet replacement, fleet expansion, technology infrastructure, software, maintenance needs, and projects supporting safety and security. (ACOG, COTPA, Norman-Transit)

End Product

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

- 4.01 (3) - FY 2028 Unified Planning Work Program

TASK 4.02: LOCAL TECHNICAL ASSISTANCE PROJECTS

Background Information

During the fiscal year, staff respond to numerous requests for assistance from member local governments, state agencies, private organizations, and residents. Many of these requests relate to the ACOG MPO planning process, covering topics such as federal programs and funds established by the IIJA, 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

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 (all activities to be conducted by ACOG)

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, Norman-Transit, and other transit providers in the region for use in transit planning activities.
2. Monitor transportation related policy development as discussed in the Federal Register, Oklahoma Register, and the U.S. Department of Transportation website. Staff will also provide assistance in efforts to educate and inform local, state, and federal units of government regarding highway, bicycle and pedestrian, and transit related issues and priorities.
3. Continue to update, format, and catalog a set of standard regional information reports and databases to facilitate a timely response to requests.
4. Tabulate and analyze the technical assistance provided to local governments and others concerning the ACOG MPO transportation program.

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 Services, COTPA, and Norman-Transit 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

Provide adequate staff training to ensure that current, high-quality planning and research techniques are used in the ACOG MPO Transportation Management Area.

Program Activities

(Activities under this task will be completed by ACOG, OKC Traffic Services, COTPA, and Norman-Transit 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 staff. Training sessions will include but not be limited to traffic data collection and analysis, transportation planning, traffic engineering and transportation systems management, FTA grants management, transit software, transit operations, improved transportation service to persons with disabilities, air quality emissions modeling, performance management, public involvement, and modeling and analysis software.
2. Attend professional development workshops, courses, seminars, webinars, 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

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 Services, COTPA, and Norman-Transit are responsible for the preparation of their own reports. Progress reports are due quarterly to ACOG.

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 ACOG MPO TC and ACOG MPO PC for their review and comment before finalization.
- Maps related to all or part of the ACOG MPO 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 ACOG MPO planning, research, and technical assistance activities. This includes responsibility for accounting, budgeting, and personnel management.

Program Objective

Provide for the effective administration of the ACOG MPO. Manage grants and contracts with ODOT, OKC Traffic Services, consultants, and other entities and agencies. Support the various transportation related committees; manage the ACOG MPO transportation planning staff; and maintain liaison with the affected public and private interests.

Program Activities (all activities to be conducted by ACOG)

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

End Product

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

ATTACHMENT 1: Memorandum of Understanding



MEMORANDUM OF UNDERSTANDING

BETWEEN THE ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS, OKLAHOMA DEPARTMENT OF TRANSPORTATION, CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY, AND CITY OF NORMAN, OKLAHOMA

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 City of Norman, Oklahoma (NORMAN) desire to maintain a comprehensive, cooperative, and continuing planning process for the ACOG MPO 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 NORMAN enter into this agreement to carry out the comprehensive, cooperative, and continuing planning process for the ACOG MPO area as detailed below:

1. ACOG MPO PC

Responsibility for policy direction, plan selection and development of programs for plan implementation is vested in an ACOG MPO PC. The ACOG MPO PC shall transmit all transportation policies, plans, and implementation programs to ACOG, the MPO, for review and endorsement.

The ACOG MPO PC membership is as follows:

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

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

* 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 TMA shall be permitted to designate a voting elected official to the committee.

*** Approved by the ACOG MPO PC on April 27, 2023.

**** Approved by the ACOG MPO PC on May 29, 2025.

- 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 City Manager of the City of Norman, Oklahoma or their designee
- E. The Oklahoma Transportation Commissioner from Districts 3, 4, and 7 or their designees
- F. The Division Manager of the Oklahoma Department of Transportation Planning Division* or their designee
- G. The Division Manager of the Oklahoma Department of Transportation Multi-Modal Division or their designee
- H. A non-voting representative from each of the following: Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Tinker Air Force Base

The ACOG MPO PC shall meet regularly to perform the following duties:

- A. Review recommendations of the ACOG MPO TC 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 ACOG MPO TC. In regard to the TIP, COTPA and 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 ACOG MPO 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 ACOG MPO PC 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 ACOG MPO PC
- 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 ACOG MPO PC meetings. From time to time, the different agency representatives will be asked to clarify new rules, regulations, or procedures affecting the ACOG MPO PC decision process.

2. ACOG MPO TC

The technical advice and guidance for transportation planning is vested in the ACOG MPO TC. The ACOG MPO TC 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 ACOG MPO PC.

The ACOG MPO TC membership is as follows:

Voting:

- A. Oklahoma Department of Transportation (ODOT) - Planning Division Manager or designee
- B. Oklahoma Department of Transportation (ODOT) - Multi-Modal 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. City of Norman, Oklahoma (NORMAN) - City Manager 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 ACOG MPO 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 ACOG MPO TC 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 ACOG MPO TC shall be the ACOG Executive Director or his designee. Meetings shall be held on a regular basis to review technical procedures and advise the ACOG MPO PC. A quorum of the ACOG MPO TC 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.

3. Unified Planning Work Program (UPWP)

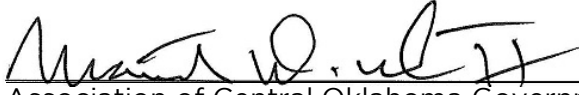
Detailed planning activities will be developed each year in a Unified Planning Work Program (UPWP) with the ACOG MPO TC and adopted by the ACOG MPO PC. ACOG, ODOT, COTPA and NORMAN agree to participate in the development of the UPWP each year so that it reflects a cooperative annual planning process. 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 City of Norman, Oklahoma on or before the 7th day of July 2020.

7/07/2020
Date


Oklahoma Department of Transportation
Dawn Sullivan, Deputy Director

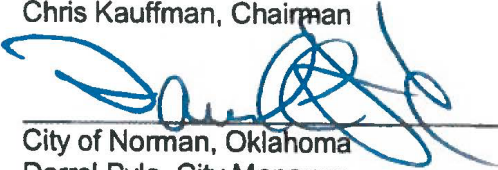
5-28-2020
Date


Association of Central Oklahoma Governments
Matt Dukes, Chairman

6-5-20
Date


Central Oklahoma Transportation and Parking Authority
Chris Kauffman, Chairman

5-18-20
Date


City of Norman, Oklahoma
Darrel Pyle, City Manager

MPO name change approved by the ACOG MPO PC (from OCARTS to ACOG MPO): November 18, 2021.

ATTACHMENT 2: ACOG MPO Technical Committee Bylaws





ACOG MPO TECHNICAL COMMITTEE 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 ACOG MPO TC (TC).
- Section 2. **Effective Date.** These bylaws shall be effective immediately upon adoption by the ACOG MPO PC (PC).
- Section 3. **Amendments to Bylaws.** These bylaws may be amended by a majority vote of the ACOG MPO PC on their own motion. The ACOG MPO TC may recommend amendments of the bylaws to the ACOG MPO PC.

ARTICLE II. PURPOSE

- Section 1. **Purposes of the ACOG MPO TC.** The purposes of the ACOG MPO TC shall include:
- a. To serve in an advisory capacity to the ACOG MPO PC 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 transportation study area, and to coordinate with other transportation planning groups.
 - d. To assist the ACOG MPO PC 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 ACOG MPO PC.

Amended and approved November 18, 2021 - Name changed from Intermodal Transportation Technical Committee (ITTC) to ACOG Metropolitan Planning Organization Technical Committee (ACOG MPO TC).

Amended and approved November 18, 2021 - Name changed from Intermodal Transportation Policy Committee (ITPC) to ACOG Metropolitan Planning Organization Policy Committee (ACOG MPO PC).

ARTICLE III. STRUCTURE AND MEMBERSHIP

Section 1. **Representation.** The ACOG MPO TC membership shall be as follows:

Voting:

- a. Oklahoma Department of Transportation – Planning Division Manager or designee
- b. Oklahoma Department of Transportation – Mobility* 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. City of Norman, Oklahoma (NORMAN) – City Manager 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 ACOG MPO 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

*Administrative Change: July 1, 2024.

Amended and approved November 18, 2021 - Name changed from Oklahoma City Area Regional Transportation Study (OCARTS) to ACOG Metropolitan Planning Organization (ACOG MPO).

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 ACOG MPO TC 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 ACOG MPO TC 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 ACOG MPO TC 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:

- a. In writing for a specific period of time, or
- b. 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 ACOG MPO TC, 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 ACOG MPO PC member or Chief Executive making such designation for appointment.

Section 7. **Members' Obligation.** The members of the ACOG MPO TC 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 ACOG MPO TC shall be the ACOG Executive Director or his/her designee.

Section 9. **Subcommittees.** The ACOG MPO TC shall have the power to create subcommittees of a temporary or permanent nature.

Section 10. **Subcommittee Membership.** Appointment of members to the ACOG MPO TC subcommittees shall be by the Chairman. Chairman of the various subcommittees shall be appointed by the Chairman of the ACOG MPO TC. Subcommittee chairmen must be members of the ACOG MPO TC.

ARTICLE IV. MEETINGS

- Section 1. **Meeting Time.** The regular monthly meeting date and time of the ACOG MPO TC shall be established by the ACOG MPO TC with concurrence by the ACOG MPO PC. The schedule of meetings shall be posted according to state law.
- Section 2. **Meeting Notice; Minutes.** The ACOG Transportation Planning 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 ACOG MPO TC 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 ACOG MPO PC 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 ACOG MPO PC) along with the statement that a quorum was not present.
- Section 4. **Open Meetings.** All meetings of the ACOG MPO TC 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 ACOG MPO PC.
 - b. Voting on all proceedings of the ACOG MPO TC shall be based on the majority of 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 ACOG MPO TC

Section 1. **Function.** The function of the ACOG MPO TC shall be:

- a. To act as an advisory committee to the ACOG MPO PC and provide for the ACOG MPO PC technical review, recommendations and information.
- b. To serve as a committee which reviews and recommends to the ACOG MPO PC 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 ACOG MPO PC 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 ACOG MPO PC as required.

ARTICLE VI. GENERAL TRANSPORTATION ADVISORY ROLE

Section 1. **Advisory Function.** The ACOG MPO TC may, upon its own motion, bring important matters relative to transportation to the attention of the ACOG MPO PC. Such advice and/or recommendations may be accompanied by a request from the ACOG MPO TC for formal ACOG MPO PC action.

ARTICLE VII. SEVERABILITY CLAUSE

Section 1. **Severability.** If any section, subsection, sentence, clause, phrase, or portion of these bylaws is for any reason held invalid by the ACOG MPO PC, 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.

ATTACHMENT 3: FY 2026 Certification Statement



CERTIFICATION STATEMENT ACOG MPO TRANSPORTATION MANAGEMENT AREA FY 2026

A JOINT CERTIFICATION STATEMENT FOR THE ACOG MPO 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 2020, among the Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), City of Norman Transit and the Association of Central Oklahoma Governments (ACOG) provides the organizational structure and basis for the Comprehensive, Continuing and Cooperative (3C) transportation planning process, also known as the ACOG MPO for the Transportation Management Area (TMA).
2. ACOG Metropolitan Planning Organization (MPO) provides the support necessary to ensure that the 3C transportation planning process in the ACOG MPO 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 2045 Metropolitan Transportation Plan (MTP), known as Encompass 2045, was adopted by the ACOG MPO Policy Committee and endorsed by the ACOG Board of Directors on November 18, 2021. The fiscally constrained Plan contains street and highway, public transportation, bicycle, pedestrian, and goods movement components and recommendations.
4. The ACOG MPO Congestion Management Process (CMP) was adopted by the ACOG MPO Policy Committee in April 2026. 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 ACOG MPO Transportation Improvement Program (TIP) is a short-range planning tool that identifies federally funded projects consistent with the goals of Encompass 2045. In FY 2026, ODOT, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Oklahoma MPOs approved the updated *Procedures for Developing the Oklahoma Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) and the Oklahoma Statewide Transportation Improvement Program (STIP)*. To continue to comply with the 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* (PPP) was updated by the MPO in September 2020 and revised in June 2023. The PPP provides for public outreach activities associated with development and amendment of the MTP,

development and amendment of the ACOG MPO 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. Zone Two service extends an additional $\frac{3}{4}$ mile and Zone Three extends to the remainder of Oklahoma City limits. The City of Norman provides fixed route and paratransit service in full compliance with the ADA and all FTA requirements in the City of Norman as operated by COTPA. The City of Norman's Zone One for paratransit service covers the FTA required area within $\frac{3}{4}$ mile of all fixed route service, while The City of Norman's Zone Two covers the remaining area within the city limits. Citylink in Edmond provides transit service and paratransit service within $\frac{3}{4}$ 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 ACOG MPO area. Subsequently, COTPA conducted an alternatives analysis for a downtown OKC circulator. COTPA and the City of Oklahoma City completed construction of the Oklahoma City streetcar using local funds from a temporary penny sales tax called MAPS3. The service was launched in December 2018. COTPA launched the NW Bus Rapid Transit project in December 2023, another recommendation from the FGS.
10. Technical reports, prepared by ACOG planning staff, have been submitted to the ACOG MPO Technical and ACOG MPO 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), ACOG MPO entities, ODOT, COTPA, City of Norman Transit, and ACOG.
12. The FY 2026 UPWP was approved by the ACOG MPO Policy Committee and endorsed by the ACOG Board of Directors on June 26, 2025. Tasks accomplished under this UPWP include development of the Central Oklahoma Long-Range Transit Plan; completion of the Congestion Management Process (CMP) update; continuation of the bicycle and pedestrian public safety campaign in coordination member local governments; development of the 2050 MTP base data for the expanded ACOG MPO TMA; development of the 2050 MTP future year data; continued implementation of the ACOG MPO Active Transportation Plan and Complete Streets Policy; adoption of the FFY 2026-2029 ACOG MPO TIP and continue coordination with local governments regarding federal transportation funding opportunities; ; air quality planning and compliance with the federal transportation law; and monitor emerging transportation system issues and technologies.
13. The FY 2027 UPWP was approved by the ACOG MPO Policy Committee and endorsed by the ACOG Board of Directors on June 25, 2026. This UPWP contains tasks related to the completion of the 2050 MTP for the expanded ACOG MPO TMA; update of the regional travel demand model (TDM) and land use scenarios; updates to the ACOG MPO Active Transportation Plan and Complete Streets Policy; publication of the Central Oklahoma Public Spaces Amenity Guide; development of the Regional Operations Plan in coordination with local communities and ODOT; monitoring of the FFY 2026-2029 ACOG MPO TIP and continue coordination with local governments regarding federal transportation funding opportunities; revisions to the STBG-UZA Program scoring criteria. Other priorities entail continuation of the bicycle and pedestrian public safety campaign in coordination member local governments using

Planning funds; review of ADA, LEP, and Title VI Plans and policies; compliance with the federal transportation law; and monitor emerging transportation system issues and technologies. The FY 2027 UPWP was accepted by FHWA and FTA by letter dated July __, 2026, which authorized the MPO to proceed with the work under the FY 2027 UPWP effective July 1, 2026.

14. Memorandums of Understanding (MOUs), signed in FY 2018, between ACOG and ODOT, and between ACOG and public transit providers to 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). The MPO continues to establish annual safety targets. The MPO reviewed the progress made towards reaching the selected targets in CY 2025 and set new targets in CY 2026.
16. The ACOG MPO worked with the Oklahoma Division of the FHWA and ODOT regarding the implementation of non-federal match credit for FHWA PL funds. On August 21, 2020, the FHWA finalized *the Non-Federal Match for FHWA PL Funds, Oklahoma Procedures*, and transmitted the same to ACOG. 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 2026 UPWP contains tasks encouraging participation of private enterprises in planning activities. Private providers of transportation services are represented on the ACOG MPO Technical Committee and the Stakeholder Advisory Group (SAG) and are invited to participate in the development of the TIP and other planning activities.
18. The FFY 2026-2029 TIP reflects a financially constrained, prioritized list of improvements consistent with Encompass 2045 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 current surface transportation legislation, TIP project cost estimates include an inflation factor to reflect year of expenditure dollars.
19. In FY 2026, the MPO prepared an Annual Listing of Obligated Projects report documenting the federal transportation funds authorized by FHWA and FTA within the ACOG MPO area during FFY 2025. Projects that include bicycle and pedestrian improvements are highlighted in the report.
20. The ACOG Regional Safety Action Plan (RSAP) was adopted by the ACOG MPO Policy Committee in November 2024. This plan, which was funded by a Safe Streets and Roads for All (SS4A) grant, includes a safety needs assessment of Central Oklahoma, systemic countermeasures toolbox to help increase safety, and policy revisions and action plan to continue to promote transportation safety.
21. 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 Infrastructure Investment and Jobs Act (IIJA), it is anticipated that the populations of

both UZAs will continue to be combined for highway funding purposes. The Census 2020 UZAs were received in spring 2023.

22. 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 ACOG MPO area during FY 2026. Regional updates to the functional class network were submitted for approval in FY 2025.
23. 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 City of Norman Transit prepare Title VI reports documenting that transit services and amenities are provided according to FTA regulations in circular 4702.1B.
24. MPO's general mailing list, media contacts, and Stakeholder Advisory Group (SAG) provide communication to a diverse population including minority populations, low-income populations, environmental advocates, neighborhood associations and special districts, the traditionally underserved, public transportation providers, and transportation mode groups. The Metropolitan Transportation Plan, Encompass 2045, is summarized in a double-sided flyer that is available on the ACOG website and distributed at various locations and events as appropriate. A notice was created in English, Spanish, Vietnamese, and Chinese that states that translated documents are available upon request. The Encompass 2045 plan summary was posted on the ACOG website in all four previously stated languages, and the plan summary flyer was translated into Spanish.
25. The participants of the 3C planning process comply with Section 1101(b) of the IIJA, which requires that a percentage of federal funds made available to direct recipients be spent with disadvantaged business enterprises (DBEs).
26. The MPO continued administration of its comprehensive air quality public education program, Air Quality Grant Program, and Public Fleet Conversion Program, using CMAQ/CRP funding.
27. 1. The MPO continued to work with the Oklahoma Department of Environmental Quality (DEQ) on the implementation of Central Oklahoma transportation emissions reductions strategies. ACOG, DEQ, and other Oklahoma MPOs coordinate and collaborate on 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).
28. 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).
29. 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.
30. Representatives of FHWA and FTA conducted the eighth joint evaluation of the ACOG MPO area transportation planning process October 2024. In FY 2025, FHWA and FTA issued their final report jointly certifying that the ACOG MPO 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 ACOG MPO is an effective ongoing 3C transportation planning process and is in compliance with all applicable laws and regulations. Consequently, the ACOG MPO has been recertified for FY 2026.

Signed this _____ day of _____, 2026

Mark W. Sweeney, AICP
Executive Director
Association of Central Oklahoma Governments

Signed this _____ day of _____, 2026

Dawn R. Sullivan, P.E.
Deputy Director
Oklahoma Department of Transportation

ATTACHMENT 4:

Joint Memorandum of

Agreement

**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.

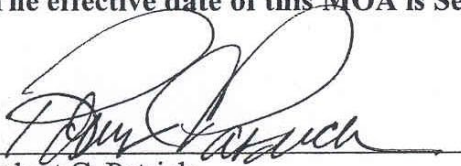
G. Consolidated Planning Grant and Electronic Signatures

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.

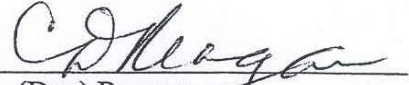
Likewise, all parties to this agreement are in favor of implementing electronic signatures for all appropriate planning products, thereby further streamlining the planning process for our customers. A task force will be formed to research the requirements of having electronic signatures.

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.



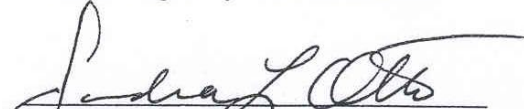
Robert C. Patrick
Regional Administrator
Federal Transit Administration



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



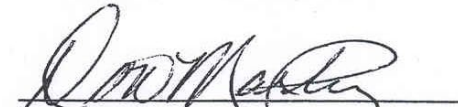
William A. Sussmann
Louisiana Division Administrator
Federal Highway Administration



Sandra L. Otto
Arkansas Division Administrator
Federal Highway Administration



Walter Kudzia
Oklahoma 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	