



FY 2024 Unified Planning Work Program

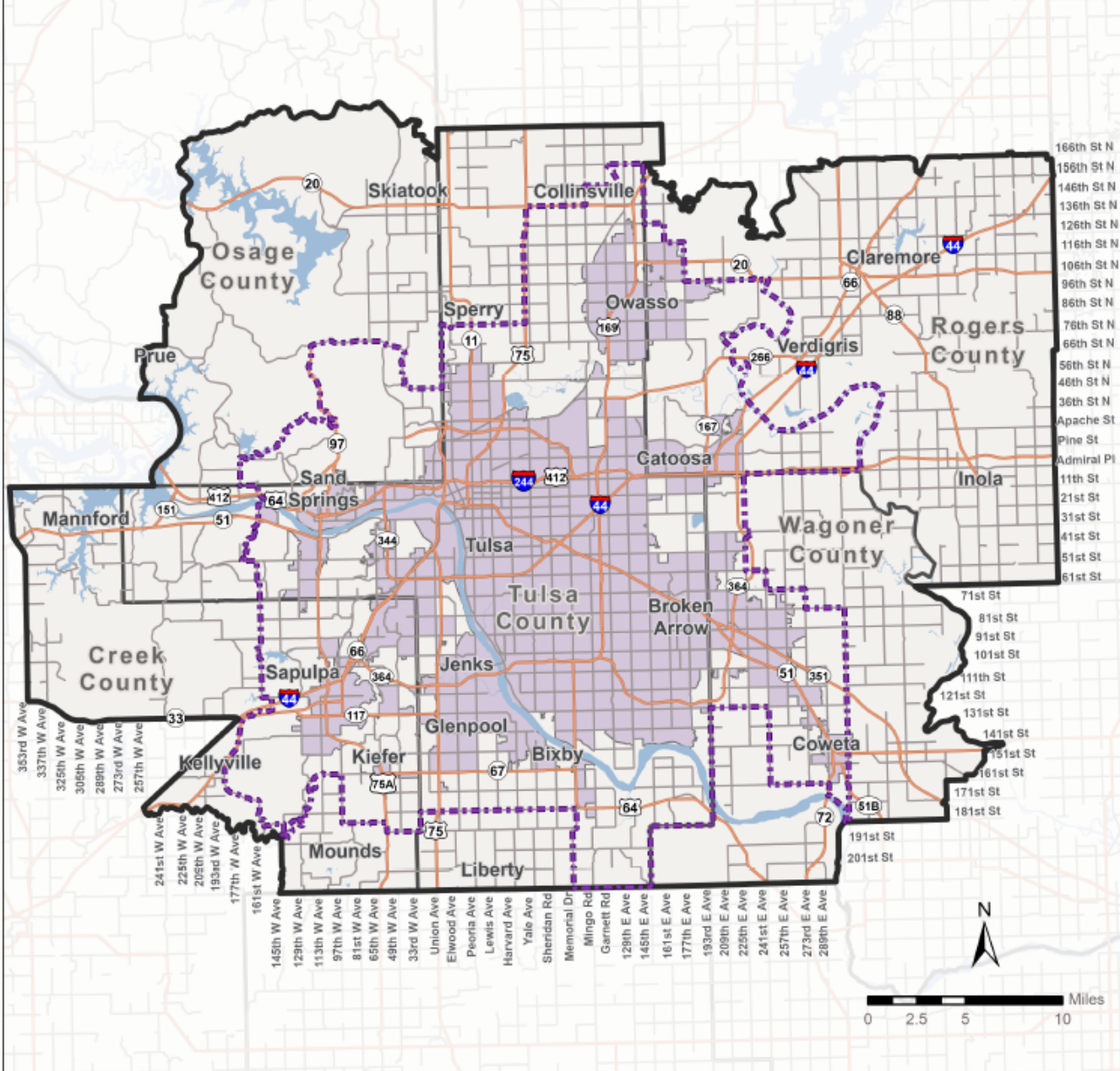
July 1, 2023 through June 30, 2024

This page is reserved for documentation of the adoption process.

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Tulsa Transportation Management Area (TMA)



Legend

- Highways
- Major Streets
- Bodies of Water
- 2020 Urban Area
- Adjusted Urban Area 2020
- County Boundaries
- Transportation Management Area

Location Map



Introduction and Priorities

About INCOG

The Indian Nations Council of Governments (INCOG) is a voluntary association of local and tribal governments in the Tulsa metropolitan area in northeast Oklahoma. Established in 1967, INCOG is one of 11 Councils of Governments in the State of Oklahoma, and one of several hundred regional planning organizations across the country. INCOG provides planning and coordination services to assist in creating solutions to local and regional challenges in such areas as comprehensive planning, transportation, community and economic development, environmental quality and energy programs, public safety, and services for older adults. INCOG serves Creek, Osage, Rogers, Tulsa, and Wagoner counties, more than 50 cities and towns located in those counties, and the Cherokee, Muscogee, and Osage Nations.

MPO Designation

One of the most important designations INCOG has received is that of Metropolitan Planning Organization (MPO) for the Tulsa Urban Area. MPOs are responsible, together with state departments of transportation and public transit operators, for carrying out the Continuing, Cooperative and Comprehensive (3-C) transportation planning process for urban areas exceeding 50,000 population.

Purpose of the UPWP

The UPWP is the approved work plan for the MPO, identifying planning tasks and activities to be conducted during FY 2024 which begins July 1, 2023 and ends June 30, 2024. The UPWP is also a financial planning document that balances long and short-range planning and programming; special studies; data gathering, analysis, and dissemination; travel demand modeling; public involvement; and program administration. The UPWP attempts to address the major surface transportation issues facing our region and supports the necessary work required of an MPO in a Transportation Management Area. The UPWP is designed to maintain a certified continuous comprehensive, and cooperative (“3-C”) transportation planning process in the context of connected planning processes for land use, social justice, economic development, and the environment.

FHWA and FTA Planning Emphasis Areas

The Oklahoma Division Office of FHWA and FTA Region VI issue planning emphasis areas (PEAs) annually for incorporation into the UPWP. For FY 2024, the Planning Emphasis Areas are:

- Safety
- Tackling the Climate Crisis
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

Transportation Planning Factors

The UPWP addresses the planning factors required by federal law to be considered by MPOs in developing transportation plans and programs. The planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for all users.
3. Increase the security of the transportation system for all users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve transportation system resiliency and reliability and reduce or mitigate the storm water impacts of the surface transportation.
10. Enhance travel and tourism.

INCOG Priorities

Long Range Planning Priorities

Planning for Roadway Safety

During FY 2023, INCOG won a Safe Streets for All Implementation Grant. A portion of this grant will be used to update the INCOG Local Road Safety Plan so it is fully compliant with all federal rules regarding the Safe Streets for All Program. The scope of this plan will address the safety of all roadway users, including pedestrians, bicyclists, transit riders and motorists. Emphasis will be placed on improving safety for historically disadvantaged people. The plan will identify high-impact, low-cost safety countermeasures and will address behavioral aspects impacting transportation safety. The Safety Plan will be incorporated into the Metropolitan Transportation Plan (MTP).

Planning for Active Transportation and Vulnerable Roadway Users

The INCOG Board of Directors adopted the GO Plan in 2015. It has served the Tulsa TMA well. It has guided investments to safely connect places together for vulnerable roadway users (i.e., pedestrians and bicyclists). It is now time to update this meaningful plan to identify and assign priority to new projects and to reflect current best practices. The GO Plan will be incorporated into the MTP. Cities and Counties that choose to adopt the updated GO Plan into either their comprehensive plans or as stand-alone plans are eligible to apply for financial assistance and technical assistance from INCOG.

Special Purpose Planning

INCOG will lead or participate in the development of special purpose plans within the Tulsa TMA. The scope of these plans or studies need only be related to transportation or areas directly affected or impacted by transportation, such as land use, the environment, housing, economic development, etc.

Short Range Planning Priorities

Transportation Improvement Program

In cooperation with ODOT and MTTA, INCOG will prepare a new Transportation Improvement Program (TIP) for the years from FFY 2024 to 2027. INCOG intends to switch from an MS Excel Based TIP to one using software that ODOT is using for preparation of the Statewide Transportation Improvement Program (STIP). The current TIP covering the years 2022 to 2025 will be maintained during the first half of the fiscal year.

Program Development, Evaluation and Project Selection

During FY 2023, INCOG issued a Call for Projects for several FHWA Programs, including: TAP and STBG and for the FTA 5310 Program. INCOG staff will review the Call for Projects, including the application materials provided to member jurisdictions and other potential applicants. INCOG will consider what changes to these materials might benefit the application preparation processes and the project selection processes.

With passage by Congress of the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), several new programs were created. One of these programs is the Carbon Reduction Program (CRP). INCOG will establish a program to best utilize this new federal program and may manage it in tandem with the TAP and CMAQ programs.

Transit Human Services Coordinated Planning

INCOG will develop a new Coordinated Public Transit and Human Services Transportation Plan in the second half of FY 2024.

Other Transportation Planning Priorities

Equity and Justice 40 in Transportation Planning & Programming

Continue to ensure that INCOG, MTTA and member jurisdictions comply with Title VI of the Civil Rights Act of 1964 and Presidential Executive Order 12898. This planning activity will ensure that programs and projects adhere to the principles of non-discrimination, as well as ensure the MPO's nondiscrimination self-certifications remain accurate. Additionally, this planning task will also include the evaluation of INCOG plans and programs for environmental justice (EJ) sensitivity and work to continuously expand outreach efforts to low-income, minority, and other potentially disadvantaged populations.

Transportation Security

People use transportation. The experience people have when using transportation varies based on many different factors, including how secure they as individuals feel. INCOG will initiate a conversation with local law enforcement agencies and examine available crime statistics to determine what might be able to be done to improve people's perception of safety in public places like roads, trails and buses.

Performance Measurement and Performance Targets

INCOG will identify several peer MPOs in the middle part of the United States to serve as benchmarks for measuring progress in the Tulsa TMA. INCOG will also review its existing

performance measures to determine if these measures are being usefully applied to the transportation planning and programming processes and make adjustments if needed.

Federal Discretionary Grants

INCOG will continue to seek opportunities for additional transportation funding for projects in the Tulsa TMA. INCOG will apply as the applicant for some Discretionary Grants. INCOG will support the application preparation process for MTTA and member jurisdictions for other Discretionary Grants.

FY 2024 Funding

Available and Budgeted Funds

Federal funds in the amount of \$4,698,075 are anticipated to be available for implementation of the FY 2024 UPWP from a variety of sources, including: Federal Highway Administration Highway Planning (PL), Congestion Mitigation and Air Quality (CMAQ), and Federal Transit Administration. Anticipated federal funds available are indicated in the table below. All federal funds that have been programmed in the UPWP will be matched by local funds from INCOG member governments, MTTA and member government contributions. The total estimate of available federal and local resources is TBD and detailed below and on the following page.

Federal Funds for FY 2024			
	FFY 2024	Prior Years	Total
FHWA PL	\$ 1,267,522	\$ 332,478	\$ 1,600,000
FTA 5303	\$ 316,881	\$ 239,137	\$ 556,018
FHWA CMAQ	\$ 950,000	\$ 249,539	\$ 1,199,539
FTA 5310	\$ 92,518	\$ -	\$ 92,518
FTA 5307	\$ 1,250,000	\$ -	\$ 1,250,000
Safe Streets for All	\$ 200,000	\$ -	\$ 200,000
Total	\$ 3,876,921	\$ 821,154	\$ 4,698,075

Table 1

FY 2024 Staffing Allocations in Person Months		
	Person-Months	Percent
Data Collection	30.4	21.2%
Simulation & Forecasting	9.4	6.6%
Long Range Planning	5.4	3.8%
Short Range Planning	19.2	13.4%
Project Implementation	19.4	13.5%
Alternative Transportation	16.2	11.3%
Transportation Effects	4.0	2.8%
Public Education & Involvement	13.2	9.2%
Program Administration	20.3	14.1%
Coordinated Transportation	6.0	4.2%
Total	143.50	100%

Table 2

FY 2024 Project Budget by Agency and Funding Source											
Work Element	INCOG							MTTA			GRAND TOTAL
	Federal Funds					Non-Federal	Federal	Non-Federal	TOTAL		
	PL	5303	CMAQ	5310	SS4A	Non-Federal	TOTAL	5307	Non-Federal	TOTAL	
Data Collection	\$ 200,000	\$ 70,000	\$ -	\$ -	\$ -	\$ 67,500	\$ 337,500	\$ 120,000	\$ 30,000	\$ 150,000	\$ 487,500
Simulation & Forecasting	\$ 100,000	\$ 35,000	\$ -	\$ -	\$ -	\$ 33,750	\$ 135,000	\$ -	\$ -	\$ -	\$ 135,000
Long Range Planning	\$ 220,000	\$ 75,000	\$ -	\$ -	\$ 200,000	\$ 123,750	\$ 495,000	\$ 150,000	\$ 37,500	\$ 187,500	\$ 682,500
Short Range Planning	\$ 260,000	\$ 90,000	\$ -	\$ -	\$ -	\$ 87,500	\$ 350,000	\$ 300,000	\$ 75,000	\$ 375,000	\$ 725,000
Project Implementation	\$ 360,000	\$ 125,000	\$ -	\$ -	\$ -	\$ 121,250	\$ 485,000	\$ 330,000	\$ 82,500	\$ 412,500	\$ 897,500
Alternative Transportation	\$ 150,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ 75,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000
Transportation Effects	\$ 80,000	\$ 30,000	\$ 100,000	\$ -	\$ -	\$ 52,500	\$ 210,000	\$ -	\$ -	\$ -	\$ 210,000
Public Education & Involvement	\$ 50,000	\$ 15,084	\$ -	\$ -	\$ -	\$ 16,271	\$ 65,084	\$ -	\$ -	\$ -	\$ 65,084
Program Administration	\$ 170,000	\$ 53,000	\$ -	\$ -	\$ -	\$ 55,750	\$ 223,000	\$ 320,000	\$ 80,000	\$ 400,000	\$ 623,000
Coordinated Transportation	\$ 10,000	\$ 5,000	\$ -	\$ 92,518	\$ -	\$ 26,880	\$ 107,518	\$ -	\$ -	\$ -	\$ 107,518
Total	\$ 1,600,000	\$ 548,084	\$ 200,000	\$ 92,518	\$ 200,000	\$ 660,151	\$ 2,640,602	\$ 1,220,000	\$ 305,000	\$ 1,525,000	\$ 4,165,602

Notes:

Carry-over funds from prior years to be spent first.

FTA Section 5307 Funds includes 20% non-federal share from MTTA.

Table 3

1. Data Collection

Social, Economic, and Environmental Data

Regional imagery, population, employment, land use, and other data related to social, economic, and environmental conditions in the region will be monitored, collected, analyzed, developed and maintained. The area's population and employment data will be updated using the latest available figures from the Census Bureau, the Oklahoma Department of Commerce (ODOC), the Oklahoma Employment Security Commission (OESC) and ReferenceUSA.Gov US Businesses Data. Under agreement with ODOT, INCOG will refine and maintain Traffic Analysis Zones for the areas in the Metropolitan Statistical Area (MSA) outside of the existing Transportation Management Area for use by the US Census Bureau for the Census Transportation Planning Package. The data will be expanded based on the proposal to expand the Transportation Management Area.

INCOG will continue development and maintenance of the Geographic Information System (GIS) and other information reporting capabilities and continue efforts to incorporate new or revised data into the GIS environment. Integration of the travel demand model with the regional GIS will be maintained. INCOG will further analyze the National Household Travel Survey (NHTS), Streetlight data travel data and trip information in FFY2024. The new transportation user survey will also be analyzed for input into the 2050 Plan update. *[INCOG]*

Products – Development and maintenance of socioeconomic data necessary for transportation planning and implementation in the region, including the most current American Community Survey data and the preparation of the data for mapping purposes; Development and maintenance of the Geospatial Information System and integration with the travel demand model. Survey output for public information.

Transportation System Data

INCOG will review data it is currently collecting and analyzing to determine if additional data sources are needed to undertake required metropolitan transportation planning and programming processes. Efforts will be coordinated with ODOT, MTTA, member jurisdictions and other organizations collecting useful transportation data.

Improved data collection and data management techniques in support of transportation planning activities will continue, including working with local jurisdictions in the development and access to shared databases, and development of a more streamlined process for maintaining the data files. Develop a methodology to satisfy data maintenance needs to create and maintain models consistent with most recent available data. Specific effort will be made to understand the HAZMAT traffic in the Tulsa TMA. *[INCOG and MTTA]*

Products – Development and maintenance of transportation data necessary for transportation planning and implementation in the region; Advance integration of data collection and data sharing among governmental entities throughout the region.

Performance Measurement & Performance Targets

INCOG will identify several peer MPOs in the middle part of the United States to serve as benchmarks for measuring progress in the Tulsa TMA. INCOG will also review existing performance measures and performance targets to determine if they are being usefully applied to the transportation planning and programming processes.

Federal law related to the system performance and target setting will be followed. In addition, an ArcGIS online webpage hosting frequently requested maps and data products will be maintained and updated. An ArcGIS Community Analyst allowing for various demographic and economic reports will also be maintained. Data hosted on INCOG's ArcGIS Spatial Data warehouse will be made available to other governmental entities.

Products: ArcGIS Online Webmaps, ArcGIS Community Analyst Reports, Up-to-date spatial data featuring metadata

2. Simulation and Forecasting

Travel Demand Model

Maintain and update the regional Travel Demand Model. The computationally rigorous travel demand model allows INCOG to support transportation planning and programming activities by identifying the need for, and impact of, transportation plans and projects. Model results help meet federal requirements of air quality conformity and assist INCOG stakeholders in evaluating some localized travel impacts of projects. Model elements include validation, socio-economic forecasts, land-use assumptions, VMT estimates, air quality impacts and customized reports for planning partners. Keep updated model current and relevant. The model will be available for use by ODOT, MTTA and member jurisdictions for development of local plans and for project development. *[INCOG]*

Product – A travel demand model that is useful for transportation planning and program decision making and for project development.

3. Long Range Planning

Planning for Roadway Safety

INCOG will update the regional Roadway Safety Plan following the Safe System Approach. Reaching zero deaths starts with planning for safe transportation systems and then prioritizing the selection of projects that will reduce the risk of fatalities and serious injuries, particularly for vulnerable roadway users. The plan update will:

- Promote safety to prevent death and serious injuries on public roadways.
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area.
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities.
- Incorporate evidence-based projects and strategies and adopt innovative technologies and strategies.
- Demonstrate engagement with a variety of public and private stakeholders.
- Align with the US DOT's mission and Strategic Goals such as safety; climate change and sustainability; equity and Justice40; and workforce development, job quality, and wealth creation.

Product – a Regional Roadway Safety Plan that meets all requirements for the Safe Streets for All Program. But, more importantly a Plan that will be useful in guiding the transportation project selection process regardless of funding source.

Planning for Active Transportation Systems and Vulnerable Roadway Users

The purpose of transportation is to connect one place to another place in a way that makes it easy for people to move between those places. Most trips are less than 3 miles. A balanced transportation system not only provides opportunities for people to make those trips by walking and bicycling it actively encourages them to do so. To accomplish this, barriers to walking and bicycling must be eliminated, but the highest priority must be given to protecting vulnerable roadway users (i.e., pedestrians and bicyclists). But, it is not enough to focus on the transportation system itself. How we build our communities matters. The pattern of development reflects how we want people to move from one place to another. There must be a sufficient mix of land uses to provide a diversity of destinations within close proximity to one another. Active transportation enhances economic development, protects the environment and improves public health.

INCOG will update the GO Plan, the Pedestrian and Bicycle Plan for the Tulsa TMA. The updated GO Plan to reflect current national Best Practices and to identify and prioritize new projects for people of all abilities throughout the Tulsa TMA.

Product – a Regional Roadway Safety Plan that meets all requirements for the Safe Streets for All Program and more importantly will be useful in guiding project selection decisions for regardless of funding source. This plan will be incorporated into the MTP.

Special Purpose Planning

INCOG will lead or participate in the development of special purpose plans within the Tulsa TMA. When leading a special purpose plan, INCOG may use financial resources and staff resources to develop the plan. The various INCOG committees will be kept informed as to any plans undertaken and the status of the planning processes. When participating in the development of a special purpose plan at the invitation of ODOT, MTTA or a member jurisdiction, INCOG may provide both financial resources and technical assistance. *[INCOG and MTTA]*

Product – Corridor Plans, Feasibility Studies, Citywide Transportation Master Plans, Sketch Plans, Area Plans, etc.

4. Short Range Planning

Transportation Improvement Program

INCOG will develop and maintain the Transportation Improvement Program (TIP) for the Tulsa TMA in accordance with federal law. This will include maintaining the current 2022-2025 TIP and developing a new FFY 2024-2027 TIP before December 31, 2023. INCOG anticipates using ECOINTERACTIVE software to develop the FFY 2024-2027 TIP. Federal law requires that all federally funded projects and all regionally significant projects, regardless of funding source, be programmed in the TIP. All projects programmed in the INCOG TIP must meet several tests. Projects must be consistent with the adopted MTP. Projects must be part of the fiscally constrained package of projects. Once projects have been programmed in the TIP, it is important to monitor the progress of those projects as they advance through the various project phases, including preliminary engineering, right-of-way acquisition and construction. INCOG will continue to host quarterly meetings with project sponsors to ensure projects advance as scheduled and to determine what steps need to be taken when the projects are not advancing as scheduled. INCOG will continue to monitor the Statewide Transportation Improvement Program (STIP) prepared by ODOT to assure it is consistent with INCOG's TIP. INCOG will continue to monitor projects in the ODOT 8-Year Construction Work Plan and consult with ODOT on a regular basis. *[INCOG and MTTA]*

INCOG will continue to publish an Annual List of Obligated Projects. INCOG will initiate work on developing a list of completed transportation projects in the Tulsa TMA.

Products – Maintained FFY 2022-2025 TIP; New FFY 2024-2027 TIP.

Program Development, Evaluation and Project Selection

During FY 2023, INCOG issued a Call for Projects for several FHWA Programs, including: TAP and STBG and for the FTA 5310 Program. INCOG staff will review the Call for Projects, including the application materials provided to member jurisdictions and other potential applicants. INCOG will consider what changes to these materials might benefit the application preparation processes and the project selection processes.

With passage by Congress of the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), several new programs were created. One of these programs is the Carbon Reduction Program (CRP). INCOG will establish a program to best utilize this new federal program and may manage it in tandem with the TAP and CMAQ programs.

Products – New Program Application Materials and Project Selection processes for the Carbon Reduction Program. Revised Program Application Materials and Project Selection processes for the STBG, CMAQ, TAP and 5310 Programs (as appropriate).

Congestion Management Process

INCOG will revise, maintain and monitor the Congestion Management Process (CMP) to fully address the provisions of 23 CFR 500.109(b) (4), and 500.109(b) (5) and guidance related to *Infrastructure Investment and Jobs Act (IIJA)*. This also involves annual review of recommendations from the CMP and implementation support for transportation system management initiatives and opportunities for incorporating Intelligent Transportation Systems applications. *[INCOG]*

Product – Review and assessment of congestion and congestion management strategies, revised CMP document as necessary and incorporation of the results in the Transportation Improvement Program (TIP) and Regional Transportation Plan development.

Intelligent Transportation Systems (ITS)

INCOG will expand the regional ITS integration strategy and facilitate deployment conforming to the Regional Architecture. An update to the current Regional Architecture will be performed. Also included will be the planning, study, and review of transit technology infrastructure and software (including computer programming) that conforms to the Regional Architecture. *[INCOG and MTTA]*

Product – Updated regional ITS Architecture and integration strategy as appropriate and integration into the TIP.

Safety, Incident Management and Other management Systems

INCOG will provide staff support, technical assistance, data, input and feedback in the implementation of the Strategic Highway Safety Plan. As appropriate, INCOG will facilitate workshops, seminars, conferences, etc. to educate and build the capacity of local government staff to improve transportation safety in all modes. INCOG will work to integrate safety and security in the planning process by developing assessment tools based upon existing data and identified problems.

INCOG will continue working with ODOT, member jurisdictions, and affected agencies to develop and implement an Incident Management Program on area expressways. This will include staff education and training, and identification of the various components that can be initiated, such as a freeway safety and management. INCOG will continue to study the rural, local and tribal roadways within the region with respect to identified strategies to improve safety *[INCOG]*

Product – Coordination with ODOT, MTTA and local governments in improving safety in the region. Refined assessment tools for safety and integration into the project selection process. Continued pursuit of Incident Management in the Region. Cooperative management of pavement and bridge management systems.

Federal Discretionary Grants

INCOG will continue to seek additional sources of transportation funding for use in the Tulsa TMA that implements the various plans and programs developed by INCOG, ODOT, MTTA and member jurisdictions. This will include seeking Federal Discretionary Grants as the applicant or as a partner to the other agencies listed above. *[INCOG]*

Product – Completed applications for federal assistance. Materials requested by ODOT, MTTA and member jurisdictions in support of applications for federal assistance they are preparing.

Special Studies

Special studies to address specific transportation issues, sub-areas, corridors, facilities, or other special transportation needs will be conducted as necessary or as requested by the Transportation Technical Committee and/or Transportation Policy Committee. Staff will continue to participate in planning and design projects in the area, including freeway alignment feasibility studies, major corridor studies, transit corridor feasibility studies, etc. INCOG will coordinate targeted planning grants to undertake special corridor studies or significant roadway access studies with participation from other local public agencies. *[INCOG and MTTA]*

Product – Special studies, discretionary grant applications as appropriate and technical assistance for local governments and co-ordination with the State Departments/Divisions.

5. Project and Program Implementation

Project Coordination and Monitoring

INCOG will assist agencies and member governments with the timely completion of applications for transportation project funds in response to any call for projects. Staff will participate in committees, as requested, to assist in the evaluation and selection of projects to be funded. State and local transportation improvement projects proposed in the Tulsa metropolitan area will be monitored to determine if the proposed project is consistent with and satisfies all the requirements stated in federal rules for metropolitan long range transportation plans, and the Tulsa metropolitan area Major Street and Highway Plan. Staff will participate in scoping meetings, plan-in-hand reviews, and other project review meetings, as appropriate. Staff will also coordinate state and local government efforts to minimize traffic disruptions as they move forward with implementation. *[INCOG]*

Product – Coordination with ODOT, MTTA and local governments for project implementation and consistency with transportation plans and programs.

Transportation Finance

INCOG will monitor the Tulsa Urbanized Area STP fund balances and other financial accounts from federal, state, and local sources. Other potential project funding sources will also be monitored to determine availability of funding for projects within the Tulsa TMA. This will include the monitoring of total ODOT expenditures in the Tulsa area relative to expenditures in the remainder of the state and providing summary information to the area's transportation commissioner and local policy officials. *[INCOG]*

Product – Federal financing of projects will be monitored and reported regularly to the Transportation Commissioner.

Legislation and Regulation Monitoring

Federal and state legislation and regulations related to transportation will be regularly monitored and the appropriate agency will be consulted regarding changes or implications that may impact the Tulsa TMA. *[INCOG]*

Product – Federal and state legislation will be monitored and incorporated as appropriate.

6. Alternative Transportation

Pedestrian and Bicycle Planning

INCOG will continue to provide technical assistance to member jurisdictions to promote the safety of pedestrians and bicyclists. This will include assistance with developing and updating local active transportation master plans. It will also include assistance during roadway project development to ensure that the needs of vulnerable users are addressed.

INCOG will continue to promote walking, bicycling and micromobility with the Travel with Care campaign. This is a behavioral based campaign designed to make roadways in the Tulsa TMA safer for everyone. INCOG works closely with local school districts and participates in community events to help educate the public on roadway safety.

INCOG will coordinate with ODOT, member jurisdictions and regional school districts to identify priority projects eligible for TAP funding. Staff will continue to work with public entities and non-profit organizations to inform the public about legislative changes affecting active transportation.

INCOG will continue to work with elected officials at the local and state levels and the Coalition of Tulsa Area Governments (CTAG) to both create and update laws pertaining to vulnerable road users such as cyclists and e-scooter users and facilities that accommodate both these uses and users.

INCOG will continue to work with Tulsa Bike Share and other micro-mobility deployments across the region. Staff support for existing projects will include technical assistance for data collection and analysis. *[INCOG]*

Products – Updated local active transportation plans and complete streets policies. Active Transportation reels produced for the Travel with Care Program and shared on social media.

Public Transit System Planning

MTTA will continue to develop and implement programs and systems that improve the performance of public transit in the Tulsa metropolitan area, including continued development and implementation of uniform operating policies and procedures as well as developing, analyzing, and reacting to performance metrics as well as these tasks as listed below:

- A. Scheduling and service planning
- B. Funding and financial analysis including overhead rate determination for “force accounts” and other purposes.

- C. Planning and procurement assistance associated with, information technology, contracted operations, and rolling stock.
- D. Fare and service equity analyses in compliance with Title VI and FTA Circular 4702.1B as may be revised.
- E. Fare policy studies.
- F. Environmental Justice analyses in compliance with FTA Circular 4703.1 as may be revised.
- G. Public involvement
- H. Preparation of competitive and formula grant documentation
- I. Transportation planning studies related to capital projects such as park and ride facilities, transit centers, facility master planning, and other operating facilities including the preparation of documented categorical exclusions.
- J. Transportation studies and analyses relating to school and human services transportation.

The Regional Transit System Plan (Fast Forward) and Tulsa Transits' Connecting Progress Plan and moving Tulsa Transit's model of mobility business to Mobility as a Service (MaaS), will be the basis from which various actions may be taken to advance the process of Network implementation. These specific tasks include examining and developing the mechanisms necessary to fund future extensions of the mobility Network or other components of the Plans; continuing the process of receiving public input, including public opinion surveys, and making modifications to the Plans and the Network as necessary; developing and implementing the short range projects identified in the Plans such as commuter suburban services in interested communities; developing and implementing general public demand-response transit and other alternate transit services in the TMA where traditional fixed-route service is inefficient; developing and implementing modifications to MTTA's current system such as micro-transit, demand response, and utilization of transportation network companies in targeted areas of the community; and further refinement of the long range aspects of the plans, such as the suburban service plans.

Route and system performance indicators will be generated and reviewed, current route structure and performance will be analyzed, and the feasibility and potential impact of route service changes on current system performance will be determined. MTTA will continue to investigate opportunities to outsource services as needed. The elderly and disabled program will be monitored for compliance with FTA requirements and the Americans with Disabilities Act.

The five-year financial management plan will be updated in conjunction with the long-range transit plan. Analysis will be performed in support of the financial management plan, and to comply with federal regulations. As required by federal regulations, a financial capacity analysis will be conducted. In addition, this task supports MTTA's financial planning and

budgeting by analyzing funding scenarios, developing budgets based on the financial management plan. [MTTA]

Product – Improved Transit system efficiencies, implementation of the recommendations of the Regional Transportation Plan, and updated financial management plan for MTTA.

Coordinated Public Transit – Human Services Transportation Plan

INCOG will update the Coordinated Public Transit – Human Services Transportation Plan for the Tulsa TMA to address the transportation needs of the disabled, elderly, and low-income households in the region.

In coordination with member jurisdictions and human service agencies, INCOG will address regional initiatives identified in the Coordinated Plan and advance the development of mobility management.

INCOG will provide staff support for the Regional Council for Coordinated Transportation. INCOG coordinates the Accessible Transportation Coalition (ATC) for the purpose of promoting awareness related to sidewalks and outreach via various means of communication. INCOG also coordinates and administers funds with sub-recipients/stakeholders to implement veterans transportation program along with seeking to operationalize one-call/one-click in the region by one or more agencies. INCOG resources will be utilized to implement regional Vanpool Program as appropriate. *[INCOG]*

Product – Updated Coordinated Public Transit - Human Services Transportation Plan.

Passenger Rail and Public Transit Planning

INCOG will cooperate with MTTA, ODOT, member jurisdictions, and other agencies in planning for national passenger rail service in the Tulsa region, as well as inter and intra-regional rapid-transit service.

INCOG will cooperate with MTTA, member jurisdictions and others in the planning and development of regional public transit systems. This may include Bus Transit, Bus Rapid Transit, Express Bus Transit, and Light Rail Transit. *[INCOG and MTTA]*

Product – Coordination with ODOT on High-Speed Passenger Rail implementation and analysis of commuter corridors in the region. Bus Rapid Transit services update.

7. Transportation Effects

Air Quality Planning

INCOG will provide technical and administrative support to the Oklahoma Department of Environmental Quality (ODEQ), ODOT, and member jurisdictions to plan for and maintain compliance with the federal Clean Air Act provisions relating to the contribution of mobile source emissions in the TMA. Research, evaluation and technical advice will be provided on local, state, and federal regulatory air quality issues. Technical support will include the review and analysis of the Mobile Source Emissions Model results and subsequent releases or models including regional airshed models. Staff will evaluate Transportation plans and programs as necessary, to ensure conformity with the national ambient air quality standards (NAAQS) as revised and contained in the State Implementation Plan.

Staff will provide support to the INCOG Air Quality Stakeholders Group and the Ozone Alert! Program Public Relations Team. Staff will research, evaluate, and provide technical advice on local, state and federal legislative and regulative air quality issues, as well as legal and legislative updates on the status and compliance of the air quality standards. In addition, staff will continue to pursue aggressive ozone-reduction strategies and programs. *[INCOG]*

Product – Continued coordination with federal, state, and local governments and agencies regarding air quality initiatives.

Ozone Reduction Programs

INCOG will continue coordination of the Tulsa Area Ozone Alert! Program and its public education and outreach efforts. Using the latest web/screen-based technologies, INCOG will provide citizens, business, industry, local government and media with real-time geographically based ozone readings and automated mass-alert 'Ozone Alert" Day' notifications. Staff will continue to manage the program's robust communication and education efforts, creative marketing campaign, and the OzoneAlert.Com website providing real-time air quality information. INCOG will continue to promote the benefits and resources available for transportation alternatives including carpooling, transit, cycling and walking to local businesses, area schools and the general public. Additionally, staff will provide assistance and support to transit, biking, and other commute alternatives.

INCOG will continue to facilitate and enhance the expansion of alternative fuel and energy vehicles (EV and AFVs) and their associated refueling/charging infrastructure through the Tulsa Area Clean Cities Program. Staff provides administrative support to the Clean Cities Program efforts and facilitates educational outreach and awareness programs targeting fleet managers and owners. INCOG will also continue the CMAQ funded Public Fleet Conversion

Grant Program, which is responsible for funding alternative fuel and electric vehicle projects in the TMA. *[INCOG and MTTA]*

Product – Continued emissions reductions through voluntary actions, alternative transportation options, and zero/low-emitting vehicles in the regional vehicle inventory. Continued activities related to EV Charging station planning.

Planning & Environmental Linkages

INCOG will seek opportunities with ODOT, federal and state permitting agencies, member jurisdictions and others to more closely coordinate the transportation planning and programming processes with environmental permitting agencies to streamline transportation decision making.

INCOG will work with ODOT, federal and state environmental regulatory agencies to more closely coordinate the planning process with various community values and goals, land use plans, and development initiatives using GIS and other methods as appropriate. Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process. Significant benefits can be achieved by incorporating environmental and community values into transportation decisions early in planning and carrying these considerations through project development and delivery. Benefits include but are not limited to:

- Relationship-building benefits:
- Improved project delivery timeframes:
- On-the-ground outcome benefits:

[INCOG]

Product – INCOG and MTTA will participate on the Oklahoma Transportation Air Quality committee. Identification of gaps and opportunities to streamline planning and environmental processes.

8. Public Education and Participation

Public Participation Process

INCOG will develop and implement the Public Participation Process (PPP) for the Tulsa TMA and monitor its effectiveness in guiding the timely provision of information about the transportation planning processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties, and segments of the community affected by transportation plans, programs, and projects. [INCOG]

Product – A revised and updated PPP as appropriate. On-going public outreach in all aspects of the transportation planning process.

Nondiscrimination Compliance Plan

The Nondiscrimination Compliance Plan will be reviewed and updated as appropriate. An annual assessment of compliance with Title VI, Environmental Justice, and related statutes and regulations will be conducted and a statement of certification will be submitted to ODOT, FHWA, and FTA. [INCOG]

Product – A revised and updated Nondiscrimination Compliance Plan including documentation of provisions addressing individuals with limited English Proficiency.

Outreach and Education

INCOG will provide regular opportunities via public meetings and on-line formats for public to learn about and provide input on transportation planning, programs, and policies. INCOG will update the website, social media and outreach formats as appropriate, including translation of documents as needed. INCOG will conduct broad-based public involvement activities as described in the PPP through targeted outreach events, the development and maintenance of the INCOG transportation planning website, development and maintenance of a master contact database, outreach materials, education projects, surveys, advertising and announcements to the media. [INCOG]

Product – Dynamic outreach and communications plan to continually enhance public involvement. Initiation of several community outreach events including scheduled meetings, workshops & web-based information dissemination as well as collection of public opinion in addition to the scientific survey of public opinion and travel behavior. INCOG newsletter, media releases, online surveys, social media content.

9. Program Administration

INCOG Program Administration

INCOG will perform general administrative duties associated with operating an MPO. The work tasks identified in the UPWP will be monitored and progress evaluated. Ongoing management of the program, including correspondence, records maintenance, preparation of committee agendas, meeting materials and minutes, and preparation of grant applications and contracts will be conducted. INCOG will maintain and amend, as necessary, the current UPWP. The annual UPWP will be developed for work activities to be conducted during the next fiscal year.

An annual report of activities documenting progress in the UPWP work activities will be prepared and submitted to ODOT. Staff will maintain an accounting and records management system. An annual audit of contracts initiated for work activities in the UPWP will be performed (included in the overall INCOG indirect cost).

The Joint Certification Statement will be prepared certifying fulfillment of federal requirements regarding the transportation planning process.

Staff will attend seminars, workshops, conferences, and other educational opportunities as necessary to increase familiarity, understanding and knowledge of transportation program guidance and regulations, and urban transportation planning techniques, methodologies, and other innovative developments. *[INCOG]*

Product – Effective administration of the INCOG transportation planning process.

MTTA Program Administration

MTTA will continue to review new and proposed federal regulations applicable to its operation, and will meet federal programming requirements, including preparation of grant applications, the UPWP, the TIP, the annual Section 5310 report, and the annual ADA Plan update.

MTTA will continue to work with Disadvantaged Business Enterprise (DBE) firms in the areas of services and capital procurement to increase participation and improve coordination with regards to such projects.

MTTA will make every effort to involve the private sector as necessary in the planning process. This will include opportunities for the provision of service, and involvement in development projects and charter-lease contracts. MTTA will continue to meet with private sector operators at their request or at the request of MTTA. MTTA will continue to inform the private sector throughout the development of the Program of Projects and the grant application process.

MTTA staff will attend appropriate training seminars and conferences for the purpose of increasing familiarity, understanding and expertise with transportation planning methodologies, understanding new transportation technologies, and ensuring compliance with applicable regulations at the local, state, and federal levels. MTTA will continue to develop and implement the Total Quality Management program developed and initiated in FY 1994.

MTTA will continue to implement a Transit Asset Management (TAM) Plan. Transit agencies must include performance targets based on the safety performance measures in the National Public Transportation Safety Plan.

MTTA will maintain documents that describe its Safety Plan, including those related to implementation and the results from processes and activities. *[MTTA]*

Product – Effective administration of the MTTA transportation planning process

Appendix A: Committees

INCOG Board of Directors

Chair

Commissioner Karen Keith, Tulsa County

Vice-Chair

Chris Benge, Tulsa County

Secretary

Mike Burdge, Sand Springs

Treasurer

Commissioner Newt Stephens - Creek County

Members

Bixby	Brian Guthrie - Mayor
Bristow	Kris Wyatt - Council Member
Broken Arrow	Christi Gillespie - Vice Mayor
Broken Arrow	Debra Wimpee - Council Member
Broken Arrow	Michael Spurgeon - City Manager
Catoosa	Thomas Sweet - Vice Mayor
Cherokee Nation	Chuck Hoskin, Jr. - Principal Chief
Claremore	Bill Flanagan - Mayor
Collinsville	Larry Shafer - Mayor
Coweta	Evette Young - Mayor
Creek County	Leon Warner - Commissioner
Creek County	Newt Stephens - Commissioner
Creek County	Jarrold Whitehouse - Commissioner
Creek County	Mark Whinnery - Creek County Towns
Glenpool	Joyce Calvert - Mayor
Jenks	Cory Box - Mayor

Muscogee Nation	David Hill. - Principal Chief
Okmulgee	Mickey Baldwin - Mayor
Osage County	Charlie Cartwright - Commissioner
Osage County	Steve Talburt - Commissioner
Osage County	Everett Piper - Commissioner
Osage County	Vacant - Osage County Towns
Osage Nation	Geoffrey M. Standing Bear - Principal Chief
Owasso	Bill Bush - Mayor
Rogers County	Dan DeLozier - Commissioner
Rogers County	Steve Hendrix - Commissioner
Rogers County	Ron Burrows - Commissioner
Rogers County	Frank Johnson - Rogers County Towns
Sand Springs	Mike Burdge - Council Member
Sapulpa	Craig Henderson - Mayor
Skiatook	Joyce Jech - Council Member
Tulsa	GT Bynum - Mayor
Tulsa	Vacant
Tulsa	James Wagner - Finance Director
Tulsa	Jed Cochran - Chief of Intergovernmental Relations
Tulsa	Cathy Carter - Auditor
Tulsa	Grant Miller - Council Member
Tulsa	Laura Bellis- Council Member
Tulsa	Chris Bengel - Council Member
Tulsa	Jayme Fowler - Council Member
Tulsa County	Karen Keith - Commissioner
Tulsa County	Kelly Dunkerley - Commissioner
Tulsa County	Stan Sallee - Commissioner
Tulsa County	Don Newberry - Court Clerk
Tulsa County	Michael Willis - County Clerk

Tulsa County	Chris Benge - Tulsa County
Tulsa County	Richard Carter - Tulsa County
Tulsa County	Robert Gardner - Tulsa County Towns
Tulsa County	Frazier Henke - Tulsa County
Tulsa County	Pete Regan - Tulsa County
Verdigris	Keith Crawford - Mayor
Wagoner	Albert Jones - Mayor
Wagoner County	Chris Edwards - Commissioner
Wagoner County	James Hanning - Commissioner
Wagoner County	Tim Kelley - Commissioner
Wagoner County	Vacant - Wagoner County Towns
INCOG General Assembly	Jim Spoon - Sand Springs Mayor

Transportation Policy Committee

Jared Cottle	City of Bixby
Travis Small	City of Broken Arrow
Eddie Faulkner	City of Catoosa
Vacant	City of Claremore
Craig Stokes	City of Collinsville
Roger Kolman	City of Coweta
David Tillotson	City of Glenpool
Robert Carr	City of Jenks
Doug Bonebrake	City of Owasso, Vice-Chairman
Derek Campbell	City of Sand Springs
Joan Riley	City of Sapulpa
Vacant	City of Skiatook
Vacant	City of Tulsa, Mayor's Designee
Paul Zachary	City of Tulsa, Chairman
Newt Stephens	Commissioner, Creek County
Steve Talburt	Commissioner, Osage County

Ron Burrows	Commissioner, Rogers County
Alex Mills	Tulsa County
Rachel Cooper	Wagoner County
Robert Endicott	Cherokee Nation, Oklahoma
Jesse Allen	Muscogee (Creek) Nation of Oklahoma
Vacant	Osage Nation of Oklahoma
Jeff Edwards	Pedestrian/Bikeways
Scott Marr	Metropolitan Tulsa Transit Authority
Vacant	Railroad Interest
Vacant	Trucking
Frank Relja	Tulsa Airport Improvement Trust
David Yarbrough	Tulsa-Rogers County Port of Catoosa
Joe Echelle	Oklahoma Turnpike Authority
Clinton Johnson	INCOG Air Quality Committee
Dawn Sullivan	ODOT, Planning & Research Division
Chris Wallace	Oklahoma Transportation Commission, District 1
Randle White	Oklahoma Transportation Commission, District 8
Rich Brierre	Indian Nations Council of Governments
John Shivel	Tulsa Metropolitan Area Planning Commission
Kendra McGeady	Rural Transit Agencies

**Transportation Technical
Committee**

Justin Dowd	City of Bixby
Travis Small	City of Broken Arrow
Chris Cieslak	City of Catoosa
Vacant	City of Claremore
Craig Stokes	City of Collinsville, Vice-Chairman
Roger Kolman	City of Coweta
David Agbetunsin	City of Glenpool
Chris Cloyde	City of Jenks
Roger Stevens	City of Owasso, Chairman

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Steve Hardt	City of Sapulpa
Vacant	City of Skiatook
Kurt Kraft	City of Tulsa, City Traffic Engineering
Matt Liechti	City of Tulsa, Engineering Services
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Steve Talburt	Commissioner, Osage County
Ron Burrows	Commissioner, Rogers County
Roger Hughes	Tulsa County, County Engineer
Rachael Cooper	Wagoner County
Rob Endicott	Cherokee Nation, Oklahoma
Jesse Allen	Muscogee (Creek) Nation of Oklahoma
Vacant	Osage Nation of Oklahoma
Jeff Edwards	Pedestrian/Bikeways
Chase Phillips	Metropolitan Tulsa Transit Authority
Vacant	Railroad Interest
Vacant	Trucking
Frank Relja	Tulsa Airport Improvement Trust
Brian Bigbie	Tulsa-Rogers County Port of Catoosa
Joe Echelle	Oklahoma Turnpike Authority
Clinton Johnson	INCOG Air Quality Committee
Mike Provence	Oklahoma Department of Environmental Quality
Randle White	ODOT, Division VIII Engineer
Liann Alfaro	ODOT, Transit Branch
Sarah McElroy	ODOT, Planning & Research Division
Darita Huckabee	Indian Nations Council of Governments
Laura Corff	Rural Transit Agencies

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