



FY 2026 Unified Planning Work Program

July 1, 2025 through June 30, 2026

Transportation Technical Committee approval on May 21, 2025

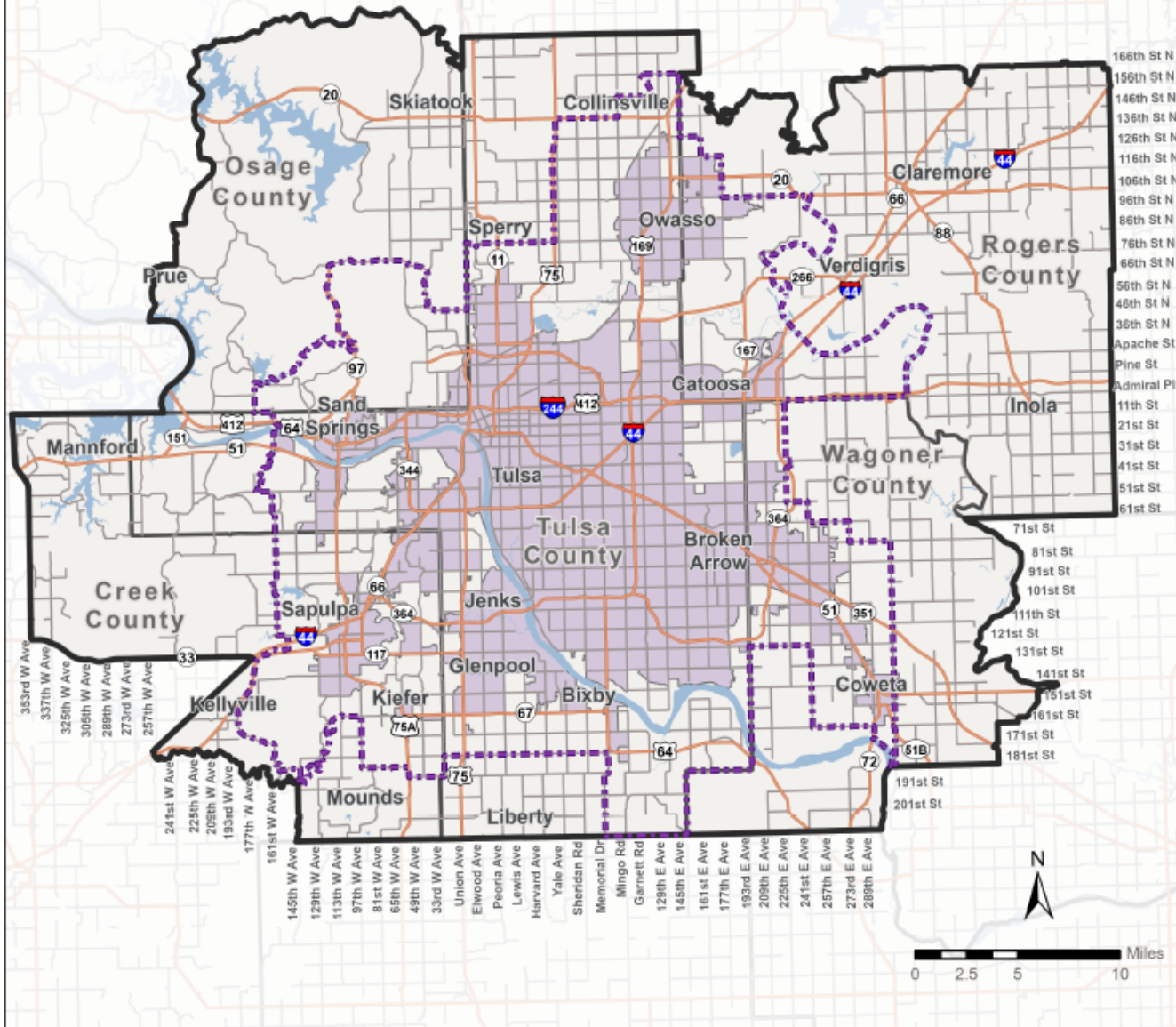
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Tulsa Transportation Management Area (TMA)



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

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 the 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 2026 which begins July 1, 2025, and ends June 30, 2026. 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, economic development, and the environment.

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 Active Transportation and Vulnerable Roadway Users

The INCOG Board of Directors adopted the GO! Plan in 2015. The GO! Plan is the bicycle, pedestrian, and trails masterplan for the Tulsa TMA. It has guided investments to safely connect places together for vulnerable roadway users (i.e., pedestrians and bicyclists). During FY 2024, INCOG hired a consulting team, led by RDG Planning & Design to assist with updating this meaningful plan. The GO! Plan will be incorporated into the Metropolitan Transportation Plan (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. INCOG anticipates the GO! Plan will be completed by September 2025.

Congestion Management Process

A Congestion Management Process (CMP) is required in urban areas with populations exceeding 200,000. The INCOG Board of Directors last adopted a CMP for the Tulsa TMA in 2009. During FY 2026, INCOG will update the CMP with assistance from a competitively

selected consultant team. A CMP is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. The updated CMP will be incorporated into the MTP and considered in the development of the Transportation Improvement Program (TIP).

Planning for Public Transportation

The INCOG Board of Directors adopted a regional transit system plan, FAST FORWARD, in 2011. During FY 2026 and 2027, INCOG will update the regional transit system plan with assistance from a competitively selected consultant team. The updated 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. 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 FY 2024, the INCOG Board of Directors adopted a new Transportation Improvement Program (TIP) for the years from FFY 2024 to 2027. INCOG amended the TIP several times. During FY 2026, INCOG will continue to maintain the 2024-2027 TIP to reflect any new projects or changes to existing projects. INCOG will develop a new TIP during FY 2026 for the years from FFY 2026 to 2029.

Program Development, Evaluation and Project Selection

During FY 2025, INCOG issued a Call for Projects for several FHWA Programs, including: CMAQ, TAP, CRP 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.

Transit Human Services Coordinated Planning

INCOG will continue developing a new Coordinated Public Transit and Human Services Transportation Plan in FY 2026. This will include public engagement and outreach.

Other Transportation Planning Priorities

Performance Measurement and Performance Targets

INCOG has identified several peer MPOs that are of similar population and within 500 miles of Tulsa to serve as benchmarks for measuring progress in the Tulsa TMA. These are ACOG in Oklahoma City, OK, WAMPO in Wichita, KS, MAPA in Omaha, NE, and the Des Moines Area MPO in Des Moines, IA. INCOG has also identified several MPOs that are leaders in establishing Best Practices. These are CAMPO in Austin, TX, MARC in Kansas City, MO, and DRCOG in Denver, CO. INCOG will continue to 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 member jurisdictions and MTTA for other Discretionary Grants.

FY 2026 Funding - Available and Budgeted Funds

Federal funds in the amount of \$4,505,171 are anticipated to be available for implementation of the FY 2026 UPWP from a variety of sources, including: Federal Highway Administration Highway Planning (PL), Congestion Mitigation and Air Quality (CMAQ), and Federal Transit Administration (5303 and 5310).

Anticipated federal funds available are indicated in the Tables below. All federal funds that have been programmed in the UPWP will be matched by non-federal funds from INCOG member governments, MTTA, and the Oklahoma Department of Transportation (ODOT). ODOT has agreed to provide up to \$225,000 that will be spent on ODOT staff salaries for transportation planning activities conducted within the Tulsa TMA.

The total estimate of available federal and non-federal resources is detailed below and on the following page.

Table 1: Federal Funds Available for FY 2026			
	FFY 2026	Prior Years	Total
FHWA PL	\$ 1,287,989	\$ 412,625	\$ 1,700,614
FTA 5303	\$ 371,193	\$ 1,386,315	\$ 1,757,508
FHWA CMAQ	\$ 950,000	\$ -	\$ 950,000
FTA 5310	\$ 97,049	\$ -	\$ 97,049
Total	\$ 2,706,231	\$ 1,798,940	\$ 4,505,171
* Prior Years Funds to be Spent First			

Table 2: FY 2026 Staffing Allocations in Person Months		
	Person-Months	Percent
Data Collection	31.8	21.2%
Simulation & Forecasting	9.8	6.6%
Long Range Planning	5.6	3.8%
Short Range Planning	20.1	13.4%
Project Implementation	20.3	13.5%
Alternative Transportation	16.9	11.3%
Transportation Effects	4.2	2.8%
Public Education & Involvement	13.8	9.2%
Program Administration	21.2	14.1%
Coordinated Transportation	6.3	4.2%
Total	150.00	100%

Table 3: FY 2026 Project Budget by Agency and Funding Source												
Work Element	PL**	5303**	INCOG Non-Fed Match***	ODOT Non-Fed Match	TOTAL	CMAQ	INCOG Non-Fed Match***	TOTAL	5310	Non-Federal	TOTAL	GRAND TOTAL
Data Collection	\$ 265,000	\$ 66,250	\$ 82,813	\$ -	\$ 414,063	\$ -			\$ -	\$ -	\$ -	\$ 414,063
Simulation & Forecasting	\$ 100,000	\$ 25,000	\$ 31,250	\$ -	\$ 156,250	\$ -			\$ -	\$ -	\$ -	\$ 156,250
Long Range Planning*	\$ 300,000	\$ 600,000	\$ -	\$ 225,000	\$ 1,125,000	\$ -			\$ -	\$ -	\$ -	\$ 1,125,000
Short Range Planning	\$ 150,000	\$ 37,500	\$ 46,875	\$ -	\$ 234,375	\$ -			\$ -	\$ -	\$ -	\$ 234,375
Project Implementation	\$ 275,000	\$ 68,750	\$ 85,938	\$ -	\$ 429,688	\$ 590,000	\$ 147,500	\$ 737,500	\$ -	\$ -	\$ -	\$ 1,167,188
Alternative Transportation	\$ 120,000	\$ 30,000	\$ 37,500	\$ -	\$ 187,500	\$ 100,000	\$ 25,000	\$ 125,000	\$ -	\$ -	\$ -	\$ 312,500
Transportation Effects	\$ 125,000	\$ 31,250	\$ 39,063	\$ -	\$ 195,313	\$ 260,000	\$ 65,000	\$ 325,000	\$ -	\$ -	\$ -	\$ 520,313
Public Education & Involvement	\$ 100,000	\$ 25,000	\$ 31,250	\$ -	\$ 156,250	\$ -			\$ -	\$ -	\$ -	\$ 156,250
Program Administration	\$ 265,000	\$ 66,250	\$ 82,813	\$ -	\$ 414,063	\$ -			\$ -	\$ -	\$ -	\$ 414,063
Coordinated Transportation	\$ -	\$ 50,000	\$ 12,500	\$ -	\$ 62,500	\$ -			\$ 97,049	\$ 24,262	\$ 121,311	\$ 183,811
Total	\$ 1,700,000	\$ 1,000,000	\$ 450,000	\$ 225,000	\$ 3,375,000	\$ 950,000	\$ 237,500	\$ 1,187,500	\$ 97,049	\$ 24,262	\$ 9,222,049	\$ 13,784,549
	50.37%	29.63%	13.33%	6.67%	100.00%							
* INCOG is utilizing State Funds spent on Transportation Planning Activities from ODOT as Match												
** INCOG is proposing spending less federal funds than are currently available.												
***INCOG Non-Federal Match may come from the INCOG budget or from Member Contributions for Specific Projects												

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 and other sources.

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 FFY2026. *[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 continue to 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]*

ODOT will continue to provide INCOG with accurate up-to-date crash information to support the regional congestion management process, safety conscious planning, crash analysis, and other MPO initiatives (ODOT).

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

Performance Measurement & Performance Targets

INCOG will continue to use peer MPOs in the middle part of the United States that 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 existing 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 should the TMA be designated as a non-attainment area and assist INCOG stakeholders in evaluating 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. 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 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 convenient and safe for people to move between those places. Fifty percent (50%) of all trips are less than 3 miles. Twenty-five percent (25%) of all trips are less than 1 mile. 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 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 continue to update the GO! Plan, the bicycle, pedestrian, and trails master plan for the Tulsa TMA. The updated GO! Plan will reflect current national Best Practices and identify and prioritize new projects for people of all abilities throughout the Tulsa TMA.

Products: An updated GO! Plan that reflects current best practices for bicycle and pedestrian transportation with a list of projects. The GO! 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]*

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. 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 INCOG 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 INCOG MPO area ITS Implementation Plan. (ODOT)

Products: Corridor Plans, Feasibility Studies, Citywide Transportation Master Plans, Sketch Plans, Area Plans, etc.

4. Short Range Planning

Transportation Improvement Program (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 two tests. Projects must be consistent with the adopted MTP. Projects included in the TIP must result in a 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.

The current TIP covers the years 2024 to 2027. INCOG staff will continue to maintain this TIP to ensure that it reflects the most current information about federally funded projects and regionally significant projects. During FY26, INCOG will prepare a new TIP that covers the years from 2026 to 2029. The new TIP will fully utilize the eTIP system.

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 (ALOP). INCOG will initiate work on developing a list of completed transportation projects in the Tulsa TMA.

Products: Maintained FFY 2024-2027 TIP. New FFY 2026-2029 TIP. ALOP.

Program Development, Evaluation and Project Selection

During FY 2025, INCOG issued a Call for Projects for several FHWA Programs, including: Congestion Management and Air Quality (CMAQ), Transportation Alternatives Program (TAP), Surface Transportation Block Grant (STBG), and 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 for future rounds. During FY 2026, INCOG will issue a call for projects for STBG, TAP and CRP funds.

Products: Revised Program Application Materials and Project Selection processes for the STBG, CMAQ, TAP, CRP, and 5310 Programs (as appropriate).

Congestion Management Process (CMP)

INCOG will update the CMP for the Tulsa TMA during FY 2026. The CMP is an ongoing, systematic method of identifying congestion challenges and developing solutions. The CMP is an integral part of the INCOG transportation planning effort and plays a key role in projects selection for the MTP and TIP. *[INCOG]*

Product: An updated CMP that reflects current best practices and a list of projects. The CMP will be incorporated into the MTP.

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 and the LRSAP. 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 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 and convenience 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 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.

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.

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. *[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.

Reduced Fares for Public Transportation

MTTA charges a \$2 fare for riders. INCOG will use \$160,000 of CMAQ funds to encourage "choice riders" to use public transportation as an alternative to driving single-occupancy vehicles (SOVs) during Ozone Alert Season (i.e., Memorial Day Weekend to Labor Day Weekend) to reduce greenhouse gas emissions. This will be done by replacing lost farebox revenues for MTTA.

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

Outreach and Education

INCOG will provide regular opportunities via public meetings and on-line formats for the 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.

Appendix A: Committees

INCOG Board of Directors

Chair

Commissioner Stan Sallee, Tulsa County

Vice-Chair

Chris Benge, Tulsa County

Secretary

Mike Burdge, Sand Springs

Treasurer

Commissioner Newt Stephens - Creek County

Members

Bixby	Brad Girard – Mayor
Bristow	Kris Wyatt – Council Member
Broken Arrow	Lisa Ford – Councilor
Broken Arrow	Debra Wimpee – Mayor
Broken Arrow	Michael Spurgeon – City Manager
Catoosa	Thomas Sweet – Vice Mayor
Cherokee Nation	Chuck Hoskin, Jr. – Principal Chief
Claremore	Debbie Long – Mayor
Collinsville	Larry Shafer – Mayor
Coweta	Naomi Hougue – Mayor
Creek County	Zac Moore – 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	Anthony Hudson – Commissioner
Osage County	Vacant – Osage County Towns
Osage Nation	Geoffrey M. Standing Bear – Principal Chief
Owasso	Alvin Fruga – 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	Robin Edens – Council Member
Tulsa	Monroe Nichols – Mayor
Tulsa	Vacant
Tulsa	Mike Miller – City Administrator
Tulsa	Shane Stone – Government Affairs Director
Tulsa	Nathan Pickard – Auditor
Tulsa	Anthony Archie – Council Member
Tulsa	Carol Bush – Council Member
Tulsa	Jackie Dutton – Council Member
Tulsa	Sarah Davis – Council Member
Tulsa County	Lonnie Sims – 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	Karen Keith – 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	Dalton Self – Mayor
Wagoner County	Randy Stamps – Commissioner
Wagoner County	James Hanning – Commissioner
Wagoner County	Tim Kelley – Commissioner

Wagoner County

Vacant - Wagoner County Towns

**Transportation Policy
Committee**

Bea Aamodt	City of Bixby
Travis Smith	City of Broken Arrow
Vacant	City of Catoosa
Vacant	City of Claremore
Chuck Ralls	City of Collinsville
Vacant	City of Coweta
David Tillotson	City of Glenpool
Robert Carr	City of Jenks
Vacant	City of Owasso
Derek Campbell	City of Sand Springs
Joan Riley	City of Sapulpa
Brad White	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
David Ford	Muscogee (Creek) Nation of Oklahoma
Harold Lasarge	Osage Nation of Oklahoma
Jeff Edwards	Pedestrian/Bikeways
Scott Marr	Metropolitan Tulsa Transit Authority
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
Jared Schwennesen	ODOT, Planning & Research Division
Bob Coburn	Oklahoma Transportation Commission, District 1
Bob Peterson	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**

Vacant	City of Bixby
Brent Stout	City of Broken Arrow
Vacant	City of Catoosa
Vacant	City of Claremore
Craig Stokes	City of Collinsville, Chairman
Julie Casteen	City of Coweta
David Agbetunsin	City of Glenpool
Anthony Wilkins	City of Jenks
Roger Stevens	City of Owasso
Cody Blair	City of Sand Springs
Steve Hardt	City of Sapulpa
Vacant	City of Skiatook
Kurt Kraft	City of Tulsa, City Traffic Engineering
Elliott Stiles	City of Tulsa, Engineering Services
Newt Stephens	Commissioner, Creek County
Steve Talburt	Commissioner, Osage County
Ron Burrows	Commissioner, Rogers County
Roger Hughes	Tulsa County, County Engineer, Vice Chairman
Rachael Cooper	Wagoner County
Rob Endicott	Cherokee Nation, Oklahoma
David Ford	Muscogee (Creek) Nation of Oklahoma

Harold Lasarge	Osage Nation of Oklahoma
Jeff Edwards	Pedestrian/Bikeways
Valerie Courchesne	Metropolitan Tulsa Transit Authority
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
Vacant	Oklahoma Department of Environmental Quality
Trapper Parks	ODOT, Division VIII Engineer
Vacant	ODOT, Transit Branch
Sarah McElroy	ODOT, Planning & Research Division
Thomas Dow	Indian Nations Council of Governments
Laura Corff	Rural Transit Agencies