FY 2027 Unified Planning Work Program

July 1, 2026 through June 30, 2027

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INCOG Transportation Technical Committee: May 20, 2026

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Tulsa Transportation Management Area | June 2026

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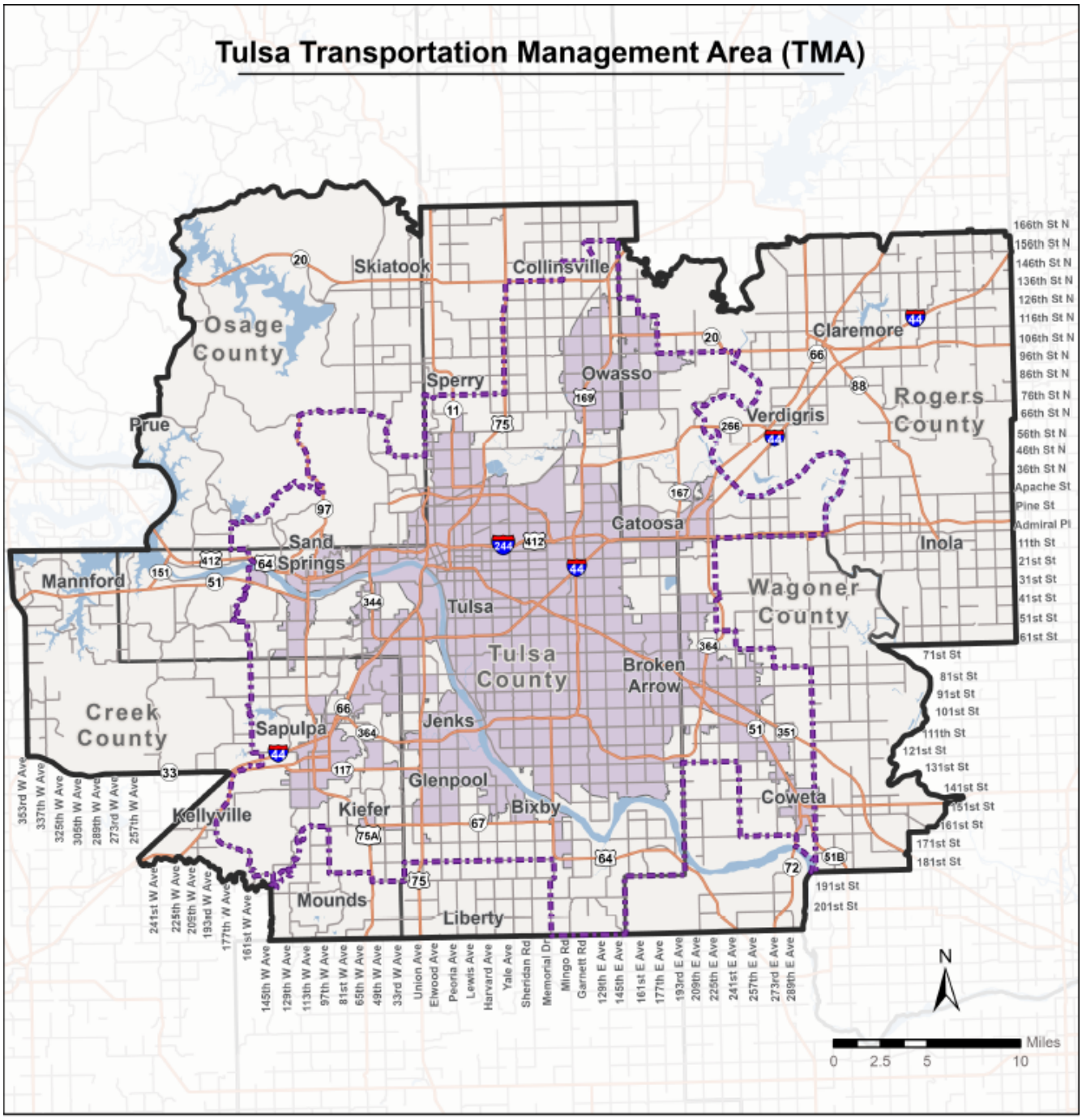

Legend

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

Location Map

INCOG

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 (Creek), 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 2027 which begins July 1, 2026, and ends June 30, 2027. 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 addresses 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

Congestion Management Process

A Congestion Management Process (CMP) is required in all 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 initiated an update to the CMP. In FY 2027, INCOG will continue and complete the process to update the CMP.

Metropolitan Transportation Plan (MTP)

The INCOG Board of Directors adopted the most recent MTP for the Tulsa TMA, called “Connected 2050”, in December 2022. Federal law requires MPOs to update the MTP at least once every five years. INCOG staff will begin the process to update the MTP during FY 2027 with plan adoption anticipated for December 2027.

Short Range Planning Priorities

During FY 2027, INCOG staff will consider potential methods to enhance project delivery, including acceleration of project development from preliminary engineering, right-of-way acquisition, utility relocation and construction. INCOG staff will also review application materials used during previous Calls for Projects for STBG, TAP, CRP, CMAQ, and 5310 Programs; changes will be made as appropriate. Calls for Projects for STBG, TAP & CRP, and 5310 are anticipated to be made during FY 2027. Safe Routes to Schools Projects will be prioritized for selection based on citywide traffic fatality rates for the CMAQ Program.

FY 2027 Funding - Available and Budgeted Funds

Federal funds in the amount of $2,634,553 are anticipated to be available for implementation of the FY 2027 UPWP from a variety of sources, including: Federal Highway Administration Highway Planning (PL), Congestion Mitigation and Air Quality (CMAQ), and Federal Transit Administration (5303). 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 and other sources. The total estimate of available federal and non-federal resources is detailed below and on the following page.

Table 1: Federal Funds for FY 2027			
	Current Year	Prior Years	Total
FHWA PL (FFY 26)	$ 1,348,380	$ 395,127	**$ 1,743,507**
5303 (FFY 24 + FFY 25)	$ 741,048		**$ 741,048**
FHWA CMAQ	$ 400,000	$ -	**$ 400,000**
5307	$ 800,000.00	$ 1,600,000.00	$ 2,400,000.00
Total	**$ 2,489,428**	**$ 395,127**	**$ 2,884,554**

Notes: Prior Years Funds to be spent first.

Table 2: FY 2027 Staffing Allocations in Person Months		
	Person-Months	Percent
Data Collection	30.0	20.0%
Simulation & Forecasting	15.0	10.0%
Long Range Planning	37.5	25.0%
Short Range Planning	15.0	10.0%
Project Implementation	7.5	5.0%
Alternative Transportation	7.5	5.0%
Transportation Effects	7.5	5.0%
Public Education & Involvement	7.5	5.0%
Program Adminstration	22.5	15.0%
Total	**150.00**	**100%**

Table 3A: FY 2027 Project Budget - PL Funds & 5303 Funds

Work Element	PL FUNDS		5303 FUNDS		
	Federal	Non-Federal	Federal	Non-Federal	TOTAL
Data Collection	$ 250,000	$ 62,500	$ 83,333	$ 20,833	**$ 416,667**
Simulation & Forecasting	$ 150,000	$ 37,500	$ 50,000	$ 12,500	**$ 250,000**
Long Range Planning	$ 300,000	$ 75,000	$ 259,000	$ 64,750	**$ 698,750**
Short Range Planning	$ 150,000	$ 37,500	$ 50,000	$ 12,500	**$ 250,000**
Project Implementation	$ 300,000	$ 75,000	$ 100,000	$ 25,000	**$ 500,000**
Alternative Transportation	$ 125,000	$ 31,250	$ 42,000	$ 10,500	**$ 208,750**
Transportation Effects	$ 118,506	$ 29,627	$ 40,047	$ 10,012	**$ 198,191**
Public Education & Involvement	$ 100,000	$ 25,000	$ 33,333	$ 8,333	**$ 166,667**
Program Administration	$ 250,000	$ 62,500	$ 83,333	$ 20,833	**$ 416,667**
Public Transit Planning	$ -	$ -	$ -	$ -	**$ -**
Total	**$ 1,743,506**	**$ 435,877**	**$ 741,047**	**$ 185,262**	**$ 3,105,691**

Notes: Prior Years Funds to be spent first.

Table 3B: FY 2027 Project Budget - CMAQ Funds

Work Element	CMAQ FUNDS			
	Federal	Non-Federal	In-Kind	TOTAL
Data Collection	$ -			
Simulation & Forecasting	$ -			
Long Range Planning	$ -			
Short Range Planning	$ -			
Project Implementation	$ -			
Alternative Transportation	$ 50,000	$ 12,500	$ -	**$ 62,500**
Transportation Effects	$ 250,000	$ 62,500	$ -	**$ 312,500**
Public Education & Involvement	$ 200,000	$ -	$ 50,000	**$ 250,000**
Program Administration	$ -			
Public Transit Planning				
Total	**$ 500,000**	**$ 75,000**		**$ 625,000**

Note: In-Kind Match provided by ODOT.

Table 3C: FY 2027 Project Budget - 5307 Funds

Work Element	5307 FUNDS		
	Federal	Non-Federal	TOTAL
Data Collection			
Simulation & Forecasting			
Long Range Planning			
Short Range Planning			
Project Implementation			
Alternative Transportation			
Transportation Effects			
Public Education & Involvement			
Program Adminstration			
Public Transit Planning	$ 2,400,000	$ 600,000	$ 3,000,000
Total	**$ 2,400,000**	**$ 600,000**	**$ 3,000,000**

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 US 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 FY2027*. [INCOG]*

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.

Products: Population and Land Use Forecasts, ArcGIS Online Webmaps, ArcGIS Community Analyst Reports, Up-to-date spatial data featuring metadata.

Transportation System Data

INCOG will continue to purchase, collect, review, monitor, and analyze transportation system data. This includes crash data collected by the State of Oklahoma, traffic count data from multiple data sources, and transportation system preservation data such as pavement condition data and bridge inventory data from jurisdictions responsible for maintaining various transportation systems. 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 of 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. *[INCOG]*

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: Various transportation data sets.

Performance Measurement & Performance Targets

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.

INCOG has identified several peer MPOs that have urban area populations between 500,000 and 1 million and are located within approximately 650 miles of Tulsa to serve as benchmarks for measuring progress in the Tulsa TMA. These are:

- ACOG in Oklahoma City, OK (982,276 population / 106 miles.
- WAMPO in Wichita, KS (500,231 population / 176 miles).
- MAPA in Omaha, NE (819,508 population / 380 miles).
- Des Moines Area MPO in Des Moines, IA (542,486 population / 454 miles).
- Pikes Peak MPO in Colorado Springs, CO (632,494 population / 636 miles).

INCOG has also identified several MPOs that are national leaders in establishing MPO Best Practices. These are:

- CAMPO in Austin, TX.
- MARC in Kansas City, MO.
- 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.

Products: Performance Measures and Targets for Safety, Congestion, System Preservation, Alternative Modes, etc.

2. Simulation and Forecasting

Regional Travel Demand Model

Maintain and update the existing 4-step regional Travel Demand Model. The travel demand model allows INCOG to support transportation planning and programming activities and project development by various jurisdictions. Model results also help meet federal requirements of air quality conformity should the TMA be designated as a non-attainment area. The model will be available for use by ODOT, MTTA and member jurisdictions for development of local plans and to support project development. *[INCOG]*

Product: A calibrated and validated regional travel demand model.

3. Long Range Planning

Go! Plan

The Go! Plan is the bicycle, pedestrian and trails master plan for the Tulsa TMA. INCOG continued working on the update to this plan during FY 2026 and anticipates plan adoption by the INCOG Board of Directors in early FY 2027. Any remaining plan development activities and plan production tasks will be completed.

Congestion Management Process (CMP)

INCOG initiated the update to the CMP during FY 2026 and anticipates completing this update during FY 2027. Following plan completion and plan adoption, INCOG staff will monitor congestion and progress being made to address the root causes of congestion in the Tulsa TMA.

Metropolitan Transportation Plan (MTP)

The INCOG Board of Directors adopted the most recent MTP, Connected 2050, in December 2022. Federal law requires this plan to be updated at least once every five years. INCOG staff will begin the process to update the MTP during FY 2027 with plan adoption anticipated for December 2028.

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]*

Products: An updated GO! Plan. An updated CMP. An updated MTP by December 2027. Potentially other plans, such as: 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 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 and the TIP has been incorporated into the Statewide 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 2026 to 2029. 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. INCOG will continue its efforts to transition to an electronic or eTIP.

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. During FY 2027, INCOG will hold discussions with ODOT Local Government Division staff to explore ways to enhance project delivery and advance projects more quickly from preliminary engineering, to right-of-way acquisition, to utility relocation, and construction.

INCOG will continue to monitor projects in the ODOT 8-Year Construction Work Plan and consult with ODOT on a regular basis. *INCOG will continue to work with ODOT staff to identify projects suitable for increased federal funding through the annual redistribution of federal funds process.*

INCOG will continue to publish an Annual List of Obligated Projects (ALOP).

Products: Maintained FFY 2026-2029 TIP. 2026 ALOP.

Program Development, Evaluation and Project Selection

During FY 2027, INCOG will issue a Call for Projects for several FHWA Programs, including: Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP), Surface Transportation Block Grant (STBG), and the FTA 5310 Program.

INCOG will award CMAQ funds to cities for the installation of proven traffic safety countermeasures as Safe Routes to Schools demonstration projects. Cities will be selected for funding on the basis of each city's average annual traffic fatality rate per 100,000 population, the number of traffic fatalities in each city, and other factors to direct resources to where the greatest needs are. A competitive call for projects will not be held to select these demonstration projects. Each city receiving CMAQ funds will be asked to adopt VISION ZERO and the SAFE SYSTEM APPROACH. These demonstration projects may be awarded at 100% federal share.

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

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]*

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

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 transportation plans, and the Tulsa metropolitan area Major Street and Highway Plan. Staff will participate in scoping meetings 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 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 use CMAQ funds for Safe Routes to Schools educational and promotional activities in schools located in cities receiving CMAQ funds to install traffic safety countermeasures consistent with the Safe Routes to Schools Program.

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 updated the Coordinated Public Transit – Human Services Transportation Plan for the Tulsa TMA during FY 2026. INCOG will take steps to incorporate plan recommendations into the management of the 5310 Program.

Product: 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, Light Rail Transit, and Microtransit. *[INCOG and MTTA]*

Product: Coordination with ODOT, MTTA and member jurisdictions on transit plans and projects.

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.

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 1) relationship building, 2) improved project delivery timeframes, and 3) on-the ground outcome benefits.

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

Public Transit

INCOG has for several years provided CMAQ funds to MTTA for either free fares or 50% fares during Ozone Alert Season. This is generally from Memorial Day through Labor Day. INCOG may request ODOT initiate the transfer of up to $150,000 in CMAQ funds to support activities that encourage choice riders to try transit during Ozone Alert Season.

Product: MTTA will provide a report to INCOG documenting how the funds were used and metrics describing results.

8. Public Education and Participation

General 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.

Travel with Care Program

INCOG will continue the Travel with Care Program to promote the use other modes of transportation for some daily trips and reduce air quality emissions. Travel with Care will continue to partner with Resolute PR, a local professional marketing firm with expertise in media relations and digital marketing, to implement and expand the region's bicycle and pedestrian safety campaign. The campaign provides education on bicycle and pedestrian laws, policies, etiquette, and safe roadway practices through coordinated digital media, social media advertising, and community outreach. Messaging is informed by regional crash data and national best practices to ensure evidence-based and targeted communication.

Product: Targeted social media and streaming advertisements to promote pedestrian and bicyclist safety; locally produced videos and graphics guided by crash data and NHTSA best practices; participation in regional and national community events such as Bike to Work Day, school programs, and other outreach initiatives; Partnerships with organizations such as Bikeclub, River Parks, and other groups actively engaged in bicycle and pedestrian education and infrastructure improvement; consistent, high-visibility messaging designed to reinforce safe behaviors among all road users, Alignment with INCOG's Vision Zero commitment and Safe System approach to reduce preventable pedestrian- and bicyclist-involved crashes across the region. This coordinated effort supports a culture of shared responsibility and safer road use throughout the INCOG region.

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.

10. Public Transit Planning

PROGRAM SUPPORT ADMINISTRATION:

Costs include planning support administration, data collection and project implementation (support and reporting software use, route analysis and rerouting, validating new route proposals, etc.) executed by a mix of in-house planners and 3rd party contractors.

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.

Travel Demand Model: Maintain and update the existing regional Travel Demand Model. 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.

Project Coordination and Monitoring.

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

LONG TERM TRANS PLAN - PROJECT LEVEL:

This project will fund all allowable long-range planning costs. Costs include long term planning to support the master strategic plan (required every five years – start date 10/13/2026), data collection and planning project implementation (capital improvements, route studies, service expansion planning, passenger and community surveys) to improve service and performance.

Update Coordinated Public Transit - Human Services Transportation Plan.

MTTA will coordinate with INCOG, 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, etc.

Product: Coordination with ODOT analysis of commuter corridors in the region. Bus Rapid Transit services update.

SHORT RANGE TRANS PLAN - PROJECT LEVEL:

This project will fund all allowable short-range planning costs. Cost includes short-term planning to support safe, on-time service and performance: data collection and planning project implementation (capital improvements, route studies, service modification planning) to improve.

MTTA will cooperate with INCOG, member jurisdictions and others in the short-range 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 analysis of commuter corridors in the region. Bus Rapid Transit services update

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	Jarrod 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 – Council Member
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	Matt Bragg – Council Member
Tulsa	Monroe Nichols – Mayor
Tulsa	Laurel Robers – Commissioner of Public Safety
Tulsa	Mike Miller – City Administrator
Tulsa	Shane Stone – Government Affairs Director
Tulsa	Vacant
Tulsa	Anthony Archie – Council Member
Tulsa	Carol Bush – Council Member
Tulsa	Jackie Dutton – Council Member
Tulsa	Sarah Davis – Council Administrator
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	Vacant
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

Dylan Warner	City of Bixby
Travis Small	City of Broken Arrow
Josh Brown	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
Roger Stevens	City of Owasso
Derek Campbell	City of Sand Springs
Joan Riley	City of Sapulpa
Brad White	City of Skiatook
Terry Ball	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
Jared Schwennesen	ODOT, Multi-Modal & Planning Division
Matt VanAuken	ODOT, Local Government 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

Transportation Technical Committee

Nathan Radach	City of Bixby
Brent Stout	City of Broken Arrow
Jody King	City of Catoosa
Vacant	City of Claremore
Craig Stokes	City of Collinsville, Chairman
Vacant	City of Coweta
David Agbetunsin	City of Glenpool
Anthony Wilkins	City of Jenks
Dwayne Henderson	City of Owasso
Cody Blair	City of Sand Springs
Mike Russell	City of Sapulpa
Brad White	City of Skiatook
Tracy Nyholm	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
Brian Bigbie	Tulsa-Rogers County Port of Catoosa
Joe Echelle	Oklahoma Turnpike Authority
Trapper Parks	ODOT, Division VIII Engineer
Chris Wallace	ODOT, Division I Engineer
Sarah McElroy	ODOT, Multi-Modal & Planning Division
Thomas Dow	Indian Nations Council of Governments