

ENCOMPASS
2050



Metropolitan Transportation Plan

Association of Central Oklahoma Governments

Metropolitan Transportation Plan



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PLAN ADOPTION

The Encompass 2050 Metropolitan Transportation Plan (MTP) for Central Oklahoma was developed over the past five years in coordination with member communities, the Central Oklahoma Transportation and Parking Authority (COTPA), Norman Transit, the Oklahoma Department of Transportation (ODOT), the Oklahoma Turnpike Authority (OTA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and numerous stakeholders.

The ACOG MPO Policy Committee will consider final adoption of Encompass 2050 on Thursday, November 19, 2026, at 1:20 p.m. in the ACOG Board Room. All comments received by Monday, November 16, 2026, will be provided to the ACOG MPO Policy Committee for their consideration prior to final action.

Please provide your written comments by mail or email to the following:

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Please visit **[Encompass2050.com](https://encompass2050.com)** for more information.

Introduction



INTRODUCTION

Metropolitan Planning Organization

The Association of Central Oklahoma Governments (ACOG) is a voluntary association of city, town, and county governments within the Central Oklahoma region. Established in 1966, ACOG's purpose is to aid local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

ACOG supports and manages a variety of missions aimed at improving the quality of life in Central Oklahoma. This includes serving as the Metropolitan Planning Organization (MPO) for the region. In this capacity, ACOG's primary role is to lead comprehensive, coordinated, and continuous transportation planning. As such, ACOG works with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oklahoma Department of Transportation (ODOT), area transit providers, local governments, the public, and other stakeholders to prepare the long-range Metropolitan Transportation Plan (MTP) and short-range implementation programs. The MPO planning process and planning products are a prerequisite for Central Oklahoma to receive federal transportation funding.

ACOG QUICK FACTS



ACOG is a voluntary association of city, town, and county governments within the Central Oklahoma region.

Established in **1966**

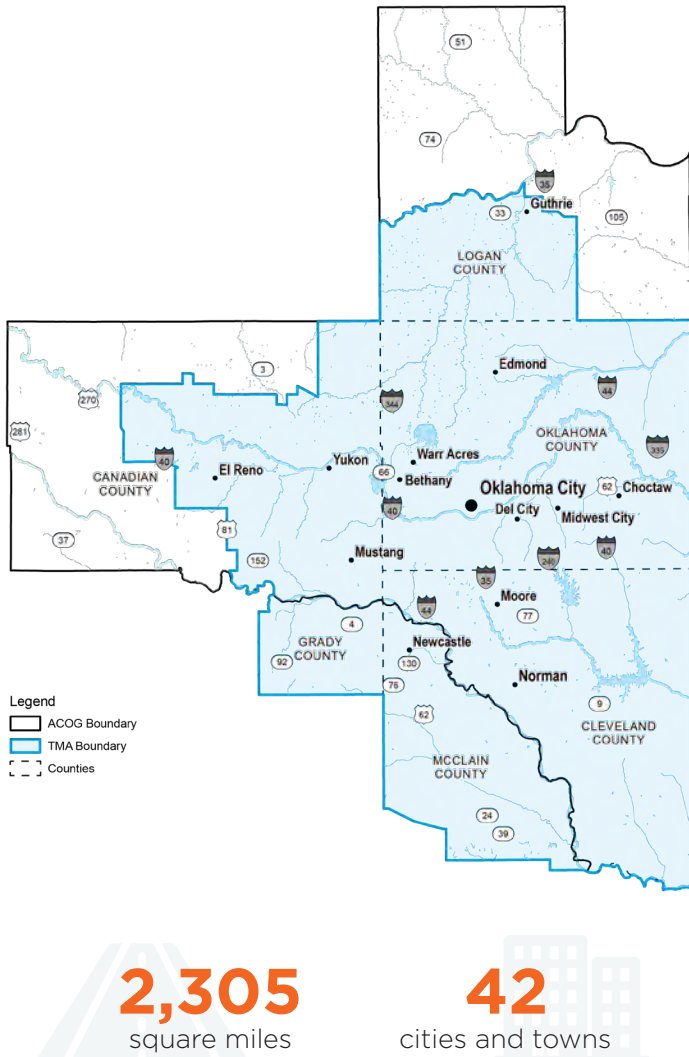
ACOG's **primary role** is to lead comprehensive, coordinated, and continuous transportation planning.

Key Functions of an MPO

-  Establish a setting for effective regional decision-making
-  Identify and evaluate alternative transportation improvement options
-  Prepare and maintain the MTP
-  Prepare and maintain the Transportation Improvement Program (TIP)
-  Implement Performance-Based Planning and Programming (PBPP) initiatives in the MTP and TIP
-  Involve the public

As the MPO, ACOG is responsible for transportation planning throughout the Transportation Management Area (TMA) in Central Oklahoma. This planning boundary includes 2,305 square miles and 42 cities and towns located within Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. The TMA boundary is reviewed every 10 years to ensure urban and urbanizing portions of the region that are linked by a common economy and transportation system are included in the MPO's transportation planning efforts.

Map of MPO Boundary and Counties/Cities



WHAT IS ENCOMPASS 2050? WHAT IS THE PURPOSE?

Encompass 2050 – also known as the 2050 Metropolitan Transportation Plan (MTP) – is Central Oklahoma’s guide for investing more than **\$30 Billion** in its multimodal transportation system through 2050.

The plan sets priorities for Central Oklahoma’s transportation system over 30 years, and includes both policy recommendations and specific projects that will guide expenditure of the region’s limited transportation dollars. In addition, Encompass 2050 accomplishes the following:

- Updates the region’s transportation planning goals and objectives
- Projects population and employment changes through 2050
- Describes the existing transportation system
- Describes the networks and land use scenarios that were analyzed as part of the planning process
- Identifies current and future multimodal transportation needs within Central Oklahoma
- Presents a financial plan and strategies to ensure that transportation expenditures are fiscally constrained
- Fulfills the federal requirement for performance-based planning
- Monitors transportation air quality and addresses applicable air quality conformity requirements

ENCOMPASS 2050 PLAN PROCESS



FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Encompass 2050 was developed in compliance with the latest federal surface transportation legislation – the Infrastructure Investment and Jobs (IIJA) Act.

GOALS AND OBJECTIVES

The U.S. Department of Transportation sets goals for the nation's transportation system. Regional metropolitan priorities, consistent with the Federal goals, were developed as part of Encompass 2050. These goals and objectives closely mirror those from Encompass 2045.

CONNECTIVITY

Develop connections among all types and modes of transportation

Objectives:

- Provide efficient connections within and between modes and facilities
- Facilitate the movement of people and goods, improve connectivity between regions and activity centers, and increase travel mode choices
- Implement a Complete Streets policy for the region and encourage member communities to adopt a Complete Streets policy
- Support and expand an interconnected bus and commuter rail transportation system in the region



ECONOMIC STRENGTH

Promote economic vitality through enhanced mobility

Objectives:

- Invest in improvements that enhance the efficiency of the existing transportation system
- Improve accessibility to regional employment centers
- Invest in transportation that supports tourism, commerce, and economic activity
- Increase efficiency of goods movement by truck, rail, water, air, and pipeline



ACCESS + OPTIONS

Provide transportation options and access for the movement of all people and goods

Objectives:

- Provide fair transportation services and improvements that support a multimodal system
- Expand and maintain a safe, secure, and accessible public transportation system
- Expand and maintain accessible and connected pedestrian and bicycle facilities
- Avoid, minimize, or mitigate negative human health and environmental effects on underserved populations





HEALTHY COMMUNITIES



Improve the connection between land use and transportation to enable residents to live healthier lives and reduce environmental impact from vehicle travel

Objectives:

- Improve, enhance, and expand the ability for residents to walk, bike, or use public transportation
- Encourage use of alternative energy and cleaner-burning fuels to improve the region's air quality
- Reduce the potential negative impacts transportation projects have on the environment and human health
- Better connect land use and transportation decision-making

PERFORMANCE



Increase the efficiency and reliability of the transportation system

Objectives:

- Invest in Intelligent Transportation Systems (ITS) and other improvements that enhance the efficiency of the existing transportation system
- Improve the resiliency and reliability of the existing transportation system
- Increase roadway capacity for vehicles, bicycles, pedestrians, and transit where needed
- Sustainably fund transportation projects while continuing to leverage additional resources

SAFETY + SECURITY



Provide a safe and secure transportation system for all users

Objectives:

- Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries, and fatalities of all users
- Increase awareness of the public on safety issues and skills
- Collaborate with area communities and stakeholders on transportation system safety and security strategies
- Improve situational awareness, understanding, and collaboration around cybersecurity across the region

SYSTEM PRESERVATION



Maintain and improve the quality of the transportation system

Objectives:

- Invest in projects that preserve and enhance the existing transportation infrastructure
- Encourage policies and procedures that preserve traffic operations and safety
- Explore new or improved transportation technologies
- Decrease unnecessary bridge and roadway wear and tear

State of the Region



STATE OF THE REGION

Understanding Today's Regional Trends

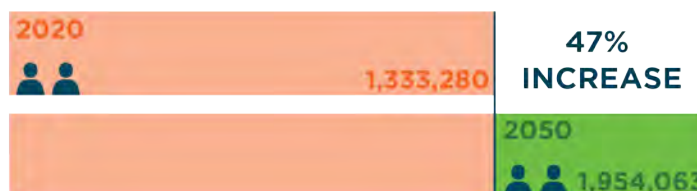
Before planning for the future, it is important to understand where the region stands today. The State of the Region provides a snapshot of the people, places, economy, and transportation systems that shape daily life across Central Oklahoma. By examining current trends in population growth, housing, employment, travel patterns, and transportation infrastructure, the region can better understand both opportunities and challenges facing the transportation system.

A Growing Region

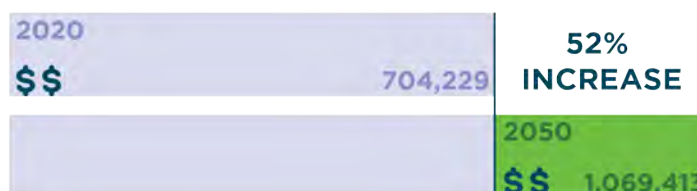
Central Oklahoma continues to grow, adding more than 120,000 residents since 2015 and reaching approximately 1.33 million residents in 2020. Growth has been concentrated in Oklahoma City, Norman, Edmond, and eastern Canadian County, reflecting continued development in both urban and suburban areas.

Growth creates new opportunities for economic development, investment, and community vitality. However, it also increases demand on roads, transit services, and other transportation infrastructure. Understanding these existing conditions helps establish the foundation for developing transportation investments that address future needs while supporting the goals of the MTP.

Projected Population Growth



Projected Employment Growth



How People Move Throughout the Region

Transportation in Central Oklahoma remains heavily dependent on personal vehicles. Nearly 77 percent of workers drive alone to work, making driving the dominant travel mode throughout the region.

Most residents enjoy relatively short commute times, with more than 70 percent of workers traveling less than 30 minutes to work. Remote work has also become a growing part of the transportation landscape, accounting for nearly 10 percent of workers.

While transit, walking, and bicycling currently account for a smaller share of trips, these transportation options continue to provide important alternatives for many residents and help expand mobility choices throughout the region.



76.9%
Drove Alone



2.2%
Walked



9.5%
Carpooled



0.3%
Bicycled



1.3%
Other Means



0.5%
Public Transportation

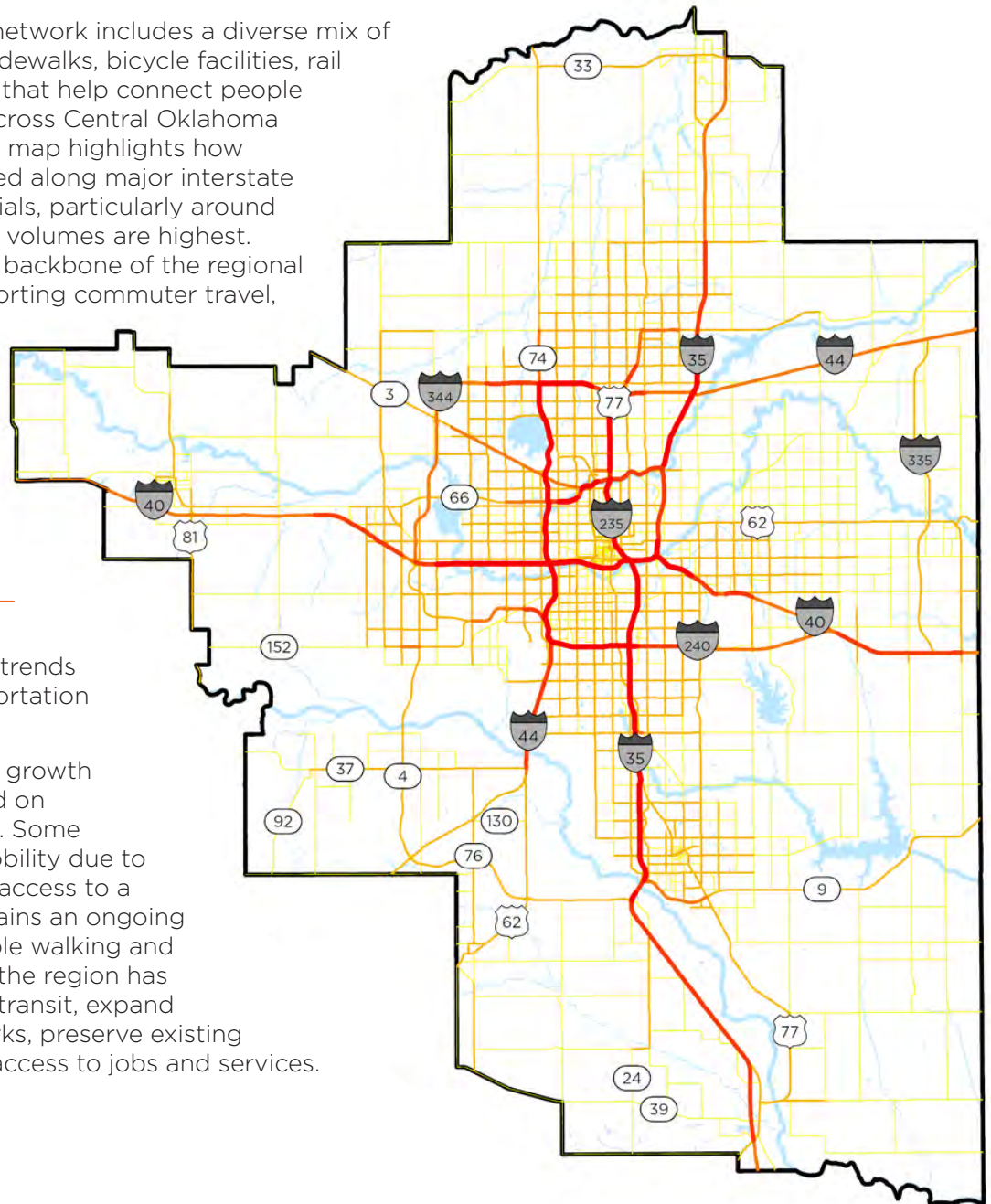


9.5%
Work from Home

The region's transportation network includes a diverse mix of roadways, transit services, sidewalks, bicycle facilities, rail corridors, and freight routes that help connect people and goods to destinations across Central Oklahoma and beyond. The daily traffic map highlights how travel demand is concentrated along major interstate highways and principal arterials, particularly around Oklahoma City, where traffic volumes are highest. These corridors serve as the backbone of the regional transportation system, supporting commuter travel, freight movement, and access to major employment centers, schools, healthcare facilities, and commercial destinations.

The State of the Region highlights several important trends shaping the future of transportation in Central Oklahoma.

Population and employment growth continue to increase demand on transportation infrastructure. Some residents face barriers to mobility due to income, disability, or limited access to a personal vehicle. Safety remains an ongoing priority, particularly for people walking and bicycling. At the same time, the region has opportunities to strengthen transit, expand active transportation networks, preserve existing infrastructure, and improve access to jobs and services.



Scenario Planning



SCENARIO PLANNING

Scenario planning enables ACOG and its partners to evaluate how major trends could shape the region's future by exploring a series of "what if" questions. Rather than predicting outcomes, the scenarios represent a range of hypothetical futures that help inform land use and transportation planning decisions.

Three scenarios were created for the MTP, including a trend scenario and two alternative scenarios. These scenarios were developed and refined with extensive input from ACOG staff, stakeholders, local leaders, and the public. Each scenario is outlined here, along with its potential outcomes.

Exploring Different Futures

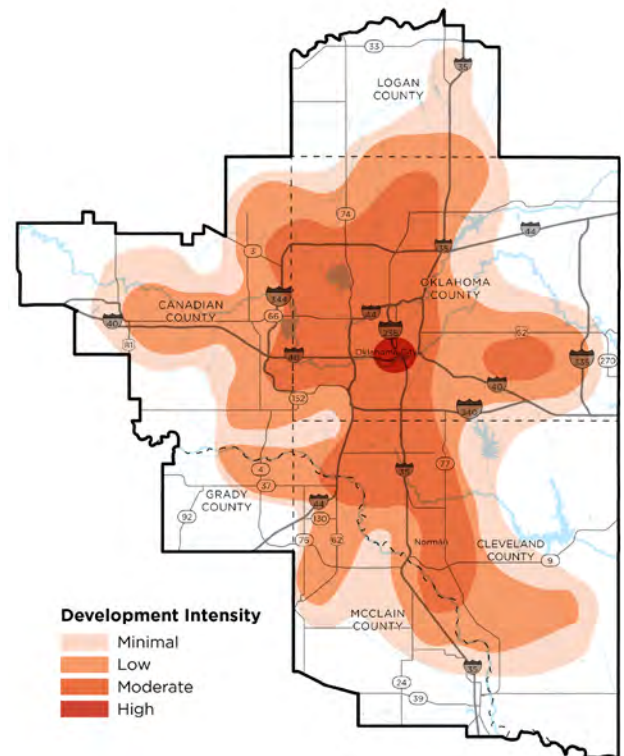
SCENARIO 1: TREND SCENARIO

Scenario 1 is considered the "Trend Scenario" because it is a continuation of existing development patterns. Growth continues outward in locations such as along the western half of the Kilpatrick Turnpike/I-344 corridor and the I-35 corridor stretching toward Norman, taking advantage of large tracts of vacant land, drawing both residents and businesses. The new growth is a mix of land use from traditional single-family subdivisions and large-lot communities to modern garden apartments. Complementing this residential growth are power centers, strip commercial areas, and office parks.

Most new population and employment growth occurs outside of established urban centers, facilitated by continued investment in major highway and freeway infrastructure.

Trend Scenario

- Continued outward expansion
- Suburban single-family subdivision, commercial centers and office parks
- Over 90% of population growth and 75% of job growth outside of existing developed areas



SCENARIO 2: BACK TO CITIES

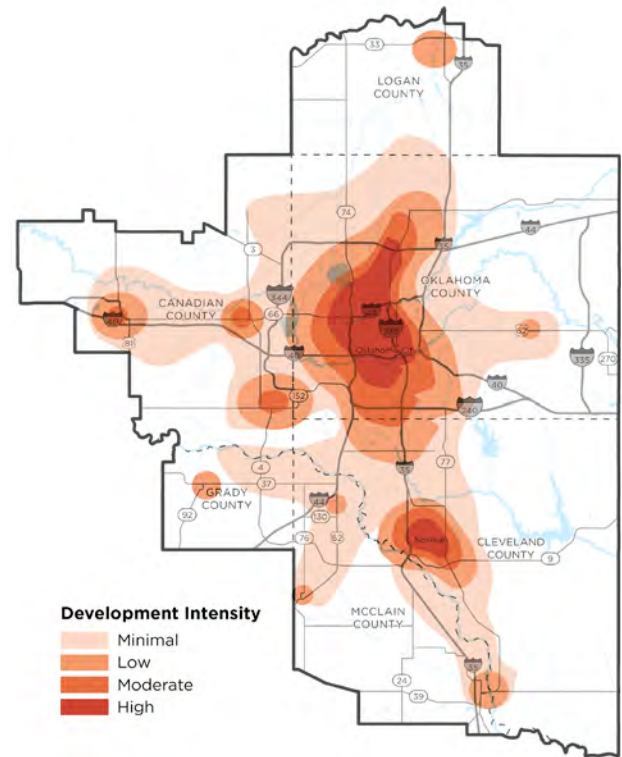
The second scenario sees Central Oklahomans go “Back to the Cities” through thoughtful infill development and a diverse mix of housing types, including missing middle housing, small-lot single-family homes, and traditional subdivisions.

There is a strong emphasis on placemaking through strengthening established employment centers and introducing new mixed-use development that integrates commercial and residential uses. By bringing jobs, services, schools, and daily needs closer together, this pattern supports shorter trips and expands travel options, including driving, transit, walking, and biking. Roughly one in three new residents and about half of all new jobs are in an existing community where transportation and other infrastructure is already in place.

Existing developed areas are defined as contiguous areas of established urban development patterns of at least five buildings per acre.

Back to the Cities Scenario

- Thoughtful infill development
- Mix of housing types and strengthening existing employment centers
- Over two-thirds of population growth and half of job growth in existing developed areas and towns



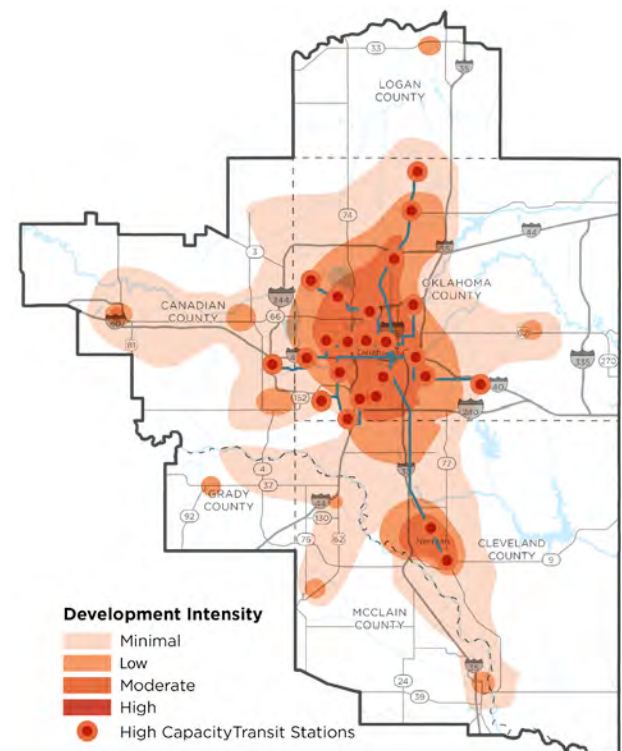
SCENARIO 3: ALL ABOARD

The third and final scenario sees Central Oklahomans go “All Aboard” on transit by placing a significant amount of new homes and jobs to areas served by transit by 2050. Growth is concentrated around transit-oriented development (TOD), where housing, jobs, and retail are within walking distance of high-capacity transit stations as defined in the Central Oklahoma Long Range Transit Plan. Areas located farther from high-capacity transit stations are supported by single-family neighborhoods that maintain convenient connections to transit through short car or bus trips to commuter rail.

Roughly one-third of new residents and over half of new jobs are within a half-mile of transit stations, reflecting a strong alignment between job locations and access to regional transit service.

All Aboard Scenario

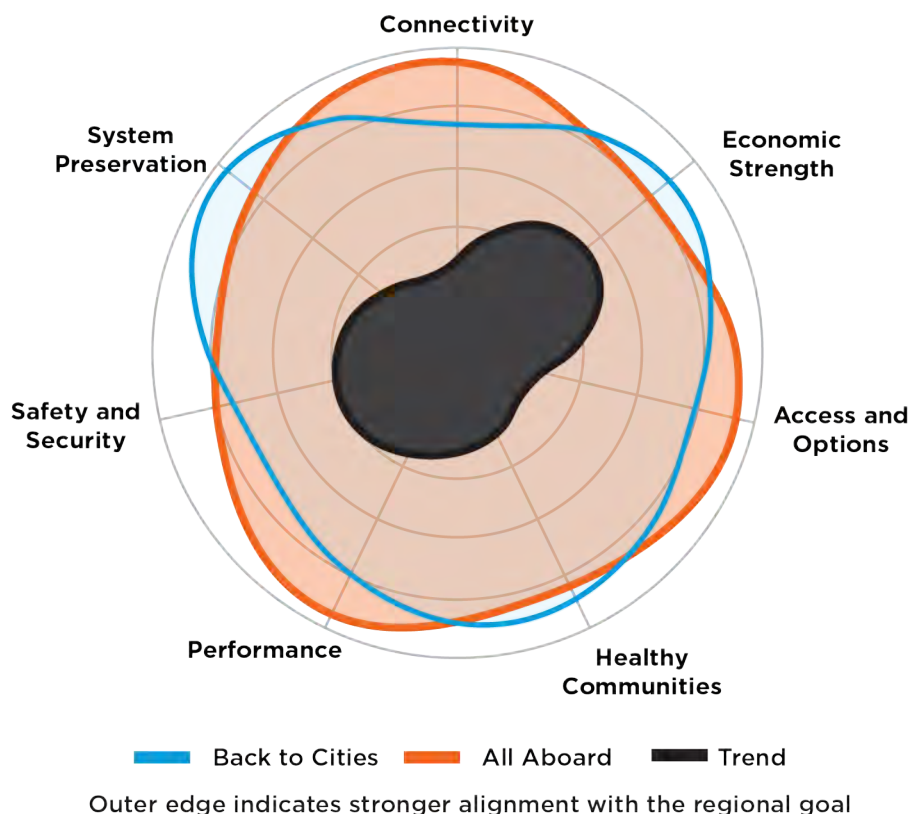
- Transit oriented development
- Strong alignment between housing, jobs and transit
- One in three new residents and over half of all new jobs within walking distance of high-capacity transit



How the Scenarios Support Regional Goals

The scenario planning process used a series of performance indicators developed with stakeholder input to determine how each scenario related to the goals of the MTP. The comparison chart below highlights the strengths and tradeoffs associated with each scenario.

Scenario Alignment with Regional Goals



The **Trend Scenario**, which reflects a continuation of existing development patterns, generally showed lower performance across most goals. As growth expands outward into undeveloped areas, the region consumes more land, requires additional infrastructure investment, and creates fewer opportunities for residents to access destinations through walking, bicycling, or transit. While this scenario accommodates future growth, it is less effective at supporting many of the region's long-term objectives related to connectivity, transportation choice, and efficient infrastructure use.



The **Back to Cities Scenario** performed well across all goals, particularly those related to Economic Strength, Healthy Communities, and System Preservation. By directing growth toward existing communities and encouraging a broader mix of housing and employment opportunities, this scenario supports reinvestment, strengthens established activity centers, and makes efficient use of existing infrastructure. It also reduces land consumption and limits the need for costly expansion of roads and utilities.

growth of existing communities



The **All Aboard Scenario** also performed well across the goal areas, showing particular strengths in Connectivity, Access and Options, and Performance. By concentrating homes and jobs near transit corridors and stations, this scenario expands transportation choices, improves access to destinations, and supports a more connected transportation network. This pattern of growth creates opportunities for shorter trips, improved access to employment centers, and greater mobility for residents throughout the region. Overall, the analysis indicates that scenarios emphasizing reinvestment in existing communities, walkable development patterns, and expanded transportation choices are more closely aligned with the region's goals than a continuation of existing development trends. While each scenario offers distinct advantages, the strongest outcomes consistently occurred when growth was focused in established communities and along major transportation and transit corridors. These findings provide valuable guidance as the region identifies a preferred strategy for accommodating future growth and transportation investment.

growth of connectivity, access and options, and performance



Using Scenario Planning to Inform Decision Making

The results of the scenario evaluation suggest that the transportation and land use approaches embodied in the Back to the Cities and All Aboard scenarios are more in line with the region's goals by promoting more efficient land use, expanding housing options, and improving access to jobs, services, and transportation choices. These scenarios reduce land consumption, make greater use of existing infrastructure, and place more homes and jobs in walkable areas and near transit.

Looking at the big picture, ACOG and its local agency partners should explore greater investment in high-capacity transit and policies that support reinvestment and development within existing communities and new growth surrounding high-capacity transit stations.

Public and Stakeholder Engagement



ENCOMPASS 2050 ENGAGEMENT

ACOG's formal Public Participation Plan serves as a guide to ensure early and continuous opportunities for the public to be engaged in the development of plans and programs produced by the MPO. For Encompass 2050, Public and Stakeholder engagement took many forms, including:

- Formation of a Stakeholder Advisory Group that met periodically throughout the plan's development
- Presentations to the ACOG Board of Directors, ACOG MPO Policy Committee, ACOG Technical Committee to provide updates and gather feedback
- Digital and in-person public engagement, conducted in two phases

Public Engagement Summary

Public engagement for Encompass 2050 was divided into two phases. Phase I gathered input on transportation priorities, funding preferences, travel behavior, and location-specific needs across the ACOG service area. Phase II asked members of the public to look to the future and respond to three different scenarios. Each scenario showed what the ACOG region could look like depending on development decisions made today. The public was also asked to share feedback on the Encompass 2050 project list.

PHASE I

Phase I of engagement was conducted from February to April 2026 through a combination of in-person events and online activities. Feedback was gathered through several engagement activities. These included an in-person workshop at Rose State College in Midwest City and pop-up events in Oklahoma City, Edmond, and Norman. Additional input was collected through an online survey and interactive map hosted on the Encompass 2050 project website, and a "Fund It" activity. The Fund It activity allowed respondents to role-play funding across five categories and was offered in online and in-person formats. Online respondents allocated 100 virtual dollars across five transportation investment categories, while in-person participants allocated 10 marbles, each representing 10 points, across the same five categories. The team also gathered feedback through a stakeholder presentation at the Scenario Planning Summit, email outreach, and ACOG social media channels. Overall, online activities generated 166 contributions, and in-person events produced 48 additional responses.

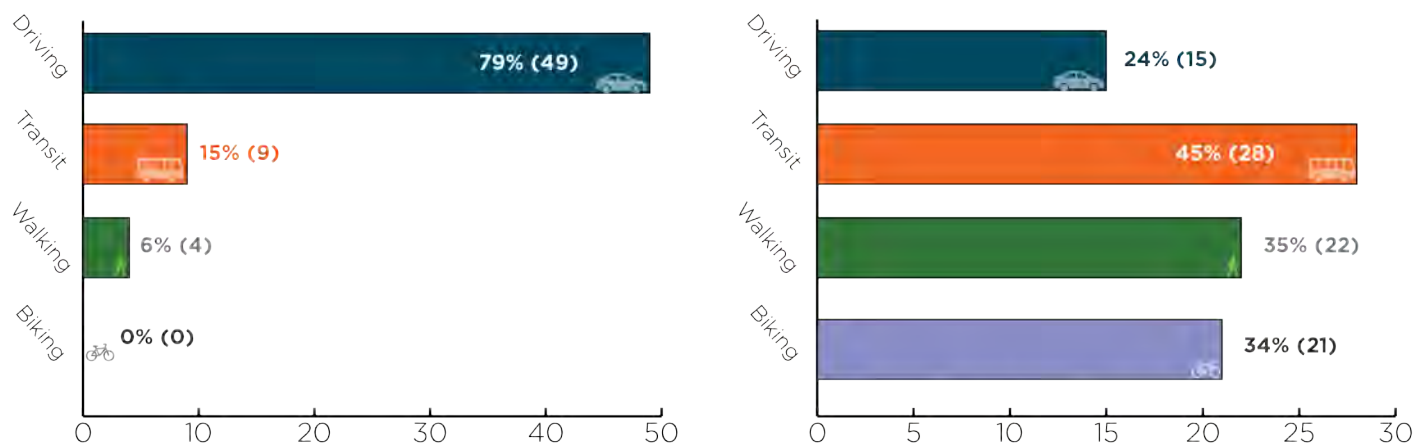
Most respondents were working-age adults, with nearly 90% between ages 25 and 64. Most respondents both lived and worked in the ACOG service area, with the strongest response concentrations in Edmond, central Oklahoma City, and the Norman area.

CURRENT AND PREFERRED TRAVEL

Driving is the dominant mode of travel, with 79% of respondents reporting it as their primary means of getting around. No respondents reported biking as their primary mode, and walking and transit each accounted for fewer than 15% of current trips. However, stated preferences diverge sharply from actual behavior: 45% said they would prefer to use transit more often, 35% would prefer to walk more, and 34% would prefer to bike more.

Among respondents who do not currently walk or bike frequently, the leading barriers were practicality (67%)—including distance, time constraints, and physical ability— followed by insufficient sidewalk and bike infrastructure (44%) and personal safety concerns (33%).

Mode Currently Traveled by VS Mode Would Prefer to Travel By



PRIORITIES FOR THE FUTURE

Respondents ranked increasing transportation options as the top future priority, followed by reducing crash injuries and deaths, and improving transit service. In-person and online participants in the Fund It activity allocated the most funding to roadway maintenance, followed by transit service and walking facilities.

KEY TAKEAWAYS

Phase I engagement respondents indicated that Encompass 2050 should prioritize maintaining existing infrastructure, improving safety, expanding transit, and closing gaps in walking and bicycling networks. While the region remains car-dependent, many respondents want more travel options, especially transit, walking, and biking. The results also suggest that roadway maintenance should remain a core investment, while new roadway capacity is a lower priority than maintenance and multimodal improvements.

PHASE II

Phase II of engagement was conducted from mid-August to mid-September 2026 and shifted the conversation from transportation priorities to choices about how Central Oklahoma could grow through 2050. Public feedback was gathered through multiple channels. Online engagement included a scenario survey and an interactive project map. In-person engagement included pop-up events in Oklahoma City, Edmond, and Norman, as well as campus events at the University of Central Oklahoma and the University of Oklahoma. To get the word out and encourage participation, ACOG also promoted the engagement through newsletters, municipal communications, social media posts, and broadcast interviews. The online survey collected over 290 responses, the interactive map received 70 comments, the Encompass 2050 website recorded over 1,000 page views, and the survey page recorded over 3,250 page views. Survey participation was nearly five times the responses received in Phase I.

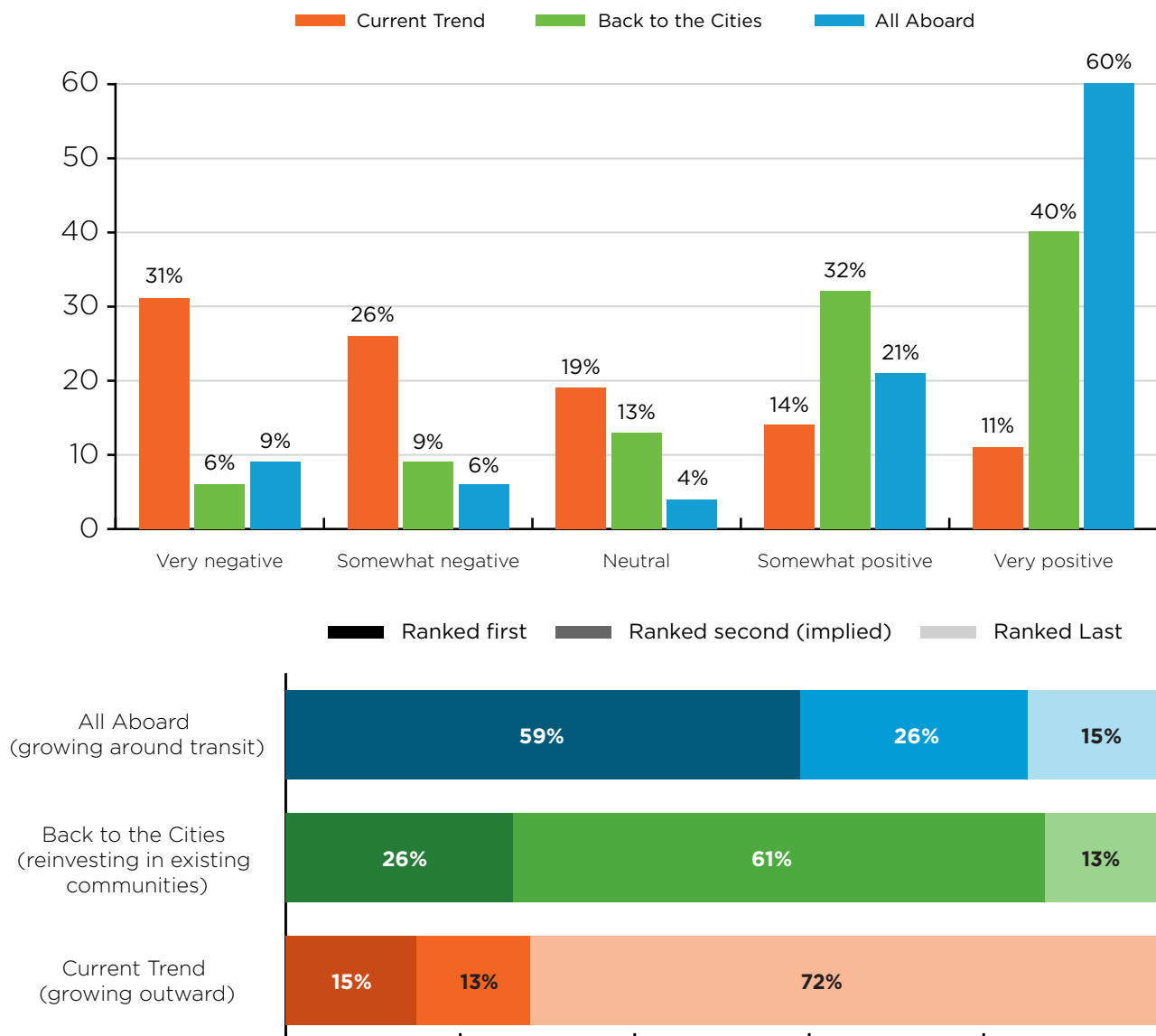
RESPONDENTS AND REGIONAL REACH

Phase II reached a younger audience than Phase I: 56% of respondents were under age 45, including 18% ages 18–25. Compared to 45% of respondents under 45 in phase I. Nearly all respondents had access to a car or truck (97%), while 34% had access to a bicycle and 23% had access to public transit. Similar to Phase I, responses were concentrated in Edmond, Norman, and central Oklahoma City. There was limited participation from communities east and west of the urban core.

RESPONSE TO GROWTH SCENARIOS

Respondents reviewed three growth scenarios: the Current Trend would continue outward development, Back to the Cities would focus growth in existing communities, and All Aboard would concentrate homes and jobs near major transit stations. All Aboard received the strongest support, with 59% ranking it first and 81% expressing a positive impression. Back to the Cities also received broad support, with 72% expressing a positive impression and 81% supporting more homes and businesses in existing neighborhoods if it resulted in shorter trips and more nearby services. Current Trend was the least preferred scenario, with 72% ranking it last and 57% expressing a negative impression.

Although All Aboard was the preferred scenario, respondents considered it the least realistic to achieve by 2050. While Current Trend and Back to the Cities were viewed as more achievable. Open-ended comments indicated that this difference reflected questions about funding, implementation, land use policy, and the pace of building a stronger regional transit system. Support for transit-oriented growth was not limited to the urban core: suburban and rural respondents ranked All Aboard first at approximately the same rate as central Oklahoma City respondents.



PROJECT AND LOCATION-SPECIFIC PRIORITIES

Phase II also invited the public to comment on the Encompass 2050 project list through an interactive map. The Encompass 2050 project list is a list of potential projects in the region that could be completed before 2050. The public was asked to respond to the proposed projects and identify any gaps in recommendations. The comments most often focused on congestion, capacity, and connectivity (27%); safety and intersection design (22%); traffic signal timing and operations (10%); and sidewalks, trails, and pedestrian access (9%). Comments identified specific needs related to signal timing, school-area traffic, freeway and arterial bottlenecks, short sidewalk and trail gaps, roadway maintenance, and transit or passenger rail. These location-specific comments reinforced Phase I concerns about safety, maintenance, missing walking and bicycling connections, and access to transportation options while adding more detail about operational issues and priority locations.

KEY TAKEAWAYS

Together, Phase I and Phase II engagement highlighted several consistent priorities for the region's transportation future:

-  **Infrastructure preservation:** Respondents express strong support to maintain existing infrastructure and prioritize roadway maintenance over adding new roadway capacity. In addition to maintenance of existing facilities, improvements to traffic operations (e.g., signal retiming) were expressed.
-  **Safety:** Feedback expressed strong desire to create safer conditions for people driving, walking, and bicycling.
-  **Transportation choices:** Despite existing car dependency in the region, respondents have strong desire to improve transit service and close gaps in pedestrian and bicycle networks.
-  **Growth and land use:** Respondents support reinvestment in existing communities and transit-oriented growth over continued outward expansion.
-  **Implementation:** Feedback emphasized that future investment should address funding concerns and clearly explain how investments will be delivered. Respondents noted the need for coordination between transportation and land use to ensure project delivery.

Recommendations



Project Development

Transportation projects in the ACOG region were identified through a formal call for projects. Local jurisdictions submitted detailed project information along with self-scored project scoring worksheets for consideration in the prioritization process. ACOG staff reviewed and validated the worksheets to ensure consistency across submissions. Projects were scored using evaluation criteria that emphasized safety, expanded multimodal options, and improved connectivity, with priority given to projects that advance these outcomes over traditional capacity expansion.

ODOT and OTA projects were also considered as part of the project identification process. Capacity-adding roadway projects listed in the 2026-2033 Construction Work Plan were included in the project list. ODOT roadway capacity projects beyond the 8-year Construction Work Plan were also provided by District 4. All projects from OTA's ACCESS Program were added to the combined Encompass 2050 project list.

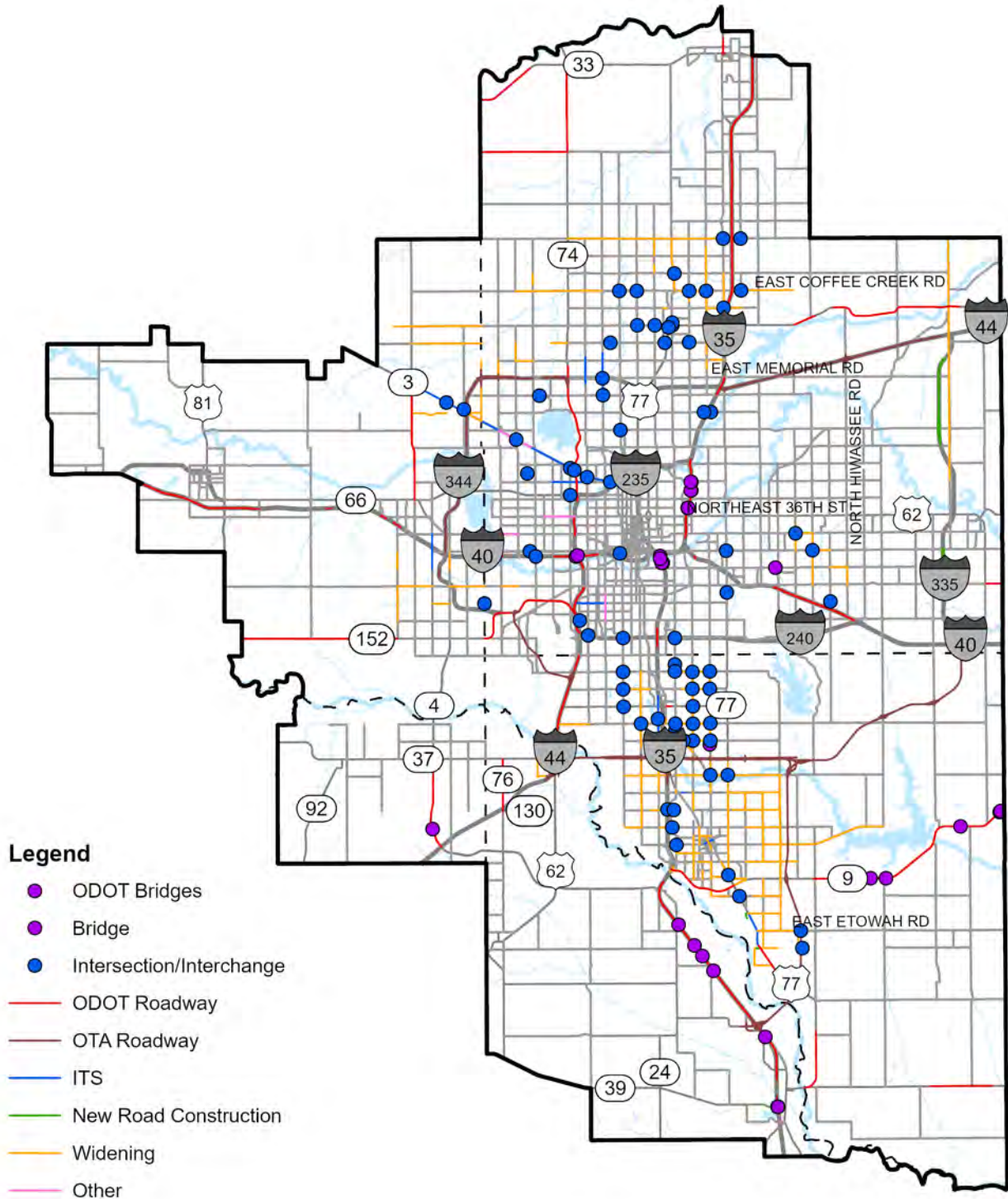
ODOT Projects - 94

OTA Projects - 64

Prioritized Projects

In total, over 350 projects were submitted to ACOG for consideration in Encompass 2050. Some project submissions were incomplete, resulting in removal from the prioritization process. Additionally, many safety, bicycle, and pedestrian projects were removed from prioritization as funding is allocated specifically for these types of projects and, therefore, they are not prioritized for funding in the fiscal constraint. In the end, 230 projects were prioritized and fiscally constrained. See below for a summary of project types from the call.

Project Type	Number of Projects
Roadway Widening	136
New Construction	5
Intersection/Interchange	65
ITS	21
Other	3
Total	230



Active Transportation

Active transportation is any self-propelled, human powered mode of transportation, such as walking or bicycling. It is important for the region to invest in and plan for active transportation, as it provides numerous benefits to the health, economy, and environmental condition of communities. It also provides an alternative to motorized travel, which is a benefit to the region's air quality.

An update to the Regional Active Transportation Plan is currently under development by ACOG staff and the Active Transportation Advisory Committee with expected adoption in Winter 2026. The Plan outlines current and future investments in bicycle and pedestrian infrastructure and programs that support regional growth and healthy living. This includes a series of long-term goals and objectives that form the basis for recommendations and prioritization. Priority areas and corridors are identified, along with several implementation strategies and recommendations to help the region achieve a robust active transportation network.

2020 TARGET	2020 BASELINE	2025 DATA	RESULT
Increase the number of bicycle riders by 50% in 5 years	0.3% of commuters travel by bicycle (ACS, 2019, 5-year average)	0.2 percent of commuter's travel by bicycle (ACS, 2024 5-year estimate)	Decrease of .1%
Increase the number of pedestrians by 100% in 5 years	1.6% of commuters travel by walking (ACS, 2019, 5-year average)	1.6% of commuters travel by walking (ACS, 2024, 5-year average)	Increase of .1%
Increase the number of low-stress bicycle facilities by 100% in 5 years	206 miles of low-stress bicycle facilities	312 miles of bicycle facilities	Increase of 51%
Increase the number of low-stress pedestrian facilities by 100% in 5 years	4,154 miles of sidewalks	5,200 miles of sidewalks	Increase of 25% percent
Decrease bicycle and pedestrian crash rate by 50% with zero fatalities	Total Bike/Ped Injury Crashes - 1,163 Total Bike/Ped Fatalities - 156 (SAFE-T, 2013-2017)	Total Bike/Ped Injury Crashes - 1,104 Total Bike/Ped Fatalities - 190 (OHSO, 2017-2021)	5 % decrease in total bicycle and pedestrian injury crashes 22 % increase in total bicycle and pedestrian fatalities

Starting with the development of Encompass 2040 and associated plans, ACOG and member communities have made strides to invest in and develop active transportation options. Since 2020, Central Oklahoma has doubled the amount of low-stress bicycle facilities and increased the number of sidewalks by 25%.

BICYCLE FACILITIES

ACOG collects bicycle network information from local governments and organizations in the area. Categories of bicycle facility types include paved shoulders, sign-on-road bike routes, bike lanes, protected bike lanes, and shared use paths. A map of the existing and planned routes can be seen on page 27.

The regional bicycle network has been increasing in both miles built and miles planned. Since 2000, over 550 miles of bicycle network have been designated in the area with over 1,100 miles planned.

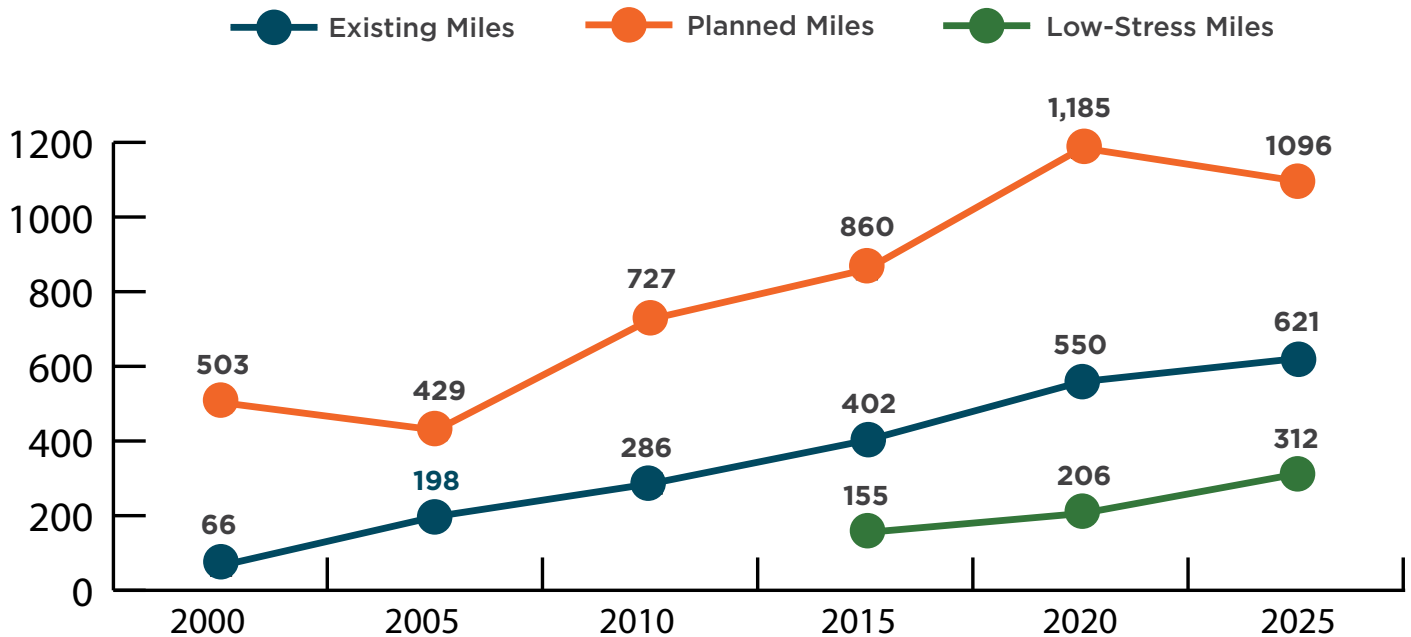
PEDESTRIAN FACILITIES

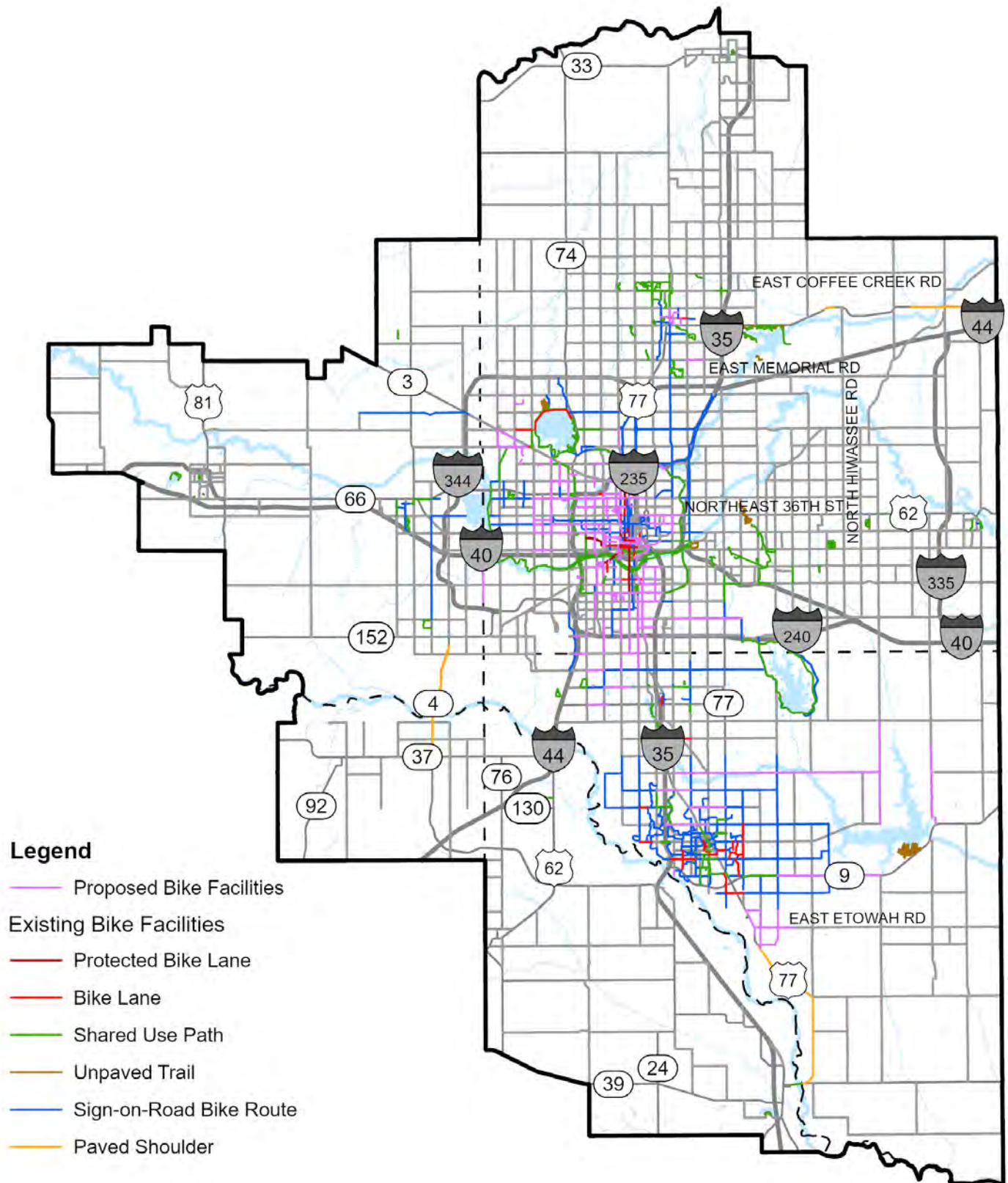
For decades, Central Oklahoma has not required sidewalks to be built alongside new commercial, industrial, and residential development. Although these requirements have recently changed, the region has a great deal of ground to make up. A strong network of sidewalks is vital to achieve a connected and safe transportation system for all users.

FUTURE BICYCLE + PEDESTRIAN FACILITY PRIORITIZATION

ACOG has identified areas that should be prioritized for future bicycle and pedestrian facilities and improvements. Using a method adapted from the Mid-Region Council of Governments in New Mexico, ACOG staff created a Bicycle Composite Index (BCI) and a Pedestrian Composite Index (PCI). These indexes consider locations that generate bicycle and pedestrian activity and areas that deter such activity. When combined, these two factors display locations that should be prioritized when considering active transportation investment.

Miles of Bicycle Network in Central Oklahoma





Regional Transit Network

EXISTING TRANSIT CONDITIONS

Transit service within ACOG is provided by EMBARK, Norman Transit (operated by EMBARK), Edmond Citylink, and First Capital Trolley. Together, these agencies operate nearly 40 fixed routes, stemming from streetcar to bus rapid transit (BRT). Other services provided include paratransit, mobility management, and on-demand services.. ONE Transit is also advancing planned high-capacity transit connections among Oklahoma City, Edmond, Norman, the airport, and other regional destinations.



4 Service Providers



39 Fixed Routes



2 Express Bus Routes



9.5 Miles of BRT



4 Transfer Centers and Hubs

SHORT TERM 0-10 YRS

-  Implement the MAPS 4 Northeast/South BRT
-  Stadium streetcar extension
-  Targeted bus and on-demand service improvements.

MID TERM 10-20 YRS

-  Advance RTA North/South commuter rail
-  Implement West and East BRT
-  Airport light rail transit
-  FAA extension

LONG TERM 20-30+ YRS

-  Extend the RAPID NW BRT
-  OKC Streetcar
-  Expand regional bus and on-demand service

KEY IMPLEMENTATION PRIORITIES INCLUDE:

- Implementing planned high-capacity investments and connecting local routes to the regional network.
- Establishing a core network of high-frequency service and expanding nighttime and weekend service.
- Expanding on-demand service and coordinating regional paratransit and demand-responsive service delivery.
- Developing mobility hubs and standardizing passenger facilities, wayfinding, and regional branding.
- Implementing transit signal priority, queue jumps, transit priority lanes, accessible bus stops, and other improvements that increase speed and reliability.
- Coordinating fleet, maintenance facility, staffing, and driver support investments as service expands.
- Advancing integrated fare policies, transit-supportive land use policies, strategic partnerships, and a coordinated regional funding strategy.

- 430 miles of high-capacity and high-frequency transit service
- 9 high-capacity routes, including commuter rail, light rail, BRT, and streetcar
- 16 high-frequency routes forming the core regional network
- 19 new local, crosstown, and express bus routes
- 24 enhanced bus routes with improved frequency, service span, alignment, or connections
- 15 all-day, nighttime, or weekend on-demand zones

Social, Economic, and Environmental Impacts

Development of Encompass 2050 included an evaluation of potential social, economic, and environmental impacts of the plan to help ensure that future transportation projects will improve mobility and increase economic vitality, while protecting natural resources. It is important to note that the Encompass 2050 impact analysis is regional in scale and does not replace environmental assessments required for each project by the National Environmental Policy Act (NEPA).



ENVIRONMENTAL DATA EVALUATED

- Parks and Recreational Areas
- Wildlife and Endangered Species
- Flood Plains
- Water Quality: Surface and Aquifers
- Hazardous Waste and Superfund Sites
- Air Quality – MOVES Evaluation



SOCIAL AND CULTURAL DATA EVALUATED

- Archaeological Sites
- Tribal Lands
- National Historic Sites and Districts
- Noise Sensitive Areas/Sites



ECONOMIC DATA EVALUATED

- Residential and Employment Displacements
- Low Income and Underserved Groups
- Encompass 2050 Plan Costs and Revenues
- Zero Vehicle Households

Congestion & Safety

CONGESTION

Congestion management is one essential aspect of the transportation system, as reduced contribute to a region's economic vitality and can improve the quality of life for system users. Congestion is a result of physical "bottlenecks," traffic incidents, work zones, weather, special events, and fluctuations in normal traffic. In recent years, congestion has become more unreliable as traffic incidents, special events, and work zones become more common. According to the 2026 ACOG MPO Congestion Management Process (CMP), each driver in the Oklahoma City metropolitan area spends an average of 52 hours in traffic each year with that congestion costing each driver an average of \$1,100 per year. This means extra time and money spent traveling to and from destinations, reducing the potential of those resources to be used elsewhere.

The 2026 CMP goals were developed to align with those of Encompass 2050 with the intended purpose of improving congestion in Central Oklahoma through sound planning and engineering strategies. Questions focused on congestion reduction were included in the Encompass 2050 Call for Projects evaluation criteria to award projects that directly addressed congestion.

SAFETY

Motor vehicle crashes and fatalities have a major impact on the lives of Central Oklahomans. According to the National Highway Traffic Safety Administration (NHTSA) 192,900 people were killed and approximately 13 million injured in motor vehicle crashes across the nation between 2017-2021. The ACOG MPO Regional Safety Action Plan (RSAP) developed in 2024 reported that over that same time period, 629 people were killed and more than 7,000 were seriously injured in Central Oklahoma alone. To combat this serious problem, transportation providers, agencies, and professionals are devoted to working cooperatively to plan and implement safety initiatives throughout Central Oklahoma.

The ACOG MPO RSAP builds on earlier safety initiatives in Central Oklahoma, including the Watch for Me OK public awareness campaign, which educates people about the rules of the road and promotes safer travel. Through public service messages and community engagement, the campaign has raised awareness of pedestrian and bicyclist safety. The RSAP also established goals and recommendations that align with Encompass 2050 and identified ways that safety could be better integrated into the Call for Projects evaluation criteria to award projects that directly address safety.



Financial Plan



FINANCIAL PLAN

The Financial Plan for Encompass 2050 outlines the process for developing funding projections, available revenues sources, and anticipated expenditures through 2050.

One of ACOG's primary responsibilities is guiding the investment of federal and state funding allocations through the MTP. Federal regulations require the MTP to be fiscally constrained, meaning that proposed investments do not exceed projected funding.

The following sections provide an overview of available revenue sources, the project cost estimate development process, and explain fiscal constraint process matching project recommendations to projected revenues.

Note: All revenues and project costs are presented in Year of Expenditure

Revenue Forecast

Encompass 2050 forecasts over \$30 billion in transportation revenue through the plans' horizon year. These revenues are expected from five primary sources to support maintenance, capital projects, and transit operations. The forecast provides the funding framework used to determine which project recommendations can be included in the fiscally constrained plan.

Revenues that are reasonably expected to be available for the ACOG region are organized into five main categories:

Near-term forecasts are sourced from multiple documents including the ACOG Transportation Improvement Program (TIP), ODOT's Construction Work Plan, Oklahoma Turnpike Authority's (OTA) Adopted Budget, the



Central Oklahoma Long-Range Transit Plan, and the most recent budgets from local municipalities. Long-term forecasts for the federal, ODOT, and OTA revenue sources extrapolate the near-term forecasts at a 1% growth rate to reflect potential increases in funding from those sources. Transit and local revenues were not inflated for the plan.

Forecasted revenues from each source were further categorized by funding source, capital versus maintenance/operations, and then organized into the three horizon bands. All roadway maintenance, transit operations and maintenance, and local revenues are expected to be fully spent over the life of Encompass 2050 while capital funding is matched with specific projects in a later step to demonstrate fiscal constraint.

The table below provides a snapshot of all revenues and when they are expected to be available.

Revenue Summary

	2026-2030	2031-2040	2041-2050	Total
Federal Suballocated*	\$221 M	\$402 M	\$444 M	\$1.07 B
ODOT Capital	\$411 M	\$884 M	\$1.11 B	\$2.41 B
ODOT Maintenance	\$478 M	\$1.41 B	\$1.68 B	\$3.56 B
OTA Capital	\$2.73 B	\$4.22 B	\$4.22 B	\$11.18 B
OTA Maintenance	\$673 M	\$2.01 B	\$2.84 B	\$5.52 B
Transit Capital	\$43 M	\$0	\$0	\$43 M
Transit O&M	\$343 M	\$686 M	\$686 M	\$1.72 B
Grant Funding	\$87 M	\$0	\$0	\$87 M
Local	\$959 M	\$1.90 B	\$1.90 B	\$4.76 B
Sum	\$5.95 B	\$11.51 B	\$12.88 B	\$30.34 B

*Major project types include: roadway capacity, bicycle/pedestrian, transit, and safety.

Note: Transit revenue assumptions in Encompass 2050 do not include any additional revenues that would be realized if the region approves the upcoming referendum in 2027 for the ONE Transit sales tax. The proposed 1-cent sales tax could generate up to \$1.8 billion in additional revenue for transit operations, maintenance, and capital projects if passed.

Project Costs

The second key component of the financial plan is determining the cost of projects recommended in Encompass 2050. Developing reliable planning level cost estimates is essential to demonstrate that the cost of proposed projects does not exceed the available revenues described above.

For Encompass 2050, cost estimates were prepared for all ODOT and OTA projects, and regionally significant projects submitted by local jurisdictions. Regionally significant projects include roadway capacity, intersection, and intelligent transportation system (ITS) improvements. Individual estimates were not prepared for bicycle, pedestrian, and safety projects because the plan reserves separate funding for those project types.

ODOT and OTA provided cost estimates for their respective projects included in the plan. For locally submitted projects, estimates shared by the local municipalities were used where possible. Unit costs developed from locally provided information were applied to all projects that did not have provided estimates.

Project cost estimates were developed using the best available information from the agency or jurisdiction responsible for each project. ODOT and OTA provided estimates for their respective projects included in Encompass 2050. For projects submitted by local jurisdictions, locally developed estimates were used when available. Standardized unit costs for each project type derived from locally provided information were applied to any projects submitted without a cost estimate.

Following the development of each project's cost estimate, an annual inflation factor of 3% was applied to the midpoint of the horizon year in which a project is programmed. For example, cost estimates for a project in the 2031-2040 horizon band were inflated to 2035. Projects that could not be fiscally constrained had their project cost inflated to 2051.

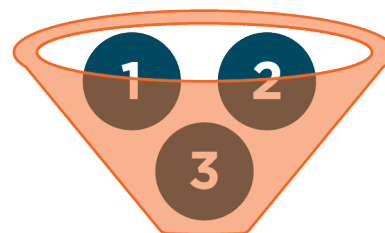
Fiscal Constraint

To comply with federal regulations Encompass 2050 must demonstrate that it is fiscally constrained, meaning that funding for projects does not exceed available revenues. This step is critical for projects because only those in the fiscally constrained plan are eligible to receive federal funding through the MPO. All revenues and costs are expressed in year of expenditure dollars.

Individual projects were matched to available revenues starting with the highest scoring projects from the prioritization process described earlier in this plan. Efforts were made to fund as many projects as possible within available revenue. In some case lower ranked projects that cost less were advanced ahead of higher-ranking ones to fit in a horizon band.

The needs of non-OTA capital projects in the plan exceed available revenues by more than \$2.6 billion. Projects that could not be constrained within the plan were included in the Unfunded Vision horizon beyond 2050. These projects can be added to the fiscally constrained plan at a future date via an amendment if additional funding is identified or project priorities are changed. The table below shows revenues, costs, and the balance of all capital projects included in Encompass 2050. Each horizon band is constrained within available revenues and costs for the Unfunded Vision are shown for informational purposes.

- 1 Prioritized Projects
- 2 Cost Estimates
- 3 Available Revenues



**Financially
Constrained Plan**

**List of projects by
Horizon Band**

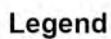
2026-2030
 2032-2040
 2041-2050

The table below summarizes the revenues and costs for all of the capital projects included in the financial plan. All horizon bands within the plan are constrained as noted by the checkmarks.

Fiscal Constraint Summary

	2026-2030	2031-2040	2041-2050	Unfunded Vision
Capital*				
Revenue	\$781 M	\$1.29 B	\$1.56 B	N/A
Current Project Costs	\$781 M	\$1.29 B	\$1.56 B	\$2.64 B
Fiscally Constrained?	✓	✓	✓	
OTA Capital				
Revenue	\$2.73 B	\$4.25 B	\$5.86 B	N/A
Current Project Costs	\$2.70 B	\$2.62 B	\$0	\$0
Future Project Costs	\$0	\$1.63 B	\$5.86 B	\$0
Fiscally Constrained?	✓	✓	✓	
Transit Capital				
Revenue	\$43 M	\$0	\$0	N/A
Current Project Costs	\$43 M	\$0	\$0	\$0
Fiscally Constrained?	✓	✓	✓	
Encompass 2050 Total				
Revenue	\$3.56 B	\$5.54 B	\$7.41 B	N/A
Current Project Costs	\$3.52 B	\$3.91 B	\$1.56 B	\$2.64 B
Future Project Costs	\$0	\$1.63 B	\$5.86 B	\$0
Fiscally Constrained?	✓	✓	✓	

*Includes projects funded with Surface Transportation Block Grant (STBG), ODOT, and grant revenues. Major project types include: roadway capacity, intersection/interchange, and ITS



Funding Band

● 2026-2030

● 2031-2040

● 2041-2050

- Unfunded Vision

Funding Band

— 2026-2030

— 2031-2040

— 2041-2050

— Unfunded Vision

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
211	Lindsey St	Elm Ave	Jenkins Ave Bicycle And Sidewalk	Road Improvements	0.38	Norman
298	Lindsey St	Pickard Ave	Elm Ave Roadway	Road Improvements	0.37	Norman
496	Tecumseh Rd	Flood Ave	24th Ave NW	Road Improvements	0.17	Norman
498	Constitution St	Jenkins Ave	Classen Blvd	Widen to 3 Lanes	1.02	Norman
651	Telephone Rd Traffic Signals	SW 34th St	NW 5th St	ITS	2.62	Moore
655	Roundabout At Broadway Ave And Eastern Ave	Broadway Ave	Eastern Ave	Roundabout	N/A	Moore
672	Intersection Of SW 19th St And Tower-Broadway Ave	SW 19th St	Tower-Broadway Ave	Intersection	N/A	Moore
681	36th Ave NW	W Tecumseh Rd	Moore City Limits	Widen to 4 Lanes	2.51	Norman
741	36th Ave NW	Indian Hills Rd	Moore City Limits	Widen to 4 Lanes	0.52	Norman
742	36th Ave NW	W Tecumseh Rd	W Indian Hills Rd	Widen to 4 Lanes	1.99	Norman
744	NW 23rd St	N Ann Arbor Ave	I-44	Safety	1.75	Oklahoma City
745	SW 44th St	I-44 Northbound Frontage Rd	Johnston Dr	Safety	1.77	Oklahoma City
749	S Pennsylvania Ave	SW Grand Blvd	SW 59th St	Safety	1.49	Oklahoma City
752	NW 10th St	County Line Rd	N Rockwell Ave	Bridge	1.96	Oklahoma City
753	NW Expy	N Council Rd	N Wilshire Blvd	Safety	2.10	Oklahoma City
762	Intersection Of I-240 And S Western Ave	I-240	S Western Ave	Intersection	N/A	Oklahoma City
763	Intersection Of S Western Ave And SW 119th St	S Western Ave	SW 119th St	Intersection	N/A	Oklahoma City
764	Intersection Of S Western Ave And SW 104th St	S Western Ave	SW 104th St	Intersection	N/A	Oklahoma City
765	Intersection Of N Pennsylvania Ave And NW 122nd St	N Pennsylvania Ave	NW 122nd St	Intersection	N/A	Oklahoma City
766	Intersection Of NW Expy And N Portland Ave	NW Expy	N Portland Ave	Intersection	N/A	Oklahoma City
782	Intersection Of NW Expy And Rockwell Ave	NW Expy	Rockwell Ave	Intersection	N/A	Oklahoma City
783	Intersection Of Kilpatrick Tpk And May Ave	Kilpatrick Tpk	May Ave	Intersection	N/A	Oklahoma City
784	Intersection Of Hefner Pkwy And NW Expy	Hefner Pkwy	NW Expy	Intersection	N/A	Oklahoma City
787	Intersection Of Kilpatrick Tpk And Pennsylvania Ave	Kilpatrick Tpk	Pennsylvania Ave	Intersection	N/A	Oklahoma City
839	Intersection Of Edmond Rd And Kelly Ave	Edmond Rd	Kelly Ave	Intersection	N/A	Edmond
841	Intersection Of 2nd St And S Blvd	2nd St	S Blvd	Intersection	N/A	Edmond
842	Intersection Of Main St And Blvd	Main St	Blvd	Intersection	N/A	Edmond
856	Intersection Of SW 134th St And S Western Ave	SW 134th St	S Western Ave	Intersection	N/A	Oklahoma City
903	Intersection Of Reno Ave And Sooner Rd	Reno Ave	Sooner Rd	Intersection	N/A	Midwest City
925	Intersection Of SE 19th St And Eastern Ave	SE 19th St	Eastern Ave	Intersection	N/A	Moore
903208	Interchange Of I-35 And I-240	I-35	I-240	Interchange	N/A	Oklahoma
2026614	SH-9	7.7 Mi E Of US-77	4.6 Mi East	Bridge	4.60	Cleveland
2033008	I-35	Fort Smith Jct, Extend North 4.5 Miles	I-44	ROW	4.36	Oklahoma

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
2033009	I-35	Fort Smith Jct, Extend North 4.5 Miles	I-44	Utility	4.36	Oklahoma
2895108	Interchange Of I-40 And I-44	I-40	I-44	Interchange	N/A	Oklahoma
2895109	I-40	Over I-44	5.3 Mi E Of Canadian C/L (K Interchange Phase II)	ROW	0.10	Oklahoma
2895110	I-40	Over I-44	5.3 Mi E Of Canadian C/L (K Interchange Phase II)	Utility	4.33	Oklahoma
3044606	I-35	MM 156, Extend North Approx. 1.2 Mi North	SH-33 In Guthrie	Utility	2.15	Logan
3275805	SH-9	4.9 Mi W Of Pottawatomie County Line	4.6 Mi East	ROW	4.55	Cleveland
3275806	SH-9	4.9 Mi W Of Pottawatomie County Line	4.6 Mi East	Utility	4.55	Cleveland
3280204	Interchange Of I-35 And SH-74 (Grant St)	I-35	SH-74 (Grant St)	Interchange	N/A	McClain
3288219	SH-152	EB & WB SH-152 From RR Crossing 2600' East Of Council	Meridian	ROW	1.80	Oklahoma
3288220	SH-152	EB & WB SH-152 From RR Crossing 2600' East Of Council	Meridian	Utility	1.80	Oklahoma
3338105	I-44	Oklahoma County Line	5.0 Mi South	ROW	5.01	Cleveland
3338106	I-44	Oklahoma County Line	5.0 Mi South	Utility	5.01	Cleveland
3377104	I-35	Southbound Between Memorial Rd And NE 122nd St	4 Miles North	Utility	1.09	Oklahoma
3516104	SH-4	H.e. Bailey Tpk., N. 5.26 Mis	SH-37	Bridge	5.22	Grady
3558904	I-35	1.0 Mile South Of Ladd Rd, North 4.2 Miles	SH-74	Bridge	4.15	McClain
3574905	I-40	Council Rd Over	1.5 Miles East Of Canadian C/L	ROW	0.20	Oklahoma
3574906	I-40	Council Rd Over	1.5 Miles East Of Canadian C/L	Utility	0.20	Oklahoma
3575405	SH-9	I-35, East 4.4 Miles	US-77	ROW	4.17	Cleveland
3575406	SH-9	I-35, East 4.4 Miles	US-77	Utility	4.17	Cleveland
3618504	I-35	Johnson Rd	2.0 Mi North	Utility	2.03	McClain
3618505	I-35	Johnson Rd	2.0 Mi North	ROW	2.03	McClain
3618508	I-35	Johnson Rd	2.0 Mi North	Utility	2.03	McClain
3854005	I-35	0.3 Mi S Of SH-74	1.8 Mi North	ROW	1.79	McClain
3854006	I-35	0.3 Mi S Of SH-74	1.8 Mi North	Utility	1.79	McClain
3854505	I-35	Northbound And Southbound Over SH-39		Bridge	1.00	McClain
EWC-28004	Toby Keith Expy At I-35			Bridge	17.67	Cleveland
EWC-28007	Toby Keith Expy East Of 96th Ave NE	MM 148.28	MM 151	Bridge	3.25	Cleveland
EWC-28008	Interchange Of Toby Keith Expy And Choctaw Rd	Toby Keith Expy	Choctaw Rd	Interchange	N/A	Cleveland
EWC-28103A	Toby Keith Expy Effluent Line Forcemain Relocation	N 3039 Rd (Near Blanchard)	0.15 Mi N Of SH-74	Bridge	3.96	Cleveland
EWC-28103B	Interchange Of SE 134th Ave And US-77	SE 134th Ave	US-77	Interchange	N/A	Cleveland
EWC-28303A	Toby Keith Expy	MM 7.5 (N Of Wilshire)	MM 11.7 (W Of Council)	Bridge	2.61	Cleveland
EWC-28305A	Toby Keith Expy At 24th Ave NE			Utility	0.53	Cleveland

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
EW-28309A	Toby Keith Expy At 144th Ave NE			Utility	0.68	Cleveland
EW-28310A	Interchange Of Toby Keith Expy And Peebly Rd	Toby Keith Expy	Peebly Rd	Interchange	N/A	Cleveland
EW-28310B	Toby Keith Expy At I-40	Maguire Rd	End Of Project	Road Improvements	0.58	Cleveland
EW-28403A	Toby Keith Expy	0.25 Mi N Of Cr 1320	1.0 Mi S Of SH-37	Bridge	2.67	Cleveland
EW-28405A	Toby Keith Expy At 24th Ave NE	Lindsey St	Alameda St	Road Improvements	0.53	Cleveland
EW-28409A	Interchange Of Toby Keith Expy And 144th Ave NE	Toby Keith Expy	144th Ave NE	Interchange	N/A	Cleveland
EW-28410A	Interchange Of Etowah Rd And Maguire Rd	Etowah Rd	Maguire Rd	Interchange	N/A	Cleveland
EW-28410B	Interchange Of Toby Keith Expy And I-40	Toby Keith Expy	I-40	Interchange	N/A	Cleveland
EW-28502A	Toby Keith Expy Over The Canadian River Floodplain	0.15 Mi N Of SH-74	0.50 Mi S Of Indian Hills Rd	Bridge	1.34	Cleveland / Grady
EW-28503A	Toby Keith Expy At Santa Fe Ave	0.50 Mi S Of Indian Hills Rd	Bnsf/sh-77	Bridge	1.28	Cleveland
EW-28505A	Toby Keith Expy At Porter Ave			Utility	0.60	Cleveland
EW-28505B	Interchange Of US-77 And University Blvd	US-77	University Blvd	Interchange	N/A	Cleveland
EW-28509A	Toby Keith Expy At 144th Ave NE	MM 151.36	MM 154	Bridge	0.08	Cleveland
EW-28510A	Interchange Of HEB Tpk And US-62	HEB Tpk	US-62	Interchange	N/A	Cleveland
EW-28603A	Toby Keith Expy	Pennsylvania Ave	Santa Fe Ave	Road Improvements	6.38	Cleveland
EW-28605A	Interchange Of CR 1280 And Amber	CR 1280	Amber	Interchange	N/A	Cleveland
EW-28605B	Toby Keith Expy At SH-77H			Bridge	7.20	Cleveland
EW-28609A	Interchange Of Choctaw Rd And Peebly Rd	Choctaw Rd	Peebly Rd	Interchange	N/A	Cleveland
EW-28610A	Interchange Of Toby Keith Expy And I-40	Toby Keith Expy	I-40	Interchange	N/A	Cleveland / Oklahoma
EW-28801A	Toby Keith Expy At I-44 / SH-37	MM 11.7 (W. Of Council)	MM 13	Bridge	8.83	Grady
EW-28802A	Interchange Of I-35 And SH-9	I-35	SH-9	Interchange	N/A	Cleveland
EW-28803A	Toby Keith Expy At Western Ave	Lake Hefner Pkwy (MM 14.5)	I-44 (MM 17.6)	Bridge	0.30	Cleveland
EW-28803B	Toby Keith Expy	MM 154.69	MM 159.69 (Near Luther)	Bridge	0.70	Cleveland
EW-28804A	Toby Keith Expy At I-35	SE 134th Ave	SE 164th St	Road Improvements	11.34	Cleveland
EW-28805A	Interchange Of Toby Keith Expy And I-35	Toby Keith Expy	I-35	Interchange	N/A	Cleveland
EW-28809A	Interchange Of I-35 And SH-9/EWC	I-35	SH-9/EWC	Interchange	N/A	Cleveland
EW-28810A	Interchange Of Toby Keith Expy And I-35	Toby Keith Expy	I-35	Interchange	N/A	Cleveland
JKT-30601A	Interchange Of I-344/Kilpatrick Tpk And SW 15th St	I-344/Kilpatrick Tpk	SW 15th St	Interchange	N/A	Canadian
JKT-30603A	Interchange Of I-344/Kilpatrick Tpk And County Line Rd	I-344/Kilpatrick Tpk	County Line Rd	Interchange	N/A	Canadian / Oklahoma
JKT-30603B	Council Rd Interchange	MM 140.15	MM 143	Bridge	2.07	Oklahoma
JKT-30701A	Interchange Of I-344/Kilpatrick Tpk And I-40	I-344/Kilpatrick Tpk	I-40	Interchange	N/A	Canadian
JKT-30701B	Interchange Of I-344/Kilpatrick Tpk And I-40	I-344/Kilpatrick Tpk	I-40	Interchange	N/A	Canadian
JKT-30702A	I-344/kilpatrick Tpk At NW Expy			Bridge	7.18	Canadian
JKT-30703A	Interchange Of I-35 And Memorial Rd	I-35	Memorial Rd	Interchange	N/A	Oklahoma
JKT-30704A	Interchange Of I-44/Kilpatrick Tpk And Belle Isle	I-44/Kilpatrick Tpk	Belle Isle	Interchange	N/A	Oklahoma

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
SET-27001	South Extension At Franklin Rd	South Of South Extension Interchange	E Rock Creek Rd	New Construction	1.50	Cleveland
SET-27002	South Extension At Alameda St	South Of E Rock Creek Rd	0.4 Mi S Of Alameda St	New Construction	2.41	Cleveland
T-26501A	Interchange Of I-44/Turner Tpk And Hiwassee Rd	I-44/Turner Tpk	Hiwassee Rd	Interchange	N/A	Oklahoma
T-26501B	I-44/turner Tpk Over Arcadia Lake	MM 143.02	MM 148	Bridge	0.87	Oklahoma
T-26502A	I-44/turner Tpk At Indian Meridian Ave Rd	MM 140.15	MM 143	Utility	0.05	Oklahoma
T-26701A	I-44/turner Tpk Between Arcadia Lake And Douglas Blvd	Arcadia Lake	Douglas Blvd	Bridge	3.03	Oklahoma

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
621	24th St	Post Oak Rd	Hamilton Dr	New Construction	0.29	Noble
648	Santa Fe Ave	NW 27th St	SW 34th St	Widen to 5 Lanes	4.03	Moore
649	Santa Fe Ave SW 34th St	SW 34th St	The South City Limits	Widen to 4 Lanes	0.40	Moore
650	Intersection Of SW 17th St And Telephone Rd	SW 17th St	Telephone Rd	Intersection	N/A	Moore
652	Broadway Ave	SE 19th St	Eastern Ave	Widen to 4 Lanes	0.52	Moore
653	Broadway Ave	Eastern Ave	SE 34th St	Widen to 4 Lanes	0.73	Moore
654	Broadway Ave	SE 34th St	Bryant Ave	Widen to 4 Lanes	0.86	Moore
656	Broadway Ave	SW 19th St	SW 16th St	Widen to 5 Lanes	0.25	Moore
657	Intersection Of Eastern Ave And NE 34th St	Eastern Ave	NE 34th St	Intersection	N/A	Moore
659	Intersection Of Eastern Ave And NE 27th St	Eastern Ave	NE 27th St	Intersection	N/A	Moore
660	Eastern Ave	SE 19th St	SE 34th St	Widen to 4 Lanes	1.00	Moore
661	Eastern Ave	SE 34th St	Indian Hills Rd	Widen to 4 Lanes	0.99	Moore
662	Bryant Ave	SE 19th St	NE 12th St	Widen to 3 Lanes	2.08	Moore
663	Bryant Ave	SE 19th St	South City Limits	Widen to 4 Lanes	1.46	Moore
664	Bryant Ave	NE 12th St	North City Limits	Widen to 4 Lanes	1.38	Moore
665	Intersection Of Bryant Ave And NE 12th St	Bryant Ave	NE 12th St	Intersection	N/A	Moore
666	Sunnylane Rd	South City Limits	NE 27th St	Widen to 4 Lanes	4.36	Moore
668	SW 34th St	Little River Creek	2,600 Ft East	Widen to 4 Lanes	0.49	Moore
669	SE 34th St	Broadway Ave	Sunnylane Rd	Widen to 4 Lanes	1.56	Moore
670	SW 19th St	Eagle Dr	Santa Fe Ave	Widen to 5 Lanes	0.44	Moore
689	Acres St	Berry Rd	Porter Ave	Widen to 3 Lanes	0.68	Norman
698	Main St Two-Way Configuration	University Blvd	Porter Ave	Convert to 2-Way	0.57	Norman
699	Intersection Of Classen Blvd And E Constitution St	Classen Blvd	E Constitution St	Intersection	N/A	Norman
700	Intersection Of W Robinson St And 24th Ave NW	W Robinson St	24th Ave NW	Intersection	N/A	Norman
703	Tecumseh Rd			Interchange	0.19	Norman
704	Intersection Of E Cedar Ln Rd And Classen Blvd	E Cedar Ln Rd	Classen Blvd	Intersection	N/A	Norman
705	Flood Ave	Robinson St	Main St	Widen to 3 Lanes	1.00	Norman
708	Intersection Of W Main St And 24th Ave NW	W Main St	24th Ave NW	Intersection	N/A	Norman
712	Intersection Of 12th Ave NE And E Franklin Rd	12th Ave NE	E Franklin Rd	Intersection	N/A	Norman
730	W Boyd St	24th Ave NW	Flood Ave	Widen to 3 Lanes	1.34	Norman
731	Chautauqua Ave	Timberdell Rd	Imhoff Rd	Widen to 4 Lanes	0.50	Norman
740	Interchange Of Rock Creek Rd And I-35	Rock Creek Rd	I-35	Interchange	N/A	Norman
743	James Garner Ave	Acres St	Duffy St	Road Improvements	0.87	Norman
770	SW 29th St	S Sara Rd	S Morgan Rd	Widen to 4 Lanes	1.00	Oklahoma City
771	N Rockwell Ave	NW 150th St	NW 164th St	Widen to 4 Lanes	1.04	Oklahoma City
772	W Memorial Rd (West Bound)	N Council Rd	N Rockwell Ave	Widen to 3 Lanes	1.00	Oklahoma City
773	S Sara Rd	SW 15th St	W Reno Ave	Widen to 4 Lanes	1.01	Oklahoma City
775	SW 29th St	S Mustang Rd	S Sara Rd	Widen to 4 Lanes	1.00	Oklahoma City
778	Intersection Of I-44 And NW Expy	I-44	NW Expy	Intersection	N/A	Oklahoma City
779	SW 149th St	S Portland Ave	May Ave	Widen to 4 Lanes	1.00	Oklahoma City

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
781	NW Expy	N Morgan Rd	N County Line Rd	Widen to 6 Lanes	1.14	Oklahoma City
786	S Cemetery Rd	SW 15th St	W Reno Ave	Widen to 4 Lanes	1.00	Oklahoma City
788	Danforth Rd	Thomas Dr	Fretz Ave	Widen to 5 Lanes	0.22	Edmond
791	N Morgan Rd	John Kilpatrick Tpk On Ramp 0.35 Miles	John Kilpatrick Tpk Off Ramp	Widen to 4 Lanes	0.32	Oklahoma City
801	N County Line Rd	NW 122nd St	N Memorial Rd	Widen to 4 Lanes	0.96	Oklahoma City
802	N County Line Rd	NW 150th St	N Memorial Rd	Widen to 4 Lanes	0.97	Oklahoma City
805	SW 29th St	S Council Rd	S Rockwell Ave	Widen to 4 Lanes	1.00	Oklahoma City
807	Coltrane Rd	Danforth Rd	Covell Rd	Widen to 4 Lanes	0.97	Edmond
808	SW 29th St	S Czech Hall Rd	S Mustang Rd	Widen to 4 Lanes	2.02	Oklahoma City
812	N County Line Rd	W Hefner Rd	NW Expy	Widen to 6 Lanes	0.45	Oklahoma City
819	NW 164th St	Meridian Ave	Portland Ave	Widen to 4 Lanes	0.96	Oklahoma City
820	N Council Rd	W Memorial Rd	NW 150th St	Widen to 4 Lanes	0.91	Oklahoma City
823	Intersection Of W Britton Rd And N Western Ave	W Britton Rd	N Western Ave	Intersection	N/A	Oklahoma City
827	Intersection Of S Klein Ave And SW 3rd St And Exchange Ave	S Klein Ave	SW 3rd St And Exchange Ave	Intersection	N/A	Oklahoma City
829	Intersection Of NW 39th Expy And Portland Ave	NW 39th Expy	Portland Ave	Intersection	N/A	Oklahoma City
830	Roundabout At Hidden Creek Blvd And NW 122nd St	Hidden Creek Blvd	NW 122nd St	Roundabout	N/A	Oklahoma City
831	Intersection Of Fenwick Blvd And NW 164th St	Fenwick Blvd	NW 164th St	Intersection	N/A	Oklahoma City
836	SE 19th St	Eastern Ave	Sunnylane Rd	Widen to 4 Lanes	2.00	Moore
838	NW 12th St	Janeway	Santa Fe Ave	Widen to 5 Lanes	0.53	Moore
840	NW 12th St	Santa Fe Ave	Western City Limits	Widen to 5 Lanes	0.50	Moore
845	NE 27th St	Eastern Ave	Sunnylane Rd	Widen to 4 Lanes	2.00	Moore
847	Intersection Of Covell Rd And Coltrane Rd	Covell Rd	Coltrane Rd	Intersection	N/A	Edmond
848	Intersection Of Edmond Rd And Santa Fe Ave	Edmond Rd	Santa Fe Ave	Intersection	N/A	Edmond
849	Intersection Of Greenfield Center Dr And W Reno Ave	Greenfield Center Dr	W Reno Ave	Intersection	N/A	Oklahoma City
850	Intersection Of I-240 And Eastern Ave	I-240	Eastern Ave	Intersection	N/A	Oklahoma City
852	Intersection Of I-240 And May Ave	I-240	May Ave	Intersection	N/A	Oklahoma City
860	Intersection Of S County Line Rd And SW 44th St	S County Line Rd	SW 44th St	Intersection	N/A	Oklahoma City
861	Intersection Of N Sara Rd And NW Expy	N Sara Rd	NW Expy	Intersection	N/A	Oklahoma City
862	Intersection Of S Sooner Rd And Doolittle Ave	S Sooner Rd	Doolittle Ave	Intersection	N/A	Oklahoma City
863	Intersection Of N MacArthur Blvd And I-40	N MacArthur Blvd	I-40	Intersection	N/A	Oklahoma City
864	Intersection Of SW 59th St And S Independence Ave/S Land Ave	SW 59th St	S Independence Ave/S Land Ave	Intersection	N/A	Oklahoma City
867	Intersection Of Broadway Ave And 3rd St/4th St/5th St	Broadway Ave	3rd St/4th St/5th St	Intersection	N/A	Edmond
869	Intersection Of Broadway Ave And Coffee Creek Rd	Broadway Ave	Coffee Creek Rd	Interchange	N/A	Edmond
870	15th St And Bryant Ave Access Management			ITS		Edmond

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
871	Intersection Of Bryant Ave And Covell Rd	Bryant Ave	Covell Rd	Intersection	N/A	Edmond
872	Intersection Of Covell Rd And Air Depot Blvd	Covell Rd	Air Depot Blvd	Intersection	N/A	Edmond
875	Intersection Of Sooner Rd And Danforth Rd	Sooner Rd	Danforth Rd	Intersection	N/A	Edmond
881	Reno Ave	Westminster Rd	Anderson Rd	Widen to 4 Lanes	0.99	Midwest City
883	Anderson Rd	SE 29th St	SE 15th St	Widen to 4 Lanes	1.00	Midwest City
894	Hiwassee Rd	SE 29th St	SE 15th St	Widen to 4 Lanes	1.03	Midwest City
895	NE 10th St	Post Rd	Westminster Rd	Widen to 4 Lanes	1.03	Midwest City
896	Post Rd	Reno Ave	NE 10th St	Widen to 4 Lanes	1.00	Midwest City
897	SE 15th St	Anderson Rd	Hiwassee Rd	Widen to 4 Lanes	1.01	Midwest City
898	Westminster Rd	SE 29th St	SE 15th St	Widen to 4 Lanes	1.01	Midwest City
899	Westminster Rd	SE 15th St	Reno Ave	Widen to 4 Lanes	0.97	Midwest City
900	Westminster Rd	Reno Ave	NE 10th St	Widen to 4 Lanes	1.00	Midwest City
901	Roundabout At Reno Ave And Westminster Rd	Reno Ave	Westminster Rd	Roundabout	N/A	Midwest City
902	Roundabout At NE 10th St And Post Rd	NE 10th St	Post Rd	Roundabout	N/A	Midwest City
909	Intersection Of NE 27th St And Bryant Ave	NE 27th St	Bryant Ave	Intersection	N/A	Moore
911	Intersection Of SE 4th St And Bryant Ave	SE 4th St	Bryant Ave	Intersection	N/A	Moore
913	Intersection Of SE 19th St And Bryant Ave	SE 19th St	Bryant Ave	Intersection	N/A	Moore
915	Intersection Of SE 34th St And Bryant Ave	SE 34th St	Bryant Ave	Intersection	N/A	Moore
916	Intersection Of NE 27th St And Sunnyslane Rd	NE 27th St	Sunnyslane Rd	Intersection	N/A	Moore
918	Intersection Of NE 12th St And Sunnyslane Rd	NE 12th St	Sunnyslane Rd	Intersection	N/A	Moore
919	Intersection Of SE 19th St And Sunnyslane Rd	SE 19th St	Sunnyslane Rd	Intersection	N/A	Moore
920	Intersection Of SE 34th St And Sunnyslane Rd	SE 34th St	Sunnyslane Rd	Intersection	N/A	Moore
921	Intersection Of SE 34th St And Broadway Ave	SE 34th St	Broadway Ave	Intersection	N/A	Moore
924	Intersection Of SE 34th St And Eastern Ave	SE 34th St	Eastern Ave	Intersection	N/A	Moore
963	N Mustang Rd			ITS	2.01	Oklahoma City
964	N Council Rd	NW 12th	SW 8th	ITS	1.71	Oklahoma City
965	NW Expy	N Piedmont Rd	I-44	ITS	12.83	Oklahoma City
966	NW 50th St	N Meridian Ave	N Ross Ave	ITS	2.08	Oklahoma City
972	N May Ave	Via Esperanza	Featherstone Rd	ITS	1.49	Oklahoma City
980	N Pennsylvania Ave	NW 157th St	Highland Park Blvd	ITS	1.97	Oklahoma City
2033007	I-35	Fort Smith Jct, Extend North 4.5 Miles	I-44	Bridge	4.36	Oklahoma
2099719	US-77	0.7 Mi E Of McClain County Line	1.2 Mi East And North	Utility	1.15	Cleveland
2328808	SH-9	0.2 Mi W Of Pottawatomie County Line	5.5 Mi East	Bridge	5.54	Cleveland

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
3044410	I-35	NB And SB From 15th St	1.0 Mi North Over Oklahoma River	ROW	0.79	Oklahoma
3044411	I-35	NB And SB From 15th St	1.0 Mi North Over Oklahoma River	Utility	0.79	Oklahoma
3275804	SH-9	4.9 Mi W Of Pottawatomie County Line	4.6 Mi East	Bridge	4.55	Cleveland
3288215	SH-152	EB & WB SH-152 From RR Crossing 2600' East Of Council	Meridian	Bridge	3.61	Oklahoma
3377405	I-35	SH-66, Extend North 5.28 Miles	The Logan County Line	ROW	5.28	Oklahoma
3377406	I-35	SH-66, Extend North 5.28 Miles	The Logan County Line	Utility	5.28	Oklahoma
3853906	I-35	1.5 Mi N Of SH-74	2.7 Mi North	ROW	2.73	McClain
3853907	I-35	1.5 Mi N Of SH-74	2.7 Mi North	Utility	2.73	McClain
EWC-28006	Interchange Of Toby Keith Expy And South Extension	Toby Keith Expy	South Extension	Interchange	N/A	Cleveland
EWC-28601A	Toby Keith Expy At I-44/sh-37	MM 106.50	MM 108	Bridge	8.44	Grady
EWC-28601B	Interchange Of Toby Keith Expy And I-44/SH-37	Toby Keith Expy	I-44/SH-37	Interchange	N/A	Grady
EWC-28805B	Toby Keith Expy At 24th Ave NE	24th Ave NE	0.58 Miles East Of 24th Ave NE	Utility	0.87	Cleveland
JKT-30006	Interchange Of I-344/Kilpatrick Tpk And SH-74/Lake Hefner Pkwy	I-344/Kilpatrick Tpk	SH-74/Lake Hefner Pkwy	Interchange	N/A	Oklahoma
SET-27003	Interchange Of South Extension And SH-9	South Extension	SH-9	Interchange	N/A	Cleveland
SET-27004	South Extension SH-9 South	South Of SH-9 Interchange	0.5 Mi S Of E Post Oak Rd	New Construction	2.29	Cleveland
SET-27005	Interchange Of South Extension And US-77	South Extension	US-77	Interchange	N/A	Cleveland
SET-27006	South Extension At US-77			New Construction	3.78	Cleveland / Grady
SET-27007	Interchange Of South Extension And I-35	South Extension	I-35	Interchange	N/A	Grady
T-26601A	I-44/turner Tpk At Post Rd	MM 138.58	MM 140	Bridge	4.23	Oklahoma
T-26701B	I-44/turner Tpk	MM 140.15	MM 143	Road Widening	2.88	Oklahoma
T-26702A	I-44/turner Tpk	East Of Hiwassee Rd	West Of Indian Meridian	Road Widening	2.49	Oklahoma
T-26702B	I-44/turner Tpk	West Of Indian Meridian	Kickapoo Tpk	Road Widening	2.78	Oklahoma
TCC-29001	Interchange Of Tri-City Connector And SH-152	Tri-City Connector	SH-152	Interchange	N/A	Cleveland / Oklahoma
TCC-29002	Interchange Of Tri-City Connector And I-44	Tri-City Connector	I-44	Interchange	N/A	Cleveland

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
610	Etowah Rd	8th St	48th St	Widen to 4 Lanes	1.01	Noble
611	Etowah Rd	48th St	60th St	Widen to 4 Lanes	1.00	Noble
612	Maguire Rd	Main St (US-77)	8th St	Widen to 4 Lanes	0.16	Noble
613	Maguire Rd	8th St	48th St	Widen to 3 Lanes	0.87	Noble
614	Cemetery Rd	Main St (US-77)	Front St	Widen to 4 Lanes	1.01	Noble
616	8th St	Post Oak Rd	Etowah Rd	Widen to 3 Lanes	0.99	Noble
617	8th St	Etowah Rd	Maguire Rd	Widen to 3 Lanes	1.01	Noble
618	48th St	Post Oak Rd	Etowah Rd	Widen to 4 Lanes	1.00	Noble
619	60th St	Etowah Rd	Maguire Rd	Widen to 5 Lanes	1.01	Noble
620	Maguire Rd	Main St (US-77)	Front St	Widen to 4 Lanes	0.33	Noble
624	Interchange Of Maguire Rd And South Extension Tpk	Maguire Rd	South Extension Tpk	Interchange	N/A	Noble
658	Sooner Rd	Covell Rd	Coffee Creek	Widen to 4 Lanes	0.97	Edmond
667	Sunnylane Rd			Bridge		Moore
694	Tecumseh Rd			Widen to 4 Lanes	1.00	Norman
695	Cedar Ln Rd	Black Locust Ct	One-Half Mile East Of 36th Aven	Widen to 4 Lanes	0.84	Norman
696	24th Ave NE	Tecumseh Rd	Rock Creek Rd	Widen to 4 Lanes	1.00	Norman
697	Rock Creek Rd	Queenston Ave	24th Ave NE	Widen to 4 Lanes	0.72	Norman
701	Intersection Of W Rock Creek Rd And 24th Ave NW	W Rock Creek Rd	24th Ave NW	Intersection	N/A	Norman
702	Berry Rd	Acres St	Imhoff Rd	Road Improvements	2.50	Norman
706	48th Ave SE	State Hwy 9	Post Oak Rd	Widen to 3 Lanes	2.00	Norman
709	E Franklin Rd	Burlington Northern Santa Fe Railroad Track	12th Ave Northeast	Widen to 4 Lanes	2.99	Norman
710	E Lindsey St Phase 1	24th Ave SE	Just East Of Siena Springs Dr	Widen to 5 Lanes	0.75	Norman
711	E Lindsey St Phase 2	Just East Of Siena Springs Dr	60th Ave NW	Widen to 3 Lanes	2.25	Norman
713	Jenkins Ave	State Hwy 9	Approximately 2,000 Feet South	Widen to 4 Lanes	0.38	Norman
715	12th Ave NW	Tecumseh Rd	Rock Creek Rd	Widen to 4 Lanes	0.99	Norman
716	Cedar Ln Rd Extension	Jenkins Ave	12th Ave SE	Widen to 4 Lanes	1.00	Norman
717	E Rock Creek Rd	24th Ave NE	48th Ave NE	Widen to 4 Lanes	2.00	Norman
719	E Tecumseh Rd	24th Ave NE	48th Ave NE	Widen to 4 Lanes	2.00	Norman
720	E Imhoff Rd	Classen Blvd	24th Ave SE	Widen to 4 Lanes	0.91	Norman
721	Roundabout At Porter Ave And Franklin Rd	Porter Ave	Franklin Rd	Roundabout	N/A	Norman
722	Classen Blvd	Lindsey St	12th Ave SE	Widen to 4 Lanes	0.80	Norman
723	48th Ave NW	Tecumseh Rd	Robinson St	Widen to 3 Lanes	2.00	Norman
724	36th Ave SE	SH-9	Cedar Ln Rd	Widen to 4 Lanes	1.00	Norman
725	N Porter Ave	Indian Hills Rd	Tecumseh Rd	Widen to 4 Lanes	1.99	Norman
726	W Franklin Rd Phase 1	24th Ave NW	North Interstate Dr	Widen to 3 Lanes	1.47	Norman
727	E Cedar Ln Rd Phase 2	36th Ave SE	48th Ave SE	Widen to 4 Lanes	1.01	Norman
728	E Robinson St	24th Ave NE	48th Ave NE	Widen to 4 Lanes	2.00	Norman
729	E Franklin Rd Improvements Future Phase	12th Ave NE	48th Ave NE	Widen to 4 Lanes	3.08	Norman
732	W Franklin Rd Phase 2	60th Ave NW	48th Ave NW	Widen to 4 Lanes	1.00	Norman
734	W Rock Creek Rd	Grandview Ave	36th Ave NW	Widen to 3 Lanes	0.50	Norman
735	48th Ave NW	Indian Hills Rd	Tecumseh Rd	Widen to 3 Lanes	1.99	Norman
736	W Robinson St	Robinson Dr	48th Ave NW	Widen to 4 Lanes	1.05	Norman

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
777	NW 150th St	N Rockwell Ave	N Macarthur Blvd	Widen to 4 Lanes	1.00	Oklahoma City
780	SW 149th St	I-44	S Portland Ave	Widen to 4 Lanes	0.81	Oklahoma City
785	W Hefner Rd	NW Expy	N County Line Rd	Widen to 4 Lanes	0.72	Oklahoma City
789	S Cemetery Rd	SW 44th St	SW 59th St	Widen to 4 Lanes	1.00	Oklahoma City
790	Covell Rd	I-35	0.5 Mile East Of Air Depot Blvd	Widen to 4 Lanes	0.92	Edmond
797	Covell Rd	.5 Miles East Of Air Depot	Post Rd	Widen to 4 Lanes	2.49	Edmond
798	S Cemetery Rd	SW 29th St	SW 44th St	Widen to 4 Lanes	1.00	Oklahoma City
800	Danforth Rd	Coltrane	I-35	Widen to 4 Lanes	1.12	Edmond
803	Coltrane Rd	Southern City Limits	15th St	Widen to 4 Lanes	1.15	Edmond
806	SW 29th St	S Morgan Rd	S County Line Rd	Widen to 4 Lanes	1.00	Oklahoma City
809	Coltrane Rd	Covell Rd	Northern City Limits	Widen to 4 Lanes	2.53	Edmond
810	N County Line Rd	NW 122nd St	W Hefner Rd	Widen to 6 Lanes	1.00	Oklahoma City
811	Broadway Ave	Covell Rd	Coffee Creek Rd	Widen to 4 Lanes	0.99	Edmond
815	W Hefner Rd	Piedmont Rd	S Mustang Rd	Widen to 4 Lanes	1.02	Oklahoma City
817	W Hefner Rd	S Mustang Rd	S Sara Rd	Widen to 4 Lanes	1.03	Oklahoma City
818	American Indian Blvd			New Construction	0.54	Oklahoma City
821	Roundabout At SE 44th St And S Anderson Rd	SE 44th St	S Anderson Rd	Roundabout	N/A	Oklahoma City
824	North Country Club Rd And NW 24th St			Widen to 4 Lanes	1.85	Newcastle
825	33rd St	Ridgewood Dr	I-35	Widen to 4 Lanes	0.69	Edmond
826	Sooner Rd	I-35 SB On-Ramp/0.5 Mi S. Of Danforth Rd	Covell Rd	Widen to 4 Lanes	1.39	Edmond
835	Bryant Ave	2nd St	Covell Rd	Widen to 4 Lanes	0.59	Edmond
843	NE 12th St	Eastern Ave	Bryant Ave	Widen to 4 Lanes	1.01	Moore
844	NE 12th St	Winding Creek	Bryant Ave	Widen to 5 Lanes	0.63	Moore
865	Roundabout At SE 104th St And S Sunnyslane Rd	SE 104th St	S Sunnyslane Rd	Roundabout	N/A	Oklahoma City
873	Roundabout At Covell Rd And Western Ave	Covell Rd	Western Ave	Roundabout	N/A	Edmond
877	Danforth Rd	I-35	Air Depot	Widen to 4 Lanes	0.78	Edmond
882	Intersection Of N Morgan Rd And John Kilpatrick Tpk Off-Ramps	N Morgan Rd	John Kilpatrick Tpk Off-Ramps	Intersection	N/A	Oklahoma City
884	Intersection Of NW Expy And N Piedmont Rd	NW Expy	N Piedmont Rd	Intersection	N/A	Oklahoma City
905	SE 15th St Over Soldier Creek			Bridge		Midwest City
927	Macarthur Blvd	NW 206th St	NW 220th St	Widen to 3 Lanes	0.63	Oklahoma County
933	Intersection Of Waterloo Rd And Air Depot Blvd	Waterloo Rd	Air Depot Blvd	Intersection	N/A	Oklahoma County
934	Intersection Of Waterloo Rd And Sooner Rd	Waterloo Rd	Sooner Rd	Intersection	N/A	Oklahoma County
935	164th St Collector Rd			Road Improvements	4.01	Piedmont
936	Edmond Rd (178th St)	Piedmont Rd	Oklahoma County Line	Widen to 3 Lanes	4.01	Piedmont
937	Edmond Rd (178th St)	Cemetery Rd	Piedmont Rd	Widen to 4 Lanes	1.00	Piedmont
799	City of Edmond ITS Improvements	Santa Fe Ave, Broadway, Coltrane, Bryant & 33rd St	Traffic Management Center	ITS	N/A	Edmond

Unfunded Vision

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
2985204	I-40	EB & WB Bridges Over Portland Ave	5.0 Mi E Of Canadian C/L	Bridge	1.00	Oklahoma
3044408	I-35	NB And SB At I-40/I-35 Jct	Between Fort Smith And Dallas Jcts	Bridge	0.50	Oklahoma
3288216	SH-152	Meridian Ave Ext E	I-44 Then South Apx 3 Miles To Cleveland C/L (Phase I)	Bridge	1.14	Oklahoma
3288217	I-44	Just North Of SE 29th St Ext South Appx 2 Miles	SE 59th (Phase 2)	Bridge	2.80	Oklahoma
3288218	I-44	WB I-44 From 51st	1500' North Of 74th, EB I-44 From 700' South Of 44th To 74th (Phase 3)	Bridge	1.30	Oklahoma
3288221	I-44	EB Between I-240 And SH-152	Ramps At 59th St And 74th St (Phase 4)	Bridge	0.75	Oklahoma
3579104	I-44	NE 10th St, Appx 1 Mi North Of I-40, Ext North	NE 23rd St In Okc	Bridge	1.00	Oklahoma
687	12th Ave E Widening Phase 1	Classen Blvd	Tecumseh Rd	Widen to 6 Lanes	4.659609934	Norman
622	Main St (US-77)	Post Oak Rd	Cemetery Rd	ITS	3.361233241	Noble
685	SH-9 Widening Phase 1	108th Ave SE	East City Limits	Widen to 5 Lanes	7.333197477	Norman
686	SH-9 Widening Phase 2	I-35	24th Ave SE	Widen to 6 Lanes	4.94667939	Norman
910	NW 206th St	Pennsylvania Ave (Edmond City Limits)	Rockwell Ave	Widen to 4 Lanes	5.007855936	Oklahoma County
718	48th Ave E	Franklin Rd	SH-9	Widen to 3 Lanes	5.979008344	Norman
714	E Alameda St	48th Ave	120th Ave	Widen to 3 Lanes	7.140829824	Norman
846	15th St At BNSF Railroad	15th St	BNSF Railroad	Interchange	N/A	Edmond
733	36th Ave E	Tecumseh Rd	Lindsey St	Widen to 4 Lanes	3.997989297	Norman
737	12th Ave E Widening Phase 2	Indian Hills Rd	Classen Blvd	Widen to 6 Lanes	6.651322898	Norman
607	Post Oak Rd Widening Phase 1	Main St (US-77)	8th St	Widen to 4 Lanes	0.866079114	Noble
866	I-35 Service Roads & Hefner Rd	I-35 Service Roads	Hefner Rd	Roundabout	N/A	Oklahoma City
615	Front St	Maguire Rd	Cemetery Rd	Widen to 4 Lanes	1.004919051	Noble
828	Waterloo Rd	I-35	US-77 / Portland Ave	Widen to 4 Lanes	9.4807779965	Oklahoma County
623	Etowah Rd / South Extension Tpk Interchange	Etowah Rd	South Extension Tpk	Interchange	N/A	Noble
834	Kelly Ave	Coffee Creek Rd	Waterloo Rd	Widen to 4 Lanes	1.429601095	Edmond
608	Post Oak Rd Widening Phase 2	8th St	48th St	Widen to 4 Lanes	1.005246735	Noble
837	Covell Rd & Santa Fe Ave	Covell Rd	Santa Fe Ave	Intersection	N/A	Edmond
813	Broadway Widening Phase 3	Covell Rd	North City Limits	Widen to 4 Lanes	1.972302798	Edmond
833	Coltrane Rd Widening Phase 4	Borgata Way	Danforth Rd	Widen to 4 Lanes	0.528826691	Edmond
739	SH-9 Improvements Future Phase	48th Ave SE	Little Jim Rd	Widen to 5 Lanes	6.34976766	Norman
851	2nd St & Meline Dr	2nd St	Meline Dr	Roundabout	N/A	Edmond
738	SH-9 Improvements East Norman	Little Jim Rd	Dobbs Rd	Widen to 5 Lanes	0.979304774	Norman
917	Luther Rd	Southeast Oklahoma County	Northeast Oklahoma County	Road Improvements	13.98522444	Oklahoma County
609	Etowah Rd Widening Phase 3	Main St (US-77)	8th St	Widen to 4 Lanes	0.350575196	Noble
832	Covell Rd Widening Phase 3	Broadway Ave	Fairfax Blvd	Widen to 4 Lanes	1.960941702	Edmond
930	Kickapoo Tpk Northside Service Roads	Wilshire Blvd	NE 150th St	Road Improvements	10.47856088	Oklahoma County
929	Kickapoo Tpk Southside Service Roads	Reno Ave	SE 15th St	Road Improvements	2.052281522	Oklahoma County
3825605	I-35	Covell Rd In Edmond	SH-33	ROW	13.899999962	Oklahoma
3825606	I-35	Covell Rd In Edmond	SH-33	Utility	13.899999962	Oklahoma
3377404	I-35	SH-66	Logan County Line	Road Widening	5.280000021	Oklahoma

Unfunded Vision

Project ID	Improvement Location	From/Road 1	To/Road 2	Improvements	Length (miles)	Jurisdiction
3044404	I-35	15th St	1 Mi North Over Oklahoma River	Road Widening	1.784000039	Oklahoma
3825505	I-40	Radio Rd In Oklahoma City	Caddo County Line	ROW	23.54000092	Canadian
3561105	I-40	Gregory Rd Overpass	5.5 Mi East Of US-81	ROW	N/A	Canadian
3561106	I-40	Gregory Rd Overpass	5.5 Mi East Of US-81	Utility	N/A	Canadian
2914307	I-40	Scott St Over EB & WB I-40	1.1 Mi East Of I-35	ROW	N/A	Oklahoma
2914308	I-40	Scott St Over EB & WB I-40	1.1 Mi East Of I-35	Utility	N/A	Oklahoma
3579106	I-44	NE 10th St	NE 23rd St	Utility	1	Oklahoma
3579105	I-44	NE 10th St	NE 23rd St	ROW	1	Oklahoma
3820405	US-77	Hefner Rd	John Kilpatrick Tpk Interchange	ROW	1.629999995	Oklahoma
3820305	US-77	N Division St	Approx. 1 Mi East	ROW	1.049999952	Logan

Performance Measures



PERFORMANCE MEASURES

To comply with guidelines set forth by the Federal Highway Administration, ACOG tracks and reports on performance measures on a regular basis. These activities help chart progress and identify emerging priorities for the Central Oklahoma transportation system. Performance measures, as they relate to the Plan's goals, are:

CONNECTIVITY

Develop connections among all types and modes of transportation

Performance Measures

- Average Trip Distance
- Total miles of sidewalk and bicycle facilities

ECONOMIC STRENGTH

Promote economic vitality through enhanced mobility

Performance Measures

- Truck Travel Time Reliability
- Interstate Travel Time Reliability
- Non-Interstate Travel Time Reliability
- Mode share
- Road user cost savings

ACCESS + OPTIONS

Provide transportation options and access for the movement of all people and goods

Performance Measures

- Miles of sidewalk and bicycle paths/lanes added within ¼ mile of transit stops
- Percent of population and jobs located within ¼ mile of transit stops

HEALTHY COMMUNITIES

Improve the connection between land use and transportation to enable residents to live healthier lives and reduce environmental impacts from vehicle travel

Performance Measures

- Mode share for commuter trips
- Annual air quality index reading for the region

PERFORMANCE

Increase the efficiency and reliability of the transportation system

Performance Measures

- Truck Travel Time Reliability
- Interstate Travel Time Reliability
- Non-Interstate Travel Time Reliability
- Road user cost savings

SAFETY + SECURITY

Provide a safe and secure transportation system for all users

Performance Measures

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries
- Public Transportation Agency Safety Plan measures

SYSTEM PRESERVATION

Maintain and improve the quality of the transportation system

Performance Measures

- Percent of NHS Bridges classified as in Good Condition
- Percent of NHS Bridges classified as in Poor Condition
- Percent of Interstate Pavements in Good Condition
- Percent of Non-Interstate Pavements in Good Condition
- Percent of Interstate Pavements in Poor Condition
- Percent of Non-Interstate Pavements in Poor Condition
- Public Transportation Agency Safety Plan measures

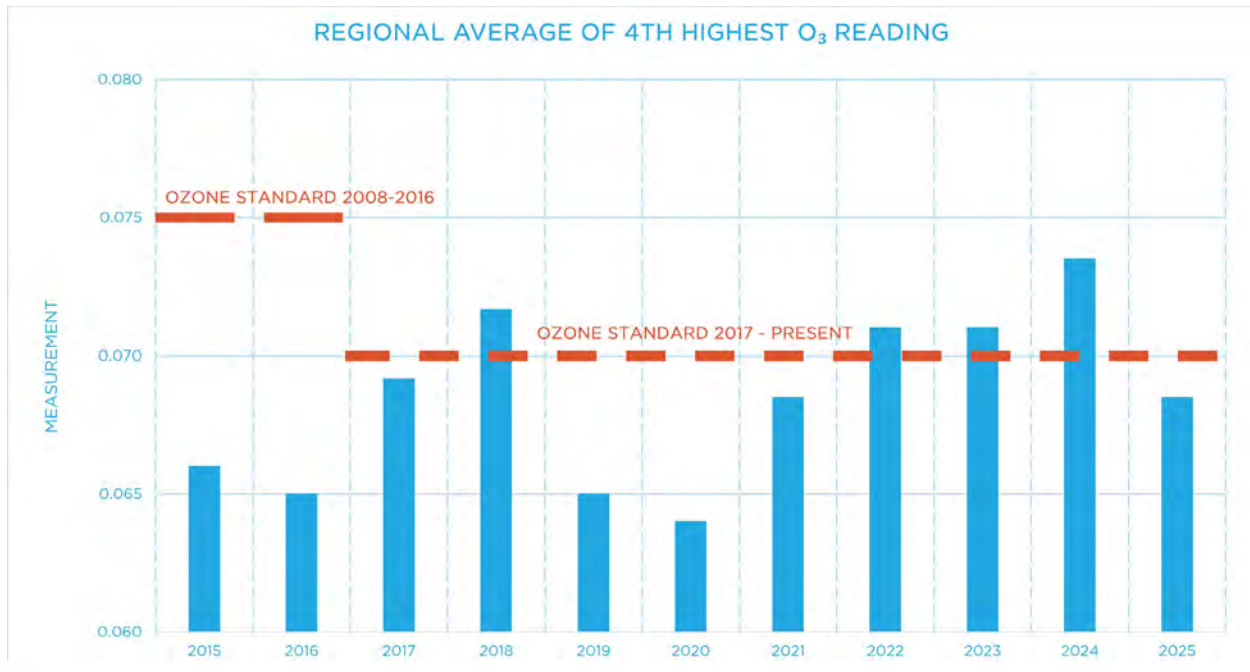
Scenario Performance Metrics

Travel Demand Model (TDM) outputs were used to develop additional performance metrics shown in the table below. These metrics compare the scenarios based on regional trips, congestion, travel time, and road user costs. Overall, the Back to the Cities scenario performs better than the Current Trend scenario, with fewer congested road miles, lower vehicle hours of travel, and greater road user cost savings. The Current Trend scenario performs only marginally better than the No Build scenario.

Performance Metric	2020 Base Year	2050 No Build	2050 Current Trend Alt.	2050 Back to the Cities Alt.
Vehicle Hours of Travel (thousands)	1,223	2,105	2,097	2,042
Vehicle Trip (thousands)	4,384	6,296	6,296	6,310
Transit Ridership (thousands)	16	20	25	25
Congested Road Miles (AM Peak)	258	479	472	465
Daily Hours of Delay (thousands)	160	578	560	545
Daily Road User Cost Savings*	N/A	N/A	\$189,120	\$4,186,640

*Compares the difference in travel time costs between each alternate scenario and the base year.

Encompass 2050 identifies, prioritizes, and fiscally constrains recommendations for the ACOG MPO planning area that aligns with its transportation planning goals. Evaluating the performance of the existing transportation network and projecting the impact of alternate scenarios helps track the effectiveness of the plan and sets a responsible direction for the future.



Air Quality Planning

Transportation is a significant source of air pollution. The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS) in order to protect public health, safety, and welfare from known or anticipated effects of air pollutants. The pollutants contained within the NAAQS that have the greatest transportation influence are particulate matter (PM) and the ozone gas precursors nitrogen oxides (NO_x) and volatile organic compounds (VOC). These precursors are emitted through vehicle exhaust and fuel evaporation, reacting to sunlight especially in windless conditions to create tropospheric ozone pollution. Research continues to demonstrate the effects of ozone and particulate on all populations, but children, the elderly, and anyone with respiratory illnesses such as asthma are particularly vulnerable. Any reduction of ozone-forming particulate emissions translates to increased quality of life for everyone in Central Oklahoma.

According to the 2025 Regional Air Quality Plan (RAQP) Central Oklahoma is in attainment with the NAAQS. However, recent monitoring data shows ozone concentrations are approaching the NAAQS 2015 8-hour ozone standard of 70 parts per million (ppm) and that a single additional year of exceeding that standard could push the region into nonattainment status, triggering costly regulatory measures and putting millions in federal transportation funding at risk.

MTP Impacts

The Environmental Protection Agency's (EPA) MOVES model was used to determine the impact of the transportation network on the region's air quality. 2020 Base Year conditions were compared to all three 2050 scenarios to understand the impacts on PM, ozone precursors NOx and VOC, and fuel consumption (determined based on projected carbon dioxide emissions). This analysis yielded a couple of key takeaways:

-Due to expected improvements in transportation fleet mix, it is anticipated that 2050 air quality emissions will be significantly less than those seen in 2020. ACOG and its member jurisdictions play a vital role in this emissions decrease by continuing to promote these continued fleet mix improvements through planning and policy measures.

-When looking at the 2050 scenarios, the 2050 Current Trend Alternative results in the highest emissions for all studied pollutants. The 2050 Back to the Cities Alternative results in the lowest emissions levels of these scenarios. This is a result of the changes to tripmaking characteristics resulting from the updated land use patterns in this scenario. In essence, smarter land use decisions result in reduced air quality pollution.

Performance Metric	2020 Base Year	2050 No Build	2050 Current Trend Alt.	2050 Back to the Cities Alt.
Particulate Matter (tons/day)	10.180	0.829	0.830	0.821
Volatile Organic Compound Emissions (tons/day)	448.80	139.11	139.34	138.34
Nitrogen Oxide Emissions (tons/day)	506.91	59.34	59.46	58.87
Gasoline Consumed (gallons/day)	40.79 M	20.87 M	20.93 M	20.61 M
Diesel Consumed (gallons/day)	35.61 M	18.22 M	18.27 M	17.99 M

AIR QUALITY POLICIES AND PROGRAMS

ACOG has been proactive in its planning endeavors to reduce mobile source emissions which are major contributors to regional pollution. ACOG employs proactive planning efforts to help maintain its air quality attainment status, including:

- Daily review of ambient air quality monitoring sites throughout the region
- Administration of the Air Quality Grant, Public Fleet Conversion Grant, and Central Oklahoma Clean Cities programs
- Award of additional points for proposed long-range transportation projects that reduce emissions by decreasing fuel consumption and vehicle miles traveled, as well as by improving transportation system performance
- Promotion of alternative modes of transportation
- Air quality public education initiatives including the Central Oklahoma Air Quality Alert - Healthy Air Risk program
- Promotion of alternative fuels to lower emissions

To further aid in air quality planning efforts, ACOG completed a study in 2022 on the potential regional economic impacts of an EPA ozone nonattainment designation. The study focused on the cost of regulatory requirements, including transportation conformity and facility emissions reductions, and the impact on regional economic growth if air quality standards were exceeded. The goal of the study is to prepare regional stakeholders for those regulatory requirements triggered by a nonattainment designation and to demonstrate the need for continued emissions reductions effort to preserve Central Oklahoma's air quality status as well as the national and regional economic advantages that status provides.

Looking Ahead



LOOKING AHEAD

The transportation landscape continues to change rapidly in response to innovation, new travel behaviors, extreme weather events, and demographic shifts. ACOG MTP is updated every five years and with each new planning cycle must evolve to reflect new data, technologies, community priorities, and emerging issues. As the region looks forward monitoring progress towards adopted goals and considering key trends will help guide the region toward the desired future described in Encompass 2050.

Monitoring Progress

The Performance Measures section of Encompass 2050 describes the framework for performance-based planning and programming consistent with federal requirements and regional priorities. Building on that foundation, ACOG emphasizes the importance of monitoring progress toward adopted goals and objectives to maintain accountability, transparency, and alignment with community values.

To strengthen monitoring and performance evaluation, ACOG and its partners will implement the following strategies:

1

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Align planning and programming activities with federal performance management requirements while reflecting regional priorities, ensuring that investment decisions are data-driven and outcome-focused.

2

DYNAMIC TOOLS FOR ASSESSMENT

Utilize dashboards, scenario modeling, and other interactive tools to assess system performance, visualize outcomes, and inform decision-making in a transparent and accessible manner.

3

REPORTING ON KEY METRICS

Track and report on a comprehensive set of performance measures, including federally required metrics such as safety, system reliability, pavement and bridge condition, and transit asset management, as well as regional priorities such as multimodal access, transportation-disadvantaged index, and health-related indicators.

4

ONGOING COORDINATION

Maintain continuous collaboration with ODOT and member jurisdictions to monitor federally-required performance measures and consider the identification of key performance indicators for the planning area, ensuring they reflect evolving community needs, values, and priorities across the planning area.

Future Considerations

ADAPTING TO EMERGING TRENDS

Monitoring and evaluating the impacts of transformative shifts such as autonomous vehicle deployment, remote work patterns, micromobility, and e-commerce-driven freight demand will be essential. These trends have the potential to reshape travel behavior, freight logistics, and infrastructure needs, requiring flexible strategies that can be adjusted as conditions evolve.

DEEPENING INTEGRATION WITH OTHER PLANNING PROCESSES

Future planning efforts will place greater emphasis on how existing parallel planning processes and tools can shape project recommendations. This integrated approach will support more fair, sustainable, and resilient communities by aligning transportation investments with broader regional priorities. Future MTPs can continue to emphasize this integration through reviewing how other regional plans prioritize projects and establishing a policy framework that better encourages desired project types. Improving evaluation tools can elevate the importance and competitiveness of multimodal and intelligent transportation system (ITS) projects within the region.

EXPANDING SCENARIO PLANNING

Scenario planning for the next MTP presents an opportunity to broaden the use of tools that test future uncertainties, such as climate impacts, technology adoption rates, and demographic shifts. Expanding these scenarios could guide resilient investment strategies and help decision-makers prepare for multiple possible futures. ACOG should also consider financial scenario planning that evaluates alternative funding sources and revenue projections.

MONITORING PERFORMANCE OF THE CMP

The Congestion Management Process (CMP) has been intentionally integrated with the analysis and recommendations of the MTP. ACOG will continue to monitor the performance of the CMP and its integration with the MTP. This may include tracking the use of CMP strategies, linking federal performance measures to the implementation of the CMP, or creating a monitoring plan to revisit recommendations.

ENHANCING TRANSPARENCY AND ACCOUNTABILITY

Building on improvements made in Encompass 2050, ACOG will continue to strengthen data systems, performance monitoring, and inclusive engagement practices. These efforts will provide clearer insights into project outcomes and foster greater trust among member jurisdictions and the public.

STRENGTHENING COORDINATION WITH MEMBER JURISDICTIONS

ACOG will continue to consider strategies and initiatives to strengthen cross-jurisdictional coordination activities. This will improve preparedness for the next MTP Call for Projects process and promote better integration with other regional initiatives to continue aligning long-range planning with local priorities. ACOG will also continue to coordinate with ODOT, OTA, and other state agencies to streamline future updates to the MTP.

Associated Documents



RELATED ACOG PLANS

Regional Active Transportation Plan (anticipated 2027)

[Congestion Management Process \(2026\)](#)

[Red Dirt Resiliency \(2025\)](#)

[Central Oklahoma Long Range Transit Plan \(2025\)](#)

[ACOG Regional Safety Action Plan \(2024\)](#)

[Cost of Nonattainment Study for the Oklahoma City Area \(2022\)](#)

State of the Region Report

Association of Central Oklahoma Governments

State of the Region



**ENCOMPASS
2050**

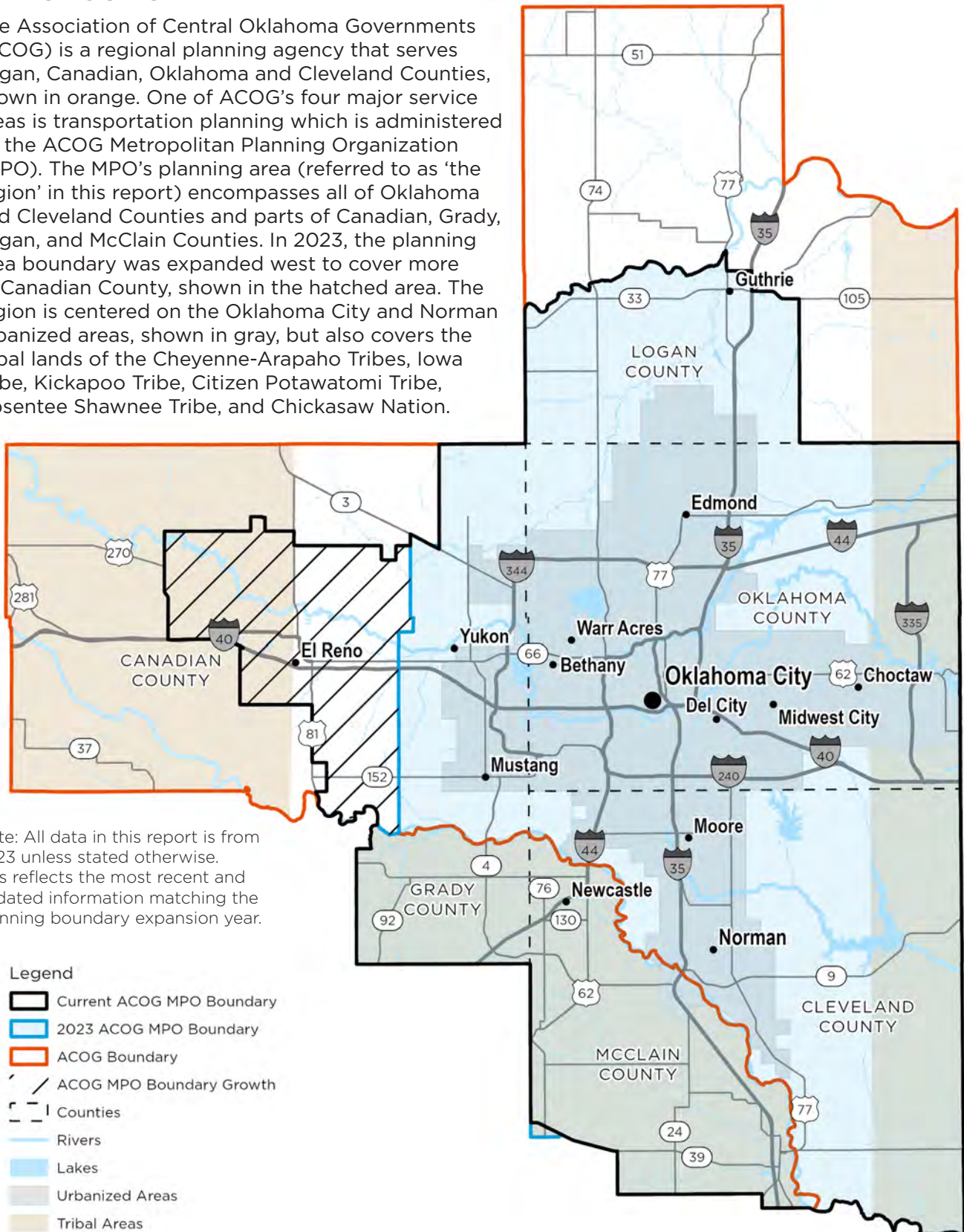


Metropolitan Transportation Plan

State of the Region

INTRODUCTION

The Association of Central Oklahoma Governments (ACOG) is a regional planning agency that serves Logan, Canadian, Oklahoma and Cleveland Counties, shown in orange. One of ACOG's four major service areas is transportation planning which is administered by the ACOG Metropolitan Planning Organization (MPO). The MPO's planning area (referred to as 'the region' in this report) encompasses all of Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan, and McClain Counties. In 2023, the planning area boundary was expanded west to cover more of Canadian County, shown in the hatched area. The region is centered on the Oklahoma City and Norman urbanized areas, shown in gray, but also covers the tribal lands of the Cheyenne-Arapaho Tribes, Iowa Tribe, Kickapoo Tribe, Citizen Potawatomi Tribe, Absentee Shawnee Tribe, and Chickasaw Nation.



Note: All data in this report is from 2023 unless stated otherwise. This reflects the most recent and updated information matching the planning boundary expansion year.

Legend

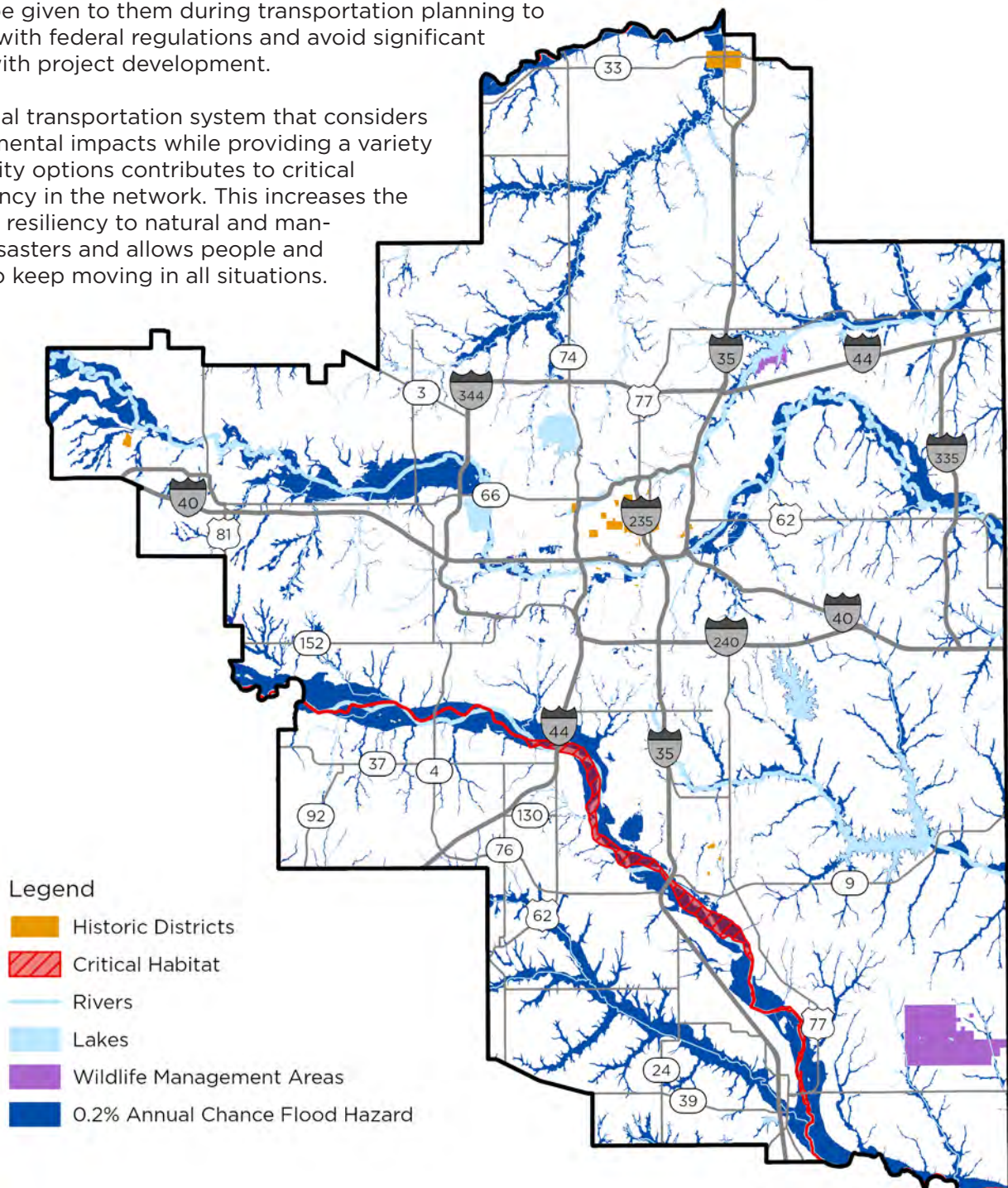
- Current ACOG MPO Boundary
- 2023 ACOG MPO Boundary
- ACOG Boundary
- ACOG MPO Boundary Growth
- Counties
- Rivers
- Lakes
- Urbanized Areas
- Tribal Areas

State of the Region

NATURAL ENVIRONMENT

This map displays key environmental features in the region including Federal Emergency Management Agency (FEMA) flood zones, wildlife management areas, critical habitat, and historic districts. A large wildlife management area is located near Slaughterville in the southeastern portion of the region and designated critical habitat is clustered along the Canadian River. Historic districts are concentrated in downtown Oklahoma City and Guthrie, while FEMA flood zones are found throughout the region. These environmental constraints are highlighted because special consideration should be given to them during transportation planning to comply with federal regulations and avoid significant delays with project development.

A regional transportation system that considers environmental impacts while providing a variety of mobility options contributes to critical redundancy in the network. This increases the system's resiliency to natural and man-made disasters and allows people and goods to keep moving in all situations.

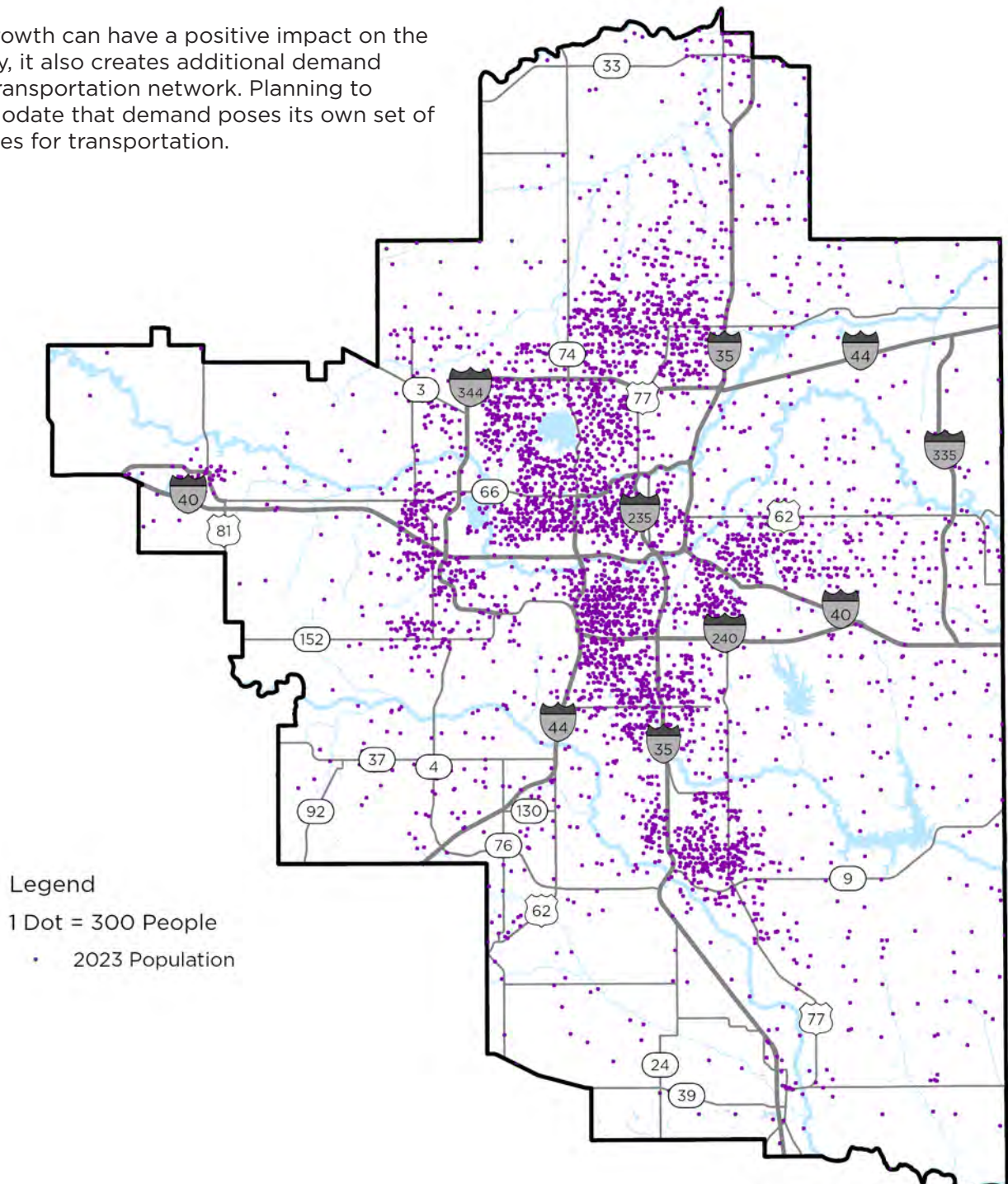


State of the Region

POPULATION

The region's population continues to grow. In 2015, the US Census estimated a population of 1,229,578 which then grew to 1,356,737 in 2023, an increase of 10.3% in less than 10 years. Population is concentrated in the urbanized areas of the region with particularly dense clusters in downtown Oklahoma City and along I-35 south towards McClain County. Since 2020, areas west of I-344 have seen the most growth with a notable cluster of people around El Reno in central Canadian County. This part of the region was recently added in 2023 when the MPO expanded their planning boundary.

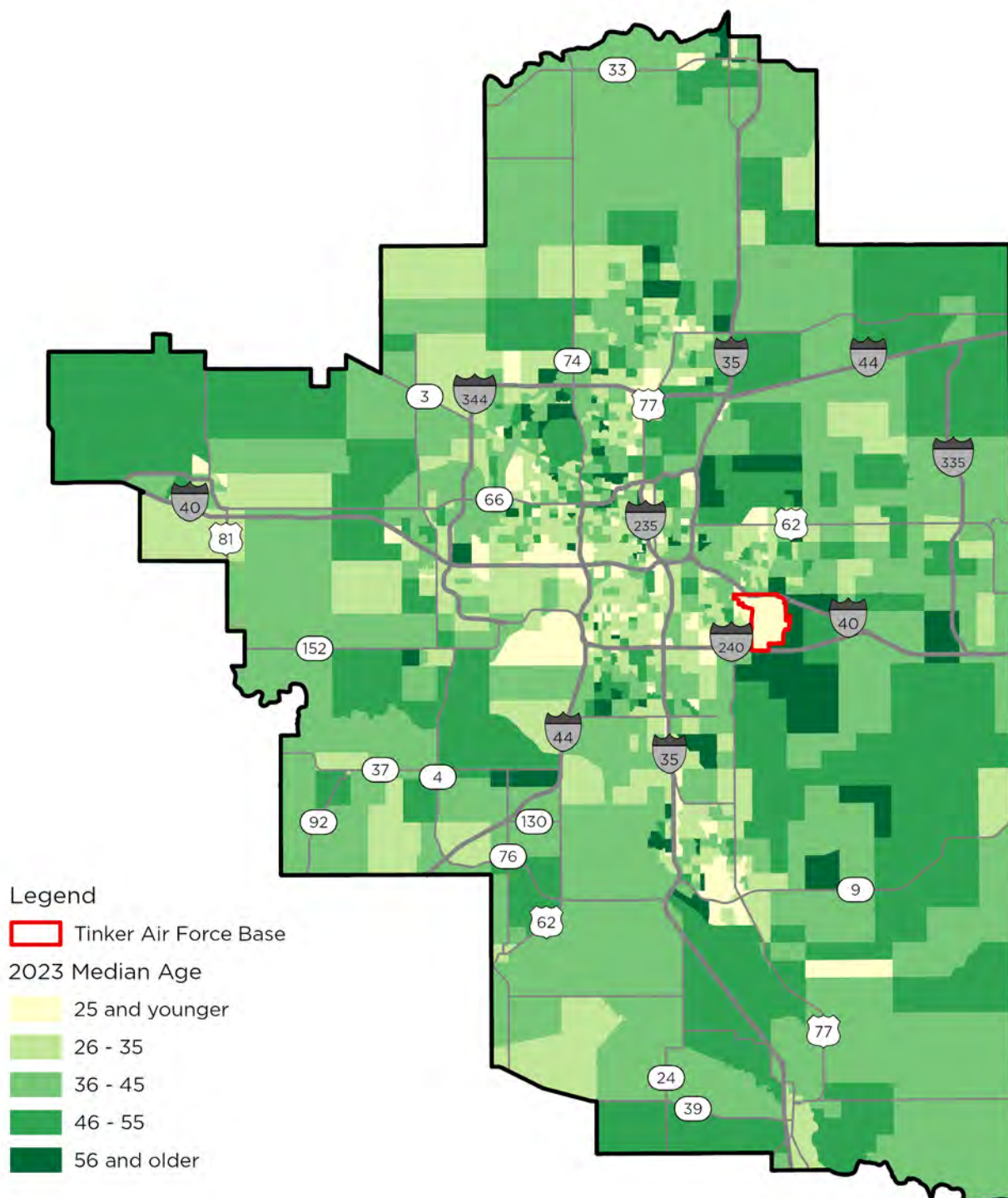
While growth can have a positive impact on the economy, it also creates additional demand on the transportation network. Planning to accommodate that demand poses its own set of challenges for transportation.



State of the Region

MEDIAN AGE

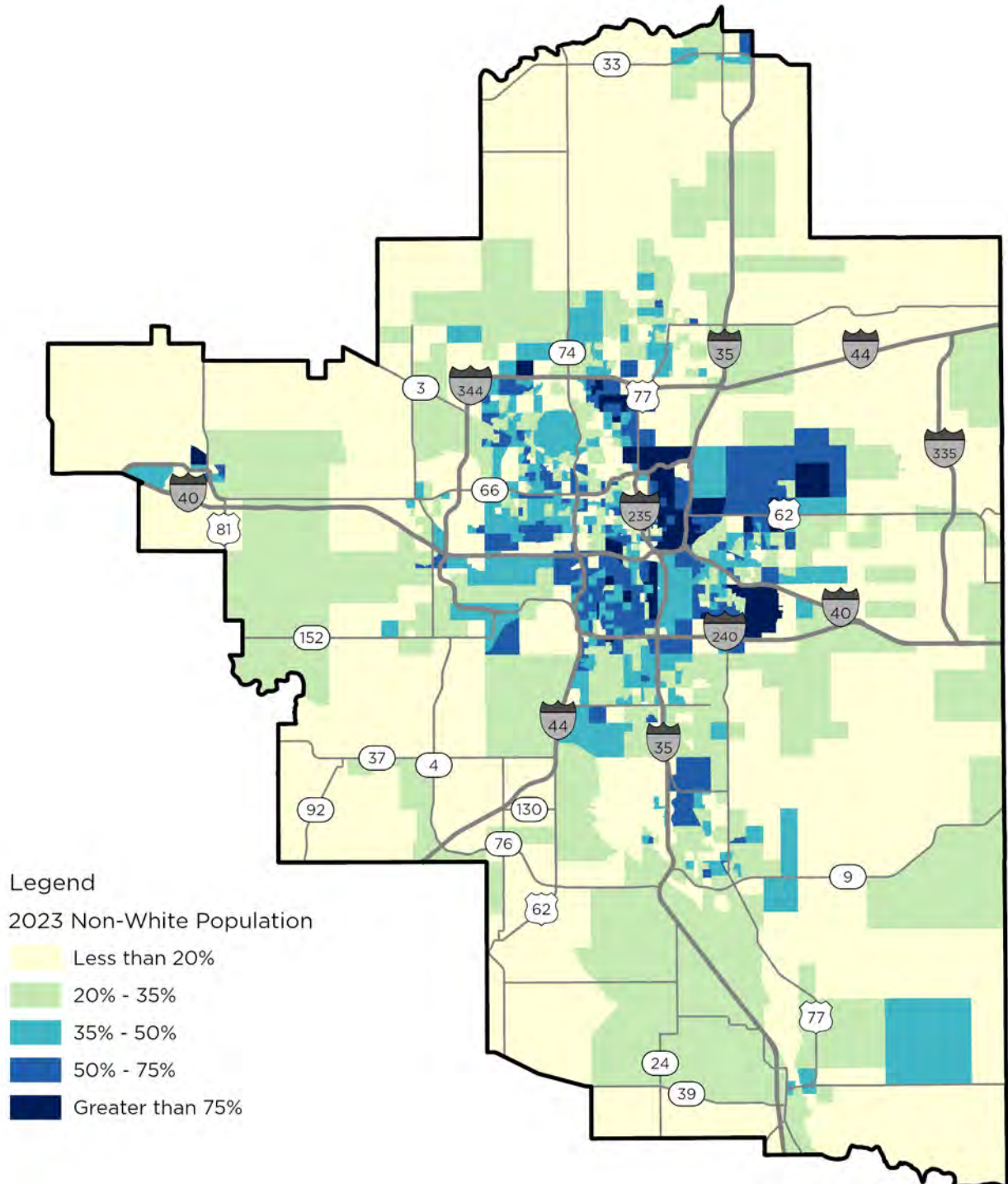
In 2023, the median age in the region was 36.7 years old. The map below shows the median age of the region by block group. Those 25 and younger are clustered around the region's urbanized areas and Tinker Air Force base (outlined in red). Those 56 and older are concentrated in suburban areas just outside core cities. The region's population is slightly younger than the rest of the state which has a median age of 37.1 and even younger than the national median age of 39.2 years.



State of the Region

MINORITIES

The most prominent racial identity of those in the region is White, making up 66% of the population. This is followed by those who identify as two or more races, with 13% of the population. The minority population is concentrated in the urban area of the region around Oklahoma City and Norman. Block groups with the highest concentration of minorities coincide with block groups that have the highest percentage of low-income residents. The largest concentrations of racial and ethnic minority block groups consist primarily of Hispanic and black or African American residents.



State of the Region

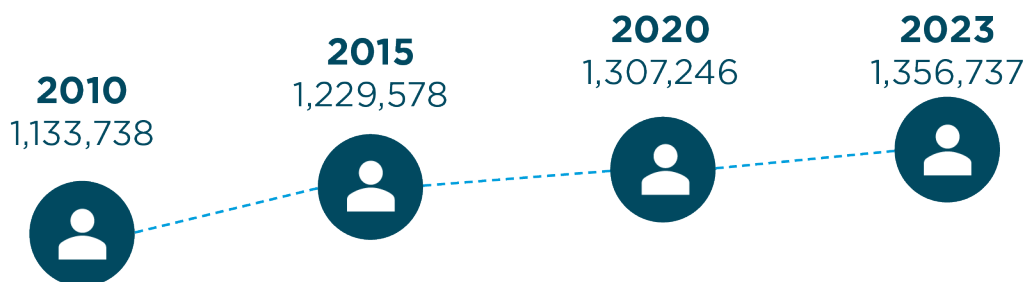
POPULATION CHARACTERISTICS

The region is growing rapidly experiencing a nearly 20% population growth between 2010 and 2023. Rapid growth of this magnitude requires proactive planning to maintain a transportation network that meets current and future needs.

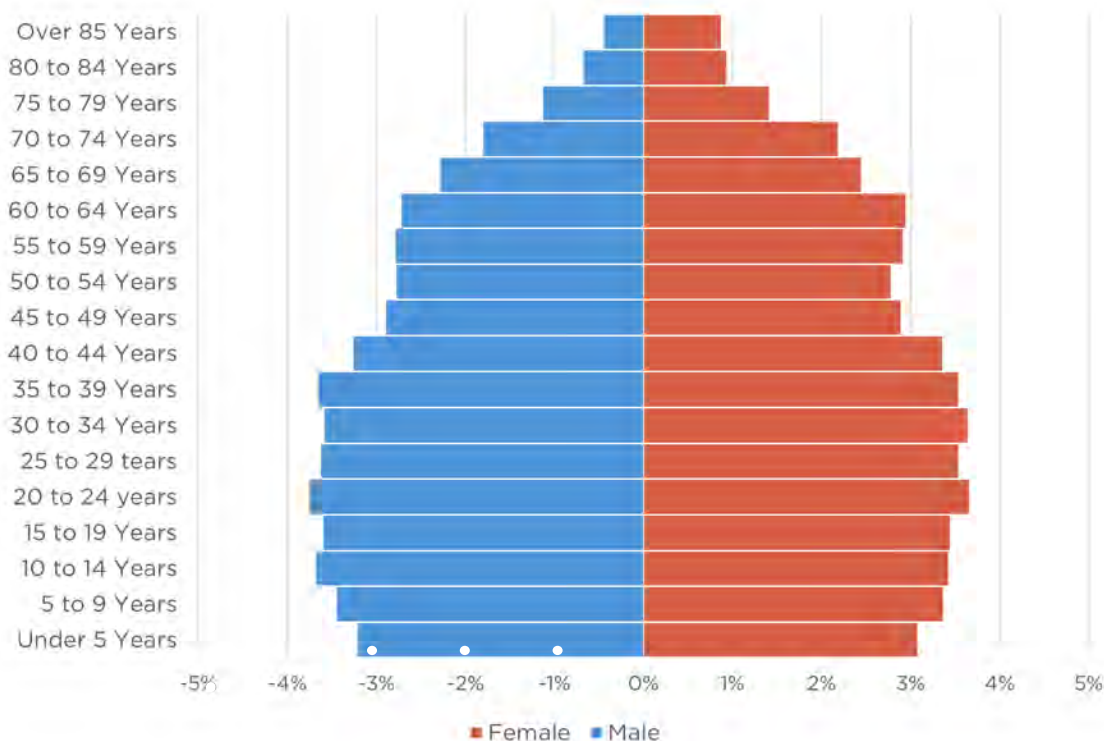
The population pyramid, see right, shows a broad concentration of residents in the prime working-age groups of 25 to 44. Younger cohorts also make up a significant share, indicating continued population growth. Older age groups narrow steadily, although significant cohorts aged 55 to 64 years indicate an aging population. Younger and older populations often exhibit higher reliance on public transit and active transportation modes such as biking and walking. The growth of younger and older cohorts in the region underscores the need for a multimodal transportation network.

The region's racial composition, shown in the pie chart, highlights some of the unique elements to the region's diversity. The majority of the population is white with 66% of the population. Roughly 7% of the region is American Indian and Alaskan Native which is far higher than the national average of 1.1%.

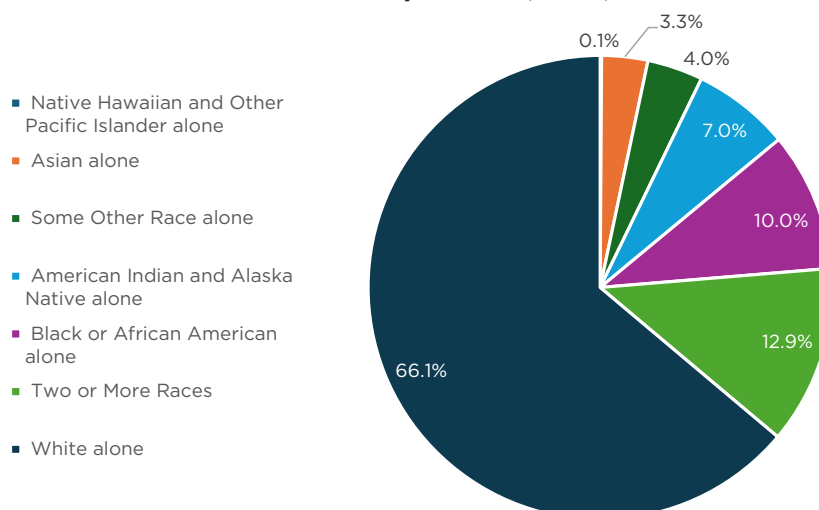
Population Change (2010-2023)



Population Pyramid (2023)



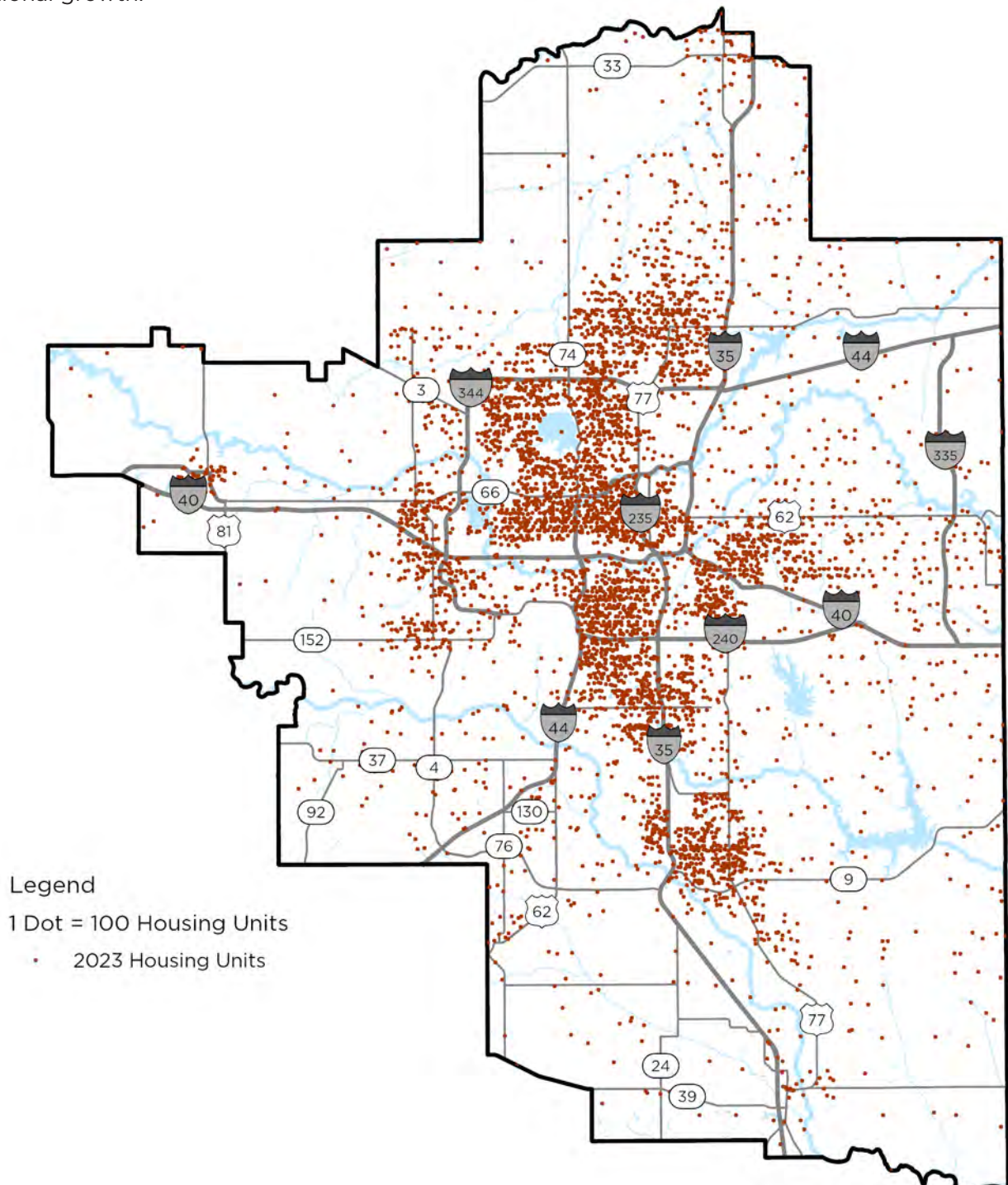
Racial Composition (2023)



State of the Region

HOUSING UNITS

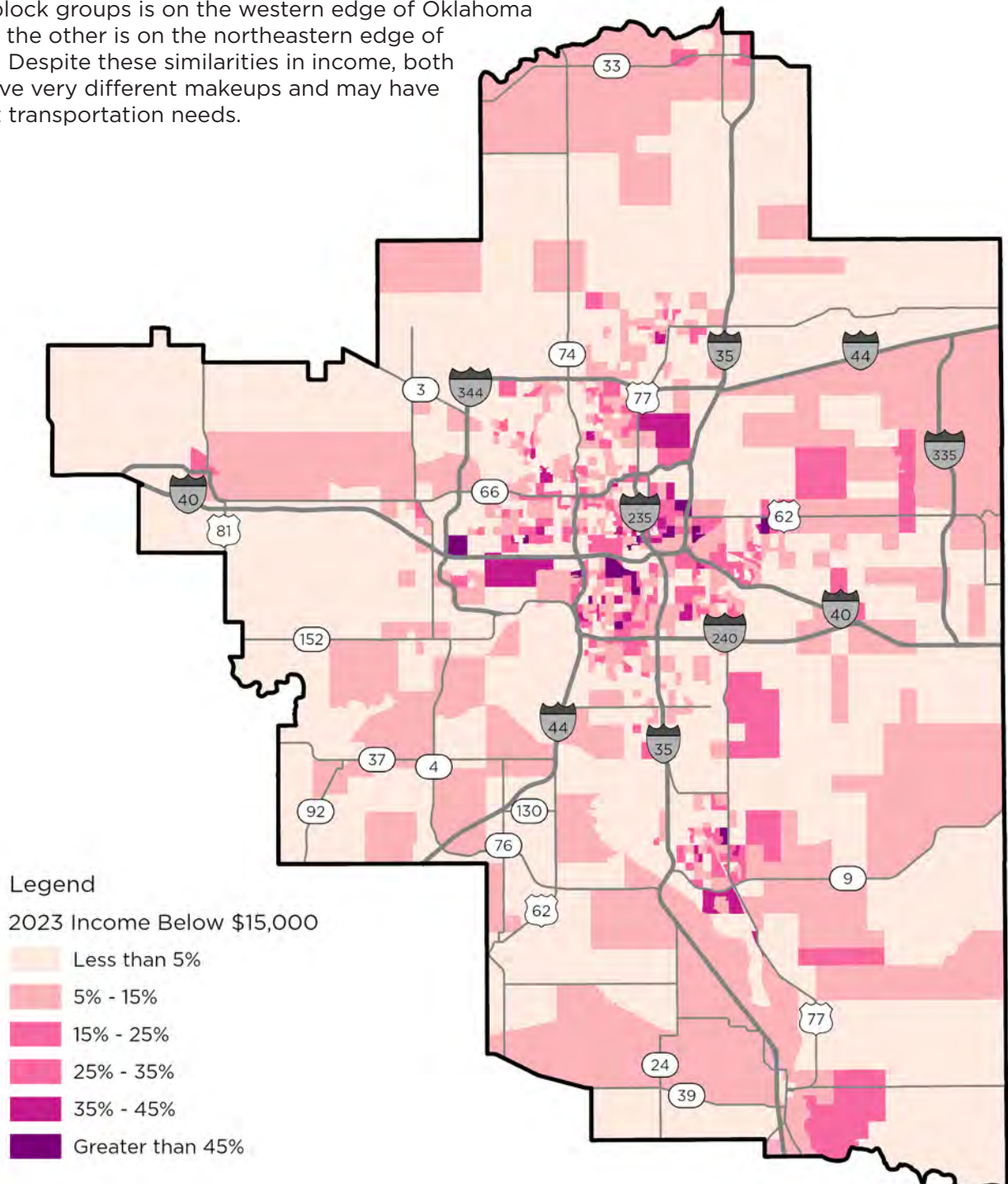
Unsurprisingly, housing units follow a very similar pattern to population. The majority of housing units are in the urbanized area of the region, clustered in downtown Oklahoma City, Moore, and Norman. Where population was represented as 1 dot equals 300 people, housing units are represented as 1 dot equals 100 housing units. However, this change in representation does not skew the density of the dots on the map. In 2023, there were 1,356,737 people and 579,802 housing units in the region for an average household size of 2.34. This is below the national average household size which is 2.51 indicating that there is potentially room for additional growth.



State of the Region

INCOME

The map below highlights the communities with the highest concentration of people earning less than \$15,000 a year which is the poverty line as determined by the US Department of Health and Human Services. Households in these communities often face challenges in accessing affordable transportation options and are less likely to have access to a personal vehicle. Within the region, communities below the poverty line are primarily concentrated in downtown Oklahoma City and Norman. Two census block groups have more than 80% of the population earning less than \$15,000 a year. One of these census block groups is on the western edge of Oklahoma City and the other is on the northeastern edge of Norman. Despite these similarities in income, both areas have very different makeups and may have different transportation needs.



State of the Region

EMPLOYMENT

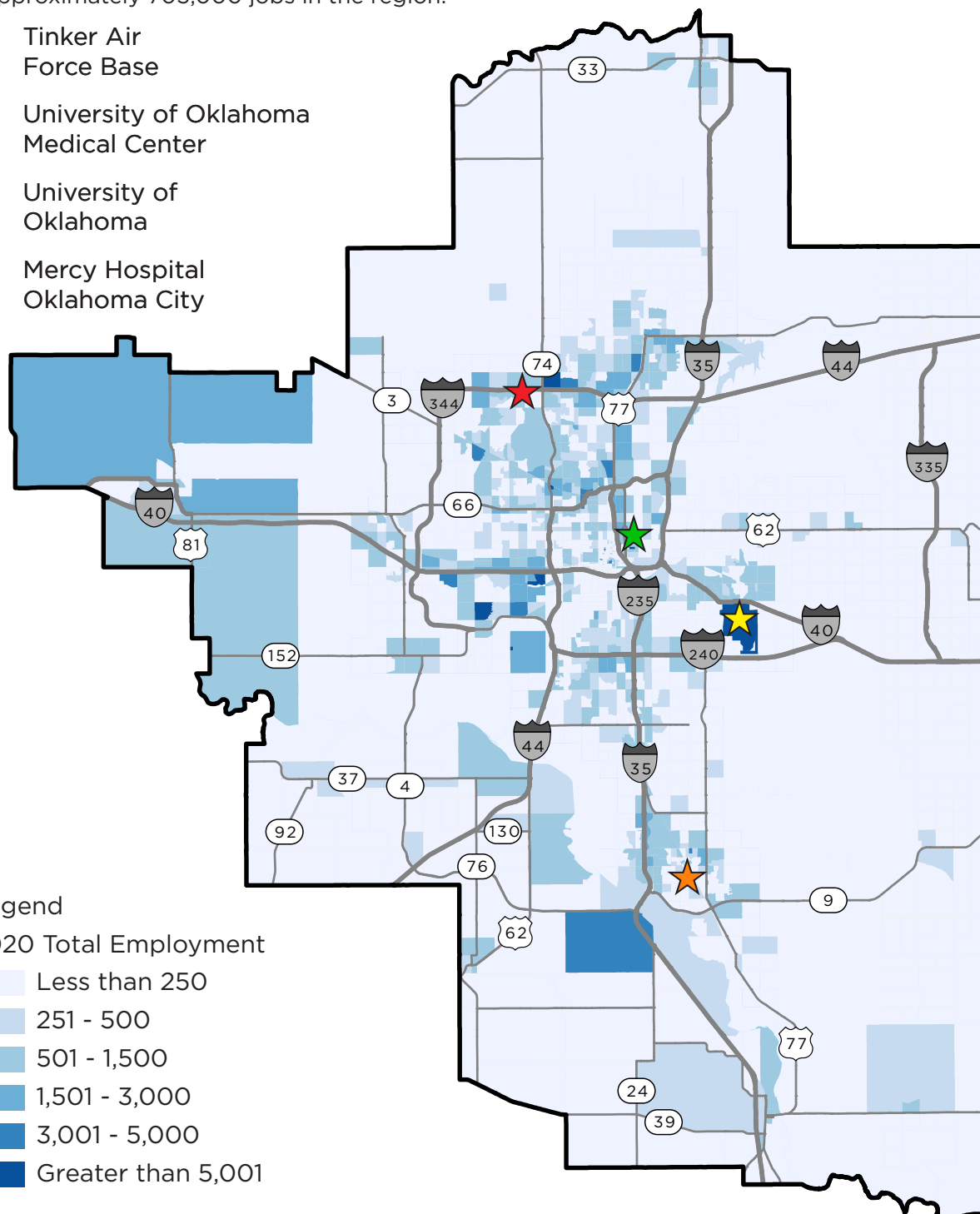
The map below shows the concentration of jobs throughout the region which are primarily located in Oklahoma City, Edmond, Moore, and Norman. The block groups with the highest number of jobs correspond to the region's largest employers: Tinker Air Force Base, University of Oklahoma Medical Center, the University of Oklahoma, and Mercy Hospital Oklahoma City. Block groups with higher employment percentages are typically located along major roadways for ease of access. According to the regional model, there are approximately 705,000 jobs in the region.

- Tinker Air Force Base
- University of Oklahoma Medical Center
- University of Oklahoma
- Mercy Hospital Oklahoma City

Legend

2020 Total Employment

- Less than 250
- 251 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- Greater than 5,001

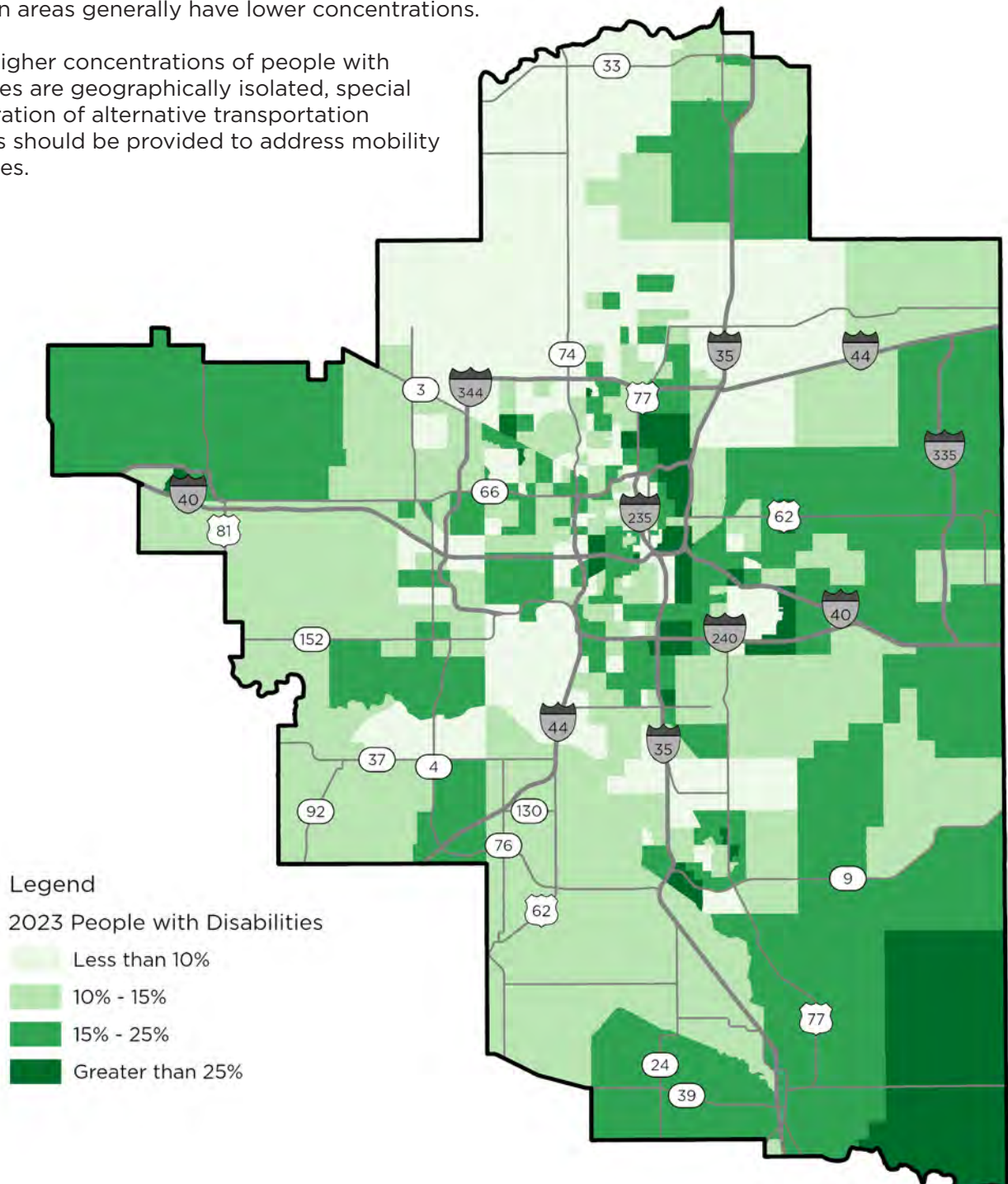


State of the Region

PEOPLE WITH DISABILITIES

Many disabilities, including most visual, ambulatory and cognitive disabilities, make driving difficult or impossible. The map below shows the concentration of the population with disabilities as defined by the US Census. Disability-related transportation limitations can have a significant impact on people's mobility and often require alternative transportation solutions. Census tracts with higher concentrations of people with disabilities are found near Tinker Air Force Base, on the outskirts of Oklahoma City and in Moore. Elevated concentrations are also present in the region's rural areas, while suburban areas generally have lower concentrations.

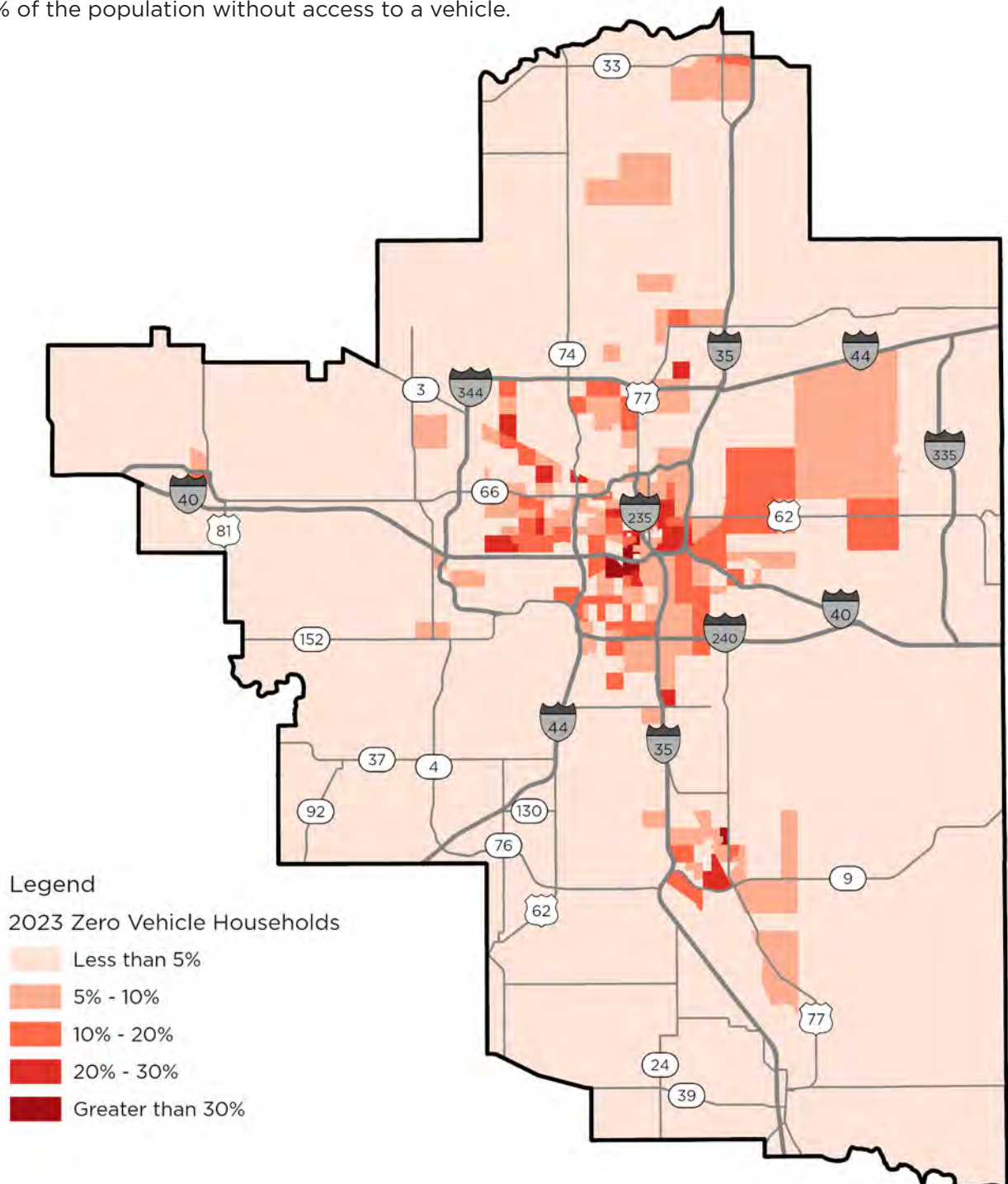
Where higher concentrations of people with disabilities are geographically isolated, special consideration of alternative transportation solutions should be provided to address mobility challenges.



State of the Region

ZERO VEHICLE HOUSEHOLDS

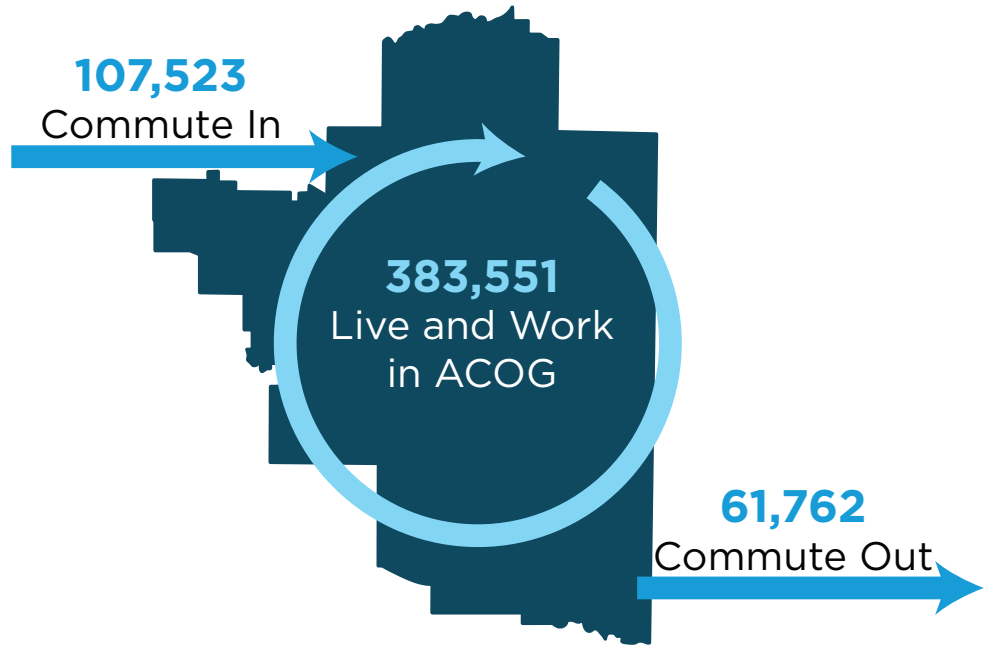
The map below highlights the communities within the region that have limited or no access to a personal vehicle. The area with the highest amount of zero vehicle households is in the northeast part of Norman, this corresponds closely to the area of people below the poverty line shown on **page 8**, as well as areas with above average populations with disabilities shown on **page 10**. Over 80% of the population in this census tract do not have access to a car. The second highest amount of zero vehicle households are found in the areas south of downtown Oklahoma City. These census tracts have just over 30% of the population without access to a vehicle.



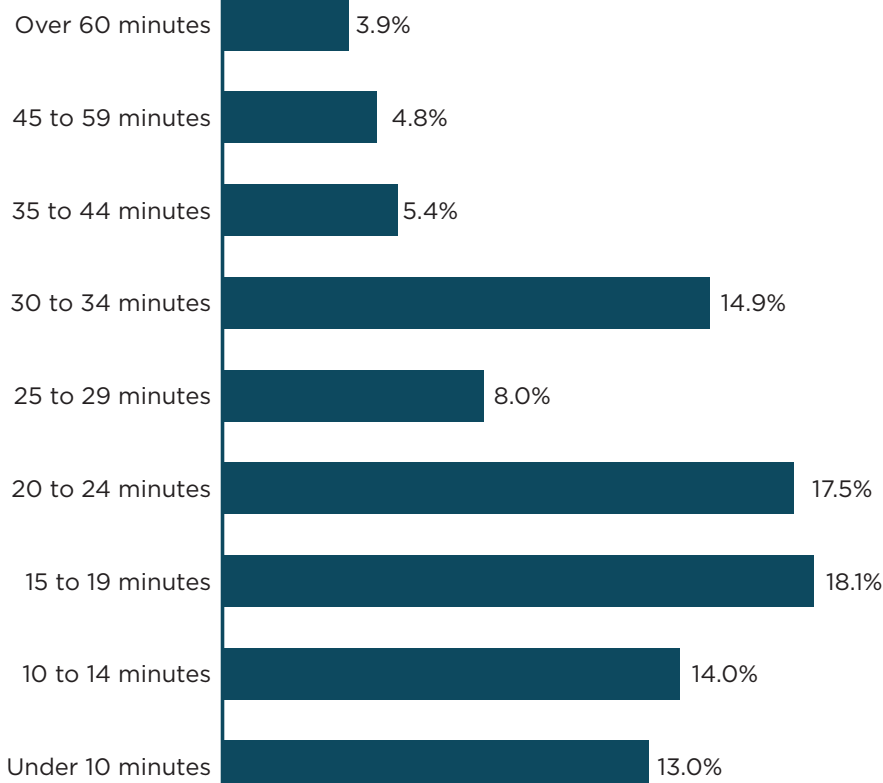
State of the Region

COMMUTING

Commuting trends are critical for understanding how people move into, out of, and through the region. The graphic to the right displays the commuting trends for workers in the area. The majority, 383,551 people, are employed and live within the region. 107,523 people live outside of the region and commute in. 61,762 people commute from within the region to somewhere outside the region.



Travel Time to Work (2023)

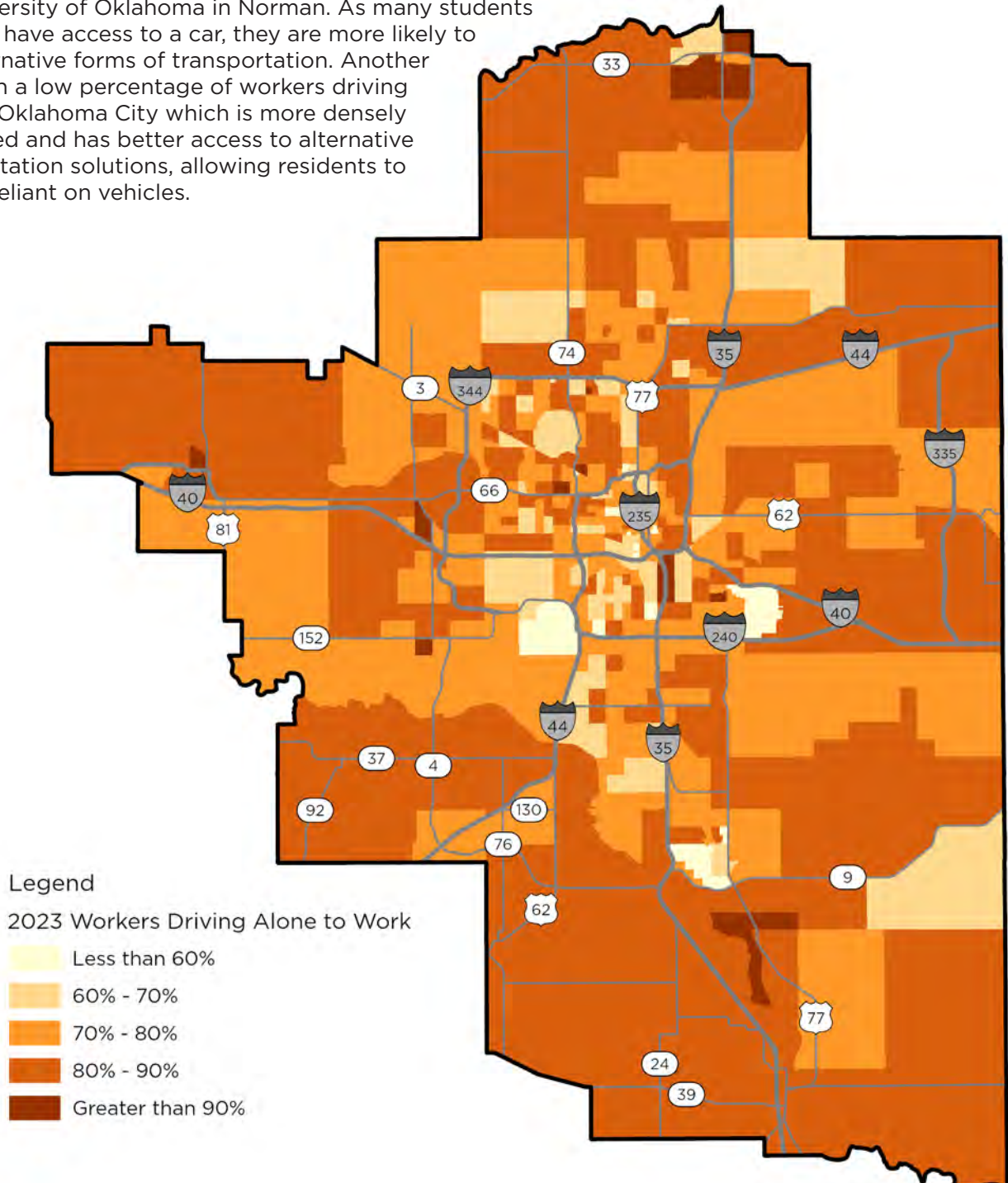


A majority of commuters in the region (70.6%) commute less than 30 minutes to work with the most common ranges being 15 to 19 minutes and 20 to 24 minutes. Approximately 8.7% of commuters had travel times of 45 minutes or more. Commuting times within the region are slightly lower than the US national average of 26.1 minutes.

State of the Region

TRAVEL CHARACTERISTICS

In 2023, nearly 78% of the workers in the region drove alone to work. The map below shows the areas where people are more likely to drive alone to work. Residents living outside of dense population centers like Oklahoma City and Norman have a higher likelihood of driving to work alone, as highlighted by census tracts in part of Guthrie and Slaughterville which have over 97% of workers driving alone to work daily. These areas are typically less pedestrian friendly and have limited alternative transportation opportunities. The area with the lowest number of people driving alone to work is around the University of Oklahoma in Norman. As many students may not have access to a car, they are more likely to use alternative forms of transportation. Another area with a low percentage of workers driving alone is Oklahoma City which is more densely populated and has better access to alternative transportation solutions, allowing residents to be less reliant on vehicles.



State of the Region

TRANSPORTATION

MODE SHARE

Travel behavior in Central Oklahoma reflects the region's strong reliance on the automobile, with the majority of residents commuting by driving alone. According to the 2023 American Community Survey 5-year estimates, 76.9 percent of workers travel to their jobs in single-occupancy vehicles, underscoring the dominance of personal automobiles in the regional transportation system when compared to 70.2% nationwide.

Carpooling accounts for 9.5 percent of trips, providing an important though limited alternative that reduces congestion and emissions. Public transportation use remains modest at 0.5 percent, reflecting both the scale of available services and the challenges of serving a largely auto-oriented region. This is substantially lower than the nationwide average of 3.7 percent. Active transportation modes contribute small but meaningful shares: 2.2 percent of residents walk to work, while 0.3 percent commute by bicycle. These figures highlight opportunities to expand pedestrian and cycling infrastructure to encourage greater participation.

Meanwhile, 9.5 percent of residents work from home, a share that has grown in recent years and continues to influence travel demand patterns. Nationwide, 13.4 percent of the country works from home highlighting the potential for more growth in remote work in the region.

Taken together, the mode share data illustrates the region's dependence on automobiles while also pointing to emerging opportunities for diversification. Expanding transit options, strengthening active transportation networks, and supporting flexible work arrangements are all strategies that can help balance the system, reduce congestion, and improve sustainability in Central Oklahoma's future mobility landscape.



76.9%
Drove Alone



2.2%
Walked



9.5%
Carpooled



0.3%
Bicycled



1.3%
Other Means



0.5%
Public Transportation



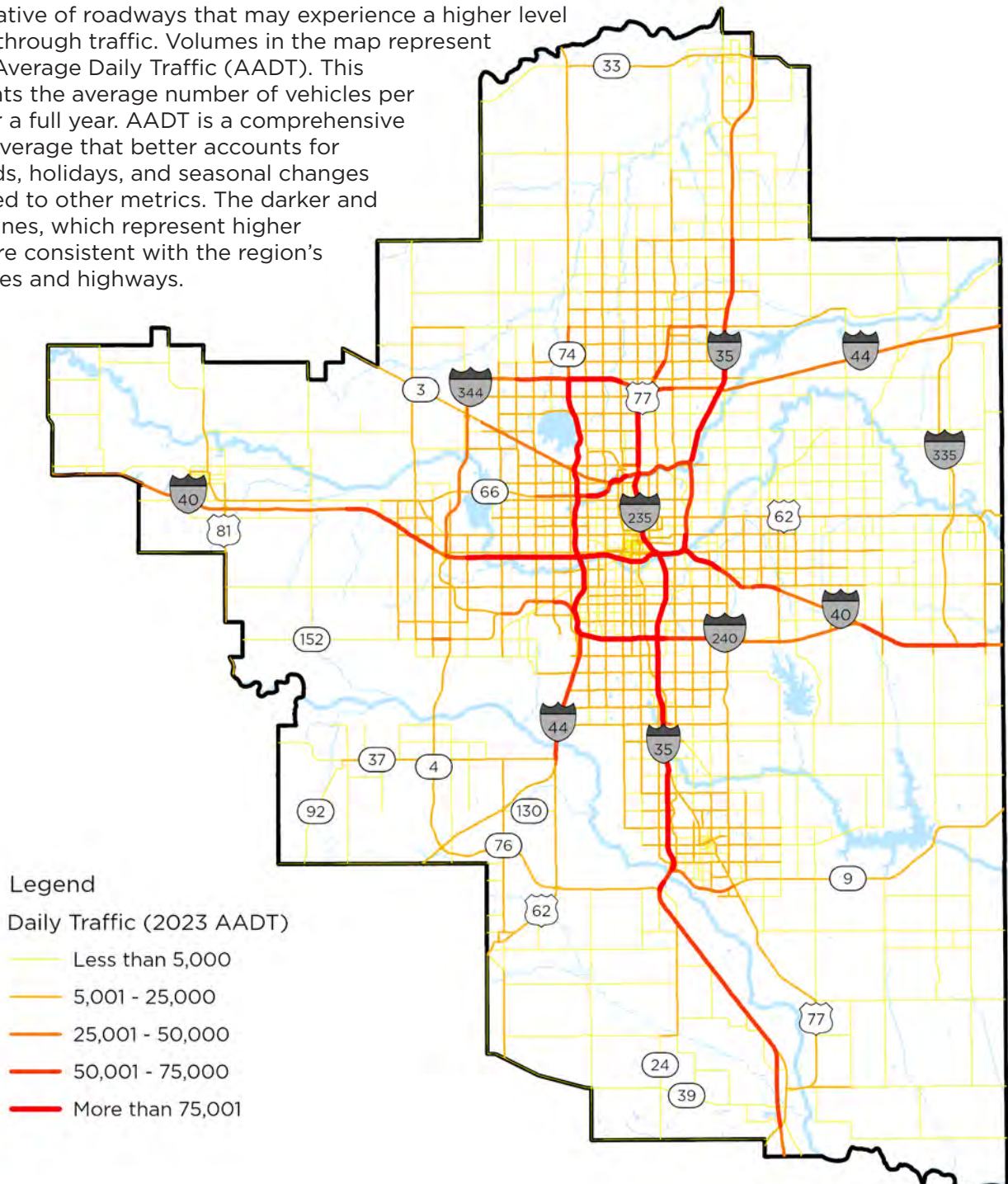
9.5%
Work from Home

State of the Region

ROADWAYS

DAILY TRAFFIC

Traffic volumes typically correspond to the function, design, and location of the roadway where larger roadways serving long-distance travel have higher traffic volumes. Understanding traffic volumes is crucial to help understand and identify places with a high demand for travel. This can include commercial hubs, schools, entertainment venues, hospitals, etc. In some cases, volume can be indicative of roadways that may experience a higher level of pass-through traffic. Volumes in the map represent Annual Average Daily Traffic (AADT). This represents the average number of vehicles per day over a full year. AADT is a comprehensive annual average that better accounts for weekends, holidays, and seasonal changes compared to other metrics. The darker and thicker lines, which represent higher AADT, are consistent with the region's interstates and highways.

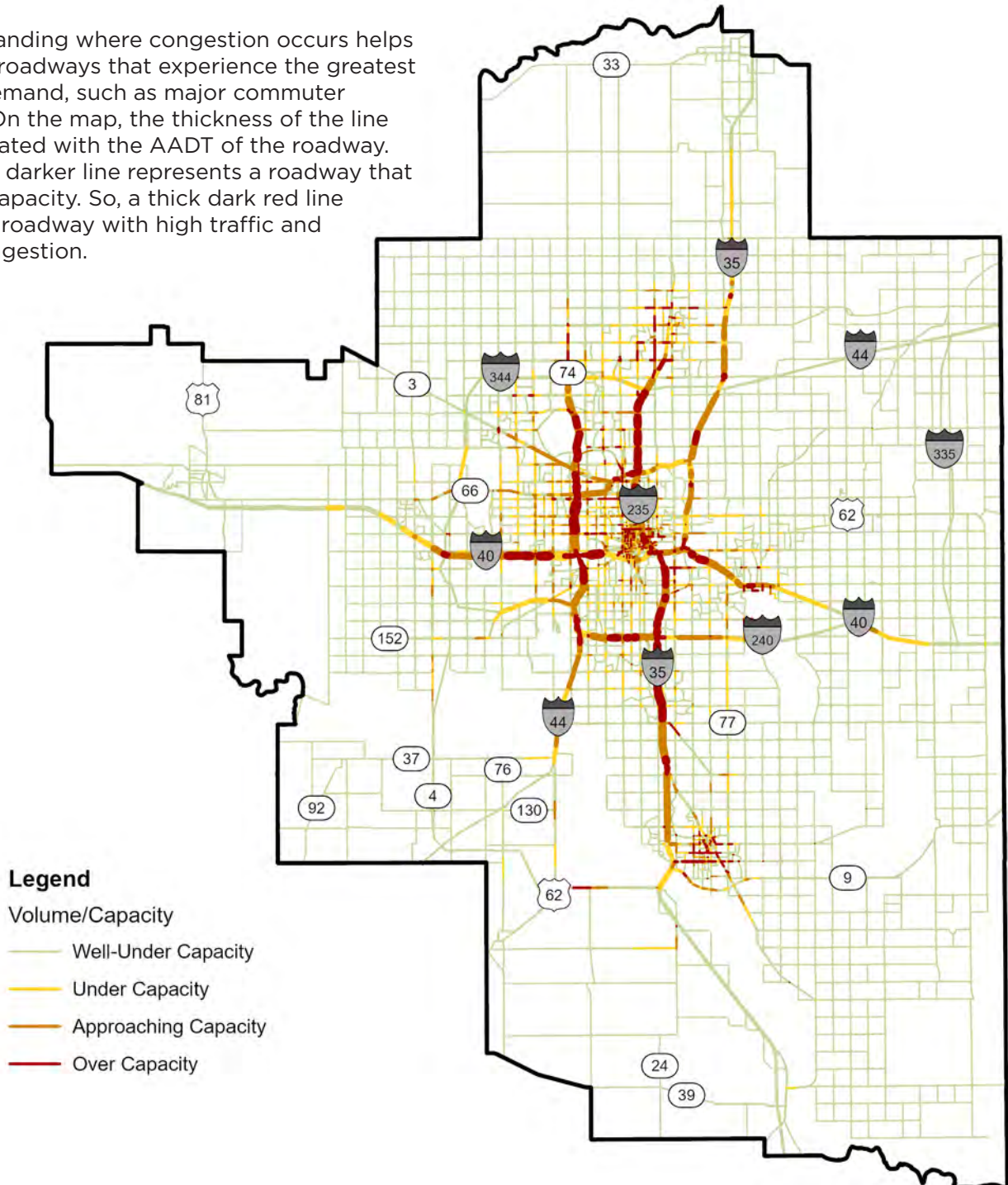


State of the Region

CONGESTION

Traffic congestion shows how busy a roadway is compared to the amount of traffic it was designed to handle. One common way to measure this is with the volume-to-capacity (V/C) ratio, which compares the number of vehicles using a road to the road's ability to carry traffic efficiently. Higher V/C ratios generally indicate more congestion, which can lead to slower travel speeds, longer travel times, and less reliable trips. A V/C ratio over 1 indicates that the roadway is over capacity. In the legend, ratios are simplified to display the level of congestion at each ratio interval.

Understanding where congestion occurs helps identify roadways that experience the greatest travel demand, such as major commuter routes. On the map, the thickness of the line is associated with the AADT of the roadway. Where a darker line represents a roadway that is over capacity. So, a thick dark red line shows a roadway with high traffic and high congestion.

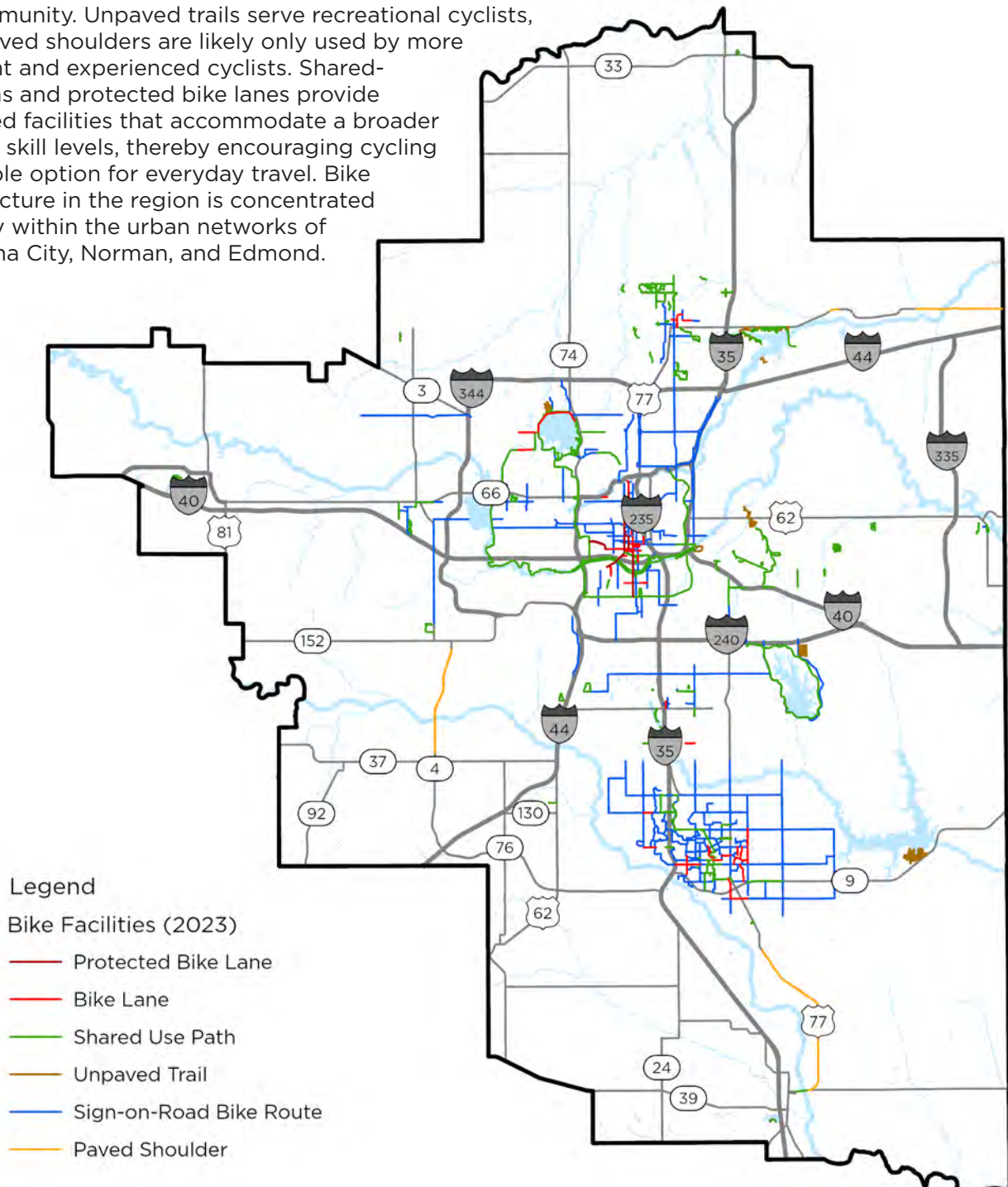


State of the Region

ACTIVE TRANSPORTATION

EXISTING BIKE INFRASTRUCTURE

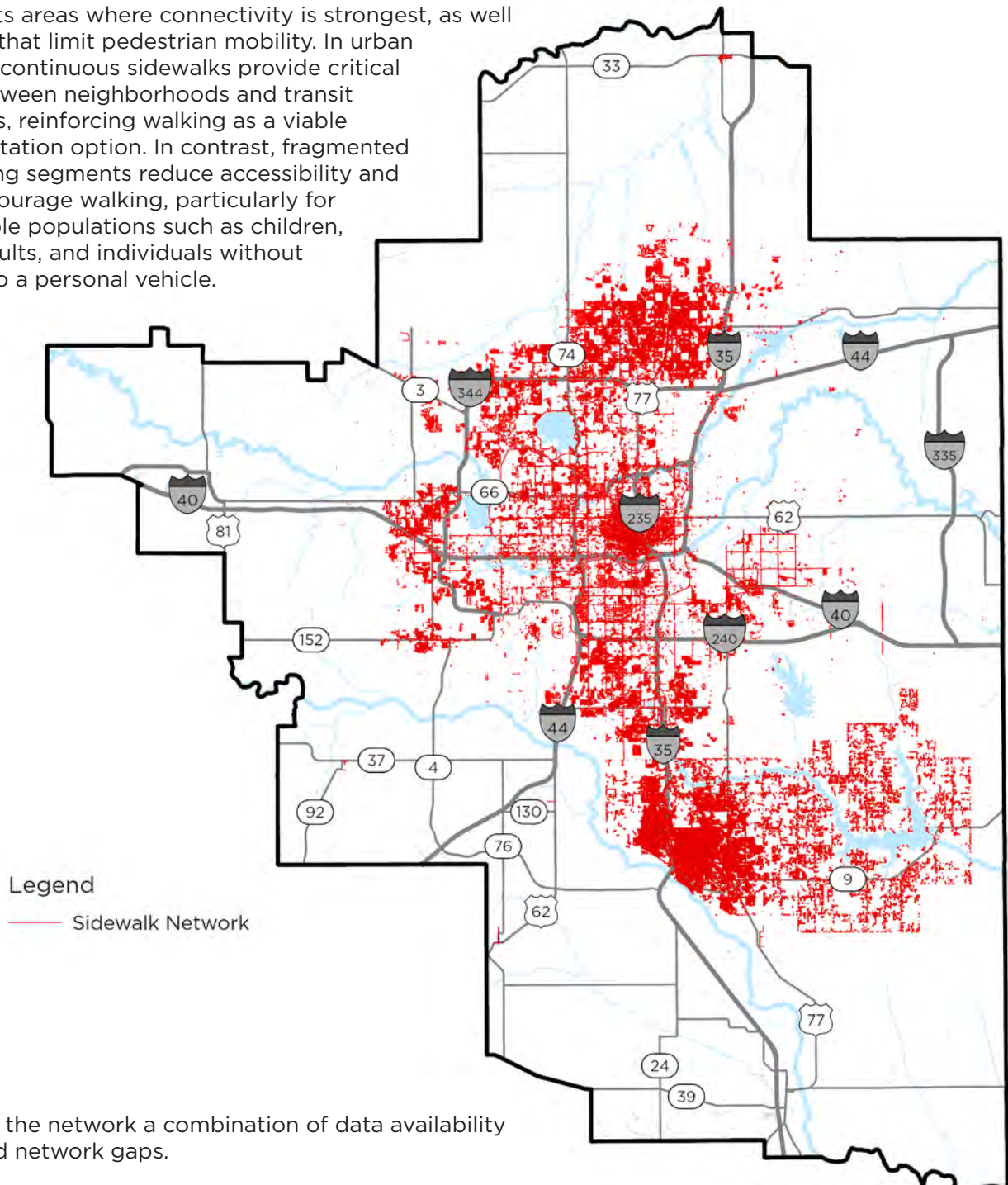
The region's relatively flat topography encourages cycling as a practical and reliable mode of transportation. Particularly addressing the first and last mile gaps between transit and residential homes. The map below shows the current bike facilities within the region categorized by type of infrastructure. Various types of bike facilities serve different levels of cyclists and the differing needs of the community. Unpaved trails serve recreational cyclists, while paved shoulders are likely only used by more confident and experienced cyclists. Shared-use paths and protected bike lanes provide separated facilities that accommodate a broader range of skill levels, thereby encouraging cycling as a viable option for everyday travel. Bike infrastructure in the region is concentrated primarily within the urban networks of Oklahoma City, Norman, and Edmond.



State of the Region

PEDESTRIAN NETWORK

The sidewalk network, shown in the map below, plays a critical role in shaping both transportation options and public health outcomes across the region. Connected sidewalks provide safe, reliable routes for pedestrians, enabling walking to function as a practical mode of transportation rather than solely a recreational activity. A well-connected network ensures that residents can access schools, workplaces, transit stops, and essential services without reliance on motor vehicles, thereby expanding mobility choices for households of all income levels. The map of the sidewalk network highlights areas where connectivity is strongest, as well as gaps that limit pedestrian mobility. In urban centers, continuous sidewalks provide critical links between neighborhoods and transit corridors, reinforcing walking as a viable transportation option. In contrast, fragmented or missing segments reduce accessibility and can discourage walking, particularly for vulnerable populations such as children, older adults, and individuals without access to a personal vehicle.

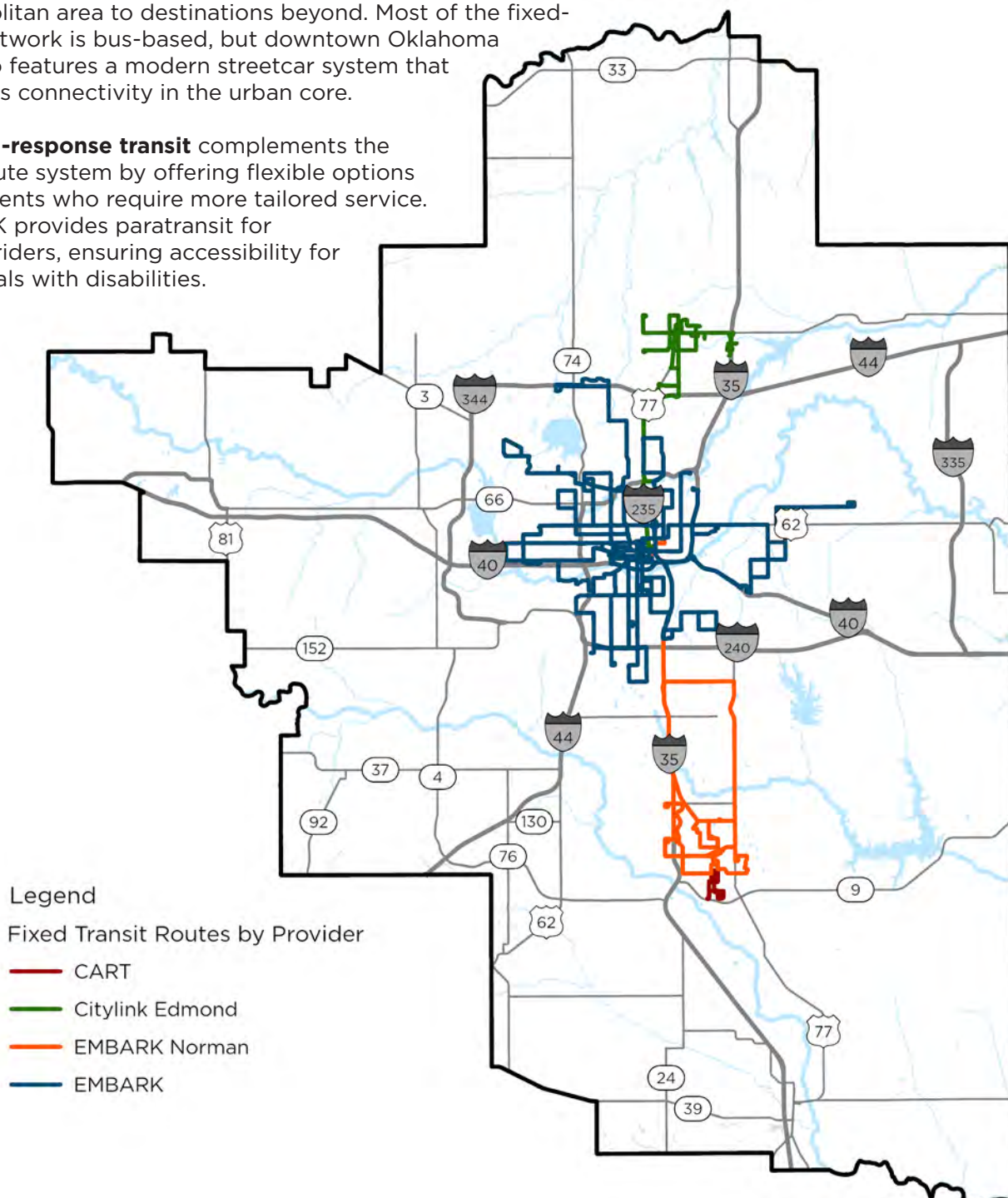


*Gaps in the network a combination of data availability gaps and network gaps.

TRANSIT

Transit in Central Oklahoma, while not as widely used as other modes of travel, represents a diverse and coordinated system that plays a vital role in serving residents and vulnerable communities. Its strength lies in the emphasis on regional collaboration, ensuring that services are connected and responsive to the needs of both urban and rural populations. **Fixed-route transit** is anchored by EMBARK, the largest provider in the region, which operates service in both Oklahoma City and Norman. Additional fixed-route options include Citylink Edmond, as well as Greyhound intercity service that links the metropolitan area to destinations beyond. Most of the fixed-route network is bus-based, but downtown Oklahoma City also features a modern streetcar system that enhances connectivity in the urban core.

Demand-response transit complements the fixed-route system by offering flexible options for residents who require more tailored service. EMBARK provides paratransit for eligible riders, ensuring accessibility for individuals with disabilities.



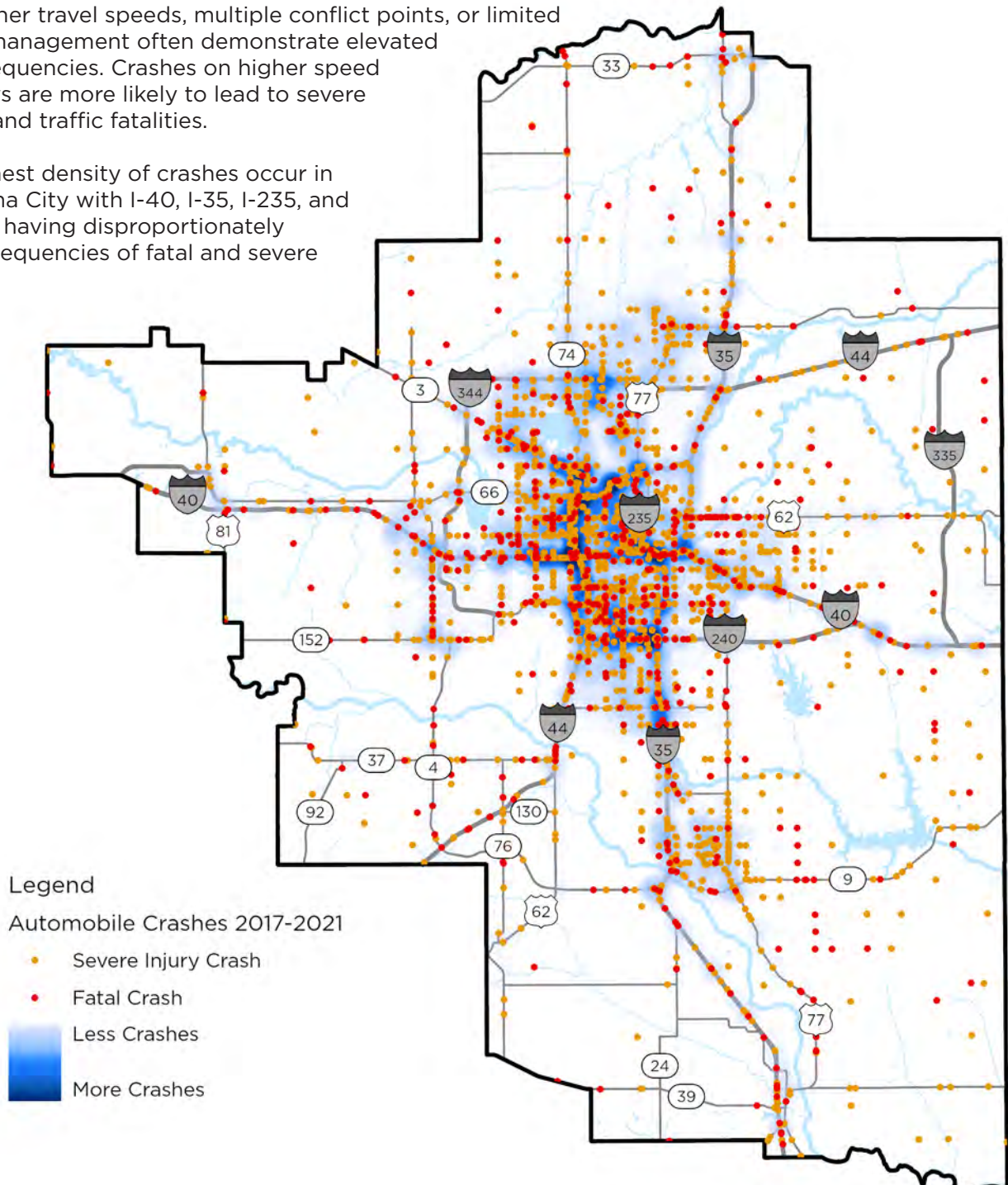
State of the Region

SAFETY

AUTOMOBILE CRASHES

Automobile crashes provide critical insight into roadway safety conditions across the region. The map below illustrates the geographic distribution of reported incidents, highlighting areas of high density crashes and the location of severe injury and fatal crashes. Crash density is typically higher along major arterials and at complex intersections where traffic volumes are greatest. Locations with higher travel speeds, multiple conflict points, or limited access management often demonstrate elevated crash frequencies. Crashes on higher speed roadways are more likely to lead to severe injuries and traffic fatalities.

The highest density of crashes occur in Oklahoma City with I-40, I-35, I-235, and I-240 all having disproportionately higher frequencies of fatal and severe crashes.

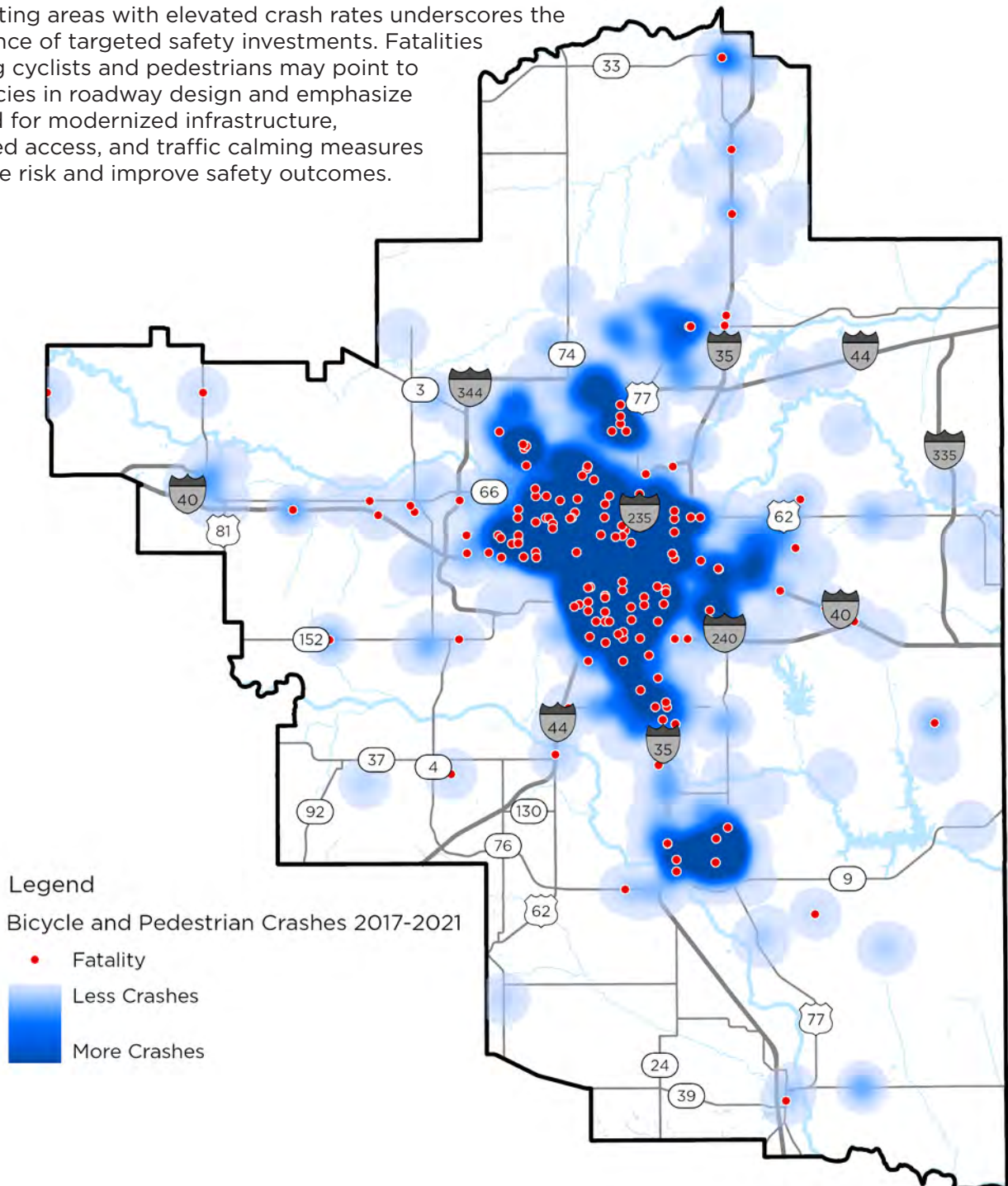


State of the Region

BICYCLE AND PEDESTRIAN CRASHES

Identifying bicycle and pedestrian crashes is essential for evaluating the overall safety of the transportation network. Pedestrians and cyclists are among the most vulnerable roadway users, and any crash involving these groups is generally severe. The map below illustrates the locations of all reported bicycle and pedestrian crashes between 2017 and 2021. The majority of incidents occurred in Oklahoma City, reflecting the higher frequency of interactions between different travel modes in urban environments.

Highlighting areas with elevated crash rates underscores the importance of targeted safety investments. Fatalities involving cyclists and pedestrians may point to deficiencies in roadway design and emphasize the need for modernized infrastructure, controlled access, and traffic calming measures to reduce risk and improve safety outcomes.



State of the Region

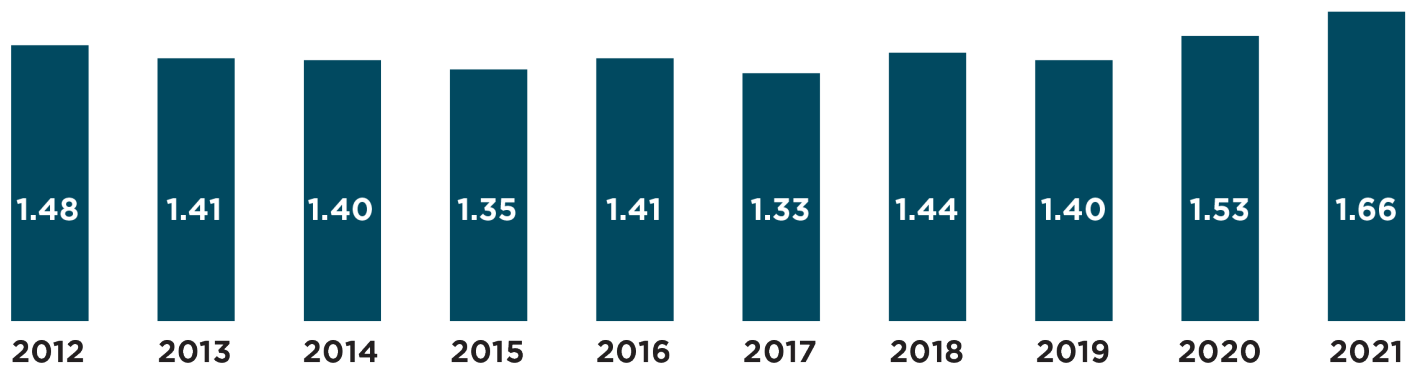
SAFETY TRENDS

Automobile crash data in the region between 2012 and 2021 tells a unique story about the overall transportation network. Looking at the raw number of crashes and fatalities shows an increase, however the population has grown considerably in the region making it less reflective of the state of the region.

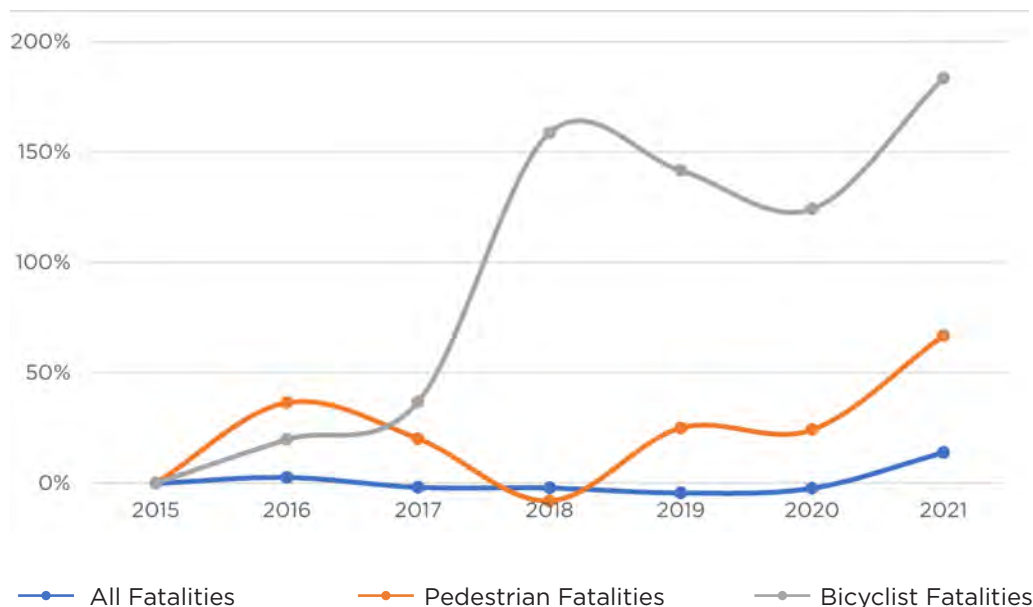
The raw fatality totals in the region declined steadily between 2012 and 2020 before rising sharply in 2021. However, when measured against exposure, fatalities per hundred million vehicle miles traveled (VMT), a different trend emerges. After relatively minor fluctuations between 2013 and 2019, the fatality rate per hundred million VMT increased by 0.13 annually from 2019 through 2021. This upward trajectory indicates a decline in network safety despite population growth.

Although the overall increase in fatalities has been moderate, pedestrian and bicyclist fatalities have risen more sharply. This pattern often coincides with growth in active transportation mode share, but it also highlights a significant safety concern for vulnerable roadway users. These findings underscore the need for targeted safety strategies and infrastructure improvements to better protect pedestrians and cyclists within the regional network.

Fatality per Hundred Million Vehicle Miles Traveled



Traffic Fatalities Indexed to 2015



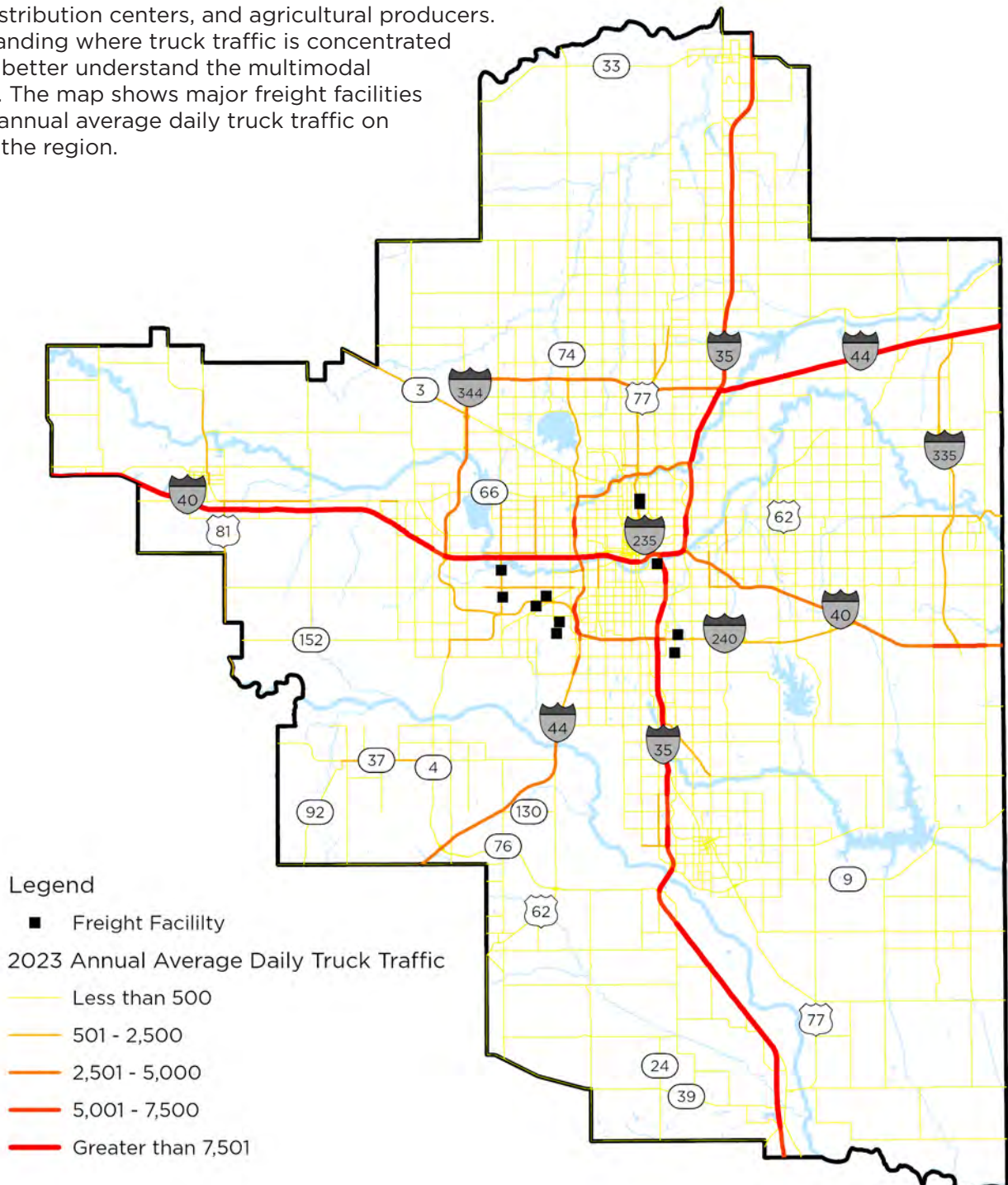
State of the Region

FREIGHT AND RAIL

FREIGHT

Freight movement is a critical element of the transportation system serving as a major driver of economic development throughout the region. Highways represent the backbone of freight movement with I-35, I-40, and I-44 providing direct connections to national markets. These routes are complemented by a network of state and local roads that facilitate access to industrial areas, distribution centers, and agricultural producers.

Understanding where truck traffic is concentrated helps to better understand the multimodal network. The map shows major freight facilities and the annual average daily truck traffic on roads in the region.

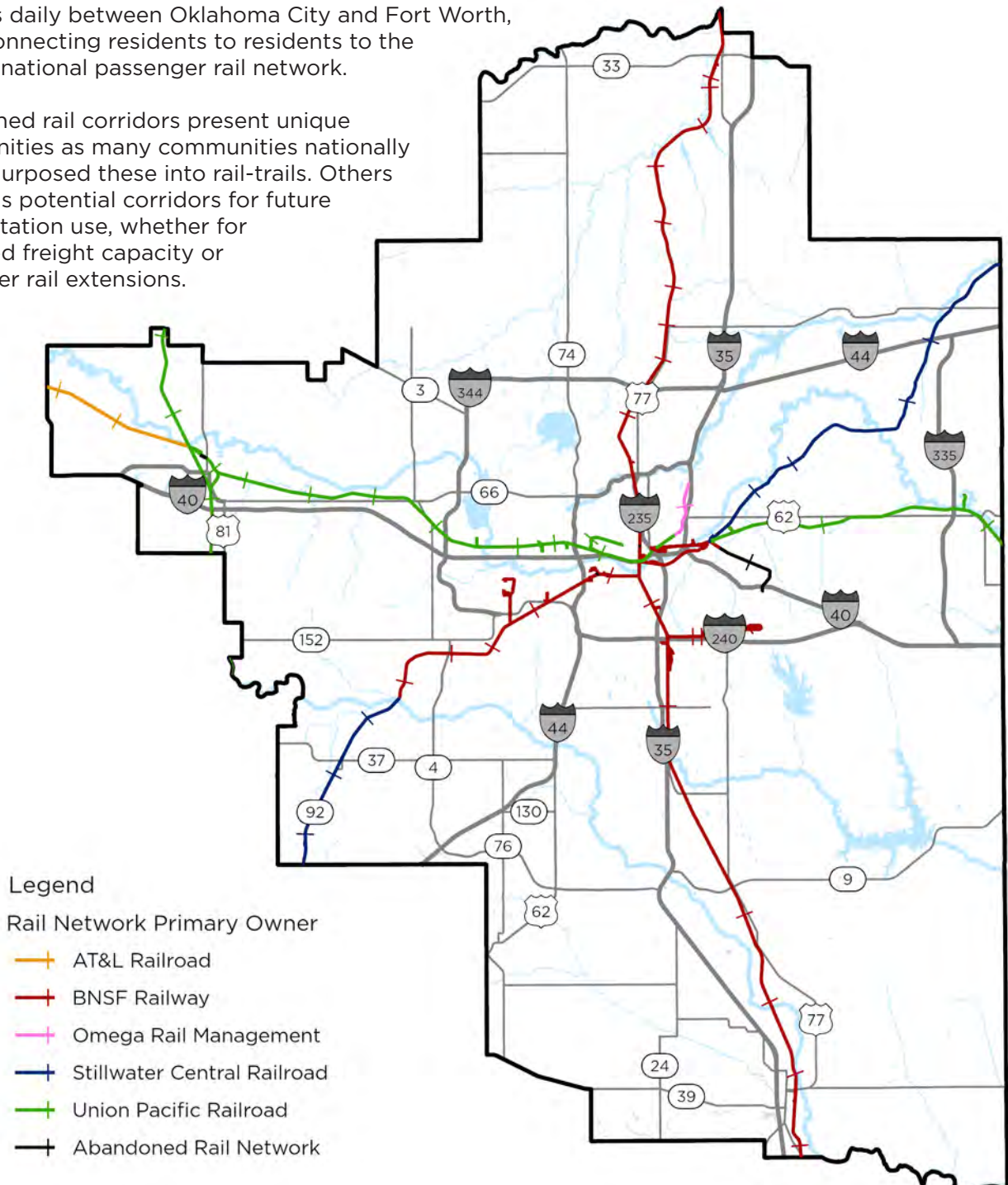


RAIL

Rail transportation plays a vital role in Central Oklahoma's mobility and economy, providing both freight and passenger service across the region. The freight rail system is extensive, connecting local industries to national and international markets, while passenger rail offers residents and visitors an alternative mode of travel that links Oklahoma City to destinations across the state and beyond.

Passenger rail service is provided by Amtrak's Heartland Flyer, which operates daily between Oklahoma City and Fort Worth, Texas, connecting residents to residents to the broader national passenger rail network.

Abandoned rail corridors present unique opportunities as many communities nationally have repurposed these into rail-trails. Others remain as potential corridors for future transportation use, whether for expanded freight capacity or passenger rail extensions.



Public Engagement Report

ENCOMPASS 2050

Public Engagement Summary



Metropolitan Transportation Plan

Executive Summary

This summary covers both phases of public engagement conducted for Encompass 2050 between February and September 2026. Phase One asked residents to describe the transportation system they have today and to set priorities for the future. Phase Two asked them to react to three growth scenarios built from that input.

Phase One | Transportation Priorities (February – April 2026)

- Central Oklahoma residents who participated in phase one of public engagement described the region's transportation system as car-dependent, underfunded, and in need of more options.
- Across all engagement formats, expanding transportation options and improving safety ranked as the community's top two priorities.
- Transit, walking infrastructure, and roadway maintenance were the top three funding priorities in both online and in-person activities.
- Seventy-nine percent of respondents drive as their primary mode, but 45% said they would prefer to use transit more, 35% would prefer to walk more, and 34% would prefer to bike more.
- Suburban residents drive almost exclusively today, yet 45% said they would prefer to use transit more often.

Phase Two | Growth Scenarios (August – September 2026)

- Phase Two participation grew sharply. The scenario survey collected 291 responses, nearly five times the 62 written responses collected in Phase One, alongside 67 comments on the Phase Two interactive map.
- All Aboard, the transit-oriented scenario, was the clear favorite. Fifty-nine percent of respondents ranked it first and 81% had a positive impression of it.
- Back to the Cities, a scenario focusing on developing around existing urban infrastructure, drew the broadest agreement of any single idea tested: 81% said they would support more homes and businesses within existing neighborhoods if it meant shorter trips and more services nearby.
- Continuing the region's current pattern of outward growth was broadly rejected. Seventy-one percent ranked Current Trend last and 57% had a negative impression of it.
- When asked which scenario is most realistic for Central Oklahoma to achieve by 2050, respondents placed Current Trend and Back to the Cities ahead of All Aboard — the scenario they most want finished last on the question of whether it can actually happen.
- Support for change is regional, not only urban. Suburban and small-town respondents ranked All Aboard first at essentially the same rate as Central Oklahoma City residents (60% vs. 59%).

Across Both Phases

- Both phases point in the same direction. Residents consistently ask for more transportation choices, shorter trips and safer streets, and consistently place outward expansion and added roadway capacity at the bottom of their priorities.
- The most common reservation in both phases is about execution rather than direction. Residents showed concern about cost, maintenance of existing infrastructure and follow-through far more often than they object to the idea of a more connected, less car-dependent region.

Phase One Engagement

The sections that follow summarize Phase One of public engagement, conducted from late February through early April 2026.

Engagement Overview

This summary synthesizes public feedback collected during the first public engagement phase of the Encompass 2050 Metropolitan Transportation Plan for Central Oklahoma. This phase focused on stakeholder feedback regarding transportation priorities, funding preferences, and specific improvement needs across the ACOG service area.

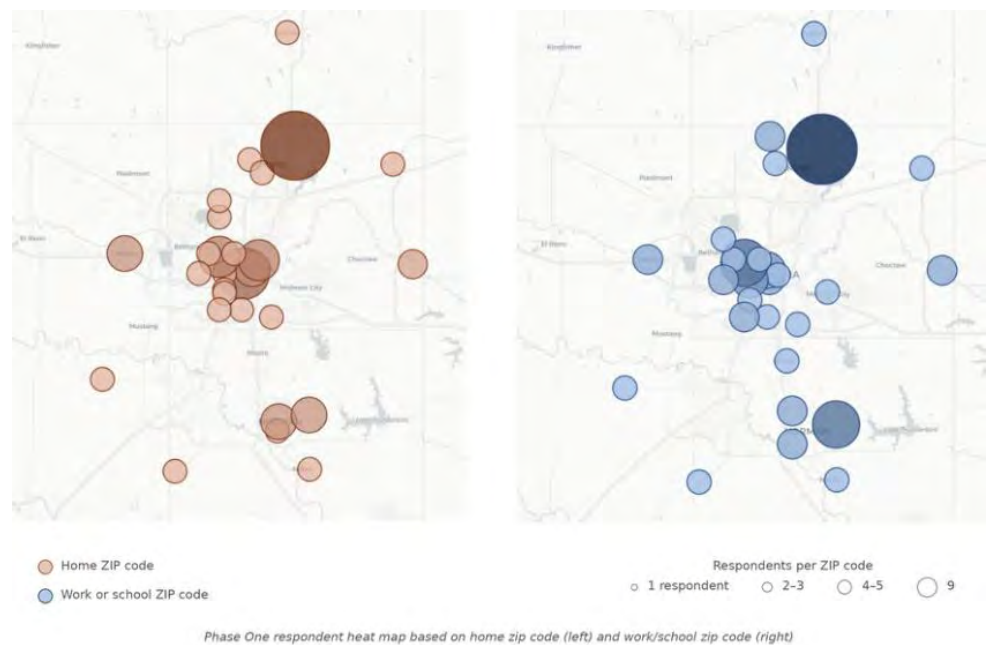
Feedback was gathered through a variety of tactics from late February through early April 2026.

- Engagement workshop at Rose State College in Midwest City
- Pop-up engagement events in Oklahoma City, Edmond and Norman
- Online survey on the Encompass2050.com project website, hosted on Social Pinpoint
- Interactive map survey on Social Pinpoint
- “Fund It” activity on Social Pinpoint
- Stakeholder presentation at the Scenario Planning Summit
- Awareness email to selective stakeholders
- Social media posts and paid boosts through ACOG channels

Data collected from these efforts is not scientific, and is a combination of selected stakeholders and road/transportation users from throughout the ACOG Service Area. The online surveys collected 166 contributions, including 88 on the map survey, 62 written survey responses and 16 contributions to the Fund It activity. In addition to speaking with residents on the MTP process, in-person events also gathered 48 responses to an interactive Fund It activity.

Respondent Demographics

Respondents were predominantly working-age adults, with nearly 90% falling between the ages of 25 and 64 (45% ages 25–44; 44% ages 45–64). Youth under 18 were not represented, and adults 65 and older accounted for less than 10% of responses online. The vast majority of respondents — 87% — both live and work within the ACOG service area, with home addresses concentrated in Edmond, central Oklahoma City, and the Norman area.



Driving is the dominant mode of travel, with 79% of respondents reporting it as their primary means of getting around. No respondents reported biking as their primary mode. Walking and transit each accounted for fewer than 15% of current trips. However, stated preferences diverge sharply from actual behavior: 45% said they would prefer to use transit more often, 35% would prefer to walk more, and 34% would prefer to bike more.

Among respondents who do not currently walk or bike more frequently, the leading barriers were practicality — including distance, time constraints, and physical ability (67%) — followed by insufficient sidewalk and bike infrastructure (44%) and personal safety concerns (33%).

Mode	Currently Travel By	Would Prefer to Travel By
Driving	79% (49)	24% (15)
Transit	15% (9)	45% (28)
Walking	6% (4)	35% (22)
Biking	0% (0)	34% (21)

How Residents Describe Transportation Today

Survey respondents were asked to describe Central Oklahoma transportation in one word. The responses paint a consistent picture of a system perceived as car-dependent and underfunded.

Common themes across open-ended responses:

- Car-dependency: The most frequently recurring theme. Respondents used terms such as “car-centric,” “auto-centric,” “SOV,” “personal vehicle focused,” and “too car dependent.”
- Deficiency and under-investment: Words like “lacking,” “inadequate,” “underfunded,” “limited,” “poor,” and “minimal” appeared repeatedly.
- Congestion and disorder: “Congested,” “disjointed,” “sloppy,” “discombobulated,” and “NIGHTMARE” reflected frustration with traffic and system fragmentation.
- Neutral or mixed: A subset used words like “adequate,” “tolerable,” “ok,” or “developing,” suggesting some satisfaction with the status quo.

Respondents rated eight transportation factors on a 1–5 scale (1 = worst, 5 = best) based on the current conditions within the ACOG service area. All but one of the categories rated at or below the midpoint of 3.0, with most clustering in the 2.37–2.63 range.

Transportation Factor	Weighted Avg. (1-5)	Interpretation
Traffic calming measures	2.37	Highest concern
Sidewalk locations & quality	2.40	Significant concern
Bike facility locations & quality	2.44	Significant concern
Roadway maintenance	2.45	Significant concern
Traffic signal timing	2.58	Below average
Congestion on major roads	2.63	Below average
Safety of roads	3.00	Moderate concern
Congestion on local roads	3.08	Least concern (relatively)

Key Takeaways:

Active transportation infrastructure (bike facilities, sidewalks, traffic calming) consistently received the lowest ratings, signaling a strong gap between how people currently travel and the infrastructure available to support alternative modes.

Resident Feedback on Future Transportation

Respondents ranked seven transportation priorities from 1 (most important) to 7 (least important). Lower average rank = higher priority.

Rank	Priorities	Average Rank
1 st	Increase transportation options	3.15
2 nd	Reduce crash injuries/deaths	3.34
3 rd	Improve transit service	3.84
4 th	Improve transportation connections	4.03
5 th	Maintain roadways	4.06
6 th	Reduce congestion	4.69
7 th	Promote economic growth	4.89

Participants at in-person engagement events and a select number of online respondents took part in a “Fund It” activity to role play funding across five categories. Online survey respondents were given 100 virtual points to allocate across five transportation investment categories. In-person participants received 10 marbles (each representing 10 points) and allocated them across the same five categories.

Transportation Category	Total Points	Average Per Participant
Roadway Maintenance	3,080	30.8
Transit Service	2,578	25.78
Walking Facilities	2,256	22.56
Roadway Capacity	1,777	17.77
Bicycle Lanes & Paths	1,509	15.09

Key findings:

- **Expanding options and improving safety lead:** Residents ranked increasing transportation options and reducing crash injuries/deaths as their top two priorities — congestion reduction ranked 6th out of 7.
- **Roadway maintenance tops combined funding:** Roadway Maintenance received the most point, driven largely by workshop participants who prioritized fixing existing infrastructure.
- **Transit is the top online priority:** Transit Service ranked first among online participants and second overall in the fund it activity, consistent with 45% of survey respondents saying they would prefer to use transit more often.
- **Capacity expansion is the lowest online priority:** Roadway Capacity received just 77 points from online participants but rose to 4th when in-person responses were included (1,777 pts combined; 17.77 avg.).
- **Bicycle infrastructure ranked last overall:** Bike Lanes & Paths received the fewest combined points (1,509 pts; 15.09 avg.), largely due to in-person answers.

Geographic-Based Behavior & Preferences

Cross-tabulating respondent home zip codes against survey answers reveals meaningful differences in travel behavior, priorities, and infrastructure perceptions between Central OKC residents and those living in suburban communities. **These findings should be interpreted with caution given the modest sample sizes** (Central OKC = 19 responses; Suburban/Rural = 38 responses).

Travel Behavior & Vehicle Access

Central OKC residents were far more multimodal in practice: 32% reported transit as their primary mode and 16% walked, compared to just 5% and 3% respectively among suburban respondents. Driving dominated suburban travel at 92% vs. 53% in Central OKC. 95% of suburban respondents owned or had access to a car.

Transportation Priorities

The two groups ranked their top priorities differently. Central OKC respondents most often placed "Increase transportation options" and "Improve transit service" at the top of their list. Suburban respondents overwhelmingly ranked "Reduce crash injuries/deaths" first, followed by "Increase transportation options" and "Maintain roadways" – with improving transit ranking a distant last.

Latent Suburban Demand for Transit

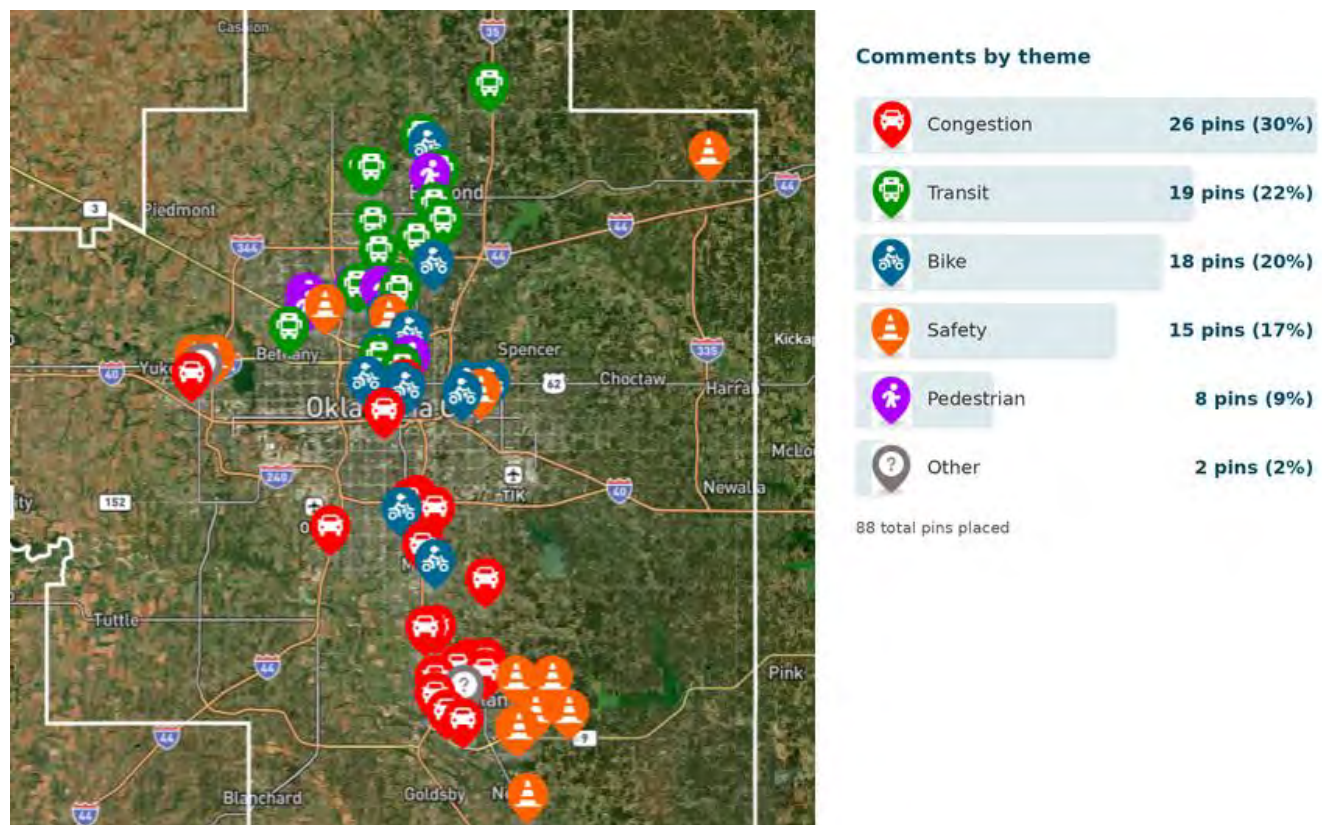
Despite driving almost exclusively today, 45% of suburban respondents said they would prefer to use transit more often. This suggests meaningful latent demand for transit investment in suburban communities that current ridership data alone would not reveal. Suburban respondents also expressed interest in walking (37%) and biking (32%) more, pointing to demand for infrastructure improvements outside of the urban core.

Commuter-Specific Findings

Ten respondents have a suburban home zip code and a Central OKC work commute pattern. All 10 currently drive for their commute, however 7 of the 10 said they would prefer to use transit more often.

Interactive Map Survey

The Social Map tool allowed residents to place pins at specific locations in the ACOG service area and describe transportation issues or improvements they wanted to see. A total of 88 pins were placed.



Key geographic themes from map comments:

- **Geographic Trends:** The comments north of downtown focused primarily on transit and pedestrian concerns while the comments in the southern suburbs were more concerned with traffic congestion and safety. Central OKC was a combination, along with an increase in bicycle-specific pins.
- **Pedestrian & sidewalk gaps:** Multiple pins cited missing sidewalks near schools, bus stops, and residential neighborhoods. Requests for crosswalks with pedestrian signals at high-speed areas were common.
- **Bike infrastructure:** Comments concentrated along Eastern Avenue (OKC to Edmond), EK Gaylord Boulevard, Wilshire Boulevard, and the Moore/South OKC trail network. Comments cited speeding vehicles, missing bike lanes, and disconnected trail segments.
- **Transit access:** Pins in the northern portion of the ACOG service area requested expanded bus routes, stops near schools, and better connectivity for workers without cars.
- **Congestion & safety:** The Capitol complex area, NW Expressway/63rd Street intersection, and S. Western Avenue were flagged for dangerous turning movements, speeding, and a need for traffic calming (roundabouts, lane narrowing).
- **Geographic concentration:** The majority of pins were concentrated in OKC, Edmond and Norman with little feedback on areas to the east and west of the urban core.

Key Takeaways for MTP Development

The following takeaways are drawn from the full body of Phase One engagement data.

- **The region is car-dependent by default, not by preference.** The defining finding of this engagement phase is the gap between how people travel today and how they want to travel (45% prefer transit; 35% walking; 34% biking). Residents have a desire for genuine multimodal choices, not just incremental improvements to the existing car-first system.
- **Transit investment has the broadest cross-demographic support.** Transit Service was the top-funded category among online participants, ranked first or second among both Central OKC and suburban respondents, and was the preferred alternative mode for 45% of all survey respondents. Critically, suburban residents — who overwhelmingly drive today — expressed the strongest stated interest in using transit more.
- **Safety is a non-negotiable baseline, particularly for people walking and biking.** Reducing crash injuries and deaths ranked second among all seven transportation priorities. Safety was the most common theme in map comments near schools, bus stops, and high-speed arterials.
- **Active transportation infrastructure is the most underperforming part of the system.** Sidewalks (2.40), bike facilities (2.44), and traffic calming (2.37) received the lowest ratings of any factors surveyed.
- **Roadway maintenance is an expected baseline, not an aspirational investment.** Maintenance ranked first in in-person workshops and consistently in the top three across all formats. Residents expect existing infrastructure to be kept in good repair before new capacity is added.
- **Expanding roadway capacity is the community's lowest priority.** Roadway Capacity finished last in the online Fund It activity (averaging 4.8 out of 100 “funding points”) and 4th in combined results. Reducing congestion ranked 6th of 7 in the priority exercise. This does not mean congestion is not a real problem, but that residents favor other transit solutions over congestion relief.
- **Suburban and Central OKC communities have different but complementary needs.** Central OKC residents prioritize expanded options and transit service; suburban residents prioritize safety and maintenance, but show interest for transit and walking.

Phase Two Engagement

Phase Two carried the conversation from priorities to choices. Using the three growth scenarios developed and analyzed by the project team, residents were asked to react to each scenario, rank them against one another, and provide priorities for what they'd like to see develop by 2050. Feedback was gathered from mid-August through mid-September 2026.

Phase Two Engagement Overview

Feedback was gathered through a variety of tactics from mid-August through mid-September 2026. Phase Two's public outreach included the following touchpoints with residents.

- Online scenario survey, hosted on Public Input
- Interactive map survey on Social Pinpoint
- Pop-up engagement at Skate the Plaza in the Oklahoma City Plaza District
- Pop-up engagement at the Edmond Farmers Market and the Norman Farmers Market
- Campus pop-ups at the University of Central Oklahoma and University of Oklahoma student unions
- Broadcast interviews with KOCO 5 (ABC) and News 9 (CBS)
- Social media posts amplified by the cities of Oklahoma City, Norman and Edmond, whose combined channels reach more than 158,000 Facebook followers
- Newsletter placements in the City of Edmond monthly newsletter, multiple local chamber of commerce newsletters and other municipal comms outlets

Data collected from these efforts is not scientific, and reflects the views of residents and stakeholders who chose to participate. The online survey collected 291 responses and the interactive map collected 67 comments. Engagement in the second round saw nearly five times the participation of Phase One. During the engagement window, the Encompass 2050 project website recorded 1,088 page views and the survey page recorded 3,266 page views.

Not every respondent answered every question. Percentages throughout this section are calculated against the number of people who answered each prompt.

Phase Two Respondent Demographics

Phase Two reached a younger audience than Phase One. Fifty-six percent of respondents were under the age of 45, including 18% between 18 and 25 and 24% between 36 and 45.

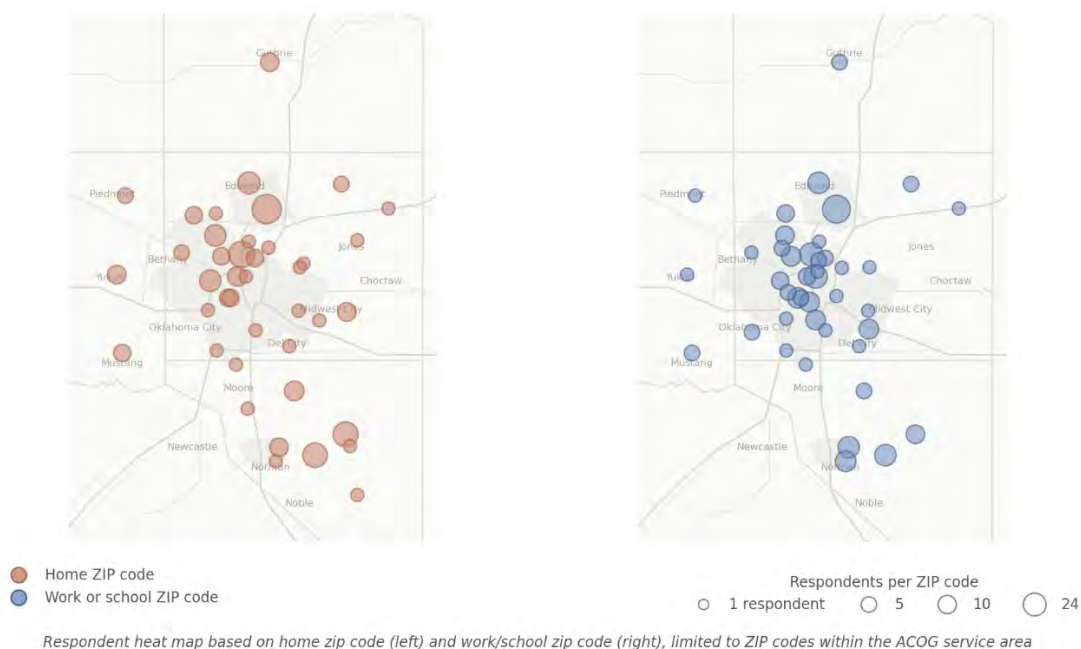
Respondents skewed higher income than the region's median household income of \$72,930: 44% reported household income of \$100,000 or more, while 18% reported less than \$50,000. Census data Eighty percent of respondents identified as White, with American Indian or Alaska Native and Hispanic, Latino or Spanish respondents each at 6%, Black or African-American at 4% and Asian at 4%.

Nearly every respondent has access to a car or truck (97%), but a meaningful share also has access to other modes: 34% to a bicycle, 23% to public transit and 7% to a motorcycle.

Where respondents live, based on self-reported home ZIP code

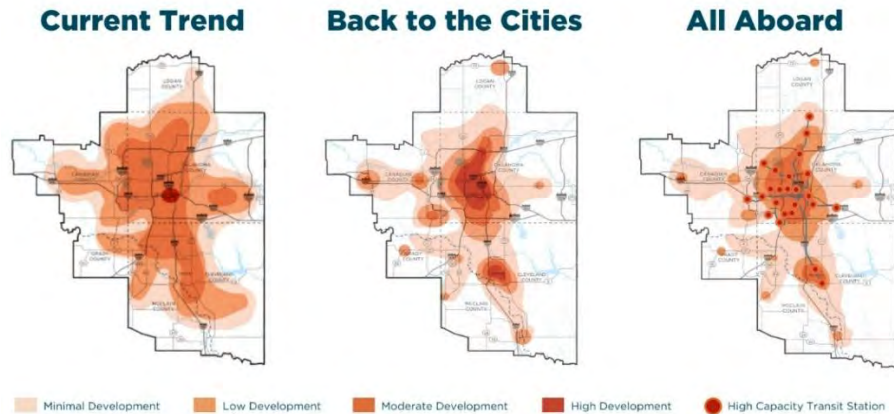
Home Location	Respondents	Share
Edmond	59	33%
Norman	31	18%
Other suburban and rural communities	29	16%
Central Oklahoma City	27	15%
Outer Oklahoma City and Midwest City	24	14%
Outside the ACOG service area	7	4%

As in Phase One, participation concentrated in Edmond, Norman and central Oklahoma City, with limited response from communities east and west of the urban core.



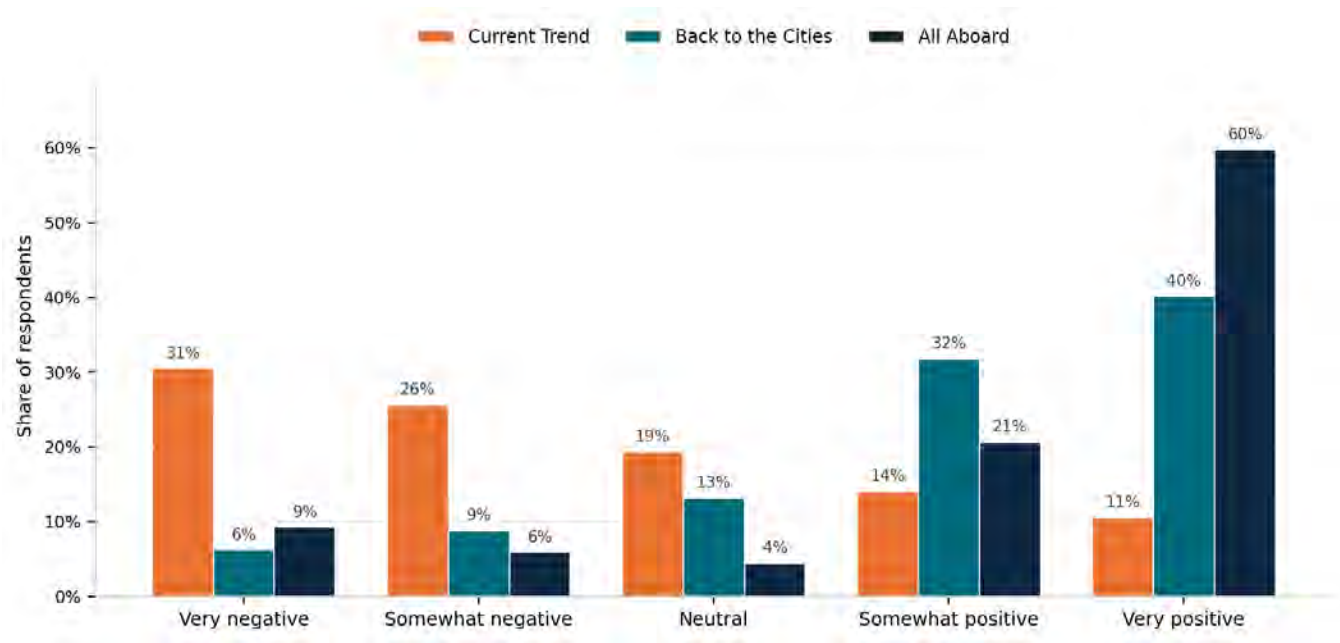
Community Response to the Three Scenarios

Earlier in the planning process, community members, local leaders and planning specialists developed three possible patterns for how Central Oklahoma could grow through 2050. Each describes where new homes and jobs would be located, which in turn shapes how people travel. Respondents read a short description of each before answering.



- **Current Trend** continues the region's outward growth. More than 90 % of new residents settle beyond already-developed areas in traditional single-family suburbs. It consumes the most land — roughly 145 square miles — requires the most new roads and utilities, and is the most expensive of the three for the economic growth expected.
- **Back to the Cities** directs growth into existing neighborhoods, downtowns and small towns, with more than two-thirds of new residents living where streets, water lines and schools are already in place. Housing becomes more varied, trips get shorter, and it is the least expensive of the three.
- **All Aboard** concentrates growth around bus and rail stations, placing about one in three new residents and more than half of new jobs within walking distance of a major station. It creates the most homes in walkable areas and costs slightly more than Back to the Cities.

Respondents rated each scenario on three measures: their overall impression of it, how well it matches the kind of place they want to live in 2050, and how strongly they agree with a statement capturing that scenario’s core trade-off. Each was measured on a five-point scale.



In addition to being asked their overall impression, respondents were asked how well each scenario fit the kind of place they wanted to live in 2050. The survey also asked a trade-off question for each scenario, such as “More space and traditional suburban neighborhoods are worth extending roads and utilities farther out.”

Scenario	Overall Impression	Personal Fit	Agreement with Trade-Off
Current Trend (growing outward)	2.48	2.42	2.72
Back to the Cities (reinvesting)	3.91	3.67	4.14
All Aboard (growing around transit)	4.16	4.00	4.06

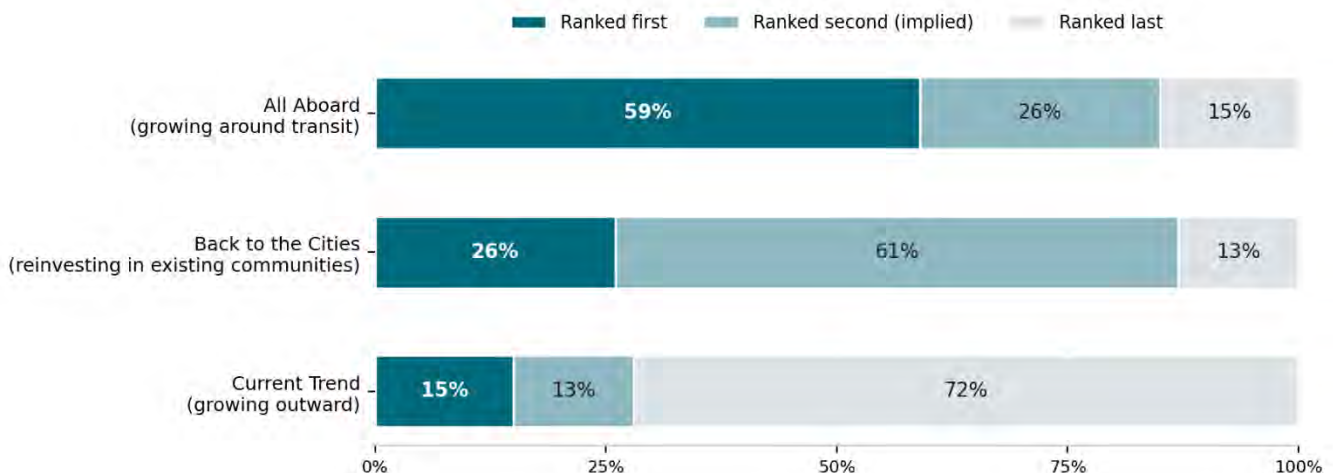
Weighted averages on a 1–5 scale, where 5 is the most favorable response.

Key findings:

- **Current Trend is the only scenario with net negative sentiment.** Fifty-seven percent of respondents had a negative impression of continued outward growth and only 25% had a positive one. Fifty-nine percent said it does not match the kind of place they want to live in 2050. Notably, the underlying trade-off is less unpopular than the scenario itself — 37% agreed that more space and traditional suburban neighborhoods are worth extending roads and utilities farther out, a substantially larger group than the 25% who liked the scenario overall.
- **Back to the Cities is the most broadly acceptable idea tested.** Seventy-two percent had a positive impression and only 15% a negative one. Its agreement statement drew the strongest consensus of any question in the survey: 81% said they would support more homes and businesses in existing neighborhoods if it meant shorter trips and more services nearby, including 49% who strongly agreed.
- **All Aboard generates the strongest enthusiasm — and the sharpest split.** Sixty percent of respondents had a very positive impression of the transit-oriented scenario, the highest intensity of support recorded in either phase, and 53% said it matches very well the kind of place they want to live. At the same time, 9% had a very negative impression and 10% said it does not match at all, with almost no one landing in the middle. **All Aboard is the scenario people feel most strongly about in both directions.**

Scenario Rankings

After reviewing all three scenarios, respondents ranked the one they most prefer and the one they least prefer.



All Aboard finished first by a wide margin, taking more first-place rankings than the other two scenarios combined. Current Trend was the clear last choice, ranked last by more than seven in ten respondents. Back to the Cities occupies the middle: it was the first choice of a quarter of respondents and the last choice of only 14%, making it the least-rejected of the three.

Together, the rankings describe a region that is decisively finished with the status quo and divided mainly over how far and how fast to move away from it.

What Residents Liked and What Concerned Them

Respondents who ranked a scenario first were asked what they liked most about it, and respondents who ranked a scenario last were asked what concerned them most. Both questions allowed up to three selections, so percentages below are calculated against the number of people who saw each question, not the full sample, and total more than 100%.

Top reasons for ranking **Current Trend** first

- Continued investment in highways and roads — 50%
- More traditional suburban neighborhoods with room to spread out — 44%
- New growth opens up new areas of the region — 39%

Top concerns about **Current Trend**, among those who ranked it last

- Too spread out, with homes and jobs far apart — 64%
- Too dependent on driving for everyday trips — 59%
- Requires the most new roads, water lines and sewer lines to build and maintain — 57%

Top reasons for ranking **Back to the Cities** first

- Makes better use of streets, utilities and schools we have already built — 79%
- Brings new life and investment to existing neighborhoods and downtowns — 59%
- Jobs, services and daily needs closer to home, so shorter trips — 54%

Top concerns about **Back to the Cities**, among those who ranked it last

- New development could feel too dense or crowded — 53%
- Existing streets and infrastructure may not handle added growth — 50%
- Growth could raise housing costs in existing neighborhoods — 41%

Top reasons for ranking **All Aboard** first

- Less need to drive for everyday trips — 68%
- Supports investment in a stronger regional transit system — 67%
- More homes and jobs within walking distance of transit — 64%

Top concerns about **All Aboard**, among those who ranked it last

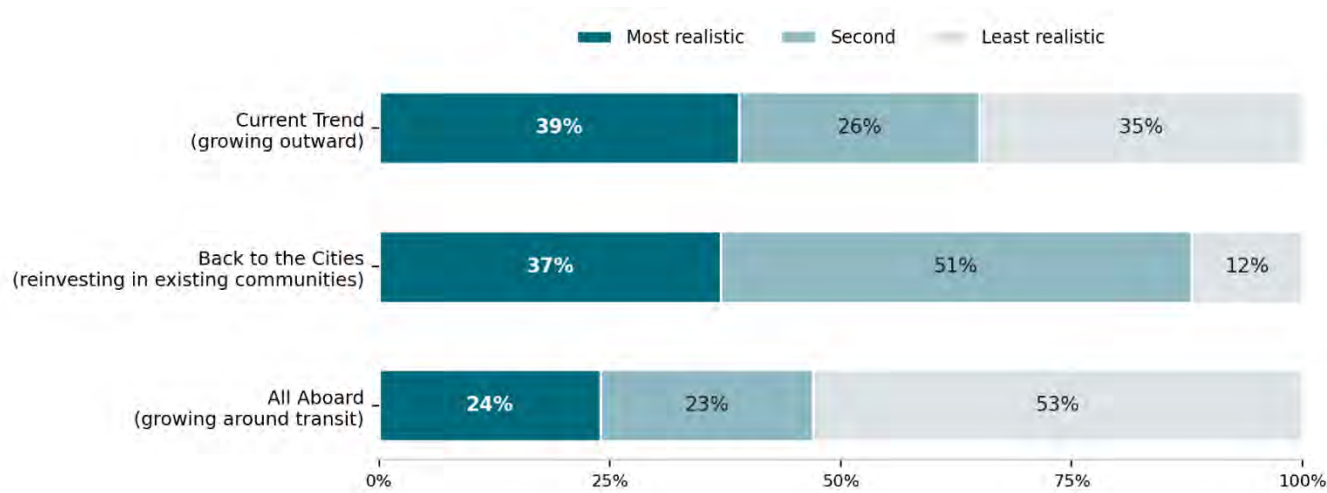
- Does not fit how most people here live and travel today — 56%
- Too dependent on a transit system the region does not have yet — 53%
- Concerned about the cost of building and running more transit — 38%

Key takeaway:

The leading reason to support All Aboard was reducing the need to drive, and the leading reason to support Back to the Cities was making better use of infrastructure the region has already paid for. Likewise, the leading objections to Current Trend were the distance between destinations and the cost of extending new infrastructure — the same cost argument, pointed in the opposite direction. Objections to the Back to the Cities and All Aboard center on feasibility and capacity, not on the value of the outcome.

Preference vs. Perceived Realism

Respondents were also asked to set aside their preference and rank the scenarios from most to least realistic for Central Oklahoma to achieve by 2050.



This is one of the most important findings of Phase Two. The scenario residents want most — All Aboard — is the one they believe least likely to happen, while the scenario they reject most firmly — Current Trend — is the one they consider most likely by default.

Open-ended comments confirm the pattern. Residents who ranked All Aboard first frequently described it as the right answer but the region lacks the political will, funding or ridership culture to deliver, while several who ranked Back to the Cities first said they did so specifically because it felt achievable.

Phase Two Geographic and Demographic Differences

Suburban, Rural and Urban Consensus in Scenario Preference

Central Oklahoma City residents ranked All Aboard first 59% of the time. Suburban and rural respondents ranked it first 60% of the time.

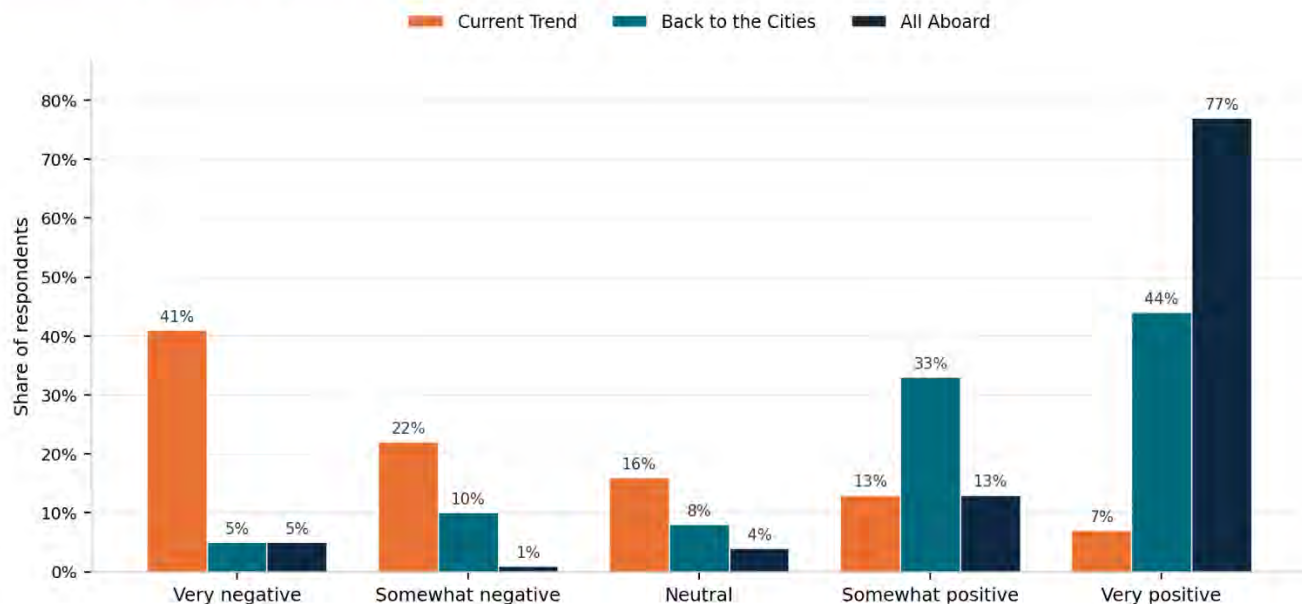
Commuter-Specific Findings

Twenty-five respondents reported a suburban home ZIP code and a Central Oklahoma City work or school ZIP code. Eighteen of the 25 ranked All Aboard first, a higher rate than the sample overall. As in Phase One, the people making the longest daily drives express the strongest interest in an alternative to driving.

Age Is the Sharpest Dividing Line

Support for All Aboard falls steadily with age, from 79% of respondents aged 18 to 25 to 42% of those aged 56 to 65. Support for Current Trend runs the opposite direction: no respondent under 26 ranked it first, compared to 23% of respondents aged 56 to 65 and 25% of those aged 66 to 75.

Respondents age 35 and younger



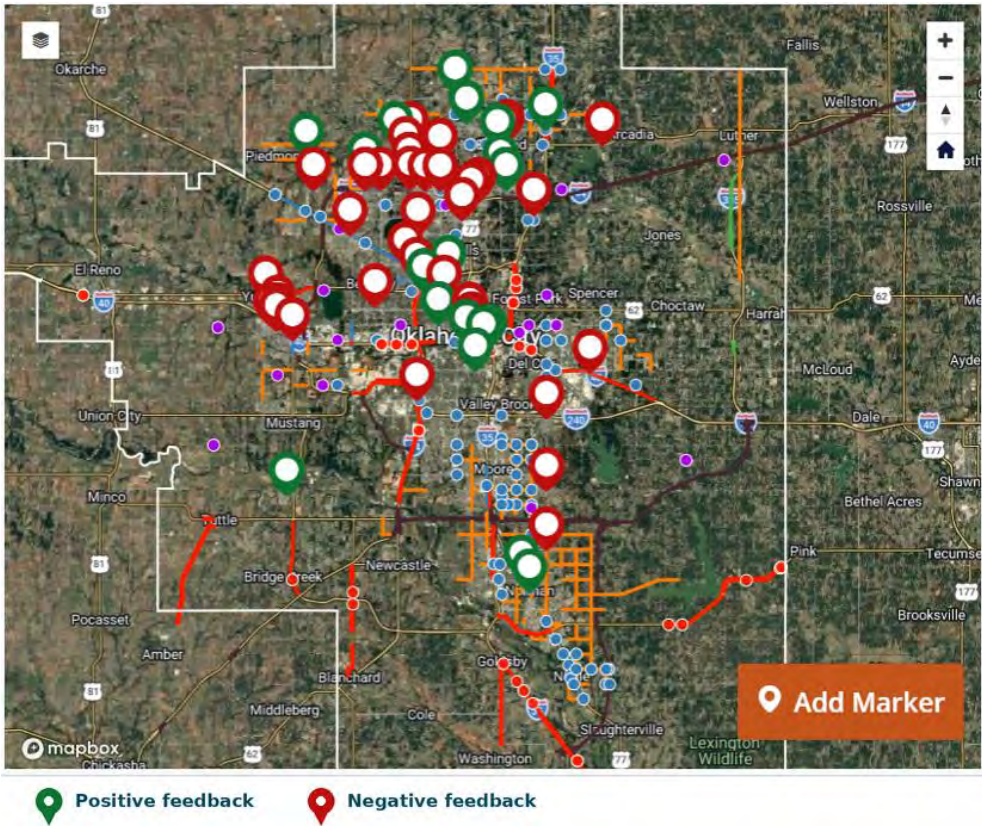
Themes from Open-Ended Comments

Ninety-seven respondents left an optional comment about the scenarios or their rankings. The responses were notably substantive and fall into several consistent themes.

- **Wanting transit, doubting delivery.** The most common single theme was enthusiasm for expanded transit paired with skepticism that Central Oklahoma will build it. Residents cited the loss of the Heartland Flyer, the perceived inconsistency of existing suburban bus service, and a general sense that the region talks about transit without acting.
- **Commuter rail to Norman and Edmond is the single most requested project.** Multiple respondents named a Norman–Oklahoma City–Edmond rail connection specifically, often alongside requests to extend the streetcar and restore intercity passenger service.
- **Fiscal sustainability arguments came from both directions.** Supporters of reinvestment argued that the region cannot afford to maintain the infrastructure it keeps building, with several calling the current pattern financially unsustainable and proposing developer impact fees. Opponents of transit made a mirror-image argument about operating subsidies and tax burden.
- **Fix what exists first.** A consistent minority argued that pavement condition, signal timing and drainage should be addressed before any new system is contemplated — an echo of the Phase One finding that maintenance is treated as a baseline expectation rather than an aspiration.
- **Market forces are seen as the obstacle.** A recurring observation was that developers face no incentive to build anything other than single-family subdivisions, and that scenarios two and three require policy changes to land use and permitting rather than transportation investment alone.
- **Requests for cost information.** Several respondents said they could not fairly judge the scenarios without knowing what each would cost and how it would be funded

Phase Two Interactive Map Survey

The Social Map tool asked residents which projects should be prioritized, allowing them to place comments at specific locations across the region. A total of 67 comments were submitted and approved between August 13 and September 16, 2026.



Comment Theme	Comments	Share
Congestion, capacity and connectivity	18	27%
Safety and intersection design	15	22%
Traffic signal timing and operations	7	10%
Sidewalks, trails and pedestrian access	6	9%
Transit and passenger rail	5	7%
Roadway maintenance and construction quality	5	7%
General plan feedback and process	5	7%
School-area traffic and access	3	4%
Separated bicycle facilities	2	3%
Downtown parking and access	1	1%

Key geographic themes from map comments:

- **Geographic concentration:** Half of all map comments were clustered in Oklahoma City (34 comments, 51%), followed by Edmond (13, 19%) and Yukon (10, 15%). The remaining 15% were scattered input in Norman, Luther, Midwest City, Piedmont, Arcadia and Tuttle.
- **Signal timing is the most actionable complaint:** Residents flagged specific intersections along Woodward Avenue, Mustang Road, NW 50th Street, NE 12th Avenue in Norman and the I-240 corridor where signals do not adapt to time of day, trapping traffic in neighborhoods and at highway ramps.
- **School-area congestion:** Pick-up and drop-off traffic at schools in Yukon and Luther was raised repeatedly, with residents describing queues that block neighborhood streets each morning and afternoon.
- **Freeway and arterial bottlenecks:** Recurring locations included I-44 near Will Rogers Airport and the NW Expressway interchange, the I-35 surface north of downtown, the Kilpatrick Turnpike interchanges, the two-lane section near Tinker Air Force Base, and north Edmond arterials at Pennsylvania Ave, Portland Avenue and 164th Street.
- **Sidewalk and trail gaps:** Several comments identified short missing links rather than long corridors — a few hundred feet of sidewalk between a neighborhood and the Lake Hefner trail, missing sidewalks across bridges on Rockwell and the Kilpatrick, and an unfinished crossing on NW 63rd Street.
- **Transit and rail requests concentrate in the core and southeast:** Residents asked for passenger rail service, proposed restoring the SE 10th Street station and adding a station near SE 29th Street, and noted that the map showed no planned projects in Oklahoma City's urban core.

Key Takeaways from Phase Two

The following takeaways are drawn from the full body of Phase Two engagement data.

- **Residents have chosen a direction.** 85% placed a scenario on transit or density first and 71% placed continued outward growth last. Respondents are not satisfied with the status quo.
- **Residents support transit and desire a plan for execution.** All Aboard finished first on preference and last on realism. Both quantitative and qualitative questions in the survey suggested a desire for clear execution and plan to take improved transit from a concept to a concrete plan by the region to bring reliable transit to residents.
- **Back to the Cities is the consensus position.** It drew the fewest last-place rankings, the strongest agreement statement in the survey (81%), and the highest realism score.
- **The infrastructure cost argument persuades across the board.** Making better use of existing streets, utilities and schools was the top-rated reason to support Back to the Cities (79%), and the cost of extending new infrastructure was a top-three concern about Current Trend (57%).
- **Suburban, rural and urban consensus.** Suburban and rural respondents ranked All Aboard first at the same rate as urban residents, and suburban-to-core commuters supported it at an even higher rate.
- **Age predicts preference.** Support for transit-oriented growth ranged from 79% among respondents under 26 to 42% among those age 56 to 65, while income showed no consistent pattern.

Scenario Planning Report Card

Scenario Report Card



Metropolitan Transportation Plan

Scenario Report Card

SCENARIO OVERVIEW

Scenario planning enables the Association of Central Oklahoma Governments (ACOG) Metropolitan Planning Organization (MPO) and its partners to evaluate how major trends could shape the region's future by exploring a series of "what if" questions. Rather than predicting outcomes, the scenarios represent a range of hypothetical futures that help inform land use and transportation planning decisions.

Each scenario includes a specific and distinct development focus influenced by transportation decisions, local plans and policies, market and demographic trends, and developer interest in various product types.

The scenarios and associated indicators, or outcomes, presented in this report card were developed with input from stakeholders during a Scenario Planning Workshop held on February 25, 2026. The workshop brought together participants from member local governments, transit agencies, general public and other organizations to take part in a series of interactive activities. Participants worked through exercises to identify priorities, evaluate tradeoffs, and explore how different approaches to transportation and land use could influence transportation outcomes across the region. Their input directly informed the goals, performance measures, and growth allocations reflected in each scenario.

This report card summarizes an analysis of three scenarios.

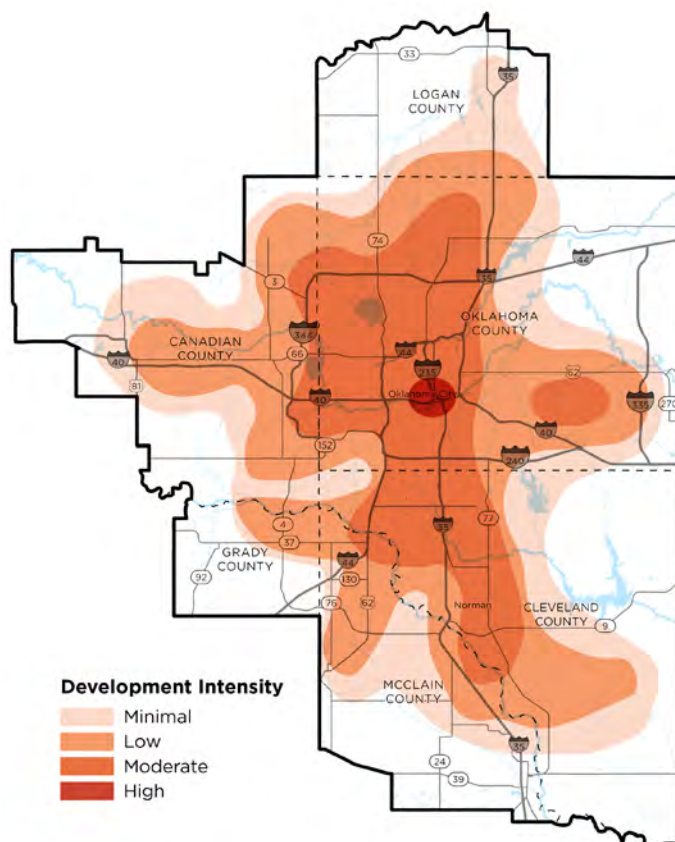
SCENARIO 1: TREND SCENARIO

Scenario 1 is considered the "Trend Scenario" because it is a continuation of existing development patterns. Growth continues outward in locations such as along the western half of the I-344 corridor and the I-35 corridor stretching toward Norman, taking advantage of large tracts of vacant land, drawing both residents and businesses. The new growth is a mix of land use from traditional single-family subdivisions and large-lot communities to modern garden apartments. Complementing this residential growth are power centers, strip commercial areas, and office parks.

Most new population and employment growth occurs outside of established urban centers, facilitated by continued investment in major highway and freeway infrastructure.

Trend Scenario

- Continued outward expansion
- Suburban single-family subdivision, commercial centers and office parks
- Over 90% of population growth and 75% of job growth outside of existing developed areas



Scenario Report Card

SCENARIO 2: BACK TO CITIES

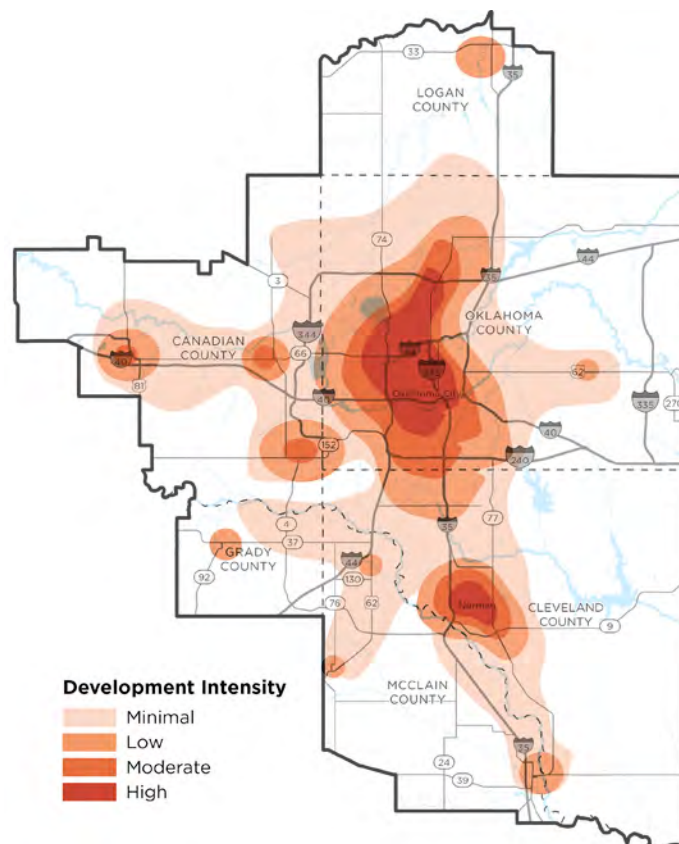
The second scenario sees Central Oklahomans go “Back to the Cities” through thoughtful infill development and a diverse mix of housing types, including missing middle housing, small-lot single-family homes, and traditional subdivisions.

There is a strong emphasis on strengthening established employment centers and introducing new mixed-use development that integrates commercial and residential uses. By bringing jobs, services, schools, and daily needs closer together, this pattern supports shorter trips and expands travel options, including driving, transit, walking, and biking.

Roughly one in three new residents and about half of all new jobs are in an existing community where transportation and other infrastructure is already in place.

Back to the Cities Scenario

- Thoughtful infill development
- Mix of housing types and strengthening existing employment centers
- Over two-thirds of population growth and half of job growth in existing developed areas and towns



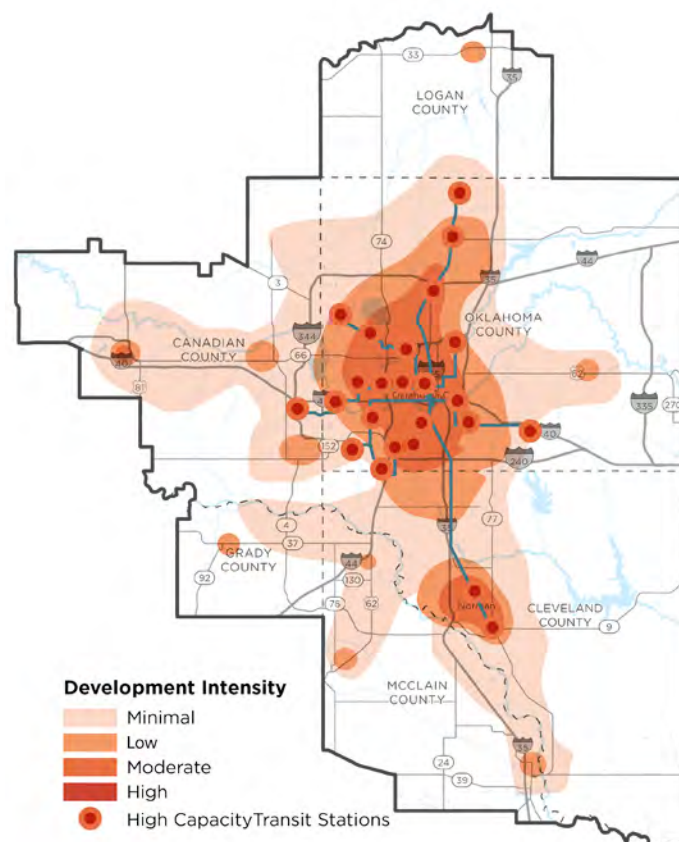
SCENARIO 3: ALL ABOARD

The third and final scenario sees Central Oklahomans go “All Aboard” on transit by placing a significant amount of new homes and jobs to areas served by transit by 2050. Growth is concentrated around transit-oriented development (TOD), where housing, jobs, and retail are within walking distance of high-capacity transit stations. Areas located farther from BRT stations are supported by single-family neighborhoods that maintain convenient connections to transit through short car or bus trips to commuter rail.

Roughly one-third of new residents and over half of new jobs are within a half-mile of stations, reflecting a strong alignment between job locations and access to regional transit service.

All Aboard Scenario

- Transit oriented development
- Strong alignment between housing, jobs and transit
- One in three new residents and over half of all new jobs within walking distance of high-capacity transit



Scenario Report Card

SCENARIO COMPARISON SCORECARD

The scorecard uses the performance measures or indicators developed with the community to determine how each scenario relates to the goals of the MTP. The MTP goals are shown on the left, with accompanying narrative explaining how each scenario was evaluated.

■ Trend Scenario ■ Back to Cities ■ All Aboard

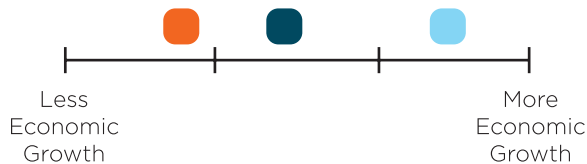
CONNECTIVITY



Indicators: 1, 2, 6, 8, 10

All Aboard best achieves the Connectivity goal, leading most transit-and walkability-related measures. Almost one third of new homes are in walkable areas and/or have access to transit, and more than half of new jobs are transit accessible. Back to the Cities also performs well, especially in job density (11.7 jobs per net acre). In contrast, the Trend Scenario's sprawling development pattern results in the least amount of connectedness.

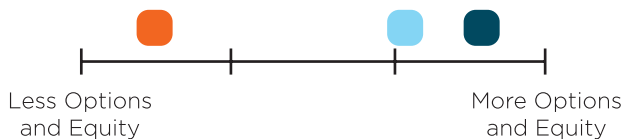
ECONOMIC STRENGTH



Indicators: 10, 12

Back to the Cities best achieves the Economic Strength goal. Over 24,000 new homes and almost 28,000 new jobs are located in rural and small towns, while the All Aboard Scenario includes the most jobs within a 10-mile radius of the new household. All three scenarios perform comparably on the number of new jobs within freight corridors (about 180,000 each).

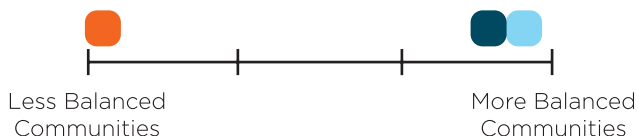
EQUITY AND OPTIONS



Indicators: 6, 7, 8, 12,

All Aboard performs best against the Equity and Options goal because it places the most homes, people, and jobs near transit and high-capacity transit, while also resulting in almost two thirds of new homes within a mile of a park or a school. Back to the Cities also performs well, with the most new homes with park and school proximity and the most growth in small communities, along with a more diverse housing mix than Trend. The Trend Scenario results in the fewest homes and jobs near transit, the lowest housing diversity, and the lowest access to parks and schools.

HEALTHY COMMUNITIES

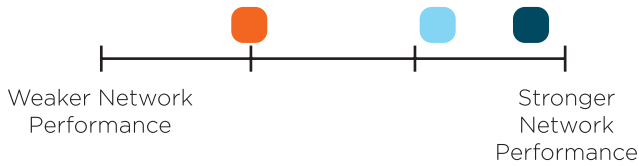


Indicators: 2, 7

Back to the Cities performs well against the Healthy Communities goal, offering the most balanced mix of housing types, and resulting in over one in four new homes in a walkable area. All Aboard performs nearly as well, with the most walkable/urban single-family homes (63,200) and 10,600 walkable/urban multifamily homes. The Trend Scenario results in the least amount of housing options and few new homes in walkable places.

Scenario Report Card

PERFORMANCE



Indicators: 1, 3, 4, 6, 10

All Aboard best achieves the Performance goal, combining higher residential density (3.9 homes per net acre) with the highest transit access, including 84,300 new homes and 185,200 new jobs within walking distance of transit. Back to the Cities also performs well, with the highest job density (11.7 jobs per net acre). Trend performs weakest, with the lowest densities, the fewest homes and jobs near transit.

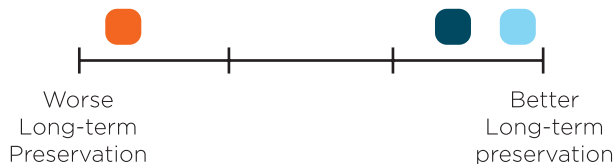
SAFETY AND SECURITY



Indicators: n/a

No performance measures or indicators in this scenario analysis directly evaluate safety and security. However, safety and security can be assessed qualitatively when comparing the three scenarios at a regional level. The All Aboard and Back to the Cities scenarios concentrate more growth in walkable areas and near transit, where shorter trips and lower travel speeds can reduce crash risk and support safer travel options. The Trend scenario's more dispersed, auto-oriented pattern may result in longer trips and higher speeds, conditions often associated with greater safety challenges.

SYSTEM PRESERVATION



Indicators: 1, 3, 4, 5, 9, 12, 13

Back to the Cities best achieves the System Preservation goal, resulting in the least amount of new land consumed the least land (64,100 acres), more than two-thirds of new homes and 80 percent of new jobs within existing sewer service areas (160,600 homes and 272,300 jobs), and minimizing infrastructure expansion with the fewest amount of new streets (2,000 lane miles) and new impervious surface (449.9 million sq ft). The All Aboard Scenario also performs well, with the highest number of homes in existing service areas (170,800) and the lowest need for new pipes (3.43 million linear feet), though it consumes slightly more land and has greater infrastructure needs compared to the Back to the Cities scenario. The Trend scenario results in the most land consumed (93,000 acres), the most infrastructure, and results in the least amount of new homes within existing sewer service area, indicating a direct results of the more sprawling development pattern.

Scenario Report Card

INDICATOR RESULTS

The growth patterns inherent to each scenario were quantified and analyzed in a data-driven land use model. The model produces specific data points, or indicators, that measure how well each scenario addresses the seven goals of the Metropolitan Transportation Plan (MTP). These indicators provide a consistent, data-driven way to evaluate how different approaches to transportation and land use impact regional goals. This analysis is conducted at the regional level to assess how each scenario performs across the entire transportation and land use system, rather than within individual jurisdictions.

ID	Indicator	Description	Trend	Back to Cities	All Aboard
1	Average New Home/Job Density	Total new homes per net acre and total new jobs per net acre.	Residential Density	3.0	3.9
			Job Density	7.2	11.7
2	New Homes in Walkable Areas	Total new homes in placetypes defined as walkable.	Total New Homes	5,300	62,900
3	Vehicle Miles Traveled	The sum in miles of each individual motor vehicle trip.	VMT from Travel Demand Model	57,890,000	56,513,000
4	Vehicle Hours Traveled	The sum in hours of each individual motor vehicle trip.	VHT from Travel Demand Model	2,010,000	1,926,000
5	Land Consumed	Total land allocated for new growth (excludes redevelopment).	Total Land Area (acres)	93,000	64,100
6	New Home/Job Proximity to Transit	Total new homes and jobs within 1/2 mile of high capacity transit stations and 1/4 mile of bus routes.	New Homes With Walk Access to Transit	8,200	33,000
			New Population With Walk Access to Transit	15,300	59,300
			New Jobs With Walk Access to Transit	98,500	144,500
			New Homes With Walk Access to High Capacity Transit	2,200	13,700
			New Population With Walk Access to High Capacity Transit	3,800	25,800
			New Jobs With Walk Access to High Capacity Transit	31,300	62,000

Scenario Report Card

ID	Indicator	Description	Trend	Back to Cities	All Aboard	
7	New Housing Options	Total new homes in the following categories: Rural/Estate, Suburban Single Family, Suburban Multifamily, Walkable/Urban Single Family, Walkable/Urban Multifamily	Total New Homes: Rural/Estate	1,700	1,500	1,600
			Total New Homes: Suburban Single Family	229,200	172,300	167,900
			Total New Homes: Suburban Multifamily	10,300	11,100	6,700
			Total New Homes: Walkable/Urban Single Family	5,300	52,300	63,200
			Total New Homes: Walkable/Urban Multifamily	<1,000	10,600	10,600
8	Proximity to Schools/ Parks/ Greenways	Total new homes within one mile of a public school, park or greenway.	New Homes within One Mile of a Park	114,900	156,200	150,900
			New Homes within One Mile of a School	139,600	172,500	171,500
9	New Homes/ Jobs in Existing Water/Sewer Service Areas	Total new homes and jobs within existing water and sewer service areas.	New Homes within Existing Sewer Service Areas	132,700	160,600	170,800
			New Jobs within Existing Sewer Service Areas	275,600	272,300	280,000
10	New Jobs in Freight Corridors/ Clusters	Total new jobs in within one mile of interstates and major highways.	New Jobs within Freight Corridors	184,000	180,300	184,400
11	Proximity to Jobs	The total number of new jobs within a 10 mile radius of a new home.	New Home Proximity to Job Centers (miles)	56,200	58,600	66,700
12	Rural and Small Community Growth	Total new homes and jobs within rural and small communities.	New Jobs in Small Communities	8,000	24,200	8,200
			New Homes in Small Communities	6,400	27,900	5,700
13	Infrastructure Cost	Total amount of new water/ sewer and street infrastructure and impervious surface.	New Impervious Surface (sq ft)	642,899,000	449,920,000	457,423,000
			New Streets (lane miles)	2,900	2,000	2,100
			New Pipes (linear feet)	5,136,300	3,473,500	3,430,200
14	Emissions/ Compliance	Total emissions by type.	CO2 Emissions (Metric Tons)	24,200	23,700	23,800

Scenario Report Card

CONCLUSION

Scenario planning provides the Association of Central Oklahoma Governments (ACOG) MPO and its partners with a framework to evaluate how different approaches to transportation and land use can influence the region's future. The scenarios help illustrate the potential outcomes of different land use and transportation choices and how they align with the region's goals.

The three scenarios evaluated in this analysis represent distinct approaches to growth. The Trend Scenario reflects the continuation of existing development patterns, with more dispersed growth occurring outside of urban areas. The Back to the Cities scenario emphasizes reinvestment in existing communities, supporting more compact development and a broader mix of housing options. The All Aboard scenario focuses on aligning growth with transit investments, concentrating homes and jobs near existing and planned transit corridors to strengthen regional connectivity.

KEY TAKEAWAYS

The results of the scenario evaluation suggest that the transportation and land use approaches embodied in the Back to the Cities and All Aboard scenarios are more in line with the region's goals by promoting more efficient land use, expanding housing options, and improving access to jobs, services, and transportation choices. These scenarios reduce land consumption, make greater use of existing infrastructure, and place more homes and jobs in walkable areas and near transit.

Looking at the big picture, ACOG and its local agency partners should explore greater investment in high-capacity transit and policies that support reinvestment and development within existing communities and new growth surrounding high-capacity transit stations.

- Back to the Cities and All Aboard scenarios better address regional goals than the Trend Scenario
- Reduced consumption, more efficient use of infrastructure, better access to transit, jobs, services and amenities
- ACOG and local agency partners should explore greater investment in high capacity transit and reinvestment in existing communities

HOW SCENARIO PLANNING INFLUENCES THE MTP

The scenario planning process and findings will inform the development of the MTP by providing a clearer understanding of how different growth patterns influence regional outcomes. This analysis helps identify strategies and investments that are most consistent with regional goals and supports more informed decision-making as the MPO evaluates future transportation improvements and land use considerations

Financial Plan Memo

forthcoming

System Performance Report forthcoming

Model Validation Report

forthcoming