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GLOSSARY

Association of Central Oklahoma Governments (ACOG): An association of local governments in Canadian, Cleveland, Logan and Oklahoma counties responsible for, among other things, transportation planning in the Central Oklahoma region.

Attainment Area: A geographical area designated by the Environmental Protection Agency as meeting the ambient air quality standards for a specific pollutant.

Central Oklahoma: For the purpose of this report, the seven-county region of Canadian, Cleveland, Grady, Lincoln, Logan, McClain, and Oklahoma counties.

Clean Air Alert Day: A weather dispersion index created to predict when elevated levels of ozone could occur. Also known as Ozone Alert Days, or Ozone Action Days, or simply Alert Days, the forecasts are the central focus of a discretionary public education program aimed to curb air pollution caused by ground-level ozone.

Carbon Monoxide (CO): A colorless, odorless, toxic gas produced by any process that involves the incomplete combustion of carbon containing substances. One of the major air pollutants, it is primarily emitted through the exhaust of gasoline powered vehicles.

Early Action Compact (EAC): A program recognized by EPA, and similar to the FAR, that allows affected regions to have more local control over air quality programming.

Environmental Protection Agency (EPA): The federal agency responsible for regulating environmental issues.

Exceedance: Any monitored reading that goes over the national standard. Some pollutant standards can be exceeded once per year without being in violation.

Flexible Attainment Region (FAR): A designation by the Environmental Protection Agency that would prevent immediate non-attainment designation in the event of a violation of federal standards, allow program participants to create a community-based plan to improve air quality using locally selected measures, and create a time frame to implement the measures and monitor their effectiveness.

Metropolitan Planning Organization (MPO): A local organization designated by the federal government to be responsible for street, highway, and air quality planning for a metropolitan region.

Metropolitan Statistical Area (MSA): A large urban area as defined by the U.S. Census Bureau. The Oklahoma City MSA (sometimes referred to as the metropolitan area or Central Oklahoma in this report) includes all of Canadian, Cleveland, Grady, Lincoln, Logan, McClain and Oklahoma counties.

National Ambient Air Quality Standards (NAAQS): Standards established by the Environmental Protection Agency for the protection of the public health and welfare. Currently the NAAQS cover particulate matter, sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide and lead.

Nonattainment Area: Geographical areas designated by the Environmental Protection Agency as not meeting the National Ambient Air Quality Standards established for a specific pollutant. Carbon monoxide non-attainment areas are classified as moderate or severe; ozone non-attainment areas are classified as marginal, moderate, serious, severe or extreme.

Nitrogen Oxides (NO_x): Reactive gasses formed from combustion engines and industrial processes. It is one of the primary ingredients that forms ozone.

Oklahoma City Area Regional Transportation Study (OCARTS): The area that encompasses all of Oklahoma and Cleveland Counties and urbanized parts of Canadian, Logan, Grady and McClain Counties. This area has been recognized by the U.S. Department of Transportation in conjunction with the Oklahoma Department of Transportation (ODOT) as the focal area for transportation planning in the metropolitan Oklahoma City area.

Oklahoma Department of Environmental Quality (ODEQ): A state agency that regulates environmental policy in the state of Oklahoma.

Ozone (ground level): Ozone pollution is created when hydrocarbons and nitrogen oxides from vehicle exhausts and certain industrial emissions react in the presence of strong sunlight. Also known as smog.

Ozone Standard: The Environmental Protection Agency has set the acceptable standard for the ozone pollutant to be less than or equal to 0.08 (0.085) parts per million (ppm) in an 8-hour period. The fourth highest 8-hour reading taken annually and averaged over three years determines compliance.

PPM: Parts per million.

State Implementation Plan (SIP): A SIP must be developed by the state and region. It is the plan for maintaining and/or achieving compliance with the national air quality standards. The SIP describes air quality control measures to be implemented so that an area can return to attainment (compliance) status.

Transportation Systems Management (TSM): Projects undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low capital transportation improvements.

Violation: An ozone exceedance of the federal standard once per each three-year average is defined as a violation.

INTRODUCTION

The Clean Air Act Amendments of 1990 (CAAA) strengthened the need for improved coordination between air quality and transportation planning. In particular, the CAAA set forth detailed, mandatory requirements for metropolitan areas violating acceptable air quality standards.

While the Oklahoma City Area Regional Transportation Study (OCARTS) area remains in attainment for all federally regulated pollutants, ozone and carbon monoxide continue to be a problem. Consequently, the Association of Central Oklahoma Governments (ACOG), the Metropolitan Planning Organization (MPO) for the OCARTS area, has been proactive in its planning endeavors. Examples of this regional commitment include:

- Development of mobile emissions estimates in the OCARTS 2030 Plan, that show the air quality impact that transportation options will have in 2030
- Use of “air quality friendly” criteria to select projects utilizing Surface Transportation Program - Urbanized Area (STP-UZA) funds
- Daily review of ozone and carbon monoxide monitoring sites throughout the OCARTS area
- Opting into an 8-hour Ozone Early Action Compact with the United States Environmental Protection Agency (EPA)
- Opting into an 8-hour Ozone Flex Program with EPA
- Regular meetings of the ACOG Clean Air Committee. Initiatives born out of this group include:
 - (i) The Clean Air Alert Day Program
 - (ii) *Get Your Own Square of Clean Air* Public Awareness Campaign

Air quality activities performed in calendar year (CY) 2008 are described in greater detail on the following pages.

AIR QUALITY MONITORING

This report discusses the air quality activities that have transpired in the OCARTS area primarily during calendar year 2008. However, the carbon monoxide season, which is typically a winter phenomena, does not allow for a thorough analysis without using data from the second quarter of fiscal year (FY) 2008. Therefore, for the purposes of this report, the carbon monoxide (CO) analysis will cover data collected between October 2007 and June 2008.

CARBON MONOXIDE

Carbon monoxide (CO) is a wintertime problem. Approximately 90% of the CO emissions are generated by mobile sources (vehicles). During the winter of 2007-2008, no Clean Air Alert Days were called and the OCARTS area did not experience any CO exceedances. With the federal eight-hour standard being 9.0 parts per million (ppm), the highest reading recorded in 2008 was 2.5 ppm, monitored at site 33 on October 9, 2008. Located at 10th and Stonewall, site 33 is the only station that monitors CO values in the Oklahoma City (OKC) metro area (see Figure 1).

OZONE

THE OZONE STANDARD HISTORY

In July 1997, the EPA set a stricter limit on the level of ozone allowed in a city or region at a given time. This stricter limit was an 8-hour average ozone reading of 0.085 ppm as opposed to the 0.12 ppm 1-hour average prior to 1997. However, several industrial groups challenged the EPA's decision to change the standard. Led by the American Trucking Association, these industry groups brought the case to the Court of Appeals for the DC Circuit. On February 27, 2000, the Supreme Court rejected the original decision, upholding the constitutionality of the National Ambient Air Quality Standards (NAAQS) and EPA's interpretation of the Clean Air Act (CAA). Once the NAAQS was upheld, EPA began the ozone designation process.

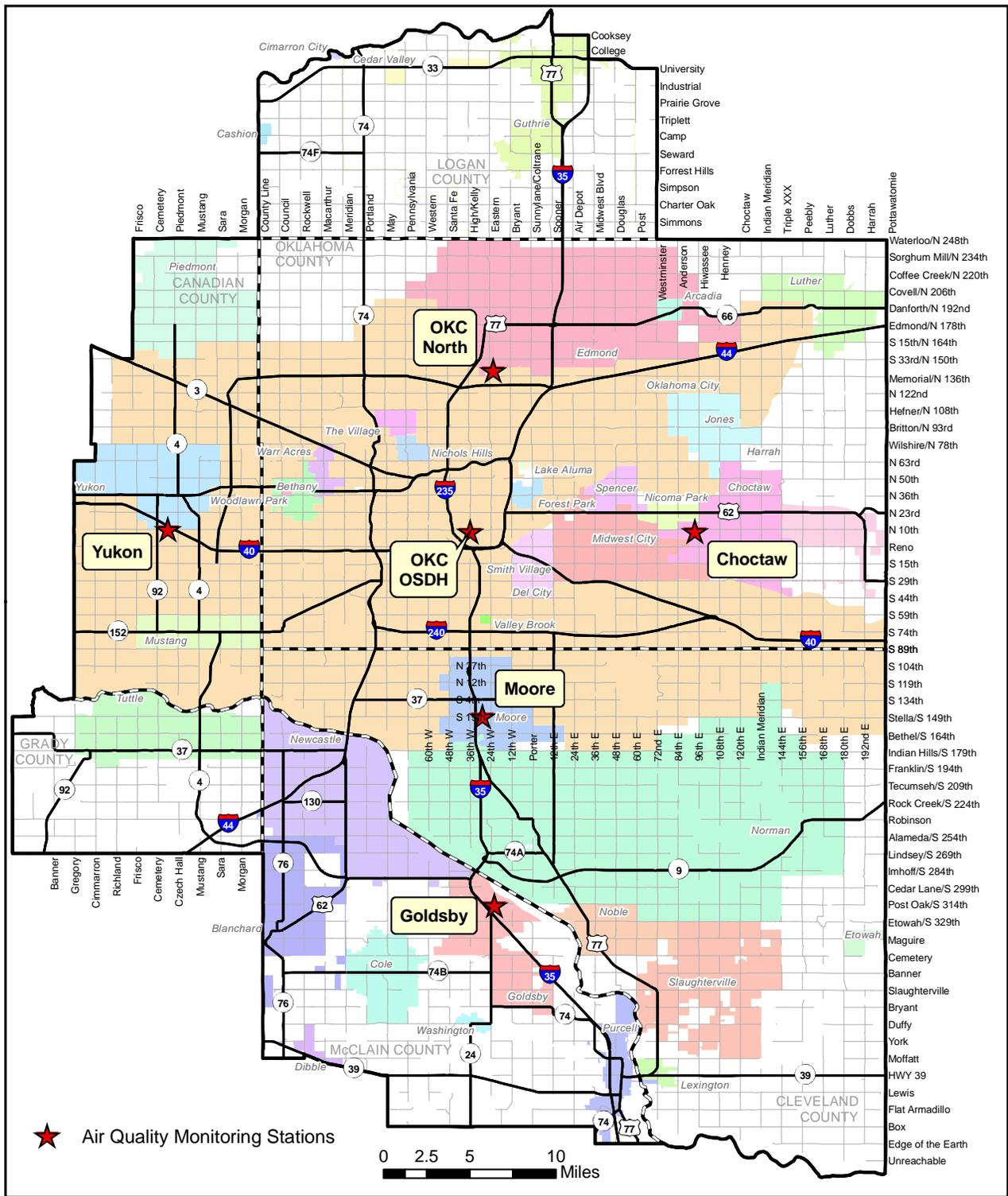
Under those regulations, nonattainment would be declared when a region's three-year average of the **fourth** highest readings at the same monitoring station reached or exceeded 0.085 ppm. According to the rules, EPA would examine air quality readings from the most recent three-year period and make a determination on a region's attainment status.

Based on data collected by the Oklahoma Department of Environmental Quality (ODEQ) in 2003, EPA declared that all areas in Oklahoma appear to demonstrate attainment for not only the 1-hour, but also the 8-hour ozone standard. In March 2004, EPA made the final designation that Central Oklahoma was in attainment of the 8-hour ozone standard.

On June 20, 2007, EPA issued a proposed rule change that would consider a stricter ozone standard. The public comment period spanned from July 11 to October 9, 2007. The final rule was announced March 12, 2008 identifying 0.075 ppm as the new primary and secondary 8-hour ozone standards. Designations in 2010 are expected to be based on 2007-2009 data.

Since the new rule is more stringent, it is in the region's best interest to maintain due diligence in keeping the ozone levels down by maintaining public education programming and other discretionary actions.

Figure 1:
Central Oklahoma Air Quality Monitoring Stations



Oklahoma City Area Regional
Transportation Study (OCARTS) Area

ACOG Map Disclaimer applies. See the report Table of Contents or www.acogok.org/mapdisclaimer.asp



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2008 OZONE SEASON

Ozone levels are routinely monitored at six locations in the Central Oklahoma region between the months of May and October. Table 1 displays the four highest ozone readings at each monitoring station (see Figure 1) during the summer of 2008. Nine (9) exceedances of the federal ozone standard were reported during the 2008 ozone season (See Table 2).

Table 1:
2008 Ozone 8-Hour Running Averages and Three-Year 4th Highest Averages

MONITORING LOCATIONS	1ST HIGH	2ND HIGH	3RD HIGH	4TH HIGH	06-08 AVERAGE 4 TH HIGHS
OKC North (NE 136 TH & EASTERN)	0.084 (8/5)	0.081 (8/26)	0.078 (8/1)	0.078 (9/27)	0.079
OKC Central - OSDH (NE 10 TH & KELLEY)	0.078 (8/5)	0.073 (8/1)	0.073 (9/27)	0.071 (6/18)	0.075
MOORE (SE 19 TH & I-35)	0.071 (4/15)	0.070 (8/5)	0.068 (4/20)	0.067 (6/21)	0.072
GOLDSBY (BURR OAKS RD)	0.076 (8/5)	0.072 (4/15)	0.067 (6/21)	0.067 (9/27)	0.070
CHOCTAW (NE 10 TH & ANDERSON RD)	0.077 (8/5)	0.074 (4/15)	0.074 (6/30)	0.072 (9/27)	0.077
YUKON (NW 10 TH & CZECH HALL RD)	0.078 (8/5)	0.076 (4/15)	0.074 (8/1)	0.069 (4/20)	0.073

Bold readings indicate an exceedance of the National Ambient Air Quality Standards.

**Table 2:
2008 Ozone Exceedances**

LOCATION	8-HOUR AVERAGE	DATE
OKC NORTH (NE 136 TH & EASTERN)	0.084	8/5/2008
OKC NORTH (NE 136 TH & EASTERN)	0.081	8/26/2008
OKC NORTH (NE 136 TH & EASTERN)	0.078	8/1/2008
OKC NORTH (NE 136 TH & EASTERN)	0.078	9/27/2008
OKC Central - OSDH (NE 10 TH & KELLEY)	0.078	8/5/2008
YUKON (NW 10 TH & CZECH HALL RD)	0.078	8/5/2008
CHOCTAW (NE 10 TH & ANDERSON RD)	0.077	8/5/2008
GOLDSBY (BURR OAKS RD)	0.076	8/5/2008
YUKON (NW 10 TH & Czech Hall Rd)	0.076	4/15/2008

PUBLIC HEALTH AND ECONOMIC CONCERNS

The Environmental Protection Agency (EPA) implemented the 8-hour standard based on scientific studies that indicated that ozone is a health hazard, causing harm to persons susceptible to upper respiratory illnesses. In addition to the health concerns for people with respiratory and heart illness, it has been estimated that falling out of compliance with the air quality standards for ground level ozone could have a significant economic cost to the Central Oklahoma region. Violating the federal clean air standards could result in numerous measures including a mandatory vehicle emissions inspection and maintenance program, the introduction of reformulated fuels, as well as severe restraints on economic and highway development.

CENTRAL OKLAHOMA'S REMAINING CHALLENGE

Table 3 below reveals the annual three-year fourth highest readings at each monitoring location in Central Oklahoma since 2003 and what must be done to remain in compliance with the current 0.075 federal 8-hour standard. Overall, the metro encountered relatively low ozone levels in 2008 when compared to readings prior to 2007. Even with two years of low ozone readings, Central Oklahoma was not able to remain under the limits of EPA's new 8-hour ozone standard. However, being that EPA is scheduled to make new attainment/nonattainment designations based on the three years of data from 2007-2009, there is one remaining ozone season of data collection before compliance with the new standard will officially be determined. Nonetheless, it is clear that Central Oklahoma is precariously close to nonattainment status. Efforts to minimize vehicle-related pollution continue to be a high priority.

**Table 3:
Annual Three-Year 4th Highest Average Ozone Readings**

MONITORING SITE	03-05 AVG. 4TH HIGH	04-06 AVG. 4TH HIGH	05-07 AVG. 4TH HIGH	06-08 AVG. 4TH HIGH	MAXIMUM - 09 4TH HIGH*
OKC NORTH (NE 136 TH & EASTERN)	0.079	0.081	0.080	0.079	<0.078
OKC CENTRAL (NE 10 TH & KELLEY)	0.077	0.077	0.077	0.076	<0.081
MOORE (SE 19 TH & I-35)	0.074	0.075	0.075	0.073	<0.090
GOLDSBY (BURR OAKS RD)	0.072	0.072	0.072	0.070	<0.092
CHOCTAW (NE 10 TH & ANDERSON RD)	0.075	0.076	0.078	0.077	<0.080
YUKON (NW 10 TH & CZECH HALL RD)	0.076	0.076	0.076	0.073	<0.088

* Represents the maximum ceiling of the 4th highest ozone reading in 2009 to remain in compliance with the 0.075 ppm 8-hour standard.

8-HOUR OZONE FLEX PROGRAM

Central Oklahoma has a long history of good air quality thanks in part to involvement in the voluntary programs offered by EPA. In addition to participating in educational efforts such as the Clean Air Alert Day Program, the Central Oklahoma Clean Cities (alternative fuels) program and the annual public education campaign, leaders in the Oklahoma City metropolitan area have committed or participated in previous EPA initiatives such as the carbon monoxide Flexible Attainment Region program, the 1-Hour Ozone Flex program, the 8-Hour Ozone Early Action Compact (EAC), and the current 8-hour Ozone Flex (8-O₃Flex) program.

The 8-O₃Flex program is the third generation of voluntary ozone programs designed to allow participating communities greater flexibility when selecting emission reduction programs and strategies. By providing local control of the process, these programs recognize that each region has distinct emission characteristics and socioeconomic variables that make a standardized approach unrealistic and unrepresentative.

The Association of Central Oklahoma Governments, which serves the region as the designated Metropolitan Planning Organization, worked in concert with a number of stakeholders to develop the emission control measures for the voluntary 8-O₃Flex program. Working together with local, state and federal officials, some of the essential facets of the 8-O₃Flex plan include early planning, implementation of emission reduction measures, broad-based public input and local control, as well as state support to ensure the technical integrity of the plan.

During 2007, regional stakeholders worked diligently to formulate a powerful agreement that includes emission reduction measures that are even stronger than those submitted with the EAC. In June 2008, the 5-year plan for Central Oklahoma (see Attachment 1 - Central Oklahoma 8-Hour Ozone Flex Program Plan for 2008-2012) was officially signed and put into place by ACOG, EPA and ODEQ. ACOG is currently in compliance with the plan and completed the first required semi-annual progress report in December 2008 (see Attachment 2).

ACOG CLEAN AIR COMMITTEE

An Air Quality workgroup was formed in 1991 to implement a program to assist the region in remaining compliant with federal air quality standards. Throughout the year, this ACOG Clean Air Committee, which includes staff from the Association of Central Oklahoma Governments (ACOG), Central Oklahoma Transportation and Parking Authority (COTPA) METRO Transit, Oklahoma Department of Environmental Quality (ODEQ), OGE Energy Corp. (OGE), City of Edmond, Chesapeake Energy, Devon Energy and the Greater Oklahoma City Chamber of Commerce, monitors the level of ozone and carbon monoxide in the region's air.

In 2008, the workgroup continued to implement a number of clean air initiatives including the Clean Air Alert Day Program and the "Get Your Own Square of Clean Air" public awareness campaign.

AIR QUALITY PUBLIC AWARENESS CAMPAIGN

The MPO continued administration of a comprehensive public education program on air quality and its requisite impacts on regional health, the economy and quality of life, including its effect on the transportation sector. The Oklahoma Department of Transportation (ODOT) provides the ACOG with federal Congestion Mitigation Air Quality (CMAQ) funding. Starting in fiscal year 2000, a portion was used to assist the Central Oklahoma region with maintaining its air quality attainment status. This funding, authorized by the Federal Highway Administration and ODOT, helps fund transportation control measures and other strategies to help regions meet air quality standards. In Central Oklahoma, it funds programs that promote discretionary clean air habits, air quality awareness and the Clean Air Alert Day program. The program utilizes advertising mediums including television, radio and outdoor. Supplemental programming includes an Internet site and a speaker's bureau that provides data and research on air quality issues, as well as media relations. Additional funding from local and private sources is also used for the campaign.

In 2008, the Oklahoma Department of Environmental Quality (ODEQ) launched a new ozone advisory and watch system, which became an additional avenue for the public to receive vital information about the current air quality status and forecast. ACOG staff worked in coordination with ODEQ to provide a cohesive message to the public.

For the 2008 campaign year, contributions came from OGE Energy Corp. and Chesapeake Energy. OGE's contributions were used specifically for the electric mower promotion. Chesapeake Energy's contributions were used to supplement the outdoor and television components of the media program.

A donation from Redbud Energy in 2007 is still being used to purchase Compact Florescent Lightbulbs (CFLs) and to promote energy efficiency. The ACOG Clean Air Committee is serving as a CFL pledge driver for the ENERGY STAR "Change the World" campaign.

In addition to committee and funding partnerships, the program has benefited from in-kind collaborations with the Oklahoma City Black & Decker (Dewalt) dealership, News9, News9.com, and Cox Media, as well as concentrated media exposure through *The Oklahoman* and metro television news programming.

Third Degree Advertising, an Oklahoma City based company, has served the Clean Air Committee with creative development and media management since 2002. The company was awarded a contract with ACOG through a competitive bidding process that began in 2008, with renewable options through the 2010 ozone season.

For more information about the public awareness campaign please see the FY 2009 UPWP Report - Task 2.06, Subtask 3a, *Summary of CY 2008 Air Quality Public Education Program*. For information about the public awareness survey, please see the *2008 ACOG Air Quality Survey* produced by Third Degree Advertising. Both are currently available at ACOG offices.

AIR QUALITY CRITERIA FOR TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS

Since 1992, the Criteria and Process for Evaluation of Surface Transportation Program Procedures for the Oklahoma City Urbanized Area Funds (STP-UZA) has served as the Metropolitan Planning Organization's (MPO) policy for selecting prioritized project to be funded using urbanized area monies. In order to assess projects equitably, the following six evaluation criteria are used:

1. Average Daily Traffic
2. Volume/Capacity Ratio
3. Accident Severity Rate
4. Surface Condition
5. Project Readiness
6. Air Quality

These criteria were chosen to represent the mobility, environmental, and social factors important to the development an efficient transportation system. As you can see, air quality plays an important role in achieving this goal.

A project's impact on the ambient air quality in the OCARTS area is carefully analyzed. The projects selected to receive the most points are those that reduce idling time and/or excessive queues. Maximum points are also awarded for projects that encourage non-motorized or multiple occupant vehicle transportation. Table 4 illustrates the project ranking system for the air quality evaluation criterion.

**Table 4:
Air Quality Evaluation Criteria for STP-UZA Funds**

RANK	DEFINITION
3 (High)	Project has a high impact on the improvement of air quality in the immediate vicinity of the facility (transportation system improvements (TSM), transit vehicles, park and ride lots, pedestrian and bicycle facilities, signal improvements, and intersection improvements).
2 (Moderate)	Project has a moderate impact on the improvement of air quality (new construction, widening, and resurfacing for streets or bridges with poor surface condition).
1 (Low)	Project makes a small contribution to improving air quality (resurfacing for streets or bridges with fair or good surface condition, carpool/vanpool administration, other).
0 (Neutral)	Project has no significant impact on improving or decreasing air quality (resurfacing for streets or bridges with very good surface condition, administrative and maintenance activities).

For federal fiscal year 2008, the Oklahoma City Urbanized Area received approximately \$18.4 million in Surface Transportation Program funds for use on local projects under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The MPO will continue to coordinate with the Oklahoma Department of Transportation concerning distribution, programming and monitoring of STP-UZA funds among 20 entities located in the urbanized portion of the OCARTS Transportation Management Area.

SUMMARY/HIGHLIGHTS

In 2008, air quality planning efforts in the OCARTS area were focused on preserving the region's attainment status, especially the ozone attainment status. Staff worked with regional stakeholders to finalize the Central Oklahoma 8-Hour Ozone Flex Program and completed the first required update to EPA. The MPO staff continued refining the Clean Air Alert Day program and worked in coordination with the Oklahoma Department of Environmental Quality to launch their new ozone advisory and watch system. Members of the ACOG Clean Air Committee met to discuss future air quality status and to explore strategies for Central Oklahoma in order to remain in compliance.

The "Get Your Own Square of Clean Air" campaign, orchestrated to educate the public regarding air quality issues in the Central Oklahoma area, was highly successful and included the launch of a new website - "getsquare.org." Efforts are underway to continue this campaign.

In 2009, the MPO will continue to provide progress reports for the 8-Hour Ozone Flex Program to EPA. Staff will also be closely monitoring the 2009 ozone season as the new attainment/nonattainment designations and boundaries will be based on 2007-2009 data. Recommendations for nonattainment boundaries were due to EPA from all states by March 12, 2009.