



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 08/25/2026

REQUESTER: Taylor Johnson, AICP, Transit and Parking Program Manager

PRESENTER: Scott Sturtz, P. E., Interim Public Works Director

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF R-2627-23: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO SUPPORT A JOINT GRANT APPLICATION WITH THE CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY, DBA EMBARK, AND THE CITY OF EDMOND TO THE UNITED STATES DEPARTMENT OF TRANSPORTATION'S FFY2026 INNOVATIVE COORDINATED ACCESS AND MOBILITY PILOT PROGRAM (ICAM) FOR PLANNING FOR REGIONAL PARATRANSIT SERVICE; AND EXPRESSING ITS COMMITMENT TO SEEK FUNDING FOR THE LOCAL MATCH (\$10,000) IF SUCH A GRANT IS AWARDED AND PROJECT APPROVED.

BACKGROUND:

The Federal Transit Administration (FTA) Innovative Coordinated Access and Mobility (ICAM) Pilot Program (Section 3006(b) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94, Dec. 4, 2015) makes federal funding resources available to states, direct recipients, private nonprofit organizations and operators of public transportation to finance innovative capital projects for the transportation disadvantaged populations that improve the coordination of non-emergency medical transportation services.

On July 9, 2026, the FTA announced approximately \$12 million in available funding for the Innovative Coordinated Access and Mobility (ICAM) Pilot Program for federal fiscal year 2025-2026 (FFY26) (10/1/2025-9/30/2026) as authorized under the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (IIJA).

On June 27, 2019, the City of Norman was recognized by the FTA as an eligible recipient of federal transit funds and is an eligible applicant of the ICAM Pilot Program. Eligible activities for this program include capital projects, such as mobility management projects, deployment of coordination technology, projects that create or increase access to one-call/one-click centers, and vehicles for shared or coordinated transportation services. A requirement of the ICAM Pilot Program is to identify the source of local match to the federal funds and to provide evidence and commitment of those funds with the entity's application; a Council resolution meets this requirement.

When a project is selected, funds remain available for obligation for two federal fiscal years after the fiscal year they were selected.

DISCUSSION:

The City of Norman currently operates complementary ADA paratransit service in two zones. As required in 49 CFR Part 37, public entities operating fixed-route bus or rail systems must provide complementary ADA paratransit service to eligible individuals whose disabilities prevent them from using fixed route service. Zone 1 fulfills this requirement by providing complementary ADA paratransit service to origins and destinations within corridors with a width of three-fourths of a mile on each side of each fixed route. This corridor also includes areas with a three-fourths of a mile radius at the end of each fixed route, and small areas not inside any of the corridors but which are surrounded by these corridors. Zone 2 is an additional service provided by the City of Norman that lies outside of the required areas and extends to the boundaries of the City.

Currently, complementary ADA paratransit service restricts users within the City from accessing non-emergency medical services, shopping, and/or daily quality of life services that might be needed outside of the City of Norman's city boundaries. Similarly, users of complementary ADA paratransit service in the City of Oklahoma City and the City of Edmond face the same geographic restrictions despite being in the same metro area.

The FTA's Innovative Coordination Access and Mobility (ICAM) Program is a specific opportunity to plan for a regional paratransit service.

The ICAM Program allows for a cost share of 80% federal and 20% local match. The proposed cost share for this application is \$200,000 federal (80%) and \$40,000 local match (20%). The local match amount of \$40,000 would be shared between the three participating entities as follows: \$10,000 from the City of Norman, \$10,000 from the City of Edmond, and \$20,000 from EMBARK-The City of Oklahoma City.

RECOMMENDATION:

Staff recommends that City Council approve Resolution R-2627-23 authorizing the City Manager or his designee to coordinate with EMBARK and the City of Edmond for a joint grant application submittal to the U.S. Department of Transportation's Federal Fiscal Year 2025-2026 Innovate Coordinated Access and Mobility Pilot Program for planning for regional paratransit service and expressing its commitment to secure funding for the local match (\$10,000) if such grant is awarded and project approved.