Oklahoma Public Transit Policy Plan

Appendix D

Existing Conditions

Table of Contents

Page

Appendix D Existing Conditions D-1
Demand-Response Only Public Transit Services D-1
Socioeconomic Characteristics D-3
Demographics by County D-17
Transit Propensity Index D-20
Population And Employment Maps D-25
Transit and Development Pattern Maps D-27
Veteran Facilities Maps D-30
Food Access Maps D-33
Commuter Trips Between Counties D-34
Office of Mobility and Public Transit D-39
Transit Agency Profiles D-60

Table of Figures

Page

Figure D-1 Demand-Response Only Public Transit Services: Rural D-1
Figure D-2 Demand-Response Only Public Transit Services: Tribal D-2
Figure D-3 Distribution of Zero- and One-Vehicle Households D-4
Figure D-4 Highest Potential Need Among Zero- and One-Vehicle Households D-4
Figure D-5 Distribution of Low-Income Residents D-6
Figure D-6 Highest Potential Need Among Low-Income Residents D-6
Figure D-7 Population Growth Among Age Groups, 2010 to 2017 ..... D-7
Figure D-8 Distribution of Residents Age 65 and Older D-9
Figure D-9 Highest Potential Transit Need Among Residents Age 65 and Older D-9
Figure D-10 Distribution of Residents Age 85 and Older D-10
Figure D-11 Highest Potential Transit Need Among Residents Age 85 and Older D-10
Figure D-12 Distribution of Residents Age 25 to 34 ..... D-12
Figure D-13 Highest Potential Transit Need Among Residents Age 25 to 34 ..... D-12
Figure D-14 Distribution of Residents with Disabilities D-14
Figure D-15 Highest Potential Transit Need Among Residents with Disabilities D-14
Figure D-16 Distribution of Minority Residents D-16
Figure D-17 Highest Potential Transit Need Among Minority Residents D-16
Figure D-18 Transit Propensity Index D-20
Figure D-19 Transit Propensity Index – Central Oklahoma D-21
Figure D-20 Transit Propensity Index – Tulsa Metropolitan Area D-21
Figure D-21 Transit Propensity Index – Lawton Metropolitan Planning Organization (Lawton MPO) / Comanche County D-22
Figure D-22 Transit Propensity Index -Southwest Oklahoma (SORTPO, ASCOG Planning Areas) D-22
Figure D-23 Transit Propensity Index – Northeast Oklahoma (NEORTPO Planning Area) D-23
Figure D-24 Transit Propensity Index -Southeast D-24
Figure D-25 Transit Propensity Index -Northwest (NORTPO Planning Area) D-24
Figure D-26 Population Distribution D-25

Figure D-27 Job Distribution D-26
Figure D-28 Transit and Development Patterns D-27
Figure D-29 Transit and Development Patterns – Oklahoma City Metropolitan Area.....D-27
Figure D-30 Transit and Development Patterns – Tulsa Metropolitan Area D-28
Figure D-31 Transit and Development Patterns – Lawton Metropolitan Area/Comanche County D-28
Figure D-32 Transit and Development Patterns – Enid/Garfield County D-29
Figure D-33 Transit and Development Patterns – Stillwater/Payne County D-29
Figure D-34 Veterans and VA Facilities D-30
Figure D-35 Veterans and VA Facilities – Oklahoma City Metropolitan Area.....D-31
Figure D-36 Veterans and VA Facilities – Tulsa Metropolitan Area.....D-31
Figure D-37 Veterans and VA Facilities – Lawton Metropolitan Area/Comanche County .D-32
Figure D-38 Veterans and VA Facilities – Muskogee County.....D-32
Figure D-39 Food Access – Oklahoma City Metropolitan Area D-33
Figure D-40 Food Access – Tulsa Metropolitan Area.....D-34
Figure D-41 Inter-County Trips from Home to Work – All Commuters.....D-35
Figure D-42 Inter-County Trips from Home to Work – Commuters with Low Incomes.....D-36
Figure D-43 Inter-County Trips from Home to Work – Commuters Traveling 45 Minutes or Longer D-37
Figure D-44 Inter-County Trips from Home to Work – Commuters Leaving Home between 5 AM and 7 AM D-38
Figure D-45 Inter-County Trips from Home to Work – Commuters Leaving Home between 4 PM and 12 AM.....D-38
Figure D-46 ODOT Organizational Chart D-41
Figure D-47 OMPT Organizational Chart D-41
Figure D-48 Greyhound Timetable 362 .....D-51
Figure D-49 Greyhound Timetable 482 .....D-53
Figure D-50 Exhibit B - Greyhound Timetable 470 .....D-55
Figure D-51 Jefferson Lines Timetable 753 .....D-57
Figure D-52 Jefferson Lines Timetable 754 .....D-58
Figure D-53 Heartland Flyer Schedule—Pre-COVID-19 .....D-58
Figure D-54 Oklahoma Intercity Services Route Map—Service as of 12/19 (Pre-COVID 19).....D-59

Appendix D Existing Conditions

DEMAND-RESPONSE ONLY PUBLIC TRANSIT SERVICES

Unlike fixed-route service that typically operates on a regular schedule, users of demand-response services must contact the service provider to reserve a trip in advance. Many of these services are only available on weekdays, and generally operate during typical business hours only (i.e. 8 a.m. to 5 p.m.). Figure D-1 and Figure D-2 display transit agencies that operate demand-response services, along with their service areas and availability.

Figure D-1 Demand-Response Only Public Transit Services: Rural

Agency	Service Area	Service Availability
Beaver City Transit	Town of Beaver and 10 miles from the town	Open to General Public
Call A Ride Public Transit	Pontotoc County	Open to General Public
Central Oklahoma Transit System	Seminole County, Pottawatomie County	Open to General Public
Cherokee Strip	Alfalfa County, Blaine County, Garfield County, Grant County, Kay County, Kingfisher County, Noble County	Open to General Public
Cimarron Public Transit	Creek County, Kay County, Osage County, Pawnee County, Washington County. Includes the following cities: Newkirk, Ponca City, McCord, Pawhuska, Fairfax, Hominy, Skiatook, Dewey, Bartlesville, Pawnee, Cleveland, Mannford, Oilton, Sapulpa, Drumright, Kellyville, Bristow	Open to General Public *Saturday Service*
Delta Public Transit	Garvin County, McClain County	Open to General Public
Enid Transit	City of Enid	Open to General Public *Weekday Evening Service* *Saturday Service*
JAMM Transit	Atoka County, Johnston County, Marshall County, Murray County	Open to General Public *Weekday Evening Service* *Saturday Service*
KI BOIS Area Transit System (KATS)	Adair County, Cherokee County, Haskell County, Hughes County, Latimer County, Le Flore County, McIntosh County, Okfuskee County, Okmulgee County, Pittsburgh County, Sequoyah County, Wagoner County	Open to General Public
Little Dixie Transit	Choctaw, Pushmataha, and McCurtain Counties	Open to General Public
MAGB Transportation	5311 Funds: Major, Woods, Texas, and Harper Counties. 5310 Funds: Northwest Oklahoma, area north of I-40 and West of I-35	Open to General Public *Saturday Service*
Pelivan Transit	Washington, Tulsa, Nowata, Rogers, Craig, Mayes, Ottawa, and Delaware Counties	Open to General Public *Weekday Evening Service* *Saturday Service* *Sunday Service*

Agency	Service Area	Service Availability
Red River Transportation Service	Carter, Beckham, Comanche, Stephens, Cotton, Caddo, Dewey, Tillman, Washita, Roger Mills, Kiowa, Jefferson, Custer, Ellis, Canadian, and Woodward Counties	Open to General Public
Southern Oklahoma Rural Transit System (SORTS)	Bryan, Carter, Coal, and Love Counties	Open to General Public
Southwest Transit	Harmon, Greer, and Jackson Counties	Open to General Public
The Ride (City of Guymon)	Guymon City	Open to General Public *Weekday Evening Service* *Saturday Service*
Washita Valley Transit	Grady County	Open to General Public

Figure D-2 Demand-Response Only Public Transit Services: Tribal

Agency	Service Area	Service Availability
Chickasaw Nation Transportation Services	Chickasaw Nation, 20 miles radius around OKC city limits	Open to residents of Chickasaw Nation Area
Choctaw Nation Tribal Transit	Choctaw Nation	Open to residents of Choctaw Nation
Citizen Potawatomi Nation Tribal Transit	Shawnee City, Tecumseh City	Open to General Public
Comanche Nation Transit	Caddo County (partial), Comanche County, Cotton County, Kiowa County (partial)	Open to General Public *Saturday Service*
Kiowa Fastrans	Anadarko City, Apache Town, Binger Town, Carnegie Town, Fort Cobb Town, Hinton Town, Grecemont Town, Weatherford City, Hobart City, Mountain View Town, Cyril Town, Chickasha City, Verden Town	Open to General Public
Seminole Nation Transit	Seminole County	*unknown*
United Keetoowah Band Transit	United Keetoowah Band of Cherokee Indians in Oklahoma	Open to General Public
White Eagle Transit	Marland, Red Rock, Blackwell, Kaw City, Newkirk, Tonkawa, Ponca City (White Eagle), Perry	Open to General Public

Source: Nelson\Nygaard, information from individual transit agencies

SOCIOECONOMIC CHARACTERISTICS

Socioeconomic characteristics that are related to transit propensity include vehicle ownership and access, income, age, disability, and race and ethnicity. The distribution of each of these characteristics is mapped on the following pages. In many (but not all) cases, the distribution tended to mirror that of the general population. To gain additional insight into where the relative need of these different populations is highest beyond only population numbers, the project team identified areas that have both high shares of each population group (i.e., places where each group makes up a larger percentage of the total population) and where the total population is larger (where there are more people that may need service).

Zero-Vehicle and One-Vehicle Households

Approximately 563,284 households in Oklahoma (14%) have no personal vehicle available or just one personal vehicle.[1] While many of these households are focused in the state's core urban areas where transportation options may be more viable, there are also many households in other parts of the state where transportation poses a greater challenge. In these areas, a household with multiple residents may struggle with getting everyone to jobs, healthcare, or other services with just one vehicle, and any vehicle repairs and the associated costs present a significant risk for these households (Figure D-3). The places with the highest potential transit need by zero- and one-vehicle households include:

- Oklahoma County and neighboring Pottawatomie and Cleveland Counties
- Tulsa County, and neighboring Washington, Osage, Creek, and Okmulgee Counties
- Muskogee County
- Northeastern counties including Cherokee, Delaware, Sequoyah, Adair, Ottawa, Craig, and Nowata Counties
- Kay County
- Garfield County
- Payne County
- Comanche County and neighboring Stephens County to the east and Caddo County to the north.
- Jackson, Kiowa, Harmon, Tillman, Cotton, Jefferson, and Greer Counties
- Pittsburg County
- Le Flore County
- Bryan, Choctaw, and McCurtain Counties in the southeast. Neighboring counties with low population but relatively high shares of auto-less households include Pushmataha, Latimer, and Atoka Counties.
- Texas County
- When considering just workers in the population, some counties in northwest Oklahoma have a high share of workers without access to a vehicle, specifically Harper, Woods, and Woodward Counties.

[1] 2017 American Community Survey 5-Year Estimates

Figure D-3 Distribution of Zero- and One-Vehicle Households

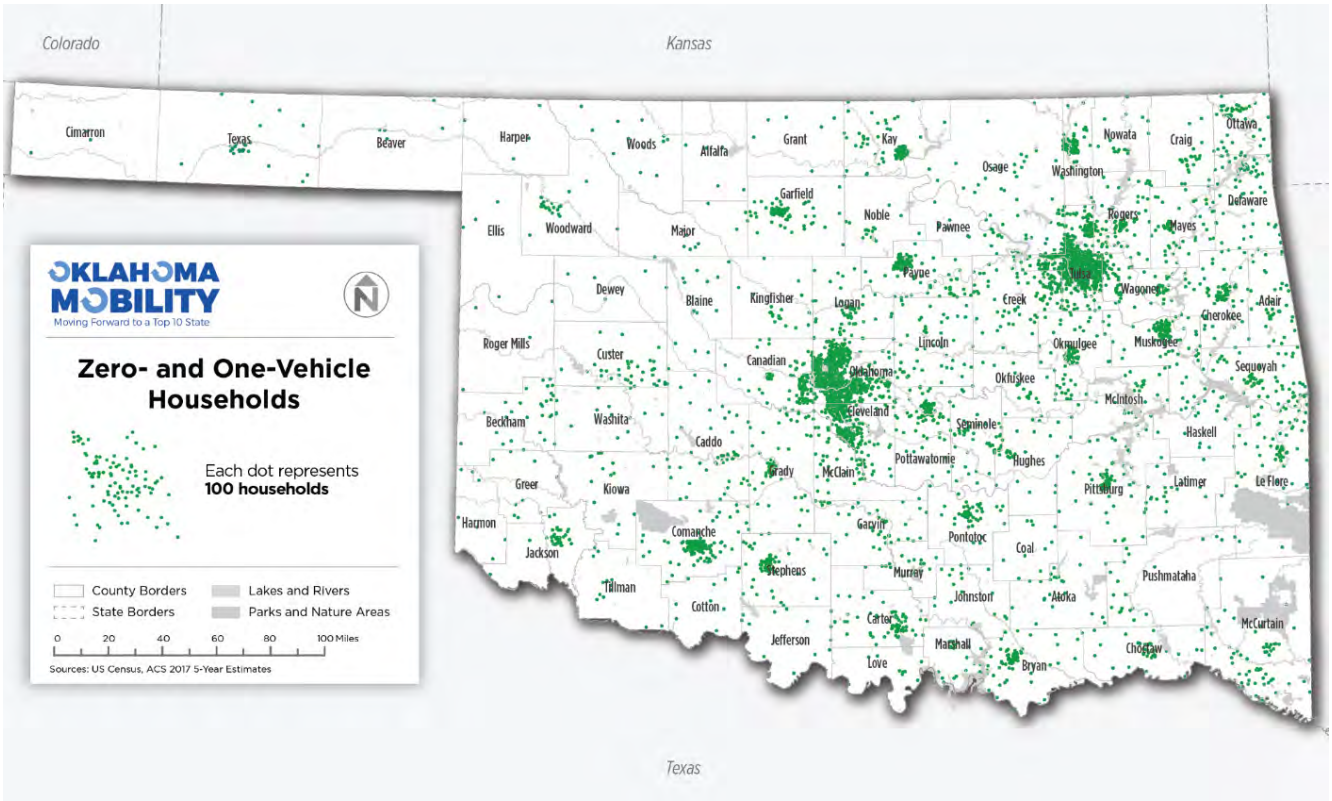
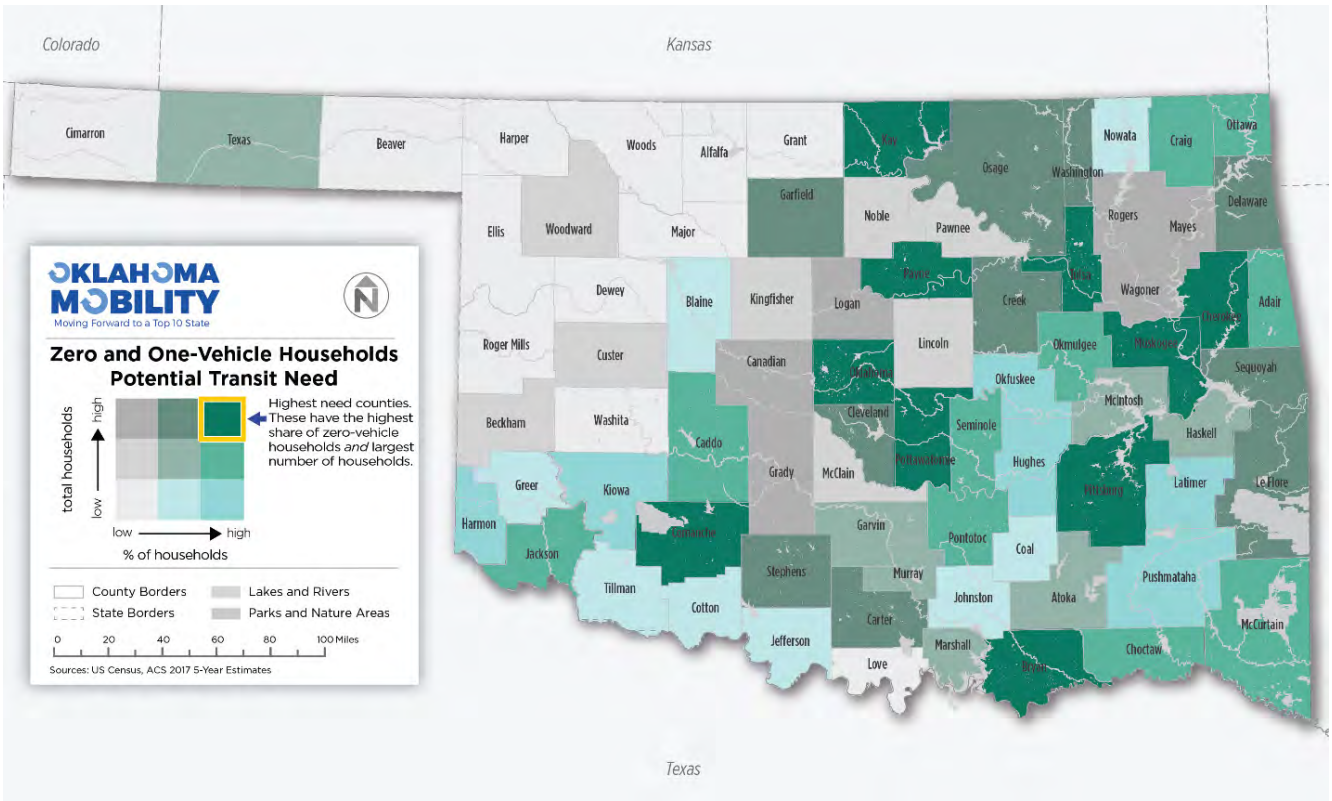


Figure D-4 Highest Potential Need Among Zero- and One-Vehicle Households



Low-Income Residents

There are just over one million residents who are low-income (at or below 150% of the poverty level), or about 26% of Oklahoma residents. This is slightly above the national share of low-income residents of 23%. Counties with high potential transit need among low-income residents are generally focused along the eastern edge, southeast, and central parts of the state, as well parts of the southwest.

- Highest-need eastern counties include Cherokee, Delaware, Muskogee, Sequoyah, and Le Flore Counties. There is also high need in Craig, Ottawa, Mayes, Adair, and Haskell Counties.
- Southeast counties especially Bryan, Atoka, McCurtain, Choctaw, and Marshall. Counties with low population but relatively high shares of low-income residents include Pushmataha, Latimer, and Johnston Counties.
- Payne County
- Kay County
- Garfield County
- Central- and central-east counties including Oklahoma, Pottawatomie, Pittsburg, Seminole, Hughes, Okmulgee, and Okfuskee Counties.
- Texas and Cimarron Counties in the western panhandle
- Southwest counties including Comanche, Stephens, and Carter. Adjacent counties with low population but relatively high shares of low-income residents include Kiowa, Greer, Tillman, and Jefferson Counties.

Figure D-5 Distribution of Low-Income Residents

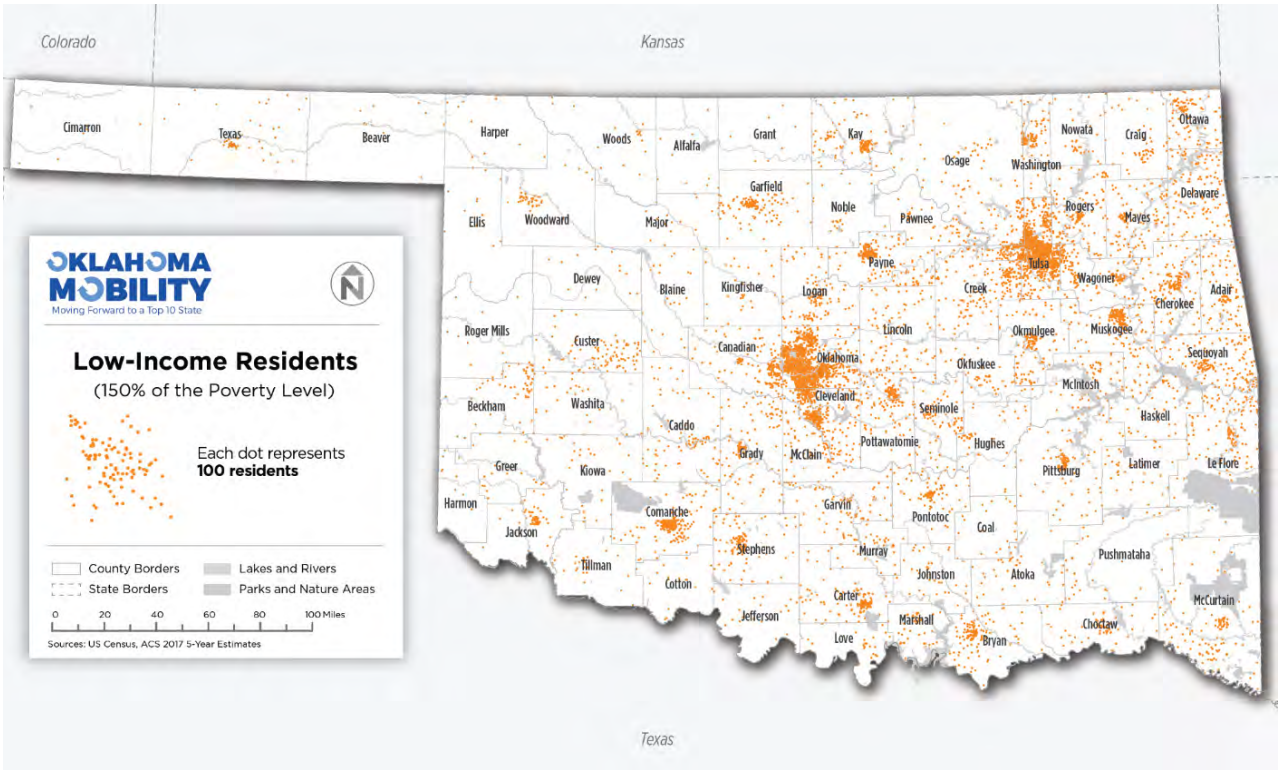
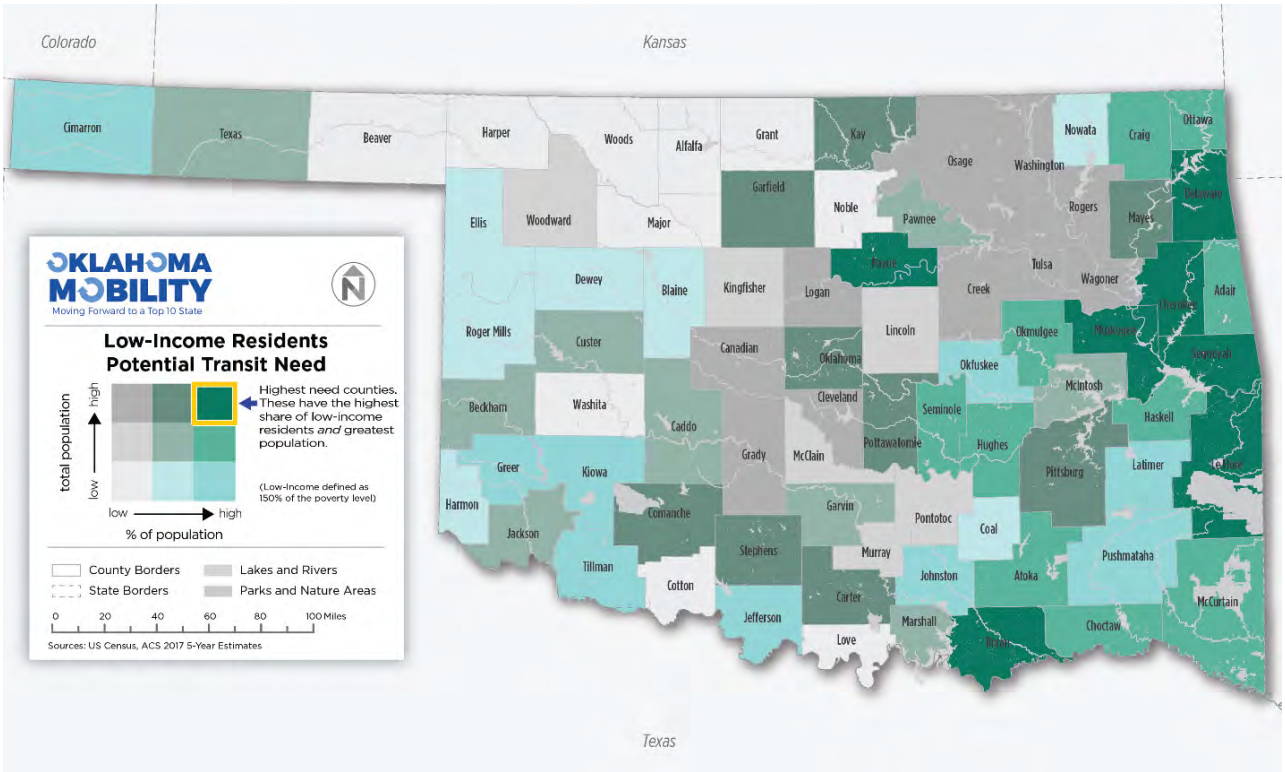


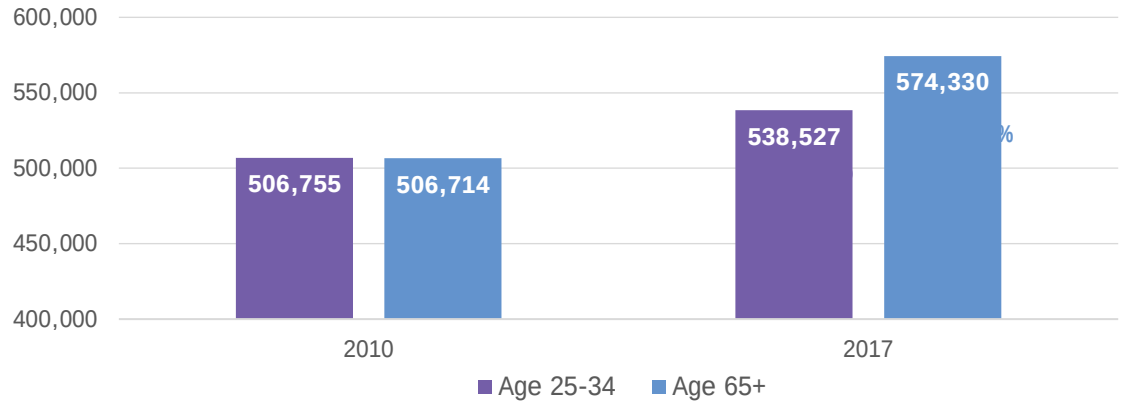
Figure D-6 Highest Potential Need Among Low-Income Residents



Age

Older adults (age 65 and over) may no longer be comfortable driving or are no longer able to drive and may begin or continue to use transit to maintain their independence as they age. For this population, public transit is a critical component that allows aging adults to "age in place," or continue to live in their community as they age. As life expectancy continues to increase, the population of very elderly adults – age 85 and over – is expected to grow as well, posing additional transportation challenges. In contrast, younger adults, and Millennials in particular (age 25 to 34), generally have a higher interest in using transportation options such as transit and a lower interest in driving. Both of these age groups are growing in Oklahoma; however, the population of adults age 65 and over has grown at twice the rate of adults age 25 to 34 (Figure D-7), and their relative share of the total population has grown during this time.

Figure D-7 Population Growth Among Age Groups, 2010 to 2017



Source: 2010 Census Summary File, 2017 ACS 5-Year Estimates

Older Adults

Areas that stand out with the highest relative need among all older adults (age 65 and older) include:

- Northeast corner of the state, especially Delaware County, as well as Mayes and Craig Counties
- Washington County
- Osage and Kay Counties
- Pittsburg County, along with some relatively high need in neighboring Hughes and McIntosh Counties
- Eastern Oklahoma in Sequoyah, Le Flore, and Haskell Counties
- Southern Oklahoma in Bryan, Choctaw, and Marshall Counties
- Creek County

In contrast, several counties have very low total population, but a large percentage of that population is age 65 or older. This is reflective of a relatively high share of the older adult population residing in rural areas (45%) as compared to the state's population overall (38%). These counties, which are primarily, but not all, in the western half of the state, have lower population densities but a relatively large share of their population comprised of older adults, and face a unique transportation challenge to serving this population.

These counties include:

- Northwest and West Counties: Cimarron, Ellis, Roger Mills, Dewey, Major, Alfalfa, Grant
- South and Southwest Counties: Kiowa, Tillman, Cotton, Jefferson, Love
- Southeast: Latimer and Pushmataha Counties
- Coal County
- Nowata County

When considering only very elderly adults (age 85 and older), these trends are even more stark. The counties with the highest need among this population are Pittsburg, Washington, Garfield, and Stephens Counties. High need also exists in:

- Northeast: Delaware, Mayes, and Craig Counties
- Tulsa County
- Kay County
- Muskogee County
- Hughes and McIntosh Counties north of Pittsburg County
- Bryan County

More counties also emerge that have a high share of elderly residents, focused mostly in western Oklahoma and in some southeastern counties.

Figure D-8 Distribution of Residents Age 65 and Older

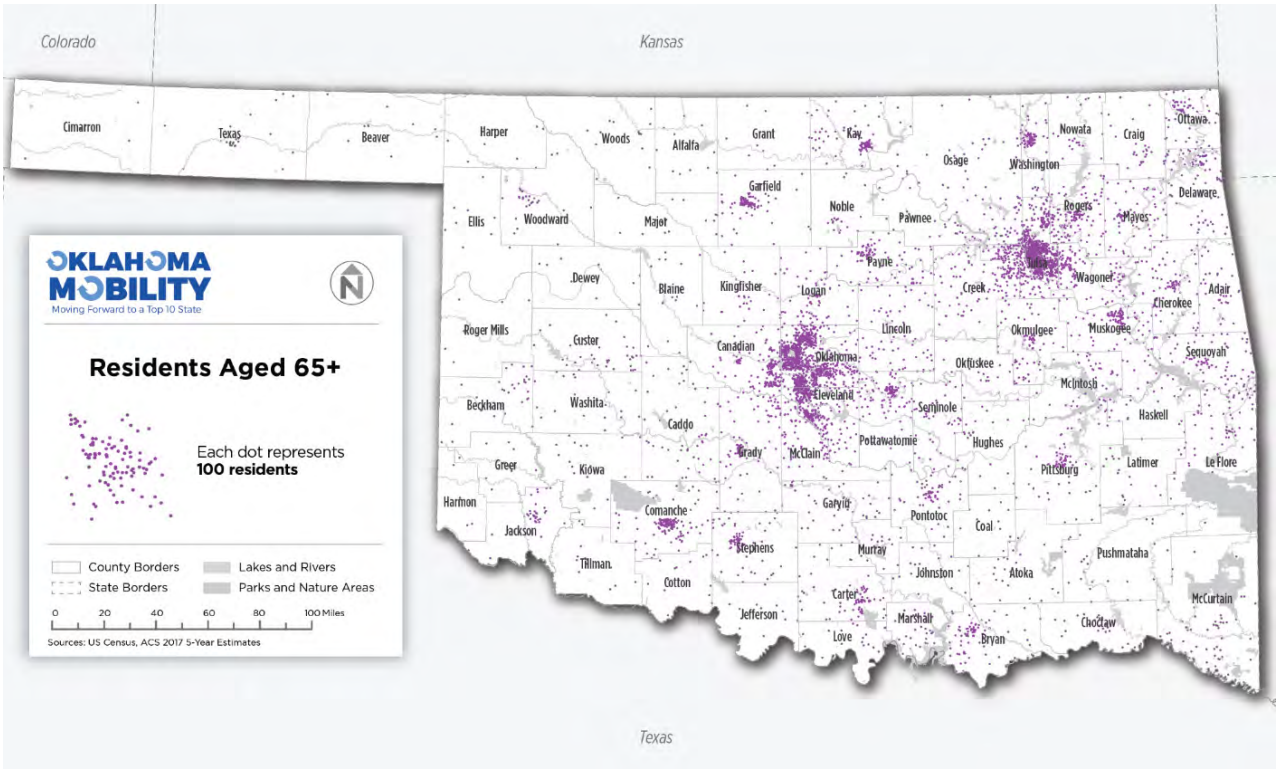


Figure D-9 Highest Potential Transit Need Among Residents Age 65 and Older

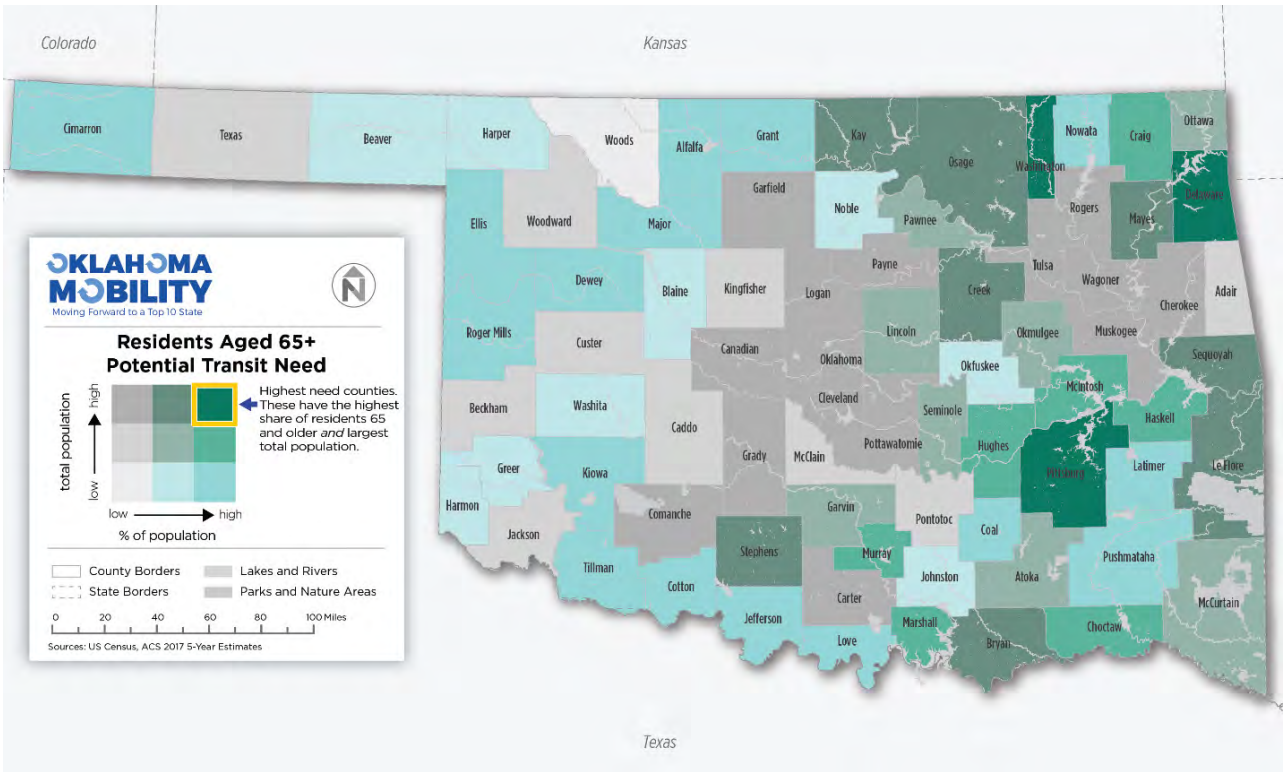
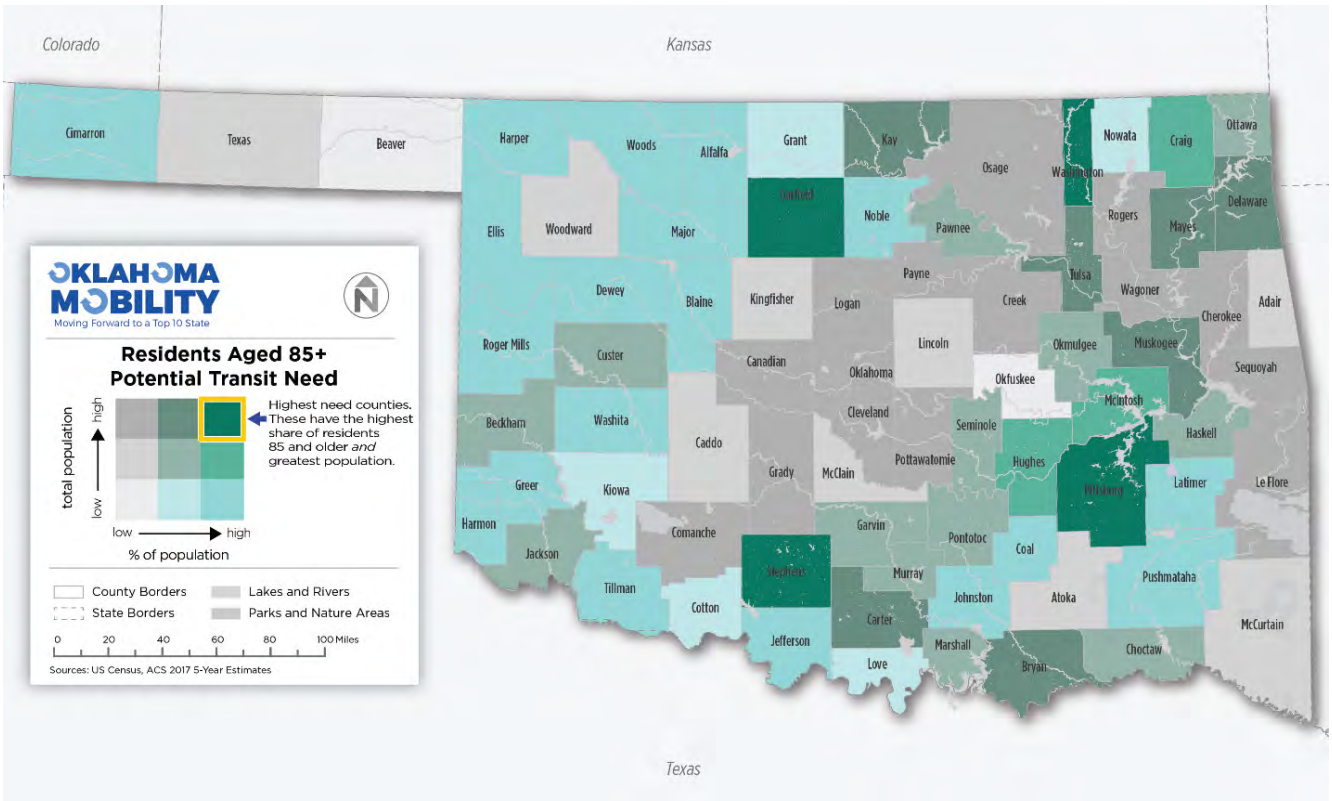


Figure D-10 Distribution of Residents Age 85 and Older

Figure D-11 Highest Potential Transit Need Among Residents Age 85 and Older



Millennials (Age 25 to 34)

Younger adults generally have a higher interest in using transportation options such as transit and a lower interest in driving. Residents between the ages of 25 and 34 are generally focused in and around the state's large cities and metropolitan areas. Unlike with older age groups, there are fewer counties that have both low density and high shares of Millennial residents. Counties with the relative highest potential need among residents between ages 25 and 34 include:

- Oklahoma County and neighboring Cleveland, Canadian, and Pottawatomie Counties
- Tulsa County and neighboring Washington, Wagoner, and Muskogee Counties
- Comanche County
- Pittsburg County
- Bryan County
- Payne County
- Garfield County

Other areas with a high or moderate potential need by residents ages 25 to 34 include:

- Eastern Oklahoma: Rogers, Mayes, Cherokee, Sequoyah, and Le Flore Counties
- Kay County
- Creek County
- Several counties across central Oklahoma: Logan, Kingfisher, Caddo, Grady, Stephens, and Carter Counties
- Pontotoc, Hughes, and Atoka Counties
- Western Oklahoma: Texas, Woodward, Custer, Beckham, and Jackson Counties.

Figure D-12 Distribution of Residents Age 25 to 34

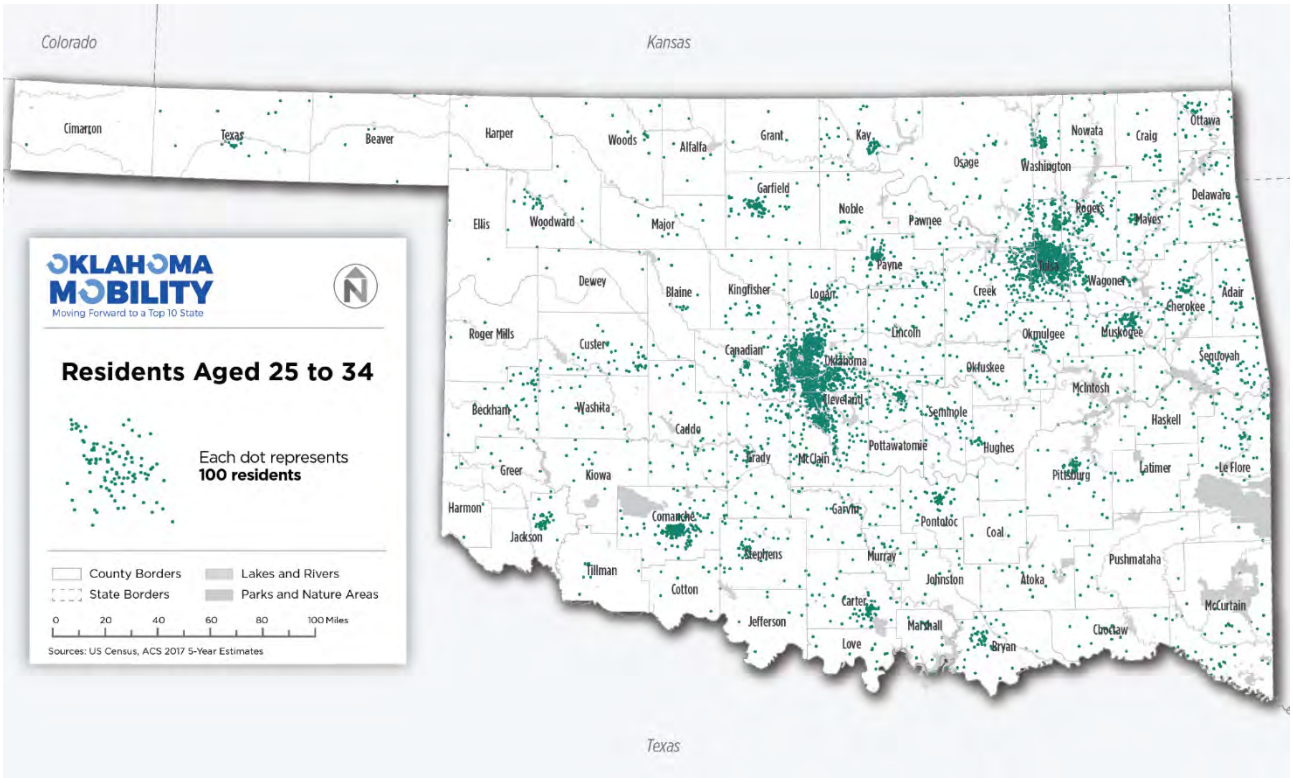
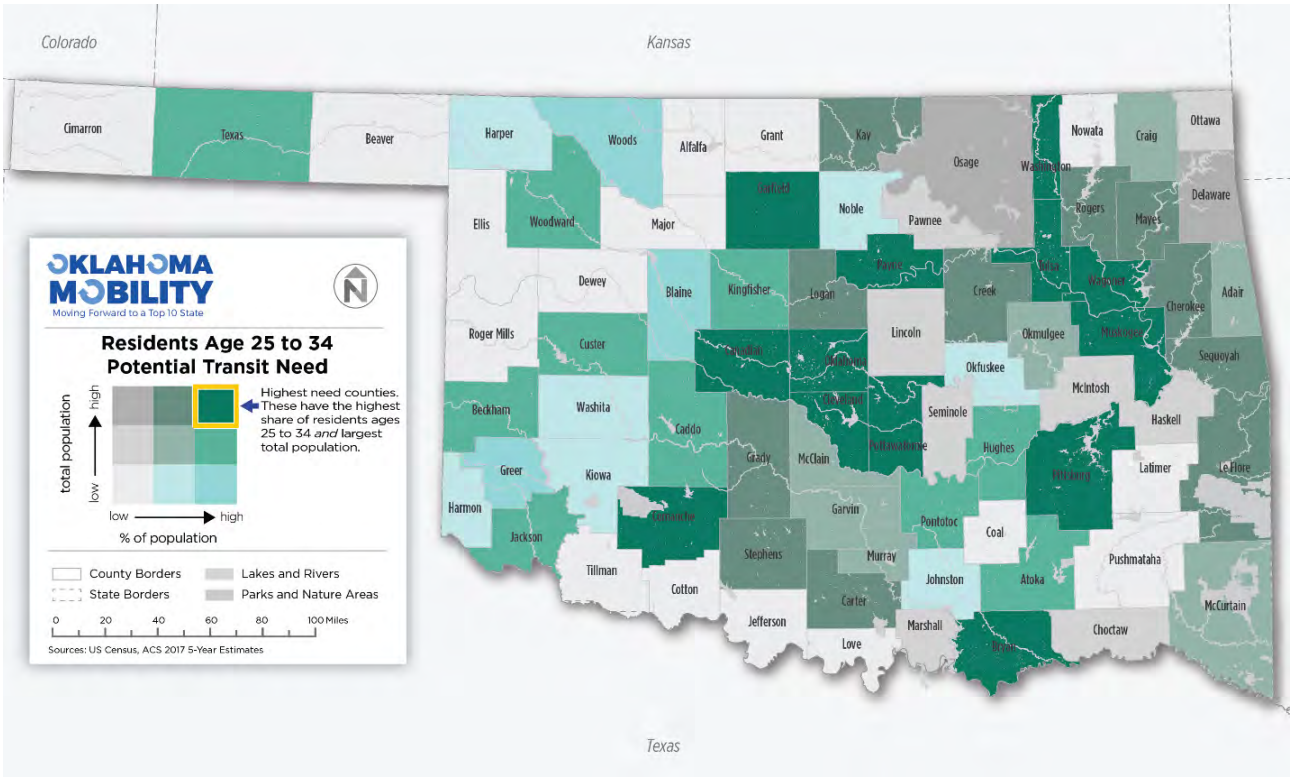


Figure D-13 Highest Potential Transit Need Among Residents Age 25 to 34



Residents with Disabilities

Approximately 606,000 Oklahoma residents identify as having a least one disability,[2] or nearly 16% of the state's population. This is higher than the national rate, where people with disabilities comprise 12% of the total population.[3] Areas with high potential transit need among residents with disabilities are highly focused in eastern Oklahoma, with some additional areas of need in northern and southwestern counties. Potential transit need is highest in Delaware and Mayes Counties, Pittsburg County, Sequoyah and Le Flore Counties, and Bryan County.

Other areas with a high or moderate potential need by residents with disabilities include:

- Kay, Osage, and Washington Counties
- Eastern counties including Wagoner, Cherokee, and Muskogee Counties, as well as McIntosh and Haskell Counties
- Pottawatomie County, as well as Seminole and Hughes Counties
- Comanche, Stephens, Grady, and Caddo Counties
- Southeastern counties including McCurtain, Choctaw, and Atoka Counties

Counties with low total population but high shares of residents who have a disability are generally focused in southern areas of the state. These include Latimer, Pushmataha, Coal, Johnston, Jefferson, Cotton, Kiowa, Harmon, and Blaine Counties.

[2] Definitions of disability considered by the US Census American Community Survey (ACS) can be found here: https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2018_ACSSubjectDefinitions.pdf.

[3] 2017 American Community Survey 5-Year Estimates

Figure D-14 Distribution of Residents with Disabilities

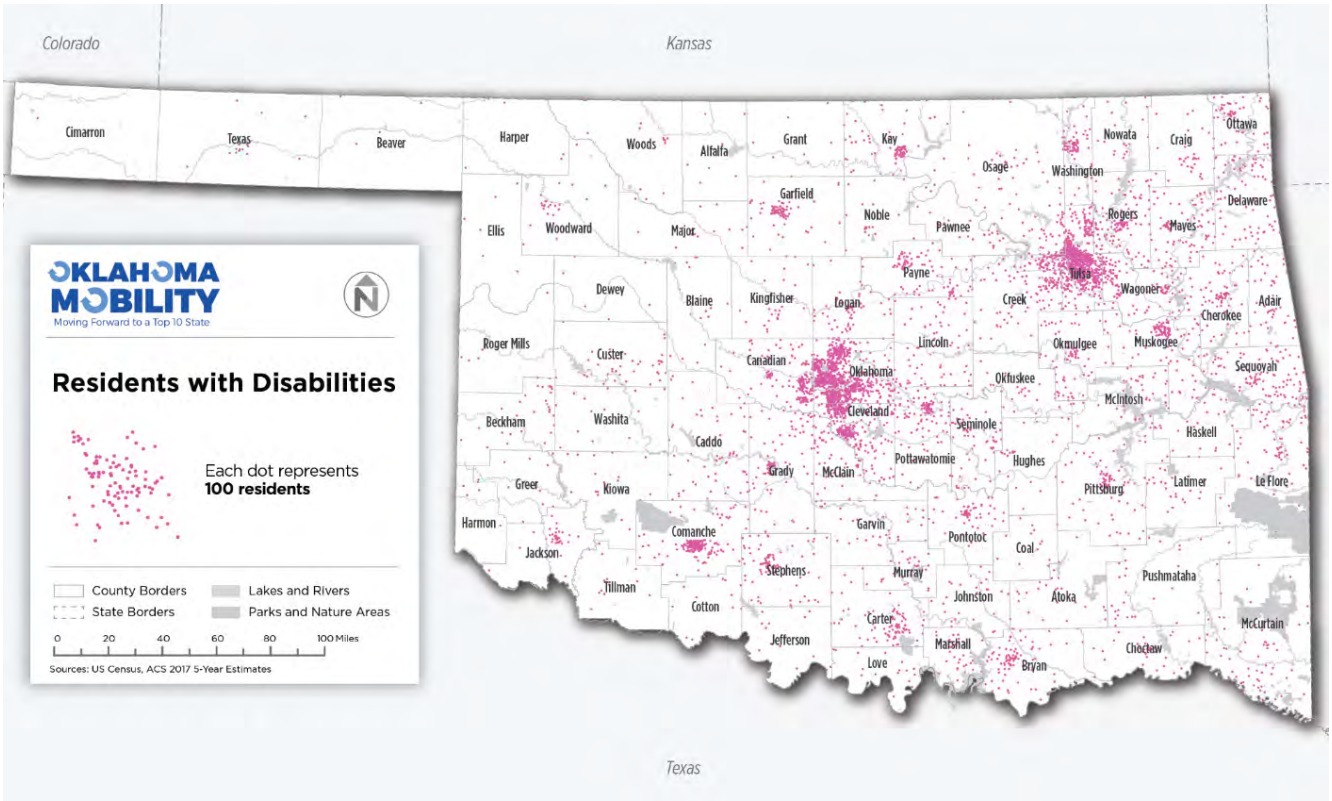
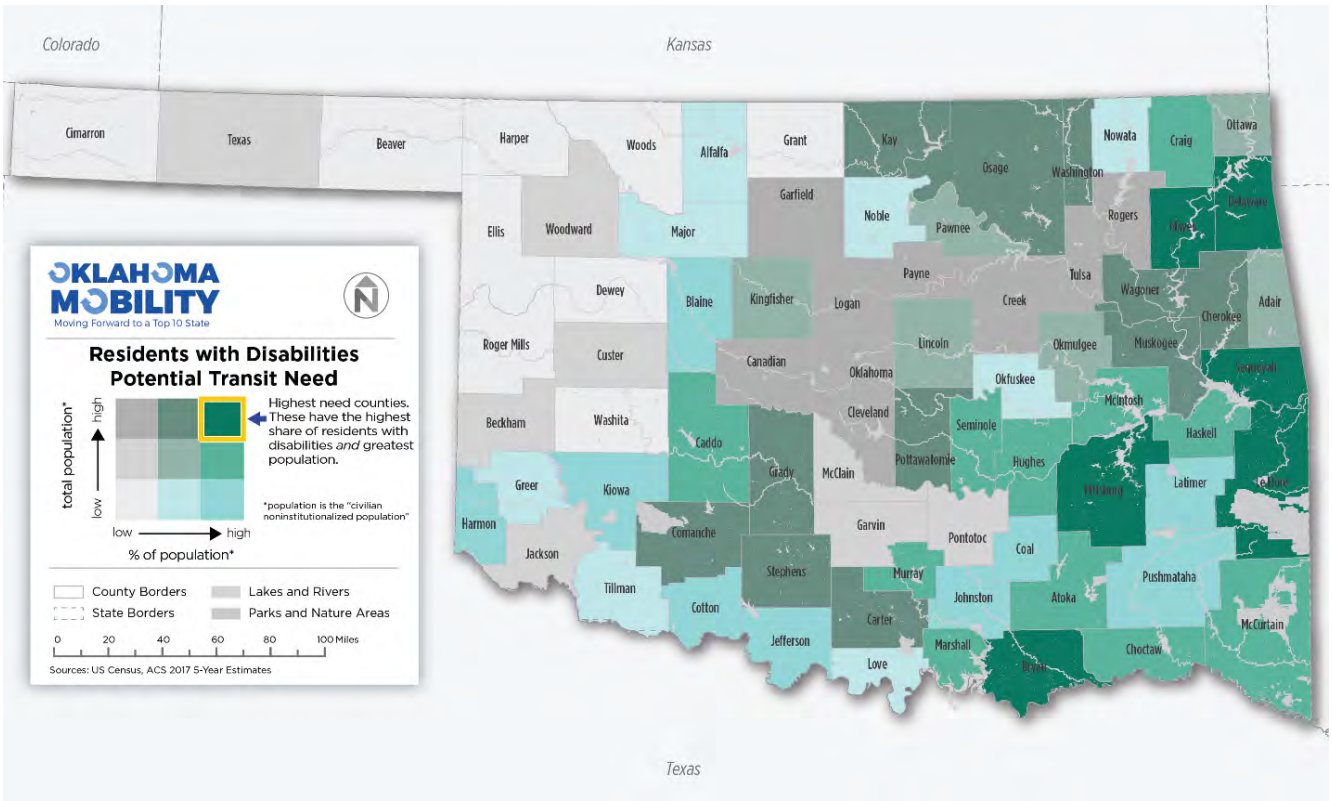


Figure D-15 Highest Potential Transit Need Among Residents with Disabilities



Minority Residents

For this analysis, minority residents are defined as all residents that do not identify as White Non-Hispanic. Counties with the highest proportion of minority residents, including high- and low-population counties, are concentrated in the eastern half of the state.[4] Areas that stand out with the highest potential need among minority residents include:

- Northeastern Oklahoma, especially Delaware, Mayes, and Cherokee Counties
- Muskogee and Sequoyah Counties
- Osage County
- Oklahoma County
- Comanche County

Additional areas with potential need include:

- Tulsa, Rogers, Washington, Creek, and Wagoner Counties, as well as Okmulgee County
- Cleveland and Pottawatomie Counties
- Kay County
- Pittsburg County
- Bryan County, as well as Choctaw and McCurtain Counties
- Carter County
- Le Flore County
- Seminole, Hughes, and Pontotoc Counties
- Ottawa, Craig, and Adair Counties
- Caddo and Jackson Counties

[4] 2017 American Community Survey 5-Year Estimates

Figure D-16 Distribution of Minority Residents

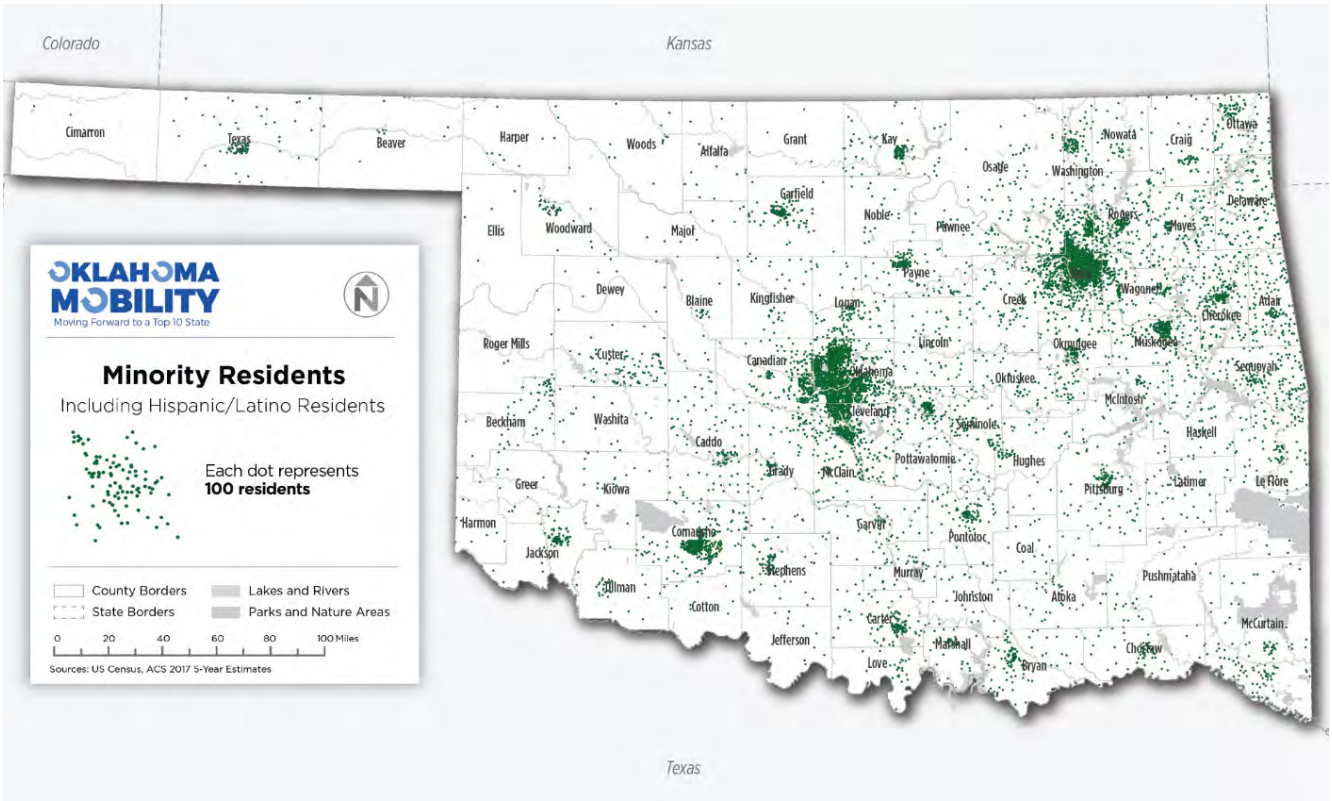
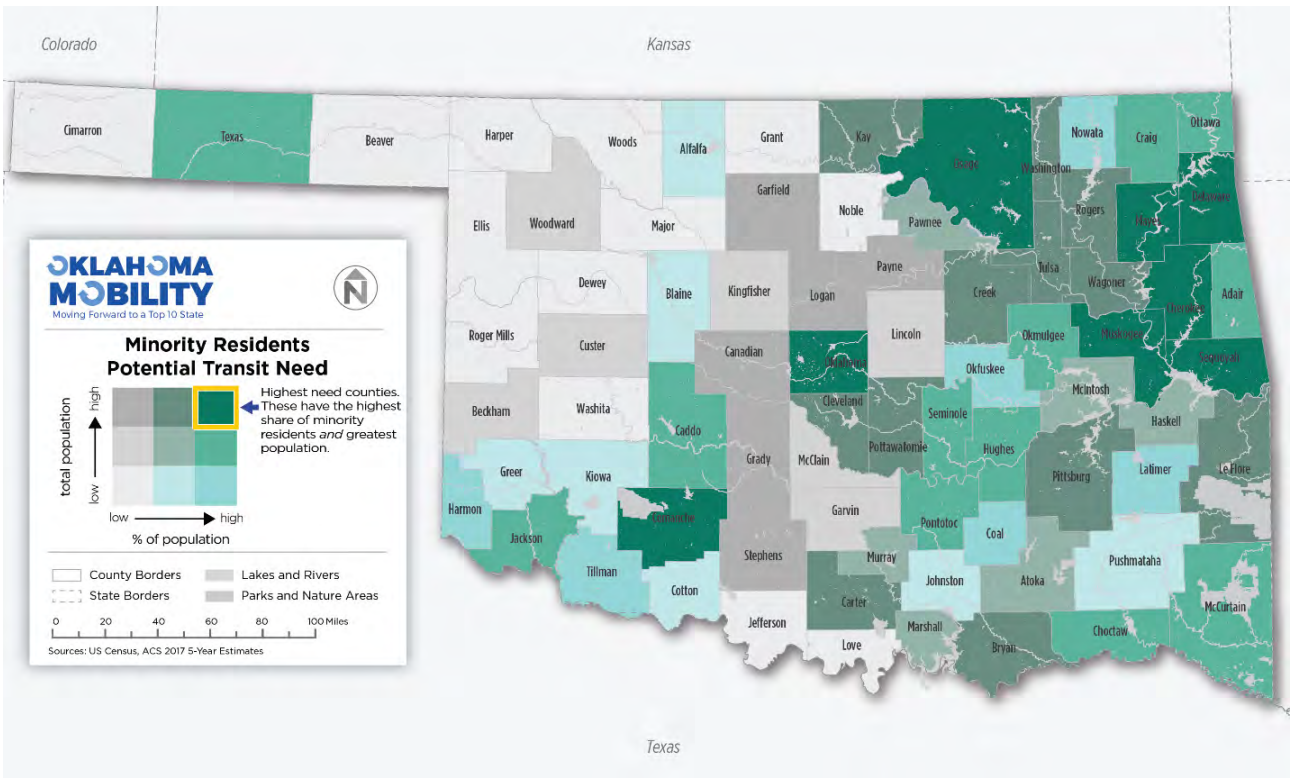


Figure D-17 Highest Potential Transit Need Among Minority Residents



DEMOGRAPHICS BY COUNTY

Demographic statistics were collected for the market analysis and are presented for each county in Oklahoma.

County	2017 Pop	Projected Pop Growth by 2040	2017 Jobs	Projected Job Growth by 2040	% Older Adults	% People with Disabilities	% Low-Income	% Zero and One-Veh Households	% Minorities	% Veterans
Adair	22,136	8%	4,395	23%	15%	20%	43%	40%	57%	6%
Alfalfa	5,877	-14%	1,416	26%	19%	13%	17%	28%	22%	10%
Atoka	13,899	11%	3,588	45%	18%	20%	30%	37%	27%	6%
Beaver	5,445	-2%	1,670	26%	18%	10%	24%	25%	16%	4%
Beckham	22,971	12%	9,989	35%	13%	13%	25%	31%	17%	5%
Blaine	9,680	-10%	2,796	25%	18%	17%	25%	36%	21%	7%
Bryan	45,068	29%	17,540	47%	17%	21%	31%	40%	25%	7%
Caddo	29,437	-5%	7,063	12%	16%	21%	31%	40%	37%	7%
Canadian	132,922	59%	33,919	63%	12%	13%	15%	29%	18%	7%
Carter	48,407	9%	23,082	34%	16%	19%	27%	38%	26%	7%
Cherokee	48,404	27%	12,917	44%	15%	17%	33%	41%	49%	7%
Choctaw	14,979	3%	4,176	33%	20%	21%	43%	46%	37%	7%
Cimarron	2,221	-6%	779	26%	24%	14%	32%	32%	9%	7%
Cleveland	274,024	29%	84,895	36%	12%	13%	19%	34%	22%	7%
Coal	5,666	4%	1,185	20%	20%	22%	30%	35%	30%	7%
Comanche	123,066	4%	38,331	17%	12%	16%	27%	41%	37%	13%
Cotton	6,000	-7%	1,504	45%	19%	19%	26%	33%	20%	9%
Craig	14,563	0%	5,071	19%	19%	22%	32%	39%	34%	7%
Creek	70,899	15%	19,681	33%	17%	14%	25%	34%	20%	7%
Custer	29,169	7%	11,935	36%	13%	14%	29%	32%	19%	6%
Delaware	41,878	19%	8,824	26%	24%	24%	33%	36%	35%	9%
Dewey	4,904	1%	1,422	25%	19%	15%	31%	26%	11%	6%
Ellis	4,102	-3%	1,198	14%	21%	14%	30%	30%	8%	6%
Garfield	62,421	0%	25,080	23%	15%	14%	26%	38%	18%	7%
Garvin	27,751	-2%	9,114	20%	17%	14%	31%	36%	17%	6%
Grady	54,351	22%	12,175	26%	15%	16%	22%	29%	14%	8%

County	2017 Pop	Projected Pop Growth by 2040	2017 Jobs	Projected Job Growth by 2040	% Older Adults	% People with Disabilities	% Low-Income	% Zero and One-Veh Households	% Minorities	% Veterans
Grant	4,458	-4%	1,291	34%	21%	16%	17%	31%	10%	8%
Greer	6,018	-12%	1,080	8%	18%	15%	29%	38%	22%	8%
Harmon	2,758	-8%	580	17%	18%	19%	28%	43%	34%	5%
Harper	3,843	-5%	945	25%	17%	14%	25%	29%	7%	6%
Haskell	12,746	16%	3,425	42%	20%	23%	34%	35%	27%	7%
Hughes	13,519	-1%	2,918	20%	19%	18%	30%	62%	32%	7%
Jackson	25,574	-9%	8,084	9%	14%	15%	28%	39%	31%	12%
Jefferson	6,270	-8%	1,017	31%	20%	24%	35%	37%	16%	7%
Johnston	11,039	13%	3,527	34%	18%	23%	33%	37%	28%	7%
Kay	45,173	1%	17,153	16%	18%	19%	30%	41%	21%	8%
Kingfisher	15,510	7%	6,552	31%	15%	17%	19%	31%	17%	5%
Kiowa	9,127	-14%	1,792	20%	19%	20%	35%	43%	21%	7%
Latimer	10,621	15%	2,453	42%	21%	24%	33%	42%	33%	9%
Le Flore	49,860	27%	12,335	39%	17%	21%	35%	37%	24%	8%
Lincoln	34,759	14%	6,697	19%	17%	19%	26%	32%	15%	9%
Logan	45,326	51%	8,094	55%	14%	13%	23%	32%	17%	7%
Love	9,843	16%	5,800	27%	19%	18%	25%	29%	16%	6%
Major	7,730	47%	2,502	27%	20%	19%	20%	27%	11%	6%
Marshall	16,226	9%	4,092	18%	22%	28%	28%	34%	30%	9%
Mayes	40,929	29%	12,770	20%	18%	22%	30%	32%	33%	8%
McClain	37,919	1%	10,635	52%	15%	13%	16%	27%	16%	7%
McCurtain	33,026	14%	10,654	38%	17%	20%	38%	39%	35%	7%
McIntosh	19,874	6%	3,767	31%	24%	24%	32%	36%	30%	10%
Murray	13,797	10%	4,593	48%	19%	21%	23%	35%	23%	8%
Muskogee	69,471	8%	25,373	26%	16%	18%	32%	43%	41%	8%
Noble	11,421	3%	4,571	13%	18%	16%	20%	28%	15%	6%
Nowata	10,448	2%	1,673	18%	19%	17%	28%	33%	32%	5%
Okfuskee	12,160	6%	2,246	19%	17%	18%	36%	42%	36%	7%
Oklahoma	774,203	15%	438,635	38%	13%	13%	27%	42%	31%	7%

County	2017 Pop	Projected Pop Growth by 2040	2017 Jobs	Projected Job Growth by 2040	% Older Adults	% People with Disabilities	% Low-Income	% Zero and One-Veh Households	% Minorities	% Veterans
Okmulgee	39,121	4%	9,699	15%	17%	19%	33%	42%	35%	7%
Osage	47,350	23%	7,980	33%	18%	18%	26%	34%	35%	7%
Ottawa	31,725	4%	11,748	20%	18%	19%	35%	39%	32%	7%
Pawnee	16,448	17%	3,227	18%	18%	17%	28%	33%	21%	8%
Payne	80,634	9%	34,354	26%	12%	12%	32%	42%	19%	5%
Pittsburg	44,673	7%	13,070	22%	19%	22%	27%	39%	28%	9%
Pontotoc	38,289	14%	18,472	22%	16%	15%	26%	38%	30%	6%
Pottawatomie	71,614	22%	23,442	42%	16%	17%	26%	38%	24%	8%
Pushmataha	11,132	4%	2,465	46%	22%	28%	34%	40%	26%	10%
Roger Mills	3,734	2%	795	30%	19%	13%	27%	27%	10%	5%
Rogers	90,098	23%	31,311	39%	15%	15%	17%	28%	25%	8%
Seminole	25,246	-5%	6,910	12%	17%	21%	35%	46%	32%	7%
Sequoyah	41,364	38%	9,331	48%	18%	25%	39%	37%	35%	7%
Stephens	44,293	6%	14,753	32%	18%	19%	27%	37%	16%	8%
Texas	21,409	12%	9,469	17%	11%	9%	27%	37%	39%	2%
Tillman	7,591	-18%	1,890	10%	19%	18%	32%	37%	33%	7%
Tulsa	637,123	17%	359,185	37%	13%	14%	25%	43%	30%	6%
Wagoner	76,830	31%	10,545	32%	15%	16%	20%	28%	24%	8%
Washington	51,867	8%	19,516	26%	19%	16%	23%	38%	22%	7%
Washita	11,550	2%	2,086	16%	17%	12%	23%	32%	9%	7%
Woods	9,132	-2%	3,402	24%	16%	14%	20%	33%	12%	6%
Woodward	21,140	12%	8,341	33%	14%	13%	20%	29%	11%	6%
State of Oklahoma	3,896,251	17%	1,550,990	34%	15%	16%	26%	38%	27%	7%
United States	321,004,407	26%	140,791,670		13%	12%	23%	41%	27%	8%

TRANSIT PROPENSITY INDEX

Most of the demographic and socioeconomic characteristics described above are generally associated with a greater tendency, or propensity, to use public transit. The following five characteristics were combined into the Transit Propensity Index:

- Households with low-income levels, defined as households with income at or below 150% of the federal poverty level
- Persons with disabilities
- Older adults, 65 years or greater of age
- Minority residents
- Households with zero or one vehicles

The Transit Propensity Index is a single measure that estimates the scale in which a specific area (such as a census tract) may have a sizeable proportion of the population with characteristics related to transit usage, listed above. The Transit Propensity Index purposefully excludes population density as a factor and does not recommend the type or level of transit service that should be provided. Rather, it highlights places where there are high proportions of people more likely to rely on transit service, regardless of what type of transit may be appropriate to meeting those needs and how many people live there.

Figure D-18 Transit Propensity Index

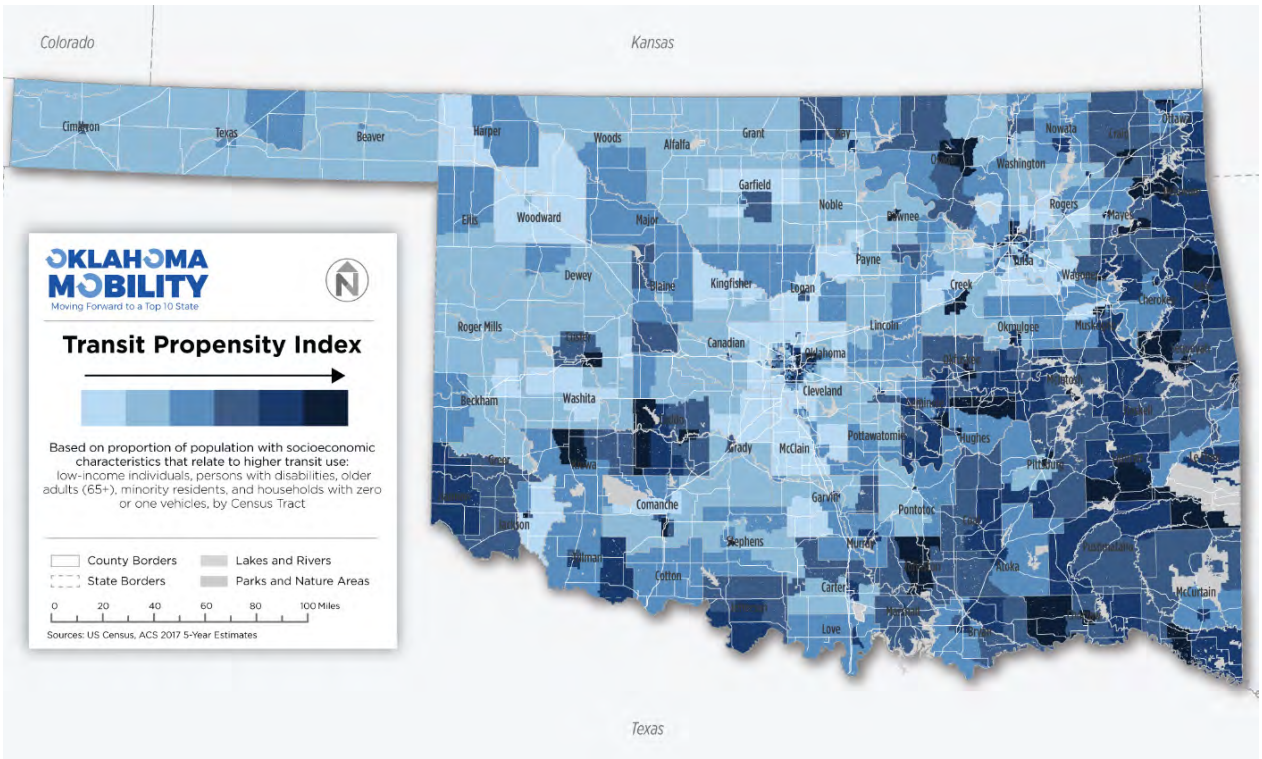


Figure D-19 Transit Propensity Index – Central Oklahoma

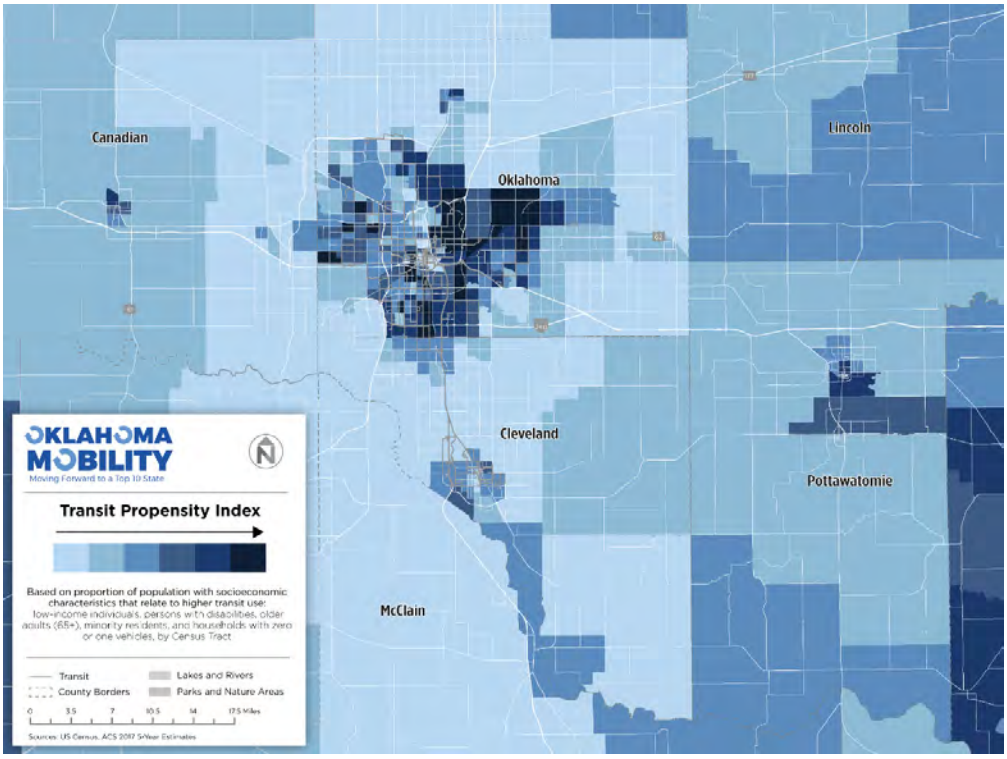


Figure D-20 Transit Propensity Index – Tulsa Metropolitan Area

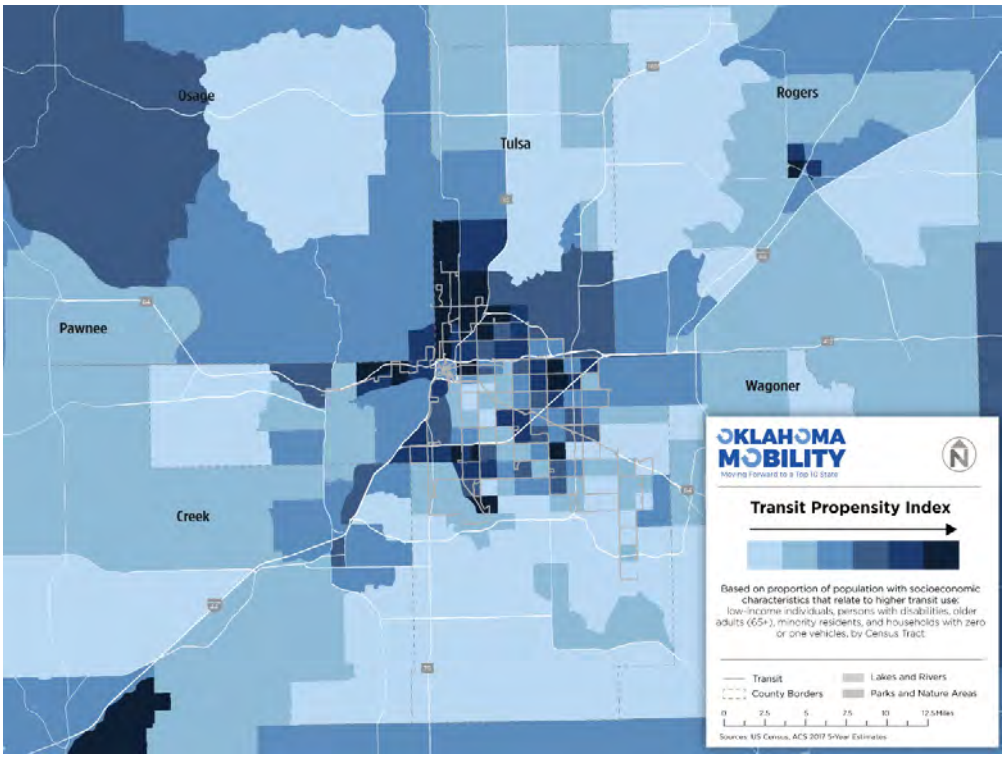


Figure D-21 Transit Propensity Index – Lawton Metropolitan Planning Organization (Lawton MPO) / Comanche County

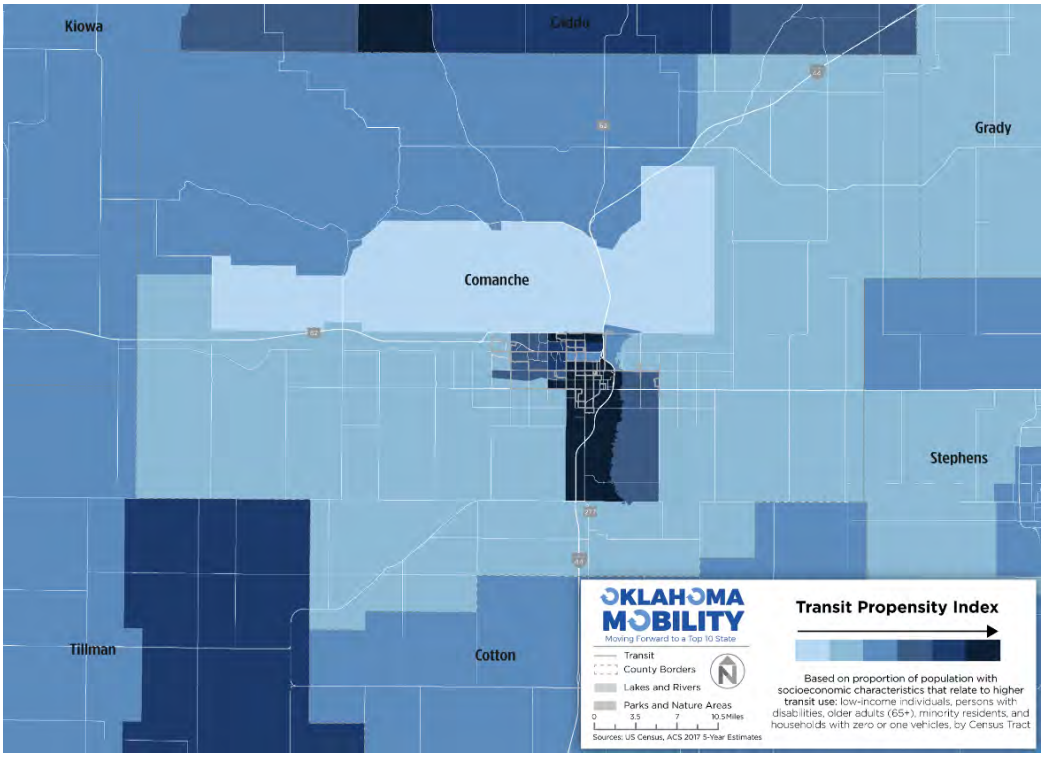


Figure D-22 Transit Propensity Index - Southwest Oklahoma (SORTPO, ASCOG Planning Areas)

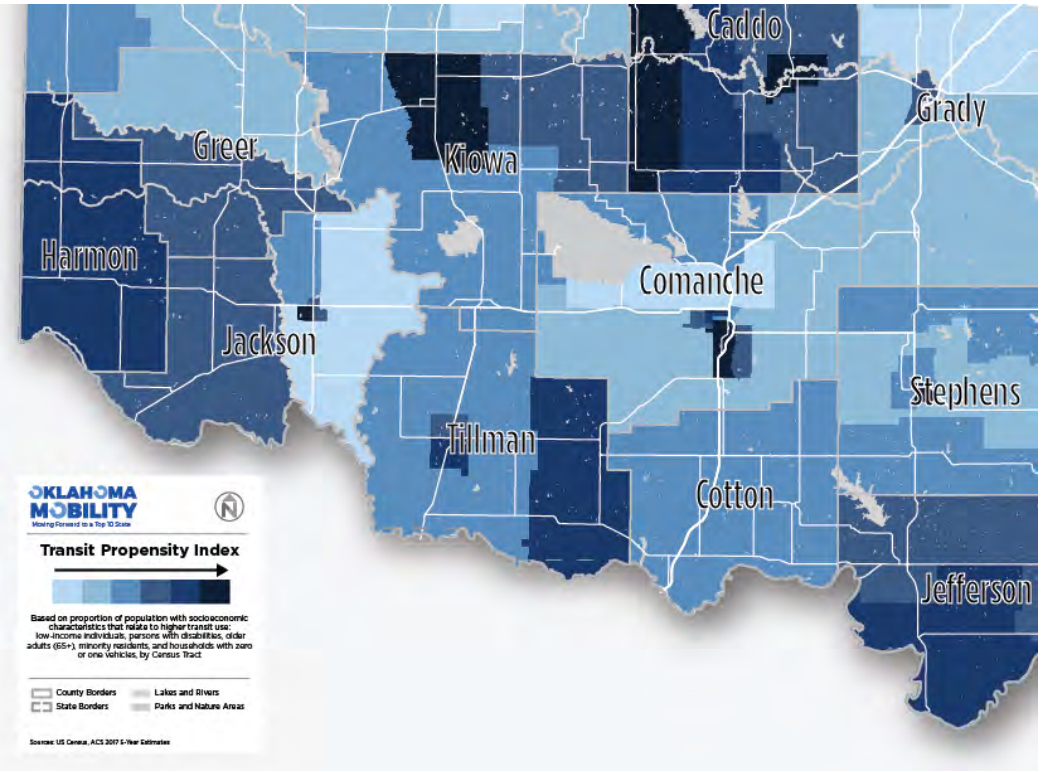


Figure D-23 Transit Propensity Index – Northeast Oklahoma (NEORTPO Planning Area)

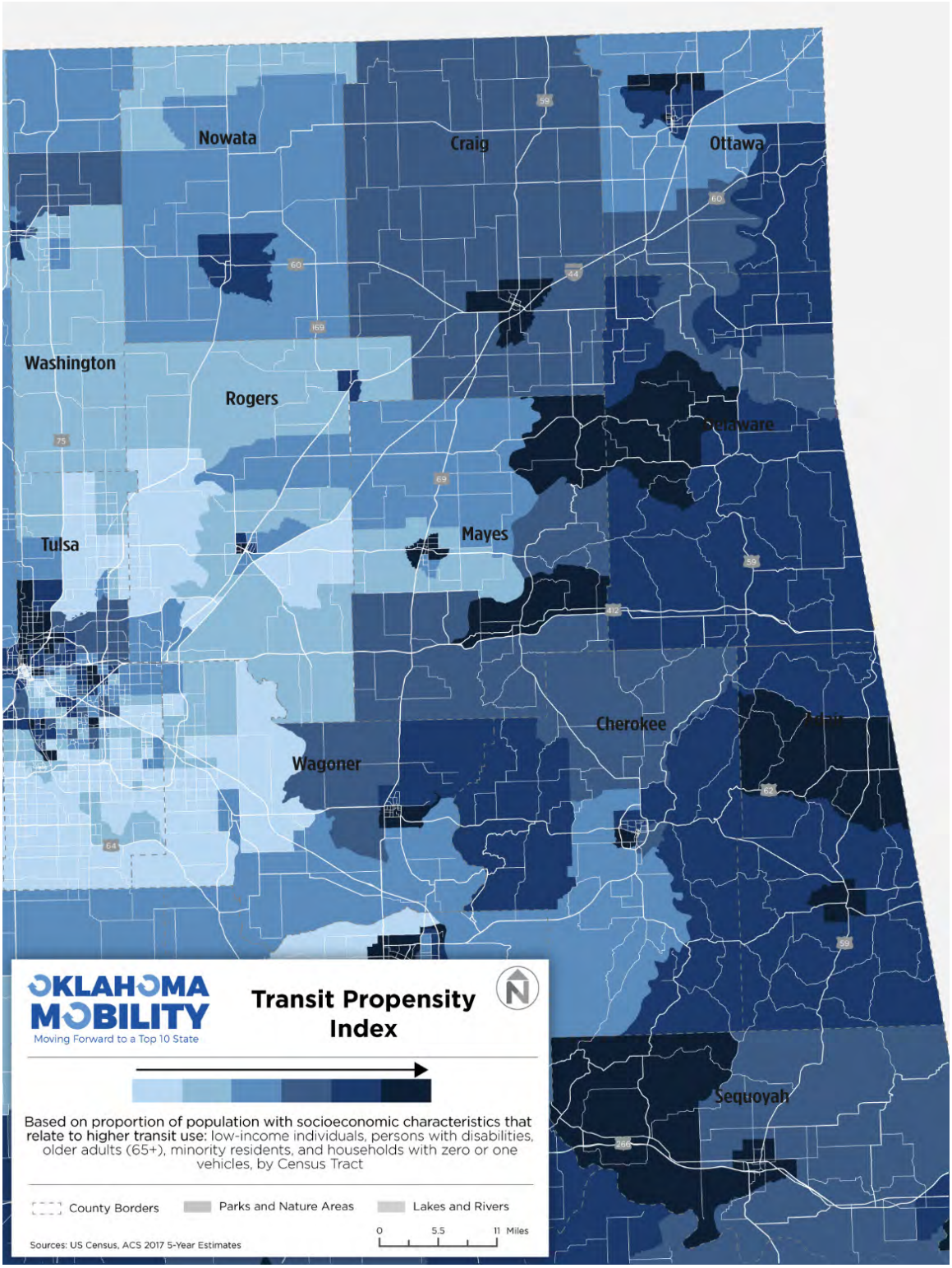


Figure D-24 Transit Propensity Index -Southeast

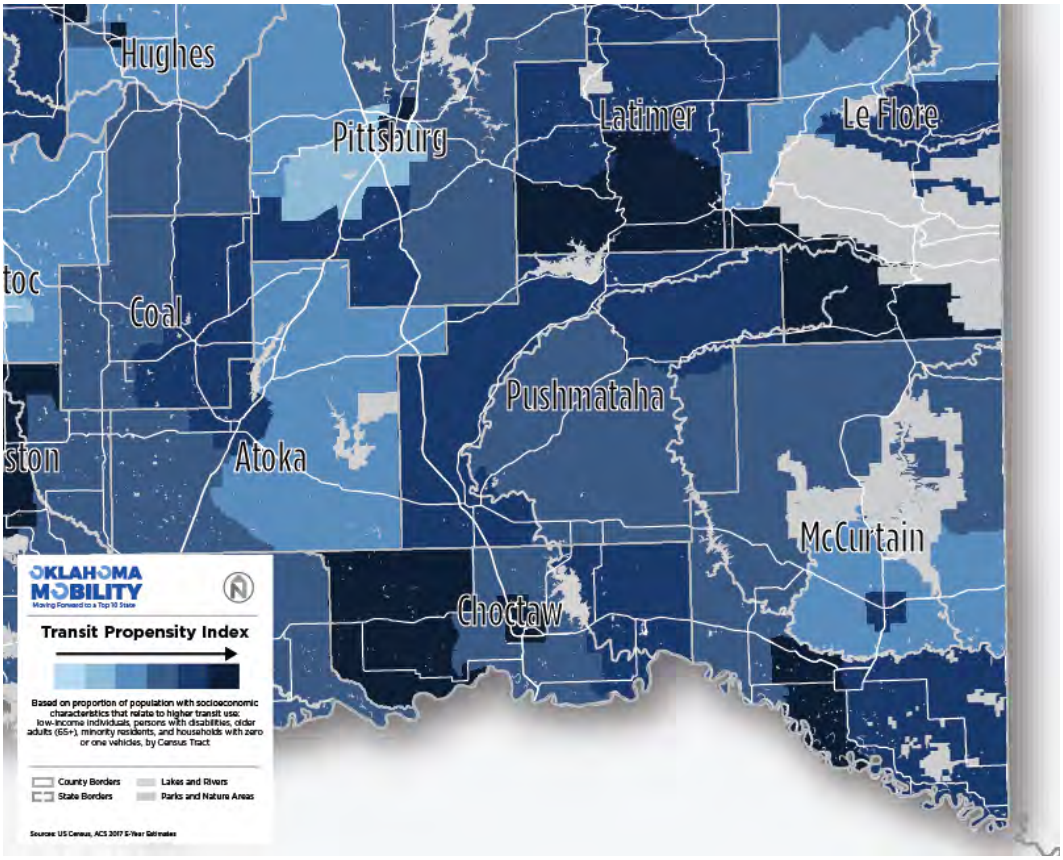
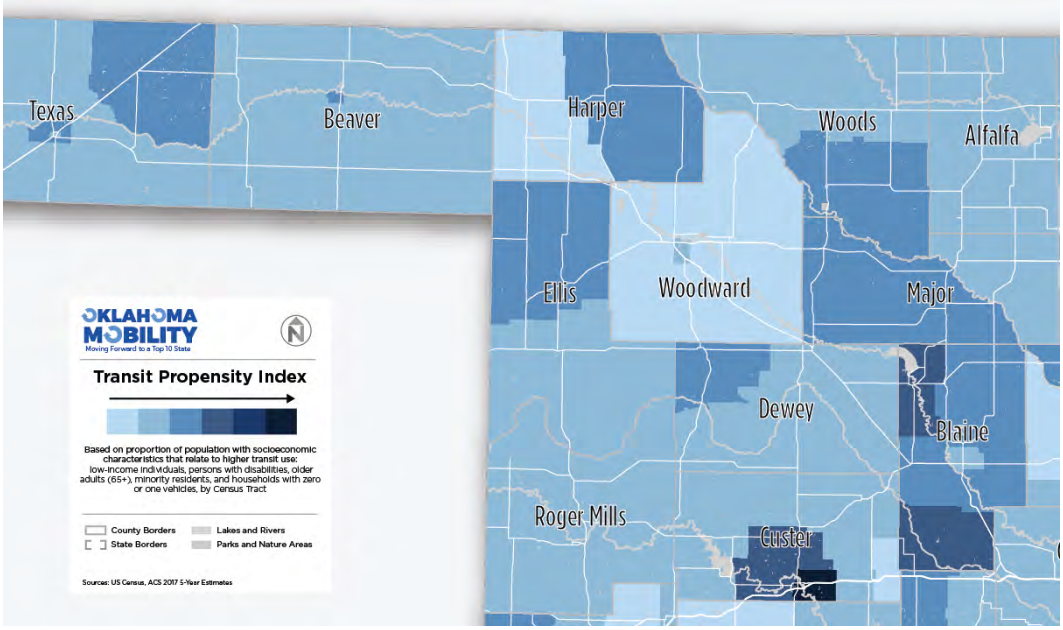


Figure D-25 Transit Propensity Index - Northwest (NORTPO Planning Area)



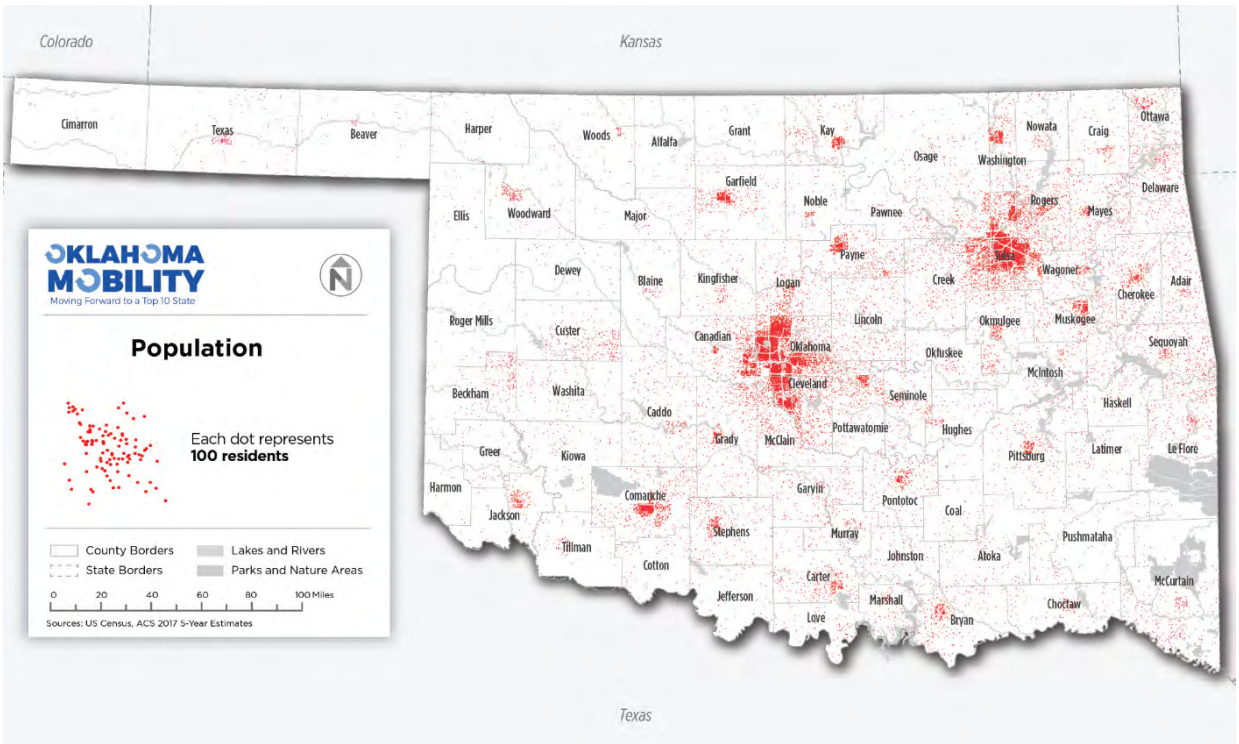
POPULATION AND EMPLOYMENT MAPS

As shown in Figure D-26, the highest concentration of population is in the Oklahoma City Metropolitan Area, with a continuous concentration of people in Oklahoma County, east Canadian County, northwest Cleveland County, and as far east as Shawnee. The Tulsa metro area also has a large population, with high concentrations of people focused across most of Tulsa County and in neighboring portions of Wagoner, Rogers, and Creek counties.

Additional municipalities with notably high concentrations of people include:

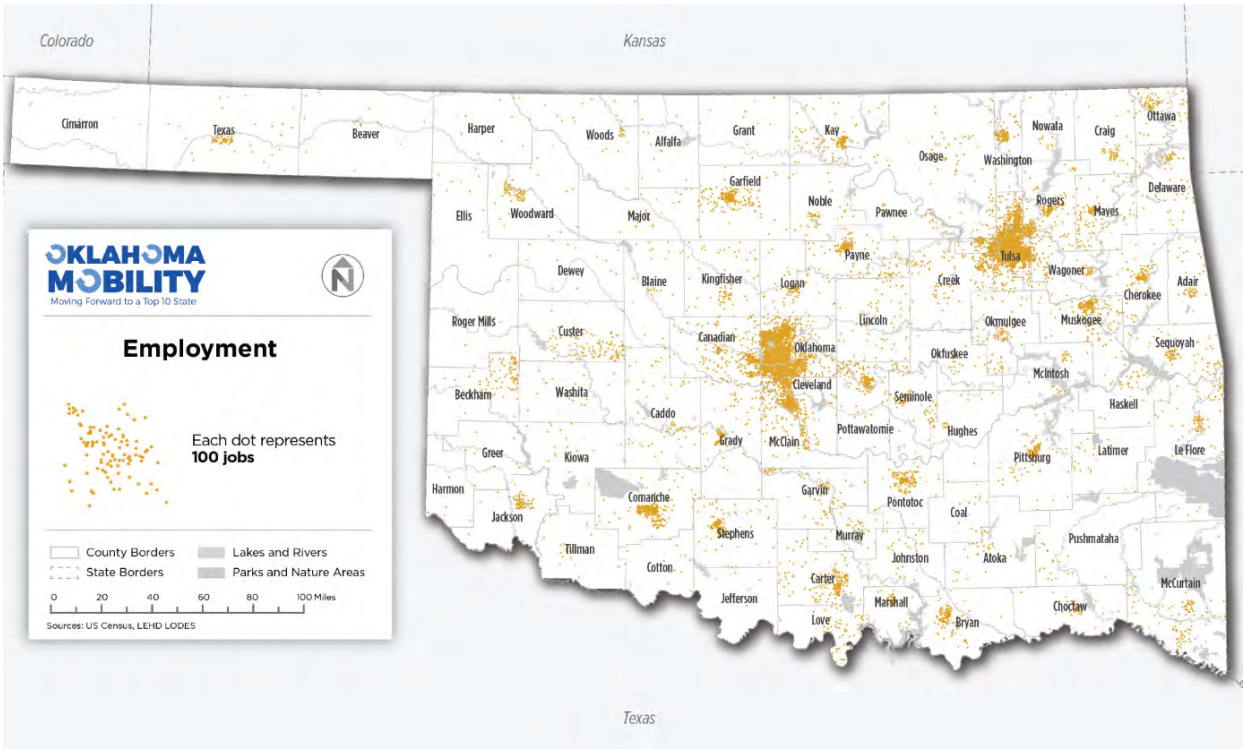
- Lawton/Fort Sill
- Stillwater
- Muskogee
- Enid
- Ponca City
- Bartlesville
- Tahlequah

Figure D-26 Population Distribution



Employment is most highly focused in the state's urban areas: Oklahoma City and Tulsa and their immediate metro areas. High concentrations of employment are also found in Norman, Lawton, Enid, Stillwater, Woodward, Bartlesville, Tahlequah, Muskogee, Ardmore, Altus, Guymon, and Durant.

Figure D-27 Job Distribution



TRANSIT AND DEVELOPMENT PATTERN MAPS

The following maps of appropriate transit service types based on development patterns are not prescriptive. They do not make suggestions about the frequency of service needed or the days of the week service should be provided. Instead, they suggest the type of service that would likely be productive based on density and development patterns and are intended to complement the findings of the Transit Propensity Index.

Figure D-28 Transit and Development Patterns

Figure D-29 Transit and Development Patterns – Oklahoma City Metropolitan Area

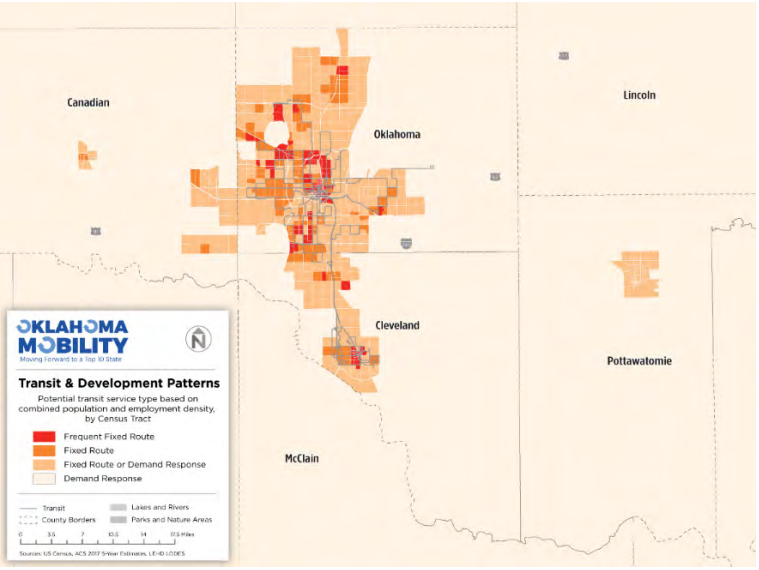


Figure D-30 Transit and Development Patterns – Tulsa Metropolitan Area

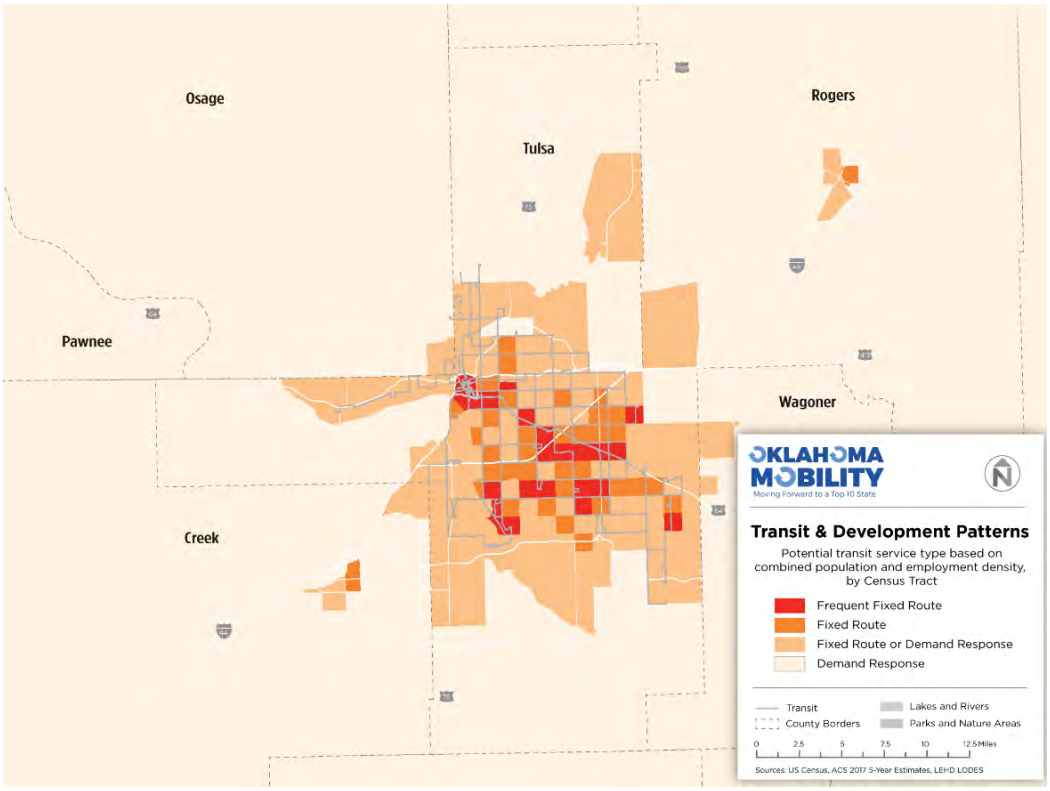


Figure D-31 Transit and Development Patterns – Lawton Metropolitan Area/Comanche County

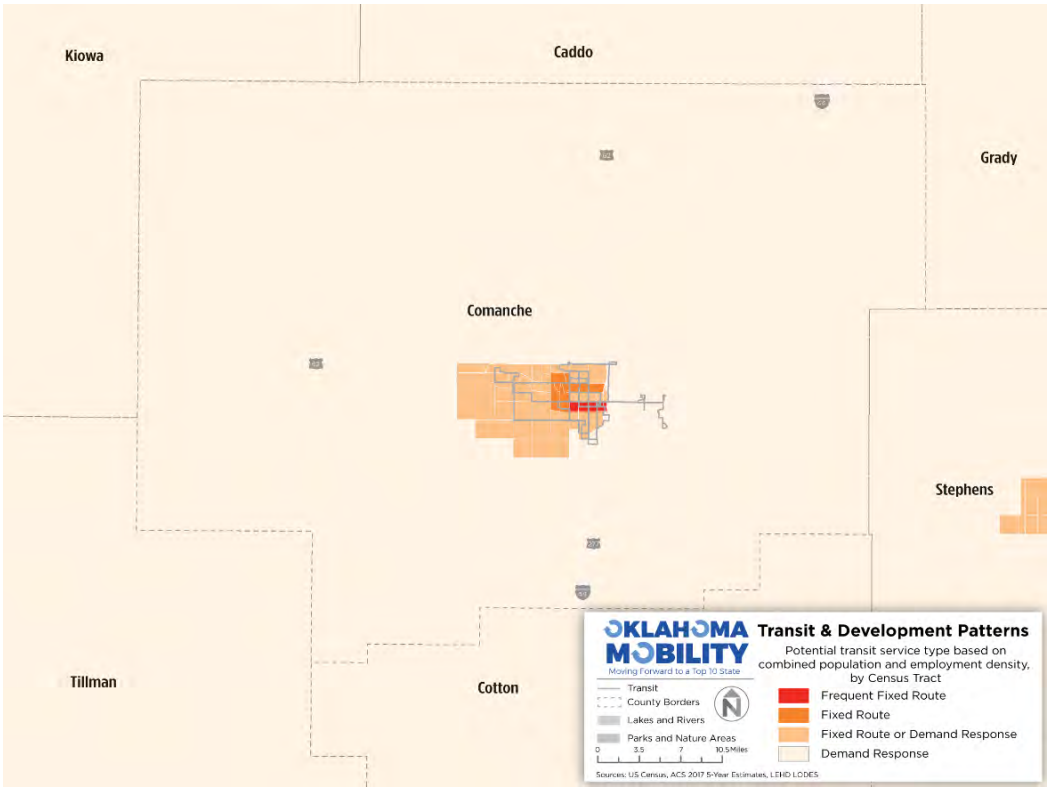


Figure D-32 Transit and Development Patterns – Enid/Garfield County

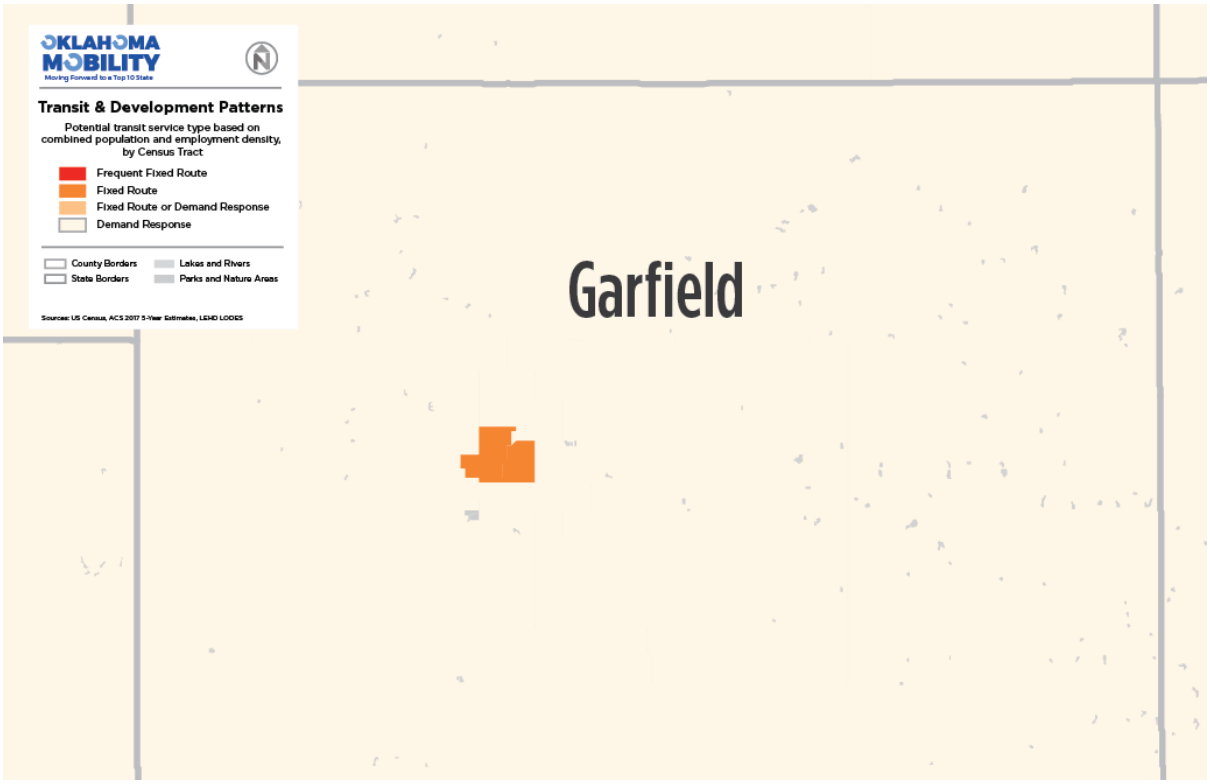
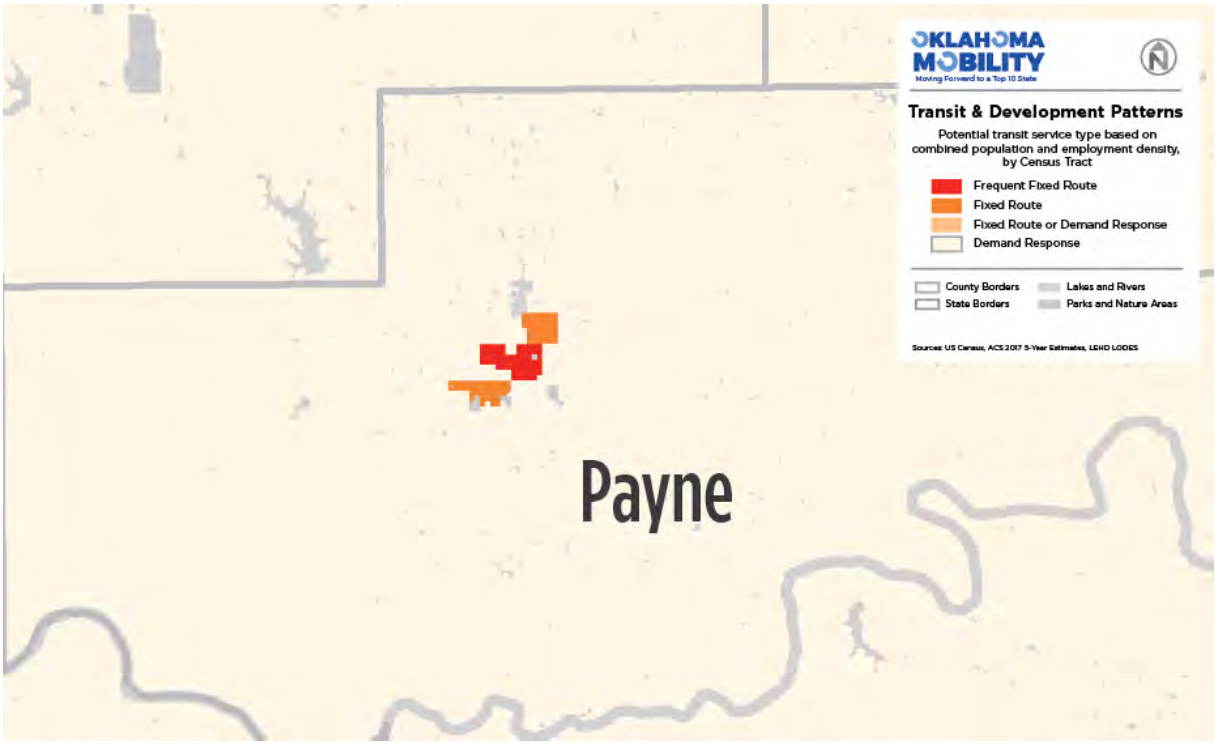


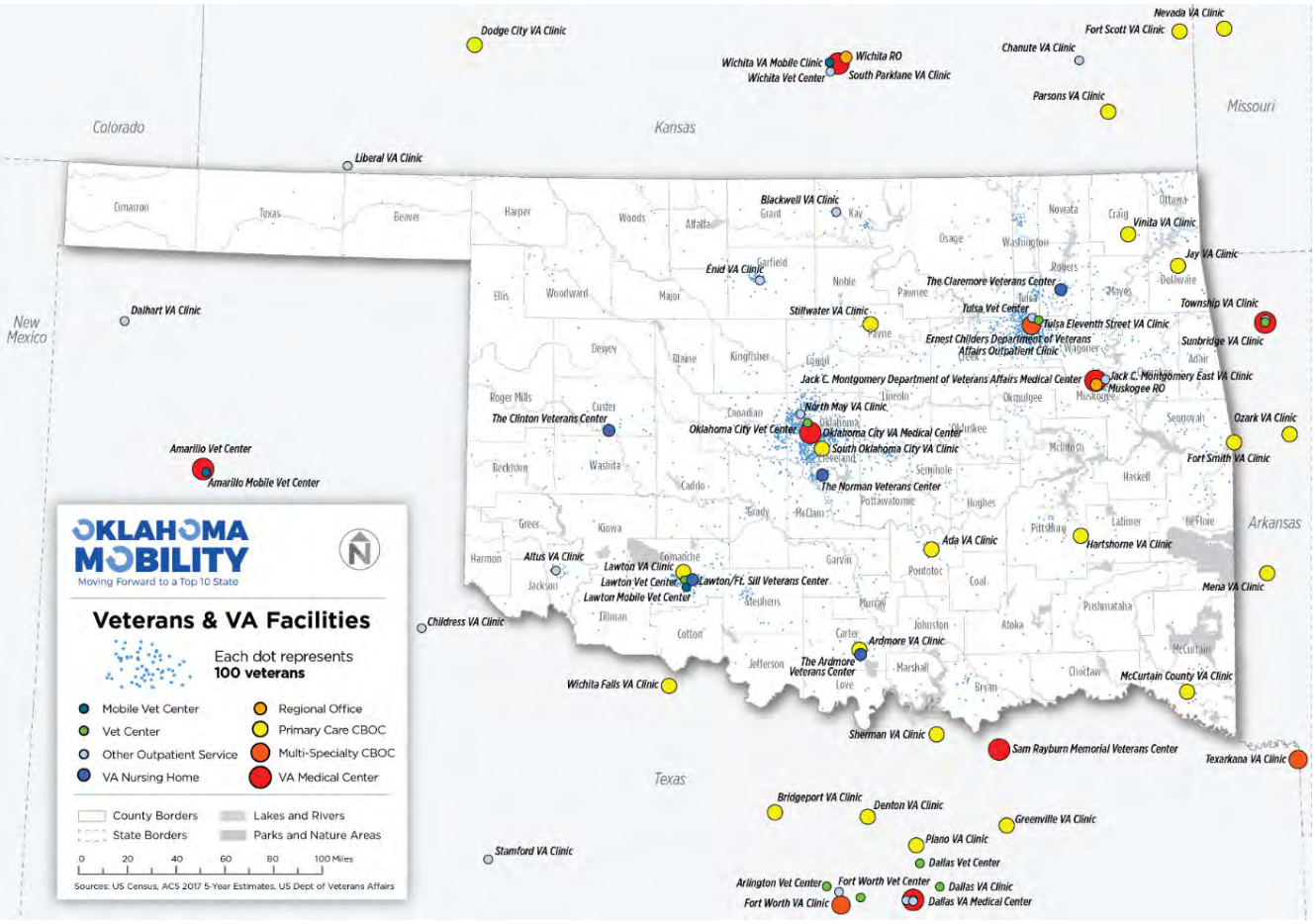
Figure D-33 Transit and Development Patterns – Stillwater/Payne County



VETERAN FACILITIES MAPS

Oklahoma is home to 276,948 veterans, with most concentrated in the greater Oklahoma City, Tulsa, and Lawton metropolitan areas as well as in other smaller cities across the state.[5] The United States Department of Veterans Affairs operates several types of facilities across Oklahoma to meet medical and other needs of veterans. Facilities range in scale from full-scale medical centers to nursing homes and mobile care centers and clinics across the state.

Figure D-34 Veterans and VA Facilities



[5] 2017 American Community Survey 5-Year Estimates

Figure D-35 Veterans and VA Facilities – Oklahoma City Metropolitan Area

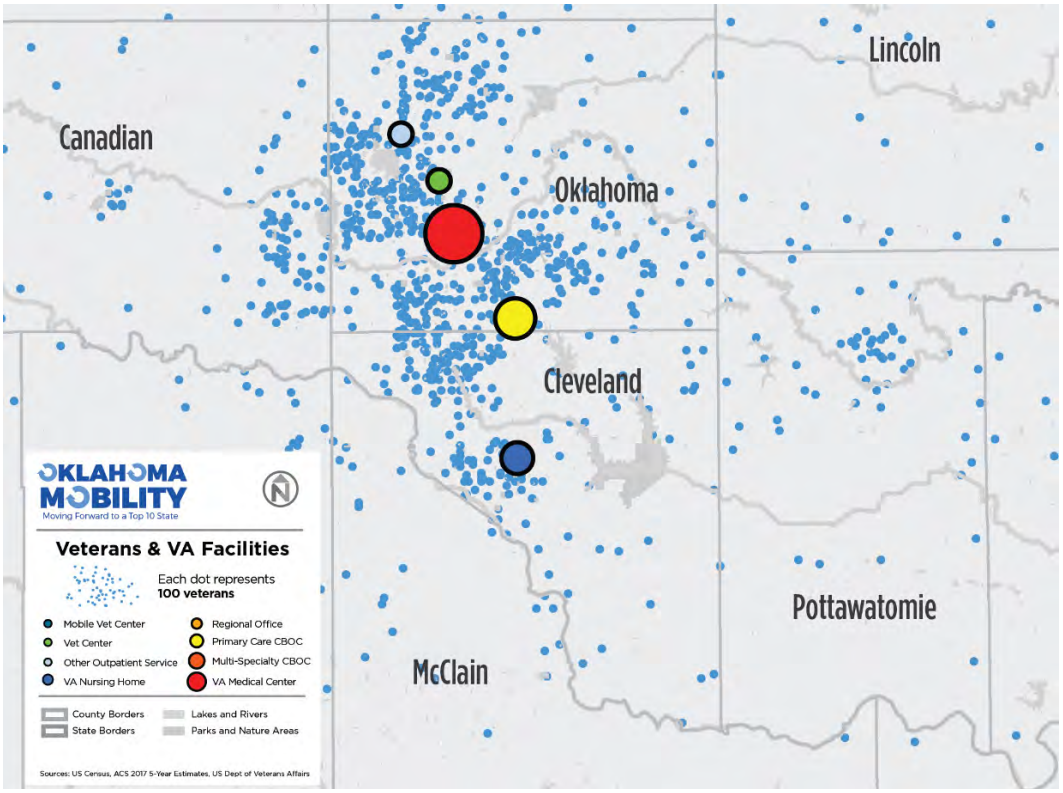


Figure D-36 Veterans and VA Facilities – Tulsa Metropolitan Area

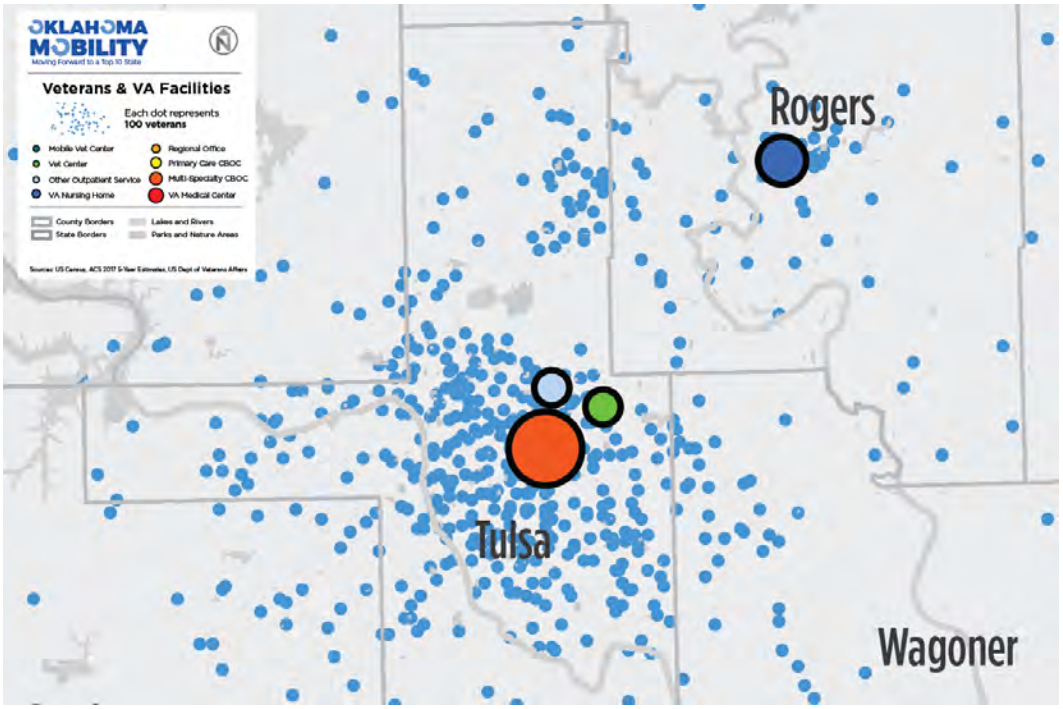


Figure D-37 Veterans and VA Facilities – Lawton Metropolitan Area/Comanche County

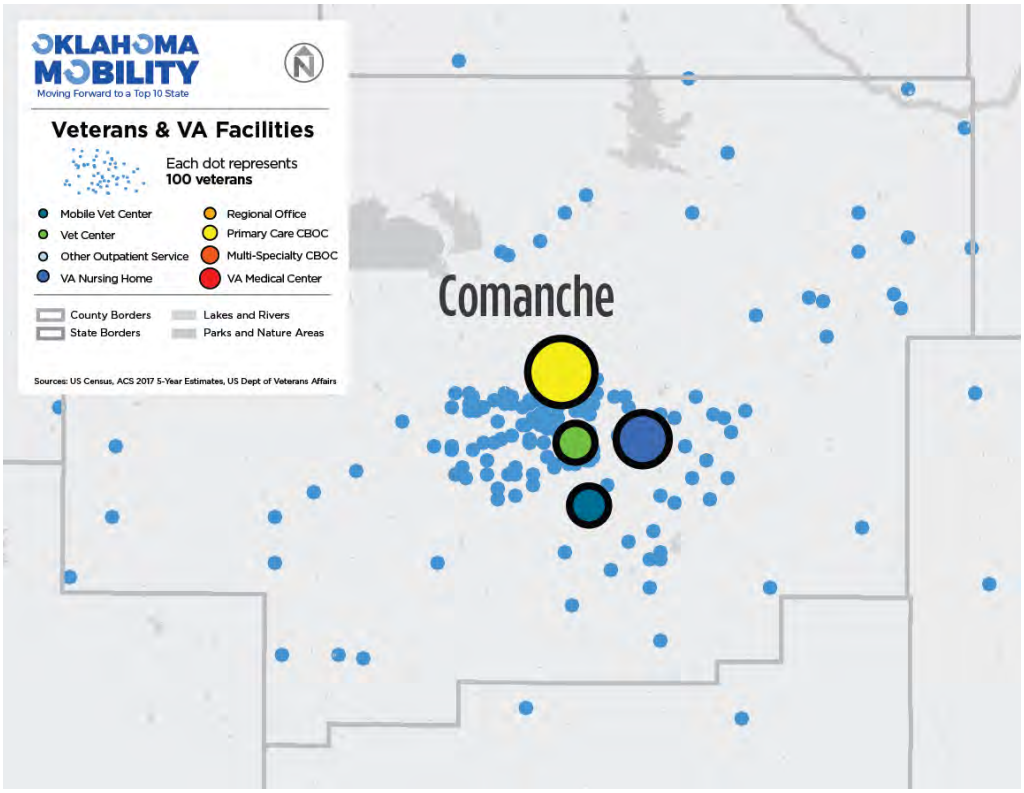
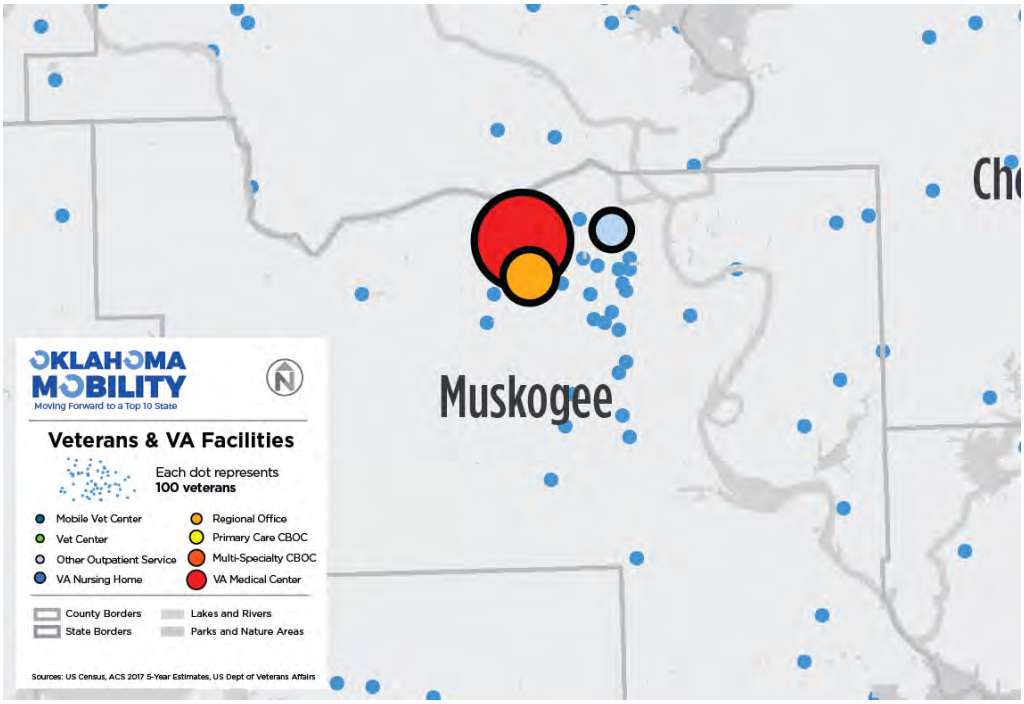


Figure D-38 Veterans and VA Facilities – Muskogee County



FOOD ACCESS MAPS

These maps show the Food Access Research Atlas index by census tract in the state of Oklahoma. Tracts that are low food access (within ½ mile in urban areas and 10 miles in rural areas) are denoted in light orange, while tracts that are very low food access (within one mile in urban areas and 20 miles in rural areas) are in dark orange. Many areas across the state demonstrate low food access, with several pockets of very low access. Notable areas of the state that lack adequate access to supermarkets include:

- Southeast Oklahoma, particularly in Pushmataha, McCurtain, Choctaw, Bryan, Atoka, and Latimer Counties
- Comanche, Stephens, Cotton, Greer, Jackson, Tillman, and Kiowa Counties in Southwestern Oklahoma
- Areas surrounding the greater Oklahoma City and Tulsa metro areas
- Most areas of western Oklahoma, with areas of very low access in Ellis, Dewey, Custer, Washita, and Beckham Counties
- Western panhandle, particularly in central Texas County
- Northern Oklahoma, including Kay, Osage, and Washington Counties

Figure D-39 Food Access – Oklahoma City Metropolitan Area

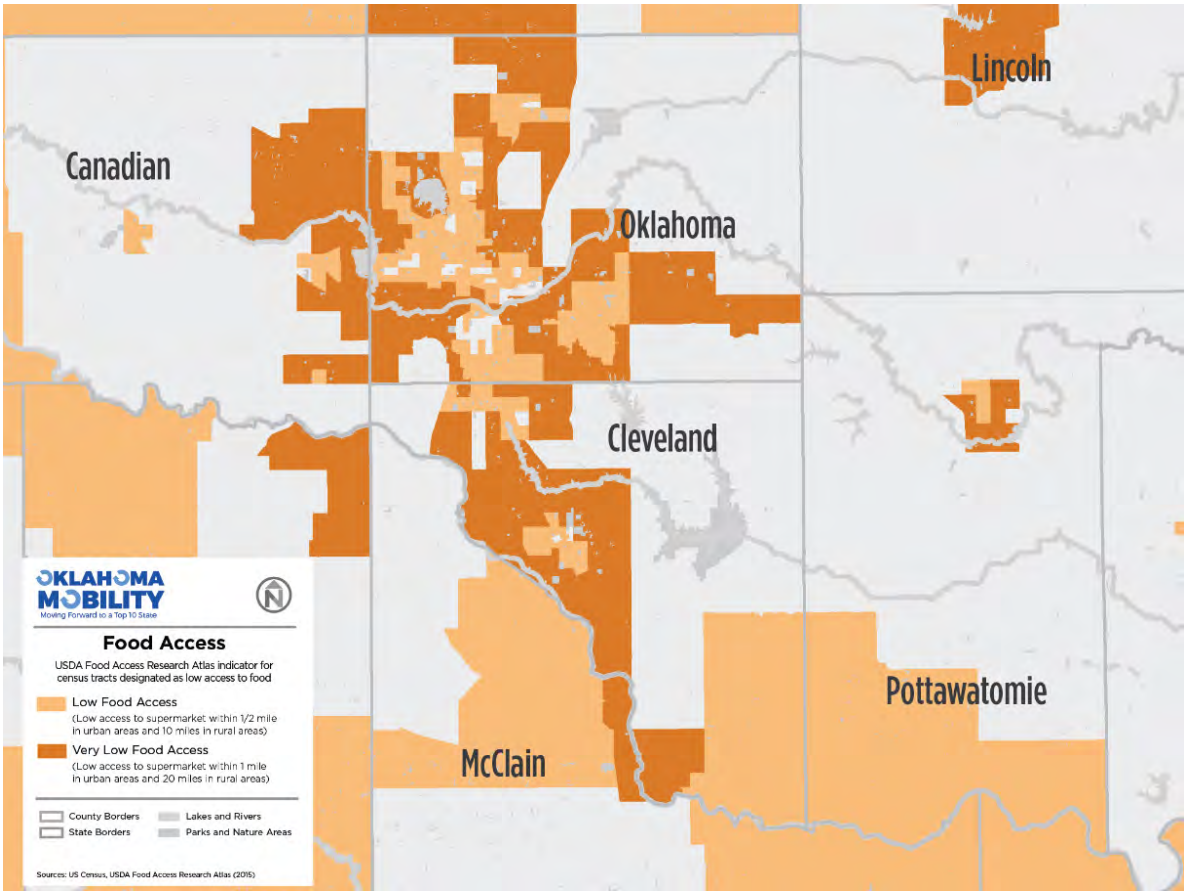
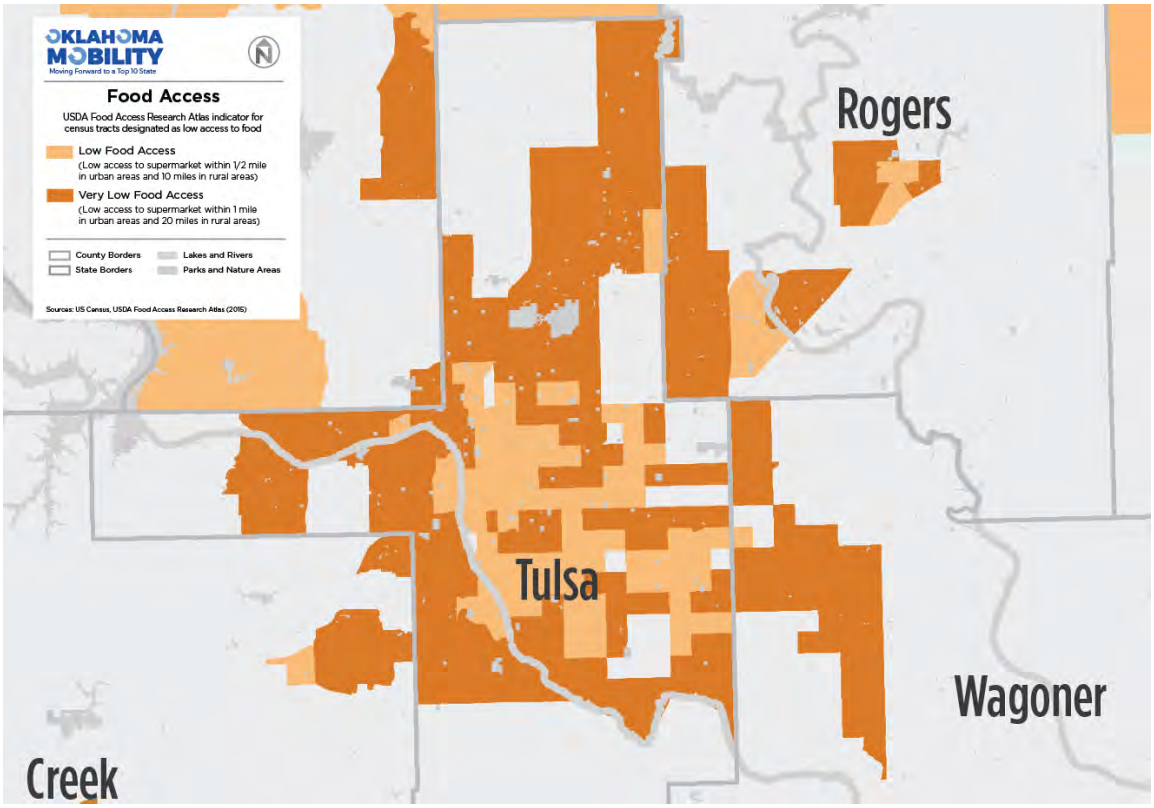


Figure D-40 Food Access – Tulsa Metropolitan Area



COMMUTER TRIPS BETWEEN COUNTIES

For transit to be effective, it must take people from where they are to where they need and want to go. Commuter travel flows show where the largest numbers of people are traveling from to get to work and are one resource to determine where direct or relatively easy connections should be made. Using commuter data available through the U.S. Census, commuter travel flows were mapped for workers who commute to another county for work to better understand where coordinated or connected transit service may be most important for job access across the state.[6] The flows with the largest number of average daily trips are highlighted.

All Commuters

The largest volumes of home-to-work trips are into Oklahoma and Tulsa Counties from their surrounding counties (Figure D-41). There are more than 10,000 daily commute trips into Oklahoma County from Logan, Canadian and Cleveland Counties, and more than 5,000 originating in Pottawatomie and Grady Counties. There are also large commuting flows traveling out of Oklahoma County, with more than 10,000 commute trips going south to Cleveland County, and more than 5,000 going to Canadian County.

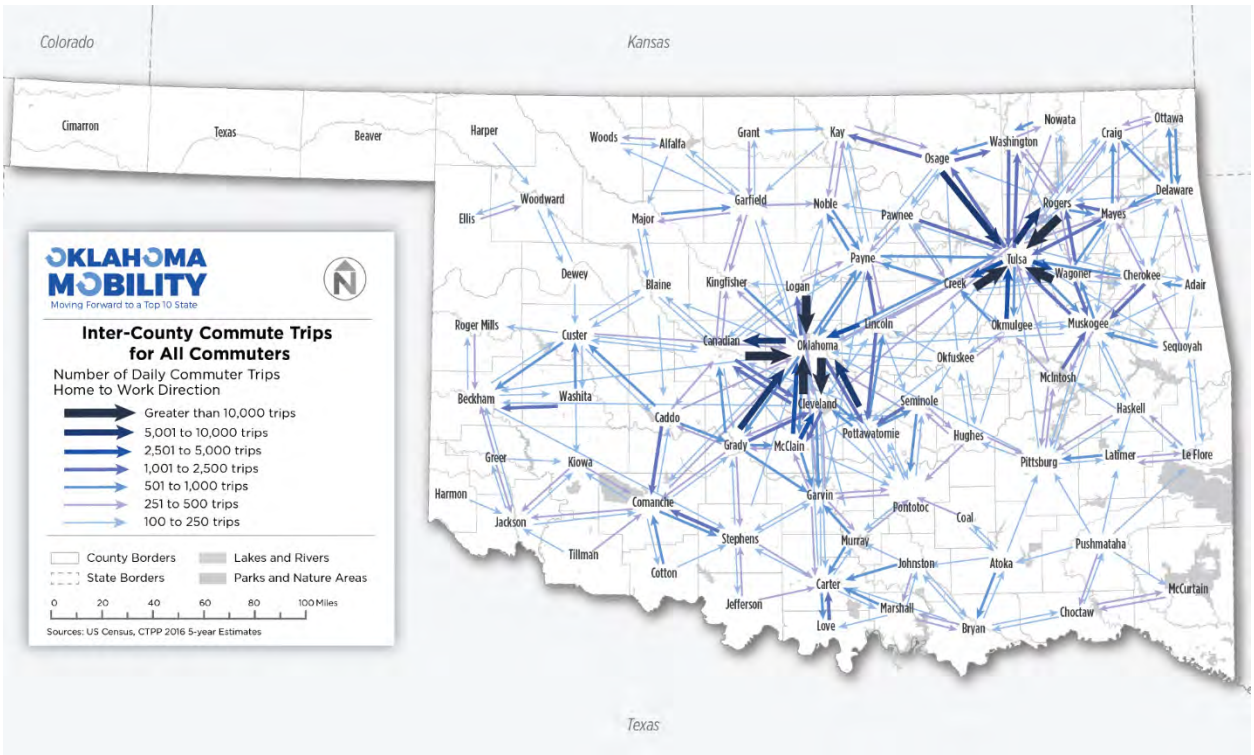
Tulsa County generates more than 10,000 commute trips each from Rogers, Wagoner, and Creek Counties, and more than 5,000 trips from Osage County. A significant "reverse commute" flow also exists from Tulsa County to neighboring Rogers County.

[6] Census Transportation Planning Products (CTPP) Program, 2016 5-Year Estimates

Other notable commute flows are described below:

- Trips to Muskogee County from surrounding counties, especially Cherokee, Wagoner, and McIntosh Counties, as well as from Muskogee County to Tulsa County
- To Comanche County from Stephens County and Caddo County
- To Pottawatomie County from Oklahoma, Seminole, and Lincoln Counties
- Between Washington County and surrounding Tulsa, Osage, and Nowata Counties
- To Kay County from Osage County
- To Beckham County from Washita County

Figure D-41 Inter-County Trips from Home to Work – All Commuters



Commuters with Low Incomes

Most trips by low-income commuters are heavily concentrated in Oklahoma County and Tulsa County relative to overall commuter travel flows (Figure D-42). The largest travel flows are between Oklahoma County and Cleveland County, with commute trips in both directions, as well as travel between Oklahoma and Canadian Counties, indicating a relatively significant market for "reverse commute" trips by residents with lower incomes. Many commuter trips to Oklahoma County also originate in Logan, Lincoln, and Pottawatomie Counties.

Commutes in both directions are also found between Tulsa County and Rogers, Wagoner, and Creek Counties. Many commuters also travel into Tulsa County from Osage and Okmulgee Counties.

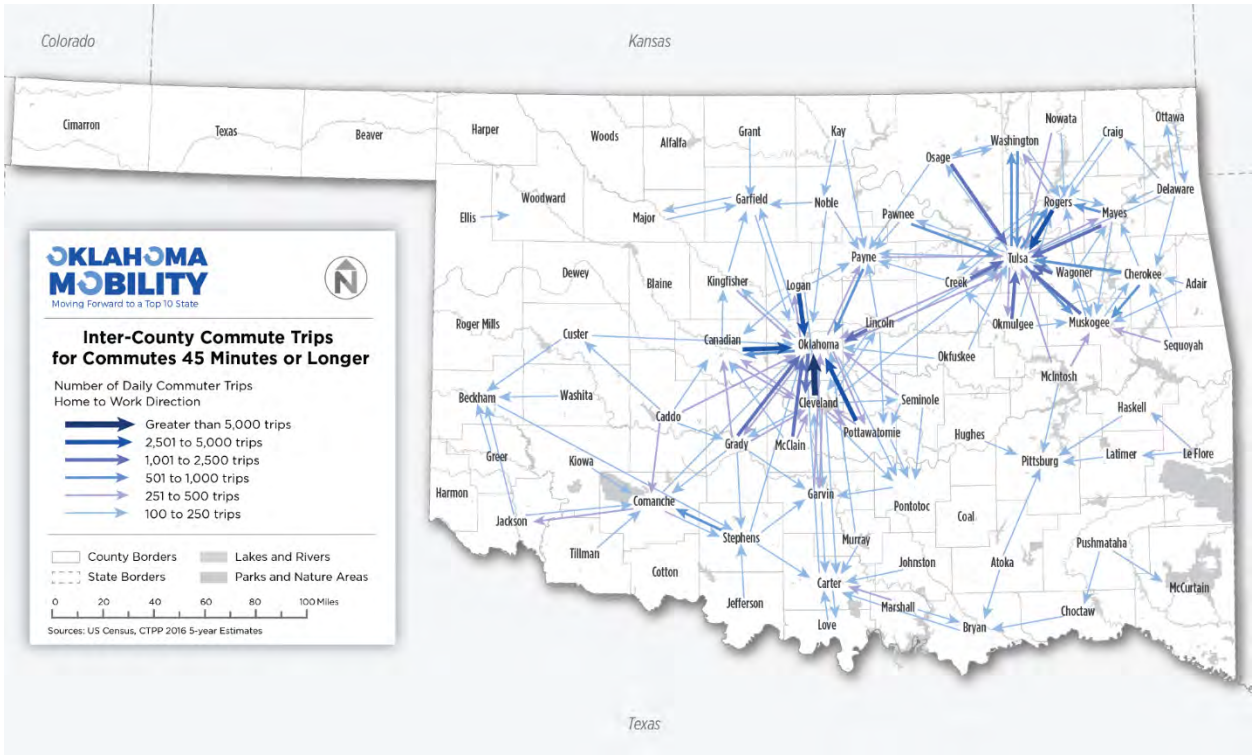
Figure D-42 Inter-County Trips from Home to Work – Commuters with Low Incomes

Commuters Traveling 45 Minutes or Longer

Similar to overall commute patterns, many longer commutes into Oklahoma County originate from neighboring counties, including Cleveland, Canadian, Logan, and Pottawatomie counties (Figure D-43). However, longer-distance commutes to Oklahoma County also can be seen from Grady County.

The largest number of long commutes into Tulsa County originate in Rogers County, but several also begin in the surrounding counties of Wagoner, Osage, Creek, Okmulgee, and Wagoner. Commuters also travel a farther distance from McIntosh and Muskogee counties.

Figure D-43 Inter-County Trips from Home to Work – Commuters Traveling 45 Minutes or Longer



Early Morning and Late-Night Commuters

While most jobs are still based on traditional 9-to-5 working hours, a growing number of people work non-traditional hours. For example, many food services, manufacturing, health care, and retail jobs have much earlier start times. Second- and third-shift jobs are increasingly common.

Several travel flows emerge showing commuters who depart early for work, between 5 a.m. and 7 a.m., which also include those who must travel long distances. These workers are departing their homes often well before transit service begins for the day. Among commuters who leave for work between 5 a.m. and 7 a.m., the heaviest travel flows are from Cleveland County and Canadian County into Oklahoma County (Figure D-44). Significant travel flows to Oklahoma County also originate in Logan County and Pottawatomie County, as well as from Oklahoma County south to Cleveland County. Early-morning commuters to Tulsa County mostly travel from neighboring Rogers, Wagoner, and Creek Counties, with relatively significant travel flows from Osage and Okmulgee Counties as well.

In addition to early morning commuters, there are also many commuters who depart late for work, beginning their commute between 4 p.m. and 12 a.m. to reach second- or third-shift jobs. An observed majority of these commute trips are concentrated around Oklahoma and Tulsa Counties, with employees commuting inbound from counties that share a border with Oklahoma and Tulsa Counties (Figure D-45). The largest flow pattern observed is from Cleveland County to Oklahoma County, with additional inbound commuter flows from Canadian County to the west and Logan County to the north. Another notable commuter path also exists from Oklahoma County south to Cleveland County. Major late-night commuter flows also travel to Tulsa County from surrounding Rogers, Wagoner, and Creek Counties, as well as modest commuter travel from Osage County.

Figure D-44 Inter-County Trips from Home to Work – Commuters Leaving Home between 5 a.m. and 7 a.m.

Figure D-45 Inter-County Trips from Home to Work – Commuters Leaving Home between 4 p.m. and 12 a.m.

OFFICE OF MOBILITY AND PUBLIC TRANSIT

Funding

Federal Funding—FTA Section 5311

A key element of the OMPT responsibilities is the distribution and management oversight of federal formula transit funding. FTA Section 5311 funding for public transit in non-UZAs is one of the key programs supporting non-urbanized public transit in Oklahoma. For FY 2020, Oklahoma's FTA section 5311/5340 apportionment is $17,148,076.[7] OMPT allocates FTA section 5311 funding using a formula based on performance measures:

- 45% passenger trips
- 35% passenger miles
- 20% revenue miles

The SMP notes that one-half of the local match for net operating, capital, and administrative costs must be provided in cash or cash equivalent (including local government funds and income from purchase of service contracts and charter service), and the remainder of the local match can be from unrestricted federal funds other than the FTA sources when allowed. These unrestricted federal funds may be used if the agency providing the funds provides, in writing, authorization to use the funds as local match for FTA section 5311. State Public Transit Revolving funds and Anti-Poverty Funds from the Oklahoma Department of Commerce are mentioned as sources of local match.

Federal Funding—FTA Section 5310

OMPT is also responsible for oversight of the state's apportionment under the FTA section 5310 program for Enhanced Mobility of Seniors and People with Disabilities. For FY 2020, the funding overseen by the state includes $820,729 allocated to Oklahoma City, $329,723 in funding allocated to places between 50,000 and 200,000 in population, and $1,362,737 allocated for places under 50,000. In addition, INCOG is a direct recipient of funding for the Tulsa area under this program, receiving $631,181.

State Funding—Oklahoma Public Transit Revolving Fund

OMPT administers the Oklahoma Public Transit Revolving Fund. This funding was legislated through FTA section 4031 of Title 69 of the Oklahoma Statutes, which was added by law in 1988 and amended in 2008 to create a revolving fund for ODOT for the purpose of establishing, expanding, improving, and maintaining rural and urban public transit services. Monies through the Public Transit Revolving Fund may be used for local share or matching funds for the purpose of federal capital or operating grants.

Eligible recipients include entities receiving federal grants under FTA sections 5307 and 5311, and other public transit programs. Eligible recipients must expend a minimum of 50% of the state funds for services for the elderly and disabled persons.

[7] FTA combines apportionments for section 5311 and section 5340 into a single amount in accordance with language in the FAST conference report. The state's apportionment under the column heading "Section 5311 and 5340 Apportionment" also includes FTA section 5311 and Growing States funds.

This funding source provides $5.75 million per year for transit. The funds come from the gas tax ($850,000), income tax revenue ($3,000,000), and the State Transportation Fund ($1,900,000). The amount has remained flat since 2007. It represents a per capita reduction in transit spending of 2.1% since FY 2013 and ranks Oklahoma 32nd in per capita spending at $1.46, according to the 2020 AASHTO *Survey of State Funding for Public Transportation*.[8]

Organization and Staffing

Within ODOT, OMPT exists under the Director of Finance and Administration/CFO, as shown in the departmental organization chart in Figure D-46. OMPT receives support from other ODOT Departments, including: Civil Rights, Comptroller, Environmental, General Counsel, Strategic Asset and Performance Management, Operations Review and Evaluation, Procurement, Human Resources, and the Right of Way Division.

The OMPT organizational structure is shown in Figure D-47, which depicts the full staffing level. OMPT currently has 12 full-time employees. Seven of the 11 Project Manager positions are filled, along with two SSO Project Manager positions, the Special Project Coordinator, Administrative Program Manager, and OMPT Manager. Staff are assigned by funding program and job function. Most of the staff are designated as Project Managers in the Transit Grant Programs section. Project managers are assigned to specific entities, rather than being assigned on a geographic basis to specific areas of the state, or by FTA funding program.

OMPT provides oversight to four MPOs, three FTA section 5307 small UZA direct recipients, and twenty FTA section 5311 subrecipients. As noted above OMPT also provides oversight for state transit funds, which are provided to thirty entities (all of whom also receive FTA transit funding). All FTA section 5311 recipients are eligible for technical assistance under the FTA section 5311(b)3 RTAP, and two tribal transit agencies participate in that program. The SSO program requires a full-time staff member and a secondary staff person that is part time for the oversight of the Oklahoma City/EMBARK streetcar.

The University of Oklahoma (OU) acts as the third-party contracted administrator of the state's transit Drug and Alcohol Program. OU developed the website platform through an interagency agreement for OMPT's administration. Other supportive services agreements include one with SRR, Inc. for software and database development (TransitAssistant/MYLEOnet); Dovetail Consulting—SSO support; WSP, Inc—Grant Writing and FTA Plan Development support; and Nelson/Nygaard—OPTPP development support.

[8] American Association of State Highway and Transportation Officials (AASHTO), Final Report 2020-FY2018 Data Survey of State Funding for Public Transportation, Tables 1-6 and 1-8, pp. 1-12 and 1-15.

Figure D-46 ODOT Organizational Chart

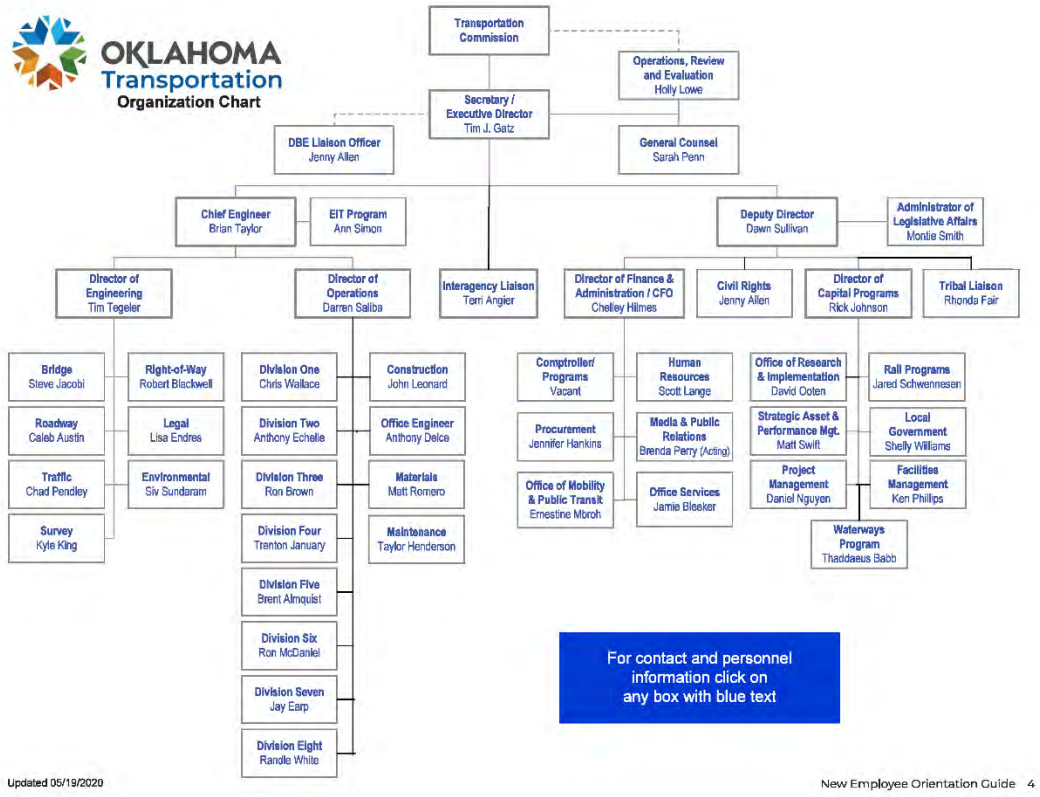
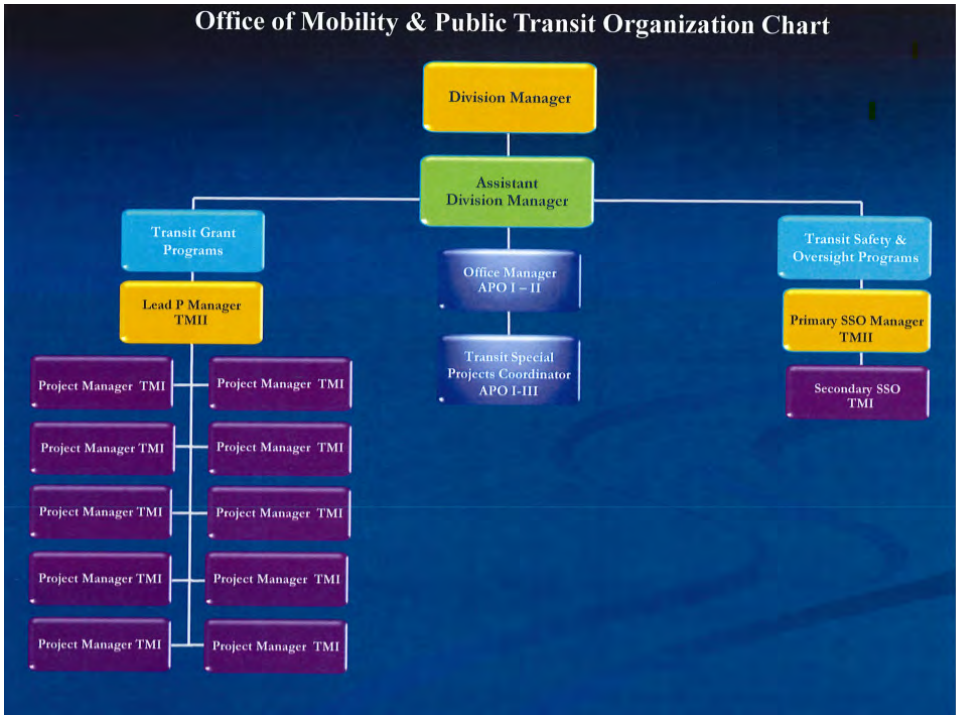


Figure D-47 OMPT Organizational Chart



The only policy body over OMPT is the Oklahoma Transportation Commission, which is the policy body for ODOT in its entirety. The commission is composed of eight members appointed by the Governor of Oklahoma with the approval of the Oklahoma Senate. The Governor of Oklahoma also appoints an executive director for the ODOT.

Compliance

FTA compliance requirements are adhered to for all FTA programs managed by OMPT. Several of the requirements are addressed through the annual application process. OMTP uses FTA guidance for oversight procedures, providing FTA guidance as program manuals. Training for subrecipients is encouraged, and applicants are instructed to provide information on training as part of their application. OMPT makes subrecipients aware of training opportunities, particularly those provided by FTA. The RTAP program also makes subrecipients aware of Drug and Alcohol program-related training. Targeted training is provided by OMPT staff and contracted as needed if requested.

OMPT's SMP states that monitoring of subrecipients can occur at any time, and that periodic random reviews may occur at any time. In addition, at a minimum of every three years, OMPT conducts system reviews and compliance checks. These include both a desk review and an on-site review. The program's application is reviewed, and a Subrecipient Oversight Checklist tool is used to evaluate all areas. The reviews are typically conducted by two or three persons over two to three days for small systems, and four days for large multi-county systems.

The SMP includes information on multiple reporting requirements, including daily reporting of ridership from driver logs in the MYLEOnet system to compile statistical data on each project's operations. Monthly data reports include financial data for all project costs, 10 randomly selected invoices, and information on the amount of intercity bus service provided. OMPT can use the data from this system to provide the required NTD data for rural transit systems.

Planning

This current study is a statewide public transit policy plan, possibly the first of its kind for Oklahoma. OMPT has also developed the statewide human service-public transit coordination plan required by FTA for section 5310. Other transit planning takes place at the local or MPO level. OMPT administers the FTA section 5303, 5304, and 5305 planning funds, which are allocated to the MPOs.

FTA section 5311 applicants are required to include a three-year plan in their annual applications, but beyond that there is no state requirement for a periodic plan such as a short-range transit plan or transit development plan. The SMP provides a description of the Three-Year Plan as a continuing planning process, one that includes public input and is updated every three years.

The FTA requires a local coordinated human service public transit plan as a basis for FTA section 5310 project funding. This plan must be updated every five years. Applicants self-certify as to the fact that their proposed project is included in a valid local coordination plan

as a condition for funding. Under OMPT a statewide coordinated plan covering four regions was completed in August 2020.[9]

Training and Technical Assistance to Subrecipients

The Rural Transit Assistance Program (RTAP) (49 U.S.C. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-UZAs. For FY 2020, Oklahoma's FTA section 5311(b)(3) allocation is $265,271.

Within OMPT, the Special Projects Coordinator is responsible for RTAP administration. Specialized RTAP training in the past has been outsourced. The University of Oklahoma provides support for the RTAP website on behalf of OMPT. OMPT provides training on program requirements as requested including Drug and Alcohol programs, Civil Rights, Maintenance, the TAM Group Plan, and other program areas. Training is provided as needed to respond to identified local program deficiencies.

Founded in 1983, the OTA is the state's voice for public transit. OTA's membership is comprised of the two urban, three small urban, twenty rural, and eight tribal transit agencies in the state who share the common priority of providing and improving mobility and access for all Oklahoman's. Thirty industry-related vendors who share that vision also belong to OTA through its Associate, Affiliate, and Professional Member Programs. OTA's mission is to support public transit through advocacy, education, communication, and partnerships. The organization's vision is to be distinguished as a leader in the public transit industry by facilitating the enhancement of mobility and access for all Oklahomans.

OTA provides members services from advocacy and education, to networking and communication, to marketing and grant writing. Related to education and training, OTA holds three training conferences per year where administrative training is of utmost importance. Recent topics have included:

- ADA and Advanced Paratransit
- Alternative Fuels
- Autonomous Vehicles
- Call Centers
- CBD and Legalized Marijuana
- Crisis Communication
- COVID-19 Management
- Data Performance and Metrics
- Drug and Alcohol Testing
- First Mile/Last Mile
- First Observer
- Human Trafficking
- Leadership

[9] Because INCOG is a separately designated recipient of FTA section 5310 funding for its region, it has developed and maintains its own separate local coordinated human service public transit plan, the *Tulsa Area Coordinated Plan.*

- Media Relations
- Microtransit
- Mobility Management
- Multi-Modal Opportunities
- On Demand Services
- NTD Reporting
- Personnel Management
- Procurement
- Public Speaking
- Rural and Tribal Transit Best Management Practices
- Stress Management
- Transit Decisions
- Transit Finance
- Transit Marketing and Communication
- Transit's Role in Food Insecurity
- Tribal and Rural Design
- Tribal TRAMS

The conferences also provide education and exposure to the most recent technology available to the local transit systems.

Yearly, OTA holds a state driving competition (also known as a Roadeo) that test the skills of drivers from across the state. It also provides driver training through the execution of obstacle course skills and simulator training. Classroom training is provided on subjects such as:

- Backing
- Bike Interaction
- Customer Service
- Defensive Driving
- Driving on Ice
- Four-way Stops
- Hazard Recognition and Sight
- Human Trafficking
- Lane Changing
- Mirror Usage
- Space Management
- Speed
- Trauma Training
- Pre-Trip Inspection
- Wheelchair Securement

OTA provides local training and education during agency safety and training days and holds special sessions throughout the year on timely subjects and matters of urgent need.

Additionally, OTA has recently been awarded a 26-month contract from the FTA to educate the public, raise public awareness, and offer training on the issue of human trafficking and driver safety in Oklahoma.

Capital Needs

TAM Plans

As required by FTA, ODOT has a TAM Group Plan. The TAM Group Plan developed in 2018 includes 21 transit agency fleets. It includes data on operator vehicle inventories, age, mileage, condition ratings, and estimates of fleet needs. The TAM Group Plan covered 995 revenue vehicles, of which 16% were past their expected life at that point in time, with 30% expected to be in that condition by FY 2018. It also looked at facilities, including 91 that were used to support or deliver transit services. Ten percent of those were rated as being in poor condition at the time of the plan, and projected to be in poor condition in FY 2018.

A previous TAM Group Plan developed by the DHS/Aging Services for the FTA section 5310 recipients covered 29 vehicles operated by 18 agencies, out of a potential 541 vehicles in the agency's inventory. With the shift of FTA section 5310 program management to ODOT, the ODOT TAM Group Plan has been updated to include the 5310 agencies.

Vehicle Procurement

ODOT's transit program is driven largely by local needs, and so local systems determine what proportion of their allocated funds they choose to use for capital programs as opposed to operating—there is no state directive or management to direct funds to capital needs. Several operators are unable to provide enough local match for both operating and capital needs, and they may choose to use available funding for operating match preventing timely replacement of life-expired vehicles. The statewide vehicle procurement is the primary means of reducing capital costs.

OMPT works with the Oklahoma Central Purchasing Division of the Office of Management and Enterprise Services to procure small transit vehicles under statewide contracts that subrecipients can use to simplify procurement. Two contracts are active, and the vendors offer a wide variety of vehicles ranging from side-ramp minivans up to 26- and 35-foot buses. Fully electric buses are also available.

FTA Section 5310, Mobility Management, and Coordination

State Level Coordination

The former Governor' s United We Ride Council was dissolved by a Governor's Executive Order on June 3, 2020. HB 1365 also provides for future collaboration and coordination among all transit agencies and systems and all stakeholders with an interest in public transit, including (but not limited to) the:

- Oklahoma Department of Commerce
- Oklahoma Department of Rehabilitation Services
- Oklahoma DHS
- Oklahoma Department of Mental Health and Substance Abuse Services

- Oklahoma Department of Veterans Affairs
- Oklahoma Association of Centers for Independent Living
- OHCA
- Oklahoma Employment Security Commission
- Oklahoma State Department of Education
- Oklahoma Department of Environmental Quality
- Oklahoma Department of Labor

FTA Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program

FTA section 5310 in Oklahoma is administered statewide by ODOT, except for the Tulsa TMA. The state program was previously administered by DHS/Aging Services. Administration of the FTA section 5310 program was transferred to OMPT on July 1, 2019 under HB 1365, and the change was recognized by the FTA on August 27, 2019.

ODOT Statewide Program

The 5310 program provides funding for capital and mobility management projects as defined by the FTA 5310 circular.[10]

According to the 5310 SMP for the program, once applications have been screened to make sure that they are complete and in compliance with the requirements, they are evaluated using a numerical score. The maximum score is 100 points. Fifty possible points can be assigned based on the following criteria (the CORE criteria):

- Primary Purpose/System Description (15 points)
- Consumer Demographics (10 points)
- Performance Measures (10 points)
- Public Participation and Coordination Requirements (10 points), and
- Past Performance in the FTA section 5310 program (5 points).

In addition, a maximum point value of 50 points is allowable for two types of project: 1) a capital project for vehicles (or other capital), or 2) a Mobility Management project. The sum of the CORE criteria scores and the project type score provide for a total possible score of 100. Projects that are neither capital nor Mobility Management (for example operating or contracted service) do not receive any project type points, reducing their chances of being funded.

Recipients are required to provide quarterly ridership and project reports as long as the vehicle is operated, or until ODOT grants vehicle disposition. The vehicles are titled to the local recipient, with ODOT retaining a lien on each vehicle, and the lien is released when the vehicle is past its useful life and no longer in the contracted service. The 5310 SMP calls for OMPT to conduct onsite project reviews and compliance reviews every three-years, including both a

[10] U.S. Department of Transportation, Federal Transit Administration, FTA Circular C 9070.1 G, Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions, July 7, 2014. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

desk review and a site visit. The frequency may be adjusted depending on the recipient's history and other risk factors.

Following the change in program management, OMPT has worked to contact all agencies that were listed as having received vehicles and to verify the status of the vehicles. There were 396 FTA section 5310 funded vehicles identified as being in service at 96 agencies. Twenty-one agencies could not be contacted or had no information, and another 25 agencies claimed to have no operating FTA section 5310 vehicles.

INCOG Program for the Tulsa Area

INCOG, in coordination with local officials, was designated by the Governor of Oklahoma as the organization responsible for oversight of the FTA section 5310 program for the Tulsa TMA. This includes the development and implementation of a coordinated public transit-human services transportation plan (the Tulsa Area Coordinated Plan), which is separate from the statewide plans developed by ODOT. INCOG also conducts a separate competitive process to select and prioritize projects for the Tulsa TMA. The coordinated plan was most recently updated in 2015. The available FY 2019 funding is $546,195. The 2020 application uses the definitions of eligible capital projects from the FTA guidance, including the purchase of vehicles and related equipment and capitalized preventive maintenance. but also including the cost of contracting. All projects must be based on the projects and strategies included in the Tulsa Area Coordinated Plan.

Other Statewide Coordination Efforts

Oklahoma does not have a statewide mobility management system. The former United We Ride Council had a website listing agencies and contacts. The system allowed individuals to call for rides, a kind of precursor to a one-click/one-call system, but it was discontinued for lack of funding. Today there is a one-call/one-click system for the Veterans Ride Connect, established by Pelivan Transit and INCOG, together with Cimarron Public Transit, KI BOIS Area Transit System, Muskogee County Transit, Morton Comprehensive Health Services, and JAMM Transit.

Agencies are required to coordinate to prevent overlap in services through a coordination document executed as part of the annual grant application to ODOT. This is a sheet documenting routes requested/operated in counties outside the entity's claimed service area. If there is currently a provider offering service in that area, restrictions on ridership on the existing service apply, and approval by the existing service provider is needed. This is aimed at minimizing duplication of services by regulating service areas.

Support for Intercity and Regional Services

FTA section 5311(f) provides for federal transit assistance to support intercity bus service in rural areas. Intercity bus services are defined by FTA as regularly scheduled bus service for the general public operating with limited stops over fixed-routes connecting two or more urban areas not in close proximity, with the capability of carrying baggage and making meaningful connections to intercity bus service to more distant points. This is the type of service provided by firms such as Greyhound and Jefferson Lines. FTA section 5311(f) also permits funding of intercity feeder services, which may be demand-responsive, as long as they make a meaningful connection to the national network of intercity bus services.

States are required to utilize a minimum of 15% of their annual FTA section 5311 apportionment to support rural intercity bus services, unless the Governor certifies that there

are no unmet rural intercity needs—in which case the funding can be utilized to meet other rural transit needs. Any such certification must follow a consultation process involving the operators of intercity services and other stakeholders. If the consultation process identifies needs and the state elects to certify that there are no unmet needs, it must document the reasons for its decision. The 2020 SMP states that Oklahoma will follow FTA requirements regarding the consultation process, though it does not address the elements of that consultation process and who is involved or consulted, or how the results of that process would determine whether or not to certify. Fifteen percent of Oklahoma's FY 2020 FTA section 5311 apportionment would be $2,572,211.

Oklahoma's private intercity carriers have not traditionally requested intercity funding from the state. The SMP states that eligibility is limited to approved FTA section 5311 transit agencies with routes that comply with intercity provider or feeder service requirements. Private for-profit operators are not included in the SMP's list of eligible FTA section 5311 subrecipients, though they can be third-party contractors to eligible recipients/subrecipients, presumably including the state. The SMP notes that most of Oklahoma's FTA section 5311 rural transit agencies fall into the category of intercity feeder transit agencies, which means that their services may be demand responsive as opposed to fixed-route. The SMP states that intercity feeder services must make a meaningful connection defined as providing a connection to the national network at a bus station served by the national carrier within five hours of the arrival or departure of the national carrier's bus.

The FTA section 5311(f) subrecipients can elect to simply include the costs of these intercity routes in their overall budget or can submit a separate FTA section 5311(f) budget. A unique aspect of the FTA section 5311(f) program is the ability to use the value of connecting unsubsidized intercity bus service as the 50% local match required for operating projects. Although ODOT generally allows the use of in-kind match, the SMP does not address the possibility of using the FTA section 5311(f) in-kind match. All match for the designated services is provided locally.

None of the services provided by the 5311 operators are part of the national intercity interline ticketing system, and there is no statewide intercity bus information or plan that would allow users to travel from one region or city to another, or to points outside the state and there is no branding of intercity feeders by ODOT or the operators. One operator, Delta Transit, is a Greyhound agent and advertises that it provides feeder service to its Greyhound stop. Two other 5311 operators advertise connections to intercity services that no longer exist.

Oklahoma's Intercity Services

In February 2018, Jefferson Lines discontinued its route from Tulsa to Wichita Falls, Texas, via Oklahoma City, Will Rogers Airport, Chickasha, and Lawton. Prior to discontinuing service Jefferson, contacted ODOT to see if FTA section 5311(f) funding was available to maintain service. This was the last intercity bus service connecting Lawton, which is an UZA (over 50,000), to any other towns and cities and was the only scheduled intercity bus connection to Will Rogers Airport. Because of the stop in Chickasha (non-urbanized), the service could potentially have been funded with FTA section 5311(f) funding. With service to Lawton eliminated, the Southwest Transit 5311(f) connection from Altus also did not meet the criteria for connecting to a national intercity bus service—it is not clear if that service is still available using some other funding source.

Oklahoma's intercity bus services (as of December 2019—with the reduction in ridership resulting from COVID-19 some frequencies were reduced, or services suspended) are described below.

Greyhound

Timetable 362: Dallas-Oklahoma City-Wichita-Kansas City

This service included three daily roundtrips between Dallas and Oklahoma City. All three served Ardmore, Pauls Valley, and Norman (both directions). One schedule continued to Kansas City, with an additional stop at Perry; one schedule continued to Tulsa; and one schedule continued to Wichita, with an additional stop at Perry. In addition, a fourth schedule operated express between Dallas and Oklahoma City, with one stop at Norman (with no service on Tuesdays and Wednesdays). The timetable is included as Figure D-48. Ardmore, Pauls Valley and Perry are all non-urbanized, and service linking them would be eligible for FTA section 5311(f) funding.

Timetable 482: Dallas Tulsa-Kansas City

These schedules included two daily trips: one leaving Dallas early in the morning with stops in Durant, a rest stop in Atoka, a stop in McAlester, and a stop in Muskogee before arriving in Tulsa mid-day. The reverse of that schedule left Tulsa late morning, arriving in Dallas at in the late afternoon, with the same Oklahoma stops. Durant, Atoka, McAlester, and Muskogee are all non-urbanized, making this route eligible for FTA section 5311(f) funding.

A second schedule operated express from Dallas to Oklahoma City and continuing to Tulsa and then Kansas City. It left Dallas at mid-day, arriving Oklahoma City at early evening, and arriving in Tulsa two hours later. The reverse of that schedule would leave Kansas City very late in the evening, arriving in Tulsa near three-thirty a.m. and arriving in Oklahoma City in the early morning. There are no other Oklahoma stops on this schedule. The timetable is provided as Figure D-49.

Timetable 470: St. Louis-Albuquerque-Phoenix-Los Angeles

This timetable includes three roundtrips in each direction serving Oklahoma points on schedules operating between St. Louis and Phoenix. Oklahoma points served include Oklahoma City, El Reno, and Elk City. El Reno and Elk City are non-urbanized, making this route eligible for FTA section 5311(f) funding. In addition, there is a fourth round-trip serving Oklahoma points on a service between Memphis and Oklahoma City. It has a rest stop at the Sallisaw McDonalds but serves no other points in Oklahoma. Sallisaw is not listed as a ticketing point. The timetable is included as Figure D-50.

Jefferson Lines

Pre-COVID 19 service in or adjacent to Oklahoma included stops in Fort Smith and Mena, Arkansas at the Oklahoma border on service from Texarkana to Kansas City (Timetable 753, shown in Figure D-51), and from Tulsa and Bartlesville on service to Kansas City (Timetable 754 shown in Figure D-52). Jefferson Lines does not have a public-facing timetable information, providing schedule information to the public only for the selected origin and destination on the day of travel. Previously, there was service from Oklahoma State in Stillwater to Tulsa and Bartlesville on the run to Kansas City. Oklahoma State University now runs its own bus connection (the Big Orange Bus, or "BOB") between Stillwater and Tulsa. Bartlesville and Mena are both non-urbanized, making both Jefferson routes potentially eligible for FTA section 5311(f).

Oklahoma State University—BOB Bus

Oklahoma State University operates the BOB between the Stillwater campus and the Tulsa campus. The Stillwater stop is located at the Multimodal Transportation Terminal (MMTT) located and the corner of Monroe Street and Hall of Fame; and the Tulsa stop is at Parking Lot A across from the Main Hall. The BOB Shuttle offers nine daily roundtrips between the campuses Monday-Thursday during the academic year, with seven roundtrips on Friday. There are no intermediate stops. It is open to OSU students, staff, faculty, and the general public. The one-way fare is $7.50 for OSU students, and $13.00 for OSU staff, faculty, and guests (presumably including the general public) Service starts at 5:30 a.m. and ends at 8:45 p.m. on the Monday-Thursday service during spring and fall. There are summer schedules with six daily roundtrips. All riders must have a ticket or a pass, and reservations are required. There is no joint ticketing with local transit or other intercity bus companies.

Flixbus

Flixbus is the largest operator of intercity bus services in Europe, and over the past two years it has begun operating services in the U.S. Like Megabus, it provides low-cost express service between some major cities, serving smaller points only if they have a large student population or a major tourist attraction (such as a casino). The parent company does not operate any buses, but does service planning, ticketing, and marketing of the brand—it contracts with regional charter bus operators to operate the buses, which must be painted and branded as Flixbus. One amenity not offered on Greyhound is the ability to bring a bicycle, for an additional fee. On some buses this is provided through a rack on the back of the bus, and on others in the baggage bay.

Just prior to the COVID-19 pandemic, Flixbus had started serving Oklahoma points at Thackerville (Winstar Casino), Norman, Oklahoma City, and Tulsa—all on a route serving Dallas, Fort Worth and Denton. All service was suspended, but Flixbus has announced that it will begin operating again, starting with major corridors in other parts of the country. The firm's website continues to show the Oklahoma service, suggesting a planned resumption of service.

Vonlane

Vonlane serves the other end of the market, offering a higher-priced luxury bus between Dallas and Oklahoma City, essentially trying to compete with air travel ("Your Private Jet on Wheels"). Given the time required to reach the airport, check-in, go through security, flight time, and then travel to one's destination via renting a car—for downtown-to-downtown trips in the Dallas-Oklahoma City city-pair with no intermediate stops, a bus can be comparable in travel time to air service. Vonlane buses include expansive leather luxury seating, an on-board attendant, refreshments, and snacks, wi-fi, on-demand video, satellite television, and other amenities. The time on board the bus is intended to be used as work time, for recreation, or for rest. The Dallas-Oklahoma City service has been temporarily suspended due to the coronavirus pandemic, but is still shown on the company's website for a planned restart.

Tornado Bus Company

Tornado is an intercity bus company founded in Dallas in 1993, linking many cities in the southeast and southwest U.S. with many destinations in Mexico. It operates intercity coaches and has its own terminals. Stops in Oklahoma include Tulsa and Oklahoma City, with connections to Dallas. Tickets are available on their website. Schedule information is provided for specific trips.

Figure D-48 Greyhound Timetable 362

KANSAS CITY - WICHITA - OKLAHOMA CITY - DALLAS
TABLE 362

Carrier	SCHEDULE NUMBER		7321	7323	7325	7327
	6-21-17					
	FREQUENCY					E X23
GL	**Kansas City, MO**	CT LV	8:05	13:00	23:10	
	Lawrence, KS		9:00	13:55		
	Topeka, KS	AR	9:35	14:30		
	Topeka, KS	LV	9:40	14:35		
	Emporia, KS	AR	10:45	15:40		
	Emporia, KS	LV	10:45	15:40		
	Wichita, KS	AR	X 12:15	X 17:10		
	Wichita, KS	LV	12:45	17:35		
	Perry, OK	AR	14:30	19:20		
	Perry, OK	LV	14:30	19:20		
	Tulsa, OK	AR			3:25	
	Tulsa, OK	LV			3:40	
	Oklahoma City, OK	AR	X 15:35	X 20:25	X 5:30	
	Oklahoma City, OK	LV	16:00	20:55	6:20	12:45
	Norman, OK		16:30	21:25	6:50	13:15
	Pauls Valley, OK	AR	17:20	22:15	7:40	
	Ardmore, OK	AR	18:10	23:05	8:30	
	Ardmore, OK	LV	18:20	23:20	8:45	
	Gainesville, TX	AR	19:00	23:59	9:25	
	Gainesville, TX	LV	19:00	0:05	9:30	
	Denton, TX		19:30	0:35	10:00	
	Denton, TX		19:35	0:40	10:05	
	Lewisville, TX		20:00	1:05	10:30	
GL	**Dallas, TX**	CT AR	20:40	1:40	11:20	16:25

E EXPRESS SERVICE

DALLAS - OKLAHOMA CITY - WICHITA - KANSAS CITY
TABLE 362

Carrier	SCHEDULE NUMBER		7320	7322	7324	7326
	6-21-17					
	FREQUENCY					E X23
GL	**Dallas, TX**	LV	6:00	12:10	18:30	19:45
	Lewisville, TX		6:30	12:40	19:05	
	Denton, TX	AR	6:55	13:05	19:35	
	Denton, TX	LV	7:05	13:15	19:45	
	Gainesville, TX	AR	7:35	13:45	20:15	
	Gainesville, TX	LV	7:40	13:50	20:20	
	Ardmore, OK	AR	X 8:20	X 14:30	X 21:00	
	Ardmore, OK	LV	8:35	14:50	21:15	
	Pauls Valley, OK	AR	9:25	15:40	22:05	
	Norman, OK		10:10	16:30	22:55	23:00
	Oklahoma City, OK	AR	X 10:40	X 17:05	X 23:25	23:30
	Oklahoma City, OK	LV	11:15	17:35	0:20	
	Tulsa, OK	AR		19:15		
	Tulsa, OK	LV		19:35		
	Perry, OK	AR	12:20		1:25	
	Perry, OK	LV	12:20		1:25	
	Wichita, KS	AR	X 14:05		X 3:10	
	Wichita, KS	LV	14:30		3:35	
	Emporia, KS	AR	16:00			
	Emporia, KS	LV	16:05			
	Topeka, KS	AR	17:10			
	Topeka, KS	LV	17:15			
	Lawrence, KS		17:50			
GL	**Kansas City, MO**	AR	18:45	23:59	6:40	

E EXPRESS SERVICE

Figure D-49 Greyhound Timetable 482

DALLAS - TULSA - KANSAS CITY
TABLE 482

Carrier	SCHEDULE NUMBER			7328	7322
	6-21-17				
	FREQUENCY				
GL	**Dallas, TX**	CT	LV	6:30	12:10
	Plano, TX			7:00	
	McKinney, TX		AR	7:30	
	McKinney, TX		LV	7:35	
	Sherman, TX *(Dennison, TX)*		AR	8:20	
	Sherman, TX *(Dennison, TX)*		LV	8:25	
	Durant, OK			9:00	
	Rest Stop (McDonald's, Atoka)		AR	× 9:35	
	Rest Stop (McDonald's, Atoka)		LV	9:50	
	McAlester, OK		AR	10:40	
	McAlester, OK		LV	10:45	
	Muskogee, OK		AR	11:55	
	Muskogee, OK		LV	12:00	
	Oklahoma City, OK		AR		17:05
	Oklahoma City, OK		LV		17:35
	Tulsa, OK		AR	12:55	19:15
	Tulsa, OK		LV		19:35
GL	**Kansas City, MO**		AR		× 23:59

KANSAS CITY - TULSA - DALLAS
TABLE 482

Carrier	SCHEDULE NUMBER			7325		7329
	6-21-17					
	-					
	Kansas City, MO		LV	23:10		
	Tulsa, OK		AR	3:25		
	Tulsa, OK	CT	LV	3:40		10:45
	Oklahoma City, OK		AR	5:30		
	Oklahoma City, OK		LV	6:20		
	Muskogee, OK		AR			11:40
	Muskogee, OK		LV			11:45
	McAlester, OK		AR			12:55
	McAlester, OK		LV			13:00
	Rest Stop (McDonald's, Atoka)		AR		X	13:50
	Rest Stop (McDonald's, Atoka)		LV			14:25
	Durant, OK					15:00
	Sherman, TX *(Dennison, TX)*		AR			15:35
	Sherman, TX *(Dennison, TX)*		LV			15:40
	McKinney, TX		AR			16:20
	McKinney, TX		LV			16:20
	Plano, TX					16:55
GL	**Dallas, TX**	CT	AR	11:20		17:25

Figure D-50 Exhibit B - Greyhound Timetable 470

ST LOUIS - ALBUQUERQUE - PHOENIX - LOS ANGELES Table 470 Westbound as of 12/09/2019	Schedules					
	6361 GLI LAS VEGAS PHOENIX eff. 12/01/19	1351 GLI CHICAGO LOS ANGELES eff. 11/03/19	6363 GLI LAS VEGAS PHOENIX eff. 11/03/19	1333 GLI ST LOUIS LOS ANGELES eff. 11/03/19	1353 GLI ST LOUIS PHOENIX eff. 11/03/19	1359 GLI MEMPHIS OKLAHOMA CITY eff. 09/30/14
Frequency	X23					
ST LOUIS, MO (CST)	.....	x 1:20 Lv	.....	x 8:45 Lv	x **6:10** Lv	.....
ST LOUIS LAMBERT FLD (E), MO	.....	▮	.....	9:15	**6:40**	.....
ROLLA (E), MO	.....	▮	.....	10:55	**8:20**	.....
FT LEONARD WOOD, MO	.....	3:35 Ar 3:45 Lv	.....	11:25 Ar 11:35 Lv	**8:50** Ar **9:00** Lv	.....
SPRINGFIELD, MO	.....	5:15 Ar 5:55 Lv	.....	**1:05** Ar **1:45** Lv	**10:30** Ar **11:00** Lv	.....
JOPLIN, MO	.....	x 7:15 Ar 7:25 Lv	.....	x **3:05** Ar **3:15** Lv	12:20 Ar 12:30 Lv	.....
TULSA, OK	.....	x 9:30 Ar 10:10 Lv	.....	x **5:20** Ar **6:00** Lv	2:35 Ar 3:15 Lv	.....
MEMPHIS, TN	.....	▮	.....	▮	▮	x 3:05 Lv
FORREST CITY, AR	.....	▮	.....	▮	▮	▮
LITTLE ROCK, AR	.....	▮	.....	▮	▮	5:30 Ar 5:45 Lv
FT SMITH, AR	.....	▮	.....	▮	▮	8:30 Ar 8:35 Lv
RS SALLISAW MCDONALDS, OK	.....	▮	.....	▮	▮	D x 9:05 Ar 9:35 Lv
OKLAHOMA CITY, OK	.....	x 12:00 Ar **1:00** Lv	.....	x **7:50** Ar **8:40** Lv	5:05 Ar 5:50 Lv	x **12:15**
EL RENO (E), OK	.....	**1:35**	.....	▮	6:25	.....
ELK CITY, OK	.....	x **3:00** Ar **3:30** Lv	.....	x **10:35** Ar **10:55** Lv	7:50 Ar 8:10 Lv	.....
AMARILLO, TX	.....	x **5:50** Ar **7:20** Lv	.....	x 1:15 Ar 2:45 Lv	10:30 Ar 11:50 Lv	.....
TUCUMCARI, NM (MST)	.....	x **8:10** Ar **8:30** Lv	.....	x 3:35 Ar 3:55 Lv	**12:40** Ar **12:55** Lv	.....
ALBUQUERQUE, NM	.....	x **11:20** Ar 12:40 Lv	.....	x 6:45 Ar 8:05 Lv	**3:45** Ar **4:55** Lv	.....
GRANTS (E), NM	.....	▮	.....	9:35	**6:25**	.....
GALLUP, NM	.....	x 2:55 Ar 3:10 Lv	.....	x 10:40 Ar 11:10 Lv	**7:30** Ar **8:00** Lv	.....
HOLBROOK, AZ	.....	▮	.....	**12:45**	**9:35**	.....
FLAGSTAFF, AZ	3:05 Lv	6:20 Ar 6:35 Lv	**1:50** Lv	**2:25** Ar **2:40** Lv	**11:15** Ar **11:30** Lv	.....
CAMP VERDE, AZ	▮	7:35	**2:50**	▮	▮	.....
GLENDALE, AZ	▮	9:00	**4:10**	**5:00**	▮	.....
PHOENIX, AZ	x 5:40	x 9:25 Ar	x **4:45**	x **5:25** Ar	2:05	.....

1 - MONDAY 2 - TUESDAY 3 - WEDNESDAY 4 - THURSDAY 5 - FRIDAY 6 - SATURDAY 7 - SUNDAY X - EXCEPT H - HOLIDAY
All schedules operate daily unless otherwise noted.
AM - Light Face Figures. **PM - Bold Face Figures.**
- Rest Stop - Meal or Lunch Stop - Package Express Pickup + Delivery
ca - Change Buses D - Discharge Only F - Flag Stop HS - Highway Stop LB - Lock Box X - By Connection

© 2019 Transcor Inc. All Rights Reserved.

ST LOUIS - ALBUQUERQUE - PHOENIX - LOS ANGELES Table 470 Eastbound as of 12/09/2019	Schedules											
	1364 GLI LOS ANGELES CHICAGO eff. 11/03/19		1342 GLI PHOENIX NEW YORK eff. 11/03/19		6362 GLI PHOENIX LAS VEGAS eff. 11/03/19		1360 GLI LOS ANGELES ST LOUIS eff. 11/03/19		6366 GLI PHOENIX LAS VEGAS eff. 12/01/19		1340 GLI OKLAHOMA CITY MEMPHIS eff. 11/07/18	
Frequency									X12			
PHOENIX, AZ (MST)	X	12:30 Lv	X	**12:00** Lv	X	**12:15** Lv	X	**5:55** Lv	X	**11:15** Lv		.....
GLENDALE, AZ		▮	🚚	**12:25**	🚚	**12:40**	🚚	**6:30**		▮		.....
CAMP VERDE, AZ		▮		▮		**2:10**		**8:00**		▮		.....
FLAGSTAFF, AZ	🍽	3:10 Ar 3:30 Lv	🍽	**2:55** Ar **3:15** Lv	🍽	**3:15** Ar	🍽	**9:00** Ar **9:15** Lv	🍽	1:55 Ar		.....
HOLBROOK, AZ		5:10		**4:55**		.....		**10:50**		.....		.....
GALLUP, NM	X	6:45 Ar 7:20 Lv	X	**6:30** Ar **7:00** Lv		.....	X	12:20 Ar 12:40 Lv		.....		.....
GRANTS (E), NM		8:30		**8:05**		.....		▮		.....		.....
ALBUQUERQUE, NM	X	10:00 Ar 11:15 Lv	X	**9:35** Ar **11:00** Lv		.....	X	3:00 Ar 4:05 Lv		.....		.....
TUCUMCARI, NM	X	**2:05** Ar **2:40** Lv	X	1:50 Ar 2:05 Lv		.....	X	6:55 Ar 7:25 Lv		.....		.....
AMARILLO, TX (CST)	X	**5:30** Ar **7:00** Lv	X	4:55 Ar 6:15 Lv		.....	X	10:15 Ar 11:50 Lv		.....		.....
ELK CITY, OK	X	**9:20** Ar **9:45** Lv	X	8:35 Ar 9:00 Lv		.....	X	**2:15** Ar **2:35** Lv		.....		.....
EL RENO (E), OK		▮		10:25		.....		**4:00**		.....		.....
OKLAHOMA CITY, OK	X	**11:40** Ar 12:30 Lv	X	11:00 Ar 11:30 Lv		.....	X	**4:35** Ar **5:40** Lv		.....	🚚 X	12:05 Lv
RS SALLISAW MCDONALDS, OK		▮		▮		.....		▮		.....		▮
FT SMITH, AR		▮		▮		.....		▮		.....	🍽 🚚	3:05 Ar 3:20 Lv
LITTLE ROCK, AR		▮		▮		.....		▮		.....	🍽 🚚	5:55 Ar 6:10 Lv
FORREST CITY, AR		▮		▮		.....		▮		.....	🚚 LB	7:35
MEMPHIS, TN		▮		▮		.....		▮		.....	🚚 X	8:50
TULSA, OK	X	2:20 Ar 3:10 Lv	X	**1:20** Ar **1:55** Lv		.....	X	**7:30** Ar **8:00** Lv		.....		.....
JOPLIN, MO	X	5:15 Ar 5:25 Lv	X	**4:00** Ar **4:10** Lv		.....	X	**9:55** Ar **10:05** Lv		.....		.....
SPRINGFIELD, MO	🍽	6:45 Ar 7:25 Lv	🍽	**5:30** Ar **6:10** Lv		.....	🚚	**11:25** Ar 12:05 Lv		.....		.....
FT LEONARD WOOD, MO	🚚	8:55 Ar 9:05 Lv	🚚	**7:40** Ar **7:50** Lv		.....		▮		.....		.....
ROLLA (E), MO		9:35		**8:20**		.....		▮		.....		.....
ST LOUIS LAMBERT FLD (E), MO		11:15		**10:00**		.....		▮		.....		.....
ST LOUIS, MO	X	11:45 Ar	X	**10:30** Ar		.....	X	3:30		.....		.....

1 - MONDAY 2 - TUESDAY 3 - WEDNESDAY 4 - THURSDAY 5 - FRIDAY 6 - SATURDAY 7 - SUNDAY X - EXCEPT H - HOLIDAY
All schedules operate daily unless otherwise noted.
AM - Light Face Figures. **PM - Bold Face Figures.**
🍽 - Rest Stop 🍴 - Meal or Lunch Stop 🚚 - Package Express Pickup + Delivery
CB - Change Buses D - Discharge Only F - Flag Stop HS - Highway Stop LB - Lock Box X - By Connection

© 2019 Transcor Inc. All Rights Reserved.

Figure D-51 Jefferson Lines Timetable 753

KANSAS CITY - TEXARKANA
JOPLIN - SPRINGFIELD - LITTLE ROCK

113	121	117	111	SCHEDULE NUMBER					110	112	120	114
				753								
				Effective date: 1/14/20								
			X87	FREQUENCY					X87			
4:45	...	12:07		Lv		Omaha, NE	(735) JL	Ar		4:50	5:45	5:45
5:50	...	5:00		Ar		Kansas City, MO		Lv		12:55	1:10	1:30
12:01	6:05	12:07		Lv		Minneapolis, MN	(738) JL	Ar			4:45	11:20
6:15	11:45	4:10		Lv		Des Moines, IA					10:40	3:00
9:25	3:15	3:20		Ar		Kansas City, MO		Lv			7:50	1:30
...	3:00	3:00		Lv		St. Louis, MO	(586) GL	Ar		8:35	2:25	
...	3:23	3:23		Ar		Kansas City, MO		Lv		1:10	10:25	
5:00	7:15	7:40		Lv		Denver, CO	(586) GL	Ar		11:00	11:00	10:25
9:20	7:40	7:40		Ar		Kansas City, MO		Lv		12:45	12:45	12:01
8.45	9:00	8:00		Lv	✦	KANSAS CITY, MO	JL	Ar		12:16	7.16	11:40
		8:45			Ⓓ	Harrisonville						11:00
		9:15			Ⓓ	Rich Hill						10:25
		9:40		Ar	✦	Nevada						10:05
				Lv	✦	Nevada						
	10:05				✦	Warrensburg					6.10	
	10:40				✦	Clinton					5.35	
	11:10				Ⓓ	Osceola					5.05	
	R11:25			Ar	Ⓓ	Collins		Lv			R4.55	
	R11:40			Lv	Ⓓ	Collins		Ar			R4.40	
	11:55				✦	Humansville					4.25	
	12:15				✦	Bolivar					4.05	
	12:50			Ar	✦	Springfield	JL	Lv			3.30	
	6:45			Lv		St. Louis, MO	(470) GL	Ar			10:35	
	1:00			Ar		Springfield, MO		Lv			6:30	
	1:00			Lv		Springfield, MO	(470) GL	Ar			...	
	8:25			Ar		Tulsa, OK		Lv			...	
	1:20			Lv	✦	Springfield		Ar			3.20	
12.15		10:30		Ar	✦	Joplin		Lv		9:45		8:00
12:50				Lv		Joplin, MO	(470) GL	Ar		5:15		7:10
2:55				Ar		Tulsa, OK		Lv		5:50		1:40
6:00		1:20		Lv		St. Louis, MO	(470) GL	Ar				5:50
12:20		7:15		Ar		Joplin, MO		Lv				10:05
12.45		10:45		Lv	✦	Joplin		Ar		9:30		8:45
		11:00		Ar	✦	Neosho, MO		Lv				8:30
	2:10			Lv	✦	Branson, MO		Ar			2.30	
	R2:45			Ar	Ⓓ	Harrison, AR		Lv			R2.00	
	R2:55		2:50	Lv	Ⓓ	Harrison, AR		Ar	1:45		R1.45	
	4:20		...		✦	Clinton			...		12.20	
			3:20			Green Forest, AR			1:15			
			3:36			Berryville, AR			1:00			
			4:00			Eureka Springs, AR			12:36			
2:10		12:10	5:20	Ar	✦	Fayetteville (LB)		Lv	11:15	8:10		7:16
3:00		1:00		Ar	✦	Fort Smith/Van Buren		Lv		7:15		6:35
5:20		...		Lv		Ft. Smith, AR	(470) GL	Ar				...
5:55		...		Ar		Little Rock, AR		Lv				...
8:55				Lv		Ft. Smith, AR	(470) GL	Ar		5:05		...
12:15				Ar		Oklahoma City, OK		Lv		12:05		...
12:05				Lv		Oklahoma City, OK	(470) GL	Ar		12:15		
3:05				Ar		Ft. Smith, AR		Lv		8:55		
3.15		1:16		Lv	✦	Fort Smith/Van Buren	JL	Ar		7:00		6:20
	6:10				✦	Conway					11.35	
	6:40			Ar	✦	Little Rock	JL	Lv			11.00	
	7:35			Lv		Little Rock, AR	(473) GL	Ar			10:25	
	10:00			Ar		Memphis, TN		Lv			8:00	
	7:25			Lv		Little Rock, AR	(473) GL	Lv			9:15	
	2:00			Ar		Dallas, TX		Lv			5:10	
	8:30			Lv	✦	Little Rock	JL	Ar			9.50	
	7:20				✦	Pine Bluff					9.00	
R5:00	...	R2:55			✦	Mena		Lv		R5:20	...	R4:30
R5.20	...	R3:15		Ar	✦	Mena		Ar		R5:05	...	R4:10
6.20	...	4:10		Lv	✦	De Queen					...	3.25
6.40	...	4:30			✦	Lockesburg					...	3:05
7:25	...	5:16		Ar	✦	TEXARKANA, AR	JL	Lv		3:15	...	2:25
9:50	...	8:30		Lv		Texarkana, AR	(475) GL	Ar		2:45	...	12:40
12:45	...	9:25		Ar		Dallas, TX		Lv		11:30	...	9:15
...	...		...	Lv		Texarkana, AR	GL	Ar				1:05
...	...		...	Ar		Memphis, TN		Lv				8:00
3:55	...	7:00		Lv		Texarkana, AR	(495) GL	Ar		2:45	...	1:55
11:15	...	8:20		Ar		Shreveport, LA		Lv			...	12:55
8:00	...	2:20		Ar		Houston, TX		Lv		6:55	...	8:05

Figure D-52 Jefferson Lines Timetable 754

KANSAS CITY - TULSA

801	SCHEDULE NUMBER					802
	754					
	Effective date: 1/14/20					
	FREQUENCY					
12:01	*Lv*	*Omaha, NE*	*(751)*	**JL**	*Ar*	...
3:00	*Ar*	*Kansas City, MO*			*Lv*	
6:05	*Lv*	*Minneapolis, MN*	*(750)*	**JL**	*Ar*	*4:45*
11:45	*Lv*	*Des Moines, LA*			Lv	*11:30*
3:15	*Ar*	*Kansas City, MO*			*Lv*	*7:50*
5:00	Lv	▲ **KANSAS CITY, MO**		**JL**	Ar	6:50
6:40	Ar	▲ Iola, KS				5:10
...	*Lv*	*Iola, KS*		*PRE*	*Ar*	*5:00*
...	*Ar*	*Wichita Falls, KS*			*Lv*	*2:45*
6:40	*Lv*	Iola, KS				*5:05*
R7:00	Ar	Ⓢ Chanute			Lv	R4:45
R7:15	Lv	Ⓢ Chanute			Ar	R4:25
8:10		▲ Coffeyville, KS				3:30
8:50		▲ Bartlesville, OK				2:50
9:45	Ar	▲ **Tulsa, OK**			Lv	2:00
10:35	*Lv*	*Tulsa, OK*	*(482)*	*GL*	*Ar*	*12:55*
5:15	*Ar*	*Dallas, TX*			*Lv*	*6:30*
10:10	*Lv*	*Tulsa, OK*	*(470)*	*GL*	*Ar*	*1:20*
5:50	*Ar*	*Amarillo, TX*			*Lv*	*6:15*
10:10	*Lv*	*Tulsa, OK*	*(470)*	*GL*	*Ar*	*1:20*
11:59	*Ar*	*Oklahoma City*			*Lv*	*11:30*

Figure D-53 Heartland Flyer Schedule—Pre-COVID-19

821	◂ Train Number ▸						822
Daily	◂ Normal Days of Operation ▸						Daily
R	◂ On Board Service ▸						R
Read Down	Mile	▼			Symbol	▲	Read Up
8 25A	0	Dp	Oklahoma City, OK	(CT)	○♿QT	Ar	9 23P
8 49A	20		Norman, OK		○♿		8 48P
9 06A	35		Purcell, OK		○♿		8 31P
9 31A	57		Pauls Valley, OK		○♿		8 05P
10 23A	102		Ardmore, OK		○♿		7 12P
11 05A	141		Gainesville, TX		○♿		6 31P
12 23P	206	Ar	Fort Worth, TX	(CT)	●♿QT	Dp	5 25P

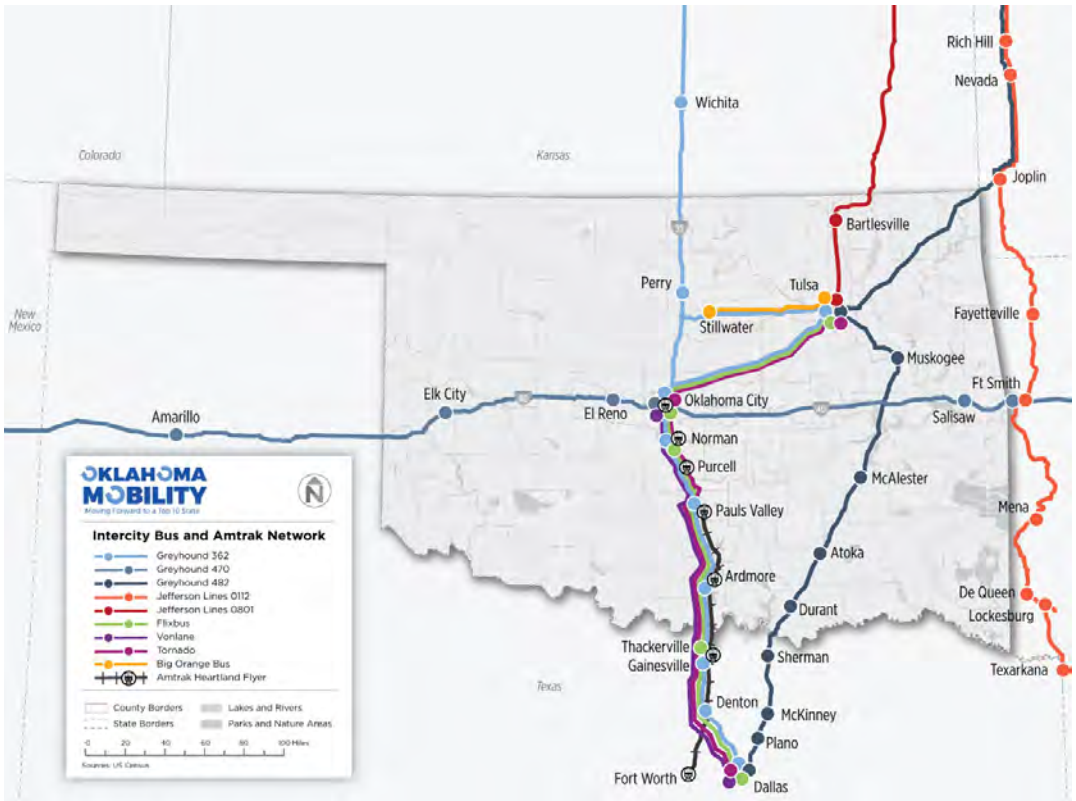
Oklahoma has historically included its FTA section 5311(f) funding in its overall FTA section 5311 program, providing the funding only to its FTA section 5311 providers for use on rural feeder services connecting to the national intercity bus network. The 5311 providers could simply roll the 15% into their overall budget or include a separate cost and operating statement in their application. The draft 2020 SMP requires the feeder services to make their connections within a five-hour window before or after the connecting national intercity carrier schedule, and to serve the same stop. The services do not need to be scheduled. In the draft SMP, only FTA section 5311 carriers are eligible.

Some of the state's public transit agencies do indicate in their public-facing websites that intercity feeder connections are available:

- Delta Transit offers demand-response links to Greyhound services and is the Greyhound agent in Pauls Valley.
- Pelivan Transit's website mentions the availability of intercity connections to an intercity bus stop in Miami, but there is no intercity bus service in that location.
- Southwest Transit (Southwest Oklahoma Community Action Group) website shows it operating from Altus to Lawton to connect with Jefferson Lines (no longer serves Lawton), and from Altus to Elk City to connect to Greyhound. The service is apparently demand-response, weekdays only—it is not clear if the service to Lawton is still operated.

There may be other local transit providers that present the availability of intercity feeder service on their public websites and other public information.

Figure D-54 Oklahoma Intercity Services Route Map—Service as of 12/19 (Pre-COVID 19)



Technology

ODOT provides transit agencies with a statewide scheduling and dispatch software platform called TransitAssistant. It is provided for free, and it allows transit agencies to build and maintain a database of riders (for demand-response) and create trip manifests. It also allows for data exchange with LogistiCare for NEMT trips and provides for post-trip data reporting to ODOT. The TransitAssistant software was developed by the University of Oklahoma, and is now maintained by SSR, Inc. ODOT does not mandate the use of TransitAssistant and a number of transit operators have purchased other more advanced technology for scheduling, client and trip data management, asset management and maintenance.

The MYLEOnet system is another technology used by OMPT and its subrecipients. MYLEOnet an online data portal that supports OMPT's program application process, financial management, claim process, asset management program and reports. Applicants enter data on their routes and their fleet into this system, supplying the same data as in their applications. MYLEOnet also provides a maintenance management platform.

Tribal Transit

Although the ODOT SMPs for FTA sections 5311, 5339 and 5310 make clear that federally-recognized Tribal entities are eligible applicants for these programs (under the same terms and requirements as all other entities), no tribal entities have applied for funding under these programs. OMPT has provided this information to tribal entities. There has been limited participation by tribal transit staff in RTAP training and funding, according to OMPT.

There is an ODOT Tribal Liaison that works with tribes addressing all of ODOT's transportation programs, and that does include support to the transit program. In addition, OMPT's Special Projects Coordinator also serves as the Transit Tribal Liaison.[11]

There is a sovereignty issue that has likely affected the participation of the tribes in the ODOT transit programs. In 2017, an agreement regarding sovereignty was developed and accepted by ODOT staff, ODOT General Counsel, ODOT Tribal Liaison, and FTA Region 6. The agreement was sent to Tribal General Counsel in March 2017, but to date, there is nothing in writing stating that the tribes agree to it. According to the ODOT Tribal Liaison, the tribes have never formally agreed to the updated agreement with the added sovereignty language. There is a uniform policy for highways that neither party waives sovereign immunity, and everything defaults to federal court jurisdiction.

It should be noted that there are 12 tribal transit programs in Oklahoma that receive formula apportionments under FTA's section 5311(c) Tribal Transit program. In FY 2019, these tribes were apportioned a total of $7,117,488 as direct recipients of FTA funds under this program.

Administration of NEMT (OHCA)

The Medicaid program pays for NEMT services that a state determines to be necessary for beneficiaries to obtain medical care. OHCA administers the Medicaid program for the state and has oversight of NEMT services through the SoonerRide program. Since 1999, Oklahoma has

[11] The role of Transit Tribal Liaison was filled by the Special Projects position from August 2014 to September 2015, and then from March 2016 to the present.

used a statewide broker to operate its NEMT program, currently contracting with LogistiCare Solutions, LLC.

To operate the statewide brokerage, LogistiCare contracts with a variety of local transportation providers including transit agencies. A common theme through the stakeholder interviews was the increased competition for LogistiCare contracts for NEMT services. These contracts help support many FTA section 5310/5311 subrecipients, often serving as their only source of local match. It was noted through the local interviews that the competition for NEMT contracts is leading to more services being operated by transportation providers who do not meet FTA and other safety requirements.

In August 2017, the U.S. Department of Health and Human Services (HHS) Office of Inspector General (OIG) issued a report on the Oklahoma NEMT program, stating that the state did not adequately oversee its Medicaid NEMT brokerage program to ensure that federal and state requirements and contract provisions were met. Specifically, the report noted that Oklahoma's oversight and monitoring of its Medicaid NEMT brokerage program did not ensure that:

1. Drivers attended required training courses and had their records reviewed by their employers
2. Transportation services were adequately documented
3. Vehicles used to transport Medicaid beneficiaries met state requirements and standards
4. Beneficiaries received Medicaid-eligible medical services on the date of transportation
5. Transportation services were provided

OIG recommended that Oklahoma:

1. Improve its oversight and monitoring of its Medicaid NEMT brokerage program by requiring LogistiCare to strengthen its procedures to ensure that it meets federal and state requirements, as well as contract provisions.
2. Ensure that contracts with the transportation broker contain provisions that consider improper claims to the transportation broker when developing future NEMT payment rates and provide a means for Oklahoma to recoup funds from the broker when federal requirements and contract provisions are not met—a measure that, if incorporated, could result in cost savings for the Medicaid program.

No subsequent report has been issued to identify if they program deficiencies have been corrected. Another issue identified from interviews with Oklahoma transit agencies, and confirmed by ODOT, is that LogistiCare does not broker trips to transit agencies based on their defined service areas, leading some operators to take trips that originate in the service area of a neighboring provider, affecting the revenue and match needed by the designated provider.

BEAVER CITY TRANSIT

Fixed Route | Demand Response

Service Area: Town of Beaver and 10 miles from town limits

Service Hours: M-F 7:30AM - 4:30PM

Fare: $1 per ride within City limits. $5 each way beyond City limits.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
9,936 -11%	$36,082 6,723	2 0%	49%	5%	33%	13%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	2	-	-	-	-

CALL A RIDE PUBLIC TRANSIT (PONTOTOC COUNTY PUBLIC TRANSIT AUTHORITY)

Fixed Route | Demand Response

Service Area: Pontotoc County

Service Hours: M-F 7:30AM - 5PM

Fare: Within Ada: $1. Outside of ADA: $2+ for 1 mile or more outside of the city

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
26,291 -41%	$229,239 79,128	6 0%	45%	8%	40%	7%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	4	2	-	-	-

CENTRAL OKLAHOMA TRANSIT SYSTEM (COTS)

Fixed Route | Demand Response

Service Area: Seminole County, Pottawatomie County

Service Hours: M-F 7AM - 7PM, Sat 8AM - 5PM

Fare: Within City Limits: $4 , Outside of City Limits: Varies by distance

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
21,462 3%	$553,155 229,245	13 8%	66%	9%	12%	3%	9%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	2	11	-	-	-

Data Sources: FTA National Transit Database, 2010 and 2018; State and Transit Provider Transit Asset Management (TAM) Plans

CHEROKEE STRIP

Fixed Route | Demand Response

Service Area: Alfalfa County, Blaine County, Garfield County, Grant County, Kay County, Kingfisher County, Noble County

Service Hours: In-town service (Blackwell, Perry, Kingfisher): M-F 8:30AM - 4PM. Service hours for other locations based on customer accomodation

Fare: $1.50 per stop for in-town service. Fares for other locations based on mileage, from $7 to $135.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
45,821 -18%	$1,325,641 853,318	53 42%	90%	0%	10%	0%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	4	-	-	2	45	-	-	2

CHEYENNE & ARAPAHO TRIBAL TRANSIT

Fixed Route | Demand Response

Service Area: Beckham County, Blaine County, Canadian County, Custer County, Dewey County, Roger Mills County, Town of Hinton

Service Hours: Fixed Route: 6:45 AM - 6:00 PM. Demand Response: M-F 8AM-9PM, Sat 10AM - 4PM, Sun 12PM - 5PM

Fare: General Public: $3, Tribal Members: $2.50, Elders: $2, Demand Response $2.5 + x per mile

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
10,089 26%	$187,946 221,742	12 17%	93%	0%	5%	2%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	2	-	-	7	2	-	1	-

CHICKASAW NATION TRANSPORTATION SERVICES

Fixed Route | Demand Response

Service Area: Chickasaw Nation, trips to Oklahoma City area (within 20 miles of city limits)

Service Hours: Service to Greater Oklahoma City: Tuesday and Thursday

Fare: Road to Work: $1 (Chickasaw Citizen), $2 others

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
52,592 18%	$3,731,230 804,963	17 41%	43%	0%	57%	0%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	9	7	-	1	1

CHOCTAW NATION TRIBAL TRANSIT

Fixed Route | Demand Response

Service Area: Choctaw Nation

Service Hours: Varies by passenger needs.

Fare: Free

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
43,592 67%	$1,630,742 1,023,083	48 67%	64%	0%	36%	0%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	14	27	-	-	7

CIMARRON PUBLIC TRANSIT

Fixed Route | Demand Response

Service Area: Creek County, Kay County, Osage County, Pawnee County, Washington County

Service Hours: Kay County: 5AM - 5PM. North Osage/Washington County: 7:30AM - 5:30PM. Creek & Pawnee Counties: 8AM - 4PM. South Osage County: 8AM - 5PM. Limited Saturday service.

Fare: Varies by location and distance traveled

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
125,231 11%	$2,214,017 1,480,879	65 12%	71%	13%	4%	5%	7%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	1	-	-	25	34	-	4	1

CITIZEN POTAWATOMI NATION TRIBAL TRANSIT

Fixed Route | Demand Response

Service Area: City of Shawnee, City of Tecumseh

Service Hours: M-F 8:30AM to 4PM

Fare: Free

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
38,510 50%	$472,088 200,229	7 -	100%	0%	0%	0%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	-	-	-	-	-

CITY OF NORMAN

Fixed Route | Demand Response

Service Area: City of Norman, City of Moore

Service Hours: M-F 7AM - 10PM

Fare: Free

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
1,172,774 13%	$4,527,970 756,014	38 8%	37%	3%	14%	41%	5%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	19	-	16	3	-	-	-

CITYLINK OF EDMOND

Fixed Route | Demand Response

Service Area: City of Edmond

Service Hours: M-F 6AM - 7:15PM, Sat 9:15AM - 5:15PM

Fare: Free

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
213,269 -23%	$1,392,780 271,539	13 38%	33%	6%	37%	22%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	11	2	-	-	-

COMANCHE NATION TRANSIT

Fixed Route | Demand Response

Service Area: Comanche County, Cotton County, parts of Caddo County and Kiowa County

Service Hours: M-F 5AM - 7PM

Fare: In town: $4. Out of Town: $6.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
28,056 15%	$1,090,274 206,666	13 40%	14%	0%	80%	5%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	-	-	-	-	13

DELTA PUBLIC TRANSIT

Fixed Route | Demand Response

Service Area: Garvin County, McClain County

Service Hours: M-F 8AM - 5PM

Fare: Local Trips: $2.50 per stop. Out of Town: $3.00 per mile.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
33,638 -23%	352,407 113,363	11 9%	37%	7%	39%	10%	7%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	6	5	-	-	-

EMBARK

Fixed Route | Demand Response

Service Area: Oklahoma City and surrounding communities: Bethany, Del City, Midwest City, Choctaw, Nicoma Park, Spencer, Forest Park, Nichols Hills, The Village, Warr Acres, Moore, Spencer. EMBARK also operates ferry service and bike share in Oklahoma City.

Service Hours: M-F: 4:30AM - 7:30PM, Nightshift 7PM - Midnight. Weekend: 6:30AM - 6:30PM.

Fare: 1.75

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
3,027,824 3%	$24,720,707 3,436,915	95 7%	26%	4%	57%	13%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	-	-	-	-	-

ENID TRANSIT

Fixed Route | Demand Response

Service Area: City of Enid

Service Hours: M-F 6AM - 7PM, Sat 6AM - 7PM

Fare: $2 per trip requested in advance, $5 per same day trip

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
53,671 30%	$646,856 243,349	14 36%	29%	8%	48%	11%	5%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	9	5	-	-	-

FIRST CAPITAL TROLLEY

Fixed Route | Demand Response

Service Area: Logan County, Payne County, Lincoln County

Service Hours: Logan County: M-Sat 6AM - 10PM. Lincoln and Payne Counties: M-F: 6AM - 6PM, Sat depending on availability.

Fare: Local: $3 for the first person, $0.50 each additional person per stop. On Tuesdays, fare for 1st person is $2.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
130,625 -6%	$2,163,891 1,510,926	74 10%	73%	13%	0%	12%	3%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	4	-	4	59	-	3	4

JAMM TRANSIT

Fixed Route | Demand Response

Service Area: Atoka County, Johnston County, Marshall County, Murray County

Service Hours: Atoka County: M-F 7AM - 6PM, Sat 10AM - 2PM. Marshall & Murray Counties: M-F 7AM - 6PM, Sat 8AM - 12PM. Johnston County: M-F 7AM - 5PM.

Fare: Local: $2 for 3 stops, Inter-City: Varies $3 - $10

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
142,032 -12%	$1,460,983 774,724	48 17%	85%	11%	0%	4%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	20	25	-	-	3

KI BOIS AREA TRANSIT SYSTEM (KATS)

Fixed Route | Demand Response

Service Area: Adair County, Cherokee County, Haskell County, Hughes County, Latimer County, Le Flore County, McIntosh County, Okfuskee County, Okmulgee County, Pittsburgh County, Sequoyah County, Wagoner County

Service Hours: M-F 8AM - 4:30PM

Fare: In-town stops: $1/stop. Spiro/Tahlequah in-town stops: $2/stop. Inter-town and long-distance trips: $3 to $65 depending on destination.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
611,157 -16%	$8,279,115 4,851,680	254 10%	79%	12%	3%	6%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	92	119	-	-	43

KIOWA FASTRANS

Fixed Route | Demand Response

Service Area: Anadarko City, Apache Town, Binger Town, Carnegie Town, Fort Cobb Town, Hinton Town, Grecemont Town, Weatherford City, Hobart City, Mountain View Town, Cyril Town, Chickasha City, Verden Town (Will travel within 10mi of these communities)

Service Hours: M-F 8AM - 4:30PM

Fare: City Limits: $2 per passenger per stop, Beyond City Limits (within 10 mi radius): $3 per passenger, Intercity: $3 to $10

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
6,104 -3%	$130,530 62,692	8 -	100%	0%	0%	0%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	-	-	-	-	-

LAWTON AREA TRANSIT SYSTEM (LATS)

Fixed Route | Demand Response

Service Area: Lawton/Fort Sill

Service Hours: M-F 6AM - 7PM, Sat 9AM - 6PM

Fare: $1.50

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
359,194 -22%	$2,514,165 605,112	24 8%	41%	5%	40%	14%	1%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	2	13	-	5	-	-	-	4

LITTLE DIXIE TRANSIT

Fixed Route | Demand Response

Service Area: Choctaw, Pushmataha, and McCurtain Counties

Service Hours:

Fare:

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
98,219 -41%	$1,662,250 729,295	61 12%	84%	10%	0%	6%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	21	31	1	8	-

MAGB TRANSPORTATION

Fixed Route | Demand Response

Service Area: Major, Woods, Texas, Cimarron, Beaver, and Harper Counties

Service Hours: M-Sat 8AM - 4:30PM

Fare: $1/mile, Ambulatory Service: $10 + $1.75, Wheelchair Service: $20 + $1.75

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
21,023 -16%	$948,018 824,090	7 14%	91%	1%	0%	8%	1%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	2	-	-	-	3	-	2	-

MUSCOGEE (CREEK) NATION TRIBAL TRANSIT

Fixed Route | Demand Response

Service Area: Muscogee (Creek) Nation Tribal Jurisdiction, Hughes, Rogers, Seminole, Wagoner, McIntosh, Creek, Okfushee, Okmulgee, Tulsa, Mayes, Muskogee

Service Hours: 8:15AM - 4:45PM (Trolley)

Fare: Free for Okmulgee Trolley, $3 for Ride to Work routes. Demand Response: $0.50 in-town, $2 in-county, $7 for regional trips.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
65,748 81%	$814,714 396,468	25 20%	99%	0%	0%	0%	1%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	1	-	8	10	-	4	2

MUSKOGEE COUNTY PUBLIC TRANSIT

Fixed Route | Demand Response

Service Area: Muskogee County

Service Hours: City of Muskogee: M-F 6AM - 6PM. Muskogee County: M-F 8AM - 3PM. Cherokee Nation Partnered Route: M-F 6:30AM - 8:30AM, 4:30PM - 6:30PM.

Fare: Demand Response: $2. To Muskogee from surrounding towns: $2 for first 3 stops + $2 per additional stop.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
90,057 -20%	$1,370,603 650,031	41 24%	57%	8%	13%	4%	19%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	5	-	10	21	-	1	4

OSU/STILLWATER COMMUNITY TRANSIT SYSTEM

Fixed Route | Demand Response

Service Area: City of Stillwater

Service Hours: M-F 6:20AM - 10:30PM

Fare: Free for OSU students, faculty, staff. $0.75 for general public. Demand Response: $1.50.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
535,538 -27%	$3,084,618 683,193	41 0%	43%	4%	40%	12%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	27	1	12	-	-	1	-

PELIVAN TRANSIT

Fixed Route | Demand Response

Service Area: Craig County, Delaware County, Mayes County, Nowata County, Ottawa County, Rogers County, Tulsa County, Washington County

Service Hours: M-F 8AM - 4PM, except Claremore City (M-Th 8AM – 4:30PM, F-Sat 8AM– 8PM) and Miami (M-F 8AM - 10PM, Sat-Sun 12PM - 10PM)

Fare: $3 One Way. $2 per mile beyond city zones.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
170,194 -15%	$2,338,573 901,927	68 9%	58%	8%	14%	5%	15%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	7	1	27	18	-	2	13

RED RIVER PUBLIC TRANSPORTATION SERVICE

Fixed Route | Demand Response

Service Area: Carter, Beckham, Comanche, Stephens, Cotton, Caddo, Dewey, Tillman, Washita, Roger Mills, Kiowa, Jefferson, Custer, Ellis, Canadian, and Woodward Counties

Service Hours: M-F 8AM - 4PM

Fare: Demand Response in-city: $1.00 per stop, Intercity: Varies by round-trip mileage, $8 to $60+

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
185,771 -32%	$2,782,831 1,672,830	104 47%	76%	15%	0%	5%	5%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	1	-	39	56	-	6	2

SEMINOLE NATION TRANSIT

Fixed Route | Demand Response

Service Area: Seminole County

Service Hours: -

Fare: -

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
26,520 -8%	$498,455 231,895	5 42%	100%	0%	0%	0%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	-	-	-	-	-

SOUTHERN OKLAHOMA RURAL TRANSIT SYSTEM (SORTS)

Fixed Route | Demand Response

Service Area: Bryan County, Carter County, Coal County, Love County

Service Hours: M-F 7:30AM - 4:30PM, "Towns outside the city limits are served one day per week"

Fare: City: $2, County: $5+ (greater than $5 for trips over 15mi)

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
102,845 -53%	$1,487,509 490,407	52 42%	61%	7%	29%	3%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	2	-	33	15	-	2	-

SOUTHWEST TRANSIT

Fixed Route | Demand Response

Service Area: Altus, Hollis, Mangum, Granite

Service Hours: M-F Altus 8:30AM - 4:30PM, Hollis 6:30AM - 4:30PM, Mangum 8AM - 3PM, Granite 830AM - 1PM, Fri-Sat Altus Express Shuttle 6PM - 2:10AM

Fare: Varies by location and distanced traveled

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
67,653 -38%	$987,787 488,807	26 42%	79%	10%	0%	3%	9%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	13	13	-	-	-

THE RIDE (CITY OF GUYMON)

Fixed Route | Demand Response

Service Area: City of Guymon

Service Hours: M-F 4AM - 8PM, Sat 8AM - 7PM

Fare: $2

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
27,519 -39%	$246,437 54,024	9 44%	49%	5%	31%	15%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	8	1	-	-	-

TULSA TRANSIT

Fixed Route | Demand Response

Service Area: Tulsa, Sand Springs, Broken Arrow, Jenks, Oakhurst, Turley

Service Hours: M-Sat 4:30 AM - after Midnight, Sun Service: 8AM - 6PM

Fare: $1.75 for two-hour pass

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
2,882,732 -12%	$19,986,814 3,773,603	110 18%	33%	6%	43%	19%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	62	-	48	-	-	-	-

UKB TRANSIT

Fixed Route | Demand Response

Service Area: Washington, Nowata, Craig, Rogers, Mayes, Delaware, Cherokee, Adair, and Sequoyah Counties. Parts of Tulsa, Ottawa, Wagoner, Muskogee, McIntosh

Service Hours: M-F 8:45AM - 4:30PM

Fare: $1 within Tahlequah City Limits. $0.50 within Stilwell City Limits. Varies by location and distance served throughout the rest of service area.

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
10,043 -17%	$147,759 55,421	7 --	91%	0%	0%	9%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van

WASHITA VALLEY TRANSIT

Fixed Route | Demand Response

Service Area: Grady County

Service Hours: M-F City of Chickasha: 5AM - 5PM Other Routes: 8AM - 5PM

Fare: City of Chickasha Route: $2.50, Other Routes: $10 roundtrip

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
15,043 -64%	$265,047 94,567	8 13%	55%	10%	0%	12%	23%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	3	4	-	-	1

WHITE EAGLE TRANSIT

Fixed Route | Demand Response

Service Area: Marland, Red Rock, Blackwell, Kaw City, Newkirk, Tonkawa, Ponca City (White Eagle), Perry

Service Hours: M-F 8AM - 4:30PM

Fare: Ponca City (internal): $2 + $1/additional stop, Ouside Ponca City: $5, Medical $10 one-way + toll

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
15,535 -83%	$285,277 108,689	6 33%	97%	0%	0%	3%	0%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	-	-	-	4	-	-	2

CHEROKEE NATION

Service Area: All or part of several counties in northeastern Oklahoma: Adair, Cherokee, Craig, Delaware, Mayes, McIntosh, Muskogee, Nowata, Ottawa, Rogers, Sequoyah, Tulsa, Wagoner, Washington

Service Partners: KI BOIS Area Transit System (KATS), Pelvian Transit, Muskogee County Public Transit, Cimarron Public Transit

Number of Vehicles: 15

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	Funding Sources				
		Federal	State	Local	Fares	Other
-	$1,273,521	90%	0%	10%	0%	0%
%	-					

NORTHEAST TRIBAL TRANSIT CONSORTIUM

Service Area: Tribal jurisdictions in Ottawa and northern Delaware Counties: Eastern Shawnee, Miami, Modoc, Ottawa, Peoria, Quapaw, Seneca-Cayuga, Wyandotte

Service Partners: Pelivan

Number of Vehicles: 11

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	Funding Sources				
		Federal	State	Local	Fares	Other
-	$350,869	100%	0%	0%	0%	0%
%	-					