



Oklahoma Public Transit Policy Plan  
**Appendix C**  
Review of Previous Plans  
and Policies

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# Appendix C Review of Previous Plans and Policies

## STATE PLANS

### **ODOT Oklahoma Transit System Overview and Gap Analysis (2012)**

The purpose of the Oklahoma Transit System Overview and Gap Analysis is to provide information about passenger travel initiatives and to identify potential low-cost transit service linkages for supporting and enhancing the state's efforts to improve multimodal travel options. The study examines intermodal connections and gaps in service through two surveys. The first survey is tailored to transit agencies and examines gaps in state transit access. The second survey focuses on understanding opportunities for connections or transfers between passenger transportation sites. Strategies for improving statewide passenger travel include:

- Increase intermodal choices through improved connections at passenger rail stations with intercity bus services, public transit, park-and-ride facilities, and bicycle and pedestrian facilities.
- Enhance modal choice by identifying intermodal connection points for travel by public transit, intercity bus, passenger rail, and automobile.
- Increase communication between ODOT and state, urban, and rural transit agencies.
- Implement a low-cost coordination service or Mobility Manager to assist transit users in navigating among Oklahoma's transit systems and other transportation modes.

The following needs, gaps, and barriers are also identified:

- There is an absence of an overall vision for statewide passenger travel.
- Individual transit agencies are unclear of their role in promoting a statewide transportation system for passenger travel.
- Few public transit systems are sufficiently well-connected to support interstate and intrastate passenger travel and transit-based intermodal connections.
- There is a lack of information and administrative processes necessary to support statewide transit mobility.

### **Oklahoma Developmental Disabilities Council State Plan (2016)**

The Oklahoma Developmental Disabilities Council State Plan is a five-year plan developed with input from people with disabilities and their family members, advocates, and interested stakeholders that identifies support needs in various areas of emphasis, including transportation. The following needs, gaps, and barriers related to transit service and access to transit include:

- Public transit does not adequately serve rural populations due to the sheer size of service areas and the lack of inclusive planning.
- Poor connectivity in rural areas makes it difficult to travel on public transit for basic needs such as medical care, shopping, and recreation.
- State dollars and matching federal dollars are scarce, potentially resulting in cuts to formal services and support provided by state agencies.

### Oklahoma United We Ride Council Strategic Action Plan (2017)

In 2006, the Oklahoma United We Ride Council was established as part of a larger national effort to improve coordination in transportation services. The purpose of the initiative was to assess existing transportation services and funding programs and determine which are most effective and efficient. The Oklahoma United We Ride Council Strategic Action Plan outlines program goals,<sup>1</sup> which include:



- Evaluate Oklahoma’s most effective and efficient use of public transit programs funded with state and federal resources.
- Assess mobility barriers faced by people with special transportation needs and identify opportunities to improve specialized transportation services.
- Enhance citizen access to all available transportation programs and resources by assessing gaps in service.

On June 3, 2020, Governor Kevin Stitt signed Executive Order 2020-21, disbanding United We Ride in Oklahoma at the request of the Department of Rehabilitation Services. ODOT and the OMPT will develop an advisory group, comparable to the United We Ride Council, to represent transportation disadvantaged populations and social service agencies.

### Statewide Personal Mobility Needs for Oklahoma 2018-2028 (2017)

The purpose of the Statewide Personal Mobility Needs Study is to equip the OTA and state policymakers with information that enables them to plan for mobility challenges stemming from anticipated population growth and changing demographics. The study creates a demographic profile for the state, develops a mobility needs index, assesses existing transit service, identifies gaps in service, and estimates the funding needed to maintain current service and to expand service to meet project objectives. Strategies relevant to transit include:

- Increase operating costs by 22% to 41% so transit agencies can maintain service and expand mobility options.
- Increase funding for vehicles to provide transit agencies the capacity to increase service levels and meet growing demand.
- ODOT should review the needs for vehicle storage or maintenance facilities to help identify which transit projects have the greatest need.

The following needs, gaps, and barriers are also identified:

- Urban, tribal, and rural transit systems significantly increased their ADA compliant fleet vehicles for demand-responsive operations in 2017. However, the number of ADA compliant fixed-route transit service vehicles are limited in urban and tribal areas throughout the state.
- Many of the Oklahoma transit fleet vehicles will soon need to be replaced.

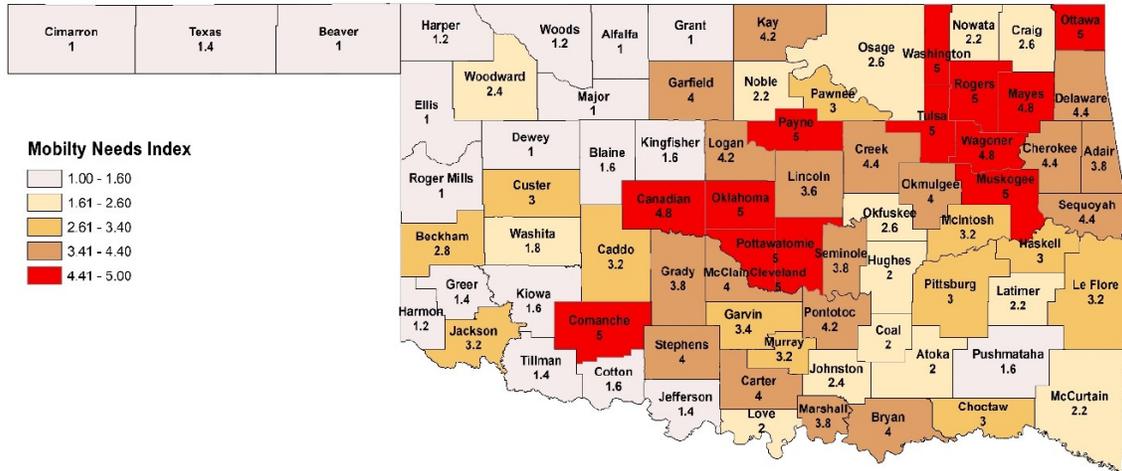
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<sup>1</sup> Governor’s Oklahoma United We Ride Strategic Action Plan (2016-2017): [https://www.ok.gov/unitedweride/Strategic\\_Action\\_Plan\\_2016-2017/index.html](https://www.ok.gov/unitedweride/Strategic_Action_Plan_2016-2017/index.html)

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- More than half of surveyed transit agencies require a major need for more trips for medical purposes in general.
- About half of the transit agencies report having inadequate staff to meet current needs and about one-third of agencies indicate additional staff is required to meet expected need within the next five years (Figure C-1).
- Transit facility improvements are needed throughout the state of Oklahoma.

**Figure C-1 Mobility Needs County-Level Index Map**



### State of Oklahoma 5310 Transportation Program SMP (2017)

The SMP documents the policies and procedures for administering the FTA section 5310 program.<sup>2</sup> This document also details administrative requirements for potential subrecipients, state staff, FTA, and the general public. At the time this plan was written, Oklahoma DHS was the recipient of 5310 funds. After HB 1365, ODOT became the designated recipient for federal funding and administration of the large urban area of Oklahoma City, in addition to the small urban and rural areas.<sup>3</sup> INCOG administers section 5310 funds for the greater Tulsa area. Neighboring systems that serve Tulsa's Transportation Management Area are also eligible to apply for funding. Key objectives in the SMP related to the provision of transit services include:

- Improve access to transit services that will increase the independence and quality of life for all seniors and persons with disabilities.
- Improve the quality of transit services in rural and urban areas of Oklahoma.
- Coordinate transit programs and services to make the most efficient use of federal and state resources including efforts to avoid duplication.

### Statewide Transportation Improvement Program FY 2020-2023 (2019)

The Statewide Transportation Improvement Program (STIP) identifies priority and regionally significant transportation projects and facilitates the development, management, and

<sup>2</sup> Section 5310 declares as national policy that seniors (65 and older) and individuals with disabilities have the same right to access transportation as other persons. Section 5310 authorizes Federal Capital Assistance grants to meet the special needs of seniors and individuals with disabilities where public mass transportation is unavailable or insufficient. The 5310 program funds capital assistance only.

<sup>3</sup> A new SMP has been drafted due to this change and is now publicly available. This SMP was unavailable at the time this review was conducted.

operation of the transportation system. This state-level planning effort is conducted alongside Oklahoma’s MPOs and in consultation with the tribal governments and non-metropolitan area local officials with transportation-focused responsibilities. Federal regulations require MPOs to implement transportation planning processes to include the development of a transportation improvement program (TIP) in coordination with the state and public transit operators. STIPs dictate priorities for each individual metropolitan area. STIPs are four-year programs that outline multimodal transportation improvements and services to be implemented within an MPO; however, none of the planned transit projects are included in the STIP.

The transit apportionments for FY 2020-2023 are displayed in Figure C-2. FTA section 5311/5340 funds make up approximately three-quarters of the statewide apportionment. Section 5311/5340 funds can be used for capital, planning, and operating assistance to support public transit in rural areas with populations of less than 50,000 residents.

A list of FTA programs is included at the end of this Appendix.

Figure C-2 FY 2020-2023 Transit Apportionments (in millions)



Source: Oklahoma Statewide Transportation Improvement Program FY 2020-2023 (2019)

### ODOT TAM Group Plan (2018)

As a direct recipient of FTA funding, ODOT Transit Programs Division developed this TAM Group Plan in 2018 to document the statewide approach to transit asset management.<sup>4</sup> The TAM Group Plan seeks to provide guidance to Oklahoma’s small transit agencies as they operate and maintain their capital assets to ensure reliable and safe service delivery for transit riders across the state. Key initiatives for strengthening asset management practices that are relevant to transit service provision include:

- Conduct a thorough needs analysis to identify service levels at each subrecipient agency that would meet the transit demands of the communities served.
- Review the first round of physical facility condition assessments to identify areas of improvement.
- Monitor preventative maintenance and repair of key assets using a maintenance management system.

The following needs, gaps, and barriers were identified:

- Sixteen percent of revenue vehicles and 22% of non-revenue vehicles are at or past their useful life (Figure C-3).

<sup>4</sup> The ODOT Transit Programs Division has since been replaced by the Office of Mobility and Public Transit.

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- ODOT’s project funding levels of \$2.53 million per year are insufficient to address the average capital investment needs of \$9.88 million per year for the next 20 years.
- For many agencies, the discontinuation of funding programs and an overall decline in available financial resources has created obstacles in hiring enough personnel, acquiring, and maintaining assets in operable condition and general operation of services.

These numbers were reported in 2018 and have changed since the release of this TAM Group Plan. See Chapters 7 and 8 for the most recent statistics.

**Figure C-3 ODOT TAM Group Plan Vehicle and Facility Conditions Summary**

INVENTORY	CURRENT PERFORMANCE	TARGET (2018) PERFORMANCE
                                    995 revenue vehicles	 16% at or past ULB	30% at or past ULB
9 non-revenue vehicles	 22% at or past ULB	67% at or past ULB
91 facilities	 10% in poor condition	10% in poor condition

### ODOT 2015-2040 LRTP

The 2015-2040 Oklahoma LRTP guides the agency in the development, management, and operation of its transportation system for the next 25 years. The plan identifies current and future multimodal transportation improvements, anticipates future funding sources and updates to ODOT’s goals, objectives, and multimodal transportation policies. Primary goals for the broader transportation system include:

- Minimizing environmental impacts.
- Provide an efficient and effective multimodal transportation system, strengthen communities, and support economic development.
- Infrastructure safety and security for system users.
- Easy movement of people and goods, connectivity of regions and activity centers, and access to different modes of transportation.
- Preserve and maintain Oklahoma’s multimodal transportation system in SGR.

The following gaps, needs, and barriers were also identified:

- Census tracts in the southeastern corner of the state have high transit needs based on the high percentage of households without access to a vehicle, persons with disabilities, senior residents, and persons living below poverty.
- The total number of seniors age 65 and older using the state’s transportation system is expected to increase by more than 50% through 2040.
- The entire rural transit fleet across the state will need to be replaced over the next 25 years. More than 60% of the system’s current fleet has more than 100,000 miles.

## REGIONAL PLANS

### ACOG Central OK!go Commuter Corridors Study (2015)

The Association of Central Oklahoma Governments (ACOG) conducted the Central OK!go Commuter Corridors Study, which follows the 2005 Fixed Guideway Study and serves as the next step in the federal planning process for evaluating the feasibility of a regional transit system. The study provided in-depth analysis of potential alignments, technologies, ridership forecasts, and estimated costs for three major commuter corridors all converging in downtown Oklahoma City at the Santa Fe Station Intermodal Hub. The three commuter corridors are the north corridor between Oklahoma City and Edmond, the east corridor between Oklahoma City and Midwest City, and the south corridor between Oklahoma City and Norman. The study's analysis culminated in the selection of locally preferred alternatives (LPA) for a regional high-capacity transit system that spans Logan, Oklahoma, Canadian, and Cleveland counties. Strategies that were identified for improving regional transit service include:

- Maximize connections to major activity centers in the region.
- Provide access to limited mobility (low-income and zero-car) populations.
- Serve areas with highest projected population and employment densities.
- Maximize opportunities for multimodal connections by improving connections between major roadways, bike lanes, and bicycle/pedestrian trails.
- Provide access and connect to a variety of jurisdictions in order to increase the number of potential funding sources available to the project.

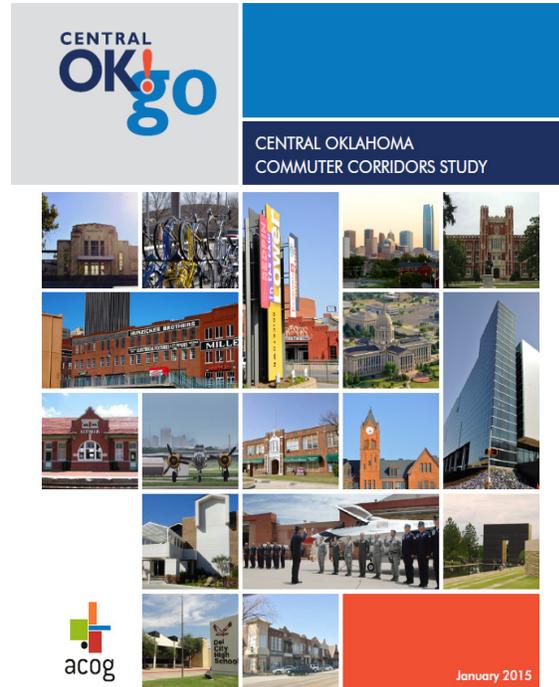
The following needs, gaps, and barriers were also identified:

- Sustainable funding sources have not been identified to build the LPAs.

### ACOG Encompass 2040 Plan Report: The Oklahoma City Area Regional Transportation Study (2016)

Encompass 2040 is the comprehensive LRTP for central Oklahoma. It sets priorities for central Oklahoma's transportation system over the next 25 years and includes both policy recommendations and specific projects that will guide the expenditure of the region's transportation dollars. Strategies for improving transit service include:

- Invest in improvements that enhance the efficiency of the existing transportation system.
- Expand and maintain a safe, secure, and accessible public transit system.
- Provide efficient connections within and between modes and facilities.



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The following needs, gaps, and barriers were also identified:

- Several suburban communities within the region's urban core do not receive bus service due to limited local funding.
- Connecting to available transit services is a problem for some central Oklahoma residents due to a lack of continuous sidewalks, an absence of bicycle trails and/or the scarcity of bus shelters to protect riders from bad weather.
- Current funding levels are barely adequate to maintain the current level of service, much less grow it into the desired regional multimodal transportation system.

### **Transportation Improvement Program for the OCARTS Transportation Management Area FY 2020-2023 (2019)**

This TIP prepared by ACOG is a four-year plan outlining multimodal transportation improvements and services to be implemented in the Oklahoma City Area Regional Transportation Study (OCARTS) area. The plan serves as a short-range implementation tool to achieve goals set out in the regional LRTP and identifies projects recommended for implementation by mode, type of improvement, funding source and geographic area between 2020 and 2023. Transit-specific improvements include:

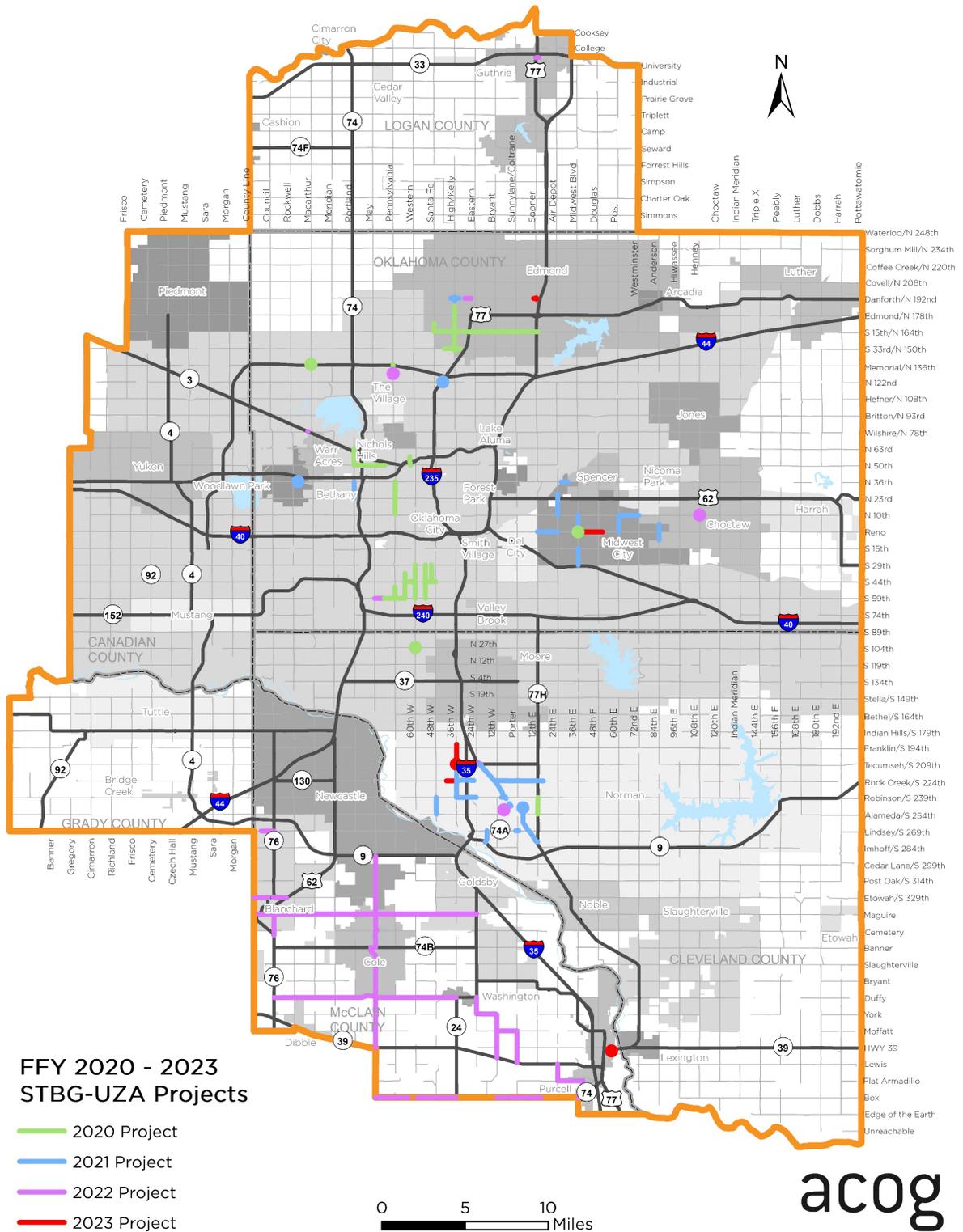
- Service vehicle replacements.
- Bus and bus facilities enhancement/bus shelter accessibility improvement.
- COTPA shop improvement.
- Bus replacement of 10 paratransit vans.
- Northwest Bus Rapid Transit (BRT) BUILD Grant (FY 2018 funded).

### **OCARTS Transportation Management Area Unified Planning Work Program FY 2020 (2019)**

The Unified Planning Work Program is a description of the proposed multimodal transportation planning activities to be conducted in the OCARTS area during FY 2020. The Unified Planning Work Program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation, as well as a management tool for scheduling and monitoring the planning activities of participating entities. Program priorities related to transit planning efforts include:

- Continue programs to protect the safety of transit passengers.
- Participate in maintaining the Coordinated Public Transit-Human Services Transportation Plan and work with state and local partners who provide public transit services.
- Promote the use of technology to enhance transit service security.
- Promote transit options in the OCARTS area.
- Maintain a current transit database that documents characteristics of bus service available to metropolitan area travelers.

Figure C-4 TIP for the OCARTS Transportation Management Area FY 2020-2023 Projects



### **COTPA LRTP (2001)**

The Central Oklahoma Transportation and Parking Authority's (COTPA) LRTP establishes a vision for public transit services in the greater Oklahoma City area. The development of the plan was guided by public outreach, research into forecasted travel patterns in the metro area, and demographic and development trends. Primary strategies for improving service within the Oklahoma City area include:

- Provide a range of mobility options to serve the greater Oklahoma City metropolitan area.
- Deliver innovative services that are responsive to the market needs of the community and services that places the customer first.
- Deliver services that are reliable, on-time, safe, clean, and friendly.
- Efficiently use financial resources and seek out alternative funding sources.
- Increase the availability of transit information and ensure materials are user-friendly.
- Enhance service within the current service area by increasing the number of operating hours and increasing the frequency of service.

The following needs, gaps, and barriers were also identified:

- The lack of available funding is a key barrier to implementing LRTP recommendations.
- EMBARK is not viewed as an asset for the entire community.
- Oklahoma City is underserved for ADA complementary paratransit compared to peer cities with similar characteristics to the Oklahoma City area, including area and UZA population size.

### **COTPA Regional Fixed Guideway Study (2005)**

The purpose of the Regional Fixed Guideway Study is to identify potential transportation solutions that improve connections between Oklahoma's growth centers, enhance economic development opportunities, expand transportation options, and improve air quality. The study is a continuation of previous LRTP efforts. The study resulted in the creation of the 2030 System Plan Vision for the Oklahoma Metropolitan Area, which recommends routes and corridors most appropriately suited for commuter rail, BRT, modern streetcar, and enhanced bus service (Figure C-5).

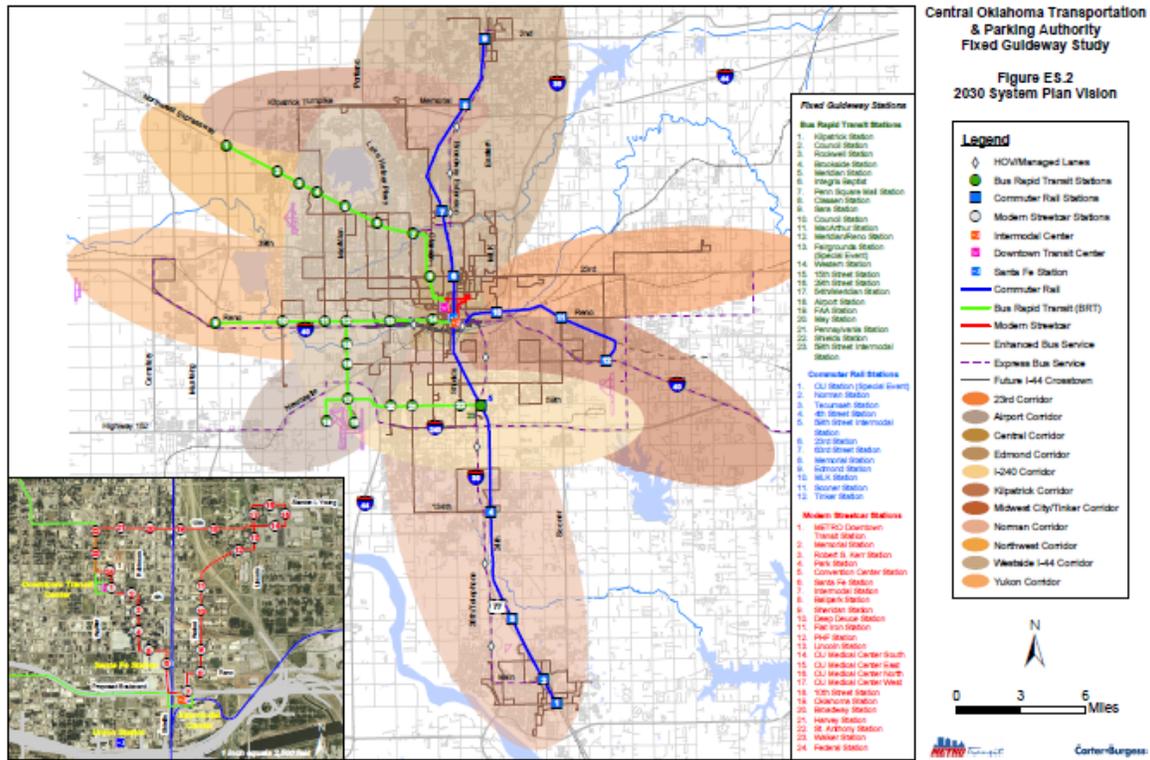
Primary strategies for improving service within the Oklahoma City area include:

- Identify transit technologies that would best fit the Oklahoma City metropolitan area.
- Designate a Project Champion to enhance credibility, public awareness, and focus on project needs during early implementation.
- Spread awareness of the COTPA Fixed Guideway System Plan using various media outlets to keep the public informed.

The following needs, gaps, and barriers were also identified:

- No dedicated source of funding is in place to support transit improvements, such as new routes, increased frequencies, or expanded coverage.

Figure C-5 COTPA Regional Fixed Guideway 2030 System Plan Vision



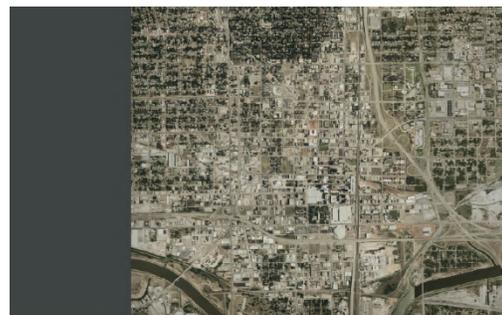
**OKCAA: Alternatives Analysis for Greater Downtown Oklahoma City Area (2011)**

COTPA conducted an Alternatives Analysis for the Greater Downtown Oklahoma City area to determine the most cost-effective transit mode and alignment for a downtown circulator that would significantly improve downtown connectivity. The alternative analysis process involved performing baseline research and collaborating with the MPO on travel demand models. Proposed alignments were evaluated using qualitative and quantitative measures for land use, economic development, operational feasibility, ridership, and public acceptance. Primary strategies for improving service in downtown Oklahoma City include:

- Providing a transit investment that can be implemented within budget constraints for capital and operating expenses.
- Providing a sustainable transit investment that is compatible with the built environment.
- Supporting local and regional land use and development goals and enhance the use of transit-supportive land use, planning, and design strategies.

The following needs, gaps, and barriers were also identified:

- Multimodal accessibility and facilities for promoting multimodal travel are limited.



**OKCAA**

ALTERNATIVES ANALYSIS FOR GREATER DOWNTOWN OKLAHOMA CITY AREA

REVISED DRAFT ALTERNATIVES ANALYSIS REPORT



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- Existing transit service is not designed to circulate workers to emerging activity centers, business districts, and neighborhoods within the greater downtown area.
- The limited hours of operation and long headways between buses makes it difficult for transit riders to travel to multiple destinations within greater downtown.
- There is a desire for more transit-oriented development (TOD), sustainable growth, and livability.
- The Downtown Transit Center is the only reliable multimodal connectivity offered for travel around the Central Business/Arts Districts.

### bikewalkokc (2018)

bikewalkokc serves as Oklahoma City's bicycle and pedestrian master plan. This plan, adopted in 2018, recognizes the region's growing awareness and demand for active transportation facilities and identifies targeted investments that will advance the vision of improving non-motorized transportation facilities. Strategies relevant to transit access include:

- Increase bicycle and pedestrian connections from neighborhoods to the places people want to go, including public transit stops.
- Prioritize improvements that serve people without access to a motor vehicle within areas that connect them to the transit system.



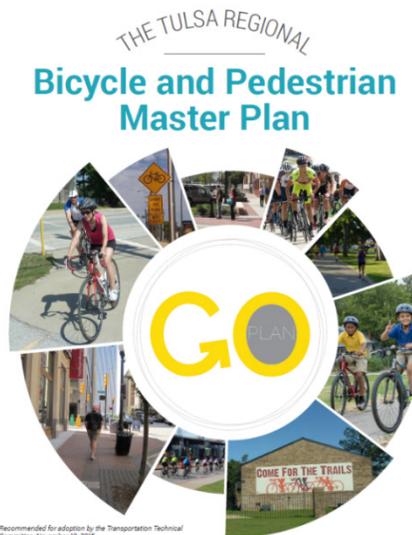
The following needs, gaps, and barriers were also identified:

- The existing sidewalk network includes gaps in connectivity to public transit and much of the network is non-ADA compliant.
- Gaps within the bicycle network negate portions of the network that do exist.

### GO Plan: The Tulsa Regional Bicycle and Pedestrian Master Plan (2015)

INCOG created the GO Plan to equip 11 member jurisdictions with resources to plan and implement safe, comfortable, and convenient bicycle and pedestrian facilities for their residents. The GO Plan is a regional pedestrian and bicycle plan that includes bicycle network recommendations, pedestrian design approaches, policy and funding recommendations, and design guidance. Strategies relevant to transit access include:

- Complement transit service by maximizing first- and last-mile access to transit stops.
- Encourage bicycle commuting by improving connections between neighborhoods, the existing bike trail system, and transit lines.



The following needs, gaps, and barriers were also identified:

- Employment centers are clustered throughout the region in locations that do not have nearby residential land use, which separates home and work far enough that most residents choose to drive.
- Lack of sidewalk activity creates barriers for accessing transit stops.
- Some riders use the sidewalk network, especially on high-volume, high-speed arterial streets, due to the lack of on-street bicycle facilities.
- Most pedestrian- and bicycle-involved collisions reported in the region between 2009-2014 occurred on high-speed, high-volume arterial streets that connect major destinations in the region.

### **INCOG Regional Transit System Plan: Fast Forward (2011)**

INCOG created Fast Forward, the Regional Transit System Plan. Fast Forward is a long-range plan that provides a vision for a more comprehensive regional transportation system anchored by seven key corridors that are suitable for high-capacity transit. The corridors include a 14-mile commuter corridor between downtown Tulsa and Main Street in Broken Arrow, three urban corridors totaling 42 miles and three circulator corridors totaling 14 miles. Key strategies for bus service improvements include:

- Set standard service frequencies systemwide (e.g., every 30, 45, or 60 minutes) to facilitate bus connections and improve schedule comprehension for riders.
- Time transfers at transit centers to minimize connection times between routes.
- Simplify circuitous routings to improve travel time.
- Replace separate Nightline service with evening and night service on regular routes.
- Pursue aggressive rebranding, marketing, and education regarding Tulsa Transit and the system changes to existing riders and the general public.
- Explore amending legislation to allow for alternative financing mechanisms, which include property taxes, vehicle fees, car rental fees, vehicle lease fees, parking fees, utility fees, motor fuel tax, and battery taxes.

The following needs, gaps, and barriers were also identified:

- Decreasing local funding, limited state funding, and competitive federal funding make it difficult for Tulsa Transit to meet regional transit demands with existing resources.
- Population of Tulsa Transportation Management Area (TMA) increased by 1% per year between 2000 and 2010. This increase is faster than the annual rate of Oklahoma's population growth during the same period.
- Planned transportation improvements will not keep pace with the population growth or accommodate resulting levels of congestion.
- Between 2000 and 2009, traffic on major roadways grew by 7% while roadway capacity only grew 0.3%.

### **Tulsa Transit Technology Strategic Plan (2018)**

The Technology Strategic Plan is intended to guide Tulsa Transit's planning, design, procurement, deployment, and utilization of technologies for the next five years. The Plan identifies technology needs related to planning, operations, maintenance, facilities, and demand-response service, among other areas. Relevant transit technology needs and potential solutions are provided in Figure C-6.

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Figure C-6 Tulsa Transit Technology Needs and Potential Solutions

Category	Needs/Gaps/Issues	Potential Solution(s)
Planning	Scheduling is time intensive and requires significant manual input	<ul style="list-style-type: none"> <li>Review and adjust current processes for schedule development</li> <li>Request additional training from Trapeze to maximize software capabilities</li> </ul>
	Better integration or automation of data exchange between systems (e.g., Trapeze FX, Daily Operations, etc.)	<ul style="list-style-type: none"> <li>Ensure future procurements are designed to accommodate simple data transfer processes from other systems</li> <li>Explicitly ask for open or standardized data interfaces</li> </ul>
Operations	High proportion of cash customers who pay onboard, affecting operations and service efficiency	<ul style="list-style-type: none"> <li>Implement fare system that incentivizes stored value/pass-based fares</li> <li>Consider fare capping to minimize customer concerns with stored value usage</li> </ul>
	Incident reports are manually completed and entered in system	Provide response staff with tablets and remote access to system to digitally record incidents
Maintenance and Facilities	Current farebox system requires significant maintenance, and staff face challenges obtaining technical support from vendor	Develop and implement new fare system that does not use magnetic stripe cards (e.g., smart card or mobile tickets)
Demand Response and Flex Service	Inability to book paratransit trips online	Implement Trapeze's paratransit web-based booking system module
	Nightline service is currently manually scheduled, which can be slow and cumbersome	Address software issues to allow use of Trapeze Flex to develop schedules
Procurement	Staff need to be able to track grants, grant applications, and grant data more effectively	Staff may benefit from using MS Dynamics GP software system module to manage grants and procurements
General Management, Human Resources and Administration	Service efficiency and viability varies significantly across the city of Tulsa	<ul style="list-style-type: none"> <li>ETA Transit software may be able to gather better quality data</li> <li>Tulsa Transit could also explore potential for demand-response and Transportation Network Companies (TNCs) to meet first- and last-mile needs</li> </ul>
	Interest in better serving customers and attracting more choice riders	<ul style="list-style-type: none"> <li>Consider integrating and piloting new mobility services, including bikeshare and TNCs</li> <li>Transitioning to electronic fare collection may make travel more convenient for some riders</li> </ul>
INCOG and City of Tulsa	Need to better coordinate transit services with nearby systems (e.g., Pelivan Transit, Cimarron Public Transit System, and KI BOIS Area Transit System)	Improved scheduling and reporting software can make it easier to coordinate service with other local agencies

### Tulsa Regional Coordinated Public Transit-Human Services Transportation Plan (2015)

As the administrator of section 5310 program funds for the Tulsa TMA, INCOG, in coordination with local officials, transit agencies and human service providers created the Coordinated Public Transit-Human Services Transportation Plan. The purpose of the plan is to identify the transportation gaps and needs of disadvantaged populations and to find opportunities for improved coordination to address those needs. Strategies relevant to coordinated transportation include:

- Increase transit service area to include regional medical facilities, employment centers, and social activities.
- Improve facilities and amenities at regional stops and transfer stations.
- Implement policies and programs that address safety concerns at bus stops, transfer stations and on-board, especially at night.
- Increase transit frequency to allow users to make health care and other appointments
- Develop a Mobility Management Center for scheduling and dispatching all trips.
- Add transit links to the human service 211 hotline.

The following needs, gaps, and barriers were also identified:

- There is a lack of information and communication at all levels, from agency-to-client and agency-to-agency.
- There is a duplication of services, but needs are still unmet.
- There is a lack of resources (staff, time, etc.) to coordinate at individual organizations.
- Human service agencies are often limited by federal requirements that restrict services to specific target population or destination type.

### INCOG Connected 2045: Regional Transportation Plan (2017)

The purpose of the Regional Transportation Plan (RTP) is to anticipate the transportation needs for the Tulsa Metropolitan Area based on demographic and economic assumptions and forecasts for the entire region. It identifies various elements of the desired transportation system and the relationship between various transportation modes. The RTP also summarizes implementation costs and presents possible funding scenarios while addressing the effects of investments on social and natural environments. Key strategies relevant to transit improvements include:

- Maintain all public road and transit-related infrastructure in SGR.
- Generate additional funds to maintain and improve existing transit service.



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The following needs, gaps, and barriers were also identified:

- Employment centers are clustered throughout the region in many locations that do not have nearby residential land use, separating home and work far enough that most residents choose to drive.
- Limited transit funding prohibits the expansion of services.
- Little to no service is provided to Tulsa's surrounding communities.
- Funding sources restrict services to specific populations for specific purposes. Under-capacity vehicles from different organizations may travel the same route at the same time but are unable to pick up additional riders.
- Specialized transportation services typically do not provide transit service on holidays.

### **Tulsa TMA Transportation Improvement Program (2019)**

The Transportation Improvement Program prepared by INCOG presents a series of improvements to the surface transportation system within the Tulsa TMA to be implemented during the upcoming four-year period with federal matching funds. The projects cover a wide range of transportation modes, including streets and highways, public transit, and bicycle and pedestrian facilities. This plan must be consistent with the 2045 Regional Plan Update and should reflect progress toward implementation. The plan allocates \$15.3 million for FY 2020 and \$9.6 million for each subsequent year for transit capital initiatives, including preventative maintenance, general operations costs, long- and short-range planning, congestion mitigation, and air quality outreach and planning activities.

### **Unified Planning Work Program for the Tulsa TMA (2019)**

The Unified Planning Work Program documents the transportation planning activities and projects to be accomplished for the next fiscal year in the Tulsa TMA. The plan addresses several multimodal transportation issues aimed at maintaining a coordinated and comprehensive planning process for the TMA. Program priorities related to transit planning efforts include:

- Assisting local governments with updating transit plans for the TMA.
- Reviewing transit technology infrastructure and software to aid in advancing regional Intelligent Transportation System (ITS) integration.
- Performing fare policy, funding, and service equity studies.
- Developing and implementing uniform operating policies and procedures.

### **Lawton MPO 2035 LRTP (2013)**

The 2035 LRTP for Lawton MPO assesses the transportation needs for the Lawton Metropolitan Area Transportation Study (LMATS) area<sup>5</sup> based on demographic and economic forecasts. The plan identifies existing and anticipated transportation improvements along with their estimated implementation costs. The plan also retains some of the goals and objectives that were outlined in the previous iteration of this plan.

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<sup>5</sup> The LMATS area includes most of the city of Lawton and portions of Comanche County, totaling 99 square miles in Southwestern Oklahoma.

Key objectives related to transit access include:

- Develop a multimodal transportation system that includes appropriate public transit, bicycle, and pedestrian facilities.
- Encourage bicycle parking facilities for employees, customers, and visitors at businesses, libraries, schools, transit stops, and other public destinations.
- Reduce dependency on single-occupancy vehicles by supporting transit and carpool/vanpool/rideshare initiatives.

### **Lawton MPO 2045 Metropolitan Transportation Plan (2019)**

The 2045 Metropolitan Transportation Plan includes a 25-year planning horizon for transportation planning and project implementation based on expectations of population increase in the LMATS area. The plan's goals and objectives are identical to what was outlined in the 2035 LRTP.

The following needs, gap, and barriers were identified:

- Recent development patterns within the LMATS area are predominantly characterized by low density residential developments separated by significant distances from commerce and employment centers.
- Ground-level ozone from the Dallas-Fort Worth metropolis that travels through Oklahoma continues to be a primary contributing factor to ozone issues within the Lawton Metropolitan Area, which has exacerbated conditions in the region.
- There is a heavy reliance on competitive funding sources that may not follow the city of Lawton's priorities.

### **Lawton MPO Transportation Improvement Program (2019)**

The Transportation Improvement Program is a cooperatively developed four-year program outlining roadway, bicycle, pedestrian, and transit improvements within the LMATS area. The plan includes a list of transportation improvements to be implemented during each fiscal year between 2020 and 2023, including the following transit improvements:

- Acquire and install bus shelters and route signage.
- Acquire and install surveillance equipment.
- Study on feasibility and cost to transition to clean natural gas (CNG) vehicles.

A total of \$3.5 million is allocated for local transit projects in FY 2020.

### **Unified Planning Work Program for the LMATS Area (2019)**

The Unified Planning Work Program for the LMATS area lists all work to be addressed in a given fiscal year and identifies associated revenue sources. Listed activities reflect the transportation planning priorities for the LMATS area as well as federal planning factors. Major transit-related products or activities prioritized for FY 2020 include:

- Collect operational and performance data of the transit system.
- Research grant opportunities for construction of a bus transfer center and hub.
- Prepare a FY 2020-2024 TIP.
- Maintain electronic maps showing transit routes and bus shelter locations.

### **Frontier MPO 2040 Metropolitan Transportation Plan (2016)**

The Frontier MPO's 2040 Metropolitan Plan, also known as 2040: The New Frontier, is the regional transportation plan for the Fort Smith Region, which consists of municipalities and unincorporated portions of Crawford and Sebastian Counties in western Arkansas and Le Flore and Sequoyah Counties in eastern Oklahoma. The plan identifies transportation needs and the financial resources available to address those needs over a 25-year period. Key objectives related to transit improvements include:

- Enhance and improve transportation options for all transit dependent persons in the region.
- Enhance and improve modal choice in the region and last mile connections for transit users.
- Expand transit service to people needing access to job opportunities, shopping, and recreational activities.

### **Frontier MPO Transportation Improvement Program (2016)**

The FY 2016-2020 Frontier Transportation Improvement Program includes all transportation improvements planned or programmed within the Frontier Metropolitan Planning Area that will use federal funding for all or part of their implementation costs. This area is comprised of the urbanized portions of Crawford and Sebastian counties in Arkansas and Leflore and Sequoyah counties in Oklahoma. The purpose of this plan is to guide the use of these funds for area-wide transportation improvements and to ensure that the projects that receive these funds are in conformance with the Frontier MPO 2035 Metropolitan Transportation Plan. Approximately \$12.7 million has been allocated from FY 2019 to 2022 for the following transit-related initiatives:

- Preventative maintenance
- Paratransit service
- Rolling stock/support equipment
- Operating assistance

### **Frontier MPO FY 2020 Unified Planning Work Program (2019)**

The Unified Planning Work Program for the Frontier region is developed annually, and references how Frontier MPO coordinates and conducts federally-funded transportation planning activities. The Unified Planning Work Program is developed by Frontier MPO in collaboration with local governments, Fort Smith Transit, Arkansas Department of Transportation (ArDOT), ODOT, Federal Highway Administration, and the FTA. The Unified Planning Work Program contains descriptions of transportation planning tasks, activities to complete the tasks, and a summary of funds for each activity. Key transit-related products or activities prioritized for FY 2020 include:

- Research BRT.
- Coordinate with Fort Smith Transit, housing providers, healthcare, senior services, and agencies who serve vulnerable populations.
- Collect necessary data to support transit planning effort and studies.
- Coordinate with Fort Smith Transit to establish a public transit agency safety plan.
- Update transit system map.
- Host pop-up events to highlight transit options.

### **Craig County 2040 LRTP (2019)**

The Craig County 2040 LRTP identifies existing and projected transportation improvement needs that may influence transportation in Craig County and unincorporated portions of northeast Oklahoma over the next several decades. The Plan serves as guidance for focusing limited transportation funds on projects that provide the best return on investments. The following list includes a set of strategies related to transit improvements:

- Prioritize funding for increased transit, maintenance and preservation of existing roads, and bridge and rail infrastructure.

The following needs, gaps, and barriers across the county were also identified:

- Increases in the proportion of senior residents will likely result in increased demand for public transit services.
- Most residents work within 30 miles but may travel more than 30 miles for shopping and medical trips in Tulsa or Joplin.
- Lack of funding in rural areas for public transit limits accessibility at affordable fares.

### **Mayes County 2040 Draft LRTP (2019)**

The Mayes County 2040 LRTP provides an assessment of various travel modes and identifies trends and challenges that may affect transportation in Mayes County over the next two decades. The LRTP serves as a guide for the development of a safer, more efficient transportation network through long-term systemwide objectives and near-term implementation of policies and projects. Key strategies related to transit improvements within Mayes County include:

- Prioritize funding for increased transit, maintenance and preservation of existing roads, bridges, and rail infrastructure.

The following needs, gaps, and barriers were also identified:

- Residents are commuting to Tulsa for medical and social services, suggesting barriers to accessing these services within the county.
- Revenue has fallen behind the investment needed to preserve and maintain the current transportation system.
- By 2040, senior residents will make up nearly a quarter of the county's population.
- Lack of funding in rural areas for public transit limits accessibility at affordable fares.
- There is a need for intercity connections for college students commuting from Mayes County to Owasso, Claremore, and Tulsa.

### **Northern Oklahoma Regional Transportation Planning Organization LRTPs (2015 – 2019)**

The Northern Oklahoma Regional Transportation Planning Organization (NORTPO) developed LRTPs for the 16 counties within the Northern Oklahoma Development Authority (NODA) and the Oklahoma Economic Development Authority (OEDA) districts, which include Alfalfa, Beaver, Blaine, Cimarron, Dewey, Ellis, Garfield, Grant, Harper, Kay, Kingfisher, Major, Noble, Texas, Woods and Woodward counties. The LRTPs provide an inventory of transportation modes and facilities and identifies issues, opportunities, and trends that may impact transportation within the respective counties over the next 20 years. The plan also identifies existing and potential future transportation improvement needs. The following list provides a set of strategies related to transit improvements summarized from all nine LRTPs:

## Appendix C: Review of Previous Plans and Policies

- Increase transit services between multimodal facilities.
- Promote a transit system that provides service to major employment and activity centers, including hospitals, educational facilities, parks, and retail areas.
- Develop a Transit Development Plan that will identify tools to measure service performance and to facilitate coordination between transit agencies.

The following needs, gaps, and barriers across the region were also identified:

- Public transit systems and services in rural areas are limited. Low population densities in the NORTPO region hinder the delivery of public transit.
- There are limited areas that generate sufficient concentrations of transit need, which makes it difficult to establish feasible routes.

### **Southwest Oklahoma Regional Transportation Planning Organization LRTPs (2015 – 2019)**

The Southwest Oklahoma Regional Transportation Planning Organization (SORTPO) developed LRTPs for the 16 western Oklahoma counties within their jurisdiction, which include Beckham, Caddo, Comanche, Cotton, Custer, Grady, Greer, Harmon, Jackson, Jefferson, Kiowa, McClain, Roger Mills, Stephens, Tillman, and Washita counties. The LRTPs include an inventory of different transportation modes and identifies issues, opportunities and trends that may influence transportation within the respective counties over the next 20 years. In addition to identifying potential future transportation improvements, the plans also outline a set of strategies that reflect a broad range of regional goals that touch on access to social services, workforce development, regional collaboration, safety, and environmental sustainability. The following list includes key strategies related to transit improvements summarized from all 16 LRTPs:

- Support opportunities to expand transit and on-demand-response transit systems in the region that improve access to health care facilities, education facilities, recreation centers, cultural and tourist sites, and employment centers.
- Promote the use of alternative fuels and technologies in motor and transit vehicles.
- Increase private sector participation in funding transportation infrastructure and services.
- Support development of transportation systems that provide opportunities for populations walking, bicycling, and utilizing non-motorized modes.
- Maintain the demand-responsive transit services in the region and provide for better coordination between various agencies.

The following needs, gaps, and barriers across the region were also identified:

- Barriers in access to healthcare and emergency services.
- Problematic traffic issue locations (areas with high accidents, intersections, and truck generators).
- Lack of transit services during evenings and weekends.
- Competition for medical professionals between urban and rural residents.
- Aging infrastructure.
- Lack of regional coordination to attract and maintain workforce, industry, and community.
- Limited access to food stores and groceries.
- Revenues continue to be limited to meet the transportation system needs over time.

- Low population densities in the SORTPO region and distances between activity centers complicate the delivery of public transit in rural areas.
- There are limited activity generators (mainly job destinations) that produce concentrations of transit need.
- Population is declining in rural areas due to outmigration of young adults, fewer births, and increased mortality among working age adults and aging populations.
- Lack of communication and coordination between tribal nations and counties on development projects and transportation needs.

### **Pottawatomie County LRTP 2015-2035 (2015)**

Created in collaboration with the Central Oklahoma Regional Transportation Planning Organization (CORTPO), the Pottawatomie County 2035 LRTP is intended to be a tool for assisting the community in focusing limited transportation funds on projects that provide the best return on investments. With a 20-year time horizon, this plan includes long-range strategies that accommodate growth over time.

- Encourage bicycle, pedestrian, and public transit to improve livability, mobility, and sustainability.
- Avoid administrative duplication in transit, preserving fiscal resources.
- Shift able riders from paratransit by offering other efficient mobility options or other transit solutions.
- Develop dedicated transit funding sources beyond the existing Public Transportation Revolving Fund.
- Coordinate with health and human service agencies and others to expand transit services for individuals with disabilities.

The following needs, gaps, and barriers were also identified:

- Revenues continue to be limited to meet transportation system needs, while costs for transit increase.
- There is little resiliency and sustainability incorporated into the existing system.
- There is a lack of transportation options for non-drivers of any age and shift workers.
- There is a need for improved intercity transit availability and linkages to the regional system.

### **Seminole County 2015-2040 LRTP (2015)**

Created in collaboration with CORTPO, the Seminole County LRTP provides direction for when public repairs are planned, new development is proposed and when funding opportunities become available. Strategies relevant to transit improvements include:

- Monitor and apply for all available transportation grant opportunities each year.
- Coordinate economic development with long-term transportation regional connectivity, especially rail connections.
- Preservation of existing levels of service must be the top priority.

The following needs, gaps and barriers were also identified:

- The 2010 household median income was \$34,016, about \$9,000 per year less than the median for the state of Oklahoma (\$42,979).
- Low population densities and the distances between activity centers complicate the delivery of public transit in rural areas.

### Hughes County Oklahoma LRTP 2016-2040 (2016)

Created in collaboration with CORTPO, the Hughes County LRTP is the first transportation plan with a focus on small municipalities and unincorporated portions of Hughes County. The plan identifies existing and projected transportation improvement needs and includes an assessment of the various modes of travel and trends and challenges that may influence transportation in Hughes County. Strategies relevant to transit include:

- Coordinate with state and federal agencies to stabilize funding to ensure that current levels of service on roads and transit systems do not fail.
- Support facilities and services that enable non-drivers to access typical destinations.

The following needs, gaps, and barriers were also identified:

- Low population densities within the county create challenges for delivering public transit.
- Establishing feasible funding for long-term maintenance and operations of rural services remains a challenge.

### Okfuskee County LRTP 2017-2040 (2017)

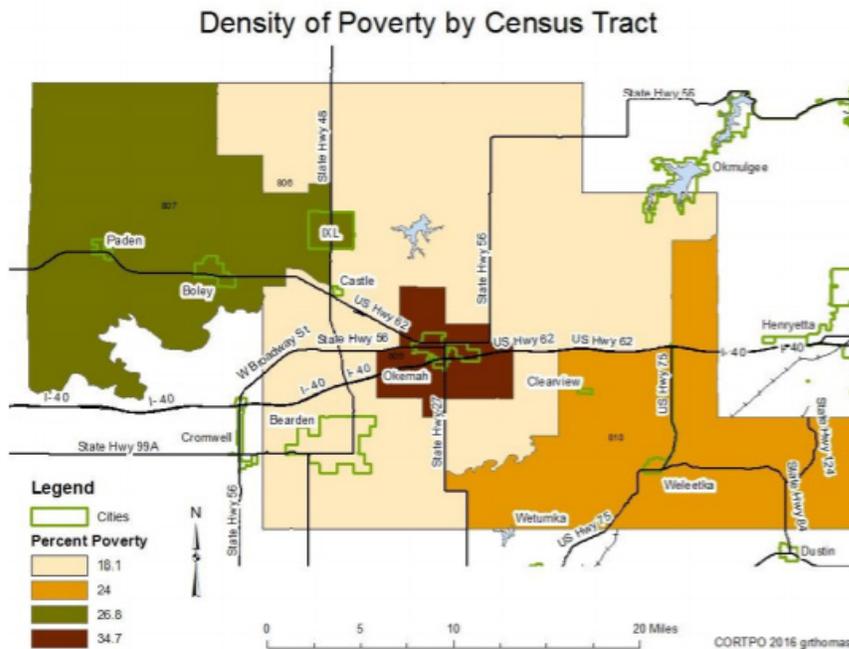
Created in collaboration with CORTPO, the Okfuskee County LRTP identifies existing and projected transportation improvement needs and includes an assessment of the various modes of travel that may influence transportation in the county. Strategies relevant to transit include:

- Prioritize transit when possible to support long-term sustainability.

The following needs, gaps, and barriers were also identified:

- According to 2015 census data, almost a quarter of the county's population was below the federal poverty line (Figure C-7).
- Low population densities create challenges for public transit in rural areas.

Figure C-7 Okfuskee County LRTP (2017) Density of Poverty by Census Tract



### **Pawnee County Oklahoma LRTP (2017-2040) (2017)**

Created in collaboration with CORTPO, the Pawnee LRTP assesses the existing transportation system, considers unmet needs, and identifies priorities for the county and region. Many of the transportation safety and access needs can be addressed over time with a shift toward accommodating a wider range of transportation modes. Strategies relevant to transit include:

- Improve access to common destinations for pedestrians, bicyclists, and transit riders.
- Identify practical ways to support increased transit in the County.

The following needs, gaps and barriers were also identified:

- Pawnee has a higher percentage of senior residents (65 years of age or older) than the rest of the state.
- Many public comments indicated that improved access to transit is needed.
- Frequent transit trips required for dialysis patients are of special concern.
- Only about 46% of workers are employed within the county while the remainder of workers commute to neighboring counties.

### **Lincoln County Oklahoma 2018-2040 LRTP (2018)**

Created in collaboration with CORTPO, the Lincoln County LRTP is the product of comprehensive study of data, community meetings, public surveys, and planning research. These efforts involved assessing the existing transportation system, trends and alternatives and specific priorities for the county and region.

Key objectives relevant to transit improvements include:

- Transit becomes a preferred method of travel for a wider segment of the populace.
- Provide employers with an opportunity to contribute to transit.
- Work with transit agencies to coordinate services.

The following needs, gaps, and barriers were also identified:

- The current level of federal, state, and local funds is inadequate to ensure long term maintenance of transit.
- The cost of transit trips within nearby towns and around the region may be cost prohibitive for dialysis patients needing to make several trips each week.

## **HUMAN SERVICE POLICIES AND PLANS**

### **Oklahoma Health Care Authority Policies and Rules (2009)**

OHCA is responsible for assuring that necessary transportation is available to all eligible SoonerCare members who need SoonerCare medical services. OHCA contracts with a broker to provide statewide curb-to-curb coverage for NEMT under the SoonerRide program. The broker provides the least costly mode of transportation necessary in an attempt to meet the individual needs of SoonerCare members. Transportation is provided when medically necessary. As the Medicaid Agency, OHCA is the payer of last resort, with few exceptions. All SoonerRide NEMT routine services must be scheduled by advance appointment. Appointments must be made at least three business days in advance of the health care appointment.

## Appendix C: Review of Previous Plans and Policies

In 2018, OHCA released an RFP for a contractor to manage NEMT services for SoonerRide members.<sup>6</sup> Per contract terms, OHCA will compensate the contractor through a per member per month prospective payment based on the number of members eligible for SoonerRide on the first day of the month. The payment includes all costs associated with administering the program and providing transportation to these members by any mode, including mileage reimbursement. Rides can also be given to customers outside the service area when sufficient medical resources are not available within 45 miles of their home for primary care provider service and 100 miles for a specialist.

### **Oklahoma Works: Transportation Service White Paper (2018)**

The Oklahoma Works: Transportation Service White Paper produced by the Oklahoma Office of Workforce Development (OOWD) assesses Oklahoma's recent efforts in making public transit more available and accessible and identifies transportation barriers impacting the state's workforce. The OOWD houses Oklahoma Works, the state's workforce development initiative, and administers the federal Workforce Innovation and Opportunity Act. Strategies addressing transportation barriers include:

- Begin a dialogue with businesses who may have large populations of low-wage workers around transportation vouchers.
- Explore pilot program opportunities to expand public transit to students seeking technical education or a two-year degree.
- Consider Shared Use or Joint Use Agreements between government entities that agree to share equipment (e.g. vehicles), facilities, or properties to maximize benefits to the community.

The following needs, gaps, and barriers were also identified:

- Lack of data to quantify true need for transportation services makes it difficult to raise funds or seek partners to share costs associated with public transit.
- Several large employers and education and training institutions are not served by the existing fixed-route transit network.

### **Oklahoma Health Care Authority Strategic Plan 2018-2022 (2018)**

The OHCA Strategic Plan is a five-year plan that describes the agency's long-term priorities related to member needs and workplace environment. The plan consists of goals, strategies, and performance measures anchored by several focus areas, which include: 1) Changing health behaviors, 2) Ensuring rural access, 3) Improving quality, 4) Legislative and budget innovation, and 5) Minimizing disparities. Strategies related to transit utilization include:

- Expanding integrated care by considering social determinants of health.
- Offering more transportation services with alternatives to a single vendor.
- Promoting mobile providers and telehealth in rural and underserved areas.

The following needs, gaps, and barriers were also identified:

- There is a lack of transportation options for members.
- Providing transportation for young people to come to events at OHCA may be difficult.

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<sup>6</sup> Oklahoma Health Care Authority, RFP Number: 8070001016 (2018)

## FTA FUNDING PROGRAMS

The following table contains the full name of each FTA funding program listed in the STIP for FY 2020-2023:

Funding Program	Name	Description
Section 5303	Metropolitan, Statewide Planning, and Non-Metropolitan Transportation Planning	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.
Section 5304		
Section 5310	Enhanced Mobility of Seniors & Individuals with Disabilities	Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.
Section 5311	Formula Grants for Rural Areas	Provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transit in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.
Section 5311(b)	Rural Transportation Assistance Program	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.
Section 5329	Public Transportation Safety and Oversight	Requires FTA to implement and maintain a national public transportation safety program to improve the safety of all public transportation systems that receive federal funding. The safety program includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a state safety oversight program.
Section 5339(a)	Grants for Buses and Bus Facilities Formula Program	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
Section 5339(b)	Bus and Bus Facilities Discretionary Program	Provides funding to improve the condition of the public transit bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.
Section 5339(c)	Low or No Emission Vehicle Program	The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
Section 5340	Growing States and High Density States Formula Program	Allows for apportionment of additional funds to the Urbanized Area Formula and Rural Area Formula programs. Recipients of funds are existing UZA (section 5307) and Rural Area (section 5311) formula fund recipients.

Source: United States Department of Transportation - FTA (2020)