Oklahoma Locally Coordinated Public Transit / Human Service Transportation Plan

February 2012

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GLOSSARY OF ACRONYMS

ACOG	Association of Central Oklahoma Governments
ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
CART	Cleveland Area Rapid Transit
COTPA	Central Oklahoma Transportation and Parking Authority
DHS	Department of Human Services
FTA	Federal Transit Administration
GIS	Geographic Information System
INCOG	Indian Nations Council of Governments
JARC	Job Access and Reverse Commute
KATS	KiBois Area Rapid Transit
M.A.G.B.	Major Alfalfa Grant Blaine
MTTA	Metropolitan Tulsa Transit Authority
ODOT	Oklahoma Department of Transportation
OTSA	Oklahoma Tribal Statistical Areas
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SSA	Social Security Administration
The Plan	The Oklahoma Locally Coordinated Public Transit/Human Service Transportation Plan
The Committee	Statewide Evaluation Committee
UWR	United We Ride

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SECTION 1: INTRODUCTION TO THE PLAN

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the federal transportation reauthorization bill of 2005, required a locally-developed and coordinated public transit/human service planning process be developed and documented in a plan. In addition, this legislation required the plan to be implemented no later than 2007 in order to receive federal funding for transit projects intended to meet the needs of target populations (elderly individuals, persons with disabilities, and low-income persons). SAFETEA-LU allows two significant changes to the standard procedures defined by previous legislation. Now, project proponents are allowed to use dollars from other federal programs to match FTA funds, and expenses related to mobility management can be considered a capital expense. These are two significant changes that allow greater flexibility for budgeting and financing human service transportation.

The Federal Coordinating Council on Access and Mobility, an interdepartmental committee of eleven federal agencies established in 2004 by Presidential Executive Order, took coordination planning further by adopting the following policy statement on October 1, 2006:

> "Member agencies of the Federal Coordinating Council on Access and Mobility resolve that federally-assisted grantees that have significant involvement in providing resources and engage in transportation delivery should participate in a local coordinated human services transportation planning process and develop plans to achieve the objectives to reduce duplication, increase service efficiency and expand access for the transportation-disadvantaged populations as stated in Executive Order 13330."

The Oklahoma Department of Transportation (ODOT) recognizes that coordination has already occurred at different levels from region to region across the State. The primary focus of the locally coordinated plan is to fund new projects that encourage increased coordination among agencies to address transportation gaps at the regional level.

Purpose and Background of the Plan

Locally coordinated plans are intended to be specific to the transportation needs and issues throughout the State and are created to guide the development of projects to address those issues. Funding for these projects is available under three Federal Transit Administration (FTA) funding programs: Section 5310 Transportation for Elderly Persons and Persons with Disabilities, Section 5316 Job Access and Reverse Commute (JARC), and Section 5317 New Freedom (NF). For more information regarding these funding programs, see **Appendix A**. ODOT is the Governor's designee for the administration of Section 5316 and Section 5317 programs for the rural and small urban areas of the state. The Oklahoma Department of Human Services (DHS) administers the Section 5310 program for the State.

In 2007, ODOT began an extensive effort to gather data and feedback. Information was collected from United States (U.S) Census data for the State and target populations, a survey of 52 human service transportation providers, and 37 public meetings throughout the State. ODOT finalized its first locally coordinated transportation plan in January of 2008. The plan's development provided an opportunity to:

- Assess and document transportation needs for individuals with disabilities, elderly individuals, and low-income persons
- Inventory available services across the State and identify areas of redundancy and gaps in service
- Identify and document restrictions on eligibility for funding
- Identify and document short- and long-range strategies to address the identified gaps in service, including mobility management strategies
- Identify and document coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources
- Establish a prioritization process for projects

The plan's focus was to guide the development of projects rather than define them. The objective was to provide potential project proponents with the information necessary to develop competitive projects addressing the most pressing needs for human service and public transportation and encouraging implementation of projects through coordination with other agencies and transportation providers.

Update to the Plan

In order for a locally coordinated plan to continue to be an effective document, certain items need to be periodically revisited and evaluated. This document serves to update the 2008 Locally Coordinated Public Transit / Human Service Transportation Plan. This has been accomplished by soliciting public feedback, analyzing the performance of past projects, providing the most currently available demographic and transportation information, identifying gaps that have been addressed and recognizing issues that require further attention.

Summary of Public Meetings

A series of roundtable meetings were held at locations across the State of Oklahoma to obtain input from stakeholders (residents, transportation providers and human service agencies) to be used in developing the Oklahoma Locally Coordinated Public Transit/Human Service Transportation Plan (the Plan). A total of nine meetings were held between November 29 and December 1, 2011 at the following locations: Ponca City, Sand Springs, Okmulgee, Woodward, McAlester, Weatherford, Durant, Lawton, and Norman. ODOT staff announced these meetings in over 100 newspapers across the State and DHS contacted an additional 25 newspapers. Personal invitations were sent to approximately 700 key individuals and agencies though email or postcard.

The agenda for these meetings covered the following topics:

- Background information and funding requirements for Section 5310 – Elderly Individuals and Individuals with Disabilities, Section 5316 – JARC Program, and Section 5317 – NF Program
- Description of recently funded projects
- Overview of the responses to the provider survey and demographic analysis
- Discussion on Gaps, Barriers, and Coordination Opportunities
- Next steps and application schedule

The meetings started with staff presenting background information on the coordination plan and available funding sources followed by a synopsis of the projects receiving funding for Fiscal Year (FY) 2012 and the progress being made to address some of the gaps identified in the 2008 Plan. Next, staff discussed the provider inventory and demographic analysis. Finally, participants were asked to comment and make suggestions regarding other potential gaps and issues that had not yet been identified. Meetings were kept informal, giving attendees the opportunity to ask questions about the information being presented and make comments on the plan development process at any point during the session.

At all nine meetings the majority of questions and comments related to the exchange of information. A few providers were interested in the analysis from the demographic study or provider survey and asked for more detailed follow-up information. In Lawton, it was suggested to upload the transit provider inventory database onto the ODOT website, to make it easier for providers to find nearby services for collaboration. In Norman, it was reemphasized that the database could be used for a statewide mobility manager program. Further support for a mobility manager network came up in Weatherford, along with a request for a consolidated multi-agency service provider map. It should be noted that this type of map already exists, and the majority of questions and requests were for information or programs that are already available, but not widely known. All of this emphasized the need for a more centralized and effective way of disseminating transportation information to human service / transportation providers as well as to the general public.

Reauthorization

The federal highway and transit program's funding legislation, SAFETEA-LU, expired in September of 2009 and has been operating on a series of short-term extensions since that time. The eighth of these extensions occurred on September 16, 2011, when President Obama approved House Bill 2887 to extend funding through March 31, 2012. At the time of this Plan update, a multi-year reauthorization of the SAFETEA-LU legislation is anticipated but has yet to occur. Such reauthorization may result in significant changes to current funding programs and levels. In that event, an update to this Plan will be necessary to address the new legislation.

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SECTION 2: STATE DEMOGRAPHIC PROFILE

The purpose of the Plan is to identify the transportation needs of three target populations and develop strategies for addressing those needs. Reviewing population characteristics is helpful in transportation planning because it can provide a better understanding of potential needs of different population groups and identify groups who may be underserved by the existing transportation system. For the Plan, particular focus is placed on three target populations: 1) the elderly, 2) persons with disabilities, 3) and low-income persons.

To identify potential target populations and understand population distributions throughout Oklahoma, socioeconomic and demographic data was collected and reviewed. Data sources include the decennial Census and the American Community Survey (ACS), undertaken by the U.S. Census Bureau and the U.S. Social Security Administration (SSA). It is important to note that the most currently available data has been collected. One caveat is that much of the data released by the U.S Census Bureau is based on a statistical sampling process, including most data for years beyond 2000.

For purposes of the Plan, data has been collected at the small urban, county, and state level. The small urban areas with population between 50,000 and 199,999 are Lawton and Norman. Urban areas with a population of 200,000 or more (Oklahoma City and Tulsa) are considered large urban areas and are responsible for their own transportation plans. A great effort was made to obtain the most current data for all Oklahoma counties. Where current information was not available, data from previous years and/or regional data was included to provide the most complete picture of trends across the state.

Over the past decade, the state has shown slow but steady growth, with an 8.7 percent increase in population. In general, population has increased more around urban counties and has stagnated or declined in rural areas. Since 2000, the percentage of people over age 65 has increased while the percent of people with a disability has declined. Although overall poverty levels have risen slightly across the state, vehicle ownership has improved. State, county, and small urban demographic information is provided in this section. Detailed county information, as well as, comparison of 2000 and 2010 U.S. Census data is provided in **Appendix B**.

State and Countywide Population Characteristics

One of the greatest determinants of transportation need is total population and population concentration or density. According to the 2010 U.S. Census, Oklahoma had a total population of 3,751,351, ranking it 28 out of 52 states (inclusive of Washington DC and Puerto Rico). Oklahoma is the 19th largest state in land area at 68,595 square miles. This means that overall, the state has a fairly dispersed population, ranking 37th in population density at 54.7 persons per square mile. A comparison of Oklahoma to other states in FTA Region Six is shown in **Table 2.1**. The table shows that in comparison to neighboring states in Region Six, Oklahoma falls in the middle for total population and land area. The State's overall population per square mile is less than Louisiana or Texas

but greater than New Mexico.

Table 2.1: State Comparison of Land Area, Population and Density in FTA Region 6, 2010

Geography	Land Area (Square Miles)	State Rank	2010 Population	State Rank	Population per Square Mile	State Rank
Arkansas	52,035	27	2,915,918	33	56.0	36
Louisiana	43,204	33	4,533,372	25	104.9	26
New Mexico	121,298	5	2,059,179	37	17.0	47
Oklahoma	**68,595**	**19**	**3,751,351**	**28**	**54.7**	**37**
Texas	261,232	2	25,145,561	2	96.3	28
United States	3,531,905	--	308,745,538	--	87.4	--

Source: 2000 and 2010 U.S. Census

Recent population trends in FTA Region Six were reviewed between 2000 and 2010 (see **Table 2.2**). In general, Oklahoma population increased at a slower pace than its neighboring states. Only Louisiana grew more slowly during that time period. Oklahoma grew at a slower rate than what was found nationally for the same decade, 8.7 percent statewide versus 9.7 percent nationally.

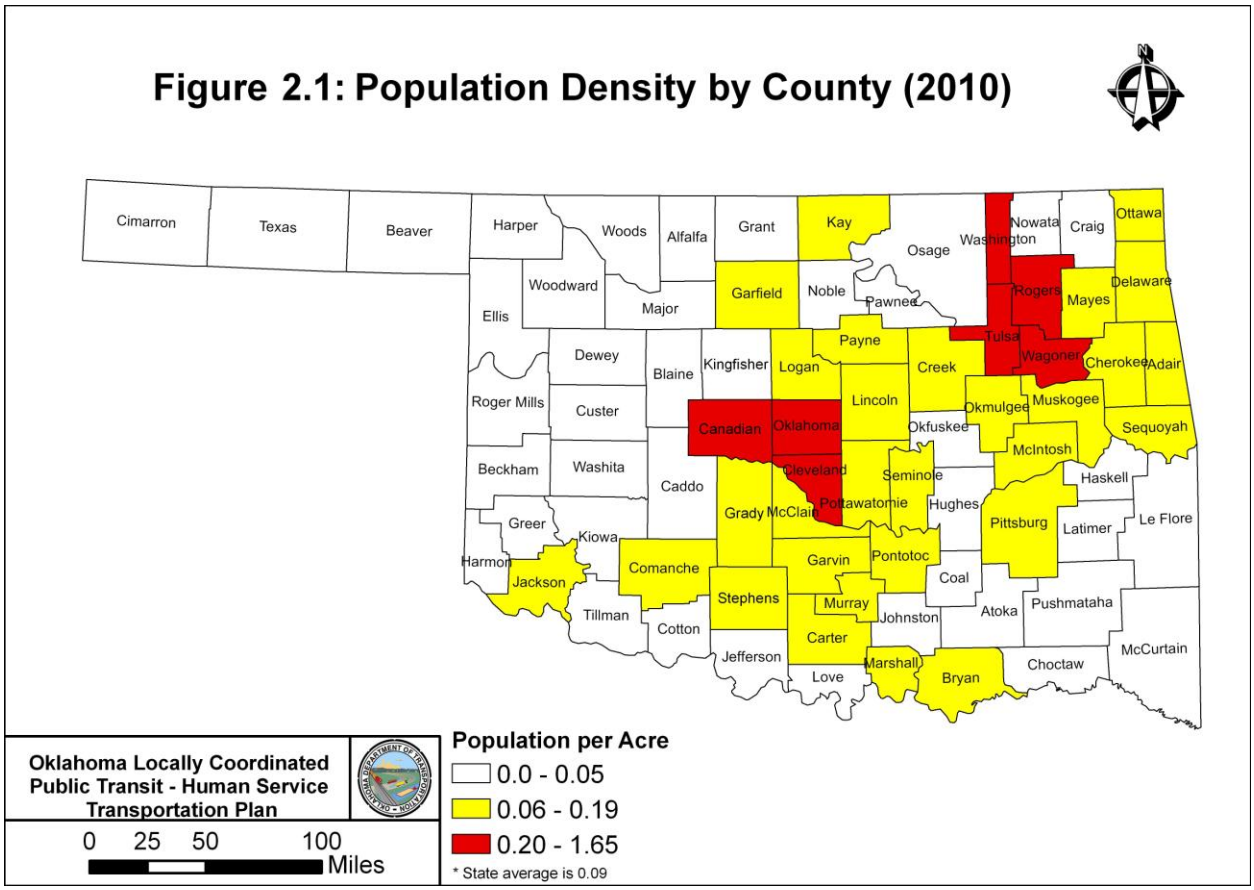
Table 2.2: State Comparison of Population Change in FTA Region 6, 2000-2010

Geography	2000	2010	Total Change	Percent Change
Arkansas	2,673,400	2,915,918	242,518	9.1%
Louisiana	4,468,976	4,533,372	64,396	1.4%
New Mexico	1,819,046	2,059,179	240,133	13.2%
Oklahoma	**3,450,654**	**3,751,351**	**300,697**	**8.7%**
Texas	20,851,820	25,145,561	4,293,741	20.6%
United States	281,421,906	308,745,538	27,323,632	9.7%

Source: 2000 and 2010 U.S. Census

Density is an important factor for establishing public or human services transportation. **Figure 2.1** on page seven exhibits the population density for each county in Oklahoma. As noted, Oklahoma's overall population density is fairly low at 54.7 persons per square mile or 0.09 persons per acre. Only Tulsa and Oklahoma Counties have densities exceeding one person per acre, 1.65 and 1.58 persons per acre, respectively. Cleveland County has a population density of 0.74 persons per acre. The remaining counties in the state have a density of 0.2 persons per acre or less. Half of the counties (39 out of 77) have densities at or below 0.04 persons per acre. These counties represent over half (57.7 percent) of Oklahoma's land area but only 12.9 percent of the total population.

Figure 2.1: Population Density by County (2010)



Recent population trends between 2000 and 2010, based on U.S. Census estimates, were examined for all Oklahoma counties and the State. The counties experiencing the greatest total growth include Oklahoma, Cleveland, Tulsa, Canadian, Rogers and Wagoner counties, which each grew by more than 15,000 people over the past decade. The greatest percentage growth occurred in Canadian, Wagoner, McClain, Logan and Rogers Counties, which grew by 23 percent or more. All of the faster growing counties are located around either Tulsa or Oklahoma City. The most significant decline occurred in Jackson, Kay, Ottawa, Tillman, and McCurtain Counties. The greatest percentage decline in population occurred in Cimarron, Tillman, Grant, and Harmon Counties, each losing over ten percent of their county's population. County-specific population gains and losses are provided in **Appendix B**.

State and Countywide Target Population Characteristics

Specific populations targeted by the Plan include the elderly, low-income, and persons with disabilities. Using U.S. Census Bureau categories, the population groups are defined by different data proxies, as shown in **Table 2.3**.

Table 2.3: Data Categories

U.S. Census Data Proxy	Population Universe	Data Source
Disabled Persons		
Civilian non-institutionalized population 5 years and over with a disability	Total population of persons age 5 and over	State & Urban Area: ACS, 1 year estimates Large County: 2008 ACS, 3 year estimate Small County: Not available after 2000
Elderly Persons*		
Persons age 65 and over	Total population	U.S. Census, SF1 ACS 1 year estimates
Low Income Persons		
Individuals living below poverty	Total population for whom poverty status is determined	State & Urban Area: ACS, 1 year estimates. County: 2006-2010 ACS, 5 year estimate.
Median Household Income	Occupied Housing Units	State & Urban Area: ACS, 1 year estimates. County: 2006-2010 ACS, 5 year estimate.
Households with no Vehicle available	Occupied Housing Units	State & Urban Area: ACS, 1 year estimates. County: 2006-2010 ACS, 5 year estimate.

* FTA programs generally consider ages 65 and over when referring to elderly populations; however, other federal agencies have programs for which persons between the ages of 55 and 65 are eligible.

Target population characteristics for Oklahoma and its counties are provided in this section. Statewide trends are discussed, followed by tabular and mapped data of population concentrations for each county. **Table 2.4** and **Figure 2.2** on page nine show state level trends between 2000 and 2010 for the following target population indicators:

- Population with Disability for Persons Age Five and Over
- Population Age 65 and Over
- Persons Living Below Poverty
- Household Income
- Households with no Vehicles Available

In general, the proportion of target populations within the state has remained stable. The percent of persons living below poverty and over age 65 have increased slightly, while the percent of persons with a disability and households without vehicles have decreased slightly.

Table 2.4: Oklahoma Statewide Trends for Target Populations – 2000 through 2010

Census Year	Percent of Population with a Disability*	Percent of Population Age 65+	Percent of Population Below Poverty Status	Median Household Income	Percent of Households with no Vehicles Available
2000	21.6%	13.2%	14.7%	$33,400 **	7.0%
2001	19.21%	12.9%	15.5%	$33,714	6.3%
2002	18.5%	12.8%	15.0%	$35,568	5.8%
2003	17.0%	12.6%	16.1%	$35,129	5.7%
2004	18.5%	12.8%	15.3%	$35,357	5.4%
2005	19.0%	12.9%	16.5%	$37,063	5.6%
2006	19.6%	13.3%	17.0%	$38,770	6.0%
2007	19.0%	13.2%	15.9%	$41,567	5.6%
2008	17.6%	13.5%	15.9%	$42,822	5.9%
2009	17.0%	13.4%	16.2%	$41,664	5.8%
2010	16.8%	13.6%	16.9%	$42,072	5.7%

*Percentage of non-institutionalized population over age 5 years.
**Recorded in 1999 dollars, all other dollar values are for year indicated
An individual may be counted in two or more categories if they meet the criteria for multiple target characteristics
Source: U.S. Census 2000, 2001 ACS Supplemental Survey, 2002-2010 ACS 1-year estimates

Figure 2.2: Oklahoma Statewide Trends for Target Populations: 2000-2010

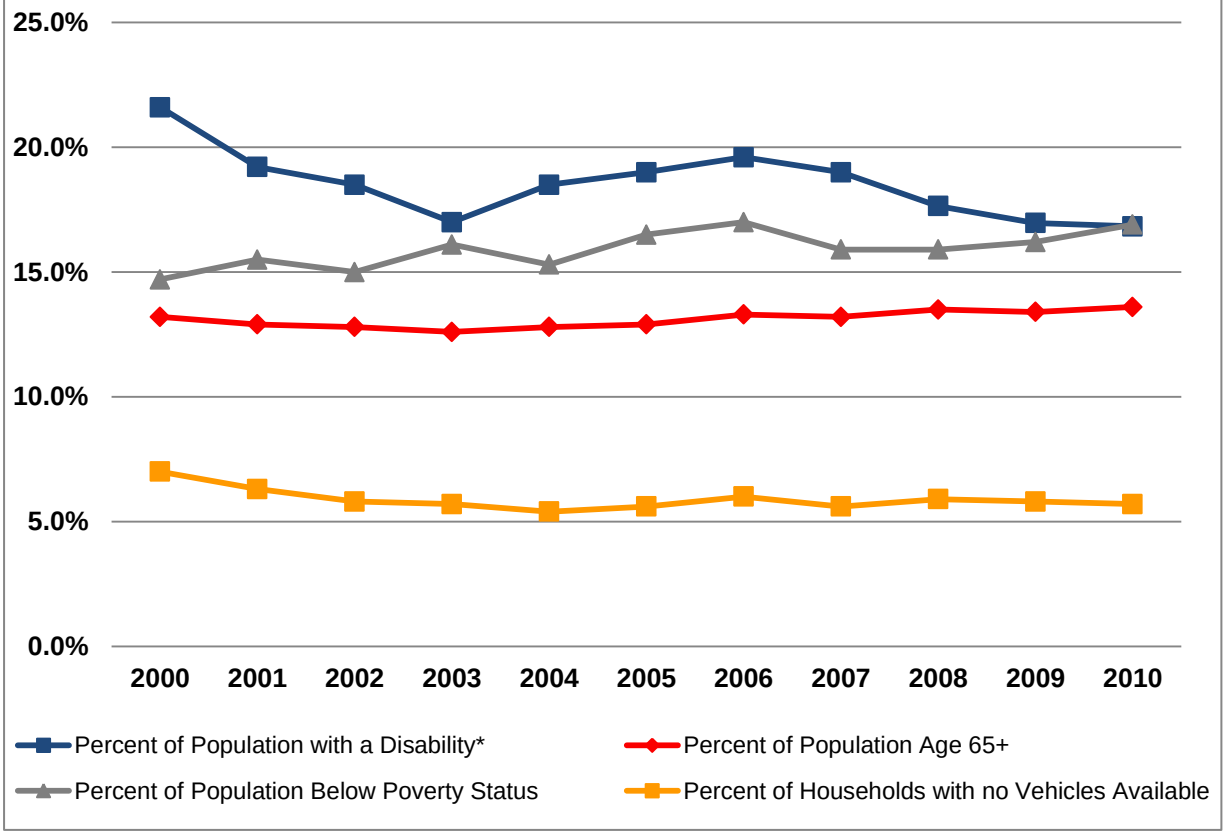


Table 2.5 provides a summary of the primary indicators for each county, with more detail provided in the sections that follow. Counties equal to or exceeding the 75th percentile for each indicator are highlighted in yellow, and the counties with the greatest concentration of persons age 65 and over, persons with disabilities, persons living below poverty, households with no vehicles available, and lowest median income are indicated with bold type. It is important to note that due to a change in the way the U.S. Census classifies the disabled population; current data is not available for every county. For further explanation of how data was used to describe the disabled population for purposes of the Plan, please refer to page 12.

Table 2.5: Target Population Concentrations by County

County	Percent Non-institutionalized Population over Age 5 with a Disability	Percent of Population over Age 65	Percent of Population with Income Below Poverty Level	2010 Median Household Income	Percent of Households with no Vehicles Available
Adair	27.1%	12.9%	26.5%	$29,811	5.6%
Alfalfa	No Data	20.2%	11.1%	$42,500	2.8%
Atoka	No Data*	16.1%	22.5%	$31,179	5.3%
Beaver	No Data	15.5%	12.4%	$49,743	1.4%
Beckham	20.6%	12.7%	16.0%	$43,642	5.9%
Blaine	No Data	14.4%	14.8%	$41,421	6.2%
Bryan	21.2%	15.7%	19.1%	$37,230	5.8%
Caddo	19.8%	14.7%	20.9%	$36,413	5.7%
Canadian	*12.6%*	10.9%	*7.9%*	*$60,489*	2.5%
Carter	18.0%	14.9%	16.5%	$38,385	6.8%
Cherokee	21.4%	13.5%	26.3%	$32,322	6.4%
Choctaw	No Data*	18.1%	24.6%	$27,549	9.2%
Cimarron	No Data	21.4%	21.8%	$34,096	6.1%
Cleveland	*12.6%*	*10.2%*	12.1%	$52,688	3.6%
Coal	No Data*	17.8%	21.6%	$31,764	**11.0%**
Comanche	16.4%	*10.2%*	17.4%	$44,012	6.5%
Cotton	No Data	17.0%	13.1%	$44,144	4.9%
Craig	No Data	17.4%	17.1%	$39,836	4.7%
Creek	19.1%	15.0%	15.4%	$42,314	5.4%
Custer	15.6%	13.4%	16.9%	$42,108	5.7%
Delaware	21.3%	20.6%	21.2%	$34,383	3.9%
Dewey	No Data	19.9%	13.6%	$39,940	2.9%
Ellis	No Data	19.1%	13.9%	$43,032	2.4%
Garfield	15.9%	15.3%	16.8%	$40,636	4.7%
Garvin	17.6%	17.3%	15.8%	$37,785	4.2%
Grady	16.0%	13.7%	14.8%	$45,260	3.8%
Grant	No Data	21.3%	10.3%	$42,043	3.5%
Greer	No Data	17.4%	15.6%	$35,096	5.0%
Harmon	No Data	17.3%	26.9%	$31,679	5.9%
Harper	No Data	18.6%	12.5%	$39,946	*0.5%*
Haskell	No Data*	17.6%	12.3%	$37,474	5.6%
Hughes	No Data*	17.2%	21.9%	$32,677	6.3%
Jackson	16.0%	12.9%	18.3%	$41,437	7.4%
Jefferson	No Data	19.1%	16.7%	$32,750	7.0%
Johnston	No Data	16.6%	19.9%	$34,556	5.0%
Kay	20.2%	17.0%	17.9%	$39,505	5.3%

Table 2.5 Target Population Concentrations by County

County	Percent Non-institutionalized Population over Age 5 with a Disability	Percent of Population over Age 65	Percent of Population with Income Below Poverty Level	2010 Median Household Income	Percent of Households with no Vehicles Available
Kingfisher	No Data	15.0%	12.0%	$49,104	2.6%
Kiowa	No Data	18.4%	20.2%	$32,565	4.2%
Latimer	No Data*	17.4%	13.9%	$42,639	3.9%
Le Flore	22.5%	15.2%	20.7%	$36,335	5.9%
Lincoln	21.1%	15.3%	14.8%	$42,282	4.2%
Logan	14.4%	12.6%	15.0%	$48,683	5.2%
Love	No Data	17.2%	14.2%	$41,629	4.7%
Major	No Data	19.2%	10.3%	$46,748	1.1%
Marshall	No Data	19.9%	14.4%	$40,419	4.7%
Mayes	21.5%	15.7%	16.9%	$41,228	5.6%
McClain	15.7%	13.2%	9.4%	$53,708	1.7%
McCurtain	27.2%	15.5%	**27.7%**	$31,082	9.6%
McIntosh	**30.6%**	**21.9%**	22.5%	$30,620	6.0%
Murray	No Data	17.5%	15.5%	$40,870	4.2%
Muskogee	21.0%	14.7%	19.1%	$37,002	8.2%
Noble	No Data	16.7%	13.5%	$39,515	5.3%
Nowata	No Data	18.0%	17.6%	$37,500	3.0%
Okfuskee	No Data	16.7%	24.6%	$33,286	7.7%
Oklahoma	14.9%	12.0%	16.8%	$42,916	6.5%
Okmulgee	24.5%	15.8%	20.3%	$37,820	7.8%
Osage	18.1%	15.3%	12.6%	$41,125	5.1%
Ottawa	23.6%	17.0%	18.2%	$35,483	6.2%
Pawnee	No Data	16.4%	18.2%	$40,059	3.8%
Payne	13.2%	10.4%	23.4%	$34,752	5.4%
Pittsburg	25.5%	17.5%	16.7%	$39,245	5.6%
Pontotoc	19.7%	14.9%	20.5%	$37,484	6.2%
Pottawatomie	19.1%	14.3%	17.3%	$40,085	6.8%
Pushmataha	No Data*	20.2%	27.1%	**$26,742**	7.7%
Roger Mills	No Data	17.7%	11.6%	$48,917	2.5%
Rogers	15.1%	13.4%	9.5%	$57,443	3.5%
Seminole	22.8%	16.1%	23.8%	$32,985	6.8%
Sequoyah	22.8%	14.9%	20.9%	$36,357	5.7%
Stephens	18.7%	17.3%	12.2%	$43,524	4.0%
Texas	13.0%	10.2%	15.6%	$44,623	5.2%
Tillman	No Data	17.7%	21.1%	$29,832	6.7%
Tulsa	14.7%	12.1%	15.1%	$45,613	6.7%
Wagoner	15.5%	12.5%	11.7%	$55,487	3.0%
Washington	18.8%	17.8%	13.2%	$44,823	5.3%
Washita	No Data	17.1%	16.9%	$43,039	3.9%
Woods	No Data	17.2%	12.1%	$48,076	3.5%
Woodward	No Data	14.2%	12.2%	$49,672	5.9%

* No county data available, but was included in Choctaw OTSA with a disability rate of 24.1%

Source: U.S. Census, American Community Survey

75th Percentile	21.4%	17.6%	20.5%	$35,096	6.3%
100th Percentile	**30.6%**	**21.9%**	**27.7%**	**$26,742**	**11.0%**

Target Population: Disabled Persons

Until 2007, the U.S. Census had defined the disabled population as the civilian non-institutionalized population age five years and over with categories of disability including sensory, self-care, mental, physical, employment and going-outside-the home disabilities. In 2008, the U.S. Census redefined disability as a long-term mental, physical or emotional condition that impacts a person's ability to perform a certain task. In addition, disabilities are no longer reported by type, but are instead grouped by the task or function impacted. Each of the functional difficulties below is counted for the civilian, non-institutionalized population at age groups appropriate to each category:

- Hearing difficulty (tabulated for all ages)
- Vision difficulty (tabulated for all ages)
- Cognitive difficulty (tabulated starting at age five)
- Ambulatory difficulty (tabulated starting at age five)
- Self-care difficulty (tabulated starting at age five)
- Independent living difficulty (tabulated starting at age 18)

This change in definition has caused the number of disabilities being reported to drop by an average of 2.8 percent across the U.S. One reason for this is the inclusion of children age zero to five, who tend to have a much lower reported rate of disability than the rest of the population. **Tables 2.4 through 2.6** correct for this inconsistency by showing the disability rate calculated only for population age five and over. However, the change in categories identified still causes a noticeable decrease in the number of disabilities reported in 2008.

This demographic analysis uses the ACS 2005-2009 five-year summary tables for much of the county level information as it offers relatively current data inclusive of all 77 Oklahoma Counties. However, the five-year summary tables do not include disability information because of the change in categories. Instead, 2008-2010 three-year estimates were used with the caveat that data is only reported for geographic areas with population greater than 20,000. **Table 2.5** on pages 10 and 11 shows the percentage of population with a disability for the 41 largest counties in Oklahoma. Data for counties grouped into Oklahoma Tribal Statistical Areas (OTSAs) was also analyzed as an approximation for the missing disability rates in all but the northern-most counties of the state. **Table 2.6** lists the OTSA disability rate used for counties within an OTSA and with population less than 20,000.

Table 2.6 Oklahoma Tribal Statistical Areas Disability Rate for Counties less than 20,000 in Population

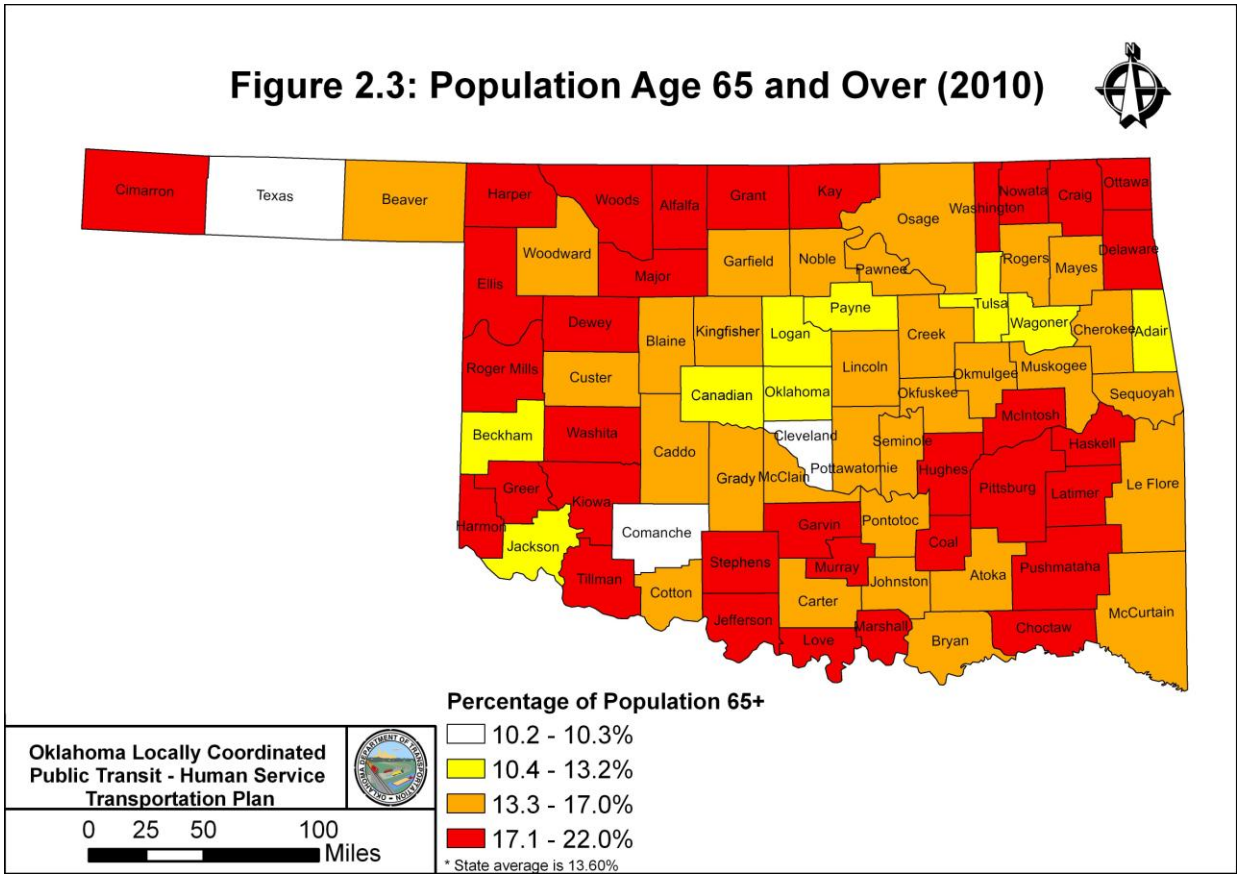
County	Within OTSA	Disability Rate
Atoka	Choctaw	24.6%
Blaine	Cheyenne-Arapaho	17.1%
Choctaw	Choctaw	24.6%
Coal	Choctaw	24.6%
Cotton	Kiowa-Comanche-Apache	17.5%
Craig	Cherokee	19.8%
Dewey	Cheyenne-Arapaho	17.1%
Ellis	Cheyenne-Arapaho	17.1%
Greer	Kiowa-Comanche-Apache	17.5%
Harmon	Kiowa-Comanche-Apache	17.5%
Haskell	Choctaw	24.6%
Hughes	Choctaw	24.6%
	Creek	16.3%
Jefferson	Chickasaw	18.2%
Johnston	Chickasaw	18.2%
Kiowa	Kiowa-Comanche-Apache	17.5%
Latimer	Choctaw	24.6%
Love	Chickasaw	18.2%
Marshall	Chickasaw	18.2%
Murray	Chickasaw	18.2%
Nowata	Cherokee	19.8%
Okfuskee	Creek	16.3%
Pushmataha	Choctaw	24.6%
Roger Mills	Cheyenne-Arapaho	17.1%
Tillman	Kiowa-Comanche-Apache	17.5%
Washita	Cheyenne-Arapaho	17.1%

In 2010, 16.8 percent of Oklahoma's non-institutionalized, civilian population age five and over was identified with one or more disabilities. This number compares to a national average of 10.0 percent and demonstrates a drop of almost five percent since 2000. Although the biggest drop occurred between 2007 and 2008 when the Census redefined its categories, there have also been small yearly decreases in disabled population every year since 2006, indicating that the trend may be downward regardless of the change in the categories. Of the Counties included in the 2010 three-year ACS data, McIntosh County had the highest percentage of population with a disability at 30.6 percent while the lowest rate, 12.6 percent, occurred in both Canadian and Cleveland Counties. The only county showing a significant increase in its disabled population is Adair County, climbing from 24.4 percent in 2000 to 27.1 percent in 2010. Garvin County experienced the most noticeable decrease, with 25.6 percent reporting a disability in 2000 and only to 17.6 percent reporting one in 2010.

Target Population: Elderly Persons

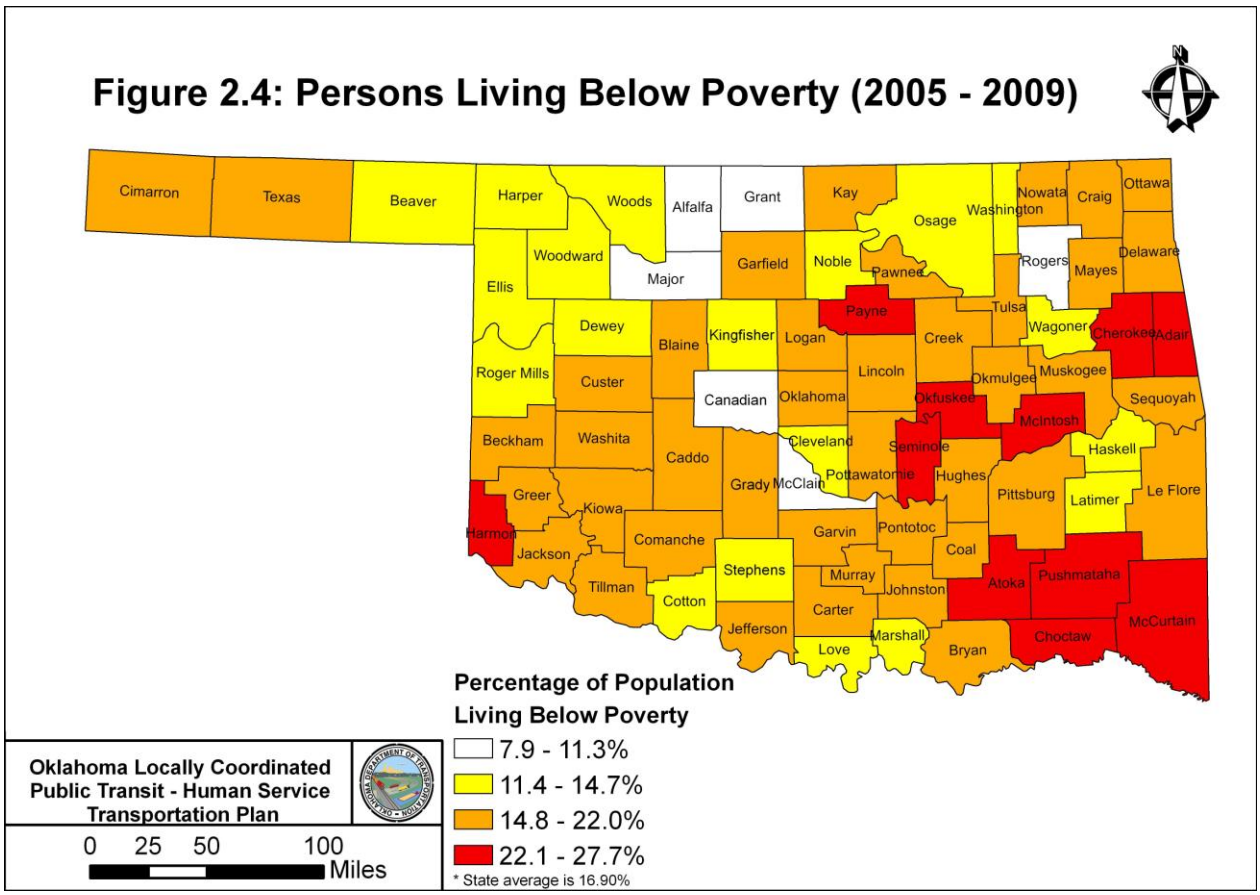
In 2010, 13.6 percent of Oklahoma's population was age 65 and over, indicating a relatively older population than is found nationally, where only 13.0 percent of the population was age 65 and over. McIntosh County had the greatest proportion of

persons age 65 and over at 21.9 percent. With a median age of 47 years, it was also the county with the oldest overall population. Cleveland, Comanche, and Texas counties are tied for lowest percentage of people over 65 (10.2 percent), but Payne County is the youngest with a median age of 27 years. Oklahoma and Tulsa counties and many of the surrounding counties have a lower than average proportion of elderly population. **Figure 2.3** displays the percentage of persons age 65 and over for each county.



Target Population: Low-Income Persons

The proportion of persons living below poverty in Oklahoma was 14.7 percent in 2000 and has climbed to 16.9 percent in 2010. This compares to 14.3 percent nationally. McCurtain County had the greatest proportion of persons living below poverty at 27.7 percent, while Canadian County had the least at 7.9 percent. The biggest reduction occurred in Latimer County, which has gone from 22.7 percent of its population living below poverty in 2000 to only 13.9 percent in 2010. **Figure 2.4** illustrates the percentage of persons living below poverty for each county.



The median income across the state was $42,072 in 2010, compared to $50,046 nationally. Pushmataha County had the lowest median income at $26,742, while Canadian County had the highest at $60,489. In 2000, the difference separating these two counties was about $23,000. Currently the gap between the richest and poorest counties is over $33,000. Many of the counties with lower household median income are located in the southeast and southwest corners of the state. **Figure 2.5** on page 16 illustrates the median household income by county, those counties in white or yellow are over the State average and those in orange or red are below average.

The proportion of households without vehicles available in the state was 5.7 percent, which is considerably lower than the national average of 9.1 percent. Coal County had the greatest proportion of its households with no vehicles available at eleven percent, while Harper County had the lowest proportion of zero-vehicle households. In Harper County, 99.5 percent of households have access to a vehicle. **Figure 2.6** exhibits the statewide characteristics of zero-vehicle households.

Figure 2.5: Median Household Income (2005 - 2009)

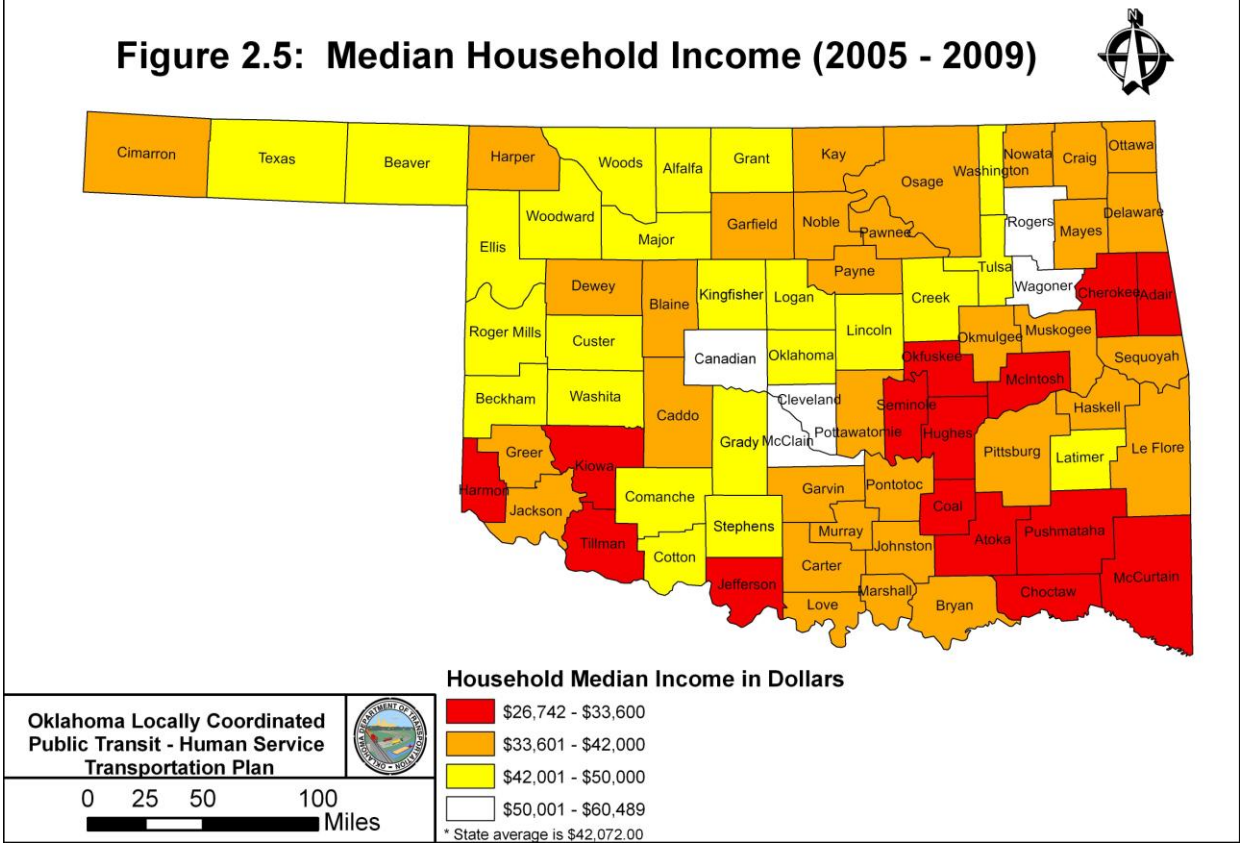


Figure 2.6: Percent of Population with No Vehicle Available (2005 - 2009)

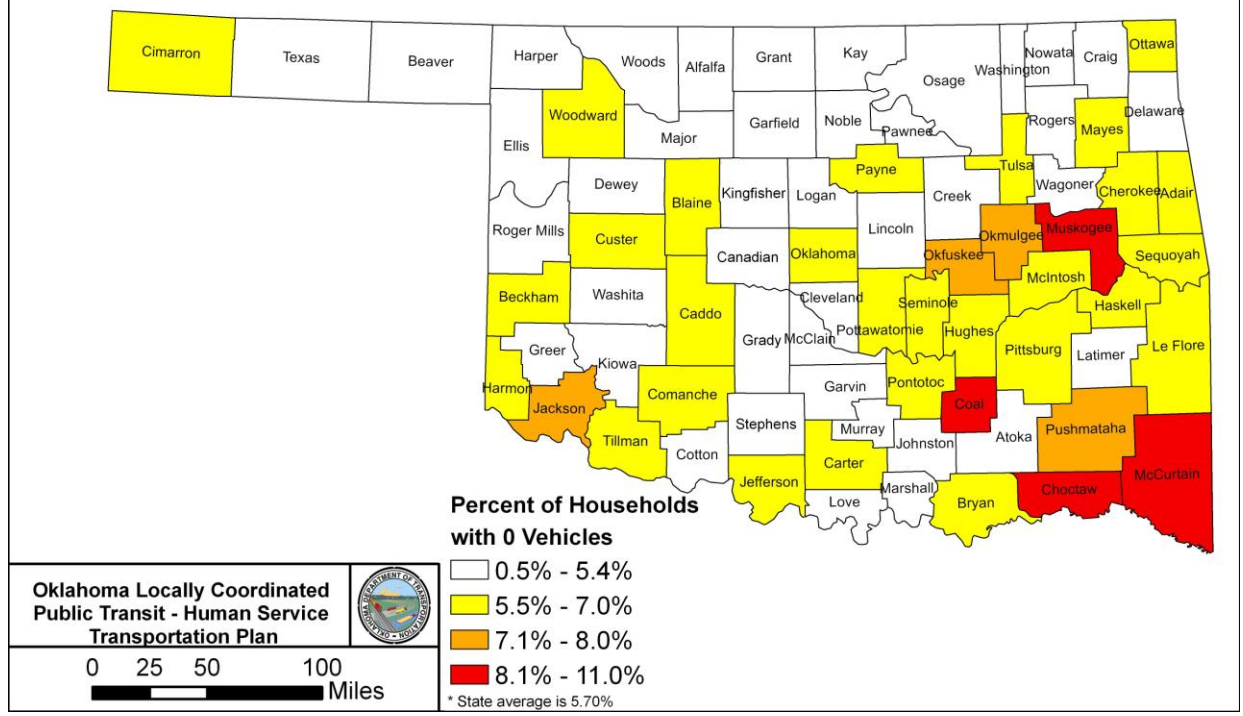


Table 2.7 lists the top 20 counties with the greatest proportion of persons living below poverty, households lacking vehicles, and households with the lowest median incomes. Nine counties are in the top 20 for all three low income indicators and are shown highlighted in yellow. In Cherokee, Choctaw, Coal, Hughes, McCurtain, Okfuskee, Pushmataha, Seminole, and Tillman counties, the average household income is below $34,000, over six percent of households have no vehicle available and more than one out of every five residents lives below the poverty level.

Table 2.7: Counties in the Top 20 for Low-Income Indicators

County	Percent Below Poverty	County	2010 Median Household Income	County	Percent with no Vehicle
McCurtain	27.7%	Pushmataha	$26,742	Coal	11.0%
Pushmataha	27.1%	Choctaw	$27,549	McCurtain	9.6%
Harmon	26.9%	Adair	$29,811	Choctaw	9.2%
Adair	26.5%	Tillman	$29,832	Muskogee	8.2%
Cherokee	26.3%	McIntosh	$30,620	Okmulgee	7.8%
Choctaw	24.6%	McCurtain	$31,082	Pushmataha	7.7%
Okfuskee	24.6%	Atoka	$31,179	Okfuskee	7.7%
Seminole	23.8%	Harmon	$31,679	Jackson	7.4%
Payne	23.4%	Coal	$31,764	Jefferson	7.0%
Atoka	22.5%	Cherokee	$32,322	Pottawatomie	6.8%
McIntosh	22.5%	Kiowa	$32,565	Seminole	6.8%
Hughes	21.9%	Hughes	$32,677	Carter	6.8%
Cimarron	21.8%	Jefferson	$32,750	Tulsa	6.7%
Coal	21.6%	Seminole	$32,985	Tillman	6.7%
Delaware	21.2%	Okfuskee	$33,286	Comanche	6.5%
Tillman	21.1%	Cimarron	$34,096	Oklahoma	6.5%
Caddo	20.9%	Delaware	$34,383	Cherokee	6.4%
Sequoyah	20.9%	Johnston	$34,556	Hughes	6.3%
Le Flore	20.7%	Payne	$34,752	Pontotoc	6.2%
Pontotoc	20.5%	Greer	$35,096	Blaine	6.2%

Source: U.S. Census, American Community Survey

Counties with Multiple Target Populations

Table 2.8 on page 18 and **Figure 2.7** on page 19 reflects the counties where the concentration of persons age 65 and over, persons with disabilities, persons living below poverty, households with no vehicles available or lowest median income exceeded the 75th percentile in three or more categories. For purposes of this analysis, counties fully inside the Choctaw OTSA were assumed to have a proportion of persons with a disability exceeding the 75th percentile due to the high percentage indicated for that region. The categories with greatest concentrations are indicated with bold type. Choctaw, Coal and Pushmataha counties have greater concentrations of the target

populations in all five categories. Cherokee, Hughes, McCurtain, McIntosh, Seminole and Tillman counties have high concentrations in four categories, and Adair, Atoka, Cimarron, Delaware, Jefferson, and Okfuskee Counties have high concentrations in three categories. Six of these counties have populations exceeding 20,000: Cherokee (46,987), Delaware (41,487), McCurtain (33,151), Seminole (24,894), Adair (22,683), and McIntosh (20,252). Geographically, nearly all of these counties are located in the eastern half of the state, east of Interstate Highway 35, with the exception of Jefferson, Tillman and Cimarron counties.

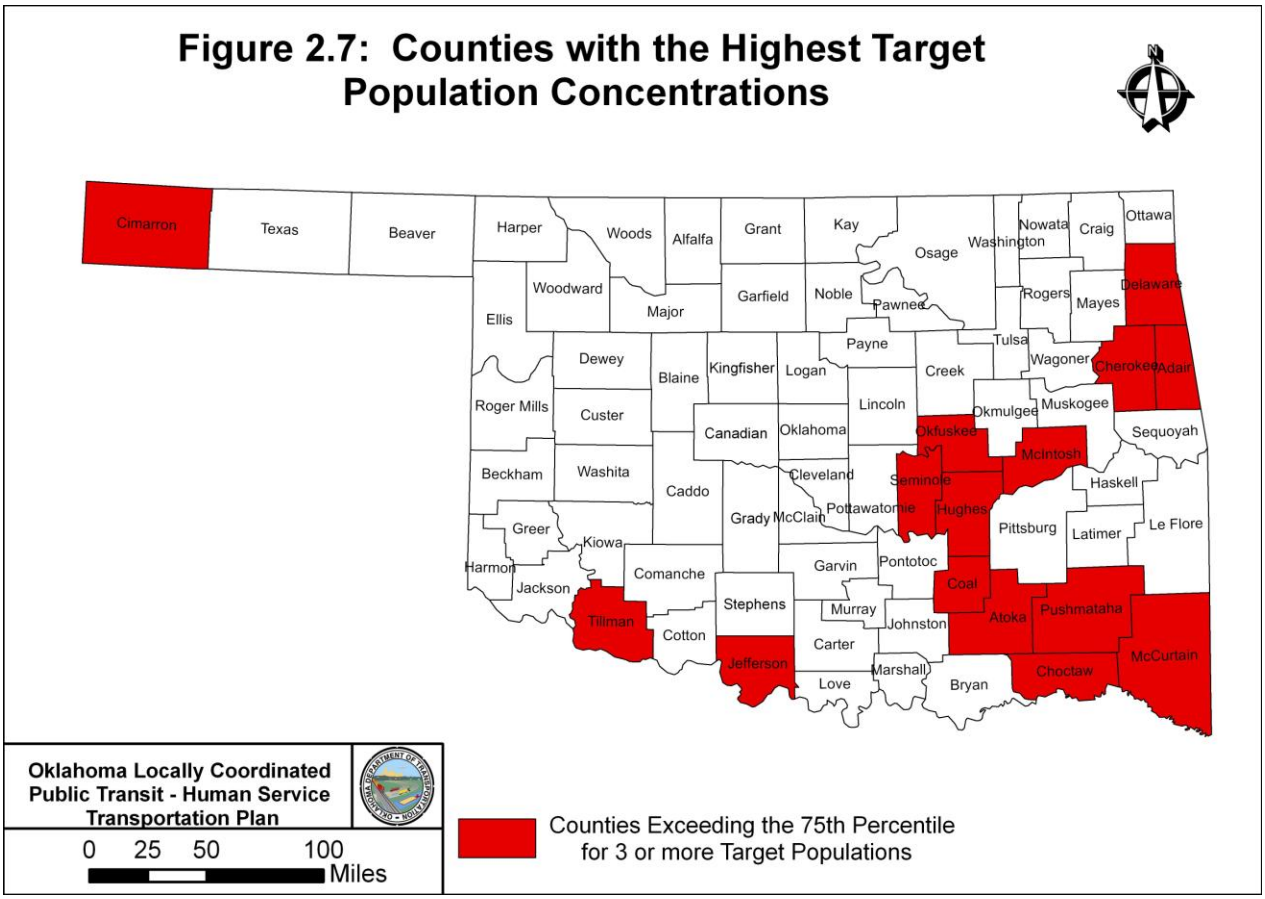
Table 2.8: Counties Exceeding the 75th Percentile for 3 or more Target Populations

County	Percent Non-institutionalized Population over Age 5 with a Disability	Percent of Population over Age 65	Percent of Population with Income Below Poverty Level	2010 Median Household Income	Percent of Households with no Vehicles Available
Adair	27.1%	12.9%	26.5%	$29,811	5.6%
Atoka	No Data*	16.1%	22.5%	$31,179	5.3%
Cimarron	No Data	21.4%	21.8%	$34,096	6.1%
Delaware	21.3%	20.6%	21.2%	$34,383	3.9%
Jefferson	No Data	19.1%	16.7%	$32,750	7.0%
Okfuskee	No Data	16.7%	24.6%	$33,286	7.7%
Cherokee	21.4%	13.5%	26.3%	$32,322	6.4%
Hughes	No Data*	17.2%	21.9%	$32,677	6.3%
McCurtain	27.2%	15.5%	**27.7%**	$31,082	9.6%
McIntosh	**30.6%**	**21.9%**	22.5%	$30,620	6.0%
Seminole	22.8%	16.1%	23.8%	$32,985	6.8%
Tillman	No Data	17.7%	21.1%	$29,832	6.7%
Choctaw	No Data*	18.1%	24.6%	$27,549	9.2%
Coal	No Data*	17.8%	21.6%	$31,764	**11.0%**
Pushmataha	No Data*	20.2%	27.1%	**$26,742**	7.7%

* No county data available, but was included in Choctaw OTSA with a disability rate of 24.1%
Source: U.S. Census, American Community Survey

75th Percentile	21.4%	17.6%	20.5%	$35,096	6.3%

Figure 2.7: Counties with the Highest Target Population Concentrations



Small Urbanized Area Population Characteristics

Target population characteristics for the Lawton and Norman urbanized areas are included in this section. An urbanized area is one that is defined by the U.S. Census as having a geographic area with a population of 50,000 persons or more (U.S. Code, Title 23, Section 101). An urbanized area does not have to follow existing political jurisdictional boundaries. Urbanized areas are subject to metropolitan transportation planning requirements as designated in U.S. Code, Title 23, Section 134 and Section 8 of the Federal Transit Act and promulgated by Code of Federal Regulations, Title 23, Section 450.300. This study focuses primarily on the Lawton and Norman small urban areas, whose transportation funds are dispersed by the state. The Oklahoma City and Tulsa large urban areas receive funding through the Association of Central Oklahoma Governments (ACOG) and the Indian Nations Council of Governments (INCOG), respectively. ACOG and INCOG maintain their own locally coordinated public transit / human service transportation plans and are not included in the state plan.

Table 2.9 shows land area, population and density for the Lawton and Norman urbanized areas as compared to Tulsa, Oklahoma City and the State. At the time of the Plan, 2010 U.S. Census data was not available for urbanized areas, thus 2010 American Community Survey one-year population estimates were used instead. Both the Lawton and Norman urbanized areas lost population between 2000 and 2005; however,by 2010,

both areas had climbed above their initial populations. Norman appears to be growing at a faster rate than Lawton. Comparing densities across the jurisdictions, the Lawton urbanized area has the lowest population density (2.59 persons per acre) of all the urbanized areas across the State. In contrast, the Norman urbanized area has the greatest density at 5.14 persons per acre.

Table 2.9: Comparison of Population and Density for Urbanized Areas

Urbanized Area	2000 Population	2010 Population	Total Change	Percent Change	Land Area (Sq. Miles)	Persons per Acre (2010)
Lawton	89,556	91,351	1,795	2.0%	55.2	2.59
Norman	86,478	100,723	14,245	16.5%	30.6	5.14
Oklahoma City	747,003	820,245	73,242	9.8%	322.2	3.98
Tulsa	558,329	581,925	23,596	4.2%	261.1	3.48
State Total	**3,450,654**	**3,751,351**	**300,697**	**8.7%**	**68,595**	**0.09**

Source: 2000 U.S. Census, 2010 American Community Survey

The population characteristics for elderly persons, low income persons and persons with disabilities within the urbanized areas of Lawton and Norman are shown in **Table 2.10**. As compared to statewide averages, both urbanized areas have smaller proportions of persons age 65 and over and persons with a disability. Norman has the lowest percentage of these two target groups out of all the urbanized areas, while Lawton has a disability rate closer to the state average. Both Lawton and Norman have a poverty rate far exceeding the state average and even well above the rates for Oklahoma City and Tulsa. The Norman Urbanized area stands at 20.4 percent, one of the largest percentages seen in and around the urban areas. The median household income is just below the state average in Lawton and Norman and the percentage of households with no vehicle available is highest in Lawton.

Table 2.10: Target Populations for Lawton and Norman Urbanized Areas

Urbanized Area	Population with a Disability	Population Age 65+	Population Below Poverty	Median Household Income	No-Vehicle Households
Lawton	15.4%	10.3%	19.6%	$41,054	7.0%
Norman	11.7%	9.3%	20.4%	$41,365	5.1%
Oklahoma City	13.4%	11.9%	17.1%	$44,186	5.7%
Tulsa	14.0%	12.4%	17.5%	$41,955	6.4%
State Average	**16.8%**	**13.6%**	**16.9%**	**$42,072**	**5.7%**

Source: 2010 American Community Survey, 1 year estimates

Commuter Trends

This section provides a snapshot of current commuting patterns across the State and for counties and key urban areas. Although the Census does not collect data for every trip type, it does provide some information regarding the employed population's journey to work. This information can help identify areas where job access may be a concern.

Means of Transportation to Work

The county with the lowest percentage of drive-alone commuters was Pushmataha County, another high zero-vehicle area, with 71.2 percent. Haskell County had the highest percentage of commuters using transit at 3.4 percent. This is twice as high as the second-highest county (Payne County had a 1.7 percent transit share.) Workers were more likely to walk in Cimarron County than any other County (5.8 percent). Working from home was most frequent in Roger Mills County (9.6 percent), while the highest rate of commuters taking a taxi, motorcycle, bike or other means occurred in Jackson County (4.1 percent). For details regarding commuting patterns in each county, see **Appendix B**.

The percentages of workers who drove alone, carpooled, used public transportation or another means for the statewide population and urban areas are shown in **Table 2.11**. The proportion of people that drove alone in Lawton (69.8 percent) was far lower than any other urbanized area. This echoes Lawton's higher than usual rate of no-vehicle households. Workers in Lawton were more than three times as likely to use public transportation than those in Oklahoma City and twice as likely as those in Tulsa. The Norman urbanized area also had a fairly high rate of public transportation users, compared to the state average and had the greatest percentage of commuters that walked, biked, took a taxi or motorcycle, or telecommuted. It should be noted that public transit shares reported by the U.S. Census are often lower than the figures commonly accepted within the transit industry. This is due in part to the fact that urbanized areas are generally larger than transit agency service areas the totals reported by the Census include individuals not served by transit. Additionally, the Census figures count only those individuals who use transit for work on a daily basis, excluding those who use transit for non-work purposes and those who use transit in a mix with other modes.

Table 2.11: Means of Transportation to Work for State and Urbanized Areas

Urbanized Area	Total Workers Age 16 and Up	Drove Alone	Carpooled	Used Public Transportation	Walk, Bike, Taxi, Motorcycle, or Work from Home
Lawton	42,899	69.8%	10.4%	1.8%	8.0%
Norman	46,894	81.3%	7.8%	1.2%	9.7%
Oklahoma City	383,035	82.8%	11.3%	0.5%	5.4%
Tulsa	265,753	81.3%	10.8%	0.9%	7.0%
State Average	**1,653,574**	**81.0%**	**11.2%**	**0.5%**	**7.1%**

Source: 2010 American Community Survey, 1 year estimates

Average Travel Time to Work

The mean travel time to work in Oklahoma in 2010 was 20.8 minutes. This compares to a national average of 25.3 minutes. **Table 2.12** lists the average travel time to work for each county. Jackson County had the shortest average commute, at 12.9 minutes, while the county with the highest average commute was Lincoln at 29.3 minutes. In general, the suburban counties bordering Tulsa and Oklahoma City had higher than average commute times. For those living within the Lawton and Norman urbanized areas, the average travel time was much lower than the state average, at 14.2 minutes and 19.9 minutes, respectively.

Table 2.12: Average Travel Time for Workers 16 and up who did not Work from Home

County	Time (Minutes)	County	Time (Minutes)	County	Time (Minutes)
Adair	25.2	Grant	19.8	Nowata	23.1
Alfalfa	18.3	Greer	16.5	Okfuskee	24.8
Atoka	22.7	Harmon	17.9	Oklahoma	20.0
Beaver	17.0	Harper	15.7	Okmulgee	26.5
Beckham	17.2	Haskell	26.7	Osage	22.2
Blaine	21.8	Hughes	24.5	Ottawa	20.7
Bryan	21.5	Jackson	12.9	Pawnee	27.1
Caddo	22.3	Jefferson	23.7	Payne	17.9
Canadian	22.3	Johnston	23.1	Pittsburg	20.4
Carter	18.0	Kay	16.0	Pontotoc	17.5
Cherokee	23.4	Kingfisher	20.1	Pottawatomie	23.9
Choctaw	21.9	Kiowa	20.9	Pushmataha	24.3
Cimarron	13.3	Latimer	25.0	Roger Mills	23.3
Cleveland	22.2	Le Flore	20.6	Rogers	24.5
Coal	24.3	**Lincoln**	**29.3**	Seminole	22.5
Comanche	17.3	Logan	27.7	Sequoyah	25.3
Cotton	23.2	Love	22.5	Stephens	19.4
Craig	18.5	McClain	27.5	Texas	15.2
Creek	23.7	McCurtain	20.7	Tillman	23.1
Custer	18.1	McIntosh	25.4	Tulsa	19.1
Delaware	26.8	Major	20.6	Wagoner	25.3
Dewey	21.4	Marshall	20.3	Washington	18.1
Ellis	18.2	Mayes	25.1	Washita	21.0
Garfield	16.5	Murray	19.9	Woods	13.2
Garvin	21.7	Muskogee	20.2	Woodward	18.3
Grady	26.0	Noble	22.3		
75th Percentile	23.9	**100th Percentile**	**29.3**	**State Total**	**20.8**

Source 2010 American Community Survey, 5 year Estimates

Demographic Summary

Overall, the population of Oklahoma is stable to slow-growing. The population density of the State is low outside of the urban areas around Lawton, Norman, Oklahoma City and Tulsa. Outside of the four urban areas, the population is older and tends to have a higher proportion of disability. The characteristics of the target populations vary in each county; however, fifteen counties tend to have higher concentrations of the target populations than the rest of the state.

SECTION 3: SUMMARY OF TRANSPORTATION SERVICES

The senior, low-income, and persons with disabilities populations in Oklahoma are served by a variety of transportation entities, each with its own discreet service area, target population, and operating authority. Service levels vary widely between the many transportation programs. Since the 2008 Plan, the number of transit operators serving the general public has increased. Public transit operators include two large urban public transit systems, two small urban public transit systems, and more than twenty rural transit providers. More information about these providers is available on the Transit Programs Division page of ODOT's website, http://www.okladot.state.ok.us/transit. There are also numerous medical facilities, schools, community groups and human service agencies across the State providing transportation services to the target populations.

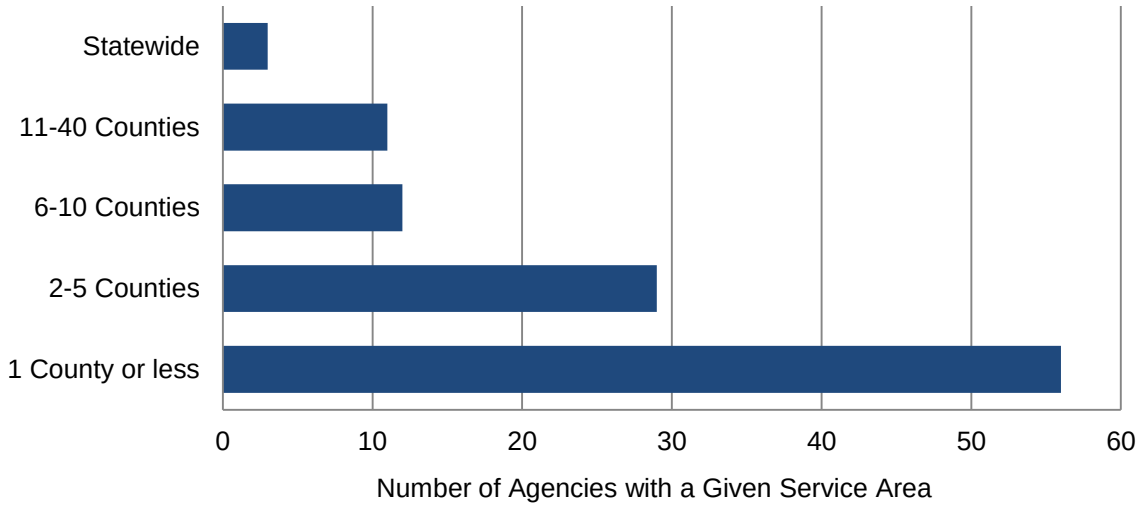
A survey was distributed to transportation providers across the State in order to gain a better understanding of service areas, services available to the target populations, and unmet transportation needs. The survey requested information regarding each agency's operating characteristics, types of services provided, approximate annual transportation budget, local coordination efforts, and unmet transportation needs among other items. The survey was distributed online through Survey Monkey using a database that combined contact lists from ODOT and United We Ride (UWR). In addition, regional councils of government were engaged to provide the survey to other transportation service providers in their region. Responses from a similar survey done by INCOG were incorporated where appropriate. Approximately 144 unique transportation provider agencies responded, including over 60 transportation operators, over 40 organizations that purchase transportation on behalf of clients, referral and informational service operators, local and tribal governments, and State agencies. A copy of the survey is provided in **Appendix C**.

The graphs and information that follow summarize the survey responses collected between July and October 2011. Where available, this information has been compared to data from 2007. The 2007 data comes from a survey that was conducted as background for the 2008 version of the Plan.

Service Area

Survey respondents represent agencies and organizations across the State serving a wide range of geographic areas. As shown in **Figure 3.1**, the majority of respondents serve an area of one county or less. A few statewide and several multi-county agencies responded as well.

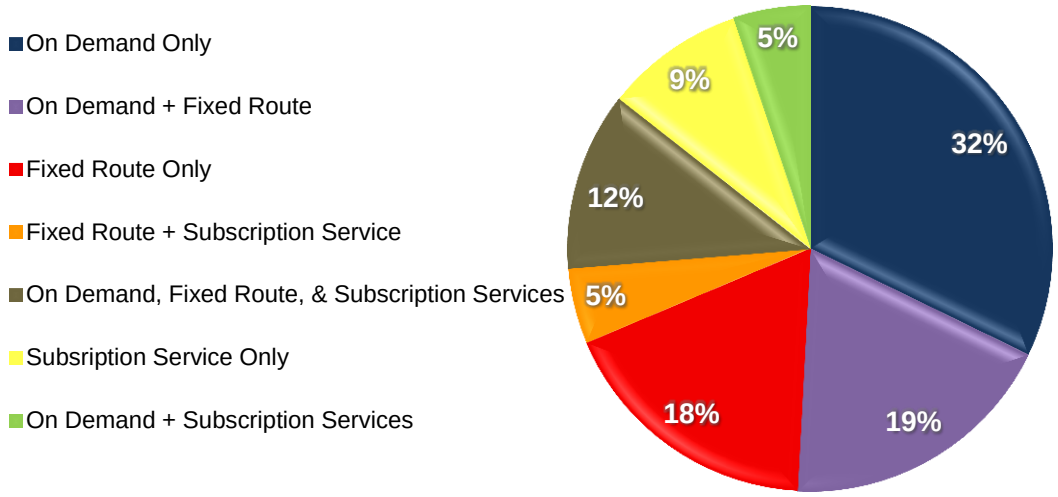
Figure 3.1: Size of Service Area for Survey Respondents



Types of Services

Among the survey respondents that provide transportation directly or through a contractor(s), demand response transportation is the most commonly provided type of transportation service. This is mostly likely due to the low-density nature of the State which makes it difficult to serve populations with fixed route services. However, as shown in **Figure 3.2**, more than half of agencies are providing some sort of fixed route or flexible fixed route services. Many agencies provide more than one type of service and in many regions of the State multi-county demand response systems often serve as feeders to city/town fixed route systems. Over 30 percent of agencies offer subscription services and some agencies also mentioned offering other types of services in emergencies or on an as-needed basis.

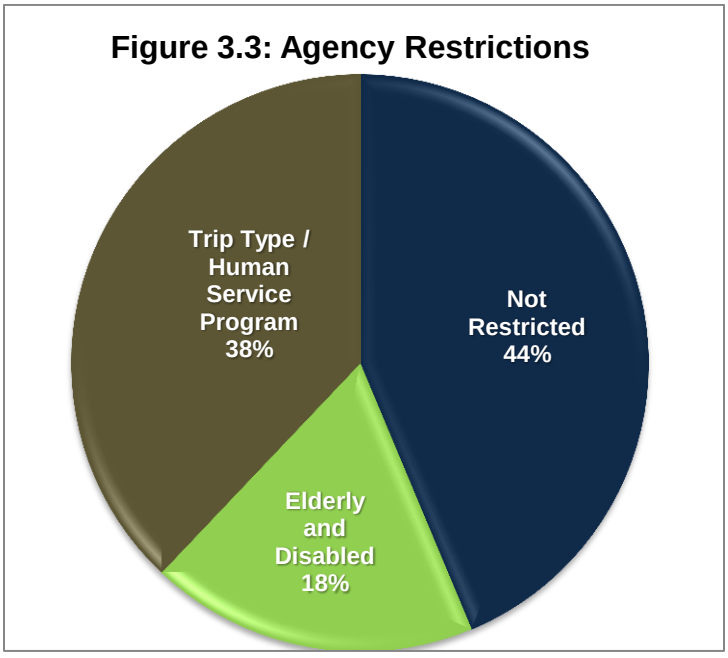
Figure 3.2: Types of Transportation Services Provided



Types of Trips

Survey respondents indicated a wide variety of trip types and destinations including medical, employment-related, educational, recreational, congregational, shopping and personal business trips. Some agencies only provide trips to and from their building or other specified human service locations, some only serve clients that meet selected criteria, but many agencies provide services for the public at large. As shown in **Figure 3.3**, approximately 44 percent of agencies do not have restrictions on the type of trip or the clients served.

Figure 3.3: Agency Restrictions



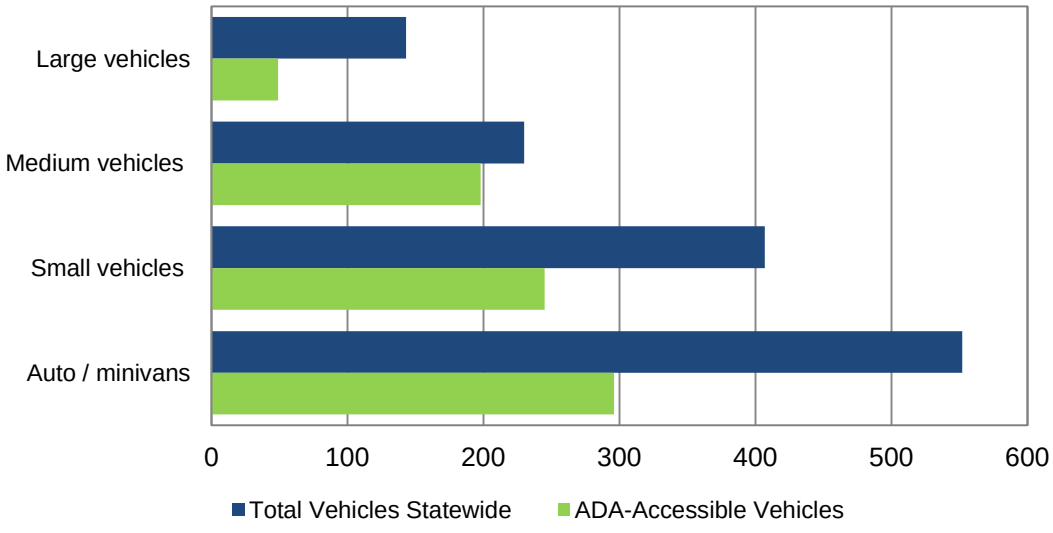
Vehicle Fleets

Most human service agencies that own vehicles have fewer than ten vehicles in their fleet. Many operate their services with just one or two vehicles, or vehicles provided by volunteers. Most of the tribal governments operating transit indicated a fleet size between five and twenty vehicles. The small urban systems in Lawton and Norman each had approximately 30 revenue vehicles. The large urban operators in Tulsa and Oklahoma City have fleets of approximately 100 vehicles each, while the largest transit operator, KiBois Area Rapid Transit (KATS), operates 183 vehicles across 12 counties in east-central Oklahoma. Other transit operators with more than 30 vehicles in their fleet included Grand Gateway (Pelivan), United Community Action Program (Cimarron Public Transit), Home of Hope, First Capital Trolley, Oklahoma Department of Veteran's Affairs, INCA Community Services (JAMM Transit), Muskogee County Public Transit, and Call-a-Ride Public Transit.

Figure 3.4 on page 26 shows the characteristics of vehicles across the State. Agencies that responded to this survey indicated that there are at least 1,332 vehicles and 786 American with Disabilities Act of 1990 (ADA) compliant vehicles available for

transportation across the State. The majority of these vehicles have no restrictions on their use. Medium sized vehicles (those that seat between 16 and 29 passengers) were the most likely to be ADA compliant. Large vehicles are those that seat more than 30 passengers and small vehicles are those that seat between eight and fifteen passengers. Personal automobiles and minivans were the most commonly used vehicle type, especially by human service agencies, tribal governments, and rural transit providers.

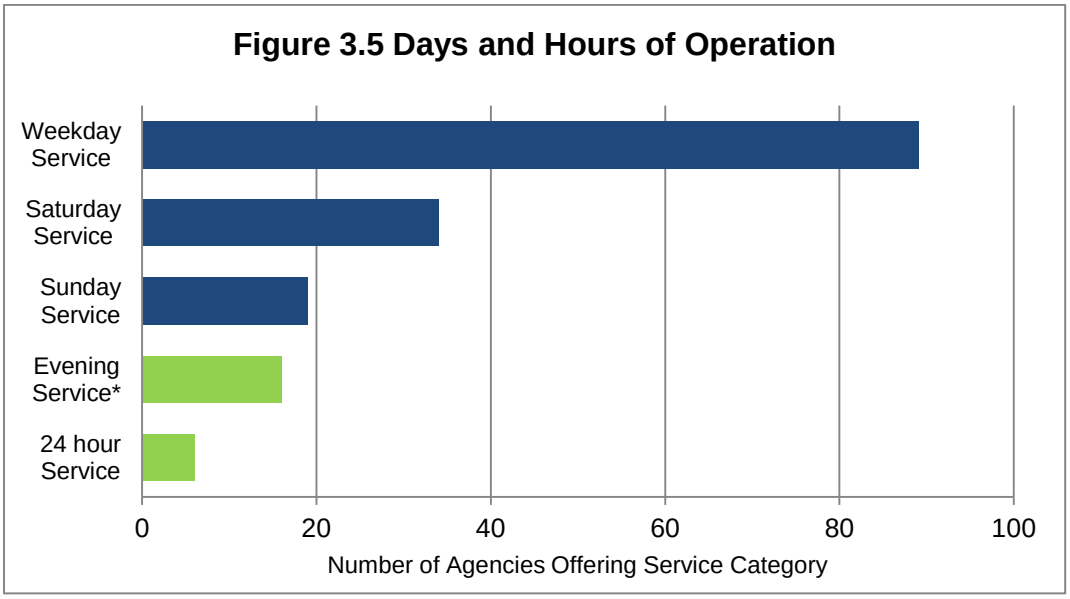
Figure 3.4: Statewide Vehicle Characteristics



*The numbers reflected above include all survey respondents providing transportation, including schools, community groups and human service agencies as well as public transportation operators.

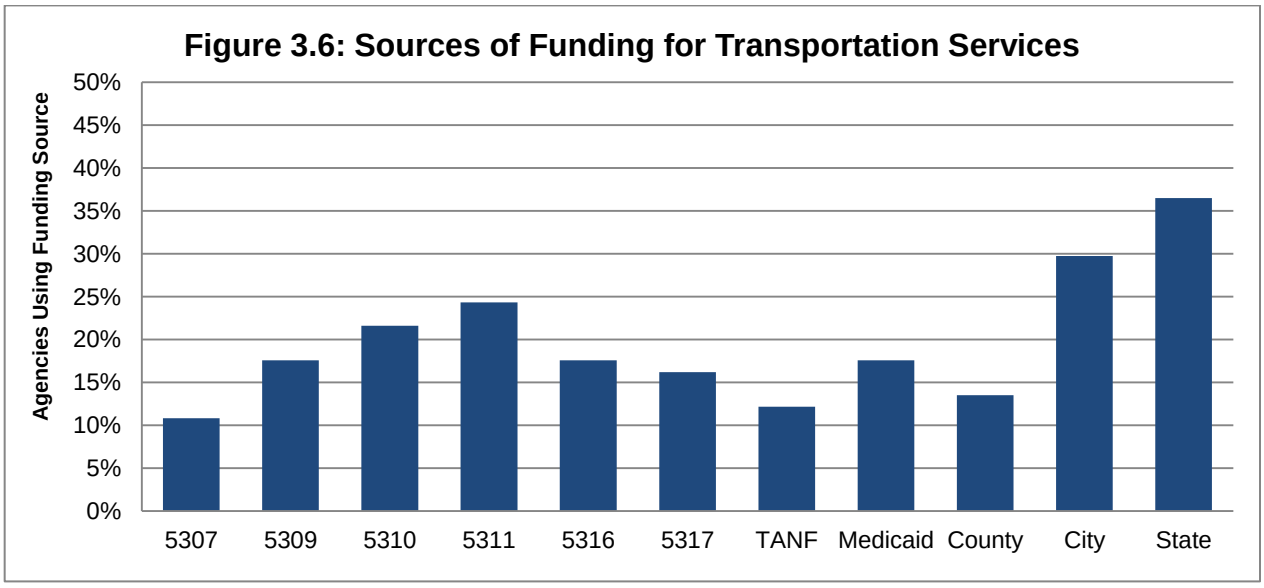
Days and Hours of Operation

Most service providers offer service Monday through Friday until 6:00 p.m. Fewer providers offer service on Saturday and Sunday, however Saturday and Sunday service appears to have increased since 2007. Approximately 16 agencies offer evening hours with an additional six organizations offering 24-hour or on-call emergency services, as illustrated in **Figure 3.5**.



Funding

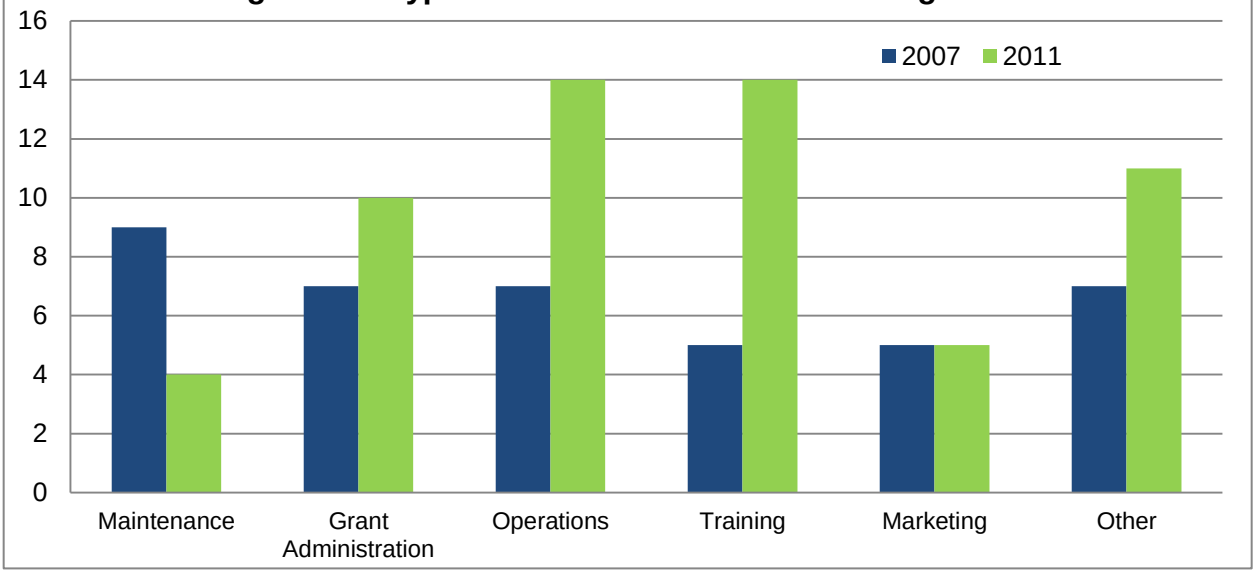
As shown in **Figure 3.6**, community transportation in Oklahoma is funded by a wide range of programs and resources. Most agencies utilize federal and state funding programs which are often matched with contributions from local and county governments. For a description of select federal and state funding sources, please refer to **Appendix A**. The vast majority of urban, rural, and tribal public transit systems collect passenger fares while it is less common for a human service agency to collect a fare for transportation services. Many agencies accept donations in lieu of charging a fare, although a few cannot accept donations or fares due to the nature of their service. Some agencies receive funding from private grants or donors and some provide transportation as part of a larger service portfolio and can build the cost into membership or service fees.



Coordination with Other Transportation Providers

Survey recipients were asked to identify areas in which they coordinate with other transportation providers. As shown in **Figure 3.7**, the most frequently cited areas of coordination in 2011 were training and operations "Other" types of coordination mentioned included senior van services, out-of-district and special needs trips, and referrals to other programs. Overall, only 26 percent of respondents mentioned coordination of any kind, but there is still more coordination taking place in most categories than there was in 2007. The only category that has decreased in that time is for the coordination of maintenance work.

Figure 3.7: Types of Coordination with other Agencies



Transportation Services Summary

A wide range of services are available to elderly persons, persons with disabilities, and low-income individuals across the State. Many human service transportation providers offer a mixture of demand-response and fixed route services to their clients and both types of services are fairly common across the State. However, there are places in the state, particularly in the Panhandle, that do not have transit access. To date, there are no general public transportation providers operating service in Cimarron County, and in Texas County service is limited to the city limits of Guymon. In the 2008 Plan, eight other counties in the northwestern region of the State had been identified as having no public transportation service. Since that time, ODOT has become aware that transportation services have been expanded in these areas.

Most transportation is available Monday through Friday during business hours. Evening and weekend hours are offered by a growing number of agencies, but still not widely available. In some rural areas, service may not be available on a daily basis. Transportation providers rely on federal and state funding programs to provide

transportation but also utilize local government contributions, donations, fares, and contracts among others. While few survey respondents indicated coordination with other transportation providers, there is some coordination occurring in operations, maintenance, training, marketing, and grant administration.

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SECTION 4: PREVIOUSLY FUNDED PROJECTS

The 2008 Plan established a competitive process for awarding funding and guided development of projects to address identified gaps. From this framework, 15 transportation projects received federal funding. The reassessment of the 2008 Plan, indicates these projects have enhanced the transportation services for the target populations across the State of Oklahoma. Projects funded through these programs have ranged from service expansion and mobility management to the purchase of vehicle and sidewalk enhancements.

Competitive Process

The 2008 Plan implemented a process for ODOT to award Section 5316 and 5317 federal funding to applicants proposing eligible transportation projects addressing targeted populations. Eligibility requirements for Sections 5316 and 5317 are described in **Appendix A**. Funding is awarded through a competitive process focusing on the proposed project's ability to coordinate with local transportation and social services. Preference is given to projects that coordinate services and addressed gaps for all three targeted populations. During the evaluation of proposed project a score is given based on how effectively it addresses gaps and coordinates services. All scores are tallied and used in the selection process to determine the projects that receive funding. Additional details on this process are provided in Section 7.

Funded Projects

To date, 15 eligible projects have received Section 5316 and 5317 funding during the four program years. Some projects have applied for and received funding for multiple program years. Funds awarded to date have primarily focused on:

- Expansion of Service/Job Access
- Accommodations for persons with disabilities
- Technology improvements
- Increasing public awareness

Table 4.1 lists the projects funded to date, along with a brief description of each project's major objectives.

Table 4.1: Projects Receiving Funding, 2009-2012 Program Years

Project Name	Project Description	Program Years
Expansion of Service/Job Access		
Road to Work	Operating funds for a consortium of 17-19 transit operators in 47 rural counties to develop job routes	2009-2012
New Freedom Rides (Operating)	Operating funds for a consortium of 15-16 transit operators in 47 rural counties to develop job access routes for individuals with a disability	2010-2012
Little Axe Link	Operating and capital funds for a transit route connecting low-income populations of Norman and Cleveland County to transit service in Oklahoma City via connection with Sooner Express route	2010-2011
Sooner Express	Operating and capital funds to enhance existing transit route to fill service gap - this transit route provides service to low-income passengers commuting between Norman Transfer Center and Downtown Transit Center in Oklahoma City	2010-2012
West Norman Link	Operating and capital funds for a transit route providing access to job centers in northwest Norman and existing Norman transit routes	2011-2012
SSA/Cleveland County Shuttle	Operating and capital funds for a transit route providing low-income and rural passengers access to employment assistance at the Social Security Administration Office	2010-2012
Accommodations for Persons with Disabilities		
New Freedom Rides (Capital)	Capital funds for a consortium of transit operators to acquire vehicles and equipment designed to accommodate mobility aids exceeding ADA weight ratings	2009, 2012
Bus Stop Accessibility Project	Capital funds to improve the accessibility of bus stops and connecting sidewalks beyond ADA requirements	2010
Automated Stop Annunciation System	Capital funds to implement automated stop announcement and rolling screen technology to assist passengers with sight or hearing impairments	2012
Vehicle Replacement	Capital and operating funds to be used for vehicle replacement for aging transit fleet	2009, 2011, 2012
Technology Improvements		
Technology Upgrades	Capital funds to purchase onboard GIS software and hardware to enhance real-time route reporting for each transit vehicle in service – prospective patrons may access information from the internet	2009
Technology Upgrades	Capital funds to purchase GIS and paratransit software for vehicles, which allows for on-line scheduling for paratransit service	2009
Paratransit Mobile Data Terminals	Capital funds for the installation of paperless, automated real time paratransit scheduling	2012
Increasing Public Awareness		
Transfer Station Hub Signage	Capital funds to install dynamic signage indicating bus arrival times to foster better passenger awareness at Norman Transfer Station	2012
Mobility Manager	Capital Funds to support a Mobility Management Program	2009-2012

The number of eligible projects receiving funding has steadily grown since the Plan's implementation in 2008. Six projects were eligible for funding in program year 2009, the majority of which received capital funds for start-up costs, vehicle improvements and installation of new technology. In program year 2010, the use of operational funds increased to support the development of new job access routes. The majority of these programs continued to seek funding program year 2011 and/or 2012. New programs emerged in program year 2012 that began using the federal funding in more creative ways, including for new signage, scheduling, and stop notification technology.

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SECTION 5: TRANSPORTATION GAPS AND STRATEGIES

The 2008 Plan used three primary sources of information to identify transportation gaps and issues for the target populations of the elderly, low-income, and persons with disabilities in the State of Oklahoma. First, demographic and socioeconomic data was compiled and reviewed. Second, a transportation survey was distributed statewide to transportation providers and human service agencies. The providers and agencies were asked to identify their client's unmet transportation needs. Third, stakeholder meetings were conducted in July and September of 2007. In these meetings transportation gaps and issues were one of the primary topics discussed with the stakeholders. At the conclusion of the meetings the stakeholders' expressed ideas were summarized to represent statewide gaps and issues. There were 17 gaps and issues that were developed. These gaps and issues were further summarized into five categories to simplify and assist in the development of key strategies. The five categories for the identified gaps and issues were as follows:

- Need for more service
- Access to jobs
- Marketing of services
- Efficiency of service
- Capital improvement

For the 2012 update to the Plan three similar sources of information, as previously referenced, were utilized to reassess the gaps and issues. First, demographic information from the 2010 U.S. Census and ACS have been used to determine the current status of target populations in the State. Second, a statewide transportation survey was conducted from July to October 2011. Third, statewide stakeholder meetings were held jointly with the ODOT fall information sessions from November 29 through December 1, 2011. It appears the majority of gaps and issues remain unchanged in the rural and small urban areas of Oklahoma; however, the reassessment revealed a more focused approach on identified gaps and issues is needed. During the reassessment it has been noted that some gaps and issues need greater focus to assist transportation and human service agencies in addressing them.

Gaps and issues are discussed separately in the 2012 update to the Plan to better focus potential eligible projects. A gap is defined as specific unmet need of the targeted populations and the general public. Gaps can refer to a specific service or service characteristic that is lacking or inaccessible, but may also refer to a lack of information or hard to access informational resources. Gaps can be addressed by an agency or provider taking the lead on an action at the local level to improve service through the utilization of available federal resources (Sections 5310, 5316, and 5317, as outlined in **Appendix A**). The term "issue" will be reserved for more overarching challenges that act as a barrier to effective and efficient provision of services. These larger issues will be discussed separately in Section 6.

Although projects developed under the 2008 Plan have addressed some of the gaps previously identified (see Section 4), there is still a need for more to be done to fully

meet the needs of the targeted and transit dependent population. To help provide clarity for transit and human service providers, the gaps described in the 2008 Plan have been paired with a definitive action strategy and specific project ideas that could address the described need. These should be considered when developing an eligible transportation project. The 2012 update to the Plan continues to utilize the five categories previously referenced. A description of each gap, strategies to address them and example projects are provided below.

Need for More Services

Enhance Intercity and Rural-to-Urban Transportation

Many stakeholders identified a need for human service agency clients and the public to travel outside of existing service areas to access medical services, shopping, and employment, among other destinations. There is often a good connection between fixed route and demand services within a region; however, there are fewer connections between regions. Many transportation providers struggle to provide transportation in rural areas due to the expense of traveling long distances to pick-up a passenger or two. Some providers offer transportation to rural areas and destinations outside of their region, although the days and times are usually limited. For the transit dependent, this may impede access to healthcare and other services and employment.

In developing eligible transportation projects agencies and providers should identify means of facilitating and enhancing connections between regional providers to improve travel options for the public. One way this can be accomplished on a smaller scale would be for a transit operator to add a route or extend a route in order to connect with another transit agency. This gap can be addressed on a larger scale by developing a collaborative of multiple transit agencies that will work together to develop new connecting job service routes.

Increase Geographic Coverage of Service

In the State of Oklahoma, there are gaps in geographic coverage for areas that lie outside of any existing transit service area, as well as for some areas within an existing service area. Each of these service gaps should be evaluated when developing eligible transportation projects. Within an existing transit service area, many transportation providers receive requests to serve areas that are not already served by a route. For example, new employment centers often develop on the periphery of a town/city or in a rural area. Due to financial constraints, transit systems often have difficulty extending routes or creating new routes.

In some instances additional service is needed due to the geographic coverage of transit being less comprehensive in parts of the State, primarily in the Panhandle. Based on an analysis of the transportation providers database as well as contact directories from ODOT and the Oklahoma DHS, only Cimarron County was identified as

having no known public transit operators. In Texas County, transit service exists within the city limits of Guymon, but the majority of the county remains unserved as well. In many areas, service is offered, but only to specific clientele or for specific trip purposes.

In order to increase the geographic coverage of service, a more extensive effort should be undertaken to determine if there are any locations within an agency's existing service area that do not have access to transit. In addition, transportation providers are encouraged to expand their boundaries in order to encompass parts of the State not currently being served. Many of the projects documented in Section 4 have functioned to increase geographic coverage of transportation into an area that had previously lacked service.

Provide Transportation for Those Not Eligible

Most human service agency transportation programs have strict eligibility requirements for receiving transportation services; however, there is typically a population of persons that do not meet the criteria for the programs but still need transportation services. For example, some individuals do not meet the income criteria for Medicaid and are not of sufficient age to qualify for aging programs, and thus have issues accessing transportation that may be available. A further issue arises for individuals who do qualify for the service but can only make the trip with a family member or caregiver who does not qualify, limiting their ability to use the service effectively.

To the extent possible, transportation providers should attempt to relax eligibility requirements or develop a fare system which would allow non-program riders to access their services. In the northwestern region of the state, one provider that had previously only served elderly clientele was able to transition the nature of their service in order to provide transportation to members of the general public and use the additional fare revenue to support their service. Service providers receiving funding through federal agencies may need to be creative to find ways to accommodate ride-alongs or general purpose trips without violating current funding requirements.

Increase Evening and Weekend Transportation

Temporal gaps in service are most evident in the rural and small urban areas of the State. In these areas service typically ends at 6 p.m. and weekend service is rare to non-existent. The lack of evening and weekend transportation services limits people from taking social, recreational, congregational and personal business trips. For those that work during the week, it can become difficult to address other types of needs when dependent on public transportation.

Transportation providers are encouraged to increase their evening and weekend service coverage. This may be done by extending the hours of routes already in place, or it may take the form of offering an alternate mode of transportation (such as taxi vouchers, a volunteer driver network, or access to an on-demand service) when regular service is not operating.

Access to Jobs

Increase Transportation Service for Low-Income Individuals to Job Centers

With the growth in State population, particularly in locations surrounding large and small urban areas, the need remains for transportation for low-income individuals to employment centers that develop on the periphery of urban areas. In order to provide continued access to jobs, the expansion of transportation services needs to keep pace with the development of new and growing employment centers.

Transportation providers should develop methods for tracking new job growth and developments that occur within their existing service area. Additionally they should coordinate with other city and county governments and any other available resource to stay informed about developments that could be served by expanding the service area in order to create routes that best serve the target populations transportation needs.

Provide Service Accommodations for Second and Third Shift Access to Jobs

As stated in the summary of the transportation providers survey, few transportation providers operate past 6:00 p.m. Individuals working a second or third shift job may only be able to use transportation for trips to or from work, but not both. This inhibits some individuals from being able to secure and retain employment.

Transportation providers will need to collect information regarding the employment characteristics in their area. Large employers that offer late shift schedules should be targeted for extended transportation service hours. When it is not feasible to extend the hours of an existing route, providers may offer guaranteed ride home programs, vouchers for taxi or other transportation service, or they may partner with local businesses to help guide or fund employer-provided transportation. It is important to note that FTA regulations do not permit a voucher to serve as an individual fare for a ride on public transportation, but can be used to access human service transportation programs that are already are in service.

Marketing of Services

Increase Awareness of Available Services

A problem that exists in many regions in the State is a lack of awareness of available services among potential transportation users and agencies. The problem exists among human service agencies as well. Many agencies have clients with transportation needs that they cannot serve, but often are not aware of the local transit provider that can fill those needs and vice versa. Few communities have a single point of contact for information and referrals about transportation services

Projects that serve to increase public awareness of services that already exist have the potential to help members of the target populations realize their transportation needs

without the expense of developing new service. There are many ways to increase the awareness of the community about existing service:

- Referral service or mobility manager (More detail provided in Section 6)
- Marketing and educational campaigns
- Use of route and stop signage or clearly marked vehicles to increase visibility of the service
- Maps, schedules, or brochures that are plentiful and available at multiple locations including both physical and online locations

In addition, transit operators should make an effort to include members of the public and target populations as much as possible (beyond federal requirements) when planning new routes or extended service. This has the benefit of ensuring new service is directed to meet needs as well as helping to increase the public visibility and support for the agency implementing the service.

Make Transit More Affordable to the User

For many low-income individuals, even a small transit fare can be cost-prohibitive. For others, the additional cost paying fares for accompanying family members can make a trip unaffordable. Some individuals that need medical attention forgo appointments because they cannot pay a fare. Similarly, low-income individuals may not be able to secure and retain employment due to transit affordability. For some individuals, the need to pay multiple fares for transfers between systems or recurring fares for trips made on a regular basis may cause transportation expenses to be a burden. Although there are several local and federal programs in place that will reimburse certain target populations for some of their transportation expenses, many qualified individuals lack the awareness or ability to access these programs.

Transportation operators are encouraged to undertake efforts that make service more affordable to the user. Use of certain technologies that increase the efficiency of providing service may allow providers to reduce costs. Other methods for reducing the consumer's out of pocket costs may include:

- Fare structures that include reduced rates for target populations
- Availability of a pre-paid weekly or monthly transit pass that offers regular, transit-dependent riders a lower average fare
- Education programs, literature or signage that increases passenger awareness about availability and eligibility requirements for transit reimbursements offered through other programs, see **Appendix A**

Efficiency of Service

Improve Connectivity to Services

Over the last four program years under the 2008 Plan additional service and routes have been added throughout the rural and small urban areas of the State. Even with

these additions in service, certain areas of the State do not have efficient connections to the transportation providers in the urban areas. It is imperative that with this existing service significant coordination occurs with transportation providers in both rural and urban areas to maximize the effectiveness and efficiency of services.

Improve Response Time for On-Demand Services

Many demand response service providers require clients to make a trip reservation a day or more in advance. This can make it difficult to obtain transportation for needs that arise at the last minute. Additionally, most on-demand return trips are done on an "on-call" basis or in some cases the return is scheduled. There are instances in both situations when trips are delayed, either due to an influx of calls or because the client has an issue making the scheduled time. In both cases, the system's schedule can get behind resulting in long wait times for clients. For example, a dialysis client may have trouble completing their appointment because of complications. The client may be ready 60 to 90 minutes after their scheduled return trip but may have to wait longer because the transportation system is unable to react in real time to some schedule changes. This problem is exacerbated when the trip is a long intercity or inter-regional trip.

Transportation providers are encouraged to utilize technology and other innovative means to assist in improving response time for their clients. Under the Plan, transportation providers have used suggested guidance to develop projects utilizing technology to provide real time information and scheduling to transit patrons. One transit operator has used Geographical Information System (GIS) software to provide real time route and location information for each transit vehicle. In addition, paratransit system software has also been implemented and used to allow for online scheduling for paratransit service. Paratransit Mobile Data Terminals have been purchased for paratransit vehicles in order to automate the scheduling process and decrease wait times for clients through more efficient communication between office staff and drivers.

Need for Capital Improvements

Improve Passenger Waiting Areas

In both rural areas and small towns, transportation passengers may find that there often is no place to wait for pick up by a transit vehicle. Lack of passenger shelters and designated waiting areas can make waiting for transit unsafe and inhospitable, often deterring potential transit customers from using transit.

Transportation providers should identify opportunities for collaboration for capital expenditures with local governments in order to improve passenger waiting areas in rural and small towns. Once an opportunity is identified, coordination should be as inclusive as possible to include the general public (passenger), local government(s), and transportation provider to assist in the selection of amenities to include at a waiting area. The selection of amenities should consider the following:

- Average daily boardings
- Proximity to major trip generators
- Passenger Activity
- Surrounding land uses
- Equity among communities
- Proximity of other nearby sheltered areas

In rural areas, the installation of amenities by transportation providers may be difficult due to lack of suitable stop locations or resources. In these instances consideration should be given to identify existing sheltered areas (offices, commercial buildings, or apartment complexes) that could be utilized for comfortable and safe passenger waiting areas.

Enhance ADA Accessibility

Where transit stops exist, there is often a lack of accessibility features that enable persons with disabilities to access transit services. Many bus stops, if they exist, lack sidewalks leading up to them as well as ADA-compliant curb ramps. In addition, bus stops should be designed appropriately with a level boarding area so that persons in wheelchairs can board accessible transit vehicles from the waiting area. Where sidewalks lead up to a bus stop, they may be in poor condition or have obstructions such as trees and landscaping.

This is another clear opportunity for collaboration between local governments and transportation providers to incorporate accessibility features into the design of the bus stop waiting area. One such example occurred with a city and public transportation provider teaming to improve 16 bus stops. These improvements have been completed and focus on accessibility features at the stops through the installation of curb cuts, ADA ramps and sidewalks with detectable warning surfaces and connecting features.

Enhancing ADA accessibility goes beyond providing accessibility features at bus stops and should extend to easier boarding and alighting from transit vehicles to the quality of service provided between stops. Transportation providers should consider means of providing comprehensive service that enhances accessibility for the disabled individual from origin to destination. Providers have used FTA funds to purchase ADA minivans and busses that have vertical wheelchair lifts that exceed the minimum ADA requirements. These vehicles provide sufficient room to accommodate large mobility devices, which have become more prevalent in recent years. In addition, the same funding source has been used to implement an automated stop annunciation system to assist visual and hearing impaired patrons. The system is utilized on fixed route transit vehicles and provides audible stop announcements, as well as, rolling screen announcements with stop information.

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SECTION 6: KEY ISSUES IMPACTING SERVICE PROVIDERS

The previous section outlined the transportation gaps for the target populations as well as strategies and example projects to help address those gaps. Even with the progress identified during the revision of the Plan, a clear need for more to be done remains. Additional federal and state funding would be the obvious solution to addressing these gaps; however, a more prudent solution is required. An effective elimination of gaps will require an examination of obstacles that impede the general public and transportation providers from maximizing current transportation services. Typically, these obstacles exist at the federal and state level and go beyond the reach of an individual organization. Issues (obstacles and challenges) may be overcome when a comprehensive approach is utilized to take advantage of multiple resources at a regional or state level. This section briefly summarizes the issues affecting provision of service and suggests strategies to be undertaken at a regional or statewide level to address those issues.

Issues

Six issues are defined below and have been used in the reassessment and development of key strategies for improving transportation services throughout the State.

Rising Cost of Providing Transportation

Transportation providers are experiencing financial constraints due to the rising costs of vehicle purchases, insurance, fuel, wages, benefits, and utilities among others. These financial constraints often prohibit agencies from expanding their services and in some areas transit providers are reducing their services

Insufficient Local Contribution

The lack of local contribution can present challenges for agencies in meeting the match requirements for certain grants. Without these grants it can be difficult to expand services for unmet needs. Transit agencies in the State receive varying levels of financial contributions from the local governments that they serve. While some agencies do receive cash or in-kind assistance, several transit systems do not receive any local contribution.

Demand for Vehicles

Many transportation providers are facing capacity problems due to having an insufficient number of vehicles to meet the demand for trips. The capacity problems can force agencies to deny trips. Many agencies cite the specific need for wheelchair-accessible vehicles to transport persons with disabilities. The increasing cost of vehicles, especially wheelchair accessible vehicles, is one reason why they have not been able to increase the fleet size. As a result, many agencies are retaining vehicles that exceed their useful life, which often leads to increasing costs for vehicle maintenance.

Lack of Effective Central Distribution of Transportation Service Information

At the state level, the most notable obstacle has been in establishing more awareness of the available information and resources for the general public and transportation providers. This has become evident from responses received from the human service agencies in the 2011 Statewide Transportation Survey and the input from attendees at the statewide information sessions held in November and December of 2011.

In the 2008 Plan a mobility manager was defined as one of the strategies for addressing gaps. A mobility manager has been defined as an entity that would be able to facilitate the match between services and transportation needs through centrally maintained inventory of services disseminated via call center or web-based program. Furthermore, it was envisioned for an agency to be developed to operate this service at the State level; however, to date no agency has fulfilled this statewide roll. Specific issues have been identified such as the need for a comprehensive and current database, highly trained staff knowledgeable about services and transportation programs, limited financial resources, and a successful template for implementation.

Impact of Reduction in JARC Funding

The Job Access and Reverse Commute Program (JARC) began in the late 1990s as a discretionary funding earmark program. Oklahoma transit systems joined forces and successfully applied for funding to implement a program known as “Road To Work.” Road to Work enabled agencies across the State to initiate new services designed to transport low-income individuals to jobs. In 2005 with the enactment of SAFETEA-LU, JARC became a formula program. The funding that Oklahoma receives under the formula arrangement has been significantly less than it received through discretionary funding. Numerous agencies are still faced with securing new and stable funding sources to replace the lost JARC dollars.

Incompatibility of Funding Regulations

Obstacles to coordination, perceived or real, are often rooted in the mere fact that local communities in Oklahoma are the recipients of federal funding under one or more of 62 programs identified by the U.S. General Accountability Office. A detailed regulatory review of these programs reports that coordination obstacles arise due to inconsistency in program delivery, reporting, and eligibility requirements. Thus mere use of federal funds, and the associated program rules and regulations, may present obstacles to coordination that are not rooted at the local level.

United We Ride (UWR) was created in response to Executive Order 13330 and serves as a federal interagency initiative focused on improving the availability of transportation services to the elderly, people with disabilities, and individuals with low incomes. In 2006, Oklahoma Governor Brad Henry established Oklahoma UWR by Executive Order 2008-31. UWR is a vital resource for providers to utilize when understanding numerous regulations associated with federal programs that are available for transportation

services. **Table 6.1** outlines some of the potential issues that arise when using funding from multiple federal programs. Further funding details are described in **Appendix A**.

Table 6.1: Summary of Some Federal Human Service Transportation Funding Sources

Program	Designated Fed. Agency	Target Populations	Coordination Issues / Program Limitations
Urbanized Area Formula Program (§5307)	U.S. DOT (FTA)	General Public	Does not support integration of urban and rural systems
Capital Grants Program (§5309)	U.S. DOT (FTA)	General Public	Cannot be used for planning or operational support
Transportation for Elderly & Persons with Disabilities (§5310)	U.S. DOT (FTA)	Elderly and Persons with Disabilities	Primarily a capital expense program, but can be used to lease vehicles, purchase transportation, or fund mobility management programs
Non-urbanized Area Formula Program (§5311)	U.S. DOT (FTA)	General Public	Does not support integration of urban and rural systems
Job Access & Reverse Commute (§5316)	U.S. DOT (FTA)	General Public	None noted
New Freedom Program (§5317)	U.S. DOT (FTA)	Persons with Disabilities	Does not support planning related activities; Project must go above & beyond ADA requirements
Over-the-Road Bus Program (§3038)	U.S. DOT (FTA)	General Public	Cannot be used for planning or operational support
Transitional Assistance for Needy Families (TANF)	Department of Health & Human Services	Welfare Recipients	Clients in rural areas; 2nd and 3rd shift needs; Need to take children to daycare, Low-income individuals that do not qualify for welfare
Vocational Rehabilitation Services	Department of Education	Persons with Disabilities	Limited to disabilities that impede employment; limited destinations/ trip purposes
Medicaid (SoonerCare)	Department of Health & Human Services	Medicaid Eligible Individuals	Medical transportation only; Need for aides or family members to ride with clients, Low-income individuals not qualifying for Medicaid
Workforce Investment Act	Department of Labor	Unemployed / Underemployed Workers	Destinations limited to Job training and educational facilities; Low-income individuals not meeting threshold for underemployment
Senior Community Service Employment Program	Department of Health & Human Services	Seniors Needing Employment	Limited to program participants; limited destinations/trip purposes

In addition to federal funding restrictions, many local transportation funding sources impose restrictions of their own. For example, transportation services that derive

operating costs from sales taxes are often limited to the city or county initiating the tax, impeding efforts to coordinate with other locales. Although a great deal of progress has been made over the last decade, much work remains to be done at the local, state and federal levels to reduce restrictions on funding, to the extent possible, to encourage more innovative and cooperative solutions that address transportation needs.

Strategy: Promote the Most Efficient Uses of Limited Funds

A common theme expressed during the development of the Plan has been the issue of limited funding. One important strategy in the short term is to make the most of the funding that is available. The two major components of this strategy are to maximize the use of existing service capacity, to expand services using available vehicles and resources, and to target new services where the need and demand are highest.

Increase the Utilization of Existing Service

Encouraging greater use of existing service inherently improves system efficiency, reduces unit costs per trip and eliminates the perception of lack of use, which is a common obstacle to securing additional funding. Projects that make use of the available capacity on existing service generally operate with lower costs and require far less startup capital than new service.

There are a number of projects that could be designed to increase the utilization of existing services including voucher programs, purchase of transportation services from other agencies, allowing otherwise non-eligible individuals to access service, operational coordination, public awareness and education campaigns and easily accessible public transportation information and referral programs (mobility managers).

Expand Services Using Available Resources

Sometimes the available service is not enough to meet the needs of the target populations and must be expanded, especially when addressing the need for weekend and evening service and the need for greater geographic coverage. Through better management of driver and vehicle availability, these new services may be able to be implemented using resources already available at much lower costs. Examples of this may include:

- Using otherwise idle vehicles to extend an agency's service hours
- Extending routes with low ridership into new geographic areas
- Allowing more flexibility for fixed-route services to deviate from the route in order to accommodate more passengers
- Coordinating with other entities to make use of available vehicles and drivers during non-operational times (this strategy can be facilitated through the creation and maintenance of a database of transit service providers)

Strategy: Identify Lead Agency to Serve as a Mobility Manager

Although the previously referenced strategies can be practiced by individual agencies, they can be accomplished more effectively through management at a regional or even statewide level. Developing an effective mobility manager service truly requires a region or statewide effort. Identifying one lead agency to serve as a mobility manager is preferable and has several potential benefits:

- Easier for the public to access transportation information and eligibility requirements, thereby increasing their likelihood of using existing services
- Better management of transportation resources including existing services, vehicles, and drivers to minimize duplication and maximize geographic and temporal coverage
- Easier for transportation providers and human service agencies to identify other transportation resources in their area, facilitating collaboration
- Facilitates collection of travel demand data and future service planning efforts

The purpose the mobility manager is to build and maintain an inventory of services, create an access system that would provide service information to passengers via a call center or web-based statewide program, and utilize existing infrastructure. The mobility manager would serve as a transportation clearinghouse by which information and resources about transportation services can be disseminated to the general public as well as to providers. The mobility manager would be able to facilitate the match between services and transportation needs. It can provide assistance in establishing eligibility for available services and/or itinerary planning and could potentially make the reservation. Critical to this service is the maintenance of the database of services which must be current and comprehensive.

Develop Template on a Smaller Scale

The implementation of a mobility manager service at the state level may require significant time and resources to implement. In the interim it would be prudent to develop a template that is functional at the regional level. Once a successful model has been established a review of the service would occur to determine what aspects of the service operation would be applicable to statewide service.

Currently INCOG has developed and is projected to implement a mobility manager service for the Tulsa Transportation Management Area (TMA) in 2012. This service is envisioned to provide a single point of contact to assist transit patrons in obtaining regional transportation and referral services in Tulsa's TMA. With successful implementation of the mobility manager, mobility will be enhanced and the region should realize service efficiencies and cost reductions.

Once the INCOG mobility manager is established and is efficiently operating. ODOT and Oklahoma UWR and their partners should focus on expanding the program through INCOG or by establishing new regional mobility managers using the INCOG model. One key component for establishing other regional mobility managers is transportation

service database. ODOT should build upon and maintain the statewide database that has been developed from the update to the Plan. This statewide database would then be used by all mobility manager systems, which would provide consistent information utilized across the State. Furthermore, this could serve as a means to unify all regional mobility manger services and allow for easier coordination to identify needed transportation services for potential transit patrons.

Strategy: Develop Methods for Existing Providers to Work Together

Creating opportunities for service providers to work together is essential to overcoming barriers that impede existing service delivery. This strategy allows human service agencies to focus on their core mission rather than on transportation services. Overall, when agencies work together there will be a reduction in vehicle travel and less duplication in services. Essentially, this leads to lower trip costs to riders and economies of scale for transportation providers.

Facilitate Purchase of Services

Many coordination efforts involve a perceived risk on the part of one or more agencies. For instance, the simple act of contracting out for transportation service requires an agency to relinquish control of customer service to a certain extent. Projects that essentially provide seed money for the first year of a new relationship between two agencies fare well in the evaluation process especially if the agencies have identified other sources of funds to sustain the project. This type of arrangement at least removes the issue of using agency funds for what may be perceived as a risky endeavor. The project would give the contractor one year to exhibit its service capabilities and warrant use of agency funds for the arrangement in subsequent years.

Use Technology to Manage Resources

Whether through the mobility manager previously referenced or through some other collaborative effort, agencies can utilize real-time scheduling technology to allow for better management of drivers and vehicles to enhance resource sharing. Providers would know availability and be able to schedule accordingly. Critical to establishing these relationships is the creation of a cost allocation model. In those instances where one provider is assisting another by providing a trip, a mechanism for reimbursing that provider must be in place. Cost allocation can take many forms and are heavily dependent upon funding programs and other regulatory requirements in terms of service area and the use of equipment. Some transportation and human service agencies have used Smart Cards technology to easily reimburse transit costs for qualified clients while simultaneously tracking popular destinations.

Reduce Overhead by Pooling Costs

Another method for providers to work together would be to expand current efforts to pool purchases and expenses. Any efforts to pool expenses among agencies will take advantage of economies of scale for items such as fuel, insurance, vehicle

maintenance, driver training, drug and alcohol testing and employee benefit programs. Agencies with less funding would benefit from sharing resources that have been purchased by the larger agencies. Additionally, collaboration in driver training would ensure that all vehicle operators receive the same information and are educated about policies pertaining to driver requirements, passenger handling and vehicle usage. In general, this would increase the willingness of providers to coordinate operations because there would be less concern about another agency's potentially sub-standard driver training. This may also address issues regarding the shortage of qualified drivers by making turn-over of the labor force less expensive.

Strategy: Encourage Greater Participation of Local Governments

Encouraging greater participation of local governments is intended to get the key decision makers involved in allocating additional funding for human service and public transportation. Generally, the issues associated with human service transportation do not reach locally elected officials, primarily because when citizens are accustomed to the unavailability of service they do not think to complain. It becomes a fact of living in their area. In addition, those individuals most affected by service deficiencies are often transit-dependent and may have difficulty accessing their local representatives or participating in public involvement events. The Plan is a document designed to outline the needs and supporting information for project proponents to use as they garner support from local government.

If Local governments can find resources to work with the State to improve transportation services, their financial and in-kind support can be used to address a number of the needs outlined in Section 5. These range from providing long-term financial sustainability to assistance with the provision of ADA compliant bus stops and sidewalks.

Strategy: Facilitate Private Sector Partnerships

Human service agencies and transportation providers are encouraged to form partnerships with private sector business and foundations to help them address transportation issues. Many major employers have dedicated assistance to community-based activities and there several ways that they can help. Private sector employers can assist low-income workers learn about existing transportation services. They can also facilitate access to or even sponsor programs such as van pools and shuttle services for workers.

Another group of private sector entities to target for collaboration includes taxi-cab operators, limousine or motor coach providers and for-profit inter-city bus and rail line companies such as Greyhound and Amtrak. Taxis provide a reasonable alternative for last minute trips or trips occurring outside of normal service hours that could otherwise not be accommodated by the local transit or human-service provider. In cases where the client needs to travel a great distance, inter-city bus and rail lines may be more appropriate. The development of voucher or reimbursement programs between agencies and private transportation services could benefit both entities, by allowing

transportation of clients with lower overhead and capital costs for the agencies, and as a steady source of reliable income for the private companies.

Finally, collaboration efforts should be targeted at foundations that exist with the primary focus of improving their respective communities. These foundations have a variety of goals, from community health to literacy programs, which almost always have a transportation component. They are excellent resources for identifying funds for transportation services, especially if the service can be tailored to support the foundation's cause.

Establish Regional Coordinating Committees

Establishing a regional coordinating committee would provide a forum to address transportation issues, exchange information, and discuss potential solutions. Service coordination requires cooperation among agencies that do not traditionally work together. However, it is the most cost-effective strategy for addressing transportation barriers.

The committee could possibly consist of State agencies, human service organizations, private sector companies, and local transportation providers. Working together they would serve as a clearinghouse to address issues across the region and close existing transportation gaps. The committee would be responsible for making decisions that would improve efficiency of services in that particular region of the State. It would be able to consolidate resources, identify/eliminate overlaps in services, and develop solutions that would address services that are lacking in certain areas. A regional committee would also be able to address transportation gaps by increasing geographic coverage on a regional level by working together.

A major function of these coordinating committees would be to help address some of the regulatory hurdles, and to the extent possible, work with their state and federal parent agencies to reduce any unnecessary and burdensome restrictions on transportation funding. For example, the regional arm of DHS may be better positioned to help overcome some of the coordination barriers associated with Medicaid transportation funding than an individual transportation provider or client.

A Coordinating Committee such as this may also be the ideal environment for development of educational and awareness programs, as its membership would encompass the broad spectrum of available transportation services and resources available.

SECTION 7: EVALUATION

Applications will be reviewed by the Statewide Evaluation Committee (The Committee) to ensure compliance with the minimum requirements to be considered for funding, including the submission of all mandatory forms. Applications must meet the following criteria:

- All agencies and/or project sponsors must show the financial, technical and organizational capacity to complete the project within a reasonable timeframe
- Project budgets must meet FTA guidelines for the Section 5316 and Section 5317 programs
- Project sponsor cannot have any projects within the last five years that have been terminated for cause or due to a shortfall of matching funds
- Project sponsor must have attended a mandatory JARC and NF Grant Workshop
- The project or program cannot be located in an urban transportation management area

The goal of the process is to award funds to projects that achieve the desired benefits toward the transportation of the target populations. The Committee reserves the right to ask a project sponsor for supplemental information about a proposed project. The Committee may also deny funds to any project that does not meet the criteria established. At the conclusion of the evaluation process, any unobligated funds shall be rolled into the next year's funding cycle.

ODOT will host a series of training workshops in conjunction with its call for projects. The Committee will review only those projects that are submitted by sponsoring organizations that have attended a mandatory training workshop.

Coordination

Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. The project sponsor may choose how it would like this aspect of the proposal to be evaluated. Only one of the options below can be selected.

1. **Rating Option 1** - Up to 20 points will be awarded for their project's methods for coordinating their services and promoting public awareness of the project. The project sponsor must provide a narrative that describes their efforts to coordinate with other agencies and how their project will enhance or augment the transportation service in a defined area. The number of points will be awarded at the discretion of the Committee.

2. **Rating Option 2** – Two points will be awarded for every entity that is providing matching funds, regardless of source. However, any participating entity must be governed or managed independently from the project sponsor. One additional point will be awarded to the project for each agency whose clients are served by

the project or may purchase the service provided by the project and for facilitation of a connection to other transportation-related services.

While the Rating Option 1 is capped at 20 points, if the project sponsor chooses Rating Option 2, up to 25 points are available.

Funding Mix Rating

Capital projects and mobility management programs may utilize FTA funds for up 80 percent of the project cost, while operating expenses are capped at 50 percent of the project cost. In certain circumstances ODOT will permit FTA funds to a maximum of 83 percent when a vehicle purchase satisfies requirements of ADA or Clean Air Act Amendments.

Project sponsors must identify the source and amount of matching funds for their project. **Table 7.1** outlines the points awarded for those projects that can provide more than their required match to the FTA funds, reducing the federal share to the amounts shown in the table. Project sponsors should identify the funding category for which their project best qualifies. Project sponsors are reminded that FTA matching requirements stipulate that the percentage match is based on net operating cost (The total operating cost less the expected fare revenue).

Table 7.1: Funding Mix Rating

Federal Share for Capital Projects (Capped at 80%)	Federal Share for Operating Projects (Capped at 50%)	Points Awarded
Any Reduction	Any Reduction	1
60-75%	35-45%	2
45-60%	25-35%	4
Less than 45%	Less than 25%	7

If 2.5 percent or more of matching funds are derived from local sources such as private sector funds, municipal or county governments or local foundations, the project will receive an extra five points for cash contributions and two points for in-kind contributions.

If the project is eligible for two or more of following FTA funding categories: urban, small urban (Section 5307), rural (Section 5311), Section 5310, Section 5316 or Section 5317, it will be awarded two bonus points. Eligible activities are described in **Appendix A**.

Scope of the Project

The point value will be increased based on the target populations served and the area the project serves. The project can gain additional points by showing that it accomplishes one or more of the following:

- Add 1 point if the project addresses two of the targeted populations (elderly, disabled and/or low income);
- Add 5 points if the project addresses all three of the targeted populations;
- Add points if the project encompasses significant portions of the State. **Table 7.2** references the point values awarded to projects that encompass a given proportion of the State (based on area or population);

Table 7.2: Project Scope Rating

Proportion of State Served	1-3%	3-6%	6-10%	10-20%	20-35%	35-50%	51-75%	75%+
Point Value	**1**	**2**	**4**	**6**	**9**	**12**	**16**	**20**

Consistency with the Coordinated Plan

Each of the needs identified has been given a corresponding point value based on the emphasis placed on it during the Plan development process. Projects that reduce costs and maximize resources will receive points as well. The point values associated with each need and strategy are shown below in **Table 7.3**

Table 7.3: Consistency with Coordinated Plan

Addresses an Identified Gap or Strategy	Points
Need for more Services	
Enhance Intercity Transportation	5
Increase Geographic Coverage of Service	4
Provide Transportation for Those not Eligible	2
Increase Evening and Weekend Transportation	2
Access to Jobs	
Increase Service for Low-income Individuals to Job Centers	5
Provide Service Accommodations for 2nd and 3rd Shift Jobs	2
Marketing of Services	
Increase Awareness of Available Service	5
Make Transit More Affordable for the User	1
Efficiency of Service	
Improve Connectivity to Services	3
Improve the Response Time for On-Demand Services	
for reservations	1
for return trips	1
Need for Capital Improvements	
Improve Passenger Waiting Areas	2
Enhance ADA Accessibility	2
Strategic Collaboration	
Increase the Utilization of Existing Services and Resources	4
Addresses the Rising Cost of Providing Service	1

Other Project Details

The project may be awarded additional points for meeting other established criteria, as outlined in **Table 7.4.**

Table 7.4: Other Project Details

Criteria	Points
Project requests only one year of funding	10
Operating project requests two years of funding with a future source of funding identified	10
Project takes advantage of new technology	3
Shows reduction in federal funding over time	8
Partial funding options are identified by either reducing the scale or altering the schedule of the project	3

Performance Plan

New Projects (Up to 25 Points)

Applicants must submit **three** clearly-defined measurable outcome-based performance measures to track the effectiveness of the project in meeting the identified goals and impact on transportation-disadvantaged residents. A proposed plan of action should be provided for ongoing monitoring and evaluation of the service. Up to 25 points will be awarded to projects with acceptable performance measures based on the review of the Committee. If the performance measures are determined to be unacceptable, then the project will forfeit the points and if selected for funding will be subject to evaluation criteria established by the Committee. More information about how to establish performance measures for a project will be available at the mandatory training workshops.

Capital Projects must have a milestone-based performance plan. The sponsor should provide dates for implementation and minimum utilization thresholds. (NOTE: Vehicles purchased with Section 5310 funds must meet a minimum utilization standard set by the Oklahoma DHS.)

Operating Projects must set a productivity (riders/week, riders/mile, etc) threshold based on regional and/or national statistical information and its scope of service. Phased goals will be acceptable in order to take into consideration the time it may take for operating projects to reach their intended level of productivity.

Existing Projects without a Previous Performance Plan (Up to 23 Points)

Existing Projects requesting funding that have not previously developed a performance plan will be evaluated based on service effectiveness, cost efficiency, and cost effectiveness as outlined in **Table 7.5**

Table 7.5: Criteria for Existing Projects without a Performance Plan

Criteria	Above Range of Industry Standard	Within Range of Industry Standard	Below Industry Standard
Service Effectiveness Service Consumed/Units Produced	8 points	4 points	no points
Cost Efficiency Cost/Units Produced	8 points	4 points	no points
Cost Effectiveness Cost/Service Consumed	7 points	4 points	no points

Existing Projects with a Performance Plan (Up to 30 points)

Applicants must submit an assessment as to how their project met their program's defined performance plan over the past year. An existing project will be awarded points based on the number of performance measures in which their project exceeded or met predicted thresholds. Note: That all performance plans must have three measures. Projects are awarded ten points for each performance criteria met to a maximum of 30 points.

Projects meeting two out of three of their criteria will be awarded an additional seven points if the applicant can show that a corrective action has been implemented and that the program is meeting its third performance measure over the past quarter. Alternatively, an additional four points will be awarded if the applicant can identify a reasonable cause for the program not meeting its third performance measure and define a corrective action for subsequent years.

Projects that meet only one or none of their established criteria will be awarded an additional five points if they can identify a reasonable cause for the program's unmet performance measures and define a corrective action for subsequent years. The total allowable points for existing projects with a performance plan are outlined in **Table 7.6**, below:

Table 7.6: Criteria for Existing Projects with a Performance Plan

Project Meets None of the Performance Measure Criteria		**Zero points**
	Identifies Reasonable Cause and Corrective Action	5 points
	Maximum Points Allowable	**5 points**
Project Meets Criteria for 1 out of 3 Performance Measures		**10 points**
	Identifies Reasonable Cause and Corrective Action	5 points
	Maximum Points Allowable	**15 points**
Project Meets Criteria for 2 out of 3 Performance Measures		**20 points**
	Implemented Corrective Action and Met Criteria Over Last Quarter	7 points
or	Identifies Reasonable Cause and Corrective Action	4 points
	Maximum Points Allowable	**27 points**
Project Meets Criteria for 3 out of 3 Performance Measures		**30 points**
	Maximum Points Allowable	**30 points**

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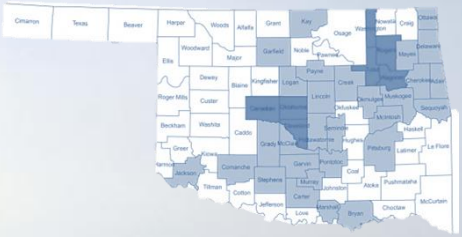
Oklahoma Locally Coordinated Public Transit / Human Service Transportation Plan

Appendices A-C

Appendix A: Available Funding Sources

Appendix B: County Data



Appendix C: ODOT/UWR Providers Survey

February 2012

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APPENDIX A: FUNDING SOURCES

Elderly Individuals and Individuals with Disabilities (Section 5310)

Program Overview: Established in 1975, Section 5310 has been primarily directed to social/human service agencies, non-profit organizations and other public bodies for the purchase of vehicles. The program is administered through the State and it is at the state level that specific funding decisions are made.

Program Goal: The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the country.

Eligible Activities: The program funds capital expenses including, but not limited to, the following list of items.

- Vehicles and vehicle related expenses including: Buses; Vans; Radios and communication equipment; Vehicle shelters; Wheelchair lifts and restraints; Vehicle rehabilitation; manufacture, or overhaul; Preventive maintenance, as defined in the National Transit Database (NTD); and Extended warranties which do not exceed the industry standard.
- Lease of equipment when lease is more cost effective than purchase.
- Computer hardware and software.
- Initial component installation costs.
- Vehicle procurement, testing, inspection, and acceptance costs.
- Acquisition of transportation services under a contract, lease, or other arrangement.
- The introduction of new technology into public transportation.
- Transit related intelligent transportation systems (ITS).
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Expenses are reimbursed at up to 80 percent federal funds with a 20 percent local match. Certain expenditures made in an effort to satisfy the Americans with Disabilities Act or the Clean Air Act Amendments can be reimbursed up to a 90 percent federal commitment with a 10 percent local match. In Oklahoma, the 5310 Program is administered by the Aging Division of the Oklahoma Department of Human Services (DHS). Applications for vehicles are accepted at any time with a formal call for applications made during the summer months. Vehicle procurement is conducted by DHS in December or January and vehicles are delivered during the second quarter of the subsequent year. No substantive changes are being made to this program except that projects addressing the gaps in this plan will receive additional consideration.

Job Access and Reverse Commute (Section 5316)

Program Overview: Established in 1997 under TEA-21, Section 5316 actually evolved out of the Access to Work Program which was designed to provide transportation to TANF recipients to and from training and employment with the idea of transitioning them from the program. Since then, the program has been expanded and combined with federal efforts to create more connections to suburban employment centers for low-income individuals. The program is also administered through the State and it is at the state level that specific funding decisions are made.

Program Goal: The goal of the Section 5316 program is to improve access for low-income individuals to transportation that serves employment and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Eligible Activities: Eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- Late-night and weekend service; Guaranteed ride home service; Shuttle service; Ridesharing and carpooling activities and other services designed to support employee commutes made on alternative modes
- Expanding fixed-route public transit routes or demand-responsive van service Transit-related aspects of bicycling (such as bike racks on vehicles and bike parking) Car loan programs to assist individuals in purchasing or maintaining vehicles for shared rides
- Promoting, through marketing efforts, the use of transit and the development of employer-provided transportation such as shuttles, ridesharing, or transit pass programs
- Supporting the administration and expenses related to voucher programs.
- Acquiring Geographic Information System (GIS) tools
- Implementing Intelligent Transportation Systems (ITS)
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions
- Deploying vehicle position-monitoring systems
- Subsidizing and otherwise facilitating the provision of public transportation services to suburban employment opportunities
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

New Freedom Program (Section 5317)

Program Overview: The New Freedom Program was newly established under SAFETEA-LU. The program is also administered through the State and it is at the state level that specific funding decisions are made.

Program Goal: The New Freedom formula grant program is a new program designed

to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom program seeks to expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA.

Eligible Activities: New Freedom Program funds are available for capital and operating expenses to support activities such as:

- Enhancing paratransit beyond the minimum requirements of the ADA, such as:
  - Expanding paratransit service parameters beyond the ¾ mile required
  - Expanding current hours of operation for ADA paratransit services that are beyond the hours of fixed-route services
  - Providing same day service or making door-to-door service available to all eligible ADA paratransit riders in a system that is not otherwise curb-to-curb
  - Enhancing the level of service by providing escorts or assisting riders through the door of their destination
  - Acquiring vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs
  - Installation of additional securement locations in public buses beyond ADA requirements
- Creating new "feeder" service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA
- Making accessibility improvements to transit and intermodal stations not designated as key stations. This may include:
  - Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features
  - Adding elevators, ramps, detectable warnings, or other improvements to a non-key station that are not otherwise required under the ADA
  - Improving signage or way-finding technology
  - Implementing technologies that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS)
- Implementing training programs for individual users that increase awareness and knowledge of public and alternative transportation options available in their communities
- Purchasing vehicles to support new accessible taxi, ride sharing, or vanpooling
- programs
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers
- Supporting new volunteer driver and aide programs
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

Urbanized Area Formula Program (Section 5307)

Program Overview: For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the State for distribution.

Program Goal: The Urbanized Area formula grant program makes resources available to urbanized areas and governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Eligible Activities: Eligible planning and capital investments include:

- Planning, engineering design and evaluation of transit projects and other technical transportation-related studies
- Replacing, overhauling and rebuilding buses
- Installing crime prevention and security equipment
- Constructing bus maintenance and passenger facilities
- Creating new and maintaining existing fixed guideway systems

For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Transit Capital Investment Program (Section 5309)

Program Overview: This program provides capital funding for a wide variety of purchases including vehicles and facilities.

Program Goal: This program allows Congressional Representatives and Senators to sponsor and direct funds towards a particular project of relevance, often through the “earmark” process.

Eligible Activities: The Transit Capital Investment Program provides capital assistance for three primary activities:

- Purchase of new and replacement busses and facilities
- Modernization of existing rail systems
- New fixed guideway systems (New Starts)

Non-Urbanized Area Formula Grant Program (Section 5311)

Program Overview: Provides a wide variety of capital, planning and operational assistance to rural areas of population less than 50,000. Recipients can be public agencies, non-profit agencies and Native American Tribes.

Program Goal: The goals of the non-urbanized formula program are:

- To enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation
- To assist in the maintenance and development improvement and use of public transportation systems in rural and small urban areas
- To encourage the most efficient use of federal funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services
- To assist in the development and support of intercity bus transportation
- To provide for the participation of private transportation providers in non-urbanized transportation to the maximum extent feasible.

Eligible Activities: Operating assistance - The maximum Federal share is 50 percent of the net operating costs. State operating funds (STOA) may be used as federal match. Capital assistance - The maximum Federal share is 80 percent of the eligible project cost.

Over-the-Road Bus Program (Section 3038)

Program Overview: Provides capital assistance to private operators of over-the-road bus lines for accessibility related improvements.

Program Goal: To assist intercity fixed-route, commuter, charter, and tour bus services in complying with the Transportation for Individuals with Disabilities Act.

Eligible Activities: Capital projects related to improving accessibility, including retrofit of lifts and purchase of new vehicles. May also cover the expenses related to training staff in the use of ADA equipment and assistance of riders with disabilities.

The Temporary Assistance for Needy Families (TANF) Program

Program Overview: This program is funded through the Department of Health and Human Service and makes payments directly to clients.

Program Goal: This program has a broad spectrum of human service goals including providing assistance to needy families and ending the dependence of needy parents on government benefits by promoting job preparation, work and marriage.

Eligible Activities: To accomplish these purposes, the State TANF agency may use TANF funds to provide support services including child care and transportation. Some examples of the ways in which TANF funds can be utilized to provide necessary transportation services directly to TANF-eligible families or to fund services primarily benefiting eligible families, include, but are not limited to:

- Reimbursement in whole or part to TANF-eligible individuals for work-related transportation expenses
- Contracts for shuttles, buses, car pools, or other transportation services for TANF eligible individuals
- The purchase of vans/shuttles/minibuses by State or locale for the provision of transportation services to TANF-eligible individuals
- The purchase of rider "slots," "passes," or vouchers on a public or private transit system
- Financial assistance in the form of loans to eligible individuals for the lease or purchase of a vehicle to travel to/from work or work-related activities
- Facilitating the donation and repair of previously owned or reconditioned vehicles to eligible families
- As an alternative to ongoing assistance, one-time, short-term "diversion" payments can be made to assist individuals with transportation needs such as automobile repair or insurance to secure or maintain employment
- Payment of start-up or operating costs for new or expanded transportation services benefiting eligible families provided that such costs are *necessary and reasonable*, as well as allocated to cover only those costs associated with TANF-eligible individuals
- Establishment of an Individual Development Account that a TANF-eligible individual could use to cover qualified business capitalization expenses to establish a transportation service such as a van, shuttle, or door-to-door transportation service
- The transfer of TANF funds to Social Services Block Grants (SSBG) to address the lack of transportation infrastructure in many rural and inner city areas; SSBG may be used to serve families and children up to 200 percent of the poverty level, allowing states to address the needs of the disadvantaged population with a blend of transportation services
- Payment of costs incurred by State, local, or tribal TANF agency staff involved in the planning of transportation services for TANF eligible individuals

SoonerCare (Medicaid) Program

Program Overview: Oklahoma's Medicaid Program is implemented through DHS. Non-emergency transportation has been part of the Oklahoma Medicaid program since 1969, and without transportation, many of the Medicaid clients would not get to the services they need. Transportation services for the different programs are provided in several ways through the SoonerRide Program.

Program Goal: SoonerCare, Oklahoma's Medicaid program, provides health care to children under the age of 19, adults with children under the age of 18, pregnant women and people who are older than 65 or have blindness or another disability.

Eligible Activities: Transportation costs for Medicaid-qualified individuals to non-emergency medical services only.

Workforce Investment Act

Program Overview: The Workforce Investment Act of 1998 supersedes the Job Training Partnership Act (JTPA) to reform federal job training programs and create a new comprehensive workforce investment system. These funds are administered through the U.S. Department of Labor, to the state.

Program Goal: Intended to be customer-focused to help Americans access the tools they need to manage their careers through information and high quality services, and to help U.S. companies find skilled workers.

Eligible Activities: In additional to funding job training programs, this program also provides compensation for transportation costs required to access job training. These can be for private automobile as well as public transit.

Vocational Rehabilitation Department

Program Overview: This program is administered by the U.S. Department of Education to provide assistance to individuals with a physical or mental disability that impedes employment.

Program Goal: To expand opportunities for employment, independent life and economic self-sufficiency by helping Oklahomans with disabilities bridge barriers to success in the workplace, school and at home.

Eligible Activities: Reimbursement provided to eligible individuals or public transportation vendors for the direct cost of transportation of a client to access vocational rehabilitation services. Program will also reimburse the cost of transportation for a qualified attendant who accompanies the client to and from services.

Senior Community Service Employment Program

Program Overview: The Senior Community Service Employment Program (SCSEP) is a community service and work based training program for older workers. Authorized by the Older Americans Act, the program provides subsidized, service-based training for low-income persons 55 or older who are unemployed and have poor employment prospects.

Program Goal: To promote economic self-sufficiency for older individuals who are working to achieve the American Dream.

Eligible Activities: The program can fund a variety of participants' transportation costs, including gasoline costs and bus fares. In addition, this program's participants are trained and placed with non-profit agencies and public facilities with wages fully or partially subsidized by the program.

APPENDIX B: COUNTY SPECIFIC DATA TABLES

Table B.1: County Specific Population and Density Trends

County	2000 Population	2010 Population	Population Change	Percent Change	Land area (sq. miles)	Density per acre
Adair	21,038	22,683	1,645	7.8%	573	0.06
Alfalfa	6,105	5,642	-463	-7.6%	866	0.01
Atoka	13,879	14,182	303	2.2%	976	0.02
Beaver	5,857	5,636	-221	-3.8%	1815	0.00
Beckham	19,799	22,119	2,320	11.7%	902	0.04
Blaine	11,976	11,943	-33	-0.3%	928	0.02
Bryan	36,534	42,416	5,882	16.1%	904	0.07
Caddo	30,150	29,600	-550	-1.8%	1278	0.04
Canadian	87,697	115,541	27,844	31.8%	897	0.20
Carter	45,621	47,557	1,936	4.2%	822	0.09
Cherokee	42,521	46,987	4,466	10.5%	749	0.10
Choctaw	15,342	15,205	-137	-0.9%	770	0.03
Cimarron	3,148	2,475	-673	-21.4%	1835	0.00
Cleveland	208,016	255,755	47,739	22.9%	539	0.74
Coal	6,031	5,925	-106	-1.8%	517	0.02
Comanche	114,996	124,098	9,102	7.9%	1069	0.18
Cotton	6,614	6,193	-421	-6.4%	633	0.02
Craig	14,950	15,029	79	0.5%	761	0.03
Creek	67,367	69,967	2,600	3.9%	950	0.12
Custer	26,142	27,469	1,327	5.1%	989	0.04
Delaware	37,077	41,487	4,410	11.9%	738	0.09
Dewey	4,743	4,810	67	1.4%	999	0.01
Ellis	4,075	4,151	76	1.9%	1232	0.01
Garfield	57,813	60,580	2,767	4.8%	1058	0.09
Garvin	27,210	27,576	366	1.3%	802	0.05
Grady	45,516	52,431	6,915	15.2%	1101	0.07
Grant	5,144	4,527	-617	-12.0%	1001	0.01
Greer	6,061	6,239	178	2.9%	639	0.02
Harmon	3,283	2,922	-361	-11.0%	537	0.01
Harper	3,562	3,685	123	3.5%	1039	0.01
Haskell	11,792	12,769	977	8.3%	577	0.03
Hughes	14,154	14,003	-151	-1.1%	805	0.03
Jackson	28,439	26,446	-1,993	-7.0%	803	0.05
Jefferson	6,818	6,472	-346	-5.1%	759	0.01
Johnston	10,513	10,957	444	4.2%	643	0.03
Kay	48,080	46,562	-1,518	-3.2%	920	0.08
Kingfisher	13,926	15,034	1,108	8.0%	898	0.03

Table B.1: County Specific Population and Density Trends

County	2000 Population	2010 Population	Population Change	Percent Change	Land area (sq. miles)	Density per acre
Kiowa	10,227	9,446	-781	-7.6%	1015	0.01
Latimer	10,692	11,154	462	4.3%	722	0.02
Le Flore	48,109	50,384	2,275	4.7%	1589	0.05
Lincoln	32,080	34,273	2,193	6.8%	952	0.06
Logan	33,924	41,848	7,924	23.4%	744	0.09
Love	8,831	9,423	592	6.7%	514	0.03
McClain	27,740	34,506	6,766	24.4%	571	0.09
McCurtain	34,402	33,151	-1,251	-3.6%	1850	0.03
McIntosh	19,456	20,252	796	4.1%	619	0.05
Major	7,545	7,527	-18	-0.2%	955	0.01
Marshall	13,184	15,840	2,656	20.1%	371	0.07
Mayes	38,369	41,259	2,890	7.5%	655	0.10
Murray	12,623	13,488	865	6.9%	416	0.05
Muskogee	69,451	70,990	1,539	2.2%	810	0.14
Noble	11,411	11,561	150	1.3%	732	0.02
Nowata	10,569	10,536	-33	-0.3%	566	0.03
Okfuskee	11,814	12,191	377	3.2%	619	0.03
Oklahoma	660,448	718,633	58,185	8.8%	709	1.58
Okmulgee	39,685	40,069	384	1.0%	697	0.09
Osage	44,437	47,472	3,035	6.8%	2246	0.03
Ottawa	33,194	31,848	-1,346	-4.1%	471	0.11
Pawnee	16,612	16,577	-35	-0.2%	568	0.05
Payne	68,190	77,350	9,160	13.4%	685	0.18
Pittsburg	43,953	45,837	1,884	4.3%	1305	0.05
Pontotoc	35,143	37,492	2,349	6.7%	720	0.08
Pottawatomie	65,521	69,442	3,921	6.0%	788	0.14
Pushmataha	11,667	11,572	-95	-0.8%	1396	0.01
Roger Mills	3,436	3,647	211	6.1%	1141	0.01
Rogers	70,641	86,905	16,264	23.0%	676	0.20
Seminole	24,894	25,482	588	2.4%	633	0.06
Sequoyah	38,972	42,391	3,419	8.8%	673	0.10
Stephens	43,182	45,048	1,866	4.3%	870	0.08
Texas	20,107	20,640	533	2.7%	2041	0.02
Tillman	9,287	7,992	-1,295	-13.9%	871	0.01
Tulsa	563,299	603,403	40,104	7.1%	570	1.65
Wagoner	57,491	73,085	15,594	27.1%	562	0.20
Washington	48,996	50,976	1,980	4.0%	415	0.19
Washita	11,508	11,629	121	1.1%	1003	0.02
Woods	9,089	8,878	-211	-2.3%	1286	0.01
Woodward	18,486	20,081	1,595	8.6%	1242	0.03
State Total	**3,450,654**	**3,751,351**	**300,697**	**8.7%**	**68595**	**0.09**

Source: 2000 U.S. Census, 2010 U.S. Census

Table B.2: Change in Low-Income Identifiers

	Percent Living Below Poverty			Median Household Income			Zero-Vehicle Households		
County	2000	2010	Change	2000	2010	Change	2000	2010	Change
Adair	23.2%	26.5%	3.3%	$24,881	$29,811	$4,930	9.8%	5.6%	-4.2%
Alfalfa	13.7%	11.1%	-2.6%	$30,259	$42,500	$12,241	5.3%	2.8%	-2.5%
Atoka	19.8%	22.5%	2.7%	$24,752	$31,179	$6,427	7.8%	5.3%	-2.5%
Beaver	11.7%	12.4%	0.7%	$36,715	$49,743	$13,028	3.3%	1.4%	-1.9%
Beckham	18.2%	16.0%	-2.2%	$27,402	$43,642	$16,240	8.1%	5.9%	-2.2%
Blaine	16.9%	14.8%	-2.1%	$28,356	$41,421	$13,065	5.1%	6.2%	1.1%
Bryan	18.4%	19.1%	0.7%	$27,888	$37,230	$9,342	7.2%	5.8%	-1.4%
Caddo	21.7%	20.9%	-0.8%	$27,347	$36,413	$9,066	7.8%	5.7%	-2.1%
Canadian	7.9%	7.9%	0.0%	$45,439	$60,489	$15,050	3.8%	2.5%	-1.3%
Carter	16.6%	16.5%	-0.1%	$29,405	$38,385	$8,980	8.2%	6.8%	-1.4%
Cherokee	22.9%	26.3%	3.4%	$26,536	$32,322	$5,786	8.7%	6.4%	-2.3%
Choctaw	24.3%	24.6%	0.3%	$22,743	$27,549	$4,806	10.0%	9.2%	-0.8%
Cimarron	17.6%	21.8%	4.2%	$30,625	$34,096	$3,471	5.6%	6.1%	0.5%
Cleveland	10.6%	12.1%	1.5%	$41,846	$52,688	$10,842	4.3%	3.6%	-0.7%
Coal	23.1%	21.6%	-1.5%	$23,705	$31,764	$8,059	9.1%	11.0%	1.9%
Comanche	15.6%	17.4%	1.8%	$33,867	$44,012	$10,145	8.2%	6.5%	-1.7%
Cotton	18.2%	13.1%	-5.1%	$27,210	$44,144	$16,934	6.0%	4.9%	-1.1%
Craig	13.7%	17.1%	3.4%	$30,997	$39,836	$8,839	6.5%	4.7%	-1.8%
Creek	13.5%	15.4%	1.9%	$33,168	$42,314	$9,146	6.1%	5.4%	-0.7%
Custer	18.5%	16.9%	-1.6%	$28,524	$42,108	$13,584	5.6%	5.7%	0.1%
Delaware	18.3%	21.2%	2.9%	$27,996	$34,383	$6,387	4.3%	3.9%	-0.4%
Dewey	15.0%	13.6%	-1.4%	$28,172	$39,940	$11,768	5.2%	2.9%	-2.3%
Ellis	12.5%	13.9%	1.4%	$27,951	$43,032	$15,081	5.2%	2.4%	-2.8%
Garfield	13.9%	16.8%	2.9%	$33,006	$40,636	$7,630	6.4%	4.7%	-1.7%
Garvin	15.9%	15.8%	-0.1%	$28,070	$37,785	$9,715	6.6%	4.2%	-2.4%
Grady	13.9%	14.8%	0.9%	$32,625	$45,260	$12,635	6.4%	3.8%	-2.6%
Grant	13.7%	10.3%	-3.4%	$28,977	$42,043	$13,066	3.7%	3.5%	-0.2%
Greer	19.6%	15.6%	-4.0%	$25,793	$35,096	$9,303	7.4%	5.0%	-2.4%
Harmon	29.7%	26.9%	-2.8%	$22,365	$31,679	$9,314	9.7%	5.9%	-3.8%
Harper	10.2%	12.5%	2.3%	$33,705	$39,946	$6,241	4.2%	0.5%	-3.7%
Haskell	20.5%	12.3%	-8.2%	$24,553	$37,474	$12,921	10.6%	5.6%	-5.0%
Hughes	21.9%	21.9%	0.0%	$22,621	$32,677	$10,056	8.4%	6.3%	-2.1%
Jackson	16.2%	18.3%	2.1%	$30,737	$41,437	$10,700	6.7%	7.4%	0.7%
Jefferson	19.2%	16.7%	-2.5%	$23,674	$32,750	$9,076	9.6%	7.0%	-2.6%
Johnston	22.0%	19.9%	-2.1%	$24,592	$34,556	$9,964	8.8%	5.0%	-3.8%
Kay	16.0%	17.9%	1.9%	$30,762	$39,505	$8,743	6.8%	5.3%	-1.5%
Kingfisher	10.8%	12.0%	1.2%	$36,676	$49,104	$12,428	4.3%	2.6%	-1.7%
Kiowa	19.3%	20.2%	0.9%	$26,053	$32,565	$6,512	6.3%	4.2%	-2.1%
Latimer	22.7%	13.9%	-8.8%	$23,962	$42,639	$18,677	7.9%	3.9%	-4.0%
Le Flore	19.1%	20.7%	1.6%	$27,278	$36,335	$9,057	8.0%	5.9%	-2.1%
Lincoln	14.5%	14.8%	0.3%	$31,187	$42,282	$11,095	5.4%	4.2%	-1.2%

Table B.2: Change in Low-Income Identifiers

	Percent Living Below Poverty			Median Household Income			Zero-Vehicle Households		
County	2000	2010	Change	2000	2010	Change	2000	2010	Change
Logan	12.9%	15.0%	2.1%	$36,784	$48,683	$11,899	5.0%	5.2%	0.2%
Love	11.8%	14.2%	2.4%	$32,558	$41,629	$9,071	4.8%	4.7%	-0.1%
McClain	10.5%	9.4%	-1.1%	$37,275	$53,708	$16,433	4.1%	1.7%	-2.4%
McCurtain	24.7%	27.7%	3.0%	$24,162	$31,082	$6,920	9.7%	9.6%	-0.1%
McIntosh	18.2%	22.5%	4.3%	$25,964	$30,620	$4,656	7.0%	6.0%	-1.0%
Major	12.0%	10.3%	-1.7%	$30,949	$46,748	$15,799	4.0%	1.1%	-2.9%
Marshall	17.9%	14.4%	-3.5%	$26,437	$40,419	$13,982	7.4%	4.7%	-2.7%
Mayes	14.3%	16.9%	2.6%	$31,125	$41,228	$10,103	6.1%	5.6%	-0.5%
Murray	14.1%	15.5%	1.4%	$30,294	$40,870	$10,576	6.0%	4.2%	-1.8%
Muskogee	17.9%	19.1%	1.2%	$28,438	$37,002	$8,564	9.0%	8.2%	-0.8%
Noble	12.8%	13.5%	0.7%	$33,968	$39,515	$5,547	4.2%	5.3%	1.1%
Nowata	14.1%	17.6%	3.5%	$29,470	$37,500	$8,030	6.5%	3.0%	-3.5%
Okfuskee	23.0%	24.6%	1.6%	$24,324	$33,286	$8,962	8.9%	7.7%	-1.2%
Oklahoma	15.3%	16.8%	1.5%	$35,063	$42,916	$7,853	7.8%	6.5%	-1.3%
Okmulgee	18.9%	20.3%	1.4%	$27,652	$37,820	$10,168	10.5%	7.8%	-2.7%
Osage	13.2%	12.6%	-0.6%	$34,477	$41,125	$6,648	6.3%	5.1%	-1.2%
Ottawa	16.6%	18.2%	1.6%	$27,507	$35,483	$7,976	8.0%	6.2%	-1.8%
Pawnee	13.0%	18.2%	5.2%	$31,661	$40,059	$8,398	5.3%	3.8%	-1.5%
Payne	20.3%	23.4%	3.1%	$28,733	$34,752	$6,019	6.4%	5.4%	-1.0%
Pittsburg	17.2%	16.7%	-0.5%	$28,679	$39,245	$10,566	9.1%	5.6%	-3.5%
Pontotoc	16.5%	20.5%	4.0%	$26,955	$37,484	$10,529	7.1%	6.2%	-0.9%
Pottawatomie	14.6%	17.3%	2.7%	$31,573	$40,085	$8,512	7.1%	6.8%	-0.3%
Pushmataha	23.2%	27.1%	3.9%	$22,127	$26,742	$4,615	10.5%	7.7%	-2.8%
Roger Mills	16.3%	11.6%	-4.7%	$30,078	$48,917	$18,839	4.3%	2.5%	-1.8%
Rogers	8.6%	9.5%	0.9%	$44,471	$57,443	$12,972	4.7%	3.5%	-1.2%
Seminole	20.8%	23.8%	3.0%	$25,568	$32,985	$7,417	8.7%	6.8%	-1.9%
Sequoyah	19.8%	20.9%	1.1%	$27,615	$36,357	$8,742	7.5%	5.7%	-1.8%
Stephens	14.6%	12.2%	-2.4%	$30,709	$43,524	$12,815	6.1%	4.0%	-2.1%
Texas	14.1%	15.6%	1.5%	$35,872	$44,623	$8,751	6.2%	5.2%	-1.0%
Tillman	21.9%	21.1%	-0.8%	$24,828	$29,832	$5,004	8.4%	6.7%	-1.7%
Tulsa	11.6%	15.1%	3.5%	$38,213	$45,613	$7,400	7.7%	6.7%	-1.0%
Wagoner	8.9%	11.7%	2.8%	$41,744	$55,487	$13,743	5.0%	3.0%	-2.0%
Washington	11.9%	13.2%	1.3%	$35,816	$44,823	$9,007	6.9%	5.3%	-1.6%
Washita	15.5%	16.9%	1.4%	$29,563	$43,039	$13,476	4.4%	3.9%	-0.5%
Woods	15.0%	12.1%	-2.9%	$28,927	$48,076	$19,149	4.4%	3.5%	-0.9%
Woodward	12.5%	12.2%	-0.3%	$33,581	$49,672	$16,091	5.2%	5.9%	0.7%
State Total	16.6%	16.90%	0.3%	$33,400	$42,072	$8,672	7.0%	5.70%	-1.3%

Source: 2000 U.S. Census, 2010 U.S. Census

Table B.3: Means of Transportation to Work

County	Workers 16 and Over	Drove Alone	Carpooled	Public Transp.	Walk, Bike, or other means	Worked at Home
Adair	8,146	73.6%	15.0%	1.2%	1.7%	8.5%
Alfalfa	2,192	76.2%	11.5%	0.0%	6.5%	5.8%
Atoka	4,612	79.1%	14.0%	0.3%	2.7%	3.9%
Beaver	2,746	83.0%	7.6%	0.5%	4.8%	4.2%
Beckham	9,649	85.9%	8.8%	0.2%	2.4%	2.7%
Blaine	4,935	84.3%	7.9%	0.1%	4.9%	2.8%
Bryan	17,131	75.4%	17.6%	0.3%	4.8%	1.9%
Caddo	10,290	79.5%	14.3%	0.2%	2.3%	3.7%
Canadian	53,379	85.2%	9.5%	0.1%	1.9%	3.3%
Carter	20,343	79.3%	11.4%	0.4%	4.4%	4.5%
Cherokee	17,439	77.2%	14.4%	0.1%	3.5%	4.8%
Choctaw	5,225	76.7%	12.2%	1.2%	6.7%	3.3%
Cimarron	1,155	81.1%	8.1%	none	7.4%	3.4%
Cleveland	122,052	83.4%	9.7%	0.4%	3.7%	2.9%
Coal	2,047	85.0%	10.4%	0.0%	1.4%	3.2%
Comanche	55,903	72.4%	12.4%	0.8%	6.7%	7.7%
Cotton	2,776	82.5%	13.9%	none	1.5%	2.1%
Craig	6,442	75.4%	14.4%	0.2%	4.0%	5.9%
Creek	29,855	80.7%	13.0%	0.1%	3.0%	3.2%
Custer	13,108	82.0%	10.9%	0.2%	3.7%	3.2%
Delaware	15,228	74.6%	14.5%	none	4.3%	6.6%
Dewey	1,916	86.2%	5.7%	none	4.1%	4.0%
Ellis	1,992	81.5%	6.4%	0.4%	6.1%	5.6%
Garfield	28,449	81.5%	11.9%	0.6%	3.5%	2.4%
Garvin	11,743	82.5%	9.4%	none	3.4%	4.7%
Grady	23,276	80.7%	11.5%	0.4%	2.6%	4.8%
Grant	2,132	74.8%	15.2%	0.0%	5.5%	4.5%
Greer	1,793	87.2%	5.5%	none	3.3%	4.1%
Harmon	1,177	77.1%	15.6%	none	5.6%	1.7%
Harper	1,734	80.6%	9.2%	none	6.5%	3.7%
Haskell	4,414	76.5%	9.1%	3.4%	2.8%	8.2%
Hughes	4,606	76.3%	14.3%	0.3%	3.6%	5.4%
Jackson	12,117	79.2%	10.5%	none	7.5%	2.7%
Jefferson	2,486	75.7%	12.9%	0.1%	3.7%	7.5%
Johnston	3,584	82.3%	8.5%	none	2.6%	6.6%
Kay	19,909	81.4%	11.7%	0.7%	3.5%	2.7%
Kingfisher	7,245	77.0%	13.8%	0.1%	5.7%	3.4%
Kiowa	4,006	77.1%	8.9%	none	5.8%	8.2%
Latimer	4,486	78.3%	12.6%	none	3.8%	5.3%
Le Flore	19,197	82.2%	12.2%	0.1%	2.8%	2.7%
Lincoln	14,046	79.9%	12.5%	0.0%	3.1%	4.5%

Table B.3: Means of Transportation to Work

County	Workers 16 and Over	Drove Alone	Carpooled	Public Transp.	Walk, Bike, or other means	Worked at Home
Logan	18,361	79.2%	12.2%	0.7%	3.0%	4.9%
Love	4,254	76.4%	13.2%	0.4%	2.6%	7.3%
McClain	15,270	79.4%	12.3%	none	3.4%	5.0%
McCurtain	12,136	77.2%	13.8%	0.3%	4.4%	4.3%
McIntosh	6,789	81.4%	13.4%	0.2%	3.0%	2.0%
Major	3,665	81.9%	9.3%	none	3.4%	5.5%
Marshall	6,520	77.0%	15.4%	0.4%	3.7%	3.6%
Mayes	16,404	81.0%	11.5%	0.2%	3.9%	3.5%
Murray	5,563	86.3%	8.9%	none	0.9%	4.0%
Muskogee	27,916	79.2%	14.9%	0.1%	2.3%	3.4%
Noble	5,167	79.9%	13.8%	none	3.9%	2.4%
Nowata	4,546	82.6%	9.7%	none	3.7%	4.0%
Okfuskee	4,237	78.3%	12.6%	0.9%	4.2%	4.1%
Oklahoma	333,130	81.8%	11.4%	0.7%	2.8%	3.3%
Okmulgee	16,007	81.5%	11.1%	0.1%	4.1%	3.2%
Osage	20,056	81.8%	11.7%	0.5%	2.9%	3.0%
Ottawa	13,132	78.3%	15.0%	0.2%	3.2%	3.4%
Pawnee	6,930	77.9%	14.9%	0.2%	3.0%	4.0%
Payne	36,244	75.2%	12.1%	1.6%	8.2%	3.0%
Pittsburg	17,625	84.4%	10.0%	0.2%	1.8%	3.6%
Pontotoc	17,257	81.5%	11.4%	0.1%	4.0%	3.0%
Pottawatomie	28,957	81.8%	10.8%	0.2%	3.5%	3.7%
Pushmataha	4,254	71.2%	17.8%	none	3.2%	7.8%
Roger Mills	1,583	81.7%	5.2%	0.5%	3.0%	9.6%
Rogers	40,317	85.4%	9.9%	0.0%	1.6%	3.1%
Seminole	9,278	81.4%	11.2%	0.1%	3.0%	4.3%
Sequoyah	16,077	81.7%	11.9%	0.1%	1.3%	5.0%
Stephens	18,808	83.6%	11.5%	0.2%	2.3%	2.4%
Texas	9,630	75.2%	17.2%	0.8%	4.0%	2.9%
Tillman	3,097	74.3%	16.0%	none	5.7%	4.0%
Tulsa	283,722	81.2%	11.1%	0.7%	3.2%	3.8%
Wagoner	32,643	81.8%	11.5%	0.1%	2.2%	4.4%
Washington	22,740	79.3%	14.5%	0.3%	3.7%	2.3%
Washita	4,833	79.9%	11.2%	none	3.5%	5.4%
Woods	4,242	77.7%	12.2%	none	6.5%	3.7%
Woodward	9,173	82.6%	9.4%	none	5.5%	2.5%
State Total						

Source: 2010 American Community Survey, 5-year Estimates

APPENDIX C: ODOT/UWR PROVIDERS SURVEY

2011Transportation Survey

The Oklahoma Department of Transportation (ODOT) and Oklahoma United We Ride are conducting a public transit/human service transportation survey to develop a comprehensive database of agencies that purchase and/or provide transportation services within the State of Oklahoma.

The survey will also help to identify gaps and issues related to providing health and human service transportation and develop strategies for transportation providers to work together to create a more efficient and effective transportation system.

Questions about the survey should be directed to Roger Eaton at ODOT by emailing reaton@odot.org or calling (405) 521-2584.

1) Agency/Organization Information

Name of Person Completing Survey: _____

Agency/Organization Name: _____

Address One: _____

Address Two: _____

City/Town: _____

County: _____

Zip: _____

Phone Number *(for follow-up)*: _____

E-mail address *(for follow-up)*: _____

Date Survey Completed: _____

2) Please indicate the types of transportation services your organization provides (either as an operator or a purchaser)? *(check all that apply)*

- ☐ On-demand/demand responsive
- ☐ Fixed route, fixed schedule
- ☐ Deviated (flexible) fixed route
- ☐ Subscription services *(i.e. specific clients picked up on specific days)*
- ☐ Other: _____ *(specify)*

3) Does your organization directly operate transit services or does your organization purchase service from an external provider? (if selected purchaser please go to Question 14 – Skip Questions 4-12)

- ☐ Operator of transit service
- ☐ Purchaser of transit service

4) Please indicated the number of passenger vehicles operated for service by type.

Large vehicles (30 or more seats): _____
ADA-accessible large vehicles: _____
Medium vehicles (16-29 seats): _____
ADA-accessible medium vehicles: _____
Total small vehicles (8 to 15 seats): _____
ADA-accessible small vehicles: _____
Total automobiles/minivans: _____
Other (please specify type): _____

5) Of the total passenger vehicles for your agency please indicate the fuel type

Type	Number
Diesel	_____
Gasoline	_____
Compressed Natural Gas (CNG)	_____
Hybrid	_____
Electric	_____

6) Which of these restrictions apply to the use of the vehicles used in your service (check one):

- ☐ Yes- Vehicles can only serve specific human service programs and/or have a mix of restrictions depending on the funding source of that vehicle (please specify in next question).
- ☐ Yes - Vehicles can only serve elderly and/or disabled.
- ☐ No - There are no restrictions, vehicles can be used by general public.

7) If the answer was yes in Question 6, please describe the restrictions on the use of your vehicles, i.e. vehicles can only serve clients of specific human service program(s) or vehicles have a mix of restrictions depending on the funding source of the vehicle.

_____

_____

_____

8) Please tell us about the driver labor force (check all that apply)

- ☐ Paid, full time
- ☐ Volunteer, full time
- ☐ Paid, part time
- ☐ Volunteer, part time

9) Please describe responsibilities the drivers in each category have besides driving.

Paid full-time: _____
Paid part-time: _____
Volunteer, full-time: _____
Volunteer, part-time: _____

10) Tell us about the use of advanced technology to manage your operation. Which of these functions are supported through the use of computer and similar electronic systems (check all that apply)?

- ☐ Office (word processing, electronic spreadsheets)
- ☐ Scheduling
- ☐ Reservations
- ☐ Dispatching
- ☐ Mapping / Planning
- ☐ Accounting (bookkeeping, invoicing, etc.)
- ☐ Client eligibility determination
- ☐ Vehicle maintenance and inventory
- ☐ Internet / web based applications

11) How do you communicate with your drivers while they are on the road? (check all that apply).

- ☐ Mobile Phones
- ☐ Two-way radios
- ☐ Combination of phones and radios
- ☐ Do not communicate with drivers on road

12) What methods are used to collect fares from riders?

- ☐ No fares are collected (if selected see Question 13)
- ☐ Fares are placed in money bags or money box
- ☐ Fares are deposited in a fare box
- ☐ Fares are billed to the rider via invoice
- ☐ Other

If other (please specify)

_____

_____

13) You indicated that your organization does not collect fares. Are donations accepted? Please explain.

_____

_____

_____

14) From what entity does your organization purchase transportation services? (only complete if you are a purchaser of transportation)

_____

15) Please select the counties in which your organization operates or purchases transportation services? *(check all that apply)*

- ☐ Adair County
- ☐ Alfalfa County
- ☐ Atoka County
- ☐ Beaver County
- ☐ Beckham County
- ☐ Blaine County
- ☐ Bryan County
- ☐ Caddo County
- ☐ Canadian County
- ☐ Carter County
- ☐ Cherokee County
- ☐ Choctaw County
- ☐ Cimarron County
- ☐ Cleveland County
- ☐ Coal County
- ☐ Comanche County
- ☐ Cotton County
- ☐ Craig County
- ☐ Creek County
- ☐ Custer County
- ☐ Delaware County
- ☐ Dewey County
- ☐ Ellis County
- ☐ Garfield County
- ☐ Garvin County
- ☐ Grady County
- ☐ Grant County
- ☐ Greer County
- ☐ Harmon County
- ☐ Harper County
- ☐ Haskell County
- ☐ Hughes County
- ☐ Jackson County
- ☐ Jefferson County
- ☐ Johnston County
- ☐ Kay County
- ☐ Kingfisher County
- ☐ Kiowa County
- ☐ Latimer County
- ☐ Le Flore County
- ☐ Lincoln County
- ☐ Logan County
- ☐ Love County
- ☐ McClain County
- ☐ McCurtain County
- ☐ McIntosh County
- ☐ Major County
- ☐ Marshall County
- ☐ Mayes County
- ☐ Murray County
- ☐ Muskogee County
- ☐ Noble County
- ☐ Nowata County
- ☐ Okfuskee County
- ☐ Oklahoma County
- ☐ Okmulgee County
- ☐ Osage County
- ☐ Ottawa County
- ☐ Pawnee County
- ☐ Payne County
- ☐ Pittsburg County
- ☐ Pontotoc County
- ☐ Pottawatomie County
- ☐ Pushmataha County
- ☐ Roger Mills County
- ☐ Rogers County
- ☐ Seminole County
- ☐ Sequoyah County
- ☐ Stephens County
- ☐ Texas County
- ☐ Tillman County
- ☐ Tulsa County
- ☐ Wagoner County
- ☐ Washington County
- ☐ Washita County
- ☐ Woods County
- ☐ Woodward County

16) Please select the cities in which your organization operates or purchases services. If your organization does not operate or purchase service in any of the cities listed below please select "None Listed" at the end of the list. (check all that apply)

- ☐ Ada
- ☐ Adair
- ☐ Aline
- ☐ Alma
- ☐ Altus
- ☐ Alava
- ☐ Anadarko
- ☐ Antlers
- ☐ Arcadia
- ☐ Ardmore
- ☐ Arkoma
- ☐ Asher
- ☐ Atoka
- ☐ Barnsdall
- ☐ Bartlesville
- ☐ Bearden
- ☐ Beaver
- ☐ Beggs
- ☐ Bethany
- ☐ Bixby
- ☐ Blackwell
- ☐ Blanchard
- ☐ Boise City
- ☐ Bowlegs
- ☐ Bridgeport
- ☐ Bristow
- ☐ Broken Arrow
- ☐ Broken Bow
- ☐ Bunch
- ☐ Cache
- ☐ Cameron
- ☐ Catoosa
- ☐ Cedar Valley
- ☐ Centrahoma
- ☐ Chandler
- ☐ Checotah
- ☐ Chelsea
- ☐ Cherokee
- ☐ Chickasha
- ☐ Choctaw
- ☐ Claremore
- ☐ Cleveland
- ☐ Clinton
- ☐ Coalgate
- ☐ Fort Gibson
- ☐ Frederick
- ☐ Garber
- ☐ Geary
- ☐ Glenpool
- ☐ Grandfield
- ☐ Grove
- ☐ Guthrie
- ☐ Guymon
- ☐ Gould
- ☐ Haileyville
- ☐ Hartshorne
- ☐ Healdton
- ☐ Henryetta
- ☐ Holdenville
- ☐ Hominy
- ☐ Hugo
- ☐ Hobart
- ☐ Idabel
- ☐ Inola
- ☐ Jay
- ☐ Jenks
- ☐ Kaw City
- ☐ Kingfisher
- ☐ Konawa
- ☐ Krebs
- ☐ Kingston
- ☐ Lamont
- ☐ Langston
- ☐ Lawton
- ☐ Lehigh
- ☐ Lexington
- ☐ Lindsay
- ☐ Lone Grove
- ☐ Lone Oak
- ☐ Madill
- ☐ Mangum
- ☐ Marietta
- ☐ Marlow
- ☐ Maud
- ☐ McAlester
- ☐ McLoud
- ☐ Meeker
- ☐ Medford
- ☐ Okmulgee
- ☐ Owasso
- ☐ Owaho
- ☐ Oologah
- ☐ Pauls Valley
- ☐ Pawhuska
- ☐ Pawnee
- ☐ Perkins
- ☐ Perry
- ☐ Picher
- ☐ Piedmont
- ☐ Le Flore
- ☐ Ponca City
- ☐ Pond Creek
- ☐ Poteau
- ☐ Prague
- ☐ Pryor
- ☐ Purcell
- ☐ Ringwood
- ☐ Red Oak
- ☐ Ripley
- ☐ Sallisaw
- ☐ Sand Springs
- ☐ Sapulpa
- ☐ Sasakwa
- ☐ Sayre
- ☐ Seiling
- ☐ Seminole
- ☐ Shawnee
- ☐ Shidler
- ☐ Snyder
- ☐ Spencer
- ☐ Spiro
- ☐ Stigler
- ☐ Stillwater
- ☐ Stilwell
- ☐ Stroud
- ☐ Sulphur
- ☐ Tahlequah
- ☐ Tecumseh
- ☐ The Village
- ☐ Thomas
- ☐ Tishomingo
- ☐ Tonkawa

- ☐ Comanche
- ☐ Commerce
- ☐ Coweta
- ☐ Cresent
- ☐ Cromwell
- ☐ Cushing
- ☐ Davis
- ☐ Del City
- ☐ Dewey
- ☐ Drumright
- ☐ Duncan
- ☐ Durant
- ☐ Edmond
- ☐ Elgin
- ☐ Elk City
- ☐ El Reno
- ☐ Enid
- ☐ Erick
- ☐ Eufaula
- ☐ Fairview
- ☐ Miami
- ☐ Midwest City
- ☐ Minco
- ☐ Moore
- ☐ Morris
- ☐ Muskogee
- ☐ Mustang
- ☐ New Cordell
- ☐ Newcastle
- ☐ Newkirk
- ☐ Nichols Hills
- ☐ Nicoma Park
- ☐ Noble
- ☐ Norman
- ☐ Nowata
- ☐ Nomans
- ☐ Oakhurst
- ☐ Oilton
- ☐ Okemah
- ☐ Oklahoma City
- ☐ Tulsa
- ☐ Tupelo
- ☐ Tuttle
- ☐ Vinita
- ☐ Wagoner
- ☐ Walters
- ☐ Warr Acres
- ☐ Watonga
- ☐ Waurika
- ☐ Waynoka
- ☐ Weatherford
- ☐ Wetumka
- ☐ Wewoka
- ☐ Wilburton
- ☐ Wilson
- ☐ Woodward
- ☐ Wynnewood
- ☐ Yale
- ☐ Yukon
- ☐ None Lister

17) If your organization operates/purchases transportation service in any cities or towns not listed above, please list below.

City / Town 1: _____
City / Town 2: _____
City / Town 3: _____
City / Town 4: _____
City / Town 5: _____
City / Town 6: _____
City / Town 7: _____

18) Does your organization operate / purchase service for the following? (Select all that apply)

- ☐ All the hospitals / medical centers in your service area (if no, below list ones NOT served)
- ☐ All major employment centers in your service area (if no, below list ones NOT served)
- ☐ All colleges, vocational / tech schools in your service area (if no, below list ones NOT served)
- ☐ All government installations and offices in your service area (if no, below list ones NOT served)

Hospitals / medical centers, major employment center, colleges and Vocational / tech schools, and government installations and offices NOT served.

_____

_____

_____

19) Please list the top four destinations for passengers who use the transportation service your organization operates / purchases. Please be specific and include place and names, such as XYZ Hospital or ABC Shopping Center, and location, such as zip code and / or city / town.

Destination 1 and Location: _____
Destination 2 and Location: _____
Destination 3 and Location: _____
Destination 4 and Location: _____

20) Please indicate the total amount of service your agency operates / purchases annually measured either in total service <u>hours</u> or <u>miles</u> by service type.

On-demand / demand response: _____
Fixed-route, fixed schedule: _____
Deviated (flexible) fixed-route: _____
Subscription services: _____
Other type: _____

21) What days are service operated / purchased by your organization?

- ☐ Monday through Friday
- ☐ Saturday
- ☐ Sunday

22) What times are service operated / purchased by your organization?

Monday to Friday: _____
Saturday: _____
Sunday: _____

23) What are the peak service times for transportation service operated / purchased by your organization?

Monday to Friday: _____
Saturday: _____
Sunday: _____

24) What is your organization's total annual ridership?

_____

25) What is the total number of clients eligible to use the transportation service that your organization operates / purchases? This number may include people who do not ride often or regularly.

_____

26) What is the total number of trips that your organization denies each year? This includes the average number of trip requests that your organization cannot accommodate by operating or purchasing service.

_____

27) If any trips are denied why can these request not be accommodated?

_____

_____

_____

28) Please provide the number of full-time / part-time administrative and full-time / part-time operations staff your organization employs to operate / purchase transportation services?

Administrative (full-time): _____
Administrative (part-time): _____
Operations (full-time): _____
Operations (part-time): _____

29) What is your organization's annual budget (total budget inclusive of transportation services)?

_____

30) What is the annual transportation budget for your organization to operate / purchase transportation services

_____

31) Select the funding sources your organization receives to operate / purchase transportation services.

- ☐ 5307
- ☐ 5309
- ☐ 5310
- ☐ 5311
- ☐ 5316
- ☐ 5317
- ☐ TANF
- ☐ Sooner Ride/Medicaid
- ☐ Tribal Governments
- ☐ County Government
- ☐ City Government
- ☐ State Revolving Fund
- ☐ Title III
- ☐ Other (specify) _____

32) In 2010 did your agency use any in-kind contributions to operate / purchase transportation services? (If yes please answer Question 33)

☐ Yes
☐ No

33) Please list the in-kind contributions used by your organization in 2010. Please include the approximate monetary value.

In-kind 1: _____
In-kind 2: _____
In-kind 3: _____
In-kind 4: _____
In-kind 5: _____
In-kind 6: _____

34) Please describe the areas in which your organization currently coordinates transportation services with other providers in your region.

Grant Administration: _____
Maintenance: _____
Training: _____
Marketing / Public Information: _____
Operations: _____
Other: _____

35) From your organization's perspective, what are the major issues in providing quality public / human service transportation (including service and time gaps)?

_____

_____

_____

_____

_____

36). Are you open to exploring additional coordination opportunities with other transportation providers in the area?

☐ Yes

☐ No

Why or why not? _____

_____

What types of coordination opportunities interest your organization? _____

_____

_____

You have now completed the ODOT and United We Ride Public Transit / Human Service Transportation Survey. You may be contacted by a representative for additional information.

THANK YOU FOR YOUR PARTICIPATION!