Statewide Personal Mobility Needs for Oklahoma

Prepared for:

Oklahoma Transit Association

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The Small Urban and Rural Transit Center (SURTC) changed its name to the Small Urban and Rural Center on Mobility (SURCOM) in January 2020 to reflect the center's expanded focus on all types of personal mobility.

ABSTRACT

This study was conducted to provide the Oklahoma Transit Association and state policy makers with information that will allow them to plan for mobility challenges and address coming greater mobility needs stemming from population growth and changes in the state's demographics. In this study, we constructed a demographic profile of the state of Oklahoma, developed a mobility needs index, described the existing levels of transit service within the state, identified base levels of required transit service and gaps in existing service, and developed recommendations for meeting mobility needs. We also estimated the level of funding needed to maintain the current level of service and determined the level of funding needed to expand the level of service to meet projected needs. Transit providers in Oklahoma were surveyed to gather information about the existing services, how well the services are meeting current needs, and the issues and challenges facing the transit providers. Target levels of transit service were identified, and the funding needed to reach the targets, including funds for the increased operating expenses and vehicle purchases were estimated. Projections were also made based on the expected population growth. Recommendations were made regarding service expansion, staffing, and additional vehicles.

EXECUTIVE SUMMARY

This study focuses on local and regional passenger transportation in the state of Oklahoma. It was conducted to provide the Oklahoma Transit Association and state policy makers with information about the changing demographics and mobility needs of the state. Further, the study identifies gaps that are likely to exist soon because of population growth and changing demographics. Finally, the study addresses vehicles that will be needed to meet the current shortcomings and those that will result from projected demographic changes.

The results may be helpful in determining programmatic and funding needs for personal mobility and to assist in determining funding priorities for state funds and federal funds controlled by the state. In addition, local and state agencies may use the data that has been collected and analyzed to plan for future service needs.

Oklahoma has 33 transit agencies that offer a range of services, broadly categorized into fixed-route or demand-response service. Transit agency service areas (the geographic areas served by individual agencies) also vary, but most are defined along political boundaries and serve an entire city or county, a portion of a county, or multiple counties. In 2017, there were five urban transit systems, 19 rural transit systems, and 10 tribal transit systems. In general, urban transit systems tend to operate scheduled, fixed-route services, while rural and tribal areas are more likely to operate demand-response, or dial-a-ride type, service. In addition, four counties in Oklahoma have no public transportation service at all. Most of these are in north Oklahoma along the Kansas border and one is located on the Colorado border.

In 2017, Oklahoma transit systems operated 1,474 active fleet vehicles, which are 138 more vehicles than in 2016. The Oklahoma rural transit system significantly increased the number of ADA-compliant fleet vehicles for demand-response operations in 2017, which is important for transporting individuals with disabilities. The urban and tribal systems also increased their ADA fleet vehicles for demand-response operations from the previous year. However, these systems did not increase their ADA fleet vehicles for fixed-route transit services. The average age of buses operated by Oklahoma transit systems is approximately 10 years. This is critical information because, according to the Federal Transit Administration (FTA), the minimum service life of transit buses is 12 years (Laver, et al. 2007). Therefore, many vehicles in the Oklahoma transit fleet will need to be replaced soon.

Demographics

Projected population growth and demographic trends impact the needs for mobility services across the state. The estimated statewide population climbed to 3,930,864 in 2017, a 4.8% increase from the 2010 census. Previously, the population grew 8.7% from 2000 to 2010. The population is projected to increase to 4,322,825 by 2030, which is a 15.23% increase from the 2010 census figures. The greatest population growth occurred in the central part of the state from 2010 to 2017. Significant population growth is expected mostly in Logan, Oklahoma, Cleveland, McClain, and Bryan counties. Most of the counties in the southwest and southeast parts of the state are expected to lose population (Figure 1ES).

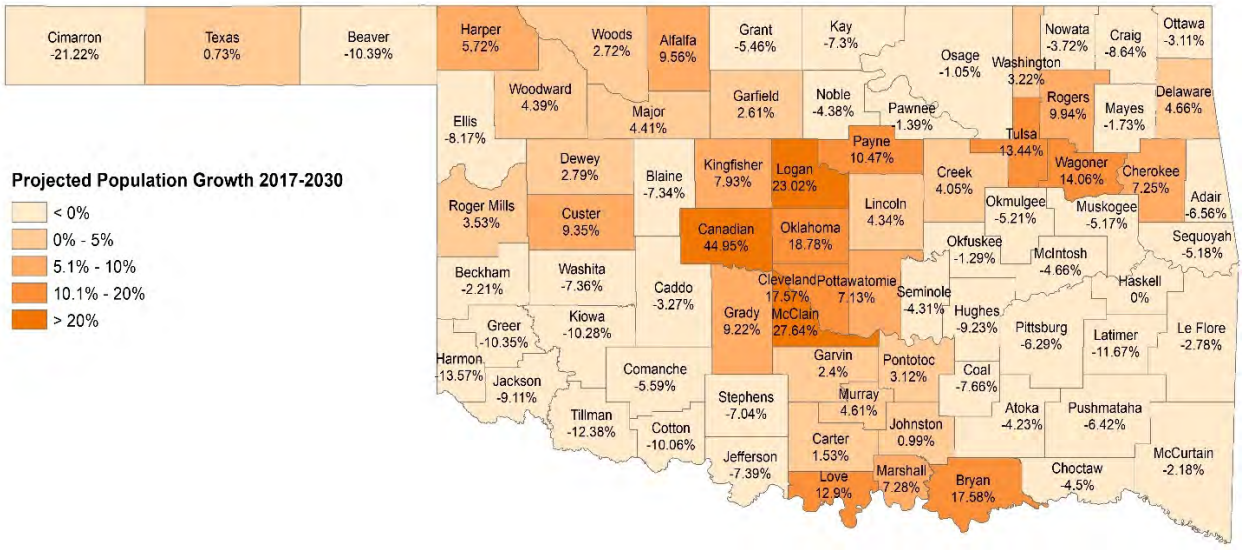

Figure 1ES. Projected Population Growth from 2017 to 2030

The population growth of individuals over age 65 (18.74%) is outpacing the overall total population growth. The population of those over age 65 is projected to more than double in the central part of the state (Canadian, Cleveland, and Logan counties) by 2030 (Figure 2ES). Older individuals are often frequent transit users, so this projected increase in older residents may indicate a need for more public transportation options.

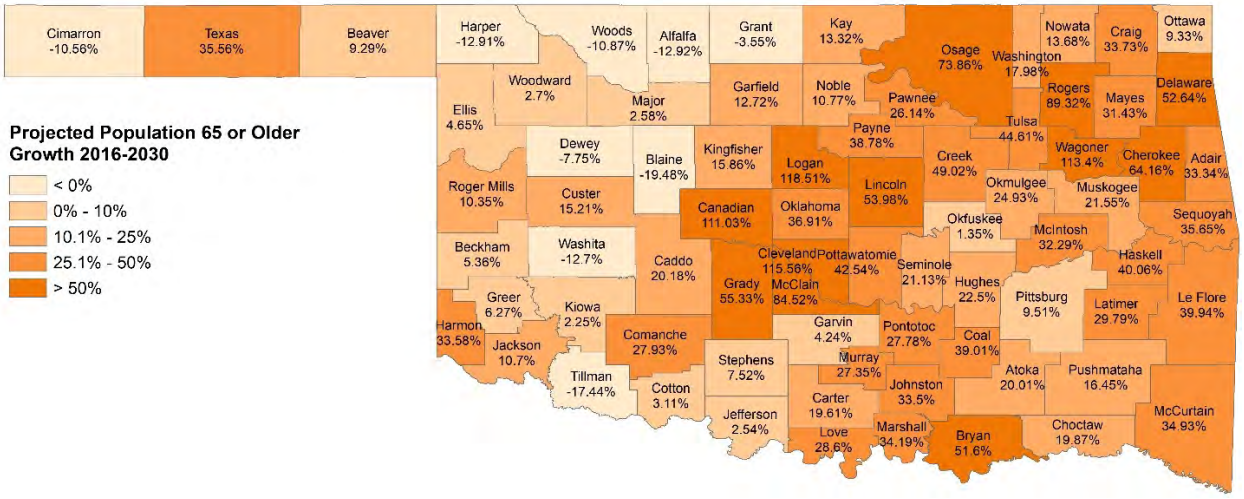

Figure 2ES. Projected Growth of Population Aged 65 or Older, 2016–2030

Individuals living in poverty, or with disabilities, or those without access to a vehicle, tend to rely on transit services. The state of Oklahoma has a high poverty rate of 16.3%, compared with the 2017 U.S. average poverty rate of 12.3%. The ACS data (2012-2016) show that about 15.34% of the overall state's population is disabled, which is higher than the national average of 12.8%. The counties in Oklahoma average a range from 9% to 31%. Counties with significantly high portions of population with disabilities include Marshall, Pushmataha, Johnston, Sequoyah, and McIntosh.

Further, workers without access to a vehicle are more reliant on public transportation. According to the American Community Survey 2012-2016 five-year estimates, nearly 1.39% of workers age 16 years and older in the state were in households without access to a vehicle. Harper, Woods, Woodward, Harmon, Tillman, Kay, and Caddo counties have the highest portion of workers without access to a vehicle.

Taking into consideration total population and the populations of seniors, people living in poverty, people with disabilities, and workers without access to a vehicle, a mobility need index, expressed with a 1–5 scale, was estimated to identify areas with the greatest needs for mobility services. Values calculated for the Oklahoma counties are presented in Figure 3ES. Higher values indicate greater needs for mobility.

Results show that the highly populated counties, such as Cleveland, Comanche, Muskogee, Oklahoma, Ottawa, Payne, Pottawatomie, Rogers, Tulsa, and Washington, have the highest mobility needs with index values of 5. Canadian, Mayes, and Wagoner counties have mobility needs index values of 4.80. Although Mayes county is less populated, its rank is higher because its other disadvantaged demographic group densities are higher. Cherokee, Creek, Delaware, and Sequoyah counties have values of 4.40. Cherokee and Creek counties have higher population density; however, their ranks are comparatively lower because they have lower density of individuals with disabilities and those without access to a vehicle.

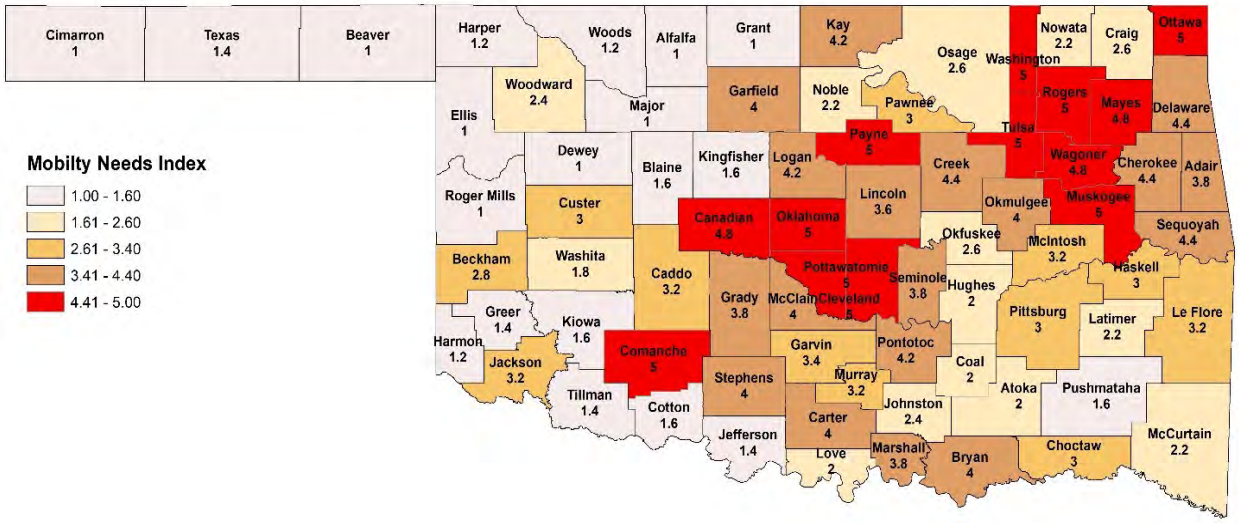

Figure 3ES. Mobility Needs Index Map, County Level

Funding

Statewide, transit agencies in Oklahoma spent roughly $148 million in 2017 to provide service. About 48% of the funding is raised locally ($71 million), and about 33% of the funding comes from the federal government ($49 million). The remaining 19% is raised through passenger fares, funds provided by the State of Oklahoma, and other miscellaneous income. The urban transit agencies spent the largest amount, roughly $97 million. Rural agencies spent $39 million and tribal transit agencies spent $12 million. Urban transit systems rely more on local funds, while rural agencies depend on a combination of federal and other funds. In contrast, tribal agencies heavily depend on federal funds.

Transit Agency Needs

While the much of the National Transit Data were being analyzed, surveys were sent to each of the transit agencies to gather additional information about existing transit services. Participants were asked if they thought overall transit needs were being met, about trip purposes, the need for the agency to provide additional trips, adequacy of facilities, administrative and vehicle storage, the need for vehicles, and if they believed the overall needs were being met.

Transit agencies were asked how well the overall transportation needs of their service area residents were being met. Most transit agencies said the residents' needs in their service areas are being met moderately well (Figures 4ES and 5ES). Washita Valley Transit agency indicated that the needs of their service area residents are not being met at all. Southern Oklahoma Rural Transit System and Tulsa Transit indicated that the needs of their clients are being met slightly well. Some respondents indicated a need for improved facilities; however, estimates for improving the facilities are beyond the scope of this study.

Transit agencies across the state provide trips for various purposes. The largest shares are medical trips, followed by dialysis trips. About 64% of the responding transit agencies had a major need for more trips for medical purposes, 54% for dialysis, and 46% for both employment and veteran transportation services trips. The survey results also indicated that about 54% of the responding agencies had minor needs for more service for education/job training trips, and 46% needed more service for social/recreation trips. With the changing demographics, it is anticipated that more medical trips will continue to be needed in the future.

Transit agencies were asked how well the transportation needs are being met in their service areas. Figure 4ES provides the agency responses.

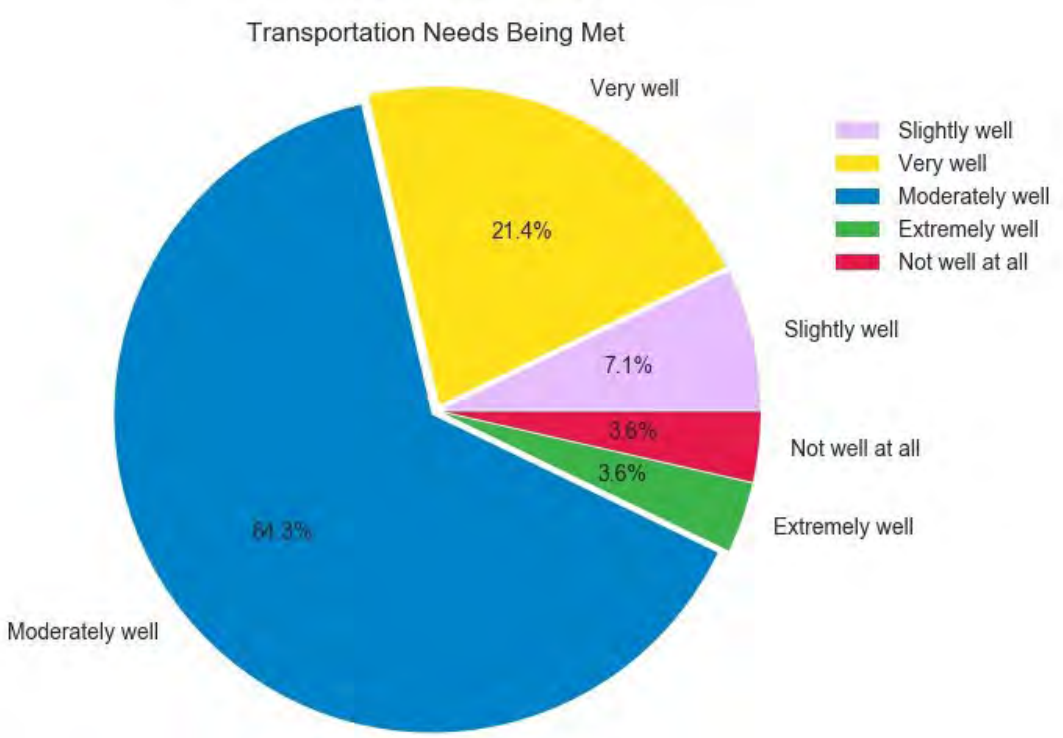

Figure 4ES. How Well the Needs of Residents are Being Met

Responses from transit agencies were mapped according to the counties they serve as shown in Figure 5ES. Finally, transit providers were asked if they had any additional comments about the needs of their agency and their service area residents or about issues and challenges, they are facing. A list of comments from transit agencies explaining their responses is presented in Appendix D.

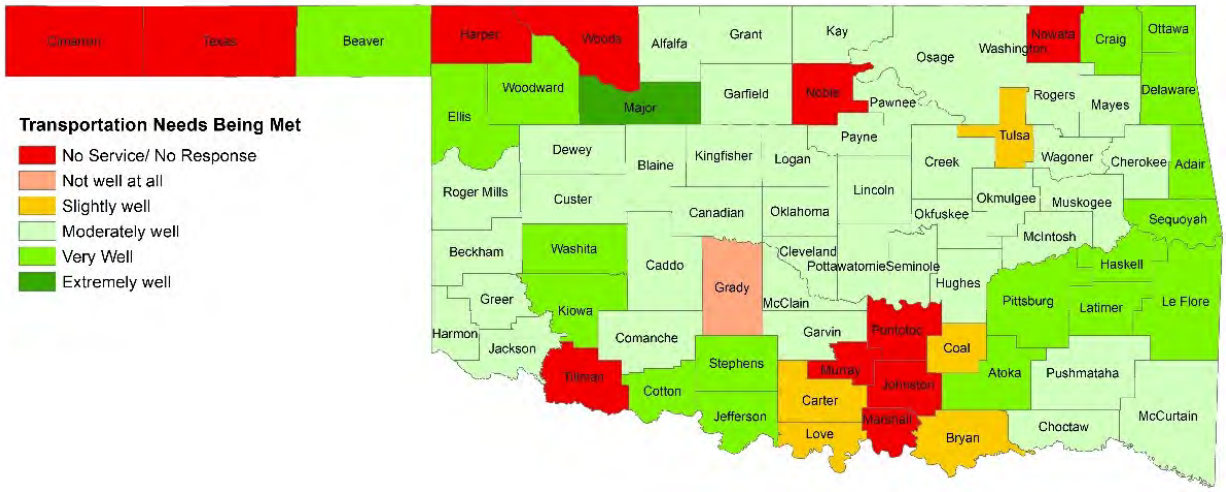

Figure 5ES. Responses from Transit Agencies on How Well Transportation Needs are Being Met

Transit Gaps

To identify gaps in service and estimate the need for additional transit services across the state, this study examined three performance measures: trips per capita, vehicle miles of service per capita, and vehicle hours per capita. Figures 6ES and 7ES show 2017 data for trips provided and vehicle miles per capita for different regions of the state. These figures are useful for identifying regions of the state that currently have higher levels of service and other areas in need of improvement.

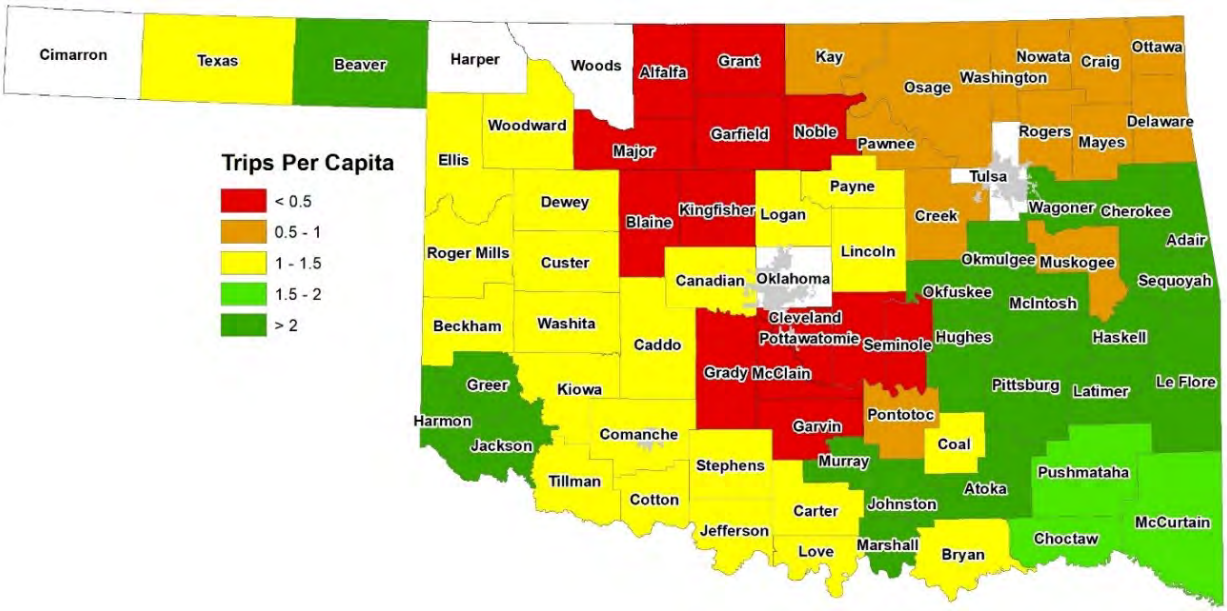

Figure 6ES. Trips Provided Per Capita, Rural Providers

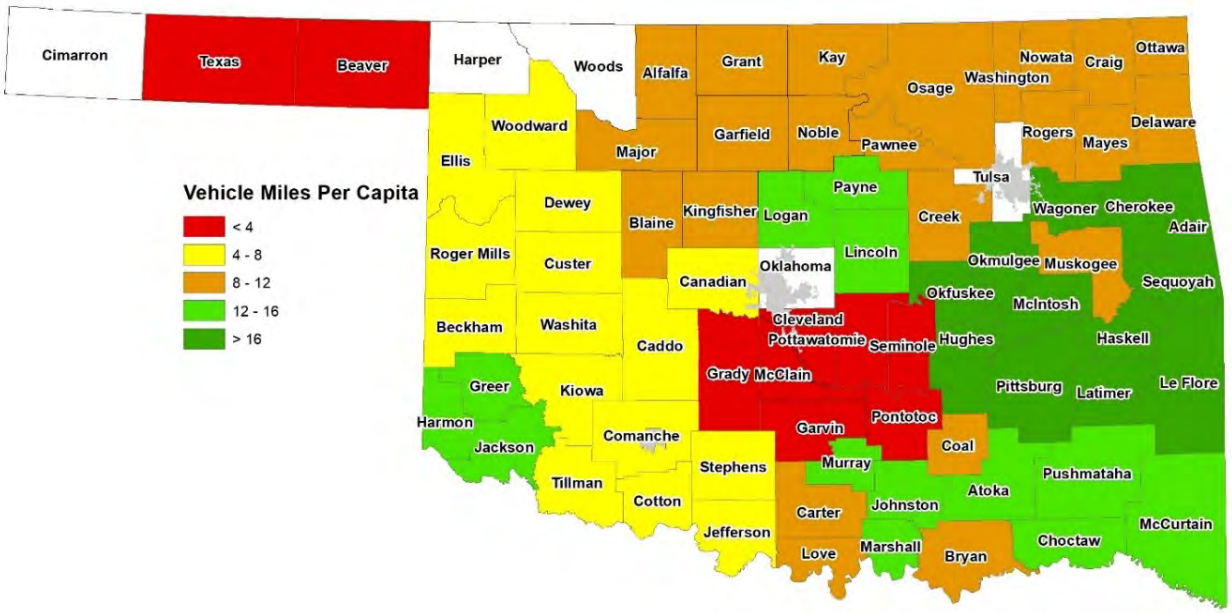

Figure 7ES. Vehicle Miles of Service Per Capita, Rural Providers

The performance measures were compared with national averages for similar types of transit agencies, and scenarios were estimated to determine increases in services needed for regions to meet the benchmark values. These scenarios also considered the impact of population growth statewide. Three scenarios were analyzed to determine needed increases in service and the funding required to provide that service. Scenario 1 requires that each region meets at least one of the three benchmark values. Scenario 2 adds requirements that transit services increase at a rate equal to or greater than population growth. Scenario 3 includes the requirements of Scenario 2 and requires that each region must meet at least two of the three benchmarks. Scenario 2 is the least costly scenario that meets the most basic transit needs.

Table 1ES provides a summary of the increased operating and new-vehicle expenses estimated in each scenario. These estimates are total increased expenses without consideration of funding source. The estimated vehicle expenses are one-time costs needed to increase fleet sizes across the state to allow for improved service levels. However, these vehicles will need to be replaced periodically, increasing annual capital expenditures. In addition, there currently are a significant number of vehicles in the state that have surpassed their useful life and are in need of replacement.

Table 1ES. Summary of Estimated Increase in Operating and Vehicle Expenses for Expanded Mobility Options

	Scenario 1	Scenario 2	Scenario 3
Rural Transit			
Annual operating expense	$4,058,970	$4,539,285	$8,036,842
% increase over 2017	15%	16%	29%
Vehicle expense (one-time cost)	$6,967,644	$7,792,156	$13,796,078
Small Urban Fixed-Route			
Annual operating expense	$1,258,988	$1,568,213	$2,831,912
% increase over 2017	11%	14%	25%
Vehicle expense (one-time cost)	$2,740,385	$3,413,462	$6,164,103
Urban Fixed-Route			
Annual operating expense	$10,928,070	$16,285,850	$17,249,749
% increase over 2017	33%	49%	51%
Vehicle expense (one-time cost)	$23,786,667	$35,448,718	$37,546,795
Small Urban Demand-Response			
Annual operating expense	$695,781	$812,206	$1,823,973
% increase over 2017	49%	57%	128%
Vehicle expense (one-time cost)	$655,161	$764,789	$1,717,489
Urban Demand-Response			
Annual operating expense	$4,622,957	$6,062,179	$7,996,134
% increase over 2017	62%	82%	108%
Vehicle expense (one-time cost)	$4,353,067	$5,708,267	$7,529,317
Total			
Annual operating expense	$21,564,765	$29,267,732	$37,938,610
% increase over 2017	22%	29%	41%
Vehicle expense (one-time cost)	$38,502,924	$53,127,391	$66,753,781

Expanded Mobility Options

Table 2ES shows an estimate of current vehicle replacement needs statewide. The cost of vehicles is calculated based on the prices of models in the existing fleet. The cost of the vehicles varies based on size and technology used.

Table 2ES. Estimated Current Vehicle Replacement Needs

Vehicle Type	Number of Vehicles Exceeding Useful Life	Unit Cost (Range: Low-High)	Total Cost	Non-Federal Share (20%) *
Automobile	6	$20,792 - $32,421	$171,268	$34,253
Bus	81	$85,389 - $364,475	$19,768,263	$3,953,652
Cutaway	319	$26,634 - $137,000	$33,454,303	$6,690,860
Minivan	391	$21,250 - $34,038	$8,449,672	$1,689,934
Over-the-road Bus	5	$443,321	$2,216,605	$443,321
Van	59	$16,150 - $63,432	$1,508,711	$301,742
Total	861		$65,568,822	$13,113,764

*Assumes current 80% federal share continues. However, state and local shares may need to increase to fund vehicle purchases if federal transit funding becomes stagnant.

Based on these estimates, the cost of replacing all vehicles in the state that have exceeded their useful lives would be nearly $65.54 million. If federal funding covers 80% of capital costs, $13,113,764 in non-federal funding would be needed. However, state and local shares may need to increase to fund vehicle purchases given that federal transit funding may become stagnant.

Based on the current fleet, estimates for average annual vehicle replacement costs are covered in this report. Study estimates showed that 231 new vehicles will need to be purchased to provide increased service. With the additional vehicles required for Scenario 2, assuming 2030 population projections, an additional $45 million would be needed (Table 3ES).

Table 3ES. Long-Term Annual Average Vehicle Replacement Costs for Additional Vehicles (assuming Scenario 2 with 2030 population)

Vehicle Type	Unit Cost per Vehicle	Number of Additional Vehicles	Total Cost for Additional Vehicles	Non-Federal Share (20%)*
Bus	$500,000	71	$35,500,000	$7,100,000
Cutaway/Van/Minivan–Rural	$55,000	142	$7,810,000	$1,562,000
Cutaway/Van–Small Urban	$70,000	18	$1,260,000	$252,000
Total		231	$44,570,000	$8,914,000

*Assumes current 80% federal share continues. However, state and local shares may need to increase to fund vehicle purchases if federal transit funding becomes stagnant.

This study clearly shows that the State of Oklahoma has current unmet transit needs. The level of unmet needs is expected to increase significantly as demographics in the state change and lead to greater needs for mobility. Additional funding is needed to fill the current service gaps as well as purchase vehicles for the vehicles needing replacement and to prepare to purchase vehicles to meet the coming demands.

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1. INTRODUCTION

The Oklahoma Transit Association (OTA) identified the potential need for increased mobility among Oklahoma residents. This study examines existing data within the National Transit Database, U.S. Census data, and survey responses from transit providers to better understand current and future mobility needs of Oklahoma residents.

This study offers Oklahoma policy makers research-based information and analysis regarding the mobility gaps within the state. Given the projected population growth and changes in demographics, the mobility gaps will increase without action to reduce the gaps.

The objective of this study is to identify the financial needs of the state transit providers. The specific objectives are the following:

- Construct a demographic profile of the state of Oklahoma
- Develop a mobility needs index
- Describe existing levels of transit service across the state
- Identify base levels of required transit service and gaps in existing service
- Develop recommendations for meeting mobility needs

This report is organized in the following way. Chapter 2 contains the population growth and demographic profiles. These data were used to construct the mobility needs index, which is provided in Chapter 3. The survey methodology for the transit providers is contained in Chapter 4. Chapter 5 presents and further examines existing levels of transit services with data from the National Transit Database based on rural, urban, and tribal service population size. Chapter 6 covers transit needs. The funding needs to reduce the current service gaps in covered in Chapter 7. Finally, the conclusions and recommendations are presented in Chapter 8.

2. POPULATION GROWTH AND DEMOGRAPHIC PROFILES

Understanding the distribution of different demographic population groups is an important part of planning public transit services across the state. Population demographics, such as age distribution, people with disabilities, individuals with low income, and those without vehicle access, may relate to the use of transit service. However, some demographic groups may demonstrate greater propensity to use transit services than others depending on the population density (Felsburg Holt & Ullevig 2015)

2.1 County Level Population Estimates

According to the U.S. Census Bureau, the 2010 population was 3,751,351, which breaks down to 2,485,029 urban and 230,466 rural. The 2017 census showed a population of 3,930,864, a 4.8% increase from the 2010 census. Previously, the population grew 8.7% from 2000 to 2010. The population is projected to increase to 4,322,825, which is a 15.23% increase from the 2010 census estimates. Figure 2.1 shows the 2017 population estimates by county level. Oklahoma County has the highest population at 787,958, and Cimarron County has the lowest population at 2,154.

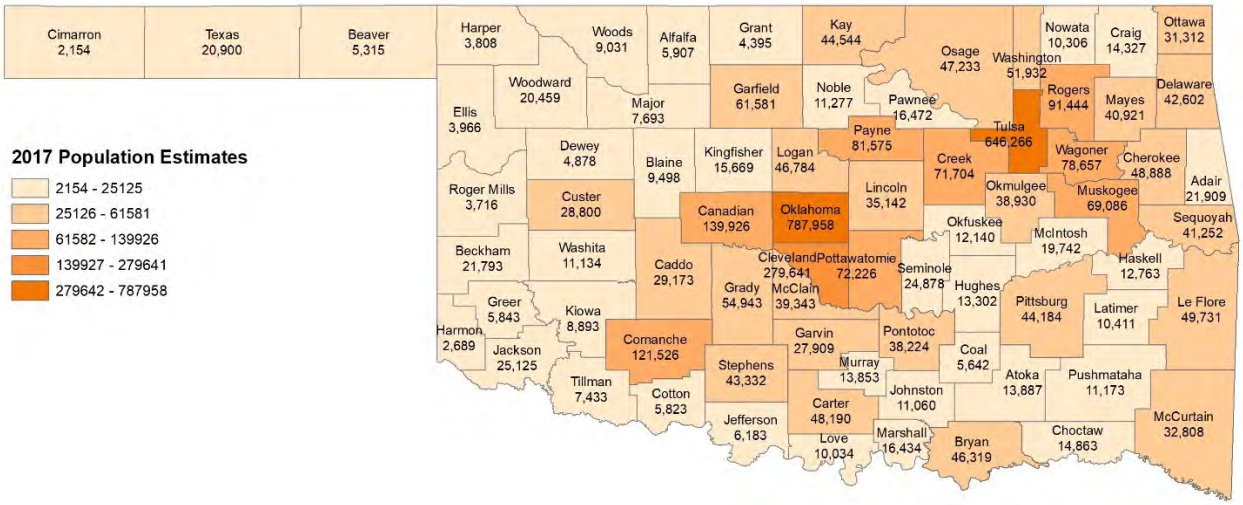

Figure 2.1 2017 County Level Population Estimates

2.2 Population Growth Estimates

The greatest population growth occurred in the central part of the state from 2010 to 2017 as shown in Figure 2.2. The population in Canadian County is estimated to increase 20.28%; the least populated, Cimarron County, decreased 12.72% from 2010 to 2017. Significant population growth is expected mostly in the counties of Logan, Oklahoma, Cleveland, McClain, and Bryan. Most of the counties in the southwest and southeast parts of the state are expected to lose population.

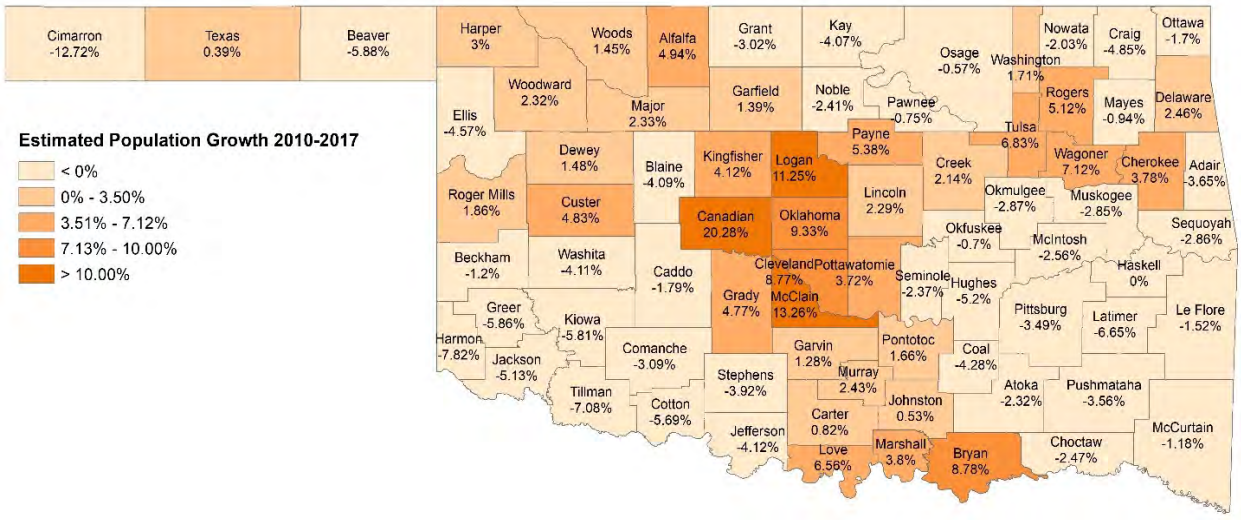

Figure 2.2 Estimated Population Growth from 2010 to 2017

2.3 Projected Population Growth Estimates

Based on previous population growth trends, the current population growth is expected to follow these trends over the next decade. Therefore, the Small Urban and Rural Transit Center (SURTC) at North Dakota State University projected 2030 population, as shown in Figure 2.3, and projected population growth from the year 2017 to 2030, as shown in Figure 2.4. The largest projected growth is expected in Canadian County with a 44.95% increase, while Cimarron County is expected to lose 21.22% of its population from 2017 to 2030. Significant projected growth is expected in the central part of the state in Logan, Cleveland, and McClain counties, in the southern part of the state in Love and Bryan counties, as well as in the counties of Tulsa and Wagoner. Meanwhile, most counties in the west part of the state are expected to lose population. A graphic of the percent of projected population growth in Oklahoma by counties in 2030 is shown in Figure 2.5.

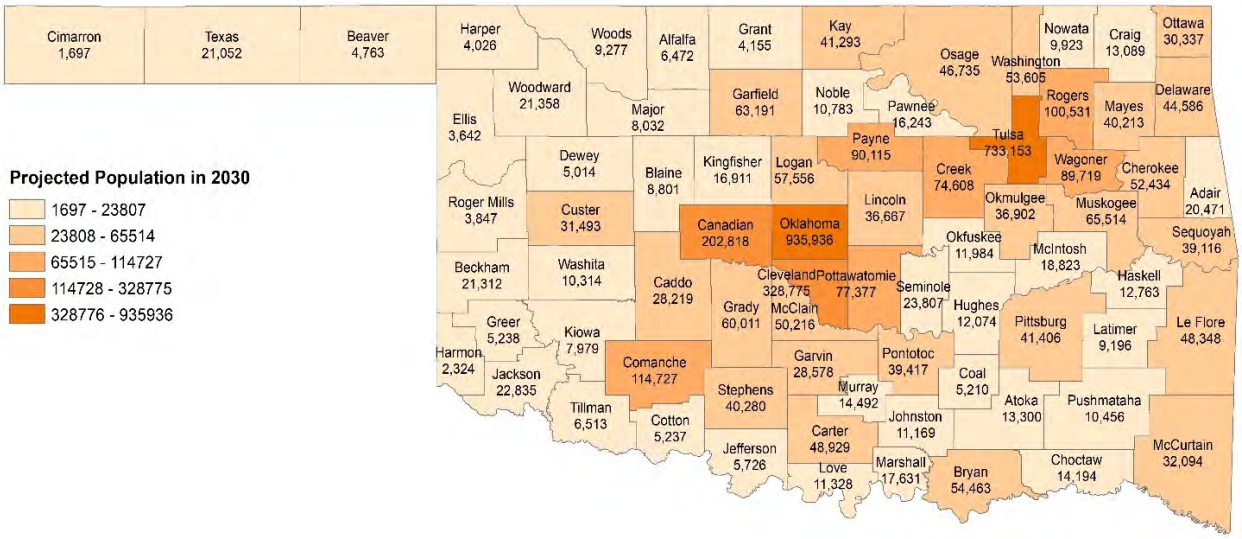

Figure 2.3 Projected Population in 2030

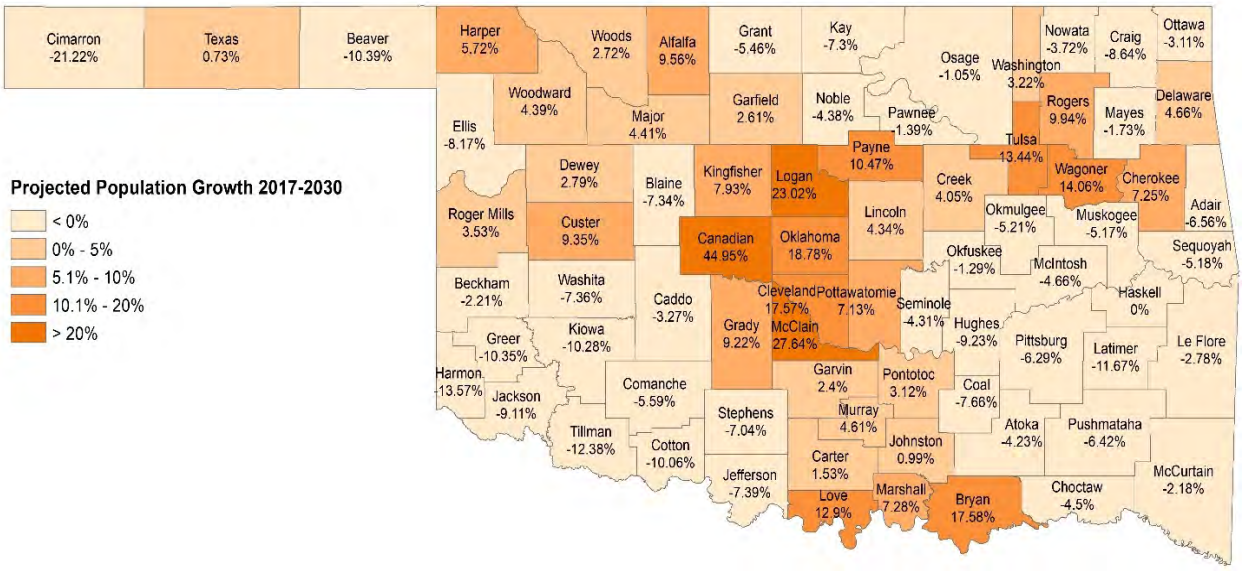

Figure 2.4 Projected Population Growth from 2017 to 2030

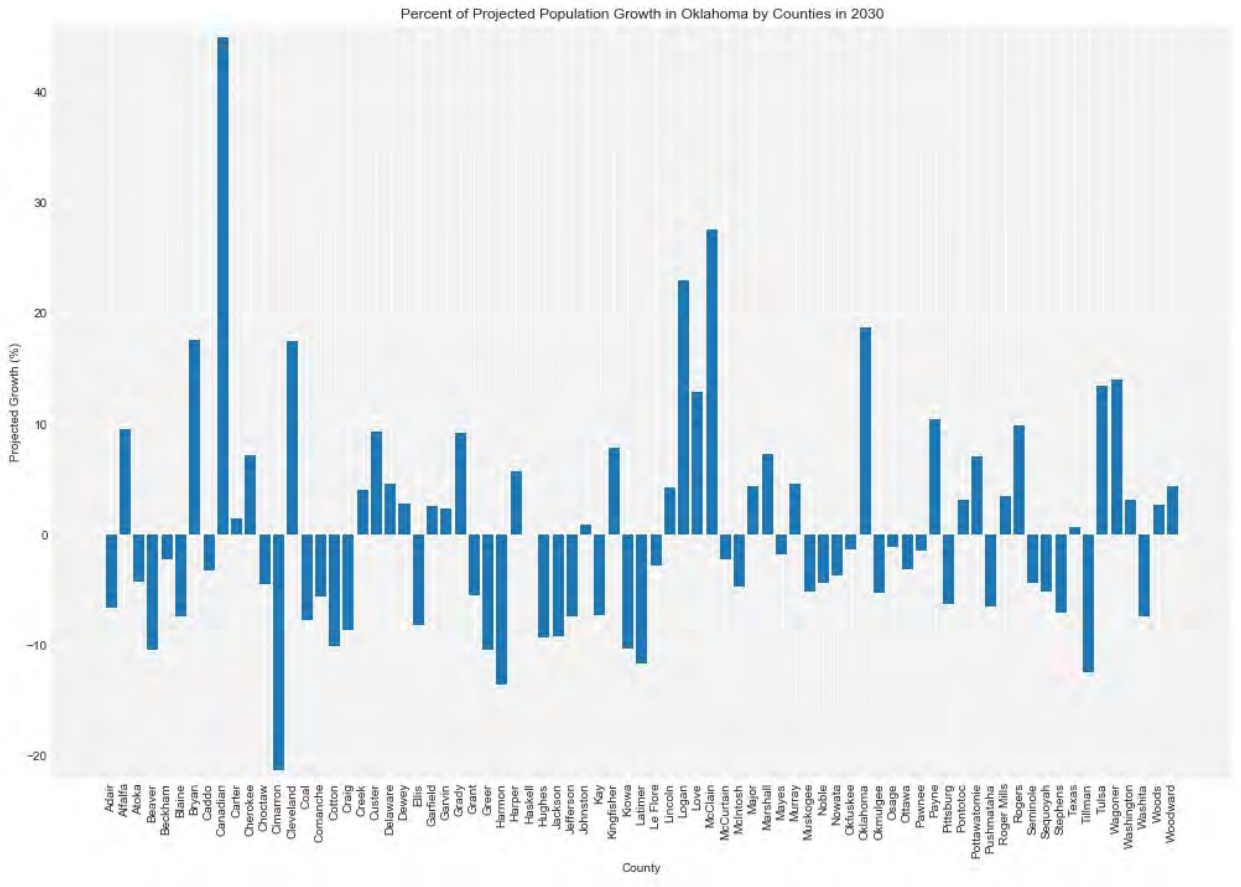

Figure 2.5 Percent of Projected Population Growth in Oklahoma by Counties in 2030

2.4 Key Demographic Groups

Population density and demographic characteristics of the population influence the needs for transit services. Many population groups, such as older adults, people with disabilities, low-income individuals, and those who do not have an automobile, have a higher propensity for transit use than the overall population. When a significant number of people who are more likely to use transit cluster together, they can influence the demand for transit. Therefore, the SURTC team analyzed the key demographic groups in Oklahoma counties using data on age, persons with disabilities, persons with below poverty, and workers with no vehicle access (Nelson-Nygaard Consulting Associates Inc. 2012) .

2.5 Population Aged 65 or Older

The American Community Survey (ACS) data were used to build the demographic profiles for the population groups who have a higher propensity for transit use. The population group over age 65 or older are more likely to use transit services than other population age groups because of their decreasing ability to drive a car and other mobility impairments (Nelson-Nygaard Consulting Associates Inc. 2012). Based on data from ACS's 2012–2016 five-year estimates, Figure 2.6 and 2.7 show the population and the percentage of population of adults aged 65 or older by counties. Figure 2.7 shows that the higher percentage of older adults aged 65 or older are mostly in low-populated rural counties. These population groups have a greater need for public transportation services (Mattson and Hough 2015). For example, Cimarron, Ellis, Delaware, Grant, Marshall, McIntosh, and Pushmataha counties have populations with 20% or more persons aged 65 or older.

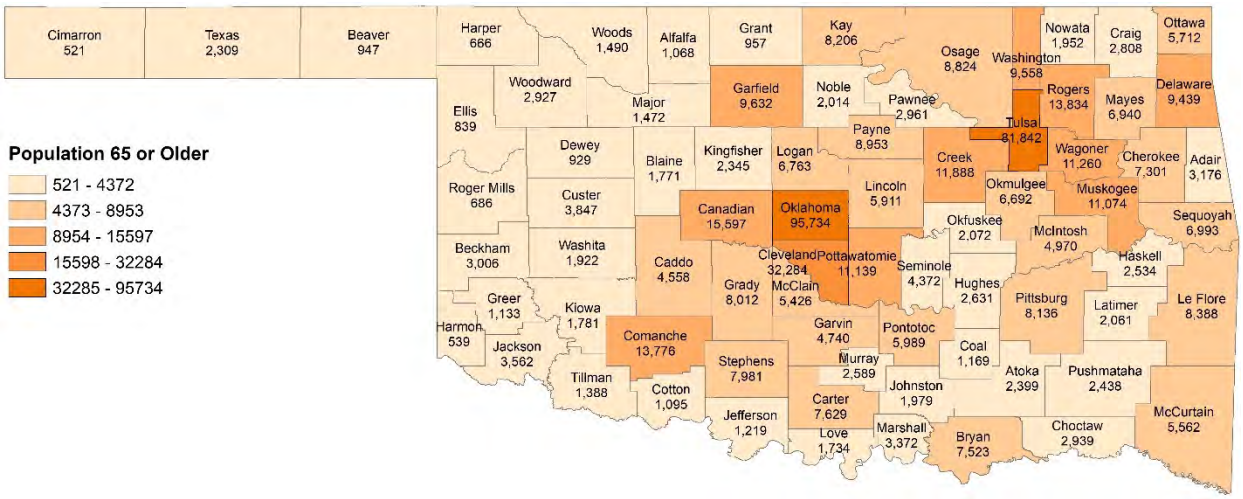

Figure 2.6 Population Aged 65 or Older, 2012–2016 ACS 5-Year Estimates

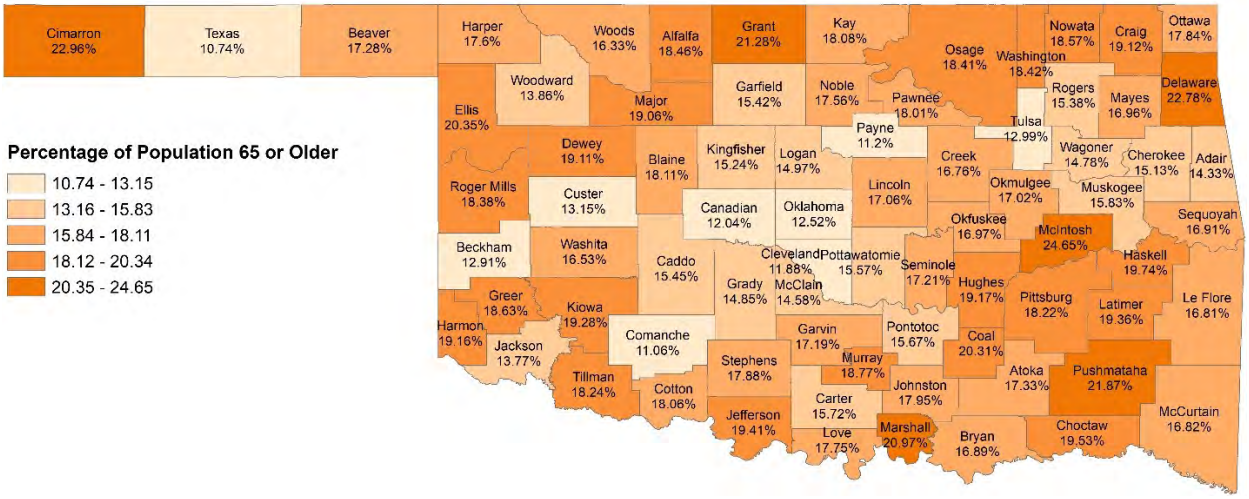

Figure 2.7 Percentage of Population Aged 65 or Older, 2012–2016 ACS 5-Year Estimates

By 2030, the state will see a greater percentage of its population over the age of 65. In 2016, people age 65 and older accounted for 14.50% of the state's population (3,875,589). In 2030, that same age group is expected to increase to 18.74% of the population (4,322,823). Figure 2.8 shows the projected population those over 65 in 2030. Figure 2.9 shows the projected increase in the population over 65 from 2016 to 2030. The population for this group is projected to increase over 44% over 14 years from 561,885 in 2016 to 810,489 in 2030. The population growth of those over 65 (18.74%) is outpacing the overall total population growth (11.54%) from 3,875,589 in 2016 to 4,322,823 in 2030. The population over age 65 is projected to more than double in the central parts of the state, such as Canadian, Cleveland, and Logan counties, as well as in the northeast parts, such as Wagoner County. Moreover, significant increases are projected throughout the state, including a more than 50% increase in Bryan, Cherokee, Delaware, Grady, Lincoln, McClain, Osage, and Rogers counties. A graphical representation of county-wide projected growth of the population aged 65 or older from 2016 to 2030 is shown in Figure 2.10.

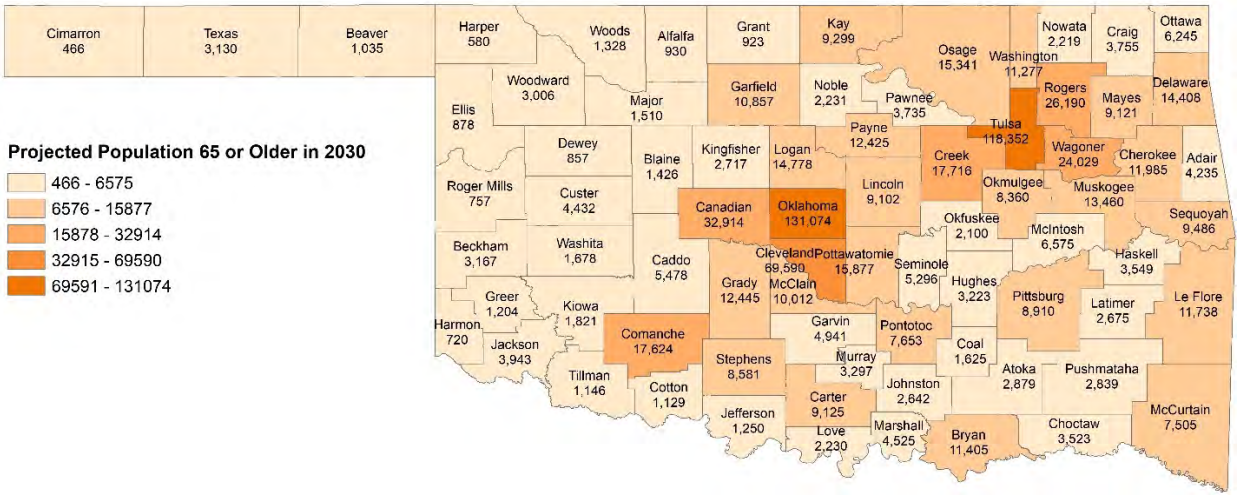

Figure 2.8 Projected Population Aged 65 or Older in 2030

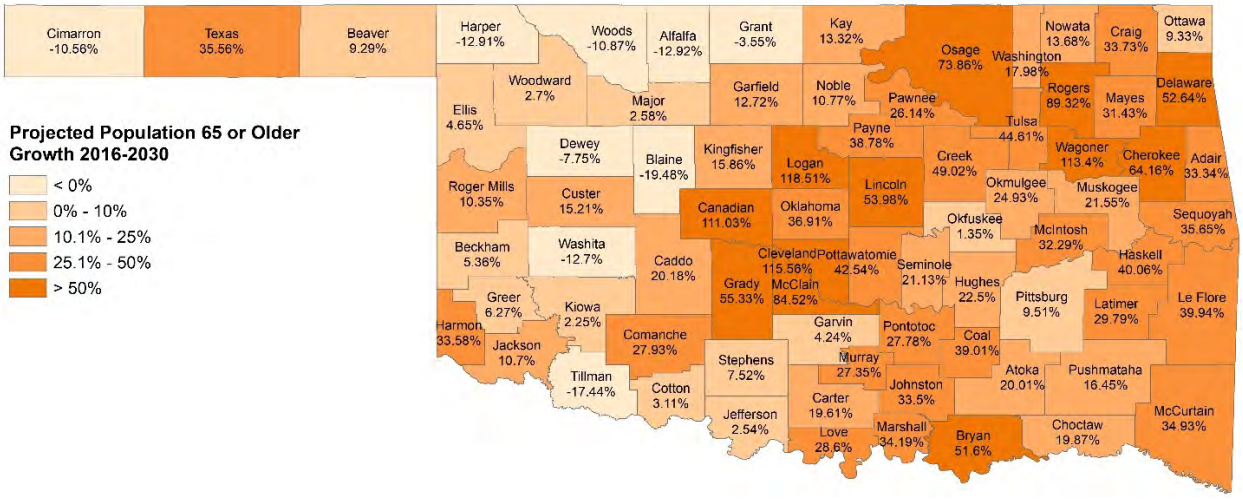

Figure 2.9 Projected Growth of Population Aged 65 or Older, 2016–2030

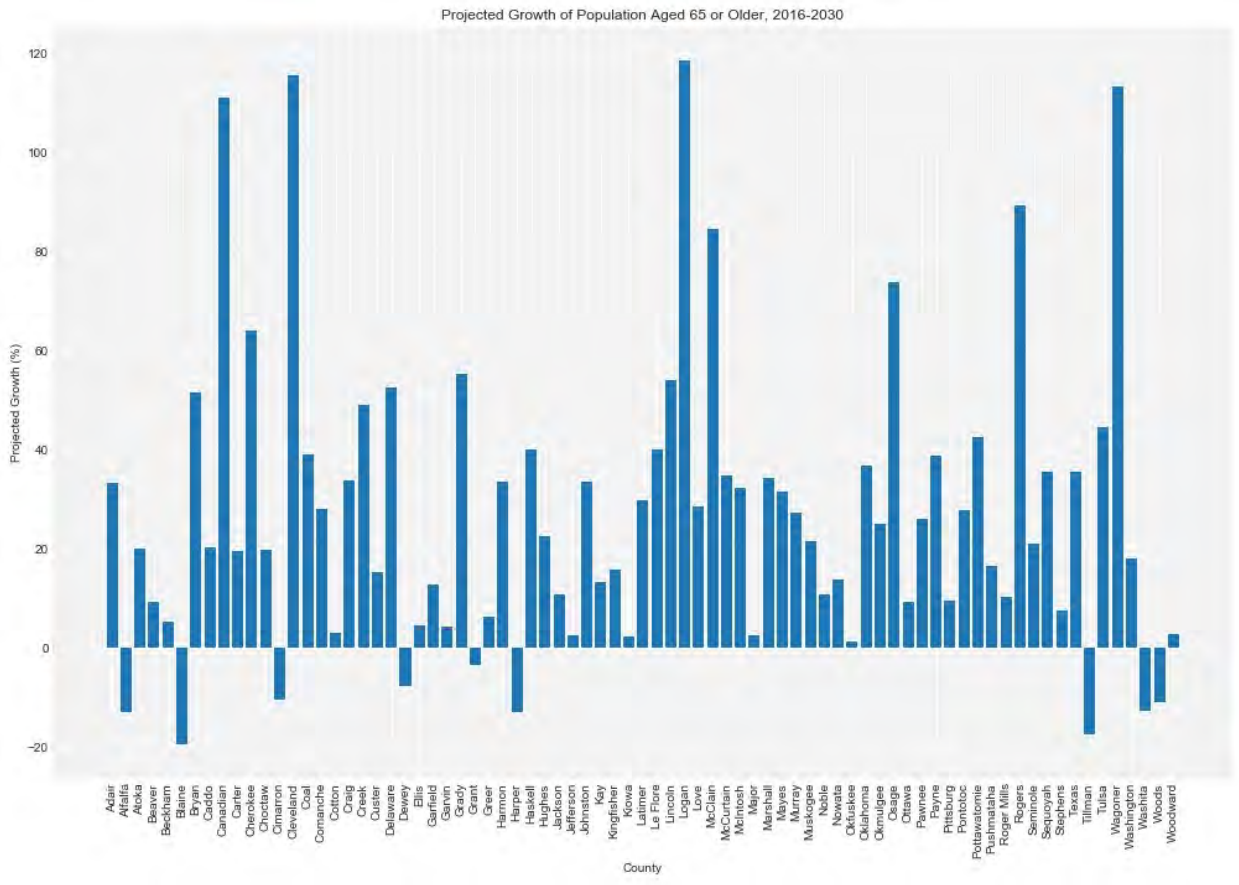

Figure 2.10 County-wide Projected Growth of Population Aged 65 or Older, 2016–2030

2.6 Population below the Poverty Level

Poverty is one of the factors used to identify those who may need transit services (Felsburg Holt & Ullevig 2015). The ACS provides data on poverty throughout the state, and the statewide poverty rate is 16.03%. Figure 2.11 shows the population below the poverty level, and Figure 2.12 shows the percentage of population below the poverty level based on data from the 2012-2016 ACS five-year estimates. Counties range from 8% to 30% of the population considered low income. In the following 20 counties, 20% or more of the population is identified as low income: Adair, Choctaw, Sequoyah, Okfuskee, Payne, McCurtain, Ottawa, Seminole, Pushmataha, Cherokee, Le Flore, Mayes, Kiowa, Johnston, Tillman, Muskogee, Caddo, Delaware, and Haskell. The ACS graphical representation of percentage of population below the poverty level by counties from 2012 to 2016 is shown in Figure 2.13.

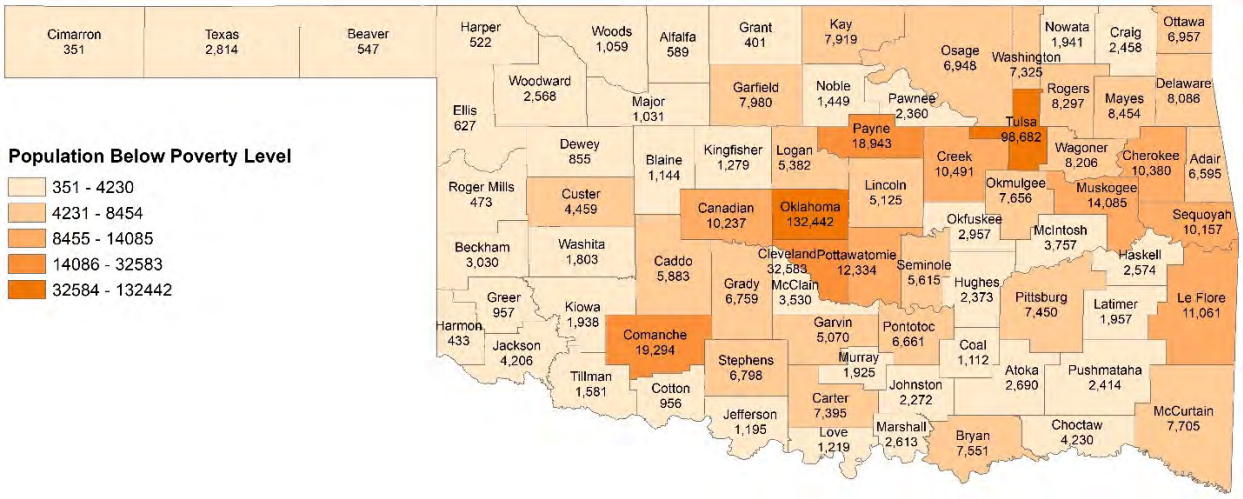

Figure 2.11 Population below the Poverty Level, 2012–2016 ACS 5-Year Estimates

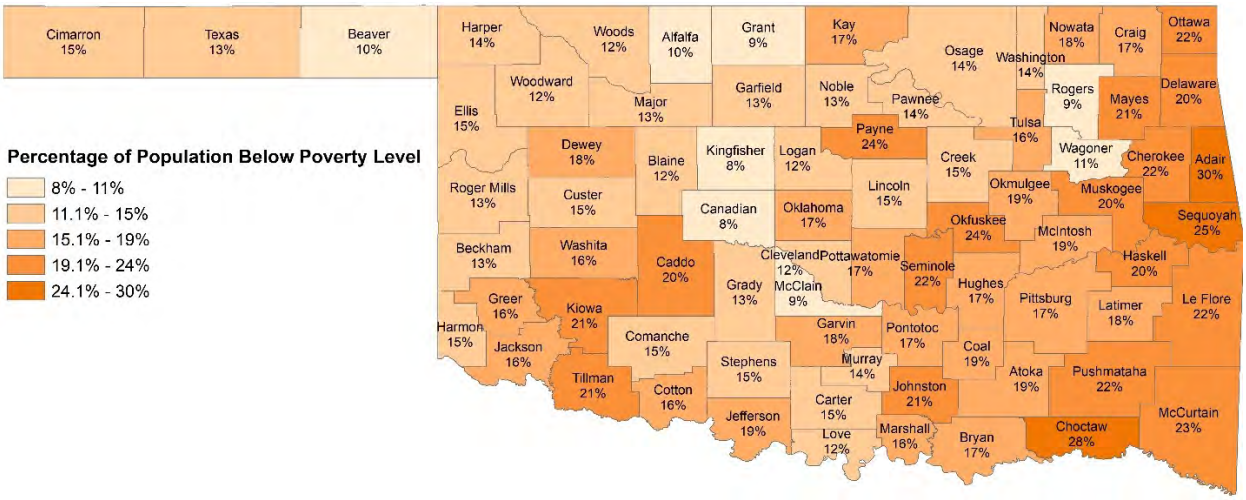

Figure 2.12 Percentage of Population below the Poverty Level, 2012–2016 ACS 5-Year Estimates

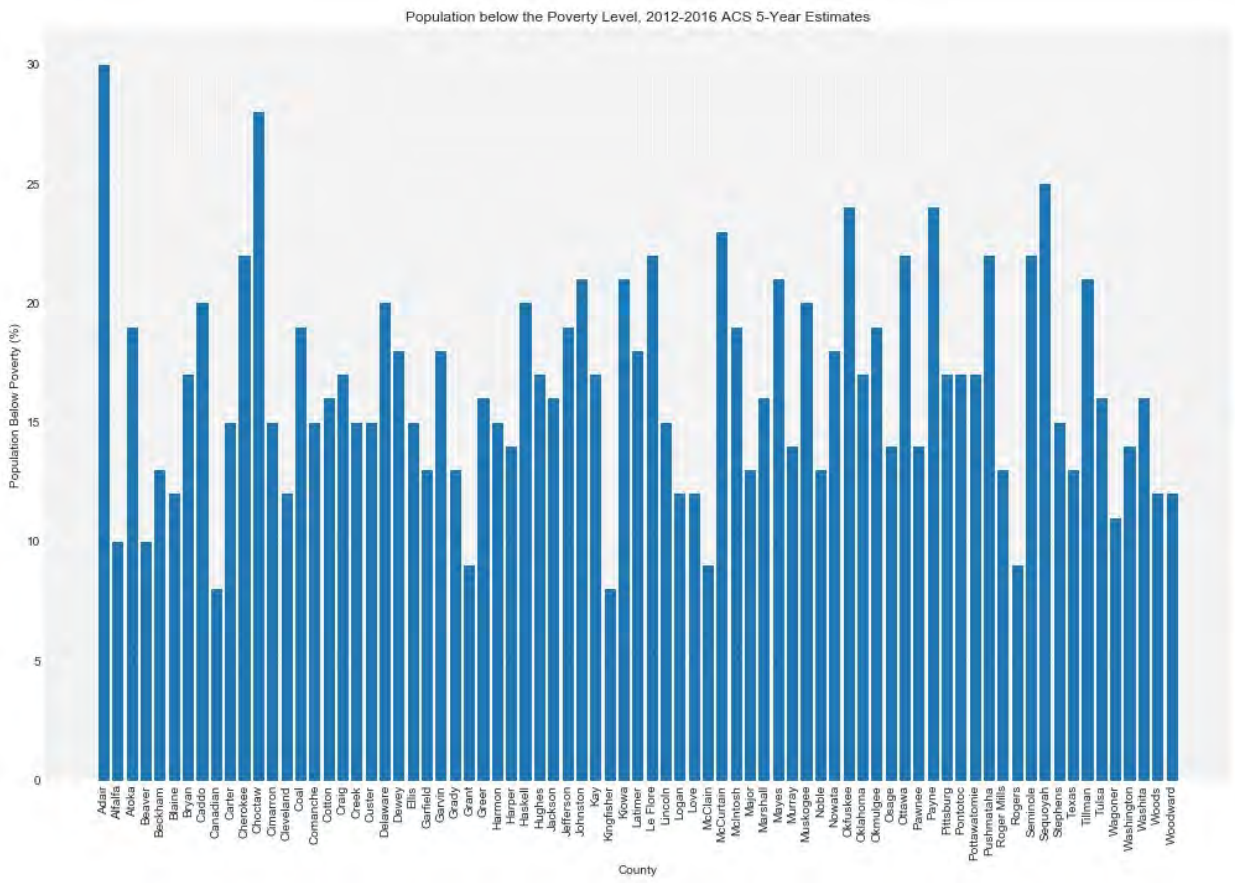

Figure 2.13 Percentage of Population below the Poverty Level by Counties, 2012–2016 ACS 5-Year Estimates

2.7 Population with a Disability

People with disabilities are more likely to depend on public transit services to maintain their mobility. The sizeable disabled population group in rural counties are likely to show a strong need for transportation services (Felsburg Holt & Ullevig 2015). Figure 2.14 shows the population with a disability by county, and Figure 2.15 shows the percentage of the population with a disability based on data from the 2012–2016 ACS five-year estimates. The ACS data show that about 15.34% of the overall state's population is disabled, and the county averages range from 9% to 31%. Counties with a significantly high portion of population with disabilities include Marshall, Pushmataha, Johnston, Sequoyah, and McIntosh. A graphical representation of the percentage of population with a disability by counties from 2012 to 2016 is shown in Figure 2.16.

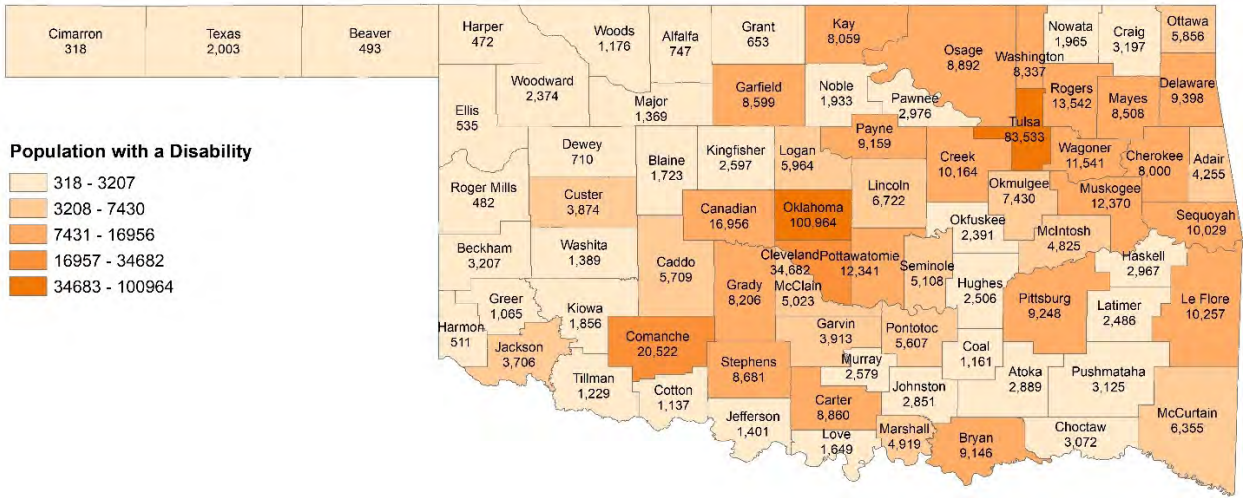

Figure 2.14 Population with a Disability, 2012–2016 ACS 5-Year Estimates

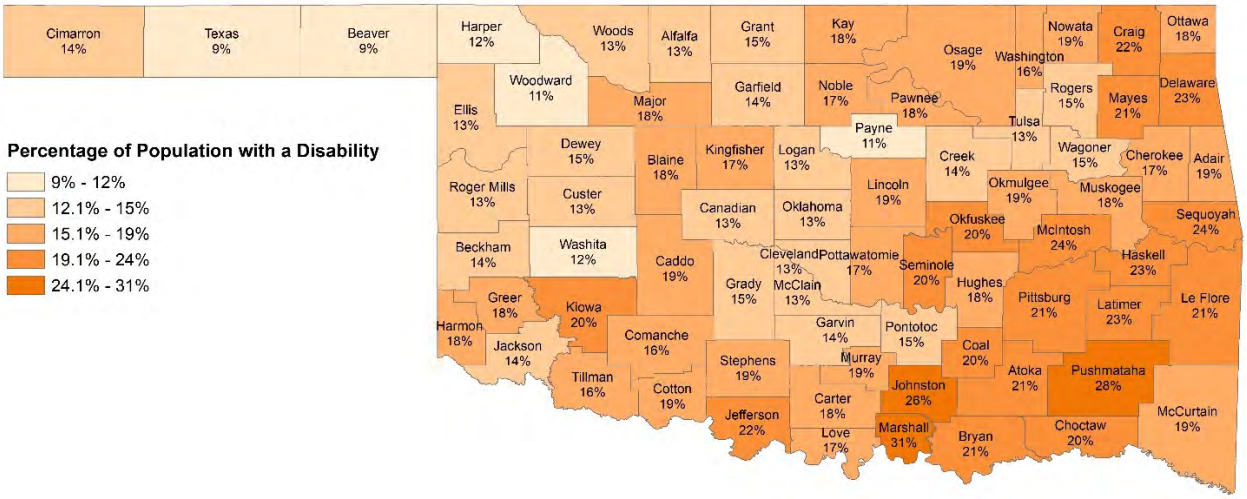

Figure 2.15 Percentage of Population with a Disability, 2012–2016 ACS 5-Year Estimates

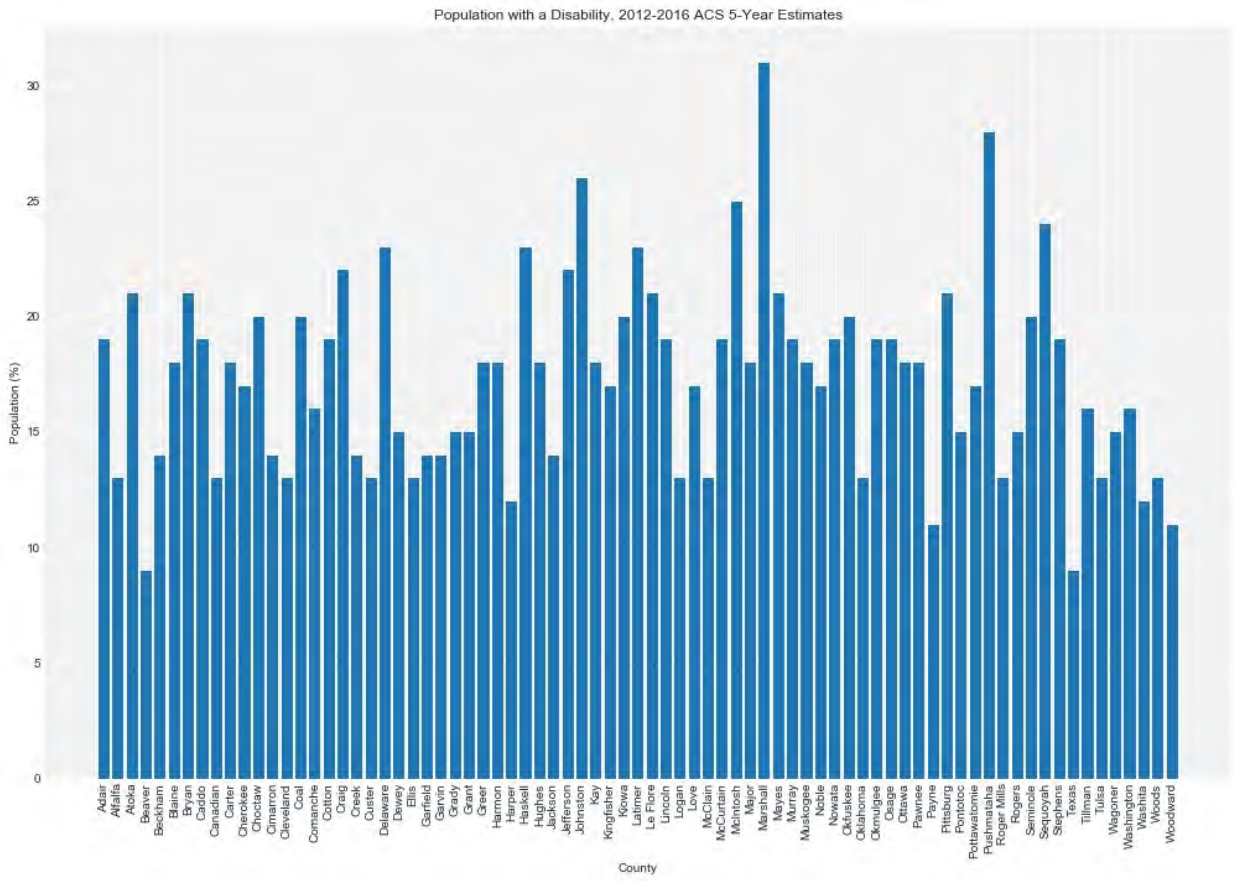

Figure 2.16 Percentage of Population with a Disability by Counties, 2012–2016 ACS 5-Year Estimates

2.8 Workers without Access to a Vehicle

The population without an automobile consists of either low-income people or those who do not drive. According to the ACS 2012–2016 five-year estimates, nearly 1.39% of workers in the state age 16 and over in households were without vehicle access. Figure 2.17 shows the population of workers without access to a vehicle, and Figure 2.18 shows the percentage of the population of workers without access to a vehicle based on data from the ACS 2012–2016 five-year estimates. The following counties have the highest portion of workers without access to a vehicle: Harper, Woods, Woodward, Harmon, Tillman, Kay and Caddo. A graphical representation of the percentage of workers without access to a vehicle by counties from 2012 to 2016 is shown in Figure 2.19.

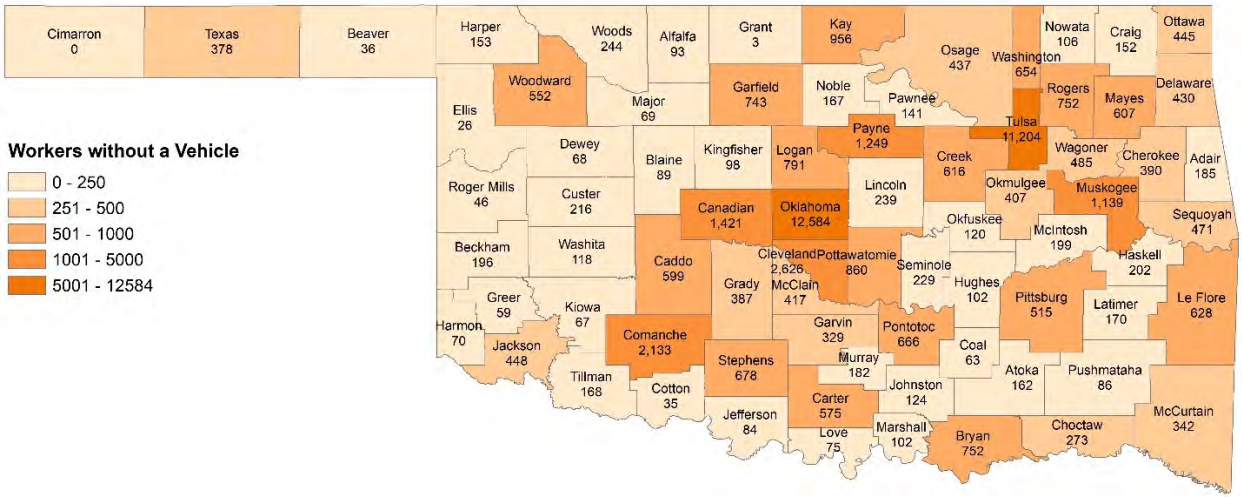

Figure 2.17 Workers without Access to a Vehicle, 2012–2016 ACS 5-Year Estimates

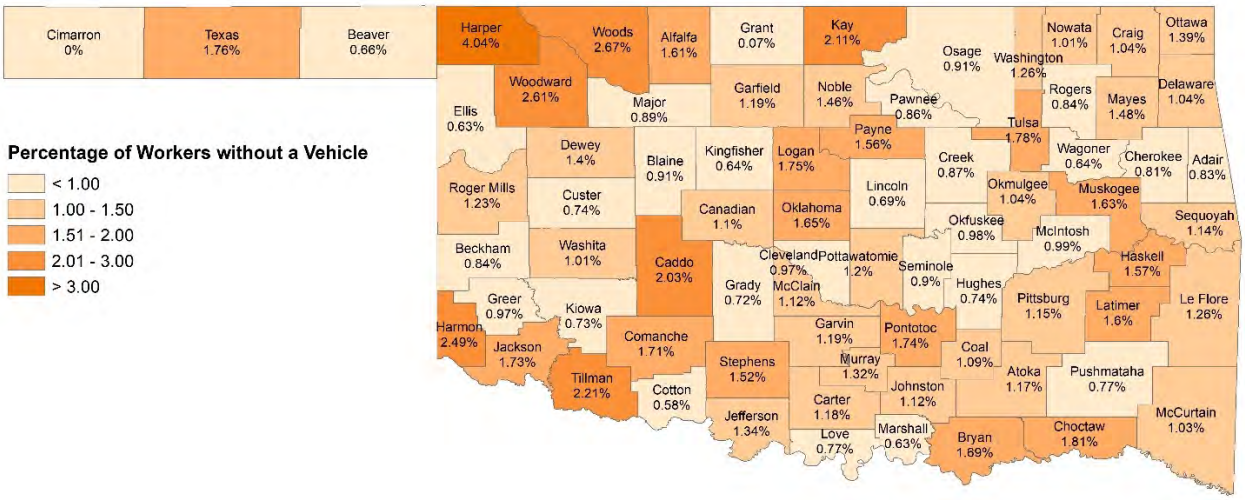

Figure 2.18 Percentage of Workers without Access to a Vehicle, 2012–2016 ACS 5-Year Estimates

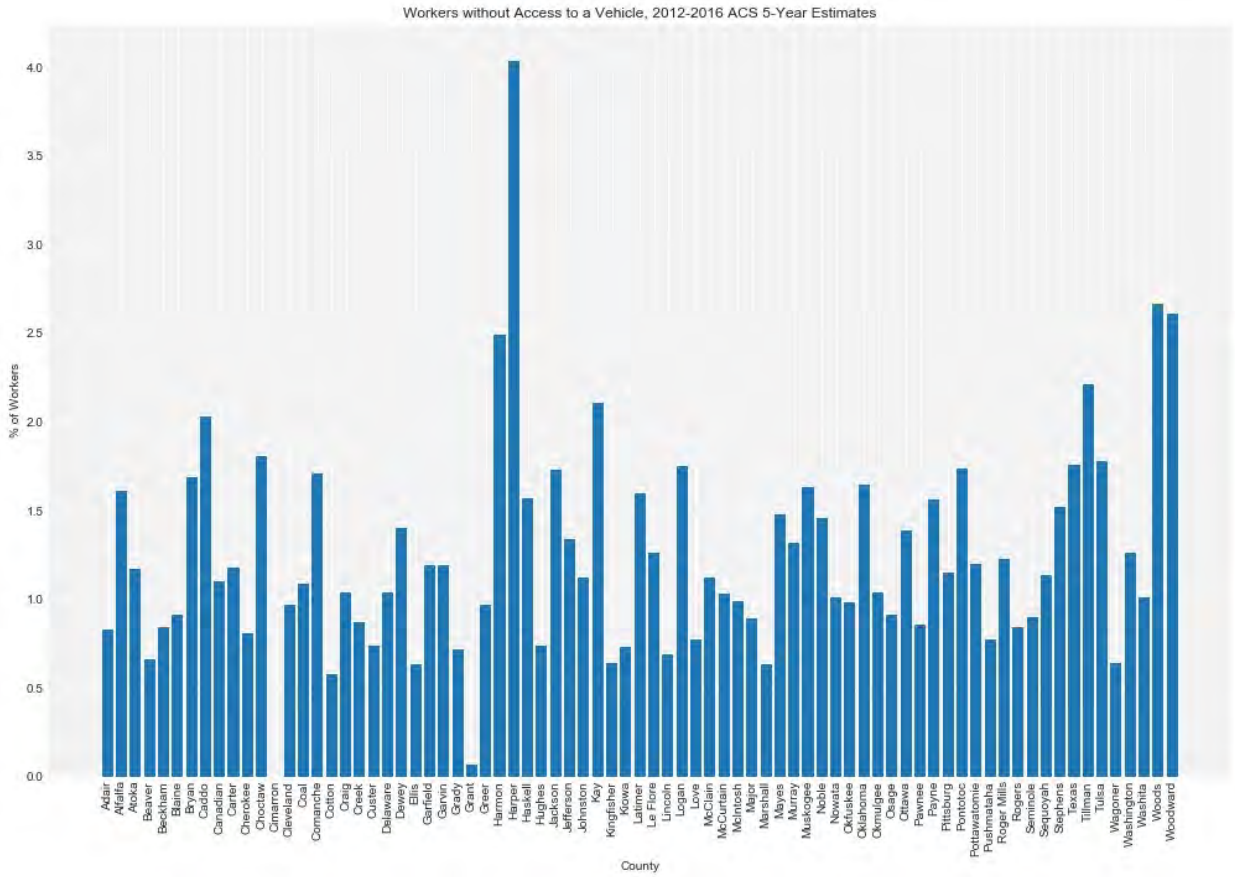

Figure 2.19 Percentage of Workers without Access to a Vehicle by Counties, 2012–2016 ACS 5-Year Estimates

2.9 Population Densities by Demographic Group

The demographic characteristics were also analyzed with census tract data. The population density (persons per square mile) provides more information on areas with the highest level of transit need (Mattson and Hough 2015). Figures 2.20–2.24 show population density data represented at population areas from 2,500 to 8,000. Figure 2.20 shows total population per square mile, while Figures 2.21–2.24 show population densities for various demographic population groups more likely to use transit services.

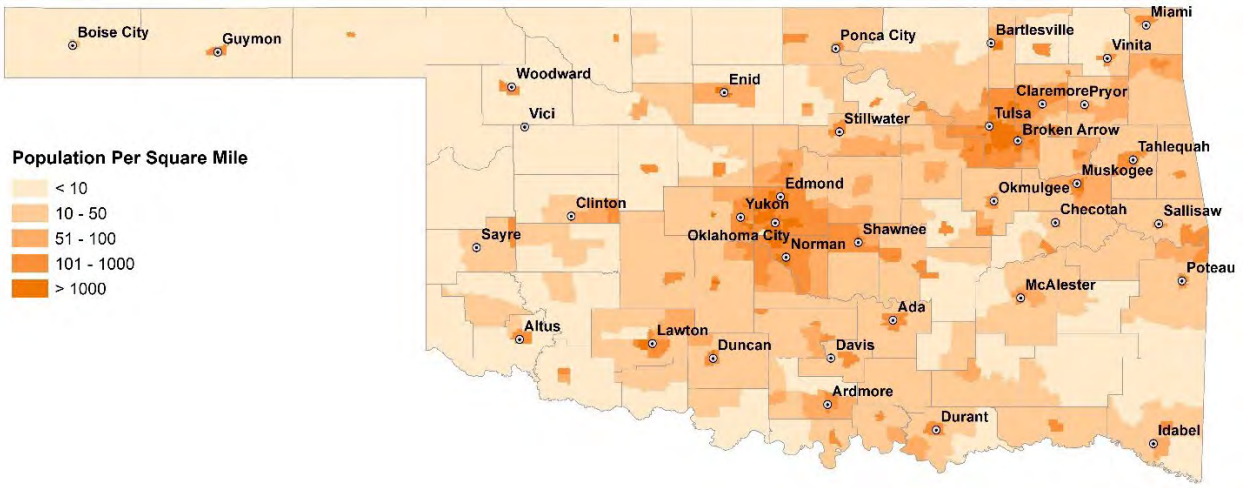

Figure 2.20 Total Population Density

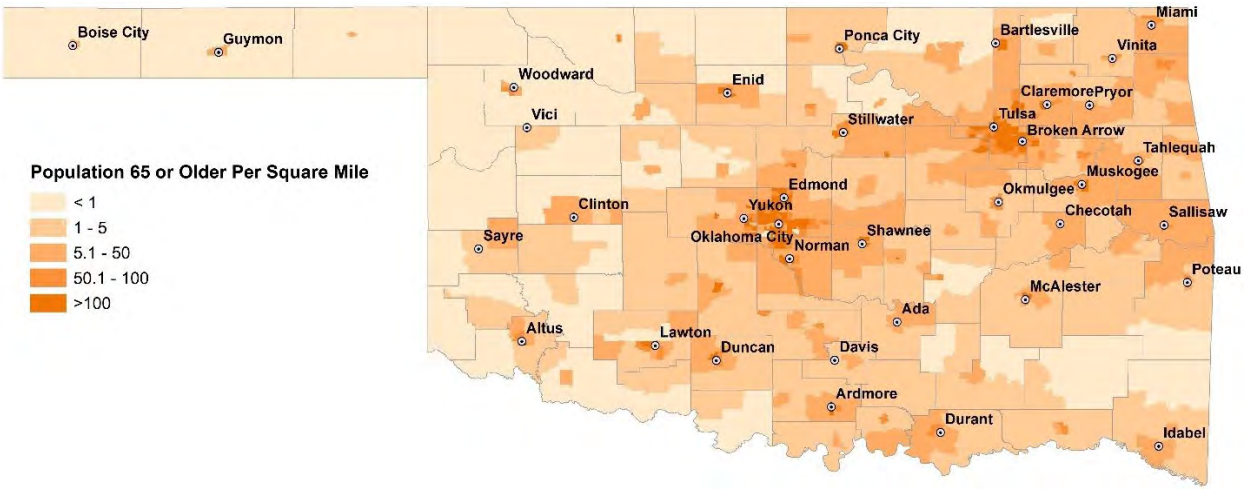

Figure 2.21 Population Aged 65 or Older per Square Mile

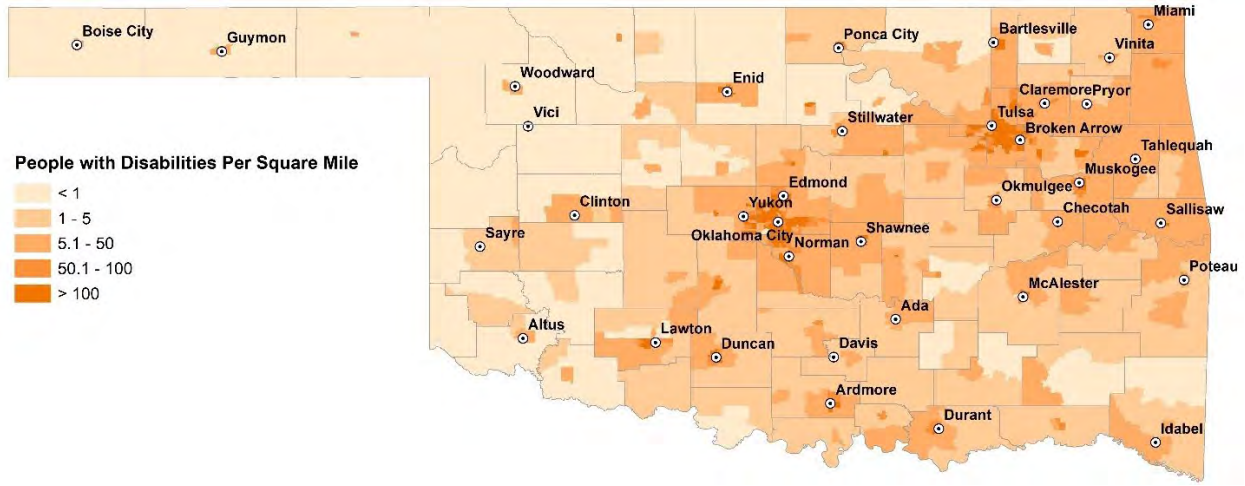

Figure 2.22 Population with Disability per Square Mile

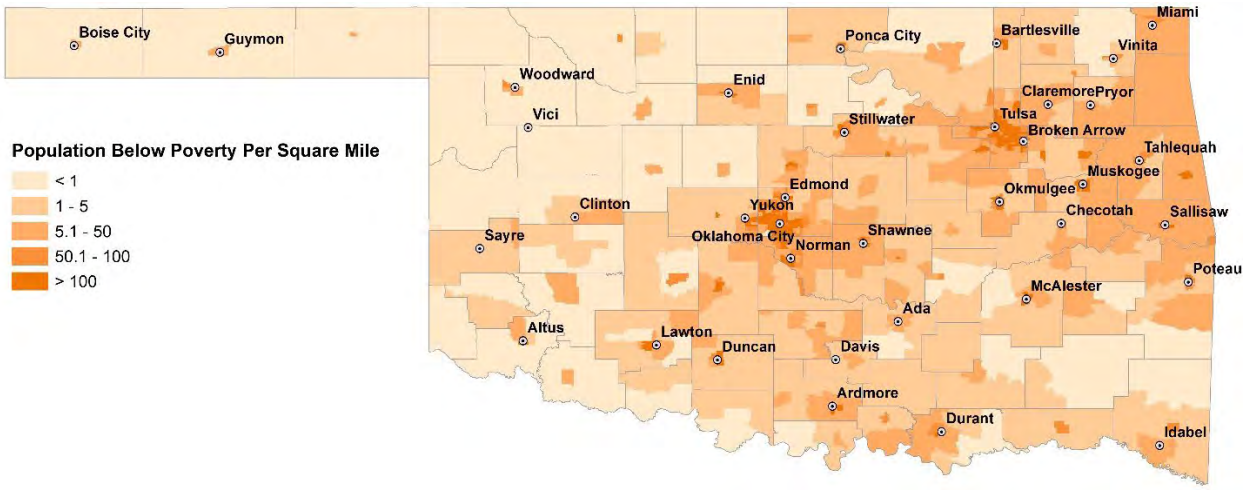

Figure 2.23 Population below Poverty Line per Square Mile

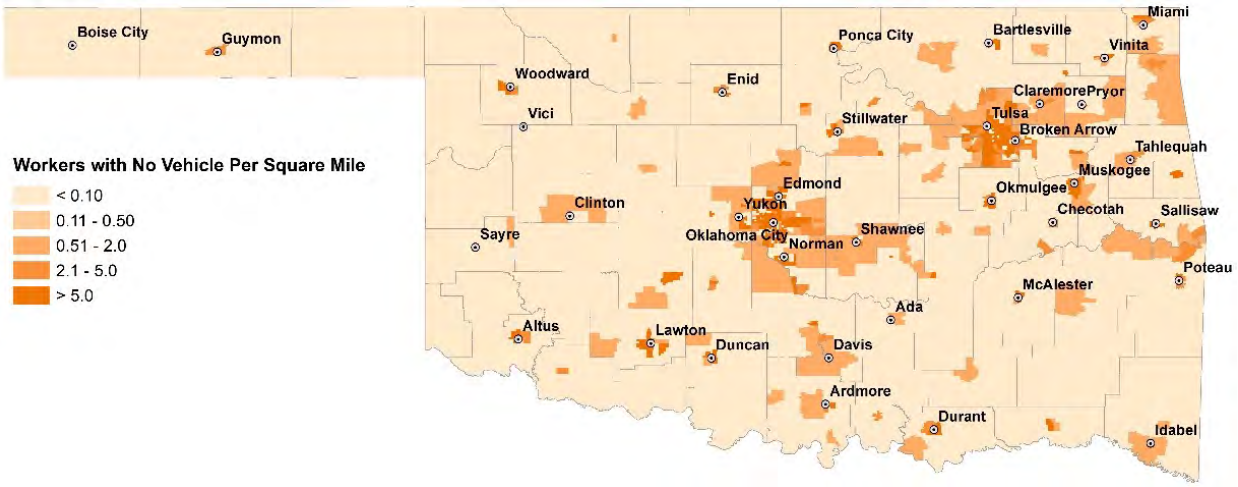

Figure 2.24 Workers without Access to a Vehicle per Square Mile

The demographics described above provide information where transit-dependent populations are located within the state. This can help transit planners identify where limited transit resources should be used to ensure that mobility is provided throughout the state (Felsburg Holt & Ullevig 2015).

2.10 City-Level Population and Demographic Data

Table 2.1 provides community-specific data for all cities or places in the state with an estimated population above 10,000. These data are based on the 2012–2016 ACS five-year estimates. The highest percentage (18.22%) of population growth over age 65 years or older is in the city of Claremore, with a population of 18,999; the highest percentage (28.72%) of population below the poverty level is in another small city, Tahlequah, with a population of 16,478.

Table 2.1 City-Level Population and Demographic Data, 2012-2016 Estimates

Place	Total Population	Population per Square Mile	Population 65 or Older	Population with a Disability	Population Below Poverty Line	Total Workers	Workers with No Vehicle	Pop % 65 or older	Pop % Below Poverty
Oklahoma City	620,015	998	72,518	81,578	108,109	295,499	10,355	11.70	17.44
Tulsa	399,906	1,990	52,584	57,158	79,778	186,937	8,360	13.15	19.95
Norman	118,974	629	13,746	14,155	19,778	58,737	1,467	11.55	16.62
Broken Arrow	104,869	1,691	13,265	9,832	8,291	52,744	912	12.65	7.91
Lawton	96,728	1,194	9,463	15,592	16,578	44,643	1,928	9.78	17.14
Edmond	88,342	1,004	11,360	8,350	8,679	43,909	922	12.86	9.82
Moore	59,501	2,705	6,103	7,543	5,733	31,035	438	10.26	9.64
Midwest City	56,930	2,372	8,173	8,433	8,643	25,967	937	14.36	15.18
Enid	50,891	688	7,758	7,108	6,889	23,030	681	15.24	13.54
Stillwater	48,104	1,603	4,059	3,887	13,989	21,303	839	8.44	29.08
Muskogee	38,605	858	5,938	7,258	8,755	15,280	837	15.38	22.68
Bartlesville	36,499	1,587	6,611	5,630	5,346	16,160	644	18.11	14.65
Owasso	33,598	1,976	3,401	3,792	2,608	17,273	528	10.12	7.76
Shawnee	31,091	676	4,647	5,625	6,627	12,944	485	14.95	21.31
Yukon	25,293	937	3,877	3,650	1,821	12,578	282	15.33	7.20
Ardmore	25,027	481	3,840	4,802	4,135	10,732	290	15.34	16.52
Ponca City	24,753	1,238	4,325	4,552	4,093	10,667	711	17.47	16.54
Bixby	23,956	921	2,862	2,134	1,424	11,377	189	11.95	5.94
Duncan	23,240	484	4,167	4,443	4,088	9,346	464	17.93	17.59
Del City	21,962	2,745	3,177	3,588	3,941	9,455	542	14.47	17.94
Sapulpa	20,546	893	3,470	3,170	3,531	8,753	179	16.89	17.19
Jenks	19,852	1,103	1,891	1,719	802	10,141	318	9.53	4.04
Mustang	19,637	1,636	2,552	2,643	1,203	9,897	26	13.00	6.13
Bethany	19,582	3,916	3,158	3,064	2,992	9,110	185	16.13	15.28
Sand Springs	19,509	929	2,936	3,454	2,216	9,024	288	15.05	11.36
Altus	19,422	1,022	2,375	2,802	3,210	8,758	428	12.23	16.53

Table 2.1 City-Level Population and Demographic Data, 202-2016 Estimates (continued)

Place	Total Population	Population per Square Mile	Population 65 or Older	Population with a Disability	Population Below Poverty Line	Total Workers	Workers with No Vehicle	Pop % 65 or older	Pop % Below Poverty
Claremore	18,999	1,267	3,462	3,416	3,005	8,438	228	18.22	15.82
McAlester	18,255	1,141	2,871	2,975	3,467	7,145	288	15.73	18.99
El Reno	18,170	227	2,366	2,963	2,769	7,464	343	13.02	15.24
Ada	17,240	862	2,632	2,610	3,986	7,939	580	15.27	23.12
Durant	17,042	631	2,468	3,569	3,934	6,917	524	14.48	23.08
Tahlequah	16,478	1,268	2,414	2,331	4,733	6,432	210	14.65	28.72
Chickasha	16,342	743	2,672	2,810	3,043	6,918	190	16.35	18.62
Miami	13,631	1,239	2,271	2,316	3,137	5,452	210	16.66	23.01
Woodward	12,693	976	1,547	1,404	1,636	6,090	398	12.19	12.89
Elk City	12,426	731	1,471	1,710	1,719	5,165	119	11.84	13.83
Glenpool	12,351	1,123	868	1,274	1,389	5,957	282	7.03	11.25
Okmulgee	12,284	614	2,024	2,375	3,073	4,071	257	16.48	25.02
Choctaw	11,989	444	1,907	1,573	709	5,251	87	15.91	5.91
Guymon	11,934	1,492	1,122	1,290	1,468	6,341	223	9.40	12.30
Weatherford	11,856	1,694	858	889	2,143	6,232	56	7.24	18.08
Guthrie	11,063	582	1,821	1,777	1,975	4,779	350	16.46	17.85
Warr Acres	10,374	3,458	1,492	1,600	1,420	4,818	187	14.38	13.69

Source: American Community Survey, 2012-2016 5-year estimates

3. MOBILITY NEEDS INDEX

The population and demographic data presented in the previous section provide guidance for determining where the greatest needs for mobility services exist. Mielke, et al., developed a theoretical model for measuring mobility needs for North Dakota to identify needs for mobility services used in this study. The methodology ranks regions based on population and demographic data by creating a mobility needs index. This methodology is only used to measure mobility needs based on identifiable demographic groups and does not suggest that all related needs are unmet. Nevertheless, some cities may have their own methodologies and systems to measure mobility needs (Mielke, et al. 2005).

This study uses five important demographic groups as factors to create a mobility needs index for determining mobility needs. As illustrated in the previous section, those groups are total population, population aged 65 or older, population with a disability, population below the poverty line, and population of workers without access to a vehicle. County-level and ZIP Code-level data from the ACS 2012–2016 five-year estimates were used to calculate the index values for five demographic groups. First, the population densities were calculated for each of these demographic groups. Second, geographic areas were ranked in descending order from highest values of densities to lowest values of densities for each demographic group. Third, the geographic areas were grouped into five equally sized classes using quintile values for each demographic group. Next, the highest 20% of the geographic areas were given a value of 5, the next 20% were given a value of 4, and so on, while the lowest 20% were given a value of 1. Finally, the individual five values from each demographic group were averaged for each geographic area to produce the mobility needs index. These mobility needs index values rank all regions on a scale of 1 to 5, with higher values identifying areas with greater mobility needs (Mattson and Hough 2015).

The mobility needs index values for all counties in Oklahoma are calculated and shown in Figure 3.1. The results show that highly populated counties, such as Cleveland, Comanche, Muskogee, Oklahoma, Ottawa, Payne, Pottawatomie, Rogers, Tulsa, and Washington, have the highest mobility needs index values of 5. Canadian, Mayes, and Wagoner counties have a mobility needs index value of 4.80. Even though Mayes County is less populated, its rank is higher because its other disadvantaged demographic group densities are higher. Cherokee, Creek, Delaware, and Sequoyah counties have values with 4.40. Cherokee and Creek counties have higher population density; however, their ranks are comparatively lower because they have a lower density of population with a disability and without access to a vehicle. Again, a mobility needs index map was created with the ZIP Code-level data for greater details, as shown in Figure 3.2. The mobility needs index map in Figure 3.2 indicates most of the largest cities, such as Oklahoma City, Tulsa, Norman, Broken Arrow, and Lawton, have the highest mobility needs index rank.

As previously indicated, this mobility needs index is an attempt to measure concentrations of mobility needs associated with identifiable demographic groups and does not suggest that all related needs are unmet. Therefore, comparisons need to be performed between these calculated indices with the existing level of transit services in each county, ZIP Code, or community, which will provide information on where the greatest needs are for service improvements (Mattson and Hough 2015).

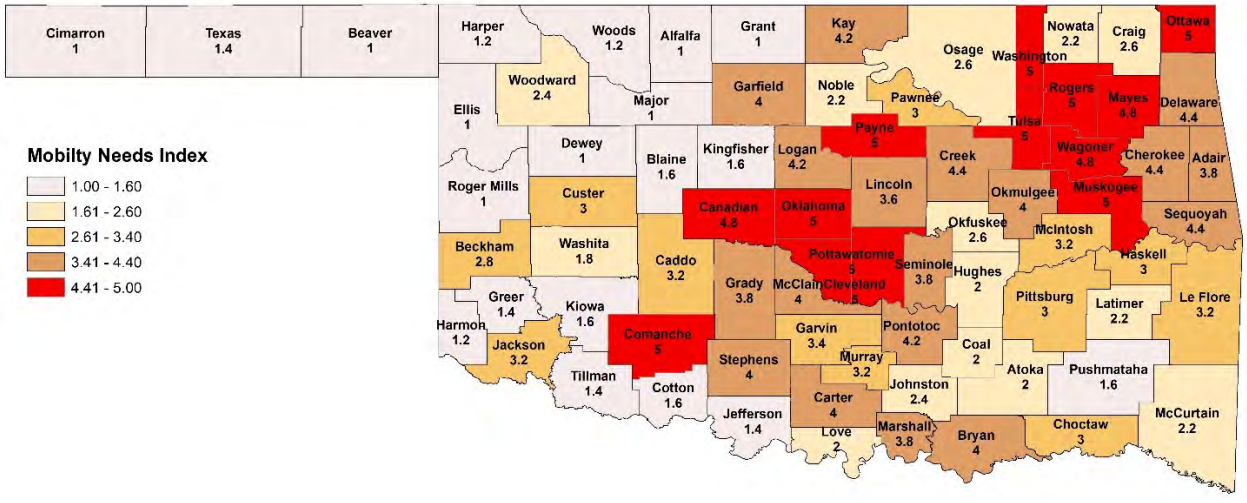

Figure 3.1 Mobility Needs Index Map, County Level

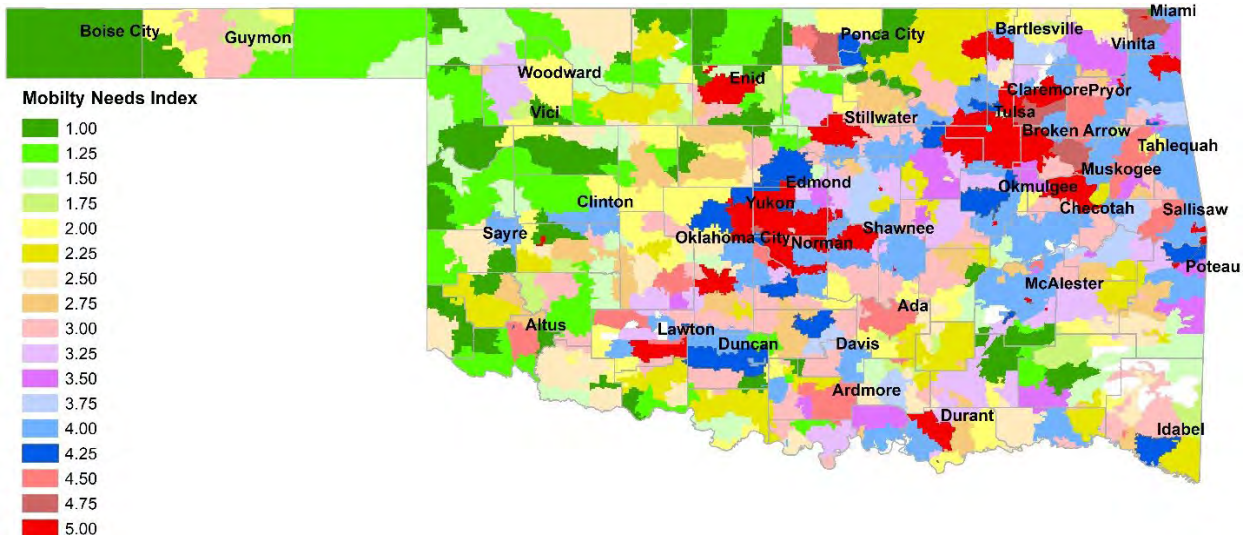

Figure 3.2 Mobility Needs Index Map, ZIP Code Level

4. SURVEY METHODOLOGY AND ADMINISTRATION

A survey for needs assessment was conducted with every transit agency in the state of Oklahoma in November 2018. The survey was designed to collect information on current levels of service, needed facility upgrades, need for new services, challenges to providing new services, staffing capabilities, and other issues. The survey was conducted online and distributed via email to 34 agencies, of which 28 responded. A complete list of transit agencies is shown in Table 4.1, along with information on areas served and whether the agency completed the survey.

Table 4.1 Transit Agencies in Oklahoma

Agency Name	Area Served	Completed Survey
Central Oklahoma Transportation and Parking Authority (EMBARK)	Oklahoma City	Yes
Metropolitan Tulsa Transit Authority	Tulsa	Yes
The Lawton Area Transit System	Lawton	Yes
Cleveland Area Rapid Transit (CART)	Norman	Yes
Citylink of Edmond	Edmond	Yes
Cimarron Public Transit System	Pawnee, Creek, Kay, Osage, Washington	Yes
Call-A-Ride Public Transit	No Service – Shut down due to financial crisis	No
OSU/Stillwater Community Transit	Payne	Yes
Red River Transportation Service	Tillman, Roger Mills, Beckham, Custer, Washita, Kiowa, Cotton, Jefferson, Stephens, Woodward, Caddo, Carter, Comanche, Ellis, Dewey, Canadian	Yes
Ki Bois Area Transit System	Haskell, Adair, Okmulgee, Cherokee, Latimer, LeFlore, McIntosh, Sequoyah, Pittsburg, Okfuskee, Hughes, Wagoner	Yes
The Ride	Texas	No
Delta Public Transit	Garvin, McClain, and Cleveland	Yes
Little Dixie Transit	Choctaw, McCurtain, and Pushmataha	Yes
Beaver City Transit	Beaver	Yes
Muskogee County Transit	Muskogee, Creek, Hughes, Mayes, McIntosh, Okfuskee, Okmulgee, Tulsa, Rogers, Wagoner	Yes
First Capital Trolley	Logan, Lincoln, Payne	Yes
JAMM Transit (Inca Community Services, Inc.)	Atoka, Johnston, Marshall, and Murray	Yes

Table 4.1 Transit Agencies in Oklahoma (Continued)

Agency Name	Area Served	Completed Survey
Washita Valley Transit	Grady	Yes
Cherokee Strip Transit	Garfield, Alfalfa, Blaine, Grant, Kay, Kingfisher, Major	Yes
Enid Public Transportation Authority (The Transit)	Garfield	Yes
Southwest Transit	Jackson, Greer, and Harmon	Yes
Southern Oklahoma Rural Transportation System	Bryan, Carter, Coal, and Love	Yes
Central Oklahoma Transit System	Pottawatomie	Yes
Pelivan Transit	Craig, Delaware, Ottawa, Mayes, and Rogers	Yes
MAGB Transportation, Inc.	Major	Yes
Chickasaw Nation	Pontotoc, Bryan, Carter, Coal, Garvin, Grady, Jefferson, Johnston, Love, McClain, Marshall, Murray, Stephens	No
Choctaw Nation of Oklahoma	Choctaw, Atoka, Bryan, Coal, Haskell, Hughes, Latimer, LeFlore, McCurtain, Pittsburg, Pushmataha	No
Citizen Potawatomi Nation	Pottawatomie	No
Comanche Nation Transit	Comanche, Caddo	Yes
Cherokee Nation	Cherokee	Yes
Ponca Tribe of Oklahoma	Kay	No
Seminole Nation Public Transit	Seminole	Yes
Muscogee (Creek) Nation Transit	Okmulgee, Hughes	Yes
Cheyenne & Arapaho Tribes	Canadian, Beckham, Blaine, Custer, Dewey, Roger Mills	Yes

5. EXISTING LEVELS OF TRANSIT SERVICE

Existing levels of transit services will be important to analyze for the state's transportation network and will be needed to address the mobility needs of the increasing transit disadvantaged population. Therefore, transit data from the National Transit Database (NTD) were analyzed to see the existing levels of transit service. Various performance measures, such as ridership, vehicle revenue miles, vehicle revenue hours, trips, operating expenses, funding, and some important vehicle service information, were analyzed.

5.1 Data from the National Transit Database

Data from transit providers receiving funding from the FTA are available from NTD. The most recent data available at the time of this report are for 2017. Oklahoma has five urban transit providers: Central Oklahoma Transportation and Parking Authority, Metropolitan Tulsa Transit Authority, The Lawton Area Transit System, Cleveland Area Rapid Transit, and City of Edmond. The Central Oklahoma Transportation and Parking Authority has fixed-route bus, ferryboat, demand-response transit, and demand-response taxi services, all of which serve a population of 650,221 in the Oklahoma City area. Metropolitan Tulsa Transit Authority has fixed-route bus and demand-response transit service serving a population of 508,170 in the Tulsa area. Cleveland Area Rapid Transit has fixed-route bus and demand-response transit service serving a population of 96,782 in the Norman area. The Lawton Area Transit System has fixed-route bus and demand-response transit services serving a population of 70,177 in the Lawton area. The City of Edmond has fixed-route bus, fixed-route commuter bus, and demand-response transit service serving a population of 89,065 in the Edmond area. Oklahoma has also 19 rural and 10 tribal transit providers. Operating, financial, and fleet statistics for fixed-route bus, commuter bus, ferryboat, and demand-response services from these transit agencies were obtained from the NTD for 2014–2017. Data from 2017 for fixed-route bus, fixed-route commuter bus, fixed-route ferryboat, demand-response transit, and demand-response taxi systems are shown in tables 5.1, 5.2, 5.3, 5.4, and 5.5, respectively. The total operating and capital funding data for urban transit systems, by source for 2017, are presented in Table 5.6.

Table 5.1 Urban Fixed-Route Bus (MB) Transit Data, 2017

	Central Oklahoma Transportation and Parking Authority	Metropolitan Tulsa Transit Authority	Cleveland Area Rapid Transit	The Lawton Area Transit System	City of Edmond
Service Data					
Unlinked Passenger Trips	3,129,122	2,807,351	1,228,265	383,920	178,322
Passenger Miles Traveled	16,131,154	14,905,684	N/A	N/A	N/A
Vehicle Revenue Miles	2,888,502	2,808,122	536,038	605,332	136,640
Vehicle Revenue Hours	188,630	189,719	39,627	39,076	11,349
Capital Operating Expense	21,000,002	15037537	2,866,959	2,425,439	1,182,827
Fleet Data					
Vehicle Available for Maximum Service	53	60	27	15	4
Average Fleet Age (years)	8.5	7.8	9.3	11.9	6
Performance Measures					
Unlinked Passenger Trips per Revenue Mile	1.08	1.00	2.29	0.63	1.31
Unlinked Passenger Trips per Revenue Hour	16.59	14.80	31.00	9.82	15.71
Unlinked Passenger Trips per Total Vehicles	59,040	46,789	45,491	25,595	44,581
Vehicle Revenue Miles per Total Vehicles	54,500	46,802	19,853	40,355	34,160
Vehicle Revenue Hours per Total Vehicles	3,559	3,162	1,468	2,605	2,837
Passenger Miles per Vehicle Revenue Mile	5.58	5.31	0.00	0.00	0.00
Operating Cost per Trip	6.71	5.36	2.33	6.32	6.63
Operating Cost per Vehicle Revenue Mile	7.27	5.36	5.35	4.01	8.66
Operating Cost per Vehicle Revenue Hour	111.33	79.26	72.35	62.07	104.22
Farebox Recovery Ratio	11.76%	16.87%	65.72%	12.98%	0.00%

Source: National Transit Database, 2017

Table 5.2 Urban Fixed-Route Commuter Bus (CB) Transit Data, 2017

	City of Edmond
Service Data	
Unlinked Passenger Trips	61882
Vehicle Revenue Miles	92373
Vehicle Revenue Hours	4,592
Total Operating Expense	478594
Fleet Data	
Vehicles Available for Maximum Service	3
Average Fleet Age (years)	7
Performance Measures	
Unlinked Passenger Trips per Revenue Mile	0.67
Unlinked Passenger Trips per Revenue Hour	13.48
Unlinked Passenger Trips per Total Vehicles	20,627
Vehicle Revenue Miles per Total Vehicles	30,791
Vehicle Revenue Hours per Total Vehicles	1,531
Operating Cost per Trip	7.73
Operating Cost per Vehicle Revenue Mile	5.18
Operating Cost per Vehicle Revenue Hour	104.22
Farebox Recovery Ratio	0.00%

Source: National Transit Database, 2017

Table 5.3 Urban Fixed-Route Ferryboat (FB) Transit Data, 2017

	Central Oklahoma Transportation and Parking Authority
Service Data	
Unlinked Passenger Trips	13,356
Vehicle Revenue Miles	4,259
Vehicle Revenue Hours	1,046
Passenger Miles Traveled	30,343
Total Operating Expense	775,127
Fleet Data	
Vehicles Available for Maximum Service	3
Average Fleet Age (years)	9.3
Performance Measures	
Unlinked Passenger Trips per Revenue Mile	3.14
Unlinked Passenger Trips per Revenue Hour	12.77
Unlinked Passenger Trips per Total Vehicles	6,678
Vehicle Revenue Miles per Total Vehicles	2,130
Vehicle Revenue Hours per Total Vehicles	523
Passenger Miles per Vehicle Revenue Mile	7.12
Operating Cost per Trip	58.04
Operating Cost per Vehicle Revenue Mile	182.00
Operating Cost per Vehicle Revenue Hour	741.04
Farebox Recovery Ratio	4.38%

Source: National Transit Database, 2017

Table 5.4 Urban Demand-Response Transit Data (DR), 2017

	Central Oklahoma Transportation and Parking Authority	Metropolitan Tulsa Transit Authority	Cleveland Area Rapid Transit	The Lawton Area Transit System	City of Edmond
Service Data					
Unlinked Passenger Trips	54,371	119,029	37,766	13,525	8,534
Passenger Miles Traveled					
Vehicle Revenue Miles	557,789	988,420	226,601	79,264	37,697
Vehicle Revenue Hours	31,151	56,153	20,438	6,104	2,883
Total Operating Expense	2,906,634	4,058,115	1,412,084	173,334	300,446
Fleet Data					
Vehicles Available for Maximum Service	17	33	10	6	2
Average Fleet Age (years)	2.5	5.5	4.2	6.0	4.1
Performance Measures					
Unlinked Passenger Trips per Revenue Mile	0.10	0.12	0.17	0.17	0.23
Unlinked Passenger Trips per Revenue Hour	1.75	2.12	1.85	2.22	2.96
Unlinked Passenger Trips per Total Vehicles	3,198	3,607	3,777	2,254	4,267
Vehicle Revenue Miles per Total Vehicles	32,811	29,952	22,660	13,211	18,849
Vehicle Revenue Hours per Total Vehicles	1,832	1,702	2,044	1,017	1,442
Passenger Miles per Vehicle Revenue Mile	0.89	0.00	0.00	0.00	0.00
Operating Cost per Trip	53.46	34.09	37.39	12.82	35.21
Operating Cost per Vehicle Revenue Mile	5.21	4.11	6.23	2.19	7.97
Operating Cost per Vehicle Revenue Hour	93.31	72.27	69.09	28.40	104.21
Farebox Recovery Ratio	6.93%	9.10%	4.60%	24.10%	0.00%

Source: National Transit Database, 2017

Table 5.5 Urban Demand Response-Taxi (DT) Transit Data (DR), 2017

	Central Oklahoma Transportation and Parking Authority
Service Data	
Unlinked Passenger Trips	7,098
Passenger Miles Traveled	37,676
Vehicle Revenue Miles	30,574
Vehicle Revenue Hours	2,047
Total Operating Expense	80,430
Fleet Data	
Vehicles Available for Maximum Service	6
Average Fleet Age (years)	N/A
Performance Measures	
Unlinked Passenger Trips per Revenue Mile	0.23
Unlinked Passenger Trips per Revenue Hour	3.47
Unlinked Passenger Trips per Total Vehicles	1,183
Vehicle Revenue Miles per Total Vehicles	5,096
Vehicle Revenue Hours per Total Vehicles	341
Passenger Miles per Vehicle Revenue Mile	1.23
Operating Cost per Trip	11.33
Operating Cost per Vehicle Revenue Mile	2.63
Operating Cost per Vehicle Revenue Hour	39.29
Farebox Recovery Ratio	67.96%

Source: National Transit Database, 2017

Table 5.6 Urban Demand Response Vanpool (VP) Transit Data (DR), 2017

	Central Oklahoma Transportation and Parking Authority
Service Data	
Unlinked Passenger Trips	1,653
Passenger Miles Traveled	47,158
Vehicle Revenue Miles	12,592
Vehicle Revenue Hours	351
Total Operating Expense	19,639
Fleet Data	
Vehicles Available for Maximum Service	2
Average Fleet Age (years)	1
Performance Measures	
Unlinked Passenger Trips per Revenue Mile	0.13
Unlinked Passenger Trips per Revenue Hour	4.71
Unlinked Passenger Trips per Total Vehicles	827
Vehicle Revenue Miles per Total Vehicles	6,296
Vehicle Revenue Hours per Total Vehicles	176
Passenger Miles per Vehicle Revenue Mile	3.75
Operating Cost per Trip	11.88
Operating Cost per Vehicle Revenue Mile	1.56
Operating Cost per Vehicle Revenue Hour	55.95
Farebox Recovery Ratio	24.91%

Source: National Transit Database, 2017

Table 5.7 Urban Transit Funding Data, by Source, 2017

	Central Oklahoma Transportation and Parking Authority		Metropolitan Tulsa Transit Authority		The Lawton Area Transit System		Cleveland Area Rapid Transit		City of Edmond	
	Fund ($)	**(%)**	**Fund ($)**	**(%)**	**Fund ($)**	**(%)**	**Fund ($)**	**(%)**	**Fund ($)**	**(%)**
Operating Funds by Source										
Federal	$6,713,954	27%	$6,182,827	32%	$1,051,808	40%	$1,309,914	31%	$666,513	34%
State	$747,881	3%	$1,092,500	6%	$130,395	5%	$155,668	4%	$77,187	4%
Local	$14,148,164	57%	$7,444,000	39%	$1,047,960	40%	$625,000	15%	$936,070	48%
Fare	$2,765,075	11%	$2,906,314	15%	$356,610	14%	$1,946,948	45%	$0	0%
Other	$442,199	2%	$1,470,011	8%	$12,000	0%	$241,513	6%	$282,097	14%
Total	$24,817,273	100%	$19,095,652	100%	$2,598,773	100%	$4,279,043	100%	$1,961,867	100%
Capital Funds by Source										
Federal	$2,772,834	8%	$1,249,060	16%	$0	0%	$8,189	80%	$211,810	85%
State	$267,433	1%	$0	0%	$0	0%	$0	0%	$0	0%
Local	$32,555,937	91%	$6,806,543	84%	$0	0%	$0	0%	$37,380	15%
Fare	$0	0%	$0	0%	$0	0%	$2,047	20%	$0	0%
Other	$0	0%	$0	0%	$0	0%	$0	0%	$0	0%
Total	$35,596,204	100%	$8,055,603	100%	$0	0%	$10,236	100%	$249,190	100%

Source: National Transit Database, 2017

Table 5.8 Rural Transit Agencies: Statewide Data

	2014	2015	2016	2017
Number of Agencies	19	20	20	19
Ridership	3,279,751	3,066,518	2,820,043	2,522,162
Vehicles Miles	18,901,655	18,906,270	17,688,399	16,200,597
Vehicle Hours	1,064,494	1,055,481	1,006,256	933,920
Capital Funding				
Local	$264,862	$680	$57,606	818,010
State	$187,134	$93,600	$8,995	68,848
Federal	$1,515,356	$3,005,188	$2,126,752	6,948,636
Other	$0	$768,524	$824,649	686,051
Operating Funding (thousand dollars)				
Local	$2,699,636	$1,616,214	$2,871,097	$3,118,471
State	$3,172,557	$3,198,897	$3,182,083	$3,697,012
Federal	$14,520,768	$15,446,749	$14,011,405	$13,973,180
Fare Revenue	$2,501,128	$2,382,159	$2,262,371	$1,975,973
Other	$0	$12,058,970	$9,554,785	$7,824,569
Number of Vehicles	962	963	939	938
ADA Vehicles	827	831	802	817
Average Vehicle Age	6.34	6.75	7.40	7.35
Average Vehicle Length	21	21	21	21
Average Vehicle Capacity	12	12	12	11
Trips Per Vehicle	3,409	3,184	3,003	2,689
Miles Per Vehicle	19,648	19,633	18,837	17,271
Hours Per Vehicle	1,107	1,096	1,072	996
Trips Per Vehicle Mile	0.17	0.16	0.16	0.16
Trips Per Vehicle Hour	3.08	2.91	2.80	2.70
Operating Expense Per Trip	$10.38	$11.32	$11.31	$12.13
Operating Expense Per Mile	$1.80	$1.84	$1.80	$1.89
Operating Expense Per Hour	$31.97	$32.88	$31.68	$32.75
Farebox Recovery Ratio	7.35%	6.86%	7.10%	6.46%

Source: National Transit Database

Table 5.9 Tribal Transit Agencies: Statewide Data

	2014	2015	2016	2017
Number of Agencies	13	13	12	10
Ridership	312,949	474,717	279,660	289,508
Vehicles Miles	3,322,584	4,210,529	3,446,856	3,307,085
Vehicle Hours	140,667	176,936	138,816	138,382
Capital Funding				
Local	$125,489	$228,042	$361,668	$33,334
State	$0	$46,172	$0	$0
Federal	$130,726	$1,041,216	$1,229,890	$1,104,245
Other	$0	$0	$0	$0
Operating Funding (thousand dollars)				
Local	$3,379,820	$3,928,025	$3,256,331	$3,767,546
State	$0	$0	$0	$0
Federal	$3,107,913	$5,612,814	$7,059,994	$7,161,539
Fare Revenue	$106,303	$132,269	$88,397	$90,192
Other	$0	$0	$67,530	$48,664
Number of Vehicles	120	150	151	153
ADA Vehicles	72	91	94	94
Average Vehicle Age	4.23	4.42	4.25	3.87
Average Vehicle Length	18	19	18	18
Average Vehicle Capacity	10	11	10	10
Trips Per Vehicle	2,608	3,680	2,255	1,892
Miles Per Vehicle	27,688	32,640	27,797	21,615
Hours Per Vehicle	1,172	1,372	1,119	904
Trips Per Vehicle Mile	0.09	0.11	0.08	0.09
Trips Per Vehicle Hour	2.22	2.68	2.01	2.09
Operating Expense Per Trip	$21.09	$20.40	$37.45	$38.23
Operating Expense Per Mile	$1.99	$2.30	$3.04	$3.35
Operating Expense Per Hour	$46.92	$54.74	$75.44	$79.98
Farebox Recovery Ratio	1.61%	1.37%	0.84%	0.81%

Source: National Transit Database

Table 5.10 Rural Transit Agencies: Agency-Level Operating Statistics, 2014-2017

		Total Rides (thousands)				Total Vehicle Miles (thousands)				Total Vehicle Hours (thousands)			
Name	**City**	**2014**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**
United Community Action Program, Inc.	Pawnee	126	122	117	117	1,467	1,371	1,336	1453	80	77	80	87
Pontotoc County Public Transit Authority	Ada	44	32	26	26	137	101	102	90	10	9	8	7
OSU-Stillwater Community Transit	Stillwater	730	676	629	549	694	686	700	682	47	47	48	47
Community Action Development Corporation	Frederick	274	261	228	197	1,888	1,826	1,841	1,762	90	87	84	84
KI BOIS Community Action Foundation, Inc.	Stigler	732	743	666	620	5,481	5,694	5,145	4,906	288	294	270	257
City of Guymon	Guymon	45	45	40	29	135	78	74	58	10	10	10	8
Delta Community Action Foundation, Inc.	Lindsay	44	35	35	34	175	151	137	116	16	16	15	13
Little Dixie Community Action Agency, Inc.	Hugo	166	135	127	115	1,355	1,032	873	804	83	64	53	47
Town of Beaver	Beaver	11	12	13	11	7	7	9	9	3	3	3	3
Muskogee County Public Transit Authority	Muskogee	113	106	105	52	819	763	738	518	54	54	56	39
Inca Community Services, Inc.	Atoka	161	159	142	142	831	831	816	812	46	48	48	48
Logan County Historical Society	Guthrie	139	132	127	125	1,502	1,599	1,477	1,463	66	66	64	63
Washita Valley Community Action Council	Chickasha	42	33	22	20	198	164	147	129	18	16	14	12
Northern Oklahoma Development Authority	ENID	61	56	56	52	1,034	954	935	876	49	46	47	46
Enid Public Transportation Authority	Enid	41	41	40	50	211	209	213	255	15	16	17	19
Southwest Ok Community Action Group, Inc.	Altus	109	97	93	72	795	670	578	510	33	32	29	27
Big Five Community Services, Inc.	Durant	219	161	134	112	942	691	606	524	71	53	45	41
Central Oklahoma Community Action Agency	Shawnee	21	19	21	19	311	258	275	257	18	14	16	15
Grand Gateway EDA/ Pelivan	Big Cabin	201	176	179	177	921	910	970	975	69	66	69	70
MAGB Transportation, Inc.	Fairview	0	25	19	0	0	911	716	0	0	38	31	0

Source: National Transit Database

Table 5.11 Rural Transit Agencies: Agency-Level Fleet Statistics and Performance Measures, 2014–2017

		Total Vehicles				Trips Per Vehicle				Miles Per Vehicle				Hours Per Vehicle			
Agency Name	**City**	**2014**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**
United Community Action Program, Inc.	Pawnee	72	63	60	72	1,751	1,932	1,951	1,631	20,378	21,755	22,262	20,178	1,751	1,226	1,334	1,210
Pontotoc County Public Transit Authority	Ada	10	10	10	6	4,431	3,209	2,643	4,308	13,686	10,073	10,212	14,962	4,431	880	839	1,207
OSU-Stillwater Community Transit	Stillwater	38	40	40	38	19,202	16,893	15,733	14,450	18,259	17,146	17,499	17,952	19,202	1,168	1,189	1,226
Community Action Development Corporation	Frederick	105	103	104	113	2,614	2,530	2,188	1,748	17,977	17,730	17,706	15,594	2,614	841	809	740
KI BOIS Community Action Foundation, Inc.	Stigler	248	253	228	227	2,950	2,938	2,919	2,731	22,100	22,507	22,566	21,614	2,950	1,161	1,183	1,134
City of Guymon	Guymon	9	9	9	9	5,048	5,049	4,428	3,261	14,953	8,699	8,214	6,460	5,048	1,107	1,060	861
Delta Community Action Foundation, Inc.	Lindsay	16	16	11	11	2,729	2,161	3,170	3,136	10,967	9,447	12,430	10,581	2,729	990	1,342	1,147
Little Dixie Community Action Agency, Inc.	Hugo	81	62	61	65	2,053	2,180	2,088	1,774	16,730	16,643	14,307	12,371	2,053	1,038	872	721
Town of Beaver	Beaver	2	2	2	2	5,607	5,997	6,308	5,392	3,609	3,352	4,290	4,395	5,607	1,686	1,573	1,517
Muskogee County Public Transit Authority	Muskogee	40	40	45	37	2,826	2,658	2,339	1,399	20,473	19,082	16,410	13,998	2,826	1,349	1,245	1,063
Inca Community Services, Inc.	Atoka	40	47	51	53	4,025	3,391	2,783	2,676	20,779	17,689	15,991	15,324	4,025	1,025	937	910
Logan County Historical Society	Guthrie	54	62	67	65	2,566	2,134	1,889	1,931	27,813	25,786	22,042	22,505	2,566	1,069	960	972
Washita Valley Community Action Council	Chickasha	15	14	13	11	2,805	2,337	1,727	1,859	13,228	11,711	11,342	11,771	2,805	1,117	1,094	1,127
Northern Oklahoma Development Authority	ENID	49	46	47	53	1,240	1,210	1,201	989	21,095	20,732	19,888	16,533	1,240	1,011	996	874
Enid Public Transportation Authority	Enid	17	15	16	16	2,428	2,759	2,502	3,126	12,407	13,956	13,319	15,920	2,428	1,060	1,039	1,168
Southwest Ok Community Action Group, Inc.	Altus	27	27	26	26	4,034	3,603	3,594	2,783	29,440	24,802	22,241	19,622	4,034	1,187	1,124	1,038
Big Five Community Services, Inc.	Durant	50	48	48	50	4,387	3,352	2,790	2,241	18,831	14,404	12,635	10,479	4,387	1,105	930	818
Central Oklahoma Community Action Agency	Shawnee	11	11	11	17	1,901	1,703	1,872	1,134	28,263	23,416	24,997	15,124	1,901	1,268	1,466	897
Grand Gateway EDA/ Pelivan	Big Cabin	78	67	61	67	2,577	2,630	2,941	2,637	11,805	13,586	15,908	14,556	2,577	980	1,123	1,051
MAGB Transportation, Inc.	Fairview	N/A	28	29	N/A	N/A	897	667	N/A	N/A	32,553	24,694	N/A	N/A	1,351	1,079	N/A

Source: National Transit Database

Table 5.12 Rural Transit Agencies: Agency-Level Operating Expenses and Performance Measures, 2014–2017

		Operating Expense (thousand $)				Operating Expense Per Trip				Operating Expense Per Mile				Farebox Recovery Ratio			
Agency Name	**City**	**2014**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**	**1.01**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**
United Community Action Program, Inc.	Pawnee	1,482	1,882	2,003	2,143	11.75	15.46	17.11	$18.25	2.28	1.37	1.50	$1.47	8.56%	6.79%	5.82%	5.15%
Pontotoc County Public Transit Authority	Ada	312	337	287	261	7.04	10.49	10.85	$10.10	4.05	3.34	2.81	$2.91	5.91%	4.00%	4.88%	4.58%
OSU-Stillwater Community Transit	Stillwater	2,812	2,768	2,736	2,756	3.85	42.99	93.01	$5.02	1.57	12.32	21.50	$4.04	17.60%	10.66%	14.33%	11.82%
Community Action Development Corporation	Frederick	2,969	2,738	2,705	2,760	10.82	10.51	11.89	$13.97	1.62	1.50	1.47	$1.57	5.73%	6.24%	5.66%	5.30%
KI BOIS Community Action Foundation, Inc.	Stigler	8,885	8,598	7,920	7,932	12.14	11.57	11.90	$12.79	3.11	1.51	1.54	$1.62	6.46%	6.28%	6.63%	5.63%
City of Guymon	Guymon	418	372	295	266	9.21	8.19	7.40	$9.06	2.54	4.75	3.99	$4.58	6.87%	7.45%	8.02%	13.01%
Delta Community Action Foundation, Inc.	Lindsay	445	393	338	332	10.20	11.38	9.70	$9.64	2.33	2.60	2.47	$2.86	8.42%	8.34%	9.93%	10.12%
Little Dixie Community Action Agency, Inc.	Hugo	3,158	2,611	2,222	1,931	18.99	19.32	17.44	$16.75	6.18	2.53	2.55	$2.40	4.65%	4.76%	5.24%	5.33%
Town of Beaver	Beaver	45	39	47	42	3.97	3.28	3.74	$3.85	1.66	5.88	5.50	$4.72	17.93%	18.80%	12.89%	13.53%
Muskogee County Public Transit Authority	Muskogee	1,358	1,347	1,506	1,334	12.01	23.33	36.87	$25.76	1.53	3.37	13.98	$2.58	5.34%	5.19%	4.62%	2.61%
Inca Community Services, Inc.	Atoka	1,272	1,252	1,300	1,353	7.90	7.86	9.16	$9.54	1.36	1.51	1.59	$1.67	4.71%	4.39%	4.31%	4.25%
Logan County Historical Society	Guthrie	2,048	1,921	1,989	1,897	14.78	21.76	19.10	$15.11	2.00	2.40	2.35	$1.30	12.97%	11.97%	12.43%	12.81%
Washita Valley Community Action Council	Chickasha	397	347	290	291	9.43	10.62	12.93	$14.22	1.14	2.12	1.97	$2.25	14.00%	17.41%	17.04%	13.11%
Northern Oklahoma Development Authority	ENID	1,177	1,129	1,126	1,078	19.37	20.29	19.95	$20.56	2.75	1.18	1.20	$1.23	12.06%	10.23%	8.69%	8.76%
Enid Public Transportation Authority	Enid	580	589	520	632	14.05	14.22	13.00	$12.63	1.53	2.81	2.44	$2.48	7.29%	6.76%	10.16%	13.37%
Southwest Okla. Community Action Group, Inc.	Altus	1,213	1,146	1,028	1,021	11.14	11.78	11.00	$14.11	2.31	1.71	1.78	$2.00	2.94%	3.19%	2.49%	2.39%
Big Five Community Services, Inc.	Durant	2,174	1,690	1,464	1,496	9.91	10.50	10.93	$13.35	1.90	2.44	2.41	$2.85	3.92%	4.73%	3.89%	2.73%
Central Oklahoma Community Action Agency	Shawnee	591	510	489	548	28.28	27.24	23.74	$28.45	2.93	1.98	1.78	$2.13	2.93%	2.35%	4.83%	2.68%
Grand Gateway EDA/ Pelivan	Big Cabin	2,695	2,728	2,838	2,518	13.41	15.48	15.82	$14.25	1.01	3.00	2.92	$2.58	4.44%	4.16%	4.43%	4.99%
MAGB Transportation, Inc.	Fairview	0	897	779	0	0	35.71	40.26	$0	0	0.98	1.09	0	0	10.24%	9.92%	0.00%

Source: National Transit Database

Table 5.13 Rural Transit Agencies: Trips Per Vehicle Mile and Trips Per Vehicle Hour, 2014–2017

		Trips Per Vehicle Mile				Trips Per Vehicle Hour			
Agency Name	**City**	**2014**	**2015**	**2016**	**2017**	**2014**	**2015**	**2016**	**2017**
United Community Action Program, Inc.	Pawnee	0.09	0.09	0.09	0.08	1.58	1.58	1.46	1.35
Pontotoc County Public Transit Authority	Ada	0.32	0.32	0.26	0.29	4.62	3.65	3.15	3.57
OSU-Stillwater Community Transit	Stillwater	1.05	0.99	0.90	0.80	15.60	14.47	13.23	11.79
Community Action Development Corporation	Frederick	0.15	0.14	0.12	0.11	3.04	3.01	2.70	2.36
KI BOIS Community Action Foundation, Inc.	Stigler	0.13	0.13	0.13	0.13	2.54	2.53	2.47	2.41
City of Guymon	Guymon	0.34	0.58	0.54	0.50	4.61	4.56	4.18	3.79
Delta Community Action Foundation, Inc.	Lindsay	0.25	0.23	0.26	0.30	2.68	2.18	2.36	2.73
Little Dixie Community Action Agency, Inc.	Hugo	0.12	0.13	0.15	0.14	2.00	2.10	2.40	2.46
Town of Beaver	Beaver	1.55	1.79	1.47	1.23	3.73	3.56	4.01	3.55
Muskogee County Public Transit Authority	Muskogee	0.14	0.14	0.14	0.10	2.07	1.97	1.88	1.32
Inca Community Services, Inc.	Atoka	0.19	0.19	0.17	0.17	3.50	3.31	2.97	2.94
Logan County Historical Society	Guthrie	0.09	0.08	0.09	0.09	2.11	2.00	1.97	1.99
Washita Valley Community Action Council	Chickasha	0.21	0.20	0.15	0.16	2.37	2.09	1.58	1.65
Northern Oklahoma Development Authority	ENID	0.06	0.06	0.06	0.06	1.24	1.20	1.21	1.13
Enid Public Transportation Authority	Enid	0.20	0.20	0.19	0.20	2.76	2.60	2.41	2.68
Southwest Oklahoma Community Action Group, Inc.	Altus	0.14	0.15	0.16	0.14	3.32	3.04	3.20	2.68
Big Five Community Services, Inc.	Durant	0.23	0.23	0.22	0.21	3.10	3.03	3.00	2.74
Central Oklahoma Community Action Agency	Shawnee	0.07	0.07	0.07	0.07	1.18	1.34	1.28	1.26
Grand Gateway EDA/ Pelivan	Big Cabin	0.22	0.19	0.18	0.18	2.91	2.68	2.62	2.51
MAGB Transportation, Inc.	Fairview	0	0.03	0.03	0	0	0.66	0.62	0

Source: National Transit Database

Table 5.14 Tribal Transit Agencies: Agency-Level Operating Statistics, 2014–2017

Name	City	Total Rides (thousands)				Total Vehicle Miles (thousands)				Total Vehicle Hours (thousands)			
		2014	2015	2016	2017	2014	2015	2016	2017	2014	2015	2016	2017
Chickasaw Nation	Ada	45	45	46	54	766	796	840	830	36	35	38	37
Choctaw Nation of Oklahoma	Hugo	26	34	43	43	810	815	951	917	22	18	22	24
Citizen Potawatomi Nation	Shawnee	26	27	26	29	213	220	224	204	12	14	16	15
Comanche Nation	Lawton	24	27	28	27	217	237	254	188	18	11	12	13
Cherokee Nation	Tahlequah	-	109	-	-	-	771	-	-	-	43	-	-
Ponca Tribe of Oklahoma	Ponca City	93	113	10	10	157	129	81	99	9	12	2	3
Seminole Nation Public Transit	Wewoka	35	29	25	26	367	285	264	286	11	10	9	11
Kiowa Tribe	Carnegie	6	12	8	8	151	282	76	71	7	8	2	2
Muscogee (Creek) Nation	Okmulgee	36	56	66	66	283	358	441	403	12	16	23	21
United Keetoowah Band of Cherokee Indians	Tahlequah	12	17	20	18	75	81	79	92	2	3	5	6
Cheyenne & Arapaho Tribes	Concho	8	6	7	9	253	233	238	218	8	8	9	7
Delaware Nation	Anadarko	1	-	-	-	31	2	-	-	4	-	-	-

Source: National Transit Database

Table 5.15 Tribal Transit Agencies: Agency-Level Fleet Statistics and Performance Measures, 2014–2017

Agency Name	City	Total Vehicles				Trips Per Vehicle				Miles Per Vehicle				Hours Per Vehicle			
		2014	2015	2016	2017	2014	2015	2016	2017	2014	2015	2016	2017	2014	2015	2016	2017
Chickasaw Nation	Ada	28	30	29	33	1,591	1,511	1,595	1,622	27,356	26,531	28,978	25,148	1,271	1,163	1,310	1,136
Choctaw Nation of Oklahoma	Hugo	24	18	22	40	1,095	1,869	1,961	1,073	33,762	45,273	43,211	22,934	903	976	1,005	610
Citizen Potawatomi Nation	Shawnee	8	7	7	7	3,205	3,818	3,685	4,122	26,589	31,493	32,001	29,089	1,524	1,959	2,276	2,122
Comanche Nation	Lawton	12	9	9	13	2,035	3,015	3,078	2,091	18,046	26,327	28,222	14,439	1,470	1,220	1,343	974
Cherokee Nation	Tahlequah	0	9	0	0	0	12,126	0	0	0	85,714	0	0	0	4,757	0	0
Ponca Tribe of Oklahoma	Ponca City	7	6	6	6	13,350	18,750	1,720	1,650	22,473	21,437	13,529	16,425	1,332	2,072	384	462
Seminole Nation Public Transit	Wewoka	5	5	5	7	6,935	5,767	4,976	3,719	73,403	56,976	52,854	40,913	2,290	1,960	1,889	1,503
Kiowa Tribe	Carnegie	6	6	6	6	1,049	2,046	1,385	1,343	25,128	47,058	12,596	11,834	1,173	1,336	302	271
Muscogee (Creek) Nation	Okmulgee	18	26	26	23	2,017	2,135	2,531	2,886	15,697	13,787	16,943	17,516	651	625	874	922
United Keetoowah Band of Cherokee Indians in Oklahoma	Tahlequah	4	5	8	7	3,029	3,402	2,506	2,515	18,715	16,276	9,845	13,111	597	546	638	846
Cheyenne & Arapaho Tribes	Concho	6	6	6	11	1,336	1,069	1,234	821	42,226	38,879	39,589	19,811	1,303	1,255	1,550	631
Delaware Nation	Anadarko	2	2	-	-	600	104	-	-	15,600	959	-	-	1,920	108	-	-

Source: National Transit Database

Table 5.16 Tribal Transit Agencies: Agency-Level Operating Expenses and Performance Measures, 2014–2017

Agency Name	City	Operating Expense (thousand $)				Operating Expense Per Trip ($)				Operating Expense Per Mile ($)				Farebox Recovery Ratio			
		2014	2015	2016	2017	2014	2015	2016	2017	2014	2015	2016	2017	2014	2015	2016	2017
Chickasaw Nation	Ada	1,897	2,117	2,498	3,265	42.60	46.70	54.03	60.99	2.48	2.66	2.97	3.93	0.00%	0.00%	0.13%	0.09%
Choctaw Nation of Oklahoma	Hugo	1,032	1,215	1,304	1,769	39.26	36.12	30.23	41.21	1.27	1.49	1.37	1.93	0.00%	0.00%	0.00%	0.00%
Citizen Potawatomi Nation	Shawnee	480	448	498	532	18.71	16.75	19.31	18.44	2.26	2.03	2.22	2.61	0.00%	0.00%	0.00%	0.00%
Comanche Nation	Lawton	836	820	860	1,052	34.22	30.23	31.05	38.71	3.86	3.46	3.39	5.61	4.55%	5.34%	5.65%	4.67%
Cherokee Nation	Tahlequah	-	933	1,025	-	-	8.55	-	-	-	1.21	-	-	-	5.46%	0.00%	0.00%
Ponca Tribe of Oklahoma	Ponca City	318	235	296	324	3.40	2.09	28.72	32.69	2.02	1.82	3.65	3.28	1.44%	4.09%	2.56%	4.07%
Seminole Nation of Oklahoma	Wewoka	599	462	445	423	17.29	16.03	17.89	16.26	1.63	1.62	1.68	1.48	0.00%	0.00%	0.00%	0.00%
Kiowa Tribe of Oklahoma	Carnegie	129	327	121	124	20.56	26.64	14.59	15.45	0.86	1.16	1.60	1.75	6.37%	0.00%	0.00%	0.00%
Muscogee (Creek) Nation	Okmulgee	511	1,719	1,837	1,257	14.09	30.97	27.91	18.93	1.81	4.80	4.17	3.12	7.17%	0.00%	0.00%	0.00%
United Keetoowah Band of Cherokee Indians in Oklahoma	Tahlequah	243	179	214	242	20.01	10.54	10.67	13.75	3.24	2.20	2.72	2.64	3.55%	11.05%	10.68%	8.58%
Cheyenne and Arapaho Tribes	Concho	476	418	406	427	59.42	65.24	54.91	47.23	1.88	1.79	1.71	1.96	1.62%	1.75%	1.51%	0.96%
Delaware Nation	Anadarko	78	5	-	-	64.64	24.20	-	-	2.49	2.61	-	-	3.09%	14.11%	0.00%	0.00%

Source: National Transit Database

Table 5.17 Tribal Transit Agencies: Trips Per Vehicle Mile and Trips Per Vehicle Hour, 2014–2017

		Trips Per Vehicle Mile				Trips Per Vehicle Hour			
Agency Name	City	2014	2015	2016	2017	2014	2015	2016	2017
Chickasaw Nation	Ada	0.06	0.06	0.06	0.06	1.25	1.30	1.22	1.43
Choctaw Nation of Oklahoma	Hugo	0.03	0.04	0.05	0.05	1.21	1.92	1.95	1.76
Citizen Potawatomi Nation	Shawnee	0.12	0.12	0.12	0.14	2.10	1.95	1.62	1.94
Comanche Nation	Lawton	0.11	0.11	0.11	0.14	1.38	2.47	2.29	2.15
Cherokee Nation	Tahlequah	-	0.14	-	-	-	2.55	-	-
Ponca Tribe of Oklahoma	Ponca City	0.59	0.87	0.13	0.10	10.02	9.05	4.48	3.57
Seminole Nation Public Transit	Wewoka	0.09	0.10	0.09	0.09	3.03	2.94	2.63	2.48
Kiowa Tribe	Carnegie	0.04	0.04	0.11	0.11	0.89	1.53	4.58	4.96
Muscogee (Creek) Nation	Okmulgee	0.13	0.15	0.15	0.16	3.10	3.42	2.90	3.13
United Keetoowah Band of Cherokee Indians in Oklahoma	Tahlequah	0.16	0.21	0.25	0.19	5.07	6.23	3.93	2.97
Cheyenne & Arapaho Tribes	Concho	0.03	0.03	0.03	0.04	1.03	0.85	0.80	1.30
Delaware Nation	Anadarko	0.04	0.11	-	-	0.31	0.96	-	-

Source: National Transit Database

5.2 Oklahoma's Transit Network

Oklahoma currently has 33 transit agencies that offer a range of services, broadly categorized into fixed-route or demand-response service. Transit agency service areas, or the locations their service travels, also vary, although most are defined along political lines and serve an entire city or county, a portion of a county, or multiple counties. In 2017 there were five urban transit systems, 19 rural transit systems, and 10 tribal transit systems in Oklahoma. In 2018, Pontotoc County's Call-A-Ride transportation service shut down transit services due to a financial crisis. In general, urban transit systems tend to operate scheduled, fixed-route services, while rural and tribal areas are more likely to operate demand-response, or dial-a-ride type service. In addition, four Oklahoma counties have no public transportation service at all. Most of these are located in north Oklahoma along the Kansas border, and one is located along the Colorado border (See Figure 5.1).

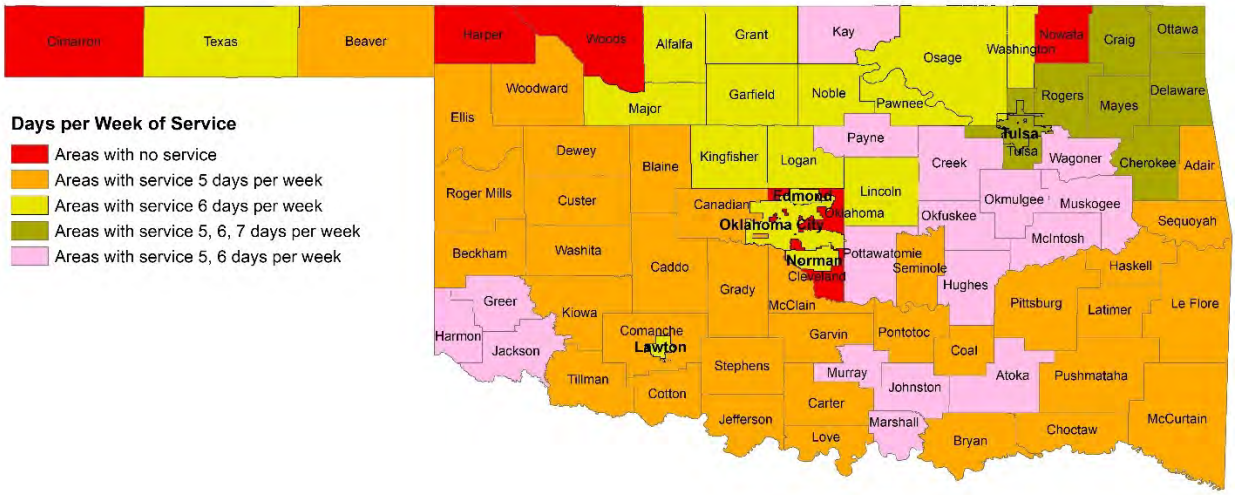

Figure 5.1 Counties with No Transit Service

5.3 Transit Operations in Oklahoma

Oklahoma's urban transit agencies account for the majority of all transit operations and capital investments in the state. The two large urban transit agencies and three small urban agencies in Oklahoma – Oklahoma City, Tulsa, Lawton, Norman, and Edmond – account for the majority (86%) of the bus transit vehicles in operation. On the other hand, 19 rural systems comprise 938 transit vehicles, which is about 68% of all transit vehicles. However, these systems largely consist of cutaway (71%) and minivan (85%) transit vehicles. Tribal agencies have mostly cutaway, minivan, and van vehicles in their fleet; however, their systems consist of about 11% of all transit vehicles (See Figure 5.2).

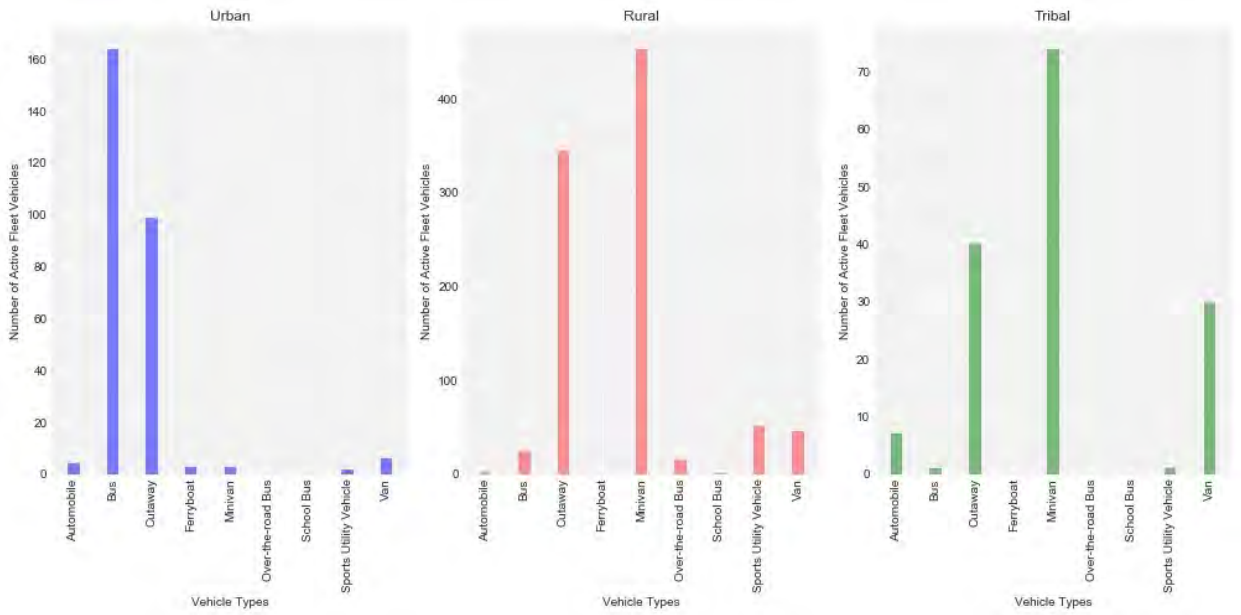

Figure 5.2 Active Fleet Vehicles in Oklahoma Transit Networks (2017)

Figure 5.3 shows the distribution of active fleet vehicle in Oklahoma's transit systems. Minivans comprise about 40% of the statewide fleet. Most of these vehicles are operated by rural agencies. These minivans are used primarily for demand-response service and for ADA complementary paratransit service. Cutaways comprise the second largest category, with about 34% of the overall fleet. The third largest category is bus vehicles, used for fixed route service, operated by urban agencies.

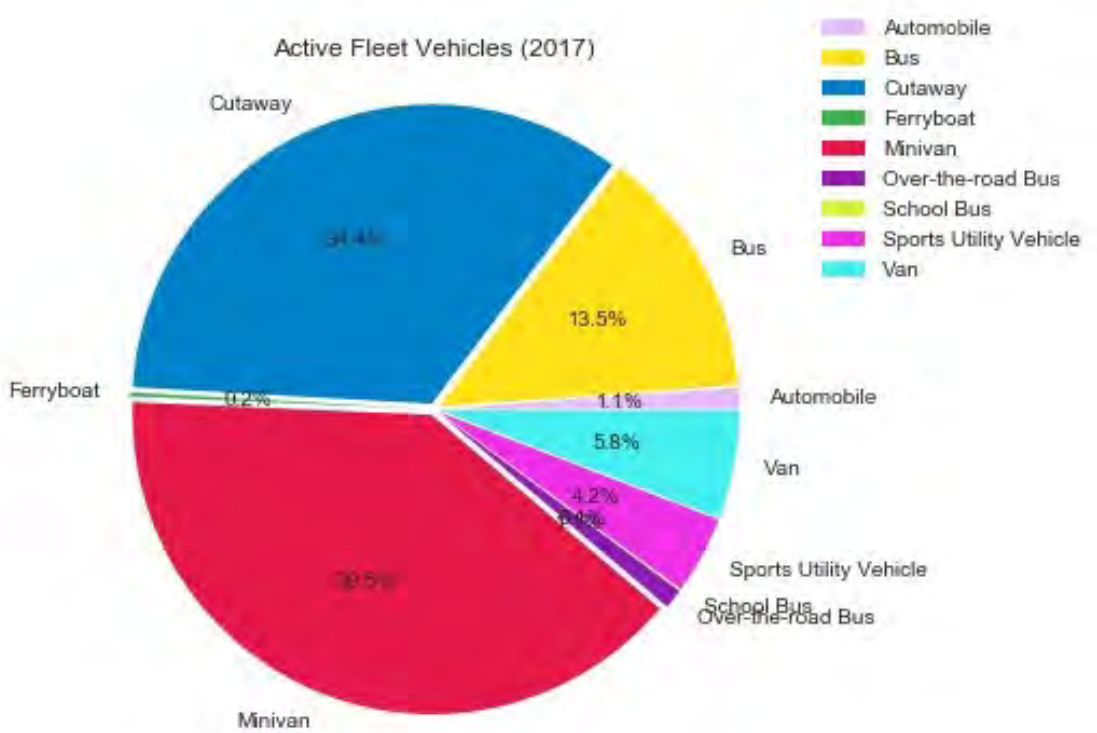

Figure 5.3 Active Fleet Vehicles Operated by Oklahoma's Transit Systems (2017)

There were 1,474 active fleet vehicles in the Oklahoma transit system in 2017, 138 more vehicles than in 2016. In 2017 there were significant changes for the demand-response services in the rural system. In 2017 the rural agencies added 102 more demand-response services than there were in 2016. The tribal agencies also added 14 more demand-response services than they did in 2016. There have not been any significant changes for fixed-route services in all three systems for the last few years. The transit system fleet data for Oklahoma state are shown in Table 5.18 and Figure 5.4.

Table 5.18 Active Fleet Vehicles Data in Oklahoma Transit System

Year		2014	2015	2016	2017
Urban System	Fixed	346	333	341	348
	DR	241	238	238	245
Rural System	Fixed	42	37	36	41
	DR	831	851	795	897
Tribal System	Fixed	12	9	9	9
	DR	87	136	130	144
Total		1318	1393	1336	1474

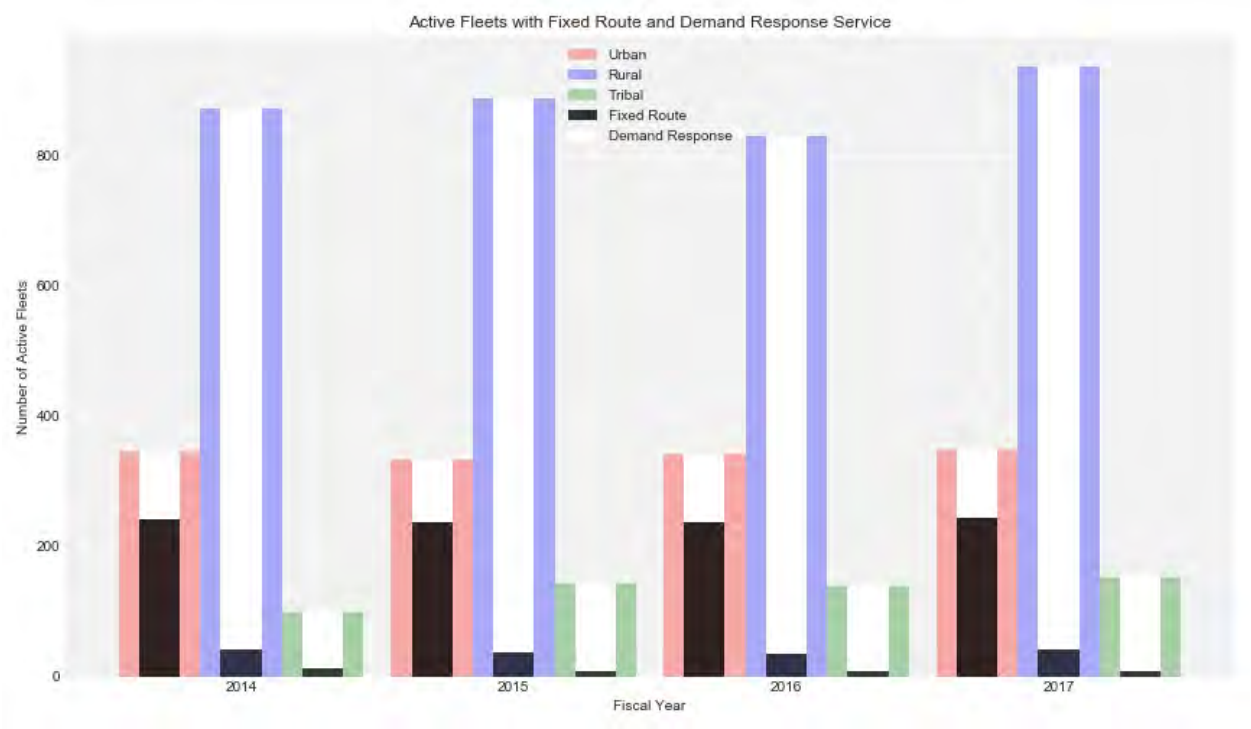

Figure 5.4 Number of Active Fleet Vehicles with Fixed-Route and Demand-Response Service

The Oklahoma rural transit system added a significant number of ADA fleet vehicles for demand-response (DR) operations in 2017. The urban and tribal systems also increased their ADA fleet vehicles for demand-response operations from the previous year. However, these systems did not increase their ADA fleet vehicles for fixed-route transit services. The data for ADA fleet vehicles are shown in Table 5.19 and Figure 5.5.

Table 5.19 ADA Fleet Vehicles Data in Oklahoma Transit System

Year		2014	2015	2016	2017
Urban System	**Fixed**	232	237	234	233
	DR	108	105	95	103
Rural System	**Fixed**	40	35	34	39
	DR	707	743	690	778
Tribal System	**Fixed**	6	4	6	6
	DR	53	83	81	88
Total		1148	1194	1147	1253

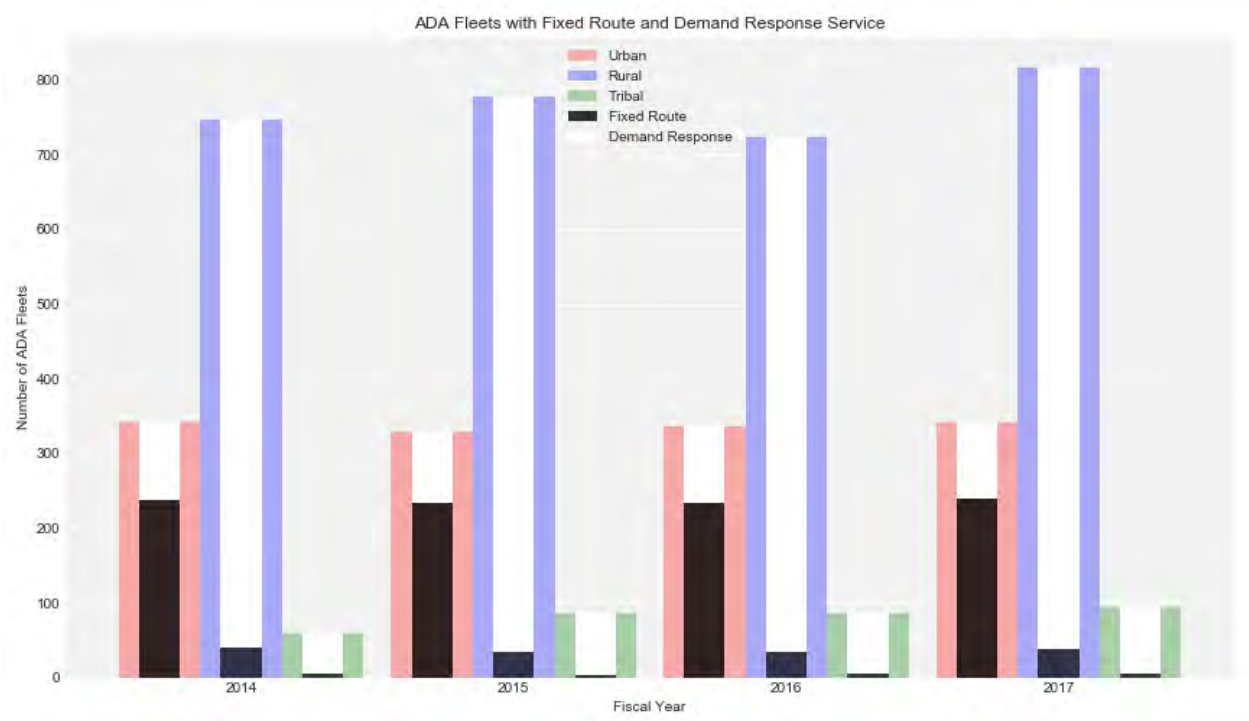

Figure 5.5 Number of ADA Fleets with Fixed-Route and Demand-Response Service

The average age of transit vehicles by vehicle type for Oklahoma transit systems are shown in Figure 5.6. The average age of buses in the Oklahoma transit system is approximately 10 years, which might be critical because, according to the FTA, the minimum service life of transit buses is 12 years (Laver, et al. 2007).

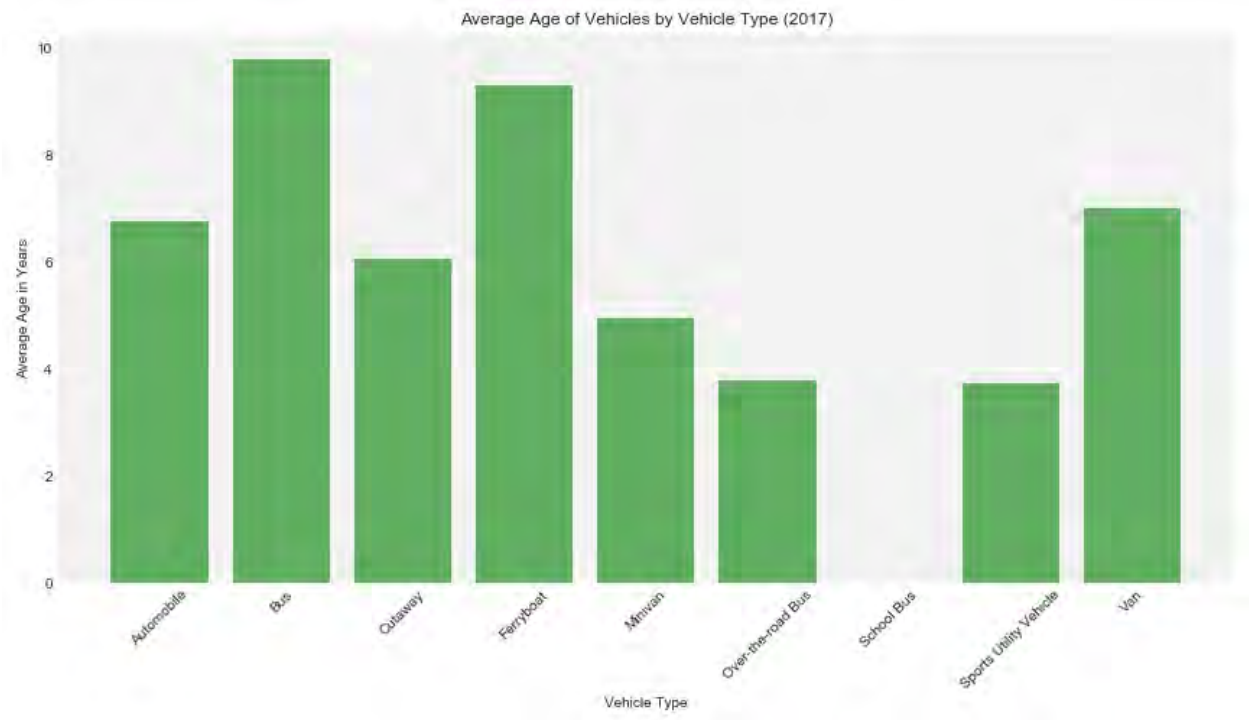

Figure 5.6 Average Age of Vehicles by Vehicle Type (2017)

A detailed age distribution of transit vehicles by vehicle type for Oklahoma transit systems is shown in Figure 5.7. There are 34 buses in the 13- to 15-year-old category and 13 of them are 16 years old or older. These vehicles need to be retired and replaced soon, according to the FTA's minimum service life for buses. A large number of minivans (117) are in the seven-year-old category, and there are 119 minivans more than eight years old. These minivans need to be replaced soon according to the FTA's minimum service life policy (Laver, et al. 2007).

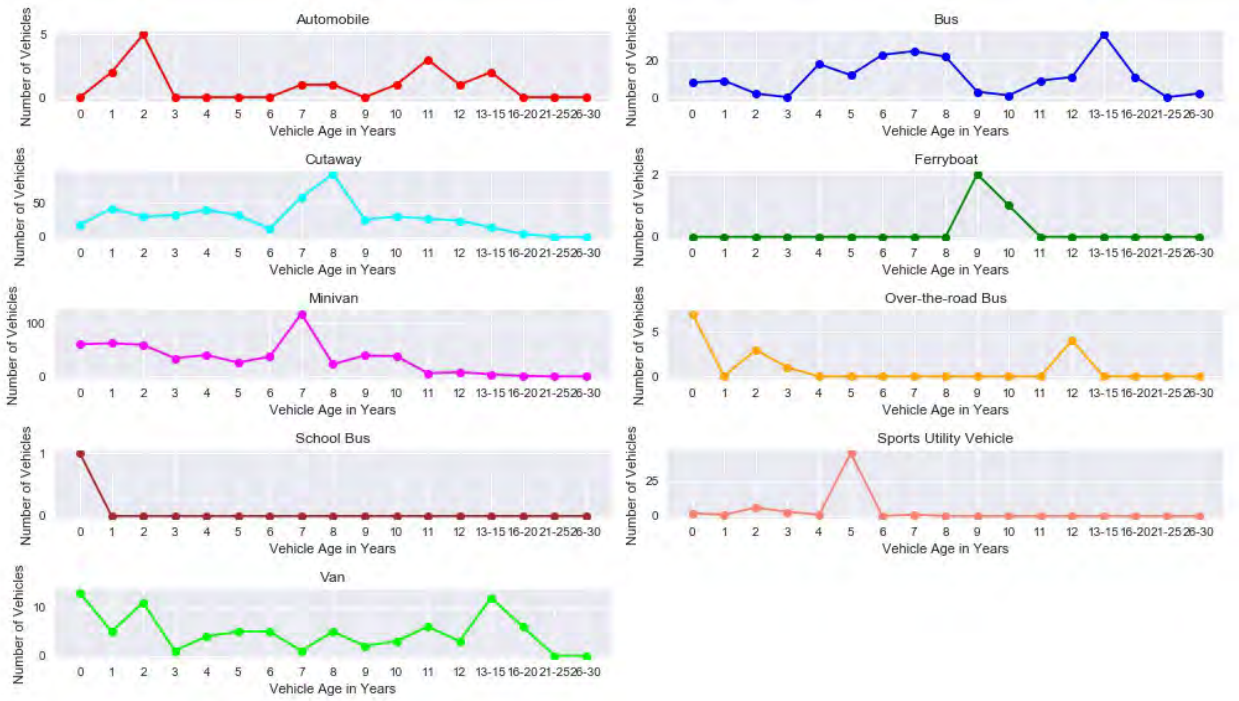

Figure 5.7 Vehicle Age in Years by Vehicle Type

5.4 Sources of Funding

Statewide, transit agencies in Oklahoma spent roughly $148 million providing services in 2017. About 48% of the funding is raised locally ($71 million), and about 33% of the funding comes from the federal government ($49 million). The remaining 19% is raised through passenger fares, funds provided by the State of Oklahoma, and other miscellaneous income. The urban transit agencies spent the largest amount, roughly $97 million; whereas, rural agencies spent $39 million and tribal transit agencies spent $12 million. Urban transit systems rely more on local funds, while rural agencies depend on a combination of federal and other funds; whereas, tribal agencies depend heavily on federal funds. Detailed sources of funding by transit system are shown in Figure 5.8, and a breakdown of funding sources by operating and capital funding is shown in Table 5.20.

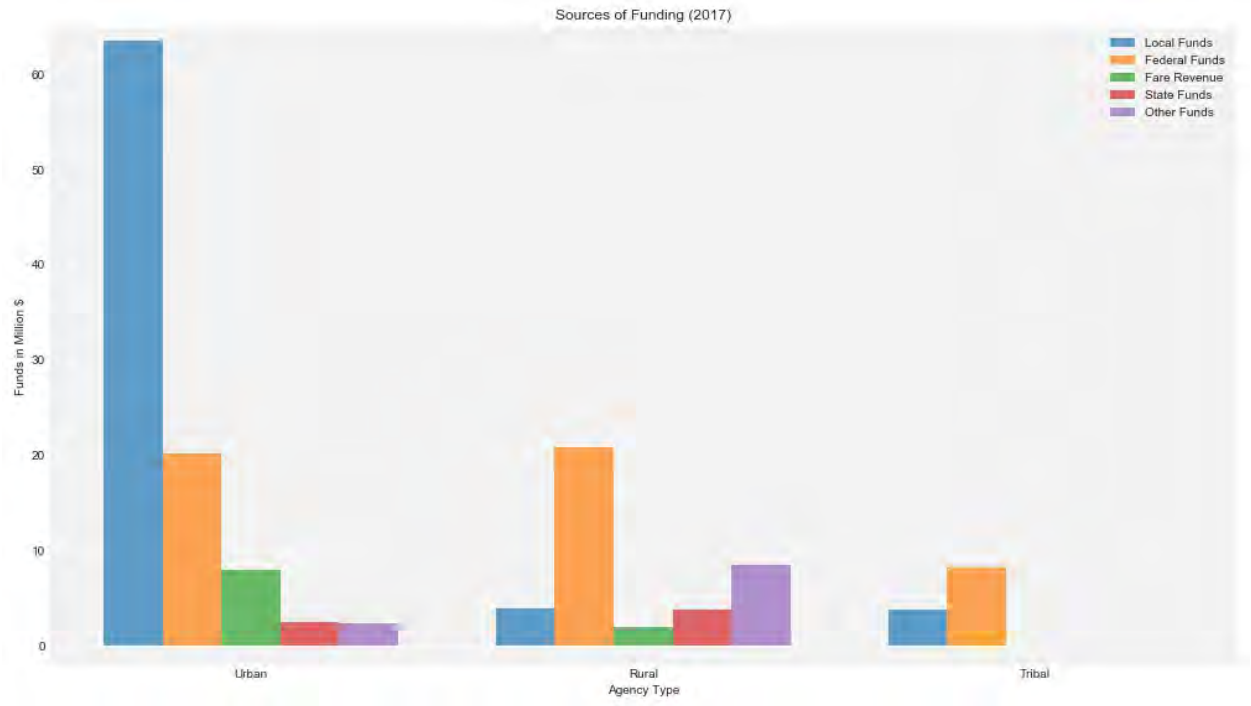

Figure 5.8 Oklahoma's Transit Agencies' Sources of Funding (2017)

Table 5.20 Transit Funding for Oklahoma's transit agencies (2017)

Operating Funds (Million)	
Local	$31.09
State	$5.90
Federal	$37.06
Fare Revenue	$10.04
Other	$10.32
Total Operating Funds	$94.41
Capital Funds (Million)	
Local	$40.25
State	$0.34
Federal	$12.29
Other	$0.69
Total Capital Funds	$53.57
Total Funds	$147.98

Source: National Transit Database

5.5 Urban Transit System and Funding

There are five urban transit agencies, and they have 348 active fleet vehicles in Oklahoma's urban transit network. This network includes large transit systems operating in cities like Oklahoma City and Tulsa, as well as services in Oklahoma's smaller cities like Norman, Broken Arrow, Lawton, and Edmond. Urban transit agencies provided about 8 million trips, traveled 9 million miles, and served about 0.6 million hours. The system information for Oklahoma's urban network is shown in Table 5.21.

Table 5.21 Urban Transit Systems Information (2017)

Service Area Population	10,116,692
Number of Agencies	5
Number of Active Fleet Vehicles	348
Number of ADA Fleet Vehicles	336
Average Age of Active Fleet Vehicles in Years	6.64
Operating Funds in Million	$52.75
Capital Funds in Million	$43.91
Total Passenger Trips	8,044,194
Total Miles Traveled	9,004,203
Total Service Hours	593,166

Source: National Transit Database, 2017

The majority of Oklahoma's investment in transit is in its urban network. These agencies spent about $97 million in 2017 to provide service. Funding for urban transit comes from a variety of sources, but local funds (65.8%) account for more than half of the sources. Federal funds and passenger fares also contribute significant financial resources. The sources of funding for Oklahoma's urban transit agencies are shown in Figure 5.9.

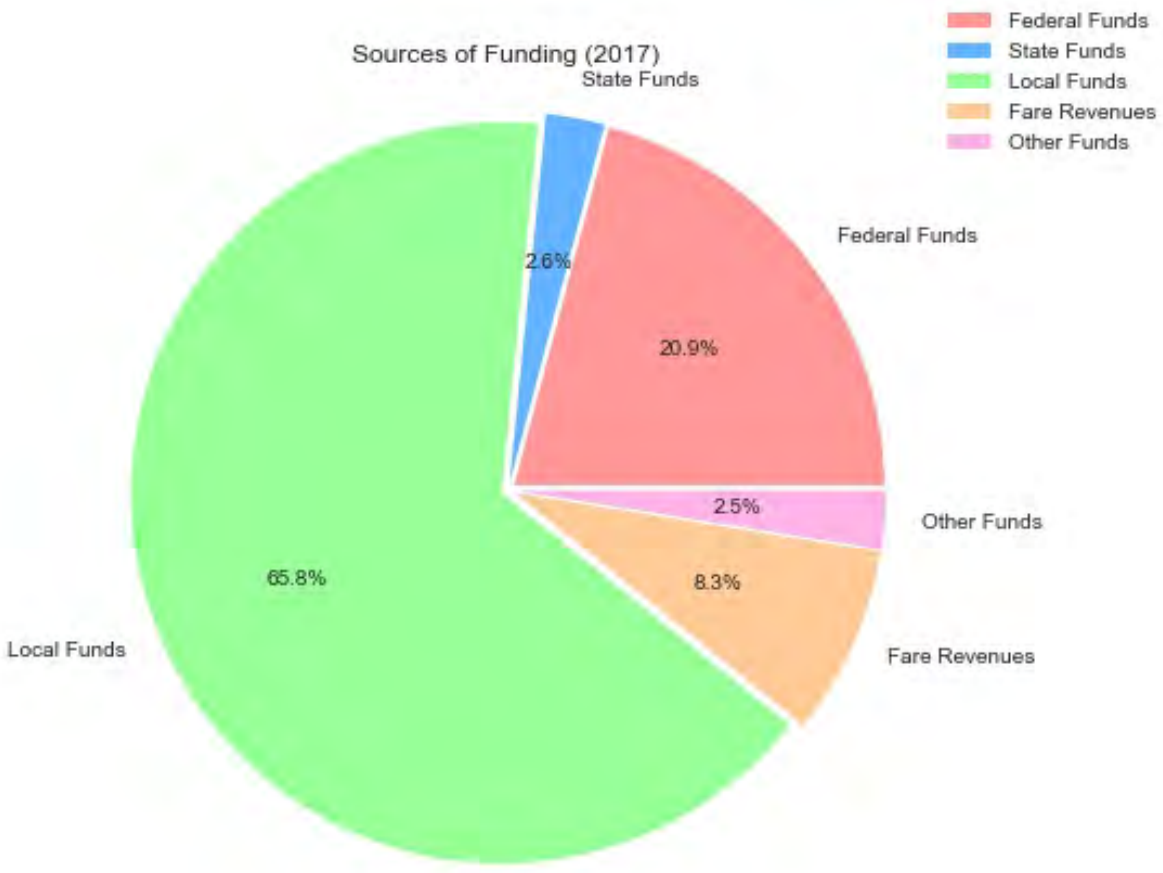

Figure 5.9 Oklahoma's Urban Transit Agencies – Sources of Funding (2017)
Source: National Transit Database, 2017

5.6 Rural Transit System and Funding

Oklahoma's 19 rural transit agencies spent about $39 million in 2017 to provide service. Rural services operated 938 active fleet vehicles in 52 counties (see Table 5.23) and provided about 2.5 million trips in 2017. Rural transit systems served 0.9 million hours and traveled about 16 million miles (See Table 5.22).

Table 5.22 Rural Transit Systems Information (2017)

Number of Agencies	19
Number of Active Fleet Vehicles	938
Number of ADA Fleet Vehicles	817
Average Age of Active Fleet Vehicles in Years	7.34
Number of Counties Served	52
Operating Funds in Million	$30.59
Capital Funds in Million	$8.5
Total Passenger Trips	2,522,162
Total Miles Traveled	16,200,597
Total Service Hours	933,920

Source: National Transit Database, 2017

About half of the existing funding for rural agencies comes from federal funding (46.2%). Local funds, state funds, passenger fares, and funds raised from other sources are also important resources for rural agencies. The sources of funding for rural transit systems are shown in Figure 5.10.

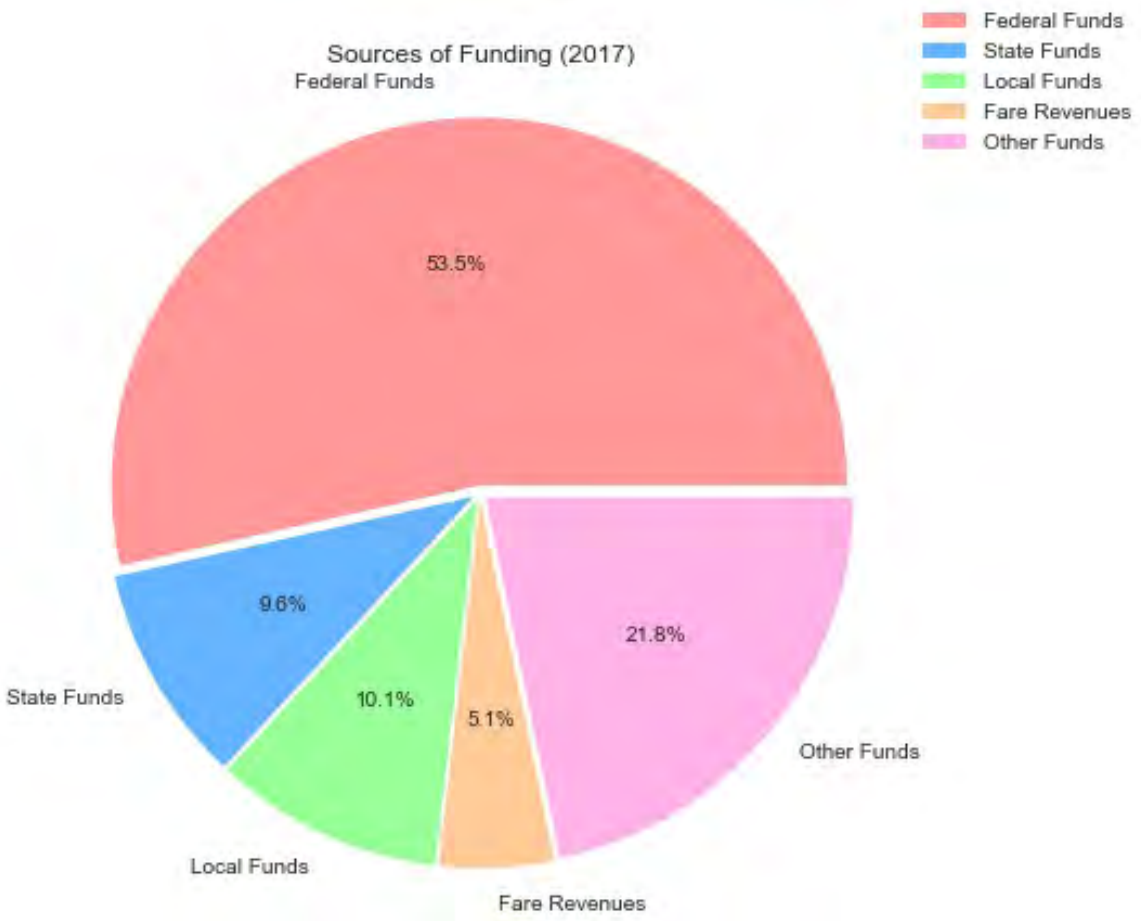

Figure 5.10 Oklahoma's Rural Transit Agencies – Sources of Funding (2017)
Source: National Transit Database, 2017

Table 5.23 Rural Transit Agencies' Service Area

Agency Name	Counties Served
Cimarron Public Transit System	Pawnee, Creek, Kay, Osage, Washington
OSU-Stillwater Community Transit	Payne
Red River Transportation Service	Tillman, Roger Mills, Beckham, Custer, Washita, Kiowa, Cotton, Jefferson, Stephens, Woodward, Caddo, Carter, Comanche, Ellis, Dewey, Canadian
Ki Bois Area Transit System	Haskell, Adair, Okmulgee, Cherokee, Latimer, LeFlore, McIntosh, Sequoyah, Pittsburg, Okfuskee, Hughes, Wagoner
The Ride	Texas
Delta Public Transit	Garvin, McClain, and Cleveland
Little Dixie Transit	Choctaw, McCurtain, and Pushmataha
Beaver City Transit	Beaver
Muskogee County Transit	Muskogee, Creek, Hughes, Mayes, McIntosh, Okfuskee, Okmulgee, Tulsa, Rogers, Wagoner
JAMM Transit	Atoka, Johnston, Marshall, and Murray
First Capital Trolley	Logan, Lincoln, Payne
Washita Valley Transit	Grady
Cherokee Strip Transit	Garfield, Alfalfa, Blaine, Grant, Kay, Kingfisher, Major
The Transit	Garfield
Southwest Transit	Jackson, Greer, and Harmon
Southern Oklahoma Rural Transportation System	Bryan, Carter, Coal, and Love
Central Oklahoma Transit System	Pottawatomie
Pelivan Transit	Craig, Delaware, Ottawa, Mayes, and Rogers

5.7 Tribal Transit System and Funding

Oklahoma's tribal transit system has 10 transit agencies, which operated 153 active fleets in 2017. Tribal transit agencies spent about $12 million to provide services. Tribal agencies provided about 0.3 million trips, traveled 3.3 million miles, and served about 0.14 million hours. The system information for Oklahoma's tribal network is shown in Table 5.24.

Table 5.24 Tribal Transit Systems Information (2017)

Number of Agencies	10
Number of Active Fleet Vehicles	153
Number of ADA Fleet Vehicles	94
Average Age of Active Fleet Vehicles in Years	4.25
Operating Funds in Million	$11.07
Capital Funds in Million	$1.13
Total Passenger Trips	289,508
Total Miles Traveled	3,307,085
Total Service Hours	138,382

Source: National Transit Database, 2017

The majority of tribal transit funds come from the federal government. The other significant fund comes from local sources. Very little funding comes from fare revenue and other sources. However, there is no funding allocated from state funds (See Figure 5.11).

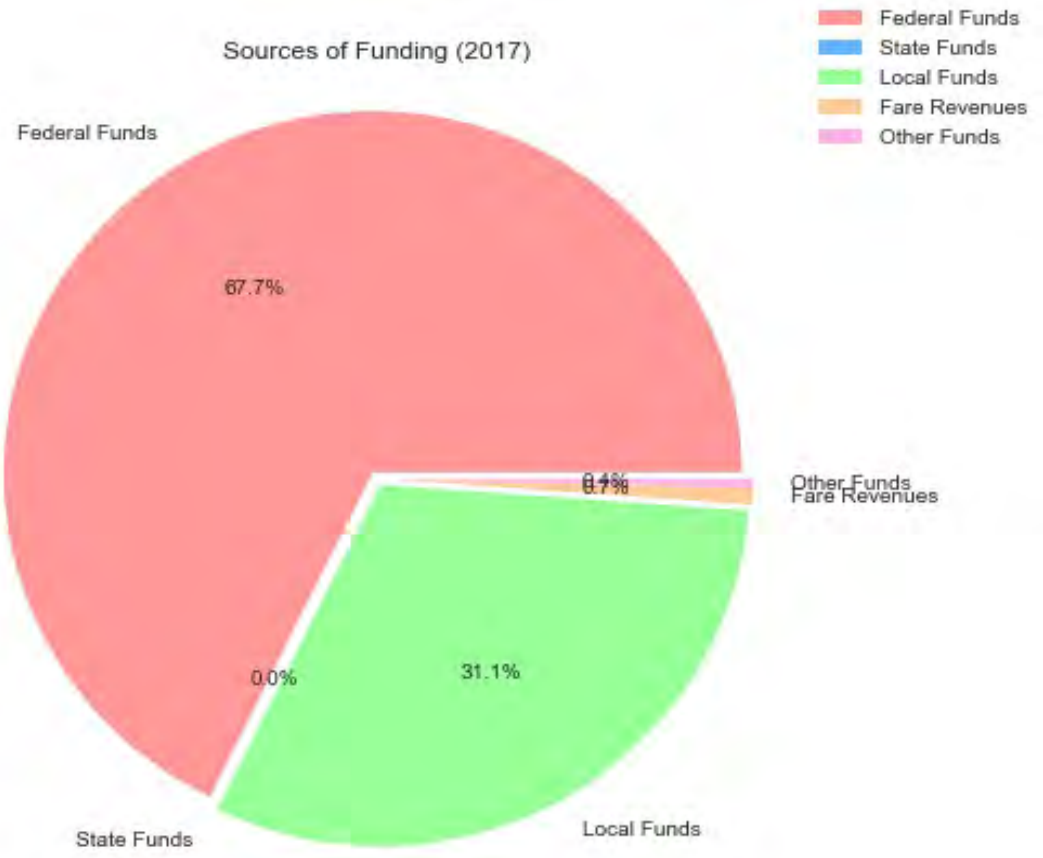

Figure 5.11 Oklahoma's Tribal Transit Agencies - Sources of Funding (2017)

5.8 Sources of Transit Funds - Federal Funding

The federal government has been an important funding resource for transit agencies. Federal funds are provided to develop new services and support transit services in urban, rural, and tribal communities. In 2016, the federal government invested $11.99 billion in transit nationally; of that amount, approximately $42.71 million went to transit systems in the State of Oklahoma.

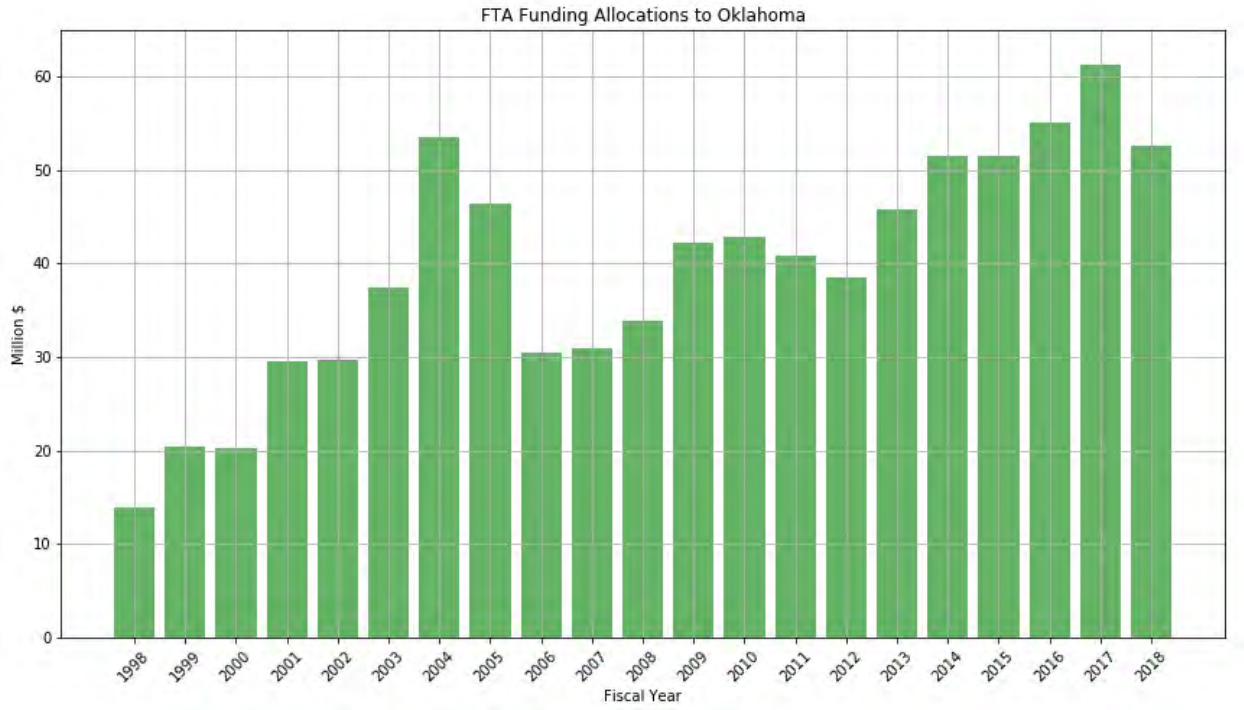

Figure 5.12 FTA Funding Allocation to Oklahoma, 1998–2018
Source: FTA Apportionments Formula and Discretionary Programs by State, Fiscal Year 1998-2018

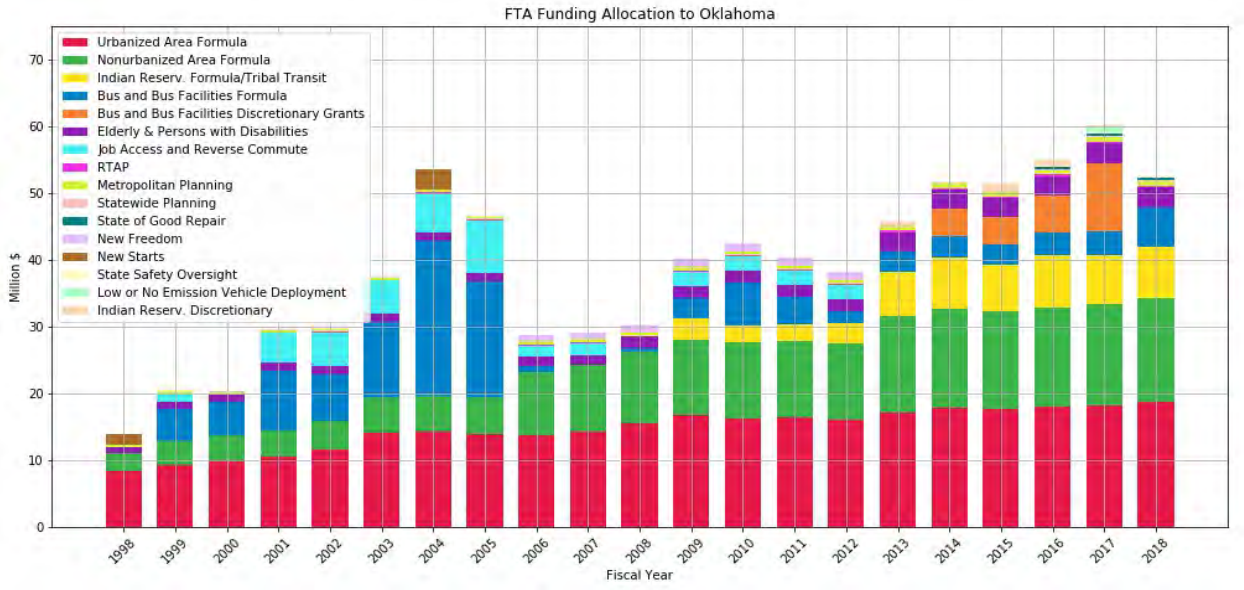

Figure 5.13 FTA Funding Allocation to Oklahoma (All Programs), 1998–2018
Source: FTA Apportionments Formula and Discretionary Programs by State, Fiscal Year 1998-2018

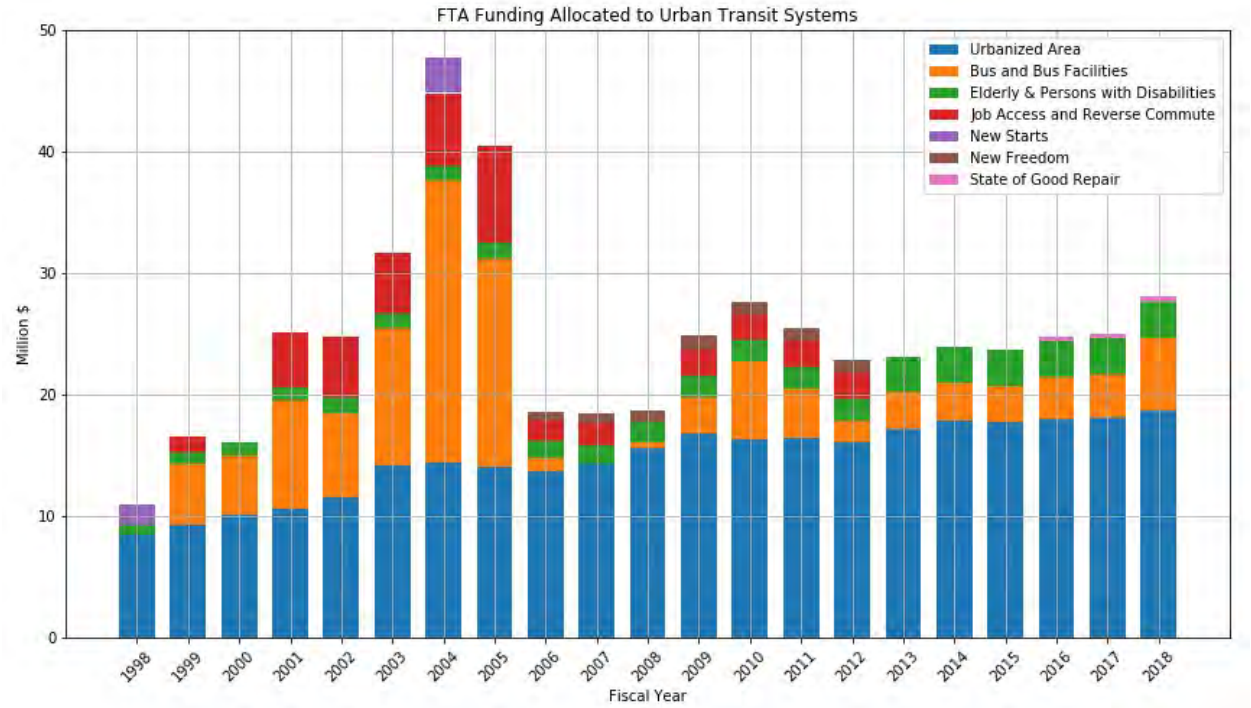

Figure 5.14 FTA Funding Allocated to Urban Transit Systems in Oklahoma, 1998–2018
Source: FTA Apportionments Formula and Discretionary Programs by State, Fiscal Year 1998-2018

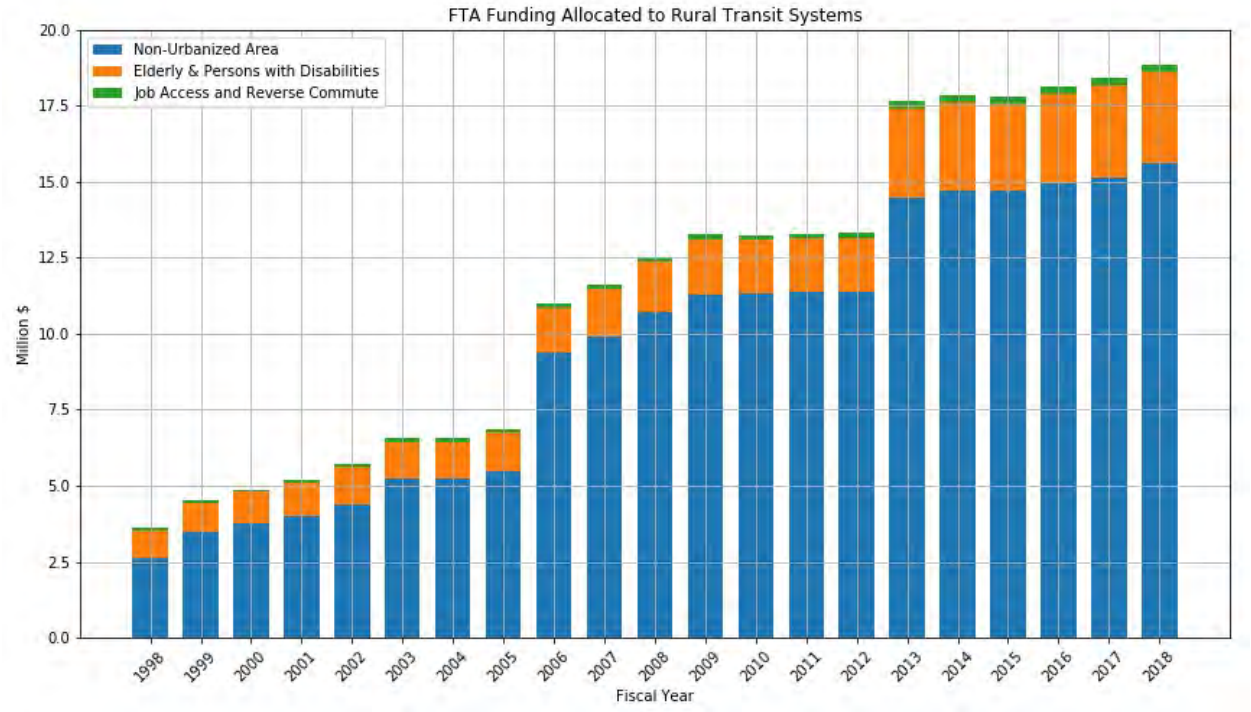

Figure 5.15 FTA Funding Allocated to Rural Transit Systems in Oklahoma, 1998–2018
Source: FTA Apportionments Formula and Discretionary Programs by State, Fiscal Year 1998-2018

5.9 Transit Ridership in Oklahoma

Since 2010, transit ridership in Oklahoma has consistently been over 10 million trips (See Figure 5.16). Oklahoma transit systems notched record ridership in 2014. Between 2014 and 2017, rural ridership fell considerably due to fuel prices. Tribal ridership, though a small portion of overall ridership, has remained relatively steady. The system-wide total transit ridership in Oklahoma from 2010 to 2017 is shown in Figure 5.17.

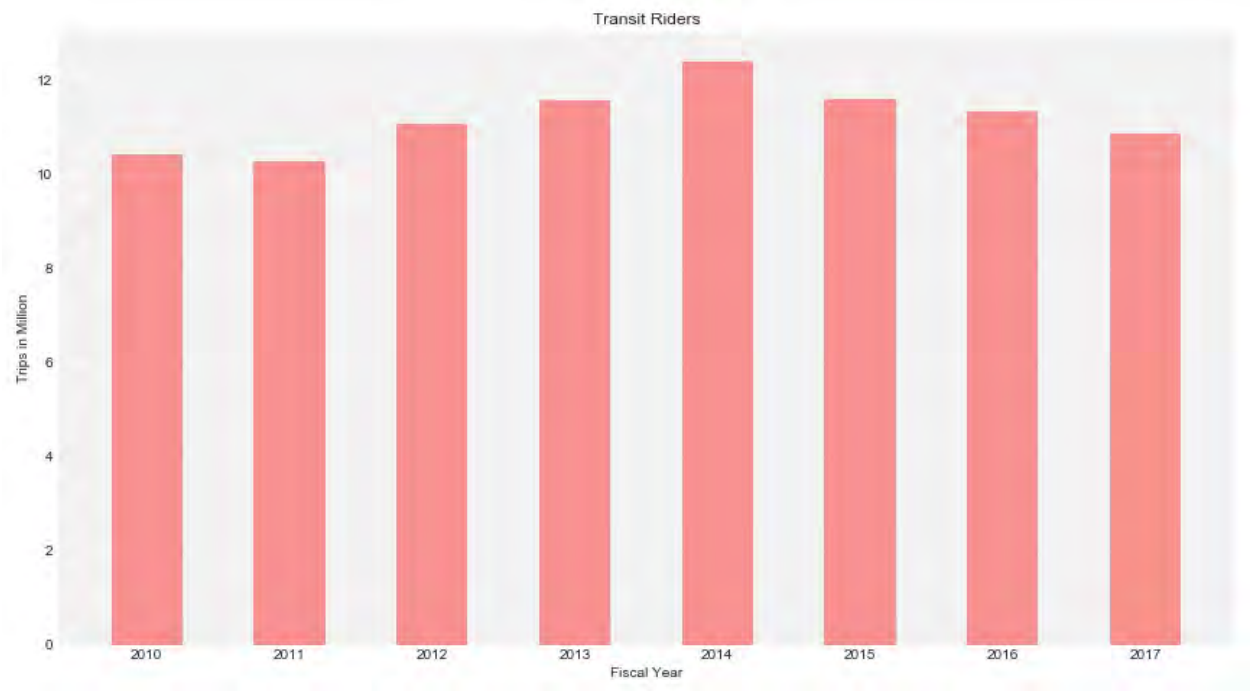

Figure 5.16 Total Transit Riders in Oklahoma, 2010–2017
Source: National Transit Database

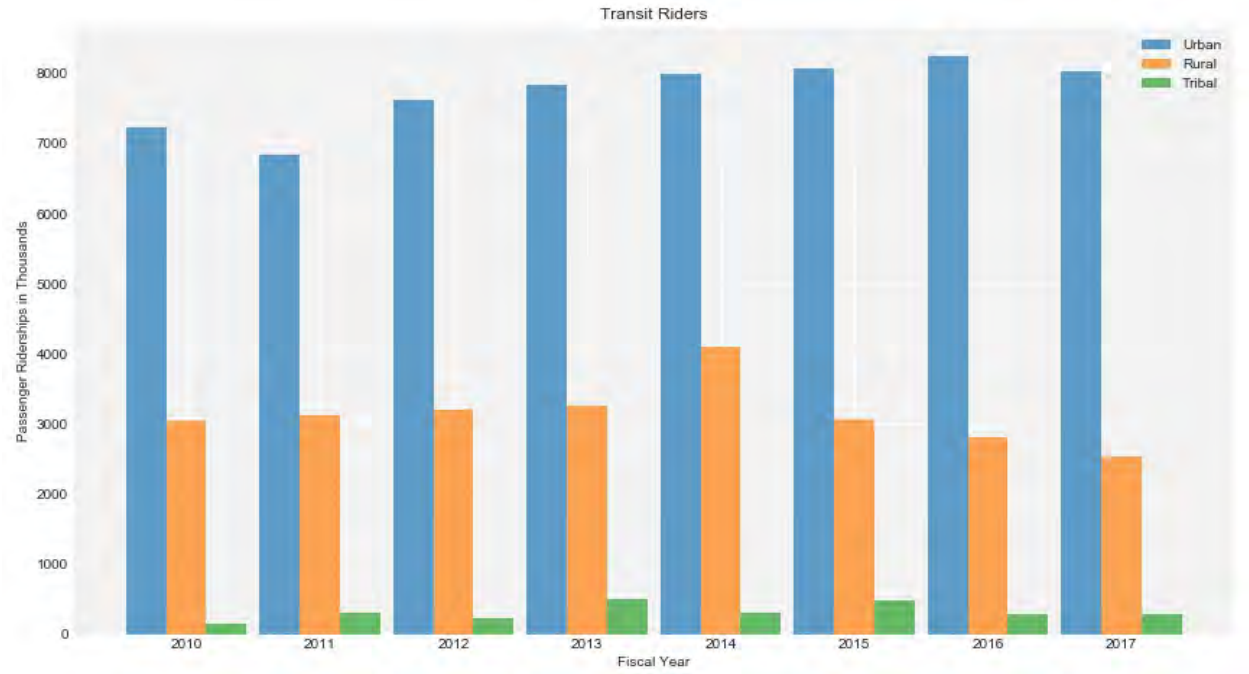

Figure 5.17 Agency-wide Transit Riders in Oklahoma, 2010–2017
Source: National Transit Database

5.10 Transit Service Hours

Transit agencies in Oklahoma provided 1.7 million hours of transit services to passengers in 2017; this had been a consistent trend since 2012 (See Figure 5.18). Rural transit systems provided more service hours than urban transit systems. They served more than 1 million hours from 2011 to 2016, and the service hours have been declining since 2013. The service hours in rural systems fell to about 0.97 million hours in 2017. The service hours for urban transit systems remained consistent over the last few years, providing about 0.6 million hours. The service hours for tribal systems declined by 38,000 hours in 2016, but remained consistent in 2017 (See Figure 5.19).

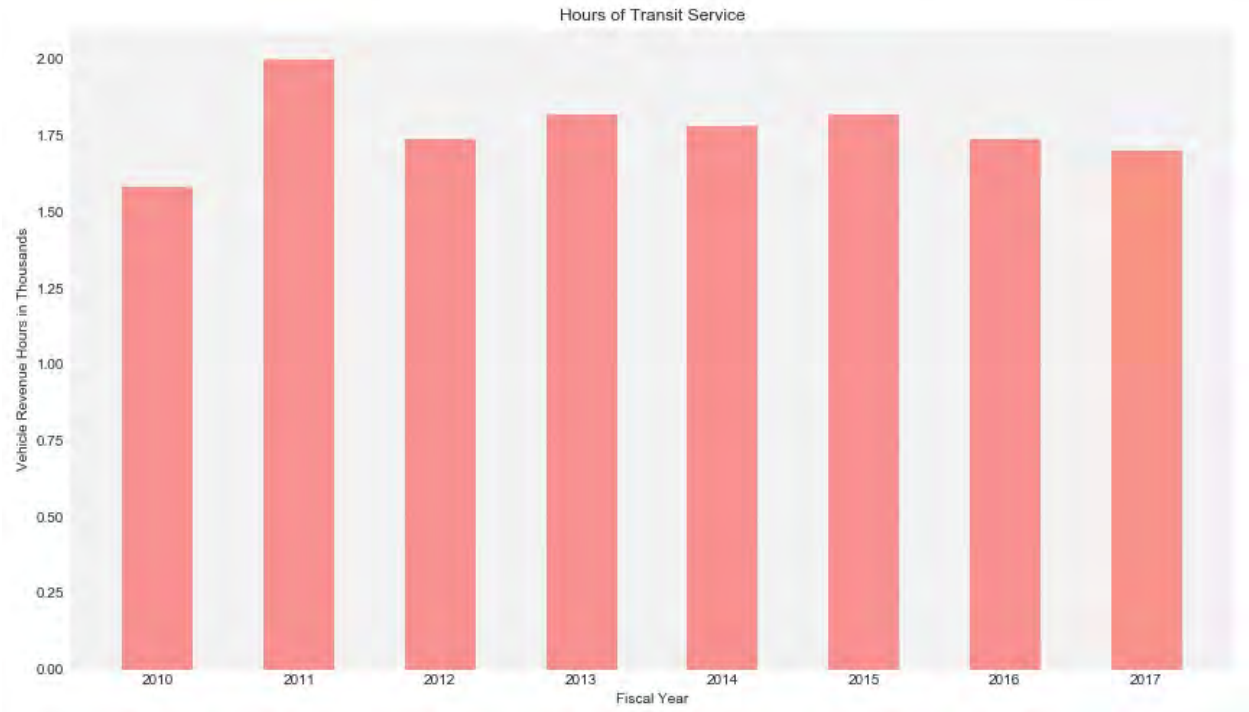

Figure 5.18 Total Hours of Transit Service Operated in Oklahoma, 2010–2017
Source: National Transit Database

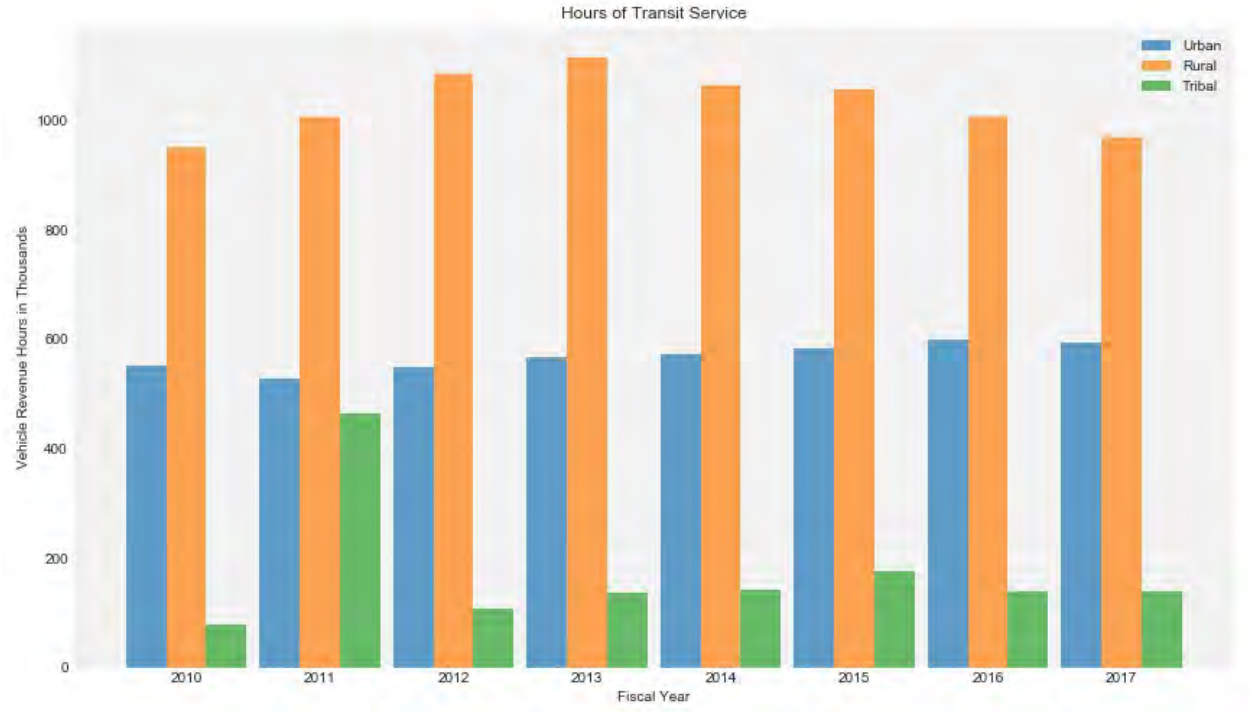

Figure 5.19 Agency-wide Hours of Transit Service Operated in Oklahoma, 2010–2017
Source: National Transit Database

5.11 Transit Revenue Vehicle Miles

Transit agencies in Oklahoma provided about 30 million miles of transit services per year from 2012 to 2015. The vehicle miles started to decline in 2015, and dropped to about 29 million in 2017, which was about 2.5 million fewer miles than in 2015 (See Figure 5.20). Rural transit systems have provided about 60% of total revenue miles in Oklahoma since 2010. The service miles for rural transit systems started to decline in 2015. They served 2 million fewer miles in 2017 than in 2015. However, urban transit systems served 0.27 million more miles in 2017 than in 2015. The service miles for tribal transit systems have also declined since 2015 (See Figure 5.21).

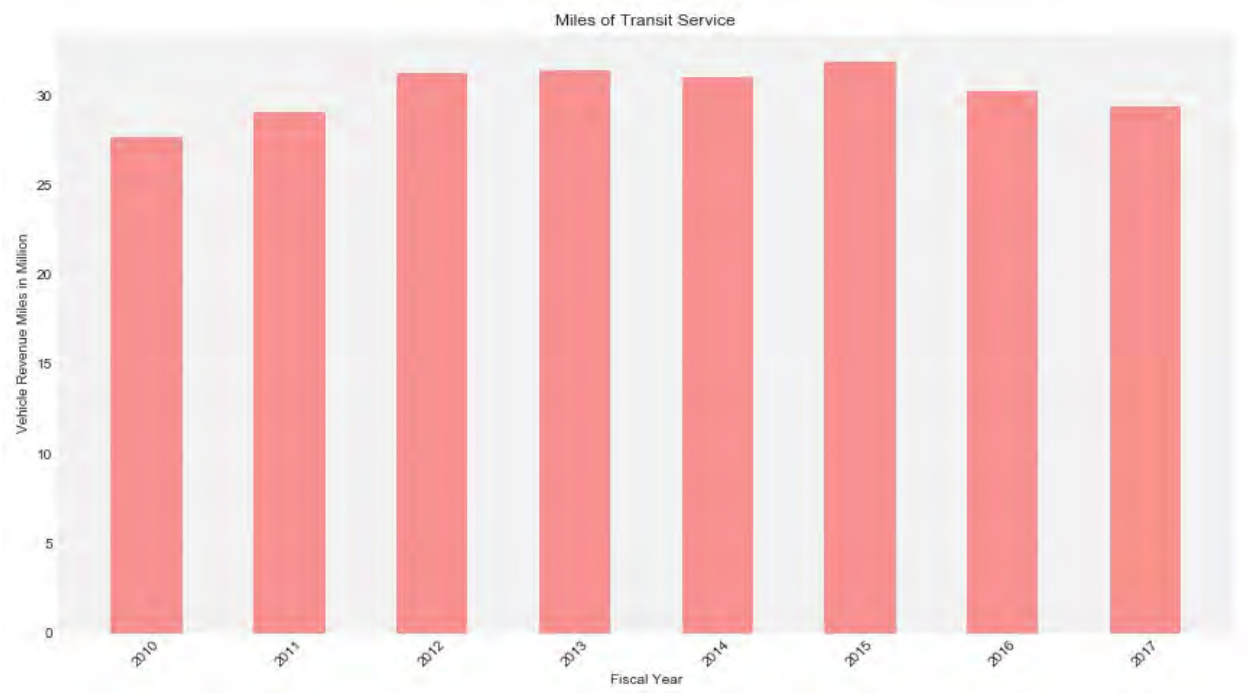

Figure 5.20 Total Revenue Vehicle Miles of Transit Service in Oklahoma, 2010–2017
Source: National Transit Database

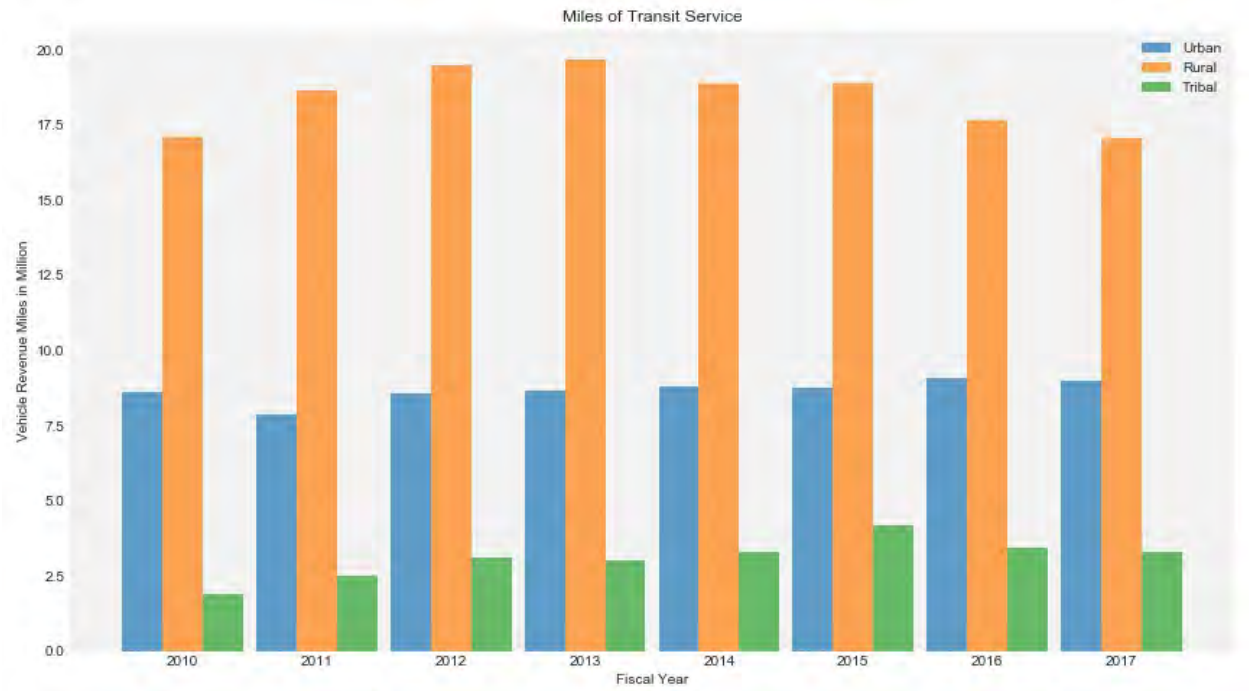

Figure 5.21 Agency-wide Revenue Vehicle Miles of Transit Service in Oklahoma, 2010–2017
Source: National Transit Database

5.12 Survey of Transit Providers

5.12.1 Types of Service Provided

The five urban agencies, along with another four rural agencies and two tribal agencies, provide traditional fixed-route services. All five urban agencies, one tribal agency, and the other seven rural agencies provide ADA complementary paratransit service. Only one of the urban agencies provides demand-response for the public. Another urban agency provides limited-eligibility demand-response (serving only certain rider groups), and human service transportation (for clients of human service programs). The remaining rural and tribal agencies throughout the state provide a type of demand-response service, and some provide a flexible-route and veterans' transportation services. Nearly all of the rural agencies provide demand-response service for the public, and some provide human service transportation for clients of human service programs (See Table 5.25 & Figure 5.22).

Table 5.25 What Types of Transportation Services Does Your Organization Provide (Check All That Apply)?

Service Type	Number of Agencies	Percentage of Agencies
ADA complementary paratransit	13	46%
Traditional fixed-route	11	39%
Flexible route	5	18%
Demand-response for the general public	23	82%
Limited-eligibility demand-response (serving only certain rider groups)	4	14%
Human service transportation (for clients of human service programs)	12	43%
Veterans transportation	6	21%

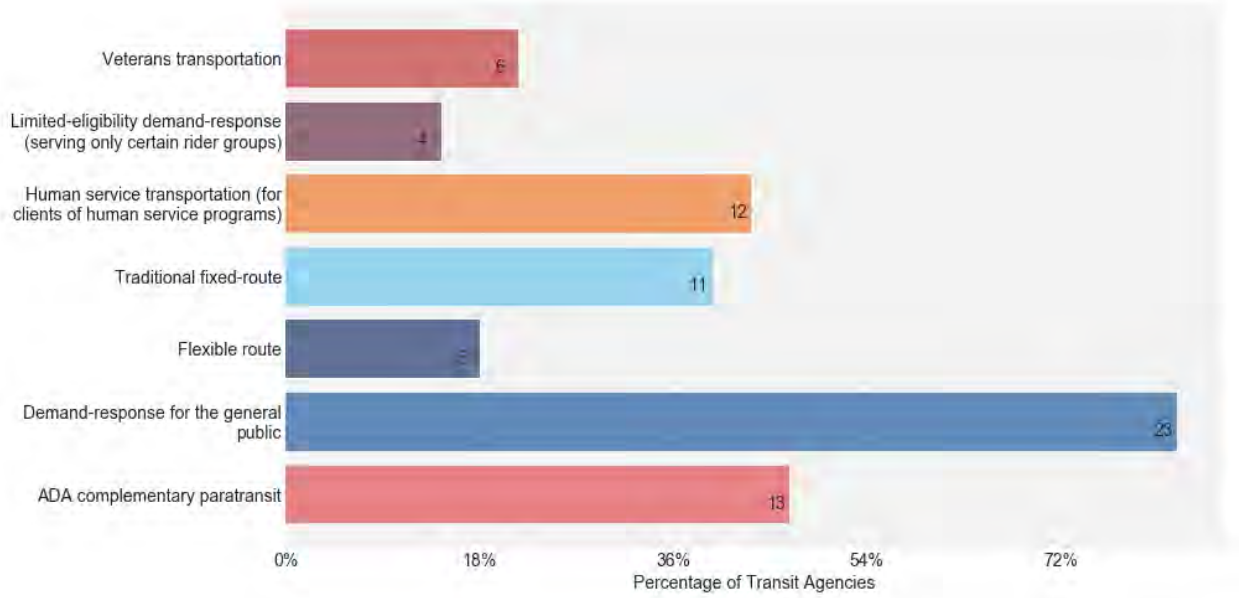

Figure 5.22 Type of Transportation Services Provided by the Transit Agencies

Five urban, three rural, and three tribal agencies provide fixed-route service. Almost all transit agencies (93%) provide curb-to-curb services. Most of the demand-response systems provide door-to-door service, which is a higher quality service than curb-to-curb, and two of them provide a door-through-door, or escort service, which is a higher quality service where drivers help riders in and out of buildings.

Table 5.26 Do You Provide the Following Types of Service (Check All That Apply)?

Service Type	Number of Agencies	Percentage of Agencies
Fixed-route	11	39%
Curb-to-curb	26	93%
Door-to-door	12	43%
Door-through-door or escort service	2	7%

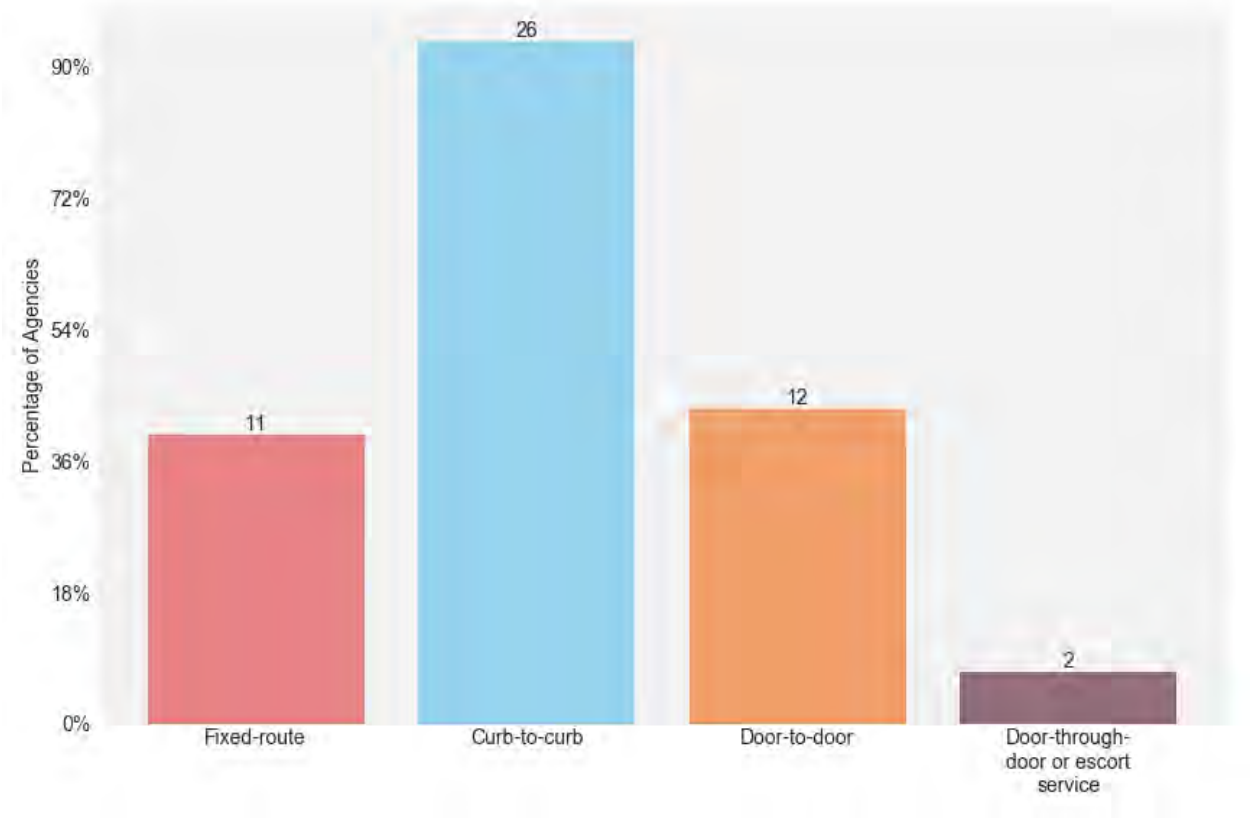

Figure 5.23 Type of Service Provided by the Transit Agencies

5.12.2 Span of Service

Service span measures hours per day and days per week that demand-response transit service is available in a given location, or for a particular trip. It is a key measure of service availability and quality of service, as used in the Transit Capacity and Quality of Service Manual (TCQSM) (Kittelson & Associates, Inc., Parsons Brinckerhoff, KFH Group, Inc., Texas A&M Transportation Institute, and ARUP 2013). The information regarding how transit agencies provide service in different areas, such as information on the number of days per week and the number of hours per day, was collected from the survey and the agencies' websites. According to the TCQSM, the service span was measured and mapped based on days and hours of service, as shown in Figure 5.24 and Figure 5.26.

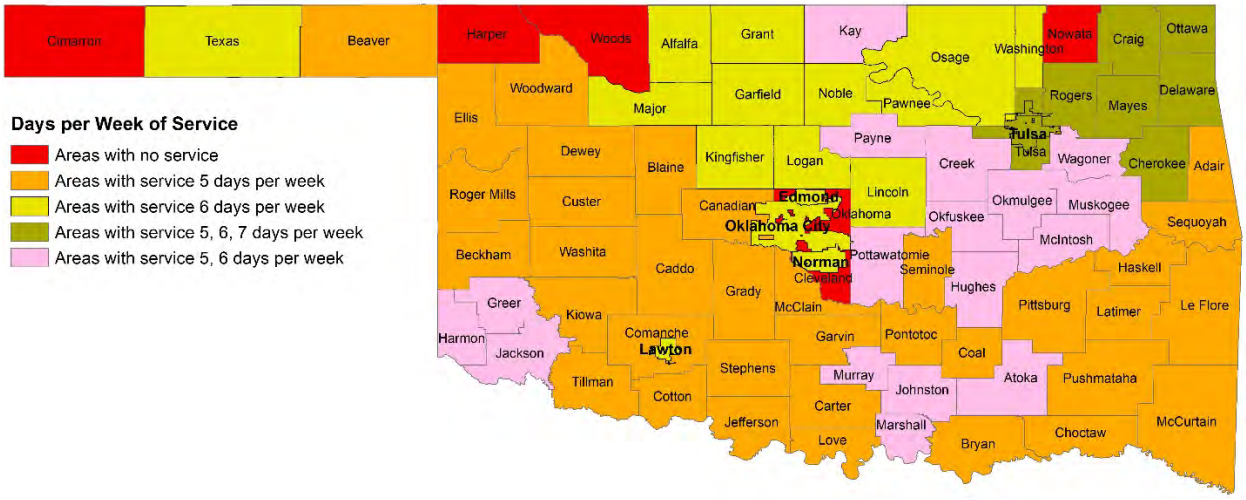

Figure 5.24 Areas with Transit Service Days per Week

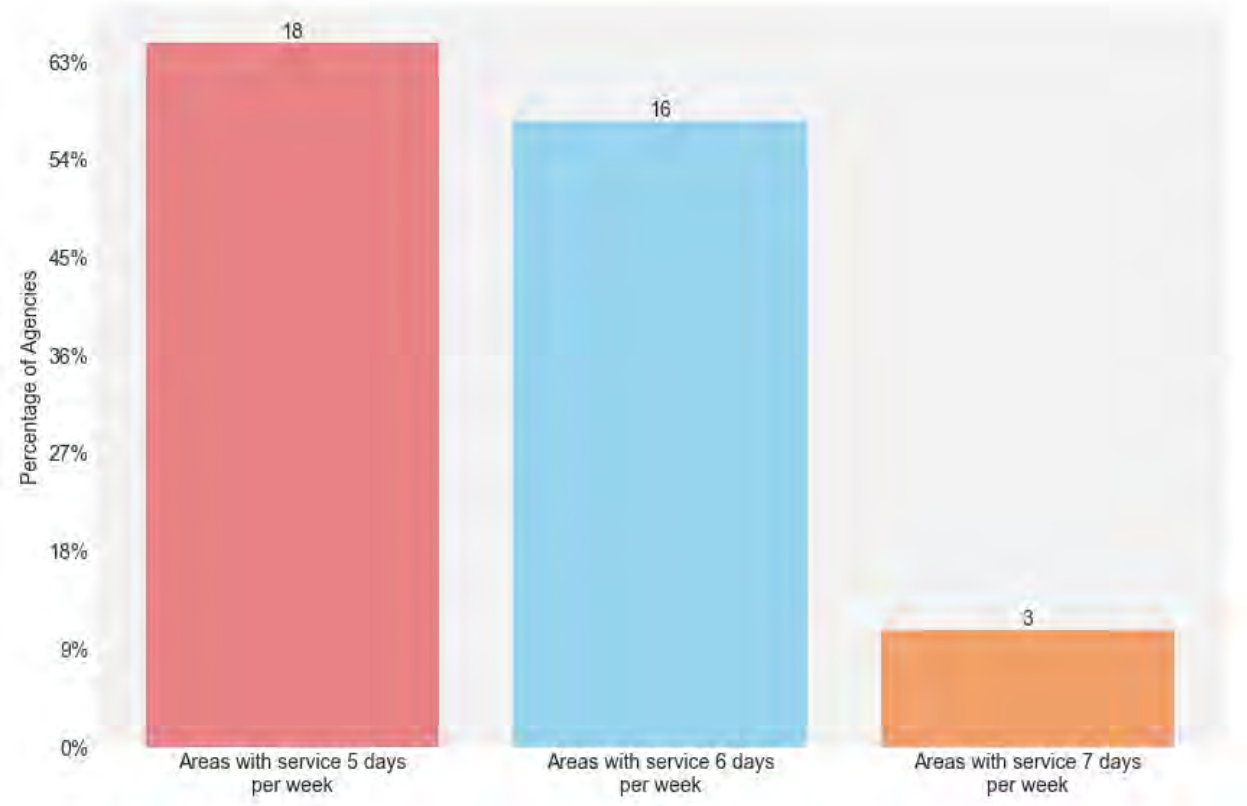

Figure 5.25 Percentage of Transit Agencies Serving Areas with Service Days per Week

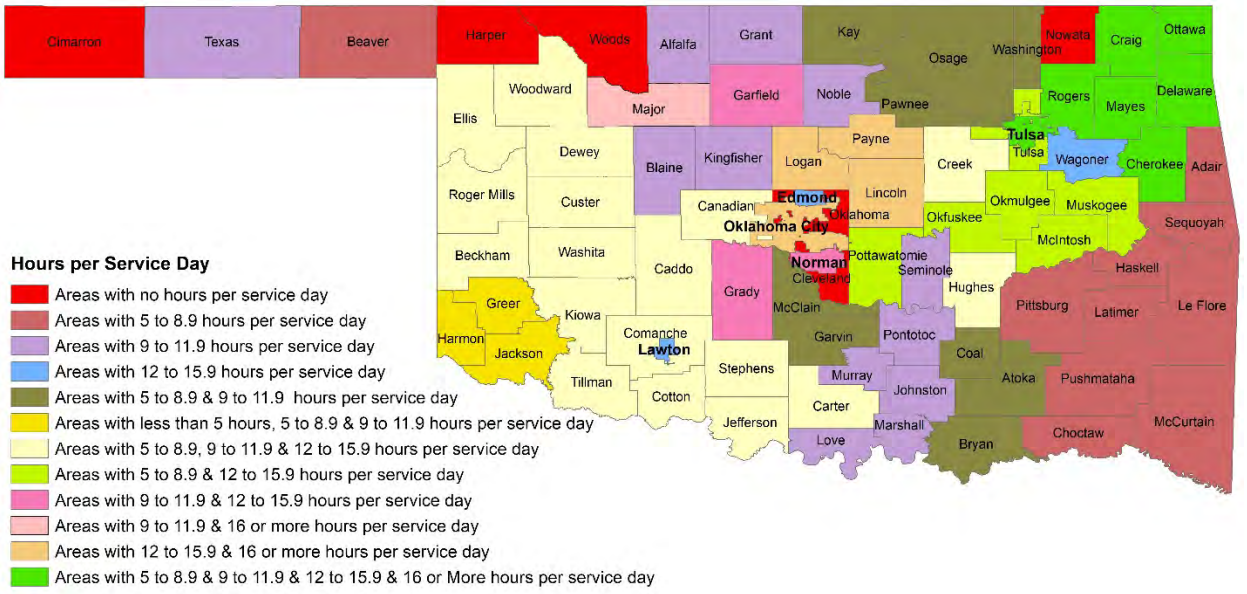

Figure 5.26 Areas with Service Hours per Service Day

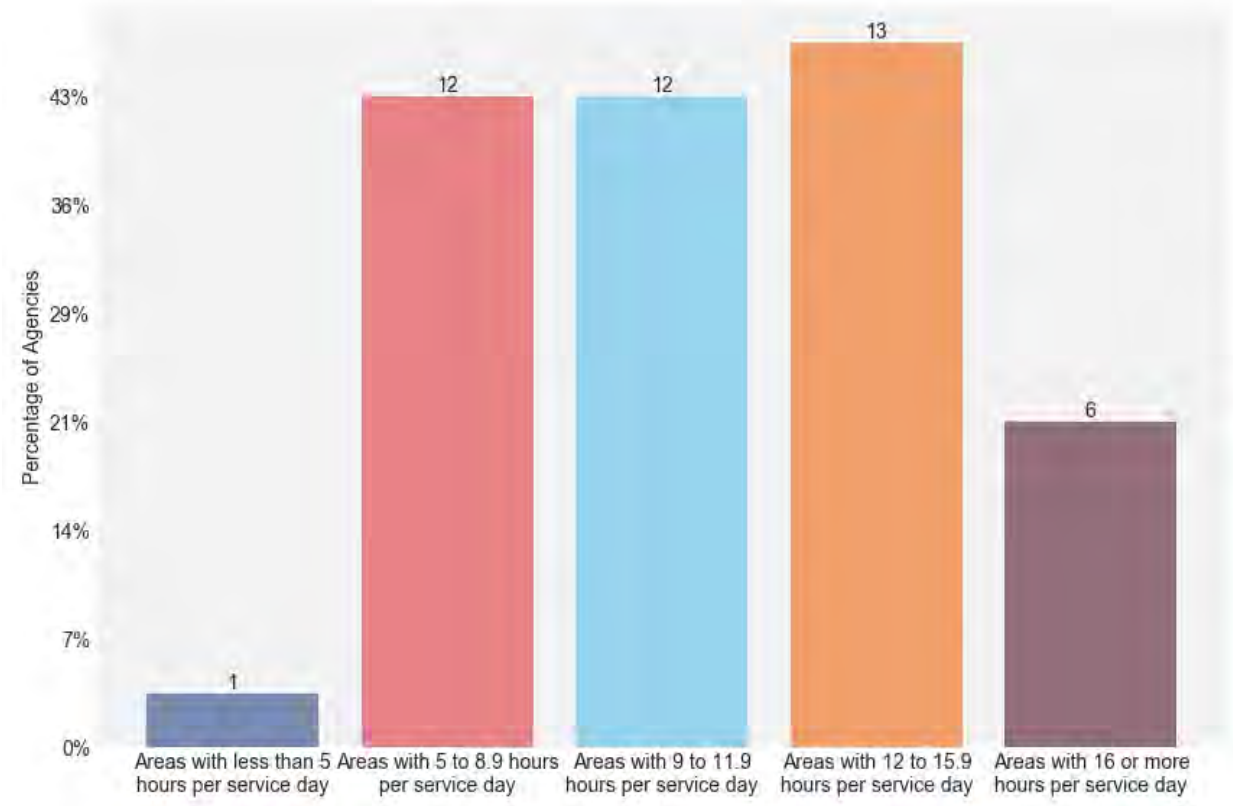

Figure 5.27 Percentage of Transit Agencies Serving Areas with Service Hours per Service Day

Choctaw, McCurtain, Pushmataha, Cleveland, and Oklahoma counties run demand-response transit service seven days per week. While everyday service exists in some parts of the state, much of the state has service five days per week. Rural transit agencies commonly provide service 8–10 hours per day, while urban transit agencies provide 13 or more hours per day.

5.12.3 ADA Complementary Paratransit

According to the Americans with Disabilities Act (ADA), public transit agencies that provide fixed-route service, also need to provide complementary paratransit service to people with disabilities who are unable to use fixed-route bus services because of a disability (NADTC n.d.). A fixed route is defined as a specific route with timed stops (OSU 2017). Generally, ADA complementary paratransit service must be operated at the same hours and days within 3/4 miles of a bus route or rail station. Even though the transit agency provides paratransit services within 3/4 miles of a route or station, paratransit eligible customers outside this area could still use the service if they can get to the service area (NADTC n.d.). Tulsa Transit operates the Lift Program to provide ADA complementary paratransit service within the Tulsa city limits. In certain cases, the paratransit service provides services beyond the city limits to meet the requirements of the ADA. Customers outside of service area may use the Lift Program if they are within the service area to be picked up and traveling to a location within the service area (Tulsa Transit 2015). EMBARK provides special services for older adults and persons with disabilities. EMBARK's Plus Program provides lift-equipped van transportation within the service area for persons whose disability prevents them from using the fixed-route bus system. EMBARK's Lift Program provides evening and Sunday public transportation van service for riders in the area bound approximately by Bryant, Meridian, NW 63 and SW 74. The flexible route service operates when fixed-route city buses do not run. Norman Metro Transit – CART runs the MetroLift program, which provides lift-equipped vehicles for origin-to-

destination service for disabled riders (OK DRS n.d.). Under the ADA, OSU-Stillwater Community Transit provides paratransit service within 3/4 miles of the fixed routes. This includes most of the Stillwater city limits (OSU 2017).

As per ADA, the Lawton Area Transit System (LATS) provides complementary paratransit services. The LATS paratransit service is a shared ride service that travels anywhere the fixed-route bus system travels, including a distance of 3/4 miles on each side of the fixed routes (LSC Transportation Consultants, Inc. 2018).

The survey results in Table 5.27 indicated that most of the transit agencies defined ADA paratransit service areas as those operating within 3/4 miles of a fixed-route system. Three of the agencies operate their service within city limits, one operates outside the city limits, and another operates based on demand-response and contracted medical transportation services.

Table 5.27 How is your ADA paratransit service area defined? – Selected Choice

Service Area	Number of Agencies	Percentage of Agencies
Operate within city limits	3	11%
Operate within 3/4 of fixed-route system	8	29%
Operate outside the city limits	1	4%
Demand-response and contract medical transportation	1	4%
No Response	15	54%

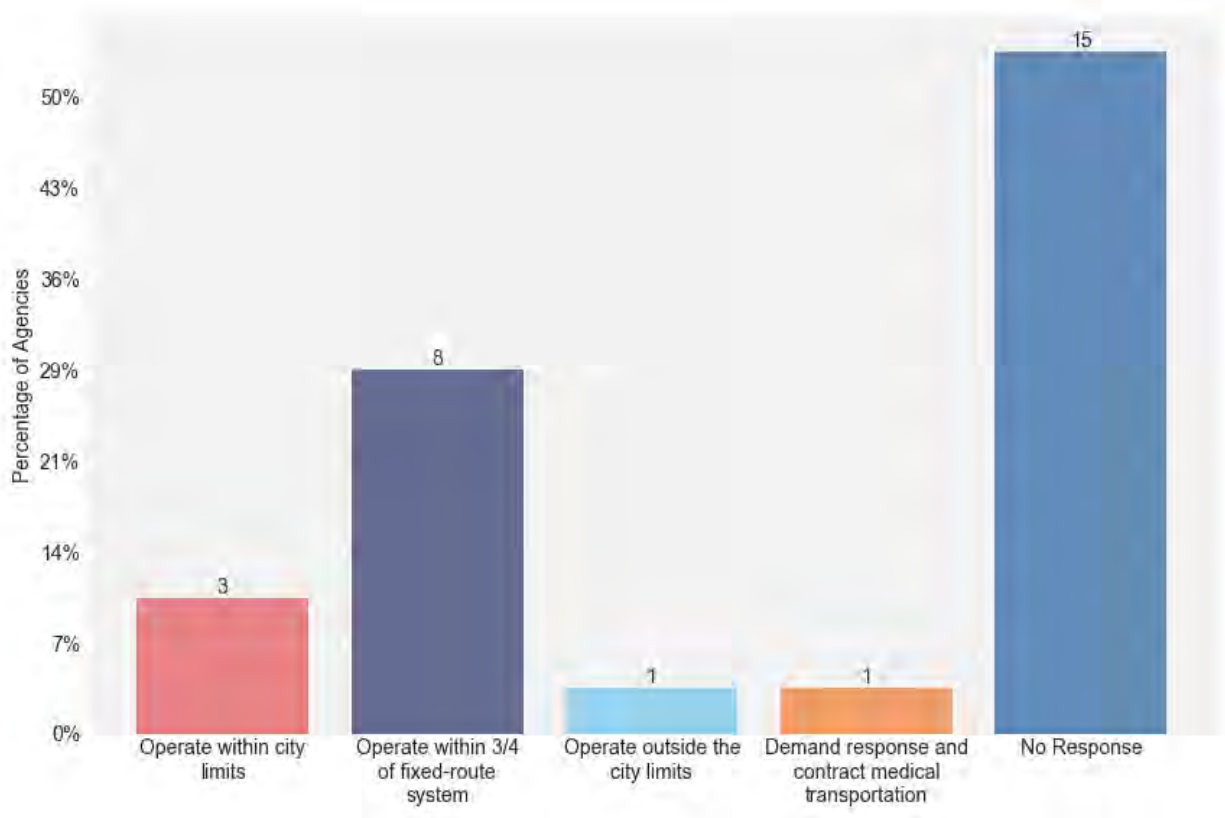

Figure 5.28 ADA Paratransit Service Area by the Transit Agencies

5.12.4 Advance Reservation Time

The advance reservation time, or the response time, is the minimum time that a user can schedule and access a trip. This is an important measurement of transit availability where most of the trips are scheduled based on where the user wants to go. This measure also increases the availability of the service to the user. The TCQSM includes advance reservation time as a measure of demand-response transit quality of service. The TCQSM categorizes the response time associated with each level of service shown in Table 5.28 (Kittelson & Associates, Inc., Parsons Brinckerhoff, KFH Group, Inc., Texas A&M Transportation Institute, and ARUP 2013).

Table 5.28 Demand-Responsive Transit Response Time with Level of Service

Level of Service	Response Time	Description
1	Up to ½ hour	Very prompt response; similar to exclusive-ride taxi service
2	More than ½ hour, and up to 2 hours	Prompt response; considered immediate response for DRT service
3	More than 2 hours, but still same day service	Requires planning, but one can still travel the day the trip is requested
4	24 hours in advance; next day service	Requires some advance planning
5	48 hours in advance	Requires more advance planning than next-day service
6	More than 48 hours in advance, and up to 1 week	Requires advance planning
7	More than 1 week in advance, and up to 2 weeks	Requires considerable advance planning, but may still work for important trips needed soon
9	More than 2 weeks, or not able to accommodate trip	Requires significant advance planning, or service is not available at all

The reservations for Cleveland Area Rapid Transit (CART) may be made up to two weeks in advance but no later than the day before the scheduled trip. CART suggests customers schedule a trip before noon the day before they would like to travel. CART also requires at least 24 hours in advance to schedule all secondary zone rides (CART n.d.). Tulsa Paratransit (the LIFT) requires seven calendar days in advance for reservations (Tulsa Transit 2015). EMBARK Plus does not provide same-day reservations; however, it makes every effort to schedule a trip for the time requested. In the event the specified time requested is not available, it may offer an alternate time within one hour before or after the requested time. Trip reservations are accepted from one to seven days in advance of the desired travel date (EMBARK 2018). First Capital Trolley allows reservation to be made seven days in advance, but no later than the previous day before 4:00 p.m. (First Capital Trolley 2015). SoonerRide requires at least three business days before making a reservation for any medical appointment (SoonerRide 2010). A reservation for OSU-Stillwater Community Transit (the RAMP) may be made up to 14 days in advance, but no later than the previous day before 4:30 p.m. (OSU 2017). LATS Paratransit accepts trip reservations no less than 24 hours and no more than 14 days prior to the requested time (LSC Transportation Consultants, Inc. 2018).

The survey results shown in Table 5.29 indicate that most of the transit agencies require at least 24 hours in advance to reserve a demand-response trip. One of the tribal agencies requires more than one week in advance for reserving a trip.

Table 5.29 How Far In Advance Must A Rider Schedule A Demand-Response Or Paratransit Trip (Check All That Apply)?

Minimum Advance Reservation Time	Number of Agencies	Percentage of Agencies
Same-day service on space available basis	13	46%
Same-day service	9	32%
Guaranteed (standing-order or subscription service)	8	29%
Next-day/24-hour advance reservation	17	61%
Will-call or Call When Ready for return trip	8	29%
Two-day/48-hour advance reservation and up to one week	8	29%
More than one week in advance	1	4%

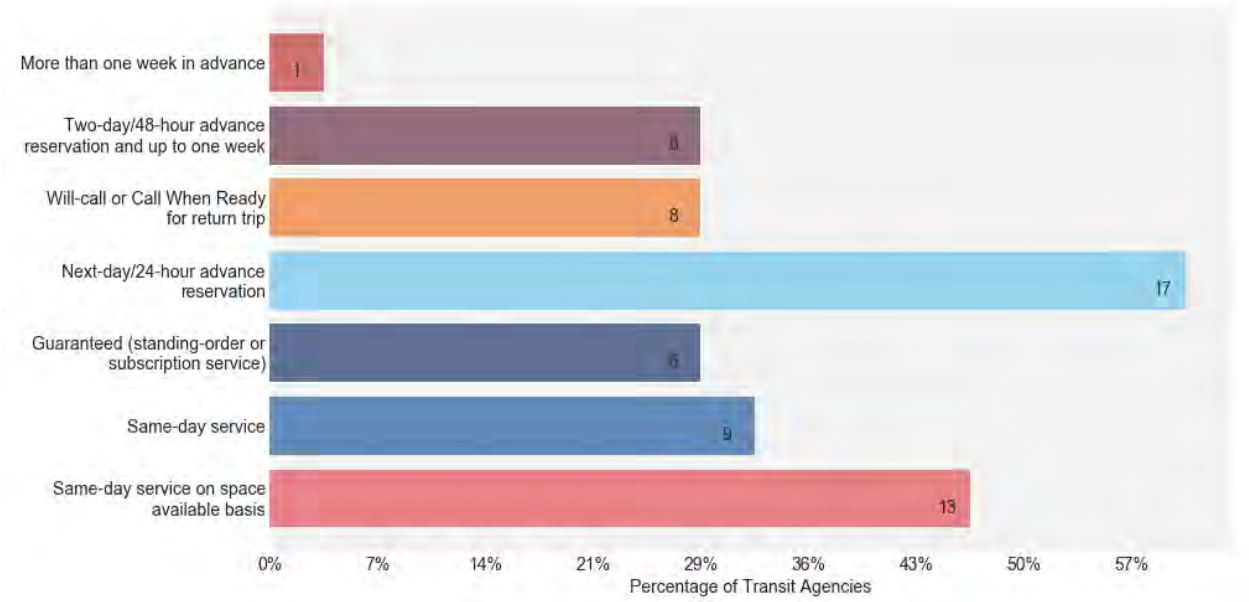

Figure 5.29 Minimum Advance Reservation Time for Demand-Response or Complementary Paratransit Service

5.12.5 Fares

Information on fares was collected for fixed-route and demand-response providers for both in-town and longer-distance trips. Many rural transit agencies charge a round-trip fare. These fares were divided by two to calculate a one-way fare. Many demand-response providers charge the same rate for senior citizens, youth, and the public; however, some providers charge reduced fares for senior citizens, disabled persons, and youth (Mattson and Hough 2015).

5.12.6 Rider Characteristics

In the survey, transit agencies were asked to identify the percentage of riders who are senior citizens (age 60 or older), people with disabilities, or youth (up to age 18). As shown in Table 5.30, there are many older adults who ride on traditional fixed-route systems. There are also a significant number of people with disabilities who ride on fixed-route system. As shown in Table 5.31, a high percentage of the riders

are older adults and people with disabilities for demand-response systems. Some tribal systems also provide a larger number of trips to students.

Table 5.30 Percentage of Riders that are Older Adults, People with Disabilities, or Youth for Traditional Fixed-Route Systems

Traditional fixed-route Systems	Elderly (age 60 or older)	People with Disabilities	Youth (up to age 18)
	---------percentage of riders---------		
Muskogee County Public Transit Authority	55	35	2
Cleveland Area Rapid Transit (CART)			
OSU/Stillwater Community Transit	5	5	10
Central Oklahoma Transportation and Parking Authority	14	36	7
First Capital Trolley			
Citylink of Edmond			
Muscogee (Creek) Nation Transit	75	25	5
Lawton Area Transit	10	10	15
Tulsa Transit	8	7	4
Cheyenne and Arapaho Tribal Transit	50	10	10

Table 5.31 Percentage of Riders that are Older Adults, People with Disabilities, or Youth for Demand-Response for the General Public Systems

Demand-Response Systems	Elderly (age 60 or older)	People with Disabilities	Youth (up to age 18)
	---------percentage of riders--------		
Southern Oklahoma Rural Transit System	30	30	
JAMM Transit			
Comanche Nation Transit			
Muskogee County Public Transit Authority	65	35	0
Delta Community Action Foundation, INC.	0.25	0.23	0.1
Enid Public Transportation Authority	50	50	8
MAGB	80	50	
First Capital Trolley	30	15	
Little Dixie Transit	0.5	0.45	0.05
Southwest Transit	24.5	5.5	16
Washita Valley Transit			
United Community Action Program, Inc.	32	25	2
Seminole Nation of Oklahoma Public Transit	0.8	0.15	0.05
KI BOIS Area Transit System	0.51	0.23	0.08
Red River Transportation Service	30	25	15
Central Oklahoma Transit System			
Beaver City Transit	40	15	45
Muscogee (Creek) Nation Transit	30	10	20
Lawton Area Transit	35	60	5
Pelivan Transit/Northeast Tribal Transit Consortium			
Northern Oklahoma Development Authority	65	25	10
Cherokee Nation	10	10	2

5.12.7 Trip Purposes

Transit agencies across the state provide trips for a number of purposes, with the largest share being for medical trips, followed by dialysis trips. The survey result showed that about 64% of the responding transit agencies in the state require a major need for more trips for medical purposes, 54% for dialysis, and 46% for both employment and veteran transportation services trips. The survey results also indicated that about 54% of the responding agencies also require minor needs for more service for education/job training trips, followed by 46% of agencies requiring social/recreation trips (See Figure 5.30).

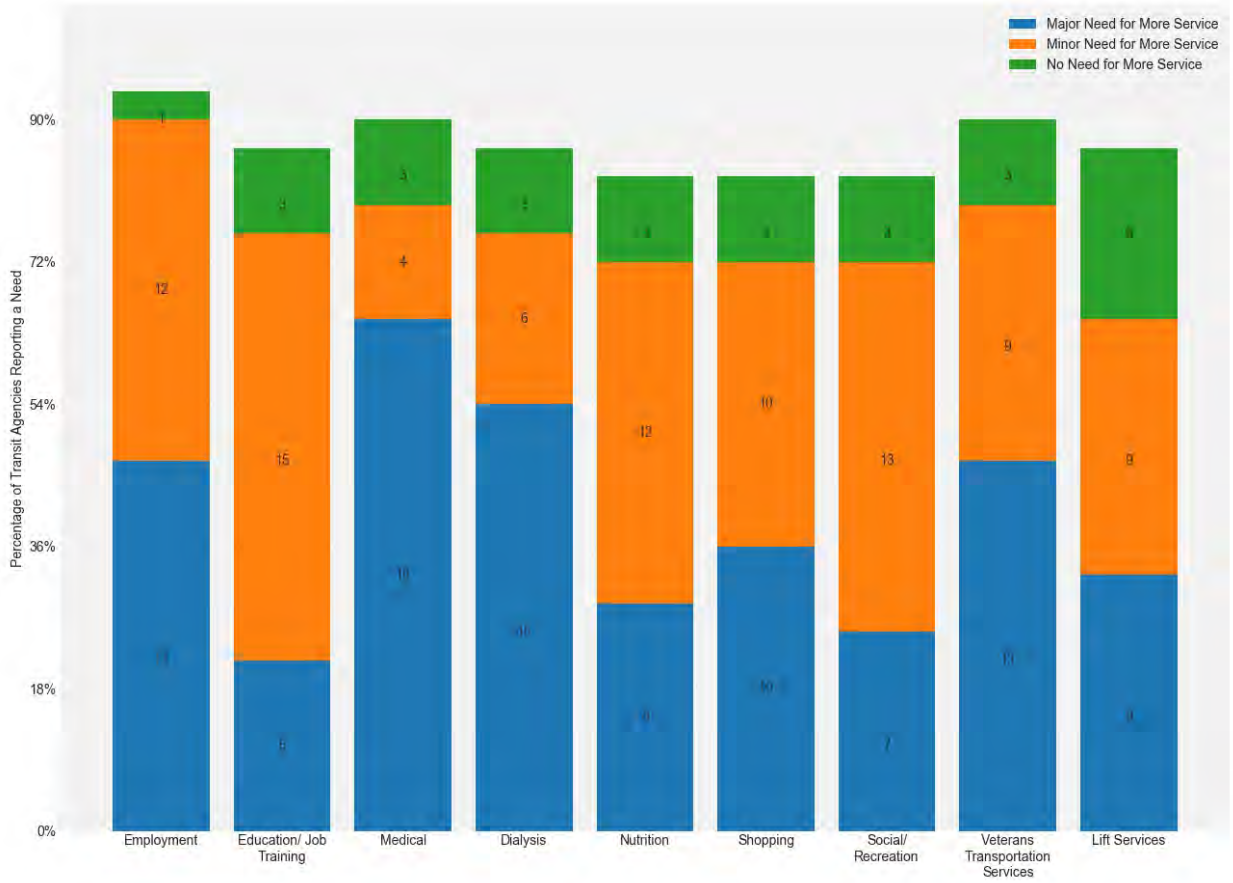

Figure 5.30 Transit Trip Purposes Reported by Transit Agencies

6. TRANSIT NEEDS

6.1 Transit Agency Needs

The transit agency survey was conducted by the Small Urban and Rural Transit Center (SURTC) to collect information regarding needed facility upgrades, the capacity for transit agencies to meet service requests, the need for new services to meet the demands of their clients, and staffing needs.

6.1.1 Facilities

The transit agency survey asked transit agencies to describe the adequacy of their passenger, administrative, vehicle storage, and maintenance facilities for meeting current and expected future needs within the next five years. The transit agencies' responses are shown in Figure 6.1–Figure 6.4. Even though most of the agencies (67.9%) did not respond to the needs for passenger facilities, only about 4% of agencies indicated that their passenger facilities are adequate for current and expected future needs, and about 29% indicated that their passenger facilities are adequate for current needs but inadequate for expected future needs (see Figure 6.1).

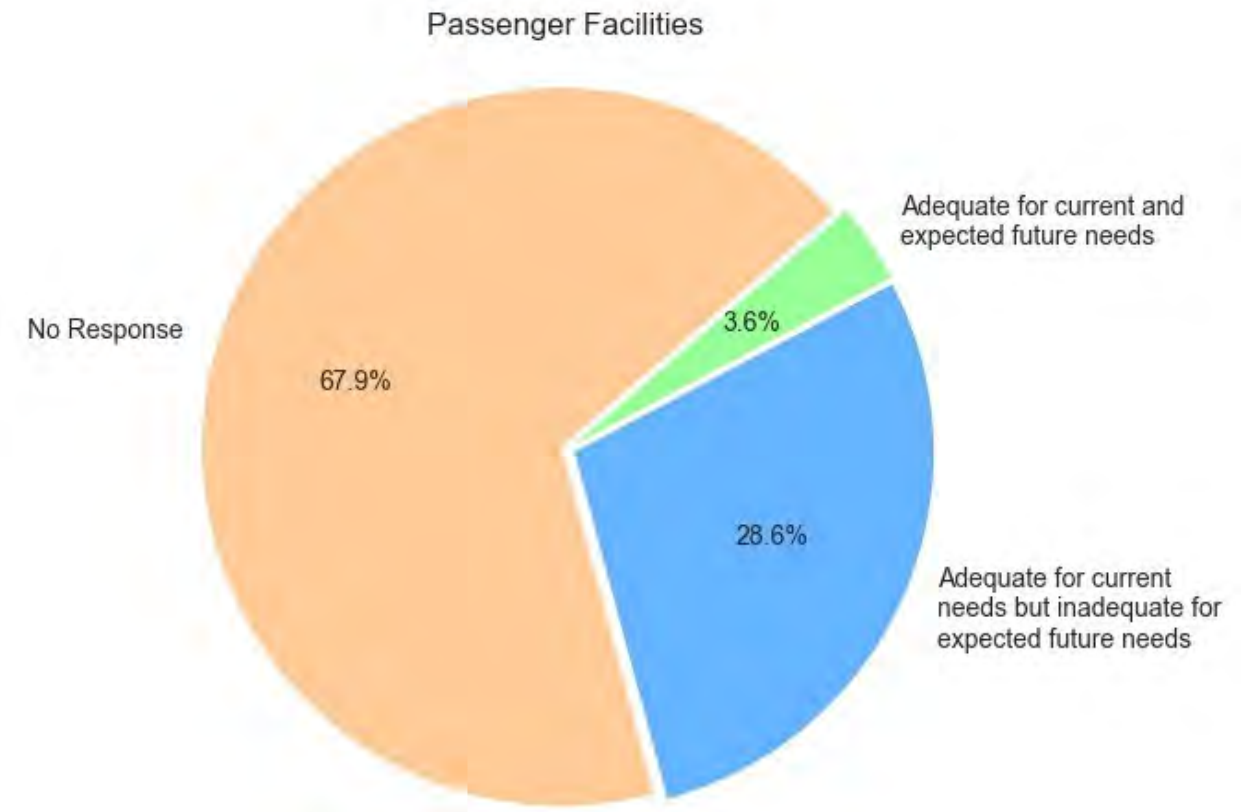

Figure 6.1 Adequacy of Facilities for Needs (Passenger)

The survey showed more than 50% of agencies were adequate for current and expected future needs for administrative facilities. However, about 40% of transit agencies indicated that their administrative facilities were adequate for current needs but inadequate for expected future needs, while only 7% of the agencies indicated they were inadequate for current needs (see Figure 6.2).

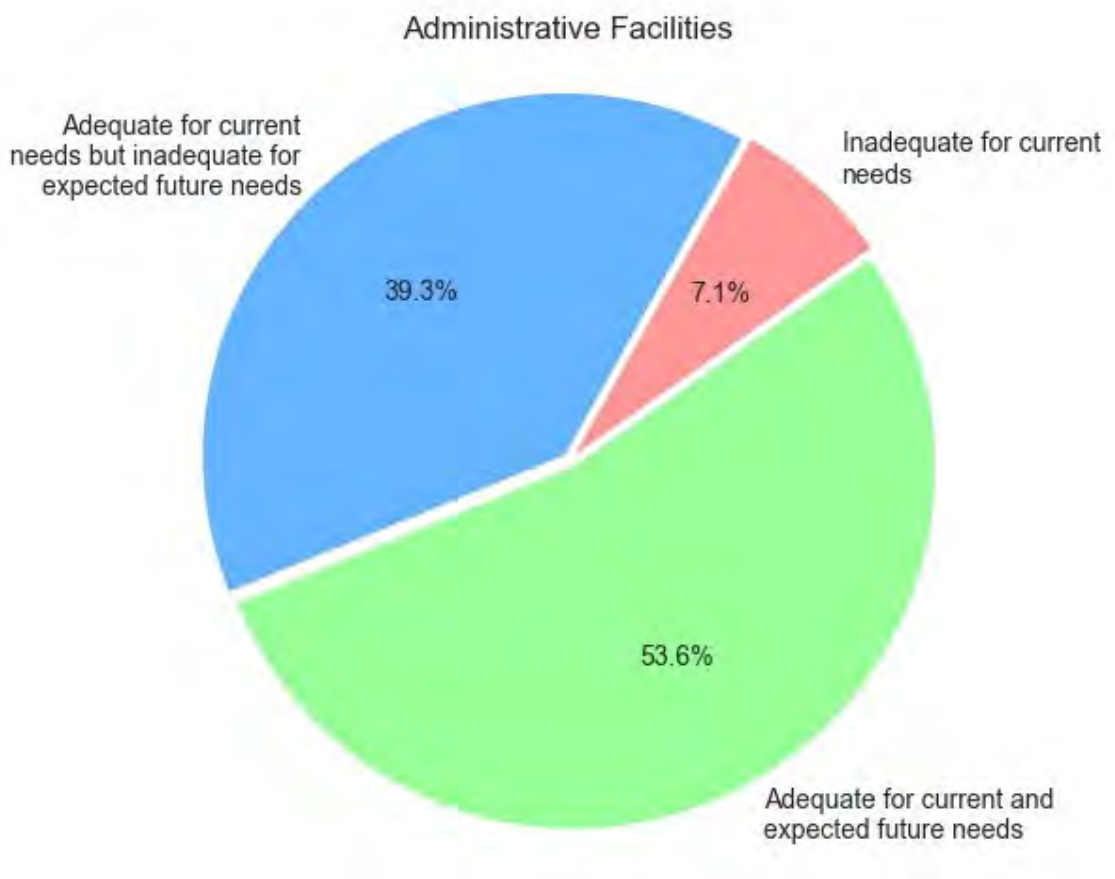

Figure 6.2 Adequacy of Facilities for Needs (Administrative)

The survey also showed that vehicle storage facilities were inadequate for current needs for 18% of transit agencies, and adequate for current and expected future needs for 32% of the agencies. However, about 32% of agencies indicated that their facilities, while currently adequate, were inadequate for expected future needs (see Figure 6.3).

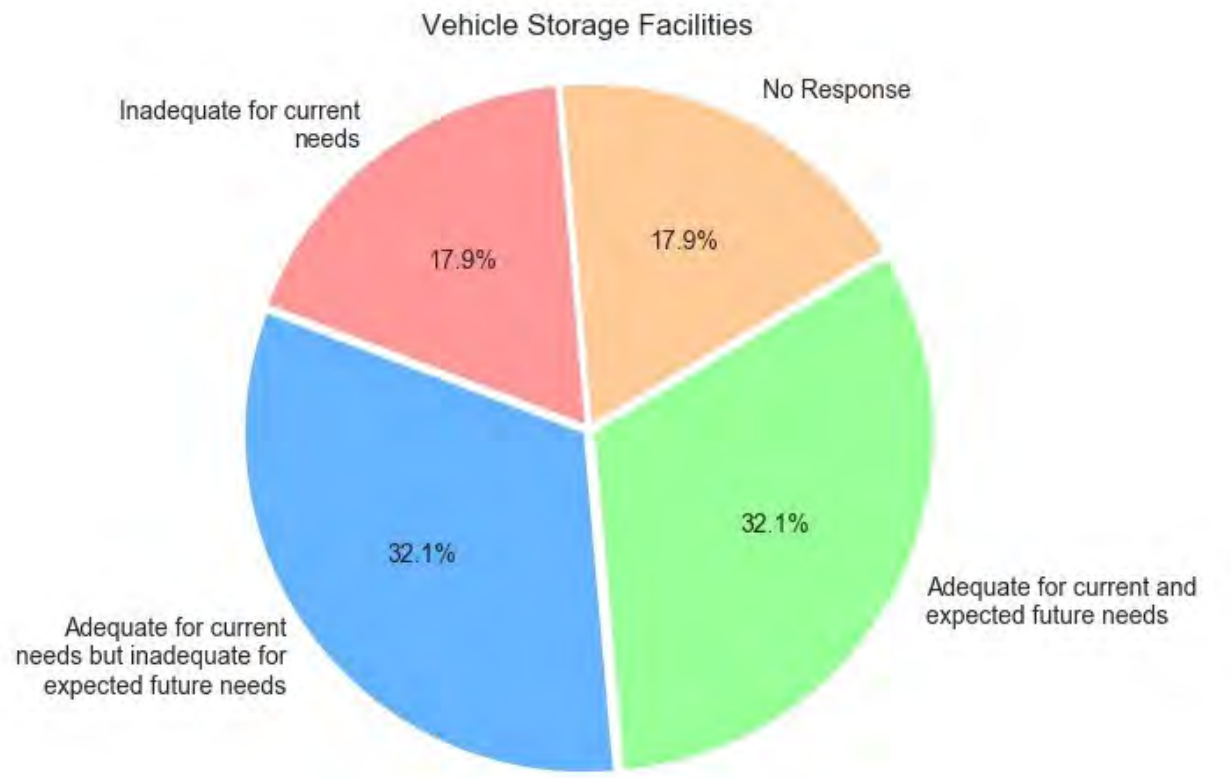

Figure 6.3 Adequacy of Facilities for Needs (Vehicle Storage)

About 32% of transit agencies did not respond about their maintenance facilities. However, only 7% of transit agencies mentioned that their maintenance facilities were currently inadequate, about 21% of agencies indicated they were adequate for current and expected future needs, and 39% of agencies indicated they were adequate for current needs but inadequate for expected future needs (see Figure 6.4). Tulsa Transit mentioned it needed a larger vehicle storage area, and more office spaces. Muskogee County Public Transit Authority noted that the roof of its facility was old and needed either major repairs and upgrades or replacement. OSU/Stillwater Community Transit needed a new bus maintenance facility to handle the capacity of its system. Detailed responses regarding needed facility upgrades are presented in Table 6.1.

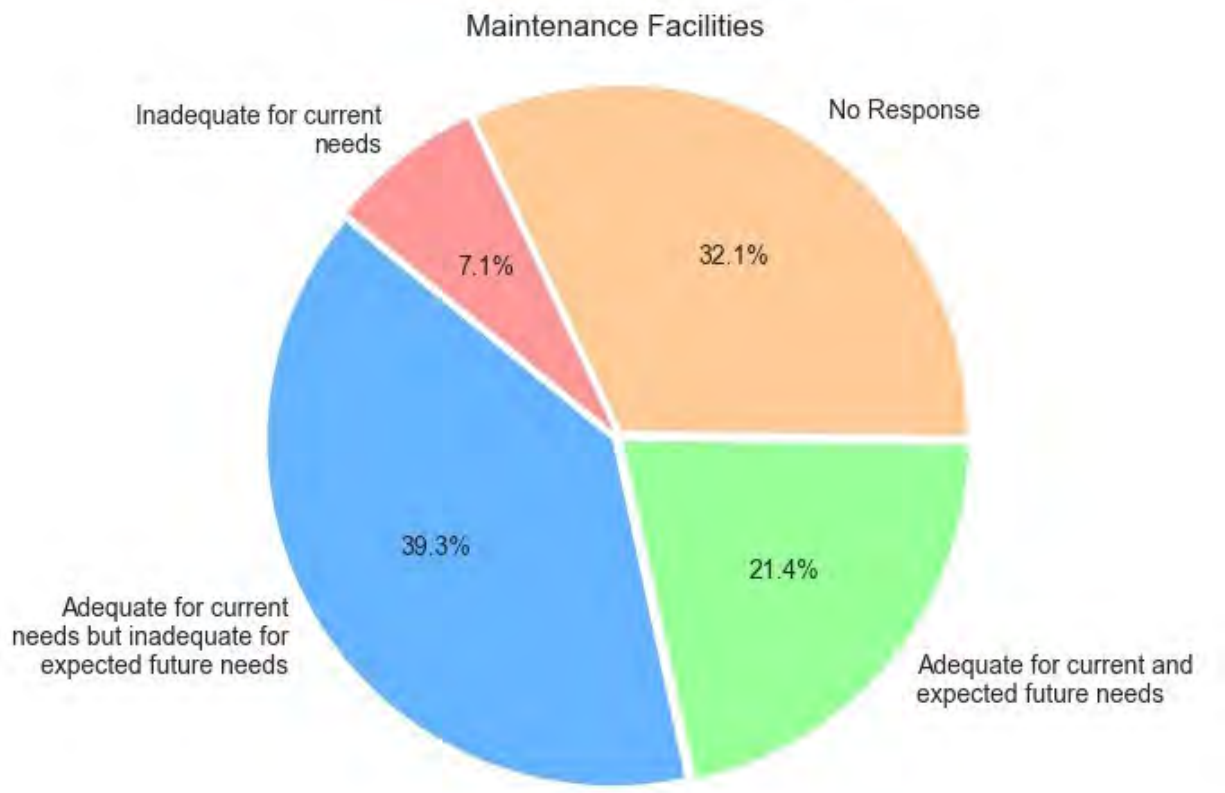

Figure 6.4 Adequacy of Facilities for Needs (Maintenance)

Table 6.1 Needed Facility Upgrades

Transit Provider	Comment on Needed Facility Upgrade
Southern Oklahoma Rural Transit System	Secure lots
Muskogee County Public Transit Authority	Our roof is old and leaks. It needs to have either major repairs and upgrades or replacement. We are in need of cameras at our facility to increase our security. We have a second barn on our property that was not in great condition at the time of purchase that is in dire need of repair and not usable for anything as is.
Cleveland Area Rapid Transit (CART)	As transit needs and ridership grew in Norman, it is expected that a multimodal hub will be needed. In addition, if commuter rail is funded for the OKC metro, there will be a need for stops along the railroad tracks that connect riders with buses.
Enid Public Transportation Authority	We are needing to move the EPTA administration to another facility, away from the drivers and buses. We need to provide more shelter for bus storage. We would like to have our own mechanic/shop help for our vehicles located with the buses and drivers. The current facility that we own needs a new parking lot.
OSU/Stillwater Community Transit	We need a new bus maintenance facility to handle the capacity of our system. Our old facility is 50+ years old and was adapted to do bus maintenance. We need a larger more robust maintenance facility and driver and supervisor operations office.
EMBARK/Central Oklahoma Transportation and Parking Authority	Streetcar storage and maintenance facility is just a few months old. It is adequate for the current route and fleet. Bus facility is about to be upgraded for CNG including fueling station and shop upgrades. Increased bus service requiring a larger fleet would likely force shop expansion.
Little Dixie Transit	We need one of the lifts in the maintenance area replaced due to age and lack of proper functioning. We need some safety features added to the office areas which would provide locked entry doors with a buzzer for customers to use and possibly a drawer to extend out to exchange fare money.

Table 6.1 Needed Facility Upgrades (Continued)

Transit Provider	Comment on Needed Facility Upgrade
Seminole Nation of Oklahoma Public Transit	We are currently looking at expanding our facilities and completely reconstructing the Shop. We are needing a bigger parking lot to store our vehicles and more storage space to keep all our files.
Red River Transportation Service	Upgrade to Frederick transit facility is planned for this program year including better ADA restroom facilities, upgrades to offices, heating/ac systems.
Citylink of Edmond, OK	We need to repave our parking lot which is in bad condition. Covered parking needs to be built to enable us to bring all our vehicles under one roof. We also need a bus wash bay. These mentioned improvements are in the beginning stage right now.
Transit Provider	**Comment on Needed Facility Upgrade**
Muscogee (Creek) Nation Transit	Current expansion of administrative office space is needed. Currently inadequate for needs and expected future growth.
Lawton Area Transit	We are currently in design phase of a Downtown Transfer Center that will have dispatcher and break room space. Building construction will start in 2019 or 2020
Tulsa Transit	Larger vehicle storage area, more office spaces. Upgrade to administration building as it is a 60-year-old building
Northern Oklahoma Development Authority dba Cherokee Strip Transit	Administrative - storage and employee space
Cheyenne and Arapaho Tribal Transit	We plan on building a new maintenance facility, to house most of our staff early next year.

The facility upgrades detailed in Table 6.1 are those identified by the transit agencies. This study does not provide cost estimates for facility needs, and prioritizing these projects is beyond the scope of this study.

6.1.2 Capacity to Serve Demand

Sometimes transit providers turn down a rider's trip request due to space or time unavailability on the vehicle at the rider's requested time. If space is not available at the requested time, the transit provider tries to find a different time for the trip, but if the rider cannot adjust the trip time, then the trip is turned down and the rider is unable to use the service. If riders are not able to schedule a trip when they wish to travel, then the service will be considered less reliable (Mattson and Hough 2015).

Many demand-response providers may turn down trips during periods of unusual demand when they are unexpectedly short on vehicles and drivers. If trip turn-downs happen more frequently, it indicates insufficient capacity to meet the demand. In this case, it may be required to add more vehicles, drivers, or additional service hours and adjust driver schedules to provide more capacity during periods of demand (Mattson and Hough 2015).

The TCQSM third edition measures quality of service for trips turned down using the following ranges for percentage: 0%–1%, >1%–3%, >3%–5%, >5%–10%, and >10%. At the highest quality of service (0%–1%), a rider would experience essentially no trip turn-downs, which is very reliable service. At each subsequent service level, riders will experience some trip turn-downs. At the fourth level, with more than 5% and up to 10% of trip requests turned down, riders may stop relying on the demand-response service for important trips. At the lowest service level, with more than 10% of trips turned down, riders may not rely on the service and may stop riding demand-response transit if another option for transportation is available (Kittelson & Associates, Inc., Parsons Brinckerhoff, KFH Group, Inc., Texas A&M Transportation Institute, and ARUP 2013).

The survey collected information from demand-response providers regarding how often they have to turn down trips because of lack of capacity, as shown in Table 6.2 and Figure 6.5. Ten of the 28 responding agencies (36%) reported they turned down 0%–1% of trips, two providers (7%) turned down 1%–3% of trips, and three providers (11%) turned down 3%–5% of trips. However, five providers reported turning down 5% or more of trips requested. Muskogee County Public Transit Authority, Enid Public Transportation Authority, and Central Oklahoma Transit System turned down 5%–10% of trip requests. Southern Oklahoma Rural Transit System, and Washita Valley Transit reported turning down more than 10% of trip requests. This high rate of trip turn-downs indicates a need for increased capacity through some combination of increased vehicles, more drivers, and additional service hours.

Table 6.2 Percentage of Demand-Response Transit Trip Requests Turned Down Because of Lack of Capacity

Trips Turned Down	Number of Agencies	Percentage of Agencies
0-1%	10	36%
>1-3%	2	7%
>3-5%	3	11%
>5-10%	3	11%
More than 10%	2	7%
Do not know/do not collect data	8	29%

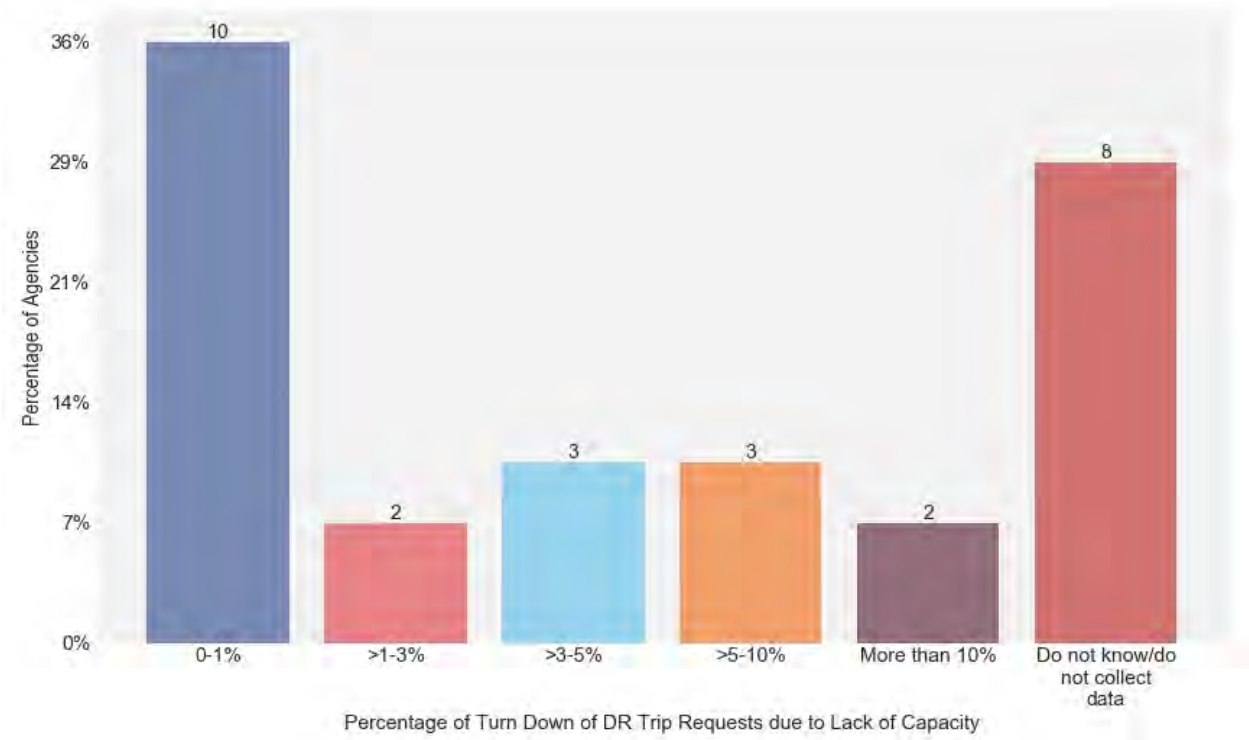

Figure 6.5 Percentage of Demand-Response Transit Trip Requests Turned Down Because of Lack of Capacity

6.1.3 Need for New Services

Survey results suggest there are some types of transportation services needed that are not currently available, as shown in Figure 6.6. Most transit agencies (71%) responded that they need longer hours of service. Fifteen transit agencies (51%) mentioned a weekend service, and 14 agencies (50%) also mentioned longer hours of service. Four agencies (14%) indicated new door-through-door service, and three agencies (10%) indicated new group pickups, new door-to-door service, and new fixed-route service (see Figure 6.6).

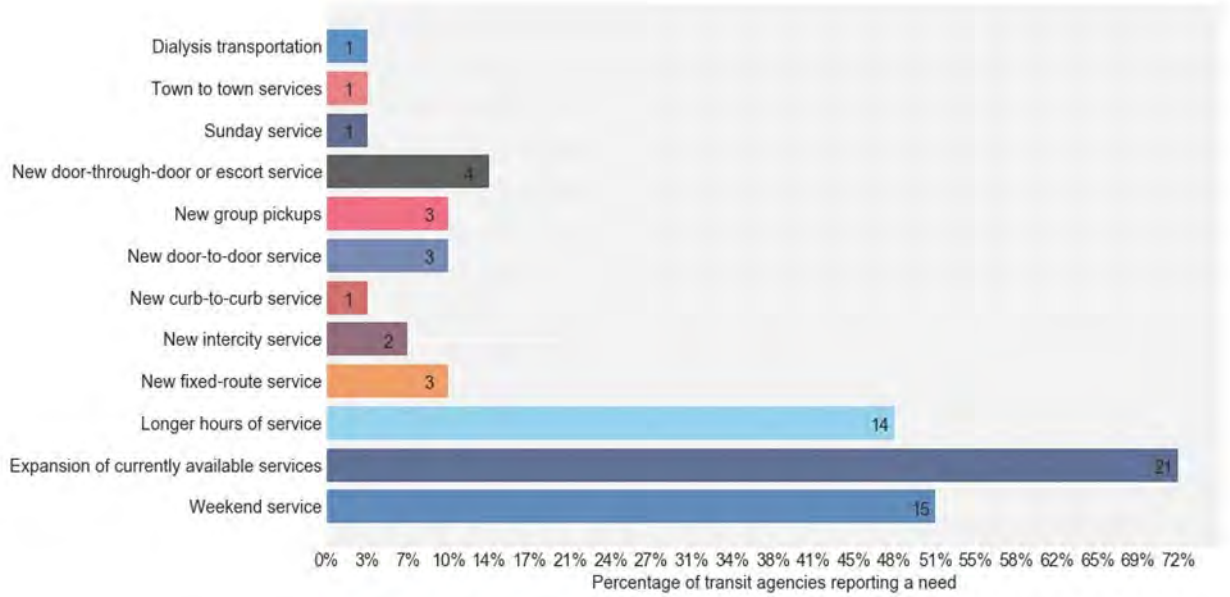

Figure 6.6 Types of Services Needed, Responses from Transit Agencies

Transit agencies were asked if there is a need for more transit service for specific types of trips. According to the results, the greatest needs are for medical trips. Eighteen of the 25 responding transit agencies indicated major needs for more service for medical trips. Fifteen of the 24 responding agencies indicated major needs for dialysis. Providing more services for major needs, such as medical and dialysis trips, indicate a significant positive value to transportation disadvantaged individuals. Many transportation agencies indicated a major need for more services for employment, shopping, and veteran transportation services. Most of the respondents indicated minor needs for more services for employment, educational/job training, nutrition, shopping, social/recreation, veteran transportation services, and lift services (see Figure 6.7).

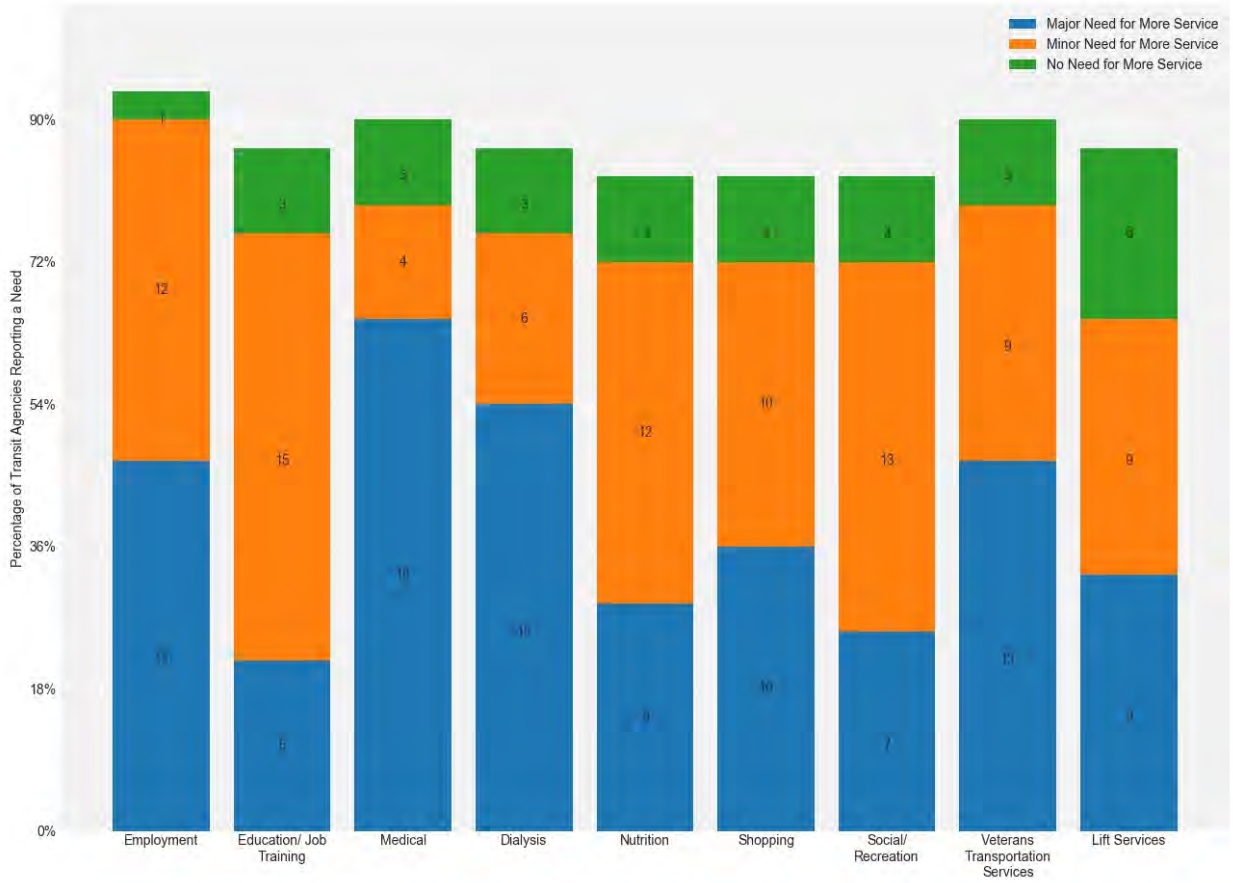

Figure 6.7 Need for More Service for Specific Types of Trips, Responses from Transit Agencies

6.1.4 Staffing Needs

A major finding from the survey of transit agencies is the need to improve staffing capabilities. Fifteen of 28 responding agencies indicated they have inadequate staff to meet current needs. Four agencies indicated they have adequate staff for current and expected future needs; however, nine agencies indicated they have adequate staff to meet current needs, but additional staff is needed to meet expected future needs within the next five years (Figure 6.8).

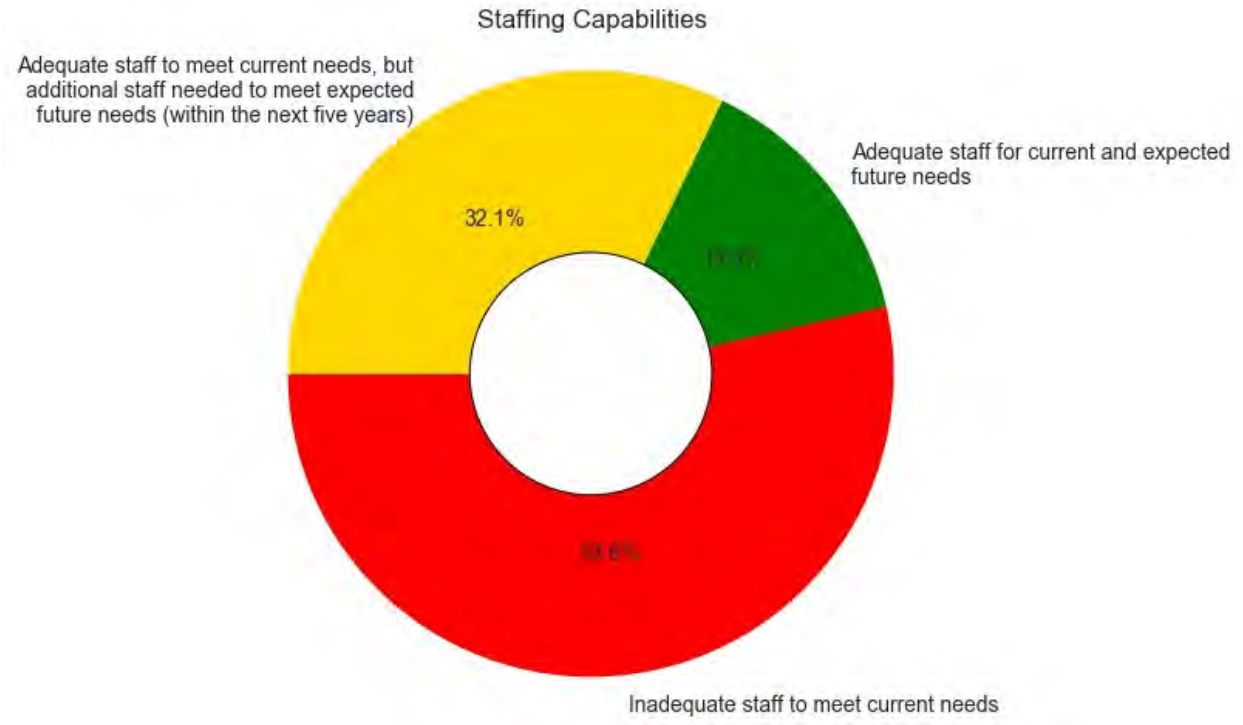

Figure 6.8 Staffing Capabilities of Transit Agencies

Many of the responding agencies mentioned they were short on drivers. Many agencies are currently either adding more vehicles or expanding their services. Therefore, they need more drivers and other staff members. More detailed comments regarding staffing needs are presented in Table 6.3.

Table 6.3 Staffing Needs

Transit Agency	Staffing Needs
Southern Oklahoma Rural Transit System	Need drivers
JAMM Transit	Would hope to be expanding, taking more trips, and see an overall growth in transit for the area.
Muskogee County Public Transit Authority	As we hope to get additional vehicles to provide more service, we will need to hire additional drivers for those vehicles.
Cleveland Area Rapid Transit (CART)	Vehicle operators are difficulty to recruit.
Enid Public Transportation Authority	Within the next five years I most definitely see a need for an increase of 10-12 employees at minimum.
OSU/Stillwater Community Transit	We are constantly short on driving staff.
EMBARK/Central Oklahoma Transportation and Parking Authority	It depends on if we get additional funding. Without a permanent dedicated funding source, it's difficult to project our needs in the next five years. If the city experiences an economic downturn we may be subject to cuts along with other departments. Our funding is allocated annually from city council's general fund.
First Capital Trolley	We would like to open offices in our other service areas. Currently we operate 3 counties out of one office.
Little Dixie Transit	The agency needs additional staff right now to help in the reporting process and/or meeting the regulatory duties for our state funder. It also needs a maintenance person because mechanic left in March and the agency couldn't re-fill this position as full-time so it needs someone willing to work part-time in this position. The agency also needs 10 to 15 additional part-time drivers throughout the program to meet the current trip loads and cut down on delays from the time customers call in until the time the drivers can arrive for transport.

Table 6.3 Staffing Needs (Continued)

Southwest Transit	CDL drivers are difficult to find. Testing locations are not local, and wait is long and may not result in test occurring. Our drivers are aging. Because funding is stagnant, our pay is low.
United Community Action Program, Inc.	We currently need at least 5 drivers to maintain current requests. If new funds and additional vehicles are available, we would like to add 5 to 10 more drivers.
Seminole Nation of Oklahoma Public Transit	We will be adding 4 new buses at the end of this year, taking on all our dialysis clients, and we just added the vehicle maintenance shop into our department and we are needing an admin specialist for them. We will be looking for one more office person, one driver for dialysis only, and at least 2 more full time drivers to cover all buses.
KI BOIS Area Transit System	Need about 50 more drivers
Central Oklahoma Transit System	Currently have 1 transit director, 1 scheduler, 1 data entry staff, 8 drivers, and CFO and grants writer under the community action agency. Would like to have 16 drivers, 2 data entry, 1 dispatch added and 1 scheduler added.
Citylink of Edmond, OK	The addition of a new fixed route to serve part of the City of Edmond is in the developmental stage right now. If that comes to fruition we will need 4-5 more full-time staff.
Beaver City Transit	We have three part-time drivers and one part-time Director. The City provides us dispatcher, and secretary for In-Kind.
Muscogee (Creek Nation) Transit	We could easily employ 5 more drivers if funding was available.
Lawton Area Transit	No expansion of staffing at the moment or in the future. Maybe marketing person for promotion?
Tulsa Transit	Current- some departments are handling many tasks up to 5 different functions. We are low on mechanics, call center reps and drivers. Future- We will need to add more drivers, security, dispatchers, road supervisors and office staff to assist with the Bus Rapid Transit

Table 6.3 Staffing Needs (Continued)

Pelivan Transit/Northeast Tribal Transit Consortium	We will need additional operations staff
Northern Oklahoma Development Authority dba Cherokee Strip Transit	CST has some difficulty retaining drivers because of low starting pay and demands placed by employees on the number of hours they would like to work. Required paperwork is oftentimes an issue.
Cheyenne and Arapaho Tribal Transit	We have in our budget allowing for (13) staff and we only have (7) at the present time. Drivers are very hard to find and keep.

6.1.5 Overall Service

Transit agencies were asked how well the overall transportation needs of their service area residents were being met. Most answered that their needs are being met moderately well (Figure 6.9). Washita Valley Transit Agency indicated that the needs of their service area residents are not being met at all. Southern Oklahoma Rural Transit System and Tulsa Transit indicated that the needs of their clients are being met slightly well.

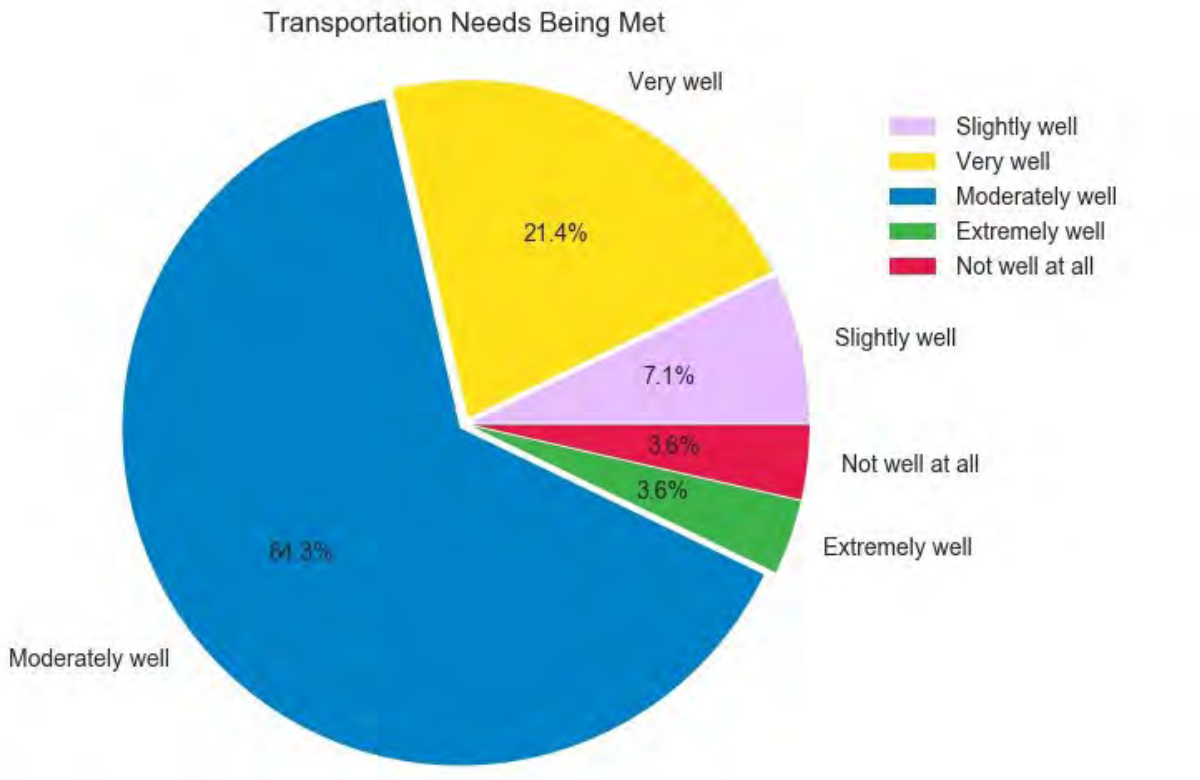

Figure 6.9 How Well the Needs of Residents are Being Met

Responses from transit agencies were mapped according to the counties they serve, as shown in Figure 6.10. Finally, transit providers were asked if they had any additional comments about the needs of their agency and their service area residents or issues and challenges they are facing. A list of comments from transit agencies explaining their responses is presented in Appendix D.

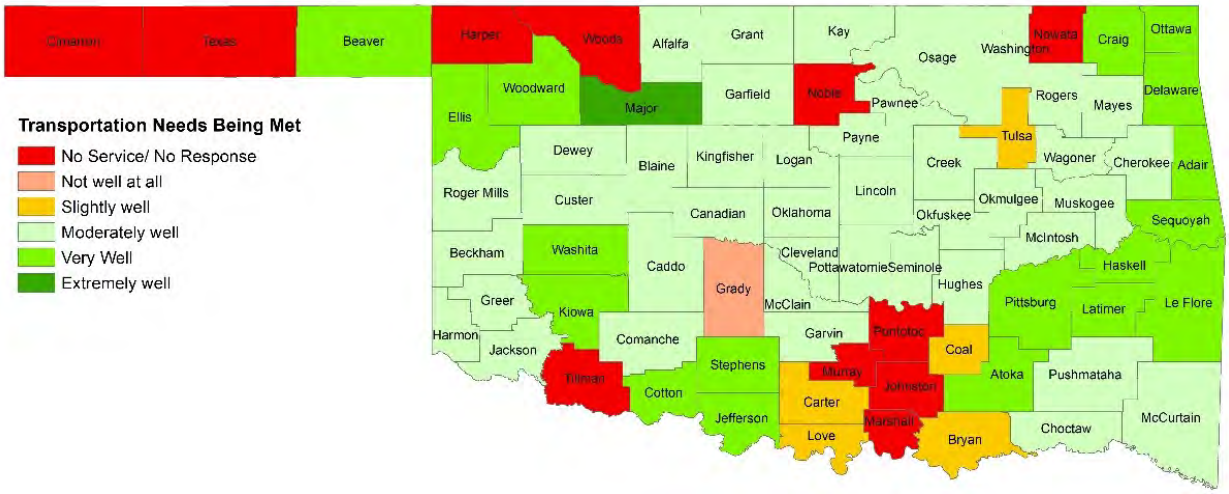

Figure 6.10 Responses from Transit Agencies on How Well Transportation Needs are Being Met

7. FUNDING NEEDS TO REDUCE CURRENT SERVICE GAPS

7.1 Current Service Levels

To evaluate service levels in Oklahoma, the state was divided into 34 regions, including two urban areas (Oklahoma City and Tulsa), four small urban areas (Norman, Lawton, Edmond, and Stillwater), and 28 regions, including 18 rural and 10 tribal areas consisting of one or multiple counties. Regions were determined based on the current service boundaries of the state's transit providers. County-level data are not available for each provider because many serve multiple counties and do not report data at the county level. Table 7.1 shows a description of these regions, the transit agency serving each, along with current and projected populations. Reliable population projections were not available for tribal providers. Table 7.2 provides total and per-capita service data for each region for trips provided, vehicle revenue miles, vehicle revenue hours, and the number of vehicles in service. For both small urban and urban areas, the demand-response and fixed-route data are separated. Oklahoma City area demand-response service includes EMBARK's complementary paratransit service in addition to services from RSVP and Community Action.

The per-capita data presented in Table 7.2 and Figure 7.1–Figure 7.3 illustrate the level of service provided, adjusted for population. Trips per capita is a measure of transit service consumed while vehicle miles and hours per capita are measures of transit service supplied, adjusted for population. The number of active vehicles per 1,000 people, as seen in Table 7.2, shows the availability of transit vehicles and the ability of transit providers to meet demand. Vehicles per capita should not be compared between urban and rural settings because this measure does not consider differences in vehicle capacity, which leads to urban providers appearing to have a low number of vehicles per capita, but fixed-route systems in these areas operate high-capacity vehicles.

As expected, trips provided per capita are highest for fixed-route service in small urban and urban areas. Among rural providers, trips per capita are highest in southeastern, and southwestern Oklahoma, as well as Beaver County, and lowest in the central and north central regions of the state (Figure 7.1). The amount of service provided, as measured by vehicle miles and/or hours per capita, follows a similar pattern with southeastern and southwestern Oklahoma being highest; while, as opposed to trips per capita, Texas and Beaver counties in the northwest region of the state have low vehicle miles per capita (Figure 7.2). This is due to single county service regions in northwest Oklahoma that do not drive as many miles to provide service compared with multi-county service providers in nearly all other parts of the state.

Table 7.1 Regional Transit Service Areas and Population Data

Transit Agency Name	Transit Operator	Counties	Population 2017	Projected Population 2030
Rural				
Cimarron Public Transit	United Community Action Program, Inc.	Creek, Kay, Osage, Pawnee, and Washington	231,885	232,484
Call A Ride Public Transit	Pontotoc County Public Transit Authority	Pontotoc	38,224	39,417
Red River Public Transportation Service	Community Action Development Corporation	Tillman, Roger Mills, Beckham, Custer, Washita, Kiowa, Cotton, Jefferson, Stephens, Dewey, Woodword, Ellis, and Caddo	195,583	190,934
Ki Bois Area Transit System	KI BOIS Community Action Foundation, Inc.	Haskell, Adair, Okmulgee, Cherokee, Latimer, LeFlore, McIntosh, Sequoyah, Pittsburg, and Okfuskee	299,950	291,443
The Ride	City of Guymon	Texas	20,900	21,052
Delta Public Transit	Delta Community Action Foundation, Inc.	Garvin, McClain, and Cleveland (excluding Moore and Norman)	166,893	187,569
Little Dixie Transit	Little Dixie Community Action Agency, Inc.	Choctaw, McCurtain, and Pushmataha	58,844	56,744
Beaver City Transit	Town of Beaver	Beaver	5,315	4,763
Muskogee County Transit	Muskogee County Public Transit Authority	Muskogee	69,086	65,514
JAMM Transit	Inca Community Services, Inc.	Atoka, Johnston, Marshall, and Murray	55,234	56,592
First Capital Trolley	Logan County Historical Society	Logan, Lincoln, and Payne (excluding Stillwater)	111,926	129,223
Washita Valley Transit	Washita Valley Community Action Council	Grady	54,943	60,011
Cherokee Strip Transit	Northern Oklahoma Development Authority	Garfield, Grant, Alfalfa, Major, Noble, Blaine, and Kingfigher	116,020	118,345
Enid Transit	Enid Public Transportation Authority	Enid City Limits and Surrounding Area	53,725	55,418
Southwest Transit	Southwest Oklahoma Community Action Group, Inc.	Jackson, Greer, and Harmon	33,657	30,397
Southern Oklahoma Rural Transit	Big Five Community Services, Inc.	Bryan, Carter, Coal, and Love	110,185	119,930
Central Oklahoma Transit System	Central Oklahoma Community Action Agency	Pottawatomie and Seminole	97,104	101,184
Pelivan Transit	Grand Gateway EDA/ Pelivan	Craig, Delaware, Ottawa, Mayes, Rogers and Nowata	230,912	238,679

Table 7.1 Regional Transit Service Areas and Population Data (Continued)

Transit Agency Name	Transit Operator	Counties	Population 2017	Projected Population 2030
Small Urban		**Service Area**		
CART	Cleveland Area Rapid Transit	Norman Area (Campus Transit)	96,782	108,756
LATS	The Lawton Area Transit System	Lawton Area	70,177	73,699
Citylink	City of Edmond	Edmond, UCO Campus	81,405	93,443
OSU - The Bus	OSU-Stillwater Community Transit	Payne (Campus Transit)	81,575	90,115
Urban				
EMBARK	Oklahoma City Transit	OKC Metro Area	650,221	739,100
Tulsa Transit	City of Tulsa	Tulsa City Limits	490,195	539,255
Tribal				
Chickasaw Nation		Bryan, Carter, Coal, Garvin, Grady, Jefferson, Johnston, Love, McClain, Marshall, Murray, Pontotoc and Stephens Counties	29,000	
Choctaw Nation of Oklahoma		Atoka, Bryan, Choctaw, Coal, Haskell, Hughes, Latimer, LeFlore, McCurtain, Pittsburg and Pushmataha Counties	84,670	
Citizen Potawatomi Nation		Shawnee and Tecumseh	10,312	
Comanche Nation		Lawton, Apache, Elgin, Cyril, Fletcher and Cache	7,763	
Ponca Tribe of Oklahoma		Ponca City, Newkirk, Kaw City, Red Rock, Marland, Tonkawa, and Blackwell	3,000	
Seminole Nation Public Transit		Seminole County	13,533	
Kiowa Tribe		Anadarko and Carnegie	8,000	
Muscogee (Creek) Nation		The Nation's boundaries include 11 counties: Creek, Hughes, Mayes, McIntosh, Muskogee, Okfuskee, Okmulgee, Rogers, Seminole, Tulsa and Wagoner.	55,591	
United Keetoowah Band of Cherokee Indians		Cherokee, Adair, Sequoyah	13,300	
Cheyenne & Arapaho Tribes		Beckham, Blaine, Canadian, Custer, Dewey, and Roger Mills Counties	8,664	

Table 7.2 Transit Service Data by Provider

Transit Agency Name	Trips Provided (thousands)	Vehicle Miles (thousands)	Vehicle Hours (thousands)	Vehicles Available	Trips Provided Per Capita	Vehicle Miles Per Capita	Vehicle Hours Per Capita	Active Fleet Per 1,000 People
Rural								
Cimarron Public Transit	117	1,453	87	72	0.50	6.27	0.38	0.31
Call A Ride Public Transit	26	90	7	6	0.68	2.35	0.18	0.16
Red River Public Transportation Service	197	1,762	84	113	1.01	9.01	0.43	0.58
Ki Bois Area Transit System	620	4,906	257	227	2.07	16.36	0.86	0.76
The Ride	29	58	8	9	1.39	2.78	0.38	0.43
Delta Public Transit	34	116	13	11	0.20	0.70	0.08	0.07
Little Dixie Transit	115	804	47	65	1.95	13.66	0.80	1.10
Beaver City Transit	11	9	3	2	2.07	1.69	0.56	0.38
Muskogee County Transit	52	518	39	37	0.75	7.50	0.56	0.54
JAMM Transit	142	812	48	53	2.57	14.70	0.87	0.96
First Capital Trolley	125	1,463	63	65	1.12	13.07	0.56	0.58
Washita Valley Transit	20	129	12	11	0.36	2.35	0.22	0.20
Cherokee Strip Transit	52	876	46	53	0.45	7.55	0.40	0.46
Enid Transit	50	255	19	16	0.93	4.75	0.35	0.30
Southwest Transit	72	510	27	26	2.14	15.15	0.80	0.77
Southern Oklahoma Rural Transit	112	524	41	50	1.02	4.76	0.37	0.45
Central Oklahoma Transit System	19	257	15	17	0.20	2.65	0.15	0.18
Pelivan Transit	177	975	70	67	0.77	4.22	0.30	0.29
Small Urban Fixed-Route								
CART	1,228	536	40	27	12.69	5.54	0.41	0.28
LATS	384	605	39	15	5.47	8.62	0.56	0.21
Citylink	178	137	11	4	2.19	1.68	0.14	0.05
OSU - The Bus	549	682	47	38	6.73	8.36	0.58	0.47

Table 7.2 Transit Service Data by Provider (Continued)

Transit Agency Name	Trips Provided (thousands)	Vehicle Miles (thousands)	Vehicle Hours (thousands)	Vehicles Available	Trips Provided Per Capita	Vehicle Miles Per Capita	Vehicle Hours Per Capita	Active Fleet Per 1,000 People
Urban Fixed-Route								
EMBARK	3,129	2,889	189	53	4.81	4.44	0.29	0.08
Tulsa Transit	2,807	2,808	190	60	5.73	5.73	0.39	0.12
Small Urban Demand-Response								
CART	38	227	20	10	0.39	2.35	0.21	0.10
LATS	14	79	6	6	0.20	1.13	0.09	0.09
Citylink	9	38	3	2	0.11	0.47	0.04	0.02
Urban Demand-Response								
EMBARK, RSVP, Community Action	82	809	46	25	0.13	1.24	0.07	0.04
Tulsa Transit	119	988	56	33	0.24	2.02	0.11	0.07
Tribal Transit								
Chickasaw Nation	54	830	37	33	1.86	28.62	1.28	1.14
Choctaw Nation of Oklahoma	43	917	24	40	0.51	10.83	0.28	0.47
Citizen Potawatomi Nation	29	204	15	7	2.81	19.78	1.45	0.68
Comanche Nation	27	188	13	13	3.48	24.22	1.67	1.67
Ponca Tribe of Oklahoma	10	99	3	6	3.33	33.00	1.00	2.00
Seminole Nation Public Transit	26	286	11	7	1.92	21.13	0.81	0.52
Kiowa Tribe	8	71	2	6	1.00	8.88	0.25	0.75
Muscogee (Creek) Nation	66	403	21	23	1.19	7.25	0.38	0.41
United Keetoowah Band of Cherokee Indians	18	92	6	7	1.35	6.92	0.45	0.53
Cheyenne & Arapaho Tribes	9	218	7	11	1.04	25.16	0.81	1.27

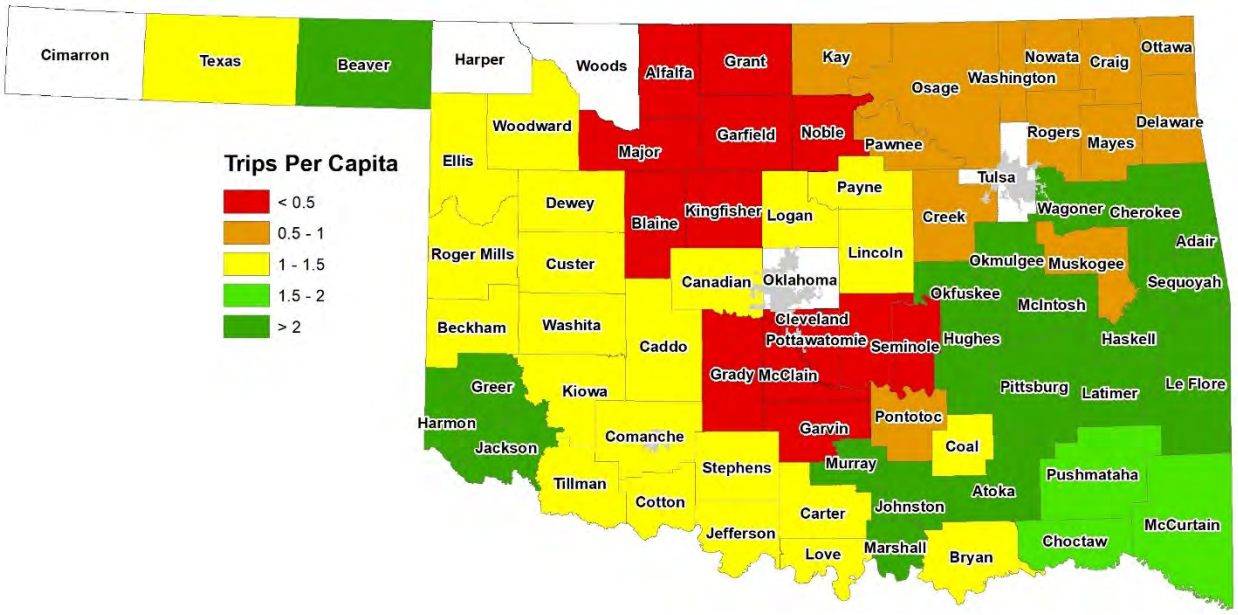

Figure 7.1 Trips Per Capita, Rural Providers

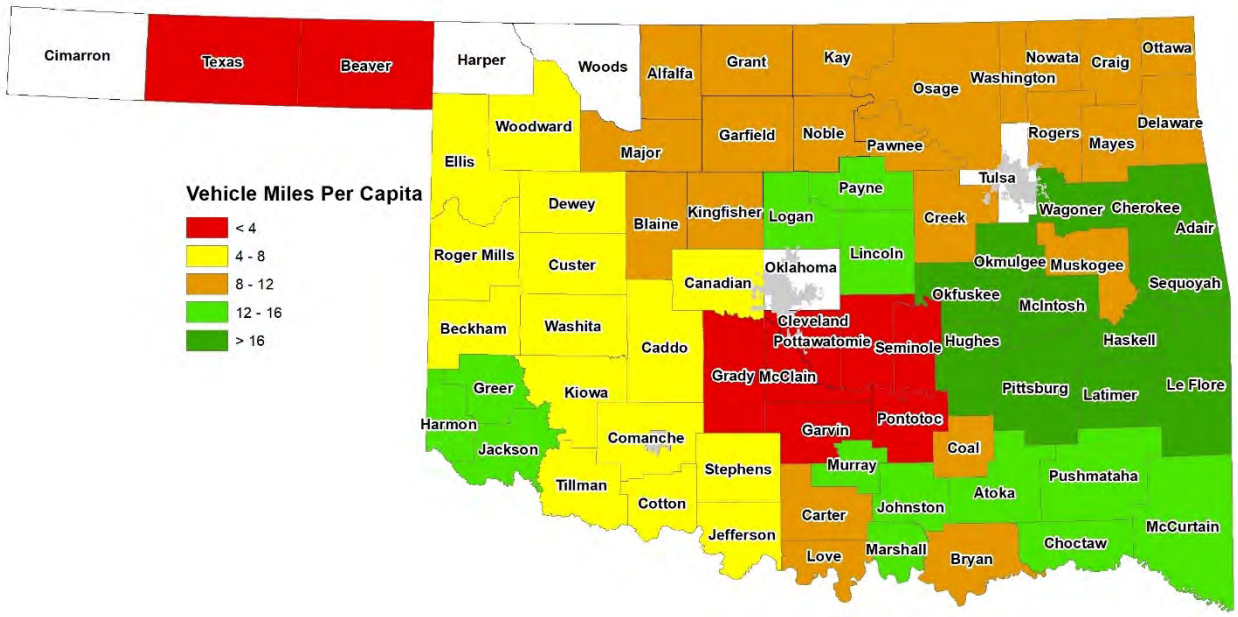

Figure 7.2 Vehicle Miles of Service Per Capita, Rural Providers

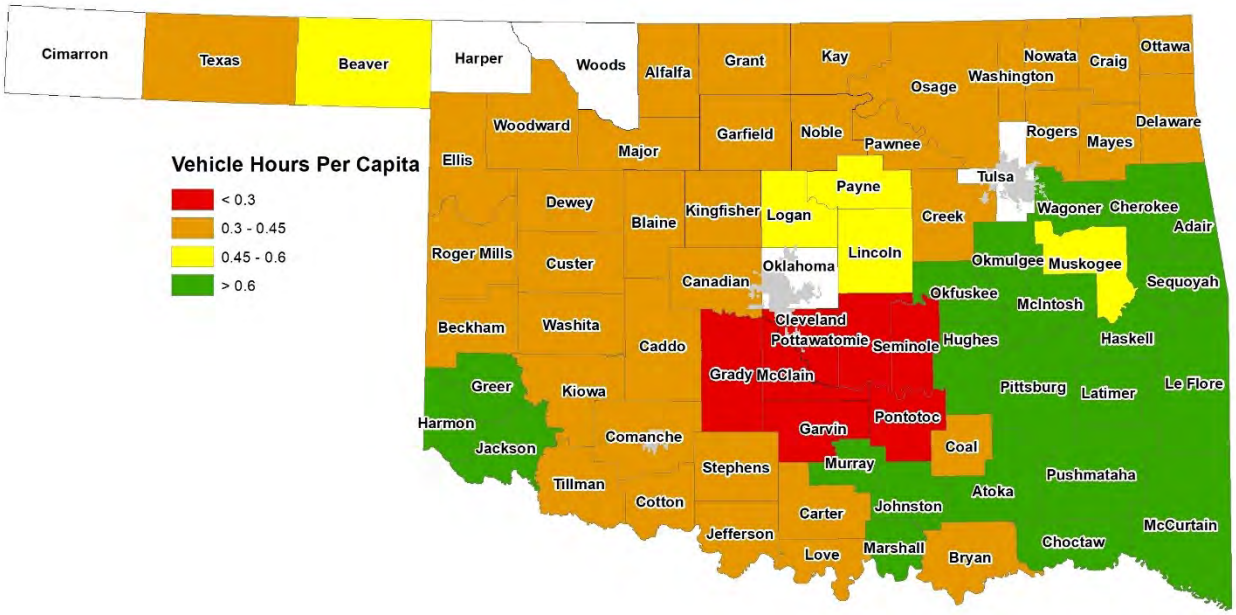

Figure 7.3 Vehicle Hours of Service Per Capita, Rural Providers

7.2 Estimated Increases in Services to Reduce Gaps

Per-capita service levels provide information about how well transit providers are meeting the needs of their communities. Comparing service levels with benchmarks and target levels helps identify where increases in service levels are necessary. A previous analysis conducted by SURTC in 2005 (Mielke, et al. 2005) and 2015 (Mattson and Hough 2015) for the North Dakota Department of Transportation (NDDOT) used 7.0 and 8.5 vehicle miles per capita as target levels for a high level of service.

In Oklahoma, NTD data from 2017 show that the average number of vehicle miles per capita in rural areas is 8.0, suggesting similar levels as those found in North Dakota. However, there is significant variability among Oklahoma transit providers with vehicle miles per capita, ranging from approximately 2 to 16 among rural providers. Nine of the 18 rural providers shown in Table 6.2 had fewer than 5.0 vehicle miles of service per capita in 2017, and 12 had less than 8.0 vehicle miles of service per capita, showing there are numerous areas in the state not currently meeting this target level of service.

Vehicle miles of service per capita is a useful service level measure, but can be difficult to gauge against a defined target level. Generally, a higher number indicates more frequent service within a defined coverage area, but a high value can be due to sparsely populated areas that require very long trips. Due to these long travel distances, providing adequate service often requires more miles driven per capita. Densely populated areas usually allow for shorter travel distances while providing similar levels of service with fewer vehicle miles. Also, communities with a large number of older adults, higher poverty rates, and other transportation-disadvantaged citizens usually provide more miles of service per capita. Nonetheless, a low level of vehicle miles per capita suggests that mobility needs are not being adequately met by existing transit services and that additional services may be justified.

Because there is no single measure that accurately defines the sufficiency of transit service for a given location, this study utilizes three different measures and establishes benchmarks for each: trips per capita, vehicle miles per capita, and vehicle hours per capita. Benchmarks were set based on national transit data, as shown in Table 7.3. Rural benchmarks are national averages based on transit agencies that serve rural counties and regions while small urban benchmarks are averages for transit agencies serving areas with

populations between 50,000 and 150,000 in a small urban setting. Urban benchmarks were set based on agencies serving populations between 250,000 and 1,000,000. All calculations were based on data from the 2017 National Transit Database (NTD). Because of differences due to geography and population, an agency is not likely to meet every benchmark, but failure to meet all or a number of target levels may indicate that additional service is needed. A similar analysis was completed in a 2015 transit study for NDDOT (Mattson and Hough 2015). Because accurate population estimate data for tribal transit providers were not readily available, tribal transit was not considered for this analysis.

Table 7.3 Rural, Small Urban, and Urban Transit Service Benchmarks: National Averages

	Trips Per Capita	Miles Per Capita	Hours Per Capita
Rural	2.1	8.1	0.5
Small Urban Fixed-Route	8.5	6.1	0.4
Small Urban Demand-Response	0.6	3.2	0.2
Urban Fixed-Route	11.6	6.7	0.5
Urban Demand-Response	0.4	3.0	0.2

Multiple scenarios were considered to determine necessary increases in service, along with the funding required to provide that service. The scenarios, which require incrementally higher levels of service, are defined below.

> *Scenario 1:* Each provider must meet at least **one** of the three benchmarks from Table 7.3.
>
> *Scenario 2:* Each provider must meet at least **one** of the three benchmarks from Table 7.3, and transit service must increase at a rate equal to or greater than projected population growth from 2017 to 2030.
>
> *Scenario 3:* Each provider must meet at least **two** of the three benchmarks from Table 7.3, and transit service must increase at a rate equal to or greater than projected population growth from 2017 to 2030.

Service increases needed to satisfy each scenario are measured using vehicle miles. Average trip distance is used to calculate the number of vehicle miles needed to add an additional trip from total trips provided, while vehicle hours are converted to vehicle miles using the average miles per hour for each transit provider.

This study also analyzes the impacts of estimated population increases through scenarios 2 and 3. As population changes, service must meet the potential changes in demand. Using population data from 2017 and estimated population for 2030, the study estimated the increase in service needed while satisfying scenarios 2 and 3. These scenarios assure that even though some transit providers already satisfy benchmark levels, services must continue to increase at a rate equal to the rate of estimated population growth. Table 7.4 shows the increase in vehicle miles needed to satisfy the requirements of each scenario.

Table 7.4 Increase in Vehicle Miles Needed in Each Scenario

Transit Agency Name	Current Vehicle Miles	Increase in Vehicle Miles Scenario 1	Scenario 2	Scenario 3
Cimarron Public Transit	1,453,000	283,900	283,900	417,500
Call A Ride Public Transit	90,000	132,870	136,740	192,500
Red River Public Transportation Service	1,762,000	0	0	58,800
Ki Bois Area Transit System	4,906,000	0	0	0
The Ride	58,000	10,950	10,950	28,400
Delta Public Transit	116,000	546,460	627,450	1,190,000
Little Dixie Transit	804,000	0	0	0
Beaver City Transit	9,000	0	0	0
Muskogee County Transit	518,000	0	0	11,630
JAMM Transit	812,000	0	0	0
First Capital Trolley	1,463,000	0	0	0
Washita Valley Transit	129,000	135,000	159,840	353,800
Cherokee Strip Transit	876,000	58,900	76,900	127,300
Enid Transit	255,000	67,000	76,380	190,850
Southwest Transit	510,000	0	0	0
Southern Oklahoma Rural Transit	524,000	103,680	158,720	441,000
Central Oklahoma Transit System	257,000	485,640	514,710	557,600
Pelivan Transit	975,000	455,920	504,570	945,700
Total Rural	**15,517,000**	**2,280,320**	**2,550,160**	**4,515,080**
% Increase		**15%**	**16%**	**29%**
CART	536,000	0	0	52,260
LATS	605,000	0	0	0
Citylink	137,000	213,750	266,250	428,540
OSU - The Bus	682,000	0	0	0
Total Small Urban Fixed-Route	**1,960,000**	**213,750**	**266,250**	**480,800**
% Increase		**11%**	**14%**	**25%**
EMBARK	2,889,000	1,438,000	2,025,000	2,149,650
Tulsa Transit	2,808,000	417,360	740,000	779,000
Total Urban Fixed-Route	**5,697,000**	**1,855,360**	**2,765,000**	**2,928,650**
% Increase		**33%**	**49%**	**51%**
CART	227,000	0	0	116,000
LATS	79,000	55,440	62,040	148,400
Citylink	38,000	113,030	134,620	177,240
Total Small Urban Demand Response	**344,000**	**168,470**	**196,660**	**441,640**
% Increase		**49%**	**57%**	**128%**
EMBARK, RSVP, Community Action	809,000	853,600	1,077,120	1,374,200
Tulsa Transit	988,000	265,760	390,720	561,910
Total Urban Demand Response	**1,797,000**	**1,119,360**	**1,467,840**	**1,936,110**
% Increase		**62%**	**82%**	**108%**

Under Scenario 1, Delta Public Transit, the Central Oklahoma Transit System, and Pelivan Transit require the largest increase in service among rural providers, while EMBARK and Citylink require the largest increases among urban and small urban providers, respectively. Subsequent scenarios providing higher levels of service, and considering population increases, amplify the need for increased service in

Cimarron Public Transit, Washita Valley Transit, Enid Transit, and Southern Oklahoma Rural Transit among rural providers. Subsequent scenarios also highlight the need for expanded service, once again, for EMBARK, Citylink, and Tulsa Transit in urban and small urban settings.

7.3 Estimating Expenses to Achieve Expanded Service Levels

Cost estimates for expanding service levels were estimated first by assuming current costs and then by assuming a 20% increase in costs. The increased costs reflect the need for transit agencies to raise staff wages, which would allow them to attract and retain skilled staff needed to maintain and increase service levels. Within small urban and rural transit agencies, labor costs typically account for 70% of total costs (Ripplinger and Mattson 2011). Therefore, increasing wages would have a significant impact on total operating costs. Considering this increased labor cost, along with possible increases in other operating costs, the effects on funding needs following a 20% operating cost increase was analyzed.

NTD data from 2017 show the average operating expense per mile for rural transit in Oklahoma was $1.78. A 20% increase would raise operation costs to $2.14 per mile. Based on average 2017 NTD data for small urban and urban agencies, current operating costs were assumed to be $5.89 per mile for fixed-route transit and $4.13 per mile for demand-response service.

The number of vehicles needed to expand service levels is uncertain, as there is likely some excess capacity already available. However, it is assumed that a new vehicle is required for every additional 18,000 miles of service for both rural, small urban, and urban demand-response transit and for every 39,000 miles for total fixed-route service; these are the approximate averages for miles driven per vehicle per year. The cost of new vehicles is assumed to be $55,000 for rural agencies, assuming a mix of cutaways, vans, and minivans; $500,000 for urban fixed-route buses; and $70,000 for urban demand-response vehicles. (Actual costs will vary based on size and kinds of technology used.)

The increased funding necessary to operate these expanded service levels is shown in Table 7.5. All expenses are expressed in 2017 dollars.

Table 7.5 Estimated Increases in Operating and Vehicle Expenses to Satisfy Expanded Service Levels

	Scenario 1	Scenario 2	Scenario 3
Rural Transit			
Increase in Vehicle Miles	2,280,320	2,550,160	4,515,080
Number of Vehicles Needed to Provide New Service	127	142	251
Cost of New Vehicles	$6,967,644	$7,792,156	$13,796,078
Operating Expense to Provide Additional Miles with Current Operating Costs	$4,058,970	$4,539,285	$8,036,842
Operating Expense to Provide Additional Miles with 20% Increase in Operating Costs	$4,879,885	$5,457,342	$9,662,271
Total Expenses with 2017 Operating Costs	**$11,026,614**	**$12,331,440**	**$21,832,920**
Total Expenses with 20% Increase in Operating Costs	**$11,847,529**	**$13,249,498**	**$23,458,349**
Small Urban Fixed-Route Transit	**Scenario 1**	**Scenario 2**	**Scenario 3**
Increase in Vehicle Miles	213,750	266,250	480,800
Number of Vehicles Needed to Provide New Service	5	7	12
Cost of New Vehicles	$2,740,385	$3,413,462	$6,164,103
Operating Expense to Provide Additional Miles with Current Operating Costs	$1,258,988	$1,568,213	$2,831,912
Operating Expense to Provide Additional Miles with 20% Increase in Operating Costs	$1,511,213	$1,882,388	$3,399,256
Total Expenses with 2017 Operating Costs	**$3,999,372**	**$4,981,674**	**$8,996,015**
Total Expenses with 20% Increase in Operating Costs	**$4,251,597**	**$5,295,849**	**$9,563,359**
Urban Fixed-Route Transit			
Increase in Vehicle Miles	1,855,360	2,765,000	2,928,650
Number of Vehicles Needed to Provide New Service	48	71	75
Cost of New Vehicles	$23,786,667	$35,448,718	$37,546,795
Operating Expense to Provide Additional Miles with Current Operating Costs	$10,928,070	$16,285,850	$17,249,749
Operating Expense to Provide Additional Miles with 20% Increase in Operating Costs	$13,117,395	$19,548,550	$20,705,556
Total Expenses with 2017 Operating Costs	**$34,714,737**	**$51,734,568**	**$54,796,543**
Total Expenses with 20% Increase in Operating Costs	**$36,904,062**	**$54,997,268**	**$58,252,350**
Small Urban Demand-Response Transit			
Increase in Vehicle Miles	168,470	196,660	441,640
Number of Vehicles Needed to Provide New Service	9	11	25
Cost of New Vehicles	$655,161	$764,789	$1,717,489
Operating Expense to Provide Additional Miles with Current Operating Costs	$695,781	$812,206	$1,823,973
Operating Expense to Provide Additional Miles with 20% Increase in Operating Costs	$835,611	$975,434	$2,190,534
Total Expenses with 2007 Operating Costs	**$1,350,942**	**$1,576,995**	**$3,541,462**
Total Expenses with 20% Increase in Operating Costs	**$1,490,772**	**$1,740,222**	**$3,908,023**

Table 7.5 Estimated Increases in Operating and Vehicle Expenses to Satisfy Expanded Service Levels (Continued)

	Scenario 1	Scenario 2	Scenario 3
Urban Demand-Response Transit			
Increase in Vehicle Miles	1,119,360	1,467,840	1,936,110
Number of Vehicles Needed to Provide New Service	62	82	108
Cost of New Vehicles	$4,353,067	$5,708,267	$7,529,317
Operating Expense to Provide Additional Miles with Current Operating Costs	$4,622,957	$6,062,179	$7,996,134
Operating Expense to Provide Additional Miles with 20% Increase in Operating Costs	$5,552,026	$7,280,486	$9,603,106
Total Expenses with 2017 Operating Costs	**$8,976,023**	**$11,770,446**	**$15,525,451**
Total Expenses with 20% Increase in Operating Costs	**$9,905,092**	**$12,988,753**	**$17,132,422**
Statewide Expenses with 2017 Operating Costs	**$60,067,689**	**$82,395,123**	**$104,692,391**
Statewide Expenses with 20% Increase in Operating Costs	**$64,399,053**	**$88,271,590**	**$112,314,503**

7.4 Funding Needs for Vehicle Replacement

The vehicle expenses estimated in the previous section are one-time expenses needed to increase fleet sizes across the state to allow for improved service levels. However, these vehicles will need to be replaced periodically, increasing annual capital expenditures. In addition, there are currently several vehicles in the state that have surpassed their useful lives and in need of replacement.

The Federal Transit Administration (FTA) has defined a minimum service life for different categories of buses and vans. The minimum service life indicates the number of years or miles that transit vehicles purchased with federal funds must be in service before they can be retired without financial penalty. This minimum service life requirement is shown in Table 7.6. These requirements have become perceived as the actual useful life of these vehicles (Laver, et al. 2007).

Table 7.6 Minimum Service-Life in FTA's Five Service-life categories

Category	Typical Characteristics			Minimum Life (Whichever comes first)	
	Length	Approx. GVW	Seats	Years	Miles
Heavy-Duty Large Bus	35 to 48 ft and 60 ft artic.	33,000 to 40,000	27 to 40	12	500,000
Heavy-Duty Small Bus	30 ft	26,000 to 33,000	26 to 35	10	350,000
Medium-Duty and Purpose-Built Bus	30 ft	16,000 to 26,000	22 to 30	7	200,00
Light-Duty Mid-Sized Bus	20 to 30 ft	10,000 to 16,000	16 to 25	5	150,000
Light-Duty Small Bus, Cutaways, and Modified Van	16 to 28 ft	6,000 to 14,000	8 to 22	4	100,000

An analysis by the FTA published in 2007 showed that, on average, transit buses and vans are retired from one to three years after their minimum service-life requirement has been satisfied. The study found the average retirement age was 15.1 years for a 12-year-old bus, 5.9 years for a 5-year-old bus/van, and 5.6 years for a 4-year-old van (Laver, et al. 2007).

Table 7.7 FTA's Minimum Retirement Age Versus Predictive Retirement Age by Vehicle Category

Vehicle Type	Average Vehicle Age	Share of Active Vehicles That Are:		
		FTA's Retirement Age	One or more years past the retirement minimum	Three or more years past the retirement minimum
Automobile	6.21	N/A	N/A	N/A
Bus	9.79	12	24.73%	6.84%
Cutaway	6.07	7	45.13%	25.87%
Ferryboat	9.3	25	0%	0%
Minivan	4.97	4	53.97%	49.27%
Over-the-road Bus	3.80	12	0%	0%
Sports Utility Vehicle	3.73	N/A	N/A	N/A
Van	6.99	4	58.53%	52.44%

Source: Federal Transit Administration (2007)

The predicted replacement years for all revenue vehicles in Oklahoma were calculated based on the FTA's minimum service life. If vehicles were replaced following the minimum life requirements, then 56% (861 out of 1,534) of the revenue vehicles would need to be replaced to bring the revenue vehicles into a state of good repair. Then the corresponding number of vehicles would need to be replaced each year to maintain a state of good repair, as shown in Figure 7.4.

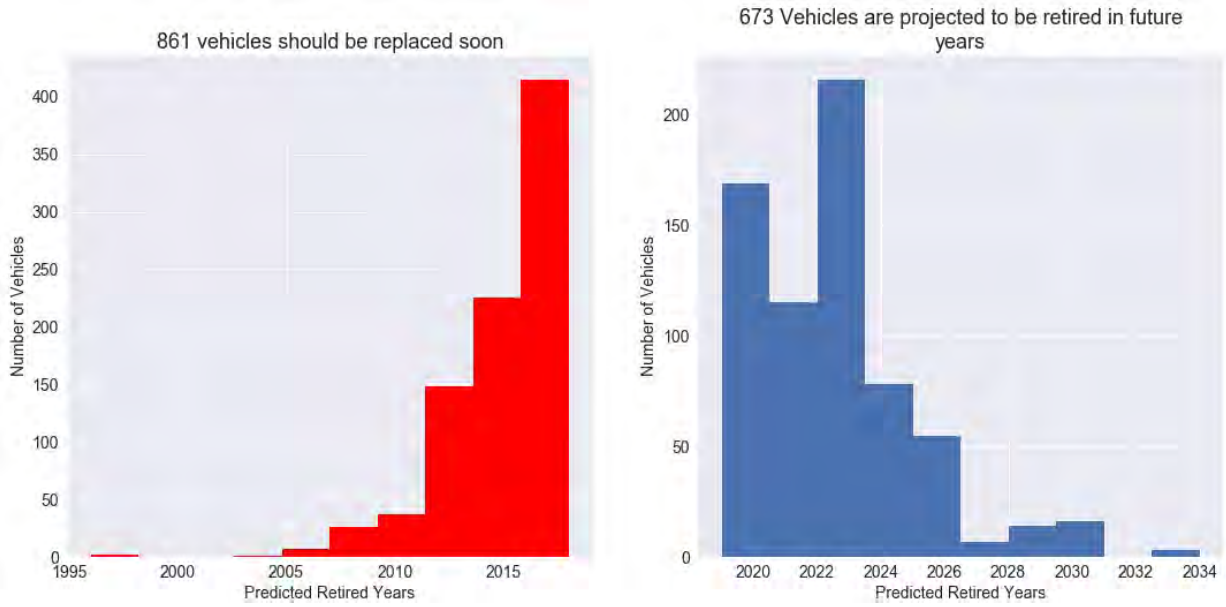

Figure 7.4 Predicted Retired Year of Revenue Vehicles in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

If buses were replaced according to the average retirement ages, then 41% (81 out of 197) of the buses would need to be replaced to bring them into a state of good repair. Then the corresponding number of buses would need to be replaced each year to maintain the state of good repair, as shown in Figure 7.5. Similarly, the replacement years for cutaways, minivans, vans, and other vehicles were calculated. The number of vehicles in each category that would need to be replaced is shown in Figure 7.7–Figure 7.12.

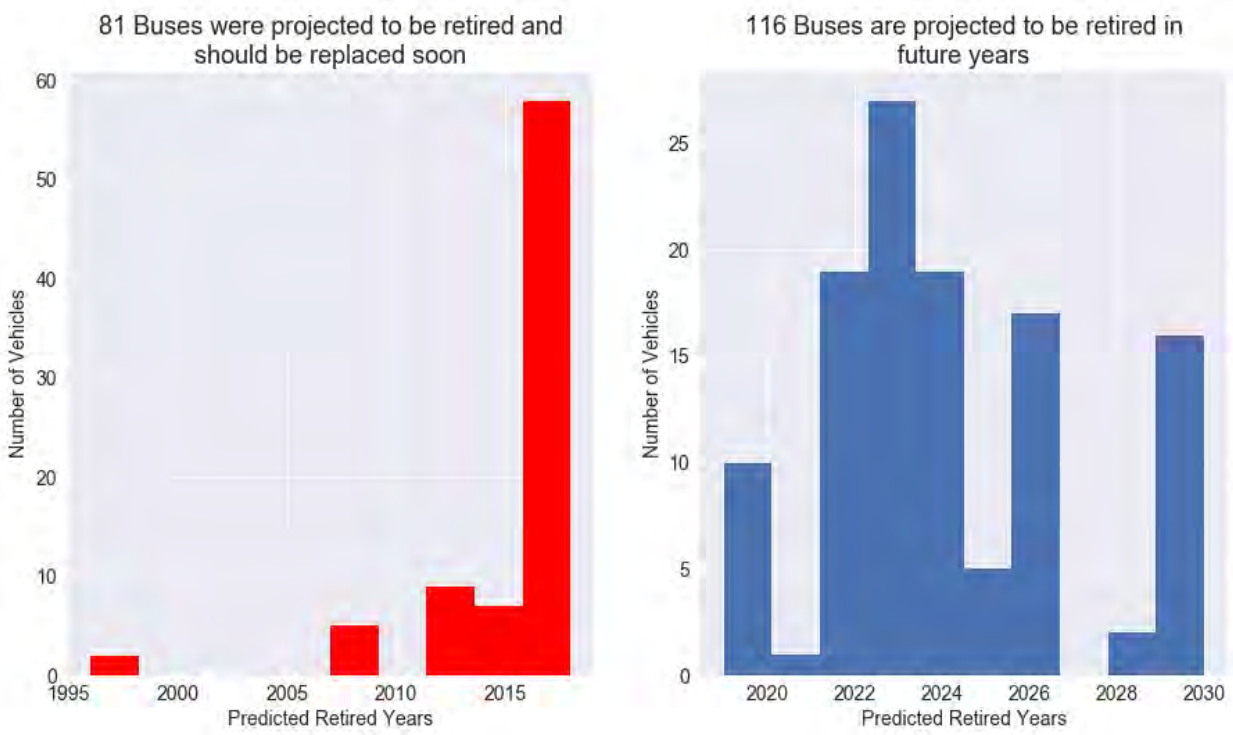

Figure 7.5 Predicted Retired Year of Buses in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

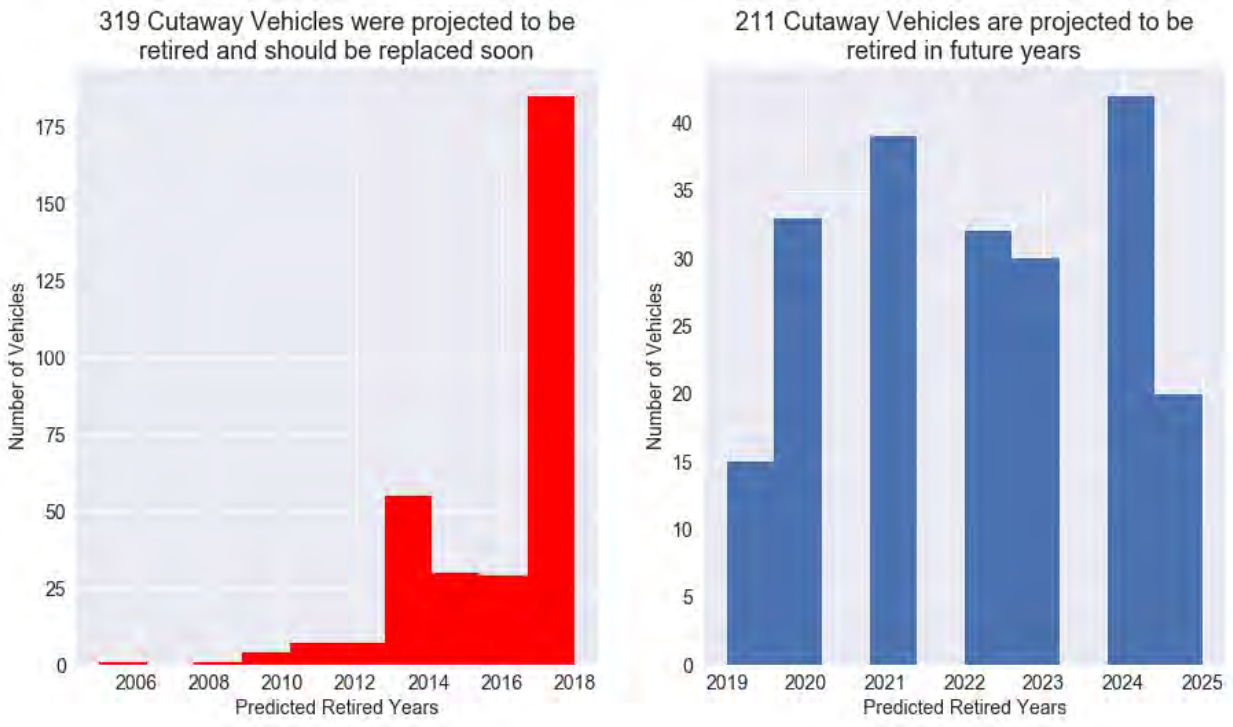

Figure 7.6 Predicted Retired Year for Cutaway Vehicles in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

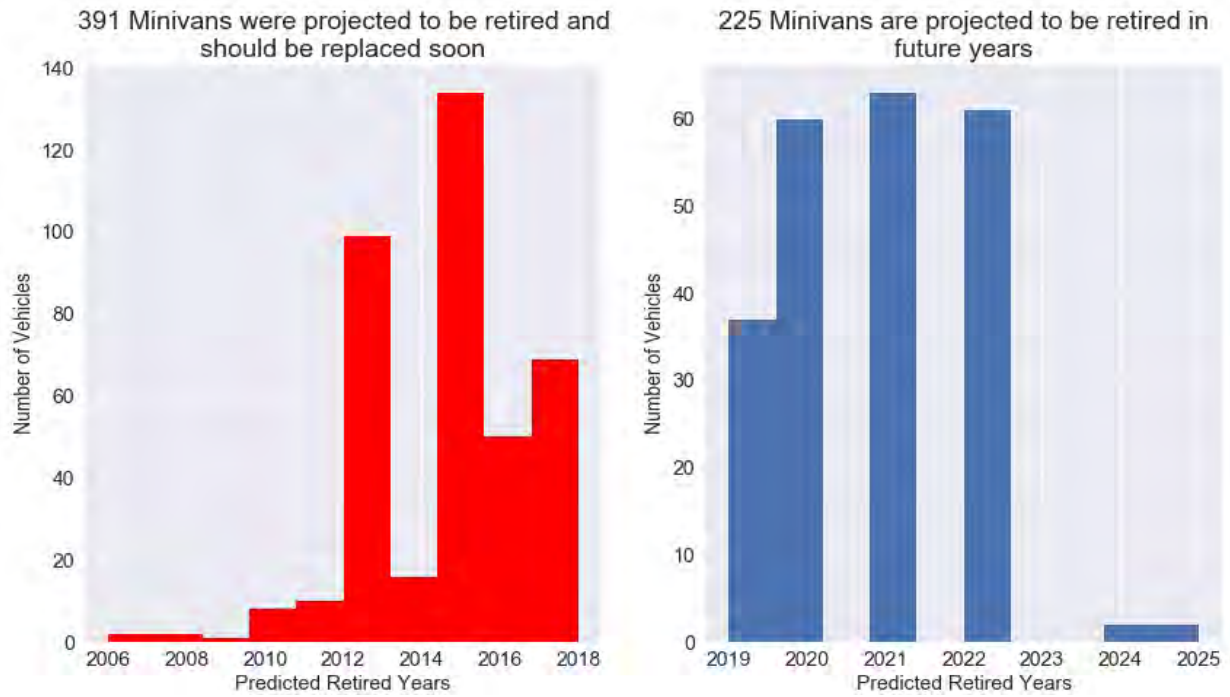

Figure 7.7 Predicted Retired Year for Minivans in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

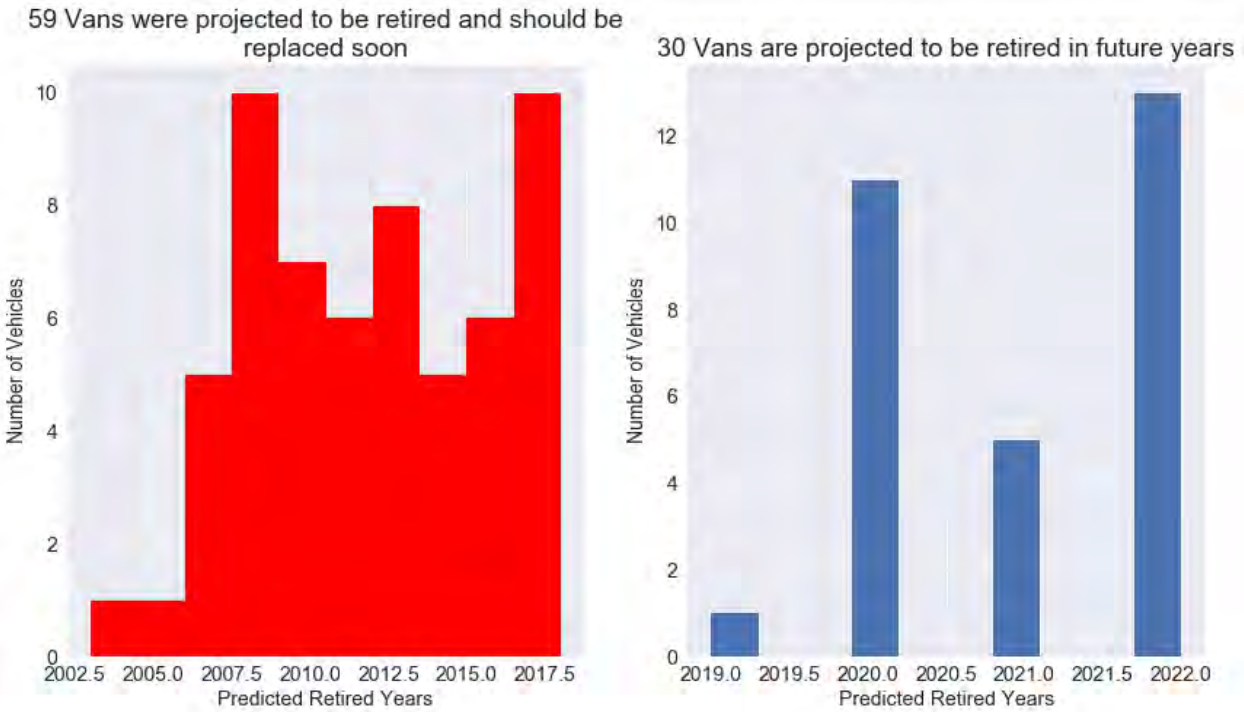

Figure 7.8 Predicted Retired Year for Vans in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

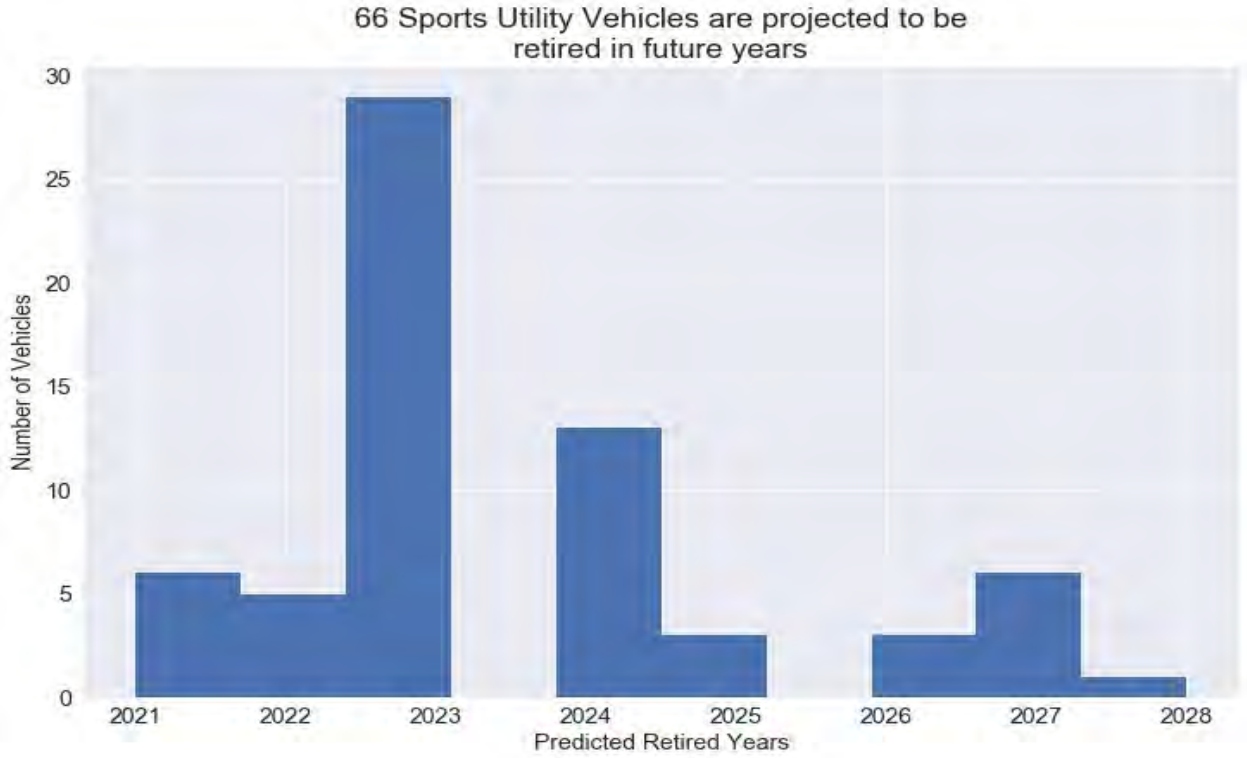

Figure 7.9 Predicted Retired Year for Sports Utility Vehicles in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

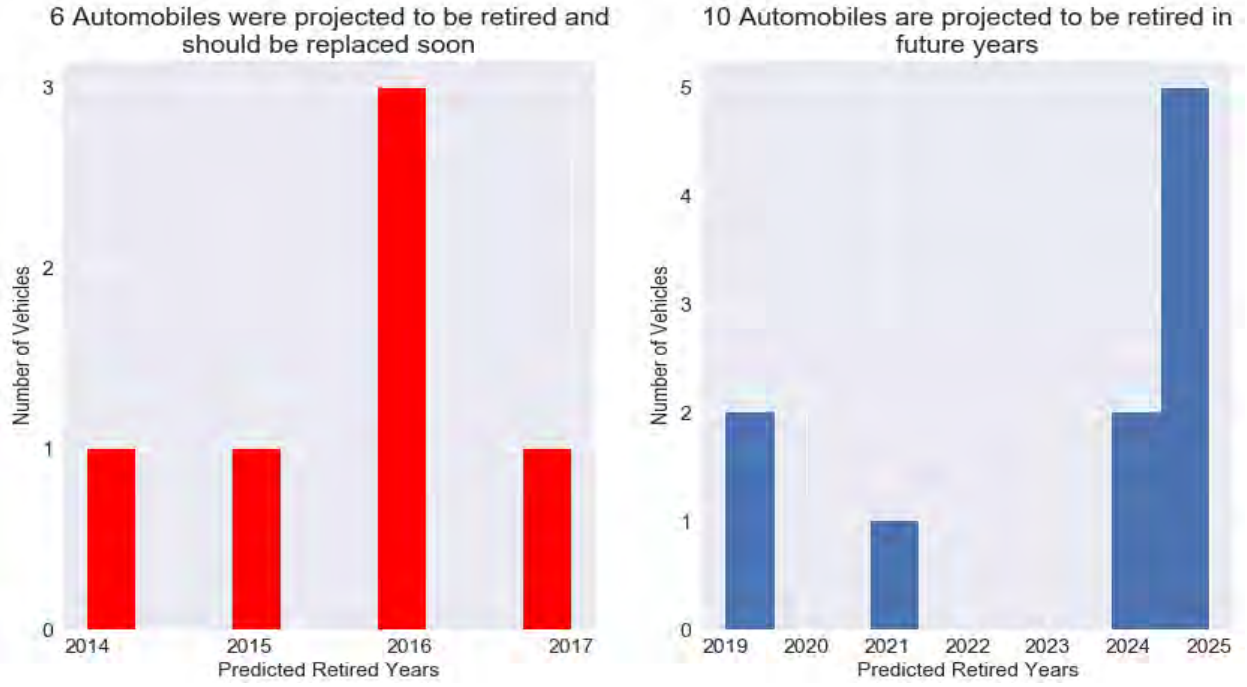

Figure 7.10 Predicted Retired Year for Automobiles in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

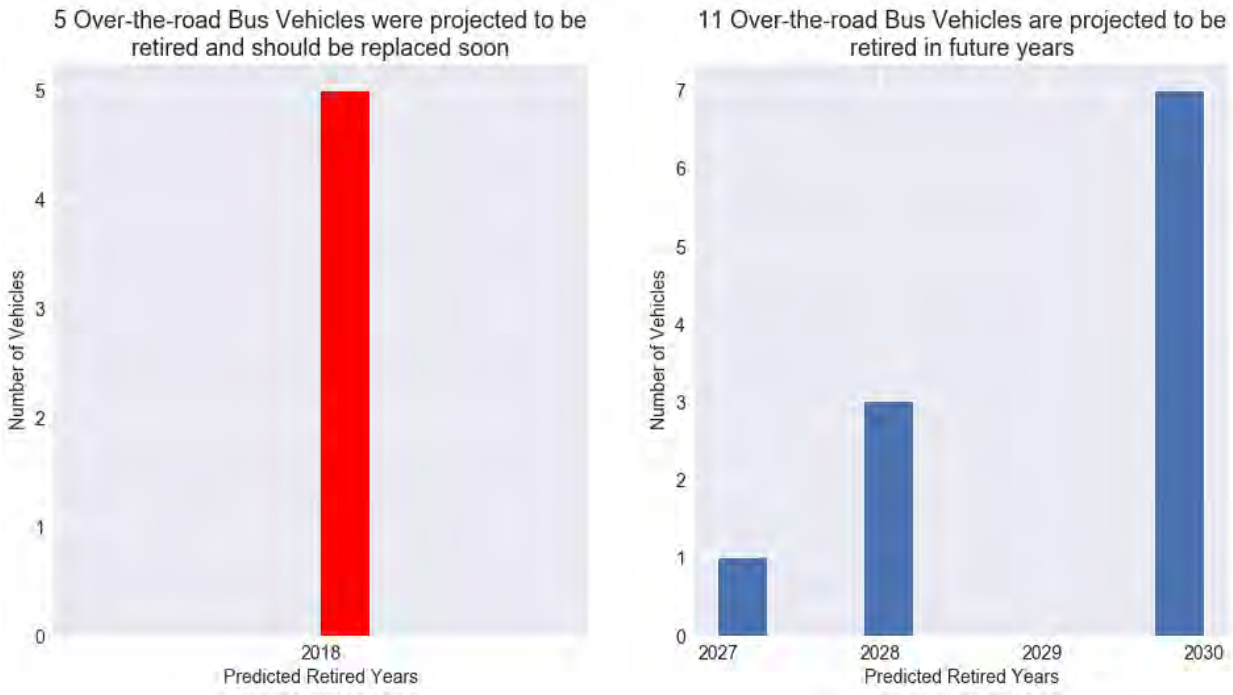

Figure 7.11 Predicted Retired Year for Over-the-road Bus Vehicles in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

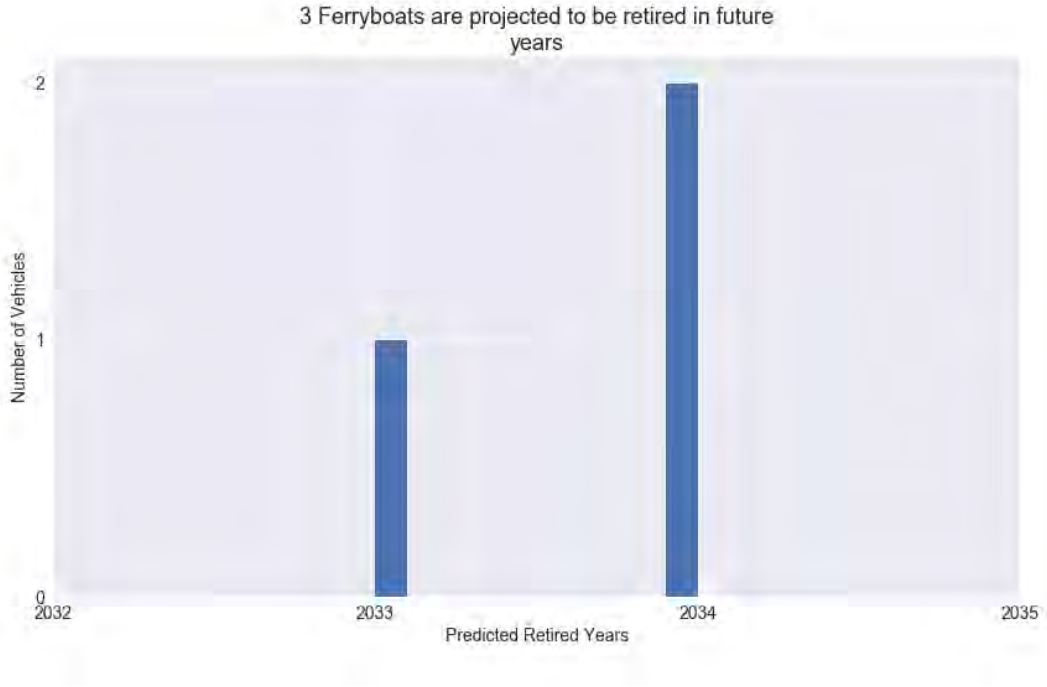

Figure 7.12 Predicted Retired Year for Ferryboats in Oklahoma State
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD)

Figure 7.13 shows an estimate of current vehicle replacement needs statewide. Revenue Vehicle Inventory data from the National Transit Database were used for fleet information, and the US Fleet Data from APTA's Public Transportation Vehicle Database were used to estimate the cost of the vehicles. Based on these estimates, the backlogs for replacement of vehicles that exceeded their useful lives in Oklahoma are $66.57 million to achieve a state of good repair. The rest of the vehicles will need to be periodically replaced. Estimates for average annual vehicle replacement costs are presented in Figure 7.13, considering the current fleet as well as minimum fleet costs.

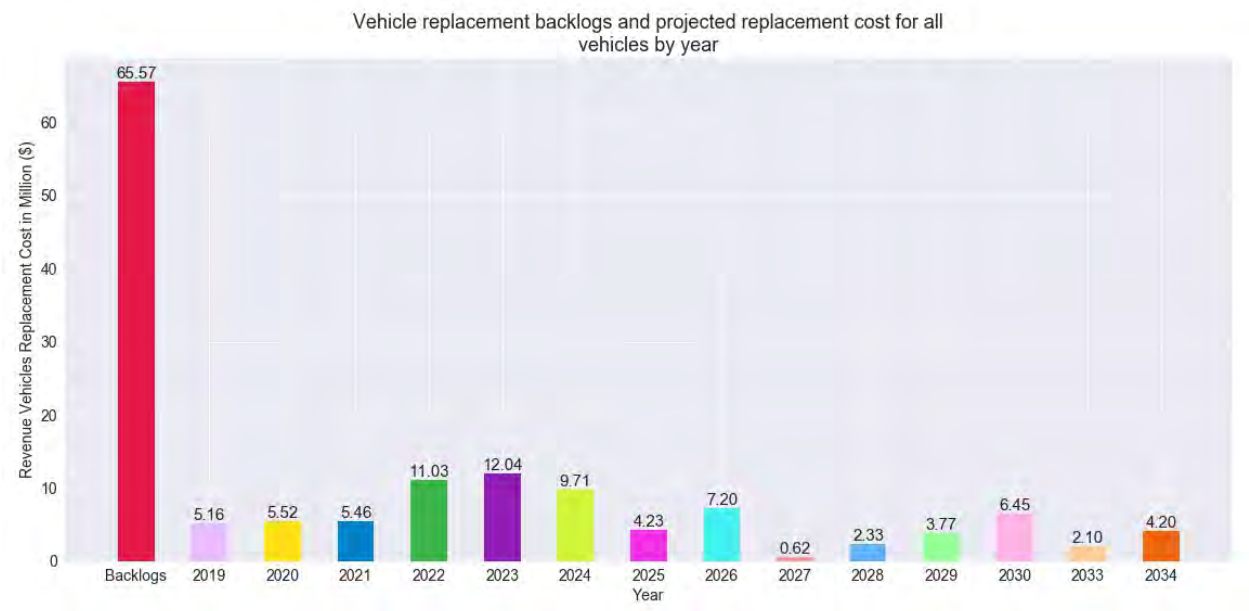

Figure 7.13 Backlogs and Projected Replacement Cost for Revenue Vehicles in Oklahoma State (Yearly)

Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD); US Fleet Data, APTA 2018 Vehicle Database

The backlogs for replacement costs were calculated by vehicle type in a similar fashion as calculated for all revenue vehicles. The projected replacement costs were also calculated by vehicle type on a yearly basis. Based on these estimates, the backlogs for replacing buses that have exceeded their useful lives would be nearly $20 million. The backlogs and replacement costs for each vehicle category by predicted replacement year are shown in Figure 7.14–Figure 7.21.

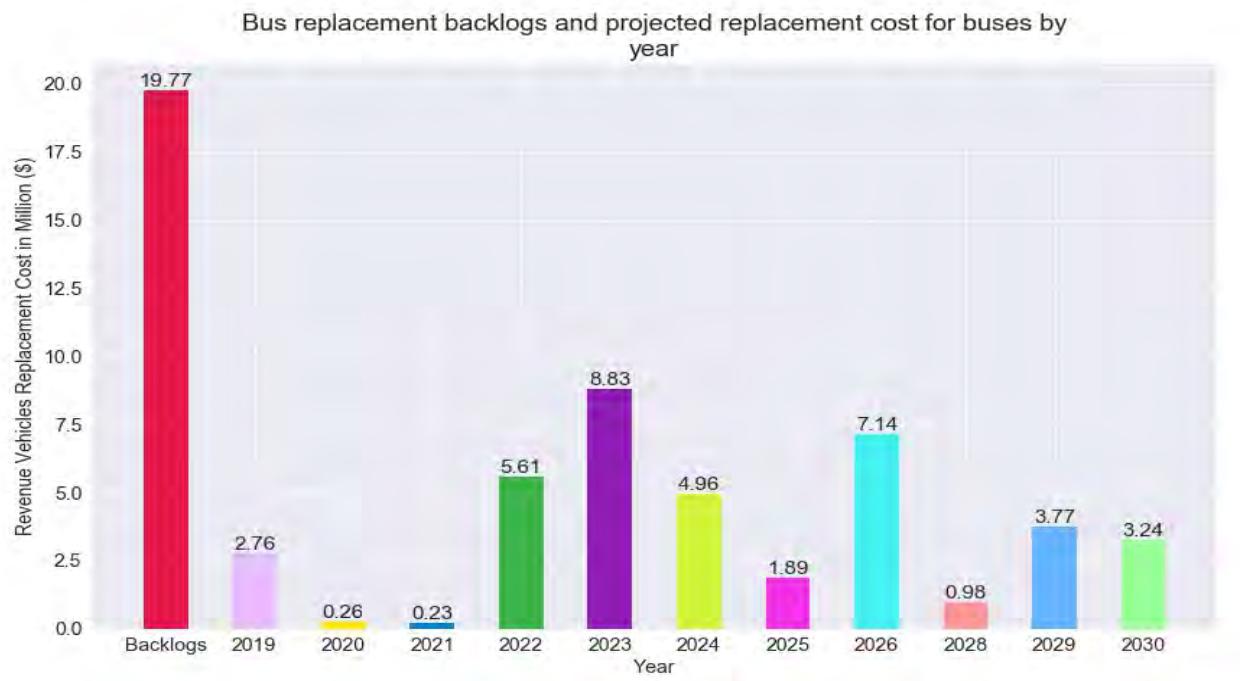

Figure 7.14 Backlogs and Projected Replacement Cost for Buses in Oklahoma State (Yearly)
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD); US Fleet Data, APTA 2018 Vehicle Database

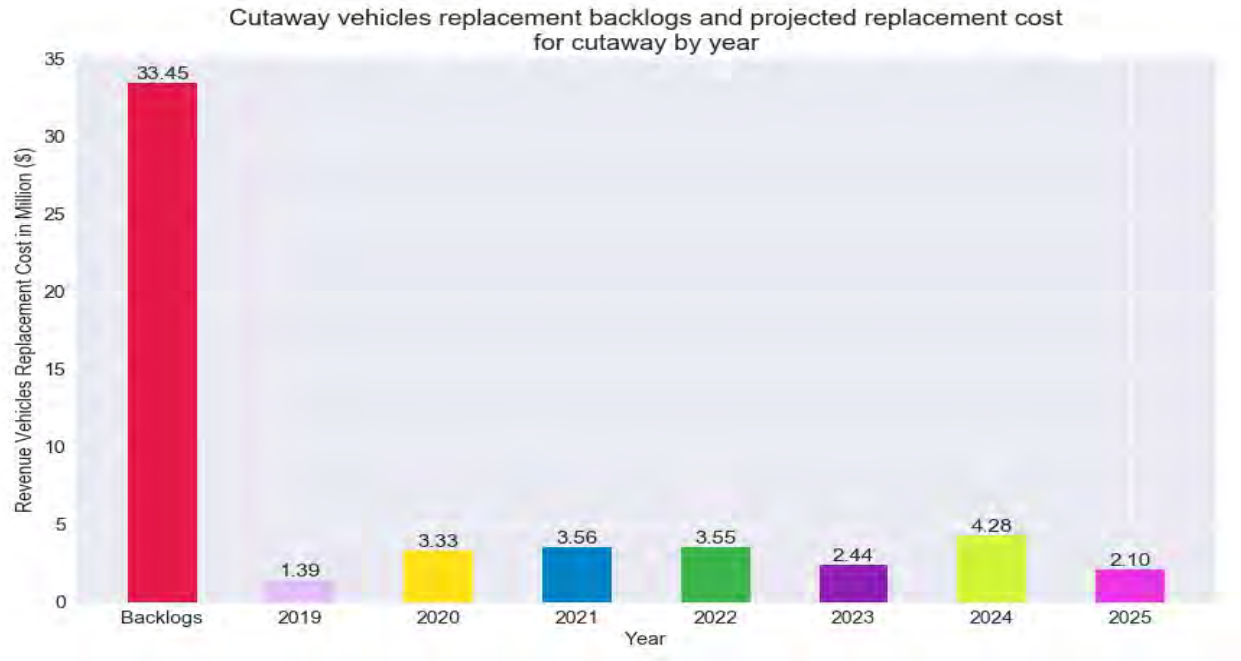

Figure 7.15 Backlogs Vehicles and Projected Replacement Cost for Cutaway Vehicles in Oklahoma State (Yearly)
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD); US Fleet Data, APTA 2018 Vehicle Database

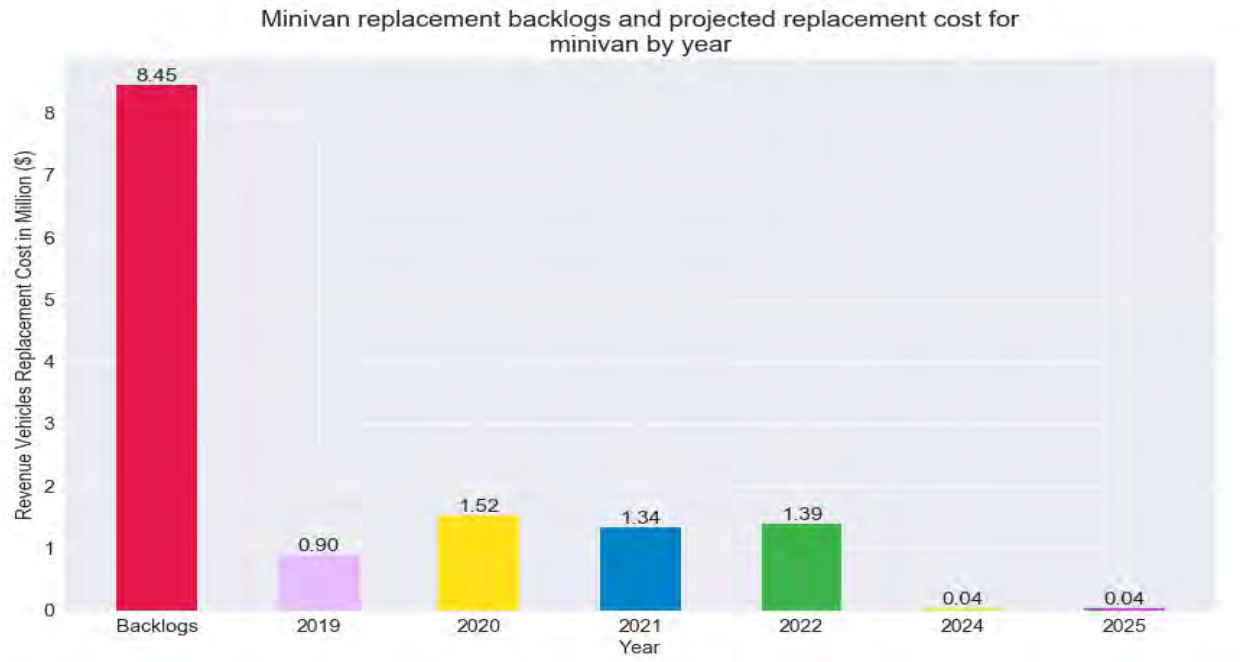

Figure 7.16 Backlogs and Projected Replacement Cost for Minivan in Oklahoma State (Yearly)
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD); US Fleet Data, APTA 2018 Vehicle Database

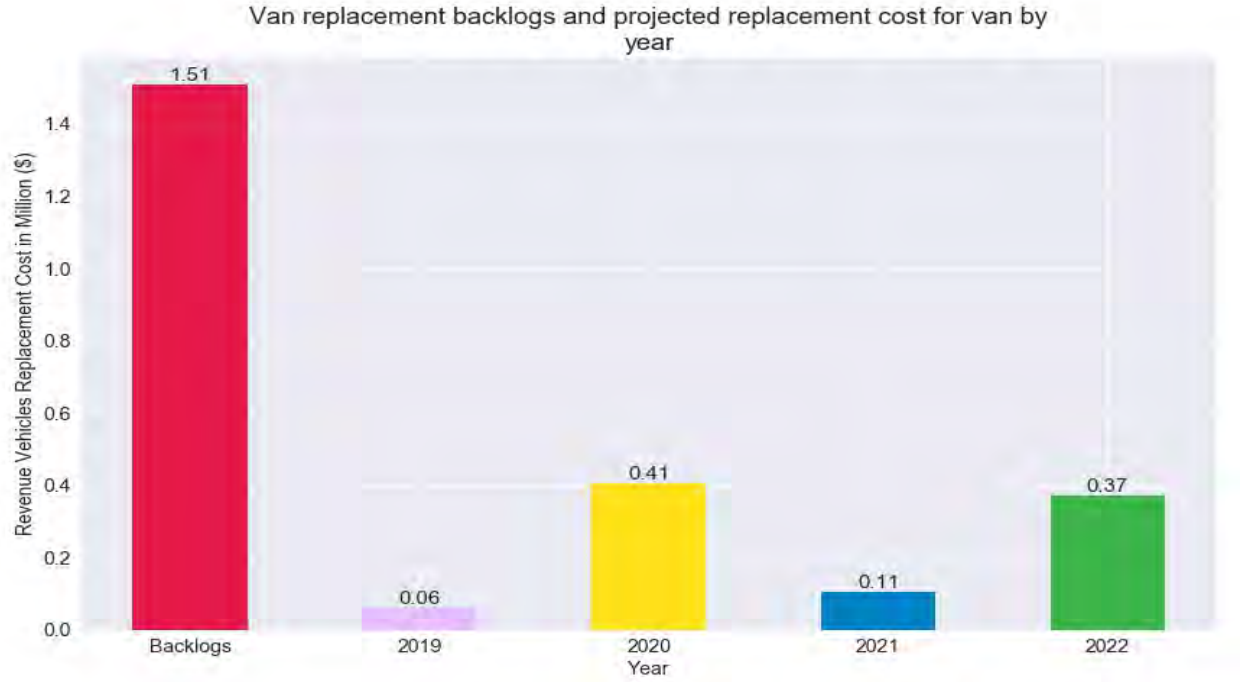

Figure 7.17 Backlogs and Projected Replacement Cost for Vans in Oklahoma State (Yearly)
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD); US Fleet Data, APTA 2018 Vehicle Database

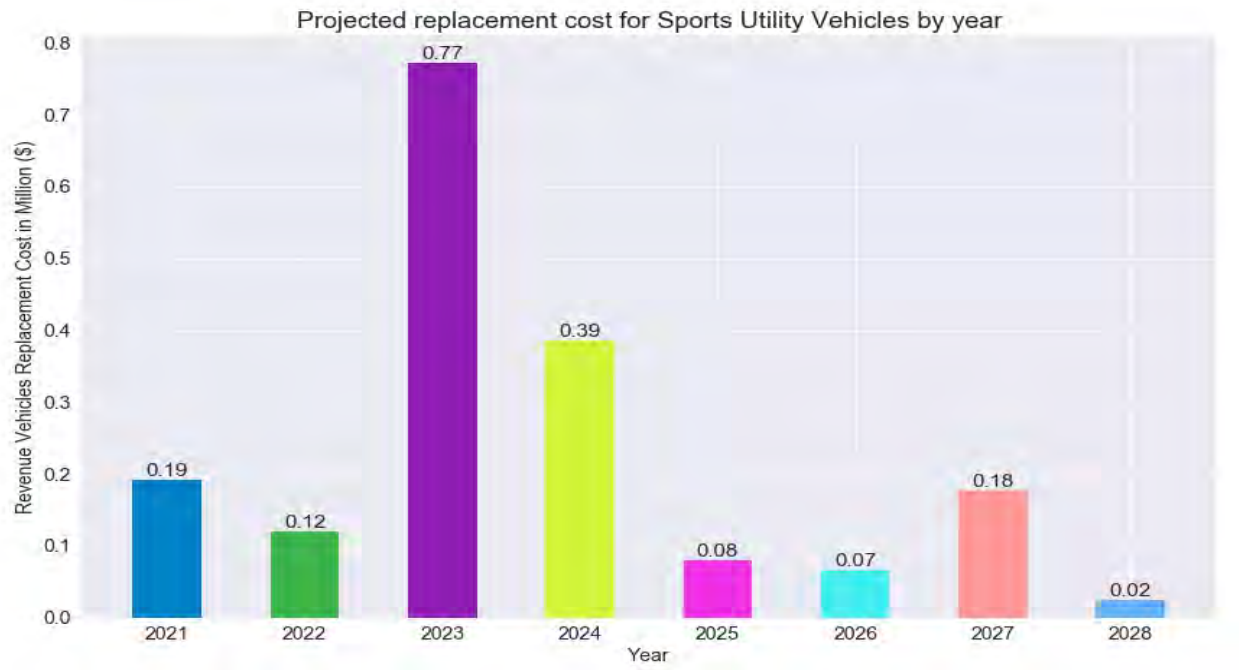

Figure 7.18 Projected Replacement Cost for Sports Utility Vehicles in Oklahoma State (Yearly)
Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD); US Fleet Data, APTA 2018 Vehicle Database

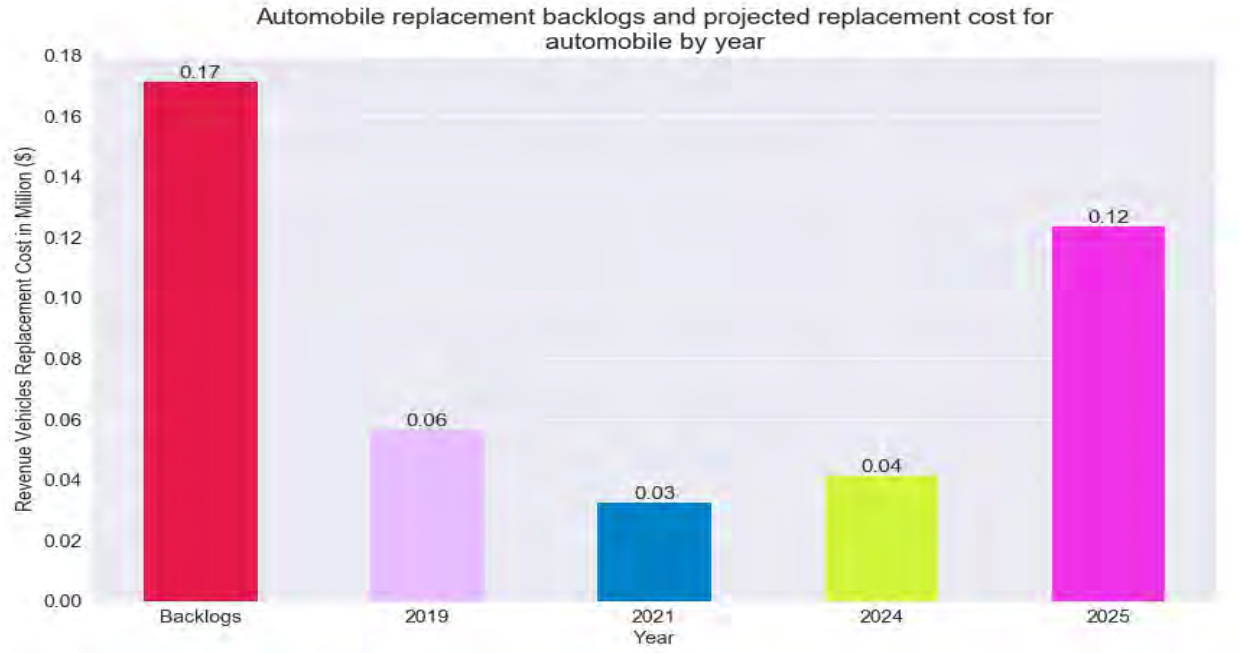

Figure 7.19 Backlogs and Projected Replacement Cost for Automobile in Oklahoma State (Yearly)
Source: 2017 Revenue Vehicle Inventory data; US Fleet Data

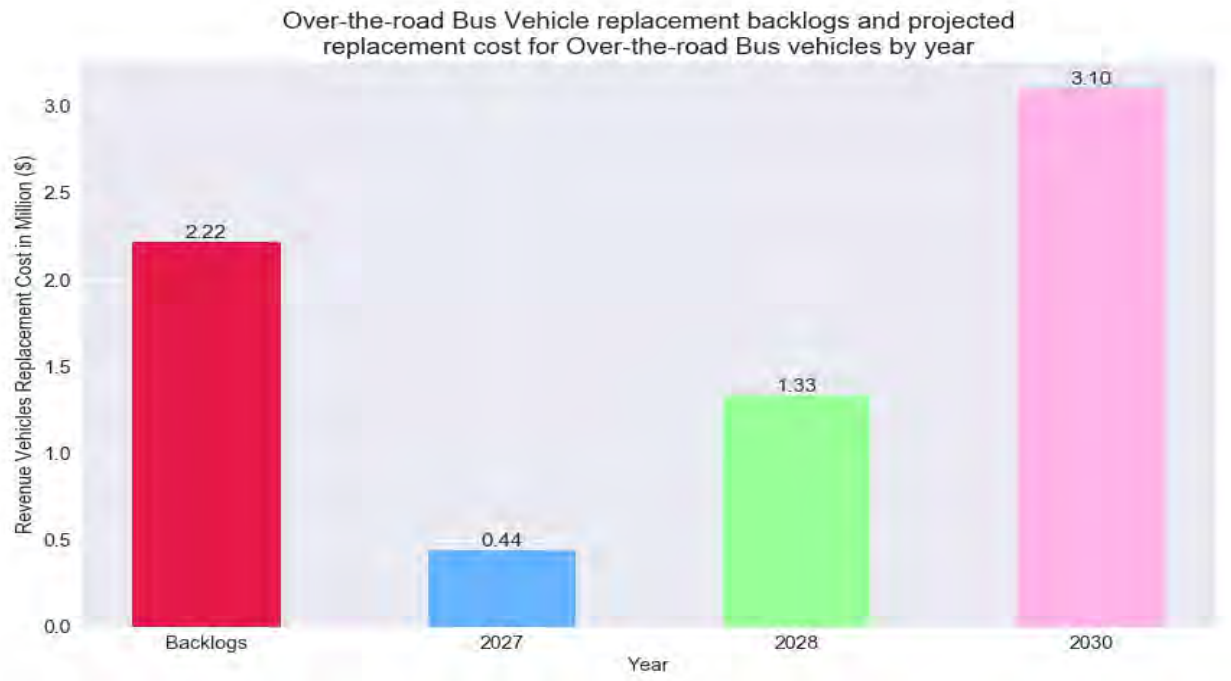

Figure 7.20 Backlogs and Projected Replacement Cost for Over-the-road Bus Vehicles in Oklahoma State (Yearly)

Source: 2017 Revenue Vehicle Inventory data; US Fleet Data, APTA 2018

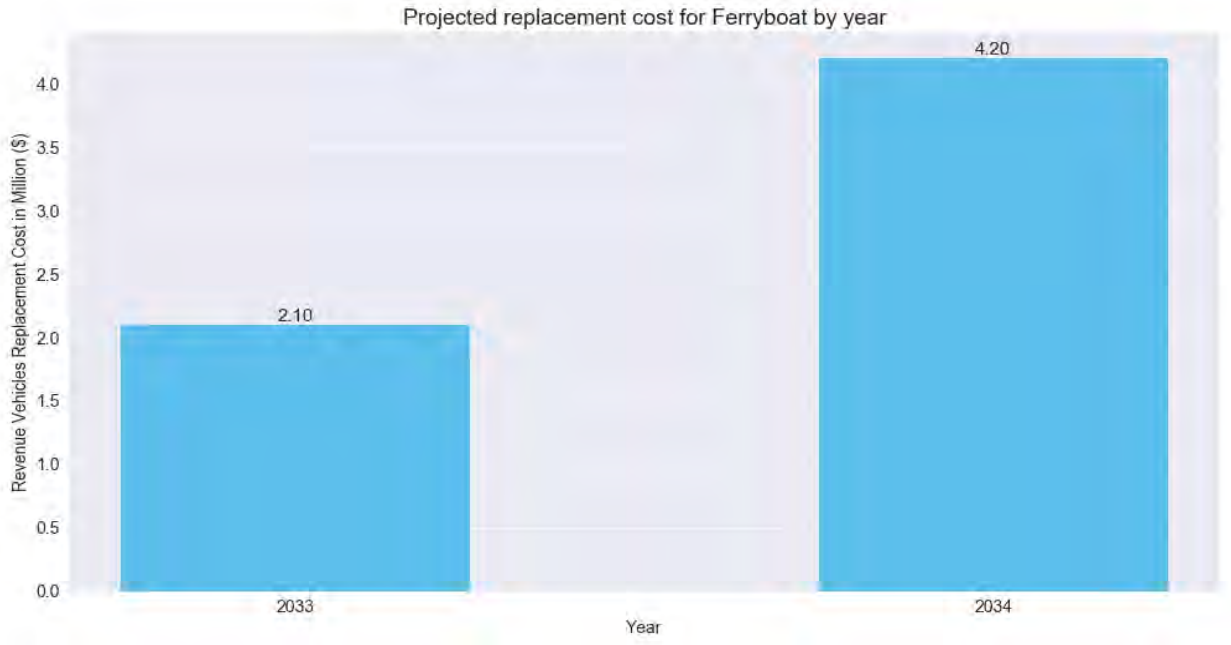

Figure 7.21 Projected Replacement Cost for Ferryboats in Oklahoma State (Yearly)

Source: 2017 Revenue Vehicle Inventory data, the National Transit Database (NTD); US Fleet Data, APTA 2018 Vehicle Database

Table 7.8 shows an estimate of current vehicle replacement needs statewide. The cost of vehicles is calculated based on model prices of the existing fleet. The cost of the vehicles varies based on size and technology used.

Table 7.8 Estimated Current Vehicle Replacement Needs

Vehicle Type	Number of Vehicles Exceeding Useful Life	Unit Cost (Range: Low-High)	Total Cost	Non-Federal Share (20%)*
Automobile	6	$20,792 - $32,421	$171,268	$34,253
Bus	81	$85,389 - $364,475	$19,768,263	$3,953,652
Cutaway	319	$26,634 - $137,000	$33,454,303	$6,690,860
Minivan	391	$21,250 - $34,038	$8,449,672	$1,689,934
Over-the-road Bus	5	$443,321	$2,216,605	$443,321
Van	59	$16,150 - $63,432	$1,508,711	$301,742
Total	861		$65,568,822	$13,113,764

*Assumes current 80% federal share continues. However, state and local shares may need to increase to fund vehicle purchases if federal transit funding becomes stagnant.

Based on these estimates, the cost of replacing all vehicles in the state that have exceeded their useful lives would be nearly $65.54 million. If federal funding covers 80% of capital costs, $13,113,764 in non-federal funding would be needed. However, state and local shares may need to increase to fund vehicle purchases, given that federal transit funding may become stagnant.

Estimates for average annual vehicle replacement costs are presented in Table 7.9, considering the current fleet. Estimates from the previous section showed that 231 new vehicles will need to be purchased to provide increased service. With the additional vehicles required for Scenario 2, assuming 2030 population projections, an additional $45 million would be needed (See Table 7.10).

Table 7.9 Long-Term Annual Average Vehicle Replacement Costs

Current Fleet	Number of Vehicles	Average Life (years)	Fiscal Year Vehicle Needs Replacement (10 years)																			
			2019		2020		2021		2022		2023		2024		2025		2026		2027		2028	
			Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)	Number Replaced	Replacement Cost (Million)
Automobile	17	6.7	2	$0.06			1	$0.03					2	$0.04	5	$0.12						
Bus	197	9.8	9	$2.76	1	$0.26	1	$0.23	19	$5.61	27	$8.83	19	$4.96	5	$1.89	17	$7.14			2	$0.98
Cutaway	530	6.1	15	$1.39	33	$3.33	39	$3.56	32	$3.55	30	$2.44	42	$4.18	20	$2.10						
Minivan	616	4.9	37	$0.90	60	$1.52	63	$1.34	61	$1.34			2	$0.04	2	$0.04						
Over-the-road Bus	16	3.8																	1	$0.44	3	$1.33
Sports Utility Vehicle	66	3.7					6	$0.19	5	$0.12	29	$0.77	13	$0.39	3	$0.08	3	$0.07	6	$0.18	1	$0.02
Van	89	7.0	1	$0.06	11	$0.41	5	$0.11	13	$0.37												
Total			64	$5.16	105	$5.52	115	$5.46	130	$10.99	86	$12.04	78	$9.61	35	$4.23	20	$7.20	7	$0.62	6	$2.33
Non-Federal Share (20%)*				$1.03		$1.10		$1.09		$2.20		$2.41		$1.92		$0.85		$1.44		$0.12		$0.47

*Assumes current 80% federal share continues. However, state and local shares may need to increase to fund vehicle purchases if federal transit funding becomes stagnant.

Table 7.10 Long-Term Annual Average Vehicle Replacement Costs for Additional Vehicles (assuming Scenario 2 with 2030 population)

Vehicle Type	Unit Cost per Vehicle	Number of Additional Vehicles	Total Cost for Additional Vehicles	Non-Federal Share (20%)*
Bus	$500,000	71	$35,500,000	$7,100,000
Cutaway/Van/Minivan - Rural	$55,000	142	$7,810,000	$1,562,000
Cutaway/Van – Small Urban	$70,000	18	$1,260,000	$252,000
Total		231	$44,570,000	$8,914,000

*Assumes current 80% federal share continues. However, state and local shares may need to increase to fund vehicle purchases if federal transit funding becomes stagnant.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 Funding Increases are Necessary for Expanding Services

Table 8.1 shows a summary of the increased operating and new vehicle expenses estimated in each of the scenarios. Estimates use both current and a 20% increase in current operating costs. The increased costs were considered based on the need for transit agencies to increase staff wages, which would allow them to attract and retain qualified staff needed to maintain and increase service levels. Future increases in other operating costs were also included within the 20% increase. Note that operating expenses are ongoing annual expenses, while vehicle purchases are one-time costs. If all additional services are added in the first year, the needed revenue for the year would equal the new operating costs plus the cost of new vehicles. However, in following years, the revenue increase is increased only enough to cover increased operating costs.

Scenario 2 is the lowest cost scenario that meets both benchmark values and ensures transit services will grow at a rate equal to or greater than population growth through 2030. Justification can also be made for Scenario 3, because there are needs for additional services statewide. It is recommended that funding needs consider increased operating costs, which would allow for increases in wages along with other operating costs. It is also recommended that 2030 population estimates are considered (Scenarios 2 and 3) to allow transit agencies to meet demand from increased population growth during the coming years. Note that the estimates in Table 8.1 are total required revenues that do not consider specific funding sources, but are assumed to include a combination of federal, state, and local funds.

More complete, accurate estimates could be obtained if specific planning was conducted for each transit system in the state. However, without that level of analysis and detail, the calculated estimates presented in this research provide useful guidelines for increased transit service throughout the state along with the proposed funding levels necessary to meet the mobility needs of the state's population.

Table 8.1 Summary of Estimated Increase in Expenses for Expanded Mobility Options

	Scenario 1	Scenario 2	Scenario 3
Rural Transit			
Cost of New Vehicles	$6,967,644	$7,792,156	$13,796,078
Operating Expense	$4,058,970	$4,539,285	$8,036,842
Operating Expense with 20% Increase in Operating Costs	$4,879,885	$5,457,342	$9,662,271
Total Expenses with Current Operating Costs	**$11,026,614**	**$12,331,440**	**$21,832,920**
Total Expenses with Increased Operating Costs	**$11,847,529**	**$13,249,498**	**$23,458,349**
Small Urban Fixed-Route			
Cost of New Vehicles	$2,740,385	$3,413,462	$6,164,103
Operating Expense	$1,258,988	$1,568,213	$2,831,912
Operating Expense with 20% Increase in Operating Costs	$1,511,213	$1,882,388	$3,399,256
Total Expenses with Current Operating Costs	**$3,999,372**	**$4,981,674**	**$8,996,015**
Total Expenses with Increased Operating Costs	**$4,251,597**	**$5,295,849**	**$9,563,359**
Urban Fixed Route			
Cost of New Vehicles	$23,786,667	$35,448,718	$37,546,795
Operating Expense	$10,928,070	$16,285,850	$17,249,749
Operating Expense with 20% Increase in Operating Costs	$13,117,395	$19,548,550	$20,705,556
Total Expenses with Current Operating Costs	**$34,714,737**	**$51,734,568**	**$54,796,543**
Total Expenses with Increased Operating Costs	**$36,904,062**	**$54,997,268**	**$58,252,350**
Small Urban Demand-Response			
Cost of New Vehicles	$655,161	$764,789	$1,717,489
Operating Expense	$695,781	$812,206	$1,823,973
Operating Expense with 20% Increase in Operating Costs	$835,611	$975,434	$2,190,534
Total Expenses with Current Operating Costs	**$1,350,942**	**$1,576,995**	**$3,541,462**
Total Expenses with Increased Operating Costs	**$1,490,772**	**$1,740,222**	**$3,908,023**
Urban Demand-Response			
Cost of New Vehicles	$4,353,067	$5,708,267	$7,529,317
Operating Expense	$4,622,957	$6,062,179	$7,996,134
Operating Expense with 20% Increase in Operating Costs	$5,552,026	$7,280,486	$9,603,106
Total Expenses with Current Operating Costs	**$8,976,023**	**$11,770,446**	**$15,525,451**
Total Expenses with Increased Operating Costs	**$9,905,092**	**$12,988,753**	**$17,132,422**
Total			
Total Expenses with Current Operating Costs	**$60,067,689**	**$82,395,123**	**$104,692,391**
Total Expenses with Increased Operating Costs	**$64,399,053**	**$88,271,590**	**$112,314,503**

Recommendation:

Increase operating costs by 20% so transit agencies can increase staff wages allowing them to attract and retain qualified staff needed to maintain increased service levels.

8.2 Staffing Needs

A major finding from the study is the need to improve staffing capabilities. About half of the transit agencies reported having inadequate staff to meet current needs, and about one-third of the agencies indicated additional staff is needed to meet expected needs within the next five years. Many agencies across the state mentioned they were short of drivers and have difficulty in finding enough qualified staff, especially CDL drivers. Retaining a qualified staff to maintain current levels of service and then to increase service to desired levels will require more funding for salaries and benefits. Wages for drivers and other staff will need to increase.

Recommendation :

Increase operating funding for employee wages.

8.3 Vehicle Needs

Meeting the demand for increased service will require an increase in the number of vehicles in operation. Many agencies mentioned a need for more vehicles. The number of new vehicles and the corresponding costs needed for each of the expansion scenarios were detailed in Table 7.5. Vehicle replacement needs were estimated in Tables 7.8–7.9.

Recommendation :

Increase funding for vehicles to provide transit agencies the capacity to increase service levels and meet the growing demand.

8.4 Conclusions

Finally, there are needs for transit facility improvements throughout the state of Oklahoma. Developing cost estimates for facilities, including upgrades and new facilities, were beyond the scope of this study. It is recommended that the Oklahoma Department of Transportation review the needs for vehicle storage or maintenance facilities to help identify which transit projects have the greatest need and then develop a strategy to meet these needs.

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APENDIX A: OKLAHOMA RURAL COMMUNITY TRANSIT SYSTEMS

TOWN OF BEAVER
Beaver City Transit

PONTOTOC COUNTY PUBLIC TRANSIT AUTHORITY
Call-A-Ride Public Transit

CENTRAL OKLAHOMA COMMUNITY ACTION AGENCY
Central Oklahoma Transit System

NORTHERN OKLAHOMA DEVELOPMENT AUTHORITY
Cherokee Strip Transit

UNITED COMMUNITY ACTION PROGRAM, INC.
Cimarron Public Transit System

DELTA COMMUNITY ACTION FOUNDATION, INC.
Delta Public Transit

ENID PUBLIC TRANSPORTATION AUTHORITY
The Transit

LOGAN COUNTY HISTORICAL SOCIETY, INC.
First Capital Trolley

CITY OF GUYMON
The Ride

INCACOMMUNITY SERVICES
JAMM Transit

KI BOIS COMMUNITY ACTION FOUNDATION, INC.
Ki Bois Area Transit System

LITTLE DIXIE COMMUNITY ACTION AGENCY, INC.
Little Dixie Transit

MUSKOGEE COUNTY PUBLIC TRANSIT AUTHORITY
Muskogee County Transit

DEPARTMENT OF PARKING AND TRANSIT SERVICES OSU–STILLWATER COMMUNITY TRANSIT
OSU/Stillwater Community Transit

GRAND GATEWAY ECONOMIC DEVELOPMENT ASSOCIATION, INC.
Pelivan Transit

COMMUNITY ACTION DEVELOPMENT CORPORATION
Red River Transportation Service

BIG FIVE COMMUNITY SERVICES, INC.
Southern Oklahoma Rural Transportation System

SOUTHWEST OKLAHOMA COMMUNITY ACTION GROUP, INC.
Southwest Transit

WASHITA VALLEY COMMUNITY ACTION COUNCIL
Washita Valley Transit

APENDIX B: TRANSIT AGENCY INFORMATION

This appendix provides detailed responses from transit agencies regarding their current facilities, needed facility upgrades, additional services needed, challenges to providing additional services, staffing needs, comments about how well they are meeting the needs of their service area residents, and other comments. Also provided is each agency's most recent service data and calculated vehicle replacement costs yearly.

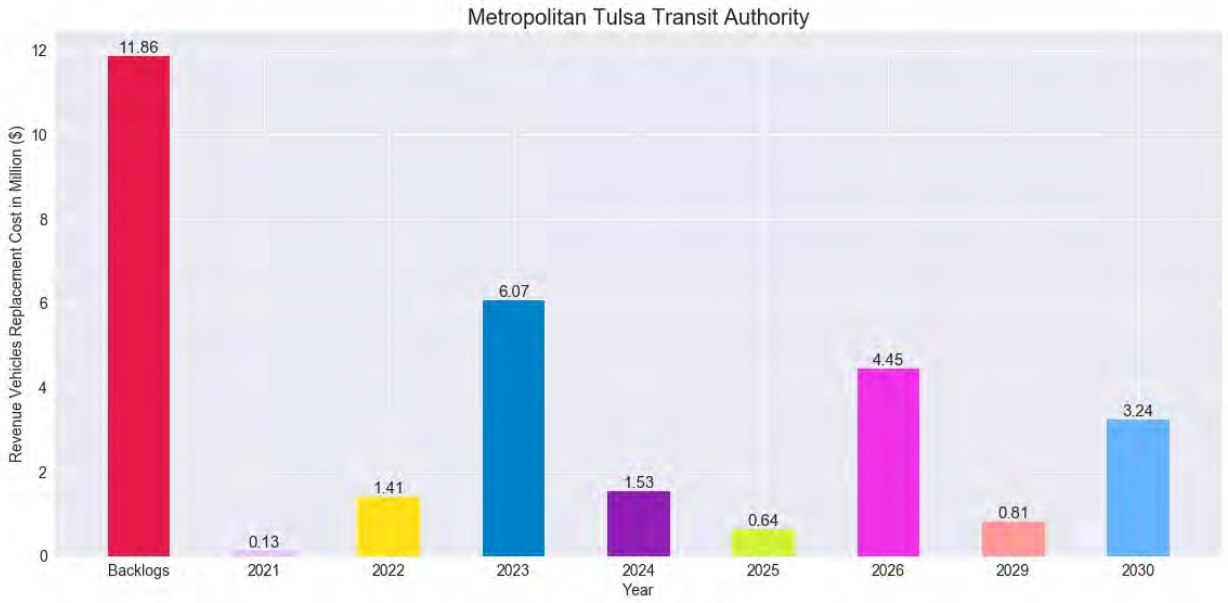
Metropolitan Tulsa Transit Authority

Tulsa Transit provides fixed route buses services from Monday through Saturday throughout the City of Tulsa, and extends into Jenks, Sand Springs, and Broken Arrow. The Lift Program is Tulsa Transit's curb-to-curb paratransit service for persons with disabilities. The Lift operates both lift-equipped vans and regular taxi cabs from 4:30 am to 8:30 pm on Monday through Friday, and from 5:30 am to 8:30 pm on Saturdays. Service boundaries are the Tulsa city limits and rides should be arranged one day in advance. Medical appointment transportation is provided for low-income persons with no access to a vehicle or bus service (OK DRS n.d.).

Counties:		Tulsa
Service provided:		Fixed-route, Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	2,926,380
	Vehicles:	93
	Vehicle miles:	3,796,542
	Vehicle hours:	245,872
	Operating expense:	$19,095,652

Facilities:

	Maintenance:	Own - The maintenance building is 44,136 square feet and includes a body shop and 2 fuel/wash bays. The maintenance building has 11 service bays, 3 body shop bays and 1 steam clean bay.
	Storage:	Own - The bus storage lot has parking space for 79 fixed route buses and 44 paratransit vehicles.
	Administrative:	Own - The administration building is a 9,200 square foot 2 story structure that houses IT, HR, Planning, Accounting and Operations. The Call Center building is 22,400 square feet and houses customer service and our paratransit operation.
	Needed upgrades:	Larger vehicle storage area, more office spaces. Upgrade to administration building as it is a 60-year-old building
Services Needed:		New intercity service, Expansion of currently available services, and longer hours of service
Challenges		Funding and manpower would be the challenges at this time.
Other Services Needed:		Most of the minor need would be that we need to add frequency to our routes.
Staffing needs:		Inadequate staff to meet current needs. Current - some departments are handling many tasks up to 5 different functions. We are low on mechanics, call center reps and drivers. Future - We will need to add more drivers, security, dispatchers, road supervisors and office staff to assist with the Bus Rapid Transit
Other comments:		At this time our challenge is to provide a quantity of Public Transportation to our service areas. We need better frequency on most fixed routes. We are in need of funding for capital purchases (buses) as well as operations to both stabilize our system and introduce enhanced services including our BRT.

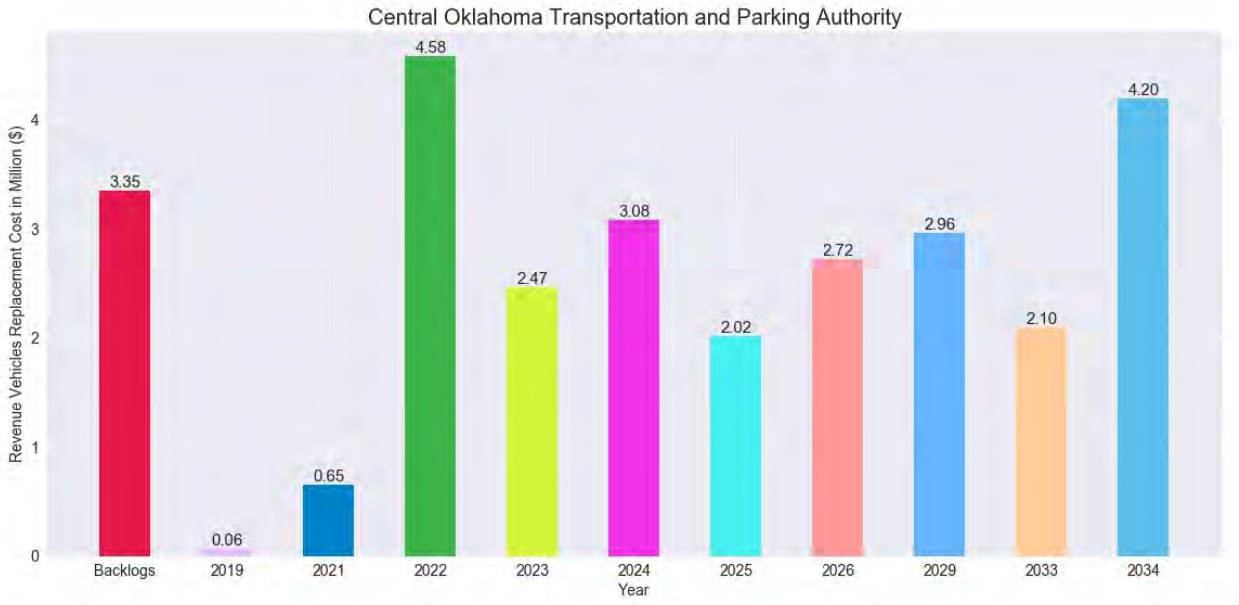


Central Oklahoma Transportation and Parking Authority

EMBARK provides a wide range of transportation services, including special services for older adults and persons with disabilities within the city of Oklahoma City. The service includes lift-equipped vans for persons with disabilities, shopping shuttle vans for persons 60 and older, congregate meal transportation for persons 60 and older, and transportation to medical appointments for the homeless. Most of the services are on weekdays and Saturdays. Bus service operates from 4:30 am to 7:30 pm Monday through Friday. Reduced service is available on Saturdays and Sundays from about 6:30 am to 6:30 pm. The paratransit service hours are from 6:00 am to 6:00 pm. The link service operates vans on evening and Sunday for riders in the area bound approximately by Meridian, Bryant, NW 63, and SW 74 when city buses do not run (OK DRS n.d.).

Counties:	Oklahoma
Service provided:	Fixed-route, and Curb-to-curb
2017 Service Data	
Total trips:	3,205,600
Vehicles:	80

	Vehicle miles:	3,493,716
	Vehicle hours:	223,225
	Operating expense:	$24,817,273
Facilities:		
	Maintenance:	One bus maintenance facility owned and operated by COTPA, five bus bays. One streetcar storage and maintenance facility owned by the city and operated by COTPA. It can store seven streetcars and has two maintenance bays.
	Storage:	Buses are parked in large parking lot in front of bus maintenance facility. Streetcars are stored inside the maintenance facility.
	Administrative:	Two buildings for administrative functions (2000 S May and 300 SW 7th St). Most Admin work at S May. Finance operates out of 300 SW 7th St.
	Needed upgrades:	Streetcar storage and maintenance facility is just a few months old. It is adequate for the current route and fleet. Bus facility is about to be upgraded for CNG including fueling station and shop upgrades. Increased bus service requiring a larger fleet would likely force shop expansion.
Service Needed:		We believe expanding our services according to existing planning studies would provide service for these types of trips. According to our surveys, most riders use our service to go to work (44%), shopping (17%), or medical appointments (12%).
Staffing needs:		Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years)
Additional Comments:		Oklahoma City is one of the largest cities geographically speaking in the country, especially when compared with cities not combined with county governments. Attempting to serve 620 square miles is a challenge. We try to balance frequency and coverage. While city council has been very supportive in recent years, funding bus improvements and a new streetcar line, a dedicated funding source would provide more security and long-term planning ability.

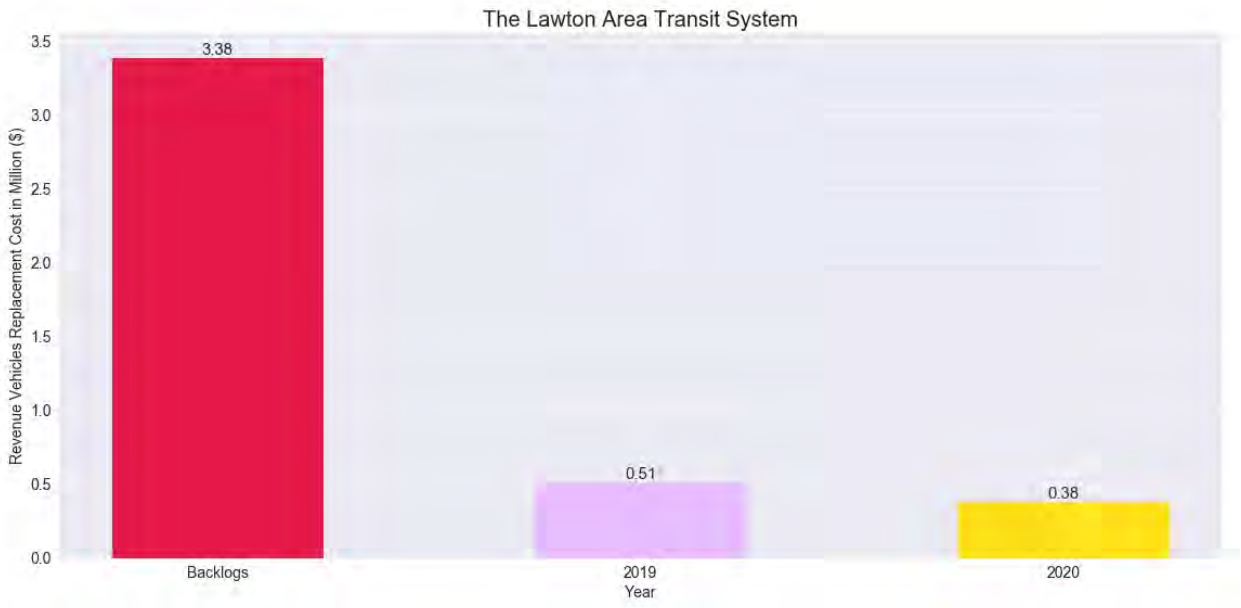


The Lawton Area Transit System

LATS provides fixed route bus transportation, para-transit, and charter bus options. The fixed route system operates from 6:00 am to 7:00 pm on Monday through Friday and 9:00 am to 6:00 pm on Saturdays. The paratransit service travels anywhere that the fixed route bus system travels, including a distance of 3/4 miles on each side of the fixed routes. Paratransit trips are available from 6:00 am to 7:00 pm Monday through Friday, and 9:00 am to 6:00 pm on Saturdays.

Counties:		Lawton
Service provided:		Fixed-route, Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	397,445
	Vehicles:	21
	Vehicle miles:	684,596
	Vehicle hours:	45,180
	Operating expense:	$2,598,773
Facilities:		

	Maintenance:	Currently we have one maintenance building with 3 bays and one wash bay. All vehicles can be maintained with our current facility
	Storage:	We store our buses outside. There are enough spaces for all our vehicles with spares.
	Administrative:	We have one administrative building which houses all staff dispatchers and supervisors as well as a driver's break room and a conference/training room.
	Needed upgrades:	We are currently in design phase of a Downtown Transfer Center that will have dispatcher and break room space. Building construction will start in 2019 or 2020
Service Needed:		New fixed-route service, and expansion of currently available services
Challenges:		Funding
Staffing needs:		Adequate staff for current and expected future needs. No expansion of staffing at the moment or in the future. Maybe marketing person for promotion?
Other Comments:		I would like to get more on-demand service to are areas we currently don't service. When we do our new Downtown Transfer Center we will have new more efficient routes.

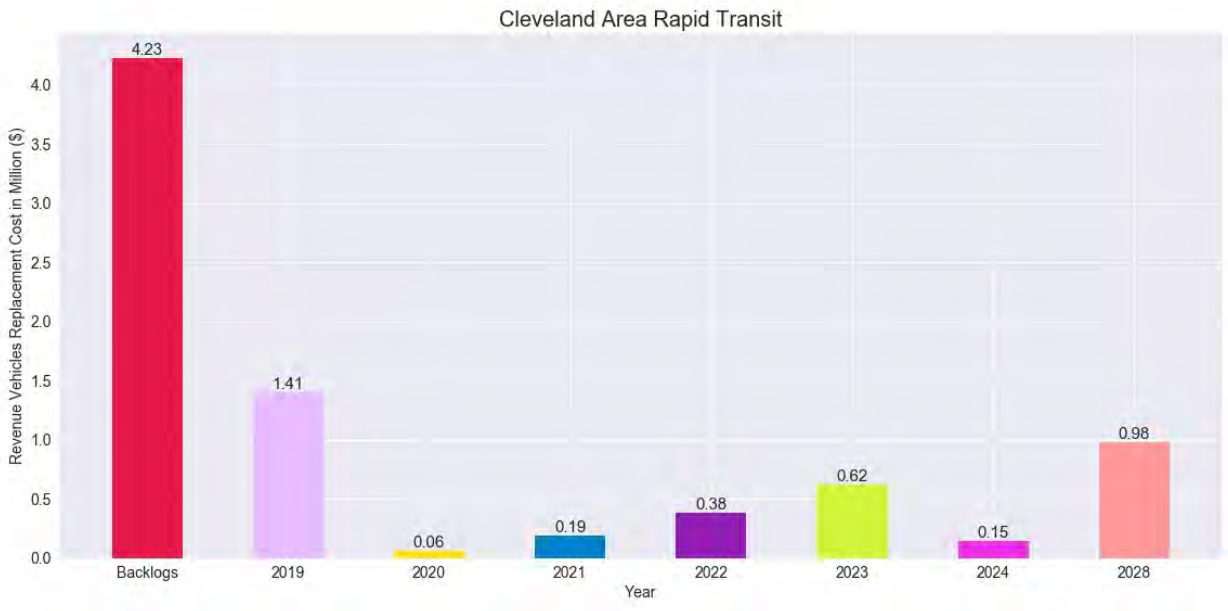


Cleveland Area Rapid Transit

CART provides services to five city routes, three campus routes, and a route connecting Norman to Oklahoma City. The system's fleet consists of replica trolleys, paratransit vans, and city transit coaches. All CART vehicles are lift-equipped and provide origin-to-destination service for disabled riders. The service hours are seven days a week from 8:30 am to 4:00 pm (OK DRS n.d.).

Counties:		Norman
Service provided:		Fixed-route, and Curb-to-curb
2017 Service Data		
	Total trips:	1,266,031
	Vehicles:	27
	Vehicle miles:	762,639
	Vehicle hours:	60,065
	Operating expense:	$4,279,043
Facilities:		
	Maintenance:	CART's maintenance facility is connected to its administrative building. OU's fleet services department maintains all OU vehicles, including CART buses. The maintenance facility is approximately 18,456 square feet and has 5 bays for buses.
	Storage:	CART's vehicles are stored on a parking lot designed for buses outside the administrative/maintenance building. CART is able to store about 40 vehicles in this lot.
	Administrative:	CART's administrative facility is connected to its maintenance facility and bus yard. The administrative part of the building is shared with OU's Fleet Services and is about 12,119 square feet.

Needed upgrades:	As transit needs and ridership grow in Norman, it is expected that a multimodal hub will be needed. In addition, if commuter rail is funded for the OKC metro, there will be a need for stops along the railroad tracks that connect riders with buses.
Services Needed:	Expansion of currently available services, and weekend service
Challenges:	Additional funding for operations.
Additional Information:	As Norman grows, the demand for additional fixed route service grows with it. With additional funding, CART could expand fixed routes as necessary.
Staffing needs:	Inadequate staff to meet current needs.
Other Comments:	Currently, the public transit service is provided by the University of Oklahoma. There are currently discussions about transitioning the operations of the service to the City of Norman.

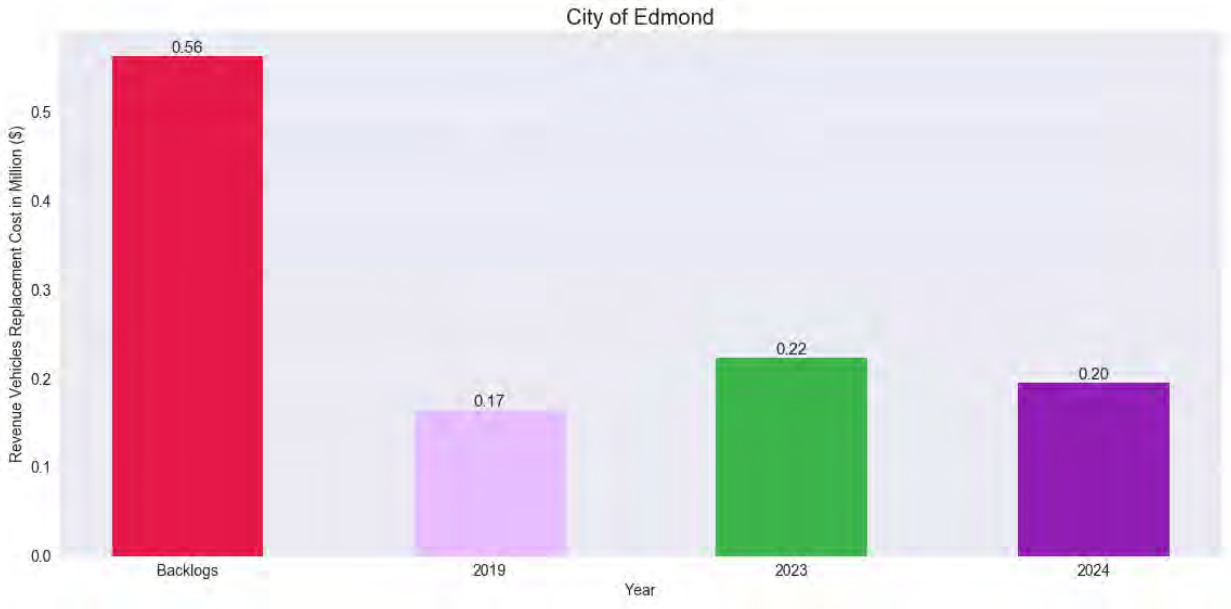


City of Edmond

Citylink Access Paratransit (CAP) provides curb-to-curb service to residents with disabilities within the city-limits of Edmond in a wheelchair-accessible bus for free. The CAP hours of service are 8:00 am to 5:00 pm Monday through Saturday. However, customers need to call at least 48 hours prior to pick up to ensure availability (OK DRS n.d.).

Counties:		Edmond
Service provided:		Fixed-route, and Curb-to-curb
2017 Service Data		
	Total trips:	248,738
	Vehicles:	9
	Vehicle miles:	266,710
	Vehicle hours:	18,824
	Operating expense:	$1,961,867
Facilities:		
	Maintenance:	We lease a facility from the City of Edmond. It houses maintenance, all our administrative offices and bus storage.
	Storage:	Our facility has covered storage for ~ 60% of our fleet.
	Administrative:	All of administrative functions and staff are housed in the same facility as maintenance and fleet storage.
	Needed upgrades:	We need to repave our parking lot which is in bad condition. Covered parking needs to be built to enable us to bring all our vehicles under a roof. We also need a bus wash bay. These mentioned improvements are in the beginning stage right now.
Services Needed:		New fixed-route service, expansion of currently available services, and longer hours of service.
Challenges:		As with everything else it comes down to available funds.

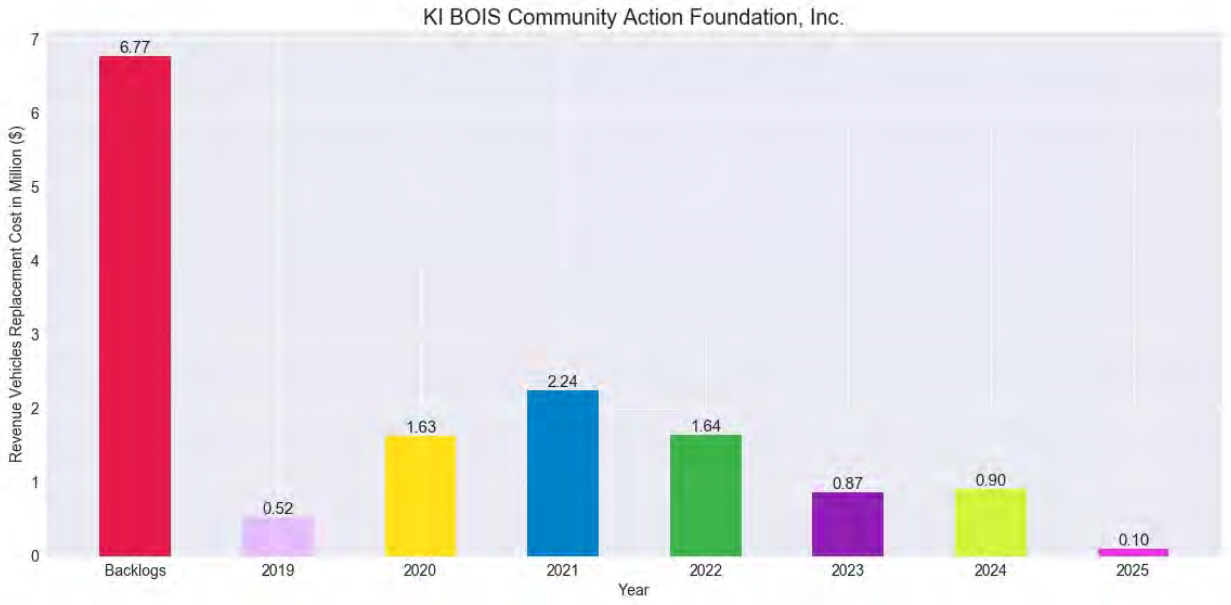
Staffing needs:	Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years). The addition of a new fixed route to serve part of the City of Edmond is in the developmental stage right now. If that comes to fruition, we will need 4-5 more full-time staff.
Other Comments:	There are parts of the city that we do not serve that need it. We also need to extend the hours of service on some routes to make them more useful for employment purposes. Our funding is adequate for what we presently have, but will need to increase in the next few years if we increase service. It is difficult to find bus operators, so if/when the new route begins that will be a challenge getting 4-5 new operators at once.



KI BOIS Community Action Foundation, Inc.

Ki-bois Area Transit primarily serves Adair, Okmulgee, Cherokee, Haskell, Latimer, LeFlore, McIntosh, Sequoyah, Pittsburg, and Okfuskee counties. It provides fixed route and demand-response service from 8:00 am to 4:30 pm on weekdays (OK DRS n.d.).

Counties:		Haskell, Adair, Okmulgee, Cherokee, Latimer, LeFlore, McIntosh, Sequoyah, Pittsburg, Okfuskee, Hughes, and Wagoner
Service provided:		Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	619,994
	Vehicles:	185
	Vehicle miles:	4,906,426
	Vehicle hours:	257,360
	Operating expense:	$7,931,520
Facilities:		
	Maintenance:	12,000 sq. ft. maintenance building 80X150 ft. built in 1995 - 7 bay doors 8,000 sq. ft. office storage and vehicle wash bay 100X80 built in 2003 - 5 bay doors
	Administrative:	3,000 sq ft. administrative office and training center
Services Needed:		Weekend service, longer hours of service
Challenges		Funding and finding drivers
Staffing needs:		Inadequate staff to meet current needs. Need about 50 more drivers
Other comments:		Enough funding to hire good drivers. Most of the drivers we can hire that will stay are elderly and have a retirement or on social security or both. We are trying to raise our starting pay, but with the cost of benefits, it is a very expensive move. Other challenges are finding drivers that can pass a drug test and a background check. Finding quality drivers that want to work the early hours or weekend is another challenge.

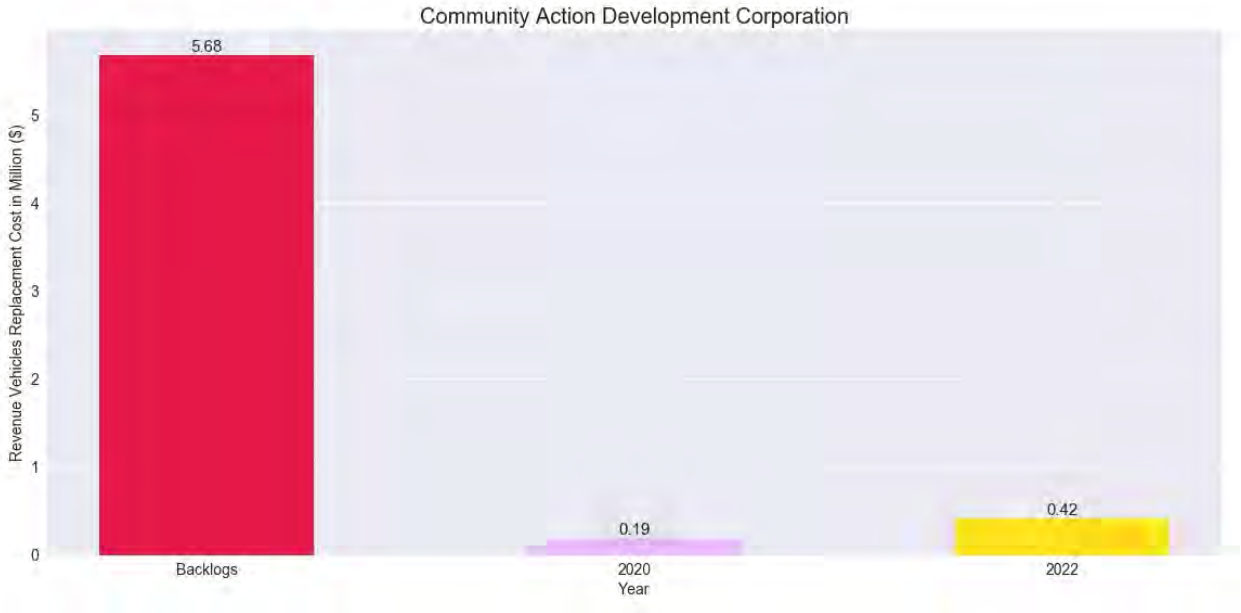


Community Action Development Corporation

Red River Public Transportation Service provides scheduled routes in selected cities within the counties of Roger Mills, Beckham, Custer, Washita, Kiowa, Tillman, Cotton, Jefferson and Stephens. In addition, Red River also provides demand-response service for the public and contractual services to businesses, schools and health providers. The service hours are from 8:00 am to 4:00 pm on weekdays (OK DRS n.d.).

Counties:		Tillman, Roger Mills, Beckham, Custer, Washita, Kiowa, Cotton, Jefferson, Stephens, Woodward, Caddo, Carter, Comanche, Ellis, Dewey, and Canadian
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	197,498
	Vehicles:	103
	Vehicle miles:	4,906,426
	Vehicle hours:	257,360
	Operating expense:	$2,759,887

Facilities:		
	Maintenance:	Agency has its own maintenance facility in Frederick. Two lift stations. Tire machines, front end alignment computer and equipment.
	Storage:	Agency utilizes parking lot rented across the street from maintenance facility that will accommodate approximately 10 vehicles.
	Administrative:	Central office located in Frederick for accounting, payroll, etc. Transit offices in Ryan, Frederick, and Sayre responsible for scheduling, driver assignments.
	Needed upgrades:	Upgrade to Frederick transit facility is planned for this program year including better ADA restroom facilities, upgrades to offices, heating/ac systems.
Services Needed:		Expansion of currently available services
Challenges:		Funding restrictions and vehicle availability.
Staffing Needs:		Adequate staff for current and expected future needs
Other comments:		Difficulty in hiring and maintaining drivers with CDL required for some services

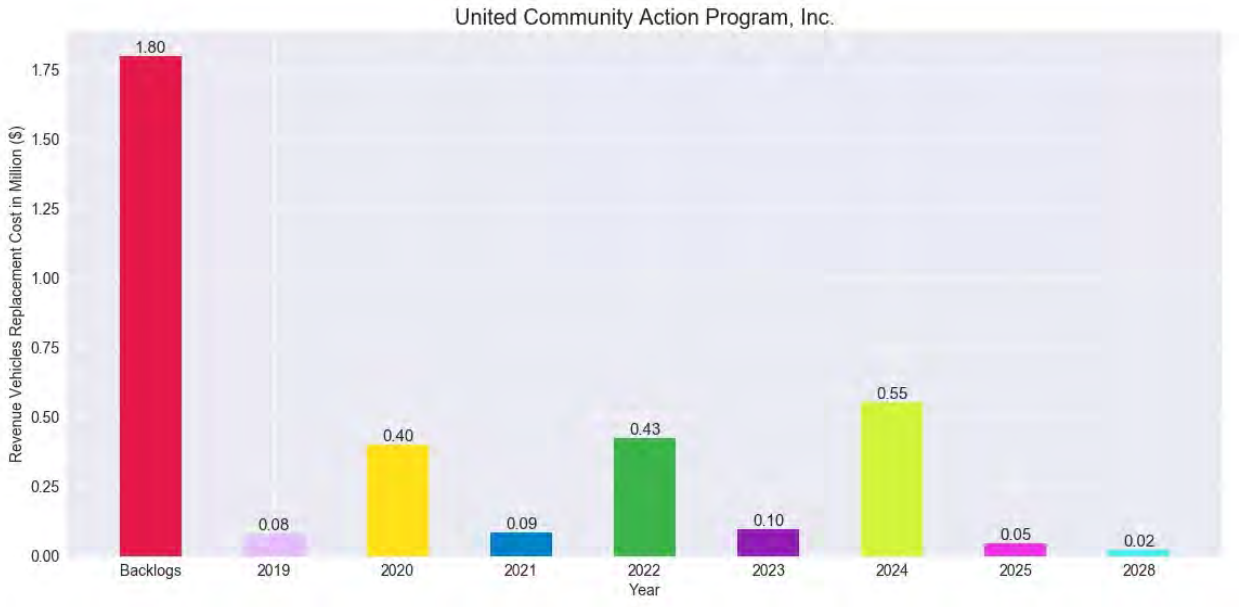


United Community Action Program, Inc.

Cimarron Public Transit System provides demand-response service to Bartlesville, Bristow, Dewey, Drumright, Kellyville, Mannford, Oilton, Pawnee, Pawhuska, Ponca City, Sapulpa and Skiatook (OK DRS n.d.).

Counties:		Pawnee, Creek, Kay, Osage, and Washington
Service provided:		Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	117,436
	Vehicles:	58
	Vehicle miles:	1,452,830
	Vehicle hours:	87,130
	Operating expense:	$2,142,881
Facilities:		
	Maintenance:	None
	Storage:	They are parked in lots in four site locations.
	Administrative:	Pawnee - 3 office spaces are rented - including cost allocated space for accounting, etc. at the agency headquarters. Ponca - 3 office spaces, a storage room and reception area is rented. Skiatook - one room is rented at a Senior apartment facility. Bartlesville - City of Bartlesville provides two rooms at their city hall, as in-kind support.
Services Needed:		New door-through-door or escort service, Expansion of currently available services, Weekend service, and longer hours of service.
Challenges:		Funding is major challenge; however, vehicles and drivers are additional hurdles.

Staffing needs:	Inadequate staff to meet current needs. We currently need at least 5 drivers to maintain current requests. If new funds and additional vehicles are available, we would like to add 5 to 10 more drivers.
Additional Information:	Affordable fares. Many additional riders would access public transit in rural areas if the fare were more affordable. More riders want to go within the county or out of county, which is cost prohibitive. Many riders cannot afford $1.50 or $3 fare to get around in their own community.
Other Comments:	Additional staff to support the various reports and invoices required to handle all of the pieces of our pie, our contracts and partners each want a different set of reports. We have young residents who do not get their drivers' licenses, more riders than in the past who have lost their drivers' licenses, increase in disabled and seniors. These trends are expected to continue.



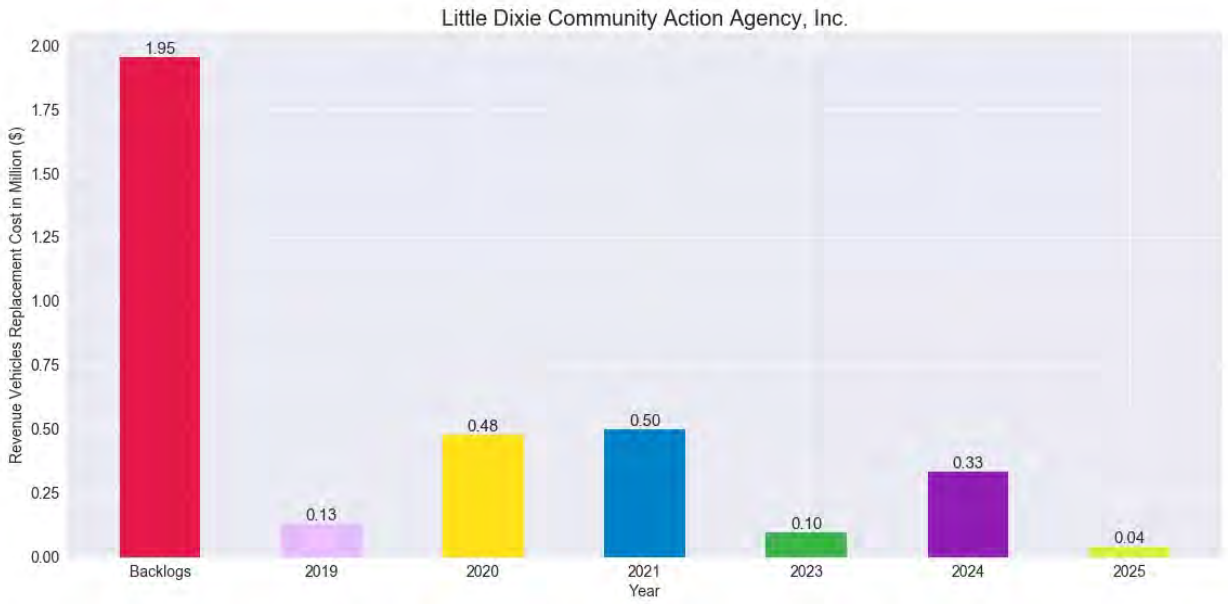
Little Dixie Community Action Agency, Inc.

Little Dixie Transit operates a public transportation system in the Southeast Oklahoma counties of McCurtain, Choctaw and Pushmataha. Little Dixie Transit's public transportation services are demand responsive and serve the communities of Hugo, Idabel, Antlers, Broken Bow, and Clayton. It operates

two intercity routes to Oklahoma City and Dallas upon request by advance reservations. The Dallas route operates seven days a week and takes clients to Dallas/Fort Worth International Airport, Love Field, or Amtrak. The service hours are from 6:00 am to 6:00 pm daily (OK DRS n.d.).

Counties:		Choctaw, McCurtain, and Pushmataha
Service provided:		Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	115,330
	Vehicles:	55
	Vehicle miles:	804,094
	Vehicle hours:	46,867
	Operating expense:	$1,931,453
Facilities:		
	Maintenance:	6 bay garages that we own through purchase with FTA capital funds and we provided the local match. This facility also includes office areas for 5 staff, document storage room and two restrooms.
	Storage:	We have fenced lots at three of our five properties.
	Administrative:	Our administrative office is housed with the maintenance facility. The front part of this building is for offices.
	Needed upgrades:	We need one of the lifts in the maintenance area replaced due to age and lack of proper functioning. We need some safety features added to the office areas which would provide locked entry doors with a buzzer for customers to use and possibly a drawer to extend out to exchange fare money.
Services Needed:		Expansion of currently available services, and weekend service
Challenges:		We do not have adequate funding for the current services which prevents us from extending and/or adding additional services.

Staffing needs:	Inadequate staff to meet current needs. The agency needs additional staff right now to help in the reporting process and/or meeting the regulatory duties for our state funder. The agency also needs a maintenance person because my mechanic left in March and we cannot re-fill this position as full-time so I need someone willing to work part-time in this position. They need 10 to 15 additional part-time drivers throughout the program to meet the current trip loads and cut down on delays from the time customers call in until the time the drivers can arrive for transport.

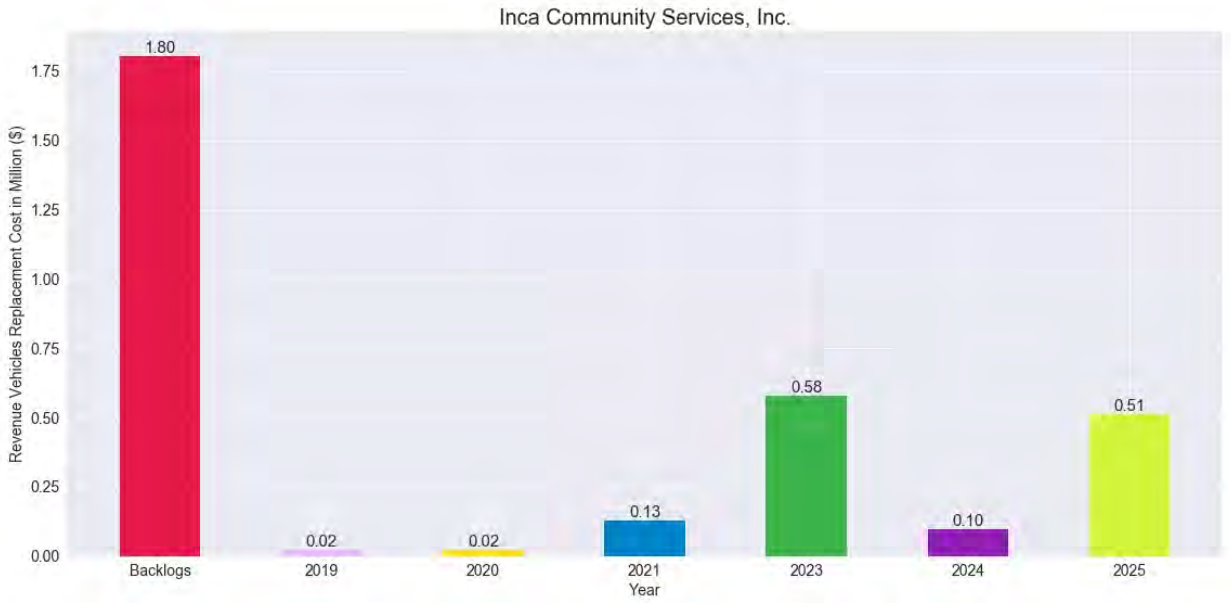


Inca Community Services, Inc.

JAMM Transit provides demand-response service in the area of Atoka, Johnston, Marshall and Murray counties. However, it operates primarily within towns of Atoka, Sulphur, Madill and Tishomingo. The service hours are from 8:00 am to 5:00 pm on weekdays (OK DRS n.d.).

Counties:	Atoka, Johnston, Marshall, and Murray
Service provided:	Curb-to-curb, and Door-to-door
2017 Service Data	
Total trips:	141,829

	Vehicles:	52
	Vehicle miles:	812,163
	Vehicle hours:	48,219
	Operating expense:	$1,353,165
Facilities:		
	Maintenance:	We have no maintenance facilities
	Storage:	Each county has a “yard” vehicle are parked in. One is asphalted, two gravel, and one-half gravel and cement.
	Administrative:	Each county has an office that we operate out of. Administration over the CAP is in Tishomingo in a brick building. Administration for JAMM is in Atoka and co-exists with several other programs in an old school building (brick).
Services Needed:		Expansion of currently available services, weekend service, and longer hours of service
Challenges:		Funding and employees
Staffing needs:		Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years). Would hope to be expanding, taking more trips, and see an overall growth in transit for the area.

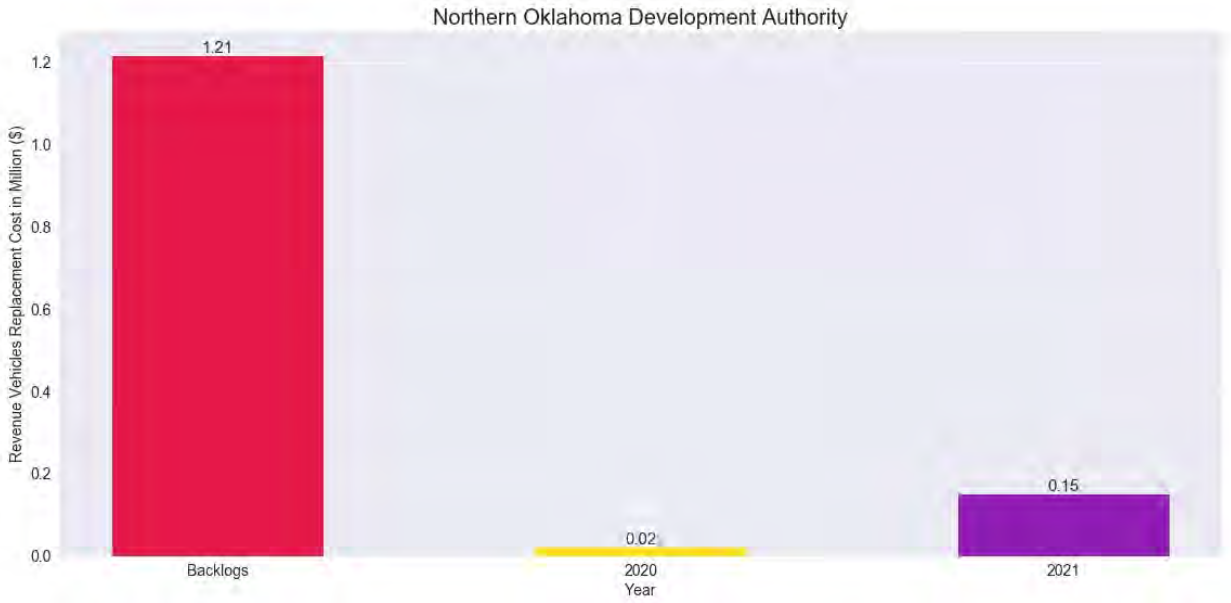


Northern Oklahoma Development Authority

Cherokee Strip Transit (CST) is a demand-response transportation system that serves in the area of the towns of Garber, Covington, Billings, Fairmont, Breckenridge, Perry, Waukomis, Tonkawa, Ponca City, Blackwell, Kingfisher, Watonga, and Hunter. CST also provides services to other nearby communities as well as Oklahoma City and Tulsa. The service hours are from 7:45 am to 5 pm on weekdays (OK DRS n.d.).

Counties:		Garfield, Alfalfa, Blaine, Grant, Kay, Kingfisher, and Major
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	52,442
	Vehicles:	48
	Vehicle miles:	876,230
	Vehicle hours:	46,318
	Operating expense:	$1,077,997
Facilities:		

	Maintenance:	N/A - Vendor out all maintenance
	Storage:	N/A - Parking lots at each office- 1 Administrative, 7- satellite offices
	Administrative:	1- NODA Office- Administration own, 1- Garber admin- own
	Needed upgrades:	Administrative- storage and employee space
Services Needed:		New group pickups, Expansion of currently available services
Challenges:		Funding
Staffing needs:		Inadequate staff to meet current needs. CST has some difficulty retaining drivers because of low starting pay and demands placed by employees on the number of hours they would like to work. Required paperwork is oftentimes an issue.



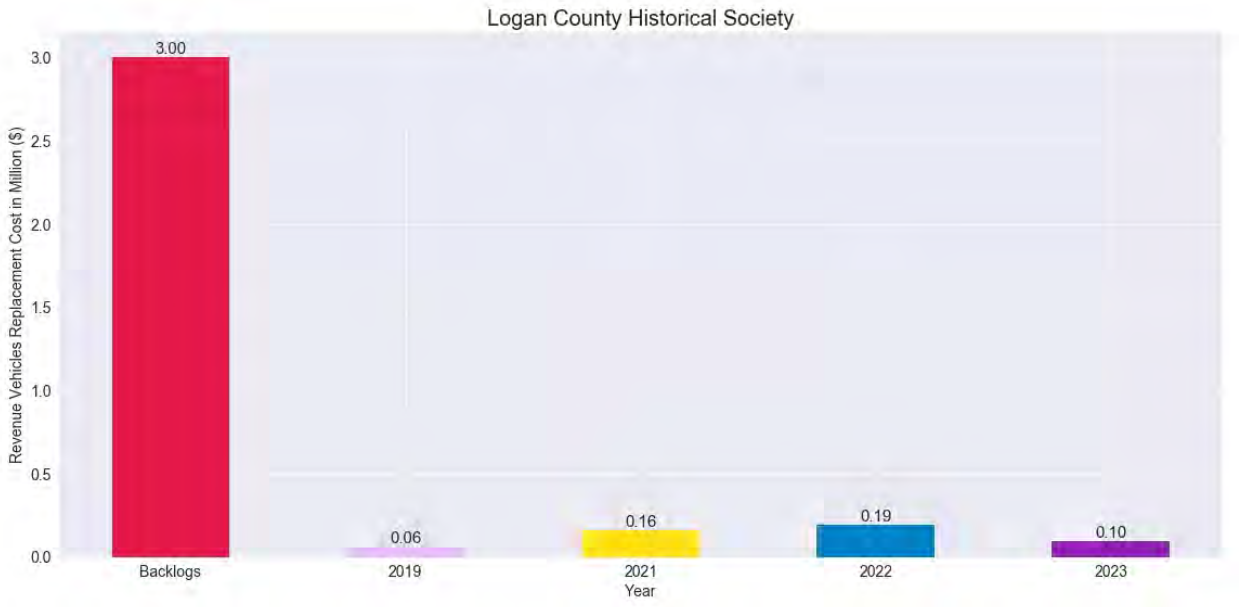
Logan County Historical Society

First Capitol Trolley provides fixed-route and demand-response service in the Guthrie area. It provides service between Guthrie and Langston University daily. It also provides on-campus shuttle service at Oklahoma State University and a campus to shopping shuttle (OK DRS n.d.). Services operate for

Langston Shuttle Monday through Friday from 2:36 pm until 8:18 pm. Services operate for the Historic shuttle Saturdays at noon and 2:00 pm.

Counties:		Logan, Lincoln, and Payne
Service provided:		Fixed-route, Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	125,490
	Vehicles:	38
	Vehicle miles:	1,462,805
	Vehicle hours:	63,210
	Operating expense:	$1,896,506
Facilities:		
	Maintenance:	All of our maintenance is outsourced. We have a facility to clean vehicles and do light preventative maintenance such as wiper blades, headlights, etc.
	Storage:	FCT is located on 7 acres. Our vehicle storage and administrative facilities are all located on that property. Shop Space Metal Building 4,920 Square Feet, Cleaning Bay Metal Building Insulated 1,500 Square Feet, Public Parking Spaces Asphalt 19 parking spaces including 2 handicapped spaces 5,890 Square Feet, Employee/Company Vehicle Parking Asphalt 46 Covered parking space, 4 Non-covered spaces 28,718 Square Feet, South Awning Concrete/ Asphalt 6 space 1,200 Square Feet, East Awning Asphalt 8 spaces 1,600 Square Feet, East Bus Awning Asphalt 4 spaces 1,600 Square Feet, Middle Awning Asphalt 16 spaces 3,360 Square Feet, West Awning Asphalt 12 spaces 2,400 Square Feet.
	Administrative:	FCT is located on 7 acres. Our vehicle storage and administrative facilities are all located on that property. Office Space Metal Building 2150 Square Feet.
Services Needed:		Expansion of currently available services, and longer hours of service

Challenges:	4 or so years ago we had extended hours and Sunday Service in Logan County. When we had a budget shortfall our services had to be decreased. The lack of on call services in Lincoln County is due to funding. Without an increased dedicated funding source, it is very challenging to begin something you may have to cut the next year.
Staffing needs:	Inadequate staff to meet current needs. We would like to open offices in our other service areas. Currently we operate 3 counties out of one office.
Additional Information:	All of the needs to the customer are important to them. Although Social/Recreation is not a major need in my opinion. Some of our seniors say it is important for their health to stay active and interactive in their community.
Other Comments:	Extended hours for third shift job and more affordable services for those who are minimum wage workers. Even though we offer services it doesn't always mean that they can afford the cost of trip 3x per week or daily for job services. The distance of our trips in rural areas can become a costly burden to them and us.

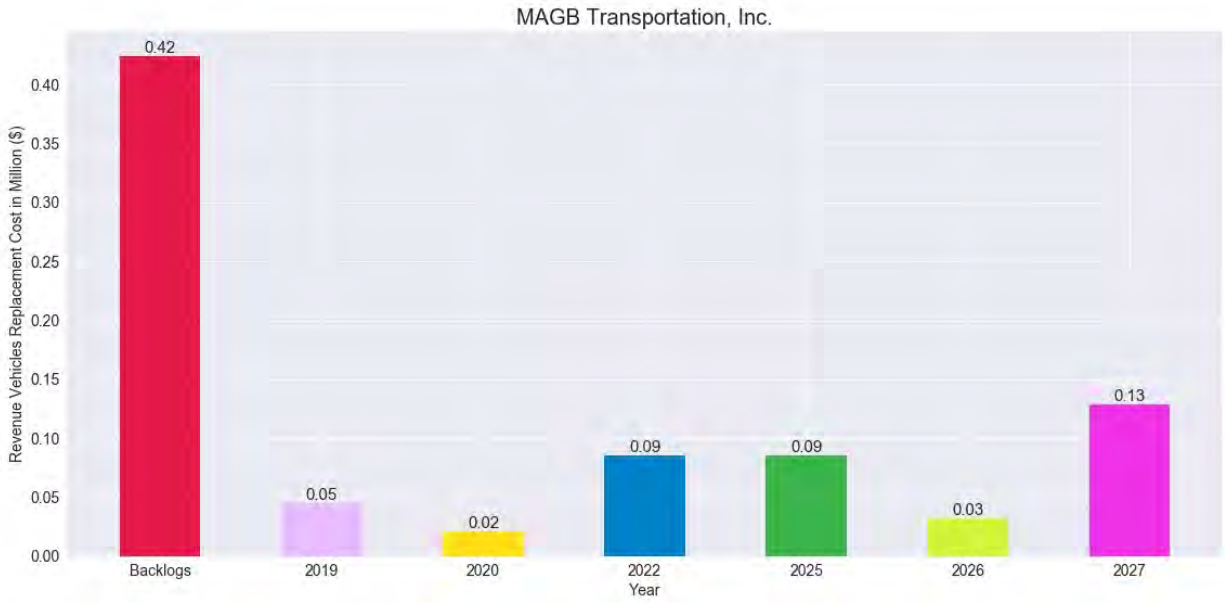


MAGB Transportation, Inc.

MAGB Transportation is dedicated to providing safe, reliable and affordable public transportation to both the rural and urban residents within northwest Oklahoma. It provides transportation needs of

senior citizens, disabled and low/moderate income residents in communities of northwest Oklahoma. It offers both wheelchair and ambulatory services to clients of all ages. The standard pay fare is $1.00 per mile round trip or $1.75 one way with an origination fee of $10 for ambulatory service or $20 for wheelchair service.

Counties:		Major
Service provided:		Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	19,254
	Vehicles:	33
	Vehicle miles:	857,117
	Vehicle hours:	35,172
	Operating expense:	$888,174
Facilities:		
	Maintenance:	Vo-Teck in Fairview Jensens of Fairview
	Storage:	Senior Center Parking
	Administrative:	Fairview Community Center
	Needed upgrades:	
Staffing needs:		Inadequate staff to meet current needs.

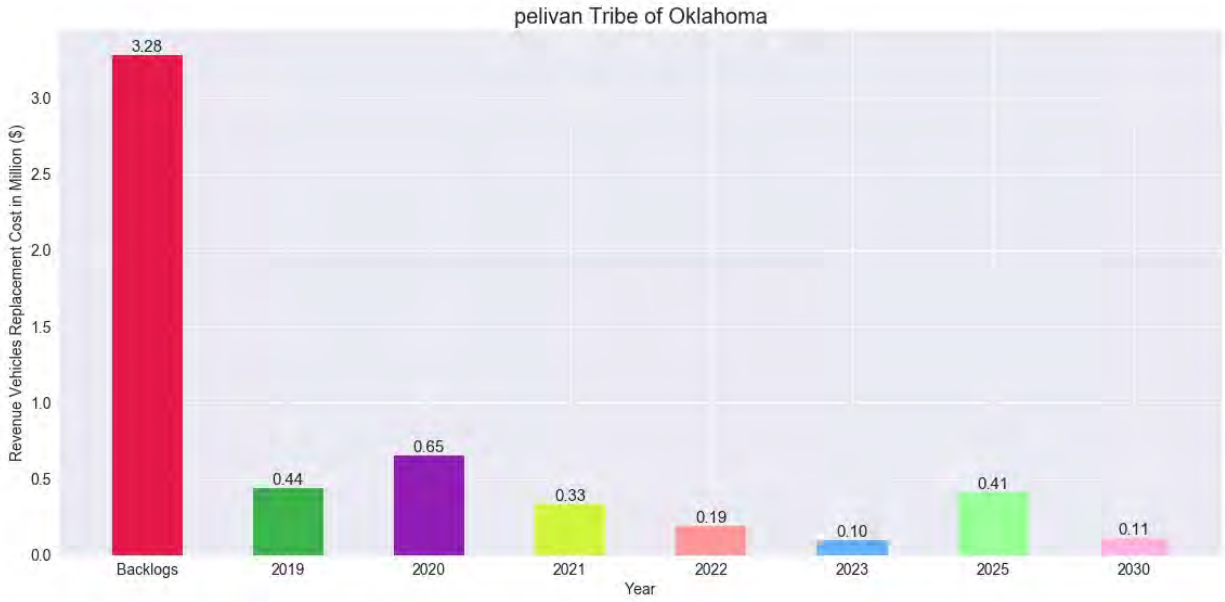


Grand Gateway EDA/ Pelivan

Pelivan Transit provides services to Craig, Delaware, Ottawa, Mayes, and Rogers counties. It also provides demand-response routes, which serve Claremore, Pryor, Vinita, Miami and Grove. The service hours are from 7:30 am to 5:30 pm on weekdays (OK DRS n.d.).

Counties:		Craig, Delaware, Ottawa, Mayes, and Rogers
Service provided:		Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	176,646
	Vehicles:	31
	Vehicle miles:	975,273
	Vehicle hours:	70,387
	Operating expense:	$2,517,828
Facilities:		
	Maintenance:	Eight bay maintenance facility, five satellite offices
	Storage:	Parking lots

Administrative:	We office out of our administration building in Big Cabin owned and operated by Grand Gateway.
Services Needed:	Expansion of currently available services, weekend service, and longer hours of service
Challenges:	Funding
Staffing needs:	Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years)

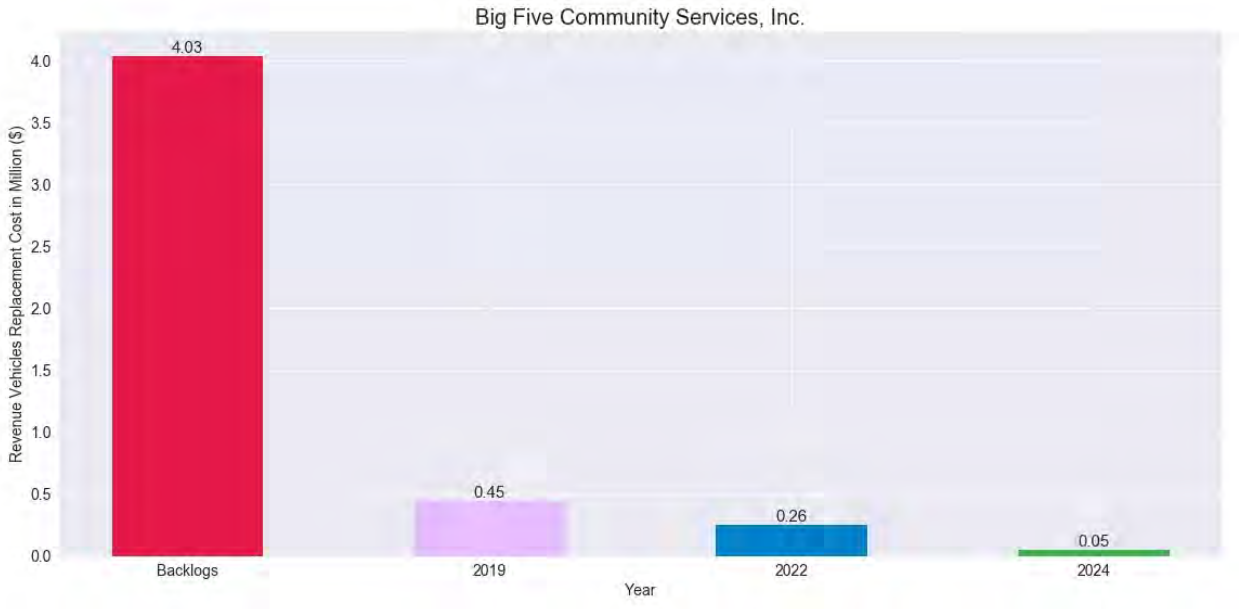


Big Five Community Services, Inc.

Southern Oklahoma Rural Transportation serves Bryan, Carter, Coal, and Love counties. The program also serves in other areas with limited service, such as Johnston, Murray, Marshall and Garvin counties. The program offers demand-responses service with contract transportation provided for work routes, medical routes and rural routes meeting the needs of the entire area. The service hours are from 7:30 am to 4:30 pm on weekdays (OK DRS n.d.).

Counties:	Bryan, Carter, Coal, and Love
Service provided:	Curb-to-curb, and Door-through-door or escort service
2017 Service Data	

	Total trips:	112,040
	Vehicles:	26
	Vehicle miles:	523,927
	Vehicle hours:	40,889
	Operating expense:	$1,495,636
Facilities:		
	Maintenance:	None
	Storage:	Office parking lots some with fenced security.
	Administrative:	Parent agency offices.
Services Needed:		Expansion of currently available services, Weekend service, and Longer hours of service.
Challenges:		Funding
Staffing needs:		Inadequate staff to meet current needs. Need drivers.
Other Comments:		Funding, funding and funding. Federal, state and local funding is inadequate to meet needs.

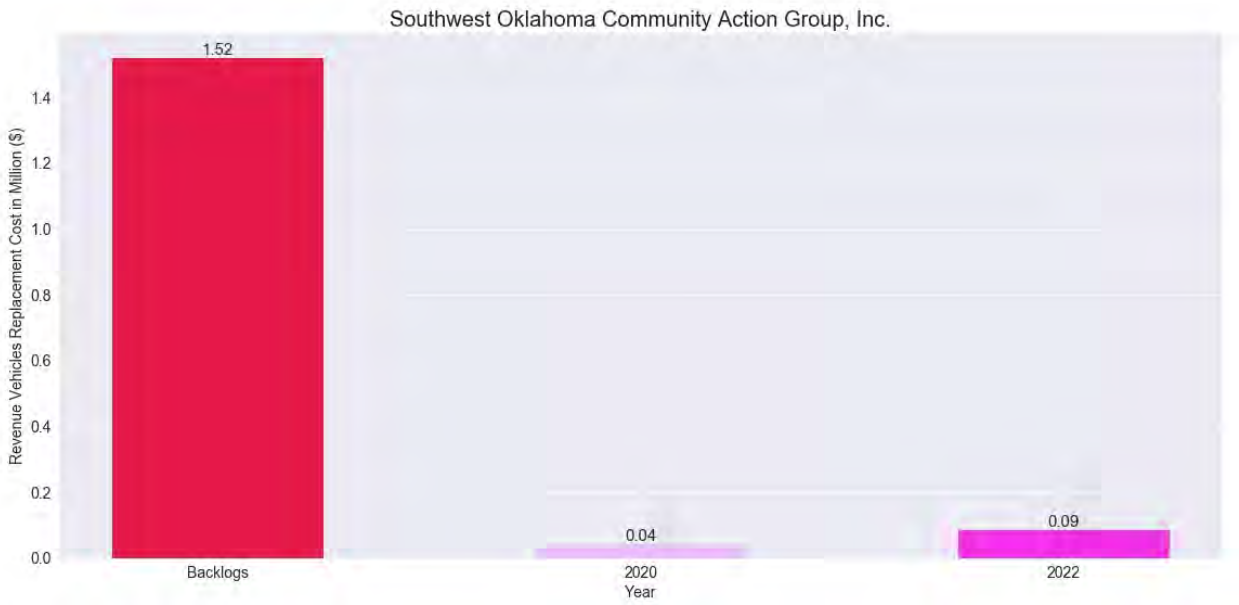


Southwest Oklahoma Community Action Group, Inc.

Southwest Transit operates in Altus, Hollis, Mangum, and Granite Oklahoma serving counties of Greer, Harmon and Jackson. It provides demand-response and limited scheduled route services in those communities. It provides service from Altus to Eldorado from Monday through Friday and between Altus and Lawton three times per week. The program also provides transportation services to three local day cares, six Head Start centers, one sheltered workshop, six nutrition sites, numerous work routes under the Road to Work-Oklahoma program. The regular service hours are from 8:00 am to 5:00 pm on weekdays (OK DRS n.d.).

Counties:		Jackson, Greer, and Harmon
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	72,364
	Vehicles:	26
	Vehicle miles:	510,182
	Vehicle hours:	26,995
	Operating expense:	$1,020,884
	Maintenance:	Operations facility in Altus with parking, offices for dispatch, and garage area for minor maintenance (4000 sq ft). Most maintenance performed by area vendors. Wash bay and parking facility also located on this property (5425 sq ft).
	Storage:	Vehicle storage in Hollis and Granite, Oklahoma. Vehicle storage is part of facility listed above for Altus. Agency owned. (737 sq ft ea)

Administrative:	Bookkeeping and administrative functions housed in Altus at agency central office (7807 sq ft total size for all purposes). This facility is leased from City of Altus at no cost to agency or program. Program uses office at Hollis Meal Site, Mangum Meal Site, and Granite Meal Site. These facilities are all leased from cities by agency. No cost to program.
Services Needed:	Weekend service, and Longer hours of service
Challenges:	Money and staffing.
Additional Information:	General public is available Monday - Friday from 8:30 to 5:00. People working evenings and weekends cannot rely on availability. NEMT service is provided for Saturdays and holidays as needed and 1 work contract on Saturdays as needed. Expanding services would require more funding and more local match.
Staffing needs:	Inadequate staff to meet current needs. CDL drivers are difficult to find. Testing locations are not local, and wait is long and may not result in test occurring. Our drivers are aging. Because funding is stagnant, our pay is low.
Other Comments:	Technology needs - we need capability for scheduling through App or text and online payment feature. We need hands on training to fully implement scheduling software usage. Currently use ODOT provided software. Need additional technology such as tablets for buses. Other challenges are funding and marketing.



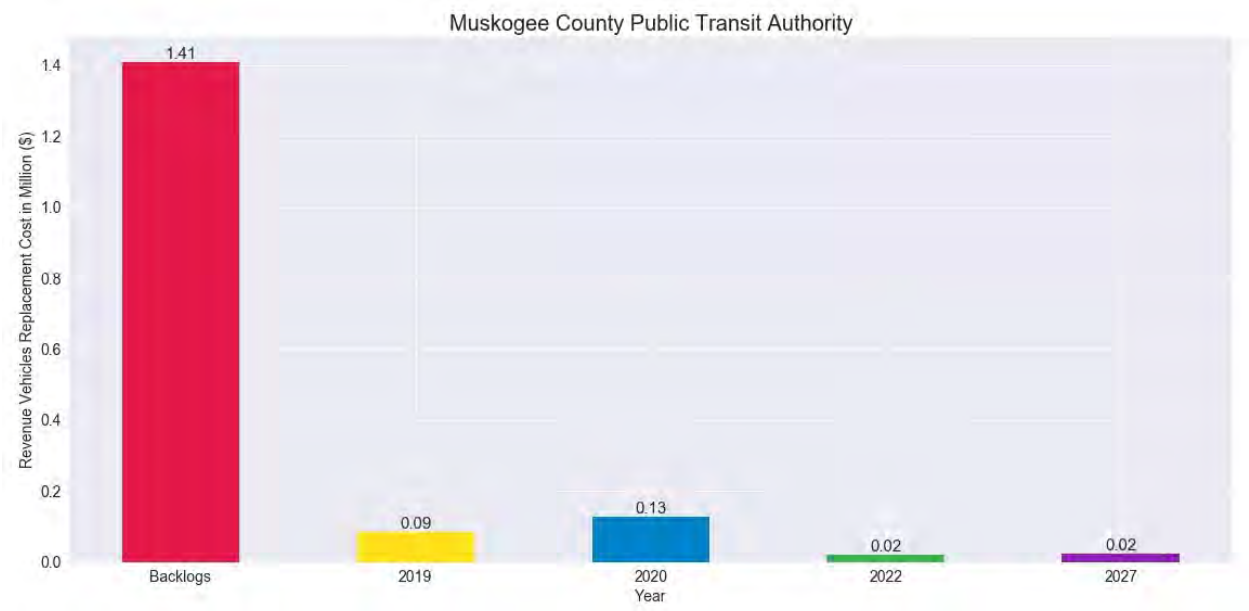
Muskogee County Public Transit Authority

It operates demand-response services, and the routes include trips into Muskogee from towns around the county, with daily trips to senior nutrition sites. Accessible service is available for those not able to ride in taxi cabs. Taxi service runs 24 hours a day, with half-price tickets for eligible persons. Regular service is from 8:00 am to 4:30 pm on weekdays (OK DRS n.d.).

Counties:		Muskogee, Creek, Hughes, Mayes, McIntosh, Okfuskee, Okmulgee, Tulsa, Rogers, and Wagoner
Service provided:		Fixed-route, and Curb-to-curb
2017 Service Data		
	Total trips:	51,779
	Vehicles:	25
	Vehicle miles:	517,911
	Vehicle hours:	39,341
	Operating expense:	$1,333,900
Facilities:		

	Maintenance:	We have a large facility that we own. This facility houses our administration and all facets of our business. We are able to park our entire fleet (40) inside the garage and we have a maintenance man who maintains the grounds and minor issues with the building as well as, doing oil changes on most of our vehicles and minor mechanical work. I am not certain of the exact size of our facility but I would estimate total square footage to be 10,000 to 15,000 sq ft.
	Storage:	All of our vehicles are parked inside the garage, except the 2 that are used for outer County routes and they are parked at the drivers' property where the route begins each morning.
	Administrative:	All administrative functions, offices, board room, training room, dispatch etc. are housed in one building. 9 offices, large board room, Kitchen/breakroom, 4 bathrooms and 2 storage rooms.
	Needed upgrades:	Our roof is old and leaks. It needs to have either major repairs and upgrades or replacement. We are in need of cameras at our facility to increase our security. We have a second barn on our property that was not in great condition at the time of purchase that is in dire need of repair and not usable for anything as is.
Services Needed:		New curb-to-curb service, New door-to-door service, New group pickups, Expansion of currently available services, and weekend service
Challenges:		We need money to purchase vehicles to run longer hours and more routes.
Additional Information:		We have to turn down trips daily because of lack of vehicles. Our vehicles have a shorter usable expectancy than some because of the distances we must drive for pickups and drop offs and, the condition of the roads that we must drive on.

Staffing needs:	Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years). As we hope to get additional vehicles to provide more service we will need to hire additional drivers for those vehicles.
Other Comments:	We struggle to provide the best service possible with the current funding that we have. Our staff is badly underpaid and this situation needs to be corrected. We need to provide expanded hours and services but cannot do so at this time due to lack of vehicles.

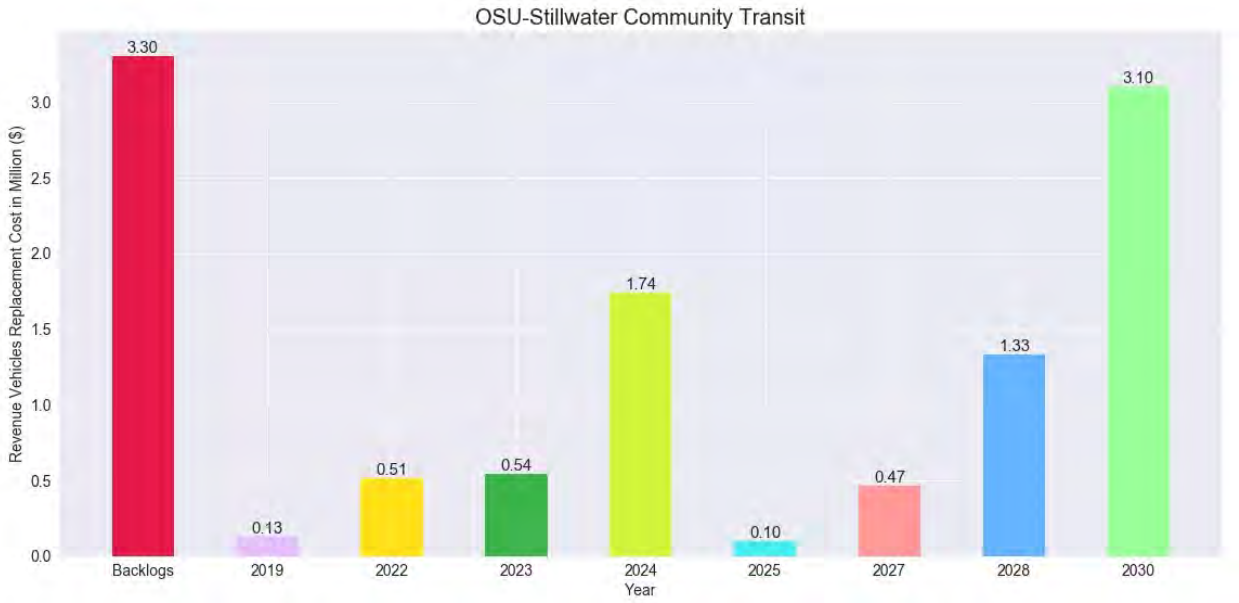


OSU-Stillwater Community Transit

The OSU-Stillwater community transit serves in the area within the city limits of the City of Stillwater. The system provides four on campus routes which provide service from student housing to various building locations on-campus and six off campus routes that provide service to the community with routes extending out from a central starting point on campus to route locations in the Stillwater community. The service hours are from 6:30 am to 10:30 pm (OK DRS n.d.).

Counties:	Payne
Service provided:	Fixed-route, Curb-to-curb, and Door-to-door

2017 Service Data		
	Total trips:	549,101
	Vehicles:	20
	Vehicle miles:	682,171
	Vehicle hours:	46,582
	Operating expense:	$2,755,672
Facilities:		
	Maintenance:	We own our maintenance facility. The capacity does not meet our needs with only 2 bus maintenance bays for 35 buses.
	Storage:	We own our vehicle storage lot. It is open with no covered parking but we do have the capacity needed.
	Administrative:	We have a great multimodal facility for administrative offices and dispatch but our operations office is a temporary building located on our storage lot and CNG fuel station.
	Needed upgrades:	We need a new bus maintenance facility to handle the capacity of our system. Our old facility is 50+ years old and was adapted to do bus maintenance. We need a larger more robust maintenance facility and driver and supervisor operations office.
Services Needed:		Weekend service
Challenges:		Funding
Additional Information:		The community need is for weekend service.
Staffing needs:		Inadequate staff to meet current needs. We are constantly short on driving staff.

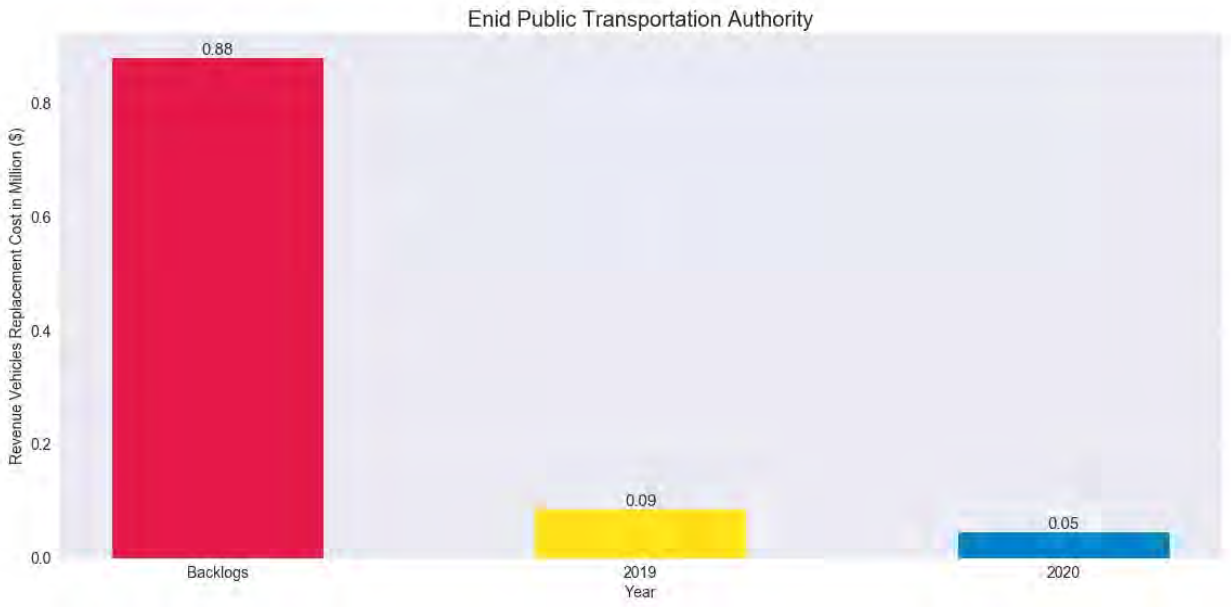


Enid Public Transportation Authority

The Transit serves the city of Enid and operates intercity service to Oklahoma City's Will Rogers Airport, Greyhound Bus Service, and Amtrak Train Station. The service hours are from 6:00 am to 7:00 pm on Monday through Saturday (OK DRS n.d.).

Counties:		Garfield
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	50,019
	Vehicles:	14
	Vehicle miles:	254,722
	Vehicle hours:	18,685
	Operating expense:	$631,684
Facilities:		
	Maintenance:	Our maintenance facilities are across the street from our administration offices. The maintenance facility belongs to the City of Enid and provides maintenance for all city vehicles as well as ours. We do not pay labor costs but only parts (material) costs. We schedule our maintenance with the fleet manager for the City of Enid.

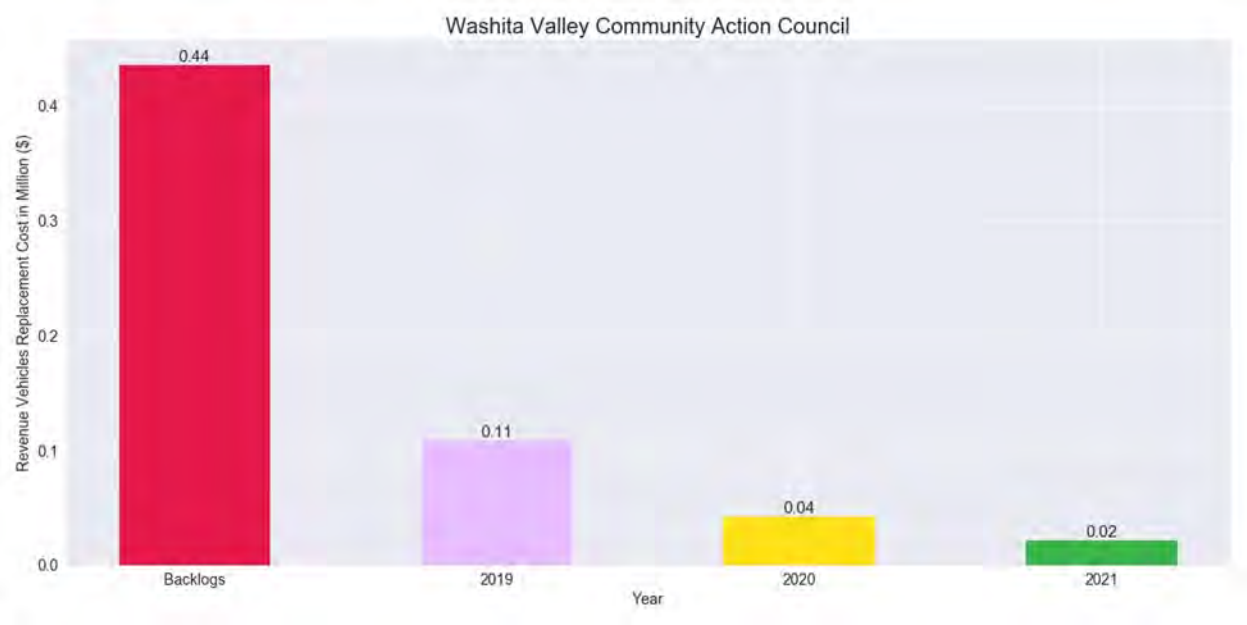
	Storage:	We store our vehicles in our facility where our offices are located. If all do not fit in our building than they must sit outside without any cover. If they are waiting for maintenance then they just sit outside of that facility unless they are already under repair.
	Administrative:	The EPTA administrative offices are located in our own facility. It contains dispatch, marketing and the general manager. The City of Enid administration offices are located approximately three miles from the EPTA facility. The payroll, ap/ar, h/r, safety, etc. are all located at those offices.
	Needed upgrades:	We are needing to move the EPTA administration to another facility, away from the drivers and buses. We need to provide more shelter for bus storage. We would like to have our own mechanic/shop help for our vehicles located with the buses and drivers. The current facility that we own needs a new parking lot.
Services Needed:		New door-to-door service, New door-through-door or escort service, New group pickups, New fixed-route service, Expansion of currently available services, weekend service, and longer hours of service
Challenges:		Funding
Staffing needs:		Inadequate staff to meet current needs. Within the next five years I most definitely see a need for an increase of 10-12 employees at minimum.
Other Comments:		Enid has an opportunity to increase services immediately. The passengers are there and need the transportation but EPTA is unable to provide enough transportation opportunities due to lack of staff, buses and funding.



Washita Valley Community Action Council

Washita Valley Transit System provides a demand-response service covering Grady County. The program serves the town of Chickasha on a daily basis. It also provides bi-weekly service to the towns of Rush Springs, Alex, Bradley, and Ninnekah on Monday and Wednesday as well as bi-weekly services to Minco, Tuttle, Amber, Pocasset, and Verden on Tuesday and Thursday. The service hours are from 5:30 am to 4:20 pm (OK DRS n.d.).

Counties:		Grady
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	20,451
	Vehicles:	11
	Vehicle miles:	129,486
	Vehicle hours:	12,397
	Operating expense:	$290,788
Services Needed: Inadequate staff to		Expansion of currently available services

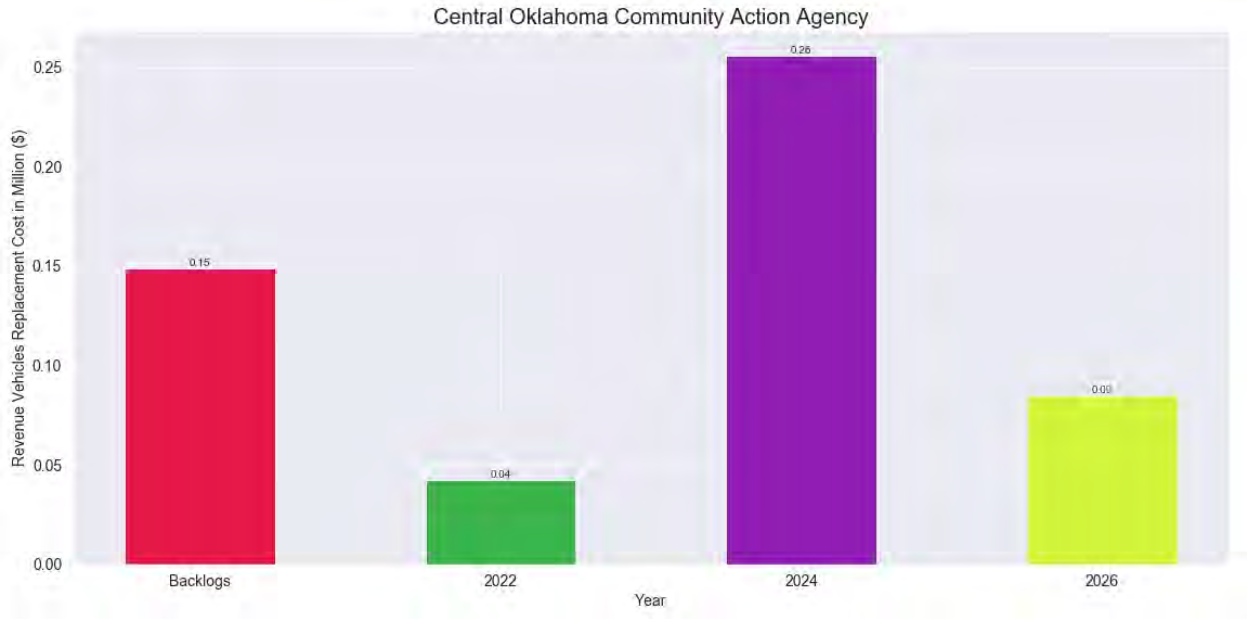


Central Oklahoma Community Action Agency

Central Oklahoma Transit System provides service to communities in the city limits of Shawnee, and Oklahoma. The service hours are 7:45 am to 5:00 pm on weekdays (OK DRS n.d.).

Counties:		Pottawatomie
Service provided:		Curb-to-curb, and Door-to-door
2017 Service Data		
	Total trips:	19,273
	Vehicles:	10
	Vehicle miles:	257,116
	Vehicle hours:	15,245
	Operating expense:	$548,322
Facilities:		
	Maintenance:	The current maintenance facilities we use are locally owned within our community. We do not own any.
	Storage:	We rent the storage for our vehicles. For parking only. can park only up to 15 vehicles

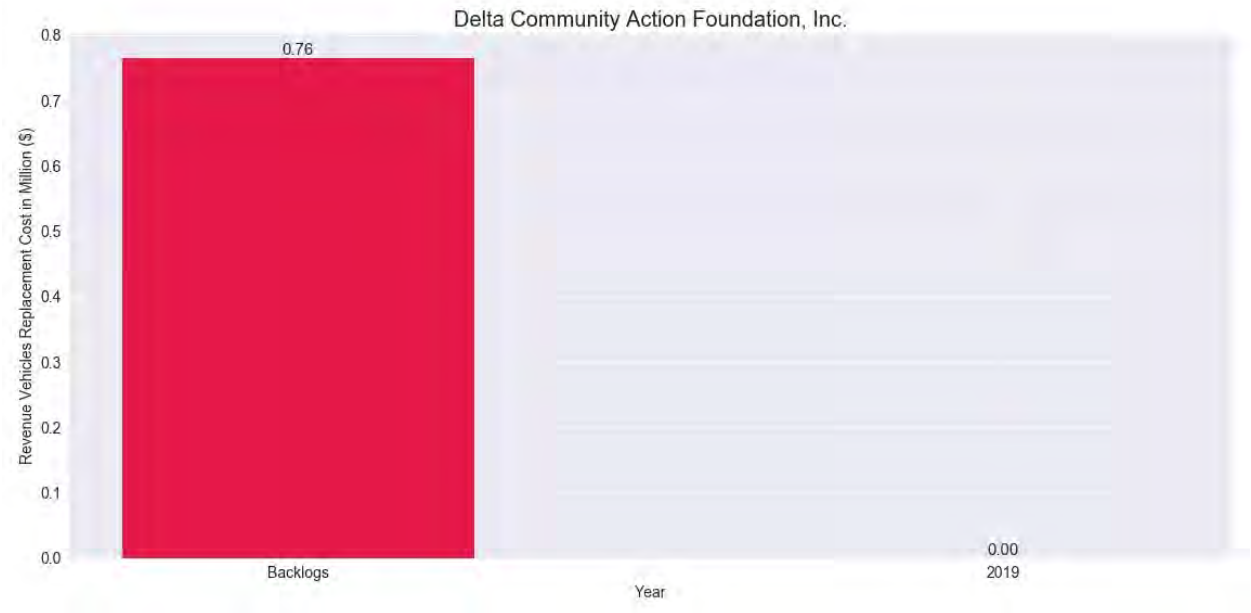
	Administrative:	We also do not own the administrative offices. We are part of a Community Action Agency so there are several different programs that share in the space and rent of the building.
	Needed upgrades:	
Services Needed:		New door-through-door or escort service, Expansion of currently available services, Weekend service, and Longer hours of service
Challenges:		Funding always funding
Staffing needs:		Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years). Currently have 1 transit director, 1 scheduler, 1 data entry staff, 8 drivers, and CFO and grants writer under the community action agency. would like to have 16 drivers, 2 data entry, 1 dispatch added and 1 scheduler added.
Other Comments:		If our funding was met where we could not only pay for more employees and buy more vehicles. We could expand very easily. the need is definitely here.



Delta Community Action Foundation, Inc.

Delta Public Transit provides transportation services for the towns of Lindsay, Maysville, Pauls Valley, Blanchard, Newcastle, Washington, Dibble, Purcell, Byars, Rosedale, Wayne, and Lexington in the counties of Garvin, McClain and Cleveland. The service hours are from 8:00 am to 5:00 pm on weekdays (OK DRS n.d.).

Counties:		Garvin, McClain, and Cleveland
Service provided:		Door-to-door
2017 Service Data		
	Total trips:	34,491
	Vehicles:	6
	Vehicle miles:	116,396
	Vehicle hours:	12,619
	Operating expense:	$332,405
Facilities:		
	Maintenance:	We do not have a maintenance facility
	Storage:	Our vehicles are parked at usually the senior center in the towns we serve. Some under carports and others out in front of building.
	Administrative:	The main office for Delta Community Action Foundation is in Lindsay, OK. The dispatcher office and where the director is housed is in Pauls Valley, OK.
Services Needed:		New intercity service, Expansion of currently available services, Weekend service, and longer hours of service
Additional Information:		The additional people needed - a dispatcher and drivers
Staffing needs:		Inadequate staff to meet current needs

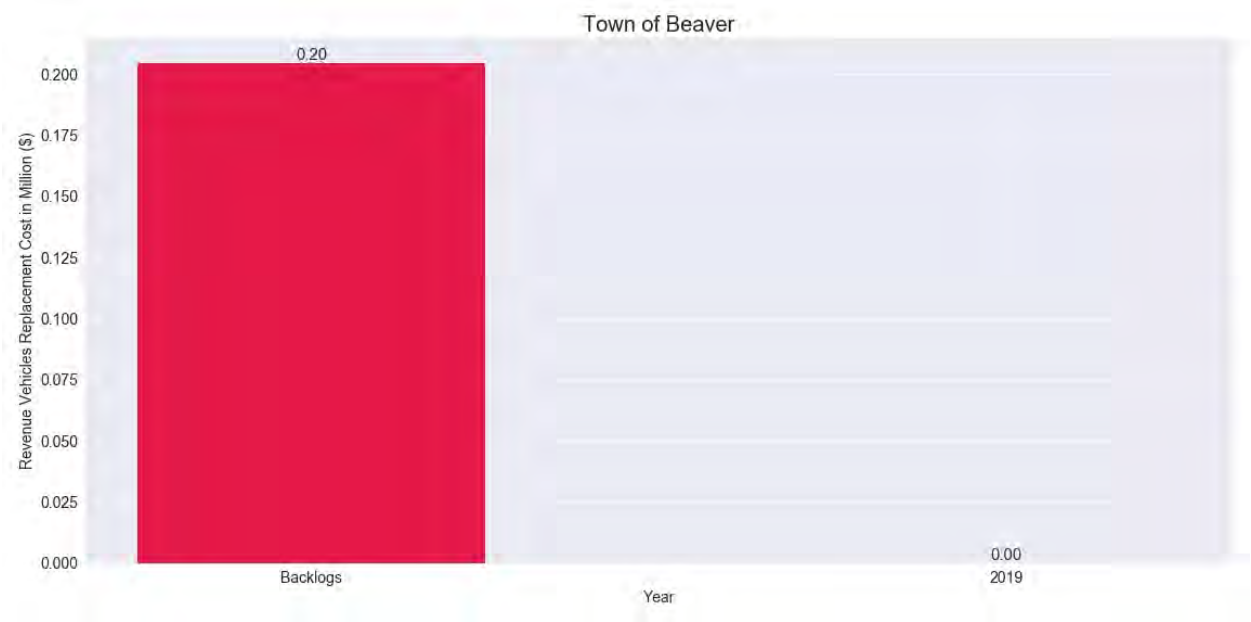


Town of Beaver

The Beaver City Transit serves Beaver, Balko, Forgan, Gate, Knowles, and Turpin. Moreover, the service also provides transportation to elderly persons to nutrition sites and nursing homes, and children to school. The service hours are 7:45 am to 4:00 pm on weekdays. However, sometimes services can be arranged in some special occasions on Weekend and holiday (OK DRS n.d.).

Counties:		Beaver
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	10,784
	Vehicles:	2
	Vehicle miles:	8,790
	Vehicle hours:	3,034
	Operating expense:	$41,525
Facilities:		
	Maintenance:	Our office is owned and maintained by City.

	Storage:	We own two shelters that we house the vehicles in, they are on City property.
	Administrative:	Office space is provided by City Hall
Staffing needs:		Adequate staff for current and expected future needs. We have three part-time drivers and one part-time Director. The City provides us dispatcher, and secretary for In-Kind.
Other Comments:		We will need to purchase a new vehicle this next budget year. This will help with our cost because the vehicles are old, they use more fuel and keeping them road ready is getting expensive.



City of Guymon

The Ride provides demand-response and fixed route service within Guymon Monday through Friday from 5:00 am to 7:00 pm, and on Saturday from 8:00 am to 8:00 pm (OK DRS n.d.).

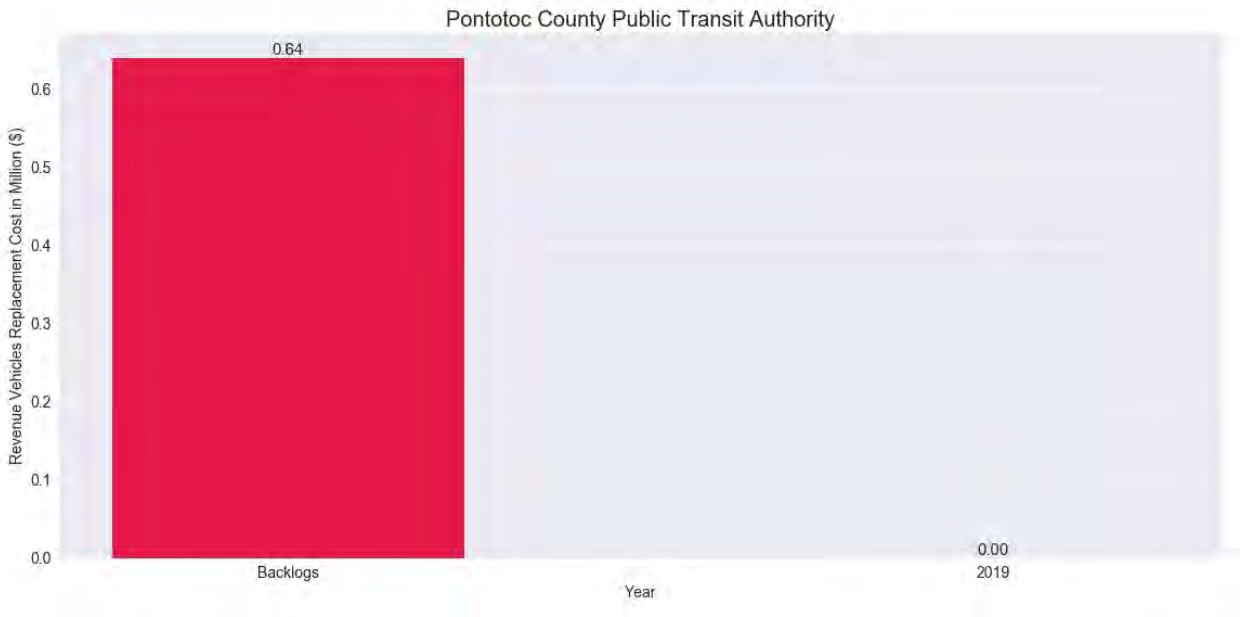
Counties:		Texas
2017 Service Data		
	Total trips:	29,346
	Vehicles:	9
	Vehicle miles:	58,140

	Vehicle hours:	7,753
	Operating expense:	$266,007

Pontotoc County Public Transit Authority

The Call-A-Ride Public Transit serves the towns of Ada (including ECU), Byng, Latta, Pickett, and Stonewall within Pontotoc County. The demand-response services are available in Seminole and Pauls Valley areas. The service hours are from 8:00 am to 5:00 pm on weekdays (OK DRS n.d.). The Call-A-Ride public transportation program shut down their transit services due to financial crisis.

Counties:		Pontotoc
2017 Service Data		
	Total trips:	25,849
	Vehicles:	9
	Vehicle miles:	89,772
	Vehicle hours:	7,240
	Operating expense:	$261,145

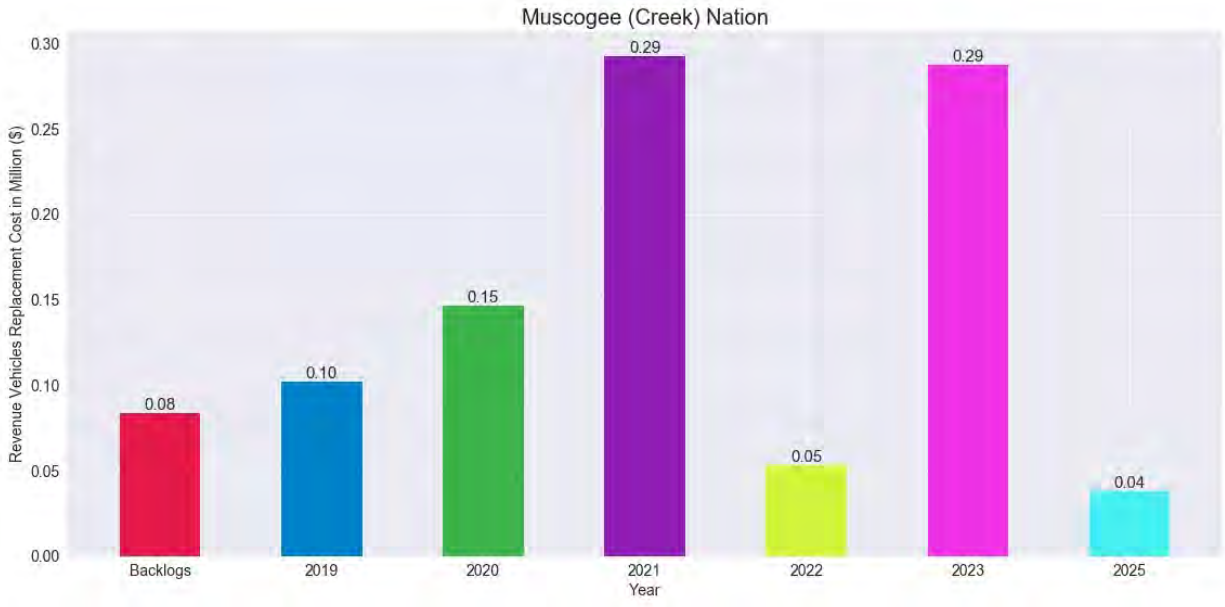


Muscogee (Creek) Nation

The Muscogee (Creek) Nation of Oklahoma provides transit services within the (11) Muscogee (Creek) Nation tribal jurisdictional boundaries. These services are available to anyone in the communities and are not limited to tribal citizens. It partners with Ki Bios Area Transit System to services areas where the Muscogee (Creek) Nation Transit System is not available.

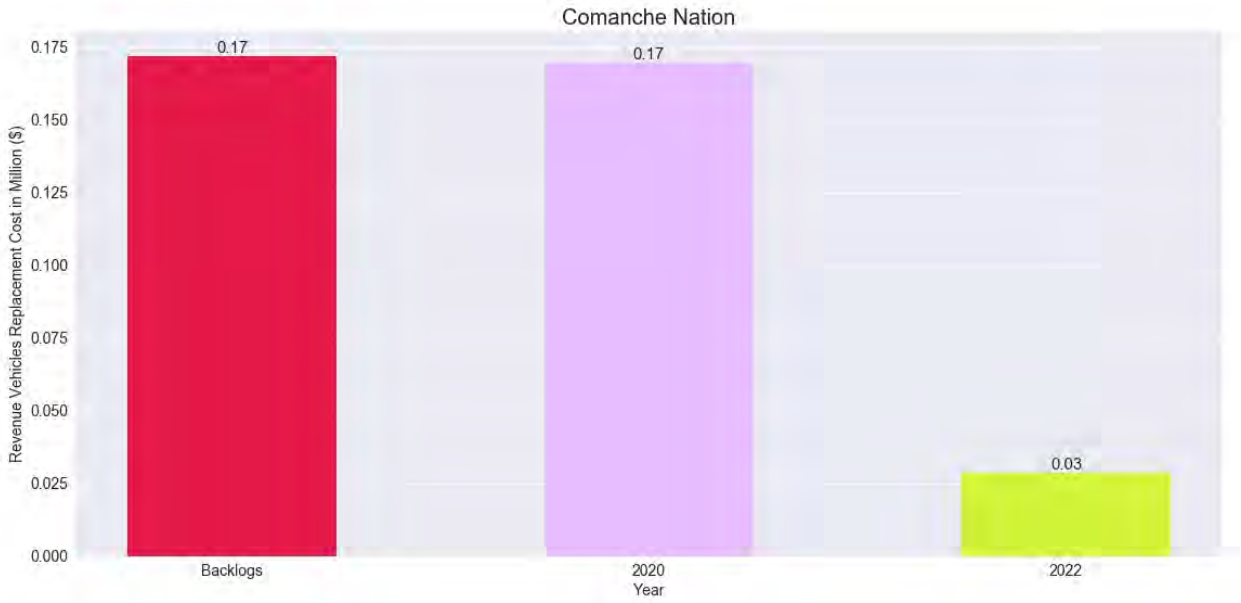
Counties:		Creek, Hughes, Mayes, McIntosh, Muskogee, Okfuskee,
Service provided:		Fixed-route, Curb-to-curb, and Door-through-door or escort
2017 Service Data		
	Total trips:	66,383
	Vehicles:	22
	Vehicle miles:	402,862
	Vehicle hours:	21,208
	Operating expense:	$1,256,799
Facilities:		
	Maintenance:	Currently under construction
	Storage:	Parking lot, limited access, security provided by tribal police

	Administrative:	
	Needed upgrades:	Current expansion of administrative office space is needed. Currently inadequate for needs and expected future growth.
Services Needed:		Expansion of currently available services, and Weekend service
Challenges:		Funding, budgetary constraints, inadequate capital investment funding, etc.
Staffing needs:		Inadequate staff to meet current needs. We could easily employ 5 more drivers if funding was available.
Other Comments:		We currently have inadequate funding for capital improvement projects. We have expansion needs to our existing administrative building that also serves as a Transit hub and passenger station. We could easily employ more drivers if more operational funding was available. We know that there are needs that are not being met currently such as weekend transit service that does not exist for everyday needs in our coverage area.



Comanche Nation

Counties:		Lawton, Apache, Elgin, Cyril, Fletcher and Cache
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	27,182
	Vehicles:	10
	Vehicle miles:	187,705
	Vehicle hours:	12,665
	Operating expense:	$1,052,266
Facilities:		
	Maintenance:	Currently have 3 bays but only one has a lift to rise vehicles for vehicle maintenance and the other two are mainly for storage for the tribe. Do not know the size.
	Storage:	We do not have a vehicle storage facility for the transit vehicles; we use the parking lot for the nation's tribal complex.
	Administrative:	Our administrative building currently houses 3 departments: transit, transportation and the gravel/tinhorn programs. None of these programs own the building or maintenance facility but are owned by the Comanche Nation Tribe.
Staffing needs:		Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years).

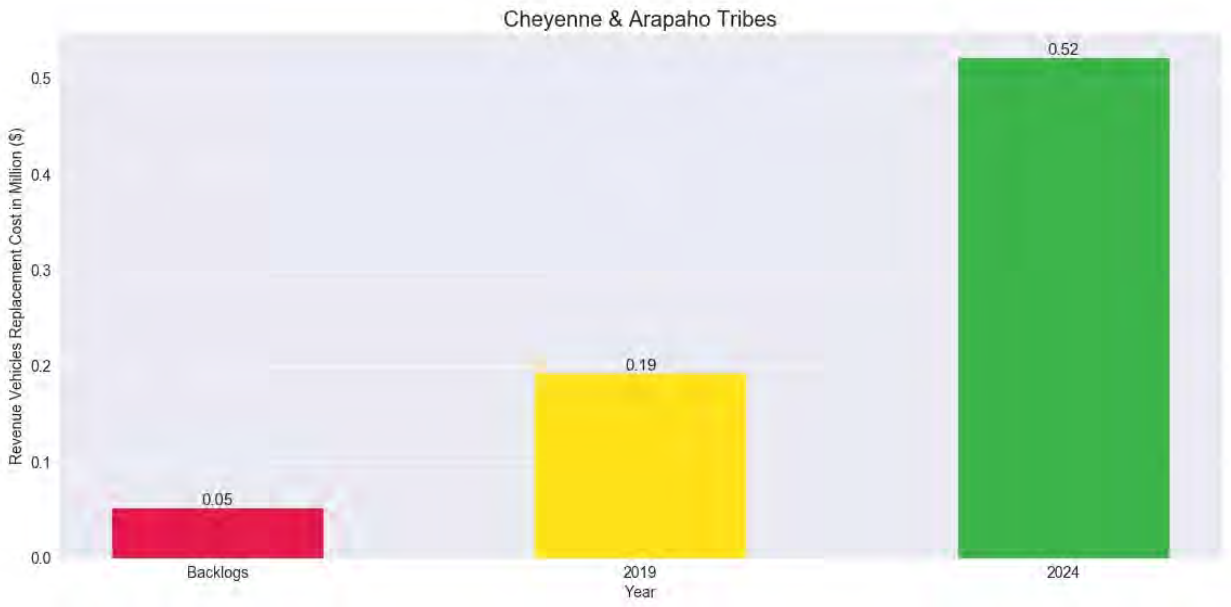


Cheyenne & Arapaho Tribes

The Cheyenne and Arapaho Tribal Transit provides fixed-route services to transport throughout the Tribal communities with stops in Elk City, Hammon, Seilng, Canton, Watonga, Geary, El Reno, and Oklahoma City and operate Monday through Friday. To accommodate other transportation needs throughout weekday evenings, weekends, and some holidays, demand-response services are provided based upon the availability of drivers and vehicles. Demand-response transports are limited to work, school, medical, and supportive services. On-demand service offered 7 days a week during evening and weekends.

Counties:		Beckham, Blaine, Canadian, Custer, Dewey, and Roger Mills Counties
Service provided:		Fixed-route
2017 Service Data		
	Total trips:	9,032
	Vehicles:	6
	Vehicle miles:	217,923
	Vehicle hours:	6,946
	Operating expense:	$426,579

Facilities:		
	Maintenance:	We currently do not have our own maintenance facility. We are in the process of having one built early next year. Right now, we use outside vendors for all maintenance repairs.
	Storage:	We store vehicles at our tribal facilities and/or our transportation offices.
	Administrative:	We currently have three offices to house our Department of Transportation staff at different locations.
	Needed upgrades:	We plan on building a new maintenance facility, to house most of our staff, early next year.
Challenges:		We are a small service and we do not have the staff to handle this type of service right now. We only have enough staff to service our four fixed routes at the present time. The larger transit providers handle some of these transports, but they are expensive for passengers who cannot afford to pay their rates in our service area.
Additional Information:		Mainly services needed for dialysis and some specifically for veteran transportation in our service area.
Staffing needs:		Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years). We have in our budget allowing for (13) staff and we only have (7) at the present time. Drivers are very hard to find and keep.
Other Comments:		Our area is in need of dialysis transportation and other medical transports. We do what we can to provide this service, but with being short staffed, it makes it hard. We do refer passengers to the larger transit providers in our area, but they are unable to afford their rates.

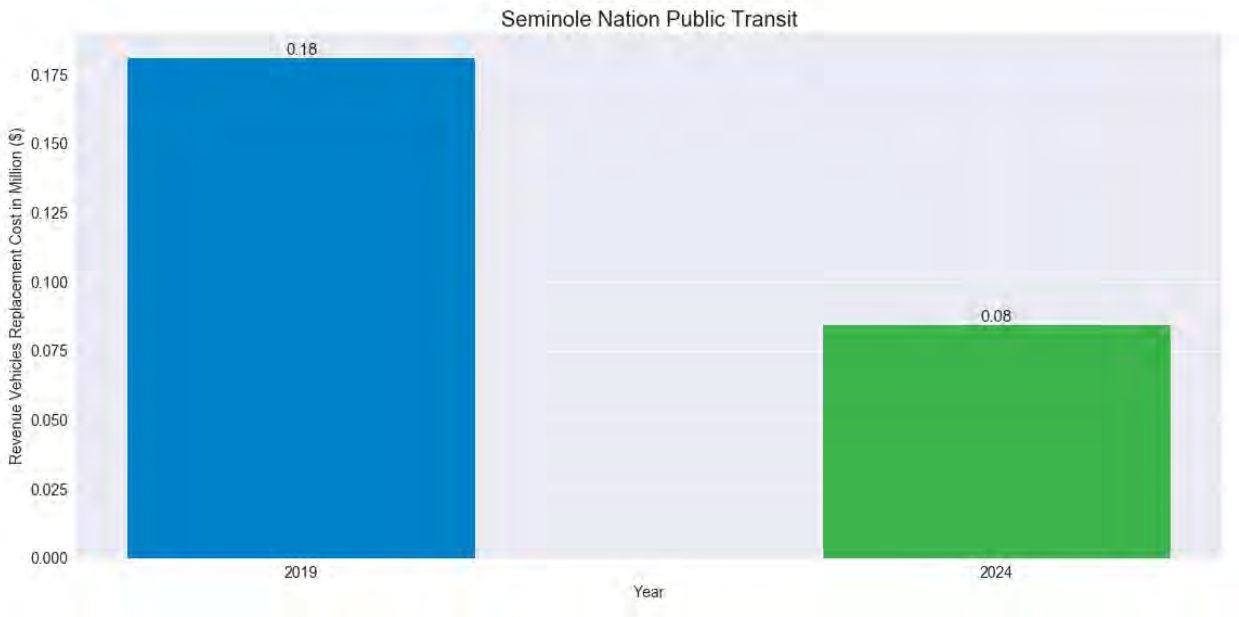


Seminole Nation Public Transit

The Seminole Nation Public Transit is a demand-response service available to all citizens of Seminole County. The public transit provides service by transporting customers promptly and safely to their destinations. The service hours are open from 8 am to 3 pm, Monday through Friday except on holidays. Same day requests are not permitted; a 24-hour notice is required for all ride requests.

Counties:		Seminole
Service provided:		Curb-to-curb
2017 Service Data		
	Total trips:	26,035
	Vehicles:	5
	Vehicle miles:	286,390
	Vehicle hours:	10,519
	Operating expense:	$423,284
Facilities:		
	Maintenance:	For our vehicles we use an in-house Maintenance shop located on the same premise. If there is a major issue that needs to be addressed then the vehicle is sent out by the Maintenance shop.

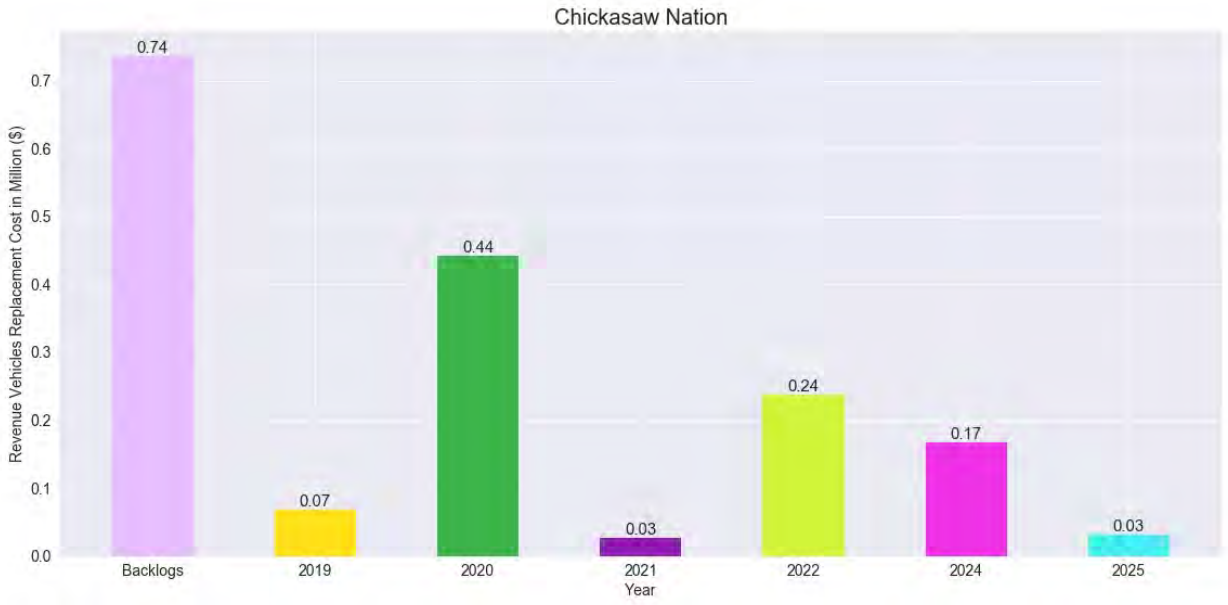
	Storage:	All vehicles are stored in a gated parking lot on the premises.
	Administrative:	All logs, pre-trip, post-trip, records etc. are kept and filed on site for 7 years before we turn them over to our records department.
	Needed upgrades:	We are currently looking at expanding our facilities and completely reconstructing the Shop. We are needing a bigger parking lot to store our vehicles and more storage space to keep all our files.
Services Needed:		New door-to-door service, New door-through-door or escort service, Expansion of currently available services, Weekend service, and Longer hours of service.
Challenges:		Getting our council members to all agree on expanding.
Staffing needs:		Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years). We will be adding 4 new buses at the end of this year, taking on all our dialysis clients, and we just added the vehicle maintenance shop into our department and we are needing an admin specialist for them.
Other Comments:		In the coming up years we will be justifying adding the shop and dialysis into our department so we will be needing funding for that.



Chickasaw Nation

The Chickasaw Nation Transit provides transportation services to non-emergency medical transportation, as well as prescription pickup and delivery to all Native Americans within the Chickasaw Nation. The transit agency requires at least 24 hours in advance for a local appointment, and 72 hours in advance for an out-of-area appointment.

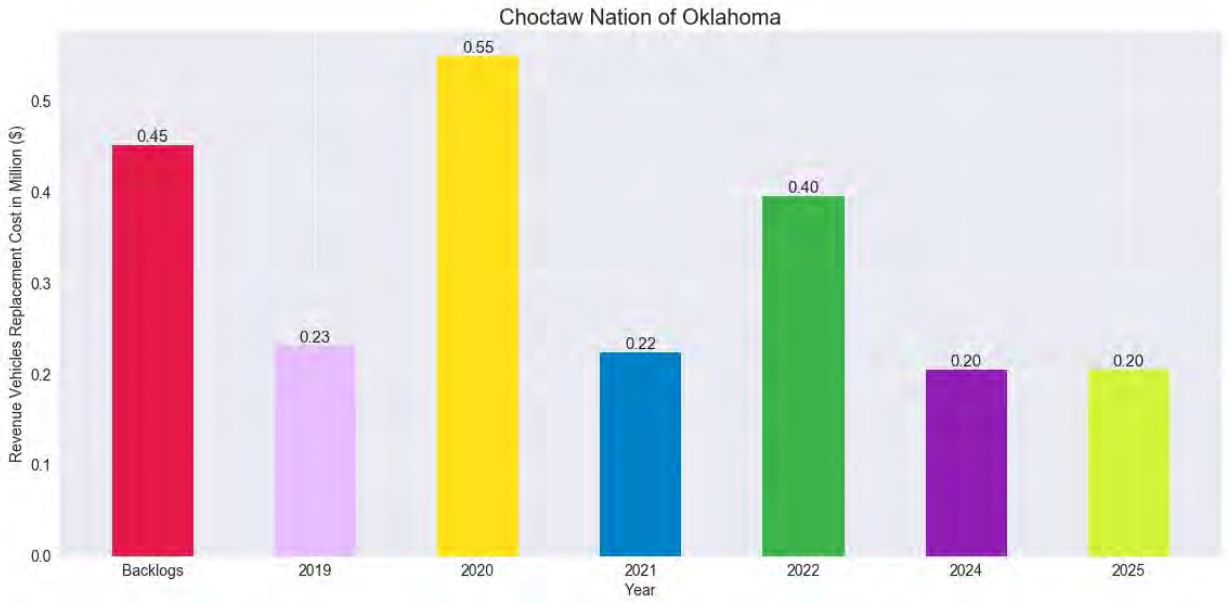
Counties:		Bryan, Carter, Coal, Garvin, Grady, Jefferson, Johnston, Love, McClain, Marshall, Murray, Pontotoc and Stephens Counties
Service provided:		
2017 Service Data		
	Total trips:	53,534
	Vehicles:	32
	Vehicle miles:	829,895
	Vehicle hours:	37,481
	Operating expense:	$3,264,871



Choctaw Nation of Oklahoma

Choctaw Nation Tribal Transit is designed to help those without adequate transportation to non-emergency medical appointments. Transit is open to anyone who lives in the 10½ counties of the Choctaw Nation District Boundaries. All rides require advance notice of 5 business days before the scheduled appointment.

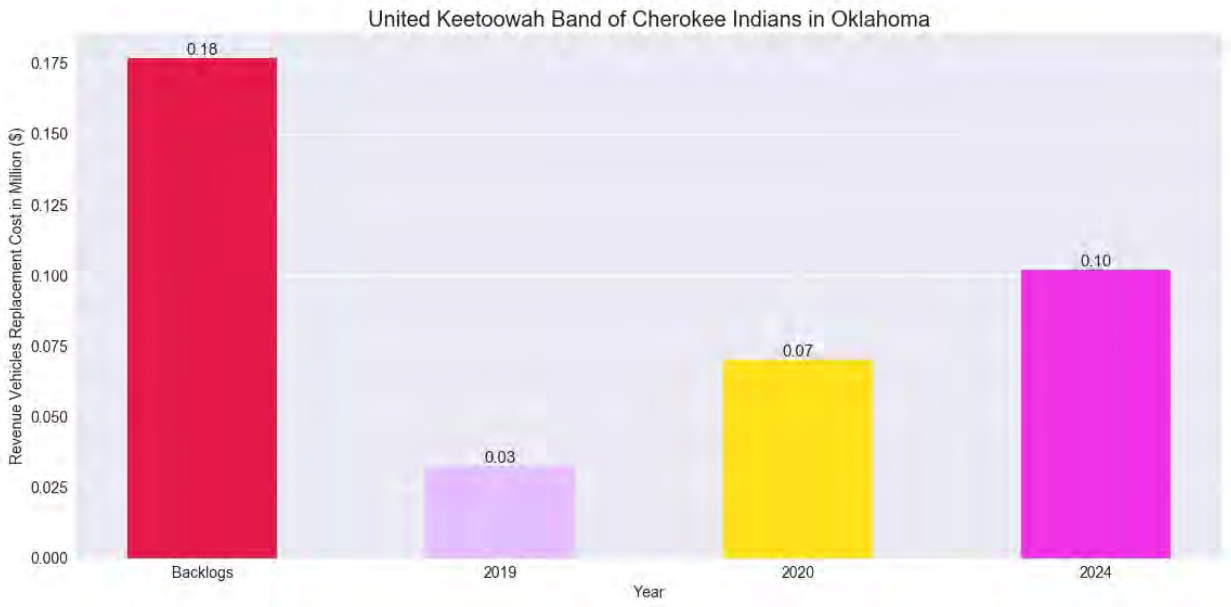
Counties:		Atoka, Bryan, Choctaw, Coal, Haskell, Hughes, Latimer, LeFlore, McCurtain, Pittsburg and Pushmataha Counties
Service provided:		
2017 Service Data		
	Total trips:	42,926
	Vehicles:	24
	Vehicle miles:	917,357
	Vehicle hours:	24,394
	Operating expense:	$1,768,985



United Keetoowah Band of Cherokee Indians in Oklahoma

The Keetoowah Cherokee Transit Department provides transportation to both United Keetoowah Band of Cherokee members and the general public in a demand-response format. Service areas are only within the nine United Keetoowah Band of Cherokee districts and for destinations that fall right outside of jurisdictions, such as Tulsa. Transit is open Monday through Friday from 8:30 am to 5 pm.

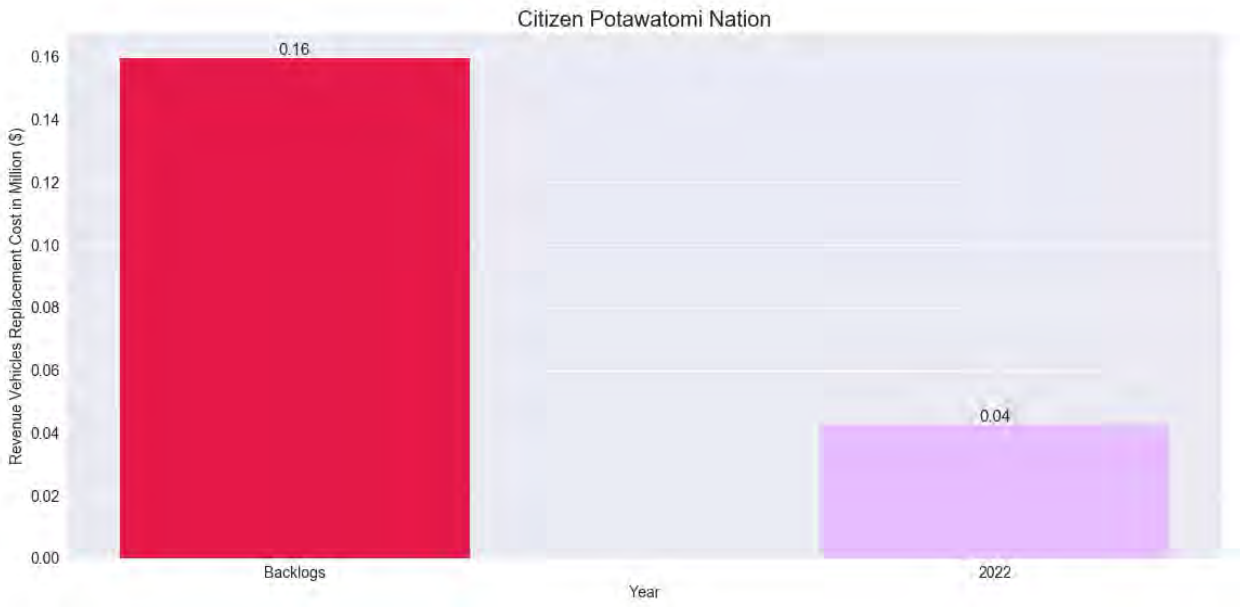
Counties:		Cherokee, Adair, and Sequoyah
Service provided:		
2017 Service Data		
	Total trips:	17,604
	Vehicles:	7
	Vehicle miles:	91,776
	Vehicle hours:	5,921
	Operating expense:	$242,102



Citizen Potawatomi Nation

The Citizen Potawatomi Nation is pleased to provide a transportation service to the Shawnee & Tecumseh area residents free of charge. The transit program has seven vehicles and operates from 8:30 to 4:00 Monday through Friday. The program operates from schedules, and all rides must be scheduled in advance of the need for service. Same day rides may be available if there are openings in the schedules and the riders are flexible on their arrival and departure times.

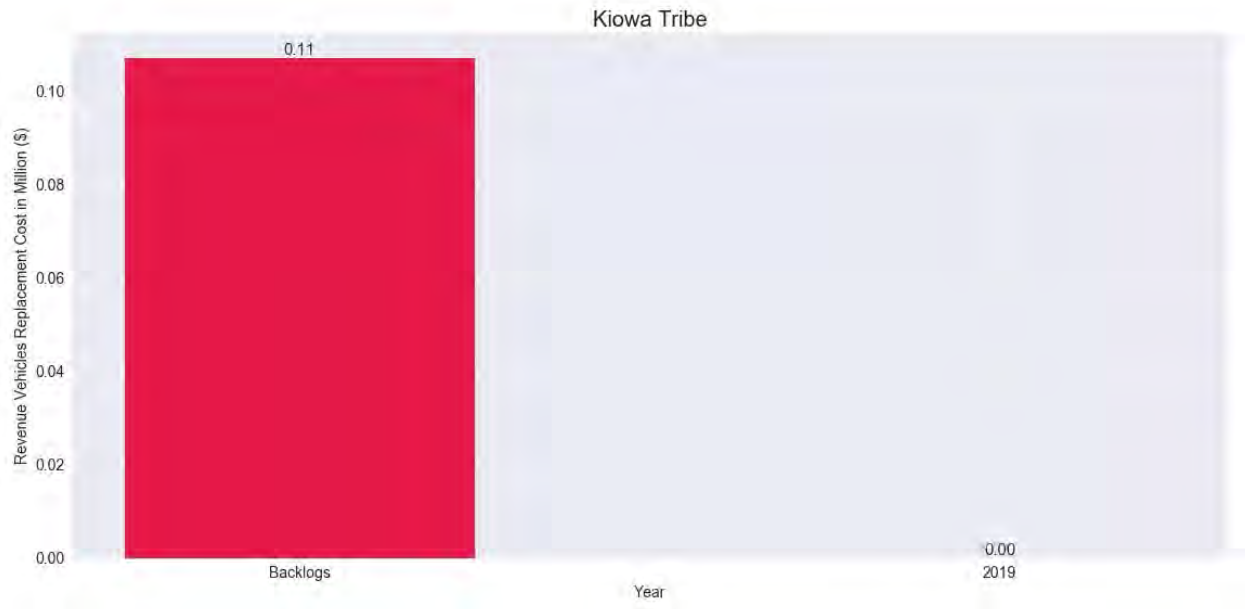
Counties:		Shawnee and Tecumseh
Service provided:		
2017 Service Data		
	Total trips:	28,852
	Vehicles:	7
	Vehicle miles:	203,623
	Vehicle hours:	14,852
	Operating expense:	$532,124



Kiowa Tribe

Kiowa Fastrans is open to the public. The service hours in the Anadarko-Carnegie area are 7 am to 5:30 pm. Fastrans also is equipped with two handicapped accessible vans. The demand-response service fare is $2.00 per passenger within city limits and $3.00 per passenger beyond city limits.

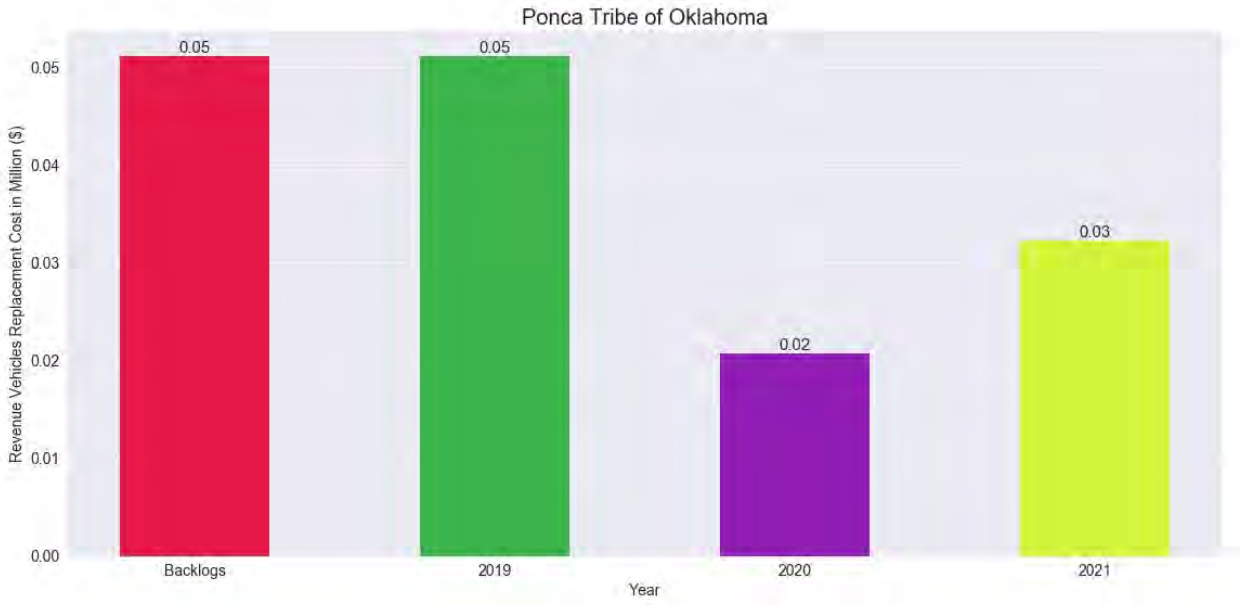
Counties:		Anadarko and Carnegie
Service provided:		
2017 Service Data		
	Total trips:	8,058
	Vehicles:	6
	Vehicle miles:	71,005
	Vehicle hours:	1,625
	Operating expense:	$124,481



Ponca Tribe of Oklahoma

The Ponca Tribe transit serves its customer from Monday through Friday from 8 am to 4:30 pm. The one-way fare is $2 within Ponca City limits, $5 outside city limits, and $10 for medical appointments to Oklahoma, Tulsa, Enid, and Stillwater.

Counties:		Ponca City, Newkirk, Kaw City, Red Rock, Maryland, Tonkawa, and Blackwell
Service provided:		
2017 Service Data		
	Total trips:	9,902
	Vehicles:	6
	Vehicle miles:	98,549
	Vehicle hours:	2,771
	Operating expense:	$323,660


Ponca Tribe of Oklahoma
Revenue Vehicles Replacement Cost in Million ($)
0.05
0.04
0.03
0.02
0.01
0.00
0.05
0.05
0.02
0.03
Backlogs
2019
2020
2021
Year

APPENDIX C: OKLAHOMA TRANSPORTATION ASSET INFORMATION

Table C. 1 Oklahoma Urban Transportation Asset Information

Transit Operator	Coverage Area	Availability				Accessibility					Fleet Info			Route Info			Population Info			Funding (Operating)				Funding (Capital)			
		On-Demand - Non-Medical (Advanced Scheduling	Regular Recurring Route (Available Anytime on Schedule)	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling	Cost/Fare (One- Way Fare)	Reduced Fare Available (Seniors. Students.	Advance Notice Required to	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
Embark	OKC Metro Area	X	X	5am-	Mon-Sun		$3.50 in Zone 1 $7.00 in	X	24 hours	X	66	66	8.5	23	X	X	650,221	3265299	1,883	$747,881	$7,173,554	$14,707,523	$25,734,779	$321,921	$1,173,529	$8,020,785	$9,516,235
Tulsa Transit	Tulsa City Limits	X	X	5am-1am	Mon-Sat	X	$1.75-$45.00	X	24 hours	X	104	104	7.76	18	X	X	490,195	3027683	2208	$1,092,500	$5,725,098	$7,183,300	$17,875,652	$0	$1,152,635	$310,764	$1,463,399
Lawton Area Transit System	Lawton area		X	6am-9pm	Mon-Sat		$.75-$1.50	X		X	15	15	11.93	10	X	X	70,177	405919	380	$111,819	$1,035,307	$1,005,129	$2,508,260	$0	$0	$0	$0
Cleveland Area Rapid Transit (CART)	Norman		X	7am-10pm	Mon-Sat		$.75-25	X	24 hours	X	30	30	9.3	14	X	X	96,782	1280160	633	$108,691	$1,316,184	$575,000	$4,054,448	$0	$580,330	$0	$1,136,753
CityLink - City of Edmond	Edmond, UCO campus	X	X	5:55am-	Mon-Sat	X	FREE		24 hours	X	12	11	6	5	X		81,405	274074	NA	$81,282	$128,803	$943,048	$1,416,001	$66,339	$0	$0	$66,339

Table C. 2 Oklahoma Rural Transportation Asset Information

Transit Operator	Coverage Area	Availability				Accessibility					Fleet Info			Route Info			Population Info			Funding (Operating)				Funding (Capital)			
		On-Demand - Non-Medical (Advanced Scheduling Required)	Regular Recurring Route (Available Anytime on Schedule)	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling Required)	Cost/Fare (One-Way Fare)	Reduced Fare Available (Seniors, Students, Medicare/Disability, etc.)	Advance Notice Required to Schedule	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
Beaver City Transit	Beaver, Balko, Forgan, Gate, Knowles and Turpin	X		7:45am-4pm	Mon-Fri		$1.00-$5.00				2	2	8					12,616	16	$1,114	$23,297	$15,455	$47,142	$0	$0	$0	$0
Call-A-Ride Public Transit (Currently Closed)	Ada, Byng, Latta, Pickett, Stonewall, Seminole , and Pauls Valley	X		7am-4pm	Mon-Fri	X	$1-20	X	1-48 hours	X	10	10	7.7	4				26,429	78	$17,421	$112,432	$88,397	$286,685	$0	$0	$0	$0
Cherokee Strip Transit	Alfalfa, Blaine, Garfield, Grant, Kay, Kingfisher, Major and Noble Counties	X		7:45am-5pm	Mon-Fri	X	$7-155		72 hours	X	47	37	8.6	12				56,444	131	$166,942	$407,420	$0	$1,125,964	$0	$60,800	$16,106	$76,906
Cimarron Public Transit	Creek, Kay, Osage, Pawnee and Washington Counties	X		5am-5pm	Mon-Fri	X	$1.50-60	X	24 hours+		60	49	6.1	11				117,075	289	$233,349	$537,719	$43,250	$2,003,483	$0	$322,264	$0	$370,794
Delta Public Transit	Garvin, McClain and Stephens Counties	X	X	8:00-5	Mon-Fri	X	$2.50-3	X		X	11	11	7.5					34,874	138	$25,990	$130,051	$123,000	$338,160	$0	$0	$0	$0

Table C.2 Oklahoma Rural Transportation Asset Information (Continued)

Transit Operator	Coverage Area	Availability				Accessibility					Fleet Info			Route Info			Population Info		Funding (Operating)				Funding (Capital)			
		On-Demand - Non-Medical (Advanced Scheduling Required)	Regular Recurring Route (Available Anytime on Schedule)	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling Required)	Cost/Fare (One-Way Fare)	Reduced Fare Available (Seniors, Students, Medicare/Disability, etc.)	Advance Notice Required to Schedule	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
Enid Public Transportation Authority (The Transit)	Enid city limits and surrounding	X		6am-7am	Mon-Sat		$2-5	X	1-24 hours	X	16	16	7					40,026	43	$35,355	$163,245	$218,549	$520,313	$0	$0	$0	$0
First Capital Trolley	Lincoln, Logan and Payne Counties	X	X	6am-10pm	Mon-Sat	X	$5+	X	0-24 hours	X	67	65	7.9		X		44,422	126,566	612	$266,798	$0	$743,436	$1,989,153	$0	$187,200	$0	$235,406
Guymon Transit	Guymon City Limits	X		4am-7pm	Mon-Sat	X	$1-$2	X		X	9	9	9.3					39,849	3	$22,279	$117,104	$131,987	$295,016	$0	$0	$0	$0
JAMM Transit	Johnston, Atoka, Marshall and Murray Counties	X	X	7am-6pm	Mon-Sat	X	$1-10		2-24 hours	X	51	39	7					141,914	111	$144,288	$611,556	$0	$1,300,349	$0	$284,255	$0	$386,737
KiBois Area Transit System	Adair, Cherokee, haskell, Hughes, Latimer, LeFlore, McIntosh, Okmulgee, Okfuskee, Pittsburg, Sequoyah and Wagoner	X		8am-4:30pm	Mon-Fri	X	$1-15			X	228	180	5.9	18				665,570	523	$928,202	$3,869,992	$289,007	$7,919,861	$0	$798,746	$0	$1,266,543

Table C.2 Oklahoma Rural Transportation Asset Information (Continued)

Transit Operator	Coverage Area	Availability				Accessibility					Fleet Info			Route Info			Population Info			Funding (Operating)				Funding (Capital)			
		On-Demand - Non-Medical (Advanced Scheduling	Regular Recurring Route (Available Anytime on	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling	Cost/Fare (One-Way Fare)	Reduced Fare Available (Seniors, Students,	Advance Notice Required to Schedule	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
Little Dixie Transit	Choctaw, McCurtain, Pushmataha Counties	X		7am-6:30pm	Mon-Fri	X	$1.50-2.80		24 hours	X	61	55	7.24			X		127,392	125	$186,743	$934,958	$0	$2,221,568	$0	$128,000	$41,500	$169,500
Muskogee County Transit	Muskogee County and surrounding cities	X	X	6am-6:30pm	Mon-Fri	X	$.50-1.50		24 hours	X	45	38	8	9	X	X		105,238	92	$130,944	$501,887	$211,758	$1,505,688	$0	$160,000	$0	$226,770
OSU & Stillwater	Oklahoma State University Campus and surrounding Stillwater City Limits	X	X	6:20am-10:30pm	Mon-Fri	X	$0.75-3.00	X	24 hours	X	40	40	7.9	10	X	X		629,335	476	$115,636	$1,175,570	$1,053,157	$2,736,492	$0	$0	$0	$0
Pelivan Transit	Craig, Delaware, Mayes, Ottawa, Rogers and north Tulsa Counties	X	X	7:30am-5:30pm	Mon-Sun		$.50-3.00+	X	24 hours or less	X	61	55	7.6	26		X		179,395	120	$152,260	$2,078,950	$480,467	$2,837,742	$0	$0	$0	$0
Red River Transportation System	Roger Mills, Beckham, Custer, Washita, Kiowa, Tillman, Cotton, Jefferson, Stephens, Woodward, Caddo, Carter, Comanche, Ellis, Dewey and Canadian Counties	X		8:00am-4:00pm	Mon-Fri	X	$1-60+	X		X	104	94	9.3		X	X		227,557	989	$380,583	$1,273,132	$0	$2,704,659	$0	$56,000	$0	$113,385

Table C.2 Oklahoma Rural Transportation Asset Information (Continued)

Transit Operator	Coverage Area	Availability				Accessibility					Fleet Info			Route Info			Population Info			Funding (Operating)				Funding (Capital)			
		On-Demand - Non-Medical (Advanced Scheduling Required)	Regular Recurring Route (Available Anytime on Schedule)	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling Required)	Cost/Fare (One-Way Fare)	Reduced Fare Available (Seniors, Students, Medicare/Disability etc.)	Advance Notice Required to Schedule	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
Southern Oklahoma Rural Transit	Bryan, Carter, Coal and Love Counties			7:30am-4:30pm	Mon-Fri		$.75-3	X	1-24 hours	X	48	41	8.8					133,924	243	$123,675	$664,321	$156,070	$1,463,565	$0	$0	$0	$0
Southwest Transit	Jackson, Harmon and Greer Counties (Altus, Hollis, Mangum, Granite)	X	X	6:30am-4:30pm	Mon-Fri	X	$2.5-3.25			X	26	25	9					93,454	25	$118,788	$298,943	$0	$1,028,159	$0	$68,561	$0	$82,945
Washita Valley Transit	Chickasha, Ninnekah, Rush Springs, Alex, Bradley, Minco, Tuttle, Amber Pocasset, Verden	X		5am-5pm	Mon-Fri	5am-4:20pm	$2.50-5.00		48 hours	X	13	11	8	10			53,685	22,452	51	$84,035	$131,034	$0	$290,206	$8,995	$28,800	$0	$37,795
MAGB Transpiration, Inc.	Northwest Oklahoma	X		8am-4:30pm	Mon-Fri	X	$1/mi-$20	X	72 hours	X	29	14	6.4							$2,224	$112,603	$0	$778,663	$0	$32,126	$0	$51,221
Central Oklahoma Transit System	Shawnee and Seminole	X		7:45am-5:00pm	Mon-Fri		$3.00	X	48 Hours	X	11	11	6.8					20,593		$45,457	$123,755	$60,000	$488,873	$0	$0	$0	$0

Table C. 3 Oklahoma Tribal Transportation Asset Information

Transit Operator	Coverage Area	On-Demand - Non-Medical (Advanced Scheduling	Regular Recurring Route (Available Anytime on	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling	Cost/Fare (One-Way Fare)	Reduced Fare Available (Seniors, Students	Advance Notice Required to Schedule	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
		Availability				Accessibility					Fleet Info			Route Info			Population Info			Funding (Operating)				Funding (Capital)			
Chickasaw Nation	Bryan, Carter, Coal, Garvin, Grady, Jefferson, Johnston, Love, McClain, Marshall, Murray, Pontotoc and Stephens Counties		X	7am-5pm	Mon-Fri	X	$2.00	X	24 Hours	X	32	14	3.5	2				46241	625	$0	$656,374	$1,838,771	$2,498,341	$0	$249,088	$126,267	$375,355
Choctaw Nation of Oklahoma	Atoka, Bryan, Choctaw, Coal, Haskell, Hughes, Latimer, LeFlore, McCurtain, Pittsburg and Pushmataha Counties					X			5 business days	X	35	29	3.7					43144	396	$0	$734,636	$569,631	$1,304,267	$0	$106,784	$114,969	$221,753
Citizen Potawatomi Nation	Shawnee and Tecumseh	X		8:30am-4:00pm	Mon-Fri	X	FREE		24 Hours	X	8	3	5.6					25798	65	$0	$498,067	$0	$498,067	$0	$0	$0	$0
Comanche Nation	Lawton, Apache, Elgin, Cyril, Fletcher and Cache	X		5am-7pm	Mon-Fri	X				X	12	2	5.25					27705	447	$0	$79,078	$732,503	$860,196	$0	$57,604	$0	$57,604

Table C.3 Oklahoma Tribal Transportation Asset Information (Continued)

Transit Operator	Coverage Area	Availability				Accessibility					Fleet Info			Route Info			Population Info			Funding (Operating)				Funding (Capital)			
		On-Demand - Non-Medical (Advanced Scheduling	Regular Recurring Route (Available Anytime on	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling	Cost/Fare (One-Way Fare)	Reduced Fare Available (Seniors, Students,	Advance Notice Required to Schedule	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
Ponca Tribe of Oklahoma	Ponca City, Newkirk, Kaw City, Red Rock, Marland, Tonkawa, and Blackwell	X		8am-4:30pm	Mon-Fri	X	$2-5				6	3	3.83							$0	$288,829	$0	$296,417	$0	$31,072	$0	$31,072
Seminole Nation Public Transit	Seminole County	X		6am-5:30pm		X	$1.00	X	24 Hours		7	7	2.86					25,426	5	$0	$445,077	$0	$445,077	$0	$299,844	$0	$299,844
Kiowa Tribe	Anadarko and Carnegie	X		7am-5:30pm	Mon-Fri	X	$3-$12	X		X	6	4	9.35						67	$0	$121,219	$0	$121,219	$0	$0	$0	$0
Muscogee (Creek) Nation	The Nation's boundaries include 11 counties: Creek, Hughes, Mayes, McIntosh, Muskogee, Okfuskee, Okmulgee, Rogers, Seminole, Tulsa and Wagoner.			8am-5pm	Mon-Fri		$0.50-7				26	19	5.04							$0	$1,783,950	$38,659	$1,836,831	$0	$0	$120,432	$120,432
United Keetoowah Band of Cherokee Indians in Oklahoma	Cherokee , Adair, Sequoyah			8:30am-5pm			$0.50-20				8	4	5.63							$0	$190,995	$0	$213,842	$0	$49,571	$0	$49,571

Table C.3 Oklahoma Tribal Transportation Asset Information (Continued)

Transit Operator	Coverage Area	Availability				Accessibility					Fleet Info			Route Info			Population Info			Funding (Operating)				Funding (Capital)			
		On-Demand - Non-Medical (Advanced Scheduling Required)	Regular Recurring Route (Available Anytime on Schedule)	Hours of Operation	Days of Operation	On-Demand - Medical (Advanced Scheduling Required)	Cost/Fare (One-Way Fare)	Reduced Fare Available (Seniors, Students, Medicare/Disability, etc.)	Advance Notice Required to Schedule	ADA Accessible Transit/Paratransit Fleet	Number of Active Fleet Vehicles	Number of ADA Fleet Vehicles	Average Fleet Age (years)	Number of Designated Routes	Routes to Education/Training	Routes to/near Major Employers	Service Area Population	Number of riders each year	Number in service area using public transit to work	State	Federal	Local	Total Funding	State	Federal	Local	Total Funding
Northeast Oklahoma Tribal Transit Consortium							$0.50-2		24 Hours											$0	$966,425	$0	$966,425	$0	$3,952	$0	$3,952
Cheyenne & Arapaho Tribes	Beckham, Blaine, Canadian, Custer, Dewey, and Roger Mills Counties	X	X	5am-9pm	Mon-Fri	X	$2.00	X	24 Hours		11	9	2.82						201	$0	$393,863	$0	$406,414	$0	$431,975	$0	$431,975
Cherokee Nation	Tahlequah	X	X	5:50am-7pm	Mon-Sat	X	$0.50	X	72 hours	X				10					158	$0	$901,481	$76,767	$1,025,156	$0	$0	$0	$0

APPENDIX D: COMMENTS FROM TRANSIT AGENCIES

Table D. 1 Comments on How Well Transportation Needs of Service Area Residents are Being Met

Transit Agency	Comments
Southern Oklahoma Rural Transit System	Funding, funding and funding. Federal, state and local funding is inadequate to meet needs.
Muskogee County Public Transit Authority	We struggle to provide the best service possible with the current funding that we have. Our staff are badly underpaid and this situation needs to be corrected. We need to provide expanded hours and services but cannot do so at this time due to lack of vehicles.
Cleveland Area Rapid Transit (CART)	Currently, the public transit service is provided by the University of Oklahoma. There are currently discussions about transitioning the operations of the service to the City of Norman.
Enid Public Transportation Authority	Enid has an opportunity to increase services immediately. The passengers are there and need the transportation but EPTA is unable to provide enough transportation opportunities due to lack of staff, buses and funding.
MAGB	Need better coordination of service areas
EMBARK/Central Oklahoma Transportation and Parking Authority	Oklahoma City is one of the largest cities geographically speaking in the country, especially when compared with cities not combined with county governments. Attempting to serve 620 square miles is a challenge. We try to balance frequency and coverage. While city council has been very supportive in recent years, funding bus improvements and a new streetcar line, a dedicated funding source would provide more security and long-term planning ability.
First Capital Trolley	Extended hours for third shift job and more affordable services for those who are minimum wage workers. Even though we offer services it doesn't always mean that they can afford the cost of trip 3x per week or daily for job services. The distance of our trips in rural areas can become a costly burden to them and us.
Southwest Transit	Technology needs - we need capability for scheduling through App or text and online payment feature. We need hands on training to fully implement scheduling software usage. Currently use ODOT provided software. Need additional technology such as tablets for buses. Other challenges are funding and marketing.

Table D.1 Comments on How Well Transportation Needs of Service Area Residents are Being Met (Continued)

Transit Agency	Comments
United Community Action Program, Inc./Cimarron Public Transit System	Additional staff to support the various reports and invoices required to handle all of the pieces of our pie, our contracts and partners each want a different set of reports. We have young residents who do not get their drivers' licenses, more riders than in the past who have lost their drivers' licenses, increase in disabled and seniors. These trends are expected to continue.
Seminole Nation of Oklahoma Public Transit	in the coming up years we will be justifying adding the shop and dialysis into our department so we will be needing funding for that.
KI BOIS Area Transit System	Enough funding to hire good drivers. Most of the drivers we can hire that will stay are elderly and have a retirement or on social security or both. We are trying to raise our starting pay, but with the cost of benefits, it is a very expensive move. Other challenges are finding drivers that can pass a drug test and a background check. Finding quality drivers that want to work the early hours or weekend is another challenge.
Red River Transportation Service	Difficulty in hiring and maintaining drivers with CDL required for some services
Central Oklahoma Transit System	If our funding was met where we could not only pay for more employees and buy more vehicles...we could expand very easily. the need is definitely here.
Citylink of Edmond, OK	There are parts of the city that we do not serve that need it. We also need to extend the hours of service on some routes to make them more useful for employment purposes. Our funding is adequate for what we presently have, but will need to increase in the next few years if we increase service. It is difficult to find bus operators, so if/when the new route begins that will be a challenge getting 4-5 new operators at once.
Beaver City Transit	We will need to purchase a new vehicle this next budget year. This will help with our cost because the vehicles are old they use more fuel and keeping them road ready is getting expensive.

Table D.1 Comments on How Well Transportation Needs of Service Area Residents are Being Met (Continued)

Transit Agency	Comments
Muscogee (Creek) Nation Transit	We currently have inadequate funding for capital improvement projects. We have expansion needs to our existing administrative building that also serves as a Transit hub and passenger station. We could easily employee more drivers if more operational funding was available. We know that there are needs that are not being met currently such as weekend transit service that does not exist for everyday needs in our coverage area.
Lawton Area Transit	I would like to get more on-demand service to are areas we currently don't service. When we do our new Downtown Transfer Center we will have new more efficient routes.
Tulsa Transit	At this time our challenge is to provide a quantity of Public Transportation to our service areas. We need better frequency on most fixed routes. We are need of funding for capital purchases (buses) as well as operations to both stabilize our system and introduce enhanced services including our BRT.
Cheyenne and Arapaho Tribal Transit	Our area is in need of dialysis transportation and other medical transports. We do what we can to provide this service, but with being short staffed, it makes it hard. We do refer passengers to the larger transit providers in our area, but they are unable to afford their rates.

Table D. 2 Challenges to Providing New Services

Transit Provider	Major challenges
Southern Oklahoma Rural Transit System	Funding
JAMM Transit	Funding and employees
Muskogee County Public Transit Authority	We need money to purchase vehicles to run longer hours and more routes.
Cleveland Area Rapid Transit (CART)	Additional funding for operations.
Delta Public Transit - Delta Community Action Foundation, INC.	The additional people needed - a dispatcher and drivers
Enid Public Transportation Authority	Funding
OSU/Stillwater Community Transit	Funding
EMBARK/Central Oklahoma Transportation and Parking Authority	Money to fund capital expenditure and ongoing O&M costs, most of our funding comes from the city's general fund on an annual basis.
First Capital Trolley	4 or so years ago we had extended hours and Sunday Service in Logan County. When we had a budget shortfall our services had to be decreased. The lack of on call services in Lincoln County is due to funding. Without an increased dedicated funding source, it is very challenging to begin something you may have to cut the next year.
Little Dixie Transit	We do not have adequate funding for the current services which prevents us from extending and/or adding additional services.
Southwest Transit	Money and staffing.
United Community Action Program, Inc./Cimarron Public Transit System	Funds is major challenge; however, vehicles and drivers are additional hurdles.
Seminole Nation of Oklahoma Public Transit	Getting our council members to all agree on expanding.
KI BOIS Area Transit System	Funding and finding drivers
Red River Transportation Service	Funding restrictions and vehicle availability.
Central Oklahoma Transit System	Funding always funding

Table D. 3 Challenges to Providing New Services (Continued)

Transit Provider	Major challenges
Citylink of Edmond, OK	As with everything else it comes down to available funds.
Muscogee (CreekNation) Transit	Funding, budgetary constraints, inadequate capital investment funding, etc.
Lawton Area Transit	Funding
Tulsa Transit	Funding and man power would be the challenges at this time.
Muskogee County Transit	Funding
Pelivan Transit/Northeast Tribal Transit Consortium	Funding
Northern Oklahoma Development Authority dba Cherokee Strip Transit	Funding
Cherokee Nation	Lack of drivers and vehicles.
Cheyenne and Arapaho Tribal Transit	We are a small service and we do not have the staff to handle this type of service right now. We only have enough staff to service our four fixed routes at the present time. The larger transit providers handle some of these transports, but they are expensive for passengers who cannot afford to pay their rates in our service area.

Table D. 4 Staffing Needs

Transit Agency	Staffing Need
Southern Oklahoma Rural Transit System	Need drivers
JAMM Transit	Would hope to be expanding, taking more trips, and see an overall growth in transit for the area.
Muskogee County Public Transit Authority	As we hope to get additional vehicles to provide more service we will need to hire additional drivers for those vehicles.
Cleveland Area Rapid Transit (CART)	Vehicle operators are difficulty to recruit.
Enid Public Transportation Authority	Within the next five years I most definitely see a need for an increase of 10-12 employees at minimum.
OSU/Stillwater Community Transit	We are constantly short on driving staff.
EMBARK/Central Oklahoma Transportation and Parking Authority	It depends on if we get additional funding. Without a permanent dedicated funding source, it's difficult to project our needs in the next five years. If the city experiences an economic downturn, we may be subject to cuts along with other departments. Our funding is allocated annually from city council's general fund.
First Capital Trolley	We would like to open offices in our other service areas. Currently we operate 3 counties out of one office.
Little Dixie Transit	I need additional staff right now to help in the reporting process and/or meeting the regulatory duties for our state funder. I also need a maintenance person because my mechanic left in March and we cannot re-fill this position as full-time so I need someone willing to work part-time in this position. I need 10 to 15 additional part-time drivers through-out the program to meet the current trip loads and cut down on delays from the time customers call in until the time the drivers can arrive for transport.
Southwest Transit	CDL drivers are difficult to find. Testing locations are not local, and wait is long and may not result in test occurring. Our drivers are aging. Because funding is stagnant, our pay is low.
United Community Action Program, Inc./Cimarron Public Transit System	We currently need at least 5 drivers to maintain current requests. If new funds and additional vehicles are available, we would like to add 5 to 10 more drivers.

Table D. 5 Staffing Needs (Continued)

Transit Agency	Staffing Need
Seminole Nation of Oklahoma Public Transit	We will be adding 4 new buses at the end of this year, taking on all our dialysis clients, and we just added the vehicle maintenance shop into our department and we are needing an admin specialist for them. We will be looking for one more office person, one driver for dialysis only, and at least 2 more full time drivers to cover all buses.
KI BOIS Area Transit System	Need about 50 more drivers
Central Oklahoma Transit System	Currently have 1 transit director, 1 scheduler, 1 data entry staff, 8 drivers, and CFO and grants writer under the community action agency. would like to have 16 drivers, 2 data entry, 1 dispatch added and 1 scheduler added.
Citylink of Edmond, OK	The addition of a new fixed route to serve part of the City of Edmond is in the developmental stage right now. If that comes to fruition we will need 4-5 more full-time staff.
Beaver City Transit	We have three part-time drivers and one part-time Director. The City provides us dispatcher, and secretary for In-Kind.
Muscogee (CreekNation) Transit	We could easily employ 5 more drivers if funding was available.
Lawton Area Transit	No expansion of staffing at the moment or in the future. Maybe marketing person for promotion?
Tulsa Transit	Current- some departments are handling many task up to 5 different functions. We are low on mechanics, call center reps and drivers. Future- We will need to add more drivers, security, dispatchers, road supervisors and office staff to assist with the Bus Rapid Transit
Pelivan Transit/Northeast Tribal Transit Consortium	We will need additional operations staff
Northern Oklahoma Development Authority dba Cherokee Strip Transit	CST has some difficulty retaining drivers because of low starting pay and demands placed by employees on the amount of hours they would like to work. Required paperwork is often times an issue.
Cheyenne and Arapaho Tribal Transit	We have in our budget allowing for (13) staff and we only have (7) at the present time. Drivers are very hard to find and keep.

Table D. 6 Additional Comments from Transit Agencies

Transit Agency	Comment
Muskogee County Public Transit Authority	We have to turn down trips daily because of lack of vehicles. Our vehicles have a shorter usable expectancy than some because of the distances we must drive for pickups and drop offs and, the condition of the roads that we must drive on.
Cleveland Area Rapid Transit (CART)	As Norman grows, the demand for additional fixed route service grows with it. With additional funding, CART could expand fixed routes as necessary.
OSU/Stillwater Community Transit	The community need is for weekend service.
EMBARK/Central Oklahoma Transportation and Parking Authority	We believe expanding our services according to existing planning studies would provide service for these types of trips. According to our surveys, most riders use our service to go to work (44%), shopping (17%), or medical appointments (12%).
First Capital Trolley	All of the needs to the customer are important to them. Although Social/ Recreation is not a major need in my opinion. Some of our seniors say it is important for their health to stay active and interactive in their community.
Southwest Transit	General public is available Monday - Friday from 8:30 to 5:00. People working evenings and weekends cannot rely on availability. NEMT service is provided for Saturdays and holidays as needed and 1 work contract on Saturdays as needed. Expanding services would require more funding and more local match.
United Community Action Program, Inc./Cimarron Public Transit System	Affordable fares. Many additional riders would access public transit in rural areas if the fare were more affordable. More riders want to go within the county or out of county, which is cost prohibitive. Many riders cannot afford $1.50 or $3 fare to get around in their own community.
Red River Transportation Service	Agency is currently not able to access payment from VA to transport veterans.
Tulsa Transit	Most of the minor need would be that we need to add frequency to our routes.
Cheyenne and Arapaho Tribal Transit	Mainly services needed for dialysis and some specifically for veteran transportation in our service area.

APPENDIX E: SURVEY FOR NEEDS ASSESSMENT STUDY FOR OKLAHOMA TRANSIT AGENCIES

The following cover letter for needs assessment survey was sent to all transit agencies in Oklahoma State:

Greetings,

This is the survey that Mark Nestlen, Executive Director of the Oklahoma Transit Association (OTA) mentioned to you in a previous email. My name is Jill Hough. I am the director of the Small Urban and Rural Transit Center and an associate professor of transportation at North Dakota State University. The Center is conducting a mobility needs assessment for OTA and your response to this survey is needed to gather data to supplement our existing data sources, e.g., Census Data, to complete our analysis.

By completing the survey, you will provide information so that we can better assess the mobility needs in Oklahoma and identify the gaps in service. In the study, we will look at current levels of service as well as what would be needed if services were to be increased/expanded based on projected demographic trends.

Your information will be combined with information from others taking part in the study, and we will write about the combined information that we have gathered. You will not be identified in these written materials.

Thank you for your taking part in this survey. We appreciate receiving your response by November 1. Please click this link to go to the survey.

Sincerely,

Jill

Jill Hough, Ph.D.
Associate Professor of Transportation
Director - Small Urban and Rural Transit Center
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Oklahoma Transit Agencies Survey

Start of Block: Service info

Q1 Organization name:

_____

Q2 Person completing survey:

O Name: (1) _____

O Title: (2) _____

O City: (3) _____

O Email: (4) _____

O Phone: (5) _____

Q3 What types of transportation services does your organization provide (check all that apply)?

- [ ] Traditional fixed-route (1)
- [ ] Flexible route (2)
- [ ] ADA complementary paratransit (3)
- [ ] Demand-response for the general public (4)
- [ ] Limited-eligibility demand-response (serving only certain rider groups) (5)
- [ ] Human service transportation (for clients of human service programs) (6)
- [ ] Veterans transportation (7)

Q4 Do you provide the following types of service (check all that apply)?

- [ ] Fixed-route (1)
- [ ] Curb-to-curb (2)
- [ ] Door-to-door (3)
- [ ] Door-through-door or escort service (4)
- [ ] None of the above (5)

Page Break

Q6 How many days per week do you provide service? **Check all that apply** if the number of service days differs in your service region.

- [ ] Areas with service 7 days per week (1)
- [ ] Areas with service 6 days per week (2)
- [ ] Areas with service 5 days per week (3)
- [ ] Areas with service 4 days per week (4)
- [ ] Areas with service 3 days per week (5)
- [ ] Areas with service 2 days per week (6)
- [ ] Areas with service 1 day per week (7)
- [ ] Areas with service less than weekly (8)

Q7 How many hours per service day do you provide service? **Check all that apply** if the number of hours differs in your service region.

- [ ] Areas with 16 or more hours per service day (1)
- [ ] Areas with 12 to 15.9 hours per service day (2)
- [ ] Areas with 9 to 11.9 hours per service day (3)
- [ ] Areas with 5 to 8.9 hours per service day (4)
- [ ] Areas with less than 5 hours per service day (5)

Display This Question:

What types of transportation services does your organization provide (check all that apply)? = ADA complementary paratransit

Q8 How is your ADA paratransit service area defined?

O Operate within 3/4 of fixed-route system (1)

O Operate within some other distance of the fixed-route system, please indicate distance: (2) _____

O Operate within city limits (3)

O Other, please describe your service area: (4) _____

End of Block: Service info

Start of Block: Demand-response

Q9 Who is eligible to use your demand-response or paratransit service (check all that apply)?

☐ General public (1)

☐ People with disabilities (2)

☐ Senior citizens (3)

☐ Other, please specify: (4) _____

Q10 If you provide multiple types of demand-response service with different eligibility requirements, please explain:

_____

_____

_____

_____

_____

Q11 How far in advance must a rider schedule a demand-response or paratransit trip (check all that apply)?

- ☐ Guaranteed (standing-order or subscription service) (1)
- ☐ Same-day service (2)
- ☐ Same-day service on space available basis (3)
- ☐ Will-call or Call When Ready for return trip (4)
- ☐ Next-day/24-hour advance reservation (5)
- ☐ Two-day/48-hour advance reservation and up to one week (6)
- ☐ More than one week in advance (7)

Q12 Is the minimum advance reservation time the same for all areas that your organization serves?

- O Yes (1)
- O No, please explain: (2) _____

Q13 Please specify the approximate percentage of demand-response trip requests you have to turn down due to lack of capacity.

O 0-1% (1)

O >1-3% (2)

O >3-5% (3)

O >5-10% (4)

O More than 10% (5)

O Do not know/do not collect data (6)

End of Block: Demand-response

Start of Block: Needs

Q15 Estimate the percentage of riders that belong to the following groups. Leave blank if no estimate available.

Q14 For fixed-route service:

O Elderly (%) (1) _____

O People with disabilities (%) (2) _____

O Youth (up to age 18) (%) (3) _____

Q16 For demand-response service:

O Elderly (%) (1) _____

O People with disabilities (%) (2) _____

O Youth (up to age 18) (%) (3) _____

Page Break

Q17 Please describe the facilities you currently use for maintenance, vehicle storage, and administrative functions. Indicate if you own facilities for these purposes and the size and capacity of these facilities.

Q18 Maintenance facilities:

_____

_____

_____

_____

_____

Q19 Vehicle storage:

_____

_____

_____

_____

_____

Q20 Administrative:

_____

_____

_____

_____

_____

Q21 Describe the adequacy of your facilities for meeting current and expected future needs (within the next five years).

	Inadequate for current needs (1)	Adequate for current needs but inadequate for expected future needs (2)	Adequate for current and expected future needs (3)	Not applicable (4)
Maintenance facilities (1)	O	O	O	O
Vehicle storage facilities (2)	O	O	O	O
Administrative facilities (3)	O	O	O	O
Passenger facilities (4)	O	O	O	O

Q22 If facility upgrades are currently needed or expected to be needed, please explain the types of upgrades needed:

_____

_____

_____

_____

_____

Page Break

Q23 Are there any types of transportation services needed by your service area residents that are not currently available?

O Yes (1)

O No (2)

O Not sure (3)

Q24 Please identify the types of services needed (check all that apply).

☐ New curb-to-curb service (1)

☐ New door-to-door service (2)

☐ New door-through-door or escort service (3)

☐ New group pickups (4)

☐ New fixed-route service (5)

☐ New intercity service (6)

☐ Expansion of currently available services (7)

☐ Weekend service (8)

☐ Longer hours of service (9)

☐ Other, please explain: (10) _____

Q25 What is the main challenge or barrier to providing these additional services?

_____

_____

_____

_____

_____

Q26 Is there a need for more service for any of these types of trips?

	Major need for more service (1)	Minor need for more service (2)	No need for more service (3)
Employment (1)	O	O	O
Education/job training (2)	O	O	O
Medical (3)	O	O	O
Dialysis (4)	O	O	O
Nutrition (5)	O	O	O
Shopping (6)	O	O	O
Social/recreation (7)	O	O	O
Veterans transportation services (8)	O	O	O
Lift services (9)	O	O	O

Q27 Provide any additional information or describe other types of services needed:

_____

_____

_____

_____

_____

Page Break

Q28 Describe your staffing capabilities:

- O Inadequate staff to meet current needs (1)
- O Adequate staff to meet current needs, but additional staff needed to meet expected future needs (within the next five years) (2)
- O Adequate staff for current and expected future needs (3)

Q29 Describe current or expected future staffing needs (within the next five years):

_____

_____

_____

_____

_____

Q30 What is your starting wage rate for vehicle operators?

_____

Q31 Overall, how well are the transportation needs of your service area residents being met?

O Extremely well (1)

O Very well (2)

O Moderately well (3)

O Slightly well (4)

O Not well at all (5)

Q32 Please provide any additional comments about the needs of your agency and your service area residents, the issues or challenges you are facing, funding levels, etc.:

_____

_____

_____

_____

_____

End of Block: Needs