



# Locally Coordinated Public Transit/Human Service Transportation Plan



January 2008





## **Table of Contents**

<b>TABLE OF CONTENTS .....</b>	<b>I</b>
<b>SECTION 1: PURPOSE AND BACKGROUND OF THE COORDINATION PLAN.....</b>	<b>1</b>
<b>SECTION 2: STATE PROFILE AND SUMMARY OF TRANSPORTATION SERVICES.....</b>	<b>3</b>
2.1    DEMOGRAPHIC PROFILE OF THE STATE OF OKLAHOMA .....	3
2.2    SUMMARY OF TRANSPORTATION SERVICES AVAILABLE TO THE TARGET POPULATIONS .....	21
<b>SECTION 3: SUMMARY OF MEETINGS.....</b>	<b>27</b>
<b>SECTION 4: FUNDING .....</b>	<b>30</b>
<b>SECTION 5: TRANSPORTATION GAPS AND ISSUES .....</b>	<b>34</b>
<b>SECTION 6: KEY STRATEGIES TO CONSIDER .....</b>	<b>38</b>
<b>SECTION 7: EVALUATION.....</b>	<b>43</b>

### **APPENDICES**

APPENDIX A – ADDITIONAL CENSUS INFORMATION

APPENDIX B – PROJECT SURVEY

APPENDIX C – SURVEY RESULTS

APPENDIX D – MEETING SUMMARIES

APPENDIX E – OK DEPARTMENT OF HUMAN SERVICES – 5310 PROGRAM REQUIREMENTS

APPENDIX F – OTHER FUNDING PROGRAMS

### **TABLE OF FIGURES AND TABLES**

Table 2.1	State Comparison of Land Area, Population and Density in FTA Region 6
Table 2.2	State Comparison of Population Change in FTA Region 6 – 2000-2006
Table 2.3	Data Categories
Table 2.4	Oklahoma Statewide Trends for Target Populations – 2006 through 2005
Table 2.5	Target Population Concentrations by County - 2000
Table 2.6	Top Counties with Population Concentrations of Persons Age 65+ or those with a Disability
Table 2.7	Top 20 Counties with Concentrations of Low-Income Persons or Households Lacking Vehicles
Table 2.8	Counties with the Highest Target Population Concentrations
Table 2.9	Comparison of Land Area, Population and Density for Lawton and Norman Urbanized Areas
Table 2.10	Population of Persons Age 65 and Over, Lawton and Norman Urbanized Areas – 2000-2005
Table 2.11	Persons Living Below Poverty, Lawton and Norman Urbanized Areas – 2000-2005

Table 2.12 Vehicles Available per Household and Median Income, Lawton and Norman Urbanized Areas – 2000-2005

Table 2.13 Population with Disability for Persons Age 5 and Over, Lawton and Norman Urbanized Areas – 2000-2005

Table 2.14 Population and Land Area by County

Figure 2.1 Population Density - 2000

Figure 2.2 Oklahoma Statewide Trends for Target Populations – 2000 through 2005

Figure 2.3 Population Elderly (65 years and older)

Figure 2.4 Population with Disabilities, Age 5 Years and Over - 2000

Figure 2.5 Persons Living Below Poverty - 2000

Figure 2.6 Vehicles Available per Household - 2000

Figure 2.7 Household Median Income - 2000

Figure 2.8 Counties with the Highest Target Population Concentrations

Figure 2.9 Types of Transportation Services Provided by Survey Respondents

Figure 2.10 Types of Trips Provided by Survey Respondents

Figure 2.11 Sources of Funding for Transportation Services

Figure 2.12 Types of Coordination with Other Transportation Providers

## **Section 1: Purpose and Background of the Coordination Plan**

The federal transportation reauthorization legislation, enacted in 2005 and called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) created a requirement that a locally-developed, coordinated public transit/human service planning process and an initial plan be developed by 2007 as a condition of receiving funding for certain programs directed at meeting the needs of older individuals, persons with disabilities and low-income persons. The Federal Coordinating Council on Access and Mobility (CCAM), an interdepartmental committee of eleven Federal agencies established by Executive Order of the President in 2004, takes coordination planning further by adopting the following policy statement on October 1, 2006:

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

The Oklahoma DOT recognizes that coordination has already occurred at different levels from region to region across the State. The primary focus of the Plan is to design a process that will fund new projects that encourage increased coordination among agencies to address transportation gaps at the regional level. By hosting meetings at multiple locations, ODOT hopes to maximize participation in the development process.

Development and content of coordinated plans are intended to be specific to the transportation needs and issues throughout the State. The coordinated plans will be developed to guide the development of projects to address the identified transportation gaps and issues. Funding for these projects is available under three Federal Transit Administration funding programs: Section 5310 Transportation for Elderly Persons and Persons with Disabilities, Section 5316 Job Access and Reverse Commute (JARC), and the Section 5317 New Freedom.

The coordinated plan’s development will, at a minimum:

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

SAFETEA-LU also allows two significant changes to the standard procedures defined by previous legislation. Under the new regulations, project proponents are allowed to use dollars from other federal programs as match to FTA funds and expenses related to mobility management can be considered a capital expense. These are two significant changes that allow greater flexibility for budgeting and financing human service transportation.

As mentioned, the Plan's focus is to guide the development of projects rather than define them. The objective is to provide potential project proponents with the information necessary to develop competitive projects that address the most pressing needs for human service and public transportation and to encourage them to implement these projects through coordination with other agencies and transportation providers. It is envisioned that the coordinated plan will be updated on a regular basis.

## **Section 2: State Profile and Summary of Transportation Services**

The purpose of the Oklahoma Locally Coordinated Public Transit – Human Service Transportation Plan is to identify the transportation needs of three target populations and develop strategies for addressing the transportation needs. The first step in the planning process is to collect information about the characteristics of the target populations and document the transportation services available to them. This section summarizes demographic data to describe the target populations and a survey that was conducted to document existing transportation services.

### ***2.1 Demographic Profile of the State of Oklahoma***

Reviewing population characteristics is helpful in transportation planning because it can provide a better understanding of potential needs of different population groups and identify groups who may be underserved by the existing transportation system. For the Locally Coordinated Public Transit - Human Service Transportation Plan, particular focus is placed on three target populations: 1) senior citizens, 2) persons with disabilities, 3) and low-income persons.

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

For purposes of the Oklahoma coordinated transportation plan, data has been collected at the county, state and small urban area level, where available. The small urban areas are Lawton and Norman. All Oklahoma counties are included in the tabular displays and were used to develop statewide averages.

#### **2.1.1 State and Countywide Population Characteristics**

One of the greatest determinants of transportation need is total population and population concentration or density. In 2006, Oklahoma ranked 28 out of 50 states for population at 3,579,212, according to the U.S. Census Bureau. Oklahoma is the 19<sup>th</sup> largest state in land area at 68,667 square miles. This means that overall, the state has a fairly dispersed population, ranking 36<sup>th</sup> in population density at 52.1 persons per square mile. A comparison of Oklahoma to other states in the Federal Transit Administration (FTA) Region 6 is shown in Table 2.1. The table shows that in comparison to neighboring states in Region 6, Oklahoma falls in the middle for total population and land area. The state's overall population per square mile is less than Louisiana or Texas but greater than New Mexico.

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

Geography	Land Area (Square Miles)	2006 Population	Population per Square Mile	State Ranking		
				Land Area	2006 Population	Population per Square Mile
Arkansas	52,068.2	2,810,872	54.0	27	32	34
Louisiana	43,561.9	4,287,768	98.4	33	25	24
New Mexico	121,355.5	1,954,599	16.1	5	36	45
<b>Oklahoma</b>	<b>68,667.1</b>	<b>3,579,212</b>	<b>52.1</b>	<b>19</b>	<b>28</b>	<b>36</b>
Texas	261,797.1	23,507,783	89.8	2	2	27

Source: U.S. Census

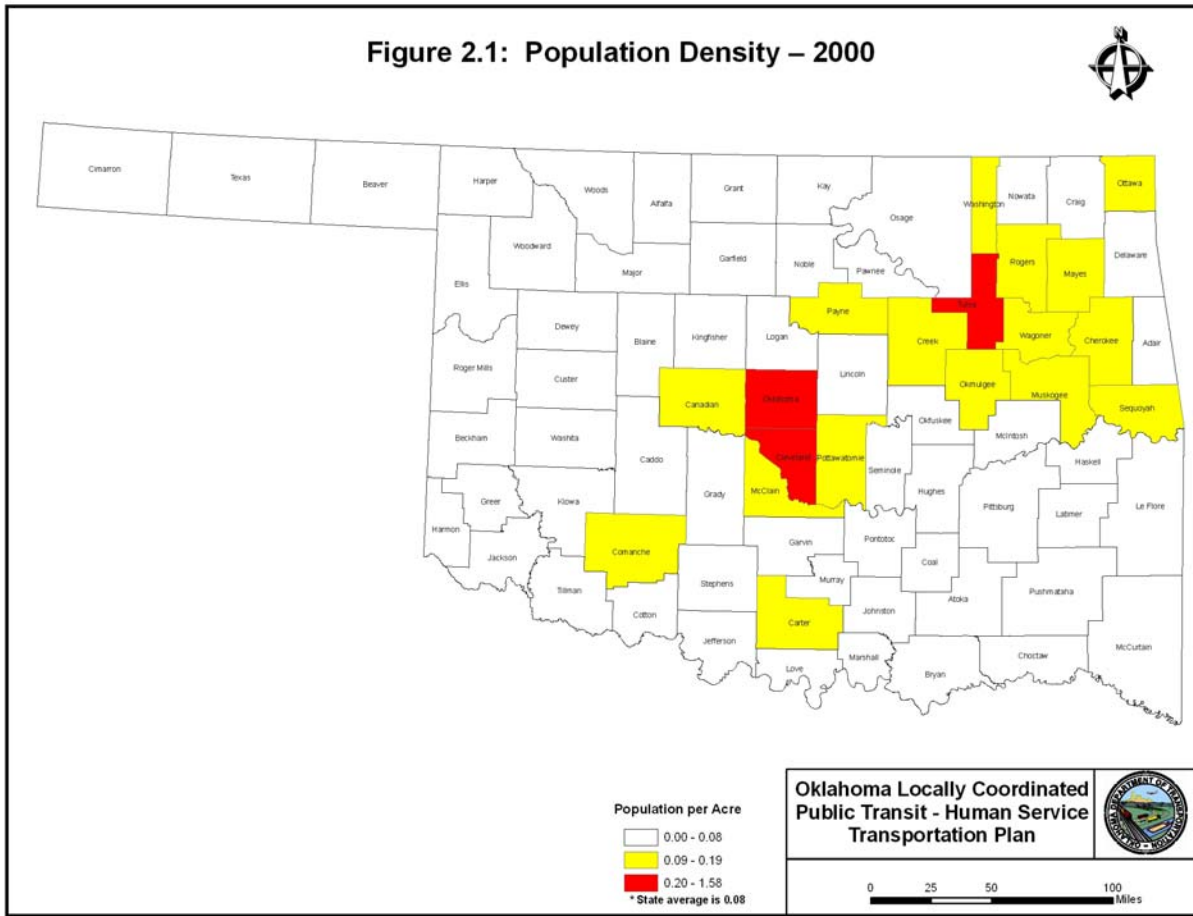
Figure 2.1 exhibits the population density for each county in Oklahoma. As noted, Oklahoma’s overall population density is fairly low at 52.1 persons per square mile or 0.08 persons per acre. Only Tulsa and Oklahoma Counties have densities exceeding one person per acre, 1.58 and 1.52 persons per acre, respectively. Cleveland County has a population density of 0.67 persons per acre. The remaining counties in the state have fewer than 0.2 persons per acre. Nearly half of the counties (37 of 77) have densities at or below 0.03 persons per acre. These counties represent over half (54.4 percent) of Oklahoma’s land area but only 11.7 percent of the total population. Density is an important factor for establishing public or human services transportation.

Recent population trends in the FTA Region 6 were reviewed between 2000 and 2006 (see Table 2.2). In general, Oklahoma population increased at a slower pace than its neighboring states in the FTA region. Only Louisiana lost population during that time period. Oklahoma grew at a slower rate than what was found nationally for the same time period, 3.7 percent statewide versus 6.4 percent nationally.

**Table 2.2: State Comparison of Population Change in FTA Region 6 – 2000 to 2006**

Geography	2000	2006	Total Change	Percent Change
Arkansas	2,673,400	2,810,872	137,472	5.1%
Louisiana	4,468,976	4,287,768	-181,208	-4.1%
New Mexico	1,819,046	1,954,599	135,553	7.5%
<b>Oklahoma</b>	<b>3,450,654</b>	<b>3,579,212</b>	<b>128,558</b>	<b>3.7%</b>
Texas	20,851,820	23,507,783	2,655,963	12.7%
United States	280,849,847	298,816,954	17,967,107	6.4%

Source: U.S. Census



Recent population trends between 2000 and 2006, based on U.S. Census estimates, were examined for all Oklahoma counties and the state. The counties experiencing the greatest total growth include Oklahoma, Cleveland, Tulsa, Canadian and Rogers Counties, while the greatest percentage growth occurred in Rogers, Canadian, Wagoner, McClain, and Grady Counties, which grew by over 10 percent each. All of the faster growing counties are located around either Tulsa or Oklahoma City. The most significant decline occurred in Comanche, Jackson, Kay, Tillman, and Garfield Counties, while the greatest percentage decline in population occurred in Cimarron, Grant, Beaver, Tillman, and Jackson Counties, each losing over eight percent of their county’s population. The counties experiencing the greatest population decline are located in the north, northwest, and southwest portions of the state. County-specific population gains and losses are provided in Appendix A.

### 2.1.2 State and Countywide Target Population Characteristics

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

**Table 2.3: Data Categories**

<b>Target Population</b>	<b>Census Bureau Data Proxy</b>	<b>Population Universe</b>
Elderly persons*	Persons age 65 and over	Total population
Low-income persons	Individuals living below poverty	Total population for whom poverty status is determined
	Median household income	Occupied housing units
	Households with no vehicles available	Occupied housing units
Disabled persons	Civilian non-institutionalized population 5 years and over with a disability	Total population of persons age 5 and over

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

Target population characteristics for Oklahoma and its counties are provided in this section. Statewide trends are discussed, followed by tabular and mapping data of population concentrations for each county and the state.

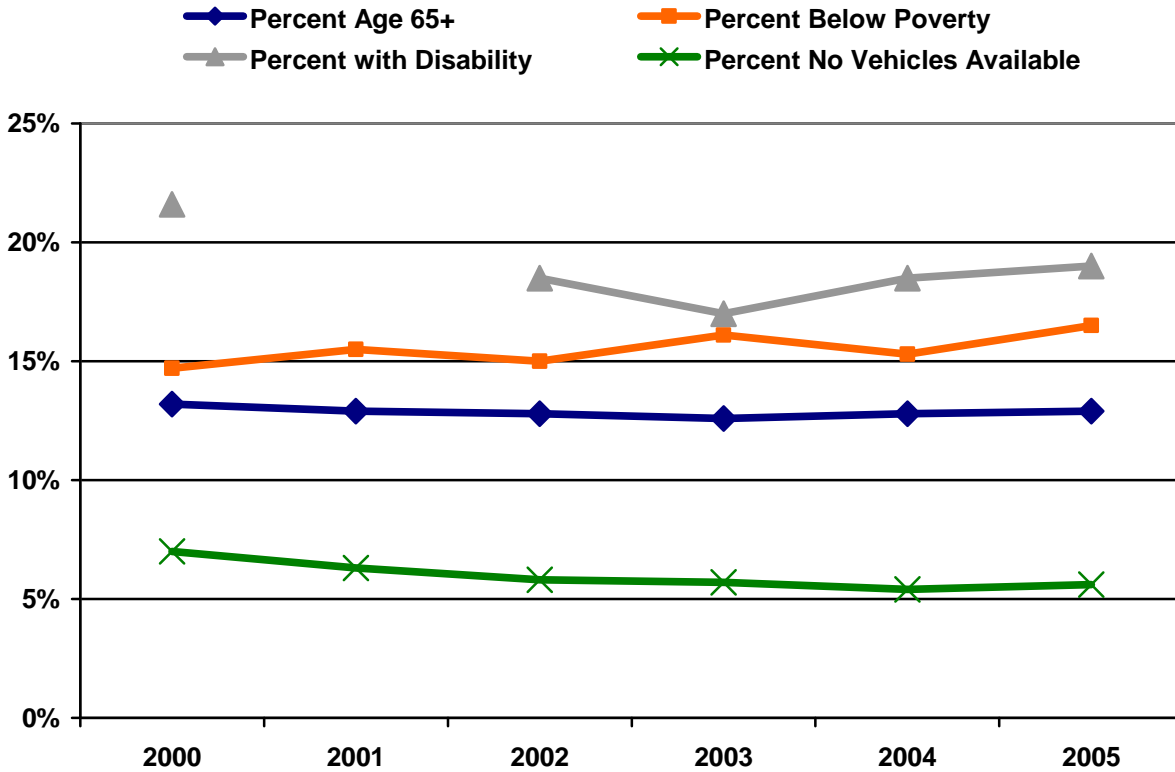
Table 2.4 and Figure 2.2 show the trends between 2000 and 2005 for the target population groups. In general, the proportion of target populations within the state has remained stable, though the percent of persons living below poverty has increased, while the percent of households without vehicles has decreased slightly.

**Table 2.4: Oklahoma Statewide Trends for Target Populations – 2000 through 2005**

<b>Characteristic</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
Total Population	3,450,654	3,347,660	3,379,515	3,396,794	3,412,202	3,433,496
Percent 65+	13.2%	12.9%	12.8%	12.6%	12.8%	12.9%
Percent Below Poverty	14.7%	15.5%	15.0%	16.1%	15.3%	16.5%
Total Population Age 5+	3,124,998	n/a	3,131,531	3,146,842	3,145,106	3,176,142
Percent with Disability	21.6%	n/a	18.5%	17.0%	18.5%	19.0%
Total Households	1,342,293	1,317,215	1,338,038	1,341,446	1,360,434	1,380,595
Percent No Vehicles Available	7.0%	6.3%	5.8%	5.7%	5.4%	5.6%
Median Household Income	\$33,400	\$35,933	\$37,208	\$36,062	\$35,357	\$37,063

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

**Figure 2.2: Oklahoma Statewide Trends for Target Populations – 2000 through 2005**



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

Table 2.5 and Figures 2.3 through 2.8 provide summary data for the following population characteristics. Additional county-specific summary information is provided in Appendix A.

- Population Age 65 and Over
- Household and Per Capita Income
- Persons Living Below Poverty
- Vehicles Available per Household
- Population with Disability for Persons Age 5 and Over

Table 2.5 provides a summary of the primary factors related the target populations for each county and the state. Counties equal to or exceeding the 75<sup>th</sup> percentile for each factor’s population concentration are highlighted, and the county with the greatest concentration of persons age 65 and over, persons with disabilities, persons living below poverty, households with no vehicles available, or lowest median income are indicated with bold type.

**Table 2.5: Target Population Concentrations by County - 2000**

Geography	Household Median income (1999 dollars)	Percent of Population or Households			
		Age 65+	Disability	Income Below Poverty Level	No Vehicle Available
Adair	\$24,881	12.0%	24.4%	23.2%	9.8%
Alfalfa	\$30,259	20.4%	21.2%	13.7%	5.3%
Atoka	\$24,752	14.8%	27.0%	19.8%	7.8%
Beaver	\$36,715	16.9%	17.3%	11.7%	3.3%
Beckham	\$27,402	15.5%	23.7%	18.2%	8.1%
Blaine	\$28,356	16.8%	22.2%	16.9%	5.1%
Bryan	\$27,888	15.4%	26.0%	18.4%	7.2%
Caddo	\$27,347	14.9%	22.6%	21.7%	7.8%
Canadian	\$45,439	9.5%	16.2%	7.9%	3.8%
Carter	\$29,405	16.0%	24.8%	16.6%	8.2%
Cherokee	\$26,536	12.0%	22.6%	22.9%	8.7%
Choctaw	\$22,743	17.4%	27.6%	24.3%	10.0%
Cimarron	\$30,625	18.6%	18.3%	17.6%	5.6%
Cleveland	\$41,846	8.4%	16.2%	10.6%	4.3%
Coal	\$23,705	17.9%	29.9%	23.1%	9.1%
Comanche	\$33,867	9.8%	19.6%	15.6%	8.2%
Cotton	\$27,210	17.8%	22.5%	18.2%	6.0%
Craig	\$30,997	16.2%	23.9%	13.7%	6.5%
Creek	\$33,168	12.8%	23.1%	13.5%	6.1%
Custer	\$28,524	13.7%	17.6%	18.5%	5.6%
Delaware	\$27,996	17.5%	27.2%	18.3%	4.3%
Dewey	\$28,172	21.0%	22.2%	15.0%	5.2%
Ellis	\$27,951	22.0%	23.7%	12.5%	5.2%
Garfield	\$33,006	16.0%	21.6%	13.9%	6.4%
Garvin	\$28,070	17.9%	25.6%	15.9%	6.6%
Grady	\$32,625	13.1%	22.7%	13.9%	6.4%
Grant	\$28,977	21.4%	20.0%	13.7%	3.7%
Greer	\$25,793	20.0%	27.0%	19.6%	7.4%
Harmon	\$22,365	21.0%	25.4%	29.7%	9.7%
Harper	\$33,705	21.7%	20.5%	10.2%	4.2%
Haskell	\$24,553	17.2%	29.1%	20.5%	10.6%
<b>Hughes</b>	\$22,621	18.6%	28.7%	21.9%	8.4%
Jackson	\$30,737	11.9%	17.8%	16.2%	6.7%
Jefferson	\$23,674	20.1%	27.1%	19.2%	9.6%
Johnston	\$24,592	15.4%	29.5%	22.0%	8.8%
Kay	\$30,762	17.0%	22.5%	16.0%	6.8%
Kingfisher	\$36,676	15.4%	18.9%	10.8%	4.3%
Kiowa	\$26,053	20.3%	24.1%	19.3%	6.3%
Latimer	\$23,962	16.1%	27.5%	22.7%	7.9%
Le Flore	\$27,278	13.8%	25.3%	19.1%	8.0%

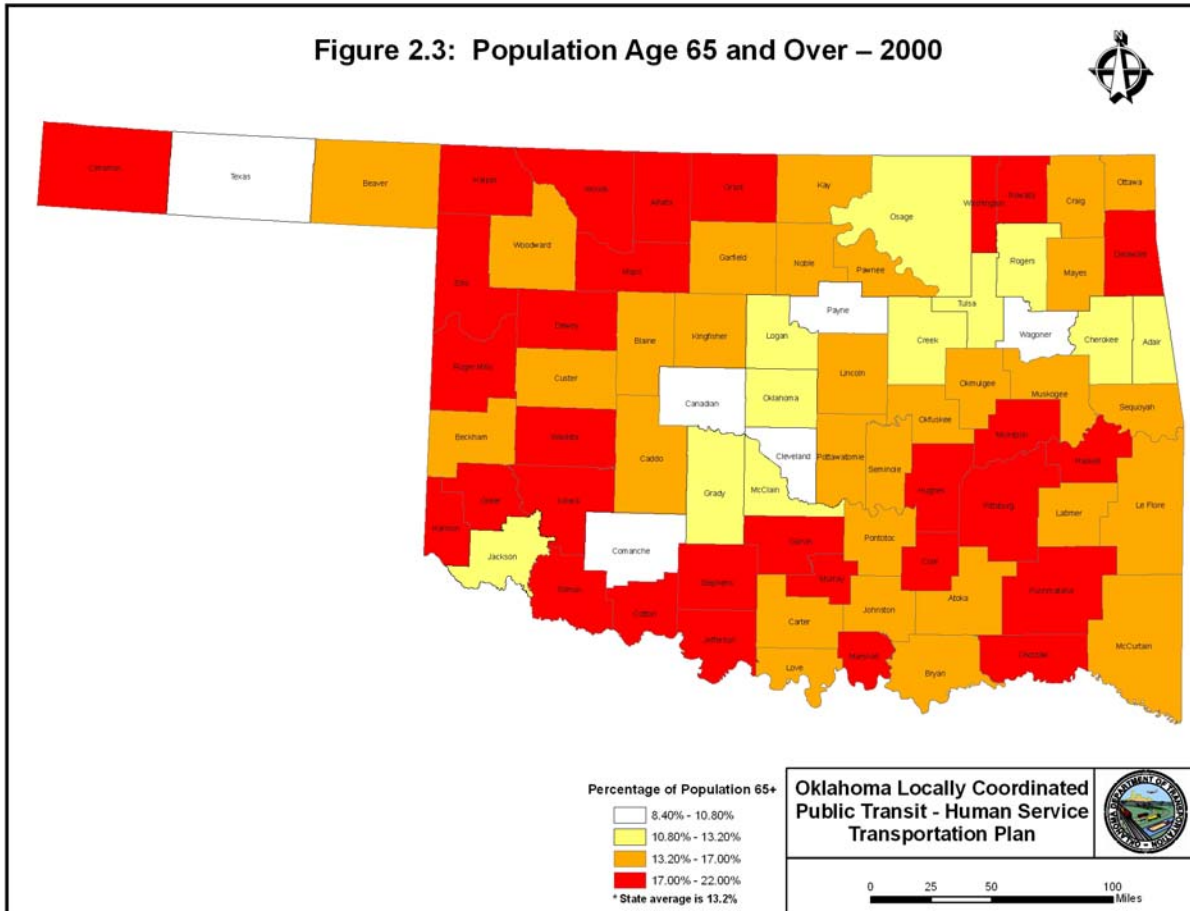
**Table 2.5: Target Population Concentrations by County - 2000**

Geography	Household Median income (1999 dollars)	Percent of Population or Households			
		Age 65+	Disability	Income Below Poverty Level	No Vehicle Available
Lincoln	\$31,187	13.9%	23.7%	14.5%	5.4%
Logan	\$36,784	12.3%	21.3%	12.9%	5.0%
Love	\$32,558	16.2%	23.4%	11.8%	4.8%
Major	\$30,949	19.4%	19.6%	12.0%	4.1%
Marshall	\$26,437	19.5%	27.8%	17.9%	9.7%
Mayes	\$31,125	14.9%	23.4%	14.3%	7.0%
McClain	\$37,275	12.0%	20.4%	10.5%	4.0%
McCurtain	\$24,162	14.0%	26.6%	24.7%	7.4%
McIntosh	\$25,964	21.8%	30.6%	18.2%	6.1%
Murray	\$30,294	18.5%	25.7%	14.1%	6.0%
Muskogee	\$28,438	15.3%	27.1%	17.9%	9.0%
Noble	\$33,968	15.2%	21.3%	12.8%	4.2%
Nowata	\$29,470	17.3%	26.2%	14.1%	6.5%
Okfuskee	\$24,324	16.3%	25.2%	23.0%	8.9%
Oklahoma	\$35,063	12.2%	21.5%	15.3%	7.8%
Okmulgee	\$27,652	15.1%	24.5%	18.9%	10.5%
Osage	\$34,477	13.1%	22.5%	13.2%	6.3%
Ottawa	\$27,507	16.9%	26.4%	16.6%	8.0%
Pawnee	\$31,661	14.8%	23.0%	13.0%	5.3%
Payne	\$28,733	10.8%	16.1%	20.3%	6.4%
Pittsburg	\$28,679	17.1%	28.0%	17.2%	9.1%
Pontotoc	\$26,955	15.0%	23.0%	16.5%	7.1%
Pottawatomie	\$31,573	13.8%	23.1%	14.6%	7.1%
Pushmataha	\$22,127	18.3%	30.9%	23.2%	10.5%
Roger Mills	\$30,078	18.7%	22.5%	16.3%	4.3%
Rogers	\$44,471	11.3%	18.6%	8.6%	4.7%
Seminole	\$25,568	16.7%	27.9%	20.8%	8.7%
Sequoyah	\$27,615	13.5%	26.7%	19.8%	7.5%
Stephens	\$30,709	18.5%	23.8%	14.6%	6.1%
Texas	\$35,872	10.2%	16.7%	14.1%	6.2%
<b>Tillman</b>	\$24,828	19.3%	26.5%	21.9%	8.4%
Tulsa	\$38,213	11.8%	19.4%	11.6%	7.7%
Wagoner	\$41,744	10.2%	20.9%	8.9%	5.0%
Washington	\$35,816	17.8%	22.4%	11.9%	6.9%
Washita	\$29,563	18.8%	20.6%	15.5%	4.4%
Woods	\$28,927	19.9%	18.4%	15.0%	4.4%
Woodward	\$33,581	14.2%	19.1%	12.5%	5.2%
<b>Oklahoma</b>	<b>\$33,400</b>	<b>13.2%</b>	<b>21.6%</b>	<b>14.7%</b>	<b>7.0%</b>

Source: U.S. Census

75 <sup>th</sup> percentile	\$26,536	18.5%	26.4%	19.3%	8.1%
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In 2000, 13.2 percent of Oklahoma’s population was age 65 and over, indicating a relatively older population than is found nationally, where only 12.4 percent of the population was age 65 and over. Ellis County had the greatest proportion of persons age 65 and over at 22 percent, while Cleveland County had the youngest population. Only 8.4 percent of Cleveland County’s population was age 65 and over in 2000. Oklahoma and Tulsa counties and many of the surrounding counties have a proportion of population over 65 that is less than the state average. Figure 2.3 displays the percentage of persons age 65 and over for each county.



The census defines the disabled population as the civilian non-institutionalized population age five years and over. The categories of disability tabulated include:

- Employment disability
- Go-outside-home disability
- Mental disability
- Physical disability
- Self-care disability
- Sensory disability



Table 2.6 lists the top 20 counties in the state with the highest proportion of persons age 65 and over or having a disability.

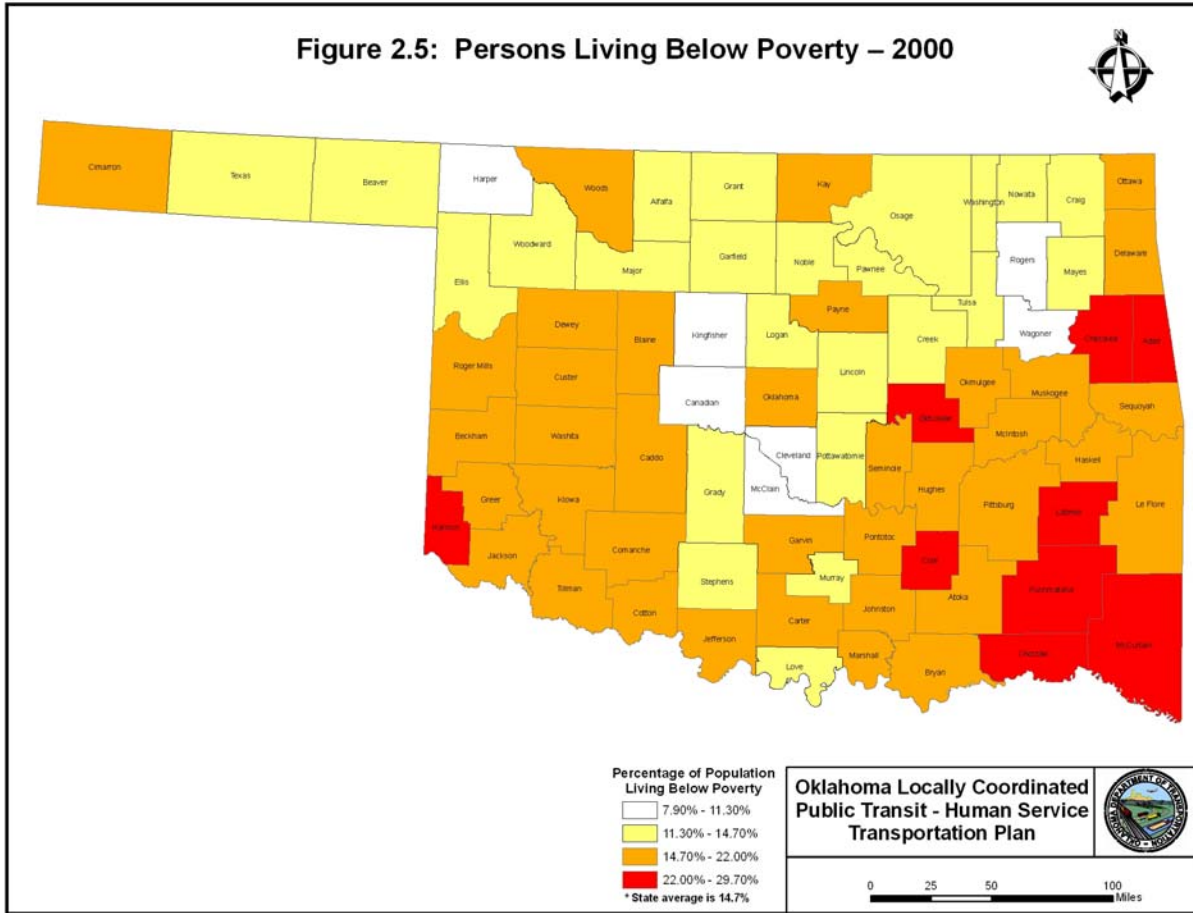
**Table 2.6: Top 20 Counties with Population Concentrations of Persons Age 65+ or those with a Disability**

County	Percent of Population Age 65+	County	Percent of Population with a Disability
Ellis	22.0%	Pushmataha	30.9%
McIntosh	21.8%	McIntosh	30.6%
Harper	21.7%	Coal	29.9%
Grant	21.4%	Johnston	29.5%
Harmon	21.0%	Haskell	29.1%
Dewey	21.0%	Hughes	28.7%
Alfalfa	20.4%	Pittsburg	28.0%
Kiowa	20.3%	Seminole	27.9%
Jefferson	20.1%	Marshall	27.8%
Greer	20.0%	Choctaw	27.6%
Woods	19.9%	Latimer	27.5%
Marshall	19.5%	Delaware	27.2%
Major	19.4%	Jefferson	27.1%
Tillman	19.3%	Muskogee	27.1%
Washita	18.8%	Atoka	27.0%
Roger Mills	18.7%	Greer	27.0%
Cimarron	18.6%	Sequoyah	26.7%
Hughes	18.6%	McCurtain	26.6%
Stephens	18.5%	Tillman	26.5%
Murray	18.5%	Ottawa	26.4%
<b>Oklahoma</b>	<b>13.2%</b>	<b>Oklahoma</b>	<b>21.6%</b>

Source: U.S. Census

The proportion of persons living below poverty in Oklahoma was 14.7 percent in 2000. This compares to 12.4 percent nationally. Harmon County had the greatest proportion of persons living below poverty at 29.7 percent, while Canadian County had the least at 7.9 percent. The proportion of households without vehicles available in the state was seven percent, which is considerably lower than the national average of 10.3 percent. Haskell County had the greatest proportion of its households with no vehicles available at 10.6 percent, while Beaver County had the lowest proportion of zero-vehicle households. Only 3.3 percent of households in Beaver County have no vehicle. For both demographic factors, the majority of counties in the southeast and east-central parts of the state have population proportions that are above the state average. Figures 2.5 and 2.6 exhibit the statewide characteristics of persons below the poverty level and zero-vehicle households respectively.

The median income in Oklahoma was \$33,400 in 2000, compared to \$41,994 nationally. Pushmataha County had the lowest median income at \$22,127, while Canadian County had the highest at \$45,439. Many of the counties with lower household median income are located in the southeast and southwest corners of the state.



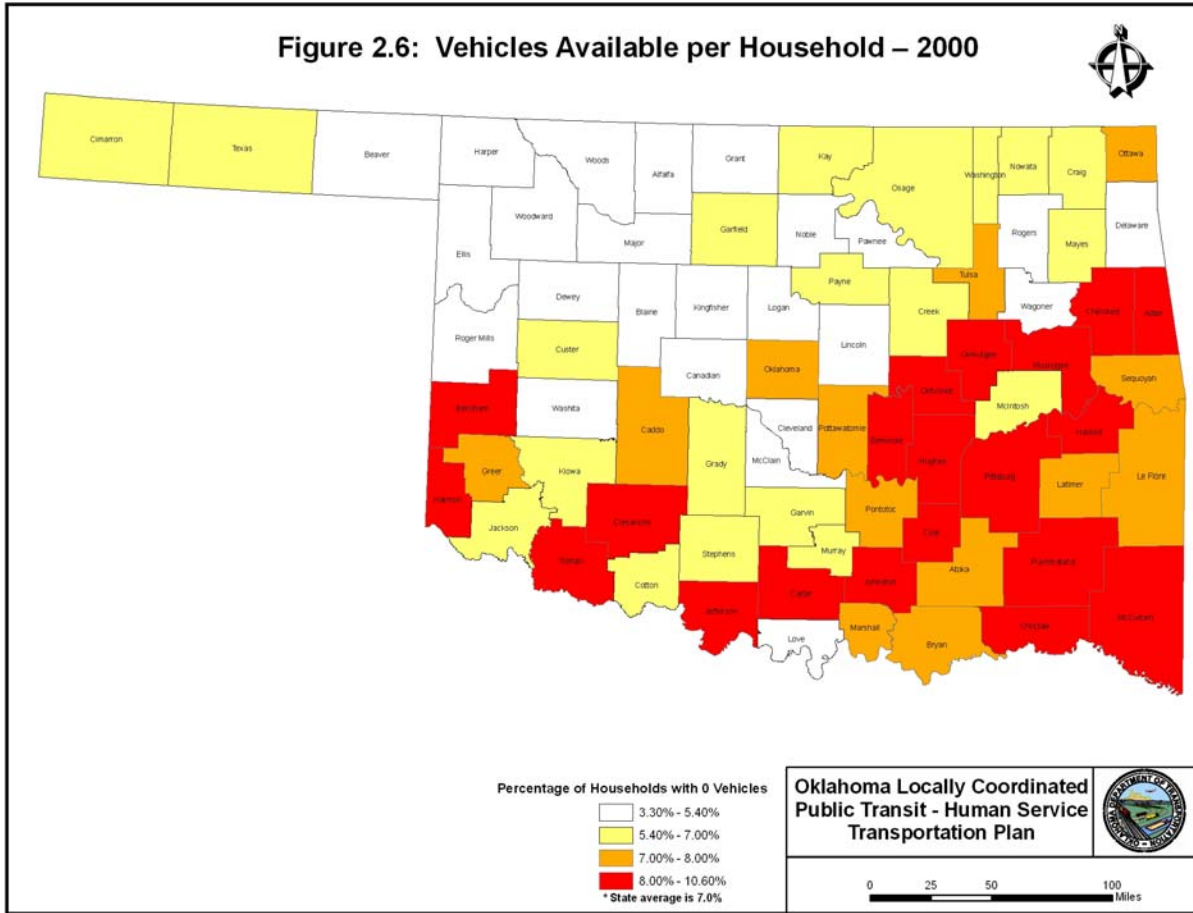


Table 2.7 lists the top 20 counties with the greatest proportion of persons living below poverty, households lacking vehicles, and households with the lowest median incomes.

**Table 2.7: Top 20 Counties with Concentrations of Low-Income Persons or Households Lacking Vehicles**

County	Percent of Population with Income Below Poverty Level	County	Percent of Households with No Vehicle Available	County	Household Median Income
Harmon	29.7%	Haskell	10.6%	Pushmataha	\$22,127
McCurtain	24.7%	Pushmataha	10.5%	Harmon	\$22,365
Choctaw	24.3%	Okmulgee	10.5%	Hughes	\$22,621
Adair	23.2%	Choctaw	10.0%	Choctaw	\$22,743
Pushmataha	23.2%	Adair	9.8%	Jefferson	\$23,674
Coal	23.1%	Harmon	9.7%	Coal	\$23,705
Okfuskee	23.0%	Marshall	9.7%	Latimer	\$23,962
Cherokee	22.9%	Jefferson	9.6%	McCurtain	\$24,162
Latimer	22.7%	Pittsburg	9.1%	Okfuskee	\$24,324
Johnston	22.0%	Coal	9.1%	Haskell	\$24,553
Hughes	21.9%	Muskogee	9.0%	Johnston	\$24,592
Tillman	21.9%	Okfuskee	8.9%	Atoka	\$24,752
Caddo	21.7%	Johnston	8.8%	Tillman	\$24,828
Seminole	20.8%	Seminole	8.7%	Adair	\$24,881
Haskell	20.5%	Cherokee	8.7%	Seminole	\$25,568
Payne	20.3%	Hughes	8.4%	Greer	\$25,793
Sequoyah	19.8%	Tillman	8.4%	McIntosh	\$25,964
Atoka	19.8%	Carter	8.2%	Kiowa	\$26,053
Greer	19.6%	Comanche	8.2%	Marshall	\$26,437
Kiowa	19.3%	Beckham	8.1%	Cherokee	\$26,536
<b>Oklahoma</b>	<b>14.7%</b>	<b>Oklahoma</b>	<b>7.0%</b>	<b>Oklahoma</b>	<b>\$33,400</b>

Source: U.S. Census

Figure 2.7 illustrates the median household income by county, those counties in white or yellow are over the State average and those in tan or red are below average.

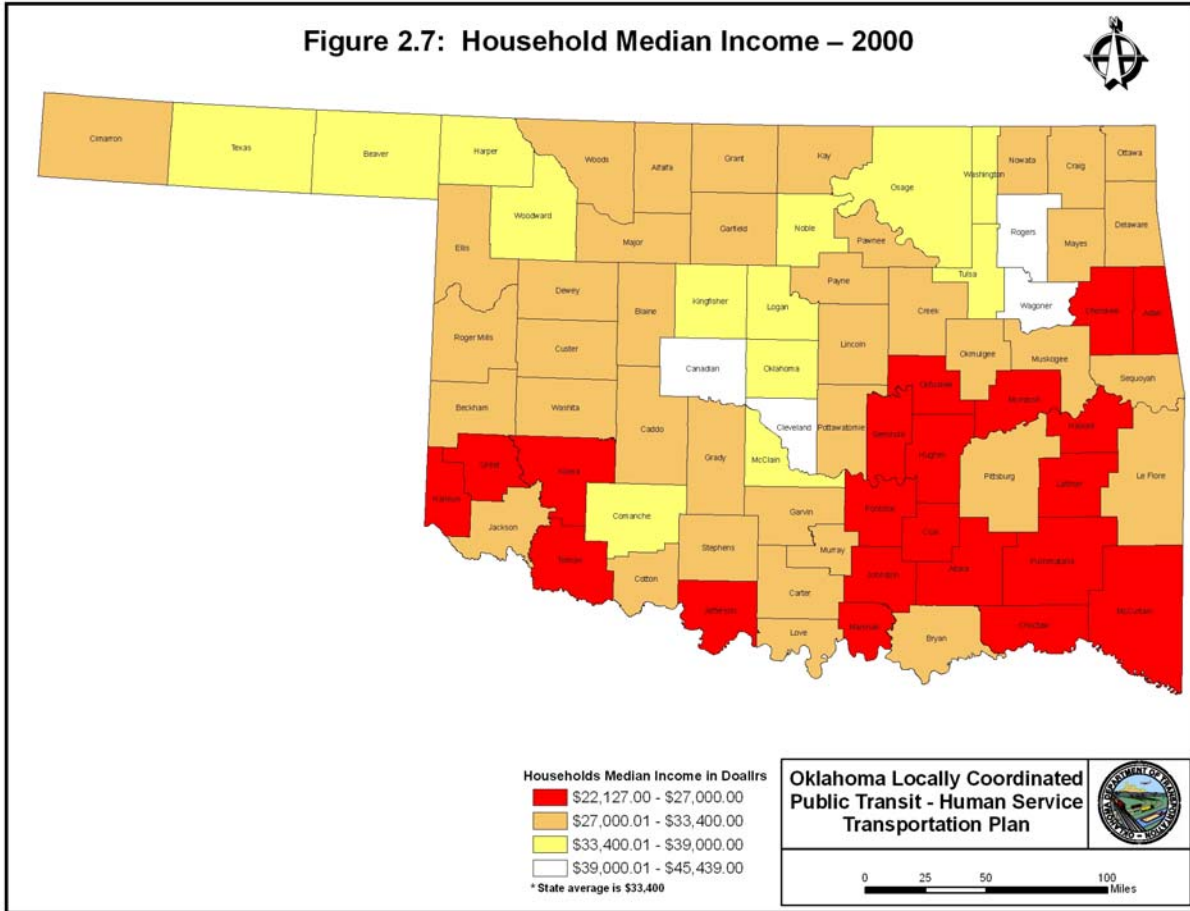
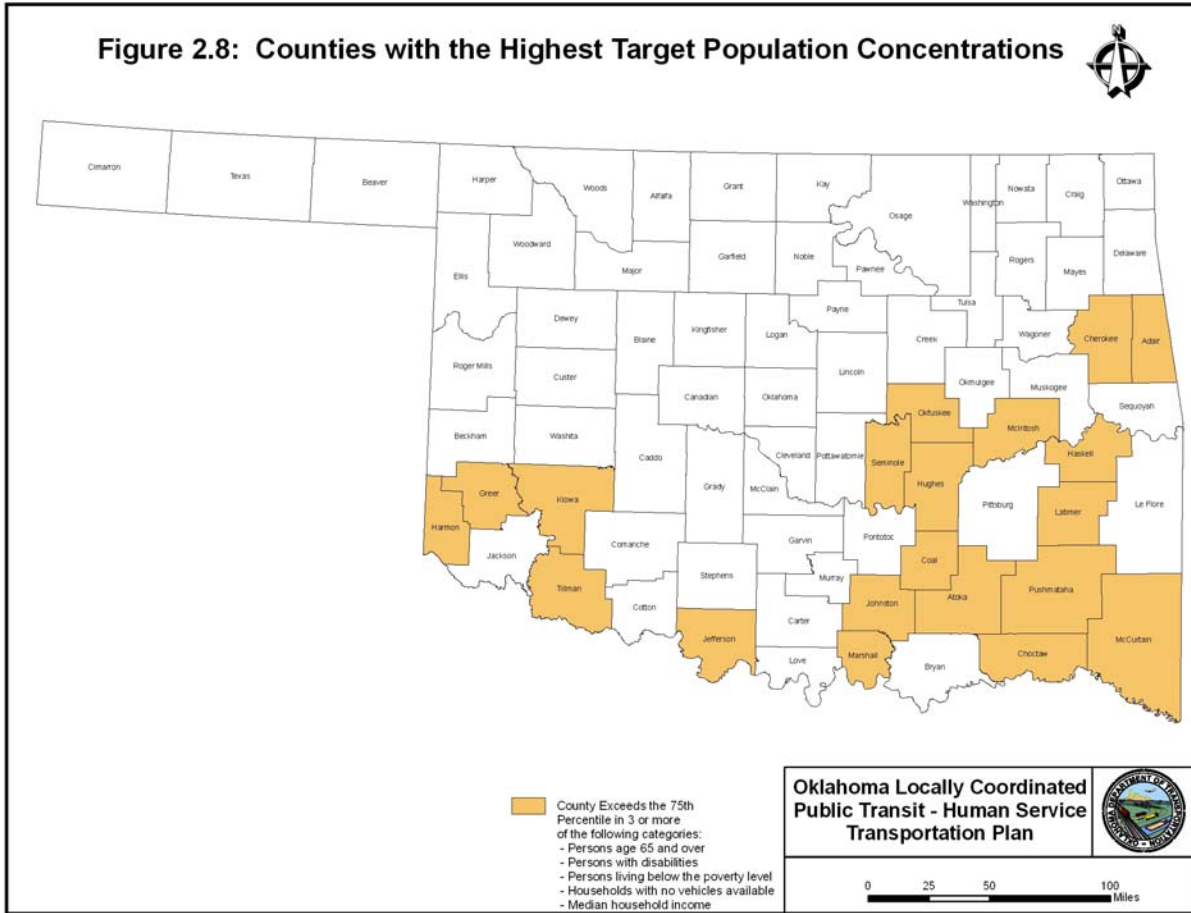


Table 2.8 and Figure 2.8 exhibit the counties where the concentration of persons age 65 and over, persons with disabilities, persons living below poverty, households with no vehicles available or lowest median income exceeded the 75<sup>th</sup> percentile in three or more categories. The categories with greatest concentrations are indicated with bold type. Tillman and Hughes Counties have greater concentrations of the target populations in all five categories. Greer through Haskell Counties have concentrations in four categories, and McIntosh through Adair County have concentrations in three counties. The 2006 combined population of these counties is approximately 299,300 or 8.4 percent of the state’s total population. Only four of the counties have populations exceeding 20,000: Cherokee (44,910), McCurtain (34,018), Seminole (24,650), and Adair (22,317). Geographically, nearly all of these counties are located in the southern half of the state, south of I-40, with the exception of Cherokee and Adair Counties.

**Table 2.8: Counties with the Highest Target Population Concentrations**

County	Household Median income (1999 dollars)	Percent of Population or Households			
		Age 65+	Disability	Income Below Poverty Level	No Vehicle Available
Tillman	<b>\$24,828</b>	<b>19.3%</b>	<b>26.5%</b>	<b>21.9%</b>	<b>8.4%</b>
Hughes	<b>\$22,621</b>	<b>18.6%</b>	<b>28.7%</b>	<b>21.9%</b>	<b>8.4%</b>
Greer	<b>\$25,793</b>	<b>20.0%</b>	<b>27.0%</b>	<b>19.6%</b>	7.4%
Seminole	<b>\$25,568</b>	16.7%	<b>27.9%</b>	<b>20.8%</b>	<b>8.7%</b>
Johnston	<b>\$24,592</b>	15.4%	<b>29.5%</b>	<b>22.0%</b>	<b>8.8%</b>
Coal	<b>\$23,705</b>	17.9%	<b>29.9%</b>	<b>23.1%</b>	<b>9.1%</b>
Jefferson	<b>\$23,674</b>	<b>20.1%</b>	<b>27.1%</b>	19.2%	<b>9.6%</b>
Marshall	<b>\$26,437</b>	<b>19.5%</b>	<b>27.8%</b>	17.9%	<b>9.7%</b>
Harmon	<b>\$22,365</b>	<b>21.0%</b>	25.4%	<b>29.7%</b>	<b>9.7%</b>
Choctaw	<b>\$22,743</b>	17.4%	<b>27.6%</b>	<b>24.3%</b>	<b>10.0%</b>
Pushmataha	<b>\$22,127</b>	18.3%	<b>30.9%</b>	<b>23.2%</b>	<b>10.5%</b>
Haskell	<b>\$24,553</b>	17.2%	<b>29.1%</b>	<b>20.5%</b>	<b>10.6%</b>
McIntosh	<b>\$25,964</b>	<b>21.8%</b>	<b>30.6%</b>	18.2%	6.1%
Kiowa	<b>\$26,053</b>	<b>20.3%</b>	24.1%	<b>19.3%</b>	6.3%
McCurtain	<b>\$24,162</b>	14.0%	<b>26.6%</b>	<b>24.7%</b>	7.4%
Atoka	<b>\$24,752</b>	14.8%	<b>27.0%</b>	<b>19.8%</b>	7.8%
Latimer	<b>\$23,962</b>	16.1%	<b>27.5%</b>	<b>22.7%</b>	7.9%
Cherokee	<b>\$26,536</b>	12.0%	22.6%	<b>22.9%</b>	<b>8.7%</b>
Okfuskee	<b>\$24,324</b>	16.3%	25.2%	<b>23.0%</b>	<b>8.9%</b>
Adair	<b>\$24,881</b>	12.0%	24.4%	<b>23.2%</b>	<b>9.8%</b>

Source: U.S. Census



### 2.1.3 Small Urbanized Area Population Characteristics

Target population characteristics for the Lawton and Norman urbanized areas are included in this section. An urbanized area is one that is defined by the U.S. Census as having a geographic area with a population of 50,000 persons or more (United States Code, Title 23, Section 101). An urbanized area does not have to follow existing political jurisdictional boundaries. Urbanized areas are subject to metropolitan transportation planning requirements as designated in United States Code, Title 23, Section 134 and Section 8 of the Federal Transit Act and promulgated by Code of Federal Regulations, Title 23, Section 450.300.

Table 2.9 shows land area, population and density for the Lawton and Norman urbanized areas as compared to the Cities of Lawton and Norman, the other urbanized areas in Oklahoma, and the state. As is shown, the Census Bureau-designated urbanized areas for both Lawton and Norman have smaller populations and geographic areas than the cities themselves. Both the Lawton urbanized area and the City of Lawton have lost population between 2000 and 2005. Though the urbanized area in Norman has declined slightly between 2000 and 2005, the City of Norman has gained population. Comparing densities across the jurisdictions, the Lawton urbanized area has a lower population density (2.21 persons per acre) than is found in any other urbanized area across the state. In contrast, the Norman urbanized area has the greatest density of any urbanized area at 4.37 persons per acre.

**Table 2.9: Comparison of Land Area, Population and Density for Lawton and Norman Urbanized Areas**

<b>Geography</b>	<b>2000 Population</b>	<b>2005 Population</b>	<b>Total Change</b>	<b>Percent Change</b>	<b>Land Area (Square Miles)</b>	<b>Population per Acre (2005)</b>
Lawton Urbanized Area	89,556	78,087	-11,469	-12.8%	35,322	2.21
Norman Urbanized Area	86,478	84,608	-1,870	-2.2%	19,354	4.37
City of Lawton	92,757	88,599	-4,158	-4.5%	48,090	1.84
City of Norman	95,694	101,274	5,580	5.8%	113,286	0.89
Fort Smith, AR-OK Urbanized Area	106,470	105,346	-1,124	-1.1%	35,392	2.98
Oklahoma City Urbanized Area	747,003	761,744	14,741	2.0%	206,304	3.69
Tulsa Urbanized Area	558,329	550,958	-7,371	-1.3%	167,296	3.29
State of Oklahoma	3,450,654	3,543,442	92,788	2.7%	43,946,944	0.08

Source: U.S. Census 2000, American Community Survey 2005

The population characteristics for elderly persons, low income persons and persons with disabilities within the urbanized areas of Lawton and Norman are shown in Tables 2.10 through 2.13. Data for both 2000 and 2005 are shown. As compared to statewide averages, both urbanized areas have smaller proportions of persons age 65 and over, larger proportions of persons living in poverty, and generally lower median household incomes. The proportion of persons with disabilities is smaller in the Norman urbanized area than is found statewide, while Lawson has a similar proportion of persons living with disabilities as found statewide.

**Table 2.10: Population of Persons Age 65 and Over, Lawton and Norman Urbanized Areas - 2000 and 2005**

<b>Geography</b>	<b>Total Population</b>		<b>Total Population Age 65 and Over</b>		<b>Percent Age 65 and Over</b>	
	<b>2000</b>	<b>2005</b>	<b>2000</b>	<b>2005</b>	<b>2000</b>	<b>2005</b>
Lawton Urbanized Area	89,556	78,087	8,435	9,021	9.4%	11.6%
Norman Urbanized Area	86,478	84,608	7,824	7,390	9.0%	8.7%
State of Oklahoma	3,450,654	3,433,496	455,950	441,763	13.2%	12.9%

Source: U.S. Census 2000, American Community Survey 2005

**Table 2.11: Persons Living Below Poverty, Lawton and Norman Urbanized Areas - 2000 and 2005**

Geography	Total Population (Poverty Status Determined)		Total Income Below Poverty Level		Percent Income Below Poverty Level	
	2000	2005	2000	2005	2000	2005
Lawton Urbanized Area	81,154	77,904	13,280	15,699	16.4%	20.2%
Norman Urbanized Area	80,274	84,360	12,961	18,559	16.1%	22.0%
State of Oklahoma	3,336,224	3,420,671	491,235	564,544	14.7%	16.5%

Source: U.S. Census 2000, American Community Survey 2005

**Table 2.12: Vehicles Available per Household and Median Income, Lawton and Norman Urbanized Areas - 2000 and 2005**

Geography	Total Households		Total Households No Vehicle Available		Percent Households No Vehicle Available		Median Household Income	
	2000	2005	2000	2005	2000	2005	2000	2005
Lawton Urbanized Area	31,241	31,799	2,820	1,208	9.0%	3.8%	\$32,381	\$36,844
Norman Urbanized Area	35,467	42,026	2,180	701	6.1%	1.7%	\$34,894	\$35,282
State of Oklahoma	1,342,293	1,380,595	94,293	77,607	7.0%	5.6%	\$33,400	\$37,063

Source: U.S. Census 2000, American Community Survey 2005

**Table 2.13: Population with Disability for Persons Age 5 and Over, Lawton and Norman Urbanized Areas - 2000 and 2005**

Geography	Total Population (Age 5 and Over)		Total Persons w/ Disability		Percent Persons w/ Disability	
	2000	2005	2000	2005	2000	2005
Lawton Urbanized Area	68,869	66,531	13,353	12,751	19.4%	19.2%
Norman Urbanized Area	79,712	78,585	11,551	11,200	14.5%	14.3%
State of Oklahoma	3,124,998	3,176,142	676,098	604,245	21.6%	19.0%

Source: U.S. Census 2000, American Community Survey 2005

### 2.1.4 Demographic Summary

Overall, the population of Oklahoma is stable to slow-growing. The population density of the state is quite low outside of the urban areas around Oklahoma City and Tulsa. Outside of the two large urban areas, the population is a little older and tends to have a lower household income than the state average. The characteristics of the target populations varies in each county; however, 20 states in the southwest, southeast, and east-central tend to have higher concentrations of the target populations than the rest of the state.

## **2.2 Summary of Transportation Services Available to the Target Populations**

The senior, low-income, and persons with disabilities populations in Oklahoma are served by a variety of transportation entities, each with its own discreet service area, target population, and operating authority. Service levels vary widely between the many transportation programs. In Oklahoma, there are 23 transit systems that are open to the general public (2 large urban public transportation systems, 2 small urbanized public transportation systems, and 19 rural transit operators). And across the state there are numerous human service agencies also providing transportation services to the target populations.

In order to gain a better understanding of the services available to the target populations, service areas, and unmet transportation needs, a survey was distributed to transportation providers across the state. The survey requested information regarding each agency's operating characteristics, types of services provided, approximate annual transportation budget, local coordination efforts, and unmet transportation needs among other items. The survey was distributed using a database maintained by the Oklahoma Department of Rehabilitation Services, the state's United We Ride agency. A copy of the survey is provided in Appendix B. A profile of each of the survey respondents is provided in Appendix C.

Approximately 52 surveys were returned. Surveys were received from:

- 2 large urban public transportation systems
- 2 small urban public transportation systems
- 6 rural transit operators
- 5 American Indian tribes/nations
- 5 human service agencies not providing transportation
- 24 human service organizations providing transportation directly or through a contractor or providing transit benefits such as bus passes
- 3 local governments providing transportation
- 2 local governments not providing transportation
- 3 state agencies
- 1 United States government agency

### **2.2.1 Summary of Survey Responses**

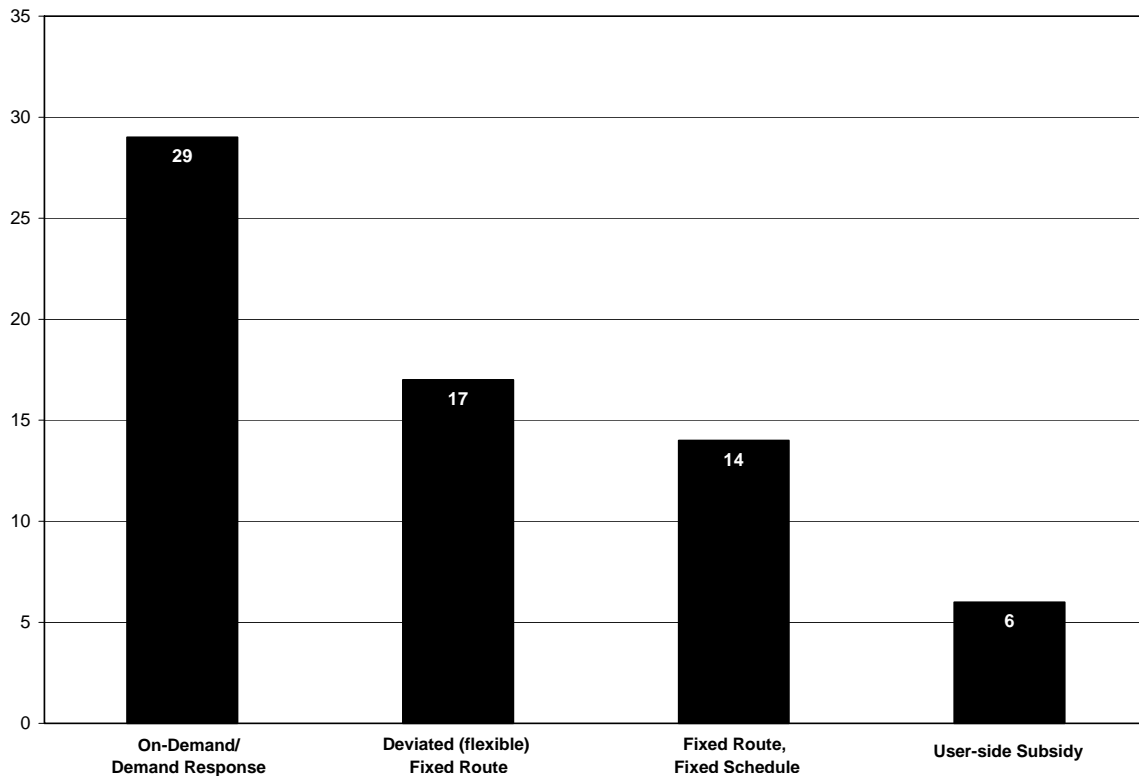
#### **Service Area**

Survey respondents represent agencies and organizations across the state serving a wide range of geographic coverages. The majority of respondents serve populations in multiple counties. A few agencies serve only a single town or city.

**Types of Services**

Among the survey respondents that provide transportation directly or through a contractor(s), demand response transportation is the most commonly provided type of transportation service. This is mostly likely due to the low-density nature of the state which makes it difficult to serve populations with fixed route services. However, as shown in Figure 2.9, more than a dozen agencies are providing some sort of fixed route or flexible fixed route services respectively. Many agencies provide more than one type of service. And in many regions of the state multi-county demand response systems often serve as feeders to city/town fixed route systems. Approximately six agencies provide benefits to the user to obtain transportation services. Some agencies also mentioned offering other types of services in emergencies or on an as-needed basis.

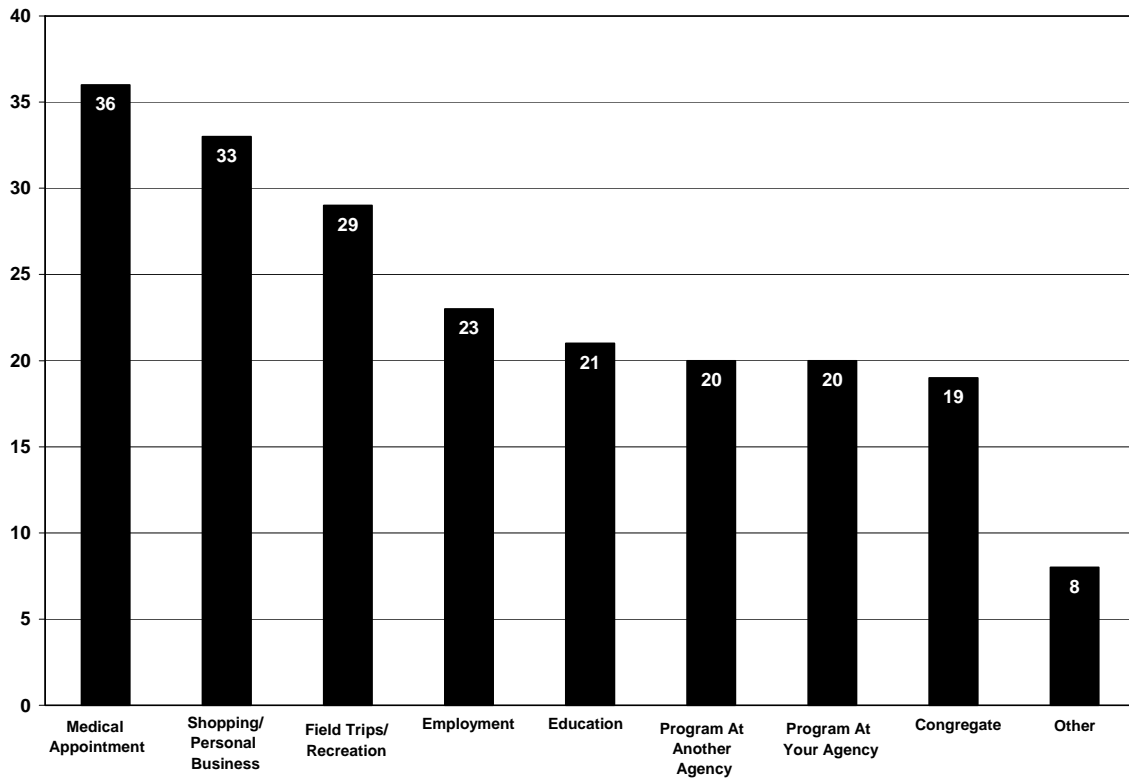
**Figure 2.9: Types of Transportation Services Provided by Survey Respondents**



**Types of Trips**

As shown in Figure 2.10, the top 5 types of trips provided by survey respondents are medical appointments, shopping/personal business, field trip/recreation, employment, and education. While public transit providers cannot restrict trip purpose for general public trips, many human service agencies provide transportation for limited trip purposes. “Other” trip types included substance abuse treatment centers, family visits, prescription pick-ups, and trips to human service agencies such as the Department of Human Services and local health departments.

**Figure 2.10: Type of Trips Provided by Survey Respondents**



**Days and Hours of Operation**

Most service providers offer service Monday through Friday with most service ending by 6:00 p.m. Some providers offer limited service on Saturday. Sunday service is only offered by a few providers. The small urban transit systems in Lawton and offer some evening and Saturday service. METRO Transit serving the Oklahoma City area has the greatest span of operating hours. It offers fixed route services Monday through Saturday until midnight and Sunday service via its METRO-Link service.

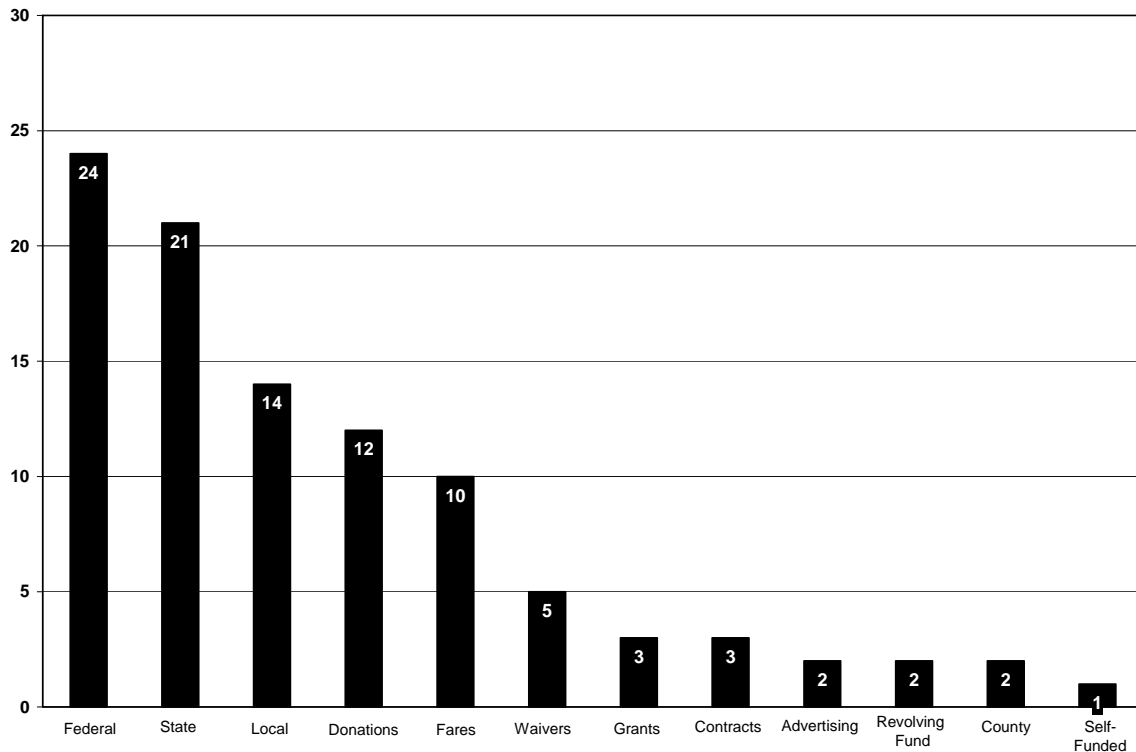
**Vehicle Fleets**

Most human service agencies that own vehicles have fewer than 10 vehicles in their fleet. Many operate their services with just one or two vehicles. The urban and rural transit systems in the state have much larger vehicle fleets. The small urban systems in Lawton and Norman have between 20 and 30 revenue vehicles. Many of the rural transit providers have larger vehicle fleets than the small urban systems due to the large size of the areas that they serve. KiBois Area Transit System operates 156 vehicles across 10 counties in east-central Oklahoma.

**Funding**

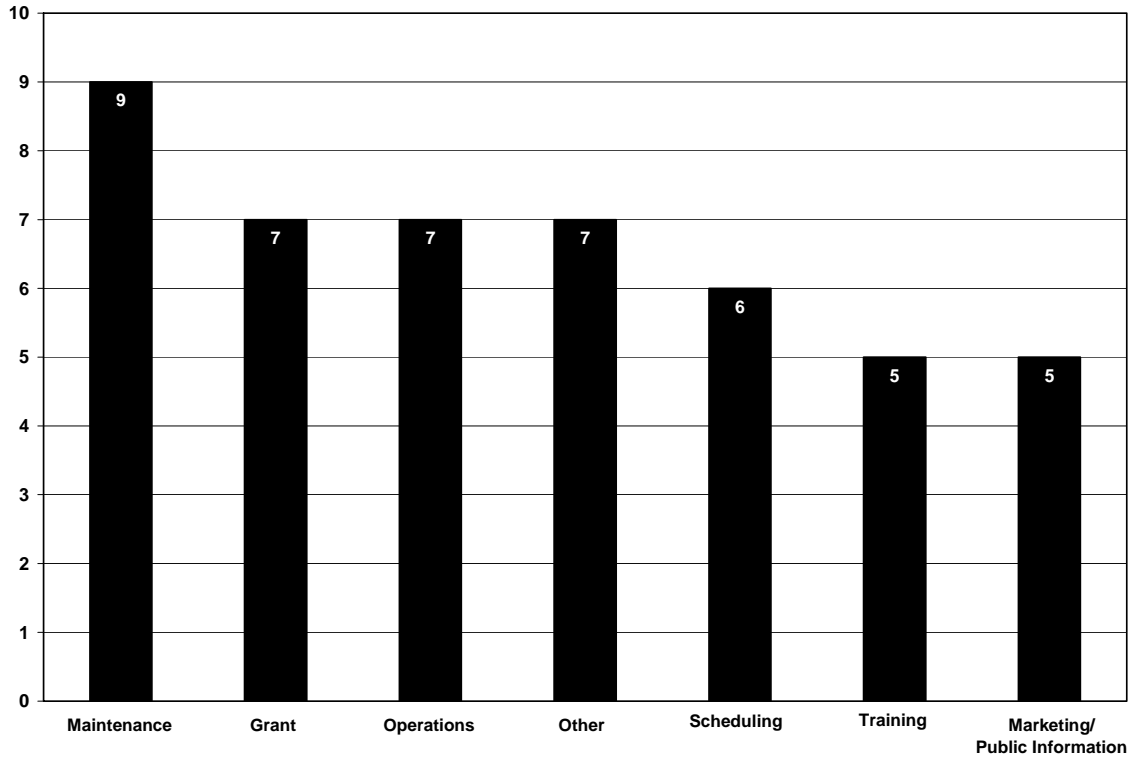
As shown in Figure 2.11, community transportation in Oklahoma is funded by a wide range of programs and resources. Most agencies utilize federal and state funding programs which are often matched with contributions from local and county governments. The state’s public transit systems collect passenger fares while it is less common for a human service agency to charge a fee for its transportation services. Many agencies accept donations in lieu of charging a fare. Some agencies use revenue from advertising and contracts to support their transportation services.

**Figure 2.11: Sources of Funding for Transportation Services**



**Coordination with Other Transportation Providers**

Survey recipients were asked to identify areas where they coordinate with other transportation providers. As shown in Figure 2.12, the most frequently cited areas of coordination include maintenance, operations and grant administration. Overall, few survey respondents indicated that they coordinate services with other agencies. “Other” types of coordination mentioned included senior van services, out-of-district and special needs trips, and referrals to other programs.



**Figure 2.12: Types of Coordination with Other Transportation Providers**

**2.2.2 Transportation Services Summary**

A wide range of services is available to senior citizens, persons with disabilities, and low-income individuals across the state. Demand response service is prevalent in low-density and rural areas while fixed route services are available in some small towns and larger urbanized areas. Many human service agencies provide a mixture of services to their clients. Most transportation is only available Monday through Friday during business hours. Evening and weekend hours are not widely available. In some rural areas, service may not be available on a daily basis. Transportation providers rely on federal and state funding programs to provide transportation but also utilize local government contributions, donations, fares, and contracts among others. While few survey respondents indicated that they coordinate with other transportation providers, there is some coordination occurring in operations, maintenance, training, marketing, scheduling, and grant administration.

The evaluation process outlined in Section 7, utilizes county area and population statistics as part of the scoring for projects. Tables 2.14 have been included in the plan as a reference.

**Table 2.14 Population and Land Area by County**

County Name	Population	Square Miles	County Name	Population	Square Miles
Adair County	22,317	576	LeFlore County	50,079	1,586
Alfalfa County	5,673	867	Lincoln County	32,645	959
Atoka County	14,340	978	Logan County	36,971	745
Beaver County	5,336	1,814	Love County	9,162	515
Beckham County	19,271	902	Major County	7,329	957
Blaine County	12,734	929	Marshall County	14,558	371
Bryan County	38,395	909	Mayes County	39,774	656
Caddo County	30,063	1,278	McClain County	31,038	570
Canadian County	101,335	900	McCurtain County	34,018	1,852
Carter County	47,503	824	McIntosh County	19,899	620
Cherokee County	44,910	751	Murray County	12,945	418
Choctaw County	15,334	774	Muskogee County	71,018	814
Cimarron County	2,807	1,835	Noble County	11,152	732
Cleveland County	228,594	536	Nowata County	10,785	565
Coal County	5,634	518	Okfuskee County	11,370	625
Comanche County	109,181	1,069	Oklahoma County	691,266	709
Cotton County	6,491	637	Okmulgee County	39,670	697
Craig County	15,046	761	Osage County	45,549	2,251
Creek County	69,146	956	Ottawa County	33,026	471
Custer County	25,566	978	Pawnee County	16,844	570
Delaware County	40,061	741	Payne County	73,818	686
Dewey County	4,475	1,000	Pittsburg County	45,002	1,306
Ellis County	3,912	1,229	Pontotoc County	35,350	720
Garfield County	57,068	1,058	Potawatomie County	68,638	788
Garvin County	27,375	809	Pushmataha County	11,641	1,397
Grady County	50,490	1,101	Roger Mills County	3,293	1,142
Grant County	4,653	1,001	Rogers County	82,435	675
Greer County	5,864	639	Seminole County	24,650	632
Harmon County	3,042	538	Sequoyah County	41,356	674
Harper County	3,348	1,039	Stephens County	43,243	877
Haskell County	12,155	577	Texas County	20,238	2,037
Huges County	13,893	807	Tillman County	8,482	872
Jackson County	26,042	803	Tulsa County	577,795	570
Jefferson County	6,385	759	Wagoner County	66,313	563
Johnston County	10,436	645	Washington County	45,549	417
Kay County	45,889	919	Washita County	11,583	1,004
Kingfisher County	14,316	903	Woods County	8,385	1,287
Kiowa County	9,778	1,015	Woodward County	19,231	1,242
Latimer County	10,562	722	<b>State Totals</b>	<b>3,579,212</b>	<b>66,669</b>

Source: U.S. Census 2006 Estimate

## **Section 3: Summary of Meetings**

A series of roundtable meetings were held at locations across the State of Oklahoma to obtain input from residents, transportation and human service agencies, and stakeholders to be used in developing the Oklahoma Locally Coordinated Public Transit/Human Service Transportation Plan. There were a total of 37 meetings that were split into a series of three roundtable meetings along with an additional set of supplemental meetings in Round 2. Due to the large number of meetings that were scheduled, URS staff was split into two separate teams so that each series of roundtables could be held over a one-week period. At each meeting, ODOT and consultant staff assisted stakeholders in identifying gaps and issues, funding limitations, and coordination strategies.

The first series of roundtable meetings was conducted between July 30<sup>th</sup> – August 1<sup>st</sup>, 2007. Meeting sites included: Norman, Guymon, Woodward, Altus, Lawton, Stillwater, Claremore, Muskogee, and Atoka.

The agenda for the first roundtable series covered the following topics:

- Background information on Section 5310 Plan – Elderly Individuals and Individuals with Disabilities, Section 5316 Plan – Job Access and Reverse Commute (JARC), and Section 5317 Plan – New Freedom Program and FTA Requirements for each Plan
- Goals and Objectives for the Oklahoma Locally Coordinated Public Transit/Human Service Transportation Plan
- Discussion on Gaps, Barriers, and Coordination Opportunities

The meeting started with staff presenting background information on the coordination plan. Next, meeting attendees were given the opportunity to ask questions and make comments on the plan development process. Key concerns raised during the discussion included, but not limited to, the lack of transportation in rural areas, need for more bus routes in certain areas, agencies dealing with fiscal limitations, inadequate transportation for the elderly and persons with disabilities, and lack of transportation for people on fixed-incomes. The transportation and human service agencies addressed specific challenges/issues they face in trying to meet the transportation needs for low-income, seniors and disabled individuals. For discussion purposes and organization; issues surrounding gaps, barriers and coordination opportunities were broken down into three (3) subgroups: temporal, geographic, and financial.

Several issues regarding meeting locations and facilities cropped up during the first series of meetings. In Stillwater, it was determined that the site was inadequate from an ADA accessibility standpoint. Therefore, subsequent meetings in Stillwater were conducted at the local Public Library. In addition, several of the attendees at the first Stillwater meeting were residents of Ponca City, and they requested a meeting in that town.

Attendance in Altus for the first roundtable was very low (4 attendees). For the second series of roundtables the meeting in Altus was replaced with a meeting in Weatherford.

Two other facilities, the VFWs in Woodward and Lawton and an American Legion Post in Claremore, were replaced for meetings in the second round for accessibility issues and since neither of these facilities were smoke-free.

The second series of roundtable meetings were conducted between September 4<sup>th</sup> - 6<sup>th</sup> in Norman, Lawton, Weatherford, Guymon, Woodward, Ponca City, Stillwater, Claremore, Muskogee, and Atoka.

The agenda for the second series of roundtable meetings covered the following topics:

- Plan Background Information
- Summary/Ranking of Gaps and Barriers from the Previous Roundtable Meetings
- Developing Strategies to address Gaps

Meeting attendees continued the gaps and barriers discussion initiated during the previous meeting. Staff summarized the geographical, temporal, and financial transportation issues that were identified at the previous meeting, which was incorporated into a summary table and distributed to meeting attendees. Attendees were also given the opportunity to add any additional issues or challenges to the summary table that were not listed. The group was then asked to identify their “Top Four” issues and rank them according to their highest to lowest priority. Finally, the discussion focused on identifying strategies to address transportation gaps and barriers in their areas.

The second series of roundtables included one additional meeting and required that the consultant team and ODOT staff conduct two meetings simultaneously on the afternoon of Tuesday, September 4<sup>th</sup>. One of the consultants experienced travel delays that morning which meant that the Ponca City meeting was held without a facilitator. ODOT staff was present at the meeting, but unfortunately the agenda was not fully completed.

The issues with the Ponca City meeting and the need for additional discussion in Lawton and Norman due to the size of the audience resulted in the determination that a series of supplemental roundtables should be conducted. In addition to the meetings in Norman, Lawton and Ponca City; supplemental meetings were also scheduled and conducted in Altus and Weatherford since each location only had one meeting at this point in the plan development process.

The supplemental meetings were conducted from October 2<sup>nd</sup> – 4<sup>th</sup>. The purpose of these meetings was to ensure that an in-depth discussion on gaps, barriers, and coordination issues was fully explored. ODOT also wanted to make sure that all interested residents, stakeholders, and agencies were given every opportunity to participate in the discussion. The supplemental meetings were used to continue the discussion about strategies to address gaps in transportation.

At every stage in the agency coordination/public involvement process, it was necessary to provide some overview and review of the FTA programs and the purpose of the coordination plan process. With the review taking up time during each meeting, it was difficult to bring every attendee up to date on the process. It was also difficult to keep individuals from dwelling on topics that may be too specific for a statewide process and document.

Other issues that were not related to the focus of this process were also raised. Specifically, several of the attendees at the meetings (particularly Norman) wanted the plan to address commuter patterns with the implementation of rail service. It was explained to these individuals that the federal funding programs being addressed by the coordination plan are not robust enough to contemplate the implementation of rail service as a strategy to address the transportation needs of the target populations.

The final series of roundtables (took place between October 29<sup>th</sup> – November 1<sup>st</sup>) and included a PowerPoint<sup>™</sup> presentation of the Draft Plan and the Draft Evaluation Process for the selection of projects to be funded under the FTA programs. Meetings were held in Norman, Lawton, Stillwater, Altus, Ponca City, Weatherford, Claremore, Woodward, Muskogee, Guymon, and Atoka. The presentation included a review of the plan development process, contents of the Plan, statewide gaps and issues, potential strategies, information about the evaluation process, and the schedule for the program. The rest of the meeting was to answer questions about the evaluation process.

Meeting minutes from each of the meetings can be found in Appendix D.

## **Section 4: Funding**

Federal transit law, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310) program, the Job Access and Reverse Commute (Section 5316) program and the New Freedom (Section 5317) program be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.”

### **Elderly Individuals and Individuals with Disabilities (Section 5310)**

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

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

**Eligible Activities:** The program funds capital expenses including, but not limited to, the following list of item. Expenses are reimbursed at 80% federal funds and 20% local match. Certain expenditures made in an effort to satisfy the Americans with Disabilities Act or the Clean Air Act Amendments can be reimbursed at a 90% federal commitment (10% local match).

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

In Oklahoma, the 5310 Program is administered by the Aging Division of the Oklahoma Department of Human Services (DHS). Applications for vehicles are accepted at any time with a formal call for applications made during the summer months. Vehicle procurement is conducted by DHS in December or January with vehicles delivered during the second quarter of the

subsequent year. No substantive changes are being made to this program except that projects addressing the gaps in this plan will receive additional consideration. The evaluation criteria and application checklist for the 5310 program are included in Appendix E.

### **Job Access and Reverse Commute (Section 5316)**

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

**Program Goal:** The goal of the JARC program is to improve access to transportation services to employment and employment related activities for welfare recipients and low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

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

- Late-night and weekend service; Guaranteed ride home service; Shuttle service; Ridesharing and carpooling activities and other services designed to support employee commutes made on alternative modes;
- Expanding fixed-route public transit routes or demand-responsive van service;
- Transit-related aspects of bicycling (such as bike racks on vehicles and bike parking)
- Car loan programs to assist individuals in purchasing or maintaining vehicles for shared rides;
- Promotion, through marketing efforts, of the use of transit, use of transit voucher programs, development of employer-provided transportation such as shuttles, ridesharing, carpooling, or use of transit pass programs;
- Supporting the administration and expenses related to voucher programs.
- Acquiring Geographic Information System (GIS) tools;
- Implementing Intelligent Transportation Systems (ITS);
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- Deploying vehicle position-monitoring systems;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and non-urbanized areas to suburban work places; subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Otherwise facilitating the provision of public transportation services to suburban employment opportunities; and
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

## New Freedom Program (Section 5317)

**History:** The New Freedom Program was newly established under SAFETEA-LU.

**Program Goal:** The New Freedom formula grant program is a new program designed to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom program seeks to expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.

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

- New Public Transportation Services beyond the ADA. The following activities are examples of eligible projects meeting the definition of new public transportation.
  - Enhancing paratransit beyond minimum requirements of the ADA.
    - Expansion of paratransit service parameters beyond the ¾ mile required by the ADA;
    - Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
    - The incremental cost of providing same day service or making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
    - Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
    - Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs; and
    - Installation of additional securement locations in public buses beyond ADA requirements.
  - Feeder services. New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
  - Making accessibility improvements to transit and intermodal stations not designated as key stations. This may include:
    - Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals or other accessible features,
    - Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA,
    - Improving signage, or wayfinding technology, or

- Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
- Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities.
- New Public Transportation Alternatives Beyond the ADA. The following activities are examples of projects that are eligible as new public transportation alternatives beyond the ADA under the New Freedom Program:
  - Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs.
  - Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers.
  - Supporting new volunteer driver and aide programs.
  - Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

More information about other funding sources is included in Appendix F.

## **Section 5: Transportation Gaps and Issues**

Three primary sources of information were used to document the transportation gaps and issues for senior citizens, low-income individuals, and persons with disabilities in the State of Oklahoma. First, demographic and socioeconomic data about the three target populations was compiled and reviewed. Second, a survey distributed to transportation providers and human service agencies across the state asked them to identify their consumers' unmet transportation needs. And third, identifying transportation gaps and issues was the primary topic of stakeholder roundtable meetings held across the state the weeks of July 31, 2007 and September 3, 2007.

Through these three means, the project team generalized ideas to represent statewide gaps and issues while keeping in mind that differences exist across the different regions in the state. During the roundtable meetings, the gaps and issues were categorized as geographic (location-based), temporal (time-based), and financial or a combination of one or more categories.

### **Transportation for those Not Eligible for a Transportation Program**

Most human service agency transportation programs have strict eligibility requirements for receiving transportation services. But there is often a population of persons that do not quite meet the criteria for the programs but still need transportation. For example, some individuals do not meet the income criteria for Medicaid or are not old enough to qualify for aging programs and thus have problems accessing transportation that may be available.

For many low-income individuals, even a small transit fare can be cost-prohibitive. For many individuals, the affordability issue is the additional cost paying fares for children or family members that must go along on a trip. Some individuals that need medical attention often forgo appointments because they cannot pay a fare. Similarly, low-income individuals may not be able to secure and retain employment due to transit affordability.

### **Awareness of Available Services**

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

### **Intercity Transportation**

Many stakeholders identified a need for human service agency clients and the public to travel outside of existing service areas to access medical services, shopping, and employment among other trip purposes. There is often a good connection between fixed route and demand services within a region, but there are fewer connections between other regions. Many providers provide direct transportation to the destinations outside of their region, although the days and times might be limited. Facilitating connections between regional providers would enhance travel options for residents.

### **Transportation from Rural Areas to Cities/Towns**

There is a need to transport rural residents to regional cities and towns to access services and conduct personal business. Many transportation providers struggle to provide transportation in rural areas due to the expense of traveling long distances to pick-up a passenger or two. Some rural areas are served with transportation once or twice a week which inhibits residents' abilities to access medical care and other services.

### **Need for Greater Geographic Coverage of Service**

The geographic coverage of transit service is less comprehensive in parts of the state, primarily in the north corner of the state as well as the Panhandle. The following counties in northwest Oklahoma do not have any public transit service: Cimarron, Harper, Ellis, Dewey, Major, Woodward, Woods, Alfalfa, and Grant (ODOT Oklahoma Passenger Service Map, 2006). However, eight of the nine counties do have at least one agency that provides specialized transportation services that are open to the public.

These counties have among the lowest population densities in the state (less than 0.02 persons per acre) and have the lowest proportions of households without a vehicle. However, the proportion of population of age 65 and over is above the state average in these counties, six of the nine counties have a population with disabilities that is near or above the state average, and three of the counties have a low-income population above the state average. Local agencies should evaluate whether existing specialized services are meeting the needs of the target populations.

### **Greater Geographic Coverage of Existing Services**

Within an existing transit service area, many transportation providers receive requests to serve areas that are not already served by a fixed route. For example, new employment centers often develop on the periphery of a town or city. Due to financial constraints, transit systems often have difficulty extending routes or creating new routes.

### **Passenger Waiting Areas**

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

### **ADA Accessibility**

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

### **Long Wait Times for Return Trips**

In many demand response systems, return trips are done on an “on-call” basis or in some cases the return is scheduled. There are instances in both situations when either there is an influx of calls or scheduled return trips are delayed because the client has an issue. In both cases, the system’s schedule can get behind especially in the mid-afternoon hours resulting in increased wait times for clients. A common example is a dialysis client who has trouble completing their appointment because of complications. They may be ready 60 to 90 minutes after their scheduled return trip but may have to wait longer because the transportation system is unable to react in real time to some schedule changes. This problem is exacerbated when the trip is a long intercity or inter-regional trip.

### **Second and Third Shift Access to Jobs**

As stated in the summary of the transportation providers survey, few transportation providers operate past 6:00 p.m. For persons working a second or third shift job, this temporal issue may mean that they are only be able to use transportation for trips to or from work, but not both. This inhibits some job seekers from being able to secure and retain employment. For transportation providers, this is often a financial issue since they often lack the funding to offer extended hours of service.

### **Evening and Weekend Transportation**

Similarly, the lack of evening and weekend transportation services limits people from taking trips for personal business, socialization, recreation, religious services, and shopping among others. For those that work during the week, it can become difficult to take care of other types of needs.

### **Impact of Reduction in JARC Funding**

The Job Access and Reverse Commute Program (JARC) began in the late 1990s as a discretionary funding earmark program. Under this arrangement, Oklahoma transit systems joined forces and successfully applied for funding to implement a program known as “Road To Work.” Road to Work enabled agencies across the state to initiate new services designed to transport low-income individuals to jobs. With the enactment of SAFETEA-LU in 2005, JARC is now a formula program. The funding that Oklahoma will receive under the formula arrangement will be significantly less than it received through discretionary funding. As the state transitions to formula funding, numerous agencies will be faced with reducing or eliminating their Road to Work services or with coming up with new sources of funding to replace the lost JARC dollars.

### **Rising Cost of Providing Transportation**

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

### **Driver Retention**

During the roundtable sessions, many agencies expressed that they are having difficulty retaining good drivers. Due to financial constraints, agencies often cannot offer wages that are competitive with other jobs in the community. Many drivers quit their jobs when they find a better paying job. The problem can be significant for transportation providers that must hire drivers with a Commercial Drivers License (CDL) since CDL drivers can often find higher paying jobs at other types of transportation companies.

### **Local Contribution**

Transit agencies in the state receive varying levels of financial contributions from the local governments that they serve. While some agencies do receive cash or in-kind assistance, several transit systems do not receive any local contribution. The lack of local contribution can make it difficult for agencies to meet match requirements for certain grants or to expand services to serve unmet needs.

### **Demand for Vehicles**

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

### **Trip Reservations**

Most demand response service providers require that customers schedule their trip at least the day before the trip. This can make it difficult to obtain transportation for needs that arise at the last minute.

## **Section 6: Key Strategies to Consider**

Based on the transportation gaps and issues identified in Section 5, several strategies have been developed to improve the efficiency of transportation services across the State. These strategies primarily focus on service concepts rather than service projects. Thus, operating plans for new services have not been developed. At the completion of the plan, the regional entities will be responsible for developing specific projects that are based on these conceptual strategies.

The draft coordination strategies were developed to address the transportation service issues and gaps during the second series of roundtable meetings hosted by ODOT. This section presents the results from those meetings and from the research of best practices in other states.

The coordination strategies were developed to address the transportation issues and gaps that were identified by regional stakeholders across the state. The goal for each strategy is to improve coordination of transportation services between the various transportation providers and the human service agencies. The coordination strategies were developed to address the following transportation gaps and issues:

- Need for more service
- Access to jobs
- Marketing of services
- Improve the efficiency of service
- Capital improvements

Some strategies address multiple gaps and issues. The key strategies that stakeholders should consider while developing projects were presented at the final series of roundtable meetings and are listed below:

### **Increase the Utilization of Existing Services**

In addition to this concept being cited as a gap, it can also be a strategy. As a gap, the primary issue is that there is available capacity on the existing transportation service being provided. Encouraging greater use of existing service inherently improves system efficiency, reduces unit costs per trip and eliminates the perception of lack of use which is a common problem for system's when they approach decision-makers for funding.

The concept can be turned around because developing programs to utilize this available capacity not only addresses the gap but can also be a very efficient method for transporting more people without major increases in cost. Throughout the Plan development process, the issue that the funds associated with these FTA programs is very limited. Given the austere nature of the programs, it makes sense to target the funds toward the development of projects that utilize existing services because these projects generally can be implemented with fewer dollars than the introduction of new services. There a number of typical projects that could be designed to increase the utilization of existing services including voucher programs, purchase of services, enhanced information dissemination and operation coordination.

Vouchers programs and other fare subsidies can be used to accommodate clients during off-peak hours to provide reliable service. It is important to note that FTA regulations do not allow the voucher to serve as an individual fare for a ride on public transportation, but can be used to subsidize a ride on private transportation services when the public system is not operating or to access human service transportation programs that are already in service. This type of program is similar to what is currently being done to utilize open seats on Medicaid (Sooner Ride) trips. Vouchers could be used to subsidize a non-Medicaid eligible individual to ride.

A widespread problem with human service transportation over the years has been that not everyone knows about it and programs that improve or enhance the information available to potential clients and even sponsoring agencies could go a long way toward improve existing service utilization. The idea of a one-stop shop (phone number or website) that an individual or caseworker can call for assistance in identifying potential transportation services will facilitate the connection between the services out there and the individual's need for transportation. This phone service is often called a "mobility manager" and is an eligible expense under the FTA Programs.

### **Identify a Lead Agency to Service as a Mobility Manager**

To implement this strategy, it is imperative to establish an agency that would be responsible for implementing the mobility management program. The purpose the mobility manager is to build and maintain an inventory of services, create an access system that would provide service information to passengers via a call center or web-based statewide program, and utilize existing infrastructure. The mobility manager would serve as a transportation clearinghouse by which information and resources about transportation services can be disseminated to the general public as well as to providers.

The mobility manager would be able to facilitate the match between services and transportation needs. It can provide assistance in establishing eligibility for available services and/or itinerary planning and can even take it step further and make the reservation. Critical to this service is the maintenance of the database of services which must be current and comprehensive. Those answering the phones must also be highly trained and knowledgeable about both transportation programs and efficiently diagnosing transportation needs.

### **Purchase of Services**

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

**Develop methods for existing providers to work together**

Creating opportunities for service providers to work together is essential to overcoming barriers that impede existing service delivery. There are several methods that providers can use that would allow them to work together such as developing a real-time scheduling system. Real-time scheduling would allow providers to better manage drivers and vehicles to enhance resource sharing. Providers will know what each has available in the way of capacity and be able to schedule accordingly.

Critical to establishing these relationships will be the creation of a cost allocation model. In those instances where one provider is assisting another by providing a trip, a mechanism for reimbursing that provider must be in place. Cost allocation can take many forms and are heavily dependent upon funding programs and other regulatory requirements in terms of service area and the use of equipment. As the coordination planning process evolves many federal programs will see the relaxation of these regulations easing the difficulty of cost allocation.

A second method for providers to work together would be to expand current efforts to pool purchases and expenses. Any efforts to pool expenses among agencies will take advantage of economies of scale for items such as fuel, insurance, vehicle maintenance, driver training, drug and alcohol testing and employee benefit programs. Agencies with fewer resources and funding would benefit from sharing resources that have been purchased by the larger agencies. Additionally, agencies can contract with another agency to allow for usage of vehicles during idle times throughout the day. This strategy can address service gaps that exist when the need for transportation services is relatively minimal. Effective coordination and resource sharing with agencies located in the same areas would allow them to better operate their fleets. In some cases transportation providers can also coordinate maintenance of vehicles.

Other ways that agencies can work together would be to create a standardized training system for vehicle operators. This can be achieved by designating a lead agency that would be responsible for conducting centralized training for vehicle operators. This strategy would ensure that all vehicle operators receive the same information and are educated about policies pertaining to driver requirements, passenger handling and vehicle usage. In general, this would increase the willingness for provider to coordinate operations because there would be less concern about sub-standard driver training with other provider and may also address issues regarding the shortage of qualified drivers because turn-over of labor force would be less expensive.

Another benefit of this strategy is that human service agencies will be able to focus on their core mission rather than on transportation services. Overall when agencies work together there will be a reduction in vehicle travel and less duplication in services. Essentially this will lead to lower trip costs to riders and economies of scale for transportation providers.

**Encourage greater participation of local governments**

Encouraging greater participation of local governments is intended to get the key decision makers supporting and involved in allocating additional funding for human service and public transportation. Generally, the issues associated with human service transportation do not reach

locally elected officials, primarily because when citizens are accustomed to the unavailability of service they do not think to complain about it. It just becomes a fact of living in there area. The coordination plan is a document designed to outline the needs and supporting information for project proponents to use as they garner support from local government.

Local governments have resources to work with the State to improve transportation services. Their financial and in-kind support can be used to address a number of the gaps outlined in Section 5, ranging from providing long-term sustainability to transportation programs to assistance with the provision of ADA compliant bus stops and sidewalks.

### **Private sector**

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

These efforts can also provide major economic benefits to the region and can help fill in the gaps in the public transit system for shift and weekend workers. They also provide additional services and address accessibility issues for those living in rural and suburban areas of the state. These efforts offer valuable benefits for low-income working families and to the region because they promote employment and improve employment retention.

Foundations also exist with the primary focus of improvement to their respective community. They can target everything from community health to literacy programs all of which have a transportation component. They are excellent resources for identifying funds for transportation especially if they can be tailored to support the foundation's cause.

### **Establish regional coordinating committees**

Establishing a regional coordinating committee will ensure efficient use of available resources on a regional level by providing transportation services to those who need it most. Service coordination requires cooperation among agencies that do not traditionally work together. However, it is the most cost-effective strategy for addressing transportation barriers.

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

## More Service

As mentioned earlier, a primary focus of the Plan is to develop programs that increase the utilization of existing services; however, there will be instances where new service or more service may be the only solution to some of the gaps and issues. Some strategies for the implementation of new service include the following.

- Attempt to implement new services through the utilization of existing vehicles. Many systems have down time for their vehicles and using in service fleets will reduce the overall capital expense of new service.
- Avoid duplication service most of the areas without service are in the rural outlying areas of the State.
- Target areas with high productivity and capacity issues for enhanced service.
- Encourage resource sharing and coordination between human service agencies, non-profit organizations, and private transportation agencies.
- Extend service hours during early morning and late evening.
- Extend service days to Saturday and Sunday services.
- Expand the types of trips eligible for demand responsive services.

Each of these efforts will help to improve service in the region by focusing on those areas that are not currently serviced by regular routes and schedules; and those areas where service is inadequate. Riders will experience a higher quality of service. Transportation services will be available more frequently. There will also be an overall increase in the number of trips provided.

## **Section 7: Evaluation**

**Applications will be reviewed by the Statewide Evaluation Committee (The Committee) to ensure compliance with the minimum requirements in order to be considered for funding, including the submission of all mandatory forms.**

Applications must include the following:

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

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

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

### **Coordination/Funding Mix Rating**

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

1. **Rating Option 1** - Up to twenty (20) points will be awarded for their project's methods for coordinating their services and promoting public awareness of the project. The project sponsor must provide a narrative that describes their efforts to coordinate with other agencies and how their project will enhance or augment the transportation service in a defined area. The number of points will be awarded at the discretion of the Committee.
2. **Rating Option 2** – Two (2) points will be awarded for every entity that is providing matching funds, regardless of source. However, any participating entity must be governed or managed independently from the project sponsor. One (1) additional point will be awarded to the project for each agency whose clients are served by the project, may purchase the service provided by the project or facilitate a connection to other transportation-related services.

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

Capital projects may utilize FTA funds for up to 80% of the project cost, while operating expenses are capped at 50% of the project cost. Mobility management programs are also eligible for 80/20 matching. Project sponsors must identify the source and amount of matching funds for their project. The following schedule outlines the points awarded for those projects that can provide an overmatch to the FTA funds. Project sponsors should identify the funding category for which their project best qualifies. Project sponsors are reminded that FTA matching requirements stipulate that the percentage match is based on net operating cost (fares cannot be included in the matching funds).

Capital Projects (Cap at 80%)	Operating Projects (Cap at 50%)	Points
Any reduction	Any reduction	1
60-75%	35-45%	2
45-59.9%	25-34.9%	4
Less than 45%	Less than 25%	7

If 2.5% or more of matching funds are derived from local sources such as private sector funds, municipal or county governments or local foundations, the project will receive an extra 5 points. In-kind contributions will be awarded 2 points.

If the project is eligible for two or more of following FTA funding categories: urban, small urban (Section 5307) and rural (Section 5311) funds; or Section 5310, Section 5316 and Section 5317, it will be awarded two (2) bonus points. Eligible activities are shown in their respective circulars at [www.fta.dot.gov](http://www.fta.dot.gov) or in the funding section of the Coordinated Plan.

### Scope of the Project and Consistency with the Coordinated Plan

The project point values can be increased by showing that the project accomplishes one or more of the following:

- Add 1 point if the project addresses two of the targeted populations (elderly, disabled and/or low income);
- Add 5 points if the project addresses all three of the targeted populations;
- Add points if the project encompasses the following portions of the State (area based or population based);

1-3%	3-6%	6-10%	10-20%	20-35%	35-50%	51-75%	75%+
1	2	4	6	9	12	16	20

Each of the gaps and issues identified has been given a corresponding point value based on the emphasis placed on it during the Coordinated Plan development process. That corresponding value will be increased based on how many of the target populations are served and how far reaching the project services are.

<b>GAP/ISSUE</b>	<b>Point Value</b>
<b>Access to Jobs</b>	
Impacts of Reduction in JARC Funding	5
2nd and/or 3rd Shift Jobs	2
<b>Marketing of Services</b>	
Public Information Program/Mobility Manager	5
Reduce time required for reservations	1
<b>Need for More Service</b>	
Connecting Communities/Town Transportation	5
Increasing the Utilization of Existing Service	4
Evening and weekend transportation for all purposes	2
Broaden Eligibility Requirements - (Lack of medical transportation for those who do not qualify for Sooner Ride - above threshold for Medicaid but still low/fixed income)	2
Transit needs to be more affordable to the user	1
<b>Improve the Efficiency of Service</b>	
Improving the Connectivity of Services	3
Addressing the Rising Cost of Providing Service	1
Long wait times for return trips from out-of-town destinations.	1
Driver Retention (More of an issue in the West)	1
<b>Capital Improvements</b>	
Lack of appropriate passenger waiting areas - ADA Accessibility	2
Lack of sufficient number of transit vehicles to accommodate demand/ ADA Accessible	2

**NOTE: There is additional information about each of these gaps in the Coordinated Plan.**

### **Other Project Details**

Is the sponsor requesting one year of funding (Yes = 10 points)?

Is the sponsor requesting two years of funding?

- Operating Project with future funding not identified (Yes = 0).
- Operating Project with future funding identified (Yes = 10 points).

Is the project taking advantage of or using new technology? (Yes = 3 points)

Does the project reduce its dependence on federal funding over time? (Yes = 8 Points)

In an effort to offer the Committee some flexibility, the project sponsor will be awarded an additional 3 points if partial funding options for the project are identified by either reducing the scale or altering the schedule of the project.

**Performance Plan (25 points)****NEW PROJECTS ONLY**

Applicants must submit **three** (3) clearly-defined measurable outcome-based performance measures to track the effectiveness of the project in meeting the identified goals and impact on transportation-disadvantaged residents. A proposed plan of action should be provided for ongoing monitoring and evaluation of the service. The points will be based on the review of the Committee and awarded to the project if deemed acceptable. If the performance measures are determined not to be acceptable, then the project will forfeit the points and if selected for funding, will be subject to evaluation criteria established by the Committee. More information about how to establish performance measures for a project is included in the Coordinated Plan and will be available at the mandatory training workshops.

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

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

**EXISTING PROJECTS - without Previous Performance Plan Only**

## Service Effectiveness

## Service Consumed/Units Produced

(i.e., passenger trips/hour of service)

Above Range of Industry Standard	8 Points
Within Range of Industry Standard	4 Points
Below Industry Standard	0 Points

## Cost Efficiency

## Cost/Units Produced

(i.e., cost/hour)

Above Range of Industry Standard	8 Points
Within Range of Industry Standard	4 Points
Below Industry Standard	0 points

Cost Effectiveness  
 Cost/Service Consumed  
 (i.e., cost/passenger trip)

Above Range of Industry Standard	7 Points
Within Range of Industry Standard	4 Points
Below Industry Standard	0 Points

#### EXISTING PROJECTS - with Performance Plan Only

Applicants must submit an assessment as to how their project met their program's defined performance plan over the past year. An existing project will be awarded points based on the number of performance measures in which their project exceeded or met predicted thresholds. Note: That all performance plans must have three (3) measures. Projects are categorized dependent on the number of performance measures they met or exceeded during the previous year as shown in the table below.

	Category 1	Category 2	Category 3	Category 4
Performance Criteria	0 out of 3	1 out of 3	2 out of 3	3 out of 3
Points	0	10	20	30

Only those projects in Category 3 will be awarded an additional 7 points if they can show that a corrective action has been implemented and that the program is meeting its third performance measure over the past quarter. Or, an additional 4 points will be awarded if they can identify a reasonable cause for the program not meeting its third performance measure and define a corrective action for subsequent years.

Only those projects in Category 1 and 2 will be awarded an additional 5 points if they can identify a reasonable cause for the program not meeting its second and third performance measures and define a corrective action for subsequent years.

Maximum scores under this criterion are as follows:

- Category 4 – Means the project met all of its performance criteria during the previous year. The project scores the maximum available points (30).
- Category 3 – Means the project met 2 out 3 of its performance criteria during the previous year. The project scores 20 points for attaining two performance measures and then can garner 4 or 7 more points based on a corrective action that is either in effect or will be in place. The number of points available for this category is 20, 24 or 27 points.
- Category 2 – Means the project met 1 out 3 of its performance criteria during the previous year. The project scores 10 points for attaining one performance measure and then can garner 5 more points based on a corrective action that is either in effect or will be in place. The number of points available for this category is either 10 or 15 points.
- Category 1 – Means the project met 0 out 3 of its performance criteria during the previous year. The project does not score any points for attaining performance measures and then can garner 5 more points based on a corrective action that is either in effect or will be in place. The number of points available for this category is either 0 or 5 points.

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