OKLAHOMA Transportation

OKLAHOMA TRANSIT ASSOCIATION

Oklahoma Public Transit Policy Plan

Appendices

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Oklahoma Public Transit Policy Plan

Appendix A

House Bill 1365

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Appendix A House Bill 1365

An Act

ENROLLED HOUSE
BILL NO. 1365

By: Bush, Cornwell, Frix, Humphrey and McDugle of the House

and

Standridge and Silk of the Senate

An Act relating to transportation; creating the Office of Mobility and Public Transit; transferring certain responsibilities and programs; specifying duties of the Office; authorizing implementation of certain programs; authorizing implementation of expansion of certain call center; authorizing joint development of certain plan; providing for certain plan requirements; transferring the Transit Division within the Department of Transportation, including oversight and management of Federal Transit Administration grants and resources and the State Management Plan, to the Office of Mobility and Public Transit; providing for assumption of responsibilities; defining term; providing for transfer of property; providing for transfer of functions, powers, duties and obligations; providing for transfer of all rules, regulations, acts, orders, contracts, determinations and decisions; transferring from the Aging Services Division within the Department of Human Services the oversight and management of Federal Transit Administration grants and resources to the Office of Mobility and Public Transit; providing for assumptions of responsibilities; defining term; providing for transfer of property; providing for transfer of functions, powers, duties and obligations; providing for transfer of all rules, regulations, acts, orders, contracts, determinations and decisions; providing for codification; providing an effective date; and declaring an emergency.

SUBJECT: Office of Mobility and Public Transit

BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

SECTION 1. NEW LAW A new section of law to be codified in the Oklahoma Statutes as Section 322 of Title 69, unless there is created a duplication in numbering, reads as follows:

A. There is hereby created the Office of Mobility and Public Transit within the Department of Transportation. All current Transit Division responsibilities, including oversight and management of Federal Transit Administration (FTA) grants and resources and the State Management Plan, are moved to the Office of Mobility and Public Transit. Notwithstanding this subsection, the Office of Mobility and Public Transit will not be responsible for oversight and management of FTA grants and resources received by transit agencies as a direct recipient of the FTA as that is not a current responsibility of the Transit Division. All Federal Transit Administration program implementations not currently managed by the Department of Transportation shall be moved to the Office of Mobility and Public Transit from other state agencies and other state programs. The Office of Mobility and Public Transit is charged with overseeing a network of public transit systems that receive adequate funding to ensure the mobility needs of all Oklahomans are met in a safe, affordable, reliable, consistent and coordinated fashion.

B. The Office of Mobility and Public Transit shall promulgate rules and procedures to:

1. Implement innovative pilot programs including, but not limited to, microtransit and autonomous vehicles in the following systems:

a. EMBARK,

b. Tulsa Transit,

c. Little Dixie Transit, and

d. other transit systems as determined by the Department of Transportation;

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2. Implement expansion of the current Veterans' Ride Connect call center at Pelivan Transit to create a "one call/one click" statewide system for all citizens; and

3. Develop the Oklahoma Public Transit Policy Plan. The plan will be developed jointly by the Department of Transportation and the Oklahoma Transit Association.

a. A copy of the plan shall be submitted to the Governor, the Speaker of the House of Representatives and the President Pro Tempore of the Senate by July 1, 2020.

b. The plan shall:

(1) be all-inclusive of the public transit systems in the state,

(2) reflect the results of the 2018 Oklahoma Transit Needs Assessment conducted by the Small Urban and Rural Transit Center,

(3) include all stakeholder input,

(4) provide for future collaboration and coordination of an effective network of public transit systems across the state,

(5) provide for future collaboration and coordination among all public transit agencies and systems and all stakeholders with an interest in public transit, and

(6) provide for future collaboration and coordination among all state agencies with an interest in public transit including, but not limited to, the:

(a) Oklahoma Department of Commerce,

(b) Oklahoma Department of Rehabilitation Services,

(c) Oklahoma Department of Human Services,

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(d) Oklahoma Department of Mental Health and Substance Abuse Services,

(e) Oklahoma Department of Veterans Affairs,

(f) Oklahoma Association of Centers for Independent Living,

(g) Oklahoma Health Care Authority,

(h) Oklahoma Employment Security Commission,

(i) Oklahoma State Department of Education,

(j) Oklahoma Department of Environmental Quality, and

(k) Oklahoma Department of Labor.

SECTION 2. NEW LAW A new section of law to be codified in the Oklahoma Statutes as Section 323 of Title 69, unless there is created a duplication in numbering, reads as follows:

A. The Transit Division within the Department of Transportation, including oversight and management of Federal Transit Administration grants and resources and the State Management Plan, is transferred into the Office of Mobility and Public Transit. The Executive Director of the Department of Transportation shall assume all executive-level responsibilities for the Office of Mobility and Public Transit and shall function as and possess the powers of the director for the Office of Mobility and Public Transit. For the purposes of this section, the term "transferring agency" shall mean the Transit Division within the Department of Transportation, including oversight and management of Federal Transit Administration grants and resources and the State Management Plan. Any funds appropriated to, in the possession of or allocated to the transferring agency shall be deemed to be funds of the Office of Mobility and Public Transit.

B. Upon request of the Executive Director of the Department of Transportation, the personnel of the transferring agency shall deliver to the Office of Mobility and Public Transit all books, papers, records and property.

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C. All functions, powers, duties and obligations previously assigned to the transferring agency are hereby transferred to the Office of Mobility and Public Transit.

D. All rules, regulations, acts, orders, contracts, determinations and decisions of the transferring agency pertaining to the functions and powers herein transferred and assigned to the Office of Mobility and Public Transit in force at the time of such transfer, assignment, assumption or devolution shall continue in force and effect as rules, regulations, acts, orders, contracts, determinations and decisions of the Office of Mobility and Public Transit until duly modified or abrogated by the appropriate body or until otherwise provided by law.

SECTION 3. NEW LAW A new section of law to be codified in the Oklahoma Statutes as Section 324 of Title 69, unless there is created a duplication in numbering, reads as follows:

A. The Aging Services Division within the Department of Human Services shall transfer responsibilities regarding oversight and management of Federal Transit Administration grants and resources under 49 U.S.C., Section 5310 into the Office of Mobility and Public Transit. The Executive Director of the Department of Transportation shall assume all executive-level responsibilities for management and oversight of the Federal Transit Administration grants and resources. For the purposes of this section, the term "transferring agency" shall mean the Aging Services Division within the Department of Human Services. Any federal 49 U.S.C., Section 5310 funds or funds in the possession of or allocated to the transferring agency related to 49 U.S.C., Section 5310 transportation services shall be deemed to be funds of the Office of Mobility and Public Transit.

B. Upon request of the Executive Director of the Department of Transportation, the personnel of the transferring agency shall deliver to the Office of Mobility and Public Transit all books, papers, records and property related to Federal Transit Administration grants and resources.

C. All functions, powers, duties and obligations related to Federal Transit Administration grants and resources previously assigned to the transferring agency are hereby transferred to the Office of Mobility and Public Transit.

D. All rules, regulations, acts, orders, contracts, determinations and decisions of the transferring agency pertaining

to the functions and powers herein transferred and assigned to the Office of Mobility and Public Transit in force at the time of such transfer, assignment, assumption or devolution shall continue in force and effect as rules, regulations, acts, orders, contracts, determinations and decisions of the Office of Mobility and Public Transit until duly modified or abrogated by the appropriate body or until otherwise provided by law.

SECTION 4. This act shall become effective July 1, 2019.

SECTION 5. It being immediately necessary for the preservation of the public peace, health or safety, an emergency is hereby declared to exist, by reason whereof this act shall take effect and be in full force from and after its passage and approval.

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Passed the House of Representatives the 22nd day of April, 2019.

_____
Presiding Officer of the House
of Representatives

Passed the Senate the 16th day of April, 2019.

_____
Presiding Officer of the Senate

OFFICE OF THE GOVERNOR

Received by the Office of the Governor this _____

day of _____, 20_____, at _____ o'clock _____ M.

By: _____

Approved by the Governor of the State of Oklahoma this _____

day of _____, 20_____, at _____ o'clock _____ M.

_____
Governor of the State of Oklahoma

OFFICE OF THE SECRETARY OF STATE

Received by the Office of the Secretary of State this _____

day of _____, 20_____, at _____ o'clock _____ M.

By: _____

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Oklahoma Public Transit Policy Plan

Appendix B

Public and Stakeholder Engagement

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Appendix B Public and Stakeholder Engagement

METROQUEST SURVEY RESULTS

The project team administered a survey from January 20 through March 4, 2020, to gather information on Oklahomans' transit needs and challenges. A total of 2,460 responses were received. Of the respondents who provided a ZIP Code for their place of residence, 72% reside in a rural area and 28% reside in an urban area. Approximately 20% of respondents did not provide a ZIP Code (or provided an erroneous ZIP Code) and were excluded from analyses that compared rural and urban respondents.

Transit Priorities

Respondents were asked to rank their top five priorities for transit access. Rural and urban respondents chose nearly identical sets of priorities but ranked them differently (Figure B-1). Rural respondents selected "Access to Medical Service" as their top priority while urban respondents chose "Access to Jobs." "Rural Area Transit Access"[1] was the third most highly ranked priority among rural respondents. Urban respondents chose "Urban Area Transit Access"[2] as their second priority.

Figure B-1 Top Transit Access Priorities

Rank	Rural	Urban	All Respondents
1	Access to Medical Service	Access to Jobs	Access to Jobs
2	Access to Jobs	Urban Area Transit Access	Access to Medical Service
3	Rural Area Transit Access	Access to Medical Service	Rural Area Transit Access
4	Access to Education	Access to Entertainment	Access to Education
5	Urban Area Transit Access	Access to Education	Urban Area Transit Access

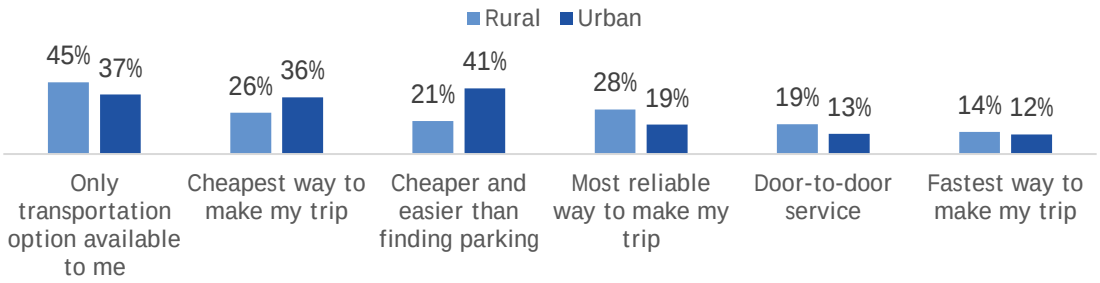
Transit Use

Respondents were asked to describe their reasons for using transit. Nearly 70% of rural respondents do not use transit compared to 59% of urban respondents. However, of those that currently use transit, nearly half of rural respondents use it because it is the only option available to them (Figure B-2). Forty-two percent of urban transit users find it to be cheaper and easier than finding parking.

[1] Defined in the survey as "Increasing access to transit in rural areas where services are limited or do not exist."

[2] Defined in the survey as "Increasing access to transit in urban areas where services already exist but could be expanded or improved."

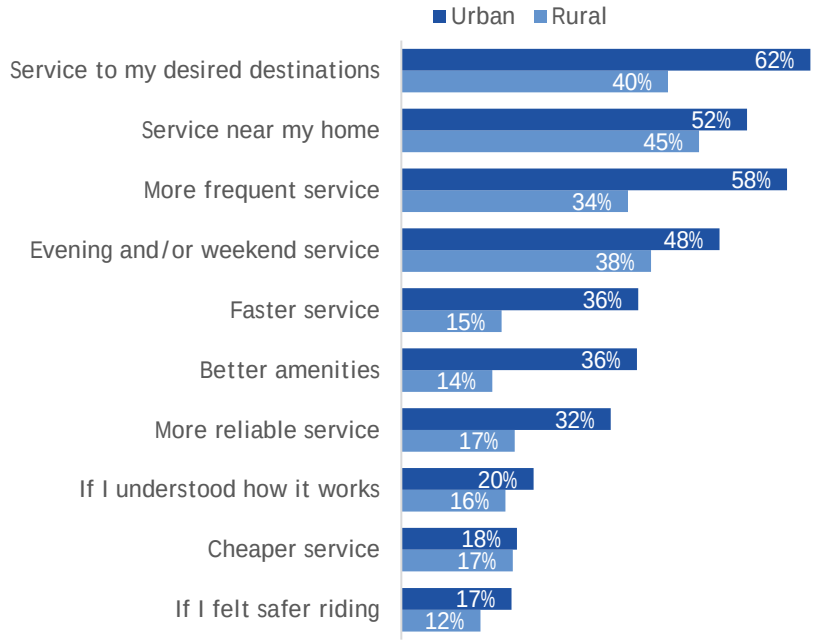
Figure B-2 Reasons for Transit Use



When asked which factors would encourage them to use transit more often (regardless of if they currently use transit), more than 60% of respondents in urban areas stated they would use transit more often if it served their home and desired destinations (Figure B-3). More frequent service was another key factor for using transit among urban respondents. Rural respondents also chose service near their home and desired destinations as key factors. However, they also selected evening and/or weekend service as a third factor that would encourage more transit use. For all participants, fare costs and personal safety did not seem to be a barrier to transit use.

Of all rural respondents, nearly one-quarter stated they would still prefer to drive if the listed transit improvements were made. Seven percent of urban respondents answered similarly. Although a notable proportion of respondents in rural areas prefer driving, survey results show that many respondents in these areas rely on public transit.

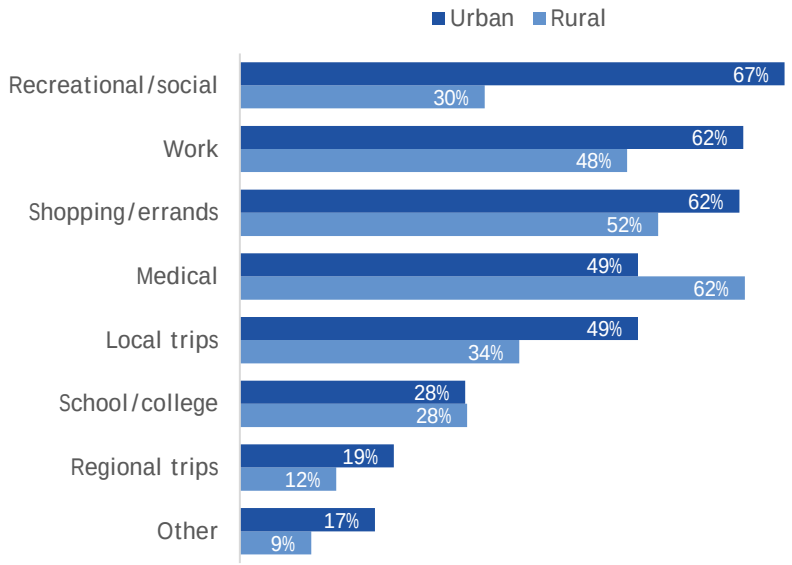
Figure B-3 Factors Encouraging Transit Use



Among existing transit users, the most common trip purposes for urban respondents include recreational/social trips, work, and shopping/errands (Figure B-4). Among rural transit users,

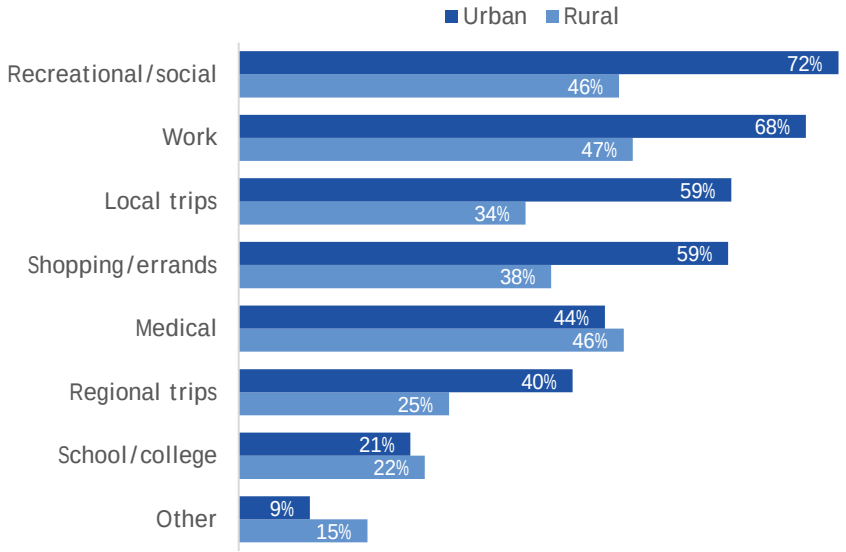
62% use transit for medical trips. The next most common trip purposes are shopping/errands and work-related travel.

Figure B-4 Existing Trip Purposes Among Transit Riders



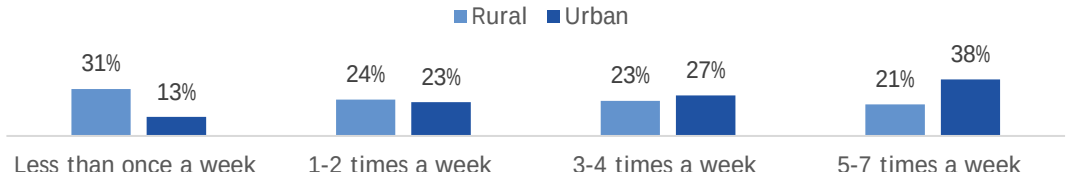
Results from non-transit riders paint a similar picture. Seventy-two percent of non-transit riders in urban areas would like to use transit for recreational/social trips, followed by work-related travel (68%). Nearly half of non-transit riders in rural areas would like to use transit to travel to work (47%), followed by recreational/social and medical trips.

Figure B-5 Potential Trip Purposes Among Non-Transit Riders



More frequent and reliable service seemed to impact the potential frequency of transit use among urban respondents compared with rural respondents. Approximately 65% of urban respondents would use transit at least three times a week if it were more frequent and reliable in their communities. Thirty-one percent of respondents in rural areas said they would use transit less than once a week (Figure B-6).

Figure B-6 Potential Frequency of Transit Use



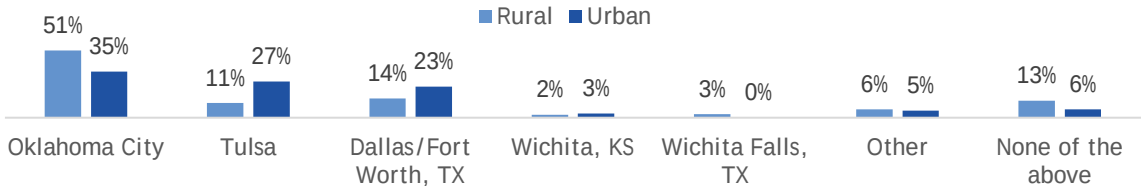
Regional Travel

To understand desired regional travel preferences, respondents were asked to identify destinations they would like to travel to but cannot currently access by transit. More than 40% of the comments received by urban respondents stated "Oklahoma City" or specific destinations within Oklahoma City. Destinations in Tulsa accounted for 21% of the responses, while Norman received 6% of the votes. Among rural respondents, 31% of the desired destinations were in Oklahoma City. "Church" was the next most common response (7%), although no specific intersections or addresses were provided. Tulsa and Lawton both received an equal share of votes, each accounting for 6% of the total responses from those in rural areas.

Respondents were asked where they would travel to if transit were available throughout the entire state. Among urban respondents, Oklahoma City and Tulsa were popular destinations, receiving 21% and 19% of the votes, respectively. Norman and Edmond were the next most common responses, with 6% and 3% of the votes. Rural respondents were most interested in traveling to Oklahoma City (30%) and Tulsa (18%). The next most desired destinations were Norman and Lawton, receiving 4% and 3% of the votes, respectively. State parks were also mentioned as desired destinations among urban and rural respondents.

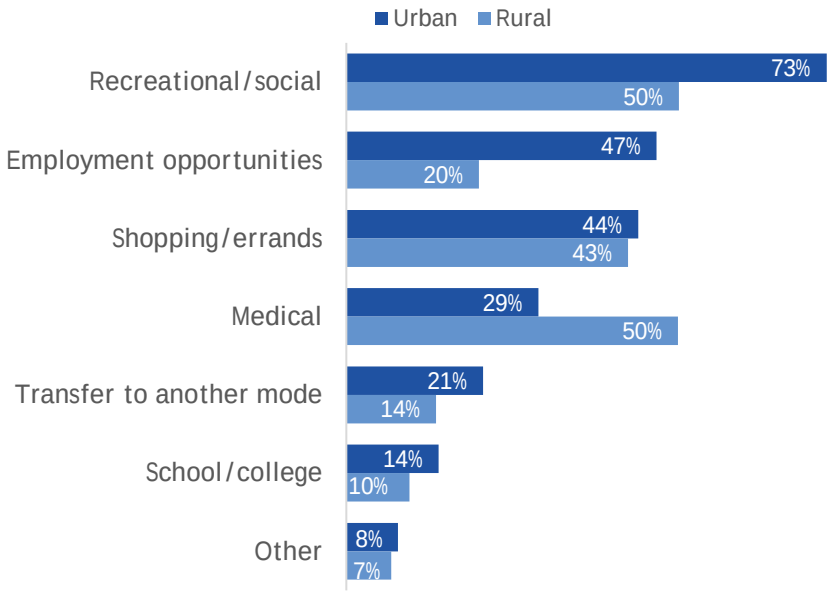
When asked to select which major hub they were most interested in traveling to, Oklahoma City, Dallas/Fort Worth, Texas, and Tulsa were the top three major hubs of interest among survey respondents (Figure B-7). Oklahoma City was the top pick among rural (51%) and urban (35%) respondents. Dallas/Fort Worth and Tulsa were the next most common responses among rural and urban respondents, respectively.

Figure B-7 Major Hubs of Interest



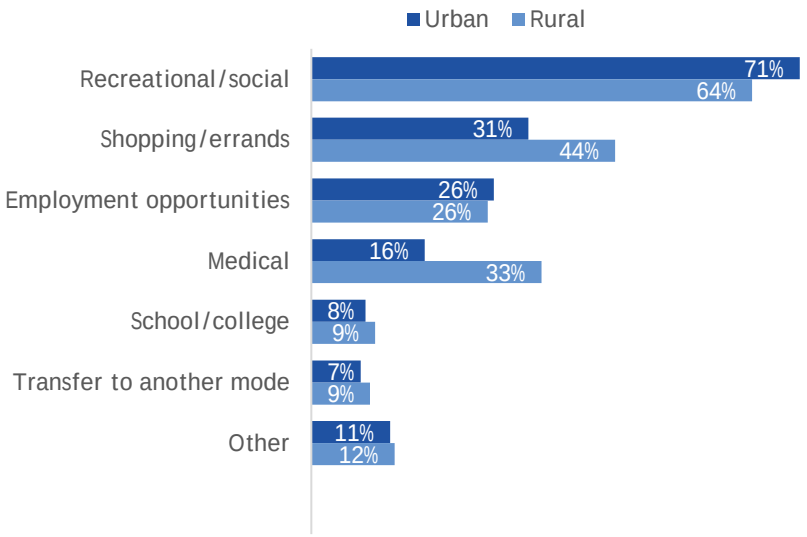
Nearly three-quarters (73%) of respondents in urban areas said they are interested in traveling to Oklahoma City for recreational or social purposes (Figure B-8). Almost half of urban respondents (47%) would like to travel to Oklahoma City for employment opportunities. Half of respondents in rural areas are interested in traveling to Oklahoma City for either recreational/social or medical purposes.

Figure B-8 Oklahoma City Trip Purposes



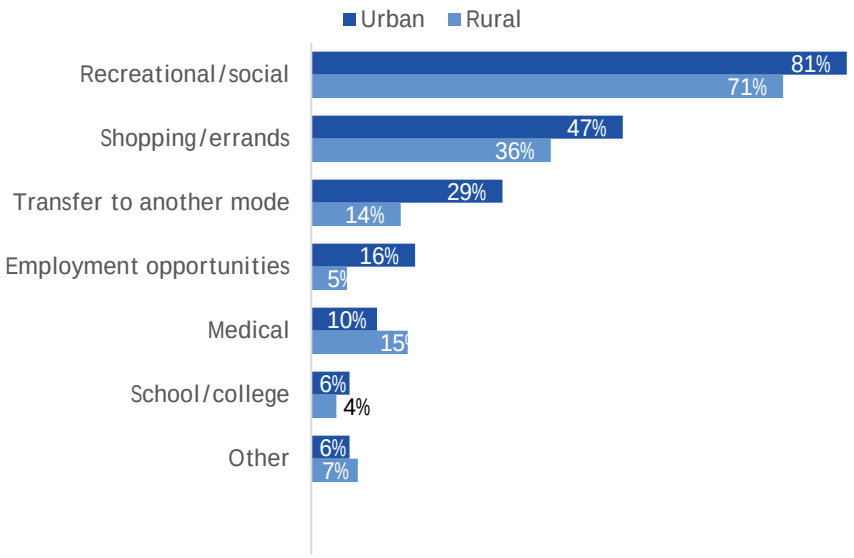
Of those who selected Tulsa as their preferred destination, 71% of respondents in urban areas and 64% of respondents in rural areas said they'd like to travel to Tulsa for recreational/social purposes (Figure B-9). More than a quarter of respondents in both geographies would like to travel to Tulsa for employment opportunities. A third of respondents in rural areas would like to travel to Tulsa for medical trips.

Figure B-9 Tulsa Trip Purposes



A majority of respondents in rural (71%) and urban (81%) areas who selected Dallas/Fort Worth as their preferred destination are interested in traveling there for recreational/social purposes (Figure B-10). Almost half of respondents in urban areas are interested in traveling for shopping/errands (47%). A notable proportion of respondents in urban areas also reported an interest in traveling to Dallas/Fort Worth to transfer to another mode (29%), which is likely to be Dallas/Fort Worth or Dallas Love Field airports.

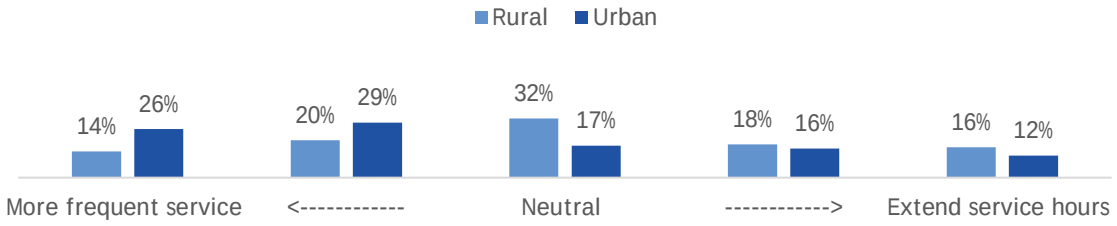
Figure B-10 Dallas/Fort Worth Trip Purposes



Transit Tradeoffs

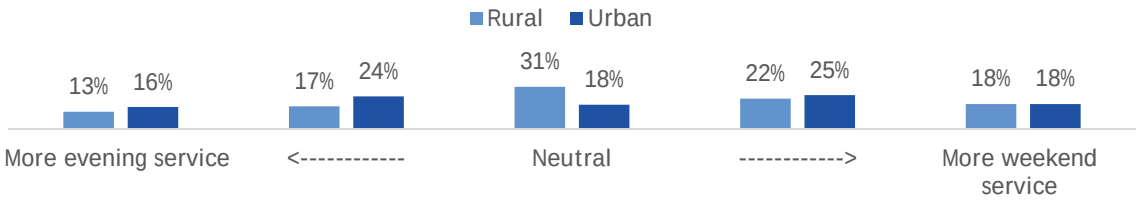
Survey respondents were asked to assess a series of transit service tradeoffs and select their preference for either tradeoff along a spectrum. For example, if the respondent was mostly interested in Tradeoff A, but still had a slight preference for Tradeoff B, they could select an answer option that skewed towards Tradeoff A (screenshots of the survey tool can be seen starting on page B-11 of this appendix). When asked to weigh more frequent service against extending service span, nearly one-third of respondents in rural areas were neutral (Figure B-11). Respondents in urban areas skewed towards more frequent service.

Figure B-11 Frequency vs. Span



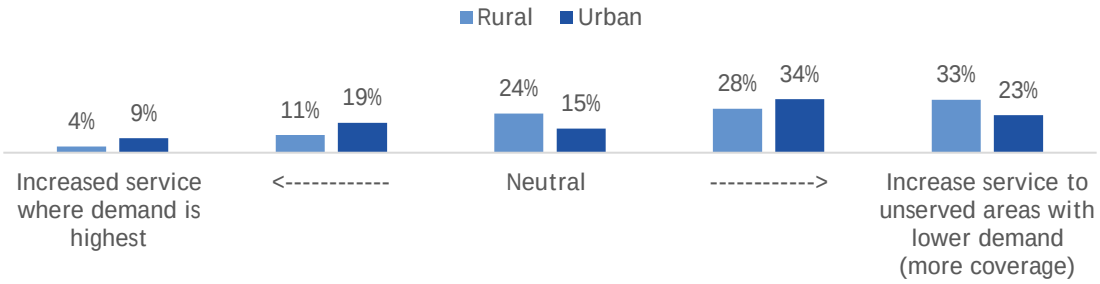
Respondents in both urban and rural areas had a slight preference for more weekend service when asked to assess tradeoffs with more evening service (Figure B-12). Thirty-one percent of rural respondents were neutral.

Figure B-12 Days of Service



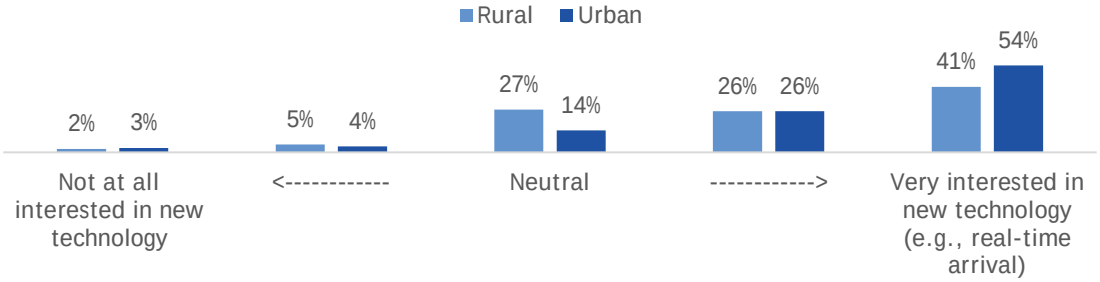
Respondents in both urban and rural areas skew towards increasing service in unserved areas with lower demand (Figure B-13).

Figure B-13 Frequency vs. Coverage



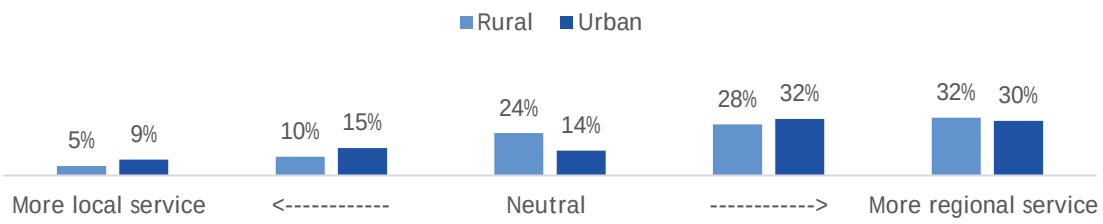
When asked about their interest in new technology, a large proportion of respondents from both urban (54%) and rural (41%) areas stated they are very interested in new technology (Figure B-14). Roughly a third of respondents feel neutral about new technology while less than 5% of rural and urban respondents are not at all interested in new technology.

Figure B-14 New Technology



When asked to decide between more local service or more regional service, respondents in both urban and rural areas skewed towards more regional service (Figure B-15).

Figure B-15 Types of Service



Open-Ended Responses

Respondents were given an opportunity at the end of the survey to leave open-ended comments. A total of 412 entries were received. Comments covered a wide variety of topics, including job access, technology improvements, affordability, service improvements, access for people with disabilities, access for seniors, and general feedback.

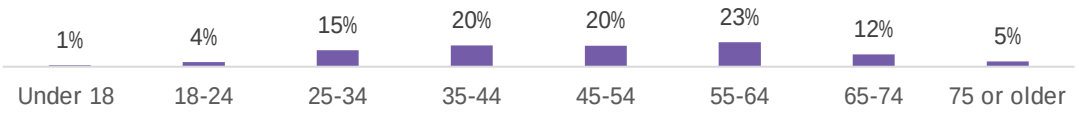
Noting the lack of transit access to employment, one respondent stated, "I have to get rides to go to work, to get kids to [the] doctor, to go to Walmart. When my kids have a school trip, I ask their teacher to pick them up. When I can't get a ride, I miss work." Another respondent stated, "There are areas in Oklahoma, like Bartlesville and Nowata, where people cannot get a job because of lack of public transit."

Highlighting the need for public awareness of transit and user education, one respondent stated, "I think it's possible that I live and work close enough to transit that I could use it, but I have absolutely no idea how it works, where it goes, [what the] schedule [is]. Also, it seems scary and possibly unsafe."

Demographics

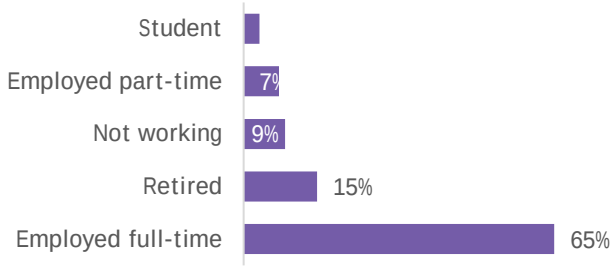
At the conclusion of the survey, respondents were asked a series of demographic questions. Nearly 80% of respondents were between the age of 25 and 64 (Figure B-16). Adults age 65 and older accounted for 17% of respondents, while 5% of respondents were under age 25.

Figure B-16 Age



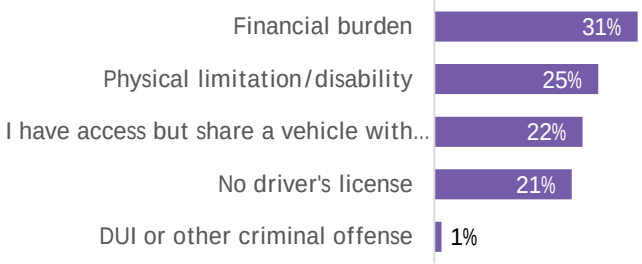
A majority of survey respondents (65%) are employed full-time, while 16% are either employed part-time or not working (Figure B-17). Fifteen percent are retired and 3% are students.

Figure B-17 Employment Status



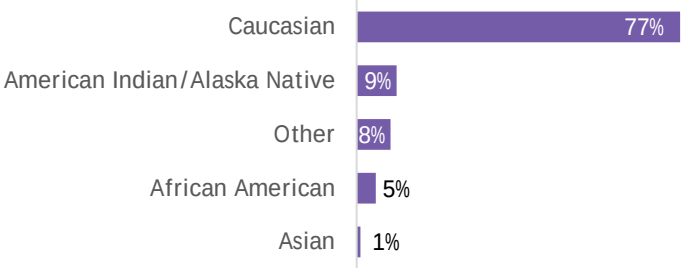
Respondents were also asked questions related to vehicle access. Of those who reported having unreliable access to a personal vehicle, 31% stated it was due to a financial burden, while 25% stated it was due to a physical limitation or disability (Figure B-18). More than a fifth of respondents also reported the need to share a vehicle with others in their household (22%) or did not have a driver's license (21%).

Figure B-18 Reasons for Unreliable Access to Personal Vehicles



As shown in Figure B-19, a majority of respondents identified as Caucasian (77%). Nine percent identified as American Indian or Alaska Native while 8% identified as "Other." Five percent of respondents identified as African American while 1% identified as Asian.

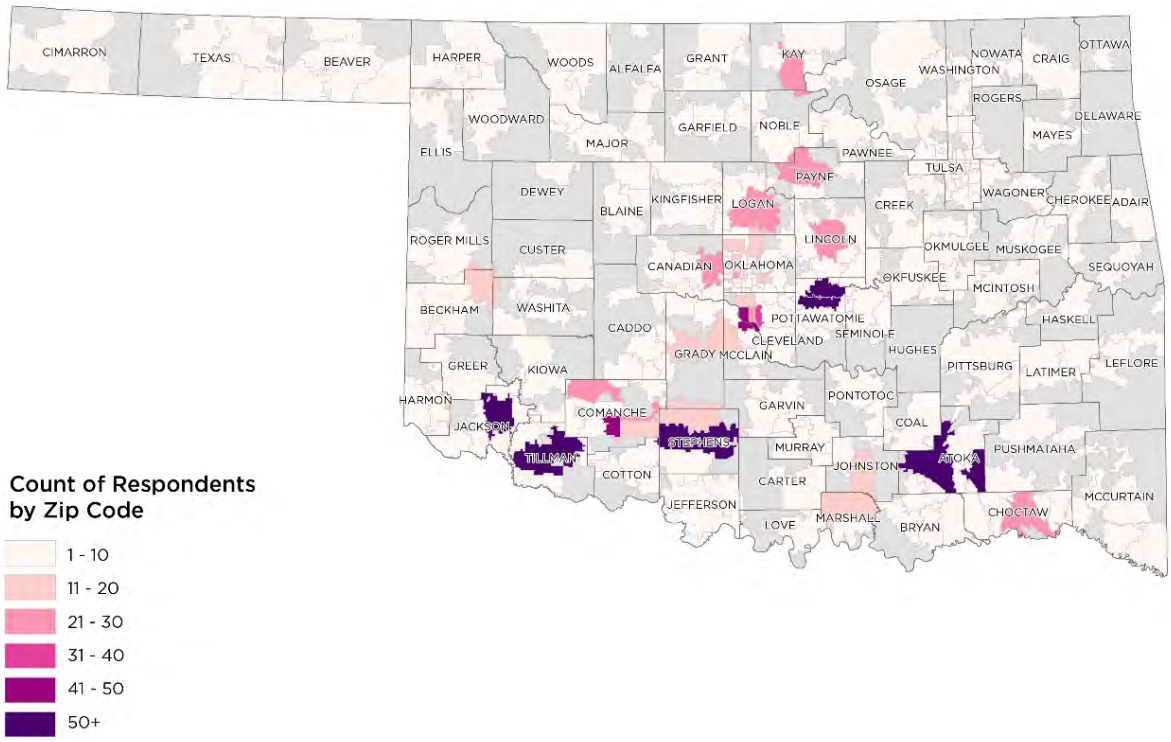
Figure B-19 Race



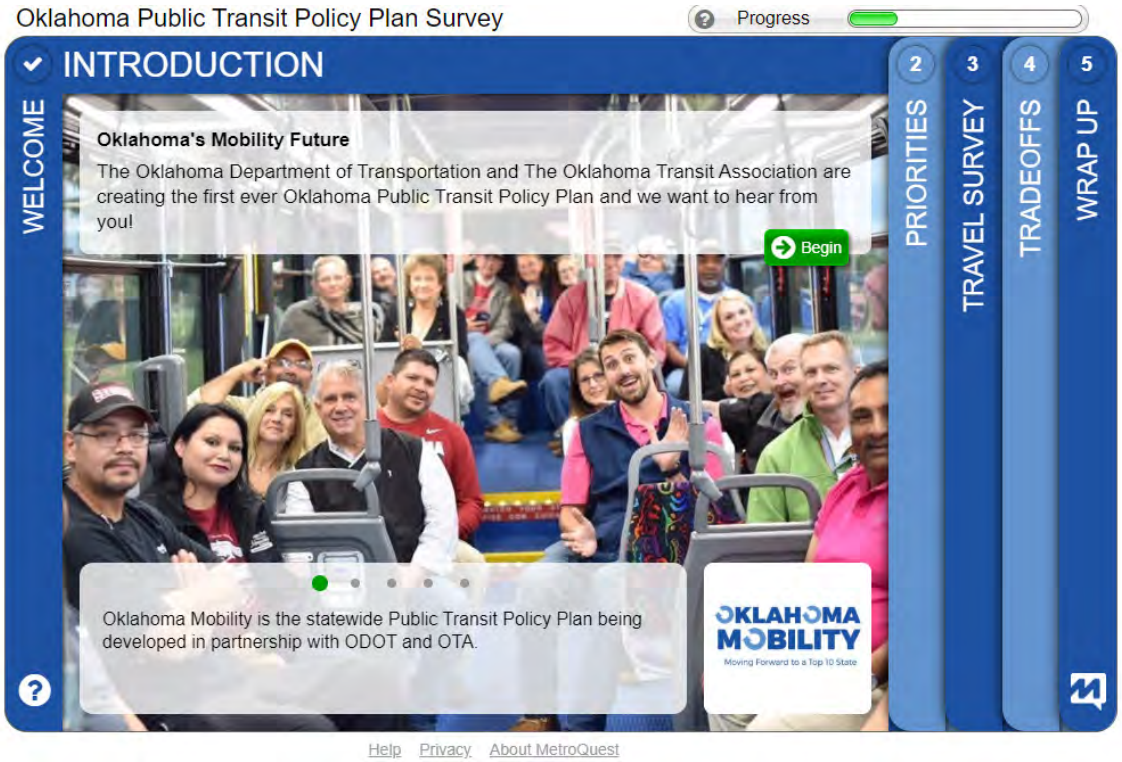
Lastly, respondents were also asked if they receive any government assistance (Figure B-20). Most respondents (83%) do not receive any government assistance while the remaining 17% said they do receive government assistance.

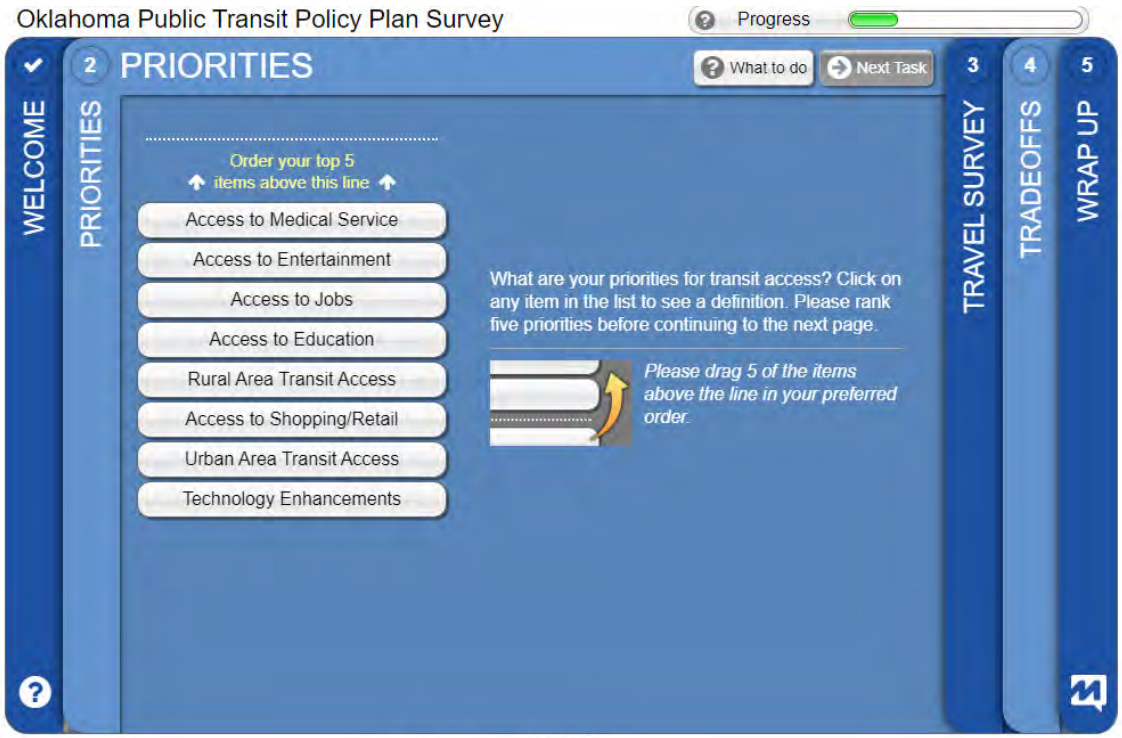
Figure B-20 Recipient of Government Assistance

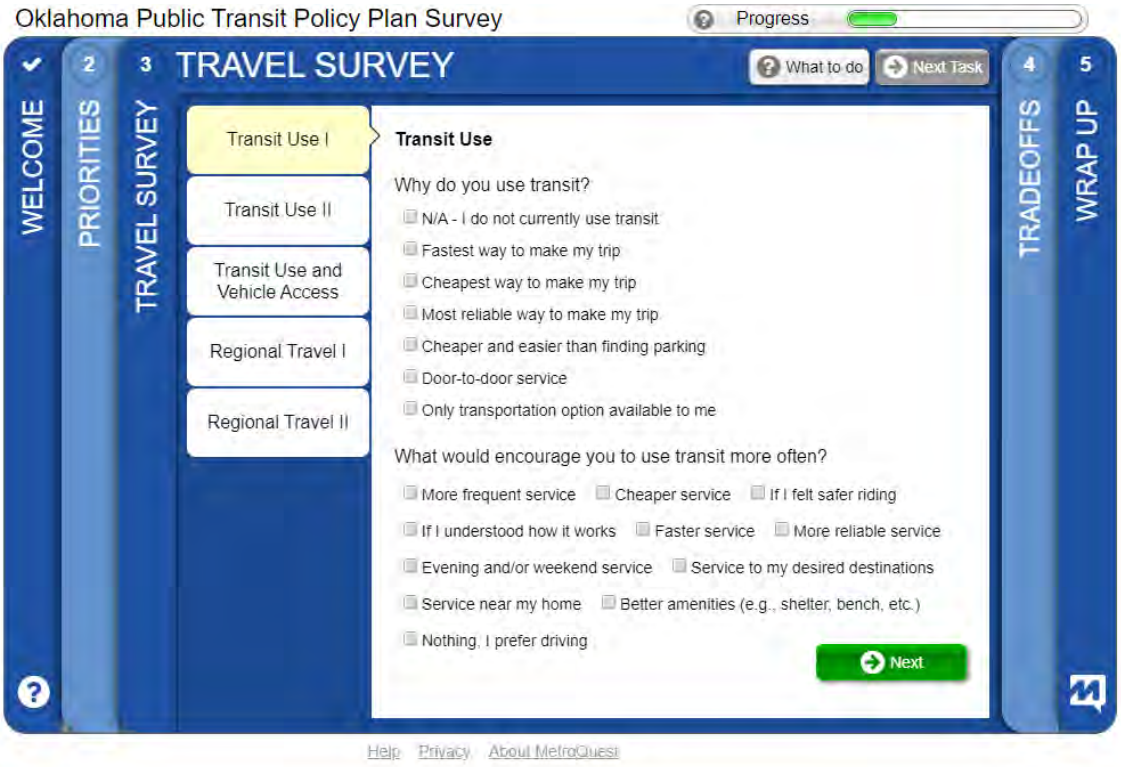
Survey Respondents by ZIP Code



METROQUEST SURVEY TOOL




Oklahoma Public Transit Policy Plan Survey
Progress
WELCOME
2 PRIORITIES
What to do
Next Task
3 TRAVEL SURVEY
4 TRADEOFFS
5 WRAP UP
Order your top 5 items above this line
Access to Medical Service
Access to Entertainment
Access to Jobs
Access to Education
Rural Area Transit Access
Access to Shopping/Retail
Urban Area Transit Access
Technology Enhancements
What are your priorities for transit access? Click on any item in the list to see a definition. Please rank five priorities before continuing to the next page.
Please drag 5 of the items above the line in your preferred order.
Help Privacy About MetroQuest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Transit Use I
Transit Use II
Transit Use and Vehicle Access
Regional Travel I
Regional Travel II
Transit Use
Why do you use transit?
N/A - I do not currently use transit
Fastest way to make my trip
Cheapest way to make my trip
Most reliable way to make my trip
Cheaper and easier than finding parking
Door-to-door service
Only transportation option available to me
What would encourage you to use transit more often?
More frequent service
Cheaper service
If I felt safer riding
If I understood how it works
Faster service
More reliable service
Evening and/or weekend service
Service to my desired destinations
Service near my home
Better amenities (e.g., shelter, bench, etc.)
Nothing, I prefer driving
Next
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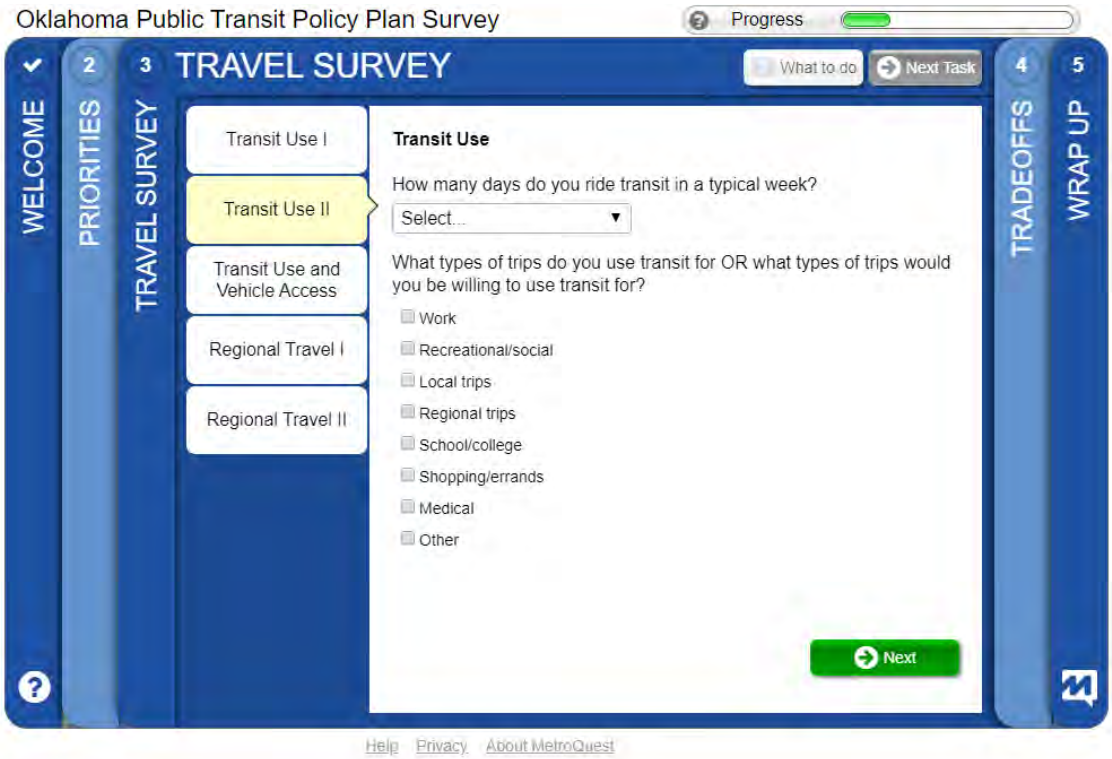
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Transit Use II
Transit Use and Vehicle Access
Regional Travel I
Regional Travel II
Transit Use
How many days do you ride transit in a typical week?
Select...
What types of trips do you use transit for OR what types of trips would you be willing to use transit for?
Work
Recreational/social
Local trips
Regional trips
School/college
Shopping/errands
Medical
Other
Next
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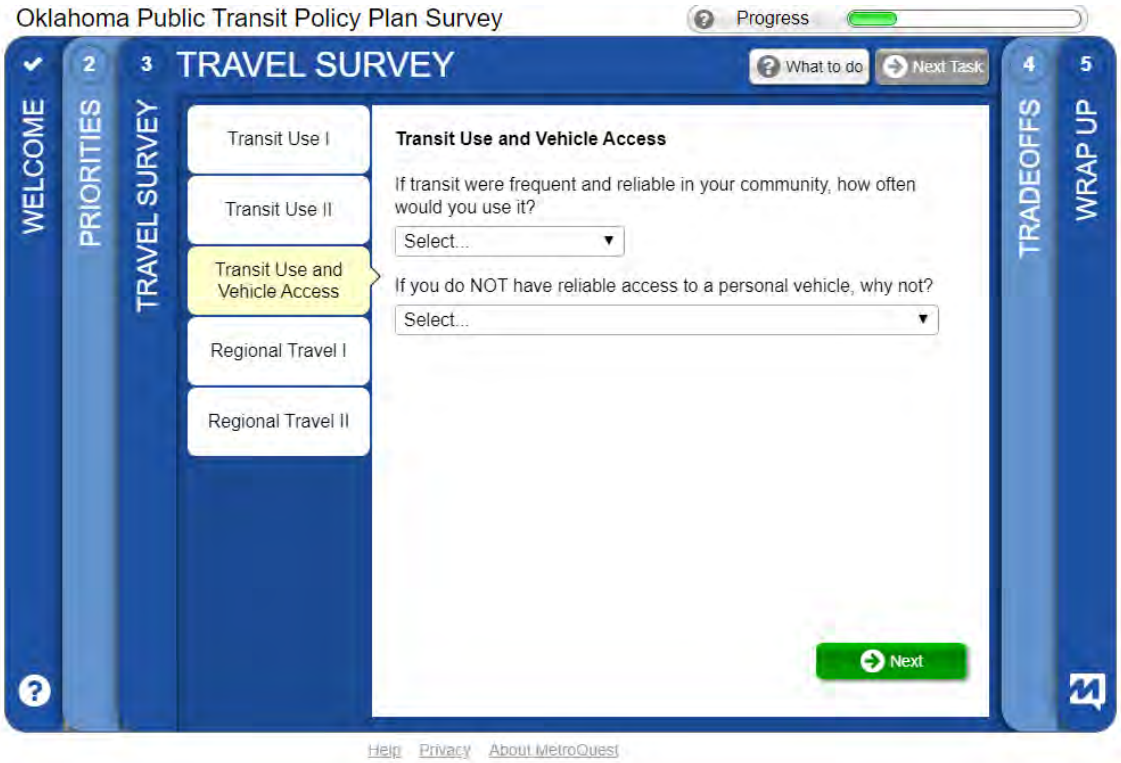
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Regional Travel I
Regional Travel II
Transit Use and Vehicle Access
If transit were frequent and reliable in your community, how often would you use it?
Select...
If you do NOT have reliable access to a personal vehicle, why not?
Select...
Next
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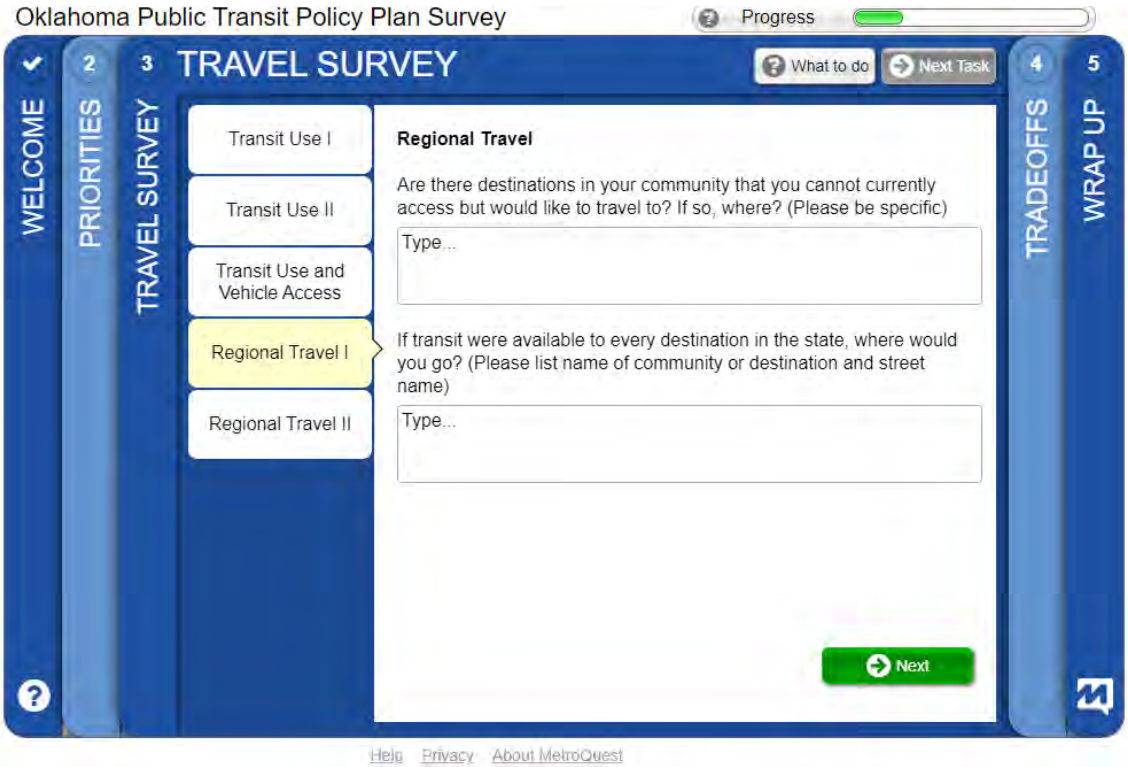
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Transit Use II
Transit Use and Vehicle Access
Regional Travel I
Regional Travel II
Regional Travel
Are there destinations in your community that you cannot currently access but would like to travel to? If so, where? (Please be specific)
Type...
If transit were available to every destination in the state, where would you go? (Please list name of community or destination and street name)
Type...
Next
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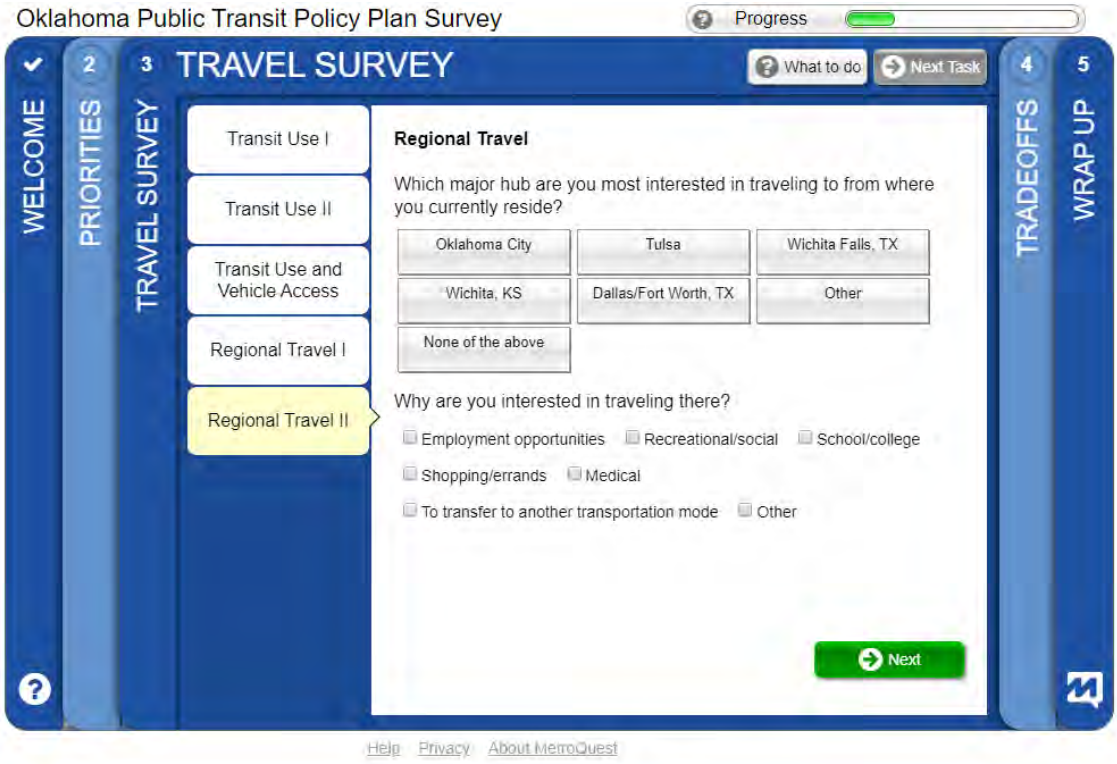
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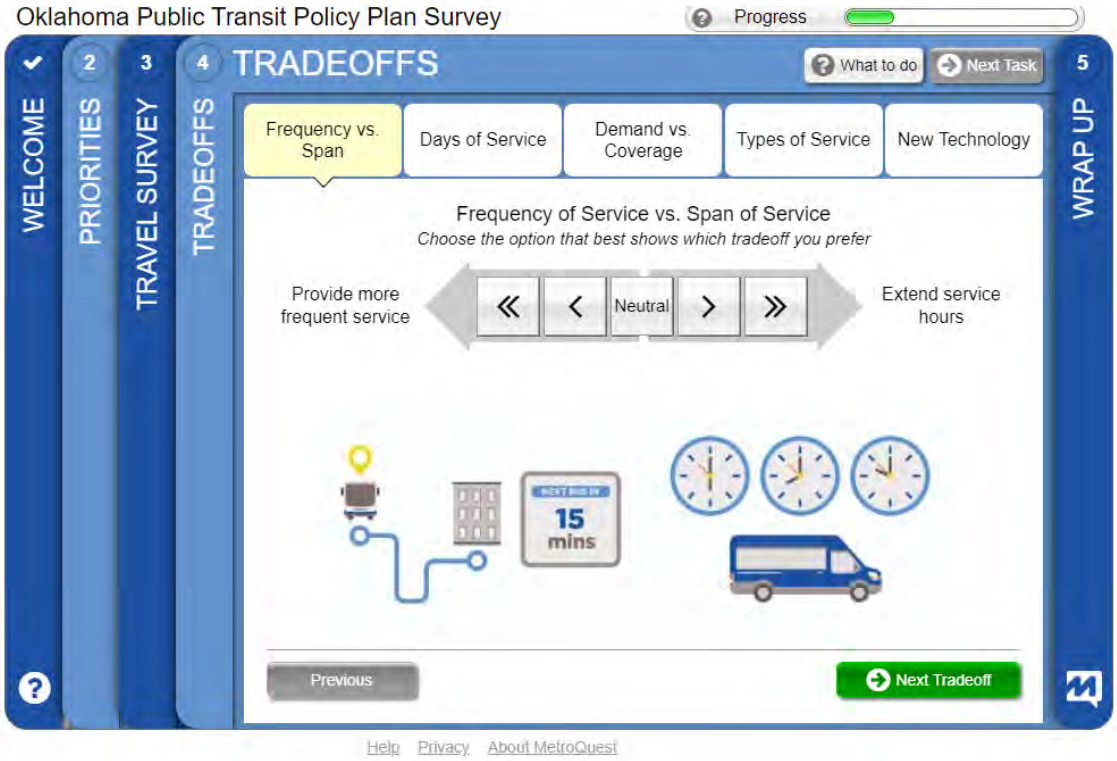
Transit Use II
Transit Use and Vehicle Access
Regional Travel I
Regional Travel II
Regional Travel
Which major hub are you most interested in traveling to from where you currently reside?
Oklahoma City
Tulsa
Wichita Falls, TX
Wichita, KS
Dallas/Fort Worth, TX
Other
None of the above
Why are you interested in traveling there?
Employment opportunities
Recreational/social
School/college
Shopping/errands
Medical
To transfer to another transportation mode
Other
Next
Help Privacy About MetroQuest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TRADEOFFS
What to do
Next Task
Frequency vs. Span
Days of Service
Demand vs. Coverage
Types of Service
New Technology
Frequency of Service vs. Span of Service
Choose the option that best shows which tradeoff you prefer
Provide more frequent service
Neutral
Extend service hours
15 mins
Previous
Next Tradeoff
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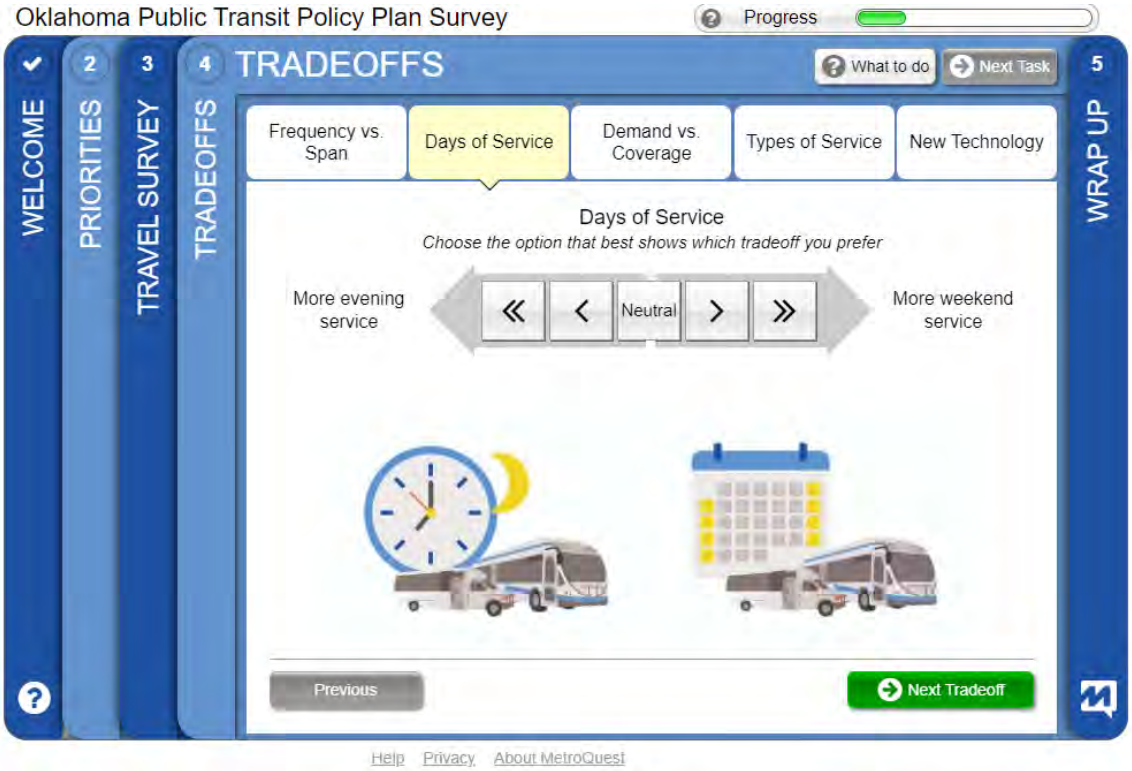
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TRADEOFFS
What to do
Next Task
Frequency vs. Span
Days of Service
Demand vs. Coverage
Types of Service
New Technology
Days of Service
Choose the option that best shows which tradeoff you prefer
More evening service
Neutral
More weekend service
Previous
Next Tradeoff
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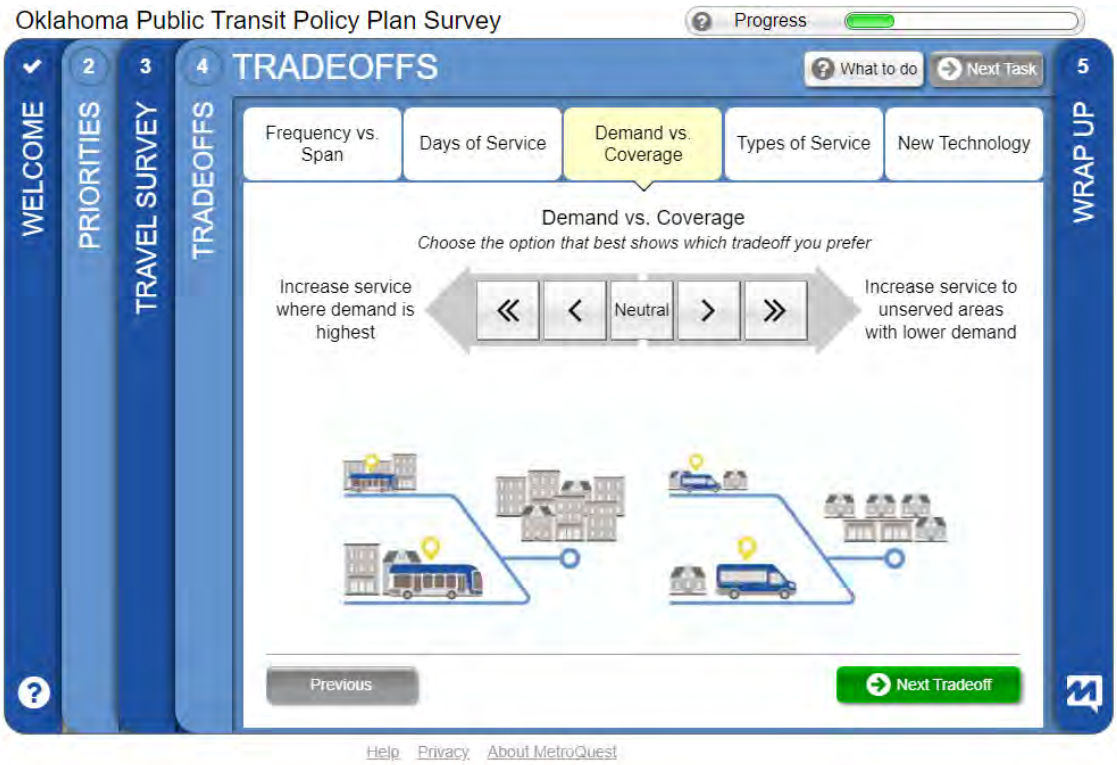
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TRADEOFFS
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5 WRAP UP
Frequency vs. Span
Days of Service
Demand vs. Coverage
Types of Service
New Technology
Demand vs. Coverage
Choose the option that best shows which tradeoff you prefer
Increase service where demand is highest
Neutral
Increase service to unserved areas with lower demand
Previous
Next Tradeoff
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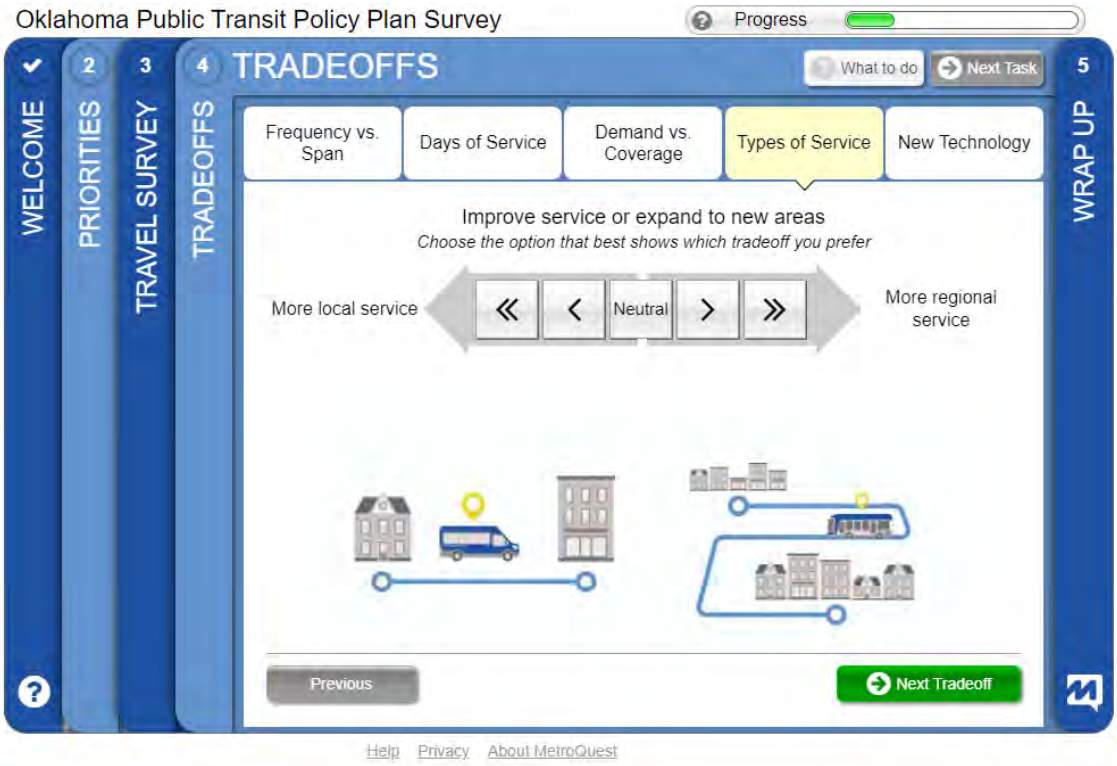
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TRADEOFFS
What to do
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5 WRAP UP
Frequency vs. Span
Days of Service
Demand vs. Coverage
Types of Service
New Technology
Improve service or expand to new areas
Choose the option that best shows which tradeoff you prefer
More local service
Neutral
More regional service
Previous
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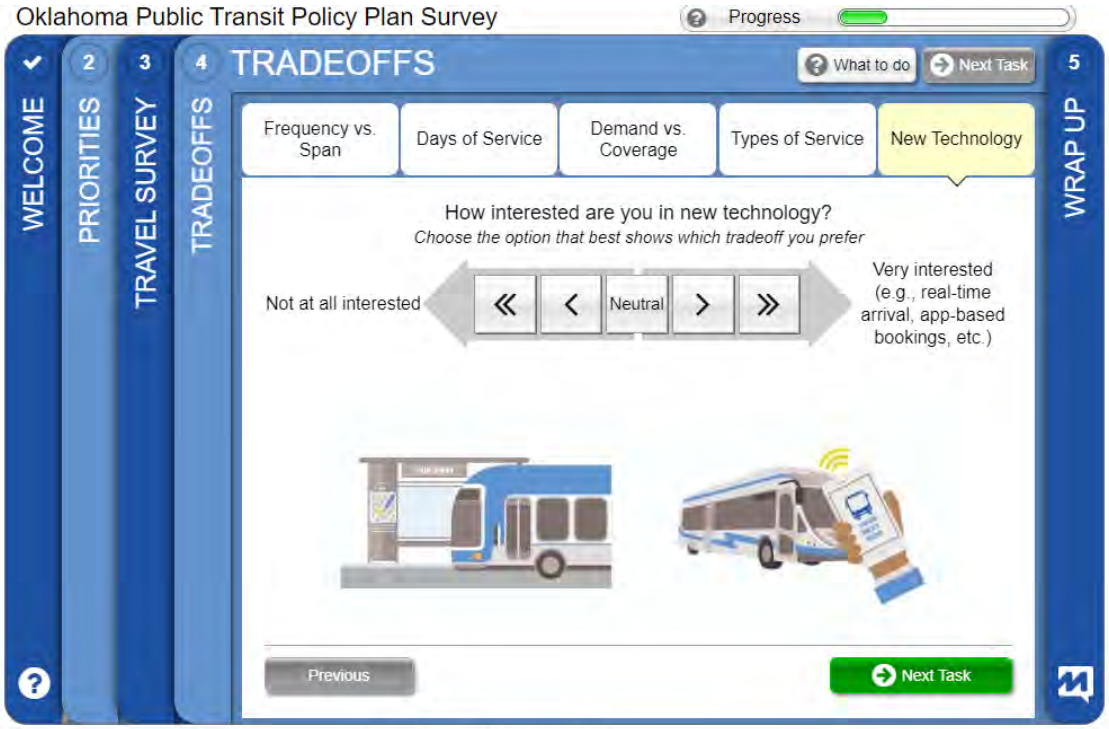
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TRADEOFFS
What to do
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5 WRAP UP
Frequency vs. Span
Days of Service
Demand vs. Coverage
Types of Service
New Technology
How interested are you in new technology?
Choose the option that best shows which tradeoff you prefer
Not at all interested
Neutral
Very interested (e.g., real-time arrival, app-based bookings, etc.)
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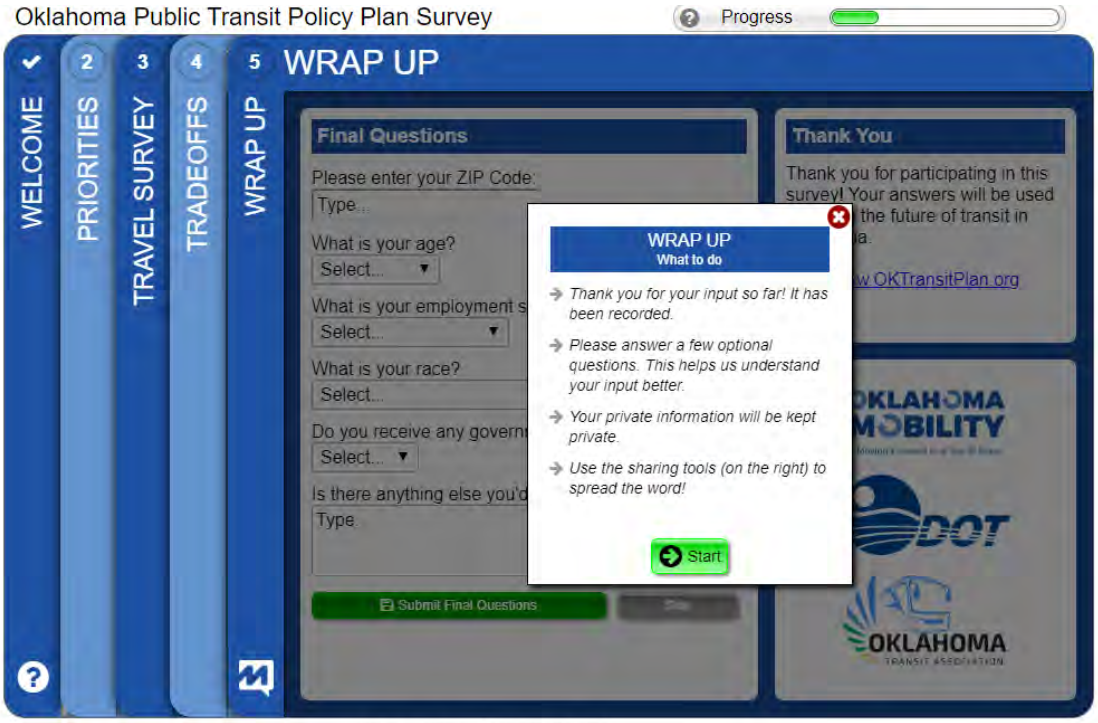
Oklahoma Public Transit Policy Plan Survey
Progress
WELCOME
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5 WRAP UP
WRAP UP
Final Questions
Please enter your ZIP Code:
Type...
What is your age?
Select...
What is your employment s
Select...
What is your race?
Select...
Do you receive any govern
Select...
Is there anything else you'd
Type
Submit Final Questions
Thank You
Thank you for participating in this survey! Your answers will be used
the future of transit in
a.
w.OKTransitPlan.org
WRAP UP
What to do
Thank you for your input so far! It has been recorded.
Please answer a few optional questions. This helps us understand your input better.
Your private information will be kept private.
Use the sharing tools (on the right) to spread the word!
Start
OKLAHOMA MOBILITY
DOT
OKLAHOMA
Help
Privacy
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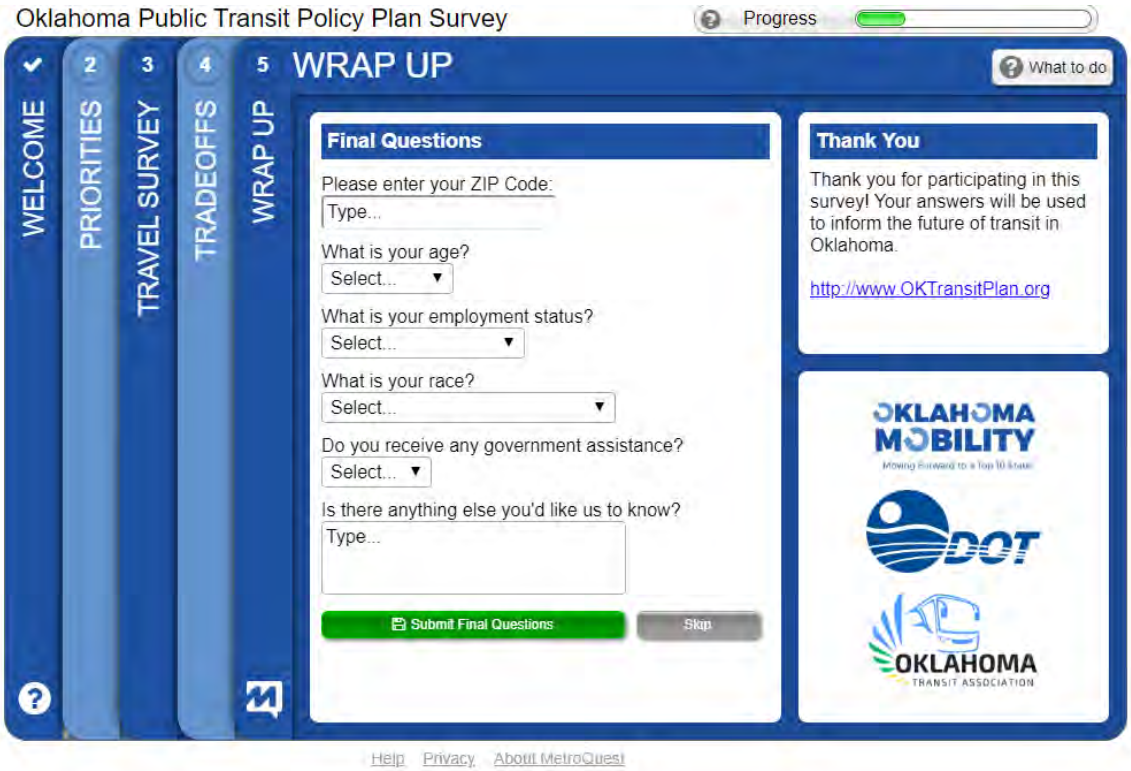
Oklahoma Public Transit Policy Plan Survey
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4 TRADEOFFS
5 WRAP UP
WRAP UP
What to do
Final Questions
Please enter your ZIP Code:
Type...
What is your age?
Select...
What is your employment status?
Select...
What is your race?
Select...
Do you receive any government assistance?
Select...
Is there anything else you'd like us to know?
Type...
Submit Final Questions
Skip
Thank You
Thank you for participating in this survey! Your answers will be used to inform the future of transit in Oklahoma.
http://www.OKTransitPlan.org
OKLAHOMA MOBILITY
ODOT
OKLAHOMA TRANSIT ASSOCIATION
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METROQUEST OPEN-ENDED COMMENTS[3]

Item	Comment
1	Include bicycles as part of the plan
2	Wish it would go father out in country, for medical reason if nothing else. Soonerbus you need 3 days to schedule a ride that needs to be changed as well some people need to go Before the 3 days which to lead to longer to be seen appointments
3	thank you for the opportunity to give input. I love public transit!
4	I've worked closely with individuals in rural areas, and the need for transportation in rural Oklahoma is overwhelming.
5	More coverage is the key!
6	Put out more info on transit schedules
7	I don't have cell phone. I would like to see the 'time clocks' on each stops and sub-hubs and mostly used bus signs that would help to track the times.
8	Your "trade off" questions..are totally confusing. Poor survey..simplify for better stats.
9	I want the Fast track back.
10	Veteran
11	Would love for there to be an app to purchase my bus pass, that way I don't have to find a quick trip. It makes it more accessible to more people.
12	The new changes to the service has caused me to re-think public transportation. The current MESS has rendered it effectively for me useless..
13	Please find a way to offer the "Lift" service on Sundays during church hours. Church is more important to disabled passengers as running up and down Peoria on the Aero route.
14	More is better. More busses, more stops, longer hours, suburbs, hospitals, clinics, lakes, recreational areas, etc..
15	This survey completely misses the opportunity to gather valuable data from users. A partial survey is valueless if it does not include specific questions about local service providers that could build a more robust transit network.
16	more drivers
17	thank you for asking these questions! just thinking about regional transit has me excited.
18	It is more tenable for me to utilize transit in the evening and night hours than during the business day.
19	Why can't someone drop off people and then leave and come back to pick up later
20	Life driver should have proper change. Seat belts should be fixed
21	Since most trips take 2 or more buses. It would be much better if buses can match up at transfer points better.
22	Unable to walk long distances
23	Return bus #215
24	Please contact me about transit meetings in Tulsa.
25	I need Tulsa Transit to fix their route system. It is impossible for me to get anywhere!

[3] The comments displayed in the following table are presented in their original form and have not been edited.

Item	Comment
26	I really love what was done with the 700 route i take it daily too amd from work and would love to be able to travel outside tulsa
27	Tulsa Ero BRT eliminates transportation for disabled. Some sub station stops are almost a mile apart. Not located where most dense population in that immediate area. Lift is exceptionally unreliable to grossly understate facts. Disabled don't have reasonable access to public transit anymore. Bus drivers state these changes are for the bus drivers benefit. Again public serves Tulsa Transit vs. opposite. Fixed-routes distanced stops are not handicap accessible, let alone have sides walks, for those requiring mobility equipment! You cut off disabled!! NOT REMOTELY EQUAL ACCESS PER ADA! Backdoor way to terminate certified Lift customers. If they can bear up the pain to hike to the distant sub station or fixed-route stops to where it's accessible, they would be disqualified. Changes force me to be more homebound than ever!
28	I don’t need transportation now but if I did there is nothing available in rural areas. Senior citizens often need transportation to out of town doctor appointment.
29	Please expand express service
30	Yukon could use more sidewalks and pedestrian bridges over the main roads and crossings with buttons that make traffic lights red.
31	The tradeoffs listed are all none that motorists have to deal with. Public transportation shouldn't be hamstrung like that while private transportation is very heavily subsidized.
32	I have non-stop pain from the neck down and it makes walking to much hard on me. I am DEMANDING that the bus system gets put back to the way it was before the "new way to connect" crap started in the first place. I was very happy that there was a bus stop in front of the red river apartments. I'm NOT happy that I have to walk down the street to catch the bus. I'm being FORCED to wear my sandles to work since they are worn down and need replacement.
33	The Lift Service is not on time less of the time. Driver were using to the limit with rest of end to pick up and than rush you to board the Lift us.
34	Thank you for expanding service to my area
35	Limited mobility - can walk short distances -
36	Cant wait for regional service.
37	I'm for interstate passenger rail to built out a network from Joplin, Tulsa, OKC, Lawton, Wichita KS, points onward. Bus service is too slow in Tulsa for me to use and doesn't go by my neighborhood anymore.
38	Not everybody can afford cars now, so public transportation is really important.
39	Rural counties need access to work and medical
40	Transportation in our rural area is limited and often too expensive for those who need it to get to medical services & grocery stores.
41	More Rail based options
42	I may not need assistance in travel, but there are several in our rural areas that do. Several people do not have transportation, like the elderly need this assistance to shop, for medical care and to serve other needs need something to help them accomplish this. I strongly believe that something needs to be done to help our elderly be mobile in the rural areas not just the urban areas. Thank you.

Item	Comment
43	There are many people in Bartlesville that do not have transportation for various reasons and they struggle because our "local" transportation is impossible to utilize, trying to "schedule" a ride makes walking look easy.
44	The state needs to make this a priority. Roads, bridges and highways need repaired and transit plan could take some of the traffic off the roads.
45	Clients need further access to employment related service and medical services
46	I have been very well pleased with this service. Wish they had funding to hire more drivers.
47	Rural areas need affordable transportation access not only in the rural areas but getting to the metro area for appointments.
48	Central Oklahoma transportation should lower their prices and the Shawnee area they just did a price increase and it is putting a financial burden on the community
49	Shawnee Oklahoma should have public transport on weekends
50	Transit buses with bike racks so I can choose a destination and ride back home.
51	I am disabled
52	expand service in okc
53	I am disabled and am dependent on famly and friends for my total transportation to my two jobs and all of my other transportation.
54	Rural Oklahoma is very underserved in nearly all areas. It is time to step up Health Services - Transportation Services - Food Delivery Services - Internet Services -
55	We need more public transportation. Elderly and indigent are limited due to lack of transportation to get to appointments, education or jobs.
56	Oklahoma City and Tulsa both need regional transit to become big-time economic competitors
57	I manage a sober living program in Bartlesville.....transportation is one of our greatest challenges in helping our clients move forward to a productive life
58	I am a nonprofit director that has clients that need your services to find work, shop and get to medical visits
59	There are areas in Oklahoma, like Bartlesville and Nowata, where people cannot get to a job because of lack of public transportation. It is a very needed service!
60	CONFUSING SURVEY
61	Although I'm retired, I still frequently must travel locally and across Oklahoma for freelance and contract work.
62	I have to get rides to go to work, to get kids to doctor, to go to Walmart. When my kids have a school trip I ask their teacher to pick them up. When I can’t get a ride I miss work.
63	I use a wheelchair and access is very limited
64	I would like to see rail rapid transit in Tulsa and regionally
65	Oklahoma is behind in public transit.
66	You can have all the great transportation you want, but until people have actual, continuous sidewalks to get to the transit stops without having to hike through weeds and mud, and without having to navigate into the roadways, around debris and potholes, or walk over precarious embankments, no one is going to use the transit system enough to make it worth it.

Item	Comment
	Sidewalks!!!!!!! Ridiculously poor city planning. Traffic is an embarrassment, a deterrent to potential out of state $, makes for cranky and angry citizens and flat out dangerous.
67	Even though I don't use my clients do and later hours would be beneficial.
68	It'd be nice to expand the local bus route so it could come near my house.
69	fix the timing on 21st bus
70	bike racks would be nice
71	Just more better connections to the next bus on time.
72	The needs of seniors need to be addressed and they cannot wait at bus stops, they need door to door services.
73	Although my town has adequate transit options, I do feel there should be more transit options for our neighboring rural communities.
74	rural transit is highly important for elderly citizens!
75	I've enjoyed the buses a lot. I would use it more for other destinations if they were more frequent.
76	If you build out to rural area network and services then urban areas will benefit.
77	I work in Workforce Development. Public transportation in Tulsa, and surrounding communities has been a complaint of employers and job seekers for the 7 years I've served the community. Outside of Tulsa, there is no public transportation, severly limiting access to major employment hubs such as the Port of Catoosa and the Mid-America Industrial Park.
78	need transportation to work jobs on second and third shift
79	Would like to see regularly scheduled mass trans from/to small towns to large metropolitan areas.
80	Public Transportation is vital to people who has no other means of transportation, and to people who are unable to drive.
81	Interest in accessibility for those with disabilities
82	I answered these questions for me. I manage the Stillwater Legal Aid Office and our clients need this service
83	i work in rural transit
84	Yes, we miss a lot of people that work after 5 pm and week ends
85	Busses that are accessible to disabled people include more than just wheelchair accessible seating. It would be nice to see the disability-friendly aspects of the transit system advertised and for them to be well researched!
86	I would really love to see a fully functional transit app that has real-time tracking for buses and subways. Showing times of arrival, if it's running behind/arriving early, and routes of transit. Apps like Chicago's transit app really set the bar, and I would love to see Oklahoma's cities reach that point!
87	why cant people ride for free when they are on limited income
88	Look at models that work, i.e., Europeans are experts at public transportation!
89	Jamm drivers as a whole are great
90	I used to make a lot less and relied on public transport rather than sharing a car. Still, I spend many hours a day without a vehicle and wish I wasn't stuck without Uber or Lyft

Item	Comment
91	The dedicated stops work ok for some but many have physical issues that make it very difficult to get to the designated stops. Weather is a huge factor just getting to a place to get on or off a bus. People are having to walk long distances just to get on a bus. There's more...
92	We need rural assistance - people who live in small communities or in the country.
93	Quit talking about buses, nobody is going to use the bus, get rail service back in swing.
94	Lived in Minneapolis for a few years, the mass transit there is amazing. Rode the express bus and light rail to work everyday. Took same amount of time as driving. In OKC there is two buses per hour that go downtown along Walker Ave (#40). Only takes me 15 minutes to drive to work. That's the main reason why I don't take the bus. Don't want to wait 20-25 min for the next bus.
95	I think if more night time options were available, it could cut down on drinking and driving
96	I have researched and tried the transit options available near me. The trip time with transit was long compared to driving and frequency was an issue. Also not enough bicycle storage. Bumper bike rack was often full and was unsure if I could carry bike onto bus
97	Train service to Lawton/Shawnee/Ada/Tulsa
98	Your doing good wit the new updates just go further into what else
99	People in in small towns need to be able to travel to parts of the county and currently cannot if they do not have a vehicle.
100	We need a safe alternative when we go to a night club other than driving. Uber from OKC to Lincoln county is too expensive.
101	Couldn’t answer some questions because it didn’t work properly
102	I work for OKDHS and I see clients daily that are in need of transportation in my area.
103	We need to include help from a trusted group of knowledgeable unbiased cooperative riders. This would help with improvement suggestions as well as identifying and fixing existing problems such stop placement, map data consistency, and other technical support or technology advancement building.
104	This survey is very vague. I just want a system that works like NYC's or Boston's or Chicago's. I can't take public transit literally anywhere right now - it doesn't go where I need to go.
105	I live in rural Sand springs and I work in West Tulsa.
106	Many rural americans don't have a service of transportation and therefore rely on others to get them to jobs and to shop
107	I take transit or bike on a daily basis. Bike infrastructure would also be helpful in complementing a transit system. A few miles on a bike doesn’t take very long, but because many people feel unsafe, they refuse to choose that option. It would be a cheap way to expand access and increase range if there were protected bike lanes or paths that connected to centralized transit hubs that had more frequent service.
108	I'm so excited for new transit possibilities in Oklahoma. If you need any interns, I'd love to apply!
109	We need some type of shuttle in bricktown for elderly who park in lots and have to walk to Chesapeake. Its cold, dark, scary and a long walk.
110	We need more electric buses.

Item	Comment
111	I think it’s important for Oklahoma to look to improve public transportation and also things such as sidewalks and bike lanes. This is a very difficult state to succeed in if you cannot afford your own vehicle and dangerous in many areas for pedestrians. I drive because it’s really the only feasible way to get around here, but I would love to have other options available for me and everyone else.
112	Park and Ride locations in the suburbs for people that have cars, but want to ride the bus to reduce their carbon footprint, or whatever reason. As an older person with more physical limitations than I had when younger, while I have a car and can drive downtown, I would prefer to ride the bus. As it is now, there is bus service two miles from my home, which is too far to walk. If a "Park and Ride" was available, I would definitely take advantage of it.
113	Disabled
114	I think it's possible that I live and work close enough to transit that I could use it, but I have absolutely no idea about how it works, where it goes, schedule. Also, it seems scary and possibly unsafe. No one I know uses it, has ever used it, or plans to, basically for the same reasons I have. However, I pay to use Uber and Lyft very frequently for social outings during the week and weekend evenings. Lots of people I know do. If the city transit was user-friendly and had a better image I'm sure people would switch.
115	Need more bike lanes and better ability to travel with bikes
116	I'd rather see massive decreases to transit budget in general.
117	no but please extend bus 8 is route time to midnight
118	Trains pls
119	We can't be afraid to work with the car culture. Build parking lots/garages along transit lines and give people a chance to leave their car out by their house while riding in on the transit.
120	Disabled daughter on Soonercare. Can't travel far from home in Warr Acres to find transit. Bus system is very hard to understand so I have not tried it.
121	I was completely reliant on Embark for a period of months. Every driver was friendly and competent. I have never felt afraid.
122	Um, why was there no option for "Latino" or "Hispanic" under the race category. I am Caucasian, however I can see where someone who is Latino would resent being classified as "Other." Good luck with getting Okies out of their cars. And good luck getting us to pay for mass transit as well. Not that I'm against it, it's going to be very hard.
123	More trolley service city wide
124	I think the regional thing is important. it should be easy for people to commute to Norman or Stillwater. my parents should not have to have Uber or Lyft as only option from Lawton to OKC.
125	OKC bus service sucks.
126	This survey is garbage. We need a train system just like Germany. The Germans know how to do public transit better than Americans.
127	Transit is a waste of taxpayers money. I see only one or two people on a bus at any given time. How does it make money?
128	My employment status is Employed Full Time AND Full Time Student
129	Need small capacity buses

Item	Comment
130	limited income need assistance
131	My transit experience is mostly relative to the OKC streetcar.
132	I do not trust ODOT to do transit well. I do not think ODOT has the planning capacity, the organizational intelligence, the leadership, the will, or the raw motivation to plan and provide transit service meaningfully. Dedicated funding at the ODOT level for transit should be re-apportioned to counties and cities/towns with populations beyond a specific threshold.
133	siblings now on SSDI and have no reliable transportation
134	7 DAYS SERVICE plus 15 min service . Library service are far bus routes in OKC . Thank you for doing survey. I ride the OKC bus .
135	I only took this survey to tell you that trails and sidewalks shouldn't dead end at railroad crossings. They should be constructed with proper crossings.
136	get rid of streetcar and put money toward a faster type of transit
137	You need much smaller buses and more of them. Try multiple hubs at Bethany, Warr Acres, Penn Square, etc.
138	Why are there no options for people and their animals?
139	Check Google reviews of other major cities and see what is working best. Oklahoma is known for guessing and failing on almost ever thing they have done on their own. Dont continue to make the same mistakes.
140	If I were to answer these questions of the behalf of the majority of my clients in this area there is a great need for transit service during the week to help clients get to work and services they need to complete so they can learn skills to provide a safe home for their children. The barriers my clients have with the current local transit options is cost, scheduling ahead of time, and time frames the transit is available (not allowing clients to have transport options in the evenings).
141	I am thankful for the 7 days a week service as well as the routes that run late.
142	Quit building or planning for rail which is too costly and not enough people will use. Bus service! Bus Service! Bus Service!!!
143	Would love to use transit, but travel time and walking distance makes it less enticing. Maybe consider smaller buses to allow more options on the streets
144	Need transit to the large employers like tinker afb
145	I would absolutely love an expansion on our Train transit system, connecting to the kansas line would open us up to the nation and so many travel possibilities!
146	Train transportation!!
147	Bus systems are outdated and should be replaced by rail, Okc could be a model city for rail systems or other alternative transport.
148	Spend the budget on something actually necessary like these pothole-filled roads all over the state.
149	There are a lot of sides of town that are really cut off and u really have to set up ur day early or u aren't going to get ur things done
150	I love the OKC streetcar!!! I know this'd be down the road, but expansion to 16th or 23rd street would rock socks. Also I get we're an automobile state, but... Commuter rail to Tulsa. Just think about it.
151	I currently do not need transit help. But I work with many families that do and I hope they have the opportunity to participate in this survey

Item	Comment
152	More options in our community and region are desperately needed.
153	We need transportation for any and all to get to work, school, medical and shopping. Not bicycles!!!!!
154	I am a transplant to Oklahoma. Prior to moving here I lived on the East Coast and relied heavily on transit systems. I find them cost effective, a great way to "get work done while commuting" and a significant support to employers. Connecting people to jobs via low cost reliable transit is essential to supporting the needs of the employers and employees.
155	If we had public transit I would use it, even though I do have a personal vehicle. It is better for the environment and community relations.
156	I work with international students at OCU. They are always surprised at the lack of safe, reliable transportation options if they do not drive. Improving public transportation would be a significant improvement to their experience in OKC.
157	I am a city commissioner in Shawnee and I have been working to get a system started in our community. There is a great need here.
158	I'm visually disabled. Recently moved back to okla. Struggle to get around so can't work til I find rides
159	Suburban to core rail or non stop vehicle service like brt
160	I live near NW 23rd and May and work at the Capitol complex, so Route 23 works very well for my work commute. But it's very difficult to get from work to downtown. If I miss then #2 or #3 near the hospital complex it's very long wait for the next one. More frequent service would help mitigate this.
161	MAKE MORE STATIONS LIKE THE 2 U HAVE AND LET THE BUSES GO IN TO THEM. AND MAKE IT TO WHERE U CAN GET ALL THE BUSES.
162	Embark vans to get to little places
163	People in rural communities need some basic transit services just to get to work
164	I think that as a community we would greatly benefit from having bus service in Shawnee. Not just mass transit, but we don't even have a Greyhound stop. I see many people in this community that have no way to get to other places for better jobs, or in my case my husband can not always take time off from work to shuttle me about. I don't drive a lot due to a chronic illness, and anxiety.
165	Service is pretty good, most drivers are quite friendly.
166	Modernize and utilize existing rail system for passenger service
167	I think transit for people that don't have access to a vehicle a good thing, but in Shawnee there is not enough entertainment or locations to support this type of transit system. The people in Shawnee that use transit are low income, on governments assistance, and most of the time live within walking distance of what they need.
168	Please get better. OKC is spans such a large area. We deserve fast, reliable public transportation. Time to get with the times.
169	While I don't require transit personally at this time, I believe improved transit options are one of the keys to the survival of rural hospitals and sustainability of rural economies.
170	not in the least
171	I'm Jewish

Item	Comment
172	Many elderly residents of my community can not get to medical help due to lack of transportation.
173	We are in a rural area where many do rely on public transportation.
174	I just drive
175	Scrap Public Transit and just give people who need them Uber vouchers.
176	The roads would be a lot safer with better public transport. A higher ratio of professional drivers out there will help keep everyone safe.
177	Oklahoma is in need of an established and reliable mass transit system one that serves all of Oklahoma, not just the metro area. Greater connectivity means greater understanding and a chance to build better communities.
178	Access to/from tribal clinics/businesses might be good partnerships.
179	Wheelchair access is a necessity
180	Same day Medical Transportation is the most important transportation need statewide.
181	Curious as to why the city buses are so large.
182	This city has the least access to public transit outside a downtown area than any city. There are no options for outlying cities
183	At this time I drive everywhere I go but if there was more opportunity for Transit I may consider it in the future. I know when I worked in DC I took the bus and the subway everyday to and from work. I am apprehensive about driving to Dallas but would love to go and see a show once in a while. It's quite a ways from here and I can drive but the fear of the unknown and the parking situation always holds me back. Driving to and from the airport also is an issue. I try to go to the airport to visit family in DC every four to six months.
184	Other transits cost less than my area. A lot of people don't know about it.
185	WE WANT A 4 LANE ROAD BETWEEN Ponca City and Stillwater! DO IT!!!
186	Disabled
187	I hope we invest in regional transit. I don't see how we can continue to expand our highways and the traffic is getting worse by the year.
188	I'm interested in more railroad service throughout the state.
189	VA disable
190	We appreciate all the hard work that is going into this. Thank you!
191	I think the okc trolly is a boondoggle and waste of money.
192	We need a train system that ties the urban areas into downtown.
193	Help get us off the road and get transit to Kansas City to Dallas through OKC and regionally Guthrie to Prucell or at least Norman.
194	Interested in rail to okc and Tulsa and connections via bus to rail hubs. Thanks for survey.
195	I help a number or disable and elderly find services. I would like to see at least bi weekly something to OKC
196	I am interested in transportation in Oklahoma, probably I have been involved in transportation in another state for about 20 years.
197	Passenger rail should be a greater part of our system. It's the right thing to do.

Item	Comment
198	Having lived and travelled in Europe and Asia, I am very aware of public transportation and its benefits. When I am in those places, I never rent a car because public transportation gets me where I want to go and close to when I want to get there or return
199	Tranist should also include more bike lanes and routes. It is getting slightly better in Tulsa for bikes with the trail system, but there needs to be more emphasis on bike routes in the planning process
200	this survey does not apply to me as I do not use transit services. I have clients/patients that use transit services
201	I am not a personal person of transit services, but deal with persons in health services daily that are.
202	This is a joke. The panhandle doesnt exist in the states eyes. Christ we would be grateful just getting our highways fixed
203	I work in rural counties and I see a need for affordable public transportation to Oklahoma City and Tulsa from their surrounding counties. The current service is very limited and can cost 80$ round trip from Holdenville to OKC. Most can not afford it.
204	I am answering some of the questions as if it were one of my patients
205	Would love to see state of Oklahoma get involved in a solution that connects downtown OKC-Tulsa with frequent, nice, bus (or in a dream world, high speed rail) service so that people could enjoy the jobs and amenities of both cities while using WiFi/Reading/Being productive during the trip.
206	Passenger rail in Oklahoma MUST be expanded to (at least) Kansas and Tulsa from OKC!
207	Our community could use public transportation for citizens to get to medical appts and also to enjoy the best of OKC's offerings like the zoo, Bricktown, Scissortail Park, museums, and more. There are many people in Mustang who walk due to not having their own transportation but I would also like the option to use public transportation for getting to and from the downtown and the OKC zoo area.
208	you should be providing transit for those who are in the most need & not as strategy to boost economy - you will only fill Tulsa with stop/go traffic on already congested streets
209	If we had sufficient local and intercity train service, I would not own a car. Driving is increasingly dangerous, even more since cell phones came along.
210	Concerned bout being able to get to work as I age but getting to work in a timely manner. I suggest start providing High school access to high population density areas and local after school work for teenagers as trial to see if that would encourage younger generation to use transit.
211	PLEASE FIX HWY 76 NORTH OF BLANCHARD,OK TO HWY 37 BAD BAD PEOPLE ARE DEAD!
212	Parking in Bricktown is cost prohibitive. I would use public transportation to go to events there at all times of the day and evening. Also it is better for the environment.
213	Please start commuter rail service
214	Light rail from the air port to downtown. Rail from Edmond, Midwest City, Norman to downtown.

Item	Comment
215	I love on a rural community. Everyone drives. How great would it be to have LOCAL, rural transit. Youth wanting to go to town. Older people who can't /don't want to drive. Groups wanting to ride together. People who can't afford fuel would probably use transit. Britain has a rail system and bus system to almost every town. People are connected. Wouldn't this be amazing if our state could become connected. Furthermore, it is much more environmentally friendly.
216	24hr, 7Day service PLEASE!
217	Can't get to transport if there are no sidewalks. Seriously, sidewalks are the gateway to mobility and public transportation. No one is going to use public transport by choice if there are no sidewalks.
218	Partial disable
219	In addition to transit improvements, we need more dedicated bike/ped lanes along our roadways for alternative transportation.
220	Light rail/commuter rail is a must in the OKC metro and should have been implemented years ago.
221	member of family has disability
222	4 lane highway from Ringwood, OK to Woodward,OK.
223	if we can some how leverage all unused rails and rail systems that might be a great option to increase access.
224	Embark needs three things new bus, all bus running until midnight and more new routes.
225	Please expand the public transit system to benefit the state as a whole. Rural areas need ways to get around just as much as the inner Citites.
226	If a person can't drive for any reason and they live in a rural area with no family. They have to have access to a transit service.
227	I thinking the tradeoffs section is BS. There is no reason to frame these things as tradeoffs. We can have both evening and weekends. We can have both local and rural. Framing an exploratory survey as such just sets up the results to reflect your belief that there must be a tradeoff.
228	just bring us to the 21st century
229	It would be useful to be able to have transit to the City for business
230	I would like to see more improvements on our rural highways in the forms of shoulders, wider and safer highways.
231	Train service from smaller communities or bus service from smaller communities to larger cities would be great.
232	I didn't rate advanced tech super high, but I'm interested in environmentally minded public transit.
233	SSA, Medicare and Retirement are govt. assistance.
234	This survey was not developed for rural, low income individuals that do not have access to cell phones are the internet.
235	I only ride the streetcar
236	Transit in our area doesn't run late so working until 5:00 is an issue or travel to Ardmore for more opportunities for employment or education

Item	Comment
237	Direct bussing to the OU medical campus would be awesome, even if there was a central parking lot off campus that bussed there. Parking for students is nearly $300 per year. Combined with gas and everything else it takes to own a car, I would rather ride the bus...but it's such a long ride (minimum 30 minutes) with a switchover from my home (16th and Penn). Wish that the streetcar system ran to the medical center too. That would be a great way to go to lunch downtown without having to find parking at both locations.
238	Please consider expanding coverage to rural Oklahoma. I am a public librarian and I see people on a daily basis that could greatly benefit from public transportation. It is 7.3 miles to our county seat of Pauls Valley. Our courthouse, closest Walmart, and many employment opportunities are there. Our community is hurting greatly for this service. Please, please think of us.
239	I'm a daily commuter from Norman to OKC currently riding the #24 Sooner Express bus.
240	I am very interested in Oklahoma following a model found in Iowa for rural transportation equity.
241	Cannot drive due to MS. Need axride, with small children, to doctor appointments in OKC. Live in Yukon.
242	I am advocating for my clients as a Behavioral Health Case Manager. I would like to see more transportation options developed for those who do not receive public assistance (i,e., Soonercare/SoonerRide), but who are in need of mental health and substance abuse services (psychiatry, counseling, case management, peer support, classes and groups).
243	The service needs to be customer centered and not numbers or performance centered. Yes, performance needs to be measured, but not at the expense of people, riders and staff.
244	There needs to be service to rural areas. We have lives too and would like to have options.
245	I'm legally blind. I ride 20 miles a day to get to/from the nearest bus stop to get to work, so 20 miles a day, 5 days a week, year round, for the last 16 years.
246	I carpool downtown in the car my family owns. I work longer hours, so I ride the bus home. I also support transit to fight climate change.
247	More direct routes are needed from downtown bus station . current routes are hard to access
248	I am shocked at this survey. First question should be Do you have access to transit. In my opinion the survey was not written in a an easily understood manner. Where is the publicity? No information from ODOT to the rural areas.
249	Transit is not available in my community
250	It would help small towns if service hours were extended and available on Saturday
251	I am responding as a healthcare business that has customers who need the services.
252	I work in Bricktown but I live between nw 63 and meridian. During baseball season is when I work at night, but the buses don't run that late going back home.
253	Disability pass user
254	I am a college student and my car frequently breaks down and there is no service on weekends when a lot of students need to go places but cannot unless they have a car. There are on campus activities and other stuff on weekends that I cannot go to because I do not have transport.

Item	Comment
255	Extended hours would be great for people who work all day but cant go grocery shopping because the buses stop running early.
256	Necessary for grandchildren to travel from school to (my) home. Parents work and both kids are in different schools that release at the same time. Can't be in both places to pick them up.
257	thank you for allowing me to provide input
258	I think transit services is a good thing for the elderly and rural areas
259	Rail system from Brick Town to the Airport ?
260	I really appreciate the transit busses in my area. They are fast and extremely helpful.
261	I would be willing to ride public transit if it were available in the rural/urban areas I live/frequent. As long as it wasn't expensive.
262	I would love for the train to link up to Kansas City.
263	This survey felt a little bias to urban transportation which leads me to believe this is where the funding priorities are. Rural transportation is likely the only way many get to school, medical appointments or work; it is not about entertainment to us but being able to live productive lives.
264	Would like the streetcar app to be easier to understand. I'm pretty tech savvy, and it seems tricky to me.
265	i love a survey that includes reginal responses. it makes me feel as if you really want to know what all oklahomans think
266	Disabled and uses mobility aids
267	We need rail. Light rail, the train.
268	we need more local senior transit for doctors, groceries or nutrition centers
269	SSI
270	Love the idea of regional transit and improving public transit within our cities. Want to see it become innovative - BiblioTech library in San Antonio, for example, has services on the bus for customers to download e-books/audiobooks/etc. on demand. Wi-Fi on the bus would be important, especially if the routes are not faster.
271	The first few questions are not well written, the reason most people do not use public transportation in rural areas is because it is simply not available.
272	I'm excited for a better bus service! That'll cut back on gas emissions and lower the amount of cars, potentially freeing up our traffic!
273	The buses will always be on core routes. Roadway maintenance is reduced when more people are on that bus rather than individual cars.
274	Please keep rural transit and tribal transit we live in the rural area places are far from us we can't get to without Transit
275	Need wheelchair accessible transportation in Noble for our son who uses a power w/c.
276	Our local Red River Transit here is disgusting, filthy, the drivers do drugs and drink during work hours, they are rude and abusive. Management do nothing to fix or help. They threaten us when we complain. The drivers have constant wrecks and the busses and vans break down it is scary
277	more money for the transits so they can expand and service the areas better.

Item	Comment
278	Public transportation is important in growing, rural communities. But still needs to find ways to be affordable for low-income individuals to use.
279	Appreciate this service for those that need it.
280	I live in Oklahoma but 5 miles from the Texas line. I am closer to a Texas medical and grocery store than Oklahoma, yet I can not get there with Oklahoma Transit. Is there a way to partner Transit. I feel very safe on the Transit buses rather than any other form of public transportation
281	public transportation is not currently a viable means of travel unless it is your only option. It doesn't need to be free. If you make it convenient to those of us who can pay by expanding hours and pickup locations, we can pay to subsidize those who can't. Right now, it is too infrequent and difficult for me to use.
282	I don't need public transportation at this time. I would like to see improvement for those that need it and in the event I need it in the future.
283	Your sharing tools don't work on Firefox browser I'm using
284	I would live to see a trolley type service that would compliment downtown Shawnee and perhaps if a passenger train stopped here going between OKC and Tulsa.
285	Expanding service areas, adding weekend service & promoting transportation as a means to "staycation," & enjoy state destinations would be a way to get people with money out of their cars, but it has to be safe and comfortable, and lose its "pnly for poor people" image. Riding public transport has a negative stereotype in Oklahoma.
286	My neighbors don't drive in city traffic and rely on me to transport them to appts. I can't always be avail & sometimes need help myself.
287	I don't use transit because I commute by bicycle...transit would be might second option
288	I understand you are thinking mainly along bus routes but really if theres not a time/cost saving then buses will remain unused. for more regional transportation you should really be thinking along the lines of highspeed rail. I'm certainly not going to take a bus if it means adding 15 minutes to a commute time.
289	Make transit happen. This city and state are so so so far behind and it's important we value humans and public transit over cars.
290	I've lived in many states and by far Lawton has the worst public transportation
291	Need local bus service
292	Investing in Public Transit is more important economically and environmentally than encouraging individual transit options. Additionally, public transit helps to connect communities in a way that individual transit does not.
293	Expanding transportation options encourages our area to continue expansion and development. Always important! All major cities have amazing transportation systems. Necessary for encouraging less car pollution.
294	Disabled but by myself and cannot drive
295	Your tradeoffs are bad. Why does there have to be a choice between evenings and weekends? I work both.
296	Handicap accessibility is crucial!
297	This survey is not very accessible. More accessible transportation needs to be provided as well.
298	Expand the Amtrak Heartland Flyer to Newton, Kansas

Item	Comment
299	Going to Naperville, IL would be a lot easier if the Heartland Flyer went to Newton KS so I could use the Southwest Chief.
300	I need rides to appointments with children.
301	Availability would be great. I have to call 7 days before and then my appointment's change but my ride can't.
302	Money and ease of paying, hard to talk
303	My spouse is visually impaired and relies on transit as they cannot drive. Our household relies on my spouse's access to transit for them to be able to work. We desperately need more transit options where we are in OKC. My spouse's commute to work is over an hour and a half at this point due to the nature of the buses. If my spouse could drive, it would be a 25 minute trip. This matters very much to us. Improving transit would improve our lives immensely. Thank you for the survey.
304	Schedule and set up is hard to know
305	We need to expand to areas without public transportation.
306	I would just like for more weekday and weekend buses to run more later.
307	Promote the services you do offer. I rode the bus frequently when I lived in San Diego. Living now in Guthrie for 11 years I've never been on public transit
308	I live in a community where poverty is high, we need a regular scheduled transportation to go to the store, or even to Lawton or Duncan that local citizens understand how to operate and can depend on.
309	-Visual Impairment -Would like there to be more connections among routes.
310	thank you for the opportunity to give input.
311	Turnpikes are too expensive for the condition of the roads
312	The toll booths on I-44 need to be changed. Vehicles with a Pikepass have to move into slower traffic to drive through the pass lane. This arrangement is extremely dangerous.
313	We will need to fund public transit with municipal sales tax like N Texas did. They got $7 in increased sales tax for every $1 investment. The cities that did not participate did not get the increase. This is a selling point we should use.
314	Call a Ride is unreliable, only operates 7:30 to 3:30 and needs to make some changes to be a valuable service
315	Oklahoma needs to improve their highways. They are not as good as the states that join us.
316	I frequently travel to OKC and Dallas 1-3 times a month for concerts and social events.
317	This would be helpful to a lot of people, especially homeless people to get to jobs without having to walk.
318	The bus system should use sidewalks and protected bikes lanes as a conduit for bus usage/ridership. Bus shelters are also a must.
319	As I age, I'd love to have a reliable alternative to driving and riding my bike, my current modes of transportation.
320	Thank you for expanding public transit.
321	Thank you for hosting this survey! People in my age range are talking about public transport more and more so I was happy to hear you were doing this. I hope my feedback is useful!

Item	Comment
322	Transportation to and from the city to neighboring towns would be wonderful!
323	Personally interested in train travel to metro areas, but recognize a big need in rural areas and small communities for local transportation.
324	While I have reliable personal transportation, I know many people who need reliable mass transit. Oklahoma is so far behind other states that ANY improvements will be appreciated.
325	I ♡ public transit
326	Better routes, ever thought of running routes on a grid and airport service.
327	We must construct public transit infrastructure now, before traffic becomes a major problem in our cities. We need to connect our cities.
328	It is important for older people and people with disabilities to have access to transit
329	Build light rail to a transit hub in okc
330	Thank you
331	Disabled
332	It is my belief that the government should not take the responsibilities of families and churches away. Personal responsibility should be fostered not replaced. This is why I believe localized transportation is more necessary than regional. Localized transportation should be focused only on the locations where it would be used the most, pay for itself or at least be justified through additional tax revenue and savings through less maintenance on the road system and less new roads. Regional transportation doesn't pay for itself nor does it foster personal responsibility. Thanks
333	Currently drive but I do have friends who use public transportation
334	Make transit more available
335	Pleas get new buses!
336	I spend half the year in a large urban center in Europe, where I can go door-to-door with service that runs every 10 minutes, and with service that extends regionally and nationally. I realize that we're a long way from that in Oklahoma, but it's the direction we should be heading. That, and more bike lanes/bike paths, especially protected lanes. (Bike racks on any future regional buses or trains would be good, too.) It's time to reduce our reliance on the automobile.
337	Transit is critical to those needing medical care, educational or social services outside the local area that have no transportation option (disabled, elderly, lower socioeconomic population).
338	I think the transit route in Altus is Vital for the families that live too close for school transportation but it may be too far for them to walk.
339	Many students at schools in Altus, Oklahoma have to use this transit.
340	We definitely need this transportation- my mom doesn't drive-this helps me with her
341	This service is very important in this low economic area for families and students.
342	I do work where many children use transit buses for transport to school so it is extremely important to keep our transit
343	Sorry, that the major (private) bus service from here to OKC was taken away
344	I do use public transportation on occasions when my car is unavailable.

Item	Comment
345	We rely on this service for a lot of our students to be able to make it to and from school. Many use it to take them to before and after school care that they otherwise would not have a way to get their kids there and would then have to quit a job to be able to provide access to the school.
346	ENID IS TOTALLY ISOLATED FROM ANY TYPE OF SERVICE TO MAJOR CITIES...WOULD LOVE TO SEE THAT CHANGE....BUS, TRAIN...SOMETHING/MOST ANYTHING WOULD BE APPRECIATED.
347	Prices and produce where I can shop are very expensive.
348	Thank you for making thus a great state.
349	Would like ride new OKC trolley but unsure about where to get on/off trolley and destinations (restaurants/museums) along trolley. Would like to see an online brochure/ video with info and photos of access to trolley sites and nearby restaurants/museums.
350	In town: I don't use transit now, but would be nice to have as a backup if my car were in the shop or something. Would be more likely to use it to go to various places in Tulsa.
351	To receive good medical care one must travel to OKC or Tulsa. I paid $200.00 to get a med ride home from the hospital w/a broken hip. I was being robbed by oldest daughter and ex. Local authorities never helped me and I remain a victim w/out a recovery or justice. Go figure that one out.
352	The rural areas desperately need transit service!
353	caucasian is offensive. i'm white.
354	Some better passenger rail would be good
355	Benchmark from European transit service
356	Public transportation should be more accessible to rural areas.
357	PILOT projects or transit plans should be used during the SUMMER to assess options for increasing ridership. Usage will probably increase if service is provided to underserved and unserved areas. Trial runs would be useful.
358	I do not have a need for a transit system, but I know that many members in our community do and depend on public transportation daily. I know that If there is an emergency and a parent has to pick up their child from school and they are dependent on a transit system it can be very difficult for them.
359	Oklahoma Public Transit is very important in our state.
360	Retired on social security, need more transportation for doctor visits.
361	Improve the Tulsa access near 49th and Martin Luther King and route to downtown or 21st & Utica
362	I would love Sunday service, especially going to and from church
363	clearer information from Sooner rides and Jamm. Too often they don't match and I'm left waiting for hours.
364	Although I drive to my workplace, several co-workers do not have vehicles due to disability or financial concerns. Access to work, medical, and/or educational commitments would be much easier with more effective transit options.
365	I've looked seriously into taking transit from Norman to OKC for work but I can't put in a full day of work because service doesn't run late enough.
366	I'm disabled with a bladder condition but I still go out and walk on my errands or take a Cab or public transit as often as I feel up to it.

Item	Comment
367	We have good dependable employees who are professional at transporting riders, as well as courteous and polite and above all safe.
368	The city I live in is a very large growing city and the transit system in place is very limited and excludes a great number of possible daily/frequent riders.
369	yes, both weekend and evening service is very important
370	I LOVE THE TRANSIT, ALL THE DRIVERS KINDA WISH IT WAS A LITTLE CHEAPER FOR LONGER DISTANCES. ALSO I WISH YOU HAD SERVICE ON WEEKENDS, AND SOME EVENINGS, LIKE FOR INSTANCE AN UBER OR LYFT. THANK YOU!!
371	Appreciate service always on time. Drivers very nice & helpful.
372	Great service cannot drive in wheelchair
373	Love our transit service
374	I'd spend more money locally, and regionally (in-state), if there was safe, fun, comfortable public transportation to and from. It must be roomy, with leg room, not cramped like how airplanes are now. That's why I don't fly. I want comfort, service, safety, and respect as a customer.
375	Happy with service
376	Happy with service
377	The frequency of routes is a big decider for me, as is routes traveling in opposite directions. The same routes traveling in opposite directions was what I appreciated most when I visited Eureka Springs, AR, Houston, TX, and Philadelphia, PA.
378	MANY OF MY NEIGHBORS DO NOT HAVE A WORKING VEHICLE. TRAVEL IS PROHIBITIVE FOR THEM.
379	Thank you for your considerations.
380	Why do you have so many HUGE buses?
381	Very reliable service No transportation
382	Survey needs to be redone with questions the do and don't refer to people that use transit service.
383	Drivers are amazing
384	I would like to pay with a credit/debit card or through an app
385	Altus, and other RURAL "URBAN' areas need this to survive and thrive in 2020 and beyond.
386	Can we please take a look into light rail transit, as well as park to ride options?
387	Y'all should look to the transit system in St. Louis as a guide. When I lived there, I could get anywhere in the metro quickly and easily while remaining affordable. Unlike Okc, the routes connected at many various points so that it didn't take hours to reach even the farthest suburb; here it takes that long to get somewhere 10min away. Oh, and please bring back a line for May..
388	I would really like to commute to Tinker AFB from the Edmond Area. It takes too long and the hours of service don't allow it. I don't mind walking but it would be a problem for many getting around Tinker AFB once dropped off nearby.
389	Survey needs to be redone and questions asked need to be where people will understand them better.

Item	Comment
390	THERE IS A NEED FOR TRANSIT SERVICE FOR FOLKS WHO DRIVE IN TO OUR PLANT IN FREDERICK
391	I am comfable when they take us where we need to go.
392	If you are going to cancel or be late call person you are picking up
393	More bus in Stillwater please I beg y'all
394	Disabled persons need more transportation options in Oklahoma
395	For several years my best friend lived with me. She had end stage renal disease and was post-stroke. We were not able to find transit close to my home that she could use. I live just across the street from County Line Rd & NW Expwy; there is no transit here.
396	Wish there could be stops around town so don't have to call to get a ride
397	The buses and vans can fit more people like 2 rides in one van. so more people can ride
398	Yes the streets are terrible need fixing
399	To help with other people that needs some help.
400	I have a car and drive it where I can but I don't drive in heavy traffic like between here and OKC and other big towns
401	Great service in Tishominga, OK Saturday Local transit would be nice
402	I work sometime at 4am - 5 am & I sadly have to walk to work.
403	I don't have good legs or reliable people in my life that would take me to get groceries, do laundry, visit, or whatever I would have no way to get around so I thank God and you that I do have excellent bus service with friendly drivers. True Blessing.
404	I have no car to get to town.
405	Locals who require radiation/chemo in OKC have no service to get them there in their diminished state of health. Cost of individual transport to OKC for any service is prohibitive for those on social security.
406	Regional transportation for recreation and tourism to connect to other transportation hubs is not available where I reside
407	In town for school age kids to and from school. Kids have to walk in rain & snow because buses do not run in town.
408	Rides to medical appointments are absolutely essential to us senior citizens
409	Transit is such a useful source in our community
410	Transportation to/from local employers is important to those who have no transportation
411	Keep up the good work
412	I am a doctor and many of my patients cannot go to see specialists due to transportation

LIST OF INTERVIEWEES

Transit Agencies

- Beaver City Transit
- Call-A-Ride Public Transit
- Central Oklahoma Transit System (COTS)
- Cherokee Nation Transit[4]
- Cherokee Strip Transit
- Cheyenne & Arapaho Tribal Transit
- Chickasaw Nation Transportation Services
- Choctaw Nation Tribal Transit
- Cimarron Public Transit System
- Citizen Potawatomi Nation Tribal Transit
- City of Norman
- Citylink of Edmond
- Comanche Nation Transit
- Delta Public Transit
- EMBARK
- Enid Transit
- First Capital Trolley
- JAMM Transit
- KI BOIS Area Transit System (KATS)
- Kiowa Fastrans
- Lawton Area Transit System (LATS)
- Little Dixie Transit
- MAGB Transportation
- Muscogee (Creek) Nation Transit
- Muscogee County Public Transit Authority
- Northeast Oklahoma Tribal Transit Consortium[5]
- OSU/Stillwater Community Transit System
- Pelivan Transit
- Red River Public Transportation Service
- Southern Oklahoma Rural Transportation System (SORTS)
- Southwest Transit
- The Ride (City of Guymon)
- Tulsa Transit
- Washita Valley Transit
- White Eagle Transit

5310 Providers

- Apex, Inc.
- Center of Family Love
- Daily Living Center (DLC)
- Dale Rogers Training Center
- Employment and Residential Centers (EARC)
- Home of Hope
- Oklahoma Foundation for The Disabled, Inc.

Other Stakeholders

- bikewalkokc
- City of Shawnee
- Lighthouse Oklahoma
- Modus
- OSU-Tulsa Center for Health Systems Innovation
- OUHSC Parking and Transportation Services
- Regional Transportation Authority for Central Oklahoma (RTA)
- United We Ride Council

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[4] Cherokee Nation provides other transit agencies with vehicles but does not directly operate transit service.

[5] Northeast Oklahoma Tribal Transit Consortium provides other transit agencies with vehicles but does not directly operate transit service.

REGIONAL MEETINGS LOCATIONS

- McAlester (The Grand Event Center)
- Lawton (Lawton City Hall)
- Pryor (Graham Banquet Hall)
- Durant (Choctaw Casino Resort)
- Oklahoma City (ACOG Offices)
- Ponca City (City Central)
- Woodward (Woodward Conference Center)

STAKEHOLDER INTERVIEW QUESTIONS

1. What type of agency/organization do you represent? (Agency name, funding streams, services provided, etc.) *[Note: cover multiple years of funding streams, if possible]*

2. What is the mission of your agency or program? How would you characterize your customers?

3. Do you have any partnerships with other organizations or agencies in your service area? If yes, in what ways do you work with these partner organizations?

4. What do you consider to be the most important transit needs in your service area?

5. What are your major challenges in meeting these needs?

6. Have the needs in your service area changed much over the last decade? Are these (or new) changes continuing?

7. What are your top priorities for transit improvements? In 3-5 years? In 5-10 years? In 10-20 years?

8. Are there any shovel-ready transit projects in your community, i.e., projects that are ready to be built once funding is established?

9. Do you have any difficulties accessing available funding opportunities (e.g., local match but also others, such as finding out about opportunities, getting grants in on time, assigning staff to write grants, etc.)?

10. What could ODOT do to help you improve your services and programs?

Other comments:

Any info they can provide on fleet, GIS files, etc.

Oklahoma Public Transit Policy Plan

Appendix C

Review of Previous Plans and Policies

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Appendix C Review of Previous Plans and Policies

STATE PLANS

ODOT Oklahoma Transit System Overview and Gap Analysis (2012)

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

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

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

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

Oklahoma Developmental Disabilities Council State Plan (2016)

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

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

Oklahoma United We Ride Council Strategic Action Plan (2017)

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

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

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

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

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

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

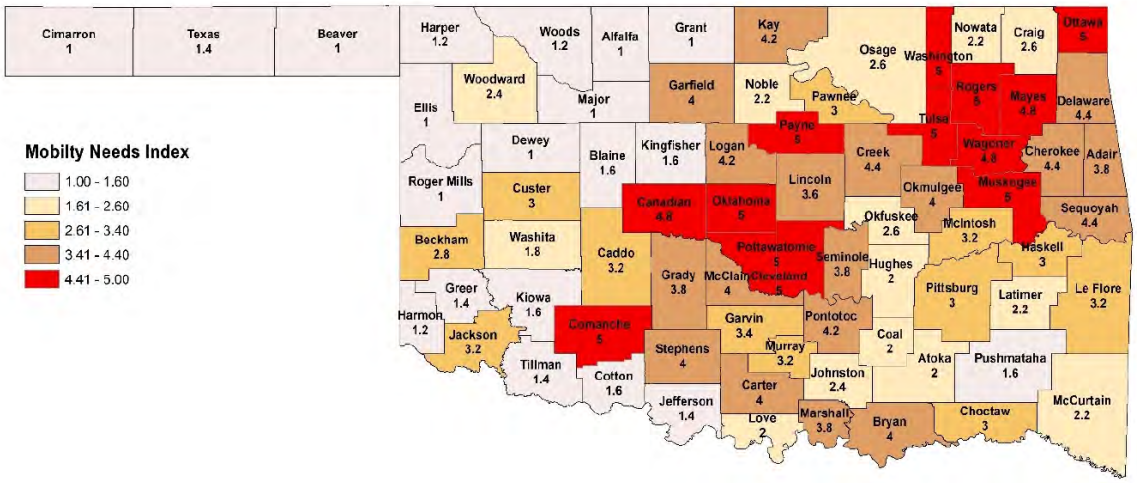
The following needs, gaps, and barriers are also identified:

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

[1] Governor's Oklahoma United We Ride Strategic Action Plan (2016-2017): https://www.ok.gov/unitedweride/Strategic_Action_Plan_2016-2017/index.html

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

Figure C-1 Mobility Needs County-Level Index Map



State of Oklahoma 5310 Transportation Program SMP (2017)

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

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

Statewide Transportation Improvement Program FY 2020-2023 (2019)

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

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

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

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

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

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

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

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

ODOT TAM Group Plan (2018)

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

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

The following needs, gaps, and barriers were identified:

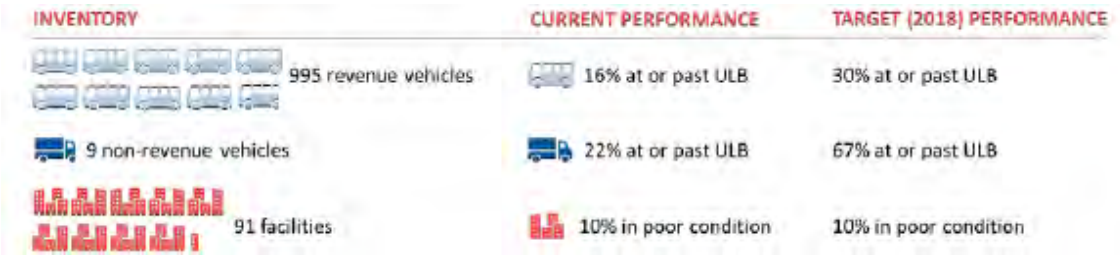
- Sixteen percent of revenue vehicles and 22% of non-revenue vehicles are at or past their useful life (Figure C-3).

[4] The ODOT Transit Programs Division has since been replaced by the Office of Mobility and Public Transit.

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

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

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



ODOT 2015-2040 LRTP

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

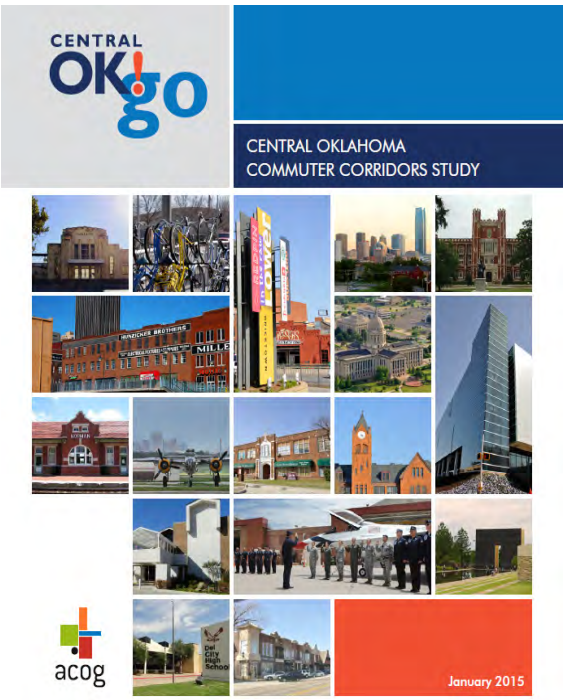
- Minimizing environmental impacts.
- Provide an efficient and effective multimodal transportation system, strengthen communities, and support economic development.
- Infrastructure safety and security for system users.
- Easy movement of people and goods, connectivity of regions and activity centers,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

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

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

REGIONAL PLANS

ACOG Central OK!go Commuter Corridors Study (2015)



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

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

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

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

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

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

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

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

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

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

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

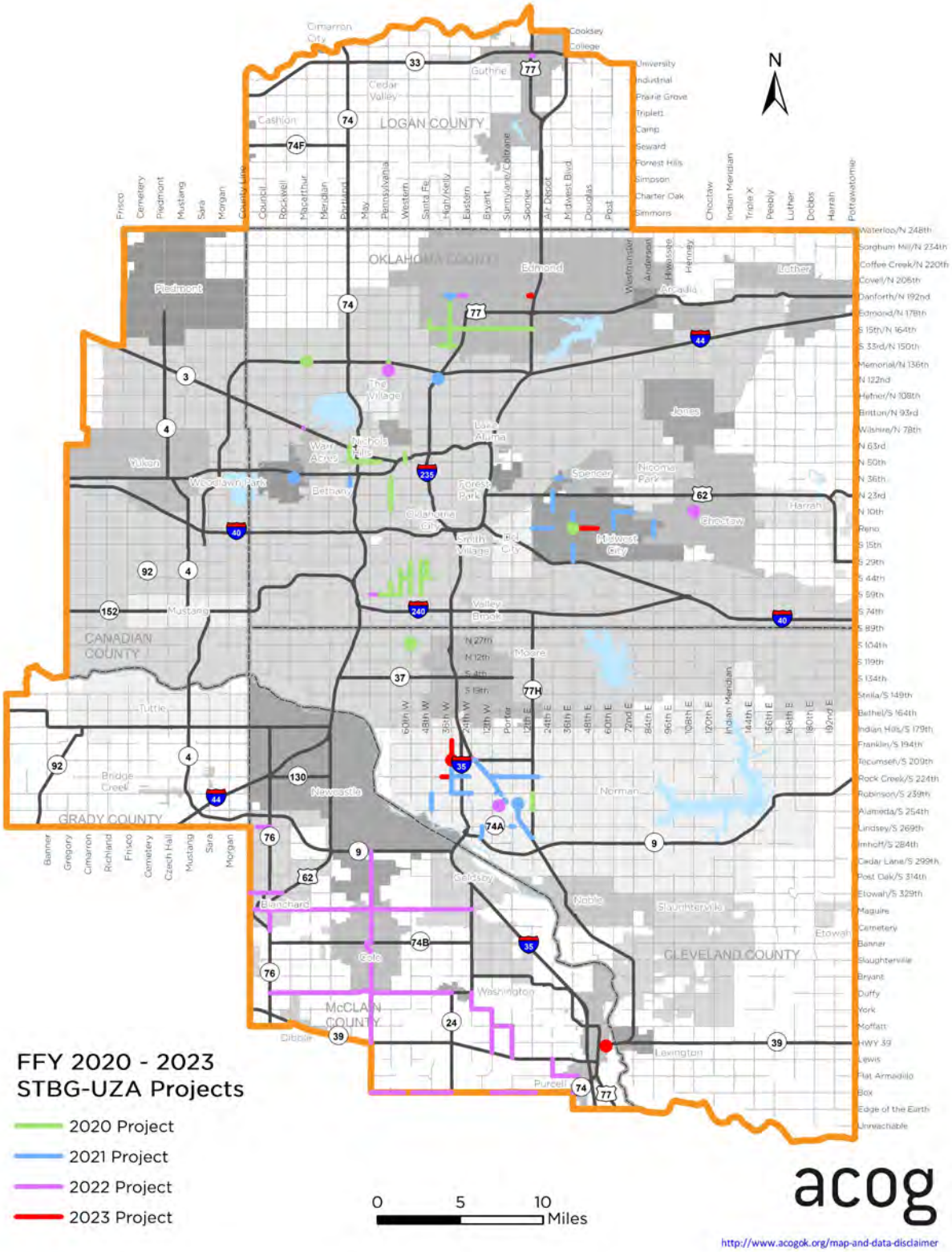
- Service vehicle replacements.
- Bus and bus facilities enhancement/bus shelter accessibility improvement.
- COTPA shop improvement.
- Bus replacement of 10 paratransit vans.
- Northwest Bus Rapid Transit (BRT) BUILD Grant (FY 2018 funded).

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

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

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

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



COTPA LRTP (2001)

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

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

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

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

COTPA Regional Fixed Guideway Study (2005)

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

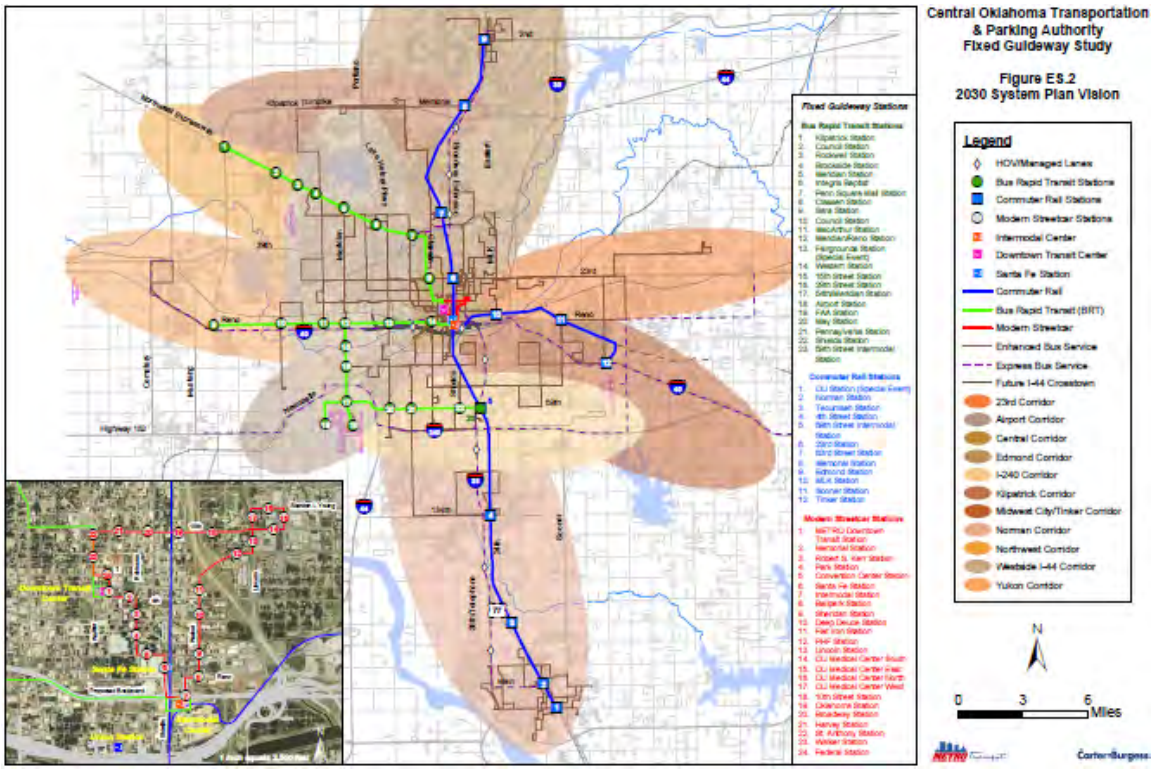
Primary strategies for improving service within the Oklahoma City area include:

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

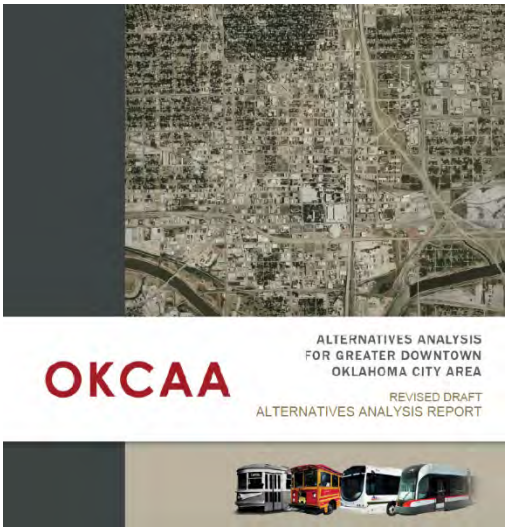
The following needs, gaps, and barriers were also identified:

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

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



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



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

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

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

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

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

bikewalkokc (2018)

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

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

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

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

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

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

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

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

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

INCOG Regional Transit System Plan: Fast Forward (2011)

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

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

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

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

Tulsa Transit Technology Strategic Plan (2018)

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

Figure C-6 Tulsa Transit Technology Needs and Potential Solutions

Category	Needs/Gaps/Issues	Potential Solution(s)
Planning	Scheduling is time intensive and requires significant manual input	▪ Review and adjust current processes for schedule development ▪ Request additional training from Trapeze to maximize software capabilities
	Better integration or automation of data exchange between systems (e.g., Trapeze FX, Daily Operations, etc.)	▪ Ensure future procurements are designed to accommodate simple data transfer processes from other systems ▪ Explicitly ask for open or standardized data interfaces
Operations	High proportion of cash customers who pay onboard, affecting operations and service efficiency	▪ Implement fare system that incentivizes stored value/pass-based fares ▪ Consider fare capping to minimize customer concerns with stored value usage
	Incident reports are manually completed and entered in system	Provide response staff with tablets and remote access to system to digitally record incidents
Maintenance and Facilities	Current farebox system requires significant maintenance, and staff face challenges obtaining technical support from vendor	Develop and implement new fare system that does not use magnetic stripe cards (e.g., smart card or mobile tickets)
Demand Response and Flex Service	Inability to book paratransit trips online	Implement Trapeze's paratransit web-based booking system module
	Nightline service is currently manually scheduled, which can be slow and cumbersome	Address software issues to allow use of Trapeze Flex to develop schedules
Procurement	Staff need to be able to track grants, grant applications, and grant data more effectively	Staff may benefit from using MS Dynamics GP software system module to manage grants and procurements
General Management, Human Resources and Administration	Service efficiency and viability varies significantly across the city of Tulsa	▪ ETA Transit software may be able to gather better quality data ▪ Tulsa Transit could also explore potential for demand-response and Transportation Network Companies (TNCs) to meet first- and last-mile needs
	Interest in better serving customers and attracting more choice riders	▪ Consider integrating and piloting new mobility services, including bikeshare and TNCs ▪ Transitioning to electronic fare collection may make travel more convenient for some riders
INCOG and City of Tulsa	Need to better coordinate transit services with nearby systems (e.g., Pelivan Transit, Cimarron Public Transit System, and KI BOIS Area Transit System)	Improved scheduling and reporting software can make it easier to coordinate service with other local agencies

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

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

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

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

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

INCOG Connected 2045: Regional Transportation Plan (2017)

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

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

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

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

Tulsa TMA Transportation Improvement Program (2019)

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

Unified Planning Work Program for the Tulsa TMA (2019)

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

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

Lawton MPO 2035 LRTP (2013)

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

[5] The LMATS area includes most of the city of Lawton and portions of Comanche County, totaling 99 square miles in Southwestern Oklahoma.

Key objectives related to transit access include:

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

Lawton MPO 2045 Metropolitan Transportation Plan (2019)

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

The following needs, gap, and barriers were identified:

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

Lawton MPO Transportation Improvement Program (2019)

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

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

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

Unified Planning Work Program for the LMATS Area (2019)

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

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

Frontier MPO 2040 Metropolitan Transportation Plan (2016)

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

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

Frontier MPO Transportation Improvement Program (2016)

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

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

Frontier MPO FY 2020 Unified Planning Work Program (2019)

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

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

Craig County 2040 LRTP (2019)

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

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

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

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

Mayes County 2040 Draft LRTP (2019)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pottawatomie County LRTP 2015-2035 (2015)

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

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

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

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

Seminole County 2015-2040 LRTP (2015)

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

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

The following needs, gaps and barriers were also identified:

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

Hughes County Oklahoma LRTP 2016-2040 (2016)

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

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

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

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

Okfuskee County LRTP 2017-2040 (2017)

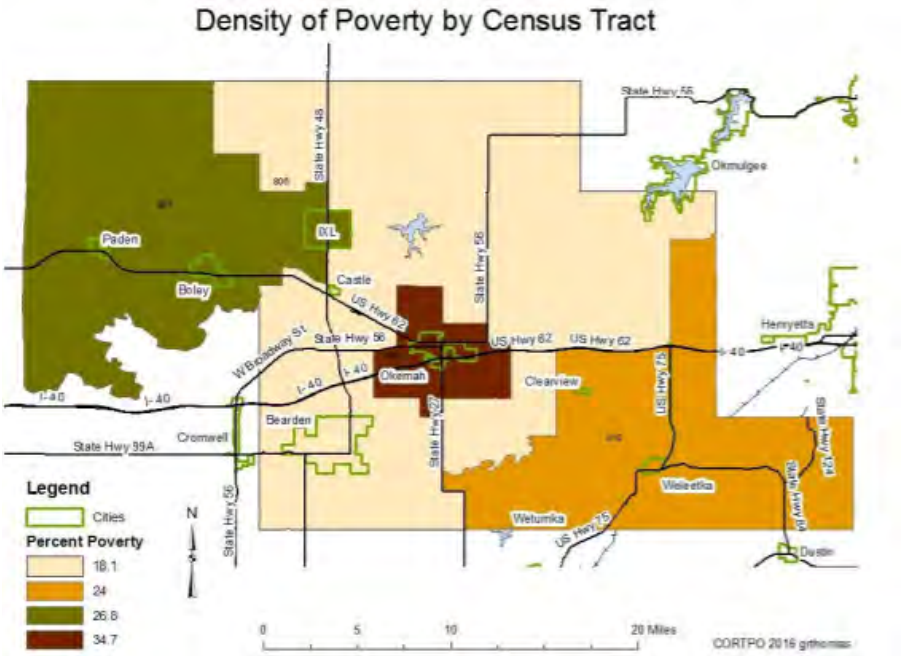
Created in collaboration with CORTPO, the Okfuskee County LRTP identifies existing and projected transportation improvement needs and includes an assessment of the various modes of travel that may influence transportation in the county. Strategies relevant to transit include:

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

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

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

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



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

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

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

The following needs, gaps and barriers were also identified:

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

Lincoln County Oklahoma 2018-2040 LRTP (2018)

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

Key objectives relevant to transit improvements include:

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

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

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

HUMAN SERVICE POLICIES AND PLANS

Oklahoma Health Care Authority Policies and Rules (2009)

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

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

Oklahoma Works: Transportation Service White Paper (2018)

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

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

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

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

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

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

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

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

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

[6] Oklahoma Health Care Authority, RFP Number: 8070001016 (2018)

FTA FUNDING PROGRAMS

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

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

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

Oklahoma Public Transit Policy Plan

Appendix D

Existing Conditions

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Appendix D Existing Conditions

DEMAND-RESPONSE ONLY PUBLIC TRANSIT SERVICES

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

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

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

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

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

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

Source: Nelson\Nygaard, information from individual transit agencies

SOCIOECONOMIC CHARACTERISTICS

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

Zero-Vehicle and One-Vehicle Households

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

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

[1] 2017 American Community Survey 5-Year Estimates

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

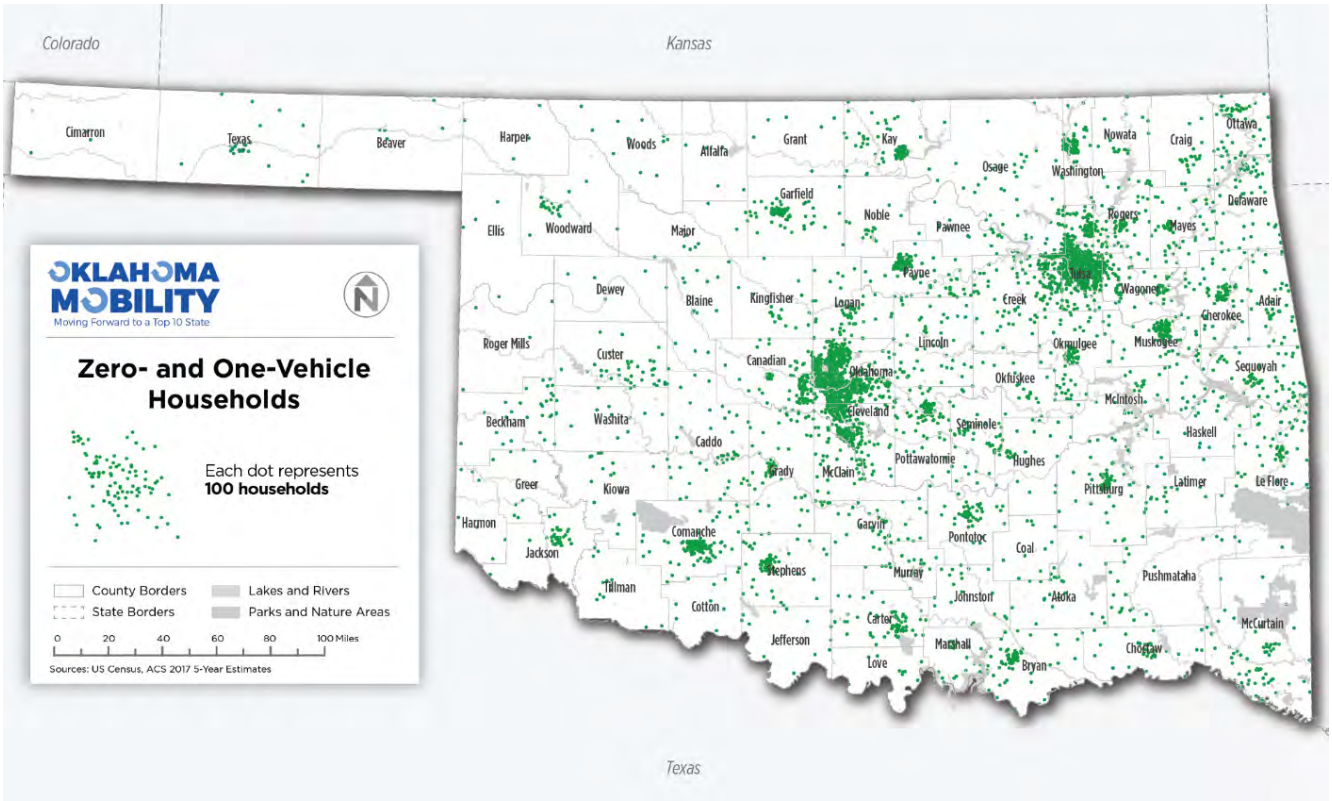
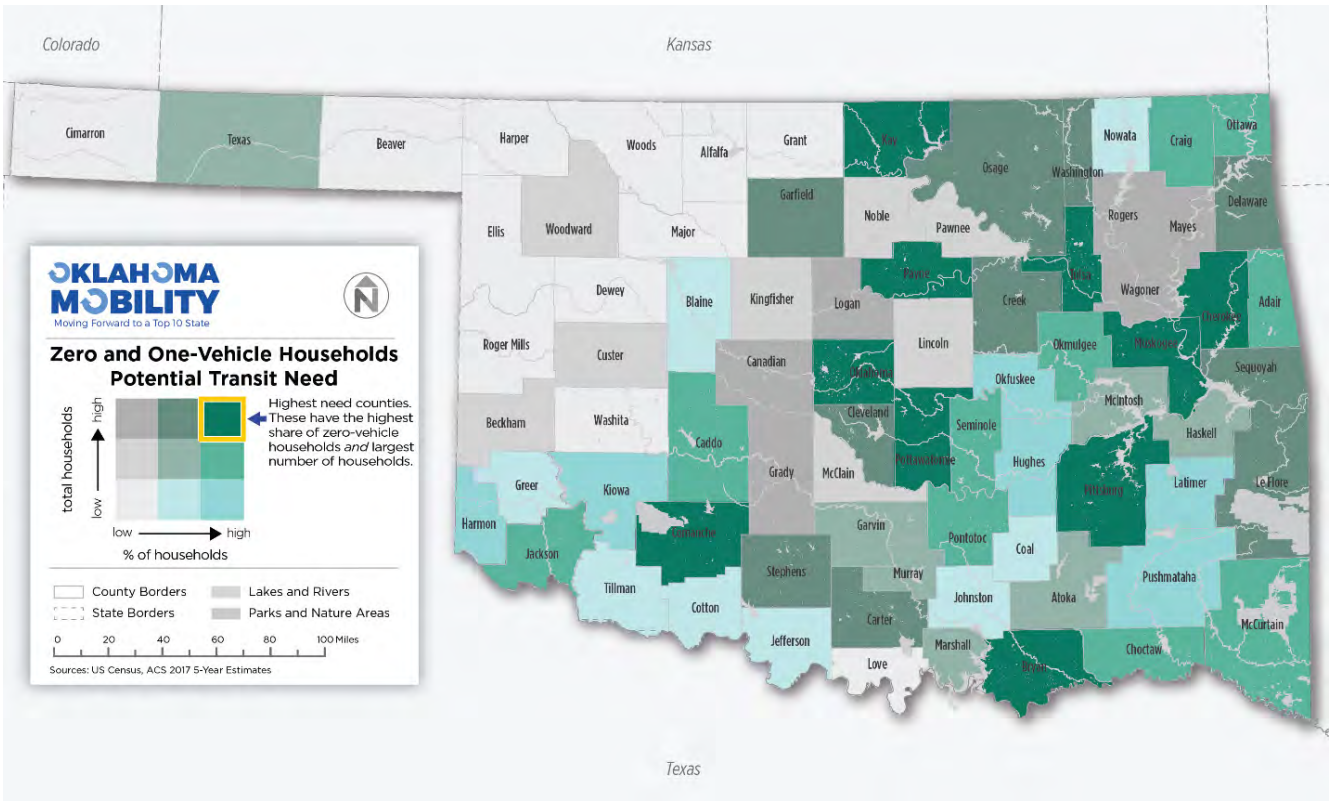


Figure D-4 Highest Potential Need Among Zero- and One-Vehicle Households



Low-Income Residents

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

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

Figure D-5 Distribution of Low-Income Residents

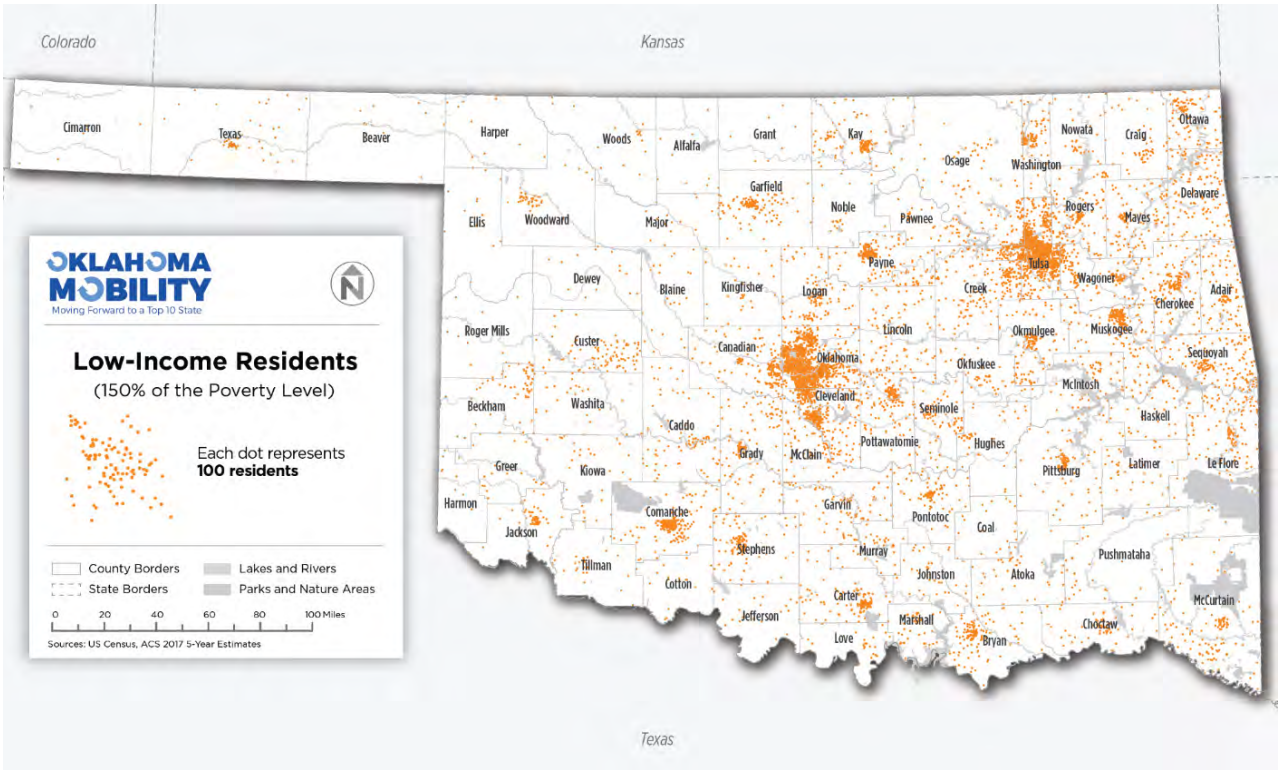
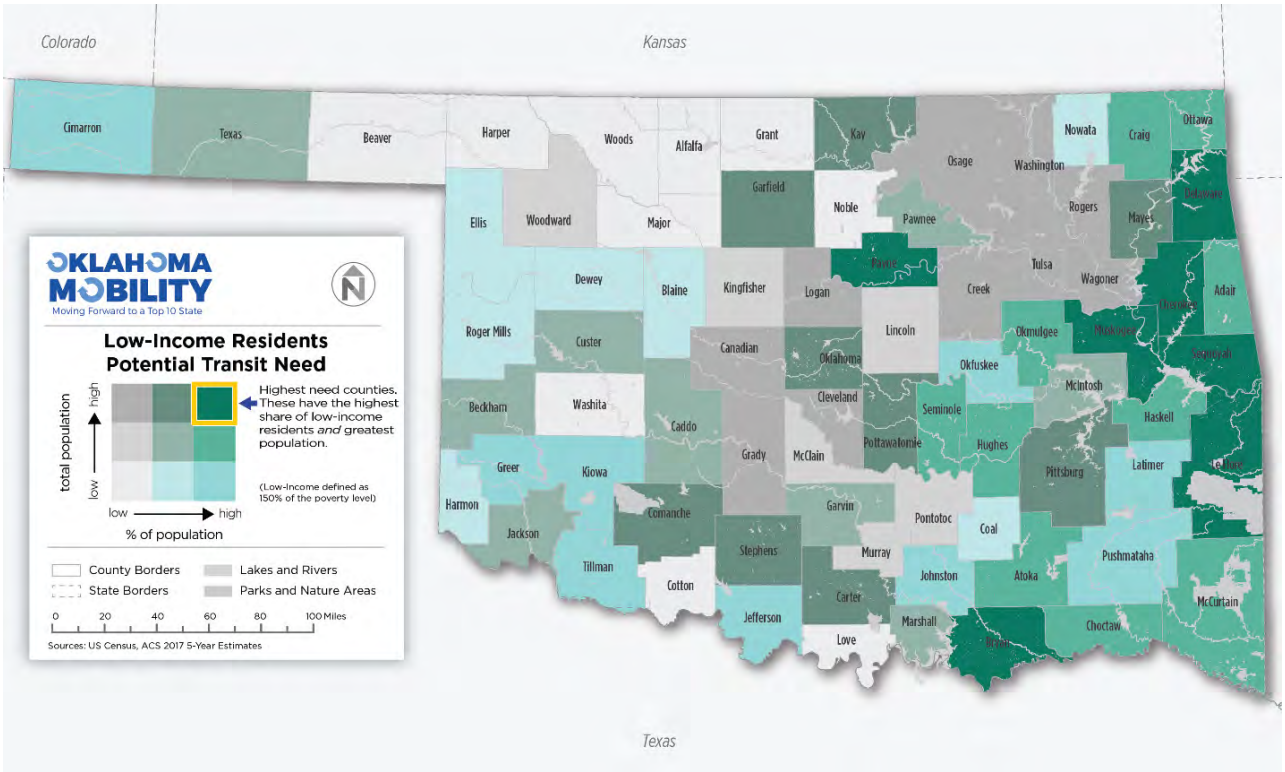


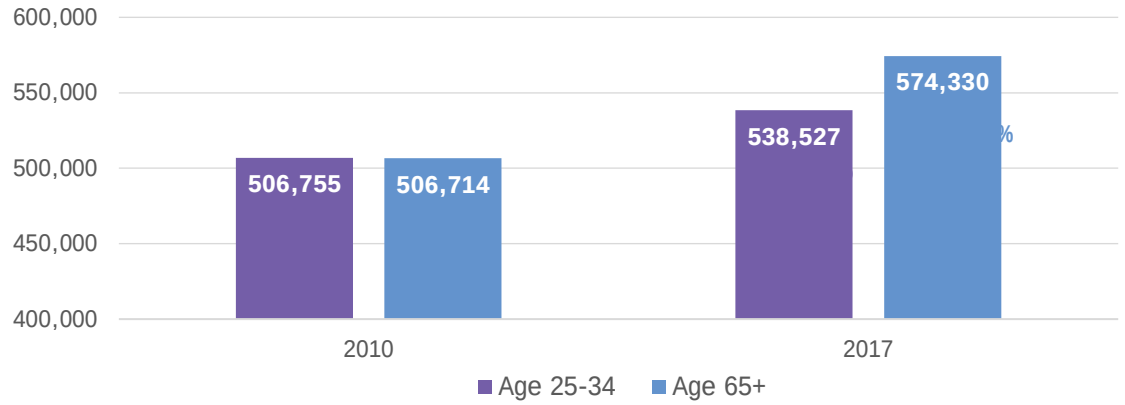
Figure D-6 Highest Potential Need Among Low-Income Residents



Age

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

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



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

Older Adults

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

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

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

These counties include:

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

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

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

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

Figure D-8 Distribution of Residents Age 65 and Older

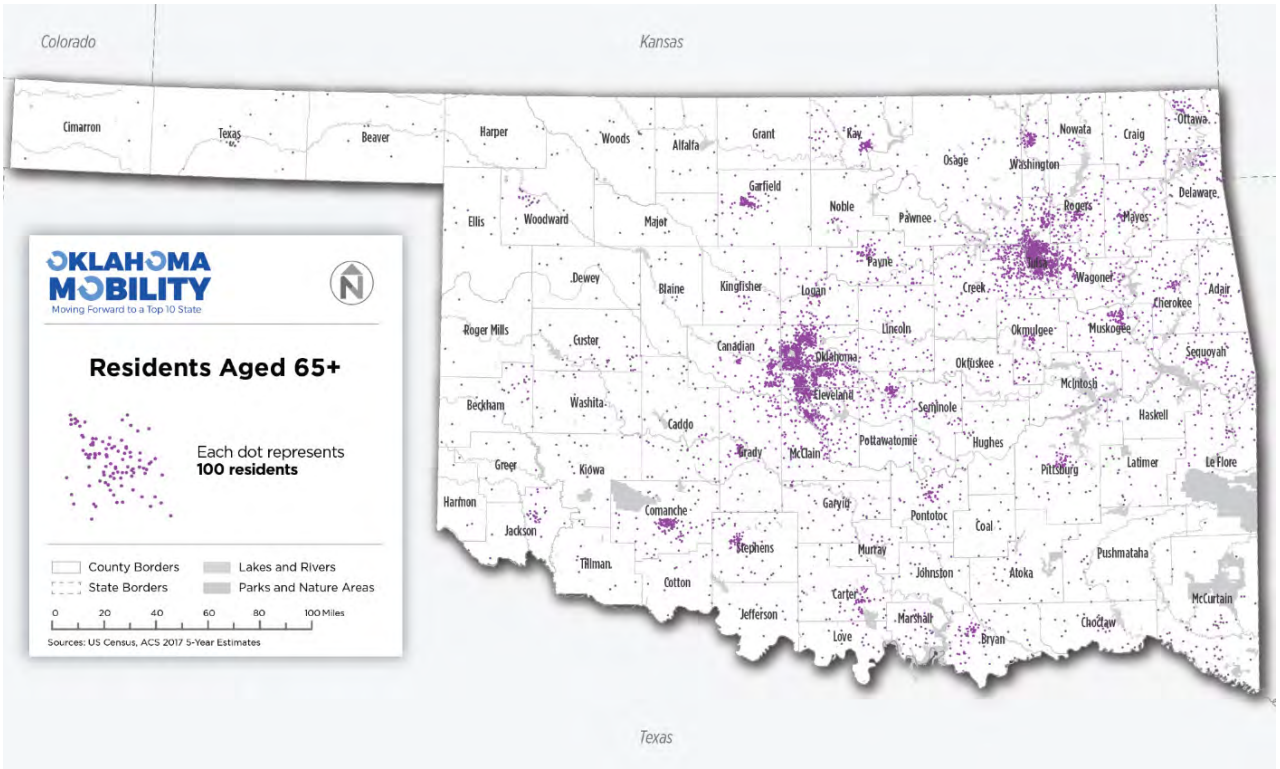


Figure D-9 Highest Potential Transit Need Among Residents Age 65 and Older

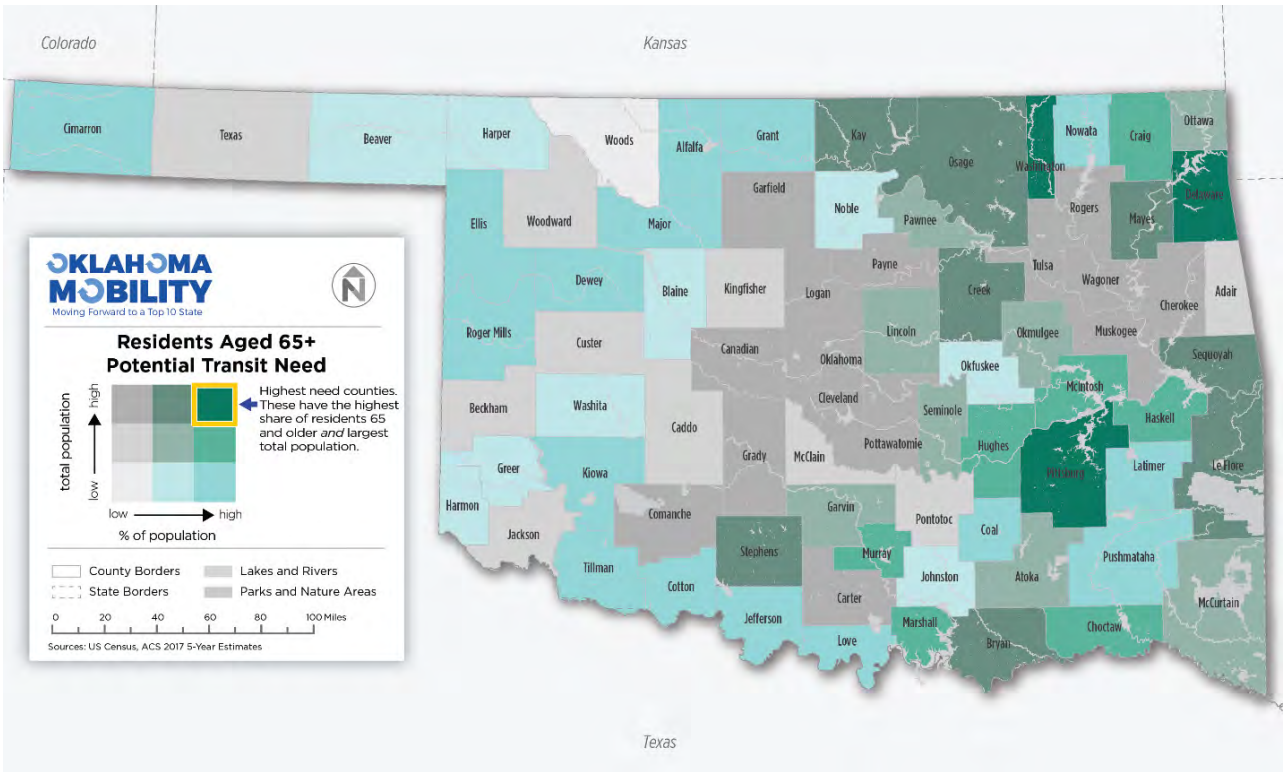
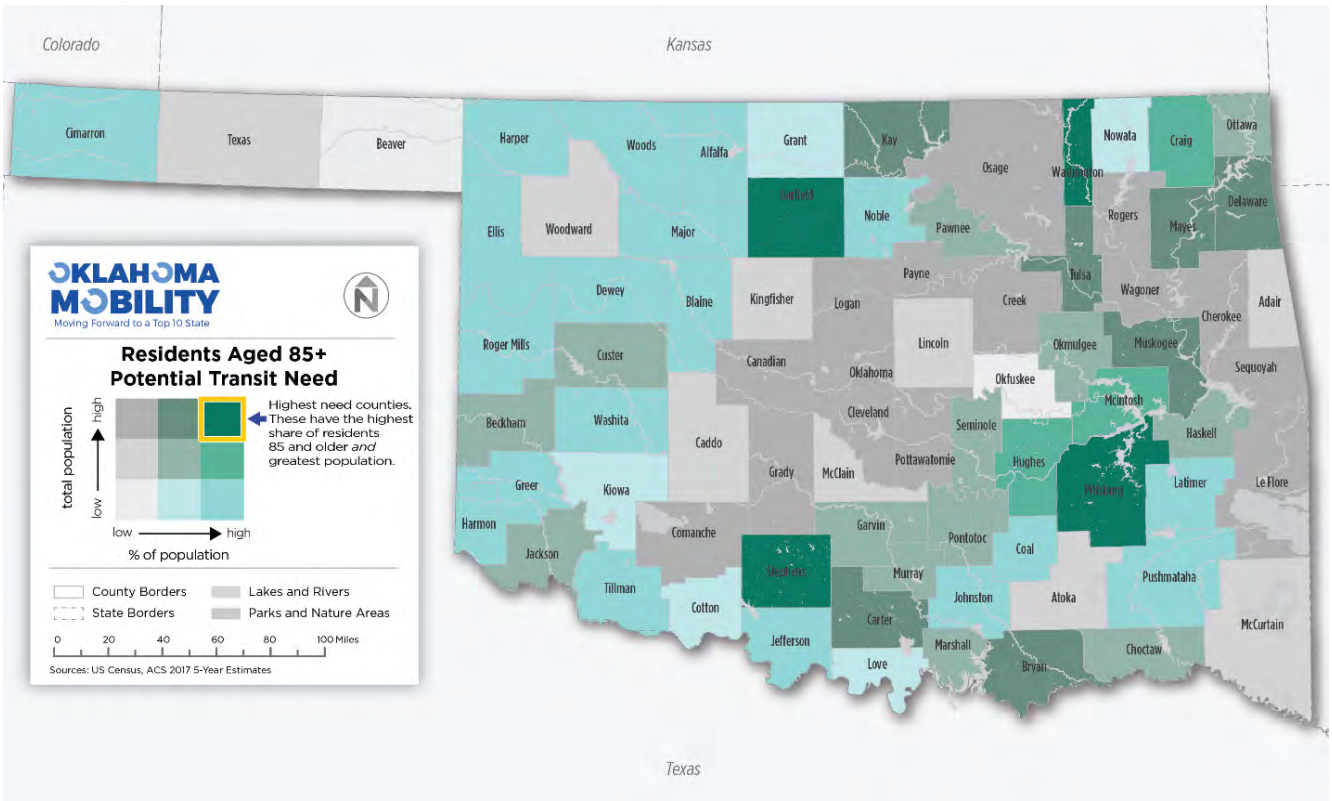


Figure D-10 Distribution of Residents Age 85 and Older

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



Millennials (Age 25 to 34)

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

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

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

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

Figure D-12 Distribution of Residents Age 25 to 34

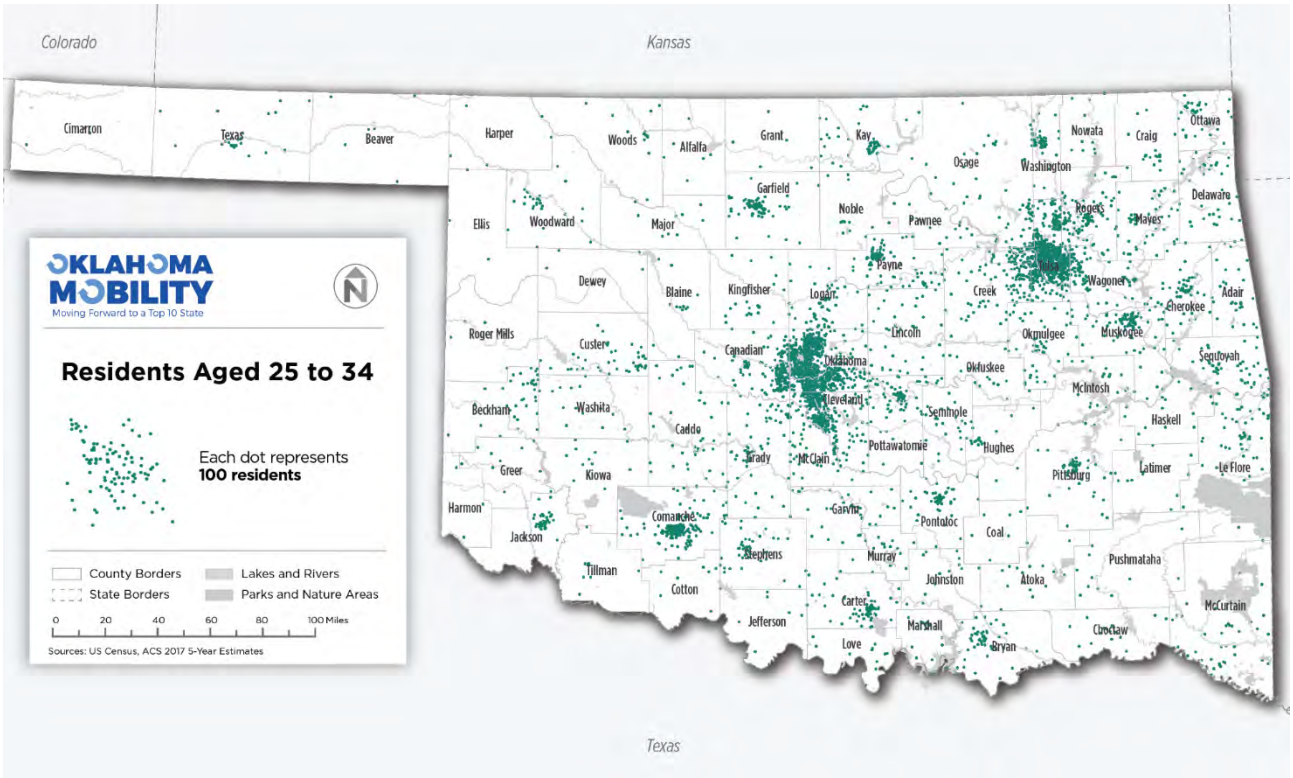
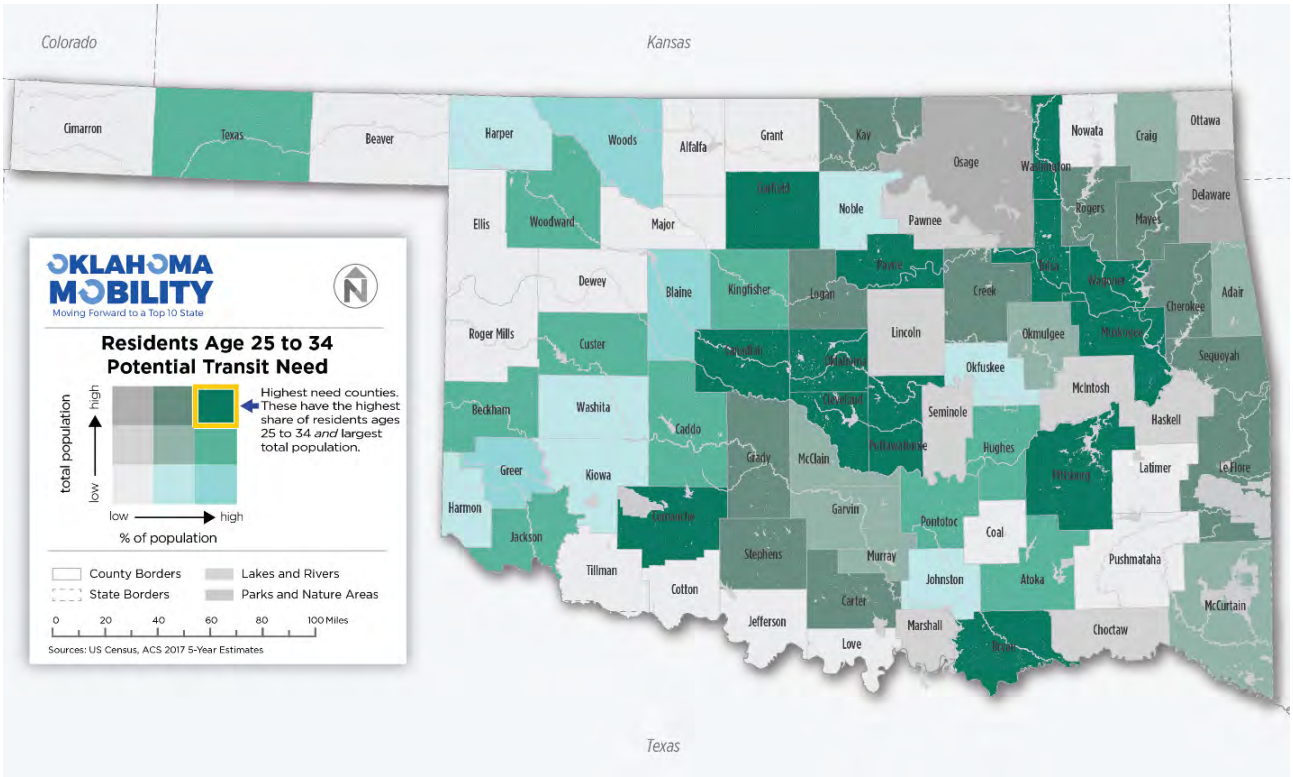


Figure D-13 Highest Potential Transit Need Among Residents Age 25 to 34



Residents with Disabilities

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

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

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

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

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

[3] 2017 American Community Survey 5-Year Estimates

Figure D-14 Distribution of Residents with Disabilities

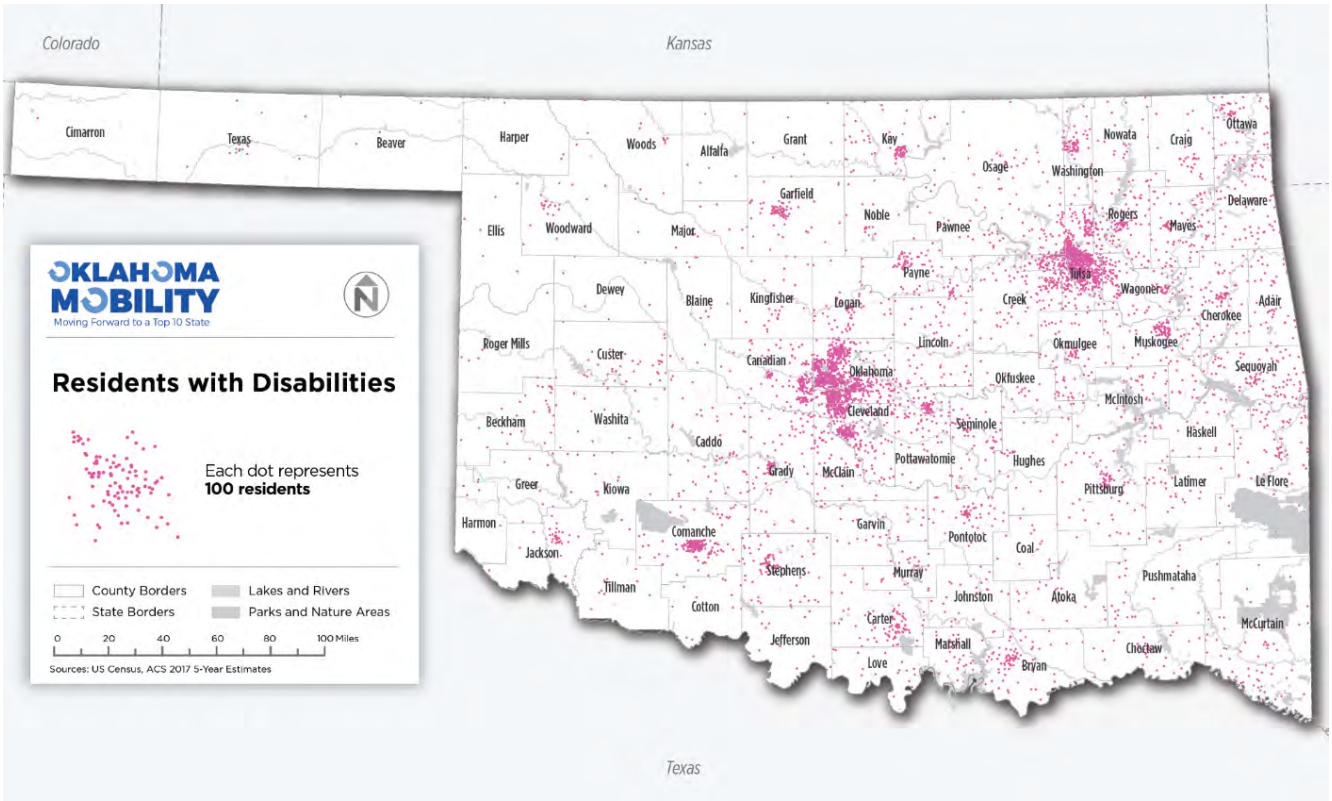
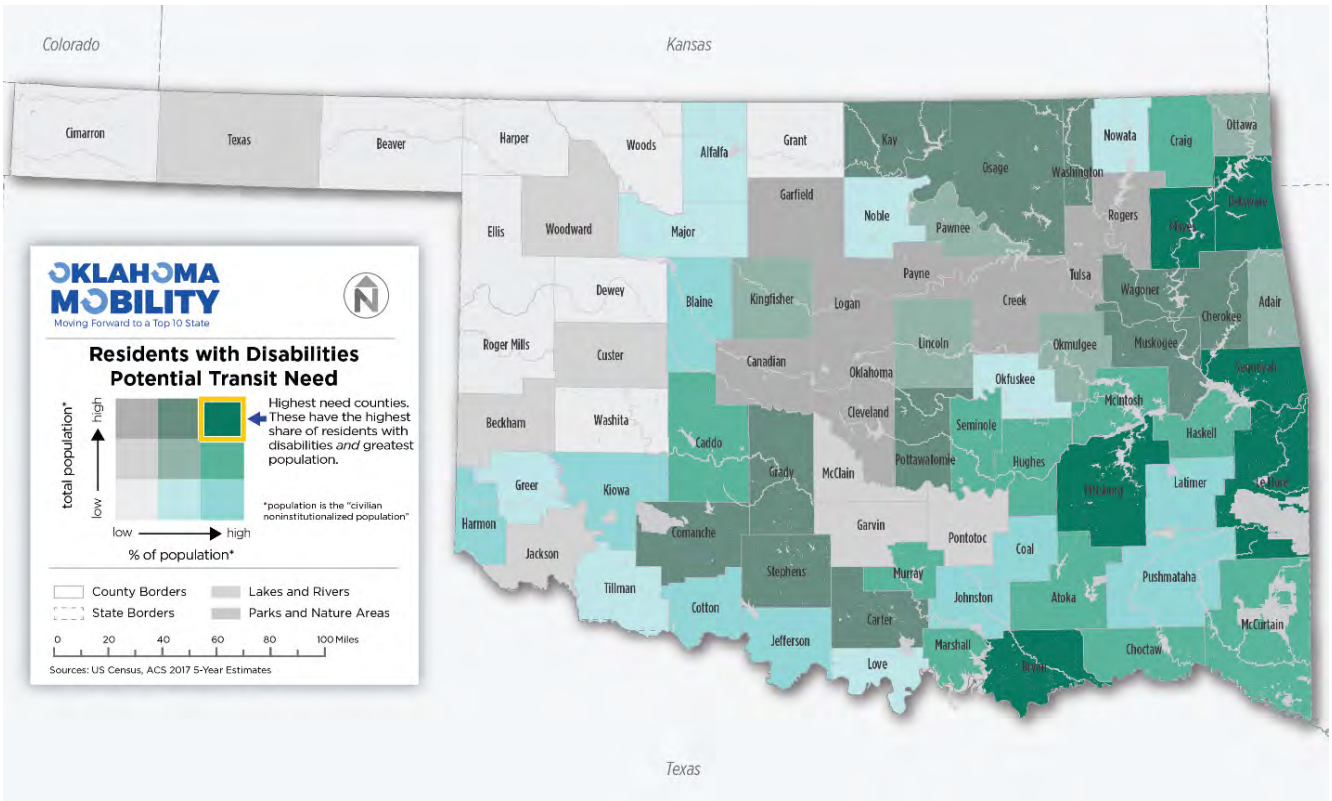


Figure D-15 Highest Potential Transit Need Among Residents with Disabilities



Minority Residents

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

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

Additional areas with potential need include:

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

[4] 2017 American Community Survey 5-Year Estimates

Figure D-16 Distribution of Minority Residents

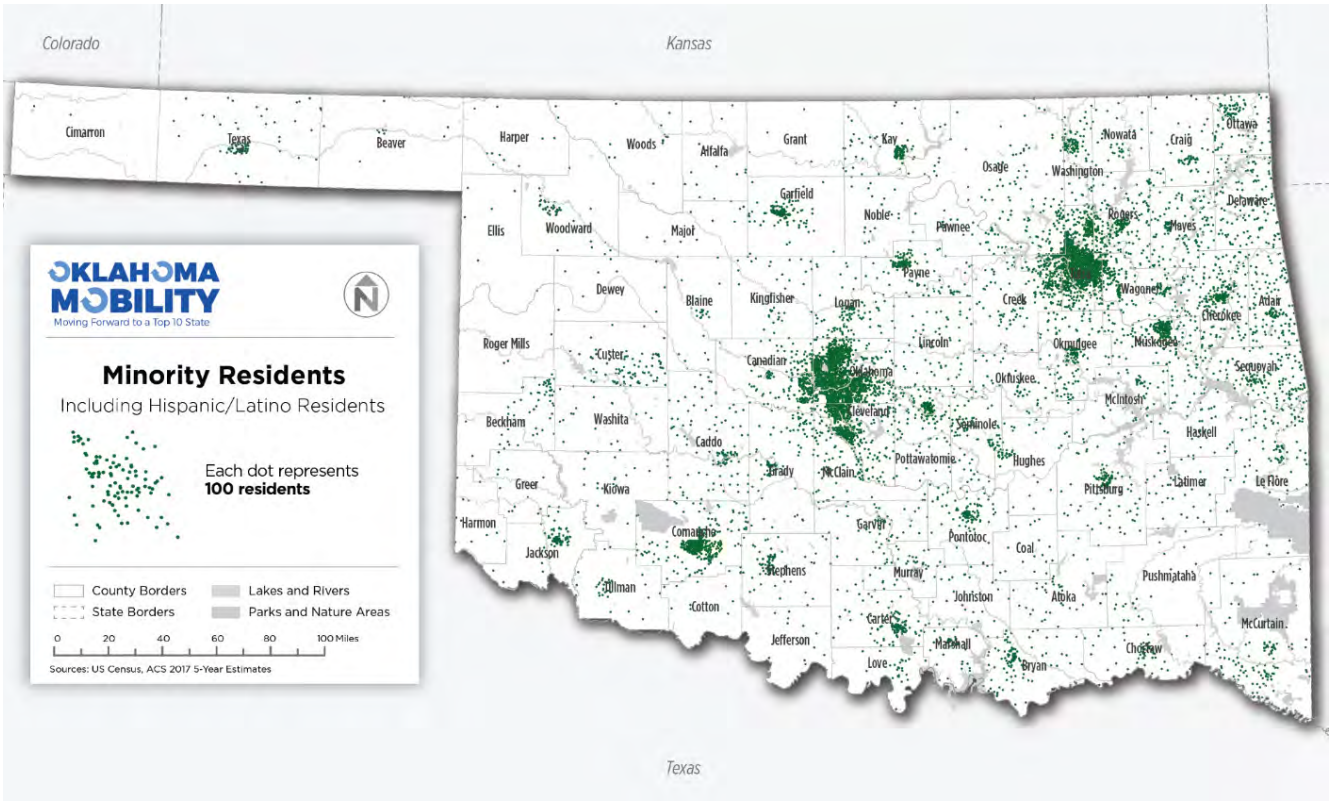
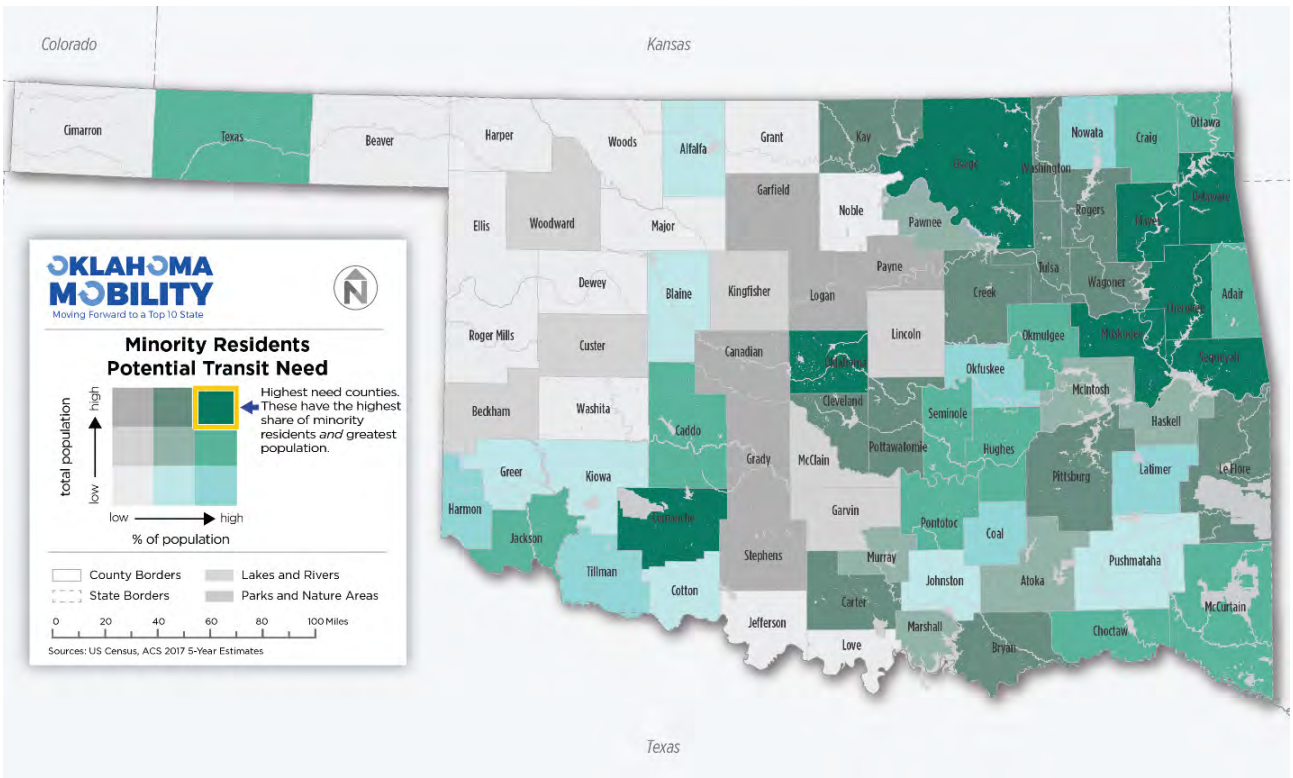


Figure D-17 Highest Potential Transit Need Among Minority Residents



DEMOGRAPHICS BY COUNTY

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

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

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

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

TRANSIT PROPENSITY INDEX

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

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

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

Figure D-18 Transit Propensity Index

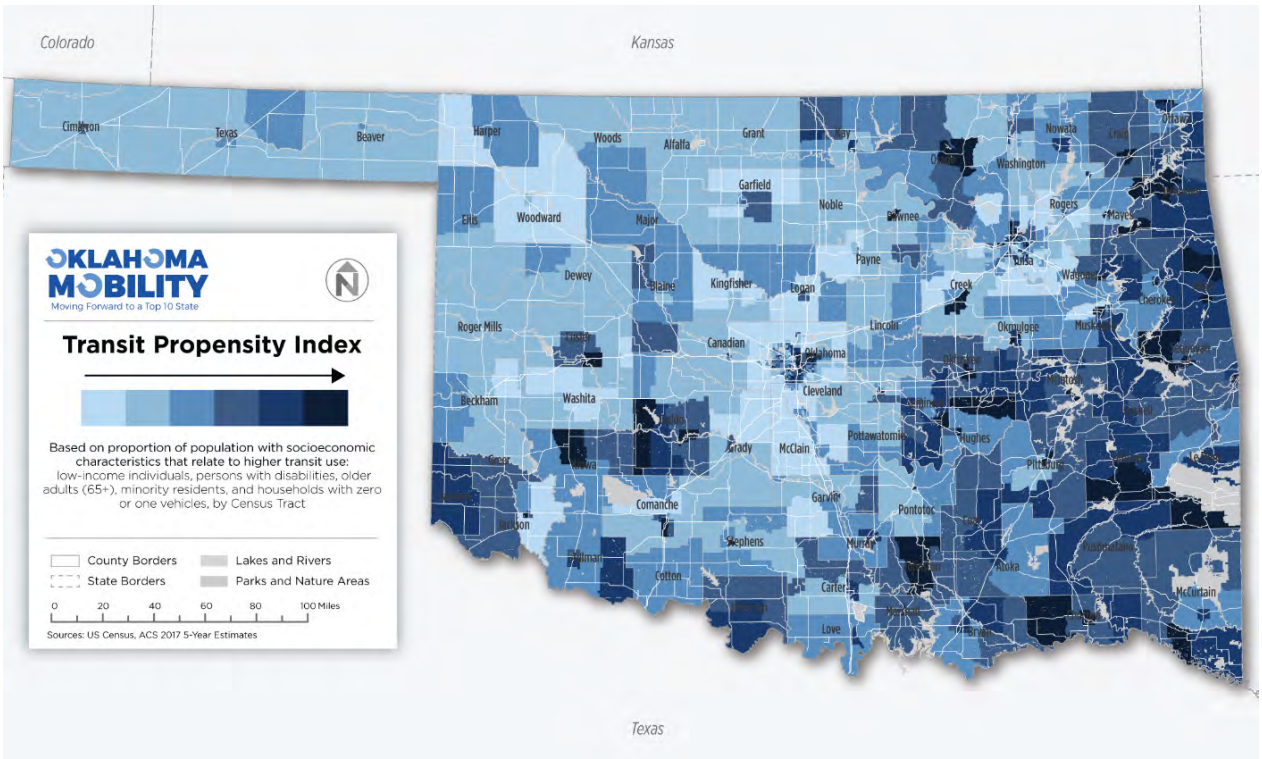


Figure D-19 Transit Propensity Index – Central Oklahoma

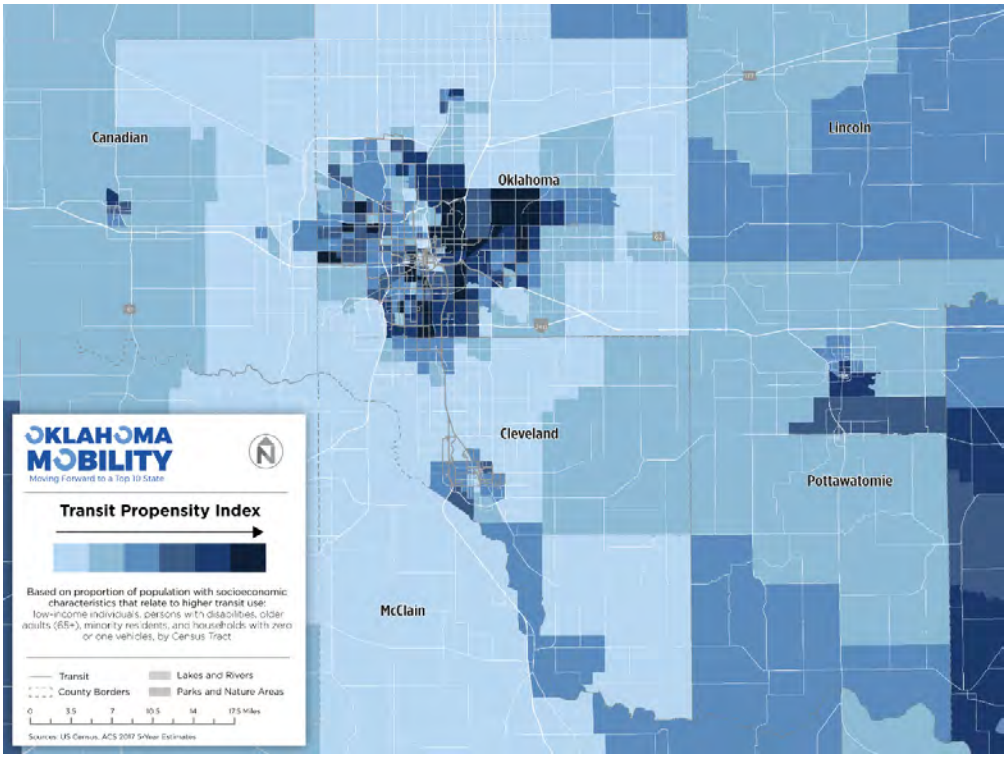


Figure D-20 Transit Propensity Index – Tulsa Metropolitan Area

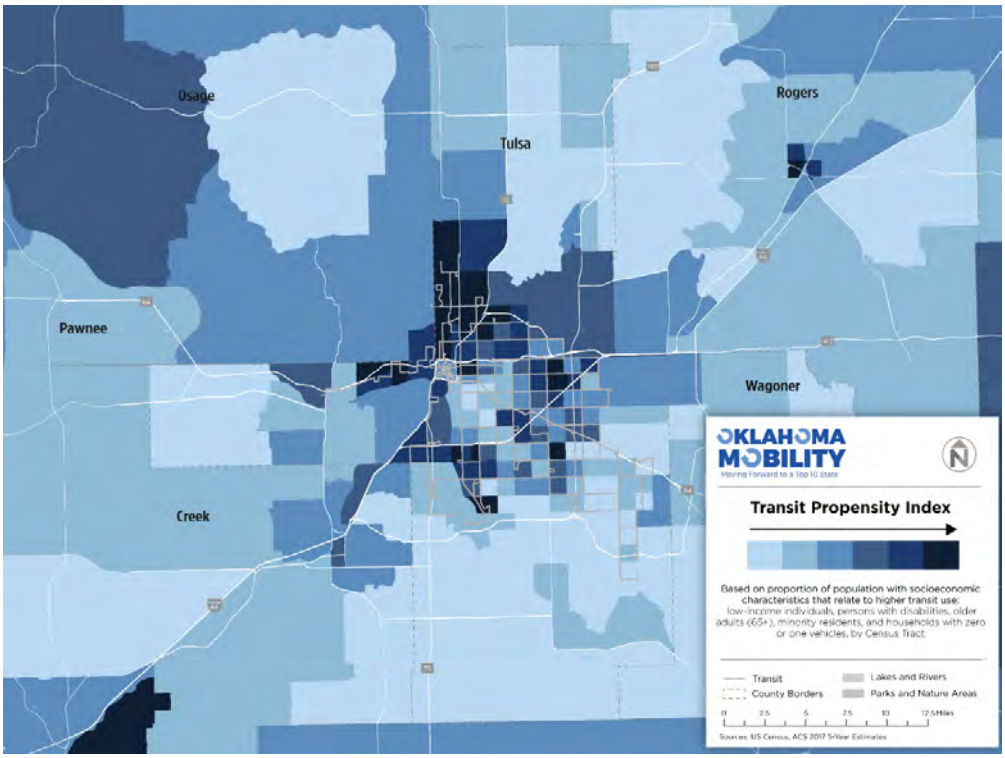


Figure D-21 Transit Propensity Index – Lawton Metropolitan Planning Organization (Lawton MPO) / Comanche County

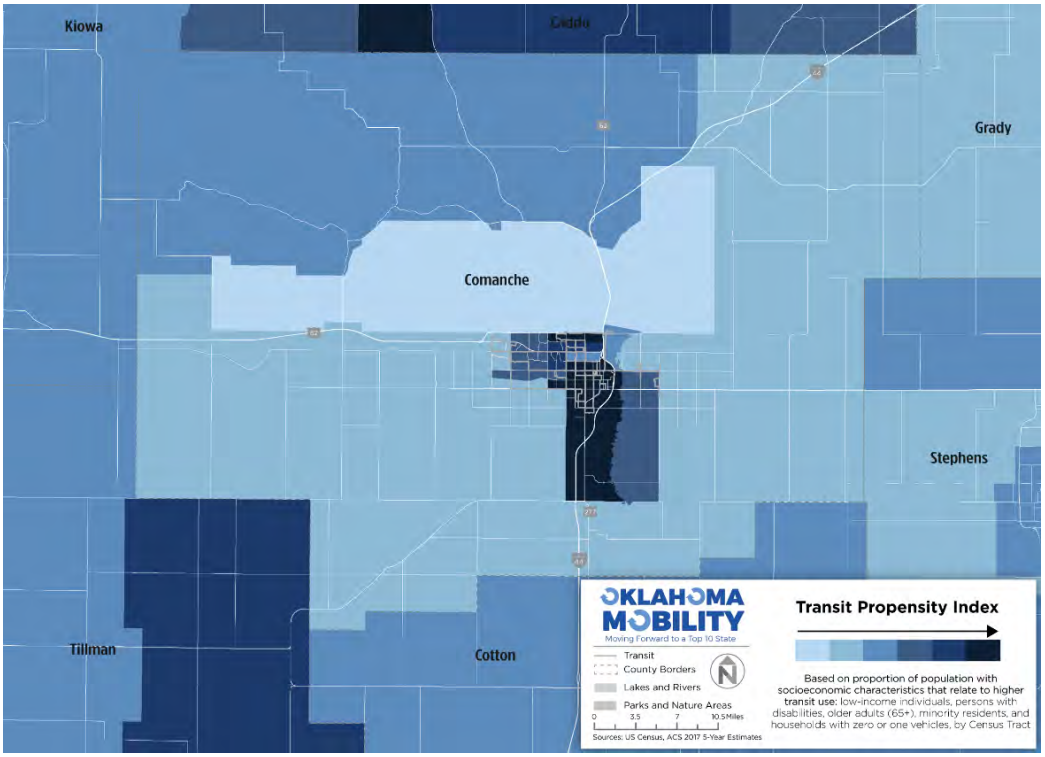


Figure D-22 Transit Propensity Index - Southwest Oklahoma (SORTPO, ASCOG Planning Areas)

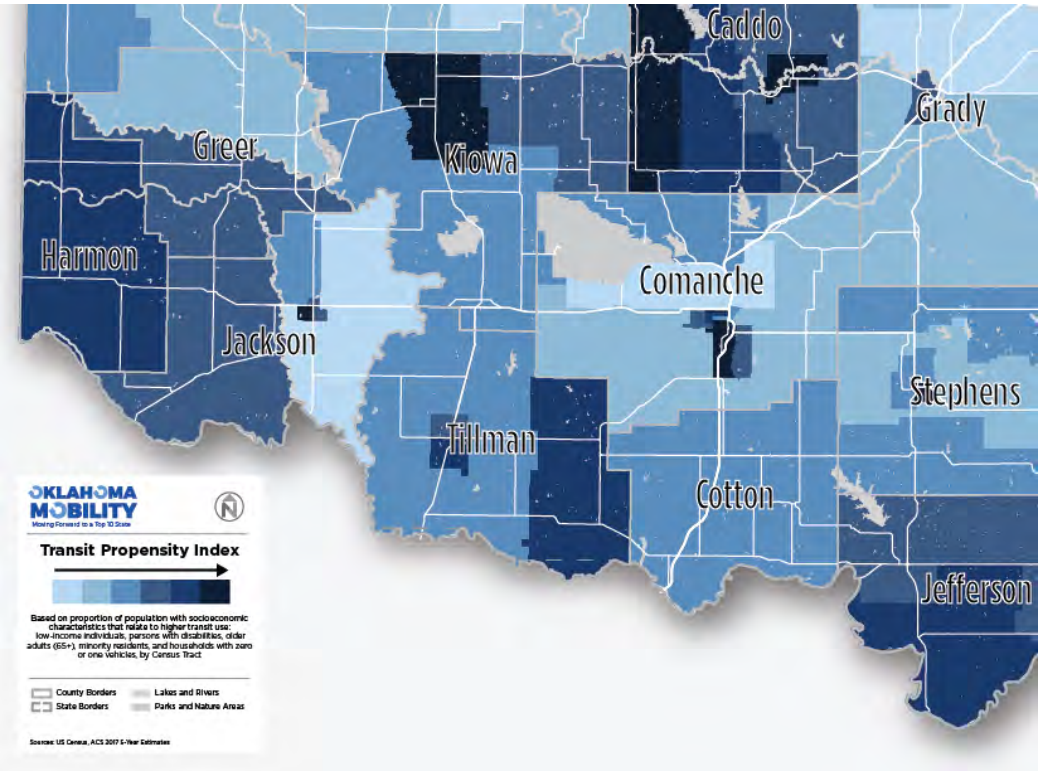


Figure D-23 Transit Propensity Index – Northeast Oklahoma (NEORTPO Planning Area)

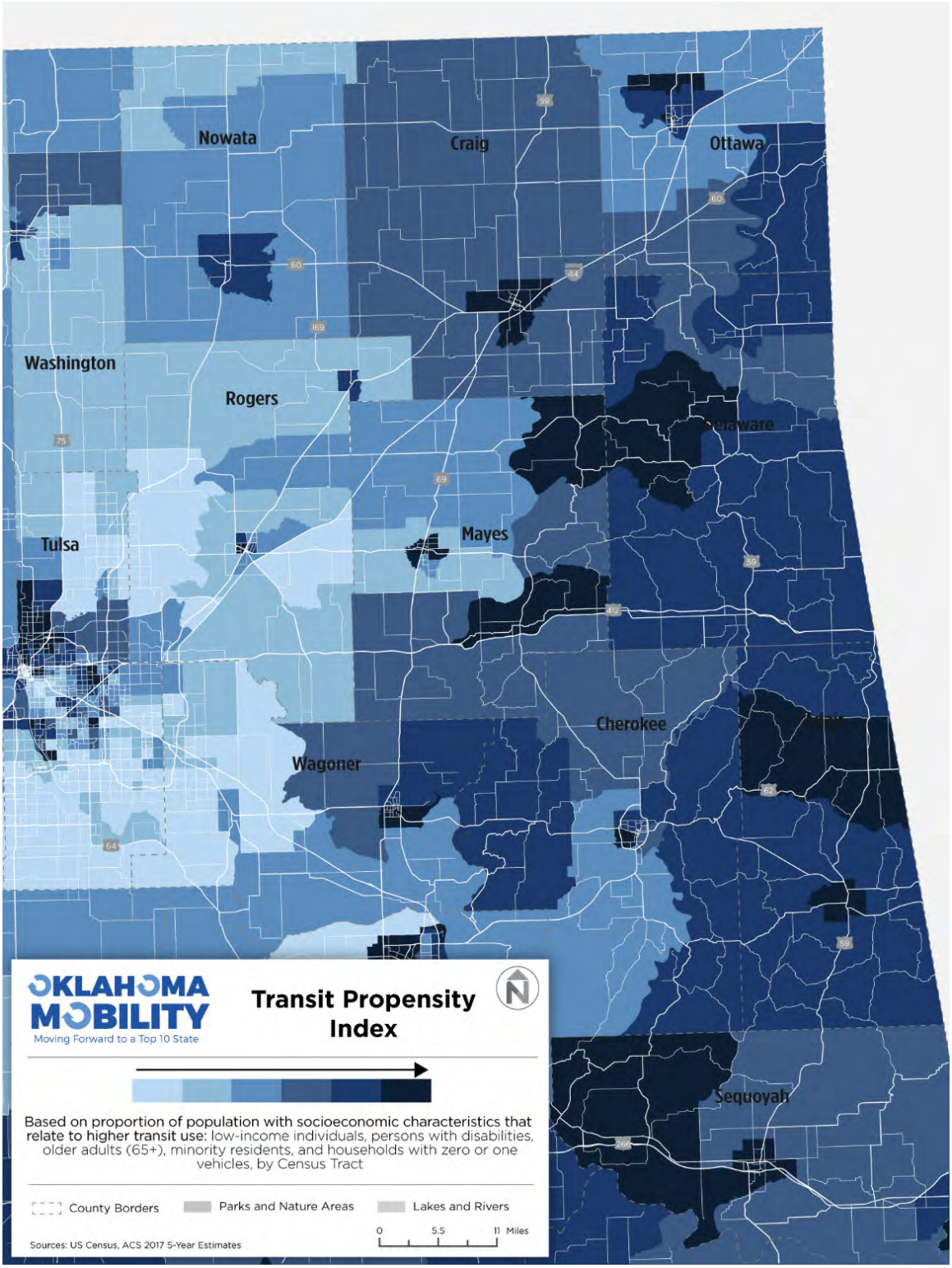


Figure D-24 Transit Propensity Index -Southeast

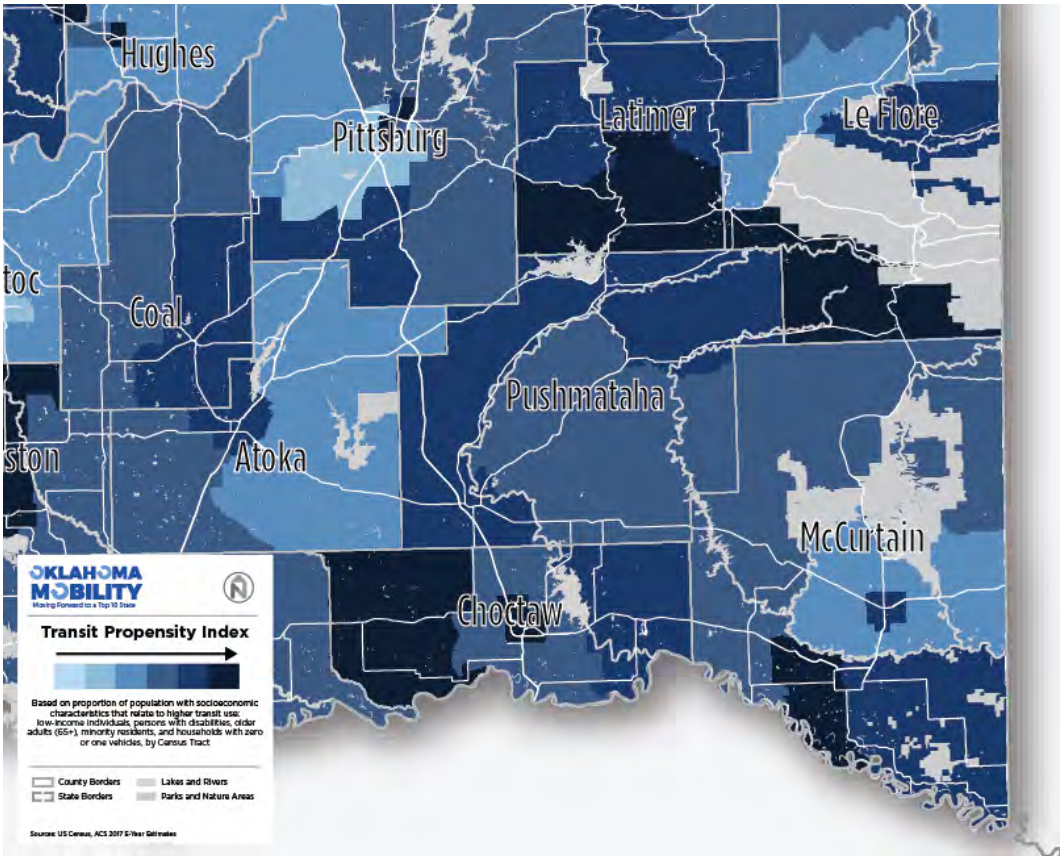
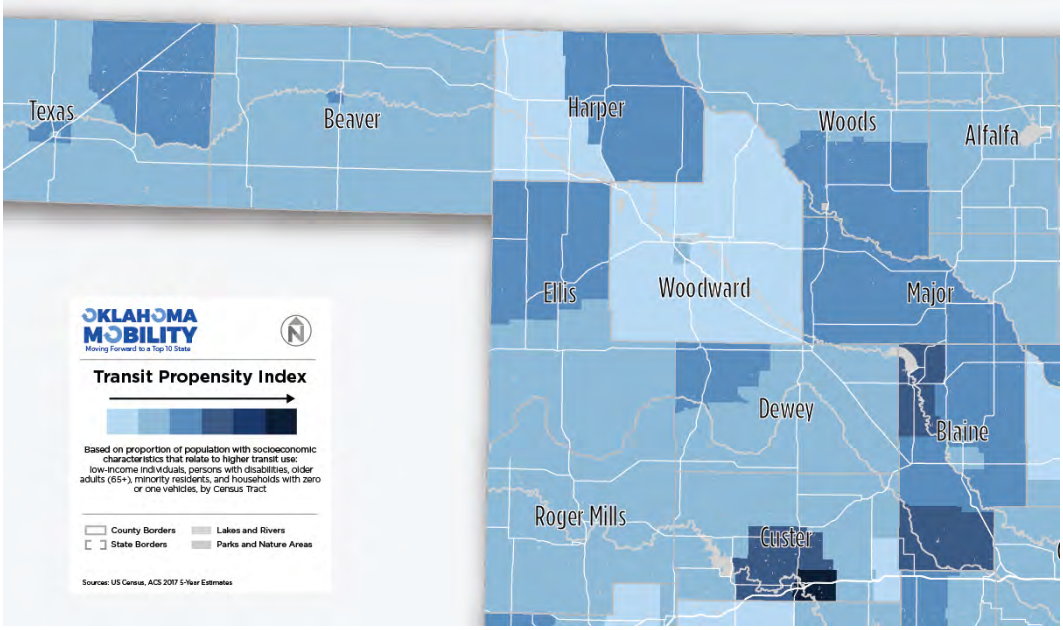


Figure D-25 Transit Propensity Index - Northwest (NORTPO Planning Area)



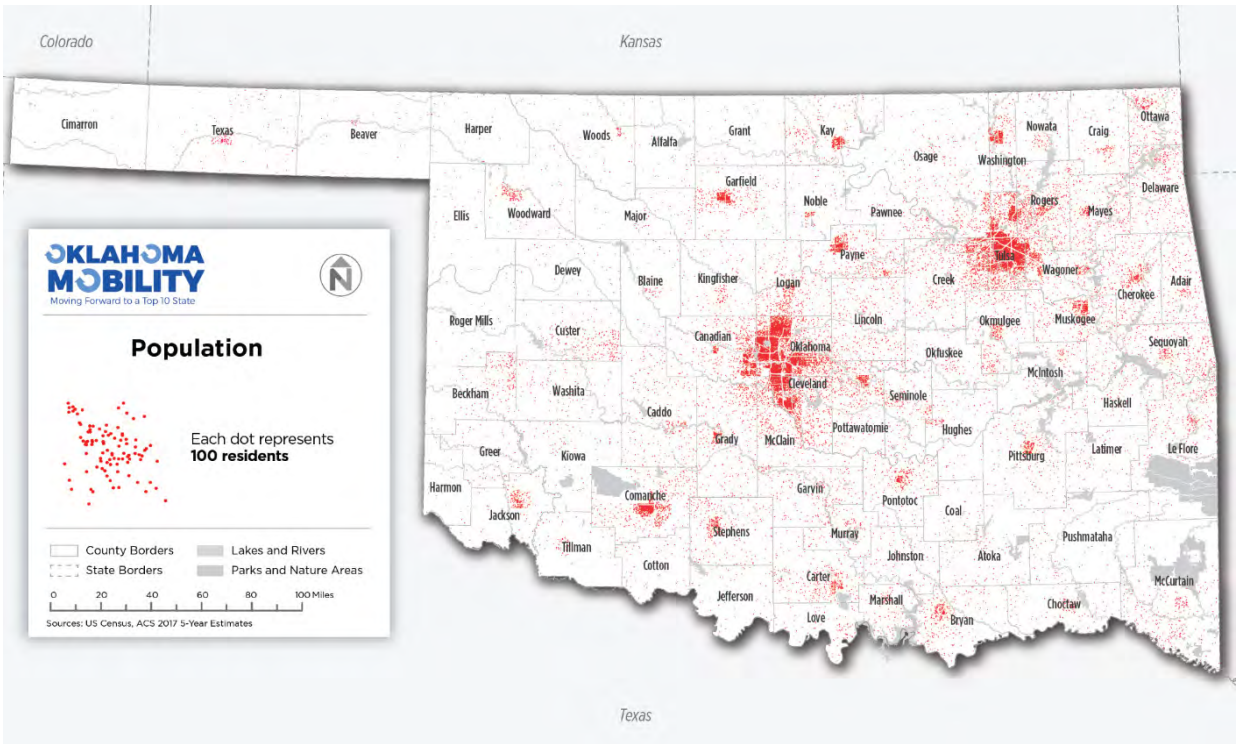
POPULATION AND EMPLOYMENT MAPS

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

Additional municipalities with notably high concentrations of people include:

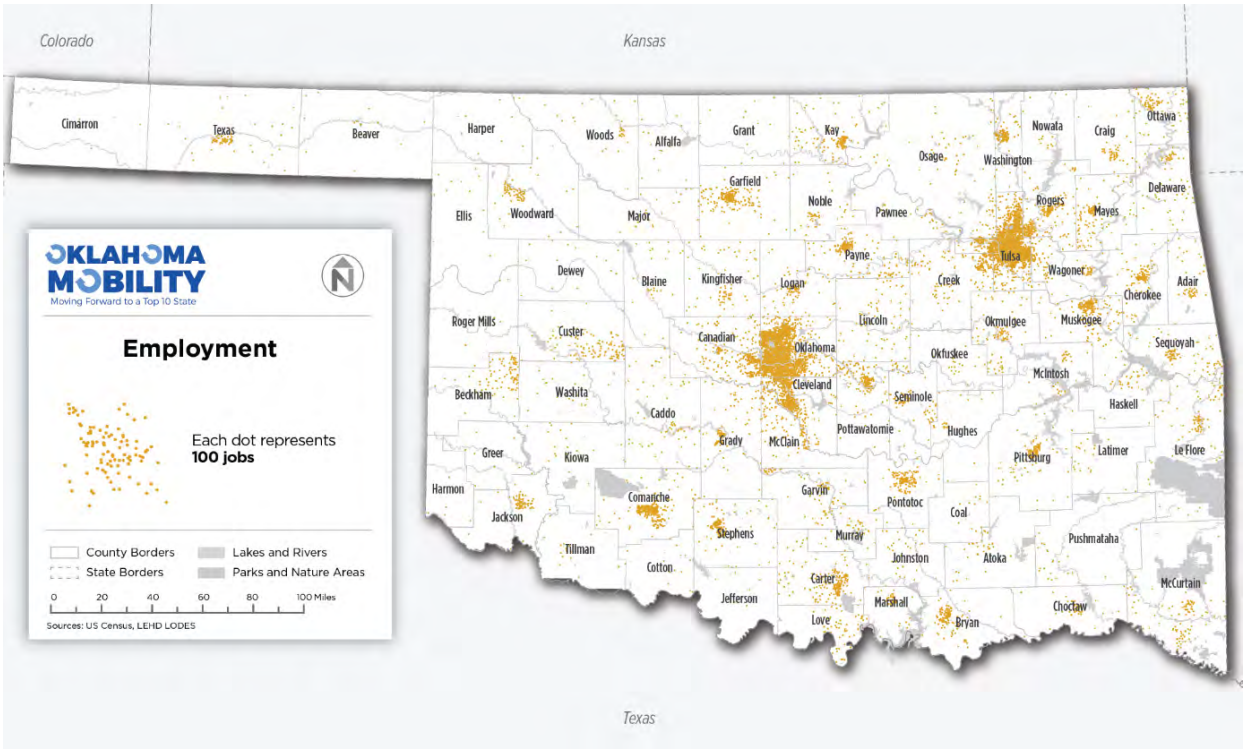
- Lawton/Fort Sill
- Stillwater
- Muskogee
- Enid
- Ponca City
- Bartlesville
- Tahlequah

Figure D-26 Population Distribution



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

Figure D-27 Job Distribution



TRANSIT AND DEVELOPMENT PATTERN MAPS

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

Figure D-28 Transit and Development Patterns

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

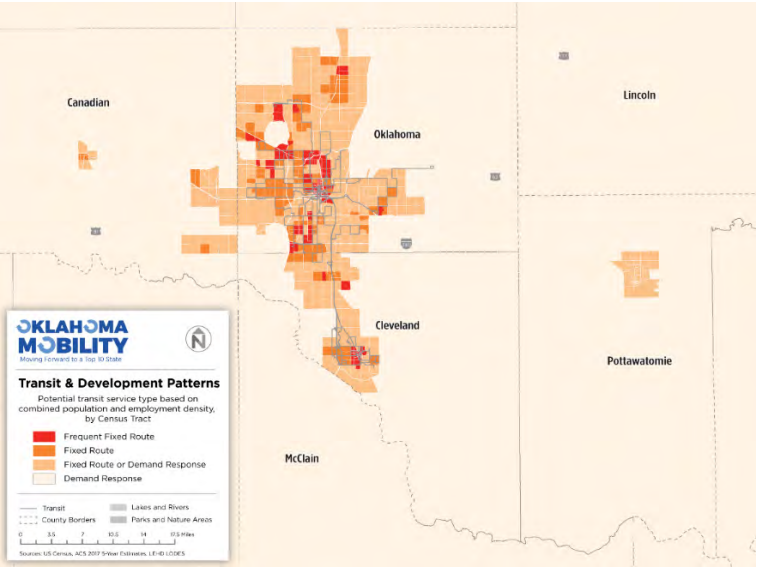


Figure D-30 Transit and Development Patterns – Tulsa Metropolitan Area

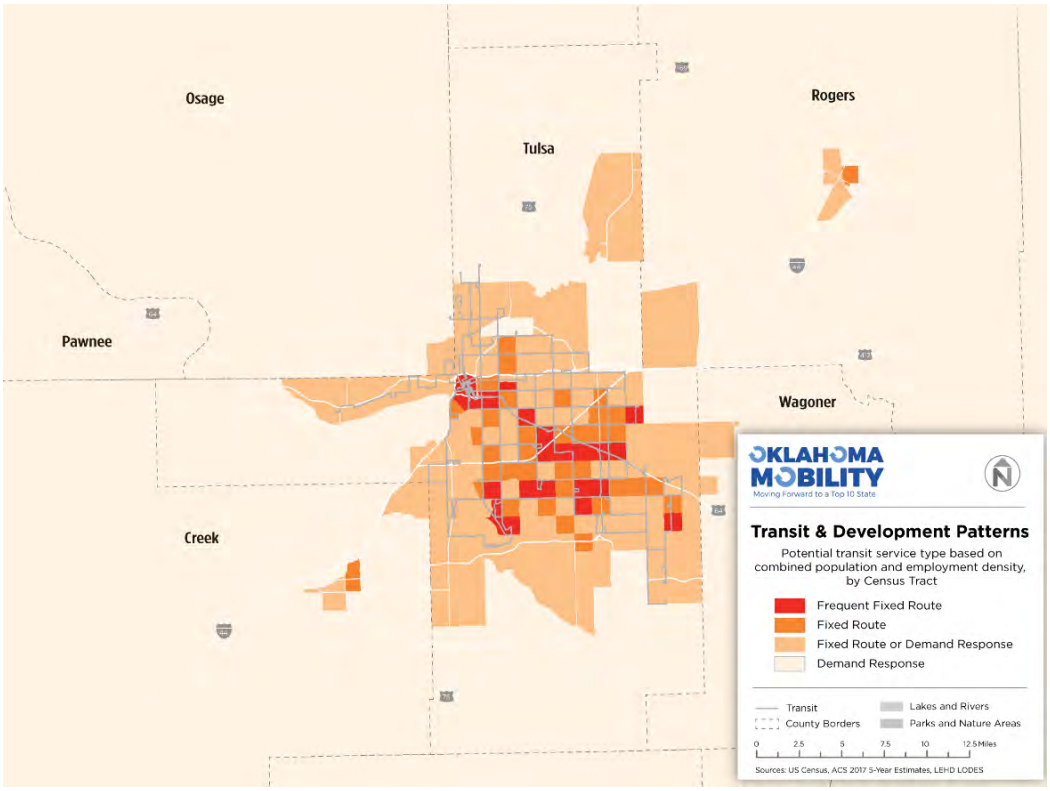


Figure D-31 Transit and Development Patterns – Lawton Metropolitan Area/Comanche County

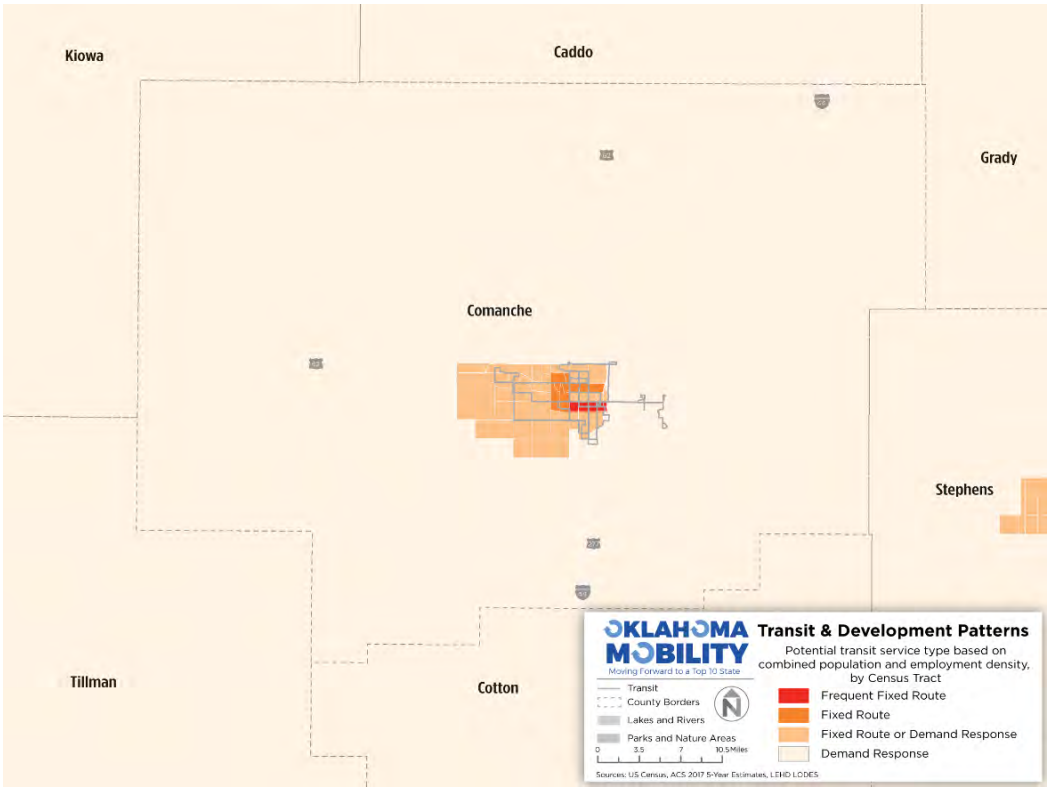


Figure D-32 Transit and Development Patterns – Enid/Garfield County

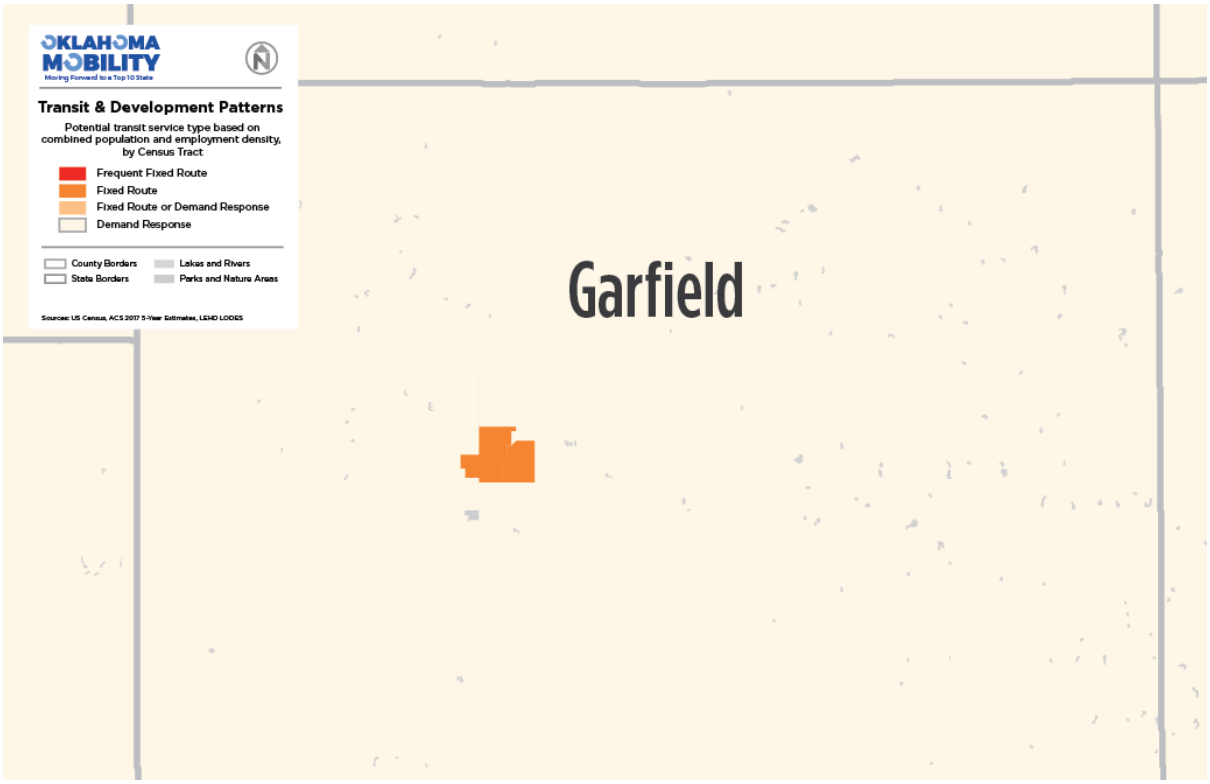
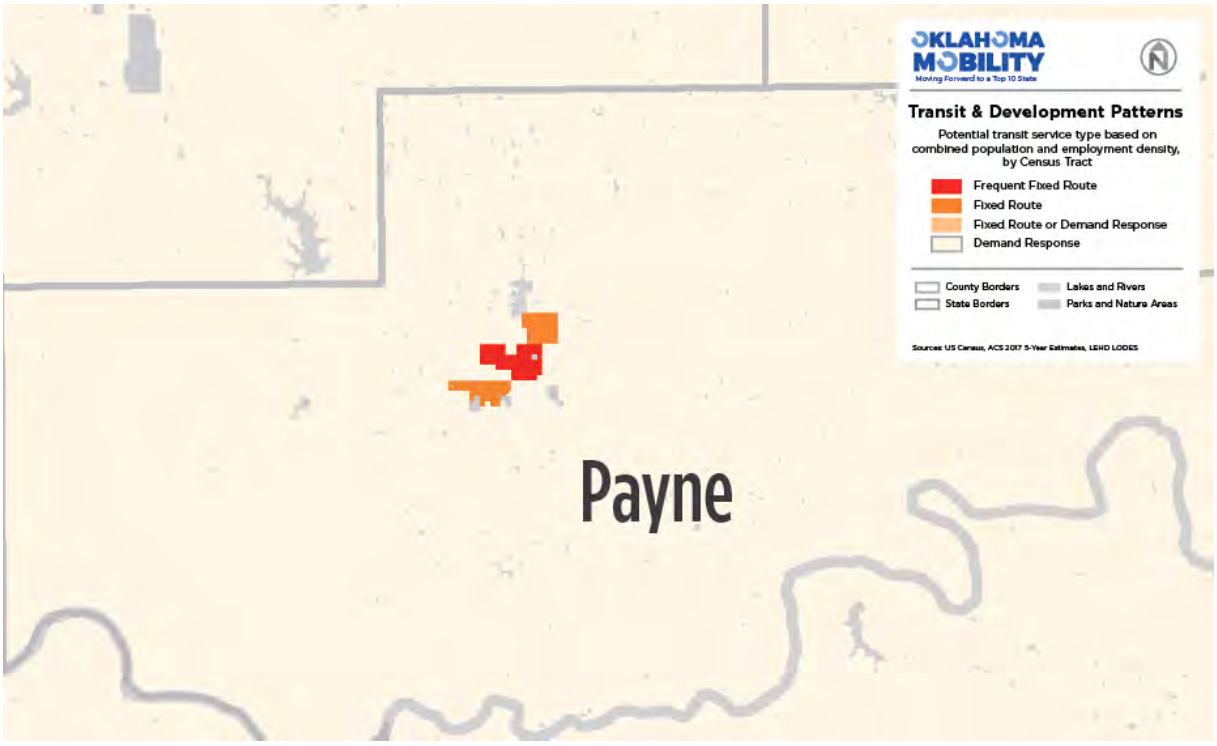


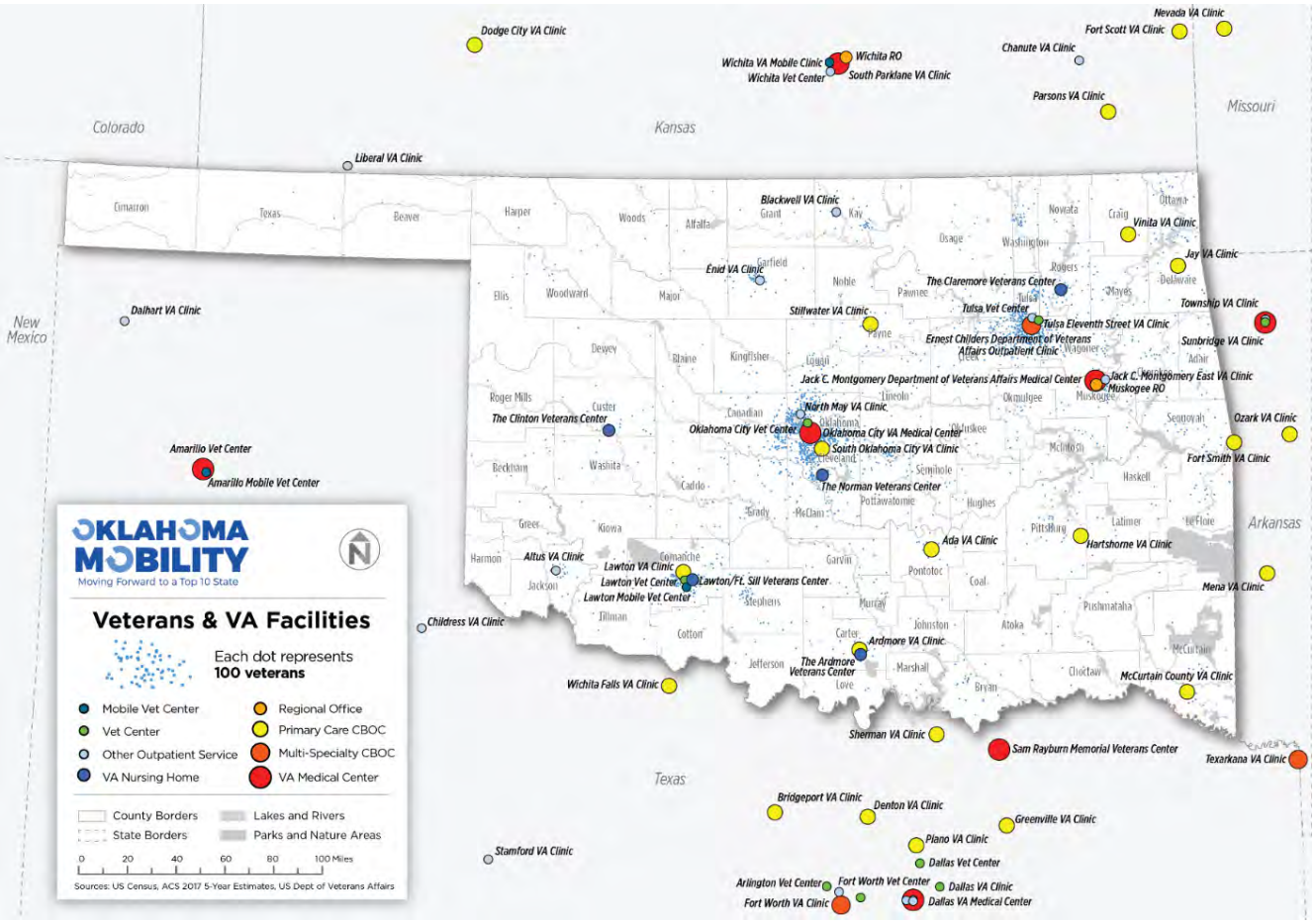
Figure D-33 Transit and Development Patterns – Stillwater/Payne County



VETERAN FACILITIES MAPS

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

Figure D-34 Veterans and VA Facilities



[5] 2017 American Community Survey 5-Year Estimates

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

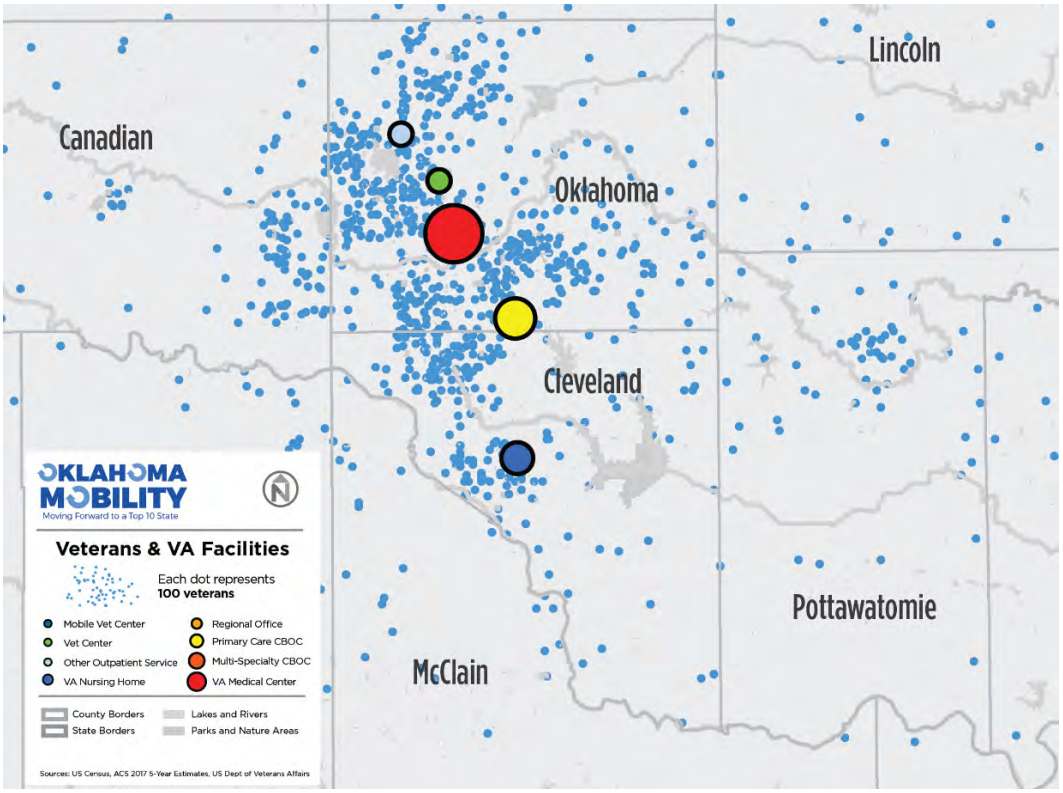


Figure D-36 Veterans and VA Facilities – Tulsa Metropolitan Area

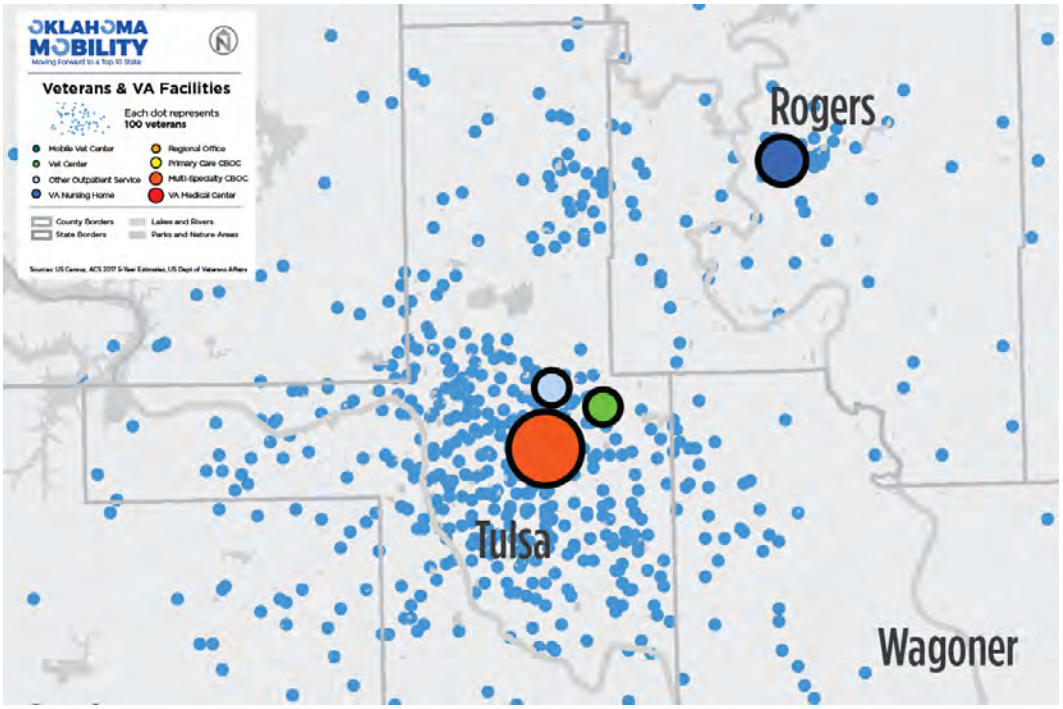


Figure D-37 Veterans and VA Facilities – Lawton Metropolitan Area/Comanche County

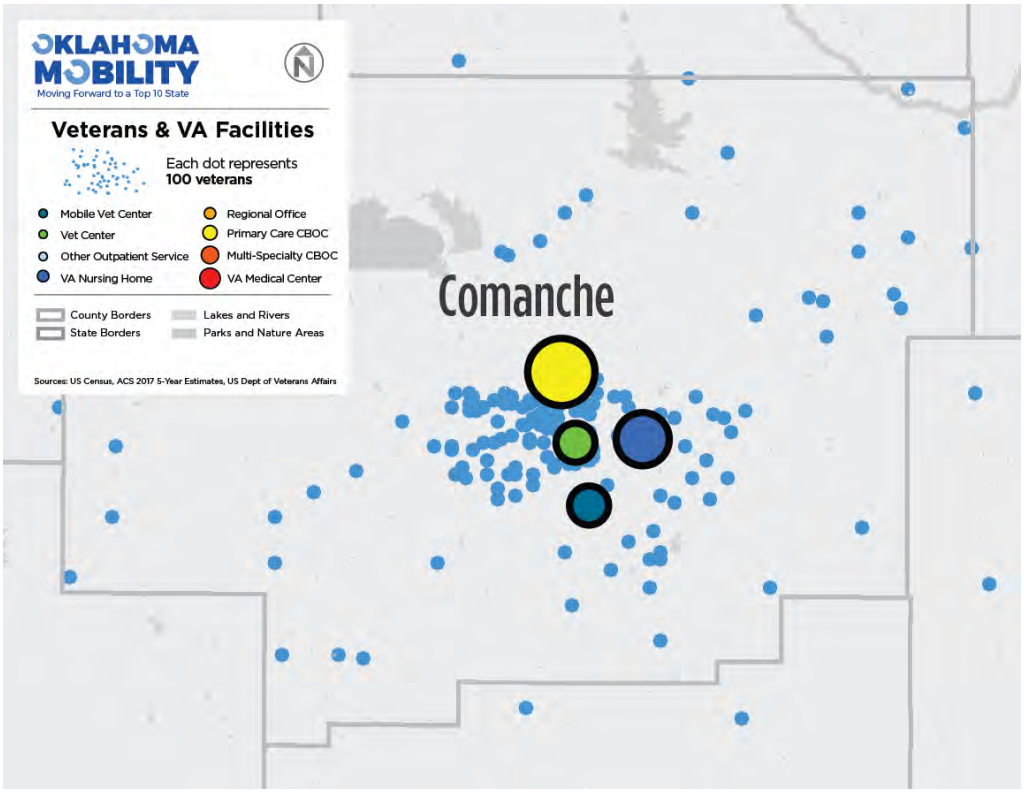
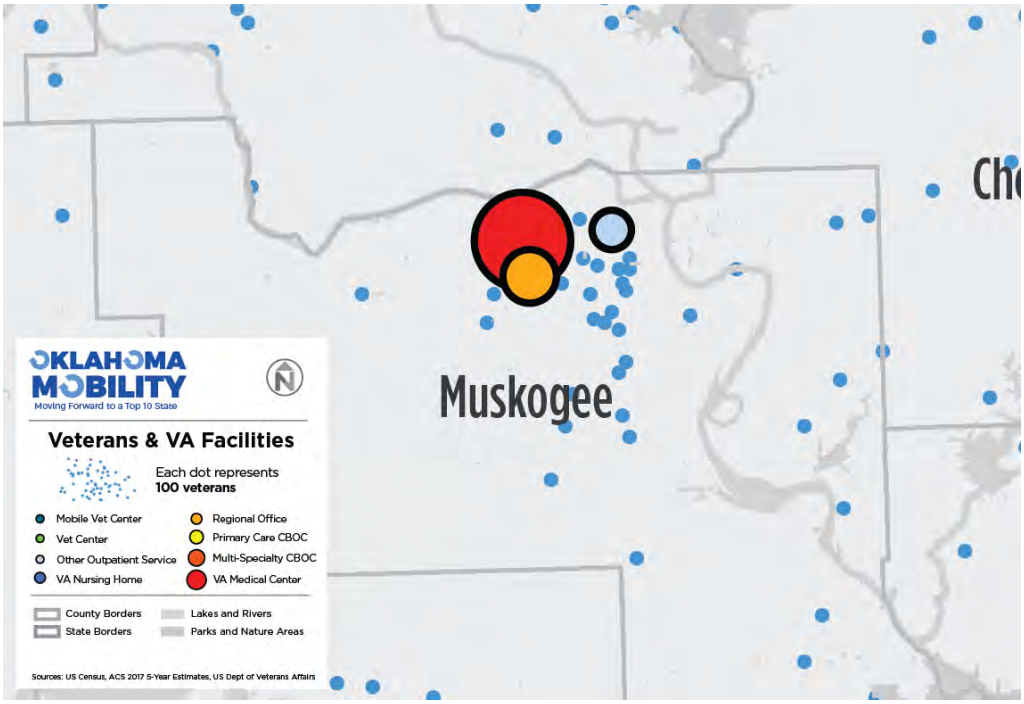


Figure D-38 Veterans and VA Facilities – Muskogee County



FOOD ACCESS MAPS

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

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

Figure D-39 Food Access – Oklahoma City Metropolitan Area

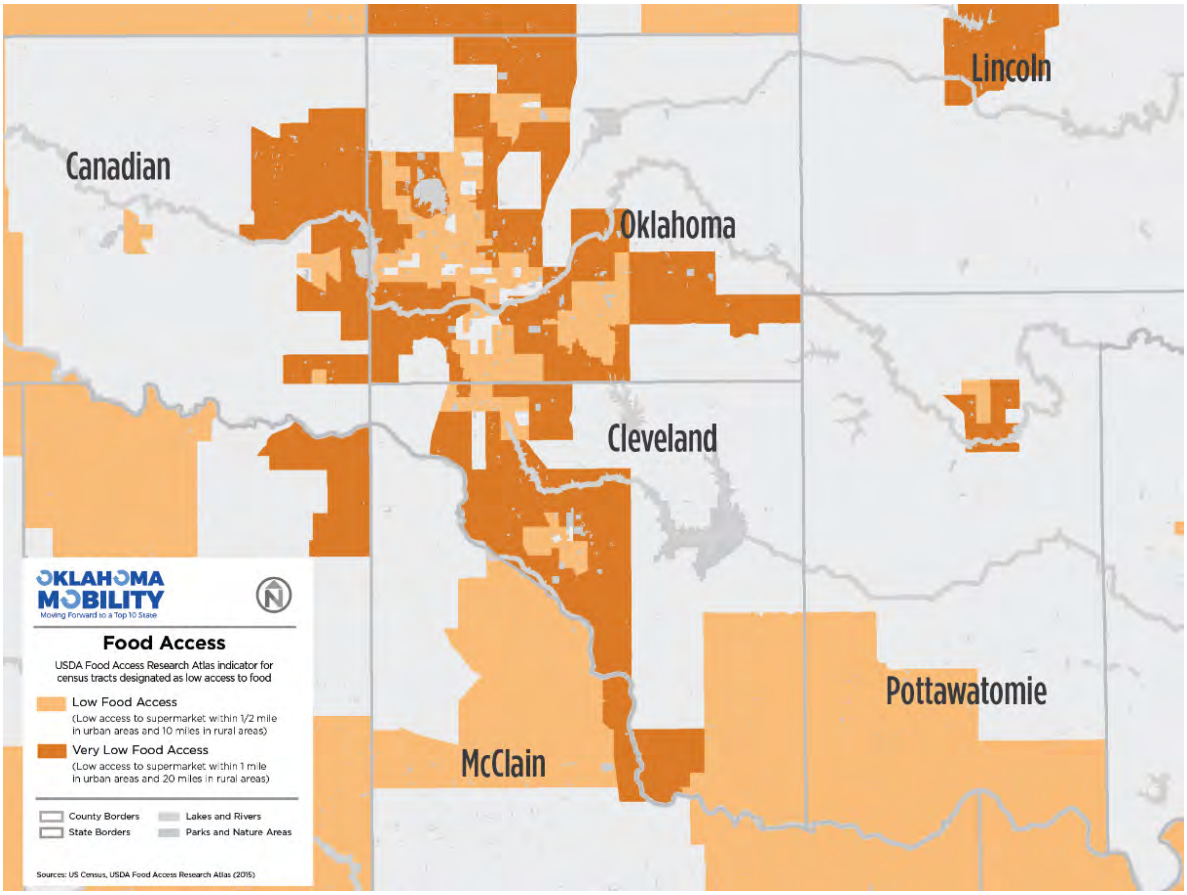
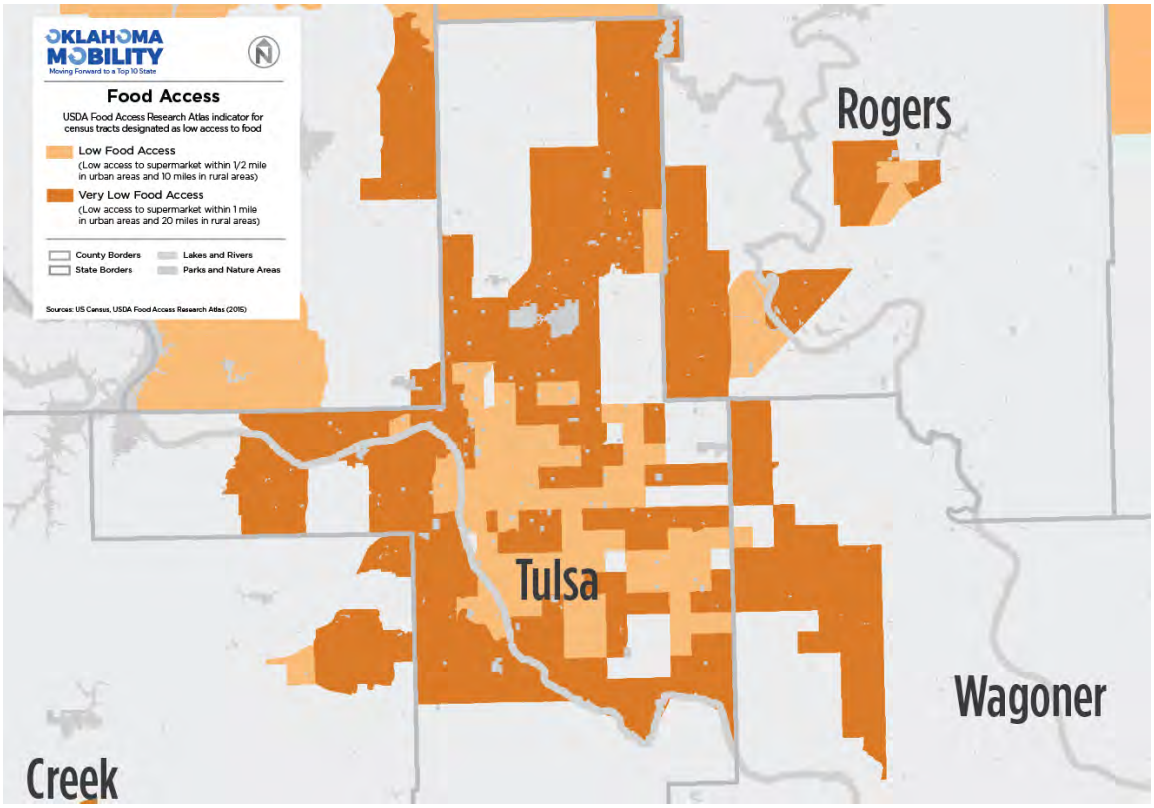


Figure D-40 Food Access – Tulsa Metropolitan Area



COMMUTER TRIPS BETWEEN COUNTIES

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

All Commuters

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

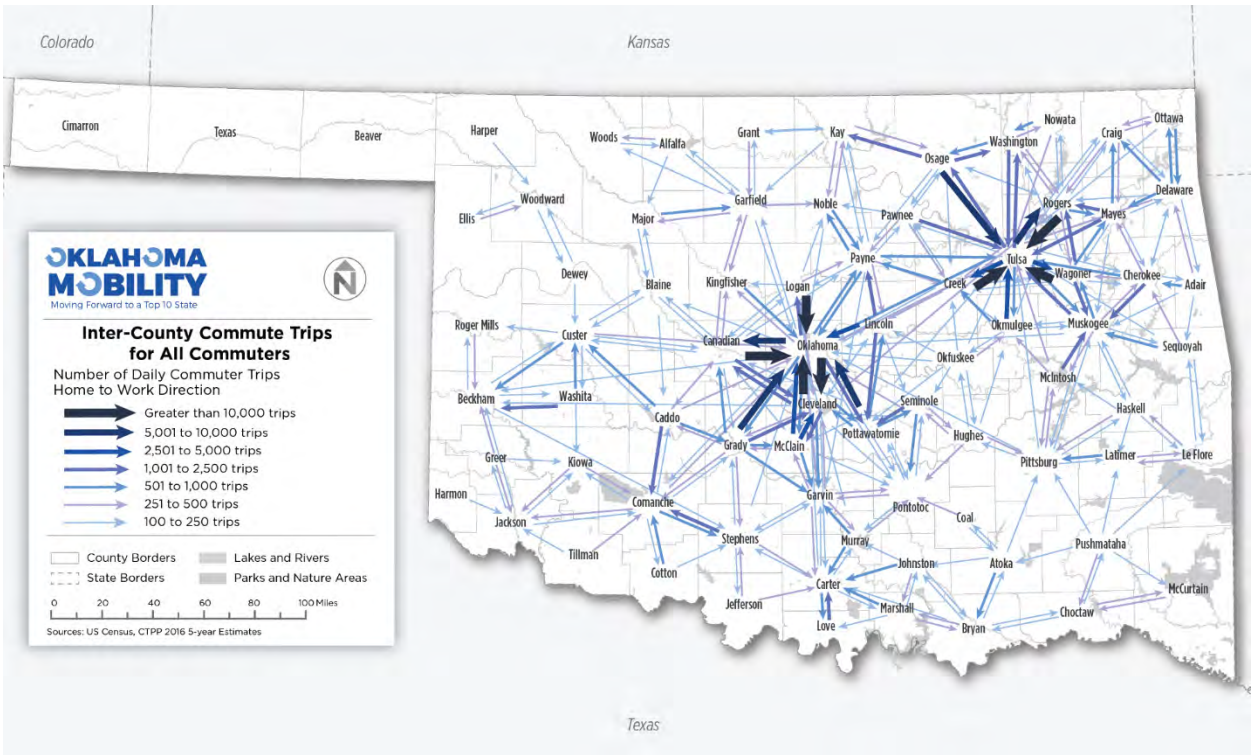
Tulsa County generates more than 10,000 commute trips each from Rogers, Wagoner, and Creek Counties, and more than 5,000 trips from Osage County. A significant “reverse commute” flow also exists from Tulsa County to neighboring Rogers County.

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

Other notable commute flows are described below:

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

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



Commuters with Low Incomes

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

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

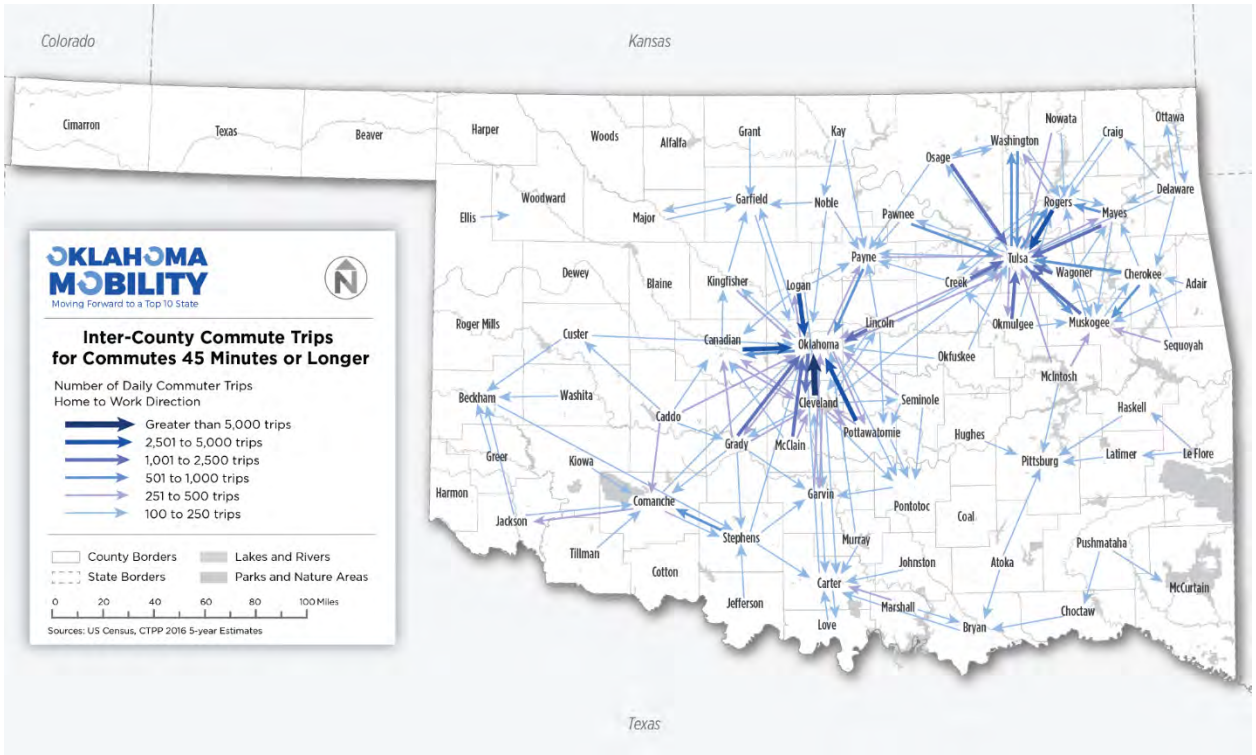
Figure D-42 Inter-County Trips from Home to Work – Commuters with Low Incomes

Commuters Traveling 45 Minutes or Longer

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

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

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



Early Morning and Late-Night Commuters

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

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

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

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

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

OFFICE OF MOBILITY AND PUBLIC TRANSIT

Funding

Federal Funding—FTA Section 5311

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

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

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

Federal Funding—FTA Section 5310

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

State Funding—Oklahoma Public Transit Revolving Fund

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

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

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

This funding source provides $5.75 million per year for transit. The funds come from the gas tax ($850,000), income tax revenue ($3,000,000), and the State Transportation Fund ($1,900,000). The amount has remained flat since 2007. It represents a per capita reduction in transit spending of 2.1% since FY 2013 and ranks Oklahoma 32nd in per capita spending at $1.49, according to the 2020 AASHTO *Survey of State Funding for Public Transportation*.[8]

Organization and Staffing

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

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

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

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

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

Figure D-46 ODOT Organizational Chart

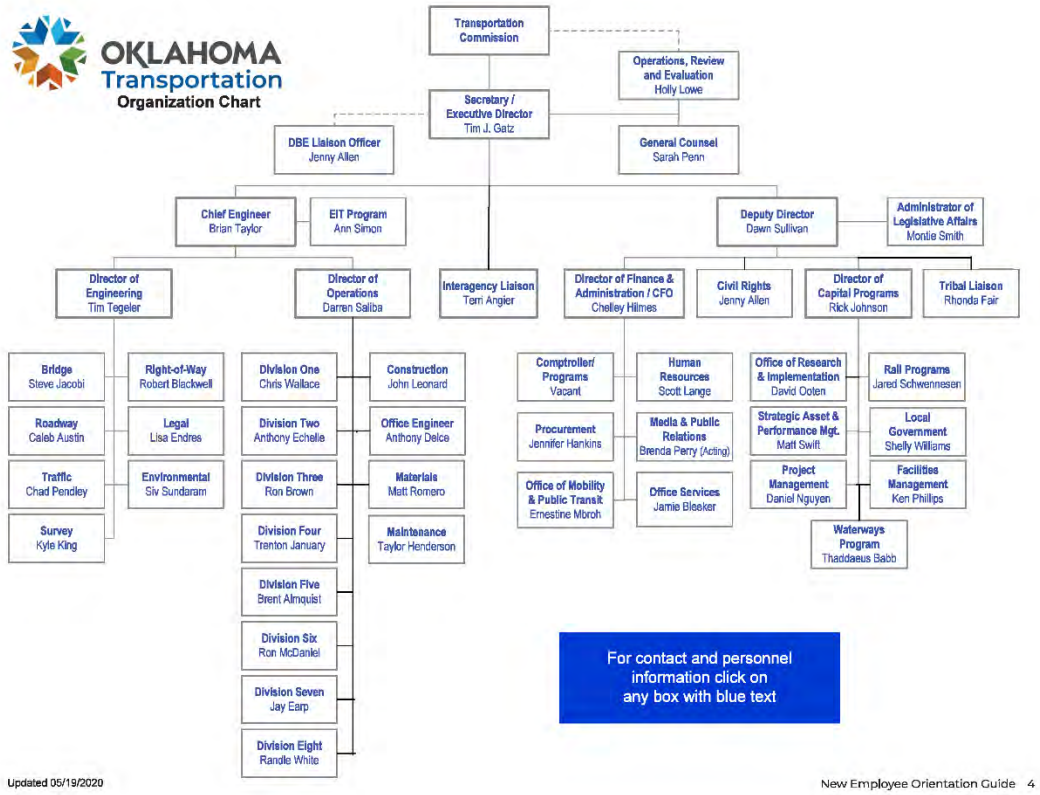
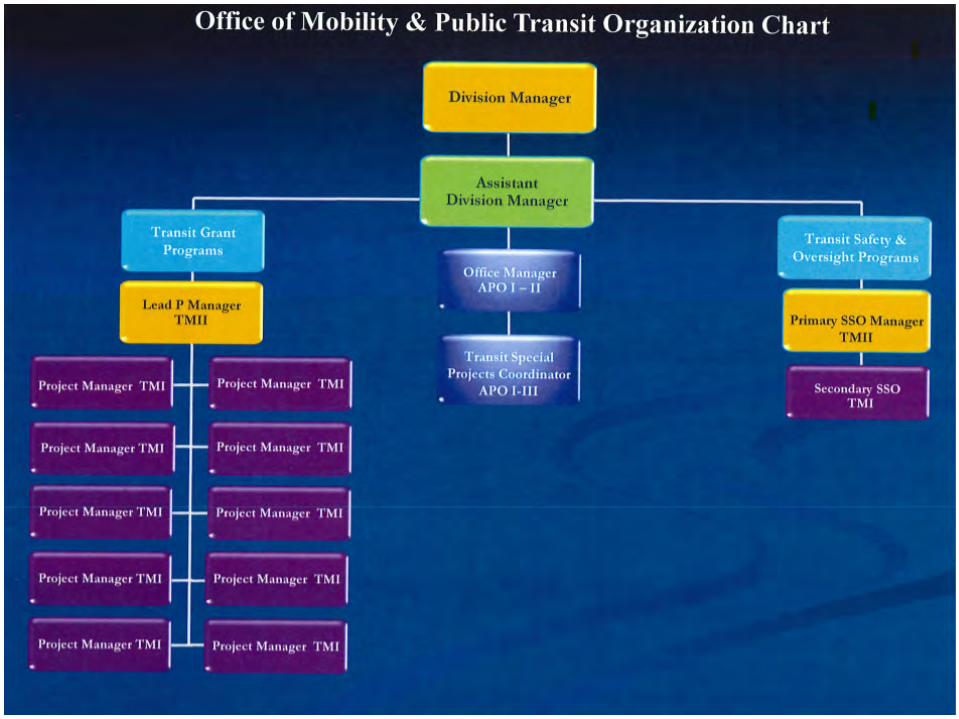


Figure D-47 OMPT Organizational Chart



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

Compliance

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

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

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

Planning

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

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

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

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

Training and Technical Assistance to Subrecipients

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

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

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

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

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

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

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

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

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

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

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

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

Capital Needs

TAM Plans

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

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

Vehicle Procurement

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

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

FTA Section 5310, Mobility Management, and Coordination

State Level Coordination

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

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

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

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

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

ODOT Statewide Program

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

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

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

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

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

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

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

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

INCOG Program for the Tulsa Area

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

Other Statewide Coordination Efforts

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

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

Support for Intercity and Regional Services

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

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

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

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

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

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

Oklahoma's Intercity Services

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

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

Greyhound

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

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

Timetable 482: Dallas Tulsa-Kansas City

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

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

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

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

Jefferson Lines

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

Oklahoma State University—BOB Bus

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

Flixbus

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

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

Vonlane

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

Tornado Bus Company

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

Figure D-48 Greyhound Timetable 362

KANSAS CITY - WICHITA - OKLAHOMA CITY - DALLAS
TABLE 362

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

E EXPRESS SERVICE

DALLAS - OKLAHOMA CITY - WICHITA - KANSAS CITY
TABLE 362

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

E EXPRESS SERVICE

Figure D-49 Greyhound Timetable 482

DALLAS - TULSA - KANSAS CITY
TABLE 482

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

KANSAS CITY - TULSA - DALLAS
TABLE 482

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

Figure D-50 Exhibit B - Greyhound Timetable 470

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

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

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

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

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Figure D-51 Jefferson Lines Timetable 753

KANSAS CITY - TEXARKANA
JOPLIN - SPRINGFIELD - LITTLE ROCK

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

Figure D-52 Jefferson Lines Timetable 754

KANSAS CITY - TULSA

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

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

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

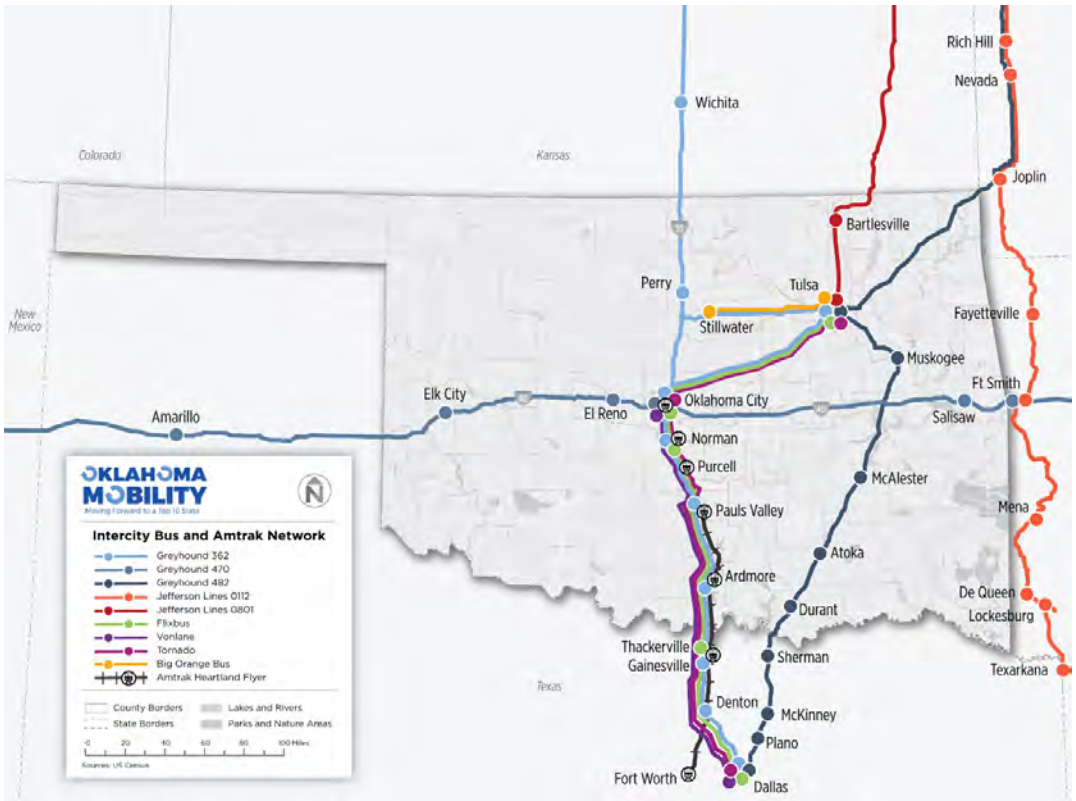
Oklahoma has historically included its FTA section 5311(f) funding in its overall FTA section 5311 program, providing the funding only to its FTA section 5311 providers for use on rural feeder services connecting to the national intercity bus network. The 5311 providers could simply roll the 15% into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

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

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

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

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



Technology

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

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

Tribal Transit

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

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

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

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

Administration of NEMT (OHCA)

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

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

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

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

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

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

OIG recommended that Oklahoma:

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

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

TRANSIT AGENCY PROFILES

BEAVER CITY TRANSIT

Fixed Route | Demand Response

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

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

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

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

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

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

Fixed Route | Demand Response

Service Area: Pontotoc County

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

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

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

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

CENTRAL OKLAHOMA TRANSIT SYSTEM (COTS)

Fixed Route | Demand Response

Service Area: Seminole County, Pottawatomie County

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

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

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

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

Data Sources: FTA National Transit Database, 2010 and 2018 (unless otherwise noted); State and Transit Provider TAM Plans.

Note: The FY 2020 ODOT TAM Plan was still in development at the time these profiles were created. The Needs Assessment Model (described in Chapter 7) uses data from prior TAM Plans.

CHEROKEE STRIP

Fixed Route | Demand Response

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

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

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

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

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

CHEYENNE & ARAPAHO TRIBAL TRANSIT

Fixed Route | Demand Response

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

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

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

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

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

CHICKASAW NATION TRANSPORTATION SERVICES

Fixed Route | Demand Response

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

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

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

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

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

CHOCTAW NATION TRIBAL TRANSIT

Fixed Route | Demand Response

Service Area: Choctaw Nation

Service Hours: Varies by passenger needs.

Fare: Free

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

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

CIMARRON PUBLIC TRANSIT

Fixed Route | Demand Response

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

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

Fare: Varies by location and distance traveled

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

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

CITIZEN POTAWATOMI NATION TRIBAL TRANSIT

Fixed Route | Demand Response

Service Area: City of Shawnee, City of Tecumseh

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

Fare: Free

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

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

CITY OF NORMAN

Fixed Route | Demand Response

Service Area: City of Norman, City of Moore

Service Hours: M-F 7AM - 10PM

Fare: Free

Annual Ridership/ 2019-2020 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
282,923 -11%	$4,033,096 478,976	26 42%	50%	3%	47%	-%	-%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	-	9	-	14	3	-	-	-

CITYLINK OF EDMOND

Fixed Route | Demand Response

Service Area: City of Edmond

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

Fare: Free

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

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

COMANCHE NATION TRANSIT

Fixed Route | Demand Response

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

Service Hours: M-F 5AM - 7PM

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

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

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

Note: City of Norman data is from FY20 to more accurately reflect service changes that occurred in 2018.

DELTA PUBLIC TRANSIT

Fixed Route | Demand Response

Service Area: Garvin County, McClain County

Service Hours: M-F 8AM - 5PM

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

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

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

EMBARK

Fixed Route | Demand Response

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

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

Fare: 1.75

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

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

ENID TRANSIT

Fixed Route | Demand Response

Service Area: City of Enid

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

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

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

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

FIRST CAPITAL TROLLEY

Fixed Route | Demand Response

Service Area: Logan County, Payne County, Lincoln County

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

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

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

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

JAMM TRANSIT

Fixed Route | Demand Response

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

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

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

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

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

KI BOIS AREA TRANSIT SYSTEM (KATS)

Fixed Route | Demand Response

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

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

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

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

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

KIOWA FASTRANS

Fixed Route | Demand Response

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

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

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

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

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

LAWTON AREA TRANSIT SYSTEM (LATS)

Fixed Route | Demand Response

Service Area: Lawton/Fort Sill

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

Fare: $1.50

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

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

LITTLE DIXIE TRANSIT

Fixed Route | Demand Response

Service Area: Choctaw, Pushmataha, and McCurtain Counties

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

Fare: $2 one-way

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

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

MAGB TRANSPORTATION

Fixed Route | Demand Response

Service Area: 5311 counties served - Major, Woods, Harper, Texas, Beaver, and Cimarron (additional counties in Northwest Oklahoma served in 5310 capacity)

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

Fare: City limits trips: $20, Out-of-town trips: $20 origination fee + $1/mile round trips or $1.75/mile one-way trips

Annual Ridership/ 2014-2018 Change	Annual Budget/ Annual Miles	# of Vehicles/ % At or Past Useful Life	Funding Sources				
			Federal	State	Local	Fares	Other
21,023 -16%	$948,018 824,090	12 52%	91%	1%	0%	8%	1%

Vehicle Fleet	Auto	City Bus	Over the Road Bus	Cutaway	Minivan	School Bus	SUV	Van
	3	-	-	-	15	-	5	-

MUSCOGEE (CREEK) NATION TRIBAL TRANSIT

Fixed Route | Demand Response

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

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

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

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

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

MUSKOGEE COUNTY PUBLIC TRANSIT

Fixed Route | Demand Response

Service Area: Muskogee County

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

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

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

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

OSU/STILLWATER COMMUNITY TRANSIT SYSTEM

Fixed Route | Demand Response

Service Area: City of Stillwater

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

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

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

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

PELIVAN TRANSIT

Fixed Route | Demand Response

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

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

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

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

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

RED RIVER PUBLIC TRANSPORTATION SERVICE

Fixed Route | Demand Response

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

Service Hours: M-F 8AM - 4PM

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

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

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

SEMINOLE NATION TRANSIT

Fixed Route | Demand Response

Service Area: Seminole County

Service Hours: -

Fare: -

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

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

SOUTHERN OKLAHOMA RURAL TRANSIT SYSTEM (SORTS)

Fixed Route | Demand Response

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

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

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

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

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

SOUTHWEST TRANSIT

Fixed Route | Demand Response

Service Area: Altus, Hollis, Mangum, Granite

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

Fare: Varies by location and distanced traveled

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

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

THE RIDE (CITY OF GUYMON)

Fixed Route | Demand Response

Service Area: City of Guymon

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

Fare: $2

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

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

TULSA TRANSIT

Fixed Route | Demand Response

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

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

Fare: $1.75 for two-hour pass

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

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

UKB TRANSIT

Fixed Route | Demand Response

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

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

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

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

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

WASHITA VALLEY TRANSIT

Fixed Route | Demand Response

Service Area: Grady County

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

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

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

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

WHITE EAGLE TRANSIT

Fixed Route | Demand Response

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

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

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

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

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

CHEROKEE NATION

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

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

Number of Vehicles: 15

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

NORTHEAST TRIBAL TRANSIT CONSORTIUM

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

Service Partners: Pelivan

Number of Vehicles: 11

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

Oklahoma Public Transit Policy Plan

Appendix E

Peer Review

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Appendix E Peer Review

Research was conducted on the public transit programs of specific peer states to serve as resources moving forward. The peer review is intended to assist in the development of Oklahoma's transit program by providing examples of how other states have approached their policies, programs, and issues. A list of states with similar demographics and numbers of transit program subrecipients was developed, and five states were selected to represent a variety of program issues based on project team and Steering Committee input.

ARIZONA DEPARTMENT OF TRANSPORTATION

Governance and Funding

In Arizona, the administration of federal and state funding is provided by the Arizona DOT (ADOT) Multimodal Planning Division (MPD). The MPD serves as the State Safety Oversight (SSO) agency. MPD currently administers FTA sections 5305, 5310, 5311, 5329 (State Safety Oversight), and 5339 programs in Arizona. ADOT MPD administers and provides oversight for FTA programs, as well as the RTAP and other federal grant programs such as Surface Transportation Block Grant (STBG) funds that have been "flexed" to support Arizona's transit programs. The UZA formula funding program funds (5307 funds) are allocated to the state of Arizona but are passed by ADOT to the agencies that are direct recipients of FTA funds.

Duties of ADOT MPD include assistance throughout the grant processes as well as subsequent monitoring of successful applicants. MPD also provides information, oversight, and technical assistance to Arizona communities, transportation planning agencies, transit agencies, and intercity carriers. As stated in the SMP, the vision and mission of the MPD include:

Our Vision: Moving Arizona to become the most reliable transportation system in the nation.

Our Mission: Connecting Arizona. Everyone. Every Day. Everywhere.

ADOT's MPD oversees the transit programs within ADOT. Management responsibility is delegated to the Transit Programs section of the department. MPD's transit staff coordinates closely with other divisions within ADOT to provide the financial and civil rights oversight that FTA requires. MPD has multiple functions, including the following FTA grant administrative responsibilities:

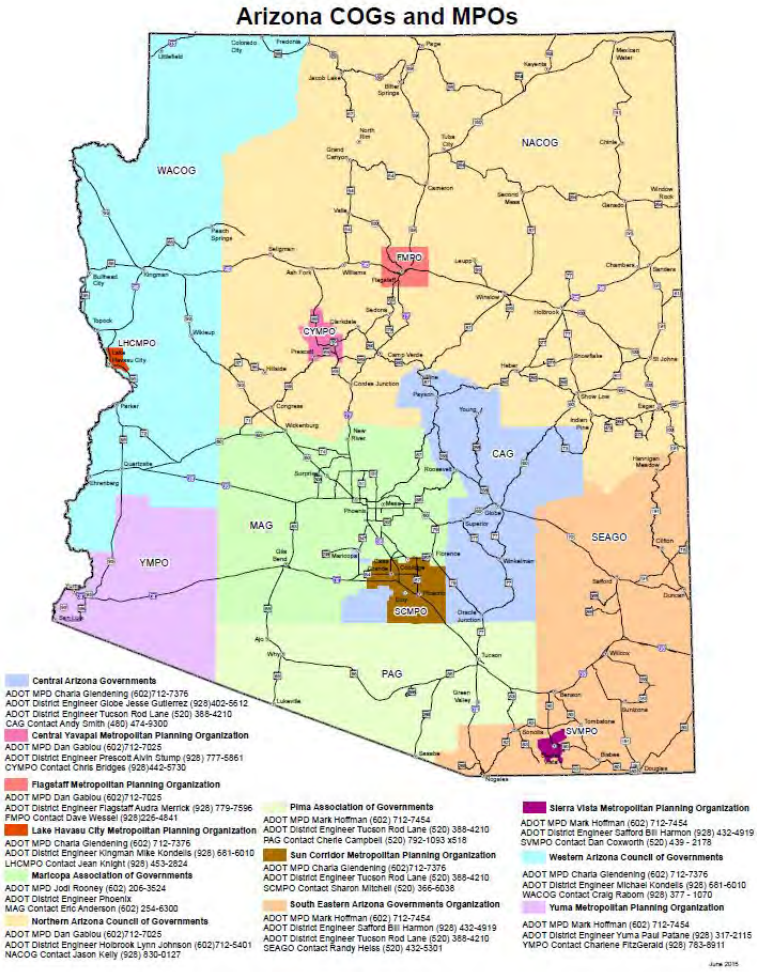
- Administering federal transit programs which provide local transit systems with capital and operating assistance.
- Providing technical assistance and expertise to local transit agencies and decision makers.
- Coordinating and funding transit planning efforts in rural and urban areas.
- Serving as the SSO for light rail.
- Ensuring a multi-modal approach in addressing problems of mobility, congestion, and air quality throughout the state.

Organization

The MPD provides transportation research, plans, and programs to the public. Much of the external coordination and communication is through collaboration with the MPOs and COGs. Arizona's transportation planning efforts are guided at the regional level by councils of governments for rural areas, and MPOs for urban areas. As entities governed by local elected officials, each COG employs full-time planning staff to prepare and implement a comprehensive transportation work program. COGs perform a variety of transportation services for their constituent partners, which may include local tribes.

These services consist of providing technical assistance and training to support communities and transit agencies in applying for state and federal transportation grants, conducting data collection and projections, developing a TIP, implementing human services transportation, public transit planning and coordination, and providing a forum for public input and review. Overall, the COGs serve as an intermediary between local and regional stakeholders and state and federal transportation agencies. Figure E-1 depicts the regional transit planning areas within the state.

Figure E-1 Arizona Transit Planning Regions



ADOT distributes federal transportation funds to COGs to meet specific goals and deliverables set forth in an annual work program developed each year by ADOT's MPD. In addition to the items outlined above, these additional responsibilities may include data collection and reporting, public involvement and consultation, project management, and coordination of transit through mobility management. The work program provided by Northern Arizona Council of Governments (NACOG) is illustrative of the roles and responsibilities performed by COGs in meeting regional rural transportation goals. An overarching theme of the work program is to meet the priorities of the federal STBG, which include supporting economic vitality, increasing safety and security for all users, promoting accessibility and mobility, and enhancing connectivity.

The central objective of the ADOT MPD is to help identify current significant transportation issues in Arizona and improve existing systems. Beyond the administration of FTA grant programs, MPD engages in several other transportation related activities:

- Systems and regional planning
  - Manages transportation studies for the state highway system and actively participates in planning activities with regional planning partners.
  - Staff of 70 professionals that manage:
    - Arizona tribal transportation
    - Bicycle and pedestrian program
    - Freight program
    - Planning assistance for rural areas
    - Transportation consultation with rural official's policy

- Transportation programming
  - ADOT Five-Year Transportation Facilities Construction Program for Highways and Airports
  - State Transportation Improvement Program
  - State Implementation Plan
- Transportation plans
  - Long-Range Transportation Plan
  - Arizona State Rail Plan
- Transit programs and grants
  - Public Transportation SMP
- Sustainability
- Transportation research center

Staffing

The Transit Group Manager reports to the Division Director of the ADOT MPD and oversees the Transit Programs and Grants unit. Program managers oversee the FTA funded programs. The MPD has additional staff including planners, management analysts, and others. The Administration Unit provides accounting and contract support to FTA programs. An overall organizational chart for ADOT is available as Figure E-2. Figure E-3 displays the organizational chart for the MPD.

Figure E-2 ADOT Organizational Chart

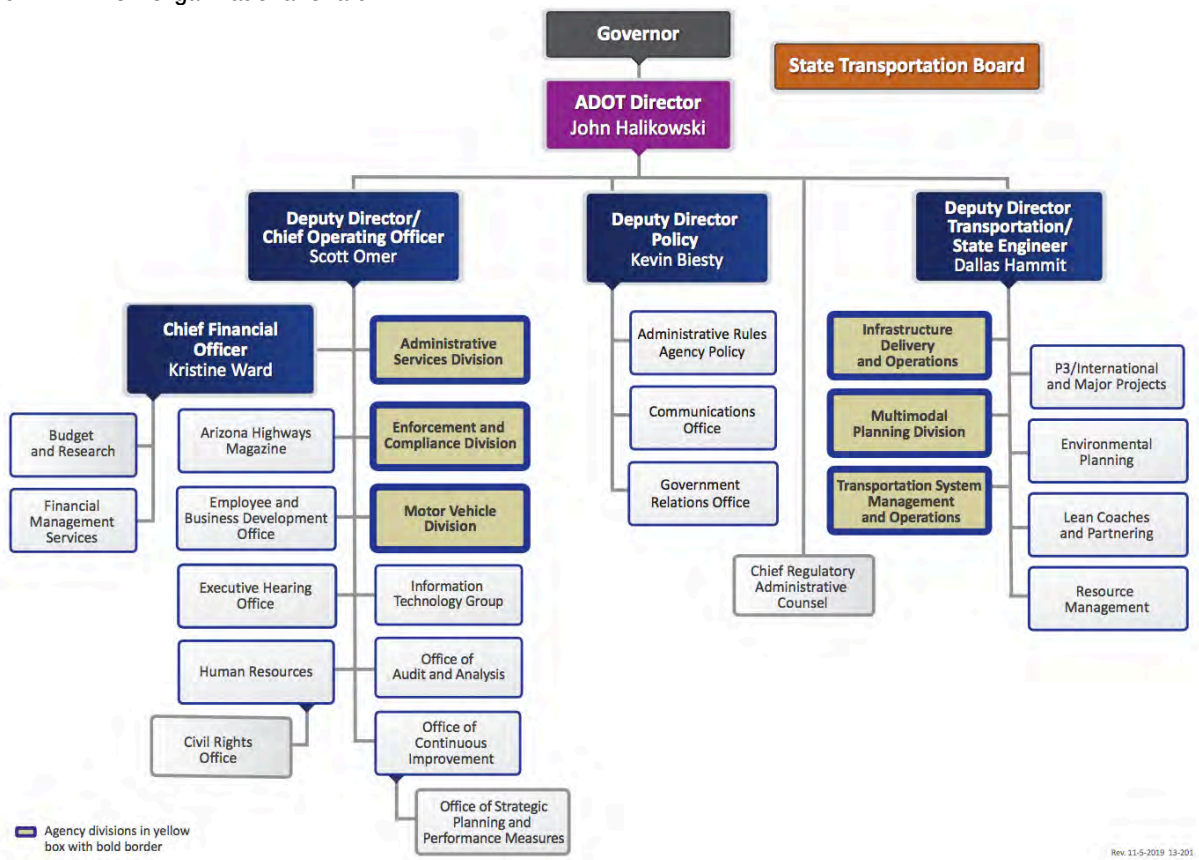
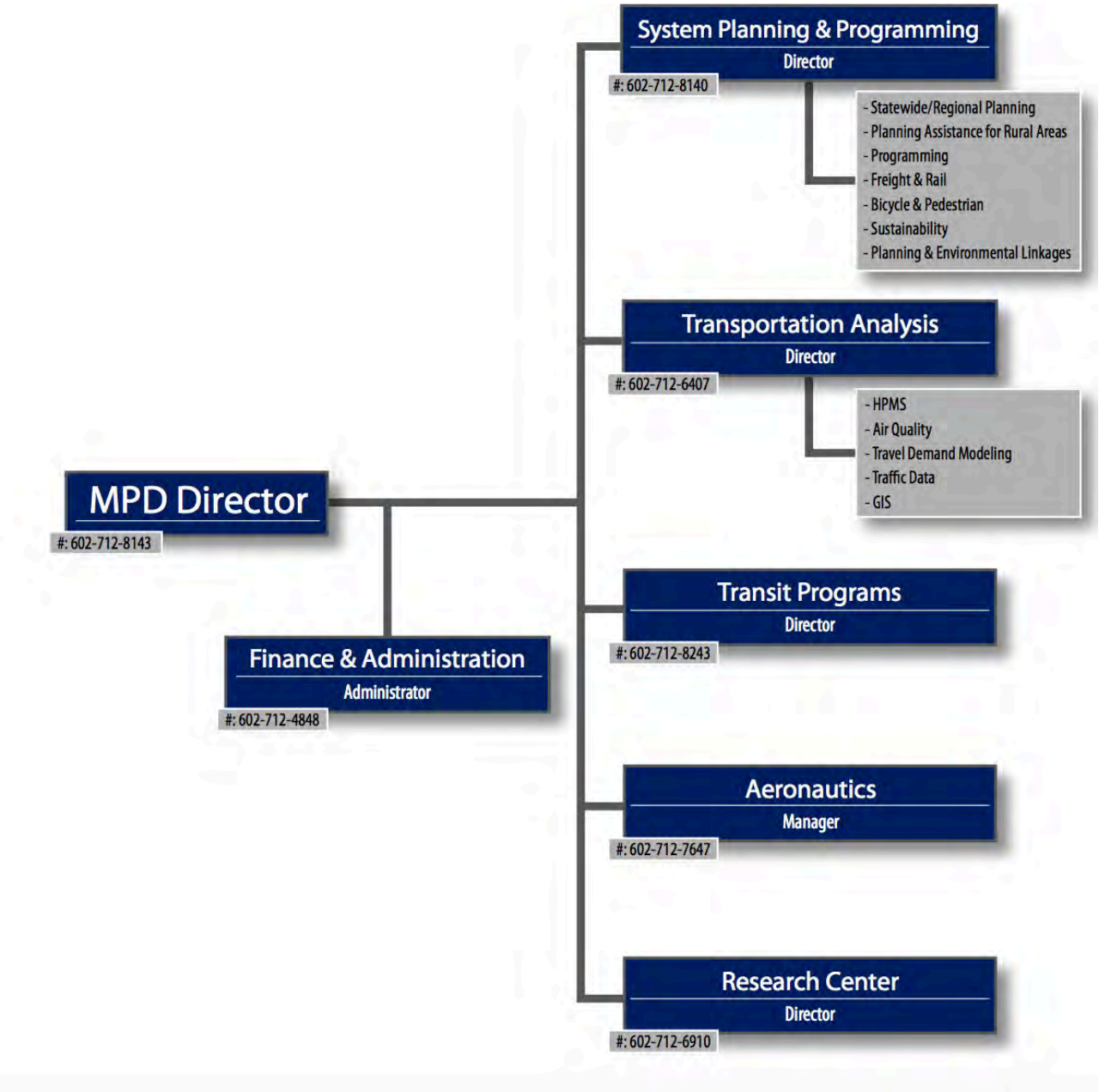


Figure E-3 Multimodal Planning Division Organizational Chart



Transit Funding Application and Approval Process

FTA Section 5310 Program

The FTA provides ADOT formula funds and STBG funds for small urban and rural areas annually through the capital assistance program. Program funds are used for capital assistance, the purchase of vehicles, related equipment, and operating funds statewide. In addition, mobility management awards are available to assist agencies and communities with their coordination efforts. Eligible recipients include private non-profit and public agencies that provide transportation to the elderly and disabled. Examples include senior centers and programs for the physically, mentally [including seriously mental ill (SMI)] and developmentally disabled (DD) populations. The utilization of special transportation includes:

- Medical appointments
- Nutrition appointments
- Adult day care facilities
- Education and training
- Service appointments, such as banking, social services
- Shopping trips
- Employment

The 5310 program has private non-profit (PNP) agencies and human service agencies that participate. Public agencies may function as grant recipients where no PNPs exist to provide the service, or the state determines such funding is in the best interest of coordination in the region. Tribal communities have been very active in the program.

Successful applications are initially adjudicated through a regional application evaluation and screening process, which includes ADOT and non-ADOT transportation and human service professionals. The 5310 program utilizes the assistance of COG and MPO planning offices to screen applicants within the state's nine planning regions. ADOT then makes the final decision regarding awards based on the evaluation and screening process, as well as the available budget. Reviewers score proposals based on several evaluation factors, including expressed need for service and/or equipment, population served, financial capability to support funding, existing fleet inventories, coordination efforts, and previous performance.

All projects funded under the 5310 program must be included in a locally developed, coordinated public transit-human services transportation planning process. Coordination is a key element required for all FTA programs. To be awarded grant assistance, successful applicants must be included in the Regional Coordination Plan for their jurisdictional area and have participated in related activities such as coordination meetings. Applicants who receive a vehicle from ADOT are mandated to follow all requirements listed in the program guidebook. ADOT requires annual inspection of all vehicles awarded through the 5310 program. Vehicles may be scheduled for inspection by ADOT Equipment Services group, or a mechanic who completes the Inspection Form to be returned to ADOT.

Eligible projects include:

- Capital funding: 80% federal and 20% local match
  - Vehicle purchases
  - Capital purchases
- Operating assistance: 50% federal and 50% local match
- Mobility management

Application process:

- Mobility management activities must be identified in the coordination plans
- Upload application and documents on e-grants application
- Assign an agency organization administrator role

FTA Section 5311 Program

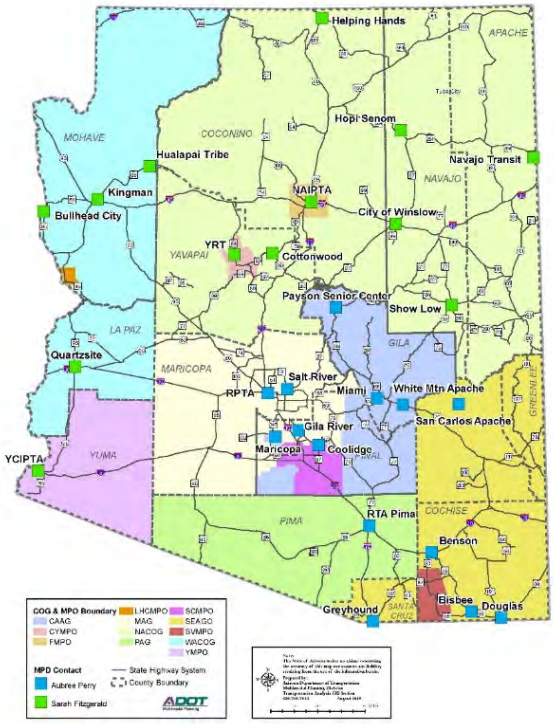
The FTA section 5311 grant program goals are to address the mobility needs of Arizona's rural population by enhancing access to health care, shopping, education, employment, public services and recreation, and assisting local communities in building effective transit services in rural areas.

The ADOT MPD manages the FTA section 5311 grant program. Funding is provided to counties, cities, towns, and tribal entities to operate transit systems at the local level. Approximately 3.1 million miles of transportation service are provided annually to more than 968,000 passengers. More than 190,000 hours of service are provided by FTA section 5311.

Funds may be used for public transit services operating:

- Within small urban and rural communities
- Among small urban and rural communities
- Between small urban and rural communities and UZAs (cities of 50,000 or more)

Figure E-4 5311 Subrecipients and Planning Regions



Funds are distributed annually through a competitive application process. The application process begins with a series of workshops and webinars providing guidance on the process occurring in the fall. Applications are submitted in December and awards are generally announced in July of each year. The program renews every federal fiscal year (which begins on October 1).

To provide 5311 recipients with the most responsive customer service, as well as work toward the growth of the rural transit program across the state, ADOT has a regionally focused approach to managing the 5311 program. This approach has resulted in distinct regions in the state, each with its own project manager: northwest and southeast (Figure E-4).

ADOT strongly encourages coordination of services to facilitate the most efficient use of federal, state, and local resources. The goal is to support the development of a statewide, multimodal transportation system that is economically efficient and environmentally sound.

Eligible projects:

- Administration expenses: 50% federal and 50% local match
  - Salaries for project director, transit manager, and secretary
  - Marketing expenses
  - Insurance premiums
  - Office supplies
  - Facilities and equipment rental
  - Alcohol and drug testing

- Capitalized maintenance expenses: 80% federal and 20% local match
  - Buses
  - Vans
  - Radios and communication equipment
  - Vehicle rehabilitation
  - Wheelchair lifts and restraints
  - Passenger shelters
  - Engine overhauls and special maintenance tools
  - Operational support
  - Minor construction or rehabilitation of transit facilities

Application process:

- Uses e-grants online system for application
  - Organization administrator
  - Authorized official
  - Financial officer
  - Grant writer
  - View access
  - Attorney
- Workshops and webinars for guidance

FTA Section 5339 Program

FTA section 5339, Bus and Bus Facilities Program, funds are available through the ADOT competitive pool process to fund capital projects. ADOT administers the state's section 5339 program, where small urban-designated UZAs are considered eligible and for the statewide portion, 5311 rural programs may also be eligible for capital projects. FTA section 5307 funds unclaimed by small UZAs without transit programs are included in the pool of funds and distributed with the FTA section 5339 funds during the application process. FTA sections 5307 and 5339 funds are managed by FTA direct recipients within the UZAs. FTA section 5339 funds awarded to rural 5311 transit agencies that are not direct recipients would follow detailed guidance outlined in the ADOT grant agreement and are overseen by ADOT as subrecipients.

The 5307 and 5339 programs provide funding for capital transit projects in the Small Urban and Rural Transit Services. ADOT MPD also administers the FTA section 5339 program to provide capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.

Rural Transit Assistance Program

The RTAP provides funding support to assist in implementation of training and provides technical assistance to meet the specific needs of FTA sections 5311 and 5310. The mission of the Arizona State RTAP is to:

- Enhance and develop the skills and abilities of persons involved in providing passenger service in rural Arizona.
- Promote the safe and effective delivery of training for FTA section 5311 and FTA section 5310 grantees.
- Improve the quality of information through the development of training and technical assistance resource materials.

The RTAP Scholarship Program assists FTA section 5311 and 5310 grantees in their efforts to further the development of management skills and encourage professional networking. Scholarships are available to agencies for transit related courses, workshops, seminars, driver training, and conferences with subject matter applicable to rural transportation and appropriate to the level of expertise of the persons attending. To be eligible, requestors must be an active ADOT Transit grantee/subrecipient supporting rural transit. FTA funded tribal transit grantees may also request RTAP scholarships. Agencies are limited to five scholarship training events per year. Attendance is typically limited to two individuals per event.

Grant Administration

Before awarding a subrecipient a grant for a new project, an evaluation scoring matrix is applied for both new applications and ongoing projects. Past financial capacity/performance is reviewed and taken into consideration. The regional coordination plans prioritize the 5310 projects applied for and determine if an existing project should remain or if a new one should take its place. Subrecipients' budgets and capital requests are reviewed prior to the award of new funds. This ensures that duplicate requests are not being entered in the Program of Projects for the current grant request.

After the review panel meets to determine a ranking of projects, Program Managers make the initial assignment to grants with the Transit Manager reviewing the awards prior to approval. Other ADOT staff may participate in reviewing and approving these projects prior to finalizing the awards.

As part of the development of the annual Program of Projects, the state looks at available funds in existing grants before applying for new funds. Older grant funds are reviewed to determine what funding can be utilized first, prior to obligation of newer funds. Grant status (including open dates, expected closing dates, and any delays) is coordinated with the grant close-out team.

Compliance

The MPD has the responsibility to ensure that transit systems receiving federal funding administered by ADOT comply with all civil rights and FTA requirements. In this effort, the MPD oversees:

- Financial capacity and management: ADOT programs are subject to an audit and in any given year ADOT or federal auditors may choose to review financial records of subrecipients. These actions are designed to ensure tighter budget-process control, asset inventory management, and enhanced ADOT-FTA reporting capability.
- Procurement: Procurement procedures used by ADOT MPD and its subrecipients comply with applicable state law and federal requirements. Every year, ADOT MPD ensures that the most recent federal clauses and certifications from FTA are included in every solicitation and contract.
- Asset management: ADOT program guidance and federal guidance specify how property acquired using federal funds must be utilized and disposed of.
- Maintenance: ADOT MPD ensures that subrecipients are aware of and comply with the requirement that vehicles and other equipment purchased with federal funds are maintained in a good state of repair and cleanliness.
- Insurance: ADOT communicates and verifies that recipients are responsible for acquiring and maintaining current, appropriate insurance on their capital equipment.
- ADA: All ADOT subrecipients must comply with the Americans with Disabilities Act of 1990, as amended.
- Title VI: ADOT has an FTA-approved Title VI plan on file. This plan can be accessed via ADOT's website at: https://www.azdot.gov/business/civil-rights/title-vi-nondiscrimination-program/fta-

subrecipient-programs. ADOT is required to ensure that all subrecipients receiving federal funds are in compliance with the regulations detailed in this plan.

- Drug and alcohol standards: ADOT requires all transit grant recipients to comply with FTA drug and alcohol program standards identified in ADOT guidelines.

Planning

Arizona supports regional coordination plans which are managed individually by the state's COGs and MPOs with oversight by ADOT. All projects funded under the Coordinated Mobility Program must be included in a Coordinated Public Transit-Human Services Transportation Plan developed and approved by the following agency representatives and local constituents:

- Seniors
- Individuals with disabilities
- Public, private, and non-profit transportation and human service providers
- Other members of the public

If applying for a project that is consistent with the Coordination Plan, but not specifically described or prioritized in the text, projects need to be listed in the annual amendment to the plan containing the current project list in order to be considered eligible for funding.

The state of Arizona is divided into twelve planning regions shown in Figure E-1. Coordinated Public Transit-Human Services Transportation Plans are developed for one of more regions of the state. Coordination Plans meeting all standards are approved for four years, with an annual update that includes eligible projects prioritized for funding in the upcoming Coordinated Mobility Program grant cycle.

Metropolitan and Statewide Transportation Planning

Projects identified in the coordination planning process and selected for FTA funding must be: incorporated into both the TIP and STIP in UZAs with populations of 50,000 or more; and incorporated into the STIP for rural areas with populations of less than 50,000.

Technical Assistance to Subrecipients

Arizona Transit Association (AzTA)

Beyond the RTAP functions in the state described earlier, Arizona has a strong public transit association. AzTA is a statewide not-for-profit association that represents the public and private sectors in the education and advocacy for public transportation services and programs. AzTA assists RTAP in providing training and resources to transit agencies in the state. In addition, the association hosts conferences and educational functions with the following goals:

- Establish a permanent statewide transit funding source.
- Prepare and promote a legislative program that supports AzTA membership at the local, state, and federal levels.
- Provide proactive communications with members/partners and develop public educational materials to support AzTA's advocacy for transit funding and legislation.
- Broaden both member- and partner-bases by actively recruiting and working together to establish collaborative opportunities in support of AzTA's mission.
- Host, with partners, statewide forums that provide educational opportunities for members/partners and broaden outreach.

Capital Needs

TAM Plans

Any agency that owns, operates, and manages capital assets used to provide public transit, and receives federal financial assistance, is required to develop a TAM Plan in order to meet federal requirements. The MPD develops the TAM Plan to provide guidance on how the state and the subrecipients will achieve and maintain SGR for all public transit assets. The final TAM Plan includes:

- Asset management objectives
- Summary description of the condition of State Highway System (SHS) and National Highway System (NHS) pavements and bridges
- Asset management performance measures and state DOT targets for asset condition
- Performance gap analysis
- Risk management analysis
- Network life cycle planning
- Financial plan
- Investment strategies

Mobility Management

ADOT, in addition to the regional coordinated planning efforts, works with the state COGs and MPOs in administering mobility management functions throughout the state. There are 10 Mobility Managers in the state: nine funded by ADOT and one funded by the city of Phoenix.

Arizona defines Mobility Management as "short-range planning and management activities and projects for improving coordination among public transit and other transportation service providers." It is an innovative, customer-driven approach for managing and delivering coordinated transportation services. Helping customers includes older adults, people with disabilities, and individuals with low incomes to gain mobility and get where they need to go. Changes in demographics, shifts in land-use patterns, and the creation of new and divergent job markets require new approaches for providing transportation services, particularly for customers with special needs. Mobility management focuses on coordinating services and transit agencies to achieve a more efficient transportation service delivery system. It encompasses a potentially broad range of planning activities and related equipment (e.g., software and hardware to promote and support coordination efforts). It can also be a staff position (e.g., mobility manager, travel coordinator) within a centralized planning organization operating in a region or locality.

The 10 Mobility Managers in Arizona work closely with the COGs, MPOs, and ADOT to facilitate these efforts in each individual region of the state.

Support for Intercity and Regional Services

Utilization of FTA Section 5311(f) for Intercity Services

ADOT awards 15% of its FTA section 5311 formula funds to intercity services per FTA guidelines. As a result, the state has eight feeder services which are run primarily by rural operators and connect to the national network of intercity services (primarily Greyhound services along I-40 and I-10).

Arizona identifies intercity service as regularly scheduled bus service for the general public which: operates with limited stops over fixed routes connecting two or more urban areas not in proximity; and has the capacity for transporting baggage carried by passengers. Package express service may be included if

incidental to passenger transportation. Commuter service (service designed primarily to provide daily work trips within the local commuting area) is excluded from the definition.

While much of the public transit service provided under FTA section 5311 covers large distances, not all long-distance trips are included in the definition of intercity service because of the nature of the areas served. Similarly, service that only stops at an intercity bus facility at either end of a route that covers a long distance, without regard to scheduled connections, is eligible for FTA section 5311 assistance as public transit, but is not an intercity feeder service.

A public entity operating or contracting for intercity bus service is not required to provide complementary paratransit service for individuals with disabilities who are unable to use the fixed route intercity bus service.

Intercity bus service is a vital link between otherwise isolated rural communities in Arizona and the rest of the nation. In recent years, the major intercity carriers have abandoned many less productive routes. Patronage generated in rural areas, however, appears to be important to the continuing viability of remaining intercity routes. One objective of the FTA section 5311 funding for intercity bus service is to support meaningful connections between non-UZAs and more distant locations. Another objective is to support services that meet the intercity travel needs of residents in non-UZAs.

Tribal Transit

ADOT has a strong working relationship with tribal communities in Arizona, with the state recognizing the needs of tribal communities through funding, technical assistance, and respect for tribal sovereignty.

ADOT efforts to address Arizona tribal transportation are based on the following major factors:

- There are 22 federally-recognized Indian Tribes, Communities, and Native Nations in Arizona with tribal land encompassing approximately 27,736,000 acres or 28% of the state land base.
- There are seven tribes located out-of-state with aboriginal and ancestral interests in Arizona.
- The state highway system includes 6,785 centerline miles, of which 1,237 traverse tribal land.
- There are 14 tribal airports and five tribal public transit systems situated within tribal communities throughout Arizona.
- Both state and tribal governments have the common goal of providing efficient transportation systems for the safety and welfare of the traveling public.

The tribal communities in Arizona are direct recipients of FTA Tribal Transit grant funds, however many of these communities compete for FTA section 5310 and 5311 funding as well. In order to assist these communities, MPD has two Tribal Liaisons who are both members of tribes within Arizona. These liaisons assist tribes with starting, sustaining, and improving transit services in their communities as well as navigating the applicable state and federal regulations and guidelines attached to transit funding. This has resulted in significant success in improving mobility for tribal communities across Arizona.

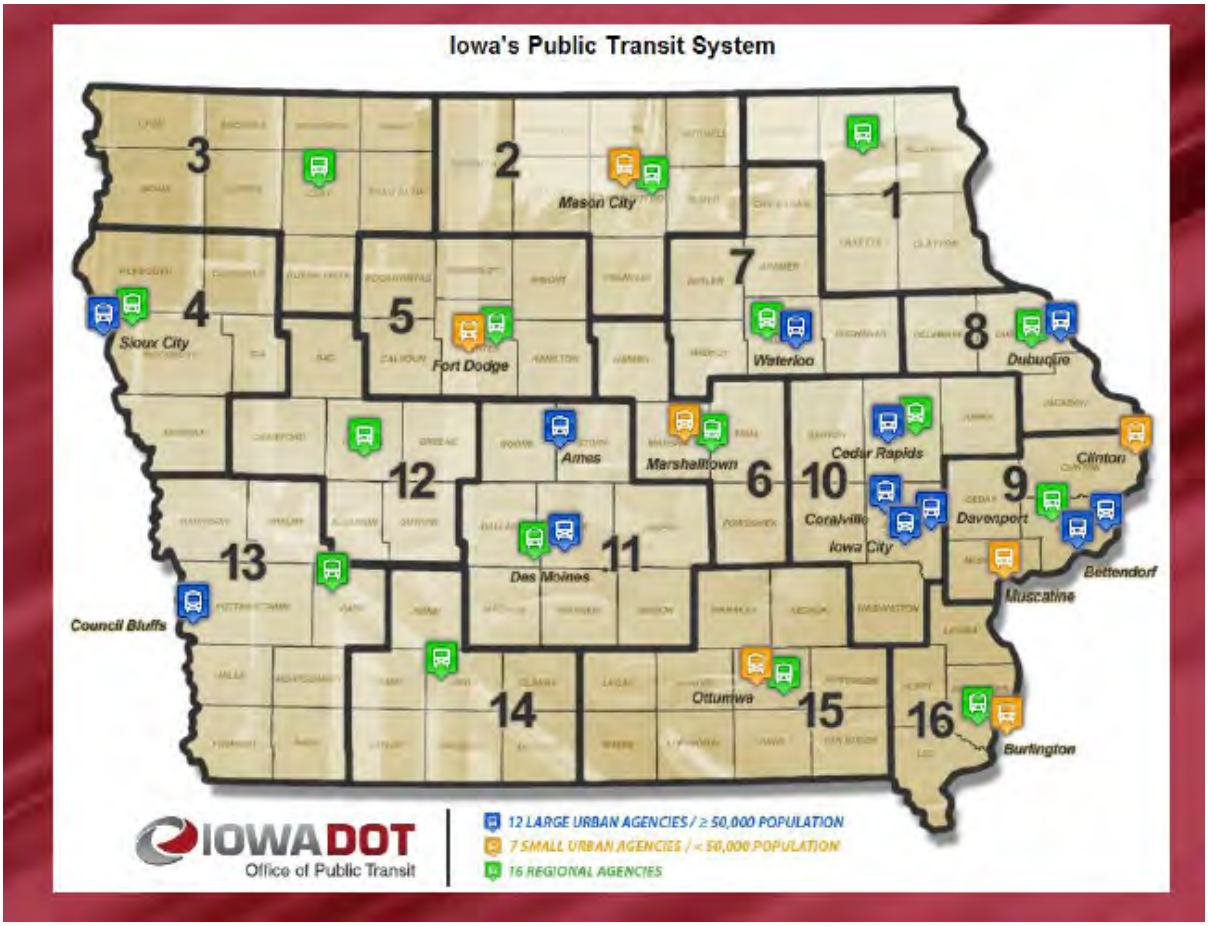
IOWA DEPARTMENT OF TRANSPORTATION – PUBLIC TRANSIT BUREAU

Governance and Funding

The mission of the Iowa DOT Public Transit Bureau is to “advocate and deliver services that support and promote a safe and comprehensive transit system in Iowa to enhance access to opportunities and quality of life.”

In this effort, the Public Transit Bureau administers state and federal transit grants and provides technical assistance to Iowa's 19 urban public transit systems and 16 regional public transit systems. Every county in Iowa, as shown in Figure E-5, is served by a regional transit system.

Figure E-5 Iowa's Public Transit System



As outlined in the Iowa DOT SMP, the Public Transit Bureau administers the following federal programs:

- Formula grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA section 5310)
- Formula grants for Rural Areas Program (FTA section 5311)
- RTAP (FTA section 5311(b)(3))
- Intercity Bus Assistance Program (FTA section 5311(f))
- Bus and Bus Facilities Formula Program (FTA section 5339)
- Funds flexed to the FTA 5311 Program from the Congestion Mitigation/Air Quality Program (CMAQ) Program
- STBG

The Iowa DOT Public Transit Bureau also administers the following FTA programs:

- Metropolitan Transportation Planning (FTA section 5303)
- Statewide and Nonmetropolitan Transportation Planning (FTA section 5304)

- UZA Formula Grants (FTA section 5307)

The goal of the Public Transit Bureau is to maximize the benefits that the people of Iowa receive through these federal transit assistance programs. The SMP notes that, to this end:

- The Public Transit Bureau has integrated the administration of these programs as much as possible, while remaining true to the separate goals established for each program at the federal level.
- The department has committed to pass all program funds on to the subrecipient transit systems/planning agencies/intercity bus operators and to pay for state level administrative costs through other sources.
- The department has also sought to partner with Iowa's transit industry in order to develop a cooperative approach that serves Iowa's citizenry, whether they live in cities or rural areas. While these federal funding programs each have specific purposes, Iowa has added the requirement to all federal and state public transit funds disbursed that all services must be open to the general public.

The Public Transit Bureau also administers state funding programs:

- State Transit Assistance Program: By rule, the bulk of the funding through this program is provided by formula to designated public transit systems. The program allows for $300,000 that is set-aside each year for special projects to improve transit in the state and for individual special projects with the purpose of supporting startup of new coordination activities.
- Operating projects are eligible for funding up to a maximum of 80% state participation for the first year and 50% state participation for the second year. Capital projects are eligible for funding up to a maximum of 85% state participation. Priority is given to projects that include a contribution from human service agencies.
- Public Transit Infrastructure Grant (PTIG) Program: This program includes new construction, renovation, and relocation of facilities. Projects may include:
  - Facilities for the administration of public transit operations
  - Facilities for servicing public transit vehicles
  - Maintenance or storage of public transit vehicles
  - Transit vehicle fueling facilities
  - Passenger waiting facilities
  - Reconstruction/major renovations or relocation of existing administrative facilities
  - Maintenance facilities to correct violations of safety or design standards
  - Projects may include all associated design, land acquisition, grading and foundation work

Organization

The Public Transit Bureau is located within the Planning, Programming, and Modal Division. This division is responsible for coordinating planning activities with MPOs and regional planning affiliations, developing transportation system plans, and conducting public involvement efforts.

Staffing

The Public Transit Bureau is currently staffed by the following positions:

<u>Grant Program Administrator</u>
This position is responsible for the oversight of all transit programs, development of the STIP transit element, administration of the federal grants application process, and administration of the Public Transit Equipment and Facilities Management System (PTMS).

Transit Programs Administrator / Statewide Mobility Coordinator
This position serves as the administrator for 18 of Iowa's 35 transit agencies. It also manages a network of urban and rural mobility coordinators throughout the state and serves as a resource where local coordinators are not present.

Compliance and Training Officer
This position is responsible for conducting compliance reviews of Iowa's public transit systems, providing identified training needs to transit systems and staff, reviewing passenger transportation plans, and serving as chair of the Iowa Transportation Coordination Council.

Grants Manager
This position is responsible for post-award management of the department's FTA grants and monitoring and implementation of state grants. This position serves as the office specialist on the FTA Drug and Alcohol Testing Program and the transit Disadvantaged Business Enterprise (DBE) program.

Transit Programs Administrator
This position provides technical assistance and oversight of awarded projects, issues payments and ensures compliance during the contract period, oversees the Intercity Bus Assistance Program, and serves as a Procurement Specialist.

Technology and Research Manager
This position is responsible for implementing special projects, preparing discretionary bus grant proposals, reviewing and monitoring legislative issues, conducting research on transit specific topics, managing the Iowa Rideshare program, maintaining vendor relations, and evaluating the most current technologies available for use in public transit.

Administrative Support Position
This position is responsible for the administration of the Iowa Public Transit Fellowship Program, state transit training assistance, contract issuance and tracking, and general office support.

Legislation

Iowa has long emphasized the need for coordination of publicly funded passenger transportation services to maximize the transportation benefits that can be achieved with limited resources. In order to accomplish this:

- State law requires all agencies providing or purchasing publicly funded passenger transportation services to coordinate such services and funding through urban or regional transit systems designated by local officials in accordance with Chapter 324A of the Code of Iowa.
- Each designated transit system is responsible for coordination of all publicly funded passenger transportation, thereby making all transit systems eligible for funding under the FTA 5310 program.
- All services provided by Iowa transit systems, with the support of state or federal transit assistance, are required to be open to the general public. For this purpose, complementary ADA paratransit is a required part of fixed-route service.
- Chapter 324A provides that the Iowa DOT is responsible for designating the state's urban transit systems, while the counties within each region are responsible for designating an entity to serve as the regional transit system.
- Iowa Administrative Code 761-910.3(2) established the Iowa Transportation Coordination Council (ITCC). The ITCC's codified purpose is to assist in determining if local agencies are complying with the coordination mandate of Chapter 324A. More information on the ITCC is provided in the Advisory Groups section.

Urban Transit Systems

The administrative rules implementing Chapter 324A provisions on the designation of urban transit systems require each urban transit system to serve a community of at least 20,000 people:

- Nineteen urban transit systems have been designated, with four of these being in UZAs over 200,000 population, eight in UZAs between 50,000 and 199,999 population, and seven in small urban areas of between 20,000 and 49,999 population.
- Collectively, the urban systems serving all or part of a UZA are referred to herein as "large urban transit systems," while those outside UZAs are termed "small urban transit systems."

It should be noted that (in the bullets on the previous page) these are Iowa program definitions[1].

Regional Transit Systems

Chapter 324A divided the state's 99 counties into 16 multi-county public transit regions, and provided that a single agency should be designated by the counties within each region to be responsible for the administration and provision of all transit services in that region not performed by one of the 19 designated urban transit systems.

Consolidated Transit Funding Application

Iowa's Consolidated Transit Funding Application serves as the single multi-part application for funding by subrecipient transit systems under Iowa's statewide CMAQ and FTA sections 5310, 5311, and 5339 grants. Iowa's Consolidated Transit Funding Application is used by all transit agencies to apply for both STA and federal funding. The application packets are posted online each December and are due to the Public Transit Bureau by the first business day of May each year. If significant balances of funding remain uncommitted in any of the statewide funding programs for which the Iowa DOT has responsibility, a midyear solicitation is made for additional applications to ensure that eligible agencies can use the funding available.

The consolidated application requests information on expected direct-funded federal transit assistance grants for large urban transit systems under the FTA section 5307 program, along with the 5310 program for transit systems serving areas with a population greater than 200,000.

Small urban and regional transit systems, along with the Des Moines Area Regional Transit Authority (DART) which is a rural provider in Polk County, use this process to apply for state administered federal transit assistance under the FTA section 5311 program.

Any individual projects from the FTA section 5339 capital program for all transit systems are included in the consolidated transit funding application process. Individual earmarks for capital projects for all transit systems are also included.

Federal Funding: Project Selection Criteria and Method of Distributing Funds

Each year 70% of the FTA section 5310 apportionment to Iowa is sub-allocated to Iowa's large urban transit operators, using the same formula as is used for the 5311 program. Each system can use these funds for any eligible project. The remaining 30% of the annual apportionment is administered in conjunction with the state's FTA section 5311 funding, meaning that the combined funds are sub-allocated using a single formula.

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[1] FTA program definitions use the Census designation of UZAs with populations between 50,000 and 200,000 as Small Urban systems, and those over 200,000 as Large Urban systems—all funded under the section 5307 program. There is no FTA funding program designation of "small urban transit systems" under 50,000 population—all transit programs outside of UZAs are categorized together as eligible for funding under the section 5311 program.

- The formula to distribute FTA section 5310 funding takes annual ridership and revenue miles into account, assuring an equitable distribution of the funds based on past performance. The transit systems may each select any eligible project on which to use their allocation. For convenience of administration, the 5310 funds involved are focused on as few systems as possible and are programmed to support contracted services for brokered operations which indicated a desire to use their funds for support of service costs.
- Funds for public transit projects are allocated among Iowa's regional and small urban transit systems using a performance-based formula, which takes the statistics from the last completed fiscal year. The formula calculations are based on the total FTA section 5311 funding going to public transit projects.
- The Public Transit Bureau determines which type of funds each transit system receives, based on the nature of the projects programmed. FTA section 5310 funds are targeted to systems that purchase services from sub-providers, and FTA section 5311 funds are targeted first to systems that provide their services directly. Each subrecipient makes their own selection of eligible projects toward which funds are to be programmed.

STA Program Funding: Project Selection Criteria and Method of Distributing Funds

The rules for Iowa's STA program stipulate that the bulk of the funding goes out by formula to the designated public transit systems. The program allows for $300,000 to be set aside each year for special projects to improve transit in the state and for individual special projects with the purpose of supporting startup of new coordination activities. This is in addition to the continuing use of these funds for statewide or emergency projects, and funds not needed for special projects can still be moved into the formula portion of the program.

Special projects are intended to help transit systems respond to needs identified by human service agencies, with preference given to projects with matched funding coming from the human services side. Projects must involve open-to-the-public services. Projects would allow start-up funding, until the services have a chance to be reflected in the STA formula. Applications are reviewed with the Iowa Transportation Coordination Council and may be submitted anytime during the year.

PTIG Program Funding: Project Selection Criteria and Method of Distributing Funds

Transit systems designated under Iowa Code Chapter 324A are eligible to apply for public transit infrastructure projects. State share is up to 80% with a maximum of 40% of the total state appropriation. Combined state and federal funds cannot exceed 80% of the total transit cost. Local participation is considered when prioritizing projects. Both new and rehabilitation projects will be funded each year. Projects must be obligated within six months of contract execution and completed in 18 months.

Advisory Groups

Public Transit Advisory Council

The Public Transit Advisory Council (PTAC) represents Iowa transit agencies regarding all of Iowa public transit funding and policy issues. The PTAC meets quarterly during the year.

Council membership includes public transit professionals from regional, small urban (20,000 to 49,999 population), urban (50,000 to 199,999 population), and large urban (200,000+ population) transit systems.[2]

[2] These classifications are based on Iowa statute definitions under Iowa Code Chapter 324A, not FTA program funding classifications.

Members are appointed by the Public Transit Bureau (with vacancies filled using recommendations from current PTAC members) and serve a term of three years with no more than four terms.

Iowa Transportation Coordination Council

In 1976 the Iowa Legislature adopted the first-in-the-nation coordination law, with a compliance review process added to the legislation in 1984. The Iowa Transportation Coordination Council (ITCC) was created in 1992 with original members including the Iowa Department of Transportation, the Iowa Department of Human Services, and the Iowa Department of Elder Affairs. The ITCC mission is to provide statewide leadership on transportation coordination to improve the mobility of Iowans.

Subsequently the ITCC was expanded, and now includes membership from statewide organizations, state departments, and federal groups. Today, the ITCC's membership consists of many state level agencies and non-profit groups, all with an interest in the coordination of transportation in Iowa.

Chaired by the Public Transit Bureau, the ITCC meets bi-monthly to discuss such issues as mobility management, accessibility of transportation in Iowa, STA Special Project Proposal applications pertaining to coordination, and the encouragement of state and local agencies' involvement in the passenger transportation planning process.

Compliance

The Public Transit Bureau has the responsibility to ensure that transit systems receiving federal funding administered by the bureau comply with civil rights requirements. In this effort the Public Transit Bureau oversees the following procedures:

- Joint participation agreements with FTA-funded subrecipients contain assurance clauses that transit agencies sign to verify compliance.
- Each FTA section 5310 or 5311 transit system must file, on a one-time basis, a signed and dated standard DOT Title VI assurance and update it as necessary when changes occur.
- FTA section 5310 and 5311 transit systems must annually submit a local civil rights assurance. This is included as part of the annual grant application.

FTA section 5310/5311 transit agencies are required to report any civil rights complaints or pending lawsuits related to FTA funded activities along with the outcome, as part of the annual funding application. All contracts with sub-providers and other contractors must also include nondiscrimination clauses.

The Transit Manager's Handbook and Policy Manual provided by the Public Transit Bureau (discussed in the later Technical Assistance section) includes a chapter that details the civil rights requirements for federal subrecipients.

Planning

The Transit Manager's Handbook and Policy Manual includes a chapter on planning, noting the importance of the transit planning process to determine a community's or region's current and future needs and to choose the best match between those needs and the available resources. This document provides extensive information on the legislated intermodal transportation planning processes. It notes that the best planning

processes also integrate transit planning with human services planning, as well as planning for other community services.

The Public Transit Bureau recognizes that the way the planning process is carried out and how successful it can vary regionally. However, a basic structure and set of elements that are common to transportation planning in Iowa are detailed in the Transit Manager's Handbook and Policy Manual and include the role of MPOs and Regional Planning Affiliations (RPAs) in the planning process.

Passenger Transportation Plan (PTP)

Any projects utilizing FTA section 5310 funding must be derived from a coordinated human service and passenger transportation planning process. In Iowa, that coordinated plan is called the PTP. Iowa's MPOs and RPAs are responsible for this process and the writing of the PTP. While not all transit systems in Iowa are eligible to receive FTA section 5310 funding, the PTP is required of all planning agencies that are in cooperation with their local public transit and human service agencies, as there are benefits to coordinating passenger transportation no matter the funding source. PTP updates are due every five years. To assist with developing and updating PTPs, the Public Transit Bureau provides specific guidance, available at: https://iowadot.gov/systems_planning/pr_guide/Passenger percent20Transportation percent20Plan/PTPguidance.pdf

Technical Assistance to Subrecipients

Transit Manager's Handbook and Policy Manual

The Public Transit Bureau provides local transit managers with a handbook that offers an overview of public transit in Iowa, and how to conduct business with Iowa DOT and the Public Transit Bureau. The handbook is intended as a tool to assist with navigating the many policies, procedures, and requirements of state and federal government. The handbook can also be used to provide orientation for new personnel; to help clarify the relationships and required procedures for existing personnel; and to provide easier accessibility to regulations and procedures.

The handbook includes sections on:

- Funding programs
- Planning
- Reporting requirements
- Procurement
- Capital management
- Vehicle operations
- Civil rights compliance
- Drug and alcohol regulations

The handbook is available at: https://iowadot.gov/transit/handbook/TMHandbookBinder.pdf

Rural Transit Assistance Program Administration

The Public Transit Bureau administers Iowa's RTAP, which provides various resources, sponsors fellowships, and conducts or coordinates transit training sessions for the transit community. Iowa RTAP features:

- Marketing and advocacy assistance to help transit systems in their effort to increase public awareness and boost ridership. Assistance includes brochures and marketing materials.

- Training seminars ranging from mini workshops to multi-day courses on issues such as customer service, management, ADA, drug and alcohol program compliance, procurement, and planning. All sessions are offered to Iowa public transit systems and transit planning agencies free of charge or for a nominal registration fee.
- A Lending Library through which public transit systems in Iowa may access training videos purchased using RTAP funds. These videos aid transit managers and their staff in the development and refinement of specific tasks or skills required to effectively operate a rural transportation system.
- The Iowa Transit Training Fellowship Program that sponsors training for identified Iowa transit agencies or planning agencies. Transit-related training may be in-person at conferences, courses, or seminars or the training may be online through e-learning and webinar opportunities.

Iowa Public Transit Association (IPTA)

IPTA's mission is to unify, advocate, and advance the interests of Iowa transit systems to influence and gain support from government agencies, legislators, and other entities. Their mission is also to support the professional development of members and their systems by providing industry information, training, technical assistance, and other opportunities for networking, collaboration, and sharing of ideas and best practices.

IPTA/Iowa DOT Transit Training Conferences

Iowa DOT contracts with the IPTA to hold a minimum of three transit training conferences each year, which are open to all Iowa public transit systems—urban and rural. These conferences are funded by RTAP and State Transit Assistance with no or minimal registration fees. Sessions are offered on a variety of topics to meet the interest of all systems, large and small. At least once each year, an expo is included in the training sessions which offers an exhibition of vendors and manufacturer representatives.

IPTA/Iowa DOT Transit Roadeo

The Iowa DOT and IPTA sponsor an annual Transit Roadeo to promote and recognize safe driving skills by Iowa's public transit vehicle operators. Transit operators from around the state meet at the current year's host site to compete and demonstrate their safe driving skills. Each operator performs a series of maneuvers that represent many of the actual situations they face as they carry out their daily duties. Funding for the Roadeo is provided through RTAP and STA.

Capital Needs

TAM Plans

The Public Transit Bureau is the TAM Group Plan sponsor for 23 Iowa public transit systems that are all recipients of FTA section 5311 funding.[3] Sixteen of these are regional agencies that primarily serve Iowa's rural population, and seven are small urban systems that serve areas with a population of less than 50,000.

The Public Transit Bureau, through this planning process, periodically assesses the current condition of capital assets for each group participant, determines the condition and performance of its assets, identifies unacceptable risks, and provides guidance and technical assistance to group participants in order to decide how to best balance and prioritize reasonably anticipated funds towards improving asset condition.

[3] Iowa prepares TAM Plans for 23 of the state's 35 agencies that are FTA section 5311 recipients. The remaining 12 agencies prepare their own TAM Plans.

The Public Transit Bureau is also responsible for setting annual performance targets on behalf of group plan participants and submitting to FTA and to the NTD. Transit agencies can choose to decline group plan participation and develop their own TAM plan and performance targets.

The Iowa DOT TAM Group Plan is available at:

https://iowadot.gov/transit/publications/TransitAssetManagementGroupPlan.pdf

Procurement

The Public Transit Bureau is responsible for ensuring that all state and federal requirements pertaining to public transit procurement are followed when using funds administered by the Iowa DOT. Transit systems may conduct their own procurement to allow greater flexibility to meet local needs, but the Public Transit Bureau verifies that all certifications being used in the solicitation are current and accurate.

Iowa DOT conducts bids on behalf of Iowa's 35 designated transit agencies, state of Iowa governmental agencies, and state board of regents. Currently, state contracts are available for local transit systems to procure the following capital items:

- Public Transit Vehicle/Shelter Advertising (one available vendor)
- ADA Accessible Van/Light Duty/Medium-Duty Vehicles (five available vendors)
- ADA Accessible Heavy-Duty Vehicles (four available vendors)

Mobility Management and Coordination

Iowa has a long history of transportation coordination beginning in 1976 and now legislated through Iowa Code Chapter 324A and overseen by the ITCC. Current ITCC membership reflects a blend of state agencies, statewide human service interests, public transit, and planning representatives. In addition to the Public Transit Bureau, the ITCC includes:

- Iowa DOT Office of Systems Planning
- Iowa DOT Motor Vehicle Division
- Iowa Department on Aging
- Iowa Department of Human Services
- Iowa Public Transit Association
- Iowa Medicaid Enterprise
- Iowa Department of Corrections
- Iowa Department of Public Health
- Iowa Developmental Disabilities Council
- Iowa Vocational Rehabilitation Services
- Iowa's MPOs and RPAs
- Iowa Mobility Manager's Network
- AARP Iowa
- Access2Care
- American Cancer Society
- Bureau of Refugee Services
- Epilepsy Foundation Iowa
- Public transit advocates and consumers

The ITCC reviews the required biennial report submitted to the Iowa General Assembly and Governor. The report is due in December of even-numbered years and recommends methods to increase transportation coordination and improve the efficiency of federal, state, and local government programs used to finance public transit services and may address other topics as appropriate. The 2016 report is available at: http://www.iowadot.gov/transit/regulations/Transportation_Coordination_2016.pdf

ITCC agendas, meetings, and projects are developed by Iowa DOT staff as part of their regular job duties and paid for as part of their regular salaries. No special funding is set aside for ITCC work.

Mobility Coordinators

As noted in the staffing for the Public Transit Bureau, a Statewide Mobility Coordinator position manages a network of urban and rural mobility coordinators throughout the state. Mobility Coordinators focus on meeting individual transportation needs by identifying transportation options and service providers, while offering education on how to use public transit. They also educate local communities, enhance awareness of available mobility options, and play an important role in travel training.

Support for Intercity and Regional Services

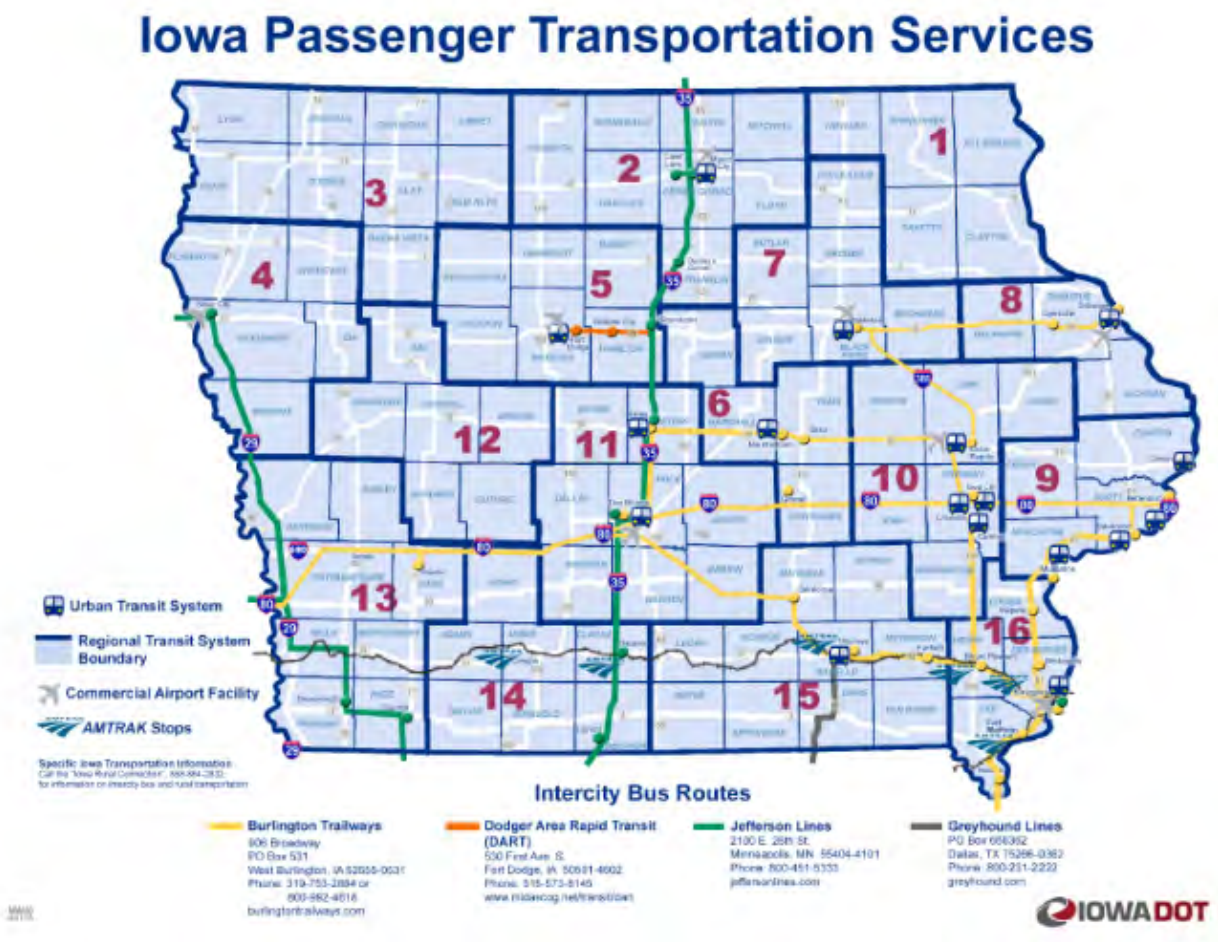
Iowa Intercity Bus Assistance Program

The Public Transit Bureau administers the federally funded Iowa Intercity Bus Assistance Program. The intent of the program is to maintain the viability of intercity bus service in the state of Iowa. A map of the current intercity bus system is shown in Figure E-6.

The Iowa Intercity Bus Assistance Program's purpose is to:

- Provide support for the existing intercity bus routes that tie Iowa to the rest of the country.
- Provide assistance for new feeder routes in order to give smaller communities not served by existing routes access to stops along those routes.
- Increase public awareness of the intercity connections that are available through a targeted intercity bus marketing program.
- Help transit agencies to upgrade equipment and facilities, including adding accessibility features required by the ADA.

Figure E-6 Iowa's Intercity Bus Routes



The Iowa Intercity Bus Assistance Program addresses these elements within the context of the federal program guidance that defines intercity bus service.

Eligibility

The Iowa Intercity Bus Assistance Program is open to:

- Private intercity bus companies.
- Firms wishing to start intercity bus service.
- Transit agencies either operating or proposing to operate intercity bus services or terminals.
- Local communities wishing to support intercity bus connections to their community.

Joint public and private applications are encouraged. If identical proposals are received from public and private providers, the private sector proposals shall generally be considered more favorably.

Proposed projects must directly support the provision of intercity bus services in Iowa. Eligible routes must serve Iowa intercity bus terminals connected to the nationwide intercity bus network and include stops in non-UZAs.

Project Priority

The following funding categories have been established for the Iowa Intercity Bus Program. These categories are listed in priority order:

Priority 1 - Provide a base level of funding support to preserve the existing intrastate system:

- Funding will be approximately 20 cents per revenue mile based primarily on preventive maintenance and insurance costs.
- Funding will be allocated based on existing miles of Iowa intercity service.
- To qualify for these funds, carriers must provide quarterly reports noting the number of Iowa passenger trips by route, miles of revenue service, and total cost per revenue mile.
- Eligible carriers must serve Iowa intercity bus terminals connected to the nationwide intercity bus network.

Priority 2 - Provide support for the development of new connector/feeder service:

Funding assistance shall be up to 50 cents per mile based primarily on preventative maintenance and insurance costs. Funding for new routes that duplicate existing route shall be limited to 50 cents per mile.

- New service projects are eligible for funding for three years.
- To qualify for these funds, carriers must provide quarterly reports noting:
  - Number of Iowa passenger trips by route
  - Miles of revenue service
  - Total cost per revenue mile
- Eligible carriers must serve Iowa intercity bus terminals connected to the nationwide intercity bus network.
- New intercity bus service must be ADA accessible and each route must include service to nonurban population centers.

Priority 3 - Provide funding assistance for route specific marketing projects:

- Marketing of new services will have the highest priority for this category of funding.
- Marketing of new routes will be funded at 80% federal and 20% non-federal, with a federal cap of $12,000 per route.
- New marketing of existing service will be funded at 80% federal and 20% non-federal, with a federal cap of $7,500 per carrier.
- Joint project development between cities, intercity carrier terminal managers, and operators is encouraged.
- Funding will be limited to external non-labor costs only.
- Applicants should include a systemwide overview of their current marketing efforts.
- Applicants with unused marketing funds may have their marketing funding requests reduced or eliminated unless proper justification is provided. Justification should include reasons why funding is unspent plus a plan that assures the balance and any additional funding will be spent in a timely manner.

Priority 4 - Provide support for vehicle and bus terminal improvements:

- Vehicles required to support new services for Iowa will have the highest priority for funding, and terminal improvements will have the next highest priority.

- Terminal improvements shall require commitments to continue service for a period of years,[4] based on useful life of facility. All improvements must meet ADA accessibility standards.

Matching Funds

The non-federal share of projects is to come from resources other than passenger revenues from intercity bus services. This can include advertising or parcel revenues, interest income, state or local public funds.

Funding Distribution

All project funds are paid on a cost reimbursement basis. Costs and funding sources must be documented for work performed before payment can be requested. Mileage-based projects shall require documentation of service mileage and cost per mile for preventive maintenance (per FTA definition), insurance or other specifics as noted in the project.

Technology

In the past Iowa DOT has developed a transit intelligent transportation system (ITS) plan, intended to provide a means for local transit systems in the state to utilize ITS applications that support transit operations. This plan assesses current conditions regarding technology, discusses the potential costs and benefits, and provides potential ITS strategies.

KANSAS DEPARTMENT OF TRANSPORTATION – OFFICE OF PUBLIC TRANSPORTATION

Governance and Funding

In Kansas, the administration of federal and state transit funding is provided by the Kansas Department of Transportation's (KDOT) Office of Public Transportation. This office is situated in KDOT's Division of Planning and Development. The mission of the Kansas Department of Transportation is to "provide a statewide transportation system to meet the needs of Kansas."

To accomplish its mission, the Office provides financial and technical assistance to public transit systems, local governments, and human service agencies throughout the state for the planning, establishment, and operation of public transportation systems. As the agency designated to administer the FTA sections 5310, 5311, and 5339 programs in Kansas, KDOT is responsible for allocating the funds to urbanized and non-UZAs of the state in a fair and equitable manner, as well as ensuring compliance with federal regulations during all phases of the application and funding processes. KDOT annually submits a program to FTA with projects for FTA section 5310, 5311, and 5339 which are revised as needed.

Organization and Staffing

The MPD (part of the Division of Planning and Development) oversees public transportation grant administration and compliance in the state. This group has the Public Transit Manager (Assistant Bureau Chief) and five staff members: three Program Consultants, a Transit Planner, and a Public Service Administrator. The Office is also supported by other units within KDOT:

- Office of Contract Compliance
- Nondiscrimination

[4] Exact time period is not defined in the regulations. The time period may vary in the agreement with the carrier.

- Title VI
- Disadvantaged Business Enterprises and Equal Employment Opportunity
- Bureau of Fiscal Services
- Financial accounting and reporting
- Payroll processing
- Vendor payment processing
- Project accounting and federal-aid billing
- Procurement
- Inventory oversight
- Contract audits
- Implementation of new funds

The state legislature established 10 Coordinated Transit Districts (CTDs), which serve as the administrative structure across the state for the purpose of providing financial and administrative assistance to transportation systems. In order to receive state and/or federal transit funds, recipients are required to become part of a CTD. A map of the coordinated transit districts is shown in Figure E-7. An organization chart for the Office of Public Transportation is shown in Figure E-8.

Figure E-7 KDOT Coordinated Transit Districts and Transit Agencies

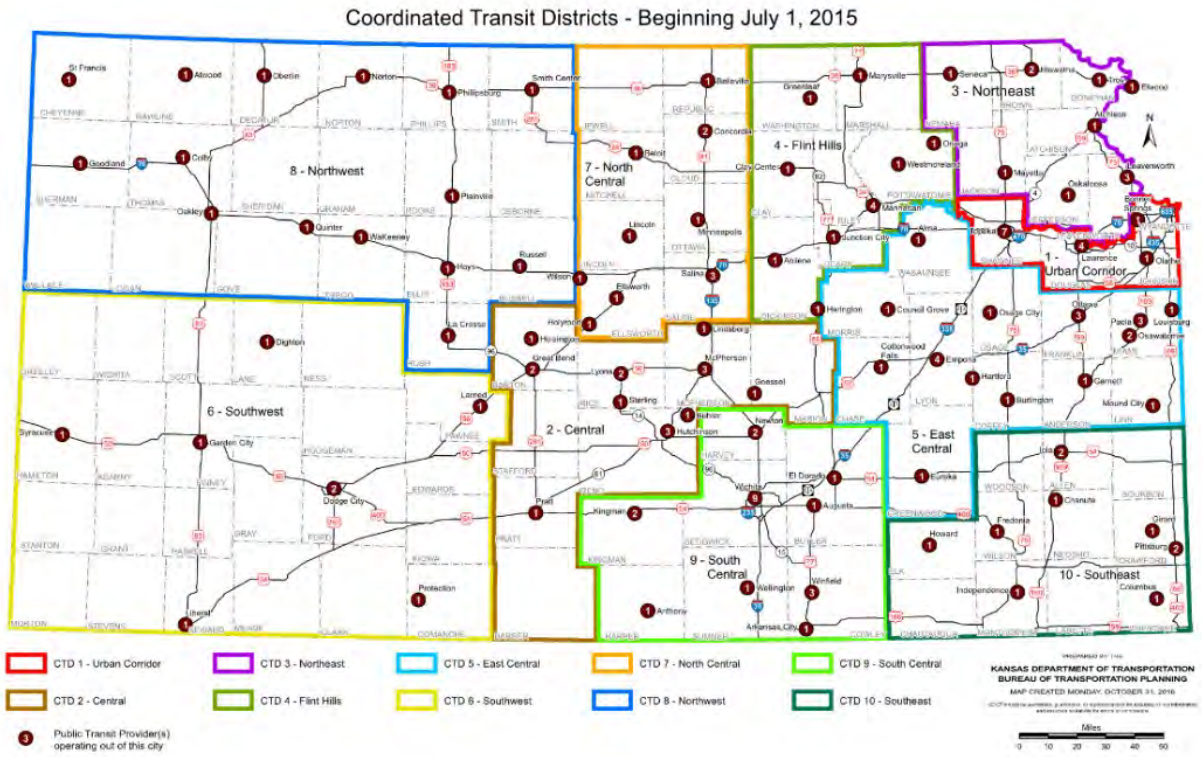
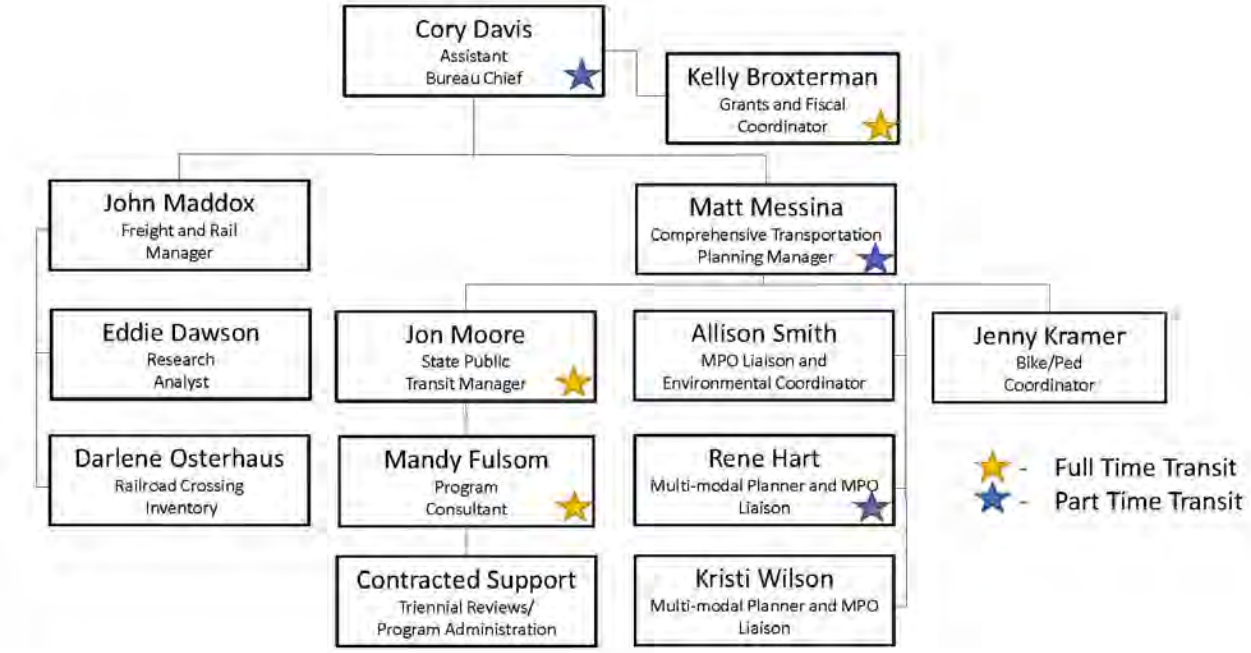


Figure E-8 Multimodal Planning Division Organizational Chart



Funding Administration and Allocation Process

The following section highlights key aspects of the KDOT oversight of federal and state transit funding programs.

Kansas Access, Innovation, and Collaboration Program

Kansas has a state transit funding program designed to give recipients more flexibility and innovative approaches than possible through the sole use of FTA grant programs. The goal is to broaden the range of possible projects using state funding. The program includes bus replacement, rehab and purchase, bus related equipment, bus facilities, and pilot programs and limited operations. Eligible applicants include local governments, transit agencies, tribal nations, and non-profits.

KDOT's stated goals of the project include:

- Expanding influence on mobility.
- Supporting urban and rural needs.
- Enhancing user experience.
- Streamlining the application process for a range of potential projects with one application.
- Enhancing infrastructure and allowing for improved access to transit.
- Investing in innovative technology including autonomous transit and electric vehicles.
- Expanding efforts in working with private providers and erasing the gap between urban and rural systems.

FTA Section 5310 Program

Recipients of FTA section 5310 federal grants must be members of a CTD. All applicants are encouraged to explore the possibilities of coordination with other transit agencies in the area, who may best be able to provide the needed transportation services in order to make use of existing resources. For new applicants,

KDOT must prove that existing services in the service areas are either unavailable, insufficient, or inappropriate. Private non-profit organizations and local governments are eligible to apply for section 5310 funding. Eligible capital expenses include transit vehicles and associated equipment (e.g., wheelchair lifts, ramps, restraints). Eligible operating expenses (up to $10,000 per recipient annually for systems under 10 vehicles and $20,000 for systems over 10 vehicles):

- Drivers
- Dispatchers
- Fuel
- Oil
- Tires
- Repairs
- Vehicle license tags
- Insurance

The capital vehicle purchase matching requirement is 80% KDOT and 20% local match. The operating expense matching requirement is 70% KDOT and 30% local match.

FTA Section 5311 Program

Similar to the 5310 program, recipients of FTA section 5311 federal grants must be members of a CTD. Here too, all applicants are encouraged to explore the possibilities of coordination with other transit agencies in the area, who may best be able to provide the needed transportation services, in order to make use of existing resources. Eligible applicants include county governments, non-urban (under 50,000 population) city governments, Native American Indian reservations, and private non-profit corporations. Eligible capital expenses include transit vehicles and associated equipment (e.g., wheelchair lifts, ramps, restraints). Eligible operating expenses include:

- Drivers
- Dispatchers
- Fuel
- Oil
- Tires
- Repairs
- Vehicle license tags
- Insurance

The capital vehicle purchase matching requirement is 80% KDOT and 20% local match. For operating expenses, the maximum federal share provided through KDOT is 50% of the net operating deficit, and of the remaining 50% local share KDOT provides 30% and the local entity is required to provide 20%. The state share of operating expenses for the 5311 program is provided at the rate of 20% of the total operating deficit, while sub-recipients are responsible for providing 30% of the total operating deficit.

FTA Section 5339 Program

Eligible activities include:

- Bus replacement, rehabilitation, or purchase
- Purchase of bus related equipment
- Bus facility rehabilitation, purchase, or construction

Because of the complexity of bus facility projects, environmental documentation is required prior to the purchase of property and development of final design plans. Documentation includes site selection, design specifications, traffic analysis, and other locally driven and federally required factors. Eligible applicants include all local governments, transit agencies, tribal nations, and non-profit organizations. The maximum federal funding share is 80%, while 20% of the funding will come from local match. The application form includes:

- Agency name

- Key contact information
- Project information
- Detailed description of the need for the project
- Detailed description on how the project will support KDOT's business model objectives
- Evidence that the applicant can provide the local cash match
- Description of the technical, legal, and financial capacity of the applicant
- Detailed project budget
- Explanation of the scalability of the project
- Details on the local matching funds
- Detailed project timeline
- Submitted package of certifications and assurances

Project Selection and Criteria for Distribution of Funds

The Kansas Coordinated Transit District Council (KCTDC), with KDOT's concurrence, reviews all applications that are received to ensure all program requirements are met. When the project proposal and documentation are acceptable, applications are approved and an opportunity for a public hearing is presented. Applicants must offer the opportunity for public comment as a part of their application. An implementation plan for the program of projects is submitted electronically by KDOT to FTA. The plan includes a schedule of project milestones, with estimated completion dates for each milestone and for the project in its entirety. Any revised schedules are submitted with annual program status reports. Assurances that the applicant will meet federal regulations are then submitted to KDOT. Subsequently, contractual agreements are executed, and funds are encumbered.

KDOT has established a policy whereby support for existing systems and new systems within unserved areas have highest priority for funding under FTA sections 5310, 5311, and 5339. Applications received from areas with existing programs are required to coordinate with existing programs.

KDOT will review and may or may not concur with the KCTDC on their selection of transit agencies to receive 5310 funds on a discretionary basis. If there are existing transit agencies in the area, then any new entity desiring to provide services in that area is referred to the CTD for possible service coordination with a member or members of the CTD. KDOT will, in general, not allow the use of FTA section 5310 funds to replace vehicles that are less than five years old or less than 100,000 miles. Replacement vehicles are given priority in the distribution of these funds. Fleet expansion is given consideration only if excess funds are available or if the service expansion is deemed necessary and appropriate by KDOT staff.

The FTA section 5311 monies continue to remain constant, but the demand for operating subsidies continues to increase. At present, almost all the federal monies in this program are being made available for operating and capital expenses.

CTDs are required to make a request for the following year's operating grant funds. KDOT then allocates the FTA section 5311 funds to each CTD based on their members' past expenditure experience. Request for increases in the allocation are given consideration if there are federal funds to cover the increases and if the increases are judged to be needed.

Any applicant may be denied funding because of facts presented in a public hearing, non-coordination with other agencies in the CTD area, lack of local match money, or failure to meet the program requirements such as failure to allow ridership under FTA section 5311 to the general public, not providing the required reports, duplication of service, poor vehicle maintenance history, lack of ridership, or failure to meet the ADA and drug and alcohol testing requirements.

If a project is denied funding, the applicant may appeal to the KDOT Office of Public Transportation. KDOT would then examine all documentation and base its decision on facts presented by the KCTDC and the project. If the requirements are still not met, the project sponsor can ask for a hearing before the Secretary of Transportation according to the Kansas Administrative Procedure Act.

Compliance

The KDOT Division of Planning and Development has the responsibility to ensure that transit systems receiving federal funding administered by KDOT and the KCTDC comply with civil rights requirements. In this effort the KDOT oversees:

- Certifications, planning, mobility management, and assurances required by the FTA for all grantees.
- Required training for transit agencies and their staff.
- Procurement of vehicles, vehicle replacement, and annual inspections for safety and compliance.

FTA sections 5310 and 5311 transit agencies are required to report any civil rights complaints or pending lawsuits related to FTA funded activities along with the outcome, as part of the annual funding application. All contracts with sub-providers and other contractors must include non-discrimination clauses.

The Transportation Policy Manual details the compliance regulations and guidelines for transit agencies.

Planning

KDOT has placed an emphasis on statewide, regional, and local coordination and planning. The Kansas Legislature mandated in 1992 states that all FTA sections 5310 and 5311 subrecipients must be part of a CTD. The purpose of the CTDs is to enhance coordination and management of all state and federal public transportation funds.

Some of the responsibilities of the CTDs are:

- Contracting with KDOT for receipt of state and federal funds which will enhance transportation coordination among the transit agencies in each district.
- Providing transportation services or subcontracting with eligible agencies.
- Monitoring the provisions of transportation services in the districts to ensure compliance with applicable state and federal regulations and laws.

In addition to establishing CTDs, KDOT continues to meet regularly with the Kansas Department for Aging and Disability Services, Kansas Department for Children and Families, and the Kansas Commission on Disability Concerns to discuss issues germane to providing transportation services to elderly persons, persons with disabilities, and the general public.

With their applications, FTA section 5310 projects in UZAs submit copies of notifications to any area MPOs and a statement of their intent to apply for capital assistance for inclusion on the TIP.

Each CTD has developed a local coordinated human service transportation plan and will begin to implement the plan in the next year with goals being set to be accomplished in the next three years. These plans will be reviewed and updated as necessary to reflect the changes in the communities and the changes within the regulations of the programs. KDOT develops an executive summary of statewide coordinated planning efforts once all CTDs have completed their plans.

Federal funds to be used for transit projects must be included in a STIP, which generally covers three program years. Examples of areas for planning include vehicle acquisition, transportation services, operating assistance, intercity bus projects, facility construction, state administration, and training and technical assistance. MPOs are responsible for planning and programs in metropolitan areas. Coordination

must occur between the MPOs and local transit agencies when servicing areas. KDOT will consider coordination efforts when approving projects. Potential FTA section 5310, 5311, and 5339 projects that are being proposed within the MPO's current planning area boundary, which may include areas that are currently non-urbanized, must be included in the MPO's TIP and subsequently in KDOT's STIP.

Technical Assistance to Subrecipients

Rural Transit Assistance Program

The Rural Transit Assistance Program (RTAP) is managed by the University of Kansas Transportation Center. Funds are used for non-urbanized transit activities related to training, technical assistance, research, and related support services. There are both state and national support components that provide assistance. The state program provides funding for training and technical assistance, while the national program provides for the development of resources by the local transit agencies and state administering agencies.

One function of the Kansas RTAP is to ensure all transit agencies receiving FTA grant funding through the KDOT Office of Public Transportation are consistently receiving quality training so they can provide safe, reliable, and equitable transportation to all Kansans.

Kansas RTAP has a trainer on staff who travels to agencies and locations across the state to train drivers. Kansas RTAP has developed a core curriculum of three courses offered multiple times each year: Defensive Driving, Passenger Assistance, and Evacuation Procedures. Additional courses are offered based on recommendations of the Kansas RTAP staff trainer, KDOT, or as requested by the Coordinated Transit District administrators and agency managers. The courses offered by Kansas RTAP are supplemented by training from approved trainers at agencies across the state through the Kansas Approved Trainer program.

The RTAP program, in cooperation with KDOT and a local host agency, hosts the annual Kansas Bus Roadeo. The Roadeo is an opportunity for drivers that have already attended all required trainings to hone their skills, meet their peers, and compete for the winning title against drivers from across Kansas. The Roadeo is considered a training event, but it does not count toward the required trainings every driver needs unless they have already taken all necessary RTAP trainings.

Kansas Local Technical Assistance Program (LTAP)

The Kansas LTAP services are developed primarily for local public works agencies and their employees, and for consultants and contractors who provide services for local governments. Program services include a newsletter, in-person and webinar training, a video and public resource library, and technical assistance. Kansas LTAP receives support from the FHWA, KDOT, and the University of Kansas.

Capital Needs

TAM Plans

Agencies that own, operate, and manage capital assets used to provide public transit, and that also receive federal financial assistance, are required to develop a TAM Plan in order to meet federal requirements. KDOT develops a TAM Group Plan, which includes all FTA section 5311 program subrecipients in Kansas, as well as the FTA section 5310 program-funded specialized transportation systems that provide public transportation.

The Kansas TAM Group Plan includes discussion on the inclusion of an asset management system into existing project selection matrixes. The TAM Group Plan includes a section that discusses the need for a Group Plan to decrease the burden of reporting for smaller transit agencies.

Procurement

For capital purchases, the Kansas CTDC, in collaboration with KDOT, prepares vehicle specifications for each type of vehicle. The KCTDC distributes a Notice to Bid to all vendors on a comprehensive vendor mailing list. Bids are tabulated and a low bid is accepted if all requirements are met. The KCTDC and KDOT assist subrecipient agencies in preparing purchase orders for the vehicles. Vehicles are delivered to the provider, where a post-delivery inspection is performed by the provider. Payment of the vehicles (federal/state share) is in the form of a check made out jointly to the grantee and the manufacturer. KDOT does not order or purchase vehicles. The subrecipient orders and purchases all vehicles using the costs from the courtesy bid, which are incorporated by reference on the purchase orders. The manufacturers have agreed to the KCTDC that they will abide by their courtesy bids. Vehicle vendors must submit all certifications as part of their bid submittal and meet all requirements as set forth by the FTA. Subrecipients are responsible for pre-award and post-delivery audits. Pre-award audits are conducted by the KCTDC on behalf of the subrecipients. Subrecipients are responsible for maintaining all supportive documentation in their files.

Mobility Management and Coordination

KDOT has begun to develop a network of Mobility Managers to assist the CTDs, local organizations, transit agencies, and the general public in promoting transit service in their respective region. This program is quite new in Kansas and the DOT is still developing performance measures, scope, and work products for successful management.

KDOT has placed a Mobility Manager in each of the 10 CTDs across the state. Each CTD must agree to support a Mobility Manager, and an agency in that CTD must offer to be that Manager's host agency before KDOT will consider placement. Funding for the first year of a CTD's Mobility Manager is covered 100% (KDOT covers the local match for the first year). Thereafter, the Mobility Manager is responsible for ensuring that there are enough local funds to match for year two, and every year thereafter.

KDOT plans for a board of directors to be created and comprised of those member jurisdictions that financially back the Mobility Manager for their region. This board will be responsible for developing the position description, scope of work, budget (which must be approved by KDOT annually), and ongoing guidance for the Mobility Manager.

Mobility Managers are required to submit an annual report to KDOT outlining their work activities, achievements, performance measures, and containing a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis. This data, both qualitative and quantitative, will be used to develop a data source to track progress over time.

Support for Intercity and Regional Services

Utilization of FTA Section 5311(f) for Intercity Services

Under FTA section 5311(f), the state of Kansas has set aside 15% of the 5311 apportionments for the development and support of intercity bus transportation.

KDOT is involved in identifying rural intercity transportation issues in the state, and in developing a program implementation strategy based on the anticipated resources to support rural intercity service enhancement. KDOT consults with intercity bus providers and other interested parties to determine intercity transportation needs and potential interested parties. KDOT advertises availability of funds for the FTA section 5311(f) program utilizing the same sources that are used for the FTA sections 5310, 5311, and 5339 programs. KDOT ensures that intercity bus providers are made aware of open applications and potential priority intercity corridors.

The KDOT consultation process is as follows:

- KDOT staff identifies potential intercity bus providers in Kansas.
- KDOT staff consults with potential providers through summits and written communication.
- KDOT provides a call for applications for potential intercity bus providers.
- Results of the KDOT Intercity Assessment Plan are used to determine if intercity needs are being met.
- KDOT staff identifies potential services to serve unmet demand as identified in the Assessment Plan.

Eligible Activities

Assistance under FTA section 5311(f) must support intercity bus service in rural and small urban areas. FTA section 5311 specifies eligible intercity bus activities to include "planning and marketing for intercity bus transportation, capital grants for intercity bus shelters, joint-use stops and depots, operating grants through purchase-of-service agreements, user-side subsidies and demonstration projects, and coordination of rural connections between small transit operations and intercity bus carriers." This listing does not preclude other capital and operating projects for the support of rural intercity bus service. Capital assistance may be provided to purchase vehicles or vehicle related equipment such as wheelchair lifts for use in intercity service.

Examples of ways in which to use these funds are used include: improvements to existing intercity terminal facilities for rural passengers, modifications to transit facilities to facilitate shared use by intercity bus and rural transit operators, operating assistance to support specific intercity route segments, and applications of ITS technology for coordinated information and scheduling.

Eligible Recipients

FTA section 5311(f) authorizes KDOT to provide funds to private intercity bus operators in a subrecipient relationship. In some instances, certain intercity bus providers may prefer to maintain a contractual relationship in order to isolate the remainder of their operations from federal requirements related to a grant. KDOT is authorized to use either mechanism to assist private operators with intercity bus service. In either case, a merit-based selection process is used to ensure that the private operator is qualified, will provide eligible service, can comply with federal and state requirements, and is the best or only provider available to offer service at a fair and reasonable cost.

Technology

As discussed above, the Access Innovation Collaboration Program funded and administered by the state has a focus on technology for transit systems. While the program is being used for a variety of funding opportunities, two projects are currently focused on technology:

The Flint Hills Area Transportation Agency applied for and received funding through the Bus and Bus Facilities program for multiple projects in 2019. The agency received funding for surveillance cameras, new transit vehicles, a maintenance vehicle, a four-post lift, and bus stop amenities.

Johnson County Transit developed a pilot program and is securing funding through the program for a microtransit service.

OHIO DEPARTMENT OF TRANSPORTATION – OFFICE OF TRANSIT

Governance and Funding

In Ohio, the administration of federal and state transit funding is provided by the Ohio Department of Transportation's (Oregon DOT) Office of Transit. This office is situated in Ohio DOT's Division of Planning. The mission of the Office of Transit is to "advocate and support safe and reliable personal mobility by coordinating and funding public transportation, which is viewed as a vital element of Ohio's transportation system."

To accomplish its mission, the Office of Transit provides financial and technical assistance to public transit systems, local governments, and human service agencies throughout the state for the planning, establishment, and operation of public transportation systems.

Organization

The Office of Transit is led by an Office Administrator, with three direct reports who manage the three sections of the department—Program Management, Compliance and Oversight, and Financial Management.

Program Management staff members handle primary responsibilities and activities for:

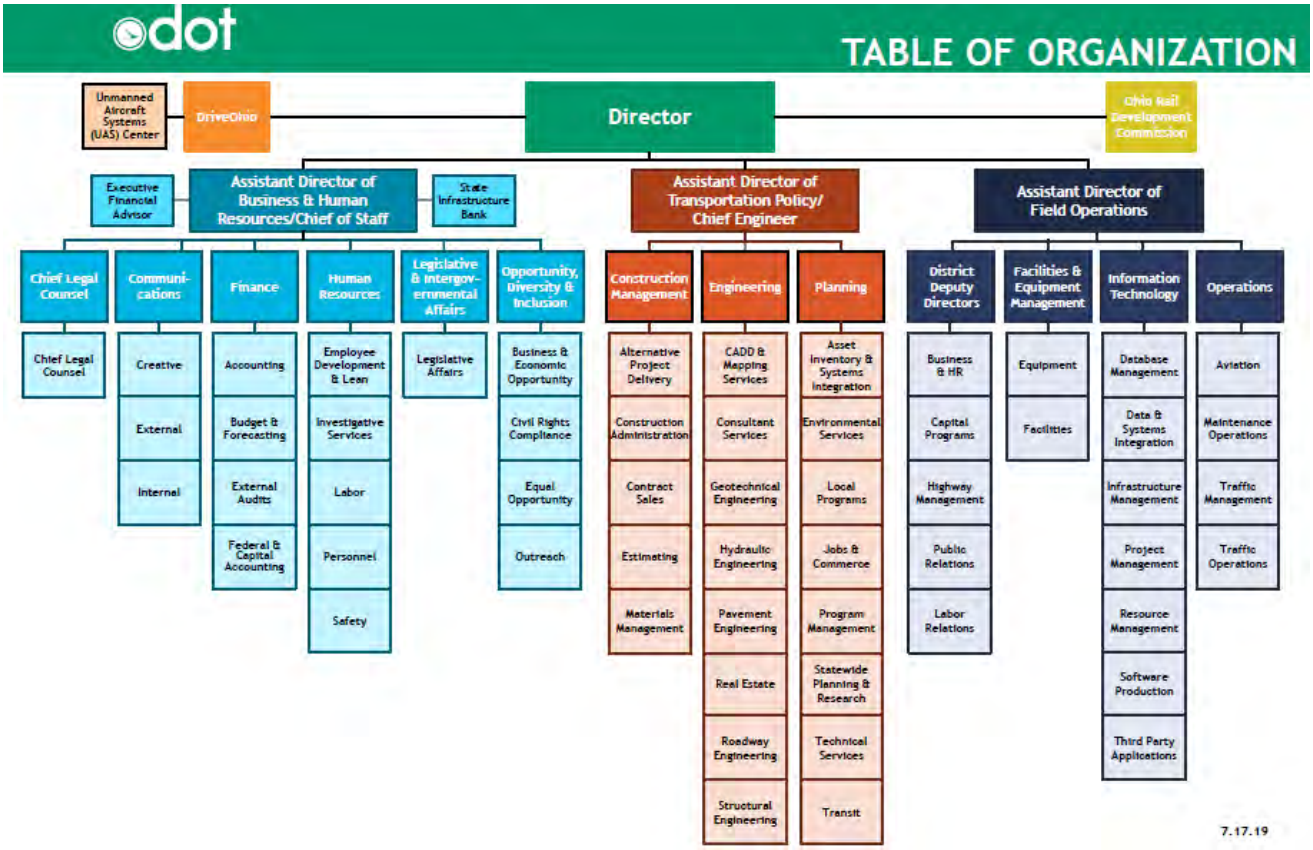
- Ohio Urban Transportation Grant Program (FTA section 5307)
- Enhanced Mobility for Seniors and Persons with Disabilities Program (FTA section 5310)
- Rural Transit Grant Program (FTA section 5311)
- RTAP (FTA section 5311 (b)(3)
- Rural Intercity Bus Program (FTA section 5311 (f))
- Bus and Bus Facilities Program (FTA section 5339)
- Ohio Elderly and Disabled Transit Fare Assistance Program
- Ohio Coordination Program
- Ohio Technical Assistance Program
- State Planning Research Program

Compliance and Oversight staff members handle primary responsibilities and activities for:

- Technical Assistance Reviews
- Development of all office publications and reports
- Management of transit data including TAM data, agency safety plan data, and performance targets and measures
- Administration of the Ohio Technical Assistance Program
- Ohio DOT transit vehicle term contracts with procurement oversight
- Administration of the Rail SSO Program
- Rail Fixed Guideway SSO Program (FTA section 5329)
- Subrecipient and Ohio DOT compliance with federal and state regulations, including reporting into the NTD
- Financial Management staff members handle all FTA and state grants management activities including financial tracking, management, budgeting, and financial controls.

An organization chart for Ohio DOT is provided in Figure E-9, and the Office of Transit is shown in Figure E-10.

Figure E-9 Ohio DOT Organizational Chart

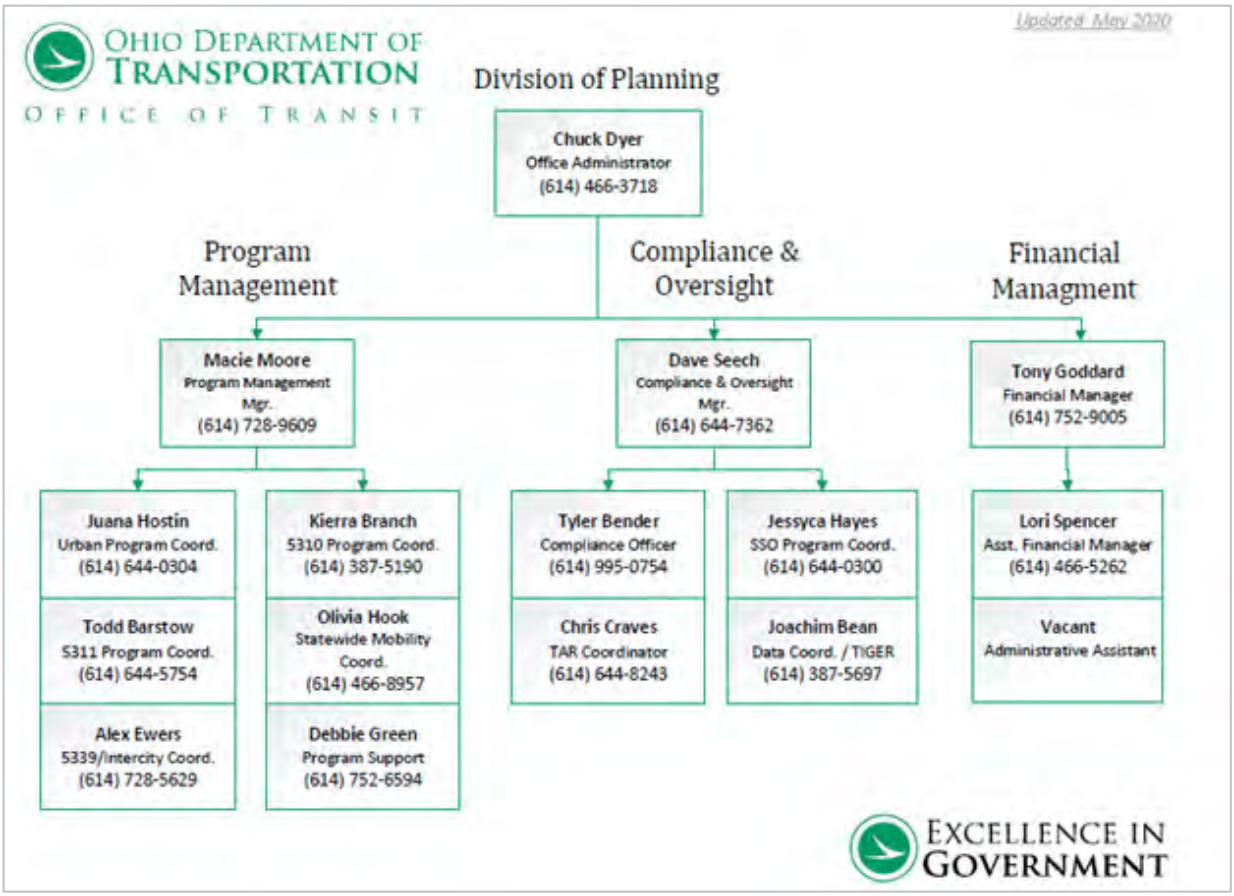


Staffing

As shown in Figure E-10, Program Management administers FTA programs, with specific positions that coordinate funding through different programs. This section of the Office of Transit also includes two program support staff and a Statewide Mobility Manager (discussed further in the Mobility Management and Coordination section).

In addition to the staff person who manages Compliance and Oversight, this component of the Office of Transit includes four staff members. They are responsible for Ohio DOT compliance with FTA requirements and reviews of subrecipients to ensure they are meeting these requirements through Technical Assistance Reviews (discussed in the Compliance section).

Figure E-10 Office of Transit Organizational Chart



Funding Administration and Allocation Process

This section highlights key aspects of the Ohio DOT Office of Transit's oversight of federal and state funding programs.

FTA Section 5310 Program

The Office of Transit administers FTA section 5310 program funds for the small urbanized and rural areas of Ohio through their Specialized Transportation Program. Like other states, the program provides capital funding for vehicles through 80% federal funds and a 20% local match.

In Ohio, there is an emphasis on preventive maintenance for FTA section 5310 funded vehicles to increase their useful life. Preventive maintenance is also funded through 80% federal funds, with the 20% local match requirement.

Mobility management is a focal point of the FTA section 5310 Program funding. The Ohio Mobility Management Program provides 80% of the total cost of eligible expenses, and the remaining 20% must be provided locally. More than 20 local or regional mobility managers are currently funded through the FTA section 5310 program. More information is provided in the Mobility Management and Coordination section of this profile.

FTA Section 5311 Program

The Office of Transit administers FTA section 5311 program funds through their Rural Transit Program. Federal and state funds are used to assist with operating and capital expenses in the provision of general public transportation services in rural and small urban areas. Like other states, FTA section 5311 funds can be used for up to 50% of the net project cost of operating expenses and up to 80% of the cost of capital projects. Unique in Ohio is that State General Revenue funds, through the Ohio Public Transportation Grant Program, are also available to provide up to 30% of eligible operating costs and up to 10% of the costs of capital projects.

Through the annual application process for FTA section 5311 program funding, existing grantees submit a proposal to request federal and state operating funds. These funds are based on the transit systems needs and are evaluated in relation to state performance standards for a percent of general public ridership, passenger trips per hour, cost per vehicle mile, and cost per passenger trip. Capital funds are discretionary and are approved based on a system's Four-Year Capital and Operating Plan.

FTA Section 5339 Program

The Office of Transit administers FTA section 5339 program funds through their Bus and Bus Facilities Program. The goals of the Bus and Bus Facilities Program are:

- To assist eligible recipients in replacing, rehabilitating, and purchasing buses and bus-related equipment.
- To renovate and construct bus-related facilities.
- To ensure that public transit systems in Ohio have vehicles, equipment, and facilities of sufficient quality and quantity.
- To ensure that public transit systems can provide safe, efficient, and effective public transportation to the people of the state.
- To maximize use of the FTA section 5311 program for operations, the Office of Transit funds vehicle replacement and expansion vehicles eligible for that program through the FTA section 5339 program.

The Office of Transit's selection process for funding through FTA section 5339 involves:

- Funding projects based on both scores and program priorities
- Prioritizing based on program goals and statewide needs
- Preservation rather than expansion

The priority of preservation is based on program goals and the desire to ensure that SGR is maintained for fleets and assets. Expansion projects are eligible but are a lower priority for 5339 program funds. There is a higher priority for expansion projects in the OTP2 application (described in next section). Funding is also awarded to ensure statewide distribution.

Ohio Transit Partnership Program

Ohio DOT instituted the Ohio Transit Partnership Program (OTP2) to provide state funds to rural and urban transit systems in Ohio, beginning in FY 2020. The program purpose is to facilitate the most efficient and effective use of state funds in the provision of public transportation services, while meeting transit system needs, improving economic conditions, and providing a quality-of-life environment for the state of Ohio.

OTP2 is a discretionary program, with projects selected on a competitive basis between two tiers:

- Tier I projects focus on preservation, or working to maintain, sustain, or keep in a good sound state the transit systems in Ohio.
- Tier II projects focus on innovation in the areas of regionalization, coordination, technology, service expansion, workforce initiatives, and healthcare initiatives.

Public transit systems operating in Ohio that receive FTA section 5307 or 5311 funds are eligible recipients of OTP2 funds. The eligible Tier I and Tier II projects are detailed in Figure E-11.

Figure E-11 Ohio Transit Partnership Program Eligible Projects

Eligible Projects: Tier I

TIER I PROJECTS - approximately 60% of available funding	
Preservation	
Capital Replacement	➢ Vehicle (revenue) replacement ➢ Fixed guideway modernization replacement and rehabilitation
Facility Upgrades	➢ Building renovation ➢ Building rehabilitation ➢ Parking lot paving
Equipment	➢ Bus equipment ➢ Support vehicles ➢ Garage equipment
Preventive/Capitalized Maintenance	➢ Servicing ➢ Repairs ➢ Inspections for vehicles
Operating Assistance	➢ Operating assistance to maintain existing services

Eligible Projects: Tier II

TIER II PROJECTS - approximately 40% of available funding	
Capital (Facilities & Fleet)	
Construction	➢ New multimodal facility ➢ New transit hub ➢ Park and ride facility
Vehicle (Revenue) Expansion	Vehicles used to expand existing fleet vehicles
Technology / Equipment	
Alternative Fuels	➢ Compressed natural gas (CNG) ➢ Battery electric vehicles ➢ Hydrogen fuel cell vehicles
Fueling Infrastructure	➢ CNG ➢ Battery charging stations ➢ Hydrogen fuel cell generators
Smart Technology	➢ Ride scheduling apps for smart phones ➢ Online trip scheduling ➢ Wi-fi equipped buses ➢ Electronic fareboxes ➢ Mobility service apps to use multiple modes of public or private transportation
Dispatching and Scheduling Software	Purchasing dispatching and scheduling software, including purchases intended for use by multiple counties or transit agencies
Planning	
Feasibility Study	Creation of new routes, adding fixed route service, funding sustainability
Service Evaluation	Efficiency of service, routes
Plans	Creation of Transit Development Plan, Long Range, TAM Plan, Locally Developed Humans Services Coordinated Transportation Plan
Pilot Projects	
New/expanded Service	Test or demonstration of new or expanded service that addresses program goals
New/expanded Program	Test or demonstration of new or expanded program that addresses program goals
Operating Assistance	
Service Expansion	Extending the service area, service days, or service hours in coordination with multiple counties or agencies

The selection of projects for OTP2 funding is through the following evaluation process:

- Projects are categorized for funding in Tier I or Tier II. Tier I projects do not compete with Tier II projects.
- For both Tier I and Tier II projects, 20% of program funds are set aside for rural transit operators. If there are not enough viable rural projects, funds will be reallocated to urban projects.
- Both Tier I and Tier II projects are scored against a set of criteria, with a maximum of 100 points per project. Criteria includes project readiness, ridership impact, and collaboration with other agencies. Priority is for projects that demonstrate capacity to spend funds in the application fiscal year.
- No local match is required. However, the funding program prioritizes projects that leverage or maximize other available funding sources and are developed in partnership with other agencies and organizations.

Urban Transit Program

The Urban Transit Program (UTP) encompasses funding administered by the Office of Transit for transit service in Ohio's UZAs with populations of 50,000 or greater. The program goal is to facilitate the most efficient and effective use of state funds in the provision of transportation services. There are 26 urban transit agencies in Ohio.

Ohio DOT allocated $16.6 million for FY 2021. The sources of funds for this program are from Ohio's General Revenue Funds passed by the Ohio General Assembly for the 2020-2021 biennium. UTP funds are formula-based and allocations are determined by both the FTA funds received and the percentage of federal funds received in Ohio.

Rural Transit Assistance Program and Ohio Technical Assistance Program

Along with their annual allocation of RTAP funding, the Office of Transit uses other state and federal administrative funds to support the Ohio Technical Assistance Program (OTAP). Through OTAP, Ohio DOT provides technical assistance and services tailored to subrecipient's needs and state issues. Most assistance is provided one-on-one by request of individual subrecipients and results in a specific product, such as a service or contract rate analysis, and an operating service plan.

Ohio DOT has used OTAP to conduct projects of statewide significance, e.g., the development of the "Handbook for Coordinating Transportation Services" and "Guide for the Implementation of Coordinated Transportation Systems," "FTA's Charter Regulations: A Compliance Guide for Ohio's Rural Public Transit Systems," and "A Guide to Preventive Maintenance."

A portion of the RTAP funds are used to support Ohio DOT's scholarship program, which is made available to subrecipient transit agencies including FTA sections 5310 and 5311 subrecipients. An agency can apply for scholarship funding to supplement or support the financial cost of professional education opportunities. Scholarships are reviewed and awarded on a competitive basis. These opportunities include attending conferences and training programs not offered by OTAP.

Compliance

As part of their responsibility for conducting oversight of FTA funding, the Office of Transit conducts Technical Assistance Reviews (TAR) of subrecipients of FTA sections 5310 and 5311 grants. The Office of Transit conducts a full TAR on each FTA section 5311 subrecipient on a biennial basis. Additionally, Ohio DOT conducts specialized reviews, including Drug and Alcohol program reviews (conducted on each subrecipient at least every three years by an Ohio DOT consultant).

The Office of Transit has established a detailed TAR process for FTA section 5311 subrecipients that includes:

- Scheduling a one to two-day site visit (two full days are typically needed only for transit agencies with fixed route service and multiple compliance issues).
- Distributing a 28-page TAR questionnaire approximately six weeks before the site review, with a due date to respond approximately three weeks prior to the site review.
- Conducting a desk review of the questionnaire, documents submitted in advance by the subrecipient, and documentation in Ohio DOT's grants management files (including the most recent grant application and local procurements conducted in the past three years) to determine which areas are compliant and which areas need to be reviewed more closely during the site visit. The TAR Coordinator meets with the Office of Transit Program Coordinator for the transit system regarding updates on whether invoices and applications are submitted in a timely manner, if extensions are requested before due dates, and accuracy of invoices.
- Conducting the TAR site visit, following the structure of the questionnaire with the transit agency director and staff as appropriate. Additionally, the site review includes:
  - Touring the facility, including dispatch and maintenance areas.
  - Visually inspecting public and employee bulletin boards to verify that required public and labor notices are posted.
  - Visually inspecting several Ohio DOT-funded vehicles to verify presence of required equipment and review cleanliness.
  - Reviewing maintenance files and facility maintenance documentation.
  - Financial review of randomly selected invoices.
  - Conducting wrap-up discussion to review all requirements and recommendations with the transit agency director and determine the timeline for fixing the requirements.

Following the site visit, a TAR Final Report is developed along with an Executive Summary and an Action Plan. The Office of Transit Program Coordinator is then responsible for monitoring completion of the Action Plan, with periodic updates to the TAR Coordinator documenting dates when requirements are fully implemented along with action steps. Assistance monitoring/reviewing corrective action responses is provided by the Compliance section of the Office of Transit.

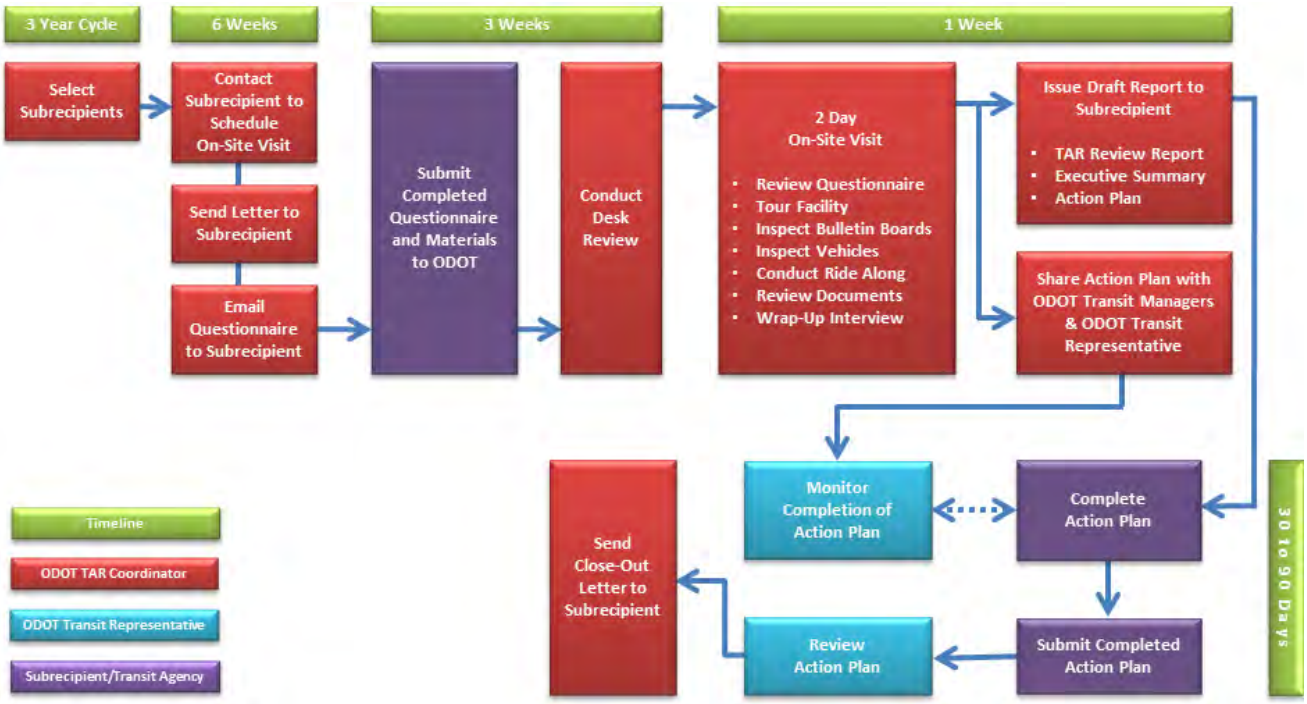
Upon completion of all requirements in the Action Plan, the Office of Transit sends an official close-out letter to the rural transit agency and the grantee, advising them that all issues are deemed complete and satisfactory and the review is closed.

Procedures for the TAR process are outlined in several documents, including the Ohio DOT *Technical Assistance Review Field Guide.* This guide provides comprehensive, detailed guidance on conducting reviews, and is used internally by Ohio DOT staff as a reference manual, particularly with the desk review portion of the compliance review. Additional TAR procedures and guidelines include a TAR Process Task List and the TAR Action Plan Completion Documentation and Close-out Procedure.

The TAR process for FTA section 5310 subrecipients is like the FTA section 5311 process, although the questionnaire and site review are scaled back to reflect the requirements specific to the FTA section 5310 program. FTA section 5310 TARs typically need only one day on site.

Figure E-12 presents a flowchart of TAR process.

Figure E-12 TAR Flowchart



Planning

In January 2015, the Office of Transit completed an Ohio Statewide Transit Needs Study, providing a statewide assessment of public transportation needs. The study included analysis and consideration of statewide needs, spanning Ohio's urban and rural areas, including those counties in Ohio with no public transportation services. The goal of the study was to document how well Ohio's current network of public transportation services match current needs, and what types of systems, services and investments would be needed to meet future need. The study was intended as a long-term strategy to guide transit service development, including transit policy and funding, over the 10-year period between 2015 and 2025.

While the Office of Transit does not require any entity to produce a coordinated public transit-human services transportation plan, the office is responsible for the selection of projects to be funded through FTA section 5310, which requires projects be derived from these plans. Since FTA coordinated transportation planning guidelines require that FTA section 5310 projects be derived from coordinated plans, the Office of Transit encourages coordinated plans to go beyond the requirements of FTA section 5310 funding. The plans should include analysis of needs and development projects to address the mobility needs of the general public, and provide a variety of resources to assist lead agencies in the development of these plans, such as:

- Coordinated Plan Template that is an editable document and helps to ensure that all required plan elements are included in the plan.
- Coordinated Plan Guidance that discusses the role of the lead agency, provides tips on conducting needs assessments and developing strategies, and details the adoption process.
- Coordinated Plan Review Checklist that reviews the items that should be included in the plan.
- Coordinated Plan Toolbox that provides additional resources with the development of Coordinated Plans.

Technical Assistance to Subrecipients

Beyond the RTAP discussed earlier, the Office of Transit provides a variety of resources to their subrecipients. These resources are discussed in detail in this section.

Rural Transit Manual

The Ohio DOT Office of Transit has assembled information that provides the necessary tools to new and existing rural transit systems to successfully and efficiently administer public transportation service in Ohio.

The manual includes:

- Overview of Ohio DOT programs
- Federal compliance
- State requirements
- Financial management
- Invoicing instructions and operating data
- Procurement and third party contracting
- Vehicles and equipment
- Construction and facility projects
- Managing your rural transit program

Rural Ohio Transit eLearning

Developed in conjunction with Ohio DOT's LTAP, this online course is intended for new rural transit managers and anyone wanting to learn more about the Ohio Rural Transit Program. It includes 11 modules that cover everything from the requirements of the program to operating a rural transit system. The overall purpose of LTAP is to assist local governments in managing a safe, cost-effective, and environmentally sound transportation system by providing training and technical assistance in the areas of safety, workforce development, infrastructure management, and organizational excellence.

Capital Needs

TAM Plans

Agencies that own, operate, and manage capital assets used to provide public transit and which also receive federal financial assistance, are required to develop a TAM plan in order to meet federal requirements. The Ohio Office of Transit develops a TAM Group Plan, which includes all FTA section 5311 subrecipients in Ohio, as well as the FTA section 5310 funded specialized transportation systems that provide public transportation and are not covered by a plan provided by the MPO or RTPO.

The Office of Transit TAM planning process involves:

- Establishing, via BlackCat (the grants reporting tool currently being used by Ohio DOT), the Projected Performance Targets for the optional coming year.
- Working with local transit agencies that fall under its coverage to name an Accountable Executive who is ultimately responsible for ensuring that the reporting to NTD/BlackCat is complete and accurate. The Accountable Executive is required to submit certification each year that the information contained therein is accurate to the best of their knowledge.
- Using data from the TAM Group Plan to establish an investment prioritization plan that is consistent with its plan goals and objectives throughout the horizon period of the plan. In the case of Ohio

DOT, it is the intent of the program to update the plan and program standard every two years with the update of the STIP.

Public Transportation Agency Safety Plan

The Office of Transit is responsible for the Public Transportation Agency Safety Plan (PTSASP) that includes all public transportation systems that receive federal assistance under FTA sections 5310 and 5311. Small transit agencies are defined as recipients that have 100 or fewer vehicles in peak revenue service and do not operate a rail fixed guideway public transportation system.

Cooperative Purchase Program

The Ohio DOT Cooperative Purchase Program offers a variety of the most commonly operated transit vehicles in rural and small urban transit service. Rural Transit grantees must choose vehicles that are of the size and capacity and with the appropriate optional equipment for their individual service and community.

To make this choice easier, Ohio DOT offers its Vehicle Selection Guide. This Selection Guide contains the range of vehicles and optional vehicle equipment available through Ohio DOT's state term contracts. The guide also provides guidance to select the proper vehicle to match a grantee's service requirements. The guide should be used regardless of whether a grantee plans to purchase vehicles through Ohio DOT's state term contracts or conduct the procurement itself. The vehicles offered in this guide are of the size and type most commonly used by human service organizations in the provision of transportation to the elderly and individuals with disabilities; small urban and rural general public transit systems; and large urban transit systems offering complementary paratransit service. Research has been conducted on the equipment, options, and seating arrangements to provide a wide variety of vehicles to meet most agencies' needs.

If for any reason the vehicles offered in this guide do not meet a grantee's needs, they are instructed to contact their Program Coordinator for assistance.

Mobility Management and Coordination

Ohio Mobility Management Program

The purpose of the Ohio Mobility Management Program is to increase access to mobility for Ohioans by increasing understanding and awareness of transportation needs, coordination of transportation options to meet needs, and building sustainable and healthy communities by integrating transportation into planning and programs.

The goals of the Ohio Mobility Management Program are to:

- Increase understanding and awareness of community transportation needs.
- Increase awareness of current community transportation options and programs.
- Ensure that transportation considerations are included in local and regional planning activities.
- Increase local capacity for transportation services.
- Assist individuals with accessing all community transportation options.

The Ohio Mobility Management Program is overseen by the Statewide Mobility Coordinator position located in the Office of Transit. This position was created in 2017, and job functions include:

- Overseeing 28 local and regional mobility management programs funded through Ohio DOT that serve 57 Ohio counties. Local and regional mobility management activities are funded primarily through the FTA section 5310 program, and as noted earlier, projects are derived from a

coordinated transportation plan. In the past, a typical mobility management project has had a total cost of $80,000.

- Conducting quarterly in-person meetings with local and regional mobility managers that provide training sessions, as well as the opportunity for mobility managers to share experiences and ideas.
- Coordinating platforms for providing resources to mobility managers and to share documents and resources.
- Developing the Ohio Mobility Management Program Guide that includes information on the program purpose, goals, potential coordination strategies, and other resources to enhance and support improved coordination of human service and public transportation.
- Implementing an online mobility manager training program that includes current topics such as:
  - *Welcome to Mobility Management in Ohio*, which provides new mobility managers with key information and resources as they begin their new position.
  - Guidance with coordinated transportation planning (six modules).
  - Identifying opportunities to support and expand a mobility management program.
  - Implementing a one-call center.

The Statewide Mobility Coordinator also facilitates the development of statewide marketing and outreach efforts that include:

- A brochure that describes mobility management services in the state and is used to educate and inform stakeholders outside Ohio DOT on the impact and importance of the program.
- Mobility Management Stories that provides specific examples of how the program improves access to mobility, expands coordination of transportation options to meet needs, and builds sustainable and healthy communities by integrating transportation into planning and programs.

Support for Intercity and Regional Services

Utilization of FTA Section 5311(f) for Intercity Services

Ohio has long used the FTA section 5311(f) program to support the provision of connected intercity bus service linking rural Ohio with the national intercity bus network. Under the FTA section 5311(f) program, states are required to spend at least 15% of their overall section 5311 allocation on intercity bus services unless the Governor certifies to the FTA that there are no unmet rural intercity needs. Such a certification must be supported by the results of a consultation process involving the intercity bus operators, other stakeholders, and an analysis of existing service and potential service needs. A partial certification is possible if a state determines that less than 15% is required. If the state certifies no (or partial) unmet needs, it may reprogram the intercity set-aside to support other rural public transportation needs. Ohio has not certified that there are no unmet needs for many years, and it utilizes the full 15% allocation ($4,057,687 in FY 2020) to support the operation of a statewide network that is branded as GoBus.

Consultation and Planning

Ohio addresses the need for intercity bus services periodically through a planning study that includes the consultation process. The most recent study, the *Ohio Intercity Bus Study Update-Final Report* was competed in May 2019. It included an analysis of demographic data to identify areas of high need, potential markets and destinations, a complete inventory of existing intercity services, identification of unserved areas or markets, a public outreach process (including onboard surveys, carrier interviews, and public meetings), performance evaluation of existing state supported services, identification of unmet service needs, development of alternatives and recommendations.

Use of In-Kind Match

Ohio is prohibited from providing assistance directly to the private for-profit firms that operate the services, so the state provides its section 5311(f) funding as a grant to a private non-profit organization (which is eligible), the Hocking-Athens-Perry Community Action Program (HAPCAP), that manages the FTA section 5311(f) program for the state. Greyhound provides the local match through the value of unsubsidized connecting service, providing the documentation to HAPCAP. No state funding has been used for match; HAPCAP collects a ticketing fee on tickets they sell, which goes to support the program administration.

HAPCAP issues RFPs for the services, and contracts with private bus companies that operate the services. HAPCAP program administration annual cost is approximately $450,000 per year, the remaining $3.6 million in FTA section 5311(f) funding is used to contract for service. There are two contracted carriers that provide the service under contract to HAPCAP, Barons Bus and Miller Transportation. The carriers own or lease the vehicles, and those costs are included in the contract operating rate.

Statewide Branding for Intercity

HAPCAP has led the development of a statewide brand for the FTA section 5311(f) services, GoBus. There is a GoBus website https://ridegobus.com/, a staffed information/service assistance desk, and a GoBus ticketing system. HAPCAP performs required FTA compliance oversight and ensures that the contracted carriers meet all requirements such as ADA accessibility. The buses of both contracted carriers are fully wrapped with GoBus branding. User surveys reveal that the GoBus riders see the service as very high quality (bike racks, onboard wi-fi, on time service), and there is public desire for more routes and services—but Ohio is already utilizing the full 15% set-aside, which means that expansion can only come from reducing lower performing GoBus schedules and shifting funds to higher performing routes, or going above the 15% level mandated by FTA.

Technology

Through a federal 2015 Transportation Investment Generating Economic Recovery (TIGER) VII competitive grant program, Ohio DOT was awarded $6.839 million in federal dollars to improve the communications, scheduling and dispatching of Ohio's rural transit operators and to expand broadband into areas of Ohio with insufficient access. These funds were administered by the Office of Transit.

The project focus was on transit systems across the state that are challenged with a wide array of scheduling and dispatching approaches and operating in areas with limited or no cellular service. The objective was to improve customer satisfaction by providing more efficient on-time demand responsive and fixed route operations. In addition, improved scheduling and dispatching will lead to more efficient operation of vehicles, lower costs for transit agencies and clients, and more economical use of transit vehicles. Reliable communications would permit rural transit operators to respond to emergency situations more rapidly and drivers to remain with their vehicles when involved in an emergency or an incident, thereby improving safety.

T2O Project

The goals of the T2O (Transit Tech Ohio) project are to provide a minimum set of standards for scheduling and dispatching software by supplying capital funds for software and hardware to help align and streamline these systems and eliminate base to vehicle communication gaps by improving broadband access in areas of the state with limited or no broadband connectivity. Capital funds will be provided to broadband companies to improve broadband services in these designated areas.

OREGON DEPARTMENT OF TRANSPORTATION – RAIL AND PUBLIC TRANSIT DIVISION

Program Role

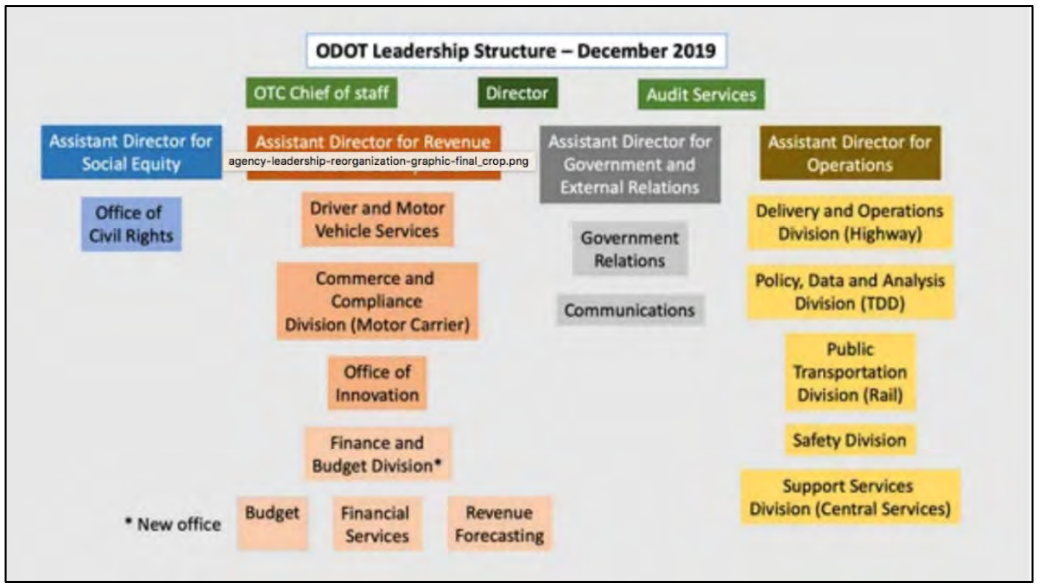
In Oregon, the Rail and Public Transportation Division (RPTD) in the Oregon DOT oversees the administration of FTA sections 5311, 5310, 5339, and 5303-5304 programs, along with two major state transit programs: the Special Transportation Fund (STF) and the Statewide Transit Improvement Fund (STIF). RPTD is also responsible for the Transit Capital Program and for the Transit Network Program, which includes three directly operated services: Amtrak Cascades intercity passenger rail service, POINT intercity service, and Columbia Gorge Express.

In the 2019-2021 biennium (RPTD awards grants on a two-year cycle) there were 35 FTA section 5311 subrecipients and 42 FTA section 5310 subrecipients, In addition, there are six small urban FTA section 5307 UZA transit programs which are direct recipients of funding from FTA; RPTD oversees the state funding program for them as well as the programs managed by RPTD.

According to the SMP for Public Transportation Programs (July 2015), Oregon DOT's mission is to provide a safe, efficient, and multimodal transportation system that supports economic opportunity and livable communities for Oregonians.

In December 2019, Oregon DOT announced a departmental organization based on a functional approach that has placed RPTD under the Assistant Director for Operations, depicted in the departmental organization chart in Figure E-13.

Figure E-13 Oregon DOT Organizational Chart



Currently there is no organization chart finalized for the new Public Transportation Division. Many of the rail safety functions are being moved to the ODOT Safety Division, but the state's rail passenger program will remain in Public Transportation along with the other services that are directly operated (contracted) by the state including the POINT intercity bus routes and the Columbia Gorge Express. The Bicycle Pedestrian Program, Transportation Options and Safe Routes to School Program will also move into the new Public Transportation Division, along with the Transportation Options (TDM/ridesharing) programs.

The Public Transportation Division includes six Regional Transit Coordinators, one for each of the Departmental Districts (the same as the highway program)—these are stationed in their respective districts, not at headquarters. This shift to a regional model was implemented in 2012 as part of an effort to get the state program closer to the agencies delivering the service. The headquarters functions currently include another 22 staff members in the Public Transit Section, focusing on policy and administration. This includes oversight of the Capital Program, compliance oversight, the training program, the statewide Transit Network, and programmatic guidance. The directly operated statewide services: Amtrak Cascades rail passenger service, POINT intercity services, and Columbia Gorge Express, are also managed by staff at headquarters. Budgets, funding drawdowns, and processing project reimbursements (grants management) are also a function of Operations staff at headquarters.

This reorganization is the latest in a series that have marked the division's shift from a grants management focus to one of active involvement in ensuring statewide mobility and connectivity. A 2006 challenge to improve leadership and the direction of the program began with a realization that divisional organization based on federal programs had created management silos that hampered the ability to provide a coordinated transit system.

This led to a 2009 reorganization, which coincided with a substantial increase in funding for transit, particularly the FTA section 5310 recipients. This funding came from two sources—use of flexed FHWA STBG funds for transit vehicle capital and a state-funded Special Transportation Fund (STF). At the same time, the state took on an expanded role in providing planning tools, and in identifying and filling gaps in the statewide transportation network. This led to the creation of the FTA section 5311(f) funded POINT program of contracted intercity bus routes, the Amtrak Cascades rail passenger service, and the Columbia Gorge Express bus service. The state funded the creation and maintenance of GTFS data for all transit operators and has a statewide REMIX license for all transit operators to use these planning tools.

Other agencies within Oregon DOT assisting RPTD in grant and program management include: Internal Audit, Civil Rights, Financial Services, Procurement, Planning, Highway, and Region offices.

Other partners include the School of Business at Oregon State University (for the TNExT access and mobility assessment tool), and the Ride Connection and Cascades West COGs for Passenger Assistance training.

Oregon DOT's main policy body is the Oregon Transportation Commission (OTC) which is responsible for approving the overall operations and budgets of Oregon DOT. OTC members are appointed by the Governor. The transit program takes policy advice from a Public Transit Advisory Committee (PTAC). The PTAC provides advice to both the RPTD and OTC on policy and funding areas that impact public transit users and transit agencies. The committee serves as a forum for discussing and identifying issues and solutions. The committee was created by the OTC in 2000. It consists of 21 members and meets every other month. Meetings are open to the public and time is available for public comment. Members are appointed by the Oregon DOT Director and include representatives from:

- General transit agencies in urban areas over 200,000
- General transit agencies in urban areas 50,000-200,000
- Small communities under 50,000
- Private for-profit intercity bus companies

- Indian tribal governments
- The Association of Oregon Counties
- The League of Oregon Cities
- The Statewide Independent Living Council
- The Transportation Options Group of Oregon
- The Oregon Department of Human Services—Vocational Rehabilitation
- The Oregon Disabilities Commission
- The Governor's Commission on Senior Services
- The Oregon Passenger Rail Advisory Council
- A citizen at large

Of note is the role of the PTAC in setting strategic directions for transit in the state, focusing on the implementation of the recent Oregon Public Transportation Plan.

In addition to the PTAC, Oregon transit agencies participate in the regional Area Commissions on Transportation (ACT) advisory bodies around the state, though they have a primarily highway orientation—they provide another forum for public input on transportation needs and issues.

Finally, the RPTD works closely with the Oregon Transit Association, which is a private non-profit organization of transit agencies, suppliers to the transit industry, and advocacy groups. The RPTD Administrator is a voting member of the Oregon Transit Association Board. RPTD pays dues, registrations for staff at the conferences, and provides a Technical Assistance Program grant to the Oregon Transit Association for assistance with the annual conference

RPTD will also be implementing the Transportation Options (TO) program for the state, which is also known as the Transportation Demand Management program. For several years, this has been managed by the Oregon DOT Planning division, but it is returning to the transit division. The TO program is funded by STBG funds allocated to the Division. It provides technical assistance and contract oversight for the TO rideshare programs, supporting the regional staff and local communities. Four of Oregon's TPM programs are partially funded by the TO program. A statewide TO marketing program called Drive Less Save More promotes TO and Drive Less Connect is a TO supported statewide interactive ride-match service that also reaches into Washington and Idaho.

Figure E-14 PTAC Vision and Role and Primary Objectives

PTAC Vision and Role

PTAC provides a forward thinking, strategic view of public transportation for the state of Oregon. PTAC focuses on the dual roles of addressing the realities of the current state transportation paradigm as well as providing direction on the future of public transportation.

To address current issues, PTAC will concentrate on state needs and provide recommendations to the OTC and the Rail and Public Transit Division (RPTD) of the Oregon Department of Transportation (ODOT). The Committee will focus on policy and funding areas that impact both users and providers.

To keep Oregon at the forefront of public transportation innovation, PTAC will identify a strategic public transportation vision for Oregon. The Committee will provide tactical guidance for progress towards that vision and inform other planning efforts at ODOT and the OTC. This strategic vision and guidance will exist as a living document and will be continuously updated on a regular basis.

PTAC Primary Objectives

- To lead statewide efforts implementing the *Oregon Public Transportation Plan* vision and goals throughout the state.
- To provide recommendations to ODOT and the OTC regarding public transportation policies, rules and funding strategies.
- To anticipate, receive and respond to issues raised by providers, users and advocates of the statewide public transportation system.

State Transit Funding

Oregon has two major state transit funding programs, each of which is under separate legislation (though there is an effort underway to consolidate them). The older of the two state programs is the Special Transportation Fund (STF), and the more recent program is called the Statewide Transportation Improvement Funds (STIF).

Special Transportation Fund

The state statutes creating this fund designated 42 counties, transit districts, and Indian tribes to receive STF funding. They are designated as “coordinating entities” for the FTA section 5310 program and as lead agencies for adopting the locally developed coordinated public transit-human service plans required by FTA for FTA section 5310. The STF agencies in turn identify projects for funding and oversee implementation of the local projects.

STF funds come from the cigarette taxes, sale of ID cards, non-auto gas taxes and the state’s General Fund. The total amount available for each biennium varies with the revenues from these sources, including an estimate of General Fund revenues. The STF total provides 10% of the funds for state administration, 75% for formula distribution to the 42 agencies, and 25% is discretionary. The formula funding allocation is based on the percentage of the state’s population in each district, after each of the 42 agencies receives a

minimum amount (currently $100,000). The estimated funding for the 2019-2021 period was $21.9 million for formula funding. No local match is required.

Statewide Transportation Improvement Funds

The STIF program was passed by the Oregon legislature in 2018. It is a new dedicated fund to support public transportation. It is funded by a 1/10 of 1% state payroll tax, intended to generate about $115 million annually. Ninety percent of the funds are distributed on a formula basis to "qualified entities", basically the same 42 designated agencies. Five percent of the funds are distributed on a competitive grant process, and 4% are used for a discretionary program (under the Transit Network/Intercity program) to provide transportation between two or more communities. One percent is used to support a new Technical Resource Center in RPTD to assist rural areas with training, technical assistance/planning and information technology (and to fund administration). The formula funds are distributed based on each entity's share of the statewide employee payroll.

There are efforts underway to combine the STF and STIF programs. A requirement was included in the most recent Oregon DOT budget bill.

Funding Allocation

As noted above, the formula STF funds are distributed to a defined list of 42 entities based on the total population in the service area of each entity, while the formula STIF funds are distributed based on the percentage of each entity's share of the statewide payroll. Note that the 42 designated entities may act as pass-throughs to multiple transit agencies in their service area.

FTA section 5311 formula funding is distributed using an updated formula that provides a base amount for each of the 35 eligible entities (private for-profits are not eligible), plus a formula amount using rides and miles from NTD. This formula was developed by a PTAC work group. Local match required is currently 43.92% for operating projects and 10.27% for capital projects.

FTA section 5310 formula funding is distributed to the 42 lead agencies defined by the STF legislation, with amount based on a formula that uses total population of senior and disabled persons. These lead agencies can then allocate funds to priority projects based on their coordinated plans. Technically, all 5310 projects are capital, but that includes mobility management, capitalized maintenance, and purchase of service. Match ratios for the federal dollars require a 20% local match, and for the STBG portion of the funding 10.27%. Oregon DOT includes the small urban portion of the 5310 funding in its solicitation—there is also a discretionary element ($2 million) for the federally designated rural-only lead agencies.

It should be noted that Oregon supplements the federal 5310 funds with flexed FHWA STBG funding, and in recent years the STBG portion has been as much as 88% of the total—$25 million in the most recent biennium.

Planning

RPTD administers the FTA section 5305 planning funds, which are provided on a formula basis to Oregon's MPOs to implement the elements of their UPWPs, including the LRTPs and TIPs.

In addition, RPTD uses FTA section 5304 funding to support statewide transit planning and to support local systems with planning. Planning projects are identified through the biennial Discretionary Grant Program, and local entities can be funded to perform, or contract for, many different types of planning programs. These include system design plans, ADA paratransit plans, marketing pans, environmental justice plans and local coordination plans.

The Oregon Public Transportation Plan was adopted in September 2018 as the transit element of the Oregon Transportation Plan. It is the vision and policy direction for Oregon's transit programs, encompassing recommendations in many areas including funding requirements to achieve different levels of vision, integrated transit planning, performance measurement, and the state role.

RPTD has devoted a significant amount of technical assistance to local systems in support of TDPs, including the development of a guidebook and training sessions. There is no requirement for local systems to have periodic TDPs, but 5310 funding is based on local coordination plans (which are required), and STIF formula funding requires a plan as well.

The recently enacted STIF funding source also includes a specific planning requirement. Qualified eligible applicant entities must complete a plan that specifies what percentage of their allocation will be spent on increased service and reduced fares for low-income households, service improvements between communities, and buses powered by natural gas or electricity in areas over 200,000 in population. The STIF requirement for local planning looks for evidence that there is a locally developed coordination plan and a TDP. Project plans for the STIF funding are supposed to come out of these plans, and address specific goals in the legislation, particularly improved access for low-income households. STIF plans must demonstrate the role of the project in supporting improved access for low-income households.

RPTD supports local planning by providing supportive technology. RPTD requires all transit fixed routes to be included in a statewide GTFS data bank, including private for-profit, intercity, private non-profit and public transit. The state has an on-going contract with a firm to develops and maintain the GTFS files. The state also has funded a statewide REMIX license. Using the GTFS data any operator can bring its routes into REMIX for service planning, and efforts are underway to develop GTFS-Flex for demand response systems. Having the GTFS data available, operators can provide it to Google for use in Google Transit and other similar systems to allow users to discover and use the entire network.

Oversight/Compliance Monitoring

RPTD has the responsibility for oversight and monitoring of its subrecipients. The division contracts with outside consultants to perform compliance reviews. As part of the FY 2019-2021 Biennium, RPTD has added a Risk Assessment Tool to its grant applications to evaluate applicants based on factors including financial stability, quality of management, performance history, and findings from previous reviews. The subrecipients are evaluated based on answers on the funding application, as well as other performance indicators kept by RPTD. Each subrecipient is given a risk assessment classification of high, medium, or low. Moderate and high-risk agencies will receive a targeted training and supervision plan. This can include additional scrutiny of invoices, scheduled communication with Regional Transit Coordinators, specialized training, or scholarships for training. Intervals between on-site compliance reviews may also be based on the risk classification.

RPTD utilizes grants management software called OPTIS, which is the basic web-based software that the Public Transit Section uses to manage grants. It automates and standardizes many transactions and serves as the system of record. A new formula program grant application tool called Cognito Forms is now being used, and ZoomGrants is used for discretionary grant applications. These are both online web-based systems and are used for the application processes.

Technical Assistance and Training

RTAP (49 U.S.C. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-UZAs.

RPTD uses RTAP funding for training. The training program has a dedicated state staff manager, and it provides training opportunities through scholarships, training at the annual transit conference, and driver training. The RTAP funds support these activities for rural, intercity, and special needs programs, while state funds and other sources support these activities for the urban operators.

Recent training has included contracted in-person training provided by the Ride Connection and the Oregon West Cascades COGs on topics including Passenger Assistance, Advanced Mobility Device Securement, Defensive Driving, Dialysis Transportation, Defensive Driving, Adult CPR/First Aid, and Blood Borne Pathogen Certification. The Best Ride Training and National RTAP/MTAP training on writing vehicle specifications is also scheduled, along with the state transit conference.

The newly formed Technical Resource Center (TRC) is funded by 1% of the state STIF funding. The TRC is focusing its provision of resources on three areas:

- Planning
- Technology
- Training

It provides links to a wide variety of technical resources, including reports, demonstrations, and websites to provide support in these areas.

Capital Needs

As required by FTA, Oregon has developed a TAM Group Plan for its Tier II systems. Fifty-three systems are included, including all the tribal transit systems. All systems included are either recipients or subrecipients of FTA 5311 funds who own, operate or manage public transportation capital assets used in the provision of public transportation or FTA section 5310 funds providing transportation to the general public or a "segment of the general public" according to age, disability or income. It should be noted that most FTA section 5310 awards are for purchase of service, so the vehicles required to provide FTA section 5310 trips may not actually be owned and operated by the 5310 grant recipients. The plan's performance targets for improvement to reach SGR were set initially when the TAM Group Plan was completed in September 2018, but with the increase in state transit funding from the STIF program there have been subsequent revisions in those performance targets. Most capital purchases come from FTA section 5310, FTA section 5339 and the STIF funding. The Tier I systems have their own TAM Plans.

RPTD has a dedicated staff member for capital, known as the Capital Program Coordinator. This role includes overseeing the TAM Group Plan/State of Good Repair progress. In addition, the Coordinator works with each system as they must use the Oregon Department of Administrative Services state price agreement contracts for vehicle procurement (or the Washington State DOT contracts) if they are using funding from RPTD. These state price agreement contracts include multiple vendors and a wide variety of vehicles ranging from heavy-duty transit buses to minivans, with options for alternative fuels. RPTD has produced technical assistance on electric buses to aid systems in considering that option. Once an operator has navigated the DAS system, the Capital Program Coordinator must approve the purchase before it is completed. The Coordinator also keeps track of vehicle disposal records.

FTA Section 5310, Mobility Management and Coordination

FTA Section 5310

As noted above in discussing funding and organization, FTA section 5310 is a major part of the Oregon program. The initial expansion of the transit program at the state level came as state legislation (the Jobs and Transportation Act) flexed funds from the STBG to FTA section 5310 to greatly expand the program.

Along with that expansion came program revisions that shifted the program from vehicle purchase alone to use of the of flexibility provisions that federal changes allowed—use of funds to purchase service, use of funds for capitalized maintenance, and use of funds for mobility management. Many of these options rely on coordination at the local level, and Oregon requires a local coordination plan every three years. The implementation of the state's STBG program of state funding further enhanced this coordination structure, as the STBG legislation designated 42 agencies (including eight tribes) as the lead agencies receiving allocations—the FTA section 5310 program now designates the same agencies. These lead agencies are responsible for the local coordination plans, and for conducting a local solicitation for projects that are funded out of the allocated amount. In the 2019-2021 biennium the 42 agencies were allocated a total of $24,001,169, of which 3.6% was for vehicles, 3.9% for vehicle replacement, 18.5% for mobility management, and 59% for purchase of service.

PTAC

While some states have state-level coordinating committees that bring together representatives of the various human service and transit agencies to coordinate, in Oregon this is largely the function of the PTAC, which includes representatives of agencies that fund primary consumers of transit service.

Non-Emergency Medical Transportation

NEMT is managed by the Oregon Health Authority (OHA) through the state's Coordinated Care Organizations, each of which has its own district.

The website https://www.oregon.gov/oha/HSD/OHP/Pages/NEMT.aspx presents a map and list of the brokers serving each district. Within each district, transportation is provided in several ways—some have brokerages (private for-profit, private non-profit, and transit agencies), and the brokers may contract with transit agencies and other contractors to actually provide the trips. Under the OHA program the brokers/transit agencies are paid on a per trip basis for approved trips, rather than the capitated rate model used in some states.

Veterans Healthcare Transportation Grant Program

The Rural Veterans Healthcare Transportation Grant Program is a partnership between the Oregon Department of Veterans Affairs and Oregon DOT Public Transportation Division. Funding is being offered for FY 2021. The purpose of the program is to fill service gaps and address barriers for veterans living in rural areas needing to access their veterans' healthcare benefits. Eligible recipients include the 42 STF agencies with service areas featuring rural census tracts (as defined by Rural-Urban Commuter codes 4 through 10) that are not presently served by the Highly Rural Veterans Transportation program through the VA. All nine of Oregon's federally-recognized tribes are eligible, irrespective of rurality. The total amount available is $500,000 for the year, with a minimum award of $10,000 and a maximum award of $50,000. No local match is required.

Support for Intercity and Regional Services

One of the other unique features of the Oregon program is a focus on providing regional and intercity connections to support travel outside of localities. In Oregon, this is included in the SMP and in funding programs as the Transit Network Program. It began with the FTA section 5311(f) program. States are required to utilize a minimum of 15% of their annual FTA section 5311 apportionment to support rural intercity bus services, unless the Governor certifies that there are no unmet rural intercity needs—in which case the funding can be utilized to meet other rural transit needs. Any such certification must follow a consultation process involving the operators of intercity services and other stakeholders, and if it identifies needs, and the state elects to certify it, then it must document the reasons for its decision. In Oregon, the

effort to identify unmet needs began by looking at the network provided without subsidy by private for-profit intercity carriers. The analysis also looked at the long-distance trips provided by local public transit and found that there were gaps in the network.

These gaps were addressed in two ways. One followed the model developed in Washington, with its Travel Washington program. In this part of the program, Oregon DOT itself identified the needed services and contracted with private bus companies to fill gaps in the network not met by either the private carriers, Amtrak, or local transit. These gap-filling routes are designed to connect with the state-supported Amtrak Cascades services, and with local transit. They are collectively branded as the POINT (Public Oregon Intercity Transit) system and are interlined with Greyhound (who provides the in-kind match), and with Amtrak as Thruway bus routes. They are funded by a portion of the state's FTA section 5311(f) allocation. Only private for-profit firms can bid on these routes. They respond to an RFP and are third-party contractors to the state.

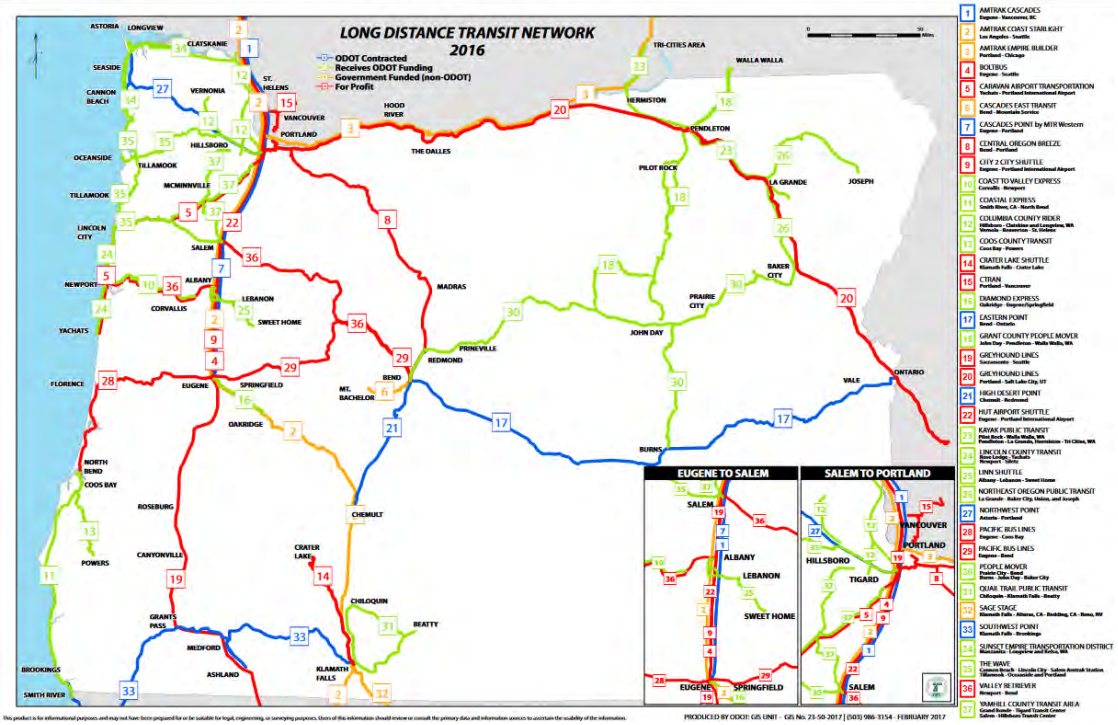
Another component of the regional/intercity service that began as an Oregon DOT initiative is the Columbia Gorge Express. It began as a pilot project by Oregon DOT operating on summer weekends in 2016 and 2017 between Portland, Rooster Rock, and Multnomah Falls, expanding to daily, year-round service in 2018, with added stops in Cascade Locks and Hood River. In late 2019, Columbia Area Transit (CAT) assumed service for the Columbia Gorge Express bus service between Portland, Multnomah Falls, Cascade Locks, and Hood River, with additional service to The Dalles. In summer 2020, Oregon DOT had planned to continue to operate a shuttle between Multnomah Falls and Rooster Rock State Park to accommodate the tourism demand.

The second means of addressing regional needs uses the remaining share of the FTA section 5311(f) funding for a discretionary grant program open only to public and private non-profit transit agencies for long distance connecting services. There are requirements for connecting to the network, but this allows for more local initiative in designing these services. The legislation for the new STIF funding program recognized the Transit Network concept by designating 4% of the total funds for the discretionary grant program element of the Transit Network.

In order to evaluate these proposals, and to define the gaps, Oregon DOT developed planning tools that are useful for many purposes. Oregon DOT requires and pays for every fixed-route service in the state to have available GTFS data allowing analysis of routes, schedules, and connecting points. It provides a statewide REMIX license for transit route planning. Finally, to combine the data for analysis, it has worked with Oregon State University to develop the TNExT analysis tool which brings together all the data in one system to allow analysis of gap and missed connections for any transit trip statewide. It can be used to evaluate the discretionary applications.

The result is a statewide network of local, regional, and intercity services, as seen in Figure E-15. The availability of these funding sources has allowed neighboring transit systems to develop and jointly operate regional connections that also connect to the intercity network of buses and trains. A widely reported model is the Northwest Connector program, in which several local rural systems connect with each other and with Greyhound and Amtrak to provide regional connections over a wide area. It demonstrates the possibility of creating regional services out of programs that are fundamentally focused on local transit or intercity connections.

Figure E-15 Oregon's Long-Distance Transit Network



Technology

In Oregon there is no statewide procurement for transit technology or software as is found in other states, nor is there any kind of statewide one-click, one-call technology system. However, as part of the Technical Resource Center activities, RPTD is currently conducting a Request for Information (RFI) to provide transit operators with information about available transit technology as a basis for ongoing assistance in this area. This assistance effort may include services such as evaluation, acquisition, and development of technologies and standards, as well as incorporating them into recommended procedures. It could also include research related to technology alternatives and additional methods available. The goal is for the TRC to be able to support transit agencies with technology coordination, focusing on small to midsize transit agencies who offer multiple modes of transit (fixed route, demand response, deviated fixed route). The TRC plans to offer technology procurement education and ongoing technology management tools and resources. A major objective of the RFI is to determine the capabilities of consultants to perform these functions.

Tribal Transit

Tribal entities by law are included in the state funded STF and STIF programs, and therefore are also eligible recipients for FTA section 5310 funding. There are nine tribal entities named in the state legislation as eligible recipients, and in general, they participate in the state transit program in the same way as other eligible subrecipients in terms of applications, requirements, and compliance. Several tribes also receive rural 5311 formula funds, and four receive FTA section 5311(c) Tribal Transit funding directly from FTA. The tribal transit systems play a significant role in rural public transportation, often as the primary general public provider in their service area.

Oklahoma Public Transit Policy Plan

Appendix F

Examples of State Bond Statutes and Grant Anticipation Notes

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Appendix F Examples of State Bond Statutes and Grant Anticipation Notes .. F-1

Examples of State Statutory Language for Transportation Bonds Including Public Transit F-1

(30 ILCS 415/2)(from Ch. 127, par. 702)

Sec. 2. The State of Illinois is authorized to issue, sell and provide for the retirement of bonds of the State of Illinois in the amount of $1,729,000,000, hereinafter called the "Bonds", for the specific purpose of promoting and assuring rapid, efficient, and safe highway, air and mass transportation for the inhabitants of the State by providing monies, including the making of grants and loans, to be used for the acquisition, construction, reconstruction, extension and improvement of the following transportation facilities and equipment and for the acquisition of real property and interests in real property required or expected to be required in connection therewith, and within the limitations set forth in Section 5.1 of this Act for the specific purpose set forth in Section 2(b)(2) and(3) of this Act:

(a)(1) the acquisition, construction, reconstruction, extension and improvement of State highways, arterial highways, freeways, roads, structures separating highways and railroads and bridges; and

(2) the repair and reconstruction of bridges on roads maintained by counties, municipalities, townships or road districts;

(b)(1) the acquisition, construction, extension, reconstruction and improvement of mass transportation facilities including rapid transit, rail, bus and other equipment used in connection therewith by the State or any unit of local government, special transportation district, municipal corporation or other corporation or public authority authorized to provide and promote public transportation within the State or two or more of the foregoing acting jointly; and

(2) for the purpose of providing immediate relief from existing or impending inability to meet principal and interest payments and thereby aiding in achieving the maximum benefit for the public from the transportation capital improvement program, to provide funds for any payments required to be made for principal of and interest on bonds, certificates, equipment trust certificates or other evidences of indebtedness issued or guaranteed prior to the passage of this Act by the State or any unit of local government, special transportation district, municipal corporation or other corporation or public authority authorized to provide public transportation within the State, or two or more of the foregoing acting jointly, pursuant to any indenture, ordinance, resolution, agreement or contract to obtain and finance transportation facilities; and,

(3) for the purpose of reimbursing the General Revenue Fund for monies paid from the General Revenue Fund after passage of this Act for the purpose described in Section 2(b)(2).

(c) the acquisition, construction, extension, reconstruction, and improvement of airport or aviation facilities and any equipment used in connection therewith, including reimbursement for certain engineering and land acquisition costs as provided in Section 34a of the "Illinois Aeronautics Act", approved July 24, 1945, as amended, by the State or any unit of local government, special transportation district, municipal corporation or other corporation or public authority authorized to provide public transportation within the State or two or more of the foregoing acting jointly.

$1,326,000,000 of the Bonds will be used for State highway acquisition, construction, reconstruction, extension and improvement as specifically described herein, hereinafter called the "Transportation Bonds, Series A". $363,000,000 of the Bonds will be used for the mass transportation purposes specifically described herein and $40,000,000 of the Bonds will be used for the aviation purposes specifically described herein, such $403,000,000 of Bonds collectively hereinafter called the "Transportation Bonds, Series B".

The $75,000,000 authorized for mass transportation purposes by this amendatory Act of 1973 shall be used for the acquisition of mass transportation equipment including rail and bus, and other equipment used in connection therewith for the area comprising the counties of DuPage, Kane, Lake, McHenry and Will, and that portion of the County of Cook outside the City of Chicago, as determined by the Regional Transportation Authority established pursuant to "The Regional Transportation Authority Act", enacted by the 78th General Assembly. The proceeds of the sale of such bonds shall be expended only to, or with the approval of, such Authority. Nothing in this paragraph prohibits that Authority from using or approving the use of such proceeds for purposes of acquisition of mass transportation equipment for use between such area and other areas.

Of the Bonds authorized to be used for highway purposes, the proceeds of $14,965,100 of such bonds shall be used by the Department of Transportation for the purpose of the repair and reconstruction of unsafe and substandard bridges on roads maintained by counties, municipalities, townships and road districts under the Illinois Highway Code and the proceeds of $12,000,000 of such bonds shall be used by the Department of Transportation for the same purposes as provided in Sections 6-902 through 6-905 of the Illinois Highway Code.

Of the Bonds authorized to be sold for highway purposes, the proceeds of $36,939,400 of the Bonds shall be used for such purposes within the City of Chicago, the proceeds of $42,457,000 of the Bonds shall be used for such purposes in the Chicago urbanized area, the proceeds of $46,359,000 of the bonds shall be used for such purposes outside the Chicago urbanized area, the proceeds of $142,105,500 of the Bonds shall be used for such purposes within the Counties of Cook, DuPage, Kane, Lake, McHenry and Will, the proceeds of $181,139,100 of the Bonds shall be used for such purposes within the Counties of the State outside the Counties of Cook, DuPage, Kane, Lake, McHenry and Will.

Of the $106,000,000 of Bonds authorized to be sold for mass transportation purposes by this amendatory Act of 1979, $98,000,000 of the Bonds shall be used for such purposes within the Counties of Cook, DuPage, Kane, Lake, McHenry and Will and the proceeds of $8,000,000 of the Bonds shall be used for such purposes within the Counties of the State outside the Counties of Cook, DuPage, Kane, Lake, McHenry and Will. (Source: P.A. 86-453.)

(30 ILCS 415/3)(from Ch. 127, par. 703)

Sec. 3. The Bonds shall bear interest payable annually or semi-annually, from their date, at the rate of not more than 7% per annum. The Bonds shall be serial bonds and be dated, issued and sold by the Governor, from time to time, in such amounts as may be necessary to provide funds for the specific purposes contemplated by Section 2 of this Act. Each Bond shall be in the denomination of $5,000 or some multiple thereof, nd shall be made payable within not more than 30 years from its date as the Governor shall determine. These Bonds shall be signed by the Governor and attested by the Secretary of State under the printed facsimile seal of the State and countersigned by the State Treasurer by his manual signature or by his duly authorized deputy. The signatures of the Governor and the Secretary of State may be printed facsimile signatures. Interest coupons with printed facsimile signatures of the Governor, Secretary of State and State Treasurer may be attached to the Bonds. The fact that an officer whose signature or facsimile thereof appears on a Bond or interest coupon no longer holds such office at the time the Bond or coupon is delivered shall not invalidate such Bond or interest coupon. (Source: P.A. 77-150.)

(30 ILCS 415/4)(from Ch. 127, par. 704)

Sec. 4. The Bonds shall be sold to the highest and best bidders, for not less than their par value, upon sealed bids, from time to time, as the Governor shall direct. The Governor may reserve the right to reject any and all bids. The Secretary of State shall, from time to time, as the Bonds are to be sold, advertise in at least two daily newspapers, one of which is published in the City of Springfield and one in the City of Chicago, for proposals to purchase the Bonds. Each of such advertisements for proposals shall be published once at least 10 days prior to the date of the opening of the bids. All or any part of the Bonds may be made registerable as to principal with the State Treasurer. The Bonds may be callable as determined by the Governor; provided however, that the State shall not pay a premium of more than 3% of the principal of any Bonds so called. The Bonds shall be deposited with the State Treasurer, and upon delivery of the Bonds to the purchaser, the proceeds of the Bonds shall be paid into the State Treasury. The proceeds of the Transportation Bonds, Series A shall be kept in a separate fund known as the "Transportation Bond, Series A Fund", which separate fund is hereby created. The proceeds of the Transportation Bonds, Series B shall be kept in a separate fund known as the "Transportation Bond, Series B Fund", which separate fund is hereby created. (Source: P.A. 77-150.)

(30 ILCS 415/5)(from Ch. 127, par. 705)

Sec. 5. Prior to January 1, 1972, the proceeds from the sale of the Bonds shall be used by and under the direction of the Department of Aeronautics, the Department of Commerce and Community Affairs(now Department of Commerce and Economic Opportunity) and the Department of Public Works and Buildings, and thereafter such department or agency as shall be designated by law, subject to appropriation by the General Assembly, in such amounts and at such times as the respective department deems necessary or desirable for the purposes provided by Section 2 of this Act. (Source: P.A. 94-793, eff. 5-19-06.)

(30 ILCS 415/5.1)(from Ch. 127, par. 705.1)

Sec. 5.1. Not more than $32,000,000 of the proceeds from the sale of the Bonds shall be used for payments pursuant to any indenture, ordinance, resolution, agreement or contract adopted or entered into prior to the passage of this Act to finance transportation facilities, and to reimburse the General Revenue Fund, as provided in Section 2(b)(2) and(3). No Bond proceeds shall be subject to appropriation for such purposes by the General Assembly after June 30, 1972. (Source: P.A. 77-150.)

(30 ILCS 415/6)(from Ch. 127, par. 706)

Sec. 6. The State Treasurer may, with the approval of the Governor, invest and reinvest, at the existing market price and in any event not to exceed 102% of par plus accrued interest, in obligations, the principal of and interest on which is guaranteed by the United States Government, or any certificates of deposit of any savings and loan association or any State or national bank which are fully secured by obligations, the principal of and interest on which is guaranteed by the United States Government, any money in the Transportation Bond, Series A Fund or the Transportation Bond, Series B Fund in the State Treasury which, in the opinion of the Governor communicated in writing to the State Treasurer, is not needed for current expenditures due or about to become due from such funds. The cost price of all such obligations shall be considered as cash in the custody of the State Treasurer, and such obligations shall be conveyed at cost price as cash by the State

Treasurer to his successor. The money in the Transportation Bond, Series A Fund and in the Transportation Bond, Series B Fund in the form of such obligations shall be set up by the State Treasurer as separate accounts and shown distinctly in every report issued by him regarding fund balances. Earnings received on investments of the Transportation Bond, Series A Fund shall be paid into the Road Fund. All other earnings received upon any such investment shall be paid into the General Revenue Fund. All of the monies other than accrued interest received from the sale or redemption of such investments shall be replaced by the State Treasurer in the fund from which the money was removed for such investment.

No bank or savings and loan association shall receive public funds as permitted by this Section, unless it has complied with the requirements established pursuant to Section 6 of "An Act relating to certain investments of public funds by public agencies", approved July 23, 1943, as now or hereafter amended. (Source: P.A. 83-541.)

(30 ILCS 415/7)(from Ch. 127, par. 707)

Sec. 7. The Governor shall include an appropriation in each annual State budget of monies in such amount as shall be necessary and sufficient, for the period covered by such budget, to pay the interest, as it shall accrue, on all Bonds issued under this Act and also to pay and discharge the principal of such of the Bonds as shall fall due during such period. To provide for the manner of repayment of the Transportation Bonds, Series A, a separate fund in the State Treasury called the "Transportation Bond, Series A Retirement and Interest Fund" is hereby created. The General Assembly shall annually make appropriations for monies to pay the principal of and interest on the Transportation Bonds, Series A from the Transportation Bond, Series A Retirement and Interest Fund and shall direct the transfer from time to time of monies from the Road Fund to the Transportation Bond, Series A Retirement and Interest Fund, an amount which shall be sufficient to pay the principal of and interest on the Transportation Bonds, Series A as the same become due. If there are insufficient funds in the Road Fund to pay the principal of and interest on the Transportation Bonds, Series A, as the same become due, the General Assembly shall direct the transfer from time to time of monies from the General Revenue Fund to the Transportation Bond, Series A Retirement and Interest Fund to the extent such transfer of monies is necessary to pay the principal of and interest on such Transportation Bonds, Series A which could not be paid by monies transferred from the Road Fund. To provide for the manner of repayment of the Transportation Bonds, Series B a separate fund in the State Treasury called the "Transportation Bond, Series B Retirement and Interest Fund" is hereby created. The General Assembly shall make appropriations for monies to pay the principal of and interest on the Transportation Bonds, Series B from the Transportation Bond, Series B Retirement and Interest Fund and shall direct the transfer from time to time of monies from the General Revenue Fund to the Transportation Bond, Series B Retirement and Interest Fund, an amount which shall be sufficient to pay the principal of and interest on the Transportation Bonds, Series B as the same become due.

If for any reason the General Assembly fails to make appropriations for or transfers to the said Transportation Bond, Series A Retirement and Interest Fund and the Transportation Bond, Series B Retirement and Interest Fund, as the case may be, of amounts sufficient for the State to pay the principal of and interest on the Bonds as the same become due, this Act shall constitute an irrevocable and continuing appropriation of all amounts necessary for that purpose, and the irrevocable and continuing authority for and direction to the Auditor of Public Accounts, or Comptroller as his successor, and to the Treasurer of the State to

make the necessary transfers out of and disbursements from the revenues and funds of the State for that purpose.

All Bonds issued in accordance with the provisions of this Act shall be direct, general obligations of the State of Illinois and shall so state on the face thereof, and the full faith and credit of the State of Illinois are hereby pledged for the punctual payment of the interest thereon as the same shall become due and for the punctual payment of the principal thereof at maturity, and the provisions of this Section shall be irrepealable until all such Bonds are paid in full as to both principal and interest.(Source: P.A. 77-150.)

(30 ILCS 415/8)(from Ch. 127, par. 708)

Sec. 8. If the State fails to pay the principal of or interest on the Bonds as the same become due, a civil action to compel payment may be instituted in the Supreme Court of Illinois as a court of original jurisdiction by the holder or holders of the Bonds in respect of which such failure exists. Delivery of the summons and a copy of the complaint to the Attorney General or leaving them at his office in the capital with his assistant or clerk shall constitute good and sufficient service to give the Supreme Court of Illinois jurisdiction of the subject matter of such a suit of the State and its officer or officers named as defendants for the purpose of compelling such payment. Any case or cause of action concerning the validity of this Act relates to the revenue of the State of Illinois. (Source: P.A. 77-150.)

(30 ILCS 415/9)(from Ch. 127, par. 709)

Sec. 9. Upon each delivery of the Bonds authorized to be issued under this Act, the Comptroller shall compute and certify to the State Treasurer the total amount of principal of and interest on the Bonds issued that will be payable in order to retire such Bonds and the amount of principal of and interest on such Bonds that will be payable on each payment date according to the tenor of such Bonds during the then current and each succeeding fiscal year.

On the last day of each month, commencing with the month in which the Transportation Bonds, Series A are issued and delivered, the State Treasurer and the Auditor of Public Accounts, or Comptroller as his successor, shall transfer from the Road Fund in the State Treasury, or the General Revenue Fund as provided in Section 7 of this Act, to the Transportation Bond, Series A Retirement and Interest Fund a sum of money, appropriated for such purpose, equal to the result of the amount of principal of and interest on the Transportation Bonds, Series A payable on the next payment date divided by the number of full calendar months between the date of such Transportation Bonds, Series A and the first such payment date, and thereafter divided by the number of months between each succeeding payment date after the first. On the last day of each month, commencing with the month in which the Transportation Bonds, Series B are issued and delivered, the State Treasurer and the Auditor of Public Accounts, or Comptroller as his successor, shall transfer from the General Revenue Fund in the State Treasury to the Transportation Bond, Series B Retirement and Interest Fund in the State Treasury a sum of money, appropriated for such purpose, equal to the result of the amount of principal of and interest on the Transportation Bonds, Series B payable on the next payment date divided by the number of full calendar months between the date of such Transportation Bonds, Series B and the first such payment date, and thereafter divided by the number of months between each succeeding payment date after the first.

Such computations and transfers shall be made when a series of such Bonds is issued and delivered.

The transfer of monies hereinabove directed is not required if monies in the Transportation Bond, Series A Retirement and Interest Fund, or the Transportation Bond, Series B Retirement and Interest Fund, as the case may be, are more than the amount otherwise to be transferred as hereinabove provided, and if the Governor notifies the Auditor of Public Accounts, or Comptroller as his successor, and the State Treasurer of such fact. (Source: P.A. 83-1280.)

(30 ILCS 415/10)(from Ch. 127, par. 710)

Sec. 10. The State of Illinois is authorized from time to time to issue, sell and provide for the retirement of bonds of the State of Illinois for the sole purpose of refunding all or any portion of the principal of the Bonds; provided that such refunding bonds shall mature within the terms of the Bonds. Such refunding bonds shall in all other respects be subject to the terms and conditions of Sections 3, 4, 6, 7, 8 and 9 of this Act. The principal amount of any such refunding bonds shall not exceed 103% of the principal amount of the Bonds refunded with the proceeds of such refunding bonds. (Source: P.A. 77-150.)

(30 ILCS 415/11)(from Ch. 127, par. 711)

Sec. 11. If any Section, sentence, or clause of this Act is for any reason held invalid or to be unconstitutional, such decision shall not affect the validity of the remaining portions of this Act. (Source: P.A. 77-150.)

(30 ILCS 415/11.1)(from Ch. 127, par. 712)

Sec. 11.1. After December 1, 1984, no additional bonds shall be issued or sold pursuant to this Act; instead all State of Illinois general obligation bonds shall be issued and sold pursuant to the "General Obligation Bond Act". (Source: P.A. 83-1490.)

MAINE

This statute is included because it explicitly provides for the Department of Transportation to use $15,000,000 of the proceeds for rail, transit, bicycle and pedestrian projects.

An Act To Authorize a General Fund Bond Issue To Improve Highways, Bridges and Multimodal Facilities Preamble. Two thirds of both Houses of the Legislature deeming it necessary in accordance with the Constitution of Maine, Article IX, Section 14 to authorize the issuance of bonds on behalf of the State of Maine to provide funds as described in this Act,

Be it enacted by the People of the State of Maine as follows:

Sec. 1. Authorization of bonds. The Treasurer of State is authorized, under the direction of the Governor, to issue bonds in the name and on behalf of the State in an amount not exceeding $105,000,000 for the purposes described in section 5 of this Act. The bonds are a pledge of the full faith and credit of the State. The bonds may not run for a period longer than 10 years from the date of the original issue of the bonds.

Sec. 2. Records of bonds issued; Treasurer of State. The Treasurer of State shall ensure that an account of each bond is kept showing the number of the bond, the name of the successful bidder to whom sold, the amount received for the bond, the date of sale and the date when payable.

Sec. 3. Sale; how negotiated; proceeds appropriated. The Treasurer of State may negotiate the sale of the bonds by direction of the Governor, but no bond may be loaned, pledged or hypothecated on behalf of the State. The proceeds of the sale of the bonds, which must be held by the Treasurer of State and paid by the Treasurer of State upon warrants drawn by the State Controller, are appropriated solely for the purposes set forth in this Act. Any unencumbered balances remaining at the completion of the project in this Act lapse to the Office of the Treasurer of State to be used for the retirement of general obligation bonds.

Sec. 4. Interest and debt retirement. The Treasurer of State shall pay interest due or accruing on any bonds issued under this Act and all sums coming due for payment of bonds at maturity.

Sec. 5. Disbursement of bond proceeds from General Fund bond issue. The proceeds of the sale of the bonds authorized under this Act must be expended as designated in the following schedule under the direction and supervision of the agencies and entities set forth in this section.

TRANSPORTATION, DEPARTMENT OF

Provides funds to construct, reconstruct, rehabilitate and preserve Priority 1, Priority 2 and Priority 3 state highways under the Maine Revised Statutes, Title 23, section 73, subsection 7 and associated improvements, to replace and rehabilitate bridges and to fund the municipal partnership initiative.

Total $85,000,000

Provides funds for facilities or equipment related to freight and passenger railroads, transit, ports, marine transportation, aviation and bicycle and pedestrian improvements that preserve public safety or otherwise have demonstrated high transportation value including property acquisition.

Total $15,000,000

ENVIRONMENTAL PROTECTION, DEPARTMENT OF

Provides funds for a competitive grant program that matches local funding for the upgrade of municipal culverts at stream crossings in order to improve fish and wildlife habitats and increase community safety. Eligible project sponsors include local governments, municipal conservation commissions, soil and water conservation districts and private nonprofit organizations. A proposal for funding from an eligible project sponsor must include a map and summary of the proposed project, describing how it meets the following criteria:

1. Contribution to competitive grant program goals. The extent to which the proposed project allows communities to more effectively prepare for storm and flood events and advances the goals of restoring habitat for fish, including sea-run fish and native brook trout; and

2. Cost-effectiveness. The extent to which the proposed project represents an efficient and cost-effective investment, including the proportion of total project funding that will be provided from other sources and the potential avoided costs associated with the proposed project. Funds may not be used to cover all of the costs associated with a proposed project.

Total $4,000,000

ECONOMIC AND COMMUNITY DEVELOPMENT, DEPARTMENT OF

Provides funds for the renovation of a wharf and bulkhead at the Gulf of Maine Research Institute in Portland to bring the wharf back into operation as secured access and berthing for commercial fishing vessels and to support vessels for marine research at sea that supports continued long-term marine job development.

Total $1,000,000

Sec. 6. Contingent upon ratification of bond issue. Sections 1 to 5 do not become effective unless the people of the State ratify the issuance of the bonds as set forth in this Act.

Sec. 7. Appropriation balances at year-end. At the end of each fiscal year, all unencumbered appropriation balances representing state money carry forward. Bond proceeds that have not been expended within 10 years after the date of the sale of the bonds lapse to the Office of the Treasurer of State to be used for the retirement of general obligation bonds.

Sec. 8. Bonds authorized but not issued. Any bonds authorized but not issued within 5 years of ratification of this Act are deauthorized and may not be issued, except that the Legislature may, within 2 years after the expiration of that 5-year period, extend the period for issuing any remaining unissued bonds for an additional amount of time not to exceed 5 years.

Sec. 9. Referendum for ratification; submission at election; form of question; effective date. This Act must be submitted to the legal voters of the State at a statewide election held in the month of November following passage of this Act. The municipal officers of this State shall notify the inhabitants of their respective cities, towns and plantations to meet, in the manner prescribed by law for holding a statewide election, to vote on the acceptance or rejection of this Act by voting on the following question:

"Do you favor a $105,000,000 bond issue to build or improve roads, bridges, railroads, airports, transit and ports and make other transportation investments, to be used to match an estimated $137,000,000 in federal and other funds?"

The legal voters of each city, town and plantation shall vote by ballot on this question and designate their choice by a cross or check mark placed within a corresponding square below the word "Yes" or "No." The ballots must be received, sorted, counted and declared in open ward, town and plantation meetings and returns made to the Secretary of State in the same manner as votes for members of the Legislature. The Governor shall review the returns. If a majority of the legal votes are cast in favor of this Act, the Governor shall proclaim the result without delay and this Act becomes effective 30 days after the date of the proclamation.

The Secretary of State shall prepare and furnish to each city, town and plantation all ballots, returns and copies of this Act necessary to carry out the purposes of this referendum.

Massachusetts

At the other extreme in terms of state direction of the requirements and uses of the bonds is Massachusetts' H.B. 4002, the recently-passed $18 billion bond bill. It is included here because of the language providing the use of proceeds for public transit purposes in Sections 2E and 2D. This includes language authorizing use for regional transit provider equipment and facilities.

SECTION 1.

To provide for a program of investments to make the commonwealth's transportation system more reliable, address deferred maintenance, and modernize and expand the system, the sums set forth in sections 2 to 2H, inclusive, for the several purposes and subject to the conditions specified in this act, are hereby made available, subject to the laws regulating the disbursement of public funds; provided, however, that the amounts specified in an item or for a particular project may be adjusted in order to facilitate projects authorized in this act. The sums made available in this act shall be in addition to any amounts previously made available for these purposes.

SECTION 2. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Highway Division

6121-2114 For projects on the interstate and non-interstate federal highway system; provided, that funds may be expended for the costs of these projects including, but not limited to the nonparticipating portions of these projects and the costs of engineering and other services essential to these projects; provided further, that funds may be expended for bicycle and pedestrian and other multi-modal facilities; provided further, that notwithstanding this act or any other general or special law to the contrary, the department shall not enter into any obligations for projects which are eligible to receive federal funds under this act unless state matching funds exist which have been specifically authorized and are sufficient to fully fund the corresponding state portion of the federal commitment to fund these obligations; and provided, further, that the department shall only enter into obligations for projects under this act based upon a prior or anticipated future commitment of federal funds and the availability of corresponding state funding authorized and appropriated for this use by the general court for the class and category of project for which this obligation applies $5,600,000,000

SECTION 2A. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Highway Division

6121-2117 For the design, construction and repair of, or improvements to, nonfederally-aided roadway and bridge projects and for the nonparticipating portion of federally-aided projects; provided, that the department may use these funds for the purchase and rehabilitation of facilities, heavy equipment and other maintenance equipment; provided further, that the department may use these funds for multi-modal facilities; provided further, that the amounts specified in this item for a particular project or use, if any, may be adjusted in order to facilitate other projects relating to the design, construction, repair or improvement to nonfederally-aided roadway and bridge projects $2,750,000,000

6121-2147 For the planning, study, design, construction, reconstruction, resurfacing, repair, climate change adaptation, multi-modal access, and improvement of transportation infrastructure associated with the approaches to the Bourne Bridge and the Sagamore Bridge, and other transportation infrastructure improvements to enhance the traffic safety, traffic flow, and ease congestion at each of the Bourne Bridge and the Sagamore Bridge, respectively, and to prepare for and to leverage federal investments and improvements to each such bridge; including but not limited to highway, interchange, and non-highway improvements; elements that improve access for all modes, pavement, surface conditions, approaches, ramps, rotaries, exits, alignments, lane enhancements, signage, and safety features; provided that this item may also be expended for costs associated with the planning, study, design, construction, reconstruction, resurfacing, repair, multi-modal

access, and improvement of transportation infrastructure in and around the Cape Cod Canal area including in Bourne and Sandwich; provided, further, that expenditures from this item may include the costs of engineering, design, permitting, climate change adaptation and resilience, and other services essential to projects under this item $350,000,000

6121-2157 For the construction, reconstruction, resurfacing, repair, and improvement of pavement and surface conditions on nonfederally-aided roadways, including but not limited to state numbered routes and municipal roadways; provided that expenditures from this item may include the costs of engineering, design, permitting, climate change adaptation and resilience, and other services essential to projects under this item $150,000,000

SECTION 2B. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Highway Division

6121-2118 For the municipal small bridge program for the purposes of design, engineering, construction, preservation, reconstruction and repair of or improvements to nonfederally-aided bridges and approaches meeting the criteria of the municipal small bridge program as determined by the department; provided, that expenditures from this item may include the costs of engineering, design, permitting, climate change adaptation and resilience, and other services essential to projects under this item; provided further, that a city or town shall comply with the procedures established by the department with respect to the municipal small bridge program; and provided further, that no amounts appropriated under this item shall be expended for bridges or approaches owned by or under the control of the department or the Massachusetts Bay Transportation Authority.....$70,000,000

6121-2127 For the purpose of implementing a program to address localized operationally-influenced bottlenecks that negatively impact traffic flow, including but not limited to redesign, re-striping, lane and shoulder width adjustments, addition of auxiliary, collector and distributor lanes, signal improvements, ramp adjustments, signage, and other infrastructure improvements to reduce congestion, improve traffic flow, address safety issues, and reduce idling and greenhouse gas emissions; provided, further that funds may be used for the purpose of grants to municipalities $50,000,000

6121-2128 For the construction, reconstruction, resurfacing, repair, and improvement of pavement and surface conditions on municipal roadways; provided, that expenditures from this item may include the costs of engineering, design, permitting, climate change adaptation and resilience, and other services essential to projects under this item; provided further, that funds may be expended from this item for matching grants to municipalities; provided further, that the department may use these funds for improving the condition of bicycle and pedestrian accommodations related to such roadway projects consistent with principles of the complete streets program established pursuant to chapter 90I of the General Laws when feasible; provided further, that in connection with a grant under this item, a city or town shall comply with the procedures established by the department with respect to municipal roadways in the pavement improvement program 100,000,000

6121-2138 For the complete streets program established pursuant to chapter 90I of the General Laws, as amended, for complete streets grants to municipalities $20,000,000

6122-2124 For the construction and reconstruction of municipal ways as described in clause(b) of the second paragraph of section 4 of chapter 6C of the General Laws; provided, that a city or town shall comply with the procedures established by the Massachusetts Department of Transportation; provided further, that a city or town may expend, without further appropriation, for these projects amounts not in excess of the amount provided to

the city or town under this item upon preliminary notice of such amount, which shall be provided by the department to the city or town not later than March 1 of each year; and provided further, that the commonwealth shall reimburse a city or town under this item, subject to the availability of funds as provided in section 9G of chapter 29 of the General Laws, within 30 days after receipt by the department of a request for reimbursement from the city or town, which request shall include certification by the city or town that actual expenses have been incurred on projects eligible for reimbursement under this item and that the work has been completed to the satisfaction of the city or town according to the specifications of the project and in compliance with applicable laws and procedures established by the department $200,000,000

6622-2187 For the purpose of implementing a program for transit-supportive infrastructure, including, but not limited to, dedicated bus lanes, signal prioritization, shelters, lighting, signage, repairs and other improvements, technology and accessibility features, and other infrastructure elements; provided, that projects may be used to improve and facilitate more efficient delivery of transit operations, encourage municipal investment and support of transit facilities, benefit passenger experience, and to enhance transit rider and pedestrian service and safety; provided, further that funds may be used for the purpose of grants to municipalities $50,000,000

SECTION 2C. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Highway Division

6121-2137 For the construction, reconstruction, resurfacing, repair, and improvement of bridges, approaches and related infrastructure, including elements that improve access for all modes; provided, that expenditures from this item may include the costs of engineering, design, permitting, climate change adaptation and resilience, and other services essential to projects under this item.....$1,250,000,000

SECTION 2D. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Rail and Transit Division

6621-2117 For the purpose of implementing rail improvements pursuant to chapter 161C of the General Laws; provided, that funds may also be used for transportation planning, design, permitting, acquisition of interests in land and engineering for rail projects, including the industrial rail access program; provided further, that the department may use funds from this item for the costs of engineering and other services essential to these projects; provided, further, that the department may use these funds for a particular project or use may be adjusted in order to facilitate other projects, if any .. $400,000,000

6622-2117 For the purposes of chapter 161B of the General Laws, including, but not limited to, projects that may maintain and improve the overall condition, reliability and resiliency of regional transit networks and facilities, including the purchase and rehabilitation of rolling stock, low or no emission vehicles, and other infrastructure and equipment required to support such rolling stock, related assets and support equipment, rehabilitation of regional transit authority facilities, including maintenance, and passenger facilities, and purchase of related appurtenances, equipment, technology, and tools..... $330,000,000

6622-2127 For the purposes of implementing the mobility assistance program pursuant to section 13 of chapter 637 of the acts of 1983 and regional intercity bus and intermodal service; provided, that funds may also be used for transportation planning, design,

permitting, acquisition of interests in land and engineering for bus and other transit projects.....$60,000,000

SECTION 2E. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Office of the Secretary

6621-2108 For the purpose of implementing sustainable transit system modernization investments and rail improvements pursuant to chapter 161A of the General Laws; provided, that funds may be used for transportation planning, design, permitting and engineering, right-of-way acquisition, acquisition of interests in land, vehicle procurement, construction, and climate change adaptation and resilience improvements, including, without limitation, construction, reconstruction, retrofitting, resilience, efficiency improvements, and modernization of stations, signals, tracks, power and electrical systems; planning, design, permitting and engineering, acquisition of interests in and rights to land, construction and reconstruction, improvement, expansion, renovation, repair, relocation, and equipping of maintenance and storage facilities, including, but not limited to, technology to support and service battery electric, hybrid and other low emission transit vehicles; and for heavy rail, light rail and bus projects which projects shall include, but shall not be limited to, the red line, orange line, green line, silver line and blue line, including feasibility and planning studies and capital support for pilot services; provided, further, that funds may be used for modernizing the bus fleet and associated infrastructure of the Massachusetts Bay Transportation Authority system, including, but not limited to, implementation of the so-called Better Bus Project; provided, further, that funds may be used for the purpose of implementing the green line transformation program including, but not limited to, planning, design, and procurement of rolling stock to improve service, reliability, enhance rider accessibility, and increase capacity; provided, further, that funds may be used for the purchase and rehabilitation of heavy equipment and other maintenance equipment; provided, further, that funds may be used for safety, accessibility and security equipment and improvements, energy efficiency, climate change adaptation and emergency preparedness, bicycle and pedestrian access improvements, and so-called “last mile” capital improvements; provided, further, that final assembly of the orange line and red line non-pilot production vehicles, as defined within the Massachusetts Bay Transportation Authority’s procurement of said vehicles, shall take place in the commonwealth; and provided further, that the Massachusetts Bay Transportation Authority in evaluating proposals for the furnishing and delivery of non-pilot production vehicles shall consider, among other criteria, the effect said proposals will have on job creation and retention in the commonwealth and how said proposals will foster economic development in the commonwealth; and provided, further, that the relative weight of all the criteria used for the selection of the red line and orange line vehicle proposals shall be determined by the Massachusetts Bay Transportation Authority.....$3,400,000,000

6622-2137 For the purpose of implementing rail improvements pursuant to chapter 161A of the General Laws, including, but not limited to, projects that maintain the overall state of good repair and reliability of rail, subway, and bus services; provided, that funds may be expended for necessary and routine system preservation activities designed primarily to bring existing transportation assets up to an acceptable level of condition; provided, further, that funds may be used for transportation planning, design, permitting and engineering, right-of-way acquisition, acquisition of interests in land, vehicle procurement and overhaul, vehicle storage and maintenance facilities, construction, repair, and improvement of stations, parking structures, signals, track, and electrical systems associated with all commuter rail, heavy rail, light rail and bus operations; and provided,

further, that funds may be used for the purchase and rehabilitation of heavy equipment and other maintenance equipment; and provided, further, that projects to replace or rehabilitate existing assets shall seek to substantially modernize these assets, where deemed feasible, appropriate, and cost effective ..... $ $300,000,000

6622-2181 For the purpose of implementing South Coast Rail improvements; provided, that not more than $100,000,000 shall be used to mitigate the impact of the South Coast Rail project on communities in accordance with section 38 of chapter 79 of the acts of 2014; provided, that any new or existing rail station receiving South Coast Rail service shall comply with the Americans with Disabilities Act of 1990, as amended $825,000,000

6622-2182 For the purpose of implementing the green line extension improvements; provided, that funds may be used for transportation planning, design, permitting and engineering, acquisition of interests in land, vehicle procurement, construction, construction of stations and right-of-way acquisition $595,000,000

6622-2183 For the purpose of implementing South Station improvements and expansion, including modernization of the signal system and for modernizing the commuter rail system and commuter rail system components; provided, that funds may be expended for projects including but not limited to, planning, design, and acquisition of commuter rail passenger coaches and locomotives, infrastructure improvements, technology and equipment necessary to support new or modified commuter rail service models, safety features, and passenger enhancements; provided further that funds may be expended for capital costs associated with infrastructure and equipment to leverage innovative financing and partnership approaches; provided, further, that funds may be used for planning and feasibility studies and the capital costs of pilot projects to test new service models such as regional rail and urban rail; provided, further, that funds may be used for transportation planning, design, permitting and engineering, acquisition of rights of way and interests in land, construction and reconstruction of stations and other facilities; and provided further, that not less than $25,000,000 shall be expended on the design and engineering of transportation improvements along the South Boston waterfront taking into consideration the recommendations of the South Boston Waterfront Transportation Plan, as amended from time to time $400,000,000

6622-2184 For the purpose of implementing rail improvements pursuant to chapter 161C of the General Laws; provided, that funds may be used for transportation planning, design, permitting and engineering, acquisition of interests in land, vehicle procurement, construction, construction of stations and right-of-way acquisition for rail projects, including Springfield to Worcester service, Boston to Cape Cod service and Pittsfield to New York City service $175,000,000

SECTION 2F.MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Aeronautics Division

6820-2117 For the airport improvement program pursuant to section 39A of chapter 90 of the General Laws, including but not limited to aeronautics safety and modernization improvements $150,000,000

SECTION 2G. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
Office of the Secretary

6720-2117 For transportation planning and programming related to all modes, including but not limited to active transportation, bicycle and pedestrian travel, rail and transit, and

automobiles and associated assets including but not limited to roads, bridges, transit facilities, shared-use paths, and bicycle and pedestrian and other multi-modal facilities essential to the provision of transportation services for system users; provided, that funds may be expended for the maintenance, improvement and expansion of shared use paths and support for multi-modal networks that may enhance mobility or promote sustainable modes of transportation across the commonwealth; provided further, that funds may be expended for the acquisition of information technologies that will support department data and asset management initiatives; provided further, that funds may be expended for compliance with federal mandates and other statutory requirements including modal studies to help establish the framework for the department to adopt policies and programs to enhance delivery of services within all modes; provided further, that funds may be expended to reduce energy usage, enhance climate change resilience, adaptation, mitigation, and support reduction of greenhouse gas emissions from transportation; provided further, that this item may be used to support and leverage municipal, quasi-public, nonprofit, and private investments; provided further, that $100,000,000 may be used to implement the so-called bike and pedestrian plan; and provided further, that $25,000,000 may be used for a program of matching grants to municipalities for landside water ferry terminal construction and improvement projects that leverage municipal, nonprofit, and private investments in the delivery of public water transportation services in the greater Boston region and provide feasible and cost effective reductions to roadway congestion $475,000,000

6720-2127 For the purpose of capital costs associated with preconstruction, planning, and early action capital work for the so-called Allston Multimodal Project, including multi-modal project planning and studies, the preparation of plans and specifications, design, permitting and engineering, climate change adaptation and resilience, regional mobility planning, acquisition of interests in land, planning and siting of rail and bus stations and right-of-way acquisition purchases, maintenance facilities, procurement of equipment, development, mitigation, and implementation of information technology-related equipment, lighting, landscaping, traffic improvements, bicycle and pedestrian accessibility, and related capital projects in the Allston neighborhood of Boston $250,000,000

SECTION 2H. EXECUTIVE OFFICE OF TECHNOLOGY SERVICES AND SECURITY
Office of the Secretary

1790-2019 For costs associated with pilot programs, planning and studies, the preparation of plans and specifications, design, development, acquisition, and implementation of information technology-related equipment, hardware, software, devices, cybersecurity, communications systems, safety and accessibility technologies, and data solutions, including, but not limited to, so-called intelligent transportation infrastructure projects for the Massachusetts department of transportation $50,000,000

SECTION 3. Section 20 of chapter 6C of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by inserting after the second paragraph the following paragraph:-

Any agreement related to any sale or lease of property may require that a developer construct, design, build, finance, operate, or maintain, or any combination thereof, transportation facilities in the state highway system, including land and air rights or any related facility or component thereof controlled by the department, so long as the department shall state in its bid documentation that such transportation facilities or related facility will be accepted or required as a part of any such development agreement. No

further procurement or advertising requirements shall be required, except as required in this section.

SECTION 4. Section 43 of said chapter 6C of the General Laws is hereby repealed.

SECTION 5. Section 46 of said chapter 6C, as appearing in the 2018 Official Edition, is hereby amended by inserting after the first paragraph the following paragraph:-

Any agreement related to any lease of property may require that a developer construct, design, build, finance, operate, or maintain, or any combination thereof, transportation facilities in the state highway system including land and air rights or any related facility or component thereof controlled by the department, so long as the department shall state in its bid documentation that such transportation facilities or related facility will be accepted or required as a part of any such development agreement. No further procurement or advertising requirements shall be required, except as required in section 20.

SECTION 6. Section 62 of said chapter 6C, as so appearing, is hereby amended by striking out the definition for "Affected jurisdiction" and inserting in place thereof, the following definition:-

"Affected jurisdiction", any city or town, agency, authority, public instrumentality, or other unit of government within the commonwealth which owns or in which all or part of a transportation facility is located, or any other public entity directly affected by the transportation facility.

SECTION 7. Said section 62 of said chapter 6C, as so appearing, is hereby amended by inserting after the definition of "Architectural and engineering services" the following definition:-

"Awarding Authority", either the department, or the Massachusetts Bay Transportation Authority established by section 2 of chapter 161A.

SECTION 8. The definition of "Contract" in said section 62 of said chapter 6C, as so appearing, is hereby amended by striking out, in lines 35 and 36, the words "61 to 73, inclusive, of a transportation facility by the department" and inserting in place thereof the following words:- 62 to 72, inclusive, of a transportation facility by an awarding authority.

SECTION 9. The definition of "Contractor" in said section 62 of said chapter 6C, as so appearing, is hereby amended by striking out, in lines 41 and 42, the words "the department under sections 61 to 73" and in inserting in place thereof the following words:- an awarding authority under sections 62 to 72.

SECTION 10. Said section 62 of said chapter 6C, as so appearing, is hereby further amended by inserting after the definition of "Cooperative purchasing", the following definition:-

"Design-build-finance", a project delivery method in which an awarding authority enters into a single contract for design, construction, and financing.

SECTION 11. The definition of "Design-build-operate-maintain" in said section 62 of said chapter 6C, as so appearing, is hereby amended by striking out, in lines 56, 60 and 61, and 62, each time it appears, the words "the department" and inserting in place thereof the following words:- an awarding authority.

SECTION 12. The definition of "Design requirements" in said section 62 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 64, the words " 61 to 73" and inserting in place thereof, the following words:- 62 to 72.

SECTION 13. Said definition of "Design requirements" in said section 62 of said chapter 6C, as so appearing, is hereby further amended by striking out, in line 67, the words "the department" and inserting in place thereof the following words:- an awarding authority.

SECTION 14. Said section 62 of said chapter 6C, as so appearing, is hereby further amended by striking out the definition of "Independent peer reviewer services" and inserting in place thereof, the following definition:-

"Independent peer reviewer services", additional architectural and engineering services provided to an awarding authority in design-build-operate-maintain, design-build-finance, or design-build-finance-operate-maintain procurements to confirm that the key elements of the professional engineering and architectural design provided by the contractor are in conformance with the applicable standard of care, and which additional services may include the role of an owner's representative to the extent applicable to the public-private agreement or otherwise deemed necessary or desirable by the awarding authority.

SECTION 15. The definition of "Maintenance" in said section 62 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 84, the words "the department" and inserting in place thereof the following words:- an awarding authority.

SECTION 16. The definition of "Material default" in said section 62 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 89, the words "department of the failure" and inserting in place thereof the following words:- awarding authority of the failure, in the manner provided in the public-private agreement.

SECTION 17. The definition of "Operator" in said section 62 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 96, the words "61 to 73" and inserting in place thereof the following words:- 62 to 72.

SECTION 18. Said definition of "Proposal development documents" in said section 62 of said chapter 6C, as so appearing, is hereby further amended by inserting, in line 103, after the word "documents", the following words:- and other documents received in response to a request for proposal or received in connection with an unsolicited proposal.

SECTION 19. Said section 62 of said chapter 6C, as so appearing, is hereby further amended by striking out the definition of "Public-private agreement" and inserting in place thereof the following definition:-

"Public-private agreement", the contract between a private entity and an awarding authority that relates to the development, design, financing, construction, maintenance or operation of a transportation facility subject to, and as more particularly defined in, sections 62 to 72, inclusive.

SECTION 20. The definition of "Request for proposals" in said section 62 of said chapter 6C, as so appearing, is hereby further amended by striking out, in line 114, the following words "61 to 73" and inserting in place thereof the following words:- 62 to 72.

SECTION 21. Said section 62 of said chapter 6C, as so appearing, is hereby further amended by striking out the definitions of "Transportation facility" and "User fees" and inserting in place thereof the following 4 definitions:-

"Sole source award", a process by which an awarding authority may enter into a public-private agreement by negotiating directly with a private entity as may be more detailed in a written procedure or regulation adopted by the awarding authority.

"Transportation facility", new or existing highway, road, bridge, tunnel, overpass, ferry, airport, public transportation facility, terminal facility, vehicle parking facility, seaport facility, rail facility, intermodal facility, administrative office facility or similar facility open to the public and used for or in support of the transportation of persons or goods, and any building, structure or networks of buildings, structures, pipes, controls and equipment that provide or support transportation services, including rolling stock and equipment, and any building, structure, parking area, systems, utilities, appurtenances or other property needed to operate such facility or ancillary to the use of such facility that is subject to a public-private agreement, whether publicly-owned or privately-owned.

"Unsolicited proposal", a proposal by a private entity for a transportation facility under sections 62 to 72, inclusive, and pursuant to written procedure or regulation adopted by the awarding authority that is not submitted in response to a request for proposals.

"User fees", the rate, toll, fee or other charges imposed by an operator or by an awarding authority for use of all or part of a transportation facility which shall be authorized to be imposed as a means of funding the costs of the transportation facility.

SECTION 22. Section 63 of said chapter 6C, as so appearing, is hereby amended by striking out subsection(a) and inserting in place thereof the following subsection:-

(a) Notwithstanding any general or special law to the contrary, except as specifically noted in sections 62 to 72, inclusive, an awarding authority may solicit proposals, receive and consider unsolicited proposals, and enter into public-private agreements approved by a vote of its governing body with that responsible and responsive proposer submitting the proposal or unsolicited proposal that is most advantageous to the awarding authority, as applicable, through the sale, lease, operation and maintenance of a transportation facility within the commonwealth; provided, however, that such proposal shall be in full compliance with all applicable requirements of federal, state and local law, including section 26 to 27H, inclusive, of chapter 149; provided further, that any such contract shall not be subject to the competitive bid requirements set forth in sections 44 to 58, inclusive, of chapter 7C, section 39M of chapter 30, or sections 44A to 44M, inclusive, of chapter 149 or the requirements of chapter 30B.

SECTION 23. Subsection(b) of said section 63 of said chapter 6C, as so appearing, is hereby amended by striking out paragraph(1) and inserting in place thereof, the following paragraph:-

(1) Except as provided in subsection(d), in selecting a private entity with which to enter into a public-private agreement either through a request for proposals or through consideration of an unsolicited proposal, an awarding authority shall utilize the following competitive sealed proposals procurement approach:

SECTION 24. Paragraph(2) of said subsection(b) of said section 63 of said chapter 6C, as so appearing, is hereby amended by striking out, in lines 25 and 26, the words "for design-build-operate-maintain and design-build-finance-operate-maintain services."

SECTION 25. Subparagraph(C) of paragraph(2) of subsection(b) of said section 63 of said chapter 6C, as appearing, is hereby amended by striking out, in line 29, the word "department", and inserting in place thereof the following words:- awarding authority.

SECTION 26. Paragraph(4) of said subsection(b) of said section 63 of said chapter 6C, is hereby amended by striking out, in line 45, the word "department", and inserting in place thereof the following words:- awarding authority.

SECTION 27. Paragraph(5) of said subsection(b) of said section 63 of said chapter 6C, is hereby amended by striking out subparagraph(B) and inserting in place thereof the following subparagraph:-

(B) Each request for proposals for design-build-finance, design-build-operate-maintain and design-build-finance-operate-maintain projects:

(i) shall state the relative importance of:(1) demonstrated compliance with the design requirements;(2) offeror qualifications;(3) financial capacity;(4) project schedule;(5) elimination of existing public debt with respect to the transportation facility;(6) lowest user charges or price over the term of the contract; and(7) other factors, if any;

(ii) shall, if the contract price is estimated to exceed $10,000,000, if the contract period of operations and maintenance is 5 years or longer, or if circumstances established by the awarding authority, require each offeror to identify an independent peer reviewer whose competence and qualifications to provide such services shall be an additional evaluation factor in the award of the contract; and

(iii) shall not include, as an evaluation factor in the award of the contract, the amount, if any, paid by a contractor to the awarding authority for procurement using design-build-finance, design-build-operate-maintain and design-build-finance-operate-maintain.

SECTION 28. Paragraph(6) of said subsection(b) of said section 63 of said chapter 6C, as so appearing, is hereby amended by striking out, in lines 68 through 70, inclusive, the words "and under regulations issued by the department, discussions may be conducted with responsible offerors who" and inserting in place thereof the following words:- or in any guideline published by the awarding authority, discussions may be conducted with responsible offerors which.

SECTION 29. Paragraph(7) of said subsection(b) of said section 63 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 81, the words "acquiring agency" and inserting in place thereof the following words:-awarding authority.

SECTION 30. Said subsection(b) of said section 63 of said chapter 6C, as so appearing, is hereby further amended by striking out paragraph(8) and inserting in place thereof the following 2 paragraphs:-

(8) Each awarding authority may provide debriefings that furnish the basis for the source selection decision and contract award.

(9) Notwithstanding any general or special law to the contrary, each awarding authority shall be authorized to enter into contracts and other agreements that provide for the design, construction, financing and turnover to such awarding authority of any transportation facility, either as a part of proposals received in accordance with sections 62 to 72, or pursuant to and as a part of any real estate disposition process conducted by such awarding authority; provided that the value of such transportation facility shall be fully documented to the satisfaction of the awarding authority in each instance.

SECTION 31. Said section 63 of said chapter 6C, as so appearing, is hereby further amended by striking out subsection(c) and inserting in place thereof the following 2 subsections:-

(c)(1) A private entity may request a review, prior to submission of a solicited proposal, by the awarding authority of information that the private entity has identified as confidential or proprietary to determine whether such information is subject to disclosure under section 10 of chapter 66 or clause Twenty-sixth of section 7 of chapter 4.

(2) Each awarding authority shall take appropriate action to protect confidential or proprietary information that a private entity provides as part of a response to a request for proposals and that is exempt from disclosure under said section 10 of chapter 66 and said clause Twenty-sixth of said section 7 of said chapter 4.

(d) Notwithstanding subsections(a) to(c), inclusive, the awarding authority may enter into a public-private agreement through a sole source award for an unsolicited proposal when a request for proposals would reveal proprietary information contained in the unsolicited proposal. Each awarding authority shall comply with its published and publicly available procedures with respect to the evaluation and acceptance of any unsolicited proposal.

SECTION 32. Section 64 of said chapter 6C, as so appearing, is hereby amended by striking out subsection(a) and inserting in place thereof the following subsection:-

(a) The request for proposals shall contain the proposed form of contract or public-private agreement to be executed between the successful offeror and the awarding authority upon award. The awarding authority and the successful offeror shall only make non-material changes in the content and form of the public-private agreement contained in the request for proposals.

SECTION 33. Section 64 of said chapter 6C, as so appearing, is hereby amended by striking out, in lines 21 and 25, the word “department” each time it appears and inserting in place thereof the following words :- awarding authority.

SECTION 34. Section 64 of said chapter 6C, as so appearing, is hereby amended by striking out subsection(c) and inserting in place thereof, the following subsection:-

(c) Notwithstanding any general or special law to the contrary, an awarding authority shall have the authority to include any provision the awarding authority determines necessary or appropriate in a public-private agreement for transportation facilities, including but not limited to provisions relating to the following:

(1) the planning, acquisition, engineering, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, management, repair, leasing or operation of a transportation facility including provisions for the replacement and relocation of utility facilities and provisions for the design, construction, financing and turnover to an awarding authority or affected jurisdiction of all or any part of a transportation facility that is related to or otherwise impacted by, but is not a part of, a public-private agreement;

(2) the term of the public-private agreement, which shall not exceed 50 years after the transportation facility is placed in full operation, subject to permitted extensions in the public-private agreement, without written approval of the governor;

(3) the type of property interest, if any, the private entity shall have in the transportation facility; provided, however, that a transportation facility developed, operated or held by a contractor under a public-private agreement shall be exempt from any and all state and local ad valorem, property and other taxes that otherwise might be applicable;

(4) a description of the actions the awarding authority may take to ensure proper maintenance of the transportation facility;

(5) the imposition, collection, and enforcement of user fees on the transportation facility by the contractor or an awarding authority if and to the extent applicable as authorized for a public-private agreement, and the basis by which such user fees shall be determined and

modified, which user fees, notwithstanding any general or special law to the contrary, shall be authorized to be imposed by the awarding authority subject, however, to a public notification process to be determined by the awarding authority;

(6) compliance with applicable Federal, state and local laws;

(7) grounds for termination of the public-private agreement by the awarding authority or operator;

(8) procedures for amendment of the agreement by mutual agreement and for changes in the agreement by written order from the awarding authority;

(9) review and approval by the awarding authority of the operator's plans for the development and operation of the transportation facility;

(10) inspection by the awarding authority and the independent peer reviewer of the design and construction of, or improvements to, the transportation facility;

(11) maintenance by the operator of a policy of liability insurance or self-insurance reasonably acceptable to the awarding authority;

(12) filing by the operator, on a periodic basis, of appropriate financial statements in a form acceptable to the awarding authority;

(13) filing by the operator, on a periodic basis, of traffic reports, service quality standards as defined in chapter 161A, ridership reports, on time performance reports, or other reports identified by the awarding authority, in a form acceptable to the awarding authority;

(14) financing obligations of the operator and the awarding authority;

(15) apportionment of expenses between the operator and the awarding authority;

(16) the rights and duties of the operator, the awarding authority, other state and local governmental entities, or affected jurisdictions with respect to use of the transportation facility;

(17) the rights and remedies available in the event of default or delay;

(18) the terms and conditions of indemnification of the operator by the awarding authority, as required by applicable law;

(19) assignment, subcontracting or other delegation of responsibilities of the operator or the awarding authority under the agreement to third parties, including other private entities and other state agencies;

(20) sale or lease to the operator of private property related to the transportation facility;

(21) if, and how, the parties shall share costs of development of the project;

(22) if, and how, the parties shall allocate financial responsibility for cost overruns;

(23) liability for nonperformance;

(24) any incentives for performance;

(25) any accounting and auditing standards to be used to evaluate progress on the project;

(26) the operator's plans to obtain performance and payment security, made in the awarding authority's sole discretion, and on an agreement-by-agreement basis, of what is required to adequately protect the awarding authority and adequately assure payment of persons and amounts provided for in the public-private agreement, and the operator's plans

to require the payment of prevailing wages for labor performed on the project in accordance with sections 26 to 27H, inclusive, of said chapter 149;

(27) the operator's plans for labor harmony for the entire term of the agreement, including construction, reconstruction and capital and routine maintenance and adequate remedies to address the operator's failure to maintain labor harmony which shall include, but not be limited to, assessment of liquidated damages and contract termination;

(28) traffic enforcement and other policing issues, subject to section 71, including any reimbursement by the private entity for such services;

(29) other terms and conditions; and

(30) provisions authorizing the awarding authority to provide annual payments for performance based on the availability or quality of service of the transportation facility, provided further that the awarding authority shall ensure that annual payments on multiyear public-private agreements are prioritized ahead of newly constructed transportation facilities in the development of the capital plans of the acquiring agency and that the annual payments are subject to appropriation.

SECTION 35. Said chapter 6C, as so appearing, is hereby amended by striking out section 65 and inserting in place thereof, the following section:-

Section 65. Upon the end of the term of the public-private agreement or in the event of termination of the public-private agreement, the awarding authority and duties of the operator shall cease, except for any duties and obligations that extend beyond the termination as provided in the public-private agreement, and all the rights, title and interest in such transportation facility shall revert to the awarding authority or affected jurisdiction, as appropriate, and shall be dedicated to the awarding authority or affected jurisdiction, as appropriate, for public use.

SECTION 36. Subsection(a) of section 67 of said chapter 6C, as so appearing, is hereby amended by striking out paragraph(1) and inserting in place thereof, the following paragraph:-

(1) The awarding authority may issue and sell bonds or notes, certificates of participation and may execute other documents evidencing indebtedness for the purpose of providing funds to carry out sections 62 to 72, inclusive, with respect to the development, financing or operation of a transportation facility or the refunding of any bonds or notes, together with any costs associated with the transaction and the establishment of reserves. The bonds, certificates of participation or notes or other evidences of indebtedness may be sold on a negotiated or competitive basis. Interest on the bonds, certificates of participation or notes or other evidence of indebtedness may be established on a fixed or floating basis.

SECTION 37. Subparagraph(A) of paragraph(2) of said subsection(a) of said section 67 of said chapter 6C, as so appearing, is hereby amended by striking out the word "department" and inserting in place thereof the following words:- awarding authority.

SECTION 38. Subparagraph(B) of said paragraph(2) of said subsection(a) of said section 67 of said chapter 6C, as so appearing, is hereby amended by inserting after the word "constitution" the following words:- or any statute or regulation.

SECTION 39. Subparagraph(C) of said paragraph(2) of said subsection(a) of said section 67 of said chapter 6C, as so appearing, is hereby amended by striking out clause(i) and inserting in place thereof the following clause:-

(i) the revenues from a lease of the facilities to be financed or other facilities to the awarding authority, if any, or payments to be made by the awarding authority to a private operator;

SECTION 40. Subparagraph(C) of said paragraph(2) of said subsection(a) of said section 67 of said chapter 6C, as so appearing, is hereby further amended by striking out clause(iv) and inserting in place thereof the following clause:-

(iv) other funds or assets available to the awarding authority for such purpose.

SECTION 41. Subsection(b) of section 67 of said chapter 6C, as so appearing, is hereby amended by striking out paragraph(1) and inserting in place thereof the following paragraph:-

(1) For the purpose of financing or refinancing a transportation facility, the awarding authority and operator may apply for, obtain, issue and use the proceeds of private activity bonds or enter into a loan or line of credit agreement available under any Federal law or program. Each awarding authority is authorized to enter into loan or financing agreements with the private operator with respect to such proceeds.

SECTION 42. Paragraph(2) of subsection(b) of section 67 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 21, the figure "73" and inserting in place thereof the following figure:- 72.

SECTION 43. Said section 67 of said chapter 6C, as so appearing, is hereby further amended by adding the following 2 subsections:-

(d) The validity of any bonds, certificates of participation or notes or other evidence of indebtedness issued under this section shall not be affected by any proceedings or actions related to the authorization or implementation of the project financed by the bonds, certificates of participation or notes or other evidence of indebtedness.

(e) Any bonds, certificates of participation or notes or other evidence of indebtedness issued under this section shall at all times be free from taxation of every kind by the state and by all political subdivisions of the commonwealth.

SECTION 44. Said chapter 6C, as so appearing, is hereby further amended by striking out section 68 and inserting in place thereof the following section:-

Section 68.(a)(1) Each awarding authority may accept from the United States or any of its agencies funds that are available to the awarding authority or commonwealth for carrying out sections 62 to 72, inclusive, whether the funds are made available by grant, loan or other financial assistance.

(2) Each awarding authority may enter into agreements or other arrangements with the United States or any of its agencies as may be necessary for carrying out the purposes of sections 62 to 72, inclusive.

(b) Each awarding authority may accept from any source any grant, donation, gift or other form of conveyance of land, money, other real or personal property or other item of value made to the commonwealth or the awarding authority for carrying out the purpose of sections 62 to 72, inclusive.

(c) Any transportation facility may be financed in whole or in part by contribution of any funds or property made by any private entity, awarding authority, or affected jurisdiction that is party to a public-private agreement under sections 62 to 72, inclusive.

(d) An awarding authority may combine federal, state, local and private funds to finance a transportation facility under sections 57 to 70, inclusive.

SECTION 45. Section 69 of said chapter 6C, as so appearing, is hereby amended by striking out, in lines 5 and 8, the word "department" each time it appears, and inserting in place thereof the following words:- awarding authority.

SECTION 46. Section 70 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 1, the words "The department" and inserting in place thereof the following words:- Each awarding authority.

SECTION 47. Section 72 of said chapter 6C, as so appearing, is hereby amended by striking out, in line 1, the figure "73" and inserting in place thereof the following figure:- 72

SECTION 48. Section 73 of said chapter 6C of the General Laws is hereby repealed.

SECTION 49. Section 44 of chapter 7C of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by striking out, in lines 1 and 11, the figure "58", each time it appears and inserting in place thereof the following figure:- 57.

SECTION 50. Section 46 of said chapter 7C, as so appearing, is hereby amended by striking out, in line 21, the figure "58" and inserting in place thereof the following figure:- 57.

SECTION 51. Section 51 of said chapter 7C, as so appearing, is hereby amended by striking out, in line 29, the figure "58" and inserting in place thereof the following figure:- 57.

SECTION 52. Section 54 of said chapter 7C, as so appearing, is hereby amended by striking out, in lines 8 and 30, the figure "58", each time it appears, and inserting in place thereof the following figure:- 57.

SECTION 53. Section 56 of said chapter 7C, as so appearing, is hereby amended by striking out, in line 4, the figure "58" and inserting in place thereof the following figure:- 57.

SECTION 54. Section 57 of said chapter 7C, as so appearing, is hereby amended by striking out, in line 3, the figure "58" and inserting in place thereof the following figure:- 57.

SECTION 55. Subsection(a) of section 39M of chapter 30 of the General Laws, as so appearing, is hereby amended by inserting, in line 22, after the word "price;" the following words:- , provided, however the maximum contract value in this paragraph shall be $100,000 for contracts by the Massachusetts Department of Transportation established by section 2 of chapter 6C or the Massachusetts Bay Transportation Authority established by section 2 of chapter 161A.

SECTION 56. Said subsection(a) of said section 39M of said chapter 30, as so appearing, is hereby further amended by inserting, in line 63, after the words "than $50,000," the following words:- or, in the case of the Massachusetts Department of Transportation established by section 2 of chapter 6C or the Massachusetts Bay Transportation Authority established by section 2 of chapter 161A, more than $100,000,.

SECTION 57. The definition of "Code" in section 1 of chapter 62 of the General Laws, as so appearing, is hereby amended by inserting after the figure "106," the following figure:- 132(f),.

SECTION 58. Chapter 62B of the General Laws is hereby amended by adding the following section:-

Section 22.(1) An employer that implements a program enabling employees that currently work from the employer's office or other physical facility located in the commonwealth to telecommute shall be allowed a credit against amounts withheld from wages by this chapter for the calendar year to the extent that the credit is authorized for that employer by the department of transportation. For the purposes of this section, "telecommute" or "telecommuting" means the performance by an employee, who is a Massachusetts resident, of normal and regular work functions during the Monday through Friday workweek at a location different from the employer's office or other physical facility located in the commonwealth and that is within or closer to the employee's residence. The department of transportation shall award the credit based on(i) the number of the employer's employees that begin telecommuting on or after January 1 2020;(ii) the effectiveness and impact of the employer's telecommuting program; and(iii) other standards developed by the department of transportation. The credit shall not exceed $2,000 per participating employee for the calendar year. An employer may claim the credit on the returns due under this chapter over the course of a calendar year in a form and manner determined by the commissioner.

(2) An employer granted a credit under this section shall maintain records sufficient to demonstrate the number of its employees telecommuting pursuant to the program that generated the credit.

(3) The department of transportation, in consultation with the commissioner, shall promulgate regulations necessary to implement the credit, including provisions establishing an application process for employers.

(4) The secretary of transportation in writing shall authorize tax credits pursuant to this section. The total amount of credits that may be authorized in a calendar year pursuant to this section shall not exceed $50,000,000. No credits shall be allowed under this section except to the extent authorized by the department of transportation. The commissioner shall adopt regulations for the administration of the tax credits. The department of transportation shall provide the commissioner with the documentation that the commissioner deems necessary to confirm compliance with the annual cap.

(5) This section shall be effective for tax years beginning before January 1, 2030, but credits allowed pursuant to this section may be carried forward after January 1, 2030.

SECTION 59. Subsection(b) of section 21 of chapter 62C of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by inserting the following paragraph:-

(32) the disclosure of information to the department of transportation necessary for the administration of the credit provided in section 22 of chapter 62B.

SECTION 60. Chapter 89 of the General Laws, as so appearing, is hereby further amended by inserting after section 7C the following section:-

Section 7D. The operator of any vehicle involved in a crash in a travel lane on a public way resulting only in property damage shall immediately move or cause the vehicle to be moved to a safe area on the shoulder, emergency lane, or median, or to a place otherwise removed from the roadway when such moving of a vehicle can be done safely and the vehicle is capable of being operated under its own power, without further damage to property or injury to any person.

Whenever any state or local public or law enforcement agency determines that an emergency is caused by the immobilization of any vehicle in a travel lane on a public way,

such agencies and those acting at their direction or request, shall have authority to move the immobilized vehicle.

Such agencies and their officers, employees, agents or contractors shall not be held responsible for any damages that may be incurred to the immobilized vehicle, its contents, or surrounding area caused by the emergency measures employed to move the vehicle for the purpose of clearing the travel lane or public way.

Violation of this section shall be punished by a fine of not more than $100.

SECTION 61. Section 7E of chapter 90 of the General Laws, as so appearing, is hereby amended by inserting, in line 68, after the word "registrar", the following words:- ,(vii) a vehicle, or equipment owned or used by the Massachusetts Department of Transportation established by section 2 of chapter 6C, in connection with maintenance or construction activities in highway work zones, and only by the authority of a permit issued by the registrar,.

SECTION 62. Section 14 of chapter 149A of the General Laws, as so appearing, is hereby amended by striking out, in lines 3 and 4, the words "and estimated by the awarding authority to cost not less than $5,000,000".

SECTION 63. Section 15 of said chapter 149A, as so appearing, is hereby amended by striking out, in line 1, the words "1 to 8" and inserting in place thereof the following words:- 14 to 21.

SECTION 64. Said section 15 of said chapter 149A is hereby further amended by striking out the definition of "Building project".

SECTION 65. The definition of "Design professional" in said section 15 of said chapter 149A is hereby amended by striking out the words "38A ½ of chapter 7" and inserting in place thereof the following words:- 44 of chapter 7C.

SECTION 66. Said section 15 of said chapter 149A is hereby further amended by striking out the definition of "Public works project" and inserting in place thereof the following definition:-

"Public works project", a project subject to section 39M of chapter 30. The term "public works project" shall include buildings related to the public works project.

SECTION 67. Subsection(a) of section 16 of said chapter 149A is hereby amended by striking out paragraphs(4) and(5) and inserting in place thereof the following paragraph:-

(4) The awarding authority has determined that the use of design build is appropriate for the public works project and states in writing the reasons for the determination.

SECTION 68. Subsection(d) of said section 16 of said chapter 149A is hereby amended by striking out, in lines 40 and 41, the words "highway department" and inserting in place thereof the following words:- Department of Transportation.

SECTION 69. Said subsection(d) of said section 16 of said chapter 149A is hereby further amended by striking out, in line 47, the words "1 to 10" and inserting in place thereof the following words:- 14 to 21.

SECTION 70. Said subsection(d) of said section 16 of said chapter 149A is hereby further amended by striking out, in line 50, the word "building" and inserting in place thereof the following words:- public works.

SECTION 71. Subsection(e) of said section 16 of said chapter 149A is hereby amended by striking out, in line 63, the word “A” and inserting in place thereof the following word:- An.

SECTION 72. Paragraph(2) of subsection(c) of section 17 of said chapter 149A, as so appearing, is hereby amended by striking out, in lines 41 and 42, the words “public project record” and inserting in place thereof the following words:- a public project.

SECTION 73. Subsection(d) of said section 17 of said chapter 149A, as so appearing, is hereby amended by inserting, in line 52, after the words “experience in”, the following words:- or knowledge of.

SECTION 74. Paragraph(1) of subsection(d) of said section 17 of said chapter 149A, as so appearing, is hereby amended by inserting, in line 61, after the words “each response as”, the following words:- highly advantageous,.

SECTION 75. Paragraph(2) of said subsection(d) of said section 17 of said chapter 149A, as so appearing, is hereby amended by striking out, in line 64, the words “proposal using said ratings as” and inserting in place thereof the following words:- response using said ratings as highly advantageous,.

SECTION 76. Section 18 of said chapter 149A, as so appearing, is amended by striking out the first paragraph and inserting in place thereof the following paragraph:-

Before issuing an RFQ pursuant to section 17, the awarding authority shall retain for the duration of the 2 phase selection process a design professional to provide technical advice and professional expertise to the awarding authority; but, in retaining the services of a design professional the awarding authority may utilize the services of a design professional already in the employ of the awarding authority, or if the awarding authority does not already have in its employ the design professional, the awarding authority shall procure the services of a design professional pursuant to the applicable procurement law for design services for public works projects.

SECTION 77. Said section 18 of said chapter 149A, is hereby further amended by striking out, in line 28, the words “section 4” and inserting in place thereof the following words:-said section 17.

SECTION 78. The third paragraph of said section 18 of said chapter 149A, as so appearing, is hereby amended by striking out third sentence and inserting in place thereof the following sentence:- The awarding authority may, at its sole discretion, incorporate written comments received from design build entities within the final RFP and may provide to design build entities eligible to submit a proposal the final RFP pursuant to section 19.

SECTION 79. Section 19 of said chapter 149A, as so appearing, is hereby amended by striking out, in line 2, the words “has been prequalified” and inserting in place thereof the following words:- is eligible.

SECTION 80. Paragraph(3) of said section 19 of said chapter 149A, as so appearing, is hereby amended by striking out, in line 15, the word “cost”.

SECTION 81. Said section 19 of said chapter 149A, as so appearing, is hereby further amended by striking out paragraph(4) and inserting in place thereof the following paragraph:-

(4) At the awarding authority’s discretion, the RFP may provide for a process for the submittal and review of alternative technical concepts to the technical requirements of the RFP, prior to the full technical proposal submittal. Alternative technical concepts must

provide solutions that are equal to or better than the technical requirements in the RFP, and must be consistent with the standards set forth in the RFP. Only approved alternative technical concepts may be included in the full technical proposal submittal.

SECTION 82. Subsection(a) of section 20 of said chapter 149A, as so appearing, is hereby amended by striking out the last sentence and inserting in place thereof the following sentence:- The awarding authority may enter into good faith, non–fee negotiations of the design–build contract with the responsible proposer that submits an acceptable proposal with the lowest price.

SECTION 83. Paragraph(2) of subsection(b) of said section 20 of said chapter 149A, as so appearing, is hereby amended by striking out the third and fourth sentences and inserting in place thereof the following 2 sentences:- The awarding authority may enter into good faith negotiations with the responsible proposer with the lowest price per quality score point or the best value score using the alternative objective formula. In the event that two or more proposers have the same score, the awarding authority may award the contract to the responsible proposer who submitted the lowest price.

SECTION 84. Subsection(c) of said section 20 of said chapter 149A, as so appearing, is hereby amended by striking out the first sentence and inserting in place thereof the following sentence:- The awarding authority shall enter into a design build contract with the selected design build entity.

SECTION 85. Section 21 of said chapter 149A, as so appearing, is hereby amended by striking out, in line 9, the figure “4” and inserting in place thereof the following figure:-16.

SECTION 86. Section 2 of chapter 161A of the General Laws, as appearing in the 2018 Official Edition, is hereby amended by adding the following sentence:- Notwithstanding any general or special law to the contrary, no person shall acquire any rights by prescription or adverse possession in any lands or rights in lands held in the name of the authority, and no person shall accrue any rights by prescription or adverse possession in any such lands or rights in land for the time period during which such lands or rights in land are or were held in the name of the authority.

SECTION 87. Subsection(f) of section 3 of said chapter 161A, as so appearing, is hereby amended by striking out, in line 45, the word “or”.

SECTION 88. Said subsection(f) of said section 3 of said chapter 161A is hereby further amended by inserting, after the word “authority”, in line 48, the following words:- ; or(v) for the utilization of alternative procurement methods to procure and enter into contracts for the engineering, designing, building, financing, operation, and maintenance of infrastructure, technology and services, or any combination of the foregoing; provided that such procurement process includes a procedure to solicit and award a contract for any of the foregoing purposes on the basis of a best-value selection process.

SECTION 89. Clause(ii) of subsection(c) of section 5 of said chapter 161A, as so appearing, is hereby amended by adding the following sentence:- Any agreement related to any concession or lease of property may require that the developer construct, design, build, finance, operate, and maintain, or any combination thereof, mass transportation facilities or any related facility or component thereof for the authority, so long as the authority shall state in its bid documentation that such mass transportation facilities or related facility or component thereof will be accepted or required as a part of any such agreement. No further procurement or advertising requirements shall be required, except as required by subsection(b) and this subsection.

SECTION 90. The second paragraph of section 2 of chapter 134 of the acts of 1971, as most recently amended by section 38B of chapter 120 of the acts of 2009, is hereby further amended by adding the following 4 sentences:-

Any failure to provide necessary flag protection shall be subject to a fine of not more than $3,500 per day payable to the department, which shall become due 30 days after receipt of notice, unless an adjudicatory hearing is requested prior to the expiration of the 30 days. Following an adjudicatory hearing, the secretary of transportation shall make a final decision and shall provide notice to all parties. The final decision shall take effect within 30 days, unless an appeal is taken under section 14 of chapter 30A prior to the expiration of the 30 days. The superior court shall have jurisdiction, upon petition of the department, to enforce the provisions of this section.

SECTION 91. The first paragraph of section 7 of chapter 233 of the acts of 2008 is hereby amended by striking out the figure "2027" and inserting in place thereof the following figure:- 2039

SECTION 92. Section 8 of said chapter 233 is hereby amended by striking out the figure "2046" and inserting in place thereof the following figure:- 2054.

SECTION 93. Section 20 of chapter 79 of the acts of 2014 is hereby amended by striking out the figure "2049" in both places where it appears and inserting in place thereof the following figure:- 2054.

SECTION 94. Section 24 of said chapter 79 is hereby amended by striking out the words "bridge projects of the Massachusetts Department of Transportation and the Massachusetts Bay Transportation Authority" and inserting in place thereof the following words:- bridge projects of the Massachusetts Department of Transportation, the Massachusetts Bay Transportation Authority or municipalities.

SECTION 95. Notwithstanding any provision of section 2E of this act, chapter 79 of the acts of 2014, or any other general or special law to the contrary, the Massachusetts Bay Transportation Authority may, upon the joint direction of the secretaries of administration and finance and the Massachusetts Department of Transportation, expend any previously unexpended portion of any of the amount under any item of section 2C or section 2F of said chapter 79 or of section 2E of this act for the purposes authorized by any other item of said section 2C or section 2F of said chapter 79 or of said section 2E of this act; provided, however, that the aggregate amount expended under said section 2E and said section 2C or section 2F of said chapter 79, shall not exceed $6,700,000,000.

SECTION 96. Notwithstanding any general or special law to the contrary, as used in this section, the following words shall have the following meanings:-

"Best value", the highest overall value to the awarding authority, considering quality and cost.

"Department", the Massachusetts Department of Transportation established by section 2 of chapter 6C of the General Laws.

"Job order", an agreed upon fixed-price order issued by the department or by the MBTA to a contractor pursuant to a job order contract, for the contractor's performance of a specific construction, reconstruction, alteration, remodeling or repair project of a public work consisting solely of tasks, materials and equipment selected from those specified and priced in that job order contract.

"Job order contract", a contract for the performance of construction, reconstruction, alteration, remodeling or repair of a public work, or a subset thereof:(1) that is limited to a specified term;(2) in which the contract specifications consist of technical descriptions of various tasks, materials and equipment at stated unit prices but do not specify the specific projects to be performed by the contractor;(3) which contains a fixed contractor's adjustment factor applied to the unit prices stated in the specifications; and(4) in accordance with which, the department and the MBTA may enter into fixed price job orders with the contractor for the performance of specific projects, consisting solely of combinations of the tasks, materials and equipment specified in the contract, at the unit prices specified therein multiplied by the contractor's adjustment factor.

"Maintenance", includes routine operation, routine maintenance, routine repair, rehabilitation, capital maintenance, maintenance replacement and any other categories of maintenance that may be designated by the department.

"MBTA", the Massachusetts Bay Transportation Authority established by section 2 of chapter 161A of the General Laws.

(a) Notwithstanding section 44A of chapter 149 of the General Laws, to the extent applicable, and section 39M of chapter 30 of the General Laws or any other general or special law to the contrary, the department and the MBTA may establish programs for the use of job order contracts.

As part of the programs, the department and the MBTA may procure job order contracts for services related to the creation and use of job order contracts including, without limitation the creation of task descriptions, specifications and unit prices for use in job order contracts, and training and other services related to such contracts.

Job orders shall be estimated to cost not more than $500,000 each. The job order contract shall be procured through a best value selection process except that:(i) the amount of the bid deposit shall be $5,000;(ii) contractors who are awarded job orders under any job order contract shall be eligible for the category of work specified in the contract;(iii) the amounts of surety bonds required by the contract may be satisfied with respect to each particular job order before the commencement of any work under that job order; and(iv) multiple job order contracts may be awarded under a single procurement.

(b)(1) The department and the MBTA may procure job order contracts for projects that:(i) improve access to places of public accommodation listed in section 92A of chapter 272 of the General Laws; or(ii) remove barriers and create or improve accessible features for both physical and programmatic access necessary for compliance with the law, including for compliance with title II of the Americans with Disabilities Act of 1990 and the laws of the commonwealth.

(2) These contracts shall be limited to job orders estimated to cost not more than $1,000,000 each and shall be procured through the procedures specified in section 39M of chapter 30 of the General Laws except that:(i) the amount of the bid deposit shall be $5,000;(ii) contractors who are awarded job orders under any job order contract shall be certified by the division for the category of work specified in the contract; and(iii) the amounts of surety bonds required by the contract may be satisfied with respect to each particular job order before the commencement of any work under that job order. The department and the MBTA shall award a job order contract to the eligible and responsible bidder who offers the lowest mark-up over the base unit prices specified in the contract specifications.

SECTION 97. Notwithstanding the first sentence of subsection(a) of section 39M of chapter 30 of the General Laws, a transportation or public works project subject to award under said section 39M of said chapter 30 by a department, agency or authority of the commonwealth that is expected to interfere with the movement of traffic or the traveling public may, in the discretion of the awarding authority, be procured through a bidding method that awards the project to the responsible and eligible bidder with the lowest bid value after taking into account the amount of time that the bidder has identified in the bid for completion of the project, hereinafter referred to as cost-plus-time bidding; provided, however, that such awarding authority may reject any bid if it is in the public interest to do so.

In utilizing a cost-plus-time bidding procurement method, the awarding authority shall use a cost parameter A and a time parameter B to determine a bid value. The cost parameter A shall be the traditional bid for the contract items and shall be the dollar amount for the work to be performed under the contract. The time parameter B shall be the total number of calendar days required to complete the project, as estimated by the bidder, multiplied by an agency-determined daily road user cost hereinafter referred to as RUC to translate time into dollars. The total bid value, which shall be clearly detailed in the bid documents, shall equal A + B(RUC). The total bid value shall be used only to evaluate bids. The winning bid, which shall be calculated at a public bid opening at a time and location designated in the bid documents, shall be the lowest total bid value submitted by a responsible and eligible bidder. The contract amount for payment purposes shall be based on the bid price A, not the total bid value. The number of days bid B shall become the contract time. For purposes of this section, "responsible and eligible bidder" shall be defined pursuant to the criteria in subsection(c) of section 39M of chapter 30; provided, however, that the reference to "lowest" in said subsection(c) of said section 39M of said chapter 30 shall mean "lowest total bid value" as provided in this section.

The provisions of the General Laws generally applicable to public works projects including, but not limited to, sections 26, 27, 27A, 27B, 27C, 27D, 27F and 34A of chapter 149 of the General Laws and sections 39F, 39G, 39H, 39J, 39K, 39M except the first sentence of subsection(a), 39N, 39O, 39P and 39R of chapter 30 shall apply to all public works projects using the cost-plus-time bidding procurement method provided in this section.

SECTION 98. Notwithstanding the provisions of any general or special law to the contrary, the personnel administrator shall create the following new positions within the state classification to be used only at the Massachusetts Department of Transportation and which shall be exempt from the provisions of chapter 31 of the General Laws:

Highway Maintenance Worker I

Highway Maintenance Worker II

Highway Maintenance Worker III

Facilities & Operations Supervisor

Facilities Maintenance Technician I

Facilities Maintenance Technician II

Highway Maintenance Supervisor

Special Project Worker

Foreman of Special Projects

Foreman of Facilities Maintenance

Foreman of Sign Maintenance

Motor Equipment Mechanic Supervisor

Veterans, as defined in clause 43 of section 7 of chapter 4 of the General Laws shall be given preference by Massachusetts Department of Transportation for these positions.

Furthermore, any person who holds permanent civil service status in a Labor Service position at the Massachusetts Department of Transportation on the effective date of this act who is transferred, reassigned or promoted into an exempt position shall not be discharged except as provided by in sections 41 through 45, inclusive, of chapter 31 of the General Laws.

SECTION 99. To meet any or all expenditures necessary in carrying out section 2, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $1,120,000,000. All bonds issued by the commonwealth pursuant to this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2019, and shall be issued for a maximum term of years, not exceeding 30 years, as the governor may recommend to the general court pursuant to section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2059. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund.

SECTION 100. To meet any or all expenditures necessary in carrying out sections 2A to 2B inclusive, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $3,740,000,000. All bonds issued by the commonwealth pursuant to this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2019, and shall be issued for a maximum term of years, not exceeding 30 years, as the governor may recommend to the general court pursuant to section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2059. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund.

SECTION 101. Notwithstanding any general or special law to the contrary and to meet a portion of the expenditures necessary in carrying out section 2C, the state treasurer shall, upon request of the governor, issue and sell federal grant anticipation notes of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $1,250,000,000. Notes issued under this section shall be in addition to those notes previously issued under section 9 of chapter 11 of the acts of 1997, section 7 of chapter 233 of the acts of 2008, and under section 53A of chapter 29 of the General Laws to refund, in part, such previously issued notes. Notes issued under this section and the interest thereon shall be special obligations of the commonwealth secured by the Federal Highway Grant Anticipation Note Trust Fund established in section 10 of said chapter 11 of the acts of 1997. Sections 10, 10A and 10B of said chapter 11 shall apply to the notes issued under this section in the same manner and with the same effect as set forth in said sections 10, 10A and 10B with respect to the notes previously issued under section 9 of said chapter 11 and section 53A of chapter 29 of the General Laws, except as otherwise provided in a trust agreement pertaining to the notes authorized under this section; provided, however, that any pledge of federal highway construction funds and

other funds to secure the notes issued under this section may be subordinate to such prior pledged funds. The notes shall not be included in the computation of outstanding bonds for purposes of the limit imposed by the second paragraph of section 60A of chapter 29 of the General Laws, nor shall debt service with respect to such bonds be included in the computation of the limit imposed by section 60B of said chapter 29.

The notes authorized under this section shall be designated on their face, Next Generation Bridge Improvement Act of 2019, and shall be issued and may be renewed for such maximum terms of years, not exceeding 20 years, as the governor may recommend to the general court in accordance with Section 3 of Article LXII of the Amendments to the Constitution of the commonwealth; provided, however, that the final maturity of such notes, whether original or renewal, shall be not later than June 30, 2049.

A trust agreement entered into with respect to notes authorized under this section shall be considered to be a trust agreement under section 10B of chapter 11 of the acts of 1997. The principal or purchase price of, redemption premium, if any, and interest on notes issued hereunder, fees and expenses related to those notes, deposits to reserves, if any, under such trust agreement or such credit enhancement agreement and any reimbursement amounts shall be considered to be trust agreement obligations for purposes of sections 10A and 10B of said chapter 11.

Notwithstanding any general or special law to the contrary, the commonwealth shall covenant with the purchasers and all subsequent owners and transferees of any notes issued under this section that while any note shall remain outstanding and any trust agreement obligation remains unpaid, federal highway construction trust funds shall not be diverted from the purposes identified in said section 10B of said chapter 11, except as provided in the trust agreement or credit enhancement agreement relating thereto, nor shall the trusts with which they are impressed be broken, and the pledge and dedication in trust of these funds shall continue unimpaired and unabrogated.

Notwithstanding any general or special law to the contrary, the trust and the Federal Highway Grant Anticipation Note Trust Fund, each established in accordance with section 10 of said chapter 11, shall terminate on the date of the final payment or defeasance in full by the commonwealth of all trust agreement obligations under said section 10 and this section.

SECTION 102. To meet the expenditures necessary in carrying out section 2D, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $790,000,000. All bonds issued by the commonwealth pursuant to this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2019, and shall be issued for a maximum term of years, not exceeding 20 years, as the governor may recommend to the general court pursuant to section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2049. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund.

SECTION 103. To meet the expenditures necessary in carrying out section 2E, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $5,695,000,000. All bonds issued by the commonwealth under this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2019, and shall be issued for a maximum term of years, not exceeding 30 years, as the governor may recommend to the general court under section 3 of Article LXII of the Amendments to the

Constitution. All such bonds shall be payable not later than June 30, 2059. Bonds and interest thereon issued under this section shall be general obligations of the commonwealth; provided, however, that any bonds issued by the state treasurer under this section shall, upon the request of the governor, be issued as special obligation bonds pursuant to section 2O of chapter 29 of the General Laws; provided further, that in deciding whether to request the issuance of particular bonds as special obligations, the governor shall take into account:(1) generally prevailing financial market conditions;(2) the impact of each approach on the overall capital financing plans and needs of the commonwealth;(3) any ratings assigned to outstanding bonds of the commonwealth and any ratings expected to be assigned by any nationally-recognized credit rating agency to the bonds proposed to be issued; and(4) any applicable provisions of a trust agreement or credit enhancement agreement entered into pursuant to said section 2O of said chapter 29. All special obligation revenue bonds issued pursuant to this section shall be designated on their face, Commonwealth Rail Enhancement Act of 2019, and shall be issued for a maximum term of years, not exceeding 30 years, as the governor may recommend to the general court pursuant to section 3 of Article LXII of the Amendments to the Constitution; provided, however, that all such bonds shall be payable not later than June 30, 2059. All interest and payments on account of these obligations shall be payable from the Commonwealth Transportation Fund and shall be payable solely in accordance with said section 2O of said chapter 29, and such bonds shall not be included in the computation of outstanding bonds for purposes of the limit imposed by the second paragraph of section 60A of chapter 29 of the General Laws, nor shall debt service with respect to such bonds be included in the computation of the limit imposed by section 60B of said chapter 29.

SECTION 104. To meet the expenditures necessary in carrying out section 2F, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $150,000,000. All bonds issued by the commonwealth pursuant to this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2019, and shall be issued for a maximum term of years, not exceeding 20 years, as the governor may recommend to the general court pursuant to section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2049. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund.

SECTION 105. To meet the expenditures necessary in carrying out section 2G, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $725,000,000. All bonds issued by the commonwealth pursuant to this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2019, and shall be issued for a maximum term of years, not exceeding 10 years, as the governor may recommend to the general court pursuant to section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2039. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund.

SECTION 106. To meet the expenditures necessary in carrying out section 2H, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, $50,000,000. All bonds issued by the commonwealth pursuant to this section shall be designated on their face, Commonwealth Transportation Improvement Act of 2019,

and shall be issued for a maximum term of years, not exceeding 5 years, as the governor may recommend to the general court pursuant to section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2034. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund. Bonds and interest thereon issued pursuant to this section shall be general obligations of the commonwealth.

SECTION 107. Notwithstanding any general or special law to the contrary, bonds and interest thereon issued under sections 99, 100, 102, 104, and 105 of this act shall be general obligations of the commonwealth; provided, however, that any bonds issued by the state treasurer under said sections 99, 100, 102, 104, and 105 shall, upon the request of the governor, be issued as special obligation bonds pursuant to section 2O of chapter 29 of the General Laws; provided further, that in deciding whether to request the issuance of particular bonds as special obligations, the governor shall take into account:(1) generally prevailing financial market conditions;(2) the impact of each approach on the overall capital financing plans and needs of the commonwealth;(3) any ratings assigned to outstanding bonds of the commonwealth and any ratings expected to be assigned by any nationally-recognized credit rating agency to the bonds proposed to be issued; and(4) any applicable provisions of a trust agreement or credit enhancement agreement entered into pursuant to said section 2O of said chapter 29. All interest and payments on account of obligations issued under this section as special obligation bonds pursuant to said section 2O of said chapter 29 shall be payable from the Commonwealth Transportation Fund solely in accordance with said section 2O of said chapter 29, and such bonds shall not be included in the computation of outstanding bonds for purposes of the limit imposed by the second paragraph of section 60A of chapter 29 of the General Laws, nor shall debt service with respect to such bonds be included in the computation of the limit imposed by section 60B of said chapter 29.

SECTION 108. Notwithstanding any provision of sections 101 or 103 of this act to the contrary, the state treasurer shall, upon the request of the governor:(a) issue any portion of the amount authorized to be issued as federal grant anticipation notes under said section 101 as special obligation bonds in addition to the amount authorized in said section 103 and otherwise pursuant to said section 103; or(b) issue any portion of the amount authorized to be issued as special obligation bonds under said section 103 as federal grant anticipation notes in addition to the amount authorized in said section 101 and otherwise pursuant to said section 101; provided, however, that the aggregate amount issued under said sections 101,103 and this section shall not exceed $6,945,000,000; and provided further, that no bonds shall be issued under this section unless the governor determines that issuing bonds or notes under this section instead of as authorized under said sections 101 or 103, as applicable, is necessary or is in the best financial interests of the commonwealth based on their consideration of:(i) the commonwealth's authority under federal law to issue federal grant anticipation notes pursuant to said section 101;(ii) generally prevailing financial market conditions;(iii) the impact of each financing approach on the overall capital financing plans and needs of the commonwealth;(iv) any ratings assigned to outstanding bonds of the commonwealth and any ratings expected to be assigned by any nationally-recognized credit rating agency to the bonds or notes proposed to be issued; and(v) any applicable provisions of chapter 29 of the General Laws.

SECTION 109. Notwithstanding any general or special law to the contrary, capital appropriations made pursuant to section 2 and sections 2A to 2H, inclusive, shall be

available for expenditure in the 10 fiscal years following June 30 of the calendar year in which the appropriation is made and any portion of such appropriation representing encumbrances outstanding on the records of the comptroller's office at the close of the tenth fiscal year may be applied to the payment thereof any time thereafter. The unencumbered balance shall revert to the commonwealth at the close of the tenth fiscal year.

SECTION 110. Notwithstanding any general or special law to the contrary, in carrying out this act, the Massachusetts Department of Transportation may enter into contracts, agreements or transactions that may be appropriate with other federal, state, local or regional public agencies or authorities. The contracts, agreements or transactions may relate to such matters as the department shall determine including, without limitation, the research, design, layout, construction, reconstruction or management of construction of all or a portion of these projects. In relation to any such contracts, agreements or transactions, the department may advance monies to such agencies or authorities, without prior expenditure by the agencies or authorities, and the agencies and authorities may accept monies necessary to carry out these agreements; provided, however, the department shall certify to the comptroller the amounts so advanced and these agreements shall contain provisions satisfactory to the department for the accounting of monies expended by any other agency or authority. All monies not expended under these contracts, agreements or transactions shall be credited to the account of the department from which they were advanced.

SECTION 111.(a) Notwithstanding any general or special law to the contrary, the Massachusetts Department of Transportation shall expend the sums authorized in sections 2 through 2C, inclusive, and section 2G, for the following purposes: projects for the laying out, construction, reconstruction, resurfacing, relocation or necessary or beneficial improvement of highways, bridges, bicycle paths or facilities, on-street and off-street bicycle projects, sidewalks, telecommunications, parking facilities, auto-restricted zones, scenic easements, grade crossing eliminations and alterations of other crossings, traffic safety devices on state highways and on roads constructed pursuant to clause(b) of the second paragraph of section 4 of chapter 6C of the General Laws, highway or mass transportation studies including, but not limited to, traffic, environmental or parking studies, the establishment of school zones pursuant to section 2 of chapter 85 of the General Laws, improvements on routes not designated as state highways without assumption of maintenance responsibilities, projects to alleviate contamination of public and private water supplies caused by the department's storage and use of snow removal chemicals which are necessary for the purposes of highway safety, for the relocation of persons or businesses or for the replacement of dwellings or structures including, but not limited to, providing last resort housing under federal law and any functional replacement of structures in public ownership that may be necessary for the foregoing purposes and for relocation benefits to the extent necessary to satisfy the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601 et seq., Public Law 97-646 and to sell any structure the title to which has been acquired for highway purposes. Environmental studies conducted pursuant to this subsection may include an assessment of both existing and proposed highway rest stop facilities to determine the cost-effectiveness of sanitary facilities that use zero-pollution discharge technologies, including recycling greywater systems. When dwellings or other structures are removed in furtherance of any of these projects, the excavations or cellar holes remaining shall be filled in and brought to grade within 1 month after the removal. Nothing in this section shall be

construed to give rise to enforceable legal rights in any party or a cause of action or an enforceable entitlement as to the projects described in this section.

(b) Funds authorized in said sections 2A and 2B shall, except as otherwise specifically provided in this act, be subject to the first paragraph of section 6 and sections 7 and 9 of chapter 718 of the acts of 1956, if applicable, and, notwithstanding any general or special law to the contrary, may be used for the purposes stated in this act in conjunction with funds of cities, towns and political subdivisions.

(c) The Massachusetts Department of Transportation may:(i) expend funds made available by this act to acquire from a person by lease, purchase, eminent domain pursuant to chapter 79 of the General Laws or otherwise, land or rights in land for parking facilities adjacent to a public way to be operated by the department or under contract with an individual;(ii) expend funds made available by this act for the acquisition of van-type vehicles used for multi-passenger, commuter-driven carpools and high-occupancy vehicles including, but not limited to, water shuttles and water taxis; and(iii) pursuant to all applicable state and federal laws and regulations, exercise all powers and do all things necessary and convenient to carry out this act.

(d) The Massachusetts Department of Transportation may enter into contracts or agreements with cities to mitigate the effects of projects undertaken pursuant to this act and to undertake additional transportation measures within the city and may enter into contracts, agreements or transactions with other federal, state, local or regional public agencies, authorities, nonprofit organizations or political subdivisions that may be necessary to implement these contracts or agreements with cities. Cities and other state, local or regional public agencies, authorities, nonprofit organizations or political subdivisions may enter into these contracts, agreements or transactions with the department. In relation to these agreements, the department may advance to these agencies, nonprofit organizations, political subdivisions or authorities, without prior expenditure by the agencies, nonprofit organizations, political subdivisions or authorities, monies necessary to carry out these agreements; provided however, that the department shall certify to the comptroller the amount so advanced and all monies not expended under these agreements shall be credited to the account of the department from which they were advanced. The department shall report to the house and senate committees on ways and means on any transfers completed pursuant to this subsection.

SECTION 112. Notwithstanding any general or special law to the contrary, the Massachusetts Department of Transportation shall take all necessary actions to secure federal highway or transportation assistance that is or may become available to the department including, but not limited to, actions authorized pursuant to or in compliance with any of the following: Title 23 of the United States Code; the Surface Transportation and Uniform Relocation Act of 1987, Public Law 100-17; the Intermodal Surface Transportation Efficiency Act of 1991, Public Law 102-240; the Transportation Equity Act for the 21st Century, Public Law 105-178; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Public Law 109-59; Implementing Recommendations of the 9/11 Commission Act of 2007, Public Law 110-53; the Moving Ahead for Progress in the 21st Century Act of 2012, Public Law 112–141; Fixing America's Surface Transportation Act of 2015, Public Law 114-94; and any successor or reauthorizations of those acts, and such actions, including filing applications for federal assistance, supervising the expenditure of funds under federal grants or other assistance agreements, and making any determinations and certifications necessary or appropriate to the foregoing. If a federal law, administrative regulation or practice requires an action relating to federal assistance to be taken by a department,

agency or other instrumentality of the commonwealth other than the Massachusetts Department of Transportation, the other department, agency or instrumentality shall take such action.

SECTION 113. Notwithstanding any general or special law to the contrary, upon the joint direction of the secretary of energy and environmental affairs, the secretary of transportation and the secretary of administration and finance, up to one half of any monies collected by the commonwealth through market-based compliance mechanisms to address greenhouse gas emissions from the transportation sector as permitted in chapter 21N of the General Laws shall be directed, without further appropriation, to the Commonwealth Transportation Fund under section 2ZZZ of chapter 29 of the General Laws; provided that any such funds shall be used in a manner consistent with any multi-state or regional programs establishing such market-based compliance mechanisms.

SECTION 114. Notwithstanding any general or special law to the contrary, the unexpended balances of all capital accounts authorized in chapter 86 of the acts of 2008, chapter 233 of the acts of 2008, chapter 303 of the acts of 2008, chapter 10 of the acts of 2011, chapter 133 of the acts of 2012, chapter 242 of the acts of 2012, chapter 79 of the acts of 2014, chapter 209 of the acts of 2018, and chapter 16 of the acts of 2019, which otherwise would revert on or before June 30, 2020, but which are necessary to fund obligations during fiscal years 2020 through 2024, inclusive, are hereby reauthorized through June 30, 2024.

SECTION 115. The provisions of section 57 shall be effective for tax years beginning on or after January 1, 2020.

SECTION 116. Section 22 of chapter 62B of the General Laws, as inserted by section 58 of this act shall be effective for tax years beginning on or after January 1, 2020.

Ohio State Infrastructure Bank and Transportation Bonds

This is included as the statutory support for both Ohio's State Infrastructure Bank(SIB) in Section 13: 5531.09, and for the authority to sell transportation bonds in 5531.10. Section D of 5531.09 makes public transit eligible for SIB funding, and in Section 5531.10 it refers back to that paragraph to establish eligibility for bond funding.

Ohio Constitution, Article VIII, Section 13:

VIII.13 Economic development

To create or preserve jobs and employment opportunities, to improve the economic welfare of the people of the state, to control air, water, and thermal pollution, or to dispose of solid waste, it is hereby determined to be in the public interest and a proper public purpose for the state or its political subdivisions, taxing districts, or public authorities, its or their agencies or instrumentalities, or corporations not for profit designated by any of them as such agencies or instrumentalities, to acquire, construct, enlarge, improve, or equip, and to sell, lease, exchange, or otherwise dispose of property, structures, equipment, and facilities within the State of Ohio for industry, commerce, distribution, and research, to make or guarantee loans and to borrow money and issue bonds or other obligations to provide moneys for the acquisition, construction, enlargement, improvement, or equipment, of such property, structures, equipment and facilities. Laws may be passed to carry into effect such purposes and to authorize for such purposes the borrowing of money

by, and the issuance of bonds or other obligations of, the state, or its political subdivisions, taxing districts, or public authorities, its or their agencies or instrumentalities, or corporations not for profit designated by any of them as such agencies or instrumentalities, and to authorize the making of guarantees and loans and the lending of aid and credit, which laws, bonds, obligations, loans, guarantees, and lending of aid and credit shall not be subject to the requirements, limitations, or prohibitions of any other section of Article VIII, or of Article XII, Sections 6 and 11, of the Constitution, provided that moneys raised by taxation shall not be obligated or pledged for the payment of bonds or other obligations issued or guarantees made pursuant to laws enacted under this section.

Except for facilities for pollution control or solid waste disposal, as determined by law, no guarantees or loans and no lending of aid or credit shall be made under the laws enacted pursuant to this section of the Constitution for facilities to be constructed for the purpose of providing electric or gas utility service to the public.

The powers herein granted shall be in addition to and not in derogation of existing powers of the state or its political subdivisions, taxing districts, or public authorities, or their agencies or instrumentalities or corporations not for profit designated by any of them as such agencies or instrumentalities.

Any corporation organized under the laws of Ohio is hereby authorized to lend or contribute moneys to the state or its political subdivisions or agencies or instrumentalities thereof on such terms as may be agreed upon in furtherance of laws enacted pursuant to this section.

(Amended, effective November 5, 1974; SJR No.22.)

Ohio Revised Code 5531.09

5531.09 State infrastructure bank - funds.

(A) The state infrastructure bank shall consist of the highway and transit infrastructure bank fund, the aviation infrastructure bank fund, the rail infrastructure bank fund, and the infrastructure bank obligations fund, which are hereby created as funds of the state treasury, to be administered by the director of transportation and used for the purposes described in division(B) of this section. The highway and transit infrastructure bank fund, the aviation infrastructure bank fund, and the rail infrastructure bank fund shall consist of federal grants and awards or other assistance received by the state and eligible for deposit therein under applicable federal law, payments received by the department in connection with providing financial assistance for qualifying projects under division(B) of this section, and such other amounts as may be provided by law. The infrastructure bank obligations fund shall consist of such amounts of the proceeds of obligations issued under section 5531.10 of the Revised Code as the director of transportation determines with the advice of the director of budget and management; and such other amounts as may be provided by law. The director of budget and management, upon the request of the director of transportation, may transfer amounts between the funds created in this division, except the infrastructure bank obligations fund. The investment earnings of each fund created by this division shall be credited to such fund.

(B) The director of transportation shall use the state infrastructure bank to encourage public and private investment in transportation facilities that contribute to the multi-modal and intermodal transportation capabilities of the state, develop a variety of financing techniques designed to expand the availability of funding resources and to reduce direct state costs, maximize private and local participation in financing projects, and improve the

efficiency of the state transportation system by using and developing the particular advantages of each transportation mode to the fullest extent. In furtherance of these purposes, the director shall use the state infrastructure bank to provide financial assistance to public or private entities for qualified projects. Such assistance shall be in the form of loans, loan guarantees, letters of credit, leases, lease-purchase agreements, interest rate subsidies, debt service reserves, and such other forms as the director determines to be appropriate. All fees, charges, rates of interest, payment schedules, security for, and other terms and conditions relating to such assistance shall be determined by the director.

(C) The director of transportation shall adopt rules establishing guidelines necessary for the implementation and exercise of the authority granted by this section, including rules for receiving, reviewing, evaluating, and selecting projects for which financial assistance may be approved.

(D) As used in this section and in section 5531.10 of the Revised Code, "qualified project" means any public or private transportation project as determined by the director of transportation, including, without limitation, planning, environmental impact studies, engineering, construction, reconstruction, resurfacing, restoring, rehabilitation, or replacement of public or private transportation facilities within the state, studying the feasibility thereof, and the acquisition of real or personal property or interests therein; any highway, public transit, aviation, rail, or other transportation project eligible for financing or aid under any federal or state program; and any project involving the maintaining, repairing, improving, or construction of any public or private highway, road, street, parkway, public transit, aviation, or rail project, and any related rights-of-way, bridges, tunnels, railroad-highway crossings, drainage structures, signs, guardrails, or protective structures.

(E) The general assembly finds that state infrastructure projects, as defined in division(A)(8) of section 5531.10 of the Revised Code, and the state infrastructure bank, will materially contribute to the economic revitalization of areas of the state and result in improving the economic welfare of all the people of the state. Accordingly, it is declared to be the public purpose of the state, through operations under sections 5531.09 and 5531.10 of the Revised Code, and other applicable laws adopted pursuant to Section 13 of Article VIII, Ohio Constitution, and other authority vested in the general assembly, to assist in and facilitate the purposes set forth in division(B) of section 5531.10 of the Revised Code, and to assist and cooperate with any governmental agency in achieving such purposes.

Amended by 128th General Assemblych.165, HB 2, §101.01, eff. 7/1/2009.

Effective Date: 03-31-1997; 03-29-2005

Ohio Revised Code 5531.10 Issuing obligations for state infrastructure projects.

(A) As used in this chapter:

(1) "Bond proceedings" means the resolution, order, trust agreement, indenture, lease, lease-purchase agreements, and other agreements, amendments and supplements to the foregoing, or any one or more or combination thereof, authorizing or providing for the terms and conditions applicable to, or providing for the security or liquidity of, obligations issued pursuant to this section, and the provisions contained in such obligations.

(2) "Bond service charges" means principal, including mandatory sinking fund requirements for retirement of obligations, and interest, and redemption premium, if any, required to be paid by the state on obligations.

(3) "Bond service fund" means the applicable fund and accounts therein created for and pledged to the payment of bond service charges, which may be, or may be part of, the state infrastructure bank revenue bond service fund created by division(R) of this section including all moneys and investments, and earnings from investments, credited and to be credited thereto.

(4) "Issuing authority" means the treasurer of state, or the officer who by law performs the functions of the treasurer of state.

(5) "Obligations" means bonds, notes, or other evidence of obligation including interest coupons pertaining thereto, issued pursuant to this section.

(6) "Pledged receipts" means moneys accruing to the state from the lease, lease-purchase, sale, or other disposition, or use, of qualified projects, and from the repayment, including interest, of loans made from proceeds received from the sale of obligations; accrued interest received from the sale of obligations; income from the investment of the special funds; any gifts, grants, donations, and pledges, and receipts therefrom, available for the payment of bond service charges; and any amounts in the state infrastructure bank pledged to the payment of such charges. If the amounts in the state infrastructure bank are insufficient for the payment of such charges, "pledged receipts" also means moneys that are apportioned by the United States secretary of transportation under United States Code, Title XXIII, as amended, or any successor legislation, or under any other federal law relating to aid for highways, and that are to be received as a grant by the state, to the extent the state is not prohibited by state or federal law from using such moneys and the moneys are pledged to the payment of such bond service charges.

(7) "Special funds" or "funds" means, except where the context does not permit, the bond service fund, and any other funds, including reserve funds, created under the bond proceedings, and the state infrastructure bank revenue bond service fund created by division(R) of this section to the extent provided in the bond proceedings, including all moneys and investments, and earnings from investment, credited and to be credited thereto.

(8) "State infrastructure project" means any public transportation project undertaken by the state, including, but not limited to, all components of any such project, as described in division(D) of section 5531.09 of the Revised Code.

(9) "District obligations" means bonds, notes, or other evidence of obligation including interest coupons pertaining thereto, issued to finance a qualified project by a transportation improvement district created pursuant to section 5540.02 of the Revised Code, of which the principal, including mandatory sinking fund requirements for retirement of such obligations, and interest and redemption premium, if any, are payable by the department of transportation.

(B) The issuing authority, after giving written notice to the director of budget and management and upon the certification by the director of transportation to the issuing authority of the amount of moneys or additional moneys needed either for state infrastructure projects or to provide financial assistance for any of the purposes for which the state infrastructure bank may be used under section 5531.09 of the Revised Code, or needed for capitalized interest, funding reserves, and paying costs and expenses incurred in connection with the issuance, carrying, securing, paying, redeeming, or retirement of the obligations or any obligations refunded thereby, including payment of costs and expenses relating to letters of credit, lines of credit, insurance, put agreements, standby purchase

agreements, indexing, marketing, remarketing and administrative arrangements, interest swap or hedging agreements, and any other credit enhancement, liquidity, remarketing, renewal, or refunding arrangements, all of which are authorized by this section, shall issue obligations of the state under this section in the required amount. The proceeds of such obligations, except for the portion to be deposited in special funds, including reserve funds, as may be provided in the bond proceedings, shall as provided in the bond proceedings be credited to the infrastructure bank obligations fund of the state infrastructure bank created by section 5531.09 of the Revised Code and disbursed as provided in the bond proceedings for such obligations. The issuing authority may appoint trustees, paying agents, transfer agents, and authenticating agents, and may retain the services of financial advisors, accounting experts, and attorneys, and retain or contract for the services of marketing, remarketing, indexing, and administrative agents, other consultants, and independent contractors, including printing services, as are necessary in the issuing authority's judgment to carry out this section. The costs of such services are payable from funds of the state infrastructure bank or as otherwise provided in the bond proceedings.

(C) The holders or owners of such obligations shall have no right to have moneys raised by taxation by the state of Ohio obligated or pledged, and moneys so raised shall not be obligated or pledged, for the payment of bond service charges. The right of such holders and owners to the payment of bond service charges is limited to all or that portion of the pledged receipts and those special funds pledged thereto pursuant to the bond proceedings for such obligations in accordance with this section, and each such obligation shall bear on its face a statement to that effect. Moneys received as repayment of loans made by the state infrastructure bank pursuant to section 5531.09 of the Revised Code shall not be considered moneys raised by taxation by the state of Ohio regardless of the source of the moneys.

(D) Obligations shall be authorized by order of the issuing authority and the bond proceedings shall provide for the purpose thereof and the principal amount or amounts, and shall provide for or authorize the manner or agency for determining the principal maturity or maturities, not exceeding twenty-five years from the date of issuance or, with respect to obligations issued to finance a transportation facility pursuant to a public-private agreement, not exceeding forty-five years from the date of issuance, the interest rate or rates or the maximum interest rate, the date of the obligations and the dates of payment of interest thereon, their denomination, and the establishment within or without the state of a place or places of payment of bond service charges. Sections 9.98 to 9.983 of the Revised Code are applicable to obligations issued under this section. The purpose of such obligations may be stated in the bond proceedings in terms describing the general purpose or purposes to be served. The bond proceedings also shall provide, subject to the provisions of any other applicable bond proceedings, for the pledge of all, or such part as the issuing authority may determine, of the pledged receipts and the applicable special fund or funds to the payment of bond service charges, which pledges may be made either prior or subordinate to other expenses, claims, or payments, and may be made to secure the obligations on a parity with obligations theretofore or thereafter issued, if and to the extent provided in the bond proceedings. The pledged receipts and special funds so pledged and thereafter received by the state immediately are subject to the lien of such pledge without any physical delivery thereof or further act, and the lien of any such pledges is valid and binding against all parties having claims of any kind against the state or any governmental agency of the state, irrespective of whether such parties have notice thereof, and shall create a perfected security interest for all purposes of Chapter 1309. of the Revised Code, without the

necessity for separation or delivery of funds or for the filing or recording of the bond proceedings by which such pledge is created or any certificate, statement, or other document with respect thereto; and the pledge of such pledged receipts and special funds is effective and the money therefrom and thereof may be applied to the purposes for which pledged without necessity for any act of appropriation. Every pledge, and every covenant and agreement made with respect thereto, made in the bond proceedings may therein be extended to the benefit of the owners and holders of obligations authorized by this section, and to any trustee therefor, for the further security of the payment of the bond service charges.

For purposes of this division, "transportation facility" and "public-private agreement" have the same meanings as in section 5501.70 of the Revised Code.

(E) The bond proceedings may contain additional provisions as to:

(1) The redemption of obligations prior to maturity at the option of the issuing authority at such price or prices and under such terms and conditions as are provided in the bond proceedings;

(2) Other terms of the obligations;

(3) Limitations on the issuance of additional obligations;

(4) The terms of any trust agreement or indenture securing the obligations or under which the same may be issued;

(5) The deposit, investment, and application of special funds, and the safeguarding of moneys on hand or on deposit, without regard to Chapter 131. or 135. of the Revised Code, but subject to any special provisions of this section with respect to particular funds or moneys, provided that any bank or trust company which acts as depository of any moneys in the special funds may furnish such indemnifying bonds or may pledge such securities as required by the issuing authority;

(6) Any or every provision of the bond proceedings being binding upon such officer, board, commission, authority, agency, department, or other person or body as may from time to time have the authority under law to take such actions as may be necessary to perform all or any part of the duty required by such provision;

(7) Any provision that may be made in a trust agreement or indenture;

(8) Any other or additional agreements with the holders of the obligations, or the trustee therefor, relating to the obligations or the security therefor, including the assignment of mortgages or other security relating to financial assistance for qualified projects under section 5531.09 of the Revised Code.

(F) The obligations may have the great seal of the state or a facsimile thereof affixed thereto or printed thereon. The obligations and any coupons pertaining to obligations shall be signed or bear the facsimile signature of the issuing authority. Any obligations or coupons may be executed by the person who, on the date of execution, is the proper issuing authority although on the date of such bonds or coupons such person was not the issuing authority. In case the issuing authority whose signature or a facsimile of whose signature appears on any such obligation or coupon ceases to be the issuing authority before delivery thereof, such signature or facsimile nevertheless is valid and sufficient for all purposes as if the former issuing authority had remained the issuing authority until such delivery; and in case the seal to be affixed to obligations has been changed after a facsimile of the seal has

been imprinted on such obligations, such facsimile seal shall continue to be sufficient as to such obligations and obligations issued in substitution or exchange therefor.

(G) All obligations are negotiable instruments and securities under Chapter 1308. of the Revised Code, subject to the provisions of the bond proceedings as to registration. The obligations may be issued in coupon or in registered form, or both, as the issuing authority determines. Provision may be made for the registration of any obligations with coupons attached thereto as to principal alone or as to both principal and interest, their exchange for obligations so registered, and for the conversion or reconversion into obligations with coupons attached thereto of any obligations registered as to both principal and interest, and for reasonable charges for such registration, exchange, conversion, and reconversion.

(H) Obligations may be sold at public sale or at private sale, as determined in the bond proceedings.

(I) Pending preparation of definitive obligations, the issuing authority may issue interim receipts or certificates which shall be exchanged for such definitive obligations.

(J) In the discretion of the issuing authority, obligations may be secured additionally by a trust agreement or indenture between the issuing authority and a corporate trustee which may be any trust company or bank possessing corporate trust powers that has a place of business within or without the state. Any such agreement or indenture may contain the order authorizing the issuance of the obligations, any provisions that may be contained in any bond proceedings, and other provisions which are customary or appropriate in an agreement or indenture of such type, including, but not limited to:

(1) Maintenance of each pledge, trust agreement, indenture, or other instrument comprising part of the bond proceedings until the state has fully paid the bond service charges on the obligations secured thereby, or provision therefor has been made;

(2) In the event of default in any payments required to be made by the bond proceedings, or any other agreement of the issuing authority made as a part of the contract under which the obligations were issued, enforcement of such payments or agreement by mandamus, the appointment of a receiver, suit in equity, action at law, or any combination of the foregoing;

(3) The rights and remedies of the holders of obligations and of the trustee, and provisions for protecting and enforcing them, including limitations on the rights of individual holders of obligations;

(4) The replacement of any obligations that become mutilated or are destroyed, lost, or stolen;

(5) Such other provisions as the trustee and the issuing authority agree upon, including limitations, conditions, or qualifications relating to any of the foregoing.

(K) Any holder of obligations or a trustee under the bond proceedings, except to the extent that the holder's or trustee's rights are restricted by the bond proceedings, may by any suitable form of legal proceedings, protect and enforce any rights under the laws of this state or granted by such bond proceedings. Such rights include the right to compel the performance of all duties of the issuing authority and the director of transportation required by the bond proceedings or sections 5531.09 and 5531.10 of the Revised Code; to enjoin unlawful activities; and in the event of default with respect to the payment of any bond service charges on any obligations or in the performance of any covenant or agreement on the part of the issuing authority or the director of transportation in the bond proceedings,

to apply to a court having jurisdiction of the cause to appoint a receiver to receive and administer the pledged receipts and special funds, other than those in the custody of the treasurer of state, which are pledged to the payment of the bond service charges on such obligations or which are the subject of the covenant or agreement, with full power to pay, and to provide for payment of bond service charges on, such obligations, and with such powers, subject to the direction of the court, as are accorded receivers in general equity cases, excluding any power to pledge additional revenues or receipts or other income or moneys of the state or local governmental entities, or agencies thereof, to the payment of such principal and interest and excluding the power to take possession of, mortgage, or cause the sale or otherwise dispose of any project facilities.

Each duty of the issuing authority and the issuing authority's officers and employees, and of each state or local governmental agency and its officers, members, or employees, undertaken pursuant to the bond proceedings or any loan, loan guarantee, lease, lease-purchase agreement, or other agreement made under authority of section 5531.09 of the Revised Code, and in every agreement by or with the issuing authority, is hereby established as a duty of the issuing authority, and of each such officer, member, or employee having authority to perform such duty, specifically enjoined by the law resulting from an office, trust, or station within the meaning of section 2731.01 of the Revised Code.

The person who is at the time the issuing authority, or the issuing authority's officers or employees, are not liable in their personal capacities on any obligations issued by the issuing authority or any agreements of or with the issuing authority.

(L) The issuing authority may authorize and issue obligations for the refunding, including funding and retirement, and advance refunding with or without payment or redemption prior to maturity, of any obligations previously issued by the issuing authority or district obligations. Such refunding obligations may be issued in amounts sufficient for payment of the principal amount of the prior obligations or district obligations, any redemption premiums thereon, principal maturities of any such obligations or district obligations maturing prior to the redemption of the remaining obligations or district obligations on a parity therewith, interest accrued or to accrue to the maturity dates or dates of redemption of such obligations or district obligations, and any expenses incurred or to be incurred in connection with such issuance and such refunding, funding, and retirement. Subject to the bond proceedings therefor, the portion of proceeds of the sale of refunding obligations issued under this division to be applied to bond service charges on the prior obligations or district obligations shall be credited to an appropriate account held by the trustee for such prior or new obligations or to the appropriate account in the bond service fund for such obligations or district obligations. Obligations authorized under this division shall be deemed to be issued for those purposes for which such prior obligations or district obligations were issued and are subject to the provisions of this section pertaining to other obligations, except as otherwise provided in this section. The last maturity of obligations authorized under this division shall not be later than the latest permitted maturity of the original securities issued for the original purpose.

(M) The authority to issue obligations under this section includes authority to issue obligations in the form of bond anticipation notes and to renew the same from time to time by the issuance of new notes. The holders of such notes or interest coupons pertaining thereto shall have a right to be paid solely from the pledged receipts and special funds that may be pledged to the payment of the bonds anticipated, or from the proceeds of such bonds or renewal notes, or both, as the issuing authority provides in the order authorizing such notes. Such notes may be additionally secured by covenants of the issuing authority to

the effect that the issuing authority and the state will do such or all things necessary for the issuance of such bonds or renewal notes in the appropriate amount, and apply the proceeds thereof to the extent necessary, to make full payment of the principal of and interest on such notes at the time or times contemplated, as provided in such order. For such purpose, the issuing authority may issue bonds or renewal notes in such principal amount and upon such terms as may be necessary to provide funds to pay when required the principal of and interest on such notes, notwithstanding any limitations prescribed by or for purposes of this section. Subject to this division, all provisions for and references to obligations in this section are applicable to notes authorized under this division.

The issuing authority in the bond proceedings authorizing the issuance of bond anticipation notes shall set forth for such bonds an estimated interest rate and a schedule of principal payments for such bonds and the annual maturity dates thereof.

(N) Obligations issued under this section are lawful investments for banks, societies for savings, savings and loan associations, deposit guarantee associations, trust companies, trustees, fiduciaries, insurance companies, including domestic for life and domestic not for life, trustees or other officers having charge of sinking and bond retirement or other special funds of political subdivisions and taxing districts of this state, the commissioners of the sinking fund of the state, the administrator of workers' compensation, the state teachers retirement system, the public employees retirement system, the school employees retirement system, and the Ohio police and fire pension fund, notwithstanding any other provisions of the Revised Code or rules adopted pursuant thereto by any agency of the state with respect to investments by them, and are also acceptable as security for the deposit of public moneys.

(O) Unless otherwise provided in any applicable bond proceedings, moneys to the credit of or in the special funds established by or pursuant to this section may be invested by or on behalf of the issuing authority only in notes, bonds, or other obligations of the United States, or of any agency or instrumentality of the United States, obligations guaranteed as to principal and interest by the United States, obligations of this state or any political subdivision of this state, and certificates of deposit of any national bank located in this state and any bank, as defined in section 1101.01 of the Revised Code, subject to inspection by the superintendent of financial institutions. If the law or the instrument creating a trust pursuant to division(J) of this section expressly permits investment in direct obligations of the United States or an agency of the United States, unless expressly prohibited by the instrument, such moneys also may be invested in no-front-end-load money market mutual funds consisting exclusively of obligations of the United States or an agency of the United States and in repurchase agreements, including those issued by the fiduciary itself, secured by obligations of the United States or an agency of the United States; and in collective investment funds as defined in division(A) of section 1111.01 of the Revised Code and consisting exclusively of any such securities. The income from such investments shall be credited to such funds as the issuing authority determines, and such investments may be sold at such times as the issuing authority determines or authorizes.

(P) Provision may be made in the applicable bond proceedings for the establishment of separate accounts in the bond service fund and for the application of such accounts only to the specified bond service charges on obligations pertinent to such accounts and bond service fund and for other accounts therein within the general purposes of such fund. Unless otherwise provided in any applicable bond proceedings, moneys to the credit of or in the several special funds established pursuant to this section shall be disbursed on the order of

the treasurer of state, provided that no such order is required for the payment from the bond service fund when due of bond service charges on obligations.

(Q)

(1) The issuing authority may pledge all, or such portion as the issuing authority determines, of the pledged receipts to the payment of bond service charges on obligations issued under this section, and for the establishment and maintenance of any reserves, as provided in the bond proceedings, and make other provisions therein with respect to pledged receipts as authorized by this chapter, which provisions are controlling notwithstanding any other provisions of law pertaining thereto.

(2) An action taken under division(Q)(2) of this section does not limit the generality of division(Q)(1) of this section, and is subject to division(C) of this section and, if and to the extent otherwise applicable, Section 13 of Article VIII, Ohio Constitution. The bond proceedings may contain a covenant that, in the event the pledged receipts primarily pledged and required to be used for the payment of bond service charges on obligations issued under this section, and for the establishment and maintenance of any reserves, as provided in the bond proceedings, are insufficient to make any such payment in full when due, or to maintain any such reserve, the director of transportation shall so notify the governor, and shall determine to what extent, if any, the payment may be made or moneys may be restored to the reserves from lawfully available moneys previously appropriated for that purpose to the department of transportation. The covenant also may provide that if the payments are not made or the moneys are not immediately and fully restored to the reserves from such moneys, the director shall promptly submit to the governor and to the director of budget and management a written request for either or both of the following:

(a) That the next biennial budget submitted by the governor to the general assembly include an amount to be appropriated from lawfully available moneys to the department for the purpose of and sufficient for the payment in full of bond service charges previously due and for the full replenishment of the reserves;

(b) That the general assembly be requested to increase appropriations from lawfully available moneys for the department in the current biennium sufficient for the purpose of and for the payment in full of bond service charges previously due and to come due in the biennium and for the full replenishment of the reserves.

The director of transportation shall include with such requests a recommendation that the payment of the bond service charges and the replenishment of the reserves be made in the interest of maximizing the benefits of the state infrastructure bank. Any such covenant shall not obligate or purport to obligate the state to pay the bond service charges on such bonds or notes or to deposit moneys in a reserve established for such payments other than from moneys that may be lawfully available and appropriated for that purpose during the then-current biennium.

(R) There is hereby created the state infrastructure bank revenue bond service fund, which shall be in the custody of the treasurer of state but shall not be a part of the state treasury. All moneys received by or on account of the issuing authority or state agencies and required by the applicable bond proceedings, consistent with this section, to be deposited, transferred, or credited to the bond service fund, and all other moneys transferred or allocated to or received for the purposes of the fund, shall be deposited and credited to such fund and to any separate accounts therein, subject to applicable provisions of the bond proceedings, but without necessity for any act of appropriation. The state infrastructure

bank revenue bond service fund is a trust fund and is hereby pledged to the payment of bond service charges to the extent provided in the applicable bond proceedings, and payment thereof from such fund shall be made or provided for by the treasurer of state in accordance with such bond proceedings without necessity for any act of appropriation.

(S) The obligations issued pursuant to this section, the transfer thereof, and the income therefrom, including any profit made on the sale thereof, shall at all times be free from taxation within this state.

Amended by 130th General Assembly File No. TBD, HB 483, §101.01, eff. 9/15/2014.

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