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## Planning Trends

### OVERVIEW

The project team reviewed a diverse cross-section of documents that guide transit service funding and transit development in the state of Oklahoma. More than 40 documents were reviewed, including statewide plans and policies, long range transportation plans (LRTPs), and human service provider policies. This chapter summarizes the key findings gathered from those plans. The full review can be found in Appendix C and contains the following:

- A summary of the reviewed plans' goals and their relation to transit.
- Recognition of the constraints to transit access and implementation in the state of Oklahoma.
- A summary of transit-supportive strategies at the regional and state levels.
- Needs, gaps, and barriers related to transit access, service provision, and coordination.





## PLANS AND POLICIES

The following is a list of all the documents that were reviewed and summarized.

### State Plans

- ODOT Oklahoma Transit System Overview and Gap Analysis (2012)
- Oklahoma Developmental Disabilities Council State Plan (2016)
- Oklahoma United We Ride Council Strategic Action Plan (2017)
- Statewide Personal Mobility Needs for Oklahoma 2018-2028 (2017)
- State of Oklahoma 5310 Transportation Program State Management Plan (SMP) (2017)
- Statewide Transportation Improvement Program (2019)
- ODOT Transit Asset Management (TAM) Group Plan (2018)
- ODOT: 2015-2040 LRTP<sup>1</sup>

### Regional Plans

- ACOG Central OK!go Commuter Corridors Study (2015)
- ACOG Encompass 2040 Plan Report: The Oklahoma City Area Regional Transportation Study (2016)
- Transportation Improvement Program for the OCARTS Transportation Management Area (2019)
- OCARTS Transportation Management Area Unified Planning Work Program (2019)
- COTPA LRTP (2001)
- COTPA Regional Fixed Guideway Study (2005)
- OKCAA: Alternatives Analysis for Greater Downtown Oklahoma City Area (2011)
- bikewalkokc (2018)
- GO Plan: The Tulsa Regional Bicycle and Pedestrian Master Plan (2015)
- Indian Nations Council of Governments (INCOG) Regional Transit System Plan: Fast Forward (2011)

<sup>1</sup> The 2020-2045 LRTP was not available during the plan review phase of the project.



- Tulsa Transit Technology Strategic Plan (2018)
- Tulsa Regional Coordinated Public Transit-Human Services Transportation Plan (2015)
- INCOG Connected 2045: Regional Transportation Plan (2017)
- Tulsa Transportation Management Area Transportation Improvement Program (2019)
- FY 2020 Unified Planning Work Program for the Tulsa Transportation Management Area (2019)
- Lawton MPO 2035 LRTP (2013)
- Lawton MPO 2045 Metropolitan Transportation Plan (2019)
- Lawton MPO FFY 2020-2023 Transportation Improvement Program (2019)
- Unified Planning Work Program for the Lawton Metropolitan Area Transportation Study (LMATS) Area (2019)
- Frontier MPO: 2040 Metropolitan Transportation Plan (2016)
- Frontier MPO: 2016-2020 Transportation Improvement Program (2016)
- Frontier MPO FY 2020 Unified Planning Work Program (2019)
- Craig County 2040 LRTP (2019)
- Mayes County 2040 Draft LRTP (2019)
- Northern Oklahoma Regional Transportation Planning Organization LRTPs (2015)
- Southwest Oklahoma Regional Transportation Planning Organization LRTPs (2015)
- Pottawatomie County LRTP (2015)
- Seminole County LRTP (2015)
- Hughes County Oklahoma LRTP (2016)
- Okfuskee County LRTP (2017)
- Pawnee County Oklahoma LRTP (2017)
- Lincoln County Oklahoma LRTP (2018)

**Human Service Policies and Plans**

- Oklahoma Health Care Authority (OHCA) Policies and Rules (2009)
- Oklahoma Works: Transportation Service White Paper (2018)
- OHCA Strategic Plan (2018)

## KEY FINDINGS

### Transit agencies in urban areas face challenges keeping pace with population growth.

Between 2010 and 2017, the population growth in the greater metropolitan areas of Oklahoma City, Tulsa, and Lawton outpaced the annual rate of Oklahoma's population growth during the same period. Urban areas are evaluating ways to invest sustainably in transit in a way that can support population growth.

### Public transit does not adequately serve rural populations.

Low densities, large service areas, and extensive distances between activity centers complicate the delivery of public transit in rural areas of Oklahoma. Poor connectivity to regional systems makes it difficult for residents to get their basic needs met (e.g., medical care, education, shopping, and recreation). Opportunities exist to improve connections between interstate and intrastate passenger travel via improved intermodal connections.

### Funding remains a key barrier for transit improvements in many areas throughout the state.

There is a limited amount of dedicated and/or qualifying funding in place to support the

transit improvements needed to address the demands of a growing population experiencing demographic changes. Key federal funding sources are restrictive; they can only be applied to services for specific populations and for specific purposes. As a result, under-capacity vehicles from different transit agencies may travel the same route at the same time but are barred from picking up additional riders.

### There is a desire to improve coordination of transportation services between transit and human service providers.

Due to limited availability of federal and state funding, it is in the best interest of transit and human service providers to adhere to the federal requirements and coordinate transit services to make the most efficient use of existing resources and to avoid duplicative efforts. The mandate of HB 1365 in support of FTA coordination requirements will ensure future collaboration and coordination among all state agencies with an interest in public transit, all transit agencies and systems, and all stakeholders with an interest in public transit.

These key findings highlight the opportunities and challenges facing transit service in Oklahoma. The information gleaned from these documents, along with findings from stakeholder interviews, agency site visits, the market analysis, State of the System, and Peer Review/Best Practices was used to inform the strategies and policies discussed in subsequent chapters that will guide the management, delivery, and funding of public transit in Oklahoma.