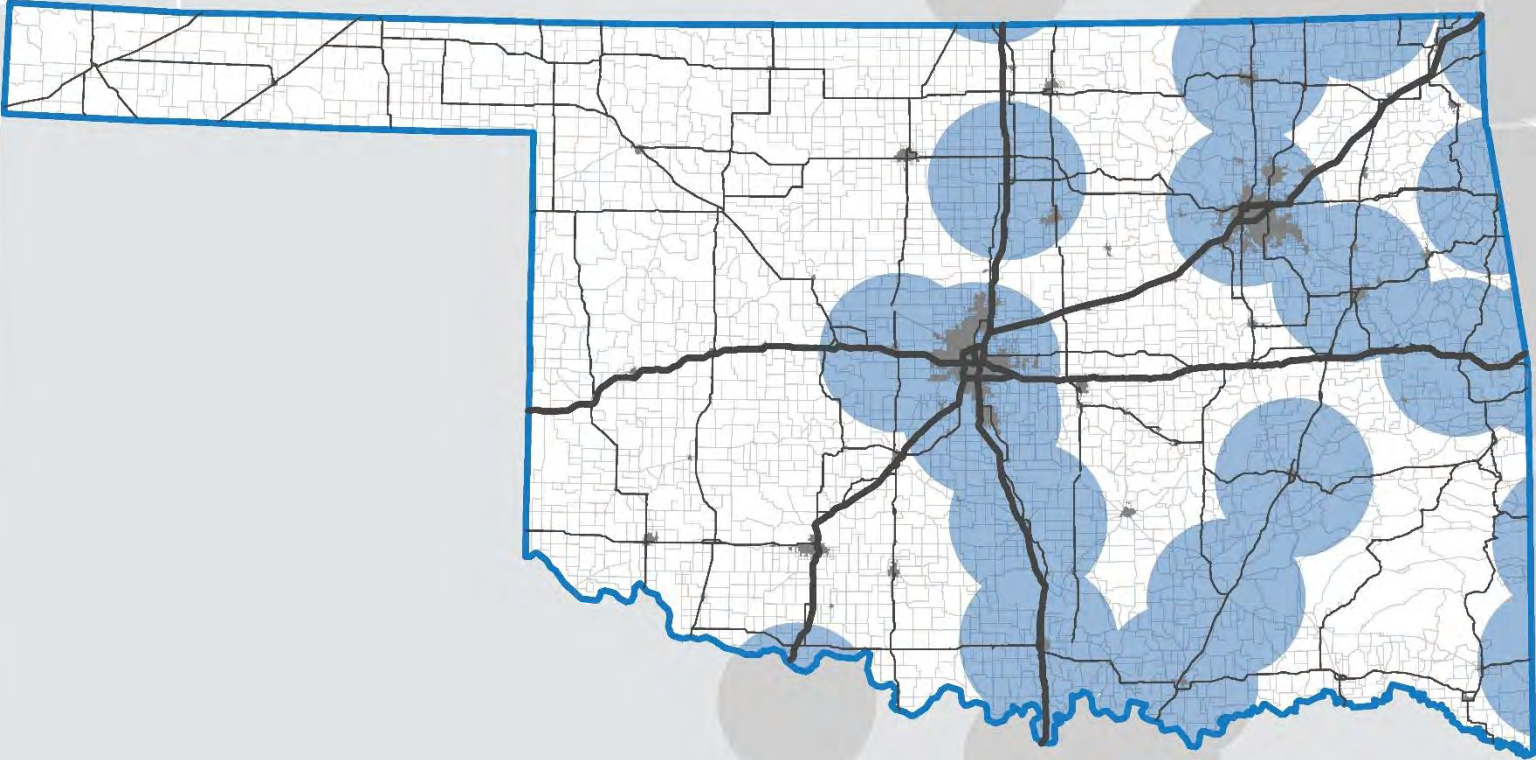


Oklahoma Intercity Bus Needs Assessment

August 2022



OKLAHOMA
Transportation

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1. Executive Summary

In the summer of 2022, the Oklahoma Department of Transportation (ODOT) underwent an Intercity Bus (ICB) Needs Assessment in compliance with the Federal Transit Administration (FTA)'s Section 5311(f) Intercity Bus funding requirements. This document – the Oklahoma Intercity Bus Needs Assessment – follows the guidance detailed in FTA Circular 90401.G and focuses the review and analysis on unmet demand and need for intercity bus service. ODOT implemented a robust assessment plan to analyze existing data and information on current ICB service and operations, review past studies and planning recommendations, and conduct a current ridership propensity analysis. The assessment also included multiple stakeholder outreach and consultation opportunities for stakeholders – ICB operators, rural and urban transit providers, transportation associations and transit advocacy groups, as well as transit users – to participate in the assessment and provide input on ICB service needs.

The needs assessment reviewed public information available for intercity bus service as well as information and data provided by ICB operators for the analysis. This was compiled with available rural transit agency information and data on demand response operations and feeder service in Oklahoma. Variables under review included hours of service, frequency of service, station locations and conditions, passenger amenities, demographics, and potential trip generators. Significant findings from the analysis note that under 73 percent of the population in Oklahoma lives within 25 miles of an existing ICB stop, and that some form of public transportation service is available to everyone in all but two counties of Oklahoma. Also of note, 28 percent of identified trip generators are in cities directly served by ICB and 57 percent are within 25 miles of an ICB stop.

Stakeholders participated in separate surveys designed for transportation service providers and for transportation service users. ODOT received over 75 individual responses to the surveys that were strategically developed and distributed to a wide range of stakeholders. In addition to the surveys, a virtual consultation opportunity was available to ICB operators and transit providers through direct email invitation. The virtual consultation meeting, hosted by ODOT, provided background on the 5311(f) ICB Assessment and opportunity for federal funding and provided the opportunity for operators to discuss specific ICB service demand and identify service need. The meeting confirmed the current level of ICB and feeder service available in Oklahoma and informed stakeholders of the various opportunities to participate in the transit planning process with ODOT and other transportation providers. ODOT also held a separate public meeting for ICB stakeholders and Oklahoma's transit service providers. Participants in both the consultation and public meetings discussed the ICB survey results, the potential demand for ICB service, and possible transportation solutions.

The ICB needs assessment produced several recommendations for ICB service providers moving forward. These recommendations are centered on increasing service locations and route and improving physical and programmatic coordination between ICB and transit providers. Acknowledging the level of unmet intercity bus demand throughout Oklahoma, the assessment concludes that **intercity bus needs are not being adequately met and recommends the retention of 5311(f) funds for eligible ICB activities.**

2. Requirements of FTA Section 5311(f) Program¹

Federal statute 49 USC Chapter 53 Section 5311(f) requires each state to expend at least 15 percent of its annual Section 5311 apportionment “to carry out a program to develop and support intercity bus transportation,” unless the governor certifies that “the intercity bus service needs of the state are being met adequately.” Additionally, Section 5311(f) requires a state to consult with intercity bus providers before the governor makes this certification. The requirement to spend at least 15 percent applies only to the amount of FTA’s annual apportionment of Section 5311 funds to the state; it does not apply to any funds the state subsequently transfers to its Section 5311 program from another program.

In many states, intercity bus service is a vital link between otherwise isolated rural communities and the rest of the nation. Historically, major intercity bus carriers abandoned less productive routes. Patronage generated in rural areas, however, appears to be important to the continuing viability of the remaining intercity routes. One objective of the funding for intercity bus service under Section 5311(f), therefore, is to support the connection between rural areas and the larger regional or national system of intercity bus service. Another objective is to support services to meet the intercity travel needs of residents in rural areas. A third objective is to support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities. FTA encourages states to use the funding under Section 5311(f) to support these national objectives, as well as priorities determined by the state.

Intercity bus definition: Regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with intercity bus service to more distant points, if such service is available.

Eligible services and service areas: connection to the national network of intercity bus service is an important goal of Section 5311(f) and services funded must make meaningful connections wherever feasible. Intercity bus projects may include package express service, if it is incidental to passenger transportation. The definition of intercity bus does not include commuter service (service designed primarily to provide daily work trips within the local commuting area). Commuter service is excluded because it is considered a local public transportation service, eligible for assistance under Section 5311 but not counting toward the required percentage for Section 5311(f).

Intercity service is not limited by the size of the vehicle used or by the identity of the carrier. Intercity bus does not include air, water, or rail service. While much of the public transportation service assisted under Section 5311 covers large distances because of the nature of the areas served, not all long-distance trips are included in the definition of intercity service. For example, service that provides extensive circulation within a region (in contrast to regular but infrequent service from limited points in the community of origin to limited points in the destination community) is not considered intercity service, although it may be an eligible public transportation service. Similarly, service that only incidentally stops at an intercity bus facility among other destinations within the city at either end of a route that covers a long distance, without regard to scheduled connections, is eligible for Section 5311 assistance as public transportation, but is not an intercity feeder service.

¹ FTA C 9040.1G, Nonurbanized Area Formula Program Guidance and Grant Application Instructions (2014).

Eligible activities under Section 5311(f) must support intercity bus service in rural areas. Section 5311(f) 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
- Coordination of rural connections between small public transportation operations and intercity bus carriers
- Improvements to existing intercity terminal facilities for rural passengers
- Modifications to transit facilities to facilitate shared use by intercity bus, intercity rail, and rural transit operators
- Operating assistance to support specific intercity route segments
- Applications of intelligent transportation systems (ITS) technology for coordinated information and scheduling
- All aspects of intercity bus and rail facilities for joint development projects
- Other capital and operating projects for the support of rural intercity bus service, including but not limited to:
 - Operating assistance to a public or private nonprofit organization for the direct operation of intercity service after appropriate consideration of participation by private for-profit service providers.
 - Capital assistance to purchase vehicles or vehicle-related equipment such as wheelchair lifts for use in intercity service

This list does not preclude other capital and operating projects for the support of rural intercity bus service. FTA encourages the participation of private companies that provide public transportation to the maximum extent feasible in this and other FTA programs. Among the various types of projects in which private intercity bus operators may wish to participate are improvements to existing intercity terminal facilities for rural passengers, modifications to transit facilities to facilitate shared use by intercity bus, intercity rail, and rural transit operators, operating assistance to support specific intercity route segments, and applications of intelligent transportation systems (ITS) technology for coordinated information and scheduling.

2.1. Compliance with Program requirements

The 2022 Intercity Bus Needs Assessment process followed the guidelines set forth in FTA Circular 9040 and included an assessment of current intercity bus service, analysis of statewide need, and a consultation process with intercity bus providers.

2.1.1. Assessment of intercity bus service currently available and determination of existing needs

This portion of the needs assessment included several outreach and analysis methods:

- Survey of statewide stakeholders (local governments, intercity bus riders, rural transit users, chambers of commerce, trip generators), and survey of intercity bus and transit service providers

- Identification of intercity bus providers in the state, station locations, route locations, route frequencies, and feeder routes
- Geospatial analysis of existing station location and population coverage
- Transit propensity analysis using U.S. Census data

2.1.2. Documentation of consultation process with intercity bus providers

The needs assessment process was conducted in accordance with FTA Circular 9040 guidance on the consultation process with intercity bus providers. Consultation activities for this study included:

- Identification of intercity bus providers in the state
 - Websites of private intercity bus operators
 - State regulatory agency listings
 - Previous ICB funding allocations (CARES Act, 2021 5311(f) funding)
- Consultation activities with identified providers and intercity bus organizations
 - First consultation meeting on June 29, 2022:
This activity complies with FTA C.9040 Activities of Consultation item (a): “Inform intercity bus carriers of the state’s rural planning process and encourage their participation in that process, and where a state is considering possible certification of needs being met adequately, provide an opportunity to submit comments, and/or request a public meeting to identify unmet needs and discuss proposals for meeting those needs.”

This activity also complies with FTA C.9040 Activities of Consultation item (e): “Inform intercity bus providers about the development of local, coordinated public transit-human services transportation plans required by Section 5310 and encourage intercity bus provider participation.”
 - Email correspondence regarding intercity bus assessment process

This activity complies with FTA C.9040 Activities of Consultation item (f): “Solicit comments through direct mail and advertise in newspapers in various locations around the state of the state’s intent to certify needs are being met adequately unless needs are identified.”
- An opportunity for intercity bus providers to submit proposals for funding a part of the state’s distribution of its annual apportionment:
 - Consultation meeting on June 29, 2022
 - Public meeting on July 13, 2022

At both meetings, service providers were informed of the timeline for the next project proposal period.

3. Review of Current Intercity Bus Conditions

3.1. Previous Studies

In 2018, the Oklahoma Transit Administration conducted a Transit Mobility Needs assessment that collected survey data from all transit service providers in Oklahoma.² The report made recommendations based on projected population growth and demographic changes expected at the county level in 2028.

Notably, the assessment reported the percent of demand-response transit trip request turned down because of lack of rural transit agency or tribal transit agency capacity. **Table 1** shows that, as of 2018, over a third of agencies reporting data denied less than 1 percent of trip requests due to lack of capacity.

TABLE 1. PERCENTAGE OF DEMAND-RESPONSE TRANSIT TRIP REQUESTS TURNED DOWN BECAUSE OF LACK OF CAPACITY (2018)

Trips Turned Down	Number of Agencies	Percentage of Agencies
<1%	10	36%
1-3%	2	7%
3-5%	3	11%
5-10%	3	11%
>10%	2	7%
Not reported	8	29%

Data source: “Statewide Personal Mobility Needs for Oklahoma”, 2018

The report concluded with several recommendations for improvements to rural and tribal transit to meet projected future demand. These recommendations included service expansions using additional vehicles and operators, increased agency staffing, and transit facility improvements like upgrades to existing facilities and implementation of new buildings.

4. Current Levels of Service

This section of the Intercity Bus Needs Assessment collects and analyzes existing data to determine current ICB service availability within Oklahoma.

4.1. Intercity Bus Carriers

In order to identify the existing intercity bus services in the State of Oklahoma, the following references were consulted: Service provider websites, Gotobus.com, and consultation with intercity bus service providers.

² Dilip Mistry, Ph.D., Del Peterson, Jill Hough, Ph.D.; “Statewide Personal Mobility Needs for Oklahoma 2018-2028”; <https://oklahoma.gov/content/dam/ok/en/odot/documents/2018-2028-ok-transit-mobility-needs.pdf>.

In 2017, Greyhound operated 18 schedules and 66 daily stops in Oklahoma. In 2022, Greyhound operated 9 schedules and 34 daily stops in Oklahoma, indicating a reduction in both number of scheduled trips and stop frequency.

In 2022, Jefferson Lines operated 3 daily schedules and 11 daily stops in Oklahoma. Jefferson Line's stop in West Siloam Springs is new as of April 2022; the stop is part of a direct connection between the University of Arkansas and Oklahoma State University's Tulsa Campus.

In 2022, Bee-line Express operated 2 daily schedules and 4 daily stops in Oklahoma. Level of service data is not available for previous time periods.

Currently, there are 15 intercity bus stops in Oklahoma that offer connections to other locations throughout the United States.

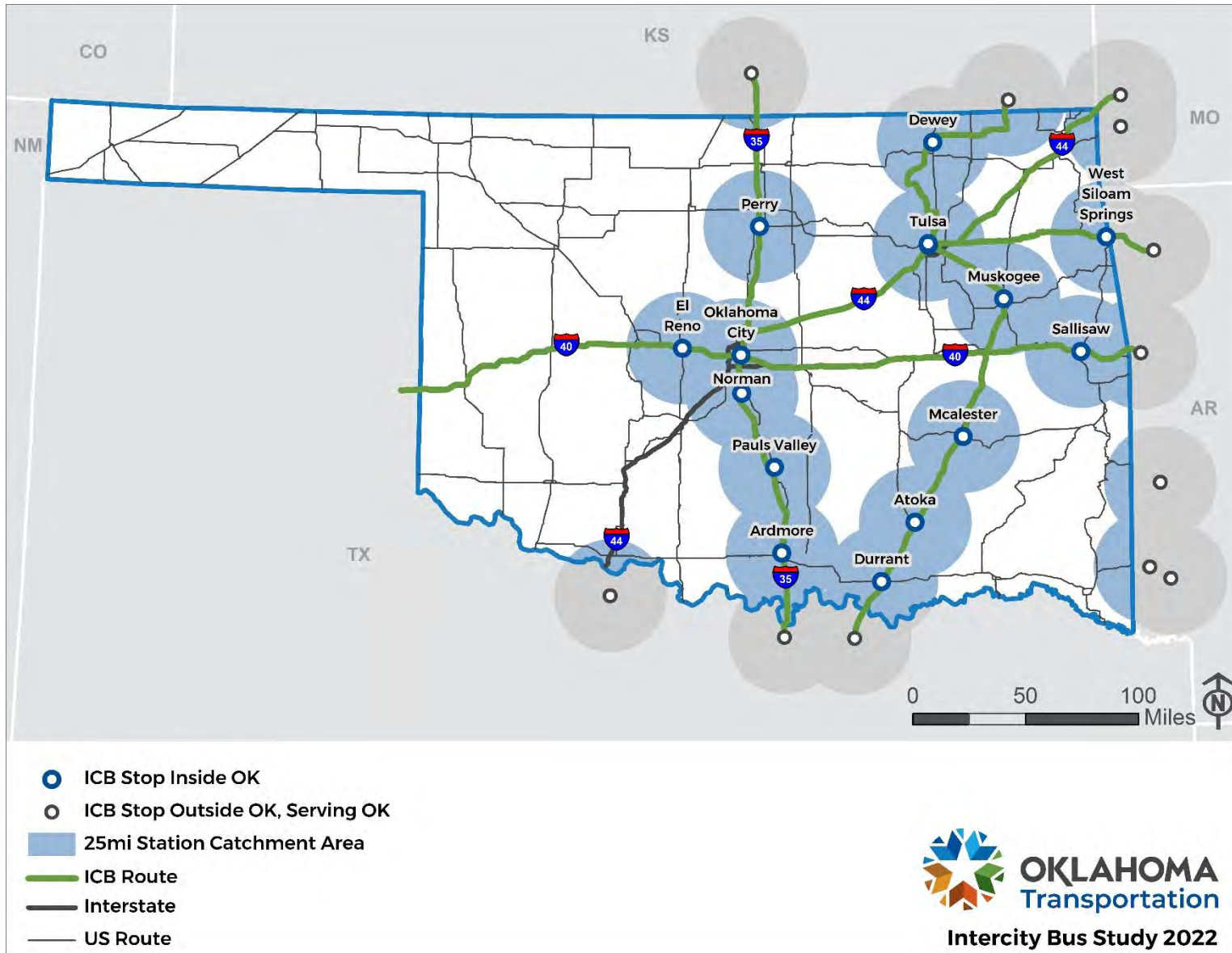
In 2017, there was a Greyhound-operated intercity bus stop in Elk City. As of 2022, this stop is no longer in service. In 2022, Greyhound served intercity bus stops in Atoka, Dewey, and Sallisaw that were not scheduled stops in 2017.

Table 2 and **Figure 1** provide an inventory of Oklahoma's intercity bus service locations, routes, origins and destinations, and trip frequencies. In **Table 2**, Daily Trips denotes the number of ICB trips terminating at or stopping at each station on the way to another station. The Origins column denotes stations which fed each stop in the Stations column, while the Destinations column contains stops fed by stops in the Station column.

TABLE 2. STATIONS, FREQUENCIES, ORIGINS, AND DESTINATIONS (2022)

Station	Daily Trips	Origins	Destinations	Carrier
Ardmore	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Atoka	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Dewey	2	Des Moines, Tulsa	Des Moines, Tulsa	Jefferson Lines
Durant	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
El Reno	4	Los Angeles, New York	Los Angeles, New York	Greyhound
McAlester	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Muskogee	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Norman	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Oklahoma City	9	Dallas, Kansas City, Los Angeles, Memphis, Oklahoma City, New York, Newton (KS)	Dallas, Kansas City, Los Angeles, Oklahoma City, New York, Newton (KS)	Greyhound, Beeline Express
Oklahoma City Amtrak	2	Oklahoma City, Newton (KS)	Oklahoma City, Newton (KS)	Beeline Express
Pauls Valley	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Perry	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Sallisaw	1	Memphis	Oklahoma City	Greyhound
Tulsa (Bus Station)	10	Dallas, Los Angeles, New York, Tulsa	Dallas, Los Angeles, New York, Tulsa	Greyhound, Jefferson Lines
Tulsa (OSU)	3	Tulsa	Tulsa	Jefferson Lines
West Siloam Springs	2	Tulsa, Fayetteville	Tulsa, Fayetteville	Jefferson Lines
Total	49			

FIGURE 1. INTERCITY BUS SERVICE IN OKLAHOMA



4.2. Intermodal Connections

Intermodal connections provide service transfer points between two or more modes of transit. There are four cities in Oklahoma where ICB service connects with other modes:

In **Oklahoma City**, Beeline Express and Greyhound ICB routes stop at the Amtrak station, where they also connect with Embark, the city's fixed-route transit service.

In **Norman**, Greyhound ICB service stops at Sinclair Masters Oil and connects to Embark, the city's fixed-route transit service.

In **Pauls Valley**, Greyhound ICB service stops at the Intermodal Transfer Station where connections are available with Delta Public Transit, the local rural transit agency.

In **Tulsa**, Greyhound and Jefferson Lines ICB services stop in both downtown Tulsa and Oklahoma State University. In downtown Tulsa, MTTA, the city's fixed-route transit service, has stops at near the ICB station. However, MTTA's Denver Avenue bus station is a half-mile away, but ICB service providers do not have facilities access at MTTA station locations. At Oklahoma State University, MTTA stops approximately a quarter mile away from the shared Greyhound and Jefferson Lines stop.

4.3. Feeder Services

The coordination of rural connections between small transit operations and intercity bus carriers may include the provision of service that acts as a feeder to intercity bus service, and which makes meaningful connections with scheduled intercity bus service to more distant points. The feeder service is not required to have the same characteristics as the intercity service with which it connects. For example, feeder service may be demand-responsive, while intercity service is, by definition, fixed-route.

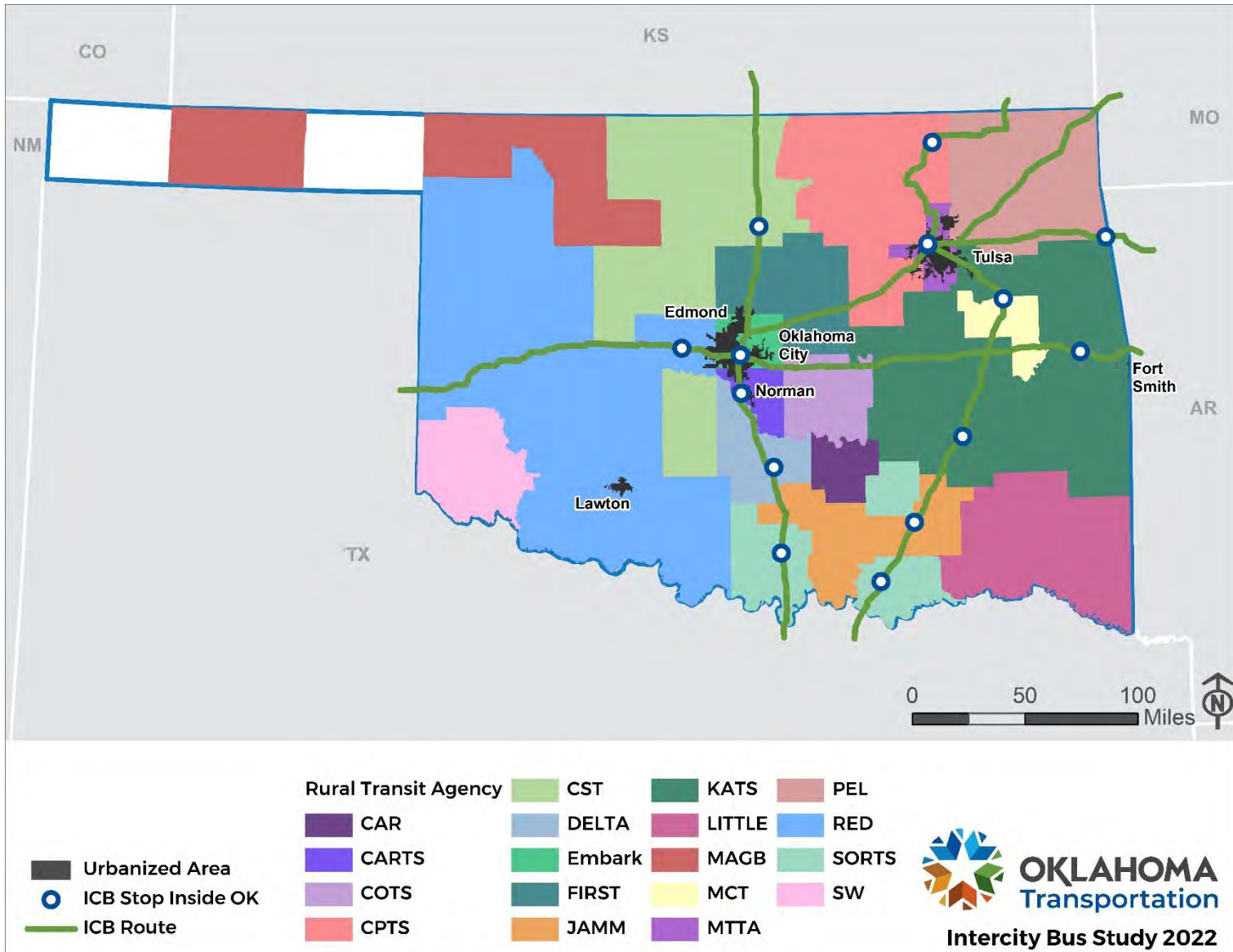
Rural transit providers, which may provide feeder service, have a direct interest in how Section 5311(f) funds are managed, as the statutorily required 15% may reduce the total 5311 funding available to rural providers. Should the Governor of Oklahoma certify that Oklahoma's intercity bus needs are being adequately met, ODOT has discretion regarding how to manage any funding it does not commit under 5311(f), including allocating it to its subrecipients in a way it sees fit.

4.3.1. Oklahoma Feeder Service

Rural residents have access to intercity bus stops through Oklahoma's 20 rural transit providers. The rural transit providers, run by regional Human Resources Agencies (HRAs), provide coverage to areas outside of Oklahoma's five Census-defined urbanized areas (Oklahoma City, Tulsa, Edmond, Lawton, and Fort Smith) and provide service to the general public. These rural transit providers receive federal funding through the broader 5311 program as well as through the state. **Figure 2** shows the rural transit providers' service areas and the extent of demand-responsive coverage (and potential connections to ICB service) in all but two counties in Oklahoma. In addition to their service area coverage, rural transit agencies utilize 5311 funds to provide service across the state. For example, a rural transit operator in west Oklahoma can provide passenger service to Tulsa and back to west Oklahoma. As long as one leg of the trip originates or terminates in a rural area, 5311 funds can support the passenger trip.

At this time, there are no fixed-route feeder services that operate in Oklahoma.

FIGURE 2. RURAL TRANSIT AGENCY SERVICE AREAS



4.4. Existing ICB Facilities

There are 16 intercity bus stops within Oklahoma. Facilities in Tulsa and Oklahoma City have indoor stations that have been built to accommodate only intercity bus. Pauls Valley has an intermodal transfer center that serves intercity bus and Delta Public Transport, the rural transit authority serving the area. Oklahoma City service connects directly with that city's Amtrak station. Two cities, Oklahoma City and Tulsa, have intercity bus stops on university campuses. The remainder of intercity bus stops in Oklahoma are located at commercial facilities such as gas stations or convenience stores. Stops located inside of businesses provide indoor waiting areas for passengers, while stops located outside of businesses. At some businesses, the cashier at the store can provide Will Call tickets that have been purchased in advance over the phone or online. At other businesses, tickets are not available for pick up on site.

TABLE 3: STOP ADDRESS, TYPE, HOURS, AND TICKETING SERVICES OFFERED

Station	Address	Stop Type	Hours	Ticket Sales Status
Ardmore	1202 Cooper Dr	Outside of Business	24 Hours	No Ticket Sales
Atoka	1100 S Mississippi Ave	Outside of Business	24 Hours	No Ticket Sales
Dewey	2390 N Osage Ave	Outside of Business	24 Hours	Will Call Available
Durant	2119 W Main St	Outside of Business	24 Hours	No Ticket Sales
El Reno	2009 S Shepard Ave	Outside of Business	24 Hours	No Ticket Sales
McAlester	503 S George Nigh Expy	Outside of Business	6:00 AM – 11:59 PM	Will Call Available
Muskogee	3950 N 32 nd St	Business	24 Hours	Will Call Available
Norman	2132 W Main St	Business	M-F: 8:00 AM – 5:00 PM Sa-Su: Closed	Will Call Available
Oklahoma City (Bus Station)	1948 E Reno Ave	Bus Station	12:00 AM – 1:30 AM 5:30 AM – 2:00 PM 5:30 PM – 11:59 PM	Will Call Available
Oklahoma City (Amtrak)	100 S E K Gaylord Blvd	Intermodal Station	24 Hours	No Ticket Sales
Pauls Valley	215 W Paul Ave	Intermodal Station	M-F: 8:00 AM – 5:00 PM Sa-Su: Closed	Will Call Available
Perry	2812 W Fir St	Business	24 Hours	Will Call Available
Sallisaw	1006 S Kerr Blvd	Business	24 Hours	No Ticket Sales
Tulsa (Bus Station)	317 S Detroit Ave	Bus Station	8:30 AM – 4:30 PM 7:30 AM – 11:30 PM	Will Call Available
Tulsa (OSU)	700 N Greenwood Ave	Curbside	24 Hours	No Ticket Sales
West Siloam Springs	3033 US-412	Outside of Business	24 Hours	No Ticket Sales



5. Identification of Unmet Need

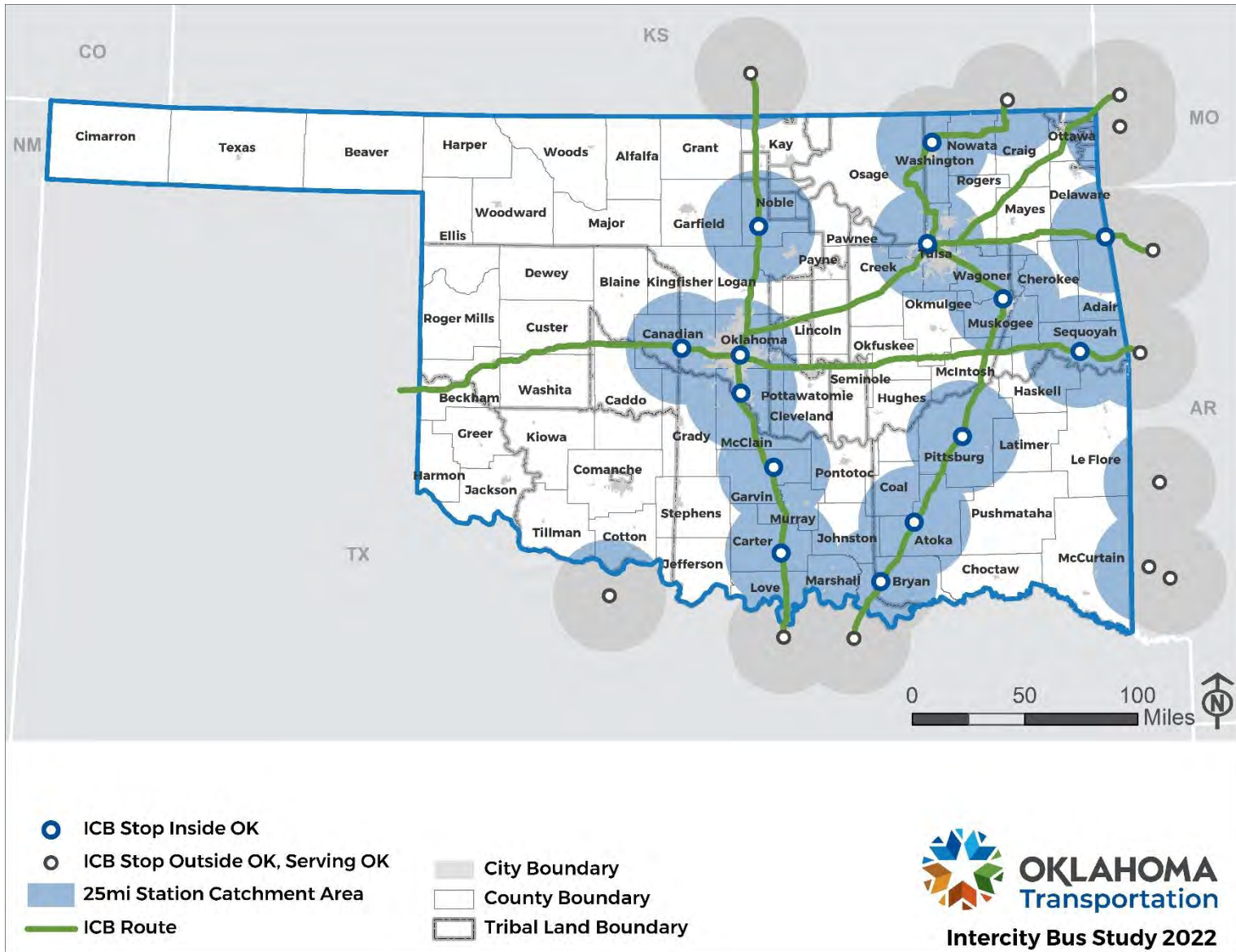
5.1. Reasonable Access

The Bureau of Transportation Statistics and the Office of U.S. Secretary of Transportation have determined that any person who lives within 25 miles of an intercity bus stop is considered to have intercity bus access and is within the service area.

Oklahoma's current population is 3,949,642. The state's population living within 25 miles of at least one ICB stop is 2,875,784; approximately 72.8 percent of the state's population is served by intercity bus. In addition, public transportation is available throughout Oklahoma.

The demographic groups that have a higher propensity to use intercity bus service are those living in poverty, seniors, people with disabilities, college students, and households with no access to a vehicle. The destinations that these groups are most likely to access via intercity bus include airports, specialty medical facilities, residential colleges and universities, military bases and training facilities, and correctional institutions. Additional tourism-centered destinations, such as national/state parks and amusement parks, stadiums and arenas, and convention centers, are places where intercity buses could provide service.

FIGURE 3. 2022 SERVICE AREAS



5.2. Demographic Indicators

A variety of demographic factors influence demand for intercity bus service. Areas that have higher propensity for intercity bus ridership tend to be areas where there are larger populations, higher levels of poverty, sizeable populations of seniors, people with disabilities, and college students, and households with no access to a vehicle. American Community Survey (ACS) data from the U.S. Census Bureau were collected to identify the areas of the state with higher ridership propensity. The relevant census data was analyzed at the census tract level, focusing on the percentage and absolute counts of these groups per census tract. **Figure 4** through **Figure 8** Error! Reference source not found. illustrate the prevalence of these key demographic groups throughout Oklahoma.

Individuals Living in Poverty

Census tracts with high numbers of residents living at or below the poverty threshold are primarily located within urbanized areas or urban clusters. Census tracts with over 1600 residents at or below the poverty threshold that have reasonable access to an intercity bus stop (i.e. are within 25 miles of ICB service) are in Oklahoma City, Stillwater, Payne, Tulsa, Cleveland, Sallisaw, Broken Bow, and Enid. Census tracts with over 1600 residents at or below the poverty threshold that do not have reasonable access to an intercity bus stop are in Custer County and Garfield County (see **Figure 4**).

Census tracts with poverty rates above 50 percent are all located within urbanized areas or urban clusters. All but two tracts are located in Oklahoma City, Stillwater, Norman, Enid, Sallisaw, Tulsa, and Muskogee and are within a 25-mile radius of an intercity bus stop. Two census tracts, located in Lawton and Hugo with poverty rates of 57 percent and 54 percent respectively, do not have reasonable access to an intercity bus stop.

Individuals with at Least One Disability

Populations with high concentrations of individuals living with disabilities are distributed throughout the state with large numbers of individuals in the northeast, south-central, and southwest portions of Oklahoma (see **Figure 5**). The following areas of Oklahoma have more than 1,200 residents with a disability and are more than 25 miles from an intercity bus stop:

- Duncan (and southwest portion of Stephens County), Idabel and south-central McCurtain County, small portion of northern Le Flore County, eastern half of Wilburton and a portion of central Latimer County, southwest corner of Mayes County, Northern portion of Cherokee County

Seniors

Populations of individuals ages 65 and over are located throughout the state with concentrations in southwest, central, and northeast Oklahoma (see **Figure 6**). Census tracts with over 1,200 individuals ages 65 and over that are not within 25 miles of an intercity bus stop are in eastern Elk City (and northern portion of Beckham County), northwest and southwest Stephens County, Duncan, western Enid, Grove, and Ponca City. Census tracts with over 40 percent of the population ages 65 and over who are within a 25-mile radius of an intercity bus stop are in Oklahoma City, Tulsa, and southern Marshall County. Census tracts with over 40 percent of the population ages 65

and over who do not have reasonable access to intercity bus service are located in southeast and central McIntosh County and in western Delaware County.

College-Aged Individuals

Populations of individuals ages 18-24 (often referred to as college-aged populations) are dispersed throughout the state, with concentrations primarily associated with colleges/universities and military bases (see **Figure 7**).

College-aged individuals are primarily concentrated in Stillwater, Norman, Weatherford, Lawton, Fort Sill, and Tahlequah. The bulleted list below notes the major institutions that are the likely source of college-aged individuals in each respective city.

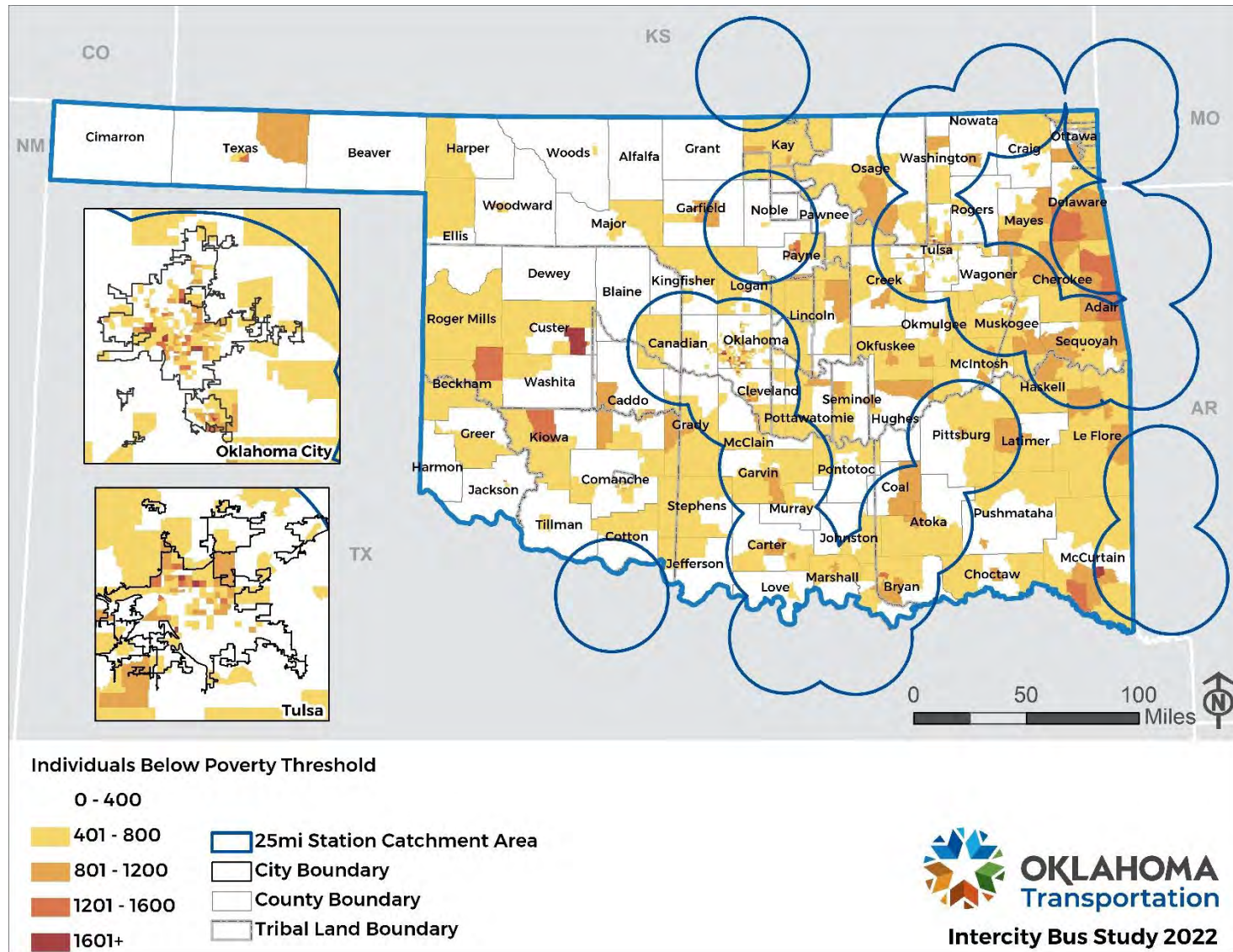
- Fort Sill: US Army Fort Sill
- Lawton: Cameron University
- Norman: University of Oklahoma
- Stillwater: Oklahoma State University
- Tahlequah: Northeastern State University
- Weatherford: Southwestern Oklahoma State University

Of these 6 cities, Norman and Stillwater have reasonable access to intercity bus service, while Fort Sill, Lawton, and Weatherford do not. Tahlequah is partially contained within the Muskogee catchment area, though Northeastern State University itself is approximately 1/2-mile outside the catchment area.

Households Without Vehicle Access

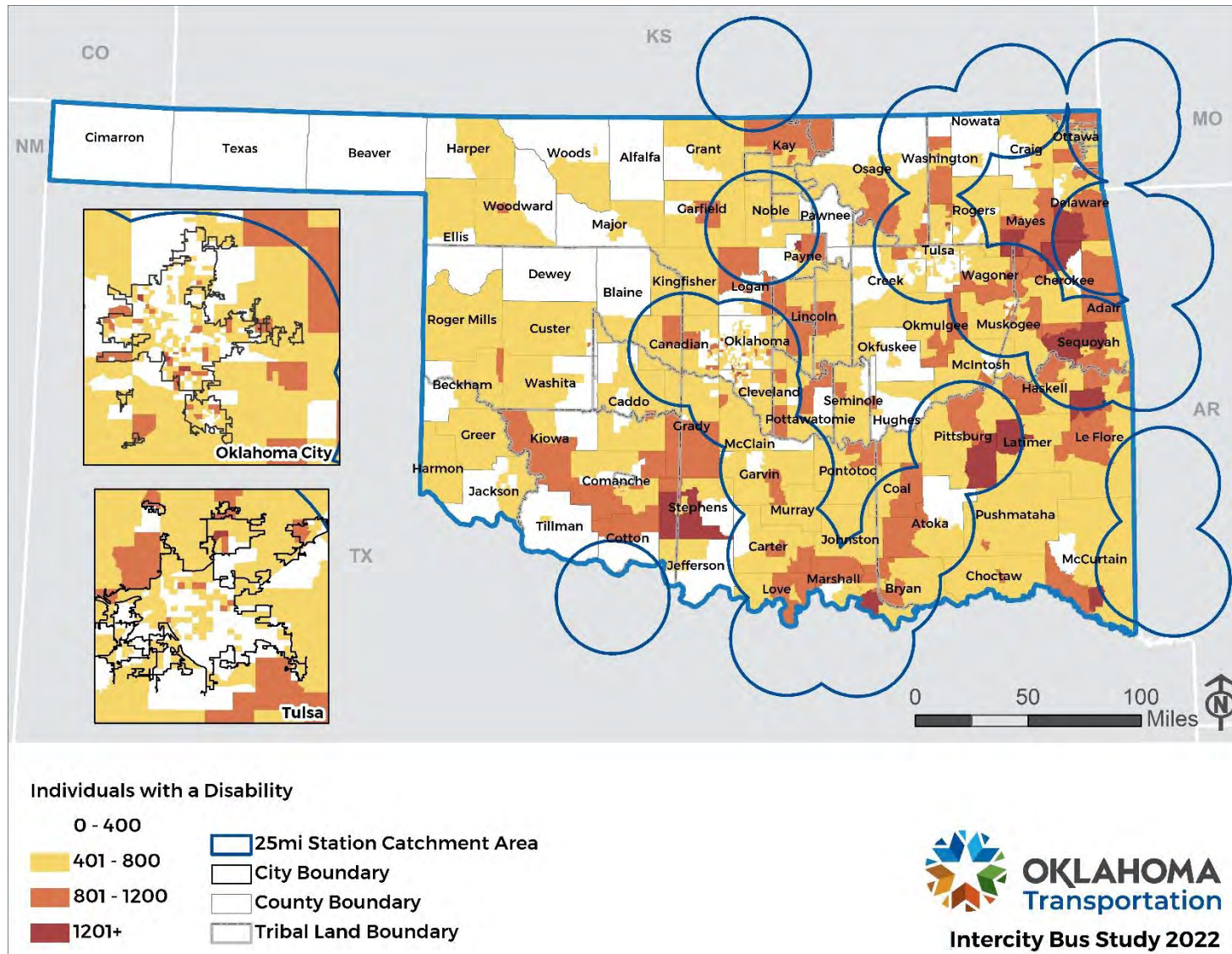
Households without access to a vehicle are primarily located within Oklahoma's cities. Census tracts that contain over 300 households without vehicle access are located in Oklahoma City, Tulsa, Muskogee, Tahlequah, and Lawton, of which the census tracts in Tahlequah and Lawton do not have reasonable access to an intercity bus stop (see **Figure 8**).

FIGURE 4. POVERTY LEVEL BY CENSUS TRACT



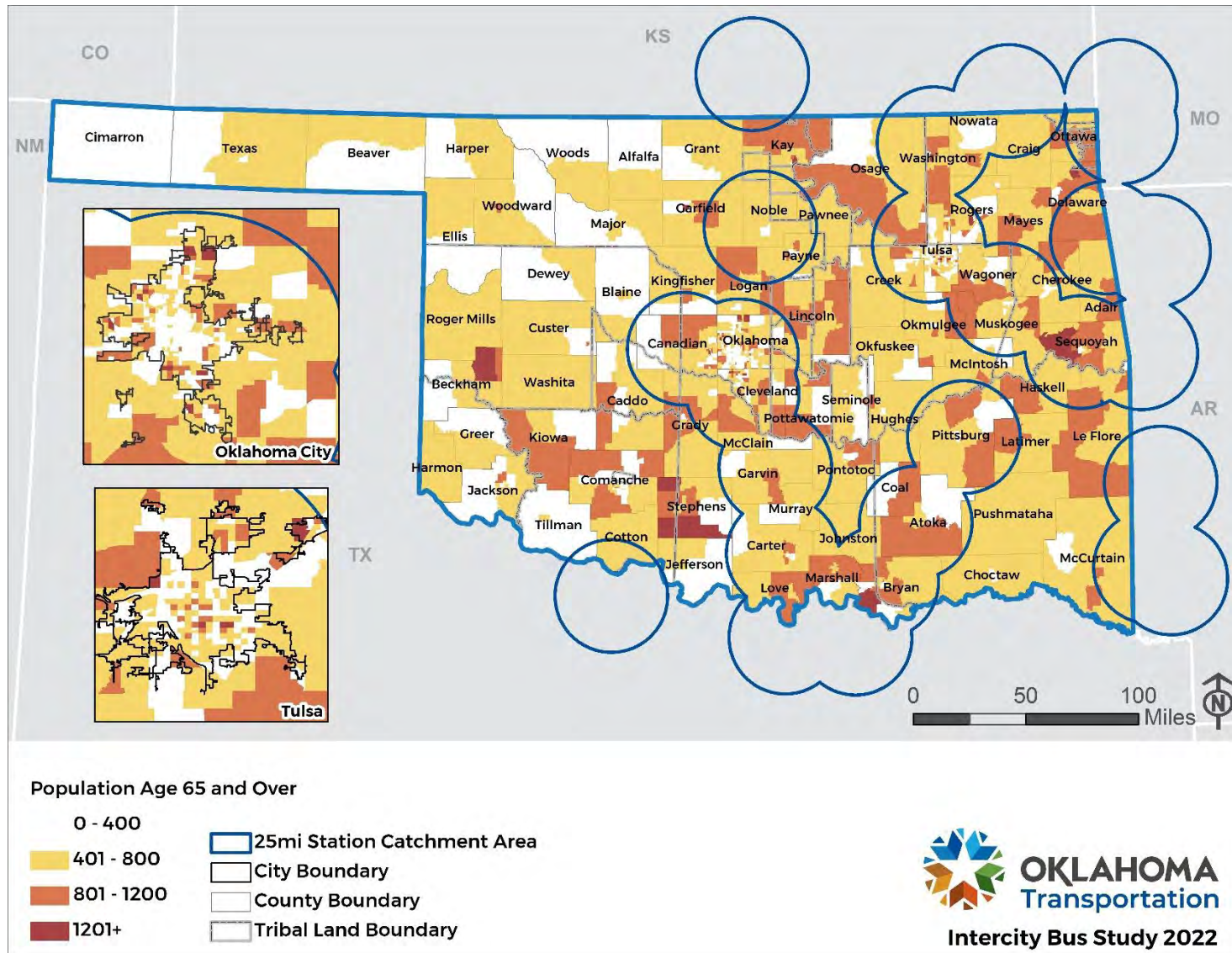
Data source: American Community Survey 2016-2020 5-Year Estimates

FIGURE 5. POPULATION WITH A DISABILITY BY CENSUS TRACT



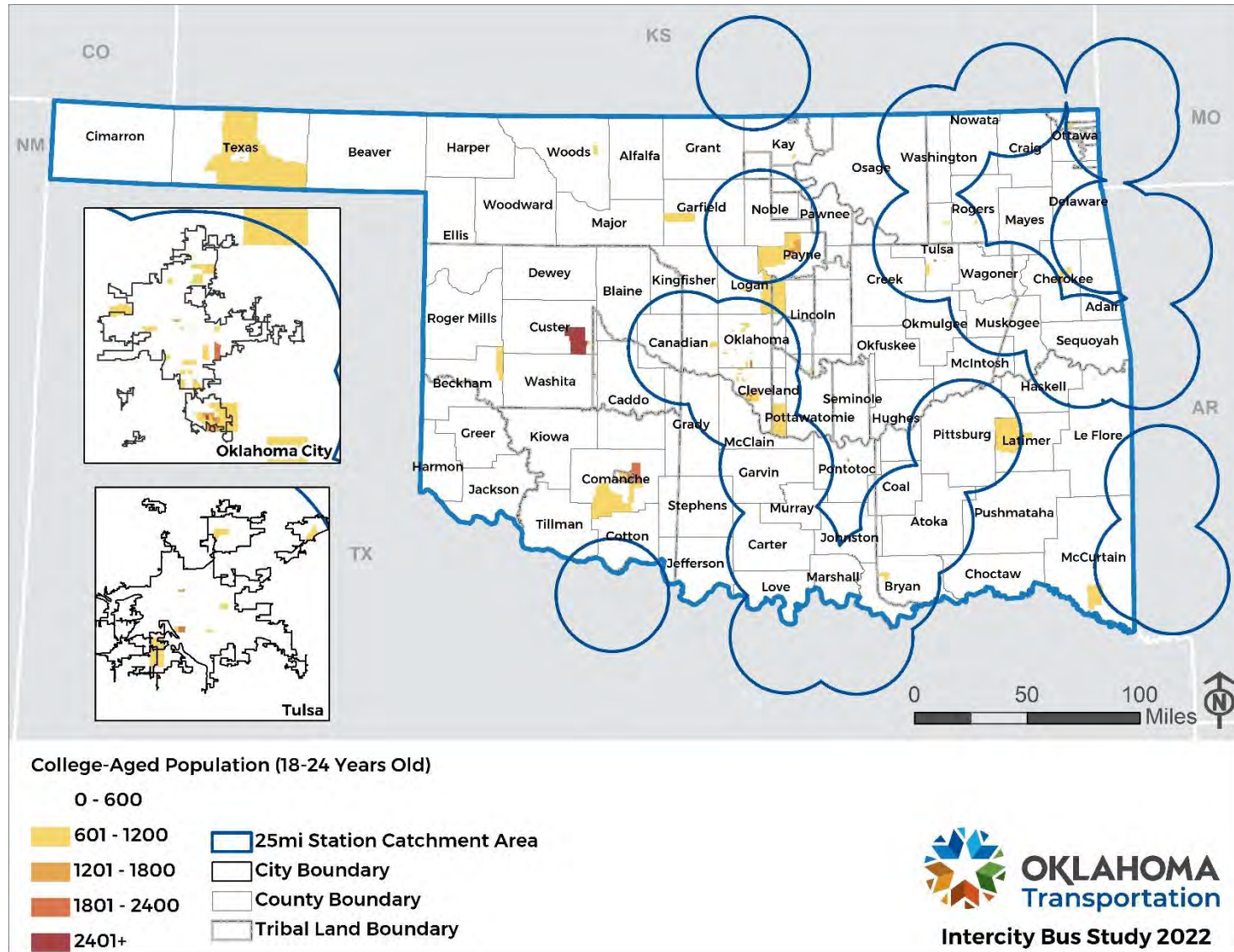
Data source: American Community Survey 2016-2020 5-Year Estimates

FIGURE 6. POPULATION 65 AND OVER BY CENSUS TRACT



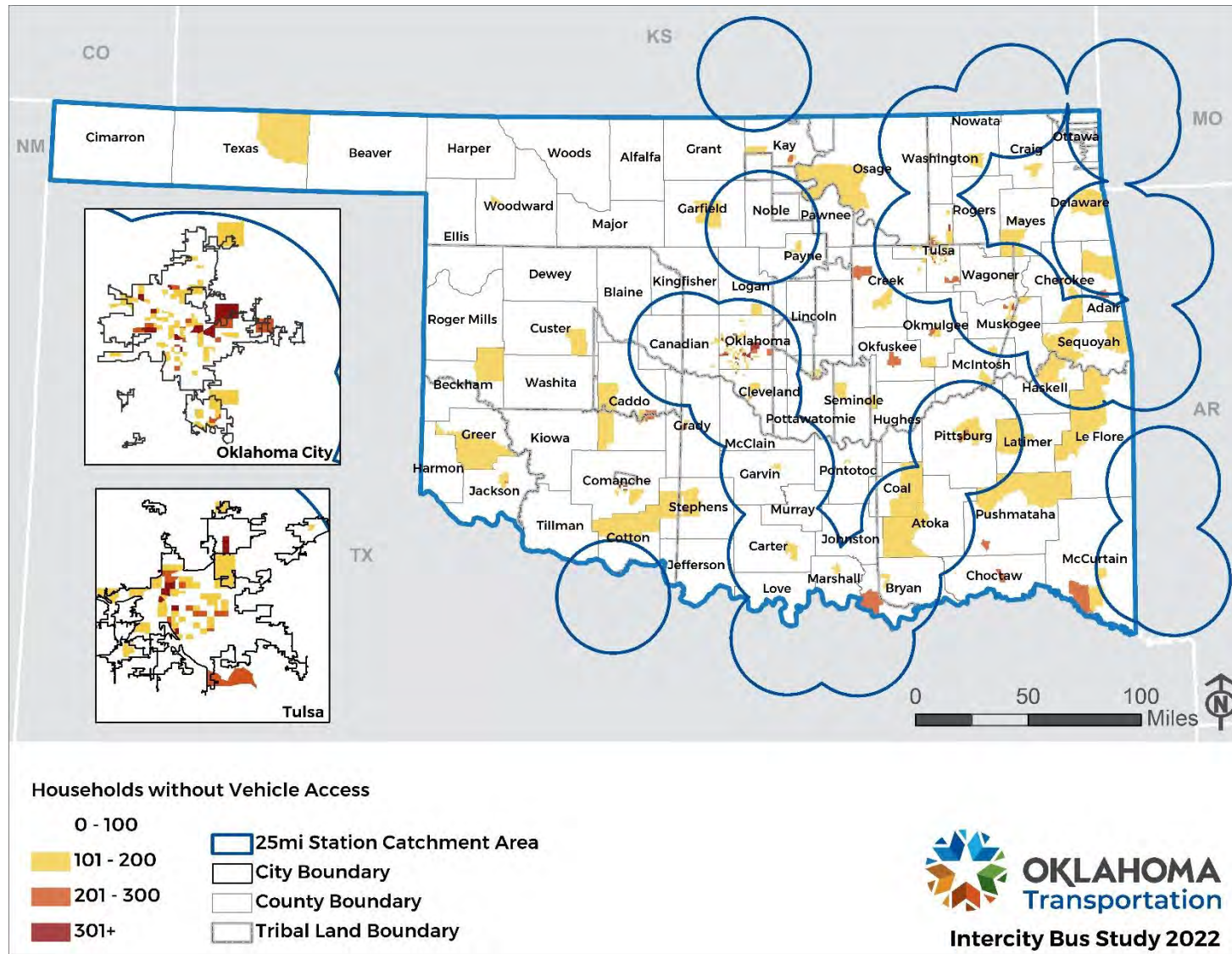
Data source: American Community Survey 2016-2020 5-Year Estimates

FIGURE 7. COLLEGE-AGED POPULATION BY CENSUS TRACT



Data source: American Community Survey 2016-2020 5-Year Estimates

FIGURE 8. HOUSEHOLDS WITHOUT A VEHICLE BY CENSUS TRACT



Data source: American Community Survey 2016-2020 5-Year Estimates

5.3. Trip Generators for Intercity Bus

Trip generators for intercity bus service are origins and destinations that may encourage longer distance travel across the state or between states. The categories of trip attractors considered in this needs assessment are medical facilities, residential colleges and universities, correctional institutions, military bases, tribal resources (including headquarters, cultural centers, and medical facilities), intermodal stations (including Amtrak stations and airports), tourism attractors (including state parks, casinos, and amusement parks), and event venues.

Medical facilities, particularly those providing specialty acute care or long-term treatments, may generate intercity bus trips for patients and their visitors. These types of riders will need to use local transit to make the “last mile” connection to get to their destination. Colleges and universities generate trips during the beginning and end of school breaks and holidays and on the weekends. It is important for these students to have transit connections to a bus station or be within walking distance of a station. Correctional institutions generate trips from visitors (generally on weekends) and if inmates are provided with a bus ticket upon their release. Military facilities also generate intercity bus trips since military personnel may not have access to a private vehicle while living on a base. Tribal facilities generate trips for tribe members who live elsewhere in the state or outside of Oklahoma and seek medical, cultural, social, or governmental resources. Travelers may prefer to take ICB service to an airport rather than paying for daily parking, particularly for long trips. Some individuals and families have historically used intercity bus to go on vacation. Although this market is declining, service is still important for amusement parks, resort areas, and casinos, if only for the seasonal workers who need to serve those tourists.

Figure 9 illustrates the locations of likely ICB trip generators and their relationships to ICB service areas. **Figure 10** shows the density of trip generators throughout Oklahoma in relationship to intercity bus service areas. Highest densities of trip generators are in Oklahoma’s largest cities: Oklahoma City and Tulsa both have many trip generators, all of which are directly served by ICB. There are several locations throughout the state that have high densities of trip generators but do not have reasonable access to intercity bus service, such as the City of Lawton in Comanche County and the City of Shawnee in Pottawatomie County.

A total of 440 trip generators were identified during the assessment. 121, or 28 percent are in cities directly served by ICB, and 252, or 57 percent are within an ICB service area.

Table 4 provides a summary of ICB access by trip generator category. Trip generator categories with notably low access to intercity bus service are Tribal Centers, Tribal Medical Facilities, Tourism Attractors, and Correctional Facilities, all with less than a quarter of facilities within cities directly accessed by ICB. In the case of Tribal Centers, no facilities are located within cities served by ICB. Trip generators in ICB cities are not necessarily served directly by intercity bus and, in most cases, will require connections via local transit service.

Tables in the Appendix list the trip generators mapped in **Figure 9** and **Figure 10**, the generators’ locations, and whether each is in a city served directly by intercity bus or is within an intercity bus service area.

FIGURE 9. ICB TRIP GENERATORS

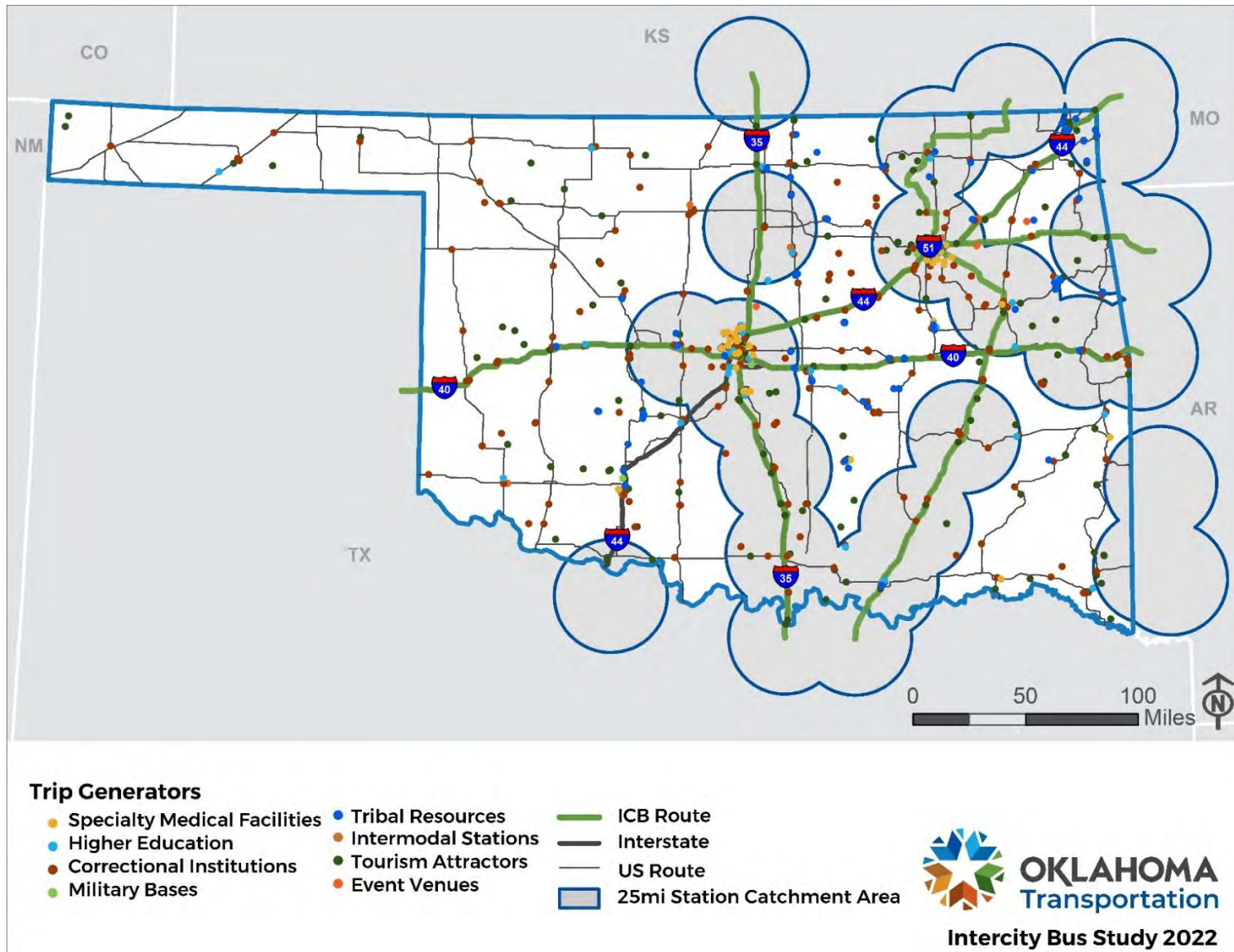


FIGURE 10. TRIP GENERATOR DENSITY

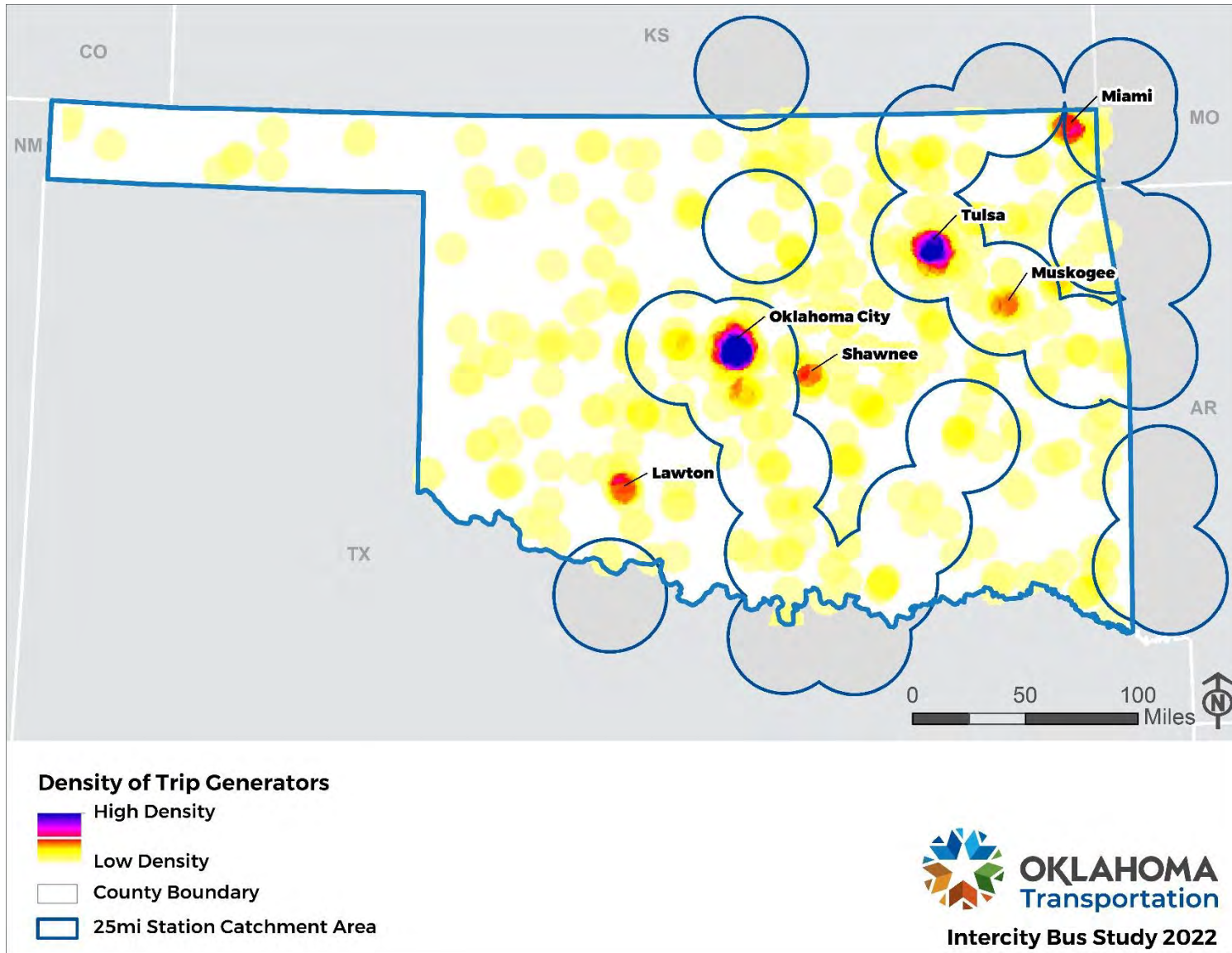


TABLE 4. TRIP GENERATOR SUMMARY

Trip Generator Category	Total	In ICB Cities	In ICB Service Area
Specialty Medical Facilities	2,321 Beds	1,706 Beds (73.5%)	2,001 Beds (86.21%)
Higher Education	185,690 Enrollment	79,805 Enrollment (43.0%)	146,810 Enrollment (79.1%)
Correctional Institutions	36,842 Capacity	8,691 Capacity (23.6%)	17,492 Capacity (47.5%)
Military Bases	6 Facilities	4 Facilities (66.7%)	4 Facilities (66.7%)
Tribal Centers	36 Centers	0 Centers (0%)	17 Centers (47.2%)
Tribal Medical Facilities	38 Facilities	6 Facilities (15.8%)	16 Facilities (42.1%)
Intermodal Stations	3,723,445 Annual Ridership	3,646,153 Annual Ridership (97.9%)	3,675,359 Annual Ridership (98.7%)
Tourism Attractors	180 Destinations	35 Destinations (19.4%)	100 Destinations (55.6%)
Event Venues	20 Venues	12 Venues (60%)	16 Venues (80%)

5.4. Provider and Public Meetings

Part of complete public process is holding formal meetings where stakeholders from different background have the opportunity to voice their opinion in an open discussion. As part of the public engagement process for this study, one ICB/public transit provider and one public stakeholder meeting were held.

5.4.1. Service Providers Consultation Meeting

The service provider meeting was held on June 29th, 2022 from 2:00PM to 4:00PM CST. The meeting was held virtually on Zoom and was recorded. Invitations went out to ICB providers, rural transit agencies, and urban transit agencies. In addition to providers and the study team, representatives from various ODOT offices attended.

Throughout the meeting, representatives from Greyhound and Jefferson Lines discussed the future plans of their respective services and the challenges they currently face. Jefferson would like to add a second route through eastern Oklahoma into Kansas City, and Greyhound is investigating adding a route between Oklahoma City and Wichita Falls, Texas. In general, both services emphasized that they rely on each other for “feed”, meaning that providing connections to each other’s services is integral to maintaining ridership.

The two primary challenges that Greyhound and Jefferson Lines face is the ongoing bus operator shortage and facilities access. New service necessitates hiring drivers, which both services have struggled to do, let alone maintaining their current operator pool. This has stymied service expansion, to the point that bus loads have been as high as ever, but they cannot expand service to accommodate further demand.

Facilities access is also challenging. Both services rely on local transit agencies and local governments to grant them access to their facilities and real estate. This benefits ICBs by freeing

them of the need to directly operate an ICB facility with a larger footprint. These arrangements also benefit public transit customers by increasing the connectivity between transit and ICB through collocating the services.

Greyhound and Jefferson noted that they have struggled to coordinate with local agencies and governments, despite a desire to do so. They report difficulties in obtaining dedicated bus bays and other facilities, sometimes due to being unable to come to an agreement with local agencies and sometimes due to not being able to hold a discussion in the first place. Both ICB services noted that they are more than willing to help mitigate any potentially negative impacts on the surrounding communities, including by helping provide improved security, lighting, and shelters.

Rural and urban transit agencies actively participated in the virtual chat, providing a wide array of perspectives on coordination with ICB operators. Some agencies report that they receive very few requests for connections with ICB routes, while others report regularly doing so. One agency noted that Ponca City is planning to commit funds for a rail station and indicated openness to coordinating directly with Greyhound.

Greyhound and Jefferson also noted that they are willing and able to provide information and to coordinate on ticketing with local agencies. An example discussed in meeting was providing information and a link to demand-response transit services at the ICB origin and destination.

5.4.2. Public Stakeholder Meeting

The public stakeholder meeting was held on July 13th, 2022 from 2:00PM MST to 4:00PM CST. The meeting was held virtually on Zoom and was recorded. An invitation went out to a list of stakeholders developed for the public survey discussed below. This included: chambers of commerce, correctional institutions, educational institutions, hospitals/medical providers, intermodal connections, military bases, public libraries, workforce development agencies, 5310 subrecipients, and private citizens. In addition, representatives from various public transit agencies, ICB operators, ODOT offices, and members of the study team attended.

Greyhound noted that they were planning to add service between Wichita Falls, Lawton and Oklahoma City, with potential service to Tulsa as well. Service in service in Tulsa is pending the relocation of the existing facility that Greyhound uses. This service will be during the day and will overlap with typical transit operating hours. Similar to the provider meeting, Greyhound reiterated that facilities access is critical to connectivity with public transit.

Representatives from different stakeholder groups participated by either asking questions or describing different challenges they are currently facing. A representative from the Moore Social Services coalition reported difficulties with establish transit service within Moore. Despite coordination with EMBARK and Oklahoma City, Moore's location outside of the Oklahoma City Urbanized Area has been a roadblock to transit implementation, as EMBARK cannot use 5307 funds to provide service to the area.

A representative from the Mercy Hospital system reported difficulties in getting patients home who are not from Ardmore/Healdton. In particular, they have experienced difficulties getting patients from their Healdton location to the ICB stop in Ardmore. Suggestions were made to consider an in-house transportation service to the Ardmore stop, as well as participating in the development of Oklahoma's 5310 Human Services Transportation Plan. ODOT noted that they are currently developing a mobility management pilot, though it is still in its nascent stages.

5.5. Stakeholder and Provider Surveys

Offering stakeholders and service providers multiple venues to provide input is critical to a well-rounded public engagement process, as schedules and other personal factors frequently limit individuals' ability to attend meetings. Surveys provide a standardized means of collecting input data and written responses and are a useful complement to formal meetings.

Two surveys were conducted as part of the public engagement process of this study, a Provider Survey and a Stakeholder Survey. Both surveys were primarily online, with a paper option provided upon request. The surveys also both focused on the same core set of themes: existing/unmet demand for ICB, planned/desired service improvements, challenges faced by providers/customers, and accessibility to ICB stops. Both surveys were available for four weeks, from June 13th, 2022 to July 8th, 2022.

The following sections further detail how the each of these surveys were conducted and the results obtained from them. Additional information on the survey can be found in the Appendix, including full question-by-question summaries, copies of the surveys, and copies of survey invitations sent to stakeholders and providers.

5.5.1. Provider Survey Results

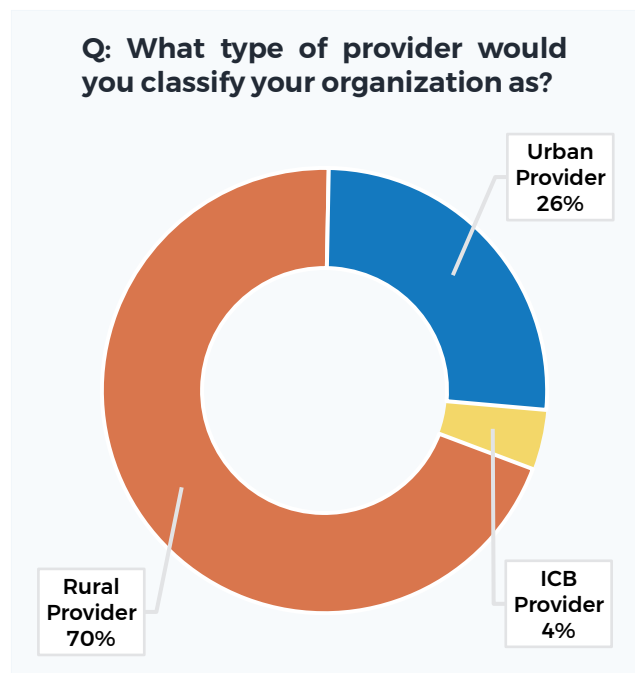
The Provider Survey gathered input from ICB providers, rural transit providers, and urban transit providers. There were a total of 23 survey responses.

Figure 11 displays a breakdown of the types of respondents to the provider survey. A single ICB provider, Greyhound Lines, responded to the survey. The remainder of the responses came from urban and rural providers, 26 percent and 70 percent respectively.

Understanding why customers use ICB service is important to identifying trip patterns and key destinations, so providers were asked to rank different destination types according to how often their services are used for access. The responses are summarized in **Figure 12**.

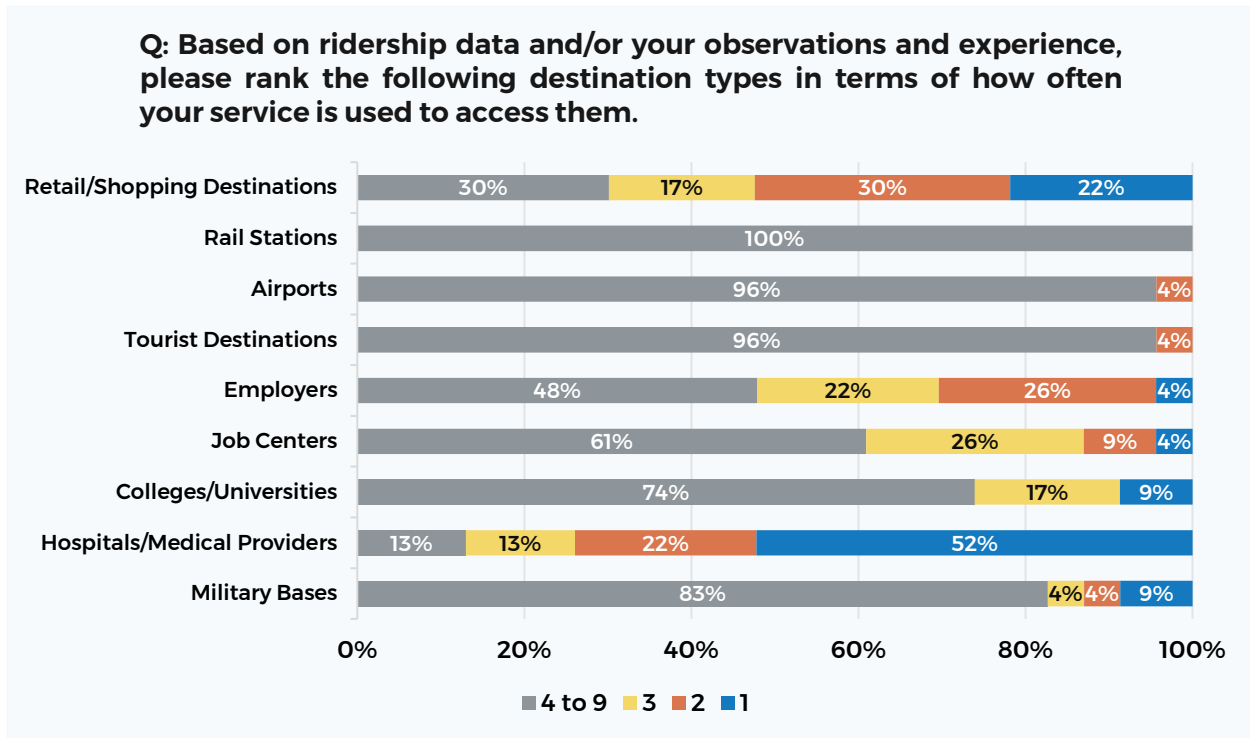
Medical trips, retail/shopping, and employment are the primary trip purposes identified by service providers. More than half of respondents identified medical trips as the most common reason for use of their service, and 87 percent of respondents indicated that medical trips were a top three reason. Additionally, providers ranked retail/shopping and employment as a top three reason more than half of the time. When given the opportunity to write in destination types, services

FIGURE 11: PROVIDER SURVEY PARTICIPANTS



for older adults were frequently identified, including different types of senior centers and senior nutrition centers.

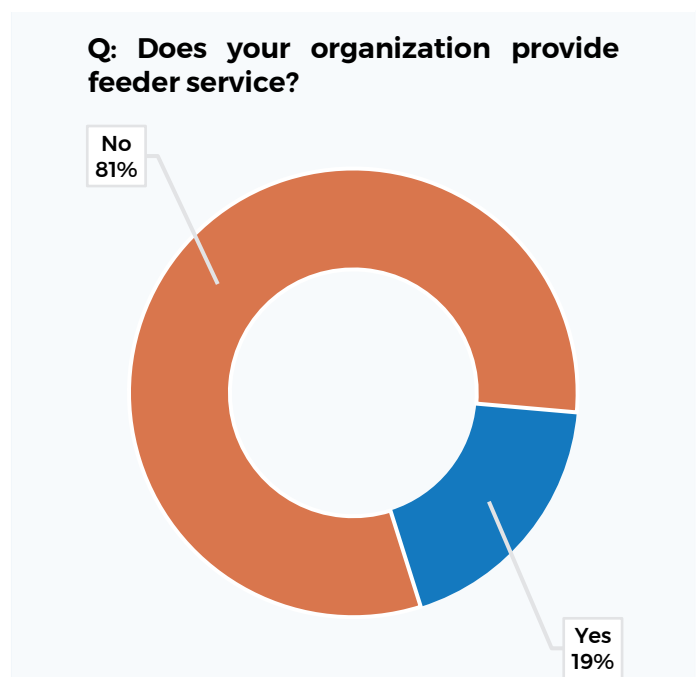
FIGURE 12: REASONS FOR USING SERVICE



Rural providers were further asked to indicate if they provide feeder service, with follow-up questions asked about current or potential feeder service, depending on their response. See Figure 13. 81 percent of respondents indicated that they do not currently provide feeder service. Upon follow-up, Durant, McAlester, Ardmore, and Durant, Oklahoma were identified by respondents as stops with feeder service provided to them. McAlester was identified by another agency as a stop that they are considering providing feeder service to.

Those indicating they did not provide feeder service were asked to describe why they do not do so and any challenges they face. Providers most commonly reported challenges with insufficient demand and a lack of coordination between ICB providers and

FIGURE 13: FEEDER SERVICE PROVISION



transit providers. A selection of responses is provided below:

- “We take people to the airport and Bus Stations, the number is so small not worth counting it as feeder service. It's only a handful or so a year. If anyone needs to go or be picked up from airport or bus station we charge as a demand ride.”
- “They moved the locations of the local bus stops or cancelled them all together. They were a good resource for the communities when we had them.”
- “We only have one 10 passenger vehicle at this time. I would like to provide a service with that vehicle to run back and forth between OKC and Shawnee areas for meeting up with a provider in OKC area for any needs in that area.”
- “Very little if any demand to justify expense and scheduling. Not for sure what routes and stops are currently available but would be interested in being a part of the conversation to be a help if needed.”

At various points throughout the survey, providers were able to provide written responses to questions, some of which indicate a demand for ICB service in their respective areas. Often, the desire to provide feeder service corresponded with demand for ICB not being met. Areas specifically mentioned by providers include the following:

- Enid
- Fairview
- Guthrie
- Lawton

First Capital Trolley (Guthrie, OK)

“They moved the locations of the local bus stops or cancelled them all together. They were a good resource for the communities when we had them.”

The reasons for why respondents considered these areas unserved varied. For Enid, Fairview, and Lawton, respondents noted that these areas were not served at all. Guthrie was also identified by the local agency as being unserved, as a previous ICB stop was discontinued.

5.5.2. Stakeholder Survey Results

The Stakeholder Survey gathered input from institutional stakeholders, including chambers of commerce, correctional institutions, educational institutions, hospitals/medical providers, intermodal connections, military bases, public libraries, workforce development agencies, and 5310 subrecipients, as well as private individuals. Contacts were asked to either answer the survey on behalf of their clients/constituents or to distribute the survey directly to them. Urban and rural providers were also provided with the Stakeholder Survey to distribute to any riders they had contact information for.

Similar to the provider survey, stakeholders were asked to identify what type of stakeholder they were, a summary of which is shown in **Figure 14**. Approximately half of survey respondents were individuals while half were speaking on behalf of organizations. Non-profits and major employers predominated among organizational respondents.

Respondents were asked to identify the frequency with which they or their clients/patrons use ICB service or, in the case of organizations, the average frequency with which their clients/patrons use ICB service. The responses to this question are summarized in **Figure 15**. 55 percent of respondents never use ICB service, although some respondents report weekly or daily use of ICB, which is quite frequent for ICB.

To further understand how ICB can meet individuals' mobility needs, users were asked the purpose(s) of their ICB trips. Respondents could select multiple options, indicating they use ICB for multiple purposes. Similar to the Stakeholder Survey, medical appointments, employment, and shopping were the primary reasons people use ICB, with the addition of visiting friends and family. In written responses, survey participants almost exclusively reiterated the frequency with which they use ICB to complete these kinds of trips. A summary of responses is shown in **Figure 16**.

Respondents were also asked to discuss specific destination types and urban areas they would like to use ICB service to access. Frequently, these responses reinforced the desire to access medical appointments, employments, and shopping destinations. Multiple responses also mentioned various government services, including social security offices, homeless shelters, and other government/institutional centers.

FIGURE 14: STAKEHOLDER SURVEY RESPONDENTS

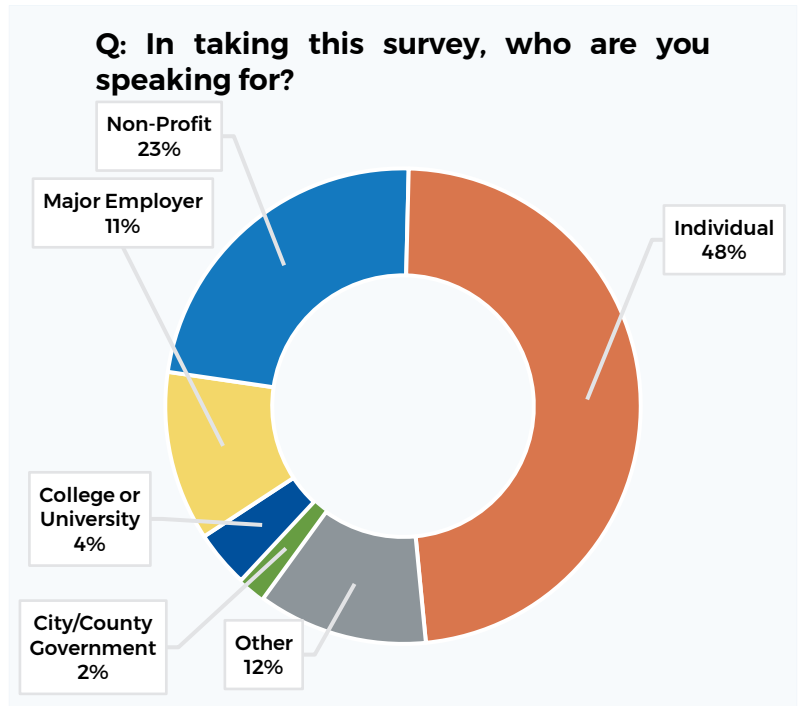
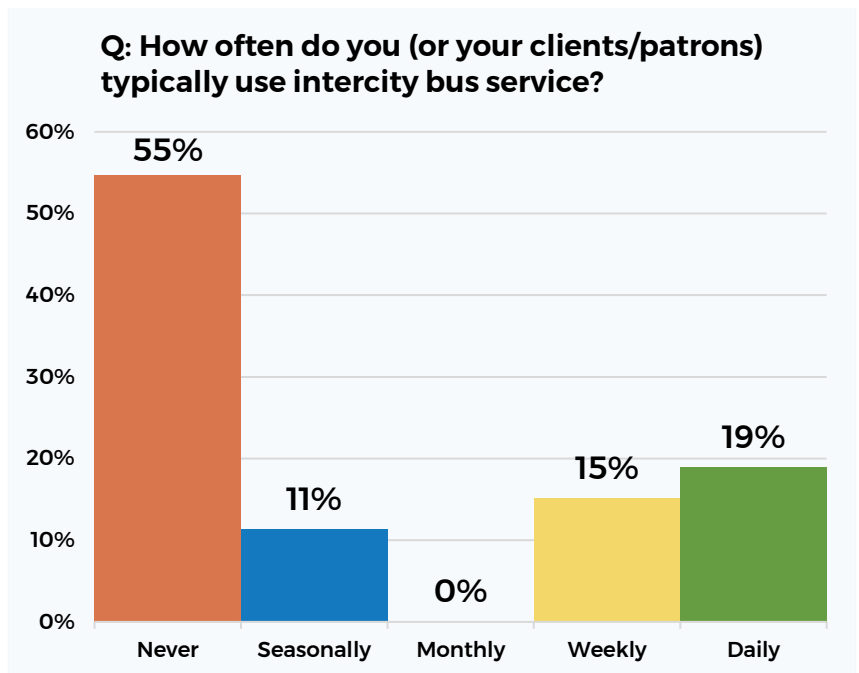


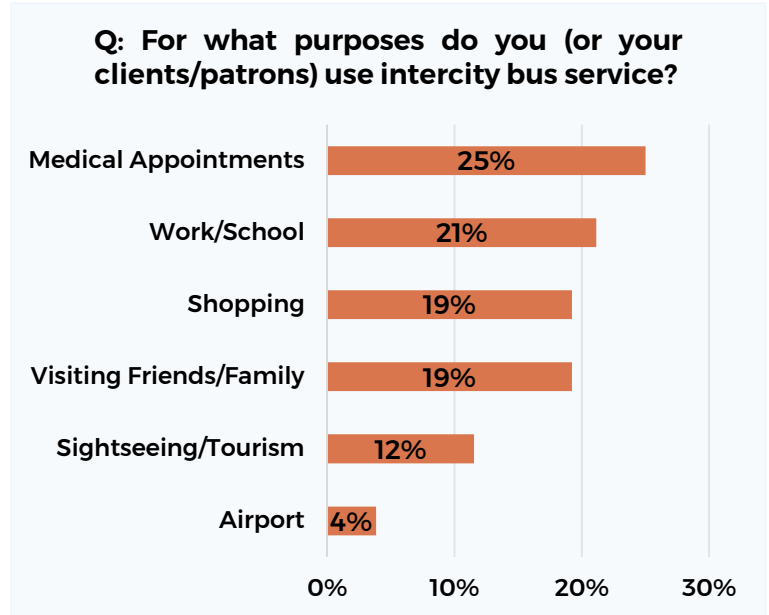
FIGURE 15: FREQUENCY OF ICB USE



Numerous areas were identified by respondents as needing ICB service. Of those, the following are not within the catchment areas of existing ICB stops, and the bolded areas were identified by multiple respondents:

- **Enid (5)**
- **Woodward (4)**
- **Altus (2)**
- **Guymon (2)**
- **Ponca City (2)**
- **Weatherford (2)**
- Ada
- Clinton
- Cushing
- Duncan
- Elk City
- Pawnee
- Shattuck
- Yale

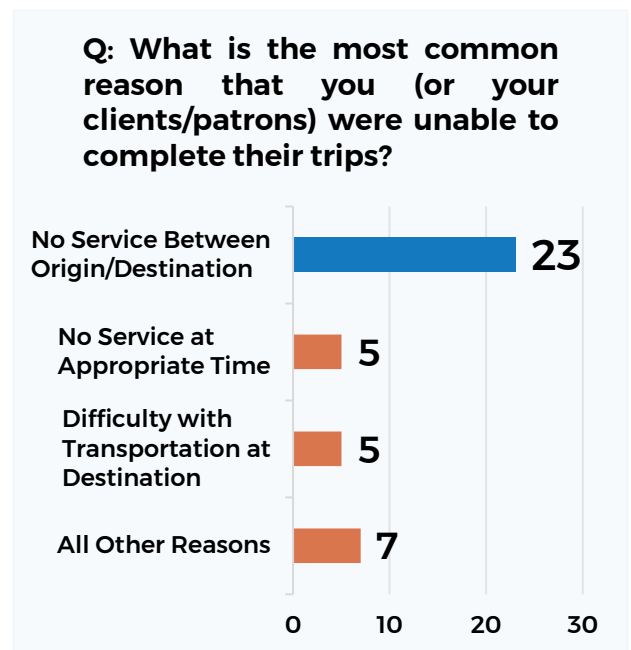
FIGURE 16: EXISTING CUSTOMERS' PURPOSE FOR USING ICB



Finding solutions to improve ICB service in Oklahoma will be driven by the identification of challenges that current riders are facing. To aid this process, the stakeholder/user survey asked respondents to identify why they were unable to complete a recent ICB trip. A summary of responses received is displayed in **Figure 17**.

The lack of service between destinations was far and away the most commonly reported reason for being unable to complete a trip. Among less common responses, a lack of service at appropriate times and difficulty with reaching their final destination were more frequently reported by respondents. These results underscore the importance of designing service that meets the needs of customers, as customers cannot reach a destination in the first place if timely service does not exist.

FIGURE 17: CHALLENGES IN TRIP COMPLETION



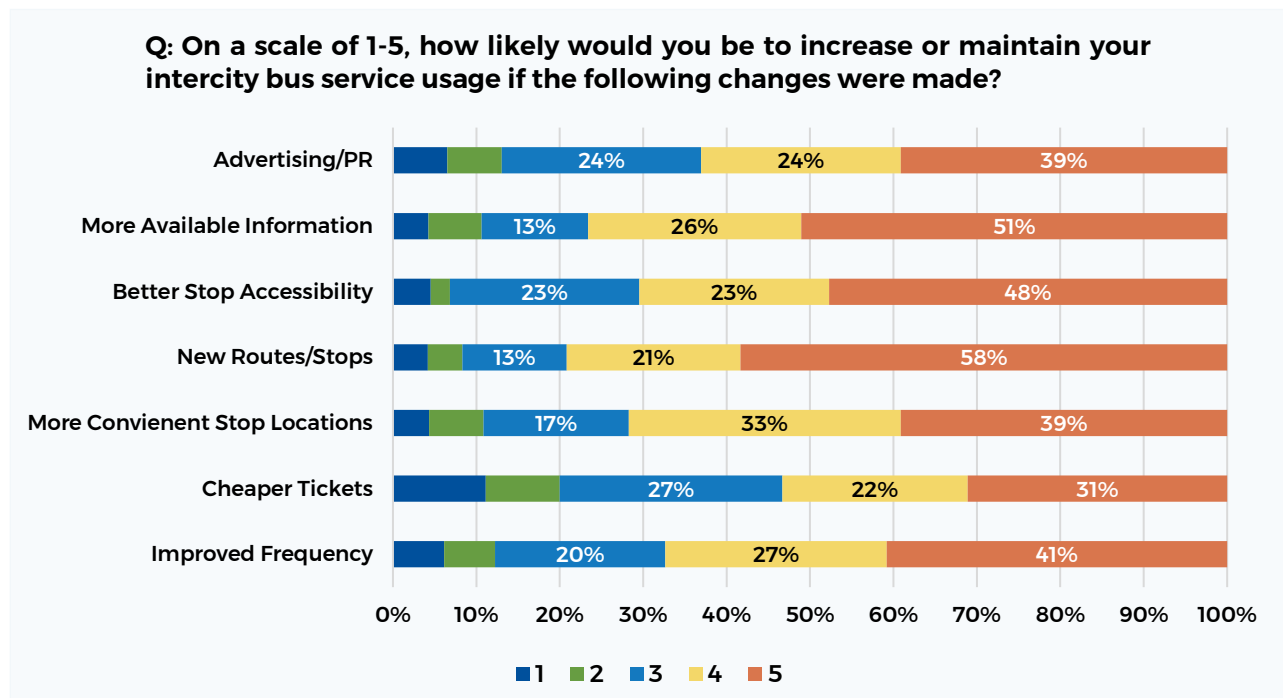
In addition to identifying challenges, respondents were asked to rate potential solutions. These ratings correspond to the likelihood that a respondent would maintain or increase their ICB usage if the solution was implemented. Ratings ranged from 1 to 5, with higher numbers denoting higher effectiveness. See **Figure 18**.

Route design and stop location were again primary concerns for survey respondents, with 79 percent of respondents rating New Routes/Stops either a 4 or a 5. Stop location and accessibility were also comparatively highly rated, with 89 percent and 84 percent rating these solutions at least a 3, respectively.

**RSVP Enid
(Enid, OK)**

“Given our area in Garfield County, in Enid, OK, is just now considered an urban area, we do not have ICB services or stops set up in our community. If this is implemented in our area, we would provide this service.”

FIGURE 18: ICB IMPROVEMENT RATINGS



These results reinforce that the mere existence of service is the most important factor for customers. Beyond that, the customers need to also get to and depart from bus stops for the service to be viable.

Honing in on stop accessibility, respondents were also asked to identify the transportation mode they would like to use to get to ICB stops and how long they would be willing to travel to an ICB stop. The results of these questions are summarized in **Figure 19** and **Figure 20**.

Overall, walking and driving were the most common ways in which respondents would like to access ICB stops. Walking was by far the primary response, with 63 percent, while driving was the second

most common response with 23 percent. Comparatively smaller percentages of respondents selected other options. Surveys responses show that the vast majority of respondents are willing to travel a maximum of 30 minutes to an ICB stop, with 84 percent of respondents indicating so. Taken together, these results show that current/prospective customers want stops that are a short walk or drive from where they live.

FIGURE 19. CUSTOMERS' DESIRED TRANSPORTATION MODE

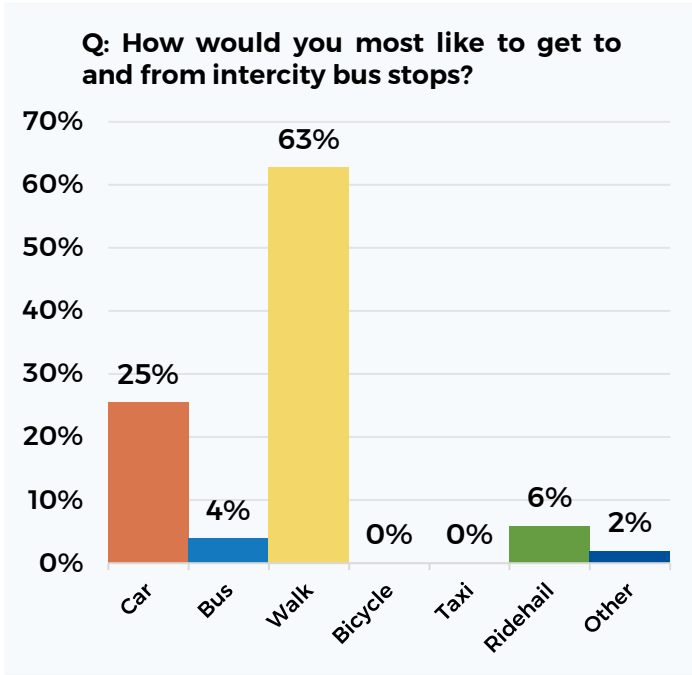
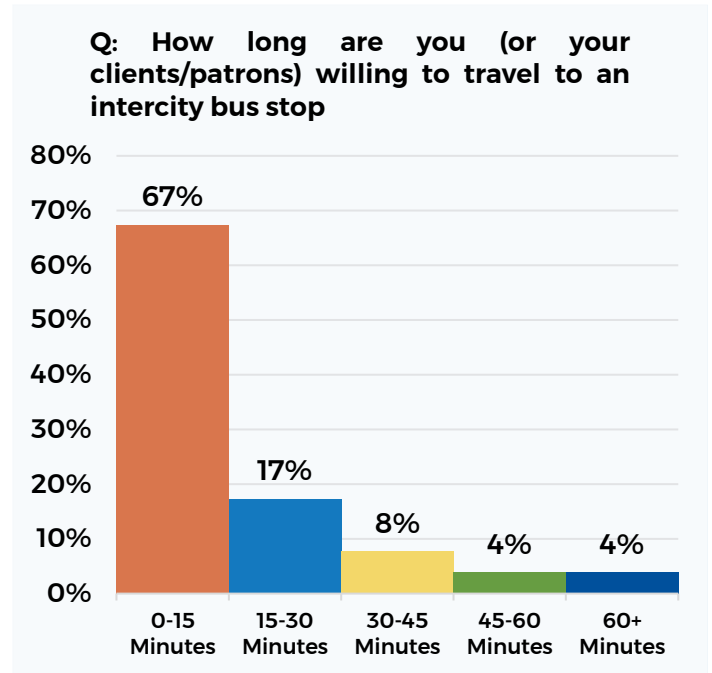


FIGURE 20. CUSTOMERS' WILLINGNESS TO TRAVEL TO ICB STOPS



5.6. Request for Project Proposals

ODOT provides opportunities for all interested parties to participate in the planning process and takes actions to notify service providers of opportunities for project proposals. Instances of notification of project proposal opportunities include:

- During the Service Providers Consultation Meeting on June 29, ODOT informed ICB operators and rural transit providers about a forthcoming opportunity for project proposals.
- Every December, ODOT releases a notification via Letter of Intent to active service providers. In December, 2022, ODOT will send a Letter of Intent to all currently active ICB providers to notify them of the project proposal process for 2023.
- ODOT will make the ICB Assessment Final Report publicly available on the website.
- ODOT makes resources available on their website to provide details on transit groups and associations, planning committees, and outreach studies, and other coordination activities.

6. Conclusions and Other Recommendations

6.1. 5311(f) Funding Conclusion

The primary purpose of this study is to assess the intercity bus supply and demand in Oklahoma and to determine the certification of 5311(f) apportionment for ODOT funding submissions to the FTA under 49 USC Chapter 53 Section 5311. The Program Guidance in FTA C 9040.1G VIII. Intercity Bus steered the needs assessment activities and analysis to develop recommendations outlined in the report. Key points to the recommendation include:

- Less than 73 percent of Oklahoma residents live within 25 miles of an intercity bus station.
- Demographic indicators show high numbers of potential ICB riders in several locations throughout Oklahoma that do not have reasonable intercity bus access.
- Areas throughout Oklahoma have concentrations of ICB trip generators but are not within an intercity bus service area.
- Some categories of trip generators have little to no reasonable intercity bus access, particularly trip generators serving Native American tribes.
- ICB providers indicated during the consultation process that they would like to add additional routes, connections to other transit service providers through facilities access and schedule coordination, and intermodal connections to better meet ridership needs.
- Public transportation is available in all but two counties in Oklahoma. Feeder service is available on a demand-responsive basis, but there are no fixed-schedule feeder services.
- Public feedback to the stakeholder survey and during the public meeting indicated that Oklahoma residents have unmet intercity transportation needs.

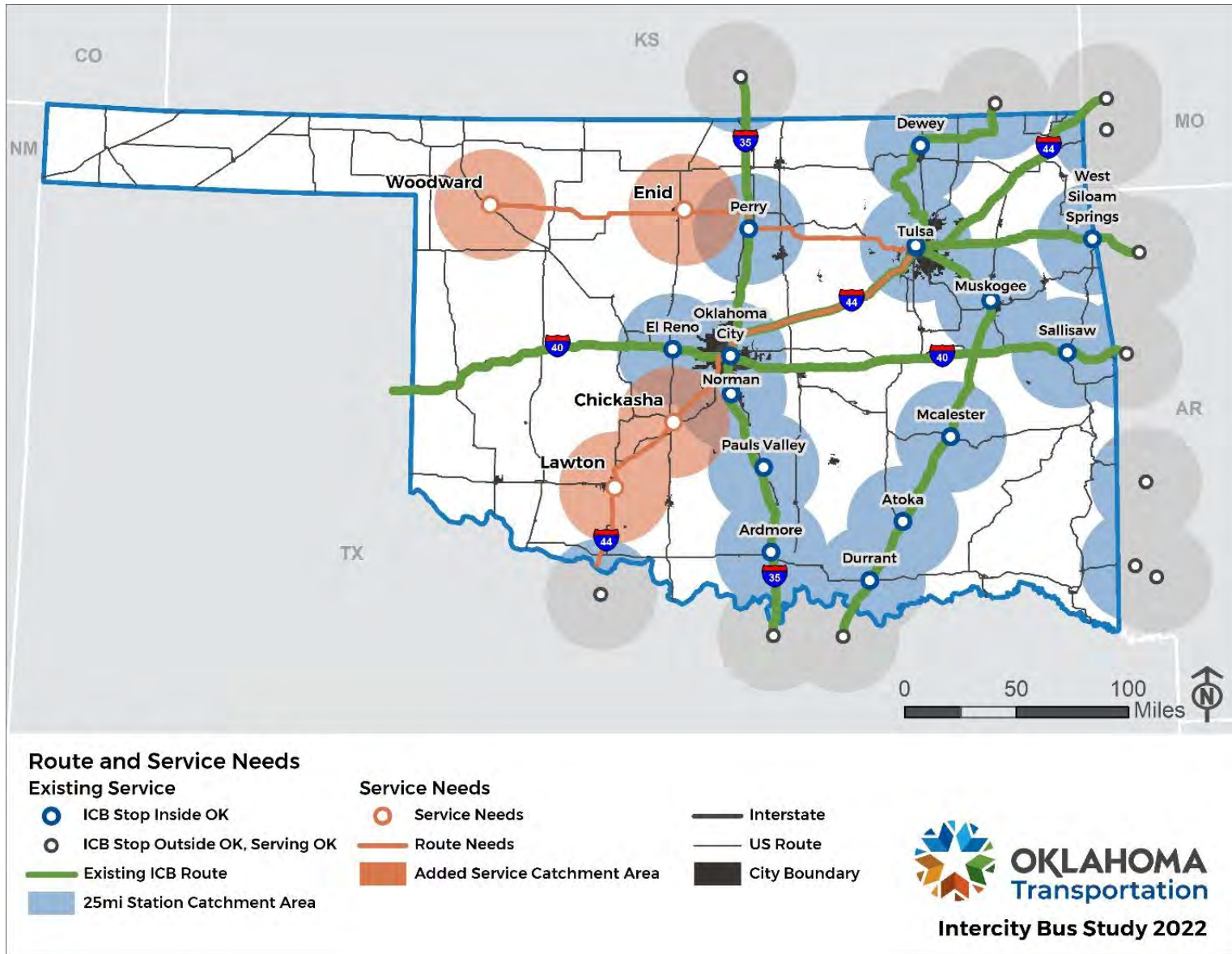
Based on the intercity bus data and propensity analysis, input from stakeholders, public survey results, and level of need relative to other rural needs in the state, **the intercity bus service needs across Oklahoma are not being adequately met, and 5311(f) funding should be made available to ICB service providers.** This study provides the basis for ODOT to determine whether the Oklahoma Governor can issue a certification for FTA 5311 annual apportionments. A Governor's certification cannot be issued for FTA 5311.

6.2. Recommendations

- **Add service in Lawton and Chickasha with connections to Oklahoma City and Wichita Falls:** **Figure 21** illustrates the increased service area in the southwestern portion of Oklahoma that could be achieved by adding service in these two cities and providing service from Wichita Falls, TX to Tulsa. Lawton contains a high frequency of trip generators, high numbers of demographic groups likely to utilize ICB service, and the city came up often in stakeholder surveys and during the public meeting.
- **Add service in Enid and Woodward with connections to Perry and Tulsa:** **Figure 21** illustrates the increased service area in the northwestern portion of Oklahoma that could be achieved by adding service in these two cities and providing service to Tulsa. Woodward and Enid were the locations mentioned most frequently by respondents to the user survey, and RSVP Enid indicated a willingness to provide service in the service provider survey.
- **Coordinate ICB service with demand-response transit:** Align ICB hours of operation with rural transit agencies' hours of operation.

- **Improve intermodal connectivity between ICB and urban transit service:** Implement lease agreements to allow ICB vehicles access to existing transit stations (including bays) to better facilitate intermodal transfers. Ensure urban transit services make stops at intercity bus stations.
- **Integrate ride purchasing capabilities between service providers:** Allow riders to purchase tickets for ICB services and rural transit services through an integrated ticketing platform.
- **Improve passenger amenities at existing bus shelters:** Add shelters, benches, trash cans, and signage at existing ICB stops, particularly those located outside of buildings and at curbsides.
- **Implement capital improvements to create full bus stations in cities that currently have bus stops:** Add ADA accessible bus bays, ticket offices, and passenger facilities in cities with high ICB ridership.
- **Increase stop frequencies at existing ICB service locations:** Add additional stop frequencies, particularly at locations that currently have two ICB stops per day (currently all Oklahoma stops *except* El Reno, Oklahoma City Bus Station, and both Tulsa stops). Ensure that stop times provide meaningful connections with local transit services.
- **Implement a public meeting process for evaluating future ICB service reductions or stop removals.**

FIGURE 21. OKLAHOMA ROUTE AND SERVICE NEEDS





Appendices

Appendix 1: ICB Timetables

Appendix 2: Trip Generator Tables

Appendix 3: Consultative Outreach Materials

Appendix 4: Public Engagement Materials

Appendix 1: ICB Timetables

KANSAS CITY - WICHITA - OKLAHOMA CITY - DALLAS	Schedules			
		1219 GLI ST LOUIS DALLAS eff. 03/30/22		7325 GLI KANSAS CITY DALLAS eff. 06/23/21
Table 362 Southbound as of 04/01/2022 Frequency				
KANSAS CITY, MO (CST)	x	5:50 Lv	x	10:45 Lv
LAWRENCE (E), KS		6:45		11:40
TOPEKA (E), KS		7:20 Ar	☒	12:15 Ar
		7:25 Lv		12:20 Lv
WICHITA, KS	☒	9:45 Ar	☒	2:40 Ar
		10:10 Lv		3:05 Lv
PERRY, OK		11:55 Ar		4:50 Ar
		12:00 Lv		4:55 Lv
OKLAHOMA CITY, OK	x	1:05 Ar	x	6:00 Ar
		1:35 Lv		6:55 Lv
NORMAN, OK		2:05		7:25
PAULS VALLEY, OK	☒	2:55	☒	8:15
ARDMORE (E), OK	☒	3:45 Ar	x	9:05 Ar
		4:00 Lv		9:20 Lv
GAINESVILLE, TX		4:40 Ar		10:00 Ar
		4:45 Lv		10:05 Lv
DENTON, TX		5:15 Ar		10:35 Ar
		5:20 Lv		10:40 Lv
LEWISVILLE, TX		☒		11:05
DALLAS, TX	x	6:10	x	11:55
<p>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.</p> <p>AM - Light Face Figures. PM - Bold Face Figures.</p> <p>☒ - 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</p> <p>Check fares on BusTickets.com</p> <p>© 2022 Transcor Data Services, LLC</p> <p>All Rights Reserved.</p>				



KANSAS CITY - WICHITA - OKLAHOMA CITY - DALLAS	Schedules			
		1218 GLI DALLAS ST LOUIS eff. 03/30/22		7324 GLI DALLAS KANSAS CITY eff. 10/03/20
Table 362 Northbound as of 04/01/2022 Frequency				
DALLAS, TX (CST)	x	6:55 Lv	x	7:05 Lv
LEWISVILLE, TX		█		7:35
DENTON, TX		7:45 Ar 7:55 Lv		8:05 Ar 8:15 Lv
GAINESVILLE, TX		█		8:45 Ar 8:50 Lv
ARDMORE (E), OK	☐	9:20 Ar 9:35 Lv	x	9:30 Ar 9:45 Lv
PAULS VALLEY, OK		█	☐	10:35
NORMAN, OK		10:55		11:25
OKLAHOMA CITY, OK	x	11:25 Ar 11:55 Lv	x	11:55 Ar 12:30 Lv
PERRY, OK		█		1:35
WICHITA, KS	☐	2:30 Ar 2:50 Lv	☐	3:20 Ar 3:40 Lv
TOPEKA (E), KS		5:10 Ar 5:15 Lv	☐	6:00 Ar 6:05 Lv
LAWRENCE (E), KS		5:50		6:40
KANSAS CITY, MO	x	6:45 Ar	x	7:35
<p>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.</p> <p>AM - Light Face Figures. PM - Bold Face Figures.</p> <p>☐ - 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</p> <p>Check fares on BusTickets.com</p> <p>© 2022 Transcor Data Services, LLC</p> <p>All Rights Reserved.</p>				



ST LOUIS - ALBUQUERQUE - PHOENIX - LOS ANGELES	Schedules			
	1351 GLI NEW YORK LOS ANGELES eff. 03/13/22	1339 GLI NEW YORK LOS ANGELES eff. 03/13/22	6363 GLI LAS VEGAS PHOENIX eff. 03/30/22	1359 GLI MEMPHIS OKLAHOMA CITY eff. 08/08/21
Table 470 Westbound as of 04/01/2022 Frequency				345H
ST LOUIS, MO (CST)	x 12:40 Lv	8:10 Lv	.....	.....
ST LOUIS LAMBERT FLD (E), MO	1:15	.....	.....	.....
ROLLA (E), MO	3:00 Ar 3:25 Lv	9:55 Ar 10:20 Lv	.....	.....
FTW FT LEONARD WOOD, MO	.....	.....	.....	.....
SPRINGFIELD, MO	5:05 Ar 5:20 Lv	12:00 Ar 12:15 Lv	.....	.....
JOPLIN, MO	6:30 Ar 6:50 Lv	1:25 Ar 1:45 Lv	.....	.....
TULSA, OK	x 8:40 Ar 9:15 Lv	3:35 Ar 4:10 Lv	.....	.....
MEMPHIS, TN	.....	.....	.....	x 2:45 Lv
FORREST CITY, AR	.....	.....	.....	.....
LITTLE ROCK, AR	.....	.....	.....	5:10 Ar 5:15 Lv
FT SMITH VAN BUREN, AR	.....	.....	.....	7:50 Ar 7:55 Lv
RS SALLISAW MCDONALDS, OK	.....	.....	.....	^D x 8:25 Ar 8:45 Lv
OKLAHOMA CITY, OK	x 11:05 Ar 11:40 Lv	6:00 Ar 6:30 Lv	.....	x 11:25
EL RENO (E), OK	.....	7:05	.....	.....
SAYRE, OK	.....	.....	.....	.....
AMARILLO, TX	x 4:20 Ar 5:40 Lv	11:10 Ar 12:25 Lv	.....	.....
TUCUMCARI, NM (MST)	x 6:30 Ar 6:50 Lv	1:15 Ar 1:35 Lv	.....	.....
ALBUQUERQUE, NM	x 9:40 Ar 10:50 Lv	4:25 Ar 5:35 Lv	.....	.....
GRANTS, NM	.....	12:15 7:00	.....	.....
GALLUP, NM	x 1:20 Ar 1:35 Lv	8:05 Ar 8:20 Lv	.....	.....
HOLBROOK, AZ	.....	2:10 8:55	.....	.....
FLAGSTAFF, AZ	3:50 Ar 4:05 Lv	10:35 Ar 10:50 Lv	12:45 Lv	.....
CAMP VERDE (E), AZ	.....	.....	1:45	.....
GLENDALE (E), AZ	.....	.....	3:05	.....
PHOENIX, AZ	x 6:40 Ar	1:25 Ar	x 3:30	.....
<p>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.</p> <p>AM - Light Face Figures. PM - Bold Face Figures.</p> <p>☐ - 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</p> <p>Check fares on BusTickets.com</p> <p>© 2022 Transcor Data Services, LLC</p> <p>All Rights Reserved.</p>				










ST LOUIS - ALBUQUERQUE - PHOENIX - LOS ANGELES	Schedules			
	1340 GLI OKLAHOMA CITY MEMPHIS eff. 08/08/21	1342 GLI LOS ANGELES NEW YORK eff. 03/13/22	1358 GLI LOS ANGELES NEW YORK eff. 03/13/22	6362 GLI PHOENIX LAS VEGAS eff. 03/30/22
Table 470 Eastbound as of 04/01/2022 Frequency	456H			
PHOENIX, AZ (MST)	.....	x 11:00 Lv	9:20 Lv	x 9:35 Lv
GLENDALE (E), AZ	.....	11:25	9:45	10:00
CAMP VERDE (E), AZ	.....	█	█	11:30
FLAGSTAFF, AZ	.....	1:55 Ar 2:10 Lv	12:15 Ar 12:30 Lv	12:35 Ar
HOLBROOK, AZ	.....	3:50	2:10	.....
GALLUP, NM	.....	x 6:25 Ar 6:55 Lv	4:45 Ar 5:00 Lv	.....
GRANTS, NM	.....	8:00	6:05	.....
ALBUQUERQUE, NM	.....	x 9:30 Ar 11:10 Lv	7:30 Ar 8:40 Lv	.....
TUCUMCARI, NM	.....	x 2:00 Ar 2:15 Lv	11:30 Ar 11:45 Lv	.....
AMARILLO, TX (CST)	.....	x 5:05 Ar 6:25 Lv	2:35 Ar 3:50 Lv	.....
SAYRE, OK	.....	█	█	.....
EL RENO (E), OK	.....	10:25	7:45	.....
OKLAHOMA CITY, OK	x 12:20 Lv	x 11:00 Ar 11:40 Lv	8:20 Ar 8:50 Lv	.....
RS SALLISAW MCDONALDS, OK	█	█	█	.....
FT SMITH VAN BUREN, AR	3:20 Ar 3:35 Lv	█	█	.....
LITTLE ROCK, AR	6:10 Ar 6:20 Lv	█	█	.....
FORREST CITY, AR	7:45	█	█	.....
MEMPHIS, TN	x 8:50	█	█	.....
TULSA, OK	.....	x 1:30 Ar 2:05 Lv	10:40 Ar 10:50 Lv	.....
JOPLIN, MO	.....	x 4:05 Ar 4:25 Lv	12:50 Ar 1:10 Lv	.....
SPRINGFIELD, MO	.....	5:35 Ar 5:50 Lv	2:20 Ar 2:35 Lv	.....
FTW FT LEONARD WOOD, MO	.....	█	█	.....
ROLLA (E), MO	.....	7:30 Ar 7:55 Lv	4:15 Ar 4:40 Lv	.....
ST LOUIS LAMBERT FLD (E), MO	.....	9:45	6:30	.....
ST LOUIS, MO	.....	x 10:15 Ar	7:00 Ar	.....
<p>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.</p> <p>AM - Light Face Figures. PM - Bold Face Figures.</p> <p>█ - 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</p> <p>Check fares on BusTickets.com</p> <p>© 2022 Transcor Data Services, LLC</p> <p>All Rights Reserved.</p>				



KANSAS CITY -TULSA - DALLAS Table 482 Southbound as of 04/01/2022 Frequency	Schedules 7329 GLI TULSA DALLAS eff. 01/27/21	
KANSAS CITY, MO (CST)	.....
TULSA, OK	X	10:35 Lv
MUSKOGEE, OK	■	11:30 Ar
		11:35 Lv
MCALESTER, OK	■	12:45 Ar
		12:50 Lv
RS ATOKA MCDONALDS, OK	D X	1:40 Ar
		2:15 Lv
DURANT (E), OK		2:50
SHERMAN DENISON, TX	■	3:25 Ar
		3:30 Lv
MCKINNEY (E), TX		4:10
PLANO (E), TX		4:45
DALLAS, TX	X	5:15
<p>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.</p> <p>AM - Light Face Figures. PM - Bold Face Figures.</p> <p>■ - 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</p> <p>Check fares on BusTickets.com</p> <p>© 2022 Transcor Data Services, LLC</p> <p>All Rights Reserved.</p>		



KANSAS CITY -TULSA - DALLAS Table 482 Northbound as of 04/01/2022 Frequency	Schedules	
	7328 GLI DALLAS TULSA eff. 03/29/20	
DALLAS, TX (CST)	x	7:20 Lv
PLANO (E), TX		7:50
MCKINNEY (E), TX		8:20 Ar 8:25 Lv
SHERMAN DENISON, TX		9:10 Ar 9:15 Lv
DURANT (E), OK		9:50
RS ATOKA MCDONALDS, OK	 D	10:25 Ar 10:40 Lv
MCALESTER, OK		11:30 Ar 11:35 Lv
MUSKOGEE, OK		12:45 Ar 12:50 Lv
TULSA, OK	x	1:45
KANSAS CITY, MO		.....
<p>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.</p> <p>AM - Light Face Figures. PM - Bold Face Figures.</p> <p>  - 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 </p> <p>Check fares on BusTickets.com</p> <p>© 2022 Transcor Data Services, LLC</p> <p>All Rights Reserved.</p>		



Select a Depart Schedule

Friday, May 13, 2022

BARTLESVILLE DEWEY (E), OK *departs 08:50AM on 5/13* → *arrives 09:55AM on 5/13*
\$26
depart price avg. fare / passenger

0801 1h 5m 0
schedule travel time transfers

City	Arrive	Depart	Schedule	Carrier
BARTLESVILLE DEWEY (, OK		08:50am	0801	JL
TULSA, OK	09:55am		0801	JL

Carrier Legend

JL - JEFFERSON LINES

Select a Depart Schedule

Friday, May 13, 2022

TULSA, OK	<i>departs 02:00PM on 5/13</i>	➔	<i>arrives 02:50PM on 5/13</i>
\$26	0802	50m	0
<i>depart price avg. fare / passenger</i>	<i>schedule</i>	<i>travel time</i>	<i>transfers</i>

Select a Depart Schedule

Friday, May 13, 2022

TULSA, OK *departs 09:30AM on 5/13* → *arrives 09:35AM on 5/13*
 \$17
depart price avg. fare / passenger 0107 5m 0
schedule *travel time* *transfers*

City	Arrive	Depart	Schedule	Carrier
TULSA, OK		09:30am	0107	JL
OSU TULSA (E), OK	09:35am		0107	JL

Carrier Legend

JL - JEFFERSON LINES

TULSA, OK *departs 02:35PM on 5/13* → *arrives 02:40PM on 5/13*
 \$17
depart price avg. fare / passenger 0109 5m 0
schedule *travel time* *transfers*

City	Arrive	Depart	Schedule	Carrier
TULSA, OK		02:35pm	0109	JL
OSU TULSA (E), OK	02:40pm		0109	JL

Carrier Legend

JL - JEFFERSON LINES

BARTLESVILLE DEWEY (E), OK *departs 08:50AM on 5/13* → *arrives 02:40PM on 5/13*
 \$26
depart price avg. fare / passenger 0801 5h 50m 1
schedule *travel time* *transfers*

City	Arrive	Depart	Schedule	Carrier
BARTLESVILLE DEWEY (, OK		08:50am	0801	JL
TULSA, OK	09:55am		0801	JL
TULSA, OK		02:35pm	0109	JL
OSU TULSA (E), OK	02:40pm		0109	JL

Carrier Legend

JL - JEFFERSON LINES



Source: Jefferson Lines

April 28, 2022 12:14 ET

Jefferson Lines Partners with State of Oklahoma to Provide Transportation between Fayetteville and Tulsa

MINNEAPOLIS, April 28, 2022 (GLOBE NEWSWIRE) -- Jefferson Lines has introduced direct interline connection for passengers traveling between [Fayetteville, AR](#) and [Tulsa, OK](#). Since its launch on April 12, 2022, passengers have already begun to experience the new ease in travel across state borders.

“Jefferson Lines has been a proud interline bus partner in Oklahoma since 1981,” says Steve Woelfel, President and CEO of Jefferson Lines. “Our new partnership with the State of Oklahoma DOT not only provides more convenient departures and arrival opportunities for passengers, but also decreases motorcoach travel time by 50%, creates same-day round-trip travel, and ultimately creates a more reliable, affordable, and convenient travel option into Oklahoma.”

Jefferson’s new service directly benefits the communities of Fayetteville, West Siloam Springs and Tulsa, with future plans for an additional stop in Locust Grove, OK along the way. Among the many advantages this daily, round-trip service offers to residents and visitors in both States is the valuable connectivity between university campuses. The University of Arkansas in Fayetteville is now connected to Oklahoma State University (OSU) in both Tulsa and Stillwater thanks to Jefferson’s coordination with Big Orange Bus (BOB). Passengers will continue to experience the same great amenities they have come to expect while onboard Jefferson Lines: free passenger Wi-Fi, reclining seats, individual climate control, and the [Jefferson Clean Commitment](#).

For more information regarding bus stops, departure and arrival times, as well as pricing, please visit Jefferson Lines online at www.JeffersonLines.com.

About Jefferson Lines:

[Jefferson Lines](#) has provided safe, reliable, convenient, and affordable motorcoach transportation since 1919. Our [14-state network](#) of scheduled service spans the Midwest and beyond, with connections to over 2,400 locations throughout the United States and Mexico. Our charters offer additional private travel options to groups in [Minneapolis, MN](#) and [Billings, MT](#), with the cleanest and newest fleet in the industry. Our enduring legacy of quality, integrity, and commitment to the passenger experience is what has made Jefferson Lines Your #1 Bus Experience for 100 years and counting. Jefferson Lines credits its success to the incredible team that helps us carry out our mission every day. We remain a family-owned business headquartered in our hometown of Minneapolis, Minnesota. To learn more about our [organization](#), [purchase a ticket](#), or [apply to one of our open positions](#), visit our website at JeffersonLines.com or contact us at (858) 800-8898.

Jefferson Lines
Nick Zelle
Community Awareness Coordinator
nzelle@jeffersonlines.com
(612) 709-6608

Appendix 2: Trip Generator Tables

TRIP GENERATORS: TRIBAL RESOURCES

Tribal Affiliation	Facility Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Absentee Shawnee	AST Complex	Shawnee		
Absentee Shawnee	Shawnee Clinic	Shawnee		
Alabama Quassarte Tribal Town	Tribal Headquarters	Wetumka		
Caddo Nation	Caddo Nation Community Health	Anadarko		
Caddo Nation	Caddo Nation Cultural Building	Binger		X
Cherokee Nation	Sam Hider Health Center	Jay		X
Cherokee Nation	Three Rivers Health Center	Muskogee	X	X
Cherokee Nation	Will Rogers Health Center	Nowata		X
Cherokee Nation	Cooweescoowee Health Center	Ochelata		X
Cherokee Nation	A-Mo Health Center	Salina		
Cherokee Nation	A-Mo Health Center	Salina		
Cherokee Nation	Redbird Smith Health Center	Sallisaw	X	X
Cherokee Nation	Wilma P. Mankiller Health Center	Stilwell		X
Cherokee Nation	Cherokee Nation Outpatient Health Center	Tahlequah		
Cherokee Nation	WW Hastings Indian Hospital	Tahlequah		
Cherokee Nation	Jack Brown Adolescent Treatment Center	Tahlequah		X
Cherokee Nation	WW Keeler Main Complex	Tahlequah		X
Cheyenne-Arapaho Tribes	Vinita Health Center	Vinita		
Cheyenne-Arapaho Tribes	Tribal Center	Concho		X
Chickasaw Nation	El Reno Indian Health Clinic	El Reno	X	X
Chickasaw Nation	Chickasaw Nation Medical Center	Ada		
Chocktaw Nation	Headquarters	Ada		
Chocktaw Nation	Regional Medical Clinic	Durant		X
Chocktaw Nation	Tribal Headquarters	Durant		X
Citizen Potawatomi Nation	Healthcare Center	Talihina		
Citizen Potawatomi Nation	Citizen Potawatomi Nation East Clinic	Shawnee		
Citizen Potawatomi Nation	Tribal Headquarters and Administration	Shawnee		
Comanche Nation	Citizen Potawatomi Nation West Clinic	Shawnee		X
Delaware Nation	Tribal Complex	Lawton		
Eastern Shawnee Tribe	Headquarters	Bartlesville		X
Eastern Shawnee Tribe of Oklahoma County	Government Office	Wyandotte		X
Fort Sill Apache	Tribal Office	Apache		

Tribal Affiliation	Facility Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Indian Health Services	Anadarko Indian Health Service	Anadarko		
Indian Health Services	Carnegie Indian Health Center	Carnegie		
Indian Health Services	Claremore Indian Hospital	Claremore		X
Indian Health Services	Clinton Indian Health Center	Clinton		
Indian Health Services	El Reno Indian Health Center	El Reno	X	X
Indian Health Services	Lawton Indian Hospital	Lawton		
Indian Health Services	Creek Nation Community Hospital	Okemah		
Indian Health Services	Oklahoma City Indian Clinic	Oklahoma City	X	X
Indian Health Services	WahZhaZhi Health Center	Pawhuska		X
Indian Health Services	Pawnee Indian Health Center	Pawnee		
Indian Health Services	Northeastern Tribal Health System	Tulsa	X	X
Indian Health Services	Watonga Indian Health Center	Watonga		
Indian Health Services	Wewoka Indian Health Center	Wewoka		
Iowa Tribe of Oklahoma	Perkins Family Clinic	Perkins		
Iowa Tribe of Oklahoma	Tribal Headquarters	Perkins		
Kaw Nation	Headquarters	Kaw City		
Kaw Nation	Kanza Health Clinic	Newkirk		
Kialegee	Tribal Town	Wetumka		
Kickapoo Tribe of Oklahoma	Community Center	McLoud		X
Kiowa Tribe	Tribe Offices	Carnegie		
Miami Nation	Headquarters	Miami		
Modoc Nation	Headquarters	Miami		X
Muscogee (Creek) Nation	Muscogee (Creek) Nation Medical Center	Okmulgee		
Muscogee Nation	Headquarters	Okmulgee		
Osage Nation	Welcome Center	Pawhuska		X
Otoe-Missouria	Community Center	Red Rock		X
Ottawa Tribe	Headquarters	Miami		X
Pawnee Nation	Headquarters	Pawnee		
Pawnee Nation	Pawnee Indian Health Center	Pawnee		
Peoria Tribe	Business Office	Miami		X
Ponca Tribe	Tribal Affairs	Ponca City		
Quapaw Tribe	Services Center	Quapaw		X
Sac and Fox Nation	Community Building	Stroud		
Sac and Fox Nation	Black Hawk Health Center	Stroud		
Seminole Nation	Tribal Headquarters	Wewoka		
Seneca-Cayuga Nation	Headquarters	Grove		X
Shawnee Tribe	Headquarters	Miami		X
Thlopthlocco Tribal Town	Community Center	Okemah		

Tribal Affiliation	Facility Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Tonkawa Tribe of Oklahoma	Tribe Headquarters	Tonkawa		
United Keetoowah Band of Cherokee	Headquarters	Tahlequah		X
Wichita and Affiliated Tribes	Tribal Headquarters	Anadarko		
Wyandotte Nation	Administration Building	Wyandotte		X

Data Source: Tribal websites; U.S. Bureau of Indian Affairs

TRIP GENERATORS: CORRECTIONAL INSTITUTIONS

Name	Capacity	City	City Directly Served by ICB	Facility within 25mi of ICB
Beckham County Juvenile Detention Center	112	Elk City		
Bryan County Regional Juvenile Detention Center	127	Durant	X	X
Carter County Sheriffs Office / Carter County Detention Center	192	Ardmore		X
Central Oklahoma Juvenile Center	72	Tecumseh		
Charles E Bill Johnson Correctional Center	584	Alva		
Cherokee County Detention Center	273	Tahlequah		X
Cimarron Correctional Facility	1,650	Cushing		
Clara Waters Community Corrections Center	292	Oklahoma City	X	X
Cleveland County Sheriffs Office / Cleveland County Detention Center	139	Norman	X	X
Comanche County Juvenile Detention Center	25	Lawton		
Comanche County Sheriff / Comanche County Detention Center	284	Lawton		
Diamondback Correctional Facility	2,160	Watonga		
Doctor Eddie Warrior Correctional Center	900	Taft		X
Federal Correctional Institution - El Reno	1,168	El Reno	X	X
Federal Transfer Center - Oklahoma City	1,314	Oklahoma City	X	
Frederick Community Work Center	112	Frederick		
Garfield County Detention Center	204	Enid		
Garfield County Juvenile Detention Center	11	Enid		
Gary E Miller Childrens Justice Center - Canadia	28	El Reno	X	X
Glendale Carter Hall Juvenile Detention Center	14	Shawnee		
Grady County Law Enforcement Center	400	Chickasha		
Great Plains Correctional Facility	1,940	Hinton		X
Healdton Community Work Center	46	Healdton		X
Hillside Correctional Center	253	Oklahoma City	X	X
Hollis Community Work Center	40	Hollis		
Howard Mcleod Correctional Center	700	Atoka		X
Idabel Community Work Center	2,500	Idabel		

Name	Capacity	City	City Directly Served by ICB	Facility within 25mi of ICB
Jackie Brannon Correctional Center	700	Mcalester	X	X
James Crabtree Correctional Center	1,175	Helena		
Jess Dunn Correctional Center	1,100	Taft		X
Jim E Hamilton Correctional Center	700	Hodgen		
Le Flore County Juvenile Detention Center	180	Talihina		
Le Flore County Sheriff / Le Flore County Detention Center	196	Poteau		
Mabel Bassett Correctional Center	1,200	Mcloud		X
Mack Alford Correctional Center	800	Stringtown		X
Mangum Community Work Center	51	Mangum		
Mcclain County Sheriffs Office / Esau R. Green Detention Center	55	Purcell		X
Muskogee Community Corrections Center	80	Muskogee	X	X
Muskogee County Detention Center	282	Muskogee	X	X
North Fork Correctional Facility - Oklahoma	1,440	Sayre		
Northeast Oklahoma Correctional Center	500	Vinita		
Northwest Oklahoma Juvenile Detention Center	80	Woodward		
Oklahoma City Community Corrections Center	262	Oklahoma City	X	X
Oklahoma Department Of Correction - Davis Correctional Facility	1,670	Holdenville		
Oklahoma Department Of Corrections - Ardmore Community Work Center	100	Gene Autry		X
Oklahoma Department Of Corrections - Earl A. Davis Community Work Center	84	Holdenville		
Oklahoma Department Of Corrections - Enid Community Corrections Center	98	Enid		
Oklahoma Department Of Corrections - John H. Lilley Correctional Center	822	Boley		
Oklahoma Department Of Corrections - Joseph Harp Correctional Center	1,300	Lexington		X
Oklahoma Department Of Corrections - Kate Barnard Community Corrections Center	250	Oklahoma City	X	X
Oklahoma Department Of Corrections - Lexington Assessment And Reception Center	1,450	Lexington		X
Oklahoma Department Of Corrections Lawton Community Corrections Center	153	Lawton		
Oklahoma State Penitentiary	850	Mcalester	X	X
Oklahoma State Reformatory	200	Granite		
Okmulgee Sheriffs Office / Okmulgee Criminal Justice Authority	228	Okmulgee		
Pittsburg County Juvenile Detention Center	126	Mcalester	X	X
Pottawatomie County Public Safety Center	350	Shawnee		
R B Dick Conner Correctional Center	1,200	Hominy		
Sequoyah County Criminal Justice Authority	111	Sallisaw	X	X

Name	Capacity	City	City Directly Served by ICB	Facility within 25mi of ICB
Southwest Oklahoma Juvenile Center	60	Manitou		
Texas County Juvenile Detention Center	6	Hooker		
Tillman County Law Enforcement	90	Frederick		
Tulsa County Sheriffs Office / David L Moss Criminal Justice Center	2,020	Tulsa	X	X
Union City Community Corrections Center	228	Union City		X
William Shaffer Key Correctional Center	1,105	Fort Supply		

Data Source: OKmaps.org; Oklahoma Department of Corrections; Oklahoma Office of Juvenile Affairs

TRIP GENERATORS: HIGHER EDUCATION INSTITUTIONS

Name	Enrollment	City	City Directly Served by ICB	Facility within 25mi of ICB
Bacone College	275	Muskogee	X	X
Oklahoma Baptist University	1,763	Shawnee		
Oklahoma City University	2,401	Oklahoma City	X	X
Southern Nazarene University	2,208	Bethany		X
The University of Tulsa	3,906	Tulsa	X	X
Oklahoma City Community College	12,039	Oklahoma City	X	X
Redlands Community College	1,929	El Reno	X	X
Western Oklahoma State College	1,278	Altus		
Oklahoma State University - Oklahoma City	5,351	Oklahoma City	X	X
Tulsa Community College	16,475	Tulsa	X	X
Northern Oklahoma College	1,481	Tonkawa		
Eastern Oklahoma State College	1,541	Wilburton		X
Cameron University	3,771	Lawton		
Southwestern Oklahoma State University	4,902	Weatherford		
Northwestern Oklahoma State University	1,833	Alva		
University Of Central Oklahoma	14,132	Edmond		X
Oklahoma Wesleyan University	1,021	Bartlesville	X	X
Mid-America Christian University	1,768	Oklahoma City	X	X
Oral Roberts University	4,321	Tulsa	X	X
Rose State College	7,420	Midwest City		X
Carl Albert State College	1,900	Poteau		
Oklahoma State University Center for Health Sciences	385	Tulsa	X	X
OSU Institute of Technology-Okmulgee	2,331	Okmulgee		
Rogers State University	3,444	Claremore		X
Northeastern Oklahoma A&M College	1,897	Miami		X
Oklahoma State University	24,405	Stillwater		X

Name	Enrollment	City	City Directly Served by ICB	Facility within 25mi of ICB
University Of Oklahoma	27,772	Norman	X	X
Seminole State College	1,602	Seminole		
Oklahoma Christian University	2,017	Oklahoma City	X	X
Northeastern State University	7,291	Tahlequah		
Oklahoma Panhandle State University	1,337	Goodwell		
University Of Science and Arts of Oklahoma	734	Chickasha		
Langston University	2,190	Langston		X
Phillips Seminary	145	Tulsa	X	X
Murray State College	2,143	Tishomingo		X
Connors State College	2,090	Warner		X
Southeastern Oklahoma State University	5,049	Durant		X
East Central University	3,608	Ada		
Southwestern Christian University	486	Bethany		X
Southeastern Oklahoma State University	5,049	Idabel		

Data Source: OKmaps.org; U.S. News and World Report

TRIP GENERATORS: MILITARY BASES

Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Oklahoma City Military Entrance Processing Station	Oklahoma City	X	X
Oklahoma National Guard Joint Force Headquarters	Oklahoma City	X	X
Tinker Air Force Base Visitor Center	Oklahoma City	X	X
Altus Airforce Base	Altus		
Mcalester Army Ammunition Base	Mcalester	X	X
Vance Airforce Base	Enid		

Data Source: U.S. Department of Defense Military Installations

TRIP GENERATORS: SPECIALTY HOSPITALS

Name	Capacity	City	City Directly Served by ICB	Facility within 25mi of ICB
Brookhaven Hospital	64	Tulsa	X	X
Carl Albert Community Mental Health Center	15	Mcalester	X	X
Cedar Ridge	116	Oklahoma City		
Chg Cornerstone Hospital Of Oklahoma	34	Shawnee		
Continuous Care Center Of Tulsa	60	Tulsa	X	X
Cornerstone Hospital Of Oklahoma - Muskogee	64	Muskogee	X	X
Edmond -Amg Specialty Hospital	37	Edmond		X

Name	Capacity	City	City Directly Served by ICB	Facility within 25mi of ICB
Griffin Memorial Hospital	182	Norman	X	X
Inspire Specialty Hospital	31	Midwest City		X
J. D. Mccarty Center For Children With Developmental	36	Norman	X	X
Jack C. Montgomery Va Medical Center		Muskogee	X	X
Jim Taliaferro Community Mental Health Center	30	Lawton		
Lane Frost Health And Rehabilitation Center	30	Hugo		
Laureate Psychiatric Clinic And Hospital	90	Tulsa	X	X
Mcbride Orthopedic Hospital	74	Oklahoma City	X	X
Mercy Rehabilitation Hospital Oklahoma City	50	Oklahoma City	X	X
Muscogee (Creek) Nation Long Term Acute Care Hospital	4	Okmulgee		X
Muscogee (Creek) Nation Physical Rehabilitation Center	26	Okmulgee		X
Norman Specialty Hospital	50	Norman	X	X
Northwest Center For Behavioral Health (Ncbh)	28	Fort Supply		X
Northwest Surgical Hospital	9	Oklahoma City	X	X
Oakwood Springs	72	Oklahoma City	X	X
Oklahoma Center For Orthopaedic & Multi-Specialty	14	Oklahoma City	X	X
Oklahoma Heart Hospital	99	Oklahoma City	X	X
Oklahoma Spine Hospital, Llc	25	Oklahoma City	X	X
Onecore Health	8	Oklahoma City	X	X
Ou Medical Center -The Childrens Hospital	314	Oklahoma City	X	X
Pam Rehabilitation Hospital Of Tulsa	42	Tulsa	X	X
Pam Specialty Hospital Of Tulsa	60	Tulsa	X	X
Parkside	51	Tulsa	X	X
Rolling Hills Hospital	60	Ada		
Select Specialty Hospital - Tulsa/Midtown	56	Tulsa	X	X
Select Specialty Hospital -Oklahoma City	72	Oklahoma City	X	X
Shadow Mountain Behavioral Health System		Tulsa	X	X
Southwestern Regional Medical Center	40	Tulsa	X	X
St. John Rehabilitation Hospital Affiliated With Healthsouth	40	Broken Arrow		X
Summit Medical Center, Llc	9	Edmond		X
The Childrens Center	120	Bethany		X
Tulsa Spine & Specialty Hospital	38	Tulsa	X	X
Tulsa-Amg Specialty Hospital	40	Tulsa	X	X
VA Medical Center - Oklahoma City		Oklahoma City	X	X
Valir Rehabilitation Hospital of OKC	81	Oklahoma City	X	X
Willow Crest Hospital	50	Miami		

Data Source: <https://www.officialusa.com/stateguides/health/hospitals/oklahoma.html>

TRIP GENERATORS: INTERMODAL CONNECTIONS

Name	Annual Ridership	City	City Directly Served by ICB	Facility within 25mi of ICB
Lawton-Fort Sill Regional Airport	48,086	Lawton		
Will Rogers World Airport	2,094,708	Oklahoma City	X	X
Stillwater Regional Airport	27,321	Stillwater		X
Tulsa International Airport	1,482,908	Tulsa	X	X
Oklahoma City Amtrak	45,040	Oklahoma City	X	X
Norman Amtrak	12,601	Norman	X	X
Purcell Amtrak	1,885	Purcell		X
Pauls Valley Amtrak	4,282	Pauls Valley	X	X
Ardmore Amtrak	6,614	Ardmore	X	X

Data Source: FAA Form 5010, National Flight Data Center (2019); Amtrak Fact Sheet—State of Oklahoma (2019)

TRIP GENERATORS: TOURISM ATTRACTORS

Name	City	City Directly Served by ICB	Facility within 25mi of ICB
The Castle of Muskogee	Muskogee	X	X
Yogi Bear's Jellystone Park Camp-Resort	Eufaula		
Yogi Bear's Jellystone Park Camp-Resort at Keystone	Mannford		
Riversport Adventure Park at the Boathouse District	Oklahoma City	X	X
All American Floats	Tahlequah		
Comanche Nation Water Park	Lawton		
Pauls Valley Water Park	Pauls Valley	X	X
River Country Family Water Park	Muskogee	X	X
Beavers Bend Land & Water Park	Broken Bow		X
Celebration Station	Oklahoma City	X	X
Beavers Bend Mining Company	Broken Bow		X
Westwood Family Aquatic Center	Norman	X	X
Sun 'n Fun Water Park	Ponca City		
Water-Zoo Indoor Water Park	Clinton		
Safari Joe's H2O Water & Adventure Park	Tulsa	X	X
Six Flags Hurricane Harbor	Oklahoma City	X	X
Lost Lakes Entertainment Complex	Oklahoma City	X	X
Frontier City Theme Park	Oklahoma City	X	X
Kiddie Park	Bartlesville	X	X
Keystone Ancient Forest	Sand Springs		X
Sequoyah National Wildlife Refuge	Vian		X
Beaver Dunes Park	Beaver		
Red Rock Canyon Adventure Park	Hinton		X
Littler River National Wildlife Refuge	Broken Bow		X
J.T. Nickel Family Nature & Wildlife Preserve	Tahlequah		X
Hackberry Flat Wildlife Management Area & Center	Frederick		

Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Gloss Mountain Outfitters	Waynoka		
Flying W Guest Ranch	Sayre		
Old Caldwell Trail Stables	Fay		
Joseph H. Williams Tallgrass Prairie Preserve	Pawhuska		
Natural Falls State Park	Colcord		X
Fortress of Faith Adventures	Hastings		X
Washita National Wildlife Refuge	Butler		
A to Z Guest Ranch	Smithville		
Chickasaw National Recreation Area	Sulphur		X
Bath Lake	Medicine Park		
Wichita Mountains Wildlife Refuge & Visitor's Center	Indiahoma		
Ouachita Mountains	Talihina		X
Red Slough Wildlife Management Area	Haworth		
McGee Creek Reservoir	Atoka	X	X
Ouachita National Forest	Hodgen		
Tatanka Ranch	Stroud		
Lake Elmer Thomas Recreation Area	Fort Sill		
Selman Bat Cave Wildlife Management Area	Freedom		
Hoot Owl Ranch	Kenton		
Simply County Ranch & Stained Shop	Mcalester	X	X
Meadow Lake Ranch	Sand Springs	X	X
Pontotoc Ridge Preserve	Roff		
Tishomingo National Fish Hatchery	Tishomingo		
Alabaster Caverns State Park	Freedom		
Woolaroc Museum & Wildlife Preserve	Bartlesville	X	X
Lake Tenkiller	Cookson		X
Honor Heights Park	Muskogee		X
Salt Plains National Wildlife Refuge	Jet		
Turner Falls Park	Davis		X
Gloss Mountain State Park	Fairview		
Martin Park Nature Center & Trail	Oklahoma City	X	X
Optima National Wildlife Refuge	Hardesty		
Black Mesa State Park & Nature Preserve	Kenton		
Boiling Springs State Park	Woodward		
Little Sahara State Park	Waynoka		
Roman Nose State Park	Watonga		
Foss State Park	Foss		
Fort Cobb State Park	Fort Cobb		
Quartz Mountain State Park	Lone Wolf		
Great Plains State Park	Mountain Park		
Osage Hills	Pawhuska		X
Grand Lake State Park	Spavinaw		
Greenleaf State Park	Braggs		X
Lake Eufaula State Park	Checotah		
Lake Thunderbird State Park	Norman	X	X
Arrowhead State Park	Canadian		X
Robbers Cave State Park	Wilburton		X

Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Lake Wister State Park	Wister		
Talimena State Park	Talihina		
Clayton Lake State Park	Clayton		
Raymond Gary State Park	Fort Towson		
Beavers Bend State Park	Broken Bow		X
Ada Gaming Center	Ada		
Gold River Casino	Anadarko		
Gold Mountain Casino	Ardmore	X	X
Osage Casino - Bartlesville	Bartlesville	X	X
Duck Creek Casino	Beggs		X
SouthWind Casino Kanza	Braman		X
Creek Nation Casino-Bristow	Bristow		
Choctaw Casino Broken Bow	Broken Bow		X
Lucky Star Casino - Canton	Canton		
Hard Rock Hotel And Casino Tulsa	Catoosa		X
loway Casino	Chandler		
Creek Nation Casino checotah	Checotah		X
Cherokee Casino Will Rogers Downs	Claremore		
Lucky Star Casino - Clinton	Clinton		
Treasure Valley Casino & Hotel	Davis		X
Chickasaw Travel Stop	Davis		X
Kiowa Casino & Hotel	Devol		X
Comanche Red River Hotel Casino	Devol		X
Chisholm Trail Casino	Duncan		
Choctaw Casino & Resort-Durant	Durant	X	X
Lucky Star Casino - Concho	El Reno	X	X
Comanche Spur Casino	Elgin		
Creek Nation Casino Eufaula	Eufaula		
Cherokee Casino Fort Gibson	Fort Gibson		X
Choctaw Casino & Resort-Grant	Grant		
Grand Lake Casino	Grove		X
Cherokee Casino Grove	Grove		
Golden Mesa Casino	Guymon		
Lucky Star Casino - Hammon	Hammon		
Kickapoo Casino Harrah	Harrah		X
Casino Oklahoma	Hinton		X
Sugar Creek Casino	Hinton		X
Creek Nation Casino Holdenville	Holdenville		
Osage Casino - Hominy	Hominy		
Choctaw Casino Idabel	Idabel		
Texoma Casino	Kingston		X
Megastar Casino	Kingston		X
Rivermist Casino	Konawa		
Comanche Nation Casino	Lawton		
Apache Casino Hotel	Lawton		
Madill Gaming Center	Madill		X
Choctaw Casino-McAlester	McAlester	X	X

Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Prairie Moon Casino	Miami		X
The Stables Casino	Miami		X
High Winds Casino	Miami		X
Buffalo Run Casino & Resort	Miami		X
Prairie Sun Casino	Miami		
Quapaw Casino	Miami		X
Creek Nation Casino Muscogee	Muskogee	X	X
7 Clans First Council Casino Hotel	Newkirk		
Native Lights Casino	Newkirk		
Riverwind Casino	Norman	X	X
Thunderbird Casino	Norman	X	X
Goldsby Gaming Center	Norman	X	X
Golden Pony Casino	Okemah		
Remington Park	Oklahoma City	X	X
One Fire Casino	Okmulgee		
Washita Casino	Paoli		X
Jet Stream Casino	Pauls Valley	X	X
StoneWolf Casino	Pawnee		
Cimarron Casino	Perkins		
7 Clans Casino	Perry	X	X
SaltCreek Casino	Pocasset		X
Choctaw Casino & Resort-Pocola	Pocola		X
Osage Casino Hotel - Ponca City	Ponca City		
Downstream Casino Resort	Quapaw		X
Cherokee Casino Ramona	Ramona		X
7 Clans Paradise Casino	Red Rock		X
Cherokee Casino and Hotel Roland	Roland		X
Cherokee Casino Sallisaw	Sallisaw	X	X
Osage Casino - Sand Springs	Sand Springs		X
Seminole Nation Casino	Seminole		
Kickapoo Casino Shawnee	Shawnee		
The Black Hawk Casino	Shawnee		
Grand Casino Hotel & Resort	Shawnee		X
Thunderbird Casino	Shawnee		
FireLake Casino and Entertainment Center	Shawnee		
Osage Casino - Skiatook	Skiatook		X
Cherokee Casino South Coffeyville	South Coffeyville		X
Choctaw Casino Stigler	Stigler		X
Choctaw Casino	Stringtown		X
Sac and Fox Nation Casino	Stroud		
The Artesian Hotel, Casino & Spa	Sulphur		X
Cherokee Casino Tahlequah	Tahlequah		X
Border Casino	Thackerville		X
WinStar World Casino and Resort	Thackerville		X
Chickasaw Travel Stop	Thackerville		X
Tonkawa Casino	Tonkawa		
Tonkawa Hotel And Casino	Tonkawa		

Name	City	City Directly Served by ICB	Facility within 25mi of ICB
River Spirit Casino Resort	Tulsa	X	X
Osage Casino - Tulsa	Tulsa	X	X
Kiowa Casino Verden	Verden		
Comanche Star Casino	Walters		
Lucky Star Casino - Watonga	Watonga		
Cherokee Hotel & Casino West Siloam Springs	West Siloam Springs	X	X
Seminole Nation Trading Post Casino	Wewoka		
Black Gold Casino	Wilson		X
River Bend Casino And Hotel	Wyandotte		X
Indigo Sky Casino	Wyandotte		X
Outpost Casino	Wyandotte		X
Lucky Turtle Casino	Wyandotte		X
Newcastle Casino	Newcastle		X
Okemah Casino	Okemah		
Osage Casino - Pawhuska	Pawhuska		X
Fair Meadows	Tulsa	X	X

Data Source: Travelok.com

TRIP GENERATORS: EVENT VENUES

Name	City	City Directly Served by ICB	Facility within 25mi of ICB
Paycom Center	Oklahoma City	X	X
Mabee Center	Tulsa	X	X
Remington Park Racetrack & Casino	Oklahoma City	X	X
University of Tulsa Golden Hurricane	Tulsa	X	X
Riverbend Arena & Event Center	Inola		X
Chisholm Trail Expo Center	Enid		
Heart of Oklahoma Expo Center	Shawnee		
Salina Highbanks Speedway	Pryor		
Lazy E Arena	Guthrie		X
Oklahoma State University Athletics	Stillwater		X
Oklahoma City Thunder NBA Basketball	Oklahoma City	X	X
Will Rogers Stampede Arena	Claremore		X
Cox Convetion Center	Oklahoma City	X	X
BOK Center	Tulsa	X	X
Tulsa Expo Square	Tulsa	X	X
University of Oklahoma Athletics	Norman	X	X
Chickasaw Bricktown Ballpark	Oklahoma City	X	X
OKC Fairgrounds	Oklahoma City	X	X
Oklahoma Convention Center	Oklahoma City	X	X
Jackson County Expo Center	Altus		

Data Source: Travelok.com

Appendix 3: Consultative Outreach Materials

Help determine the demand for ICB service



Kyle Stevens <KSTEVENS@ODOT.ORG>

To
Cc Long, Matthew B.

Reply Reply All Forward ...

Tue 6/14/2022 2:23 PM

Hello Intercity Bus Operators,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) transportation in Oklahoma. Part of this process involves a brief, 5-minute online survey (link to survey below) to provide an opportunity for ICB and public transit operators to identify user demands and unmet needs in providing ICB service. **As an intercity bus operator, your input and participation in the survey is an integral part of determining the need and demand for ICB service throughout Oklahoma.**

The results of this survey will 1) inform ODOT's assessment of existing intercity bus service in Oklahoma, 2) provide the groundwork for ODOT, ICB operators, and rural/urban transit providers to discuss proposals for meeting identified needs, and 3) support the recommendation for best utilizing FTA 5311(f) Intercity Bus Program funding for public transportation in Oklahoma. Definitions of *Intercity Bus Service* and *Feeder Service* are provided below.

Survey Link: <https://forms.office.com/r/8UbvZhhJcl>

The survey will be open until July 8th, 2022.

In addition to gathering your survey response, ODOT will be reaching out to you with a formal invitation to participate in discussions regarding intercity bus service with ODOT representatives and other Oklahoma ICB and rural transit providers.

Several of the survey questions pertain to ridership information, which your organization may have in the form of rider counts, surveys, reports, or other quantitative data. Please send any available data, as well as any questions regarding this survey and/or the Statewide Intercity Bus Needs Assessment to Matthew Long at matthew.long@wsp.com and copy Kyle Stevens at kstevens@odot.org.

Helpful Definitions

Intercity bus service is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points if such service is available.

Feeder service picks up passengers outside of an urban area and delivers passengers to a transfer point in an urban area.

Thank you for your time and effort in completing this survey.

All the best,



MAKE SAFETY STICK EVERYBODY CLICK


Kyle Stevens
Manager of the Office of Mobility and Public Transit
Oklahoma Department of Transportation
Cell 405-215-2552
kstevens@odot.org

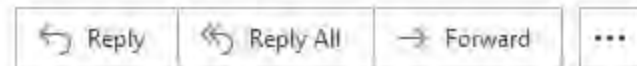
ODOT Intercity Bus Needs Assessment – 5-minute Survey



Kyle Stevens <KSTEVENS@ODOT.ORG>

To

Cc  Long, Matthew B.



Tue 6/14/2022 3:09 PM

Hello Rural Transit Providers,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) transportation in Oklahoma. Part of this process involves brief, 5-minute online surveys (links below) to provide an opportunity for ICB operators, public transit operators and users to identify user demands and unmet needs in providing ICB service.

As a rural transit provider, your participation and that of your users are critical to understanding the need and demand for ICB and feeder service throughout Oklahoma. We also sincerely ask that you distribute this email and the *User Survey Link* below to any passengers whose contact information you have on file.

The results of these surveys will 1) inform ODOT's assessment of existing intercity bus service in Oklahoma, 2) provide the groundwork for ODOT, ICB operators, and rural/urban transit providers to discuss proposals for meeting identified needs, and 3) support the recommendation for best utilizing FTA 5311(f) Intercity Bus Program funding for public transportation in Oklahoma. Definitions of *Intercity Bus Service* and *Feeder Service* are provided below.

Provider Survey Link: <https://forms.office.com/r/8UjvZ7hJcL>

User Survey Link: <https://forms.office.com/r/kxhID9S4WG>

The surveys will be open until July 8th, 2022.

In addition to gathering your survey response, ODOT will be reaching out to you with a formal invitation to participate in discussions regarding intercity bus service with ODOT representatives and other Oklahoma ICB and rural/urban transit providers.

Please send any questions regarding these surveys or the Statewide Intercity Bus Needs Assessment to Matthew Long at matthew.long@wsp.com and copy Kyle Stevens at Kstevens@odot.org.

Helpful Definitions



Intercity bus service is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points if such service is available.

Feeder service picks up passengers outside of an urban area and delivers passengers to a transfer point in an urban area.

Thank you for your time and effort in completing this survey.

All the best,



MAKE SAFETY STICK   EVERYBODY CLICK

Kyle Stevens

Manager of the Office of Mobility and Public Transit

Oklahoma Department of Transportation

Cell 405-215-2552

Kstevens@odot.org

ODOT Intercity Bus Needs Assessment – 5-minute Survey

Reply Reply All Forward

Tue 6/14/2022 3:15 PM



Kyle Stevens <KSTEVENS@ODOT.ORG>

To
Cc Long, Matthew B.

Hello Urban Transit Providers,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) transportation in Oklahoma. Part of this process involves brief, 5-minute online surveys (links below) to provide an opportunity for ICB operators, public transit operators and users to identify user demands and unmet needs in providing ICB service.

As urban transit provider, your participation in this survey is critical in understanding the need and demand for ICB and feeder service throughout Oklahoma. While urban transit providers are not eligible for FTA 5311(f) funding, your perspective is still critical in understanding unmet needs and demands in Oklahoma. We also sincerely ask that you distribute this email and the *User Survey Link* below to any passengers whose contact information you have on file.

The results of this survey will 1) inform ODOT's assessment of existing intercity bus service in Oklahoma, 2) provide the groundwork for ODOT, ICB operators, and rural/urban transit providers to discuss proposals for meeting identified needs, and 3) support the recommendation for best utilizing FTA 5311(f) Intercity Bus Program funding for public transportation in Oklahoma. Definitions of *Intercity Bus Service* and *Feeder Service* are provided below.

Provider Survey Link: <https://forms.office.com/r/8UbvZhjJcL>

User Survey Link: <https://forms.office.com/r/kxhiD9S4WG>

The surveys will be open until July 8th, 2022.

Please send any questions regarding these surveys or the Statewide Intercity Bus Needs Assessment to Matthew Long at matthew.long@wsp.com and copy Kyle Stevens at Kstevens@odot.org.

Helpful Definitions

Intercity bus service is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points if such service is available.

Feeder service picks up passengers outside of an urban area and delivers passengers to a transfer point in an urban area.

Thank you for your time and effort in completing this survey.

All the best



Kyle Stevens

Manager of the Office of Mobility and Public Transit

Oklahoma Department of Transportation

Cell 405-215-2552

Kstevens@odot.org



2022 ODOT Intercity Bus Survey for Intercity Bus Providers and Public Transit Providers

This survey is designed by the Oklahoma Department of Transportation (MDOT) Multimodal Division to aid in the development of a Statewide Intercity Bus Needs Assessment. The purpose of this survey is to provide opportunity to Intercity Bus (ICB) operators and rural transit providers to identify user demand, unmet intercity bus service needs, and strategies for meeting those needs.

Your responses will 1) inform ODOT's assessment of existing intercity bus service in Oklahoma, 2) provide the groundwork for ODOT, ICB operators, and rural transit providers to discuss proposals for meeting identified needs, and 3) support the recommendation for best utilizing FTA 5311(f) Intercity Bus Program funding for public transportation in Oklahoma.

The consultation and assessment process will solicit input and will also notify providers of the availability of annual funds for the intercity bus program. The process will also inform intercity bus providers about the development of local, coordinated public transit-human services transportation plans required by Section 5310 and encourage intercity bus provider participation in future planning activities.

Several of these questions pertain to ridership information, which your organization may have in the form of rider counts, surveys, reports, or other quantitative data. Please send any available data, as well as any questions regarding this survey and/or the Statewide Intercity Bus Needs Assessment to Matthew Long at matthew.long@wsp.com and copy Kyle Stevens at kstevens@odot.org.

Helpful Definitions:

Intercity bus service (ICB) is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

Feeder service is demand response operations that make meaningful connections with scheduled intercity bus service. Feeder service operations picks up passengers outside of an urban area and transports passengers to a transfer point in an urban area.

This survey only concerns ICB service between urban areas within Oklahoma. Please limit your responses to routes and urban areas within Oklahoma.

This survey will be available through July 8th, 2022.



Section 1: Service Provider Background Information

1. Please provide the name of your organization:

Enter your answer

2. What type of provider would you classify your organization as?

- Intercity Bus Provider
- Rural Transit Provider
- Urban Transit Provider

Section 2: Customer Trip Information

3. Based on ridership data and/or your observations and experience, please rank the following destination types in terms of how often your service is used to access them.

1 = most often, 9 = least often

1 Military Bases

2 Hospitals/Medical Providers

3 Colleges/Universities

4 Job Centers

5 Employers

6 Tourist Destinations

7 Airports

8 Rail Stations

9 Retail/Shopping Destinations

4. Are there any destination types not included above that your customers commonly use your service to access?

Enter your answer

Beginning with Section 3, the survey varies based on survey provider type. The following are survey questions for ICB providers:

Section 3: Service Plans and Customer Challenges

5. Are there urban areas your organization is considering providing novel intercity bus service to?

Yes

No

Section 4: Other Planned Improvements

6. Has your organization identified or recently implemented changes to your ICB service to attract more customers?

Yes

No

Section 5: Customer Feedback

7. Have you received feedback from current/potential customers indicating they were either prevented from or experienced difficulty in using your intercity bus service?

Yes

No

8. Do you have any additional comments regarding ICB service in Oklahoma?

Leave the space below blank or enter "N/A" if you would not like to answer.

Enter your answer

Beginning with Section 3, the survey varies based on survey provider type. The following are survey questions for Rural Transit providers:

Section 3: Feeder Service

5. Does your organization provide feeder service?

Feeder service is demand response operations that make meaningful connections with scheduled intercity bus service. Feeder service operations picks up passengers outside of an urban area and transports passengers to a transfer point in an urban area.

Yes

No

6. Do you have any additional comments regarding ICB service in Oklahoma?

Leave the space below blank or enter "N/A" if you would not like to answer.

Enter your answer

Beginning with Section 3, the survey varies based on survey provider type. The following are survey questions for Urban Transit providers:

Section 3: Service to ICB Stops

5. Does your organization provide service to ICB stops?

Yes

No

6. Do you have any additional comments regarding ICB service in Oklahoma?

Leave the space below blank or enter "N/A" if you would not like to answer.

Enter your answer

2022 ODOT Intercity Bus Survey for Intercity Bus Providers and Public Transit Providers

23

Responses

13:50

Average time to complete

Active

Status

1. Please provide the name of your organization:

23
Responses

Latest Responses

"Enid Public Transportation Authority"

"Greyhound Lines, Inc"

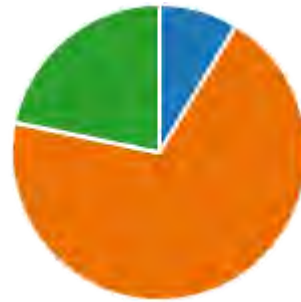
"Call A Ride Public Transit"

7 respondents (32%) answered **Inc** for this question.



2. What type of provider would you classify your organization as?

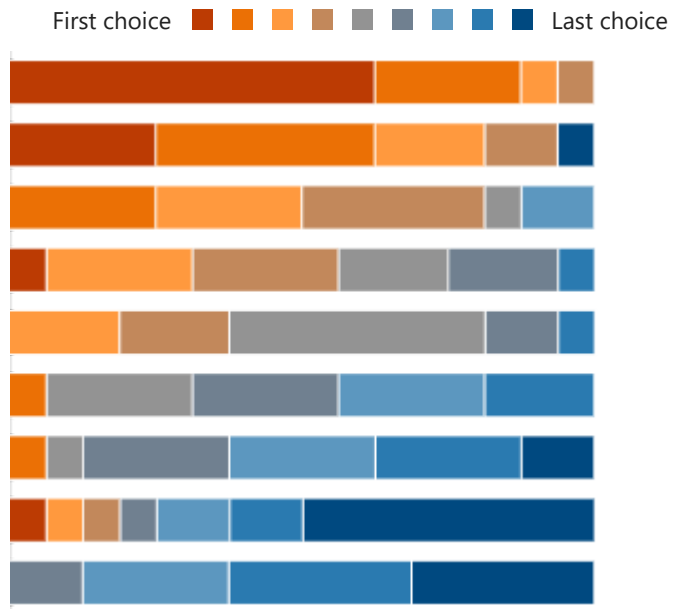
● Intercity Bus Provider	2
● Rural Transit Provider	16
● Urban Transit Provider	5



3. Based on ridership data and/or your observations and experience, please rank the following destination types in terms of how often your service is used to access them.

Rank Options

- 1 Hospitals/Medical Providers
- 2 Retail/Shopping Destinations
- 3 Employers
- 4 Job Centers
- 5 Colleges/Universities
- 6 Tourist Destinations
- 7 Airports
- 8 Military Bases
- 9 Rail Stations



4. Are there any destination types not included above that your customers commonly use your service to access?

8
Responses

Latest Responses
"Shelters"

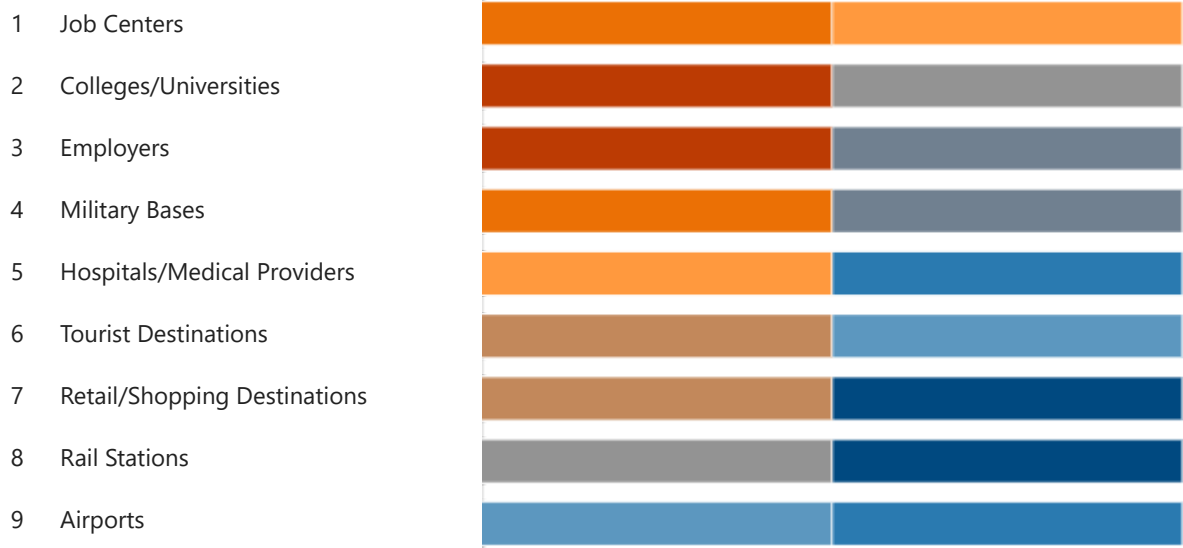
3 respondents (38%) answered **Senior** for this question.

Court
school
Nutrition and Recreation
EOC
Day Services
Centers for Nutrition utility billing
Government Offices
Offices
social Senior
Nutrition Centers
Banks and restaurants
post offices
Adult Day
Offices
Cit
billing offices
Publi
departments such

5. Based on ridership data and/or your observations and experience, please rank the following destination types in terms of how often your service is used to access them.

Rank Options

First choice ■ ■ ■ ■ ■ ■ ■ ■ Last choice

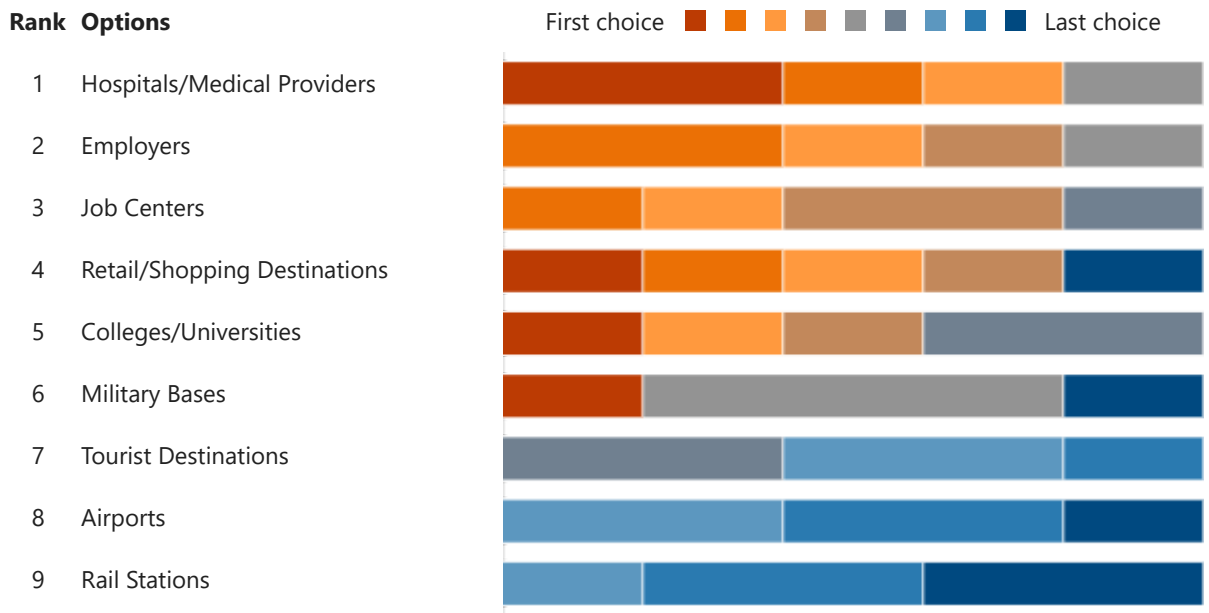


6. Are there any destination types not included above that your customers commonly use your service to access?

1
Responses

Latest Responses
"Major Urban Centers, Friends and Family"

7. Based on ridership data and/or your observations and experience, please rank the following destination types in terms of how often your service is used to access them.



8. Are there any destination types not included above that your customers commonly use your service to access?

4
Responses

Latest Responses
"Nutrition Centers"

9. Does your organization provide feeder service?

● Yes	3
● No	13



10. Which intercity bus stops and/or routes do you provide feeder service to?

3
Responses

Latest Responses

11. Are there additional bus stops and/or routes you are actively considering providing feeder service to but do not do so currently?

● Yes	1
● No	2



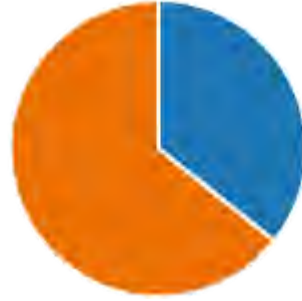
12. Can you describe which intercity bus stops and/or routes you are consider providing feeder service? Please also include any challenges or barriers you face in doing so.

1
Responses

Latest Responses

13. Is your organization interested in providing novel feeder service to intercity bus stops and/or routes?

- Yes 5
- No 9



14. Can you describe why your organization does not currently provide feeder service to intercity bus stops and/or routes? In your answer, please also describe any challenges or barriers you currently face and any bus stops and/or routes you are interested in providing feeder service to.

5
Responses

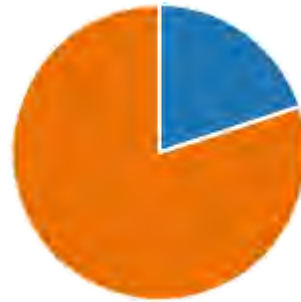
Latest Responses

2 respondents (40%) answered **Bus Stations** for this question.

changes of buses **ROI**
needs in that area **Bus Stations**
Airport in OKC **bus stops** **airport and Bu**

15. Does your organization provide service to ICB stops?

● Yes	1
● No	4



16. Which intercity bus stops and/or routes do you provide service to?

1
Responses

Latest Responses

17. Are there additional bus stops and/or routes you are actively considering providing service to but do not do so currently?

● Yes	0
● No	1



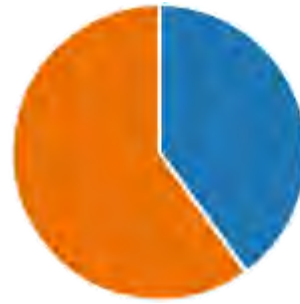
18. Can you describe which intercity bus stops and/or routes you are consider providing service? Please also include any challenges or barriers you face in doing so.

0
Responses

Latest Responses

19. Is your organization interested in providing novel service to intercity bus stops and/or routes?

● Yes	2
● No	3



20. Can you describe why your organization does not currently provide service to intercity bus stops and/or routes? In your answer, please also describe any challenges or barriers you currently face and any bus stops and/or routes you are interested in providing feeder service to.

1
Responses

Latest Responses

21. Are there urban areas your organization is considering providing novel intercity bus service to?

● Yes	1
● No	1



22. Please identify the urban area(s) your organization is considering providing novel service to and any challenges or barriers faced in doing so.

1
Responses

Latest Responses

23. Are there routes where your organization would like to increase service frequencies?

- Yes 2
- No 0



24. Please describe the routes where additional service is needed, including if there are planned service upgrades to address these needs or any barriers/challenges faced.

2
Responses

Latest Responses

"Service between Oklahoma City and Dallas, TX"

25. Are there existing ICB routes that are vulnerable to service reductions or termination?

- Yes 0
- No 2



26. Please identify the routes that are vulnerable to service reductions or termination and describe why this vulnerability exists.

0
Responses

Latest Responses

27. Have your customers experienced connectivity issues between intercity bus and urban or rural public transit services?

- Yes 0
- No 2



28. Please describe the connectivity issues your customers have been experiencing.

0
Responses

Latest Responses

29. Has your organization identified or recently implemented changes to your ICB service to attract more customers?

- Yes 1
- No 1



30. Please describe any planned or recently implemented changes.

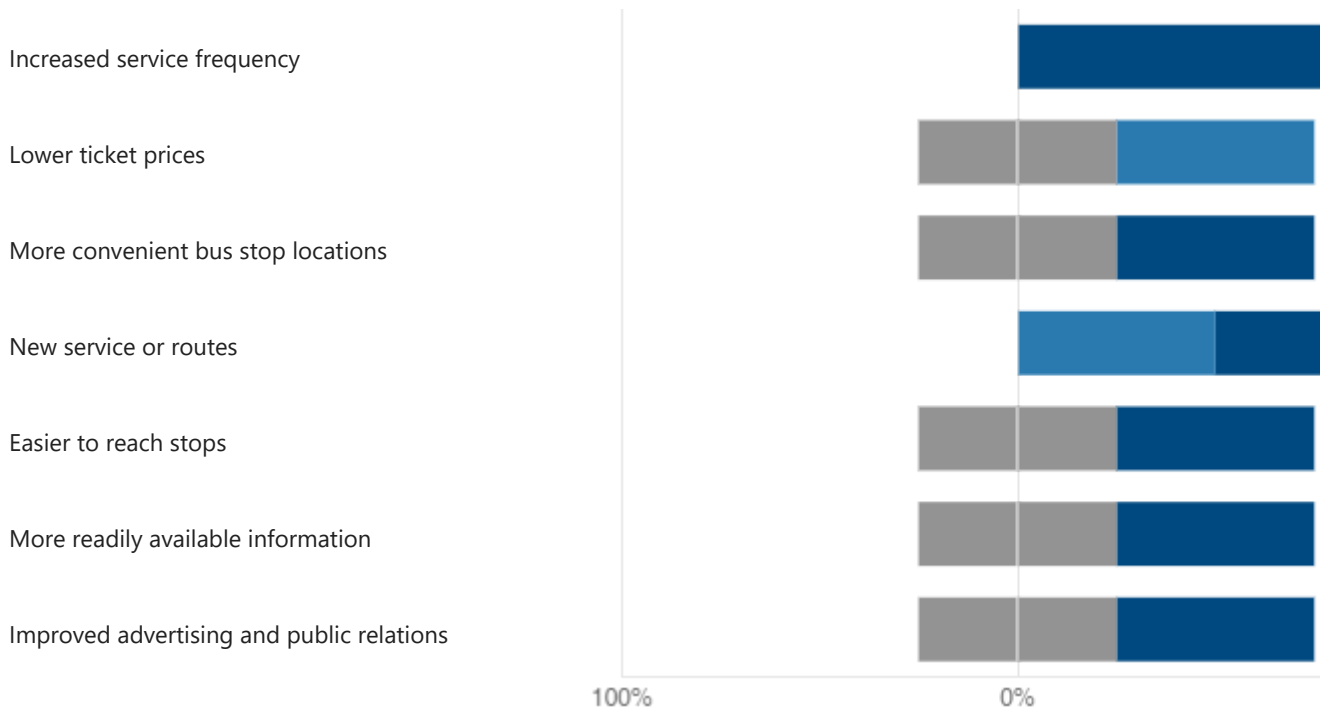
1
Responses

Latest Responses

"We respond to ridership data and onboard surveys and make ...

31. On a scale of 1-5, how effective do you believe the following would be at increasing intercity bus ridership?

1 2 3 4 5



32. Have you received feedback from current/potential customers indicating they were either prevented from or experienced difficulty in using your intercity bus service?



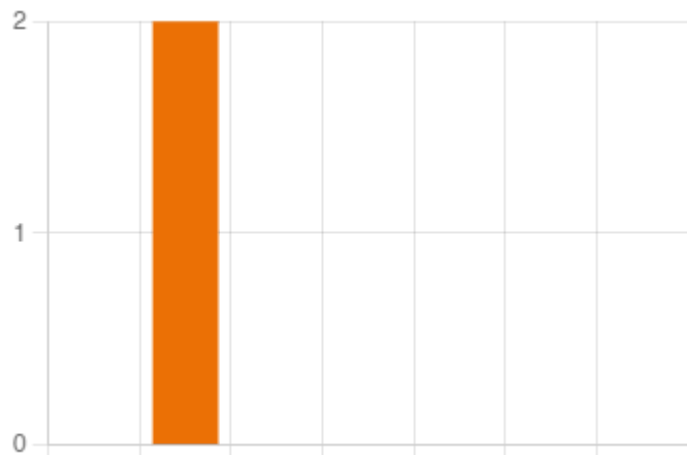
33. Which routes or urban areas are customers experiencing difficulties in using intercity bus service to access?

1 Responses

Latest Responses
"nothing specific"

34. What is the most common challenge that customers experience?

- Service did not exist between th... 0
- Service not offered at appropria... 2
- Service not offered on appropri... 0
- Service cost too much 0
- Customer could not reach origi... 0
- Customer could not depart fro... 0
- Other 0



35. If customers are unable to use intercity use to complete their trips, are they typically able to do so using a different mode of transportation?

- Yes 1
- No 1



36. How do customers typically reach their destination when they cannot do so via ICB?

1 Responses

Latest Responses

37. Do you have any additional comments regarding ICB service in Oklahoma?

11 Responses

Latest Responses

- "N/A"
- "Access to Intermodal facilities. We are not able to get access t..."
- "n/a"

5 respondents (50%) answered **services** for this question.



From: Eduardo Machuca <EMACHUCA@ODOT.ORG>

Sent on: Friday, June 17, 2022 2:33:43 PM

To: Cem Onbasi <Conbasi@jeffersonlines.com>; Stephanie Gonterman <stephanie@isaacs-assoc.com>; Quach, Lephah <LEPHAN.QUACH@greyhound.com>; Jared Schwennesen <JSCHWENNESEN@ODOT.ORG>; Kyle Stevens <KSTEVENS@ODOT.ORG>; Olivia Hook <OHook@odot.org>; Julianne Halliday <JHalliday@odot.org>; Nelson, Paul <Paul.Nelson1@wsp.com>; Long, Matthew B. <Matthew.Long@wsp.com>; Sherman, Andrea <Andrea.Sherman@wsp.com>; Alexis Espino <a.espino@govillagetravel.com>; Amy Hendricks <a.hendricks@govillagetravel.com>; andrea@oktransit.org; beavertransit@yahoo.com; Brent Morey <gbrentmorey@gmail.com>; tcollom@pldi.net; callarideada@gmail.com; carlotta.gonzalez@socag.org; charla.sloan@kibois.org; cswearingen@cocaa.org; Darla Morse (WVT) <dmorse@washitavalleycac.com>; Demetria Dixon (ENID) <ddixon@enid.org>; Dena Wilson <dwilson@muskogeecountytransit.org>; Enid (Steven Puckett <spuckett@enid.org>; Erica Pogue <e.pogue@incacaa.org>; Gilbert Nuncio (RED) <redriver@pldi.net>; martin.hernandez@guymonok.org; Hintergardt, Rhonda <rhonda.hintergardt@guymonok.org>; ingrid.gifford@socag.org; Jean Blough (CST) <Jean@noda-ok.org>; jmcmillin@littledixie.org; knichols7@windstream.net; kmcgeady@grandgateway.org; l.thornley@incacaa.org; Latischa Lemasters (PEL) <llemasters@grandgateway.org>; lcorff <lcorff@ucapinc.org>; Liz Jones <ljones@bigfive.org>; magbtransportation@yahoo.com; mary.williams@enid.org; melissa.trolley@yahoo.com; micky@magb.org; misty.trolley@yahoo.com; Randy Heisler <rheisler@ucapinc.org>; Redonna Perry <Redonna.Perry@kibois.org>; Rita Kroll (CST) <rita@noda-ok.org>; skey@washitavalleycac.com; SORTS (Mike Davis) <mkdavis@bigfive.org>; steven.spradling@okstate.edu; bloudermilk@cocaa.org; Tanya Gleghorn (SORTS) <tgleghorn@bigfive.org>; deltatransitdirector@gmail.com; thomas.duncan@okstate.edu; tlowery@cocaa.org; Amtrak (Adam Krom) <Adam.Krom@amtrak.com>; Amtrak (P. Lusk) <plusk@amtrak.com>; stennit@amtrak.com; Go Village Travel (J. Arensdorf) <j.arendorf@govillagetravel.com>; Isaacs Assoc (C. Ashlie) <cashlie@isaacs-assoc.com>; Jefferson Lines (Bonnie B.) <bonnieb@jeffersonlines.com>; Bobby Parkinson <BParkinson@odot.org>; John Heavrin <JHeavrin@odot.org>; Mike Woodhams <MWOODHAMS@ODOT.ORG>; Raleigh Sloup <rsloup@odot.org>; Veronica Clark <VClark@odot.org>

Subject: IC Consultative Process

Hello Oklahoma Rural Transit Providers and ICB Operators,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) transportation in Oklahoma. Part of this process involves consultation meetings with ICB service providers, rural transit providers, and TDOT representatives. **Your participation in these consultation meetings is critical to identifying unmet ICB needs and to discuss proposals for meeting those needs.**

The first consultation meeting is scheduled for **Wednesday, June 29th, 2pm-4pm CST via virtual format**. A link to the meeting invite is here:

<https://www.zoomgov.com/j/1602893963>

Meeting ID: 160 289 3963

One tap mobile

+16692545252,,1602893963# US (San Jose)

+16692161590,,1602893963# US (San Jose)

Dial by your location

+1 669 254 5252 US (San Jose)

+1 669 216 1590 US (San Jose)

+1 646 828 7666 US (New York)

+1 551 285 1373 US

833 568 8864 US Toll-free

833 435 1820 US Toll-free

Meeting ID: 160 289 3963

Find your local number: <https://www.zoomgov.com/u/abMGc2o21p>

Also, if you have not already completed the ICB providers survey (distributed via email on June 14,2022), please do so ASAP. Your survey response is an integral part of the ICB analysis and assessment currently underway by ODOT: <https://forms.office.com/r/8UbVZhJcl>.

Your time and participation in this planning process is appreciated. Please do not hesitate to reach out with any questions or concerns. Thank you.

Thank You,

Eduardo Machuca
Office of Mobility & Public Transit
Project Manager
Cell – 405-443-9998
Email: emachuca@odot.org



Intercity Bus and Rural Transit Service Provider Consultation
June 29, 2022
2:00 – 4:00 PM CST

Meeting Goals

- Baseline understanding of FTA 5311(f) program assessment
- Summary of current ICB operations and demand for intercity bus service
- Detail data collection and review process
- Discuss future program application and compliance requirements

Agenda

- 1) Introduction
- 2) Discuss 5311(f) intercity bus needs assessment
- 3) Current ICB services and demand (operator lead discussion, ODOT supplemental data)
- 4) ODOT transit funding for ICB
- 5) Operator survey results
- 6) Subrecipient compliance requirements under 5311(f)
- 7) Discuss potential next call for projects process
- 8) Next Meeting

Oklahoma Department of Transportation
Office of Mobility & Public Transit
Intercity Bus Needs Assessment
Consultation Meeting



June 29, 2022
2:00pm – 4:00pm CST

Agenda


NOTE: MEETING IS BEING RECORDED

- 1) Introduction
- 2) Discuss 5311(f) intercity bus needs assessment
- 3) Current ICB services and demand (*operator lead, ODOT data*)
- 4) ODOT transit funding for ICB
- 5) Operator survey results
- 6) Subrecipient compliance requirements under 5311(f)
- 7) Discuss next call for projects
- 8) Continued Coordination






Introductions

- ODOT
 - WSP
 - ICB Operators
 - Rural Transit Providers
 - Other attendees
- 



What is Intercity Bus?

- ***Intercity bus service*** is **REGULARLY SCHEDULED** bus service for the general public which operates with **LIMITED STOPS** over **FIXED ROUTES** connecting **TWO OR MORE URBANS AREAS** not in close proximity, has the capacity for transporting **BAGGAGE** carried by passengers, and makes **MEANINGFUL CONNECTIONS** with scheduled intercity bus service to more distant points, if such service is available.
 - ***Feeder service*** picks up passengers outside of an urban area and delivers passengers to a transfer point in an urban area.
- 

ICB Study Background

ODOT is required to complete an assessment of intercity bus needs throughout the state in accordance with 49 USC 5311

FTA Circular 9040.1G , Section VIII

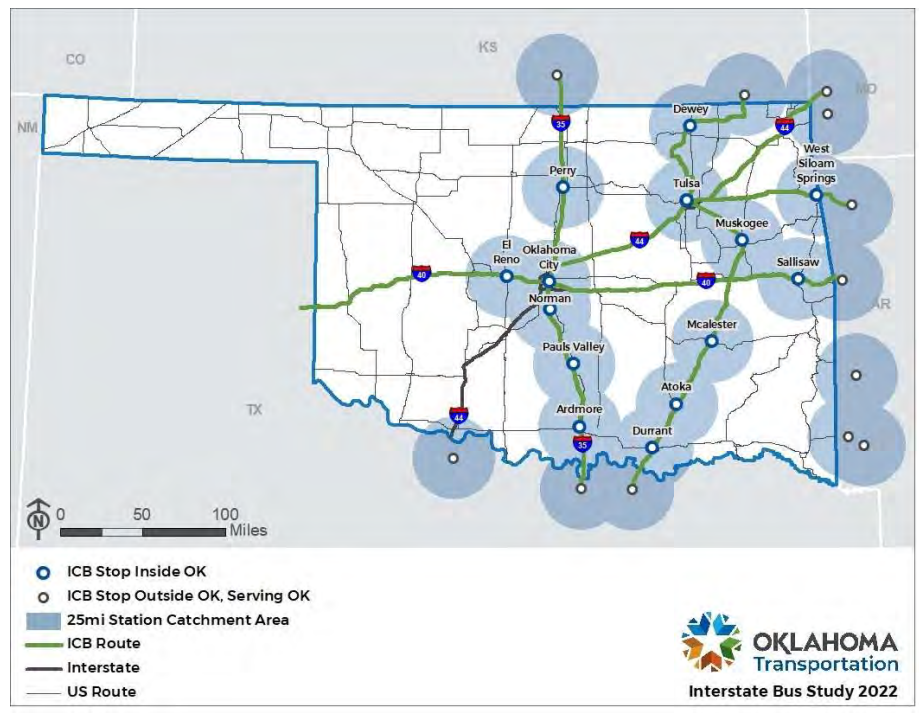
“to carry out a program to develop and support intercity bus transportation,” unless the governor certifies that “the intercity bus service needs of the state are being met adequately.”

- the assessment of intercity bus needs may be made relative to other rural needs in the state
- support the connection between rural areas and the larger regional or national system of intercity bus service.
- support services to meet the intercity travel needs of residents in rural areas.
- support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

Consultation Process

- Inform the state’s rural planning process, encourage participation in that process
- Opportunity to submit comments identifying unmet needs
- Opportunity to discuss proposals for meeting unmet needs
- Include ICB providers in scheduled state agency and transit meetings
- Notify providers of state availability of funds
- Inform of local coordinated public transit-human services transportation plans

Existing Service Areas

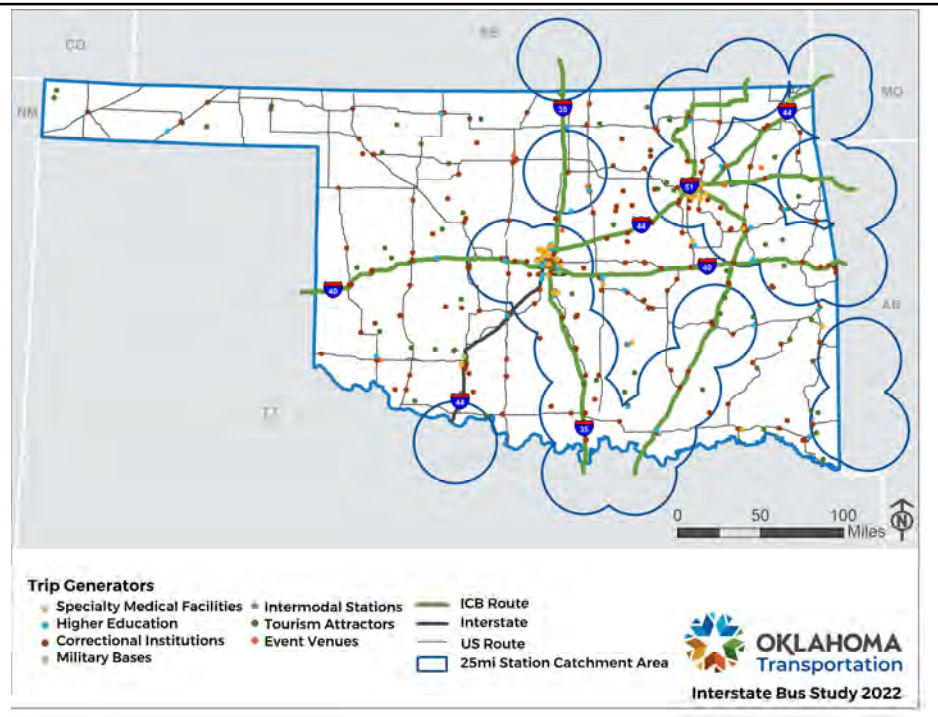


ICB Level of Service

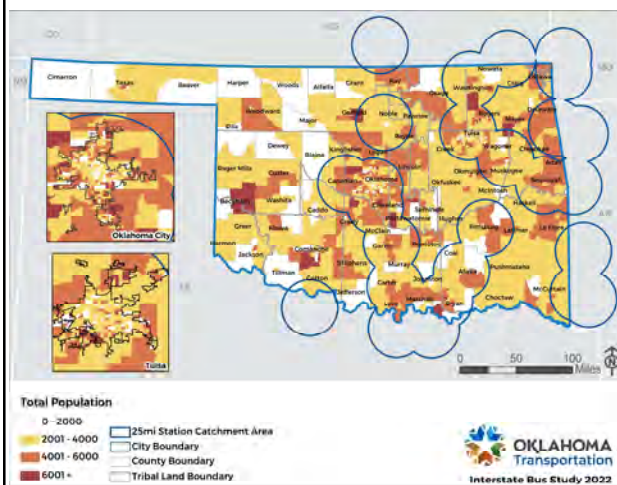
Station	Daily Trips	Origins	Destinations	Carrier
Ardmore	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Atoka	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Dewey	2	Des Moines, Tulsa	Des Moines, Tulsa	Jefferson Lines
Durant	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
El Reno	4	Los Angeles, New York	Los Angeles, New York	Greyhound
Mcalester	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Muskogee	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Norman	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Oklahoma City	9	Dallas, Kansas City, Los Angeles, Memphis, Oklahoma City, New York, Newton (KS)	Dallas, Kansas City, Los Angeles, Oklahoma City, New York, Newton (KS)	Greyhound, Beeline Express
Oklahoma City Amtrak	2	Oklahoma City, Newton (KS)	Oklahoma City, Newton (KS)	Beeline Express
Pauls Valley	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Perry	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Sallisaw	1	Memphis	Oklahoma City	Greyhound
Tulsa (Bus Station)	10	Dallas, Los Angeles, New York, Tulsa	Dallas, Los Angeles, New York, Tulsa	Greyhound, Jefferson Lines
Tulsa (OSU)	2	Tulsa	Tulsa	Jefferson Lines
Total	46			

Existing Service & Potential ICB Trip Generators

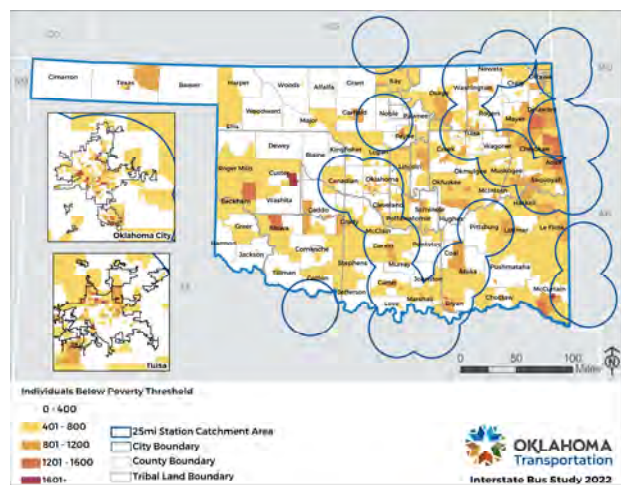
25-mile area from station



Oklahoma Demographics

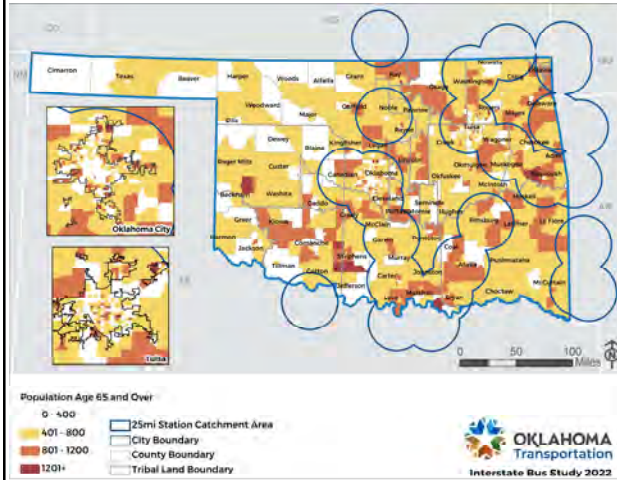


Total Population

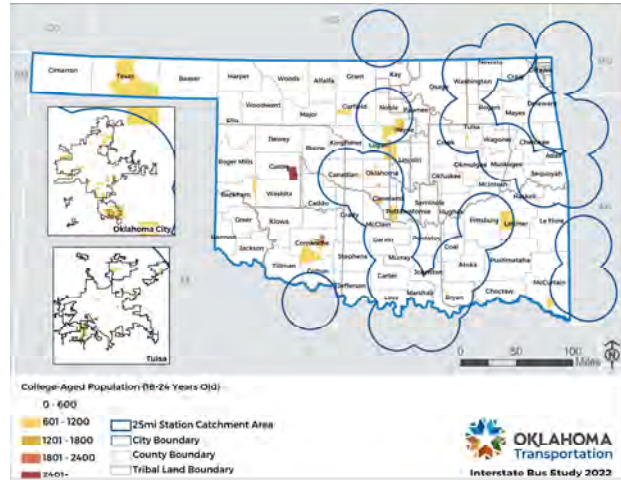


Individuals below Poverty Threshold

Oklahoma Demographics

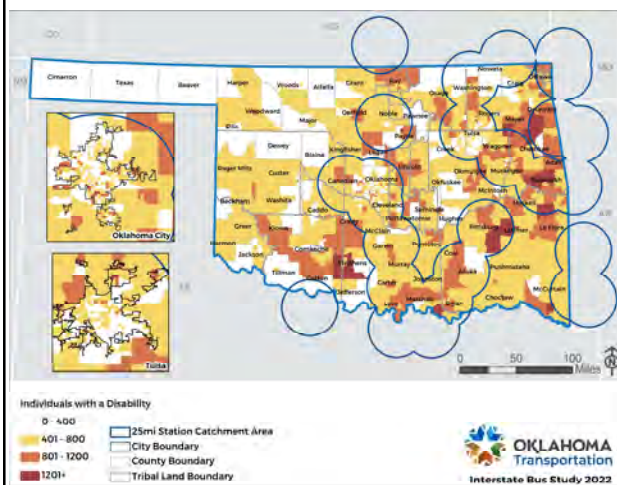


Age 65 & Over

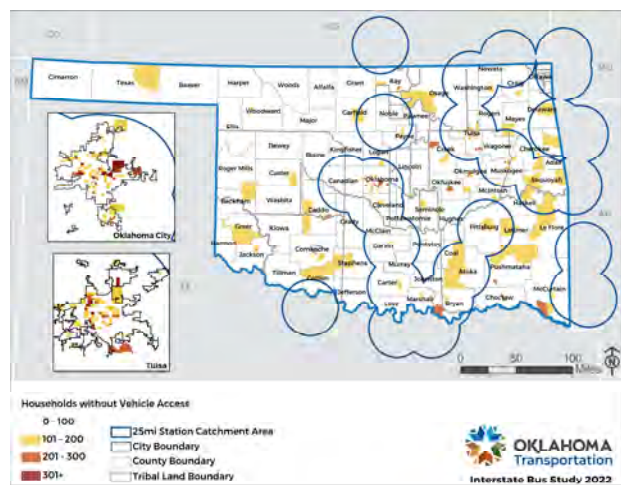


Age 18 - 24

Oklahoma Demographics

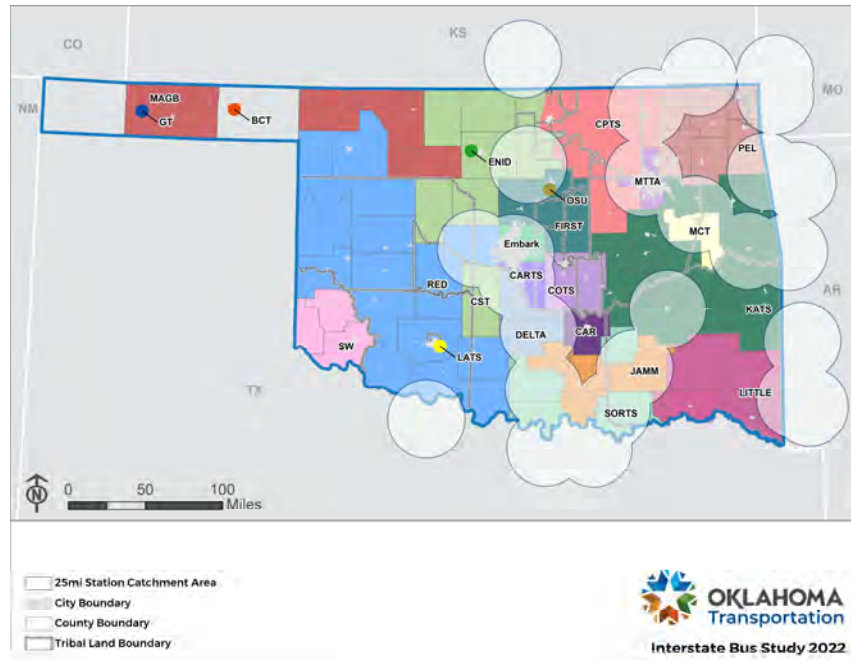


Individuals with a Disability



Households w/o Vehicle Access

5311 Rural Transit Service Areas



Feeder Connections



DELTA Public Transit:
connecting service to **Pauls Valley Greyhound**



JAMM Transit: demand response service to **Durant, McAlester, and Ardmore Greyhound stations**



CAR: demand response feeder service to **Pauls Valley Greyhound**



SOCAG Southwest Transit: provided connections to Greyhound bus stop in Elk City (discontinued in 2019)

Funding

Year	ODOT Amount	ODOT Portion of Federal Funding	5311(f) Maximum Amount (15%)
2022 (Partial Year)	\$6,236,847	2.35%	\$935,527
2021	\$17,118,366	2.35%	\$2,567,755
2020 CARES	\$51,392,612	2.36%	\$7,708,892

FY 2021 5311 Funding	
Agency	Funding Received
Greyhound	\$2,571,082
Jefferson Lines	\$552,547
Village Travel	Did not apply

CARES Funding		
Agency	Funding Requested	Funding Received
Greyhound	\$5,282,976	\$6,819,603
Jefferson Lines	\$157,081	\$560,598
Village Travel	\$262,434	\$328,699

Stakeholder & User Surveys

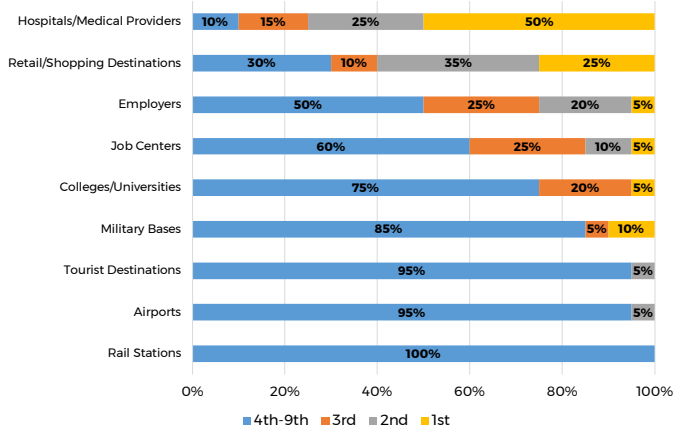
- Two (2) online surveys were released as part of public outreach:
 - Stakeholder/User Survey ([Link to Stakeholder/User Survey](#))
 - Local/County Governments, Colleges/Universities, Major Employers, Non-profits, Private Citizens
 - Provider Survey ([Link to Provider Survey](#))
 - ICB Operators, 5311's, 5307's
- Paper option provided, upon request
- Open until **July 8th**
- The surveys primarily covered the following subjects:
 - Current ICB and public transit usage
 - Existing service
 - New service opportunities
 - Planned/potential service improvements
 - Accessibility to ICB stops



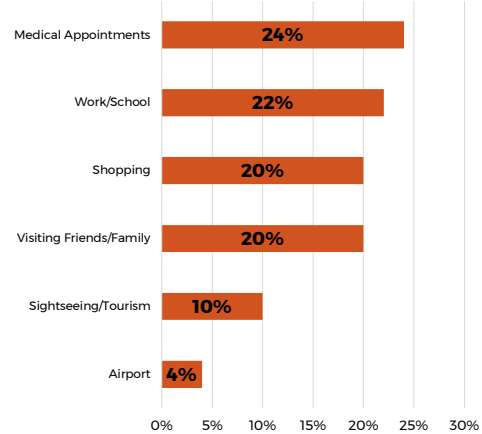
Key Takeaway 1:

Medical appointments, shopping, and employment are the main reasons customers use ICB and public transit.

Provider Ranking of Most Common Destinations



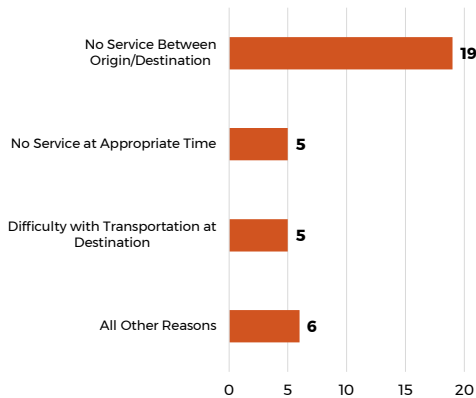
User Purposes for Using ICB



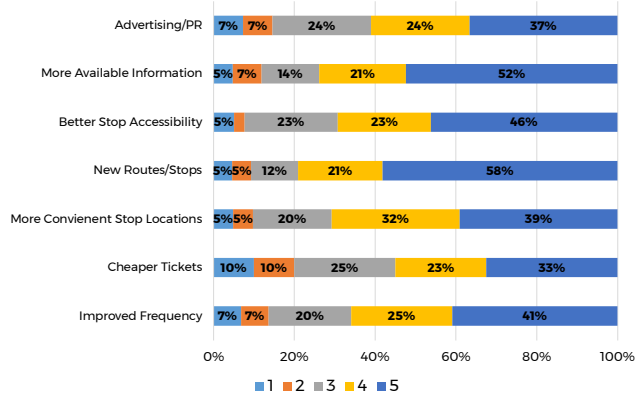
Key Takeaway 2:

Stop location and stop accessibility are top of mind for customers.

Users Reasons for Not Completing ICB Trip



User Ratings of Effective of Service Improvements (5 = Most Effective)



Key Takeaway 3:

Close coordination is crucial between ICB providers and feeder service providers.

Q: Can you describe why your organization does not currently provide feeder service to intercity bus stops and/or routes?

- “They moved the locations of the local bus stops or cancelled them all together. *They were a good resource for the communities when we had them.*”
- “We only have one 10 passenger vehicle at this time. *I would like to provide a service with that vehicle to run back and forth between OKC and Shawnee* areas for meeting up with a provider in OKC area for any needs in that area.”
- “Very little if any demand to justify expense and scheduling. *Not for sure what routes and stops are currently available* but would be interested in being a part of the conversation to be a help if needed.”

Q: Do you have any additional comments regarding ICB service in Oklahoma?

- These types of services are cost prohibitive for the rider and *our hours of operation are not conducive to early morning connections to Greyhound or Stillwater Airport. Greyhound bus services are located a minimum of 45 miles. They go north once per day and south per day between Oklahoma City and Wichita at hours we are not open...*
- Given our area in *Garfield County, in Enid, OK*, is just now considered an urban area, we do not have ICB services or stops set up in our community. *If this is implemented in our area, we would provide this service.*

Open
Discussion on
Current ICB
Service &
Needs

- Unmet service needs (ICB, rural)
- Proposed solutions
- Documentation of Need & Utilization
- Trip Denial Log? Surveys?
- New service plans?




Thank you for your participation in today's ICB Assessment Consultation Meeting

ICB Needs Assessment Public Meeting
Wednesday, July 13th, 2-4pm CST

Matthew Long, WSP
matthew.long@wsp.com

Kyle Stevens, ODOT
KSTEVENS@ODOT.ORG



Meeting Attendees

Dena Wilson- Muscogee County Transit
Laura Corff- Cimarron Public Transit, Greyhound, Jefferson
Mike Davis- SORTS
Bonnie Buchanan- Jefferson Lines
Stephanie Gonterman- Greyhound
Charla Sloan- KI BOIS Transit
Tom Duncan- OSU Transit
Steve Woelfel- Jefferson Lines
Cem Onbasi- Jefferson Lines
Erica Pogue- JAMM
Redonna Perry- KI BOIS Transit
Gilbert Nuncio- Red River Transportation
Mike Woodhams- ODOT
Bobby Parkinson- ODOT
Olivia Hook- ODOT
John Baranowski- Greyhound
Micky Flynn- MAGB
Cory Swearingen- COCAA

Discussion

- L. Corff.: Does Jefferson, Greyhound or Village have any plans to increase frequency or add additional stops?
 - J. Baranowski (Greyhound):
 - Greyhound and Jefferson will say same thing; biggest problem is driver shortage, which is lasting longer than they thought; loads have never been higher, but they cannot add new service; sometimes can't get people tickets
 - Wants government to help fill the gap on routes that might be not as feasibility for ICB
 - Steve Woelfel (Jefferson):
 - #1 Priority: Looking to add second route between Eastern OK and Kansas City; main issue is obtaining drivers
 - Stephanie (Greyhound):
 - Greyhound also looking to add services, but is waiting on contracts
 - Wichita Falls to OKC is a route they are currently considering
- Matthew: What would you use 5311(f) funds for?
 - Stephanie (Greyhound): Answer is "Yes" to everything; equipment, operating assistance (fuel, drivers, marketing)
 - Facing timing and paperwork issues
 - Bonnie (Jefferson):
 - New service between Tulsa and Fayetteville, connection with Greyhound
 - Connection with Jefferson in Inola (self)
 - Challenge to make new service where service has never been made before
 - Stillwater connection with OSU; we stop at college before stopping at bus depot
 - Currently bringing back regular surveys as part of marketing
 - Speak frequently with toll free call center operators to identify challenges customers are facing

- Stephanie (Greyhound)
- Matthew: How do you allocate interstate trips?
 - Stephanie (Greyhound): Costs determined on national cost per mile, miles based on miles within state. Revenues calculated on a segment/route basis
 - Steve Woelfel (Jefferson): Regional, but the same model
 - Bottom line: they say they are properly allocating miles
- Matthew: What are your biggest gaps?
 - J. Baranowski (Greyhound): 5311F great for derisking new services, but it is difficult to coordinate with public transit agencies
 - Have tried to coordinate with some communities, but it is difficult in some communities and easier in others
 - Amtrak station makes the most sense as a location, sometime interline potential
 - Can coordinate on ticketing
 - Stephanie: ICB needs are lower nowadays, don't need many ancillary services
 - Maybe conversation is tainted by history?
 - Footprint is just so much smaller nowadays
 - B. Buchanan (Jefferson): Currently lack connections to public transit agencies, but we really want to coordinate

Matthew: What are you using CARES funds for? Are they enough? Need more?

- Stephanie: Yes, we need funds. CARES funds are gone. OK has not yet addressed the ARP funding, and then we are looking to access 5311F funding
 - CARES was first foray into OK, on top of past coordination
 - 2021 funding: Still need contract
 - Looking to fortify and expand service
 - Wichita Falls-Dallas is a good route, which stopped maybe like 5-6 years ago
 - Need ODOT to cover the gap
 - Bonnie: Jefferson tried to make this connection but couldn't
- Matthew: How much do ICB operators coordinate between each other?
 - Bonnie: Issue we have had in the past is maintaining our existing connections with significantly changing Greyhound connections at the time
 - Military base in Lawton and Wichita Falls were supportive
 - John B: COVID has spurred more of these scheduling conversations
 - Cut back to stay solvent
 - This is a regular topic between Greyhound, Jefferson, Village; want the feed from each other

Matthew (to 5311s): What have you heard? Do you have collaboration with ICBs? Are the connections convenient?

- See chat for summary of 5311 comments
- What gaps would you like to fill with additional funding?
 - Stephanie: analyzing where to increase service or add new service
 - Facilities access is a big issue; would like use funding for security services or infrastructure, or whatever can make facilities access happen
 - We are willing to help mitigate any of the negative impact; security, lighting, shelter

- John B
 - Toledo story: had standalone shelter that was bad, worked with Port of Toledo (controls Amtrak); basic building, but had Subway and waiting restrooms; schedule increased as a result
 - Frequency, station access, human resource (internal ICB issue)

Appendix 4: Public Engagement Materials



Contact Us

Success Begins Here. Get in Touch

Name

Kyle Stevens

E-mail

kstevens@odot.org

Message

Greetings,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below).

Type the characters below:

f v k k i n

lvkkin



Contact us

Reach out to us and let us know if there is anything we can do for you

Kyle Stevens

kstevens@odot.org

Greetings,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of

This form is protected by reCAPTCHA and the Google Privacy Policy and Terms of Service apply.

Submit

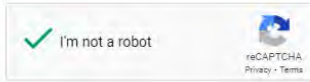
Contact Us

First Name *

Last Name *

Email (Primary) *

Message *
Greetings,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below). The results will be used to inform the study team's



Submit



Contact Us

Give us a call to discuss anything your travel or relocation needs. Let us know how we can help!

918-567-3434

Visit Our Office:
201 First Street

First Name *: Last Name *:

Email Address *: Phone Number *:

How can we help?
intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below). The results will be used to inform the study team's assessment of existing intercity bus service in Oklahoma and support recommendations for funding of intercity bus service in the future.
The perspectives of current and prospective intercity bus users are critical. Please distribute this email and survey to your constituents/patrons or someone who

Seiling Chamber of Commerce

* Indicates required field

Name *

Kyle Stevens

First Last

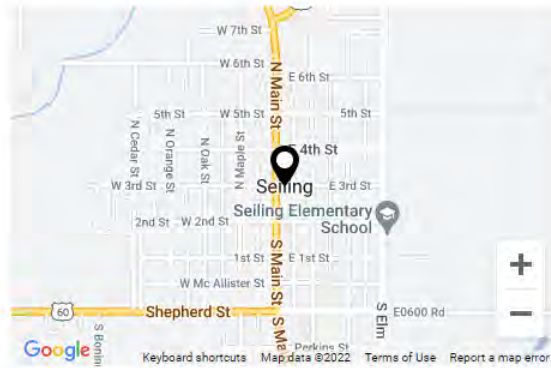
Email *

kstevens@odot.org

Comment *

Greetings,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below). The results will be used to inform the study team's assessment of existing intercity bus service in Oklahoma and support recommendations for funding of intercity bus service in the

Submit



Yukon Chamber of Commerce

Get In Touch

Name
Kyle Stevens

Email
kstevens@odot.org

Message
Greetings,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to

I'm not a robot

reCAPTCHA
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SEND MESSAGE

A Google Maps screenshot showing a street grid in Yukon, Oklahoma. A red location pin is placed on Main Street between 4th and 5th streets, labeled 'Yukon Chamber of Commerce'. Other nearby locations include 'Grady's 66 Pub', 'The Big Easy', and 'Honey Do Checklist'. The map shows streets including N 4th St, N 3rd St, N 2nd St, Birch Ave, Cedar Ave, S 4th St, S 3rd St, S 2nd St, S 1st St, S 5th St, S 6th St, S 7th St, S 8th St, S 9th St, S 10th St, S 11th St, S 12th St, S 13th St, S 14th St, S 15th St, S 16th St, S 17th St, S 18th St, S 19th St, S 20th St, S 21st St, S 22nd St, S 23rd St, S 24th St, S 25th St, S 26th St, S 27th St, S 28th St, S 29th St, S 30th St, S 31st St, S 32nd St, S 33rd St, S 34th St, S 35th St, S 36th St, S 37th St, S 38th St, S 39th St, S 40th St, S 41st St, S 42nd St, S 43rd St, S 44th St, S 45th St, S 46th St, S 47th St, S 48th St, S 49th St, S 50th St, S 51st St, S 52nd St, S 53rd St, S 54th St, S 55th St, S 56th St, S 57th St, S 58th St, S 59th St, S 60th St, S 61st St, S 62nd St, S 63rd St, S 64th St, S 65th St, S 66th St, S 67th St, S 68th St, S 69th St, S 70th St, S 71st St, S 72nd St, S 73rd St, S 74th St, S 75th St, S 76th St, S 77th St, S 78th St, S 79th St, S 80th St, S 81st St, S 82nd St, S 83rd St, S 84th St, S 85th St, S 86th St, S 87th St, S 88th St, S 89th St, S 90th St, S 91st St, S 92nd St, S 93rd St, S 94th St, S 95th St, S 96th St, S 97th St, S 98th St, S 99th St, S 100th St. The map includes a Google logo, keyboard shortcuts, map data, terms of use, and a report a map error link.

Thank you for visiting our website...
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Business hours

Mon - Fri: 9am - 5pm
(Closed for lunch)
Saturday: Closed
Sunday: Closed

210 W Main St,
Weatherford, OK
75096

(580) 772-7744

Feel free to contact us with questions
or special requests:

Name *

Kyle Stevens

Email *

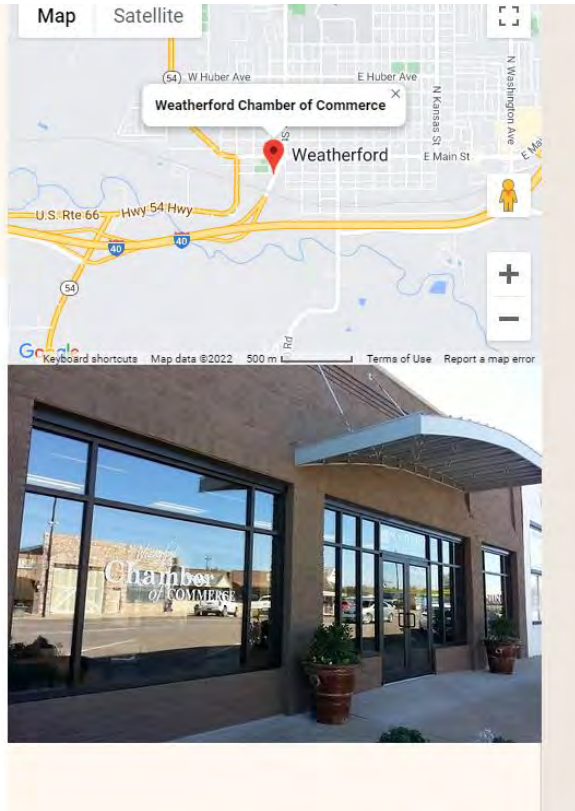
kstevens@odot.org


Subject

ODOT Intercity Bus Needs Assessment – 5-mi...

Message

Greetings,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of



 **VANCE AIR FORCE BASE** COVID-19 NEW STUDENTS


Recipient:
71 Flying Training Wing Public Affairs

Your Name: Kyle Stevens Your Email: kstevens@odot.org


Subject:
ODOT Intercity Bus Needs Assessment – 5-minute Survey

Message:
Greetings,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process


Contact Me: A response is requested.


I'm not a robot 


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Our Location

 12205 S Yukon Ave
Glenpool, OK 74033, United States

 P.O. Box 767
Glenpool, OK 74033-0767


 (918) 322-3505

Get In Touch With Us

The perspectives of current and prospective intercity bus users are critical. Please distribute this email and survey to your constituents/patrons or someone who works closely with the people your organization represents.

Survey Link: <https://forms.office.com/r/kxhiD9S4WG>

Follow Us



Y'ALL COME SEE US LIVE LIKE A LOCAL HOOTENANNIES & SHINDIGS LET'S GO TO THE MOVIES RIDING FOR THE BRAND VEST AND INVESTED CONTACT US

Name (Required)

First Last

Email (Required)

Message

Greetings,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below). The results will be used to inform the study team's assessment of existing intercity bus service in Oklahoma and support recommendations for funding of intercity bus service in the future.
The perspectives of current and prospective intercity bus users are critical. Please distribute this email and survey to your constituents/patrons or someone who works closely with the people your organization represents.
Survey Link: <https://forms.office.com/r/kxhiD9S4WG>
The survey will be open until July 8th, 2022.

CAPTCHA



CONTACT US

* Name	* Email	Phone
<input type="text" value="Kyle Stevens"/>	<input type="text" value="kstevens@odot.org"/>	<input type="text" value="1 (781) 893-0000"/>

Questions & Comments

Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below). The results will be used to inform the study team's assessment of existing intercity bus service in Oklahoma and support recommendations for funding of intercity bus service in the future.

Grove Area Chamber
111 W 3rd Street
Grove, OK 74344
(918) 786-9079

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Prague Chamber of Commerce
Debbie Grissom, Executive Secretary
405-567-2616
PO Box 111, Prague, OK 74864
Office Hours: M - Th 9 AM - 4 PM

First Name *

Last Name *

Email *

Address

Address 2

City

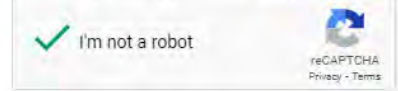
State

Zip

Phone *

Comments *

Survey Link:



McAlester Army Ammunition Base

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From Email Address

Subject


Message

1424 of 22000

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Jay Chamber of Commerce



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Your name

Your email

Subject

Your message

Stratford Chamber of Commerce

- Home
- Location
- Town Information
- Community
- Chamber Board of Directors
- Chamber Members
- Peach Festival
- Yearly Events
- Contact the Chamber

Contact The Chamber

Name *

First: Last:

Email *

Comment *

Greetings,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below). The results will be used to inform the study team's assessment of existing intercity bus service in Oklahoma and support recommendations for funding of intercity bus service in the future.

The perspectives of current and prospective

SUBMIT

* Required fields

Stratford Chamber of Commerce
P.O. Box 491

grand lake Lake Info Stay Eat Things To Do Shop Cities Area Services Real Estate Members **Contact Us** Search

Upcoming Events

Today 4

Tuesday, June 14

- 2022-2023 Cherokee Nation Scholarship Program
- Looking for Volunteers at Har-Ber Village Museum
- Flag Day
- 8:30am Cardio & Strength Mash
- 9:00am Water Aerobics Classes
- 9:30am SilverSpeakers Yoga
- 10:00am Grand Lake Newcomer Monthly Meeting
- 10:00am Guided Jellyfish Painting - Ages 6 - 11
- 10:30am Yoga
- 11:30am Tai Chi
- 12:00pm Lap Swim
- 1:00pm Free Workshop for Youth Theatre Studen

View Larger Calendar

Contact Us

Name *

Email Address *

Phone


Subject

Comments *

Greetings,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to determine the need for and utilization of intercity

Submit

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Become a Member 

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Email Us

The survey will be open until July 8th, 2022. Please send any questions regarding this survey or the Statewide Intercity Bus Needs Assessment to Matthew Long at matthew.long@wsp.com and copy Kyle Stevens at kstevens@odot.org.

Intercity bus service is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting

11 + 12 = 23

Davis Chamber of Commerce

determine the need for and utilization of intercity bus (ICB) transportation in Oklahoma. Part of the assessment process involves a 5-minute online survey (link to survey below). The results will be used to inform the study team's assessment of existing intercity bus service in Oklahoma and support



The Castle At Turner Falls Park.





Oklahoma Department of Transportation

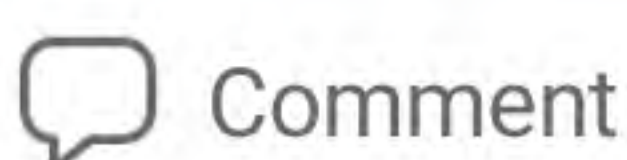


12m · 

Do you or someone you know use intercity bus service, like a commercial coach, in Oklahoma? Or are you part of an organization that serves clients who use intercity bus service?

If so, ODOT needs your feedback to help us assess existing service and support recommendations for improvements.

Please take our 5-minute online survey by July 8 at <http://ow.ly/qCr250JAb0k>





2022 ODOT Intercity Bus Survey for Local Governments, Stakeholders, and Transit Passengers

This survey is designed by the Oklahoma Department of Transportation (ODOT) Multimodal to aid in the development of a Statewide Intercity Bus (ICB) Needs Assessment. The survey should take users approximately 5-minutes to complete. Your answers to the questions below will inform ODOT of existing intercity bus service demand and unmet need in Oklahoma as well as support recommendations for allocating federal funds for intercity bus service in the future. If you have any questions about this survey or the Statewide Intercity Bus Needs Assessment, please contact Matthew Long at matthew.long@wsp.com and copy Kyle Stevens at Kstevens@odot.org.

Your answers to certain questions will determine if particular follow-up questions are necessary to answer.

Intercity bus service (ICB) is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available. ICB providers include companies like Greyhound and Amtrak.

This survey only concerns ICB service between urban areas within Oklahoma. Please limit your responses to routes and urban areas within Oklahoma.

This survey will be available through July 8th, 2022.

Section 1: Background Information

1. In taking this survey, who are you speaking for?

- Municipal/County Government
- College/University
- Job Center/Major Employer
- Non-profit Organization
- Private Citizen
- Other

2. Which urban area(s) is in closest proximity to you or the organization you are speaking for?

- Fort Smith
- Lawton
- Norman
- Oklahoma City
- Tulsa
- Other

Section 2: Current Intercity Bus Usage

Intercity bus service (ICB) is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

ICB providers include companies like Greyhound and Amtrak.

3. How often do you (or your clients/patrons) typically use intercity bus service?

- Daily
- Weekly
- Monthly
- Seasonally
- Never

4. For what purposes do you (or your clients/patrons) use intercity bus service? (Select all that apply)

Note to **paper** respondents: Please only answer this question if you selected anything other than "Never" for Question 3.

- Accessing medical appointments
- Work or school-related travel
- Visiting friends/family
- Going to the airport
- Shopping
- Sightseeing/tourism
- I or my clients/patrons do not use ICB service
- Other

5. What urban areas or specific destinations do you (or your clients/patrons) access using intercity bus service?

If you indicated above that you (or your clients/patrons) do not use ICB service, please leave this question blank or answer "N/A".

Specific destinations could include both types of destinations and specific locations. For example, hospitals in general or a specific hospital.

Section 3: Challenges in Intercity Bus Usage

6. Are there situations where you (or your clients/patrons) have either attempted to or would have liked to travel between two urban areas via intercity bus but have been unable to do so?

Yes

No

7. What is the most common reason that you (or your clients/patrons) were unable to complete their trips?

Note to **paper** respondents: Please only answer this question if you answered "Yes" to Question 6.

Service cost too much

Service not offered on appropriate day for user

Service not offered at appropriate time for day for user

User could not depart from destination point of the trip

I (or my clients/patrons) have not attempted to travel between two urban areas by bus

User could not reach origin point of the trip

Service did not exist between the two urban areas

Other

8. Are you (or your clients/patrons) typically able to complete their trips using a different mode of transportation?

Note to **paper** respondents: Please only answer this question if you answered "Yes" to Question 6, that you have been unable to complete a trip in the past.

- Yes
- No
- Not applicable

9. How do you (or your clients/patrons) typically reach their destination when they cannot do so via intercity bus?

Note to **paper** respondents: Please only answer this question if you answered "Yes" to Question 6 **AND** Question 8.

Leave the space below blank or enter "N/A" if you are unsure.

Section 4: Intercity Bus Wants and Desires

10. Is there a bus stop or station in your (or your organization's) area that is currently served by intercity buses?

- Yes
- No
- Unsure

11. On a scale of 1-5, how likely would you be to increase or maintain your intercity bus service usage if the following changes were made?

Alternatively, how likely would you be to increase or maintain your intercity bus service usage if the following changes were made?

1 = lowest likelihood; 5 = highest likelihood

	1	2	3	4	5
Buses ran more often	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ticket prices were lower	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus stops were in more convenient locations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service was added to new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stops were easier to reach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Information was made more readily available	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Advertising and public relations efforts were improved	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. What urban areas or specific destinations would you (or your clients/patrons) like to access using intercity bus service?

Specific destinations could include both types of destinations and specific locations. For example, hospital in general or a specific hospital.

13. How long are you (or your clients/patrons) willing to travel to an intercity bus stop?

Alternatively, how long would you (or your clients/patrons) be willing to travel to an intercity bus stop if it was available?

- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes
- 60+ Minutes

14. How would you most like to get to and from intercity bus stops?

- Car
- Bus
- Walk
- Bicycle
- Taxi
- Ridehail (Uber, Lyft, etc.)
- Other

15. Do you have any additional comments regarding intercity bus service in Oklahoma?

Leave the space below blank or enter "N/A" if you would not like to answer.

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 Microsoft Forms

2022 ODOT Intercity Bus Survey for Local Governments, Stakeholders, and Transit Passengers

53

Responses

05:22

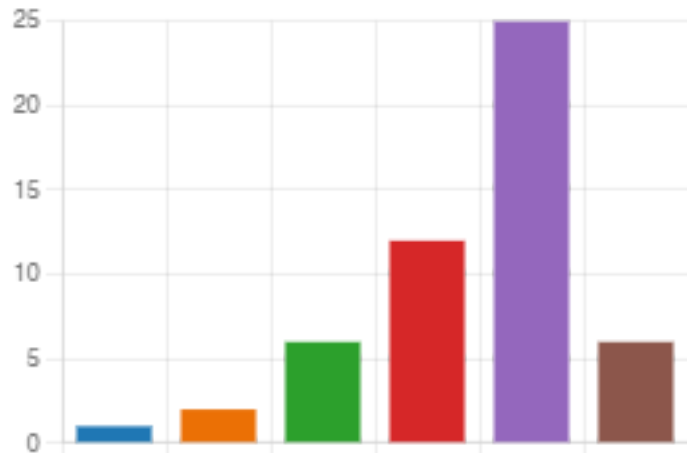
Average time to complete

Active

Status

1. In taking this survey, who are you speaking for?

● Municipal/County Government	1
● College/University	2
● Job Center/Major Employer	6
● Non-profit Organization	12
● Private Citizen	25
● Other	6



Thu 6/23/2022 11:04 AM

Eduardo Machuca

ICB Public Meeting

To

Cc Kyle Stevens; Long, Matthew B.

Bcc 'hank@flylawton.org'; 'john.storms@okc.gov'; 'ppriegel@stillwater.org'; 'taaweb@tulsairports.com'; 'mediarelationschicago@amtrak.com'; 'mediarelationschicago@amtrak.com'; 'mediarelationschicago@amtrak.com'; 'mediarelationschicago@amtrak.com'; 'mediarelationschicago@amtrak.com'; 'Susannah.Gravley'; 'ashleysellers@cowib.org'; 'bwall@greencountryworks.org'; 'Michelle.Bish'; 'trinas@sqworkforceboard.org'; 'Manning, Kerry'; 'Christi.Porter'; 'career-services-dept@cherokee.org'; 'studentservices@cameron.edu'; Eduardo Machuca (EMACHUCA@ODOT.ORG) is signed in; 'solive@carlalbert.edu'; 'kpeerson@carlalbert.edu'; 'audri.mannon@connorsstate.edu'; 'leererud@ecok.edu'; 'white@eos.edu'; 'cynthia.buck'

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) transportation in Oklahoma. **Intercity bus service** is regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points if such service is available.

Part of this assessment process involves a public meeting, which will be held **Wednesday, July 13th 2pm-4pm CST via virtual format**. Register for the meeting here:

https://www.zoomgov.com/meeting/register/vJltf-CvrzMjGYQ_mvDRdRTBW42viPJ6VI4

Upon registration, you will receive a link that you can use to access the meeting at the designated start time. Members of the public may, as an alternative to logging on to the virtual public meeting, call or email district or project staff to ask questions about the project, access project materials, and submit public comment. For additional accessibility options or translation services, contact the Office of Mobility and Public Transit at 405-521-2584

The meeting will include a presentation about existing ICB service and a discussion of additional service needs. A summary of the virtual public meeting will be prepared and posted on the meeting website.

Thank You,



Thu 6/23/2022 11:04 AM

Eduardo Machuca

ICB Public Meeting

To

Cc Kyle Stevens; Long, Matthew B.

Bcc stephanie@isaacs-assoc.com; Quach, Lephah; Cem Onbasi; stewew@jeffersonlines.com; j.arendsdorf@govillagetravel.com; a.hendricks@govillagetravel.com; landers@ridelats.com; kristen.torkelson@okc.gov; smarr@tulsatransit.org; kristen.torkelson@okc.gov; [Andrea Ball \(OTA\)](mailto:Andrea Ball (OTA)); Beaver Transit; brent morey; cadc@collom; Call A Ride; carlotta.gonzalez@socag.org; Charla Sloan; Cory Swearingen COTS; [Daria Morse \(WVT\)](mailto:Daria Morse (WVT)); [Demetria Dixon \(ENID\)](mailto:Demetria Dixon (ENID)); Dena Wilson; [Enid \(Steven Puckett\)](mailto:Enid (Steven Puckett)); Erica Pogue; [Gilbert Nuncio \(RED\)](mailto:Gilbert Nuncio (RED)); Hernandez, Martin; Hintergardt, Rhonda; ingrid.gifford@socag.org; [Jean Blough \(CST\)](mailto:Jean Blough (CST)); Jeannie McMillan; Karen Nichols; Kendra McGeady; LaQuita Thornley; [Latischa Lemasters \(PEL\)](mailto:Latischa Lemasters (PEL)); Laura Corff CPTS

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Oklahoma Department of Transportation
Office of Mobility & Public Transit
Intercity Bus Needs Assessment
Public Meeting



July 13, 2022

Project Team Introductions

- ODOT OMPT
- WSP



Agenda

NOTE: MEETING IS BEING RECORDED

- 1) Intercity Bus (ICB) Assessment Process
- 2) Current ICB service in Oklahoma
- 3) Available annual funding for intercity bus
- 4) Demographics of Oklahoma
- 5) Public survey key takeaways
- 6) Public Comment



What is Intercity Bus?

Intercity bus (ICB) is **regularly scheduled** bus service for the general public which operates with **limited stops** over fixed routes connecting **two or more urbanized areas** not in close proximity, has the capacity for **transporting baggage** carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

Key Components

- Fixed route
- Regular schedule
- Limited stops
- Connects 2+ urbanized areas
- Passenger luggage areas



ICB Assessment Process

Current Efforts

- Data collection and analysis
- Public and stakeholder surveys
- ICB and transit operator surveys
- Operator consultation meeting
- Public meeting

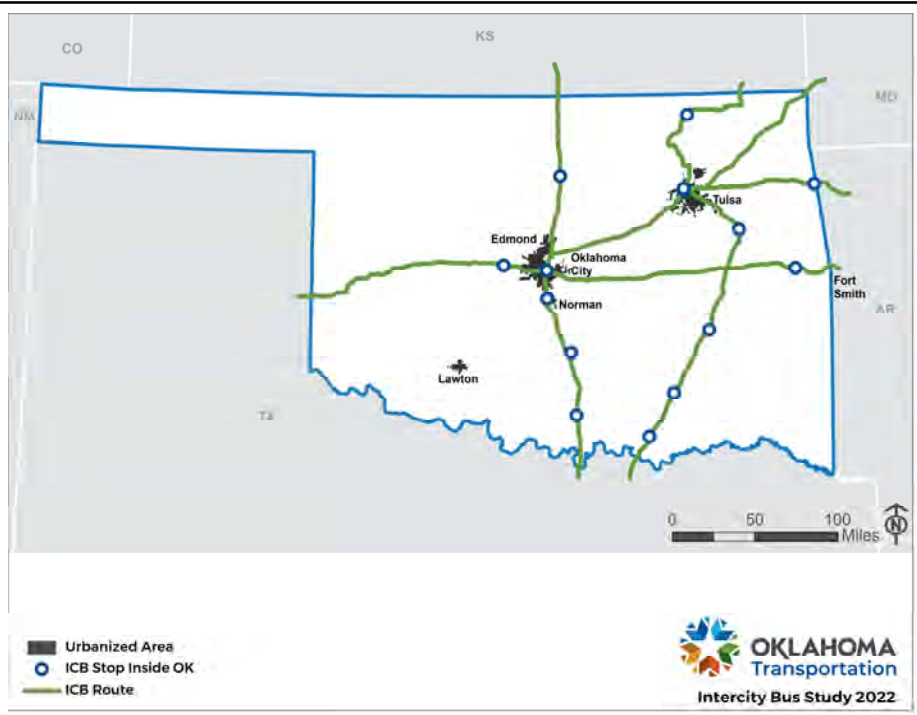
Moving Forward

- Opportunity to submit comments identifying unmet needs
- Opportunity to discuss proposals for meeting unmet needs
- Continue coordination and planning efforts for providing operations that address ICB gaps in service



Oklahoma Urbanized Areas

- Oklahoma City
- Tulsa
- Norman
- Lawton
- Edmond
- Ft. Smith



ICB Level of Service

Station	Daily Trips	Origins	Destinations	Carrier
Ardmore	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Atoka	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Dewey	2	Des Moines, Tulsa	Des Moines, Tulsa	Jefferson Lines
Durant	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
El Reno	4	Los Angeles, New York	Los Angeles, New York	Greyhound
Mcalester	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Muskogee	2	Dallas, Tulsa	Dallas, Tulsa	Greyhound
Norman	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Oklahoma City	9	Dallas, Kansas City, Los Angeles, Memphis, Oklahoma City, New York, Newton (KS)	Dallas, Kansas City, Los Angeles, Oklahoma City, New York, Newton (KS)	Greyhound, Beeline Express
Oklahoma City Amtrak	2	Oklahoma City, Newton (KS)	Oklahoma City, Newton (KS)	Beeline Express
Pauls Valley	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Perry	2	Dallas, Kansas City	Dallas, Kansas City	Greyhound
Sallisaw	1	Memphis	Oklahoma City	Greyhound
Tulsa (Bus Station)	10	Dallas, Los Angeles, New York, Tulsa	Dallas, Los Angeles, New York, Tulsa	Greyhound, Jefferson Lines
Tulsa (OSU)	3	Tulsa	Tulsa	Jefferson Lines
West Siloam Springs	2	Fayetteville, Tulsa	Fayetteville, Tulsa	Jefferson Lines
Total	49			



Annual Formula Grant Programs

FTA 5307 Program Funds

- Urban areas w/ population 50,000 or more
- Transit trips within urbanized area
Oklahoma City - Tulsa - Norman - Lawton - Edmond - Ft. Smith

FTA 5311 Program Funds (includes ICB funds)

- Rural areas w/ population less than 50,000
- Transit trips within rural areas OR from rural area to urbanized area

FTA 5311(f) Eligible Funding Activities

- Planning, marketing, and coordination of ICB service
- Capital and operating assistance



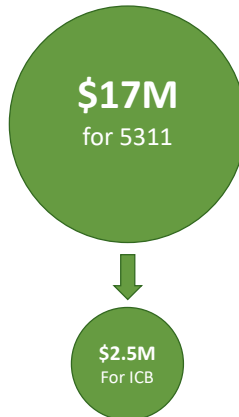
FTA 5311(f) ICB Funding

Required 15% of annual 5311 apportionment reserved for competitive ICB service requests

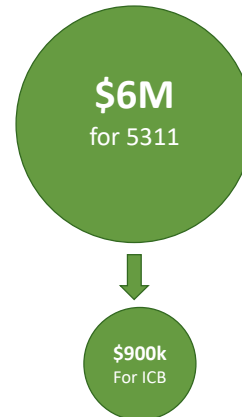
CARES Act Funding



2021 Funding

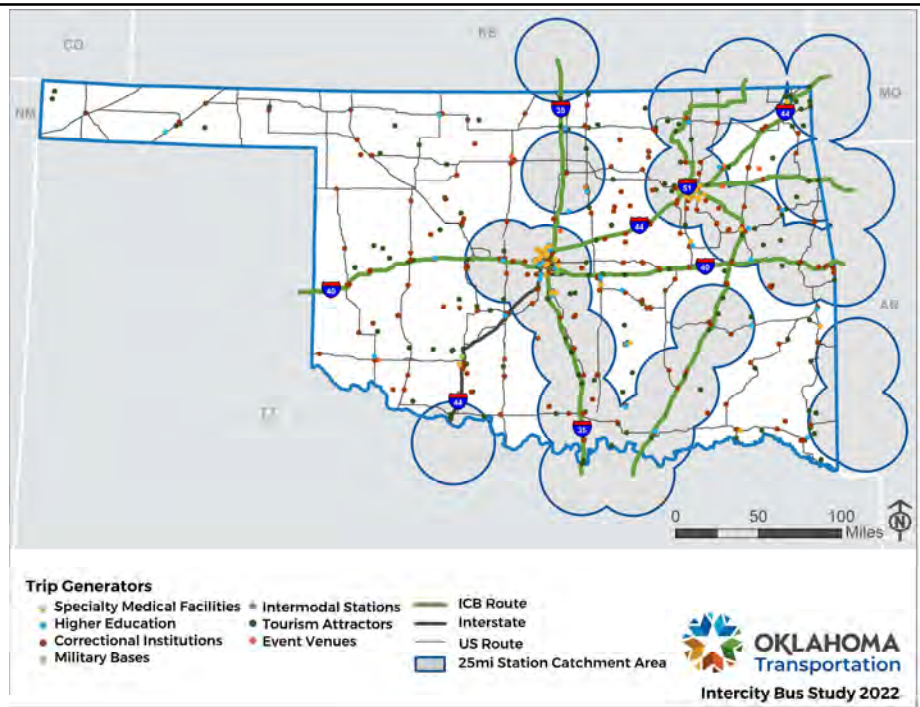


2022 Funding (Partial Year)

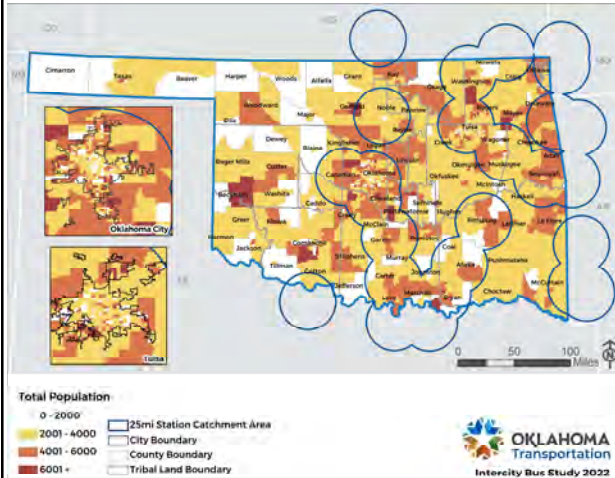


Existing Service & Potential ICB Trip Generators

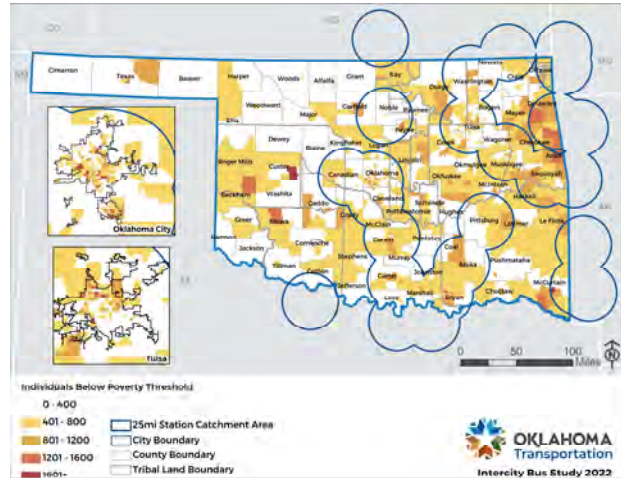
25-mile area from station



Oklahoma Demographics

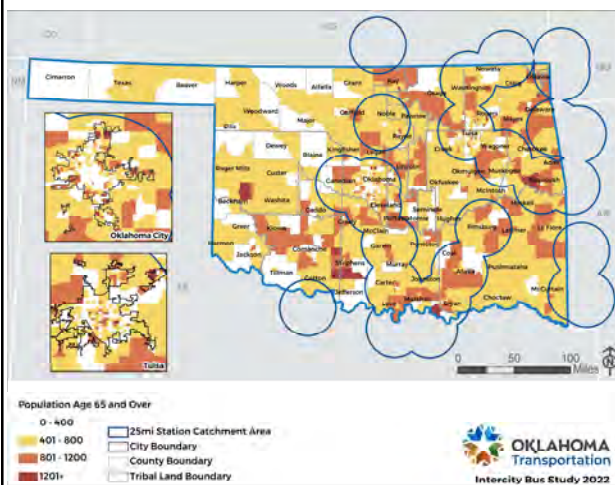


Total Population

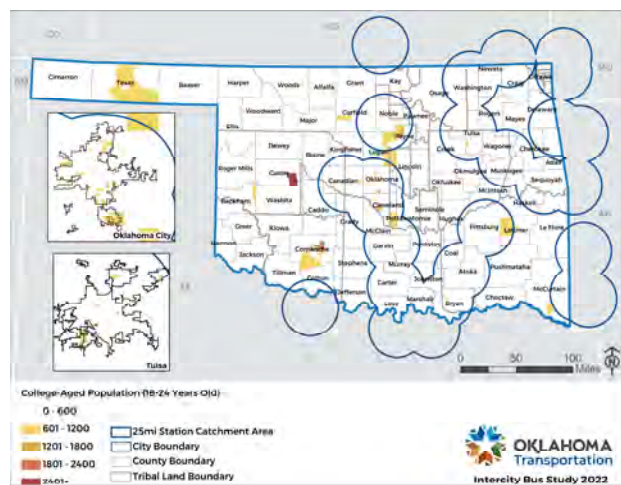


Individuals below Poverty Threshold

Oklahoma Demographics

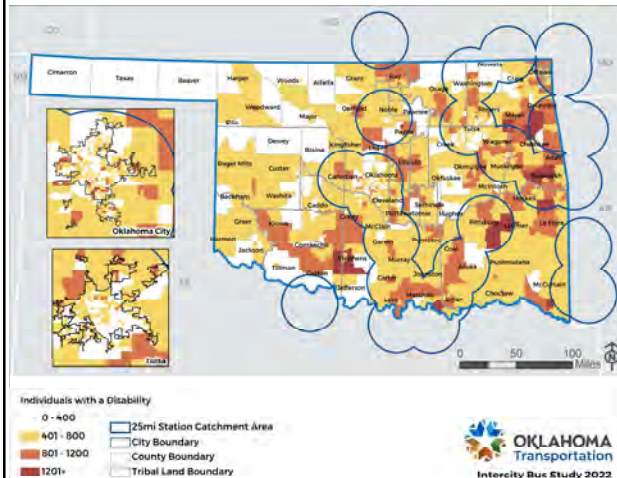


Age 65 & Over

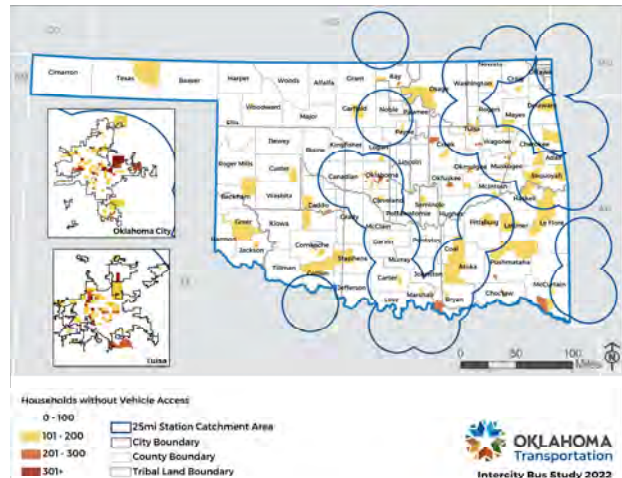


Age 18 - 24

Oklahoma Demographics



Individuals with a Disability



Households w/o Vehicle Access

Provider & User Surveys

- Two (2) online surveys were released as part of public outreach:
 - Stakeholder/User Survey ([Link to Stakeholder/User Survey](#))
 - Local/County Governments, Colleges/Universities, Major Employers, Non-profits, Private Citizens
 - Provider Survey ([Link to Provider Survey](#))
 - ICB Operators, 5311's, 5307's
- Paper option provided, upon request
- Closed **July 8th**
- The surveys primarily covered the following subjects:
 - Current ICB and public transit usage
 - Existing service
 - New service opportunities
 - Planned/potential service improvements
 - Accessibility to ICB stops

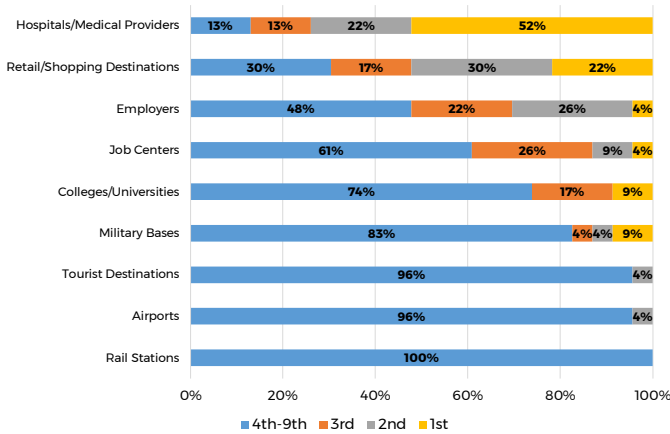


Key Takeaway 1:

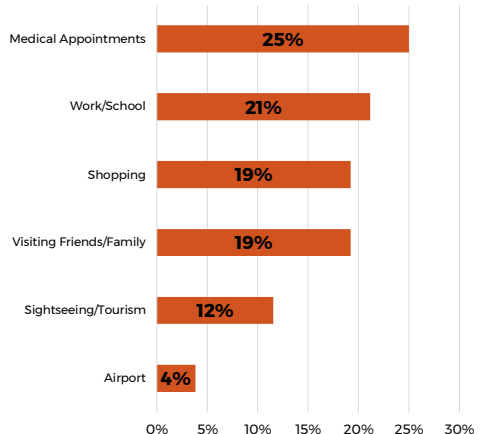


Medical appointments, shopping, and employment are the main reasons customers use ICB and public transit.

Provider Ranking of Most Common Destinations



User Purposes for Using ICB

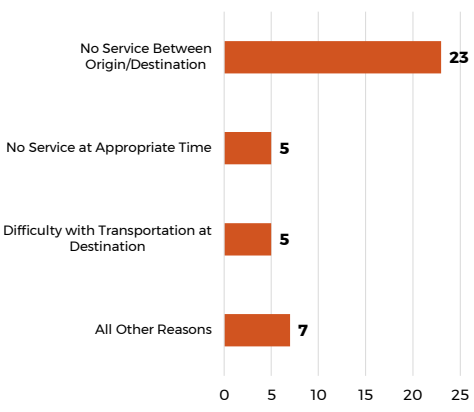


Key Takeaway 2:

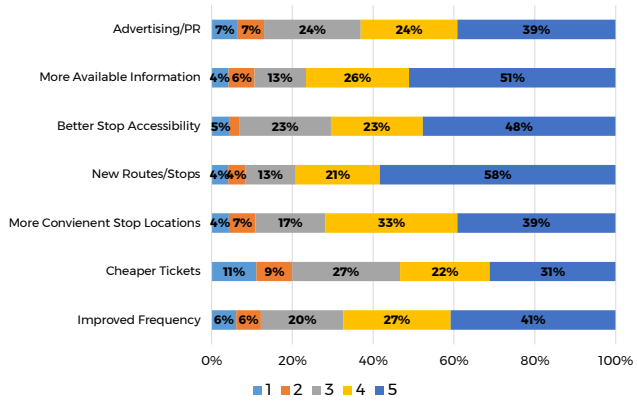


Stop location and stop accessibility are top of mind for customers.

Users Reasons for Not Completing ICB Trip



User Ratings of Effective of Service Improvements (5 = Most Effective)





Key Takeaway 3:

Close coordination is crucial between ICB providers and feeder service providers.

Q: Can you describe why your organization does not currently provide feeder service to intercity bus stops and/or routes?

- “They moved the locations of the local bus stops or cancelled them all together. ***They were a good resource for the communities when we had them.***”
- “We only have one 10 passenger vehicle at this time. ***I would like to provide a service with that vehicle to run back and forth between OKC and Shawnee*** areas for meeting up with a provider in OKC area for any needs in that area.”
- “Very little if any demand to justify expense and scheduling. ***Not for sure what routes and stops are currently available*** but would be interested in being a part of the conversation to be a help if needed.”

Q: Do you have any additional comments regarding ICB service in Oklahoma?

- These types of services are cost prohibitive for the rider and ***our hours of operation are not conducive to early morning connections to Greyhound or Stillwater Airport. Greyhound bus services are located a minimum of 45 miles. The go north once per day and south per day between Oklahoma City and Wichita at hours we are not open...***
- Given our area in ***Garfield County, in Enid, OK***, is just now considered an urban area, we do not have ICB services or stops set up in our community. ***If this is implemented in our area, we would provide this service.***



Key Takeaway 4:

Ensuring rural areas have access to ICB service is crucial

- “It is a great service in the urban communities, but in rural Oklahoma there are no options, not even Uber. ***Patients can not get to Tulsa/Ok.City for doctor's appointments, etc. so they do without***”
- “While I think it is a great idea (intercity bus); excluding the “rural” towns just further cuts them off from access to the economic benefits of an urban area. ***I'm not saying have twenty stops in Lane, but one stop in Lane which has a route to Atoka where your could access other lines would help a lot of different people.*** Even if it is just one stop in a “rural” town, that is offering citizens a way to better provide for themselves, because transportation is one less thing to stress about.”
- “Our patients are regionally-situated and could benefit from bus services. ***The Hospital may support patient with some of the cost.***”
- “A bus station in our rural community would be a great asset for us!”

Open Discussion on Current ICB Service & Needs

- Unmet ICB and rural bus service needs
- Proposed solutions

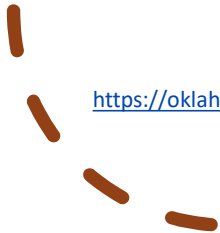


Thank you for your participation in today's
ICB Assessment Public Meeting

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Matthew Long, WSP
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<https://oklahoma.gov/odot/travel/public-transportation-services/public-transportation-resources.html>



ODOT ICB Public Meeting
July 13, 2022
2:00-4:00PM CST

Participants

- Bobby Parkinson: ODOT
- Steven Spradling: Director of Transportation and Parking at Oklahoma State University
- Erica Pogue: JAMM
- Gail Oehler: Executive Director of the Southern Oklahoma Library System
- John Edgar
- Gilbert Nuncio: Transit Director, Red River Transportation
- Dena Wilson: Executive Director Muskogee County Transit
- Christina Vass: Community Action Agency of Oklahoma City, OK/Canadian Counties, Inc.
- Mike Woodhams: ODOT
- Jessica Givens: Pioneer Library System, also attending as a member of Moore Social Services Coalition
- John Heavrin: ODOT
- Scott Marr: General Manager Tulsa Transit
- Stephanie Gonterman: Greyhound
- Melissa Fesler: First Capital Trolley Rural Transit Provider
- Julianne Halliday: ODOT
- Veronica Clark: ODOT
- Lorraine Acevedo-Cardona: Community Health Manager at Mercy Hospital Ardmore/Healdton
- Olivia Hook: ODOT
- Jason Miranda: Southwest Transit
- Michael Balderas: SOCAG
- Mike Davis: SORTS
- Rileigh Johnson: ODOT
- Taylor York: YMCA of Greater Oklahoma City
- Walter Baker: Shawnee Forward
- Hillary Blackburn: YMCA

Notes

- Library as a stop? It would be up to an ICB operator whether or not it will be stop
- Library director: access to the library is key for applying to jobs, etc.
 - o A rural transit agency would be the service provider for this type of access
 - o The demand-response services aren't always reliable, sometimes hour-long wait times
- Greyhound may be serving Lawton (Wichita Falls through Lawton to Tulsa) within the next few months
- Red River transit does not serve the City of Lawton
- WSP encourages Greyhound's collaboration with rural transit agencies to create meaningful connections
 - o Greyhound has concerns about connectivity with public transit in Oklahoma City and particularly Tulsa
 - Facilities are the barrier (the existing Tulsa terminal will be moving)
 - o Resident of Moore: City is within the urbanized area but not within a transit service area (the "transit donut"). Likely a matter of communication with the transit agency and the

City—Kyle happy to help facilitate conversation with Embark, City of Norman and City of Oklahoma City

- Nothing precludes Greyhound from stopping in Moore, it just depends on corridor frequencies and how often service could stop there
- Community health manager at hospital in Hilton, OK: issues with patients who don't live close to the hospital and can't get back home—SORTS needs more notice than the hospital can give of a patient discharge
 - Hospital has some funding for patient transportation provision
 - An ICB would make the decision about where stops on a new route would go, and whether to apply for funding
-