2025 LONG RANGE TRANSIT PLAN

for **Central Oklahoma**

Building better transit for a stronger region

FINAL REPORT

Approved by the ACOG Metropolitan Planning Organization
November 20, 2025

TABLE OF CONTENTS

LIST OF FIGURES AND TABLES

ACKNOWLEDGEMENTS

In response to the significant growth experienced by Central Oklahoma in the past decade, substantial planning efforts have been undertaken by partners in the region. These efforts include comprehensive transit studies, public engagement, and strategic planning initiatives aimed at creating a more connected and efficient transportation network. Together, these partners are working to develop robust and sustainable transit solutions that can accommodate the growing population and enhance the overall quality of life in Central Oklahoma.

The 2025 Long Range Transit Plan (LRTP) for Central Oklahoma* was developed through partnerships between MAPS 4, ACOG, EMBARK, the City of Norman, and Edmond Citylink. MAPS 4, a City of Oklahoma City Program, and ACOG were key funding partners in the development of the plan, while EMBARK, Edmond Citylink, and the City of Norman served as key technical resources for the development of the plan.

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Chapter 1

Project Overview

The Association of Central Oklahoma Governments (ACOG) serves as the federally designated Metropolitan Planning Organization (MPO) for Central Oklahoma and leads comprehensive, coordinated, and continuous transportation planning efforts in the region. On November 20, 2025, ACOG approved the 2025 Long Range Transit Plan (LRTP) for Central Oklahoma to support the Metropolitan Transportation Plan (MTP) by identifying current and future transit needs within the region while integrating current transit planning efforts.

PROJECT BACKGROUND

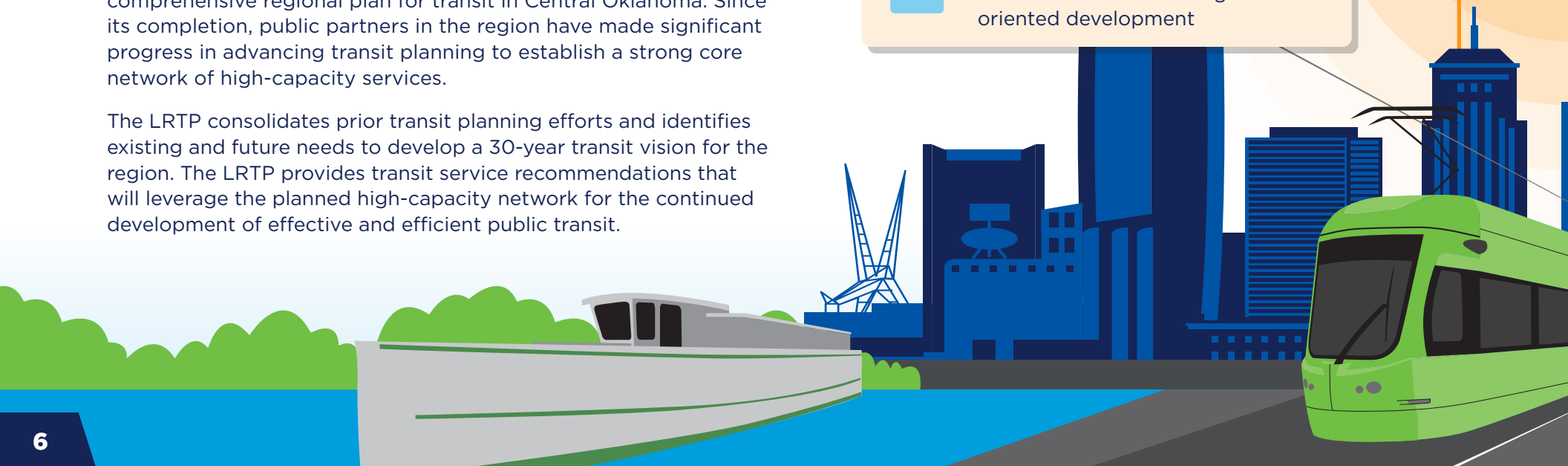
The Central Oklahoma region is experiencing rapid and sustained growth. ACOG projects that by 2045, the regional population will exceed 1.6 million, with employment increasing by about 49 percent. Transit investments in the region will support growth, reduce congestion, and offer viable transportation alternatives for residents. The 2005 Fixed Guideway Study was the last comprehensive regional plan for transit in Central Oklahoma. Since its completion, public partners in the region have made significant progress in advancing transit planning to establish a strong core network of high-capacity services.

The LRTP consolidates prior transit planning efforts and identifies existing and future needs to develop a 30-year transit vision for the region. The LRTP provides transit service recommendations that will leverage the planned high-capacity network for the continued development of effective and efficient public transit.

WHY DO WE NEED PUBLIC TRANSIT?

Public transit is an investment in shared transportation that enables the movement of large numbers of people efficiently within a region. Public transit will provide these regional benefits to Central Oklahoma:

- Enhanced regional connectivity as populations and job centers continue to grow
- Improved access to employment and recreation while taking cars off the road
- Attracting more high-paying jobs to local communities through transit-oriented development

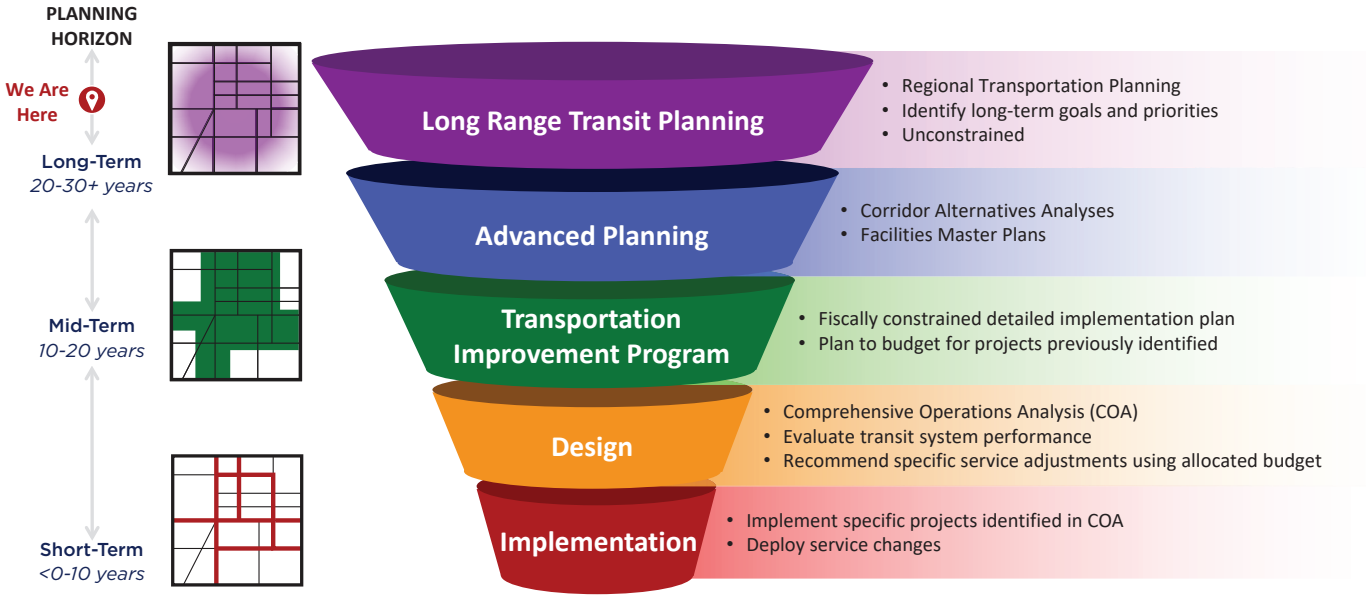


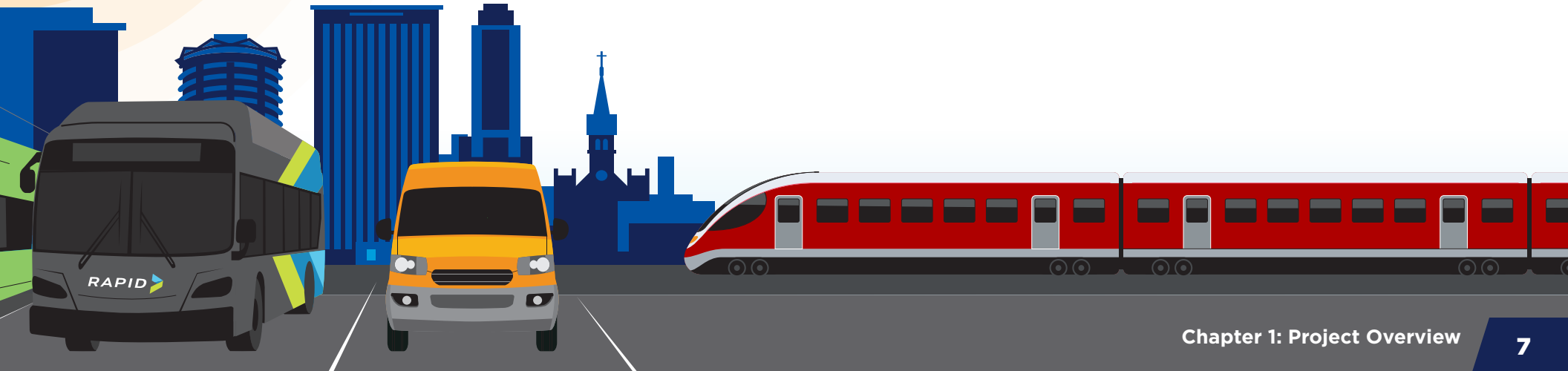
LRTP PLANNING PROCESS

The LRTP framework guides the development of a transit network for the next 30 years. Operators in Central Oklahoma will use the LRTP's recommendations to develop the required plans and studies to implement service changes.

LRTP RECOMMENDATIONS

The LRTP produces recommendations for three planning horizons—Short-Term (0-10 years), Mid-Term (10 – 20 years), and Long-Term (20 – 30+ years). These recommendations will guide the deployment of service changes at a local level and inform policies and actions that support a more regional approach to transit. The framework established by the LRTP will guide the region as it progresses in future planning, design, and implementation of new and enhanced services.





STUDY AREA AND PROJECT PARTNERS

The LRTP takes a holistic approach to evaluating transit in ACOG's Transportation Management Area (TMA) that is currently serviced by four transit providers: EMBARK, Norman Transit (operated by EMBARK), Edmond Citylink, and First Capital Trolley. In addition to existing transit services, the Regional Transportation Authority of Central Oklahoma (RTA), EMBARK, and MAPS 4 have advanced planning for five additional high-capacity transit corridors (see **Figure 1**). To deliver a comprehensive transit vision for the Central Oklahoma region, ACOG partnered with key stakeholders that operate, fund, and plan for transit in Central Oklahoma.

PROJECT LEADS

EMBARK

MAPS4

acog

OPERATING PARTNERS

RTA
Regional Transportation Authority of Central Oklahoma

citylink EDMOND

NORMAN Transit
(dba EMBARK NORMAN)

GOVERNMENT PARTNERS

Seal of the City of Oklahoma City

Edmond
A GREAT PLACE TO GROW

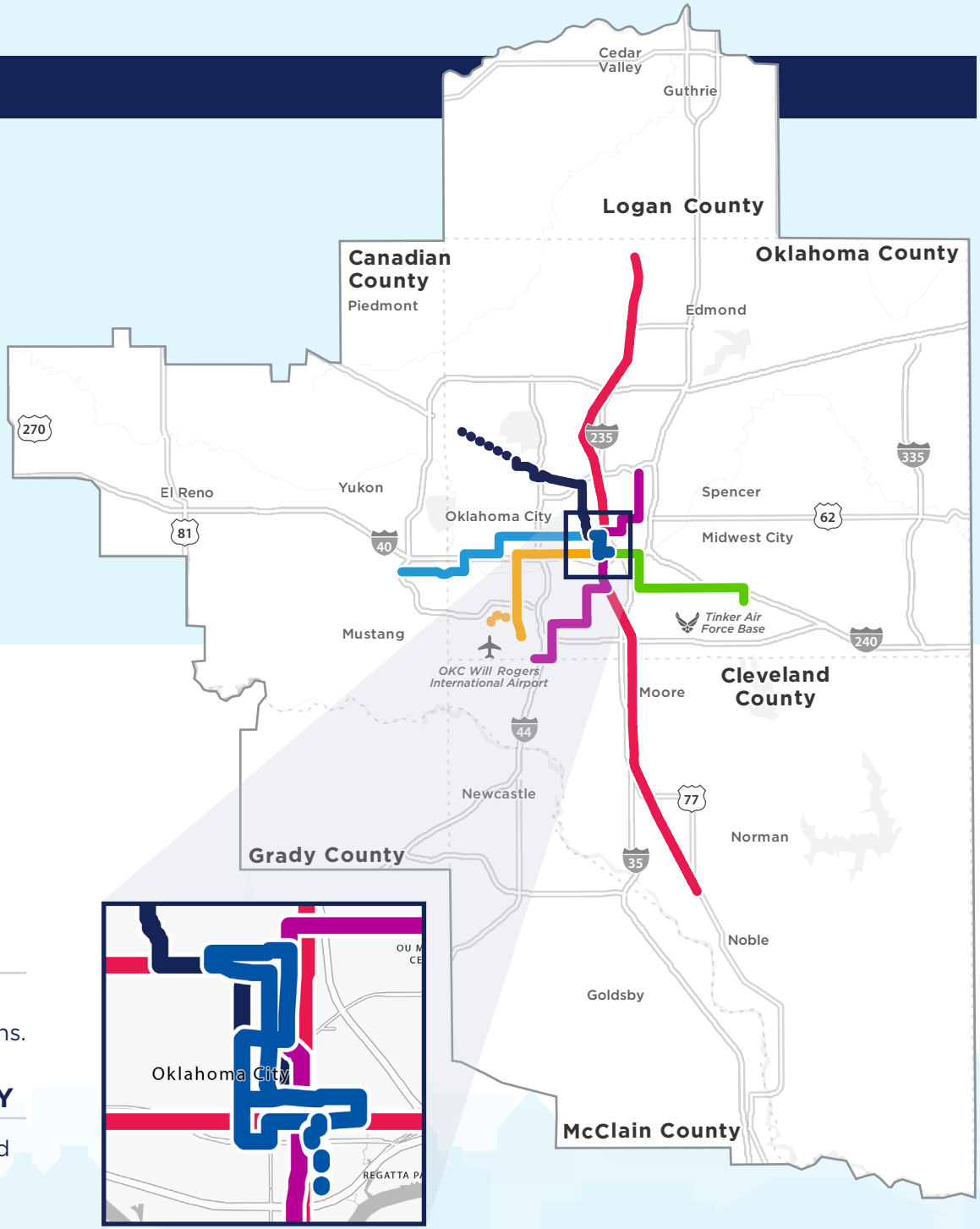
Norman

OKLAHOMA Transportation

Table 1: Transit Stakeholders in Central Oklahoma

	ROLE
Association of Central Oklahoma Governments	Regional transportation planning and land use planning
Regional Transportation Authority of Central Oklahoma	Developing, funding, constructing, implementing, operating, and maintaining high-capacity projects identified in the RTA Transit System Plan
Oklahoma Department of Transportation	Assistance for rural transportation, coordination of the state rail plan and highway system
Local Transit Agencies *EMBARK, Norman Transit, Edmond Citylink, First Capital Trolley*	Planning, operating, and maintaining local transit services
Local Municipalities *Edmond, Norman, Oklahoma City*	Planning adequate infrastructure for the operations of public transit
Route Partnerships *Midwest City*	Contract with local agencies to provide service

Figure 1. Project Study Area



ACOG TRANSPORTATION MANAGEMENT AREA (TMA)

The TMA includes portions of 6 counties and over 30 cities and towns.

CURRENT REGIONAL ACTIVITY

There are over 1.3 million residents and 600,000 jobs within the TMA.

WHAT IS HIGH-CAPACITY TRANSIT?

High-capacity transit refers to public transit that travels in its own lane or right-of-way for at least part of its route, has transit priority with traffic signals turning green when approaching, or combines both features to avoid congestion. High-capacity transit vehicles stop less frequently, travel faster, offer more frequent service, and carry more passengers than typical city buses.

Examples: Bus rapid transit (BRT), light rail transit (LRT), and commuter rail.

LEVERAGING PREVIOUS PLANS

Over the last two decades, agencies and key stakeholders have made significant strides in planning for transit, mobility, as well as specific high-capacity services. The plans and studies outlined below were used to inform the LRTP's vision and goals, as well as planned investments. Consolidating these plans enabled the LRTP to identify key opportunities to leverage the high-capacity network.

2005 — **Regional Fixed Guideway Study**
Regional study led by EMBARK to improve connections throughout Central Oklahoma

2011 — **Intermodal Transportation Hub Master Plan**
A study which resulted in the Santa Fe Station's selection as a regional intermodal transportation hub.

2015 — **Commuter Corridors Study**
Regional study led by ACOG to explore mobility options in Central Oklahoma

2018 — **OKC Streetcar opens**

2019 — **MAPS 4 Funding Resolution Passes**

ENCOMPASS 2045
ACOG's regional transportation plan to identify transportation priorities and investments.

2021 — **RTA Transit Systems Plan**
A study led by the RTA to develop a coordinated approach to understanding high-capacity transit corridors in Central Oklahoma.

Go Norman Transit Plan
The City of Norman's plan to optimize and expand transit services.

EdmondSHIFT
Edmond's long range mobility plan to evaluate alternatives to driving.

2022 — **OKCMoves Bus Study**
A study to identify ways to improve the efficiency and effectiveness of the transit system

EMBARK Facilities Assessment and Conceptual Master Plan
Study to recommend alternatives to resolve O&M facility needs.

RTA North-South and East Alternatives Analysis
A study to identify a preferred alternative for the North-South and East Corridors.

2023 — **Transit Signal Priority (TSP) Master Plan (2023)**
Oklahoma City's plan to implement TSP.

Norman's Transit Center opens

NW RAPID, the first BRT in Central Oklahoma, opens

MAPS 4/EMBARK BRT Alternatives Analysis
A study to identify a preferred alternative for the Northeast and South corridors in Oklahoma City.

2024 — **RTA West and Airport Alternatives Analysis**
A study to identify a preferred alternative for West and Airport Corridors.

VISION AND GOALS

The LRTP's vision guides the development of the plan and its recommendations. The vision statement is supported by goals developed through a comprehensive review of previous planning efforts, as well as stakeholder feedback.

Relative performance against the goals is measured through an Evaluation Framework, using transit metrics. The metrics are tailored to reflect the region's priorities and align with federal funding source methodologies.

Vision Statement: Develop an intentional plan for a cohesive network of transit services that supports growth, promotes economic mobility, enhances quality of life, and facilitates opportunity across Central Oklahoma.

Provide communities with meaningful access to transit

Provide meaningful access by improving access to existing and future employment centers, communities, transit-dependent populations, and areas suitable for transit-oriented development.

Create a compelling, reliable rider experience

Create a compelling and reliable rider experience by serving areas with first-/last mile connections, providing passenger amenities, increased transfer opportunities, and better travel times.

Offer competitive service options

Recommend actions to make transit service a more attractive option for riders by increasing reliability and offering more frequent service.

Utilize resources effectively

The LRTP considers the capital, operations, and maintenance costs increases associated with the plan, determines potential funding strategies, and evaluates the maximum number of passengers that the transit vision can support.

PLANNING PROCESS

The LRTP is structured in three major phases: Assess, Evaluate, and Recommend. Key stakeholders and members of the general public were engaged during major milestones to provide input and support the development of the plan.

Assess Phase (Chapter 2)

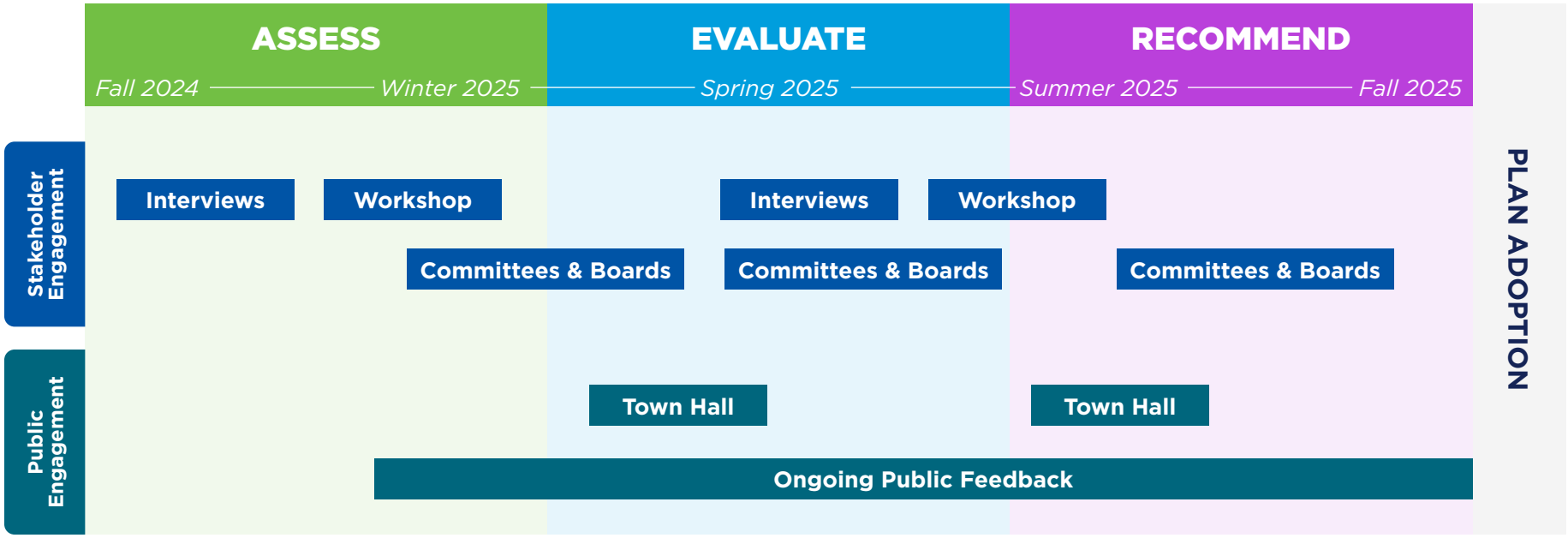
In the Assess phase, transit trends, existing service, and key demographics were analyzed to provide a better understanding of transit needs in Central Oklahoma.

Evaluate Phase (Chapter 3)

In the Evaluate phase, three planning horizons were developed—Short-Term (0-10 years), Mid-Term (10–20 years), and Long-Term (20–30+ years). Each horizon was evaluated against key performance indicators and metrics for alignment with the LRTP's goals.

Recommend Phase (Chapter 4)

The final phase recommends specific actions to help guide Central Oklahoma in achieving the three planning horizons developed in the Evaluate phase.



Chapter 2

Assess Phase

Chapter 2

Assess Phase

PLANNING CONTEXT

The Assess phase analyzed underlying demographics as well as existing transit characteristics to understand current transit needs and opportunities.

COMMUNITY FEEDBACK

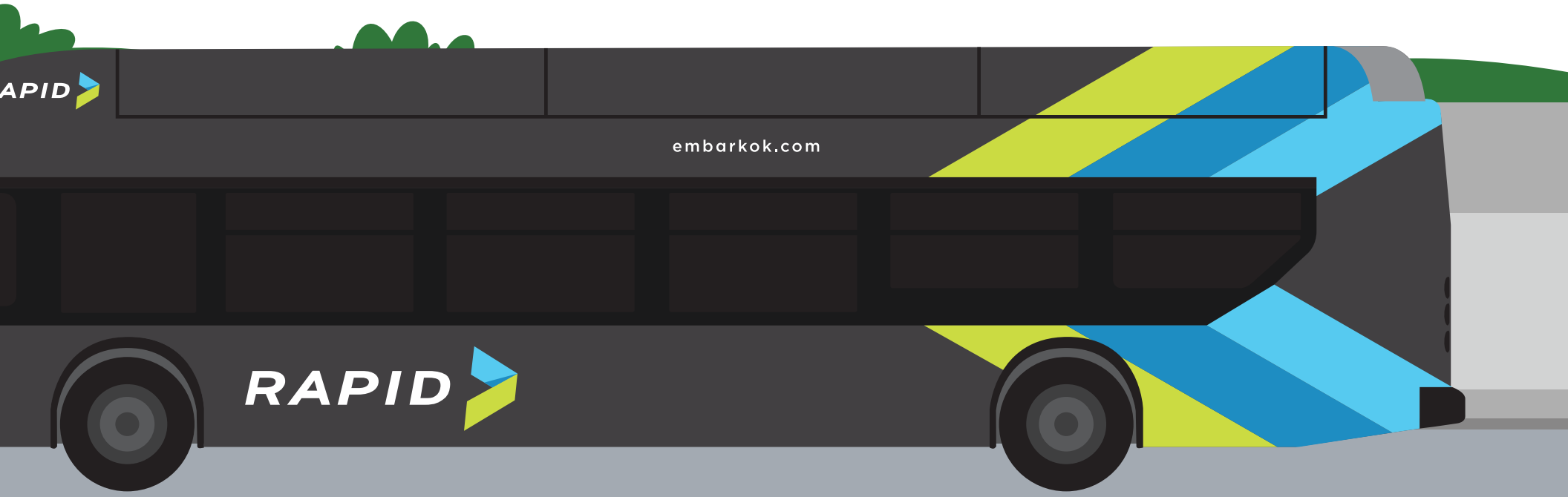
What does Central Oklahoma want out of the transit system?

TRANSIT NEED
Where are people who need transit most?

TRANSIT MARKETS
Where is there demand for transit?

SERVICE CHARACTERISTICS
How is transit service operating today?

TRANSIT OPPORTUNITIES
Where and how can we improve the overall transit system?



TRANSIT AGENCIES & MODES

There are currently five transit agencies that provide existing or planned transit services within the Study Area. These agencies operate a combination of modes including high-capacity, on-demand, fixed route, and paratransit services.

HIGH-CAPACITY

Designed to transport a large number of passengers more efficiently.

Bus Rapid Transit (BRT)

Premium bus service made to deliver fast and reliable service through dedicated lanes and frequent operation.

Source: Sound Transit

*Light Rail Transit (LRT)**

Train that operates on dedicated tracks or in city streets with frequent stops over longer distances.

Streetcar

Train that runs on tracks in city streets, with cars providing efficient transit over short distances in urban areas.

*Commuter Rail**

Train service that connects cities with fewer stops and higher speeds, intended for commuters.

ON-DEMAND

Vehicles are dispatched based on passenger request—typically within a fixed geographic boundary.

*Mode not currently provided by transit operators

FIXED ROUTE

Runs on a set path with scheduled stops and times.

Bus: Local

Bus service providing frequent stops within neighborhoods or cities.

Bus: Limited

Bus service offering faster travel by reducing the number of stops than local bus service, providing a more efficient option for longer-distance travel.

Bus: Express

Bus service with fewer stops traveling longer distances, often operating during peak hours only, intended for commuters.

Shuttle

Small-scale, specialized transit service connecting major destinations or hubs.

Ferry

Water-based service carrying passengers across water as an alternative to bridges or tunnels.

PARATRANSIT

Eligible for riders who have a disability.

VANPOOL*

A shared vehicle system where commuters can travel together, this program is sometimes provided by employers.

Source: Commute with Enterprise

AGENCY PROFILES

Transit within the Study Area is operated by multiple agencies. These agencies operate 39 fixed routes, two on-demand zones, three paratransit programs, and six different modes. **Figure 2** shows the service areas within the region for each agency.

Table 2: Agency Profiles

	GOVERNANCE	FUNDING SOURCES	SERVICE AREA	ANNUAL OPERATING BUDGET (2025)	MODES OPERATED	ADDITIONAL PROGRAMS
EMBARK	Central Oklahoma Transportation Authority & Parking Authority (COTPA) Board of Trustees	FTA formula funds and grants, City general fund, Fare revenue	Oklahoma City, Midwest City, Spencer	**$56.4 Million**		Mobility Management Programs (e.g. Congregate Meal Shuttle) PLUS Paratransit Service Human Service Partnerships
City of Norman **Norman Transit** *(dba EMBARK NORMAN)* **Norman On-Demand**	Norman	Transit 1/8 cent sales tax, federal formula funds and grants	Norman	**$6.4 Million**		Norman PLUS Paratransit Norman On-Demand
Edmond Citylink	Edmond	FTA formula funds and grants, ODOT revolving funds	Edmond	**$2.5 Million**		Citylink Access Paratransit Service (CAPS)
First Capital Trolley	Logan County Historical Society	FTA formula funds and grants, ODOT revolving funds	Lincoln, Logan, and Payne Counties	**$1.9 Million**		N/A
Regional Transportation Authority of Central Oklahoma (RTA)	Appointed Officials from Edmond, Norman, and Oklahoma City	City of Edmond, City of Norman, City of Oklahoma City dues	Edmond, Norman, Oklahoma City	**N/A***	*Planned* 	N/A

RTA does not currently operate any routes, locally preferred alternatives have been evaluated and adopted. For more information, please see the **RTA System Plan.*

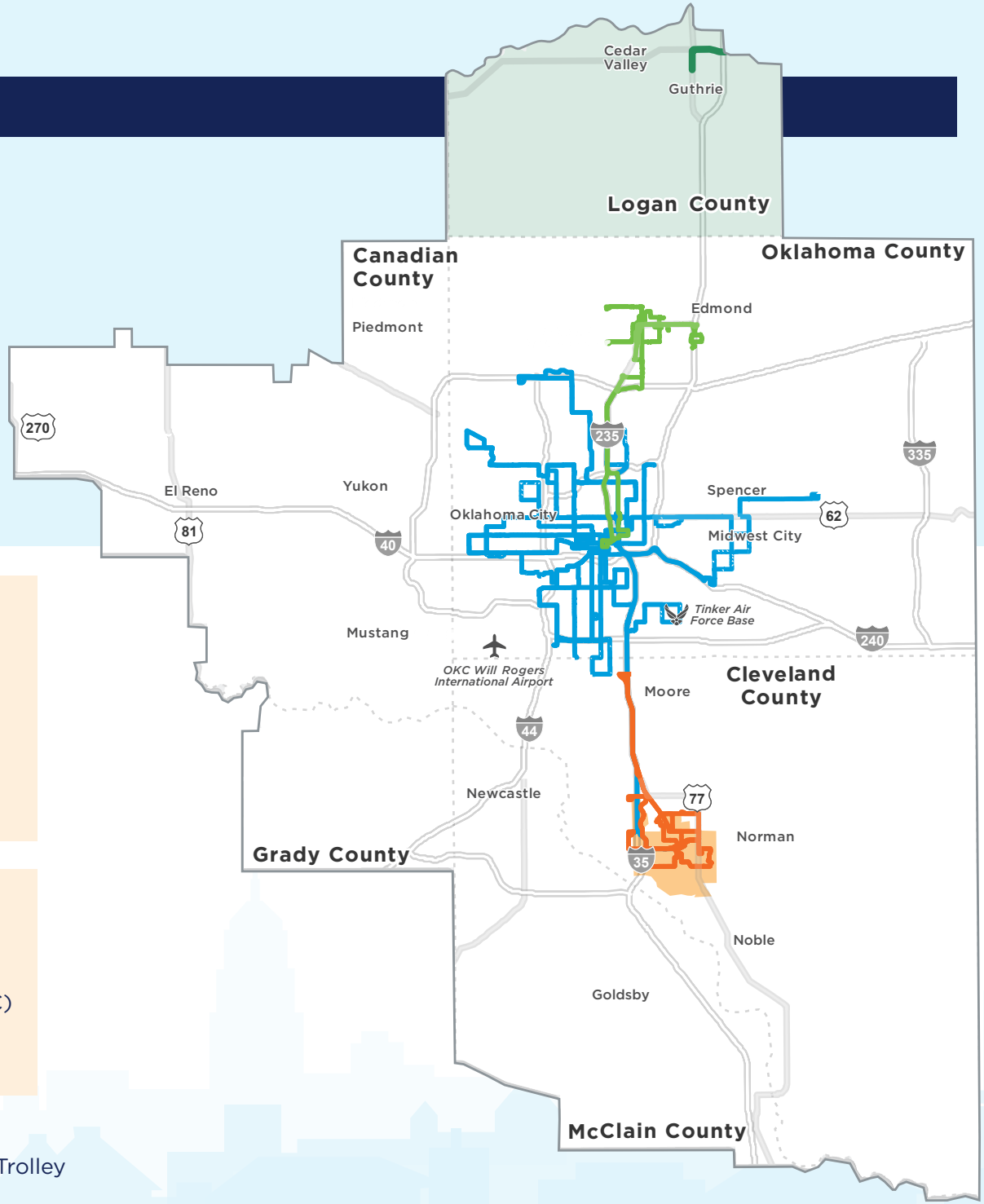
Note: The University of Oklahoma Campus Area Rapid Transit (CART), private operators, nonprofit operators, and tribal transportation services are not included due to the localized nature of the service.

LEGEND: BRT | Commuter Rail | Demand-Responsive | Ferry | Fixed Route | LRT | Shuttle | Streetcar

Figure 2. Service Areas

LEGEND

- EMBARK
- Edmond Citylink
- Norman Transit *(dba EMBARK NORMAN)*
- First Capital Trolley
- Norman On-Demand Zone
- First Capital Trolley On-Demand Zone



In the 2024 EMBARK Transit Rider survey, respondents identified the following as key factors for transit riders:

- ✓ Hours of Service
- ✓ Buses on arriving on time
- ✓ Availability of accessible bus stops
- ✓ Courtesy & helpfulness of drivers

High Ridership Areas:

- Downtown Oklahoma City
- University of Oklahoma Campus (Norman)
- University of Oklahoma Health Facilities (OKC)
- Reno Mini Hub
- Downtown Edmond

Source: EMBARK, Edmond Citylink, First Capital Trolley

MARKET ASSESSMENT

As part of the market assessment, demographic data—including population and employment density, which reflect underlying land use characteristics—were analyzed to identify areas with existing or future transit demand and need.

Transit Demand

Population and job density typically play the most important roles in influencing demand for transit service. The presence of certain demographic groups can also contribute to ridership as they tend to have fewer mobility options available, increasing the need for transit service.

Higher density areas can support more frequent fixed route transit, while lower density areas may be better suited for on-demand services.

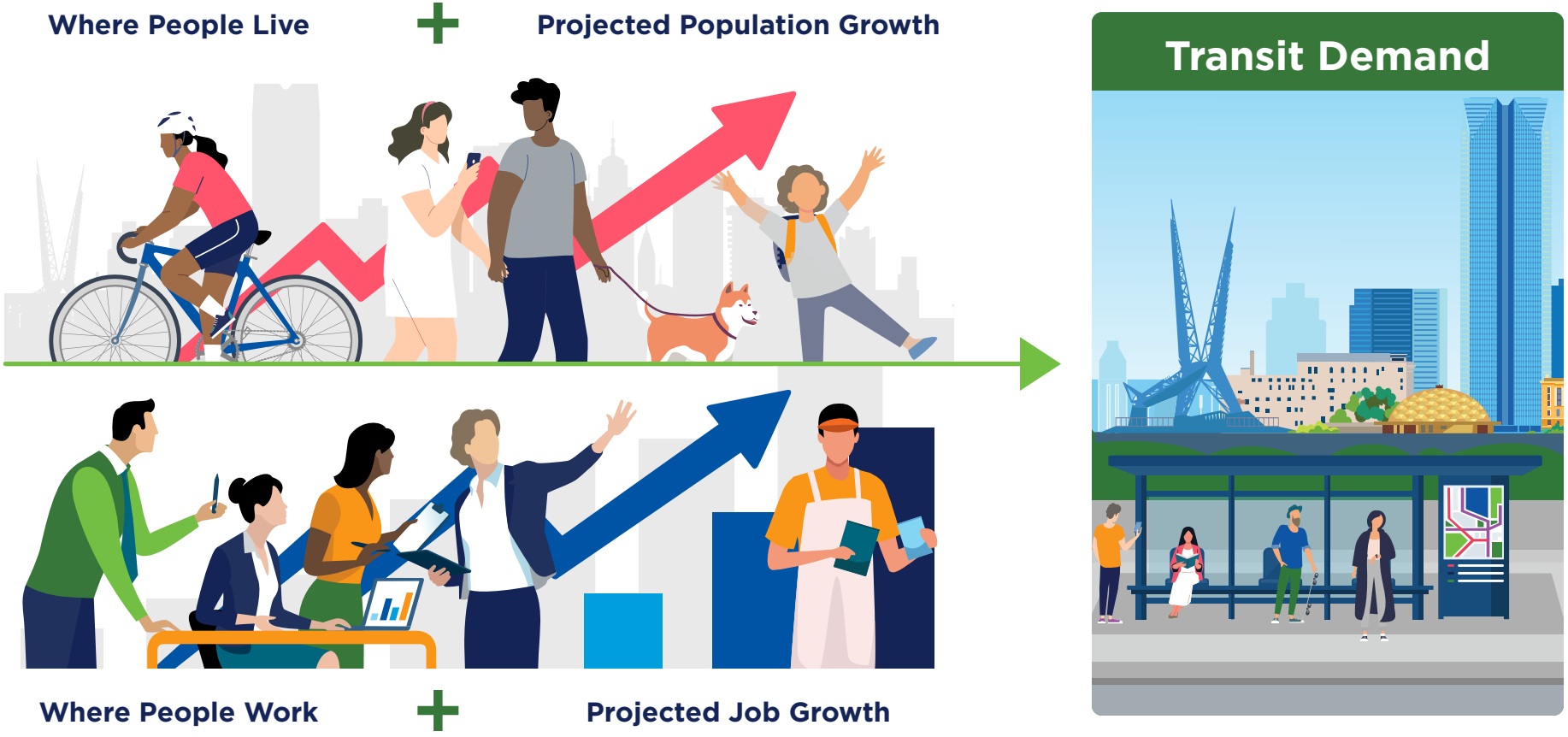
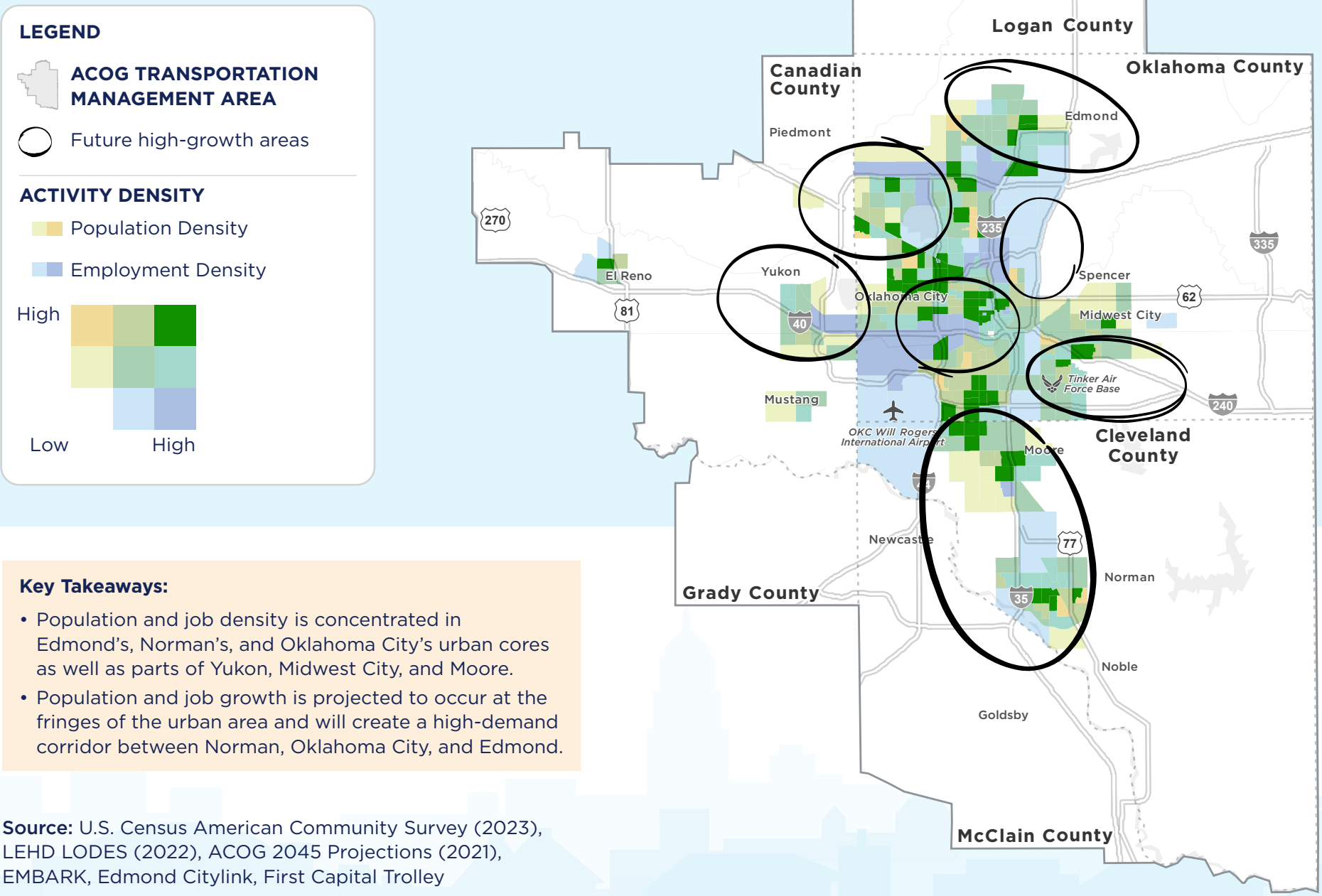


Figure 3. Transit Demand



Key Takeaways:

- Population and job density is concentrated in Edmond's, Norman's, and Oklahoma City's urban cores as well as parts of Yukon, Midwest City, and Moore.
- Population and job growth is projected to occur at the fringes of the urban area and will create a high-demand corridor between Norman, Oklahoma City, and Edmond.

Source: U.S. Census American Community Survey (2023), LEHD LODES (2022), ACOG 2045 Projections (2021), EMBARK, Edmond Citylink, First Capital Trolley

Transit Need

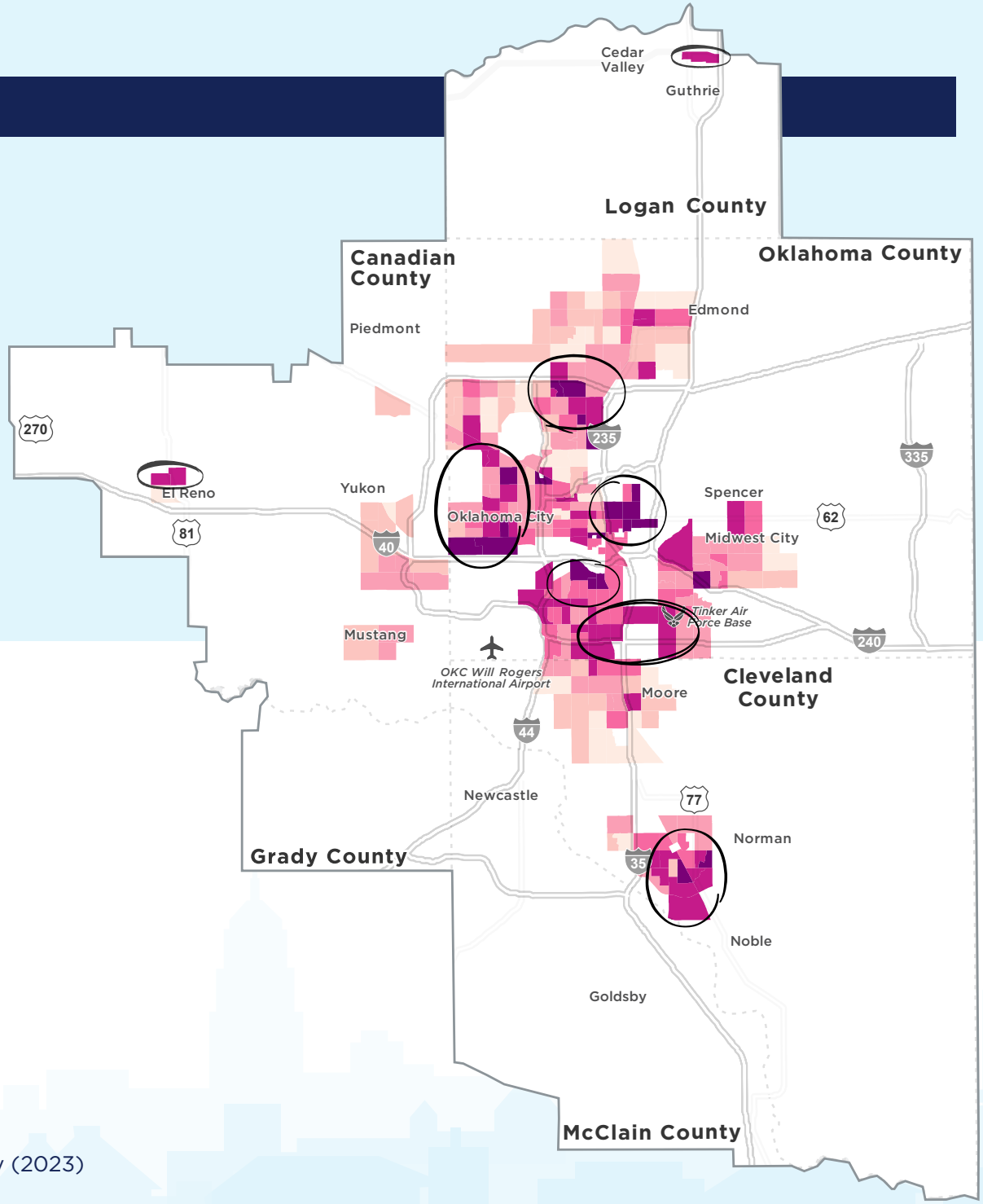
Transit need—also referred to as transit propensity—is a metric that assesses how various demographic groups, including individuals with lower-income, limited mobility, and other factors that influence transit dependency, use transit to get to work. Unlike approaches that focus primarily on population and employment density, the evaluation of propensity highlights specific communities or areas that may be dependent on transit and use it at higher rates.

Identifying these high propensity areas provides key information on where transit investments could be prioritized to promote economic mobility for underserved communities.

Figure 4. Transit Propensity

LEGEND

- Very Low
- Low
- Moderate
- Somewhat High
- High
- Very High
- High propensity areas



WHAT DOES PROPENSITY MEAN?

High and Very High propensity areas have residents that are two times more likely to use transit.

For example, suburban areas with a significant number of low-income residents may have a high propensity for transit even though its overall population density is relatively low.

Source: U.S. Census American Community Survey (2023)

TRANSIT MARKETS

Transit markets define what level of service is best suited for the Study Area based on demographics and the built environment. Existing and emerging transit markets were developed to define where certain types of transit could be more successful now and in the future. Thresholds were used to show existing markets and how these markets may evolve over a 30-year planning horizon (**Figure 5**).

The defining service characteristics of each market includes land use, ridership potential, service types, service span, and frequency.

Table 3: Transit Market Characteristics

MARKET	TRANSIT PRIORITY	HIGHER FREQUENCY	FIXED ROUTE ACCESS	FLEXIBLE TRANSIT	LIMITED ACCESS
LAND USE DENSITY Underlying density and land use determines suitable service components	Highest Intensity	Moderately High Intensity	Suburban	Lower Intensity	Low Intensity
RIDERSHIP POTENTIAL Underlying land uses drive demand for transit and the potential for higher ridership	Highest	Higher	Moderate	Lower	Lowest
SERVICE TYPES Recommended options for modes of service based on market demand		High Frequency, Local Express, Limited	Local	Peak Period Express, Hourly	
SERVICE SPAN Recommended service span based on market demand	All day weekday; late night; weekend	All day weekday; late night; weekend	All day weekday; limited weekend	Depends on local context	Depends on local context
SERVICE FREQUENCY Recommended route frequency based on market demand	<20 min during peak	<20 minutes	20 to 30 minutes	Various	<1 hour

High-Capacity transit consists of any combination of: bus rapid transit (BRT), light rail transit (LRT), and commuter rail.

LEGEND: High-Capacity · Demand-Responsive · Fixed Route · Ferry · Shuttle

Figure 5. Transit Market

LEGEND

ACOG TRANSPORTATION MANAGEMENT AREA

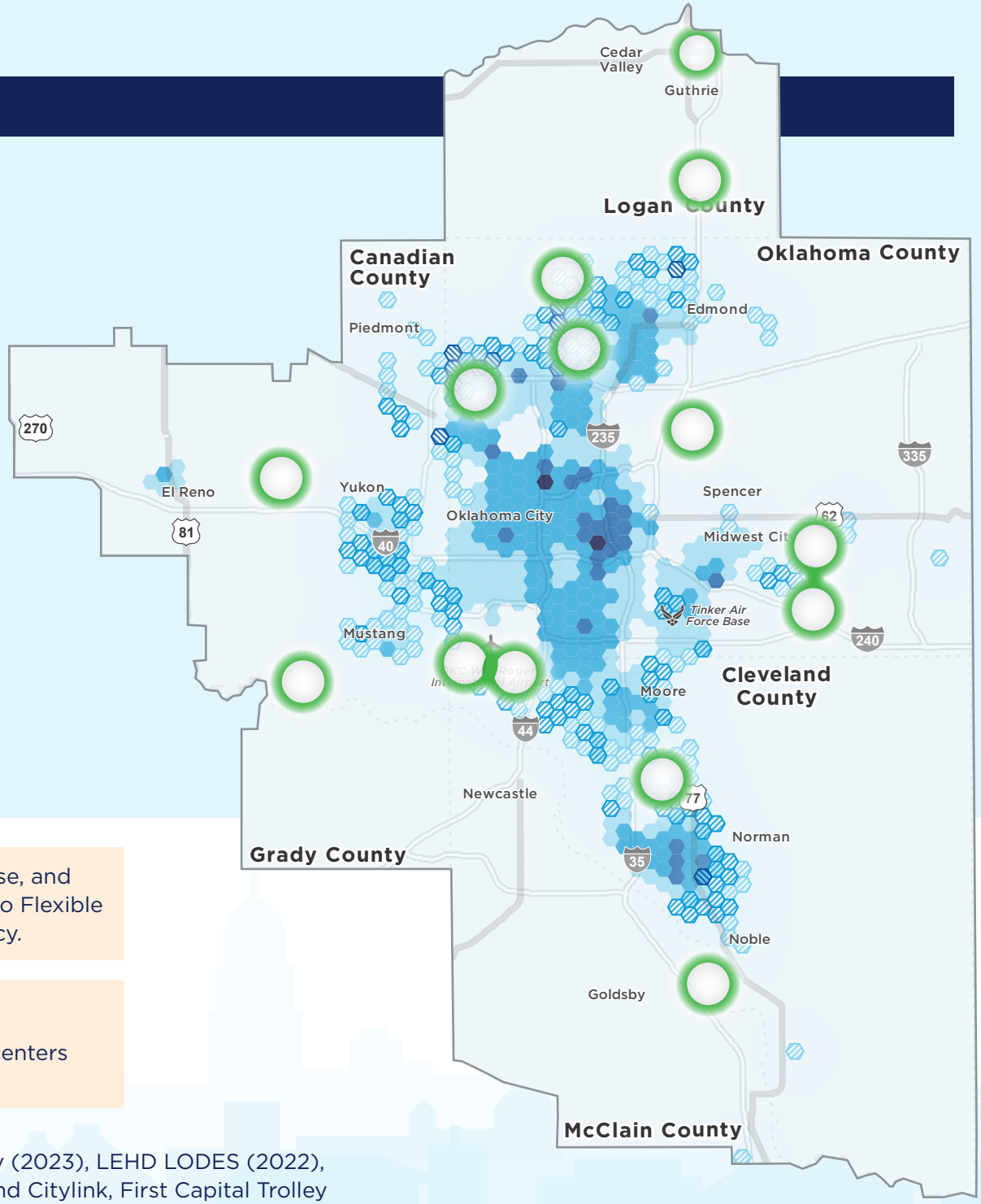
Activity Node

EMERGING MARKET

- Higher Frequency Service
- Fixed Route Access
- Flexible Transit Market

EXISTING MARKET

- Transit Priority
- Higher Frequency Service
- Fixed Route Access
- Flexible Transit Market
- Limited Access



As the region grows, transit demand will increase, and new markets will emerge from Limited Access to Flexible Transit, Fixed Route Access, or Higher Frequency.

ACTIVITY NODES

Areas that are important destinations or work centers that are in lower density areas.

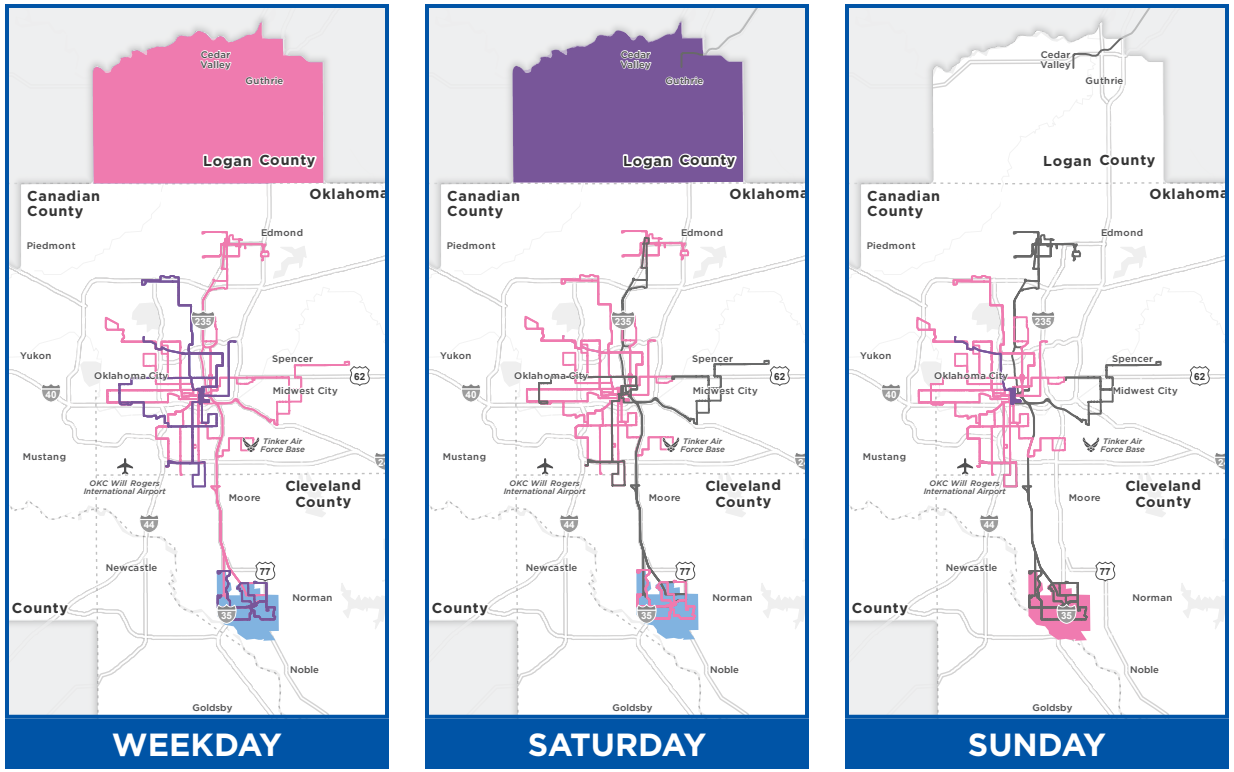
Source: U.S. Census American Community Survey (2023), LEHD LODES (2022), ACOG 2045 Projections (2021), EMBARK, Edmond Citylink, First Capital Trolley

SERVICE ASSESSMENT

The transit system's utility is limited by its service availability, which is defined by span and frequency. Decisions to intensify or enhance service by improving span and frequency can be informed by evaluating these two components alongside transit needs. The service assessment was used to determine whether the current transit system aligns with the needs of the community and identifies areas of improvement.

Span *is measured at the route or system level and reflects how many hours per day as well as how many days of the week a service runs.*

Figure 6: Existing Service Span



Source: EMBARK, Edmond, Citylink

KEY TAKEAWAYS

- Transit in the region has the most availability during weekdays.
- There is less service availability on nights and weekends.
- Sunday services are very limited.
- On-Demand services provide extended spans outside of regular service hours in Norman.

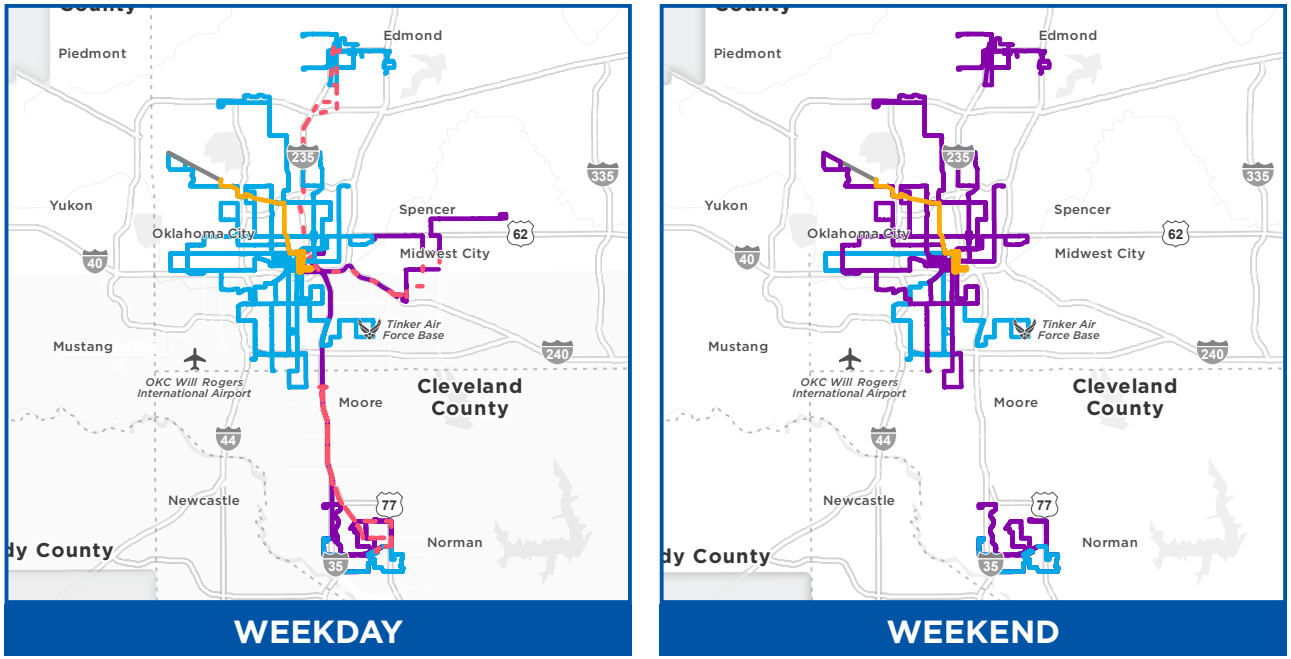
LEGEND

- Daytime service
- Nighttime service
- Daytime and nighttime service

Nighttime service is defined as service that runs later than 8:00PM

Frequency *is measured at the route level and determines how often a service runs. Many services run higher frequencies at certain times of day, known as peak hours, when demand is higher, and lower frequencies during off-peak hours when demand slows.*

Figure 7: Existing Service Frequency



KEY TAKEAWAYS

- EMBARK weekend frequencies are much lower than weekday frequencies, and there are no connections between Edmond, Oklahoma City, and Norman.
- Routes between downtown Oklahoma City, Midwest City, Norman, and Edmond run weekday express service.
- The only daily and daytime high frequency, 15-minute-or-less service in the region are the OKC Streetcar and the *RAPID* NW BRT.

First Capital Trolley operates a timed shuttle service to Langston University, not shown on the map.

Source: EMBARK, Edmond Citylink

Community Transit Spotlight: *RAPID* Northwest (NW)

RAPID Northwest (NW) BRT

The first bus rapid transit (BRT) service line in Central Oklahoma provides a premium transit service to Oklahoma City residents through faster and more frequent service. *RAPID* NW BRT averages 1,415 daily riders, showing how increased frequency along high activity corridors can boost ridership. Serving nearly 40,000 residents and 91,000 jobs, *RAPID's* transit service reaches over 20% of the region's employment base within a half-mile.

Engagement Spotlight: Community Transit Needs

The needs assessment was rooted in data and further informed by community input. Community-driven feedback helped to inform the development of the transit vision and identify local needs not clearly evident in the data that was analyzed.

The LRTP public engagement process included two rounds of engagement in the Assess phase and Evaluate phase. Below is an overview of the first round of engagement.

Assess Phase Engagement Summary

- **Need to provide better connections at transfer points**
- **Interest in express service between communities within the region**
- **Desire for increased frequency and longer service windows on weekdays and weekends**
- **General excitement for the future of transit in Central Oklahoma**

19
Board/Committee Meetings

1,800
Website Views

+Factsheets, Social Media, Website

1
Virtual Town Hall

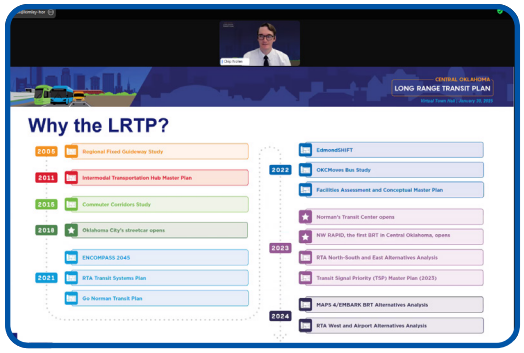
34
Views

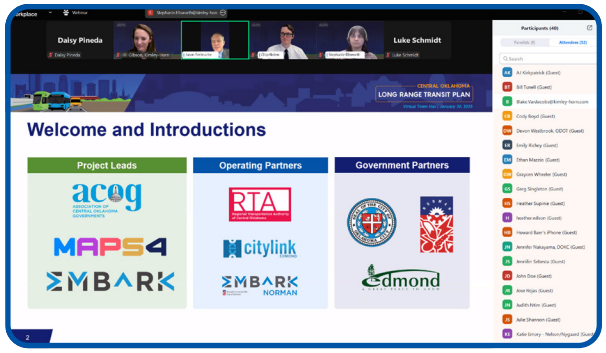
43
Attendees

20
Public Comments

For more information on how we involved the community and which stakeholder groups we met with, see **Appendix B.**

COMMUNITY INPUT





Round One Virtual Town Hall. January 30, 2025.

"I am very excited to see the high-capacity transit plans put forward. Transit between our city centers... **this would significantly increase the chances that my family and I continue to live and work in the OKC metro area.**"

"I would love to have a dependable longer time range option for transit from Edmond to Norman as well as weekend options to get from Edmond to downtown regularly for more events. **I drive regularly to OKC and to Norman daily and would gladly utilize a transit option if it didn't require 15 transfers and half a day of travel to commitment.**"

"**I'm really excited for this project!** I think we've wanted this option for a really long time and **I believe it will elevate the quality of life in the OKC metro...**Can't happen soon enough!"

What kinds of trips would you use transit for?

(Multiple Choice)

71% Entertainment

61% Getting to work/school

61% Recreation

16% Accessing healthcare/ social services

What features would make you use transit more often?

(Multiple Choice)

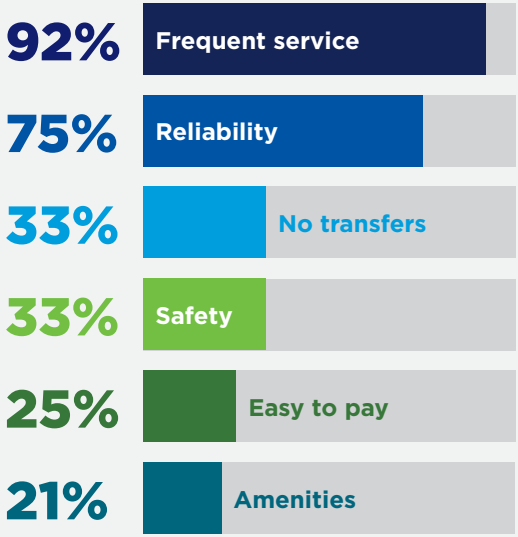
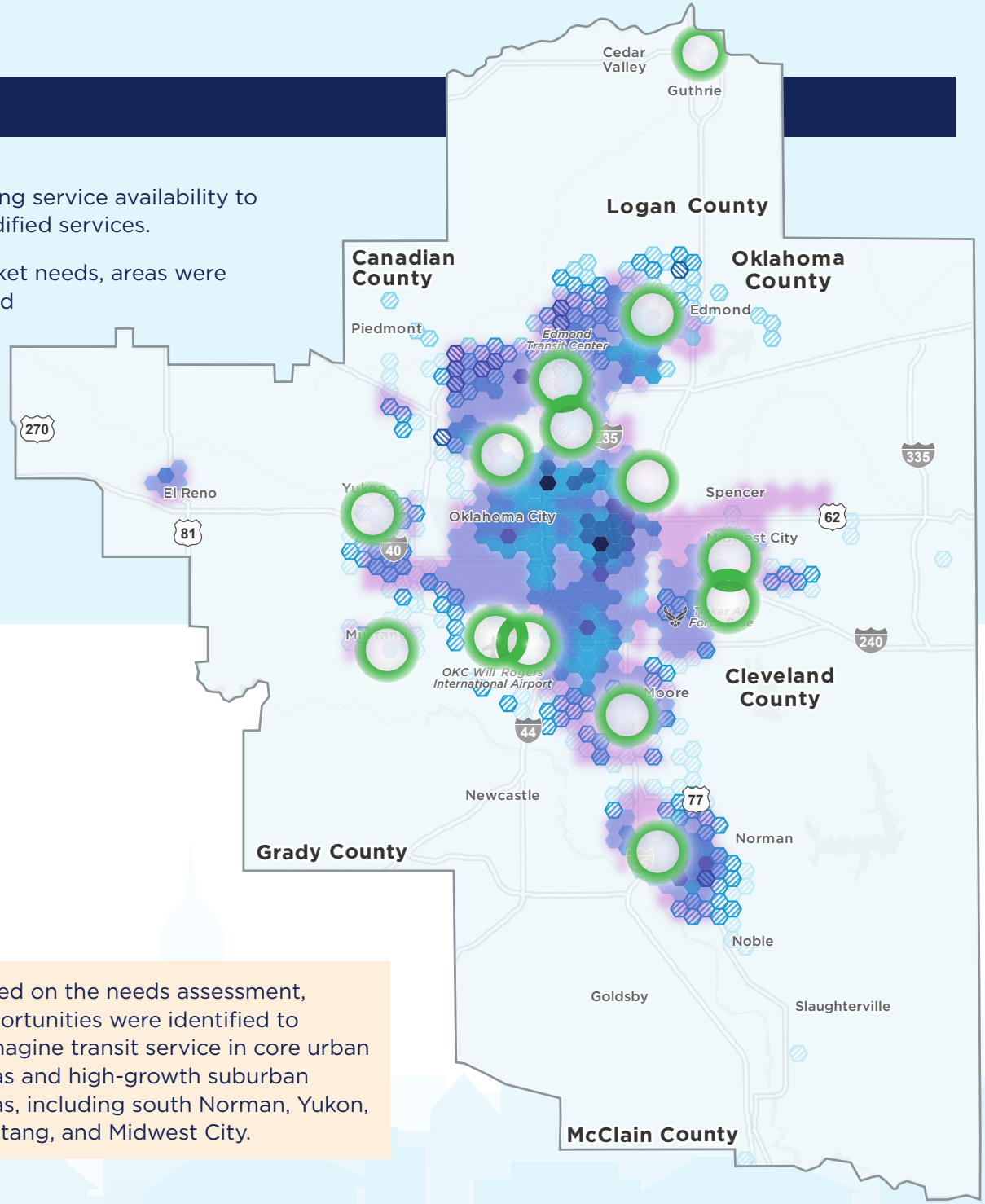


Figure 8. Transit Opportunities

The transit markets were compared to with existing service availability to identify opportunity areas to provide new or modified services.

By analyzing current transit services against market needs, areas were identified where new services could be introduced or existing services could be improved by adjusting routes, increasing frequency, or extending service hours. **Figure 8** shows areas where the transit system can better meet current community needs and accommodate future growth.



LEGEND

ACOG TRANSPORTATION MANAGEMENT AREA

Transit Opportunities

Activity Node

EMERGING MARKET

Higher Frequency Service

Fixed Route Access

Flexible Transit Market

EXISTING MARKET

Transit Priority

Higher Frequency Service

Fixed Route Access

Flexible Transit Market

Limited Access

Based on the needs assessment, opportunities were identified to reimagine transit service in core urban areas and high-growth suburban areas, including south Norman, Yukon, Mustang, and Midwest City.

Chapter 3

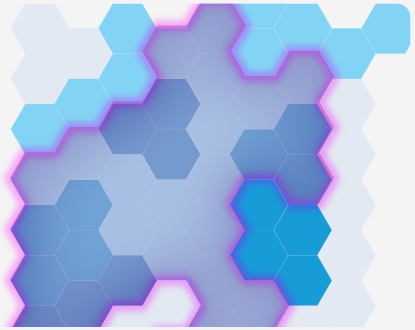
Evaluate Phase

Chapter 3

Evaluate Phase

The Evaluate Phase used key takeaways from the Assess phase to inform the development of three networks: a Short-Term, Mid-Term, and Long-Term transit network.

1 Identify Opportunities



Building off of Chapter 2, the following three components served as key inputs in refining opportunities identified in **Figure 8**.

PLANNED HIGH-CAPACITY

Leverage existing work to establish a transformative network that provides regional high-capacity service

LOCAL PLANNING EFFORTS

Input to determine agency short-term priorities and projects at the local level

STAKEHOLDER FEEDBACK

Collaboration to identify methods to reenvision transit priorities and explore regional connections

2 Identify Transit Improvement Strategies

Based on local planning priorities and stakeholder feedback, four primary strategies were identified to guide the development of the Short-Term, Mid-Term and Long-Term networks.

IMPROVE NETWORK CONNECTIONS

Create connections by modifying route alignments or adding new crosstown routes for more direct trips.

CONNECT TO HIGH-CAPACITY INVESTMENTS

Leverage high-capacity investments by modifying the local service to improve overall system accessibility.

HIGHER FREQUENCY SERVICE

Increase service frequency on core routes to decrease transfer wait times and allow riders more flexibility for different types.

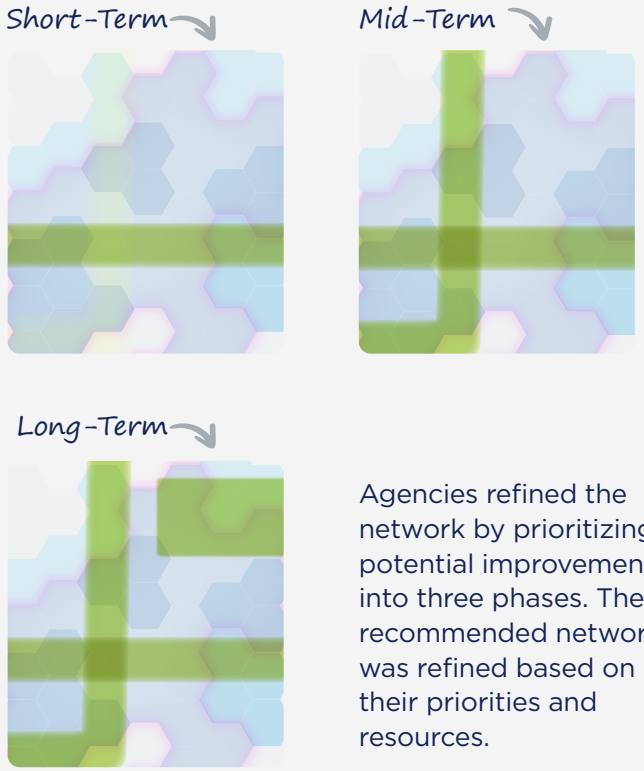
COMPLEMENTARY PROGRAMS

Enable expanded service and support transit trips through better amenities and limit the number of transfers.

3 Develop a Universe of Potential Improvements

Stakeholders identified corridors and connections across the region to highlight all potential service enhancements within Central Oklahoma based on data-driven opportunities (**Figure 8**), the four transit improvement strategies and stakeholder input.

4 Refine Networks



Agencies refined the network by prioritizing potential improvements into three phases. The recommended network was refined based on their priorities and resources.

>> Implementing the LRTP

The LRTP will serve as a guide for future service modifications. Additional detail on service modifications and implementation can be found in **Chapter 4**.

Round One Agency Workshop. December 12, 2024. Oklahoma City, Oklahoma.

STAKEHOLDER ENGAGEMENT SPOTLIGHT: *RE-ENVISIONING TRANSIT IN THE REGION*

Transit stakeholders were brought together through an agency workshop to discuss and reimagine the future of transit in Central Oklahoma. Stakeholders responded to transit opportunities identified in the Assess phase, provided input on agency priorities, and discussed bold new ideas to deliver transit to better serve existing and future riders.

For more information on how we involved stakeholder groups, see Appendix B.

TRANSIT VISION FEEDBACK

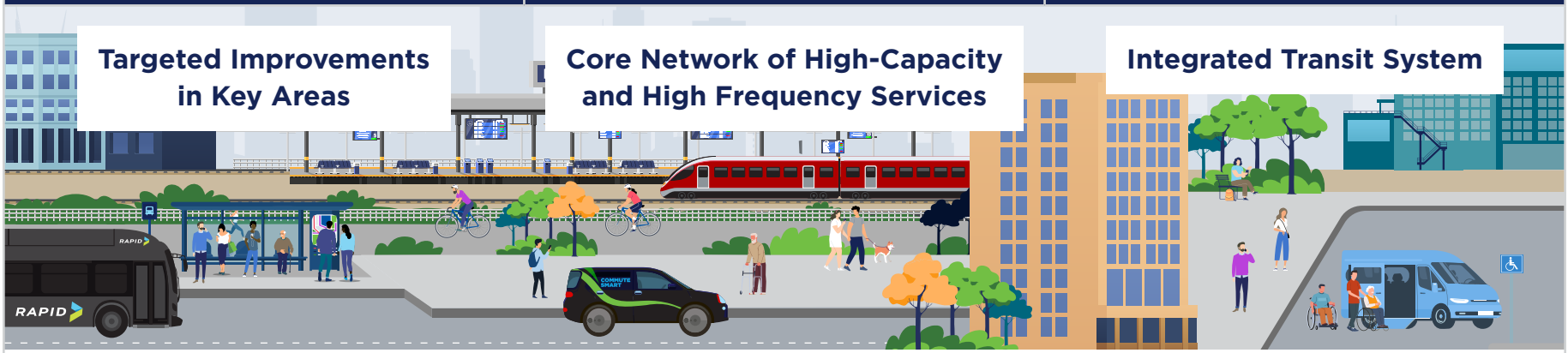
- Increased reliability and service spans for local bus
- Express service to El Reno and Yukon
- New on-demand zones to provide more flexible service
- Provide connections to:
  - High-Capacity Routes
  - Moore
  - Norman
  - Edmond

Networks

Achieving the LRTP vision will require a large investment and a phased approach. Regional stakeholders identified key priorities for the Regional Transit Vision, aiming to address growth based on current and future development projections.

Based on stakeholder input, the following table describes the three planning horizons that were developed for the LRTP.

Table 4: Network Summary



SHORT-TERM	MID-TERM	LONG-TERM
0-10 Years	*10-20 Years*	*20-30+ Years*
HIGH-CAPACITY TRANSIT INVESTMENTS		
• MAPS 4 NE/S BRT Corridor • OKC Streetcar Extension (to MAPS 4 Multipurpose Stadium)	• RTA N/S Commuter Rail • RTA West BRT Corridor • RTA East BRT Corridor • RTA Airport LRT Corridor & RTA Federal Aviation Administration (FAA) Extension	• OKC Streetcar Extension (Innovation District) • *RAPID* NW BRT Extension
LOCAL SERVICE INVESTMENTS		
• New high frequency in **select corridors** • Enhanced service spans on **select routes**	• High frequency service on **core network** • Enhanced service spans on **core network**	• **New on-demand zones** to expand access • Enhanced service spans on **all routes**

NETWORK EVALUATION

The following section summarizes the overall performance of each network, the benefits to communities and the potential costs. The networks were evaluated using 19 performance metrics organized under the four project goals. These metrics—developed in close collaboration with stakeholder agencies—reflect regional priorities such as accessibility, equity, cost-effectiveness, and user experience.

Provide communities with meaningful access to transit

- Access to jobs
- Access to residents
- Access to transit-dependent residents
- Access to future job growth
- Access to future population growth
- Access to existing and planned transit supportive land uses
- Supports economic development

Create a compelling, reliable rider experience

- Serves areas with supportive active transportation facilities
- Appropriate passenger facilities at high-ridership stops
- Number of transfer points
- Transit competitiveness

Offer competitive service options

- Reliability
- New frequent service
- Access to frequent service
- Ridership

Utilize resources effectively

- Capital costs
- Operation & Maintenance (O&M) costs
- Federal or state funding eligibility
- Passenger per hour capacity

Engagement Spotlight: Aligning with Community Transit Needs

During our network evaluation in the second round of public engagement, the Regional Transit Vision was presented at committee meetings and town halls, inviting valuable feedback to ensure the LRTP goals are achieved.

Evaluate Phase Engagement Summary

- **Need for transit to respond to the uniqueness of central Oklahoma's growth**
- **Interest in funding feasibility and procedures to implement the vision**
- **Desire for increased frequency and longer service windows on weekdays and weekends**
- **General excitement for the future of transit in Central Oklahoma**

9
Board/Committee Meetings

2,246
Website Views

+Factsheets, Social Media, Website

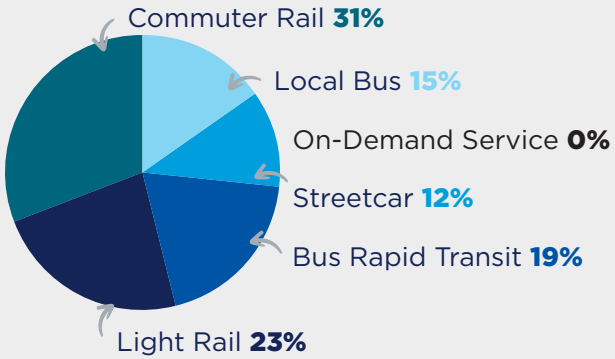
1
Virtual Town Hall

745
Views

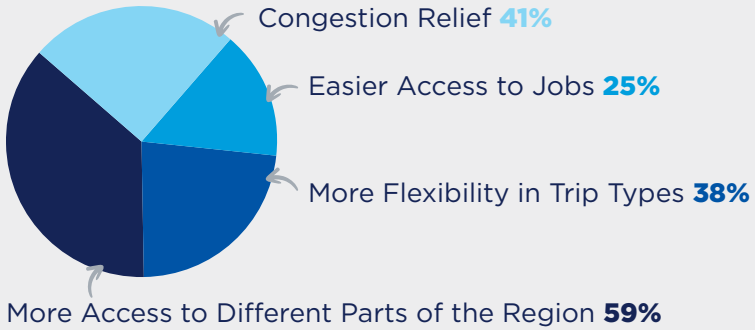
34
Attendees

34
Public Comments

What transit service would you use the most?
(Single Choice)



Based on the proposed vision, which benefits are you the most excited about? *(Multiple Choice)*



NETWORK COMPONENTS

The proposed networks represent a shift toward a more connected and regionally balanced transit network. While Downtown Oklahoma City remains a key hub, the vision aims to reduce reliance on downtown transfers by supporting more direct crosstown and inter-suburban connections. The components that make up each network are described below and the following section describes the components of each network—Short-Term, Mid-Term, and Long-Term—as well as the network's performance against select goals that were identified as part of the evaluation framework.

Core Network

The LRTP proposes phased improvements to establish a core network of high-capacity and high frequency services to enhance reliability and provide more convenient services along high demand corridors making transit more attractive and accessible for all.

- **High-Capacity Routes** are designed to handle a large number of passengers, often using larger buses with more frequent service to accommodate higher demand. A majority of these routes were identified through previous planning efforts, with additional high-capacity routes identified through high levels of underlying demand or stakeholder feedback.
- **High Frequency Routes** arrive at shorter intervals, typically at 20 minutes or less during peak times. High frequency improvements on existing and new routes were identified through stakeholder and community feedback and are designed to reduce waiting times for passengers, making bus travel more convenient and reliable.

Fixed Route

The LRTP proposes enhancements to existing routes and new routes to maximize connections to high-capacity and high frequency services, provide more direct services to riders, and expand service into emerging, high-need markets.

- **Crosstown Routes** travel across a City or urban area, without crossing through the central business district. These routes are designed to provide direct connections between outlying neighborhoods and districts, reducing the need for passengers to travel into the city center.
- **Express Routes** often provide connections between cities or other major destinations with limited stops along the way to reduce travel time for longer-distance commuters. These routes may provide services for a shorter service window, or only during the peak period.
- **Local Bus Routes** will provide service in high-growth areas, improve connectivity, and enhance accessibility in underserved areas.

On-Demand Zones

On-demand zones can complement traditional transit by filling in gaps and providing more tailored transportation solutions while improving the overall systems flexibility and accessibility.

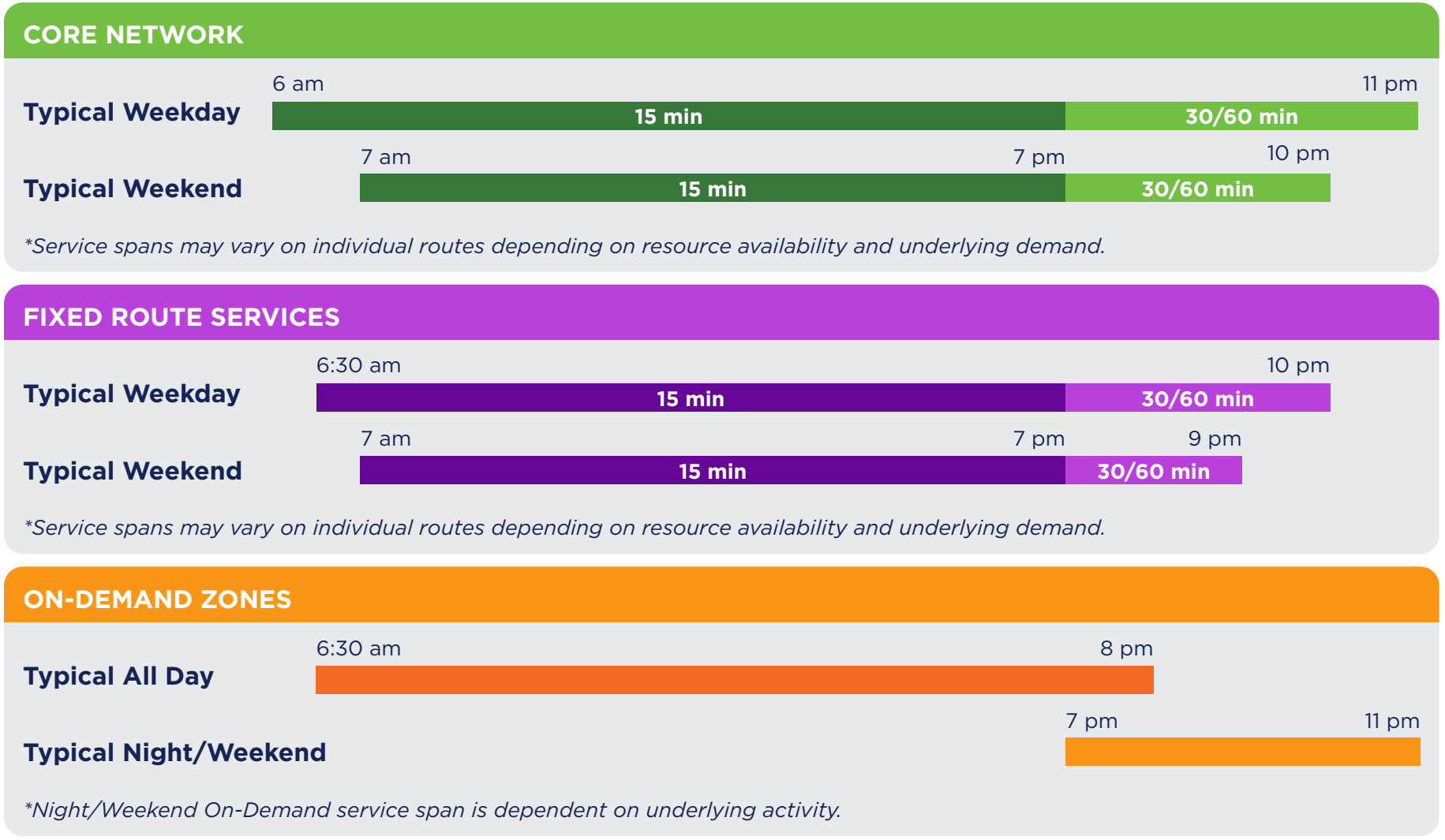
- **All Day** on-demand zones operate in lower-density areas where it may not be cost-effective to operate fixed route and help provide connections to major transit hubs or stations.
- **Night/Weekend** on-demand zones operate during off peak hours or times of day when passenger demand is too low to support frequent fixed route services.

Routes identified in each component may overlap with each other—for example, a new crosstown route could also be considered a high frequency route. This means that the same route may be included in more than one component.

Increasing Utility of the Transit System

Routes with Service Enhancements include route modifications to improve connectivity or reduce redundancy with high-capacity investments as well as increased service spans to provide service to a wider variety of trip types.

Figure 9: Transit Vision Service Spans



*Service spans for identified high-capacity services vary and will be implemented as identified in previous planning efforts

Chapter 3 focuses on the phased network improvements and performance for each planning horizon. For additional information on implementation strategies and recommended actions, see **Chapter 4: Implementation**.

SHORT-TERM SCENARIO

Targeted Improvements in Key Areas

In the Short-Term, projects from previous planning efforts and realignments of local service will be implemented to complement the new NE/S BRT Corridor. This development will help reduce travel times and improve mobility within the region.

Horizons	0-10 Years
Projects	NE/S MAPS 4 BRT Corridor & OKC Streetcar Extension (to MAPS 4 Multipurpose Stadium)
Key Network Highlights	• New high frequency in key corridors • Enhanced service spans on key routes

Core Network

4
HIGH-CAPACITY ROUTES

5
HIGH FREQUENCY ROUTES

95 MILES
of High-Capacity or High Frequency Services

123,000
RESIDENTS & JOBS
with Increased Access to Frequent Service

Fixed Route

3
NEW LOCAL BUS

5
ENHANCED BUS

On-Demand Zones

3
ALL DAY

1
NIGHT/WEEKEND

Key Destinations

- Oklahoma City Community College
- Adventure District
- Downtown Oklahoma City
- VA Hospital & Oklahoma University (OU) Health Science Center

Performance Metrics

Access to **630** more jobs and **4,000** residents

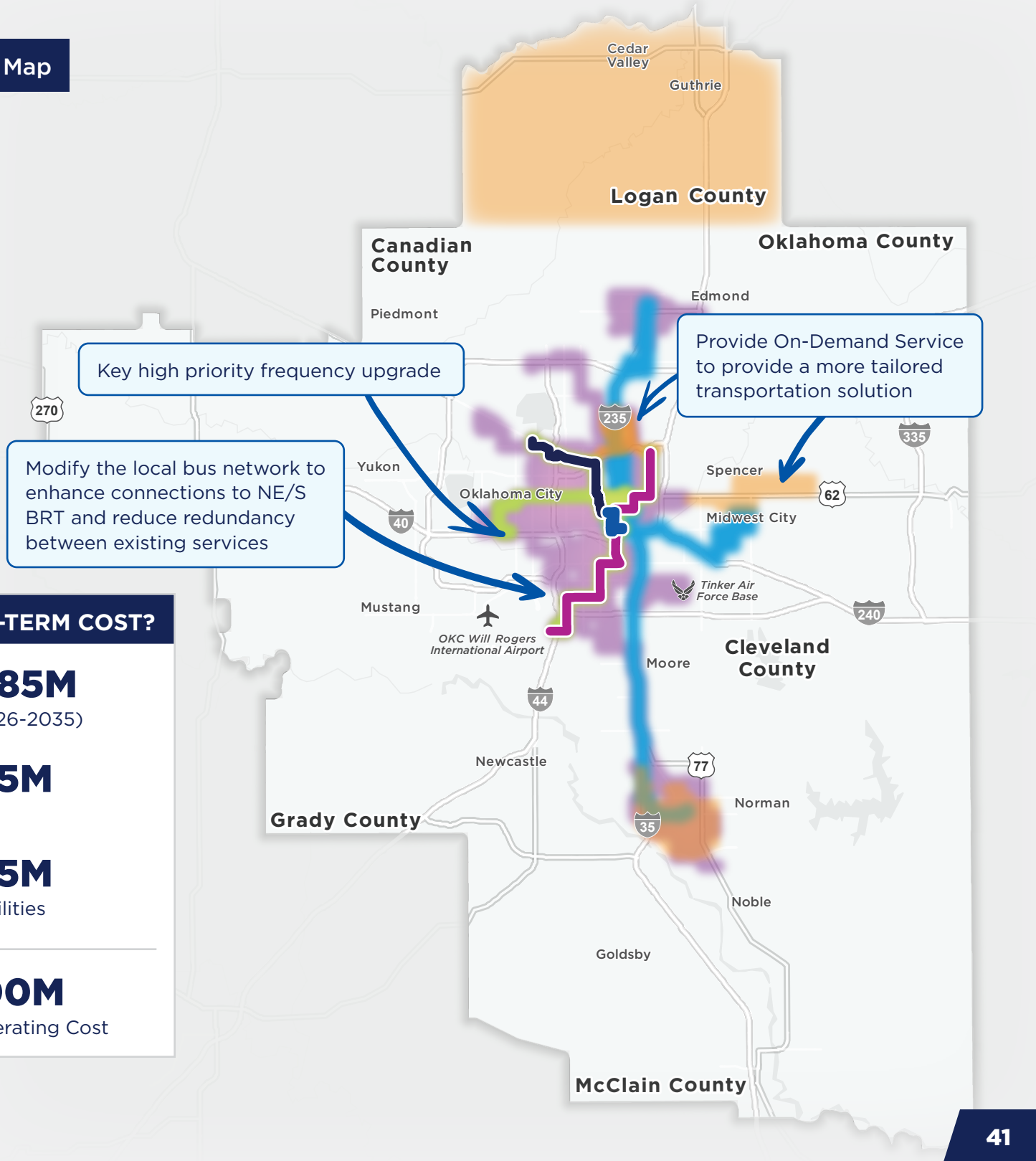
Access to **72,000** potential new jobs

Potential to serve **17,000** to **19,000** average daily weekday transit riders

Access to **1,000** more underserved groups

Access to **2,000** potential new residents

Figure 10. Short-Term Scenario Map



HOW MUCH WILL THE SHORT-TERM COST?

$175M - $285M
Total Capital Cost (2026-2035)

$75M - $125M
Vehicle Procurement

$75M - $125M
New or Upgraded Facilities

$70M - $100M
Additional Annual Operating Cost

Note: *Not including RTA projects*

MID-TERM SCENARIO

Core Network of High-Capacity and High Frequency Services

The Mid-Term builds on the Short-Term scenario with the addition of more than a dozen new routes, including the RTA's planned high-capacity investments. These routes improve regional connectivity and expand the network's reach into growing areas.

Horizons	10-20 Years
Projects	RTA N/S Commuter Rail, RTA West BRT Corridor, RTA East Corridor, RTA Airport LRT Corridor & RTA FAA Extension
Key Network Highlights	• High frequency service on core network • Enhanced service spans on core network

Core Network

9
HIGH-CAPACITY ROUTES

16
HIGH FREQUENCY ROUTES

430 MILES
of High-Capacity or High Frequency Services

375,000
RESIDENTS & JOBS
with Increased Access to Frequent Service

Fixed Route

6
CROSSTOWN ROUTES

2
EXPRESS ROUTES

7
NEW LOCAL BUS

15
ENHANCED BUS

On-Demand Zones

4
ALL DAY

1
NIGHT/WEEKEND

Key Destinations

- Tinker Air Force Base
- OKC Will Rogers International Airport
- University of Central Oklahoma
- University of Oklahoma

Performance Metrics

Access to **69,000** more jobs and **157,000** residents

Access to **104,000** potential new jobs

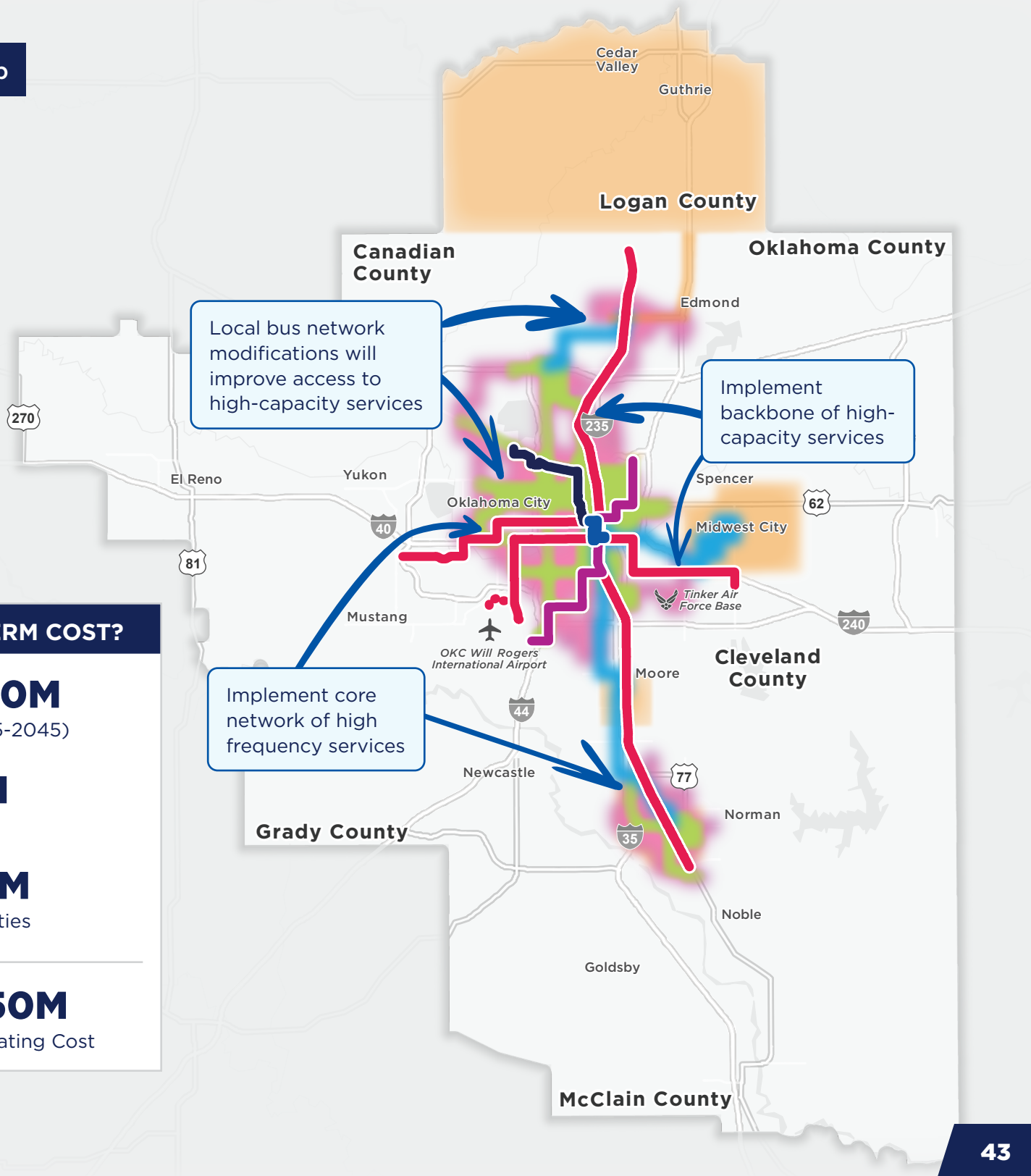
10-15% decrease in transit trip times between key destinations

Access to **93,000** more underserved groups

Access to **34,000** potential new residents

Potential to serve **35,000** to **47,000** average daily weekday transit riders

Figure 11. Mid-Term Scenario Map



HOW MUCH WILL THE MID-TERM COST?

$135M - $190M
Total Capital Cost (2035-2045)

$65M-$90M
Vehicle Procurement

$65M - $90M
New or Upgraded Facilities

$100M - $150M
Additional Annual Operating Cost

Note: *Not including RTA projects*

LONG-TERM SCENARIO

Integrated Transit System

The Long-Term further expands access to growing communities using flexible on-demand transit, adding weekend and night service, and additional crosstown routes. These new services will create a premium experience for riders across the region.

Horizons	20-30 Years
Projects	OKC Streetcar Extension (Innovation District), *RAPID* NW BRT Extension
Key Network Highlights	• New on-demand zones to expand access • Enhanced service spans on all routes

Core Network

9
HIGH-CAPACITY ROUTES

16
HIGH FREQUENCY ROUTES

430 MILES
of High-Capacity or High Frequency Services

375,000
RESIDENTS & JOBS
with Increased Access to Frequent Service

Fixed Route

8
CROSSTOWN ROUTES

3
EXPRESS ROUTES

8
NEW LOCAL BUS

24
ENHANCED BUS

On-Demand Zones

13
ALL DAY

2
NIGHT/WEEKEND

Key Destinations

- Innovation District
- El Reno
- Moore
- Lake Hefner

Performance Metrics

Access to **151,000** more jobs and **390,000** residents

Access to **170,000** potential new jobs

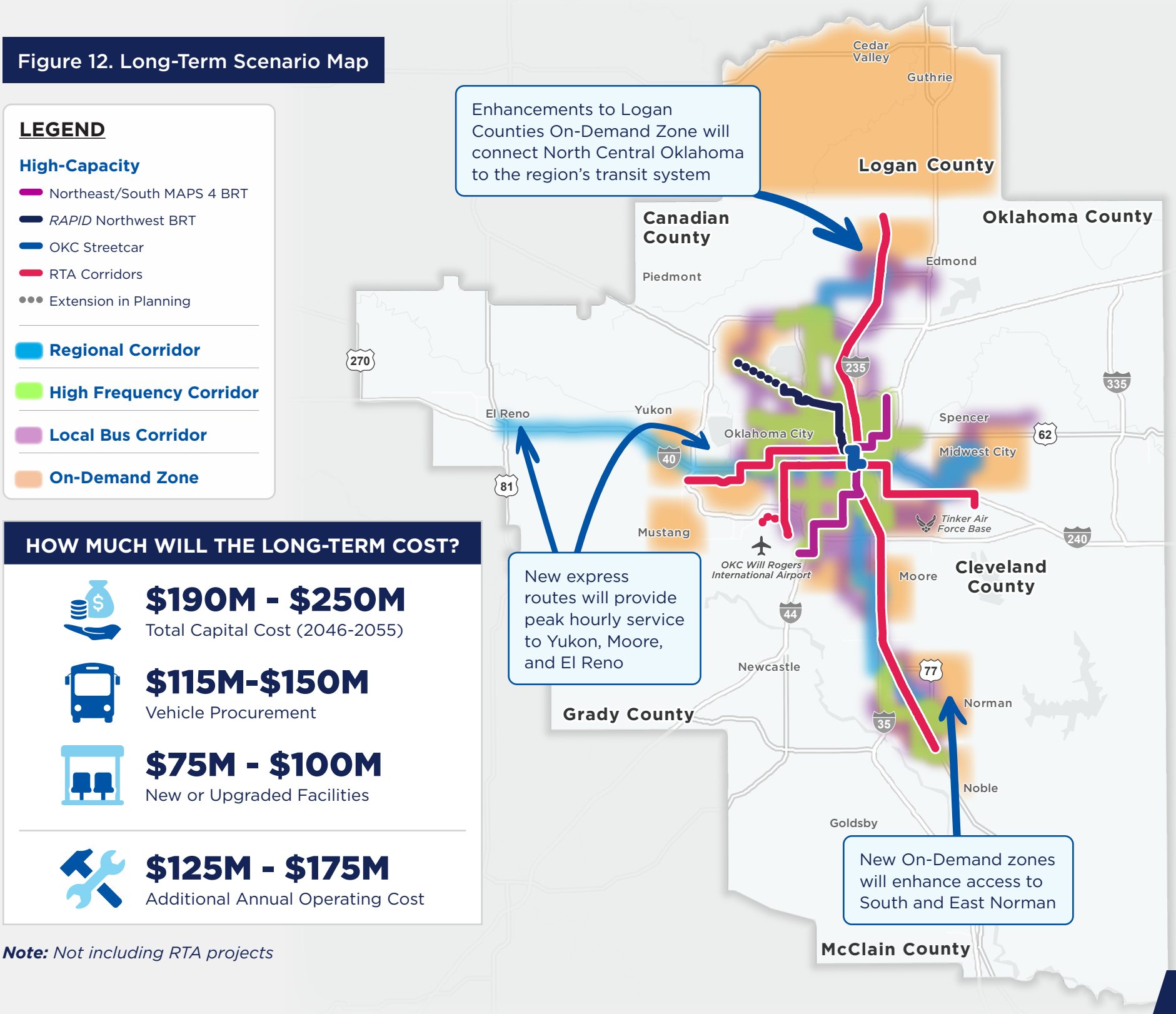
20-25% decrease in transit trip times between key destinations

Access to **219,000** more underserved groups

Access to **100,000** potential new residents

Potential to serve **38,000** to **67,000** average daily weekday transit riders

Figure 12. Long-Term Scenario Map



ECONOMIC DEVELOPMENT

The LRTP recommends significant investments in transit throughout Central Oklahoma that will enhance the transit experience and make the system more legible, comfortable, and attractive for riders. These investments will generate many benefits for the local and regional economy.

Benefits of Investing in Transit

Increased Job Access	*More access to more types of jobs*
Reduced Transportation Costs	*Lower personal transportation expenses by offering transit options*
Improved Quality of Life	*Reduced commute times and less traffic congestion allows for more time for personal activities*
Economic Competitiveness	*Stimulates local economy by attracting businesses and encouraging development*
Property Value Increase	*Proximity to transit boosts property values.*
Greater Mobility for All	*Provides reliable transit for those unable to drive*

Boosting Economic Growth and Development

5-to-1
Return on Long-Term Investments

151,000
Additional Jobs
Accessible by Transit

1,300
Sustained Jobs

Save commuters
1.1 M
Hours from Reduced Congestion Annually

$100+ M
Annual Growth
in the Local Economy

$120+ M
In Wages

$28+ M
Annual Savings from Reduced Congestion

TRANSIT VISION: SYSTEM GROWTH

Achieving the Transit Vision will require substantial growth of the transit system in Central Oklahoma. The table below highlights growth metrics across the system for local transit agencies – EMBARK, Norman Transit (dba EMBARK), Citylink Edmond, and First Capital Trolley. The RTA was not included in the system growth analysis.

Table 5: System Growth Metrics

Fixed Route Service Growth	**170%** ↑ in Revenue Service Hours	**140%** ↑ in Revenue Service Miles	
Demand Response Service Growth	**100%** ↑ On-Demand Services	**85%** ↑ Paratransit Operations	**145%** ↑ Demand-Response Vehicle
Operations & Maintenance Growth	**115%** ↑ in Vehicles	**160%** ↑ in Staff	
Supportive Infrastructure	**$255M - $365M** Vehicle Procurement	**$75M - $125M** New or Upgraded Facilities	**$30M - $45M** Other Costs (Technology, etc.) *Note: Only includes Short-Term and Mid-Term Scenarios*

Based on existing revenue streams as well as local and federal funding, there is a funding gap that will need to be addressed to deliver the Transit Vision outlined in **Chapter 3**.

$450M – $700M
Capital Funding Gap

$1.25B – $1.75B
Operating Funding Gap

Chapter 4 will provide detailed information on the necessary steps and actions to deliver the Transit Vision.

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Chapter
4

Recommend Phase

Chapter 4

Recommend Phase

This chapter outlines a roadmap for delivering the short-term, mid-term, and long-term networks presented in **Chapter 3**. Each section (outlined below) is intended to provide a deeper understanding on the challenges, opportunities, and potential actions that could support the implementation of the Regional Transit Vision.

Delivering Transit Service

This section outlines how the LRTP serves as a guide for developing more specific service modifications as well as the steps necessary to take the LRTP's corridor-level improvements into more specific route alignments. This section also provides details on the necessary fleet, maintenance, and staffing expansion necessary, and highlights opportunities for implementing and re-thinking how demand response services are delivered in the region.

- **Service Improvements**
- **Fleet, Maintenance, and Staffing**
- **Demand Response**

Infrastructure Investments

This section highlights the supportive infrastructure required for both operators and passengers, including bus stops, park and rides, and mobility hubs. Additionally, the significant expansion of high frequency and high-capacity services will require additional infrastructure to support speed, reliability and operator efficiencies.

- **Supportive Infrastructure**
- **Operating Improvements**

Strategic Funding and Partnerships

This section highlights all the funding options available within the Central Oklahoma region as well as opportunities to expand partnerships between public agencies, private businesses, and non-profits.

- **Funding**
- **Partnerships, Policies, and Programs**

INSIGHTS FROM OTHER AGENCIES

Peer agencies from across the country were selected to inform the recommendations identified in **Chapter 4**. This section highlights lessons learned, innovative practices, and effective strategies from other agencies.

Action Plan

The Action Plan summarizes the recommendations and phasing for the short-term, mid-term, and long-term. It also details the roles and involvement of transit stakeholders in the region under various categories.

Future Updates

This section highlights items that should be considered as the plan is updated so that the LRTP remains a relevant guiding document for transit improvements in the region.

DELIVERING TRANSIT SERVICE

Service Improvements

Transit corridors and investments identified in the LRTP provide a Transit Vision for local agencies to plan toward. As agencies gain clarity on the timeline for high-capacity projects, local services will be modified to leverage and connect to the high-capacity network. The LRTP serves as a guide in the development of future Comprehensive Operational Analyses (COAs) which will provide greater clarity on the specific service modifications. For more information on the overall transit planning process, see **Page 7**.

When implementing these local bus network improvements, there are several key steps that each agency will need to take.

1 Incorporate LRTP recommendations into Comprehensive Operational Analyses (COAs)

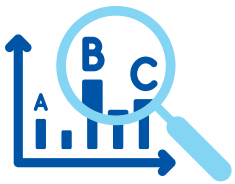
Agencies will update COAs to assess current operations and identify more specific configurations for new routes and route realignments. If a new high-capacity route will require significant modifications to local services, a Feeder Bus Study should be conducted to generate targeted community feedback. Based on the extent of route modifications, a Title VI Equity Analysis may be required.

2 Design and/or construct necessary infrastructure improvements to deploy service

Agencies will need to assess modifications or new infrastructure required to support network modifications. (See **Infrastructure Investments** for additional details on what supportive infrastructure may be required).

3 Notify the public on upcoming network modifications

Agencies will need to provide information to riders through various channels such as websites, social media, printed materials, and signage.



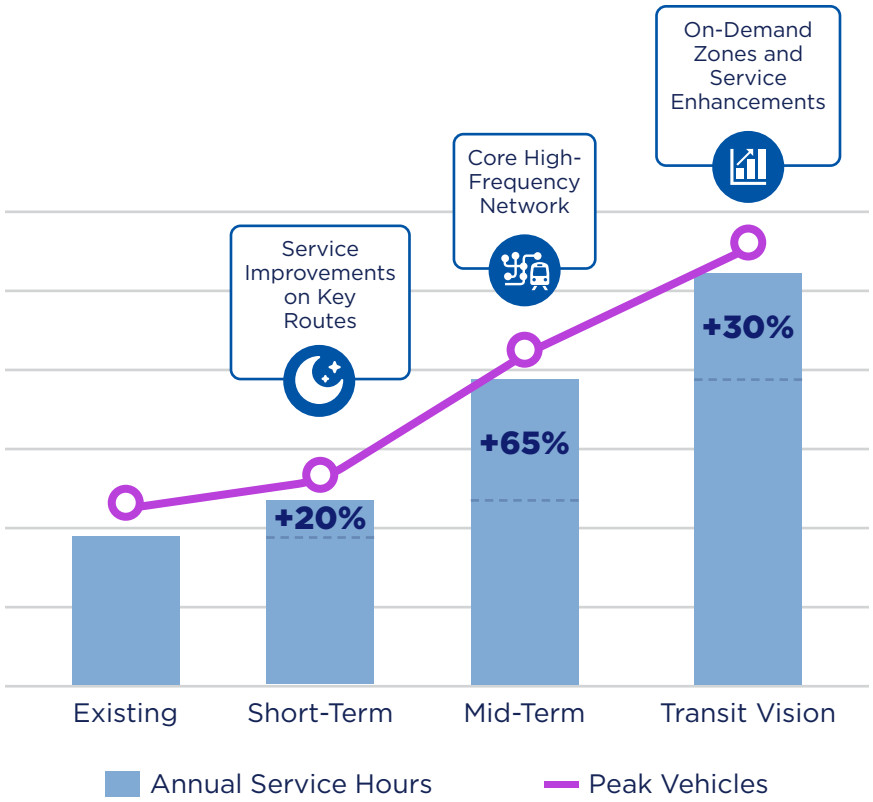
4 Monitor service changes

Agencies should establish a regular monitoring process to evaluate the impact of changes on ridership, service quality, and overall system performance.

Fleet, Staff, Maintenance

The delivery of the Transit Vision will rely on effective strategies for rapidly scaling fleet, staffing, and maintenance. This section identifies the needs based on the service improvements described in **Chapter 3** as well as potential strategies to address the need. During the 30-year planning horizon, service is projected to increase by 145%, with the majority of these increases associated with local bus and on-demand improvements. Vehicle revenue hours are also anticipated to rise by 170%, necessitating an 160% increase in staff to deliver the proposed service enhancements.

Figure 13: Fleet, Staff, Maintenance Growth



KEY TAKEAWAYS

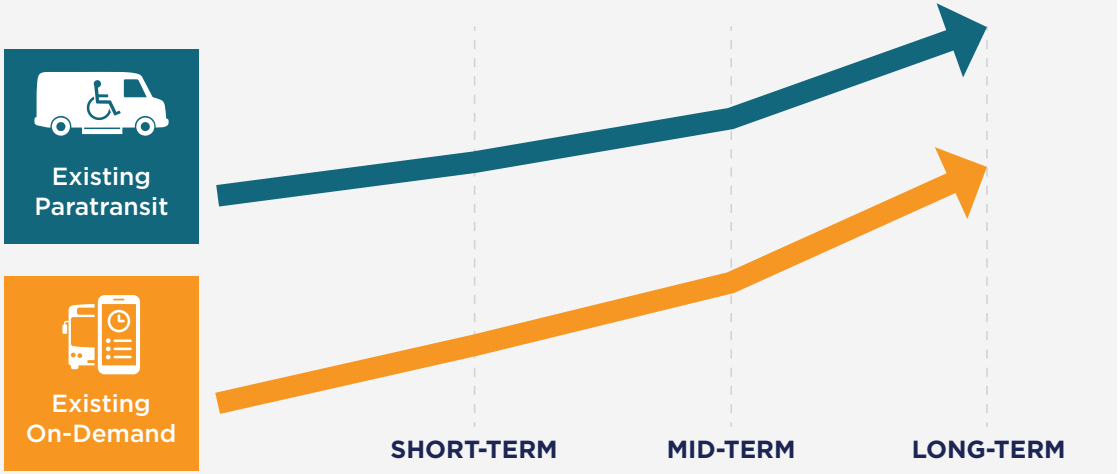
On-Demand Service Growth: As demand responsive services expand, agencies will have an opportunity to re-evaluate how these services are delivered. This shift will impact fleet composition, staffing models, and maintenance.

Fixed Route Service Expansion: Significant growth in local bus and high-capacity transit will require more drivers and new or expanded facilities. This presents an opportunity to explore co-location strategies and shared infrastructure to optimize space and resources.

DEMAND RESPONSIVE

To effectively scale with the growth of the fixed route network, additional investments in paratransit services to maintain regulatory compliance as well as increased access through on-demand zones will be necessary.

Figure 14: Demand Response Service Growth



COMMINGLED SERVICE

Combining on-demand and paratransit services offers several advantages, including optimized resource use, cost savings, and enhanced service coverage. By sharing vehicles, drivers, and infrastructure, transit agencies can reduce idle time and operational costs while expanding coverage areas for both user groups. This integration also provides greater flexibility and responsiveness, allowing for dynamic scheduling that better meets passenger's needs.

SUCCESS STORY:
NORMAN ON-DEMAND

Launched in 2023, Norman On-Demand offers residents an innovative alternative to traditional fixed route, allowing riders to book rides via a mobile app or phone call. The On-Demand service is supported through a partnership with the University of Oklahoma's SafeRide program and allows the City of Norman to provide nighttime and weekend service to improve access during times when fixed route demand is not high enough to warrant service.

Source: Norman On-Demand

ON-DEMAND SERVICE: USE CASES

On-demand service has various applications to target specific gaps in public transit systems. Below are some of the most common use cases.

FIRST-/ LAST- MILE

Many people live too far from a transit stop to walk comfortably. On-demand zones can bridge that gap and connect riders to/from major transit hubs.

LOW DENSITY COVERAGE

Suburban and rural areas often lack transit options due to lower population density. On-demand zones can provide more suitable services to these communities.

OFF PEAK/ LATE NIGHT

Demand for fixed route service typically drops in the evenings. On-demand zones can supplement fixed route and provide coverage during times when demand is low.

WORKFORCE MOBILITY

Establishing employer partnerships to provide on-demand service where traditional transit doesn't go can support economic mobility for all.

PROVIDING TRANSIT IN SMALLER COMMUNITIES

Even though demand in rural and small urban areas may be low, flexible transit options such as on-demand or paratransit services can significantly expand access for all residents, including people with disabilities, older adults, and those without personal vehicles. Specialized transit services can act as a crucial lifeline for these populations, offering affordable, efficient, and adaptable transportation compared to traditional fixed route systems.

POTENTIAL PILOT PROCESS FOR ON-DEMAND SERVICE

There are many factors that could contribute to the success of on-demand service. Piloting on-demand service provides an opportunity to effectively test, evaluate, and refine the approach prior to broader implementation

Typical Cost Range for On-Demand Service Pilot: **$500,000 - $1,000,000**

Costs are dependent on the on-demand service model and whether it is directly operated by a transit agency or jurisdiction, operated by a third-party, or provided through a Transportation Network Company (TNC) subsidy.

INFRASTRUCTURE INVESTMENTS

Investments in supportive infrastructure and technology will be necessary to support the Transit Vision, improve operational efficiencies, and deliver high frequency transit service. This section outlines the supportive infrastructure needed as well as different types of technology that would improve the delivery of transit in Central Oklahoma.

Supportive Infrastructure

The three primary infrastructure improvements necessary to support the Transit Vision include: passenger facilities, driver facilities, and bus stops. The LRTP identifies general areas for the implementation of different types of facilities as well as a toolkit of resources to be considered as agencies implement recommended services changes and design for these facilities progress.

PASSENGER

This section will introduce components of various passenger facilities for agencies to consider as they advance planning and implementation.

Major and Minor Mobility Hubs

Mobility hubs are central locations where multiple modes of transportation come together. Designed to enhance connectivity and accessibility within the transit network, these hubs facilitate transfers between modes, provide amenities, and improve system wayfinding.

Park and Rides

Park and Rides are facilities where commuters can park their vehicles and transfer to the transit system for the remainder of their journey.

Bus Stops

Bus stops serve as the primary points of entry and exit for transit riders and are critical in shaping the passenger experience.

OPERATOR

As the Transit Vision is implemented, more granular planning to identify suitable locations for operator facilities will be necessary.

Driver Facilities

As new routes and crosstowns come online, new driver facilities may be needed to support transit drivers. These facilities typically include a restroom and/or a rest area for eating, drinking, or stretching.

Pull Outs

Pull outs are designated areas where buses can exit the main travel lane. Pull outs can be used for passenger loading/unloading or for driver layover.

Turnarounds

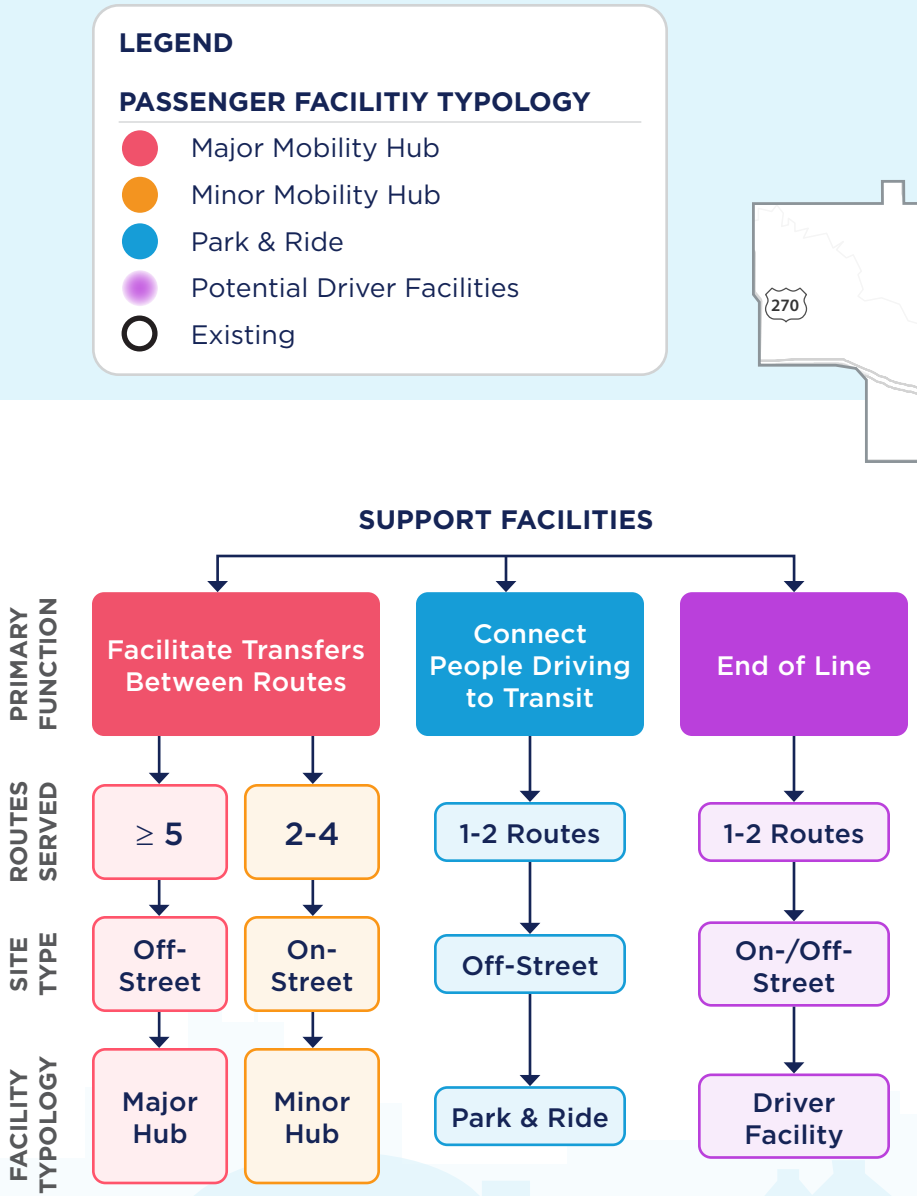
Turnarounds are locations where bus routes terminate and reverse direction. These sites may require specific infrastructure, such as loops or designated areas, to efficiently manage bus operations and accommodate variations in passenger demand.

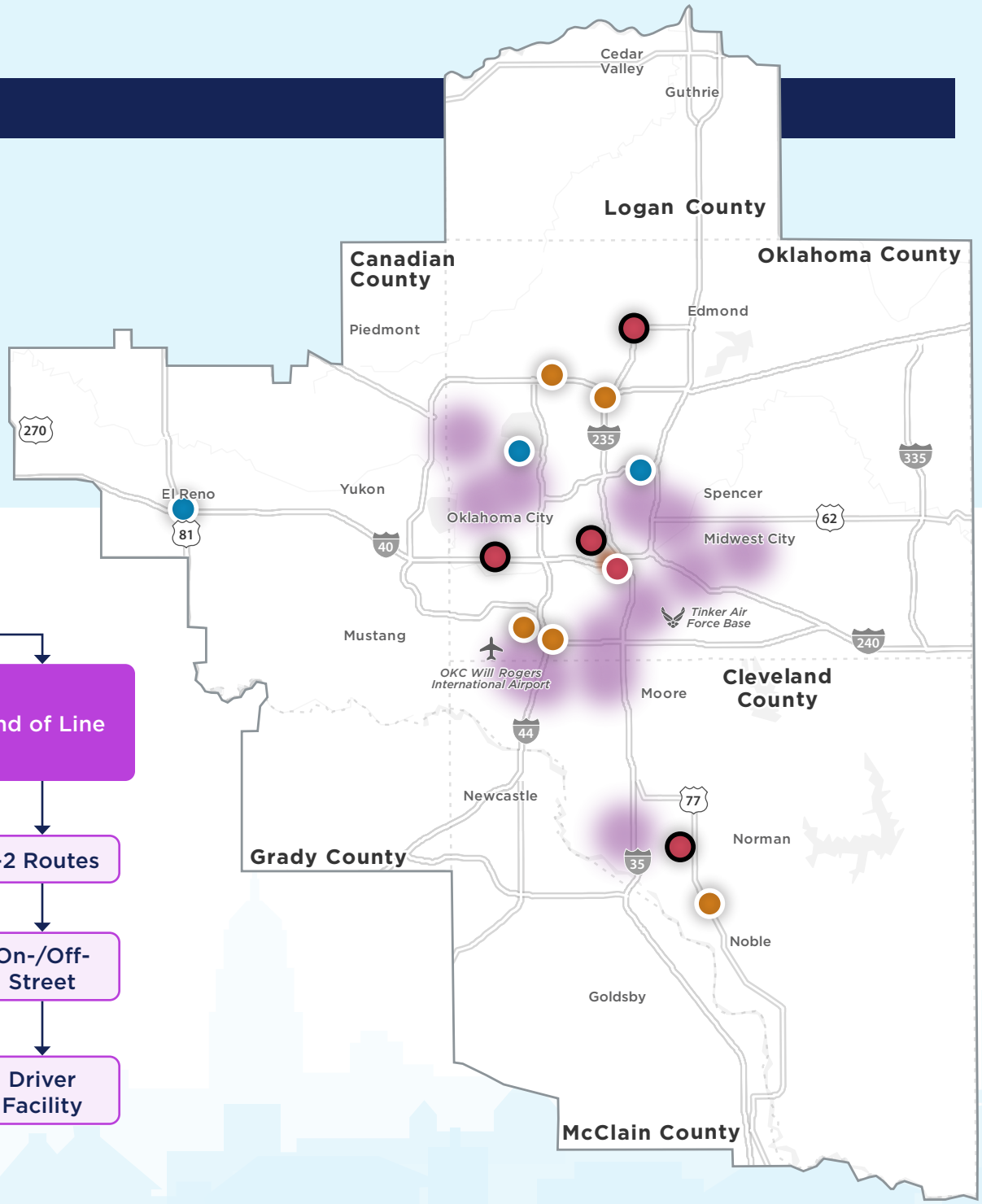
Figure 15. Passenger Facilities

LEGEND

PASSENGER FACILITIY TYPOLOGY

- Major Mobility Hub
- Minor Mobility Hub
- Park & Ride
- Potential Driver Facilities
- Existing





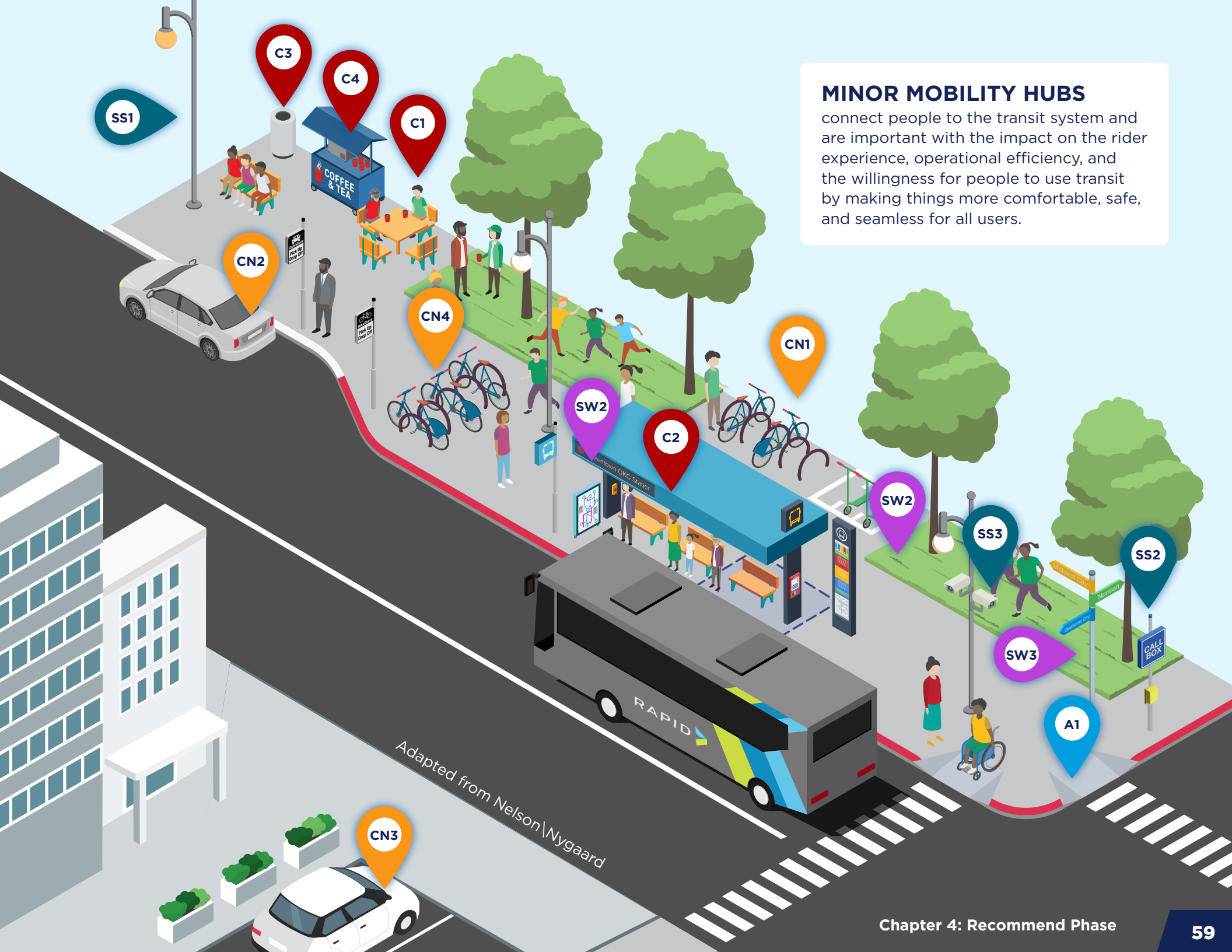
PASSENGER FACILITIES

Passenger facilities provide amenities for passengers and enhance connectivity by facilitating transfers between different modes. These passenger facilities will support a more integrated, and efficient transportation network while prioritizing the rider experience. The LRTP recommends three types of passenger facilities: major mobility hubs, minor mobility hubs, and park and rides.

Table 7: Potential Passenger Facilities Toolkit

	Amenity	*Major Hub*	*Minor Hub*	*Park and Rides*
Signage and Wayfinding				
SW1	Bus Stop Sign	●	●	●
SW2	Real Time Travel Information	●	●	●
SW3	Wayfinding	●	●	○
Accessibility				
A1	Accessible Infrastructure	●	●	●
Safety & Security				
SS1	Lighting	●	●	●
SS2	Emergency Call Box	●	●	●
SS3	Video Surveillance	●	●	●
Comfort				
C1	Benches/Seating	●	●	●
C2	Shelter	●	●	○
C3	Trash Container	●	●	●
C4	Small-format Retail	●	○	○
Connectivity				
CN1	Bike Racks	●	●	●
CN2	Rideshare Pick-up/Drop-off or Kiss-and-Ride	○	○	●
CN3	Parking	○	○	●
CN4	On-Demand Pick-up/Drop-off	○	○	○
Cost & Sizing				
Cost Per Unit (2025)		**$7M+**	**$2-6M**	**$2-4M**
Sizing (Bus Bays)		**5+**	**2-4**	**Conditional**

● = Required | ○ = Context Dependent



MINOR MOBILITY HUBS

connect people to the transit system and are important with the impact on the rider experience, operational efficiency, and the willingness for people to use transit by making things more comfortable, safe, and seamless for all users.

Bus Stops

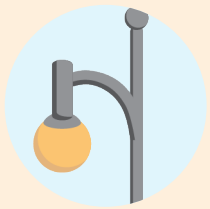
Many of the bus stops in the existing transit system lack seating and shelter and fail to meet minimum accessibility standards. Establishing standards for bus stops would enhance comfort and perceived safety for existing and future riders. These standards will create more consistent rider experience by recommending improvements for system legibility, improve accessibility for all riders through features such as ramps, tactile pavement, as well as enhance safety and security through proper lighting, security cameras, and emergency call boxes.

Table 8: Potential Bus Stop Amenities Toolbox

Required

Accessible Boarding

Sidewalk Connections



Lighting

Bus Stop Signs

Recommended

Real-time Information

Enhanced Passenger Information

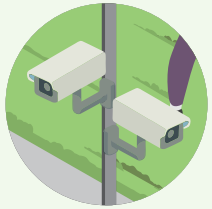
Trash Cans

Benches and Seating

Shelters and Shade

Bike Racks

Fare Machines



Safety and Security Elements

When establishing bus stop design and placement guidelines, agencies should consider:

- Bus stop classifications and suitable amenities based on ridership and activity
- Optimal bus stop spacing based on land use or route type
- Tradeoffs between access, safety, and operational efficiency

OPERATING IMPROVEMENTS

To better implement service recommendations, technology and roadway investments are crucial for prioritizing transit. operating improvements are essential for enhancing speed, reliability, safety, access, and comfort, which are necessary for executing the service recommendations proposed by the LRTP. These advancements will also lead to increased efficiency in operations.

Speed & Reliability Improvements

Transit Signal Priority

Bus on Shoulder/ Median Bus Lanes

Queue Jumps

Bus Bulbs

EMERGING TECHNOLOGIES IN TRANSIT

Monitoring emerging technologies can help Central Oklahoma improve safety, sustainability, and efficiency of the transit system. As these technologies mature and become better utilized in other places, they should keep being evaluated as part of LRTP updates.

ARTIFICIAL INTELLIGENCE (AI) AND MACHINE LEARNING (ML)

AI and ML can enhance the rider experience, make rides safer, provide real-time updates on arrival times, improve scheduling to reduce wait times, and help plan trips using different modes of transportation. For example, smart dispatch systems now allow paratransit trips to be booked on the same day, instead of requiring a 24-hour advance notice, making travel more convenient for everyone.

AUTONOMOUS VEHICLES (AV)

Adding autonomous vehicle technology can transform mobility by making it more affordable and accessible to travel. It can boost public transit use by offering convenient solutions for the first and last parts of a journey, connecting areas that currently have limited access to transit networks.

Transit Priority Infrastructure

Transit-supportive infrastructure investments aim to make service faster and dependable while ensuring a seamless experience between routes and modes at mobility hubs. The implementation and deployment of these recommended tools depend on local context; each agency will apply the technology that best serves their needs. **Table 3** introduces the benefits and challenges of each infrastructure improvement, as well as information on costs and local context that make each improvement suitable for implementation.

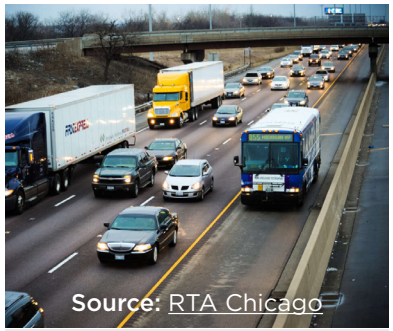
Table 9: Transit Priority Infrastructure

Source: TriMet News

Transit Signal Priority (TSP)

Modified traffic signal timing or phasing to prioritize transit at intersections.

Benefits	Challenges
• Improve transit travel times and reliability • Improved quality of service • Reduce the need for additional buses • Potential for integration across jurisdictions	• Potential delays for non-priority traffic • Varied costs based on functionalities such as active/adaptive priorities, signal upgrades, equipment and sensing
Typical Cost (2025)	**Suitability**
$50,000-$300,000 per intersection	• Corridors with high transit ridership • Congested intersections • Behind schedule services • Corridors with limited lane capacity

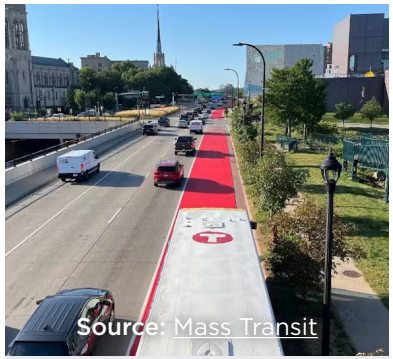


Source: RTA Chicago

Bus on Shoulder/ Transit Priority Lanes (No red paint)

Lane dedicated for transit vehicles, these lanes can be shared with high-occupancy vehicles.

Benefits	Challenges
• Time savings for transit vehicles at congested intersections • Benefits amplified when combined with transit signal priority improvements • Does not cause significant adverse impacts to congestion for non-transit vehicles	• Reduced time savings if implemented in areas with many driveways/right turns
Typical Cost (2025)	**Suitability**
Typical costs are too varied for this infrastructure type. Budget considerations are as follows: • Bridge widening • Availability of existing shoulder • Availability of Right of Way (ROW) • Leveraging ODOT's 8 Year Construction Work Plan • Intelligent Transportation Systems (ITS) Improvements	• Principal and minor arterial streets with signals • Near-side bus stops • Corridors with high peak hour volumes • Long queues and congestion



Queue Jumps

Modified traffic signal timing or phasing to prioritize transit at intersections.

Benefits	Challenges
• Reduce congestion by allowing buses to bypass traffic at intersections which improves traffic flow • Improved efficiency in giving buses a head-start at traffic signals and allowing schedules to be maintained and shortening travel times • Safety improvements by not needing buses to weave through traffic	• Implementation costs may be high with significant investments in infrastructure changes • Space constraints in urban areas • Maintenance requirements are ongoing to ensure correct functionality • Traffic redistribution may lead to delays for other vehicles
Typical Cost (2025)	**Suitability**
$250,000 - $500,000+ per intersection	• High traffic intersections where buses frequently experience delays • Priority corridors with high public transit uses

Bus Bulbs (In-Street Boarding)

Bus bulbs, which extend the curb into existing travel lanes, allow buses to pick up or drop off passengers without leaving the travel lane.

Benefits	Challenges
• Reduces travel time by allowing buses to make in-lane stops • Supports safety by shortening the crossing distance on the side of the intersection with bulb out • Ensures buses can reach the curb for accessible pick up and drop off • Creates more space for passenger amenities for a better rider experience	• Impacts curb management (ex. street parking, loading) • Potentially leads to traffic backups in one lane of traffic • Stormwater management modifications may be needed • Must be designed to accommodate local street sweeping operations
Typical Cost (2025)	**Suitability**
$100,000 – $250,000+	• Streets with high volume traffic • Locations where traffic calming is desired

FUNDING & PARTNERSHIPS

Funding

The Transit Vision will require significant additional funding. Currently, transit in Central Oklahoma is funded by federal and state grants, as well as allocated funds from each city's local budget. There are many local and federal funding programs for capital investments but reliable operations sources are less available. To create a sustainable funding source for transit operations, communities must explore innovative strategies such as establishing dedicated local funding through taxes, engaging in public-private partnerships, forming regional funding agreements, seeking competitive grants, adjusting fares, and generating revenue through advertising and sponsorships. These approaches aim to address the significant funding gap highlighted by the LRTP and ensure reliable and sustainable transit services.

For a comprehensive list of funding options for transit capital, operations, and maintenance investments, see **Appendix C.**

Local

Typically generated through local taxes, fees, and intergovernmental transfers, these funds are typically the most flexible. They also signal community well-being which strengthens applications for federal or state funding. Currently, transit operators in Central Oklahoma receive a majority of their operating funds through their City's general fund, which is not a dedicated source of funding.

Regional

Allocated by state agencies such as ODOT or ACOG, often through formula programs or discretionary grants. These funds may be tied to specific policy goals.

Federal

Provided by federal agencies such as the Federal Transit Administration (FTA) and the U.S. Department of Transportation. Federal dollars are typically awarded through competitive grants or formula programs and require matching funds from local or state sources.

Dedicated Local Transit Funding Sources

MAPS 4

The MAPS 4 Program, approved in 2019, is a sales tax initiative that provides long-term funding for a wide range of community projects, including transit improvements. Funding from MAPS 4 have been used to advance transit planning, and will be used to advance design and construction of the new NE/S BRT Corridor.

NORMAN TRANSIT SALES TAX

In 2019, the City of Norman established a dedicated 1/8 cent sales tax as a dedicated local funding source for its transit system. This voter-approved initiative provided a stable revenue stream to enhance and expand public transportation services.

Partnerships, Policies, and Programs

As Central Oklahoma's transit system grows, the LRTP must respond with an approach that aligns transit with land use, explores dynamic partnerships between agencies, businesses, or non-profits, and adopt policies to maintain seamless passenger experience.

Transit & Land Use Integration

TRANSIT PRIORITY CORRIDORS

Transit and its connection to **underlying land uses** is central in shaping **communities** that support **high-capacity** transit. The LRTP aims to provide recommendations to enhance access, ridership, and economic development by recommending a core network of transit services to create **corridors** with the potential for **higher activity**. Agencies are encouraged to collaborate on the technological investments necessary to operate higher **levels of service** while maintaining system **speed and reliability**. As the system grows, complementary technology (identified in the **Operating Improvements Section**) should be implemented to prioritize transit along these corridors. Beyond technology investments, **agency coordination** is important to create unified and effective policies that enhance public transit systems that meet the **community's needs** efficiently. Adopting transit-supportive policies allows for **regional standards** that will provide a **cohesive transit network**.

FIRST-/LAST-MILE

As the initial and final segments of a commuter's journey when using public transit, the first-/last-mile integration is crucial in affecting the rider experience. These first-/last-mile opportunities can be explored by:

- Establishing on-demand zones *outside the urban core* to offer flexible services by providing coverage for segments of the commuter's journey
- Exploring policy and ordinance changes to require access upgrades by focusing on incorporating improvements such as bus stops and sidewalks into development standards and permitting process, the first-/last-mile journey is achievable for more commuters

TRANSIT-ORIENTED DEVELOPMENT (TOD)

Promoting transit-oriented development requires the establishment of various tools and policies. Transit-oriented opportunities that can be explored include:

- Developing a network of mobility hubs through a Mobility Hub Master Plan that would help prioritize locations and guide the design and development process
- Working with local developers to explore opportunities for joint development agreements to catalyze new investments that serve transit development goals by creating clear policies and incentives
- Establishing a TOD framework and supportive policies to align land use with high-capacity and frequent transit to encourage compact and walkable communities

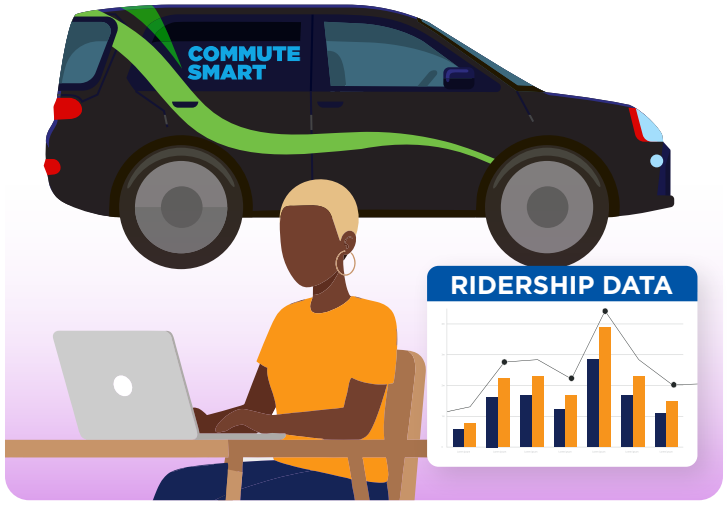
Strategic Partnership Opportunities

To support the implementation of the LRTP, strategic partnerships should be explored with **public agencies, private businesses, and non-profit organizations**. These partnerships will provide financial and technical resources, enhance service coverage, and promote the use of public transit. Cultivating these partnerships will create **increased ridership** and **greater investment** in the transit system, ultimately leading to sustainable and **long-term improvements**. Additional partnership opportunities, potentially including mutual commitments and more specific roles recommendations for partners, should be further explored on a case-by-case basis.

PUBLIC AGENCIES

Public partnerships play a vital role in enhancing the LRTP by providing essential **funding, resources, and expertise**. These partnerships amplify advocacy efforts and offer policy support, ensuring that the LRTP plan **meets regulatory requirements** and continues to **support communities** across Central Oklahoma. Public opportunities that can be explored include:

- Engaging in public-to-public partnerships to ensure regional consistency and shared investment priorities amongst agencies
- Taking advantage of interdepartmental agency resources that can be used to support and inform transit development
- Considering a regional approach to community engagements to ensure community needs are being met across Central Oklahoma



PRIVATE BUSINESSES

Private business partnerships are instrumental in advancing the LRTP by providing significant **funding and investments**, fostering **transit innovation** strategies, and supporting **service expansion**. By integrating sustainable practices and stimulating economic growth, private partners help create a transit network that meets the **evolving needs of Central Oklahoma**. Private business opportunities that can be explored include:

- Integrating Transportation Demand Management (TDM) by promoting flexible work arrangements or providing or subsidizing public transit passes for employees to promote the use of public transit
- Engaging in public-private partnerships (PPPs) to leverage public sector resources in areas such as land development and funding and investment
- Providing data analysis and insights to optimize technology and identify opportunities for targeted transit programs

NON-PROFIT ORGANIZATIONS

Non-profit partnerships significantly enhance the LRTP by advocating for inclusive **policies**, engaging **communities**, and identifying **opportunities** for improvement. Non-profit organizations are vital partners in **capturing** the rider **population** in the region and **raising public awareness** for service and access programs to ensure transit availability for **all affected populations**. Supportive programs, such as application eligibility screening, can help **streamline processes** to make transit accessible and inclusive for **diverse communities**. Non-profit opportunities that can be explored include:

- Engaging educational and healthcare institutions and community organizations support helping address mobility gaps and promoting inclusive access
- Offering training programs for transit staff and volunteers and running educational campaigns to inform the public about transit options and benefits to increase awareness and usage
- Developing and managing pilot programs to test new ideas and innovations, gathering valuable insights and feedback or broader implementation processes

FARE POLICY

There are four primary operators in Central Oklahoma. While services in the City of Norman and the City of Edmond are fare free, services operated by EMBARK and First Capital Trolley are not fare free. As transit in the region expands, it's critical that the region explore an integrated fare policy to create a user-friendly and seamless experience for riders.

INTEGRATED FARE SYSTEM

Single payment method

Benefits

- Improved passenger experience through faster and more convenient
- Flexible and accommodates changes in fare structures
- Reduced transaction time can result in boarding efficiencies

Drawbacks

- May be challenging to use for unbanked or underbanked passengers
- Implementing and maintaining technology for integrated fare systems can be expensive

LEARNING FROM OTHERS: INSIGHTS FROM OTHER AGENCIES

Peer agency experiences offer valuable context for shaping long-range transit strategies. To support the LRTP, insights were gathered from transit agencies across the country, highlighting common challenges, innovative practices, and effective implementation approaches.

Table 10: Agencies Selected for Peer Review

Transit Agency	Service Area	Service Area Density	Transit Modes	Annual Boardings	Annual Revenue Miles	Annual Revenue Hours	Peak Vehicles Operated
Long-Term Central Oklahoma Transit System*	Central Oklahoma	3.2K	1 Streetcar, 1 LRT, 4 BRT, 1 Commuter Rail, Local Bus, On-Demand, Paratransit	13M- 24M *(Projected)*	10.2M	1M	225
Central Ohio Transit Authority (COTA)	Columbus, Ohio	4.2K	1 BRT Lite, Local Bus, On-Demand, Paratransit	12M	13M	1M	273
Utah Transit Authority (UTA)	Salt Lake City, Utah	4.2K	1 Commuter Rail, 3 LRT, 2 BRT, 1 Streetcar, Local Bus, On-Demand, Paratransit	35M	39M	2M	1,044
Metro Transit	Minneapolis, Minnesota	3.6K	6 BRT, 2 LRT, 1 Commuter Rail, Local Bus, Paratransit	45M	22M	2M	548
North County Transit District (NCTD)	San Diego County, California	1K	1 LRT, 1 Commuter Rail, Local Bus, On-Demand, Paratransit	8M	7M	500K	1,020

*Central Oklahoma's Transit System is made up of services reflected in **Chapter 3**'s Long-Term transit network and is comprised of services operated by EMBARK, the RTA, Edmond Citylink, and Norman Transit.*

STRATEGIC RECOMMENDATIONS CATEGORIES

Service Improvements · Fleet, Maintenance, and Staffing · Demand Responsive · Supportive Infrastructure · Operating Improvements · Funding · Partnerships, Policies, and Programs

COTA: Through the LinkUS initiative, COTA has formalized regional partnerships to advance planning and implementation, particularly in support of its growing BRT network.

COTA Key Takeaways

- Initiated long-term transit planning more than 15 years ahead of service changes to effectively accommodate projected growth.
- Fostered collaboration between operators, city and county governments, and regional planning organizations to successfully deliver large capital projects and service expansions.
- Built community support for LinkUS referendum by including improvements to bike and pedestrian infrastructure and highlighting the positive impacts on workforce development and congestion reduction.

UTA: Operating over 1,000 vehicles during peak hours—more than four times Central Oklahoma's Long-Term peak fleet—UTA has emphasized scalable service expansion through long-range planning and strong interagency collaboration.

UTA Key Takeaways

- Leveraged strong connections with regional planning organizations and the State of Utah to develop and implement a unified statewide transit vision.
- Developed a planning framework that integrates long-range transit plans, capital improvement plans, and asset management plans to align service expansion, infrastructure needs and funding strategies.
- Used a data-driven approach to match levels of service with existing and projected demand while managing expectations around funding eligibility and long-term operational sustainability,

Metro Transit: With a service area that delivers nearly 1.8 million annual revenue hours—about twice as much as the Central Oklahoma Long-Term Network—Metro Transit has expanded its high-capacity network while aligning land use policies to support regional transit growth.

Metro Transit Key Takeaways

- Received strong funding and planning support from the State of Minnesota and the Metropolitan Council, enabling the successful implementation of high-capacity transit projects.
- Incorporated transit-supportive land use policies into regional planning, including mode- and community-specific minimum density requirements around transit corridors to promote sustainable development.
- Adjusted regional funding allocation models to prioritize operating costs of federally funded transit corridors, safeguarding long-term service expansion and financial stability.

NCTD: NCTD has adopted flexible models, while actively transitioning its fleet to zero-emission technologies in line with California's statewide mandate.

NCTD Key Takeaways

- Advanced TOD by aligning station redevelopment with land use policies, prioritizing sites with strong redevelopment potential, and embedding mixed-use zoning in planning documents to streamline approvals.
- Implemented a strategic, data-informed on-demand service program with tightly defined service zones, realistic performance targets, and in-house operations to improve cost control and service quality.
- Strengthened regional collaboration and funding competitiveness by consolidating grant applications with partner agencies, aligning messaging, and presenting a unified front to state and federal funders.

ACTION PLAN

The Action Plan summarizes the steps, timelines, and resources needed to implement the recommendations in the Short-Term, Mid-Term, and Long-Term horizons, as identified by the LRTP.

STRATEGIC RECOMMENDATIONS CATEGORIES

Service Improvements | Fleet, Maintenance, and Staffing | Demand Responsive

Supportive Infrastructure | Technology | Funding | Partnerships, Policies, and Programs

For a list of mitigation strategies across recommendation areas, see **Appendix D.**

Recommendations

1. Implement MAPS 4 NE/S BRT Corridor

The MAPS 4 NE/S BRT corridor represents a transformative investment in high-capacity transit designed to improve mobility, reduce travel times, and promote equitable access to jobs, education, and services. This BRT line will feature transit priority lanes, enhanced stations, and frequent service to attract new riders and support regional growth.

2. Launch RTA North/South Commuter Rail, Airport LRT, FAA Extension, West and East BRT Corridors

Launching the RTA's planned services will establish the backbone of Central Oklahoma's high-capacity system, offering fast, frequent, and reliable alternatives to driving.

3. Establish a Core Network of High-Frequency Services

Establishing a core network of high-frequency transit routes will ensure convenient, reliable service across the region, reducing wait times and improving flexibility for riders. This approach supports existing users and attracts new riders by making transit easier to use throughout the day. Supporting plans and studies such as a regional TSP Concept of Operations may be necessary to achieve frequent levels of service in a cost-effective manner.

4. Expand Service Spans (Nighttime and Weekend)

Expanding transit service spans into nighttime and weekend hours ensures mobility for workers with nontraditional schedules, particularly in service and healthcare. This strategy promotes access while increasing ridership potential across more hours and days.

5. Implement On-Demand Zones

On-demand transit zones allow the region to provide mobility options in low-density areas where fixed route service may not be feasible. These services use flexible routing and modern dispatch technology to provide coverage while controlling costs and responding to real-time demand. A total of 15 new or expanded on-demand zones are recommended for implementation across the 30-year LRTP horizon.

6. Advance Planning and Implement Extensions for Existing High-Capacity

Strategic extensions of the streetcar and *RAPID* NW BRT routes will enhance the existing transit network by improving access to existing and emerging activity centers. These projects will further strengthen service along key corridors and support transit-oriented development along new alignments.

7. Develop a Network of Mobility Hubs

A regional network of mobility hubs will create safe, comfortable, and attractive places to transfer between routes and modes. This recommendation will create a Mobility Hub Master Plan to define hub typologies, prioritize locations, and guide the design and development process. The Master Plan will help to better inform the connectivity of the mobility hub network and provide a template for how to build out each hub within the context of the surrounding environment.

8. Standardize Passenger Facilities, Wayfinding, and Branding Across the Region

Establishing consistent design guidelines for passenger facilities, signage, technology interfaces, and branding will improve the legibility and accessibility of the transit system. By aligning these elements across agencies and jurisdictions, the Central Oklahoma region's transit system will provide a more seamless and intuitive rider experience that supports higher-quality service and encourages broader transit use.

9. Pursue Strategic Partnerships with the Private Sector to Improve Transit Infrastructure and Services

Public-private partnerships (PPPs) offer a way to accelerate project delivery and leverage private sector resources. PPPs may be used for facility development, service operation, or technology deployment where interests align. A successful strategy involves integrating PPPs early in planning, establishing clear legal frameworks, conducting thorough feasibility studies, and ensuring transparent, performance-based procurement.

10. Develop a Unified Regional Fare Policy and Integrated Payment System

Creating a standardized regional fare policy and implementing a unified payment system will simplify travel across agencies, enhance rider convenience, and support access. This recommendation includes conducting a fare integration study, evaluating Title VI impacts, and deploying modern technologies—such as mobile apps and account-based systems—to enable seamless, interoperable fare payment throughout the region.

11. Implement a Transit-Oriented Development Framework

Establishing a TOD framework will promote compact, walkable, and mixed-use communities near high-capacity transit. The TOD framework will serve as a resource to guide zoning updates, infrastructure planning, and development incentives, while joint development agreements will catalyze investment in mixed-use, affordable housing, and commercial projects that align with mobility goals. Together, these approaches will leverage transit infrastructure to support vibrant communities and increase ridership

12. Adopt local policy or ordinance changes to require transit-signal priority, bus stop, or access

Updating local policies and ordinances to require transit-supportive infrastructure ensures that public transit investments are reinforced by safe, accessible streets. This strategy focuses on incorporating improvements such as bus stops, sidewalks, and transit signal priority (TSP) into development standards and permitting processes. By aligning land use and transportation policies, jurisdictions can create a more inclusive built environment and increase the effectiveness of regional transit services.

13. Develop a Regionally Coordinated Framework for Paratransit and On-Demand Service Delivery

This recommendation aims to unify paratransit service delivery across Central Oklahoma by aligning policies, integrating service areas, and coordinating with ODOT to improve rural access. It includes exploring joint operations, streamlining eligibility processes, and leveraging on-demand to expand coverage and efficiency. Through regional collaboration, agencies can reduce gaps, enhance equity, and better serve individuals with disabilities and others who cannot use fixed route transit.

14. Build Strategic Partnerships with Non-Profits and Educational Institutions to Strengthen Transit Workforce and Access

Transit operators can enhance service delivery and workforce development by partnering with vocational schools, technical colleges, and non-profit organizations. These collaborations support regional training programs, streamline paratransit eligibility processes, and expand access to mobility services—especially for underserved populations—while creating career pathways and improving operational efficiency.

15. Modernize Transit Infrastructure through Coordinated Facility and Fleet Planning

To support future service expansion and fleet modernization, this strategy calls for a regionally coordinated approach to facility planning, fleet transition, and operator support. It includes developing a strategic facility master plan, expanding operations and maintenance (O&M) capacity, evaluating alternative propulsion technologies, and investing in driver amenities at key layover locations. These efforts will ensure the transit system is equipped to deliver safe, reliable, and efficient service while supporting workforce needs and sustainability goals.

16. Develop a Coordinated Regional Transit Funding Strategy

To support long-term transit expansion and sustainability, implementation of the LRTP will require a regionally coordinated approach to funding that leverages local, state, federal, and private sources. It includes evaluating dedicated local sales tax initiatives, developer-based funding mechanisms, and federal grant opportunities, while advocating for greater state funding flexibility to support cross-jurisdictional service. By aligning policies, engaging stakeholders, and identifying innovative financing tools, the region can build a stable and diversified funding base to advance the Transit Vision.

Table 11: Phasing

	Short-Term (2025–2035)	Mid-Term (2035–2045)	Long-Term (2045–2055)
Implement MAPS 4 NE/S BRT Corridor	■		
Launch RTA North/South Commuter Rail, Airport LRT, FAA Extension, West and East BRT Corridors	■	■	
Establish a Core Network of High-Frequency Services	■	■	
Expand Service Spans (Nighttime and Weekend)	■	■	■
Implement On-Demand Zones		■	■
Advance Planning and Implement Extensions for Existing High-Capacity		■	
Develop a Network of Mobility Hubs	■	■	
Standardize Passenger Facilities, Wayfinding, and Branding Across the Region	■		
Pursue Strategic Partnerships with the Private Sector to Improve Transit Infrastructure and Services	■	■	■
Develop a Unified Regional Fare Policy and Integrated Payment System	■		
Implement a Transit-Oriented Development Framework	■		
Adopt Policy or Ordinance Changes to Require Transit Signal Priority, Bus Stop, or Access Upgrades	■		
Develop a Regionally Coordinated Framework for Paratransit and On-Demand Service Delivery	■	■	
Build Strategic Partnerships with Non-Profits and Educational Institutions to Strengthen Transit Workforce and Access	■	■	■
Modernize Transit Infrastructure through Coordinated Facility and Fleet Planning	■	■	■
Develop a Coordinated Regional Transit Funding Strategy	■	■	■

IMPLEMENTATION PARTNERS

Successfully implementing the region's LRTP will require strong coordination and sustained support from various partners. Each agency—whether regional, local, or operational—plays a critical role in advancing the Transit Vision. From planning and design to regional policy alignment, this plan recommends ongoing partnership throughout the implementation of the LRTP. The following table summarizes the types of responsibilities that different agencies may take on as the LRTP's actions are implemented.

Table 12: Implementation Partner Roles

	REGIONAL		LOCAL		STATE	CIVIC PARTNERS	
	ACOG	*RTA*	*Operators*	*Jurisdictions*	*ODOT*	*Non-Profits*	*Businesses*
Planning	✓	✓	✓	✓	✓		✓
Design		✓	✓	✓	✓		✓
Construction & Permitting	✓	✓	✓	✓			
Policy & Legislation	✓			✓	✓		
Regional Coordination	✓	✓			✓		
Technology & Standards	✓	✓	✓	✓			
Training			✓			✓	✓
Education	✓		✓			✓	✓
Data & Modeling	✓		✓	✓			
Funding	✓	✓	✓	✓	✓		

FUTURE UPDATES

The LRTP will be updated every four years, on a cycle which aligns with the update to ACOG's Metropolitan Transportation Plan. This schedule ensures that the document remains relevant and responsive to changing conditions and emerging needs.

The LRTP lays the foundation for a forward-thinking transit vision, but regular updates will be necessary to address evolving changes such as population and employment growth, emerging technologies, and shifts in travel patterns. By revisiting the LRTP on a four-year cycle and aligning that cycle with ACOG's Metropolitan Transportation Plan, ACOG can evaluate and adjust plan recommendations and strategies to accommodate new trends, funding opportunities, and policy changes. Updates to the LRTP should include:

- Review of current transit performance
- Stakeholder engagement to gather feedback for ongoing planning efforts
- Analysis of changes to existing transit demand and projected demand
- Incorporation of new, innovative solutions to enhance transit service delivery
- Updates on progress on the Action Plan

This iterative approach will help the LRTP remain as a dynamic tool for guiding the development of transit in the Central Oklahoma region.

2025 LONG RANGE TRANSIT PLAN

for **Central Oklahoma**

Building better transit for a stronger region