

DATA COLLECTION AND REPORTING REQUIREMENTS  
FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS

UNDER

TITLE VI  
OF THE  
1964 CIVIL RIGHTS ACT

Submitted In Compliance with:  
FTA (UMTA) CIRCULAR 4702.1  
(Effective May 26, 1988)

March 12, 2007

Submitted by the:

Association of Central Oklahoma Governments  
21 East Main St, Ste 100  
Oklahoma City, OK 73104  
(405)234-2264 / Fax (405)234-2200

Central Oklahoma Transportation and Parking Authority  
300 SW 7th Street  
Oklahoma City, OK 73109  
(405)297-2601 / Fax (405)297-2111

Cleveland Area Rapid Transit  
731 Elm, Robertson Hall 317  
Norman, OK 73109  
(405) 325-2046/Fax (405) 271-8182

# TABLE OF CONTENTS

<b>BACKGROUND INFORMATION</b> .....	<b>1</b>
PROFILE OF THE METROPOLITAN PLANNING ORGANIZATION AND TRANSPORTATION STUDY AREA.....	1
TRANSIT PLANNING AND SERVICES .....	2
OCARTS AREA.....	4
<b>PART I GENERAL REPORTING REQUIREMENTS</b> .....	<b>5</b>
STATUS OF LAWSUITS OR COMPLAINTS .....	7
FINANCIAL ASSISTANCE.....	11
CIVIL RIGHTS COMPLIANCE REVIEW .....	14
FTA CIVIL RIGHTS ASSURANCES .....	15
DEPARTMENT OF TRANSPORTATION TITLE VI ASSURANCE .....	23
FIXED FACILITY IMPACT ANALYSIS .....	34
<b>PART II PROGRAM-SPECIFIC REQUIREMENTS FOR PUBLIC TRANSIT     PROVIDERS</b> .....	<b>35</b>
CENSUS TRACT AND ROUTE MAPS* .....	37
POPULATION/RACIAL DISTRIBUTION CHART .....	37
VEHICLE LOAD FACTORS .....	43
VEHICLE ASSIGNMENT .....	44
VEHICLE HEADWAYS .....	48
DISTRIBUTION OF TRANSIT AMENITIES .....	51
TRANSIT ACCESS .....	56
CHANGES IN SERVICE FEATURES, 2004-2006 .....	58
INFORMATION DISSEMINATION .....	64
MINORITY REPRESENTATION ON DECISION-MAKING BODIES.....	66
MULTILINGUAL FACILITIES.....	69
<b>PART III PROGRAM-SPECIFIC REQUIREMENTS FOR METROPOLITAN     PLANNING ORGANIZATIONS</b> .....	<b>71</b>
ASSESSMENT OF PLANNING EFFORTS.....	73
MONITORING OF TITLE VI ACTIVITIES .....	75
INFORMATION DISSEMINATION .....	76
MINORITY PARTICIPATION IN THE DECISION-MAKING PROCESS.....	77
MINORITY REPRESENTATION ON DECISION MAKING BODIES.....	79
<b>PART IV PROGRAM-SPECIFIC REQUIREMENTS REGARDING PROGRAMS FOR     THE ELDERLY AND PERSONS WITH DISABILITIES</b> .....	<b>93</b>
SECTION 5310 PROGRAM.....	95
SECTION 5310 ASSURANCES .....	97
LIST OF APPLICANTS WITHIN THE OCARTS AREA .....	103
SELECTION AND PROCESS CRITERIA FOR SECTION 5310 APPLICANTS.....	105

\* These items are addressed by separate attachments.

Maps/data presented in this report were created and assembled by the Association of Central Oklahoma Governments (ACOG) for informational, planning reference and guidance only. You are admonished to use these materials only as a starting point and not a final product or document. None of these materials should be utilized by you or other parties without the benefit of advice and instruction from appropriate professional services. These materials are not verified by a Registered Professional Land Surveyor for the State of Oklahoma and are not intended to be used as such. ACOG makes no warranty, express or implied, related to the accuracy or content of these materials and data.

## **BACKGROUND INFORMATION**

This document contains information regarding transit services administered in Central Oklahoma and is intended to document compliance with Title VI of the 1964 Civil Rights Act. In accordance with FTA (UMTA) Circular 4702.1, various data, assurance statements, charts, maps, and transit-related information which address both general and program-specific reporting requirements are provided.

This is a joint submission by the Association of Central Oklahoma Governments (ACOG), the Central Oklahoma Transportation and Parking Authority (COTPA), and Cleveland Area Rapid Transit (CART) concerning fixed route and paratransit services provided in Central Oklahoma.

## **PROFILE OF THE METROPOLITAN PLANNING ORGANIZATION AND TRANSPORTATION STUDY AREA**

The Association of Central Oklahoma Governments serves as the Metropolitan Planning Organization (MPO) for multimodal transportation planning in Central Oklahoma. The metropolitan planning area is known as the Oklahoma City Area Transportation Study (OCARTS) area. The OCARTS area consists of approximately 2,085 square miles, covering all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties. A total of 39 incorporated cities and towns are located wholly or partially within this geography. A map of the transportation study area is provided on page 4.

The transportation planning process in Central Oklahoma is based upon Memorandums of Understanding among the Oklahoma Department of Transportation (ODOT), COTPA, CART and ACOG. The agreement places responsibility for transportation policy and plan selection with the Intermodal Transportation Policy Committee (ITPC). The ITPC is composed of an elected official from each of the member communities located in the OCARTS area. Also included on the ITPC are representatives from ODOT, COTPA, the Oklahoma City Airport Trust, the Federal Transit Administration, Federal Highway Administration and Federal Aviation Administration. Each action of the Policy Committee is presented to the ACOG Board of Directors for endorsement, which is also composed of locally elected officials who represent the communities of the ACOG region. The Board has authority to initiate and review all planning activities, grants and contracts, and to adopt and approve any study or plan pertaining to the ACOG region.

The ITPC is supported by an Intermodal Transportation Technical Committee (ITTC), which is composed of local government staff members who have expertise in planning and engineering. Representatives of the local, state and federal transportation agencies listed above are also members of the ITTC.

## TRANSIT PLANNING AND SERVICES

The METRO Transit<sup>1</sup> bus system serves the Central Oklahoma area. Operated by COTPA in the Oklahoma City Metropolitan Area, and CART in Norman, METRO Transit offers fixed route service, express routes to several suburban communities, specific services for the elderly and persons with disabilities, and flexible routes, among others.

### *COTPA*

The Central Oklahoma Transportation and Parking Authority (COTPA) is represented on ACOG's ITTC and ITPC. COTPA is a trust of the City of Oklahoma City whose service area is located primarily within the OCARTS boundaries. The Oklahoma City system includes twenty-three local routes and two express routes with connections to Edmond and Norman.

In addition to fixed route service, COTPA provides complementary paratransit services, as required by the Americans with Disabilities Act (ADA). Several additional COTPA-sponsored programs are provided to assist the elderly and persons with disabilities with their transportation needs. These include METRO Lift, METRO Link, Share-A-Fare, METRO Transit Discounts, Supplemental Transportation for Elderly and Disabled Persons (STEP), Congregate Meal Program, Interim, the Daily Living Center, Social Service Transportation, Senior Companion Program, and the Retired Senior Volunteer Program (RSVP).

An eight-member Board of Trustees governs COTPA. Five of the trustees are nominated by the Mayor and approved by the Oklahoma City Council to serve five-year terms. The Mayor, City Manager and City Finance Director serve as three ex-officio trustees. COTPA is the lead agency in setting public transportation goals, objectives, and policies for the OCARTS area. Its planning activities are included in the Unified Planning Work Program (UPWP), which is prepared annually by the MPO. Capital, operating and planning activities of the authority are also reflected in the (short-range) Transportation Improvement Program (TIP) for the OCARTS area, as well as the MPO's long-range plan.

### *CART*

Following the 2000 Census, a separate Norman Urbanized Area was designated, making CART eligible for FTA urbanized area formula funding. After this, a memorandum of understanding between CART and the MPO was approved in 2005. The system includes eight local routes in and around the University of Oklahoma campus and the city of Norman as well as an express route to and from Oklahoma City. As of December 2006, the average daily ridership for the combined fixed route system was 4,883 passengers.

In addition to fixed route service, CART provides complementary Paratransit services, METRO Lift, as required by the Americans with Disabilities Act (ADA). METRO Lift averages 123 passengers daily, and expanded into Zone Two coverage in September of 2004. Several additional CART-sponsored programs are provided to assist the elderly and persons with disabilities with their transportation needs including a new shuttle to the Social Security Administration office scheduled, which began in January 2007. This new shuttle has been a collaborative effort between CART and several social service agencies. A grant from the

---

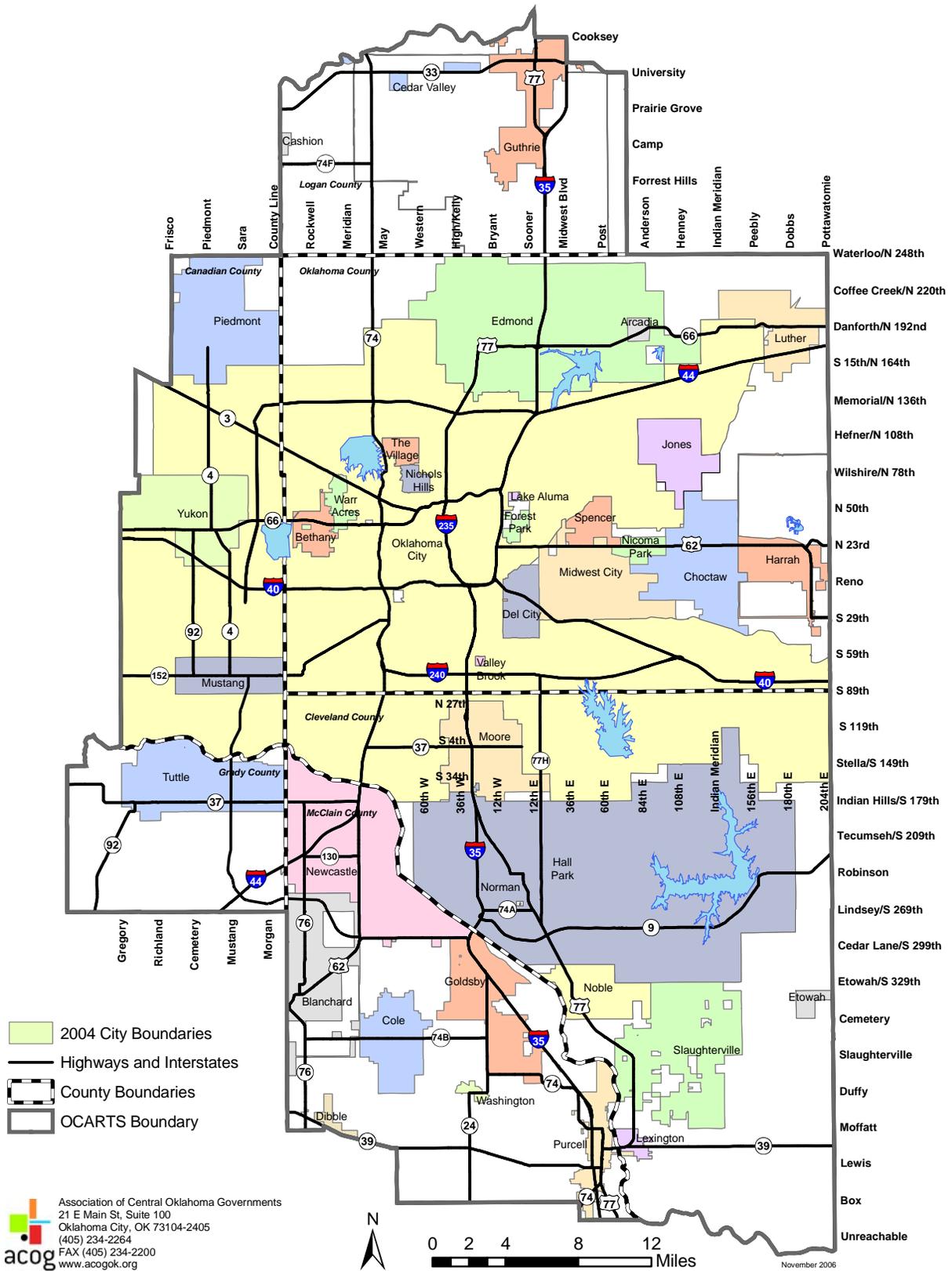
<sup>1</sup> Until 2003, COTPA had operated public transit services known as METRO Transit through two bus systems, one in Oklahoma City and one in Norman. Following the 2000 U.S. Census, a separate Norman Urbanized Area was designated for FTA formula funding and CART became a separate grantee for the Norman area.

Oklahoma Department of Rehabilitation Services has been awarded to cover the cost of the new service.

CART is governed by the University of Oklahoma Board of Regents. The Board of Regents is comprised of seven citizens appointed by the Governor of Oklahoma under advice and consent of the State Senate.

CART's planning activities are included in the Unified Planning Work Program (UPWP), which is prepared annually by the MPO. Capital, operating, and planning activities are also reflected in the long-range plan and the (short-range) Transportation Improvement Program (TIP) for the OCARTS area.

# OCARTS AREA



Map Disclaimer Applies. See the report Table of Contents or <http://www.acogok.org/mapdisclaimer.asp>

**PART I**  
**GENERAL REPORTING REQUIREMENTS**



## **STATUS OF LAWSUITS OR COMPLAINTS**

(FTA Circular 4702.1, Chap. III, Parag. 2. a.)

On the following page is a letter from ACOG's legal counsel advising that there are no active lawsuits or complaints against ACOG which allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits.

A second letter follows from the Assistant Municipal Counselor for the City of Oklahoma City that advises of no pending or potential lawsuits against COTPA concerning transit services.

Also included is a letter from a staff attorney for the University of Oklahoma's Legal Counsel that advises there are no pending or potential lawsuits against CART concerning transit services.

**John G. Johnson**  
Attorney at Law  
3904 East Reno  
Oklahoma City, OK 73117  
(405) 677-2407  
FAX (405) 843-4019

March 1, 2007

Mr. Randy Entz  
Association of Central Oklahoma Governments  
21 East Main Street  
Oklahoma City, OK 73104

Re: Active lawsuits or complaints against ACOG

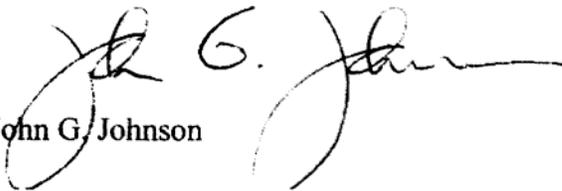
Dear Mr. Entz,

As you know I represent ACOG and serve as their general counsel. In the context of the joint triennial recertification under Title VI of the 1964 Civil Rights Act, as amended, please be advised that there are no active lawsuits or complaints against ACOG which allege discrimination on the basis of race, color or national origin with respect to transit services, to my knowledge.

If you have any questions or concerns please call me. My direct number is 405.642.0556

Sincerely,

John G. Johnson

A handwritten signature in black ink, appearing to read "John G. Johnson". The signature is written in a cursive style with a large, looping initial "J".



**The City of  
OKLAHOMA CITY**

OFFICE OF THE MUNICIPAL COUNSELOR  
KENNETH JORDAN  
Municipal Counselor

February 7, 2007

Central Oklahoma Transportation  
and Parking Authority  
300 S.W. 7<sup>th</sup> Street  
Oklahoma City, OK 73109-9917

**RE: Pending Litigation**

Dear Gentlemen:

Please be advised that as of this date there are no pending lawsuits which have any potential to adversely affect the proposed projects or the ability of Central Oklahoma Transportation and Parking Authority (COTPA) to carry out its projects. COTPA has a policy of insurance which provides coverage in an amount sufficient to meet the limits established by the Governmental Tort Claims Act.

However, there are two pending EEOC complaints which were filed against COTPA in October, 2006.

Sincerely,

A handwritten signature in black ink that reads "Marsha D. Harrod".

Marsha D. Harrod  
Assistant Municipal Counselor

MDH/dwl

U:\Letters\COTPA-MDH.doc



*The University of Oklahoma*

A.C.O.G.

FEB 27 2007

By \_\_\_\_\_

February 26, 2007

Association of Central Oklahoma Governments  
21 E. Main Street, Suite 100  
Oklahoma City, OK 73104-2405

RE: Pending Litigation

To Whom It May Concern:

To the best of my knowledge, please be advised that as of this date there are no pending lawsuits which have any potential to adversely affect the proposed projects or the ability of Cleveland Area Rapid Transit (CART) to carry out its projects. CART has a policy of insurance which provides coverage in an amount sufficient to meet the limits established by the Governmental Tort Claims Act.

Sincerely,

Laura M. Palk

## FINANCIAL ASSISTANCE

(FTA Circular 4702.1, Chap. III, Parag. 2. b.)

The Association of Central Oklahoma Governments currently has no pending applications for financial assistance from other Federal agencies.

In addition to FTA Section 5303 funds, ACOG is currently receiving financial assistance from the Federal Highway Administration for planning assistance under the FHWA PL program and the U.S. Department of Energy (DOE). A summary of the Federal agencies currently providing financial assistance to ACOG is provided below:

Federal Agency	FY 2006 Program	Amount
FTA	Section 5303	\$161,957
FHWA	PL	\$887,650
FHWA	CMAQ	\$93,208
DOE (Passed through the Oklahoma Department of Commerce)	Clean Cities Program	\$69,505
EPA	Water Quality/Stormwater Asst.	\$132,006
USDHHS (Passed through the Oklahoma State Department of Health)	Emergency Medical Dispatch	\$35,998
USDHS (Passed through the Oklahoma State Office of Homeland Security)	Urban Area Security Initiative	\$1,290

The following letters from COTPA and CART describe the funding sources of their current programs, and funding sources of pending grant applications with FTA.



300 Southwest 7th St.  
Oklahoma City, OK 73109  
telephone 405.235.RIDE (7433)  
fax 405.297.2111  
[www.gometro.org](http://www.gometro.org)

January 29, 2007

Mr. Zach D. Taylor  
Association of Central Oklahoma Governments  
21 E. Main Street, Suite 100  
Oklahoma City, OK 73104-2405

RE: Description of All COTPA Pending Applications for Financial Assistance and All  
Current Financial Assistance with Federal Agencies.

Dear Zach:

As of this date, the Central Oklahoma Transportation and Parking Authority (COTPA) receives Federal funding from the Federal Transit Administration, U.S.C 5307 and 5309 funds, Job Access and Reverse Commute (JARC) funds, and Title III of the Older Americans Act, the Department of Health and Human Services.

Active applications filed on behalf of the Authority include funding from U.S.C. 5307 and 5309 of the Federal Transit Administration.

Please advise me should you need additional information.

Sincerely,

Richard Cain  
Administrator



*The University of Oklahoma*

PARKING & TRANSPORTATION SERVICES

A.C.O.G.

MAR 01 2007

By \_\_\_\_\_

February 22, 2007

Mr. Zach D. Taylor  
Association of Central Oklahoma Governments  
21 E. Main Street, Suite 100  
Oklahoma City, OK 73104-2405

RE: Description of All CART Pending Applications for Financial Assistance and All  
Current Financial Assistance with Federal Agencies.

Dear Zach:

As of this date, Cleveland Area Rapid Transit (CART) receives federal funding from the Federal Transportation Administration, U.S.C. 5307 and 5309 funds, Job Access Reverse Commute (JARC) funds.

Active applications filed on behalf of CART include funding from U.S.C. 5307 and 5309 of the Federal Transit Administration.

Please advise me should you need any additional information.

Sincerely,

Theta Dempsey  
Director

## **CIVIL RIGHTS COMPLIANCE REVIEW**

(FTA Circular 4702.1, Chap. III, Parag. 2. c.)

Over the past three years, COTPA has had four instances of civil rights complaints filed. On the following page is a letter from COTPA that describes the dates and status of these complaints.

No civil rights complaints have been filed against ACOG during the last three years since the date of the last Title VI submission.

FTA CIVIL RIGHTS ASSURANCES  
(FTA Circular 4702.1, Chap. III, Parag. 2. d.)

**FEDERAL TRANSIT ADMINISTRATION  
CIVIL RIGHTS ASSURANCE**

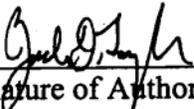
The Association of Central Oklahoma Governments (ACOG) HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, subsequently known as the Federal Transit Act, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Association of Central Oklahoma Governments (ACOG) will compile, maintain, and submit in a timely manner Title VI information required by UMTA (FTA) Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. The Association of Central Oklahoma Governments (ACOG) will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin, as it relates to the provision of transportation services and transit-related benefits, may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

Zach D. Taylor, Executive Director

Date: FEBRUARY 22, 2007

  
\_\_\_\_\_  
(Signature of Authorized Officer)

**FEDERAL TRANSIT ADMINISTRATION CIVIL RIGHTS ASSURANCE**

The Central Oklahoma Transportation and Parking Authority HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Central Oklahoma Transportation and Parking Authority will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. The Central Oklahoma Transportation and Parking Authority will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

Rick Cain, Administrator

DATE: 1/30/07

  
\_\_\_\_\_  
(SIGNATURE OF AUTHORIZED OFFICER)



300 Southwest 7th St.  
Oklahoma City, OK 73109  
telephone 405.235.RIDE (7433)  
fax 405.297.2111  
[www.gometro.org](http://www.gometro.org)

February 19, 2007

Mr. Zach D. Taylor  
Association of Central Oklahoma Governments  
21 E. Main Street, Suite 100  
Oklahoma City, OK 73104-2405

RE: Summary of COTPA Civil Rights Review Activity 2004-2006

Dear Zach:

Over the past three years COTPA has had four instances of Civil Rights complaints. The first one was filed in January 2006 to the Equal Employment Opportunity Commission (EEOC) where the Charging Party claimed discrimination on the basis of her race (black) in that she was terminated from employment. She also alleged disparate treatment stating white employees were treated differently from black employees. This matter has been resolved and is closed. The EEOC was unable to conclude that there had been any violations.

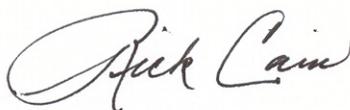
The second complaint was filed in June 2006 to the EEOC where another Charging Party claimed she was discriminated against based on her race (black). She claimed that she was terminated as a result of her race. COTPA maintained that she was terminated as a result of policy violations and the termination was therefore done in the course of legitimate business practices. The EEOC was unable to conclude that there had been any violations.

The third complaint was filed in October 2006 to the EEOC where another Charging Party claimed she was discriminated against based on her race (black) and her sex (female). She asserted a claim for retaliation in the form of being put on administrative leave with pay pending the results of a personnel investigation into actions occurring between her and a white female employee. She also alleged disparate treatment as she claimed she was the only person disciplined, and the other party was not. COTPA maintained that her placement on administrative leave was based solely on the need to remove any immediate threat of further employee altercations from the work environment until a determination could be made as to the facts of the surrounding incident. COTPA maintained that the other operator was not placed on leave, as she had no history or previous discipline of threatening and intimidating behavior. This case is still open with the Equal Employment Opportunity Commission.

The fourth complaint was filed also in October 2006 to the EEOC where the same Charging Party (listed immediately above) claimed she was discriminated against based on her race (black). She also asserted a claim for retaliation and hostile work environment in the form of suspension and her ultimate termination. She claimed that she was retaliated against for her previous protected activity (EEOC claim file in 2004) and was subjected to disparate treatment due to her race. COTPA maintained that she was terminated for various policy violations within compliance with its progressive discipline policy, and her termination therefore was done in the course of legitimate business practices. This case is still open with the Equal Employment Opportunity Commission.

Please advise me should you need additional information.

Sincerely,

A handwritten signature in cursive script that reads "Rick Cain".

Rick Cain  
Administrator

**FEDERAL TRANSIT ADMINISTRATION CIVIL RIGHTS ASSURANCE**

The Cleveland Area Rapid Transit HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Urban Mass Transportation Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Cleveland Area Rapid Transit will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. The Cleveland Area Rapid Transit will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

Theta Dempsey, Director

DATE: 2-27-07



(SIGNATURE OF AUTHORIZED OFFICER)

## **DEPARTMENT OF TRANSPORTATION TITLE VI ASSURANCE**

The Central Oklahoma Transportation and Parking Authority (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the ACT), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no persons in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including Federal Transit Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its public mass transportation:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all public mass transportation and, in adapted form in all proposals for negotiated agreements:

The Central Oklahoma Transportation and Parking Authority, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under public mass transportation; and (b) for the construction or use of or access to space on, over, or under real property acquired, or improved under public mass transportation.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the public mass transportation and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the public mass transportation. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DATED: 1/30/07

Central Oklahoma Transportation  
and Parking Authority

by *Richard Cair*  
(Signature of Authorized  
Official)

Attachments:  
Appendices A, B, and C

## DEPARTMENT OF TRANSPORTATION TITLE VI ASSURANCE

The Cleveland Area Rapid Transit (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 V.S.C. 2000d-42 V.S.C. 2000d-4 (hereinafter referred to as the ACT), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no persons in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including Federal Transit Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7 ( a) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its public mass transportation:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all public mass transportation and, in adapted form in all proposals for negotiated agreements:

The Cleveland Area Rapid Transit, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 V.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21,

Nondiscrimination in Federally- Assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under public mass transportation; and (b) for the construction or use of or access to space on, over, or under real property acquired, or improved under public mass transportation.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the

Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the public mass transportation and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the public mass transportation. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DATED: 2-27-07 Cleveland Area Rapid Transit

by



(Signature of Authorized Official)

Attachments:  
Appendices A, B, and C

(APPENDIX A TO TITLE VI ASSURANCE)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

- (1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) Solicitations of Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
- (4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Central Oklahoma Transportation and Parking Authority or the Federal Transit Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the Central Oklahoma Transportation and Parking Authority, or the Federal Transit Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

- (5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with nondiscrimination provisions of this contract, the Central Oklahoma Transportation and Parking Authority shall impose contract sanctions as it or the Federal Transit Administration may determine to be appropriate, including, but not limited to:
- (a) withholding of payments to the contractor under the contract until the contractor complies; and/or
  - (b) cancellation, termination, or suspension of the contract, in whole or in part.
- (6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Central Oklahoma Transportation and Parking Authority or the Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Central Oklahoma Transportation and Parking Authority to enter into such litigation to protect the interests of the Central Oklahoma Transportation and Parking Authority, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

(APPENDIX B TO TITLE VI ASSURANCE)

The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the Central Oklahoma Transportation and Parking Authority will accept title to the lands and maintain the project constructed thereon, in accordance with the laws of the State of Oklahoma, the Regulations for the Administration of public mass transportation and the policies and procedures prescribed by the Federal Transit Administration of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Central Oklahoma Transportation and Parking Authority all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the Central Oklahoma Transportation and Parking Authority and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the Central Oklahoma Transportation and Parking Authority, its successors and assigns.

The Central Oklahoma Transportation and Parking Authority, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination with regard to any facility located wholly or in part on, over or under such lands hereby conveyed (,) (and)\* (2) that the Central Oklahoma Transportation and Parking Authority shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands

and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.\*

---

\* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

(APPENDIX C TO TITLE VI ASSURANCE)

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by the Central Oklahoma Transportation and Parking Authority pursuant to the provisions of Assurance 7(a).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for herself/himself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination of Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)\*

That in the event of breach of any of the above nondiscrimination covenants, the Central Oklahoma Transportation and Parking Authority shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities thereon, and hold the same as if said (licenses, lease, permit, etc.) had never been made or issued.

(Include in deeds)\*

That in the event of breach of any of the above nondiscrimination covenants, the Central Oklahoma Transportation and Parking Authority shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the Central Oklahoma Transportation and Parking Authority and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by the Central Oklahoma Transportation and Parking Authority pursuant to the provisions of Assurance 7(b).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for herself/himself, his/her personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in case of deeds, and leases add "as a covenant running with the land") that (1) no persons on the grounds of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing services thereon, no person on the grounds of race, color, or national origin shall be excluded from the participation in, denied the benefits of, or be otherwise subjected to discrimination, and (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(Include in licenses, leases, permits, etc.)\*

That in the event of breach of any of the above nondiscrimination covenants, the Central Oklahoma Transportation and Parking Authority shall have the right to terminate the (license, lease, permit, etc.) and to re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, lease, permit, etc.) had never been made or issued.

(Include in deeds)\*

That in the event of breach of any of the above nondiscrimination covenants, the Central Oklahoma Transportation and Parking Authority shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the Central Oklahoma Transportation and Parking Authority and its assigns.

---

\* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of the Civil Rights Act of 1964.

**FIXED FACILITY IMPACT ANALYSIS**  
(FTA Circular 4702.1, Chap. III, Parag. 2. f.)

No new facilities have been constructed by COTPA or CART since 2003.

**PART II**

**PROGRAM-SPECIFIC REQUIREMENTS  
FOR PUBLIC TRANSIT PROVIDERS**



## **CENSUS TRACT AND ROUTE MAPS**

(FTA Circular 4702.1, Chap. III, Parag. 3. a.)

The following base maps are provided as a separate attachment, submitted as a part of this document:

### **Map One**

1" = 1 mile map of the portion of the OCARTS area containing Oklahoma and Cleveland Counties, including 2000 Census Tracts by number. Also identified are:

- major streets and highways
- COTPA and CART facilities/terminal
- major activity centers and transit trip generators

### **Map Two**

Census tract minority population information expressed in raw numbers and as a percentage of the total population per tract. Tracts with a minority population greater than the percentage of the minority population in the OCARTS area are shaded. The locations of all transit routes (main and express routes) are shown.

## **POPULATION/RACIAL DISTRIBUTION CHART**

The following population/racial distribution chart utilizes the results of the 2000 Census. Information in the chart on minority populations is provided for the entire OCARTS area. However, Map One and Two as provided, only cover the portion of the OCARTS area in which transit service is provided (Oklahoma and Cleveland Counties).

**POPULATION AND RACIAL DISTRIBUTION CHART FOR OCARTS AREA**

CENSUS TRACT	2000 Total POPULATION		BLACK		AMERICAN ESKIMO		ASIAN		HAWAIIAN/PACIFIC ISLANDER		MULTIPLE RACE		HISPANIC*		OTHER		MINORITY	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
000902	4329		2	0.05	231	5.34	6	0.14	0	0.00	174	4.02	87	2.01	15	0.35	428	9.89
000903	6246		8	0.13	274	4.39	12	0.19	0	0.00	166	2.66	135	2.16	26	0.42	486	7.78
100100	3291		518	15.74	119	3.62	104	3.16	2	0.06	134	4.07	207	6.29	92	2.80	969	29.44
100200	5779		573	9.92	216	3.74	312	5.40	0	0.00	259	4.48	484	8.38	274	4.74	1634	28.27
100300	2696		123	4.56	91	3.38	40	1.48	0	0.00	78	2.89	95	3.52	45	1.67	377	13.98
100400	2375		2160	90.95	17	0.72	11	0.46	3	0.13	57	2.40	51	2.15	13	0.55	2261	95.20
100500	1994		1828	91.68	13	0.65	1	0.05	0	0.00	63	3.16	34	1.71	8	0.40	1913	95.94
100600	707		32	4.53	15	2.12	45	6.36	0	0.00	16	2.26	12	1.70	2	0.28	110	15.56
100700	1479		324	21.91	80	5.41	103	6.96	0	0.00	56	3.79	175	11.83	91	6.15	654	44.22
100800	2711		567	20.91	99	3.65	464	17.12	1	0.04	136	5.02	251	9.26	182	6.71	1449	53.45
100900	1482		62	4.18	63	4.25	47	3.17	1	0.07	65	4.39	107	7.22	47	3.17	285	19.23
101000	2970		381	12.83	96	3.23	905	30.47	13	0.44	119	4.01	306	10.30	176	5.93	1690	56.90
101100	881		310	35.19	51	5.79	33	3.75	0	0.00	39	4.43	67	7.60	56	6.36	489	55.51
101200	1113		377	33.87	25	2.25	119	10.69	7	0.63	57	5.12	79	7.10	33	2.96	618	55.53
101300	3266		3040	93.08	21	0.64	3	0.09	0	0.00	88	2.69	45	1.38	27	0.83	3179	97.34
101400	1317		1220	92.63	13	0.99	1	0.08	0	0.00	31	2.35	44	3.34	11	0.84	1276	96.89
101500	1810		1226	67.73	23	1.27	73	4.03	1	0.06	57	3.15	16	0.88	2	0.11	1382	76.35
101600	512		101	19.73	10	1.95	31	6.05	3	0.59	8	1.56	22	4.30	14	2.73	167	32.62
101700	1192		73	6.12	25	2.10	18	1.51	0	0.00	25	2.10	33	2.77	18	1.51	159	13.34
101800	1453		142	9.77	42	2.89	68	4.68	3	0.21	63	4.34	97	6.68	36	2.48	354	24.36
101900	2813		289	10.27	113	4.02	324	11.52	3	0.11	132	4.69	337	11.98	159	5.65	1020	36.26
102000	3059		313	10.23	121	3.96	204	6.67	1	0.03	135	4.41	461	15.07	277	9.06	1051	34.36
102100	2024		126	6.23	77	3.80	48	2.37	4	0.20	93	4.59	273	13.49	155	7.66	503	24.85
102200	2470		179	7.25	148	5.99	100	4.05	3	0.12	111	4.49	448	18.14	230	9.31	771	31.21
102300	3238		374	11.55	125	3.86	108	3.34	11	0.34	161	4.97	937	28.94	544	16.80	1323	40.86
102400	3534		425	12.03	249	7.05	126	3.57	1	0.03	202	5.72	1465	41.45	924	26.15	1927	54.53
102500	502		95	18.92	44	8.76	2	0.40	1	0.20	24	4.78	29	5.78	7	1.39	173	34.46
102600	360		339	94.17	2	0.56	1	0.28	1	0.28	12	3.33	4	1.11	1	0.28	356	98.89
102700	72		15	20.83	3	4.17	0	0.00	0	0.00	3	4.17	1	1.39	0	0.00	21	29.17
102800	2699		2404	89.07	41	1.52	2	0.07	0	0.00	77	2.85	58	2.15	20	0.74	2544	94.26
102900	450		411	91.33	3	0.67	0	0.00	0	0.00	15	3.33	11	2.44	0	0.00	429	95.33
103000	901		829	92.01	9	1.00	2	0.22	0	0.00	25	2.77	14	1.55	4	0.44	869	96.45
103101	212		56	26.42	24	11.32	1	0.47	2	0.94	9	4.25	14	6.60	11	5.19	103	48.58
103102	0		0		0		0		0		0		0		0		0	
103200	2979		1003	33.67	146	4.90	53	1.78	0	0.00	71	2.38	174	5.84	91	3.05	1364	45.79
103300	1899		278	14.64	112	5.90	31	1.63	7	0.37	125	6.58	896	47.18	563	29.65	1116	58.77
103400	442		12	2.71	40	9.05	0	0.00	0	0.00	27	6.11	238	53.85	120	27.15	199	45.02
103500	417		67	16.07	37	8.87	9	2.16	0	0.00	19	4.56	144	34.53	78	18.71	210	50.36
103601	336		122	36.31	29	8.63	1	0.30	0	0.00	3	0.89	31	9.23	16	4.76	171	50.89
103602	432		157	36.34	21	4.86	3	0.69	0	0.00	3	0.69	36	8.33	2	0.46	186	43.06
103700	468		71	15.17	48	10.26	9	1.92	0	0.00	36	7.69	123	26.28	76	16.24	240	51.28
103800	155		118	76.13	8	5.16	0	0.00	0	0.00	11	7.10	10	6.45	1	0.65	138	89.03
103900	3860		342	8.86	219	5.67	8	0.21	0	0.00	216	5.60	1764	45.70	870	22.54	1655	42.88
104000	346		48	13.87	19	5.49	0	0.00	0	0.00	13	3.76	235	67.92	86	24.86	166	47.98
104100	3352		284	8.47	220	6.56	8	0.24	2	0.06	182	5.43	1646	49.11	634	18.91	1330	39.68
104200	2110		78	3.70	104	4.93	22	1.04	2	0.09	101	4.79	998	47.30	489	23.18	796	37.73
104300	3295		94	2.85	177	5.37	4	0.12	1	0.03	122	3.70	1546	46.92	888	26.95	1286	39.03
104400	3543		152	4.29	212	5.98	18	0.51	0	0.00	155	4.37	1861	52.53	1009	28.48	1546	43.64
104500	3379		134	3.97	176	5.21	20	0.59	4	0.12	212	6.27	1625	48.09	1080	31.96	1626	48.12
104600	1097		28	2.55	96	8.75	1	0.09	1	0.09	42	3.83	573	52.23	382	34.82	550	50.14
104700	1382		124	8.97	116	8.39	0	0.00	2	0.14	80	5.79	426	30.82	194	14.04	516	37.34
104800	2855		81	2.84	210	7.36	15	0.53	1	0.04	145	5.08	858	30.05	610	21.37	1062	37.20
104900	3663		131	3.58	171	4.67	33	0.90	0	0.00	201	5.49	1462	39.91	1007	27.49	1543	42.12
105000	2348		51	2.17	95	4.05	18	0.77	0	0.00	118	5.03	1159	49.36	865	36.84	1147	48.85
105100	1497		495	33.07	49	3.27	21	1.40	3	0.20	44	2.94	46	3.07	19	1.27	631	42.15
105201	1563		1494	95.59	8	0.51	1	0.06	0	0.00	37	2.37	7	0.45	0	0.00	1540	98.53
105202	1236		1183	95.71	9	0.73	1	0.08	0	0.00	22	1.78	12	0.97	9	0.73	1224	99.03
105300	2950		304	10.31	216	7.32	13	0.44	0	0.00	159	5.39	663	22.47	328	11.12	1020	34.58
105400	1753		39	2.22	127	7.24	10	0.57	0	0.00	129	7.36	359	20.48	228	13.01	533	30.41
105500	2897		202	6.97	183	6.32	6	0.21	0	0.00	147	5.07	1022	35.28	633	21.85	1171	40.42
105600	4797		516	10.76	370	7.71	19	0.40	2	0.04	279	5.82	1835	38.25	1299	27.08	2485	51.80
105700	1103		131	11.88	63	5.71	6	0.54	1	0.09	53	4.81	488	44.24	167	15.14	421	38.17
105800	838		7	0.84	88	10.50	6	0.72	1	0.12	36	4.30	204	24.34	106	12.65	244	29.12
105903	3164		518	16.37	102	3.22	141	4.46	0	0.00	112	3.54	303	9.58	99	3.13	972	30.72
105904	3723		417	11.20	185	4.97	188	5.05	6	0.16	152	4.08	561	15.07	311	8.35	1259	33.82
105905	2366		134	5.66	85	3.59	93	3.93	0	0.00	72	3.04	212	8.96	109	4.61	493	20.84
105906	2803		135	4.82	95	3.39	94	3.35	11	0.39	101	3.60	288	10.27	96	3.42	532	18.98
105907	3783		422	11.16	202	5.34	171	4.52	1	0.03	155	4.10	423	11.18	196	5.18	1147	30.32

**POPULATION AND RACIAL DISTRIBUTION CHART FOR OCARTS AREA (Cont.)**

CENSUS TRACT	2000 Total POPULATION	BLACK		AMERICAN ESKIMO		ASIAN		HAWAIIAN/PACIFIC ISLANDER		MULTIPLE RACE		HISPANIC*		OTHER		MINORITY	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
106000	2089	1269	60.75	30	1.44	17	0.81	0	0.00	92	4.40	33	1.58	9	0.43	1417	67.83
106100	3312	2600	78.50	64	1.93	1	0.03	0	0.00	79	2.39	89	2.69	17	0.51	2761	83.36
106200	1516	1263	83.31	14	0.92	4	0.26	0	0.00	46	3.03	22	1.45	5	0.33	1332	87.86
106301	3779	2608	69.01	75	1.98	13	0.34	1	0.03	170	4.50	235	6.22	104	2.75	2971	78.62
106302	4072	2582	63.41	79	1.94	122	3.00	0	0.00	205	5.03	288	7.07	139	3.41	3127	76.79
106303	3154	720	22.83	92	2.92	39	1.24	1	0.03	127	4.03	402	12.75	175	5.55	1154	36.59
106401	2354	7	0.30	28	1.19	55	2.34	0	0.00	43	1.83	11	0.47	5	0.21	138	5.86
106402	2094	15	0.72	50	2.39	39	1.86	2	0.10	64	3.06	64	3.06	12	0.57	182	8.69
106403	5164	266	5.15	139	2.69	64	1.24	1	0.02	163	3.16	217	4.20	50	0.97	683	13.23
106501	2807	112	3.99	66	2.35	95	3.38	0	0.00	94	3.35	97	3.46	19	0.68	386	13.75
106502	3464	267	7.71	80	2.31	230	6.64	2	0.06	129	3.72	165	4.76	74	2.14	782	22.58
106503	1619	64	3.95	42	2.59	80	4.94	2	0.12	33	2.04	51	3.15	30	1.85	251	15.50
106601	3043	227	7.46	114	3.75	102	3.35	1	0.03	127	4.17	212	6.97	99	3.25	670	22.02
106602	2436	86	3.53	47	1.93	130	5.34	2	0.08	73	3.00	95	3.90	42	1.72	380	15.60
106604	2201	203	9.22	57	2.59	166	7.54	2	0.09	106	4.82	134	6.09	53	2.41	587	26.67
106606	2037	50	2.45	46	2.26	41	2.01	0	0.00	57	2.80	68	3.34	9	0.44	203	9.97
106607	3353	226	6.74	105	3.13	109	3.25	1	0.03	105	3.13	167	4.98	47	1.40	593	17.69
106608	3421	139	4.06	75	2.19	214	6.26	0	0.00	93	2.72	76	2.22	32	0.94	553	16.16
106609	1219	37	3.04	25	2.05	42	3.45	1	0.08	40	3.28	92	7.55	43	3.53	188	15.42
106610	1379	91	6.60	38	2.76	58	4.21	0	0.00	56	4.06	77	5.58	26	1.89	269	19.51
106702	3735	211	5.65	100	2.68	63	1.69	5	0.13	115	3.08	319	8.54	110	2.95	604	16.17
106703	8456	1717	20.31	237	2.80	309	3.65	7	0.08	399	4.72	839	9.92	347	4.10	3016	35.67
106704	2383	52	2.18	52	2.18	25	1.05	0	0.00	60	2.52	61	2.56	18	0.76	207	8.69
106705	2186	103	4.71	38	1.74	59	2.70	0	0.00	65	2.97	59	2.70	22	1.01	287	13.13
106706	3913	444	11.35	112	2.86	64	1.64	0	0.00	137	3.50	148	3.78	53	1.35	810	20.70
106801	1791	41	2.29	46	2.57	4	0.22	1	0.06	58	3.24	138	7.71	62	3.46	212	11.84
106802	2095	42	2.00	46	2.20	6	0.29	0	0.00	70	3.34	136	6.49	60	2.86	224	10.69
106803	3164	163	5.15	106	3.35	46	1.45	0	0.00	123	3.89	359	11.35	143	4.52	581	18.36
106804	3651	235	6.44	123	3.37	37	1.01	0	0.00	116	3.18	311	8.52	93	2.55	604	16.54
106902	2354	91	3.87	76	3.23	25	1.06	0	0.00	75	3.19	136	5.78	61	2.59	328	13.93
106903	6140	181	2.95	139	2.26	98	1.60	1	0.02	179	2.92	195	3.18	48	0.78	646	10.52
106906	2708	215	7.94	73	2.70	106	3.91	6	0.22	81	2.99	138	5.10	74	2.73	555	20.49
106907	2136	185	8.66	48	2.25	39	1.83	3	0.14	111	5.20	214	10.02	68	3.18	454	21.25
106909	1662	95	5.72	42	2.53	171	10.29	0	0.00	70	4.21	68	4.09	21	1.26	399	24.01
106910	2534	167	6.59	100	3.95	78	3.08	1	0.04	112	4.42	205	8.09	93	3.67	551	21.74
106911	1734	77	4.44	65	3.75	134	7.73	1	0.06	52	3.00	35	2.02	7	0.40	336	19.38
106912	3268	540	16.52	166	5.08	409	12.52	8	0.24	128	3.92	292	8.94	179	5.48	1430	43.76
106913	4875	978	20.06	226	4.64	272	5.58	6	0.12	175	3.59	487	9.99	186	3.82	1843	37.81
106914	4214	1038	24.63	177	4.20	67	1.59	9	0.21	213	5.05	269	6.38	118	2.80	1622	38.49
106915	5669	1334	23.53	294	5.19	171	3.02	21	0.37	311	5.49	1085	19.14	651	11.48	2782	49.07
107001	5427	330	6.08	395	7.28	55	1.01	0	0.00	279	5.14	1521	28.03	876	16.14	1935	35.66
107002	1942	49	2.52	109	5.61	23	1.18	1	0.05	92	4.74	559	28.78	366	18.85	640	32.96
107101	1806	558	30.90	29	1.61	17	0.94	0	0.00	4	0.22	8	0.44	2	0.11	610	33.78
107103	1710	117	6.84	105	6.14	36	2.11	5	0.29	81	4.74	271	15.85	138	8.07	482	28.19
107104	2849	250	8.78	189	6.63	55	1.93	6	0.21	175	6.14	404	14.18	243	8.53	918	32.22
107206	3989	265	6.64	180	4.51	202	5.06	2	0.05	189	4.74	581	14.57	352	8.82	1190	29.83
107207	2222	135	6.08	90	4.05	131	5.90	3	0.14	74	3.33	139	6.26	45	2.03	478	21.51
107209	5008	333	6.65	279	5.57	126	2.52	2	0.04	219	4.37	608	12.14	347	6.93	1306	26.08
107210	1028	33	3.21	50	4.86	15	1.46	0	0.00	49	4.77	55	5.35	18	1.75	165	16.05
107211	2026	63	3.11	56	2.76	57	2.81	0	0.00	78	3.85	103	5.08	34	1.68	288	14.22
107212	5300	357	6.74	236	4.45	302	5.70	1	0.02	362	6.83	341	6.43	118	2.23	1376	25.96
107213	4725	375	7.94	262	5.54	165	3.49	3	0.06	322	6.81	556	11.77	255	5.40	1382	29.25
107214	2444	62	2.54	112	4.58	38	1.55	1	0.04	124	5.07	166	6.79	77	3.15	414	16.94
107215	3501	144	4.11	181	5.17	49	1.40	0	0.00	106	3.03	488	13.94	245	7.00	725	20.71
107216	2815	193	6.86	242	8.60	26	0.92	6	0.21	163	5.79	464	16.48	265	9.41	895	31.79
107217	1736	33	1.90	71	4.09	20	1.15	3	0.17	82	4.72	323	18.61	184	10.60	393	22.64
107218	2605	213	8.18	126	4.84	35	1.34	0	0.00	125	4.80	493	18.93	290	11.13	789	30.29
107219	2597	80	3.08	135	5.20	47	1.81	0	0.00	155	5.97	401	15.44	268	10.32	685	26.38
107220	3160	260	8.23	159	5.03	84	2.66	1	0.03	127	4.02	463	14.65	276	8.73	907	28.70
107221	1812	35	1.93	77	4.25	29	1.60	0	0.00	82	4.53	151	8.33	74	4.08	297	16.39
107222	1642	142	8.65	101	6.15	31	1.89	0	0.00	97	5.91	175	10.66	79	4.81	450	27.41
107223	2591	174	6.72	137	5.29	33	1.27	0	0.00	107	4.13	372	14.36	229	8.84	680	26.24
107302	2584	137	5.30	136	5.26	18	0.70	0	0.00	138	5.34	500	19.35	343	13.27	772	29.88
107303	1890	128	6.77	125	6.61	24	1.27	0	0.00	120	6.35	149	7.88	56	2.96	453	23.97
107305	2160	392	18.15	102	4.72	32	1.48	2	0.09	114	5.28	232	10.74	120	5.56	762	35.28
107306	3620	1107	30.58	178	4.92	80	2.21	7	0.19	201	5.55	337	9.31	178	4.92	1751	48.37
107401	6631	2619	39.50	186	2.81	379	5.72	8	0.12	360	5.43	406	6.12	156	2.35	3708	55.92
107402	5410	1189	21.98	117	2.16	324	5.99	13	0.24	249	4.60	270	4.99	112	2.07	2004	37.04

**POPULATION AND RACIAL DISTRIBUTION CHART FOR OCARTS AREA (Cont.)**

CENSUS TRACT	2000 Total		BLACK		AMERICAN ESKIMO		ASIAN		HAWAIIAN/PACIFIC ISLANDER		MULTIPLE RACE		HISPANIC*		OTHER		MINORITY	
	POPULATION		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
107403	4162		704	16.91	134	3.22	273	6.56	14	0.34	229	5.50	155	3.72	54	1.30	1408	33.83
107500	3107		576	18.54	42	1.35	89	2.86	5	0.16	175	5.63	266	8.56	101	3.25	988	31.80
107601	2035		283	13.91	86	4.23	49	2.41	0	0.00	98	4.82	99	4.86	48	2.36	564	27.71
107604	2552		147	5.76	140	5.49	35	1.37	1	0.04	142	5.56	102	4.00	58	2.27	523	20.49
107605	2676		177	6.61	127	4.75	38	1.42	2	0.07	134	5.01	141	5.27	49	1.83	527	19.69
107606	354		40	11.30	15	4.24	1	0.28	0	0.00	13	3.67	12	3.39	6	1.69	75	21.19
107607	3236		349	10.78	148	4.57	79	2.44	9	0.28	110	3.40	148	4.57	52	1.61	747	23.08
107703	3392		276	8.14	116	3.42	52	1.53	17	0.50	133	3.92	153	4.51	28	0.83	622	18.34
107704	1511		88	5.82	70	4.63	22	1.46	2	0.13	58	3.84	49	3.24	18	1.19	258	17.07
107705	1997		166	8.31	106	5.31	26	1.30	3	0.15	78	3.91	90	4.51	42	2.10	421	21.08
107706	2763		272	9.84	122	4.42	48	1.74	0	0.00	135	4.89	154	5.57	62	2.24	639	23.13
107707	1329		64	4.82	59	4.44	23	1.73	0	0.00	56	4.21	38	2.86	14	1.05	216	16.25
107801	3689		1095	29.68	103	2.79	70	1.90	10	0.27	157	4.26	211	5.72	112	3.04	1547	41.94
107804	2554		84	3.29	121	4.74	33	1.29	0	0.00	81	3.17	80	3.13	21	0.82	340	13.31
107805	2493		504	20.22	144	5.78	36	1.44	1	0.04	93	3.73	98	3.93	24	0.96	802	32.17
107806	4374		698	15.96	165	3.77	58	1.33	2	0.05	140	3.20	180	4.12	71	1.62	1134	25.93
107807	2188		140	6.40	86	3.93	50	2.29	3	0.14	97	4.43	144	6.58	59	2.70	435	19.88
107808	2370		377	15.91	85	3.59	69	2.91	5	0.21	130	5.49	145	6.12	47	1.98	713	30.08
107809	1818		112	6.16	99	5.45	11	0.61	2	0.11	87	4.79	94	5.17	33	1.82	344	18.92
107810	2881		130	4.51	148	5.14	30	1.04	2	0.07	106	3.68	133	4.62	57	1.98	473	16.42
107900	1909		1800	94.29	6	0.31	4	0.21	0	0.00	40	2.10	6	0.31	4	0.21	1854	97.12
108003	4519		2129	47.11	86	1.90	79	1.75	9	0.20	222	4.91	206	4.56	92	2.04	2617	57.91
108005	2277		1068	46.90	59	2.59	13	0.57	1	0.04	124	5.45	50	2.20	7	0.31	1272	55.86
108006	3423		401	11.71	88	2.57	103	3.01	5	0.15	121	3.53	126	3.68	41	1.20	759	22.17
108007	3197		255	7.98	82	2.56	66	2.06	0	0.00	94	2.94	108	3.38	32	1.00	529	16.55
108008	4700		1646	35.02	137	2.91	48	1.02	2	0.04	215	4.57	220	4.68	113	2.40	2161	45.98
108009	3089		1016	32.89	99	3.20	40	1.29	2	0.06	134	4.34	129	4.18	48	1.55	1339	43.35
108010	3246		1167	35.95	75	2.31	22	0.68	2	0.06	147	4.53	156	4.81	50	1.54	1463	45.07
108011	3455		2101	60.81	103	2.98	20	0.58	5	0.14	151	4.37	83	2.40	28	0.81	2408	69.70
108101	1890		129	6.83	47	2.49	21	1.11	0	0.00	73	3.86	39	2.06	18	0.95	288	15.24
108103	5022		349	6.95	206	4.10	21	0.42	0	0.00	158	3.15	98	1.95	30	0.60	764	15.21
108106	2784		29	1.04	51	1.83	26	0.93	0	0.00	45	1.62	46	1.65	18	0.65	169	6.07
108107	2986		53	1.77	48	1.61	79	2.65	4	0.13	82	2.75	36	1.21	2	0.07	268	8.98
108108	6941		199	2.87	177	2.55	404	5.82	16	0.23	247	3.56	206	2.97	47	0.68	1090	15.70
108109	5506		69	1.25	77	1.40	104	1.89	4	0.07	110	2.00	89	1.62	13	0.24	377	6.85
108110	3331		123	3.69	51	1.53	77	2.31	0	0.00	58	1.74	81	2.43	32	0.96	341	10.24
108201	3665		141	3.85	97	2.65	101	2.76	0	0.00	105	2.86	182	4.97	100	2.73	544	14.84
108203	2982		161	5.40	101	3.39	57	1.91	0	0.00	94	3.15	131	4.39	57	1.91	470	15.76
108204	2655		292	11.00	71	2.67	56	2.11	1	0.04	111	4.18	158	5.95	74	2.79	605	22.79
108206	3696		59	1.60	57	1.54	50	1.35	0	0.00	95	2.57	69	1.87	13	0.35	274	7.41
108207	1581		145	9.17	52	3.29	271	17.14	4	0.25	70	4.43	88	5.57	67	4.24	609	38.52
108208	4392		466	10.61	93	2.12	579	13.18	6	0.14	220	5.01	144	3.28	45	1.02	1409	32.08
108212	5192		227	4.37	81	1.56	141	2.72	4	0.08	162	3.12	140	2.70	31	0.60	646	12.44
108213	3871		44	1.14	67	1.73	35	0.90	1	0.03	68	1.76	35	0.90	1	0.03	216	5.58
108214	5113		339	6.63	82	1.60	125	2.44	0	0.00	122	2.39	120	2.35	39	0.76	707	13.83
108215	5241		222	4.24	127	2.42	86	1.64	2	0.04	134	2.56	122	2.33	34	0.65	605	11.54
108216	2476		145	5.86	72	2.91	48	1.94	0	0.00	75	3.03	69	2.79	23	0.93	363	14.66
108217	4348		173	3.98	85	1.95	62	1.43	9	0.21	129	2.97	111	2.55	29	0.67	487	11.20
108301	1415		857	60.57	17	1.20	3	0.21	0	0.00	43	3.04	17	1.20	4	0.28	924	65.30
108302	3864		694	17.96	71	1.84	104	2.69	7	0.18	125	3.23	101	2.61	21	0.54	1022	26.45
108303	5406		605	11.19	126	2.33	68	1.26	0	0.00	136	2.52	177	3.27	63	1.17	998	18.46
108304	5154		132	2.56	134	2.60	69	1.34	2	0.04	126	2.44	99	1.92	23	0.45	486	9.43
108306	7393		1776	24.02	157	2.12	314	4.25	7	0.09	293	3.96	377	5.10	104	1.41	2651	35.86
108307	4686		1545	32.97	60	1.28	82	1.75	4	0.09	134	2.86	124	2.65	31	0.66	1856	39.61
108309	2393		1645	68.74	40	1.67	25	1.04	3	0.13	96	4.01	112	4.68	53	2.21	1862	77.81
108310	2343		1129	48.19	43	1.84	68	2.90	3	0.13	84	3.59	133	5.68	76	3.24	1403	59.88
108311	6058		523	8.63	86	1.42	240	3.96	2	0.03	150	2.48	158	2.61	52	0.86	1053	17.38
108312	5796		408	7.04	126	2.17	262	4.52	0	0.00	128	2.21	122	2.10	37	0.64	961	16.58
108402	1370		37	2.70	27	1.97	11	0.80	0	0.00	29	2.12	24	1.75	8	0.58	112	8.18
108403	2104		98	4.66	47	2.23	18	0.86	0	0.00	87	4.13	60	2.85	22	1.05	272	12.93
108404	3503		697	19.90	79	2.26	123	3.51	2	0.06	139	3.97	143	4.08	45	1.28	1085	30.97
108504	5581		309	5.54	81	1.45	233	4.17	2	0.04	138	2.47	185	3.31	74	1.33	837	15.00
108506	3252		286	8.79	40	1.23	65	2.00	0	0.00	92	2.83	49	1.51	6	0.18	489	15.04
108507	1172		31	2.65	13	1.11	9	0.77	4	0.34	28	2.39	19	1.62	2	0.17	87	7.42
108508	1940		200	10.31	49	2.53	45	2.32	1	0.05	41	2.11	41	2.11	5	0.26	341	17.58
108511	1433		89	6.21	33	2.30	58	4.05	4	0.28	45	3.14	52	3.63	28	1.95	257	17.93
108512	1722		15	0.87	28	1.63	10	0.58	0	0.00	35	2.03	27	1.57	8	0.46	96	5.57
108513	3797		228	6.00	103	2.71	151	3.98	0	0.00	117	3.08	102	2.69	24	0.63	623	16.41

**POPULATION AND RACIAL DISTRIBUTION CHART FOR OCARTS AREA (Cont.)**

CENSUS TRACT	2000 Total POPULATION	BLACK		AMERICAN ESKIMO		ASIAN		HAWAIIAN/PACIFIC ISLANDER		MULTIPLE RACE		HISPANIC*		OTHER		MINORITY	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
108514	4435	504	11.36	99	2.23	163	3.68	1	0.02	138	3.11	172	3.88	43	0.97	948	21.38
108515	4881	322	6.60	91	1.86	147	3.01	5	0.10	154	3.16	123	2.52	56	1.15	775	15.88
108516	6393	541	8.46	146	2.28	307	4.80	4	0.06	181	2.83	146	2.28	35	0.55	1214	18.99
108517	7190	406	5.65	138	1.92	472	6.56	1	0.01	185	2.57	160	2.23	46	0.64	1248	17.36
108518	5903	635	10.76	116	1.97	167	2.83	5	0.08	178	3.02	198	3.35	68	1.15	1169	19.80
108519	3457	81	2.34	61	1.76	88	2.55	0	0.00	80	2.31	43	1.24	16	0.46	326	9.43
108520	1900	59	3.11	28	1.47	36	1.89	0	0.00	39	2.05	23	1.21	3	0.16	165	8.68
108521	1241	125	10.07	39	3.14	73	5.88	1	0.08	47	3.79	46	3.71	28	2.26	313	25.22
108522	6666	784	11.76	165	2.48	313	4.70	0	0.00	239	3.59	267	4.01	81	1.22	1582	23.73
108601	1842	40	2.17	54	2.93	70	3.80	2	0.11	52	2.82	92	4.99	38	2.06	256	13.90
108602	960	13	1.35	33	3.44	0	0.00	0	0.00	40	4.17	27	2.81	4	0.42	90	9.38
108603	1576	8	0.51	60	3.81	8	0.51	0	0.00	42	2.66	60	3.81	16	1.02	134	8.50
108701	2450	83	3.39	96	3.92	68	2.78	5	0.20	78	3.18	78	3.18	16	0.65	346	14.12
108703	3879	55	1.42	185	4.77	27	0.70	0	0.00	122	3.15	67	1.73	20	0.52	409	10.54
108704	4119	35	0.85	146	3.54	37	0.90	6	0.15	178	4.32	122	2.96	27	0.66	429	10.42
108705	5721	41	0.72	282	4.93	17	0.30	0	0.00	211	3.69	144	2.52	34	0.59	585	10.23
108706	2901	234	8.07	89	3.07	64	2.21	2	0.07	117	4.03	87	3.00	32	1.10	538	18.55
108707	3032	357	11.77	99	3.27	79	2.61	5	0.16	86	2.84	91	3.00	19	0.63	645	21.27
108801	5661	856	15.12	199	3.52	21	0.37	4	0.07	273	4.82	177	3.13	48	0.85	1401	24.75
108802	4197	91	2.17	156	3.72	33	0.79	5	0.12	196	4.67	137	3.26	38	0.91	519	12.37
108803	1212	1097	90.51	2	0.17	0	0.00	5	0.41	43	3.55	11	0.91	5	0.41	1152	95.05
108804	2217	810	36.54	49	2.21	3	0.14	5	0.23	74	3.34	64	2.89	17	0.77	958	43.21
108900	3603	630	17.49	131	3.64	5	0.14	0	0.00	117	3.25	80	2.22	34	0.94	917	25.45
109001	1558	45	2.89	88	5.65	8	0.51	2	0.13	86	5.52	31	1.99	5	0.32	234	15.02
109002	7500	57	0.76	480	6.40	23	0.31	3	0.04	320	4.27	198	2.64	44	0.59	927	12.36
200100	415	31	7.47	18	4.34	7	1.69	0	0.00	9	2.17	8	1.93	2	0.48	67	16.14
200200	1877	58	3.09	108	5.75	33	1.76	0	0.00	106	5.65	119	6.34	64	3.41	369	19.66
200300	3342	128	3.83	184	5.51	19	0.57	5	0.15	139	4.16	173	5.18	63	1.89	538	16.10
200400	1945	57	2.93	129	6.63	13	0.67	1	0.05	71	3.65	73	3.75	27	1.39	298	15.32
200500	3821	48	1.26	137	3.59	178	4.66	1	0.03	156	4.08	106	2.77	27	0.71	547	14.32
200601	5371	473	8.81	352	6.55	234	4.36	7	0.13	311	5.79	236	4.39	100	1.86	1477	27.50
200602	3323	138	4.15	184	5.54	89	2.68	3	0.09	140	4.21	125	3.76	49	1.47	603	18.15
200700	272	41	15.07	12	4.41	0	0.00	0	0.00	6	2.21	8	2.94	0	0.00	59	21.69
200800	5897	276	4.68	239	4.05	85	1.44	1	0.02	248	4.21	210	3.56	77	1.31	926	15.70
200900	4087	118	2.89	141	3.45	102	2.50	0	0.00	131	3.21	173	4.23	72	1.76	564	13.80
201000	5636	211	3.74	263	4.67	141	2.50	10	0.18	204	3.62	456	8.09	199	3.53	1028	18.24
201101	5708	169	2.96	240	4.20	137	2.40	2	0.04	173	3.03	217	3.80	69	1.21	790	13.84
201102	2980	177	5.94	96	3.22	184	6.17	1	0.03	90	3.02	108	3.62	36	1.21	584	19.60
201201	2296	146	6.36	141	6.14	442	19.25	0	0.00	118	5.14	109	4.75	35	1.52	882	38.41
201202	4473	503	11.25	197	4.40	122	2.73	4	0.09	184	4.11	177	3.96	55	1.23	1065	23.81
201203	4380	320	7.31	155	3.54	532	12.15	1	0.02	188	4.29	181	4.13	50	1.14	1246	28.45
201301	5502	453	8.23	284	5.16	202	3.67	1	0.02	323	5.87	246	4.47	110	2.00	1373	24.95
201402	4412	225	5.10	155	3.51	78	1.77	0	0.00	189	4.28	182	4.13	61	1.38	708	16.05
201403	3444	115	3.34	134	3.89	28	0.81	1	0.03	118	3.43	105	3.05	33	0.96	429	12.46
201505	5971	106	1.78	160	2.68	243	4.07	4	0.07	200	3.35	176	2.95	33	0.55	746	12.49
201506	5176	93	1.80	186	3.59	170	3.28	2	0.04	178	3.44	139	2.69	29	0.56	658	12.71
201507	5182	97	1.87	130	2.51	202	3.90	0	0.00	181	3.49	179	3.45	52	1.00	662	12.77
201508	3010	61	2.03	118	3.92	72	2.39	2	0.07	123	4.09	87	2.89	39	1.30	415	13.79
201602	2898	38	1.31	150	5.18	14	0.48	4	0.14	130	4.49	109	3.76	41	1.41	377	13.01
201603	3912	81	2.07	215	5.50	27	0.69	0	0.00	235	6.01	241	6.16	82	2.10	640	16.36
201604	3608	54	1.50	195	5.40	21	0.58	1	0.03	175	4.85	172	4.77	64	1.77	510	14.14
201605	5735	137	2.39	210	3.66	133	2.32	5	0.09	222	3.87	230	4.01	92	1.60	799	13.93
201606	6821	178	2.61	219	3.21	333	4.88	2	0.03	189	2.77	255	3.74	67	0.98	988	14.48
201700	703	4	0.57	23	3.27	3	0.43	0	0.00	20	2.84	13	1.85	3	0.43	53	7.54
201801	3251	54	1.66	77	2.37	236	7.26	2	0.06	98	3.01	93	2.86	35	1.08	502	15.44
201802	2872	43	1.50	69	2.40	100	3.48	0	0.00	97	3.38	82	2.86	25	0.87	334	11.63
201902	4284	148	3.45	141	3.29	288	6.72	6	0.14	163	3.80	199	4.65	72	1.68	818	19.09
201903	2473	140	5.66	114	4.61	149	6.03	2	0.08	69	2.79	108	4.37	61	2.47	535	21.63
201904	4131	131	3.17	137	3.32	298	7.21	1	0.02	115	2.78	136	3.29	57	1.38	739	17.89
202002	3326	76	2.29	100	3.01	47	1.41	0	0.00	129	3.88	126	3.79	32	0.96	384	11.55
202003	5300	194	3.66	228	4.30	96	1.81	0	0.00	245	4.62	244	4.60	61	1.15	824	15.55
202004	3159	98	3.10	94	2.98	31	0.98	2	0.06	149	4.72	134	4.24	43	1.36	417	13.20
202005	4480	192	4.29	175	3.91	131	2.92	1	0.02	253	5.65	297	6.63	147	3.28	899	20.07
202006	3474	235	6.76	138	3.97	125	3.60	0	0.00	118	3.40	335	9.64	139	4.00	755	21.73
202101	5350	148	2.77	186	3.48	139	2.60	0	0.00	212	3.96	268	5.01	94	1.76	779	14.56
202102	2229	37	1.66	60	2.69	13	0.58	5	0.22	99	4.44	99	4.44	29	1.30	243	10.90
202104	2136	45	2.11	77	3.60	51	2.39	1	0.05	93	4.35	108	5.06	21	0.98	288	13.48
202105	3875	150	3.87	157	4.05	76	1.96	3	0.08	211	5.45	185	4.77	55	1.42	652	16.83

**POPULATION AND RACIAL DISTRIBUTION CHART FOR OCARTS AREA (Cont.)**

CENSUS TRACT	2000 Total POPULATION	BLACK		AMERICAN ESKIMO		ASIAN		HAWAIIAN/PACIFIC ISLANDER		MULTIPLE RACE		HISPANIC*		OTHER		MINORITY		
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	
202200	6429	254	3.95	251	3.90	163	2.54	3	0.05	250	3.89	285	4.43	101	1.57	1022	15.90	
202301	4485	34	0.76	196	4.37	17	0.38	1	0.02	229	5.11	131	2.92	23	0.51	500	11.15	
202302	5364	42	0.78	371	6.92	21	0.39	2	0.04	233	4.34	97	1.81	21	0.39	690	12.86	
202402	6000	52	0.87	539	8.98	19	0.32	1	0.02	249	4.15	136	2.27	24	0.40	884	14.73	
202403	5129	47	0.92	209	4.07	36	0.70	1	0.02	188	3.67	66	1.29	19	0.37	500	9.75	
202404	3750	11	0.29	201	5.36	6	0.16	2	0.05	240	6.40	146	3.89	54	1.44	514	13.71	
202405	6157	714	11.60	452	7.34	12	0.19	6	0.10	323	5.25	195	3.17	38	0.62	1545	25.09	
202500	5613	10	0.18	267	4.76	13	0.23	2	0.04	246	4.38	159	2.83	20	0.36	558	9.94	
202600	2552	12	0.47	148	5.80	2	0.08	0	0.00	84	3.29	154	6.03	78	3.06	324	12.70	
300201	3661	17	0.46	103	2.81	2	0.05	2	0.05	88	2.40	84	2.29	40	1.09	252	6.88	
300801	3699	19	0.51	81	2.19	33	0.89	0	0.00	69	1.87	82	2.22	31	0.84	233	6.30	
300802	2114	18	0.85	49	2.32	9	0.43	0	0.00	50	2.37	28	1.32	8	0.38	134	6.34	
300901	4689	52	1.11	110	2.35	128	2.73	0	0.00	122	2.60	170	3.63	55	1.17	467	9.96	
300902	2673	34	1.27	86	3.22	61	2.28	1	0.04	62	2.32	73	2.73	39	1.46	283	10.59	
300903	4750	53	1.12	124	2.61	171	3.60	4	0.08	147	3.09	165	3.47	68	1.43	567	11.94	
301001	77	0	0.00	0	0.00	0	0.00	0	0.00	6	7.79	8	10.39	8	10.39	14	18.18	
301003	4483	78	1.74	139	3.10	114	2.54	0	0.00	119	2.65	145	3.23	47	1.05	497	11.09	
301004	5945	85	1.43	139	2.34	1010	16.99	11	0.19	157	2.64	196	3.30	74	1.24	1476	24.83	
301005	3986	21	0.53	120	3.01	311	7.80	0	0.00	81	2.03	106	2.66	27	0.68	560	14.05	
301100	5208	28	0.54	141	2.71	76	1.46	0	0.00	128	2.46	152	2.92	68	1.31	441	8.47	
301201	4125	50	1.21	135	3.27	17	0.41	5	0.12	122	2.96	156	3.78	60	1.45	389	9.43	
301202	2639	6	0.23	69	2.61	7	0.27	0	0.00	58	2.20	55	2.08	24	0.91	164	6.21	
301300	2530	4	0.16	56	2.21	27	1.07	0	0.00	56	2.21	47	1.86	20	0.79	163	6.44	
301404	5595	42	0.75	172	3.07	30	0.54	5	0.09	130	2.32	133	2.38	26	0.46	405	7.24	
301405	5387	32	0.59	198	3.68	28	0.52	7	0.13	201	3.73	195	3.62	47	0.87	513	9.52	
301406	3745	23	0.61	117	3.12	10	0.27	0	0.00	100	2.67	103	2.75	37	0.99	287	7.66	
400101	4805	8	0.17	250	5.20	11	0.23	1	0.02	177	3.68	113	2.35	44	0.92	491	10.22	
400102	6656	11	0.17	295	4.43	9	0.14	0	0.00	279	4.19	197	2.96	71	1.07	665	9.99	
400200	9672	22	0.23	577	5.97	24	0.25	8	0.08	332	3.43	422	4.36	238	2.46	1201	12.42	
400300	5359	116	2.16	347	6.48	15	0.28	0	0.00	265	4.94	577	10.77	255	4.76	998	18.62	
600100	4699	1009	21.47	134	2.85	21	0.45	0	0.00	148	3.15	211	4.49	119	2.53	1431	30.45	
600200	2713	417	15.37	89	3.28	10	0.37	0	0.00	104	3.83	100	3.69	42	1.55	662	24.40	
600300	1903	143	7.51	57	3.00	15	0.79	0	0.00	53	2.79	58	3.05	31	1.63	299	15.71	
600400	5722	116	2.03	134	2.34	22	0.38	2	0.03	176	3.08	144	2.52	45	0.79	495	8.65	
600500	5087	143	2.81	176	3.46	17	0.33	1	0.02	155	3.05	149	2.93	49	0.96	541	10.63	
600800	5291	81	1.53	119	2.25	16	0.30	10	0.19	118	2.23	173	3.27	66	1.25	410	7.75	
<b>POPULATION TOTAL:</b>		1004252		109282		36282		26698		668		38049		69996		33333		244312
<b>PERCENT TO TOTAL:</b>				10.882		3.6128		2.658		0.0665		3.7888		6.970		3.3192		24.328

\*Hispanic figures are distributed across all categories and not represented in tract minority totals or percentages.  
Source: US Census Bureau

## VEHICLE LOAD FACTORS

<i>COTPA</i>		Number of Trips	Number of Seats	Number of Passengers	Load Factor
<u>Route</u>					
1	GARDEN DAY	34	965	176	.18
2	MIRAMAR	54	1,916	645	.34
3	PARK ESTATES	54	1,916	517	.27
4	BELLE ISLE	24	672	252	.38
5	QUAIL SPRINGS	54	2,160	1,032	.48
7	N. MAY	43	1,498	631	.42
8	FRENCH MARKET	26	1,040	483	.46
9	RENO CROSSTOWN	27	945	272	.29
10	N. PORTLAND	44	1,386	317	.23
11	OAK GROVE	22	770	157	.20
12	OKC COMMUNITY COLLEGE	54	1,843	662	.36
13	CAPITOL HILL	44	1,555	463	.30
14	S.E. OKC	43	1,703	480	.28
15	MIDWEST CITY	28	1,008	214	.21
16	EXCHANGE	34	1,155	349	.30
18	STATE CAPITOL	24	1,056	282	.28
19	GREEN PASTURES	26	260	136	.52
20	CROSSROADS	27	1,188	316	.27
22	M.L. KING BLVD.	55	1,855	488	.26
23	N. 23 <sup>RD</sup> ST. CROSSTOWN	72	2,736	1,068	.39
24	SOONER EXPRESS	4	144	47	.33
29	AIRPORT	13	130	115	.88
31	GOLD LINE TROLLEY	23	644	72	.11
32	GREEN LINE TROLLEY	11	308	24	.08
33	MAROON LINE TROLLEY	23	644	57	.09
34	BRONCHO BUS	28	784	46	.06
37	EDMOND EXPRESS	20	430	114	.27
38	FAIRGROUNDS	44	1,562	591	.38
40	S. WALKER	26	1,144	213	.19
50	BLUE LINE TROLLEY	34	952	98	.10
51	ORANGE LINE TROLLEY	10	280	15	.05
52	RED LINE TROLLEY	12	336	20	.06

### *CART*

<u>Route</u>				
N10 MAIN STREET	28	868	178	.21
N11 LINDSEY EAST	52	1678	364	.22
N12 LINDSEY WEST	50	1622	217	.13
N21 ALAMEDA/EAST	26	806	128	.16
N24 SOONER EXPRESS	16	560	88	.16
N32 APARTMENT LOOP	66	2210	268	.12
N40 LLOYD NOBLE CENTER	232	5944	3359	.57
N52 CAMPUS LOOP	36	972	272	.28
N42 RESEARCH	36	972	39	.04

## VEHICLE ASSIGNMENT

### COTPA

<u>Route</u>	<u>Type</u>	<u>Minority Service</u>	<u>Time Period</u>	<u>Average Age</u>	<u>Amenities</u>	<u>Number of Vehicles</u>
1 GARDEN DAY	Lo	Y	Peak	7.3	A, W	2
			Midday	9.0	A, W	1
2 MIRAMAR	Lo	Y	Peak	5.5	A, W	2
			Midday	5.5	A, W	2
3 PARK ESTATES	Lo	Y	Peak	5.5	A, W	2
			Midday	5.5	A, W	2
4 BELLE ISLE	Lo	Y	Peak	4.0	A, W	1
			Midday	4.0	A, W	1
5 QUAIL SPRINGS	Lo	Y	Peak	4.0	A, W	4
			Midday	4.0	A, W	4
7 N. MAY	Lo	Y	Peak	7.9	A, W	2
			Midday	8.5	A, W	2
8 FRENCH MARKET	Lo	Y	Peak	4.0	A, W	2
			Midday	4.0	A, W	2
9 RENO CROSSTOWN	Lo	Y	Peak	8.0	A, W	1
			Midday	8.0	A, W	1
10 N. PORTLAND	Lo	Y	Peak	7.0	A, W	2
			Midday	7.0	A, W	2
11 OAK GROVE	Lo	Y	Peak	9.0	A, W	1
			Midday	9.0	A, W	1
12 OKC COMM. COLL.	Lo	Y	Peak	4.8	A, W	2
			Midday	6.0	A, W	2
13 OKC COMM. COLL.	Lo	Y	Peak	7.5	A, W	2
			Midday	7.0	A, W	2

Lo = Local Service  
Ex = Express Service

Y = Yes  
N = No

A = Air Conditioning Equipped  
W = Wheelchair Accessible

<u>Route</u>	<u>Type</u>	<u>Minority Service</u>	<u>Time Period</u>	<u>Average Age</u>	<u>Amenities</u>	<u>Number of Vehicles</u>
14 S.E. OKC	Lo	Y	Peak Midday	6.5 6.5	A, W A, W	2 2
15 MIDWEST CITY	Lo	N	Peak Midday	3.0 3.0	A, W A, W	1 1
16 EXCHANGE	Lo	Y	Peak Midday	8.5 9.0	A, W A, W	2 1
18 STATE CAPITOL	Lo	Y	Peak Midday	5.0 5.0	A, W A, W	1 1
19 GREEN PASTURES	Lo	Y	Peak Midday	4.0 4.0	A, W A, W	1 1
20 CROSSROADS	Lo	Y	Peak Midday	5.0 5.0	A, W A, W	1 1
22 M.L. KING BLVD.	Lo	Y	Peak Midday	7.5 8.0	A, W A, W	2 2
23 N. 23 <sup>RD</sup> ST. CROSST.	Lo	Y	Peak Midday	3.5 3.5	A, W A, W	4 4
24 SOONER EXPRESS	Ex	N	Peak Midday	3.0	A, W	1 0
29 AIRPORT	Lo	Y	Peak Midday	4.0 4.0	A, W A, W	1 1
31 GOLD LINE TROLLEY	Lo	Y	Peak Midday	4.0 4.0	A, W A, W	1 1
32 GREEN LINE TROLLEY	Lo	Y	Peak Midday	5.0 5.0	A, W A, W	1 1
33 MAROON LINE TROLLEY	Lo	Y	Peak Midday	4.0 4.0	A, W A, W	1 1

Lo = Local Service  
Ex = Express Service

Y = Yes  
N = No

A = Air Conditioning Equipped  
W = Wheelchair Accessible

<u>Route</u>	<u>Type</u>	<u>Minority Service</u>	<u>Time Period</u>	<u>Average Age</u>	<u>Amenities</u>	<u>Number of Vehicles</u>
34 BRONCHO BUS	Lo	Y	Peak	5.0	A, W	1
			Midday	5.0	A, W	1
37 EDMOND EXPRESS	Ex	N	Peak	6.0	A, W	3
			Midday	5.5	A, W	2
38 FAIRGROUNDS	Lo	Y	Peak	6.0	A, W	2
			Midday	6.0	A, W	2
40 S. WALKER	Lo	Y	Peak	5.0	A, W	1
			Midday	5.0	A, W	1
50 BLUE LINE TROLLEY	Lo	Y	Peak	7.0	A, W	1
			Midday	7.0	A, W	1
			Night	7.0	A, W	1
51 ORANGE LINE TROLLEY	Lo	Y	Peak	7.0	A, W	1
			Midday	7.0	A, W	1
			Night	7.0	A, W	1
52 RED LINE TROLLEY	Lo	Y	Midday	7.0	A, W	1

---

Lo = Local Service  
Ex = Express Service

Y = Yes  
N = No

A = Air Conditioning Equipped  
W = Wheelchair Accessible

CART

<u>Route</u>	<u>Type</u>	<u>Minority Service</u>	<u>Time Period</u>	<u>Average Age</u>	<u>Amenities</u>	<u>Number of Vehicles</u>
N 10 MAIN STREET	Lo	Y	Peak	3.6	A,W	1
			Midday	3.6	A,W	1
			Night	3.6	A,W	1
N 11 LINSEY EAST	Lo	Y	Peak	7	A,W	1
			Midday	7	A,W	1
			Night	7	A,W	1
N 12 LINDSEY WEST	Lo	Y	Peak	7	A,W	1
			Midday	7	A,W	1
			Night	7	A,W	1
N 21 ALAMEDA/EAST	Lo	Y	Peak	8	A,W	1
			Midday	8	A,W	1
			Night	8	A,W	1
N 24 SOONER EXPRESS	Ex(a)	N	Peak	3	A,W	1
			Midday	3	A,W	1
N 32 APARTMENT LOOP	Lo	Y	Peak	4	A,W	1
			Midday	4	A,W	1
			Night	4	A,W	1
N 40 LLOYD NOBLE CENTER	Lo	Y	Peak	7.5	A,W	4
			Midday	7.5	A,W	3
			Night	3	A,W	2
N 52 CAMPUS LOOP	Lo	N	Peak	4	A,W	1
			Midday	4	A,W	1
N 42 RESEARCH LOOP	Lo	Y	Peak	4	A,W	1
			Midday	4	A,W	1
			Night	3	A,W	1

Lo = Local Service  
Ex = Express Service

Y = Yes  
N = No

A = Air Conditioning Equipped  
W = Wheelchair Accessible

## VEHICLE HEADWAYS

*COTPA*

<u>Route</u>	<u>Time of Day</u>	<u>30 minutes</u>	<u>60 minutes</u>	<u>Other</u>
1	Peak Midday	X	X	
2	Peak Midday	X X		
3	Peak Midday	X X		
4	Peak Midday		X X	
5	Peak Midday	X X		
7	Peak Midday			30-45-30-45 30-45-30-45
8	Peak Midday		X X	
9	Peak Midday		X X	
10	Peak Midday			30-45-30-45 30-45-30-45
11	Peak Midday			75 minutes 75 minutes
12	Peak Midday	X X		
13	Peak Midday			30-45-30-45 30-45-30-45
14	Peak Midday			30-45-30-45 30-45-30-45
15	Peak Midday		X X	

<u>Route</u>	<u>Time of Day</u>	<u>30 minutes</u>	<u>60 minutes</u>	<u>Other</u>
16	Peak Midday	X	X	
18	Peak Midday		X X	
19	Peak Midday		X X	
20	Peak Midday		X X	
22	Peak Midday	X X		
23	Peak Midday			Every 25 minutes all day.
24	Peak  Midday			AM: Two trips. PM: Two trips. None
29	Peak Midday			Every 70 minutes all day.
31	Peak Midday	X X		
32	Peak Midday	X X		
33	Peak Midday	X X		
34	Peak Midday			10-20-10-20 10-20-10-20
37	Peak  Midday			AM: Eight trips. PM: Eight trips. Four trips.
38	Peak Midday			30-45-30-45 30-45-30-45

<u>Route</u>	<u>Time of Day</u>	<u>30 minutes</u>	<u>60 minutes</u>	<u>Other</u>
40	Peak Midday		X X	
50	Peak Midday Night			Every 20 minutes. Every 20 minutes. Every 20 minutes.
51	Peak Midday Night		X X X	
52	Midday			Every 15 minutes.

*CART*

<u>Route</u>	<u>Days of Service</u>	<u>Time of Service</u>	<u>Headways</u>
N10	Monday-Friday Saturday	7 am - 9 pm 10 am - 7 pm	60 minutes 60 minutes 30 minutes; 60 minutes after
N11	Monday-Friday Saturday	7 am - 9 pm 10:30 am - 7 pm	7:00 pm 60 minutes 30 minutes; 60 minutes after
N12	Monday-Friday Saturday	7 am - 8:30 pm 10 am - 6:30 pm	6:00 pm 60 minutes
N21	Monday-Friday Saturday	7 am - 8 pm 10 am - 7 pm	60 minutes 60 minutes
N32	Monday-Friday Saturday	7 am - 9 pm 10 am - 6:30 pm	30 minutes 60 minutes 10 minutes; 20 minutes after
N40	Monday-Friday	7 am - 9 pm	6:00 pm
N42	Monday-Friday	7:30 am - 5:30 pm	30 minutes
N52	Monday-Friday	7 am - 4 pm	30 minutes

## DISTRIBUTION OF TRANSIT AMENITIES

### *COTPA*

Transit amenities are strategically and equally located on the radially designed transit system in the Oklahoma City metropolitan area. The new Downtown Transit Center (DTC) opened in August 2004. It is located at NW 5<sup>th</sup> St. and Hudson Ave. This new transit center includes an air-conditioned waiting area, covered loading/unloading stations, restrooms, a customer service center, television, and vending machines. Full time personnel for customer service as well as security and cleaning are also available. Most passengers use this Transit Center to transfer to other routes and the amenities are available to all passengers.

As a part of COTPA compliance with the ADA requirements, it has been an Authority policy since August 1990 to purchase only vehicles which are wheelchair accessible. The buses are either ramp or lift-equipped. This will continue to be a viable part of the total transit service for ADA-eligible paratransit passengers. The standards for bus accessibility will conform to those reflected in 49 CFR part 38.

With the delivery of several new vans in the summer of 2004, COTPA has expanded the amount of service designated as accessible with dedicated wheel-chair lift equipped paratransit vans. COTPA acquired eleven (11) new paratransit vans. Three (3) went to CART and eight (8) remained in COTPA's fleet replacing some of the older vehicles.

The COTPA Long Range Plan identifies the need to improve passenger amenities along the routes. These amenities often take the form of shelters and other capital improvements. The COTPA Long Range Plan indicates that passengers need shelter from the elements and emphasizes the importance of adequate sidewalks and ramps to bus stop locations.

In October of 2005, COTPA coordinated with the Public Works and Planning Departments of Oklahoma City regarding sidewalks and curb cuts needed along and adjacent to transit bus routes. Additional field mapping of sidewalks was conducted along the busiest transit routes. The sites of various ADA complaints were collected from bus operators, citizens, and Public Works and these locations were sorted and reviewed by COTPA in relation to the bus routes.

COTPA started prioritizing the locations of the most needed sidewalks during the winter of 2006. Sidewalk field surveys were completed in January and mapping in ArcGIS was in process. Surveys with bus operators and transit field supervisors had also been conducted to see where sidewalks were needed. Furthermore, complaints regarding general ADA compliance in the downtown area were being processed by the City's Public Works Department, some of which were located along transit routes.

The installation of five (5) new bus shelters in Midwest City was completed in May 2004. Later, in June and July, nine (9) shelters were erected in Edmond. In the summer of 2005, five (5) new bus shelters had been erected in Oklahoma City. These shelters feature a barrel vault roof or hipped roof, trash receptacles, and seating for three persons plus a wheelchair space. Various options are to be available, such as a display space for maps and information and a small windscreen in the front.

COTPA added transit amenities including new fareboxes, radios, and bike racks for all vehicles. There were some changes in COTPA's pass program in order to use the new fareboxes. Fareboxes and radios were installed in January of 2006 while bike racks were installed during the early spring of 2006. Policies regarding damages and bike racks are in place.

COTPA installed digital message boards at all the trolleybus shelters. The message boards provide a read-out of how many minutes away the next trolleybus is via real-time Global Positioning Systems (GPS) satellite technology. Use of an audio message system activated by GPS signals went into operation on various trolleybuses and this automated the narration on New Century trolleybus tours.

Route maps & schedules, informational brochures, and assistance are provided free of charge at the Downtown Transit Center and various other locations. METRO Transit has completed installing fifty-five (55) schedule-holder boxes at busier bus stops along some routes. These durable enclosures display the route and schedule for the route they are along. This enabled passengers convenient visual access to the schedule. Bus passes (tickets) are sold at the transit center and various grocery stores. Each quadrant of Oklahoma City has at least one ticket outlet location. The surrounding cities that are served by METRO Transit also have ticket outlet locations. These locations and other locations are not directly controlled by COTPA. Therefore, these private enterprises and their "good will" determine the type of services, information, and assistance that are provided by the business.

COTPA reestablished its park-and-ride partnership program, following about a ten-year lapse. These are distributed in all quadrants of the system. Owners or property managers of some of the "old" or previous locations agreed to let METRO Transit passengers use spaces in their lots again. Many new locations were established too. These were all established as informal arrangements as places where people could park at their own risk. Special event shuttles are also provided from "park-and-ride" lots for highly attended events, such as sporting events, concerts, and celebrations. These shuttles are paid for by passenger ticket sales.

The “park-and-ride” locations are as follows:

<u>ROUTES</u>	<u>LOCATIONS</u>	<u>ADDRESSES</u>
5	Heritage Bowling Lanes	11917 N. Pennsylvania
7 & 8	Big Lots	3000 NW 63 <sup>rd</sup> Street
8	Penn Square Mall by Foley’s	1901 NW Expressway
8	Woodlake Racquet Club	6901 NW 63 <sup>rd</sup> Street
12	Griders Discount Foods	2701 SW 29 <sup>th</sup> Street
12	Okla. City Community College	7777 S. May Ave.
15	Target (Midwest City)	7601 E. Reno Ave.
20	Crossroads Mall by JC Penney	7000 S. Crossroads Blvd.
22	Omniplex	2100 NE 52 <sup>nd</sup> Street
23 & 29	Big Lots	4605 NW 23 <sup>rd</sup> Street
24	Albertson’s Food & Drug (Norman)	2600 W. Robinson Ave.
37	Southern Hills Christian Church (Edmond)	3207 S. Boulevard
37	St. John Baptist Cath. Church (Edmond)	9 <sup>th</sup> & Boulevard, Edmond
40	Brookwood Baptist Church	8921 S. Walker Ave.

Finally, continual contact is maintained with social service agencies to help provide transit assistance for their clients. Discounted tickets are made available to many of the agencies so that they can provide low cost or free tickets to their clients. These tickets are funded by federal and local grants. Most of the routes serve minority populations; therefore, these amenities are available to minority populations.

## *CART*

Transit amenities are strategically located throughout the city of Norman. The Operations Center, located on the University of Oklahoma campus, is accessible to any patron desiring information or application for all CART routes and activities. The transfer station, located in the center of campus, provides benches and shelters, along with route and schedule maps to ensure accessibility to all patrons.

CART also provides shelters at stop locations throughout Norman. There are nine bus routes and 24 stops have one or more shelters to offer protection from the weather.

CART has made it a policy to only purchase and operate buses that meet or exceed ADA requirements. Currently, the entire fleet of 27 buses, trolleys and cut-away vans are wheelchair lift-equipped. The standards for bus accessibility will conform to those established in 49 CFR, part 38 of the Americans with Disabilities Act.

Route maps and schedules, informational brochures, and assistance are provided free of charge at the Operations Center. CART also provides this information to numerous social service agencies throughout the City of Norman, and actively participates in meetings and events specifically targeting homeless, low income, and minority citizens throughout the city.

Citizens may also access information about CART routes and services through the Web site, [www.cart.ou.edu](http://www.cart.ou.edu). On the Web site, patrons can view announcements about upcoming CART events or changes and additions in route services. The Web site lists route information and schedules and enables visitors to view a city wide route map.

CART has two "park-and-ride" lots within the city of Norman. The lot located at the Lloyd Noble Center on the University of Oklahoma south campus, provides much needed relief to the campus commuters and visitors. With numerous shelters, the Lloyd Noble Center shuttle provides service directly to and from the center of campus and two research and instructional facilities. This service is open to anyone needing to access the campus and there is no charge to park at this location.

Special event shuttles are also provided from the Lloyd Noble Center lot for large scale venues such as sporting events, concerts, and celebrations. These shuttles are paid for by passenger ticket sales.

The second park-and-ride lot is located at an Albertson's grocery store. This location is provided to passengers using the Sooner Express routes to and from Oklahoma City. This lot is provided by "good will" of the property owner who provides free parking to passengers. The property owner has given consent for passengers to park in this lot. No parking fees are collected, so the passengers park at the discretion of the lot owner.

CART has made a practice of keeping continual contact with social service agencies to provide assistance for their clients. This collaborative effort has helped to establish a new shuttle service directly to and from the only Social Security Administration Office in Cleveland County. A grant from the Oklahoma Department of Rehabilitation Services enabled CART to offer this shuttle free of charge. This new service, scheduled to began in mid January of 2007, and is available for all citizens of the city.

Working with the City of Norman, CART has access to Community Development Block Grant (CDBG) funds that enable low to moderate income passengers access to free punch cards that can be used through out the city. These funds have been completely exhausted every year. CART is anticipating an increase of funds in 2007 in order to ensure access to our patrons throughout the entire year.

CART, like a handful of transit providers in the US, is a collegiate based transit system that also provides transit services for the entire community. Routes throughout the city of Norman primarily service minority and low-income populations making transit amenities available to all minority populations.

## TRANSIT ACCESS

### *COTPA*

COTPA currently offers direct transit services through METRO Transit in Oklahoma City, Edmond, Midwest City, and Norman. Twenty suburban towns and cities are nearby and many of these communities and unincorporated Oklahoma County areas are also served by services through METRO Transit. Besides Norman, the other communities are parts of the Oklahoma City Urbanized Area (UZA). The City is part of the Oklahoma City Area Regional Transportation Study (OCARTS) area and comprises about half of the metropolitan population. According to the 2000 U.S. Census, the population of Oklahoma City is 506,132.

At present, 46 buses, 5 trolleybuses, and 14 METRO Lift vans are in use during the peak hours. The City of Oklahoma City has over 620 square miles. The proportion of buses to square miles of service is low, but the majority of the land use in the Oklahoma City metropolitan area is either agricultural or low density residential. It is not fiscally in the best interest of the riders and taxpayers to attempt to cover the entire metropolitan area. The emphasis within the planning efforts for the local and express routes is to provide the optimum service with the resources available to the transit system.

The transit services of COTPA have been concentrated into a service area of Oklahoma City, Edmond, Midwest City, and Norman. The service has been developed to serve persons within Zone One, 3/4 mile of either side of a fixed route through METRO Lift. This leaves areas unserved by a bus route. Most of the unserved portions not covered within the Oklahoma City system are not heavily populated areas. As review of the accompanying maps can reveal, more than half the population of the metropolitan area is provided service. In December, 2006, the Zone One area in the COTPA system for Oklahoma City and Edmond was approximately 172 sq. miles with a population of 453,084. The FY 2006 National Transit Database (NTD) lists the total service area as 244 square miles with a population of 650,221.

METRO Link is mostly a route deviation flexible route service and may be used by any passenger, regardless of whether they require paratransit services or not. COTPA contracts with Airport Express to provide this service. In July 2006, the changes to the daytime METRO Link flexible van services and fare structure were finalized with the objective of converting these into route deviation services.

The services are designed to address unmet transit needs in the region and to help individuals reach jobs, childcare, and training opportunities when routine bus service is not available. METRO Link provides services in the urban part of northeast Oklahoma City, a minority area with the city's largest percentage concentration of Black citizens as well as some territory in southeast Oklahoma City that also has a high minority population.

In December of 2004, COTPA updated its service standards. These standards identified minimum and/or maximum service criteria that are applied to route reviews for existing and future proposed service. Among these standards are measurements for route coverage within an area, route duplication, and population served by the route. Issues of minority route coverage are included in the evaluation of the service criteria.

The majority of tracts defined as minority tracts, those with more than 24.52% of minority population, are located within the service area encompassed by the radial system of the Oklahoma City bus routes. Those tracts that are outside the service area are several miles from it and have a low population density. Further study of the census tracts and routes shows that all but one local route are minority routes.

The radial system is expected to remain in use for the present time. Routes have been extended almost as far as is possible at current funding levels given the location of Downtown Transit Center. Since 1980, the minority population has shifted in a large part from the near northeast portion of the city to all portions of the city. The policy of providing equal access has become more of a reality partially because of these population shifts. Minority persons now have easier access to the bus and more routes to ride. By transferring at the Transit Center or riding one of the two crosstown routes, more locations and trips are possible by riding the buses. The maximum extension of the routes has provided the optimum level of service, at the current funding level, regarding the population and places of employment.

### *CART*

CART currently offers transit services throughout the city of Norman, and an express route into sections of downtown Oklahoma City. According to the 2000 U.S. Census, the population of Norman was 95,694. More recent numbers gathered by the City of Norman show that as of December 31, 2006, the total population is 109,323.

At present, 27 buses, trolleys and cut-away vans are used during peak hours. Norman has over 200 square miles of land mass. The proportion of buses to square miles of service is low, but the majority of the land use in Norman is either agricultural or low density residential. The emphasis within the planning efforts for the local and express routes is to provide the optimum amount of service with the resources available.

Most of CART's local routes operate Monday through Saturday. Three routes operating on the University of Oklahoma Campus and an express route to Oklahoma City operate Monday through Friday.

CART also operates a METRO Lift curb-to-curb service for the elderly and citizens with special needs. METRO Lift services are available Monday through Saturday in the primary service area. This service requires reservations to be made at least one day in advance, but Same Day Urgent services are available depending on schedule availability. Service for Zone Two and Same Day Urgent are only available Monday through Friday.

The majority of areas defined as minority tracts in Norman are located within the CART local route system. Further study of the census tracts and routes shows that most of the routes serve minority tracts within the city.

## CHANGES IN SERVICE FEATURES, 2004-2006

### *COTPA*

The ability to travel safely and efficiently is an important aspect of the quality of life in any urban community. The Trustees of this region's public transit authority, COTPA, identified the need to develop a vision and clear plan for the future transportation in the Greater Oklahoma City Area. The Long Range Vision and Plan (LRP) was approved by the COTPA Board of Trustees in May of 2001. The LRP was developed with the assistance, input, and support of numerous civic leaders and citizens representing a broad spectrum of interests and areas of the Oklahoma City metropolitan area. The plan development was also guided by extensive public outreach as well as research of future travel patterns and development trends. The vision and plan have two overall themes:

- Begin to create a "riding Culture" or attitude toward public transportation within the Oklahoma City area.
- Base actions resulting from this plan on service to the customer and potential customer.

Numerous service changes and improvements have occurred over the past three years. The Oklahoma City System currently manages twenty-three (23) local routes and two (2) express routes in Edmond and Norman, three trolleybus routes around Downtown, three trolleybus routes in Edmond, and a loop named Broncho Bus in and around the University of Central Oklahoma (UCO) in Edmond. The trolleybus service in Edmond, called the Eddy, began operation in March 2004 while the Broncho Bus in August 2005. In addition, METRO Transit offers several trolleybus routes to serve special events.

The Oklahoma City System service is generally from 5:30 a.m. to about 7:30 p.m., Monday through Friday; ten bus routes meet at the 6:45 p.m. downtown line-up. Saturday service is from 6:25 a.m. to 7:10 p.m. with the last downtown lineup occurring at 5:30. There is no Sunday service.

In terms of geographic coverage, for the Oklahoma City System the area for local fixed routes radiates from the Downtown Transit Center located on the northwestern periphery of the Central Business District. Two "Crosstown Routes" (Route 23 and 29) serve to facilitate the transfer of passengers from route to route and quadrant to quadrant without having to go to the transit center. Several routes arrive at the transit center for line-ups in fifteen-minute increments throughout the day.

### *Winter-Spring 2004*

In February, COTPA purchased two (2) Chance trolleybuses for the new Eddy service in Edmond. In March, COTPA made changes to Routes 4 and 10 to serve the new federal campus in downtown. It also introduced a new two-bus local trolley service, known as The Eddy, in place of Route 39 to serve Edmond and UCO. One trolleybus was designed to run two weekday routes, the Gold and Maroon Lines, serving a large area of Edmond (serving workplaces, downtown, and many apartment complexes). Each was 30 minutes in length and ran alternatively one after the other from 8:00 am until 5:30 pm serving workplaces, downtown, and many apartment complexes. The second Edmond trolleybus was the Green Line and this operated every 30 minutes to shopping, downtown, and entertainment near UCO from noon until 10 p.m. Monday through Friday, and Saturdays 10:00 am to 7:00 pm.

The STEP shopping shuttle for seniors which was funded through Areawide Aging Agency (AAA) was reinstated for once-per-week service. It had been reduced to twice per month the previous fall.

COTPA selected Airport Express as the vendor to operate the six point-deviation routes known as METRO Link. Each route served a designated area and stopped at major activity centers on a regular schedule. Passengers could also call the day before to schedule a pick up at for a curb-to-curb trip. One METRO Link route operated weekdays in the eastern part of Oklahoma County from 7 a.m. to 7 p.m. Five routes operated in different zones in central Oklahoma City weekdays 6:45 p.m. to 11:45 p.m. and Sundays 6:45 a.m. to 6:45 p.m. Fares were comparable to the COTPA fixed-route service and transfers were allowed to and from the fixed route buses, such as the Routes 14, 15, and 19 in Oklahoma County. Airport Express bought some new "hotel" style buses and refurbished several existing vans in order to provide easier access to riders.

### *Summer 2004*

The new transit center opened, but some transit services were reduced. Fixed route bus service reductions were planned in all quadrants of the City, as were staff reductions in order to accommodate a budget cut targeted at three percent (3%). Most areas serviced by these routes were partially or totally serviced by an existing or new route. Reductions or elimination of service occurred on July 21, 2004 for various routes on which ridership was low, as described below.

In July, the Route 26 Northwest Express was eliminated and four other routes (11, 16, 23, and 29) were cut back to run less frequently during mid-day. The frequency of Oklahoma Spirit downtown Oklahoma City trolleybus routes was also reduced in that the frequency of lunchtime trolleybus service of Routes 50 and 52 (Red Lines) was reduced Monday through Friday. One lunch-period downtown hour trolley was completely eliminated.

Although the Route 26 Northwest Express was discontinued, a Route 8 extension was substituted Monday through Saturday in an area with a very large minority population. The Route 8 was extended from NW 63<sup>rd</sup> and Meridian to serve Lyrewood Lane, Wilshire Boulevard, and NW Expressway to minimize the impact on daily riders of NW Oklahoma City. Lyrewood Lane is one of central Oklahoma's most populous streets due to the high number of apartment complexes in that area. The Route 8 became less frequent, but served a larger area.

Reduced service on the Routes 11, 16, 23, and 29 on weekdays started on July 11, 2004. Elimination of some mid-day service Monday through Friday as well as a possible elimination of some mid-day Saturday service occurred on some or all of these routes.

All Sunday services of Oklahoma Spirit Trolleybus Routes for Routes 50 and 51 (Blue & Orange Lines) were eliminated during the traditionally less busy periods (Labor Day until Memorial Day) and all Oklahoma Spirit services were eliminated after 8:00 pm on Monday, Tuesday, and Wednesday evenings. From Thursday to Sunday they continued to run the same hours they had since 1999: until 11:00 pm.

The Purple Adventure Line started service to Remington Park and the Zoo until the Labor Day. This marked the third year for such a route.

In addition, two new UCO trolleybus routes, Green Loops One and Two, were added to the Eddy in Edmond to provide more transit access to students. Each was 15 minutes in length and ran alternatively one after the other from 7:00 am until 2:00 p.m. connecting many near-campus apartment complexes to UCO. Thus service passed by each point every half hour. Also, the start of the Green Line was changed to 2:00 p.m. in order to accommodate these routes and Monday through Friday Green Line had its hours changed in June to end at 7:00 p.m. instead of 10:00.

COTPA also developed a six-month agreement for the new "Bricktown Tram". It ran from 4:30 p.m. to 2:30 am Thursday, Friday, & Saturday. This service was provided in an advertising-wrapped bus. The bus operated as a parking shuttle, traveling from the lots north of Main and Oklahoma north of ACOG's offices to Reno past the new theater (opened in October 2004) and then to Bass Pro. The ride was free, but the cost was underwritten by the Bricktown Merchants. The purpose of this route was to create an employee parking alternative far from the front doors of businesses and to alleviate some of the perceived parking problems.

#### *Fall 2004*

For the fourth year in a row, Metro Transit sponsored the Sooner football game shuttles for the OU Football Season, and for the second year about 8 buses that were typically filled each game. The University of Oklahoma limited the number of buses can be parked at any time to seven (7) due to the parking issues. The routes were quite successful, often requiring more than seven (7) buses per game. The express buses operated as park-and-ride shuttles that ran nonstop to the stadium for all Sooner home games. Parking was complimentary at Crossroads Mall, but the roundtrip fare was \$5.00 per passenger.

In December, COTPA discontinued the Area 55-H curb to curb van service program due to lack of sufficient financial support by the Department of Human Services (DHS), the funding partner.

#### *Winter-Spring 2005*

COTPA established bus service to the Will Rogers Airport terminal building in February. Prior to then, the service stopped a few blocks away due to the ongoing construction for airport extension.

COTPA made some cuts in bus service times. The cuts were: Route 10 and 29 (middle of day service); Route 23 (first and last trips); Route 14 (last outbound trip), and Route 29 cut during the peak hours. Some routes would be cut in other ways (no Sunday trolleybus service, for example).

### *Summer 2005*

Trapeze software was installed and staff training was scheduled in June. This software was needed for better handling of route schedule, customer service, and many other services provided by METRO Transit.

The Eddy Maroon and Gold trolleys started running every half hour all day from August (it had been running every hour). Morning campus apartment loops were also added as well as roundtrips to the commuter bus (Route 37) for mid day trips and a new peak hour service to the State Capitol and the surrounding complex. A STEP route in Edmond also was established to provide shopping van service to seniors for one day per week.

### *Winter-Spring 2006*

In January, COTPA introduced the new UCO Broncho Bus whose exterior was wrapped with eye-catching caricatures and graphics. The introduction of the bus helped Broncho Bus ridership double in Edmond.

The Mayor's Committee on Disability Concerns (MCDC) posted on their website a policy recommending sidewalks along and leading up to the COTPA routes as well as elsewhere for community accessibility. This was stimulated by COTPA's role in addressing the 2004 recommendation from the Joint Certification Review conducted at ACOG by the FHWA and FTA.

The group talked about various prioritized locations for sidewalks. Curb cuts would also be identified and mapped. COTPA officials met with Public Works to refine transit access plans at 18 locations needing sidewalks / curb cuts as well as continued to digitally map sidewalks along bus routes.

### *Summer 2006*

The COTPA Board of Trustees received the Regional Fixed Guideway Systems Planning Study in August. The Study evaluated the prospect of commuter rail, light rail, enhanced bus, bus rapid transit, high occupancy vehicle lanes, modern streetcar, and other options. It addressed future traffic congestion, expanded mobility options, benefits to the environment, assistance to those with disabilities, and support of economic development. This was a fifteen-month project. The next steps involve determining local support of one or more proposed alternatives, establishing a small regional transit leadership committee, and conducting a substantial upgrade of ACOG's regional travel model to include a proper mode split component. Alternatives Analysis is the formal step in the FTA planning process after the model is improved.

The enhanced bus component recommends a doubling of the number of revenue hours of transit service. As such, it would benefit all populations and would also be able to serve as feeder transportation to fixed guideway services.

The proposed changes to the daytime METRO Link flexible van services and fare structure were finalized with the objective of converting these into route deviation services.

The revamped METRO Link services effective July 31, 2006 include:

- Lift equipped Mini buses serving approximately 50 square miles in eastern Oklahoma County, and the 2006 service were changed from point deviated to route deviated service between the cities of Midwest City and Del City with alternating routes and times, with Choctaw still maintaining a limited amount of point deviated service.
- The service hours (evenings and Sundays) within Oklahoma City (roughly bounded by NW 63<sup>rd</sup> Street, I-240, Meridian Avenue and I-35) may eventually convert from point deviated to route deviated service. This service operates about five vans during hours when approximately two dozen METRO Transit fixed routes are not in service.

The services are designed to address unmet transit needs in the region and to help individuals reach jobs, childcare, and training opportunities when routine bus service is not available.

### *Fall 2006*

On the September water bill, COTPA publicized how to get STEP shopping shuttle trips within the metro area. It mentioned about transportation to shopping and meal programs available for elderly and low-income people as well as persons with disabilities.

COTPA began preparation for the Coordinated Plan, required by SAFETEA-LU in order to select projects for funding under the JARC (5316), New Freedom (5317), and 5310 grants. The collection of information regarding the existing transportation providers and resources was started. Two public meetings to identify the transportation gaps in the metro area were conducted in November. COTPA plans to be the designated recipient for Section 5316 and 5317 grants and ACOG will be involved with the process needed to select projects for funding.

## *CART*

CART participated in a needs assessment in 2003. Input was given from citizens and agencies throughout the city of Norman. From that assessment, CART has added the following services.

In September of 2004, CART expanded its Metro Lift services into Zone Two of the city of Norman. This service, which now expands into almost all boundaries within Norman, has seen increased ridership almost every month since its inception. The city, seeing this as a crucial need in 2003, assisted with the purchase of an extra cut-away van to accommodate the growing ridership.

In May of 2005, CART started Saturday fixed route service to all city routes. This addition has seen a continual growth over the first two years of service increasing this fiscal year by over 30%. Saturday service was directly based on the need for increased service for the minority and low-income areas within the city, and the increasing needs for international students living throughout Norman to access transportation during the weekend.

In August of 2005, CART added a shuttle route from the Lloyd Noble "park-and-ride" that services two university research and instructional facilities. This shuttle route was added to accommodate students, faculty, staff, and visitors of the new research campus and is open to the public. The university is currently planning numerous facility additions to the research campus that will continue to increase ridership.

## INFORMATION DISSEMINATION

### *COTPA*

The Customer Service Department of METRO Transit continues to successfully supply the public with information. The Department answers over 10,000 phone calls each month. The Department answers citizens questions ranging from what bus should a person ride from a specific intersection at a certain time to the price of fares.

The media has assisted in educating the public about the importance of public transportation.

Posting flyers on the buses remains the most effective method of informing the riders. These informational flyers inform the riders about route detours, route changes, public meetings and hearings, and other transit activities. The flyers allow and encourage the riders to participate in the process of the proposed changes of the routes. On November 2, 2005, in honor of Rosa Parks, METRO Transit placed a poster on every bus as well as a black ribbon on the first seat of every bus. COTPA also sent out a press release and Clara Luper, Oklahoma Civil Rights Activist, took a ride on the bus in Rosa's honor. Later, METRO Transit participated in a tribute to Rosa Parks on December 1, 2005.

METRO Transit also provides information through its website [www.gometro.org](http://www.gometro.org). Route maps and schedules for all routes are easily accessible through this website. Detours and service interruptions as well as parking and job opening information are also posted on the website. METRO Transit is also planning to launch a Spanish language website by the end of 2007.

Maps, route schedules, informational brochures, and assistance are provided free of charge at METRO Transit's Downtown Transit Center. Information is also available at all ticket outlet locations. A citizen may purchase a bus pass at designated locations. There are over seventy-five (75) locations throughout the City that also have METRO Transit's route schedules. The buses, Workforce Oklahoma, City of Oklahoma City Water Department Customer Service area, and metro area libraries also have route schedules and additional information. The individual route schedules contain detailed maps and list the various times of each bus stop.

Public notices for community meetings and public hearings are printed in the Journal Record newspaper, along with being printed on flyers and posted in all the buses. The notices are also sent to radio stations and other newspapers with a request for consideration for a free public service announcement. The radio stations occasionally announce the public notices.

METRO Transit places ads in appropriate newspapers, radio and television stations.

All public information provided by METRO Transit is based on an equal basis.

## *CART*

The operations center for CART supplies the public with most of its information. Staff answers citizens questions ranging from what bus should a person ride to the price of fares. Staff is also available to assist customers with completing applications for the free and reduced fare programs provided by CDBG grants from the City of Norman.

Posting flyers in buses continues to be the most effective method of getting information to riders. These informational flyers inform the riders about route detours, route changes, public meetings, and new services currently being offered.

In 2005 CART was able to refill its marketing position. Through the marketer, numerous CART involved activities have been publicized in various local and statewide newspapers. Local newspapers have also been used to publicize new services and expansions in current routes.

Maps, route schedules, informational brochures, business card-sized contact information, and assistance is provided free of charge at the operations center. CART also provides copies of printed materials to local social service agencies. Detailed maps and route schedules are also posted at numerous stop locations throughout the city of Norman.

CART's website, [cart.ou.edu](http://cart.ou.edu), also provides maps and route schedules to any patron with access to the internet. The website also lists contact information and provides a direct email link for any citizen requesting information or wanting to comment on CART services.

## MINORITY REPRESENTATION ON DECISION-MAKING BODIES

### COTPA Board of Trustees

Members of the COTPA Board of Trustees are appointed by the Mayor of the City of Oklahoma City and confirmed by the City Council. The Trustees are appointed for staggered five year terms. Under the terms of the Trust indenture, which created COTPA, three of the members of the Trust are not appointed. These three members serve by virtue of their positions with the City of Oklahoma City. They are the Mayor, City Manager, and Finance Director. Of the three, only the Mayor is an elected official. COTPA staff has no influence on the selection of these Board members.

The following persons are on the Board of Trustees:

E. Chris Kauffman	Chairman	Male	White
Dick Lee	Vice Chairman	Male	White
Mick Cornett	Mayor	Male	White
Veran Randall	Member	Male	Black
Kay Bickham	Member	Female	White
Barnard L. Semtner, III	Member	Male	White
James D. Couch	City Manager	Male	White
Catherine O'Connor	Finance Director	Female	White

### COTPA Special Transportation Advisory Committee

COTPA also has a Special Transportation Advisory Committee (STAC). The members are volunteers on the Committee and advise the COTPA Board of Trustees on special transportation issues. Many members are representatives of social service agencies, private and public, as well as users of the system. Many of the members have a disability.

The following persons are on the Committee (STAC):

Gwen Hager	Chairperson	Female	White
William Ginn	Vice Chairperson	Male	White
Christina Baldwin	Member	Female	White
Lillian Benefee	Member	Female	Black
Joel Bradford	Member	Male	Black

### COTPA Special Transportation Advisory Committee (Cont.)

Dana Crum	Member	Female	White
Randy Entz	Member	Male	White
Glenda Farnum	Member	Female	White
Eva Holbrook	Member	Female	White
Cathi Hughes	Member	Female	Black
Carole Hume	Member	Female	White
Holly Massie	Member	Female	White
Stacy Nannes	Member	Female	White
Ann Ricketts	Member	Female	White
Beverly Stansbury	Member	Female	White
Karen Thompson	Member	Female	White
Andre Washington	Member	Male	Black
Jeton Woody	Member	Female	White

### Edmond Public Transportation Committee

The Edmond Public Transportation Committee (EPTC) meets monthly to provide service recommendations to the City of Edmond.

The following persons are on the Committee (EPTC):

Councilman David Miller	Chairperson	Male	White
Joe Downs	Member	Male	White
Kay Bickham	Member	Female	White
Ed Cunliff	Member	Male	White
Jalal Daneshfar	Member	Male	Asian American
Gail Deaton	Member	Female	White
Karen Ocker	Member	Female	White

### Edmond Public Transportation Committee (Cont.)

Betty Dutcher	Member	Female	White
Patty Lane	Member	Female	White
Taylor Munholland	Youth Member	Female	White

### The University of Oklahoma Board of Regents

The official governing body of The University of Oklahoma is the Board of Regents, composed of seven citizens appointed by the Governor with the advice and consent of the State Senate. Each Regent serves a seven-year term.

David L. Boren	President The University of Oklahoma	Male	White
Cindy Ross	President Cameron University	Female	White
Joe Wiley	President Rogers State University	Male	White
Chris A. Purcell	Vice President for University Governance The University of Oklahoma	Female	White
Paul D. Austin	Chairman; Board of Regents The University of Oklahoma	Male	White
Tom Clark	Vice Chairman; Board of Regents The University of Oklahoma	Male	White
Jon R. Stuart	Member; Board of Regents The University of Oklahoma	Male	White
A. Max Weitzenhoffer	Member; Board of Regents The University of Oklahoma	Male	White
Larry R. Wade	Member; Board of Regents The University of Oklahoma	Male	White
John M. Bell	Member; Board of Regents The University of Oklahoma	Male	White
Leslie J. Rainbolt-Forbes	Member; Board of Regents The University of Oklahoma	Female	White

## MULTILINGUAL FACILITIES

### *COTPA*

METRO Transit's call center is now staffed with a bilingual Customer Service Representative during all operating hours. Staff members are also available to translate and provide assistance to Spanish-speaking citizens. Bus drivers will also give information in Spanish or use their radio to contact an interpreter. Interpreters for non-English speaking and deaf persons are available for public meetings or hearings. A TDD machine is also available for deaf persons.

An informational "How to Ride" brochure, which has proven to be successful, has been translated and published in Spanish. To reach the minority population, METRO Transit has placed ads in Spanish Newspapers, Radio and TV station. Staff plans to introduce with website with a Spanish option this year.

### *CART*

METRO Lift has one bi-lingual operator on staff, making assistance to Spanish speakers available when necessary at the operations center.

CART is planning for future additions of maps, route schedules, and brochures in languages other than English.



**PART III**

**PROGRAM-SPECIFIC REQUIREMENTS  
FOR METROPOLITAN PLANNING ORGANIZATIONS**



## ASSESSMENT OF PLANNING EFFORTS

(FTA Circular 4702.1, Chap. III, Parag. 3. b. (1))

The FY 2007 Unified Planning Work Program (UPWP) identifies various planning activities intended to carry out transit planning in a nondiscriminatory manner. The UPWP serves as the basis for coordination among ACOG, COTPA, CART, ODOT, and the local governments of Central Oklahoma for the planning and development of transit services. Region-wide data collection, system monitoring, and planning are conducted to ensure that transit services will be equitable and that overall transit needs of the area will be met. The following activities are included in the current planning process:

- The social, demographic, economic and environmental impacts of major transportation projects are evaluated by ACOG to ensure that disproportionately high and adverse effects are not experienced by minority and/or low-income populations, consistent with the 1995 Environmental Justice order. Examples of major transportation projects include transit projects, widening projects covering a distance greater than one-mile, or projects with cost estimates of approximately one million dollars or greater. (FY 07 UPWP Task 1.01, Subtask 6)
- Transit data is collected and analyzed for both COTPA and CART operated and contracted transportation services. Statistics are gathered on route mileage and hours, number of revenue miles, revenue hours, passenger miles, unlinked passenger trips, personnel hours spent on maintenance and operations, vehicle maintenance schedules, and number and type of accidents. This data is used for service delivery planning, as well as, long range planning. (FY 07 UPWP Task 1.02, Subtask 4)
- COTPA monitors the performance of the current fixed route systems, including coordination with suburban communities, implementation of policies of the COTPA Board of Trustees, and marketing review and analysis of the services offered by COTPA. When needed, special routes are designed to serve special activities or interest groups. An origin/destination study was begun in FY 1998 to help further define the ridership base and refine route structures. Transit safety is a new area of emphasis that COTPA will continue to monitor and improve. (FY 07 UPWP Task 2.02, Subtask 12)
- ACOG staff provides journey-to-work, employment, census and other data, as needed, to assist with transit route modification plans. Stall also assists private and public transportation providers in planning and evaluation potential transit routes and markets. (FY 07 UPWP Task 2.02, Subtask 10)
- In order to meet the objectives of Welfare-to-Work (WTW) initiative and/or Jobs Accss and Reverse Commute (JARC) programs, COTPA will monitor and increase publicity of transit services that full fill the objectives of WTW programs. COTPA will continue to develop services to increase access to employment and conduct a review of reverse commuting patterns. ACOG will provide employment, census and other data to support the region's WTW efforts, and will work with Empowerment Zone committees, the Workforce Employment Collaboration, ODOT Transit Programs Division, and other public and private agencies involved in improving transportation services to individuals making the WTW transition. (FY 07 UPWP Task 2.02, Subtask 10)

- The MPO and COTPA provide technical assistance to local governments, private operators, the Section 5310 Subcommittee, the Oklahoma Alliance for Public Transportation (OAPT) Coalition, the Special Transportation Advisory Committee (STAC) and others concerning compliance with the ADA. (FY 07 UPWP Task 2.04, Subtask 2)
- As required by the Americans with Disabilities Act, COTPA provides paratransit services for Central Oklahoma's elderly and disabled populations. COTPA initially prepared a Section 504/American with Disabilities Act Implementation Plan in December 1991, and has been in full compliance with the requirements of the ADA for paratransit services since January 26, 1993. COTPA continues to work on conversion of its fixed route fleet to fully accessible vehicles, and will continue to provide paratransit services after full conversion. (FY 07 UPWP Task 2.04, Subtask 3)

In addition, the MPO prepares a Transportation Improvement Program (TIP) annually. The Transit Element includes anticipated short-range capital, operating, and planning needs for the continued administration of METRO Transit services in an efficient manner. These projects generally involve such expenditures as the purchase and replacement of aging vehicles, establishment of bus shelters and park-and-ride lots, purchase of communication equipment, and maintenance of the transit authority's garage facilities and administrative buildings.

These improvements are implemented for the benefit of the overall transit system and do not favor one segment of the population or service area over another. Methodologies for the replacement of vehicles were described previously under Part II, Program-Specific Requirements for Public Transit Providers.

## **MONITORING OF TITLE VI ACTIVITIES**

(FTA Circular 4702.1, Chap. III, Parag. 3. b. (2))

The City of Oklahoma City and COTPA both utilize the geographic information system software programs ArcMap and ArcInfo for transit route planning and analysis. ArcMap is utilized to maintain street network or TIGER files from the U.S. Bureau of the Census. This software also enables staff to analyze census data by geographic location. CART also uses GIS technology for transit planning purposes.

Over the past several years, ACOG has provided COTPA with several databases to assist with route planning. These databases include a major employers file for the OCARTS area, a comprehensive land use database for the region, and information on the traffic zone geography used by the ACOG's Growth Allocation Model (GAM) for transportation modeling purposes. The same information is available to CART.

## **INFORMATION DISSEMINATION**

(FTA Circular 4702.1, Chap. III, Parag. 3. b. (3))

One of the methods that the MPO utilizes to communicate with interested citizens is through the publication and distribution of *Central Oklahoma Perspective*. This is a monthly newsletter produced by ACOG that features information about various activities and newsworthy items of interest in the region, including information related to transportation and transit planning.

*Central Oklahoma Perspective* is distributed to over 1,600 individuals and organizations, including several minority interest groups, such as the Urban League of Central Oklahoma, Spanish Cultural Center, Neighborhood Alliance of Oklahoma City, Harrison-Walnut Neighborhood Association, American Indian Cultural Center, Esperanza Del Pueblo, Areawide Aging Agency, and the Metropolitan Fair Housing Council.

ACOG also distributes media releases of newsworthy transportation related projects or programs, to over 50 regional media outlets, including television, print, radio and Internet mediums. Publications that focus on minority readership, such as The Black Chronicle, El Nacional, Dan Quyen News, El Latino, Ebony Tribune, Oklahoma City Herald, Capital Hill Beacon, are among media members that receive ACOG news.

ACOG staff also serve in the organization's Speaker's Bureau, and will make presentations to civic organizations when requested.

Each month, copies of the agendas for the ACOG Board of Directors and Intermodal Transportation Policy Committee meetings are mailed to several primary media organizations, such as The Oklahoman, the state's largest media entity, and the largest within the ACOG region, and The Journal Record, the metro's business publication. This serves as a means to encourage news coverage of the latest transportation planning activities by the Association.

ACOG posts all media releases, agendas, reports and other relevant information on its website, [www.acogok.org](http://www.acogok.org). ACOG also uses the website for interactive surveys and as a tool to provide links to other information.

## MINORITY PARTICIPATION IN THE DECISION-MAKING PROCESS

(FTA Circular 4702.1, Chap. III, Parag. 3. b. (4))

Many of ACOG's efforts toward achieving minority participation were discussed in the previous section. The following specific program activities are identified in the FY 2007 UPWP in order to obtain citizen participation and provide public information concerning the MPO's decision-making processes:

- When requested, ACOG staff meets with local city councils, study groups, citizen groups, and civic organizations to receive input and to inform the public about various tasks in the Unified Planning Work Program.
- ACOG maintains a central mailing list of civic, environmental, civil rights, and citizens groups with interest in the regional planning process in Central Oklahoma.
- ACOG prepares a monthly newsletter containing information on activities in Central Oklahoma relating to local government and regional planning activities. Notices regarding public meetings for various highway and transit plans and projects may be included.
- A Citizens Advisory Committee (CAC) is used to obtain public input to various transportation plans and studies, and to communicate public attitudes to the ITPC and ACOG Board of Directors about such plans. CAC membership is intended to be broad-based so that a variety of interests and geographical representation throughout the study area is obtained. The CAC also includes representatives of each transportation mode, special interest groups (i.e. social, economic, and environmental), minority communities and the traditionally underserved.
- Staff provides assistance to member local governments concerning highway and transit funding issues and priorities. Prior to any changes being made to specific transportation projects listed in the Transportation Improvement Program (TIP), ACOG staff publishes a notice of public hearing in the local newspaper advising of the date, time and location that the amendment will be considered by the ITPC. Written and verbal comments are accepted on any proposed TIP amendment.
- A written Public Participation Plan (PPP), formerly known as the Public Involvement Plan (PIP), for the OCARTS Transportation Planning Process was originally adopted in FT 1994 and is periodically updated, as needed. The PPP describes various public involvement methods to involve interested parties in the development of the long-range plan, the TIP, special studies and other ongoing planning efforts.
- ACOG prepares brochures and other special publications to explain its services to local governments and citizens concerning the regional planning process. *A Citizen's Guide to Transportation Planning*, an informational brochure about ACOG's MPO functions, is printed in English, Spanish and Vietnamese, and distributed throughout the OCARTS area to public libraries and agencies which serve populations that are traditionally difficult to reach.

- Press releases are distributed to the media, including minority newspapers, to inform the public of upcoming studies, milestones, transportation improvements, public meetings, and so forth concerning transportation issues in Central Oklahoma.
- ACOG maintains a Web site, posting meeting notices, media releases, reports, documents, surveys, newsletters and other informational items to increase public awareness.

All of the above-described efforts are intended to provide maximum opportunities for public awareness of Central Oklahoma's transportation and transit services, and to encourage participation by public entities, private interests, and local citizens, including minority populations.

## MINORITY REPRESENTATION ON DECISION MAKING BODIES

(FTA Circular 4702.1, Chap. III, Parag. 3. b. (5))

The decision-making bodies of the MPO are the Intermodal Transportation Policy Committee (ITPC) and the ACOG Board of Directors. While the ITPC has authority over all transportation and transit related matters, these issues are also reviewed by the ACOG Board of Directors for its endorsement. Both bodies are composed of elected officials who are chosen by their local governments to serve as representatives to ACOG. Therefore, the MPO has no control over the racial composition of these bodies. Other members include representatives of local, state and federal transportation agencies. The ITPC includes representatives within the OCARTS area, while the Board of Directors contains representatives throughout the four-county ACOG region. The current membership of each group is listed below:

### ACOG Board of Directors

Bethany	Phillip Shirey	Male	White
	Bryan Taylor	Male	White
	Randy Luinstra	Male	White
Calumet	Michael Crowley	Male	White
	Shawn Davis	Male	White
Choctaw	Dave Howe	Male	White
	Roger Malone	Male	White
Del City	Ken Bartlett	Male	White
	Brian Linley	Male	White
	Larry O'Connell	Male	White
Edmond	Saundra Gragg Naifeh	Female	White
	Paula Sanford	Female	White
	David Miller	Male	White
El Reno	Debbie Harrison	Female	White
	Julie Rozsypal	Female	White
Forest Park	Marianne Yarbrough	Female	White
Guthrie	Doug Hehn	Male	White
	Jon Gumerson	Male	White
Harrah	Gordon Jeney	Male	White

ACOG Board of Directors (Cont.)

Jones City	Matt Elerick	Male	White
	Rusty Fields	Male	White
	Ray Poland	Male	White
Langston	No Designee		
Lexington	Mark Easton	Male	White
Luther	Margaret Graham	Female	White
	Leroy Cook	Male	White
Midwest City	Russell Smith	Male	White
	Richard Rice	Male	White
	Turner Mann	Male	White
Moore	Kathy McMillan	Female	White
	David Roberts	Male	White
Mustang	Keith Bryan	Male	White
Nichols Hills	Kathy Walker	Female	White
Nicoma Park	Jim Pumphrey	Male	White
	Robert Pittman	Male	White
Noble	Gary Hayes	Male	White
	Tony Parker	Male	White
Norman	David Hopper	Male	White
	Harold Haralson	Male	White
	Cindy Simon Rosenthal	Female	White
Oklahoma City	Mick Cornett	Male	White
	Sam Bowman	Male	White
	Willa Johnson	Female	Black
Piedmont	John Brown	Male	White
	Mike Fina	Male	White
	Jeff Davis	Male	White

ACOG Board of Directors (Cont.)

Slaughterville	Linda Daniels	Female	White
	Herbert Rousey	Male	White
	Jerry Garrett	Male	White
Spencer	Marsha Jefferson	Female	Black
	James Talley	Male	Black
	LaDorsha Johnson	Female	Black
Union City	Janice Monroe	Female	White
	Larry Kesler	Male	White
Valley Brook	No Designee		
The Village	Scott Symes	Male	White
	Chris Bernardy	Male	White
Warr Acres	Jeff Martinez	Male	White
Yukon	Bob Bradway	Male	White
	John Alberts	Male	White
Canadian County	Grant Hedrick, Jr.	Male	White
	Phil Carson	Male	White
	Don Young	Male	White
Cleveland County	Rusty Sullivan	Male	White
	George Skinner	Male	White
	Bill Graves	Male	White
Logan County	Mark Sharpton	Male	White
Oklahoma County	Jim Roth	Male	White
	Ray Vaughn	Male	White

## Intermodal Transportation Policy Committee

Bethany	Phillip Shirey	Male	White
	Bryan Taylor	Male	White
	Randy Luinstra	Male	White
Blanchard	Greg Shupert	Male	American Indian
Canadian County	Grant Hedrick, Jr.	Male	White
	Phil Carson	Male	White
	Don Young	Male	White
Choctaw	Dave Howe	Male	White
	Roger Malone	Male	White
Cleveland County	Rusty Sullivan	Male	White
	George Skinner	Male	White
	Bill Graves	Male	White
Cole	Tom Marcum	Male	White
	Russell V. Price	Male	White
	Larry Bridwell	Male	White
Del City	Ken Bartlett	Male	White
	Brian Linley	Male	White
	Larry O'Connell	Male	White
Edmond	Saundra Gragg Naifeh	Female	White
	Paula Sanford	Female	White
	David Miller	Male	White
Forest Park	Marianne Yarbrough	Female	White
Goldsby	Glenn Berglan	Male	White
	Cindy Scott	Female	White
Guthrie	Doug Hehn	Male	White
	Jon Gumerson	Male	White
Harrah	Gordon Jeney	Male	White

## Intermodal Transportation Policy Committee (Cont.)

Jones City	Matt Elerick	Male	White
	Rusty Fields	Male	White
	Ray Poland	Male	White
Lexington	Mark Easton	Male	White
Logan County	Mark Sharpton	Male	White
Luther	Margaret Graham	Female	White
	Leroy Cook	Male	White
Midwest City	Russell Smith	Male	White
	Richard Rice	Male	White
	Turner Mann	Male	White
Moore	Kathy McMillan	Female	White
	David Roberts	Male	White
Mustang	Keith Bryan	Male	White
Newcastle	No Designee		
Nichols Hills	Kathy Walker	Female	White
Nicoma Park	Jim Pumphrey	Male	White
	Robert Pittman	Male	White
Noble	Gary Hayes	Male	White
	Tony Parker	Male	White
Norman	David Hopper	Male	White
	Harold Haralson	Male	White
	Cindy Simon Rosenthal	Female	White
Oklahoma City	Mick Cornett	Male	White
	Sam Bowman	Male	White
	Willa Johnson	Female	Black

Intermodal Transportation Policy Committee (Cont.)

Oklahoma County	Jim Roth	Male	White
	Ray Vaughn	Male	White
Piedmont	John Brown	Male	White
	Mike Fina	Male	White
	Jeff Davis	Male	White
Slaughterville	Linda Daniels	Female	White
	Herbert Rousey	Male	White
	Jerry Garrett	Male	White
Spencer	Marsha Jefferson	Female	Black
	James Talley	Male	Black
	LaDorsha Johnson	Female	Black
The Village	Scott Symes	Male	White
	Chris Bernardy	Male	White
Tuttle	No Designee		
Warr Acres	Jeff Martinez	Male	White
Yukon	Bob Bradway	Male	White
	John Alberts	Male	White
COTPA	Kay Bickham	Female	White
	Rick Cain	Male	White
	Larry Hopper	Male	White
OKC Airport Trust	Donald G. Jones	Male	White
	John Goodwin	Male	White
ODOT	Dawn Sullivan	Female	White
	Jay Adams	Male	White
	Siv Sundaram	Female	White
OTC - District III	Danny B. Overland	Male	White
	Jay Adams	Male	White
	Dawn Borelli	Female	White

### Intermodal Transportation Policy Committee (Cont.)

OTC - District IV	Jackie R. Cooper	Male	White
	David Streb	Male	White
	Joe Khatib	Male	White
OTC - District VII	Bradley W. Burgess	Male	White
	Siv Sundaram	Female	White
	Kenneth LaRue	Male	White Hispanic
FAA	Edward N. Agnew	Male	White
FHWA	Gary Corino	Male	White
	Isaac Akem	Male	Black
	Elizabeth Romero	Female	White
FTA	Robert C. Patrick	Male	White
	Blas Uribe	Male	White Hispanic

### ADVISORY COMMITTEES AND SUBCOMMITTEES

ACOG utilizes several advisory committees to the Transportation Policy Committee and the Board of Directors. These committees include the Intermodal Transportation Technical Committee (ITTC), the Section 5310 Subcommittee, and the Citizens Advisory Committee (CAC). A description of the functions of each committee and their current membership is provided below:

#### Intermodal Transportation Technical Committee

The ITTC is responsible for reviewing technical aspects of the transportation planning process and making recommendations to the Policy Committee (ITPC). Major items of review include the UPWP, the TIP, and all elements of the OCARTS Long Range Transportation Plan. All of these documents contain transit planning and implementation programs. The Technical Committee is composed of planners, engineers, and representatives from various transportation agencies and local governments in the study area. Each member jurisdiction or agency is responsible for selecting a qualified representative to serve on the committee on its behalf, and thus, the MPO has no control over the composition of the committee. A current list of ITTC members is as follows:

Bethany	Clyde Treat	Male	White
	Steve Katen	Male	White
	Jim McGill	Male	White
	John Shugart	Male	White
Blanchard	Bill Edwards	Male	White
Choctaw	Robert Floyd	Male	White
	Bernard Nauheimer	Male	White
	Mark Seibold	Male	White

Intermodal Transportation Technical Committee (Cont.)

Cole	Tom Marcum	Male	White
	Lynn McCaskill	Male	White
	Russell Price	Male	White
	Marty Lell	Female	White
Del City	William G. Graham	Male	White
Edmond	Steve Manek	Male	White
	Thomas Minnick	Male	White
	Harry Fenton	Male	White
	Steve Lawrence	Male	White
	Charlie Lee	Male	White
Forest Park	Marianne Yarbrough	Female	White
	Elton Matthews	Male	Black
Goldsby	Ronny Nelson	Male	White
Guthrie	Darryl Hughes	Male	Black
	Rene Spineto	Female	White
	James Hanke	Male	White
Harrah	Earl D. Burson	Male	White
Jones City	No Designee		
Lexington	No Designee		
Luther	No Designee		
Midwest City	John Derek Jackson	Male	Black
	Guy Henson	Male	White
	Jackie D'Amico	Female	White
	Ron Green	Male	White
Moore	Elizabeth Jones	Female	White
	Stan Drake	Male	White
	Stephen Eddy	Male	White
Mustang	Melissa Helsel	Female	White
	Mike Rutledge	Male	White
	David Cockrell	Male	White
Newcastle	Nick Nazar	Male	White
Nichols Hills	Charles Hooper	Male	White
	Randy Smith	Male	White

Intermodal Transportation Technical Committee (Cont.)

Nicoma Park	Jim Pumphrey	Male	White
	William F. "Bud" Green	Male	White
Noble	Bob Wade	Male	White
Norman	Pat Copeland	Male	White
	Angelo Lombardo	Male	White
	Richard Massie	Male	White
	Wayne Stenis	Male	White
Oklahoma City	Dennis Clowers	Male	White
	John Dugan	Male	White
	Laura Story	Female	White
	Stuart Chai	Male	White
	Bob Mier	Male	White
	Mike Deming	Male	White
	Lanc Gross	Male	White
Piedmont	Clark Williams	Male	White
Slaughterville	Marsha Blair	Female	White
	Gerald Kruschek	Male	White
Spencer	Nicole Mukes	Female	Black
	Marsha Jefferson	Female	Black
	Frank Calvin	Male	Black
Tuttle	T. J. Chester	Male	White
	Jerry A. Taylor	Male	White
	Mary Lou Fry	Female	White
The Village	Bruce Stone	Male	White
Warr Acres	Jeff Martinez	Male	White
Yukon	Tim Rundel	Male	White
	James Crosby	Male	White
	Mike Elder	Male	White
Canadian County	Phil Carson	Male	White
	Grant Hedrick, Jr.	Male	White
	Don Young	Male	White
Cleveland County	No Designee		
Logan County	Mark Sharpton	Male	White
	Mary Murphey	Female	White

Intermodal Transportation Technical Committee (Cont.)

Oklahoma County	Ray Reaves	Male	White
	Tyler Gammon	Male	Black
	Gerald Wright	Male	White
	Linda Simpson	Female	White
	Erik Brandt	Male	White
	Carol Cline	Female	White
	Kathleen Blanco	Female	White
	Ruth K. Walters	Female	White
ACOG	Zach D. Taylor	Male	White
	Douglas W. Rex	Male	White
	Holly Massie	Female	White
COTPA	Rick Cain	Male	White
	Larry Hopper	Male	White
	Diponker Mukherjee	Male	Asian
	Marty Dickens	Male	White
OKC Airports	Donald G. Jones	Male	White
	John Goodwin	Male	White
ODOT	Joe Khatib	Male	White
	Dawn Borelli	Female	White
	Jay Adams	Male	White
	Kenneth LaRue	Male	White Hispanic
	Randy Hogan	Male	White
ODEQ	Scott Thomas	Male	White
	Leon Ashford, Sr.	Male	White
Oklahoma Aeronautics Commission	Victor N. Bird	Male	White
	Erin Wright	Female	White
Areawide Aging Agency	Don Hudman	Male	White
Cap.-Med. Zoning Comm.	Denise Martin	Female	Black
ODOT-Local Gov's Div.	Allan Wylie	Male	White
	Gordon Johnson	Male	White
Oklahoma Railroad Asso.	John P. Kyle	Male	White
Okla. Turnpike Authority	Gary Brown	Male	White
	Robert Burton	Male	White
Oklahoma Trucking Asso.	Dan Case	Male	White
	Nanci Davis	Female	White

### Intermodal Transportation Technical Committee (Cont.)

Tinker Air Force Base	Bill Dalke	Male	White
	John (Mark) Harbaugh	Male	White
Tribal Governments	No Designee		
Federal Bureau of Indian Affairs(BIA)	Michael Southern	Male	White
	Robert Rodenberger	Male	White
FAA	Edward N. Agnew	Male	White
	Cheryl Williams	Female	White
FHWA	Isaac Akem	Male	Black
	Elizabeth Romero	Female	White
FTA	Pearlie Tiggs	Female	Black
	Peggy Crist	Female	White

### Section 5310 Subcommittee

This group is a subcommittee of the ITTC that reviews applications submitted for assistance under the FTA Section 5310 Elderly and Persons with Disabilities Program. Their recommendations are forwarded to the ITTC, whose recommendations are, in turn, forwarded to the ITPC. Current membership includes the following:

COTPA	Larry Hopper	Male	White
Areawide Aging Agency	Don Hudman	Male	White
Oklahoma City	Stuart Chai	Male	White
ODOT	Randy Hogan	Male	White
Highway Users Fed.	Paul Matthews	Male	White
Nichols Hills	Ann Taylor	Female	White
Yellow Cab	Roger Andrews	Male	White
DHS (Non-voting)	Victoria Martinez	Female	White Hispanic
FTA (Non-voting)	Peggy Crist	Female	White

## Citizens Advisory Committee

The CAC is utilized to review plans and make recommendations to the ITPC on matters of special interest, including special transportation studies, long-range plan development, and amendments to the long-range plan. The CAC was previously convened to review the Fixed Guideway Study alternatives, the intermodal element of the 2030 OCARTS Plan, and the highway network alternatives for the 2030 Plan. The membership of the CAC is provided below:

### Voting Members

Airport Express	Larry Lucas	Male	White
Areawide Aging Agency	Don Hudman	Male	White
Bikemine	Ron Dougherty	Male	White
Capitol Chamber of Commerce	Aquilla Pugh	Female	Black
Capitol Hill Main Street Program	Joe Mendoza	Male	White Hispanic
Cardinal Engineering, Inc.	Steve Mason	Male	White
Central States Air Resource Agencies Asso.	Jeff Peltola	Male	White
COTPA Board of Directors	C. Kay Bickham	Female	White
Citizen	Teresa Bragg	Female	Black
Citizen	Sam Shehab	Male	White
Councilmember, City of Norman	Rachel Butler	Female	White
Councilmember, City of Oklahoma City	Hon. Willa Johnson	Female	Black
Dale Rogers Training Center	Theresa Flannery	Female	White
Dallas Miller Logistics	Barry Miller	Male	White
Downtown OKC, Inc.	David Lopez	Male	White Hispanic
Ground Water Protection Council	Mike Paque	Male	White
Guthrie Chamber of Commerce	Kathy Montgomery	Female	White
Latino Comm. Development Agency	Pat Fennell	Female	White Hispanic
League of Women Voters	Erin Van Laanen	Female	White
Love's Country Stores	Frank Love	Male	White
McCorkle Truck Line, Inc.	David McCorkle	Male	White
Moore Chamber of Commerce	Brenda Roberts	Female	White
Mustang Chamber of Commerce	Rebecca Julian	Female	White
Neighborhood Alliance	Georgie Rasco	Female	White
Oklahoma Bicycle Coalition	Mary Cash	Female	White
OK City Chamber of Commerce	Dean Schirf	Male	White
Okla. Gas & Elec. Co.	Richard Clements	Male	White
Okla. Hwy. User Fed.	Paul Matthews	Male	White
	Chuck Mai	Male	White
Oklahoma Railroad Asso.	John Kyle	Male	White
Okla. Traffic Eng. Asso.	Leonard West	Male	White
Oklahoma Trucking Asso.	Dan Case	Male	White
Sierra Club	Ed Hillock	Male	White

## Citizens Advisory Committee - (Cont.)

### Voting Members (Cont.)

Thompson's Woodland Neigh. Asso.	Mary M. Johnson	Female	White
	Larry Coffman	Male	White
Tinker Air Force Base	Bill Dalke	Male	White
	John (Mark) Harbaugh	Male	White
Transit User	Donna K. Armstrong	Female	White
Travelers Aid Society	Laurie Barbour	Female	White
Tri-City Youth & Family Center, Inc.	Don Abbott	Male	White
	Peggy Clay	Female	White
United Petroleum Transports	Greg Price	Male	White
United Way of OKC	Bob Spinks	Male	White

### Non-Voting Members

Bureau of Indian Affairs-S.Plains Regl Off	Jerry Patterson	Male	White
Central OK Transp. & Parking Auth.	Larry Hopper	Male	White
	Diponker Mukherjee	Male	White
Dept. of Public Safety	J. D. Roberts	Male	White
Federal Highway Administration	Isaac Akem	Male	Black
Mustang, City of	Melissa Helsel	Female	White
Office of Handicapped Concerns	William Ginn	Male	White
Office of Motor Carriers (FHWA)	Mac Kirk	Male	White
Oklahoma City Planning Dept.	Lanc Gross	Male	White
Okla. City Dept of Airports	Mark Kranenburg	Male	White
Okla. Dept. of Environmental Quality	Scott Thomas	Male	White
Okla. Dept. of Human Services	Victoria Martinez	Female	White Hispanic
Okla. Dept. of Rehabilitation Svcs.	Mary Howell	Female	White
Okla. Dept. of Transportation-Planning	Dawn Sullivan	Female	White
Okla. Dept. of Transportation-Rail	Joe R. Kyle, Jr.	Male	White
Okla. Dept. of Transportation-Regulatory	Geri Stevens	Female	White
Okla. Dept. of Transportation-Transit Prog.	Kenneth LaRue	Male	White Hispanic
Okla. Dept. of Wildlife Conservation	Mark Howery	Male	White



**PART IV**

**PROGRAM-SPECIFIC REQUIREMENTS  
REGARDING PROGRAMS FOR THE ELDERLY  
AND PERSONS WITH DISABILITIES**



## **SECTION 5310 PROGRAM**

(FTA Circular 4702.1, Chap. III, Parag. c.)

The following pages contain information that was provided by the Oklahoma Department of Human Services (DHS), Special Unit on Aging.

This information includes an acknowledgement letter from FTA dated October 1, 2003, concerning the Department's one-time submission of standard assurances; a list of documents previously submitted to FTA ensuring compliance with various Federal rules, regulations, and circulars; and a letter from DHS which lists the approved applications for Section 5310 assistance over the past three years. Also noted in the letter from DHS are those applicants who represent a minority organization and/or provide assistance to minority communities.



**DOT****FTA**

U.S. Department of Transportation

Federal Transit Administration

**Part 9: Agreement**

**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT  
(FTA G-10, October 1, 2003)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Grantee named below, the Grantee affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(10), October 1, 2003, [<http://www.fta.dot.gov/library/legal/agreements/2004/ma.html>]; and
- (2) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

**FTA AWARD**

FTA hereby awards a Federal grant as follows:

Project No.: OK-16-0029-00

Grantee: DEPARTMENT OF HUMAN SERVICES - STATE OF OKLAHOMA

Citation of Statute(s) Authorizing Project: 49 USC 5310 - Elderly and Persons with Disabilities

Estimated Total Eligible Cost (in U.S. Dollars): \$1,464,707

Maximum FTA Amount Awarded [Including All Amendments] (in U.S. Dollars): \$1,204,626

Amount of This FTA Award (in U.S. Dollars): \$1,204,626

Maximum Percentage(s) of FTA Participation:

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

Date of U.S. Department of Labor Certification of Transit Employee Protective Arrangements:

Original Project Certification Date:

The Project Description includes information describing the Project within the Project Application submitted to

FTA, and the Approved Project Budget, modified by any additional statements displayed in this Grant Agreement, and, to the extent FTA concurs, statements in other documents including Attachments entered into TEAM-Web.

Project Description:

5310 Capitol Assistance

Awarded By:  
Robert C Patrick  
Regional Administrator  
FEDERAL TRANSIT ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION  
11/05/2004

**EXECUTION OF GRANT AGREEMENT**

The Grantee, by executing this Grant Agreement, affirms this FTA Award; adopts and ratifies all statements, representations, warranties, covenants, and materials it has submitted to FTA; consents to this FTA Award; and agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed by:  
Robert E Adams  
Programs Administrator  
DEPARTMENT OF HUMAN SERVICES - STATE OF OKLAHOMA  
11/08/2004

**DOT****FTA**

U.S. Department of Transportation

Federal Transit Administration

## Part 9: Agreement

**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT  
(FTA G-11, October 1, 2004)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Grantee named below, the Grantee affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(11), October 1, 2004, [http://www.fta.dot.gov/16000\\_16002\\_ENG\\_HTML.htm](http://www.fta.dot.gov/16000_16002_ENG_HTML.htm); and
- (2) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

### FTA AWARD

FTA hereby awards a Federal grant as follows:

Project No: OK-16-0030-00

Grantee: DEPARTMENT OF HUMAN SERVICES - STATE OF OKLAHOMA

Citation of Statute(s) Authorizing Project: 49 USC 5310 - Elderly and Persons with Disabilities

Estimated Total Eligible Cost (in U.S. Dollars): \$1,530,964

Maximum FTA Amount Awarded [Including All Amendments] (in U.S. Dollars): \$1,258,480

Amount of This FTA Award (in U.S. Dollars): \$1,258,480

Maximum Percentage(s) of FTA Participation:

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

Date of U.S. Department of Labor Certification of Transit Employee Protective Arrangements:

Original Project Certification Date:

The Project Description includes information describing the Project within the Project Application submitted to FTA, and the Approved Project Budget, modified by any additional statements displayed in this Grant Agreement, and, to the extent FTA concurs, statements in other documents including Attachments entered into TEAM-Web.

Project Description:

5310 Capitol Assistance

Awarded By:  
Mr. Blas M Uribe, IV  
Deputy Regional Administrator  
FEDERAL TRANSIT ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION  
11/02/2005

**EXECUTION OF GRANT AGREEMENT**

The Grantee, by executing this Grant Agreement, affirms this FTA Award; adopts and ratifies all statements, representations, warranties, covenants, and materials it has submitted to FTA; consents to this FTA Award; and agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed by:  
Robert E Adams  
Programs Administrator  
DEPARTMENT OF HUMAN SERVICES - STATE OF OKLAHOMA  
11/03/2005

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT  
(FTA G-12, October 1, 2005)

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Grantee named below, the Grantee affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA (12), October 1, 2005,  
[http://www.fta.dot.gov/16874\\_16882\\_ENG\\_HTML.htm](http://www.fta.dot.gov/16874_16882_ENG_HTML.htm)
- (2) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

**FTA AWARD**

FTA hereby awards a Federal grant as follows:

Project No: OK-16-X001-00

Grantee: DEPARTMENT OF HUMAN SERVICES - STATE OF OKLAHOMA

Citation of Statute(s) Authorizing Project: 49 USC 5310 - Elderly and Individuals with Disabilities

Estimated Total Eligible Cost (in U.S. Dollars): \$1,784,438

Maximum FTA Amount Awarded [Including All Amendments] (in U.S. Dollars): \$1,462,727

Amount of This FTA Award (in U.S. Dollars): \$1,462,727

Maximum Percentage(s) of FTA Participation:

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

Date of U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Project Certification Date:

Project Description:

5310 Capitol Assistance

The Project Description includes information describing the Project within the Project Application submitted to FTA, and the Approved Project Budget, modified by any additional statements displayed in this Grant Agreement, and, to the extent FTA concurs, statements in other documents including Attachments entered into TEAM-Web.

Awarded By:  
Mr. Blas M Uribe, IV  
Deputy Regional Administrator  
FEDERAL TRANSIT ADMINISTRATION  
U.S. DEPARTMENT OF TRANSPORTATION  
09/18/2006

**EXECUTION OF GRANT AGREEMENT**

The Grantee, by executing this Grant Agreement, affirms this FTA Award; adopts and ratifies all statements, representations, warranties, covenants, and materials it has submitted to FTA; consents to this FTA Award; and agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed by:  
Mr. Robert E Adams  
Programs Administrator  
DEPARTMENT OF HUMAN SERVICES - STATE OF OKLAHOMA  
09/19/2006

LIST OF APPLICANTS WITHIN THE OCARTS AREA



STATE OF OKLAHOMA  
**AGING SERVICES DIVISION**  
**CONTRACTS AND COALITIONS UNIT**  
 2401 NW 23rd Street Suite 40  
 Oklahoma City, OK 73107-2422  
 (405) 521- 4214 Fax (405) 522-6738  
 (800) 498-7995 www.okdhs.org/aging



February 21, 2007

**A.C.O.G.**

Mr. Randy Entz, Associate Planner  
 Association of Central Oklahoma Governments  
 21 East Main Street, Suite 100  
 Oklahoma City, Oklahoma 73104-2405

FEB 23 2007

By \_\_\_\_\_

Dear Mr. Entz:

This is in response to your letter dated February 9, 2007, requesting information needed to complete your triennial Title VI compliance review. Below is a list of all applicants from the applicable metropolitan planning area received during the past three years. Enclosed with this missive are copies of the process and criteria selection of the 5310 Grantees, a project description, and a letter from the Federal Transit Administration acknowledging approval of our One-Time Submission of Standard Assurances.

**FY '04/ALL APPROVED**  
**(All Section 5310 Contractors Provide Service to All Minority Groups)**

	<b>Agency</b>	<b>City</b>	<b>State</b>	<b>County</b>
1.	City of Weatherford	Weatherford	OK	Oklahoma
2.	Compassionate Hands	Yukon	OK	Canadian
3.	Edmond Association for Retarded Citizens-EARC	Edmond	OK	Oklahoma
4.	Lighthouse Transitional Center, Inc.	Oklahoma City	OK	Oklahoma
5.	Oklahoma League for the Blind	Oklahoma City	OK	Oklahoma
6.	YMCA of Greater Oklahoma City	Oklahoma City	OK	Oklahoma

**FY '05/ALL APPROVED**  
**(All Section 5310 Contractors Provide Service to All Minority Groups)**

	<b>Agency</b>	<b>City</b>	<b>State</b>	<b>County</b>
1.	Center of Family Love	Okarche	OK	Canadian
2.	Hope Community Services	Oklahoma City	OK	Oklahoma
3.	Lennie Marie Tolliver	Oklahoma City	OK	Oklahoma
4.	Oklahoma Foundation for the Disabled	Oklahoma City	OK	Oklahoma
5.	Reliant Living Centers of Oklahoma	Oklahoma City	OK	Oklahoma

Randy Entz  
Page 2  
February 21, 2007

**FY '06/ALL APPROVED**  
**(All Section 5310 Contractors Provide Service to All Minority Groups)**

	<b>Agency</b>	<b>City</b>	<b>State</b>	<b>County</b>
1.	Center of Family Love	Okarche	OK	Canadian
2.	Dale Rogers Training Center, Inc.	Oklahoma City	OK	Oklahoma
3.	Harrah Senior Citizens, Inc.	Harrah	OK	Oklahoma
4.	Metropolitan Better Living Center	Oklahoma City	OK	Oklahoma

If further information is needed, please call me at 405/521-4214.

Sincerely,



Robert E. Adams, Programs Administrator  
Aging Services Division/Contracts and Coalitions Unit

REA:VM

Enclosures (3)

## SELECTION AND PROCESS CRITERIA FOR SECTION 5310 APPLICANTS

### **FEDERAL TRANSIT ASSISTANCE GRANTS FOR TRANSPORTING ELDERLY PERSON AND PERSONS WITH DISABILITIES**

#### **DESCRIPTION OF PROJECT:**

The Department of Human Services, Aging Services Division annually receives funds from the Federal Transit Administration (FTA) to provide grant awards for transit assistance. FTA funds are awarded in the form of vehicles to private, non-profit applicants providing specialized public transportation services to the elderly and persons with disabilities. A percentage match is required of applicants for these funds. The application process requires submitting a program proposal consisting of program objectives, a budget and program narrative.

#### **ELIGIBILITY:**

In order to qualify entities must meet one of the following criteria's:

1. Be a private non-profit corporation or association,
2. Be a public body approved by the State to coordinate services for elderly and persons with disabilities,
3. Be a public body that certifies to the Governor that no non-profit corporations or associations are readily available in the area to meet special needs of the elderly and persons with disabilities.

Applications for transportation funds are accepted at anytime. There is no closing date for receipt of applications. Applications received too late for the current funding cycle are carried over until the next funding cycle.

#### **CONTACT PERSON:**

Robert E. Adams, Programs Administrator  
Aging Services Division  
Contracts and Coalitions Unit  
241 NW 23rd Street, Suite 40  
Oklahoma City, OK 73107-2422  
Telephone (405) 521-4214 or (800) 498-7995

## **Selection and Process Criteria for Section 5310 Applicants**

- Selection criterion targets 501(3)c private non-profit organizations and public agencies under certain conditions.
- Applications are date stamped and checked for appropriate signatures.
- Each application is checked to determine if MPO (Metropolitan Planning Organization) action is required.
- If MPO action is required, a copy of the application is sent to their office.
- A confirmation letter is sent to the applicant acknowledging receipt and disposition of the application.
- The application is reviewed to determine if additional information is needed.
- Once the application has been reviewed, an "Application Evaluation Checklist" is completed. This checklist helps us view the applicant's purpose, service utilization in ridership, operating and management provisions.
- Denied applicants will receive a letter explaining the reason.
- Approved applicants will be placed on a list for the following grant year.