



PUBLIC ENGAGEMENT **SUMMARY REPORT**

ROUTE 019/024 PROPOSED SERVICE CHANGES – SPRING 2025

PUBLIC ENGAGEMENT SUMMARY REPORT

ROUTE 019/024 PROPOSED SERVICE CHANGES – JULY 2025

COMMUNITY MEETINGS AND PUBLIC HEARING:

CM	Thursday, April 24, 2025	6 p.m.	NE Health Wellness Ctr
PH	Tuesday, April 29, 2025	8:30 a.m.	City Council Meeting
CM	Tuesday, April 29, 2025	6 p.m.	Minnis Lakeview Rec Ctr
PH	Friday, May 2, 2025	9 a.m.	COTPA Board Meeting
PH	Tuesday, June 3, 2025	8:30 a.m.	City Council Meeting

If approved, effective Tuesday, July 1, 2025

JUNE 3, 2025

Chip Nolen | Planning Manager

Armando Reyes | Business Development & Public Affairs Manager

The content of this report is draft material, specific to project development for the new Spring 2025 Route 019 & 024 Service Changes and does not necessarily reflect the official view or policies of COTPA or FTA at the time of publication. This report does not constitute a contract, standard, or specification, or regulation.

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INTRODUCTION

The Central Oklahoma Transportation and Parking Authority (COTPA), operating as EMBARK, held two community meetings in April 2025 regarding the Proposed Service Changes to Routes 019 and 024, which are proposed to take effect on July 1, 2025. The purpose of the community meetings was to communicate the service changes to Routes 019 and 024 and the planned implementation schedule, and to receive comments and feedback on the proposed service changes from the public. Additionally, the community meetings served as an opportunity to solicit public feedback and comments leading up to the formal public hearing on Friday, May 2, 2025, before the COTPA Board of Trustees and the deadline for the month-long public comment period, also on May 2, 2025.

BACKGROUND

EMBARK is preparing for transit system changes to meet budget restrictions for FY26. Routes 019 and 024 are the two lowest-performing routes. EMBARK's original FY26 budget submission included eliminating route 019 and reducing route 024. The revised proposal only includes service reductions to route 024 during off-peak periods.

- ▶ Route 019 currently provides hourly service on weekdays, primarily serving eastern Oklahoma County. Oklahoma County has covered half the operational cost for route 019 for the past 28 years, but SB 1931 has limited the ability for that portion to be funded. Route 019 performs 12,051 annual trips, compared to an average of 106,639 trips by the other system-wide routes. There is an average of 46 daily riders, compared to 439 for the other system-wide routes.
- ▶ Route 024 is a commuter express route providing service between Oklahoma City and Norman, running on a 2-hour frequency from 5 am to 7 pm. Route 024 performs 19,270 annual trips, compared to an average of 106,639 by the other system-wide routes. There is an average of 74 daily riders, compared to 439 daily average for the other system-wide routes.

PROPOSED SERVICE CHANGES TO BE EFFECTIVE JULY 1, 2025

ROUTE 024 – NORMAN EXPRESS

- ▶ Cut annual revenue hours by approximately 50% by removing mid-day service, while still providing service during peak hours to minimize the impact on customers.
- ▶ **Proposed Route 024 Trips for Removal:**
 - ▶ Inbound to OKC Transit Center: 10:53 a.m. – 11:45 a.m., 12:53 p.m. – 1:45 p.m., and 2:53 p.m. – 3:45 pm
 - ▶ Outbound to Norman Transit Center: 9:50 a.m. – 10:47 a.m., 11:50 a.m. – 12:47 p.m., and 1:50 p.m. – 2:47 p.m.

PUBLIC ENGAGEMENT

NOTIFICATION EFFORTS

Notifications for community meetings were posted across multiple platforms to reach the customers, stakeholders, and the local news media.

Appendix A contains copies of meeting notices and publications, including:

- ▶ Public notices published in *The Journal Record*, *The Black Chronicle*, *Dan Quyen Newspaper*, and *El Nacional de Oklahoma*
- ▶ Social Media
 - ...Organic social media notifications via Facebook and Instagram
- ▶ Broadcast television news media coverage on KOCO
- ▶ Broadcast radio media coverage on KRMP Heart and Soul 92.1
- ▶ Print/web media coverage in the *Midwest City Beacon*
- ▶ Email newsletter to 10,598 recipients
- ▶ Web notice via embarkok.com/news-station/2025-proposed-019-024-changes

EMBARK spent \$5,196.92 to ensure the meetings were promoted.

COMMUNITY MEETINGS

Two in-person community meetings were held on various days and at locations that meet ADA accessibility requirements and are easily accessible by public transit. The times and locations for the community meetings, as well as the number of attendees from the public (non-EMBARK or consultant staff members), are detailed below:

DATE	TIME	LOCATION	ATTENDANCE
Thursday, April 24, 2025	6 p.m.	Community Health Wellness Center #3	30
Tuesday, April 29, 2025	6 p.m.	Minnis Lakeview Recreation Center	34

These in-person community meetings were formatted identically: the EMBARK staff would give a brief presentation, and then a question-and-answer session would be held to give attendees an opportunity to ask questions and/or provide comments.

ATTENDANCE

- ▶ Thirty residents attended the April 24 meeting. See Appendix C for comments.
- ▶ Thirty-four residents attended the April 29 meeting. See Appendix C for comments.

Meeting attendees were encouraged to complete written comment cards at each meeting and submit any additional comments or questions to EMBARK via mail, email, webform, or phone. Over 40 public comments were submitted.

All public comments received are included in the meeting documentation in Appendix C.

PUBLIC HEARINGS

Three formal public hearings on the proposed budget affecting service changes for routes 019 and 024 were held on Tuesday, April 29, 2025, at 8:30 a.m., Friday, May 2, 2025, at 9 a.m., and Tuesday, June 3, at 8:30 a.m. at the Oklahoma City Council Chambers. The April 29th hearing was a part of the regularly scheduled budget meeting in front of the Oklahoma City Council (Council Item V-B). The May 2nd hearing was a part of the regularly scheduled monthly COTPA Board of Trustees meeting (Board Item II-A). The June 3rd hearing is a part of the regularly scheduled City Council meeting.

The hearing format was intended to be like the community meetings. EMBARK staff gave a brief presentation, provided an update on the community meetings previously held, and concluded with an opportunity for the COTPA Board of Trustees and Council Members to hear comments and feedback regarding the proposed changes.

No one signed up to speak at the City Council meeting on April 29th.

Nine individuals signed up to speak at the COTPA Board Meeting on May 2nd, and these comments are documented in Appendix C.

PUBLIC FEEDBACK SUMMARY

This section provides an overview of the key themes and takeaways identified during the Phase I public engagement phase for the Routes 019 and 024 Proposed Service Changes. The key findings below summarize the most common public comments officially submitted by residents, as well as feedback gleaned from one-on-one conversations during public engagement activities and social media posts.

As previously noted, a complete list of written public comments can be found in Appendix C.

KEY FINDINGS

- ▶ Proposed changes to route 019, the route servicing Spencer and Eastern Oklahoma County, received the largest number of comments, with 26. Most comments were from residents who live in Spencer and use route 019 to access employment, medical appointments, access to food and shopping, and to attend to legal responsibilities. Concerns included removing a service seen as a lifeline to this underserved area and removing the direct connection to and from other EMBARK routes.
- ▶ Eight comments were received about the proposed changes to route 024. Several current customers expressed concerns about which specific times would be eliminated, with a preference for keeping the earlier runs up to 8:00 a.m. Some others were concerned with the need for the route to run midday for access to the University and medical appointments.

- ▶ Several comments were made in support of extending route 015 to cover the elimination of route 019 in Spencer.

APPENDICES

- A. MEETING NOTIFICATIONS**
- B. MEETING MATERIALS**
- C. PUBLIC COMMENTS RECEIVED AS OF 04/10/2023**
- D. SERVICE EQUITY ANALYSIS**
- E. FARE EQUITY ANALYSIS**

APPENDIX A

Meeting Notifications

The Black Chronicle

The Black Chronicle
CLASSIFIED

Black Woman Settles Suit Against Tesla Over 'Slave House'

By PHENIX S. HALL
The Root

FREMONT, Calif. It looks like Elon Musk has to pay a Black woman big time after shocking allegations made in a lawsuit against Tesla. The verdict comes after Raina Pierce, a former employee who installed latches on car doors for the company, said she experienced racist and sexist behavior during her time at the company. And it was her own boss that did the unthinkable.

This lawsuit is not the first time Tesla has been sued for discrimination, but now, the company has decided to settle with Pierce for an undisclosed amount. In the discrimination lawsuit obtained by CNN, Pierce said she experienced a series of "pervasive harassment" while at the Fremont, Calif. Tesla plant.

Pierce claimed



racial slurs had been written all over the walls of the Calif. branch, including in the bathrooms. And if this wasn't frustrating enough, the woman said one of her managers, who was unnamed in the filing, repeatedly greeted employees

by saying "welcome to the plantation" and "welcome to the slave house."

The woman continued in the suit claiming she was singled out for her race and even yelled at and disciplined for conduct that her non-Black

co-workers were excused for, according to the suit. Pierce also claimed to be a victim of a gender-based insult, according to the filing.

Apparently, it was another employee who witnessed Pierce's unfair treatment and prompted her to finally take action. "Ma'am, you need to go to HR because these leads are

saying things about you that are not right," the Tesla worker who temporarily joined Pierce's production line said.

Musk was not a defendant in the suit, according to the new filing filed Thursday, April 17 in San Francisco federal court. But this wouldn't be the first time the Fremont Tesla plant has been taken to court over al-

leged discrimination. Last year, a jury ruled Tesla owed Owen Diaz \$3.2 million in damages over workplace discrimination, according to California Civil Rights Law Group.

He was reportedly called the N-word more than 60 times by his supervisors. Diaz also claimed he was also told to "go back to Africa."



Oklahoma City's Chapter, Beta Sigma Omega of Alpha Kappa Alpha Sorority, Inc. recently celebrated 117 years of sisterhood, service, and scholarship with a vibrant Founders' Day Celebration.

OKC AKAs Celebrate Founders Day

Chronicle News Services

OKLAHOMA CITY Oklahoma City's Chapter, Beta Sigma Omega of Alpha Kappa Alpha Sorority, Inc. recently celebrated 117 years of sisterhood, service, and scholarship with a vibrant Founders' Day Celebration under the theme "Soaring to New Heights." With over 250 members in attendance, the event highlighted the enduring legacy and impact of the sorority by honoring members who have achieved over 25, 50 and 65 years of service.

The event, held at the Petroleum Club in downtown Oklahoma City, recognized 18 women who achieved the milestone of 65, 50 and 25 years of service to Alpha Kappa Alpha Sorority. Celebrating 65 years was Rosetta Cravens, who was highlighted for her longevity in service to the sorority. Those celebrating 50 years in the sorority included Ann Allen, Jackie Bass, Joanne M. Davis, Marionette Gibson, Sheila Henderson, Ramona Hollier, Teresa Hunter, Janet Mansfield, Antoinette Roach, Monica Simson and Marie Walker.

Reaching the milestone of 25 years in the sorority were Aquilah Ahmad-Johnson, Camella Freeman, Linda Samuel-Jaha (current President of Beta Sigma Omega), Tina Sumler,

Tamia Taylor and Devona Whitfield.

The program included a welcome by First Vice-President of Beta Sigma Omega Patricia Morgan, a prayer given by Vanessa Tucker-Davis, and a singing rendition of the Lord's Prayer performed by opera singer Amanda Kosi. Those in attendance also enjoyed beautiful and soul-stirring melodies by composer and musician Lorne Lee.

Monica Adams Finley, Chairman of the Founders' Day Committee, introduced several distinguished guests. Special recognition was given to

the Beta Sigma Omega Pearls (over 65+ years), with remarks delivered by Maggie W. Green, 28th Mid-Western Regional Director.

The celebration concluded with a heartfelt recognition of honorees by Nancy Watson, Co-Chairman of the Founders' Day Committee, honoring those who have continued to uplift the legacy of Alpha Kappa Alpha.

This year's event was a powerful testament to the chapter's commitment to excellence, leadership, service and the unbreakable bonds of sisterhood.

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NOTICE OF PUBLIC HEARING

CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA) PROPOSED ELIMINATION OF BUS ROUTE 019 AND REDUCTIONS TO ROUTE 024

A public hearing has been scheduled for Friday, May 2, at 9 a.m. to receive comments on the proposed elimination of Route 019 and Route 024 service reductions. A pre-public hearing community meeting will be held on Thursday, April 24, to review the proposed changes and to receive public comments.

Proposed Changes at a Glance

Route 019: EMBARK is proposing the elimination of Route 019. Oklahoma County and EMBARK previously partnered to extend EMBARK bus service outside of the City of Oklahoma City limits into eastern Oklahoma. The passage of Oklahoma Senate Bill 1931 created significant budget constraints for Oklahoma County. Additional factors for the removal of service are low ridership and budgetary constraints.

Route 024: EMBARK is proposing a reduction of service for Route 024. The proposed changes include the removal of midday service from the current schedule. Morning and evening commuter services will remain available. Additional factors for the removal of service are low ridership and budgetary constraints.

For additional information visit embarkok.com/service-changes

Based on all comments and input gathered at the community meeting and public hearing, the COTPA Board of Trustees will act on these changes, with implementation occurring on July 1, 2025.

PRE-PUBLIC HEARING COMMUNITY MEETING

Thursday, April 24 from 6 p.m. – 7:30 p.m.

The Community Health Wellness Center

3748 N. Lincoln Blvd., Oklahoma City, OK 73105

Nearest Transit Stop: Route 018; Stop ID #1189

PUBLIC HEARING

Friday, May 2 at 9 a.m.

City Council Chambers

200 N. Walker Ave., Oklahoma City, OK 73102

Nearest Transit Stop: Routes 009, 012, 013, 014, 016, 040, Stop ID #1656

City Council and Board Members may attend Community Meetings as members of the public but will not be conducting business as COTPA.

Process for Receiving Comments

The COTPA Board of Trustees encourages public comments on the day of the Community Meetings, the day of the Public Hearing, or in writing. Those desiring to speak at the Public Hearing on May 2 should contact EMBARK Community Engagement at (405) 297-3490 (TDD 711) to register. Advance registration will be accepted until 4 p.m. on the day before the meeting. Those who have not pre-registered may sign up immediately before the meeting begins and will be scheduled to speak after those who have pre-registered. In addition, written comments will be received through May 1, 2025. Written comments may be submitted the day of the meeting or provided by email to embarkok@okc.gov, submitted by phone to 405-235-7433, or mailed in advance to:

EMBARK

Attn: Proposed Service Changes Routes 019 & 024

2000 S. May Ave.

Oklahoma City, OK 73108

Those sending comments should include their name, address, email, and phone number.

Notice for Persons Requiring Assistance

Anyone with a disability who requires an accommodation, a modification of policies or procedures, an auxiliary aid, or language service to participate in these meetings should contact EMBARK at 405-297-3490 or TDD 711 as soon as possible but not later than 48 hours (not including weekends or holidays) before the scheduled meeting. If you need an alternate format of the agenda or any information provided at said meeting, please contact Greg Singleton, Community Engagement Representative, 48 hours prior to the scheduled meeting.

Si desea obtener copias o versiones accesibles de estos documentos, comuníquese con: 405-235-7433 o envíe un correo electrónico a embarkok@okc.gov.

Để có được một bản sao và xem phiên bản của tài liệu này, vui lòng liên hệ 405-235-7433 hoặc gửi email đến embarkok@okc.gov

如蒙获取本文件的副本并查看印刷版，请联系 405-235-7433 或发送电子邮件至 embarkok@okc.gov



Supa Dragon
Thực Phẩm Tăng Lực

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E-mail: coo@supadragon.com
Website: www.supadragon.com

Dragon Pill

DÂN QUYỀN THÁNG 4/2022

THÔNG BÁO VỀ BUỔI ĐIỀU TRẦN CÔNG KHAI

CƠ QUAN GIÁO THƯỜNG VÀ BỘ XU TRƯNG TÂM OKLAHOMA (COTPA) BẾ XUẤT
LOẠI BỐ TUYÊN XU BỨT ĐUA VÀ GIẢI TỐC TUYÊN ĐUA

Nhất phẩm đầu tuần công khai đã được lên lịch vào thứ Sáu, ngày 2 tháng 5, lúc 9 giờ sáng để tiếp nhận 1 kiện về độ vượt loại bỏ vận tải gần đây và Tuyên Đua và Tuyên Đua. Anh cuộc họp công đồng trước phiên điều trần công khai sẽ được tổ chức vào thứ Năm, ngày 24 tháng 4, để xem xét các thay đổi được đề xuất về tiếp nhận 7 kiện của công đồng.

Tổng quan về những thay đổi được đề xuất

Tuyên Đua (EMBARC) được đề xuất loại bỏ Tuyên Đua. Quân Oklahoma và EMBARC trước đây đã hợp tác để mở rộng dịch vụ và hoạt động EMBARC và hoạt động gần Thành phố Oklahoma về phía đông Oklahoma. Việc thông qua Dự luật Thường viện Oklahoma 1981 đã tạo ra những hạn chế đáng kể về ngân sách cho Quân Oklahoma. Các yếu tố về việc cho vận tải loại bỏ dịch vụ là lượng hành khách thấp và hạn chế về ngân sách.

Tuyên Đua (EMBARC) đã vượt gần dịch vụ cho Tuyên Đua. Những thay đổi được đề xuất bao gồm việc loại bỏ dịch vụ vận tải hành khách và vận tải hành khách. Các yếu tố về việc cho vận tải loại bỏ dịch vụ là lượng hành khách thấp và hạn chế về ngân sách. Các yếu tố về việc cho vận tải loại bỏ dịch vụ là lượng hành khách thấp và hạn chế về ngân sách.

CUỘC HỌP CÔNG ĐỒNG TRƯỚC BUỔI ĐIỀU TRẦN CÔNG KHAI

Thứ Năm, 24 tháng 4 từ 8 giờ chiều - 7 giờ 30 tối tại Trung tâm chăm sóc sức khỏe cộng đồng.
3748 N. Lincoln Blvd., Oklahoma City, OK 73108
Trạm đăng phương tiện công cộng gần nhất: Tuyên Đua. Điểm dừng ID #3895

BUỔI ĐIỀU TRẦN CÔNG KHAI

Thứ Sáu, ngày 2 tháng 5 lúc 9 giờ sáng Phòng Hội đồng Thành phố
201 N. Walker Ave., Oklahoma City, OK 73102
Tuyên Đua (EMBARC) được đề xuất loại bỏ Tuyên Đua. Quân Oklahoma và EMBARC trước đây đã hợp tác để mở rộng dịch vụ và hoạt động EMBARC và hoạt động gần Thành phố Oklahoma về phía đông Oklahoma. Việc thông qua Dự luật Thường viện Oklahoma 1981 đã tạo ra những hạn chế đáng kể về ngân sách cho Quân Oklahoma. Các yếu tố về việc cho vận tải loại bỏ dịch vụ là lượng hành khách thấp và hạn chế về ngân sách.

Thông báo cho những người cần hỗ trợ

Bất kỳ người khuyết tật nào cần được hỗ trợ, vui lòng liên hệ với EMBARC trước ngày 1 tháng 5 năm 2022. Các yếu tố về việc cho vận tải loại bỏ dịch vụ là lượng hành khách thấp và hạn chế về ngân sách.



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- Yêu cầu Bác Sĩ cho thêm thuốc
- Biết được kết quả thử nghiệm
- Gửi tin nhắn đến văn phòng Bác Sĩ
- Lấy hẹn với Bác Sĩ và xem xét lại giờ hẹn
- Trong tương lai cũng như đã qua
- Và nhiều, nhiều nữa...

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- VIÊM GAN C (HEPATITIS C)

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Hết Tất Cả Các Loại Bảo Hiểm

FOCUS ON

State/Local

BRIDGETOWER MEDIA

OKC's NBC Corp. joins Equity Bank in \$87M deal

BY CHIP MINTY
The Journal Record

Wichita-based Equity Bancshares Inc. (NYSE: EQBK) has added Oklahoma City-based NBC Corp. to its growing list of bank acquisitions since going public a decade ago.

Equity announced the \$87 million cash and stock transaction on April 2, and as a result, will grow the company's operational footprint to 82 bank locations in Kansas, Oklahoma, Missouri and Arkansas.

Through the NBC merger, Equity will grow its position in Oklahoma from eight bank locations to 15, the company says. Equity bought City Bank and Trust Company of Guymon in 2018.

The NBC deal is expected to close in the third quarter, marking Equity's 13th bank acquisition since 2015, and the company says more deals are on the horizon.

Equity Chairman and CEO Brad Elliot said the merger represents a continuation of his company's plan to grow through mergers and acquisitions.

"We are excited to expand our presence in Oklahoma through this strategic merger," he said. "This partnership builds on our shared commitment to the communities we serve and enhances our ability to provide exceptional financial services to the Oklahoma City metro and Altus, Alva, Enid and Kingfisher



With its headquarters in Wichita, Kan., Equity Bancshares Inc. has strengthened its market position in Oklahoma through a merger with NBC Corp., which opened its first bank in Altus in 1931. PHOTO PROVIDED BY EQUITY BANCSHARES INC.

communities."

With consolidated total assets of \$5.3 billion, Equity reports deposits of \$4.4 billion and gross loans of \$3.5 billion. As a result of the announced NBC merger, Equity says the value of its total assets will grow to \$6.4 billion.

Under terms of the transaction, NBC

shareholders will receive 80% of the purchase price in Equity Bancshares stock. The remaining \$19 million in compensation will be paid in cash.

The deal will conclude nearly a century of history for privately held NBC, which was established in Altus in 1931 amid the Great

Depression. Among its seven locations, the company operates two offices in Oklahoma City and two in Altus.

As of the end of last year, NBC had \$909 million in consolidated total assets, including \$681 million in loans and \$815 million in deposits.

Meanwhile, the merger will elevate Oklahoma to Equity's second largest market, behind Kansas, the company says.

NBC Chairman Ken Ferguson said the bank is entering an exciting new chapter in its history and is pleased to join forces with Equity.

"In partnering with Equity Bank, we will continue to deliver the exceptional service and innovative financial solutions our clients expect, while our customers and teams benefit from expanded resources and opportunities for growth. Like NBC, Brad and the Equity team value both metro and community markets, and we are thrilled to enhance our banking services to each," said Ferguson, NBC's largest shareholder.

NBC President and Chief Executive H.K. Hatcher said the deal will bring enhanced potential for Oklahoma communities.

"Partnership with Equity Bank creates the capacity to support larger credits and will fuel new commercial growth, enhancing lending capabilities and retail services while expanding market reach."

Stitt backs down on forestry abolishment proposal

BY BARBARA HOBEROCK
Oklahoma Voice

OKLAHOMA CITY — A key legislative leader said Tuesday he is pleased that Gov. Kevin Stitt has backed off his call to abolish the Forestry Service following historic March wildfires.

During an interview with Oklahoma City television station News 9, the Republican governor said he no longer plans to abolish that state agency tasked with wildland fire detection and preserving the state's forests. Stitt's about-face came less than a day after he doubled down on his controversial call to shutter the agency and reallocate the funding to volunteer fire departments.

"It's encouraging to hear the governor's shifting position of abolishing the forestry department," said House Speaker Kyle Hultbert, R-Bristow. "I think Oklahomans said loud and clear that is not a good idea."

Stitt told the television station Tuesday that he threatened to close the Forestry Service because his administration was not getting answers about the deployment of resources.

"Listen, we are not going to get rid of forestry," Stitt told the station on Tuesday. "I love our forestry. Those guys are doing what they are told. The bureaucracy at the top, their management let them down by not deploying them accurately."

He told the TV station Tuesday that he had fired "a couple more people at the top level at forestry because — they were — it was insubordination."

Stitt said Agriculture Secretary Blayne Ar-



Gov. Kevin Stitt earlier suggested elimination of the Oklahoma Forestry Service.

PHOTO BY BARBARA HOBEROCK/OKLAHOMA VOICE

thur could not get answers from administrators in Forestry Services for three weeks.

During a press availability last week, Stitt first expressed frustration over how the agency responded to historic wildfires that began March 14. He lost a ranch in the fires.

Nearly 158 wildfires swept across the state, killing four and destroying more than 500 homes.

Stitt has previously said he fired the agency's head, Mark Goeller, who denied wrongdoing. Many have expressed support for Goeller.

"I didn't think they did a really good job," Stitt said last week. "Here's the deal. Why do I even have a Department of Forestry? Let's just get rid of the whole thing."

Stitt's remarks drew criticism from legislators and local and volunteer fire departments. Stitt was also asked why he didn't declare a burn ban.

"It didn't hit the threshold at that point, is what they told me," Stitt said.

NOTICE OF PUBLIC HEARING

CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA) PROPOSED ELIMINATION OF BUS ROUTE 019 AND REDUCTIONS TO ROUTE 024

A public hearing has been scheduled for Friday, May 2, at 9 a.m. to receive comments on the proposed elimination of Route 019 and Route 024 service reductions. A pre-public hearing community meeting will be held on Thursday, April 24, to review the proposed changes and to receive public comments.

Proposed Changes at a Glance

Route 019: EMBARK is proposing the elimination of Route 019. Oklahoma County and EMBARK previously partnered to extend EMBARK bus service outside of the City of Oklahoma City limits into eastern Oklahoma. The passage of Oklahoma Senate Bill 1931 created significant budget constraints for Oklahoma County. Additional factors for the removal of service are low ridership and budgetary constraints.

Route 024: EMBARK is proposing a reduction of service for Route 024. The proposed changes include the removal of midday service from the current schedule. Morning and evening commuter services will remain available. Additional factors for the removal of service are low ridership and budgetary constraints.

For additional information visit embarok.com/tvcc-changes

Based on all comments and input collected at the community meeting and public hearing, the COTPA Board of Trustees will act on these changes, with implementation occurring on July 1, 2025.

PRE-PUBLIC HEARING COMMUNITY MEETING

Thursday, April 24 from 6 p.m. – 7:30 p.m.
The Community Health Wellness Center
3748 N. Lincoln Blvd., Oklahoma City, OK 73105

Nearest Transit Stop: Route 019; Stop ID: 12655

PUBLIC HEARING

Friday, May 2 at 9 a.m.
City Council Chambers
200 N. Walker Ave., Oklahoma City, OK 73102

Nearest Transit Stop: Routes 003, 012, 013, 014, 016, 040; Stop ID #1656

City Council and Board Members may attend Community Meetings as members of the public but will not be conducting business as COTPA.

Process for Receiving Comments

The COTPA Board of Trustees encourages public comments on the day of the Community Meetings, the day of the Public Hearing, or in writing. Those wishing to speak at the Public Hearing on May 2 should contact EMBARK Community Engagement at (405) 235-7433 (TDD 711) to register. Advance registration will be accepted until 4 p.m. on the day before the meeting. Those who have not pre-registered may sign up immediately before the meeting begins and will be scheduled to speak after those who have pre-registered. In addition, written comments will be received through May 1, 2025. Written comments may be submitted the day of the meeting or provided by email to embarok@okc.gov, submitted by phone to 405-235-7433, or mailed in advance to: EMBARK, Attn: Proposed Service Changes Routes 019 & 024, 200 N. May Ave., Oklahoma City, OK 73102.

Those attending comments should include their name, address, email, and phone number.

Notice for Persons Requiring Assistance

Anyone with a disability who requires an accommodation, a modification of policies or procedures, an auxiliary aid, or language service to participate in these meetings should contact EMBARK at 405-235-7433 or TDD 711 as soon as possible but not later than 48 hours (not including weekends or holidays) before the scheduled meeting. If you need an alternate format of the agenda or any information provided at said meeting, please contact Greg S. Nguyen, Community Engagement Representative, 48 hours prior to the scheduled meeting.

Si desea obtener copias o versiones accesibles de estos documentos, comuníquese con: 405-235-7433 o envíe un correo electrónico a embarok@okc.gov.

Dã có được một bản sao và xem phiên bản này, vui lòng liên hệ: 405-235-7433 hoặc gửi email đến: embarok@okc.gov.

如需获取本文件的副本并查看可访问版本，请联系: 405-235-7433 或发送邮件至: embarok@okc.gov

FOCUS ON

Education

BRIDGETOWER MEDIA

Walters' new hires experienced in politics, not education

BY JENNIFER PALMER
Oklahoma Watch

Superintendent of Public Instruction Ryan Walters, who some pollsters predict is eyeing a run for governor in 2026, now has a team on the state's payroll who have built their resumes managing political campaigns.

One recent hire is Matt Mohler, a political strategist from Florida. Another is Chad Gallagher, who founded a consulting company and is a longtime advisor to former Arkansas Governor Mike Huckabee.

They join another political operative at the agency, Matt Langston, who is Walters' chief policy advisor. Langston ran Walters' 2022 campaign for superintendent and joined the staff in January 2023. He runs a Texas-based firm, Engage Right.

Mohler was a special projects manager at Florida Power & Light for the past four years, according to his LinkedIn profile, and a senior strategist at Front Line Strategies for 17 years until May 2024. Front Line Strategies is one of Florida's most prominent political consulting firms. Front Line and its founder, Brett Doster, have worked with Jeb Bush, Pam Bondi and Mitt Romney, according to Florida Politics, a news site covering campaigns and politics in Florida.

Langston, too, worked for Front Line Strategies. He was a consultant there from 2012-2013, according to his LinkedIn profile.

Gallagher, in addition to advising Huckabee, founded Legacy Consulting, a firm that works on political campaigns, messaging and crisis management. He lobbies for Huck PAC, Huckabee's political vehicle. Gallagher also managed public relations for the Duggar family, of the reality TV show "19 Kids and Counting," in the wake of abuse allegations against one of the family members. A jury convicted Josh Duggar of possessing child pornography in 2021.

Legacy Consulting lobbies for ClassWallet in Arkansas, which was awarded \$63 million in contracts to manage Arkansas' private school voucher program. Gallagher, with his wife, founded a private Christian school.

"If it walks like a duck and quacks like a duck, it's probably a duck," said Applesseed Center for Law and Justice Executive Director Colleen McCarthy. "It sure looks as though he's assembling a campaign team on the public payroll. If he is, those can be crimes, and Oklahoma has convicted elected officials for a lot less."

Agency won't explain pay

Langston is one of the Department of Education's highest-paid employees, collecting \$130,000 in 2024 and more than \$69,000 in the first three months of 2025, according to state payroll records.

Gallagher, a temporary senior advisor hired in February, is paid \$46.15 an hour — or nearly \$96,000 per year, according to the agency. He collected \$3,692 in March for 80 hours of work.

Mohler is the department's chief of staff. He started Jan. 20, and collected four payments worth a combined \$76,000 from the state in February and March, his first two months on the payroll, records show.



Ryan Walters is shown responding to a question on the campaign trail in 2022. FILE PHOTO/OKLAHOMA WATCH

All the payments were coded as regular pay.

A spokeswoman for the Education Department, Grace Kim, refused to answer questions about the payments or confirm Mohler or Gallagher's salary, even though that information is public record. Kim said the department does not comment on personnel matters.

"It's quite concerning, the amount of money they are getting paid and understanding their background," said Rep. Cyndi Munson, D-Oklahoma City. "It doesn't seem like they are there to help the superintendent or the agency figure out how to improve our education outcomes."

Munson is the minority leader for the House and is running for governor.

Walters' new hires coincided with the departures of key staff from the agency. Those include Andrea Fielding, Kourtney Heard, David Martin, Dan Isett, and Tucker Cross.

Isett resigned as the department's director of communications after 18 months on the job. Even though Isett earned a salary of \$115,000, he collected \$76,000 in February, payroll records show.

In December, Walters awarded more than \$600,000 in end-of-year bonuses to staff at the agency. Most received an amount equal to 2.5% of their annual salary, but a select few received significantly more.

Langston received nearly \$45,000 in January, \$34,000 more than a typical paycheck.

The agency has refused to explain whether that amount is a bonus, a raise, or both.

Langston did not respond to a voicemail or an email.

In June, a group of state lawmakers asked Attorney General Gentner Drummond to investigate Langston's employment status amid concerns that he is a ghost employee, which former Rep. Mark McBride, who initiated the request, defined as an individual who is listed on the payroll but does not actually perform the duties associated with their position. That, he said, would constitute a misuse of

public funds and undermine public trust.

Drummond declined to pursue the investigation.

Walters is halfway through his 4-year

term, but his 2022 campaign remains active. Ethics Commission records show that Walters' campaign has made just one payment to Langston's firm, Engage Right, since the 2022 election. It was for \$5,000 on March 4, 2024. Those reports go through the end of 2024.

Engage Right nonetheless has continued sending emails for the campaign, including one on Nov. 8, recapping the 2024 election results. Labeled highly confidential and not for distribution, the email claims Oklahoma's results — in the presidential, state supreme court and legislative races — validate Walters' platform.

It was signed Matt Langston.

Oklahoma Watch, at oklahomawatch.org, is a nonprofit, nonpartisan news organization that covers public-policy issues facing the state.



NOTICE OF PUBLIC HEARING
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
PROPOSED ELIMINATION OF BUS ROUTE 019 AND REDUCTIONS TO ROUTE 024

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Proposed Changes at a Glance

Route 019: EMBARK is proposing the elimination of Route 019. Oklahoma County and EMBARK previously partnered to extend EMBARK bus service outside of the City of Oklahoma City limits into eastern Oklahoma. The passage of Oklahoma Senate Bill 1921 created significant budget constraints for Oklahoma County. Additional factors for the removal of service are low ridership and budgetary constraints.

Route 024: EMBARK is proposing a reduction of service for Route 024. The proposed changes include the removal of midday service from the current schedule. Morning and evening commuter services will remain available. Additional factors for the removal of service are low ridership and budgetary constraints.

For additional information visit embarkok.com/service-changes

Based on all comments and input gathered at the community meeting and public hearing, the COTPA Board of Trustees will act on these changes, with implementation occurring on July 1, 2025.

PRE-PUBLIC HEARING COMMUNITY MEETING

Thursday, April 24 from 6 p.m. – 7:30 p.m.
The Community Health Wellness Center
3748 N. Lincoln Blvd., Oklahoma City, OK 73105
Nearest Transit Stop: Route 018; Stop ID #1189

PUBLIC HEARING

Friday, May 2 at 9 a.m.
City Council Chambers
200 N. Walker Ave., Oklahoma City, OK 73102
Nearest Transit Stop: Routes 029, 012, 013, 014, 016, 040; Stop ID #1555
City Council and Board Members may attend Community Meetings as members of the public but will not be conducting business as COTPA.

Process for Receiving Comments

The COTPA Board of Trustees encourages public comments on the day of the Community Meetings, the day of the Public Hearing, or in writing. Those desiring to speak at the Public Hearing on May 2 should contact EMBARK Community Engagement at 405-297-5490 (TDD 711) to register. Advance registration will be accepted until 4 p.m. on the day before the meeting. Those who have not pre-registered may sign up immediately before the meeting begins and will be scheduled to speak after those who have pre-registered. In addition, written comments will be received through May 1, 2025. Written comments may be submitted the day of the meeting or provided by email to embarkok@okc.gov, submitted by phone to 405-235-7433, or mailed in advance to: EMBARK, Attn: Proposed Service Changes Routes 019 & 024, 2000 S. May Ave., Oklahoma City, OK 73108. Those sending comments should include their name, address, email, and phone number.

Notice for Persons Requiring Assistance

Anyone with a disability who requires an accommodation, a modification of policies or procedures, an auxiliary aid, or language service to participate in these meetings should contact EMBARK at 405-297-5490 or TDD 711 as soon as possible but not later than 48 hours (not including weekends or holidays) before the scheduled meeting. If you need an alternate format of the agenda or any information provided at said meeting, please contact Greg Singleton, Community Engagement Representative, 48 hours prior to the scheduled meeting.

Si desea obtener copias o versiones accesibles de estos documentos, comuníquese con: 405-235-7433 o envíe un correo electrónico a embarkok@okc.gov.

Để có được một bản sao và xem phiên bản in của tài liệu này, vui lòng liên hệ 405-235-7433 hoặc gửi email đến embarkok@okc.gov.

如需获取本文件的副本并查看印刷版，请联系 405-235-7433 或发送电子邮件至 embarkok@okc.gov.

El Nacional de Oklahoma

4/14/25, 7:18 AM

El Nacional de Oklahoma - April 11th, 2025 by El Nacional de Oklahoma - Issuu



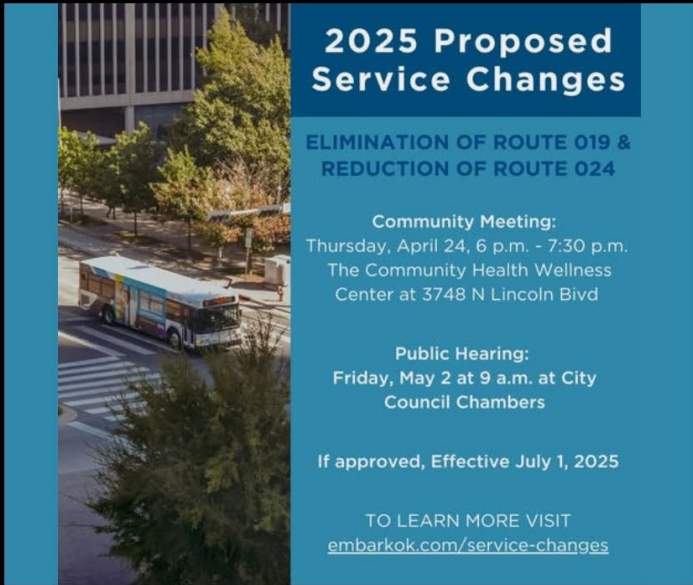
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1/1

ORGANIC SOCIAL MEDIA

Facebook Notices



2025 Proposed Service Changes

ELIMINATION OF ROUTE 019 & REDUCTION OF ROUTE 024

Community Meeting:
Thursday, April 24, 6 p.m. - 7:30 p.m.
The Community Health Wellness Center at 3748 N Lincoln Blvd

Public Hearing:
Friday, May 2 at 9 a.m. at City Council Chambers

If approved, Effective July 1, 2025

TO LEARN MORE VISIT
embarkok.com/service-changes

Views ⓘ
1,665

Reach ⓘ
754

Interactions ⓘ
49

Link clicks ⓘ
5


Views
Followers vs. non-followers

27% Non-followers
73% Followers

Interactions ⓘ

Reactions 14
Comments 23
Shares 11
Saves 1

Boost post



Embark
Published by Loomly
April 15 at 2:05 PM · 🌐

EMBARK is considering the elimination of Route 019 and a reduction of Route 024 due to low ridership and budget constraints. Your feedback matters and will help guide the decision.

🗨️ Public comments are being accepted through May 1, 2025.
🔗 Learn more here: <https://loom.ly/FEDNqG0>


💬 Ways to share your input:


- 📍 Attend the Community Meeting
Community Health Wellness Center, 3748 N Lincoln Blvd
🕒 Thursday, April 24 | 6 – 7:30 p.m.
🚌 Nearest Stop: Route 018, Stop ID #1189
- 🗣️ Speak at the Public Hearing
City Council Chambers, 200 N. Walker Ave.
🕒 Friday, May 2 | 9 a.m.
🚌 Nearest Stop: Routes 009, 012, 013, 014, 016, 040, Stop ID #1656

✍️ Prefer to comment in writing?

- ✅ Online: Submit a comment: <https://loom.ly/4mjGizU>
- ✉️ Email: embarkok@okc.gov
- 📬 Mail: EMBARK, Attn: Proposed Service Changes Route 019 & 024, 2000 S May Ave, OKC, OK 73108
- ☎️ Call: 405-235-7433

📌 Final decisions will be made by the COTPA Board of Trustees in June 2025. If approved, changes will take effect Tuesday, July 1, 2025.


Embark created an event.
 April 11 at 12:38 PM ·



ELIMINATION OF ROUTE 019 & REDUCTION OF ROUTE 024

Community Meeting:
 Thursday, April 24, 6 p.m. - 7:30 p.m.
 The Community Health Wellness Center at 3748 N Lincoln Blvd

Public Hearing:
 Friday, May 2 at 9 a.m. at City Council Chambers



Fri, May 2 at 9 AM

2025 Proposed Route 019 & 024 Service Changes - Public Hearing


The Community Health Wellness Center at 3748 N Lincoln Blvd


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 3


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2025 Proposed Service Changes





ELIMINATION OF ROUTE 019 & REDUCTION OF ROUTE 024

Community Meeting:
 Thursday, April 24, 6 p.m. - 7:30 p.m.
 The Community Health Wellness Center at 3748 N Lincoln Blvd

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 Friday, May 2 at 9 a.m. at City Council Chambers

If approved, Effective July 1, 2025

TO LEARN MORE VISIT
embarkok.com/service-changes

Views ⓘ

465

Reach ⓘ

246

Interactions ⓘ

10

Link clicks ⓘ

1

Views

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89% Followers

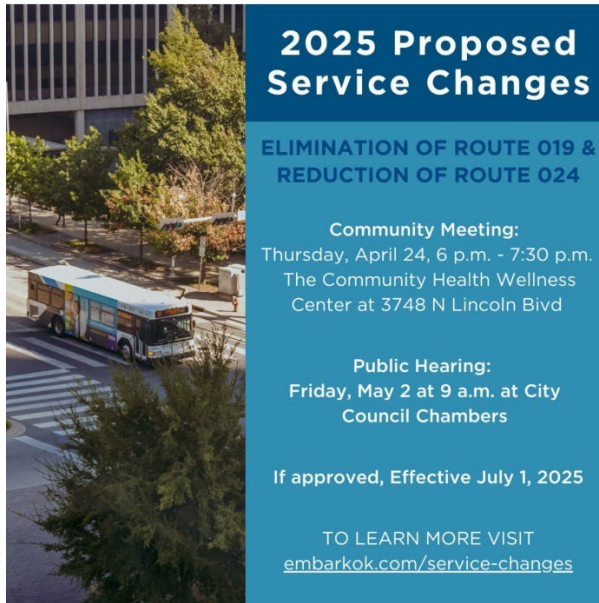
Interactions ⓘ

Reactions	7
Comments	2
Shares	1
Saves	0

[Boost post](#)

 Meta Business Suite

Instagram Notice



embarkokc EMBARK is considering the elimination of Route 019 and a reduction of Route 024 due to low ridership and budget constraints. Your... more

April 15

...

low ridership and budget constraints. Your feedback matters and will help guide the decision.

Public comments are being accepted through May 1, 2025.

Learn more here: <https://loom.ly/FEDNqG0>

Ways to share your input:

Attend the Community Meeting
Community Health Wellness Center, 3748 N Lincoln Blvd

Thursday, April 24 | 6 – 7:30 p.m.

Nearest Stop: Route 018, Stop ID #1189

Speak at the Public Hearing

City Council Chambers, 200 N. Walker Ave.

Friday, May 2 | 9 a.m.

Nearest Stop: Routes 009, 012, 013, 014, 016, 040, Stop ID #1656

Prefer to comment in writing?

Online: Submit a comment: <https://loom.ly/4mjGlzU>

Email: embarkok@okc.gov

Mail: EMBARK, Attn: Proposed Service Changes Route 019 & 024, 2000 S May Ave, OKC, OK 73108

Call: 405-235-7433

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April 15



2025 Proposed Service Changes

ELIMINATION OF ROUTE 019 & REDUCTION OF ROUTE 024

Community Meeting:
Thursday, April 24, 6 p.m. - 7:30 p.m.
The Community Health Wellness Center at 3748 N Lincoln Blvd

Public Hearing:
Friday, May 2 at 9 a.m. at City Council Chambers

If approved, Effective July 1, 2025

TO LEARN MORE VISIT
embarkok.com/service-changes

♡ 7 Q 2 ▼ 6



embarkokc Today is the Public Hearing about the consideration of the elimination of Route 019 and a reduction of Route 024 due to low ridership and budget constraints. Your feedback matters and will help guide the decision.

The Central Oklahoma Transportation & Parking Authority (COTPA) meets today at 9:00 a.m. to hear the consideration of the elimination of Route

hear the consideration of the elimination of Route 019 and a reduction of Route 024 due to low ridership and budget constraints.



Watch LIVE at <https://loom.ly/Mprg2vg>



Agenda packet available at <https://loom.ly/odJbQzk>



Speak at the Public Hearing



City Council Chambers, 200 N. Walker Ave.



Friday, May 2 | 9 a.m.



Nearest Stop: Routes 009, 012, 013, 014, 016, 040, Stop ID **#1656**



Final decisions will be made by the COTPA Board of Trustees in June 2025. If approved, changes will take effect Tuesday, July 1, 2025.

4 days ago

LEGAL PUBLIC NOTICE

PUBLIC NOTICE

2025 PROPOSED ROUTE 019 & 024 SERVICE CHANGES

If approved, effective July 1, 2025

EMBARK is seeking input on the elimination of Route 019 and reduction of Route 024 due to low ridership and budgetary constraints.

We encourage public comments on the day of the Community Meetings, the day of the Public Hearing, or in writing. Comments will be received through May 1, 2025.

Based on all comments and input gathered at the community meeting and public hearing, the COPTA Board of Trustees will act on these changes in June 2025.

Attend an event:

Community Meeting:

Thursday, April 24, 6 p.m. - 7:30 p.m.
The Community Health Wellness Center at 3748 N Lincoln Blvd.
Nearest Transit Stop: Route 018, Stop ID #1189

Public Hearing:

Friday, May 2, 9 a.m.
City Council Chambers at 200 N. Walker Ave
Nearest Transit Stop: Route 009, 012, 013, 014, 016, 040 Stop ID #1656

Visit embarkok.com/service-changes for more info.

Si desea obtener copias o versiones accesibles de estos documentos, comuníquese con:

Nếu quý vị cần thông tin bằng ngôn ngữ khác, xin liên lạc 405-235-7433.

如需上述文件的副本或易读版本，请联系：

embarkok@okc.gov | 405-235-RIDE (7433)



embarkok.com

BROADCAST NEWS COVERAGE

KOCO – 4/23 5p

☐  Apr 23, 2025 05:04 PM CDT

 KOCO 5 News at 5pm



KOCO – 4/25 5a



TOWN HALLS HELD AS THE CITY OF SPENCER COULD LOSE THEIR ONLY BUS ROUTE

5 abc KOCO

YUKON NOW | 63° HIGH | 76° DALLAS NOW | 62° HIGH | 85° 5:39 5p

▶ 🔊 ⏸ Play selection ⏴ Set start ⏵ Set end 5:40:27 AM

KOCO 5 News at 5am

 Source KOCO (ABC) - Oklahoma City, OK DMA: 47
Genre News
Time Apr 25, 2025 05:40 AM CDT

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KRMP Heart and Soul 92.1

Menu

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Schedule

Our Stations

Simply Beautiful

Maxwell

Love in the Middle

Kevin Ross

Only Human

Sentury

Residuals

Chris Brown

Right Beside of Me

Walk Dawg

On (A)JAMP; On

FLO

Superpowers

Muni Long

Taste

Coco Jones

Like I Want You

Schedule

Nikki Nice

The Open Mic Talk Show

Monday - Friday 9AM - 11AM

Launa West

The Open Mic Talk Show

Monday - Friday 9AM - 11AM

Scott Wright

The Freak Show

Monday - Friday 11AM - 2PM

Micheal Baisden

The Micheal Baisden Show

Monday - Friday 2PM - 6PM

D. Chappell

The D. Chappell Show

Monday - Friday 6PM - Midnight

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PRINT/WEB NEWS COVERAGE

Midwest City Beacon

Citizen group seeking improvements to public transit

April 9, 2025 | 1



An EMBARK Route 15 bus drives along S. Air Depot Blvd. in Midwest City. Photo by Jeff Harrison

By Jeff Harrison
Midwest City Beacon

A group of citizens are working to improve public transportation in the east metro.

The Alliance for Public Transportation wants to increase the frequency of EMBARK bus services to the area and make changes to the routes and add a park and ride lot.

The citizen group has been meeting with officials from EMBARK, Midwest City, Oklahoma City, Del City, Spencer, Oklahoma County, Oklahoma City Housing Authority and SSM Health. They have raised concerns about bus service in the area and provided recommendations.

Larry Hopper is a member of the Alliance for Public Transportation. He worked for Embark for more than 20 years as a planning director and wants to use his expertise to help improve public transportation.

"We don't have any money or benefit in this, we're just trying to improve public transportation and get the community interested and help persuade leaders," Hopper said. "Public transportation benefits more than just disadvantaged people. It can help people commute downtown, park and ride, and make it easier for a household to get by with one vehicle."

The east metro is served by Embark bus routes 15 and 19.

Route 15 serves Midwest City with trips to and from downtown Oklahoma City every 80 minutes. The city of Midwest City pays \$225,000 annually for the route and Rose State also contributes \$23,000.

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Route 19 primarily covers far northeast Oklahoma City and Spencer, including a public housing complex and clinic near NE 36th St. and Hiwassee Rd. The route has been funded by Oklahoma County and Oklahoma City. County officials said effective July 1 they will no longer provide \$150,000 annually for the service due to a change in state law exempting counties from funding social services.

APT believes the two routes could potentially be combined into a longer Route 15. That could include eliminating service to the public housing and clinic. People traveling to the public housing or clinic could potentially use a "micro transit" or rideshare option.

Hopper said they suggested extending Route 15 to Spencer Rd. and NE 36th St., which would connect Spencer, Star-Spencer High School, and help students get to Rose State.

APT wants buses to run more frequently. Route 15 runs every 80 minutes and is one of only a few routes that doesn't offer weekday service every 30 minutes. Route 19 has a four-hour gap in the afternoon when it does not run at all. Both bus routes are not available on weekends. The group is asking for buses to run every 45 minutes during the week.

The group wants to modify the route itself. Route 15 takes one route into and through Midwest City and a different path when it returns to the downtown Oklahoma City station. They want the bus to have the same stops both ways as well as adding a stop at SSM Health St. Anthony Hospital – Midwest.

They also want to see a park and ride lot for people who would like to take the bus downtown. Rose State College officials confirmed that they could provide a park and ride lot.

APT has hosted a couple of meetings so far with another planned for next month. They last met on March 10 at Rose State College.

During the last meeting, an EMBARK representative said they have not determined if they would fund the shortfall for Route 19, noting that it is still early in the budget process. They said route changes typically take about six months to implement, but members of the group asked if it could happen sooner due to potential loss of service in northeast Oklahoma City.

The APT concept of combining Routes 15 and 19 but ending a new extended Route 15 at Spencer and N.E. 36th seemed to gain further traction, coupled with some form of Uber or other micro transit providing trips for riders at N.E. 36 and Hiwassee.

A round trip on the proposed combined route would take about 90 minutes. The group discussed potentially adding a second bus for service every 45 minutes.

Hopper said they have also met privately with Midwest City officials about Route 15. Midwest City officials said they have invested in the Bomber trail and in bus shelters along the southbound segment of Douglas and how it might want to continue to have some service to Douglas. They also said a transit study, like one done recently in Moore, would be beneficial.

None of the other entities at the last meeting expressed an interest in new or additional funding for public transit.

"It's really just too early for them to state what they could do to add funds to add route service," Hopper said. "The work group was reminded that fares cover only about 10% of the cost of operating a fixed bus route."

Hopper said another factor that has complicated the issue has been a void in leadership in Oklahoma City and Oklahoma County. The Oklahoma City Ward 7 Council and Oklahoma County District 1

Commissioner positions are currently vacant due to resignations. There will be a special general election for each race next week.

"We're trying to work with the candidates and make sure they're aware of it, because there is no one to advocate to about these issues," he said.



EMAIL NEWSLETTER



APRIL NEWSLETTER

Public Engagement Opportunity - 2025 Proposed Route 019 and 024 Service Changes



2025 Proposed Service Changes

ELIMINATION OF ROUTE 019 & REDUCTION OF ROUTE 024

Community Meeting:

Thursday, April 24, 6 p.m. - 7:30 p.m.
The Community Health Wellness
Center at 3748 N Lincoln Blvd

Public Hearing:

Friday, May 2 at 9 a.m. at City
Council Chambers

If approved, Effective July 1, 2025

TO LEARN MORE VISIT

embarkok.com/service-changes

EMBARK is seeking input on the elimination of Route 019 and reduction of Route 024 due to low ridership and budgetary constraints.

We encourage public comments on the day of the Community Meetings, the day of the Public Hearing, or in writing. Comments will be received through May 1, 2025.

[Learn more about the Proposed Service Changes and make comments](#)

WEBSITE NOTIFICATION

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EMBARK

2025 Proposed Route 019 and 024 Service Changes

Based on all comments and input gathered at the community meeting and public hearing, the COPTA Board of Trustees will act on these changes in June 2025, and if approved these service updates will become effective for OKC bus service on Tuesday, July 1, 2015.

April 4, 2025

Proposed Changes:

- **Route 019:** EMBARK is proposing the elimination of Route 019.
 - Oklahoma County and EMBARK previously partnered to extend EMBARK bus service outside of the City of Oklahoma City limits into eastern Oklahoma. The passage of Oklahoma Senate Bill 1931 created significant budget constraints for Oklahoma County. Additional factors for the removal of service are low ridership and budgetary constraints.
- **Route 024:** EMBARK is proposing a reduction of service for Route 024. The proposed changes include the removal of midday service from the current schedule. Morning and evening commuter services will remain available.
 - Additional factors for the removal of service are low ridership and budgetary constraints.
- **Proposed Route 024 Trips for Removal:**
 - **Inbound to OKC Transit Center:** 10:53 a.m. – 11:45 a.m., 12:53 p.m. – 1:45 p.m., and 2:53 p.m. – 3:45 p.m.
 - **Outbound to Norman Transit Center:** 9:50 a.m. – 10:47 a.m., 11:50 a.m. – 12:47 p.m., and 1:50 p.m. – 2:47 p.m.

Pre-Public Hearing Community Meetings:

- The proposed service change to routes 019 and 024 will be discussed at the meeting.
 - #1: **When:** Thursday, April 24; 6 p.m. – 7:30 p.m.
 - **Where:** The Community Health Wellness Center at 3748 N Lincoln Blvd
 - **Nearest Transit Stop:** Route 018; Stop ID #1189
-
- #2: **When:** Tuesday, April 29 from 6 p.m. – 7:30 p.m.
 - **Where:** The Minnis Community Center Gymnasium at 12520 NE 36th Street, OKC, OK 73084
 - **Nearest Transit Stop:** Route 019; Stop ID #2463

Note: City Council and Board Members may attend Community Meetings as members of the public but will not be conducting business of COTPA

Public Hearing:

- **When:** Friday, May 2; 9 a.m.
- **Where:** City Council Chambers at 200 N. Walker Ave.
- **Nearest Transit Stop:** Routes 009, 012, 013, 014, 016, 040; Stop ID #1656

How to Comment:

The COTPA Board of Trustees encourages public comments on the day of the Community Meetings, the day of the Public Hearing, or in writing. Comments will be received through May 1, 2025. Those sending comments should include their name, address, email, and phone number.

- **Online:** Fill out the [official comment form](#)
- **Email:** Send comments to embarkok@okc.gov
- **Mail:** EMBARK, Attn: Proposed Service Changes Route 019 & 024, 2000 S May Ave, OKC, OK 73108
- **Phone:** Call 405-235-7433

If you want to speak at the Public Hearing on May 2, register in advance by calling contact Greg Singleton, Community Engagement Representative, at *405-297-3490 (TDD 711) at least **48 hours before the meeting** (excluding weekends and holidays). If you don't pre-register, you can sign up before the meeting starts and speak after registered participants.

APPENDIX B

Meeting Materials

CITY COUNCIL MEETING PUBLIC HEARING AGENDA

APRIL 29, 202



The City of OKLAHOMA CITY FORMAL AGENDA

City Council

8:30 AM April 29, 2025

David Holt, Mayor

Council Members:

Bradley Carter.....Ward 1
James Cooper.....Ward 2
Katrina Avers.....Ward 3
Todd Stone.....Ward 4
Matt Hinkle.....Ward 5
JoBeth Hamon.....Ward 6
Camal Pennington.....Ward 7
Mark K. Stonecipher.....Ward 8

Craig Freeman, City Manager
Amy K. Simpson, City Clerk
Kenneth Jordan, Municipal Counselor

200 N. Walker • 3rd Floor • Council Chamber

INFORMATION ABOUT CITY COUNCIL MEETINGS

COUNCIL SCHEDULE: The City Council generally holds its regular meetings every other Tuesday at 8:30 a.m. in City Hall, throughout the year. Starting in February and continuing through June, there will also typically be additional meetings scheduled for the primary purpose of discussing the City's annual budget. From time to time, special meetings may also be scheduled, following all legal requirements for calling such meetings.

PARKING: Free parking for those attending City Council meetings is available at the Sheridan / Walker Garage (501 West Sheridan Avenue). To receive free parking, tickets from the garage must be validated in the reception area outside the Mayor's and City Manager's offices.

ACCOMMODATIONS: It is the policy of the City to ensure that communications with participants and members of the public with disabilities are as effective as communications with others. Anyone with a disability who requires an accommodation, a modification of policies or procedures, or an auxiliary aid or service in order to participate in this meeting should contact the ADA department coordinator at (405) 297-2396 as soon as possible and not later than 48 hours (not including weekends or holidays) before the scheduled meeting. The ADA department coordinator will give primary consideration to the choice of auxiliary aid or service requested by the individual with disability. If you need an alternate format of the agenda or any information provided at said meeting, please contact the ADA department coordinator listed above at least 48 hours prior to the scheduled meeting.

ADDRESSING THE COUNCIL: Residents may address the City Council on certain items by signing up to speak using a "Request to be Heard" form provided just outside the Council Chamber. On the form, those wishing to speak must provide their name and address, the number of the agenda item, and the purpose of their remarks (example: "Oppose the item"). Please write your name legibly, as the presiding officer will use this form to call your name when it is your turn to speak. Upon filling out a form, please return it to the City Council Offices at the north end of the hall.

PLEASE LIMIT YOUR COMMENTS TO THREE (3) MINUTES. You will be verbally warned by the City Clerk when you have 30 seconds remaining. The presiding officer will verbally ask you to conclude your remarks after three minutes have expired. Continuing to speak after being asked to stop shall constitute grounds for removal from the Council Chamber.

All comments must be relevant to the item at hand. If a person commits any disorderly or disruptive behavior, the presiding officer may prohibit that person from addressing the Council, or have that person removed from the Council Chamber. Disorderly conduct includes, but is not limited to, any of the following: speaking without being recognized by the presiding officer; continuing to speak after notice that the speaker's allotted time has expired; presenting comments or material not relevant to the item under consideration; failing to comply with the instructions of the presiding officer; or engaging in other conduct, activity or speech that delays the meeting. Pursuant to 21 O.S. §280, disruptive conduct includes any conduct that is "violent, threatening, abusive, obscene, or that jeopardizes the safety of self or others." A person may also be subject to arrest and removal from City Hall for violation of Oklahoma City Municipal Code 2020, § 30-81 – Disorderly conduct and/or violation of Oklahoma Statute Title 21, §280- Willfully Disturbing, Interfering With or Disrupting State Business, Agency Operations or Employees.

Residents may not address the City Council regarding items from the "Office of the Mayor," "Items from Council" or "City Manager Reports" sections of the agenda, unless the item is listed for a vote or a Councilmember asks for a resident to make comments. Residents may also address the Council on individual concerns not listed on the agenda by signing up to speak under the "Citizens to be Heard" item, which appears at the end of the agenda. Declared candidates for a position on the City Council may not speak regarding their candidacy, nor may any speaker campaign in favor of or against an item that has already been placed on a ballot for consideration by the voters of Oklahoma City.

COUNCIL ACTIONS: Official action can be taken only on items which appear on the agenda. Generally, in taking action on any listed agenda item, the Council may adopt, approve, ratify, deny, defer, recommend, accept, amend, strike, table, continue, or take any other action provided for in the Council's adopted rules. One exception to this pertains to items with statutory requirements for notice or action, such as applications for rezoning, which must be introduced and heard before other actions can be taken.

CONSENT DOCKET: Items listed under "Consent Docket" are usually approved as a group with the proper motion from a member of Council. Members of Council may request discussion or separate action on any item on the Consent Docket.

TELEVISION AND YOUTUBE COVERAGE: Residents can watch the City Council meeting live by going to <http://youtube.com/cityofokc/live>. City Council meetings can also be watched live on Cox Cable Channel 20. Meetings are replayed on Cox Cable Channel 20 Tuesday evening starting at 6:30 p.m. and 12:30 p.m. Sunday following the meeting. If there are technical difficulties with either live stream during the meeting, a video will be posted as soon as possible after the meeting.

THE CITY OF OKLAHOMA CITY
FORMAL AGENDA
CITY COUNCIL
APRIL 29, 2025

- I. Invocation and Pledge of Allegiance
- II. Call to Order
- III. From the Office of the Mayor
 - A. Swearing in Ceremony for Bradley Carter, Ward 1; Katrina Bedell Avers, Ward 3; Todd Stone, Ward 4; and Camal Pennington, Ward 7.
- IV. Items for Individual Consideration
 - A. Resolution setting public hearing dates of May 13 and May 27, 2025, for budget-related presentations and public comment on the proposed annual budget for Fiscal Year 2026; and setting June 3, 2025 as the formal City Council public hearing on the proposed annual budget for Fiscal Year 2026, at which time the City Council will consider and discuss the proposed budget and may adopt the budget as proposed or amend it, reject it or defer it to a later hearing date; and directing appropriate publication.
- V. Presentations and Discussion of FY 26 Proposed Budget
 - A. Budget Overview
 - B. Public Transportation and Parking Department
 - C. Development Services Department
 - D. Parks and Recreation Department
- VI. Citizens to be Heard
- VII. Adjournment

COTPA PUBLIC HEARING AGENDA

MAY 2, 2025



MEETING AGENDA

Time: 9:00 AM
Date: May 02, 2025
Location: City Council Chamber
200 North Walker
Oklahoma City, Oklahoma

TRUSTEES:

Bernard L. Semtner, III,
Chairperson
Meg McElhaneey, Vice Chairperson
Robert Ruiz
James Cooper
Brent Bryant
Vacant
David Holt
Bailey Siber, Surrogate Trustee
Craig Freeman, City Manager
Jason Ferbrache, Surrogate
Trustee

COTPA Office, 2000 S. May Ave., Oklahoma City, Oklahoma 73108

Participant Instructions

The Central Oklahoma Transit and Parking Authority (COTPA) meets the first Friday of the month at 9:00 a.m. in City Hall unless prior notice of a change is posted. Parking is available at the Sheridan-Walker Parking Garage (501 West Sheridan) and the Arts District Garage (431 W. Main).

It is the policy of the City to ensure that communications with participants and members of the public with disabilities are as effective as communications with others. Anyone with a disability who requires an accommodation, a modification of policies or procedures, or an auxiliary aid or service in order to participate in this meeting should contact the ADA department coordinator at (405) 297--3705 as soon as possible but not later than 48 hours (not including weekends or holidays) before the scheduled meeting. The department will give primary consideration to the choice of auxiliary aid or service requested by the individual with disability. If you need an alternate format of the agenda or any information provided at said meeting, please contact the ADA department coordinator listed above 48 hours prior to the scheduled meeting.

Addressing the Trust

Residents may address Trustees on certain items by signing up to speak and providing the agenda item number, their reason for appearing and their address, but all comments must be relevant to the item. The Chairperson or presiding trustee may in his or her discretion prohibit a person from addressing the COTPA, or have any person removed from the Council Chamber, if that person commits any disorderly or disruptive behavior. Disorderly conduct includes, but is not limited to, any of the following: speaking without being recognized by the Chairperson or presiding trustee; continuing to speak after notice that the speaker's allotted time has expired; presenting comments or material not relevant to the item under discussion; failing to comply with the lawful instructions of the Chairperson or presiding trustee; engaging in other conduct, activity or speech that delays, pursuant to 21 O.S. §280, disruptive conduct includes any conduct that is "violent, threatening, abusive, obscene, or jeopardizes the safety of self or others". A person may also be subject to arrest and removal from the Municipal Building for violation of Oklahoma City Municipal Code 2020, § 30--81 – Disorderly conduct and/or violation of Okla. Stat. tit. 21, §280- Willfully Disturbing, Interfering With or Disrupting State Business, Agency Operations or Employees.

Residents may not address the COTPA regarding items from "Items from Chairperson, "Items from Trustees" (except for items listed for a vote or if asked for comments by a Trustee). Residents may also address the COTPA on individual concerns, included on the listed exceptions, at the beginning of the agenda under "Residents to be Heard." Residents to be Heard is not provided as a forum for publicly announced or declared candidates for City public office, and they will not be allowed to speak as Residents to be Heard. Residents will not be allowed to campaign on any political issue during the meeting. Comments must concern COTPA services or policies. Please fill out a "Request to be Heard" form located outside the Chambers. Please return this form to the Trust. **PLEASE LIMIT YOUR COMMENTS TO 3 MINUTES.** Continuing to speak beyond the time allowed by the Chairperson or presiding trustee shall constitute grounds for removal from the Council Chamber. Residents who wish to be listed on the agenda for comments to COTPA call the Administrative Coordinator at (405) 297--2484 before 4 p.m. on the Tuesday prior to the next COTPA meeting. Persons so listed on the agenda for comments to COTPA are subject to the same restrictions listed above. Persons may use City computer to make presentations to COTPA only if requested to do so by the Chairperson, a Trustee, or the Administrator and the device containing the presentation is provided to the Administrative Coordinator three business days in advance.

Trust Actions

Official action can be taken only on items which appear on the agenda. The Trust may adopt, amend, approve, defer, deny, ratify, recommend, strike, or continue any agenda item. When more information is

needed to act on an item, the Trust may refer the matter to the Administrator or the Assistant Municipal Counselor. The Trust may also refer items to standing committees of the Trust or to a board or commission for additional study. Under certain circumstances, items are deferred to a specific later date or stricken from the agenda entirely.

Consent Docket/Television Coverage

Items listed under "Consent Docket" are usually approved as a group with the proper motion from a member of COTPA. Members of COTPA may request discussion or separate action on any item on the Consent Docket.

AGENDA

CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY

DATE: May 02, 2025

TIME: 9:00 AM

PLACE: City Council Chamber, 200 North Walker, Oklahoma City, Oklahoma 73102

I. CALL TO ORDER

II. ITEMS FROM THE CHAIRMAN

- A. Open the Public Hearing to receive comments on the proposed elimination of Route 019 and service reductions of Route 024.

III. RESIDENTS TO BE HEARD

IV. APPROVAL OF MINUTES

- A. Minutes of the April 4, 2025 COTPA Board Meeting

V. CONSENT DOCKET

- A. Approve Renewal No. 3 with Token Transit, Inc. (COTPA 2018-020-25), for Mobile Ticketing Technologies and Fare Inspection Apps with Beacon Technology, estimated annual cost of \$35,000, May 4, 2025 through May 3, 2026.
- B. Approve Renewal No. 2 with B&C Transit Company, Inc. (COTPA - SS25-C244100), for software, hardware, and ongoing system support for the Supervisory Control and Data Acquisition System (SCADA) services for the Oklahoma City Streetcar, estimated annual cost of \$100,000, June 1, 2025 through May 31, 2026.
- C. Approve Amendment No. 3 with Goodyear Bus Tire Lease (COTPA 20_040_25) to extend the term of Renewal No. 2 from May 1, 2024 through July 31, 2025.
- D. Approve Amendment No. 1 with McAfee and Taft, A Professional Corporation (COTPA 2020-026-25), for labor legal services to extend the term of Renewal No. 4 from March 5, 2025 to May 1, 2025.
- E. Approve Amendment No. 1 with Kutak Rock, LLP (COTPA 2020-025-25), for pension legal services, to extend the term of Renewal No. 4 from March 5, 2025 to May 1, 2025.

VI. ITEMS FOR INDIVIDUAL CONSIDERATION

- A. Adopt a Resolution authorizing the Administrator or designee to negotiate the cancellation of the Professional Services Agreement with Herzog Transit

Services, Inc. (COTPA SS24-C244103) for the Operation and Maintenance of the Oklahoma City Streetcar System.

- B. Approve the Request for Proposal for a Transit Center Feasibility Study (COTPA 25-009); and authorize the Administrator to advertise.
- C. Approve the Interlocal Agreement with the City of Edmond to establish accountability for federal grant funds that may be available for the City of Edmond's service area, estimated annual cost \$1,149,805, or as apportioned by the Federal Transit Administration, July 1, 2025 through June 30, 2030.
- D. Approve the Professional Services Agreement with McAfee & Taft, A Professional Corporation, to provide Labor Legal Services, estimated annual cost \$80,000, May 2, 2025 through May 1, 2028.
- E. Approve the Professional Services Agreement with Kutak Rock LLP, to provide Pension Legal services, estimated annual cost of \$13,000, May 2, 2025 through May 1, 2028.
- F.
 - 1. Resolution approving the Collective Bargaining Agreement with the Amalgamated Transit Union, Local 993, effective May 2, 2025 through June 30, 2025;
 - AND/OR
 - 2. Enter into Executive Session to discuss the Collective Bargaining Agreement with Amalgamated Transit Union, Local 993, as authorized by 25 O.S (2024) 307 (B)(2).
- G.
 - 1. Resolution authorizing and directing the Municipal Counselor to prepare and file any and all necessary paperwork to effectuate settlement on behalf of the Central Oklahoma Transportation and Parking Authority without admitting liability in the claim of Crystal Velez;
 - AND/OR
 - 2. Enter into executive session on advice of the Municipal Counselor to receive confidential communications from its attorney concerning the above claims as authorized by 25 O.S. (2024 Supp.) §307 (B)(4), because disclosure would seriously impair the ability of the public body to deal with the pending claims in the public interest.
- H.
 - 1. Resolution authorizing and directing the Municipal Counselor to prepare and file any and all necessary paperwork to effectuate settlement on behalf of the Central Oklahoma Transportation and Parking Authority without admitting liability in the claim of Miracle Parks;
 - AND/OR
 - 2. Enter into executive session on advice of the Municipal Counselor to receive confidential communications from its attorney concerning the above claims as authorized by 25 O.S. (2024 Supp.) §307 (B)(4), because disclosure would seriously impair the ability of the public body to deal with the pending claims in the public interest.

VII. RATIFICATION OF CLAIMS AND PAYROLL

- A. Ratification of Payroll and Vendor Claims for the Period March 1 through

March 31, 2025

- B. Ratification of Payroll and Vendor Claims for the Period April 1 through April 22, 2025

VIII. RECEIVE FINANCIAL REPORTS

- A. COTPA Schedules of Revenues and Expenditures – Budget to Actual for the month ended February 28, 2025
- B. COTPA Schedules of Revenues and Expenditures – Budget to Actual for the month ended March 31, 2025

IX. RECEIVE PROGRAM REPORTS

- A. Presentation of the Mobility Management Services Report
- B. Receive Program Report for April
- C. Receive Program Report for May

X. ITEMS FROM TRUSTEES

XI. ADJOURNMENT

COMMUNITY MEETINGS PRESENTATION

EMBARK



Proposed Route 19 and 24 Service Changes

Jesse Rush | April 24, 2025

Route 19 Overview

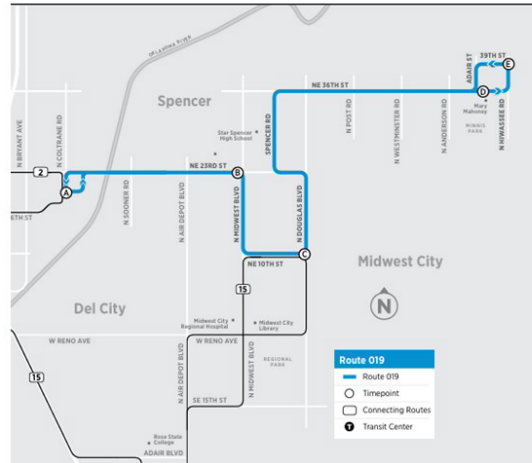
- Provides hourly (60 Minutes) service on weekdays, primarily serving eastern Oklahoma County
- Oklahoma County covered half the operational cost for route 19 during the past 28-years.
 - \$115,941 for FY24
- SB 1931 limited the county's ability to fund their portion of operational cost for route 19 in FY25
- EMBARK funded the entire operational cost in FY25



Route 19 Performance

- **12,051 annual trips** (lowest of all routes)
 - 106,639 average system wide per route
- **46 average daily** (lowest of all routes)
 - 439 average system wide per route
- **4.18 Riders Per Service Hour** (lowest of all routes)
 - 12.81 average system wide per route

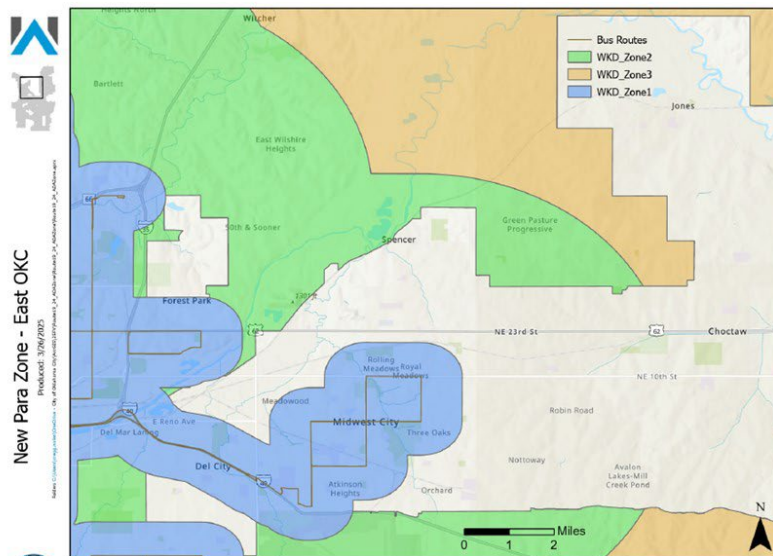
FY24 Data



Route 19 Proposal

- Due to Oklahoma County's inability to provide financial support for route 19
- Low Ridership and budget constraints
- The elimination of route 19 is included in EMBARK's FY26 budget submission

Proposed EMBARK Plus Service Map



Senior Transportation Services (60+)



DAILY MEAL SITES

- Monday thru Friday
- Serves ten locations



WEEKLY SHOPPING

- Monday thru Friday
- Twenty One shopping routes



MEDICAL / OTHER

- Round Trip
- Door to Door
- On demand service

**Funded through the Older Americans Act
in partnership with the Areawide Aging
Agency**

Other Mobility Services

Food Box Deliveries



Share-A-Fare



Crime Victims Transport



mobilitymanagement@okc.gov
405-235-RIDE (7433)
www.EMBARKok.com

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Route 24 Overview

- Route 024 is a commuter express route providing service between Oklahoma City and Norman
- Currently, the route provides 2 hour frequency running weekdays from 5 am to 7 pm
- OKC Moves redesigned the route in fall 2023, streamlining it to improve travel time and on-time performance

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Route 24

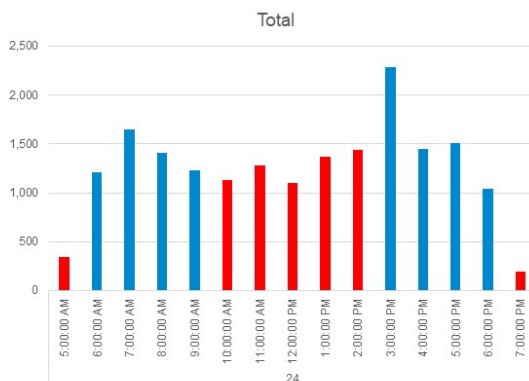
- **19,270 annual trips** (2nd lowest of all routes)
 - 106,639 average system wide per route
- **74 average daily** (2nd lowest of all routes)
 - 439 average system wide per route
- **4.97 Riders Per Service Hour** (2nd lowest of all routes)
 - 12.81 average system wide per route

FY 24 Data



Route 24 Proposal

Route 24 Ridership – Time of Day FY24



FY26 Service Changes

- Ridership has remained flat after the route redesign.
- The FY26 budget plans to cut annual revenue hours by 50%, while still providing service during peak hours.
 - 06:00am – 09:00am
 - 03:00pm – 06:00pm
- Route 24 is a commuter route and removing mid-day service minimizes the impact on our customers

Route 24 Proposal Trips for Removal

Inbound to OKC Transit Center

10:53 a.m. – 11:45 a.m.

12:53 p.m. – 1:45 p.m.

2:53 p.m. – 3:45 pm

Outbound to Norman Transit Center

9:50 a.m. – 10:47 a.m.

11:50 a.m. – 12:47 p.m.

1:50 p.m. – 2:47 p.m.

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Public Engagement

Scan QR Code to leave
public comments on Route
019 and 024 service
changes.



Public Engagement Meeting

Additional PRE-PUBLIC HEARING COMMUNITY MEETING

Tuesday, April 29, 2025 - 6 p.m. – 7:30 p.m.

Minnus Lakeview Community Center Gymnasium

12520 NE 36th Street, OKC

Nearest Transit Stop: Route 019; Stop ID #2463

PUBLIC HEARING

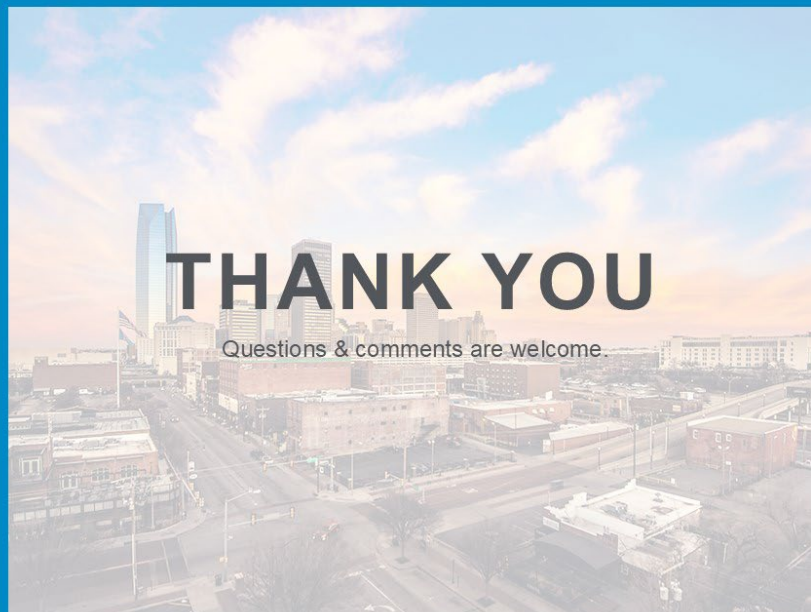
Friday, May 2 - 9 a.m.

City Council Chambers

200 N. Walker Ave.

Nearest Transit Stop: Routes 009, 012, 013, 014, 016, 040; Stop ID #1656

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PUBLIC MEETINGS PRESENTATION

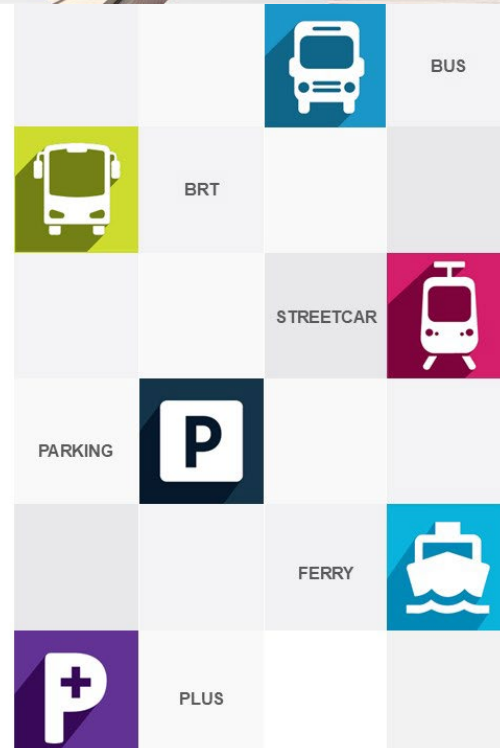
Proposed
FY26 BUDGET
PUBLIC TRANSPORTATION & PARKING
April 29, 2025 | Jesse Rush, Director



Who We Are

City Department and A Public Trust

The Central Oklahoma Transportation and Parking Authority (COTPA) is a public trust administered by the City of Oklahoma City, is responsible for providing downtown parking alternatives and safe, efficient and convenient public transportation to the citizens of the greater Oklahoma City metropolitan area.





EMBARK
 — will be —
world-class
transportation
 — that is —
accessible
 to all, and all
 want to access it.



CREATE A GREAT PLACE TO WORK

ENHANCE THE STATUS, USE, AND
UNDERSTANDING OF OUR SERVICES

PRESERVE THE CONFIDENCE OF
THE BOARD AND CITY

THE
ROADMAP



CREATE A GREAT PLACE TO WORK

THE ROADMAP

EMBARK'S Employee-Driven Transformation Plan

The Roadmap

A Journey to World-class



HAPPY 5th ANNIVERSARY

November 16, 2025

THE ROADMAP
EMBARK'S Employee-Driven Transformation Plan



3,500 Storytellers
72 Legends of the Quarter
3 Legends of the Year



Culture Compass



Mission

To elevate the voices of EMBARK team members and provide development and connection opportunities.

Increased Gauge Survey participation by nearly 200%.

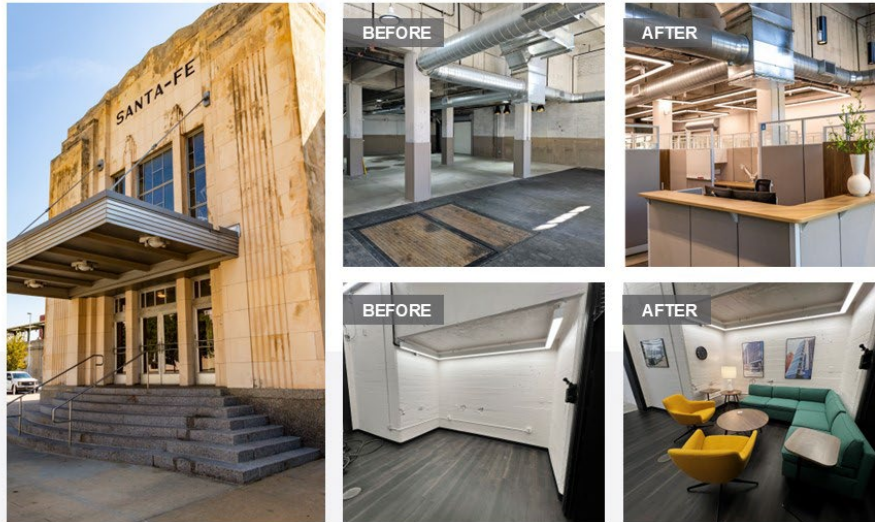
Collaborating with ELT to implement the Gauge Action Plan, addressing safety concerns from the survey.

New safety barriers on buses
Added security on select routes



Facilities

Santa Fe Move-in



9

Facilities

Headquarters Remodel





ENHANCE THE STATUS, USE, AND UNDERSTANDING OF OUR SERVICES

THE
ROADMAP

EMBARC'S Employee-Driven Transformation Plan

First American Museum Landing



Service expected Summer 2025.
Service schedule in development.
Project partners include:
The City of Oklahoma City and the
American Indian Cultural Center Land
Development



MAPS 4 BRT Service



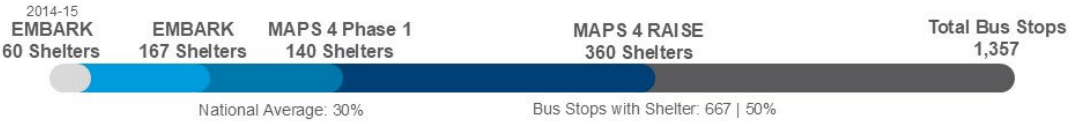
- Mobility & Connectivity**
 Increase regional transportation choices by connecting activity centers with high-capacity transit that is fast and reliable.
- Equity & Accessibility**
 Implement a safe and accessible system for all people that creates a community with options.
- Economic & Workforce Development**
 Develop a transit system that inspires economic development to promote growth in the region and national competitiveness.
- Sustainability & Viability**
 Provide a cost-effective sustainable system that invests resources responsibly.

13

MAPS 4 Bus Shelters



- All stops will be ADA-accessible.
- Shelters will include:
 - Security lighting
 - Trash receptacles
 - Bike racks



Winter Weather

Non-stop Service, Year-round



15

EMBARK Event Service

Home Thunder Game Days

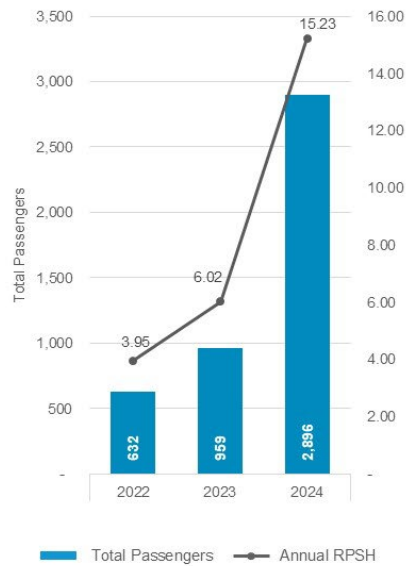


Streetcar Total Ridership: **2,692** RAPID Total Ridership: **6,317**
Average Combined Daily Ridership: **215** Total Combined Ridership: **9,009**

16

EMBARC Express Service

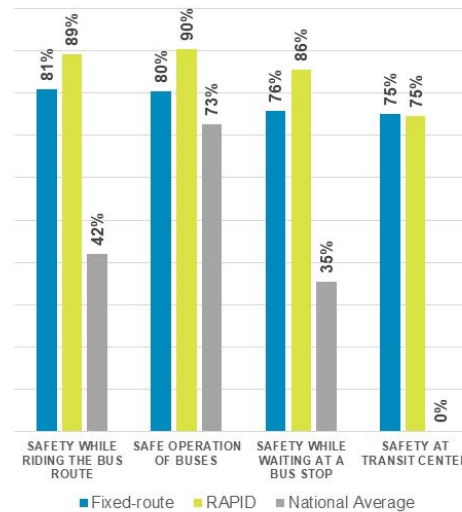
Women's College World Series



17

What People are Saying

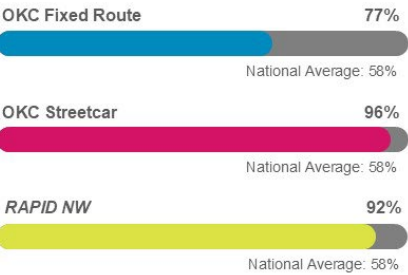
Customer Safety



On-Board Customer Survey, August 2024, ETC Institute

What People are Saying

Overall Satisfaction



"It's clear from the results that EMBARK's recent transit improvements like the addition of RAPID NW and the update of all route schedules via OKC Move's made a positive impact on customer satisfaction," Chris Tatham, ETC Institute Chief Executive Officer said. "Oklahoma City should be proud of its evolving public transportation system and the dedication to continuous improvement and investment by its community and leaders."

On-Board Customer Survey, August 2024, ETC Institute

Human Services

Essential Mobility Services & Partnerships








*



*FY25 = April, May, June Estimated

Ridership Summary



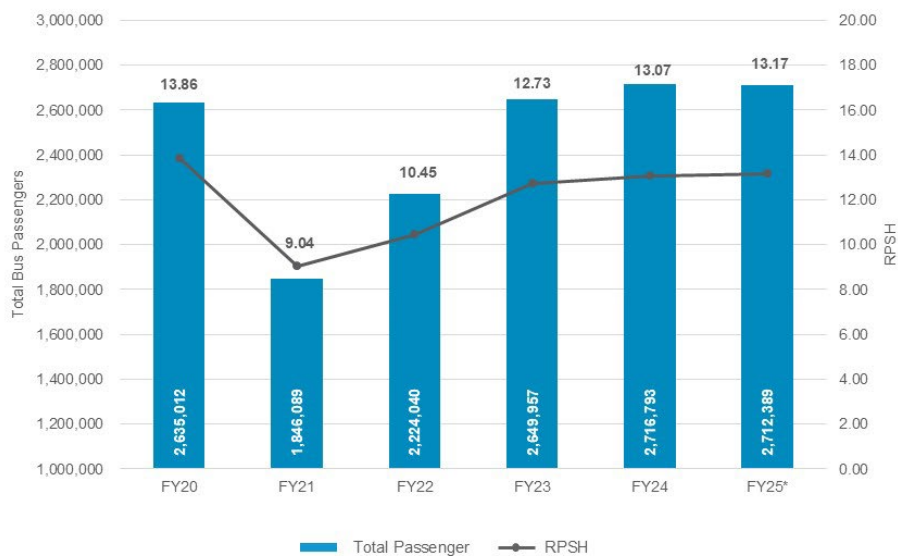
	BUS/RAPID	STREETCAR	FERRY	PLUS	MOBILITY MANAGEMENT
					
FY 25 Ridership	3,144,993*	288,517*	9,559*	50,483*	142,069*
FY 24 Ridership	2,955,456	234,594	8,698	46,755	137,310
YOY % Change	▲ 6.4%	▲ 23.0%	▲ 9.9%	▲ 8.0%	▲ 3.5%

*FY25 = April, May, June Estimated

Total Bus Ridership



Total Bus Passengers vs. # of Riders Per Service Hour (RPSH)

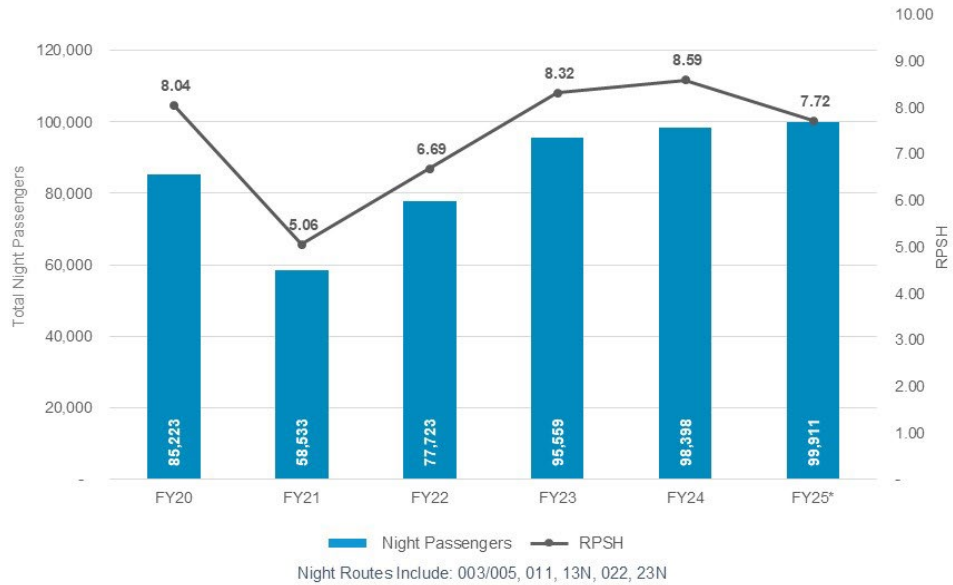


*FY25 = April, May, June Estimated

Night Bus Ridership



Total Night Passengers vs. # of Riders Per Service Hour (RPSH)

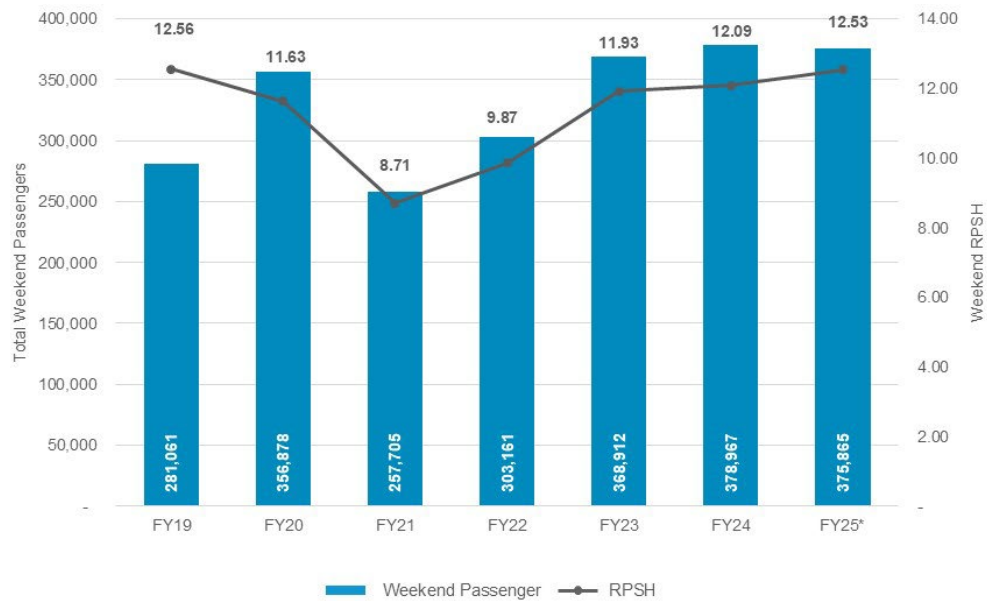


*FY25 = April, May, June Estimated

Weekend Bus Ridership



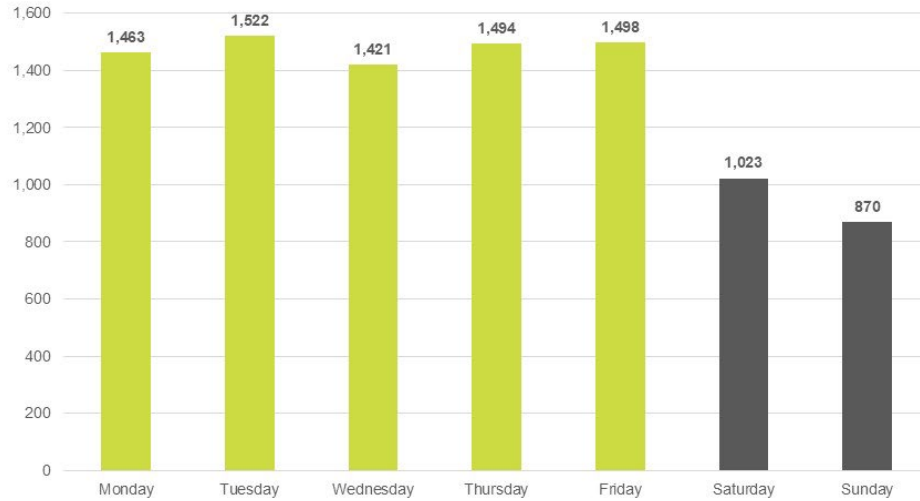
Total Weekend Passengers vs. # of Riders Per Service Hour (RPSH)



*FY25 = April, May, June Estimated

RAPID NW Average Daily Ridership

July '24 – Feb '25



Average Weekday Ridership for FY25 was 1,480 through March 2025
Average Weekend Ridership for FY25 was 946 through March 2025

RAPID NW Monthly Ridership

Total Monthly Passengers vs. # of Riders Per Service Hour (RPSH)

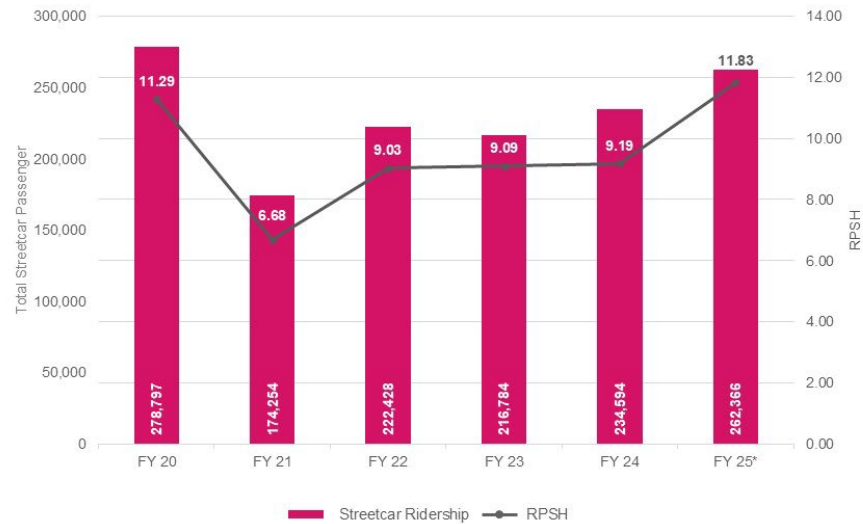


26

Streetcar Ridership



Total Streetcar Passengers vs. # of Riders Per Service Hour (RPSH)



*FY25 = April, May, June Estimated

ADA & Senior Transportation



Ridership & Programs

Annual ADA Paratransit Ridership



Annual Mobility & Senior Services Ridership



*FY25 = April, May, June Estimated

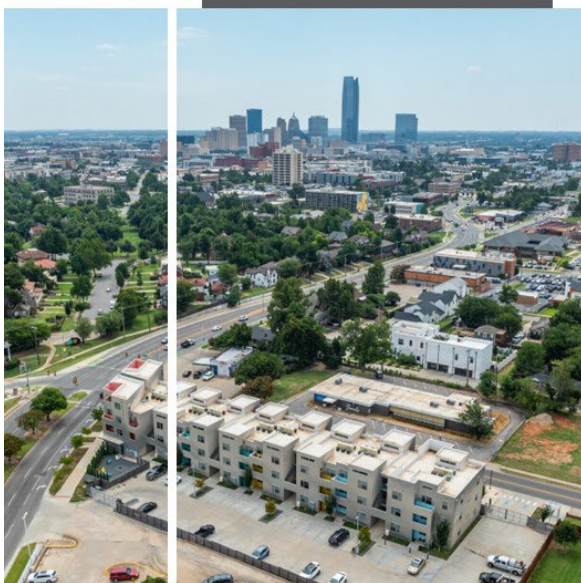


PRESERVE THE CONFIDENCE OF THE BOARD AND CITY

THE
ROADMAP

EMBARK'S Employee-Driven Transformation Plan

Competitive Grants Awarded



Transit-Oriented Development \$975,000

Boosts Classen Blvd development and eases pedestrian and cyclist access to *RAPID* NW

RAISE \$19,511,000

Funds right-of-way acquisition for 360 bus stops.

Installs 10 miles of ADA sidewalks, ramps, and signals.

Parking

On-Street



1,531
On-Street Spaces



31

Maps 4 Long Range Transit Plan



Project Leads



Operating Partners



Government Partners



Transit Center Feasibility Study



Project Budget

Downtown Transit Center - Feasibility
Study Funding Source

RAISE Funds: \$1,360,000

Non-Federal Funds: \$340,000

Total: \$1,700,000



Budget Book

Pages C-147 thru C-156

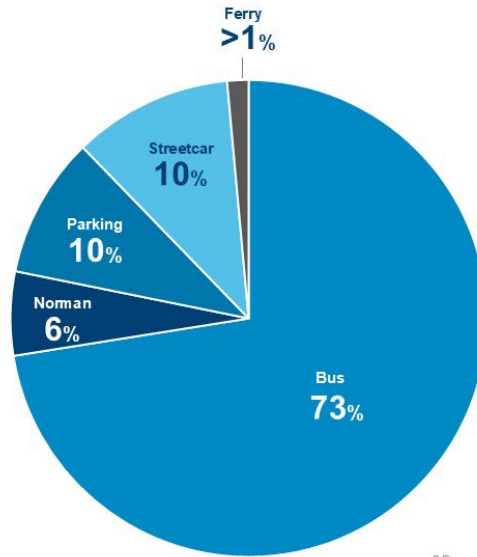


FY26 COTPA Budget

Proposed Combined Operating



■ Bus*	\$ 49,092,984
■ Norman	\$ 4,061,893
■ Parking	\$ 6,322,524
■ Streetcar	\$ 6,736,783
■ Ferry	\$ 1,008,026
	<hr/>
	\$ 67,222,210



*Bus includes Paratransit and BRT

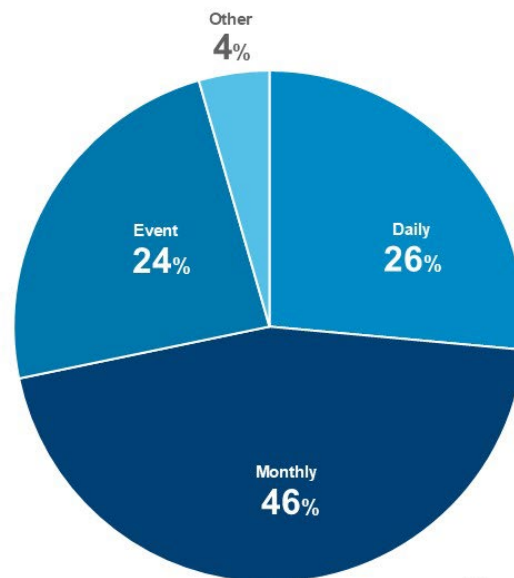
35

Funding Sources

Off-Street Parking



■ Daily	\$ 1,663,347
■ Monthly	\$ 2,927,858
■ Event	\$ 1,502,455
■ Other	\$ 228,864
	<hr/>
	\$ 6,322,524



36

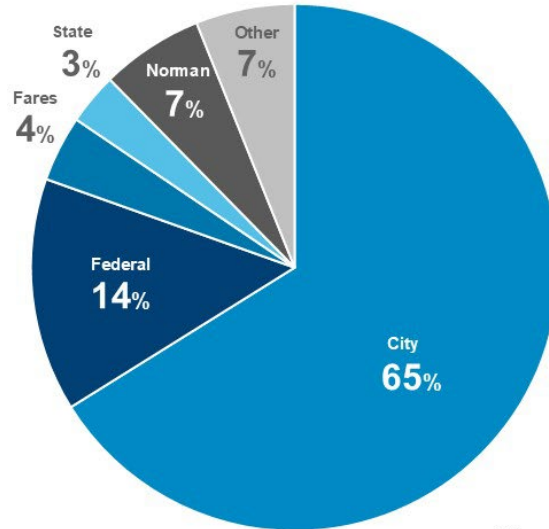
Funding Sources



Public Transportation

Bus, Paratransit, Ferry, Streetcar, and BRT

■ City	\$	39,453,908
■ Federal	\$	8,627,405
■ Fares	\$	2,257,881
■ State	\$	1,900,000
■ Norman	\$	4,061,893
■ Other	\$	4,598,598
	\$	60,899,685



37

Percent of Change



	Adopted FY 2025	Proposed FY 2026	% Change
Total Budget	\$ 66,486,630	\$ 67,222,210	(+) 1%
Bus*	\$ 48,229,062	\$ 49,092,984	(+) 2%
Streetcar	\$ 7,188,713	\$ 6,736,783	(-) 6%
Parking	\$ 6,315,028	\$ 6,322,524	(+) 0.1%
Ferry	\$ 966,923	\$ 1,008,026	(+) 4%
Norman	\$ 3,786,904	\$ 4,061,893	(+) 7%
General Fund	\$ 42,074,118	\$ 41,791,361	(-) 1%

*Bus includes Paratransit and BRT

38

Major Budget Changes

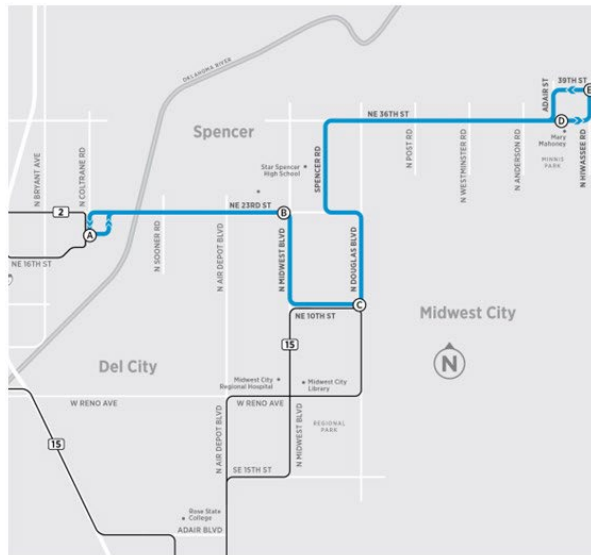


Changes in personnel related costs such as salaries, merit increases, retirement, health insurance, and other benefits.	\$1,485,384
Assumes operation and management of the OKC Streetcar in place of third-party vendor while maintaining same service level.	(\$1,307,938)
Eliminate Route 019 serving OK County to meet budget reduction requirement.	(\$252,588)
Reduction of Route 024 OKC-Norman Express service to meet budget reduction requirement.	(\$132,914)
Increases funding for utility cost allocated to public transportation and parking	\$634,002
Increases funding for labor, supplies, repairs, and capital expenditures for the Bus Shelter Management program.	\$162,556
Reduces IT, Finance, and Marketing expenses to meet budget reduction requirement.	(\$147,535)

39



Route 019 Performance



12,051 Annual Trips
 106,639 average system-wide per route

46 Average Daily
 439 average system-wide per route

4.18 Riders Per Service Hour
 12.81 average system-wide per route

Lowest of all routes in each category.

FY24 Data



Comment Card

Please use the space below to write your comment or question

Please Write Your Comment Below
 Please Print Clearly

..... Please Provide Your Information Below

Full Name _____ E-mail _____
 Address _____ Phone _____

If we were not able to answer your question during the session, please provide us with your email address for a response to your question.

APPENDIX C

Public Comments Received (43)
As of 05/02/25

ROUTES 019/024 SERVICE CHANGES COMMUNITY FEEDBACK

Laurel Mauldin – 04/10/25

Individuals in Spencer, OK already have a disadvantage of receiving healthy food, proper medical care and access to community programs such as libraries, financial literacy, etc. removing this bus route will cause a greater disadvantage to tax paying citizens in this city. The bus route 19 and 24 should not be removed as it will create a greater disadvantage for the community.

Jennifer Sword – 04/16/25

Dear EMBARK and COTPA Board, My name is Jennifer Sword and I'm a mental health professional working directly with individuals in Oklahoma City who are low-income, many of whom are navigating complex mental health challenges. I help people access the support they need to stay housed, stay employed, and stay connected. Reliable public transportation is often the key that makes all of that possible. As someone who works directly with individuals who are low-income and living with mental health challenges in Oklahoma City, I want to express my deep concern about the proposed elimination of Route 019 and the reduction of Route 024. I see every day how important these routes are for my clients and their families and friends who rely on public transportation to access essential services and opportunities. Route 019 serves the Spencer and Midwest City area, including important community anchors like Mary Mahoney Memorial Health Center, Star Spencer High School, and local shopping options like Walmart. Many of the people I work with in northeast Oklahoma County use this route to get to health care appointments, pick up medication, and access groceries. For many of them, removing this route would mean losing the only viable way to manage their health and daily needs. Route 024 connects Norman residents to downtown OKC and the OU Health Sciences Center, providing vital service for students, commuters, and individuals attending appointments or accessing care downtown. It's especially important for people who work downtown but live in Norman where affordable housing is more accessible. Cutting these routes would leave entire pockets of our city behind, especially communities that are already underserved. These are not just bus lines, they are lifelines. Instead of eliminating them, I hope EMBARK will consider alternatives like restructuring, improving frequency, or increasing outreach to boost awareness and ridership. Transit is about equity, access, and keeping our city connected & not just ridership numbers. Thank you for taking the time to read my comment and for all you do to support Oklahoma City's public transit system. With thanks, Jen Sword LPC- Candidate

Raianna Pool – 04/17/25

Route 19 gets me to work and back home! We need route 19! #KeepRoute19!!!

LeShell Nichols – 04/17/25

I wish it (Route 19) ran more like the other buses.

Richard Simms – 04/17/25

I use this route (Route 19) to help other people in my community. This transportation is very much needed here!

Samuel Mitchell – 04/17/25

Keep this route (Route 19). I need it for work.

Jacob White – 04/17/25

I need this route (Route 19) to get to work and for other needs.

Sam Mitchell – 04/17/25

We need this bus (Route 19). No other way to make it to the city.

Mary Katherine Long – 04/23/25

Thank you for accepting my comments. I have noted that there are some changes pending for Route 24 Norman Express. I understand that changes will need to be made as all of us enter what will probably be difficult budgeting times. I have been riding the 24 bus for about a year. I have been a commuter to OKC from Norman for 25 years and have ridden this bus in various iterations during this time. For the last year I have been a regular rider and am on this bus 3-4 days a week. I have met several people who ride this bus to the VA, Children's Hospital, OU Health Center and to their jobs. I believe that doing away with all of the midway routes will have a very negative impact on people's ability to work and attend medical appointments. I respectfully request that Embark consider keeping one trip up and one trip back during the middle of the day. Thank you Mary Katherine Long

Charmin Williams – 04/23/25

This letter is an Advocacy Letter on behalf of the City of Spencer, Oklahoma in response to the proposed elimination of Bus Route 19 and Bus Route 24 that services the Spencer and Midwest City Areas.

Requests:

As the City Of Spencer addresses this issue it is imperative that we have access to the following information to make sure we advocate for an alternative solution that is beneficial to our most vulnerable citizens who rely on public transportation as a part of their livelihood as well as maintain a state, county, and local cost-control response in providing a feasible alternative to said services.

1. Current Usage Report for Bus Route 19 and Bus Route 24 in comparison to other routes within the metropolitan area
2. Current and Proposed budgets that include: **a)** the budget with the current Bus Route 19 and Bus Route 24, **b)** proposed budget that includes the elimination of Bus Route 19 and Bus Route 24 and **c)** proposed budget that includes an alternative micro-transit option for Bus Route 19 and Bus Route 24
3. Actual Cost report for current usage for Bus Route 19 and Bus Route 24
4. **Feasibility Study** that would show possible savings if the transit alternative, ***Micro-Transit***, were available and active for Bus Route 19 and Bus Route 24

Desired Outcomes:

1. Current Statistical Data that supports the need to eliminate Bus Route 19 and Bus Route 24
2. **Adequate and Improved Bus Transit Options** to replace Bus Routes 19 and Route 24 should they be eliminated

Steven Brinkley – 04/23/25

My request/proposal for Route 24 Changes (due to monetary restrictions) would be to have two (2) Morning runs approx. 1 ½ hours apart to have passengers 2 opportunities to get to work in OKC during morning rush hour, and likewise – two (2) Afternoon runs approx. 1 ½ hours apart returning from OKC before/during rush hour traffic. If one run in the morning didn't arrive or missed the passengers, a 2nd would be available to avoid missing the entire day of work. Likewise, if one run in the afternoon failed to arrive, a 2nd run would prevent passengers from being stranded in OKC in the evening.

My understanding is that Embark is considering eliminating mid-day runs on Route 24. That will limit the ability of passengers to get to and from OKC, probably hurting the poor and homeless more than most. It leaves passengers without an ability to return before the return route to Norman in the events of dangerous weather or personal emergencies.

I have been riding as a passenger on Route 24 continuously for 19 years, since 2006. I've seen the buses back in 2008 completely full during post-Katrina gas price hikes. I work at the Municipal Counselor's Office/Criminal Justice Division at the Municipal Court building. Like most, I REALLY need to get to work! On occasion, I have been stranded when the bus fails to follow the route and fails to pick up passengers, or simply does not arrive at all. Having at least 2 early morning runs and likewise 2 afternoon runs would offer some assurance of being able to get to work in OKC and to get back to Norman without being stranded. I have also missed the last run on occasion, taking Route 40 south to near Moore & arranging transportation back to Norman.

I urged having 2 close in time runs AM & PM when the route was changing to every 2 hours approx. 2 years ago. I attended the meeting then at Embark, voicing my opinion. Then, I felt the decision had already been made for a run every 2 hours. Now, with the budget tight, I again urge at least 2 routes in the morning and afternoons.

If mid-day runs are eliminated, so be it. If one mid-day run could be scheduled, it would assist making Route 24 more useful to many of the riders, especially the poor.

I plan to try to attend the meeting this Thursday evening. I have a conflict in early May, and cannot attend the meeting at City Hall.

R T – 04/23/25

Why are you guys trying to eliminate route 19? That is the only bus route and no other bus route in that area. That would leave people in that area stranded. I noticed you have improved and accommodated routes and different areas. Such as frequent stops, Express routes.

John Johnson – 04/23/25

Will both early morning runs continue (5:50 and 7:50)? There is a rumor you will only have the 7:50 run from OKC to Norman.

Spencer Onco – 04/24/25

Dear Sirs: I am writing this text in response to the proposed changes in the daily Embark bus routes for the Norman bus 24, or Sooner Express route. I live in Norman and use the midday Embark bus 24 route, for business, that I take care of in Oklahoma City, on a regular basis. I generally catch the current 10:50 a.m. inbound bus, from Norman to downtown Oklahoma City. After I have completed my business in Oklahoma City, I generally catch either the outbound 1:50 p.m. or the 3:50 p.m. bus, from Oklahoma City to Norman, depending on my schedule. The elimination of the midday bus 24 routes would place a hardship on me because I do not have the adequate transportation, to travel between Norman and Oklahoma City on a regular basis. I believe that the midday routes for the Norman bus 24 are very essential for the people, like me, who need to travel, during the business hours, between Oklahoma City and Norman and should be kept in service. Thank you.

Amber Morris – 04/26/25

I understand that the ridership numbers are down. BUT, as a driver I know these people still need to get where they're going.

Kyler Smith – 04/28/25

As someone who has personal experience with route 024, I would say that this route is ineditably valuable for both OKC and Norman. Until RTA commuter rail service begins, this is the only way to get back and forth to Norman throughout the day without a car. This service allowed me to take a morning class in 2023 and make it back to OKC in time to work in the afternoon, but eliminating midday service will make this impossible in the future without a car. I understand that budget constraints require service cuts, however it is genuinely pathetic that our public transit budget isn't 10x its current amount. Transit is a wealth multiplier, and every dollar spent on it returns multiple dollars in economic activity within the city. I understand that, at this current moment, you have no control over that budget. But just know that as you're cutting transit service, you're making life worse for your constituents. Do what you can in the future to support the expansion of transit service rather than its elimination.

Oklahoma Alliance for Public Transportation -- 04/24/25

SUMMARY: EMBARK has proposed total elimination of the Spencer Route 19, as well as reduction in service for its Norman

Route 24, most recently discussed at the COPTA Board meeting on April 4, 2025. This meeting approved a required public

comment session on these issues slated for April 24, 2025, which will take place at 36th and N. Lincoln Boulevard. In addition,

EMBARK has (principally in its most recent *OKC Moves* plan) proposed potential changes to Route 15 serving Midwest City.

Issues concerning Routes 19 and 15 are interrelated and should be addressed in a comprehensive manner. Issues

concerning Route 24 are of a qualitatively different nature, and should not be consolidated for public comment in the same

forum as Route 19. The structure and location of the April 24 public comment meeting significantly limits meaningful

community participation. Furthermore, if Route 19 is to be eliminated, the City of Oklahoma City should commit to mitigation

measures in order to alleviate the impact of the elimination of these necessary transit resources, with enough advance lead

time to avoid disruption in necessary transit for Route 19 stakeholders.

COMMENT: The Oklahoma Alliance for Public Transportation, Inc. ("APT") is a nonprofit involved in public transportation

advocacy in central Oklahoma. APT has followed the plans for Route 19 elimination and Route 15 redesign and convened

three Workgroup meetings of stakeholders, as well as followed the proposed reduction in service for Route 24. It offers the

following commentary, approved by its Board and general membership in its last two general meetings.

(1) EMBARK's Title VI civil rights input seems inadequate in this situation. The structure and location of the April 24 public comment

meeting significantly limits meaningful community participation. It requires stakeholders to take three different bus routes to reach the

meeting location (near Lincoln and 36th) . Furthermore, since the meeting is being scheduled at 6:30 PM, there is no bus service available

for the return trip. This specifically excludes the most affected communities from participation in this public comment meeting.

(2) In fairness to Route 15/19 stakeholders and those affected by Title VI concerns surrounding the proposed change, EMBARK

should, at a minimum, provide a satellite location in the Spencer area linked to the 36th/lincoln location by Zoom or other technology, in

order to provide a fairer opportunity for people in the affected area to participate conveniently and make comments during the April 24th

meeting.

(3) Given the timeframe involved, such meeting should be postponed until such meeting and satellite services can be adequately

arranged and promoted.

(4) Before any public comment meeting, EMBARK should publicly release any federally-required Title VI civil rights analysis. "Major

service changes" require such Title VI analysis.

(5) Elimination unjustly leaves a public housing project (the Fred Factory Garden Apartments) as well as the Mary Mahoney Health

Center (both in OKC Ward 7) unserved by any bus route.

(6) Route 15 through Midwest City runs only every 80 minutes. Route 19 through Spencer runs only every 60 minutes. Every

other daytime fixed route within the EMBARK system runs every half hour on weekdays.

(7) APT is pleased that EMBARK's OKC Moves plan recommends that Route 15 be extended to service the busiest part of the Route

19. If any elimination of Route 19 service comes to fruition, APT believes that an extension of Route 15 to NE 36th and, Spencer Road

could form the basis of a mitigation plan along with some simpler form of microtransit. Since 19 other bus routes in the EMBARK system

run every 30 minutes, then perhaps some mid-day or other service hours from a couple of those routes could be reduced to fund an

extended Route 15 to be more frequent (every 40-45 minutes) on weekday mornings.

Thank you for your consideration .

The official APT Position Statement attached urges EMBARK or the City OR to provide some mitigation measures near the bottom, and I am elaborating on these two:

-1) EMBARK or the City to provide FY '26 funds to OCHA (and perhaps to Mary Mahoney health) to operate some type of a shuttle to/from Fred Factory gardens. This would help mitigate the total elimination of the expensive route 19. Related to that official APT Position Statement is the idea to fund this simpler microtransit application etc., even if it's just two or three days a week with a part time or volunteer driver managed by the OCHA. Such a shuttle would not take people everywhere but simply to be dropped off or picked up near NE 36th and Spencer, as well as perhaps at the intersection bus stop of NE 23rd and Douglas (Walmart) intersection. The OCHA and not EMBARK would manage that vehicle/driver and a set schedule so that EMBARK is not having to put any significant time into the process. For those very same trips and days, perhaps you all would work with Carrie Smith or someone over at Mary Mahoney

to coordinate times. I've carbon copied her as well since I stopped in to visit with her yesterday.

-2) Provide OCHA with an EMBARK Plus paratransit van that has exceeded its five-year FTA required life or that the Airport Trust has a shuttle van that they could declare surplus and transfer to OCHA. I worked for the City for almost 40 years at EMBARK/COTPA) so I know a little bit about how the City and its trust authorities work. These older vehicles would probably be plenty for light work. Even better yet would be for them to perhaps transfer two so that there's a backup vehicle. Catholic Charities or some other entity might also have a decent vehicle they could donate or lend instead, but I suggest starting first with the City and its trusts.

Oklahoma Alliance for Public Transportation – 04/24/25

ROUTE 15: FACTS AND APT PROPOSAL

The Oklahoma Alliance for Public Transportation (APT) is wanting to improve the Midwest City Route 15 by improving its weekday Monday through Friday service. APT has been or will soon be in communication with Oklahoma County and Rose State college and has already been in limited contact with EMBARK. The main proposal is to make this new route operational in the summer of 2025 with a 45-minute or better frequency (not today's 80 minutes), hopefully at a low additional cost to the City of Midwest City.

Recognized is that Midwest City is one of only two suburbs that help fund EMBARK! Depending on how the plans develop this winter with routing and various parties, APT and EMBARK might work out some arrangements with Del City, Spencer, SSM Hospital, and others to help pay some operating costs based on route miles in Del City and other factors. Through APT research, APT has found that EMBARK's *OKC Moves* plan (2023) envisions combining the Midwest City Route 15 with the Spencer Route 19. Just as half of the Route 15 cost is funded by Midwest City, about half of the Route 19 cost is funded by Oklahoma County. However, because of a change in State law it's not clear to APT that the County will

fund Route 19 again, which would mean that Oklahoma City would have to choose whether to replace that funding, reduce the Route 19 further, or eliminate it. Please remember that every time a person steps on board a bus and pays a fare, a government subsidy pays another for \$9 or so of the trip cost. APT has a lot more information and insights, voluntarily serving as an expert no-cost consultant and convener. APT recognizes the ultimate decision is really yours. The Route 15:

-Is the least frequent route in the entire EMBARK system (every 80 minutes), and one of only a few routes that

doesn't have a 30 minute frequency all day on weekdays. When service is this infrequent, it discourages potential

riders, people with cars, and even current riders from becoming frequent customers. A 45-minute frequency past

each stop is the APT proposal.

- Takes one route into/through the older heart of Midwest City but leaves by a different route, discouraging usage.

- Has a stop about three blocks from the hospital, but there are no sidewalks between there and the hospital.

- Has no designated park-and-ride spaces for people who would like to securely park at a bus stop and ride

downtown for work or to transfer to almost 20 other bus routes.

- The Route 19 (not 15) has a four-hour gap in the afternoon when it does not run at all, unheard of on any other

EMBARK route.

- Provides no Saturday or Sunday service (Routes 15 and 19, and the Express bus route to/from Norman are the

only Routes lacking Saturday and Sunday service; the other 20 or so have that). NOTE: APT is not urging weekend

service, even though weekend bus and "Plus" service helps provide access to jobs.

The Route 19 has for decades been a special "lifeline" type of route that reaches Spencer and ends many miles east at the

Mary Mahoney medical clinic and Fred Factory Gardens public housing near NE 36111 and Hiwassee. Adding the Route 19's

scheduled hours and its bus to the Route 15 can help improve Route 15, but the Town of Spencer may still warrant some

amount of service. The Route 15 has about 14 public service schedule hours according to the schedule. Route 19 now has

about 12 scheduled hours. The new Route 15 could pass all stops every 45 minutes with no gaps (not every 80).

Today, a person at Mary Mahoney Health Center (MMCH) can wait as long as five hours from the time they get off the

Route 19 until the time they can get back on the bus again (4: 15 pm). If the new route would basically become a longer

Route 15 (see *OKC Moves* plan (/111 ps://w.w.'cinbo,,o~.c o111/,1S,;CtS/(IOC""""IISIP/ ,1nn11,~·01.c+1 Ove.sIOKCl+,ves-F1n ,1l-nenon r 1NAL.pc1 f) then under this proposal,

passengers would reach NE 36th and Spencer Road every 45 minutes. EMBARK/OKC would need to eventually decide if

service in Oklahoma City to Fred Factory Gardens (FFG) and the Mary Mahoney Center could somehow instead be

handled by some occasional shuttles operated by those entities back-and-forth for the few miles.

Perhaps those FFG and MMHC trips might be handled via a simplified form of a subsidy-paid Uber, Lyft, or other

microtransit ride. Considering the low ridership on Route 19, APT's "microtransit" proposal looks more affordable, eliminates

the 4-hour gap, and helps a new Route 15 bus stay on the schedule.

Ideally, if Oklahoma County, Midwest City, Rose State College and EMBARK will continue to contribute what funds they do

today, then the impact on the City of Midwest City budget should be minimal. If the new Route 15 follows the basic APT

proposed "path", the table below could be the summary outcome of APT's proposal. So:

- EMBARK staff would need to test and refine a route based on APT's fieldwork and other feedback, using the popular

Midwest Blvd to 23rd routing of Route 19, and not necessarily go out to Douglas. The *OKG Moves* loop to Douglas may

require a 50-55 minute frequency.

- APT fieldwork finds the APT's proposed 90-minute roundtrip is not only possible (even including some alternate routing),

but as such will help the bus stay on schedule and solve the tardiness found by *OKG Moves* consultants.

- The route proposal follows Air Depot to Reno, then Reno to Parklawn/National past the SSM St. Anthony Hospital to

Midwest Blvd, thence **N** on Midwest Blvd. to 23rd, E to Spencer Rd., N to 36th, and a turnaround via Stumpff and 35th streets

(same route back), or to add some form of Douglas loop.

- The Spencer Post Office near 35th and Spencer could offer brief refuge from harsh weather; a bus shelter is desired there.

- The routing change would make some existing shelters become unused (one in front of the 7-11 at Key Blvd, for example).

It or one on Douglas could be moved to the hospital. The new Bomber Trail helps provide easier/faster access deep into

some neighborhoods to serve people who might today access the bus along part of Midwest Blvd. or along 15th .

-The route follows the *OKG Moves* plan's elimination of service on Harr and Boeing, since the apartments are so near Adair.

-At Adair/Hudiburg, the proposed APT route turns to use Prosper, n.o t take Hudiburg to I-40's service road .

Feature Today APT Proposal after New Route 15

Rt 15 Frequency 80 minutes 45 Minutes

Ridership (per *OKG Moves* plan) Rt. 15: 210/day (54,000/yr) 85,000-100,000 (APT Estimate)

Rt. 19: 66/day (16,000/yr)

Paratransit Radius of Service $\frac{3}{4}$ mile of Route 15 Can be same; some areas may become Zone 2

Cost to MWC About \$210,000/yr Perhaps no more than 30% more if Okla. County
and others continue to subsidize

Front Door Service to Hospital None Every Trip, Outbound and Inbound

Park and Ride Spaces None 10-15 free spaces at a Rose State lot

Saturday and Sunday Service None None proposed

Problem of Tardy/Early Bus Rather High (per *OKG* Low

Arrivals *Moves* plan)

Available separately is the proposed combo map in the *OKG Moves Plan* from 2023. The *OKG Moves Plan* recommends

combining the Routes 15 and 19, and is hand-marked with APT's evolving route proposal.

Dillon Tran – 04/24/25

I ride the route 24 everyday at 4:50 am. I take it to commute to work. I would like for the early morning ride at 4:50 am to stay on the schedule.

Dr. Sheleatha Bristow – 04/24/25

What is the timeline? Will the micro transit be in place before removing public transit? Will there be dedicated infrastructure and support to micro transit scheduling? Assistance for elderly, disabled.

Joyce Howard – 04/24/25

What kind of surveys have been taken to garner what the people in the area need?

Vivian Miller – 04/24/25

EMBARK has not been consistent with their bus route in Spencer. So riders are few, because you can't keep a job waiting on the bus to pick you up every 4 hours. I personally have to pick up my employees at Goodwill to get them to work on time. After they waited 2 hours in the cold 9 degrees. Unacceptable.

Tonja Grant – 04/24/25

Any further changes to route 19 and 24 will cause more difficulties for the patients at Community Health Mary Mahoney, to be able to make and keep their medical/dental appointments for chronic medical conditions. Currently patients have to come in the clinic for snacks/water while waiting long periods for EMBARK.

Florence Alexander – 04/24/25

Presently, EMBARK isn't serving residents from east side of Oklahoma, who zip ends in 73084. What measures are you putting in place to remedy this problem, and if you eliminate Route 19, do you have a shuttle plan to replace so services are not disrupted?

Charmin Williams – 04/24/25

Would highly advocate for micro transit to service the Spencer area or make necessary improvements to improve wait times, lack of bus shelters, and gaps in service in the middle of the day. - Charmin Williams: Vice-Mayor, City Councilwoman Ward 4, City of Spencer, OK

Mark Gillett – 04/25/25

Re: Support to Continue Route 19

Dear Mr. Rush:

The Oklahoma City Housing Authority strongly supports the continuation of Route 19/Spencer, which serves as a critical transportation link for the Spencer Community and, most importantly, Fred Factory Gardens Public Housing Development.

Fred Factory Gardens currently houses 191 residents who need access to employment, education, healthcare, and other vital services. With an annual average household income of \$4,811, public transportation is particularly important for those who rely on public transit as their primary mode of transportation. Discontinuing this service would have a disproportionate impact on seniors, students, low-income residents, and individuals with disabilities who depend on this affordable mobility option. Beyond the individual needs of Fred Factory Gardens, continued investment in public transportation continues the mission of removing barriers of location and socioeconomic status while elevating the status and use of public transportation.

The Oklahoma City Housing Authority respectfully urges Embark to maintain full funding for this bus route and continue prioritizing public transportation as a key component for Spencer and Fred Factory Gardens. Thank you for your attention and continued service to Spencer and Fred Factory Gardens. If you would like to discuss in more detail, please call 405.605.3219.

Kegan Carey – 04/29/25

I don't think route 24 should be cut in non peak hours as me and a lot of others rely on it to get to Oklahoma City and vice versa. I would be in favor of shrinking the route path to where it goes via flood

instead of the Main/24th Ave NW/Robinson path it currently takes through Norman. I am hopeful that you will decide to keep the route with the current timing until the commuter rail is operational.

William Rabbit – 04/30/25

I am a rider of Embark, I rely on these buses to get to Norman and other places in Oklahoma City. If I'm to get this written by the deadline, here in 10 minutes, I will need to shorten my statement to that; the statement being that I and other people rely on these routes to reach places in Oklahoma City that are unrealistic by foot or even bike.

The underlying issue here is also, where does the equity go when these routes are demolished? What happens to people who need to get to Norman, students who need to get to Oklahoma City? My friends and I, who can't afford cars but have doctors in Norman we need to visit? My answer always is the same when these issues come up, we lose everything and Embark just keeps more money.

I've seen and been to so many places that put transportation first, and that's why I'm leaving Oklahoma. Other places, ABQ and the Twin Cities as great examples, provide reliable and free bus services to their city. It's insane that we cannot figure it out here and fall into our prejudices about what we need as a community and how we view others that use public transportation. People in other cities have laughed at me, with this exact issue in mind, and have told me that Okc is something to be ashamed of- citing this! These exact defunding opportunities are their points- but hey! At least we can be globally mocked in our giant cars, on our phones, ready to mow over pedestrians with our giant car hoods. It's great.

I wonder if my comments matter, but I write them anyway. Maybe this city will start taking care of its citizens instead of gloating, posturing about an 'Oklahoma Standard' that it refuses to uphold in full.

Sherman Effinger III – 04/30/25

Please leave the scheduled morning route times the same. Please, do not change the morning route timeline. The bus needs to leave the city no later than it is presently leaving the City heading to Norman for the first time each weekday.

Currently, I rely on the bus route 24 morning departure time 5:50 am from OKC to Norman. The proposed changes would omit this time. I am pleading with you and your staff to keep this focus on the morning rush hour route 24 departure times. I am taking this bus to work each day.

Theories that are consistent on paper often prove chaotic in practice. The schedule in the morning is already running behind schedule. If you push back the start time of the Route 24, you will effectively be caught in rush hour traffic instead of serving the populace at a manageable time.

Thank you for the ride. Thank you for the ever loving ride, thank you for the ride. I hope it is not my last ride...if the changes to route 24 stay the same, I will not be able to keep riding the bus to work. So, in effect this proposal is losing your company business. Think about that.

Thank you for your time.

- Sherman Effinger III

Vivian Miller – 04/29/25

Have a shuttle to come, same route as Route 19, daily. No one should have to call for a ride. The bus should come on its own, just like the regular bus schedule.

Stacy Winkfield – 04/29/25

Surplus van info

Kenneth Johnson – 04/29/25

My concern is that all of us (in) OKC East will (not) be served. Post Road to Henny or Hywassee to 36th to 63rd.

Students for Local Action (Sam Hunt, Anna Hyslop, Edgardo Diaz Vega) – 04/30/25

Students for Local Action (SLA) is the University of Oklahoma's first student-led think tank and interest group focused on addressing climate change through city and state policy. We are an association of students passionate about creating equitable, environmentally friendly policies. In line with our mission, SLA is dedicated to addressing issues related to sustainability, and we believe that transportation policy plays a crucial role in achieving our goals.

We urge you to prevent the proposed cuts of EMBARK routes 019 and 024. Route 024 is the only EMBARK bus route that connects Norman to Oklahoma City, allowing students and community members without motor vehicles to reach downtown OKC, the state capitol, and the University of Oklahoma Health Sciences campus. Public transportation, including an effective bus system, is crucial for growing cities. These service cuts would disconnect our Norman community from OKC while also increasing our dependency on driving. Future plans to provide Central Oklahoma with a comprehensive bus and rail system would also be negatively impacted by cutting these routes.

We hope that the state can keep the existing EMBARK routes and that this can instead be a starting point for improvements to our transportation system with a focus towards public transportation and active mobility. We look forward to continuing to work with the state and local governments to enhance Oklahoma with safe and accessible transportation alternatives for all.

Sherman Effinger III -- 05/02/25

Awesome. I'm glad I made it on time. I did not think I'd be named first comment as I do not stand to be the most impacted by the proposed changes. Dear Council, I am calling for the A.M. rush hour to be specifically to be reconsidered and adequately reviewed and in other words left alone. At this time, I catch the 5:50 a.m., but I am not often permitted access to the vehicle until 6 am or even later, So, in the literature, it's proposing 6 a.m. to 9 a.m., however, I think that a 5 a.m. to 8 a.m. would be more effective. The bus routes 10 and 18 could be reduced. They have two physical buses running each day. I think that is something that could also be also considered. Norman as far as it being an important city, I think that a 12 hour span is reasonable to cover, even if you have to curtail it back to three hours per rush hour timelines, and I think that when you put it to 6-9, that leaves itself to catching greater loss of time impacted by traffic. So, slated back to an earlier time is, I think, wiser. Theories that prove consistent on paper, often prove chaotic in practice. Thank you, that's really all I have to say. I think the evening one would be effective as it stands, and I think since no one was surveyed, and that was also brought to light at the community meeting. I feel like we're doing a disservice to the people that are actually riding and they've kind of been overlooked. Thank you.

Larry Hopper – 05/02/25

Hello again. Larry Hopper, 6008 Southeast 56 Court, Ward 4. Three minutes so I'll go fast. Okay and uh Chairman Semtner, congratulations on Gail and this leadership OKC award. Wonderful!

Hey, the APT, Alliance for Public Transportation, has 8 to 10 supporters here today, and I'm not on its board, but I'm what they call its administrator volunteer position. I know we know Embark's trying to do a good job, okay, and your staff has the APT position statement, so I'll kind of hit the high points of that and then make a few other comments. We'd like to be able to meet with the staff regarding the Midwest City Route 15 which is sort of inextricably tied to the 19. You know probably about 20 people showed up last Thursday and again Tuesday night to basically express their disapproval over the uh losing the 19 and the neglect of the 15 and a little bit like the gentleman before me said there's about 19 bus routes in Oklahoma City that run every half hour 5 days a week, and it would seem like there some of them could be a little less frequent in the middle of the day to try to help uh basically fund the route 19 or maybe the route 15 and some better solution. Remember the route 15 runs only every 80 minutes instead of every 30. Now maybe the Spencer Ward 7 route 19 needs to continue to operate a couple of more months past July 1st just to find time to work out the right solution for the problem. That more permanent solution according to the APT would be to use something that's kind of in the what is in the EMBARK Moves plan to basically extend the Midwest city route 15 to 36th and Spencer and then from there to Mary Mahoney and Fred Factory Gardens.

Institute some kind of a kind of a low tech shuttle maybe sort of like microransit to get people to and from those two events to the end of the bus route, basically. So could even be that some of the funds that would normally go to COTPA could be provided to the housing authority, so they could just manage it without trying to burden embark staff. You know, we hear the county may end up being able to use funds for transit the way the Tulsa County intends to do. We'll await the legal decision on that. So, if the route 15 Midwest City ran every 45 minutes or so, 6:00 a.m to 11 instead of every 80, then many riders would benefit; be a better value for the uh investment. APT will help promote the eventual solution regarding the route 15 and 19, with how to write classes, etc and uh we believe the path of route 15 needs to be streamlined to where it can run to and from, back and forth, uh in front of the hospital there.

Now here's a new thought, i've mentioned it before, you know the city of Oklahoma City does not require a direct subsidy from suburbs to help operate its other regional systems, and services like the zoo, like the airport, uh the recreation areas at lakes, the housing authority, so why not treat transit the same way, okay and uh and that'd be a different way of looking at it, but Midwest City already pays a lot and so maybe that's really it. Oklahoma City shouldering a larger burden. It's really a system, so thank you for...Thank you.

Lynette Morris – 05/02/25

Hello everybody. I am here today because the first community meeting that you guys had was set at a time where the buses stopped running, so some of the people, like me, couldn't get there, so for this meeting today, I needed to be heard because I ride the bus to the medical facility out there to Mary Mahoney, and there's no way that I can get there any other way except the route 19. So if we can either get a bus that goes directly from the terminal to the medical facility, that would be great, but just to shut it down...it's not feasible. What am I supposed to do? I have high blood pressure. Can anybody else help me? No. Yeah, I could probably go to a different doctor, but my doctor's there and I maintain that doctor; that patient doctor relationship with her so I need that. Also, um if the route 19 isn't...if the

route 19 is taken away, what about the people that live out there? how are they supposed to get downtown or get to anywhere else? Did anybody take any of that into consideration before they said just eliminate it? Yeah, people may not...a lot of people may not ride that bus, but they still live there and they still need to get home. Not everybody can afford a Lift or Uber, but \$30 from Oklahoma City to Spencer. I know I can't. That's all.

Route 19, um I don't personally use them for anything else except the doctor, so that's why I said if this there's a bus that could get me from the terminal to the doctor, that would be great, but how can I make sure that that's going to be set up to where my appointments are? Like am I going to be able to call down to the terminal, say "Hey I need an appointment to get to Mary Mahoney, how do I get there?" or do you guys have a bus to get there since 19 is going to be gone?

So I'm just...I just know what I go through with it, and you're you're here in this part of the city, so you would go to...I'm actually currently homeless, so it's hard for me to get anywhere or do anything, so um with that being said I don't...I don't know, thank you.

William Ginn – 05/02/25

My name is William Ginn, and I reside in Midwest City Oklahoma, and I ride the number 15 bus to work a couple times per month. I would ride the bus more often if the number 15 had a more frequent schedule going and coming to work. Right now, the number 15 has a turnaround every 80 minutes. This gets me to work either way too early or way too late to my job, which begins at 8:00. I'm thrilled at the idea of the number 15 being merged with a number 19, which serves Spencer and Northeast Oklahoma City. That merger would open up the way for me to access Mary Mahoney Medical and Dental Center, if I chose. I have Health Choice Medical Insurance as a state employee and I would use Mary Mahoney and I could use Mary Mahoney for medical and dental services. It would be a convenient bus ride from my home to northeast Oklahoma City, if the number 15 bus were merged with a number 19. I ride public transportation by choice. I do have a car, but I love to ride public transportation too. Public transportation becomes better as more people choose to use it, vice versa more people choose to use public transportation when schedules are better, Bus stops are all weather, and connections are good. Thank you for your time.

Kamal Pennington – 05/02/25

Good morning. It almost feels like I'm double dipping because I already got to speak on this issue once, but at least you know how strongly I feel about it, but um I appreciate you all consideration today, and I also want to especially thank our uh director of EMBARK, Jesse Rush, who does a great job, and um has been so willing to have so many meetings with our community about the importance of the changes to Route 19. I want to just say quickly on behalf of our community, that um we're grateful for Embark. We're grateful to have this public service. We know how important it is for all people in our community to have access to the amenities, to the essentials, to medical care, and uh and Embark is critical to that, and so we appreciate it, but I understand that while we are in this difficult time of budget cuts, it's important that we not make put the the brunt of these budget cuts on the most vulnerable people in our community, and this cut to Route 19 threatens those values that we have for access for all. If you think about our community in the Spencer Dunjee area, many of them uh this route is their only access back to downtown Oklahoma City from a public perspective, and I'd ask that as we consider alternative options to cutting Route 19, consider the fact that some of my constituent other and some of yours in more dense parts of Oklahoma City. If a one route is cut they might only have to walk a block or two to still receive service from Embark, but if you're talking about our neighbors right here who are impacted

by Route 19, where will they go? Walking miles at a time to be able to access public transit? It's not a reasonable ask in my view, so I I'm here to just once again advocate for our neighbors and ask that we explore every option to ensure that there's quality access for transportation for our neighbors in Far East Oklahoma City - Spencer Dunjee area, and I appreciate your consideration this morning. Thank you.

Sonrisa Nowicki – 05/02/25

Hi. Good morning. My name is Sonrisa Nowicki. It's nice to meet all of you, and thank you for being here. You know, my mom, when I was little, she used to be like, "If you're bringing me a problem, I also need you to bring me a solution." And that's kind of what APT is trying to do. We're trying to give you some options from our standpoint of kind of how we can do this. So the problem is that vital access for vulnerable populations. Route 19 is a lifeline for individuals in Spencer who reside in public housing units such as Fred Factory and around that neighborhood. Many rely on it to access essential services, jobs, and healthcare facilities such as Mary Mahoney...as we've already spoke about. Ending Route 19 creates a transit uh desert that like the councilman said that will be horrible. Eliminating this route cuts off an entire population already facing barriers. The gap left behind is not just inconvenient, it's dangerous and destabilizing for people trying to rebuild their lives. The solution. I'm offering a solution...we're offering a solution; I think everybody that spoke today has kind of offered that solution in some form. Don't eliminate. We're proposing a smart solution. Extend Route 15 into Route 19, make it one route. It's, I think Larry said, it's two miles. It's only two extra miles, and make it run every 45 minutes. This ensures continuity and even expands access without starting from scratch. You're just adding those buses to that route.

Increase frequency. A 45minute loop in the morning means reliability for that gentleman trying to get to work, and for those who can't afford to miss work appointments or check-ins around the city for different housing appointments and things like that. It also better supports ADA compliance for individuals with disabilities because they're not at those bus stops as long. Investing in transit is investing in solutions. That's what I talked about earlier, when you support this extension, you're directly supporting economic mobility, public safety, and community stability; and it's a small change with a huge, big ripple effect. Thank you for your time.

Tahirah Johnson – 05/02/25

Good morning. So if the number 19 is to be eliminated, then the number 15 Midwest City route needs to be extended into Spencer. Can go right down Air Depot and um extend, instead of going in the circular route that it currently takes, and the solution to an inadequate route like 19 is not the elimination of the route. And the microtransit is not a substitute. Transportation for the elderly and the disabled only...does not cut it. All citizens of Spencer need access to public transportation. Thank you.

William Tunell – 05/02/25

Thank you, chairman, uh first of all for pronouncing my name correctly. Almost nobody does that.

My name is Bill Tunell. I live in Oklahoma City. I have no idea which ward I live in. I would like to comment both on the route 24 issue and the route 19 issue. On the route 24 issue, I would only very quickly say, and oh, I should say by the way, I am a member of the board of APT Alliance for Public Transportation. But on the route 24 issue, my comments would be more not as a representative of Catholic Charities, but in my capacity as an employee of Catholic Charities, I can confirm the prior comments of Sherman, and I believe it was Effinger, uh who said that the morning and evening routes for 24, if it is truly going to be a commuter route, are crucial. In my capacity at Catholic Charities, one of

the things that I do as a job developer is I help our employees get jobs. We often look down in Norman, and I can tell you that even being able to know whether you can apply for a job often depends on the availability of the bus routes and what those times are going to be. Down in Norman, a lot of the jobs down there are medical jobs, which I'm sure that you can understand often start early and or end late.

When it comes to the route 24 issue, I can certainly understand curtailing midday service. That seems to me to be efficient, but I would, for that reason, completely agree that we need to at least maintain if not extend morning and evening hours. That would make an effective commuter route.

When it comes to the route 19 issue, I would um incorporate all the previous comments with which I agree. I would only add one particular thing. It has been Embark's position in the prior planning meetings that they are willing, very thankfully, to substitute out to the terminus at the Mary Mahoney of Route 19 some type of microtransit. I think that is a wonderful suggestion. I would say I think it is kind of putting the cart before the horse in the sense that I don't know how we plan for microtransit if we haven't already figured out um a way efficiently to know where that is going to go from, and where that is going to go to. Assuming it goes to Mary Mahoney. It seems inefficient to do microtransit unless we have already figured out what the end terminus of the whatever remaining bus lines are. We've already suggested extending route 15, possibly extending route two, so they can both join at one transit point, either at 36th and Douglas or at a minimum 23rd and Douglas, which contains a Walmart, which is a big demand driver for the entire system. It seems to me, that knowing what the terminus is that can then serve as the beginning point of some kind of extended microtransit, if that's what we end up doing, would be critical to understand before we cut off service. Otherwise we're going to start with microtransit. I don't know from the downtown transit center or as a total of point-to-point situation which can either of which can happen, but seems inefficient. I would prefer that we know what the terminus of the eastern end of the system, whatever it is, be the then embarking point for the microtransit. That it can then serve that limited route. That seems very efficient, but in order to do that, I think we need to decide the rest of the system first, then the microtransit, and then take away route 19. It seems to me that what we were doing at this point, is the exact opposite. Taking away Route 19, then planning for microtransit without knowing what the rest of the system is going to look like, and I just think that is very inefficient, both for Embark and just as my final comment the whole plan is inefficient for DHS and for OCHA that have also invested and relied quite a lot on the Embark system. DHS relies on it and will have to pick up a lot of cost if this is not completely planned for, because they've got the Fred Factory out there or excuse me OCHA has the FRED factory out there they'll have to pick up the cost in some other way, in some other budget, if there's a gap in service. And of course DHS with Mary Mahoney. Same thing, if they need to get their clients out there, they're going to be picking up the cost if there's a gap in service. Thank you.

Tegan Malone – 05/02/25

Hi. Good morning, everyone. It's lovely to see you all. I am here today as someone who has been working with the Alliance for Public Transportation, and I also present myself as someone who has been actively campaigning in the House District 95 area for the last four years. I only mention this because I have spoken to over 20,000 of my neighbors in a community that borders the area that we're talking about, that is impacted by bus route 19. Something that I know as an anecdote from my area alone in Midwest City, is that cars that our young people are having access to, that number is steadily dwindling. Anytime you walk past or drive past a high school parking lot, you see that that transportation is not something that's readily accessible for people. How are our young people getting to their jobs? How are they getting to those higher education opportunities if they don't have access to a vehicle? And as we see these steadily declines in our socioeconomic status in our communities, it's only going to get worse.

What I know about the area that serves bus route 19, is we've got some amazing young people that live out in that area. And they are the only Oklahoma City public school that are eligible to go to Rose State College for two years for free, through the Ticket for Rose program. And this is a wonderful opportunity to help mobilize and engage a community, but a lot of our students that attend Star Spencer aren't going to have the mobility to be able to get over into Midwest City to be able to take advantage of that.

Through the course of our work, we were able to get Rose State College to agree to host a park and ride area somewhere on their campus to enable better transit routes through Midwest City or connect through Spencer. We've heard some wonderful ideas here today. I'd just like to commend every single person that not only sits on this board, but also works at Embark, because when you get people who are passionate about transportation and they look at their budget numbers, they don't just see the numbers. They see the people that it affects, and that is first and foremost in their hearts and in their minds when they're looking at making these decisions. And I know through these community meetings that our Embark staff has hosted, and thank you all so very much for that, you see that heart. You see how much it pains them to have to deliver this blow to a community, and I don't want those employees to be put in that position because we just need to save some money on a budget. Let's keep these people in the forefront of our mind. Let's not keep a community on an island unto itself. Let's make sure that they've got the access that they need to be participating in the communities east and south of them, where they're spending their hard-earned taxpayer dollars, and they're getting the healthcare that they need. And if we can be of any assistance at all to help facilitate this or educational opportunities with the community to help increase ridership, we're game. Thank you so very much for your time.

James Lake – 05/02/25

I've been riding route 19 for 21 years. It's allowed me to continue working at my job near NE 23rd and Coltrane, where I've been working for 35 years. I'm mostly blind, with about 5 degrees of central vision. It's hereditary and degenerative, so my vision gets worse as I get older. I'm 59 years old.

I bicycle 9 miles from my home near Hiwassee and Memorial Rd to the nearest bus stop at NE 39th and Hiwassee. I take route 19 to the Coltrane stop, then ride another half a mile to work, for a total of about 90 miles a week.

If route 19 stops altogether, it will force me into disability/early retirement within a year or so. I may be able to try working from home when I can, and bicycling the full 32 miles round trip to work and back once or twice a week for as long as I can.

I talk to other passengers on route 19 and I know that not everybody has depended on it for as long as I have, but almost all my fellow passengers depend on it for shopping and employment. Mary Mahoney Medical Center and Fred Factory apartments are a hub for low income families far from central OKC, and the closest shopping is 2.5 miles away at the Choctaw Walmart, not a walkable distance, especially for single parents with children.

Route 19 has made changes in the past to make up for low ridership; i.e. no weekend service, single bus for inbound/outbound, no routes during afternoon. I hope that one of the options I've heard mentioned by drivers and other passengers can be implemented to make up for the lost funding, like combining

routes 15 and 19 on an 1.5 hour loop, running a small bus or van instead of a big bus, or just running the route three times a day, at 9am, 1pm, and 5 pm.

APPENDIX D

Service Equity Analysis

Following EMBARK's 2025 Title VI plan and
FTA Circular 4702.1B

Service Equity Analysis

Spring 2025

Nolen, Chip

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Background

Central Oklahoma Transportation and Parking Authority (COTPA) is a department of the City of Oklahoma City (“the City”) and receives an annual subsidy from the City’s general fund to support public transportation services for residents and visitors.

For Fiscal Year 2026 (FY26), the City has directed all departments to implement a 4.5% reduction in their general fund budgets. In response, our goal is to maintain essential transit services while minimizing the impact on our customers and the community.

To meet this budget reduction requirement, staff have thoroughly evaluated multiple options and developed proposed service adjustments to Route 024, which provide service connections to Norman. These adjustments are designed to align with fiscal constraints while continuing to serve key transit needs.

This report documents the equity analysis conducted for these changes.

EMBARC Title VI Compliance

As a recipient of Federal Transit Administration (“FTA”) financial assistance, EMBARK must ensure that service changes – both increases and reductions – comply with Title VI of the Civil Rights Act of 1964, which states:

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The FTA has provided specific implementing guidelines and regulations for complying with Title VI in Circular 4702.1B (“Circular”). The Circular instructs transit agencies to conduct a service equity analysis to consider the impacts of major service changes on low-income and minority populations. Figure 1 shows the general sequence of steps and considerations in the equity analysis process.

EMBARC’s Title VI Program outlines the agency’s policies, definitions, and procedures for complying with Title VI and performing equity analyses. As required by the Circular, this includes the agency’s Major Service Change, Disparate Impact, and Disproportionate Burden policies, as set forth below.

Major Service Change Policy

All changes in service meeting the definition of Major Service Change are subject to a Title VI Equity Analysis before Board approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes. It will be presented to the Board for its

consideration and included in the subsequent EMBARK Title VI Program with a record of action taken by the Board.

Disparate Impact Policy

The disparate impact policy establishes a threshold for determining when adverse effects of a major service change (or fare change) are borne disproportionately by minority populations. COTPA's threshold for statistically significant disparity is when minority populations or riders will experience a 20% or greater adverse effect than that borne by the non-minority population or riders, then such changes will be considered to have a disparate impact.

Additionally, if benefits associated with the service change accrue to non-minority riders greater than 20% when compared to minority riders, then that change will be determined to have a disparate impact.

If a disparate impact is identified, COTPA will consider modifying the proposed changes to avoid, minimize, or mitigate the disparate impacts of the proposed changes. Any proposed modifications to the original proposal will also be analyzed to assess whether disparate impacts would result. If, after considering alternatives, COTPA finds that a disparate impact will still result from the major service change, COTPA will implement the change only if:

1. There is a substantial legitimate justification for the proposed change, and
2. There are no alternatives that would have a less disparate impact on minority riders while still accomplishing the legitimate goals for the proposed change.

Disproportionate Burden Policy

The disproportionate burden policy establishes a threshold for determining when adverse effects of a major service change (or fare change) are borne disproportionately by low-income populations. COTPA's threshold for statistically significant disparity is when low-income populations or riders will experience a 20% or greater adverse effect than that borne by the non, low-income population or riders, then such changes will be considered to have a disparate impact.

Additionally, if benefits associated with the service change accrue to non-low-income riders greater than 20% when compared to low-income riders, then that change will be determined to have a disproportionate burden.

If a disproportionate burden is identified, COTPA will consider modifying the proposed changes to avoid, minimize, or mitigate the disparate impacts of the proposed changes. Any proposed modifications to the original proposal will also be analyzed to assess whether disproportionate burden would result.

Proposed Changes

Executive Summary

- Reduce route 024 service

Recommended Service Adjustments

Route 024

Map



Description

Route 024 is a commuter express route providing service between Oklahoma City and Norman. Currently, the route provides 2 hour frequency running weekdays from 5 am to 7 pm. OKC Moves redesigned the route in fall 2023, streamlining it to improve travel time and on-time performance

Route 024 provided 19,270 annual passenger trips in FY24 or 74 per day and 4.97 per hour. It's the second lowest of all EMBARK routes. The systemwide average per route is 106,639 or 439 per day, and 12.81 per hour.

Ridership has remained flat after the route redesign. **The FY26 budget recommends the reduction of annual revenue hours by approximately 50%**, while still providing service during peak hours (5-8am and 4-7pm). Route 24 is a commuter route and removing mid-day service minimizes the impact on our customers.

Public Engagement Process

Meeting Type	Meeting Date	Meeting Location	Meeting Time	Meeting Purpose
Board Meeting	4/4/2024	City Council Chambers 200 N Walker	9:00 AM	Announce upcoming public hearing and community engagement
Community Meeting	4/24/2025	3748 N Lincoln Blvd, Oklahoma City, OK 73105	5:30 PM	Seek input from community
Board Meeting	5/2/2025	City Council Chambers 200 N Walker	9:00 AM	Hold public hearing
Board Meeting	6/6/2058	City Council Chambers 200 N Walker	9:00 AM	Approve service changes

Assessing Service Impacts

Methodology

EMBARK utilizes the Remix Title VI engine. Remix allows you to automatically generate a Title VI report (based on Census data) by comparing existing service to a set of proposed changes. This page outlines the methodology and data sources we use when generating this report.

Data sources

- Demographic data comes from the US Census Bureau, 2019-2023` American Community Survey (ACS) 5-Year Estimates.

- Population is coded by table B03002, field B03002001.
- Low-income status is set at 100%, 150% or 200% the US federal poverty level, depending on your individual agency. This is coded by the appropriate fields in table C17002.
- Minority status is coded by table B03002, by subtracting the white, non-Hispanic population (B03002003) from the total population (B03002001).
- Service area is a set of block groups determined by a shapefile your agency provides.
- Map and routing data are provided OpenStreetMap, Mapbox, and Valhalla.

Methodology

1. Get the population near a route, including its low-income and minority percentage.
 - For each route, build a shape that represents the area within quarter-mile of any of its stops.
 - Intersect the catchment area with 2017-2021 ACS 5-year estimates. Get a list of block groups and the percentage overlap with each.
 - For each block group, take the percentage of overlap and multiply it by the block group's statistics.
 - Get the population, minority population, and low-income population for each group and sum them together. This is the total population a route could serve.
2. Compare the number of people-trips, before and after.
 - Multiply the population near a route by the number of trips it makes (per year) to get "people-trips"
 - Repeat for low-income and minority populations to get "low-income people-trips" and "minority people trips".
 - Compare these numbers between the before and after versions of the route, to get a set of people-trip differences. We match before and after using routes that have the same name.
3. Get the total difference in people-trips across the transit system.
 - Repeat the process above for every route in the transit system.
 - Sum together the difference in people trips. This will return three numbers: total difference in people-trips, total difference in low-income people-trips, and total difference in minority people trips.
4. Calculate the change borne by low-income and minority populations.
 - Divide the total difference in low-income people trips by the total difference in people-trips to get the percentage of change borne by those with low incomes.
 - Repeat for minority people-trips.
5. Compare the percentage change to the average in the service area.
 - Calculate the average percentage of low-income and minority populations across the entire service area.

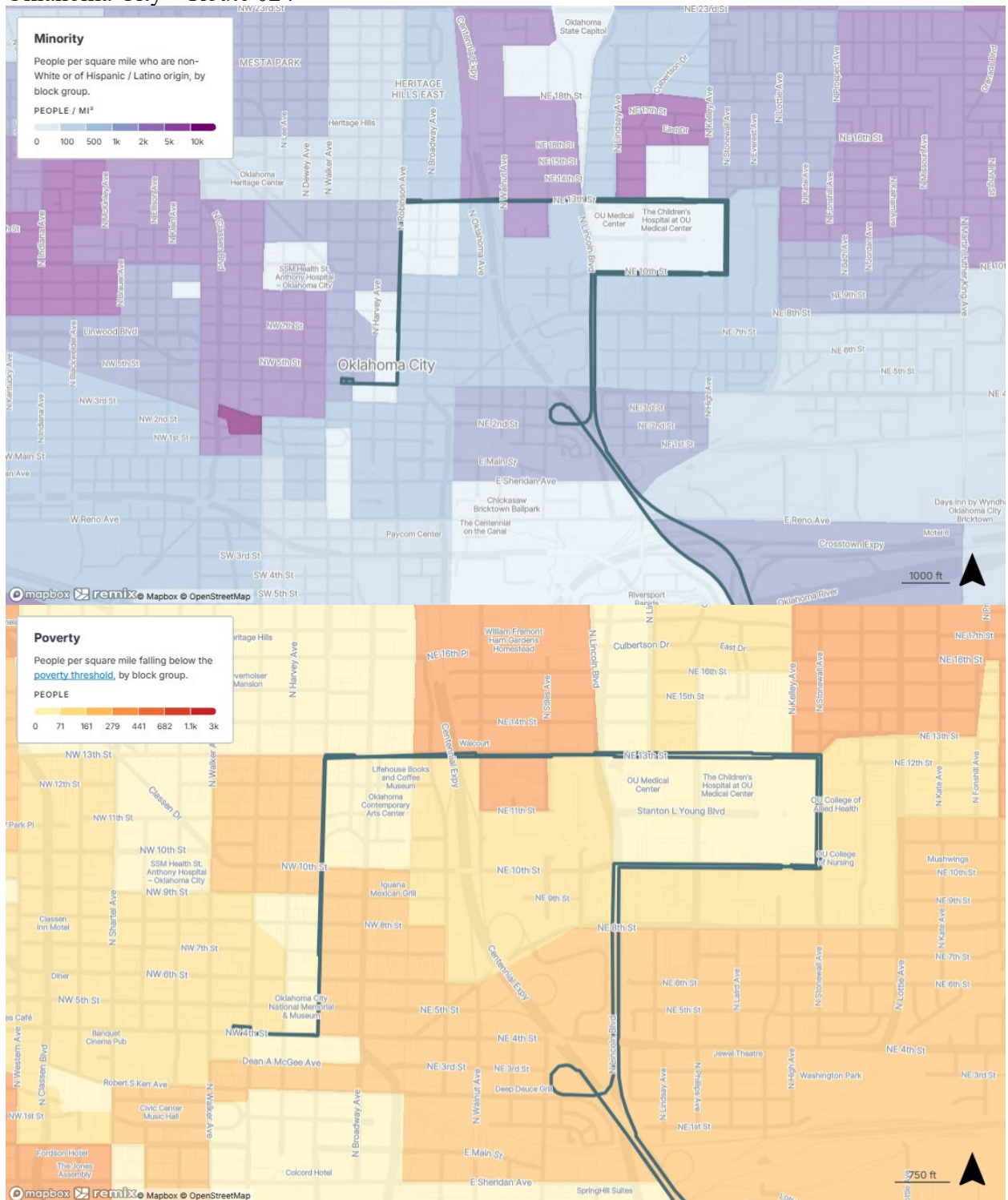
- Subtract from the change borne by those populations.
- Get two final numbers: the delta between the impact this set of transit changes had on low-income and minority populations compared to any average change.

Additional Raw Data

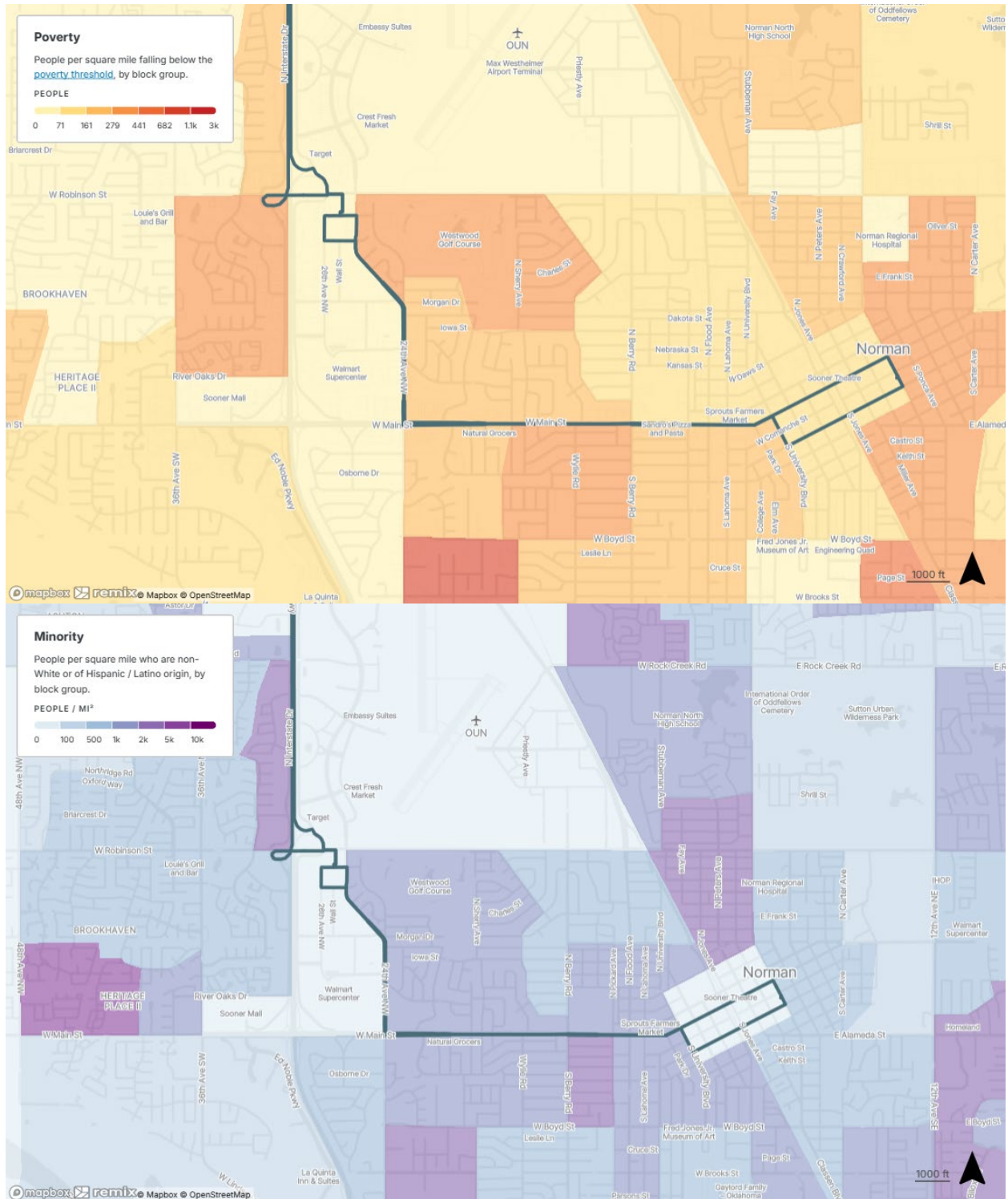
In addition to the methodology outlined above, Remix also produces a set of raw data you can use in your own methodology. Specifically, we provide:

- A list of Census block groups in the service area with population, low-income, minority information for each.
- A before and after count of trips in each block group.
- A service-area-wide average of minority and low-income populations

Oklahoma City – Route 024



Norman – Route 024



Results

	Low Income	Minority
Change Borne By	24.0%	38.1%
Area Average	20.2%	54.1%
Delta	3.8%	-16.0%

Change in People Trips	Low Income People Trips	Percent of Total	Area Average	Delta	Disproportionate Burden
-10,399,920	-2,497,219	24.0%	20.2%	3.81%	No

Change in People Trips	Minority People Trips	Percent of Total	Area Average	Delta	Disproportionate Burden
-10,399,920	-3,962,955	38.1%	54.1%	-16.0%	No

Staff recommendation

Based on the analysis there is no adverse effect. Staff recommends approving the changes as proposed.

	Before (Inbound)				Before (Outbound)			
Route	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)
002 N Coltrane	7,473	38.2%	70.7%	8,205	6,283	36.8%	68.0%	8,205
003 N Kelly	21,508	19.1%	60.5%	9,225	22,103	19.1%	59.2%	9,335
007 N May	16,667	19.5%	50.7%	7,950	17,493	19.6%	49.7%	8,205
008 N Penn / Nw 63rd	30,319	16.8%	49.4%	8,095	30,940	16.4%	49.3%	7,330
009 W Reno Crosstown	3,667	31.4%	56.8%	7,950	3,754	30.8%	56.6%	8,205
010 N Portland	18,366	17.1%	50.9%	7,440	19,264	17.4%	52.4%	7,440
011 S 29 St Crosstown	17,970	31.1%	77.6%	8,860	17,994	31.3%	77.7%	9,480
012 S May	16,807	27.7%	69.8%	8,170	16,875	27.4%	69.7%	8,535
013 S Western / Occc	19,406	28.2%	69.9%	7,915	18,433	26.2%	69.4%	8,535
13N S Western / Sw 104	25,737	25.4%	62.2%	1,275	18,433	26.2%	69.4%	1,275
014 Se 44 St / Sunnylane	15,976	25.2%	64.1%	6,495	13,019	26.5%	67.3%	6,495
015 Midwest City	9,911	20.6%	39.7%	3,060	11,240	21.7%	39.7%	3,060
016 S Penn	15,833	31.3%	70.3%	7,950	16,194	31.0%	70.1%	7,695
018 Lincoln	6,439	26.0%	58.2%	8,205	5,838	25.3%	53.7%	8,205
019 Spencer	5,795	25.1%	66.4%	2,805	6,030	24.7%	65.7%	2,805
022 MI King / Occhd	6,079	33.1%	66.5%	9,115	6,189	33.0%	66.1%	9,480
023 23rd St Crosstown	22,081	22.3%	49.5%	8,460	22,078	22.2%	49.4%	7,950
23N 23 Crosstown Night	23,301	22.6%	48.7%	1,275	23,669	22.5%	48.4%	1,275
024 Norman Express	6,128	23.6%	37.9%	2,040	5,424	24.6%	38.4%	1,785
038 N 10 St Crosstown	16,501	26.7%	64.4%	8,095	17,103	26.9%	64.4%	8,095
040 S Walker	11,900	29.0%	65.8%	8,205	14,882	26.8%	61.7%	8,205
BL Bricktown Loop (A)	1,096	14.6%	29.0%	11,132	0			0
BL Bricktown Loop (B)	713	14.1%	29.0%	106	0			0
RAPID	12,714	19.8%	42.7%	26,423	11,822	19.7%	42.9%	25,854
All Changes (both directions)	238,601	23.8%	60.1%	345,900				
After (Inbound)				After (Outbound)				
Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	
7,473	38.2%	70.7%	8,205	6,283	36.8%	68.0%	8,205	
21,508	19.1%	60.5%	9,225	22,103	19.1%	59.2%	9,335	
16,667	19.5%	50.7%	7,950	17,493	19.6%	49.7%	8,205	
30,319	16.8%	49.4%	8,095	30,940	16.4%	49.3%	7,330	
3,667	31.4%	56.8%	7,950	3,754	30.8%	56.6%	8,205	
18,366	17.1%	50.9%	7,440	19,264	17.4%	52.4%	7,440	
17,970	31.1%	77.6%	8,860	17,994	31.3%	77.7%	9,480	
16,807	27.7%	69.8%	8,170	16,875	27.4%	69.7%	8,535	
19,406	28.2%	69.9%	7,915	18,433	26.2%	69.4%	8,535	
25,737	25.4%	62.2%	1,275	18,433	26.2%	69.4%	1,275	
15,976	25.2%	64.1%	6,495	13,019	26.5%	67.3%	6,495	
9,911	20.6%	39.7%	3,060	11,240	21.7%	39.7%	3,060	
15,833	31.3%	70.3%	7,950	16,194	31.0%	70.1%	7,695	
6,439	26.0%	58.2%	8,205	5,838	25.3%	53.7%	8,205	
5,795	25.1%	66.4%	2,805	6,030	24.7%	65.7%	2,805	
6,079	33.1%	66.5%	9,115	6,189	33.0%	66.1%	9,480	

Census Block Groups

Census ID	Population	Low Income	Minority	Trips Before	Trips After
401091025002	291	11.3%	21.6%	83347	83347
401091003003	686	3.6%	18.2%	18560	18560
401091018001	699	6.3%	30.6%	86117	86117
401091024003	725	37.7%	66.8%	83347	83347
401091025001	6	0.0%	0.0%	49440	47655
401091066083	805	0.0%	27.6%	67702	67702
401091069021	578	17.6%	52.9%	0	0
401091080083	758	21.2%	54.7%	6120	6120
401091072242	851	11.5%	44.8%	15645	15645
401091056002	1373	24.9%	68.9%	35045	35045
401091059042	1819	16.8%	60.6%	41790	41790
400272010004	1021	19.3%	36.0%	3825	2040
400272018021	1341	8.9%	21.6%	9480	9480
400272019031	1405	3.8%	55.8%	0	0
400272020051	545	0.0%	59.4%	0	0
401091053002	1928	26.9%	76.8%	18340	18340
401091074016	1228	7.4%	76.5%	12990	12990
401091076013	167		31.7%	6120	6120
401091085082	0			0	0
401091085253	978	12.4%	65.7%	7330	7330
400272020062	1703	37.3%	47.3%	9480	9480
400272012011	924	52.6%	18.0%	0	0
401091041001	1251	63.5%	86.0%	32350	32350
401091041002	2028	35.9%	71.2%	80750	80750
401091085151	1159	6.6%	36.5%	0	0
401091095003	353	59.5%	100.0%	35005	35005
401091051013	393	38.5%	55.5%	34970	34970
401091072071	728	34.6%	53.2%	35410	35410
401091072154	1160	16.6%	76.9%	16705	16705
401091074054	625	10.7%	59.0%	12990	12990
401091072161	861	40.9%	75.8%	15645	15645
401091086044	0			34495	34495
401091080073	0			6120	6120
401091032005	516	27.9%	27.1%	312642	310857
401091069091	2008	8.7%	50.7%	35150	35150
401091069136	0			69645	69645
401091069172	1722	52.3%	93.1%	35150	35150
400272009002	557	17.8%	27.1%	3825	2040
400272009004	1692	13.6%	36.2%	3825	2040
400272018022	1534	9.7%	25.2%	0	0

401091083261	886	4.4%	28.8%	0	0
401091083262	2419	24.7%	57.4%	18560	18560
401091083223	1710	15.7%	83.3%	0	0
401091039003	545	11.4%	94.9%	31330	31330
401091073033	682	16.9%	40.9%	12990	12990
401091077063	1550	6.3%	41.0%	3060	3060
401091083011	1564	29.4%	71.7%	16410	16410
401091085143	1139	2.5%	49.5%	0	0
401091085201	1345	2.5%	15.9%	18560	18560
401091099007	0			155966	155966
400272002002	1427	23.1%	28.9%	3825	2040
401091071032	1198	17.9%	80.8%	16705	16705
401091015001	783	52.7%	86.0%	74165	72380
401091032004	1103	6.9%	56.2%	312642	310857
401091067052	1571	4.8%	60.2%	15425	15425
401091072062	704	10.4%	46.6%	15645	15645
401091078061	1451	8.0%	30.2%	5610	5610
401091080051	506	18.0%	22.9%	5610	5610
401091085263	1053	27.7%	68.1%	15425	15425
401091085352	4782	1.8%	39.9%	0	0
401091069023	869	14.6%	45.0%	18960	18960
401091069141	588	31.0%	38.8%	9225	9225
401091021001	697	5.3%	38.3%	33840	33840
401091023003	853	23.8%	59.8%	47115	47115
401091032002	0			312642	310857
401091066061	499	6.0%	20.2%	67702	67702
401091069131	713	34.2%	55.8%	35150	35150
401091070024	0			16190	16190
401091067024	1160	12.8%	44.8%	15425	15425
401091010001	713	31.8%	51.1%	71237	71237
401091065033	656	6.3%	18.1%	33985	33985
401091072132	1535	5.5%	77.9%	35705	35705
400272006023	1495	19.9%	15.5%	3825	2040
400272019042	1710	7.0%	40.3%	0	0
400272020054	1409	13.2%	53.7%	17685	17685
401091083102	821	9.6%	58.2%	18560	18560
401091084044	640	24.1%	18.6%	0	0
401099800061	17		100.0%	75907	75907
401099800062	0			83347	83347
401091083254	1539	0.0%	51.7%	0	0
400272015053	1465	0.0%	14.9%	0	0

400272019041	2291	5.2%	33.9%	0	0
401091074042	1846	8.7%	52.0%	0	0
401091078013	573	19.2%	84.8%	12990	12990
401091059044	347	12.5%	17.6%	31035	31035
401091077031	2107	9.4%	20.4%	6120	6120
401091044001	1207	31.3%	91.5%	33985	33985
401091045002	1238	45.6%	70.8%	45290	45290
401091054002	873	18.9%	87.9%	12990	12990
401099800011	21	0.0%	76.2%	6120	6120
401091049002	589	7.6%	70.5%	12990	12990
401091093003	775	7.0%	27.2%	0	0
401091094001	431	13.7%	36.9%	57755	55970
401091099008	353	7.4%	70.8%	155966	155966
401091083091	1047	7.7%	79.1%	18560	18560
401091069063	1870	5.8%	65.5%	18960	18960
401091069135	1572	29.8%	66.1%	16190	16190
401091080111	1455	38.1%	74.1%	8670	8670
400272020021	1814	4.4%	25.7%	17685	17685
400272010001	1635	21.3%	29.5%	3825	2040
401091077072	756	19.4%	48.5%	6120	6120
401091077032	618	3.2%	31.7%	6120	6120
401091072064	1784	15.1%	58.0%	33040	33040
401091072131	1089	64.2%	42.6%	16705	16705
401091042003	878	16.4%	92.8%	35045	35045
401091044002	1354	4.4%	83.8%	33985	33985
401091059072	1251	20.4%	58.6%	31070	31070
401091085142	706	17.8%	38.2%	0	0
401091094002	1437	3.8%	5.7%	133007	131222
401091002033	604	7.1%	21.5%	16155	16155
401091080072	1223	5.6%	62.0%	3060	3060
401091002012	678	8.0%	45.9%	50540	50540
401091085264	871	5.2%	22.4%	15425	15425
400272009001	1725	19.0%	38.8%	3825	2040
401091074062	3675	5.2%	37.7%	0	0
401091077053	657	3.5%	22.7%	0	0
401091052021	832	32.9%	99.3%	37155	37155
401091063011	960	17.4%	73.6%	18560	18560
401091072164	1098	23.9%	76.1%	15645	15645
401091099005	0			312642	310857
401091099006	333	49.8%	45.0%	323774	321989
401091100001	0			24655	24655

401091039004	1178	30.4%	91.3%	18340	18340
401091049003	1271	30.1%	91.7%	16410	16410
401091080103	833	41.9%	75.9%	5610	5610
401091066023	787	23.3%	59.5%	7440	7440
401091066073	1317	5.8%	24.3%	15425	15425
401091069071	1081	17.7%	64.0%	18960	18960
401091069101	1691	33.0%	40.0%	18960	18960
401091071031	728	40.9%	78.8%	16705	16705
401091072063	1109	21.7%	69.1%	19000	19000
401091078081	805	17.1%	48.1%	0	0
401091069142	996	42.1%	48.0%	18960	18960
401091069143	802	48.9%	74.1%	35150	35150
401091025004	445	37.1%	26.5%	109812	108027
401091080074	1021	32.8%	40.8%	6120	6120
401091085342	1536	2.0%	36.2%	18560	18560
401091085382	2198	6.5%	15.2%	9335	9335
401091083141	1930	28.6%	59.0%	18560	18560
401091065031	986	5.5%	23.0%	86262	86262
401091072125	726	24.7%	32.9%	0	0
401091072232	678	18.7%	44.0%	35410	35410
401091073021	1821	66.8%	82.2%	12990	12990
401091100003	826	23.5%	64.4%	63925	63925
401091078072	1051	13.5%	31.0%	0	0
401091004001	721	44.7%	87.5%	42920	42920
401091069137	0			34495	34495
401091063024	1644	19.1%	90.6%	0	0
401091072072	1052	25.1%	41.6%	9480	9480
400272005005	833	19.9%	31.7%	3825	2040
400272019022	1665	10.8%	30.4%	15645	15645
401091039002	1534	24.4%	94.6%	31330	31330
401091072261	1269	15.4%	82.0%	16410	16410
401091074012	1643	22.6%	66.1%	6495	6495
401091078012	309	15.5%	21.7%	6495	6495
401091083252	1227	3.2%	38.4%	0	0
401091085081	1087	10.9%	53.0%	0	0
401091097003	0			59061	59061
401091085374	859	4.0%	4.4%	0	0
401091032003	0			312642	310857
401091078082	236	31.8%	56.8%	0	0
401091085262	1581	3.0%	30.2%	0	0
401091083074	832	0.0%	35.2%	18560	18560

401091083103	843	32.7%	68.7%	18560	18560
401091072252	777	26.0%	70.5%	16410	16410
401099800021	0			83857	83857
401091055004	389	69.2%	48.3%	16705	16705
401091059033	0			14880	14880
401091064012	629	4.1%	8.3%	18560	18560
401091085145	671	6.1%	27.0%	15425	15425
401091067051	1128	2.5%	31.8%	67702	67702
401091002032	871	18.4%	40.4%	16155	16155
401091055002	819	48.5%	81.9%	7695	7695
401091069061	476	5.3%	50.0%	7440	7440
401091068044	941	24.9%	54.3%	7440	7440
401091085252	588	1.0%	44.4%	0	0
401091001002	699	41.6%	77.0%	70837	70837
401091025003	585	23.9%	39.5%	91552	91552
401091068031	743	15.3%	41.9%	0	0
401091069034	859	19.4%	33.2%	0	0
401091069121	1162	5.3%	63.0%	16190	16190
401091070022	2610	19.0%	74.1%	35045	35045
401091078063	2214	35.2%	56.1%	0	0
401091080061	1602	5.4%	31.6%	3060	3060
400272005003	767	36.5%	17.5%	0	0
401091080034	885	18.8%	70.7%	8670	8670
401091071042	835	33.7%	48.6%	16705	16705
401091085371	722	1.1%	19.8%	18560	18560
401091010002	1206	30.1%	44.1%	50540	50540
401091012001	1325	16.3%	25.9%	18960	18960
401091002021	386	27.7%	24.4%	31580	31580
401091013002	1055	40.1%	70.3%	35005	35005
401091066082	1032	6.9%	45.3%	0	0
401091069102	1274	8.2%	47.6%	0	0
401091014001	749	47.9%	87.9%	55205	53420
401091033003	553	21.9%	78.8%	78805	78805
401091071011	0			8170	8170
401091086041	0			69645	69645
401091085202	714	9.8%	50.6%	18560	18560
401091008001	416	17.5%	38.5%	41848	41848
401091022003	424	18.9%	23.1%	31070	31070
401091088021	934	20.0%	6.0%	0	0
401091088043	817	2.7%	24.2%	5610	5610
401091066011	780	16.7%	54.9%	22830	22830

400272018023	894	11.8%	27.7%	0	0
401091072126	1520	33.3%	65.9%	35705	35705
401091072152	492	33.1%	71.3%	8170	8170
401091072153	468	9.4%	47.0%	16705	16705
401091076051	1120	19.7%	37.1%	3060	3060
401091085231	1389	6.3%	33.5%	15425	15425
401091067082	1112	2.0%	34.5%	0	0
401091067091	1528	2.5%	62.0%	15425	15425
401091067103	2116	38.9%	54.2%	15425	15425
401091068032	1881	15.9%	60.6%	0	0
401091008003	908	14.3%	48.5%	41848	41848
401091013003	607	52.4%	86.2%	35005	35005
401091020002	1204	19.6%	25.7%	65420	65420
401091023002	828	26.9%	50.7%	31070	31070
401091066112	1391	7.3%	54.7%	83857	83857
401091042001	737	27.5%	93.8%	35045	35045
401091043001	829	17.9%	90.3%	24180	24180
401091044003	829	20.7%	89.4%	15645	15645
401091059071	2125	5.4%	72.2%	16190	16190
401091065025	1069	30.9%	56.1%	67702	67702
401091073032	587	33.9%	68.1%	12990	12990
401091078042	1095	18.8%	36.1%	0	0
401091083221	1199	10.2%	67.1%	9225	9225
401091083231	985	3.1%	26.7%	18560	18560
400272020022	665	9.8%	49.9%	17685	17685
400272020055	1336	35.6%	60.3%	0	0
401091095004	779	23.9%	91.4%	18595	18595
401091100004	845	31.0%	69.5%	66845	66845
401091083101	1142	18.7%	77.9%	18560	18560
401091083232	1156	2.8%	30.7%	0	0
401091056001	929	29.8%	76.5%	35045	35045
401091059034	869	6.7%	64.2%	14880	14880
401091072133	1182	16.0%	46.2%	35705	35705
400272020024	532	46.8%	48.7%	0	0
401091063025	801	60.8%	80.0%	0	0
400272010002	1132	5.1%	25.3%	3825	2040
401091064011	820	5.9%	8.5%	15425	15425
401091063023	1057	23.1%	98.2%	18560	18560
401091077051	903	15.2%	35.9%	3060	3060
401091080114	760	1.6%	79.5%	5610	5610
401091013001	834	49.4%	94.8%	16410	16410

401091066072	383	5.2%	32.4%	14880	14880
401091067101	956	0.0%	32.9%	15425	15425
401091004002	631	34.1%	61.6%	18560	18560
401091086043	0			35150	35150
401091069072	1101	6.3%	58.4%	0	0
401091071041	1641	51.0%	67.2%	16705	16705
401091080062	3233	15.0%	43.2%	0	0
401091080113	448	24.9%	71.7%	5610	5610
401091083212	199	8.5%	41.7%	0	0
400272010003	1417	49.7%	38.3%	0	0
400272015122	1722	1.0%	17.9%	0	0
401091063014	830	34.3%	49.5%	18560	18560
401091065024	0			15425	15425
401091072191	1717	23.9%	76.5%	19000	19000
401091073061	1555	21.9%	51.3%	12990	12990
401091047001	799	78.6%	46.8%	47740	47740
401091049001	795	49.5%	80.1%	47740	47740
401091053001	0			18340	18340
401091063012	793	44.6%	69.1%	16410	16410
401091084041	1701	17.8%	54.0%	18560	18560
401099800041	21	52.6%	14.3%	18560	18560
401091066013	1983	45.0%	53.9%	16155	16155
401091066111	1121	43.4%	74.3%	91297	91297
401091067063	1738	52.0%	53.6%	30305	30305
401091069133	1619	61.0%	65.1%	25925	25925
401091080102	834	18.5%	71.3%	8670	8670
401091052011	1713	7.9%	95.6%	18560	18560
401091064022	1226	0.2%	31.5%	15425	15425
401091064035	931	11.4%	18.2%	0	0
401091065011	722	4.8%	10.8%	67702	67702
401091072143	1079	29.4%	55.4%	34645	34645
401091072203	568	9.3%	41.7%	15645	15645
401091072233	1546	41.0%	77.9%	35410	35410
401091083251	1338	6.7%	38.8%	0	0
401091067081	0			15425	15425
401091069173	1220	49.4%	94.1%	18960	18960
400272001001	201	35.8%	9.5%	3825	2040
401091070011	1348	31.3%	48.6%	16705	16705
401091072061	866	51.9%	87.9%	34645	34645
401091072172	822	17.0%	54.7%	15645	15645
401091072202	1859	52.1%	84.2%	15645	15645

401091083073	1076	24.3%	75.9%	18560	18560
401091073062	1122	34.7%	76.8%	12990	12990
401091083211	588	26.4%	69.7%	0	0
401091078011	1212	5.9%	33.3%	6495	6495
401091078014	1003	25.0%	74.8%	0	0
401091059031	439	3.9%	54.9%	7440	7440
401091098001	619	70.6%	83.8%	113965	113965
401091059062	1219	8.9%	44.5%	18960	18960
401091083253	923	0.0%	41.5%	0	0
401091043003	1172	19.0%	65.4%	33985	33985
401091046001	1233	22.2%	89.7%	66740	66740
401091033002	0			47225	47225
400272002001	33		100.0%	0	0
401091068042	819	52.4%	77.0%	7440	7440
401091069111	1377	2.3%	45.0%	0	0
401091080081	1333	37.4%	50.5%	11730	11730
401091010004	484		26.2%	50540	50540
401091080092	1124	2.5%	79.2%	0	0
401091085261	861	5.3%	21.6%	15425	15425
401091074041	1664	24.2%	48.0%	6495	6495
401091076042	1248	25.1%	21.5%	6120	6120
401091076082	58	0.0%	53.4%	3060	3060
400272015094	261	0.4%	75.1%	3825	2040
401091059073	887	1.1%	35.6%	16190	16190
401091061001	1204	49.0%	100.0%	35005	35005
401091072231	995	17.1%	88.4%	35410	35410
401091073031	0			12990	12990
401091077071	540	20.4%	37.4%	6120	6120
401091097001	440	60.7%	69.8%	100810	99025
401091097002	1856	12.2%	24.4%	138471	136686
400272019023	1160	5.8%	31.1%	9480	9480
401091080091	1600	5.5%	69.6%	0	0
401091088032	331	15.7%	95.2%	5610	5610
401091088042	1125	33.5%	71.6%	5610	5610
401091005001	0			35370	35370
401091085372	465	3.7%	26.0%	18560	18560
401091068043	516	25.8%	59.1%	0	0
401091005003	844	31.4%	59.6%	53930	53930
401091015003	0			74165	72380
401091032006	0			312642	310857
401091080082	979	19.0%	62.0%	11730	11730

401091048003	855	33.9%	94.7%	12990	12990
401091056004	0			18340	18340
401091063032	1488	11.9%	55.4%	18560	18560
401091076012	1123	32.6%	26.4%	6120	6120
401091076041	965	17.1%	38.3%	6120	6120
401091077041	1542	32.9%	43.0%	6120	6120
401091064031	1355	5.1%	25.2%	0	0
401091095001	394	34.0%	66.5%	16410	16410
401099800031	8		12.5%	18560	18560
401091011001	951	16.9%	35.3%	71237	71237
401091015002	0			35370	35370
401091066063	1194	11.4%	51.6%	75142	75142
400272020053	1182	56.9%	43.7%	17685	17685
401091085141	864	16.6%	65.5%	8095	8095
401091063021	805	35.4%	69.2%	34970	34970
401091072222	1292	47.8%	83.0%	35410	35410
401091072243	1245	5.1%	32.9%	15645	15645
401091073052	648	34.0%	70.7%	0	0
401091076011	31	45.2%	45.2%	6120	6120
401091076014	717	37.0%	67.2%	6120	6120
401091047002	739	26.3%	78.6%	31330	31330
401091055001	761	42.4%	86.7%	15645	15645
401091059035	438	14.8%	49.3%	14880	14880
401091072141	826	46.9%	73.6%	15645	15645
401091072211	1061	24.5%	61.9%	34645	34645
401091069062	494	17.2%	33.8%	0	0
401091080031	299	12.7%	18.4%	5610	5610
401091080101	1091	13.5%	53.7%	0	0
401091085381	883	10.3%	47.8%	0	0
401091001004	726	9.2%	32.0%	70837	70837
401091080071	904	11.0%	27.8%	8670	8670
401091001003	381	1.0%	24.1%	70837	70837
401091003001	1027	4.2%	37.2%	52277	52277
401091020001	1242	18.3%	46.0%	49995	49995
401091086042	966	5.7%	44.0%	18340	18340
401091088051	377	5.6%	53.8%	5610	5610
401091099002	10	0.0%	40.0%	312642	310857
401091072151	1703	10.3%	90.8%	16705	16705
400272006021	958	14.0%	17.4%	0	0
401091078041	1063	25.2%	52.0%	6120	6120
401091072182	2464	37.1%	70.8%	15645	15645

401091077052	804	31.8%	54.4%	3060	3060
401091085144	818	12.8%	71.4%	0	0
401091054001	1208	17.3%	70.4%	12990	12990
401091064021	840	7.6%	25.5%	15425	15425
401091022002	1181	29.2%	70.4%	31070	31070
401091086046	1755	37.1%	71.6%	69645	69645
401091019001	447	19.7%	8.1%	50540	50540
401091066022	778	3.3%	8.6%	14880	14880
401091066071	1511	24.5%	50.4%	67702	67702
400272020061	1412	9.1%	53.0%	9480	9480
401099800091	82	62.2%	48.8%	110328	110328
401091073053	470	36.2%	74.3%	12990	12990
401091074011	1335	33.1%	78.3%	12990	12990
401091083241	1581	4.0%	16.2%	0	0
401091042002	781	27.8%	90.0%	35045	35045
401091059051	1423	10.7%	53.5%	18960	18960
401091072163	770	23.4%	86.1%	0	0
401091072221	957	28.6%	80.0%	35410	35410
401091073022	1916	45.9%	70.7%	12990	12990
401091083071	950	4.3%	62.9%	0	0
401091085232	2469	0.4%	58.8%	0	0
401091067022	1416	23.7%	62.9%	0	0
401091018002	911	5.0%	19.2%	18960	18960
401091067023	560	7.0%	39.1%	0	0
401091069032	1669	31.6%	47.2%	0	0
401091069145	895	32.4%	38.7%	18960	18960
401091078073	1075	35.9%	53.8%	6495	6495
401091079002	734	24.8%	78.5%	22020	22020
401091080033	2026	20.5%	82.7%	5610	5610
401091004003	746	21.8%	91.3%	53565	53565
401091085211	791	18.3%	50.6%	15425	15425
400272005002	1237	17.8%	38.4%	3825	2040
400272010005	1091	18.9%	15.0%	0	0
401091093001	240	25.8%	30.8%	25854	25854
400272015082	1221	6.7%	15.5%	0	0
401091061003	1164	38.5%	76.5%	35005	35005
401091093002	839	10.4%	33.5%	0	0
401091085153	1113	7.9%	51.2%	15425	15425
401091072122	2011	15.5%	68.2%	35705	35705
401091072212	939	23.2%	60.4%	19000	19000
400272009003	0			3825	2040

400272015121	0			0	0
401091048002	1323	19.6%	81.9%	31330	31330
401091051011	632	8.2%	10.0%	18560	18560
401091056005	2020	74.3%	86.4%	18340	18340
401091059052	1837	19.7%	56.1%	33840	33840
401091068041	824	0.9%	62.0%	14880	14880
401091069022	811	26.6%	76.3%	0	0
401091069122	1704	54.2%	76.2%	35150	35150
401091085373	1010	6.6%	44.3%	0	0
401091003002	1577	2.3%	7.3%	25854	25854
401091010003	589	39.4%	57.9%	86662	86662
401091019003	1527	21.1%	28.4%	86117	86117
401091039001	501	8.4%	70.7%	31330	31330
401091067092	848	29.7%	52.5%	15425	15425
401091024002	637	19.3%	74.1%	31070	31070
401091059061	1983	9.0%	70.0%	33840	33840
401091059074	216	21.8%	2.3%	16190	16190
401091065022	1070	16.1%	35.9%	34518	34518
401091077033	841	4.1%	15.8%	6120	6120
401091083075	569	0.0%	25.7%	0	0
401091083092	1025	21.8%	80.3%	18560	18560
401091085131	1116	1.6%	27.8%	0	0
401091085212	600	3.8%	71.8%	15425	15425
401091099001	715	53.3%	33.6%	96905	96905
401099800051	0			64685	62900
401091009002	1007	3.1%	10.8%	35115	35115
401091024001	651	2.6%	72.5%	62650	62650
401091078071	989	17.0%	51.5%	0	0
401091015004	846	16.3%	64.4%	74165	72380
401091002022	641	25.7%	25.4%	15425	15425
401091070012	1549	33.7%	78.1%	16705	16705
401091067102	831	23.7%	32.1%	0	0
401091069112	654	6.9%	63.8%	16190	16190
401091085345	186	0.0%	15.6%	9335	9335
400272012022	451	0.0%	31.0%	0	0
401091097004	0			18340	18340
401091099004	0			323774	321989
401091060002	777	2.7%	39.4%	0	0
401091072171	1509	19.3%	81.4%	15645	15645
401091072201	1689	26.2%	70.9%	19000	19000
401091083012	738	26.8%	18.4%	16410	16410

401091053003	1499	20.5%	71.8%	31330	31330
401091083233	1350	16.4%	51.5%	18560	18560
401091072251	972	26.1%	76.7%	16410	16410
401091049004	1208	9.9%	58.3%	31330	31330
401091050001	1121	18.4%	89.0%	53750	53750
401091051014	0			34970	34970
401091056003	570	33.2%	90.7%	35045	35045
400272019043	787	27.6%	25.7%	15645	15645
400272004001	867	12.3%	29.3%	0	0
401091060001	837	5.6%	84.0%	22020	22020
401091063031	1112	10.0%	69.3%	18560	18560
401091065012	1202	0.8%	20.0%	23630	23630
401091072134	850	48.4%	71.5%	16705	16705
401091074013	2341	31.1%	67.3%	12990	12990
401091024004	718	16.6%	77.9%	47770	47770
401091032001	1453		62.2%	62615	62615
401091067104	1542	10.8%	67.8%	15425	15425
401091069134	0			34495	34495
401091070013	1595	18.0%	83.5%	16705	16705
401091080084	820	1.1%	34.9%	11730	11730
401091080093	576	8.2%	26.6%	11730	11730
401091085251	512	11.1%	57.4%	0	0
401091070021	0			34495	34495
401091070023	0			32345	32345
401091079001	756	64.2%	99.1%	8205	8205
401091080032	480	39.0%	45.8%	8670	8670
400272015124	1602	25.2%	19.4%	3825	2040
401091088053	993	14.9%	45.1%	5610	5610
401091084042	1464	4.3%	12.2%	0	0
400272004002	1083	13.5%	31.9%	3825	2040
400272005004	429	54.5%	28.4%	0	0
401091043002	641	30.3%	78.5%	33985	33985
401091051012	1470	33.9%	47.4%	34970	34970
401091076052	844	25.7%	28.0%	0	0
401091072142	1391	1.7%	63.0%	35705	35705
401091074053	1439	18.2%	71.4%	12990	12990
400272015055	1174	20.9%	46.4%	3825	2040
400272020023	1077	10.5%	54.5%	0	0
400272020052	1699	7.2%	40.6%	0	0
401091084031	826	8.5%	34.4%	0	0
401091048001	668	26.9%	69.5%	31330	31330

401091059041	685	10.8%	55.5%	25380	25380
401091062001	1597	8.6%	85.7%	34970	34970
401091085154	1544	18.2%	25.7%	15425	15425
401091095005	1368	43.8%	90.9%	26800	26800
401091096001	867	23.7%	34.7%	95820	94035
401091100002	0			16155	16155
401099800071	347	6.6%	25.9%	323880	322095
401091080112	978	34.3%	82.8%	8670	8670
401091023004	1371	21.1%	68.3%	62650	62650
401091072253	635	12.9%	56.2%	21195	21195
401091069132	988	45.4%	68.7%	35150	35150
401091067021	861	3.9%	62.6%	15425	15425
401091067061	1472	14.0%	47.4%	15425	15425
401091088031	604	25.8%	96.7%	5610	5610
401091021002	689	2.6%	15.8%	33840	33840
401091066012	555	18.5%	49.9%	16155	16155
401091066101	1397	27.8%	53.3%	83857	83857
401091070025	242	71.1%	71.1%	34495	34495
401091080053	1597	5.0%	76.5%	5610	5610
401091059043	971	47.2%	71.5%	16155	16155
401091061004	34	0.0%	58.8%	18595	18595
401091065023	636	13.0%	35.2%	16155	16155
401091065032	0			86262	86262
400272015054	1322	2.0%	14.1%	0	0
401091072121	1015	10.4%	36.5%	35705	35705
400272019021	2015	14.7%	47.5%	9480	9480
400272005001	623	21.5%	26.8%	0	0
401091072162	194	86.3%	71.1%	15645	15645
400272015097	0			3825	2040
401091084043	0			18560	18560
401091045001	1903	26.2%	82.2%	37340	37340
401091065013	787	9.9%	23.0%	23630	23630
401099800081	4	75.0%	75.0%	74165	72380
401091072124	0			35705	35705
401091072241	1944	27.5%	70.9%	34645	34645
401091061005	0			18595	18595
401091061006	194	81.2%	59.3%	35005	35005
401091019002	890	9.3%	26.1%	65420	65420
401091083142	1291	16.9%	82.0%	18560	18560
400272007001	242	83.3%	33.9%	0	0
401091072123	417	4.6%	21.3%	0	0

401091095002	481	76.7%	88.4%	26800	26800
401091063033	1057	8.1%	37.9%	18560	18560
401091077061	477	21.2%	16.1%	6120	6120
401091055003	916	6.8%	91.6%	8535	8535
401091061002	1045	1.1%	83.7%	53565	53565
401091063013	739	29.6%	79.8%	8205	8205
401091063022	468	7.5%	63.5%	18560	18560
401091033001	1029	32.8%	81.6%	47770	47770
401091066062	157	0.0%	69.4%	75142	75142
401091002031	971	12.0%	67.9%	15425	15425
401091022001	1145	38.3%	78.5%	31070	31070
401091066081	1774	16.9%	34.8%	67702	67702
401091069144	662	23.3%	65.1%	35150	35150
401091078053	848	27.8%	42.8%	0	0
401091065021	983	4.5%	31.5%	83857	83857
401091074014	0			12990	12990
401091050002	1108	29.2%	86.7%	35410	35410
401091059032	967	24.4%	50.9%	7440	7440
401091064013	663	3.3%	9.5%	18560	18560
401091066021	821	28.6%	55.8%	14880	14880
401091067062	810	1.9%	9.6%	67702	67702
400272003002	1012	21.9%	49.1%	0	0
401091070014	1112	23.1%	87.1%	16705	16705
401091002011	957	2.6%	16.1%	25380	25380
401091008002	1307	23.0%	48.1%	52277	52277
401091009001	749	6.1%	35.9%	49995	49995
401091015005	439	6.4%	24.1%	74165	72380
401091001001	1098	1.8%	37.0%	44414	44414
401091067083	1872	6.1%	55.1%	7330	7330
401091069171	821	54.3%	76.0%	18960	18960
401091072181	1438	33.9%	63.3%	19000	19000
401091072262	1595	27.8%	58.1%	25600	25600
401091073063	1440	42.9%	55.7%	12990	12990
401091077062	750	27.5%	14.7%	6120	6120
401091083072	788	0.0%	55.7%	9225	9225
401091085083	722	4.1%	39.1%	52277	52277
401091021003	486	19.5%	54.1%	49995	49995
401091083222	1138	12.9%	60.5%	9225	9225
401091099003	0			312642	310857
401091023001	413	10.9%	69.0%	31070	31070
401091005002	904	15.1%	89.6%	34970	34970

401091069161	1171	14.3%	70.5%	18960	18960
401091069162	1274	5.0%	91.4%	16190	16190
401091072192	1499	2.9%	80.8%	19000	19000
401091066091	1133	7.0%	26.7%	15425	15425

Service Area

Block Groups	Population	Low Income	Minority	Trips Before	Trips After
577	547,934	20.2%	54.1%	376,387	368,992

