

CENTRAL OKLAHOMA LONG RANGE TRANSIT PLAN

ACOG Transportation Committee | October 2025





Agenda

- 1** Project Overview
- 2** Developing the Vision
- 3** Transit Vision
- 4** Delivering the Vision
- 5** Next Steps



Project Partners

Project Leads



EMBARK

MAPS4

acog
ASSOCIATION OF
CENTRAL OKLAHOMA
GOVERNMENTS

Operating Partners



RTA
Regional Transportation Authority
of Central Oklahoma

citylink
EDMOND

NORMAN Transit
(dba EMBARK Norman)

Government Partners



SEAL OF THE CITY OF
OKLAHOMA CITY

NORMAN

Edmond
A GREAT PLACE TO GROW

OKLAHOMA
Transportation

Project Overview





Setting the Stage for Growth

ACOG's Projections for 2045



+434K
Residents



+320K
Jobs



+1.1M
Trips

The LRTP Will



Guide strategic **investment** to meet the **region's growth**



Set a framework to **build on** previous **planning efforts**



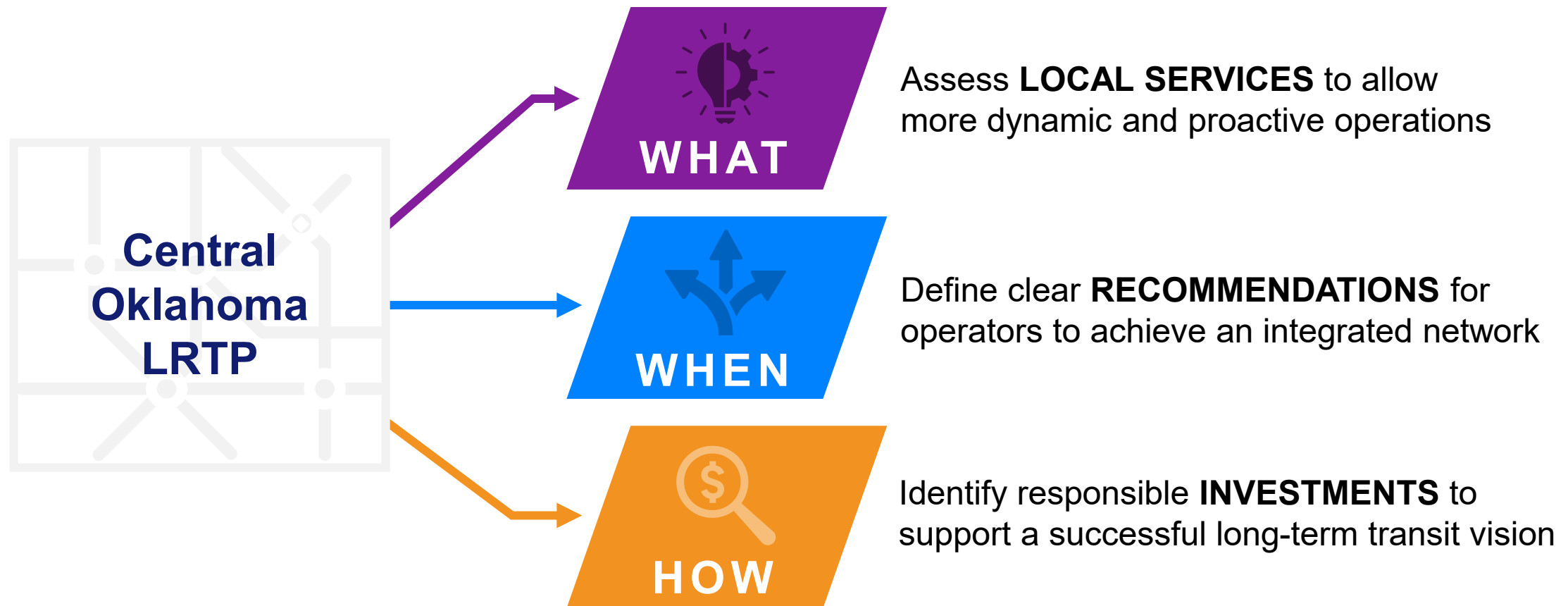
Connect **communities** by **investing** in a wide array of **transit services**



Stimulate **local economies** by connecting **people and jobs**



Project Description

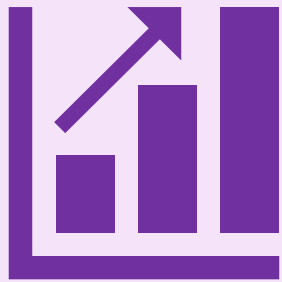




Vision and Goals



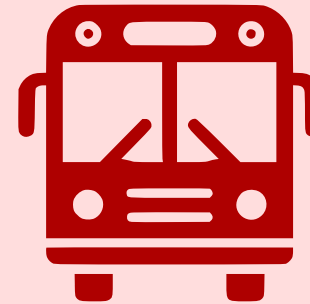
Develop an intentional plan for a cohesive network of transit services that supports growth, promotes economic mobility, enhances quality of life, and facilitates opportunity across Central Oklahoma.



*Provide communities
with meaningful
access to transit*



*Create a compelling,
reliable rider
experience*



*Offer competitive
service options*

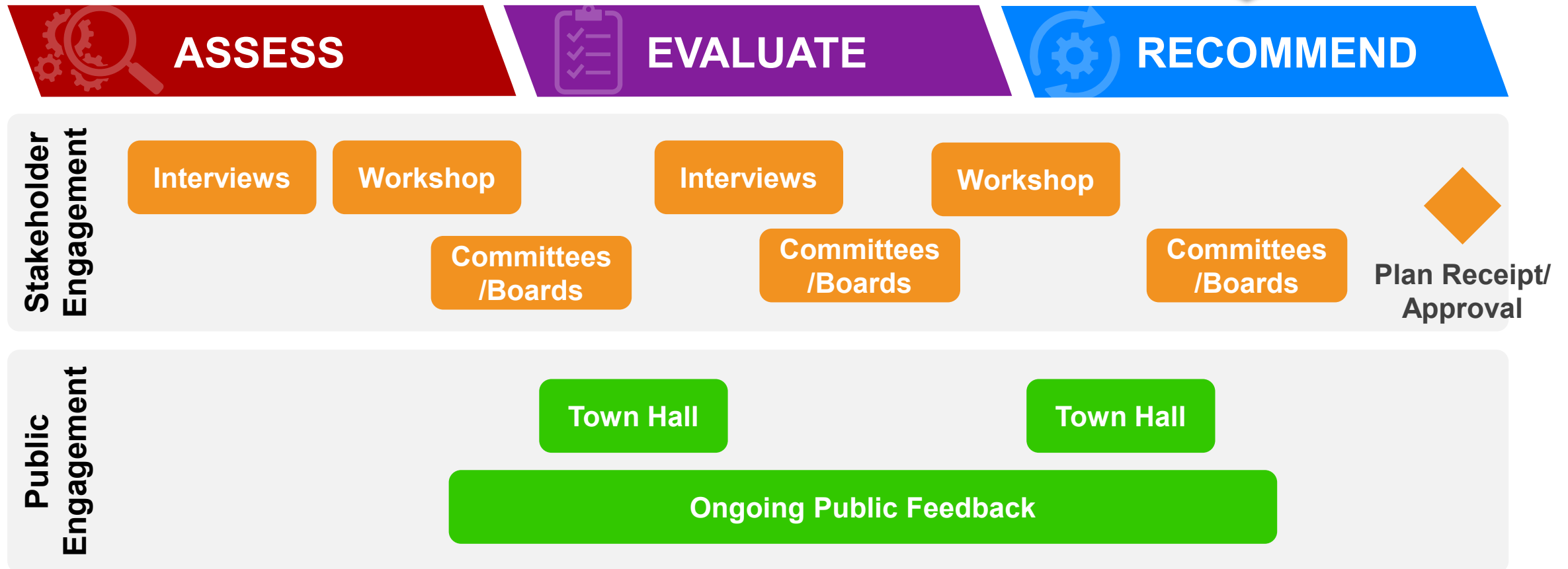


*Utilize resources
effectively*



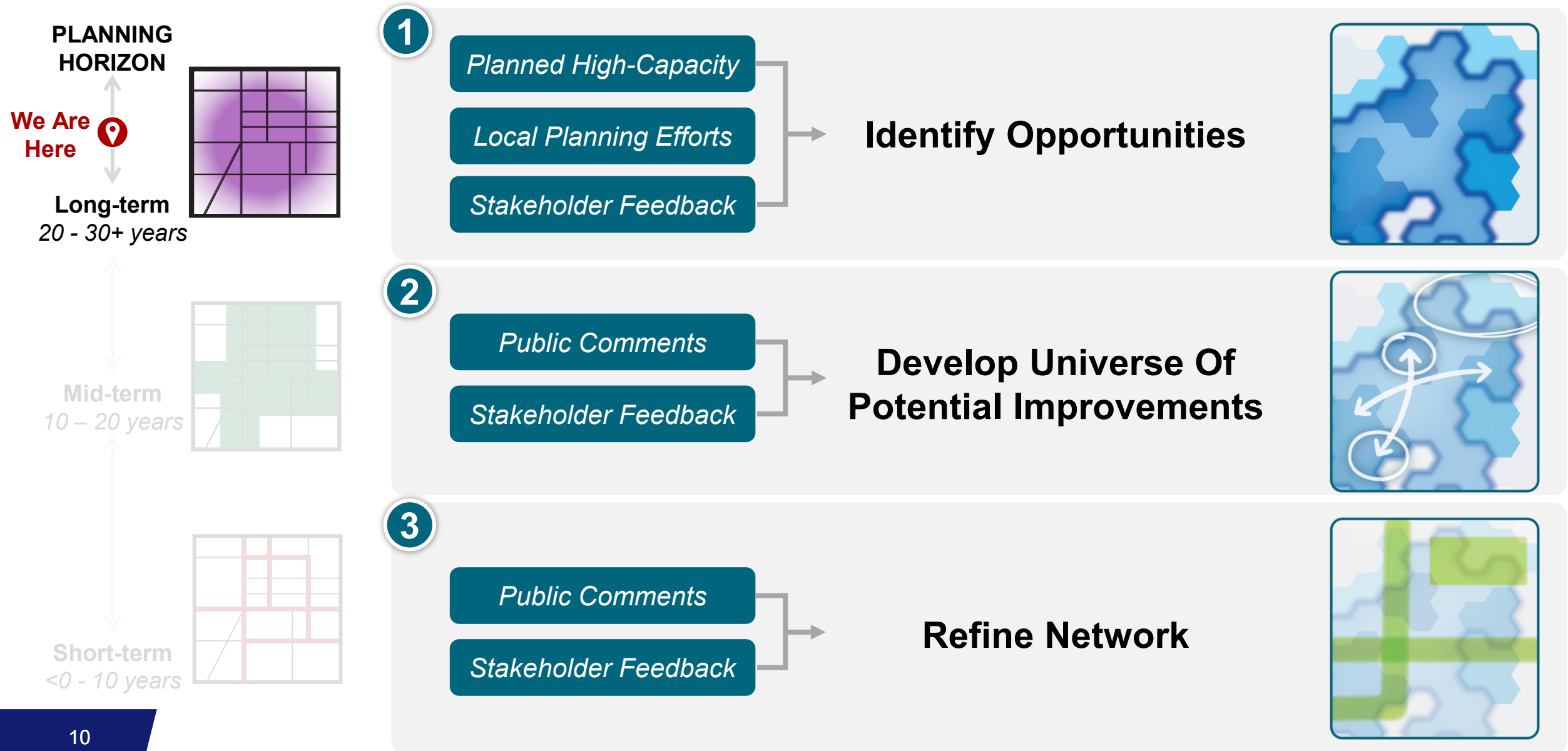
Project Schedule

WE ARE
HERE



Developing the Vision

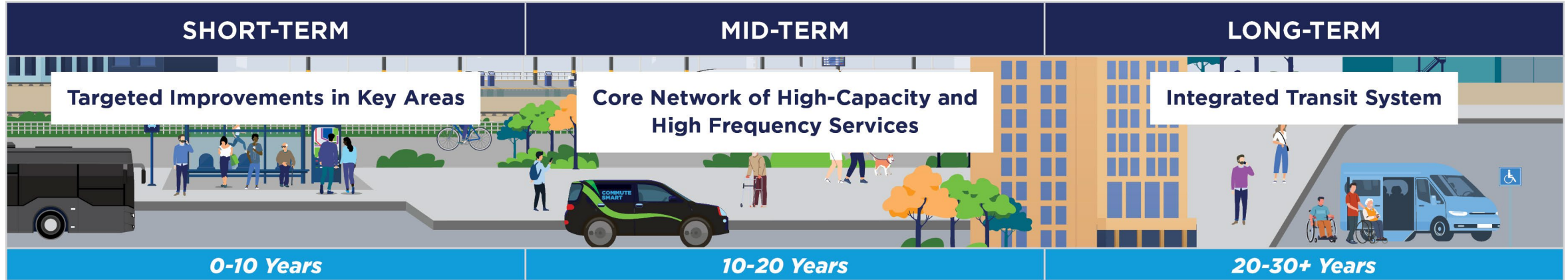




Transit Vision



Planning Horizons





HIGH-CAPACITY TRANSIT INVESTMENTS

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> • MAPS 4 NE/S BRT Corridor • OKC Streetcar Extension (to MAPS 4 Multipurpose Stadium) | <ul style="list-style-type: none"> • RTA N/S Commuter Rail • RTA West BRT Corridor • RTA East BRT Corridor • RTA Airport LRT Corridor & RTA FAA Extension | <ul style="list-style-type: none"> • OKC Streetcar Extension (Innovation District) • <i>RAPID</i> NW BRT Extension |
|--|---|--|

LOCAL SERVICE INVESTMENTS

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • New high frequency in key corridors • Enhanced service spans on key routes | <ul style="list-style-type: none"> • High frequency service on core network • Enhanced service spans on core network | <ul style="list-style-type: none"> • New on-demand zones to expand access • Enhanced service spans on all routes |
|---|--|--|

Public Engagement Summary

What We Heard 	What We Did 
Need to respond to projected growth in Central Oklahoma	<ul style="list-style-type: none"> ✓ Proposed on-demand service zones ✓ Sustainable development strategies focused on high-density neighborhoods
Desire for increased service frequency and longer service hours	<ul style="list-style-type: none"> ✓ Core network of high-capacity transit services ✓ Extended operating hours to better serve diverse travel needs
Need for improved transfers to make trips more seamless and convenient	<ul style="list-style-type: none"> ✓ Investments in passenger and driver facilities ✓ Upgraded amenities to enhance rider comfort
Desire for transit service between jurisdictions	<ul style="list-style-type: none"> ✓ Recommended new routes to promote weekday and weekend connectivity
Prioritize transit reliability so riders can plan their trips with confidence	<ul style="list-style-type: none"> ✓ Technology upgrades proposed to prioritize transit

Activities	
	29 Board/Committee Meetings
	2 Virtual Town Halls 77 Live Attendees 655 Recording Views
	3,747 Website Views 705 Story Map Views
	84 Public Comments
	Factsheets, Social Media, Website

Long-Term

Integrated Transit System

Core Network

16 High Frequency Routes **430** Miles of High-Capacity/ High Frequency

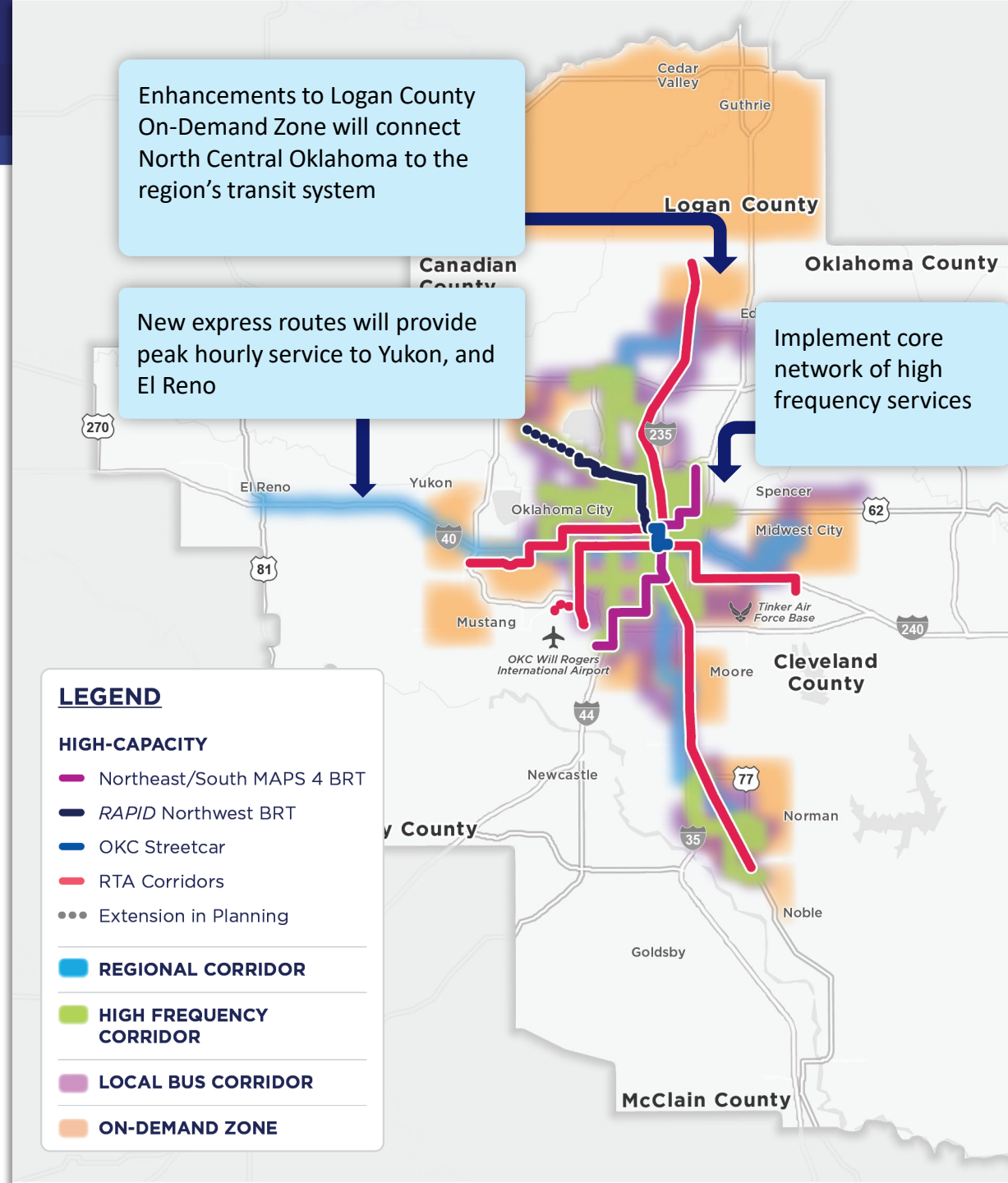
9 High-Capacity Routes **375K** More Residents/Jobs with increased access to frequent service

Fixed Route

8 Crosstown Routes **3** Express Routes **24** Enhanced Local Bus **8** New Local Bus

On-Demand Zones

13 All Day **2** Night/ Weekend





Transit Supports Economic Development



5-to-1

Return on
Investment from
Transit
Expenditures*



151,000

Additional Jobs
Accessible by Transit



1,300

Sustained Jobs

Save Commuters

1.1 M

Hours from Reduced
Congestion Annually



\$100+ M

Annual Growth in the
Local Economy



\$100+M

In Wages



\$28+M

Annual Savings from
Reduced Congestion

Long-Term

Performance Metrics



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



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



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



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



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



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

Destinations

- 📍 OKC Will Rogers Int. Airport
- 📍 University of Oklahoma
- 📍 Innovation District
- 📍 Tinker AFB
- 📍 Quail Springs

Jurisdictions

- | | |
|------------------|-----------------|
| 🏛️ Oklahoma City | 🏛️ Midwest City |
| 🏛️ Norman | 🏛️ Bethany |
| 🏛️ Edmond | 🏛️ Mustang |
| 🏛️ Spencer | 🏛️ Yukon |
| 🏛️ Moore | 🏛️ El Reno |
| 🏛️ The Village | |

Transit Investment*



\$500M - \$725M
Total Capital Cost



\$125M - \$175M
Annual Operation & Maintenance Cost

**Not including RTA projects*

LEGEND

HIGH-CAPACITY

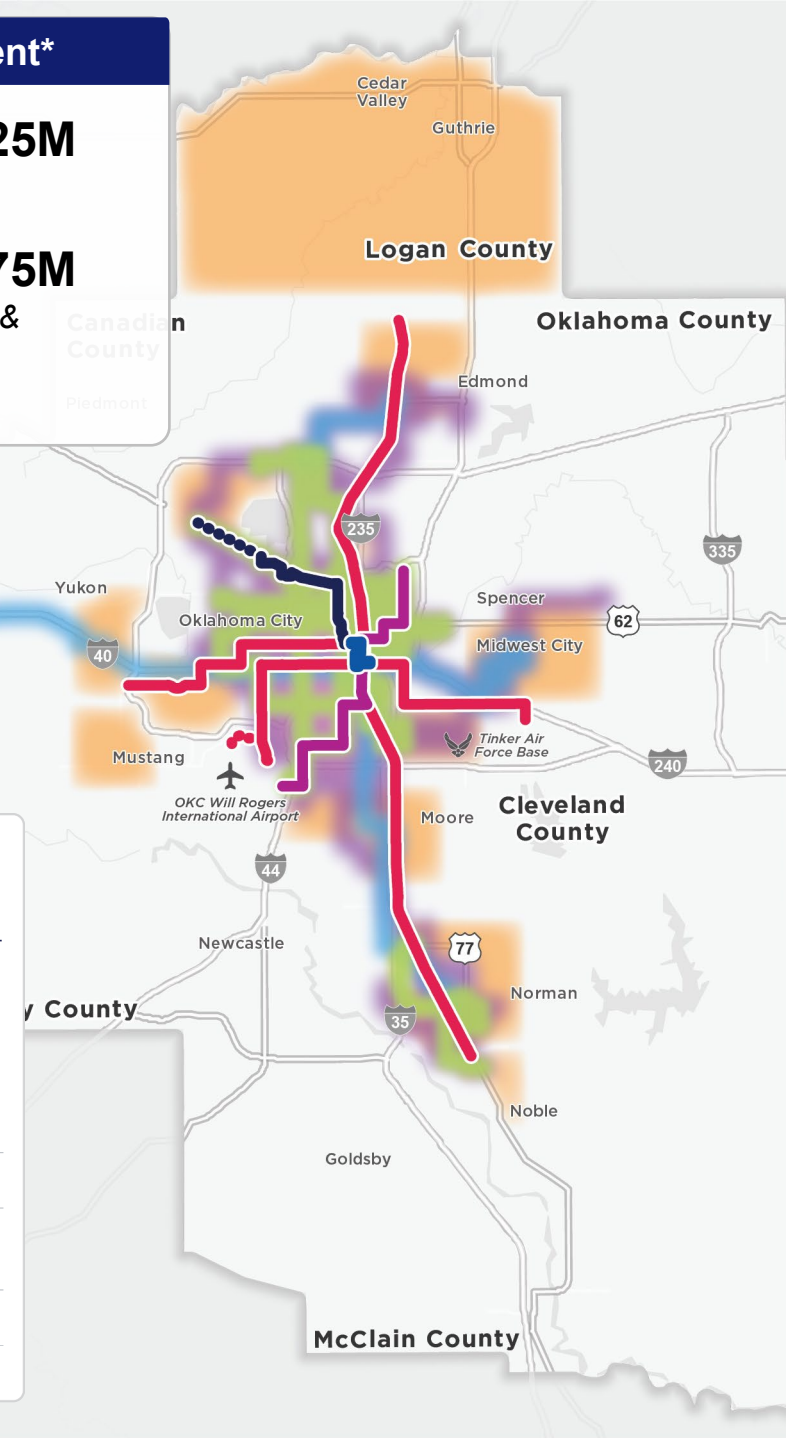
- Northeast/South MAPS 4 BRT
- RAPID Northwest BRT
- OKC Streetcar
- RTA Corridors
- Extension in Planning

REGIONAL CORRIDOR

HIGH FREQUENCY CORRIDOR

LOCAL BUS CORRIDOR

ON-DEMAND ZONE



Delivering the Vision

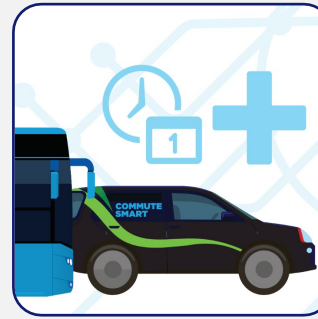


Key Actions to Deliver the Plan



Enhance the Rider Experience

Standardize branding, integrate fare systems, and invest in transit-oriented development and mobility hubs to create seamless, intuitive, and attractive transit experiences.



Diversify Services

Expand high-frequency routes, on-demand zones, and off-peak service to deliver flexible, inclusive mobility.



Establish Strategic Partnerships

Collaborate with public agencies, private sector, non-profits to accelerate infrastructure, strengthen workforce, and expand access.



Increase Reliable Funding

Leverage local taxes, developer contributions, federal grants, and private investment to fuel long-term transit investments and sustainable operations.

Key Actions to Deliver the Plan



Enhance the Rider Experience

Standardize branding, integrate fare systems, and invest in transit-oriented development and mobility hubs to create seamless, intuitive, and attractive transit experiences.

Minor Mobility Hub Example





Key Actions to Deliver the Plan



Diversify Services

Expand high-frequency routes, on-demand zones, and off-peak service to deliver flexible, inclusive mobility.

Core Network	High-Capacity		High Frequency	
	Fixed Route	Crosstown Routes	Express Routes	Local Bus Routes
		All Day On-Demand	Night & Weekend On-Demand	Paratransit



Key Actions to Deliver the Plan



Establish Strategic Partnerships

Collaborate with public agencies, private sector, non-profits to accelerate infrastructure, strengthen workforce, and expand access.

Partnerships

Public Agencies

Public-to-Public

Private Businesses

Public-To-Private, Transportation Demand Management

Non-Profit Organizations

Transit Awareness, Access, and Education

Key Actions to Deliver the Plan



Increase Reliable Funding






Leverage local taxes, developer contributions, federal grants, and private investment to fuel long-term transit investments and sustainable operations.

Example Funding Sources:

- *Local Taxes & Fees*
- *General Fund*
- *State Grant Funding*
- *FTA Formula Funds*
- *USDOT Discretionary Grants*
- *Private Investment*

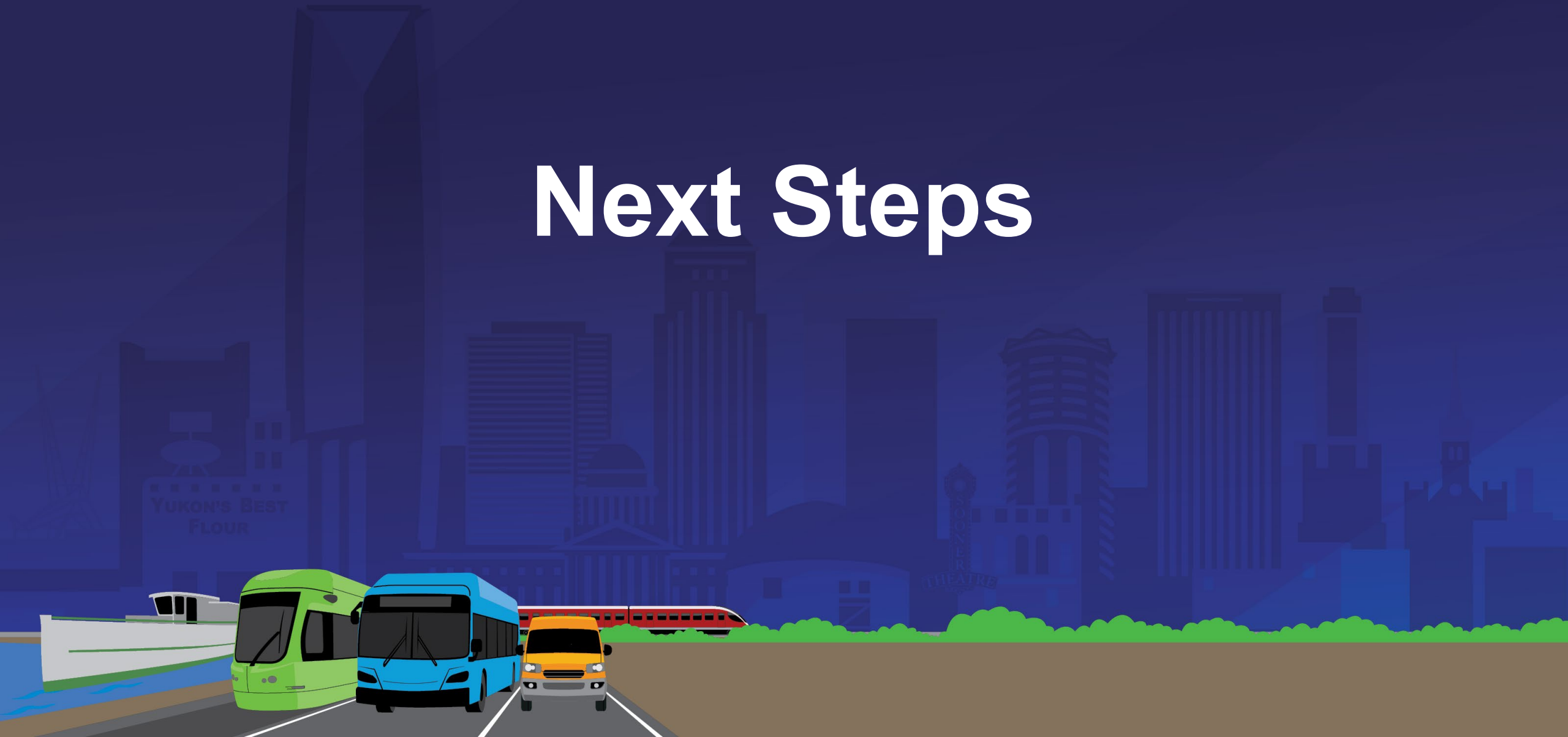
Aligning with the Regional Planning Process

Future LRTP Updates Will Include:

-  Review current transit performance
-  Stakeholder engagement to gather feedback
-  Analysis of existing transit demand and projected demand
-  Evaluate new, innovative solutions to enhance transit service delivery
-  Updates on Action Plan progress



Next Steps

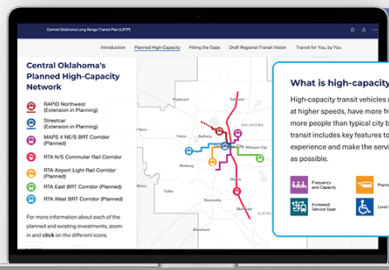


Get Involved!

Follow us for project updates

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What is high-capacity transit?
High-capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than typical city buses. High-capacity transit includes key features to create a better rider experience and make the service as congestion-proof as possible.

- Premium Vehicles
- Rapid Priority
- Dedicated Lanes
- Priority Boarding
- Priority Seating

For more information about each of the planned and existing investments, click in and click on the different icons.

Check out the Story Map
to see the full transit vision
and provide feedback!

www.tinyurl.com/OKLRTP-Storymap



We Want to Hear From You!

Review the Plan and share
your thoughts, ideas, and any
questions on the project
website.



www.ConnectCentralOK.com

Send Comments from:
10/21 – 11/07



Q & A