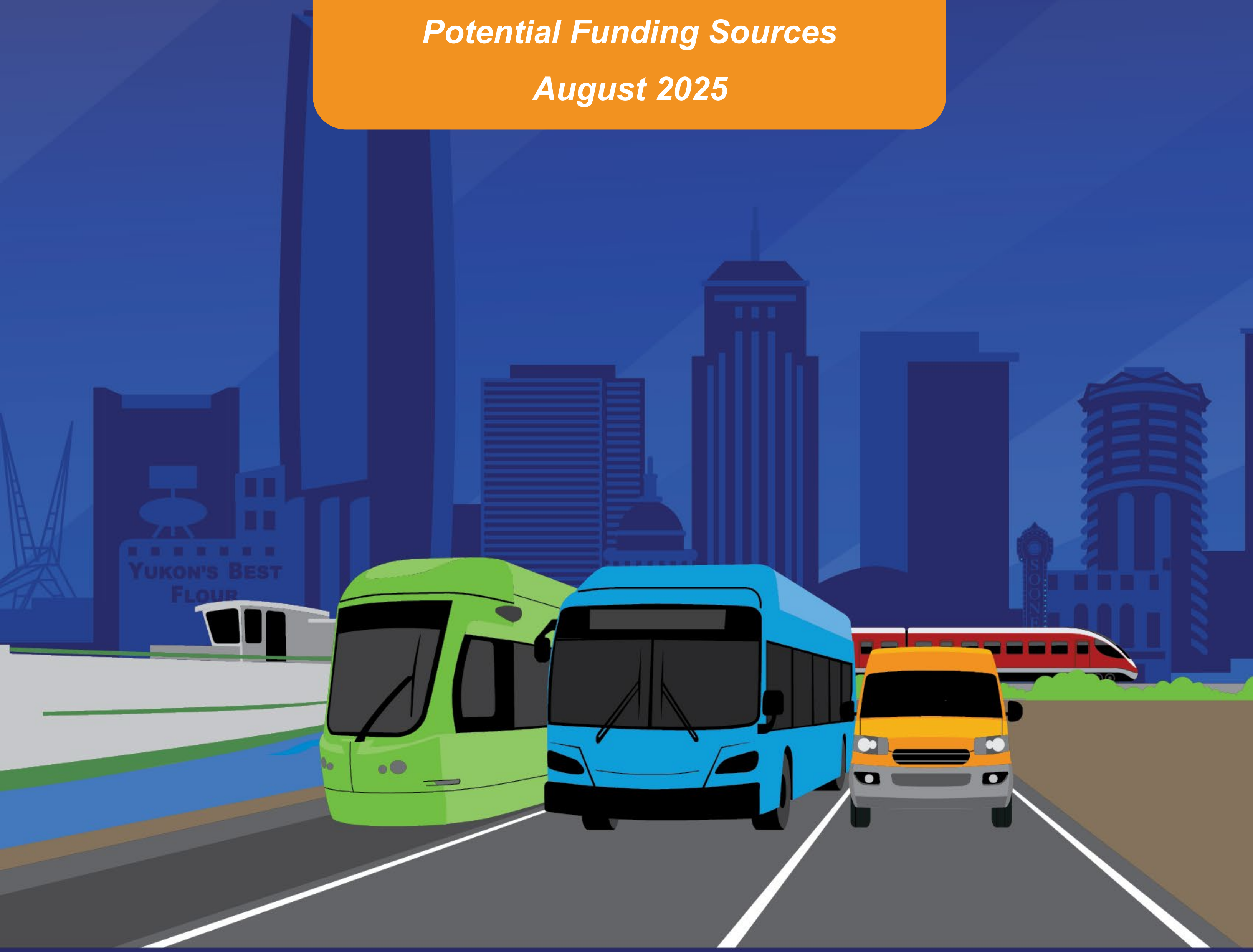
CENTRAL OKLAHOMA

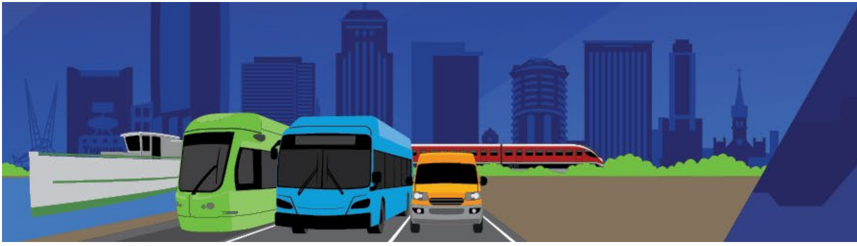
LONG RANGE TRANSIT PLAN

Appendix C

Potential Funding Sources

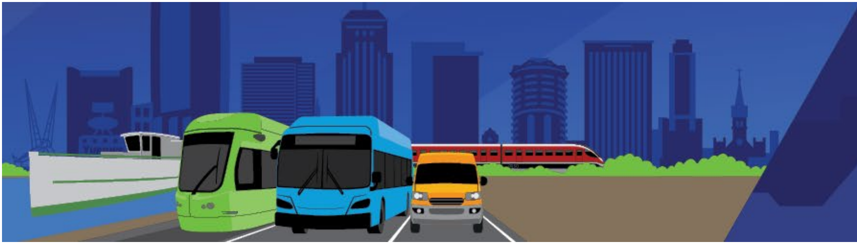
August 2025





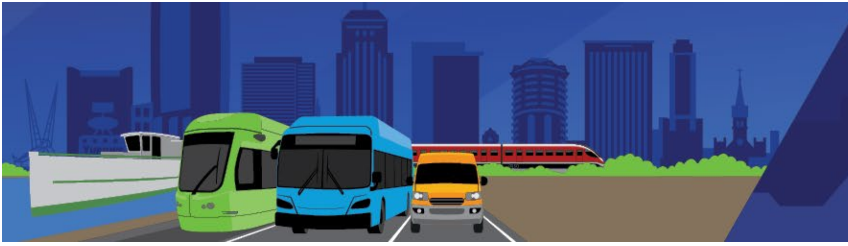
The table below identifies potential sources for funding to implement the LRTP Vision.

Source	Eligible Uses		Revenue Potential	Typical Match (Fed/Local)
	Capital	Operating		
Locally-levied Taxes & Transfers				
Sales Tax A dedicated percentage of local or state sales tax revenue allocated to transit funding. This is a common funding mechanism for transit agencies, often requiring voter approval. Revenue fluctuates based on economic conditions and consumer spending.	X	X	$$$	---
Property Tax (not currently enabled) A portion of local property tax revenue can be dedicated to transit funding, either through general municipal budgets or special levies approved by voters.	X	X	$$	---
Business, Professional, Occupational Tax The Business, Professional and Occupational License (BPOL) tax is a tax imposed on businesses for the privilege of operating within a particular jurisdiction. The tax is levied on various forms of business entities, such as corporations, limited liability companies (LLCs), partnerships, and sole proprietorships. The revenue collected from the BPOL tax goes towards general municipal services, which can include transit operations.	X	X	$	---
Hotel Tax A tax on short-term lodging such as hotels, motels, and vacation rentals, typically paid by travelers. Revenue can support transit or related infrastructure and is often tied to tourism activity.	X	X	$	---
Meals Tax A local tax on the sale of prepared food and beverages, typically applied in restaurants, cafes, and similar establishments. Revenue is usually in addition to state or local sales tax and can be directed toward transit funding.	X	X	$	---
TNC/Rideshare Fee/Tax A per-trip fee charged on rides provided by transportation network companies (TNCs) like Uber and Lyft. The revenue can support transit improvements, mitigate congestion, or fund first-mile/last-mile connections.	X	X	$	---



Source	Eligible Uses		Revenue Potential	Typical Match (Fed/Local)
	Capital	Operating		
Parking Fees/Tax Revenue from municipal parking meters, garages, or dedicated parking taxes can support transit services, often used to encourage mode shifts away from car use.	X	X	$	---
General Fund Transfers Funding allocated from a city, county, or state's general budget. This source competes with other public services, such as education and public safety, making it less stable and more susceptible to political shifts.	X	X	$$	---

Source	Eligible Uses		Revenue Potential	Typical Match (Fed/ Local)
	Capital	Operating		
Development Fees / Special District Financing / Partnerships				
Developer Impact Fees Fees charged to developers to offset the cost of infrastructure needed due to new development. These fees help fund transit projects in growing areas, ensuring that new developments contribute to transportation improvements.	X		$	---
Developer Contributions Voluntary or negotiated financial or in-kind contributions from developers to support transit infrastructure near their projects. This may include direct funding, land dedication, or construction of transit amenities.	X	X	$$	---
Special Assessment District A mandatory annual assessment attached to property taxes to fund specific services within a defined district. Requires consent of land-owning stakeholders.	X		$$	---
Tax Increment Financing A funding mechanism that captures the increase in property tax revenue from rising property values within a designated district. This revenue can be reinvested in transit projects to support redevelopment and economic growth.	X		$$	---
Public Private Partnerships Collaborations between government agencies and private entities to fund, build, and/or operate transit infrastructure. Private partners provide capital or expertise in exchange for long-term revenue-sharing or operational agreements.	X	X	$$	---



Source	Eligible Uses		Revenue Potential	Typical Match (Fed/Local)
	Capital	Operating		
State Grant Funding				
Public Transit Revolving Fund A state-managed funding source that provides financial assistance to public transit providers across Oklahoma. Funds can be used for capital purchases, operations, or matching requirements for federal grants, depending on state program rules.	X	X	$$$	Cap: 50/50 Ops: 50/50
State Discretionary Funds Competitive, state-administered funds awarded to support transit projects with significant local or regional benefits. May be used to supplement federal funding, address urgent capital needs, or pilot new service initiatives.	X	X	$$	Varies

Source	Eligible Uses		Revenue Potential	Typical Match (Fed/Local)
	Capital	Operating		
Federal Grant Funding				
FTA Formula – 5307 Urbanized Area Provides formula funding to urbanized areas (population 50,000+) for public transit capital, planning, and operating assistance in certain circumstances. Funds can support bus and rail fleet replacement, facility upgrades, preventive maintenance, and mobility management.	X	X (ltd)	$$	Cap: 80/20 Ops: 50/50
FTA Formula – 5339 Bus/Bus Facilities Provides formula funding for the purchase, replacement, or rehabilitation of buses and the construction of bus-related facilities. Supports both traditional buses and low- or no-emission vehicles.	X		$$	Cap: 80/20
FTA Formula – 5310/5311 Rural/Disabled Funds services targeted to seniors and individuals with disabilities through capital and operating assistance for transportation programs. 5311 provides formula funding for public transportation in rural areas, supporting both capital and operating needs.	X	X	$$	Cap: 80/20 Ops: 50/50
FTA Discretionary – 5309 CIG Funds new and expanded fixed-guideway transit systems, bus rapid transit, and core capacity projects. Awards are competitive and typically require a multi-year planning, design, and federal review process.	X		$$$	Cap: 80/20
FTA Discretionary – 5339 Bus/Bus Facilities Competitive grant program for bus and bus facility capital projects, including vehicle purchases and facility construction. Includes the Low or No Emission program for advanced propulsion technologies.	X		$$	Cap: 80/20
USDOT Discretionary Grants Competitive federal funding for transportation projects with significant local or regional impact. Eligible projects may include transit, roadway, freight, and port infrastructure, with examples including the BUILD and INFRA grant programs.	X		$$$	Cap: 80/20

Source	Eligible Uses		Revenue Potential	Typical Match (Fed/Local)
	Capital	Operating		
Indirect/Flexible Federal Grants Includes federal programs where funds can be flexed to transit from other sources, such as the Surface Transportation Block Grant (STBG) or CMAQ. Allows agencies to leverage highway or general transportation funds for eligible transit capital and, in some cases, operating needs. STBG and CMAQ match rates vary by program and state policy.	X	X	$$	Varies

Source	Eligible Uses		Revenue Potential	Typical Match (Fed/Local)
	Capital	Operating		
Directly Generated Revenue				
Fares Revenue generated from passenger ticket sales, including cash fares, passes, and other fare products. While fares contribute to operating costs, they typically cover only a portion of expenses, requiring supplemental funding.	X	X	$-$$	---
Advertising Income generated from advertising on transit vehicles, stations, shelters, and digital platforms. While a supplemental revenue source, ad revenue can help offset operating costs and support system improvements.	X	X	$	---
Naming Rights / Sponsorships Naming rights grant the rights to name certain assets to a private company. Agencies may consider naming rights for transit stations and city-owned fleets.	X	X	$	---