

2025 Oklahoma Intercity Bus Needs Assessment

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Prepared for:



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1. Executive Summary

In the spring of 2025, the Oklahoma Department of Transportation (ODOT) conducted an intercity bus (ICB) needs assessment in compliance with the Federal Transit Administration (FTA)'s Section 5311(f) Intercity Bus funding requirements. This document – the **2025 Oklahoma Intercity Bus Needs Assessment** – follows the guidance detailed in FTA Circular 9040.1H and focuses the review and analysis on unmet demand and need for intercity bus service.

ODOT analyzed existing data and information on current ICB service and operations, reviewed past studies and planning recommendations, and conducted a current ridership propensity analysis. The assessment also included multiple stakeholder outreach and consultation opportunities for stakeholders – ICB operators, rural and urban transit providers, transportation associations, and transit advocacy groups, as well as transit users and the general public – to participate in the assessment and provide input on ICB service needs.

The needs assessment reviewed public information available for intercity bus service as well as information and data provided by ICB operators for the analysis. This was compiled with available rural transit agency information and data on demand response operations and feeder service in Oklahoma. Variables under review included hours of service, frequency of service, station locations and conditions, passenger amenities, demographics, and potential trip generators. Significant findings from the analysis note that under 72.1 percent of the population in Oklahoma lives within 25 miles of an existing ICB stop.

ODOT conducted a robust public and stakeholder engagement process, consisting of surveys and virtual consultation meetings. ODOT conducted two separate surveys, one aimed at ICB and public transit providers and one for organizational stakeholders and the general public. ODOT received over 270 individual responses between both surveys. In addition to the surveys, ODOT held one virtual consultation meeting for ICB and public transit providers and one meeting for organizational stakeholders and the general public. The surveys and consultation meetings all focused on identifying key challenges faced by ICB providers, and current and prospective ICB users, and on discussing potential solutions. The importance of stop location, facilities access, and route schedule consistently were of greatest concern to participants, with these factors frequently being cited as barriers to using ICB service in Oklahoma.

ODOT also interviewed other state departments of transportation to identify best practices and understand different models for managing state intercity bus programs. These interviews provided valuable insight into different ways that may evolve its intercity bus program. Interviewees varied primarily by their level of involvement in establishing intercity bus program goals and day-to-day intercity bus operations.

The needs assessment resulted in several recommendations for ODOT's consideration moving forward. They center on the following:

- Increased ODOT involvement in establishing ICB program goals, including taking a more active role in identifying service routes, stops, and schedules as part of the annual call for projects process.
- Establishing a formalized ICB coordination process where facilities access, service challenges, and other ICB-related issues can be documented and addressed.

- Greater engagement with potential riders, the public at large, human and social service agencies, other identified stakeholders including ICB operators.

Based on the intercity bus data and propensity analysis, input from stakeholders, survey results, and level of need relative to other rural needs in the state, **the intercity bus service needs across Oklahoma are not being adequately met, and 5311(f) funding should be used to support Oklahoma's intercity bus network.**

2. Section 5311(f) Program Requirements and Compliance¹

2.1. Program Requirements

This section contains key provisions of FTA Circular 9040.1H establishing requirements for intercity bus programs and consultation processes, providing a basis for demonstrating compliance of ODOT's ICB consultation process with those federal requirements.

Federal statute 49 USC Chapter 53 Section 5311(f) requires each state "to expend at least 15 percent of its annual Section 5311 apportionment 'to carry out a program to develop and support intercity bus transportation,' unless the governor certifies that 'the intercity bus service needs of the state are being met adequately.' Additionally, Section 5311(f) requires a State to consult with intercity bus providers before the governor makes this certification. The requirement to spend at least 15 percent applies only to the amount of FTA's annual apportionment of Section 5311 funds to the state; it does not apply to any funds the state subsequently transfers to its Section 5311 program from another program..."

The program objectives are established as follows: "In many states, intercity bus service is a vital link between otherwise isolated rural communities and the rest of the nation. Historically, major intercity bus carriers abandoned less productive routes. However, patronage generated in rural areas is important to the continuing viability of the remaining intercity routes. One objective of the funding for intercity bus service under Section 5311(f), therefore, is to support the connection between rural areas and the larger regional or national system of intercity bus service. Another objective is to support services to meet the intercity travel needs of residents in rural areas. A third objective is to support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities. FTA encourages states to use the funding under Section 5311(f) to support these national objectives, as well as priorities determined by the State."

Intercity bus definition: "Regularly scheduled bus service for the general public that operates with stops in rural areas over fixed routes connecting two or more urbanized areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available."

Eligible services and service areas: "Connection to the national network of intercity bus service is an important goal of Section 5311(f), and services funded must make meaningful connections wherever feasible... Intercity bus projects may include package express service if it is incidental to passenger transportation. The definition of intercity bus does not include commuter service (service designed primarily to provide daily work trips within the local commuting area). Commuter service is

¹ FTA C 9040.1H, Rural Areas Formula Grant Program Guidance (2024).

excluded because it is considered a local public transportation service, eligible for assistance under Section 5311 but not counting toward the required percentage for Section 5311(f).”

Intercity bus service is further distinguished from local public transit and commuter service: “Intercity service is not limited by the size of the vehicle used or by the identity of the carrier. Intercity bus services do not include air, water, or rail. While much of the public transportation service assisted under Section 5311 covers large distances because of the nature of the areas served, not all long-distance trips are included in the definition of intercity service. For example, a service that provides extensive circulation within a region (in contrast to regular but infrequent service from limited points in the community of origin to limited points in the destination community) is not considered intercity service, although it may be an eligible public transportation service. Similarly, a service that only incidentally stops at an intercity bus facility among other destinations within the city at either end of a route that covers a long distance, without regard to scheduled connections, is eligible for Section 5311 assistance as public transportation, but is not an intercity feeder service.”

Eligible activities under Section 5311(f) must support intercity bus service in rural areas. Section 5311(f) specifies eligible intercity bus activities to include:

- Planning and marketing for intercity bus transportation
- Capital grants for intercity bus shelters, joint-use facilities, and depots
- Operating grants through purchase-of-service agreements
- User-side subsidies and demonstration projects
- Coordination of rural connections between small public transportation operations and intercity bus carriers
- Improvements to existing intercity terminal facilities for rural passengers
- Modifications to transit facilities to facilitate shared use by intercity bus, intercity rail, and rural transit operators
- Operating assistance to support specific intercity route segments
- Applications of intelligent transportation systems (ITS) technology for coordinated information and scheduling
- All aspects of intercity bus and rail facilities for joint development projects
- Other capital and operating projects for the support of rural intercity bus service, including but not limited to:
 - Operating assistance to a public or private nonprofit organization for the direct operation of intercity service after appropriate consideration of participation by private for-profit service providers.
 - Capital assistance to purchase vehicles or vehicle-related equipment, such as wheelchair lifts for use in intercity service

“This list does not preclude other capital and operating projects for the support of rural intercity bus service. FTA encourages the participation of private companies that provide public transportation to the maximum extent feasible in this and other FTA programs. Among the various types of projects in which private intercity bus operators may wish to participate are improvements to existing intercity terminal facilities for rural passengers, modifications to transit facilities to facilitate shared use by intercity bus, intercity rail, and rural transit operators, operating assistance to support specific

intercity route segments, and applications of intelligent transportation systems (ITS) technology for coordinated information and scheduling.”

2.2. Compliance with Program Requirements

The 2025 Intercity Bus Needs Assessment process followed the guidelines set forth in FTA Circular 9040.1H and included an assessment of current intercity bus service, analysis of statewide need, and a consultation process with intercity bus providers.

2.2.1. Assessment of Intercity Bus Service Availability and Need

This portion of the needs assessment included several outreach and analysis methods:

- One survey of statewide stakeholders² and the public, and one survey of intercity bus and transit service providers
- Identification of intercity bus providers in the state, station locations, route locations, route frequencies, and feeder routes
- Discussions with mobility managers regarding user needs throughout the state
- Geospatial analysis of existing station locations and population coverage
- Transit propensity analysis using U.S. Census data
- Interviews with intercity bus program managers at other state departments of transportation to draw lessons learned and best practices from how other states manage their programs

2.2.2. Documentation of Consultation Process

The needs assessment process was conducted in accordance with FTA Circular 9040.1H guidance on the consultation process with intercity bus providers, including consultation activities that met the requirements established in Chapter IX.5.a:

- “(1) Identification of intercity bus providers in the State”
 - Identified through websites of private intercity bus operators, State regulatory agency listings, previous ICB funding awards, and interviews with other state departments of transportation.
- “(2) Activities the State will perform as part of consultation with identified providers and intercity bus organizations”
 - The scope of the intercity bus needs assessment process, including the role of intercity bus providers in this process, was described and discussed during a public meeting on April 24, 2025, and during an intercity bus and public transit provider meeting on April 28, 2025.
- “(3) An opportunity for intercity bus providers to submit proposals for funding as part of the State’s distribution of its annual apportionment.”
 - ODOT has solicited and awarded funding based on proposals from intercity bus providers since the 2022 Intercity Bus Needs Assessment.
- “(4) A direct correlation between the results of the consultation process and a determination that the State’s intercity bus service needs are being met adequately”

² Tribal nations, local governments, 5310 transportation providers, correctional institutions, military bases, intermodal connections, workforce development agencies, educational institutions, libraries, chambers of commerce, and medical providers

- As described further in this assessment, ODOT has determined that the State’s intercity bus needs are not being met adequately and has recommended steps to further develop the State’s intercity bus program.
- “(5) Transparency as to the State’s required intercity bus plans and processes and an opportunity for intercity bus operators to be involved in the development of those plans.”
 - As the state’s intercity bus program evolves, it will include intercity bus operators in plans and processes, including through the solicitation of proposals for service.

3. Previous Plan Review

3.1. Transit Mobility Needs Assessment (2018)

In 2018, the Oklahoma Transit Association conducted a Transit Mobility Needs assessment that collected survey data from all transit service providers in Oklahoma.³ The report made recommendations based on projected population growth and demographic changes expected at the county level in 2028.

Notably, the assessment reported the percentage of demand-response transit trip requests turned down because of a lack of rural transit agency or tribal transit agency capacity. **Table 1** shows that, as of 2018, over a third of agencies reporting data denied less than 1 percent of trip requests due to a lack of capacity.

TABLE 1. PERCENTAGE OF DEMAND-RESPONSE TRANSIT TRIP REQUESTS TURNED DOWN BECAUSE OF LACK OF CAPACITY (2018)

Trips Turned Down	Number of Agencies	Percentage of Agencies
<1%	10	36%
1-3%	2	7%
3-5%	3	11%
5-10%	3	11%
>10%	2	7%
Not reported	8	29%

Data source: “Statewide Personal Mobility Needs for Oklahoma”, 2018

The report concluded with several recommendations for improvements to rural and tribal transit to meet projected future demand. These recommendations included service expansions using additional vehicles and operators, increased agency staffing, and transit facility improvements like upgrades to existing facilities and implementation of new buildings.

3.2. 2022 Intercity Bus Needs Assessment

ODOT completed its previous intercity bus needs assessment, including key findings and recommendations that ODOT was interested in addressing.

³ Dilip Mistry, Ph.D., Del Peterson, Jill Hough, Ph.D.; “Statewide Personal Mobility Needs for Oklahoma 2018-2028”; <https://oklahoma.gov/content/dam/ok/en/odot/documents/2018-2028-ok-transit-mobility-needs.pdf>.

Notably, a considerable reduction in intercity bus service was documented between 2017 and 2022. For example, Greyhound Lines operated 18 schedules and 66 daily stops in Oklahoma in 2017, which was reduced to 9 schedules and 34 daily stops in 2022.

Other notable findings of the 2022 Assessment include:

- Less than 73 percent of Oklahoma residents live within 25 miles of an intercity bus station.
- Demographic indicators show high numbers of potential ICB riders in several locations throughout Oklahoma that do not have reasonable intercity bus access.
- Areas throughout Oklahoma have concentrations of ICB trip generators but are not within an intercity bus service area.
- Some categories of trip generators have little to no reasonable intercity bus access, particularly trip generators serving Native American tribes.
- ICB providers indicated during the consultation process that they would like to add additional routes, connections to other transit service providers through facilities access and schedule coordination, and intermodal connections to better meet ridership needs.
- Public transportation is available in all but two counties in Oklahoma. Feeder service is available on a demand-responsive basis; however, no fixed-schedule feeder services are in place.
- Public feedback to the stakeholder survey and during the public meeting indicated that Oklahoma residents have unmet intercity transportation needs.

Ultimately, the 2022 Assessment concluded that intercity bus needs were not adequately met in Oklahoma and that 5311(f) funding should be made available to ICB providers, with the following recommendations to address this unmet need.

- Add service in Lawton and Chickasha with connections to Oklahoma City and Wichita Falls.
- Add service in Enid and Woodward with connections to Perry and Tulsa.
- Coordinate ICB service with demand-response transit.
- Improve intermodal connectivity between ICB and urban transit service.
- Integrate ride purchasing capabilities between service providers.
- Improve passenger amenities at existing bus shelters.
- Implement capital improvements to create full bus stations in cities that currently have bus stops.
- Increase stop frequencies at existing ICB service locations.
- Implement a public meeting process for evaluating future ICB service reductions or stop removals.

4. Current Levels of Service

This section of the Intercity Bus Needs Assessment collects and analyzes existing data to determine current ICB service availability within Oklahoma.

4.1. Existing Stops

ODOT evaluated the current ICB stop locations and frequencies in relation to the 2022 stop locations and frequencies to understand recent changes in ICB service levels throughout the state. This

information was sourced from a combination of routes and schedules provided by ICB operators, as well as a review of online routes and schedules on operator websites and is illustrated in **Figure 1**.

Table 2 below summarizes the stops served currently by each provider versus 2022:

- Greyhound:
 - Discontinued Stops: Atoka, Durant, El Reno, Muskogee, Pauls Valley, Sallisaw (6 total)
 - Added Stops: Chickasha and Lawton (2 total)
- Jefferson:
 - Discontinued Stops: Tulsa (at Oklahoma State University’s campus) and West Siloam Springs
 - Added Stops: None
- Village: No changes to stop locations

Across all providers, Oklahoma experienced a net loss of six stops between 2022 and today, decreasing from 16 unique stop locations to 10 unique stop locations.

TABLE 2: BUS STOP COMPARISON, 2022 vs. 2025

City	2022			2025		
	Greyhound	Jefferson	Village	Greyhound	Jefferson	Village
Ardmore						
Atoka						
Chickasha						
Dewey						
Durant						
El Reno						
Lawton						
McAlester						
Muskogee						
Norman						
Oklahoma City (Greyhound Bus Station)						
Oklahoma City (Amtrak Train Station)						
Pauls Valley						
Perry						
Sallisaw						
Tulsa (Greyhound Bus Station)						
Tulsa (Oklahoma State University Campus)						
West Siloam Springs						
Total	12	4	2	9	2	2

Served by Greyhound	Served by Jefferson	Served by Village
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Table 3 summarizes the total number of daily trips serving each city by provider, with 2022 totals compared with 2025 totals. Overall, daily trips throughout the state are down slightly versus 2022, decreasing from 49 to 45, driven by decreased daily trips provided by Jefferson through the closure of service to Tulsa (at Oklahoma State University's campus) and West Siloam Springs

The overall number of daily trips provided by Greyhound increased versus 2022 despite the stop closures noted in **Table 2**. This is due to Greyhound adding a new route serving Oklahoma City, Chickasha, and Lawton, as well as additional service between Oklahoma City, Norman, and Ardmore.

TABLE 3: NO. OF DAILY TRIPS SERVING EACH CITY, 2025*

City	Greyhound	Jefferson	Village	All Providers
Ardmore	4	-	-	4
Chickasha	2	-	-	2
Dewey	-	2	-	2
Lawton	2	-	-	2
McAlester	2	-	-	2
Norman	4	-	-	4
Oklahoma City	14	-	4	18
Perry	2	-	-	2
Tulsa	6	3	-	9
Total (2025)	36	5	4	45
Total (2022)	34	11	4	49

* Some routes do not operate every day. These daily trip numbers represent a typical weekday on which all providers operate at maximum service levels in Oklahoma.

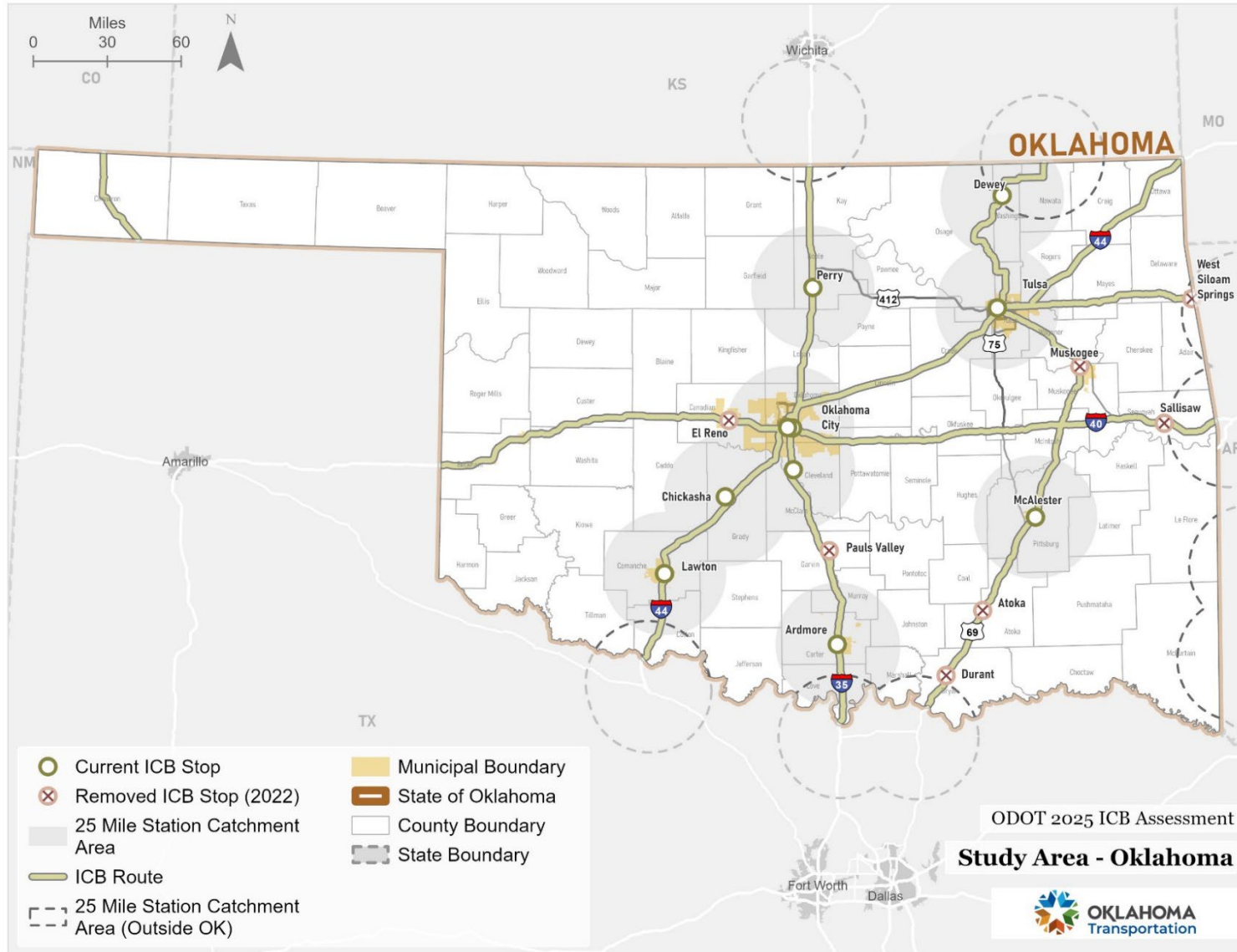


FIGURE 1. INTERCITY BUS SERVICE IN OKLAHOMA

4.2. Intermodal Connections

Intermodal connections provide service transfer points between two or more transportation modes. There are four cities in Oklahoma where ICB service connects with other modes:

In **Oklahoma City**, Village and Greyhound ICB routes stop at the Amtrak station, where they also connect with EMBARK's local bus routes and Bricktown Line and Downtown Line streetcar lines. ICB buses do not operate out of EMBARK's downtown transit center.

In **Norman**, Greyhound ICB service stops at Sinclair Masters Oil and connects to EMBARK fixed-route bus service.

In **Tulsa**, Jefferson used to service Oklahoma State University's Tulsa campus directly, but that service has since been discontinued, with service now only provided at the downtown Greyhound bus station. In downtown Tulsa, MTTA, the city's fixed-route transit service, has stops near the ICB station. However, MTTA's Denver Avenue bus station is a half mile away, but ICB service providers do not have facilities access at MTTA station locations.

In **Lawton**, Greyhound stops directly at the Lawton Area Transit System's transfer center.

Prior to the stop being discontinued, Greyhound stopped at the Delta Public Transit office in downtown **Pauls Valley**. However, the stop was discontinued due to buses causing traffic challenges.

4.3. Feeder Services

The coordination of rural connections between small transit operations and intercity bus carriers may include the provision of service that acts as a feeder to intercity bus service, and which makes meaningful connections with scheduled intercity bus service to more distant points. The feeder service is not required to have the same characteristics as the intercity service with which it connects. For example, feeder service may be demand-responsive, while intercity service is, by definition, fixed-route.

Rural transit providers, which may provide feeder service, have a direct interest in how Section 5311(f) funds are managed, as the statutorily required 15% may reduce the total 5311 funding available to rural providers. Should the Governor of Oklahoma certify that Oklahoma's intercity bus needs are being adequately met, ODOT has discretion regarding how to manage any funding it does not commit under 5311(f), including allocating it to its subrecipients in a way it sees fit.

4.3.1. Oklahoma Feeder Service

Rural transit in Oklahoma is run by a combination of regional Human Resources Agencies (HRAs) and small towns and cities, which primarily provide coverage to areas outside of Oklahoma's Census-defined urban areas with 50,000 population or more (Edmond, Enid, Fort Smith, Lawton, Oklahoma City, and Tulsa) and provide service to the general public. These rural transit providers receive federal funding through the broader 5311 program, as well as through state funding.

Figure 2 shows the counties and areas in which rural transit providers generally provide service, primarily through demand-responsive transit. Providers may not necessarily provide demand-responsive service to the entirety of each county they are responsible for due to funding and resource limitations.

In addition to their service area coverage, rural transit agencies often utilize 5311 funds to provide service across the state. For example, a rural transit operator in western Oklahoma can provide passenger service to Tulsa and back to western Oklahoma. As long as one end of the trip is located in a rural area, 5311 funds can support the passenger trip.

Demand-responsive, rural feeder service was discussed extensively during the stakeholder engagement process, with access to facilities being the main challenge identified by both intercity bus and public transit providers.

ICB providers have struggled to obtain and maintain access to facilities, citing challenges coordinating with public transit agencies and cities. ICB providers commonly report difficulties identifying specific points of contact, leading to infrequent and ineffective communication. In at least one case, coordination challenges have resulted in a discontinued stop, with Pauls Valley no longer being served by Greyhound due to a suitable stop location not being identified.

Public transit providers frequently noted that active coordination with ICB providers is often prohibitively difficult, especially when ICB routes serve public transit facilities outside of typical business hours. This inhibits coordination among even willing public transit providers due to difficulties in finding stop attendants and in selling tickets outside of normal business hours. Rural public transit facilities are also frequently not designed to accommodate coach buses, leading to coach buses being parked in locations that may impact traffic.

Currently, there are no fixed-route feeder services operating in Oklahoma.

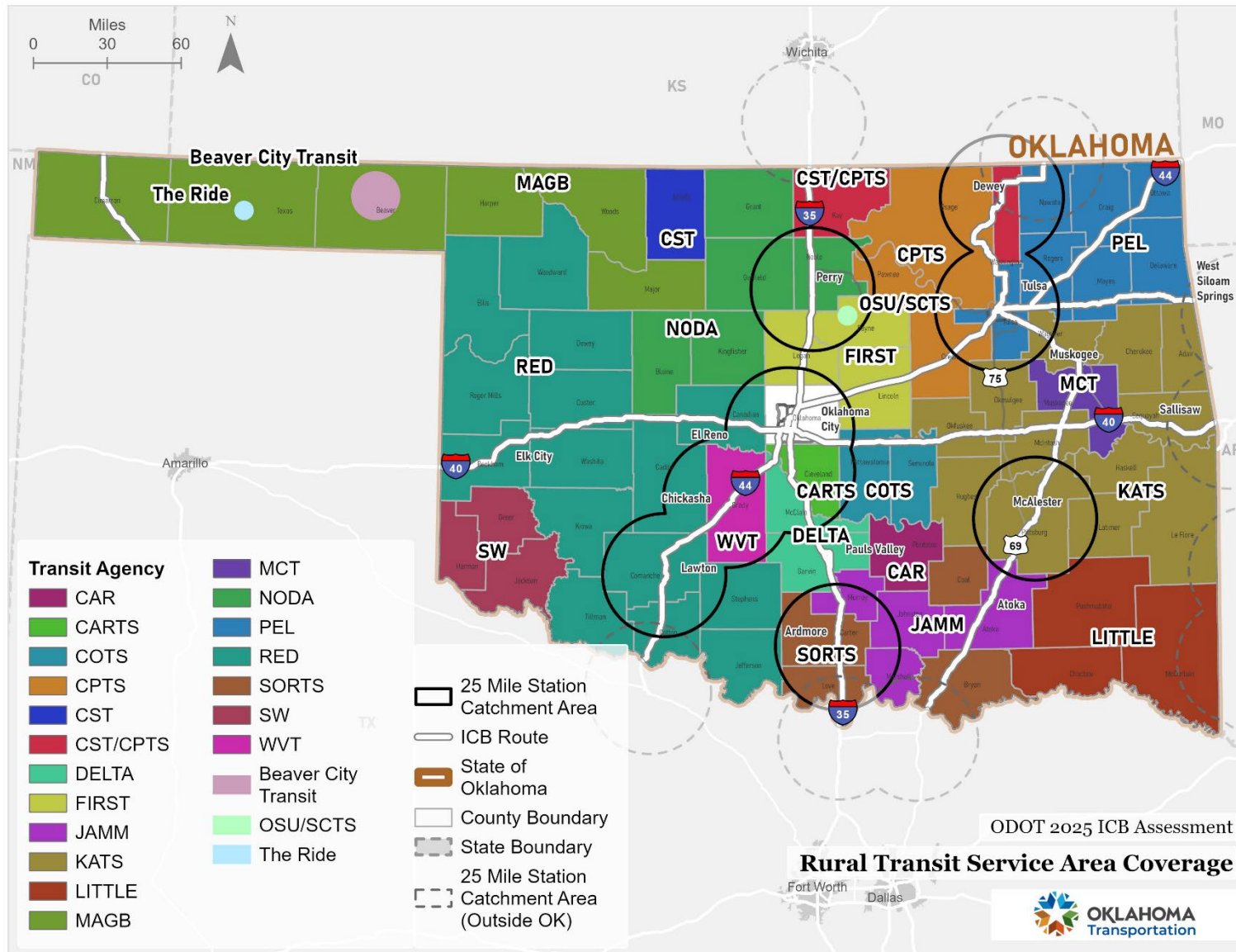


FIGURE 2. RURAL TRANSIT AGENCY SERVICE AREAS

4.4. Existing ICB Facilities

There are 10 intercity bus stops or stations within Oklahoma. For the purpose of classifying stops, Greyhound's stop typology is used in **Table 4**, where stops are classified as either Bus Stops or Bus Stations. These stops generally have the following characteristics:

- Bus Stops: Curbside signs or basic waiting areas inside businesses. These stops do not have ticketing facilities or staff to provide assistance.
- Bus Stations: Stations operated by Greyhound, other ICB providers, or a paid agent acting in ICB providers' stead. Tickets can be purchased at these stations, and typically riders can both board and alight here.

Of 10 intercity stops, four are bus stations and six are bus stops. The four bus stations are located in McAlester, Norman, Oklahoma City, and Tulsa. The Oklahoma City and Tulsa bus stations are owned and operated by Greyhound and include indoor seating. The McAlester and Norman are located at gas stations. The six bus stops are primarily located in gas stations as well, albeit without ticketing services available in McAlester and Norman.

TABLE 4: STOP ADDRESS, TYPE, BUSINESS HOURS, AND TICKETING HOURS

Stop/Station Location	Street Address	Type	Business Hours	Ticketing Hours
Ardmore	1202 Cooper Dr	Bus Stop	Su-Th: 5:00 AM-12:00 AM Fr-Sa: 5:00 AM-11:00 PM	N/A
Chickasha	2220 Old US Hwy 62 W	Bus Stop	Su-Fr: 6:00 AM-9:00 PM Sa: 5:00 AM-9:00 PM	N/A
Dewey	2390 N Osage Ave	Bus Stop	24 Hours	N/A
Lawton	425 SW B Ave	Bus Stop	24 Hours	N/A
McAlester	503 S George Nigh Expressway	Bus Station	Mo-Fr: 6:00 AM-11:00 PM Sa-Su: 6:00 AM-12:00 AM	Same as business hours
Norman	2132 W Main St	Bus Station	Su: 7:00 AM-10:00 PM Mo-Sa: 7:00 AM-11:00 PM	Mo-Fr: 8:00 AM-5:00 PM
Oklahoma City (Greyhound Bus Station)	1948 E Reno Ave	Bus Station	N/A	Su-Sa: 12:00 AM-1:30 AM, 5:30 AM-2:00 PM, 5:30 PM-12:00 AM
Oklahoma City (Amtrak Train Station)	100 S E K Gaylord Blvd	Bus Stop	24 Hours	N/A
Perry	2812 W Fir St	Bus Stop	24 Hours	N/A
Tulsa (Greyhound Bus Station)	317 S Detroit Ave	Bus Station	N/A	8:30 AM-4:30 PM, 7:30 PM-11:30PM

5. Service Evaluation

5.1. Reasonable Access

The Bureau of Transportation Statistics and the Office of U.S. Secretary of Transportation have determined that any person who lives within 25 miles of an intercity bus stop is considered to have intercity bus access to the stop. **Figure 3** illustrates ICB service available in Oklahoma via stops, routes, and catchment areas as of 2025. Figure 3

According to 2023 5-Year American Community Survey (ACS) data, Oklahoma's current population is 3,995,260. The state's population living within census tracts located 25 miles of at least one Oklahoma ICB stop is 2,881,719, therefore 72.1 percent of the state's population is served by intercity bus. In addition, public transportation is available throughout Oklahoma.

The demographic groups that have a higher propensity to use intercity bus service are those living in poverty, seniors, people with disabilities, college students, and households with no access to a vehicle. The destinations that these groups are most likely to access via intercity bus include airports, medical facilities, colleges and universities, military bases and training facilities, and correctional institutions. Intercity bus in Oklahoma can provide a service that provides connectivity to the unique demographic landscape of Oklahoma, including tribal resources. Additional tourism-centered destinations, such as national/state parks, sports venues, and casinos, are places where intercity buses could provide service.

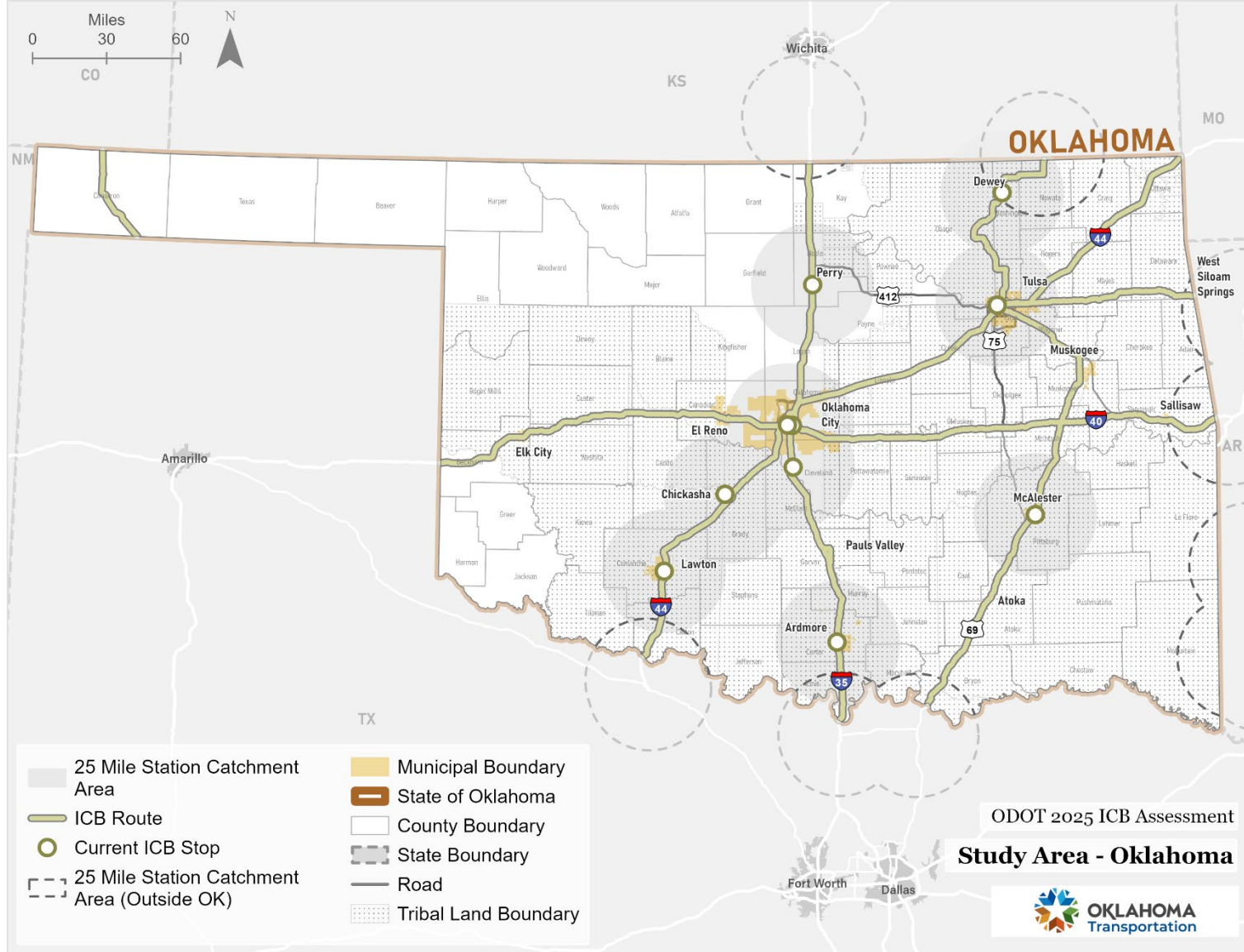


FIGURE 3. 2025 SERVICE AREAS

5.2. Demographic Indicators

A variety of demographic factors influence demand for intercity bus service. Areas that have a higher propensity for intercity bus ridership tend to be areas where there are larger populations, higher levels of poverty, sizeable populations of seniors, people with disabilities, college students, and households with no access to a vehicle. American Community Survey (ACS) data from the U.S. Census Bureau were collected to identify the areas of the state with higher ridership propensity. The relevant census data were analyzed at the census tract level, focusing on absolute counts of these groups per census tract. **Figure 4** through **Figure 8** illustrate the prevalence of these key demographic groups throughout Oklahoma.

Individuals Living in Poverty

Census tracts with high numbers of residents living at or below the poverty threshold are primarily located within urbanized areas and towns, particularly in the east of the state. Cities or towns that have census tracts with over 1,800 residents at or below the poverty threshold that have reasonable access to an intercity bus stop (i.e., are within 25 miles of ICB service) are dispersed across the state and include: Broken Bow, Chickasha, Colbert, Dewey, and Lawton. Counties with census tracts with over 1,800 residents at or below the poverty threshold that do not have reasonable access to an intercity bus stop are in Beckham, Custer, Delaware, Jackson, Latimer, and McCurtain Counties (see **Figure 4**).

Census tracts with poverty rates above 50 percent are all located within urbanized areas or urban clusters. The majority of the census tracts are within a 25-mile radius of an intercity bus stop. Census tracts in Choctaw, Garfield, Muskogee, and Sallisaw Counties have poverty rates above 50 percent and do not have reasonable access to an intercity bus stop.

Individuals with a Disability

Populations with high concentrations of individuals living with disabilities are distributed throughout the state, with large numbers of individuals in the eastern, south-central, and southwest portions of Oklahoma (see **Figure 5**). There are counties distributed throughout Oklahoma with a portion of a census tract that has more than 1,000 residents with a disability and are more than 25 miles from an intercity bus stop including Adair, Beckham, Cherokee, Craig, Delaware, Kay, Le Flore, Lincoln, Logan, Logan, Mayes, McCurtain, Osage, Ottawa, Pottawatomie, Sequoyah, Stephens, and Wagoner.

Seniors

Populations of individuals ages 65 and over are located throughout the state, with concentrations in southwest, central, and eastern Oklahoma (see **Figure 6**). Counties with census tracts containing over 1,000 individuals aged 65 and over that are not within 25 miles of an intercity bus stop include eastern Beckham County, Cherokee, Delaware, Kay, Le Flore, Lincoln, Osage, Pawnee, Pottawatomie, and Stephens. Places that have census tracts with over 1,000 population aged 65 and over who are within a 25-mile radius of an intercity bus stop are in Dewey, McAlester, Oklahoma City, and Tulsa.

College-Aged Individuals

Populations of individuals ages 18-24 (often referred to as college-aged populations) are dispersed throughout the state, with concentrations primarily associated with colleges/universities and military bases (see **Figure 7**).

College-aged individuals are primarily concentrated in Stillwater, Norman, Weatherford, Lawton, Fort Sill, and Tahlequah. The bulleted list below notes the major institutions that are likely to be the source of college-aged individuals in each respective city.

- Fort Sill: U.S. Army Fort Sill
- Lawton: Cameron University
- Norman: University of Oklahoma
- Stillwater: Oklahoma State University
- Tahlequah: Northeastern State University
- Weatherford: Southwestern Oklahoma State University

Of these six cities, Fort Sill, Lawton, Norman, and Stillwater are within a 25-mile catchment area, while Tahlequah and Weatherford are not. Note that Stillwater is within the catchment area surrounding the Perry ICB stop and does not have its own stop.

Households Without Vehicle Access

Households without access to a vehicle are primarily located within Oklahoma's cities. Census tracts that contain over 2,000 households without vehicle access and are located within the 25-mile catchment area include Dewey, Lawton, McAlester, Oklahoma City, and Tulsa. Outside of the 25-mile catchment areas, the counties throughout the state that contain census tracts that have concentrations of zero-vehicle households include Beckham, Bryan, Cherokee, Delaware, Garfield, Jackson, Kay, Kingfisher, Le Flore, Lincoln, Mayes, McCurtain, Muskogee, Pottawatomie, Texas, and Woodward (see **Figure 8**).

Transit Propensity

Transit propensity is used to succinctly capture the likelihood of residents in an area to utilize public transit. Within a census tract, the transit propensity indicates the relative demand for transit in the area, based on the demographic characteristics identified previously in this section. When considering transit service in the area, understanding the potential for residents to use transit across the state is critical to establishing a system that provides efficient service for those who would benefit most.

Illustrated in **Figure 9** is transit propensity by census tract for the entire state. Urban areas nearby and surrounding Dewey, Lawton, Oklahoma City, and Tulsa contain the majority of most transit-dependent census tracts.

Figure 10 identifies the transit propensity for the remainder of the state of Oklahoma after excluding existing stop catchment areas. This allows easier identification of pockets of transit propensity outside of the largest cities in Oklahoma, which tend to already have ICB service.

Gaps in service based on the transit propensity analysis can be identified in census tracts along major roadways. The results of the transit propensity analysis indicate that there is an opportunity for ICB service to address service gaps in cities such as Altus, Atoka, Durant, El Reno, Elk City, Enid, Guymon, Henryetta, Locust Grove, Miami, Muskogee, Sallisaw, Stillwater, Weatherford, and Woodward. Additional recommendations that account for the unique aspects of Oklahoma, including demographic composition, are explored later in the report.

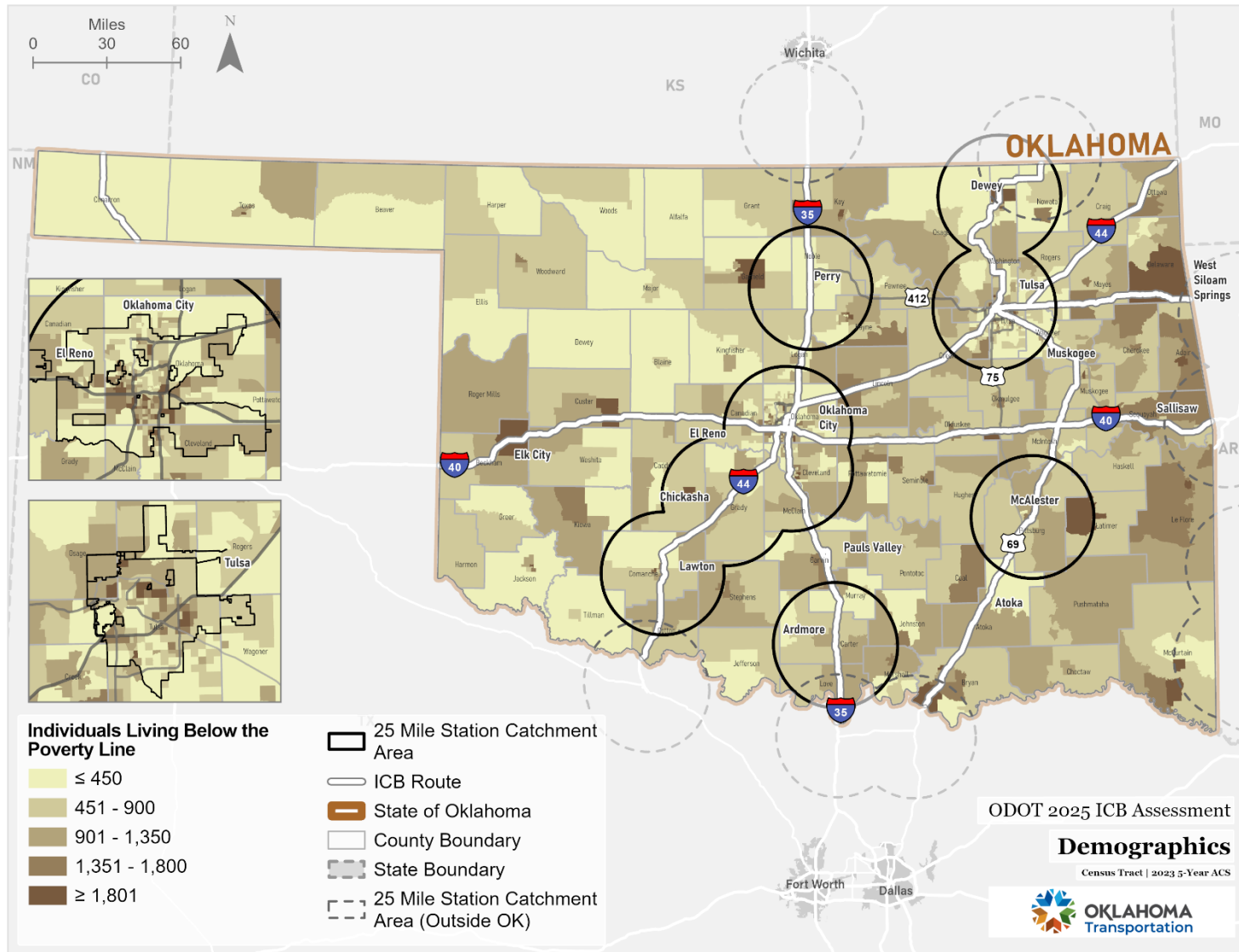


FIGURE 4. POVERTY LEVEL BY CENSUS TRACT

Data source: American Community Survey 2019-2023 5-Year Estimates

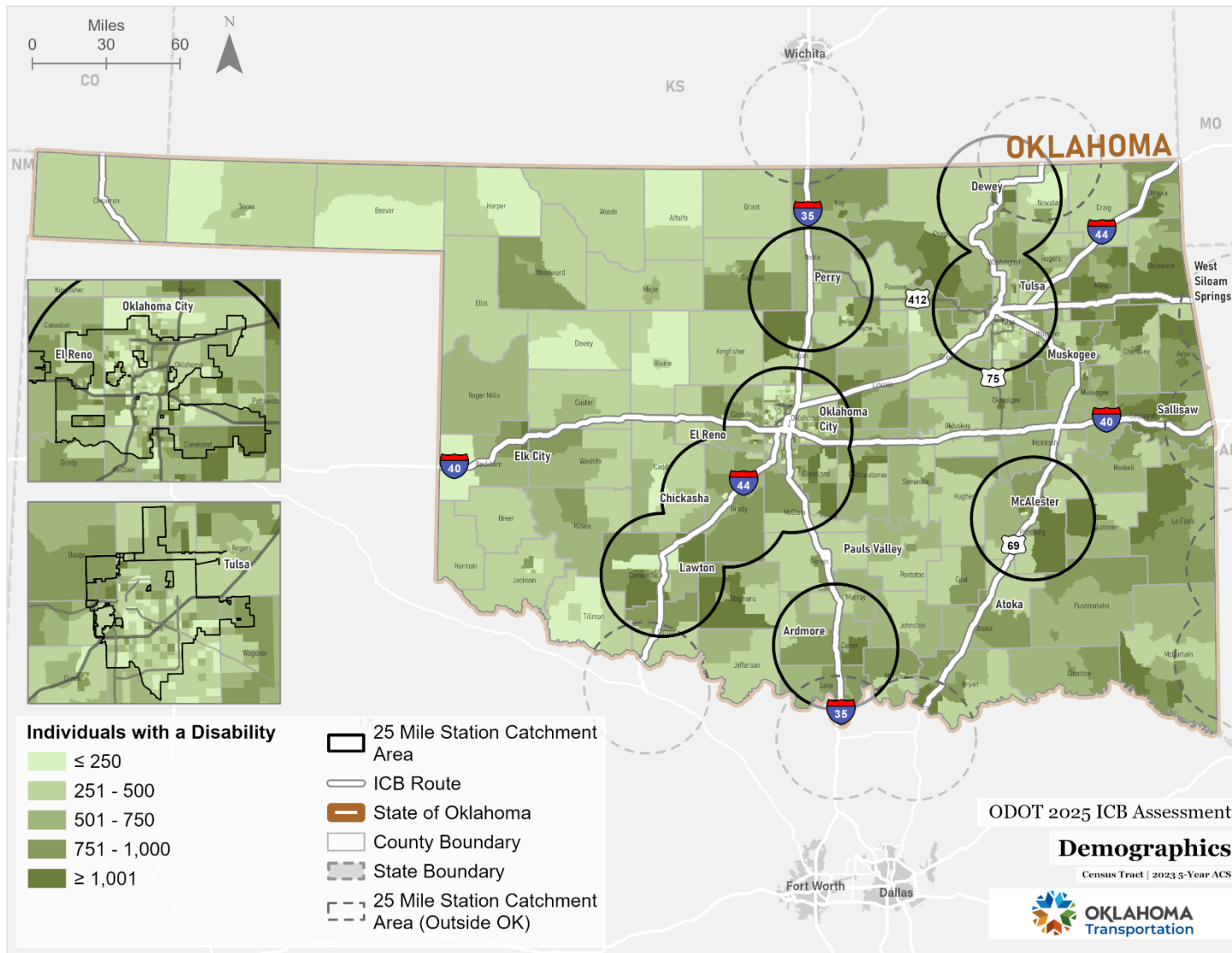


FIGURE 5. POPULATION WITH A DISABILITY BY CENSUS TRACT

Data source: American Community Survey 2019-2023 5-Year Estimates

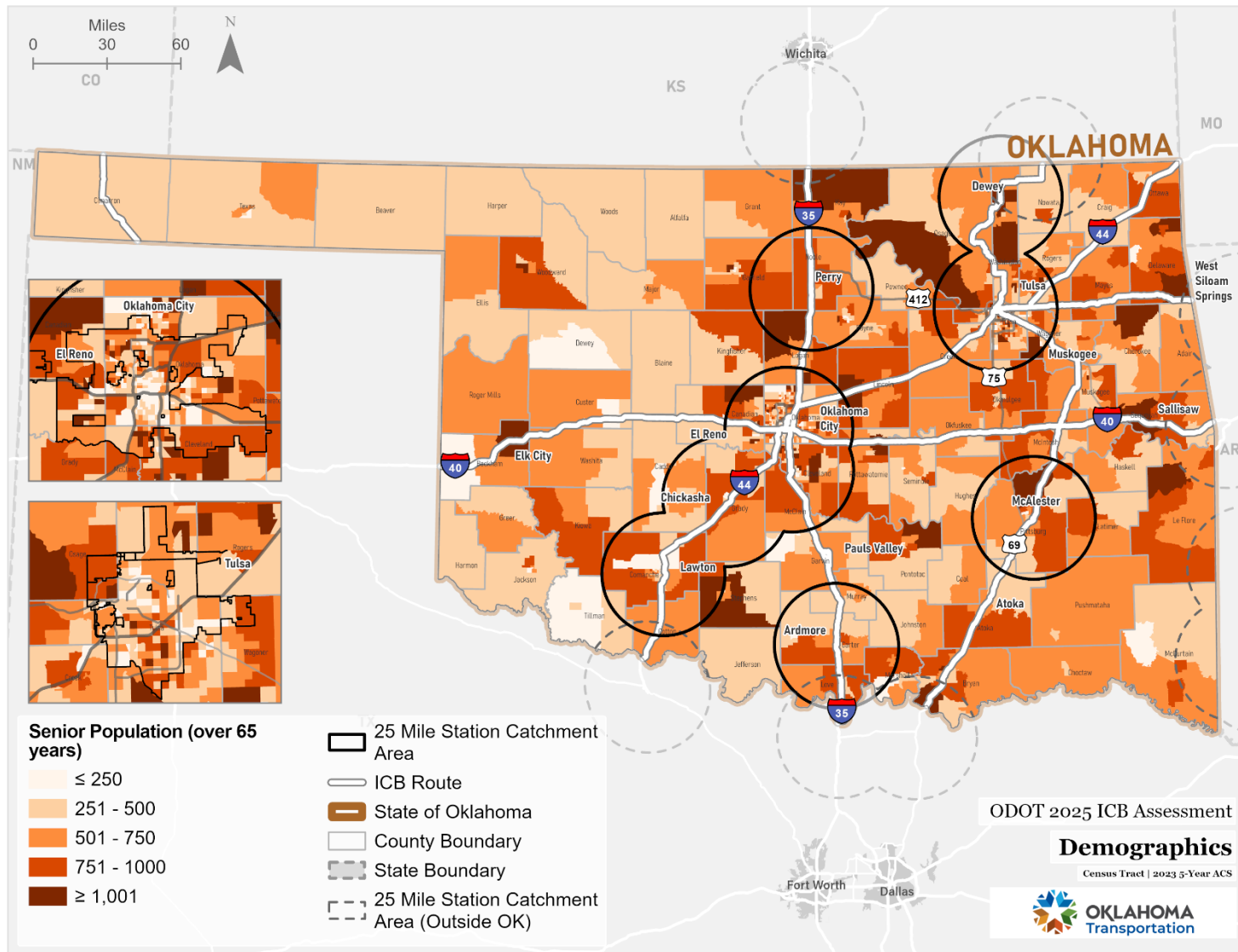


FIGURE 6. POPULATION 65 AND OVER BY CENSUS TRACT

Data source: American Community Survey 2019-2023 5-Year Estimates

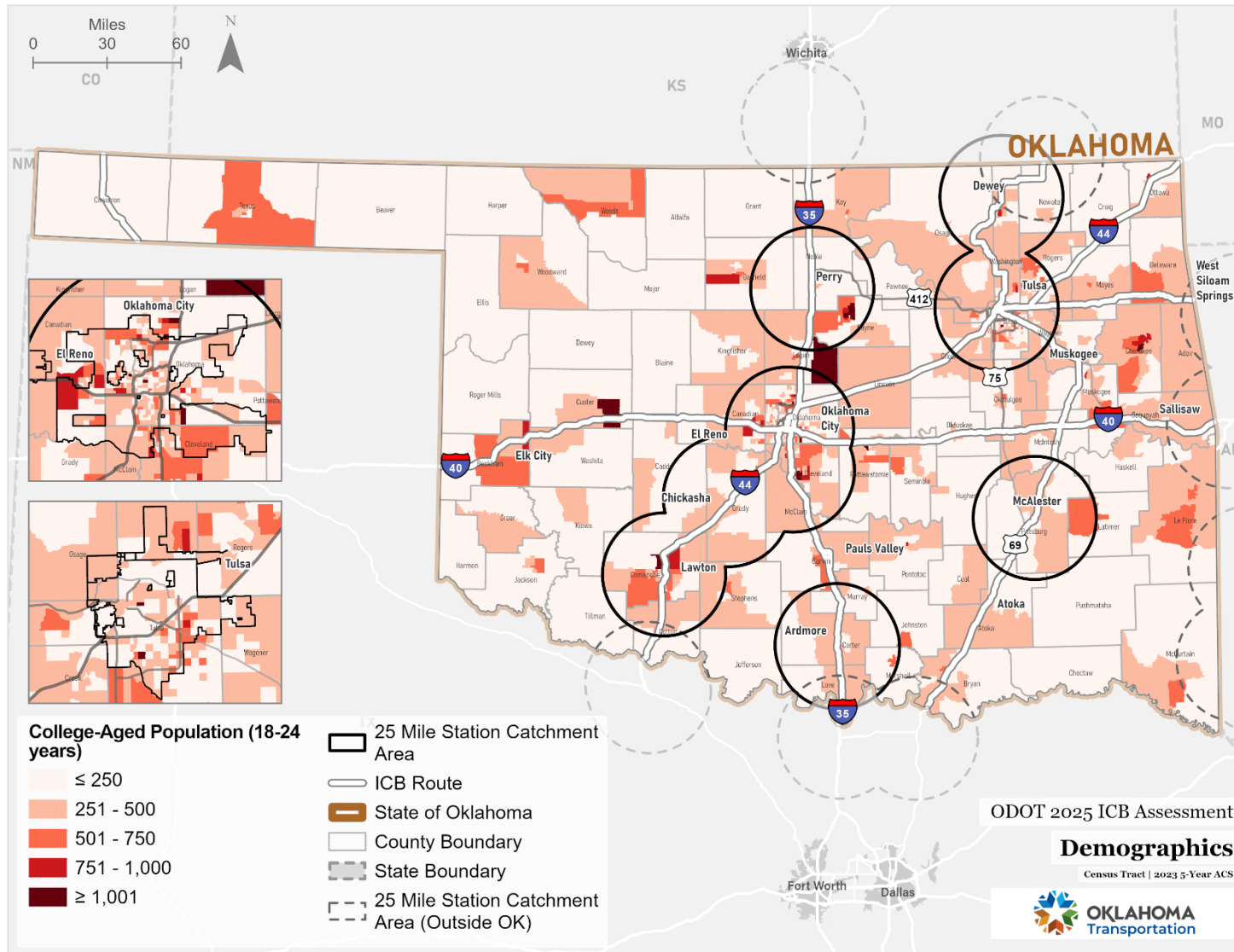


FIGURE 7. COLLEGE-AGED POPULATION BY CENSUS TRACT

Data source: American Community Survey 2019-2023 5-Year Estimates

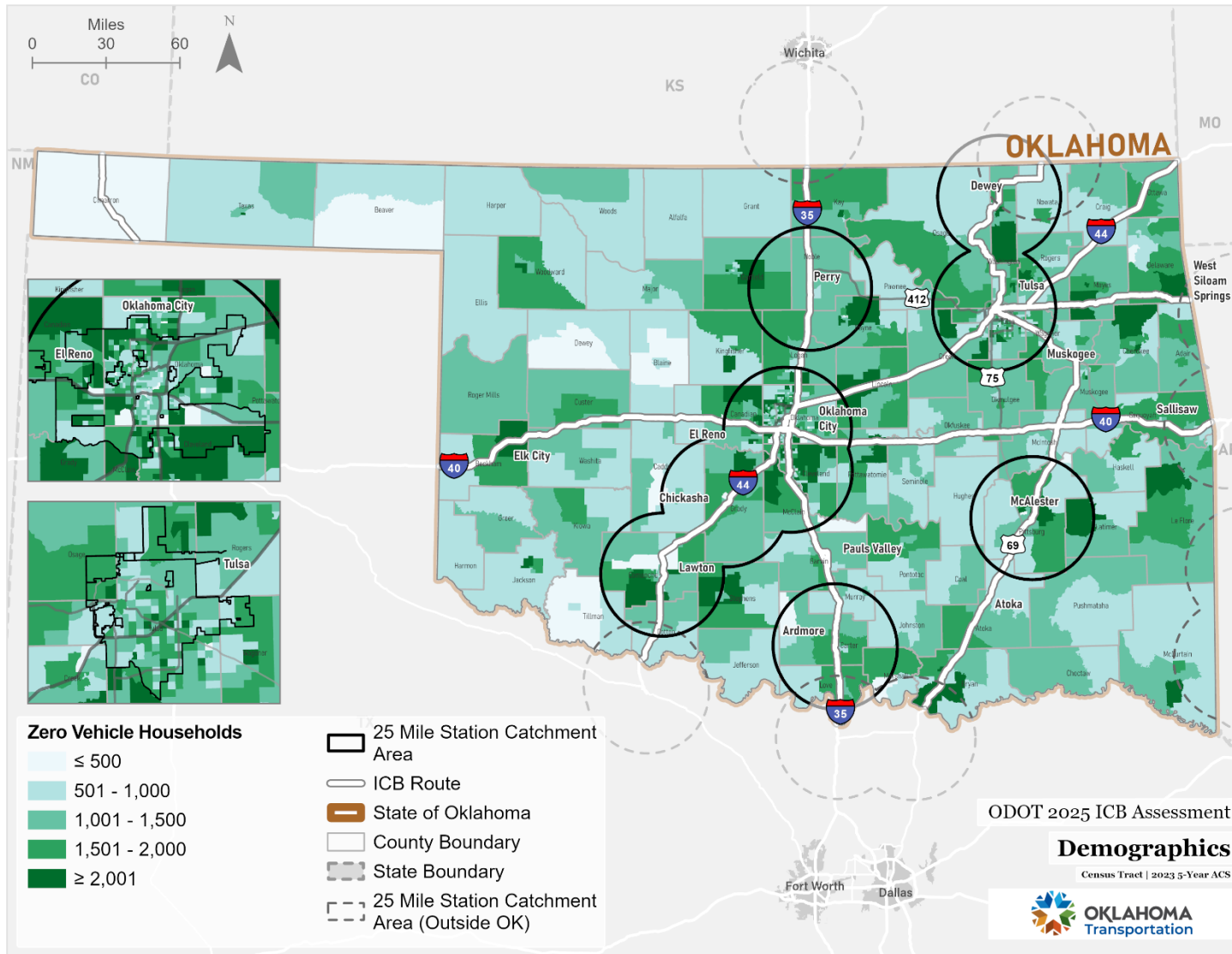


FIGURE 8. HOUSEHOLDS WITHOUT A VEHICLE BY CENSUS TRACT

Data source: American Community Survey 2019-2023 5-Year Estimates

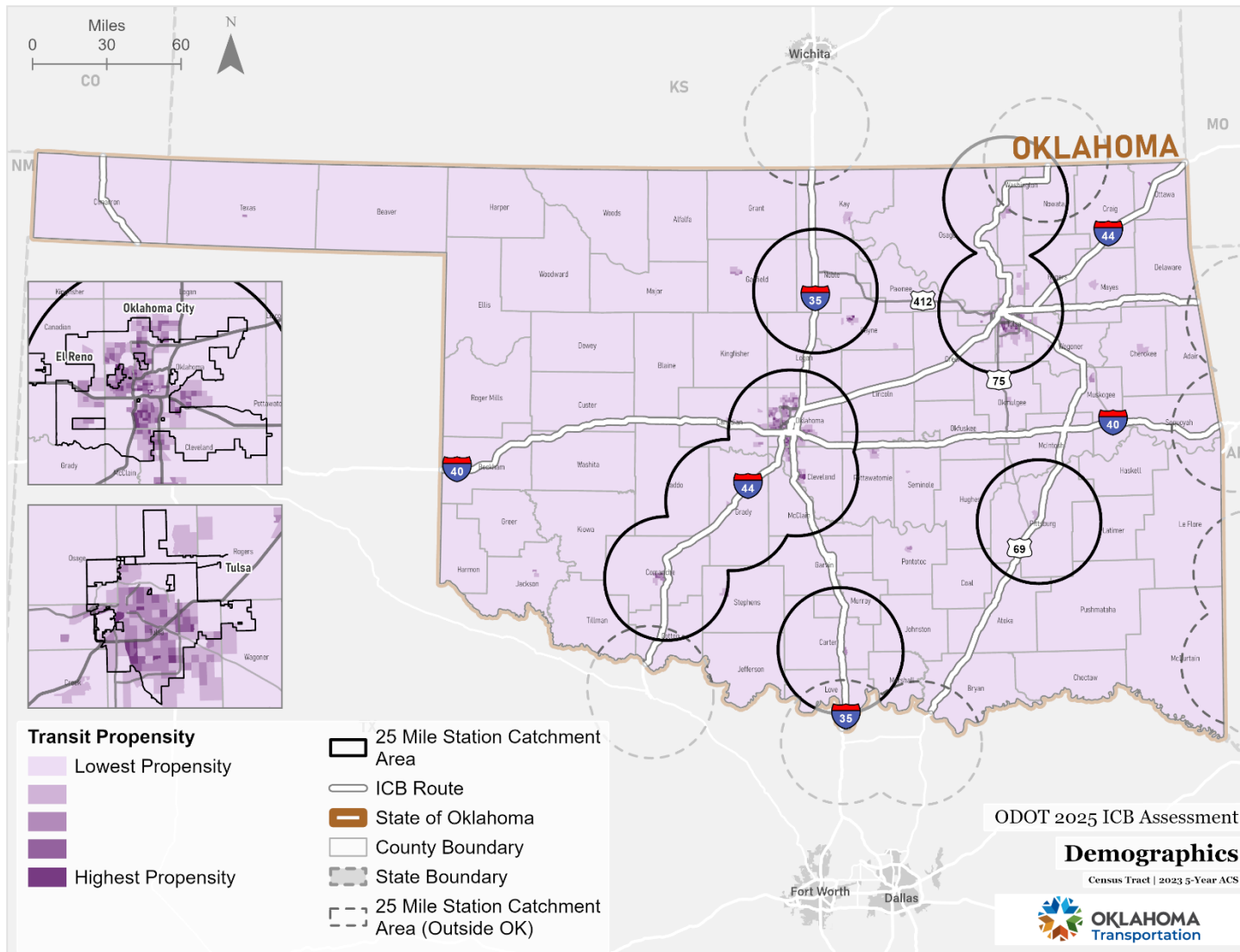


FIGURE 9. TRANSIT PROPENSITY BY CENSUS TRACT

Data source: American Community Survey 2019-2023 5-Year Estimates

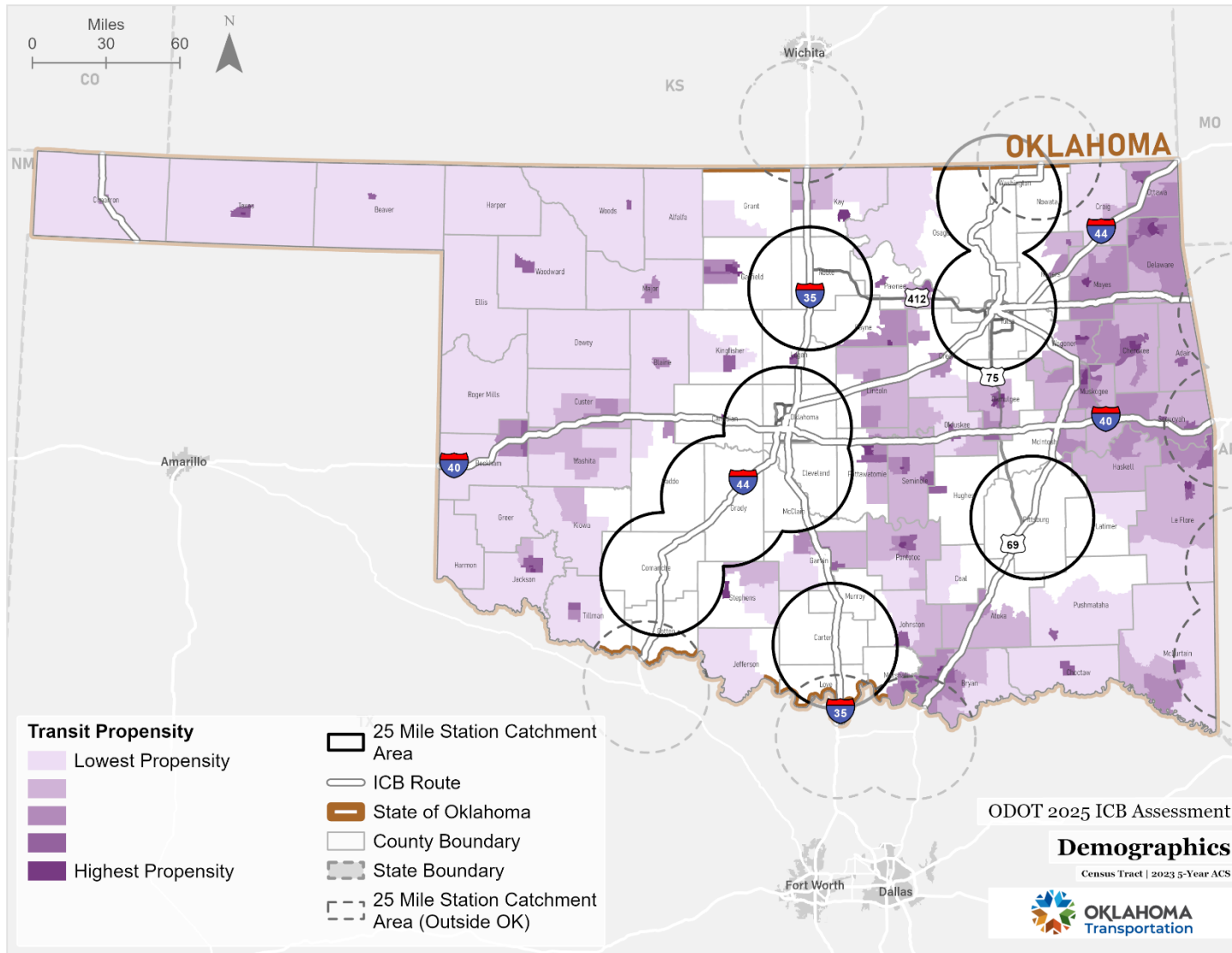


FIGURE 10. TRANSIT PROPENSITY OUTSIDE OF EXISTING ICB STOPS BY CENSUS TRACT

Data source: American Community Survey 2019-2023 5-Year Estimates

5.3. Trip Generators for Intercity Bus

Trip generators for intercity bus service are origins and destinations that may encourage longer-distance travel within the state or across state lines. The categories of trip generators considered in this needs assessment are medical facilities, colleges and universities, correctional institutions, military bases, tribal resources (including headquarters, cultural centers, and medical facilities), intermodal stations (including Amtrak stations and airports), and tourism attractors (including state parks, casinos, and sports venues).

Medical facilities, particularly those providing specialty acute care or long-term treatments, may generate intercity bus trips for patients and their visitors. These types of riders will need to use local transit to make the “last mile” connection to get to their destination. Colleges and universities generate trips during the beginning and end of school breaks and holidays, and on the weekends. It is essential for these students to have accessibility to a bus station. Correctional institutions generate trips from visitors (generally on weekends), and if inmates are provided with a bus ticket upon their release. Military facilities also generate intercity bus trips since military personnel may not have access to a private vehicle while living on a base. Tribal facilities generate trips for tribe members who live elsewhere in the state or outside of Oklahoma and seek medical, cultural, social, or governmental resources. Travelers may prefer to take ICB service to an airport rather than paying for daily parking, particularly for long trips. Some individuals and families have historically used intercity buses for vacations. Although this market is declining, service remains important for amusement parks, resort areas, and casinos, particularly for the seasonal workers who cater to tourists.

Figure 11 illustrates the locations of likely ICB trip generators and their relationships to ICB service areas. Oklahoma’s largest cities contain the greatest amount of trip generators. Oklahoma City and Tulsa both have many trip generators, all of which are directly served by ICB. There are several locations throughout the state with high densities of trip generators but lack reasonable access to intercity bus service, most notably Muskogee.

Figure 12 shows the density of trip generators throughout Oklahoma in relation to intercity bus service areas. The map details trip generator density outside the 25-mile catchment areas of existing ICB stops to identify regions in Oklahoma, particularly those with fewer activity generators compared to major cities, where service gaps may exist and where potential new service could be considered.

A total of 635 trip generators were identified during the assessment. Of the identified trip generators, 294 or 46 percent are within ICB catchment areas

Trip generator categories with notably low access to intercity bus service include Tribal Resources and Tourism Attractors, all of which have fewer than a quarter of their facilities directly accessible by ICB. Trip generators in ICB cities are not necessarily served directly by intercity buses, and in most cases, they will require connections via local transit services.

ICB stops that have been discontinued since 2022 such as Atoka, Durant, El Reno, Muskogee, and Sallisaw have resulted in service gaps within their municipalities as shown in **Figure 12**. Additional gap findings in existing ICB service from the analysis of ICB trip generators can be found across the state with the greatest concentrations in the central and northeastern most portion of the State.

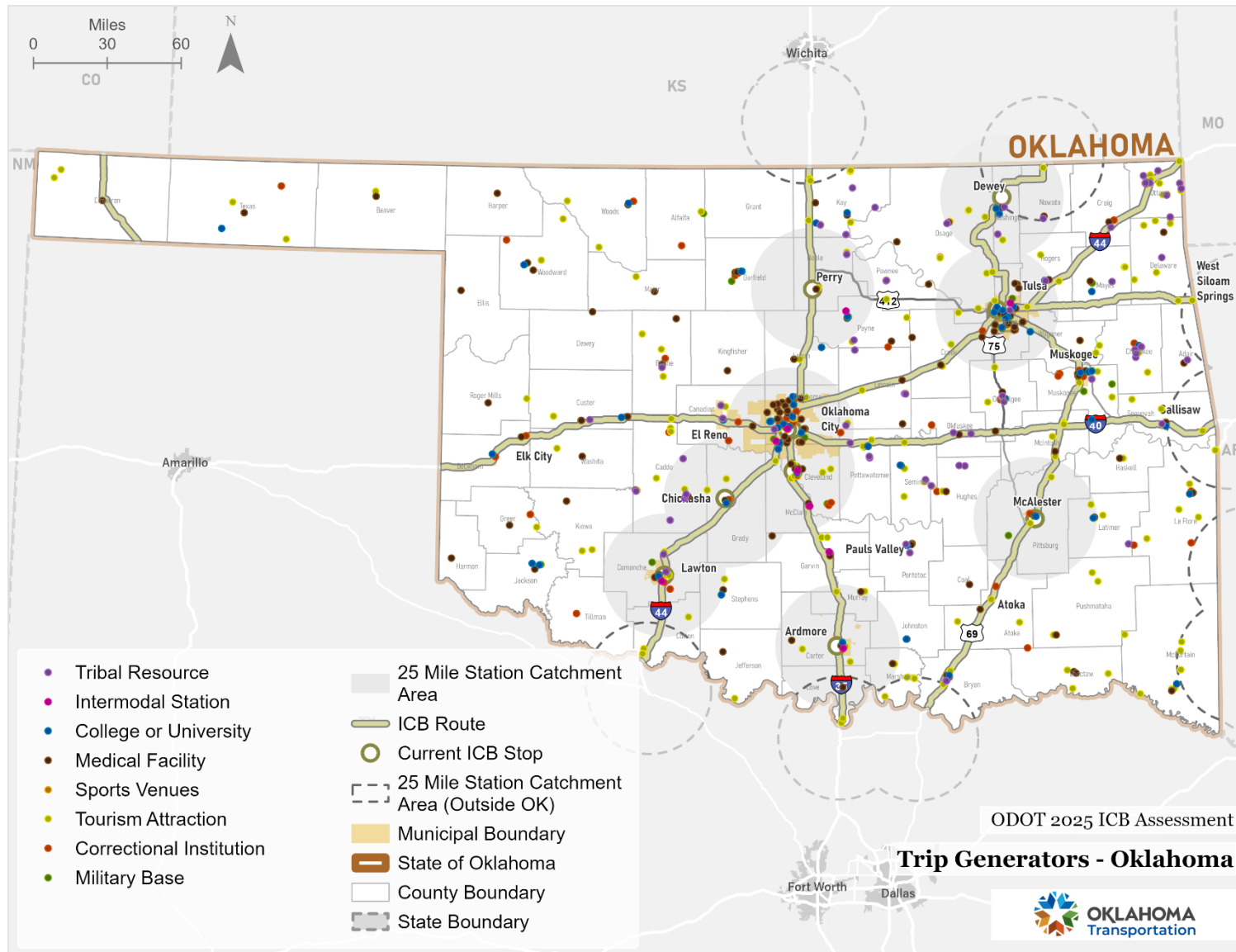


FIGURE 11. ICB TRIP GENERATORS

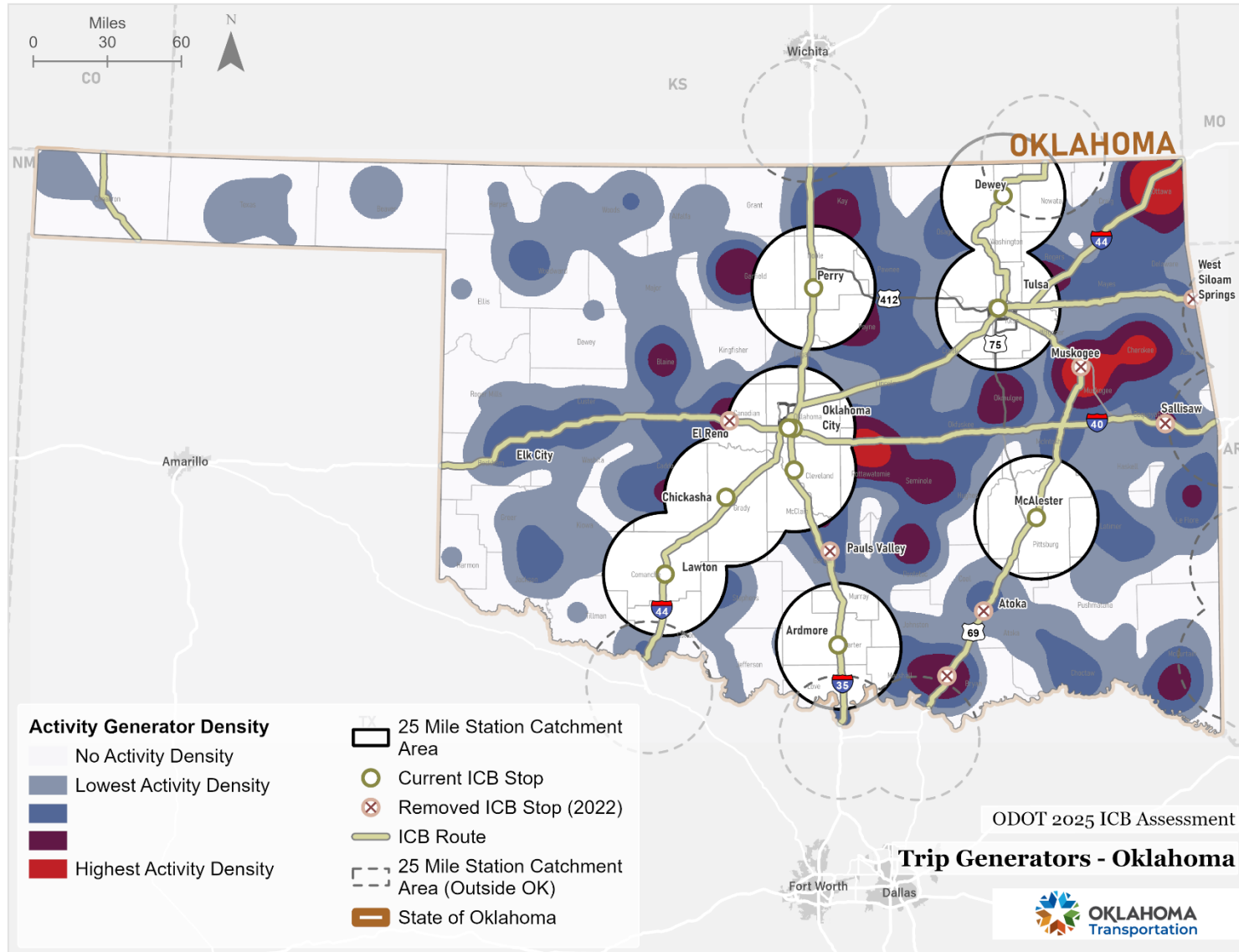


FIGURE 12. TRIP GENERATOR DENSITY

5.4. Provider and Public Meetings

Part of public engagement involves holding formal meetings where stakeholders from diverse backgrounds have the opportunity to share their opinions in an open discussion. As part of the public engagement process for this assessment, one ICB/public transit provider and one public stakeholder/general public meeting were held.

5.4.1. ICB and Public Transit Provider Consultation Meeting

The ICB/public transit provider consultation meeting was held on April 28, 2025, from 3:00 p.m. to 5:00 p.m. Central Time. The meeting was held virtually on Microsoft Teams and was recorded. Invitations were sent to ICB providers, rural transit agencies, and urban transit agencies. Representatives from ODOT and the study team attended as well.

Representatives from Jefferson Lines and Greyhound Lines both highlighted finding suitable stop locations as the primary challenge they face, particularly from local governments and elected officials. Even when ICB providers have been granted access to private stop locations, such as a gas station, local officials may pressure the private property owner to rescind permission to use their property as an intercity bus stop. These agencies often must overcome the shared stigma associated with public transit and intercity bus service.

Coordination was also cited as a significant challenge by intercity bus providers. When ICB providers are investigating potential stop locations, they first try to contact local transit agencies, city mayors, city managers, and other local officials serving as backup contacts. ICB providers often have difficulties getting responses from local transit agencies and officials.

When asked what action can be taken to resolve the coordination challenges that ICB providers experience, action by state departments of transportation was highlighted. For example, South Dakota and Minnesota were underscored by one ICB provider for their efforts to encourage public transit providers to work with ICB providers. During our interview with the Washington State Department of Transportation, the ICB program manager also emphasized that state involvement in coordinating between ICB providers, transit agencies, and municipalities was crucial to the program's success. In fact, continued funding is contingent upon participation in the coordination process.

ICB providers acknowledged the challenges imposed on rural public transit agencies and other private landowners by running schedules with nighttime arrivals. One idea highlighted by an ICB provider was offering commission to willing partners for nighttime stops, particularly. An example of a hotel proprietor receiving a commission to act as a stop attendant for nighttime trips was noted.

5.4.2. General Public/Stakeholder Meeting

The general public/stakeholder meeting was held on April 24, 2025, from 1:30 p.m. to 3:30 p.m. Central Time. The meeting was held virtually on Microsoft Teams and was recorded. An invitation went out to a list of stakeholders developed for the public survey discussed below. This included Native American tribes, elected officials, city managers, chambers of commerce, correctional institutions, educational institutions, hospitals and medical providers, intermodal connections, military bases, public libraries, workforce development agencies, 5310 subrecipients, and private citizens. Additionally, representatives from various public transit agencies, ICB operators, and study team members were in attendance.

One private citizen noted that they have used ICB to visit family and friends in neighboring states. They discussed how the integration of ICB into mobility hubs would be beneficial for providing ICB riders with access to the broader community once they alight from an intercity bus. They also noted that intercity bus service between Oklahoma City and Tulsa would be valuable, although such service already exists.

Considerable feedback was given by rural public transit providers who were in attendance. Providers frequently expressed dissatisfaction with the progress made towards improving intercity bus service in Oklahoma, and this lack of progress was cited as a reason to use the 5311(f) set-aside for public transit services. To the extent that public transit agencies provide service to intercity bus stops, which may qualify as feeder service, they stated that they prefer funding be allocated to the general 5311 funding pool to increase flexibility in the use of funds and reduce administrative overhead associated with having funds from two separate sources.

Rural transit providers also discussed their experiences with coordinating with intercity bus providers. Providers commonly cited cases where buses were scheduled to arrive at their facilities or in their service areas at late or inconvenient times, creating challenges with having staff on-site outside of their agency's operating hours. Providers also cited difficulties selling intercity bus tickets as a public transit agency, although no specific details were provided regarding these challenges.

Facilities access was another common theme. Multiple rural transit providers noted that intercity bus stops are often situated in inconvenient or unsuitable locations for passengers, including in relatively remote areas or those with safety concerns. ODOT representatives stated that the Pauls Valley intercity bus stop, which is now closed, was previously stopping on a downtown street where space was limited, creating a nuisance for local businesses and residents.

5.5. Stakeholder and Provider Surveys

Offering stakeholders and service providers multiple venues to provide input is critical to a well-rounded public engagement process, as schedules and other personal factors frequently limit individuals' ability to attend meetings. Surveys provide a standardized means of collecting input data and written responses, complementing formal meetings.

Two surveys were conducted as part of the public engagement process of this study: an Intercity Bus and Public Provider Survey and a Stakeholder and General Public Survey. Both surveys were primarily online. The surveys both focused on the same core set of themes: existing/unmet demand for ICB, planned/desired service improvements, challenges faced by providers/customers, and accessibility to ICB stops. Both surveys were available for six weeks, from March 18, 2025, to April 28, 2025.

The following sections further detail how each of these surveys was conducted and the results obtained from them. Additional information on the survey can be found in the Appendix, including full question-by-question summaries, copies of the surveys, and copies of survey invitations sent to stakeholders and providers.

5.5.1. ICB and Public Transit Provider Survey Results

The ICB and Public Transit Provider Survey gathered input from ICB providers, rural transit providers, and urban transit providers. There were a total of 16 survey responses. Of the 16 responses, four were from ICB providers, 10 were from rural transit providers, and two were from

urban transit providers. Of the four ICB provider responses, Greyhound Lines, Village Travel, and Jefferson Lines responded, with Jefferson Lines responding twice.

Intercity Bus Providers

Intercity bus providers were asked a series of questions, and they were allowed to provide written responses. A summary of the key themes, as well as specific examples where applicable, is provided below:

- **Lack of service is a barrier for customers:** Multiple ICB providers highlighted that lack of service is a barrier to using the service in the first place, with Stillwater, Poteau, Muskogee, Tahlequah, Drumright, Cushing, and Locust Grove specifically mentioned by providers.
- **Facilities access is a barrier to establishing and maintaining service:** Providers noted that being unable to find a suitable stop location despite their desire to establish a stop in a city is frequently a barrier to providing service at all or introduces inconveniences for customers. For example, one provider noted that they would like to provide service in Locust Grove but have been unable to find a suitable stop location. Multiple providers also reported difficulties with stop location in Tulsa, specifically that they would prefer to use MetroLink Tulsa's transit center but have been unable to obtain permission. This results in customers having to walk a half-mile between the transit center and the ICB stop. Pauls Valley and Durant, which lost service since the 2022 assessment due to access problems at the facilities, were also mentioned.
- **Feeder service opportunities may exist:** Feeder service connecting Tahlequah, Muskogee, and Wagner to the national ICB network was noted.

Rural Transit Providers

Rural transit providers were asked a series of questions and were allowed to provide written responses. A summary of the key themes, as well as specific examples where applicable, is provided below:

- **Schedules often are not conducive to coordination:** Multiple transit agencies reported that ICB trips through their communities frequently occurred outside their operating hours. Especially where a transit facility is used as an ICB stop, it is difficult for transit agencies to find staff who can act as stop attendants for nighttime or early morning ICB trips. This timing disparity also introduces difficulties for agencies that are otherwise willing to sell ICB tickets, as doing so requires transit agency staff to be on-site. Willing agencies also find that the compensation offered by ICB providers is not commensurate with the difficulties and costs associated with coordinating with ICB providers.
- **Providing feeder service is often difficult to justify:** Transit agencies frequently report that the volume of passengers requesting transit trips to ICB stops is generally low; thus, they do not see the justification for instituting specialized feeder services to ICB stops. As to why this is the case, multiple agencies noted that ICB stops are often a long distance from a passenger's home, leading to prohibitively expensive demand-response trips.
- **Providing service to ICB stops is prohibitively expensive:** Transit agencies also report that they would need additional vehicles and drivers to provide the relatively long trips that would go to an ICB stop, which would require additional funding to acquire the vehicles and drivers.

Urban Transit Providers

Of the two urban transit providers who responded, neither reported any direct coordination with intercity bus providers in their area. One transit provider has a fixed-route bus stop near a Greyhound Lines stop but does not otherwise coordinate with Greyhound Lines.

5.5.2. Stakeholder/Public Survey Results

The Stakeholder and Public Survey gathered input from a wide range of stakeholders, including tribal nations, chambers of commerce, correctional institutions, educational institutions, hospitals and medical providers, intermodal connections, military bases, public libraries, workforce development agencies, city elected officials and staff, and 5310 subrecipients, as well as private individuals. Contacts were asked to either complete the survey on their clients' or constituents' behalf or distribute it directly to them. Intercity bus and public transit providers were also provided with the Stakeholder/Public Survey to distribute to any riders for whom they had contact information. A total of 261 responses were received.

Similar to the provider survey, stakeholders were asked to identify the type of stakeholder they were, with a summary of the results shown in **Figure 13**.

Half of the survey respondents were private citizens, while the other half spoke on behalf of organizations. Nonprofits and local or county governments predominated among the organizational respondents. Responses were also received from Oklahoma's mobility managers and tribal officials.

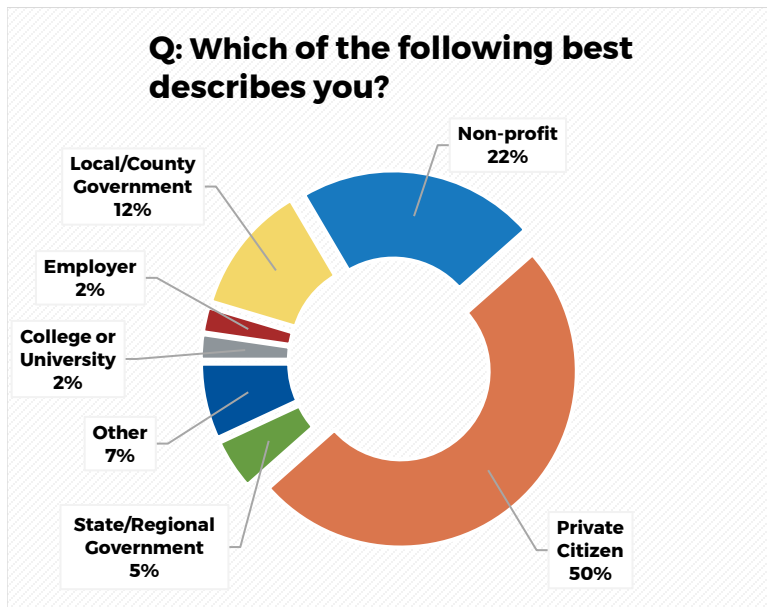


FIGURE 13: STAKEHOLDER/PUBLIC SURVEY RESPONDENT BY TYPE

Survey takers were also asked to provide the county where they live if they indicated they were responding as private citizens or the county(ies) that their organization serves if they were responding as a representative of their organization.

Figure 14 graphically summarizes stakeholder survey responses by county, with the top 10 counties and their corresponding numbers of respondents listed in **Table 5**. Counties with relatively large cities generally had larger numbers of survey respondents, such as Oklahoma County (Oklahoma City), Payne County (Stillwater), and Bryan County (Durant). However, some comparatively sparsely populated counties also had considerable numbers of responses. Examples include Garvin County, McCurtain County, and Texas County.

TABLE 5: TOP 10 COUNTIES BY NUMBER OF STAKEHOLDER/PUBLIC SURVEY RESPONSES

County	No. of Respondents
Oklahoma County	32
Payne County	31
McCurtain County	24
Custer County	15
Bryan County	14
Carter County	13
Texas County	13
Pittsburg County	11
Tulsa County	11
Garvin County	10

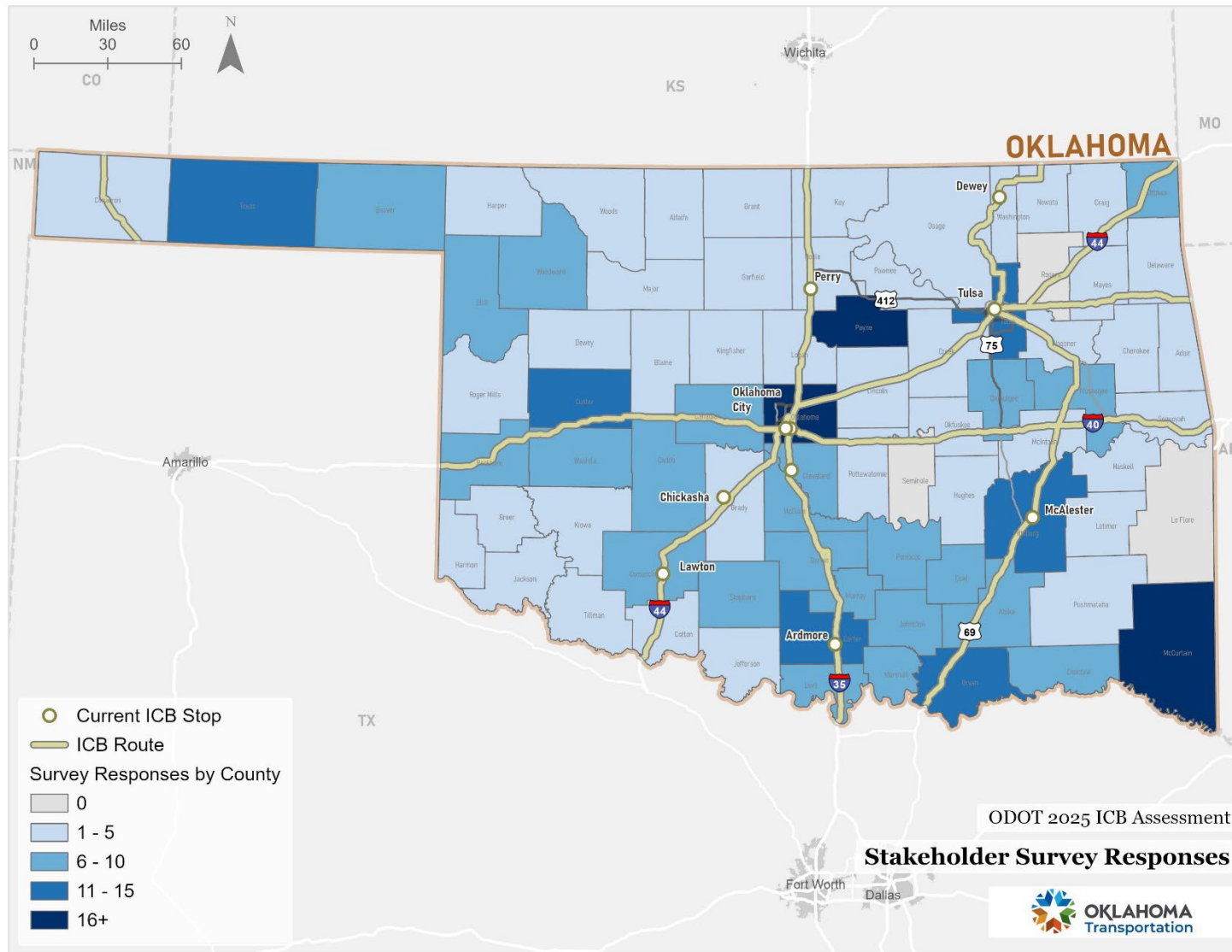


FIGURE 14. STAKEHOLDER SURVEY RESPONSES BY COUNTY

To further understand how ICB can meet individuals' mobility needs, users were asked the purpose(s) of their ICB trips (Figure 15). Respondents could select multiple options, indicating that they use ICB for multiple purposes, as well as indicating that they do not use ICB.

Medical appointments, visiting friends and family, and work purposes were the primary reasons people use ICB. In written responses, survey participants almost exclusively reiterated the frequency with which they use ICB to complete these kinds of trips.

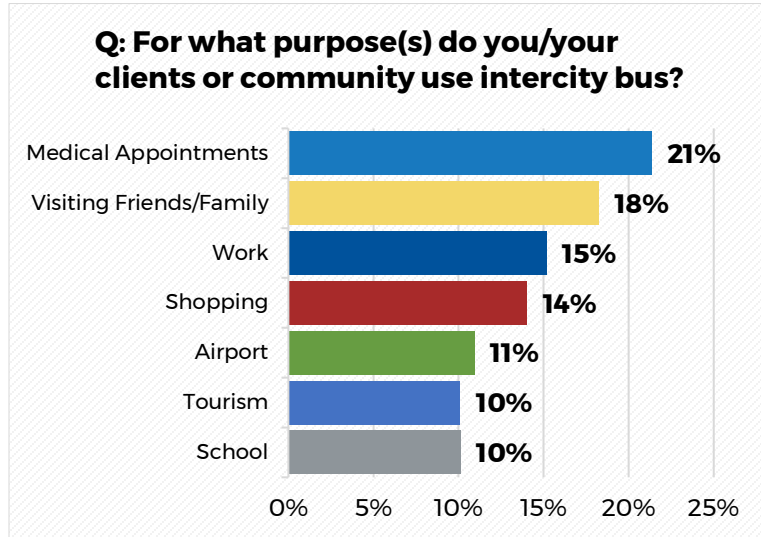
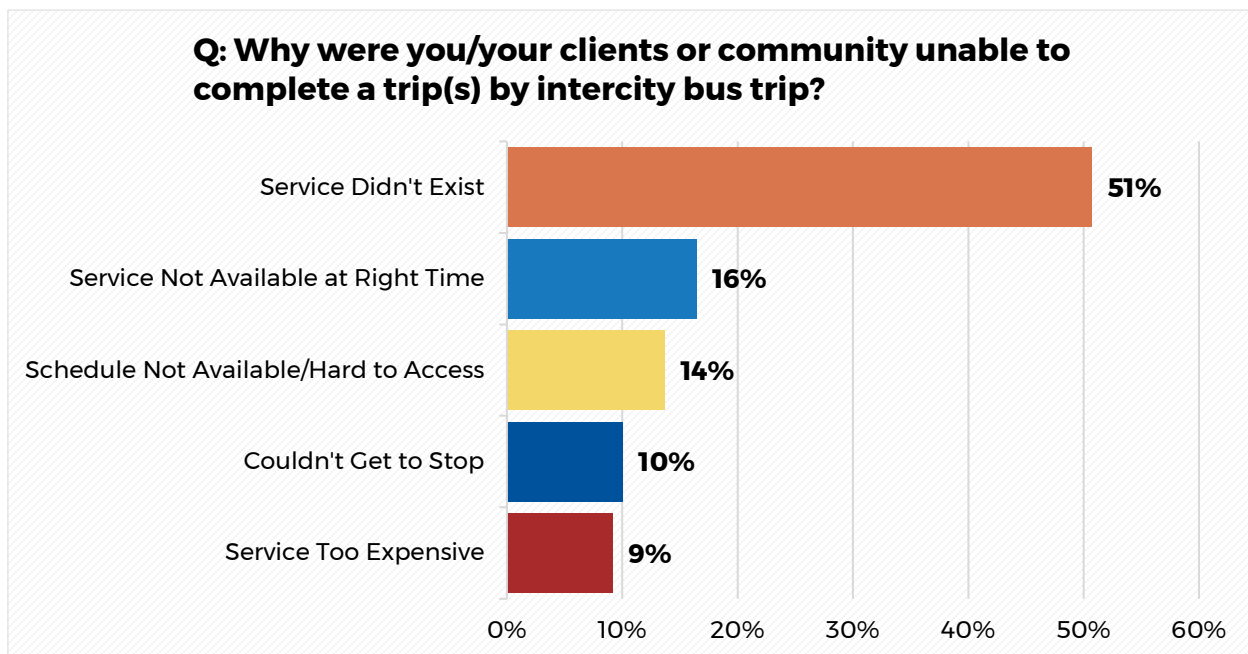


FIGURE 15. PURPOSE FOR USING ICB

Respondents were also asked about cases where they or their community/clients wanted to travel via ICB but were unable to do so, with more than half of respondents reporting that they had been unable to take an ICB trip recently. When asked why they were unable to complete a trip, the service not existing was the overwhelming reason, while the service not being available at the right time was the second most common reason (see Figure 16). These responses emphasize the importance of service being available at the correct times and running to the right places

FIGURE 16. REASON FOR BEING UNABLE TO COMPLETE ICB TRIP



In addition to identifying challenges, respondents were asked to rank potential solutions in terms of how likely the improvement would be in enticing them or their clients/community to use ICB. Seven potential enhancements were provided to respondents, and points were given to each improvement based on how respondents ranked them to create a composite score (see **Table 6**).

TABLE 6: SOLUTION RANK AND POINTS RECEIVED

Rank Given by Respondent	Points Received
1	7
2	6
3	5
4	4
5	3
6	2
7	1

Table 7 below summarizes the composite scores assigned to each improvement in order of highest score. More frequent service, new routes/destinations, and closer stop locations had the highest scores, reflecting respondents' relatively high importance on these improvements. As in other survey questions, fundamental service characteristics were the primary concern of respondents, namely schedule (More Frequent Service), route structure (New Routes/Destinations), and stop location (Closer Stop Locations).

In a follow-up question, respondents were also able to give written responses on other improvements they would like to see in the ICB service in Oklahoma. Written responses overwhelmingly reiterated the themes of schedule, route structure, and stop location.

TABLE 7: POTENTIAL IMPROVEMENTS COMPOSITE SCORES

Improvement	Composite Score
More Frequent Service	946
New Routes/Destinations	912
Closer Stop Locations	878
Lower Cost Tickets	804
Local Transit Service to Stops	776
Accessibility to Stops	599
Quality/Cleanliness of Vehicles and Stops	405

Respondents were also asked to discuss specific cities they would like ICB providers to serve, with respondents mentioning cities in Oklahoma and surrounding states. **Table 8** below summarizes the top 15 Oklahoma cities by the number of times respondents mentioned the city, and **Figure 17** graphically shows the location and number of responses mentioned by respondents. Additionally, **Table 9** summarizes the cities in surrounding states mentioned by respondents, along with the frequency of their mentions.

Table 8 and **Table 9** are color-coded to indicate which cities currently have service and which cities have lost service since the assessment was completed in 2022. Yellow denotes that the city currently

has service, while orange indicates that the city lost service since the 2022 assessment. In **Table 9**, cities are marked as having service if they are served by Greyhound Lines, Jefferson Lines, or Village Travel via a relatively direct route from Oklahoma.

Oklahoma cities with existing services were frequently mentioned by respondents, with the top five responses being Oklahoma City, Tulsa, Norman, Lawton, and Ardmore. This is likely due to these cities having relatively high populations, which is why ICB providers stop at them in the first place. Another potential driver of high responses in these cities may be that the service is infrequent or occurring at inconvenient times, a common challenge noted throughout the engagement process.

Cities in western Oklahoma without service were also commonly mentioned, including Clinton, Elk City, Enid, Guymon, Weatherford, and Woodward. Western Oklahoma, west of I-40 and into the Oklahoma “Panhandle,” has little to no ICB service.

TABLE 8: TOP 15 OKLAHOMA CITIES RESPONDENTS WOULD LIKE SERVED BY ICB

Cities	No. of Responses
Oklahoma City	86
Tulsa	57
Norman	20
Lawton	16
Ardmore	15
Edmond	15
Stillwater	14
Elk City	13
Weatherford	13
Ada	11
Enid	11
Woodward	11
Clinton	10
Durant	10
Guymon	9

TABLE 9: CITIES IN SURROUNDING STATES RESPONDENTS WOULD LIKE SERVED BY ICB

Cities	No. of Responses
Amarillo, TX	2
Austin, TX	1
Branson, MO	2
Dallas, TX	17
Fayetteville, AR	2
Ft. Smith, AR	4
Houston, TX	2
Joplin, MO	1
Liberal, KS	4
Little Rock, AR	1
Paris, TX	1
San Antonio, TX	1
Sherman, TX	4
Texarkana, TX	1
Tyler, TX	1

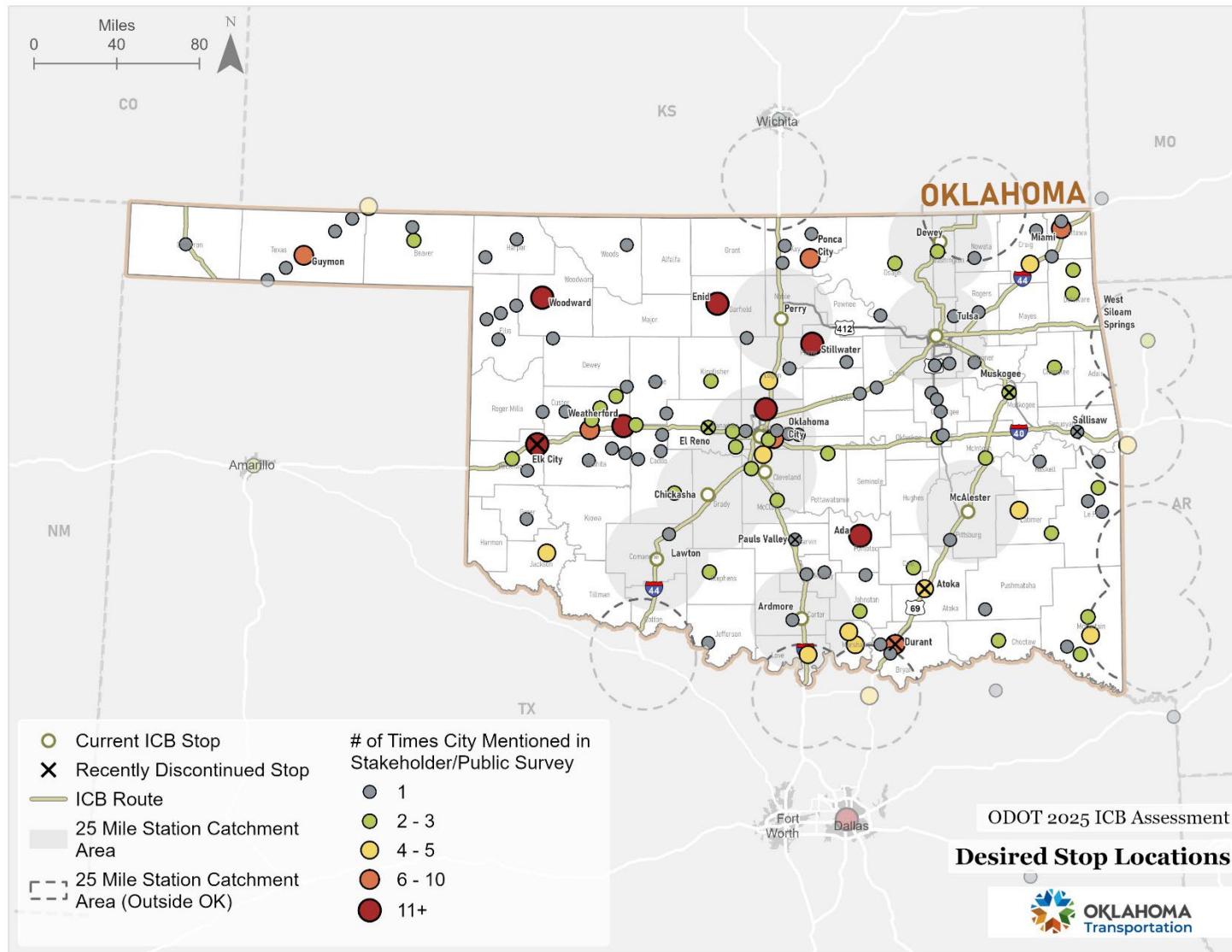


FIGURE 17. OKLAHOMA CITIES RESPONDENTS WOULD LIKE TO BE SERVED BY ICB BY MENTIONS

5.6. Travel Demand Analysis

Travel data was obtained from Replica, which provides simulated trip data based upon cell phone data, demographic data, and other sources⁴. Replica data is provided on a trip level basis and features attributes such as geographic origin and destination, trip mode, and trip purpose. This level of detail enables the analysis of typical trip making behavior, which provides guidance on where subsequent, more granular ICB planning efforts may focus.

This analysis is divided into two components, one considering trips beginning and ending in Oklahoma (intrastate trips) and one considering trips beginning in Oklahoma and ending in surrounding states (interstate trips).

ODOT filtered the Replica data down to trips which could be replaced by ICB trips, primarily aiming to remove commute-oriented and commercial trips from consideration. This was accomplished by filtering based on trip length, primary mode, trip purpose, and tour type. Trips that included the following from each category were considered:

- Trip Length: 50 miles or more
- Primary Mode: auto passenger, private auto, public transit, taxi/TNC, other
- Trip Purpose: home, lodging, pass-through traffic, recreation, region departure, school, shopping, social, other
- Tour Type: other home-based, undirected

Replica provides trip data by season, as well as for a typical weekday and a typical Saturday. For this analysis, Fall 2024 data for a typical weekday was used.

5.6.1. Intrastate Trips

Figure 18 displays the average number of daily weekday trips beginning in Oklahoma and ending in Oklahoma by destination zip code. Zip codes within existing ICB stop catchment areas were removed. As this data represents trips ending in each zip code, regardless of trip origin, it should be viewed as a guide for where further investigations of travel demand could focus.

The I-40, I-44, I-35, and US-69 corridors stand out, having many zip codes with large numbers of daily trips terminating in them that ICB does not serve. These zip codes often coincide with larger towns:

- Along I-40: El Reno, Elk City, Okmulgee, Sallisaw, Shawnee, and Weatherford
- Along I-44: Claremore, Miami, and Vinita
- Along I-35: Pauls Valley, Ponca City
- Along US-69: Atoka, Durant, Muskogee

Notably, multiple of these towns and cities have recently lost ICB service, including Atoka, Durant, El Reno, Elk City, Muskogee, Pauls Valley, and Sallisaw. Given the size of these towns and cities and their previous service by ICB, they may be suitable candidates for future efforts to restore lost service.

ODOT will need to understand the reasons for these areas losing service. For example, ODOT heard throughout the engagement process that Pauls Valley lost service due to coordination challenges

⁴ <https://www.replicahq.com/platform>



amongst ICB operators, public transit, and local stakeholders. Efforts to overcome coordination challenges may differ from market-related challenges, such as population density.

Many zip codes with a high number of daily trips also coincide with larger towns and areas of the state that were frequently mentioned during the engagement process. In particular, the Oklahoma Panhandle and the towns of Beaver, Guymon, and Woodward were frequently noted as significant gaps in rural intercity service. Connecting the Panhandle to Oklahoma City via Enid was also recommended in the 2022 intercity bus needs assessment, but this service has not been implemented.

Altus, Ponca City, and Stillwater were also frequently mentioned as ICB service gaps. Each of these cities encompasses zip codes with a considerable number of daily trips.

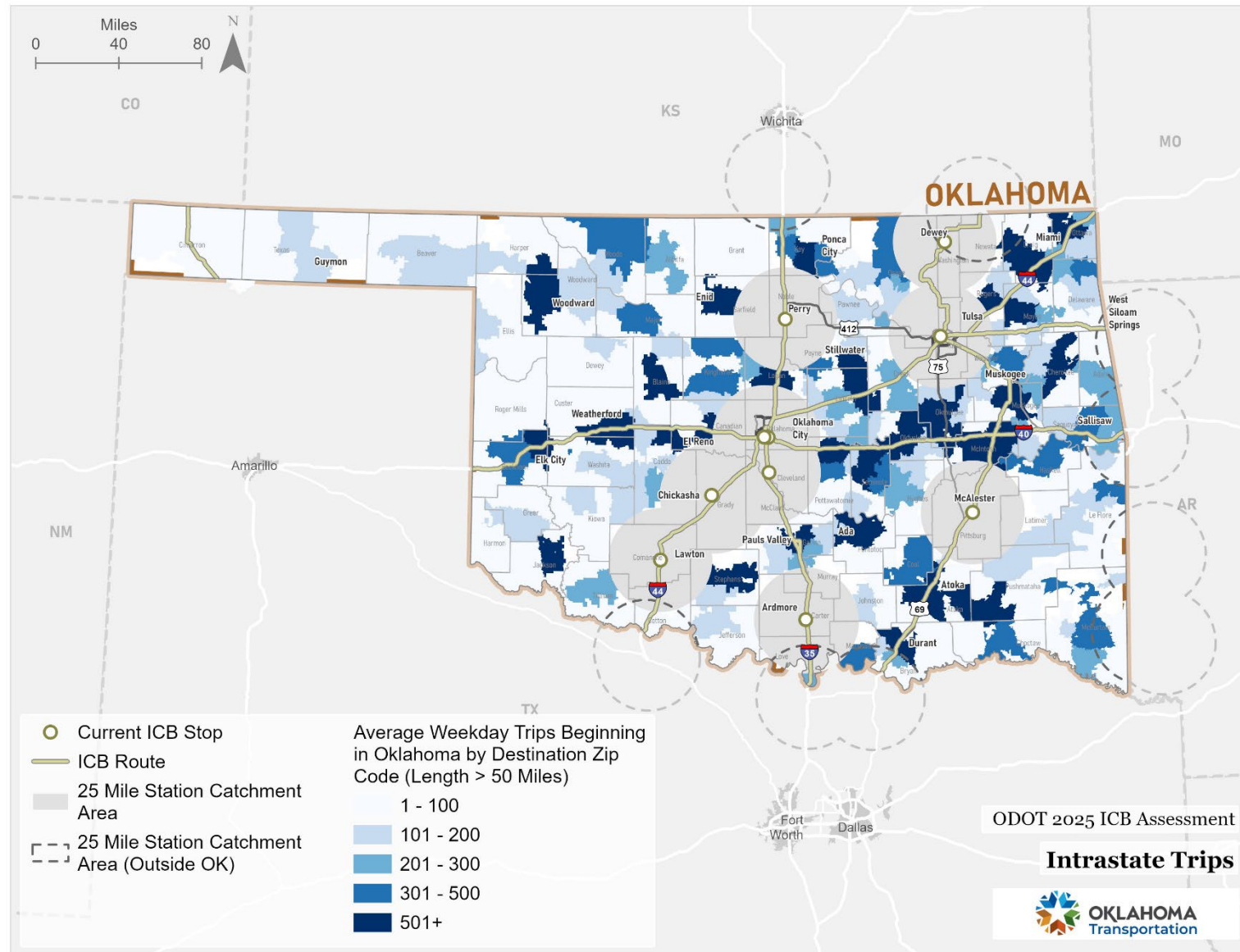


FIGURE 18. OKLAHOMA-BASED INTRASTATE TRIPS BY DESTINATION ZIP CODE (AVERAGE WEEKDAY, FALL 2024)

5.6.2. Interstate Trips

Figure 19 displays the average number of daily weekday trips beginning in Oklahoma and ending in Arizona, Colorado, New Mexico, Texas, or Utah at the county level. Only the aforementioned five states are included because Replica divides its analysis and subsequent trip data into regions based on geographic proximity and similar trip-making behavior.

ODOT heard during the public engagement process that Oklahomans use ICB to travel to nearby cities in surrounding states for medical appointments and other reasons typically associated with intrastate trips. As a result, ODOT wished to investigate which areas in surrounding states were potential destinations for Oklahomans to understand the extent to which coordination with departments of transportation from surrounding states may be needed.

Among these five states, Texas is the primary destination for people making interstate trips from Oklahoma. In particular, the Amarillo, Austin, Dallas-Fort Worth, Houston, and San Antonio metropolitan areas are major destinations for Oklahomans. For Amarillo in particular, ODOT heard during the engagement process that Oklahoma Panhandle residents will travel to Amarillo, Texas to attend specialty medical appointments and access other services not available in the Panhandle.

While Replica data is not available for some states surrounding Oklahoma, the data that is available, combined with what ODOT has heard throughout the engagement process, can help ODOT understand the general principles underlying Oklahomans' desire to travel to certain cities in surrounding states. Some principles include:

- Proximity: Cities closer to Oklahoma will tend to attract more trips due to being inherently more accessible to Oklahomans.
- Population: Cities with larger populations will tend to attract more trips.
- Economy: Larger population centers will tend to have a greater number of and more diverse job and economic opportunities.
- Services: Specialty medical services, such as those offered by hospitals, will tend to be more abundant near large populations due to having a larger market to draw serve.
- Social, cultural, and recreational: Larger population centers tend to offer greater opportunities for recreation, cultural activities, and social interactions.

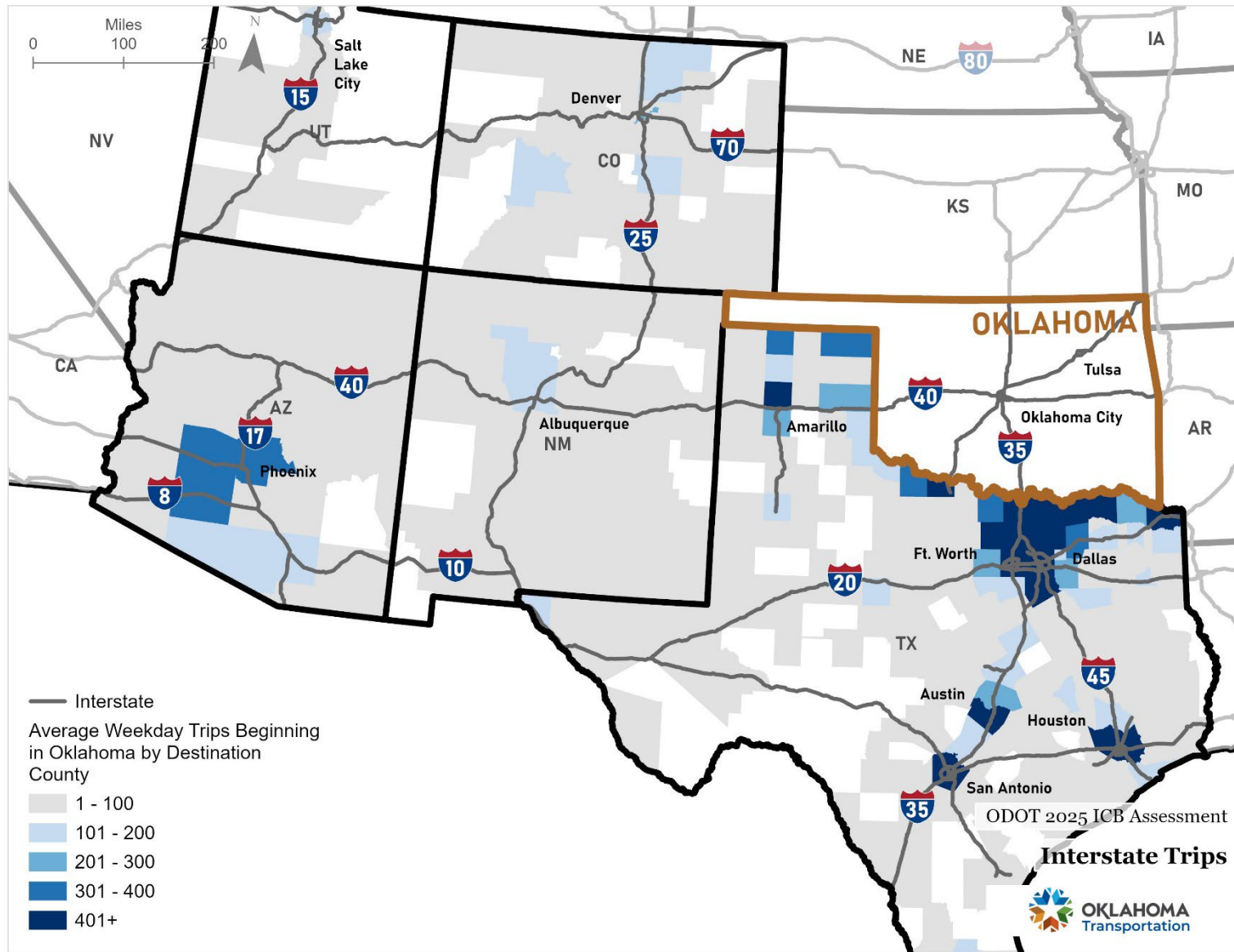


FIGURE 19. OKLAHOMA-BASED INTERSTATE TRIPS BY DESTINATION COUNTY (AVERAGE WEEKDAY, FALL 2024)

6. Interviews with Other State DOTs

ODOT is evaluating different models for operating its statewide ICB program in response to continued reductions in overall ICB services in the state, with the intention of ensuring that funding allocated to Oklahoma is used to benefit Oklahomans to the maximum extent possible. Different states operate their programs differently, with varying levels of oversight and control over day-to-day ICB operations. To understand these various models, ODOT conducted interviews with staff from other state departments of transportation responsible for managing their statewide ICB programs.

The programs of states that ODOT interviewed for this assessment can be categorized into three broad categories, which are described below and presented in order of increasing state control⁵:

- **Operator-led (Least State Control):** The state establishes broad requirements for use of ICB funding within the state and solicits applications from ICB operators
- **State-coordinated (Moderate State Control):** The state identifies specific routes, stops, or other services as a goal of the state ICB program and solicits applications from ICB operators to provide those particular services.
- **State-led (Most State Control):** Similar to the RFP-based model, the state identifies specific routes and stops that are a priority and solicits applications from ICB operators while also specifying requirements for scheduled stop times. State staff are also empowered to make day-to-day operational decisions, such as determining the number of buses to run on a specific route.

The following sections categorize each state's program that ODOT interviewed, with nuances on individual state programs provided.

6.1. Operator-led (Least State Control)

6.1.1. Louisiana Department of Transportation and Development

The Louisiana Department of Transportation (LADOTD) has an application-based ICB program, where ICB carriers apply for funds based on the routes they wish to operate. LADOTD will then issue two-year contracts upon a successful application. Greyhound is the only current recipient of ICB funding in Louisiana and is usually the only carrier that applies to LADOTD's program despite advertising to other ICB carriers. Greyhound receives operating funding. LADOTD noted that their rural transit providers do not currently require the 15% 5311(f) set-aside funding due to a lack of local match.

LADOTD's relationship with its MPOs is strong, with Louisiana MPOs already well-integrated into the 5310 and 5311 planning process. LADOTD is evaluating leveraging this relationship for ICB coordination and planning, as well as assessing transit connectivity and service gaps. LADOTD is also interested in utilizing MPO funding for capital improvements, such as intercity bus bays at transit centers; however, this remains to be determined.

LADOTD is currently completing an ICB needs assessment, which includes a stop accessibility analysis, a latent demand analysis, and a funding opportunities analysis. They are also incorporating

⁵ Note that these are broad categories intended to account for the fundamental structure of ICB programs and may not capture every nuance of individual programs.

Safe Streets for All data and planning initiatives into the needs assessment as a way to increase access to ICB stops.

6.1.2. Missouri Department of Transportation

The Missouri Department of Transportation (MoDOT) also has an operator-led ICB program, where ICB carriers apply for funding for projects of their choice. MoDOT prioritizes providing operating funding and will consider funding capital projects if any funds are not awarded. For example, MoDOT recently purchased four coaches for an intercity bus provider. MoDOT will also fund marketing and mid-life bus overhauls. Additionally, MoDOT is currently funding rural feeder services operated by rural transit agencies and allows for an in-kind match.

Missouri's 5311(f) set-aside is approximately \$3 million. In 2024 and 2025, Missouri provided considerable state funding for ICB service, but this is currently planned to be cut to approximately \$1 million in 2026. MoDOT noted that their rural transit agencies are beginning to struggle with insufficient 5311 funding, which may result in pressure to at least partially certify Missouri's 5311(f) set-aside.

MoDOT does not currently engage in much interagency coordination but plans to change this. In July 2024, MoDOT started a Multimodal Transportation Advisory Committee that aligns with its rural planning organization boundaries. MoDOT also holds monthly meetings with all planning partners.

6.1.3. Texas Department of Transportation

The Texas Department of Transportation (TxDOT) operates an application-driven program where TxDOT sets priorities to determine which routes receive funding. TxDOT prioritizes routes that were previously subsidized or those that have ceased operation, aiming to re-establish discontinued service. Priority routes were established through a statewide ICB study with a particular focus on transit-dependent populations. Texas has experienced a notable decline in ICB facilities over time, similar to other states. Like many states, TxDOT often noted poor coordination between ICB operators and rural transit agencies, including frequently ill-defined stop locations and a lack of timed connections.

TxDOT has historically used the entirety of its 15% 5311(f) set-aside for ICB purposes and does not provide additional State funding for ICB. TxDOT will provide both operating and capital funding, including vehicles, to both traditional ICB operators and rural transit agencies.

6.2. State-coordinated (Moderate State Control)

6.2.1. Colorado Department of Transportation

The Colorado Department of Transportation (CDOT) uses both 5311(f) funding and state funding to contract for ICB service, with all 5311(f) funding one of its Bustang Outrider services (focused primarily on rural mountain towns) and the state funding the remaining Bustang service (via vehicle registration fees).

CDOT initiated this program in response to private ICB carriers providing service that did not adequately meet the needs of Colorado, as well as a desire to provide additional service to rural mountain communities. Given the existing experience and known ridership patterns, CDOT requested specific services from private ICB providers and has developed its program accordingly. CDOT provides high-level input on day-to-day operations and does not make more detailed day-to-day operational decisions.

One unique feature of CDOT's ICB program is its use of federal toll credits⁶ to serve as in-kind match for its 5311(f) funded Bustang Outrider route. The E-470 Public Highway Authority, also known as ExpressToll, collects tolls at various points in Colorado, allocating some toll revenue to capital projects in Colorado that would otherwise be partially or fully federally funded. This enables federal toll credits to be claimed, which can be used as non-federal match on other federal-aid projects, including public transportation projects.

6.2.2. New Mexico Department of Transportation

New Mexico currently has limited intercity bus service, with multiple routes serving the state that largely do not intersect with each other, inhibiting the ability of riders in one part of the state to reach other parts of the state without first having to leave New Mexico and transfer before returning. New Mexico Department of Transportation (NMDOT) currently provides 5311(f) funding to ICB providers to ensure a connection to major urban areas in the state.

NMDOT's current ICB program can be most accurately described as an operator-led program. However, it is being developed into a State-led program through coordination with the Colorado Department of Transportation to establish an ICB route from New Mexico north to Durango, Colorado.

NMDOT's Park and Ride program involves a fair level of state control, although Park and Ride is technically not an ICB service due to its structure, which focuses on providing morning and afternoon commute trips to key employment locations. That said, Park and Ride includes many aspects found in either State-coordinated or State-led programs, including considerable State funding and State identification and control of stop locations, fares, and service levels. NMDOT also coordinates with the City of El Paso, Texas, to utilize the City's downtown transit center and other transfer locations for Park and Ride vehicles, paying a fee to cover the upkeep of these transfer locations.

6.3. State-led (Most State Control)

6.3.1. Virginia Department of Transportation

The Virginia Department of Transportation's (VDOT) Department of Rail and Public Transit (DRPT) contracts with ICB carriers to operate the Virginia Breeze, which has four routes oriented around connecting different parts of Virginia to Washington, D.C. (see **Figure 20**). The Virginia Breeze was initially launched in 2017 in response to significant service cuts by private ICB carriers, particularly in underrepresented communities.

DRPT uses the entirety of its 5311(f) set-aside to fund the Virginia Breeze program, between \$2.5 million and \$3.0 million. Notably, two of Virginia's urban providers were converted to rural providers as a result of the 2020 Census. In conjunction with rising costs for all transit providers, this has put considerable pressure on their remaining 5311 funds.

They have a "turnkey" relationship with their contractor, Megabus, which agreed to use their other services, operated in Virginia, as an in-kind match for Virginia Breeze. DRPT has a particularly high degree of control over day-to-day operations, including managing fares and schedules, as well as

⁶

https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.aspx

adding buses to routes. In certain circumstances, DRPT may also decide not to operate a route due to safety concerns, such as during inclement weather.

In planning routes, DRPT vets stop locations and designs routes to connect to rural transit routes and other rural public transit services. Universities are extensive drivers of Virginia Breeze ridership. DRPT noted that they are shifting away from using private property for stop locations, instead opting for stops on public property where possible.

Marketing and branding are a particularly successful component of the program, with buses wrapped in Virginia Breeze-branded wraps and signage, as well as a website and other informational materials, all being Virginia Breeze-branded. DRPT also benefits from considerable in-house assistance from VDOT's marketing department.

DRPT has two staff members who work together to manage the Virginia Breeze program, with each spending approximately half of their time on Virginia Breeze.



FIGURE 20. VIRGINIA BREEZE SYSTEM MAP

6.3.2. Washington Department of Transportation

The Washington Department of Transportation (WSDOT) contracts with private bus operators to operate the Travel Washington intercity bus service, with these operators providing an in-kind match in the form of services already operated. Like many states, Washington experienced significant reductions in ICB service over time, particularly during the COVID-19 pandemic, and is working to restore lost service. Travel Washington was established in 2007, following a statewide transit plan

that placed a strong emphasis on rural transit and addressing regional public transit needs. This plan consisted of early service planning, public engagement, and other ground-level planning efforts to lay the foundation for the Travel Washington program. Travel Washington consists of four routes: the Apple, Dungeness, Gold, and Grape lines (see **Figure 21**). These four routes are operated by three private ICB providers: Greyhound Lines, Northwestern Stage Lines, and the Central Washington Airporter.

The WSDOT exercises considerable control over the broad framework under which Travel Washington operates. WSDOT identifies routes and stops that providers must serve to be awarded contracts. ICB operators are also required to coordinate with tribes, local transit, and intermodal carriers such as Amtrak. That said, WSDOT balances control with flexibility in allowing national carriers such as Greyhound to maintain their interstate schedules. WSDOT also spends considerable time ensuring that Travel Washington service has access to facilities at stop locations, with agency staff empowered to exert pressure to achieve this access.

Under ideal circumstances, WSDOT offers four-year base operating contracts to ICB operators with the option for a four-year renewal. However, due to recent pullbacks in ICB service throughout the state, WSDOT has offered one- to two-year contracts instead.

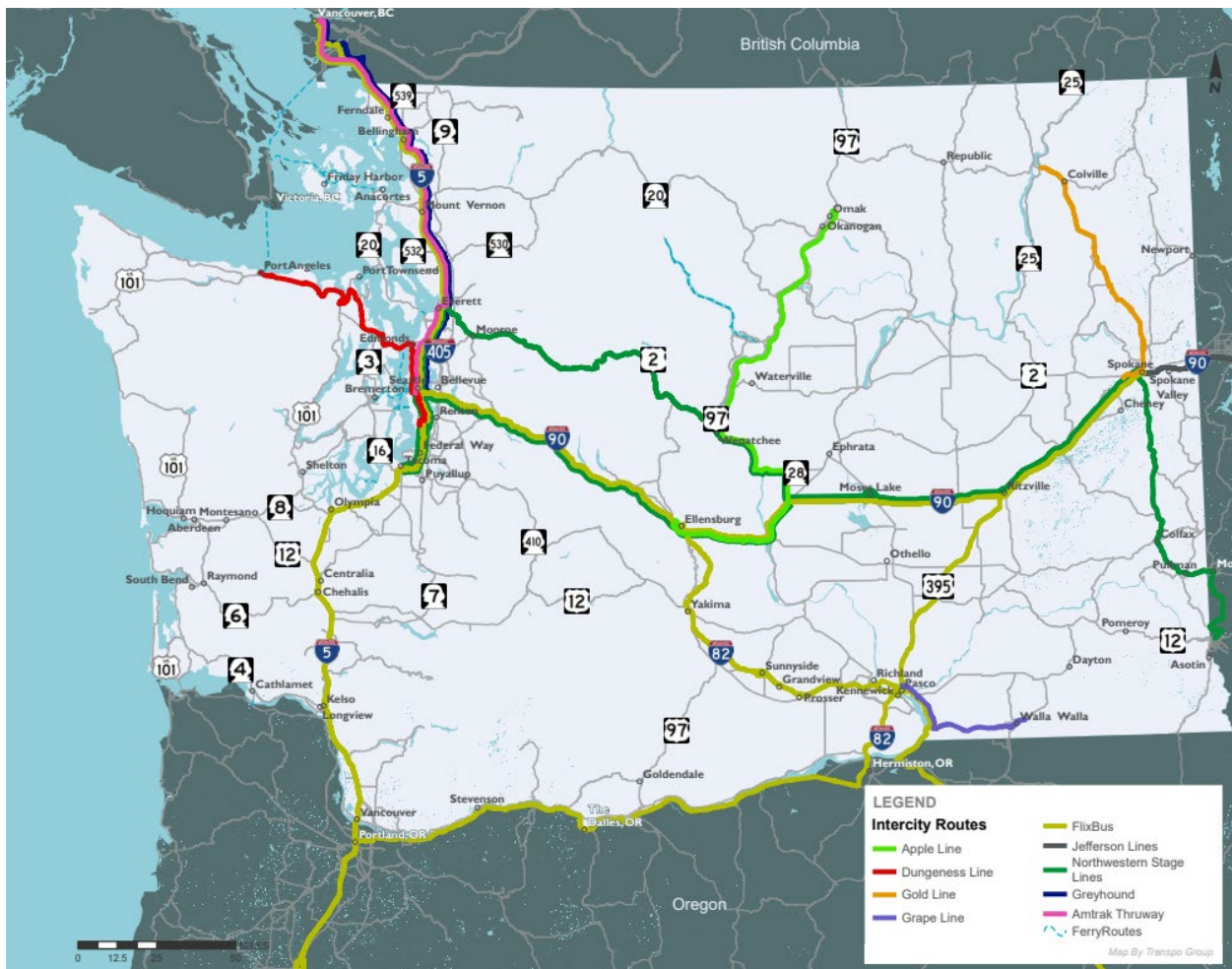


FIGURE 21. TRAVEL WASHINGTON SYSTEM MAP

7. Conclusions and Other Recommendations

7.1. 5311(f) Funding Conclusion

The primary purpose of this study is to evaluate the demand for intercity bus service in Oklahoma in relation to the level of service provided. This assessment was made in relation to whether intercity bus needs are being adequately met under 49 USC Chapter 53, Section 5311. Based on the intercity bus data and propensity analysis, input from stakeholders, survey results, and level of need relative to other rural needs in the state, **the intercity bus service needs across Oklahoma are not being adequately met, and 5311(f) funding should be used to support Oklahoma's intercity bus network.** This determination was made based on the following:

- The level of intercity bus service in terms of the number of schedules has consistently decreased over time. Between 2017 and 2022, the number of daily trips decreased from 66 to 49. Since 2022, the number of daily trips has decreased further, from 49 to 45, as of July 2025.
- The number of cities and towns with intercity bus service, identified as stops, has consistently decreased over time, with 16 cities and towns served in 2022 versus 10 served as of July 2025.
- Enid and Woodward were identified as priorities for new intercity bus service in the previous needs assessment but have not since received new intercity bus service. Boise City, Guymon, and Beaver were also identified as priorities for new intercity bus service in this assessment.
- Over half of stakeholder/public survey respondents reported that they or their clients/community had been recently unable to take an ICB trip. The service not existing or inconvenient timetables were the primary reasons cited, both challenges that will not be addressed by withholding funding.
- Facilities access was highlighted in both surveys and engagement meetings as a major challenge for ICB providers, including being the primary reason that some cities and towns have lost intercity bus service. The availability of funding may alleviate facility access challenges, such as by compensating private property owners for hosting an intercity bus stop or investing in State-owned or public transit facilities.
- Many concentrations of typically transit-dependent groups lack intercity bus service, including those near the following cities: Altus, Elk City, Enid, Guymon, Sallisaw, Weatherford, West Siloam Springs, and Woodward. Elk City, Sallisaw, and West Siloam Springs have also lost intercity bus service since the previous assessment in 2022.

This assessment provides the basis for ODOT to determine whether the Oklahoma Governor (or designee) can issue a certification for the State to receive FTA 5311 annual apportionments. It is recommended that a Governor's certification not be issued for the 5311 program.

7.2. Recommendations

1. Implement a State-coordinated intercity bus program:

ODOT has previously allocated intercity bus funding using an Operator-led model, where the DOT makes funding available to any eligible project, and ICB companies submit funding proposals for operator-defined projects. While this model is prevalent throughout the country, it provides the state with little control over new service offerings and hampers the state's ability to address its intercity transportation needs. Project eligibility criteria are often broadly defined (e.g., "operating")

and can sometimes result in funding services that already exist but may not be subsidized. To address these limitations, ODOT should move toward a State-coordinated intercity bus program model. In a State-coordinated model, ODOT would identify specific routes, stops, or other services and solicit applications from ICB operators to provide those specific services. This method ensures that funding is used to address state transportation needs.

Lessons from peer agencies, including New Mexico (NMDOT) and Colorado (CDOT), highlight the benefits of state involvement in route planning, stop selection, and funding allocation in response to statewide mobility needs and demographic data. These states have demonstrated that when DOTs take an active role in developing ICB services, the results are more consistent, better aligned with public transit and human services, and more responsive to underserved areas.

In Oklahoma, the need for such an approach is clear. The 2025 ICB Needs Assessment finds that only 72.1% of the state's population lives within 25 miles of an ICB stop. Regions such as the Oklahoma Panhandle, southeastern counties, and North Central Oklahoma exhibit significant transit gaps. Stakeholders, including rural mobility managers and transit agency directors, reported barriers such as poor stop placement, inconvenient stop times, lack of nighttime support, and inadequate facility access. Adopting a State-coordinated model would empower ODOT to identify priority corridors, establish consistent service standards, and require coordination between ICB operators, municipalities, and local transit systems. The program could also stipulate minimum coordination protocols and performance expectations, as seen in the Virginia Breeze and Travel Washington programs.

As ODOT conducts further analysis to identify priority routes and stops for a State-coordinated system, this study provides a starting point for areas of Oklahoma to consider. The data analysis and stakeholder engagement process described throughout this document gauged the need and desire for intercity bus services throughout the state. **Table 10** below shows a matrix of potential ICB stops and the analyses or engagement points at which these potential stops were identified.

The service potential indicators can generally be grouped into three categories. The stop locations either 1) supported ICB service in the recent past, 2) were requested by stakeholders and providers during the engagement process, or 3) scored highly on one or more of the numerous metrics ODOT used to gauge service demand.

Figure 22 displays the locations of the potential ICB stops with 25-mile catchment areas surrounding each stop to give approximate areas that may be served by a potential stop. Stops are located in the following key geographic areas and corridors:

- **I-40 Corridor:** The I-40 Corridor represents an opportunity to restore Oklahoma's ICB system to a level of service it once had, with opportunities to add service in sizeable rural towns. It includes five potential ICB stops, including three cities that used to have ICB stops (El Reno, Elk City, Sallisaw). Weatherford and Henryetta were also identified due to scoring high on service demand metrics, and in Weatherford's case, commonly being requested during the engagement process. New service and stops along I-40 would greatly improve east-west ICB connectivity.
- **US-69 Corridor:** Similar to I-40, the US-69 Corridor has historically had demographic and travel patterns that support ICB service. However, the corridor has experienced stop closures due to political and coordination challenges. Three potential stops were identified along US-69, all of which are recently discontinued stops: Atoka, Durant, and Muskogee. Each of these stops scored highly on service demand indicators, with Atoka and Durant also

being commonly requested throughout the engagement process. As US-69 connects to both I-40 and I-44, new stops in this corridor would greatly enhance north-south ICB connectivity and enable residents in the corridor to more easily access other parts of the state.

- **Pauls Valley:** Pauls Valley is located along I-35, between Ardmore and Norman. While a smaller stop in terms of population, it is ideally located to provide consistent stop access along I-35, south of Oklahoma City. Pauls Valley was an ICB stop in the past but recently lost service due to challenges with finding a convenient stop location within the town. Pauls Valley scored moderately on service demand indicators, representing an opportunity to ensure consistent access in rural Oklahoma.
- **US-412 Corridor:** The US-412 Corridor is a prime opportunity to add east-west connectivity in Oklahoma, as I-40 is currently the only corridor along which east-west connectivity is provided across the entire state. Seven potential stops were identified along US-412: Boise City, Enid, Guymon, Locust Grove, Stillwater, West Siloam Springs, and Woodward. Of these, West Siloam Springs is the only stop that service was recently discontinued to. New service along US-412 could both better link large travel markets into the state ICB system (Tulsa) and provide critical service in particularly rural towns (Boise City, Guymon, Woodward). Oklahoma State University, located in Stillwater, is also potentially a great source of ridership. This may also be an opportunity for interstate coordination, as Siloam Springs, Arkansas (a different city than West Siloam Springs, Oklahoma) is a sizable rural town and has direct access to the Fayetteville, Arkansas metropolitan area.
- **I-44 Corridor:** Two cities along I-44 may have potential for new ICB service: Miami and Vinita. Both were commonly requested in the public engagement process, with Miami in particular scoring highly on service demand indicators. These cities represent an opportunity to strengthen east-west connectivity.
- **Altus:** Altus was frequently requested throughout the engagement process by both the general public and stakeholders, with a need to connect to Oklahoma City noted. It also scored well on service demand indicators. Despite its ridership potential, Altus's location makes it a challenge to run ICB service to the city, being situated in a rural area far from major travel corridors. Nonetheless, ODOT should actively consider how to connect Altus and similarly situated towns to the state's ICB system.

TABLE 10: POTENTIAL ICB STOPS ANALYSIS MATRIX

Potential ICB Stop	Recently Discontinued Stop	ICB Operator-Desired Stop	Transit Propensity Analysis	Travel Demand Analysis	Trip Generator Analysis	Public, Stakeholder, and Provider Engagement
Altus						
Atoka						
Boise City*						
Durant						
El Reno						
Elk City						
Enid						
Guymon						
Henryetta						
Locust Grove						
Miami						
Muskogee						
Pauls Valley						
Sallisaw						
Stillwater						
Vinita						
Weatherford						
West Siloam Springs						
Woodward						

* Boise City is marked as a potential stop despite not being commonly requested during the engagement process nor scoring particularly high on service demand indicators. This is due to Greyhound currently operating a route that runs through Boise City but does not stop there. This route provides direct access to Denver and Amarillo, the latter of which is a common destination for Panhandle residents. State-coordinated service is an opportunity to establish new service in Boise City by feeding Oklahoma residents to Boise City and therefore the Greyhound route that runs through it.

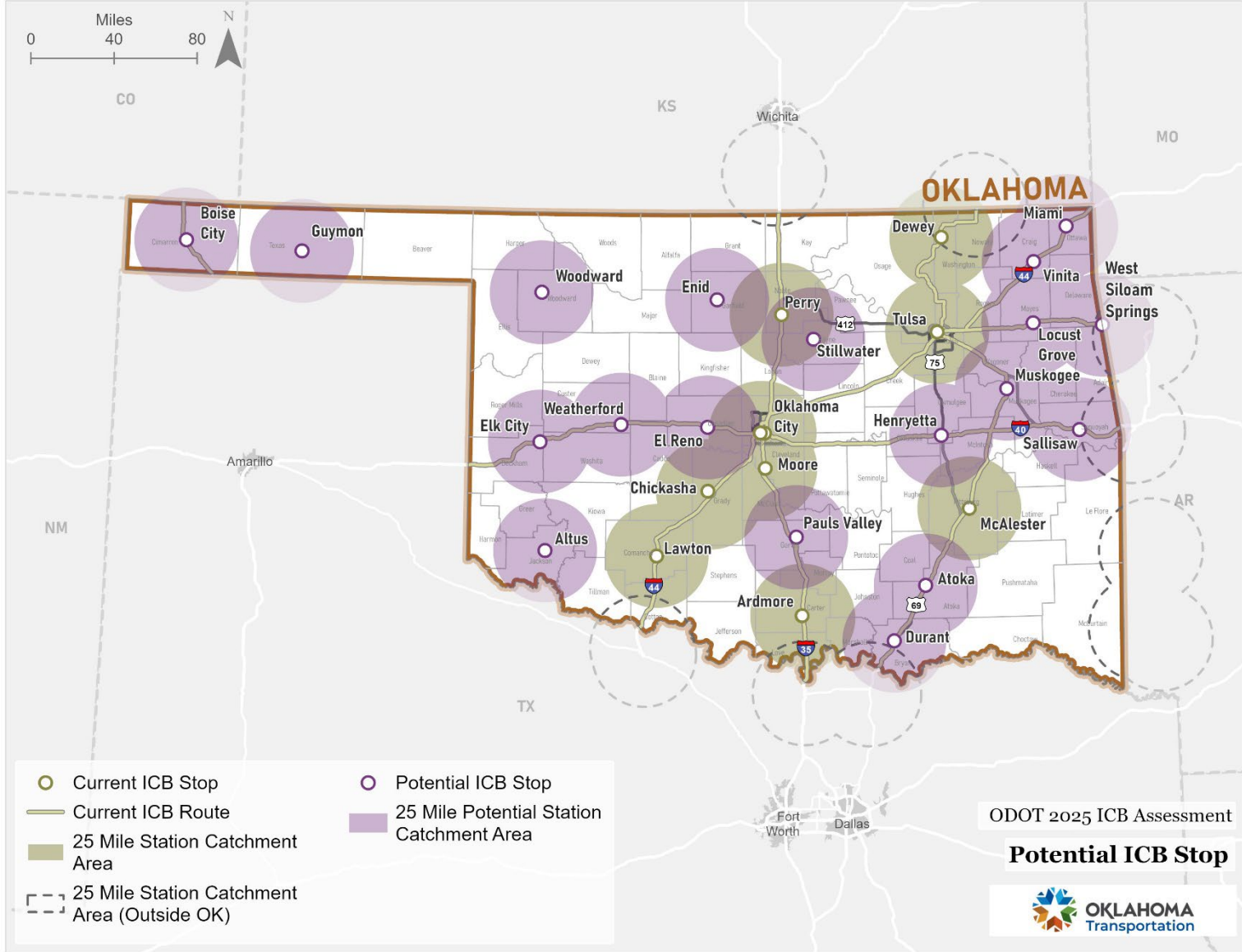


FIGURE 22. POTENTIAL OKLAHOMA ICB STOPS

2. Develop and implement a 5311(f) Program Management Plan:

Implementation of a Program Management Plan (PMP) should include establishing and following a process for identifying specific ICB route segments and stops that ODOT determines to fund. These should align with the priorities that ODOT develops for Oklahoma's ICB system. ODOT should also investigate the desired timing and cost estimates for the new ICB service, with specific attention paid to identifying geographic and schedule-related gaps that can be addressed.

A strong intercity bus program starts with clear expectations for both the state and service providers. That is where a Section 5311(f) Program Management Plan comes in. This plan lays the groundwork for how Oklahoma will manage its ICB program in the future. It is not just about compliance; it's about ensuring that funding decisions, service planning, and oversight all work together to support the state's goals. With input from ICB providers, transit agencies, and community partners, a well-crafted PMP will help ODOT steer the program in a strategic, data-driven, and responsive direction that addresses the real-world needs of riders across the state.

To ensure effective administration and compliance with FTA Circular 9040.1H, ODOT should develop and operationalize a comprehensive 5311(f) PMP that defines program objectives, eligibility criteria, solicitation and funding distribution processes, and reporting and performance monitoring requirements. Critically, it would include procedures for identifying priority routes, underserved communities, optimal stop locations, and cost-sharing mechanisms.

The PMP should be informed by stakeholder input and data findings from this assessment, which identified high-potential ICB markets (see **Table 10** and **Figure 22** above) and large demographic groups currently without adequate service—such as seniors, persons with disabilities, and low-income households. Many of these communities face compounded barriers to ICB access, including extended distances to stops and limited local transit connectivity. The PMP should be a living document that evolves to address new needs as they arise and encompasses new information gathered in subsequent needs assessments.

The PMP should also mandate a route identification framework based on criteria such as trip generator density (e.g., universities, correctional facilities, tribal centers), geographic coverage gaps, and ridership propensity. Additionally, the PMP should establish standards for stop/station identification and preferred route timing. It should also incorporate cost estimation protocols for proposed services and detail the process for funding approvals and updates. As seen in states like Colorado and New Mexico, incorporating state-identified corridors within a performance-based contracting framework strengthens alignment with policy goals and provides clarity for prospective operators.

3. Establish a formal ICB Working Group with key stakeholders:

To enhance cross-agency coordination and address persistent communication challenges, ODOT should establish an ICB Working Group consisting of representatives from ICB carriers, rural and urban transit providers, mobility managers, tribal transit agencies, local officials, and chambers of commerce. This group would meet regularly to share updates, coordinate service planning, troubleshoot facility access issues, and align service hours.

Feedback from providers such as Greyhound, Jefferson Lines, and Village Travel underscores the value of state-facilitated coordination. These carriers routinely encounter challenges in establishing stops, particularly when transit agencies or municipalities are unresponsive or resistant. Provider

comments also highlighted the utility of coordination forums used by peer states, such as South Dakota and Minnesota, which encourage or require engagement between ICB carriers and local agencies. In Washington, participation in the coordination process is a condition of funding, underscoring the state's emphasis on coordination.

The working group should also serve as a consultative body for refining funding priorities, facilitating facility sharing, developing marketing strategies, resolving conflicts, and exploring innovations such as integrated ticketing. Some stakeholders expressed a willingness to serve as ticketing and stop locations but cited a lack of coordination, poor timing, and low demand as limiting factors—issues that a formal working group could help resolve through dialogue and joint planning.

At a minimum, it is recommended that ODOT maintain an up-to-date, publicly accessible list of essential contacts for ICB providers, rural and urban transit systems, mobility managers, and local government officials. Feedback received during the consultation process from both local agencies and ICB providers indicated that not knowing who to contact has been a barrier to improving communication.

4. Update and enhance public-facing information:

Clear, accessible public information is one of the most powerful tools ODOT can use to improve intercity bus service. Riders need to know where to go, when buses run, and how to get help if something goes wrong. By modernizing the state's public-facing materials, ODOT can enhance the rider experience, increase awareness of available services, and simplify trip planning. Better communication also builds trust in the system, encourages new riders, and supports coordination across transit providers by aligning schedules and expectations.

It would benefit customers and stakeholders to enhance the presentation and communication of ICB services to the public. This could include creating and maintaining an interactive, web-based map showing current ICB routes, stop locations, connecting transit services, hours, and customer service information. The state's existing map infrastructure could be improved to convey intercity travel options more effectively or facilitate trip planning, especially for new or infrequent users.

The modernization of the ICB public information system should include customer support contact details for OMPT and providers, mobile-friendly access to schedules, and trip planning features with real-time updates. Survey data indicate that medical trips, family visits, and work-related travel are the most common trip purposes; however, many respondents were unable to complete their desired trips due to a lack of service or unclear information. Inadequate wayfinding, outdated schedules, and poor facility signage were also cited during public meetings and consultations.

ODOT could also lead branding and marketing efforts to improve public perception of ICB services. Although the success of the Virginia Breeze and Bustang systems is an excellent example of success in this area, there is no need to adopt fully wrapped and branded vehicles unless identified as a priority by ODOT. The marketing effort could be online only. In this approach, customers seeking information about intercity travel options would be greeted by web pages with design and branding unique to Oklahoma. At the same time, the service provider continues to operate its standard revenue vehicles. Ticket sales and scheduling information can be integrated into the ODOT-owned web page. A unified brand, complete with a service name, logo, and consistent signage, could increase visibility, build trust among riders, and encourage greater interagency cooperation around mobility hubs and transit centers.

5. Broaden ICB provider engagement:

Increased competition leads to better service delivery and improved outcomes for ICB riders. ODOT should take a proactive role in expanding the pool of eligible and interested ICB providers by engaging carriers with intercity and charter experience. Smaller, more regional carriers can sometimes be more flexible in their ability to operate during specific times and between locations than larger operators, who must integrate new services into their existing network. During the DOT interview process, several states reported success with this approach, citing companies such as All Aboard America. This approach will be essential to establish or re-establish service in places like Altus, Elk City, and the Panhandle, where transit demand exists but providers have withdrawn or been hesitant to operate due to logistical and financial challenges.

This Needs Assessment has found that service coverage has declined since 2017, with fewer scheduled stops and daily trips. Greyhound, Jefferson Lines, and Village dominate the landscape, but many regions of Oklahoma remain unserved or underserved despite demonstrated demand.

To attract new entrants, ODOT could host provider outreach events and simplify funding application processes. Partnering with regional charter companies, offering facility access incentives, and promoting capital funding for shared-use transit facilities are additional strategies to reduce market entry barriers. Moreover, expanding the eligible use of funds to support pilot routes, branding, integrated ticketing, and rural feeder service development could help ODOT complement the existing ICB systems in Oklahoma and neighboring states.

8. Appendices

8.1. ICB Timetables

8.1.1. Greyhound Lines

Route #	1		1		
Route Origin and Destination	Dallas - Kansas City		Kansas City - Dallas		
Days Served	7 days/ week		7 days/ week		
Brand	Greyhound		Greyhound		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
Dallas Bus Station		19:50	Kansas City		22:45
Lewisville	20:30	20:35	Lawrence	23:30	23:55
Denton	20:55	21:05	Topeka	0:05	0:10
Ardmore	22:20	22:35	Wichita	2:30	3:10
Norman	23:45	23:50	Oklahoma City	5:45	6:15
Oklahoma City	0:15	0:35	Norman	6:40	6:45
Perry	1:30	2:00	Ardmore	8:05	8:20
Wichita	3:30	4:10	Gainesville	9:00	9:05
Topeka	6:20	6:25	Denton	9:35	9:40
Lawrence	6:55	7:00	Lewisville	10:05	10:10
Kansas City	7:50		Dallas Bus Station	10:45	

FIGURE 23: GREYHOUND LINES, DALLAS, TX – KANSAS CITY, KS ROUTE

Route #	2		2		
Route Origin and Destination	Oklahoma City- Dallas		Dallas- Oklahoma City		
Days Served	7 days/ week		7 days/ week		
Brand	Greyhound		Greyhound		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
Oklahoma City		11:35	Dallas Bus Station		3:30
Chickasha	12:25	12:35	Ft Worth	4:10	4:20
Lawton	13:25	13:25	Graham	5:55	6:00
Wichita Falls Sheppard Bus Stop	14:25	14:25	Wichita Falls Travel Center	7:20	7:35
Wichita Falls Travel Center	14:40	14:50	Wichita Falls Sheppard Bus Stop	7:50	7:50
Graham	16:10	16:10	Lawton	8:50	8:50
Ft Worth	17:40	17:50	Chickasha	9:40	9:40
Dallas Bus Station	18:30		Oklahoma City	10:30	

FIGURE 24: GREYHOUND LINES, OKLAHOMA CITY, OK – DALLAS, TX ROUTE

Route #	3		3		
Route Origin and Destination	Dallas-St Louis		St Louis- Dallas		
Days Served	7 days/ week		7 days/ week		
Brand	Greyhound		Greyhound		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
Dallas Bus Station		7:00	St Louis		1:45
Denton	8:10	8:20	Kansas City	5:55	6:10
Ardmore	9:25	9:35	Lawrence	7:05	7:10
Norman	10:50	10:50	Topeka	7:45	7:50
Oklahoma City	11:20	11:40	Wichita	10:10	10:50
Wichita	14:10	14:50	Perry	12:25	12:30
Topeka	17:10	17:15	Oklahoma City	13:35	13:45
Lawrence	17:50	17:50	Norman	14:15	14:20
Kansas City	18:35	18:50	Ardmore	15:45	16:10
St Louis	22:50		Gainesville	16:50	16:55
			Denton	17:25	17:30
			Dallas Bus Station	18:20	

FIGURE 25: GREYHOUND LINES, DALLAS, TX – ST. LOUIS, MO ROUTE

Route #	4		4		
Route Origin and Destination	Oklahoma City - Memphis		Memphis - Oklahoma City		
Days Served	7 days/ week		7 days/ week		
Brand	Greyhound		Greyhound		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
Oklahoma City		23:20	Memphis		2:30
Van Buren/Ft Smith	2:20	2:35	Forrest City	3:30	3:35
Forrest City	6:35	6:55	Van Buren/Ft Smith	7:40	7:45
Memphis	8:00		Sallisaw (rest stop)	8:20	8:45
			Oklahoma City	11:10	

FIGURE 26: GREYHOUND LINES, OKLAHOMA CITY, OK – MEMPHIS, TN ROUTE

Route #	5		5		
Route Origin and Destination	Dallas - Tulsa		Tulsa - Dallas		
Days Served	7 days/ week		7 days/ week		
Brand	Greyhound		Greyhound		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
Dallas Bus Station		7:20	Tulsa		10:35
Plano	7:50	7:50	Mcalester	12:20	12:25
McKinney	8:20	8:25	Atoka (rest stop)	13:10	13:45
Sherman	9:10	9:15	Sherman	14:50	14:55
Atoka (rest stop)	10:25	10:40	McKinney	15:40	15:45
Mcalester	11:30	11:35	Plano	16:10	16:15
Tulsa	13:45		Dallas Bus Station	17:15	

FIGURE 27: GREYHOUND LINES, DALLAS, TX – TULSA, OK ROUTE

Route #	6		6		
Route Origin and Destination	St Louis - Los Angeles		Los Angeles - St Louis		
Days Served	7 days/ week		7 days/ week		
Brand	Greyhound		Greyhound		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
St Louis		1:35	Los Angeles		0:30
Springfield, IL	5:30	5:40	El Monte	0:50	0:55
Joplin	6:50	7:05	Montclair	1:25	1:30
Tulsa	8:55	9:20	Indio	3:10	3:20
Oklahoma City	11:00	11:40	Blythe	4:55	5:25
Sayre (rest stop)	14:00	14:25	Phoenix Bus Station	9:00	11:05
Amarillo	16:30	17:45	Pheonix Glendale	11:30	11:30
Tucumcari	18:30	18:45	Flagstaff	14:00	14:25
Albuquerque	21:25	22:15	Holbrook	16:05	16:05
Grants	23:35	23:45	Gallup	17:40	18:25
Gallup	0:45	1:00	Grants	19:30	19:30
Holbrook	2:25	2:30	Albuquerque	21:00	22:45
Flagstaff	3:55	4:00	Tucumcari	1:35	2:10
Phoenix Bus Station	6:35	7:55	Amarillo	5:00	6:40
Blythe	9:35	10:00	Sayre (rest stop)	8:45	9:05
Indio	11:40	11:50	Oklahoma City	11:15	11:20
San Bernardino	13:20	13:40	Tulsa	14:00	14:45
Montclair	14:20	14:25	Joplin	16:45	17:15
El Monte	14:55	15:00	Springfield IL	18:25	18:35
Los Angeles	15:15		Saint Louis (labert Field)	22:10	22:10
			St Louis Bus Station	22:40	

FIGURE 28: GREYHOUND LINES, ST. LOUIS, MO – LOS ANGELES, CA ROUTE 1

Route #	7		7		
Route Origin and Destination	St Louis - Los Angeles		Los Angeles - St Louis		
Days Served	7 days/ week		7 days/ week		
Brand	Greyhound		Greyhound		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
St Louis		7:35	Los Angeles		12:55
Saint Louis (Lambert Field)	8:00	8:05	El Monte	13:20	13:25
Springfield, IL	11:45	11:55	Montclair	13:55	14:00
Joplin	13:05	13:25	San Bernardino	14:45	15:10
Tulsa	15:15	15:30	Indio	16:30	16:35
Oklahoma City	17:10	17:50	Blythe	18:10	18:40
Sayre (rest stop)	20:05	20:25	Phoenix Bus Station	22:15	23:45
Amarillo	22:30	0:25	Phoenix Glendale	23:59	0:05
Tucumcari	1:05	1:25	Flagstaff	2:20	2:25
Albuquerque	4:10	5:00	Holbrook	3:50	3:55
Grants	6:15	6:20	Gallup	5:25	5:40
Gallup	7:25	7:40	Grants	6:45	6:50
Holbrook	9:05	9:10	Albuquerque	8:05	9:05
Flagstaff	10:40	10:55	Tucumcari	11:55	12:25
Phoenix	13:15	14:35	Amarillo	15:10	16:40
Blythe	16:15	16:45	Sayre (rest stop)	18:45	19:05
Indio	18:20	18:25	Oklahoma City	21:05	21:35
San Bernardino	19:40	20:00	Tulsa	23:20	23:35
Los Angeles	21:00		Joplin	1:30	1:50
			Springfield IL	3:00	3:10
			St Louis Bus Station	7:05	

FIGURE 29: GREYHOUND LINES, ST. LOUIS, MO – LOS ANGELES, CA ROUTE 2

Route #	8		8		
Route Origin and Destination	Oklahoma City - Houston		Houston - Oklahoma City		
Days Served	7 days/ week		7 days/ week		
Brand	FlixBus		FlixBus		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
Oklahoma City		8:45	Houston		10:30
Denton	11:15	11:20	College Station	12:05	12:10
Market Center (Dallas)	12:05	12:10	Waco	13:50	13:55
Dallas Bus Station	12:25	12:35	Dallas Bus Station	15:25	15:35
Waco	14:15	14:20	Market Center (Dallas)	15:50	15:55
College Station	15:55	16:00	Denton	16:40	16:45
Houston	17:35		Oklahoma City	19:15	

FIGURE 30: GREYHOUND LINES, OKLAHOMA CITY, OK – HOUSTON, TX

Route #	9		9		
Route Origin and Destination	Dallas - Kansas City		Kansas City - Dallas		
Days Served	7 days/ week		7 days/ week		
Brand	FlixBus		FlixBus		
Stops	Arrival Time	Departure Time	Stops	Arrival Time	Departure Time
Dallas Bus Station		12:15	Kansas City		11:30
Denton	13:05	13:10	Wichita	14:50	14:55
Oklahoma City	15:45	16:00	Oklahoma City	17:30	17:45
Wichita	18:35	18:40	Denton	20:20	20:25
Kansas City	21:55		Dallas Bus Station	21:15	

FIGURE 31: GREYHOUND LINES, DALLAS, TX – KANSAS CITY, KS ROUTE

8.1.2. Jefferson Lines

KANSAS CITY - TULSA						
801	SCHEDULE NUMBER					802
read down	754					read up
	2025					
Daily	FREQUENCY					Daily
11:55	Lv		Omaha, NE	(751) JL	Ar	...
4:15	Ar		Kansas City, MO		Lv	...
6:05	Lv		Minneapolis, MN	(750) JL	Ar	4:45
11:45	Lv		Des Moines, IA		Lv	11:30
3:15	Ar		Kansas City, MO		Lv	7:45
5:20	Lv	▲	KANSAS CITY, MO	JL	Ar	7:20
7:05	Ar		Iola, KS		Lv	5:30
...	Lv		Iola, KS		Ar	5:25
7:30	Lv		Chanute, KS		Lv	5:05
7:45	Ar		Chanute, KS		Ar	4:45
8:35	Lv	▲	Coffeyville, KS		Lv	3:50
9:10	Lv	▲	Dewey, OK		Lv	3:10
10:15	Ar	▲	Tulsa, OK		Lv	2:20
11:00	Lv		Tulsa, OK	(755) JL	Ar	
1:00	Ar		Fayetteville, AR		Lv	
10:35	Lv		Tulsa, OK	(482) GL	Ar	1:45
5:15	Ar		Dallas, TX		Lv	7:20
...	Lv		Tulsa, OK	(470) GL	Ar	2:00
...	Ar		Amarillo, TX		Lv	6:40
...	Lv		Tulsa, OK	(470) GL	Ar	2:00
...	Ar		Oklahoma City, OK		Lv	12:10

FIGURE 32: JEFFERSON LINES SCHEDULE NUMBER 754, KANSAS CITY, MO – TULSA, OK

TULSA - MEMPHIS

123	SCHEDULE NUMBER				124
read down	755				
	8-Aug-25				read up
X167	← FREQUENCY →				X127
11:00	Lv		Tulsa, OK	Ar	4:45
	Lv		West Siloam Springs	Lv	
	Lv		Locust Grove, OK		
	Lv		OSU - Tulsa	Lv	
1:00	Ar		Fayetteville, AR	Lv	2:45
8:30	JL117		Kansas City, MO	Ar	...
12:45	Ar		Fayetteville, AR	Lv	...
1:10	Lv		Fayetteville, AR	Lv	2:35
2:05	Ar		Van Buren/Fort Smi	Lv	1:45
...	Lv		Texarkana, TX	Ar	5:45
...	Ar		Van Buren/Fort Smith, A	Lv	1:45
2:15	Lv		Van Buren/Fort Smi	Ar	1:35
R3:00	AR		Clarksville, AR		...
R3:15	Lv		Clarksville, AR	Lv	12:50
3:45	Lv		Russellville, AR	Lv	12:25
R4:30	Ar		Conway, AR	Ar	R11:45
9:30	JL121		Kansas City, MO	Ar	7:00
5:00	Ar		Conway, AR	JL120	Lv 11:20
R5:10	Lv		Conway, AR	Lv	R11:10
5:35	Lv		North Little Rock , AR	Lv	10:45
7:50	Ar		Memphis, TN	Lv	8:30
9:20	Lv		Memphis, TN	GL Ar	7:25
5:55	Ar		Atlanta, GA	Lv	12:30
...	Lv		Memphis, TN	GL Ar	8:00
...	Ar		Nashville, TN	Lv	4:00

FIGURE 33: JEFFERSON LINES SCHEDULE NUMBER 755, TULSA, OK – MEMPHIS, TN

8.1.3. Village Travel

STOPS

1. NEWTON - AMTRAK STATION

414 N Main Street

Newton, KS 67114

To purchase bus tickets call 316-272-6367 or visit beeline-express.com

To purchase train tickets call 800-USA-RAIL or visit amtrak.com

Morning Departure: 3:30 am

Departure may be delayed due to late arriving trains

316-201-6700 x9

Bus parks at corner of 5th and Main Street.

2. WICHITA TRANSIT CENTER - CENTER ISLAND SPACE 21

214 S. Topeka St

Wichita, Kansas 67202

To purchase tickets call 316-272-6367 or visit beeline-express.com

Morning Departure: 4:20 am

Arrival & Departure may be delayed due to late arriving trains in Newton

316-201-6700 x9

Look for bus that says Beeline – Amtrak Thruway or Village Travel

3. CASEY'S GENERAL STORE

1400 E 16th Street

Wellington, KS 67152

To purchase tickets call 316-272-6367 or visit beeline-express.com

Morning Arrival: 4:55 am

Morning Departure: 5:10 am

316-201-6700 x9

FIGURE 34: VILLAGE TRAVEL, NEWTON, KS – OKLAHOMA CITY, OK ROUTE

STOPS

1. OKLAHOMA CITY GREYHOUND STATION

1948 E Reno Ave

Oklahoma City, OK 73117

To purchase tickets call 316-272-6367 or visit
beeline-express.com

Evening Departure: 9:30 pm

316-201-6700 x9

2. OKC AMTRAK STATION

100 South E K Gaylord Blvd

Oklahoma City, OK 73102

To purchase bus tickets call 316-272-6367 or visit
beeline-express.com

To purchase train tickets call 800-USA-RAIL or visit
amtrak.com

Evening Departure: 9:50 pm

Departure time may be delayed due to late arriving
trains

316-201-6700 x9 - Bus Info Only

Bus parks on street in front of station.

3. CASEY'S GENERAL STORE

1400 E 16th Street

Wellington, KS 67152

To purchase tickets call 316-272-6367 or visit
beeline-express.com

Arrive: 11:50 pm

Departure: 12:05 am

Break time may be eliminated due to late train in
OKC

316-201-6700 x9

Bus parks on East side of store.

*Only ticketed passengers will be loaded and unloaded at
this stop.*

FIGURE 35: VILLAGE TRAVEL, OKLAHOMA CITY, OK – NEWTON, KS ROUTE

8.2. Trip Generator Tables

Name (Tribal Resource)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Absentee Shawnee Ast Complex	Shawnee	X
Absentee Shawnee Shawnee Clinic	Shawnee	X
Alabama Quassarte Tribal Town Tribal Headquarters	Wetumka	X
Anadarko Indian Health Service	Anadarko	
Caddo Nation Community Health	Anadarko	X
Caddo Nation Cultural Building	Binger	X
Carnegie Indian Health Center	Carnegie	
Cherokee Nation	Tahlequah	
Cherokee Nation Will Rogers Health Center	Nowata	X
Cherokee Nation Cherokee Nation Outpatient Health Center	Tahlequah	
Cherokee Nation Cooweescoowee Health Center	Orchelata	X
Cherokee Nation Jack Brown Adolescent Treatment Center	Tahlequah	X
Cherokee Nation Redbird Smith Health Center	Sallisaw	
Cherokee Nation Sam Hider Health Center	Jay	
Cherokee Nation Three Rivers Health Center	Muskogee	
Cherokee Nation Vinita Health Center	Vinita	X
Cherokee Nation Wilma P. Mankiller Health Center	Stilwell	
Cherokee Nation Ww Keeler Main Complex	Tahlequah	
Cherokee Nation A-Mo Health Center	Salina	X
Cheyenne-Arapaho Tribes El Reno Indian Health Clinic	El Reno	
Cheyenne-Arapaho Tribes Tribal Center	Concho	
Chickasaw Nation Chickasaw Nation Medical Center	Ada	
Chickasaw Nation Headquarters	Ada	X
Chocktaw Nation Healthcare Center	Talihina	
Chocktaw Nation Regional Medical Clinic	Durant	
Chocktaw Nation Tribal Headquarters	Durant	
Citizen Potawatomi Nation East Clinic	Shawnee	
Citizen Potawatomi Nation Tribal Headquarters And Administration	Shawnee	
Citizen Potawatomi Nation West Clinic	Shawnee	
Claremore Indian Hospital	Claremore	
Clinton Indian Health Center	Clinton	X
Comanche Nation Tribal Complex	Lawton	
Creek Nation Community Hospital	Okemah	
Delaware Nation Headquarters	bartlesville	
Eastern Shawnee Tribe Of Oklahoma County Government Office	Wyandotte	

Eastern Shawnee Tribe Social Services	Wyandotte	
El Reno Indian Health Center	El Reno	
Fort Sill Apache Tribal Office	Apache	
Iowa Tribe Of Oklahoma Perkins Family Clinic	Perkins	
Iowa Tribe Of Oklahoma Tribal Headquarters	Perkins	
Kaw Nation Headquarters	Kaw City	X
Kaw Nation Kanza Health Clinic	Newkirk	X
Kialegee Tribal Town	Wetumka	X
Kickapoo Tribe Of Oklahoma Community Center	McLoud	
Kiowa Tribe Offices	Carnegie	X
Lawton Indian Hospital	Lawton	
Miami Nation Headquarters	Miami	
Modoc Nation	Miami	
Muscogee (Creek) Nation Medical Center	Okmulgee	
Muscogee Nation Headquarters	Okmulgee	
Northeastern Tribal Health System	Tulsa	
Oklahoma City Indian Clinic	Oklahoma City	X
Osage Nation Welcome Center	Pawhuska	
Otoe-Missouria Community Center	Red Rock	
Ottawa Tribe Headquarters	Miami	X
Pawnee Indian Health Center	Pawnee	X
Pawnee Nation Tribal Headquarters	Pawnee	
Peoria Tribe Business Office	Miami	
Ponca Tribe Tribal Affairs	Ponca City	
Quapaw Tribe Services Center	Quapaw	
Sac And Fox Nation Black Hawk Health Center	Stroud	X
Sac And Fox Nation Community Building	Stroud	X
Seminole Nation Tribal Headquarters	Wewoka	
Seneca-Cayuga Nation Headquarters	Grove	
Shawnee Tribe Headquarters	Miami	
Thlopthlocco Tribal Town Community Center	Okemah	
Tonkawa Tribe Of Oklahoma	Tonkawa	
United Keetooway Band Of Cherokee Headquarters	Tahlequah	
Wahzhazhi Health Center	Pawhuska	
Watonga Indian Health Center	Watonga	X
Wewoka Indian Health Center	Wewoka	X
Wichita And Affiliated Tribes Tribal Headquarters	Anadarko	
Wyandotte Nation Administration Building	Wyandotte	

Name (Intermodal Station)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Ardmore Amtrak	Ardmore	X
Lawton-Fort Sill Regional Airport	Lawton	
Norman Amtrak	Norman	
Oklahoma City Amtrak	Oklahoma City	
Pauls Valley Amtrak	Pauls Valley	X
Purcell Amtrak	Purcell	
Stillwater Regional Airport	Stillwater	X
Tulsa International Airport	Tulsa	
Will Rogers World Airport	Oklahoma City	

Name (College or University)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Bacone College	Muskogee	
Cameron University	Lawton	X
Cameron University-Duncan	Duncan	X
Carl Albert State College	Poteau	
Carl Albert State College, Sallisaw	Sallisaw	
Connors State College	Warner	
Connors State College, Muskogee Three Rivers Port Campus	Muskogee	
East Central University	Ada	
Eastern Oklahoma State College	Wilburton	X
Eastern Oklahoma State College McAlester	McAlester	X
Langston At Tulsa	Tulsa	X
Langston University	Langston	X
Langston University-Okc	Oklahoma City	X
Mid-America Christian University	Oklahoma City	X
Murray State College	Tishomingo	
Northeastern Oklahoma A&M College	Miami	
Northeastern Oklahoma State University-Broken Arrow	Broken Arrow	X
Northeastern State University	Tahlequah	
Northern Oklahoma College	Tonkawa	
Northern Oklahoma College Stillwater	Stillwater	X
Northern Oklahoma College Enid	Enid	
Northwestern Oklahoma State University	Alva	
Nsu, Muskogee Branch Campus	Muskogee	
Nwosu, Enid Campus	Enid	

Nwosu, Woodward Campus	Woodward	
Oklahoma Baptist University	Shawnee	
Oklahoma Christian University	Oklahoma City	X
Oklahoma City Community College	Oklahoma City	X
Oklahoma City University	Oklahoma City	X
Oklahoma Panhandle State University	Goodwell	
Oklahoma State Regents For Higher Education	Oklahoma City	X
Oklahoma State University	Stillwater	X
Oklahoma State University - Oklahoma City	Oklahoma City	X
Oklahoma State University Center For Health Sciences	Tulsa	X
Oklahoma Wesleyan University	Bartlesville	X
Oral Roberts University	Tulsa	X
Osu - Tulsa	Tulsa	X
Osu Institute Of Technology-Okmulgee	Okmulgee	
Ou - Tulsa Schusterman Center	Tulsa	X
Phillips Seminary	Tulsa	X
Redlands Community College	El Reno	
Rogers State University	Claremore	X
Rogers State University-Bartlesville	Bartlesville	X
Rogers State University-Pryor	Pryor	
Rose State College	Midwest City	X
Seminole State College	Seminole	
Southeastern Oklahoma State University	Durant	
Southeastern Oklahoma State University	Idabel	
Southern Nazarene University	Bethany	X
Southwestern Christian University	Bethany	X
Southwestern Oklahoma State University	Weatherford	
Southwestern Oklahoma State University - Sayre Campus	Sayre	
The University Of Tulsa	Tulsa	X
Tulsa Community College	Tulsa	X
University Center At Ponca City	Ponca City	
University Center Of Southern Oklahoma	Ardmore	X
University Of Central Oklahoma	Edmond	X
University Of Oklahoma	Norman	X
University Of Oklahoma Health Sciences Center	Oklahoma City	X
University Of Science And Arts Of Oklahoma	Chickasha	X
Wayland Baptist University-Altus	Altus Afb	
Western Oklahoma State College	Altus	

Name (Medical Facility)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Alliance Health Madill	Madill	X
Alliancehealth Clinton	Clinton	
Alliancehealth Durant	Durant	
Alliancehealth Midwest	Midwest City	X
Alliancehealth Ponca City	Ponca City	
Alliancehealth Seminole	Seminole	
Alliancehealth Woodward	Woodward	
Arbuckle Memorial Hospital Authority	Sulphur	X
Ascension St. John Sapulpa	Sapulpa	X
Ascension St John Jane Phillips	Bartlesville	X
Ascension St. John Broken Arrow	Broken Arrow	X
Ascension St. John Jane Phillips	Bartlesville	X
Ascension St. John Medical Center	Tulsa	X
Ascension St. John Nowata	Nowata	X
Ascension St. John Owasso	Owasso	X
Ascension St. John Rehabilitation Hospital Of Owasso	Owasso	X
Atoka County Medical Center	Atoka	
Bailey Medical Center, Llc	Owasso	X
Beaver County Memorial Hospital	Beaver	
Bristow Medical Center	Bristow	
Brookhaven Hospital, Inc	Tulsa	X
Carl Albert Community Mental Health Center	Mcalester	X
Carnegie Tri - County Municipal Hospital	Carnegie	
Cedar Ridge	Oklahoma City	X
Center For Orthopaedic Reconstruction And Excellence	Jenks	X
Cherokee Nation W. W. Hastings Hospital	Tahlequah	
Chickasaw Nation Medical Center	Ada	
Choctaw Memorial Hospital	Hugo	
Choctaw Nation Indian Hospital - Talihina	Talihina	
Cimarron Memorial Hospital	Boise City	
Claremore Hospital	Claremore	X
Claremore Indian Hospital	Claremore	X
Cleveland Area Hospital	Cleveland	
Comanche County Memorial Hospital	Lawton	X
Community Hospital, Llc	Oklahoma City	X
Continuous Care Center Of Tulsa	Tulsa	X
Cordell Memorial Hospital	Cordell	
Cornerstone Specialty Hospitals Muskogee	Muskogee	

Cornerstone Specialty Hospitals Shawnee	Shawnee	
Council Oak Comprehensive Healthcare	Tulsa	X
Creek Nation Community Hospital	Okemah	
Creek Nation Community Hospital - Okemah	Okemah	
Curahealth Oklahoma City	Oklahoma City	X
Drumright Regional Hospital	Drumright	
Duncan Regional Hospital, Inc	Duncan	X
Duncan Regional Hospital. Inc	Duncan	X
Eastern Oklahoma Medical Center	Poteau	
Edmond - Amg Specialty Hospital	Edmond	X
Elkview General Hospital	Hobart	
Epic Medical Center	Eufaula	
Fairfax Community Hospital	Fairfax	
Fairview Regional Medical Center Authority	Fairview	
Grady Memorial Hospital Authority	Chickasha	X
Great Plains Regional Medical Center	Elk City	
Griffin Memorial Hospital	Norman	X
Harmon Memorial Hospital	Hollis	
Harper County Community Hospital	Buffalo	
Haskell Regional Hospital	Stigler	
Hillcrest Hospital Claremore	Claremore	X
Hillcrest Hospital Cushing	Cushing	
Hillcrest Hospital Henryetta	Henryetta	
Hillcrest Hospital Pryor	Pryor	
Hillcrest Hospital South	Tulsa	X
Hillcrest Medical Center	Tulsa	X
Holdenville General Hospital	Holdenville	
Inspire Specialty Hospital	Midwest City	X
Integrus Baptist Medical Center, Inc	Oklahoma City	X
Integrus Bass Baptist Health Center	Enid	
Integrus Bass Pavilion	Enid	
Integrus Canadian Valley Hospital	Yukon	X
Integrus Community Hospital - Council Crossing	Oklahoma City	X
Integrus Deaconess	Oklahoma City	X
Integrus Grove Hospital	Grove	
Integrus Health Edmond	Edmond	X
Integrus Health Edmond, Inc	Edmond	X
Integrus Miami Hospital	Miami	
Integrus Southwest Medical Center	Oklahoma City	X
J. D. Mccarty Center For Children With Developmental Disabilities	Norman	X

Jack C. Montgomery Department Of Veterans Affairs Medical Center	Muskogee	
Jackson County Memorial Hospital Authority	Altus	
Jefferson County Hospital	Waurika	
Jim Taliaferro Community Mental Health Center	Lawton	X
Lakeside Women'S Hospital - A Member Of Integris Health	Oklahoma City	X
Lane Frost Health And Rehabilitation Center	Hugo	
Latimer County General Hospital	Wilburton	X
Laureate Psychiatric Clinic And Hospital, Inc	Tulsa	X
Lawton Hospital	Lawton	X
Lindsay Municipal Hospital	Lindsay	X
Mangum Regional Medical Center	Mangum	
Mary Hurley Hospital	Coalgate	
Mcalester Regional Health Center	Mcalester	X
Mcbride Orthopedic Hospital	Oklahoma City	X
Mccurtain Memorial Hospital	Idabel	
Memorial Hospital	Stilwell	
Memorial Hospital Of Texas County Authority	Guymon	
Mercy Health Love County	Marietta	X
Mercy Hospital Ada	Ada	
Mercy Hospital Ardmore, Inc	Ardmore	X
Mercy Hospital Ardmore, Inc.	Ardmore	X
Mercy Hospital El Reno	El Reno	
Mercy Hospital Healdton, Inc	Healdton	X
Mercy Hospital Kingfisher	Kingfisher	
Mercy Hospital Logan County, Inc	Guthrie	
Mercy Hospital Oklahoma City, Inc	Oklahoma City	X
Mercy Hospital Tishomingo	Tishomingo	
Mercy Hospital Watonga	Watonga	
Mercy Rehabilitation Hospital Oklahoma City	Oklahoma City	X
Mercy Rehabilitation Hospital Oklahoma City South	Midwest City	X
Muscogee - Creek - Nation Long Term Acute Care Hospital	Okmulgee	
Muscogee - Creek - Nation Medical Center	Okmulgee	
Muscogee - Creek - Nation Medical Center	Okmulgee	
Newman Memorial Hospital, Inc	Shattuck	
Norman Regional	Norman	X
Norman Regional Healthplex	Norman	X
Norman Regional Hospital	Norman	X
Northeastern Health System	Tahlequah	
Northwest Center For Behavioral Health - Ncbh	Fort Supply	
Northwest Surgical Hospital	Oklahoma City	X

Oakwood Springs, Llc	Oklahoma City	X
Okc - Amg Specialty Hospital	Oklahoma City	X
Okeene Municipal Hospital	Okeene	
Oklahoma Center For Orthopaedic And Multi - Specialty Surgery, Llc	Oklahoma City	X
Oklahoma City Rehabilitation Hospital, Llc	Oklahoam City	X
Oklahoma City Va Medical Center	Oklahoma City	X
Oklahoma Er And Hospital	Edmond	X
Oklahoma Heart Hospital South, Llc	Oklahoma City	X
Oklahoma Heart Hospital, Llc	Oklahoma City	X
Oklahoma Spine Hospital	Oklahoma City	X
Oklahoma State University Medical Center	Tulsa	X
Oklahoma Surgical Hospital, Llc	Tulsa	X
Onecore Health	Oklahoma City	X
Ou Health - Autumn Life Center	Edmond	X
Ou Health University Of Oklahoma Medical Center	Oklahoma City	X
Ou Medical Center Edmond-Er	Edmond	X
Ou Medical Center -The Children'S Hospital	Oklahoma City	X
Pam Rehabilitation Hospital Of Tulsa	Tulsa	X
Pam Specialty Hospital Of Tulsa	Tulsa	X
Parkside, Inc	Tulsa	X
Pauls Valley Hospital	Pauls Valley	
Pawhuska Hospital, Inc	Pawhuska	X
Pinnacle Specialty Hospital	Tulsa	X
Prague Regional Memorial Hospital	Prague	
Purcell Municipal Hospital	Purcell	X
Pushmataha County Town Of Antlers Hospital Authority	Antlers	
Roger Mills Memorial Hospital	Cheyenne	
Rolling Hills Hospital, Llc	Ada	
Saint Fancis Hospital Muskogee	Muskogee	
Saint Francis Hospital Muskogee	Muskogee	
Saint Francis Hospital Muskogee East	Muskogee	
Saint Francis Hospital South, Llc	Tulsa	X
Saint Francis Hospital Vinita	Vinita	
Saint Francis Hospital Vinita, Inc	Vinita	
Saint Francis Hospital, Inc	Tulsa	X
Sayre Memorial Hospital	Sayre	
Seiling Municipal Hospital	Seiling	
Select Specialty Hospital - Oklahoma City, Inc	Oklahoma City	X
Select Specialty Hospital - Tulsa - Midtown, Llc	Tulsa	X
Select Specialty Hospital - Tulsa/Midtown	Tulsa	X

Select Specialty Hospital - Tulsa/Midtown, Llc	Tulsa	X
Sequoyah County - City Of Sallisaw Hospital Authority	Sallisaw	
Shadow Mountain Behavioral Health System	Tulsa	X
Share Medical Center	Alva	
Southwestern Medical Center	Lawton	X
Ssm Health St. Anthony Hospital - Midwest	Midwest City	X
Ssm Health St. Anthony Hospital - Oklahoma City	Oklahoma City	X
Ssm Health St. Anthony Hospital - Shawnee	Shawnee	
St. John Rehabilitation Hospital - An Affiliate Of Encompass Health	Broken Arrow	X
St. Mary'S Regional Medical Center	Enid	
Stillwater Medical - Blackwell	Blackwell	
Stillwater Medical - Perry	Perry	X
Stillwater Medical Center	Stillwater	X
Stroud Regional Medical Center	Stroud	
Summit Medical Center, Llc	Edmond	X
Surgical Hospital Of Oklahoma	Oklahoma City	X
The Children'S Center, Inc	Bethany	X
The Physicians' Hospital In Anadarko	Anadarko	X
Tulsa Center For Behavioral Health	Tulsa	X
Tulsa Er And Hospital	Tulsa	X
Tulsa Rehabilitation Hospital Llc	Tulsa	X
Tulsa Spine And Specialty Hospital	Tulsa	X
Tulsa-Amg Specialty Hospital	Tulsa	X
Valir Rehabilitation Hospital Of Okc, Llc	Oklahoma City	X
Wagoner Community Hospital	Wagoner	
Weatherford Regional Hospital, Inc Of Weatherford, Oklahoma	Weatherford	
Willow Crest Hospital	Miami	

Name (Sports Venue)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Bok Center	Tulsa	X
Boone Pickens Stadium	Stillwater	X
Chesapeake Energy Arena	Oklahoma City	X
Chickasaw Bricktown Ballpark	Oklahoma City	X
Gallagher-Iba Arena	Stillwater	X
Gaylord Family-Oklahoma Memorial Stadium	Norman	X
Lloyd Noble Center	Norman	X
Mabee Center	Tulsa	X
Remington Park	Oklahoma City	X
Reynolds Center	Tulsa	X
Skelly Field At H.A. Chapman Stadium	Tulsa	X

Name (Recreational Area Tourism Attraction)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Alabaster Caverns State Park	Freedom	
Arrowhead State Park	Arrowhead (Canadian)	X
Beaver Dunes State Park	Beaver	
Beavers Bend State Park	Broken Bow	
Bernice Area At Grand Lake State Park	Freedom	
Black Mesa State Park	Kenton	
Boggy Depot State Park	Boggy Depot (near McAlester)	
Boiling Springs State Park	Jet	
Brushy Lake State Park	Tenkiller (Vian)	
Central State Park	Pryor (Cherokee Landing)	X
Cherokee Landing State Park	Watonga	
Clayton Lake State Park	Clayton	
Fort Cobb State Park	Fort Cobb	
Foss State Park	Foss	
Gloss Mountain State Park	Bernice	
Great Plains State Park	Mountain Park	
Great Salt Plains State Park	Jet	
Greenleaf Lake State Park	Central (near Weatherford)	
Heavener Runestone State Park	Heavener	
Hochatown State Park	Hochatown	
Keystone State Park	Boiling Springs (Woodward)	X
Lake Eucha State Park	Schultz (near Lawton)	
Lake Eufala State Park	Eufaula / Checotah	
Lake Eufaula State Park	Oklahoma City (State Fair Park)	
Lake Heyburn State Park	Spavinaw	X
Lake Murray State Park	Ardmore	X
Lake Schultz State Park	Spavinaw	
Lake Texoma State Park	Kingston	
Lake Thunderbird State Park	Norman	X
Lake Wister State Park	Wister	
Little Sahara State Park	Spavinaw	
Mcgee Creek State Park	Atoka	
Natural Falls State Park	Will Rogers (Claremore)	
Omulgee State Park	Braggs (Greenleaf Lake)	
Osage Hills State Park	Kenton	X

Osage State Park	Kenton	X
Pine Creek Lake State Park	Antlers	
Quartz Mountain State Park	Lone Wolf	
Raymond Gary State Park	Fort Towson	
Red Rock Canyon State Park	Eufaula / Checotah	
Robbers Cave State Park	Wilburton	
Roman Nose State Park	Watonga	
Sequoyah Bay State Park	Hulbert	
Sequoyah State Park	Watonga	
Snowdale Area At Grand Lake State Park	Waynoka (Little Sahara)	
Spavinaw Area At Grand Lake State Park	Pawhuska	
Spavinaw State Park	Pawhuska	
State Capitol Park	Foss	X
State Fair Park	Oklahoma City	X
Talimena State Park	Talihina	
Tenkiller State Park	Mounds (or near Beggs)	
Twin Bridges State Park	Fairland	
Walnut Creek State Park	Freedom	X
Will Rogers State Park	Fairview	

Name (Casino Tourism Attraction)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
7 Clans Chilocco Gasino	Newkirk	
7 Clans First Council Casino Hotel	Newkirk	
7 Clans Perry Casino	Perry	X
Apache Casino Hotel	Lawton	X
Artesian Hotel Casino Spa	Sulphur	X
Black Gold Casino	Wilson	X
Black Hawk Casino	Shawnee	
Border Casino	Thackerville	
Buffalo Run Casino & Resort	Miami	
Buffalo Run Hotel	Miami	
Casino Nights Llc	Tulsa	X
Casino Oklahoma	Hinton	
Cherokee Casino & Hotel Grove	Grove	
Cherokee Casino & Hotel Roland	Roland	
Cherokee Casino Ramona	Ramona	X
Cherokee Casino Sallisaw	Sallisaw	
Cherokee Casino South Coffeyville	S Coffeyville	X
Cherokee Casino Tahlequah	Tahlequah	
Cherokee Casino West Siloam Springs	Watts	
Cherokee Casino Will Rogers Downs	Claremore	
Cherokee Casino-Fort Gibson	Fort Gibson	
Cherokee Hotel & Casino West Siloam Springs	West Siloam Springs	
Cheyenne & Arapaho Tribes	Watonga	
Chisholm Trail Casino	Duncan	X
Choctaw Casino	Poteau	
Choctaw Casino & Resort-Durant	Durant	
Choctaw Casino & Resort-Grant	Grant	
Choctaw Casino Resort Spa	Durant	
Choctaw Casino Too-Antlers	Antlers	
Choctaw Casino Too-Durant West	Calera	
Choctaw Casino Too-Hugo	Hugo	
Choctaw Casino Too-Stigler	Stigler	
Choctaw Casino-Idabel	Idabel	
Choctaw Casino-Mcalester	Mcalester	X
Choctaw Casinos	Broken Bow	
Choctaw Casinos	Durant	
Choctaw Casinos	Garvin	

Choctaw Casinos	Grant	
Choctaw Casinos	Idabel	
Choctaw Casinos	Pocola	
Choctaw Casinos	Wilburton	X
Choctaw Casino-Stringtown	Stringtown	
Cimarron Casino	Perkins	
Comanche Nation Casino	Lawton	X
Comanche Red River Hotel Casino	Devol	
Comanche Spur Casino	Elgin	X
Comanche Star Casino	Walters	X
Concise Gaming	Norman	X
Creek Nation Casino	Tulsa	X
Creek Nation Casino Bristow	Bristow	
Creek Nation Casino Checotah	Checotah	
Creek Nation Casino Eufaula	Eufaula	
Creek Nation Casino-Holdenville	Holdenville	
Downstream Casino Resort	Quapaw	
Duck Creek Casino	Beggs	X
Firelake Casino	Shawnee	
Gift Shop At Choctaw Casino & Resort-Pocola	Pocola	
Gold Mountain Casino	Ardmore	X
Gold River Casino	Anadarko	X
Golden Mesa Casino	Guymon	
Goldsby Gaming Center	Norman	X
Grand Casino Hotel & Resort	Shawnee	X
Grand Lake Casino	Grove	
Hard Rock Hotel And Casino	Catoosa	X
High Winds Casino	Miami	
Idabel Travel Plaza Casino	Idabel	
Indigo Sky Casino & Resort	Wyandotte	
Ioway Casino	Chandler	
Kaw South Wind Casino	Braman	
Kickapoo Casino	Shawnee	
Kickapoo Casino Harrah	Harrah	X
Kiowa Casino & Hotel	Devol	
Kiowa Casino Carnegie	Carnegie	
Kiowa Casino Verden	Verden	X
Lucky Star Casino	El Reno	
Lucky Star Casino	Hammon	
Lucky Star Casino	Watonga	
Lucky Star Casino Clinton	Clinton	

Lucky Star Casino-Canton	Canton	
Lucky Turtle Casino	Wyandotte	
Madill Gaming Center	Madill	X
Megastar Casino	Kingston	
Million Dollar Elm Casino	Ponca City	
Muscogee Creek Nation Casino	Muskogee	
Native Lights Casino	Newkirk	
Newcastle Casino	Newcastle	X
Okemah Casino	Guthrie	
Oklahoma Casino Supply	Tulsa	X
One Fire Casino	Okmulgee	
Osage Casino Hotel-Ponca City	Ponca City	
Osage Casino Hotel-Sand Springs	Sand Springs	X
Osage Casino Hotel-Skiatook	Skiatook	X
Osage Casino Hotel-Tulsa	Tulsa	X
Osage Casino-Bartlesville	Bartlesville	X
Osage Casino-Hominy	Hominy	
Osage Casino-Pawhuska	Pawhuska	X
Outpost Casino	Wyandotte	
Pawnee Trading Post Casino	Pawnee	
Prairie Moon Casino	Miami	
Quapaw Casino	Miami	
Remington Park	Oklahoma City	X
River Bend Casino & Hotel	Wyandotte	
River Spirit Casino Resort	Tulsa	X
Riverwind Casino	Norman	X
Rock & Brews Casino Braman	Braman	
Sac & Fox Nation Casino	Stroud	
Saltcreek Casino	Pocasset	X
Seminole Nation Casino	Seminole	
Seminole Nation Casino I-40	Seminole	
Seminole Nation Casino-Konawa	Konawa	
Seminole Nation Casino-Wewoka	Wewoka	
Seminole Nation Post Gaming	Wewoka	
Seminole Nation River Mist Casino	Konawa	
Seven Clans Paradise Casino	Red Rock	X
Stables Casino	Miami	
Stonewolf Casino	Pawnee	
Sugar Creek Casino	Anadarko	X
Sugar Creek Casino	Hinton	
Tee Pee Casino	Yale	

Texoma Casino	Kingston	
Thackerville Gaming Center	Thackerville	
The Lodge At Grand Lake Casino	Grove	
The Riverstar Casino	Terral	
Thunderbird Casino Shawnee	Norman	X
Thunderbird Casino Shawnee	Shawnee	
Tonkawa Brewery	Tonkawa	
Tonkawa Casino	Tonkawa	
Tonkawa Hotel And Casino	Tonkawa	
Treasure Valley Casino & Hotel	Davis	X
Washita Casino	Paoli	
Washita Gaming Center	Paoli	
West Bay Casino & Resort	Kingston	
Winstar World Casino	Thackerville	

Name (Correctional Institution)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Beckham County Juvenile Detention Center	Elk City	
Bryan County Regional Juvenile Detention Center	Durant	
Carter County Sheriffs Office / Carter County Detention Center	Ardmore	X
Charles E Bill Johnson Correctional Center	Alva	
Cherokee County Detention Center	Tahlequah	
Cimarron Correctional Facility	Cushing	
Clara Waters Community Corrections Center	Oklahoma City	X
Cleveland County Sheriffs Office / Cleveland County Detention Center	Norman	X
Comanche County Juvenile Detention Center	Lawton	X
Comanche County Sheriff / Comanche County Detention Center	Lawton	X
Creek County Criminal Justice Center	Tulsa	X
Diamondback Correctional Facility	Watonga	
Doctor Eddie Warrior Correctional Center	Taft	
Garfield County Detention Center	Enid	
Garfield County Juvenile Detention Center	Enid	
Gary E Miller Childrens Justice Center - Canadian County Juvenile Detention Center	El Reno	X
Grady County Law Enforcement Center	Chickasha	X
Great Plains Correctional Facility	Hinton	
Hillside Correctional Center	Oklahoma City	X
Howard Mcleod Correctional Center	Atoka	
Jackie Brannon Correctional Center	Mcalester	X

James Crabtree Correctional Center	Helena	
Jess Dunn Correctional Center	Taft	
Jim E Hamilton Correctional Center	Hodgen	
Le Flore County Juvenile Detention Center	Talihina	
Le Flore County Sheriff / Le Flore County Detention Center	Poteau	
Mabel Bassett Correctional Center	Mcloud	X
Mack Alford Correctional Center	Stringtown	
Mcclain County Sheriffs Office / Esau R. Green Detention Center	Purcell	X
Muskogee Community Corrections Center	Muskogee	
Muskogee County Detention Center	Muskogee	
North Fork Correctional Facility - Oklahoma	Sayre	
Northeast Oklahoma Correctional Center	Vinita	
Oklahoma City Community Corrections Center	Oklahoma City	X
Oklahoma Department Of Correction - Davis Correctional Facility	Holdenville	
Oklahoma Department Of Corrections - Enid Community Corrections Center	Enid	
Oklahoma Department Of Corrections - John H. Lilley Correctional Center	Boley	
Oklahoma Department Of Corrections - Joseph Harp Correctional Center	Lexington	X
Oklahoma Department Of Corrections - Kate Barnard Community Corrections Center	Oklahoma City	X
Oklahoma Department Of Corrections - Lexington Assessment And Reception Center	Lexington	X
Oklahoma Department Of Corrections Lawton Community Corrections Center	Lawton	X
Oklahoma Department Of Corrections Lawton Correctional Facility	Lawton	X
Oklahoma State Reformatory	Granite	
Okmulgee Sheriffs Office / Okmulgee Criminal Justice Authority	Okmulgee	
Pittsburg County Juvenile Detention Center	Mcalester	X
Pottawatomie County Public Safety Center	Shawnee	
R B Dick Conner Correctional Center	Hominy	
Sequoyah County Criminal Justice Authority	Sallisaw	
Texas County Juvenile Detention Center	Hooker	
Tillman County Law Enforcement	Frederick	
Tulsa County Sheriffs Office / David L Moss Criminal Justice Center	Tulsa	X
Union City Community Corrections Center	Union City	X
William Shaffer Key Correctional Center	Fort Supply	

Name (Military Base)	City (Oklahoma)	Facility within 25 Miles of ICB Stop
Altus Air Force Base	Altus	
Fort Sill	Lawton	X
Kegelman Air Force Auxiliary Field	Cherokee	
McAlester Army Ammunition Plant	McAlester	X
Ng Camp Gruber	Braggs	
Ng Lexington Aasf No 1	Lexington	X
Ng Muskogee Afrc	Muskogee	
Ng Norman Csms	Norman	X
Ng Thunderbird Youth Academy	Pryor	
Tinker Air Force Base	Oklahoma City	X
Tulsa lap	Tulsa	X
Vance Air Force Base	Enid	
Will Rogers World Airport	Oklahoma City	X

8.3. Consultative Outreach Materials

8.3.1. Survey and Consultation Outreach Meeting Email Notification

Hello ICB operators and Oklahoma transit providers,
 The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) transportation in Oklahoma. Part of this process involves a consultation meeting with ICB service providers, transit providers, and ODOT representatives. Your participation in these consultation meetings is critical to identifying unmet ICB needs and to discuss proposals for meeting those needs.
 The consultation meeting is scheduled for **Monday, April 28th, 3:00 PM – 4:00 PM CDT** via Microsoft Teams: <https://tinyurl.com/ODOTICB2025Consultation>
 Participants can also call into the meeting using the following number: **(213) 267-3760**. When prompted, please enter the following meeting ID number: **716 988 438**, followed by the **pound/hashtag symbol (#)**.
 In the meantime, please respond to the provider survey if you have not already. The survey is available at the following link: <https://forms.office.com/e/XLrT2UV8Y4>
 Your time and participation in this planning process is appreciated. Please do not hesitate to reach out with any questions or concerns.

Thank you.

Eric Rose
 Division Manager
 Office of Mobility & Public Transit
 405-514-1419 Cell

8.3.2. Provider Survey, Intercity Bus Provider Branch

2025 ODOT Intercity Bus Survey for Intercity Bus Providers and Public Transit Providers

This survey is designed by the Oklahoma Department of Transportation (ODOT) Office of Mobility and Public Transportation (OMPT) to aid in the development of a Statewide Intercity Bus Needs Assessment. The purpose of this survey is to provide an opportunity for Intercity Bus (ICB) operators and rural transit providers to identify user demand, unmet intercity bus service needs, and strategies for meeting those needs.

Your responses will:

- 1) inform ODOT's assessment of existing ICB service in Oklahoma
- 2) provide the groundwork for ODOT, ICB operators, and rural transit providers to discuss proposals for meeting identified needs, and
- 3) support the recommendation for best utilizing FTA 5311(f) Intercity Bus Program funding for public transportation in Oklahoma.

The consultation and assessment process will solicit input and will also notify providers of the availability of annual funds for the ICB program.

Several of these questions pertain to ridership information, which your organization may have in the form of rider counts, surveys, reports, or other quantitative data. Please send any available data, as well as any questions regarding this survey and/or the Statewide Intercity Bus Needs Assessment to Paul Nelson at Paul.Nelson1@wsp.com and copy Eric Rose at erose@odot.org.

This survey will be available through April 11, 2025.

* Required

Intercity Bus Providers

1. How would you classify your organization? *

- Intercity Bus Provider
- Rural Transit Provider
- Urban Transit Provider

You can print a copy of your answer after you submit

Submit

Page 1 of 5

2. Which organization do you represent? *

Enter your answer

3. Have you received and documented feedback from customers that they have been unable to complete trips via Intercity Bus Service within Oklahoma despite desiring to? If so, what reasons are most commonly cited by customers? *

Enter your answer

4. Do customers indicate if they are able to complete their trips via other modes of transportation? If so, which ones? *

Enter your answer

5. Describe the extent to which your agency coordinates with urban and rural public transit agencies. *

Consider the following in your answer: current coordination activities, challenges/successes experienced in coordination, frequency of coordination, specific agencies coordinated with, and resources leveraged to coordinate with agencies.

Enter your answer

6. Are there routes or stops that your agency has identified as candidates for new Intercity Bus Service? If so, describe where these routes/stops are and how they were identified. *

Enter your answer

7. Are there routes or stops that your agency has identified as candidates for additional/more frequent Intercity Bus Service? If so, describe where these routes/stops are and how they were identified. *

Enter your answer

8. Are there existing routes or stops that are vulnerable to termination or service reductions? If so, describe where these routes/stops are and why they are vulnerable. *

Enter your answer

9. Since January 1, 2022, has your agency reduced or eliminated service within Oklahoma, such as by reducing frequency, eliminating stops, or in other ways? If so, please describe where the service eliminations or reduction occurred, as well as when they occurred and the nature of the eliminations/reductions. *

Enter your answer

10. Has your agency added new service (new routes or stops) or increased frequency on existing routes since January 1st, 2022? If so, please describe where and when these service improvements have occurred. *

Enter your answer

11. Has your agency identified any need for Feeder Service provided by public transit agencies in Oklahoma? If so, provide the following information: which of your stops may benefit from Feeder Service, where Feeder Service should be provided from, and how this need was identified. *

Enter your answer

12. For all intercity bus routes operating at least partially within Oklahoma, please send copies of schedules showing stop locations, days served, and times of day served to Paul Nelson at Paul.Nelson1@wsp.com and copy Eric Rose at erose@odot.org.

Please select "Yes" below to acknowledge that you have seen this message. *

Yes

13. Please provide an Excel spreadsheet containing the following for the past six calendar years (2019 – 2024): 1) number of tickets sold for trips between two locations within Oklahoma 2) number of tickets sold for trips originating in Oklahoma and travelling outside the state 3) number of tickets sold for trips originating outside the state and ending in Oklahoma. Provide this information separate for each calendar year.

Send this information to Paul Nelson at Paul.Nelson1@wsp.com and copy Eric Rose at erose@odot.org.

Please select "Yes" below to acknowledge that you have seen this message.

*

Yes

You can print a copy of your answer after you submit

Submit

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8.3.3. Provider Survey, Rural Transit Provider Branch

2025 ODOT Intercity Bus Survey for Intercity Bus Providers and Public Transit Providers

* Required

Intercity Bus Service

The Section 5311 Circular defines **Intercity Bus Service** as the following: "Regularly scheduled bus service for the general public that operates with stops in rural areas over fixed routes connecting two or more urbanized areas not in close proximity, has the capacity for transporting baggage carried by passengers, and makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available."

The Section 5311 Circular also notes the following:

- Commuter service providing daily work trips within a local commuting area is not Intercity Bus Service.
- Service operated infrequently between limited points in one community and limited points in another community may qualify as Intercity Bus Service.
- Use of coach buses is not required to qualify as Intercity Bus Service, nor is there any other size requirement for vehicles.
- Rural transit agencies are not excluded from providing Intercity Bus Service.

2. Which organization do you represent? (written response) *

Enter your answer

3. Is Intercity Bus Service provided in your community or service area? If so, please describe the Intercity Bus Service provided, including any particular successes or challenges associated with the service *

Enter your answer

4. Describe the extent to which your agency coordinates with intercity bus providers. *

Consider the following in your answer: current coordination activities, challenges/successes experienced in coordination, frequency of coordination, specific providers coordinated with, resources leveraged to coordinate with providers.

Enter your answer

5. Does your agency provide any service that may qualify as Intercity Bus Service? If so, please provide stop locations, schedules, route information, ridership, and other information you believe may be useful in determining if this service qualifies as Intercity Bus Service. *
If you are unsure if service you provide qualifies as Intercity Bus Service, please include it in your response to this question.

Enter your answer

6. Has your agency identified a need to provide additional Intercity Bus Service, whether it be new service or increased service on an existing route? If so, please provide information on how this need was identified and where this needs exists. Please provide this information regardless of who you believe would provide this service. *

Enter your answer

7. What resources or assistance would your agency need to start providing or to continue providing Intercity Bus Service? *

Enter your answer

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2025 ODOT Intercity Bus Survey for Intercity Bus Providers and Public Transit Providers

* Required

Feeder Service

The Section 5311 Circular defines **Feeder Service** as "coordination of rural connections between small transit operations and intercity bus carriers." Feeder Service must make "meaningful connections with scheduled intercity bus service to more distance points." A "meaningful connection" is a connection directly at the boarding location of an intercity bus trip within a close timeframe of the scheduled departure. It need not be fixed-route i.e., demand-response service may qualify as feeder service.

8. Does your agency provide any service that may qualify as Feeder Service? If so, provide stop locations/origin-destination information (whichever is appropriate), schedules/pickup and drop-off times/dates, route information, ridership, and any other information you believe may be useful in determining if this service qualifies as Feeder Service. *

If you are unsure if service you provide qualifies as Feeder Service, please include it in your response to this question.

9. Has your agency identified a need to provide Feeder Service? If so, provide information on how this need was identified and where this need exists. *

10. What resources or assistance would your agency need to start providing or continue to provide Feeder Service? *

11. For the period January 1, 2022, through December 31, 2024 (inclusive), please indicate the percentage of requested demand-response trips your agency denied. **Responses will not penalize your agency, nor will they affect your agency's standing with ODOT. Percentages will be used to help gauge the sufficiency of resources afforded to rural transit providers.** *

You can print a copy of your answer after you submit

8.3.4. Provider Survey, Urban Transit Provider Branch

2025 ODOT Intercity Bus Survey for Intercity Bus Providers and Public Transit Providers

* Required

Urban Transit Providers

ODOT is examining the role of urban transit agencies in providing connections to intercity bus stops and otherwise coordinating with intercity bus providers. In doing so, ODOT would like to hear about your agency's role in providing these connections and your experience with intercity bus in your service area more generally.

2. Which organization do you represent? *

Enter your answer

3. Is Intercity Bus Service provided in your community or service area? If so, please describe the intercity bus service provided, including any particular successes or challenges associated with the service. *

Enter your answer

4. Describe the extent to which your agency coordinates with intercity bus providers. *

Consider the following in your answer: current coordination activities, challenges/successes experienced in coordination, frequency of coordination, specific providers coordinated with, resources leveraged to coordinate with providers.

Enter your answer

5. Does your agency provide service to the intercity bus stop(s) in your service area? If so, please describe the nature of this service. *

Enter your answer

6. Has your agency identified any need to provide additional service to the intercity bus stop(s) in your service area? If so, please describe how this need was identified and the nature of the need. *

Enter your answer

You can print a copy of your answer after you submit

Back

Submit

Page 5 of 5

8.3.5. Provider Survey Results

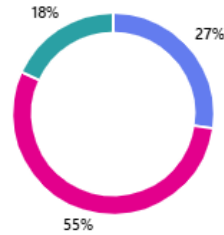
Responses Overview Active

Responses 22	Average Time 16:16	Duration 110 Days
------------------------	------------------------------	-----------------------------

1. How would you classify your organization?

[More details](#)

- Intercity Bus Provider 6
- Rural Transit Provider 12
- Urban Transit Provider 4



2. Which organization do you represent?

[More details](#)

6 Responses

Latest Responses
"Jefferson Lines"
"Jefferson Lines"
...

2 respondents (33%) answered Jefferson Lines for this question.

Inc
CFS Test
WSP

Village Travel
Jefferson Lines Test
INTERNAL TEST

Greyhound Lines

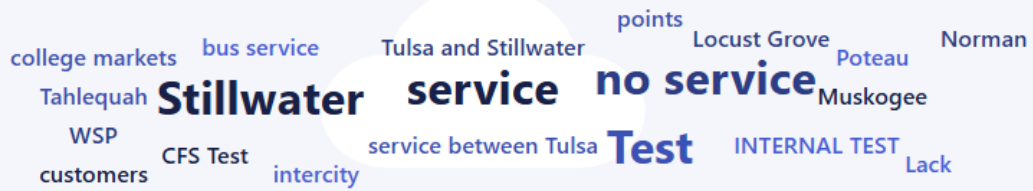
3. Have you received and documented feedback from customers that they have been unable to complete trips via Intercity Bus Service within Oklahoma despite desiring to? If so, what reasons are most commonly cited by customers? [More details](#)

6
Responses

Latest Responses
"Yes, no service"

"Lack of intercity bus service between Tulsa and Stillwater, Poteau, Muskogee, Tahlequah... "
...

2 respondents (33%) answered service for this question.



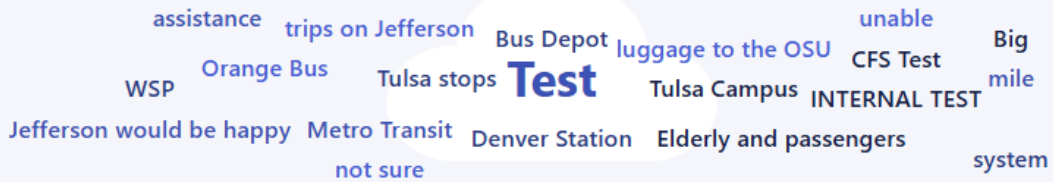
4. Do customers indicate if they are able to complete their trips via other modes of transportation? If so, which ones? [More details](#)

6
Responses

Latest Responses
"not sure"

"Passengers have completed their trips on Jefferson from Tulsa to Stillwater with th... "
...

2 respondents (33%) answered Test for this question.



7. Are there routes or stops that your agency has identified as candidates for additional/more frequent Intercity Bus Service? If so, describe where these routes/stops are and how they were identified. [More details](#)

6
Responses

Latest Responses

"no"

"Tulsa to Iola, Chanute, Coffeyville and Bartlesville/Dewey to Kansas City - passenger..."

...

2 respondents (33%) answered Test for this question.



8. Are there existing routes or stops that are vulnerable to termination or service reductions? If so, describe where these routes/stops are and why they are vulnerable. [More details](#)

6
Responses

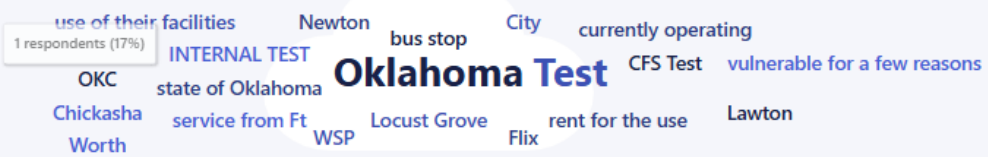
Latest Responses

"not sure"

"We have been unable to establish a bus stop in Locust Grove."

...

2 respondents (33%) answered Oklahoma for this question.



9. Since January 1, 2022, has your agency reduced or eliminated service within Oklahoma, such as by reducing frequency, eliminating stops, or in other ways? If so, please describe where the service eliminations or reduction occurred, as well as when they occurred and the nature of the eliminations/reductions. [More details](#)

6
Responses

Latest Responses

"We had to eliminate all service in Oklahoma as of October 2024- the funding was ..."
 "Jefferson eliminated service from service from Tulsa to Locust Grove, West Siloam ..."

...

2 respondents (33%) answered funding for this question.



10. Has your agency added new service (new routes or stops) or increased frequency on existing routes since January 1st, 2022? If so, please describe where and when these service improvements have occurred. [More details](#)

6
Responses

Latest Responses

"no"
 "On April 8, 2025, we added new intercity service from Tulsa to Fayetteville, Fort Sm..."

...

2 respondents (33%) answered Test for this question.



11. Has your agency identified any need for Feeder Service provided by public transit agencies in Oklahoma? If so, provide the following information: which of your stops may benefit from Feeder Service, where Feeder Service should be provided from, and how this need was identified. [More details](#)

6

Responses

Latest Responses

"We can discuss this in detail"

"Customer concern Feeder route from Tahlequah to a connection point on Highway..."

...

2 respondents (33%) answered Test for this question.

A word cloud visualization of responses for the question. The words are arranged in a circular pattern. The most prominent word is "Test" in the center. Other visible words include "point on Highway", "Jefferson", "concern", "Feeder route", "connection point", "Customer", "route from Tahlequah", "routes", "Feeder route", "WSP", "Not at this time", "route from Muskogee", "CFS Test", "INTERNAL TEST time", and "No".

12. For all intercity bus routes operating at least partially within Oklahoma, please send copies of schedules showing stop locations, days served, and times of day served to Paul Nelson at Paul.Nelson1@wsp.com and copy Eric Rose at erose@odot.org.

[More details](#)

Please select "Yes" below to acknowledge that you have seen this message.

● Yes 6



13. Please provide an Excel spreadsheet containing the following for the past six calendar years (2019 – 2024): 1) number of tickets sold for trips between two locations within Oklahoma 2) number of tickets sold for trips originating in Oklahoma and travelling outside the state 3) number of tickets sold for trips originating outside the state and ending in Oklahoma. Provide this information on separate for each calendar year.

[More details](#)

Send this information to Paul Nelson at Paul.Nelson1@wsp.com and copy Eric Rose at erose@odot.org.

Please select "Yes" below to acknowledge that you have seen this message.

● Yes 6



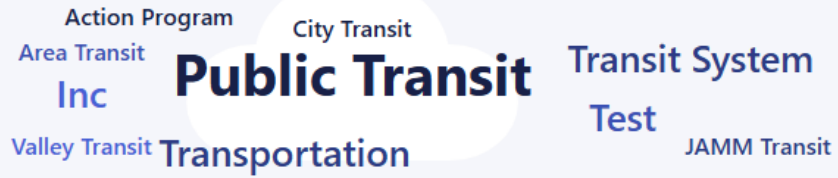
14. Which organization do you represent? (written response)

[More details](#)

12
Responses

Latest Responses
...

3 respondents (25%) answered Public Transit for this question.



15. Is Intercity Bus Service provided in your community or service area? If so, please describe the Intercity Bus Service provided, including any particular successes or challenges associated with the service

[More details](#)

12
Responses

Latest Responses
...

3 respondents (25%) answered service for this question.



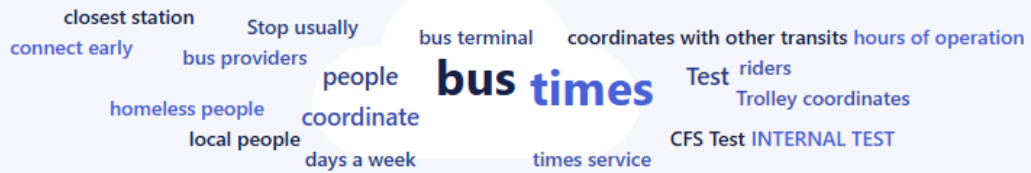
16. Describe the extent to which your agency coordinates with intercity bus providers.

[More details](#)

12
Responses

Latest Responses
...

4 respondents (33%) answered bus for this question.



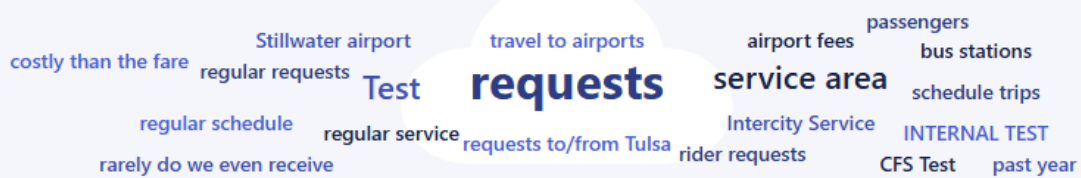
17. Does your agency provide any service that may qualify as Intercity Bus Service? If so, please provide stop locations, schedules, route information, ridership, and other information you believe may be useful in determining if this service qualifies as Intercity Bus Service.

[More details](#)

12
Responses

Latest Responses
...

3 respondents (25%) answered requests for this question.



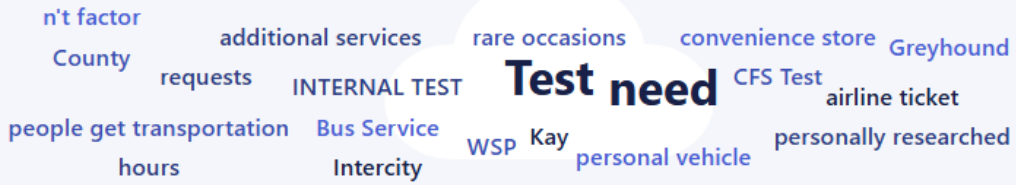
18. Has your agency identified a need to provide additional Intercity Bus Service, whether it be new service or increased service on an existing route? If so, please provide information on how this need was identified and where this needs exists. Please provide this information regardless of who you believe would provide this service. [More details](#)

12
Responses

Latest Responses



2 respondents (17%) answered Test for this question.



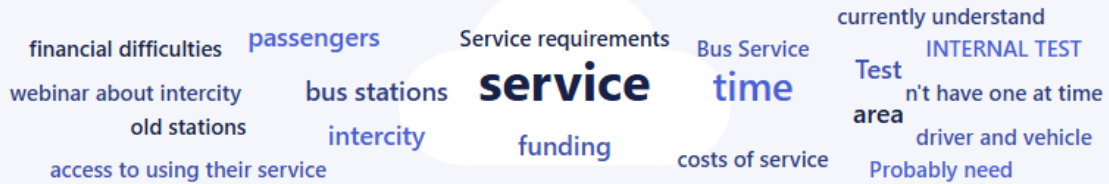
19. What resources or assistance would your agency need to start providing or to continue providing Intercity Bus Service? [More details](#)

12
Responses

Latest Responses



4 respondents (33%) answered service for this question.



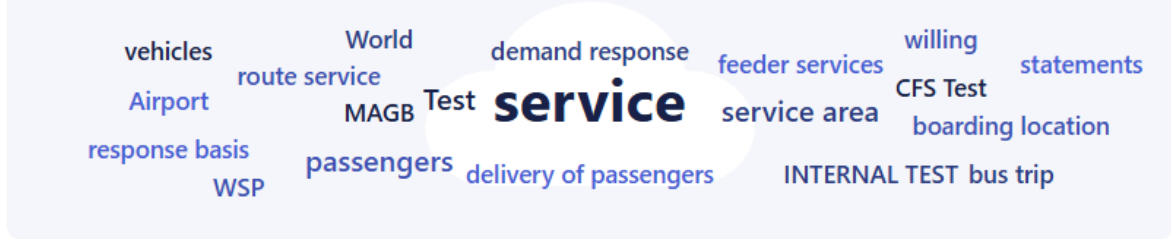
20. Does your agency provide any service that may qualify as Feeder Service? If so, provide stop locations/origin-destination information (whichever is appropriate), schedules/pickup and drop-off times/dates, route information, ridership, and any other information you believe may be useful in determining if this service qualifies as Feeder Service. [More details](#)

12
Responses

Latest Responses



4 respondents (33%) answered service for this question.



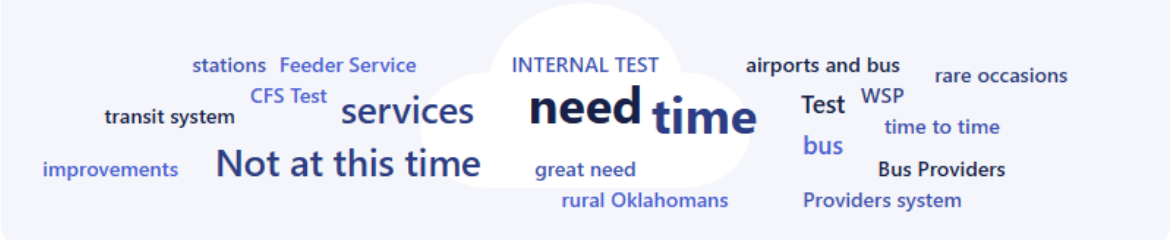
21. Has your agency identified a need to provide Feeder Service? If so, provide information on how this need was identified and where this need exists. [More details](#)

12
Responses

Latest Responses



4 respondents (33%) answered need for this question.



22. What resources or assistance would your agency need to start providing or continue to provide Feeder Service?

[More details](#)

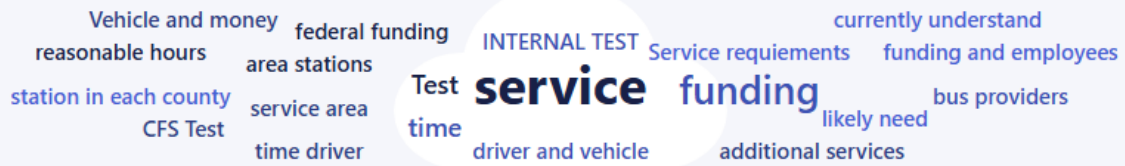
12

Responses

Latest Responses



4 respondents (33%) answered service for this question.



23. For the period January 1, 2022, through December 31, 2024 (inclusive), please indicate the percentage of requested demand-response trips your agency denied. **Responses will not penalize your agency, nor will they affect your agency's standing with ODOT. Percentages will be used to help gauge the sufficiency of resources afforded to rural transit providers.**

[More details](#)

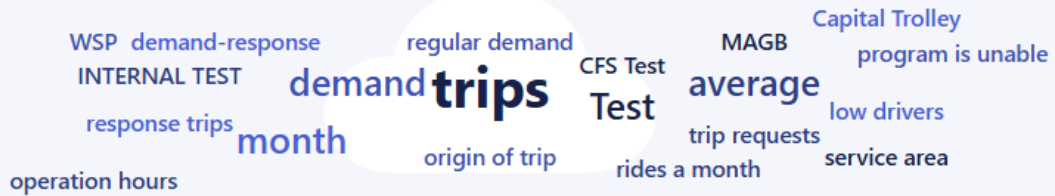
12

Responses

Latest Responses



3 respondents (25%) answered trips for this question.



24. Which organization do you represent?

[More details](#)

4
Responses

Latest Responses
"Metropolitan Tulsa Transit Authority"
...

25. Is Intercity Bus Service provided in your community or service area? If so, please describe the intercity bus service provided, including any particular successes or challenges associated with the service.

[More details](#)

4
Responses

Latest Responses
"We do not currently have a city with a central point of location for transit."
...

26. Describe the extent to which your agency coordinates with intercity bus providers.

[More details](#)

4
Responses

Latest Responses
"We do not currently coordinate with other bus providers."
...

27. Does your agency provide service to the intercity bus stop(s) in your service area? If so, please describe the nature of this service.

[More details](#)

4
Responses

Latest Responses
"Not at this time."
...

28. Has your agency identified any need to provide additional service to the intercity bus stop(s) in your service area? If so, please describe how this need was identified and the nature of the need.

[More details](#)

4
Responses

Latest Responses
"Not at this time."
...

8.3.6. Provider Consultative Outreach Meeting Presentation

Oklahoma Department of Transportation Office of Mobility & Public Transit Intercity Bus Needs Assessment Provider Consultation Meeting



April 28, 2025

Project Team Introductions

- ODOT OMPT
- WSP



Agenda

- 1) Intercity Bus (ICB) Assessment Process
- 2) Available annual funding for intercity bus
- 3) Current ICB service in Oklahoma
- 4) Demographics of Oklahoma
- 5) Survey key takeaways
- 6) Discussion



What is Intercity Bus?

Federal Definition

Regularly scheduled bus service for the **general public** that operates with **stops in rural areas** over **fixed routes** connecting **two or more urbanized areas not in close proximity**, has the capacity for **transporting baggage** carried by passengers, and makes **meaningful connections with scheduled intercity bus service to more distant points**, if such service is available.



Intercity Bus Needs Assessment Background

ODOT is required to complete an assessment of intercity bus needs throughout the state in accordance with 49 USC 5311

FTA Circular 9040.1H, Section IX

“...to carry out a program to develop and support intercity bus transportation,” unless the governor certifies that “the intercity bus service needs of the State are being met adequately.”

- The assessment may be made relative to other rural needs
- ICB program must support:
 - “... the connection between rural areas and the larger regional or national system of intercity bus service.
 - “... services to meet the intercity travel needs of residents in rural areas.”
 - “...the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.”

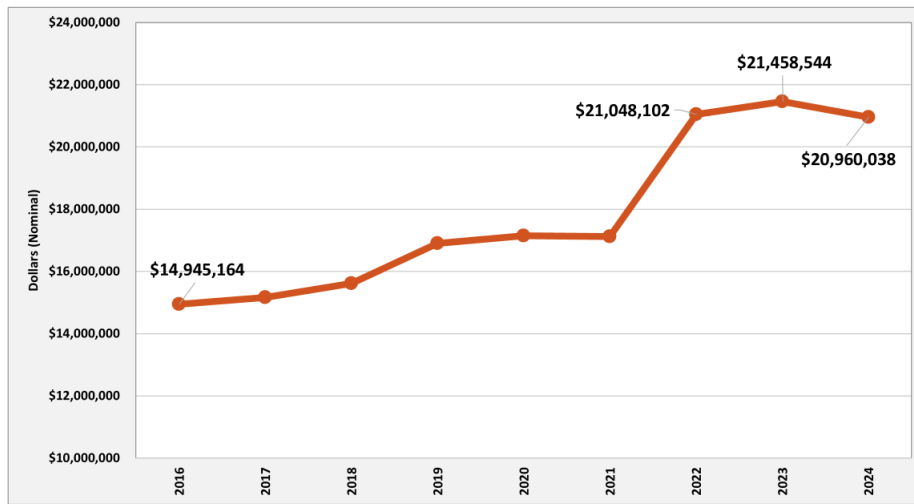


Purpose of Consultation Process

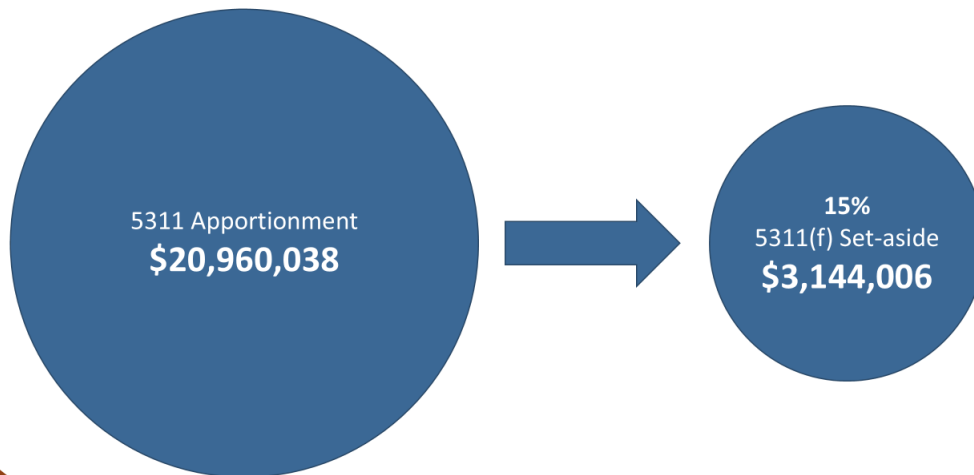
- Inform the state’s rural planning process, encourage participation in that process
- Opportunity to submit comments identifying unmet needs
- Opportunity to discuss proposals for meeting unmet needs
- Include ICB providers in scheduled state agency and transit meetings
- Notify providers of state availability of funds
- Inform of local coordinated public transit-human services transportation plans



Oklahoma Annual 5311 Funding History



FY2024 5311(f) Set-aside*



* 15% set-aside for CARES and ARP are either fully expended or awarded via existing contracts



ICB Assessment Process

Current Efforts

- Data Collection and Analysis
- Stakeholder Engagement Activities:
 - Stakeholder/Public Survey
 - ICB and Transit Provider Survey
 - Provider Consultation Meeting
 - Public Meeting
- Interviews with Other DOTs

Future Efforts

- Analysis of Stakeholder Engagement
- Evaluation of Potential and Existing ICB Services
- Evaluation of Models for State ICB Programs
- Final Report in June 2025



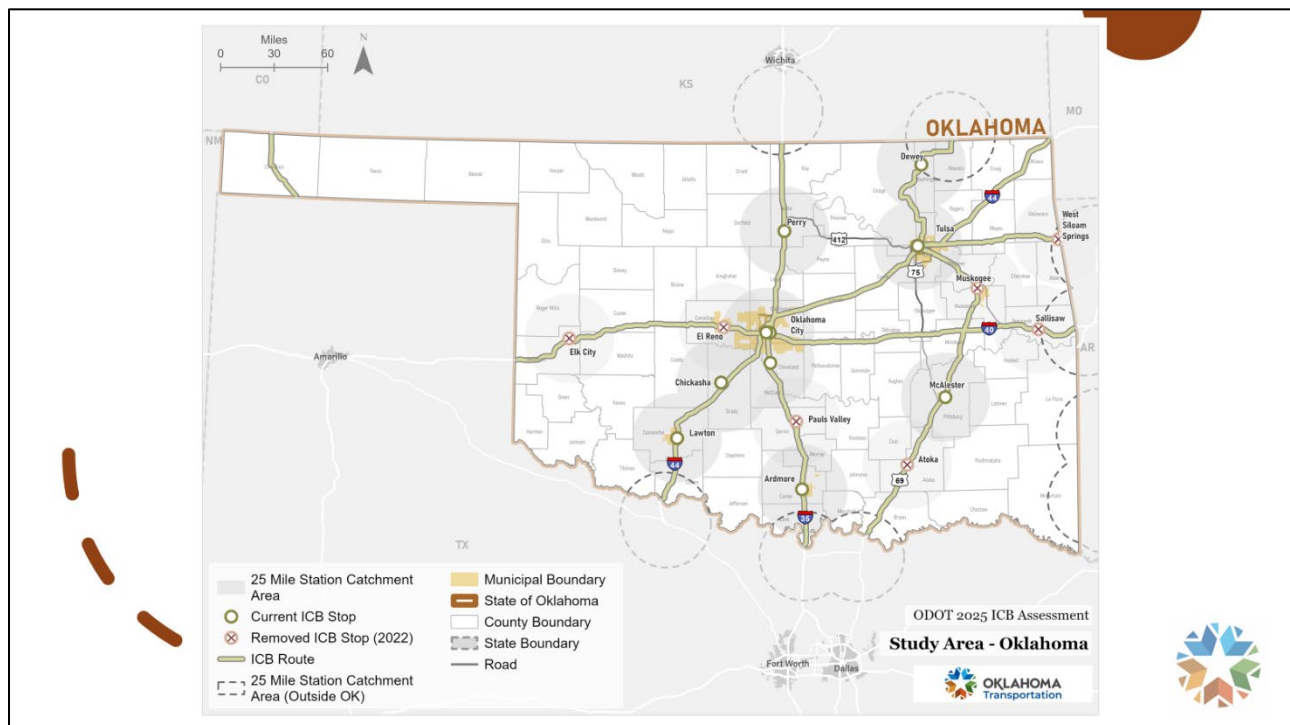
Questions We Want to Answer Intercity Bus Providers

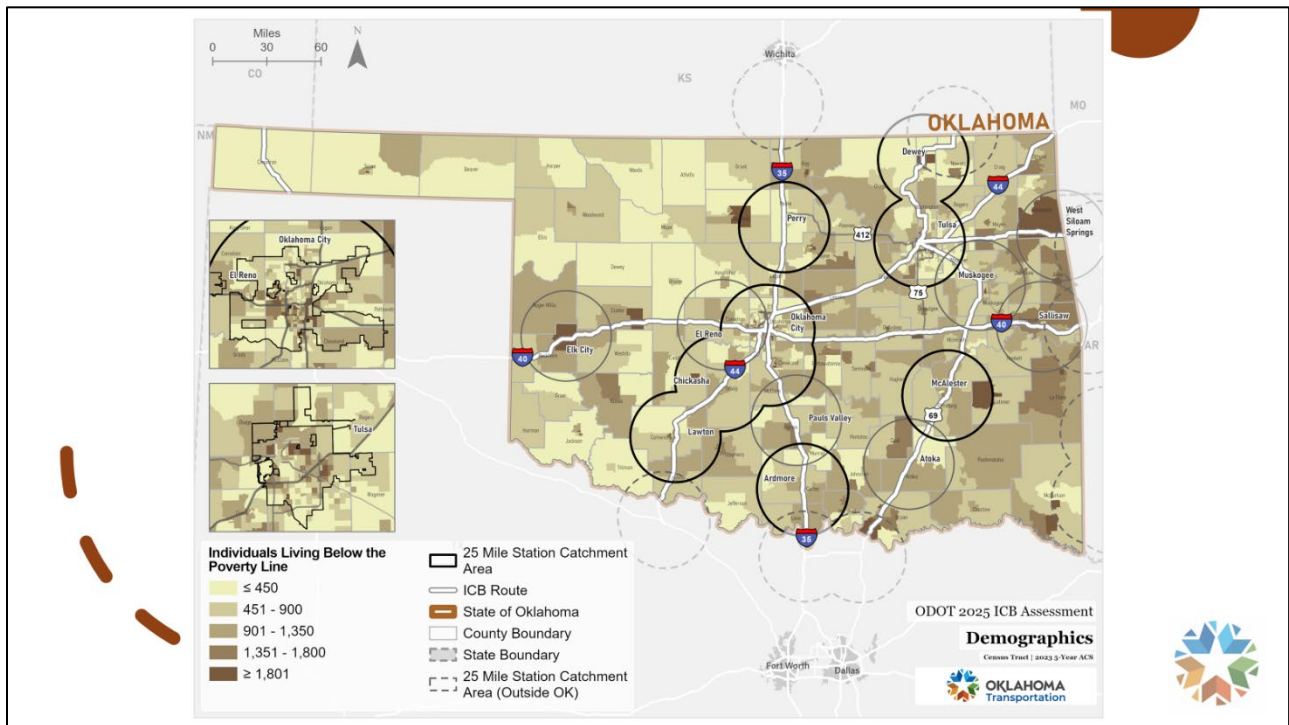
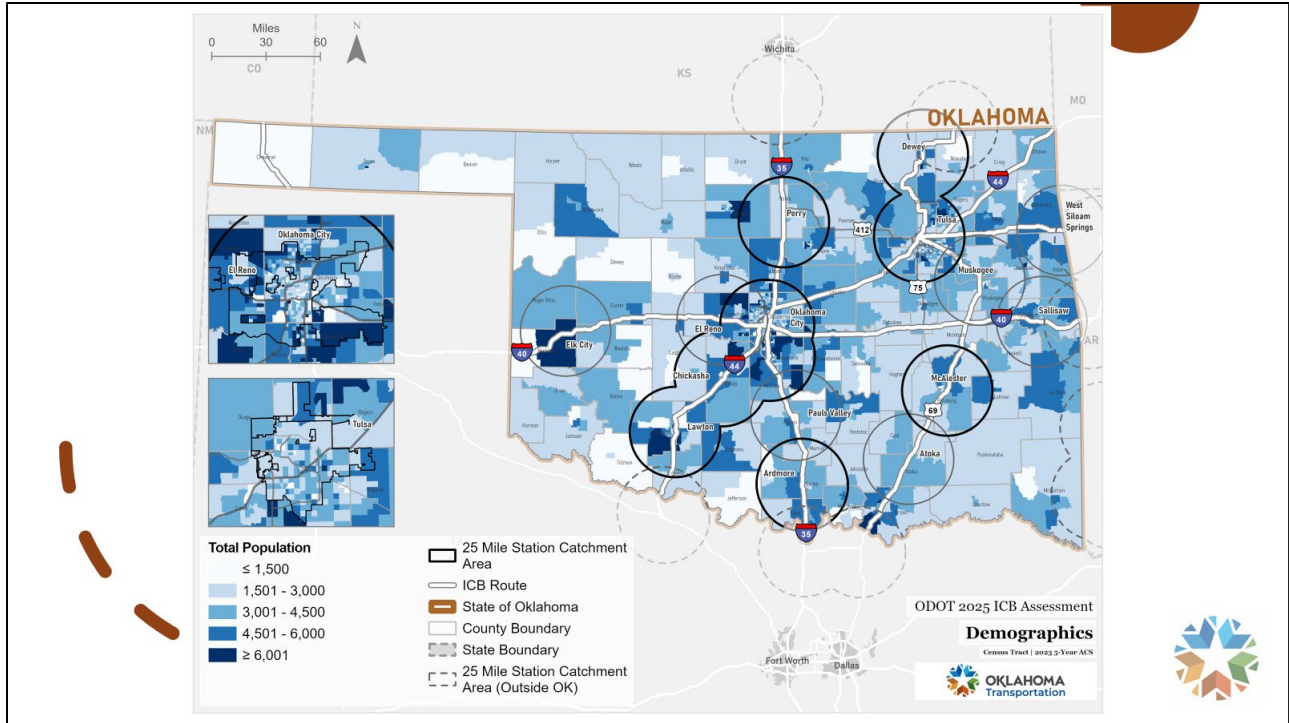
- What challenges are you facing in providing intercity service in Oklahoma?
- To what extent are you coordinating with public transit agencies in Oklahoma?
- Have you faced facilities access challenges since the previous assessment?
- Are there stops that are at risk of being discontinued in Oklahoma?
- What stops have been discontinued in Oklahoma since the previous assessment? If so, why?



Questions We Want to Answer Public Transit Providers

- What challenges is your agency facing in providing service?
- To what extent is there a need for intercity bus among your customers?
- To what extent is your agency coordinating with intercity bus providers?
- Would your agency allow your transit center or office to be used as an intercity bus stop? Why or why not?
- How should the State manage its intercity bus program in the future?





Provider & User Surveys

Provider Survey

- For ICB providers and public transit providers
- Link: <https://forms.office.com/e/XLrT2UV8Y4>



Stakeholder/General Public Survey

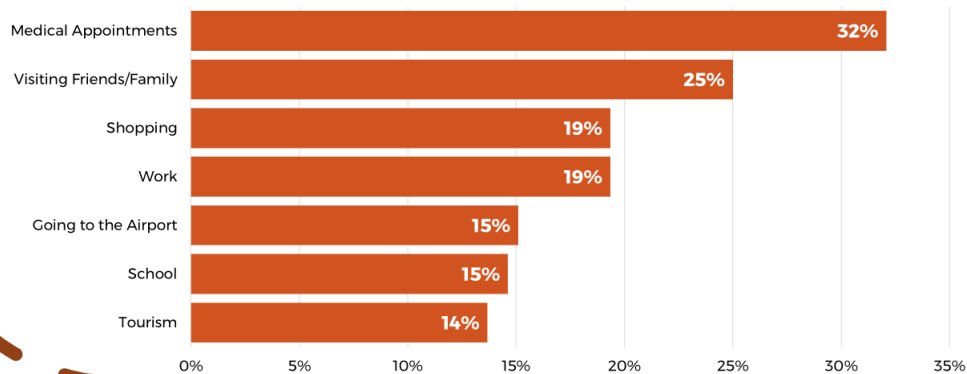
- Local/County Governments, Colleges/Universities, Major Employers, Non-profits, Private Citizens



Key Stakeholder Survey Takeaways

When asked what purposes people use ICB for, Medical Appointments and Visiting Friends/Family were clear standout purposes.

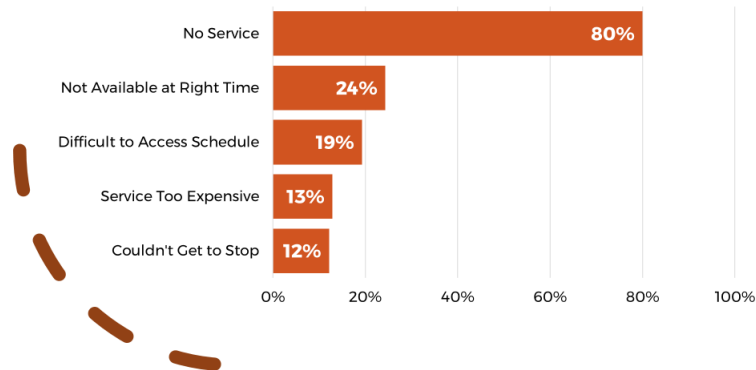
User Purposes for Using ICB



Key Stakeholder Survey Takeaways

Stop location and stop accessibility are top of mind for customers.

User Reasons for Not Using ICB



Ranking of ICB Improvements:

1. More Frequency
2. New Routes
3. Closer Stops
4. Lower Costs
5. Improved Public Transit Access
6. Accessibility of Stop Locations
7. Quality/Cleanliness of Buses



Key Stakeholder Survey Takeaways

Q: What other improvements would entice you to use intercity bus?

- *"A closer location and different stops."*
- *"More options to use, more location served in rural Oklahoma."*
- *"More connections between cities."*
- *"It would be nice to just have access!"*
- *"An intercity bus in my area."*
- *"A stop somewhere in Durant, preferably downtown."*

Q: What additional comments do you have regarding intercity bus services in Oklahoma?

- *"The service would be valuable for me to use to get to OKC (especially downtown) and not have to pay for parking or search for a parking spot. However, for me it would just be a convenience, but for others it would be a lifeline and that's why I fully support it."*
- *"There is a tremendous need for more intercity transit for low income people. As a retired judge, I saw so many people trying to rehabilitate themselves by accessing needed services that often proved inaccessible because of a lack of public transportation at a low cost."*
- *"As someone from outside of the US, it is shocking to me that intercity bus services don't exist between the major cities within the state (aside from OKC-Tulsa). This forces individuals and families to have the extra cost of having at least one car, is extremely limiting for people who are unable to drive for whatever reason, and is horrendous for the environment. I think this is a really basic need for people to move autonomously and opens up much better opportunities for work, education, leisure, etc."*



Key Provider Survey Takeaways

Q: Since January 1, 2022, has your agency reduced or eliminated service within Oklahoma, such as by reducing frequency, eliminating stops, or in other ways?

- *"Paul's Valley and Durant. Inability to find a bus stop location."*

Q: Describe the extent to which your agency coordinates with intercity bus providers.

- *"The times service comes through requires passengers to spend the night to connect early. Greyhound and Jefferson lines do not pick up or drop off during our regular hours of operation (11pm and 7am is typical out of Perry, OK. We would like to coordinate, however, riders cannot afford fare to the closest station, which averages 5 to 50 miles, depending on where the rider lives."*

Q: What resources or assistance would your agency need to start providing or continue to provide Feeder Service?

- *"AGENCY would likely need funding to provide for at least one full-time driver and vehicle to meet Feeder Service requirements as we currently understand them."*

Q: Describe the extent to which your agency coordinates with urban and rural public transit agencies.

- *"We see many opportunities in Oklahoma that could better serve Oklahoma citizens. Jefferson is happy to provide public transit information on our website. We believe that intercity bus passengers are also public transit passengers."*



Open Discussion on Current ICB Service & Needs

Intercity Bus Providers

- What challenges are you facing in providing intercity service in Oklahoma?
- To what extent are you coordinating with public transit agencies in Oklahoma?
- Have you faced facilities access challenges since the previous assessment?
- Are there stops that are at risk of being discontinued in Oklahoma?
- What stops have been discontinued in Oklahoma since the previous assessment? If so, why?

Public Transit Providers

- What challenges is your agency facing in providing service?
- To what extent is there a need for intercity bus among your customers?
- To what extent is your agency coordinating with intercity bus providers?
- Would your agency allow your transit center or office to be used as an intercity bus stop? Why or why not?
- How should the State manage its intercity bus program in the future?



Thank You for Your Participation

Eric Rose, ODOT
Erose@ODOT.org

Matthew Long, WSP
matthew.long@wsp.com

Stakeholder Survey



8.4. Stakeholder and Public Engagement Materials

8.4.1. Stakeholder and Public Engagement Outreach Meeting Notification









 **Eric Rose** <EROSE@ODOT.ORG>   Reply  Reply all  Forward   
Cc:  Nelson, Paul;  Long, Matthew;  Snelgrove, Christian;  Ezzell, Derrice; ODOT OMPTPM <OMPTPM@odot.ok.gov>; +2 others Tue 2025-04-15 1:04 PM

Hello Intercity Bus Stakeholders and members of the public,
The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) service in Oklahoma, a definition of which is provided at the bottom of this email. Part of this process involves an outreach meeting with ICB stakeholders and the general public. Your participation in this meeting is critical to identifying unmet ICB needs and to discuss proposals for meeting those needs.
The public meeting will be held online on **Thursday, April 24, 2025, from 1:30 PM to 3:30 PM CDT**. It will be held on Microsoft Teams at the following link:
<https://tinyurl.com/ODOTIntercityBus2025>
Participants can also call into the meeting using the following number: **(213) 267-3760**. When prompted, please enter the following meeting ID number: **416 340 76**, followed by the **pound/hashtag symbol (#)**.
In the meantime, ODOT is conducting an online survey and holding an online public meeting to identify user demands and unmet needs related to ICB service. The survey is available at the following link: <https://forms.office.com/e/rBDny8FA6A>

Definition of Intercity Bus Service
Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. The three primary, private companies providing intercity bus service in Oklahoma are [Greyhound Lines](#), [Jefferson Lines](#), and [Village Travel](#). Intercity bus service should not be confused with public transit service, the latter of which generally involves shorter, more local trips. For reference, the 20 public transit agencies primarily serving rural areas of Oklahoma can be found [here](#). Oklahoma's urban public transit agencies are the Lawton Area Transit System (LATS), Cleveland Area Rapid Transit (CART) in Norman, EMBARK in the Oklahoma City metro area, and MetroLink in Tulsa.

I look forward to your participation in the public meeting. Please do not hesitate to reach out with any questions.

Eric Rose
Division Manager
Office of Mobility & Public Transit
405-514-1419 Cell

Eric Rose  <EROSE@ODOT.ORG>  Tue 2025-04-15 1:04 PM
Cc:  Nelson, Paul;  Long, Matthew;  Snelgrove, Christian;  Ezzell, Derrice;  Bobby Parkinson;  Raleigh Sloup; Thomas Nutter <TNutter@odot.org>

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Eric Rose

Division Manager
Office of Mobility & Public Transit
405-514-1419 Cell

Eric Rose  <EROSE@ODOT.ORG>  Tue 2025-04-15 1:06 PM
Cc:  Nelson, Paul;  Long, Matthew;  Snelgrove, Christian;  Ezzell, Derrice;  Bobby Parkinson;  Raleigh Sloup; Thomas Nutter <TNutter@odot.org>

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Eric Rose

Division Manager
Office of Mobility & Public Transit
405-514-1419 Cell



Eric Rose **Eric Rose** <EROSE@ODOT.ORG>

Reply Reply all Forward

Cc: Nelson, Paul; Long, Matthew; Snelgrove, Christian; Ezzell, Derrice; Bobby Parkinson; Raleigh Sloup; Thomas Nutter <TNutter@odot.org>

Tue 2025-04-15 1:07 PM

Hello Intercity Bus Stakeholders and members of the public,

The Oklahoma Department of Transportation (ODOT) is conducting a Statewide Intercity Bus Needs Assessment to help determine the level of need and current utilization of intercity bus (ICB) service in Oklahoma, a definition of which is provided at the bottom of this email. Part of this process involves an outreach meeting with ICB stakeholders and the general public. Your participation in this meeting is critical to identifying unmet ICB needs and to discuss proposals for meeting those needs.

The public meeting will be held online on **Thursday, April 24, 2025, from 1:30 PM to 3:30 PM CDT**. It will be held on Microsoft Teams at the following link:

<https://tinyurl.com/ODOTIntercityBus2025>

Participants can also call into the meeting using the following number: (213) 267-3760. When prompted, please enter the following meeting ID number: **416 340 76**, followed by the **pound/hashtag symbol (#)**.

In the meantime, ODOT is conducting an online survey and holding an online public meeting to identify user demands and unmet needs related to ICB service. The survey is available at the following link: <https://forms.office.com/e/rBDny8FA6A>

Definition of Intercity Bus Service

Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. The three primary, private companies providing intercity bus service in Oklahoma are [Greyhound Lines](#), [Jefferson Lines](#), and [Village Travel](#). Intercity bus service should not be confused with public transit service, the latter of which generally involves shorter, more local trips. For reference, the 20 public transit agencies primarily serving rural areas of Oklahoma can be found [here](#). Oklahoma's urban public transit agencies are the Lawton Area Transit System (LATS), Cleveland Area Rapid Transit (CART) in Norman, EMBARK in the Oklahoma City metro area, and MetroLink in Tulsa.

I look forward to your participation in the public meeting. Please do not hesitate to reach out with any questions.

Eric Rose

Division Manager
Office of Mobility & Public Transit
405-514-1419 Cell



Eric Rose **Eric Rose** <EROSE@ODOT.ORG>

Reply Reply all Forward

Cc: Nelson, Paul; Long, Matthew; Snelgrove, Christian; Ezzell, Derrice; Bobby Parkinson; Raleigh Sloup; Thomas Nutter <TNutter@odot.org>

Tue 2025-04-15 1:07 PM

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I look forward to your participation in the public meeting. Please do not hesitate to reach out with any questions.

Eric Rose

Division Manager
Office of Mobility & Public Transit
405-514-1419 Cell



Oklahoma Department of Tran... · 4/16/25

 Have an interest in intercity bus? ODOT wants to hear from you!


ODOT is assessing the need for intercity bus service in Oklahoma and will be holding a public meeting on April 24, 2025.

Meeting link: ow.ly/IQRT50VBSXI

Take this survey! ow.ly/TVfg50VBSXH

WE NEED YOUR INPUT

ODOT is assessing the need for intercity bus service in Oklahoma and we want to hear from you.



**TAKE OUR SURVEY,
LINK IN CAPTION.**



Oklahoma Department of Transportation's Post



Oklahoma Department of Transportation

April 14 at 9:14 AM

Oklahoma Department of Transportation needs your input!

Intercity Bus Needs Survey

Closes April 21, 2025

What is intercity bus service? Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. *This is not related to public transit service* that run in specific cities or towns (for example, OSU's bus system.)



Stillwater Public Library

April 12 at 1:00 PM

Don't forget to complete this [Oklahoma Department of Transportation](https://forms.office.com/e/rBDny8FA6A) survey for Intercity Bus Needs! Complete it here: <https://forms.office.com/e/rBDny8FA6A>

The survey is to help determine the need of intercity bus service in our state. (This means busses that go between towns, like Greyhound, not public transit, or in our community, the OSU bus system.)

2

1 share

Like

Comment


Send

Share

Oklahoma Department of Transportation's Post


Oklahoma Department of Transportation
April 16 at 5:35 PM · 🌐

📄 Have an interest in intercity bus? ODOT wants to hear from you!
ODOT is assessing the need for intercity bus service in Oklahoma and will be holding a public meeting on April 24, 2025 from 1:30 PM to 3:30 PM.
The meeting will take place at the following link: <https://ow.ly/4yHs50VBSXG>
Want to make yourself heard in the meantime? Take this survey! <https://ow.ly/38jW50VBSXF>



WE NEED YOUR INPUT

ODOT is assessing the need for intercity bus service in Oklahoma and we want to hear from you.



**TAKE OUR SURVEY,
LINK IN CAPTION.**

👍 6 5 shares

👍 Like 💬 Comment 📧 Send ➦ Share

Oklahoma Department of Transportation's post

Oklahoma Department of Transportation
April 21 · 🌐

👉 Have an interest in intercity bus? ODOT wants to hear from you!
ODOT is assessing the need for intercity bus service in Oklahoma and will be holding a public meeting on April 24, 2025 from 1:30 PM to 3:30 PM.

📄 The meeting will take place at the following link: <https://ow.ly/11Ao50VBT63>
Want to make yourself heard in the meantime? Take this survey! <https://ow.ly/5vVU50VBT62>



PUBLIC MEETING

Join ODOT's
online public meeting
assessing the need for
intercity bus service in
Oklahoma and we want to
hear from you.

📅 **Thursday, April 24, 2025**

🕒 **1:30 p.m. to 3:30 p.m.**
📍 **Online, link in caption.**

👍 6 1 comment 6 shares

👍 Like 💬 Comment 📧 Send ➦ Share

8.4.2. Stakeholder and General Public Survey, Private Citizen Branch

2025 ODOT Intercity Bus Survey for Intercity Bus Stakeholders and the General Public

The Oklahoma Department of Transportation (ODOT) Office of Mobility and Public Transportation is issuing this survey to aid in the development of a Statewide Intercity Bus Needs Assessment.

Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. Three private companies are the primary providers of intercity bus service in Oklahoma: Greyhound Lines, Jefferson Lines, and Village Travel.

Intercity bus service should not be confused with public transit service, the latter of which generally involves shorter, more local trips. Oklahoma's urban public transit agencies are the Lawton Area Transit System (LATS), Cleveland Area Rapid Transit (CART) in Norman, EMBARK in the Oklahoma City metro area, and MetroLink in Tulsa. There are 20 public transit agencies primarily serving rural areas of Oklahoma, a list of which can be found here: <https://www.odot.org/transit/s5311/index.htm>

More information on the general characteristics of intercity bus service can be found here: https://en.wikipedia.org/wiki/Intercity_bus_service

More detailed information on Federal definitions and regulations regarding intercity bus service can be found in Section IX of this link: <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C9040.1H-Circular-11-01-2024.pdf>

The survey should take users approximately 10 minutes to complete. Your answers to the questions below will inform ODOT of existing intercity bus service demand and unmet need in Oklahoma as well as support recommendations for allocating federal funds for intercity bus service in the future. If you have any questions about this survey or the Statewide Intercity Bus Needs Assessment, please contact Paul Nelson at Paul.Nelson1@wsp.com and copy Eric Rose at Erose@odot.org. The survey will be available through **April 28, 2025**.

* Required

1. Which of the following best describes you? *

- Private Citizen
- Local or County Government
- State or Regional Government (including MPOs, RPOs, development districts, or similar agencies)
- College or University
- Employer
- Non-profit Organizations
- Other

2025 ODOT Intercity Bus Survey for Intercity Bus Stakeholders and the General Public

* Required

General Public

Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. The three primary companies providing intercity bus service in Oklahoma are Greyhound Lines, Jefferson Lines, and Village Travel.

Intercity bus service should not be confused with public transit service, the latter of which generally involves shorter, more local trips. Oklahoma's urban public transit agencies are the Lawton Area Transit System (LATS), Cleveland Area Rapid Transit (CART) in Norman, EMBARK in the Oklahoma City metro area, and MetroLink in Tulsa.

Public transit agencies primarily serving rural areas of Oklahoma can be found here: <https://www.odot.org/transit/s5311/index.htm>

2. What county do you primarily live in? *

County information will only be presented in summary form. Individual responses will be kept strictly confidential.

- Adair County
- Alfalfa County
- Atoka County
- Beaver County
- Beckham County
- Blaine County
- Bryan County
- Caddo County
- Canadian County
- Carter County
- Cherokee County

2025 ODOT Intercity Bus Survey for Intercity Bus Stakeholders and the General Public

General Public (Continued)

Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. The three primary companies providing intercity bus service in Oklahoma are Greyhound Lines, Jefferson Lines, and Village Travel.

Intercity bus service should not be confused with public transit service, the latter of which generally involves shorter, more local trips. Oklahoma's urban public transit agencies are the Lawton Area Transit System (LATS), Cleveland Area Rapid Transit (CART) in Norman, EMBARK in the Oklahoma City metro area, and MetroLink in Tulsa.

Public transit agencies primarily serving rural areas of Oklahoma can be found here: <https://www.odot.org/transit/s5311/index.htm>

3. For what purpose(s) do you use intercity bus?

- Medical appointments
- Work
- School
- Visiting Friends/Family
- Going to the airport
- Shopping
- Tourism
- I do not use Intercity Bus Service
- Other

4. Are there cities or towns you like to go to via intercity bus? If so, which cities or towns?

Enter your answer

5. Have you attempted to or wanted to travel within Oklahoma by intercity bus and not been able to do so? 

Yes

No

Unsure

6. Why were you unable to complete a trip(s) by intercity bus? Please select all that apply.

Service did not exist

Service was too expensive

Service was not available at the required time/on the required day


Schedule was not available or difficult to access

Could not get to the intercity bus stop

Other

7. Are you able to complete your trips using different modes of transportation? Please describe which modes if so.

Enter your answer

8. In the past three years, have intercity bus services used by you become unavailable? 

Yes

No

Unsure

9. Which intercity bus services became unavailable in the past three years?

Enter your answer

10. Please rank the following intercity bus service improvements in terms of which would most likely entice you to use intercity bus.

More frequent service
Lower cost tickets
Closer stop locations
New routes or destinations served
Accessibility to existing stops or stations
Local public transit service to intercity stops and stations
Quality/cleanliness of vehicles, stops, or stations

11. What other improvements would entice you to use intercity bus?

Enter your answer

12. How much value do you believe intercity bus service provides to your community?

- High value
- Moderate value
- Limited value
- No Value
- Not applicable or my area does not have intercity bus service

13. If your community is **not** served by intercity bus service, how important do you feel it is to bring intercity bus service to your community?

- Very important
- Moderately important
- Minimally important
- Not important
- Not applicable, or my area already has intercity bus service

14. Which transportation methods do you use to access intercity bus stops?


- Automobile
- Walking
- Biking
- Public Transit
- Lyft, Uber, or similar services
- Taxi
- N/A or none
- Other

15. If offered, would you use public transit services that provide access to intercity bus services? 

- Yes
- No
- Unsure

16. Which intercity bus stops would you like public transit service to go to?

Enter your answer

15. If offered, would you use public transit services that provide access to intercity bus services? 

- Yes
- No
- Unsure

16. Why would you not use public transit services that go to intercity bus stops?

Enter your answer

17. Do you have any additional comments regarding intercity bus services in Oklahoma? 

Yes

No

18. What additional comments do you have regarding intercity bus services in Oklahoma?

Enter your answer

2025 ODOT Intercity Bus Survey for Intercity Bus Stakeholders and the General Public

Demographics

Please answer the following demographic questions. These questions are optional and confidential, and some or all may be left blank.

19. What is your age?

<18

19 - 29

30 - 39

40 - 49

50 - 59

60 - 64

65+

20. What is your gender?

Male

Female

Other

21. What is your current employment status?

Employed

Unemployed

Student

Retired

Other

22. What is your household income?

- 0 - 9,999
- \$10,000 - \$19,999
- \$20,000 - \$29,999
- \$30,000 - \$39,999
- \$40,000 - \$49,999
- \$50,000 - \$59,999
- \$60,000 - \$69,999
- \$70,000 - \$79,999
- \$80,000 - \$89,999
- \$90,000 - \$99,999
- \$100,000+

23. What is your race/ethnicity? (select all that apply)

- African-American/Black
- Asian/Pacific Islander
- Caucasian/White
- Native American
- Hispanic/Latino
- Other

24. Do you consider yourself to have a disability?

- Yes
- No

2025 ODOT Intercity Bus Survey for Intercity Bus Stakeholders and the General Public

Mailing List

25. If you would like to be added to the public meeting mailing list, please provide your email address.

Enter your answer

8.4.3. Stakeholder and General Public Survey, Stakeholder Branch

2025 ODOT Intercity Bus Survey for Intercity Bus Stakeholders and the General Public

* Required

Public Transit Stakeholders

Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. The three primary companies providing intercity bus service in Oklahoma are Greyhound Lines, Jefferson Lines, and Village Travel.

Intercity bus service should not be confused with public transit service, the latter of which generally involves shorter, more local trips. Oklahoma's urban public transit agencies are the Lawton Area Transit System (LATS), Cleveland Area Rapid Transit (CART) in Norman, EMBARK in the Oklahoma City metro area, and MetroLink in Tulsa.

Public transit agencies primarily serving rural areas of Oklahoma can be found here: <https://www.odot.org/transit/s5311/index.htm>

2. What organization do you represent? If you prefer not to say, feel free to not respond or indicate as such.

Enter your answer

3. What county is your organization located in? *

County information will only be presented in summary form. Individual responses will be kept strictly confidential.

- Adair County
- Alfalfa County
- Atoka County
- Beaver County
- Beckham County
- Blaine County
- Bryan County
- Caddo County

Public Transit Stakeholders (Continued)

Intercity bus service involves long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas. The three primary companies providing intercity bus service in Oklahoma are Greyhound Lines, Jefferson Lines, and Village Travel.


Intercity bus service should not be confused with public transit service, the latter of which generally involves shorter, more local trips. Oklahoma's urban public transit agencies are the Lawton Area Transit System (LATS), Cleveland Area Rapid Transit (CART) in Norman, EMBARK in the Oklahoma City metro area, and MetroLink in Tulsa.

Public transit agencies primarily serving rural areas of Oklahoma can be found here: <https://www.odot.org/transit/s5311/index.htm>

4. For what purpose(s) do your clients or your community use intercity bus? (select all that apply)

- Medical Appointments
- Work
- School
- Visiting Friends/Family
- Going to the Airport
- Shopping
- Tourism
- They do not use Intercity Bus Service
- Other

5. What cities or towns would your clients or your community like to go to via intercity bus?

6. Have your clients or members of your community attempted to or wanted to travel within Oklahoma by intercity bus and not been able to do so? 

Yes

No

Unsure

7. Why were your clients or members of your community unable to complete a trip(s) by intercity bus? Please select all that apply.

Service did not exist

Service was too expensive

Service was not available at the required time/on the required day

Schedule was not available or difficult to access

Could not get to the intercity bus stop

Other

8. Are your clients or community able to complete their trips using different modes of transportation? Please describe which modes if so.

Enter your answer

9. In the past three years, have intercity bus services used by your clients or community become unavailable? 

Yes

No

Unsure

10. Which intercity bus services are now unavailable?

Enter your answer

11. Please rank the following intercity bus service improvements in terms of which would most likely entice you, your clients, or your community to use intercity bus.

More frequent service

Lower cost tickets

Closer stop locations

New routes or destinations served

Accessibility to existing stops or stations

Local public transit service to intercity stops and stations

Quality/cleanliness of vehicles, stops, or stations

12. What other improvements would entice you, your clients, or community to use intercity bus?

Enter your answer

13. How much value do you believe intercity bus service provides to your clients or community?

- High value
- Moderate value
- Limited value
- No Value
- Not applicable or my area does not have intercity bus service

14. If your area is **not** served by intercity bus service, how important do you feel it is to bring intercity bus service to your community?

- Very important
- Moderately important
- Minimally important
- Not important
- Not applicable or my area already has intercity bus service

15. Which transportation methods do you, your clients, or community use to access intercity bus stops?

- Automobile
- Walking
- Biking
- Public Transit
- Lyft, Uber, or similar services
- Taxi
- N/A or none
- Other

16. If offered, would you, your clients, or community use public transit services that provide access to intercity bus services? 

- Yes
- No
- Unsure

17. Which intercity bus stops would you, your, clients or community like public transit service to go to?


Enter your answer

16. If offered, would you, your clients, or community use public transit services that provide access to intercity bus services? 

- Yes
- No
- Unsure

17. Why would you, your clients, or your community not use public transit services that go to intercity bus stops?

Enter your answer

18. Do you have any additional comments regarding intercity bus services in Oklahoma? 

Yes

No

19. What additional comments do you have regarding intercity bus services in Oklahoma?

Enter your answer

Back

Submit

Page 3 of 7

8.4.4. Stakeholder and General Public Survey Results

Responses

261



Average Time

29:01



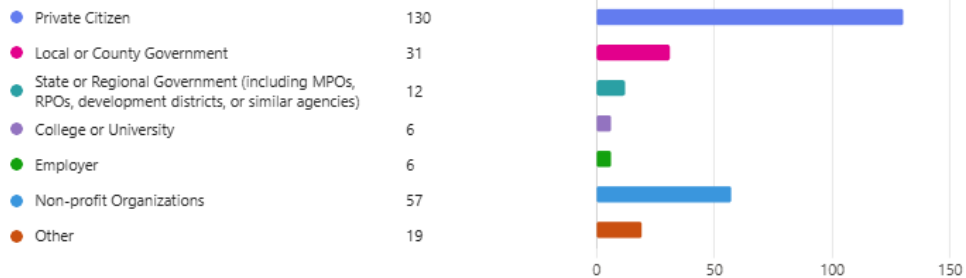
Duration

98 Days



1. Which of the following best describes you?

[More details](#)



2. What organization do you represent? If you prefer not to say, feel free to not respond or indicate as such.

[More details](#)

104
Responses

Latest Responses
"NODA"
...

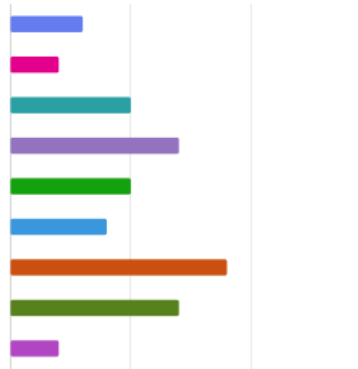
18 respondents (17%) answered Oklahoma for this question.

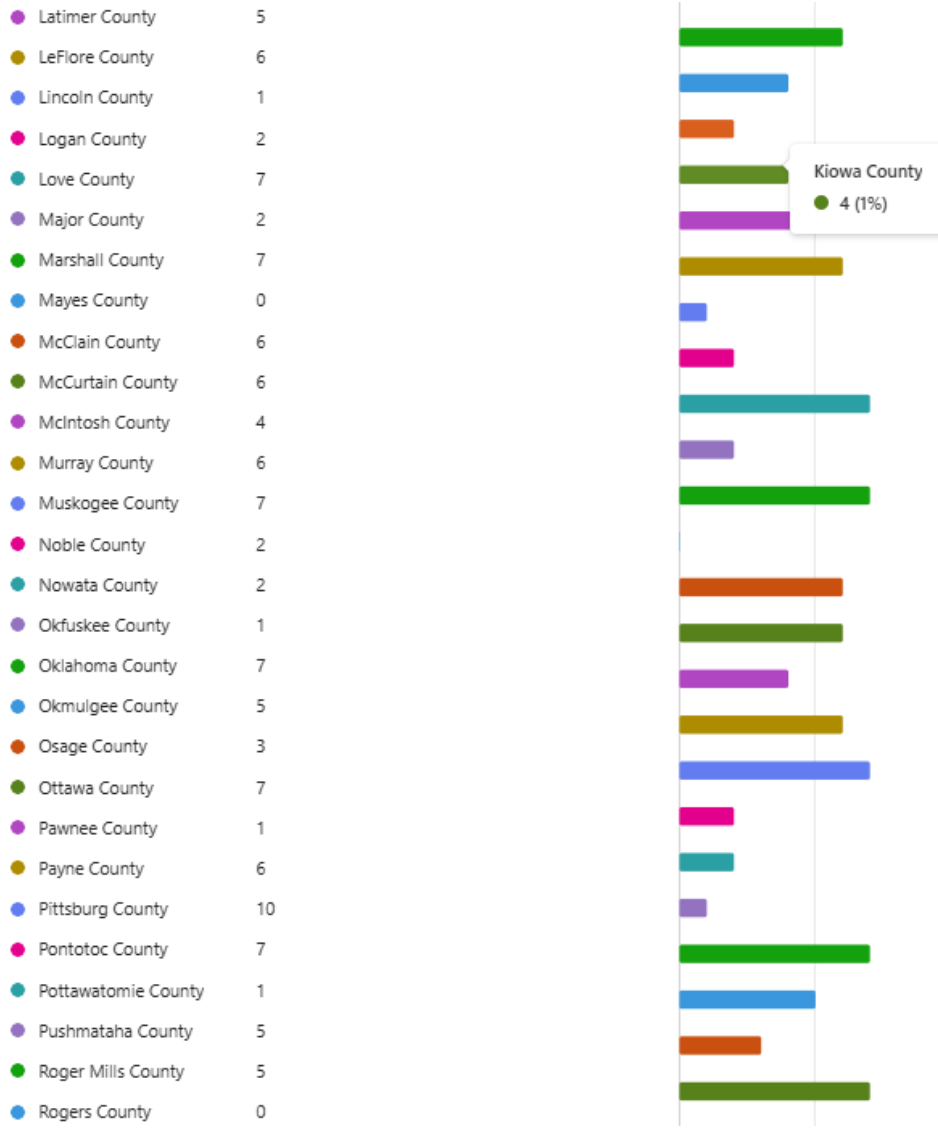


3. What county is your organization located in?

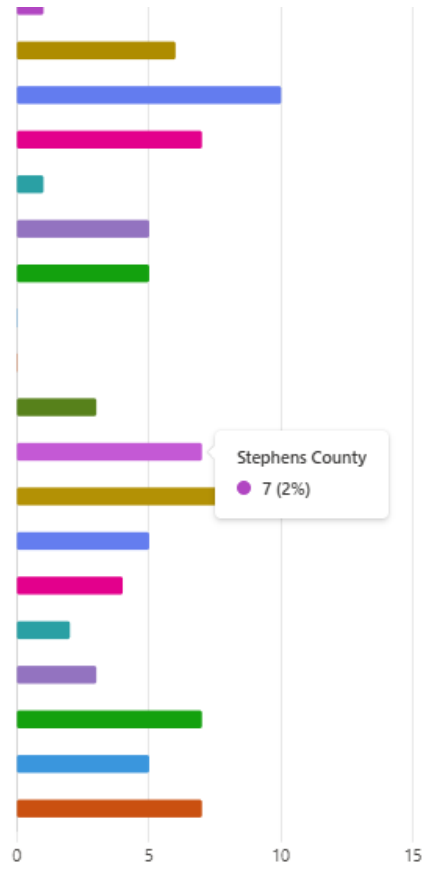
[More details](#)

Adair County	3
Alfalfa County	2
Atoka County	5
Beaver County	7
Beckham County	5
Blaine County	4
Bryan County	9
Caddo County	7
Canadian County	2
Carter County	10



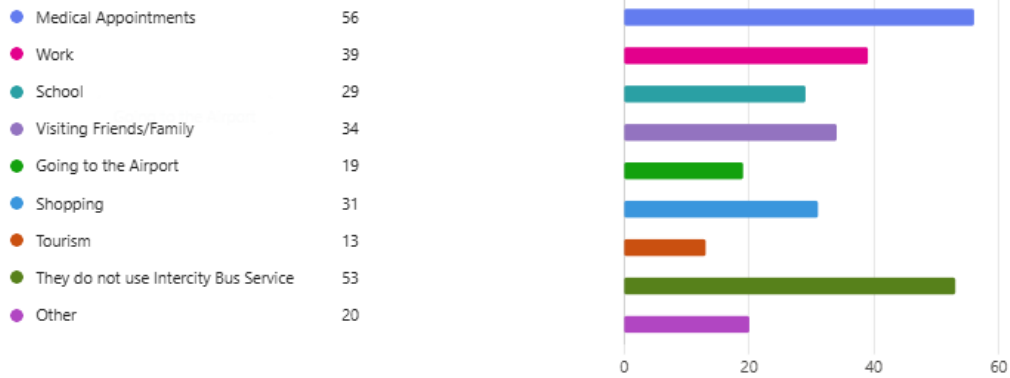


● Seminole County	0
● Sequoyah County	3
● Stephens County	7
● Texas County	10
● Tillman County	5
● Tulsa County	4
● Wagoner County	2
● Washington County	3
● Washita County	7
● Woods County	5
● Woodward County	7



4. For what purpose(s) do your clients or your community use intercity bus? (select all that apply)

[More details](#)



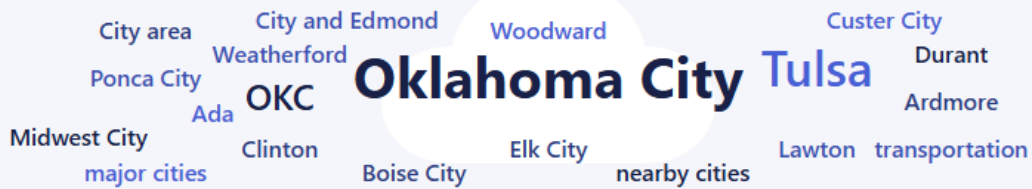
5. What cities or towns would your clients or your community like to go to via intercity bus?

[More details](#)

116
Responses

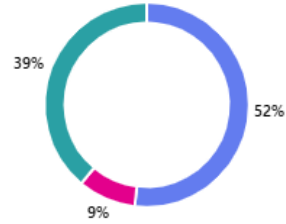
Latest Responses
"OK City"
...

27 respondents (23%) answered Oklahoma City for this question.



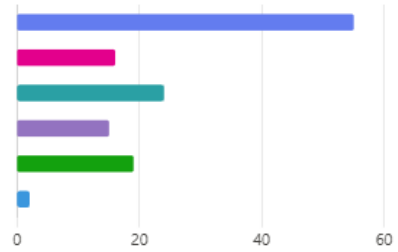
6. Have your clients or members of your community attempted to or wanted to travel within Oklahoma by intercity bus and not been able to do so? [More details](#)

● Yes	68
● No	12
● Unsure	51



7. Why were your clients or members of your community unable to complete a trip(s) by intercity bus? Please select all that apply. [More details](#)

● Service did not exist	55
● Service was too expensive	16
● Service was not available at the required time/on the required day	24
● Schedule was not available or difficult to access	15
● Could not get to the intercity bus stop	19
● Other	2



8. Are your clients or community able to complete their trips using different modes of transportation? Please describe which modes if so. [More details](#)

59
Responses

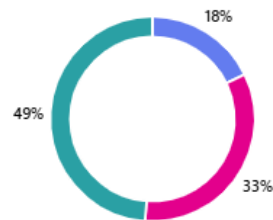
Latest Responses
"This is no other mode of transportation"
...

21 respondents (36%) answered No for this question.



9. In the past three years, have intercity bus services used by your clients or community become unavailable? [More details](#)

● Yes	23
● No	43
● Unsure	63



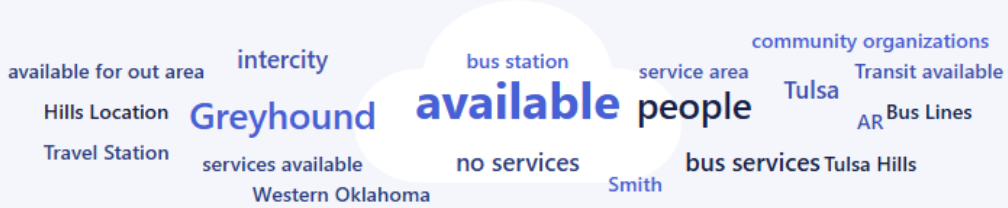
10. Which intercity bus services are now unavailable?

[More details](#)

19
Responses

Latest Responses
"Cherokee Strip Transit"
...

4 respondents (21%) answered available for this question.



11. Please rank the following intercity bus service improvements in terms of which would most likely entice you, your clients, or your community to use intercity bus.

[More details](#)



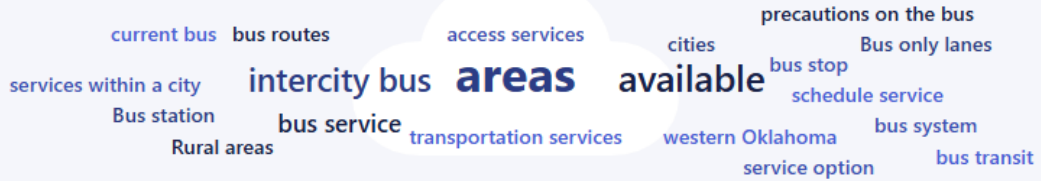
12. What other improvements would entice you, your clients, or community to use intercity bus?

[More details](#)

78
Responses

Latest Responses
"More availability"
...

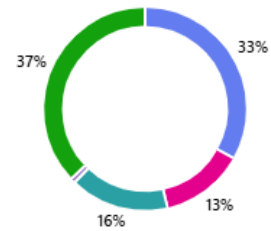
12 respondents (15%) answered areas for this question.



13. How much value do you believe intercity bus service provides to your clients or community?

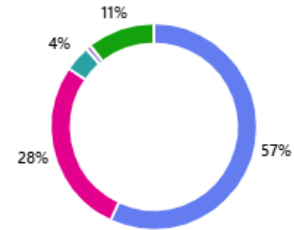
[More details](#)

● High value	42
● Moderate value	17
● Limited value	20
● No Value	1
● Not applicable or my area does not have intercity bus service	47



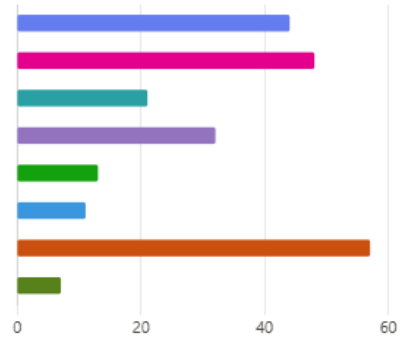
14. If your area is **not** served by intercity bus service, how important do you feel it is to bring intercity bus service to your community? [More details](#)

● Very important	70
● Moderately important	34
● Minimally important	5
● Not important	1
● Not applicable or my area already has intercity bus service	13



15. Which transportation methods do you, your clients, or community use to access intercity bus stops? [More details](#)

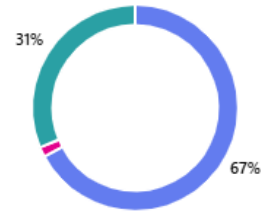
● Automobile	44
● Walking	48
● Biking	21
● Public Transit	32
● Lyft, Uber, or similar services	13
● Taxi	11
● N/A or none	57
● Other	7



16. If offered, would you, your clients, or community use public transit services that provide access to intercity bus services?

[More details](#)

● Yes	86
● No	2
● Unsure	40



17. Which intercity bus stops would you, your, clients or community like public transit service to go to?

[More details](#)

60
Responses

Latest Responses
...

9 respondents (15%) answered Tulsa for this question.



18. Why would you, your clients, or your community not use public transit services that go to intercity bus stops?

[More details](#)

1
Responses

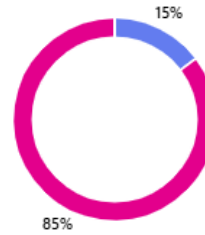
Latest Responses



19. Do you have any additional comments regarding intercity bus services in Oklahoma?

[More details](#)

- Yes 18
- No 104



20. What additional comments do you have regarding intercity bus services in Oklahoma?

[More details](#)

17
Responses

Latest Responses



9 respondents (53%) answered transportation for this question.

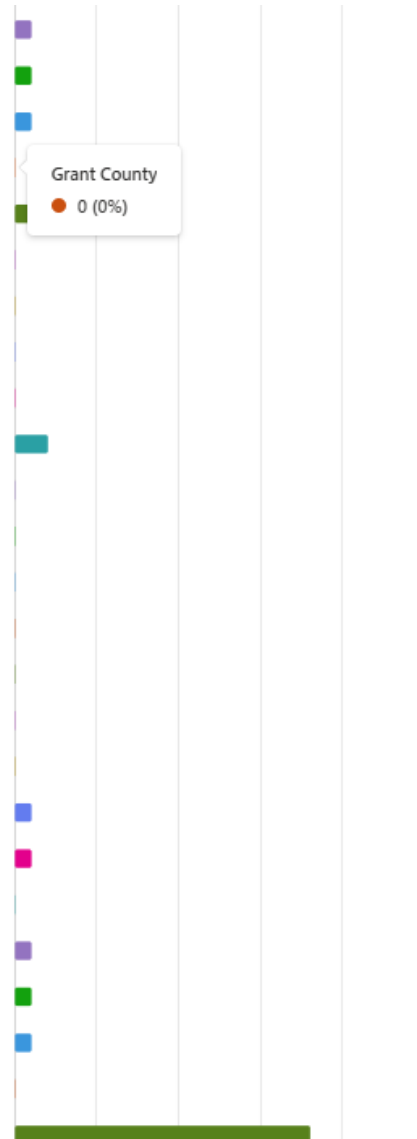


21. What county do you primarily live in?

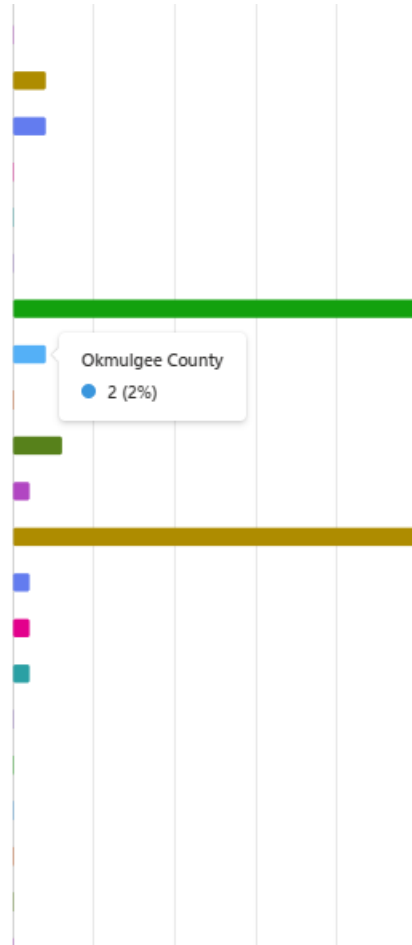
[More details](#)



Grant County	0
Greer County	1
Harmon County	0
Harper County	0
Haskell County	0
Hughes County	0
Jackson County	2
Jefferson County	0
Johnston County	0
Kay County	0
Kingfisher County	0
Kiowa County	0
Latimer County	0
LeFlore County	0
Lincoln County	1
Logan County	1
Love County	0
Major County	1
Marshall County	1
Mayes County	1
McClain County	0
McCurtain County	18
McIntosh County	0
Murray County	2
Muskogee County	2
Noble County	0
Nowata County	0
Okfuskee County	0



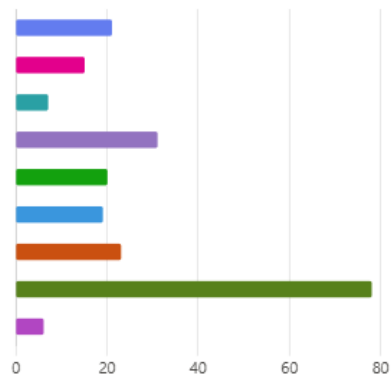
● Oklahoma County	25
● Okmulgee County	2
● Osage County	0
● Ottawa County	3
● Pawnee County	1
● Payne County	25
● Pittsburg County	1
● Pontotoc County	1
● Pottawatomie County	1
● Pushmataha County	0
● Roger Mills County	0
● Rogers County	0
● Seminole County	0
● Sequoyah County	0
● Stephens County	0
● Texas County	3
● Tillman County	0
● Tulsa County	7
● Wagoner County	0
● Washington County	0
● Washita County	0
● Woods County	0
● Woodward County	0



22. For what purpose(s) do you use intercity bus?

[More details](#)

● Medical appointments	21
● Work	15
● School	7
● Visiting Friends/Family	31
● Going to the airport	20
● Shopping	19
● Tourism	23
● I do not use Intercity Bus Service	78
● Other	6



23. Are there cities or towns you like to go to via intercity bus? If so, which cities or towns?

[More details](#)

87
Responses

Latest Responses
"Tulsa"
...

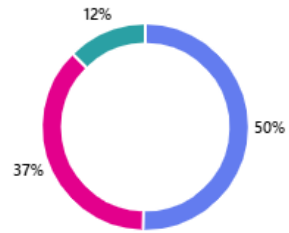
31 respondents (36%) answered Tulsa for this question.



24. Have you attempted to or wanted to travel within Oklahoma by intercity bus and not been able to do so?

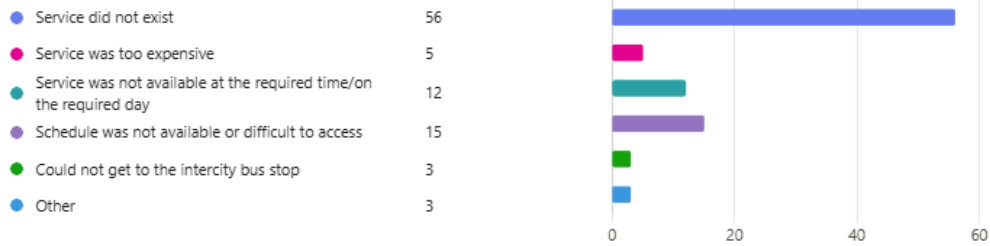
[More details](#)

Yes	65
No	48
Unsure	16



25. Why were you unable to complete a trip(s) by intercity bus? Please select all that apply.

[More details](#)



26. Are you able to complete your trips using different modes of transportation? Please describe which modes if so.

[More details](#)

53
Responses

Latest Responses
"Personal car"
...

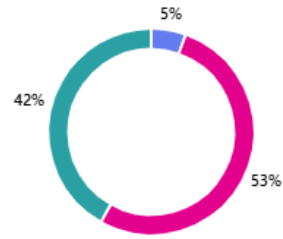
17 respondents (32%) answered CAR for this question.



27. In the past three years, have intercity bus services used by you become unavailable?

[More details](#)

● Yes	7
● No	68
● Unsure	54



28. Which intercity bus services became unavailable in the past three years?

[More details](#)

6
Responses

Latest Responses
"Muskogee"
...

1 respondents (17%) answered Jefferson Lines for this question.

Muskogee

Jefferson Lines

Greyhound
available

29. Please rank the following intercity bus service improvements in terms of which would most likely entice you to use intercity bus. [More details](#)

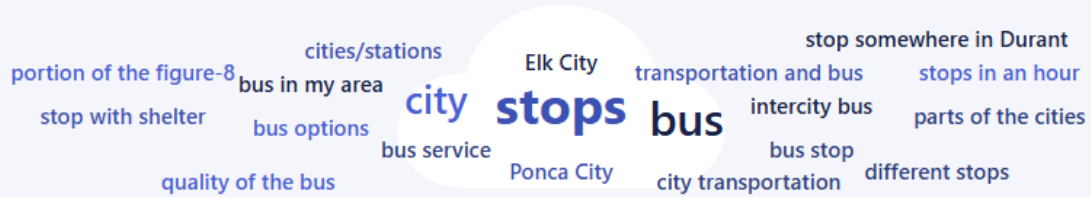


30. What other improvements would entice you to use intercity bus? [More details](#)

52
Responses

Latest Responses
"Regular bus stop with shelter!"
...

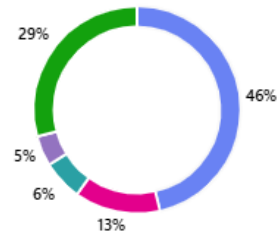
8 respondents (15%) answered stops for this question.



31. How much value do you believe intercity bus service provides to your community?

[More details](#)

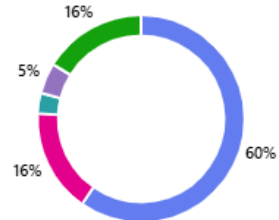
<input type="radio"/> High value	<input checked="" type="radio"/> Moderate value	59
<input type="radio"/> Moderate value		17
<input type="radio"/> Limited value		8
<input type="radio"/> No Value		6
<input type="radio"/> Not applicable or my area does not have intercity bus service		37



32. If your community is **not** served by intercity bus service, how important do you feel it is to bring intercity bus service to your community?

[More details](#)

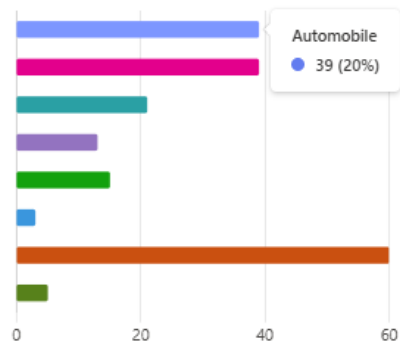
<input type="radio"/> Very important	74
<input type="radio"/> Moderately important	20
<input type="radio"/> Minimally important	4
<input type="radio"/> Not important	6
<input type="radio"/> Not applicable, or my area already has intercity bus service	20



33. Which transportation methods do you use to access intercity bus stops?

[More details](#)

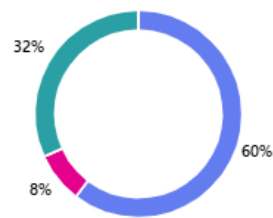
Automobile	39
Walking	39
Biking	21
Public Transit	13
Lyft, Uber, or similar services	15
Taxi	3
N/A or none	60
Other	5



34. If offered, would you use public transit services that provide access to intercity bus services?

[More details](#)

Yes	76
No	10
Unsure	40



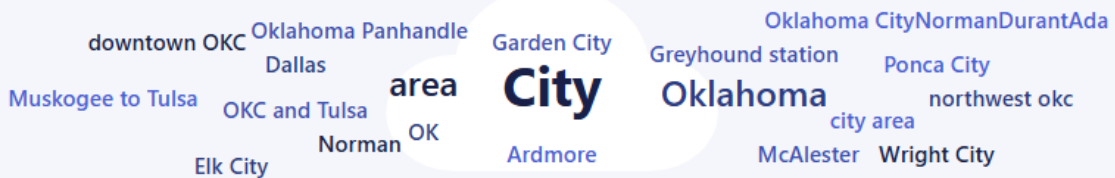
35. Which intercity bus stops would you like public transit service to go to?

[More details](#)

51
Responses

Latest Responses
"Muskogee to Tulsa"
...

9 respondents (18%) answered City for this question.



36. Why would you not use public transit services that go to intercity bus stops?

[More details](#)

8
Responses

Latest Responses
...

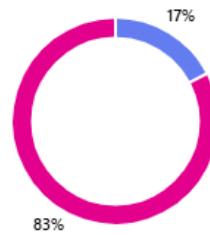
3 respondents (38%) answered car for this question.



37. Do you have any additional comments regarding intercity bus services in Oklahoma?

[More details](#)

● Yes 21
● No 100



38. What additional comments do you have regarding intercity bus services in Oklahoma?

[More details](#)

20
Responses

Latest Responses
...

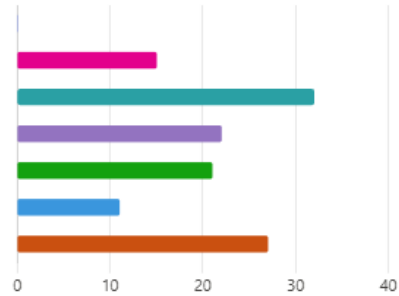
7 respondents (35%) answered need for this question.



39. What is your age?

[More details](#)

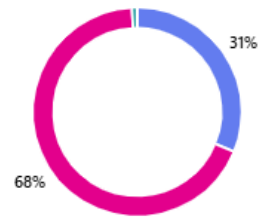
<18	0
19 - 29	15
30 - 39	32
40 - 49	22
50 - 59	21
60 - 64	11
65+	27



40. What is your gender?

[More details](#)

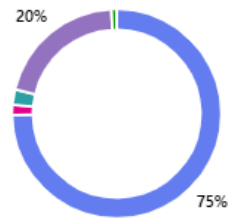
● Male	39
● Female	85
● Other	1



41. What is your current employment status?

[More details](#)

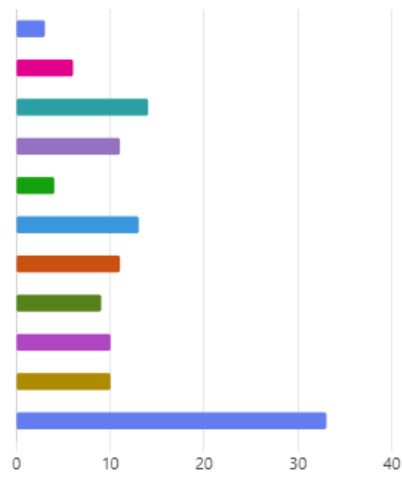
● Employed	95
● Unemployed	2
● Student	3
● Retired	26
● Other	1



42. What is your household income?

[More details](#)

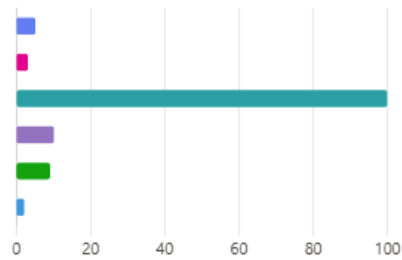
● 0 - 9,999	3
● \$10,000 - \$19,999	6
● \$20,000 - \$29,999	14
● \$30,000 - \$39,999	11
● \$40,000 - \$49,999	4
● \$50,000 - \$59,999	13
● \$60,000 - \$69,999	11
● \$70,000 - \$79,999	9
● \$80,000 - \$89,999	10
● \$90,000 - \$99,999	10
● \$100,000+	33



43. What is your race/ethnicity? (select all that apply)

[More details](#)

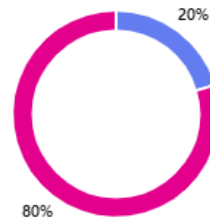
● African-American/Black	5
● Asian/Pacific Islander	3
● Caucasian/White	100
● Native American	10
● Hispanic/Latino	9
● Other	2



44. Do you consider yourself to have a disability?

[More details](#)

● Yes 26
● No 101



45. If you would like to be added to the public meeting mailing list, please provide your email address.

[More details](#)

34
Responses

Latest Responses

"Yes"

...

4 respondents (12%) answered No for this question.

Durant

Yes

No

Holcomb Ave

8.4.5. Stakeholder and General Public Meeting Presentation

Oklahoma Department of Transportation Office of Mobility & Public Transit Intercity Bus Needs Assessment Public Meeting



April 24, 2025

Project Team Introductions

- ODOT OMPT
- WSP



Agenda

- 1) Intercity Bus (ICB) Assessment Process
- 2) Available annual funding for intercity bus
- 3) Current ICB service in Oklahoma
- 4) Demographics of Oklahoma
- 5) Survey key takeaways
- 6) Discussion



What is Intercity Bus?

Federal Definition

Regularly scheduled bus service for the **general public** that operates with **stops in rural areas** over **fixed routes** connecting **two or more urbanized areas not in close proximity**, has the capacity for **transporting baggage** carried by passengers, and makes **meaningful connections with scheduled intercity bus service to more distant points**, if such service is available.



Plain Speak Definition

Long, regularly-scheduled trips connecting multiple larger cities, often with stops in comparatively rural towns and areas, where the buses have space for your luggage.



Intercity Bus Vs. Local Public Transit

Intercity Bus

- Longer, non-local trips
- Trips often cross state lines
- Larger vehicles with space for bags, typically buses



NOTE: These are typical characteristics of Intercity Bus and Local Public Transit service, which may vary in individual cases.

Local Public Transit

- Comparatively shorter and local trips
- Smaller vehicles, including smaller buses and vans



Intercity Bus Needs Assessment Background

Why do a Needs Assessment?

- The Federal Transit Administration (FTA) requires ODOT to do so as a condition of using intercity bus funding.
- More importantly, ODOT receives considerable funding for intercity bus service and needs to understand the best way to use it.

What do we want to accomplish?

- To understand where in Oklahoma there are needs for intercity bus service and what the nature of those needs are
- To understand the best way Oklahoma can meet those needs



Annual Formula Grant Programs

5307 (or Urban)

- For public transit in **Urban Areas*** with a population of 50,000 or more
- For trips within Urban Areas

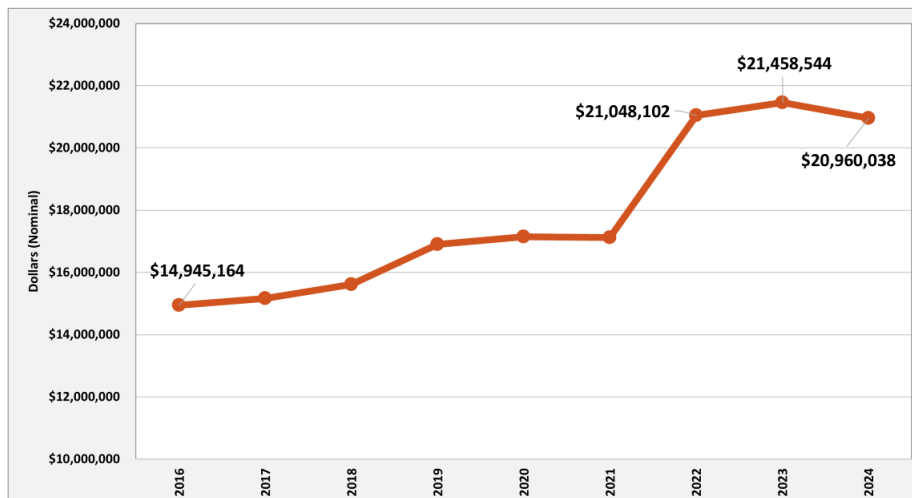
5311 (or Rural)

- For public transit **Rural Areas*** with a population of 50,000 or less
- For trips that either start or end in a **Rural Area**
- **Includes 5311(f) funding, which may be used to fund capital, operating, or marketing activities associated with intercity bus service**

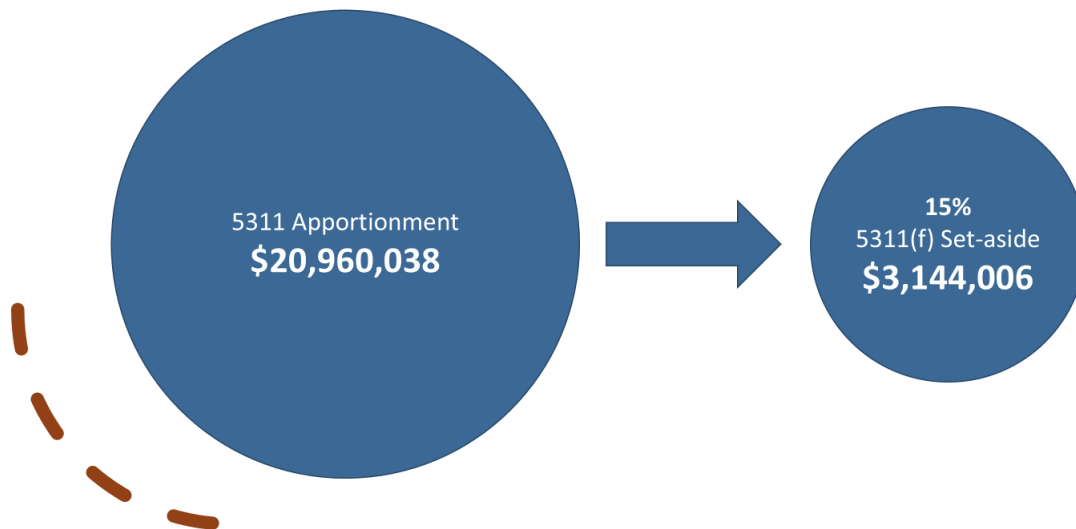
* Urban Areas are a US Census-designated boundary, outside of which is considered "Rural" for regulatory purposes



Oklahoma Annual 5311 Funding History



FY2024 5311(f) Set-aside



ICB Assessment Process

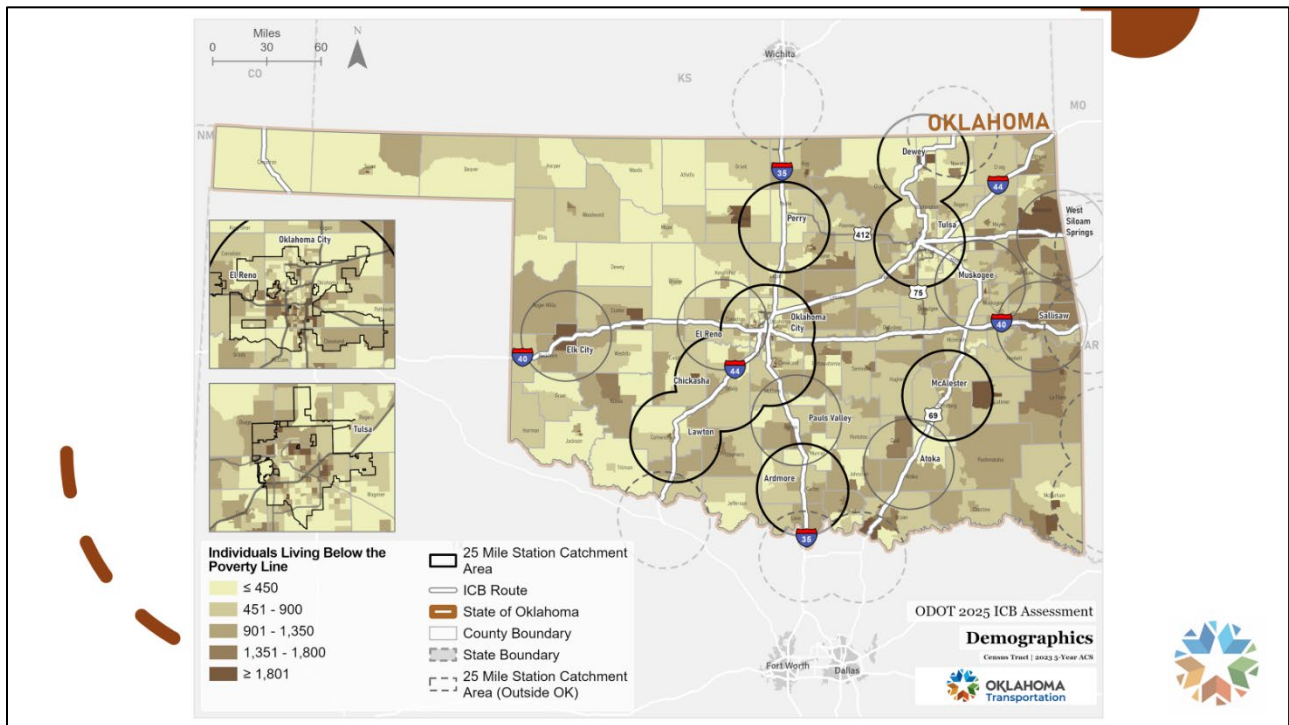
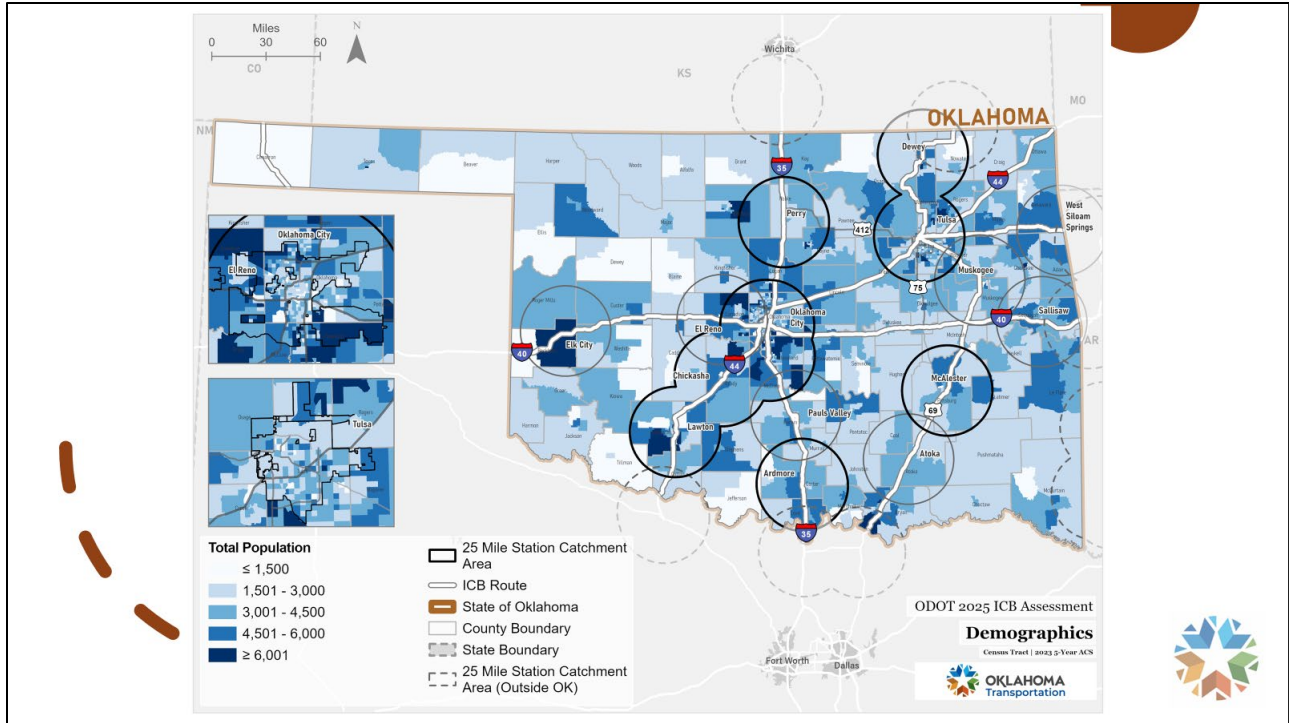
Current Efforts

- Data Collection and Analysis
- Stakeholder Engagement Activities:
 - Stakeholder/Public Survey
 - ICB and Transit Provider Survey
 - Provider Consultation Meeting
 - Public Meeting
- Interviews with Other DOTs

Future Efforts

- Analysis of Stakeholder Engagement
- Evaluation of Potential and Existing ICB Services
- Evaluation of Models for State ICB Programs
- Final Report in June 2025





Provider & User Surveys

Provider Survey

- For ICB providers and public transit providers

Stakeholder/General Public Survey

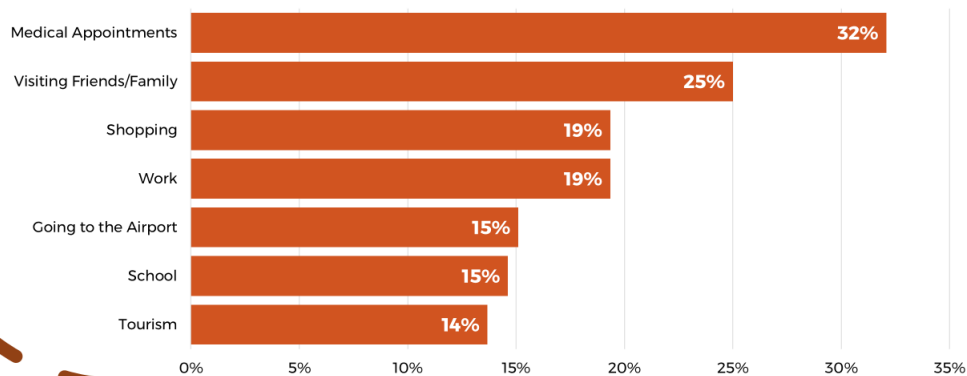
- Local/County Governments, Colleges/Universities, Major Employers, Non-profits, Private Citizens
- Link: <https://forms.office.com/e/rBDny8FA6A>



Key Stakeholder Survey Takeaways

When asked what purposes people use ICB for, Medical Appointments and Visiting Friends/Family were clear standout purposes.

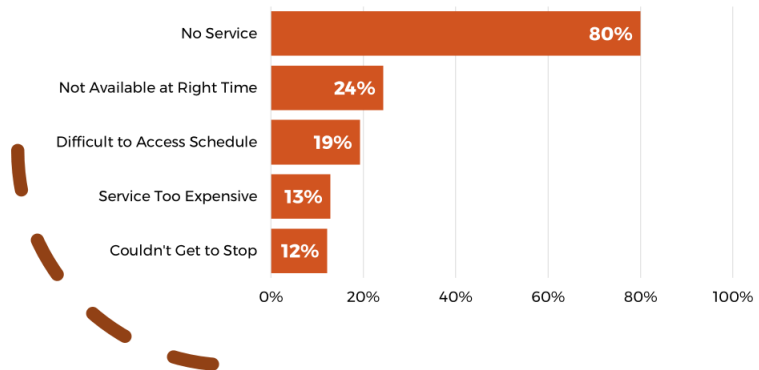
User Purposes for Using ICB



Key Stakeholder Survey Takeaways

Stop location and stop accessibility are top of mind for customers.

User Reasons for Not Using ICB



Ranking of ICB Improvements:

1. More Frequency
2. New Routes
3. Closer Stops
4. Lower Costs
5. Improved Public Transit Access
6. Accessibility of Stop Locations
7. Quality/Cleanliness of Buses



Key Stakeholder Survey Takeaways

Q: What other improvements would entice you to use intercity bus?

- *"A closer location and different stops."*
- *"More options to use, more location served in rural Oklahoma."*
- *"More connections between cities."*
- *"It would be nice to just have access!"*
- *"An intercity bus in my area."*
- *"A stop somewhere in Durant, preferably downtown."*

Q: What additional comments do you have regarding intercity bus services in Oklahoma?

- *"The service would be valuable for me to use to get to OKC (especially downtown) and other areas and not have to pay for parking or search for a parking spot. However, for me it would just be a convenience, but for others it would be a lifeline and that's why I fully support it."*
- *"There is a tremendous need for more intercity transit for low income people. As a retired judge, I saw so many people trying to rehabilitate themselves by accessing needed services that often proved inaccessible because of a lack of public transportation at a low cost."*
- *"As someone from outside of the US, it is shocking to me that intercity bus services don't exist between the major cities within the state (aside from OKC-Tulsa). This forces individuals and families to have the extra cost of having at least one car, is extremely limiting for people who are unable to drive for whatever reason, and is horrendous for the environment. I think this is a really basic need for people to move autonomously and opens up much better opportunities for work, education, leisure, etc."*



Key Provider Survey Takeaways

Q: Since January 1, 2022, has your agency reduced or eliminated service within Oklahoma, such as by reducing frequency, eliminating stops, or in other ways?

- *"Paul's Valley and Durant. Inability to find a bus stop location."*

Q: Describe the extent to which your agency coordinates with intercity bus providers.

- *"The times service comes through requires passengers to spend the night to connect early. Greyhound and Jefferson lines do not pick up or drop off during our regular hours of operation (11pm and 7am is typical out of Perry, OK. We would like to coordinate, however, riders cannot afford fare to the closest station, which averages 5 to 50 miles, depending on where the rider lives."*

Q: What resources or assistance would your agency need to start providing or continue to provide Feeder Service?

- *"AGENCY would likely need funding to provide for at least one full-time driver and vehicle to meet Feeder Service requirements as we currently understand them."*

Q: Describe the extent to which your agency coordinates with urban and rural public transit agencies.

- *"We see many opportunities in Oklahoma that could better serve Oklahoma citizens. Jefferson is happy to provide public transit information on our website. We believe that intercity bus passengers are also public transit passengers."*



Open Discussion on Current ICB Service & Needs

- What areas of Oklahoma need intercity bus service that do not currently have it?
- Which intercity bus services need to be improved, and which specific aspects?
- For what reason(s) do people use or not use intercity bus service?
- How well do people feel they are being served by their rural public transit agencies?
- What needs or gaps exist regarding rural public transit agencies?
- How should the State manage its intercity bus program in the future?

Stakeholder Survey Information

Link:

<https://forms.office.com/e/rBDny8FA6A>



Thank You for Your Participation

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Matthew Long, WSP
matthew.long@wsp.com

Stakeholder Survey

