



COMMUNITY PARTNER COMMITTEE (CPC) MEETING #1

Wednesday, July 22, 2026, 1:00 p.m. - 2:30 p.m.

ODOT Training Center - 5307 NE 122nd St, Oklahoma City, OK 73131

ATTENDEES

ODOT: Jared Schwenessen, Laura Chaney, Eric Rose, Bobby Parkinson, Devon Westbrook

DCCM: JD Allen, Marcus Allen, Dan McGrath, Meredith Greene (Socius Amica)

CPC:

Name	Agency	Name	Agency
Deydra Gradson-Lee	Areawide Aging Agency	Chanler Cory	ODOT Mobility Management
Pat McCormick	(COEDD)	Kristi Winchester	ODOT Mobility Management
Tina Lowery	Central Oklahoma Transit System (COTS)	Olivia Hook	ODOT Mobility Management
Rob Endicott	Cherokee Nation Transit	Jared Cooper	OK Dept of Commerce
Christy Batterson	City of Edmond	Lisa Ford	OK Dept of Commerce
Gilbert Nuncio	Community Action Development Corporation (CADC)	LeeAnn Bennett	Oklahoma Commission on Children and Youth (OCCY)
Laura Corff	CPTS	Jon Chiappe	OK Dept of Commerce
Jenifer Randle	DDCO	AK Williams	Department of Emergency Management (OEM)
Jennifer Robinson	DDCO	Courtney Peters	(ODH)
Terrell Turman	Delta Public Transit	Christian Bonds	(ODH)
Chip Nolen	EMBARK	Deborah Smith	(ODHS)
Viplov Reddy	FHWA	Edwin Acuna	(ODHS)
Clorina Ramirez	Goodwill	Charles Watt	(DRS)
Misty Wadley	Grand Gateway EDA	LaChelle Westfahl	(DRS)
Tischa Lemasters	Grand Gateway EDA/Pelivan	Liz Scheffe	(DRS)
Lauran Larson	Hunger Free Oklahoma	Tracy Brigham	(DRS)
Carrie Spicer	JAMM	Debra Lefflee	(DRS)
Charla Sloan	KiBois	Kristen Lancaster	(DRS)
Jonathan Stone	Lawton	Randall Coon	(ODVA)
Micky Flynn	MAGB Transportation	Keisa Haskins	(OESC)
Ronna Brown	MCT	Marcus Ayers	OHCA (Sooner Ride)
Mason Brown	Multi-modal	Donna Tye-Lewis	OSDE
Amy Hill	Muscogee Nation, OKTA	Joseph Bailey	OSU Transit
Taylor Johnson	Norman	Steve Spradling	OSU Transit
Cecil Michael	NORTPO	Ria Sachdev	OU (Student)

Bobby Parkinson	ODOT	Teri Kaleiohi	SODA AAA
Melanie Rakoczy	ODOT	Rebekah Williams	SODA AAA
Rileigh Sloup	ODOT	Kelli Lynch	unknown
Sarah McElroy	ODOT	Michael Carroll	unknown
Tom Nutter	ODOT	Mike Williams	unknown
Veronica Ross	ODOT	Sylvia Watkins	unknown
Lenae Clements	ODOT Community Engagement	Todd Bough	unknown
Tonya Garmon	unknown		

MEETING PURPOSE

The first Community Partner Committee (CPC) meeting introduced members to the Oklahoma Mobility Plan, providing an overview of the project's purpose, schedule, and engagement process. The meeting then gathered initial practitioner perspectives on mobility challenges, opportunities, and priorities across Oklahoma.

The CPC is intended to provide on-the-ground knowledge and real-world experience from organizations that work directly with transit riders, transportation providers, human service organizations, planning agencies, and other community partners. Members are encouraged to think beyond transportation systems and instead focus on how mobility affects the people they serve every day.

OVERALL OBSERVATIONS

Several consistent themes emerged throughout the meeting.

- Mobility was viewed as a **quality-of-life issue** rather than simply a transportation issue.
- **Coordination** was discussed more frequently than any other topic, with participants emphasizing that customers experience transportation as one continuous journey rather than a series of separate agencies.
- Participants repeatedly stressed the importance of connecting transportation with **healthcare, employment, education, and social services**.
- **Rural connectivity** remains one of Oklahoma's most significant mobility challenges. Participants expressed strong interest in **practical, implementable recommendations** that improve coordination, increase awareness, and expand access to mobility throughout the state.

Overall, the first Community Partner Committee meeting established a highly collaborative foundation for the Oklahoma Mobility Plan. Participants demonstrated a willingness to share both successes and challenges while emphasizing a common goal of improving mobility for all Oklahomans.

COMMITTEE REPRESENTATION

The meeting included broad representation from across Oklahoma, including:

- Public transit providers

- Tribal transportation providers
- Human service organizations
- State agencies
- Regional planning organizations
- Mobility managers
- Public safety agencies
- Economic development organizations
- Health and social service organizations
- Community organizations

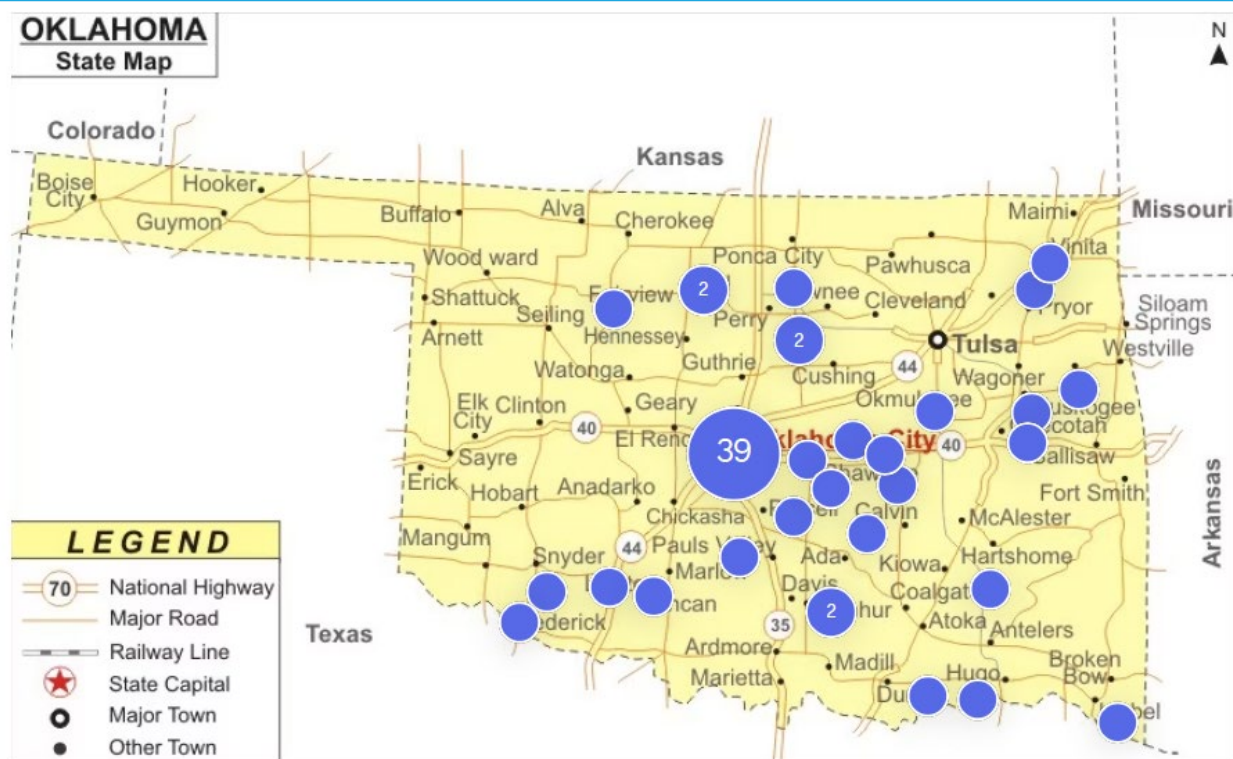
The full list of attendees is captured in the table above, along with their respective agencies. The team attempted to capture names correctly; though some handwriting on sign-in sheets was difficult to interpret.

Polling confirmed a diverse representation, with the largest participation coming from state agencies, followed by transit providers and others as shown below in Figure 1. Participants represented communities from across Oklahoma, as shown in Figure 2 below.

Figure 1: Types of agencies represented



Figure 2: Where participants' agencies are based



INTRODUCTION – WHY MOBILITY MATTERS

Participants were asked to complete the sentence: “*Mobility matters because...*” Although responses varied, several common themes emerged. (**Appendix A** includes the full list of responses to this and other “Post-it” discussion questions.)

- **Mobility provides access.** Participants consistently described mobility as providing access to employment, healthcare, education, housing, essential services, childcare, and community resources.
- **Mobility creates independence.** Many participants described mobility as essential for maintaining independence, self-sufficiency, dignity, and quality of life.
- **Mobility strengthens Oklahoma.** Several participants emphasized that transportation supports economic development, workforce participation, community vitality, and **social connections**.

Overall, participants viewed mobility not simply as transportation, but as an essential service that enables people to participate fully in everyday life.

PLAN OVERVIEW AND PROCESS

The project team provided an overview of the Plan’s purpose, approach, and timeline, including:

- The Mobility Plan is a *new* plan rather than an update of the previous plan – providing future direction for public transit AND mobility statewide

- Public engagement
 - Digital and in person – public meetings in each region, “meet you where you are” pop up events, “you said/we heard” feedback loop
 - Website and survey are both live
 - Physical materials – postcards, mini-posters
- Timeline: 18-month effort will include:
 - Data collection, plan review, best practices underway (lessons from other state DOTs)
 - Needs assessment – evaluation of gaps by different measures, not just geographic
 - Final plan will include recommendations, a funding plan, and prioritized, actionable next steps

Throughout the planning effort, the CPC will help identify needs, validate findings, strengthen recommendations, and support implementation by bringing practitioner perspectives into the process.

DISCUSSION THEMES AND TAKEAWAYS

Appendix A includes the full list of responses transcribed from “Post-it notes” discussion questions.

Appendix B provides the full responses to Mentimeter open-ended polling questions not shown below.

Notes from the discussion below capture themes across responses.

Question: “What do you hope the Oklahoma Mobility Plan changes?”

Several consistent themes emerged. Participants hope the Mobility Plan will:

- Improve statewide coordination
- Increase access to transportation
- Expand mobility options in rural areas
- Improve connections between communities
- Increase awareness of available transportation options
- Better connect transportation with healthcare, employment, and education
- Lead to practical, implementable recommendations rather than another report

The responses reflected a desire for meaningful change rather than incremental improvements.

Question: “Where can the Community Partner Committee have the biggest influence?”

Participants felt the committee is uniquely positioned to:

- Identify unmet mobility needs
- Provide real-world customer perspectives
- Improve coordination between agencies
- Help identify practical implementation strategies
- Ensure recommendations reflect local realities
- Connect ODOT with underserved populations

Question: “Where do you see people falling through the cracks between organizations?”

Participants consistently described gaps occurring during transitions between organizations. Major themes included:

- **Lack of coordination:** participants described situations where:
 - Riders must navigate multiple agencies independently.
 - Agencies operate successfully within their own responsibilities but lack mechanisms to coordinate across organizational boundaries.
 - Customers are often required to repeat information or restart eligibility processes.
- **Rural transportation gaps:** participants noted challenges including:
 - Limited transportation between communities
 - Long-distance medical trips
 - Sparse service in western Oklahoma and the Panhandle
 - Transportation ending at jurisdictional boundaries
- **Human service coordination:** several participants emphasized that transportation is often disconnected from:
 - Healthcare providers
 - Social services
 - Workforce programs
 - Educational institutions

Across all areas, customers frequently struggle to understand which organization is responsible for helping them.

Question: “Where do handoffs between organizations work well?”

Participants highlighted several successful practices already occurring across Oklahoma. Examples included:

- Existing mobility management programs
- Regional partnerships
- Cross-agency communication
- Informal relationships between providers
- Shared commitment to solving customer problems

Several participants noted that success often depends on personal relationships between staff members rather than formal processes.

Question: “If one partnership could become easier over the next five years, what partnership would make the biggest difference?”

Several priorities emerged across healthcare, workforce, state agencies, and local governments:



- **Healthcare:** the strongest theme involved improving partnerships with:
 - Hospitals
 - Medical providers
 - Behavioral health providers
 - Specialty care facilities

Participants noted transportation often becomes a barrier after appointments are scheduled.

- **Workforce:** participants emphasized stronger coordination between:
 - Employers
 - Workforce agencies
 - Transit providers

Transportation remains a significant barrier to employment, particularly for shift workers.

- **State agencies:** participants encouraged stronger coordination among state agencies serving common populations, reducing duplication and simplifying access for customers.
- **Local governments:** many participants noted the importance of stronger partnerships with cities and counties to improve transit awareness, infrastructure, and local investment.

Question: What information do you see every day that transportation planners often don't?

Participants emphasized that practitioners see issues not always reflected in traditional transportation data. Examples included:

- Individual transportation stories
- Missed medical appointments
- Workforce transportation challenges
- Accessibility barriers
- Rider confusion about available services
- Transportation needs extending beyond traditional commuter trips
- Changing community demographics

Participants stressed that local knowledge should complement quantitative analysis throughout the planning process.

Question: What are the most important community destinations to be connected to transit?

Participants identified a range of destinations that should be connected to transit, with the highest priorities being employment, healthcare, grocery stores, schools, childcare, government services, social services, senior centers, and community centers. Participants also emphasized connections to recreation, faith communities, shopping, and opportunities for social interaction, reinforcing that transportation supports overall quality of life—not simply essential trips. Figure 3 visualizes all participant responses, where larger words or phrases represent more common responses.

Figure 3: Community destinations important to connect to transit



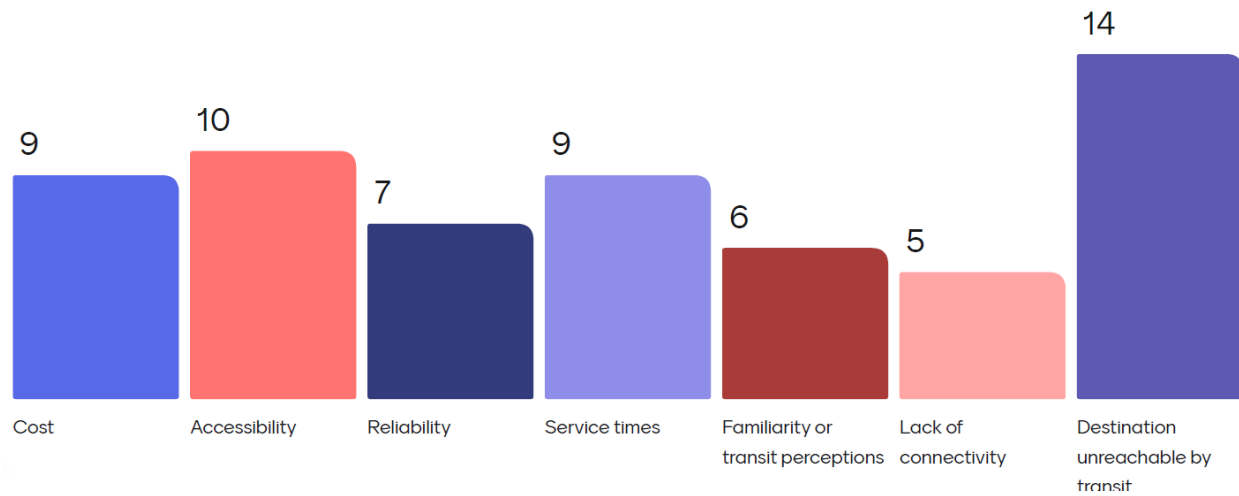
Community Partner Committee Meeting Notes



Figure 4: Major challenges in providing transit service



Figure 5: Major barriers for transit riders

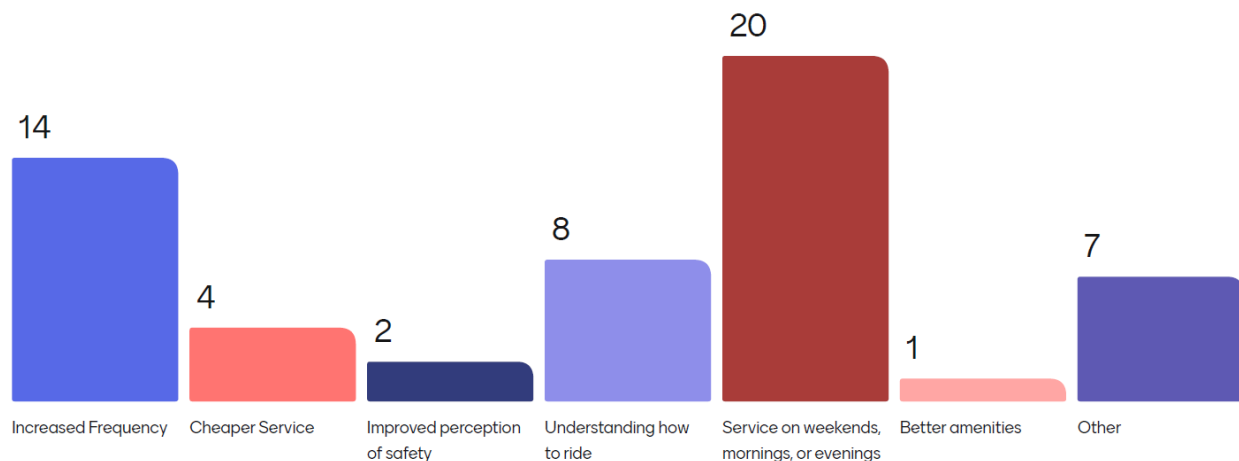


The discussion reinforced that barriers extend beyond service availability and include education, awareness, and ease of using the system.

Question: What do you think would increase transit ridership?

Participants suggested several ways to encourage greater transit use, with top responses including expanded service and increased frequency as shown in Figure 6.

Figure 6: Ways to increase transit ridership



These responses suggest that service availability and customer familiarity both remain important factors in growing ridership. (Note that cost was not an option that could be selected in this poll question, which may be captured by the 7 “other” responses.)

Additional Comments

Participants also identified several additional issues that should be considered throughout the planning process. Common themes included:

- Better statewide communication about available services
- Stronger education and outreach
- Greater community and local government buy-in
- Transportation for families with children
- Older adult transportation
- Industrial employment access
- Better connections between neighboring communities
- Gaps between urban and rural transit systems
- Territorial boundaries between providers
- Replication of successful programs statewide

Participants also encouraged the project team to identify successful practices already occurring in Oklahoma and expand those models where appropriate.

Participants also recommended additional opportunities for distributing materials, including:

- OSU Extension Offices
- Local library branches
- Community centers

APPENDIX A:

RESPONSES TO “POST-IT” DISCUSSION QUESTIONS

Question: “Complete this sentence: ‘Mobility matters because...’”

- Life saving
- Quality of life
- Access matters
- Economies are built around the ability to move people, products, and services
- Access, health, independence
- It’s a foundation for economic prosperity
- Everyone needs to be somewhere
- It’s an important method of getting people from one location to another
- Connection, independence
- Access
- Quality of life
- Independence
- Everyone needs transportation
- People need to live their lives
- It is the basis for all life activities
- We all need access
- People’s lives depend on having transportation
- People need to move from place to place
- Work, school, doctor, essential appointments
- It supports society
- It allows Oklahomans to access housing, employment, childcare, and other resources
- People want independence and accessibility
- It provides connection
- It allows transition from place to place
- Forward movement
- Mental and physical health
- It is needed every day to get to work
- Stability
- It affects every single person
- Everyone deserves access
- Independence
- Independence



- Independence
- People want a good life in and around their community
- Independence
- Staying in home
- Accessibility
- Freedom
- Life is always moving
- Helps people get to doctors or medical professionals
- Provides access to resources
- Individuals are important and being mobile allows them to do things
- Quality of life
- Independence
- We as a community must be able to move/get around (for services and life safely)
- Families need safe transportation to live health and prosperous lives
- People cannot thrive if they cannot get to food, healthcare, living wage employment, etc.
- Individuals with disabilities and with limited financial resources need assistance
- Without it people are isolated
- It is a community's lifeline
- It is the foundation of quality of life
- Because people need to travel
- People need to go places
- There are many who do not have access
- It keeps you connected and allows you to be independent
- Every person matters
- It takes you places you need to be like grocery stores
- Freedom
- It improves lives
- It provides access to jobs, healthcare and recreation
- It provides independence
- Life moves, quality of life, accessibility
- Accessibility
- Accessibility

Question: What's one transportation challenge you see regularly that most people don't realize exists?

- Not everyone has family to depend on
- Getting people from the house to the vehicle
- Senior workforce, paratransit needs, sidewalks, service hours
- Amount of poverty and how it limits transportation
- Funding
- There are barriers for folks even when transportation is available
- Funding
- People don't have transportation access
- Pregnant women in rural areas don't have access to birthing hospitals/appointments in other cities
- After hours transportation
- Transportation for behavioral health
- Safe street crossings
- People to operate and maintain transit
- Lack of collaboration between agencies to cover gaps in service
- It's expensive/transit fares
- Lack of knowledge on available services
- People with disabilities are left behind
- Access to car seats and information on how to safely use them
- Reliable vehicles and money for gas are harder than people realize
- ADA mobility
- Lack of road access
- Access for older Oklahomans
- Cost
- Trips to other towns for services such as court, SSN documents, dl updates, other legal documents
- Denied due to capacity—medical priority
- Transportation for people with disabilities is limited
- Transportation is an issue; access to community when wanted
- Transporting a translator for a patient that needs one (when tech/virtual is not an option)
- We live in a state where getting from point A to point B is difficult
- Staff needs
- Funding
- Low vision, sidewalks, how to schedule
- ADA sidewalks

- Cost
- Finding drivers
- Ability to get to work/school
- Ability to get to work
- Accessibility; limited availability
- Working with different mobility devices
- Communication
- Doors & sidewalks
- Cost of use
- The rural areas need free to reduced price transportation into metro for doctor or specialty doctor's office
- Passengers' lack of understanding and education regarding safety seat recommendations and laws. This can lead to friction between them and the drivers/agency when drivers have to abide by their training
- Access and affordability in rural areas
- Access to women's health specifically mammograms
- No availability to transit after 6pm
- Knowledge, education
- Not available in rural areas
- Lack of connectivity in region
- Distance to location of need vs. bus stop location
- Job seekers not being able to work
- Lack of seniors that would like to work and have no transportation
- Limited access to transportation for basic needs
- Sidewalks on every blocks/streets
- Limited access in rural Oklahoma
- Car seats
- Ability to get to work/school/train
- Transportation home from ER during "after hours"
- vehicles with good wheelchair accessibility
- No wheelchair capabilities even if people in wheelchairs have a vehicle
- Trouble scheduling paratransit when they need it
- Sacrificing frequency for coverage
- Coverage/service gaps

Question: “When you hear the phrase ‘Mobility Plan,’ what do you hope it actually changes?”

- More frequent access; rural access
- Accessibility for Veterans in rural areas
- Increase access to those with limited access (especially rural)
- Awareness of opportunities
- Multi-faceted access points to work/healthcare for people in rural areas
- Change the way people move through Oklahoma
- Gaps in coverage both rural and intercity
- Access to safe transportation for adults and children
- Better transit options and easier for people to buy a reliable car
- Public transportation, accessibility, rail/public
- Increased access, accessibility
- 24-hour access, suburban transit deserts, and schedule time
- Better access for all Oklahomans
- Improved access with and without specifically using transit services
- Better education for transit providers
- The way people can use public services
- Make affordable transportation for everyone
- Regional connectivity
- Accessibility; enlightens people how it actually works
- 24/7 access to public transportation; more transportation from rural to OKC
- Help breakdown gaps in mobility; coordination between transits
- Covers some of the gaps that rural transit can’t; better access to healthcare appointments
- New method of providing mobility
- Need realistic plan to connect cities, i.e. Muskogee – Tulsa
- Encourages ODOT to prioritize funding/staffing towards local/regional needs
- Supports for adults with disabilities in rural areas
- Access for young adults with disabilities to careers/career training
- Funds to connect transits between communities
- Needs focused changes; take the information gained and actually move the needle
- Scheduled routes; more funding
- Includes everyone with various needs
- Help for people to have mobility in a rural area
- Access for all to all areas of the state
- How we lead coordination efforts
- Coordination and perception
- Connecting funding sources to provide more transportation
- More transit visibility
- Connectivity
- Access to transportation for all
- Access to transportation for any reason
- Mobility gaps
- More people using transit

- More money for transit
- Intercity buses
- Creates action
- Changes the way people think about transportation
- More access to seniors; more public transportation
- Transparency, cooperation, coordination, public served, 24hr access, rural to city access
- The accessibility of our communities
- Coverage for people who often fall through the cracks (don't qualify for Medicaid, but cannot afford transportation)
- Increased options for people with disabilities (across multiple city boundaries)
- Simple way to schedule paratransit (make more flexible and spontaneous)
- Independence/access (good life/quality of life for ALL)
- Increased public transit into other cities
- Access to older Oklahomans
- 24hr transit from rural into city
- Access out of rural areas for things not provided in rural areas
- More inclusive, greater access for rural areas
- Usable tools; collaborative efforts between agencies
- Connectivity; the importance of mobility
- Increased knowledge around OK & decrease in gaps
- Funding awareness
- Increase in hubs connections between transit providers
- Public perceptions, increased accessibility, increased connectivity, broadened operating hours
- Ridership, rural access, ease of using

Question: "What information does your organization see every day that transportation planners often don't?"

- Lack of drivers, lack of sustainable routes/riders, lack of awareness/knowledge of these very programs
- Individual trip requests and route recommendations
- Job providers that need multiple shifts to function
- Over 50% of car seats are used incorrectly
- Lack of accessibility including sidewalks, curb cuts, and buses which have ramps
- Community feedback about ongoing transportation projects
- The ability to get transportation to individuals
- The people riding transit
- The need for education about transportation fleet currently exists and how to use/access it
- Not enough funding to cover services
- Local area hot zones
- Time poverty (being poor takes up so much time—waiting in lines, waiting for a ride); transit and mobility needs to meet people where they are
- People wanting to have a life after hours; difficulty scheduling

- Road construction site obstacles (locations/routes); user data for country areas
- People who rely exclusively on family members for transportation being unable to make appointments frequently
- The people who slip through the cracks (Medicaid vs Medicare, barriers to aging in place, unreliable or unaffordable transportation)
- Poor performing public transit and 5310 providers
- Transit capacity levels
- # and type of issues on the bus or at stops/transit center. Can affect people wanting to ride and their experience
- Data and testimony from people with disabilities regarding transportation barriers
- Accessibility from door to bus even during curb-to-curb pick ups
- Data/needs from older Oklahomans that ODOT does not have
- Not to be able to get jobs or other locations if it crosses a city or county line, maybe only 2-3 miles away
- Appointment time troubles; transit deserts
- We see the people who are in need of doctors in Tulsa, but they don't have transportation; do not qualify for Medicaid, etc. (they can't get to the doctor because it is too costly)
- Workforce/economic development opportunities if workforce transportation was available
- Direct feedback and expressions of values from elected officials
- How difficult it is for health clients to get to appointments
- Staffing difficulties
- Ride denials and cancellations (and reasons why); coordination and collaboration of various transit agencies
- The number of rides that are denied and why
- Local transportation data
- The number of people that aren't in the workforce due to the lack of transportation or childcare (these people are not calculated in unemployment numbers; underemployed)
- Sidewalks; time it takes
- Some workers have dedicated drivers
- Time to wait for the driver; sometimes the ride doesn't show up
- Reschedule appointment on short notice with the VA; could be hours
- Limited funding to support transit providers and end user
- Missed opportunities due to limited transportation/routines
- We see a lot of people that can't find work because they don't have transportation or can't afford it.
- Small children walking to school alone because they can't be transported alone w/out parent; zero car seats
- Ridership obstacles regarding fares
- Lack of resources/sites for breast health
- Specific information on individuals with disabilities and needs to travel to appointments, employment, etc. (and accessibility)
- Rides to grocery, doctors, pharmacy
- People don't feel like their voice matters, so they don't ask for help

- Where vehicles are denials; unable to fulfill
- Anxiety riders have; can't afford fares
- Complete per mile operating costs; staffing shortages, vastly increased capital costs post-buy America
- Disability issues (physical & cognitive)
- Transportation to school for parent meetings
- No access to work
- Sidewalk clear

APPENDIX B:

RESPONSES TO OPEN-ENDED MENTIMETER POLLING QUESTIONS

Question: "Where are there geographic gaps or needs for transit service?"

- Rural areas
- Space between Guymon and Woodward
- Moore
- Tulsa and contiguous counties
- rural and urban
- Reduced driver availability means that we don't have the resources to get passengers to appointments or places that are too far away from transit base locations.
- Rural areas
- Southwest
- All rural areas of the state
- Less access for rural areas
- Panhandle
- Into the neighborhoods
- Nichols Hills, The Village, Bethany, Warr Acres
- Lacking accessibility for transit vehicles - and an awareness of accessibility devices
- The panhandle is a large area with very little people. Many services the support mobility stop at Harper County making Texas, Cimarron, and Beaver a no man's land for people that need help using transit
- Rural communities having no public transportation services
- Urban-rurals - Choctaw, Yukon, Mustang, Moore, Midwest City, Port of Catoosa, Sand Springs
- Between cities and towns
- Cleveland County
- Canadian County, Caddo County
- Moore, Ok
- Small town, country to town
- Between OKC and suburbs
- Very rural (Maud, Cromwell, Wewoka, has service but extra cost)
- Can't cover every location in a city.
- On to and off Fort Sill.
- suburban areas, Moore, Edmond, Social Security offices
- Rural areas connecting to larger communities for medical, groceries, employment, social services
- Panhandle
- All over the state
- Do not serve the entire city or the OKC metro area

- Western OKC metro. Caddo county
- On the fringes of the metros. So suburban area around the larger cities
- Schools
- Entertainment hubs
- Rural areas - Making connection between town/cities
- Most of the suburbs of OKC
- Lack of on demand service in rural areas, after hours and weekend service
- Canadian County into Metro and Logan County into Metro
- Moore, Tinker AFB, rural area
- Ponca city to Stillwater, Tulsa and OKC
- Osage County, Pawhuska, in county and into Tulsa
- Southeast Oklahoma has a lot of service gaps. There is no intercity. There is barely any between towns. Intercity Bus is also a huge gap for the rural areas, typically only hitting urban areas.
- Rural Oklahoma
- Norman, Warr Acres, Bethany, Mustang, Yukon, El Reno, Tuttle, Weatherford, Lawton, Chickasaw, etc.
- Rural towns
- Social security office in Oklahoma City, Oklahoma Heart Hospital South, airport
- Moore, Oklahoma
- Northern Oklahoma County and southern Logan County lacks public transit and walkability
- Northwest OKC, transit between the suburban areas like Yukon, Edmond, Moore
- Nearly every highly rural community in the state, particularly west of US-81 and east of US-377
- In between rural areas and urban areas
- In more suburban areas to urban areas
- Connectivity between Edmond and OKC
- Include transit to Bethany Social security office
- Outside of city limits and some very small communities
- Tulsa - OKC express service

Question: "What have we missed?"

- Some riders need more assistance than public transit agencies can provide
- Another barrier can be the amount of bags/items you can bring with you.
- Access to school, work, or training for students/young adults with disabilities when they age out of public school services.
- ID who is doing it well and replicate
- Funding for individual driver services
- Are we serving families with kids
- I'm curious how Uber or Lyft type ride request platforms can be considered.
- City and county buy in.
- Think outside the box. A public option for "Uber" could keep more dollars in the hands of the driver while also reducing costs for the rider. This also provides on demand service.

- legibility of systems (making things like service maps and timetables easier to understand, more akin to wayfinding)
- Healthcare systems sharing borders (not knowing who will provide ambulance)
- Familiarity of transit and mobility options out there and available, is still a very specific knowledge base.
- Other modes of transportation and mobility
- Transporting a translator can be an additional barrier
- Transit to industrial employment.
- The needs of Older Oklahomans.
- Very thorough
- Finding employees to possibly provide the transportation
- A clearinghouse for information about transit information statewide
- How to get your community involved
- Not that I can think of.
- Lack of finding good drivers
- Connecting communities with neighboring cities and towns
- There needs to be a fresh start program to help riders get back and forth to work or interviews.
- Employer feedback
- It would be nice to know who everyone in the room is, maybe a short time for introductions.
- Regional connectivity
- Difficult passengers and passenger education
- Coordination; Across transit providers, government programs/agencies, across all ages, across rural vs urban. Every dollar of funding only goes so far, how do we best coordinate to maximize that?
- Covered the general needs of a population that needs to have accessibility for transport. But there will be other needs as the plan is being written. Resiliency
- Municipality Support
- Access to school after hours activities and meetings - animal privilege
- Committed education to communities about mobility/transportation
- Additional needs
- Municipality buy-in
- Rider cost for all seniors that is economically for all.
- The ability to use ride share to fill in some of the smaller gaps. Help to pay for ride share (UBER/Lyft)
- Cancelled rides by third party companies
- Diversity in representation on planning committees.
- Child passenger safety and/or transit for caregivers who are traveling with children
- Commuter rail and Amtrak
- Need State buy-in
- Disability access
- Territoriality
- Gaps between 5307 areas and 5311 areas
- Better communication

- Bus routes aren't in your area
- Transportations access to vehicles
- Tulsa to OKC shuttle
- Most of the time expectations for transit are high and not backed up by funding.
- NEMT contract transparency
- Getting public support
- Educating younger people of career opportunities in transit
- Continued education about mobility
- Funding
- Lack of flexibility for people with disabilities
- OKC to DFW connection