

SAGAMORE COUNTY TRANSIT AUTHORITY

SAGAMORE METROPOLITAN AREA RAPID TRANSIT | SMART

TERMS OF SERVICE, PASSENGER CONDITIONS OF CARRIAGE, AND VISITOR PROGRAM PARTICIPATION AGREEMENT

Document Reference: SCTA-TOS-01 · Revision 4

Effective Date: March 1, 2026 · Last Amended: February 28, 2026

Issued by the Office of Passenger Relations, Sagamore County Transit Authority

PLEASE READ THESE TERMS OF SERVICE CAREFULLY BEFORE USING ANY SCTA SERVICE, ACCESSING THE SCTA WEBSITE, OR PARTICIPATING IN THE SCTA VISITOR PROGRAM. BY ACCESSING OR USING ANY SCTA SERVICE, YOU AGREE TO BE BOUND BY THESE TERMS. IF YOU DO NOT AGREE TO THESE TERMS, DO NOT USE ANY SCTA SERVICE.

SECTION 1: INTRODUCTION AND DEFINITIONS

1.1 About the Sagamore County Transit Authority

The Sagamore County Transit Authority (hereinafter "SCTA," "the Authority," "we," "us," or "our") is a public transit authority organized and operating under the laws of the State of Oklahoma and the administrative charter of Sagamore County. The SCTA was incorporated in 2019 for the purpose of planning, constructing, operating, and maintaining the Sagamore Metropolitan Area Rapid Transit system (hereinafter SMART) serving Joséke Grove, Briarwood, and the surrounding communities of Sagamore County, Oklahoma.

The SCTA operates pursuant to Operating Charter 00-2019-SC, as amended, and is subject to the oversight of the Sagamore County Board of Commissioners. The Authority is headquartered at the SCTA Administrative Offices, Joséke Grove, Sagamore County, Oklahoma.

1.2 Scope of These Terms

These Terms of Service ("Terms") govern your access to and use of the SCTA website located at scta.gov and all associated subdomains (the "Site"), as well as your participation in the SCTA Visitor Program, your use of the SMART metro rail system and associated infrastructure, and your participation in any SCTA pilot programs, research initiatives, or special access programs.

These Terms constitute a legally binding agreement between you and the SCTA. Your use of any SCTA service or facility constitutes your acceptance of these Terms in their entirety.

1.3 Definitions

For purposes of these Terms, the following definitions apply:

"Passenger" means any individual who boards, attempts to board, or rides any SCTA rail service, including mainline services, express services, and any designated special-access services.

"Visitor" means any individual participating in the SCTA Visitor Program, including holders of complimentary Visitor Day Passes and participants in any SCTA-sponsored tourism or access initiative.

"Service Area" means the geographic territory served by SCTA rail infrastructure, including all above-ground and below-ground stations, tunnels, platforms, and associated infrastructure within Sagamore County and any annexed or extended service zones.

"Standard Service" means any SCTA rail service operating on designated lines Y, G, P, R, A, and W, as described in the current SCTA System Map and Schedule.

"Non-Standard Service" means any SCTA rail service operating on lines designated T, or any future service designations established under Phase 2 or Phase 3 expansion, including but not limited to lines Q, V, M, C, E, and any services operating on infrastructure classified under SCTA Operating Charter Section 7.

"Sublayer-Adjacent Infrastructure" means any tunnel, station, platform, access corridor, or rail segment identified in SCTA engineering documentation as intersecting with or in proximity to geological formations classified under Survey Protocol 7714, including but not limited to Benjamin Station sublevels B2 and below, Platform C on the Commons Line during off-peak hours, and all infrastructure associated with the Tannery Line designation T.

"Integration" for purposes of Section 14 of these Terms, means any documented alteration to a passenger's neurological, perceptual, temporal, or identity-continuity baseline, as assessed under SCTA Medical Protocol MP-04, resulting from exposure to Sublayer-Adjacent Infrastructure or Non-Standard Service environments.

"The Authority's Medical Staff" means personnel employed by or contracted to the SCTA Emergency Care Center located at Benjamin Station, Level B1, as well as any mobile medical personnel deployed at the Authority's discretion.

"You" or "User" means any individual accessing the Site, using any SCTA service, or participating in the Visitor Program.

SECTION 2: USE OF THE SCTA WEBSITE

2.1 Permitted Use

The Site is provided for informational purposes relating to SCTA services, schedules, system maps, public announcements, and the SCTA Visitor Program. You may access and use the Site for personal, non-commercial purposes in accordance with these Terms.

2.2 Prohibited Conduct

You agree not to use the Site for any unlawful purpose or in any manner that could damage, disable, overburden, or impair the Site or interfere with any other party's use of the Site. Specifically, you agree not to:

- (a) Access or attempt to access any portion of the Site or its associated systems that is not intended for public access, including but not limited to internal administrative portals, staff-facing directories, or document repositories not linked from publicly accessible pages;
- (b) Attempt to reverse-engineer, decompile, or otherwise extract source code or underlying data structures from the Site;
- (c) Use automated tools, bots, scrapers, or crawlers to access the Site without the express written permission of the SCTA;
- (d) Reproduce, distribute, or publicly display any SCTA document, map, schedule, or other material without attribution and prior written consent;

- (e) Misrepresent your identity or affiliation with the SCTA or any government entity;
- (f) Engage in any conduct that the SCTA, in its sole discretion, determines to be harmful to the Authority, its passengers, employees, or the communities it serves.

2.3 Intellectual Property

All content on the Site, including but not limited to text, graphics, system maps, logos, and document templates, is the property of the Sagamore County Transit Authority or its licensors and is protected by applicable intellectual property laws. Nothing in these Terms grants you any license to use SCTA intellectual property for commercial purposes.

2.4 Third-Party Links

The Site may contain links to third-party websites. The SCTA is not responsible for the content, accuracy, or privacy practices of any third-party website and does not endorse any third-party products or services referenced on the Site.

2.5 Disclaimer of Warranties

THE SITE IS PROVIDED ON AN "AS IS" AND "AS AVAILABLE" BASIS WITHOUT WARRANTIES OF ANY KIND, EITHER EXPRESS OR IMPLIED. THE SCTA DOES NOT WARRANT THAT THE SITE WILL BE UNINTERRUPTED OR ERROR-FREE, THAT DEFECTS WILL BE CORRECTED, OR THAT THE SITE OR THE SERVERS THAT MAKE IT AVAILABLE ARE FREE OF VIRUSES OR OTHER HARMFUL COMPONENTS. THE SCTA MAKES NO WARRANTIES REGARDING THE ACCURACY, COMPLETENESS, OR RELIABILITY OF ANY CONTENT ON THE SITE, INCLUDING SCHEDULE INFORMATION, SYSTEM MAPS, OR SERVICE ADVISORIES.

SECTION 3: VISITOR PROGRAM TERMS AND CONDITIONS

3.1 Program Overview

The SCTA Visitor Program (the "Program") offers complimentary day passes for visitors to the Joséke Grove metropolitan area to access the SMART metro rail system. The Program is offered at the SCTA's sole discretion and may be modified, suspended, or discontinued at any time without notice.

3.2 Eligibility

The Program is available to visitors who are non-residents of Joséke Grove, Briarwood, and the incorporated communities of Sagamore County. Residents of Sagamore County are directed to purchase standard metro cards at any SCTA ticket kiosk. The SCTA reserves the right to verify residency status and to deny Program participation to any individual at its sole discretion.

Participants must be eighteen (18) years of age or older to participate in the Program independently. Participants under the age of eighteen must be accompanied by a participating adult at all times. Certain program components, including access to Non-Standard Service lines and pilot program participation, require participants to be at least twenty-one (21) years of age and to provide written consent as described in Section 14.

3.3 Pass Issuance and Validity

Visitor Day Passes are issued electronically via the SCTA website upon completion of the reservation form and acceptance of these Terms. Passes are valid for unlimited rides on Standard Service lines during the calendar day specified at the time of reservation.

Pass validity on Non-Standard Service lines, including the Tannery Line designation T, is subject to separate terms described in Section 14 of these Terms. Not all Visitor Day Passes confer access to Non-Standard Services. Access to Non-Standard Services must be specifically requested and approved in advance through the SCTA Residential Access Program application process.

3.4 Pass Transfer and Misuse

Visitor Day Passes are non-transferable and are valid only for the individual named in the reservation. Passes may not be sold, bartered, or otherwise transferred to another individual. Misuse of a Visitor Day Pass, including transfer, alteration, or fraudulent use, may result in immediate cancellation of the pass and denial of future Program access.

3.5 Reservation Data

Information collected during the reservation process, including name, contact information, visit dates, line preferences, and responses to any supplementary questions, is retained by the SCTA in accordance with the Authority's Data Retention Policy and applicable Oklahoma state law. Reservation data may be shared with SCTA operational staff for service planning purposes and with SCTA medical staff where relevant to passenger safety and care.

The SCTA reserves the right to retain reservation data indefinitely where a passenger has participated in Non-Standard Service or has been assessed under SCTA Medical Protocol MP-04. Such retention is conducted in the interests of passenger welfare and ongoing program evaluation.

SECTION 4: CONDITIONS OF CARRIAGE — STANDARD SERVICES

4.1 General Conduct

All passengers are required to conduct themselves in a manner consistent with the safety and comfort of fellow passengers and SCTA staff. The following conduct is prohibited on all SCTA vehicles and at all SCTA stations and platforms:

- (a) Smoking, vaping, or use of any tobacco or nicotine product;
- (b) Consumption of alcohol or controlled substances;
- (c) Harassment, threatening behavior, or physical altercation;
- (d) Obstruction of doors, emergency exits, or passenger flow;
- (e) Vandalism or damage to SCTA property;
- (f) Photography or recording in restricted areas as designated by posted signage;
- (g) Any conduct that the SCTA, in its sole discretion, determines to constitute a safety or operational risk.

4.2 Accessibility

The SCTA is committed to providing accessible transit services in compliance with applicable federal and state accessibility requirements. Designated accessible stations are marked on the SCTA System Map with

the international accessibility symbol. Passengers with accessibility needs are encouraged to contact the SCTA Passenger Relations office in advance of travel for assistance with trip planning.

Accessibility accommodations on Non-Standard Service lines are provided on a best-effort basis and may be limited by the physical characteristics of Sublayer-Adjacent Infrastructure. The SCTA makes no warranty regarding the availability or adequacy of accessibility accommodations on Non-Standard Service lines.

4.3 Animals

Service animals as defined under applicable law are permitted on all SCTA services. Pets and other non-service animals are permitted in approved carriers on Standard Service lines during off-peak hours only. Animals of any kind are not permitted on Non-Standard Service lines. The SCTA accepts no liability for the behavior or welfare of any animal transported on its services.

4.4 Lost and Found

Items found on SCTA vehicles or at SCTA stations are held at the SCTA Lost and Found facility located at Union Terminal, Level B1, for a period of thirty (30) days. After thirty days, unclaimed items are disposed of or donated at the SCTA's discretion.

Items recovered from Non-Standard Service lines or from Sublayer-Adjacent Infrastructure may exhibit altered physical or chemical properties as a result of environmental conditions specific to those service areas. The SCTA Lost and Found staff are trained to handle such items and will advise claimants accordingly. The SCTA assumes no liability for any alteration to personal property resulting from transportation on Non-Standard Service lines.

4.5 Emergency Procedures

In the event of an emergency on board any SCTA vehicle or at any SCTA station, passengers are instructed to follow the directions of SCTA staff and any posted emergency procedures. Emergency intercoms are located at all staffed stations and within all SCTA rail cars.

Passengers experiencing a medical emergency should contact SCTA staff immediately. The SCTA Emergency Care Center at Benjamin Station, Level B1, is staffed twenty-four hours per day and is equipped to provide emergency medical evaluation and stabilization. The SCTA Medical Staff are trained in both standard emergency medicine and in the assessment and management of exposure-related conditions specific to Non-Standard Service environments, including conditions arising from Integration as defined in Section 1.3.

SECTION 5: FARES AND PAYMENT — STANDARD SERVICES

5.1 Fare Structure

Fares for SMART Standard Service are set by the SCTA Board of Commissioners and are subject to change with thirty (30) days' notice. Current fare information is available on the Site and at all staffed SCTA stations. Visitors participating in the Visitor Program who hold a valid Visitor Day Pass are exempt from Standard Service fares for the duration of their pass validity.

5.2 Metro Cards

Reloadable SMART Metro Cards are available for purchase at SCTA ticket kiosks located at all major stations, including Union Terminal, Joséke Grove Central, Benjamin Station (Level B1 ticket counter), Sagamore Square, and Riverpoint Station. Metro Cards may be loaded with value in any amount between five dollars (\$5.00) and two hundred dollars (\$200.00).

5.3 Fare Evasion

Fare evasion is prohibited and subject to civil penalties under Oklahoma state law and SCTA operating regulations. SCTA fare enforcement officers are authorized to issue citations and to remove fare evaders from SCTA vehicles and facilities. Repeat fare evasion may result in suspension of SCTA access privileges.

5.4 Refunds

Fares are generally non-refundable. Refunds may be issued at the SCTA's discretion in the event of significant service disruption. Visitor Day Passes, being complimentary, are not subject to refund provisions.

SECTION 6: SERVICE ADVISORIES AND SCHEDULE CHANGES

6.1 Service Advisories

The SCTA publishes service advisories on the Site and via posted notices at SCTA stations. Passengers are encouraged to check the Site regularly for current service information. Service advisories may include schedule changes, route modifications, station closures, and operational suspensions.

6.2 Suspended Services

Certain SCTA services may be suspended indefinitely pending resolution of operational, safety, engineering, or regulatory issues. The Breakneck Railroad, designated BR, is currently suspended until further notice pursuant to Notice 7714-B issued February 14, 2026. Information regarding suspended services is available in the Service Advisories section of the Site.

The SCTA is not liable for any inconvenience, loss, or expense arising from service suspension, delay, or modification, including indefinite suspensions arising from circumstances beyond the Authority's operational control.

6.3 Force Majeure

The SCTA shall not be liable for failure to perform any obligation under these Terms where such failure results from causes beyond the Authority's reasonable control, including but not limited to acts of God, geological events, atmospheric anomalies, interference from subsurface environmental conditions, labor disputes, government orders, or any event classified under SCTA internal protocols as a Sublayer Incursion Event.

SECTION 7: STATION ACCESS AND RESTRICTED AREAS

7.1 General Access

Passengers and visitors may access SCTA stations and platforms during posted operating hours. Certain areas of SCTA stations are restricted to authorized SCTA personnel only. Restricted areas are marked with posted signage and, in certain cases, with physical barriers including locked gates and security doors.

7.2 Benjamin Station — Sublevel B2 and Below

Benjamin Station operates on multiple levels. Level B1 contains the ticketing counter, Emergency Care Center, and connections to Standard Service and Non-Standard Service platforms. Access to Sublevel B2 and all levels below B2 is restricted to authorized SCTA personnel and individuals with written authorization from the SCTA Director's Office.

Passengers who enter Sublevel B2 or below without authorization are subject to immediate removal from SCTA facilities and may be subject to civil or criminal penalties under applicable law. The SCTA assumes no liability for any injury, illness, disorientation, identity alteration, or other harm suffered by any individual who accesses Sublevel B2 or below without authorization.

7.3 Platform C — Commons Line

Platform C on the Commons Line is designated for limited service during rush-hour periods only. Platform C is not served during off-peak hours or overnight. Passengers present at Platform C during non-service hours should leave the platform immediately and report to the nearest staffed station area.

The SCTA advises passengers that Platform C may exhibit environmental conditions atypical of standard station infrastructure during non-service hours, including but not limited to temperature variations, acoustic anomalies, and visual disturbances. These conditions are under ongoing investigation by SCTA engineering staff. Passengers experiencing distress at Platform C should contact SCTA staff immediately.

7.4 Tannery Line — Station Access

Access to Tannery Line stations, including the In Terminal and Out Terminal facilities, is available to passengers with valid Visitor Day Passes endorsed for Non-Standard Service access, and to participants in the SCTA Residential Access Program. Standard Visitor Day Passes do not confer access to Tannery Line stations.

Passengers using the Tannery Line are advised to read Section 14 of these Terms carefully before boarding. The SCTA requires all Tannery Line passengers to complete and sign the Non-Standard Service Acknowledgment Form, available at the Benjamin Station ticketing counter, prior to their first Tannery Line journey.

SECTION 8: SCTA POLICE AND SECURITY SERVICES

8.1 SCTA Transit Police

The SCTA maintains a Transit Police unit deployed at designated stations throughout the system. Stations with Transit Police presence are marked on the System Map with the SCTA Police shield insignia. Transit Police officers are authorized to enforce SCTA regulations, issue citations, effect arrests where authorized by law, and provide emergency assistance to passengers and staff.

8.2 Security Cameras

SCTA stations, platforms, and vehicles are equipped with security cameras operating continuously. Camera footage is retained for a minimum of ninety (90) days and may be retained indefinitely in connection with ongoing investigations or incidents. By entering any SCTA facility or vehicle, you consent to being recorded by SCTA security cameras.

8.3 Special Security Protocols

Certain SCTA facilities, including Benjamin Station Sublevel B2 and below, the Tannery Line In Terminal, and designated areas of the SCTA Sublayer Infrastructure and Integration Department, are subject to enhanced security protocols. These protocols may include additional identity verification requirements, personal property screening, and temporary communication restrictions. Individuals subject to enhanced security protocols will be notified by SCTA staff.

SECTION 9: DATA PRIVACY AND INFORMATION COLLECTION

9.1 Information We Collect

The SCTA collects information from users of the Site and participants in the Visitor Program as described below:

- (a) Reservation Information: Name, email address, visit dates, line preferences, and responses to reservation form questions;
- (b) Usage Data: Information about how you access and use the Site, including IP address, browser type, pages visited, and time spent on the Site;
- (c) Communications: Records of any communications you send to the SCTA, including public comment submissions, feedback forms, and correspondence with SCTA staff;
- (d) Biometric and Medical Data: Where applicable, information collected by SCTA Medical Staff in connection with passenger care, medical assessments under Protocol MP-04, or participation in Non-Standard Service programs. Collection of biometric and medical data is subject to additional consent requirements described in Sections 13 and 14.

9.2 How We Use Your Information

The SCTA uses collected information for the following purposes:

- (a) To process Visitor Program reservations and issue Visitor Day Passes;
- (b) To provide, maintain, and improve SCTA services;
- (c) To communicate with users regarding service updates, reservation confirmations, and SCTA announcements;
- (d) To conduct internal research and analysis related to passenger experience, ridership patterns, and service planning;
- (e) To comply with applicable legal obligations and to protect the rights and interests of the SCTA and its passengers;
- (f) To support ongoing monitoring and assessment programs related to Non-Standard Service operations, including longitudinal tracking of passengers who have traveled on Sublayer-Adjacent Infrastructure.

9.3 Data Retention

The SCTA retains user data in accordance with applicable Oklahoma state law and SCTA data governance policies. Standard reservation data is retained for a period of five (5) years. Data associated with Non-Standard Service participation, including medical assessments and Integration evaluations, is retained indefinitely as required by SCTA Operating Charter Section 7 and applicable federal research protocols.

9.4 Data Sharing

The SCTA does not sell user data to third parties. The SCTA may share user data with authorized government agencies where required by law, with contracted service providers who support SCTA operations under confidentiality agreements, and with SCTA-affiliated research institutions conducting authorized studies under SCTA Operating Charter Section 7. The SCTA may also share data with Dr. A. Moreau's Office of the Director in connection with any matter falling within the Director's operational oversight authority.

SECTION 10: PUBLIC COMMENT AND COMMUNITY ENGAGEMENT

10.1 Public Comment Period

The SCTA welcomes public comment on Phase 1 service launch and future expansion plans. Public comments may be submitted via the Public Comment form on the Site, by mail to the SCTA Administrative Offices, or in person at any SCTA staffed station during regular business hours. The public comment period for Phase 1 is open through May 31, 2026.

10.2 Comment Submission Standards

Public comments should be relevant to SCTA services, routes, stations, or operational matters. The SCTA reserves the right to decline to include comments that are defamatory, harassing, obscene, or otherwise inappropriate in SCTA public records. Submission of a public comment constitutes consent to the SCTA's use and potential public disclosure of the comment.

10.3 FOIA Requests

The SCTA is subject to the Oklahoma Open Records Act. Requests for SCTA public records may be submitted to the SCTA Office of Public Records. Certain SCTA records are exempt from public disclosure under applicable law, including records related to ongoing personnel matters, active law enforcement investigations, and materials classified as restricted under SCTA Operating Charter Section 7, Paragraph 14(b). Processing time for records requests is approximately six to eight (6-8) weeks.

SECTION 11: ACCESSIBILITY SERVICES

11.1 ADA Compliance

The SCTA is committed to compliance with the Americans with Disabilities Act and applicable Oklahoma accessibility statutes. The SCTA provides accessibility accommodations including elevator access at designated stations, tactile paving, audio announcements, and accessible ticketing kiosks. Passengers requiring additional accommodations are encouraged to contact the SCTA Accessibility Coordinator at least forty-eight (48) hours in advance of travel.

11.2 Accessibility on Non-Standard Services

Accessibility accommodations on Non-Standard Service lines are provided on a best-effort basis. Passengers with mobility, sensory, or cognitive impairments are advised to consult with SCTA medical staff before undertaking travel on Non-Standard Service lines. The SCTA Accessibility Coordinator and the SCTA Medical Staff at Benjamin Station are available to discuss individual accommodation needs and to advise passengers regarding the suitability of Non-Standard Service travel given their specific circumstances.

The SCTA notes that certain effects associated with Non-Standard Service travel, including mild perceptual disorientation, temporal displacement, and short-term memory consolidation difficulties, may be more pronounced in passengers with pre-existing neurological or psychological conditions. This information is provided for planning purposes only and does not constitute medical advice.

SECTION 12: LIMITATION OF LIABILITY

12.1 General Limitation

TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, THE SCTA, ITS OFFICERS, DIRECTORS, EMPLOYEES, CONTRACTORS, AND AGENTS SHALL NOT BE LIABLE FOR ANY INDIRECT, INCIDENTAL, SPECIAL, CONSEQUENTIAL, OR PUNITIVE DAMAGES ARISING FROM OR RELATED TO YOUR USE OF SCTA SERVICES, THE SITE, OR YOUR PARTICIPATION IN THE VISITOR PROGRAM, EVEN IF THE SCTA HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

12.2 Cap on Liability

IN NO EVENT SHALL THE SCTA'S AGGREGATE LIABILITY TO YOU FOR ALL CLAIMS ARISING FROM OR RELATED TO THESE TERMS OR YOUR USE OF SCTA SERVICES EXCEED THE GREATER OF (A) THE TOTAL AMOUNT PAID BY YOU TO THE SCTA IN THE TWELVE (12) MONTHS PRECEDING THE CLAIM, OR (B) ONE HUNDRED DOLLARS (\$100.00).

12.3 Standard Service Liability

The SCTA's liability for personal injury or property damage arising from Standard Service operations is limited as provided under Oklahoma state law governing public transit authorities. The SCTA maintains insurance coverage as required by applicable law.

12.4 Non-Standard Service Liability

The SCTA expressly disclaims all liability for any injury, illness, loss, or alteration arising from travel on Non-Standard Service lines, including the Tannery Line and any Phase 3 service designations. By boarding any Non-Standard Service vehicle, passengers acknowledge and accept the inherent risks associated with

travel on Sublayer-Adjacent Infrastructure as described in these Terms and in the Non-Standard Service Acknowledgment Form.

Specifically and without limitation, the SCTA is not liable for any of the following arising from Non-Standard Service travel: perceptual disturbances; memory consolidation difficulties; temporal disorientation; alterations to personal identity, continuity of self, or subjective experience of time; changes in personality, affect, or behavior; physical symptoms including but not limited to altered body temperature, involuntary vocalization, changes in weight or height, or changes in the appearance or behavior of personal property; failure to return to the originating platform; or any other effect associated with Integration as defined in Section 1.3.

12.5 Indemnification

You agree to indemnify, defend, and hold harmless the SCTA, its officers, directors, employees, contractors, and agents from and against any claims, liabilities, damages, costs, and expenses (including reasonable attorneys' fees) arising from your violation of these Terms, your use of SCTA services, or your participation in the Visitor Program.

SECTION 13: MEDICAL CONSENT AND HEALTH DISCLOSURES

13.1 General Health Recommendations

The SCTA recommends that passengers with significant medical conditions consult their physician before undertaking travel on the SCTA metro system. Passengers with cardiac conditions, respiratory conditions, neurological conditions, psychiatric diagnoses, or a history of dissociative episodes are specifically encouraged to consult a physician before travel on Non-Standard Service lines.

13.2 Medical Assessment Protocol MP-04

The SCTA has established Medical Assessment Protocol MP-04 for the evaluation and monitoring of passengers who exhibit signs of exposure-related effects following travel on Sublayer-Adjacent Infrastructure. Protocol MP-04 assessments are conducted by SCTA Medical Staff at Benjamin Station, Level B1, and may include neurological screening, cognitive assessment, identity continuity evaluation, and temporal orientation testing.

Passengers who agree to voluntary assessment under Protocol MP-04 consent to the collection, retention, and use of their medical and assessment data as described in Section 9 of these Terms. Participation in Protocol MP-04 assessment is voluntary for Standard Service passengers. For Tannery Line passengers, Protocol MP-04 assessment is required at six-month intervals following any Tannery Line journey.

13.3 Duty to Disclose

Participants in Non-Standard Service programs and the SCTA Residential Access Program are required to disclose any pre-existing medical conditions, psychiatric diagnoses, or prior exposure to Sublayer-Adjacent environments at the time of application. Failure to disclose relevant medical information may affect the SCTA's ability to provide appropriate care and may affect the scope of the SCTA's liability under Section 12.4.

13.4 Emergency Care

The SCTA Emergency Care Center at Benjamin Station, Level B1, is available to all passengers and visitors twenty-four hours per day. The Emergency Care Center is equipped to provide emergency stabilization, Protocol MP-04 assessment, and coordination of transfer to external medical facilities where appropriate. Passengers who experience symptoms including but not limited to severe disorientation, inability to recall their origin station, belief that they have been absent for a period inconsistent with their ticket timestamp, or difficulty recognizing personal relationships or biographical information, are strongly encouraged to report to the Emergency Care Center immediately.

SECTION 14: NON-STANDARD SERVICE CONDITIONS, SUBLAYER ACCESS PROGRAM, AND RESIDENTIAL ACCESS PROGRAM PARTICIPATION

THE PROVISIONS OF THIS SECTION APPLY EXCLUSIVELY TO PASSENGERS AND VISITORS ACCESSING NON-STANDARD SERVICE LINES, INCLUDING THE TANNERY LINE (DESIGNATION T), AND TO APPLICANTS AND PARTICIPANTS IN THE SCTA RESIDENTIAL ACCESS PROGRAM. IF YOU DO NOT INTEND TO ACCESS NON-STANDARD SERVICES OR APPLY TO THE RESIDENTIAL ACCESS PROGRAM, YOU MAY DISREGARD THIS SECTION. BY BOARDING ANY NON-STANDARD SERVICE VEHICLE OR SUBMITTING A RESIDENTIAL ACCESS PROGRAM APPLICATION, YOU AGREE TO ALL PROVISIONS OF THIS SECTION IN THEIR ENTIRETY.

14.1 Nature of Non-Standard Service Environments

Non-Standard Service lines, including the Tannery Line, operate on infrastructure that intersects with or passes through geological formations classified under SCTA Survey Protocol 7714 as Sublayer-Adjacent. These formations exhibit environmental characteristics that differ materially from conditions encountered on Standard Service infrastructure. Such characteristics may include, but are not limited to:

- (a) Acoustic properties inconsistent with the physical dimensions of the surrounding space;
- (b) Thermal gradients not attributable to mechanical or atmospheric causes;
- (c) Optical phenomena including apparent distortion of spatial geometry, variation in perceived light source behavior, and visual phenomena for which no corresponding physical stimulus has been identified;
- (d) Temporal anomalies, including subjective experiences of duration inconsistent with elapsed clock time, and in documented cases, inconsistencies between a passenger's subjective timeline and verifiable external chronology;
- (e) Phenomena affecting passenger perception, memory formation, identity continuity, and interpersonal recognition, collectively referred to as Integration effects in SCTA operational documentation.

The SCTA has conducted ongoing research into the nature and origins of these environmental characteristics since the Authority's incorporation in 2019. This research is conducted under the authority of Operating Charter Section 7 and under the scientific direction of the Office of the Director. The SCTA does not represent that the causes of these phenomena are fully understood, and does not warrant that any mitigation measures currently in place will prevent or limit any particular passenger's experience of Integration effects.

14.2 Informed Consent for Non-Standard Service Travel

Prior to boarding any Non-Standard Service vehicle for the first time, passengers are required to:

- (a) Read and sign the SCTA Non-Standard Service Acknowledgment Form (SCTA-NSS-01), available at the Benjamin Station ticketing counter;
- (b) Undergo a baseline assessment by SCTA Medical Staff at Benjamin Station, Level B1, which shall include at minimum a cognitive baseline assessment, a temporal orientation screening, and documentation of current biographical and identity information for comparison purposes;
- (c) Designate an emergency contact who is not currently enrolled in the SCTA Residential Access Program and who resides outside the Sagamore County Service Area;
- (d) Provide the SCTA with written authorization to contact the designated emergency contact in the event of (i) failure to disembark at the expected destination, (ii) extended absence from the expected post-journey location, or (iii) any presentation of Integration effects assessed by SCTA Medical Staff as meeting or exceeding the threshold for Significant Integration Event under Protocol MP-04.

14.3 Tannery Line — Specific Service Conditions

The Tannery Line operates on a continuous basis without published schedule. The Tannery Line does not have a conventional terminus in the sense of a geographically fixed endpoint. The In Terminal facility serves as the boarding location for outbound Tannery Line service. The Out Terminal facility serves as the disembarkation location for inbound Tannery Line service.

Passengers are advised that the In Terminal and Out Terminal are located at geographically non-contiguous points within the Joséke Grove metropolitan area. Passengers disembarking at the Out Terminal should be aware that they will be located at a point geographically distant from their boarding location at the In Terminal, and that the geographic relationship between the two points does not correspond to any conventional understanding of the intervening physical distance or infrastructure. The SCTA provides pedestrian transfer guidance from the Out Terminal to the nearest Standard Service station. Passengers requiring assistance with the Out Terminal transfer should contact SCTA staff at the Out Terminal.

The SCTA does not warrant, represent, or imply any particular duration for Tannery Line journeys. Passengers have reported journey durations ranging from what they perceived as several minutes to what they perceived as considerably longer periods. In all cases, the SCTA's operational records reflect the journey as having concluded within the standard service window. Discrepancies between a passenger's perceived journey duration and the SCTA's operational records are documented under Protocol MP-04 and do not constitute grounds for any claim against the SCTA.

14.4 Out Terminal — Pedestrian Transfer

A pedestrian transfer route connects the Out Terminal disembarkation point to the nearest Standard Service station. This transfer route is marked on the SCTA System Map with the standard pedestrian transfer symbol. Passengers using the pedestrian transfer are advised that the route as experienced may differ in duration, geometry, or sensory character from what the map representation would suggest. SCTA staff are stationed at the Out Terminal and are available to accompany passengers through the pedestrian transfer upon request.

The SCTA notes that some passengers have reported difficulty orienting themselves following disembarkation at the Out Terminal, including temporary difficulty recognizing familiar landmarks, persons, or their own reflection. These effects are consistent with documented Integration responses and typically resolve within twenty-four to seventy-two hours. Passengers experiencing severe or persistent orientation difficulties following use of the Out Terminal pedestrian transfer should report to the SCTA Emergency Care Center at Benjamin Station.

14.5 What Passengers May Experience — General Disclosure

The SCTA is required by its Operating Charter to disclose to all Non-Standard Service passengers the range of effects that have been documented in connection with Tannery Line travel and associated Sublayer exposure. This disclosure is provided for informational purposes and does not constitute a representation that any specific passenger will experience any of the effects described. The following categories of effects have been documented in SCTA passenger records:

- (a) Mild and transient: Perceptual disorientation lasting less than 24 hours; mild memory consolidation difficulties; heightened or diminished sensory sensitivity; alterations to sleep architecture; a subjective sense that the sequence of events during the journey occurred in an order inconsistent with clock time. Most passengers report no lasting effects. Most passengers report the experience positively.
- (b) Moderate: Persistent memory gaps specifically related to the journey; difficulty reconstructing biographical timeline in relation to the journey; changes in personal affect or interpersonal behavior; physical symptoms including altered appetite, altered perception of ambient temperature, or changes in weight; reports by third parties of changes in the passenger's appearance, speech patterns, or characteristic behaviors.
- (c) Significant: Alterations to personal identity sufficient to affect the passenger's relationships, employment, or legal capacity; inability to recognize persons previously known to the passenger; belief that the passenger has been absent for a period inconsistent with operational records; inability to account for time between boarding and disembarkation; persistent temporal displacement; what SCTA Medical Staff classify under Protocol MP-04 as Full Integration, meaning a condition in which the passenger's baseline identity, memory architecture, and temporal continuity have been substantially replaced by a configuration not consistent with the passenger's pre-journey baseline.

The SCTA has implemented monitoring and care protocols for passengers in all three categories. Passengers assessed as experiencing Significant effects are offered ongoing care and support through the SCTA Residential Access Program. The SCTA does not represent that recovery of pre-journey baseline identity, memory, or temporal continuity is achievable in all cases following Significant Integration.

14.6 Residential Access Program

The SCTA Residential Access Program (the "RAP") is a voluntary support and accommodation program for passengers who, following Tannery Line travel or other Non-Standard Service experience, are assessed by SCTA Medical Staff as experiencing Integration effects of sufficient severity that standard residential accommodation is appropriate. The RAP provides housing, ongoing medical care, occupational support, and community integration assistance to enrolled participants.

Participation in the RAP is voluntary. Application materials are available from SCTA Medical Staff at Benjamin Station. The RAP application requires, among other things:

- (a) Written consent to ongoing medical assessment and data collection under Protocol MP-04;
- (b) Designation of a legal representative for matters where the participant's legal capacity may be affected by Integration;
- (c) Acknowledgment that the participant's pre-journey identity, memory, and biographical information will be retained on file by the SCTA for continuity of care purposes, and that the SCTA may use this information in its research programs under Operating Charter Section 7;
- (d) Acknowledgment and agreement that certain alterations to perception, memory, and personal identity resulting from Integration are outside the Authority's ability to reverse, and that the RAP provides support for living with such alterations rather than elimination of those alterations;

(e) Acknowledgment that correspondence regarding the participant's status and the existence of the RAP may be restricted from certain persons at the SCTA's discretion, where such restriction is determined by the Office of the Director to be in the interests of the participant's wellbeing and the Authority's operational integrity.

14.7 Right to Decline Non-Standard Service

No passenger or visitor is required to travel on Non-Standard Service lines. The SCTA Visitor Program and Standard Service are fully accessible without any Non-Standard Service component. Passengers who change their mind about Non-Standard Service travel prior to boarding may do so without penalty. Passengers who change their mind after boarding are encouraged to communicate this to SCTA staff as soon as possible.

The SCTA notes that communications from within certain sections of Non-Standard Service infrastructure, including portions of the Tannery Line route between the In Terminal and the Out Terminal, may not be received by SCTA staff in real time due to communication infrastructure limitations in those areas. SCTA staff at the In Terminal are available to discuss any concerns prior to boarding.

14.8 Q Station — Phase 3 Advisory

Q Station (designated QS-0) is a planned Phase 3 facility currently under development. Access to QS-0 and associated Phase 3 infrastructure is not yet available to the public. Phase 3 facilities, when operational, will be subject to separate terms and conditions developed in advance of Phase 3 launch. The SCTA anticipates that Phase 3 terms will include provisions substantially similar to those in this Section 14, with additional conditions appropriate to the specific environmental characteristics of QS-0 and associated Phase 3 infrastructure.

The SCTA does not currently publish information regarding the environmental characteristics of QS-0 beyond what is contained in publicly available geological survey documentation. Interested parties may request additional information through the SCTA Office of Public Records, subject to applicable disclosure restrictions under Operating Charter Section 7, Paragraph 14(b).

SECTION 15: GOVERNING LAW AND DISPUTE RESOLUTION

15.1 Governing Law

These Terms are governed by the laws of the State of Oklahoma, without regard to its conflict of law provisions. Any disputes arising under these Terms shall be subject to the exclusive jurisdiction of the courts of Sagamore County, Oklahoma.

15.2 Dispute Resolution

Before initiating any legal proceeding against the SCTA, you agree to contact the SCTA Passenger Relations office and attempt to resolve the dispute informally. If informal resolution is not achieved within sixty (60) days, disputes shall be resolved by binding arbitration under the rules of the American Arbitration Association. You waive any right to participate in a class action lawsuit or class-wide arbitration against the SCTA.

15.3 Claims Related to Non-Standard Services

Claims arising from Non-Standard Service travel, including claims related to Integration effects, are subject to a one (1) year statute of limitations from the date of the relevant journey. Given the documented effects of Non-Standard Service travel on memory and temporal orientation, the SCTA strongly advises passengers to document their journey date and any effects they experience as contemporaneously as possible. The SCTA's operational records shall be presumed accurate in any dispute regarding journey date, duration, or events.

SECTION 16: AMENDMENTS TO THESE TERMS

The SCTA reserves the right to amend these Terms at any time. Amended Terms will be posted on the Site with a revised effective date. Your continued use of SCTA services following the posting of amended Terms constitutes your acceptance of the amended Terms. The SCTA will provide notice of material amendments via email to Visitor Program registrants where practicable.

This document represents Revision 4 of SCTA-TOS-01. Previous revisions are available upon request from the SCTA Office of Public Records. Revisions 1 through 3 did not contain provisions equivalent to Sections 14.5 through 14.7 of this Revision 4. Those provisions were added following the completion of Phase 1 geological survey operations and the commencement of Tannery Line operational trials in January 2026.

SECTION 17: CONTACT INFORMATION

Questions regarding these Terms may be directed to:

Sagamore County Transit Authority
Office of Passenger Relations
Joséke Grove, Sagamore County, Oklahoma
relations@scta.gov
Public Comment: scta.gov/comment
Document Requests: scta.gov/records

For matters related to Non-Standard Service conditions, Medical Protocol MP-04, or the Residential Access Program, contact:

SCTA Medical Staff — Benjamin Station Emergency Care Center
Benjamin Station, Level B1
Available 24 hours per day, 7 days per week
medical@scta.gov

For matters requiring Director-level attention, correspondence may be addressed to:

Office of the Director
Dr. A. Moreau, Director
Sagamore County Transit Authority
director@scta.gov

Please note: The Director's Office does not respond to general passenger inquiries. Correspondence will be reviewed and directed to the appropriate department at the Director's discretion.

ACKNOWLEDGMENT OF TERMS

By using any SCTA service, accessing the Site, or participating in the Visitor Program, you acknowledge that you have read, understood, and agree to be bound by these Terms of Service in their entirety, including Section 14 regarding Non-Standard Service conditions and the Residential Access Program.

You further acknowledge that you understand the nature of the risks associated with Non-Standard Service travel as described herein, and that the SCTA has made reasonable efforts to disclose those risks in plain language to the extent that such risks are understood by the Authority's operational and medical staff.

SCTA-TOS-01 · Revision 4 · Effective March 1, 2026
Sagamore County Transit Authority · Joséke Grove, Oklahoma
Internal Ref: sublayer-passenger-conditions-v4 · Approved by Office of the Director