

Public Engagement Summary Report

January 28, 2021 Town Hall

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Introduction

The Regional Transportation Authority of Central Oklahoma (RTA) held its first Town Hall virtually on January 28, 2021. The purpose of this Town Hall was to introduce the RTA OK Transit System Plan to the residents and stakeholders in Central Oklahoma region.

January 28, 2021 Town Hall Summary

Amidst COVID-19 precautions, the RTA hosted a virtual Town Hall to introduce and inform Central Oklahoma residents and stakeholders about the RTA Transit System Plan.

The RTA Board Chairman welcomed the attendees to the first Town Hall for the RTA and introduced staff from Kimley-Horn who gave a brief presentation on the RTA and the transit system planning process. The presentation was followed by a live question and answer session. To wrap up the Town Hall, the Outreach Chair for the RTA Board thanked the attendees for their participation in this important project milestone and reminded them about the upcoming March Town Hall. During the Town Hall, the public was provided the following information:

- **Project Overview**
What prior work has happened to date? Who is RTA? What the process looks like?
- **Transit System Plan**
What is the RTA Transit System Plan? What types of transit could be involved?
- **Goal Setting**
What are goals and why are they important? How did we develop our universe of goals?
- **Potential Corridors**
What regional activity centers are we trying to connect? What corridors are we looking at and why?
- **Types of Transit**
What types of transit is being considered?
- **Looking Ahead**
What are the immediate next steps?
- **Public Q&A**
Answering questions the public had at the time.

Virtual Format

The virtual Town Hall was held Thursday, January 28, 2021 from 6:30 pm - 7:30 pm via the Zoom platform, which was also live streamed to Facebook Live. Prior to the event, English and Spanish versions of the PowerPoint presentations were made available on the project website (www.RTAOK.org/projects). The Town Hall presentations can be found in **Appendix A**.

Participants accessing the Town Hall via the Zoom platform had the ability to turn on closed captions in English and/or listen to a live Spanish interpretation.

The Facebook Live Stream allowed the public to access the presentation in English through Facebook, while also providing notification in follower newsfeeds and on-demand viewing once the presentation had concluded. **Figure 1** shows four photos of the Town Hall presentation.

RTA OK Transit System Plan

Figure 1. Virtual Town Hall Photos

Virtual Townhall RTA Transit System Plan

For the Spanish version of this PowerPoint, please visit www.RTAOK.org/projects.

Live translation of this presentation to Spanish will be available once the Townhall begins by clicking the option at the bottom of your screen that looks like this:

Para obtener la versión en español de este PowerPoint, por favor visite www.RTAOK.org/projects.

La traducción en vivo en español de esta presentación estará disponible cuando la reunión del ayuntamiento comience. Haga clic en el ícono abajo en la pantalla.

January 28, 2021

Welcome

Governor Brad Henry
RTA Board of Directors, Chairman

Liz Scanlon
Kimley-Horn Project Manager

RTA of Central Oklahoma

- Regional independent governmental agency established 2019 under laws of State of Oklahoma
- Responsibilities include developing, funding, constructing/implementing, operating/maintaining projects within district boundaries

2014 Passage of HB 2480: State Legislation

2015 Memorandum of Understanding: ACOG Task Force

2017-18 Trust Agreement & Indenture: RTA Development

2019 Historic Signing: RTA Formed

2013-2014 Commuter Corridors Study

Closing Remarks

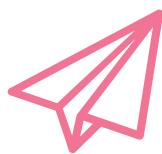
Mary Mélon
RTA Board of Directors, Secretary Chair of Outreach Committee

The Town Hall presentation was recorded in both English and Spanish. The recordings were made available on the project website for community members to have the opportunity to view later. The presentation slides and recording, along with a comment/question form, allow the community and stakeholders to learn about the project and contact the project team at their convenience. The Town Hall material posted on the website can be found in **Appendix B**.

Public Notifications

Public notifications for the virtual Town Hall were posted across multiple media platforms in English and Spanish. The platforms included the project website, press releases, social media posts with organizations tagged, emails to key contacts within RTA's region, and local media interviews and articles. The social media posts gathered over 150 shares on Facebook and Twitter.

A sampling of the Town Hall notifications distributed to the public can be found in **Appendix C**.



Local Media



Press Releases



Social Media



Emails

Town Hall Attendance, Comments, & Questions

During the live Zoom presentation, there were over 130 attendees. The Facebook Live Stream had 811 views as of February 4th, 2021. A summary report for the event can be found in **Appendix A**.

As of February 4th, 2021, 57 questions and comments had been received regarding the presentation and the Transit System Plan. The question and comment form remained open on the project website for two weeks after the Town Hall. The majority of questions and comments related to the following topics: Funding Opportunities, Timeline for Funding and/or Implementation, RTA Partnerships, First & Last Mile Connections, and Clarification on Types of Transit. The questions and responses were published on the project website and can be found in **Appendix D**.



135

Total Zoom
Participants



811

Facebook Live
Views



57

Questions &
Comments

As of February 4, 2021

Appendices

Appendix A. Town Hall Recordings & Reports

Provided below are links to the English recording, Spanish recording, and an audio only with transcript.

English recording (posted on YouTube and on the project website):

<https://www.youtube.com/watch?v=Fq3ilsM4Ik&feature=youtu.be>

Spanish recording (posted on YouTube and on the project website):

<https://www.youtube.com/watch?v=VR4CUG3hCHk&feature=youtu.be>

English audio only:

https://kimley-horn.zoom.us/rec/play/EaAYB_fp7vuxDOCuOE6wg50GS-bfTAMGCj3aOlbg1Yg1L2TBPBJ5vRaGQosi3X1AH2kaxqvEFyTPrrCE.7KXcPWo9OI2ORrmZ

Appendix B. Town Hall Information on Website

The Virtual Town Hall event was posted on the RTA's event calendar. This calendar event contained a registration link and a link to the full press release on the RTA's website. Below are links and screenshots of the calendar event.

[« RETURN TO CALENDAR](#)

RTA Virtual Town Hall

The Virtual Town Hall will discuss the Transit System Planning process, upcoming visioning and goal setting, potential transit corridors, the other forms of transit potentially available to include in the Plan, and the future phases of transit development in Central Oklahoma. Time after the presentation will be reserved to ask questions of Kimley-Horn, the RTA planning consultant.

Zoom Link: <https://bit.ly/3rxm8DP> || Webinar ID: 919 0541 9140
Or via Telephone: 1 346 248 7799 OR via iPhone one-tap : 13462487799,,91905419140#

Read the full news release here: <https://rtaok.org/about-us/news-releases/>

	DATE JAN 28 2021
	TIME 6:30 PM - 8:00 PM
	LOCATION TELECOMMUNICATION
<hr/>	
AGENDA	
PACKET	
MINUTES	

[+ Add to Google Calendar](#)

[+ iCal export](#)

<https://rtaok.org/events/rta-ok-townhall/>

The Town Hall recording was made available to the public on the RTA's website. Recordings of the Town Hall event and the live Q&A session were made available in English and Spanish. The public is still given the opportunity to submit any comments they may have in the form of a public comment form. Screenshots and links to the recordings and public comment form are found below.

First Virtual Town Hall – January 28 2021

The first Virtual Town Hall discussed the Transit System Planning process, upcoming visioning and goal setting, potential transit corridors, the other forms of transit potentially available to include in the Plan, and the future phases of transit development in Central Oklahoma. Time after the presentation was reserved to ask questions of Kimley-Horn, the RTA planning consultant.

- [2021 28 January – Virtual Town Hall Presentation – English](#)
- [2021 28 January – Virtual Town Hall Presentation – Spanish](#)
- [2021 28 January – LIVE Town Hall Presentation + Q&A – English](#)
- [2021 28 January – LIVE Town Hall Presentation + Q&A – Spanish](#)
- [2021 08 February – Transit System Plan FAQ](#)
- [Provide Transit System Plan Comments Here](#)

<https://rtaok.org/projects/>

Transit System Plan Comment Form

* 1. Question or comment regarding the Transit System Plan:

2. OPTIONAL: Contact info if you asked a question and you would like a response from the Planning Team:

Name	<input type="text"/>
Company (If Applicable)	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

<https://www.surveymonkey.com/r/rtaok>

Table 1 lists the visitors to the RTA's website between the dates of January 13th, 2021 and February 9th, 2021 based on the city the visitor was located in. Oklahoma City had the largest website visitors during the time period, gathering approximately 24 percent of the total website traffic.

Table 1. Visitors to the RTA Website by City between January 13 to February 9, 2021

City	Number of Attendees	Percentage of Total Attendees
Oklahoma City	156	24.45%
No City Identified	142	22.26%
Edmond	50	7.84%
Norman	43	6.74%
San Jose	32	5.02%
Dallas	31	4.86%
Midwest City	20	3.13%
San Antonio	15	2.35%
Moore	13	2.04%
Cheyenne	11	1.72%

Appendix C. Town Hall Outreach

Below is a sampling of the Town Hall outreach performed including press releases, Facebook posts, and Twitter posts.

Press Releases

Two press releases were distributed to the public about the Town Hall. One on January 13, 2021, and another on January 28, 2021. Below are the two press releases made public, posted on the RTA website, and distributed to the media.

Media Contact:
Michael Scroggins
Email: michael.sroggins@okc.gov
Phone: (405) 297-2107

**Regional Transportation Authority
of Central Oklahoma**

FOR IMMEDIATE RELEASE

January 13, 2021

Regional Transportation Authority of Central Oklahoma Kicks-Off Transit System Planning Process

Join the Virtual Town Hall Meeting Taking Place on January 28, 2021

OKLAHOMA CITY – After more than a decade of transformative growth, the [Regional Transportation Authority \(RTA\) of Central Oklahoma](#) is holding its first Virtual Town Hall Meeting to kick-off the development of a Transit System Plan for its six-member cities. The development of a Plan is a significant milestone toward coordinated transit in the region to complement successful projects, such as the Oklahoma City Streetcar.

The Virtual Town Hall can be joined live, and it will also be available on the [project website](#) after it takes place. The Virtual Town Hall will discuss the Transit System Planning process, upcoming visioning and goal setting, potential transit corridors, the other forms of transit potentially available to include in the Plan, and the future phases of transit development in Central Oklahoma. Time after the presentation will be reserved to ask questions of [Kimley-Horn](#), the RTA planning consultant.

Said Governor Henry of the effort: “We are excited to launch this effort to proactively plan an affordable system that aligns with member city goals and community input. We want everyone’s stamp on this to make sure it meets our needs.” The planning effort is expected to occur throughout the first six months of 2021, and the public can expect additional town halls and information posted to the project website as the Transit System Plan develops. Subscribe to email updates at <https://rtaok.org/connect/>.

Approximately two years ago, the cities of Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City formed the Regional Transportation Authority (RTA) of Central Oklahoma. The effort was the culmination of more than a decade of tireless work and the accomplishment of several strategic milestones led by the [Association of Central Oklahoma Governments](#) (ACOG). As the RTA's focus shifted to transit system operational planning, [EMBARK](#) is providing Interim Administrative Services, and EMBARK's Administrator, Jason Ferbrache, is serving as its Interim Executive Director.

The Virtual Town Hall will be on January 28, 2021, at 6:30 p.m. on Zoom, and the recording will be available on the project website at <https://rtaok.org/projects/> the following day. RTA Board Members may attend this Virtual Town Hall as members of the public but will not be conducting business of the RTA. Information to join the Virtual Town Hall Meeting at the scheduled start time is as follows:

Zoom Link: <https://bit.ly/3rxm8DP> || Webinar ID: 919 0541 9140
Or via Telephone: +1 346 248 7799 OR via iPhone one-tap : +13462487799,,91905419140#



###



About RTA

The Regional Transportation Authority (RTA) of Central Oklahoma is a trust established by six central Oklahoma municipalities – Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City – to advance regional public transportation plans connecting those cities.

**NOTICE OF VIRTUAL TOWN HALL MEETING
REGIONAL TRANSPORTATION AUTHORITY OF CENTRAL OKLAHOMA (RTA)
JOURNAL RECORD AND NORMAN TRANSCRIPT**

DEVELOPING A COMPREHENSIVE TRANSIT SYSTEM PLAN

THURSDAY, JANUARY 28, 2021 – 6:30 P.M.

ZOOM LINK: [HTTPS://BIT.LY/3RXM8DP](https://bit.ly/3RXM8DP) || WEBINAR ID: 919 0541 9140

OR VIA TELEPHONE: +1 346 248 7799 OR

VIA IPHONE ONE-TAP: +13462487799,91905419140#

MEETING OVERVIEW

A virtual town hall meeting is scheduled to occur Thursday, January 28, 2021, at 6:30 p.m. The purpose of the meeting is to provide attendees an update on the development of a comprehensive public transit plan for its six member cities – Del City, Edmond, Midwest City, Moore, Norman, and Oklahoma City. The presentation will be led by the RTA's consultant Kimley-Horn. At the end of the presentation, the consultant will respond to questions about the plan. Upon conclusion of the meeting, the presentation will be available for review and comment at rtaok.org/projects through February 26, 2021.

RTA Board Members may attend this Virtual Townhall as members of the public but will not be conducting business of the RTA.

Process for Receiving Comments

The RTA Board of Directors encourages public comments on the day of the town hall or in writing. Those desiring to speak should contact the RTA at (405) 297-2824 (TDD *711) to register. Advance registration will be accepted until 4 p.m. on the day before the meeting. Those who have not pre-registered may sign up immediately before the hearing begins and will be scheduled to speak after those who have pre-registered. In addition, written comments will be received through February 26, 2021. Written comments may be submitted the day of the meeting or provided by email to info@rtaok.org, or mailed in advance to:

RTA OK
Attn: Transit Plan
2000 S May Ave
Oklahoma City, OK 73108

Those sending comments should include their name, address, email, and phone number.

Notice for Persons with a Disability

Anyone with a disability who requires an accommodation, a modification of policies or procedures, an auxiliary aid or service in order to participate in this meeting should contact the RTA at 405-297-1331 or TDD *711 as soon as possible but not later than 48 hours (not including weekends or holidays) before the scheduled meeting. If you need an alternate format of the agenda or any information provided at said meeting, please contact the ADA department coordinator listed above 48 hours prior to the scheduled meeting.

<https://rtaok.org/about-us/news-releases/>

Facebook Posts

The RTA posted five Facebook posts, which includes one Facebook Live stream of the event, and one Facebook event to advertise the Virtual Town Hall. The five Facebook posts received a total of 31 likes, eight comments, and 34 shares, and the shares each had more likes, comments, and shares. The RTA's Facebook page is found here:

<https://www.facebook.com/RTACentral>, and the Facebook event for the Town Hall can be found here: <https://www.facebook.com/events/899479647476216/>.

The City of Norman posted on their Facebook page about the event, in addition to other entities. Norman's Facebook page can be found here: <https://www.facebook.com/cityofnormanok>. The post received a total of 11 likes and one comment. Stephen Tyler Holman, a Norman City Council Member, shared the event on his Facebook page as well. Councilmen Stephen Tyler Holman's Facebook page can be found here:

<https://www.facebook.com/HolmanforNormanWard7/>



RTA OK Transit System Plan



Mayor David Holt, of Oklahoma City, shared the press release on his Facebook page. The post collected a total of 398 reactions, 80 comments, and 66 shares as of February 4th, 2021. Mayor David Holt's Facebook page can be found here: <https://www.facebook.com/MayorDavidHolt>.

 Mayor David Holt •
January 14 at 7:06 AM · 

The work of metro OKC's Regional Transit Authority is beginning to ramp up. If you're interested in regional transit & being a part of a bold transit future, I strongly encourage you to join the virtual town hall (1/28 at 6:30 pm) announced by Governor Brad Henry below. 

To remind you, in 2019, six cities in metro OKC created the RTA in order to facilitate planning - and ultimately construction of - a regional transit system, likely rail-based. I appointed Governor Brad Henry and Mary Melon to represent OKC, and Governor Henry was elected chair. The RTA has been meeting for the last two years, and the efforts below are a milestone in their work. Regional transit and the RTA's plans will be a topic of much discussion and excitement in the years ahead.

Media Contact:
Michael Scroggins
Email: michael.scroggins@okc.gov
Phone: (405) 297-2107

Regional Transportation Authority of Central Oklahoma

FOR IMMEDIATE RELEASE
January 13, 2021

Regional Transportation Authority of Central Oklahoma Launches Transit System Plan

Join the Virtual Townhall Meeting Taking Place on January 28, 2021

OKLAHOMA CITY – After more than a decade of transformative growth, the **Regional Transportation Authority (RTA) of Central Oklahoma** is holding its first Virtual Townhall Meeting to discuss the launch of a Transit System Plan for its six-member cities. The Plan is a significant milestone toward coordinated transit in the region to complement successful projects, such as the Oklahoma City Streetcar.

The Virtual Townhall can be joined live, and it will also be available on the [project website](#) after it takes place. The Virtual Townhall will discuss the Transit System Planning process, upcoming visioning and goal setting, potential transit concepts, the other forms of transit potentially available to include in the Plan, and the future phases of transit development in Central Oklahoma. Time after the presentation will be reserved to ask questions for the Kimley-Horn planning team to answer.

Said Governor Henry of the effort: "We are excited to launch this effort to proactively plan an affordable system that aligns with member city goals and community input. We want everyone's stamp on this to make sure it meets our needs." The planning effort is expected to occur throughout the first six months of 2021, and the public can expect additional townhalls and information posted to the project website as the Transit System Plan evolves. Subscribers to email updates at <https://rtack.org/connect/>.

Approximately two years ago, the cities of Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City formed the Regional Transportation Authority (RTA) of Central Oklahoma. The effort was the culmination of more than a decade of tireless work and the accomplishment of several strategic milestones led by the Association of Central Oklahoma Governments (ACOG). As the RTA's focus shifted to transit system operational planning, EMBARK is providing Interim Administrative Services, and EMBARK's Administrator, Jason Ferbrache, is serving as its Interim Executive Director.

The Virtual Townhall will be on January 28, 2021, at 6:30 p.m. on Zoom, and the recording will be available on the project website at <https://rtack.org/projects/> the following day. RTA Board Members may attend the Virtual Townhall as members of the public but will not be conducting business of the RTA. Information to join the Virtual Townhall Meeting at the scheduled start time is as follows:

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Or via Telephone: +1 346 248 7799 OR via iPhone one-tap: +13462487799,,91905419140#

About RTA
The Regional Transportation Authority (RTA) of Central Oklahoma is a trust established by six central Oklahoma municipalities – Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City – to advance regional public transportation plans connecting those cities.



 398 80 Comments 66 Shares

The event was shared on two public Facebook groups, including Western United States Passenger Rail and Norman – Ward 7 pages. The post shared on the Western United States Passenger Rail Facebook Page gathered 7 reactions and one comment. The post on the Norman – Ward 7 Facebook page also gathered 7 reactions. The two Facebook pages can be found here: <https://www.facebook.com/groups/218062105014453/> and <https://www.facebook.com/groups/PassengerRail/about>.

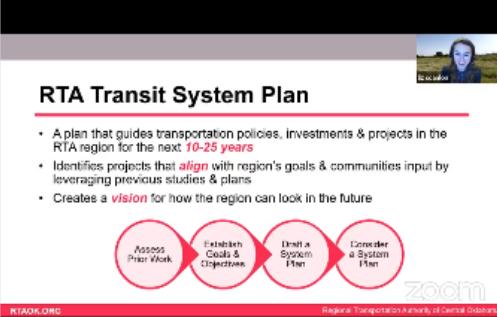
The RTA live streamed the Town Hall Zoom meeting on Facebook Live. Provided below are summary insights for the live stream video, which has also been viewed over 800 times on-demand, after the Town Hall was completed. In addition to the RTA's comments, likes, and shares, the shares also received additional likes, comments, and reshares not captured in some of the summary insights below.

Post Details

 Regional Transportation Authority of Central Oklahoma was live. ...

Published by Abra Nusser  · January 28 at 6:30 PM · 

Transit System Plan



Performance for Your Post

2041	People Reached
82	Likes, Comments & Shares
115	Post Clicks
15	Clicks to Play
13	Link Clicks
87	Other Clicks

NEGATIVE FEEDBACK

0	Hide All Posts	0	Hide Post
0	Report as Spam	0	Unlike Page

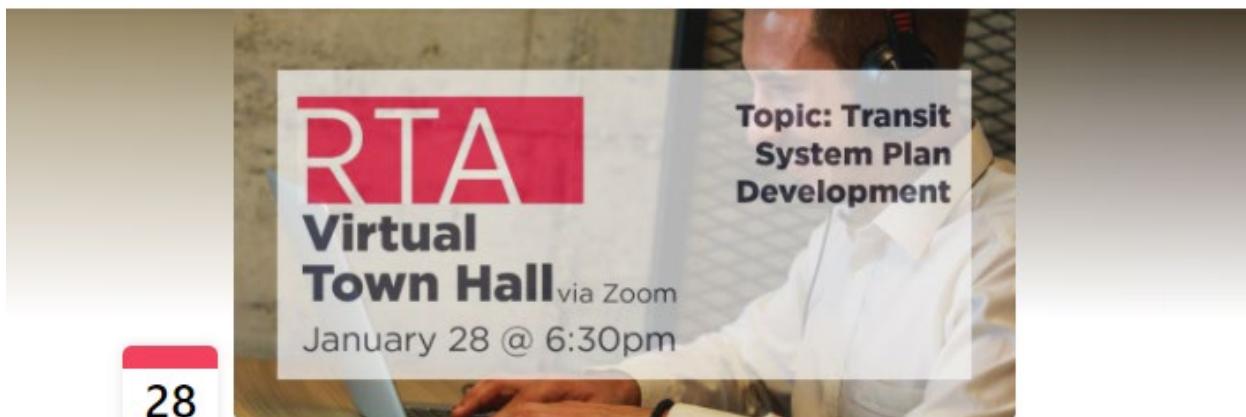
82 Likes, Comments & Shares

BRANDED CONTENT DISTRIBUTION

View Breakdown		2041	2041	0
Total Reach	Organic Reach	Paid Reach		
2183	2183	0		
Total Impressions	Organic Impressions	Paid Impressions		

A sample of the Facebook outreach for the Town Hall can be found below:

February 23, 2021



THURSDAY, JANUARY 28, 2021 AT 6:30 PM CST

RTA Virtual Town Hall

Free · Online Event

[Go To Link](#)

[About](#) [Discussion](#)

[Interested](#)

[Going](#)

...

Details

118 people responded



Event by Regional Transportation Authority of Central Oklahoma and City of Norman, OK - City Government

Online: bit.ly

Thursday, January 28, 2021 at 6:30 PM CST

Price: Free

Public - Anyone on or off Facebook

The Virtual Town Hall will discuss the Transit System Planning process, upcoming visioning and goal setting, potential transit corridors, the other forms of transit potentially available... See More

[Causes](#) [Online](#)

Hosts



Regional Transportation Authority of Central Oklahoma
Public & Government Service - Transportation Service

[Message](#)



City of Norman, OK - City Government
City Hall - Government Organization - Public & Government Service

[Message](#)

Go With Friends

[See All](#)

36

WENT

82

INTERESTED



Abra went

[Message Friends](#)

Popular With Friends



THIS SATURDAY AT 2 PM CST

Network and Chill Day Party
Young Black Entrepreneurs Networkin...

Caleb

[Interested](#)



FRI, FEB 12 AT 5 PM CST

February Happy Hour
Flying Saucer Fort Worth

Sanders

[Interested](#)



FRI, FEB 19 AT 5:30 PM CST

Eataly Dallas February Virtual Classes
NorthPark Center

NorthPark Center

[Interested](#)

RTA OK Transit System Plan



RTA Regional Transportation Authority of Central Oklahoma ...
January 14 at 8:21 AM ·

A new era of public transportation is under way in Central Oklahoma. Join the movement. Thursday January 28 in the RTA's first Town Hall.

When: January 28 at 6:30pm
Where: Virtual meeting - find Zoom link at
<https://rtaok.org/events/rtा-ok-townhall/>

Read the full news release here: <https://rtaok.org/about-us/news-releases/>

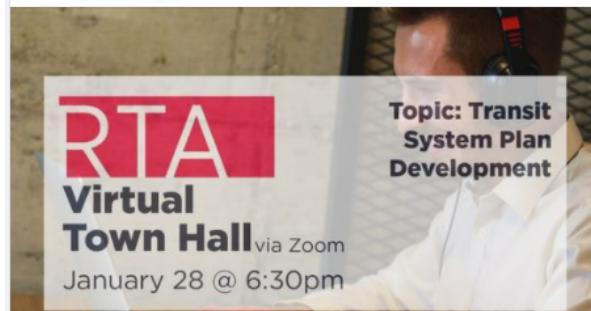


RTA Regional Transportation Authority of Central Oklahoma ...
January 28 at 3:42 PM ·

¡Únase a nosotros esta noche para un Ayuntamiento Virtual sobre el Plan del Sistema de Transporte Público de la Autoridad de Transporte Regional de Oklahoma Central! La reunión será por Zoom y traducción en vivo a español será disponible al activarlo en la parte inferior de la pantalla. Mañana también se publicará una versión no en vivo de la presentación si se la pierde. Puede descargar la presentación de PowerPoint en español antes del Ayuntamiento si desea seguir la traducción en vivo con el PowerPoint en español.

Join us tonight for a Virtual Town Hall on Central Oklahoma Regional Transportation Authority's Public Transportation System Plan! The meeting will be via Zoom and live translation to Spanish will be available when you activate it at the bottom of the screen. A non-live version of the presentation will also be posted tomorrow if you miss it. You can download the PowerPoint presentation in Spanish before City Hall if you want to follow the translation live with PowerPoint in Spanish.

· Hide original · Rate this translation



RTA Regional Transportation Authority of Central Oklahoma ...
January 28 at 3:58 PM ·

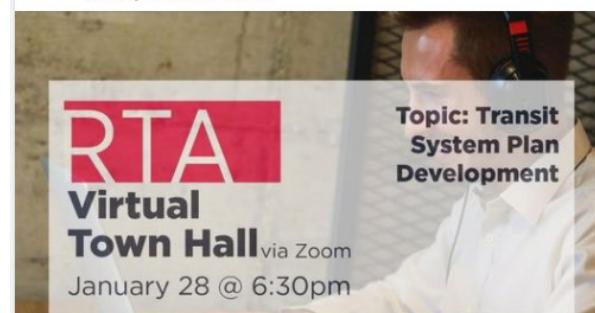
Join us tonight at 6:30pm on Zoom as we discuss a new era of public transportation underway in Central Oklahoma! Please help spread the word! Optional live Spanish translation will be provided through the Zoom app, as well as closed captioning in English.

Zoom Info: <https://bit.ly/3rm8DP> || Webinar ID: 919 0541 9140
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THU, JAN 28
RTA Virtual Town Hall
Abra went
 Interested

RTA Regional Transportation Authority of Central Oklahoma ...
added an event.
January 13 at 12:37 PM ·



THU, JAN 28
RTA Virtual Town Hall
Abra went
 Interested
 Abra Nusser and 2 others

Western United States Passenger Rail

• Public group · 763 members

About Discussion Members Events Media Files [Join Group](#)  



Evan Stair shared a post.

January 14 at 1:46 PM · 

...

OKC Metro RTA Discussions Continue in 2021

Media Contact:
Michael Scroggins
Email: michael.scroggins@okc.gov
Phone: (405) 297-2107

**Regional Transportation Authority
of Central Oklahoma**

FOR IMMEDIATE RELEASE

January 13, 2021

**Regional Transportation Authority of Central Oklahoma Launches
Transit System Plan**

Join the Virtual Townhall Meeting Taking Place on January 28, 2021

OKLAHOMA CITY – After more than a decade of transformative growth, the [Regional Transportation Authority \(RTA\) of Central Oklahoma](#) is holding its first Virtual Townhall Meeting to discuss the launch of a Transit System Plan for its six-member cities. The Plan is a significant milestone toward coordinated transit in the region to complement successful projects, such as the Oklahoma City Streetcar.

The Virtual Townhall can be joined live, and it will also be available on the [project website](#) after it takes place. The Virtual Townhall will discuss the Transit System Planning process, upcoming visioning and goal setting, potential transit corridors, the other forms of transit potentially available to include in the Plan, and the future phases for transit development in Central Oklahoma. Time after the presentation will be reserved to ask questions for the [Kinley-Horn](#) planning team to answer.

Said Governor Henry of the effort: "We are excited to launch this effort to proactively plan an affordable system that aligns with member city goals and community input. We want everyone's stamp on this to make sure it meets our needs." The planning effort is expected to occur throughout the first six months of 2021, and the public can expect additional townhalls and information posted to the project website as the Transit System Plan evolves. Subscribe to email updates at <https://rtak.org/connect/>.

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About RTA

The Regional Transportation Authority (RTA) of Central Oklahoma is a trust established by six central Oklahoma municipalities – Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City – to advance regional public transportation plans connecting those cities.

About

Help expand preserve and expand passenger rail services in the western United States.

www.PassengerRailOK.org,
www.PassengerRailKS.org

• Public

Anyone can see who's in the group and what they post.

• Visible

Anyone can find this group.

• General Group

Norman - Ward 7

Public group · 835 members

About Discussion Members Events Media Files

Join Group



...



Stephen Tyler Holman shared an event.

January 28 at 6:25 PM ·

...

If you are interested in the plans for an OKC Metro Area Public Transit system this is something to participate in.
"The Virtual Town Hall will discuss the Transit System Planning process, upcoming visioning and goal setting, potential transit corridors, the other forms of transit potentially available to include in the Plan, and the future phases of transit development in Central Oklahoma. Time after the presentation will be reserved to ask questions of Kimley-Horn, the RTA planning consultant."



THU, JAN 28

RTA Virtual Town Hall
Abra went

☆ Interested

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About

An open forum for residents of Ward 7 to share ideas, stories, news, and build better community relationships.

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Public

Anyone can see who's in the group and what they post.

Visible

Anyone can find this group.

Norman, Oklahoma

General Group

Twitter Posts

Provided below is a sampling of activity on Twitter regarding the Town Hall.

The RTA posted twice about the virtual Town Hall event on RTA's Twitter page. RTA's Twitter page can be found here: <https://twitter.com/RTACentral>.



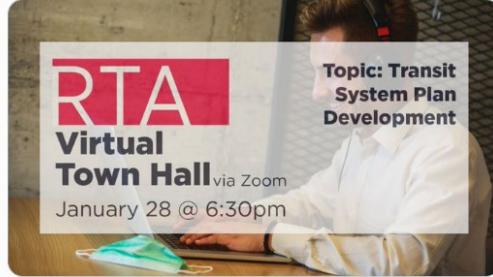
RTA @RTACentral · Jan 14

A new era of public transportation is under way in Central Oklahoma. Join the movement, Thursday January 28 in the RTA's first Town Hall.

When: January 28 at 6:30 pm

Where: Virtual meeting - find Zoom link at ow.ly/iAUc50D8F3b

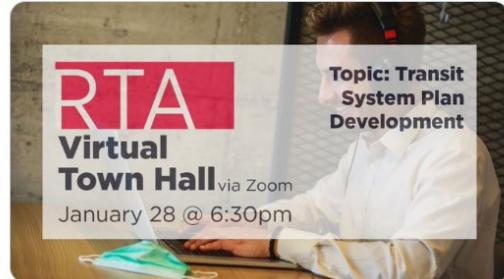
Learn more: ow.ly/y7vM50D8F3a



RTA @RTACentral · Jan 28

A new era of public transportation is under way in Central Oklahoma. Join the movement, the RTA's first Town Hall is underway!

Join the Virtual meeting at ow.ly/iAUc50D8F3b



RTA OK Transit System Plan



The Mayor of Oklahoma City, Mayor David Holt, posted twice about the event on his Twitter page. The two posts gathered a total of 131 likes, 24 retweets, 8 quoted tweets, and 2 comments. Mayor David Holt's Twitter page can be found here: <https://twitter.com/davidfholt>.

 Mayor David Holt [@davidfholt](#) ...

The work of metro OKC's Regional Transit Authority is beginning to ramp up. If you're interested in regional transit & being a part of a bold transit future, I strongly encourage you to join the virtual town hall (1/28 at 6:30 pm) announced by Governor Brad Henry below. 

Media Contact:
Michael Scroggins
Email: michael.scroggins@okc.gov
Phone: (405) 297-2107

Regional Transportation Authority of Central Oklahoma

FOR IMMEDIATE RELEASE
January 13, 2021

Regional Transportation Authority of Central Oklahoma Launches Transit System Plan

Join the Virtual Townhall Meeting Taking Place on January 28, 2021

OKLAHOMA CITY – After more than a decade of transformative growth, the [Regional Transportation Authority of Central Oklahoma](#) is holding its first Virtual Townhall Meeting to discuss the launch of a Transit System Plan for its six-member cities. The Plan is a significant milestone toward coordinated transit in the region to complement successful projects, such as the Oklahoma City Streetcar.

The Virtual Townhall can be joined live, and it will also be available on the [project website](#) after it takes place. The Virtual Townhall will discuss the Transit System Planning process, upcoming visioning and goal setting, potential transit corridor, the other cities of the region currently available to include in the Plan, and the future phases for transit development in Central Oklahoma. Time after the presentation will be reserved to ask questions for the [Kimley-Horn](#) planning team to answer.

Said Governor Henry of the effort: "We are excited to launch this effort to proactively plan an affordable system that aligns with member city goals and community input. We want everyone's stamp on this to make sure it meets our needs." The planning effort is expected to occur throughout the first six months of 2021, and the public can expect additional townhalls and information posted to the project website as the Transit System Plan evolves. Subscribe to email updates at <https://rtak.org/connect>.

Approximately two years ago, the cities of Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City formed the Regional Transportation Authority (RTA) of Central Oklahoma. The effort was the culmination of more than a decade of tireless work and the accomplishment of several strategic milestones led by the [Association of Central Oklahoma Governments \(ACOG\)](#). As the RTA's focus shifted to transit system operational planning, EMBARK is providing Interim Administrative Services, and EMBARK's Administrator, Jason Ferbrache, is serving as its Interim Executive Director.

The Virtual Townhall will be on January 28, 2021, at 6:30 p.m. on Zoom, and the recording will be available on the project website at <https://rtak.org/project/> the following day. RTA Board Members may attend this Virtual Townhall as members of the public but will not be conducting business of the RTA. Information to join the Virtual Townhall Meeting at the scheduled start time is as follows:

Zoom Link: <https://bit.ly/2QmBOP> || Webinar ID: 919 0541 9140
Or via Telephone: +1 346 248 7799 OR via iPhone one-tap: +13462487799,91905419140#

###

About RTA
The Regional Transportation Authority (RTA) of Central Oklahoma is a trust established by six central Oklahoma municipalities – Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City – to advance regional public transportation plans connecting those cities.

6:55 AM · Jan 14, 2021 · Twitter for iPhone

23 Retweets 8 Quote Tweets 114 Likes

 Mayor David Holt [@davidfholt](#) · Jan 28 ...
Tonight!

 Mayor David Holt [@davidfholt](#) · Jan 14

The work of metro OKC's Regional Transit Authority is beginning to ramp up. If you're interested in regional transit & being a part of a bold transit future, I strongly encourage you to join the virtual town hall (1/28 at 6:30 pm) announced by Governor Brad Henry below. 

Show this thread

Everyone, subscribe to email updates at <https://rtak.org/connect>.

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RTA OK Transit System Plan



Passenger Rail OK posted about the Town Hall event on their Twitter page. The Twitter post gathered 11 likes, one retweet, and one quoted tweet. Passenger Rail OK's Twitter page can be found here: <https://twitter.com/PassRailOK>.

Passenger Rail OK @PassRailOK · Jan 14
This is from OKC Mayor @davidfholt. The RTA will investigate commuter rail between Edmond, OKC, Norman, with a spur to Del City and Midwest City.

Mayor David Holt @davidfholt · Jan 14
The work of metro OKC's Regional Transit Authority is beginning to ramp up. If you're interested in regional transit & being a part of a bold transit future, I strongly encourage you to join the virtual town hall (1/28 at 6:30 pm) announced by Governor Brad Henry below. 🙌
[Show this thread](#)

evones. subscribe to email updates at <https://nace.org/connect/>

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The Virtual Town Hall will be on January 28, 2021, at 6:30 p.m. on Zoom and the recording will be available on the public website at [this link](#). The following day, RTA Board Members may attend this Virtual Townhall as members of the public but will not be conducting business of the RTA. Information to join the Virtual Townhall Meeting at the scheduled start time is as follows:

Zoom Link: <https://bit.ly/3remBDP> || Webinar ID: 919 0541 9140
Or via Telephone: +1 346 248 7799 OR via iPhone one-tap: +13462487799,,91905419140#

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About RTA
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Appendix D. Public Comments & Questions Received through 02/12/2021

RTA Virtual Town Hall: Transit System Plan Questions & Answers

Reunión Virtual del Ayuntamiento de RTA: Preguntas y Respuestas sobre el Plan del Sistema de Transporte Público

On January 28, 2021, a Virtual Town Hall was held by the Regional Transportation Authority of Central Oklahoma (RTA) on Zoom, and it was also streamed to Facebook Live and posted as recordings to view on-demand. The questions and answers contained in this document were gathered during the virtual event and up until February 11, 2021. This document will be updated until February 11, 2021 with any other questions received. Please utilize the comment/question form [HERE](#), for the Transit System Plan, to submit any additional questions or comments to be included in forthcoming additions to this Q&A.

En el 28 de enero del 2021, la Autoridad de Transporte Regional de Oklahoma Central (RTA) celebró una Reunión Virtual del Ayuntamiento en Zoom, la cual también se transmitió por Facebook Live y se publicó como grabaciones para verlo a pedido. Las preguntas y respuestas contenidas en este documento fueron recopiladas durante el evento virtual hasta el 11 de febrero del 2021. Este documento se actualizará hasta el 11 de Febrero del 2021 con cualquier otra pregunta recibida. Por favor utilice el formulario de comentarios de Plan del Sistema de Transporte Público [AQUÍ](#), para enviar preguntas o comentarios adicionales que se incluirán en las próximas adiciones a estas preguntas y respuestas.

Q: What is the best way to sell the RTA to the public who largely believe more money should be spent on fixing roads? Additionally, the traffic in OKC isn't too bad, so you can get most anywhere in 20 minutes. How do you sell the RTA auto a largely car-based city?

Q: ¿Cuál es la mejor manera de vender a RTA al público que cree en gran medida que se debe gastar más dinero en reparar carreteras? Además, el tráfico en OKC no es tan malo, por lo que puede llegar a cualquier lugar en 20 minutos. ¿Cómo se vende la RTA en una ciudad principalmente basada en carros?

A: RTA's role is to educate the public about the benefits of public transit, such as economic opportunity and planning for the region's future, and to facilitate what the member cities would like to see from a transit and mobility perspective.

Adding transit choices to the region's overall transportation systems will provide additional options for people to move around. It will also help make this region competitive economically, and it can help increase higher-paying jobs and economic growth in the future. Cars are still a primary vehicle in our regional mobility network and will continue to be for the foreseeable future.

A: El papel de la RTA es educar al público sobre los beneficios del transporte público, como las oportunidades económicas y la planificación para el futuro de la región, y

facilitar lo que a los miembros de las ciudades les gustaría ver desde una perspectiva de transporte y movilidad.

Agregar opciones de transporte público a los sistemas de transporte generales de la región brindará opciones adicionales para que las personas se muevan. También ayudará a esta región ser económicamente competitiva y puede ayudar a aumentar los empleos mejor pagados y el crecimiento económico en el futuro. Los automóviles siguen siendo un vehículo principal en nuestra red de movilidad regional y lo seguirán siendo en el futuro próximo.

Q: Is the RTA aware of efforts by the State of Kansas to expand Amtrak passenger rail service north of Oklahoma City, through Wichita, on the infrastructure that will be used by the RTA commuter train between Edmond? How can I share information with the RTA? I believe these projects are mutually beneficial and applications for federal grants should be coordinated between the two and the Oklahoma Department of Transportation.

Q: ¿Conoce la RTA de los esfuerzos del Estado de Kansas para expandir el servicio ferroviario de pasajeros de Amtrak al norte de la ciudad de Oklahoma, a través de Wichita, en la infraestructura que utilizará el tren de cercanías de RTA entre Edmond? ¿Cómo puedo compartir información con la RTA? Creo que estos proyectos son mutuamente beneficiosos y las solicitudes de subvenciones federales deben coordinarse entre los dos y el Departamento de Transporte de Oklahoma.

A: RTA is aware of the efforts and staying abreast of the process being undertaken.

A. *RTA es consciente de los esfuerzos y se mantiene al tanto del proceso que se está llevando a cabo.*

Q: Do corridors typically extend further past the main “destination” point? For example, a bit further south of the Norman core to capture those coming into Norman from the South?

Q: ¿Los corredores suelen extenderse más allá del punto principal de "destino"? Por ejemplo, ¿un poco más al sur del centro de Norman para capturar a los que llegan a Norman desde el sur?

A: It is typical for station areas, particularly near the end of a line, to have large capture areas. We will be looking at solutions that help people who live farther away to access the regional transit system through solutions such as park-and-rides. These options will be explored in the next phases of the project.

A: *Es típico que las áreas de estaciones, particularmente cerca del final de una línea, tengan grandes áreas de captura. Buscaremos soluciones que ayuden a las personas que viven más lejos a acceder al sistema de transporte regional a través de soluciones como aparcar y montar (park-and-ride). Estas opciones se explorarán en las próximas fases del proyecto.*

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Q: Can rail service become "wheel" as well as "spoke" in design? I see the map gives rise to connecting the end of Tinker in a loop back southwest to South OKC and maybe further west to the airport. Is there extra Federal funding for commuter status rail service?

Q: ¿Puede el servicio ferroviario convertirse en "rueda" además de "radios" en el diseño? Veo que el mapa da lugar a conectar el final de Tinker en un círculo de regreso al suroeste del sur de OKC y tal vez más al oeste hasta el aeropuerto. ¿Hay fondos federales adicionales para el servicio de trenes de cercanías?

A: It is possible to connect in-between corridors when warranted by growth and demand if the region warrants. This kind of "hub and spoke" transit system typically occurs in major metropolitan areas and likely would not be developed until after core commuter corridors are established.

There is potential federal funding available for high capacity transit service including commuter rail service. We intend to apply to the competitive federal program for transit through FTA. This will be examined as part of our next phase of planning work.

A: Es posible conectar corredores intermedios cuando el crecimiento y la demanda justifiquen si la región lo justifica. Este tipo de sistema de transporte público de "centro y radios" generalmente ocurre en las principales áreas metropolitanas y probablemente no se desarrollaría hasta después de la creación de los corredores centrales de cercanías.

Existe un posible financiamiento federal disponible para el servicio de transporte público de alta capacidad, incluido el servicio de trenes de cercanías. Tenemos la intención de postularnos al competitivo programa federal de transporte público a través de FTA. Esto será examinado como parte de nuestra próxima fase de trabajo de planificación.

Q: Did you consider bicycles as transportation type and a need for their own corridor?

Q: ¿Se consideró las bicicletas como un medio de transporte y una necesidad de un corredor propio?

A: Connectivity is a priority in developing an expanded transit network. At this point, we do not know if a separate bicycle corridor will be included. This would involve many elements, including cost and right-of-way, that would have to be worked through. Ultimately, this is a decision for the RTA Board to guide.

A: La conectividad es una prioridad en el desarrollo de una red de transporte público ampliada. En este punto, no sabemos si se incluirá un corredor para bicicletas separado. Esto implicaría muchos elementos, incluidos el costo y el derecho de paso, que tendrían que resolverse. En última instancia, esta es una decisión que debe orientar la Junta de RTA.

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Q: Would Edmond need a train station?

Q: ¿Edmond necesitaría una estación de tren?

A: We expect that there will be need and demand for a station in Edmond. The 2015 Commuter Corridor Study contemplated stops in Edmond so we will be examining this further in the more detailed planning work after the Transit System Plan is in place.

A: *Esperamos que haya necesidad y demanda de una estación en Edmond. El estudio del corredor de pasajeros del 2015 contempló paradas en Edmond, por lo que examinaremos esto más a fondo en el trabajo más detallado de planificación después de que el Plan del Sistema de Transporte Público esté en vigor.*

Q: What's a reasonable time frame for funding?

Q: ¿Cuál es un plazo razonable para la financiación?

A: The Federal Transit Administration (FTA) will want to see that the RTA adopted a System Plan, or vision, that is part of the larger regional transportation plan in order to award federal funding in the future. We are expecting to have a draft Transit System Plan for the RTA Board to consider in April 2021 Assuming the Transit System Plan is adopted, we will move into the next phases of the project planning: Alternative Analysis, Environmental & Engineering, and Implementation. Based on the current schedule, we expect to complete the planning work by mid-2025. Once the planning work is completed, we can then apply for federal grant funds. As part of FTA's process, we expect to be notified of a federal grant within 3 years from submitting the application. There are many requirements to be eligible to participate in the federal program, including an approved source of local funds. All of this will be explored in the next phases of the project once the Transit System Plan is in place.

A: *La Administración Federal de Transporte Público (FTA) querrá ver que la RTA adoptó un Plan del Sistema, o visión, que es parte del plan de transporte regional más grande para otorgar fondos federales en el futuro. Esperamos tener un borrador del Plan del Sistema de Transporte Público para que la Junta de la RTA lo considere en Abril de 2021 Suponiendo que se adopte el Plan del Sistema de Transporte Público, pasaremos a las siguientes fases de la planificación del proyecto: Análisis Alternativo, Ambiental e Ingeniería, e Implementación. Según el cronograma actual, esperamos completar el trabajo de planificación a mediados de 2025. Una vez que se complete el trabajo de planificación, podemos solicitar fondos de subvenciones federales. Como parte del proceso de FTA, esperamos ser notificados de una subvención federal dentro de los 3 años posteriores a la presentación de la solicitud. Existen muchos requisitos para ser elegible para participar en el programa federal, incluida una fuente aprobada de fondos locales. Todo esto se explorará en las próximas fases del proyecto una vez que el Plan del Sistema de Transporte Público esté en vigor.*

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Q: What cooperation have you received from the existing rail companies (BNSF or UP) as part of the planning process? (Assuming use of their existing rails may become necessary).

Q: ¿Qué cooperación ha recibido de las empresas ferroviarias existentes (BNSF o UP) como parte del proceso de planificación? (Suponiendo que el uso de sus rieles existentes puede ser necesario).

A: We have had preliminary discussions with BNSF about potential access for a potential commuter rail operation. While BNSF has not made a commitment at this time, they engaged in a good faith dialogue and have been cooperative. Discussions are ongoing and will be continued in the next phases of the project.

A: *Hemos tenido discusiones preliminares con BNSF sobre el posible acceso para una posible operación de trenes de cercanías. BNSF no se ha comprometido en este momento, por lo tanto, entabló un diálogo de buena fe y ha cooperado. Las discusiones están en curso y continuarán en las próximas fases del proyecto.*

Q: Is it possible that some of these improvements might be able to be implemented quickly? We have three of the four major corridors already and the NW BRT is already in process.

Q: ¿Es posible que algunas de estas mejoras se puedan implementar rápidamente? Ya tenemos tres de los cuatro corredores principales y el BRT noroeste ya está en proceso.

A: There are many considerations for the timing of implementation including corridor identification, mode choice, funding, and construction. All elements of the corridors will be examined in much more detail after the Transit System Plan is in place. Then, once the RTA Board and community solidify the plan for the identified corridors, we will be able to develop an implementation schedule and identify potential funding. We will examine all of this in the next phases of the project.

A: *Hay muchas consideraciones para el momento de la implementación, incluida la identificación del corredor, la elección del modo, la financiación y la construcción. Todos los elementos de los corredores se examinarán con mucho más detalle una vez que se haya implementado el Plan del Sistema de Transporte Público. Luego, una vez que la Junta de RTA y la comunidad solidifiquen el plan para los corredores identificados, podremos desarrollar un programa de implementación e identificar posibles financiamientos. Examinaremos todo esto en las próximas fases del proyecto.*

Q: What is the difference between a regular bus system and a bus rapid transit system?

Q: ¿Cuál es la diferencia entre un sistema de autobuses regular y un sistema de transporte rápido de autobuses?

A: The EMBARK system is a good example of a fixed route, or regular bus system. Primary consideration for the bus system is overall accessibility so routes cover a large area and are not necessarily corridor based. The stops are spaced close together to

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allow shorter walks to the bus stop. Bus stops are usually a bench or shelter only, and fares are paid on the bus. A bus rapid transit (BRT) service is designed to generally serve a specific corridor and provide faster trip times. The trip is faster because the stations are spaced farther apart (less stops), and the bus has more opportunities to avoid traditional traffic delays due to Traffic Signal Priority and, in some cases, dedicated lanes. BRT stops are identifiable stations with level boarding platforms, robust real time bus arrival information, and the ability to purchase bus passes at the platform.

A: *El sistema EMBARK es un buen ejemplo de ruta fija o sistema de autobús regular. La consideración principal para el sistema de autobuses es la accesibilidad general, por lo que las rutas cubren un área grande y no necesariamente se basan en corredores. Las estaciones están cercanas para permitir caminatas más cortas hasta la parada de autobús. Las paradas de autobús suelen ser solo un banco o refugio, y las tarifas se pagan en el autobús. Un servicio de autobús de transporte público rápido (BRT) está diseñado para servir en general a un corredor específico y proporcionar tiempos de viaje más rápidos. El viaje es más rápido porque las estaciones están más separadas (menos paradas) y el autobús tiene más oportunidades de evitar los retrasos tradicionales del tráfico debido a la prioridad de la señal de tráfico y, en algunos casos, a los carriles exclusivos. Las paradas de BRT son estaciones identificables con plataformas de embarque niveladas, información sólida sobre la llegada de los autobuses en tiempo real y la posibilidad de comprar pases de autobús en la plataforma.*

Q: How are projects of this scale typically financed? All Federal money, or some portion public and private funding?

Q: ¿Cómo se financian típicamente proyectos de esta escala? ¿Todo es dinero federal o una parte de los fondos son públicos y privados?

A: It is typical for transit authorities to utilize funding from state and federal grant programs, local funding sources such as sales tax, as well as utilize financing mechanisms including bond financing. More detailed potential costs and funding sources will be evaluated in the upcoming stages of planning work.

A: *Es típico que las autoridades de transporte público utilicen fondos de programas de subvenciones estatales y federales, fuentes de financiamiento locales como el impuesto a las ventas, así como también utilicen mecanismos de financiamiento, incluido el financiamiento de bonos. Los costos potenciales y las fuentes de financiamiento más detallados se evaluarán en las próximas etapas del trabajo de planificación.*

Q: Will your plan be considering planned and proposed bike facilities? And how will bicycle parking be incorporated in future rail stations?

Q: ¿Su plan considerará las instalaciones para bicicletas planificadas y propuestas? ¿Y cómo se incorporará el aparcamiento de bicicletas en las futuras estaciones de tren?

A: Bicycle infrastructure will be a consideration in connecting corridors. We are too early in the process to know for sure but would expect all stations to have local

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pedestrian/cyclist connections, as well as bicycle storage systems at some or all stations. Connecting to existing trails would be a priority. Evaluating local priorities for associated bicycle infrastructure to connect to the higher capacity regional modes will be included in the upcoming stages of planning work.

A: La infraestructura para bicicletas será una consideración al conectar los corredores. Estamos muy temprano en el proceso para saberlo con certeza, pero esperaríamos que todas las estaciones tengan conexiones locales para peatones/ciclistas, así como sistemas para guardar bicicletas en algunas o en todas las estaciones. Conectarse a los senderos existentes sería una prioridad. La evaluación de las prioridades locales para la infraestructura de bicicletas asociada para conectarse a los modos regionales de alta capacidad se incluirá en las próximas etapas del trabajo de planificación.

Q: I imagine the answer is yes, but are other systems in other states being reviewed? It seems like the system in and around Salt Lake City is a somewhat similar model.

Q: Me imagino que la respuesta es sí, pero ¿se están revisando otros sistemas en otros estados? Parece que el sistema en Salt Lake City y sus alrededores es un modelo algo similar.

A: In 2017, RTA's predecessor, the RTA Task Force looked at six transit properties including Salt Lake City, Dallas, San Diego, Phoenix, Portland, and Detroit. We do see similarities between RTA and Salt Lake City and are looking to them for lessons learned regarding how their system developed.

A: En 2017, el predecesor de RTA, el Grupo de Trabajo de RTA examinó seis propiedades de transporte público, incluidas Salt Lake City, Dallas, San Diego, Phoenix, Portland y Detroit. Nosotros vemos similitudes entre RTA y Salt Lake City y los estamos observando para obtener lecciones sobre cómo se desarrolló su sistema.

Q: What is the planning horizon?

Q: ¿Cuál es el horizonte de planificación?

A: Planning for the new regional transit system is a multi-year effort. We are expecting to have a draft Transit System Plan for the RTA Board to consider in April 2021 Assuming the Transit System Plan is adopted, we will move into the next phases of the project: Alternative Analysis, Environmental & Engineering, and Implementation. In this more detailed planning work, we will outline the timeline for implementation, which will likely be in phases.

As part of our work, we will be working within ACOG's horizon year of 2045.

A: La planificación del nuevo sistema de transporte público regional es un esfuerzo de varios años. Esperamos tener un borrador del Plan del Sistema de Transporte Público para que la Junta de RTA lo considere en abril de 2021 Suponiendo que se adopte el Plan del Sistema de Transporte Público, pasaremos a las siguientes fases del proyecto: Análisis Alternativo, Ambiental e Ingeniería, e Implementación. En este trabajo de

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planificación más detallado, describiremos el cronograma para la implementación, que probablemente estará en fases.

Como parte de nuestro trabajo, trabajaremos dentro del año horizonte de ACOG de 2045.

Q: Is there a possibility these systems could be wind/solar powered?

Q: ¿Existe la posibilidad de que estos sistemas puedan funcionar con energía eólica / solar?

A: Yes, it is a possibility. We are planning for a transit system that is adaptable and flexible for years to come. As technology advances and alternatives become available, we expect to be in a position to take advantage of them.

A: Sí, es una posibilidad. Estamos planeando un sistema de transporte público que sea adaptable y flexible para los próximos años. A medida que la tecnología avance y se disponga de alternativas, esperamos estar en condiciones de aprovecharlas.

Q: Are you considering transit-oriented development with this plan?

Q: ¿Está considerando un desarrollo orientado al transporte público con este plan?

A: Not at this stage of the process, but definitely at later stages. During the Alternatives Analysis work, transit-oriented development and associated station area planning will be considered. Transit stations become more successful if they have compatible land uses surrounding them that create a vibrant setting and integrate with the community, and they can be significant economic development, accessibility, and equity generators.

A: No en esta etapa del proceso, pero definitivamente en etapas posteriores. Durante el trabajo de Análisis de Alternativas, se considerará el desarrollo orientado al transporte público y la planificación del área de la estación asociada. Las estaciones de transporte público se vuelven más exitosas si tienen usos de la tierra compatibles a su alrededor que crean un entorno vibrante y se integran con la comunidad, y pueden ser generadores de desarrollo económico, accesibilidad y equidad significativos.

Q: What is the process for getting funding approved?

Q: ¿Cuál es el proceso para obtener la aprobación de fondos?

A: The Federal Transit Administration (FTA) will want to see that the RTA adopted a System Plan, or vision, that is part of the larger regional transportation plan in order to award federal funding in the future. We are expecting to have a draft Transit System Plan for the RTA Board to consider in April 2021 Assuming the Transit System Plan is adopted, we will move into the next phases of the project planning: Alternative Analysis, Environmental & Engineering, and Implementation. Currently, we expect to complete the planning work by mid-2025. Once the planning work is completed, we can then apply for federal grant funds. As part of FTA's process, we expect to be notified of a federal grant

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within 3 years from submitting the application. There are many requirements to be eligible to participate in the federal program including an approved source of local funds. All of this will be explored in the next phases of the project once the Transit System Plan is in place.

The current federal Capital Investment Grant (CIG) program is a competitive program that includes many requirements and milestones including a local financial commitment, project definition, schedule, cost estimates, and meeting all of the criteria set forth by the Federal Transit Administration (FTA).

A: La Administración Federal de Transporte Público (FTA) querrá ver que la RTA adoptó un Plan de Sistema, o visión, que es parte del plan de transporte regional más grande para poder otorgar fondos federales en el futuro. Esperamos tener un borrador del Plan del Sistema de Transporte Público para que la Junta de RTA lo considere en abril de 2021. Suponiendo que se adopte el Plan del Sistema de Transporte Público, pasaremos a las siguientes fases de la planificación del proyecto: Análisis Alternativo, Ambiental e Ingeniería e Implementación. Actualmente, esperamos completar el trabajo de planificación a mediados de 2025. Una vez que se completa el trabajo de planificación, podemos solicitar fondos de subvenciones federales. Como parte del proceso de FTA, esperamos ser notificados de una subvención federal dentro de los 3 años posteriores a la presentación de la solicitud. Existen muchos requisitos para ser elegible para participar en el programa federal, incluido una fuente aprobada de fondos locales. Todo esto se explorará en las próximas fases del proyecto una vez que el Plan del Sistema de Transporte Público esté en su lugar.

El actual programa federal Capital Investment Grant (CIG) es un programa competitivo que incluye muchos requisitos e hitos, incluido un compromiso financiero local, la definición del proyecto, el programa, las estimaciones de costos y el cumplimiento de todos los criterios establecidos por la Administración Federal de Transporte Público (FTA).

Q: Thank you for the presentation. I was a bit late to the meeting - so my apologies if this was addressed.

I moved to OKC from Washington, DC, where regional transit is something that I used to take for granted.

I think regional transit systems are vital to thriving cities, and would especially love to see ours grow to help people of less means. However, I think that new transit systems can bring negative externalities to communities as well (such as gentrifying poor communities). How does RTA plan to address the long-term negative consequences of regional transit? Thank you.

Q: Gracias por la presentación. Llegué un poco tarde a la reunión, así que mis disculpas si se converso de esto.

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Me mudé a OKC desde Washington, DC, donde el transporte público regional es algo que solía dar por sentado.

Creo que los sistemas de transporte regional son vitales para las ciudades prósperas y, especialmente, me encantaría ver que el nuestro crezca para ayudar a las personas de menos recursos. Sin embargo, creo que los nuevos sistemas de transporte público también pueden traer externalidades negativas a las comunidades (como gentrificar a las comunidades pobres). ¿Cómo planea RTA enfrentar las consecuencias negativas a largo plazo del transporte público regional? Gracias.

A: There are many positives to a regional transit system, including accommodating future growth, providing economic opportunity and competitiveness, and giving people options to get to where they live, work, and play. RTA's intention is to plan a transportation network with our city partners and integrate new stations appropriately into our neighborhoods. Cities will have the opportunity to provide local strategies to mitigate potential gentrification where appropriate.

A: *Hay muchos aspectos positivos de un sistema de transporte regional, que incluyen adaptarse al crecimiento futuro, brindar oportunidades económicas y competitividad, y brindar a las personas opciones para llegar a donde viven, trabajan y juegan. La intención de RTA es planificar una red de transporte con nuestros socios de la ciudad e integrar nuevas estaciones de manera apropiada en nuestros vecindarios. Las ciudades tendrán la oportunidad de proporcionar estrategias locales para mitigar la gentrificación potencial cuando sea apropiado.*

Q: What would be the timeline from implementing until there is construction and completion?

Q: ¿Cuál sería el cronograma desde la implementación hasta la construcción y finalización?

A: Construction and operation of the first regional transit improvements associated with this effort is at least five years out and depends on a lot of variables. The RTA Transit System Plan is a multi-year effort. We are expecting to have a draft Transit System Plan for the RTA Board to consider in April 2021. Assuming the Transit System Plan is adopted, we will move into the next phases of the project: Alternative Analysis, Environmental & Engineering, and Implementation. In this more detailed planning work, we will outline the timeline for implementation, which will likely be in phases.

Construction will begin after funding has been secured at the federal and local level. The timeline from construction to operation will depend on multiple factors including selected mode choice and corresponding improvements necessary to the corridor.

A: *La construcción y operación de las primeras mejoras regionales de transporte público asociadas con este esfuerzo tiene al menos cinco años de anticipación y depende de muchas variables. El Plan del Sistema de Transporte Público de RTA es un esfuerzo de varios años. Esperamos tener un borrador del Plan del Sistema de Transporte Público para que la Junta de RTA lo considere en abril de 2021. Suponiendo que se adopte el*

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Plan del Sistema de Transporte Público, pasaremos a las siguientes fases del proyecto: Análisis Alternativo, Ambiental e Ingeniería e Implementación. En este trabajo de planificación más detallado, describiremos el cronograma para la implementación, que probablemente estará en fases.

La construcción comenzará después de que se hayan obtenido los fondos a nivel federal y local. El cronograma desde la construcción hasta la operación dependerá de múltiples factores, incluida la elección del modo seleccionado y las correspondientes mejoras necesarias para el corredor.

Q: Will people riding bicycles be a consideration? Specifically, will a rail system also include Rails with Trails alongside the rails to accommodate people riding bicycles. The New Mexico Rail Runner system in Santa Fe is an example of a Rails with Trails system.

Q: ¿Se tendrá en cuenta la gente que va en bicicleta? Específicamente, un sistema de rieles también incluirá rieles con senderos a lo largo de los rieles para acomodar a las personas en bicicleta. El sistema Rail Runner de New Mexico en Santa Fe es un ejemplo de un sistema Rails with Trails.

A: Evaluating local priorities for associated bicycle infrastructure to connect to the higher capacity regional modes will be included in the upcoming stages of planning work.

A: La evaluación de las prioridades locales para que la infraestructura de bicicletas asociada se conecte a los modos regionales de mayor capacidad se incluirá en las próximas etapas del trabajo de planificación.

Q: Is the RTA aware of efforts by the State of Kansas to expand Amtrak passenger rail service north of Oklahoma City through Wichita? Can the RTA partner with the state to apply for federal grants to improve chances of receiving FTA/FRA grants?

Q: ¿Conoce la RTA los esfuerzos del estado de Kansas para expandir el servicio ferroviario de pasajeros de Amtrak al norte de la ciudad de Oklahoma a través de Wichita? ¿Puede la RTA asociarse con el estado para solicitar subvenciones federales para mejorar las posibilidades de recibir subvenciones FTA / FRA?

A: RTA is aware of the efforts and staying abreast of the process being undertaken.

A: RTA es consciente de los esfuerzos y se mantiene al tanto del proceso que se está llevando a cabo.

Q: Once the construction is started how long would it take to complete one of these corridors?

Q: Una vez que se inicie la construcción, ¿cuánto tiempo tomaría completar uno de estos corredores?

A: Construction and operation of the first regional transit improvements associated with this effort is at least five years out and depends on a lot of variables. Construction will be

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begin after funding has been secured at the federal and local level as part of a multi-year process, with operations following construction.

A: *La construcción y operación de las primeras mejoras regionales de transporte público asociadas con este esfuerzo tiene al menos cinco años de anticipación y depende de muchas variables. La construcción comenzará después de que se haya obtenido el financiamiento a nivel federal y local como parte de un proceso de varios años, con operaciones después de la construcción.*

Q: Would there be any consideration in connecting to Tulsa even though its outside the RTA boundaries?

Q: ¿Se consideraría la posibilidad de conectarse a Tulsa aunque esté fuera de los límites de la RTA?

A: The [Trust Agreement and Indenture](#) that establishes the RTA contemplates future expansion as new communities' request to be included within the RTA boundary. Certainly, if there is an interest of the community in Tulsa to join the RTA, there are mechanisms to allow for that to happen.

A: *El Contrato de Fideicomiso y la Escrituración que establece la RTA contempla la expansión futura como solicitud de nuevas comunidades para ser incluidas dentro de los límites de la RTA. Ciertamente, si existe un interés de la comunidad de Tulsa en unirse a la RTA, existen mecanismos que permiten que eso suceda.*

Q: Years ago, in college at OU we used to ride bicycles from Norman to OKC and back via "Ten Mile Flats", which translates to Western Ave. Is there room for self-propelled travel options that don't overlap with automobiles?

Q: Hace años, en la universidad de OU solíamos andar en bicicleta de Norman a OKC y viceversa por "Ten Mile Flats", que se traduce como Western Ave. ¿Hay espacio para opciones de viaje autopropulsadas que no se superponen con los automóviles?

A: Connectivity is a priority in developing an expanded transit network. Evaluating local priorities for associated bicycle infrastructure to connect to the higher capacity regional modes will be included in the upcoming stages of planning work. This would involve many elements, including cost and right-of-way, that would have to be worked through with local communities.

A: *La conectividad es una prioridad en el desarrollo de una red de transporte público ampliada. La evaluación de las prioridades locales para que la infraestructura de bicicletas asociada se conecte a los modos regionales de mayor capacidad se incluirá en las próximas etapas del trabajo de planificación. Esto involucraría muchos elementos, incluido el costo y el derecho de paso, que tendrían que trabajarse con las comunidades locales.*

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Q: Are you planning on the north south Right of way of BNSF from south of Norman to north of Edmond. Many of the current road crossings are single tracks and represent current traffic delays. Is combined use on dual tracks a shared cost option with BNSF? Faster freight and public transit.

Q: ¿Está planeando el derecho de paso norte-sur de BNSF desde el sur de Norman hasta el norte de Edmond? Muchos de los cruces de carreteras actuales son de una sola vía y representan retrasos de tráfico actuales. ¿Es el uso combinado en vías dobles una opción de costo compartido con BNSF? Transporte mas rapido de público y camiones.

A: If commuter rail is identified as the locally preferred alternative between Norman and Edmond, the subsequent phases of the study would examine the improvements required within the railroad right-of-way to accommodate commuter rail.

A: Si el tren de cercanías se identifica como la alternativa preferida localmente entre Norman y Edmond, las fases posteriores del estudio examinarían las mejoras requeridas dentro del derecho de paso del ferrocarril para acomodar el tren de cercanías.

Q: Could our system be as nice as SLCs?

Q: ¿Podría nuestro sistema ser tan bueno como el de SLC?

A: We are considering existing transit systems, such as Salt Lake City's, to develop a world-class transit system for the Central Oklahoma region.

A: Estamos considerando los sistemas de transporte público existentes, como el de Salt Lake City, para desarrollar un sistema de transporte público de clase mundial para la región central de Oklahoma.

Q: Has the City of Guthrie considered joining the RTA?

Q: ¿Ha considerado la ciudad de Guthrie unirse a la RTA?

A: At this point in time, the City of Guthrie has not expressed an interest in joining the RTA.

A: En este momento, la ciudad de Guthrie no ha expresado interés en unirse a la RTA.

Q: Do we have an estimate on when we might start seeing construction when it comes to BRT?

Q: ¿Tenemos una estimación de cuándo podríamos comenzar a ver la construcción cuando se trata de BRT?

A: The EMBARK NW Corridor BRT Project is moving ahead. It runs along Classen Ave. from downtown to the NW Expressway terminating at NW Expressway and Meridian. It

will be under construction in 2022 and open for service in 2023. The project has completed environmental requirements and 30% design.

For other future corridors, construction will begin after funding has been secured at the federal and local level. The timeline from construction to operation will depend on multiple factors including selected mode choice and corresponding improvements necessary to the corridor, but an additional BRT is likely several years out from construction and operation.

A: El proyecto BRT del corredor EMBARK noroeste está avanzando. Corre a lo largo de Classen Ave. desde el centro hasta la NW Expressway que termina en NW Expressway y Meridian. Estará en construcción en 2022 y estará abierto para servicio en 2023. El proyecto ha completado los requisitos ambientales y el diseño del 30%.

Para otros corredores futuros, la construcción comenzará después de que se haya asegurado la financiación a nivel federal y local. El cronograma desde la construcción hasta la operación dependerá de múltiples factores, incluida la elección del modo seleccionado y las mejoras correspondientes necesarias para el corredor, pero es probable que un BRT adicional esté a varios años de la construcción y operación.

Q: How long in advance of the next town hall will the plan to be discussed be available for review?

Q: ¿Cuánto tiempo antes de la próxima reunión del ayuntamiento estará disponible para revisar el plan que se discutirá?

A: We anticipate posting materials on draft concepts and highlights of the draft Plan on the RTA website in advance of the Town Hall. The public will be given the opportunity to provide feedback on the full draft before the draft Transit System Plan is considered by the RTA Board in April. Be sure to sign up for updates from the RTA to stay informed!

A: Anticipamos la publicación de materiales sobre los conceptos preliminares y los aspectos más destacados del borrador del Plan en el sitio web de la RTA antes de la reunión del ayuntamiento. El público tendrá la oportunidad de dar su opinión sobre el borrador completo antes de que la Junta de RTA considere el borrador del Plan del Sistema de Transporte Público en abril. ¡Asegúrese de registrarse para recibir actualizaciones de la RTA para mantenerse informado!

Q: What opportunities for further community engagement will be available? In addition to the March 24 town hall, will there be other opportunities to connect with smaller groups in the region, including smaller municipalities as well as business and neighborhood groups?

Q: ¿Qué oportunidades habrá disponibles para una mayor participación de la comunidad? Además de la reunión del ayuntamiento del 24 de Marzo, ¿habrá otras oportunidades para conectarse con grupos más pequeños de la región, incluidos municipios más pequeños, así como grupos empresariales y de vecinos?

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A: We hope that this work starts now through our member cities and RTA outreach and that it continues through the upcoming phases of planning work. Our member cities and the community members who live in them are encouraged to share RTA updates and efforts and provide timely feedback so that we can collaborate. As we advance into the next phases of planning, we will continue to identify important stakeholders, community business groups, and neighborhood groups to engage with upcoming events. Be sure to sign up for updates from the RTA to stay informed!

A: *Esperamos que este trabajo comience ahora a través de nuestras ciudades miembro y el alcance de la RTA y que continúe a través de las próximas fases del trabajo de planificación. Se anima a nuestras ciudades miembro y a los miembros de la comunidad que viven en ellas a compartir las actualizaciones y los esfuerzos de la RTA y proporcionar comentarios oportunos para que podamos colaborar. A medida que avancemos en las próximas fases de planificación, continuaremos identificando partes interesadas importantes, grupos comerciales comunitarios y grupos de vecinos para participar en los próximos eventos. ¡Asegúrese de registrarse para recibir actualizaciones de la RTA para mantenerse informado!*

Q: I was thinking of how California funded their rail system-connecting commuter funded rail to long distance rail service. LA to San Francisco. Norman to Edmond commuter later connecting to Amtrak Newton KS to create a real regional network.

Q: Estaba pensando en cómo California financió su sistema ferroviario que conecta el tren suburbano financiado con el servicio de trenes de larga distancia. Los Ángeles a San Francisco. Viajero de Norman a Edmond luego se conecta a Amtrak Newton KS para crear una red regional real.

A: RTA's focus is to provide transportation options within the Central Oklahoma region to expanded mobility and connecting where people live, work, and play via new transit services and other modes.

A: *El enfoque de RTA es brindar opciones de transporte dentro de la región central de Oklahoma para ampliar la movilidad y la conexión donde la gente vive, trabaja y juega a través de nuevos servicios de transporte público y otros modos.*

Q: What is the typical spacing between stops for commuter rail?

Q: ¿Cuál es el espacio típico entre paradas para trenes de cercanías?

A: Generally, the typical spacing for stops for commuter rail is 5-8 miles, but it depends on several factor. We will explore relevant station spacing as part of the next phases of planning work.

A: *Generalmente, el espacio típico para las paradas del tren de cercanías es de 5 a 8 millas, pero depende de varios factores. Exploraremos el espaciamiento de las estaciones relevantes como parte de las próximas fases del trabajo de planificación.*

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Q: Will buses someday have the capability of holding a light long enough to make left turns when needed, or make it through an intersection to improve on time performance?

Q: ¿Algún día los autobuses tendrán la capacidad de controlar la señal de luz por tiempo suficiente para girar a la izquierda cuando sea necesario, o pasarán por una intersección para mejorar el desempeño a tiempo?

A: The technology for Traffic Signal Priority and Transit signal phasing exists today, is currently in use by the Oklahoma City Streetcar and is being integrated into the NW Corridor BRT. Additionally, through the MAPS 4 program, voters approved enough funding to add Traffic Signal Priority to approximately half of the intersections throughout the EMBARK fixed route bus network. Once implemented, all public transit modes in OKC will have the advantage of Traffic Signal Priority making the service more reliable and hopefully more competitive with the automobile.

A: La tecnología para la prioridad de señales de tráfico y la eliminación gradual de señales de transporte público existe hoy en día, está actualmente en uso por el tranvía de la ciudad de Oklahoma y se está integrando en el BRT del corredor noroeste. Además, a través del programa MAPS 4, los votantes aprobaron fondos suficientes para agregar Prioridad de señales de tráfico a aproximadamente la mitad de las intersecciones en toda la red de autobuses de ruta fija EMBARK. Una vez implementados, todos los modos de transporte público en OKC tendrán la ventaja de Prioridad de señales de tráfico, haciendo que el servicio sea más confiable y, con suerte, más competitivo con el automóvil.

Q: What is BNSF's role in commuter rail, like OKC to Norman?

Q: ¿Cuál es el papel de BNSF en los trenes de cercanías, como OKC a Norman?

A: If commuter rail is identified as the locally preferred alternative, the RTA would collaborate with BNSF for access within their corridor. In the event that access rights are granted, BNSF and RTA would enter into a long-term partnership of the service. This would be reviewed and examined in the next phases of planning work.

A: Si el tren de cercanías se identifica como la alternativa preferida localmente, la RTA colaboraría con BNSF para el acceso dentro de su corredor. En el caso de que se otorguen derechos de acceso, BNSF y RTA entrarían en una asociación a largo plazo del servicio. Esto se revisará y examinará en las próximas fases del trabajo de planificación.

Q: Clarification: Bicycles will not need a dedicated corridor, but the corridor, if shared with other transportation types, should have amenities, rules, or regulations to ensure they could be ridden safely.

Q: Aclaración: Las bicicletas no necesitarán un corredor exclusivo, pero el corredor, si se comparte con otros tipos de transporte, debe tener comodidades, reglas o regulaciones para garantizar que se puedan conducir de manera segura.

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A: Acknowledged and agree

A: Reconocido y de acuerdo

Q: Any early thoughts or ideas on job creation? After construction, how many jobs could be expected to be maintained?

Q: ¿Alguna idea o pensamiento inicial sobre la creación de empleo? Despues de la construcción, ¿cuántos puestos de trabajo se podrían mantener?

A: Job creation and economic development benefits are definitely in the conversation at this early stage. More details about potential job creation and other economic benefits will be developed and evaluated in upcoming planning work.

A: Los beneficios de la creación de empleo y el desarrollo económico están definitivamente en la conversación en esta etapa temprana. Se desarrollarán y evaluarán más detalles sobre la creación potencial de empleos y otros beneficios económicos en el próximo trabajo de planificación.

Q: I know you can't answer timing questions exactly....but can you give us some idea....it sounds like you are talking 10 to 20 years out....what can we realistically expect?

Q: Sé que no puede responder preguntas de tiempo exactamente ... pero puede darnos una idea ... parece que está hablando de 10 a 20 años ... ¿qué podemos esperar de manera realista?

A: Construction and operation of the first regional transit improvements associated with this effort is at least five years out and depends on a lot of variables. Based on the current schedule, we expect to complete the planning work by mid-2025. Once the planning work is completed, we can then apply for federal grant funds. As part of FTA's process, we expect to be notified of a federal grant within 3 years from submitting the application. There are many requirements to be eligible to participate in the federal program including an approved source of local funds. All of this will be explored in the next phases of planning work, once the Transit System Plan is in place.

A: La construcción y operación de las primeras mejoras regionales de transporte público asociadas con este esfuerzo tiene al menos cinco años de anticipación y depende de muchas variables. Según el cronograma actual, esperamos completar el trabajo de planificación a mediados de 2025. Una vez que se completa el trabajo de planificación, podemos solicitar fondos de subvenciones federales. Como parte del proceso de FTA, esperamos ser notificados de una subvención federal dentro de los 3 años posteriores a la presentación de la solicitud. Existen muchos requisitos para ser elegible para participar en el programa federal, incluida una fuente aprobada de fondos locales. Todo esto se explorará en las próximas fases del trabajo de planificación, una vez que el Plan del Sistema de Transporte Público esté en su lugar.

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Q: Will bikes be welcome on light rail services? Amtrak Heartland Flyer used to have bike storage for day trips to bike trails.

Q: ¿Las bicicletas serán bienvenidas en los servicios de tren ligero? Amtrak Heartland Flyer solía tener almacén para bicicletas para usar en excusiones de un día por los caminos de bicicleta.

A: The RTA Board will establish a policy regarding whether to allow bikes on the RTA system. Bikes are currently welcome on EMBARK's fixed route bus service and OKC Streetcar. This will be further studied in the next phases of the project.

A: La Junta de RTA establecerá una política con respecto a si se permiten bicicletas en el sistema RTA. Actualmente, las bicicletas son bienvenidas en el servicio de autobús de ruta fija de EMBARK y en el tranvía de OKC. Esto se estudiará más a fondo en las próximas fases del proyecto.

Q: Seeing as this system will travel across municipal jurisdictions, how does the RTA plan to work with regional entities in the planning phase?

Q: Dado que este sistema viajará a través de jurisdicciones municipales, ¿cómo planea la RTA trabajar con las entidades regionales en la fase de planificación?

A: The RTA is a regional independent governmental agency established in 2019, under the laws of the State of Oklahoma. City councils from each member city – Del City Edmond, Midwest City, Moore, Norman, and Oklahoma City, created the regional Authority by resolution. The RTA is governed by a seven-member board of directors, with appointed officials from each member city. The RTA is responsible for developing, funding, constructing, implementing, operating and maintaining transportation projects located within the boundaries of the regional transportation district.

Due to this structure, our collaboration with each member city and between all member cities is built into all of our efforts. The RTA will also continue working with regional metropolitan planning organization (ACOG) to advance RTA initiatives.

A: La RTA es una agencia gubernamental regional independiente establecida en 2019, de conformidad con las leyes del estado de Oklahoma. Los ayuntamientos de cada ciudad miembro - Del City Edmond, Midwest City, Moore, Norman y Oklahoma City, crearon la Autoridad regional por resolución. La RTA está gobernada por una junta directiva de siete miembros, con funcionarios designados de cada ciudad miembro. La RTA es responsable de desarrollar, financiar, construir, implementar, operar y mantener proyectos de transporte ubicados dentro de los límites del distrito de transporte regional.

Debido a esta estructura, nuestra colaboración con cada ciudad miembro y entre todas las ciudades miembro se integra en todos nuestros esfuerzos. La RTA también seguirá trabajando con la organización regional de planificación metropolitana (ACOG) para promover las iniciativas de la RTA.

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Q: Does the study consider "first and last mile"?

Q: ¿El estudio considera "primera y última milla"?

A: The RTA will consider "first and last mile" options in the next phases of the project. First and last mile connections provide an opportunity to connect the regional network to homes, jobs, or activity centers.

A: La RTA considerará opciones de "primera y última milla" en las próximas fases del proyecto. Las conexiones de primera y última milla brindan la oportunidad de conectar la red regional a hogares, trabajos o centros de actividades.

Q: Will weather safety be considered in terms of, say, tornado shelter areas at possible station locations?

Q: ¿Se considerará la seguridad climática en términos de, digamos, áreas de refugio para tornados en posibles ubicaciones de estaciones?

A: The specific details of the physical design for the stations will be considered in the next phases of the project. RTA will prioritize passenger safety as design advances.

A: Los detalles específicos del diseño físico de las estaciones se considerarán en las próximas fases del proyecto. RTA dará prioridad a la seguridad de los pasajeros a medida que avance el diseño.

Q: How do railroads contribute financially to improvement projects? There used to be a fund government could tap into funded by the railroads themselves.

Q: ¿Cómo contribuyen financieramente los ferrocarriles a los proyectos de mejora? Solía haber un fondo al que el gobierno podía acceder ya que está financiado por los propios ferrocarriles.

A: Transit improvement projects are paid by the transit agency typically with federal, state, and local funds.

A: Los proyectos de mejora del transporte público son pagados por la agencia de transporte público, generalmente con fondos federales, estatales y locales.

Q: Is there a “sister city” that is comparable to our region that you are looking to for best practices or that is 15-25 years ahead of us in terms of implementation?

Q: ¿Existe una “ciudad hermana” que sea comparable a nuestra región en la que esté buscando mejores prácticas o que esté entre 15 y 25 años por delante de nosotros en términos de implementación?

A: In 2017, RTA's predecessor, the RTA Task Force looked at six transit properties including Salt Lake City, Dallas, San Diego, Phoenix, Portland, and Detroit. In particular,

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we see similarities between RTA and Salt Lake City and looking to them as how their system was developed.

We are considering existing transit systems, such as Salt Lake City, to develop our world-class transportation system for the region that meets the needs of our 6 city members and their communities.

A: *En 2017, el predecesor de RTA, el Grupo de Trabajo de RTA examinó seis propiedades de transporte público, incluidas Salt Lake City, Dallas, San Diego, Phoenix, Portland y Detroit. En particular, vemos similitudes entre RTA y Salt Lake City y vemos cómo se desarrolló su sistema.*

Estamos considerando los sistemas de transporte existentes, como Salt Lake City, para desarrollar nuestro sistema de transporte de clase mundial para la región que satisfaga las necesidades de nuestros 6 ciudades miembro y sus comunidades.

Q: Difference between commuter rail and light rail?

Q: ¿Diferencia entre tren de cercanías y tren ligero?

A: Commuter rail trains are usually diesel powered and heavier so they can safely run in freight corridors commingled with freight operators such as the BNSF. They also operate at faster speeds (79mph) and go longer distances with stations spaced farther apart (5-8 miles). The train cars can carry quite a lot of people (500-700 seats).

Light rail on the other hand, goes slower (55 mph) and travels shorter distances with stations spaced about a mile apart. They usually have shorter trains and carry less people (50-100 seats per train car).

A: *Los trenes de cercanías generalmente funcionan con diesel y son más pesados, por lo que pueden circular de manera segura en corredores de carga mezclados con operadores de carga como el BNSF. También operan a velocidades más rápidas (79 mph) y recorren distancias más largas con estaciones más separadas (5-8 millas). Los vagones de tren pueden transportar bastante gente (500-700 asientos).*

El tren ligero, por otro lado, va más lento (55 mph) y viaja distancias más cortas con estaciones espaciadas aproximadamente a una milla de distancia. Por lo general, tienen trenes más cortos y transportan menos personas (50-100 asientos por vagón de tren).

Q: Is there a projected date for seeing transit taking passengers between OKC and other municipalities such as Mid-Del?

Q: ¿Hay una fecha proyectada para que el transporte público lleve pasajeros entre OKC y otros municipios como Mid-Del?

A: There are many considerations for the timing of implementation including corridor identification, mode choice, funding, and construction. All elements of the corridors will be examined in much more detail after the Transit System Plan is in place. Then, once the RTA Board and community solidify the plan for the identified corridors, we will be

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able to develop an implementation schedule and identify potential funding. We will examine all of this in the next phases of the project.

A: Hay muchas consideraciones para el momento de la implementación, incluida la identificación del corredor, la elección del modo, la financiación y la construcción. Todos los elementos de los corredores se examinarán con mucho más detalle una vez que se haya implementado el Plan del Sistema de Transporte Público. Luego, una vez que la Junta de RTA y la comunidad solidifiquen el plan para los corredores identificados, podremos desarrollar un cronograma de implementación e identificar posibles fondos. Examinaremos todo esto en las próximas fases del proyecto.

Q: Where does ODOT fit into this relationship with RTA? They seem to own/control right of ways in the state. Can the Turnpike Authority be connected in some way for expertise or as a possible funding source?

Q: ¿Dónde encaja ODOT en esta relación con RTA? Parece que poseen / controlan derechos de paso en el estado. ¿Se puede conectar la Turnpike Authority de alguna manera para obtener experiencia o como una posible fuente de financiamiento?

A: The RTA is the implementing agency for regional transit in Central Oklahoma. ODOT is a state agency responsible for state-wide transportation. The RTA will work closely with ODOT as the projects advance.

A: La RTA es la agencia implementadora del transporte público regional en el centro de Oklahoma. ODOT es una agencia estatal responsable del transporte en todo el estado. La RTA trabajará en estrecha colaboración con ODOT a medida que avancen los proyectos.

Q: What role does the State Legislature play in empowering local partners on commuter rail?

Q: ¿Qué papel juega la Legislatura Estatal para empoderar a los socios locales en el tren de cercanías?

A: The State Legislature has been very supportive of increasing transit services in the Central Oklahoma region as seen with the 2014 enabling legislation that led to the creation of the RTA. We look forward to continuing to partner with the State Legislature as the RTA advances expanding transit in the region.

A: La Legislatura estatal ha apoyado mucho el aumento de los servicios de transporte público en la región central de Oklahoma, como se vio con la legislación habilitante de 2014 que condujo a la creación de la RTA. Esperamos seguir asociándonos con la Legislatura Estatal a medida que la RTA avanza en la expansión del transporte público en la región.

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Q: Could these systems be powered by clean energy

Q: ¿Podrían estos sistemas funcionar con energía limpia?

A: We are planning for a transit system to be adaptable and flexible for years to come. As technology advances and alternatives become available, we expect to be in a position to take advantage of them.

A: *Estamos planeando que un sistema de transporte público sea adaptable y flexible en los próximos años. A medida que la tecnología avance y se disponga de alternativas, esperamos estar en condiciones de aprovecharlas.*

Q: What is the end goal of a rail system? To connect the communities (just general people alternative travel) or connect entertainment areas (Arena-Bricktown/OU stadium/Edmond) or large employers (Tinker/universities/downtown?)

Q: ¿Cuál es el objetivo final de un sistema ferroviario? ¿Para conectar las comunidades (solo viajes alternativos de personas en general) o conectar áreas de entretenimiento (Arena-Bricktown / OU Stadium / Edmond) o grandes empleadores (Tinker) / universidades / centro de la ciudad?

A: The RTA Transit System Plan articulates a vision for future transit for the region. The Plan guides transportation policies, investments and projects for the RTA for the next 10-25 years.

A: *El Plan del Sistema de Transporte Público de RTA articula una visión para el transporte público futuro de la región. El Plan guía las políticas, inversiones y proyectos de transporte para la RTA durante los próximos 10 a 25 años.*

Q: Who will lead the community approval effort? Assuming it will take a lobbying/informational campaign.

Q: ¿Quién dirigirá el esfuerzo de aprobación de la comunidad? Suponiendo que se necesitará una campaña de cabildeo / información.

A: No decisions have been made at this point on how to manage the voter approval process.

A: *En este momento no se han tomado decisiones sobre cómo administrar el proceso de aprobación de los votantes.*

Q: What is the difference between light rail and commuter rail?

Q: ¿Cuál es la diferencia entre el tren ligero y el tren de cercanías?

A: Commuter rail trains are usually diesel powered and heavier so they can safely run in freight corridors commingled with freight operators such as the BNSF. They also operate

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at faster speeds (79mph) and go longer distances with stations spaced farther apart (5-8 miles). The train cars carry quite a lot of people (500-700 seats).

Light rail on the other hand, operates at around 55mph with stations spaced about a mile apart. Light rail typically runs in both a dedicated guideway or within city streets with corridors averaging around 15-20miles long. Light rail trains, while higher-capacity than buses, carry less people than commuter rail (50-100 seats per train car).

A: Los trenes de cercanías generalmente funcionan con diesel y son más pesados, por lo que pueden circular de manera segura en corredores de carga mezclados con operadores de carga como el BNSF. También operan a velocidades más rápidas (79 mph) y recorren distancias más largas con estaciones separadas más (5-8 millas). Los vagones del tren transportan bastante gente (500-700 asientos).

El tren ligero, por otro lado, opera a alrededor de 55 mph con estaciones espaciadas a una milla de distancia. Por lo general, el tren ligero pasa tanto en una vía guía dedicada como dentro de las calles de la ciudad con pasillos que promedian entre 15 y 20 millas de largo. Los trenes ligeros, aunque tienen mayor capacidad que los autobuses, transportan menos personas que los trenes de cercanías (50-100 asientos por vagón de tren).

Q: How has Covid affected your future designs and timeline?

Q: ¿Cómo ha afectado Covid a sus futuros diseños y cronograma?

A: Despite COVID, the RTA has continued working virtually to progress the project. We look forward to resuming in-person meetings soon.

A: A pesar de COVID, la RTA ha seguido trabajando virtualmente para hacer avanzar el proyecto. Esperamos reanudar las reuniones en persona pronto.

Q: Will the planned transit services allow access for people with disabilities and mobility devices?

Q: ¿Los servicios de transporte público previstos permitirán el acceso de personas con discapacidades y dispositivos de movilidad?

A: Accessibility will be considered when developing the Transit System Plan and in the next phases of the project. This is an important consideration for the design phases of the project.

A: La accesibilidad se considerará al desarrollar el Plan del Sistema de Transporte Público y en las próximas fases del proyecto. Esta es una consideración importante para las fases de diseño del proyecto.

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Q: This transportation plan sounds very exciting! When I moved here 14 years ago from a state with an extensive state transportation system I couldn't believe the lack of public transportation that existed in this great state. Living in Moore offered only 3 modes of transportation; your own vehicle, your own bike, and your own feet. Even getting a taxi was an ordeal. In recent years Uber & Lyft have been added to the modes in this city. Will cities like Moore ever see modes like busses, trolleys, and/or trains? It looks like on presentation a line will go from Edmond to Norman. Is that line going down I-35? Would it even make stops in Moore or just pass thru it?

Q: ¡Este plan de transporte suena muy emocionante! Cuando me mudé aquí hace 14 años desde un estado con un sistema de transporte estatal extenso, no podía creer la falta de transporte público que existía en este gran estado. Vivir en Moore ofrecía solo 3 modos de transporte; su propio vehículo, su propia bicicleta y sus propios pies. Incluso encontrar un taxi era un suplicio. En los últimos años, se han agregado Uber y Lyft a los modos de esta ciudad. ¿Ciudades como Moore verán alguna vez modos como autobuses, troleys y / o trenes? Parece que en la presentación una línea irá de Edmond a Norman. ¿Esa línea va por la I-35? ¿Incluso haría paradas en Moore o simplemente lo atravesaría?

A: The 2015 Commuter Corridor Study contemplated a stop in Moore as well as commuter rail running in the BNSF corridor. We will be examining this further in the more detailed planning work after the Transit System Plan is in place.

A: El estudio del corredor de pasajeros de 2015 contempló una parada en Moore, así como un tren de pasajeros en el corredor de BNSF. Examinaremos esto más a fondo en el trabajo de planificación más detallado después de que el Plan del Sistema de Transporte Público esté en su lugar.

Q: Is there a plan to subsidized fares for people with disabilities and low-income people?

Q: ¿Existe un plan de tarifas subsidiadas para personas con discapacidades y personas de bajos ingresos?

A: To date, the RTA Board has not had discussions about fare structure. This will be explored in the next phases of the project.

A: Hasta la fecha, la Junta de RTA no ha tenido discusiones sobre la estructura de tarifas. Esto se explorará en las próximas fases del proyecto.