

*March 31, 2021*

# Virtual Town Hall

## RTA Transit System Plan



The Town Hall will begin at 6:30pm CST.



Please use the Q&A function at the bottom of the screen to submit questions for the live Q&A portion of the event. Chat is disabled.



Facebook Live Stream will be available on the @RTACentral Facebook Page starting at 6:30pm CST if you would like interactive chat with other participants.



Slides are posted on [RTAMoves.com](https://RTAMoves.com).



For a Spanish version of this PowerPoint, please submit a request to [Abra.Nusser@kimley-horn.com](mailto:Abra.Nusser@kimley-horn.com).



Closed captioning will be turned on for the duration of the Town Hall.

# Introductory Notes



## Presentation Recording

A recording and a PDF of the presentation will be made available on [www.rtamoves.com](http://www.rtamoves.com).



## Live Panel Q&A

You can provide written questions or comments using the Q&A button at the bottom of your screen for our panel to answer today.

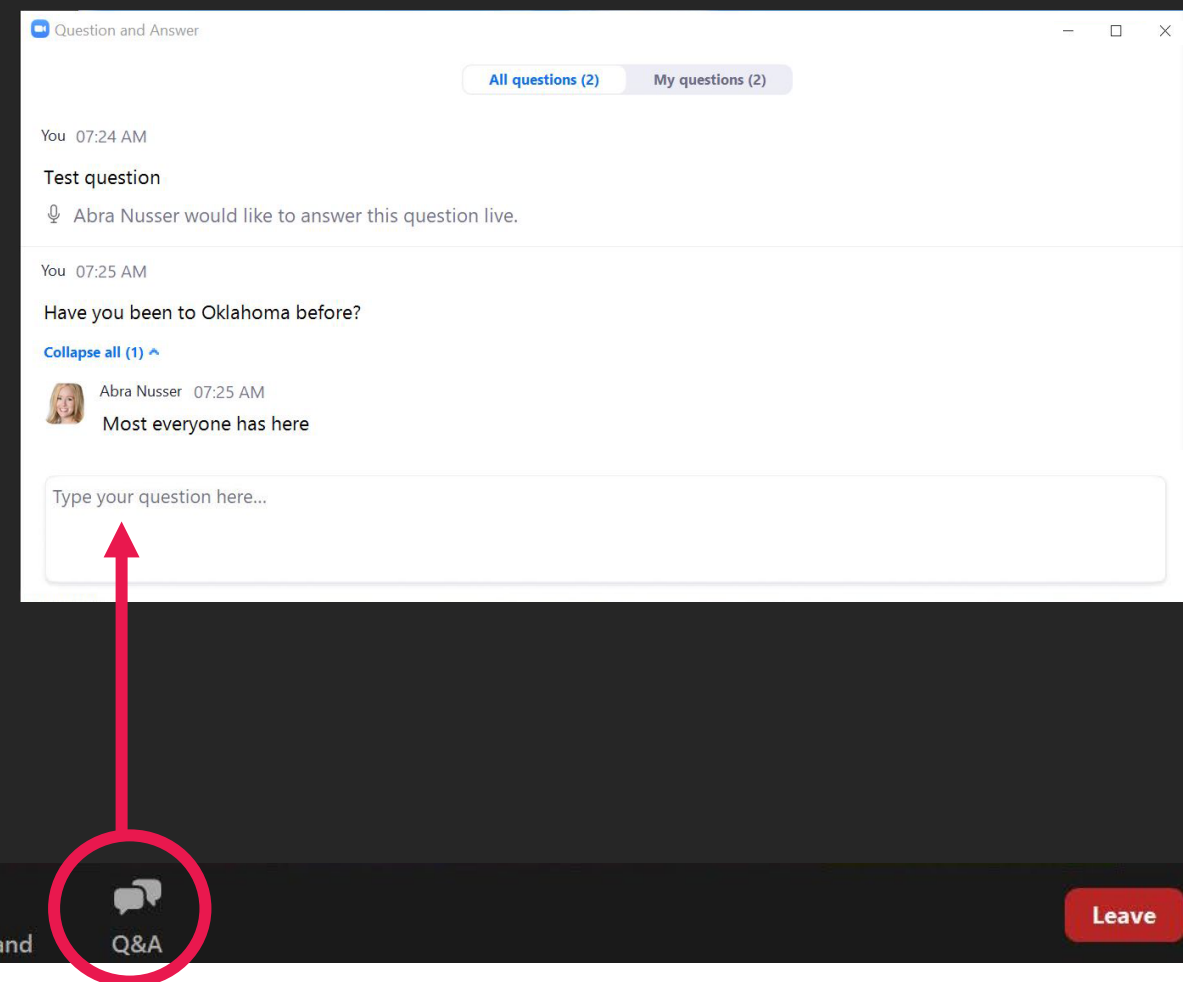


## Timing

- 6:30 pm - 7:00 pm CST | Presentation
- 7:00 pm - 7:45 pm CST | Panel Q&A (Depending on # of Questions)
- 7:45 pm - 8:00 pm CST | Closing

# Zoom Functions

- Use the Q&A for any comments or questions
- The Chat and Raise Hand Functions are turned off and will not be used
- All questions may not be answered live due to time constraints but will be included in the Q&A on [www.RTAMoves.com](http://www.RTAMoves.com)



# Agenda

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- Recap of January Town Hall
- Draft Transit System Plan
  - Goals
  - Potential Regional Transit Corridors
- Next Steps
- Panel Question & Answer



# Welcome

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**Governor Brad Henry**  
*RTA Board of Directors,  
Chairman*

# Panelists

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**Jason Ferbrache**  
*RTA*  
*Interim Executive Director*



**Kathryn Holmes**  
*Holmes & Associates*  
*RTA Owner's Rep*



**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

**2017-18**

Trust Agreement & Indenture:  
RTA Development

**2013-2014**

Commuter Corridors Study  
(Approved 2015)

**2015**

Memorandum of Understanding:  
ACOG Task Force

**2019**

Historic Signing:  
**RTA Formed**

# RTA BOARD OF DIRECTORS



**Brad Henry**  
CHAIRMAN  
City of Oklahoma City



**Marion Hutchinson**  
VICE CHAIRMAN  
City of Norman



**James Boggs**  
TREASURER  
City of Edmond



**MARY MÉLON**  
SECRETARY  
City of Oklahoma City



**Steve Eddy**  
DIRECTOR  
City of Moore



**Don Vick**  
DIRECTOR  
City of Del City



**Aaron Budd**  
DIRECTOR  
City of Midwest City

# Who is involved?

## Regional Transportation Authority of Central Oklahoma (RTA)

Represents 6 member cities:  
**Del City, Edmond, Midwest City, Moore, Norman & Oklahoma City**

### Federal

**US Department of Transportation:**  
Federal Highway, Federal Transit, and Federal Railroad Administrations

### State

**Oklahoma Department of Transportation (ODOT)**

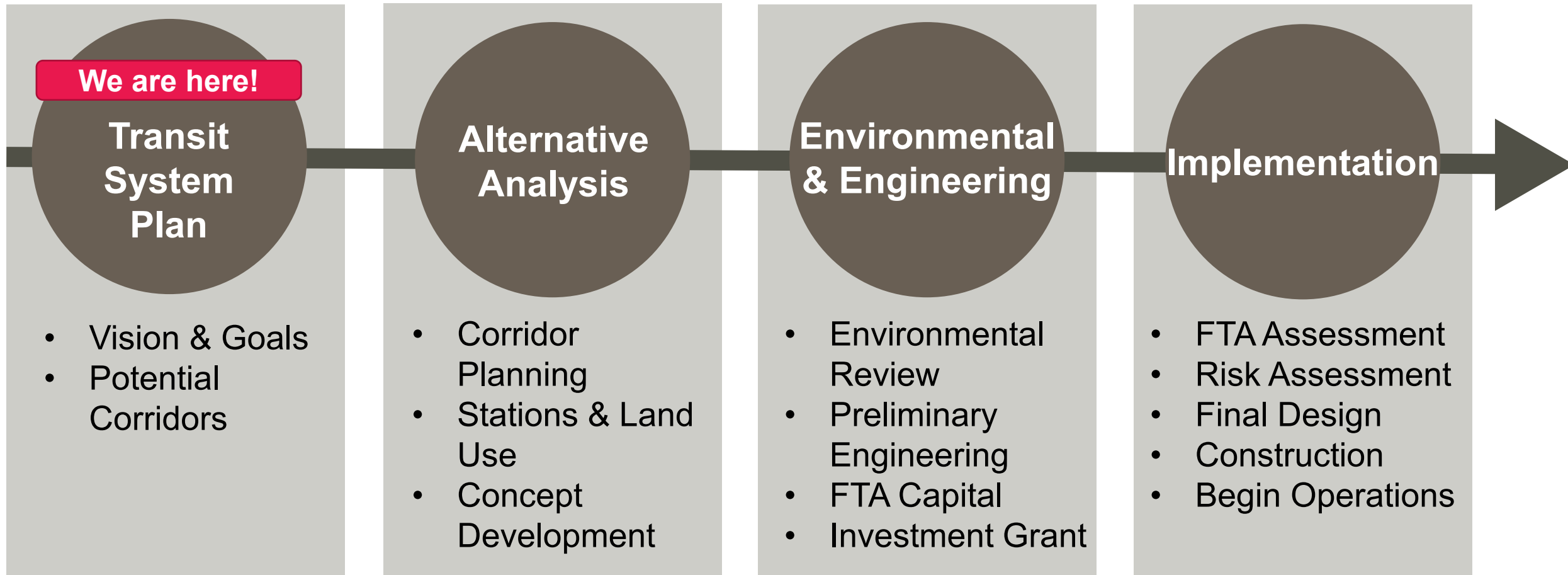
### Regional

**Association of Central Oklahoma Governments (ACOG)**

### Existing Transit Operators

**Central Oklahoma Transit and Parking Authority (COTPA) / EMBARK, CityLink Edmond and City of Norman**

# Multi-Year Process: What to Expect







# RECAP JANUARY TOWN HALL

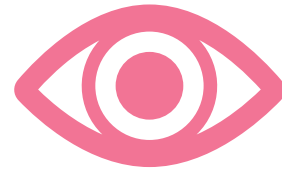
# January 28, 2021 Town Hall Public Engagement

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**135**

Total Zoom  
Participants



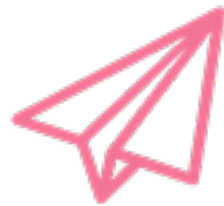
**800+**

Facebook Live  
Views



**57**

Questions &  
Comments



Local Media



Press Releases



Social Media



Emails

# January Town Hall Meeting Content

- Presentation, Recordings and Q&A in English & Spanish posted on Website
- Topics Covered:
  - Project Overview
  - Transit System Plan
  - Goal Setting
  - Potential Regional Transit Corridors
  - Types of Transit
  - Upcoming Steps
  - Public Q&A

The image displays four screenshots from the RTA Virtual Townhall presentation. The first screenshot shows the title slide for the 'Virtual Townhall RTA Transit System Plan' dated January 28, 2021, with instructions for accessing the Spanish version. The second screenshot shows a 'Welcome' slide featuring Governor Brad Henry and Liz Scanlon. The third screenshot shows a timeline of RTA milestones from 2013 to 2019. The fourth screenshot shows a 'Closing Remarks' slide featuring Mary Mélon.

**Virtual Townhall**  
RTA Transit System Plan

For the Spanish version of this PowerPoint, please visit [www.RTAOK.org/projects](http://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](http://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 icono ☺ 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
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2013-2014 Commuter Corridors Study

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

**Closing Remarks**

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

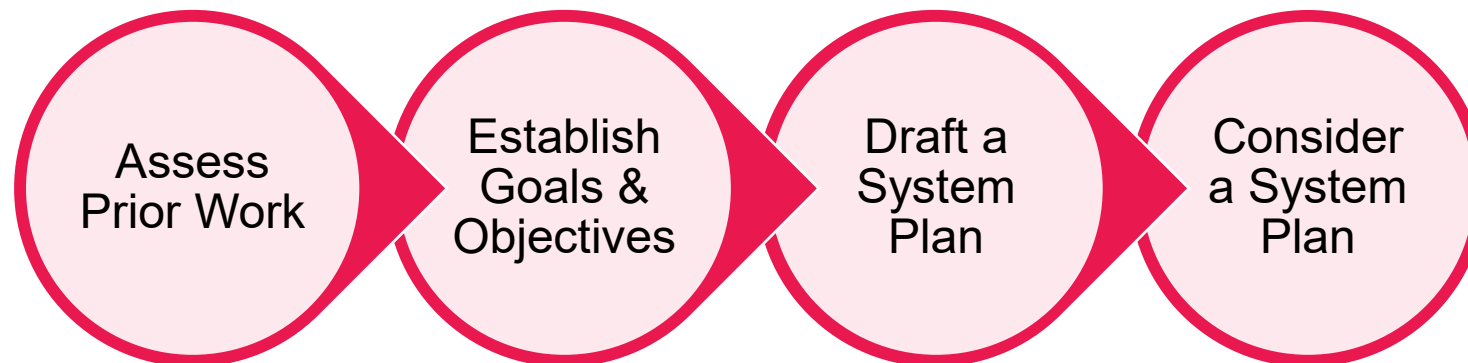
The background features a stylized, line-art illustration of a transit system. On the left, a white line drawing shows a platform with a circular feature and a train car. The right side of the image is a dark purple overlay containing a perspective view of a train on tracks, with overhead power lines and support structures. The text 'TRANSIT SYSTEM PLAN' is centered in white, bold, sans-serif font across the middle of the image.

# TRANSIT SYSTEM PLAN

# RTA Transit System Plan

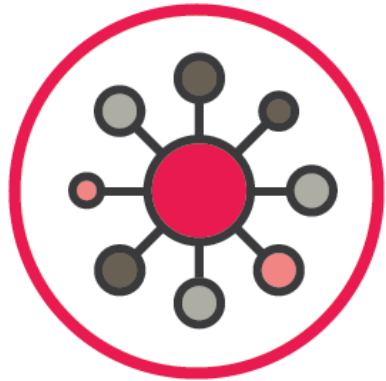
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- A plan that guides transportation policies, investments & projects in the RTA region for the next **10-25 years**
- Identifies projects that **align** with region's goals & communities input by leveraging previous studies & plans
- Creates a **vision** for how the region can look in the future



# Draft Goal Statements

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## **Mobility & Connectivity**

Increase regional transportation choices by connecting activity centers with high-capacity transit that is fast and reliable.



## **Equity & Accessibility**

Implement a safe and accessible system for all people that creates a community with options.



## **Economic & Workforce Development**

Develop a transit system that inspires economic development to promote growth in the region and national competitiveness.



## **Sustainability & Viability**

Provide a cost-effective sustainable system that invests resources responsibly.



# Types of Transit

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**Fixed Route  
Bus**



**Streetcar**



**Bus Rapid  
Transit**



**Light Rail  
Transit**



**Commuter  
Rail**

LEGEND

Edmond Existing Fixed-Route Bus System

OKC Existing Fixed-Route Bus System

Midwest City Existing Fixed-Route Bus System

Norman Existing Fixed-Route Bus System

Major Roads

Existing Railroad

Oklahoma River

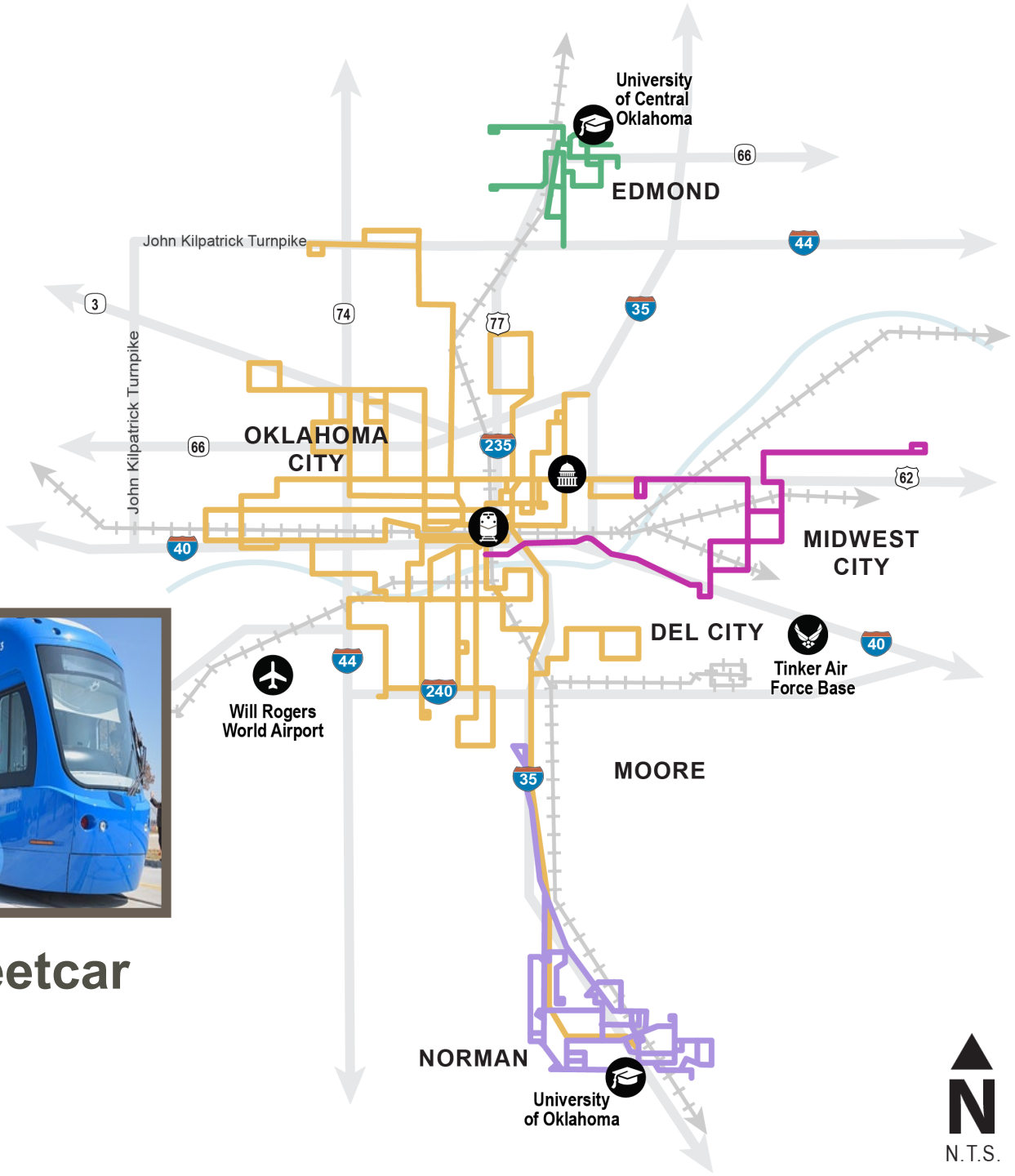
Existing Fixed-Route  
Bus and Streetcar  
System





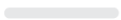


Fixed  
Route Bus



Streetcar

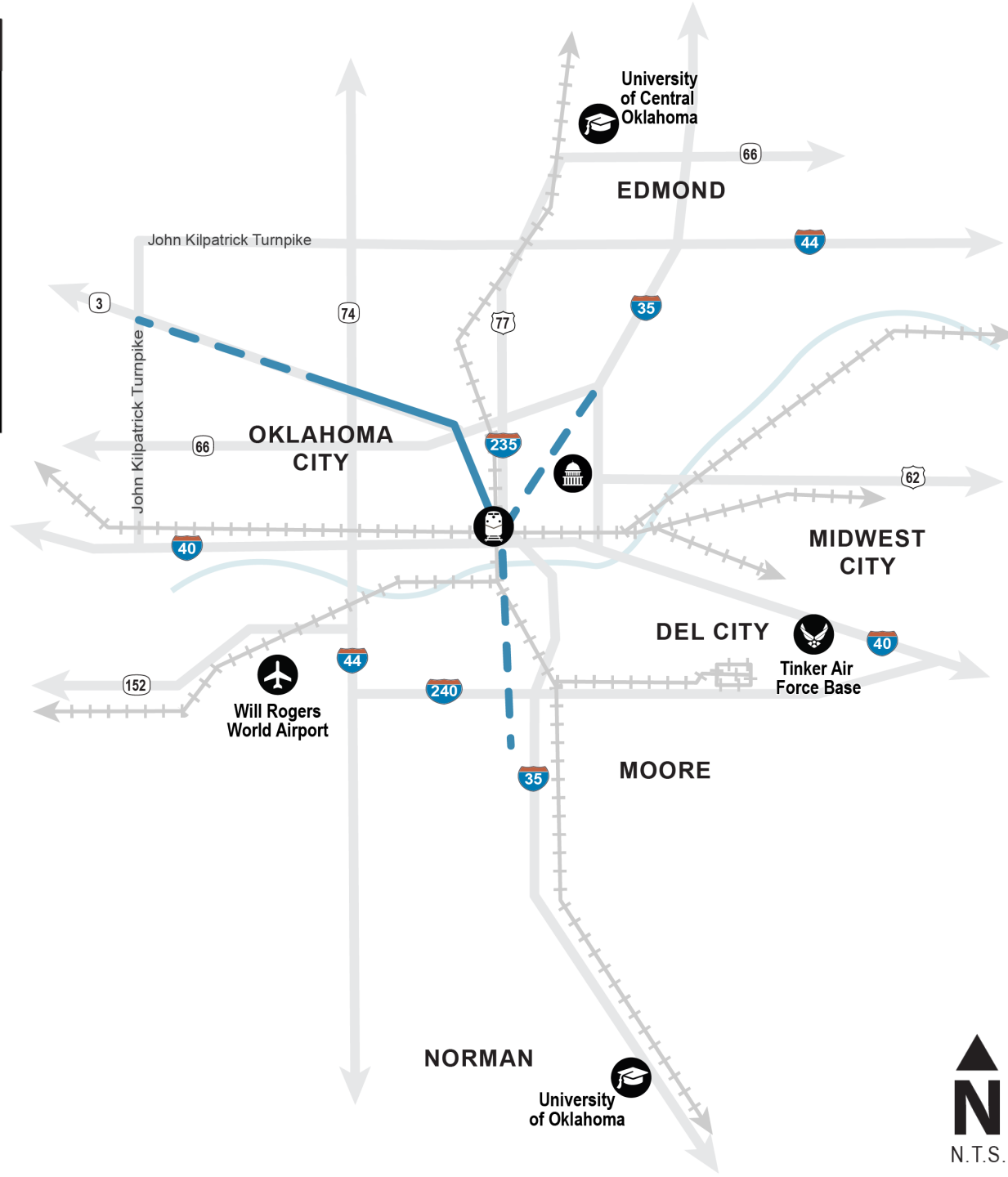


## LEGEND

-  Initiatives by Others (Under Design)
-  Initiatives by Others (Under Study)
-  Major Roads
-  Existing Railroad
-  Oklahoma River



## Bus Rapid Transit



## Initiatives by Other Partners

- EMBARK
  - NW Bus Rapid Transit (BRT) (Under Design)
- MAPS4 BRT
  - Northeast OKC
  - South OKC



# Types of Transit: High-Capacity



**Bus Rapid  
Transit**



**Light Rail  
Transit**



**Commuter  
Rail**



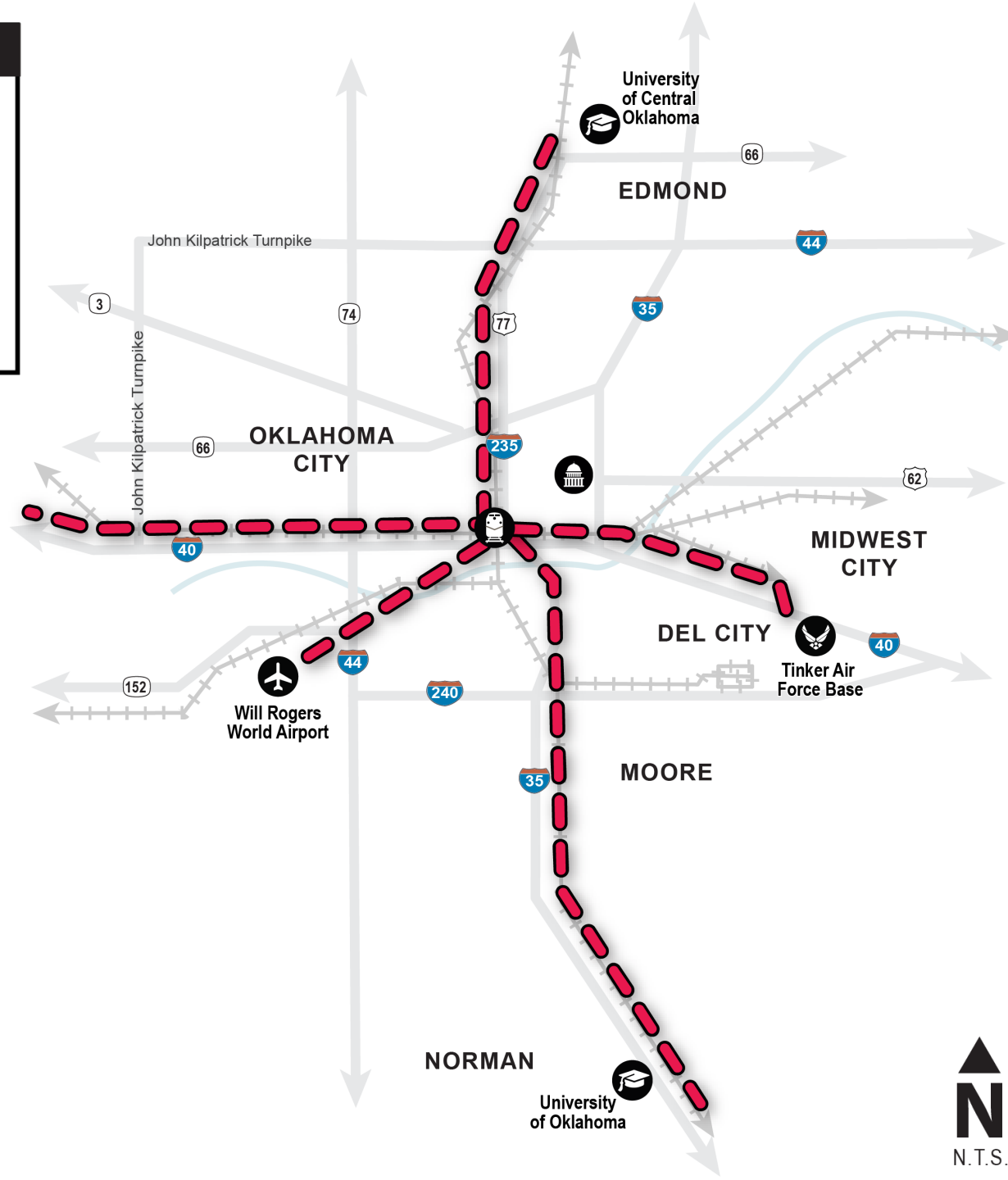
## LEGEND

 Potential Regional Transit Corridor

 Major Roads

 Existing Railroad

 Oklahoma River













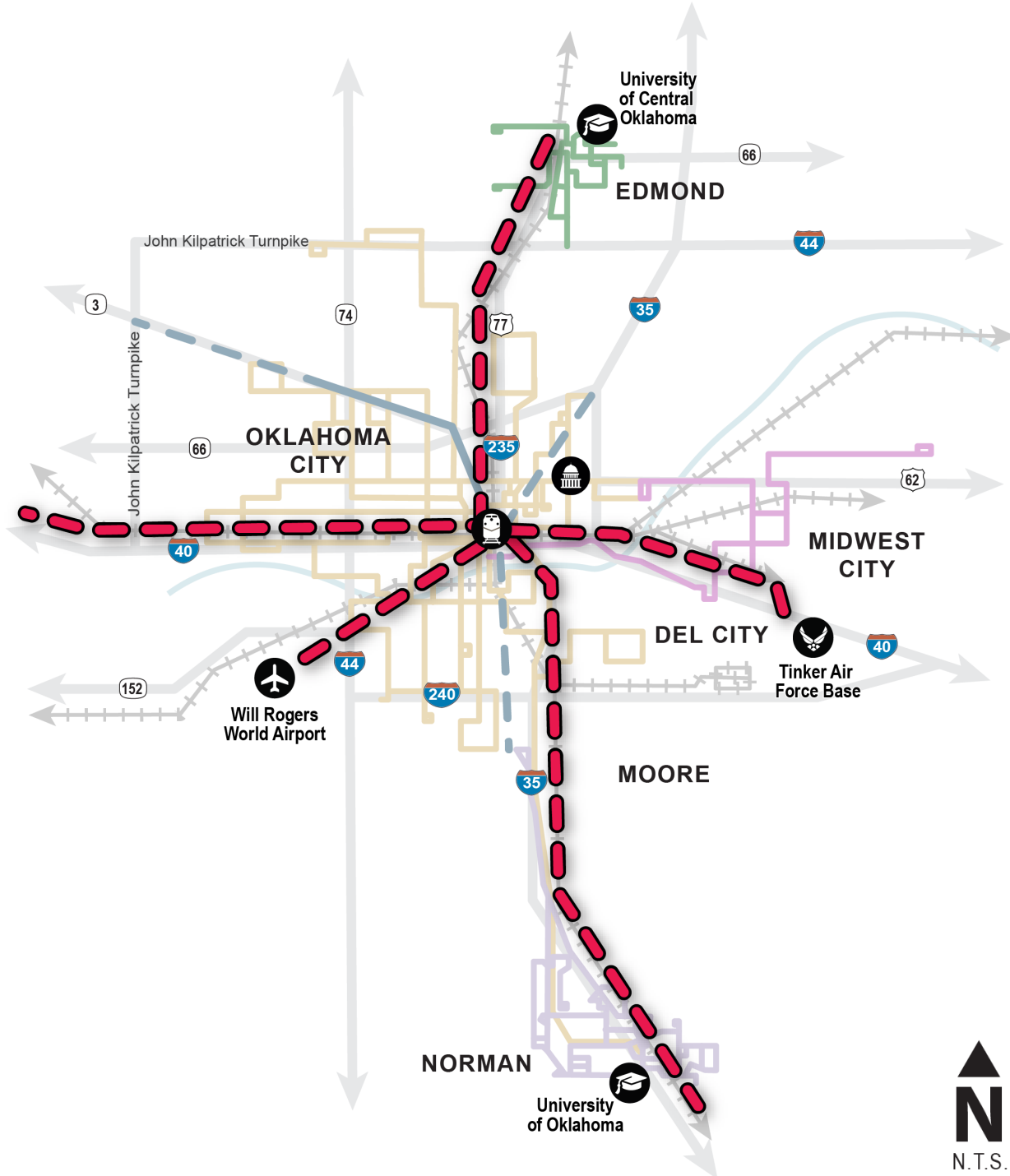
## Potential Regional Transit Corridors

- Sets long-term vision
- Creates high-capacity transit system
- Complemented by existing fixed-route bus system
- Initial corridors under consideration:
  - North/South
  - East
  - Airport
  - West



## LEGEND

-  Potential Regional Transit Corridor
-  Initiatives by Others (Under Design)
-  Initiatives by Others (Under Study)
-  Edmond Existing Fixed-Route Bus System
-  OKC Existing Fixed-Route Bus System
-  Midwest City Existing Fixed-Route Bus System
-  Norman Existing Fixed-Route Bus System
-  Major Roads
-  Existing Railroad
-  Oklahoma River



## Potential Regional Transit Corridors



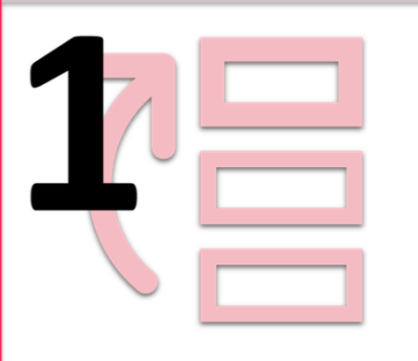




The background is a detailed line drawing of a train station. A train is stopped at the platform, and the tracks recede into the distance. The scene is rendered in a dark, muted purple color scheme. Overlaid on the left side of the image is a white line drawing of a train car, showing its side profile and windows. The text "NEXT STEPS" is written in a large, bold, white sans-serif font, centered horizontally and partially overlapping the white line drawing of the train car.

# NEXT STEPS

# RTAMoves.com (Project Website)

- Collaborate on the corridors
- Provide ideas to implement the goals
- Ask questions and provide comments
- Get information on the planning process
- View Study phases & contact information

 <p>There are five regional transit corridors being considered for improvements and funding. All may receive improvements and funding over time, but help us determine what priority each corridor should receive.</p> <p>Rank the Corridors!</p>	 <p>RTA has drafted goals for the Regional Transit System. Help brainstorm ideas on how each of the four goals can be implemented! Read the intro after you click and then submit as many ideas as you want for each goal or discuss other submissions!</p> <p>Post on the Ideas Wall!</p>	 <p>Have comments or questions about the Potential Regional Transit Corridors, the Goals, or anything else related to RTA or the ongoing planning efforts? Provide them here!</p> <p>Provide Comments or Ask Questions!</p>
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[Return](#)

ABOUT

EQUITY & ACCESSIBILITY

LAND USE & ECONOMIC DEVELOPMENT

MOBILITY & CONNECTIVITY

SUSTAINABILITY & VIABILITY

social:pinpoint

Click one of the four goal squares below to post an implementation idea!  
Click the sidebars at the left to learn more about each goal.



We need to do a better job landscaping and beautifying the city. Our freeway aesthetics are horrible and cities like Phoenix that are in the middle of a desert are able to make their system look like a piece of art. There is no reason OKC can't do the same.

[Start a discussion](#)

a day ago

Like Dislike

An all-electric transit system (bus, rail, van, scooter, etc.) makes the most sense given current nationwide and worldwide trends. An all-electric fleet would improve air quality and reduce street noise.

[Start a discussion](#)

5 days ago

Like +3 Dislike

Rapid transit between Edmond, central Oklahoma City and Norman would connect the most dense and populous areas in the metro area, the two largest public universities, the busiest downtowns and current bus transit systems. A rapid commuter rail

We do need to plan for better lane use but we don't need to prohibit sprawl either. Low density suburbs are a great option for many as well as dense urban living.

[Start a discussion](#)

a day ago

Like Dislike 1

Light-rail transit(not streetcar) should be entirely grade separated with zero grade crossings(I was intentionally redundant here). Not only does that improve safety but decreases end to end travel times allowing for faster service. Edmond might not be able to justify rapid transit but Norman certainly can. Commuter rail for Edmond and eventually Guthrie should be the goal for the north. Streetcar extensions and double tracking should be eyed for around the downtown area.

[Start a discussion](#)

a day ago

Like +2 Dislike

Provide for good sidewalks around the new station

This might not be too popular among some but I don't mind the Embark branding but the metropolitan transit network should definitely be branded as metro or have it branded metro along with Embark. I understand the system used to be called that but most major systems in the world are called metro and foreigners especially who might be visiting will understand what the metro is better than embark.

[Start a discussion](#)

a day ago

Like Dislike

I-35 also desperately needs to be widened in south OKC and HOV it HO/T lanes should also be considered for freeways around the metro. Interchanges need to be stack interchanges like Texas. The bus system needs a massive overhaul and fares should be discontinued to allow for free service. An orbital light rail line should be considered for the metro as well. I also want to suggest we don't plan light rail like freeways. They should directly connected city and activity centres.

[Start a discussion](#)

a day ago

Like Dislike 1

Aerospace is one of the largest and most stable sectors in the Oklahoma economy, so getting transit service to Will Rogers World Airport and to Tinker Air Force Base would make Oklahoma City competitive with pretty much any city in the mid/southwest for recruiting new industry and bringing and keeping college graduates in Oklahoma. Denver and Dallas-Fort Worth are huge draws for young professionals

Free service. No fares please. I experienced this in LA as they suspended fares due to COVID-19 and it really enticed me to use public transit more. It also is faster with less delays. Our bus shelters suck. Admittedly many cities don't get it right either but I've attached some pictures of bus shelters that protect people from wind, rain, and the sun. Every single stop should have a bench, lighting, security cameras, and a shelter that is adequate in protection from the elements.

[Start a discussion](#)

a day ago

Like Dislike

The transit system should be funded through a dedicated tax and be fare-free at the point of use. This would speed up the system considerably and make it very easy and attractive to all.

[Start a discussion](#)

5 days ago

Like +4 Dislike

Prioritizing autonomous forms of transportation (minis, buses, shuttles, etc.) should be strongly considered. There is an opportunity to be a leader in

# Looking Ahead



**Collaborate on  
RTAmoves.com**

Now - April 14, 2021

*Prioritize corridors  
Submit ideas implement goals  
Ask questions & provide comments*




**RTA Board  
Meeting (Virtual)**

April 21, 2021

*Adopt Transit  
System Plan*

Regional  
Routes &  
Transit Vehicles,  
Station  
Locations,  
Environmental,  
Funding

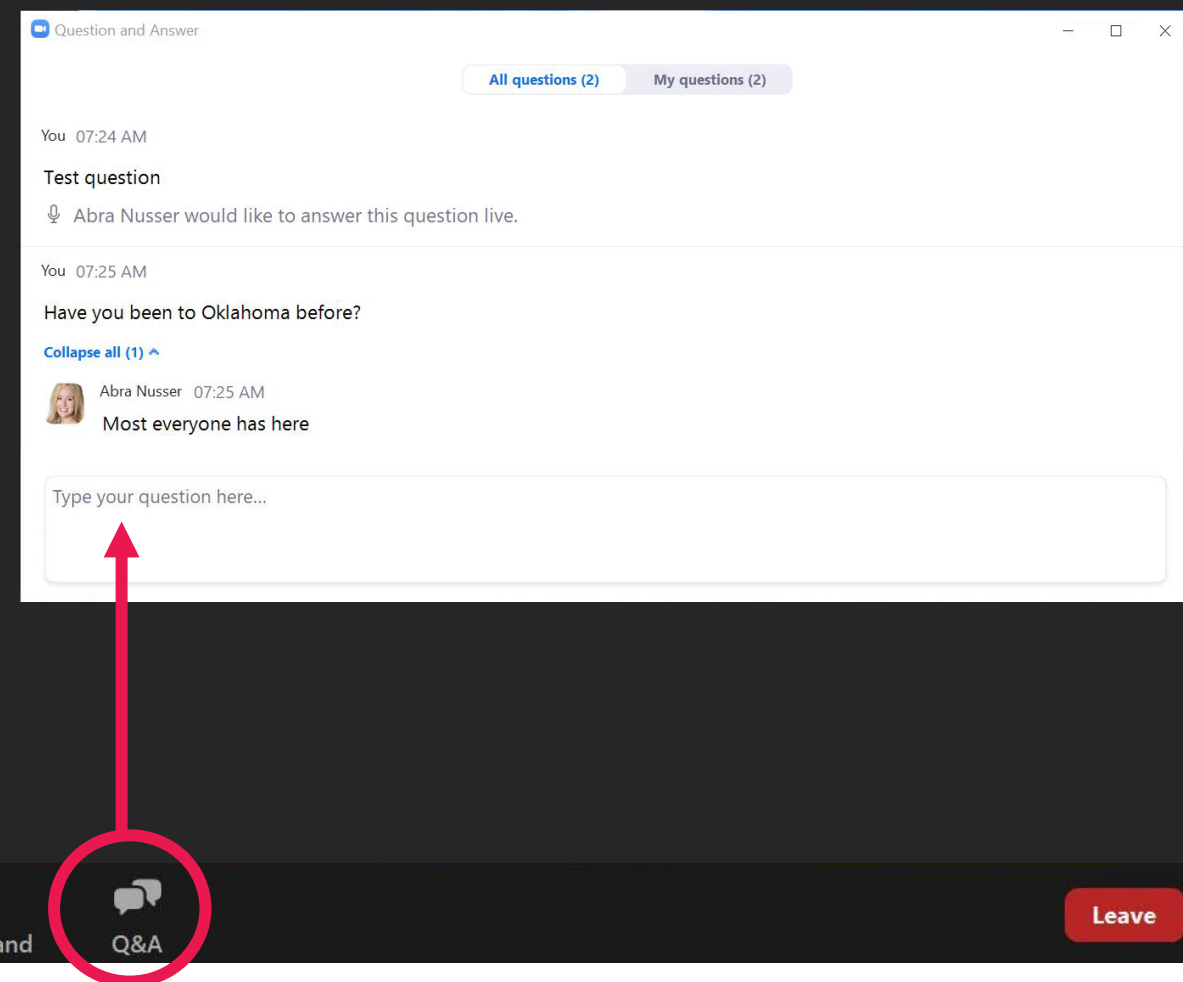




# PANEL QUESTIONS & ANSWERS

# Panel Q&A

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# Panelists

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**Jason Ferbrache**  
*RTA*  
*Interim Executive Director*



**Kathryn Holmes**  
*Holmes & Associates*  
*RTA Owner's Rep*



**Liz Scanlon**  
*Kimley-Horn*  
*Project Manager*

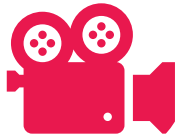
The background features a detailed line drawing of a train station. On the left, a train is partially visible, with its windows and doors outlined. To the right of the train, a platform with a series of vertical support pillars extends into the distance. The entire scene is rendered in a light, sketchy style. A dark, semi-transparent vertical band runs down the center of the image, serving as a backdrop for the text.

# CLOSING

# Reminders

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Go to [www.RTAMoves.com](http://www.RTAMoves.com) for the following:



## **Presentation Recording**

Watch or share this presentation at your convenience and view a PDF of the PowerPoint in English.



## **Comment/Question Form**

Submit additional comments or questions through the comment form.

# Closing Remarks

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**Mary Mélon**

*RTA Board of Directors, Secretary  
Chair of Outreach Committee*

The background is a detailed line drawing of a train station. A train is stopped at the platform, with its doors open. The drawing is in a light purple or grey tone. The text 'THANK YOU!' is written in large, white, bold, sans-serif capital letters across the middle of the image.

**THANK YOU!**