



REGIONAL TRANSIT DIALOGUE

Technical/Land Use Subcommittee

August 6, 2009 – 1:30 p.m.
ACOG Board Room, 21 E Main St., Suite 100
Oklahoma City, OK 73104

Shannon Entz, Chair Technical/Land Use Sub-Committee, Community Development Manager, Edmond
Mark Seibold, Vice Chair Technical/Land Use Sub-Committee, City Planner, Choctaw

Attendees

Shannon Entz – Edmond
Mark Seibold – Choctaw
Marisa Wells – OSDH-OKC
Susan Connors – Norman
Randy Entz – OKC
Larry Hopper – COTPA
John Bowman – ODOT
Kyran Mish – OU/CE
Joe D. Bryant
Billy Harless – Midwest City
Nathaniel Harding – Harding & Shelton, Inc
John Hasley- Capitol Chamber of Commerce
Hans Butzer - University of Oklahoma
Kyran Mish – OU/CE
Cody Ponder – CART
ACOG Staff – Ryan Billings, Kara Chiodo, Jerry Church, Daniel Fazekas, Holly Massie,
Doug Rex, John Sharp, Meredith Williams

Guests

Jeff Bezdek- MTP/APT

Summary

I. Welcome/Introductions

Shannon Entz welcomed everyone and committee members and ACOG staff introduced themselves.

II. Fixed Guideway Presentation/Discussion – Larry Hopper

Larry Hopper gave a presentation on the 2005 Regional Fixed Guideway Study (FGS) and provided answers to questions submitted by subcommittee members.

Presentation

Mr. Hopper informed the committee the FGS was an evolution and testing of ideas. He said the FGS was designed as a general regional plan that included specific aspects such as potential, corridors, modes and station sites, and the estimated costs of constructing and operating each technology. The FGS used ACOG's general land use maps and 2030 population and employment projections for the OCARTS region to help identify each corridor. Mr. Hopper stated that the FGS was a Systems Plan for the region (the first step in the Federal Transit Administration's (FTA) New Starts process), and an Alternative Analysis will be required for each corridor to again look at each transit mode, station locations, alignment, costs, and ridership in greater detail. Mr. Hopper stated that transit development should not be about trends but more about plans and policy. He informed the committee that the FGS cost estimates are more than likely considerably higher now.

Answers to written questions

Mr. Hopper answered a series of written questions submitted by the committee. He grouped the questions into specific topics of the FGS and the intermodal station location. Concerning an intermodal station and the lack of light rail to the airport /western suburbs, he stated the FGS was not meant to be a study on specific station locations and the reason light rail was not planned for the airport and western suburbs had to do with cost analysis. However in all cases, corridors / modes will receive a thorough re-evaluation in a future during the Alternatives Analysis (AA) phase. The time frame of an AA, environmental analysis, and preliminary engineering could take up to seven years to complete.

Mr. Hopper provided copies of sections of the FGS to emphasize the research data that went into the FGS. He offered to loan out a complete copy of the FGS.

Please note: The complete FGS can be obtained at the ACOG website:

http://www.acogok.org/Programs_and_Services/Transportation_and_Data_Services/fixedguideway.asp

John Hasley questioned if the northeast side of Oklahoma City should be looked into more for transit modes other than bus since it includes the Adventure District – Oklahoma City Zoo, Remington Park, Western Heritage and other museums, etc.. Mr. Hopper answered that at the time of FGS, enhanced bus was a more appropriate mode of service for the area; however, an Alternatives Analysis will take another look at the area.

III. TIGER Grant Application update- Douglas Rex

Douglas Rex discussed the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program, which was created under the American Recovery and

Reinvestment Act (ARRA) of 2009, otherwise known as the stimulus bill. The \$1.5 billion nationwide grant program will be available for only capital investments. Eligible TIGER grantees, such as transit agencies, port authorities and multijurisdictional coalitions can be awarded may submit projects ranging amounts from a minimum of \$20 million to a maximum of \$300 million. The application due date is September 15, 2009. AGOG will be applying for funding at the request of the communities along the three rail corridors established in the FGS, which includes the Edmond Corridor, Norman Corridor, and Midwest City/Tinker AFB Corridor.

IV. Proposed TLUS Task Discussion – Shannon Entz

Shannon Entz proposed a task list for the subcommittee. Ms. Entz encouraged all on the subcommittee to propose any additional tasks to the list. The proposed tasks are as follows:

RTD TLUS Proposed Tasks:

1. Create a TLUS mission statement. *(completed 6/11/09)*
The Technical/Land Use Subcommittee will explore and introduce land use and planning policies that encourage transit and mobility-oriented development throughout Central Oklahoma. The subcommittee will also review and recommend corridors and technologies that support a regional approach to public transportation.
2. Review data from citizen surveys, service in peer cities and FGS recommendations on modes of transportation and corridors. See Chapters 6 & 7 of FGS:
http://www.acogok.org/Programs_and_Services/Transportation_and_Data_Services/fixedguideway.asp *(completed 08/06/09)*
3. Examine current land use practices and introduce sustainable and transit-supportive land use concepts and policies. **(September/October)** Examples:
 - Transit Oriented Development
 - Park and Ride
 - Alternative transportation choices – walking, bicycling, rideshare
 - Density, choice and proximity of housing and services
 - Consider incentives & public-private partnerships (i.e. alternative fuels, land banking)
4. Prepare a summary of findings and recommendations that could easily be explained to city councils, citizens and organizations in the region. **(November/December)**
 - Sample policies
 - Sample resolutions
 - Sample of multi-modal centers, neighborhoods and park- and- ride centers
 - Steps for implementation

5. Present information to the Steering Committee for approval. (*January*)

6. Submit document to the Public Outreach Subcommittee for design and formatting. (*February*)

Nathaniel Harding proposed group homework to complete the task list while Marisa Wells emphasized the health perspective as a policy for the committee to look into. Marion Hutchison wanted suggested that the committee to look more closely at specific corridors. Doug Rex informed the committee that the FGS was more of an outline rather than a final regional plan. It is just the first step in a series of federal requirements to request federal funding assistance, which will also require a local funding source for a portion of the capital costs and ongoing maintenance and operation costs. Each corridor will be evaluated in much greater detail and with updated information under an Alternatives Analysis.

The Over the next couple of months the Technical/ Land Use Subcommittee will study/research the concepts, policies, work through the task list, and decide on recommendations on policies that could work in Central Oklahoma.

V. Steering Committee Reminder

The next Steering Committee meeting is Wednesday, August 26, at 1:00 pm

VI. Schedule next meeting

The next TLUS Subcommittee meeting will be Thursday, August 27, 2009, at 1:30 pm.

VII. Adjourn