

RESOLUTION NO. 23-0008

**RESOLUTION OF THE REGIONAL TRANSPORTATION AUTHORITY OF
CENTRAL OKLAHOMA APPROVING LOCALLY PREFERRED ALTERNATIVES FOR
THE NORTH-SOUTH CORRIDOR AND THE EAST CORRIDOR**

WHEREAS, on July 15, 2020, the Regional Transportation Authority of Central Oklahoma (RTA) Board of Directors adopted a professional services agreement (PSA) with Kimley-Horn and Associates, Inc., to update the Alternatives Analysis of the Commuter Corridor Study; and

WHEREAS, the PSA was negotiated on a four-year term and is executed by task order based upon available funds; and

WHEREAS, year one of the PSA included the update of the Alternatives Analysis of the Commuter Corridor Study (CCS), and advancement of Alternatives Analysis planning for the North-South Corridor and the East Corridor, and the development of a Regional Transit System Plan; and

WHEREAS, years two and three included public engagement via in-person and virtual live events, the project website, surveys, and social media, support coordinating BNSF railroad, planning work for land use and economic development, and continued advancement of the Alternatives Analysis planning for the North-South Corridor to determine the Locally Preferred Alternative (LPA) and the Alternatives Analysis planning for the East Corridor to determine the LPA; and

WHEREAS, Kimley-Horn recommended a Locally Preferred Alternative for the North-South Corridor to the RTA Board on May 17, 2023 for consideration; and

WHEREAS, Kimley-Horn recommended a Locally Preferred Alternative for the East Corridor to the RTA Board on May 17, 2023 for consideration; and

WHEREAS, during the period from May 17 to June 21, Kimley-Horn has performed additional public engagement through digital outreach activities, including factsheets and information via www.RTAMoves.com and a robust social media presence; and

WHEREAS, this additional public engagement did not reveal new concerns or additional information that had not been previously considered that would cause Kimley-Horn to reconsider its previous LPA recommendations.

NOW, THEREFORE, BE IT RESOLVED by the Directors of the Regional Transportation Authority of Central Oklahoma that they do hereby approve:


1. The adoption of a Locally Preferred Alternative for the East Corridor with an alignment starting from the Santa Fe Depot then east along Reno Avenue, then South on Eastern Avenue, then east

along 29th Street, then south along Douglas Boulevard, and ending at the Lancer Gate of Tinker Air Force Base as more specifically described in Attachment A; and

2. The adoption of a Locally Preferred Alternative for the North-South Corridor utilizing the BNSF railroad right-of-way between Edmond on the North, through Oklahoma City, continuing to Norman, as more specifically described in Attachment B.

ADOPTED by the Directors and **SIGNED** by the Chairman of the Regional Transportation Authority of Central Oklahoma this **21st** day of **June 2023**.

ATTEST:


Mary Melon, Secretary

REVIEWED for form and legality.


Joshua Minner
Assistant Municipal Counselor



**REGIONAL TRANSPORTATION AUTHORITY OF
CENTRAL OKLAHOMA**


Brad Henry, Chairperson

Attachment A: East Corridor

Locally Preferred Alternative Recommendation

The East Corridor LPA Recommendation is for **Bus Rapid Transit (BRT)** connecting **Santa Fe Depot** with **Lancer Gate** via **Reno Avenue**, **Eastern Avenue**, **29th Street**, and **Douglas Boulevard**.

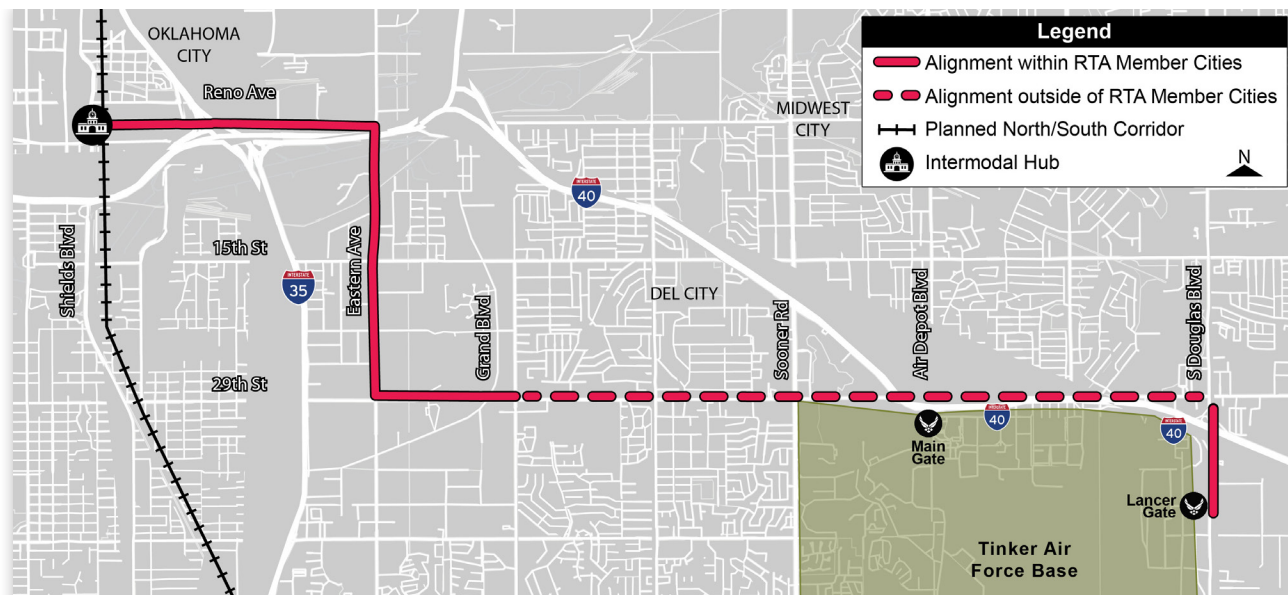
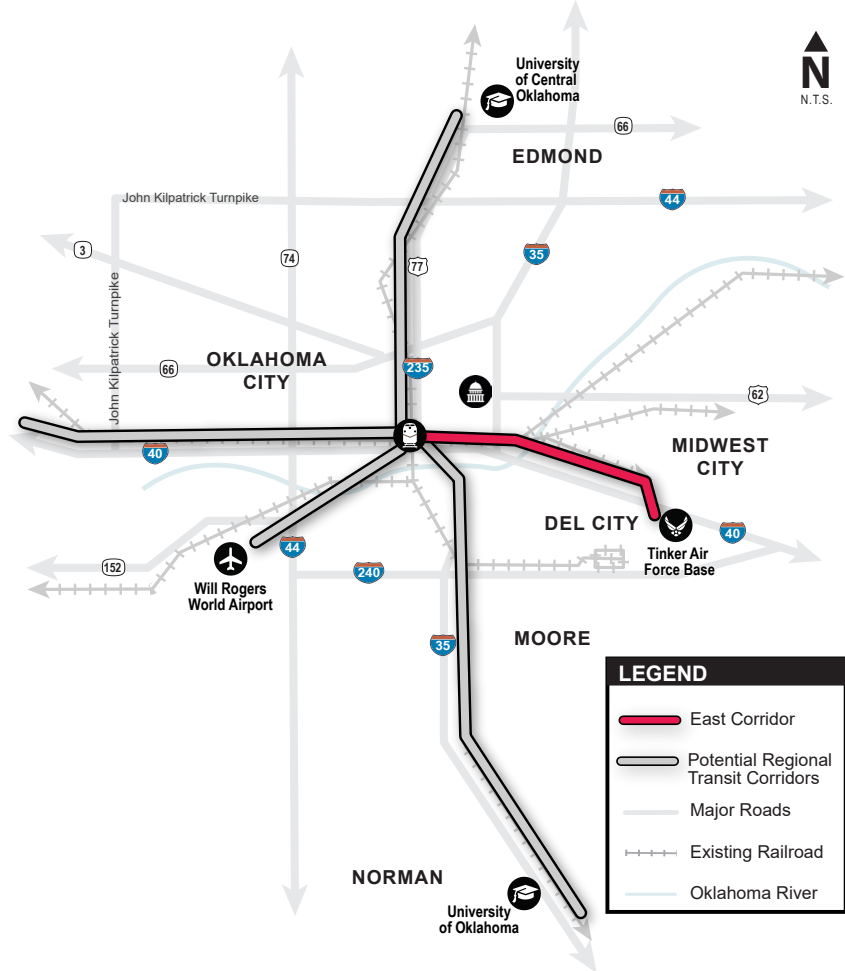


BRT Example: Greater Richmond Transit Company Pulse BRT



BRT Example: Central Ohio Transit Authority CMAX BRT

Transit System Plan



Attachment B: North-South Corridor

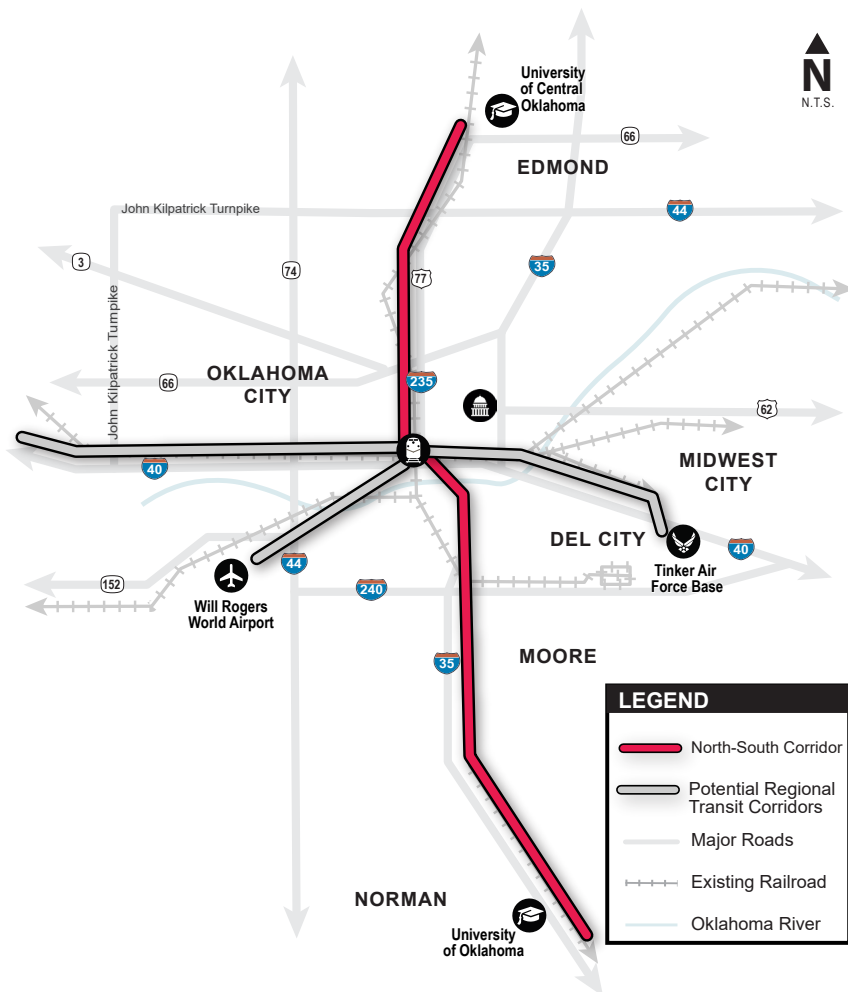
Locally Preferred Alternative Recommendation

The North-South Corridor LPA Recommendation is for **Commuter Rail** connecting Santa Fe Depot with North Edmond and South Norman via the Burlington Northern Santa Fe (BNSF) Corridor.

The North-South Corridor LPA is to operate 24 to 44 trains per day which will include peak service with some off-peak options.

Next steps will be to continue coordinating with BNSF on the infrastructure investment package.

Transit System Plan



Commuter Rail Example: Trinity Metro
TexRail Commuter Rail Corridor



Commuter Rail Example: Utah Transit Authority
FrontRunner Commuter Rail Corridor