

The logo for the Regional Transportation Authority of Central Oklahoma, featuring the letters 'RTA' in a large, white, sans-serif font.

Regional Transportation Authority
of Central Oklahoma

A nighttime photograph of a city street. The image is a long-exposure shot, creating light trails from cars and streetlights. The colors are primarily orange and yellow from the streetlights, with some blue and white from the car lights. The background shows city buildings and a clear night sky.

RTA West and Airport Corridors: RTA Board Update

*Prepared for the Regional Transportation
Authority of Central Oklahoma Board of Directors*

Prepared by Kimley-Horn and Associates

February 21, 2024

Topics

- December Board Meeting Recap
- Engagement Updates
- Detailed Evaluation Results
- FTA RAISE Grant Overview

Alternatives Analysis Process

Spring 2023



- Define all reasonable alternatives
- Screen against goals & objectives

**We are
here!**



- Advance remaining alternatives
- Perform detailed technical analysis



- LPA Selections
- Board Consideration of LPA

Summer 2024

Alternatives Analysis Process

Technical
Work

December 

- Initial evaluation results
- Summary of corridors

We are here!

February 

- Results of Detailed Evaluation

April 

- Refinement of Alternatives
- LPA Preview

December Board Meeting Recap

Goals and Objectives

Mobility & Connectivity



Direct connection
to Santa Fe
Intermodal Hub



Serves major
activity centers

Equity & Accessibility



Serves areas with
high equity index



Serves areas of
persistent poverty

Economic & Workforce Development



Serves areas with
high activity index



Connects to
areas with
projected growth

Sustainability & Viability



Serves areas
with high transit
propensity



Utilizes existing
infrastructure

Detailed Evaluation Framework

Project Goal	Criteria	W1	W2	W3	A1	A2	A3
Mobility and Connectivity	Connections to planned and existing bike infrastructure						
	Connections to existing transit network						
	Estimated end-to-end travel time						
	Existing trips between station areas						
Equity and Accessibility	Persons with disabilities + over 65 population						
	Non-white or Hispanic Population						
	Households below poverty line						
	Zero-car households						
	Number of OCHA Properties						
	Number of activity centers served						
Economic and Workforce Development	Ongoing and planned developments						
	Acreage of undeveloped and underdeveloped land						
	Projected population growth through 2035 according to ACOG's regional model						
	Projected employment growth through 2035 according to ACOG's regional model						
Sustainability and Viability	Ability to accommodate increases in ridership						
	Estimated capital costs						
	Estimated operations and maintenance cost						
	ROW requirements and acquisition costs						
	Traffic implications on existing roadways						
	Feasibility of full guideway dedication						

West Corridor – Initial Evaluation Summary



Explore balancing equity communities along 10th Street with major activity centers along Reno Avenue



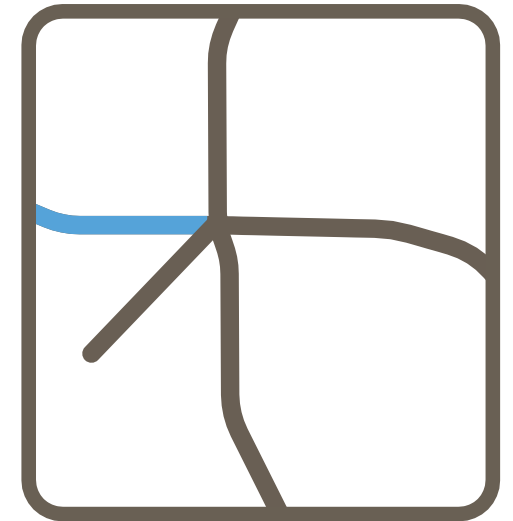
How best to serve lower-density residential growth in West Oklahoma City



Understanding tradeoffs of travel times vs. serving communities closer to Downtown Oklahoma City



Exploring end-of-line locations for all alternatives



Airport Corridor – Initial Evaluation Summary



Explore trade-off of serving existing travel markets vs more access to equity populations



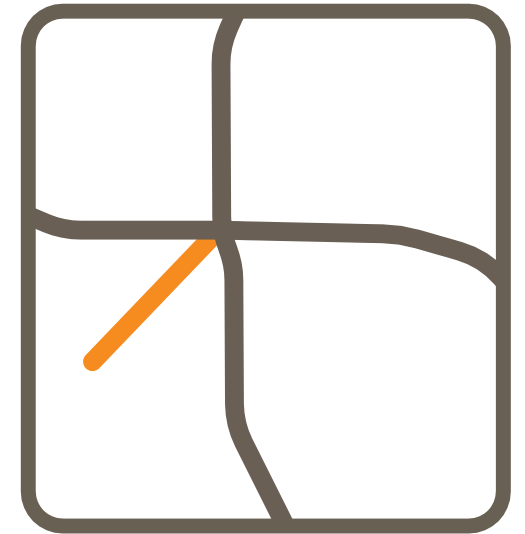
Continued examination of corridor right-of-way constraints to adding dedicated guideway



Continue coordination with Airport Trust and FAA



Monitor overlap with MAPS 4 BRT improvements



Engagement Updates

Virtual Town Hall Recap

- **January 18, 2024** on Zoom
- **Participation by 70 Community Members** including live attendees and views of the recorded meeting
- **Presented Updates on High Potential Alternatives** for detailed evaluation
- **Live Question and Answer Session** included questions received online prior to Virtual Town Hall



Online Engagement

- **Online Comment Box** to promote accessibility and accept questions before and after Town Hall (five comments received, open January 10 - February 5)
- **Questions and Answers** posted on RTAMoves.com in English and Spanish
- **Refine Phase Fact Sheet** posted on RTAMoves.com in English and Spanish
- **Approximately 26k total Engagements on RTA's social media accounts** since December 18 (beginning of advertising period of Virtual Town Hall, including includes views, clicks, shares, likes, and comments)

The collage features several key documents:

- New Transit is En Route!**: A map showing transit routes with a red line indicating a new route.
- Who is the...**: A text-based document discussing the RTA's role and project goals.
- Discover Phase Engagement Takeaways**: A list of key findings such as "Support for a high-capacity transit link to the airport" and "Balance station frequency with quick travel times".
- Project Schedule**: A Gantt chart showing the timeline from 2023 to 2024, divided into phases: DISCOVER, REFINE, and SELECT.
- High Potential Alternatives**: A map of the region highlighting various transit alternatives.
- Goals**: Three pillars: Mobility & Connectivity, Equity & Accessibility, and Economic Development.
- QR Codes**: Two QR codes at the bottom, one for general information and one for staying up to speed with RTA.

Engagement Takeaways



Support for connection to the Mike Monroney Aeronautical Center



Interest in identification of mode for each corridor



Desire for strategic placement of park and rides



Questions on how the corridors might impact nearby communities

Other Engagement Takeaways



- **January TWG Meeting**

- TWG members in agreement with recommendations made for both West and Airport Corridors

- **Stakeholder Engagement with Employers**

- Current density and type of employment is less supportive of high-capacity transit

Stakeholder Coordination

OKC Outlets



Stockyards City



OKC Housing Authority



Alliance for Economic Development



OKC Fairgrounds



Will Rogers World Airport



Visit OKC



OKC Chamber of Commerce



OSU-OKC



FAA Aeronautical Center



Detailed Evaluation Results

Goals and Objectives

Mobility & Connectivity



Direct connection
to Santa Fe
Intermodal Hub



Serves major
activity centers

Equity & Accessibility



Serves areas with
high equity index



Serves areas of
persistent poverty

Economic and Workforce Development



Serves areas with
high activity index



Connects to
areas with
projected growth

Sustainability & Viability

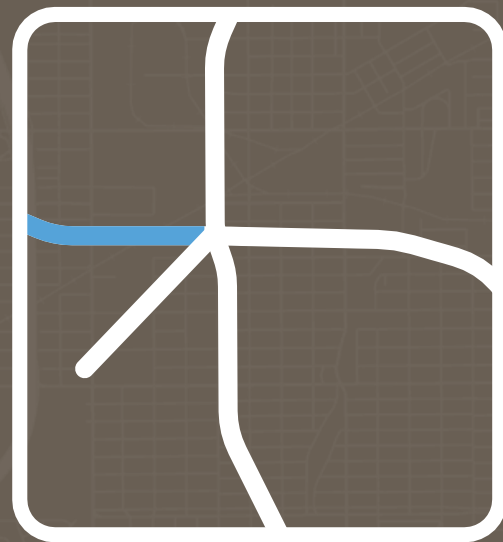


Serves areas
with high transit
propensity

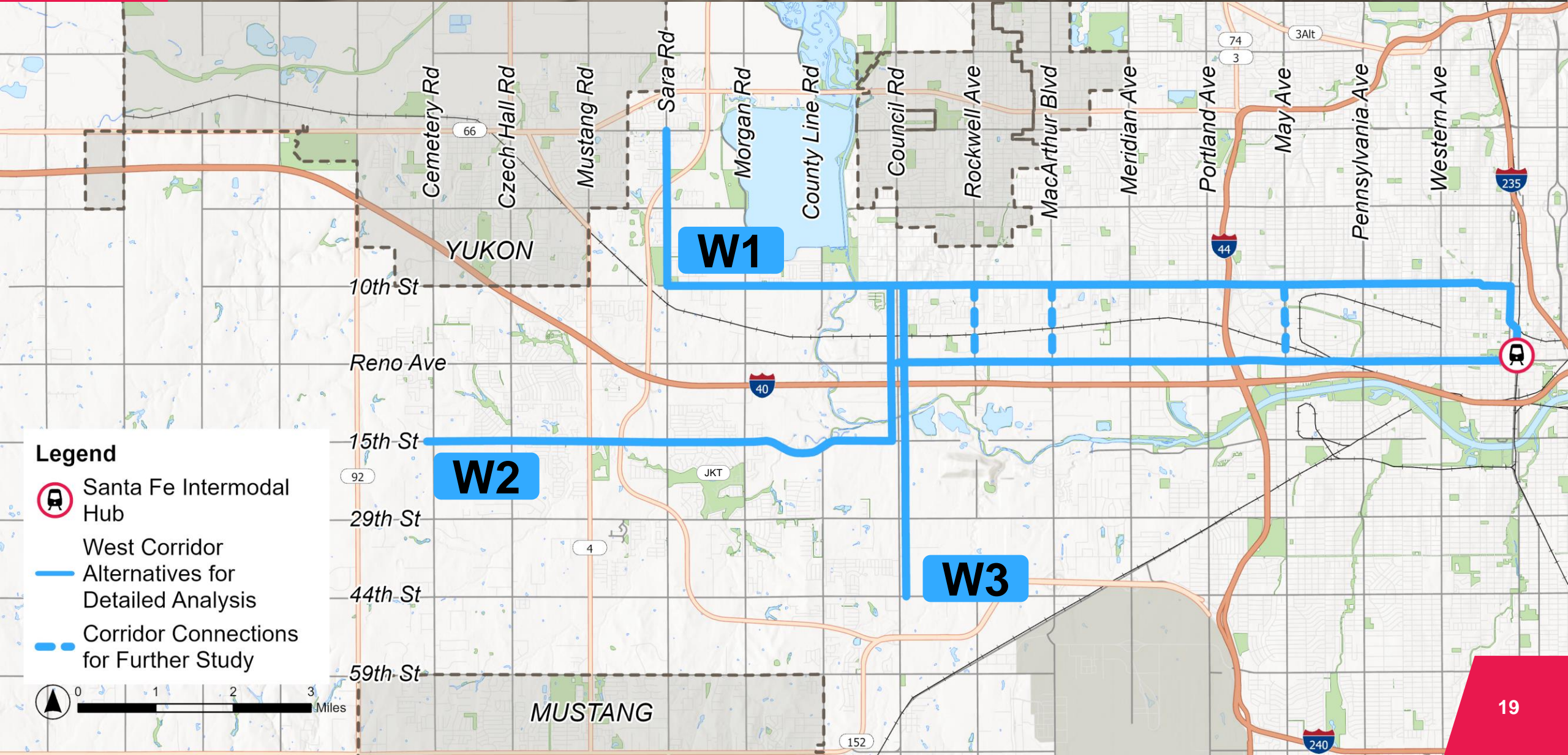


Utilizes existing
infrastructure

West Corridor



West Corridor Alternatives for Refine Phase



West Alternative 1 – 10th St Detailed Evaluation Summary

West Alt. 1 – 10th Street



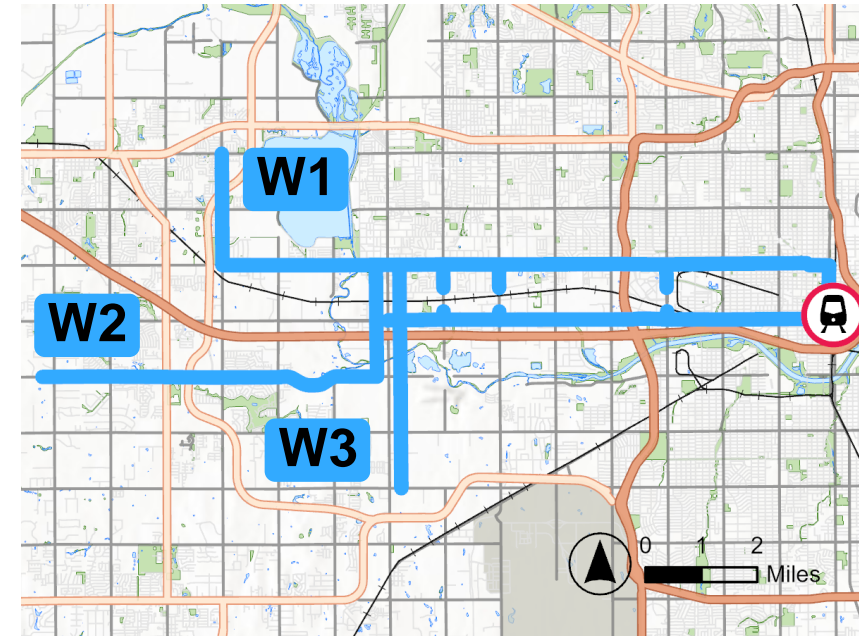
Serves a diverse population



Less opportunity for
guideway dedication



Access to future
residential
development



West Alternative 2 – 10th St Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for
guideway dedication



Access to future
residential
development

West Alt. 2 – 10th Street



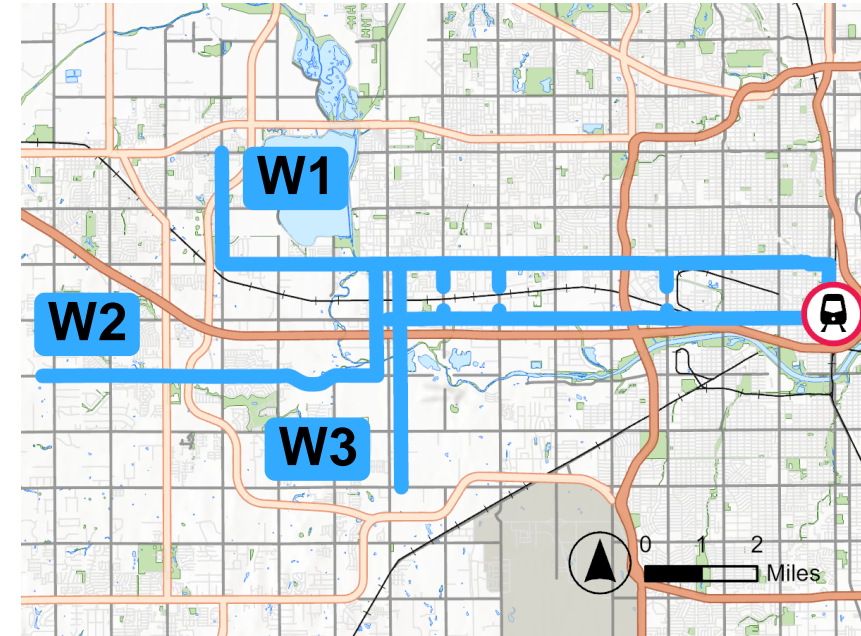
Serves a diverse population



Less opportunity for
guideway dedication



Regional collector
potential



West Alternative 3 – 10th St Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Access to future residential development

West Alt. 2 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Regional collector potential

West Alt. 3 – 10th Street



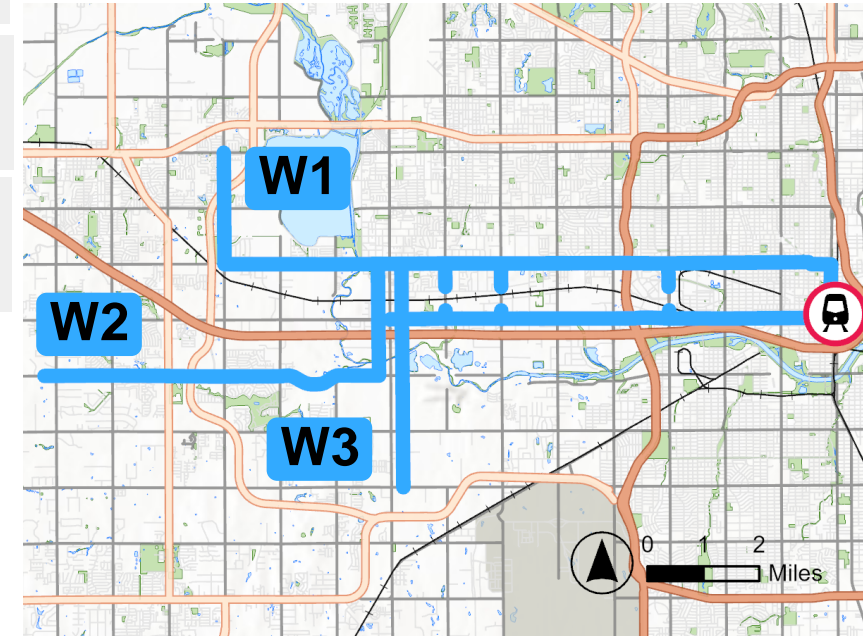
Serves a diverse population



Less opportunity for guideway dedication



Serves major employment centers



West Alternative 1 – Reno Ave Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Access to future residential development

West Alt. 2 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Regional collector potential

West Alt. 3 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Serves major employment centers

West Alt. 1 – Reno Avenue



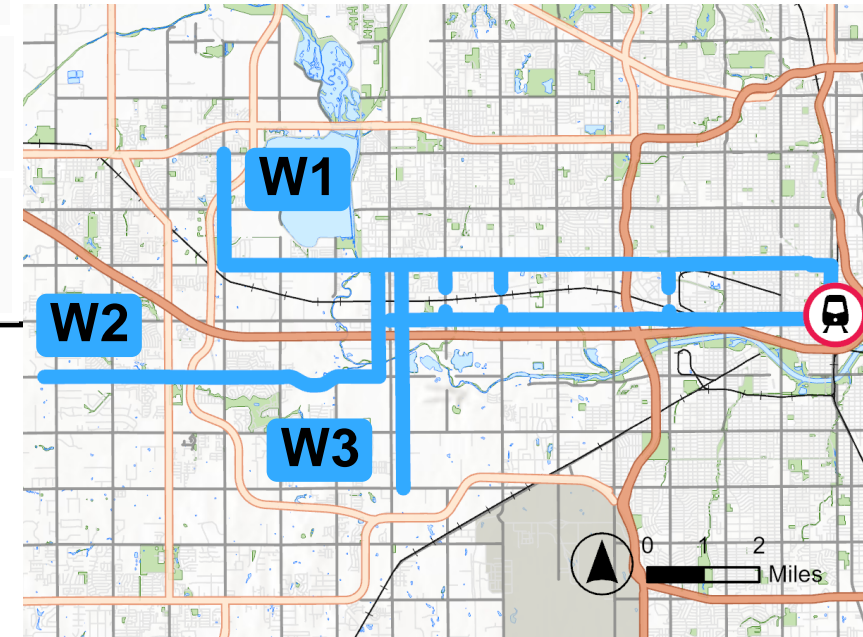
Serves major activity centers



Potential for significant impacts on traffic



Access to future residential development



West Alternative 2 – Reno Ave Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Access to future residential development

West Alt. 2 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Regional collector potential

West Alt. 3 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Serves major employment centers

West Alt. 1 – Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Access to future residential development

West Alt. 2 – Reno Avenue



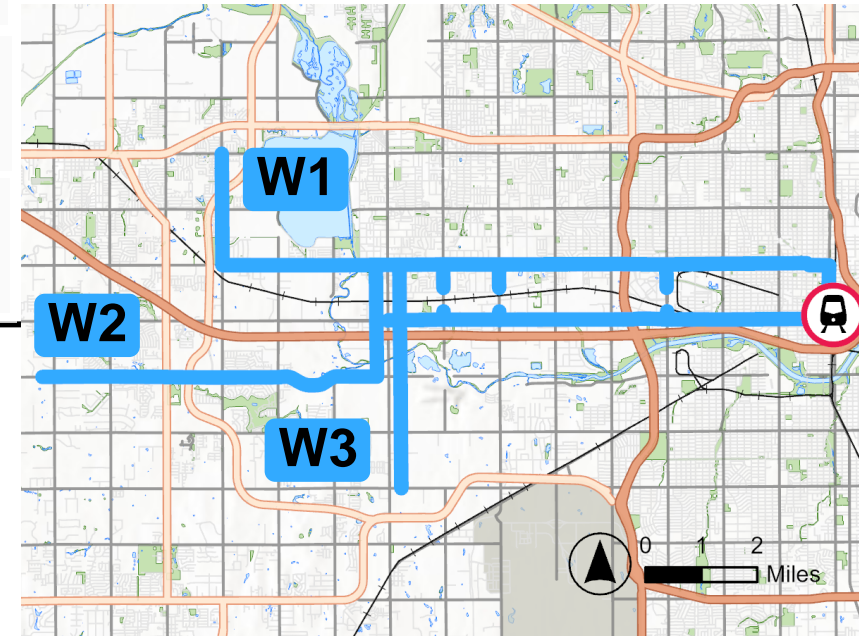
Serves major activity centers



Potential for significant impacts on traffic



Regional collector potential



West Alternative 3 – Reno Ave Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Access to future residential development

West Alt. 2 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Regional collector potential

West Alt. 3 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Serves major employment centers

West Alt. 1 – Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Access to future residential development

West Alt. 2 – Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Regional collector potential

West Alt. 3 – Reno Avenue



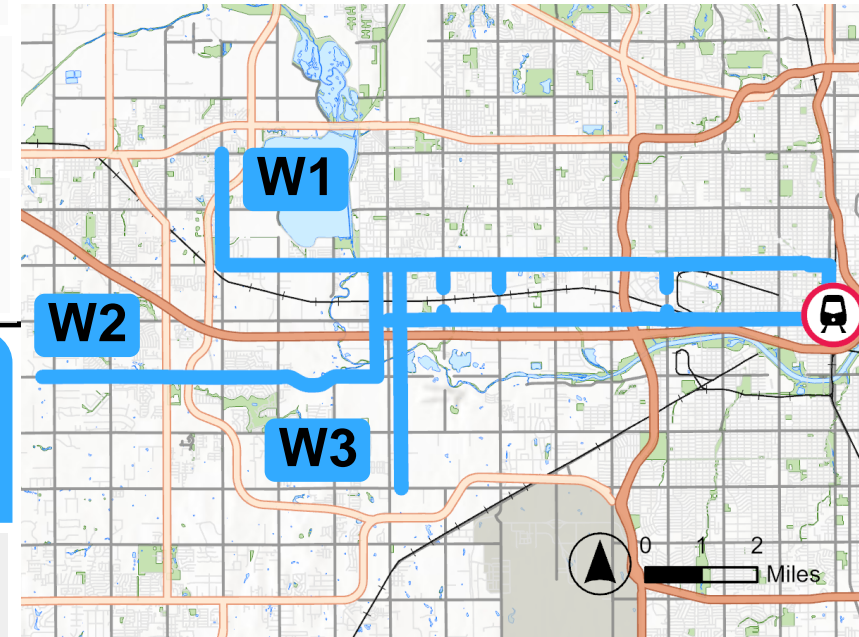
Serves major activity centers



Potential for significant impacts on traffic





Serves major employment centers




West Corridor – Detailed Evaluation Summary


West Alt. 1 – 10th Street


 Serves a diverse population


 Less opportunity for guideway dedication

 Access to future residential development


West Alt. 2 – 10th Street


 Serves a diverse population


 Less opportunity for guideway dedication

 Regional collector potential


West Alt. 3 – 10th Street


 Serves a diverse population


 Less opportunity for guideway dedication

 Serves major employment centers


West Alt. 1 – Reno Avenue


 Serves major activity centers


 Potential for significant impacts on traffic

 Access to future residential development


West Alt. 2 – Reno Avenue


 Serves major activity centers


 Potential for significant impacts on traffic

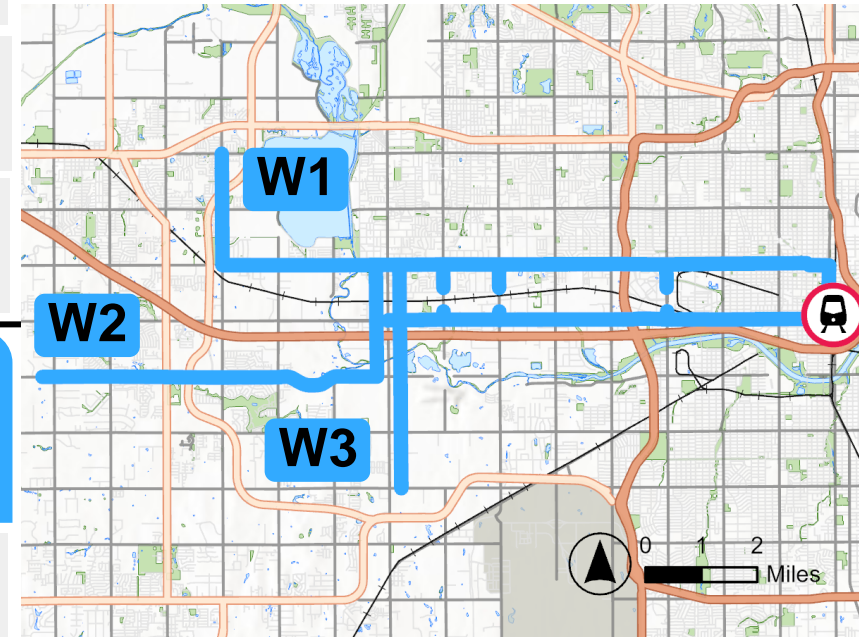
 Regional collector potential

West Alt. 3 – Reno Avenue

 Serves major activity centers

 Potential for significant impacts on traffic

 Serves major employment centers



West Corridor – Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Access to future residential development

West Alt. 2 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Regional collector

West Alt. 3 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Serves major employment

Low-density residential development along Sara Road is not transit supportive

West Alt. 1 – Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Access to future residential development

Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Regional collector potential

Reno Avenue



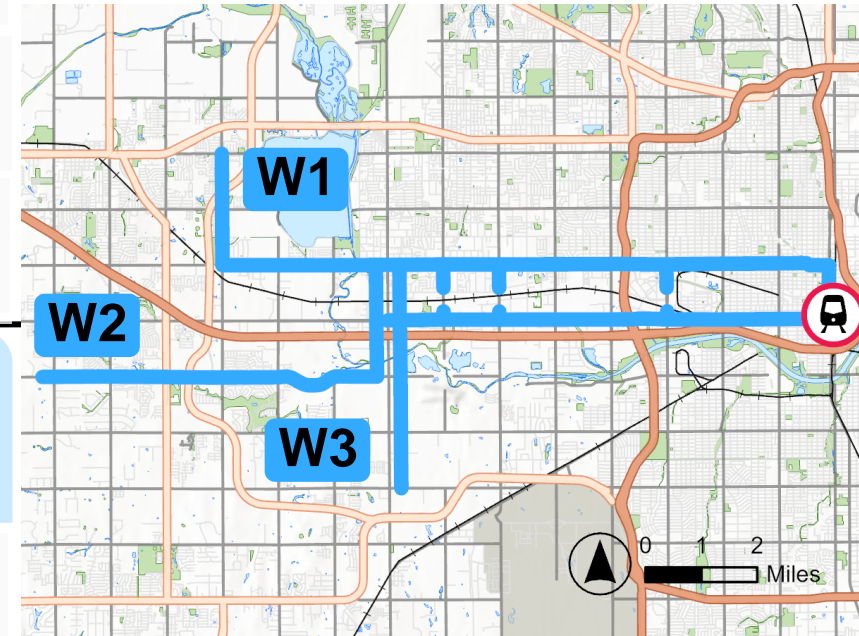
Serves major activity centers



Potential for significant impacts on traffic



Serves major employment centers



West Corridor – Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Access to future

West Alt. 2 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Regional collector

West Alt. 3 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Serves major employment centers

Level of population and employment on Council Road may not be transit supportive

Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Access to future residential development

Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Regional collector potential

West Alt. 3 – Reno Avenue



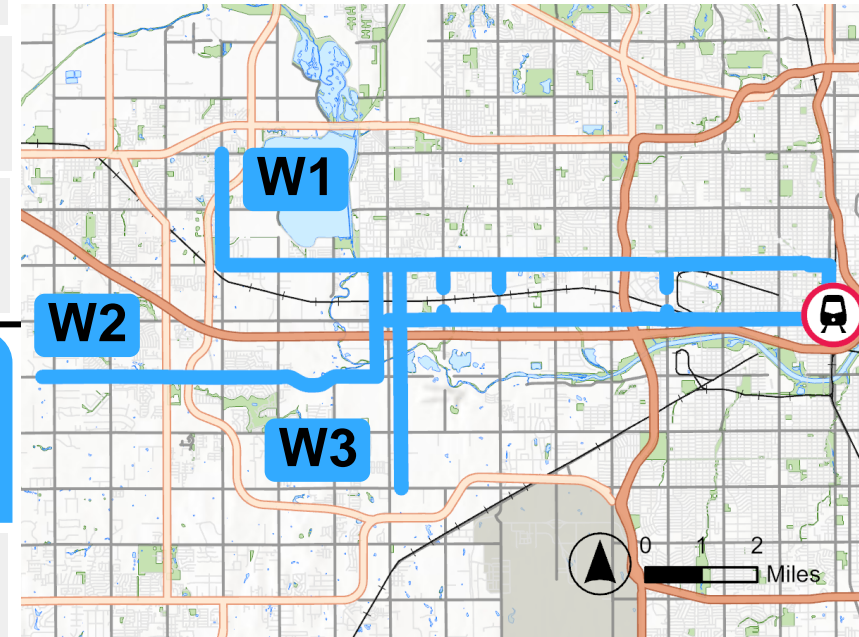
Serves major activity centers



Potential for significant impacts on traffic



Serves major employment centers



West Corridor – Detailed Evaluation Summary

West Alt. 1 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Access to future residential development

West Alt. 2 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Regional collector potential

West Alt. 3 – 10th Street



Serves a diverse population



Less opportunity for guideway dedication



Serves major employment centers

West Alt. 1 – Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Access to future residential development

West Alt. 2 – Reno Avenue



Serves major activity centers



Potential for significant impacts on traffic



Regional collector potential

West Alt. 3 – Reno Avenue



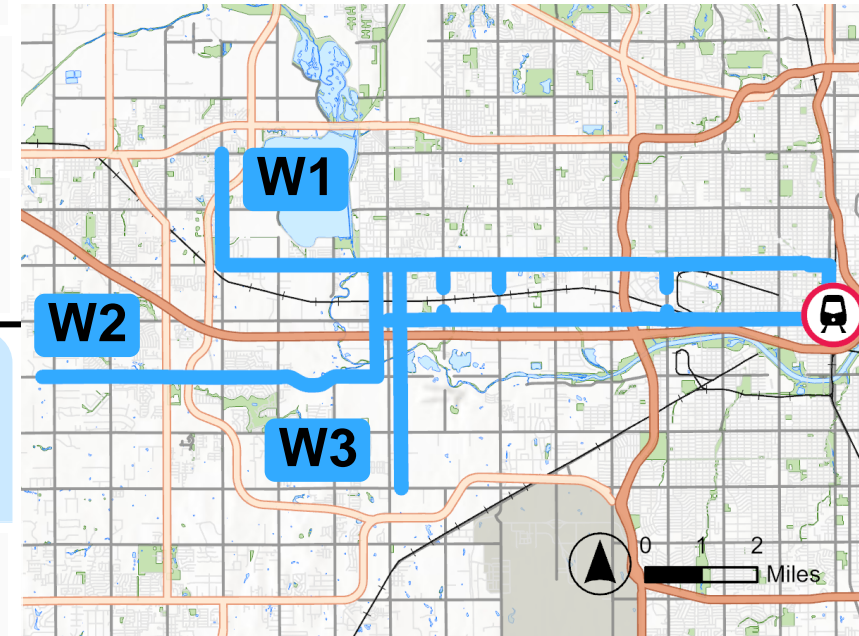
Serves major activity centers



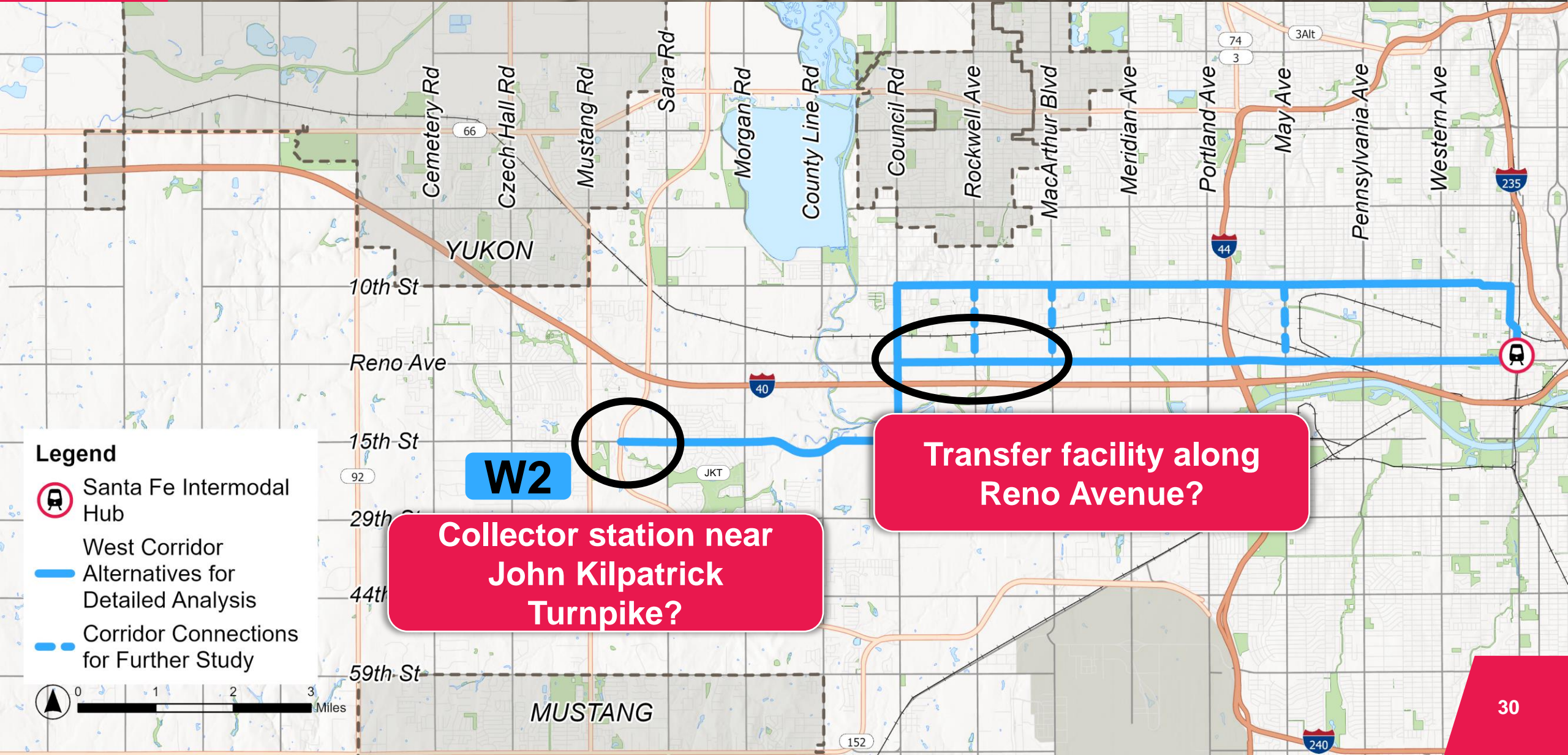
Potential for significant impacts on traffic



Serves major employment centers



West Corridor Alternatives



- Legend**
- Santa Fe Intermodal Hub
 - West Corridor Alternatives for Detailed Analysis
 - Corridor Connections for Further Study

W2

Collector station near John Kilpatrick Turnpike?

Transfer facility along Reno Avenue?

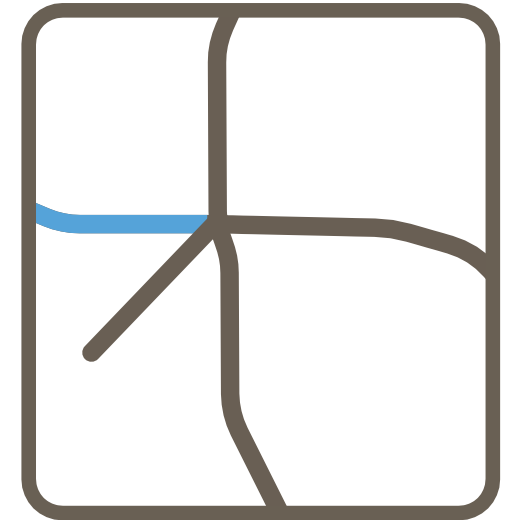
West Corridor – Takeaways



Residential development along Sara Road (Alternative 1) is not of transit supportive density – recommend elimination



Activity centers on Council Road (Alternative 3) may not support transit ridership – recommend elimination



West Corridor – Next Steps



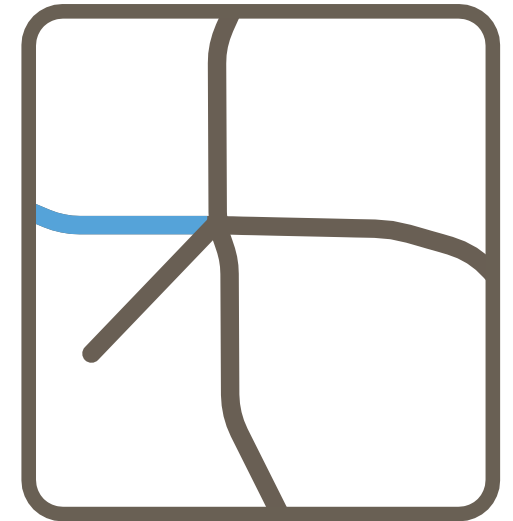
Explore the potential for serving West Oklahoma City with Regional Collector facility on 15th Street (Alternative 2)



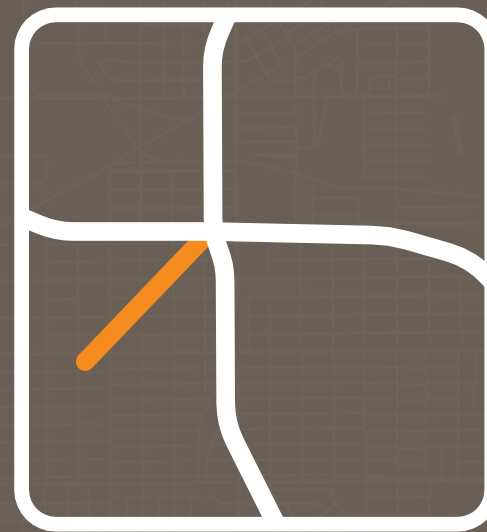
Continue to study the tradeoffs between serving equity communities on 10th Street with serving activity centers along Reno Avenue



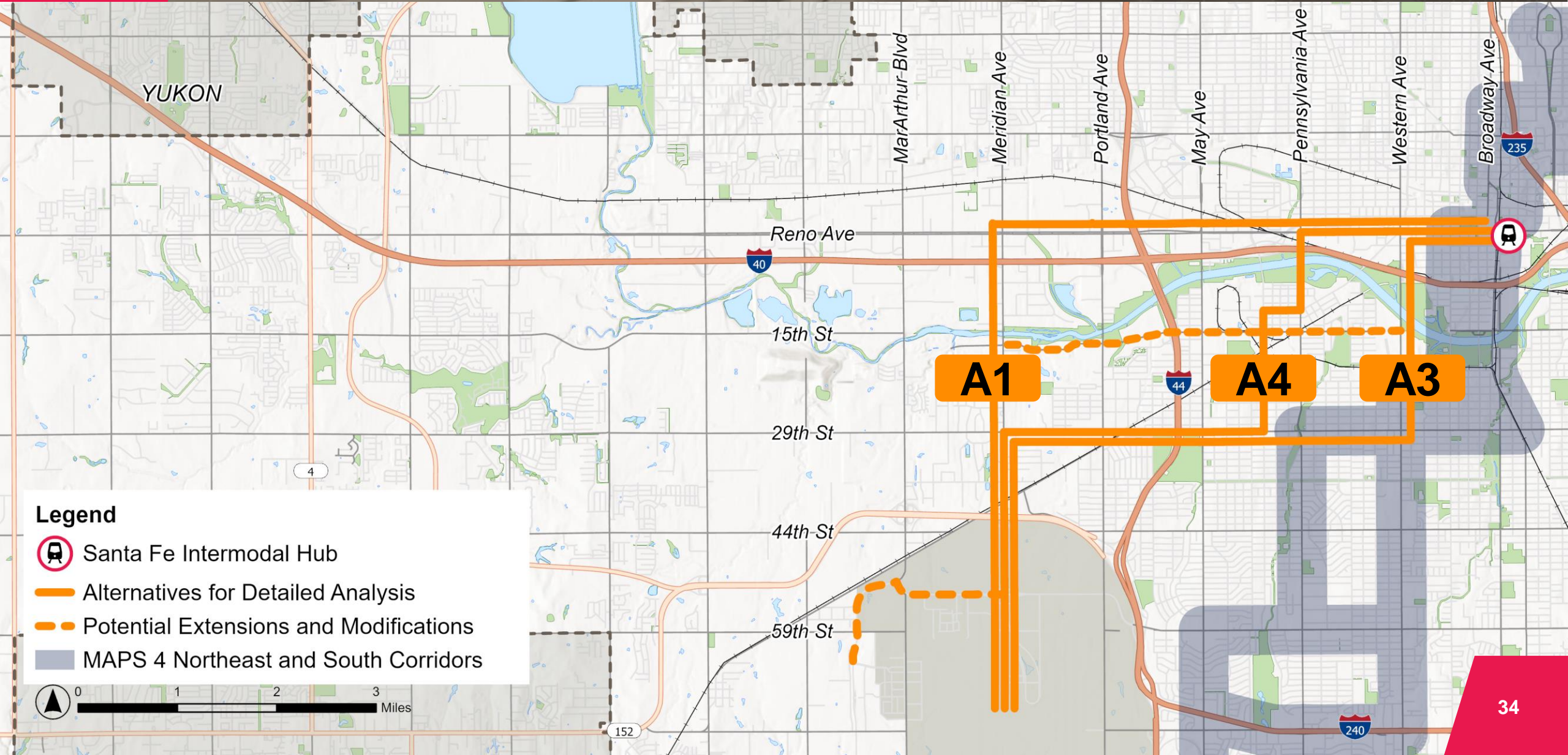
Study opportunities for potential corridor connectors between 10th Street and Reno Avenue



Airport Corridor



Airport Corridor Alternatives for Refine Phase

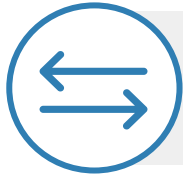


- Legend**
- Santa Fe Intermodal Hub
 - Alternatives for Detailed Analysis
 - Potential Extensions and Modifications
 - MAPS 4 Northeast and South Corridors



Airport Alternative 1 Detailed Evaluation Summary

Airport Alternative 1 *Reno to Meridian*



Serves existing trips



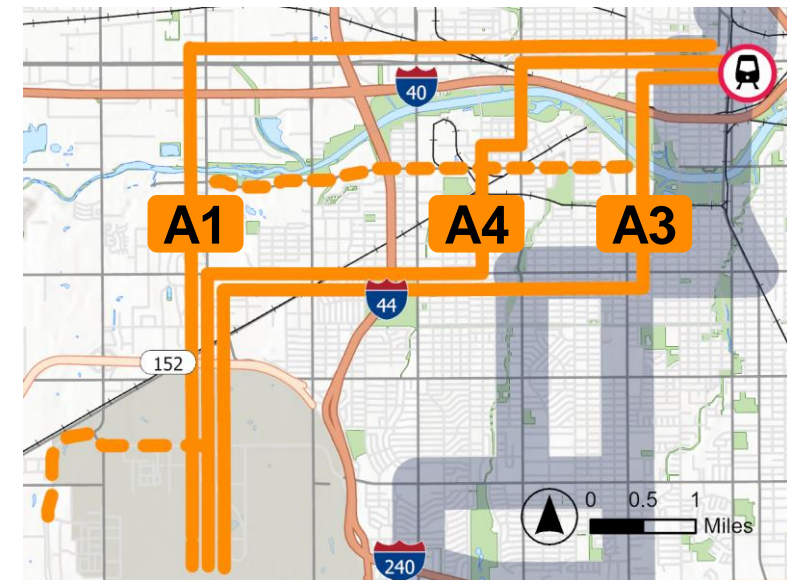
Serves major activity centers



Serves areas with high projected employment growth



Potential for significant impacts on traffic



Airport Alternative 3 Detailed Evaluation Summary

Airport Alternative 1 *Reno to Meridian*



Serves existing trips



Serves major activity centers



Serves areas with high projected employment growth



Potential for significant impacts on traffic

Airport Alternative 3 *Western to 29th to Meridian*



Serves equity populations



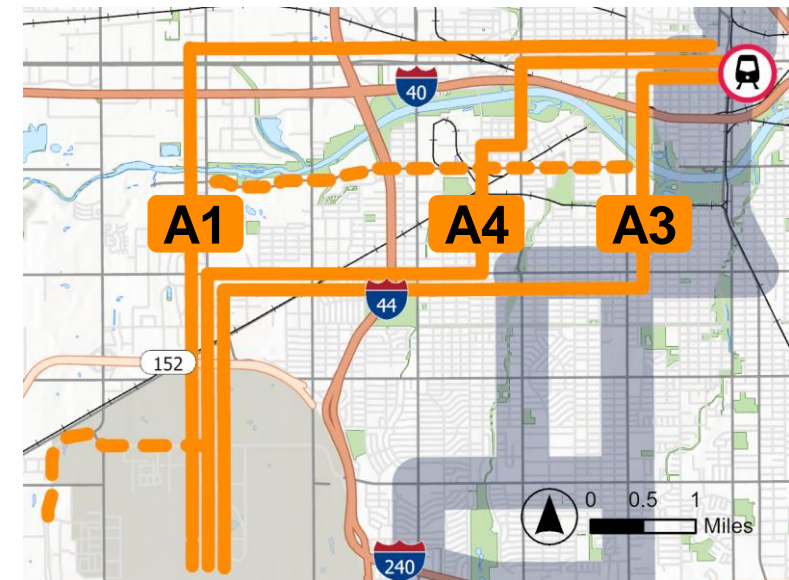
Serves public housing units



Access to Wheeler District



Overlap with MAPS 4 South Corridor



Airport Alternative 4 Detailed Evaluation Summary

Airport Alternative 1 *Reno to Meridian*



Serves existing trips



Serves major activity centers



Serves areas with high projected employment growth



Potential for significant impacts on traffic

Airport Alternative 3 *Western to 29th to Meridian*



Serves equity populations



Serves public housing units



Access to Wheeler District



Overlap with MAPS 4 South Corridor

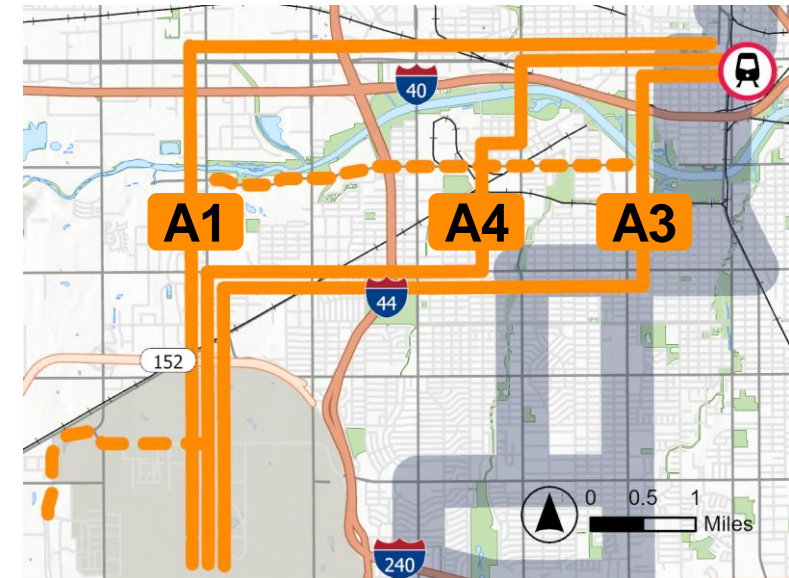
Airport Alternative 4 *Pennsylvania to Stockyards City to 29th*



Serves equity populations

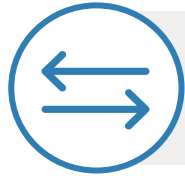


Less opportunity for guideway dedication



Airport Corridor – Evaluation Summary

Airport Alternative 1 *Reno to Meridian*



Serves existing trips



Serves major activity centers



Serves areas with high projected employment growth



Potential for significant impacts on traffic

Airport Alternative 3 *Western to 29th to Meridian*



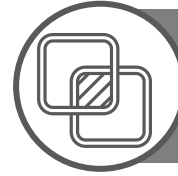
Serves equity populations



Serves public housing units



Access to Wheeler District



Overlap with MAPS 4 South Corridor

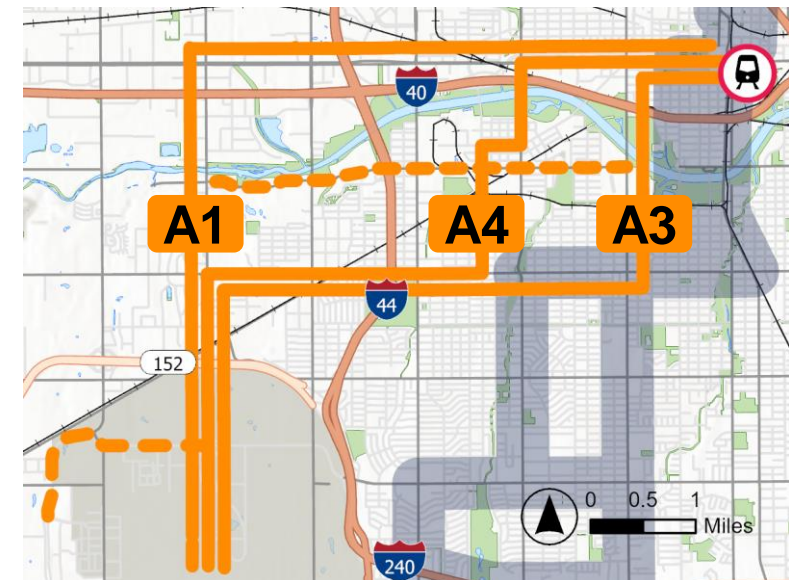
Airport Alternative 4 *Pennsylvania to Stockyards City to 29th*



Serves equity populations



Less opportunity for guideway dedication



Airport Corridor – Evaluation Summary

Airport Alternative 1 *Reno to Meridian*



Serves existing trips



Serves major activity centers



Serves areas with high projected employment growth



Potential for significant impacts on traffic

Airport Alternative 3 *Western to 29th to Meridian*



Serves equity populations



Serves public housing units



Access to Wheeler District

Airport Alternative 4 *Pennsylvania to Stockyards City to 29th*

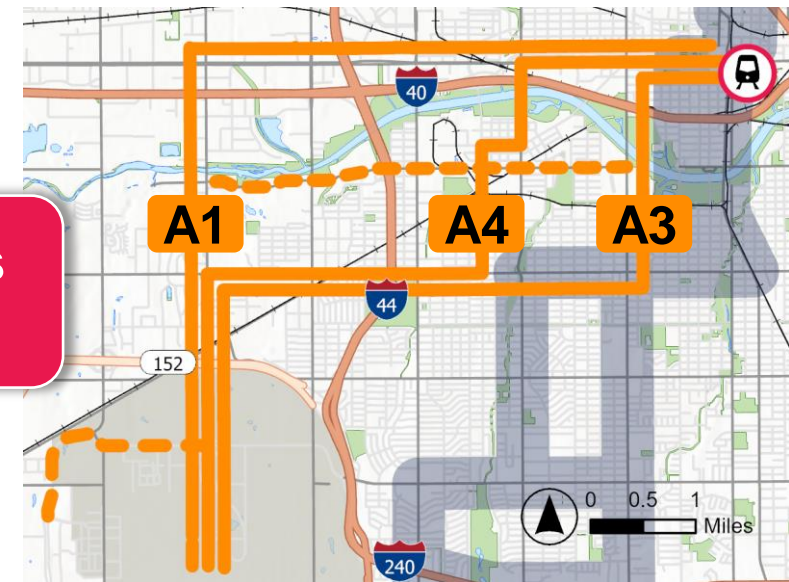


Serves equity populations



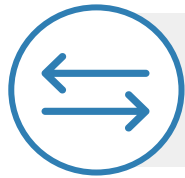
Less opportunity for guideway dedication

Overlapping with MAPS 4 creates redundant services



Airport Corridor – Evaluation Summary

Airport Alternative 1 *Reno to Meridian*



Serves existing trips



Serves major activity centers



Serves areas with high projected employment growth



Potential for significant impacts on traffic

Airport Alternative 3 *Western to 29th to Meridian*



Serves equity populations



Serves public housing units



Access to Wheeler District



Overlap with MAPS 4 South Corridor

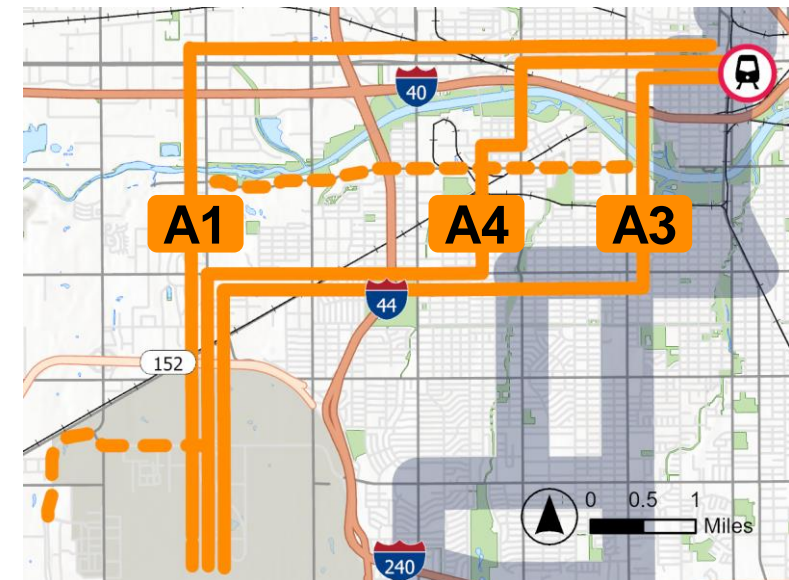
Airport Alternative 4 *Pennsylvania to Stockyards City to 29th*



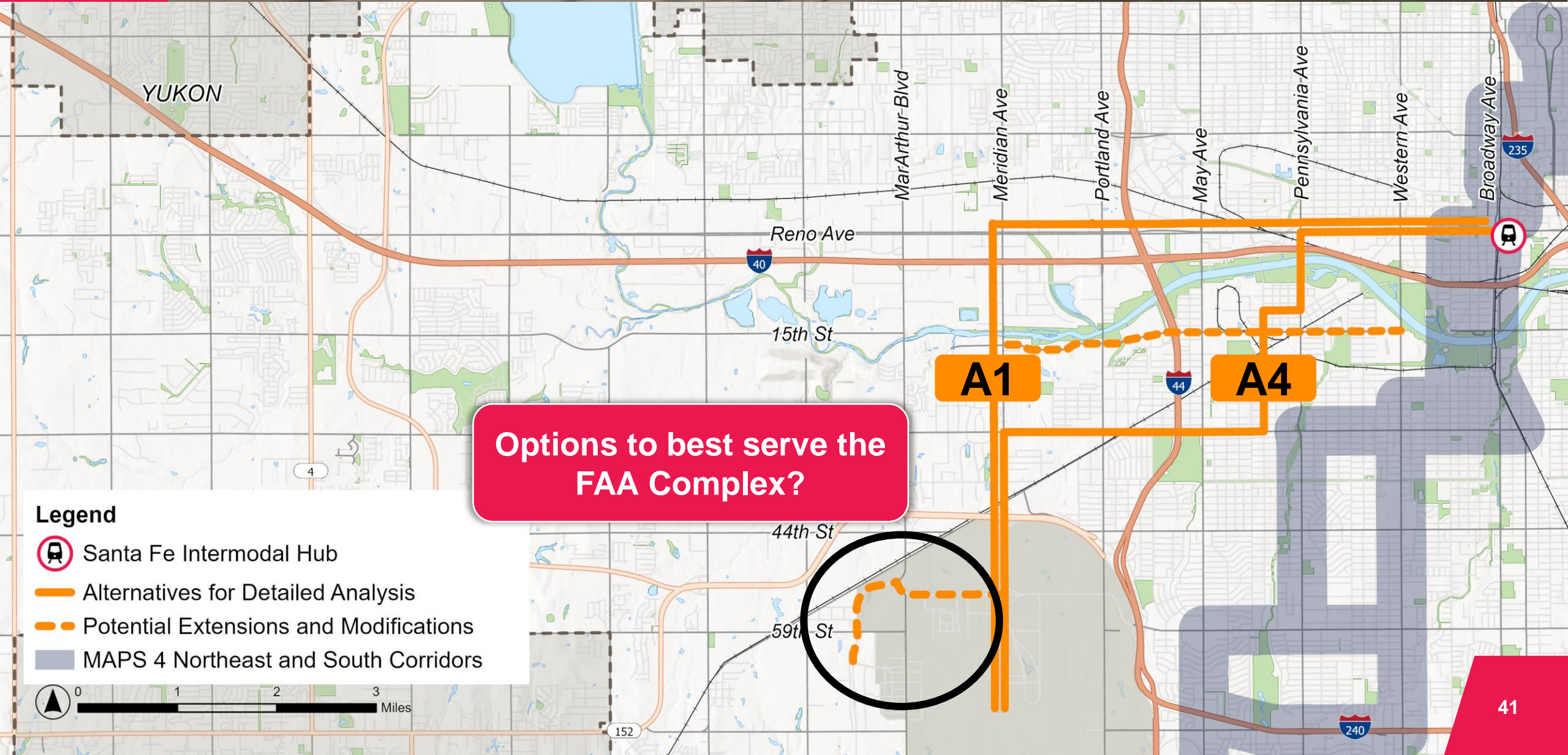
Serves equity populations



Less opportunity for guideway dedication



Airport Corridor Alternatives



**Options to best serve the
FAA Complex?**

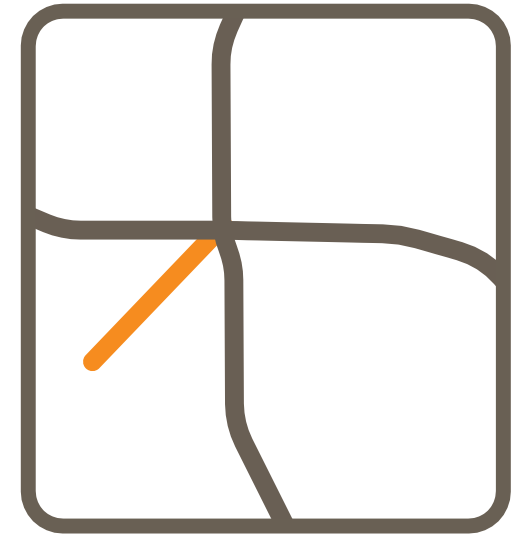
- Legend**
- Santa Fe Intermodal Hub
 - Alternatives for Detailed Analysis
 - Potential Extensions and Modifications
 - MAPS 4 Northeast and South Corridors



Airport Corridor – Takeaways



Alternative 3 has significant overlap with MAPS 4 South Corridor – recommend elimination



Airport Corridor – Next Steps



Continued coordination with FAA to determine how best to serve the Mike Monroney Aeronautical Center



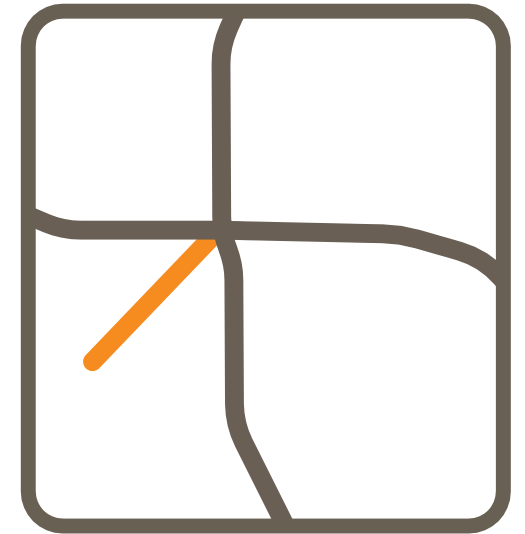
Coordinate with Will Rogers World Airport on terminal master planning effort



Continue to study tradeoffs with serving equity communities along Alternative 4 with serving existing trips along Alternative 1



Explore potential variations of Alternative 4



FTA Grant Requirements

Project Development Process

PLANNING & PROJECT DEVELOPMENT ACTIVITIES

We are here!

Begin
Operations

System
Planning

Alternatives
Analysis LPA

PE/DEIS/
FEIS/ROD

Final
Design

Construction

Enter Project
Development

FTA
Assessment Risk
Assessment

FFGA

FTA Oversight
(PMOC)

FTA CAPITAL GRANT STEPS

FTA RAISE Grant Requirements

What does the RAISE Grant Require of the RTA?

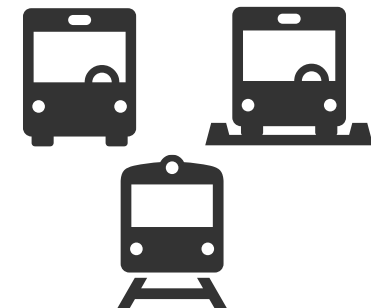
Actions	Complete?	Notes
Public involvement throughout the project		<i>In progress</i>
Understanding of the history and future of transit in OKC	✓	Regional transit investments have been considered throughout the project
Stakeholder engagement with emphasis on low-income and minority populations	✓	The public has been engaged throughout the project through stakeholder meetings, public events, and an online survey
Explore performance of existing transit options	✓	Existing ridership was a consideration in the Discover Phase
Review existing transportation infrastructure	✓	EMBARC has been a major stakeholder at all phases of the Alternatives Analysis
Advancement of alternatives for detailed evaluation	✓	Alternatives were advance with feedback from the public, stakeholders, and the RTA Board
LPA Selection		
Implementation plan		

What is a Locally Preferred Alternative (LPA)?

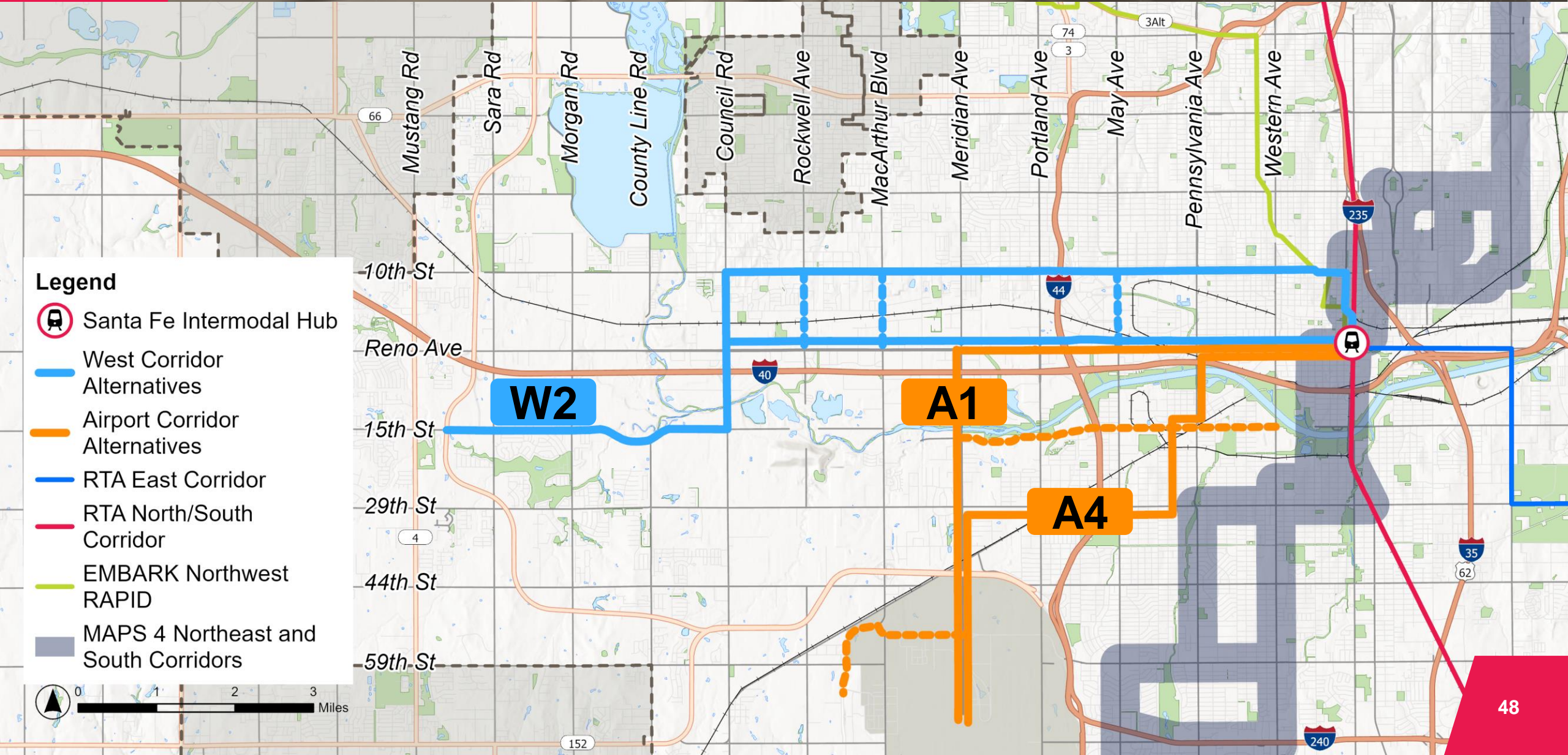
Community's preferred mode and alignment that meets identified goals and objectives

LPA identifies:

- ✓ Feasible alignment (*where the transit will go*)
- ✓ Mode (*type of transit*)
- ✓ Planning level information (i.e., cost and ridership estimates)



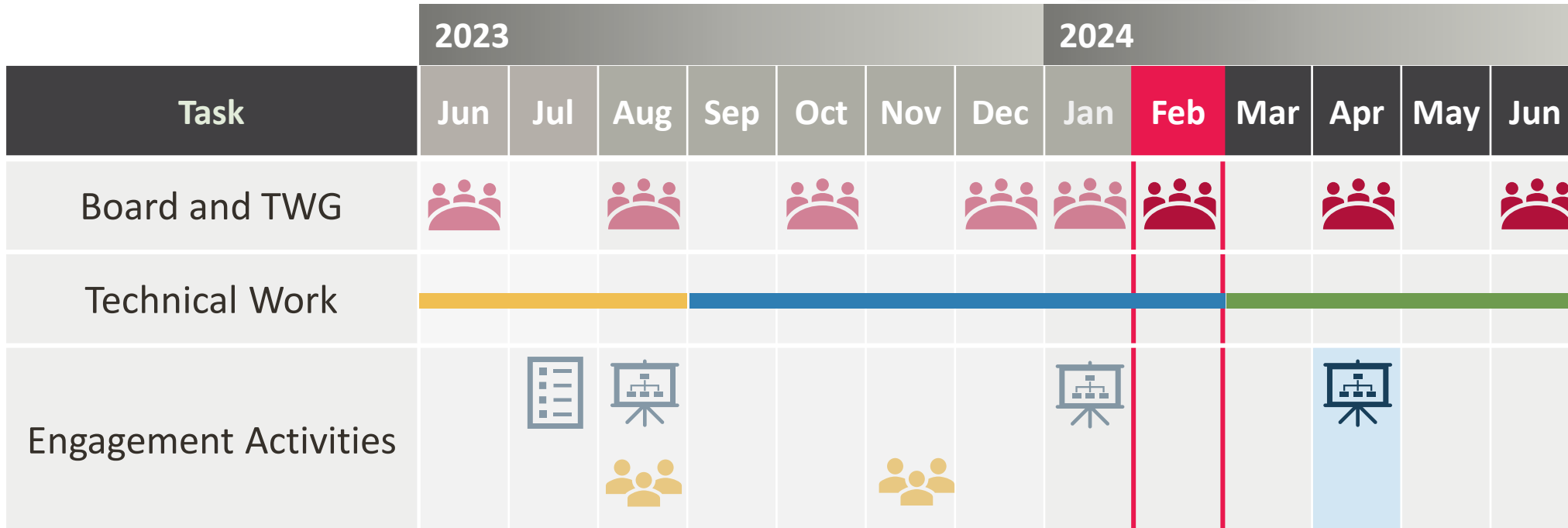
High-Capacity Transit in the Oklahoma City Region



Next Steps

Project Schedule

We are here!



Discover Phase

Refine Phase

Select Phase

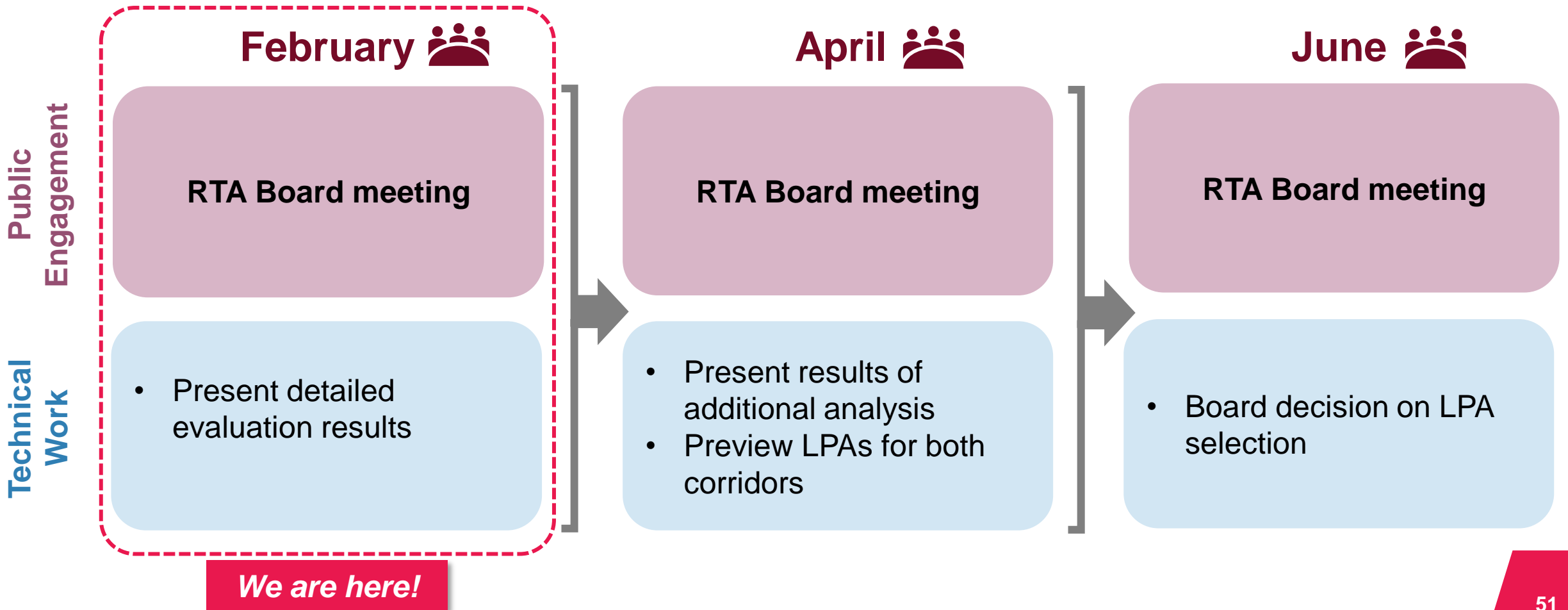
TWG & Board Meetings

Online Survey

Targeted Stakeholder Engagement

Open House & Town Halls

Next Steps



Thank You