



BOARD OF DIRECTORS MEETING AGENDA

WEDNESDAY, APRIL 21, 2021

2:30 P.M.

VIDEO TELECONFERENCE

REGULAR MEETING

DIRECTORS:

City of Del City	Donald Vick
City of Edmond	James Boggs, Treasurer
City of Midwest City	Aaron Budd
City of Moore	Steve Eddy
City of Norman	Marion Hutchison, Vice Chairperson
City of Oklahoma City	Brad Henry, Chairperson
City of Oklahoma City	Mary Mélon, Secretary

Video Teleconference Meeting: <https://okc.zoom.us/j/94446604918>

Meeting ID: 944 4660 4918



BOARD OF DIRECTORS MEETING AGENDA

It is the policy of the RTA to ensure communication with participants and members of the public with disabilities are as effective as communications with others. Anyone with a disability that would like to participate in the meeting but requires an accommodation, modification of policies/procedures, auxiliary aid or service, or an alternate format of the agenda/information provided at the meeting, please contact Administration at 405-297-2484 within 48 hours (not including weekends or holidays) of scheduled meeting. Individuals utilizing TTY/TDD technology for telephone communication should utilize the free "711 Relay Oklahoma" service by dialing 711 to assist you in contacting the Trust Specialist.

VIRTUAL MEETING

Zoom: <https://okc.zoom.us/j/94446604918>

Phone No: 1-346-248-7799 or 1-888-475-4499 (toll free)

Meeting ID: 944 4660 4918

The RTA will hold a virtual meeting on April 21, 2021 at 2:30 p.m. The RTA encourages virtual participation in the public meeting from the residents of Oklahoma City, Del City, Edmond, Midwest City, Moore and Norman. Below are instructions on how to listen to the meeting, request to speak on certain agenda items and how to request to speak under Public comments.

To speak on a certain agenda item, place a call, in advance of the meeting to 405-297-2484 or text your request in advance of the meeting to 405-479-1615 or email infoRTA@rtaok.org. Include your name, the agenda item number and the reason you would like to speak. **Please submit your request prior to the beginning of the meeting to avoid receiving your request after your item has been considered.** Staff will attempt to submit requests received during the meeting to process them to the Chairperson. When you are recognized by the Chairperson, please press *6 to unmute your phone.

If the virtual meeting is disconnected, staff will attempt to restore communications for a maximum of 15 minutes and if communications cannot be restored, the meeting will reconvene to the next regularly scheduled meeting. If you are disconnected, please try again before calling 405-297-2484 or texting 405-479-1615.

April 21, 2021

2:30 p.m.

**VIDEO TELECONFERENCE
REGULAR MEETING**

- 1. Call to Order** – Brad Henry, RTA Board Chairperson
- 2. Roll Call** – Brad Henry, RTA Board Chairperson
- 3. Consider Approval of Minutes**
 - A.** March 17, 2021 Regional Transportation Authority Special Meeting
- 4. Executive Director Reports** – Suzzanne Wickenkamp, Assistant Director of Administration
- 5. Committee Reports** – Board of Directors
 - A.** Property Acquisition Committee
 - B.** Outreach Committee
- 6. A. Receive Public Engagement Reports** – Kimley Horn
 - 1) January 2021 Town Hall Meeting
 - 2) March 2021 Town Hall Meeting
 - B. Consider approval of RTA Transit System Plan; and direct Interim Executive Director to forward the Transit System Plan to ACOG for inclusion in Encompass 2045 Plan.**

-
- 7. Consider resolution setting a public hearing on May 19, 2021, as per the Trust Agreement and Indenture (2019), Section 11.2 Annual Budget, to receive public comments regarding the Fiscal Year 2022 Budget; and authorize the Interim Executive Director to publish the Notice of Public Hearing (Attachment “A”) at least seven days prior to the May 19, 2021 public hearing.**
 - 8. Receive Financial Reports and Ratify and Approve Claims for Period of March 1, 2021 through March 31, 2021.**
 - 9. Public Comments – Brad Henry, RTA Board Chairperson**
 - 10. New Business – Brad Henry, RTA Board Chairperson**

Non action items that were not known or reasonably foreseen at the time of the posting of the agenda. This may include requests for future agenda items.

- 11. Adjournment**



BOARD OF DIRECTORS MEETING MINUTES

The regularly scheduled meeting of the Regional Transportation Authority (RTA) was convened at 2:30 p.m. on Wednesday March 17, 2021, virtually via Zoom. This meeting was held as indicated by advanced notice filed with the Oklahoma County Clerk and by notice posted at the City of Oklahoma City Clerk's office at least twenty-four (24) hours prior to the meeting on March 16, 2021 at 9:03 a.m.

RTA Board of Directors Present

Donald Vick
James Boggs, Treasurer
Aaron Budd
Steve Eddy
Marion Hutchison, Vice Chairperson
Brad Henry, Chairperson
Mary Mélon, Secretary

Entity

City of Del City
City of Edmond
City of Midwest City
City of Moore
City of Norman
City of Oklahoma City
City of Oklahoma City

RTA Board of Directors Absent

None

Administrative Support Staff Present

Jason Ferbrache, Interim Executive Director
Hailey Rawson, Assistant Municipal Counselor
Suzanne Wickenkamp, COTPA Assistant Director of Administration
Lisa K. Hubbell, COTPA Trust Specialist

Consultants Present

Kathryn Holmes, Holmes & Associates
Liz Scanlon, Kimley-Horn
Luke Schmidt, Kimley-Horn

1. Call to Order

Governor Henry called the meeting to order at 2:37 p.m.

2. Roll Call – Brad Henry, RTA Board Chairperson

QUORUM. PRESENT: Vick, Boggs, Budd, Eddy, Hutchison, Henry, and Mélon. ABSENT: None

3. Consider Approval of Minutes

A. October 21, 2021 Regional Transportation Authority Special Meeting

APPROVED. Moved by Mélon, seconded by Vick. AYES: Boggs, Budd, Eddy, Henry, Hutchison, Mélon, and Vick. NAYES: None.

4. Executive Director Reports – Jason Ferbrache, Interim Executive Director

A. Administration Report

Assistant Director of Administration Suzanne Wickenkamp stated the audit by AGH was finalized in December 2020 and the report will be distributed to the member cities, per the Trust Indenture. Staff have assisted in the coordination of many Outreach Committee meetings with member cities, ODOT, ACOG and FTA and provided administrative support for the first Town Hall meeting that was held in January. Staff will be working on the FY 2022 Proposed Budget based on the feedback received today. The Conflict-of-Interest form has been sent to the directors, per the Bylaws, and will need to be signed and returned. Another Town Hall meeting is scheduled for March 31, 2021, which staff will provide administrative support to Kimley-Horn and continued support for the Outreach Committee.

Chairperson Henry thanked the administration and executive support staff. Chairperson Henry asked the Board about consolidating committees for purposes of practicality. Chairman Henry asked the Board of Directors to forward their comments regarding this matter to him.

5. Committee Reports – Board of Directors

A. Property Acquisition Committee

Vice Chairperson Hutchison briefed the board on the reintroduction of legislation. Based on the support from the regional member cities and the Chamber of Commerce, the bill should reach the Governor's desk and hopefully will be signed.

B. Outreach Committee

Secretary Mélon thanked the Outreach Committee, Kathryn Holmes, Kimley Horn, and administrative support staff for all their efforts. The first Virtual Town Hall was very successful, and all of the questions/answers and recording are on the website. Secretary Mélon stated that many RTA Board Members have been asked about participating in speaking engagements and in response to those requests, a Mobile Meeting Kit has been developed to aid those Board Members at those speaking engagements.

6. Consider Approval of Travel Policy

Assistant Director of Administration Suzanne Wickenkamp summarized the revisions to the attached Travel Policy.

APPROVED. Moved by Hutchison, seconded by Budd. AYES: Boggs, Budd, Eddy, Henry, Hutchison, Mélon, and Vick. NAYES: None.

Receive Annual Financial Report for the February 2019 through June 30, 2020 Period. Allen, Gibbs, Houlik, L.C. will present an overview of the audit.

Tara Laughlin with AGH, gave an overview of the Financial Report. Interim Executive Director Ferbrache stated that once the Board receives the Financial Report, the report will be filed with each of the member cities.

RECEIVED. Moved by Eddy, seconded by Boggs. AYES: Boggs, Budd, Eddy, Henry, Hutchison, Mélon, and Vick. NAYES: None.

7. Receive Financial Reports and Ratify and Approve Claims

- A. Period of February 1, 2021 through February 28, 2021
- B. Period of January 1, 2021 through January 31, 2021
- C. Period of December 1, 2020 through December 31, 2020
- D. Period of November 1, 2020 through November 30, 2020
- E. Period of October 1, 2020 through October 31, 2020

Interim Executive Director Ferbrache asked the Board to receive the Financial Reports and ratify the Claims for October 2020 through January 2021 and receive the Financial Reports and approve the Claims for the month of February 2021. Treasurer Boggs stated that during the months that the Board could not meet, it was important that Claims were paid in a timely manner. The staff reviewed the claims, and the Treasurer approved the claims for payment. Those claims, from October 2020 to January 2021, are what the Board will ratify today. Interim Executive Director Ferbrache gave a summary of the attached Financial Reports and Claims for the month of February 2021.

RECEIVED, RATIFIED, and APPROVED. Moved by Vick, seconded by Eddy. AYES: Boggs, Budd, Eddy, Henry, Hutchison, Mélon, and Vick. NAYES: None.

8. Receive and Discuss the Proposed Fiscal Year 2022 Budget

Interim Executive Director Ferbrache summarized the proposed Fiscal Year 2022 Budget. Chairperson Henry requested a line-item budget be sent to the directors. Mr. Ferbrache agreed, stating they would be e-mailed within the next day or so.

Interim Executive Director Ferbrache stated to support the proposed budget local fund contributions from the member cities will be required. Director Eddy asked if there would be additional Federal Funds available. Mr. Ferbrache stated that those funds may not be available for another two years. Chairperson Henry asked how to initiate the additional fund contributions from the member cities and asked if the Board of Directors had any concerns. Mr. Ferbrache stated the RTA support staff would administratively manage the contributions by sending an invoice to each of the member cities. Director Boggs stated that he does not believe that any member city would be surprised by the request. Chairperson Henry stated that from what he is hearing, the executive staff should move forward as soon as possible.

NO ACTION TAKEN.

9. Project Update: Alternative Analysis Update – Kimley Horn

Liz Scanlon, Kimley Horn, gave an update on the January Town Hall meeting, an overview for the March 31st Town Hall meeting, and long-term vision for the RTA.

10. Public Comments – Brad Henry, RTA Board Chairperson

Director Hutchison said that Mr. Dereck Sparks was listening to the meeting but had complications with the video.

11. New Business – Brad Henry, RTA Board Chairperson

No new business.

12. Adjournment – 4:16 p.m.

ADJOURNED. Moved by Vick, seconded by Mélon. AYES: Boggs, Budd, Eddy, Henry, Hutchison, Mélon, and Vick. NAYES: None.

APPROVED by the Board of Directors and **SIGNED** by the Chairperson of the Regional Transportation Authority of Central Oklahoma, on this **21st** day of **April 2021**.

ATTEST:

Mary Mélon, Secretary

Brad Henry, Chairperson



TO: Chairperson and Board of Directors

FROM: Interim Executive Director

A. Receive Public Engagement Reports

- 1) January 2021 Town Hall Meeting
- 2) March 2021 Town Hall Meeting

Background

The RTA conducted two virtual Town Hall meetings to discuss the draft Transit System Plan. The first Town Hall was held on January 28, 2021 and the second on March 31, 2021, and both were evening meetings. Amidst COVID-19 precautions, the RTA hosted both meetings virtually via Zoom and Facebook Live. At both events, the RTA Board Chairman, Brad Henry, welcomed the attendees before a brief presentation was made that included background and context on the RTA, draft Goals for the Transit System Plan, types of high-capacity transit, Potential Regional Transit Corridors and upcoming steps for the RTA to advance the planning work. Both meetings also included a live question and answer session with the consultant team, the Interim Executive Director of RTA, and the RTA Owner's Rep, with the second meeting having additional time allocated for questions and answers in a roundtable format. The Chair of the Outreach Committee and Secretary for the RTA Board of Directors, Mary Mélon, concluded both meetings, recapped ways to stay engaged, and encouraged continued participation.

The RTA also launched www.RTAmoves.com at the March 2021 Town Hall meeting. This interactive and collaborative website included several tools for the community and stakeholders to provide input on the draft Transit System Plan. All of the Town Hall meeting materials, including the recorded Zoom session, are posted to the project website which makes these events available "on-demand," to be viewed by members of the community and stakeholders at any time.

The meetings were advertised via social media, press release, local media coverage, and email distribution lists. There were over 1,000 views between Zoom participants and Facebook Live video views between the two Town Hall events as of April 11, 2021.

The Town Hall meetings presented an opportunity for the consultant team, staff and the Board to collect community feedback for the components of the draft Transit System Plan. The RTA received feedback relating to a wide variety of topics, mostly on the following themes:

- RTA Partnerships
- Funding Opportunities
- Timeline
 - Funding
 - Implementation
 - Public Involvement
- First & Last Mile Connections (e.g., Biking)
- Clarification on Types of Transit

To date, 84 comments or questions have been received and responded to between the two Town Hall events and on RTAMoves.com. The Engagement Reports for both are included here and summarize both events including all of the materials presented.

Finally, the Town Hall meetings and associated engagement reports were prepared for the RTA by Kimley-Horn.

Recommendation: Receive Engagement Reports for January and March 2021 Town Hall Meetings.

A handwritten signature in black ink, appearing to read "Jason Ferbrache". The signature is fluid and cursive, with a large initial "J" and "F".

Jason Ferbrache
Interim Executive Director

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.

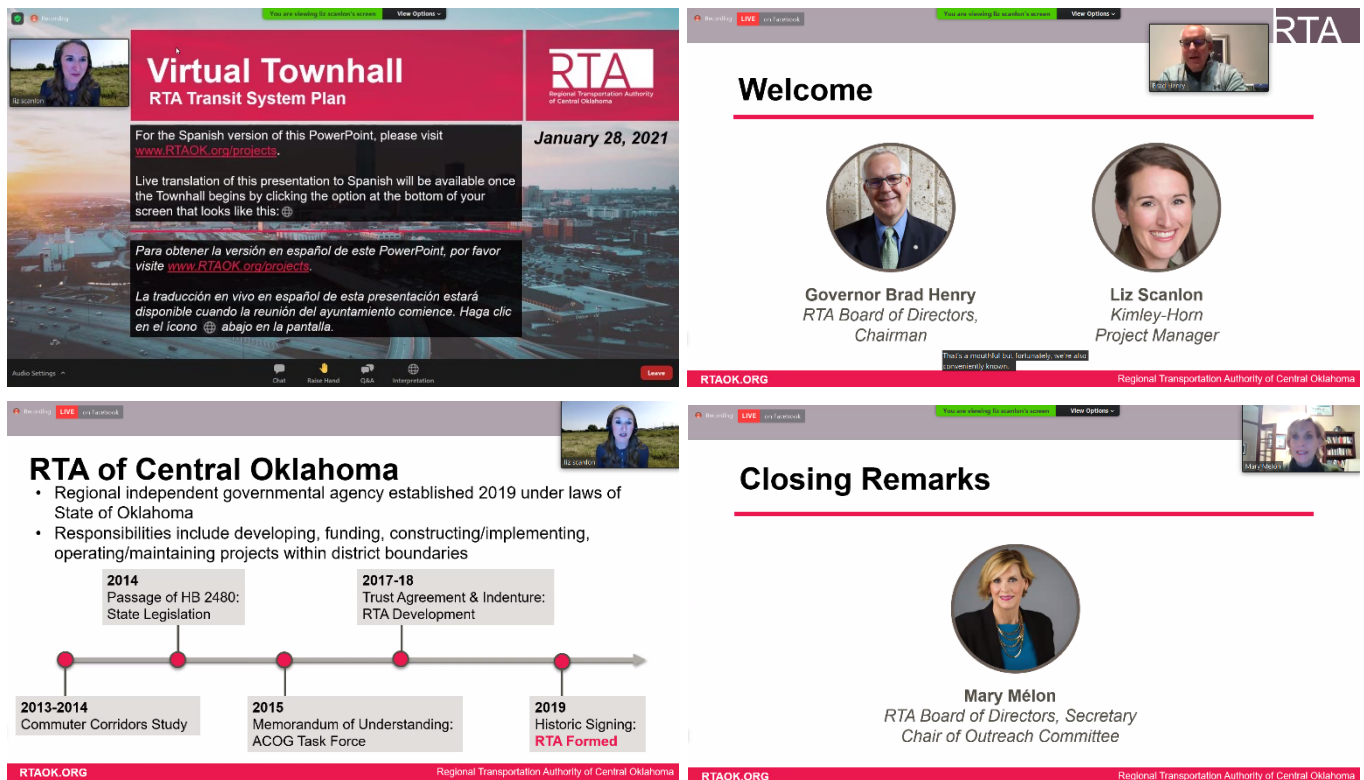
Virtual Format

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.

Figure 1. Virtual Town Hall Photos



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=Fq3ilsM4Ikc&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.7KXcPW09OI2ORmZ

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/>

+ Add to Google Calendar

+ iCal export

DATE	JAN 28 2021
TIME	6:30 PM - 8:00 PM
LOCATION	TELECOMMUNICATION

AGENDA

PACKET

MINUTES

<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	
Company (If Applicable)	
Email Address	
Phone Number	

Submit

<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.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 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/>



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@oke.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](https://rtack.org) 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 **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://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, **EMBARQ** 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 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/3xm80P> | Webinar ID: 919 0541 9140
Or via Telephone: +1 346 248 7799 OR via iPhone one-tap : +13462487799..91905419140#



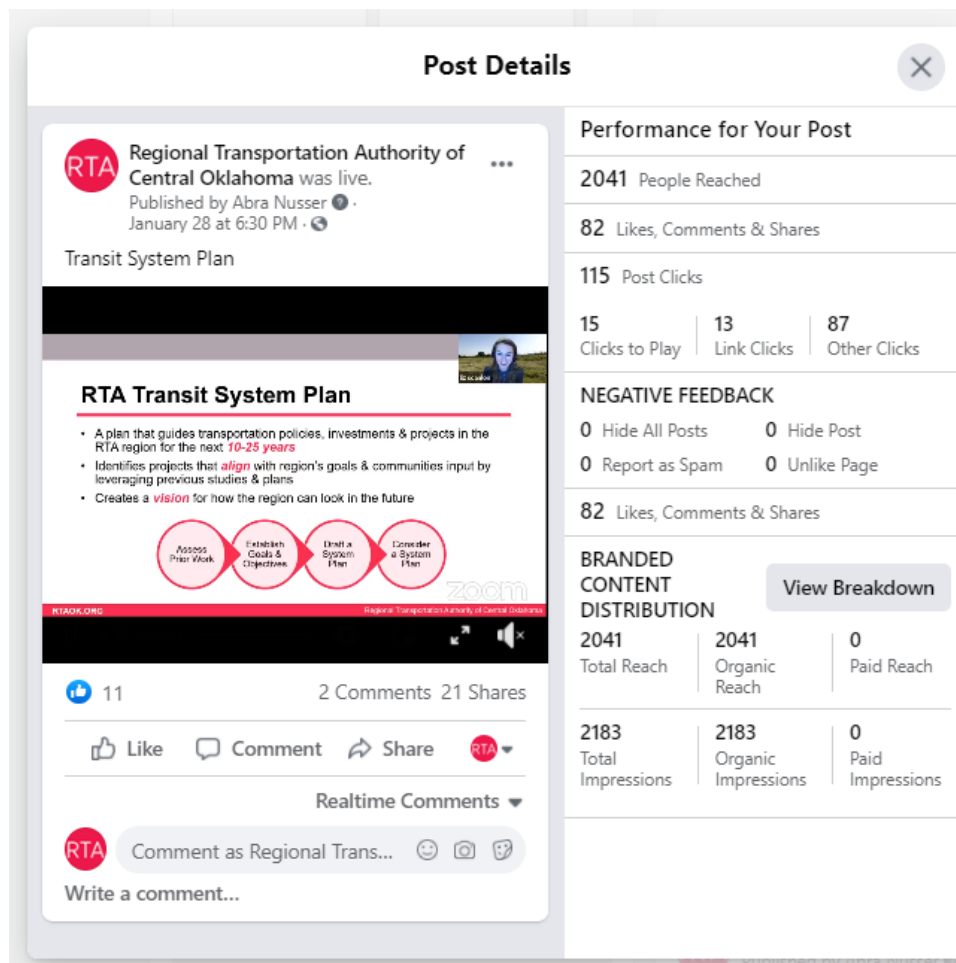
About RTA
The Regional Transportation Authority (RTA) of Central Oklahoma is a trust established by six central Oklahoma municipalities – Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City – to advance regional public transportation plans connecting those cities.

 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.



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

28

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

RTA

Virtual Town Hall via Zoom

January 28 @ 6:30pm

Topic: Transit System Plan Development

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 ava... 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 Chiil 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

...

February 23, 2021

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/rta-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](#)



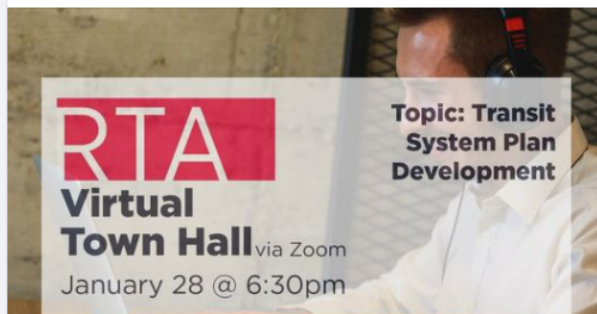
THU, JAN 28
RTA Virtual Town Hall
Abra went

☆ Interested

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



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

Q

...



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@rtak.org
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.

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Or via Telephone: +1 346 248 7799 OR via iPhone one-tap : +13462487799_91905419140#



About RTA

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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

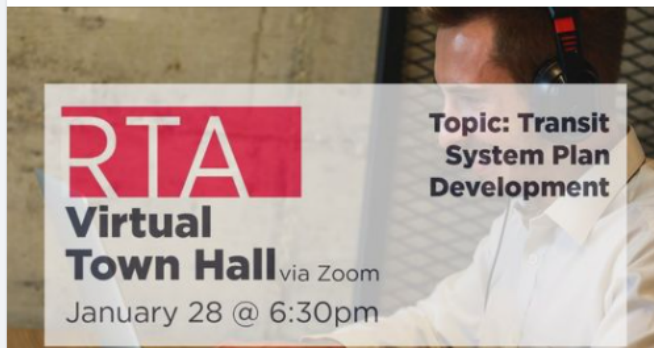
Join Group



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



7

About

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

(This page is not sponsored by ... [See More](#))

Public

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

Visible

Anyone can find this group.

📍 Norman, Oklahoma

👤 General Group

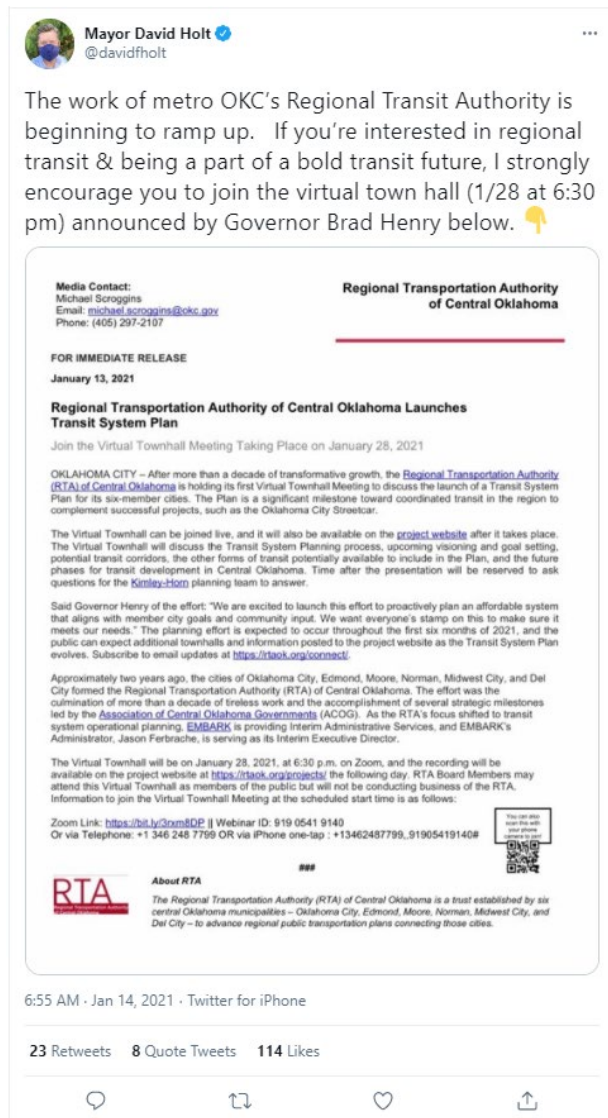
Twitter Posts

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>.



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/davidholt>.



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>.



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 to 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.*

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.

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.

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

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

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

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

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, 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 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.

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

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

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.

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?

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.

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.

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? Después 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.*

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 excursiones 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.

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,

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

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.

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

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.

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, trolleys 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.

Public Engagement Summary Report

March 31, 2021 Town Hall

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Introduction

The Regional Transportation Authority of Central Oklahoma (RTA) held its second virtual Town Hall on March 31, 2021. The purpose of this Town Hall was to present the draft Transit System Plan to residents and stakeholders in the Central Oklahoma region.

March 31, 2021 Town Hall Summary

Amidst COVID-19 precautions, the RTA hosted a virtual Town Hall to present the draft Transit System Plan to Central Oklahoma residents and stakeholders and answer questions.

The RTA Board Chairman welcomed the attendees before a brief presentation was made by Jason Ferbrache (RTA Interim Executive Director), Kathryn Holmes (Holmes & Associates RTA Owner's Rep), and Liz Scanlon (Kimley-Horn Project Manager) on the RTA and the draft Transit System Plan. The presentation was followed by a live question and answer session with the three panelists and attendees. To wrap up the Town Hall, the Chair of the Outreach Committee and Secretary for the RTA Board of Directors, Mary Mélon, thanked the attendees for their participation in this important project milestone. The Town Hall covered the following topics:

- **Project Overview and RTA Context**
What prior work has happened to date? Who is the RTA? What the process looks like? Who is involved in the project?
- **Recap of January Town Hall**
How many people were reached through the public engagement process? What was presented in the Town Hall?
- **Goal Setting**
What are goals and why are they important? How were the draft Transit System Plan goals developed?
- **Draft Transit System Plan**
How did our goals and discussion of types of transit inform the Transit System Plan? What corridors were chosen as part of the Transit System Plan? What regional activity centers are we trying to connect? Why were these particular corridors chosen?
- **Looking Ahead**
What are the immediate next steps?
- **Live Q&A**
Panelists answered questions received on Zoom and Facebook Live during the duration of the Town Hall.

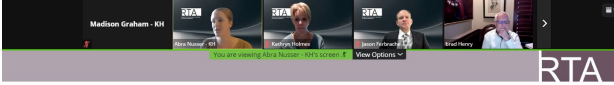
Virtual Format

The virtual Town Hall was held Wednesday, March 31, 2021 from 6:30PM – 8:00PM CST via the Zoom platform, which was also live streamed to the RTA's Facebook Page. A videos of the Town Hall can be found on the project website (www.RTAMoves.com). The Town Hall presentation 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. The Facebook Live Stream allowed the public to access the presentation in

English through Facebook, while also providing notification in follower newsfeed and on-demand viewing once the presentation had concluded. **Figure 1** shows four screenshots of the Town Hall presentation.

Figure 1. Virtual Town Hall Photos



Panelists



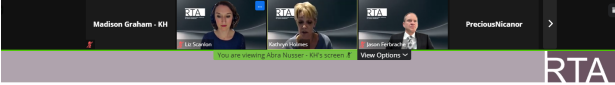
Jason Ferbrache
RTA
Interim Executive Director



Kathryn Holmes
Holmes & Associates
RTA Owner



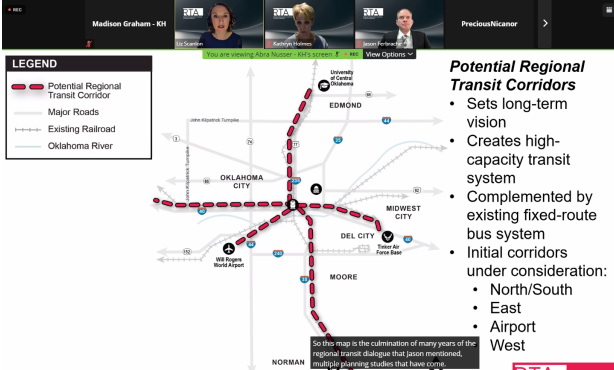
Liz Scanlon
Kimley-Horn
Project Manager



Who is involved?

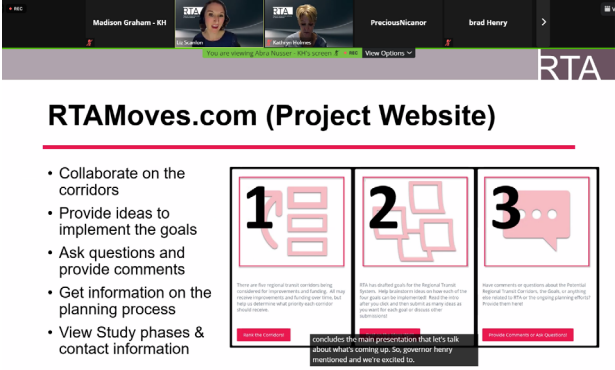
Federal	US Department of Transportation: Federal Highway, Federal Transit, and Federal Railroad Administrations
State	Oklahoma Department of Transportation (ODOT)
Regional	Association of Central Oklahoma Governments (ACOG)
Existing Transit Operator	Central Oklahoma Transit and Parking Authority (COTPA) / EMBARK, CityLink Norman

Regional Transportation Authority of Central Oklahoma (RTA)
Represents 6 member cities:
Del City, Edmond, Midwest City, Moore, Norman & Oklahoma City



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



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

The recording of the Town Hall was posted on the project website for community members to have the opportunity to view. 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. 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.

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



Local Media



Press Release



Social Media



Emails

Town Hall Attendance, Comments, & Questions

During the live Zoom presentation, there were approximately 57 attendees. The Facebook Live Stream had 95 views as of April 15, 2021.

As of April 15, 2021, 26 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 questions and comments related to a wide variety of topics including, but not limited to, the process of corridor prioritization, obstacles, and funding. The questions and responses were published on the project website and can be found in **Appendix D**. In addition to the questions and comments received during the Town Hall, there were also opportunities on RTAMoves.com that were discussed. These tools were utilized in the creation of the Transit System Plan to gauge community interest and receive preliminary feedback on prioritization of Potential Regional Transit Corridors and ideas for how the draft Transit System Plan Goals can potentially be implemented. The ideas on the Ideas Wall for implementation of the draft Goals generated robust discussion on topics such as regional destinations, first-mile/last-mile connections, and funding of transit.



65

Total Zoom
Participants



95

Facebook Live
Views



26

Questions &
Comments

As of April 15, 2021

Appendices

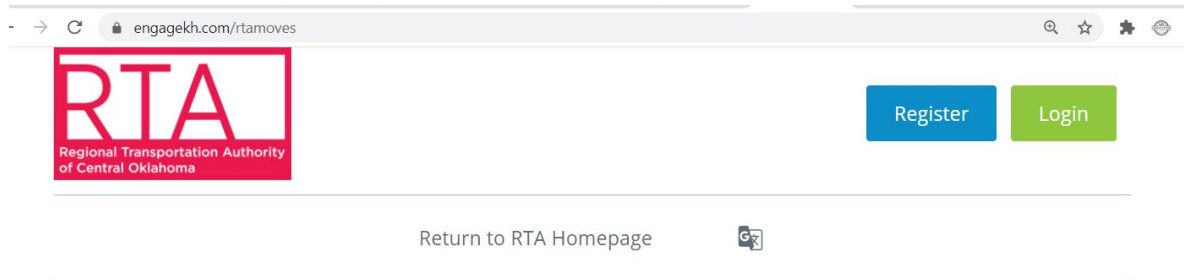
Appendix A. Town Hall Recordings & Reports

Recording with Live Q&A (posted on YouTube and on the project website):

<https://www.youtube.com/watch?v=p3k9y0QY1yc>

Appendix B. Town Hall Information on Website

- Screenshots of website
- Summary of information found on website
 - Press releases
 - Calendar events
 - Comment form
 - Number of visitors to RTA's website by City



After more than a decade of transformative growth, the Regional Transportation Authority (RTA) of Central Oklahoma is creating a Transit System Plan for its six-member cities: Oklahoma City, Edmond, Moore, Norman, Midwest City, and Del City. The Plan is a major milestone towards coordinated regional transit to complement and connect local transit with regional mobility options. RTA's first Virtual Town Hall was held on January 28, 2021, and the recordings and presentations are available below in English and in Spanish. An FAQ containing frequently asked questions, including topics asked about at the Virtual Town Hall on January 28th, is also provided below in the Engagement Recap Report under Past Project Events. We will continue adding questions and answers to the FAQ throughout the planning process so please feel free to submit a question below under step 3!

The Transit System Plan is a long-term **guide** for the region's transportation policies, investments, & projects. It will identify projects that **align** with region's goals and communities' input by leveraging previous studies and plans. It will solidify a **vision** for regional transit solutions to work toward in the future.

There is another Virtual Town Hall on March 31, 2021 at 6:30pm! The Town Hall in March will be to present draft concepts and highlights of the Plan for review and comment and to answer questions so save the date! After the Transit System Plan is completed, we will continue in a multi-year process to begin an Alternatives Analysis that will evaluate corridors, type of transit, and station locations.

Collaborate on the draft Transit System Plan!



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.

Rank the Corridors!



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!

Post on the Ideas Wall!



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!

Provide Comments or Ask Questions!

Upcoming Project Events

Join us!



21

APR

RTA Board Meeting - April 21, 2021

Please join the RTA's April Board Meeting, which will take place on April 21, 2021 at 2:30PM on Zoom. Please click below for meeting information:

[Meeting Information](#)

Past Project Events

Provided below is information regarding past project events:



31

MAR

Virtual Town Hall - March 31, 2021

The March Virtual Town Hall was on Wednesday, March 31, 2021 at 6:30PM on Zoom and discussed the draft Transit System Plan, potential regional transit corridors, and next steps for the project. Click below to view a recording of the event!

[Town Hall Video](#)

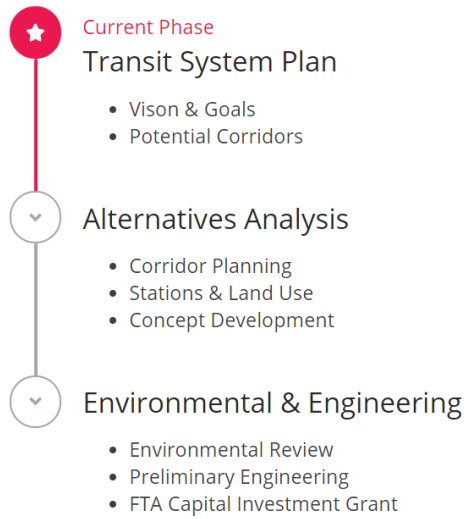
[Download PowerPoint Slides](#)



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

Project Timeline



Interested in staying up-to-date on this project? Please provide your email below:

Email

*

☐ Agree to terms and conditions

Submit

Frequently Asked Questions

Here is a list of some of our most frequently asked questions:

What is the planning horizon? ▾

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

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? ▾

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

Still have a question? Submit it here!

OPTIONAL: Question or comment regarding the Transit System Plan or RTA: *

Email *

☐ Agree to [terms and conditions](#)

Submit

Project Library

January Town Hall Engagement Recap Report [Download](#)

March Town Hall Press Release [Download](#)

March Town Hall PowerPoint Slides [Download](#)

Follow Us:

 Facebook

 Twitter

Contact Information:

Kathryn Holmes
Regional Transportation Authority
Phone: 801.410.4449
Email: kathryn@holmesassociatesllc.com

Liz Scanlon, Project Manager
Kimley-Horn
Phone: 669.800.4157
Email: liz.scanlon@kimley-horn.com



We're empowering democracy with  socialpinpoint

1

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.

[Rank the Corridors!](#)

Scroll down to rank the corridors!

RTA Transit System Plan: Potential Regional Transit Corridors

LEGEND

- North-South Corridor
- East Corridor
- Airport Corridor
- West Corridor
- Major Roads
- Existing Railroad
- Oklahoma River



Rank the potential regional transit corridors by dragging them into the white "Move corridors here" box in the order of importance! First to last!

Move corridors here

Close

3

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!

[Provide Comments or Ask Questions!](#)

Upcoming Project Events

1

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.

[Rank the Corridors!](#)

Rank the potential regional transit corridors by dragging them into the white "Move corridors here" box in the order of importance! First to last!

Move corridors here

OPTIONAL: Please provide comments to explain your ranking, if you have any.

Email

shes.murray@lindey-keen.com

Close

3

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!

[Provide Comments or Ask Questions!](#)

Upcoming Project Events

Appendix C. Town Hall Outreach

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

Press Release

One press release was distributed to the public about the Town Hall on March 17, 2021. Below is the press release posted on the RTA website and distributed to the media.

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

Regional Transportation Authority of Central Oklahoma

FOR IMMEDIATE RELEASE

March 17, 2021

RTA SCHEDULES VIRTUAL TOWN HALL ON MARCH 31, 2021 AND LAUNCHES RTAMOVES.COM

Regional Transportation Authority of Central Oklahoma Moves Closer to Transit System Plan's Adoption

CENTRAL OKLAHOMA – After more than a decade of transformative growth, the Regional Transportation Authority (RTA) of Central Oklahoma is holding its second Virtual Town Hall to review and discuss the draft Transit System Plan. The Plan is a major 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 the recording will also be available on the new [project website](https://rtamoves.com) on-demand after it takes place. The Virtual Town Hall will discuss the draft Transit System Plan's potential regional transit corridors, forthcoming phases for transit development in Central Oklahoma, and collaboration opportunities on [RTAMoves.com](https://rtamoves.com). Time after the presentation will be reserved to ask questions for the project team to answer.

Discussing the launch of RTAMoves.com, the new project website, RTA Executive Director Jason Ferbrache said "This Town Hall on March 31st is an opportunity for an update on where we are and to ask some questions of the team, but we are also excited to provide an avenue for collaboration and comment on the prioritization of potential regional transit corridors and the implementation of the draft Transit System goals. We really want to hear from the communities we serve and work together on this so I'm hoping people will attend and participate." The draft Transit System Plan is scheduled to be considered by the RTA Board on April 21, 2021, and the public can expect additional information to be posted on RTAMoves.com as the Transit System Plan evolves. Subscribe to RTA email updates at <https://rtaok.org/connect/> or for project updates at [RTAMoves.com](https://rtamoves.com).

The Virtual Town Hall will be on March 31, 2021 at 6:30pm on Zoom, and the recording will be available on the project website at [RTAMoves.com](https://rtamoves.com) 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:

6:30 p.m. Virtual Town Hall Details:
Zoom Link: <https://bit.ly/2OPAtNh>
Webinar ID: 976 4331 5959
Via Toll Free Telephone (audio only): 833-548-0282



SCAN ME

<< Hover over this QR Code with your phone's camera to see a link that will take you straight to the Town Hall Registration page!

###



About RTA: <https://rtaok.org/>

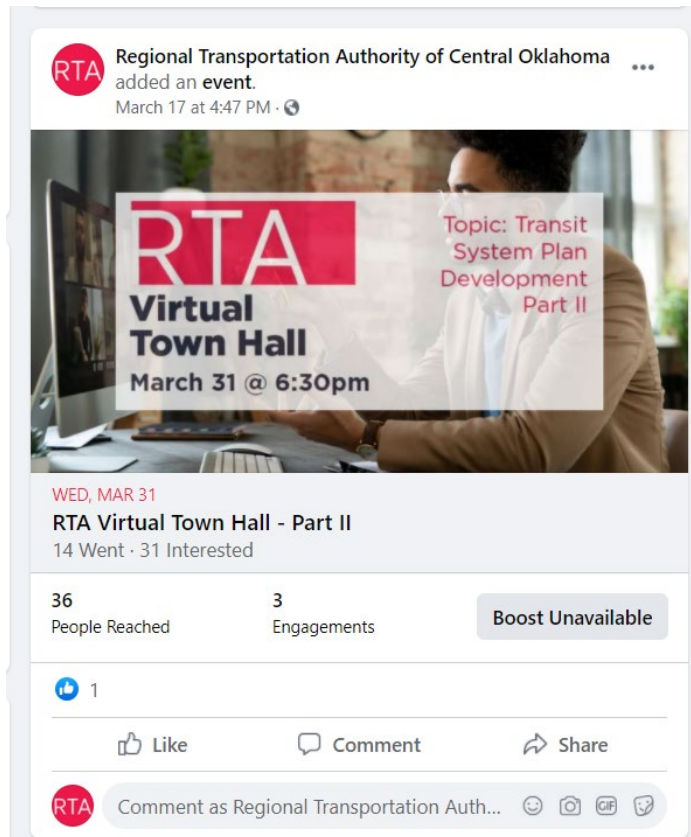
The Regional Transportation Authority (RTA) of Central Oklahoma is a trust established by six central Oklahoma municipalities – Del City, Edmond, Moore, Norman, Midwest City, and Oklahoma City – to advance regional public transportation plans connecting those cities.

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

April 15, 2021

Facebook Posts

The RTA posted eight Facebook posts, which included one Facebook Live stream of the event and a Facebook Event to advertise the Virtual Town Hall. 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/450568616062703>.



**Regional Transportation Authority of Central Oklahoma** ...
Published by Loomly · March 17 at 6:55 PM ·

RTA's second Town Hall is approaching & we need your feedback!

When: March 31 at 6:30pm

What: Discuss the draft Transit System Plan's potential regional corridors

Where: Virtual meeting - find Zoom link at <https://bit.ly/2OPAtNh>

Read the full news release here: https://loom.ly/Y_dEAQU



35
People Reached

4
Engagements

Boost Post

 3

**Regional Transportation Authority of Central Oklahoma** ...
Published by Loomly · March 18 at 1:17 PM · 🌐

[RTAMoves.com](https://www.rtamoves.com) Launches! 📺

Help prioritize the regional transit corridors and brainstorm ideas on implementing RTA's four goals: Mobility & Connectivity, Equity & Accessibility, Land Use & Economic, & Sustainability & Vitality.

Visit: www.RTAMoves.com



The graphic features the RTA logo at the top left, with the text 'Regional Transportation Authority of Central Oklahoma' below it. In the center, the text 'RTAMoves.com Launches!' is displayed in a bold, sans-serif font. The background of the graphic is a stylized, perspective view of a road or transit corridor with a bright light source at the horizon, creating a sense of depth and movement.

227
People Reached

10
Engagements

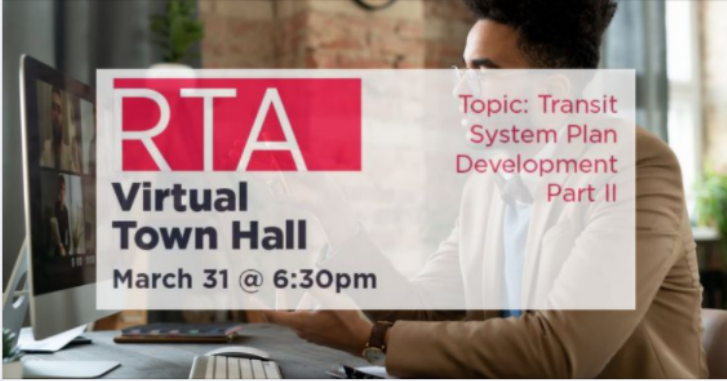
Boost Post

 1

2 Shares

**Regional Transportation Authority of Central Oklahoma** ...
Published by Abra Nusser · March 24 at 10:52 AM ·

Register today for free to attend RTA's second Virtual Town Hall to discuss the draft Transit System Plan! Link in Event info! Mark yourself as "interested" or "going" in the Event linked below, and please help us spread the word by sharing this! [#RTAMoves](#)



RTA
Virtual Town Hall
March 31 @ 6:30pm

Topic: Transit System Plan Development Part II

WED, MAR 31

RTA Virtual Town Hall - Part II

14 Went · 31 Interested

47
People Reached

17
Engagements

Boost Unavailable

 5

2 Comments

 Like

 Comment

 Share

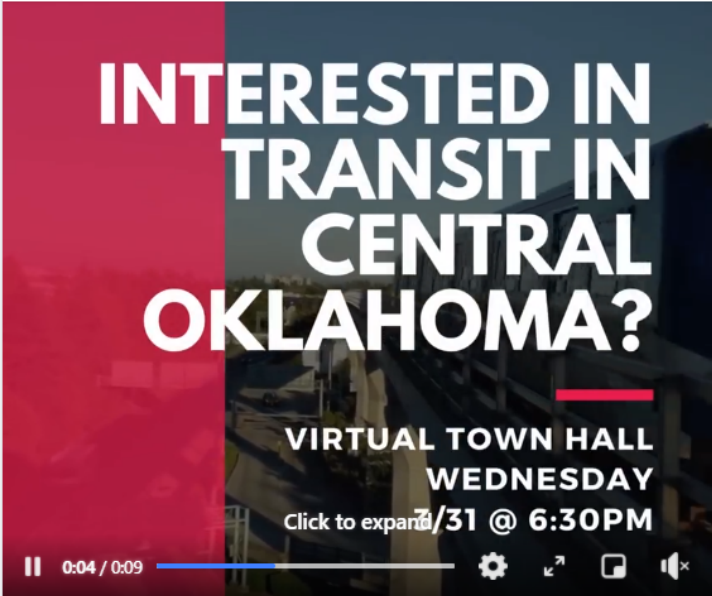
Most Relevant ▼

 Comment as Regional Transportation Auth...



**Regional Transportation Authority of Central Oklahoma** ...
Published by Abra Nusser · March 30 at 8:59 PM ·

Register for the Virtual Town Hall tomorrow regarding the Transit System Plan! Commuter rail, light rail, BRT! Click here: <https://bit.ly/2OPAtNh> #RTAMoves



**INTERESTED IN
TRANSIT IN
CENTRAL
OKLAHOMA?**

**VIRTUAL TOWN HALL
WEDNESDAY**
Click to expand **7/31 @ 6:30PM**

0:04 / 0:09

1,418
People Reached

64
Engagements

Boost Post

You and 6 others

4 Shares

**Regional Transportation Authority of Central Oklahoma** ...
Published by Abra Nusser · March 31 at 1:20 PM ·

Have you signed up for tonight's live event yet? We will be talking about the draft Transit System Plan, and we will have a panel answering live questions! We will be live streaming this to our Facebook starting at 6:30, but you can also click the Event below for the Zoom link registration page. Please share to help spread the word! [#RTAMoves](#)



RTA
Virtual Town Hall
March 31 @ 6:30pm

Topic: Transit System Plan Development Part II

WED, MAR 31
RTA Virtual Town Hall - Part II
14 Went · 31 Interested

26
People Reached

6
Engagements

Boost Unavailable

 2

 Like

 Comment

 Share

 Comment as Regional Transportation Auth...
   

**Regional Transportation Authority of Central Oklahoma** ...

was live.

Published by Abra Nusser · March 31 at 6:27 PM ·

Transit System Plan



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.

For a Spanish version of this PowerPoint, please submit a request to Abra.Nusser@kimley-horn.com.

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

59
People Reached

40
Engagements

Boost Post

You and 6 others

2 Comments 1 Share

Like

Comment

Share

Most Relevant

 Comment as Regional Transportation Authority ...

View comments

RTA Regional Transportation Authority of Central Oklahoma was live.
March 31 at 6:27 PM · 🌐

Transit System Plan

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

Timeline:

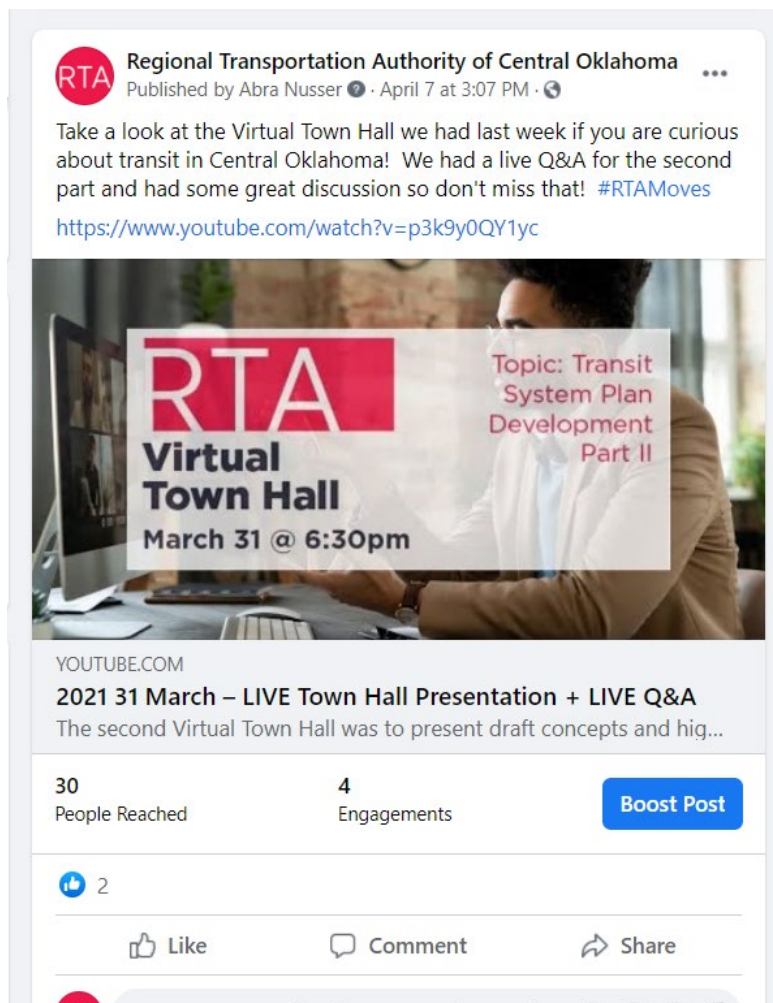
- 2013-2014**
Commuter Corridors Study (Approved 2015)
- 2014**
Passage of HB 2480: State Legislation
- 2015**
Memorandum of Understanding: ACOG Task Force
- 2017-18**
Trust Agreement & Indenture: RTA Development
- 2019**
Historic Signing: RTA Formed

board members I think the next

15:26 / 1:31:07
RTAOK.ORG

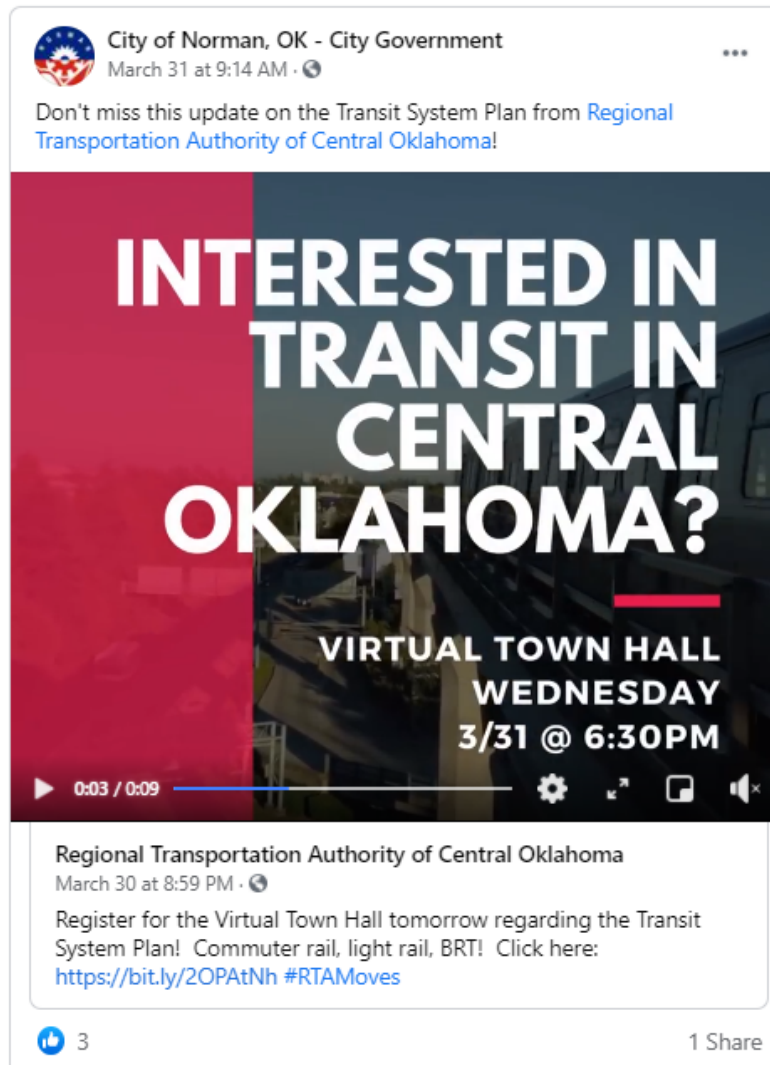
Regional Transportation Authority of Central Oklahoma

👍❤️ You, Abra Nusser and 5 others 2 Comments 1 Share





The City of Norman posted on their Facebook Page about the event. Norman's Facebook Page can be found here: <https://www.facebook.com/cityofnormanok>.



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



WEDNESDAY, MARCH 31, 2021 AT 6:30 PM CDT

RTA Virtual Town Hall - Part II

Free · Online Event

 **The Event Has Ended**
Go to the event link when you're ready to join.

[Go To Link](#)

Details

 45 people responded



 Event by Regional Transportation Authority of Central Oklahoma

 Online: [bit.ly](#)

 Price: Free

 Public · Anyone on or off Facebook

After more than a decade of transformative growth, the Regional Transportation Authority (RTA) of Central Oklahoma is holding its second Virtual Town Hall to review and discuss the... [See More](#)

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

Host

 **Regional Transportation Authority of Central Oklahoma**
Public & Government Service · Transportation Service

Go With Friends

[See All](#)

14 WENT	31 INTERESTED
-------------------	-------------------------


Abra went

[Message Friends](#)

Popular With Friends



TOMORROW AT 12 PM CDT
Reporter's Roundtable: Dallas City Council Races
 Kimmy

[Interested](#)



THU, APR 15 AT 12 PM CDT
Dallas Past, Present and Future
 Kimmy

[Interested](#)

Appendix D. Public Comments & Questions Received as of 04/12/2021

- Q&A Document

RTA Virtual Town Hall: Transit System Plan – March 31, 2021 Questions & Answers

On March 31, 2021, a Virtual Town Hall was held by the Regional Transportation Authority of Central Oklahoma (RTA) on Zoom. The Town Hall was also streamed to Facebook Live. This document is a brief summary of the questions submitted during the Virtual Town Hall's panelist Q&A session. For the full responses, you may view the recording of the Virtual Town Hall available on RTAmoves.com.

Q: How is RTA different from ACOG, EMBARK, ODOT, etc?

A: The RTA is the implementing agency for regional transit in Central Oklahoma. Oklahoma Department of Transportation (ODOT) is a state agency responsible for state-wide transportation. Association of Central Oklahoma Governments (ACOG) is responsible for regional transportation planning for central Oklahoma. EMBARK is the existing transit operator. The RTA will work closely with ODOT, ACOG, and EMBARK as the project advances.

Q: How were the corridors in the proposed Transit System Plan selected?

A: Each of the corridors were selected based on previous planning studies and RTA Board feedback.

Q: How will the Board select and prioritize corridors?

A: The RTA Board is expected to provide direction on the regional transit corridors moving into the Alternatives Analysis phase at the April 2021 board meeting. The consultant team will evaluate the corridors for transit mode type, alignment, stations, etc. The RTA Board will periodically re-evaluate any adopted Transit System Plan and modify direction, if needed.

Q: What improvements are planned for each of the corridors?

A: After the RTA Board provides direction on the corridors, the project team will evaluate the corridors in the Alternatives Analysis phase. The detailed planning work coming up will determine transit types, station, and the specific alignment.

Q: How will regional transit improvements be funded?

A: It is typical for transit authorities to utilize a combination of funds including funding from state, federal grant programs, and local funding sources such as sales tax. More detailed estimates of costs and funding sources will be evaluated in the upcoming

stages of planning work. Once the detailed planning work is completed, the RTA Board will consider which projects may be competitive for federal funding.

Q: How will stakeholders be engaged moving forward?

A: There are a variety of stakeholders that will be crucial to the successful implementation of any transit system plan. Any future AA process will require involvement from the general public, public agencies, transit operators, property owners, and elected officials. RTA is currently engaging with each these groups and will continue to do so through future planning processes.

Q: How will future transit investments benefit disadvantaged communities?

A: Equity and accessibility are part of the goals for the transit system plan. In addition, on the federal level, there are Title VI requirements that need to be met. To meet those requirements, there is an entire program of public engagement that needs to occur. The RTA Board would need to do its due diligence to make sure there is no adverse effect on low-income or minority population or a community that gets displaced.

Q: What can communities do to prepare for future regional transit?

A: Communities should prepare for the potential benefits of high-capacity transit service in the future. Planning for transit-supportive development in station areas and providing quality connections to stations will support the success of regional transit investments.



TO: Chairperson and Board of Directors

FROM: Interim Executive Director

- B. Consider approval of RTA Transit System Plan; and direct Interim Executive Director to forward the Transit System Plan to ACOG for inclusion in Encompass 2045 Plan.

Background

Studies to expand transit in Central Oklahoma have been occurring for more than 10 years and have identified opportunities across the region. Now that the RTA is advancing planning for high-capacity transit, the first step is to complete a Transit System Plan. These types of plans are required by federal guidance (U.S. Code § 5309) for projects to be eligible for federal funding.

Once adopted, the Transit Plan will be included as part of the Association of Central Oklahoma Governments (ACOG) regional transportation plan (Encompass 2045) to be finalized in October 2021. These are key actions toward bringing a complete and comprehensive transportation network to the region.

The Transit System Plan sets a long-term vision for transit growth across member cities. This plan leverages the work that came prior to the formation of the RTA, including the 2015 Commuter Corridors Study. Generally, these types of plans include a set of goals and identify corridors to be served by high-capacity transit.

Therefore, the RTA's consultant, Kimley-Horn, has prepared the enclosed draft Transit System Plan for consideration. The consultant recommends adopting the plan and forwarding to ACOG for inclusion in the Encompass 2045 plan. The RTA's Transit System Plan includes context and background of the RTA, explains the planning process, summarizes prior work, explains the importance of the transit framework comprised of the local fixed-route bus, streetcar and MAPS initiatives, defines goals, and highlights recommended regional corridors. The Plan includes the follow goal four statements:

1. Mobility & Connectivity: Increase regional transportation choices by connecting activity centers with high-capacity transit that is fast and reliable.
2. Equity & Accessibility: Implement a safe and accessible system for all people that creates a community with options.
3. Economic & Workforce Development: Develop a transit system that inspires economic development to promote growth in the region and national competitiveness.
4. Sustainability & Viability: Provide a cost-effective sustainable system that invests resources responsibly.

The RTA Transit System Plan also includes the following regional corridors:

- North/South from Edmond to Norman

- East serving Del City and Midwest City to Tinker Air Force Base
- Airport corridor serving the Will Rogers Airport and associated employment centers such as the Federal Aviation Administration (FAA)
- West corridor serving new development west of downtown and Yukon

The potential regional transit corridors identified in the RTA Transit System Plan represent a long-term vision to be implemented over time. The next step to further define these corridors is to complete project planning studies, including alternatives analysis, environmental and preliminary engineering studies, and funding plans, to be followed by final design and construction.

It is anticipated that this Plan will be reevaluated periodically to account for changes in conditions, such as growth or development. This Transit System Plan embodies a vision for high-capacity transit to complete a comprehensive transit system providing important connections to the Central Oklahoma region for years to come.

Recommendation: RTA Transit System Plan for approval and forward to ACOG for inclusion in Encompass 2045 Plan



Jason Ferbrache
Interim Executive Director

-



Regional Transportation Authority
of Central Oklahoma

RTA of Central Oklahoma Transit System Plan: Regional Corridors

April 2021
DRAFT

Prepared by
Kimley»Horn

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RTA of Central Oklahoma Transit System Plan: Regional Corridors

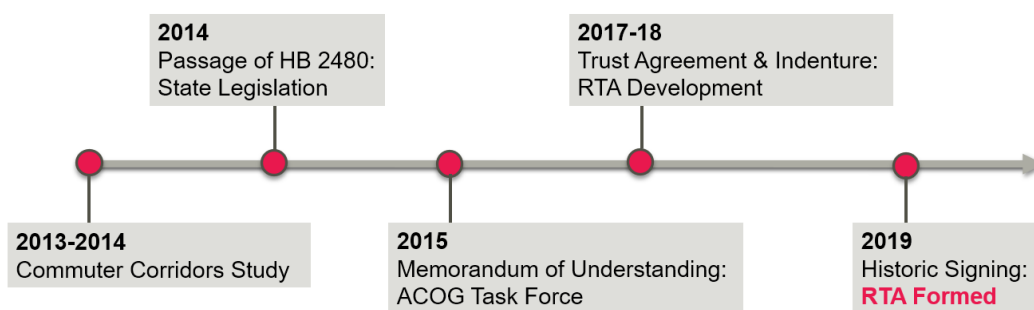
The Central Oklahoma region is growing and will continue to grow rapidly into the future. At the same time, the mobility landscape is evolving with new technology and innovations, and people desiring alternative transportation options to connect them to key activity centers such as employers, educational institutions, and commercial areas. The Regional Transportation Authority of Central Oklahoma (RTA) is in the process of developing a long-term transit system plan for the Central Oklahoma region. To do this, RTA is focused on identifying regional corridors to evaluate for high-capacity transit options and meet goals for the transit system plan. The identified regional corridors are outlined in this RTA Transit System Plan: Regional Corridors (Plan).

The regional corridors outlined in the Plan will build upon the existing fixed-route transit system of member cities and transit initiatives by partner agencies. The regional corridors are based on previous studies and plans completed for the region and present key opportunities for high capacity transit, connecting more people to the key activity centers in Central Oklahoma region. In the next phase, these regional corridors will be evaluated for implementation and investments.

About the RTA

The RTA is a regional independent governmental agency established in 2019, under the laws of the State of Oklahoma. **Figure 1** shows the timeline of RTA's formation. The responsibilities of RTA include developing, funding, constructing/implementing, and operating/maintaining projects within the RTA district boundaries. Today, member cities include **Del City, Edmond, Midwest City, Moore, Norman, and Oklahoma City**.

Figure 1. Timeline of RTA



Process

The RTA has initiated the development of a high-capacity transit system for the region. The process RTA is undertaking is shown in **Figure 2**.

Figure 2. Transit System Plan Implementation Process



The first phase is the Transit System Plan, which includes the following tasks:

- **Assessment of Prior Work**
Review and assess the key findings of transit studies and plans completed for the region to help inform the goals of the transit system and the identification of regional transit corridors
- **Development of Goals**
Build on the community and stakeholder input from prior work to develop goals that align with the region's vision for the future transit system
- **Identification of Regional Transit Corridors for Evaluation**
Use the findings and community outreach of prior work to identify regional transit corridors to evaluate in the alternatives analysis phase

Review of Prior Work

An assessment and review of four previous transit studies and plans has been performed. These prior efforts identified transit opportunities for the Central Oklahoma region. The four studies reviewed are described in **Table 1**.

These studies serve as the foundation for the Transit System Plan by leveraging prior community feedback to inform the development of the goals for RTA's regional transit system vision and identification of regional transit corridors for high-capacity transit.

Table 1. Review of Prior Work

Year Published	Study Name	Sponsor	Key Findings/Purpose
2005	Fixed Guideway Study	COTPA	Identifies 2030 System Plan Vision including blend of enhanced bus, BRT, streetcar, and commuter rail corridors
2011	Intermodal Transportation Hub Master Plan	ACOG	Identifies a feasible, centralized intermodal hub site to accommodate the fixed guideway system identified in 2005 Study

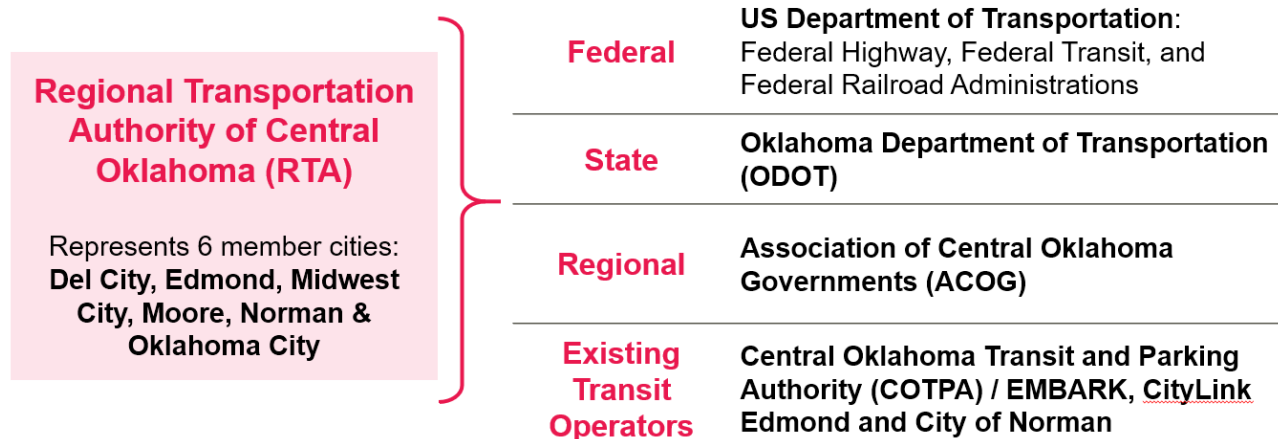
Year Published	Study Name	Sponsor	Key Findings/Purpose
2015	Commuter Corridors Study	ACOG	Analyzes corridors from 2005 Study, and recommends transit connections to the North (to Edmond), South (to Norman), and East (to Tinker Air Force Base)
2016	Encompass 2040	ACOG	Metropolitan Transportation Plan identifies how to invest \$10b in transportation system over 25-year horizon within the OCARTS area

Collaborating with Our Partners

Collaboration is an important element in the development of the region's transit system. With limited funding and a diverse range of mobility needs for the region, working together is becoming more critical to implement a transit system that aligns with the region's needs, vision and goals.

The RTA is governed by a seven-member board of directors, with appointed officials from each member city. As shown in **Figure 3**, in addition to working with member cities, RTA will be collaborating with several agencies through the various phases of the process.

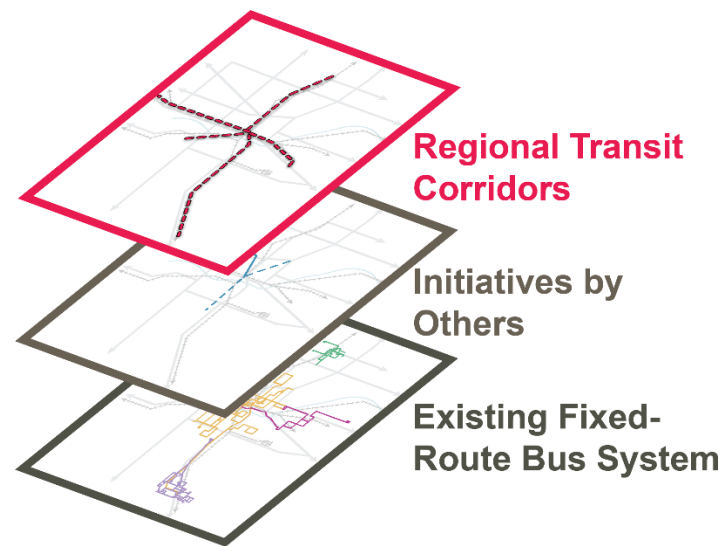
Figure 3. RTA's Partners



Transit Framework

Understanding how the future high-capacity corridors relate to the local transit network is an important component of planning for the overall transportation system. The transit framework consists of three layers as shown in **Figure 4**. The layering over time of existing fixed-route bus services, initiatives by others, and the regional transit corridors create a comprehensive transit system that provides access and options to help connect people to key activity centers and their everyday destinations. Each layer in the transit framework is described in this section.

Figure 4. Transit Framework



Existing Fixed-Route Bus System

The Central Oklahoma region has a very robust fixed-route bus network and streetcar system in place already, especially in the Oklahoma City metro area. The existing fixed-route bus system is shown in **Figure 5**. The existing fixed-route bus system consists of local bus services in Edmond, Oklahoma City, Midwest City, and Norman with streetcar services in downtown Oklahoma City.

The existing fixed-route bus system is the foundation of a comprehensive transit system and helps riders connect to more local community destinations. This layer in the transit framework would help connect people from localized destinations to the future high-capacity transit system being proposed for the regional transit corridors.

Initiatives by Other Partners

Key to the future regional transit system plan are initiatives by COTPA/EMBARK and Metropolitan Area Projects (MAPS) 4. These transit initiatives include the following:

- Northwest Bus Rapid Transit (BRT) project – Oklahoma City’s first BRT line providing faster and more frequent service to Oklahoma City residents between downtown and the northwest part of the city along Northwest Expressway.
- MAPS 4 Transit Plan – Additional BRT lines to connect destinations in Northeast (i.e., the Adventure District) and South Oklahoma City with faster and more frequent transit services

These initiatives by others are shown in **Figure 6**.

Figure 5. Existing Fixed-Route Bus Transit System

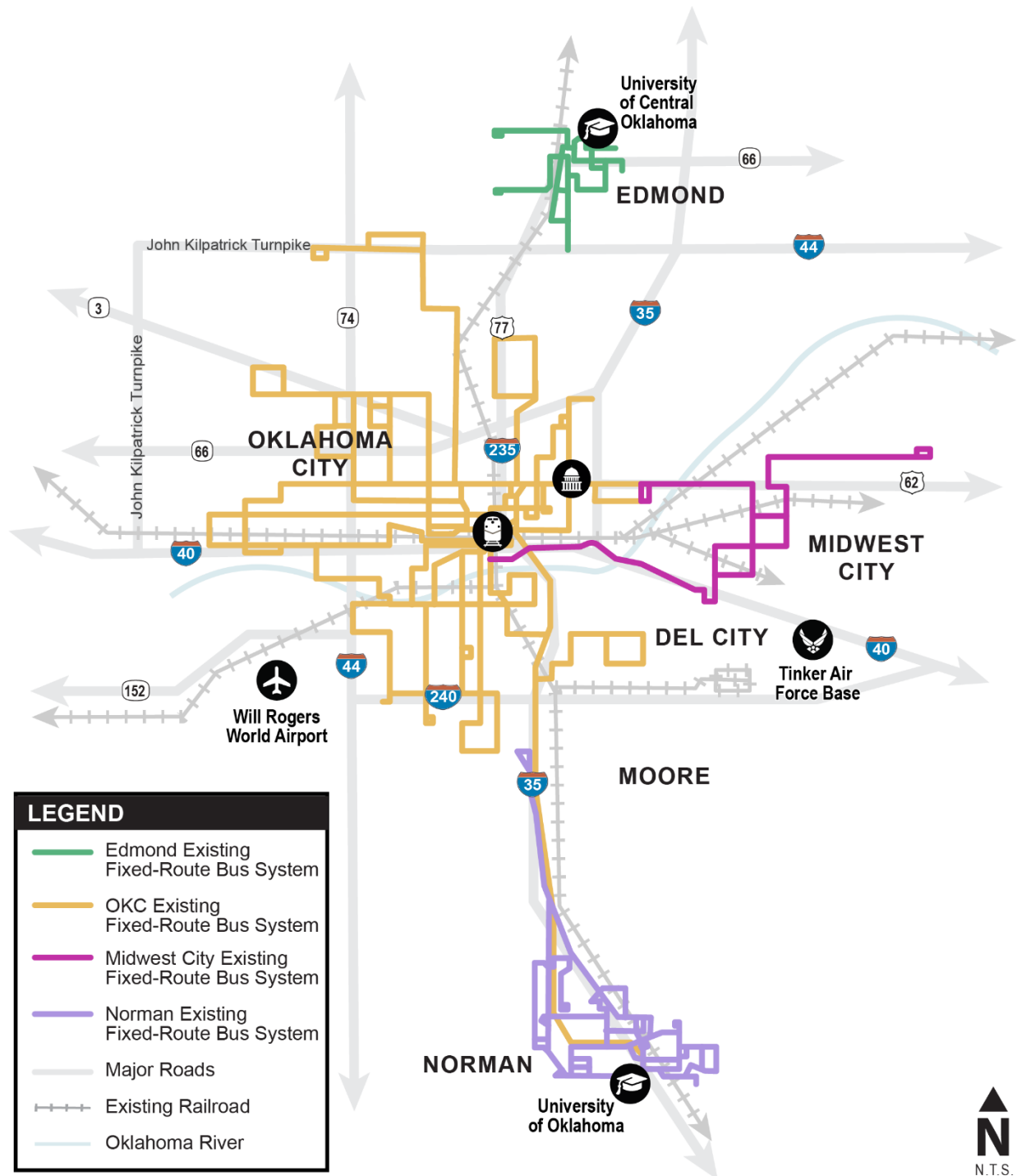
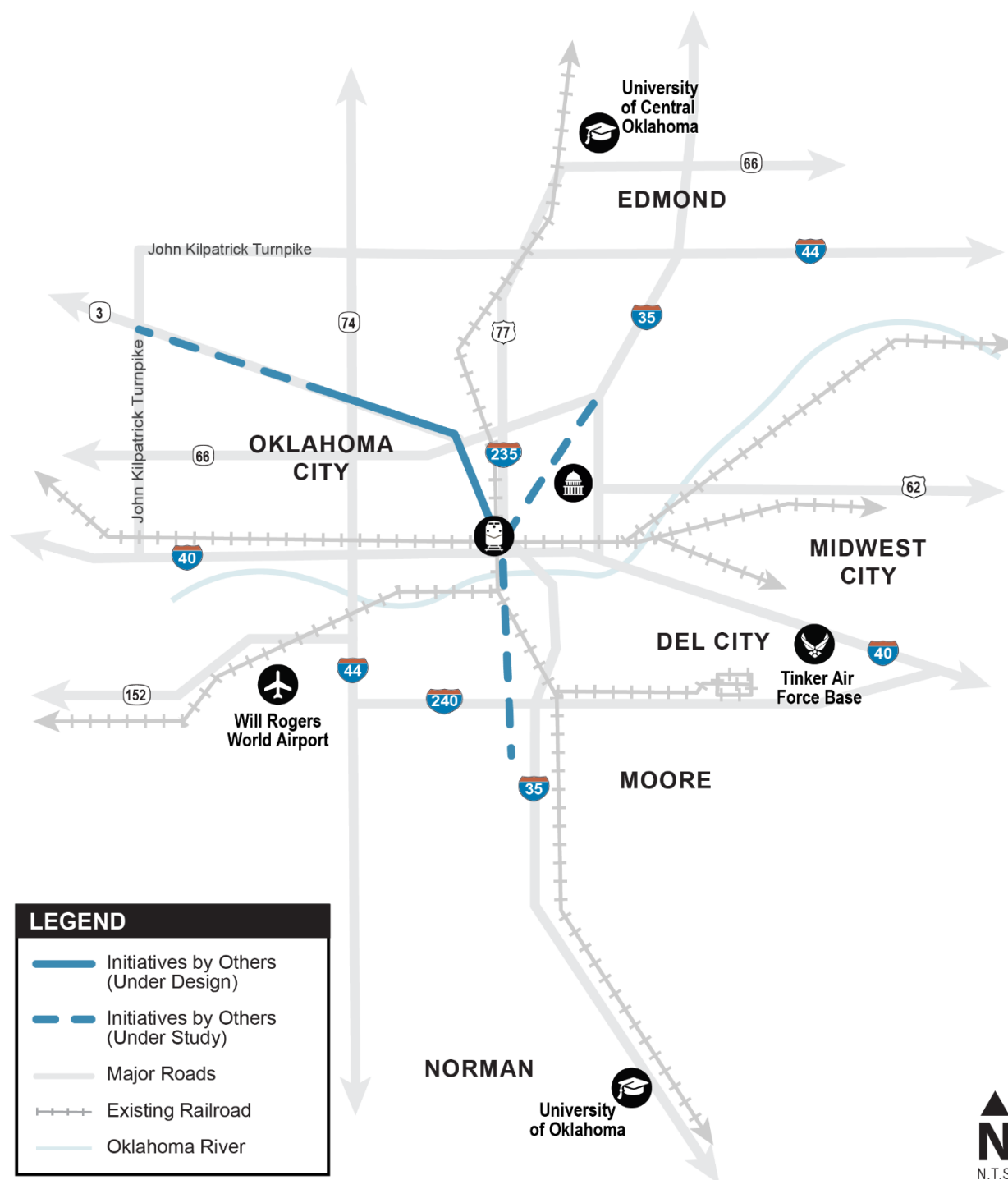


Figure 6. Initiatives by Others



Transit System Vision – Our Goals

Based on community/stakeholder input and prior transit studies, the following goals have been developed to help guide RTA's development of a high-capacity transit system in the Central Oklahoma region. These goals guide the RTA, the RTA Transit System Plan, and future high-capacity project development activities.



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.

Regional Transit Corridors

RTA wants to build upon the existing fixed-route bus system and the initiatives by others with regional transit corridors which aim to connect people via high-capacity transit to regional activity centers such as job centers, educational institutions, entertainment, and commercial areas. These regional transit corridors can help connect more people to activity centers such as Tinker Air Force Base, University of Oklahoma, University of Central Oklahoma, and Downtown Oklahoma City, allowing people to take transit to go to work, go to shop or to restaurants, or to educational institutions.

RTA also recognizes that in the future there may be new member cities who join RTA and additional activities occurring in parts of the Central Oklahoma region that are rapidly growing and will need high-capacity transit options. To account for these conditions, RTA has identified regional transit corridors with this consideration in mind.

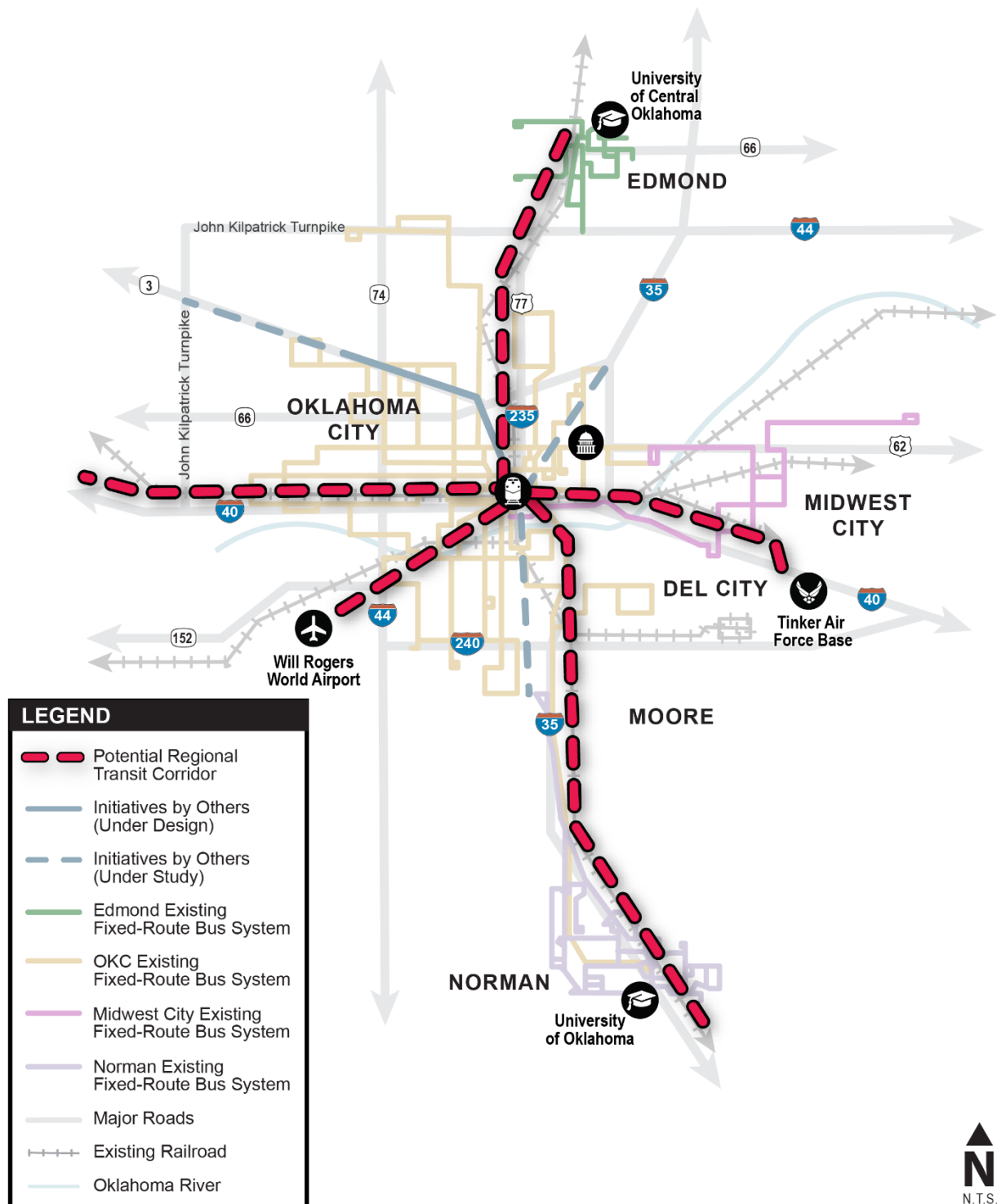
Using prior work completed in the region and building upon community input received, RTA identified several regional transit corridors as shown in **Figure 7**. The regional transit corridors include:

- **North/South Corridor:** Connecting Edmond to the North and Norman to the South
- **East Corridor:** Connecting Downtown Oklahoma City to Tinker Air Force Base to the East
- **Airport Corridor:** Connecting Downtown Oklahoma City to the Will Rogers World Airport
- **West Corridor:** Connecting Downtown Oklahoma City to the west towards Yukon

The regional transit corridors in the RTA Transit System Plan represent a long-term vision to be implemented over time. The next steps for further defining these corridors would be to complete further project planning studies, including alternatives analysis, environmental and preliminary engineering studies, and funding plans, to be followed by final design and construction.

RTA anticipates that this Plan will be reexamined periodically over time to account for changes in conditions, such as growth or development. This Transit System Plan embodies a vision for high-capacity transit to complete a comprehensive transit system providing important connections to the Central Oklahoma region for years to come.

Figure 7. Future Transit System





TO: Chairman and Board of Directors

FROM: Interim Executive Director

Resolution setting a public hearing on May 19, 2021, as per the Trust Agreement and Indenture (2019), Section 11.2 Annual Budget, to receive public comments regarding the Fiscal Year 2022 Budget; and authorize the Interim Executive Director to publish the Notice of Public Hearing (Attachment "A") at least seven days prior to the May 19, 2021 public hearing.

Background On March 17, 2021 (Item 9), the Regional Transportation Authority of Central Oklahoma (RTA) received the draft Fiscal Year 2022 Budget. The Trust Agreement and Indenture (2019), Section 11.2 Annual Budget, requires a public hearing be set prior to adoption of the final budget. This resolution will set the public hearing for the next regularly scheduled meeting of the RTA, on May 19, 2021.

The resolution also authorizes the Interim Executive Director to publish the Notice of Public Hearing in a newspaper of general circulation in the district at least seven days prior to the public hearing date.

Recommendation: Adopt the resolution.

Jason Ferbrache
Interim Executive Director

RESOLUTION

RESOLUTION OF THE REGIONAL TRANSPORTATION AUTHORITY OF CENTRAL OKLAHOMA SETTING A PUBLIC HEARING ON MAY 19, 2021, AS PER THE TRUST AGREEMENT AND INDENTURE (2019), SECTION 11.2 ANNUAL BUDGET, TO RECEIVE PUBLIC COMMENTS REGARDING THE FISCAL YEAR 2022 BUDGET; AND AUTHORIZING THE INTERIM EXECUTIVE DIRECTOR TO PUBLISH THE NOTICE OF PUBLIC HEARING.

WHEREAS, the Regional Transportation Authority of Central Oklahoma (RTA) received the draft Fiscal Year 2022 Budget at the March 17, 2021 regularly scheduled meeting; and

WHEREAS, as per Section 11.2 Annual Budget, of the Trust Agreement and Indenture (2019), the board must hold a public hearing before adopting the budget; and

WHEREAS, the Notice of Public Hearing (Attachment "A") must be published at least seven days before the date of hearing in a newspaper of general circulation in the district; and

WHEREAS, authorize the Interim Executive Director to advertise the public hearing on May 12, 2021, or sooner, in compliance with Section 11.2 Annual Budget, of the Trust Agreement and Indenture.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Regional Transportation Authority of Central Oklahoma that they do hereby set a public hearing on May 19, 2021, as per the Trust Agreement and Indenture (2019), Section 11.2 Annual Budget, to receive public comments regarding the Fiscal Year 2022 Budget.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Board of Directors of the Regional Transportation Authority of Central Oklahoma that they do hereby authorize the Interim Executive Director to publish the Notice of Public Hearing (Attachment "A") at least seven days prior to the May 19, 2021 public hearing.

ADOPTED by the Board of Directors and **SIGNED** by the Chairperson of the Regional Transportation Authority of Central Oklahoma this **21st** day of **April 2021**.

ATTEST:

**Regional Transportation Authority
of Central Oklahoma**

Mary Mélon, Secretary

Brad Henry, Chairperson

REVIEWED for form and legality



Hailey Rawson, Assistant Municipal Counselor

ATTACHMENT "A"

(Published in the Journal Record **May 12, 2021**)

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN, that the Regional Transportation Authority of Central Oklahoma (RTA) will be holding a public hearing on **May 19, 2021**, at **2:30 p.m.**, via Zoom Webinar: <https://okc.zoom.us/j/94446604918> Webinar ID: 944 4660 4918 to hear public comments regarding the:

Fiscal Year 2022 Budget

The public hearing is being held in compliance with the Trust Agreement and Indenture (2019), Section 11.2 Annual Budget. Public Comments may be submitted electronically at info@rtaok.org through the end of business on **May 18, 2021**.

Members of the public that wish to speak at the meeting, are encouraged to contact the Trust Specialist at **405-297-2484** or text your request in advance of the meeting to **405-479-1615**. Include your name, the agenda item number and the reason you would like to speak. **Please submit your request prior to the beginning of the meeting to avoid receiving your request after your item has been considered.** Staff will attempt to submit requests received during the meeting to process them to the Chairperson. When you are recognized by the Chairperson, please press *6 to unmute your phone.

REGIONAL TRANSPORTATION AUTHORITY

The Regional Transportation Authority
of Central Oklahoma

Board of Directors

Brad Henry, Chairperson - Oklahoma City

Marion Hutchinson, Vice Chairperson - Norman

Mary Mélon, Secretary - Oklahoma City

James Boggs, Treasurer - Edmond

Donald Vick - Del City

Aaron Budd - Midwest City

Steve Eddy - Moore

Management

Jason Ferbrache, Interim Executive Director

Schedules of Revenues and Expenditures - Budget to Actual
For the Nine Months Ended March 31, 2021

Prepared by The Oklahoma City Finance Department, Accounting Services Division
Alex E. Fedak, CPA, Acting Controller

**REGIONAL TRANSPORTATION AUTHORITY
OF CENTRAL OKLAHOMA
SCHEDULES OF REVENUES AND EXPENDITURES - BUDGET TO ACTUAL**

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For the Nine Months Ended March 31, 2021

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The City of
OKLAHOMA CITY
DEPARTMENT OF FINANCE

TO: The Board of Directors
Regional Transportation Authority of Central Oklahoma

FROM: Accounting Services Division

DATE: April 12, 2021

SUBJECT: Regional Transportation Authority of Central Oklahoma (Authority) Budget to Actual Schedule and Statement of Local Funding for the Nine Months Ended March 31, 2021

The financial reports presented on the following pages include schedules of revenues and expenditures - budget to actual and a statement of local funding for the Authority.

On the budget to actual schedules, the difference between the actual revenues and expenditures to the budget is the variance. Positive variances indicate favorable conditions, whereas negative variances indicate unfavorable conditions.

The budget to actual schedules are prepared on a cash basis of accounting.

The financial reports are preliminary and may change. However, any changes are expected to be immaterial. Significant changes would result in the reissuance of the reports.

The financial reports are for internal use only and are unaudited. The schedules are prepared by the City of Oklahoma City Finance Department, Accounting Services Division. The undersigned are prepared to answer any questions you may have pertaining to the reports.

Respectfully submitted:

Susan R. Korpi

Sue Korpi
City of Oklahoma City
Municipal Accountant II

Amy M. Lucas

Amy M. Lucas, MBA, CPA
City of Oklahoma City
Accounting Manager

Alex E. Fedak

Alex E. Fedak, CPA
City of Oklahoma City
Acting Controller

SCHEDULE OF REVENUES AND EXPENDITURES - BUDGET TO ACTUAL
For the Nine Months Ended March 31, 2021
SUMMARY
(unaudited)

REGIONAL
TRANSPORTATION AUTHORITY
OF CENTRAL OKLAHOMA

	Original Budget Total Year	Original Budget Year to Date	Actual Revenues/ Expenditures Year to Date	Variance	Actual as a Percent of Year to Date Budget
<u>SOURCES</u>					
Operations (1)-----	622,339	240,650	282,186	41,536	117.3%
Grant activity-----	635,221	244,848	148,047	(96,801)	60.5
Total revenues-----	1,257,560	485,498	430,233	(55,265)	88.6
<u>EXPENDITURES</u>					
Operations-----	622,339	240,650	282,186	(41,536)	117.3
Grant activity-----	635,221	244,848	180,839	64,009	73.9
Total expenditures-----	1,257,560	485,498	463,025	22,473	95.4
Operating (loss) income	\$ -	\$ -	(32,792)	(\$32,792)	N/A

(1) Operation's source of funds is from the prior year cash balance.

OPERATIONS

Cash balance, beginning-----	1,131,979
Cash balance, ending-----	\$849,793

GRANT ACTIVITY

Cash balance, beginning-----	-
Cash balance, ending-----	(\$32,792)

SCHEDULE OF REVENUES AND EXPENDITURES - BUDGET TO ACTUAL

For the Nine Months Ended March 31, 2021

OPERATIONS

(unaudited)

**REGIONAL
TRANSPORTATION AUTHORITY
OF CENTRAL OKLAHOMA**

	Original Budget Total Year	Original Budget Year to Date	Actual Revenues/ Expenditures Year to Date	Variance	Actual as a Percent of Year to Date Budget
<u>SOURCES</u>					
Prior year cash balance-----	\$622,339	\$240,650	\$282,186	\$41,536	117.3%
Total revenue-----	622,339	240,650	282,186	41,536	117.3
<u>EXPENDITURES</u>					
Professional services - COTPA administration-----	27,460	18,304	18,289	15	99.9
Professional services - Holmes & Associates-----	501,000	209,379	214,574	(5,195)	102.5
Legal fees-----	9,000	-	-	-	N/A
Independent audit fees-----	15,000	12,600	12,600	-	100.0
Polling Services-----	26,000	-	-	-	N/A
Training-----	7,850	-	-	-	N/A
Travel-----	20,000	-	-	-	N/A
Insurance-----	4,000	-	-	-	N/A
Branding-----	10,000	-	-	-	N/A
Other services and charges-----	509	367	555	(188)	151.2
Supplies-----	1,520	-	-	-	N/A
Transfer to grant activity for grant match (1)-----	-	-	36,168	(36,168)	N/A
Total expenditures-----	622,339	240,650	282,186	(41,536)	117.3
Operating (loss) income	\$ -	\$ -	\$ -	\$ -	N/A

(1) This is the 20% grant match on the Kimley-Horn invoices approved through the February, 2021 claims reports.

CASH BALANCE

Cash balance, beginning-----	1,131,979
Cash balance, ending-----	\$849,793

SCHEDULE OF REVENUES AND EXPENDITURES - BUDGET TO ACTUAL

For the Nine Months Ended March 31, 2021

GRANT ACTIVITY

(unaudited)

**REGIONAL
TRANSPORTATION AUTHORITY
OF CENTRAL OKLAHOMA**

	Original Budget Total Year	Original Budget Year to Date	Actual Revenues/ Expenditures Year to Date	Variance	Actual as a Percent of Year to Date Budget
<u>SOURCES</u>					
Federal grants (1)-----	\$635,221	\$244,848	\$111,879	(\$132,969)	45.7
Transfer from Operations for local grant match-----	-	-	36,168	36,168	N/A
Total revenue-----	635,221	244,848	148,047	(96,801)	60.5
<u>EXPENDITURES</u>					
Professional services - COTPA administration-----	109,841	-	-	-	N/A
Professional services - Kimley-Horn-----	525,000	244,848	180,839	64,009	73.9
Other services and charges-----	380	-	-	-	N/A
Total expenditures-----	635,221	244,848	180,839	64,009	73.9
Operating (loss) income	\$ -	\$ -	(\$32,792)	(\$32,792)	N/A

(1) The adopted budget was for 100% Federal grant reimbursement with no local match.

CASH BALANCE

Cash balance, beginning-----	-
Cash balance, ending-----	(\$32,792)

STATEMENT OF LOCAL FUNDING
For the Nine Months Ended March 31, 2021
(unaudited)

REGIONAL
TRANSPORTATION AUTHORITY
OF CENTRAL OKLAHOMA

2021					
LOCAL SPLIT	Population	% Population	Local Share Contributed	Spent	Funds Remaining
Del City	21,332	2.3621%	\$49,580	\$29,507	\$20,073
Edmond	81,405	9.0138%	189,200	112,601	\$76,599
Midwest City	54,371	6.0204%	126,368	75,207	\$51,161
Moore	55,081	6.0990%	128,018	76,189	\$51,829
Norman	110,925	12.2825%	257,810	153,434	\$104,376
Oklahoma City	579,999	64.2222%	1,348,024	802,269	\$545,755
Total Revenue	903,113	100.0000%	\$2,099,000	\$1,249,207	\$849,793

After March, 2021 Claims Paid in April:

LOCAL SPLIT	Population	% Population	Local Share Contributed	Spent	Funds Remaining
Del City	21,332	2.3621%	\$49,580	\$30,091	\$19,489
Edmond	81,405	9.0138%	189,200	114,829	74,371
Midwest City	54,371	6.0204%	126,368	76,695	49,673
Moore	55,081	6.0990%	128,018	77,697	50,321
Norman	110,925	12.2825%	257,810	156,470	101,340
Oklahoma City	579,999	64.2222%	1,348,024	818,141	529,883
Total Revenue	903,113	100.0000%	\$2,099,000	\$1,273,923	\$825,077

Regional Transportation Authority of Central Oklahoma

FY2021 Year End Forecast

Presented April 21, 2020

Prepared by RTA Support Team (unaudited)

OPERATIONS

Sources	YTD Acutals	Est. Remaining	Total YE	FY21		
	Jul - Mar	Apr - Jun	Forecast	Budget	Variance	Variance %
Prior Year Cash Balance	\$282,174	\$114,992	\$397,165	\$622,339	\$225,174	
Total Revenues	\$ 282,174	\$114,992	\$397,165	\$622,339	\$225,174	36%
Expenditures	YTD Acutals	Est. Remaining	Total YE	FY21		
	Jul - Mar	Apr - Jun	Forecast	Budget	Variance	Variance %
Contracts and Services						
Professional Services - COTPA Administration	\$18,304	\$6,864	\$25,168	\$27,460	\$2,292	
Professional Services - Holmes & Associates	\$214,574	\$54,121	\$268,695	\$501,000	\$232,305	
Transfer to Grant Activity for Local Grant Match ⁽¹⁾	\$36,168	\$50,204	\$86,371	\$0	-\$86,371	
Professional Services-Legal	\$0	\$0	\$0	\$9,000	\$9,000	
Independent Financial Audit	\$12,600	\$0	\$12,600	\$15,000	\$2,400	
Website Hosting Fee	\$0	\$0	\$0	\$413	\$413	
Branding	\$0	\$0	\$0	\$10,000	\$10,000	
Conference/Training	\$0	\$0	\$0	\$7,850	\$7,850	
Directors & Officer Liability Insurance	\$0	\$3,500	\$3,500	\$4,000	\$500	
Advertising/Public Notice	\$479	\$150	\$629	\$40	-\$589	
Printing & Binding	\$0	\$0	\$0	\$20	\$20	
Postage	\$26	\$50	\$76	\$15	-\$61	
Mileage	\$0	\$0	\$0	\$20	\$20	
Parking	\$23	\$0	\$23	\$0	-\$23	
Travel	\$0	\$0	\$0	\$20,000	\$20,000	
Polling Services	\$0	\$0	\$0	\$26,000	\$26,000	
Total Contracts and Services	\$282,174	\$114,889	\$397,062	\$620,818	\$223,756	36%
Equipment and Supplies						
Office Supplies	\$0	\$0	\$0	\$320	\$320	
Food	\$0	\$0	\$0	\$1,000	\$1,000	
Other Supplies	\$0	\$103	\$103	\$200	\$97	
Total Equipment and Supplies	\$0	\$103	\$103	\$1,520	\$1,417	93%
Total Expenditures	\$282,174	\$114,992	\$397,165	\$622,338	\$225,173	36%

⁽¹⁾ This is the 20% match for the Kimley Horn expense.

GRANT ACTIVITY

Sources	YTD Acutals	Est. Remaining	Total YE	FY21		
	Jul - Mar	Apr - Jun	Forecast	Budget	Variance	Variance %
Federal Grant ⁽²⁾	\$111,878	\$284,442	\$396,321	\$635,221	\$238,900	
Transfer from Operations for Local Grant Match ⁽³⁾	\$36,168	\$94,570	\$130,737	\$0	-\$130,737	
Total Revenues	\$148,046	\$379,012	\$527,058	\$635,221	\$108,163	17%
Expenditures	YTD Acutals	Est. Remaining	Total YE	FY21		
	Jul - Mar	Apr - Jun	Forecast	Budget	Variance	Variance %
Contracts and Services						
Professional Services - Kimley Horn	\$139,848	\$431,857	\$571,705	\$525,000	-\$46,705	
Professional Services - COTPA Administration	\$0	\$0	\$0	\$109,841	\$109,841	
Other Services & Charges	\$0	\$0	\$0	\$380	\$380	
Total Expenditures	\$139,848	\$431,857	\$571,705	\$635,221	\$63,516	10%

⁽²⁾ This revenue is reimbursement from COTPA for 80% of Kimley Horn expense. The forecast reflects a 30 day lag time.

⁽³⁾ This revenue is the 20% local match for the Kimley Horn expenses.

FY21 Beginning Cash Balance ⁽⁴⁾ \$1,131,979

FY21 Ending Cash Balance (Forecast) \$734,814

⁽⁴⁾ Cash balance as of the June 2020 Financial Statement.

Regional Transportation Authority of Central Oklahoma Payment Claims

Period: 03/01/2021 to 3/31/2021					
Date	Vendor	Description	Invoice No.	Cost	Total
4/2/2021	Holmes & Associates LLC	Consultant Fees - Labor Cost Reimbursement RTA	421	\$ 14,121.00	
					\$ 14,121.00
2/28/2021	Kimley-Horn	Tasks 1 - Project Management	18392248	\$ 6,076.29	
	Kimley-Horn	Task 2 - Public Engagement	18392248	\$ 26,496.56	
	Kimley-Horn	Task 3 - Prior Studies Assess	18392248	\$ -	
	Kimley-Horn	Task 4 - AA Process	18392248	\$ 8,444.84	
	Kimley-Horn	Expenses	18392248		
					\$ 41,017.69
4/1/2021	COTPA	Admin Services Fee	2021-104	\$ 2,288.00	
					\$ 2,288.00
3/11/2021	IndaGo Digital Inc.	Software for website	1128	\$ 103.13	
					103.13
Total Claims					\$ 57,529.82

RATIFIED and APPROVED by the Treasurer and Chairman of the Regional Transportation Authority of Central Oklahoma, this **7th** day of **May, 2021**.

TREASURER:

**REGIONAL TRANSPORTATION AUTHORITY
OF CENTRAL OKLAHOMA**

James P. Boggs

Brad Henry, Chairman

ATTEST:

Mary Mélon, Secretary



HOLMES & ASSOCIATES LLC

Holmes & Associates LLC
P.O. Box 581572
Salt Lake City, UT 84152
Phone: 703.999.4440
E-Mail: kathryn@holmesassociatesllc.com

Invoice #0421

April 2, 2021

EIN: 82-1144150
Supplier ID: 231866
P.O. # 2021-003

Client

RTA
2000 S. May
Oklahoma City, OK 73108
ATTN: James P. Boggs
boggsedmondrt@cox.net
ATTN: Suzanne Wickenkamp
suzanne.wickenkamp@okc.gov

Date	Billor	Description	Hours/Qty	Rate	Amount
3/01/2021	KAH	RTA - TIME: Total time billed by K Holmes for the period 3/01/2021 to 3/31/2021	35.75	395.00	\$14,121.00
3/31/2021	KAH	RTA - COSTS: Total costs incurred by KAH			\$0.00

We appreciate your business. Please make checks payable to "Holmes & Associates LLC." Thank you.

Invoice Balance Due

\$14,121.00

Please remit payment electronically to:

Account Name: KIMLEY-HORN AND ASSOCIATES, INC.
 Bank Name and Address: WELLS FARGO BANK, N.A., SAN FRANCISCO, CA 94163
 Account Number: 2073089159554
 ABA#: 121000248

If paying by check, please remit to:

KIMLEY-HORN AND ASSOCIATES, INC.
 P.O. BOX 847385
 LOS ANGELES, CA 90084-7385

RTA OF CENTRAL OK
 ATTN: JASON FERBRACHE
 2000 S. MAY AVENUE
 OKLAHOMA CITY, OK 73108

Invoice No: 18392248
 Invoice Date: Feb 28, 2021
 Invoice Amount: \$41,017.69
 Project No: 197385001.3
 Project Name: OKC RTA AA NEPA STUDY
 Project Manager: SCANLON, LIZ

Federal Tax Id: 56-0885615
 For Services Rendered through Feb 28, 2021

Client Reference: TASK ORDER 001

COST PLUS MAX

Description	Contract Value	% Billed to Date	Amount Billed to Date	Previous Amount Billed	Current Amount Due
TASK 1: PROJECT MANAGEMENT	100,128.00	66.06%	66,139.70	60,063.41	6,076.29
TASK 2: PUBLIC ENGAGEMENT	104,399.00	79.51%	83,002.51	56,505.95	26,496.56
TASK 3: ASSESSMENT OF PRIOR STUDIES	25,676.00	92.49%	23,748.80	23,748.80	0.00
TASK 4: ALTERNATIVES ANALYSIS PROCESS	246,466.00	18.96%	46,724.49	38,279.65	8,444.84
TASK 5: STATION AREA AND LAND USE ANALYSIS	32,865.00	0.00%	0.00	0.00	0.00
TASK 6: RAIL OPERATIONS PLANNING	24,700.00	0.00%	0.00	0.00	0.00
TASK 7: TRAVEL DEMAND/RIDERSHIP FORECASTING	142,170.00	0.00%	0.00	0.00	0.00
EXPENSES	23,000.00	9.75%	2,241.57	2,241.57	0.00
Subtotal	699,404.00	31.72%	221,857.07	180,839.38	41,017.69
Total COST PLUS MAX					41,017.69

Total Invoice: \$41,017.69



CENTRAL OKLAHOMA
TRANSPORTATION & PARKING
AUTHORITY

REMIT PAYMENT TO:
EMBARC - Accts Receivable
2000 S. May | Oklahoma City, OK 73108
embarkok@okc.gov

Bill To: **Regional Transportation
Authority of Central Oklahoma** Phone:

Invoice #: 2021-104

Address: 2000 S May Avenue
Oklahoma City, OK 73108 Email:

Invoice Date: 4/1/2021

Invoice For: *Administrative Services*

Item #	Description	Qty	Unit Price	Discount	Price
1	Admin Services Fee -Mar 2021 (Local Match)	1	\$2,288.00		\$2,288.00
					\$0.00
NOTES: RTA PO # 2021-001				Invoice Subtotal	\$2,288.00
				Tax Rate	
				Sales Tax	\$0.00
				Other	
				Deposit Received	
Make all checks payable to EMBARK				TOTAL	\$2,288.00

**IndaGo Digital, Inc.**

4877 E 475 Rd
Claremore, OK 74019 US
+1 4052092043
brandon@indagodigital.us
<https://indagodigital.us>

INVOICE

BILL TO
Michael Scroggins
Regional Transportation Authority of Central Oklahoma
2000 S May Ave
Oklahoma City, OK 73108 USA

INVOICE 1128
DATE 03/11/2021
TERMS Net 30
DUE DATE 04/10/2021

DATE		DESCRIPTION	QTY	RATE	AMOUNT
03/11/2021	Software Services	Microsoft 365 Email for rtaok.org; 1 year	1	71.88	71.88
03/11/2021	Account Service	Account Service	0.25	125.00	31.25
BALANCE DUE					\$103.13