

Chapter Two: Public Participation and Community Involvement

Purpose

The active participation of leadership from all effected governmental entities is necessary for a successful project, including COTPA, Oklahoma City and other affected municipalities, Oklahoma County and other affected counties, Association of Central Oklahoma Governments (ACOG), Greater Oklahoma City Chamber of Commerce, business leaders, and community leaders. Public participation and involvement throughout the study ensured that citizens contributed ideas for and will benefit from transportation improvements that add mobility choices and have a positive impact on quality of life.

Public participation and community involvement was a key element for the foundation of the technical analysis of the Fixed Guideway Study. This task provided an open, proactive, participatory process for the public, affected agencies, and others to become partners throughout the entire study. Stakeholders had the opportunity to direct, review, and comment on the analysis and results of major milestones that were reached during the course of the study. Additionally, the public participation and community involvement was conducted in a manner that was consistent with regulations and guidelines of the Federal Transit Administration (FTA) to ensure compliance with New Starts funding requirements.

The purpose of public participation and community involvement was to support COTPA's decision-making process over the course of the study by:

- Articulating the mission statement, goals, and objectives of the public and agency outreach activities;
- Identifying the target audiences of the study;
- Establishing a framework for the structure and schedule of program activities;
- Using specific methods or activities that reach target audiences while achieving desired results;
- Describing how public and agency issues and concerns will be documented and addressed;
- Developing evaluation and monitoring techniques to measure program effectiveness; and,
- Identifying methods to maintain public support through subsequent stages of project development.

Public participation and community involvement was created to engage individuals, neighborhoods, community and special interest groups, agency representatives and policy leaders in meaningful and collaborative decisions regarding considerations for implementation of fixed guideway transit improvements in the Oklahoma City Metropolitan area. The programs sought to build consensus among these interests by involving them in the planning process. To achieve this purpose, the program must be inclusive, proactive, flexible, responsive and must maintain accountability.

The Steering Committee represents one of the unique aspects of this project. Similar projects are often staff-driven and may not have full support from community leaders even after public meetings and other outreach activities. In this project, the 30 person Steering Committee was composed of regional leaders and stakeholders. Another unique aspect of this project was the project website, www.okfqs.org, the 639 person mailing list, the *Pathways* newsletter, and the strong participation from the COTPA Board, to ensure that the study recommendations are coordinated with and supportive of investments made in transit.

This program was designed to be consistent with the Transportation Equity Act for the 21st Century (TEA-21), and the U.S. Department of Transportation (USDOT) guidelines for public involvement, including but not limited to Title VI of the Civil Rights Act of 1964 and Executive Order 12898 Environmental Justice provisions. It is also consistent with local, regional, and state agency policies that seek to fully involve the public in the planning and project development processes.

Community and Agency Issues

The first step in the public involvement process included identifying local agency and community issues related to transportation. These issues provided the basis for the goals, objectives, and the structure of the public participation and community involvement plan. In addition to identifying agency issues, this portion of the study will identify the need to coordinate with other related transportation planning studies to ensure that the results of this study are consistent with existing transportation plans.

Local Community Issues

Local community issues often center on the impact that major transportation investments have on the local tax base and neighborhoods. Roadway construction, added traffic, noise, and pollution are often local community issues. For major transit investments, local community issues might center on the relative value of construction and the high volume of passengers who may be viewed as disruptions to businesses and neighborhoods. Whereas businesses often recognize the value of additional traffic generated by expanded roadways, residents often feel powerless to address new traffic and related noise. New communities unfamiliar with high-capacity transit modes may not recognize the value of having a transit station near their homes or businesses, particularly if the proposed line does not serve their own personal transportation needs. Although some Oklahoma City area residents may be familiar with the COTPA METRO Transit's bus system, most Oklahoma City area residents and businesses may not yet recognize how a major transit investment could impact or benefit local mobility.

The first task of the Project Team was to create and implement a public involvement plan (PIP), included in Appendix B. The PIP was augmented over the course of completion of the project. The program addressed the techniques, timing and content of the distribution of information and participatory events to select and build consensus for a potential fixed guideway transit system. As the lead agency, COTPA oversaw the management of the PIP. The Project Team, lead by Carter & Burgess, was responsible for implementation of the PIP and notification of the involved stakeholders, arranging for meeting locations, and developing technical materials for meetings, as well as documentation of meeting minutes.

Agency Issues

Agency Issues are equally complex. Any transit investment should be compatible with transportation investments made by other jurisdictions. The Oklahoma Department of Transportation's (ODOT) highway network and the local street system built and maintained by municipalities may each have significant impacts on both construction and operation of a high-capacity transit system. The Association of Central Oklahoma Governments (ACOG) can provide long-term transportation plans, while, the City of Oklahoma City and other municipalities will be valuable resources for information about existing and future land use and anticipated developments that could reinforce (or negatively impact) transit investments.

This task included meetings with key representatives from the ODOT, ACOG, local city transportation and planning departments, chambers of commerce, the media, neighborhood organizations, economic development entities, special interest groups, bicycle organizations, developers and landowners, and the general public. Results of these meetings played a critical role in determining the feasibility, technology, and route of a high-capacity transit investment.

Goals and Objectives

Once the project mission statement was finalized (see Chapter 1), the Steering Committee articulated a set of goals and objectives for the study as a whole. These goals and objectives ensure that the PIP meets the federal requirements for systems planning.

The following are goals and objectives that provided guidelines for the development of a PIP. The program and planning process was designed to provide constructive opportunities for interested parties to exchange information, debate issues, and play a role in the decision-making process at key milestones during the study. The following goals and objectives are consistent with the existing policies of COTPA METRO Transit, and with those strategies recommended by the Federal Highway Administration (FHWA) and FTA in the publication *Public Involvement Techniques for Transportation Decision-Making* (September 1996).

Goal 1: Inform, educate, and actively involve the public and local agencies throughout the planning process.

Objectives:

1. Provide the public with information regarding the objectives of the study process, as well as the importance of their role in defining transportation improvement alternatives and in helping to select the most feasible corridors and technologies.
2. Inform the public through a broad range of innovative outreach methods that target different audiences, including traditionally under-represented groups, and strive to maintain a high level of public interest and enthusiasm in the study and its possible outcomes. Numerous methods were used to make the community aware of the study and provide opportunities for input.
3. Provide a variety of means for public participation that are accessible in terms of location and time, as well as flexible in terms of resource allocation of time, so certain individuals or groups are not precluded from participating in the process.

4. Where possible, encourage private-sector participation in public outreach efforts to further increase awareness of this decision-making process, reduce costs, and develop project support.
5. Ensure the public has ample opportunity to understand the challenges and opportunities related to fixed guideway transit technologies, especially in terms of costs, ridership warrants, life cycle benefits, and construction lead times.

Goal 2: Create opportunities for early and continuing community and agency participation in the decision-making process.

Objectives:

1. Develop and implement a formal process for enabling the public and agencies to actively participate in the recommendation-making process, including the development of alternative strategies, identification of trade-offs and methods for evaluating and selecting the most feasible corridors and fixed guideway transit technologies.
2. Identify and contact key community and agency leaders to obtain input on local issues and concerns regarding transportation problems and potential improvement strategies, as well as to identify possible study participants.
3. Involve affected agencies early in the planning process to identify key environmental issues and concerns that may affect the feasibility of alternatives.
4. Identify financial issues, concerns, and solutions related to feasibility of fixed guideway development.

Goal 3: Maintain accountability, credibility, and responsibility of the Fixed Guideway Study Steering Committee and sponsoring agencies throughout the study.

Objectives:

1. Clearly communicate the role of the Steering Committee in recommending the final study conclusions of potential corridors with fixed guideway implementation to the COTPA Board of Directors based on the results of the planning process.
2. Maintain accurate documentation and attendance records of all project meetings so that interested parties can be informed on the results and decisions, and so that the responsibilities can be assigned to key project participants.
3. Identify potential conflicts of interest or other related ethical issues among the active study participants.
4. Cooperate with local and regional transportation agencies conducting concurrent transportation studies in order to avoid public confusion and to avoid the duplication of effort between related projects in the Study Area.

Goal 4: Assure inclusion of traditionally under-represented groups in the planning process.

Objectives:

1. Seek out the participation of low-income, minority, youth and elderly populations, as well as persons with disabilities, the chambers of commerce, economic development council, and business groups. Monitor the participation of these groups so that alternative

involvement methods can be implemented as necessary to ensure their representation and participation.

2. Present information in a manner that overcomes potential language, economic or cultural barriers, and that is meaningful to different cultural groups.
3. Facilitate effective participation by the hearing and sight-impaired.
4. Ensure conformance with Title VI and Environmental Justice provisions.

Goal 5: Achieve regional consensus among competing interests.

Objectives:

1. Present study findings in an understandable, objective and reader-friendly manner, focusing on how the fixed guideway transit options differ in meeting the mobility and accessibility needs in the study area.
2. Facilitate communication among community stakeholders so that tradeoffs among alternative strategies and funding options can be identified.
3. Formalize a process to incorporate public and agency input into the technical analyses performed during the study, and be able to demonstrate to the community that their issues and concerns have been considered in an equitable manner by the Project Team, even in not eventually adopted.

Public Involvement

The Fixed Guideway Study Steering Committee

The Steering Committee is responsible for the oversight and direction of the study as a whole and is the first point of contact between the Project Team and the communities and agencies participating in the study. The 30 person Committee served as an advocacy role within the communities to garner support for the project and the Committee will have a later role when local, state, and federal funds are needed for the project. Among the responsibility of committee members are:

1. Assist in the definition and evaluation of project alternatives and funding options;
2. Monitor the study process from a community perspective;
3. Highlight potential issues and concerns specific to their interests;
4. Disseminate information and generate interest in the study throughout the community;
5. Offer strategies to resolve issues between competing interests;
6. Review technical studies and staff recommendations; and
7. Disseminate information within their respective constituencies.



A complete list of the Steering Committee and their affiliation can be found in Chapter 1 of this report.

Community Leaders

The public involvement portion of this project sought out input from interested residents, business leaders, and special interest groups. Several leaders were asked to participate in the stakeholder interviews. The Steering Committee assisted the Project Team in identifying those critical groups that included the following:

- Neighborhood organizations: These groups and the Neighborhood Alliance of Oklahoma City were informed to insure that neighborhoods are informed and supportive of transportation investments.
- Business leaders and chambers of commerce: These groups often rely on transportation for the success of their business and often serve as vocal advocates of transportation investments in a community.
- Developers and other real estate professionals: Cities with successful transit-oriented development programs have formed partnerships with land developers to ensure that transportation investments are services are consistent with market demand for transit-oriented developments.

Agency Involvement

The agency involvement portion of this project actively sought input from affected municipal jurisdictions, the Association of Central Oklahoma Governments (ACOG) Metropolitan Planning Organization (MPO), University of Oklahoma, Norman Metro Transit Cleveland Area Rapid Transit (CART), school districts, and county governments to ensure that transportation plans throughout the region are compatible with and supportive of any recommended high-capacity transit alternative:



- Key agency staff was involved in a support or technical work group to maintain coordination and avoid duplication of effort.
- Technical staff meetings were tied to key study milestones
- Technical staff meetings were held on a regular basis, and held on an as-needed basis to discuss specific issues.
- Each agency selected one or two staff representatives, with other departmental staff to attend meetings as necessary depending on the topic of discussion.
- Related agencies were informed of the potential environmental effects of alternatives.

An interagency work group was established that consisted of members from METRO Transit, ACOG, ODOT, City of Oklahoma City, Greater Oklahoma City Chamber of Commerce, CART in Norman, and Downtown Oklahoma City, Inc. The work group met periodically throughout the duration of the project to discuss the technical aspects of the system plan development.

General Public

The broad interests of the general public can be difficult to engage effectively in the planning process due to the size and diversity of the population at large. Interaction with these citizens requires that outreach methods and participation techniques be equally diverse. The general public can play an invaluable role in providing the study team with fresh perspectives, possible solutions for community-specific problems, and in identifying potential areas of concern or controversy. In fact, project newsletters were mailed to over 600 people throughout the project duration.

Public involvement was targeted to the following groups:

- Neighborhood organizations and districts to provide input on local issues and concerns.
- Chambers of commerce, business associations, urban main street groups and improvement districts to promote the evaluation of the options of a locally preferred transportation system.
- Environmental, natural resource, and open space planning groups to ensure that due consideration is given to the preservation or enhancement of sensitive resources.
- Ethnic, cultural, low-income, physically challenged, and elderly group representatives to ensure involvement from traditionally under-represented and underserved groups.
- Developers and other real estate professionals to address the potential for economic development.
- Representation from adjacent municipal jurisdictions and county governments to address long-term transportation improvements, expanded service areas, and extended transit lines.
- Active citizens and students to provide their perspectives on potential issues.
- Interested civic groups such as the League of Women Voters, Rotary Clubs, OKC Beautiful, Central Oklahoma Citizens League, Latino Development Agency, Urban League, Asian District, etc., to provide their perspectives on potential issues.

To maximize the effectiveness of their role, members of the general public required the following information:

- Concise, easily understandable and engaging summaries of study progress and findings on a regular basis.
- Information on how they could participate in the planning and decision-making process, and how their input will be incorporated into study outcomes.
- Notice of availability of and convenient access to final copies of decision documents and milestone products, such as through the www.okfgs.org website.



Participation from the general public is generally inconsistent and largely depends on the topic of discussion and how it is perceived to affect them personally. Past experience has shown that interest levels are higher during later phases of the study during which improvement strategies are more defined. However, it is critical to actively engage and inform the public early on to develop a common base of understanding, to instill a sense of ownership for future recommendations, and to identify possible issues that could delay the project during later phases of design and implementation.

Other Implementing Agency Boards and Authorities

Other implementing agencies will play a role in implementing the elements of the corridor fixed guideway transit recommendations. Thus, it was important to involve key representatives of these agencies on a regular basis. The agencies contacted represented diverse interests, including FTA, FHWA, Amtrak, US Army Corps of Engineers (USACE), the US Fish and Wildlife Service (USFWS), the Environmental Protection Agency (EPA), the State legislature, various divisions of ODOT, Oklahoma Tourism and Recreation Department (OTRD), the Oklahoma Department of Environmental Quality (ODEQ), and the State Historic Preservation Office of the Oklahoma Historical Society. Coordination with utility companies, other transportation agencies, emergency service providers, and others took place as needed during the study.

These individuals provided overall policy direction specific to their implementing agency, and assisted with reaching closure on key study decisions. To be effective in this role, this group required:

- Early coordination to inform the agencies of the study and its purpose;
- Notice of and summary information for public meetings and events;
- Summaries of comments received from the public and draft responses or approaches to address key comments;
- Staff recommendations on key issues;
- Summaries of technical findings to support staff recommendations;
- Knowledge of the positions of other stakeholders, policy leaders and public agencies;
- Final copies of decision documents or milestone products; and,
- Structured process to allow for regular project updates and discussion.

Organized Interest Groups

Organized interest groups generally include groups which have been formed around other related interests but which have an interest in the outcomes of the study. These groups include transportation coalitions, MPO citizen advisory groups, the Oklahoma Alliance for Public Transportation (APT), the Oklahoma Transit Association (OTA), neighborhood organizations, environmental groups, civic groups, business organizations, chambers of commerce and other community- or issue-based organizations. These groups played valuable roles in providing input on the key transportation issues in the study area, and in evaluating proposed solutions that might affect their particular area of interest. They also assisted in generating interest among the general public and disseminating information to others in the study area. To be effective in this role, key representatives of these groups received the following information:

- Brief and easy-to-follow summaries of the study progress and findings on a regular basis;
- Methods to enhance public participation and notices of opportunities to participate in the planning process;
- Fact sheets addressing key areas of interest or concern, and summaries of responses to comments received during public meetings and events; and,
- Notices of availability of, and access to, final decision documents and milestone products.

Participation levels from each particular group varied depending on the stage of the study and how proposed solutions may affect their interest. However, because there are a number of trade-offs with potential transportation strategies that may affect groups differently, it was important to meet with key representatives on a regular basis so that trade-offs and the perceived and real effects of the alternatives can be openly discussed among competing interest groups.

Program Structure, Roles and Responsibilities

The Steering Committee has the responsibility for reviewing and recommending the corridors and fixed guideway transit plan to the Board of Directors of COTPA METRO Transit. Prior to recommending the fixed guideway transit plan, the Steering Committee and sponsoring agencies had continuous and thorough involvement in the planning process. COTPA played the lead role in various measures to support the transit study.

To be effective in this role, the Steering Committee required the following:

- Notice of public meetings and events, and summary information for presentation and distribution at the events.
- Study information provided at strategic COTPA METRO Transit Board meetings.
- Summaries of public and special interest group positions on major issues.
- Concise summaries of technical documentation that address issues raised by the constituencies.
- The position of key agencies, boards and elected officials on key project issues.

Participation occurred at committee meetings and by voluntary attendance at project meetings. The Steering Committee furnished policy direction and oversight of major activities associated with the study and was given an opportunity to comment, recommend or request modifications to the milestone results. The purpose of this requirement was to ensure that the fixed guideway transit plan, when finally recommended, has been thoroughly understood and accepted by the Committee and sponsoring agencies at each stage of the process.

Public Outreach Opportunities at Project Milestones

Opportunities for active participation from all target audiences were provided on a regular basis throughout the study. Participation from the general public was encouraged throughout the planning process and emphasized at key project milestones. The following list summarizes the range of public involvement techniques that were used to inform, educate, and solicit input from study participants. Public and agency participation and input were critical during these

milestones in order to strive for or work towards a consensus on the fixed guideway transit plan. Each of these techniques supports one or more program goals, and targets certain groups at different milestones.

The following describes public outreach activities and methods that were implemented during the study:

- **Stakeholder Contact List** – A mailing list including names of interested people, organizations, elected officials, and property owners was developed, expanding on the existing stakeholder database maintained by COTPA. The database was updated throughout the course of the study and used for the mailings of newsletters and public notices. At the completion of the study the mailing list consisted of 639 people.
- **Public Meetings** – Four rounds of public meetings were held at various locations in the proposed corridors. Meetings were scheduled to avoid major vacation/breaks such as winter break and spring break. Public meetings were conducted at key project milestones to present analysis results for public comment. Prior to each meeting, an open house was held to allow time for attendees to review displays and ask questions. *The Meetings Section will have a brief summary of each round of public meetings. Meeting minutes and meeting presentation can be found in Appendix B.*
- **Comment Card** – Comment cards were distributed during public meetings and a comment section was available on the project website. *Appendix B shows the comment cards received through the study.*
- **Stakeholder Interviews** – One-on-one interviews were conducted of the key stakeholders throughout the study area in order to receive intimate and detailed information and response on issues of concerns to these stakeholders.
- **Mailings** – Direct mail was used to notify people on the project mailing list of the date, time and place of all public meetings.
- **Web Site** – A project web site, www.okfgs.org, (linked through the COTPA METRO Transit website) was established to include study information, meeting announcements, newsletters, reports and maps for the study. It also allowed for the public to sign-up to be on the mailing list and to comment on-line. Throughout the study, the website was updated to include current project information and meeting schedules. The website also included links to and from other related sites. *Appendix B shows the project website along with comments received via the website.*
- **Newsletters** – Newsletters were direct-mailed, as well as posted on the project website. Public libraries, ACOG, community centers, and chambers of commerce locations also had copies of the newsletters available. *Appendix B contains all of the project newsletters.*
- **Information at Public Libraries** – Final reports from the FGS will be made available in the Reference Section of the local public and university libraries.
- **Presentations** – Staff of COTPA METRO Transit or consulting firm staff made presentations and briefings to various community organizations.
- **Media Information** – Media releases were issued to local newspapers and television and radio stations as appropriate. *Appendix B contains the media releases.*
- **Automated (Robo) Calls** – A series of automated calls were made to residents to advise them of upcoming public meetings and encourage them to attend and provide input.

Evaluating and Monitoring Activities

There are several techniques that were employed to evaluate the effectiveness of the Public and Agency Involvement Program:

- **Comment Cards** – Comment cards were provided at all public meetings, work group meetings and associated study activities where information is distributed. Comment cards asked: how the person found out about the event, which aspects were most or least effective, including location, format and materials, their respective residence zip code, and where they would participate in a similar activity again. The comment card included an option for that person to be added to the project mailing list if they are not already included. Greeters at every study activity had comment cards available for attendees.
- **Comment/Response** – Following each public meeting, a summary of comments received was prepared. Responses and/or the method by which each comment was addressed in subsequent study activities were included. Such comment summary matrices were referenced during key decision-making milestones to ensure that issues were incorporated and that appropriate modifications can be made to the Public and Agency Involvement Program.
- **Website** – The number of hits was reviewed periodically throughout the study. Website comments will be summarized and documented. Comments regarding the website content and its accessibility were taken into account and the site was revised as appropriate.
- **Review of Attendance** – Following each public meeting, zip codes of attendees will be reviewed to ensure attendance by those potentially affected areas.

Meetings

The Fixed Guideway Study Steering Committee

A total of five Steering Committee meetings were held throughout the project duration. The following is a brief summary of each meeting. A complete summary of the each Steering Committee meeting including meeting minutes and presentation can be found in Appendix B. All meetings were held at the Presbyterian Health Foundation Conference Center, 655 Research Parkway, Oklahoma City, and lasted from an hour and a half to two hours in length.

December 14, 2004 Steering Committee Kickoff Meeting

This was the initial Committee meeting where the Steering Committee Members were introduced to the Project Team. Items discussed at this meeting included the purpose and objectives of the FGS study, project study area, role of the Steering Committee, guiding principles, transit technologies to be studied, and an overview of the public involvement plan.



April 5, 2005 Steering Committee Meeting

The second Committee meeting discussed the results of the February 21 – 25 public meetings, results of the March 15 interagency work group meetings, and presented the corridors to be studied. This meeting included a break-out session where four groups of Steering Committee members were asked to provide information regarding a review of the project corridor delineation, key activity centers, and review of the corridor evaluation criteria. Each break-out group had a series of maps and was asked to mark on maps to show any corridor modifications, and any future or present activity centers that were not shown on the map. Once the break-out session was complete each table elected a representative to report back to the entire group the highlights and “main points” of their tables.

June 28, 2005 Steering Committee Meeting

The third Committee meeting discussed the results of the June 14 – 16 public meetings, the results of the June 21 interagency work group meeting, corridor alternative technologies and alignment concepts, and included a break-out session.

The Steering Committee was presented with the final version of the corridors and presented with initial travel demand and ridership potential for each corridor. From this initial analysis various fixed guideway technologies – light rail, modern streetcar, commuter rail, high occupancy vehicle lanes, enhance bus, were determined for each corridor. Next the Committee was presented the conceptual alternative alignments for the respective technologies within each corridor. The maps depicted potential commuter rail, bus rapid transit, light rail/streetcar, and HOV/managed lanes.



During the break-out session the Committee was broken down into four groups and the members were asked to review and comment on the alternative technologies, alternative alignments, and station areas. Each Steering Committee table elected a person to report back to the entire group the “main points” of their tables.

September 20, 2005 Steering Committee Meeting

During the fourth Committee meeting the purpose and objectives of the FGS were reiterated and the results of the September 13 interagency work group meeting were presented. The majority of the meeting was the presentation of the initial ridership forecasts and cost analysis for each fixed guideway alternative. Each alternative was discussed in detail and it was noted that the initial cost and ridership numbers are subject to change with further analysis.

December 15, 2005 Steering Committee Meeting

During the fifth and final Steering Committee meeting the members were presented with the 2030 System Plan Vision for the Oklahoma City Metropolitan area. The system plan includes enhanced bus, bus rapid transit, commuter rail, and modern streetcar. Items discussed in relation to the system plan were revenue miles, revenue hours, annual boardings, capital costs, operating cost, and annualized cost per rider. A phased 25 year implementation plan was presented along with a financial implementation strategy, and maintaining the momentum strategies.

Other items discussed at the meeting were the reiteration of the purpose and objectives of the FGS and the results of the October 11 – 13 public meetings.

Interagency Work Group Meetings

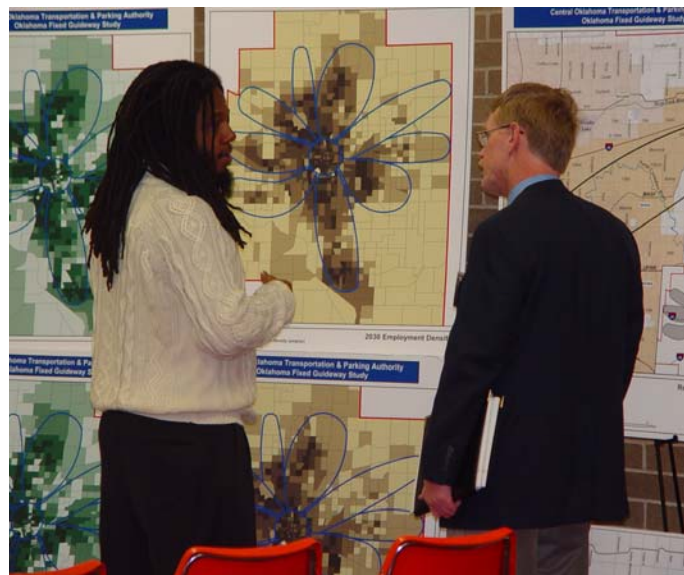
Three interagency work group meetings were held during the project duration. Representatives from METRO Transit, ACOG, ODOT, City of Oklahoma City, Greater Oklahoma City Chamber of Commerce, CART in Norman, and Downtown Oklahoma, Inc. were in attendance. During the meetings a more technical discussion occurred that related to corridor development, technology alternatives and evaluation, alignments, and forecast model development.

Public Meetings

Four rounds of public meetings were held at various locations in the proposed corridors. Meetings were scheduled to avoid major vacation/breaks such as winter break and spring break. Public meetings were conducted at key project milestones to present analysis results for public comment. Prior to each meeting, an open house was held to allow time for attendees to review displays and ask questions. Below is a brief summary of each round of public meetings. Meeting minutes and meeting presentations can be found in Appendix B.

February 21 – 24, 2005 Public Meetings

An initial series of seven public meetings was conducted at various locations dispersed across the Oklahoma City Metropolitan Area over a period of four days, from February 21 to February 25, 2005. The purpose of the meetings was to provide information about the Fixed Guideway Study and to obtain input regarding the potential corridors and which alternative fixed guideway transit technologies should be addressed by the Fixed Guideway Study. The public comments received from the meetings are documented for each meeting location and can be found in Appendix B.



June 14 – 16, 2005 and July 7, 2005 Public Meetings

The second series of seven public meetings was conducted at various locations dispersed across the Oklahoma City Metropolitan Area over a period of three days, from June 14 – 16, 2005 and July 7, 2005. The purpose of the meetings was to provide an update about the Fixed Guideway Study and to obtain input regarding alternative fixed guideway transit technologies and potential alignment concepts for each of the project corridors. The following handouts were made available to meeting participants: meeting agenda, *Pathways* May 2005 newsletter, comment card, land use map, and existing transit service map. The public comments received from the meetings are documented for each meeting location and can be found in Appendix B.

October 11 – 13, 2005 Public Meetings

The third series of public meetings was conducted at various locations dispersed across the Oklahoma City Metropolitan Area over a period of three days, from October 11 – 13, 2005. The purpose of these meetings was to present the public the initial ridership and cost data for the fixed guideway alternatives (enhanced bus, high occupancy vehicle lanes, bus rapid transit, commuter rail, and light rail streetcar), and outline the next steps of the study. The public comments received from the meetings are documented for each meeting location and can be found in Appendix B.

January 23 – 24, 2006 Public Meetings

The fourth series of public meetings was conducted at various locations dispersed across the Oklahoma City Metropolitan Area over a period of two days, from January 23 – 24, 2006. The purpose of these meetings was to present the final recommendations of the Fixed Guideway Transit System Plan. The need for enhanced bus service, modern streetcar, bus rapid transit, commuter rail and implementation plan was also presented. The final analysis discussed included input received from previous public meetings, the Fixed Guideway Study Steering Committee, and dozens of individual meetings throughout the past year.



Items presented at the public meetings included the presentation of the 2030 System Plan Vision, the phased implementation plan, capital and operating costs, how to maintain the momentum strategies, and funding strategies. Several funding strategies were presented that included the creation of a Regional Transit Authority (RTA) made up of counties and/or cities in the Oklahoma City Metropolitan Area; potential funding from the Federal Transit Administration (FTA); local funds from sales tax, property taxes, vehicle registration and parking fees, or other sources. The public comments received from the meetings are documented for each meeting location and can be found in Appendix B.