



## REGIONAL TRANSIT DIALOGUE



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- ✗ A “process”
- ✗ 12 month timeframe
- ✗ Committee Structure “localized” from Kansas City’s Smart Moves initiative.

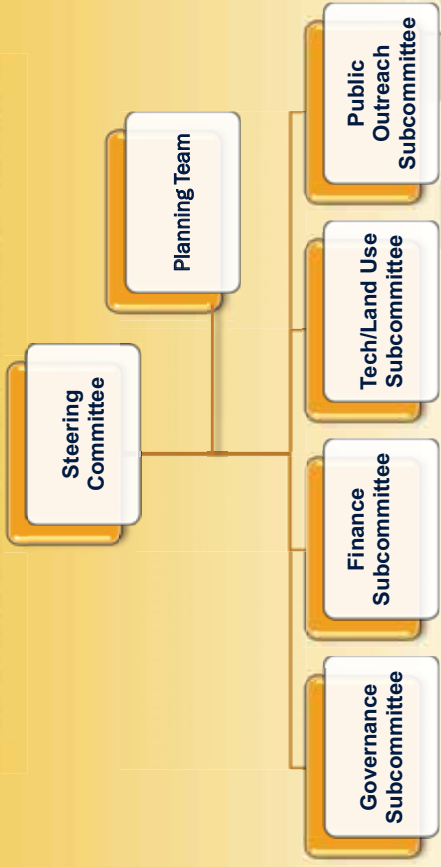
+ [www.kcsmartmoves.org](http://www.kcsmartmoves.org)



REGIONAL TRANSIT DIALOGUE



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[www.acogok.org/rtd.asp](http://www.acogok.org/rtd.asp)

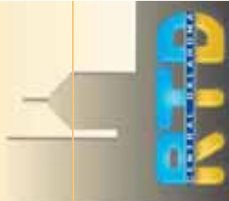


# REGIONAL TRANSIT DIALOGUE

Regional Transit Dialogue

## GOVERNANCE/FINANCE SUBCOMMITTEE

J. Guy Henson, Co-Chair  
Mayor Russell Smith, Co-Chair



# REGIONAL TRANSIT DIALOGUE



## SUBCOMMITTEE'S FOCUS

- ✘ RTA Boundary
- ✘ Subdistrict Geography
- ✘ Governing Structure
- ✘ Financing Options



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## RTA BOUNDARY CONSIDERATIONS

- ✘ District boundary should include areas that would be most likely to receive transit service (based on full build-out of 2005 Fixed Guideway Study)
- ✘ Boundary should be large enough to generate needed tax base
- ✘ Boundary should not include areas that would not be likely to receive transit benefits and, therefore, might not support the creation of an RTA.

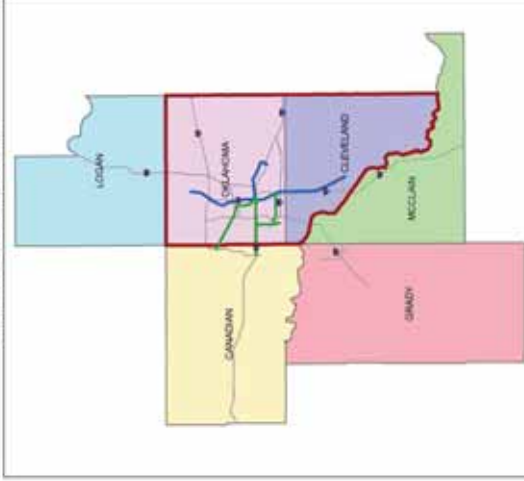


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## COUNTY MODEL

- ✗ RTA boundary follows county lines
- ✗ Initial vote to create the RTA takes place on county level
- ✗ Tax collected at the county level

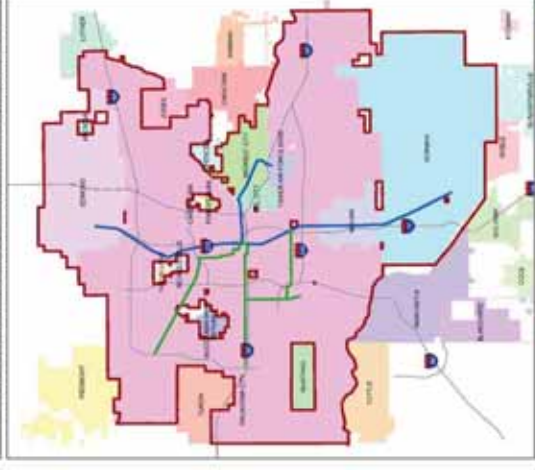
County Model - Scenario 1  
Oklahoma and Cleveland Counties



## CITY MODEL

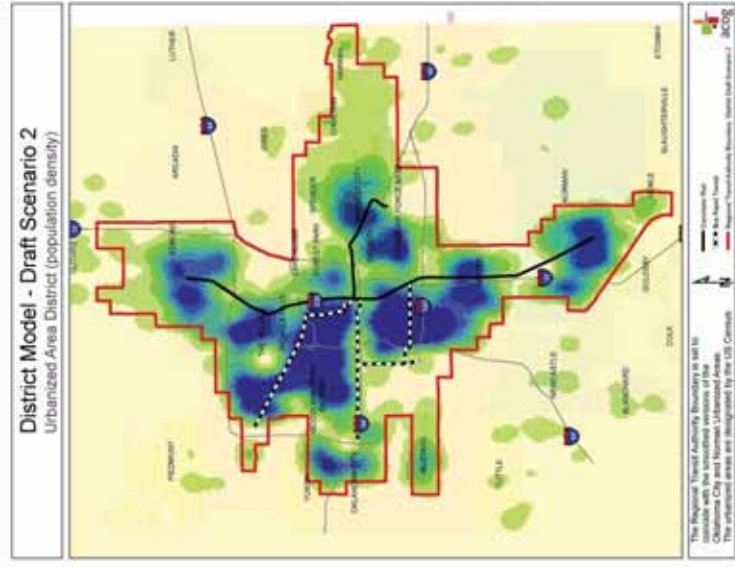
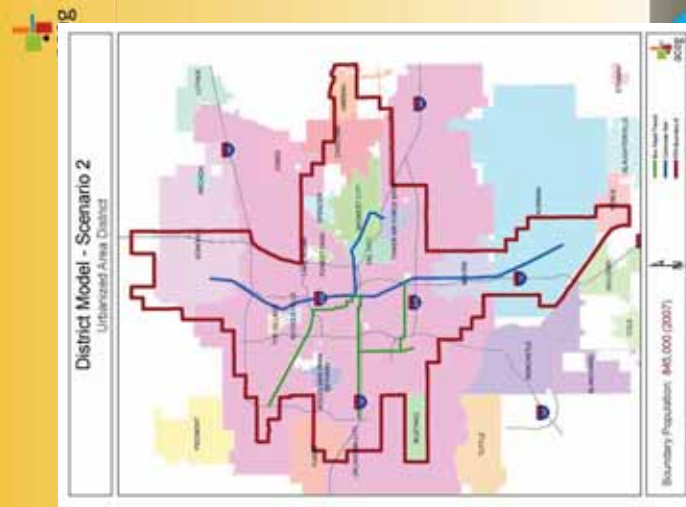
- ✗ RTA boundary set along city lines
- ✗ Initial vote to create the RTA takes place at the city level
- ✗ Taxes collected at city level
- ✗ Potential for holes if city does not opt in

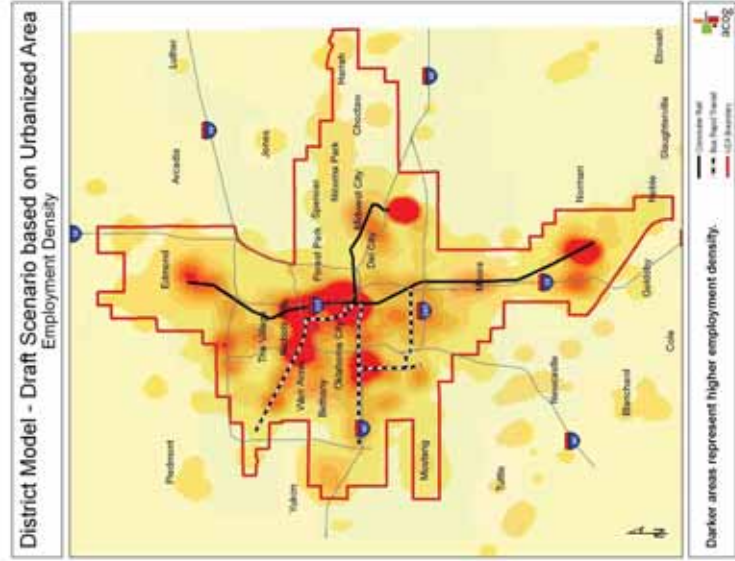
City Model - Scenario 1  
Oklahoma City, Norman, Edmond, Moore, Midwest City, and Del City



## DISTRICT MODEL

- ✗ RTA boundary does not have to follow pre-existing legal boundaries
- ✗ Much like a school district
- ✗ If the majority of the district votes “yes,” then the RTA is created

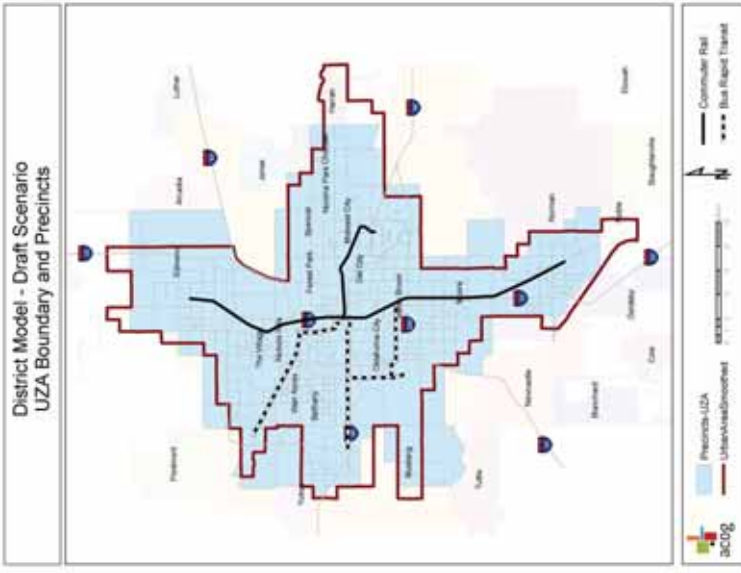
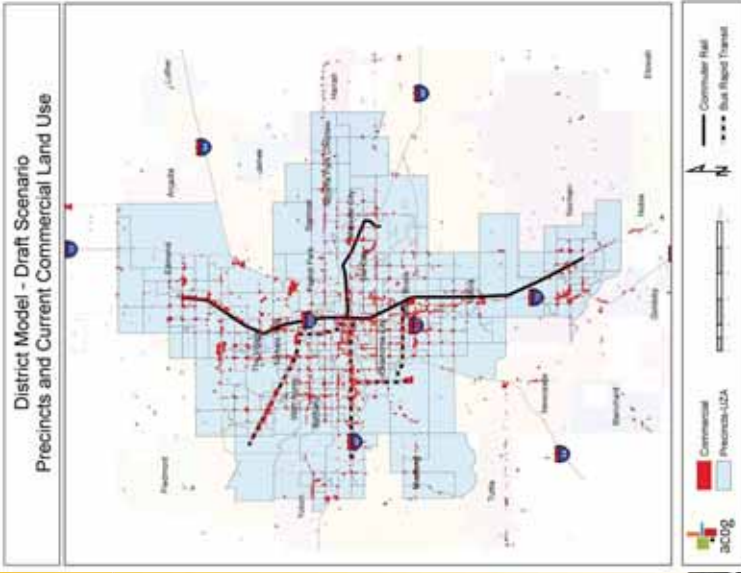




## USING THE UZA AS A BASE

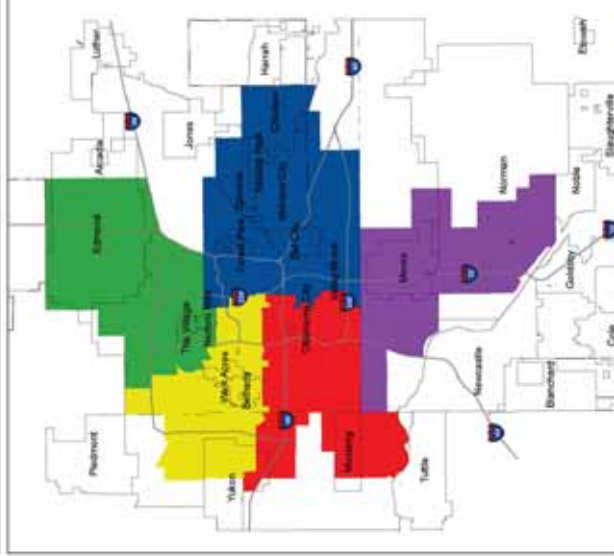
- ✗ Finance/Governance committee sought help from the Oklahoma Tax Commission to see what was feasible for tax collection purposes
- ✗ Easiest if boundary was based on a pre-existing political boundary
  - + State House/Senate Districts
  - + School Districts
  - + Precincts







UZA/Precinct-Based District Model - Draft Scenario  
Five Subdistricts - Version #1



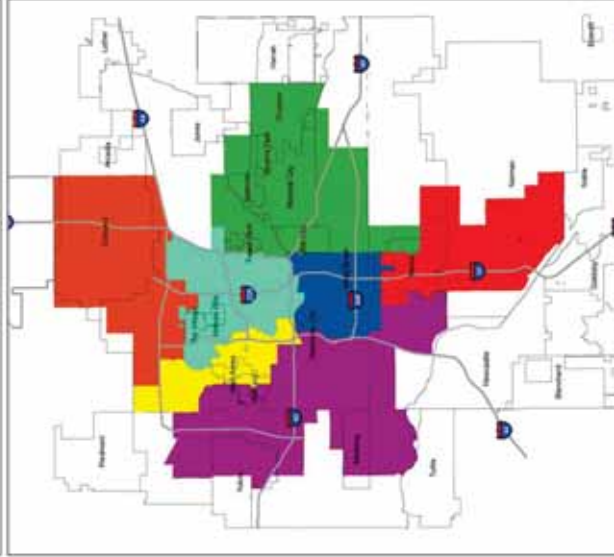
Subdistrict population = 173,200

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Subdistrict population = 123,700

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UZA/Precinct-Based District Model - Draft Scenario  
Seven Subdistricts



Subdistrict population = 123,700

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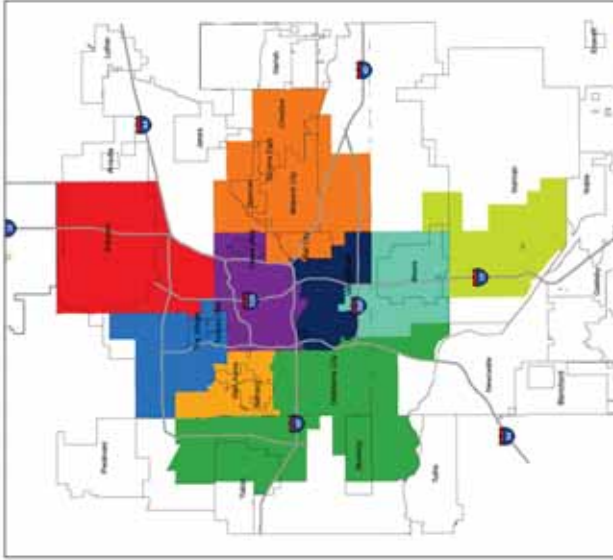
# GOVERNING STRUCTURE CONSIDERATIONS

- ✗ Elected vs. Appointed
- + Elected boards :
  - ✗ Lack of name recognition (like voting for judges)
- + Who would appoint board members?
  - ✗ Subcommittee is still exploring options



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UZA/Precinct-Based District Model - Draft Scenario  
Nine Subdistricts - Version #2



District Population: 656,017 (2000 estimate)  
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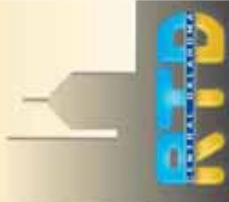
Subdistrict population = 96,000

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# FINANCING OPTIONS

- Farebox
- Fuel Tax
- Hotel/Motel Tax
- Bonds
- Parking Revenue
- Property Tax
- Sales Tax
- City General Fund
- New Starts
- University Contribution
- Federal Loan
- Federal Appropriation
- Advertising Revenue
- State Appropriation
- TIF
- Public/Private Partnership



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# DISTRICT BOUNDARY AND SALES TAX

Adjusted 2009 Sales Tax	1 cent	3/4 cent	1/2 cent	1/4 cent
\$502,055,960	\$134,690,835	\$101,018,126	\$67,345,417	\$33,672,708



# REGIONAL TRANSIT DIALOGUE



# FIXED GUIDEWAY STUDY COSTS

CAPITAL COSTS	
Commuter Rail	\$234,000,000
Bus Rapid Transit (BRT)	\$40,200,000
Modern Streetcar	\$83,200,000
Enhanced Bus	\$31,800,000
<b>TOTAL</b>	<b>\$389,200,000</b>

YEARLY OPERATING AND MAINTENANCE	
Commuter Rail	\$9,700,000
Bus Rapid Transit (BRT)	\$22,600,000
Modern Streetcar	\$3,200,000
Enhanced Bus	\$60,300,000
<b>TOTAL</b>	<b>\$95,800,000</b>



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# TECHNICAL/LAND USE SUBCOMMITTEE

Shannon Entz, Chair  
Mark Seibold, Vice-Chair



## TECHNICAL/LAND USE SUBCOMMITTEE

- ✘ 2005 Fixed Guideway Study as the foundation
- ✘ Preparation for future transit?
- ✘ Regional corridors:
  - + Focus on moving people
  - + Focus on sustainability
  - + Focus on equity



## TLUS TASKS & RECOMMENDATIONS

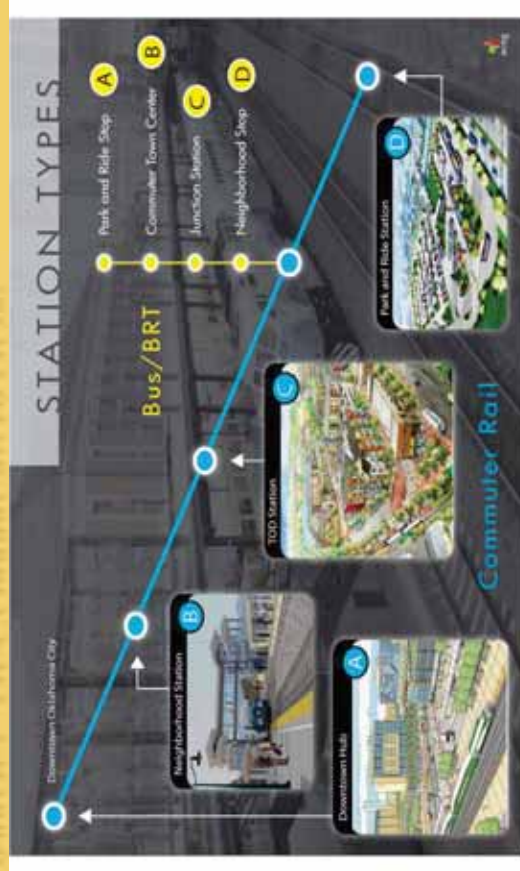
2010



- ✘ Examine land use practices and reach consensus on recommendations that support the RTA.
- ✘ Prepare summary of findings and recommendations for RTA Member-cities.
  - + Easily Explainable
  - + Sample Resolution and Policies
  - + Steps for Implementation
  - + **Based on each community's current transit services, infrastructure and needs for transit.**



# SAMPLE RECOMMENDATION



# Regional Transit Dialogue **PUBLIC OUTREACH SUBCOMMITTEE**

Jeff Bezdek, Chair  
Sarah Welch, Vice-Chair



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## PUBLIC OUTREACH SUBCOMMITTEE

- + Identify public input needs
- + Build consensus
- + Help build momentum



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Fixed Guideway Brochure



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# INTERMODAL TRANSPORTATION HUB STUDY

DENVER



DALLAS



SEATTLE



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# QUESTIONS?



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