



REGIONAL TRANSIT DIALOGUE

Technical/Land Use Subcommittee

August 27, 2009 – 1:30 p.m.
ACOG Board Room, 21 E Main St., Suite 100
Oklahoma City, OK 73104

Shannon Entz, Chair Technical/Land Use Sub-Committee, Community Development Manager, Edmond
Mark Seibold, Vice Chair Technical/Land Use Sub-Committee, City Planner, Choctaw

Attendees

Shannon Entz – Edmond
Mark Seibold – Choctaw
Marisa Wells – OSDH-OKC
Susan Connors – Norman
Randy Entz – OKC
Larry Hopper – COTPA
John Bowman – ODOT
Kyran Mish – OU/CE
Grant Humphreys -The Humphreys Company
Joe D. Bryant
Billy Harless – Midwest City
Nathaniel Harding – Harding & Shelton, Inc
John Hasley- Capitol Chamber of Commerce
Hans Butzer - University of Oklahoma
Kyran Mish – OU/CE
Cody Ponder – CART
ACOG Staff – Ryan Billings, Kara Chiodo, Daniel Fazekas, Holly Massie,
Doug Rex, John Sharp

Guests

John Lowery- Oklahoma City-County Health Department

Summary

I. Welcome/Introductions

Shannon Entz welcomed everyone and committee members and ACOG staff introduced themselves.



II. Steering Committee Meeting Update – Shannon Entz

Shannon Entz was happy with the focus, guidance and updates to the Steering Committee at its August 26 meeting. Ms. Entz informed the TLUS group that the Steering Committee is looking for more guidance on different governance and finance structures. Ms. Entz also informed the group that the Steering Committee would like written updates prior to meeting day. Doug Rex and Ryan Billings informed the group that the Public Outreach Subcommittee is working on a pamphlet for the public on the Fixed Guideway Study, which serves as the foundation for the RTD.

III. TIGER application update – Doug Rex

Doug Rex gave brief update on the ACOG TIGER Grant Application. TIGER stands for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program, which was created under the American Recovery and Reinvestment Act (ARRA) of 2009, otherwise known as the stimulus bill. The \$1.5 billion nationwide grant program will be available for only capital investments. Eligible TIGER grantees, such as transit agencies, port authorities and multijurisdictional coalitions may submit projects ranging from a minimum of \$20 million to a maximum of \$300 million. The TIGER grant application is due September 15. The final application will request funds for the Midwest City rail Corridor. This rail line was from Tinker Air force Base, through Midwest City to the Bricktown area of Oklahoma City. The consultant encouraged the TIGER work group to focus on one corridor/ rather than all three corridors. Construction and startup of the Midwest City and Dell City corridor could fit under timeline criteria of the TIGER grant. The project needs to be up and running by 2012. The north/south lines (Edmond to OKC corridor and OKC to Norman corridor) could not be completed in that timeline. The amount of TIGER grant funds requested for the Midwest City corridor will be approximately 60 million.

Kyran Mish felt that the grant application process was a good start, but expressed concern that application draft copy was not available to be edited(with only a couple of weeks away from the application deadline). Mr. Mish believed this was a great opportunity for the region and to make sure the application is correct and he offered his services.

Doug Rex agreed with Mr. Mish and said he looked forward in any input, edits, and contributions from anyone wanting to help in the application process. The TIGER work group would utilize anyone willing to help in the application process.

Holly Massie noted that ACOG's creation of a TIGER work group was an important first step for future TIGER grants and future regional transit issues. Doug Rex emphasized how the leaders of all municipalities, who were involved with the TIGER grant process, saw the greater vision of the Midwest City Corridor because of future TIGER grant applications.

Doug Rex asked Larry Hopper how much an Alternative Analysis would cost on the north/south corridor. Mr. Hopper believed it would cost \$500, 000 to \$750,000.

IV. RTD “Mantra” Consideration and Discussion – Shannon Entz

No Broken Links:

All public transportation modes need to be reliable, safe, affordable, efficient, accessible and accountable to the taxpayers.

Shannon Entz encouraged everyone on the subcommittee to think about the mantra’s meaning and asked the subcommittee to add to and/or edit the mantra. After subcommittee discussion, Ms. Entz informed the group that she would take the ideas and bring forth a finalized for the group at the next meeting. The finalized/ approved mantra will be used in all future Technical/ Land use Subcommittee documents.

V. TLUS Task List Item #3: Presentation on Health and Accessibility

The Wellness Score – Jon Lowery

Jon Lowery gave a presentation on the overall public health of Oklahoma County and the access to public and/or alternative forms of transportation between zip codes. Mr. Lowery presented public health down to the zip-code level. Mr. Lowery’s presentation can target health issue towards any local organization/government department within a community. Mr. Lowery’s research studied resource allocation (i.e. grocery stores, banks, versus pawn shops, and alcohol stores) of healthy versus not healthy communities.

Mr. Lowery’s data showed the top three indicators of negative unhealthy outcomes are education, transportation, and emergency department utilizations. Mr. Lowery’s data also showed that public transportation (i.e. bus stops) is not aligned with public/free medical clinics. This means that the people of Oklahoma County are using the bus routes to emergency rooms for routine medical issues and primary care which further strains the local emergency care.

Mr. Lowery introduced the phrase “resource desert”. Resource deserts are created when people of a lower income community cannot obtain nutritious food due to physical barriers (i.e. lack of sidewalks or connections). This result is people obtaining their food from the same place they get their gas or fast food. Man-made barriers are the primary reason for the lack of quality transportation alternatives.

Regional accessibility, priorities, and recommendations – Shannon Entz

Shannon encouraged the subcommittee to think of ideas/concepts and to integrate those concepts into its recommendations to the Steering Committee based on Jon Lowery’s presentation. John Sharp discussed the MAPS 3 senior centers concept and placing some of these centers within walkable areas of the city.

VI. Schedule Next Meeting Dates (September/October) – Shannon Entz

Larry Hopper offered the COPTA offices for next meeting site. Everyone agreed to the September 9th, 2009 meeting at 1:30pm.

VII. Adjourn