

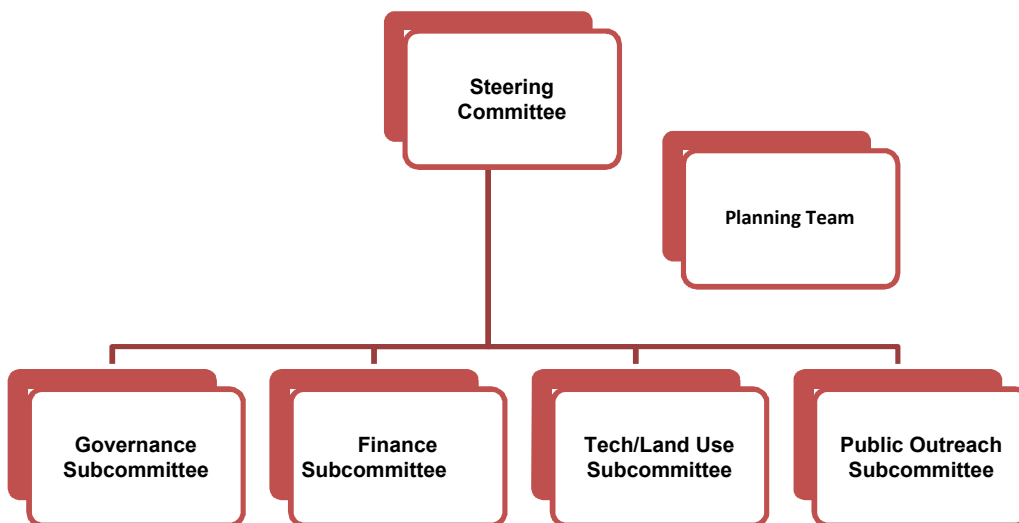
Regional Transit Dialogue Committee Structure

Over the past few years, communities in Central Oklahoma have become energized about public transportation. Certainly, transit can be a viable option to get area residents to work, can serve as a catalyst for community revitalization and increased density, and as a tool for improving air quality and reducing energy consumption.

As a result, ACOG, in cooperation with local partners, has initiated a visioning process to determine the desire for expanded and enhanced regional public transportation. This Regional Transit Dialogue (RTD) will engage locally elected officials, policy stakeholders, private sector leaders, and the general public to articulate how transit can serve the Oklahoma City Area Regional Transportation Study (OCARTS) area in the years and decades to come. Specifically, the process will be designed to address a number of key themes/concepts including:

- Development of a seamless regional transit system,
- Exploration of dedicated funding sources and strategies,
- Provision for more effective coordination and integration of regional transit services,
- Improved integration between transit and land use.

The RTD process will be managed by a steering committee and four subcommittees. A planning team has also been established to handle logistics of the dialogue and to staff the committees.



Steering Committee:

The Steering Committee will advocate, guide and direct the Regional Transit Dialogue process to its conclusion. Members will be asked to build consensus on opportunities for expanding regional transit services and present its recommendations to the ACOG Board of Directors. The recommended size of the committee is 20-25 members split equally between public and private sector representatives.

Governance Subcommittee:

The purpose of the Governance Subcommittee is to research and identify the advantages and disadvantages of forming a regional transit authority (RTA). In addition, the subcommittee will be tasked to provide a detailed exploration of at least three potential frameworks for the organizational and management structure of the RTA, including review of other similar agencies/organizations.

Finance Subcommittee:

The Finance Subcommittee will research funding mechanisms to support the capital and operating costs of a future regional public transportation system. The subcommittee will be tasked to provide a detailed exploration of at least three potential funding mechanisms.

Technical/Land Use Subcommittee:

The Technical/Land Use Subcommittee will explore and recommend land use planning policies that have proven successful throughout the country in furthering transit supportive development, as well as any other policies the subcommittee deems beneficial in helping prepare Central Oklahoma for a more comprehensive regional public transportation system. The subcommittee will also review the regional corridors and technologies identified in the 2005 Regional Fixed Guideway Study and recommend their prioritization in a manner that will best serve Central Oklahoma. Emphasis will be placed on the moving of people and sustainability of corridors.

Public Outreach Subcommittee:

The Public Outreach Subcommittee will develop a comprehensive public involvement plan to identify public input needs and to build regional consensus.

Benefits of Regional Transit Dialogue

- Multi-jurisdictional coordination and planning
- Public and private collaboration on transportation goals
- Connection of large employers, universities, shopping, entertainment, airports, and other activity centers throughout Central Oklahoma, regardless of municipal boundaries
- Comprehensive public outreach and involvement of citizens
- Mobility for all citizens: more transportation choices
- Unified voice on public transportation needs and priority corridors
- Development of regional financing and implementation strategies
- A stronger voice with state and federal leaders
- Creation of new economic development opportunities
- Improved air quality and health of citizens: less emissions from cars and trucks
- Reduced congestion
- Position region for pursuing Alternatives Analysis in seeking federal funding for priority corridors