

OKLAHOMANS FOR NEW TRANSPORTATION ALTERNATIVES COALITION



***ENSURING OKLAHOMA'S
RAIL TRANSIT FUTURE***

www.ontracok.org

ABOUT ONTRAC

- Oklahoma public interest organization representing more than 1000 members
- Nine-member board, including state and community leaders
- Mission: Ensure Oklahoma's rail transit future
- Current focus: Save OKC Union Station terminal facility as regional rail transit hub
- Website: www.ontracok.org

OKC UNION STATION



NOT JUST AN ICONIC BUILDING...

WHY RAIL TRANSIT?

- Stimulates economic development
- Provides safe, reliable, inexpensive, energy-efficient transportation
- Reduces vehicular traffic and congestion
- Lowers carbon dioxide emissions that contribute to global warming
- Reduces unhealthy ozone levels
- Enhances quality of life
- Provides important transportation option for military facilities

A sunset over a dark landscape with two parallel lines receding into the distance. The sky is a mix of orange, red, and purple, with the sun low on the horizon. The lines on the ground are dark and recede towards the horizon.

Rail Transit: An Economic Opportunity for Oklahoma

It's time.

**A Preliminary Study
For OnTrac
By Garl B. Latham
Latham Rail Services
Dallas, Texas**

TRANSIT ORIENTED DEVELOPMENT



Downtown Plano: Before
and After



SIGNIFICANT ECONOMIC BENEFITS

Potential Fiscal Impacts of Existing and Proposed Transit-oriented Development in the Dallas Area Rapid Transit Service Area Annual Estimates at Buildout

Description	Value
Announced Value	\$ 4,902,800,000
Announced Value Attributable to DART	\$ 4,255,700,000
Cities	
Taxable Property Value	\$ 2,843,779,000
Property Tax Revenues	\$ 16,785,000
Taxable Retail Sales	\$ 665,552,000
Sales Tax Revenues	\$ 6,656,000
Total Revenue to Cities	\$ 23,531,000
Counties	
Taxable Property Value	\$ 2,842,259,000
Property Tax Revenues	\$ 6,593,000
School Districts	
Taxable Property Value	\$ 2,904,207,000
Property Tax Revenues	\$ 46,380,000
Community College Districts	
Taxable Property Value	\$ 2,736,047,000
Property Tax Revenues	\$ 2,306,000
Hospital District	
Taxable Property Value	\$ 2,633,261,000
Property Tax Revenues	\$ 6,688,000
State of Texas	
Sales Tax Revenues	\$ 41,597,000
Total State and Local Tax Revenues	\$ 127,095,000*

* Includes local property taxes and state and local sales taxes. Sources: Dallas Central Appraisal District, Media reports, Chambers of Commerce, Developers, DART, Authors' estimates.

WHY NOW?

- Protect our transportation and economic future from high energy costs
- Public demand for rail transit
- Federal support for rail transit
- Stricter EPA ozone standards
- Ensure OKC metropolitan area remains regionally competitive

BACK OF THE PACK

- Oklahoma City ranked **last** out of 50 largest metropolitan areas as best prepared for \$4 gasoline
- Ranking based on issues such as sprawl and public transit use
- Ranked 48 of 50 on public transit use
- Lack of public transit use due to lack of effective transit system

From:

Major US Cities Preparedness for an Oil Crisis:

Which Cities and Metropolitan Areas are Best Prepared for \$4 a Gallon Gasoline and Beyond?

A Study By Warren Karlenzig, Common Current, March 2008

BEHIND THE TIMES



- **COMMUTER RAIL**
- **LIGHT RAIL**

**SYSTEMS CURRENTLY IN OPERATION,
UNDER CONSTRUCTION, OR IN
PLANNING & DEVELOPMENT**

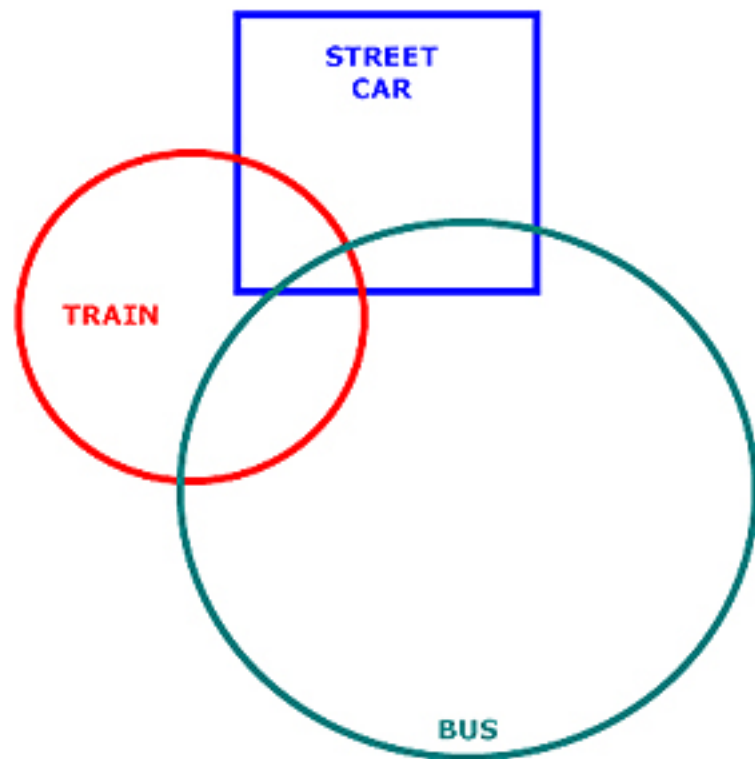
RAIL TRANSIT SYSTEMS



THE FUTURE IS NOW

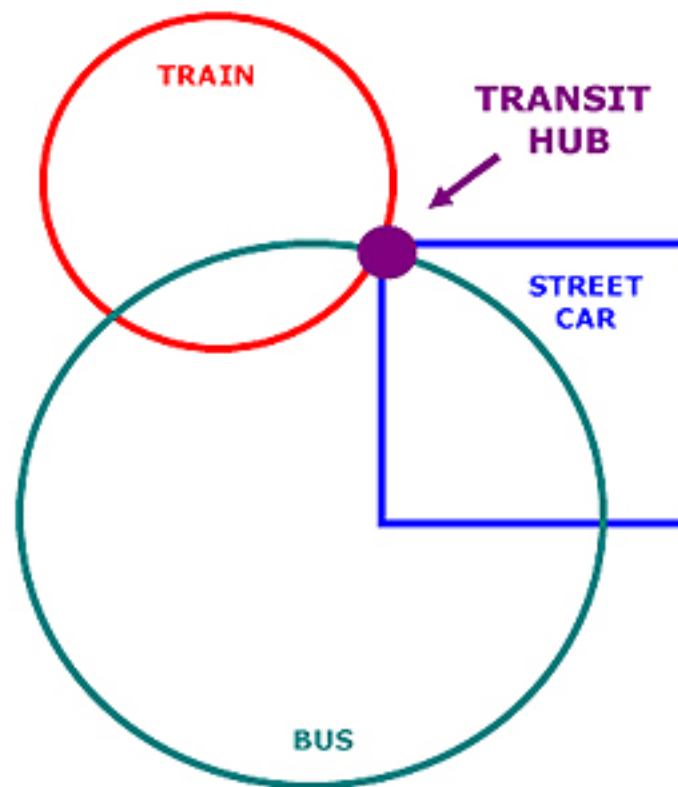
INTERMODAL TRANSPORTATION

- Movement of passengers from one mode of transport to another, typically taking place at a terminal hub designed for such purposes
- Hub is foundation of system
- Transit corridors key to hub location



MULTIMODAL TRANSIT SYSTEM

"Multimodal transportation. The movements of passengers or freight within a set of transport modes offering connections between a set of origins and destinations. Although intermodal transportation is possible, it does not necessarily occur."



INTERMODAL TRANSIT SYSTEM

"Intermodal transportation. The movements of passengers or freight from one mode of transport to another, commonly taking place at a terminal specifically designed for such a purpose."

LIGHT RAIL VS. COMMUTER RAIL

- **Light Rail:** Electric powered trains operating on new dedicated tracks

\$40-50 million per mile

- **Conventional (Commuter) Rail:** Diesel powered trains operating on existing freight and passenger tracks

\$4-5 million per mile

COMMUTER RAIL - THE AFFORDABLE SOLUTION



**DALLAS/FT. WORTH
TRINITY RAIL EXPRESS**



NEW MEXICO RAIL RUNNER



UTAH FRONT RUNNER



SEATTLE SOUNDER

CENTRAL NEW MEXICO COMMUTER RAIL SYSTEM



1 MILLION RIDERS IN JUST 2 YEARS

SALT LAKE CITY FRONT RUNNER AND TRAX SYSTEM



**NOTE: FRONT RUNNER
SERVICES HILL AIR
FORCE BASE**

UTA TRAX & FrontRunner Map



SALT LAKE CITY RAIL TRANSIT SYSTEM AND HUB

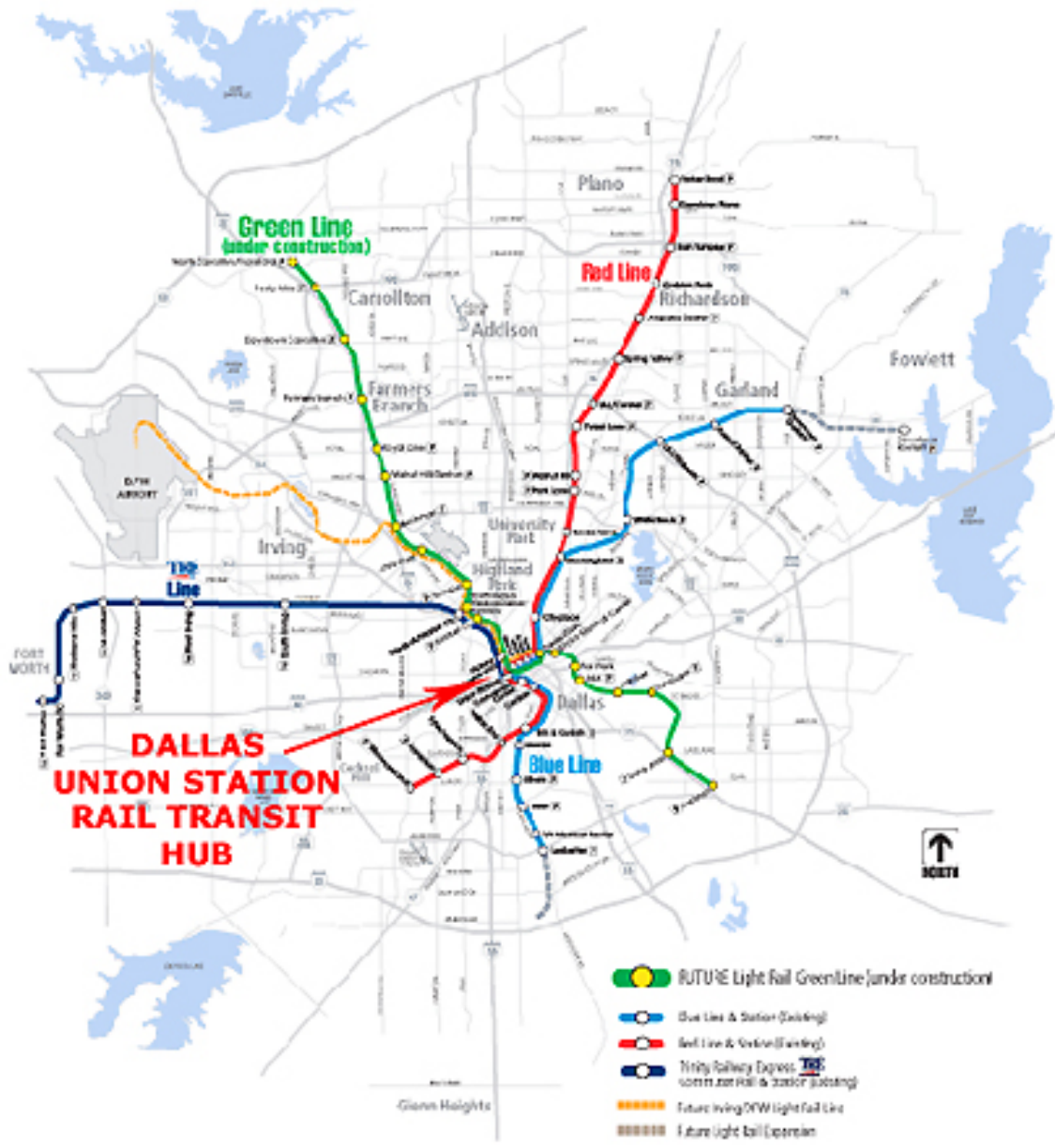
DALLAS TRE, DART AND MCKINNEY AVENUE TROLLEY SYSTEM





CURRENT & FUTURE RAIL SYSTEM

DALLAS RAIL TRANSIT SYSTEM AND HUB



DALLAS UNION STATION...



...A REGIONAL RAIL TRANSIT CENTER



DALLAS UNION STATION IN 1975



A DETERIORATING FACILITY

DALLAS UNION STATION TODAY...



...A MODERN RAIL TRANSIT HUB





OKLAHOMA CITY UNION STATION



**UNION
STATION**

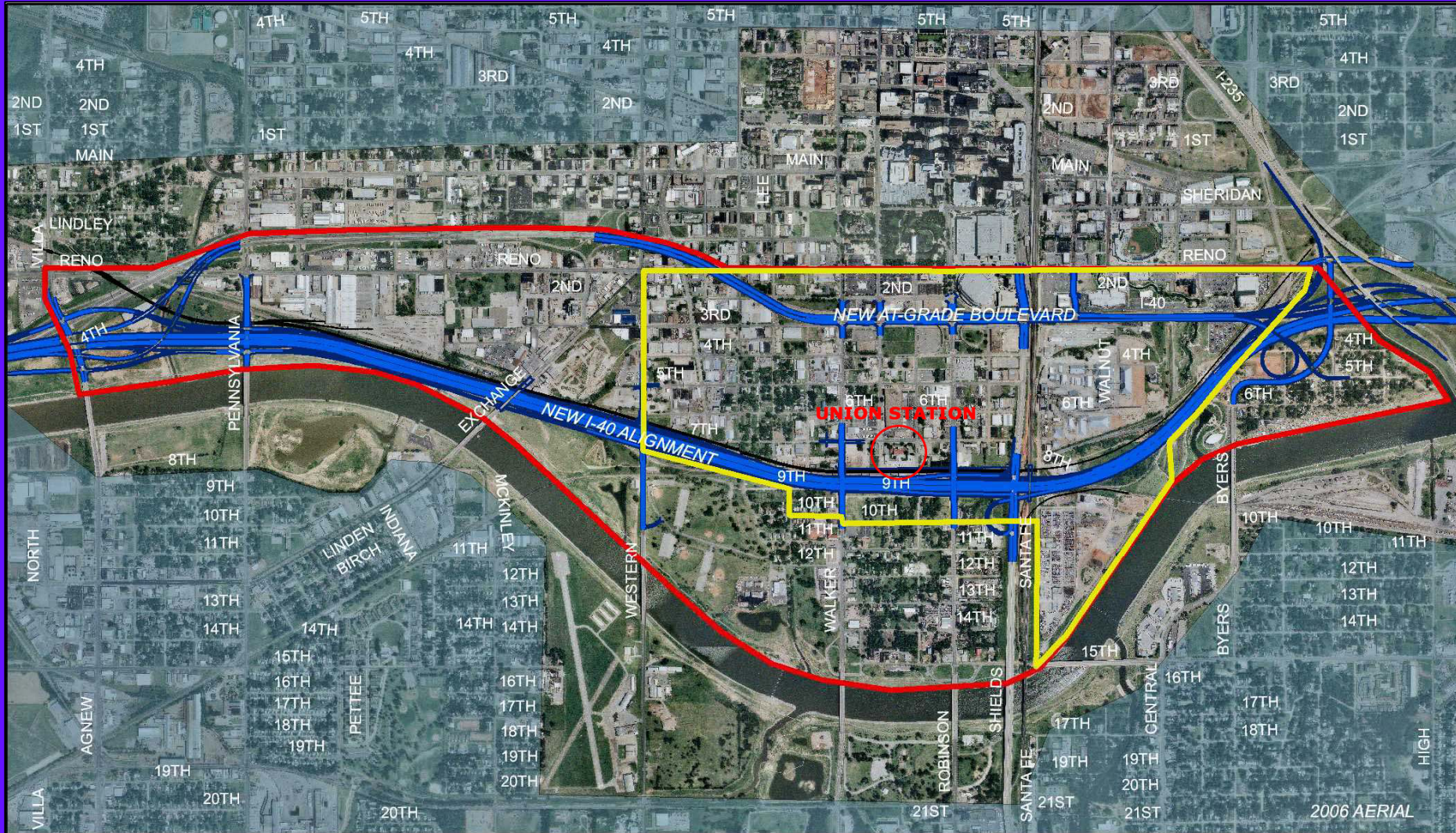
SANTA FE DEPOT



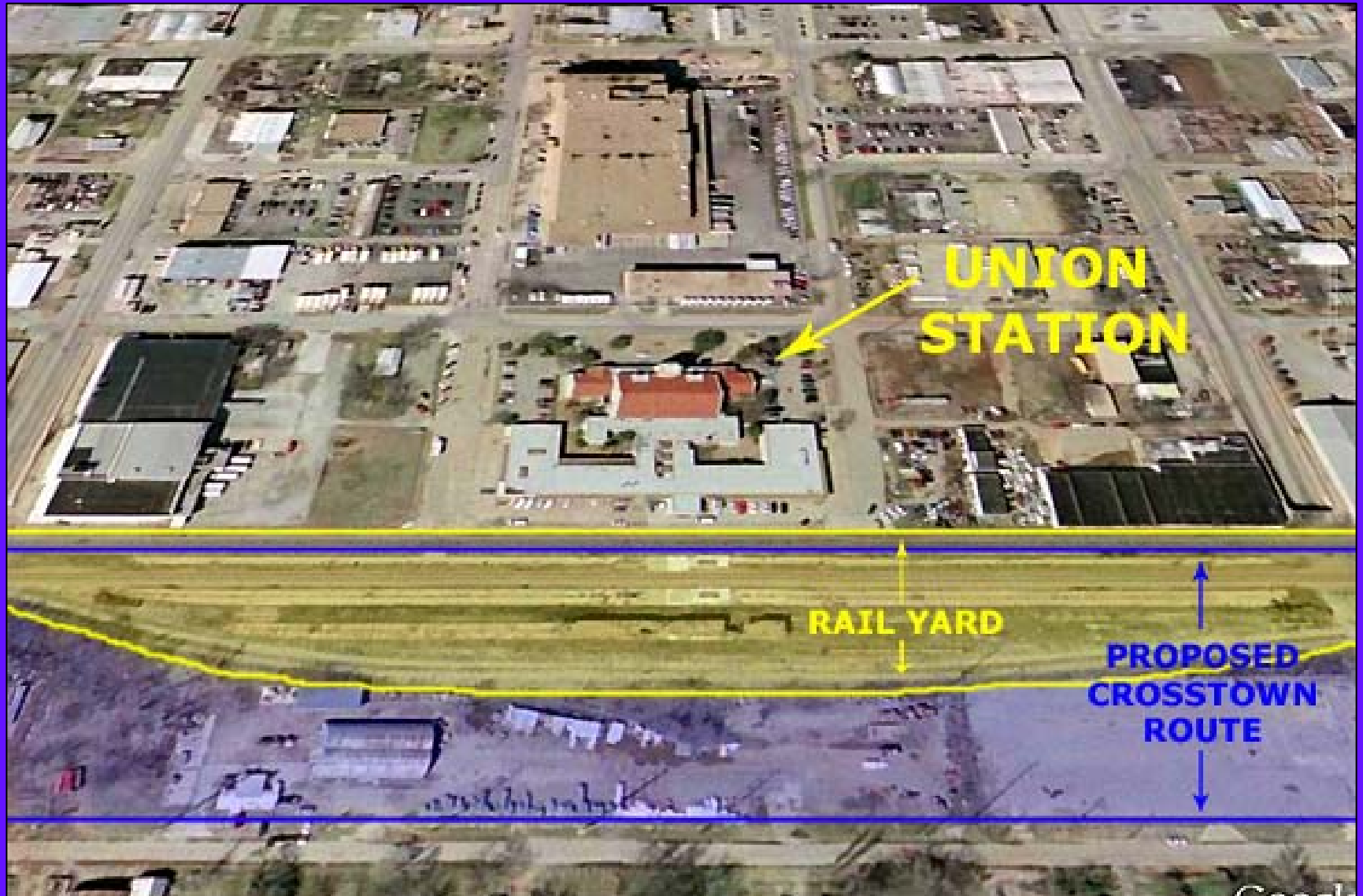
WHAT'S ALL THE FUSS ABOUT?

- Crosstown Expressway being realigned
- Several routes were considered
- Chosen route is along BNSF right-of-way and through Union Station rail yard
- Route will eliminate majority of track and platform space needed for regional rail hub
- Route will eliminate critical section of BNSF rail line and transit corridor

CROSSTOWN REALIGNMENT



ABANDONING THE FUTURE



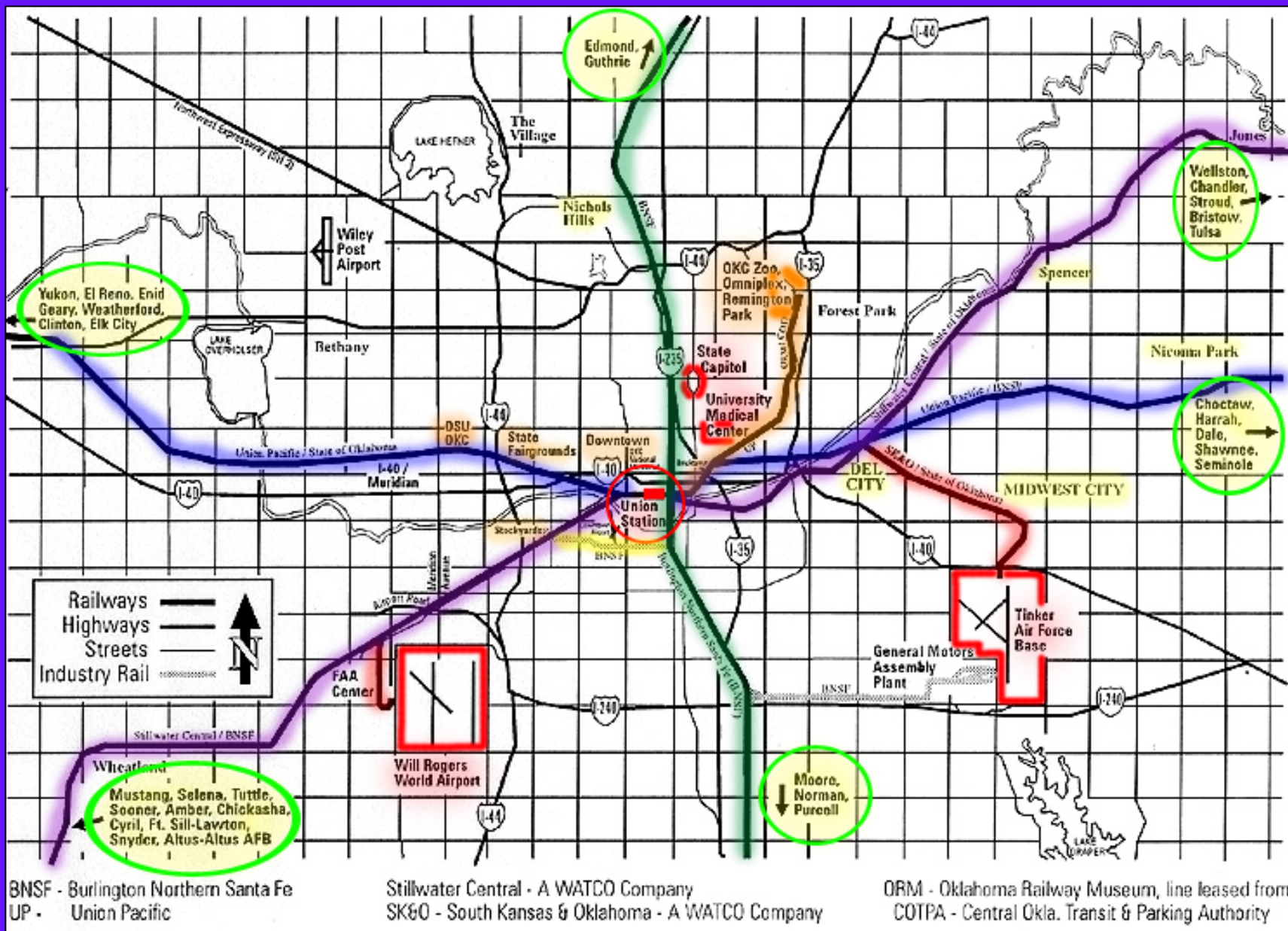
A MODERN COMPARISON



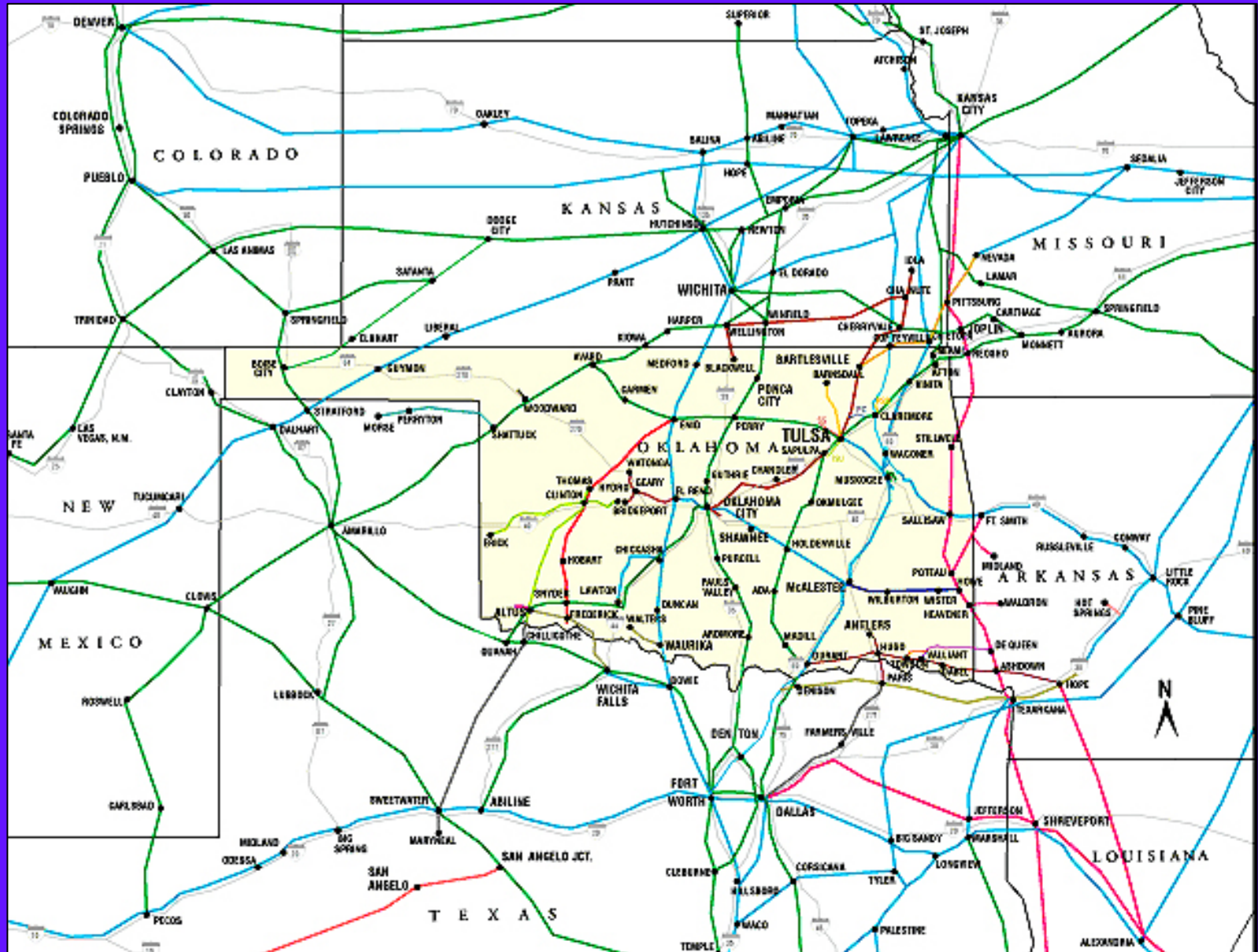
WHY SAVE THE RAIL YARD?

- Crucial hub for regional rail transit system
- Direct rail service to major towns and cities throughout the state
- Connections to State Capital Complex, OU Health Sciences Center, and Will Rogers World Airport
- Important rail linkage to Oklahoma's military bases
- Invaluable rail yard space and infrastructure

CRUCIAL HUB



REGIONAL CONNECTIONS



INVALUABLE RAILYARD



PRICELESS INFRASTRUCTURE



A DIAMOND IN THE ROUGH



Image U.S. Geological Survey

©2008 Google™

35°27'25.15" N 97°31'04.94" W

elev 1191 ft

Apr 2002

Eye alt 1536 ft

LESSONS FROM DART

“Unfortunately..., when the plans were drawn up..., **the need for track capacity was underestimated.** Originally there were eleven tracks serving the passenger trains. The...restructuring done by the City reduced this to three tracks. As soon as the plans DART had formulated were laid on the table it was clear that two additional tracks had to be restored...”

“Plans are in the works to add additional commuter rail lines to other outlying suburbs, which will place greater demands on the limited track space. **The solutions would have been much simpler if planners had looked...farther ahead** and anticipated this...demand.”

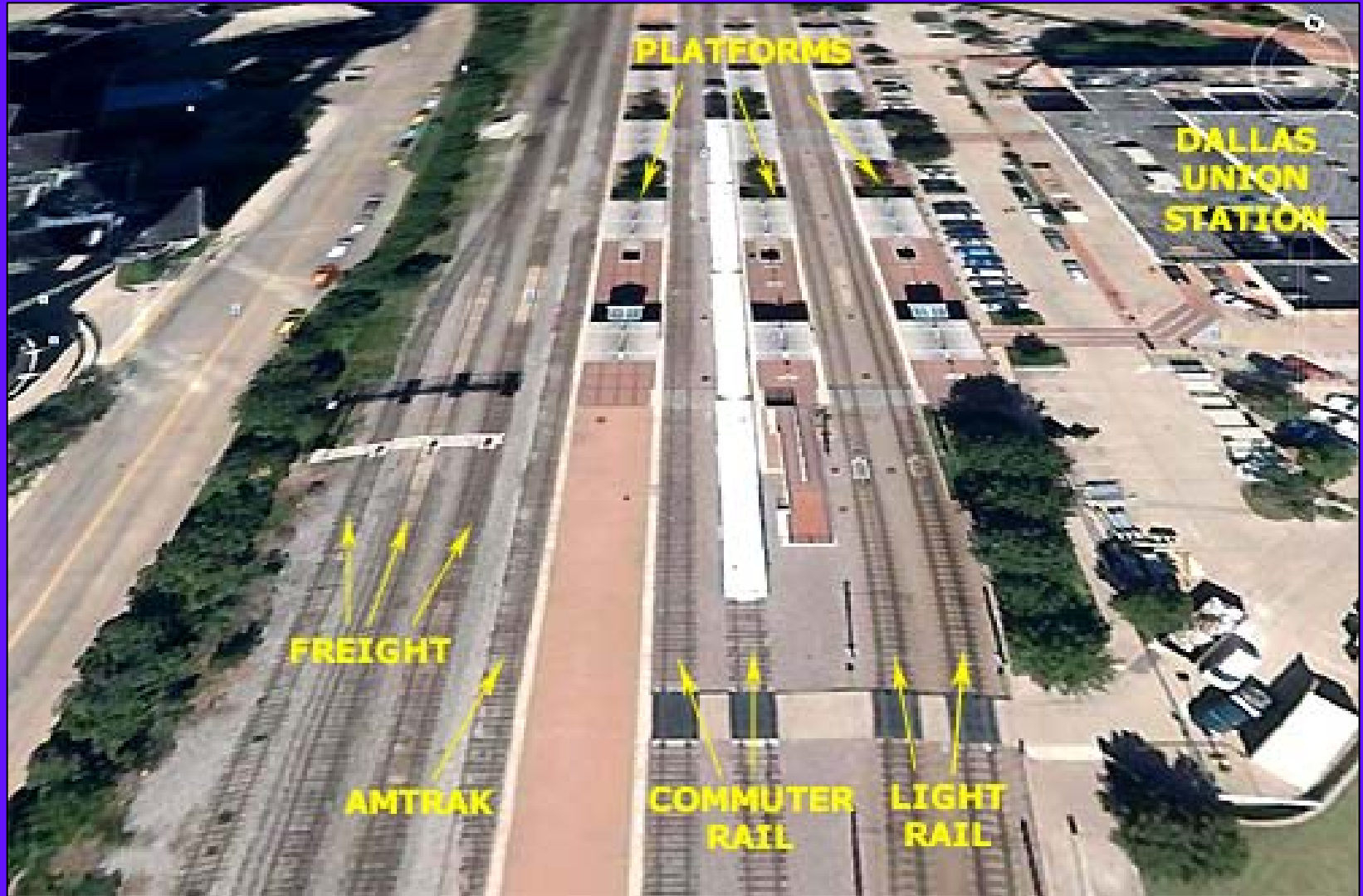
“**There is a lesson to be learned here for Oklahoma City as it would be unfortunate for them to make the same mistake,** if not a worse one, by removing major portions of the station trackage which might be impossible to replace.”

- Marvin Monaghan
Former DART Director

COMPETING INTERESTS



CRITICAL SPACE



DISPELLING THE MYTHS

- **Myth No. 1:** One main track and one side track at Union Station is all that we need
- **Myth No. 2:** Abandoning BNSF rail line is of little consequence
- **Myth No. 2:** Union Station is too far away from downtown...nobody will use it
- **Myth No. 3:** Santa Fe Station is best suited to serve as a regional rail hub
- **Myth No. 4:** A new rail hub can easily be built somewhere else when we need it
- **Myth No. 5:** We can't afford it...rail transit systems cost billions of dollars

OKC SANTA FE STATION



- Single main rail line
- Restricted railyard
- Excessive freight traffic
- Limited Parking

PACKINGTOWN LEAD...



...A DYSFUNCTIONAL SOLUTION

REVITALIZING THE CORE

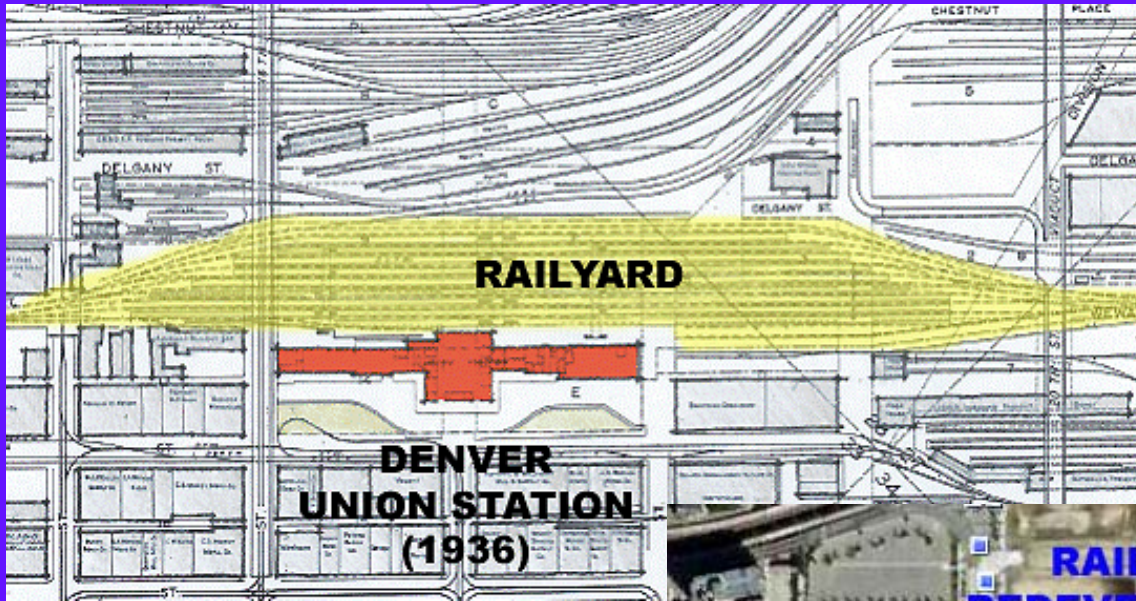


DENVER UNION STATION

RESTORING THE PAST

- “This Master Plan presents the vision for the rebirth of the historic Denver Union Station as a **regional and statewide multimodal transportation center**. The station’s redevelopment forges a critical transportation link for the metropolitan region and the state.”
- “Denver Union Station will be transformed into a hub for efficient transportation connections and transfers within and between the Metro area, the Front Range, mountain communities, DIA, the Rocky Mountain region, and the nation. Denver Union Station once again will be an **economic lifeline for the entire state**.”
- “This one-of-a-kind facility will become a new transportation and economic crossroads for the Denver region and the State of Colorado. **Denver Union Station combines a great location with excellent access to transportation infrastructure**. It is poised to become a regional transportation hub serving millions of people.”
- “The Master Plan process also studied passenger-rail stations in other cities that were **redeveloped into multimodal facilities**. These included Washington, D.C.’s Union Station, New York City’s Grand Central Terminal, Boston’s South Station, Los Angeles Union Station, Portland Union Station, and **Dallas Union Station**.”

DENVER UNION STATION...



...BACK TO THE FUTURE

CORE TO SHORE



A 21ST CENTURY DEVELOPMENT...

...WITHOUT A 21ST CENTURY TRANSIT PLAN



IN SEARCH OF A SOLUTION

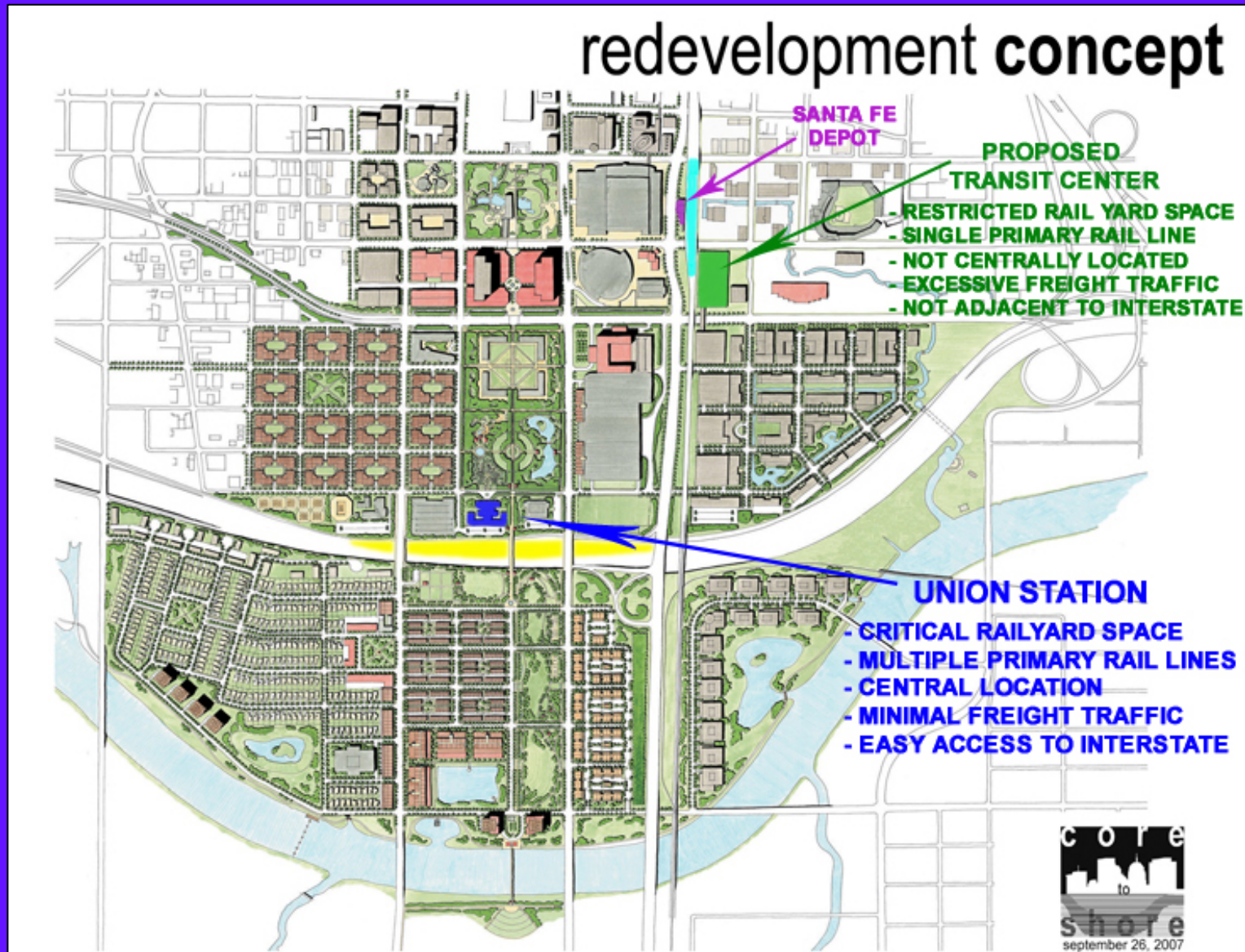
TRANSIT CENTER

Transit has a key future role in the city's transportation system. Serious consideration of implementing a multimodal transit system began with the publication of the *Fixed Guideway Study* in 2006, and a follow-up study is now considering alternative approaches. **As support for transit and its role in the city environment grows, the possibility increases that such a system will develop within the Core to Shore development timeframe.** Walking and bicycling are fundamental parts of the Core to Shore concept.

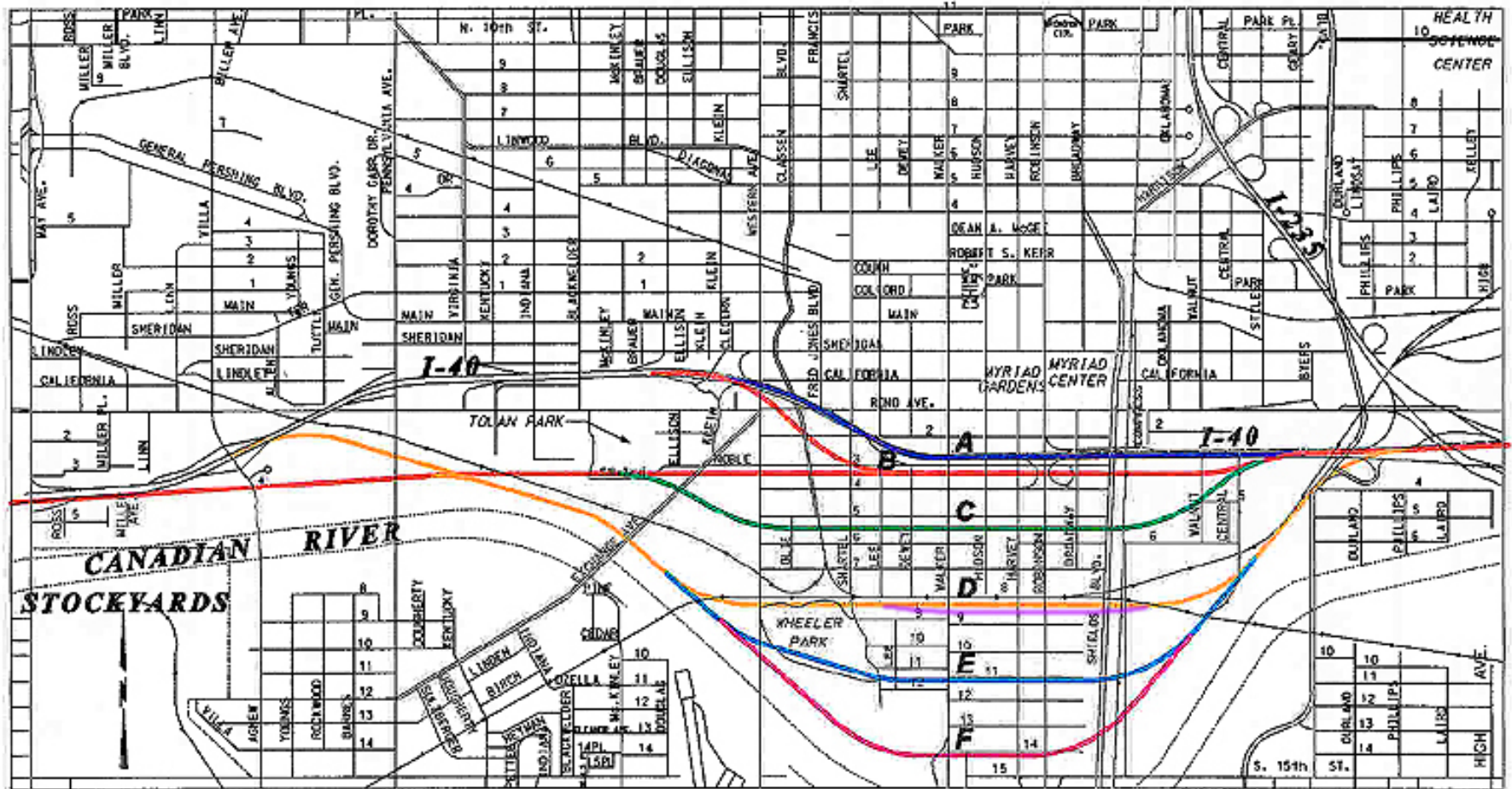
A transit center would serve all potential public transportation modes, including local circulators, city and intercity bus service, fixed guideway transit, and commuter and intercity rail passenger service. While the feasibility and location of such a site requires additional study, the Core to Shore Plan proposes a location along the north-south BNSF line as best able to serve all potential modes.

Key site criteria include a minimum two square block area, easy access to the interstate highway system, and adjacency to existing and potential passenger rail lines. The facility would include elevated rail platforms, surface and structured parking, transit transfer capabilities for both bus and fixed guideway transit, and supporting retail and other commercial services.

UNION STATION IS THE ANSWER

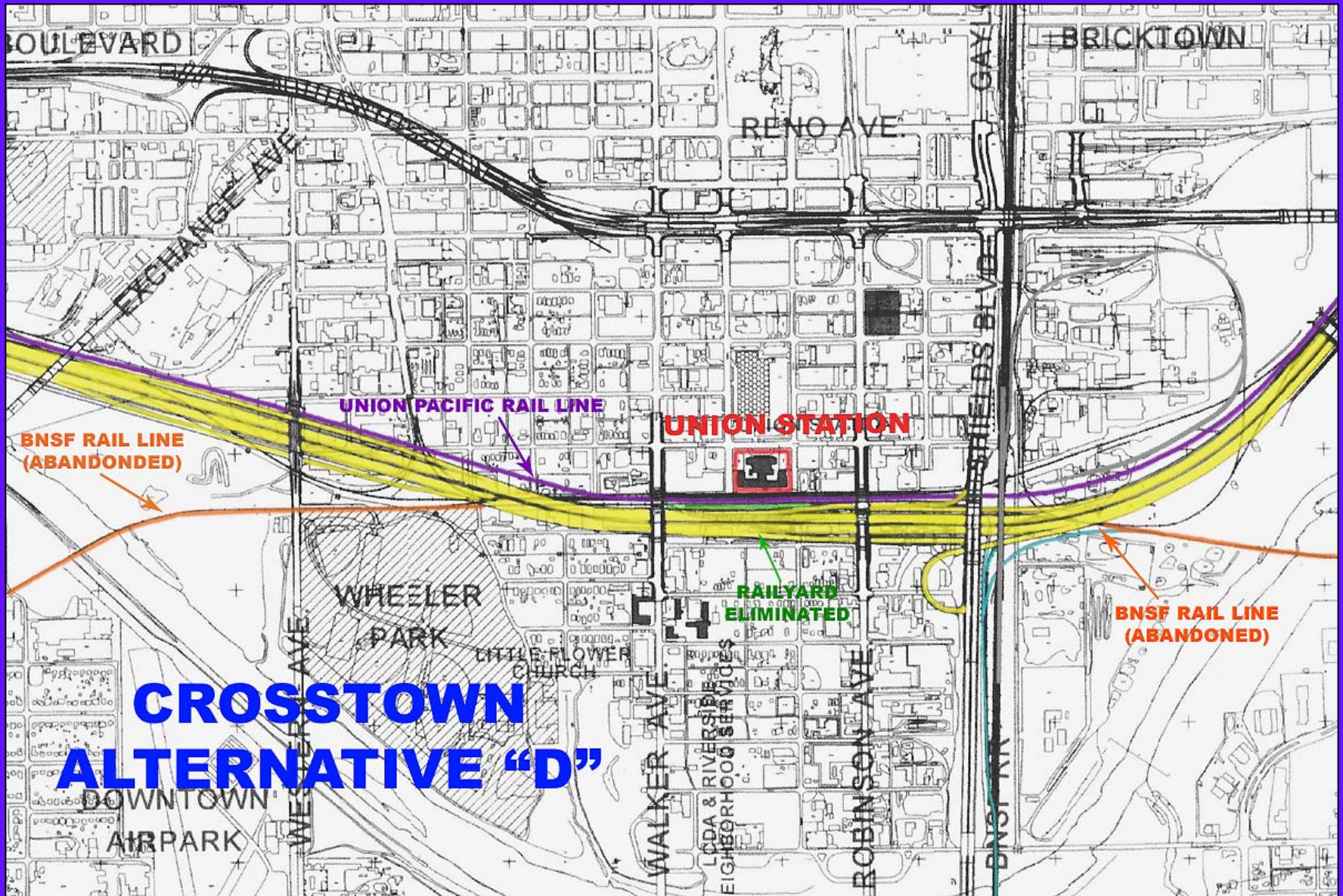


CROSTOWN ALTERNATIVES

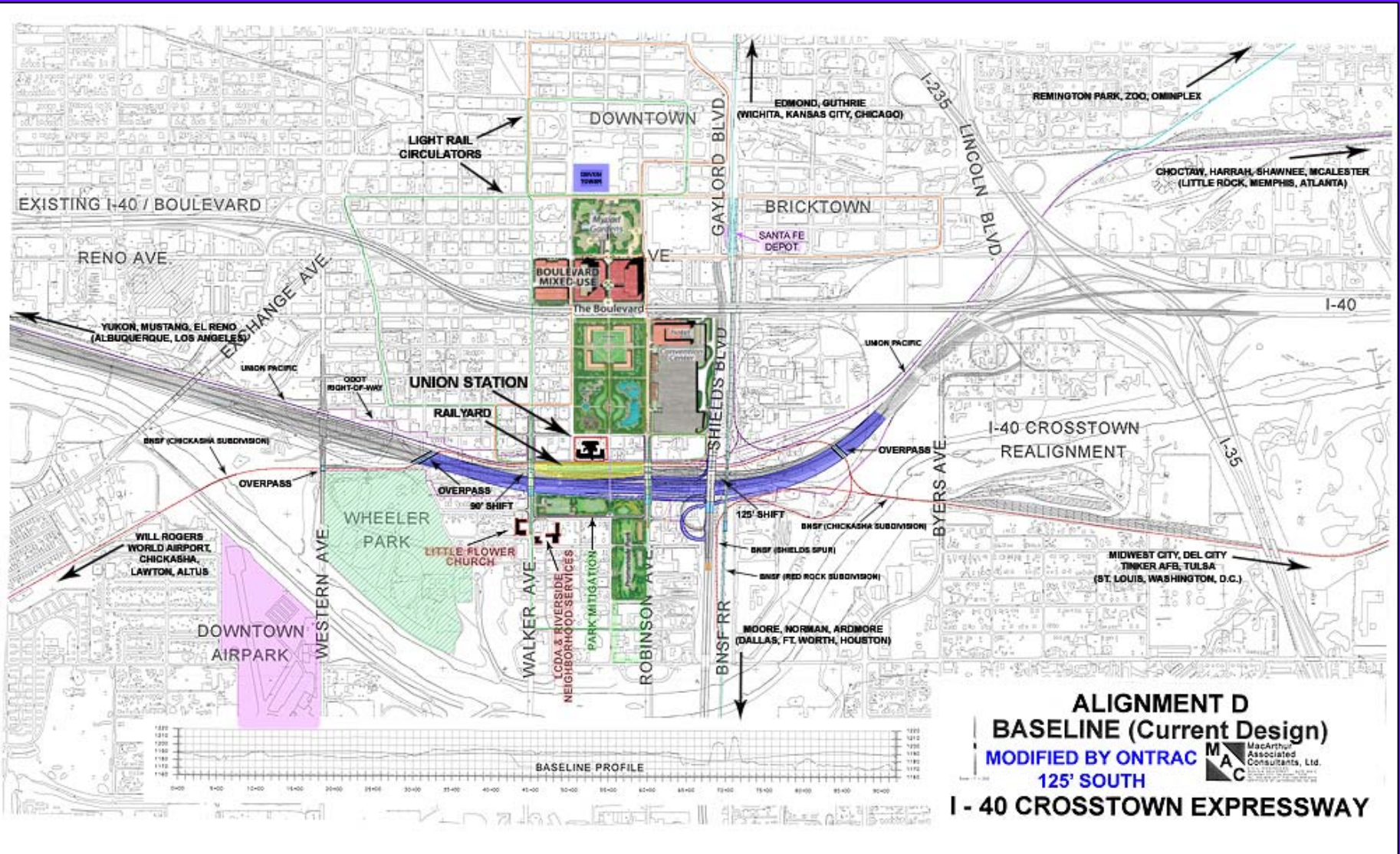


Source: MacArthur Associated Consultants, Ltd.

SELECTED ROUTE



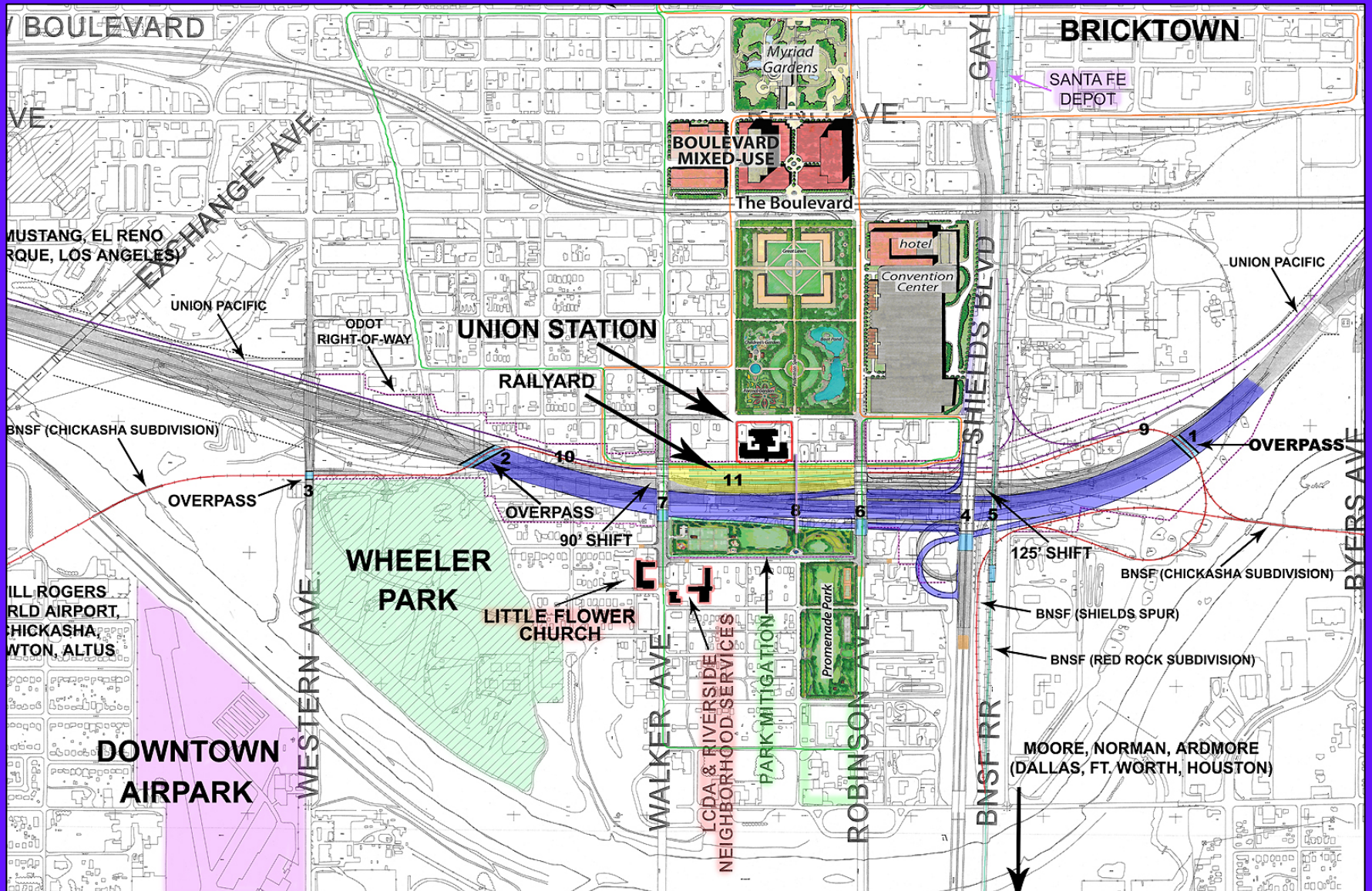
A BETTER ALTERNATIVE



ALIGNMENT D
BASELINE (Current Design)
MODIFIED BY ONTRAC
125' SOUTH
I - 40 CROSSTOWN EXPRESSWAY

MAC MacArthur Associated Consultants, Ltd.

A COMPREHENSIVE PLAN



OKLAHOMA CITY'S POSITION

“I think the location of I-40 is not the best location...for the long term future of transportation...I don't think it necessarily kills rail, but it certainly doesn't help it... **I don't think the appropriate study was made about where to locate the Crosstown in relation to the future transit needs of the City...it could have been a hundred yards further to the south...but that wasn't done.**”

- OKC City Councilmember Pete White

“I realize you were not here when those decisions about I-40 were made...I was here...and I know that **this City and many of the downtown leaders and the Chamber** and everyone that we worked with tried to work together... **we didn't want the route** ...and we were very limited in our decisions...in fact this was driven by the State... **this was driven by ODOT.**”

- OKC City Councilmember Ann Simank

“I believe **the Council and the Chamber both passed resolutions supporting alignment “B-2”...and alignment “D” was the one that was ultimately chosen.**”

- OKC City Manager Jim Couch

ODOT'S POSITION 1989

“The Oklahoma Department of Transportation supports the Central Oklahoma Transportation and Parking Authority’s proposed acquisition of the Union Station terminal in Oklahoma City as a means of providing a central focal point for existing public transportation and potential future passenger rail services for Central Oklahoma...Since Union Station terminal is strategically located along existing railroad right-of-way which may have future potential for passenger rail service, the terminal appears to be a worthwhile acquisition for COTPA.”

Neal A. McCaleb, Director
Oklahoma Department of Transportation
July 27, 1989

From a letter to the Urban Mass Transportation Administration

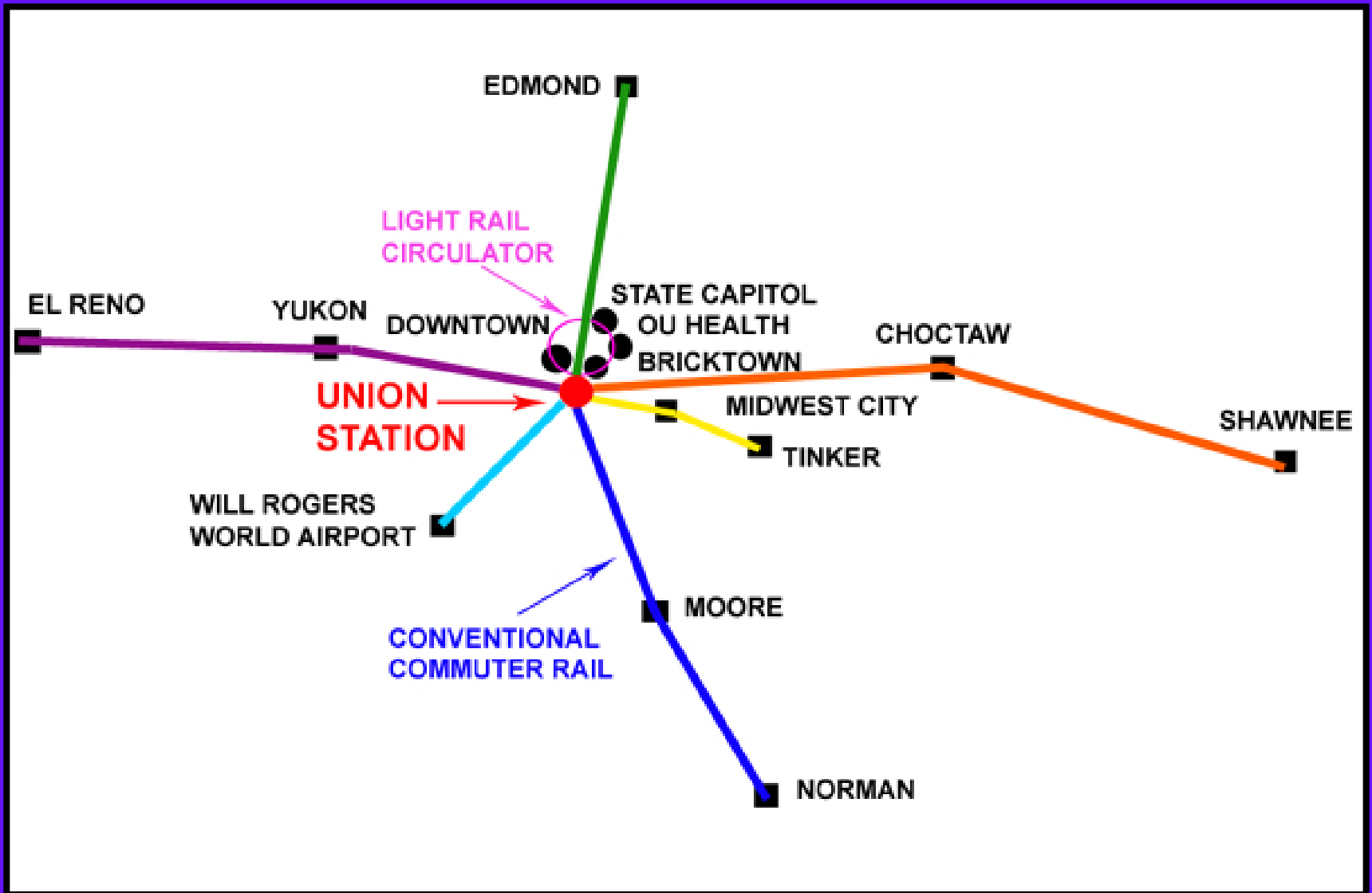
A WIN-WIN SOLUTION

- Not a choice between Crosstown or Union Station...Crosstown can be completed almost as planned without eliminating Union Station railyard and connections
- Not a choice between Union Station and Core-to-Shore...a rail transit hub would anchor, enhance and accelerate development of the area

MAKING RAIL TRANSIT WORK

- Political and public commitment
- Save Union Station's railyard and rail connections
- Establish independent state rail commission
- Create regional rail transit authority
- Develop commuter rail system with Union Station as regional rail hub

MAPPING THE FUTURE



WINDOW OF OPPORTUNITY

- High fuel prices demonstrated need for rail transit system
- Increasing public demand
- Growing political support
- New federal government initiatives and funding
- Surface Transportation Board ruling has Crosstown construction at a halt

DONE DEAL?



THINK AGAIN!

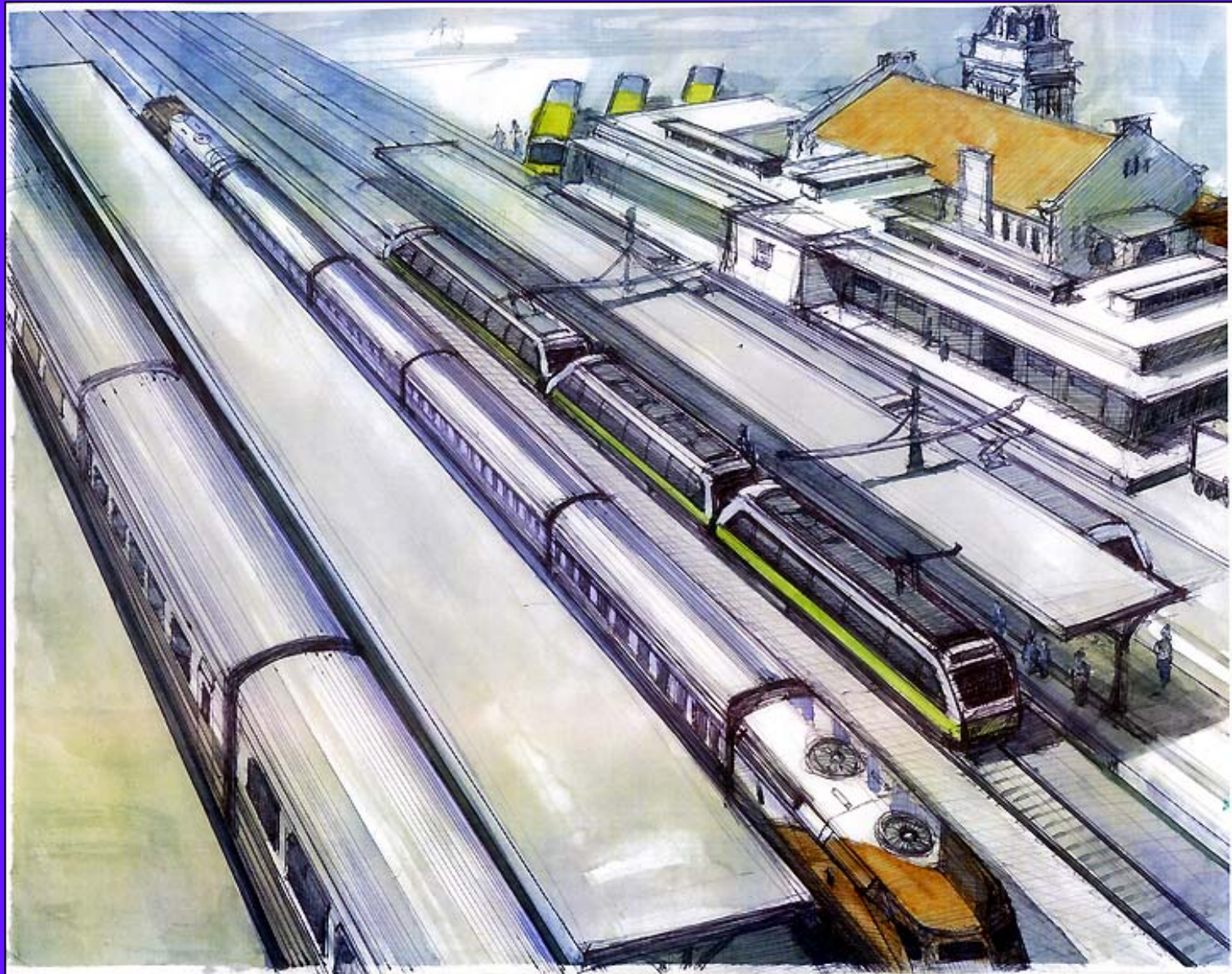
WHAT'S BEING DONE?

- OnTrac working with central Oklahoma municipalities for regional support
- OnTrac meeting with state leaders and legislators for political support
- OnTrac working with public interest organizations to increase public awareness
- OnTrac meeting with financial interests to discuss economic opportunities

WHAT CAN YOU DO?

- Get your community leaders involved
- Contact your City Council members
- Contact your Chamber of Commerce
- Contact your State Legislators
- Call the Governor: 405-521-2342
- Join OnTrac: www.ontracok.org

TOMORROW'S UNION STATION





PLEASE VISIT OUR WEBSITE:

www.ontracok.org