



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



**[www.ontracok.org](http://www.ontracok.org)**

# ABOUT ONTRAC

- Oklahoma not-for-profit public interest organization with more than 1000 members
- Board of Directors includes state and local leaders...rail transit and engineering experts
- Mission: Ensure Oklahoma's rail transit future
- Focus: Develop intermodal rail transit hub and rail transit system for Oklahoma City metropolitan area

# WHY RAIL TRANSIT?

- Provides safe, reliable, inexpensive, energy-efficient transportation
- Reduces traffic and congestion
- Lowers carbon dioxide emissions
- Reduces unhealthy ozone levels
- Enhances quality of life
- Stimulates economic development

# TRANSIT ORIENTED DEVELOPMENT



Downtown Plano: Before and After



- **Urban Renewal**
- **Residential Development**
- **Increased Property Values**
- **Increased Tax Revenues**

- **Core Revitalization**
- **Economic Development**
- **Increased Business Revenue**
- **Improved Quality of Life**



# SIGNIFICANT ECONOMIC IMPACT

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

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

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

## DISPELLING THE SUBSIDY MYTH

**Economic Impacts**  
**DART LRT System Buildout**  
 2009-2014 (except as noted)

Line	Spending	Impact	Jobs*
Blue Line	\$ 289,000,000	\$ 502,030,000	3,969
Orange Line	\$ 1,180,000,000	\$ 2,049,813,000	16,205
Green Line	\$ 868,000,000	\$ 1,507,829,000	11,921
Green Line '07-'08	\$ 804,294,000	\$ 1,587,598,000	15,665
Total Green Line	\$ 1,672,294,000	\$ 3,095,427,000	27,586
Total 2009-2014	\$ 2,337,000,000	\$ 4,059,672,000	32,095
Total 2007-2014	\$ 3,141,294,000	\$ 5,647,270,000	47,760

\* Person-Years of Employment (1 job lasting 1 year)



***“Dallas Area Rapid Transit’s light rail operations continue to be one of the best examples of the growing importance of transit, in all modes, to sustainable economic and community development.”***

# QUALITY OF LIFE BENEFITS

- Efficient and affordable transit mode for traveling throughout a metro area for work, education, entertainment, health and other needs
- Provides urban residents an important non-auto dependent lifestyle option
- Provides commuters a valuable transportation mode
- Supports central business and entertainment districts
- Accelerates urban renewal and Core area revitalization

# WHY NOW?

- Protect our economic and transportation future from high energy costs
- Strong public support for rail transit
- Significant federal support for rail transit
- OKC metropolitan area at risk of non-attainment under the Clean Air Act
- Ensure OKC metropolitan area remains regionally competitive

# PUBLIC SUPPORT



Q10: In the future, which of the following ways would you prefer to travel in Central Oklahoma? (choose three*)	Response Total	Response Percent*
Rail	1146	63 %
Car	1074	59 %
Bus	619	34 %
Bike	512	28 %
Walk	277	15 %
Carpool	199	11 %
Other	67	4 %
Total Respondents	1817	
Skipped Question	76	

Q11: What are your top three priorities for the transportation system within Central Oklahoma? (choose three*)	Response Total	Response Percent*
Develop passenger rail	1003	56 %
Maintain roads and bridges	891	50 %
Improve public bus system	619	35 %
Add more bicycle paths/bike lanes	582	33 %
Add more sidewalks/walking paths	469	26 %
Expand interstate rail (Amtrak)	451	25 %
Improve interchanges on interstates	241	14 %
Add lanes to interstates	233	13 %
Improve traffic signals/intersections	227	13 %
Increase transportation services for elderly and disabled	226	13 %
Add lanes to roads	206	12 %
Total Respondents	1782	
Skipped Question	111	

# 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

# COMPETITIVE EDGE



- COMMUTER RAIL
- LIGHT RAIL

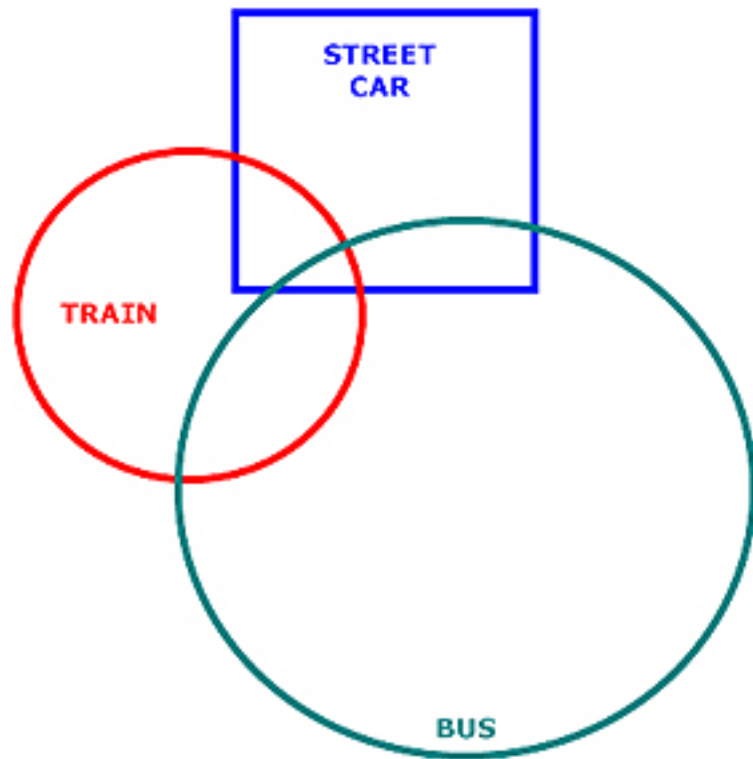
SYSTEMS CURRENTLY IN OPERATION,  
UNDER CONSTRUCTION, OR IN  
PLANNING & DEVELOPMENT

# INTERMODAL TRANSIT SYSTEMS



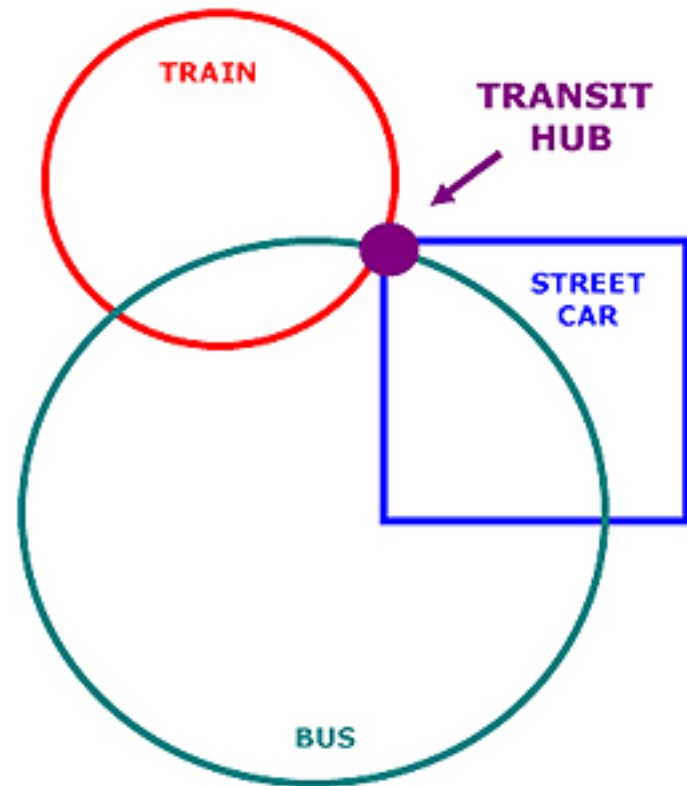
- Movement of passengers from one mode of transit to another, typically taking place at a hub designed for such purposes
- Intermodal hub is the foundation of the system

# MULTIMODAL VS. INTERMODAL



## 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."

# SALT LAKE CITY FRONT RUNNER AND TRAX SYSTEM



COMMUTER RAIL



LIGHT RAIL



BUS

# DALLAS D.A.R.T. AND TRE SYSTEM



COMMUTER RAIL

BUS



LIGHT RAIL



# 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

Salt Lake City



Minneapolis



Albuquerque

Affordable...Comfortable...Efficient

# NEW MEXICO RAIL RUNNER



ALBUQUERQUE...

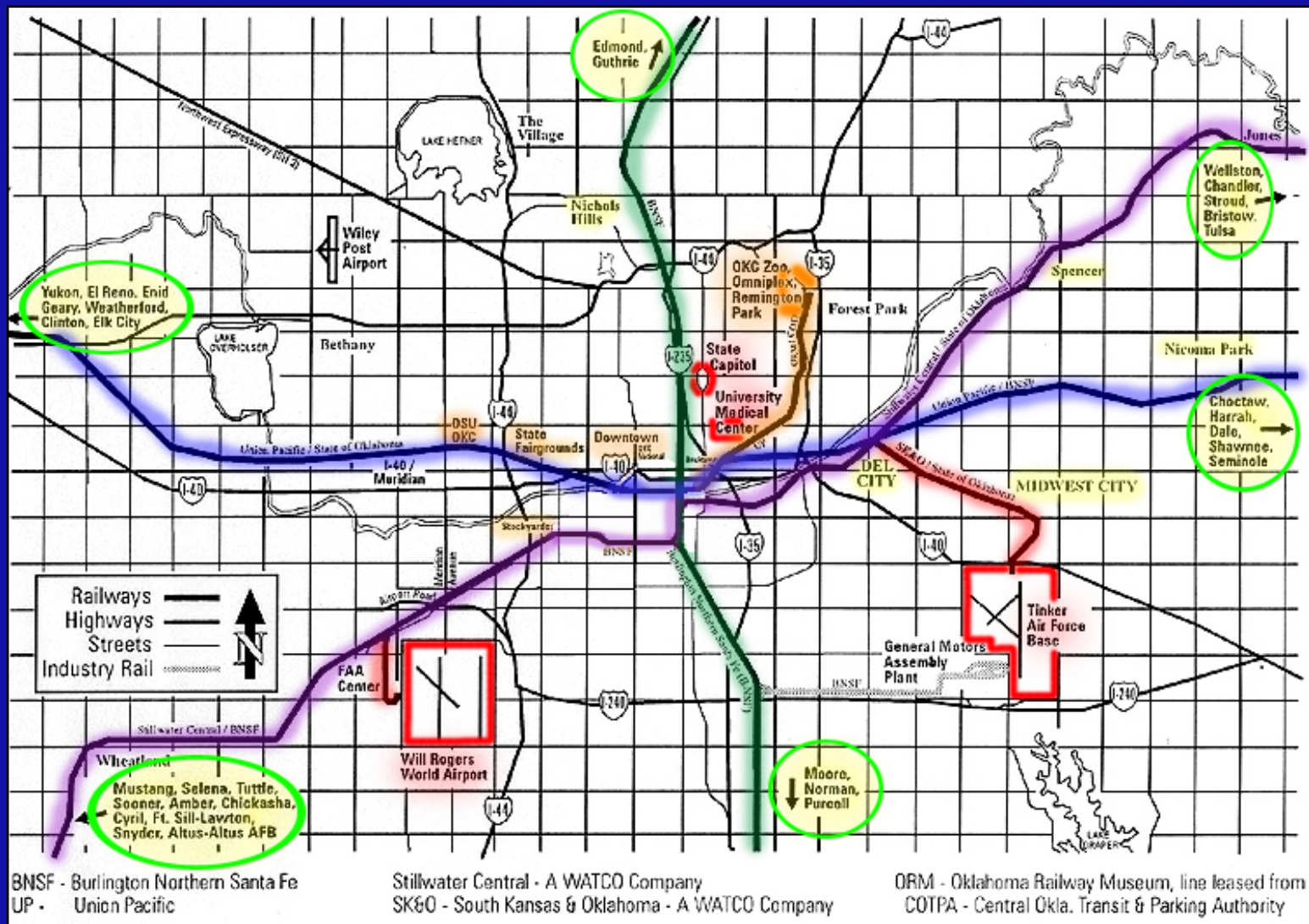


...SANTA FE

...AND BEYOND

1 MILLION RIDERS IN JUST 2 YEARS

# OKC METRO AREA RAIL NETWORK



## FOUNDATION OF A COMMUTER RAIL SYSTEM

# INTERMODAL RAIL HUBS



**DENVER**

**DALLAS**

**SEATTLE**



**CORNERSTONE OF RAIL TRANSIT SYSTEM**

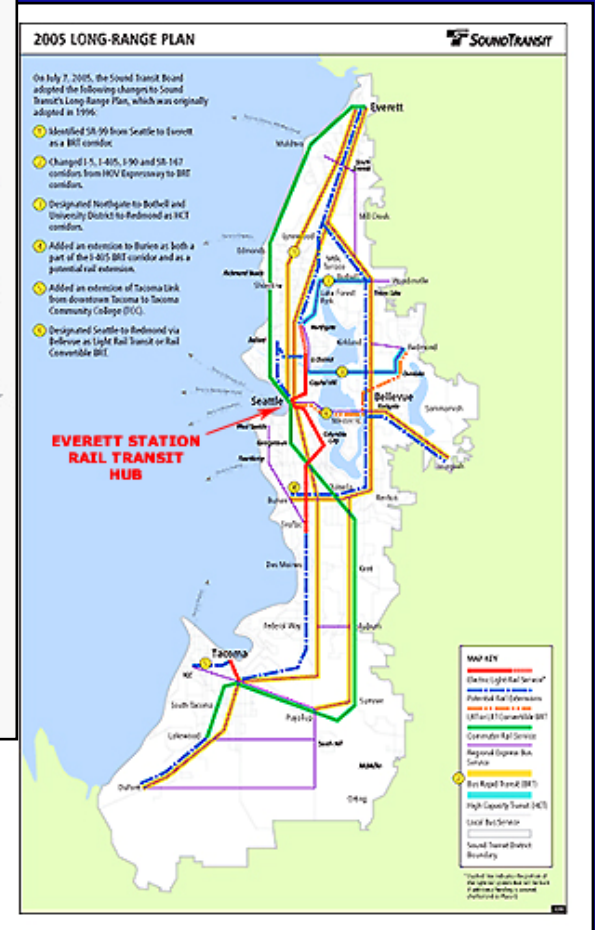
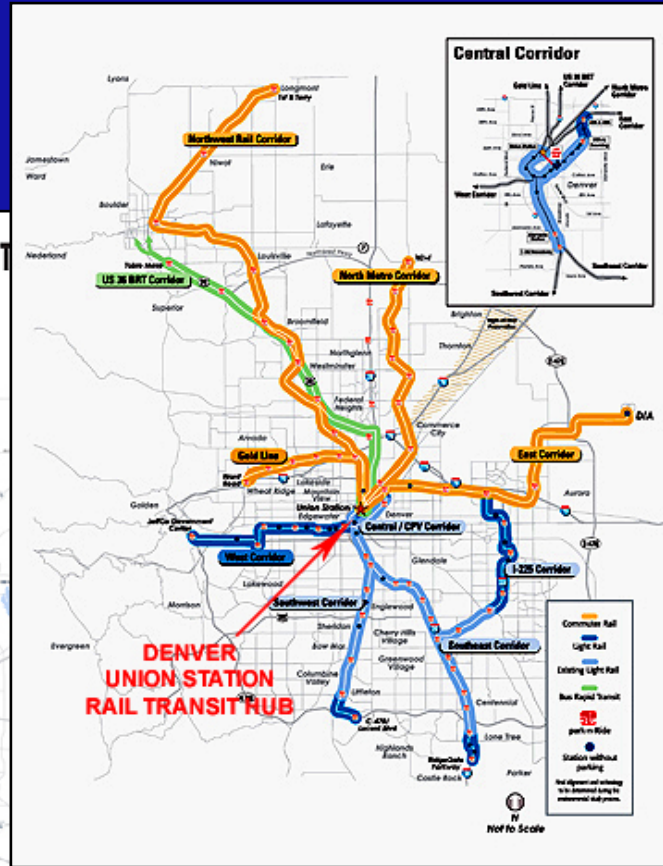
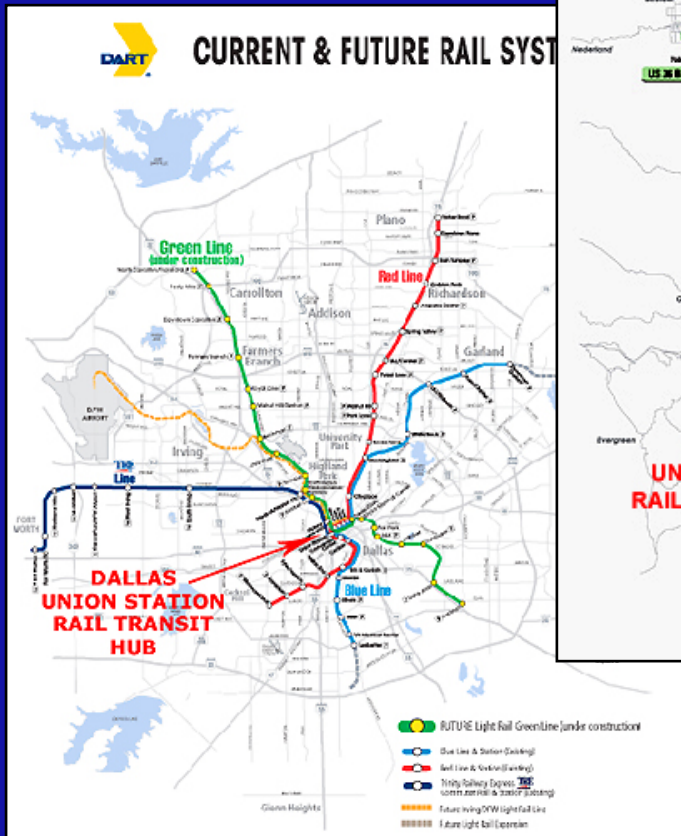
# INTERMODAL RAIL HUBS

- Central link for entire transit system
- Connect commuter rail, light rail, and bus transit components
- Enhance economic development in the Core
- Location, capacity and design critical to effectiveness of the system

# CRITICAL HUB ELEMENTS

- Located at intersection of primary rail lines, transit corridors and central destination points
- Sufficiently sized to effectively service future system needs
- Designed to maximize direct through service
- Designed to provide efficient passenger transfer between transit modes

# STRATEGIC LOCATION



# CENTRALLY LINKING RAIL CORRIDORS

# RAIL TERMINAL AREA



SUFFICIENTLY SIZED FOR THE SYSTEM

# IN SEARCH OF A HUB

SANTA FE  
DEPOT AREA

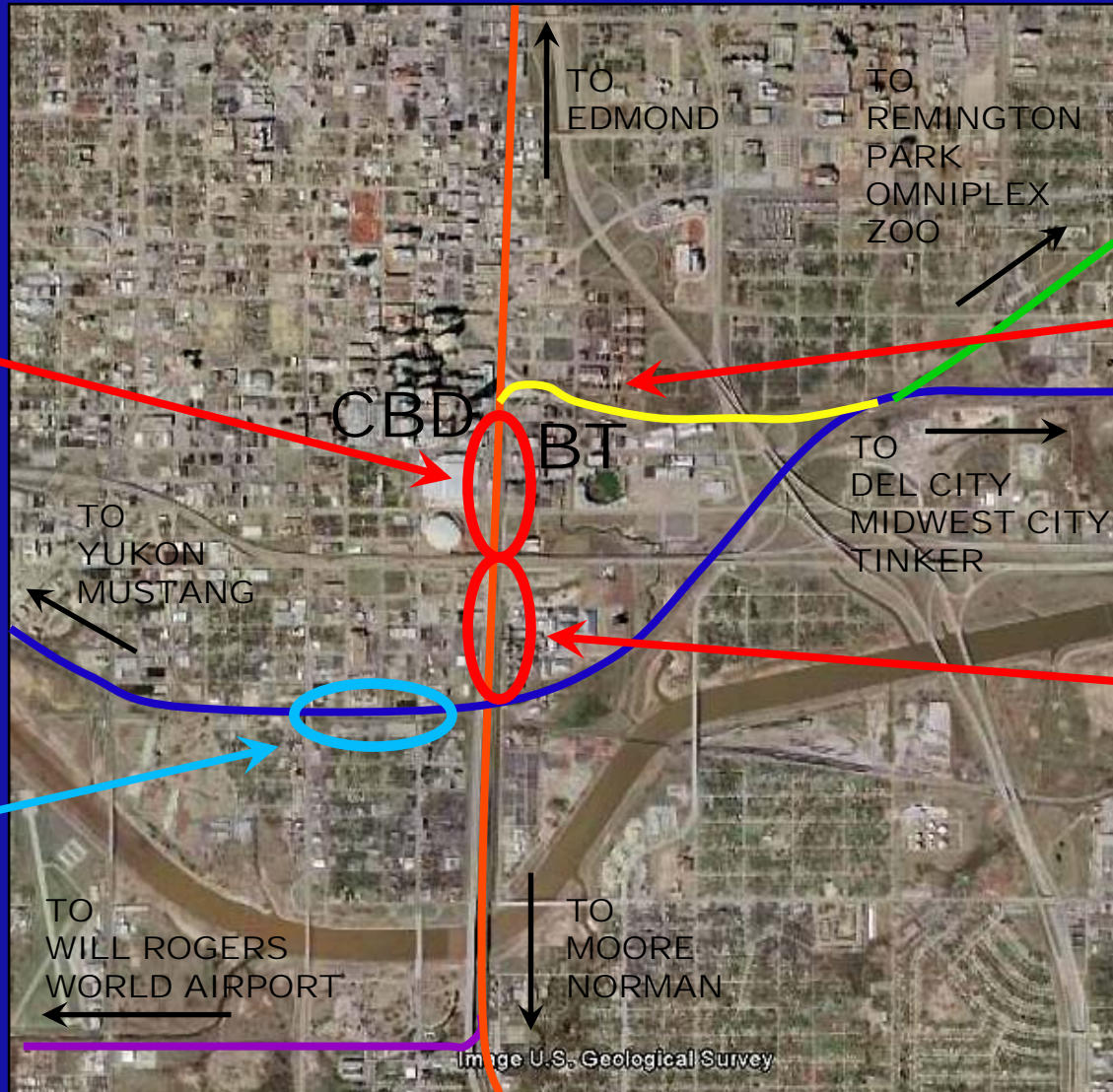
PRIME  
LOCATION

RESTRICTED  
SPACE

UNION  
STATION

CROSTOWN  
RELOCATION

NO LONGER  
AN OPTION



BRICKTOWN  
SPUR

CRITICAL LINK

PRODUCER'S  
COOP AREA

GOOD LOCATION

PLENTY OF  
SPACE

# THE NUTS AND BOLTS

# LRV (STREET CAR) CIRCULATORS

Vancouver



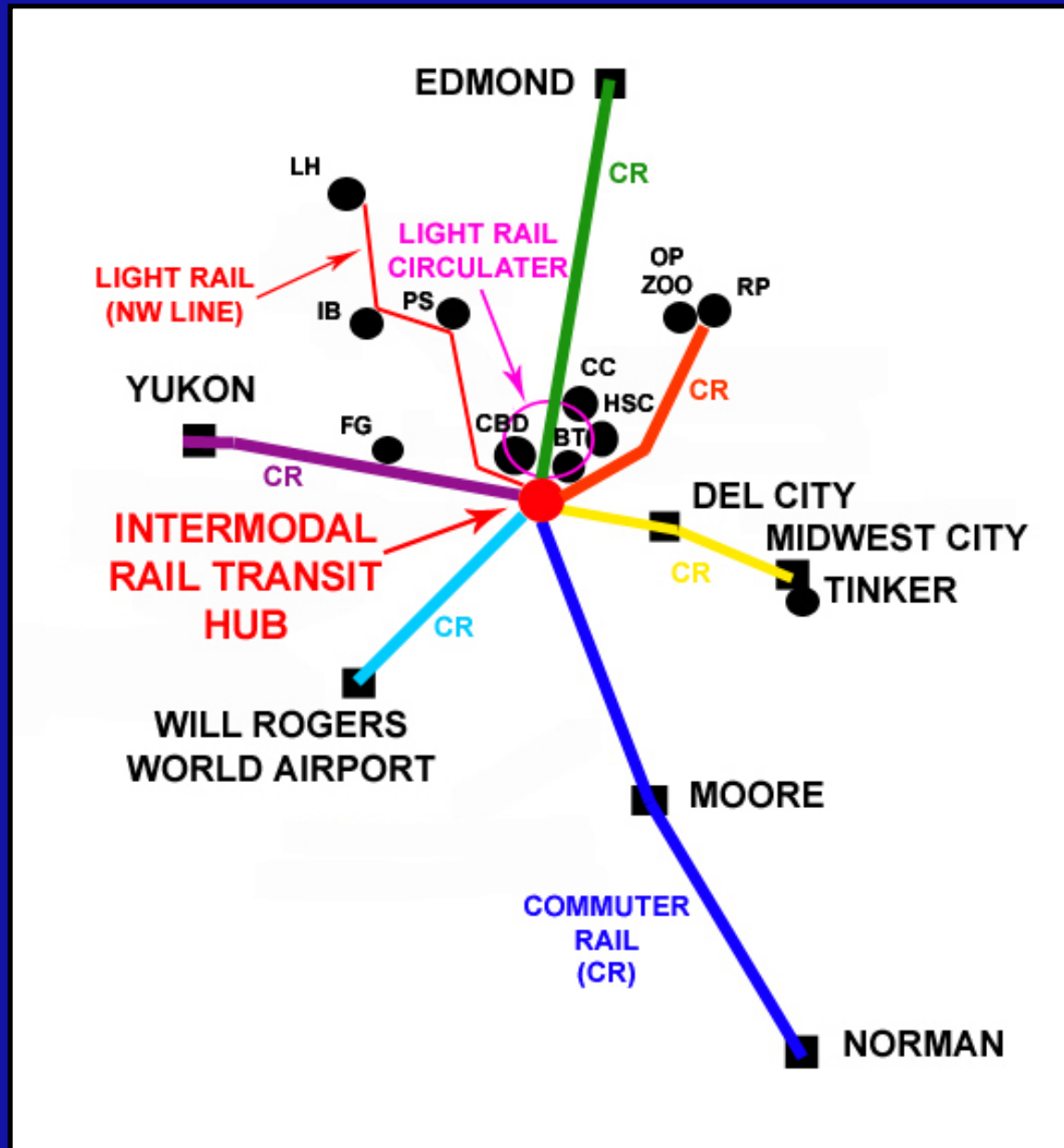
Seattle



Toronto

CRITICAL RAIL TRANSIT SYSTEM COMPONENT

# MAPPING THE FUTURE



# MAKING RAIL TRANSIT WORK

- Political and public commitment
- Establish regional transit authority and funding mechanism
- Develop effective intermodal rail transit hub
- Develop commuter rail and light rail street car system
- Develop supporting bus transit

# LOCAL-REGIONAL-STATE EFFORTS

- OKC funding \$120 million for downtown light rail street car system in MAPS 3
- OKC funding \$10 million for intermodal hub
- OKC and ACOG initiating \$300,000 intermodal rail transit hub study
- ACOG planning \$1.8 million alternative analysis for Fixed Guideway Study options
- ACOG conducting Regional Transit Dialogue to develop guidelines for regional transit system and authority
- ODOT continuing to pursue federal High Speed Rail grant funding



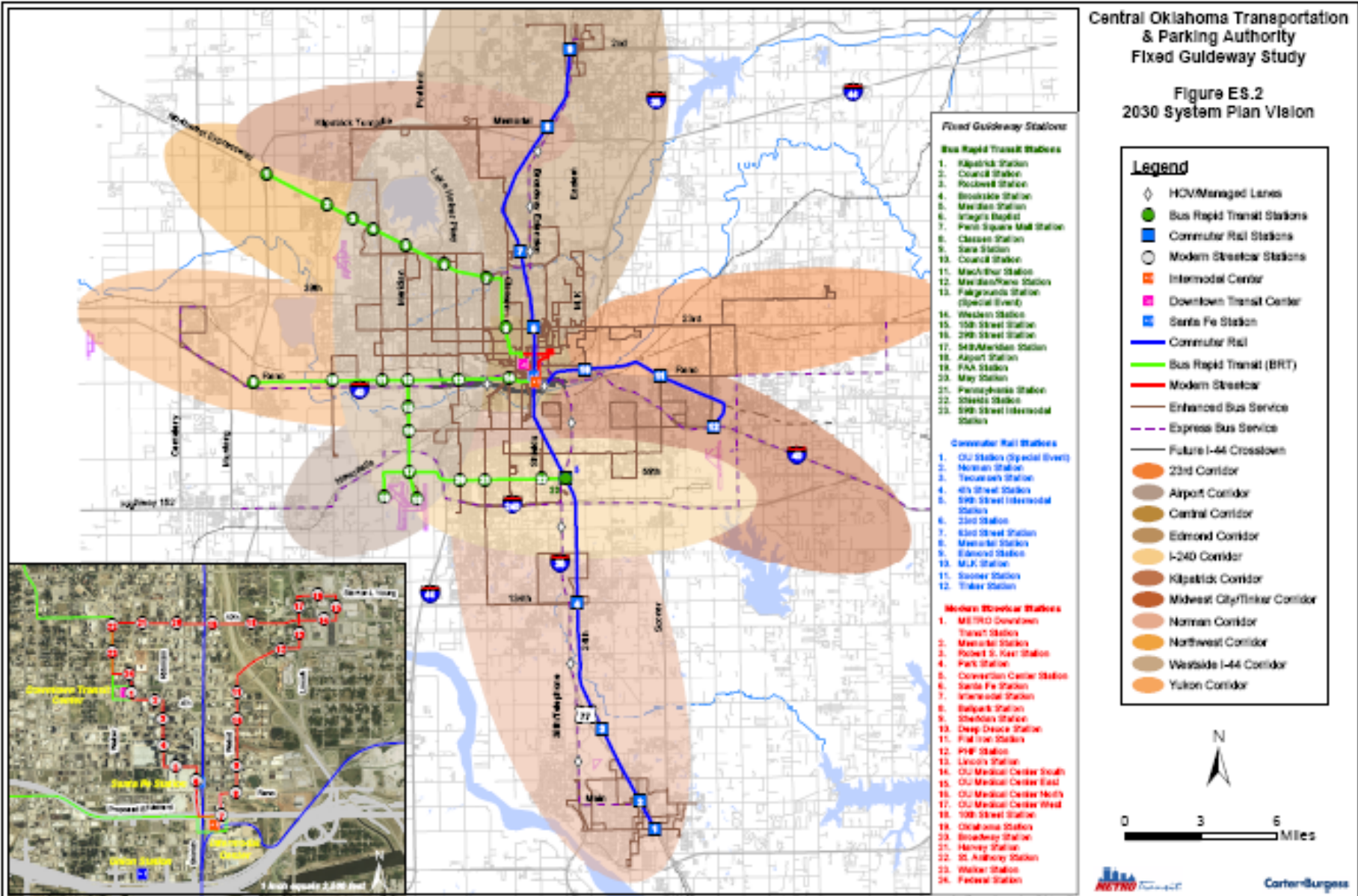
MODERN TRANSIT PROJECT



# FIXED GUIDEWAY SYSTEM PLAN

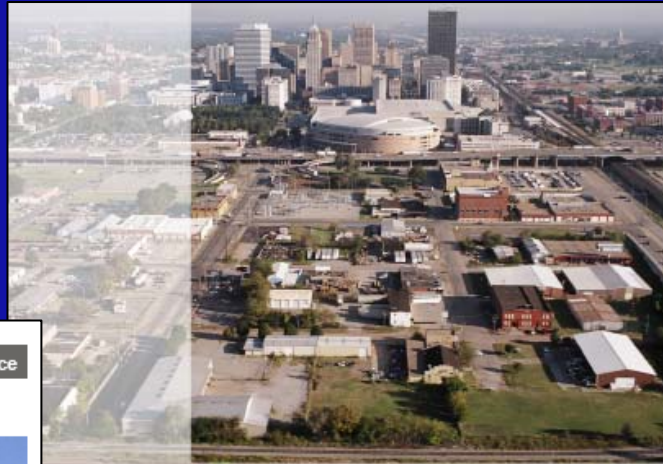
Central Oklahoma Transportation & Parking Authority  
Fixed Guideway Study

Figure ES.2  
2030 System Plan Vision





# INTERMODAL HUB STUDY



JACOBS

## Relevant Experience

### DART and the City of Dallas Union Station Intermodal Transportation Center

Dallas, Texas

With the introduction of light rail and commuter rail service to downtown Dallas a \$4.5 million downtown Intermodal Transportation Center was developed jointly by DART and the City of Dallas. The facility provides for light rail, commuter rail, AMTRAK inter-city rail, rail freight, bus transfer, bike-rack and taxi service at Dallas' historic Union Station. The rail station component consists of 3 boarding platforms with gull-wing canopies designed to enhance the historic Union Station building. The platforms are connected to Union Station and the adjacent Hyatt Hotel and Reunion Areas via an underground pedestrian tunnel. Construction was completed and fare revenue service began in 1996. Recipient of the following recognition: City of Dallas Urban Design Award, 1996; article in Texas Architect, 1996.

Alan W. Zeeb, AIA served as Project Manager for this project.



May 14, 2010

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

JACOBS



## Intermodal Transportation Hub Study for Central Oklahoma

JACOBS

## Relevant Experience

### Anaheim Regional Transportation Intermodal Center (ARTIC) Anaheim, California

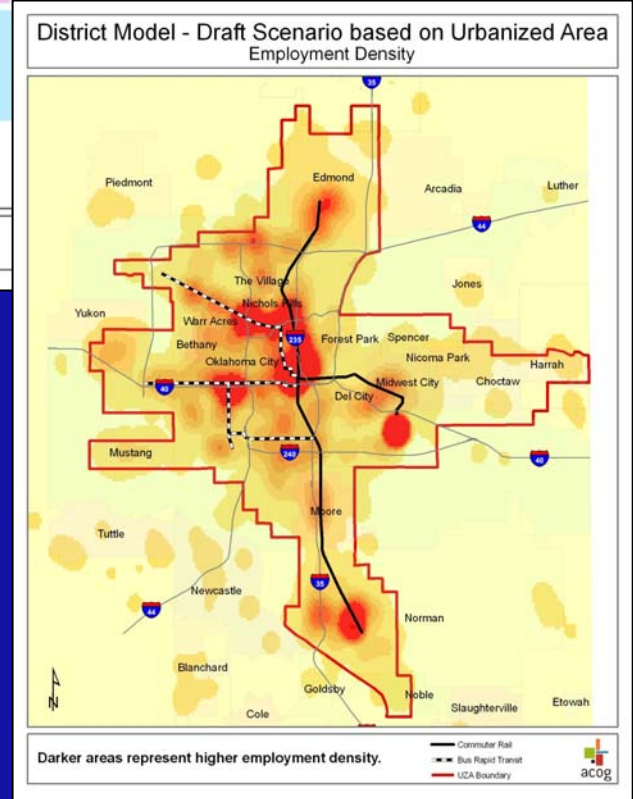
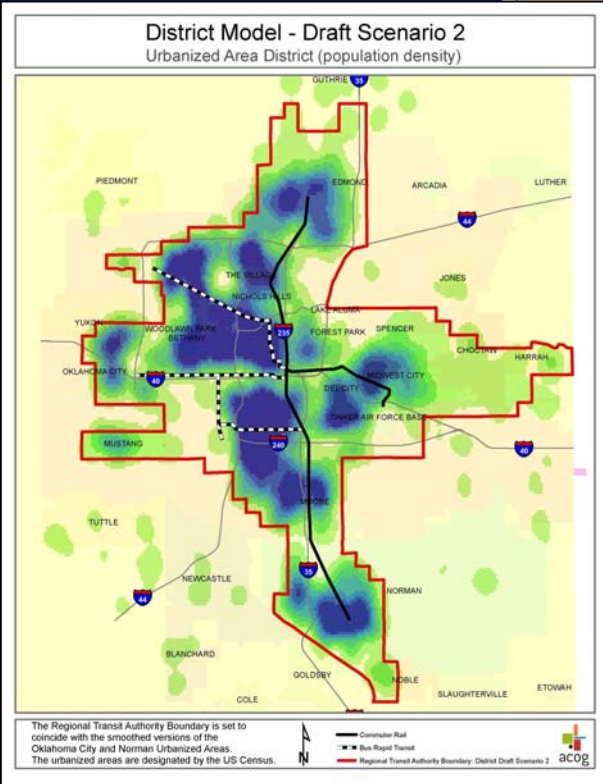
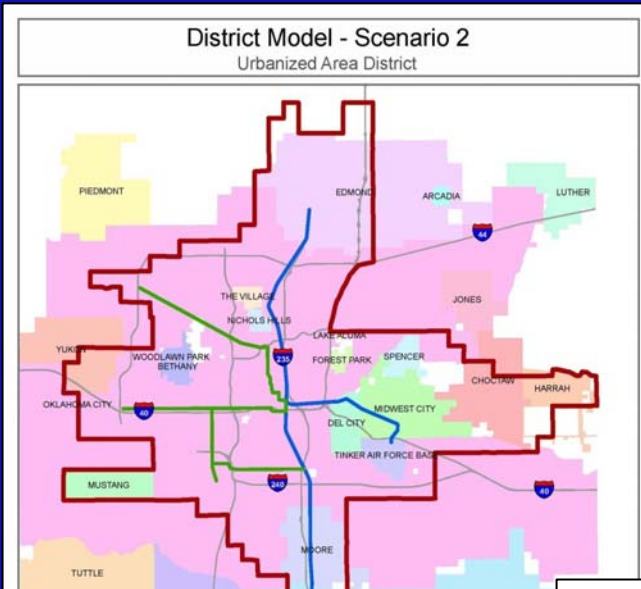
Jacobs is working with the City of Anaheim and Orange County Transportation Authority (OCTA) to design the master plan for the Anaheim Regional Transportation Intermodal Center (ARTIC), a showcase transportation facility connecting Orange County, California to Southern California hotspots, business centers throughout the state, and international destinations. An airport without runways ARTIC will provide easy connections between the Platinum Triangle, Anaheim Resort, and the world, offering convenient travel via train, car, high speed rail, international bus, taxi or local transit. Moreover, ARTIC will be the catalytic transportation element in a market driven mixed-use environment linking sports and entertainment venues with business, retail, and residential venues into a unique Orange County downtown - Southern California style.

The master plan for ARTIC integrates mixed-use development with transportation services for Metrolink, AMTRAK, California High Speed Rail, California Nevada Super Speed Train and linkages to Disneyland and other Anaheim Resort area attractions.





# REGIONAL TRANSIT DIALOGUE



# HIGH-SPEED RAIL CORRIDORS



# ONTRAC'S EFFORTS

- OnTrac working with Oklahoma City metropolitan area municipalities and ACOG
- OnTrac working with state leaders, legislators and officials
- OnTrac working with Modern Transit Project and other organizations
- OnTrac meeting with business and economic leaders

# WHAT CAN YOU DO?

- Get your community leaders involved
- Contact your City Council members
- Contact your Chamber of Commerce
- Contact your State Legislators
- Join OnTrac: [www.ontracok.org](http://www.ontracok.org)

# THE TIME IS NOW

- Serious energy, economic and environmental issues demonstrate the need for rail transit
- Significant public and political support for rail transit
- Substantial federal funding for rail transit
- Important local and regional efforts to develop rail transit



**PLEASE VISIT OUR WEBSITE:**

**[www.ontracok.org](http://www.ontracok.org)**