

**FAST Forward Regional Transit System Plan  
Regional Task Force Meeting #1 Summary  
December 2, 2010  
Session #1: Noon-2pm, Session #2: 5:30 – 7:30pm  
Buddy Lafortune Community Center**

Attendance – Noon Session: 37  
Attendance – Evening Session: 18  
TOTAL Attendance, Both Sessions: 55

**Overview**

Both the afternoon and evening sessions began with an introduction to the Regional Transit System Plan process. An introduction was given by James Wagner of INCOG on the planning team, the organization of the afternoon's activities, and the review of the research results from the 100 In-Depth Interviews and the 1,000 sample phone poll.

What is a Regional Transit System Plan?

Mike McAnelly, with Jacobs gave an overview of what is a Regional Transit System Plan and outlined the goals of the project. This presentation covered the three aspects of the benefits of having a Regional Transit System Plan including Economic, Mobility, and Quality of Life benefits. The public participation process was described in detail with information on what the Regional Task Force is and what Team Transit will do. Patrick Fox also covered this topic later in the agenda.

The process of corridor identification and delineation was described. Major contributing factors to the analysis, such as population density, employment location and density, and existing infrastructure (roads and transit) were discussed.

Transit mode options were broken into two categories, bus and rail. Bus options of conventional bus, Bus Rapid Transit, and express buses were described and rail options of light rail, commuter rail, and streetcar were described.

A checklist for success was presented as a goal-orientation for the project. These included goals that a Regional Transit System Plan should be:

- Technically sound & data supported
- Identify a realistic long-range system
- Prioritize corridors for next steps
- Define feasible funding strategies
- Have enthusiastic support by the entire region
- Well positioned for grant funding

Mr. McAnelly communicated that this is only the beginning of the process to develop high-capacity transit, and a detailed Alternatives Analysis would be necessary once the TSP was complete. This would then lead to preliminary engineering, final design, and project construction. The whole process could easily take 7-12 years if Federal funding is sought.

### Funding and Institutional Options

Mr. Jim Prost with BBP discussed the challenges of institutional structure and funding. He outlined the funding structure of several peer agencies in the United States including Albuquerque, NM, Wichita, KS, and Omaha, NE. He pointed out that 73% of dedicated funding sources for transit come from sales taxes nationwide. He also discussed some other potential tools for funding a regional transit system including federal grant programs, a regional sales tax, utility fees, tax increment financing, and public/private partnerships.

A chart shown in his presentation showed the performance measures associated with different types of funding mechanisms.

Mr. Prost discussed the institutional structure of Tulsa Transit today, a Title 60 Trust created under Oklahoma State statute. He also discussed the possibility of a Title 68 Regional Transportation Authority, a new creation under Oklahoma Statute. There has not been a Regional Transportation Authority created using this statute, but he indicated many transit authorities are organized under similar enabling laws.

### Break-Out Sessions

The last 30 minutes of the session was reserved for a map exercise. Participants were broken up into groups representing economic, technical, and civic interests and asked to draw corridors they thought might be ideal for development of high capacity transit. Groups drew on maps and those maps were used when determining the corridors for analysis that will be presented in the March 2011 meeting.