

The following questions were asked during the January LRTP Town Hall and pertain to the Regional Transportation Authority of Central Oklahoma. Responses to these questions were developed through close coordination between the project team and the RTA. For more information about the agency, please visit <https://www.rtaok.org/>.

- There have been talks of a sales tax to fund the project for the RTA projects. There has been rumors that it will be around half a penny, is that the case? Additionally, when do you estimate the timeline will be for the sales tax vote? Thank you for the work you do for our region!
 - Currently, the RTA is working with its member cities to identify an election date in 2026 that works best for all cities. The member cities will collaborate to determine the best sales rate for the ballot measure.
- Why does the RTA not show an RTA route going through to the northwest of the OKC (like out to and past lake Hefner or past Council/NW Epwy), since the BRT route already going is big success but will only carry a small fraction of people compared to what rail can carry to/from Edmond and Norman?
 - NW RAPID, which launched in December 2024, was initially planned to extend further northwest, with the line terminating at a park-and-ride connector near the John Kilpatrick Turnpike. This extension is still under consideration and sometimes indicated by a dotted line on certain system maps.
- How does the City of Moore leaving the RTA impact the planning and are there efforts find ways to get back into the RTA?
 - The RTA Trust has established a process for cities to be part of an annexation later, allowing for additional regional transit solutions.
- Could this plan provide a recommendation that the RTA, OKC, Norman, and Edmond should combine transit operations to provide regional transit service from one agency?
 - Various organizational structures are possible. Large metro areas have a wide variety of service delivery models. A component of the LRTP will include a peer to peer exchange although a specific recommendation for the preferred organizational structure will not be part of this study. It's something the RTA and member cities will explore in more detail at a later stage.
- Has any thought been given to utilizing the SW corner of the Core-to-Shore condemnation (Shields and I-40) as a RTA transit hub? It happens to be along the N-S and E-W rail corridors and is available land.
 - The RTA has not considered that location for a transit hub mainly due to its proximity to the Santa Fe Depot, which is intended to serve as the intermodal transit hub. Additionally, station spacing is an important factor when it comes to commuter rail. Stations that are too close together prevent trains from reaching their normal operating speeds.
- What about either enhanced bus service or a BRT line from Edmond to Norman? Could be a test for the future of commuter rail.
 - Without a dedicated lane for the BRT, travel times will likely be affected by the traffic congestion we aim to reduce for commuters using rail services. As a result, the RTA and other transit operators may be reluctant to trial a bus service to generate support for rail service, especially without a dedicated right-of-way for the bus.