



Connecting You to What Matters

Regional Transit

Ensuring Our Transportation and Economic Future



Who We Are – ONE Transit



- **Independent governmental agency** established in 2019 under laws of State of Oklahoma
- **Seven-member Board of Directors** representing three member cities: **Oklahoma City, Edmond and Norman**
- **Mission is to plan, fund, construct, and operate a regional transit system** for the benefit of the citizens of the Oklahoma City metropolitan area
- Partnering with Federal (**FTA, FRA, FHWA, Tinker AFB**), State (**ODOT**), Regional (**ACOG**) and Local (**COTPA/Embark, Edmond CityLink, Norman Embark**) agencies

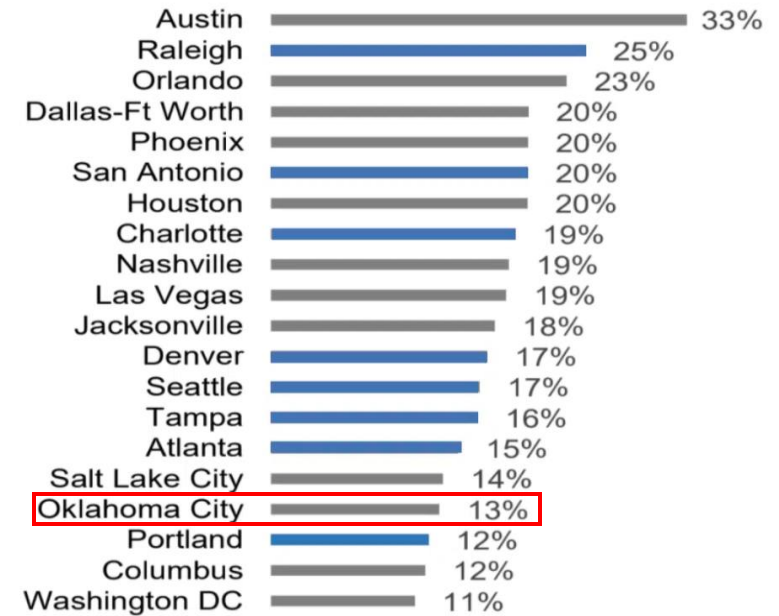
Oklahoma City Metro – A Growing Success



- Metro area population projected to reach **2 million by 2040**
- Norman population projected to reach **175,000 by 2040**

Fastest Growing Metro Regions

Population Growth 2010 to 2020
Among the 50 Largest Metro Regions



Why Regional Transit?



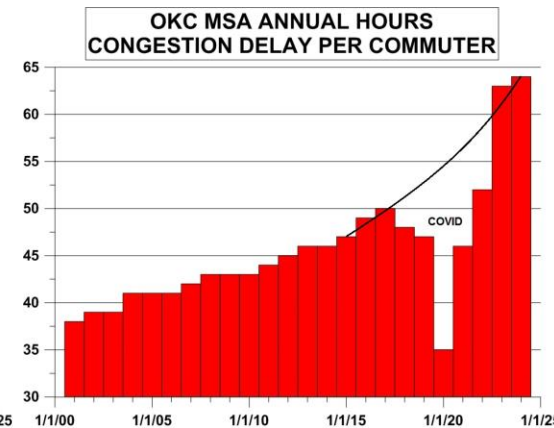
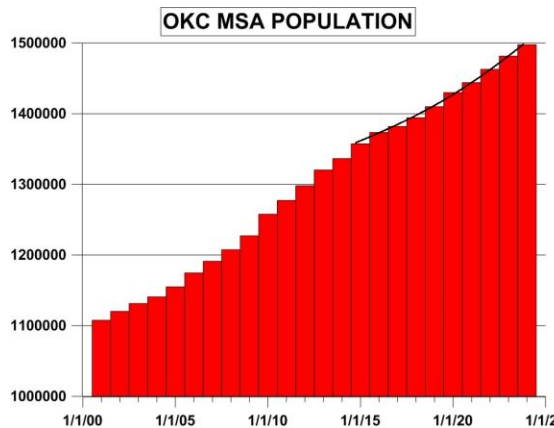
Denver	64,507,400
Dallas	55,515,100
Phoenix	38,601,600
Salt Lake City	40,473,200
Austin	26,967,700
Charlotte	14,297,800
Cincinnati	13,470,800
Kansas City	12,286,400
Oklahoma City	2,987,100

- As a metro area’s population grows, **increased traffic and congestion reduces mobility...negatively impacting quality of life and economic growth**
- **Regional transit enhances a metro area’s transportation network** by providing safe, efficient, cost-effective transportation options...**improving mobility and quality of life...and stimulating economic development**
- OKC metro population is projected to reach **2 million by 2040**
- OKC is one of the **last metros of its size without a comprehensive regional transit system...ranking near the bottom in serving the transit needs of its residents and workforce**
- **To provide greater mobility and economic opportunity, it’s critical that we begin development of a regional transit system**

Why Now?



- **Population growth above the national average** with increasing Vehicle Miles Traveled (VMT)
- **Increasing peak hour traffic congestion and delays** in all major transportation corridors
- Significant metro area **job growth with increasing commute times** for employees
- **Urban core densification** with substantial housing growth and a **young work force population in need of access to regional transit**



Transit Improves Mobility



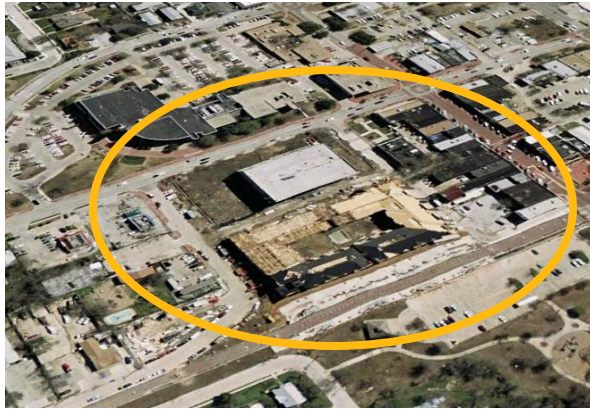
- **Improves personal mobility** and freedom for all residents
- **Creates greater access to employment, education, health care, and other essential services**
- **Provides crucial transportation for seniors, people with disabilities, and underserved communities...**increasing social connectivity and supporting independent living
- **Offers residents** who cannot afford or choose not to own a car **essential transportation options**

Transit Enhances Quality of Life



- Provides **affordable, efficient, safe transportation options** for traveling to work, school, shopping, entertainment, sports and civic events, and other public destinations
- **Reduces time spent in traffic**, allowing more time for work, family, personal interests, or relaxation
- **Promotes better health** by encouraging walking, biking, and daily exercise
- **Saves on fuel and maintenance costs** by lowering vehicle miles traveled
- **Eases traffic and congestion**
- **Improves air quality**, health, and the environment

Transit Provides Economic Benefits



Before and After: Downtown Plano Station



Before and After: Downtown Denver & RTD Union Station

- Stimulates transit-oriented development
- Generates economic activity and growth
- Attracts new residents and businesses
- Enhances business, retail and entertainment districts
- Accelerates urban renewal and core area revitalization
- Raises property values
- Increases local and state tax revenues

Transit-Oriented Development



- **Transit-Oriented Development (TOD)** is a planning strategy that **creates compact, walkable, mixed-use communities centered around high-quality transit.**
- By locating housing, jobs, retail, entertainment, and other amenities within a short walk of transit hubs (typically a half-mile), **TOD reduces reliance on personal cars, increases transit ridership, and fosters vibrant, sustainable communities.**

Regional Transit Return on Investment

Public Transit Investment Drives Our Economy

APTA's 2026 Economic Impact Report shows how Federal investments in public transportation fuel economic growth nationwide.

5-to-1
ECONOMIC RETURN
produced by long-term
investment in public transit

\$1 Billion in public transit investment generates:

\$5 Billion
IN ADDITIONAL GDP



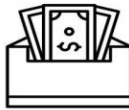

41,400
Jobs

\$251 Million
IN TAX REVENUE




\$550 Million
IN SAFETY BENEFITS

\$3.1 Billion
IN WAGES



The APTA Surface Transportation Authorization Recommendations will create an additional **\$140 billion** in annual impacts on the economy.



“When it comes to smart investments, the facts speak for themselves. **Every \$1 invested in public transportation generates \$5 in long-term economic returns, and 77 percent of Federal public transportation investments flow to the private sector.**”

“Transit is not just an investment in mobility, it’s an investment in American jobs, families, and economic competitiveness.”

Transit Spurs Economic Growth



- “Economic development is about people. **The better we move people, the more business we generate.**”
- “Economic success in the 21st century requires making our region attractive to an educated workforce. **Corporations have discovered that a good transit system is essential to recruiting such talent.**”
- “**Good transit is not a partisan issue.**”

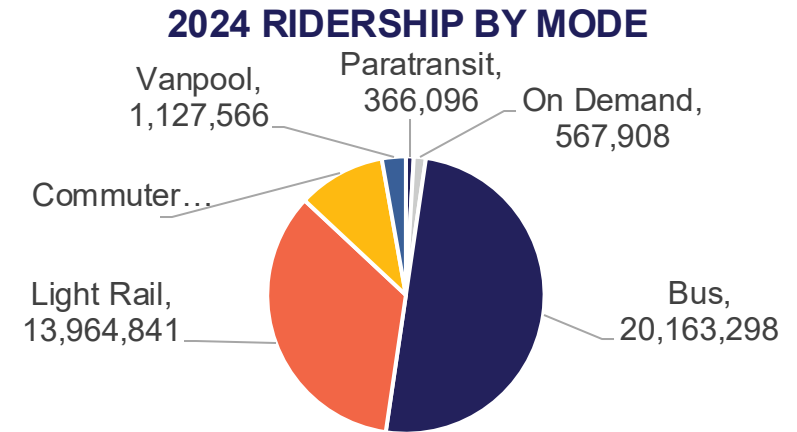
Transit Creates Regional Advantage



Peer City Rail Transit Systems

- “**Competition is intensifying between cities and regions** to create the amenities and the business climate that will **attract highly skilled workers.**”
- “Studies show that **business locations near high quality** urban settings with clean, efficient rail transit are a priority for young knowledge workers who are choosing a job.”
- “It is the ability to attract talent that creates **regional advantage**: Those that have the talent win, those that do not lose.”

Model Regional Transit System – Salt Lake City



Total Ridership: 40,318,168



Commuter Rail



Light Rail



Modern Streetcar



Bus Rapid Transit

Insights from Salt Lake City



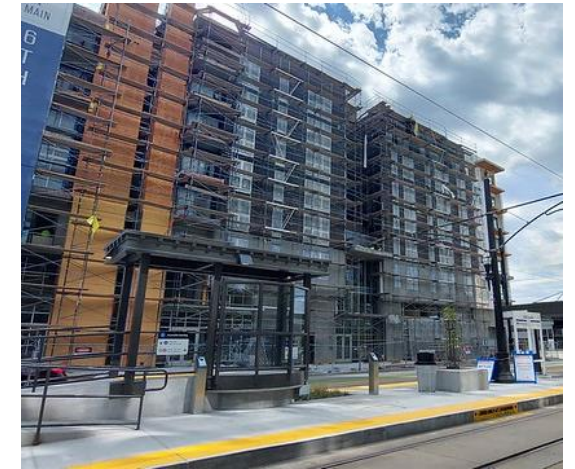
UTA TRAX Light Rail



UTA Frontrunner Commuter Rail

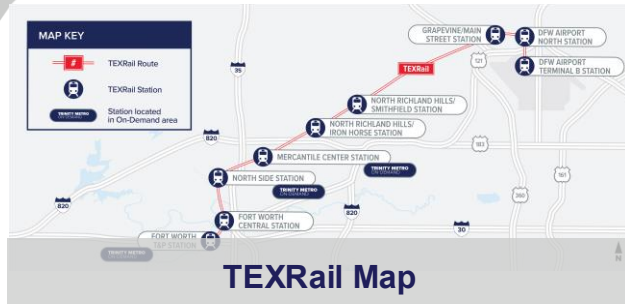
- **“Salt Lake City's light rail and commuter rail system was particularly important to spurring private development.” ***
- **“The rail transit system inspired growth, including people moving to downtown Salt Lake City as fast as we could handle.” ***
- **“Rail transit is making a huge difference in where people concentrate their economic investments, and in relieving congestion and providing a clear path to what our future surface transportation will be.” ***
- **“People are using transit, not only to get to work, but they're using it all day...they're using it on the weekends...they're choosing it as an alternative to using an automobile because they are tired of traffic.” ****

SLC Transit-Oriented Development



- **Transit-oriented development investment continues to accelerate near TRAX Light Rail and Frontrunner Commuter Rail stations**
- **Total private TOD investment since 1999 has exceeded \$10 billion**

Closer to Home – Fort Worth TEXRail



- Trinity Metro TEXRail Commuter Rail service from **Fort Worth Central Station to DFW Station**
- **Operations commenced in 2019**
- **27-mile line with nine stations, including Tarrant County suburbs of North Richland Hills and Grapevine**
- Ridership has exceeded expectations and set **new records in 2024**
- **Significant transit-oriented development has occurred near Grapevine Station** and is being planned for other station locations
- **Local business and sales tax revenues are up substantially** as a result of TEXRail service

Insights from Grapevine



- “There’s been an **explosion in business with the arrival of the train**. Citywide sales tax revenue is up **23%** since 2018, with **businesses within a 5-minute walk of the station seeing 38% gains**. Property values within walking distance of a train station increased by about **95%**.”
- “Anybody who’s been to Grapevine will see the beautiful **Vin hotel, a mixed-used development with Harvest Hall, and entertainment events going on there just about every night of the week**. We see huge ridership for a lot of **Grapevine festivals**.”
- “**TexRail set record ridership in 2024**. Those numbers are a true testament to our partner cities who have embraced public transit and the benefits TEXRail brings to their communities.”

Our Goals



Mobility & Connectivity

Increase regional transportation choices by connecting activity centers with high-capacity transit that is fast and reliable.



Safety & Accessibility

Implement a safe and accessible system for all people that creates a community with options.



Economic & Workforce Development

Develop a transit system that inspires economic development to promote growth in the region and national competitiveness.



Sustainability & Viability

Provide a cost-effective sustainable system that invests resources responsibly.



Connecting you to what matters

GET ON BOARD AT **ONETRANSIT.ORG**

ONE Transit System Plan



OKC SANTE FE INTERMODAL STATION



BRT – TINKER & WEST OKC



LIGHT RAIL – WILL ROGERS AIRPORT



COMMUTER RAIL – OKC/NORMAN/EDMOND



Edmond to Norman Commuter Stations

- North Edmond Station
- Downtown Edmond Station
- John Kilpatrick Turnpike Station
- 63rd Street Station
- North OKC Station
- Santa Fe Intermodal Station
- 29th Street Station
- Tecumseh Road Station
- Downtown Norman Station
- OU Special Event Station
- South Norman Station

LEGEND	
●	Regional Collector Station
●	Community Station
○	Special Event Station

Providing Expanded and Improved Bus Service



- Increased frequency
- Additional routes
- More stops
- Greater connections
- New shelters
- Modernized fleet
- Express service

Connecting You to Major Employment



OKC SANTE FE INTERMODAL STATION



BRT – TINKER & WEST OKC



LIGHT RAIL – WILL ROGERS AIRPORT



COMMUTER RAIL – OKC/NORMAN/EDMOND



UCO



CAPITOL



HEALTH SCIENCES



CBD



TINKER



FAA

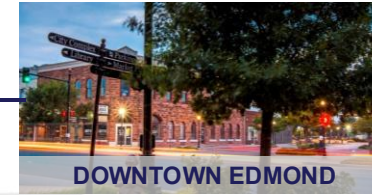
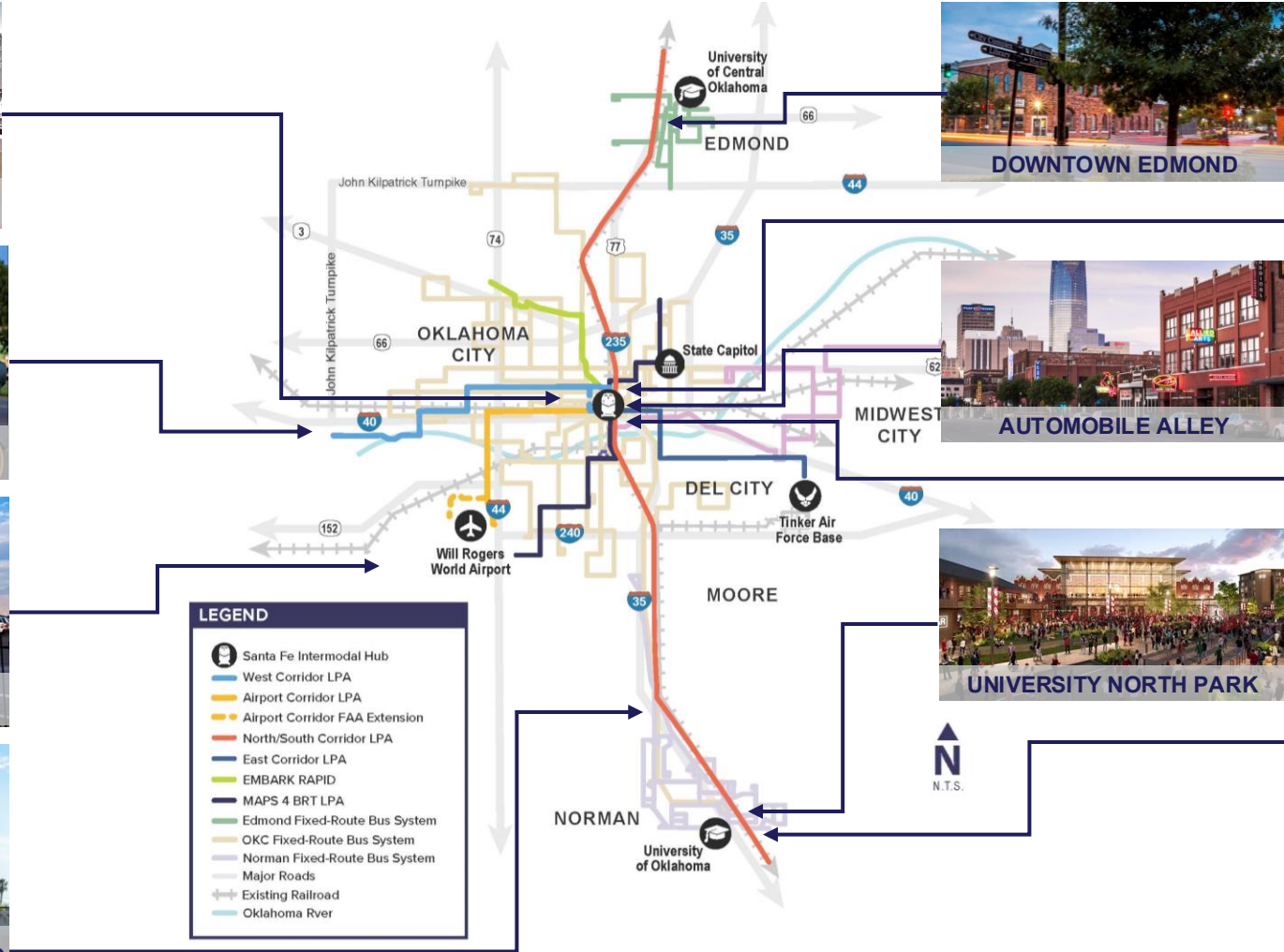


OU

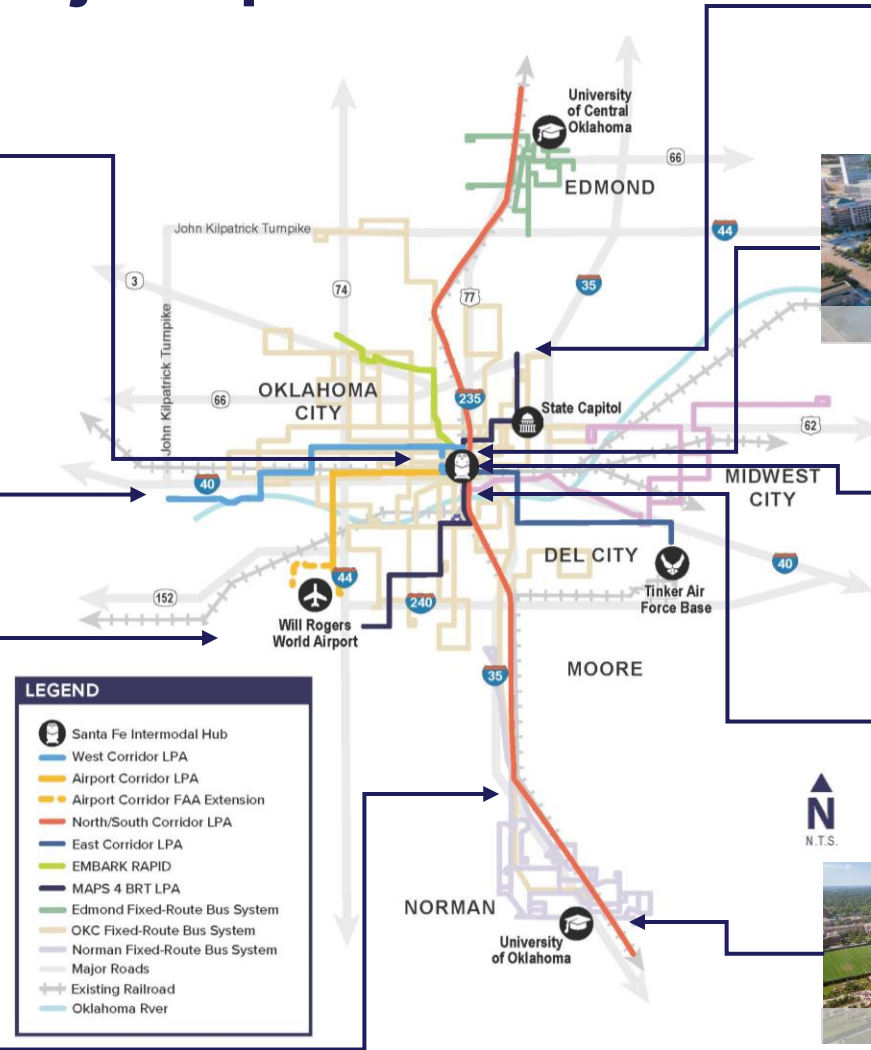
Connecting You to Higher Education



Connecting You to Dining and Entertainment



Connecting You to Major Sports Venues



Connecting You to Local Festivals



OKC SANTE FE INTERMODAL STATION



BRT – TINKER & WEST OKC



LIGHT RAIL – WILL ROGERS AIRPORT



COMMUTER RAIL – OKC/NORMAN/EDMOND



LEGEND

- Santa Fe Intermodal Hub
- West Corridor LPA
- Airport Corridor LPA
- Airport Corridor FAA Extension
- North/South Corridor LPA
- East Corridor LPA
- EMBARK RAPID
- MAPS 4 BRT LPA
- Edmond Fixed-Route Bus System
- OKC Fixed-Route Bus System
- Norman Fixed-Route Bus System
- Major Roads
- Existing Railroad
- Oklahoma River



EDMOND ARTS FESTIVAL



FESTIVAL OF THE ARTS



NORMAN MUSIC FESTIVAL



INTERNATIONAL FESTIVAL



RED EARTH FESTIVAL

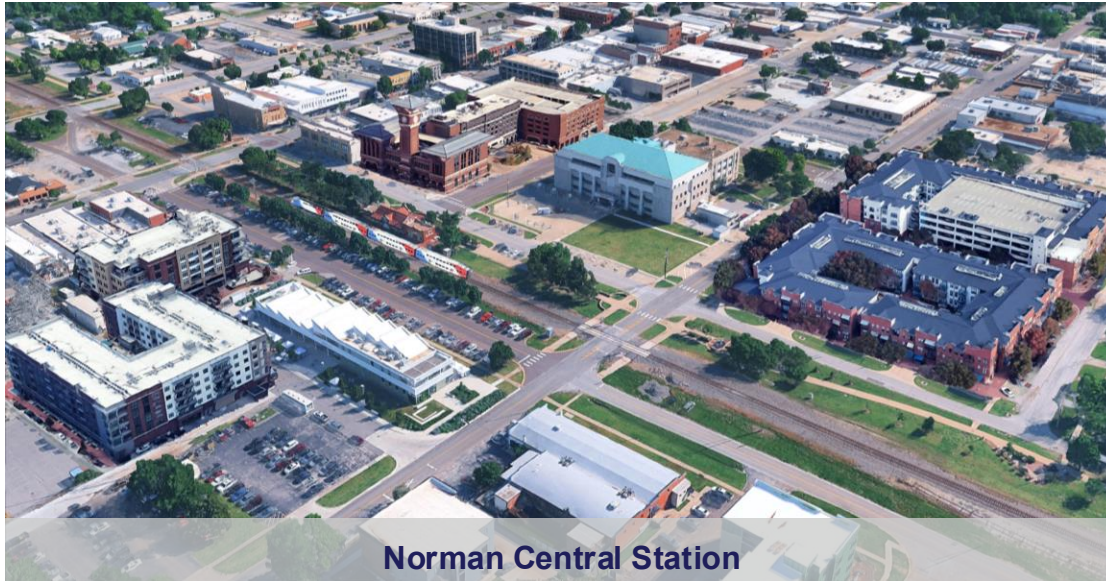


MEDEIVAL FAIR

Connecting You to Area Attractions



Imagine the Possibilities for Norman



Norman Central Station



Welcoming Visitors



Serving Commuters

- **Safe, efficient transportation options** for travel to work, education, health care, shopping, sports, and entertainment
- **Increased tourism and business activity**
- **Revitalizing the core**
- **New residents and businesses**
- **Significant transit-oriented development opportunities**
- **Higher local tax revenues and property values**



THANK YOU!

**QUESTIONS?
WE ARE READY TO ANSWER.**

GET ON BOARD AT **ONETRANSIT.ORG**

