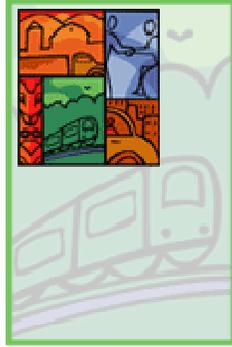


Transportation Planning Capacity Building Peer Exchange
The Land Use and Transportation Connection



Peer Exchanges

Planning for a Better Tomorrow

FHWA/FTA
Transportation Planning Capacity Building

Transportation Planning Capacity Building Program

– Peer Workshop Report –

“The Land Use and Transportation Connection”

Location: Tulsa, Oklahoma

Date: April 24, 2008

Peer Host Agency: Indian Nations Council of Governments (INCOG)

Peer Participant Agencies: Capital Metro Transit
City of Austin, Texas
City of Denver, Colorado
Denver Regional Council of Governments (DRCOG)
Douglas County, Colorado
Regional Transit District-Denver (RTD)
Federal Transit Administration (FTA)
U.S. Department of Transportation, Volpe National Transportation Systems Center (Volpe Center)

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I. Executive Summary

This report describes the proceedings of a one-day peer workshop on “The Land Use and Transportation Connection,” held at the Indian Nations Council of Governments (INCOG), which serves as the Metropolitan Planning Organization (MPO) for the Tulsa, Oklahoma region. The purpose of the workshop was to help focus an ongoing discussion within the Tulsa region on the connection between land use and transit and to identify potential lessons for the region as it moves forward in its regional planning efforts. Peers from the Austin, Texas, and Denver, Colorado, regions participated in this day-long event. This workshop was supported by the Federal Highway Administration (FHWA) and Federal Transit Administration’s (FTA) [Transportation Planning Capacity Building](#) (TPCB) Program.

Several themes stood out over the course of the day’s discussions:

- Regions should start by developing a shared vision for the future with regard to transportation and land use. This vision needs to be a product of input from the city, the surrounding communities, and the public. This vision needs to be developed in coordination with the business community.
- In order for transit to be built on a regional scale, there must be support from local political leaders and the business community.
- The Tulsa region can be proactive in its approach to dealing with transportation and land-use issues because it has started the discussion on enhancing regional transit services early in the planning process.
- Incremental changes—small, manageable components—in transit service will allow the region to begin the process of developing more Transit-Oriented Development (TOD).
- Enhancing the understanding of TOD and its relevance to land-use and transportation planning will help the region develop meaningful planning scenarios to guide future development in the Tulsa region.

II. Background

In 2007, the Tulsa region conducted a feasibility study for transit using an existing freight rail right-of-way. The initial estimates were encouraging, and prompted an examination of the transit potential of several corridors radiating out from downtown Tulsa. INCOG then requested a TPCB peer workshop to learn from the experiences of other regions that have recently built new regional transit systems and help focus the Tulsa region’s planning discussion on the connection between land use and transit. The peer discussion was timely, as the city of Tulsa recently began a comprehensive land use study and INCOG is currently updating its long-range transportation plan.

The day-long peer workshop was held on April 24, 2008 in Tulsa, Oklahoma. Workshop activities included both a daytime workshop with attendance of about 100 invited community representatives and an evening open house attended by about 50 members of the public. Three peers each from the Denver, Colorado, and Austin, Texas, regions participated in the workshop. The Denver and Austin regions were chosen because of the work they have done over the past decade to better integrate land-use and transportation planning, including the use of transit to steer regional development.

There were four goals of the workshop and public open house:

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- Learn from the Austin and Denver regions about their experiences instituting new transit facilities and coordinating these new facilities with land-use decisions.
- Gain a better understanding of the FTA funding process for regional policymakers in order to compete more effectively for funding from the FTA New Starts, Small Starts, and Very Small Starts Programs.
- Determine what the region's next steps should be as it considers various transit modes and facilities for the future.
- Provide an opportunity for the public to hear from peer experts from Austin, Texas, and Denver, Colorado, and to learn about the FTA's perspective on the multiple public transit options facing the region.

III. Key Findings/Lessons Learned

Several key themes emerged from the day-long conversation among Tulsa officials and the peers from Austin and Denver:

- As a first step, the Tulsa region needs to develop a shared regional transit vision to help guide its future development. This vision needs to include both the urban area of Tulsa and the surrounding suburban and rural communities.
- A successful plan needs buy-in from both the general public and the business community through partnerships that are continuously developed and nurtured.
- The plan should consider the identification of priority corridors for transportation investments and land-use development. Austin did this with the designation of 13 TOD centers and Denver with its designation of 85 urban centers, although each region followed a different approach.
- Developing and implementing a shared vision can be a very lengthy process. The peer experts applauded Tulsa for starting this process at a time when they can be proactive rather than reactive.
- The region should begin work on identifying potential funding sources for transit expansion. Both Austin and Denver utilized the FTA's New Starts program. The process of obtaining Federal funds through this program, however, is extremely competitive and can be lengthy. Early planning and preparation are key to achieving success.
- The successful completion and operation of initial incremental projects can be crucial for maintaining public support for a long-range vision. The success of Denver's initial light rail system garnered public support for system expansion.
- This peer event included an opportunity for the general public to hear from and interact with the expert peers from the Austin and Denver regions during an evening open house. This was a significant initial step in engaging the community and soliciting public input and support.
- Transportation problems are complex and require systematic, comprehensive, multimodal solutions.

IV. Summary of Discussions

This section summarizes the presentations from seven speakers: three from the Austin region, three from the Denver region, and one from the FTA Office of Planning. The speakers answered questions from the audience during both the day workshop and the evening open house. Those responses have been incorporated into the summaries below.

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A. Capital Metro: Commuter Rail and TOD in Austin

*Todd Hemingson, Vice-President of Strategic Planning and Development
Austin Capital Metro Transit*

Capital Metro began operating bus service in 1985 when Austin voters passed a one-cent sales tax referendum to fund regional transit. Since then, it has expanded and provides transit service throughout the 500 square mile service area. Metro will launch the region's first commuter rail line in 2009. Though Capital Metro has the highest ridership per capita in Texas, and operates the largest university shuttle system in the country, it still faces significant challenges in rising costs (especially for fuel) and increased demand for new and different services.

Austin is now the most congested mid-size city in the U.S. Its rate of economic and population growth exceeds that of 38 states. Regional transportation planning agencies in Austin are increasingly interested in using multimodal solutions to address the challenges (and opportunities) posed by such rapid growth. They want to re-emphasize the connection between transit and land use through the development of "regional activity centers" and the adoption of a city-wide ordinance to promote TOD. Mr. Hemingson believes that there is rising public support and awareness of the role transit development can play in the overall health of the region. Though the automobile still "rules the roost" in much of central Texas, he observed that more and more Austin residents are looking for alternatives due to congestion and rising fuel costs. From environmental protection, to health and safety, to cost, people are recognizing the benefits of transit and demanding new and expanded services region wide.

Local bus routes carry the majority of Capital Metro's riders. The agency is conducting a market segmentation study to assess where and how services can be improved to better meet the diverse travel needs of bus riders in the region. Capital Metro is looking to diversify its services to meet new demand for transportation alternatives to the car. Like many cities, Austin once had an extensive commuter rail network that has since been disbanded. Metro is studying a number of alternatives for how to begin building that network up again. In the fall of 2007, the mayor of Austin and a group of community leaders put together a proposal to build a central-city rail streetcar. Later this year, Capital Metro will open its 32-mile, nine station commuter rail (the "Red Line"). The trains will be self-powered diesel with multiple units. Capital Metro is working with the city on signal coordination to give the trains priority at key points along the route. Ultimately, the Red Line will be complemented by development of a bus rapid transit (BRT) system ("buses on steroids").

Mr. Hemingson noted that TOD is a hot topic in Austin right now, especially with the new rail development. The city recently passed a TOD-supportive ordinance, and Capital Metro supports TOD through its land assembly activities for system expansion projects. When acquiring land for stations and Park & Ride lots, Capital Metro buys more land than immediately necessary and works with the private sector on mixed-use, transit-supportive joint development efforts. Since the stations will be there for years to come, this approach will accommodate growth while preserving a range of access and mobility options for residents over the long term.

There is some debate in the region over what kind of transit development best facilitates TOD. The focus for now is on new rail stations. Many are skeptical that similar developments along bus routes, which constitute the majority of Metro's current service network, would be practical. Mr. Hemingson noted, however, that evidence suggests that BRT—a more cost effective transit alternative to light rail—might support TOD.

In its transit planning, Capital Metro uses a "transect" typology—developed by LA Metro—to select the modes and services (e.g., local bus, express bus, BRT, light rail, heavy rail) that best fit current and projected densities and then identifies the best opportunities to support TOD.

In the final analysis, Mr. Hemingson does not believe there is a single silver bullet solution for how to improve transit and reintroduce regional rail service for mid-sized, auto-oriented cities.

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Preserving and improving the system that already exists is essential, and any additional services should be rooted in a comprehensive planning framework that integrates the regional vision for land use and transportation. It is also important to couch any new transit service within the context of a larger vision of a preferred future transit and land use connection. The introduction of services like the Red Line can become “demonstration” projects that build public support and lay the groundwork for fundraising and system expansion further down the road.

B. MPO Perspective: Planning for Growth and TOD in the Denver Region

*Bill Johnson, Director of Regional Planning and Development
Denver Regional Council of Governments*

The Denver Region Council of Governments (DRCOG) is the Federally-designated MPO for the nine-county Denver area. Denver is substantially larger than Tulsa (currently home to about 2.7 million people and projected to add one million additional residents by 2025). Nonetheless, Denver and Tulsa are similar organizationally in that their Federally-designated MPOs also serve as the regional planning commission. This organizational design helps facilitate a high level of coordination between land use and transportation. The combination of MPO and regional planning commission within the same organization is a great advantage for providing regional leadership on issues of transit and commuter rail development.

DRCOG feels that one of its most important and successful tasks has been bringing local elected officials to the table to discuss regional challenges and develop regional solutions. In support of TOD, DRCOG provides relevant and timely information to help policymakers, business leaders, and the public make informed decisions regarding TOD.

2035 Metro Vision Regional Transportation Plan, DRCOG’s long-range transportation and land-use plan, outlines regional development goals in three key areas:

- Growth and Development
- Transportation
- Environment

The plan includes specific strategies and actions the region can implement to achieve its goals. A notable feature is an urban growth boundary accompanied by the designation of 85 urban centers. Most, but not all of the urban centers are the site of existing or future transit stations. While both Portland and Seattle also have urban growth boundaries required by law, Denver’s is a voluntary effort. Still, there is substantial collaboration among the counties and municipalities in developing regional plans. Forty-four of the region’s 52 jurisdictions have agreed to abide by the growth opportunities and constraints outlined in the 2035 Metro Vision. One of the keys to the success of the urban growth boundaries has been the flexibility that it allows municipalities. Each municipality is allocated a “growth budget” that allows for some growth, but also contains restrictions. There are also financial incentives for municipalities to create local plans using the 2035 Metro Vision as a model. When determining funding for projects in the Transportation Improvement Program (TIP), special points are awarded for projects within urban boundaries. Sewerage permits are also used as a way to help guide development toward the urban centers.

C. Comprehensive Planning: Making the Transportation and Land Use Connection in Tulsa

Andrew Howard, Kimley-Horn

As part of the long-range planning effort associated with this peer event, the consulting firm Kimley-Horn is working with the Tulsa region to develop a new regional plan. To create the vision for this plan, Kimley-Horn is using scenario planning techniques. Traditional planning processes focus on one problem and one solution, but the scenario planning process allows the consideration of alternatives and options for the region’s future.

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A key component of defining the vision for the Tulsa region is asking questions about viewpoints of the citizens and business community. This will be done by polling, stakeholder interviews, formation of an advisory committee, and the holding of workshops and open houses.

In order to develop a regional transit system, partnerships among the transit agency, the city, and suburbs will be key. Successful transit planning must happen in conjunction with land-use planning in order to create transit-supportive densities and uses, but transit agencies do not have the land-use authority needed to be successful on their own. This means that transit agencies will have to work with the municipalities they serve to ensure a better connection between transportation and land use, including the development of more transit-supportive land uses.

Dallas recently completed a scenario planning process. One lesson learned from this experience is that promoting walkable communities can support TOD, since walkable communities have the higher densities needed to make transit a viable transportation option. Thus, making communities more walkable is an important step that agencies can take to build and support transit ridership.

D. Denver's FasTracks Regional Light Rail System Expansion

*Cal Marsella, General Manager
Denver RTD*

The Regional Transportation District (RTD) is the principal transit system for the Denver region. It has a 35-mile light rail system and 1,000 buses. It provides transit service for 31 communities in eight counties. In 2007, there were over 94 million transit boardings. RTD has an annual operating budget of over \$480 million.

RTD has worked with DRCOG over the past several years to develop *FasTracks*, a plan to expand transit service within the Denver region to promote economic growth and encourage development in transit-friendly areas. The plan calls for 122 miles of new light rail and commuter rail services and the implementation of an 18-mile BRT system.

A referendum vote on implementing a one-cent sales tax in the Denver area to fund transit expansion was approved, with 58 percent of the electorate in favor of the referendum. This was in spite of opposition by the governor of Colorado. The key to building public support for this effort was in explaining to people exactly what type of transit service was being proposed and when the service would be available.

To date, one of the most significant effects of Denver's light-rail service has been economic growth spurred by transit investments. Most of the recent growth in the Denver area has occurred near transit stations. Key steps to foster improved land use-transit connections that also promote economic development include:

- Ensure pedestrian-oriented urban design and streetscape.
- Promote more compact new development in comparison to low-density adjacent development patterns.
- Include mixed-use land development.
- Influence development within a half-mile radius of the station.

Mr. Marsella believes that in order to gain the ridership necessary for success, new regional transit providers should focus their efforts where transit has a comparative advantage over cars. For example, highways perform their worst during peak periods while transit does its best during peak periods. Transit should focus on the key markets of work and school trips, as well as special events. RTD does not try to serve those markets that are not conducive to transit. As an agency, it works to provide alternatives to the automobile but not at the expense of the automobile, such as suburban Park & Ride lots that allow commuters to drive to public transit. Another key to gaining ridership and public acceptance for a new regional transit system is to focus on delivering superior service and to enforce accountability by developing a solid budget and revenue plan.

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An example of cooperation between transit and auto travel is the recently completed T-REX Transportation Expansion project. This \$1.8 billion interstate improvement included the expansion of the light rail system in the highway right-of-way. This cooperative effort was aided by support of the business community.

Mr. Marsella believes that Tulsa chose a good stage in its planning process to begin public discussion of the future of transit for the region. He recommended that the Tulsa region develop a vision that sets lofty—though not unattainable—goals. The long-range vision should capture the region’s imagination but also serve as a tool to gain input and collaboration from regional partners and the public. Mr. Marsella also emphasized the important role for INCOG’s board in building the political support necessary to achieve regional planning and development goals.

E. Building Bi-Partisan Political Support for Light Rail in the West

Melanie Worley, Douglas County Commissioner

Developing a “shared vision” that includes both urban and suburban areas has been critical to the success of FasTracks in the Denver region. As an elected official, Ms. Worley noted the difficulty in bridging the different needs and interests of urban and suburban communities to create a single vision to guide regional development. To do so, she conducted over 150 town meetings on transportation issues to support public collaboration and gain input from citizens. The lessons she learned from this process are:

- Develop as many partners as possible.
- Be sensitive to the heritage and flavor of the communities involved.
- Remain focused on the big picture even though there may be small defeats along the way.
- Help make the public a partner as they will be the best spokespeople for advancing a regional vision.
- Build trust by demonstrating the ability to complete projects on time and within budget.

An example of building trust was the T-REX Transportation Expansion project. The project was done by the Colorado DOT as a single project even though it included both highway and transit. It was done with a design-build contract, which was extremely successful working within the agreed-upon budget and schedule. This has helped the transportation agencies gain public trust.

F. City of Austin’s Recently Adopted TOD Guidelines

Sonya Lopez, City of Austin

The city of Austin has experienced rapid growth over the last two decades as it developed into a center for the high-tech industry. Traffic congestion has also grown, which has negative impacts on regional air quality. Most people in the region agree that traffic congestion is a serious problem, one that will only grow worse without strong land-use and transportation policies. The city is trying to address these problems by investing in regional transit and transit-supportive land uses. The Tulsa region is at a good stage in its development to focus on these issues since traffic congestion has not yet become a major problem.

In response to the introduction of commuter rail service between Austin and its suburbs, the Austin City Council requested that the city develop a series of TOD guidelines. The goal was to strengthen the connection between land use and transit in order to improve livability in areas surrounding the proposed rail stations. The city is looking to increase its density and support mixed-use development around rail stations. It is also focused on improving options for non-automobile transportation.

In 2005, the city of Austin adopted a two-step process for supporting TOD investment. First, it adopted a TOD ordinance framework to be applied in districts near the six planned commuter-rail stations and three rapid bus stations that will be built under Capital Metro’s expansion plan. The ordinance created a zoning overlay that imposed interim regulations to prevent non-transit supportive development in these districts until a station area plan could be developed. Second,

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the city created individualized station area plans to support and promote TOD in the districts identified.

Properly done, TOD will be designed to be both aesthetically and functionally compatible with community form and the public's vision. It does not mean high-rise buildings in locales where community design and public preferences would not support them. Instead, the city works to increase density with designs that fit into the neighborhood character. Each district is unique and has its own sensitivities concerning zoning issues. Still, the city of Austin has faced a number of planning challenges as it tries to implement its TOD efforts. These include:

- Public concern over increased building height and density surrounding the stations.
- Fear of gentrification and the displacement of people with lower incomes.
- Lack of sufficient publicly-owned land around the stations to develop new public spaces or other amenities.
- Public concern that the city does not have enough control over development and is too reliant on the private sector.

The city realizes that TOD is only one part of the answer to providing a better transportation-land use connection in the Austin region. With a population of 750,000 people and land area of about 300 square miles, it is important to accommodate auto traffic as well as transit. Although the TOD districts within the city of Austin cover less than two percent of the land area within the city, they can still have a profound effect on how many people view, travel, and live within the city.

FTA Perspective: Applying to the New Starts Program

Dwayne Weeks, FTA

FTA administers the New Starts program, which allocates approximately \$1.6 billion in Federal aid for New Starts projects. FTA allocates New Starts money competitively, giving grants to the most meritorious projects. The agency is tracking over 100 planning studies that include consideration of major transit capital investments. This requires developing reliable information on a project's benefits and costs. It also requires a strong commitment by the region to develop a shared vision of the transit and land use connection. Mr. Weeks noted that hosting a TPCB Peer Workshop is a good first step for the Tulsa region to take in defining its goals and desires and begin planning for regional transit in its future.

It typically takes 6 to 12 years to complete the New Starts process. There must be an alternatives analysis, preliminary engineering, final design, and construction. In each of these phases, the following key decisions must be made:

- *Systems planning*: Identification of a priority corridor.
- *Alternatives analysis*: Identification of the mode and alignment.
- *Preliminary engineering*: Completion of the NEPA process, development of a financial plan, and development of a final scope and cost estimate.
- *Final design*: Development of construction documents.
- *Full Funding Grant Agreement*: Documentation of FTA funds for the project.

During the alternatives analysis, it is crucial to take time to reach out to the public and have a full and open discussion about alternatives.

Another key measure that FTA uses to determine a project's merit is its land-use plan. The evaluation is based on the following important questions:

- Are there existing transit-supportive land uses?
- Are there transit-supportive plans and policies?
- Are there other demonstrated, locally-supportive policies for new transit service?

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FTA also has a more recent program called Small Starts. This is for projects with a total cost that is less than \$250 million. Eligible projects include both fixed guideway (rail) and corridor bus projects. The goal of this program is to fund projects that have strong technical merits and strong local support.

V. Follow-Up and Next Steps

Since the TPCB Peer Workshop, INCOG has taken several steps to follow-up on the information shared:

- Completed the standing committee report on transit options “Rail Transit Strategic Plan.”
- Advanced a plan for regional human services transportation coordination.
- Worked with PLANiTULSA to support a comprehensive planning process for the city of Tulsa (began in June 2008).

The next steps for INCOG include the following:

- Develop a focused approach to prepare and submit a potential New Starts project application to the FTA.
- Develop a land-use strategy with transportation-related investments to promote TOD.

VI. Attachments

A: Participant List:

Hosts:

First	Last	Title	Organization
Tim	Armer	Manager, Transportation Planning	INCOG
Viplava	Putta	Assistant Manager, Transportation Planning	INCOG

Guests:

First	Last	Title	Organization
Todd	Hemingson	Vice President of Strategic Planning and Development	Capital Metro Transit
Bill	Johnston	Regional Development Manager	DRCOG
Andrew	Howard	Urban Planner	Kimley-Horn
Cal	Marsella	General Manager	RTD-Denver
Melanie	Worley	Douglas County Commissioner	Douglas County, Colorado
Sonya	Lopez	Senior Planner	City of Austin, Texas
Dwayne	Weeks	Senior Community Planner	FTA
Elizabeth	Murphy	Community Planner	Volpe Center
Terry	Regan	Planner	Volpe Center

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Participants:

First	Last	Title	Organization
Wayne	Albert	Manager, Land Development Services	INCOG
Liann	Alfaro	Transportation Planner	Metropolitan Tulsa Transit Authority
Chip	Ard	Chair	Tulsa Metropolitan Area Planning Commission (TMAPC)
Karisha	Arnett	Chair-Elect	Tulsa Young Professionals
Stacey	Bayles	Executive Director	AIA Eastern Oklahoma
Robert	Bell	Planning Director	City of Jenks
David	Beyer		Tulsa-Sapulpa Union RR
Dawn	Borelli	Transportation Manager - STIP	Oklahoma Department of Transportation
Annette	Bowles	President	Jenks Chamber of Commerce
Charles	Brown	Planning Commissioner	City of Owasso
Michelle	Cantrell	Member	TMAPC
Stephen	Carr	Senior Planner	City of Tulsa, Planning Department
Robert	Carr	City Engineer	City of Jenks
Richard	Carter	City Councilor	City of Broken Arrow
Bill	Cartwright	GM	Metropolitan Tulsa Transit Authority
Rachel	Clyne	City Planner	City of Sand Springs
Mary	Coley	Communications Officer	Office of the Mayor, City of Tulsa
Erin	Conrad		Congressman Sullivan's Office
Gary	Corino	Division Administrator	Federal Highway Administration
Steven	Cox	Director of Projects and Procurement	Metropolitan Tulsa Transit Authority
Larissa	Darnaby	City Planner	City of Owasso
Farhad	Daroga	City Planner	City of Broken Arrow
Josh	Davis	Chair - TYPros Sustainability Crew	Tulsa Young Professionals
Erik	Enyart	City Planner	City of Bixby
Randy	Ewing	Director of Central Services	City of Jenks
William	Franklin	Artist	http://www.williamtheartist.com/
Daryl	Golbek	Director of Public Infrastructure	City of Claremore
Anna	Grider	Planning Intern	City of Broken Arrow
Scott	Grizzle	Board Member	TulsaNow
Chelsea	Harkins	Economic Development Director	City of Owasso
Susan	Harris	Government Affairs Program Coordinator	Tulsa Metro Chamber
Larry	Hopper, AICP	Planner IV	METRO Transit, Oklahoma City
Roger	Hughes	Project Engineer	City of Broken Arrow
Janet	Ingle	Vice President	Co-Owner Mingo Aerospace

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First	Last	Title	Organization
Michael	Jordan	Board Member	American Institute of Architects Eastern Oklahoma
Sarah	Kobos	President	TulsaNow
Joe	Kyle	Rail Programs Division Manager	Oklahoma Department of Transportation
Wilford	Levings	Project Manager	Oklahoma Department of Transportation
Jessica	Lowe-Betts	Government Affairs Program Coordinator	Tulsa Metro Chamber
Jon	McGrath	Principal	McGrath & Company LLC
Doug	Moore	Urban Development Director	City of Sapulpa
Mike	Neal	President	Tulsa Metro Chamber
Jim	Norton	President	Downtown Tulsa Unlimited, Inc.
Pam	Polk	City Manager	City of Collinsville
Mark	Pritchard	Assistant Director	METRO Transit, Oklahoma City
Rodney	Ray	City Manager	City of Owasso
Ted	Reeds	Architect	American Institute of Architects
Joe	Robinson	Verdigris Town Manager	Town of Verdigris
Tim	Rooney	Assistant City Manager	City of Owasso
Steve	Roth	Engineering Manager	Lockwood, Andrews & Newnam, Inc.
Julie	Sanders	Transportation Manager- Freight	Oklahoma Department of Transportation
Tim	Schmidt	Operations Manager Rail & Transit Group	Lockwood, Andrews & Newnam, Inc.
John	Shivel	Member	Tulsa Metropolitan Area Planning Commission (TMAPC)
Vernon	Smith	Infrastructure Planner	City of Sand Springs
Cynthia	Staab	Assistant General Manager	Metropolitan Tulsa Transit Authority
Roger	Stevens	Interim Public Works Director	City of Owasso
Brent	Stout	Senior Special Projects Engineer	City of Tulsa
Shasta	Stump	Marketing Manager	Watco Companies
Wendy	Taylor	Government Affairs Program Manager	Tulsa Metro Chamber
Mickey	Thompson	President	Broken Arrow Chamber of Commerce
Mike	Tinker	City Manager	City of Jenks
Philip	Tucker	City Councilor	City of Broken Arrow
Jim	Twombly	City Manager	City of Broken Arrow
David	Vines	Owasso Planning Commission	City of Owasso
Terry	Walters	Economic Development Director	City of Sand Springs
Micky	Webb	City Manager	City of Bixby
Rick	Westcott	Councilor	Tulsa City Council
Jeff	Westfall	Project Engineer	City of Broken Arrow
Eric	Wiles	Community Development	City of Owasso

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First	Last	Title	Organization
		Director	
Melissa	Wright	Director, Member Services	Jenks Chamber of Commerce
David	Yarbrough	Manager of Operations	Tulsa Port of Catoosa

B: Agenda: Thursday, April 24, 2008

Begin	Description
10:00 a.m.	Welcome: Councilor Rick Westcott, Tulsa City Council
10:15 a.m.	Session 1: Planning and Implementing Rail Transit: Challenges and Opportunities Speakers: <ul style="list-style-type: none"> • Todd Hemingson, Austin Capital Metro • Bill Johnson, Denver Regional Council of Governments • Andrew Howard, Fregonese and Associates
12:00 p.m.	Break
12:15 p.m.	Luncheon Presentation: <ul style="list-style-type: none"> • Cal Marsalla, Denver RTD
1:15 p.m.	Break
1:30 p.m.	Session 2: Rail Experiences in Denver and Austin Speakers: <ul style="list-style-type: none"> • Melanie Worley, Douglas County, Colorado • Sonya Lopez, City of Austin • Dwayne Weeks, Federal Transit Administration
4:00 p.m.	Break
6:00 p.m.	Open House for the Public
End of Peer Exchange	

C: Participant MPO Web sites

Indian Nations Council of Governments (INCOG)
<http://www.incog.org>

Denver Regional Council of Governments (DRCOG)
<http://www.drcog.org/>

Denver Regional Transportation District
<http://www.rtd-denver.com/>

Austin Capital Metro
<http://www.capmetro.org/>

City of Austin, Transit-Oriented Development
<http://www.ci.austin.tx.us/planning/tod/>

Federal Transit Administration, New Starts Program
http://www.fta.dot.gov/planning/planning_environment_5221.html

Transportation Planning Capacity Building (TPCB) Program
<http://www.planning.dot.gov>