



Regional Transit System Plan

Regional Task Force Meeting No. 1

Thursday, December 2, 2010

James Wagner



- **Introductions**
- **Venue**
- **Packet**
- **Displays**

Agenda

Opening	(5 mins)
Session 1	(20 mins)
What is a Regional Transit System Plan?	
Break	(10 mins)
Session 2	(15 mins)
Funding and Institutional Options	
Session 3	(10 mins)
Public Outreach Plan/Team Transit	
Break	(10 mins)
Break-out Sessions	(30 mins)

What is the Regional Task Force?

- Advisory group (100±) for varying interests:
 - **Technical**
 - **Economic development**
 - **Civic/advocacy**
- Sounding board as project progresses
- Review and comment on deliverables
- Will meet as needed (usually bi-monthly)

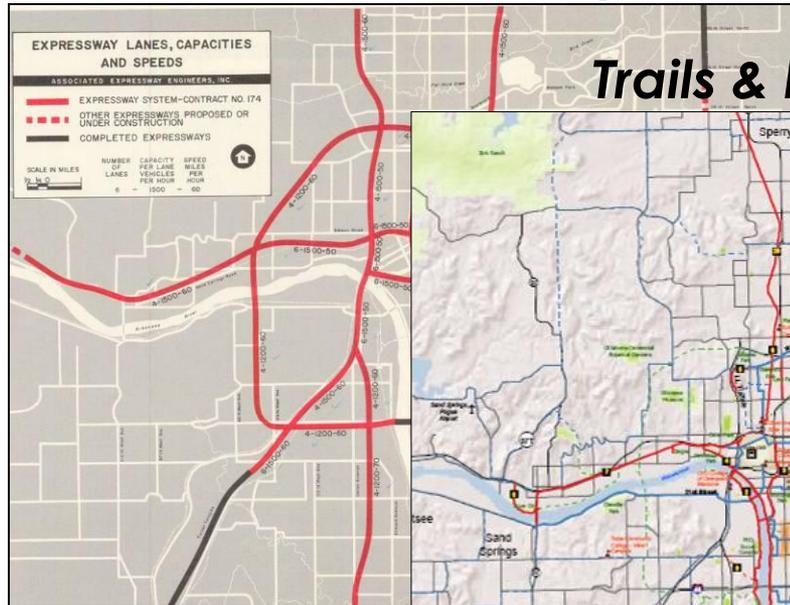
What is a Regional Transit System Plan (RTSP)?

Mike McAnelly

JACOBSTM

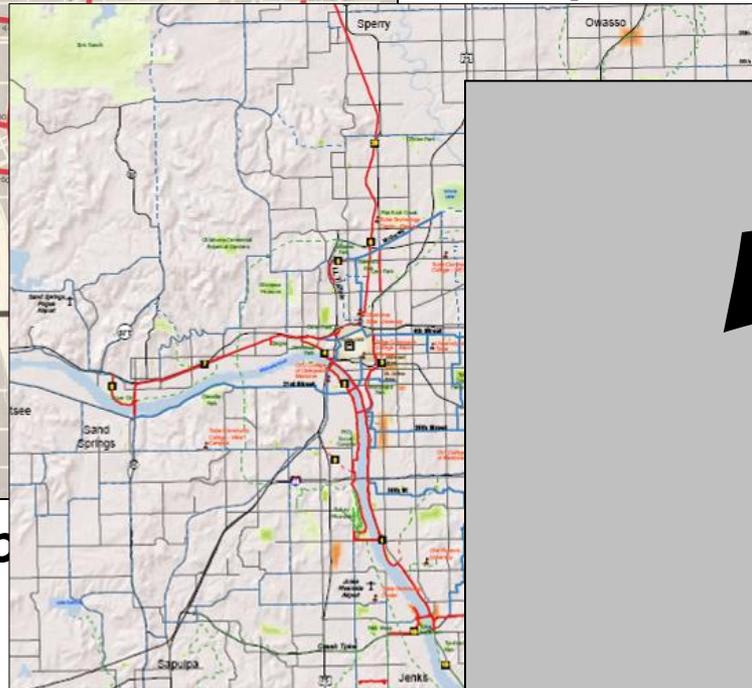
A Brief History of Regional Transportation Planning...

Streets & Freeways



1961 Tulsa Exp

Trails & Bikeways



1999 Regional Tra

Transit

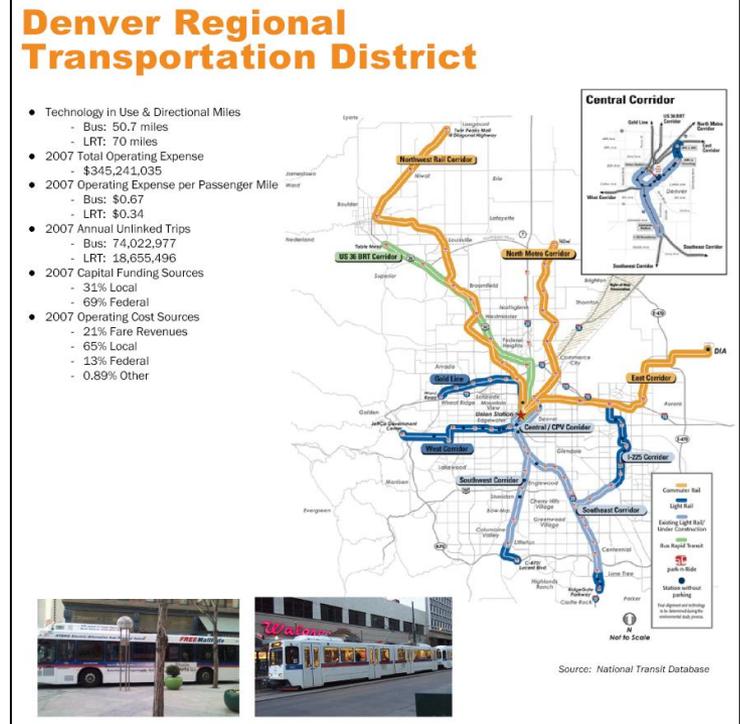


2011 Regional Transit System Plan

What is a Regional Transit System Plan (RTSP)?

A plan to...

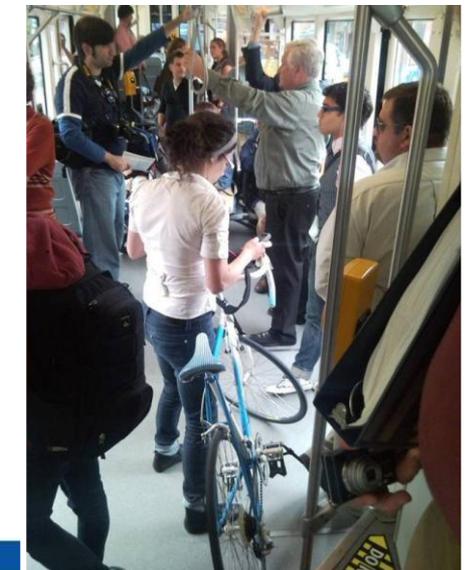
- ③ Develop a long-range, multimodal and comprehensive transit development program
- ③ Guide regional and local transit initiatives
- ③ Identify a financially viable transit program
- ③ Recommend improvements eligible for federal funding

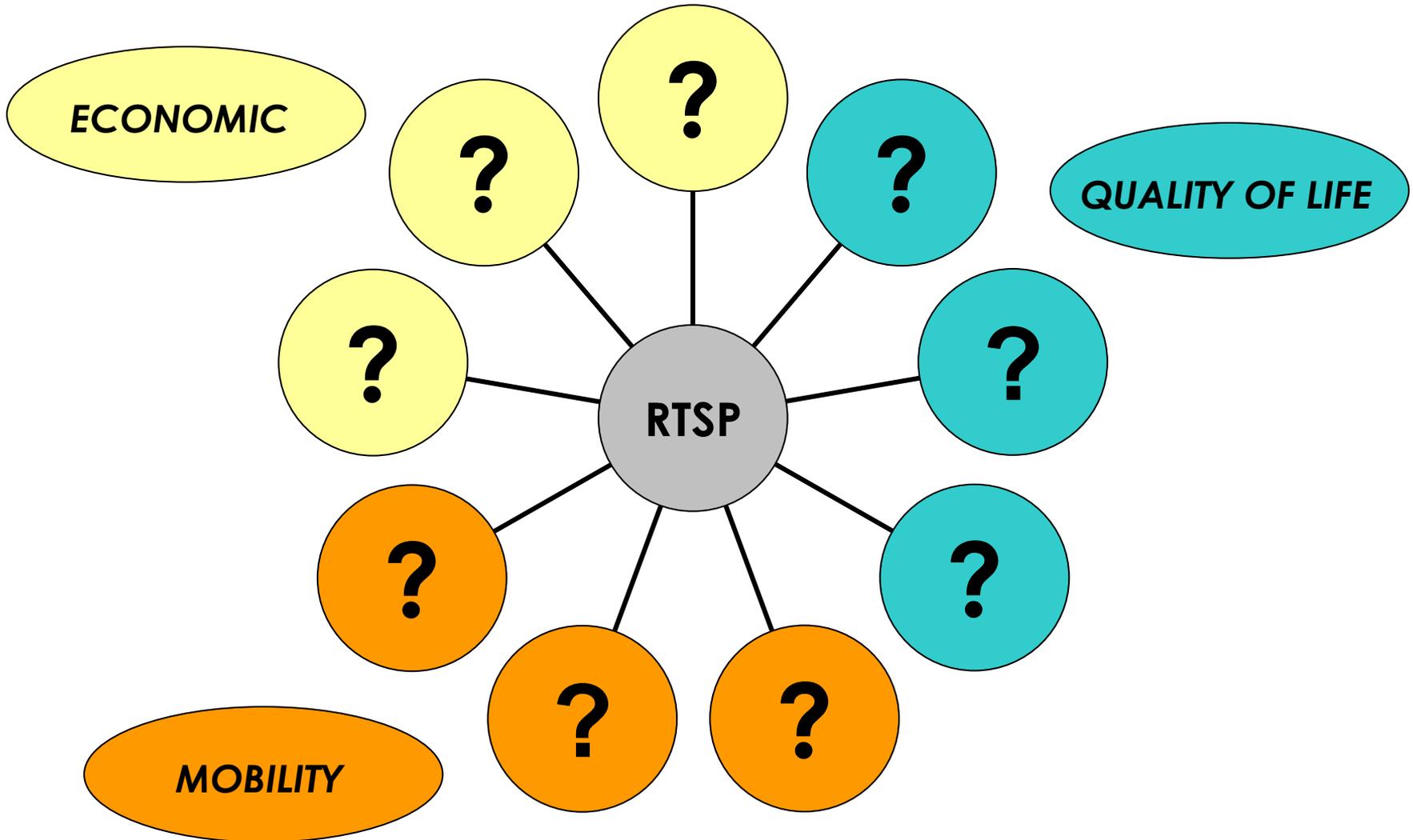


Denver Fastrack System Plan

Why an RTSP is Needed

- © Foster economic development
- © Compete as a region
- © Promote redevelopment
- © Improve mobility choices
(Relieve traffic /Protect air quality)
- © Strengthen multi-modal transportation options
- © Serve as the foundation for transit funding grants (New Starts, TIGER, Livable Comm.)

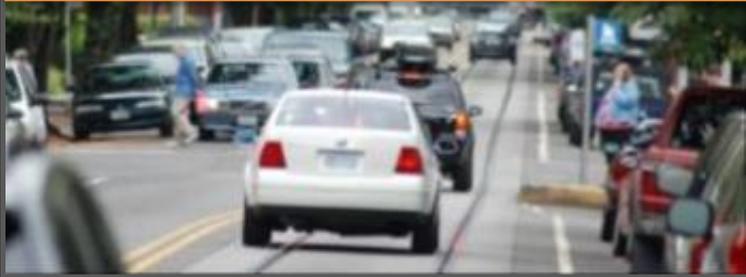




Congestion Mitigation



Transportation Choices



Connections

Create Jobs



Revenue/Funding



Development Opportunities

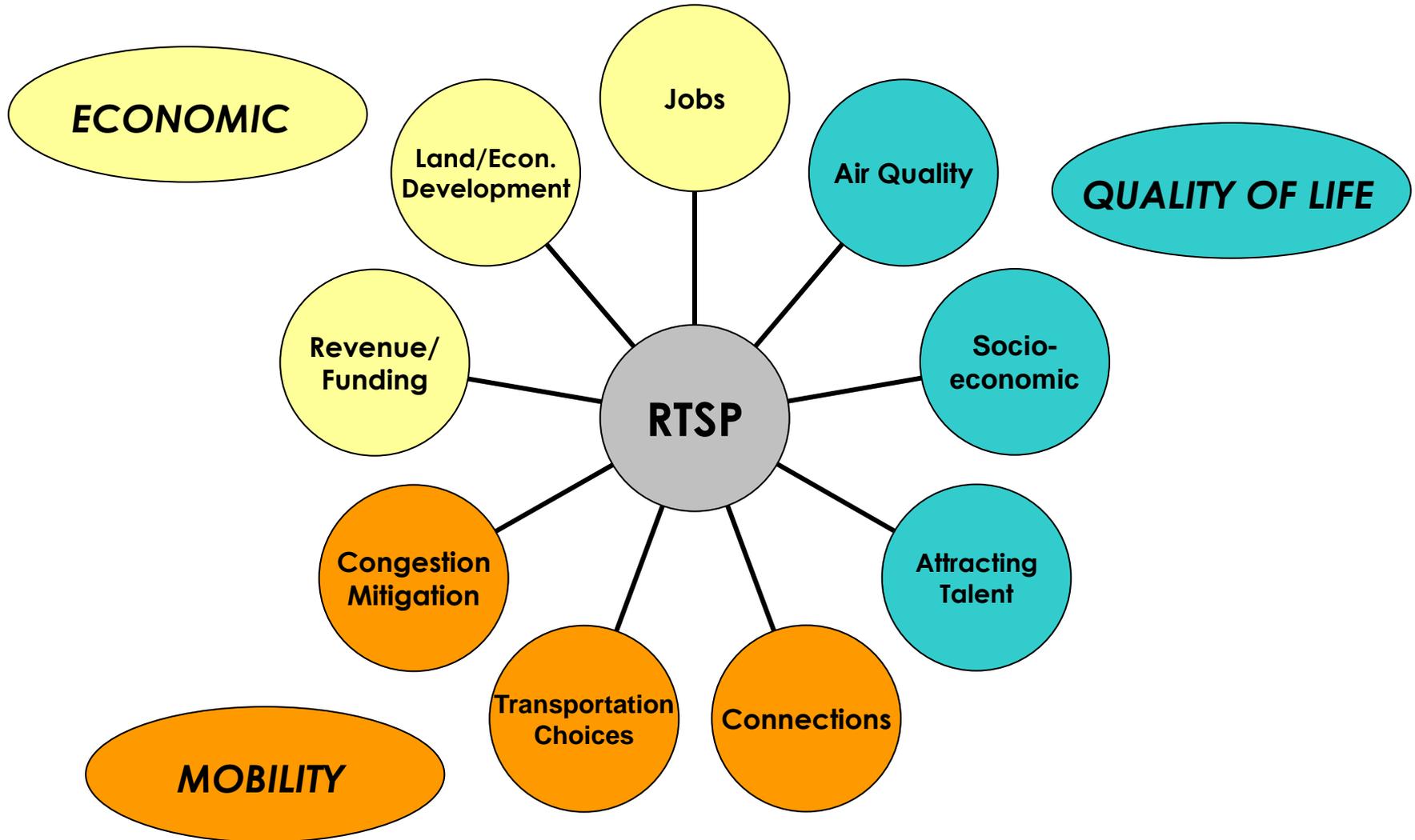
Air Quality



Attracting Talent

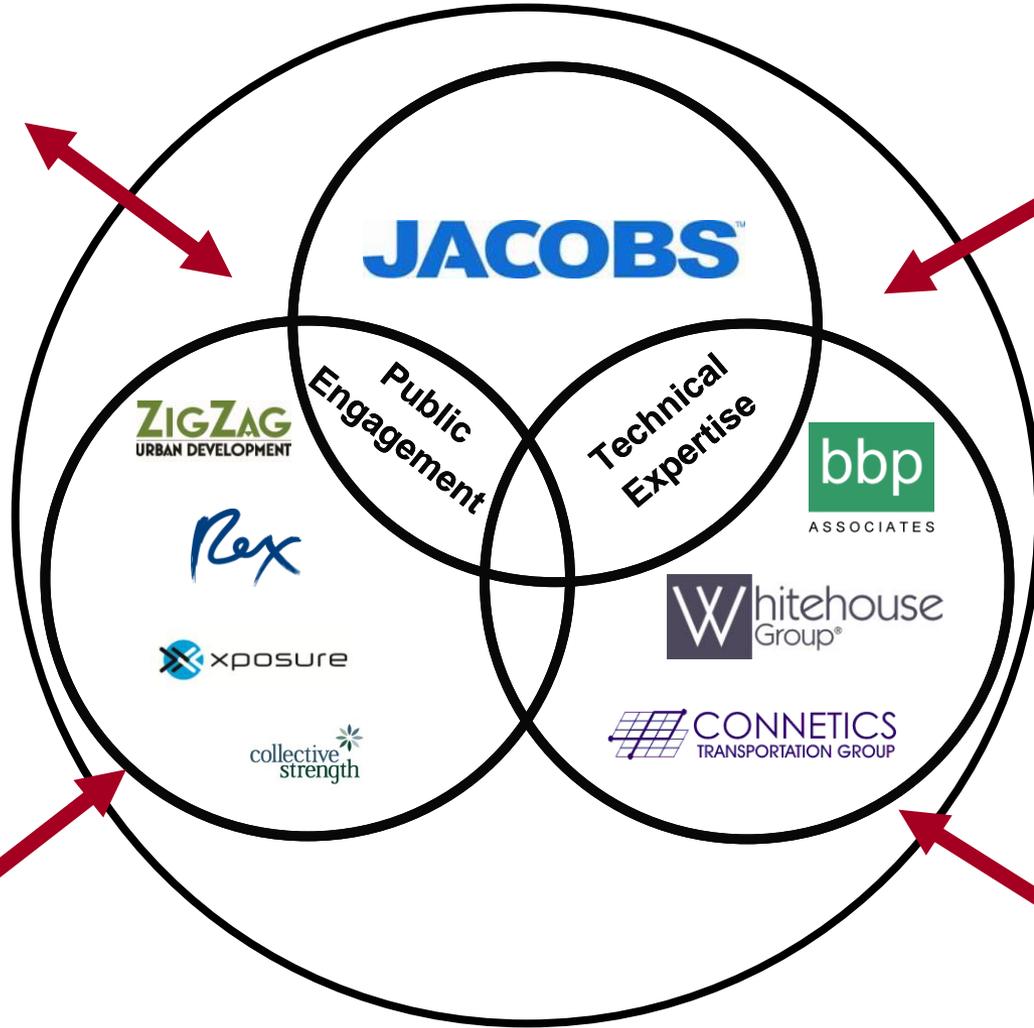
Socio-Economic





**INCOG
Transportation
Policy
Committee**

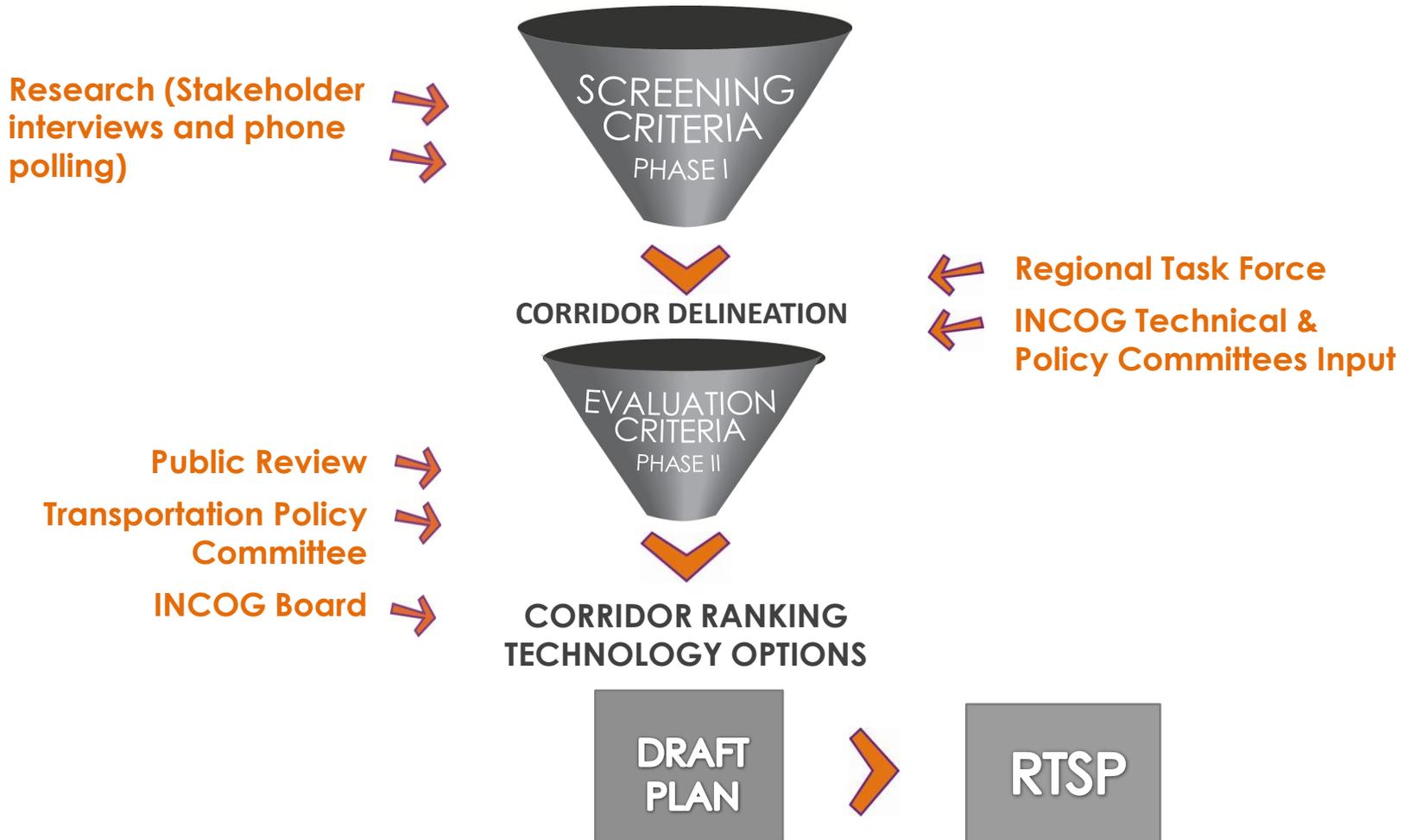
**General
Public**



**Regional
Task
Force**

**Team
Transit**

DEMOGRAPHICS • NEEDS ANALYSIS • CORRIDORS • ALTERNATIVES



NEEDS ASSESSMENT

Demographic Analysis Modeling/Ridership Analysis
Corridor Delineation

ALTERNATIVES EVALUATION

Purpose & Need Corridor Evaluation
Identify and Prioritize Corridors & Modes

BUS SYSTEM EVALUATION

Existing Service Review
Peer Assessment
Near-Term Plan
Long Term Vision

OPERATION & FINANCING

Administration
Funding
Service Level
Implementation

PREPARE SYSTEM PLAN

Draft
Final

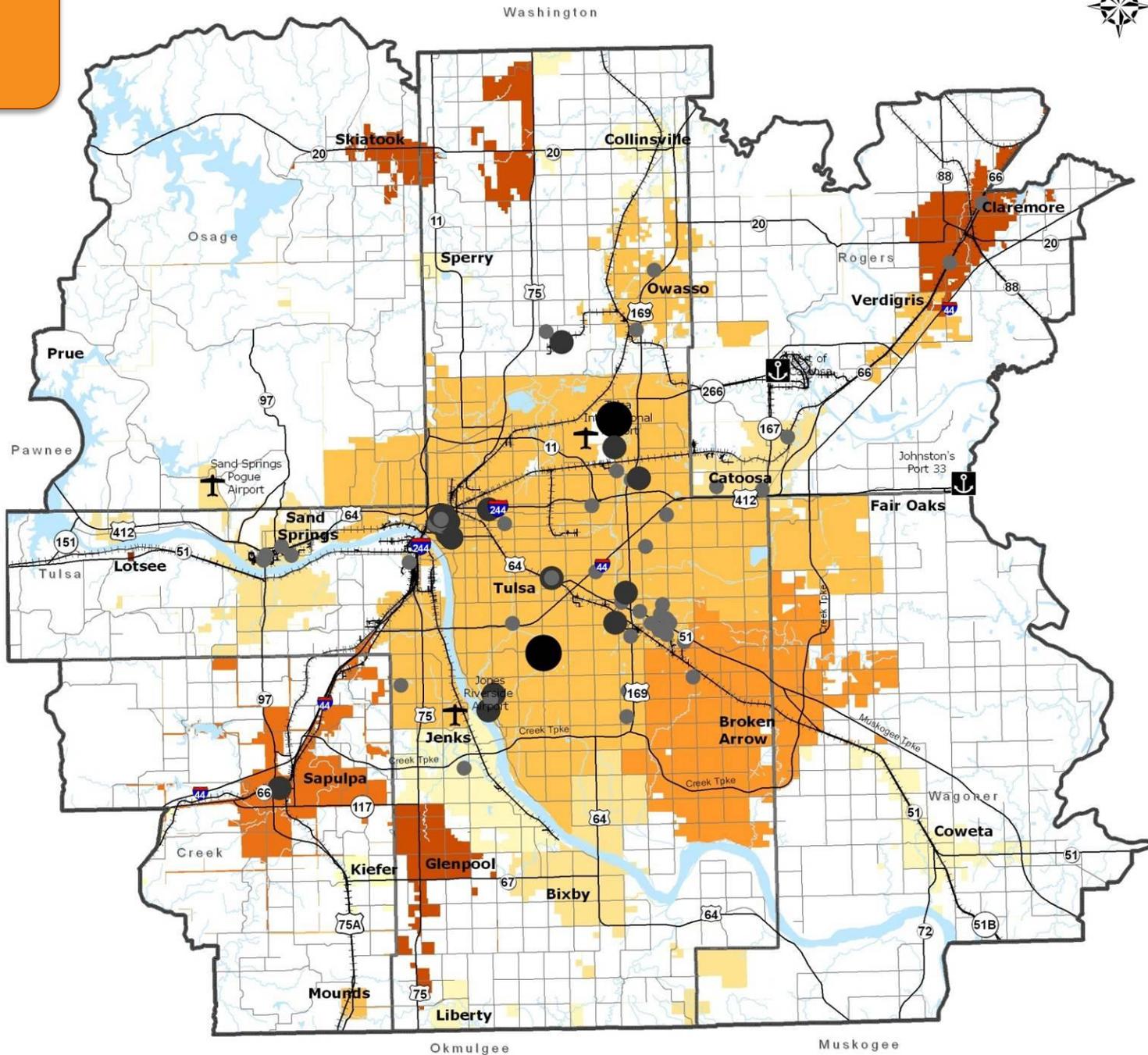
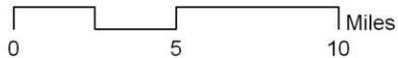
MAJOR EMPLOYERS



Number of Employees

- 500 to 999
- 1,000 to 4,999
- 5,000 to 9,999

- Transportation Management Area
- Highways
- Arterials
- County Boundaries
- ++++ Railroads
- Water Bodies
- Streams
- Corporate Limits

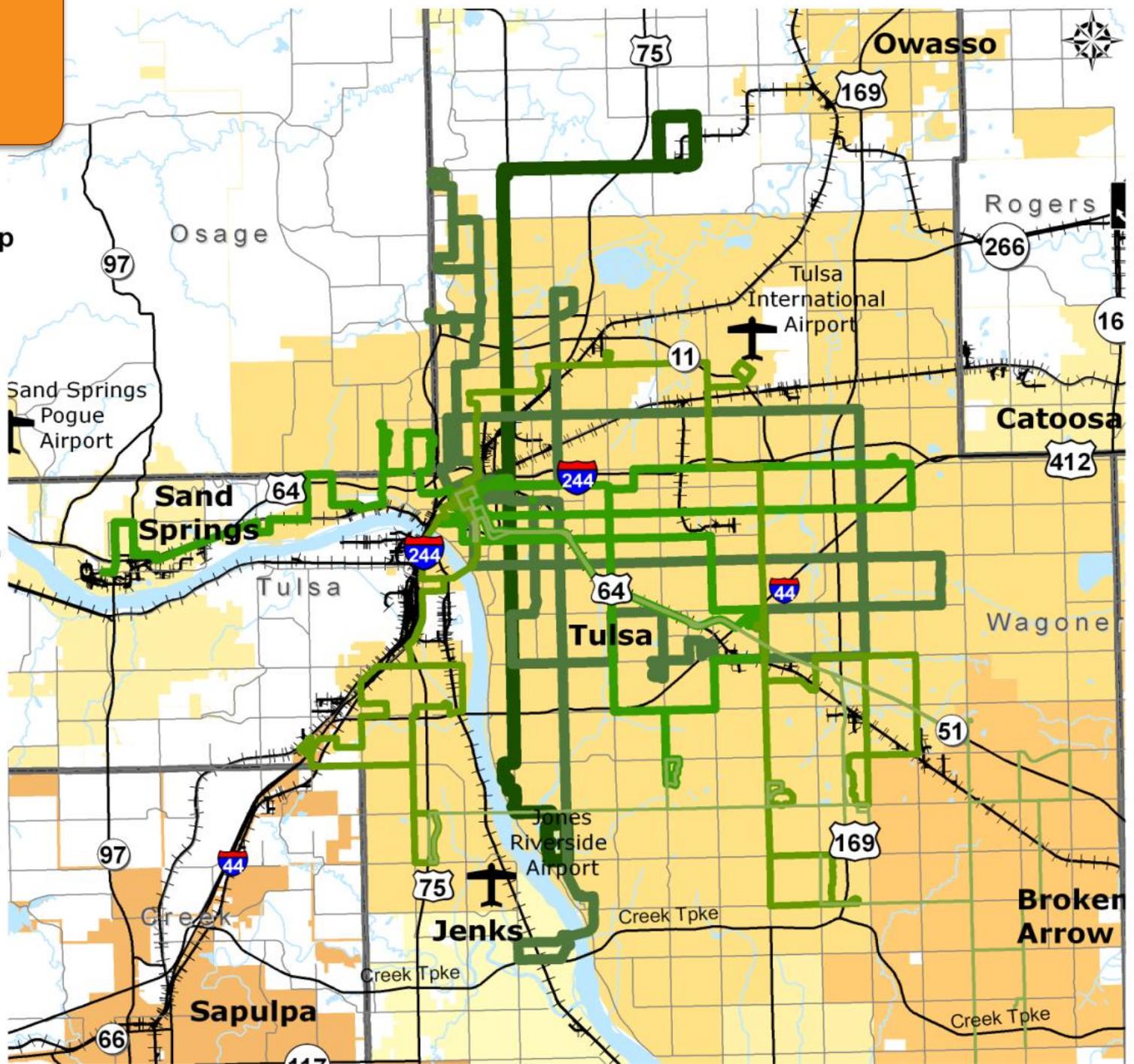
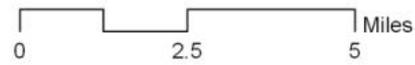


EXISTING TRANSIT SERVICE

Average Daily Ridership

- 29 - 140
- 150 - 370
- 380 - 660
- 670 - 1,000
- 1,100 - 1,700

-  Transportation Management Area
-  Highways
-  Arterials
-  County Boundaries
-  Railroads
-  Water Bodies
-  Streams
-  Corporate Limits



Identify Mode Options

Bus

CONVENTIONAL BUS



EXPRESS BUS



BUS RAPID TRANSIT (BRT)



STREETCAR



Rail

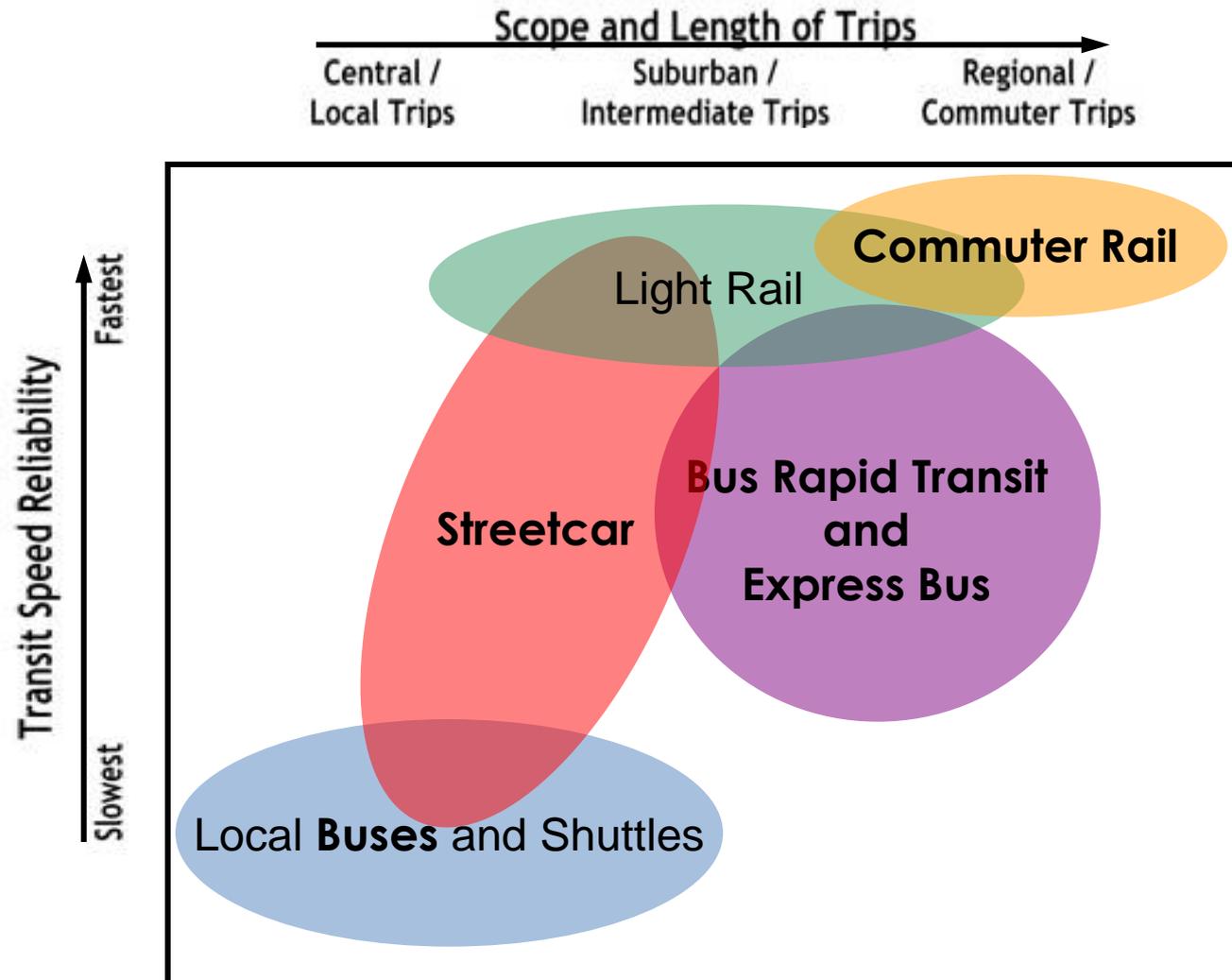
COMMUTER RAIL TRANSIT (CRT)



LIGHT RAIL TRANSIT (LRT)

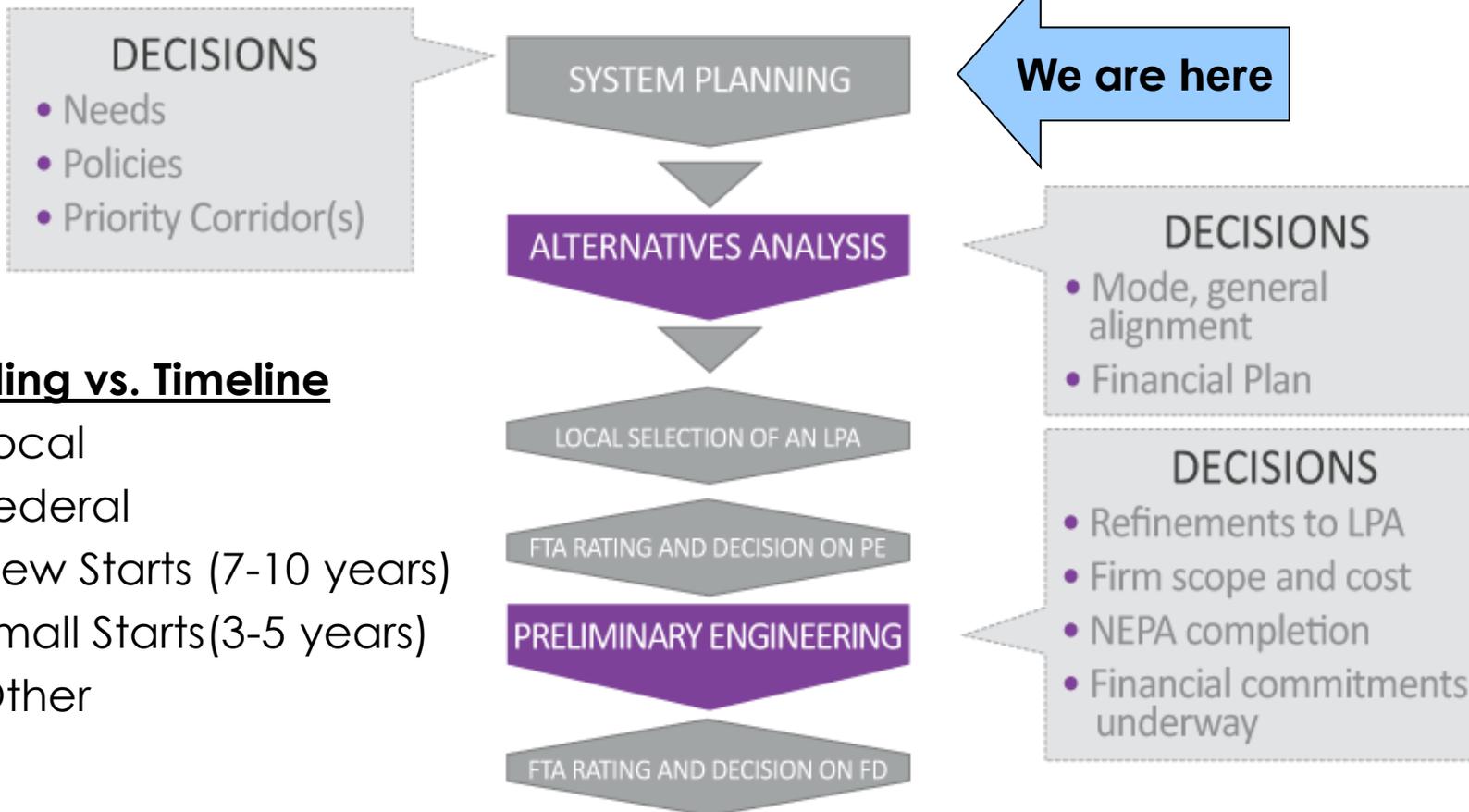


Mode Comparison



A Checklist for Success...

- 
- ✓ Technically sound / data-supported
 - ✓ Identifies realistic long-range system
 - ✓ Prioritizes corridors for next steps
 - ✓ Defines feasible funding strategies
 - ✓ Enthusiastic support by the region
 - ✓ Well-positioned for grant funding



Funding vs. Timeline

- Local
 - Federal
- New Starts (7-10 years)
- Small Starts (3-5 years)
- Other

What is a Regional Transit System Plan (RTSP)?

Questions?

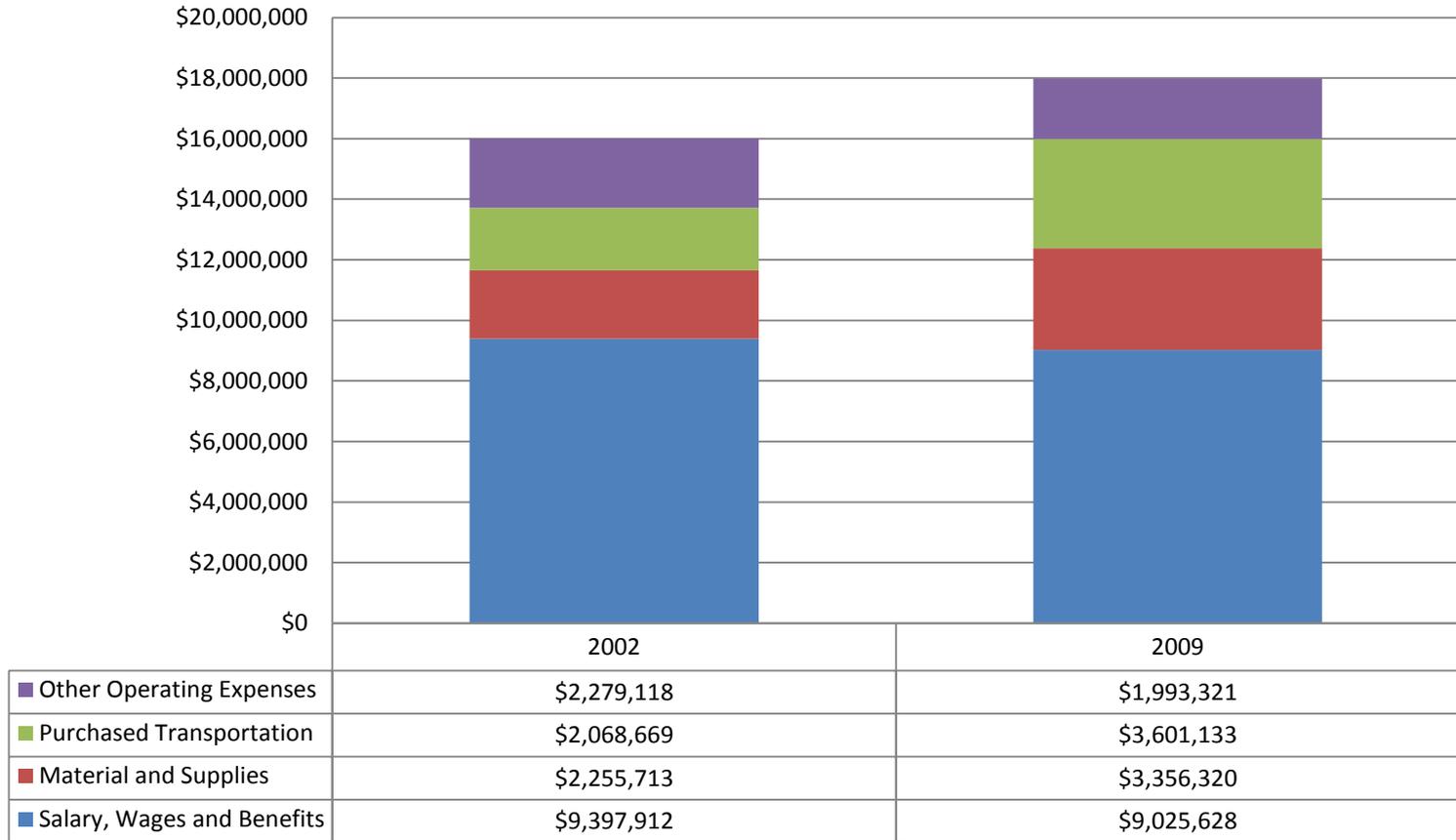
Funding and Institutional Concerns

Jim Prost

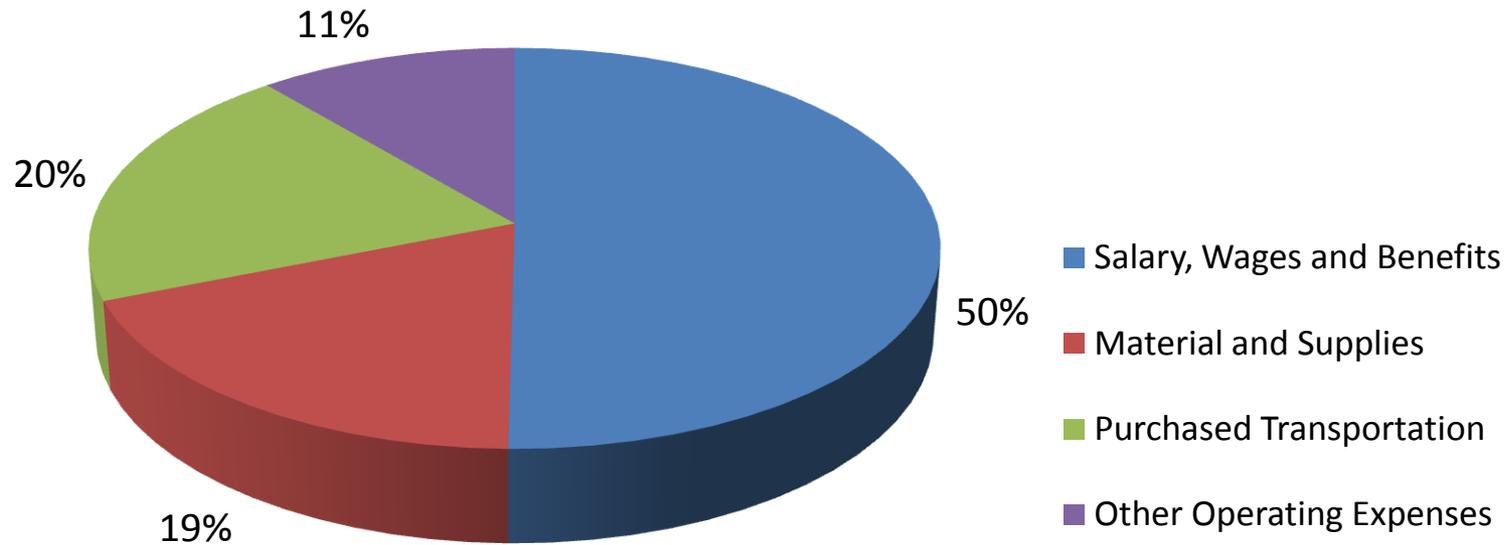


ASSOCIATES

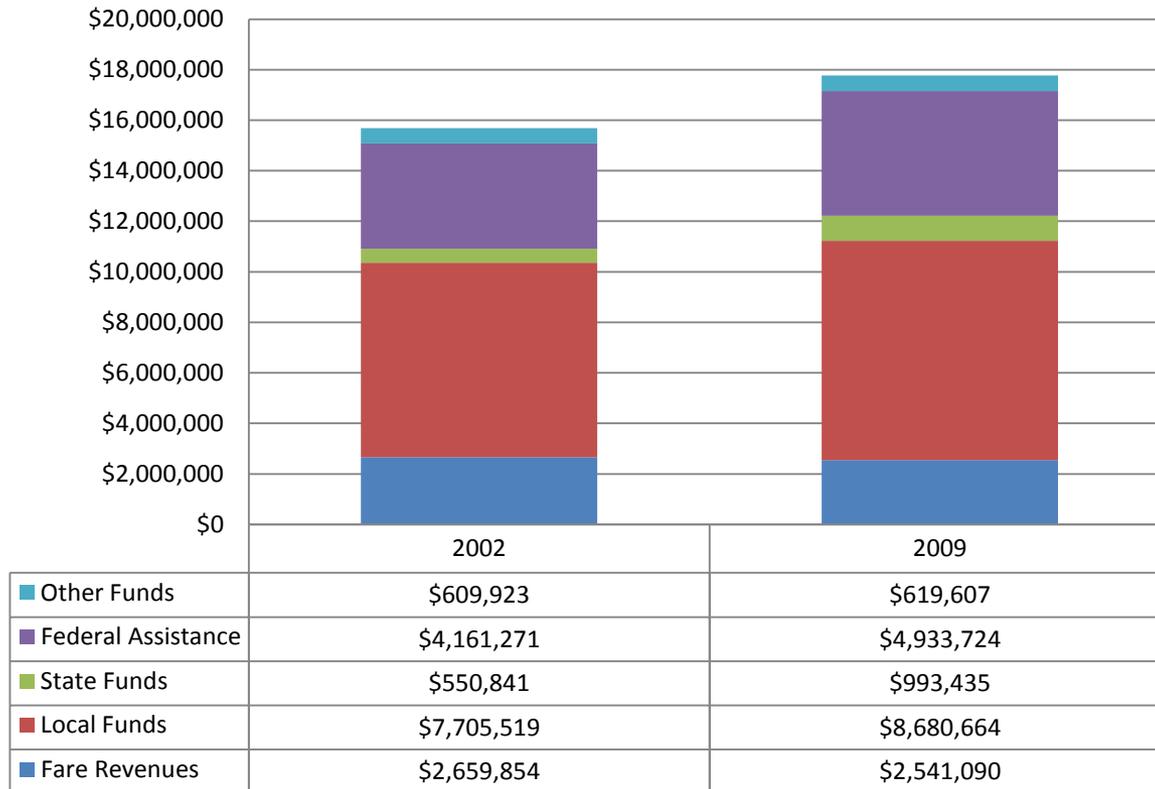
- **To Provide Initial Information on Existing Institution / Funding Conditions**
- **Address Institutional and Funding Issues**
- **Provide Competitive Peer City Information**
- **Identify Information on Options for Organization and Funding**
- **Receive Feedback, Guidance and Input**
- **Subsequently Refine Evaluation**
- **Integrate into Regional Transit Plan**



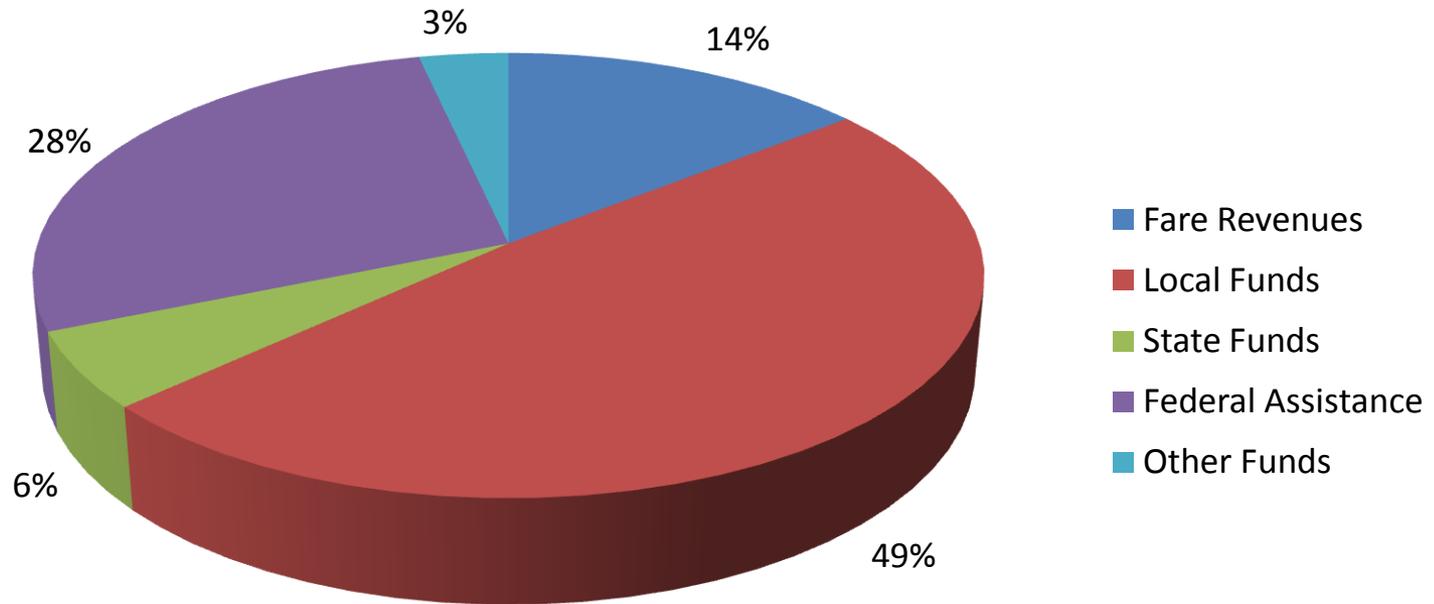
2009 – Metropolitan Tulsa Transit Authority



2009 – Metropolitan Tulsa Transit Authority

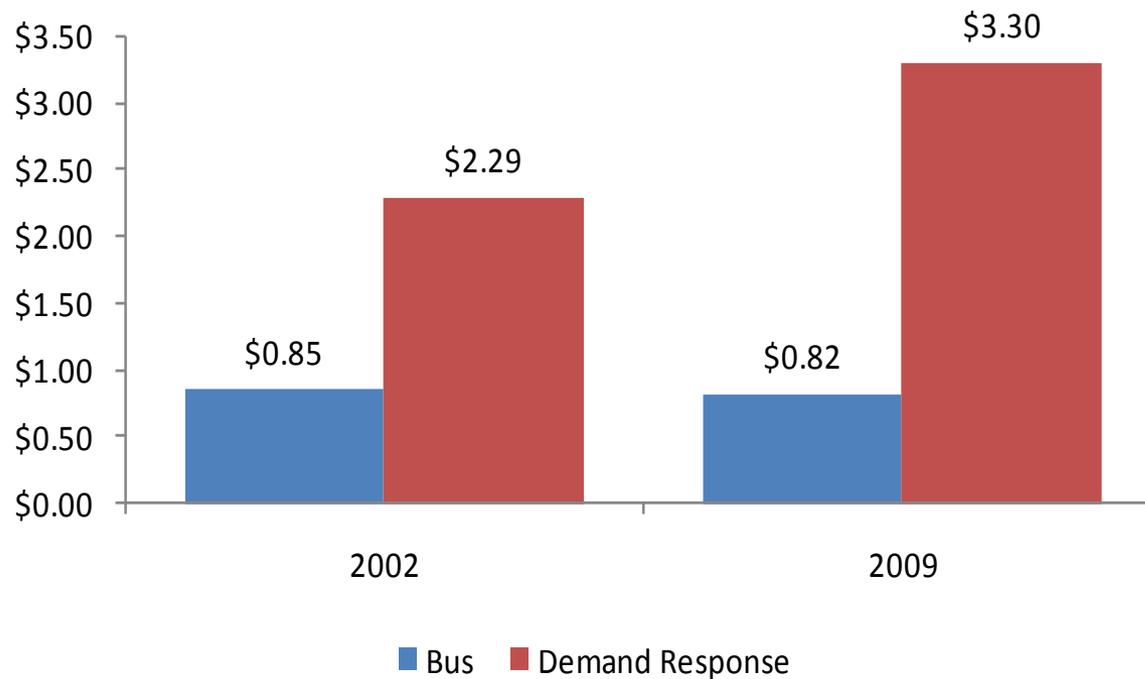


2009 – Metropolitan Tulsa Transit Authority



2009 – Metropolitan Tulsa Transit Authority

Operating Expense Per Passenger Mile



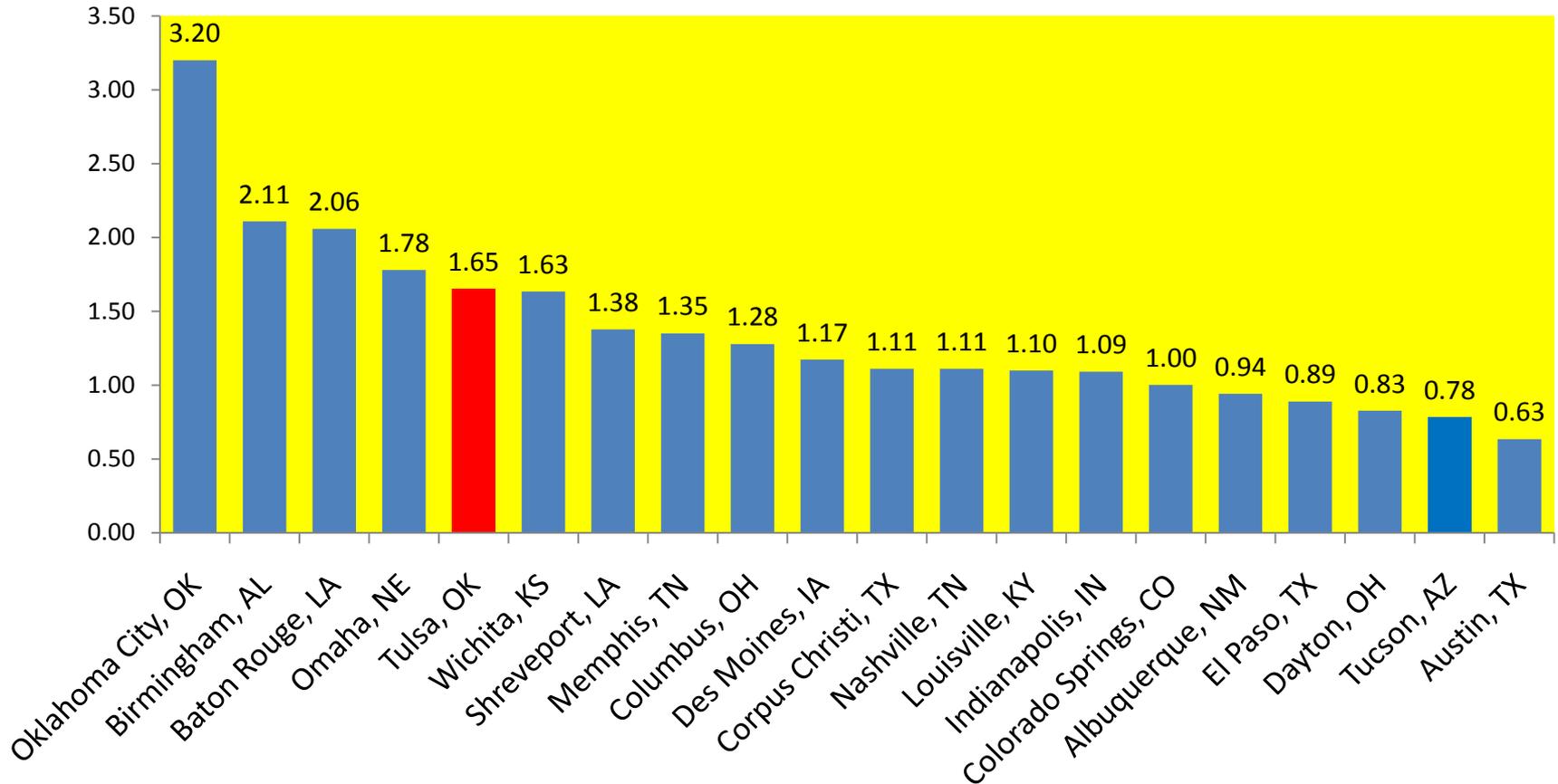
City or County Trust

VS.

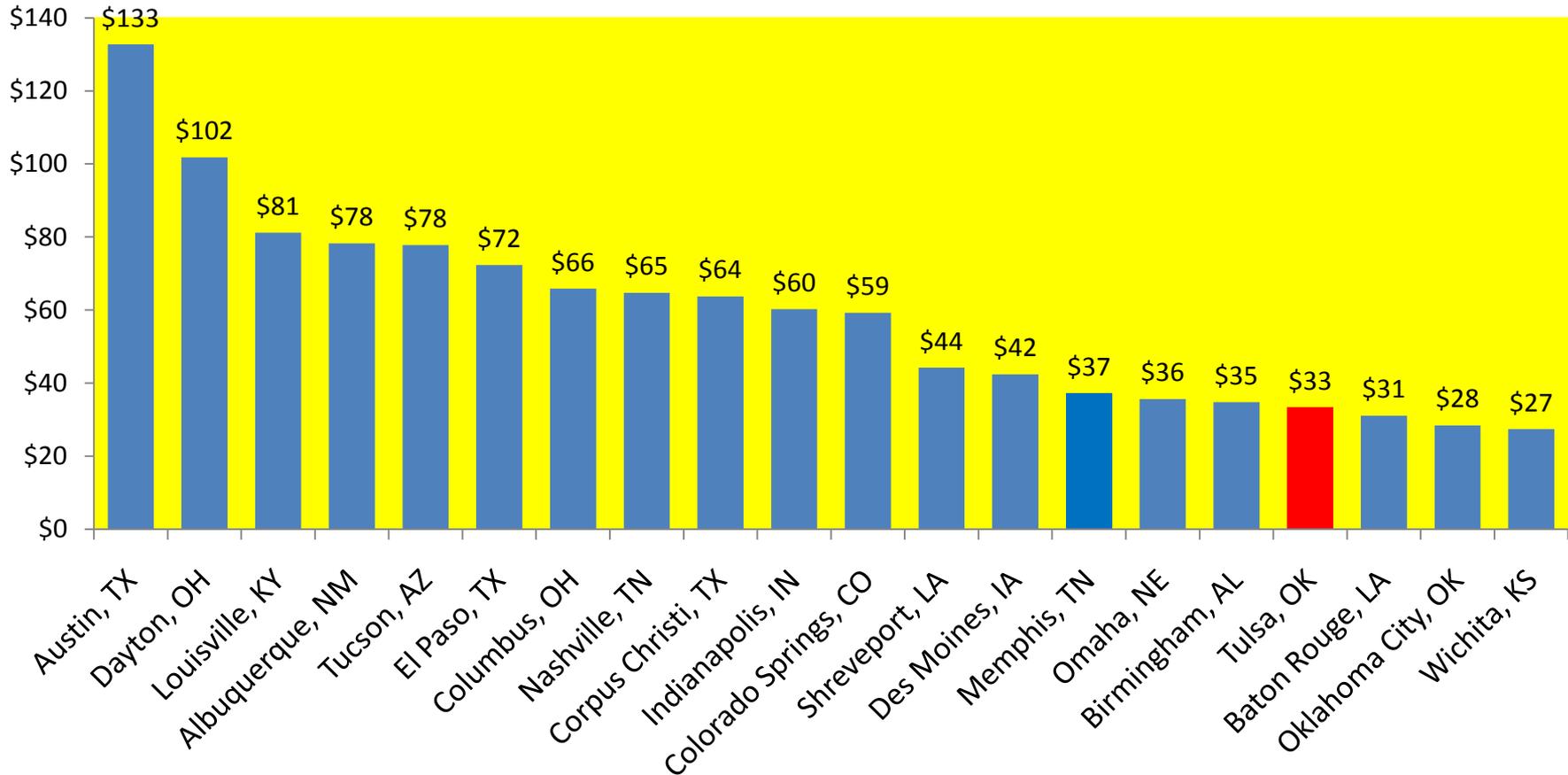
Regional Transit Agency

- Limited financial resources
- Dependent upon annual local general fund contributions
- Limited state funding for transit
- Potential dedicated tax sources – potential sales tax
- Competitive environment for federal funding for major capital projects
- Various other sources available, however provide minimal funding

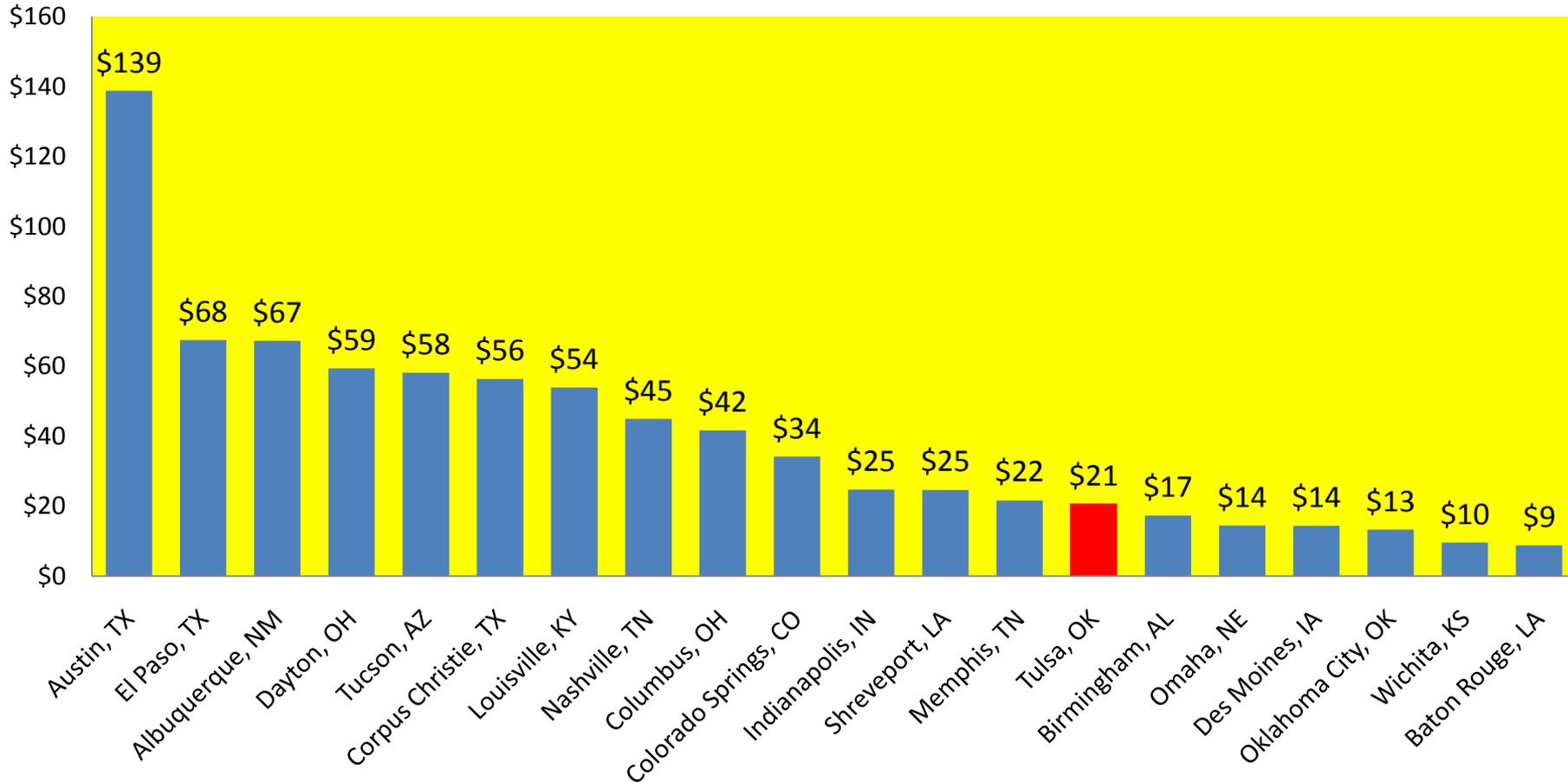
- Prior peer city service level evaluations
- Examined selected peer city service / funding characteristics
- Evaluated demographic / transit characteristics
- Identified cities with / without dedicated local transit funding
- Comparison of cities with / without dedicated local transit funding



Mean = 1.35
Median = 1.14



Mean = \$59
Median = \$60

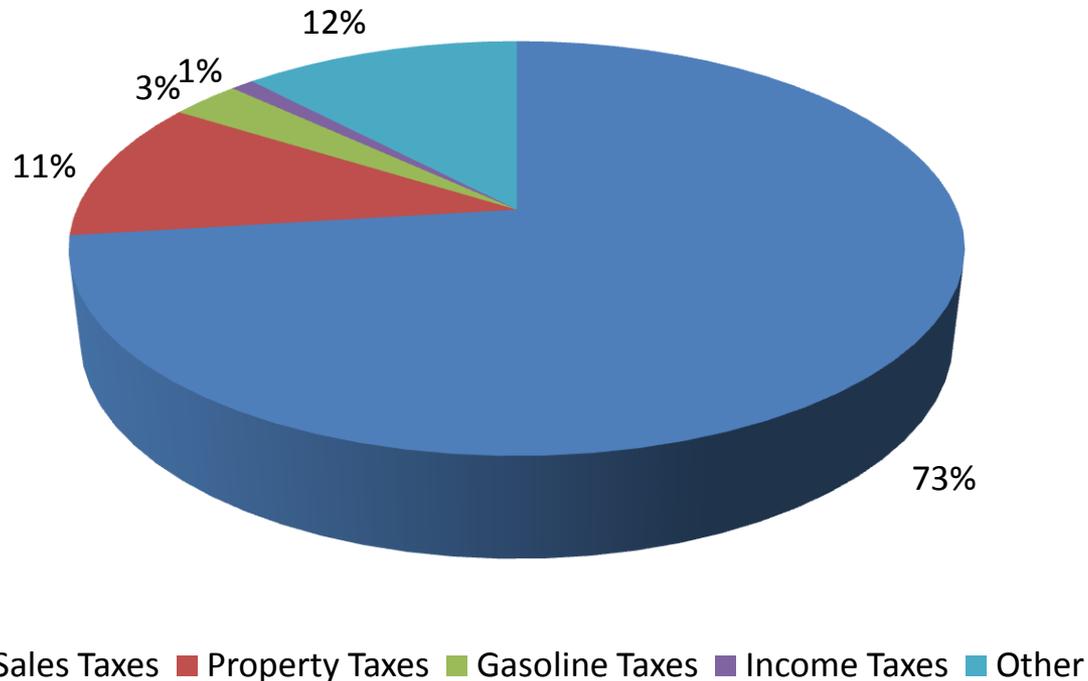


Mean = \$40
Median = \$29

- **Tulsa has significantly less local funds per capita**
- **Tulsa has generally similar (below average but above median) operating expenses and local funds per passenger mile**
- **Compared to the 20 peer cities evaluated, Tulsa ranks:**
 - **5th - fixed route service miles per capita**
 - **17th - O&M spending per capita**
 - **14th - local funding per capita**

- **System Wide / Corridor Specific**
- **Fare Box**
- **Local General Funds**
- **Local Optional Sales Tax**
- **Other Dedicated Taxes**
- **Federal Funding Generally For Capital Expenses**
- **State Funding**
- **Private Sector / Value Capture**
- **Other**

Local Dedicated Funding Sources for Operations: Nationwide Totals (2008)



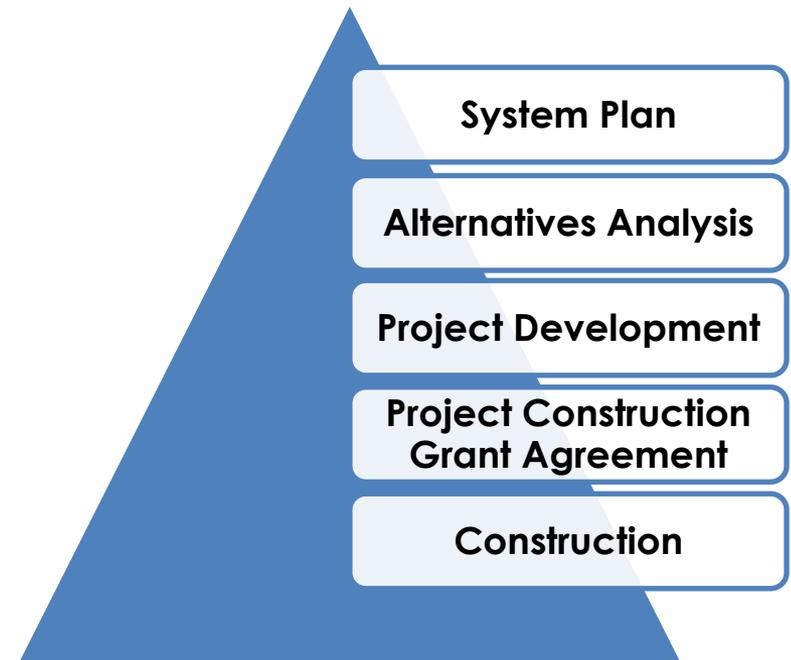
Source: National Transit Database, 2008

- **Federal Grant Programs**
- **Regional Sales Tax**
- **Dedicated Tax Sources**
 - **Gasoline, Auto Registration Fee, Parking Fee, New Resident, Tourist Related, “Sin” Tax, Event Fees, Car Rental, Utility Tax, Impact Fees, Etc.**
- **Special Districts**
 - **Tax Increment Zones, Special Benefit Districts, Etc.**
- **Public / Private Partnerships**
 - **Cost Sharing, Joint Development, Land Leases, Contracting**
- **Innovative Financing**
 - **Advertising, Sponsorship, Employee Pass Programs, Adopt-A-Station, Vending, Naming Rights, Congestion Management, Other**

Performance Measures

Sources	Revenue Yield		Cost Efficiency	Equity	Economic Efficiency	Legal Constraints	Acceptance
	Adequacy	Stability					
General Revenues							
Sales Taxes							
Property Taxes							
Contract / Purchase-of-Service Revenue							
Advertising Revenue							
Vehicle Fees							
Special Assessment Districts							
Parking Fees							
Donations							

- **Sec 5309 “New Starts”**
- **Evolving FTA Rules & Criteria**
- **Small Starts**
 - **Total Project Cost < \$250 M**
 - **Federal Share < \$75 M**
- **Very Small Starts**
 - **Total Project Cost < \$50 M**
 - **Cost Per Mile < \$3 M**
 - **> 3,000 Existing Weekday Riders**
- **Simplified Process**
- **Simplified Construction Grant Agreement**



- **Title 60 – Property**
 - **Chapter 4: Uses and Trusts**
 - **Trusts for Furtherance of Public Functions**
 - **Section 176: Trusts for Benefit of State, County or Municipality**

- **Exist as a Legal Entity Separate and Distinct From the Governmental Entity That Is Its Beneficiary**

- **Act on Behalf & In the Furtherance of a Public Function or Functions Even Though Facilities Financed By the Public Trust or In Which the Public Trust Has An Ownership Interest May Be Operated By Private Persons or Entities**

- **All Indebtedness Incurred By the Public Trust Is Approved By the Governing Body of the Beneficiary**

- **Title 68 – revenue & taxation**
 - **Chapter 1: tax codes**
 - **Article 13: sales tax code**
 - **Section 1370.7: joint creation of transportation authority – authority to levy sales tax**

- **A political subdivision of the state may levy a sales tax of not to exceed 2% upon the gross proceeds of gross receipts derived from all sales or services upon which a consumer's sales tax is levied by this state**

- **Before a sales tax may be levied, the imposition of the tax shall first be approved by a majority of the registered voters of the political subdivision(s)**

- **Any sales tax which may be levied shall be designated for a particular purpose**

- **Any combinations of cities, towns and counties, or their agencies may jointly create a transportation authority**

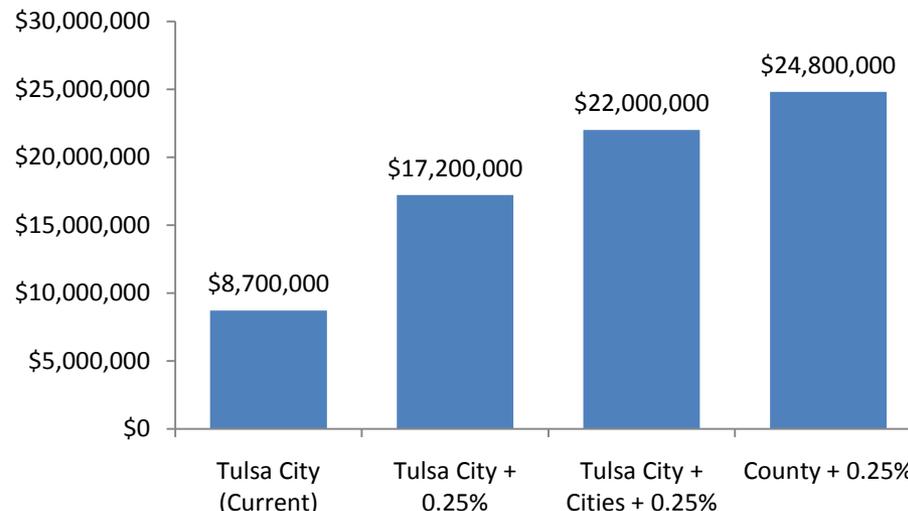
- **“Operation” includes but is not limited to leasing services, contracting for services, planning, financing, construction and maintenance of a transportation or regional economic project regardless of the source of funding**

- **Tulsa Sales Tax**
 - State: 4.5%
 - County: 1.017%
 - City: 3.0%
 - Total: 8.517%

- **Local Sales Taxes Range from 8.517% to 9.5%**

Sales Tax Rates				
	State	County	City	Total
Tulsa	4.5	1.017	3.00	8.517
Broken Arrow	4.5	1.017	3.00	8.517
Sand Springs	4.5	1.017	3.50	9.017
Jenks	4.5	1.017	3.00	8.517
Bixby	4.5	1.017	3.50	9.017
Catoosa	4.5	1.500	3.25	9.250
Sapulpa	4.5	1.000	4.00	9.500
Owasso	4.5	1.017	3.00	8.517
Other Cities (High)	4.5	1.500	4.00	9.500
Other Cities (Modal)	4.5	1.017	3.00	8.517
Other Cities (Low)	4.5	1.000	3.00	8.517
Source: Oklahoma Tax Commission				

- Current Local City of Tulsa Transit Funding Support \$8.7 M
- A 0.25% Sales Tax in the City of Tulsa Generates \$17.2 M, Doubling Transit Funding
- Including the Other Four Cities, a 0.25% Sales Tax Generates \$22.0 M, Increasing Transit Funding 2 ½ Times
- A County-Wide Sales Tax of 0.25% Generates \$24.8 M, Increasing Transit Funding Almost 3 Fold



- Tulsa Local Funding Per Capita Ranks 14 out of 20
- At 0.25% Sales Tax, Local Funding per Capita Would Advance
 - Tulsa City to 10 out of 20
 - Tulsa County to 9 out of 20
- At 0.50% Sales Tax, Local Funding per Capita Would Advance
 - Tulsa City to 2 out of 20
 - Tulsa County to 2 out of 20

RTA Tax Revenue Per Capita					
	Taxable Sales (2009)	0.25%	0.50%	0.75%	1.00%
Tulsa City	\$6,909,633,333	\$17,274,083	\$34,548,167	\$51,822,250	\$69,096,333
Service Area Population		398,609	398,609	398,609	398,609
RTA Tax Revenue Per Capita (Tulsa City)		\$43.34	\$86.67	\$130.01	\$173.34
Tulsa County	\$9,517,404,130	\$23,793,510	\$47,587,021	\$71,380,531	\$95,174,041
Service Area Population		606,718	606,718	606,718	606,718
RTA Tax Revenue Per Capita (Tulsa County)		\$39.22	\$78.43	\$117.65	\$156.87

- If a 1.0% tax was implemented and 0.75% was available for a new capital project, the RTA Tax could support a \$590 M project.

- Assumptions

- Operating Cost

- Approximately 10% of Capital Cost
 - Includes a 15% Fare Box Recovery

- Capital Cost

- 50% Federal
 - 50% Local

- Financing

- Loan Amount is 50% of Capital Cost
 - 5% Interest
 - 25 Years

Capital Cost	\$590,000,000
Loan Amount	\$295,000,000
Interest Rate	5.00%
Years	25
Payment	\$20,930,975
Operating Cost	\$50,150,000
Total Local Funds	\$71,080,975
Tulsa County 0.75% RTA	\$71 M

- **Review Preliminary Findings**
- **Provide Input / Guidance**
- **Refine Analysis**
- **Integrate Into Systems Plan**
- **Review at Spring Stakeholder Retreat**
- **Finalize Financial and Institutional Recommendations**

Funding and Institutional Concerns

Questions?

Door Prize Question

In 2009, the largest source of operating funds for Tulsa Transit was:

- | | |
|---------------------------|------------|
| A. Federal funds | 28% |
| B. State funds | 6% |
| C. Local funds | 49% |
| D. Farebox revenue | 14% |
| E. Other funds | 3% |

Public Outreach Plan/ Team Transit

Kasey Frost



Tom Droege



Risha Grant



Patrick Fox



**Achieve
consensus
with Metro
Tulsa
stakeholders
thru
informing
and
education**



**Public input from
Metro Tulsa
residents will be
the key to creating
a study that can be
successfully
implemented and
supported by the
people of this
region.**



Inform, educate and actively involve the public and local agencies throughout the planning process.

Create many opportunities for early and continuing community, business, and agency **participation** in the decision-making process.



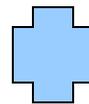


In-Depth Interviews

- 112 IDIs in October
- Elected officials, civic leaders, business owners, and others

Results

- Better Bus vs. Rail
- Funding Concerns



Phone Polling

- 1,000 in Oct.-Nov.
- Random sampling

Results

- Support for car/commuting alternatives
- Concern about car expenses
- Reducing foreign oil

Next Steps

- Finalize and compile results, by crosstab
- Present results of phone polling during January public kick-off ("Research Station")
- Thru-out the public outreach, we will complete polling/input sessions to fill-out "the big picture"

FAST»»
FORWARD

FAST»»
FORWARD

*Move the economy.
Find A Solution with Transit.*

FAST
FORWARD

Not Your Typical Public Meeting...



Dates	Location
January 24-29	West and Midtown Tulsa
January 31 - February 5	Broken Arrow
February 7- 12	Owasso
February 14-19	North and East Tulsa
February 21- 26	Jenks
February 28- March 5	Sand Springs
March 7- 12	Bixby
March 14- 19	South and Midtown Tulsa

<http://www.fastforwardplan.org/>

Plan Overview | Mobile Meetings | Interact | News | Resources | Contact



FAST Forward: Find A Solution with Transit.
Move the economy.

Video



October 2008

SU	MO	TU	WE	TH	FR	SA
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Get Started



Upcoming Events:
Check out what is coming up, and where it will be.

Duis mollis, est non commodo luctus, nisi erat porttitor ligula, eget lacinia odio sem nec elit. Cras mattis consectetur purus sit amet fermentum. Mor...



Join The Transit Team:
Get involved and help plan the future of your surroundings

Duis mollis, est non commodo luctus, nisi erat porttitor ligula, eget lacinia odio sem nec elit. Cras mattis consectetur purus sit amet fermentum. Mor...



Fill Out the Survey:
Help plan the future with your input of what you think.

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News	Blogs	Press Releases
	Andrew Morton's Biography of Angelina Jolie <i>August 19, 2010, 10 Comments</i>	
	Review: Katy Perry's 'Teenage Dream' <i>August 19, 2010, 4 Comments</i>	
	Lasagna With Spinach and Cottage Cheese <i>August 19, 2010, 3 Comments</i>	
	The Mets Are Getting Younger! <i>August 19, 2010, 3 Comments</i>	

About Us

Duis mollis, est non commodo luctus, nisi erat porttitor ligula, eget lacinia odio sem nec elit. Cras mattis consectetur purus sit amet fermentum. Mor...

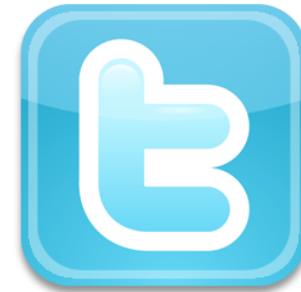
Contact Us

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Team *Transit*

Who?

Comprised of individuals who will encourage participation in RTSP among members of their respective communities.

Why?

To allow dedicated individuals to reinforce the public outreach effort in their communities.

How?

Membership is an open invitation

Outcome...

Team Transit becomes the local advocates for a planning process that identifies Tulsa's mobility issues for the next 30 years.

What makes you Team Transit material?

- You are interested in better transit options for our region.
- You want to become more educated on this issue and help engage/excite your fellow citizens.
- You are willing and eager to interact with members of your community about this project and this issue.

What is the time commitment?

As much or as little as you want, *but...*

We are looking for people who are able to help with a variety of efforts, including:

- **Public Forums**
- **Mobile Workshops**
- **Communications**

No formal/regularly-scheduled meetings...will group as-needed

How do I join?

Contact us:

Kasey Frost : KFrost@incog.org

Patrick Fox : pfox@zigzagurban.com

Or visit www.FastForwardPlan.org and find the Team Transit page under "Interact".

Team *Transit*

Public Outreach Plan/ Team Transit

Questions?



FAST FORWARD

*Move the economy.
Find A Solution with Transit.*

*Two W. Second St., Suite 800 Tulsa, OK 74103
Phone (918) 584-7526 FAX (918) 583-1024*

fastforwardplan.org

- **Regional Task Force Meeting**
 - January 19, 2011 (Public Kick-Off)
 - March
 - May
 - ...and/or as needed
- **Upcoming Public Involvement Opportunities**
 - Throughout January, February, and March

Break-out Sessions