



Transit Governance & Funding Task Force

FEBRUARY 27, 2015

MEETING #1

Agenda

1. Welcome & Introductions
2. Origin of Task Force
3. INCOG's role in task force
4. Mission Statement
5. Presentation:

Mobility in Tulsa: Yesterday, Today and Tomorrow

6. Set next meeting date

Long Range Transportation Plan – Transit Element

Pre-2005

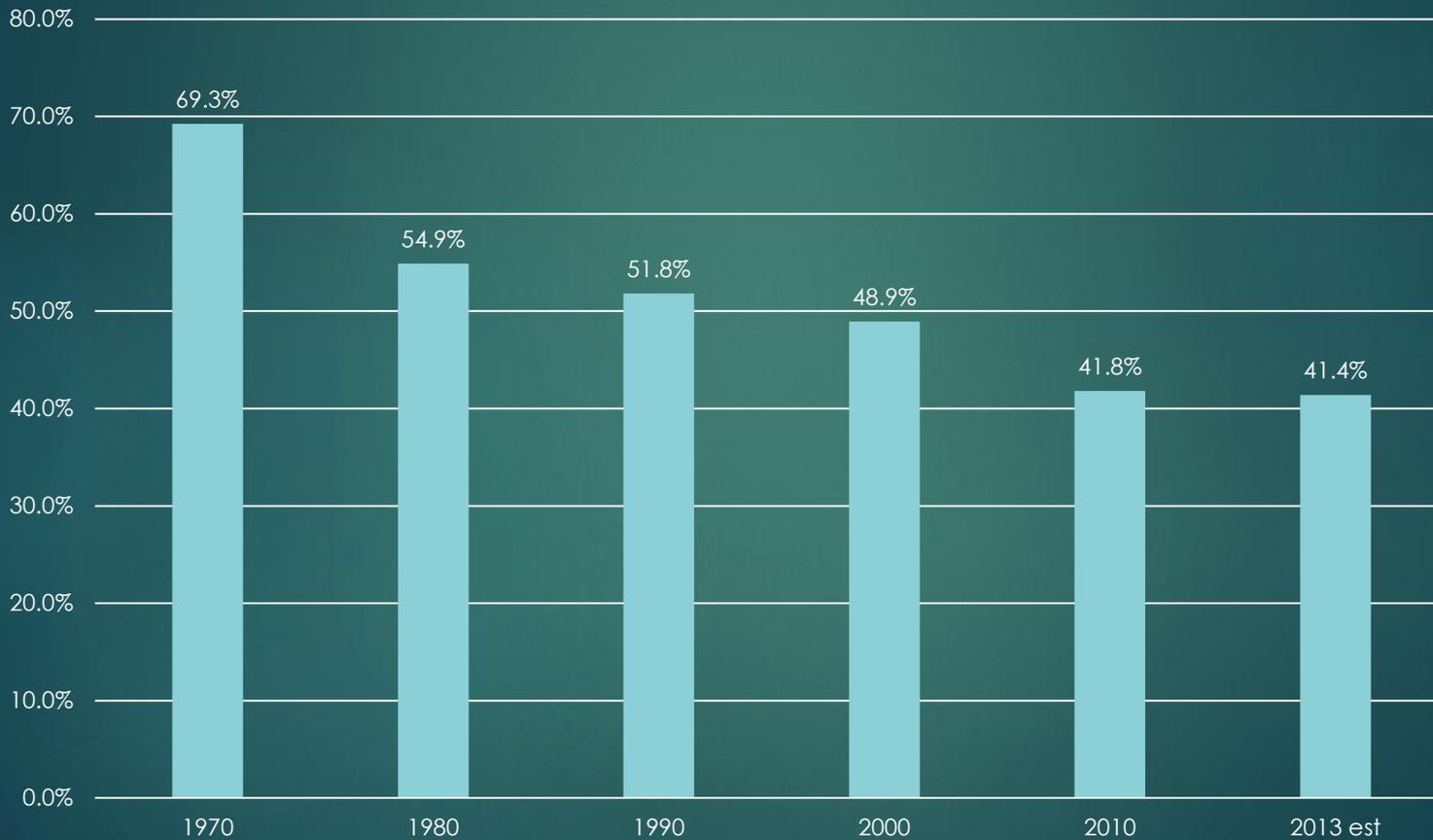
- ▶ Minimalistic
- ▶ Transit considered too small...within the margin of error
- ▶ No transit modeling capacity

Current

- ▶ Regional Transit System Plan (*Fast Forward*, 2011)
 - ▶ Commuter
 - ▶ Urban
 - ▶ Peoria Bus Rapid Transit (BRT)
 - ▶ Circulator
- ▶ Modeling Capacity
 - ▶ Dedicated mode-split model for forecasting transit trips

Tulsa Share of MSA Population

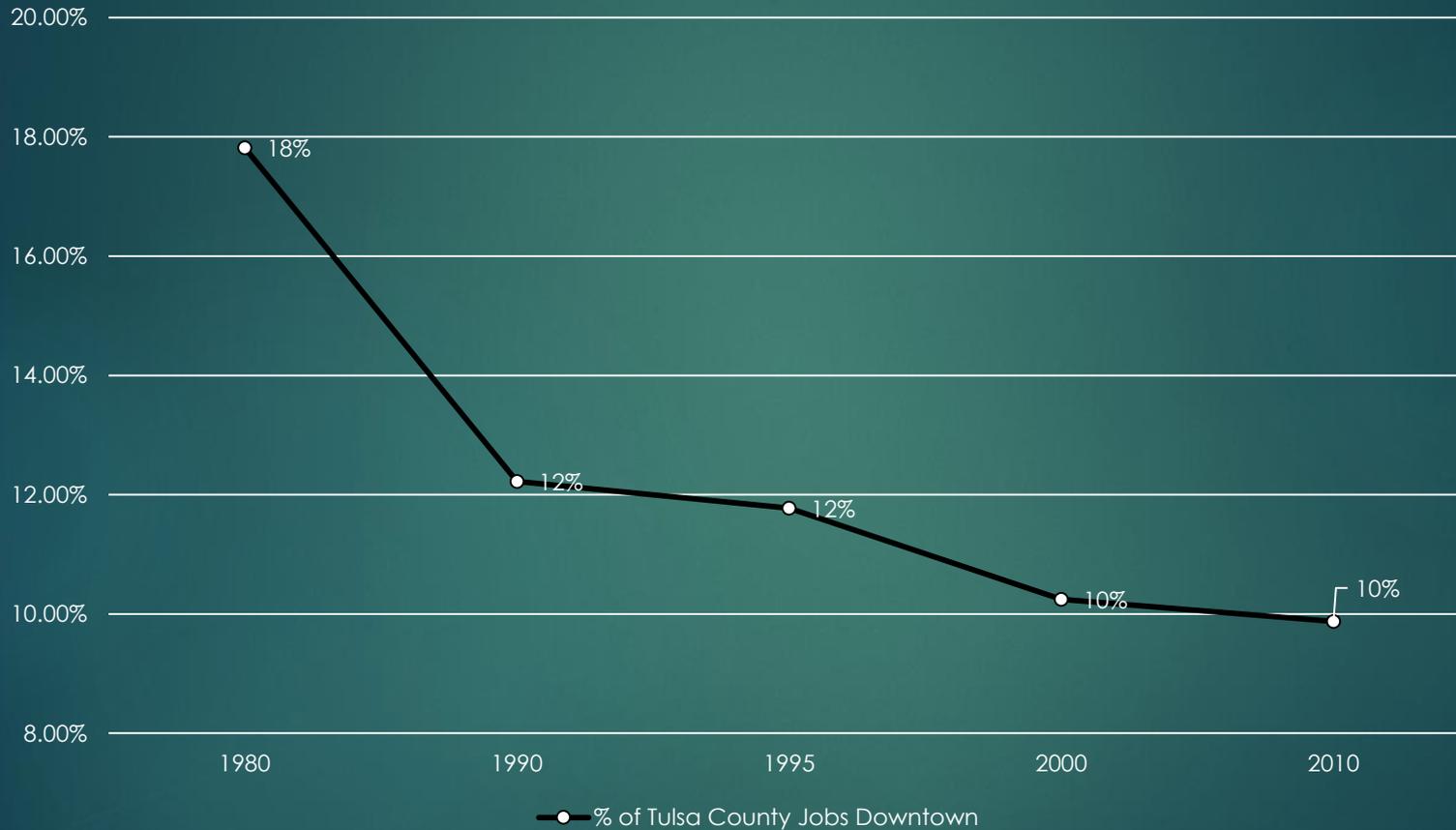
City of Tulsa as a share of MSA



Source: 1970, 1980, 1990, 2000, 2010 Census

Downtown Employment

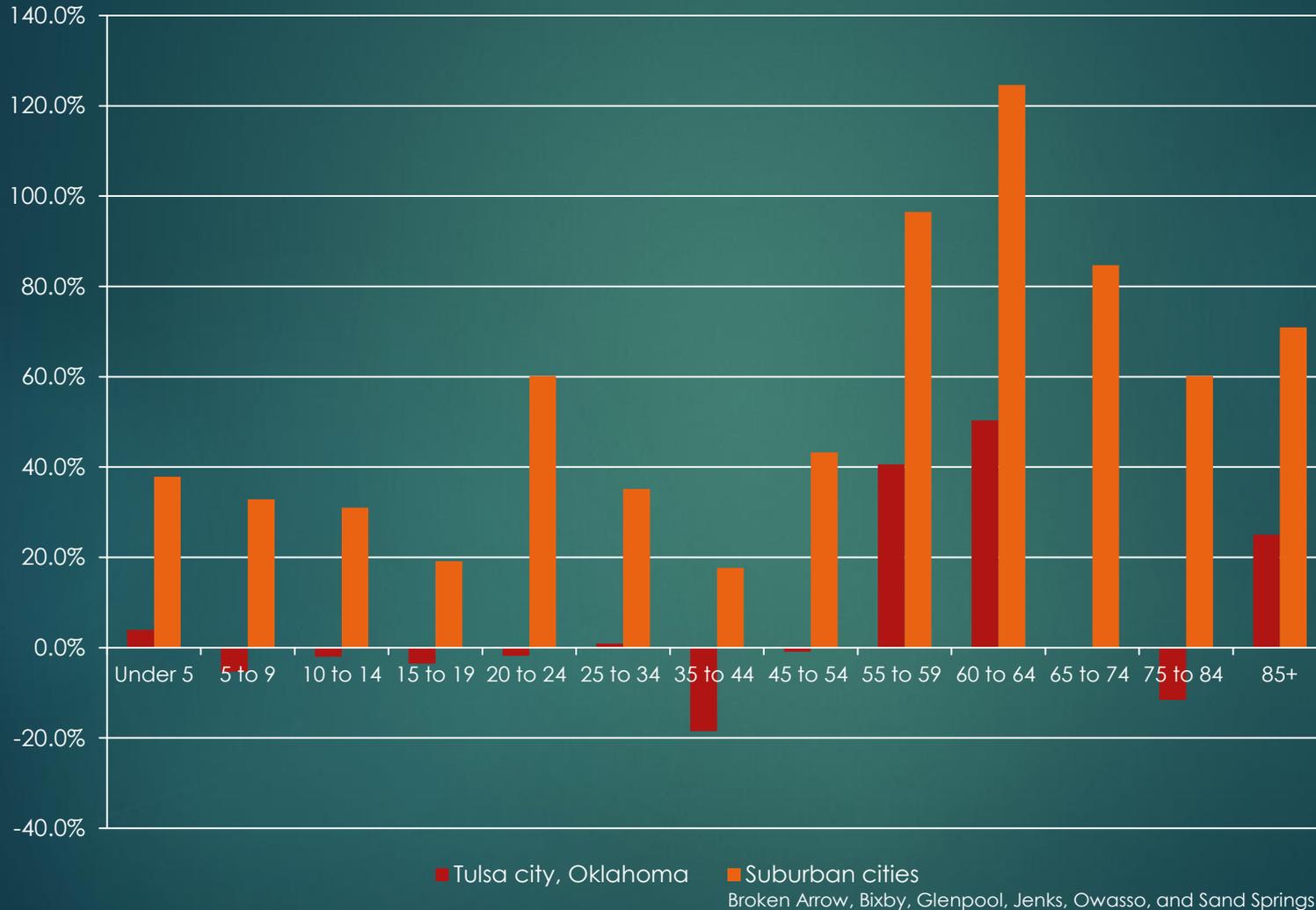
% of Tulsa County Jobs Downtown



	1980	1990	1995	2000	2010
Employment Downtown	45,452	34,657	36,382	39,397	40,652

Source: INCOG Long Range Plan, 1980, 1995, 2000, 2010

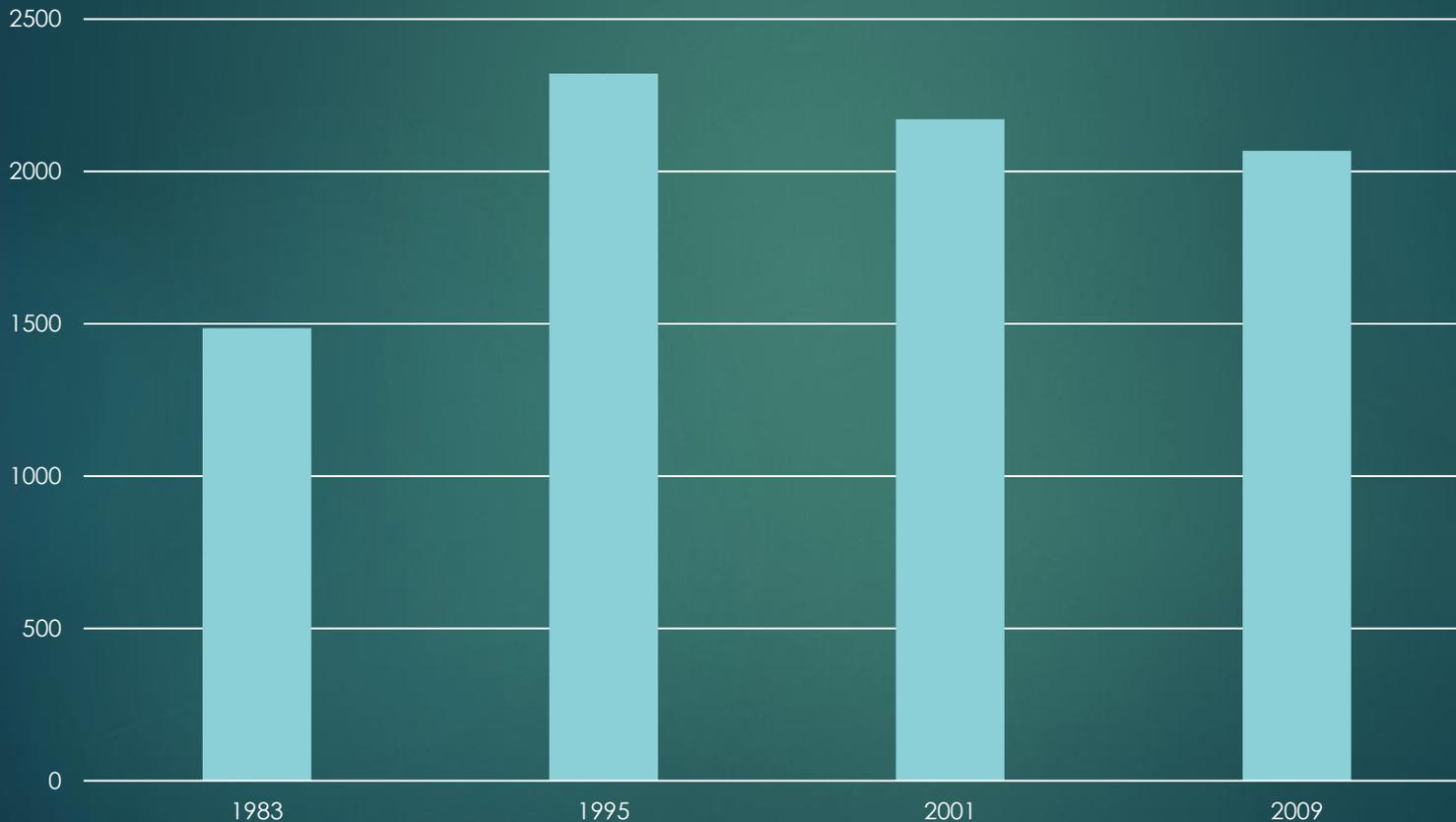
Population change by age 2000-2013



Source: 2000 Census & 2013 ACS 5-year

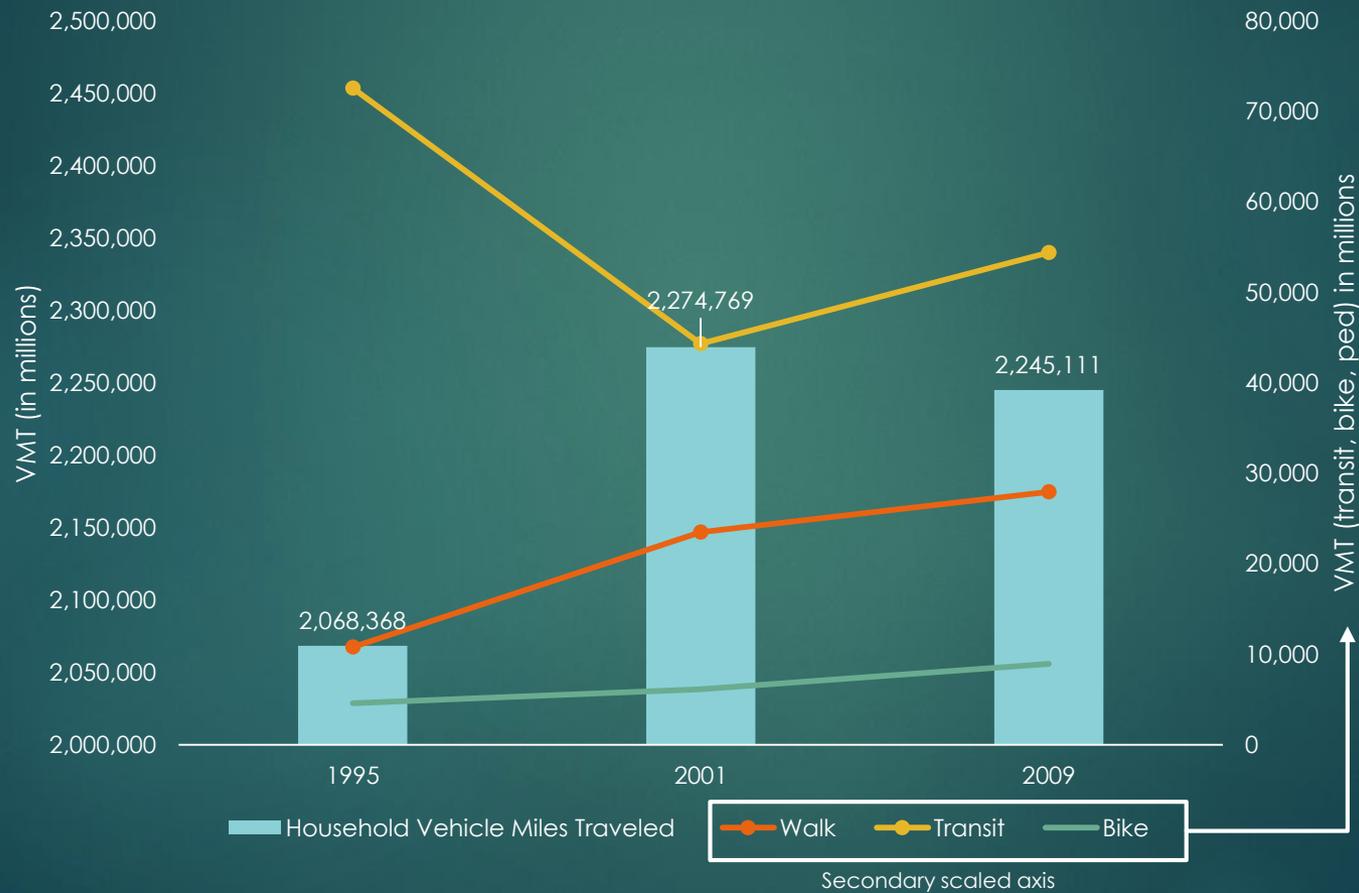
Trips per Household (1983-2009)

Annual Vehicle Trips/Household (United States)



Source: 1983 NPTS, 1995 NPTS, 2001 NHTS, 2009 NHTS

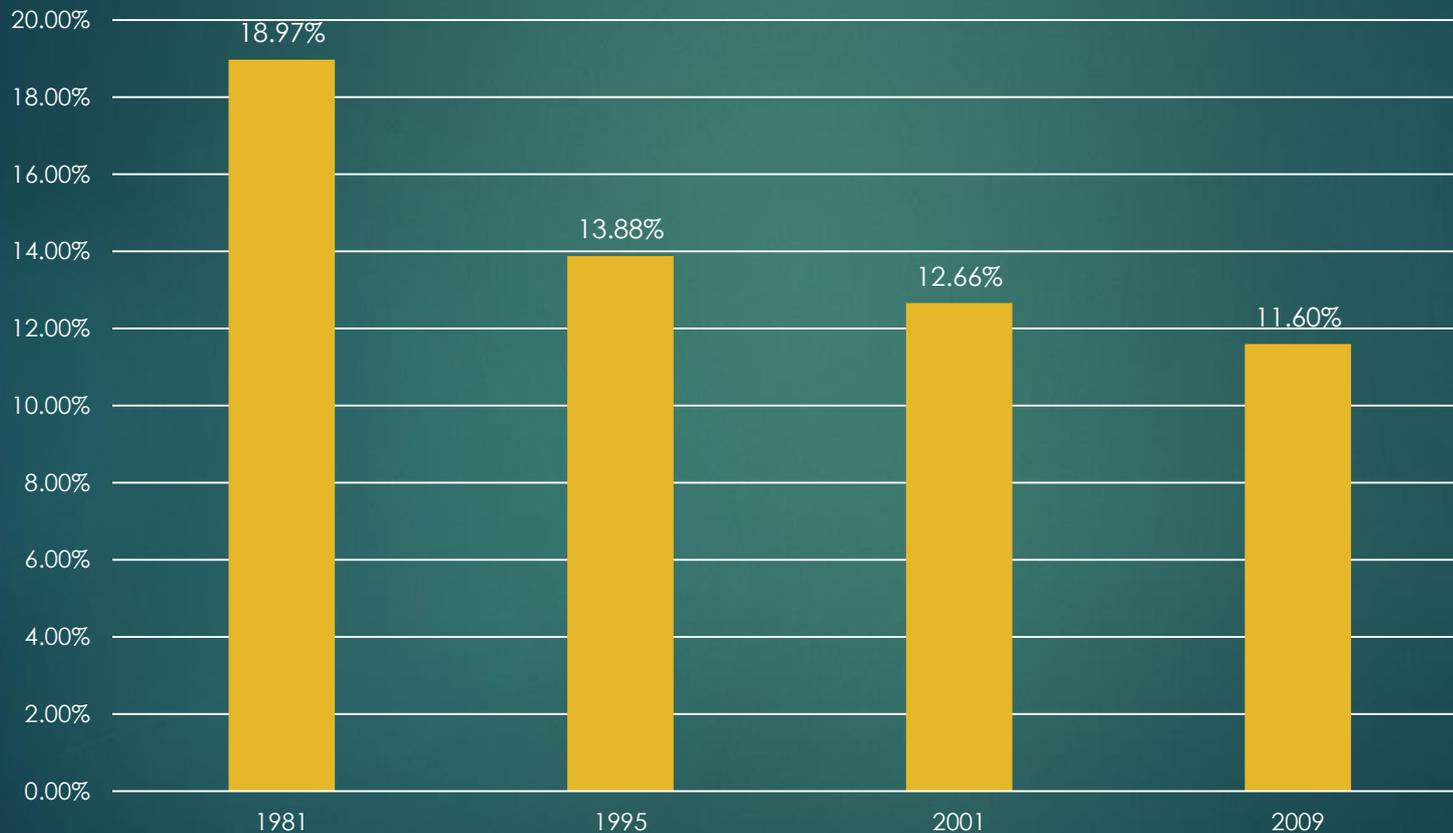
National Travel Trends



Source: 2009 National Household Travel Survey, FHWA

Work Trips (1981-2009)

Total Work & Work Related Trips as % of All Trips (Tulsa TMA)



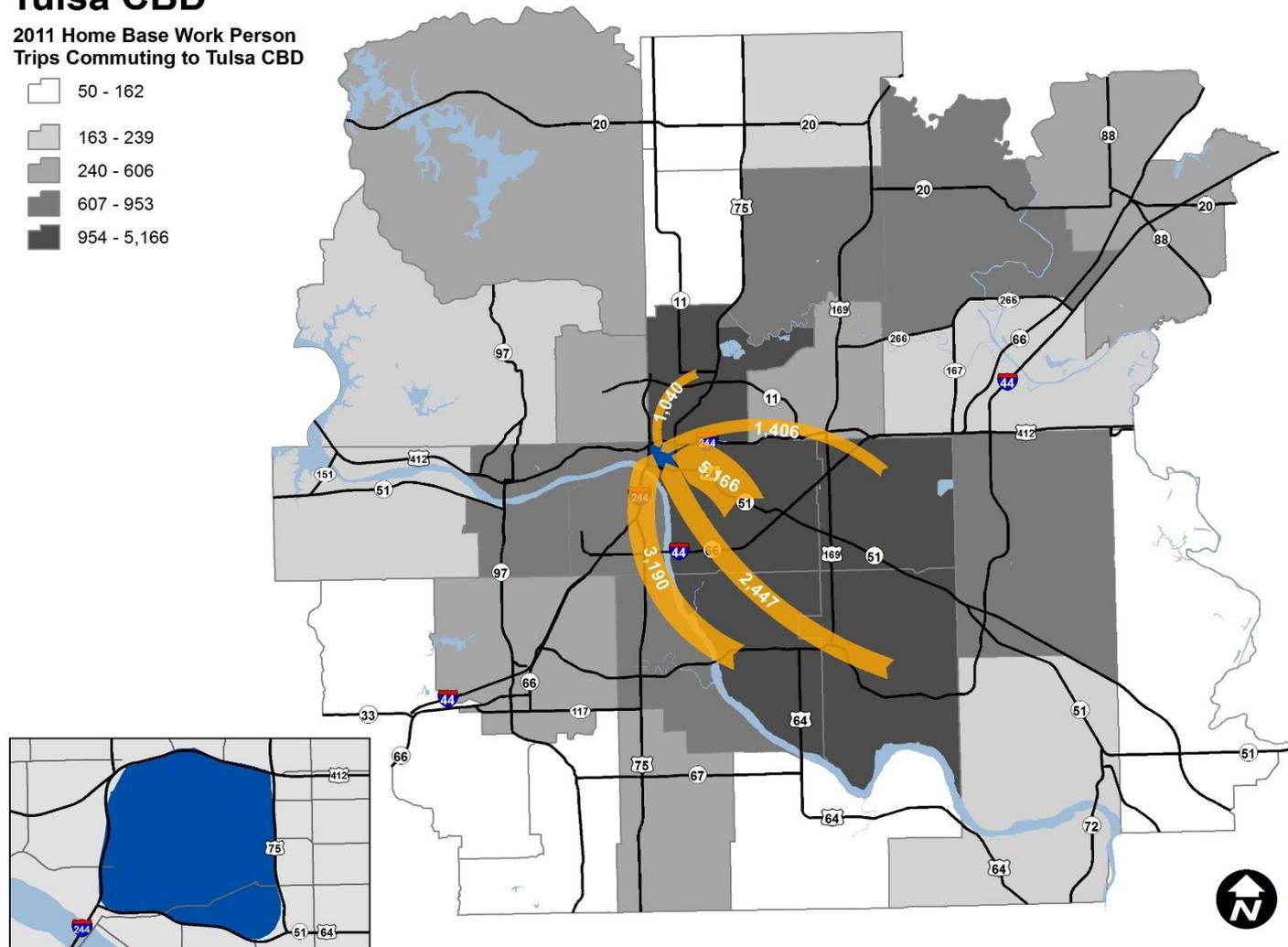
Source: 1981 INCOG, 1995 NPTS INCOG, 2001 NHTS, 2009 NHTS

Work Trips to Tulsa CBD

Tulsa CBD

2011 Home Base Work Person
Trips Commuting to Tulsa CBD

- 50 - 162
- 163 - 239
- 240 - 606
- 607 - 953
- 954 - 5,166



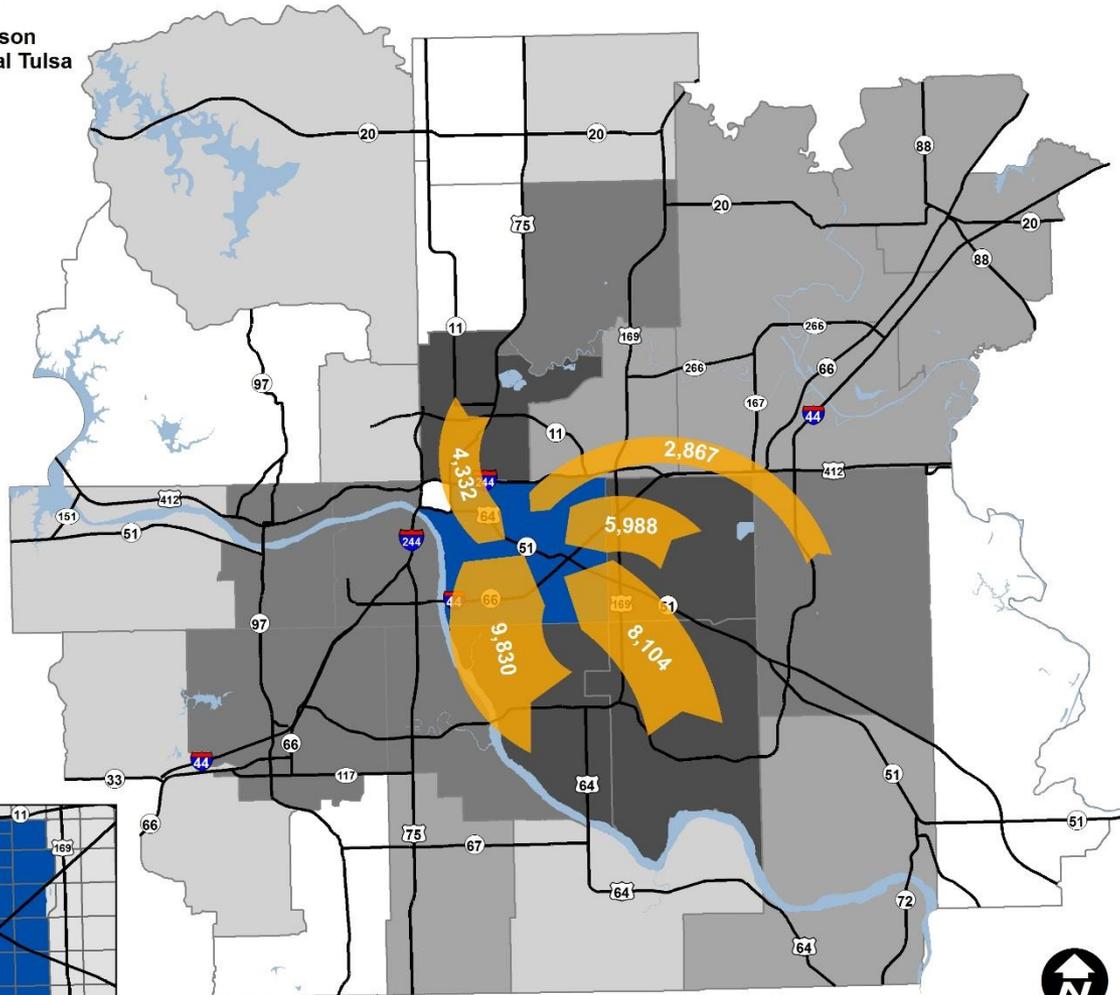
Source: LEHD Origin-Destination Employment Statistics (LODES), 2011

Work Trips to Central Tulsa

Central Tulsa

2011 Home Base Work Person
Trips Commuting to Central Tulsa

- 140 - 465
- 466 - 706
- 707 - 1,541
- 1,542 - 2,867
- 2,868 - 18,519



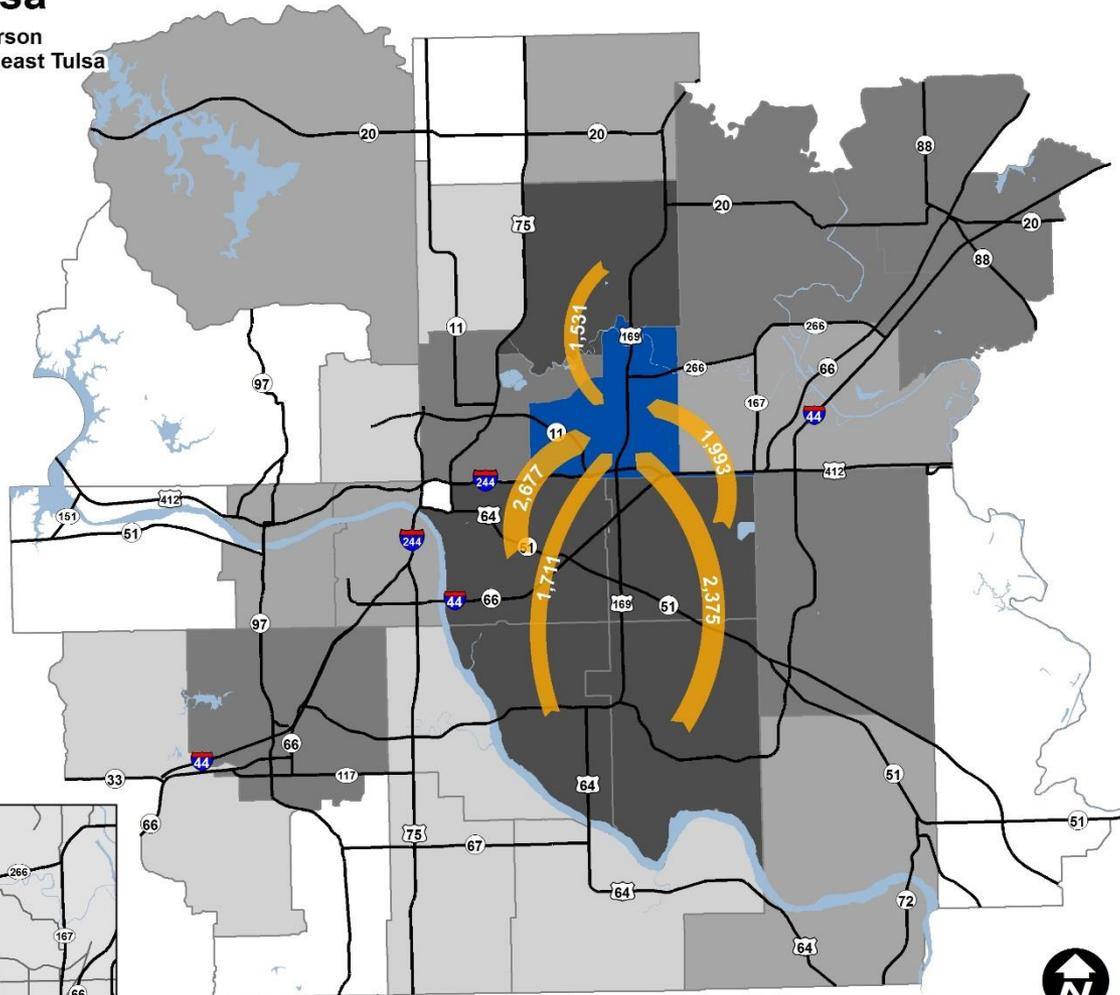
Source: LEHD Origin-Destination Employment Statistics (LODES), 2011

Work Trips to Airport Area

Northeast Tulsa

2011 Home Base Work Person
Trips Commuting to Northeast Tulsa

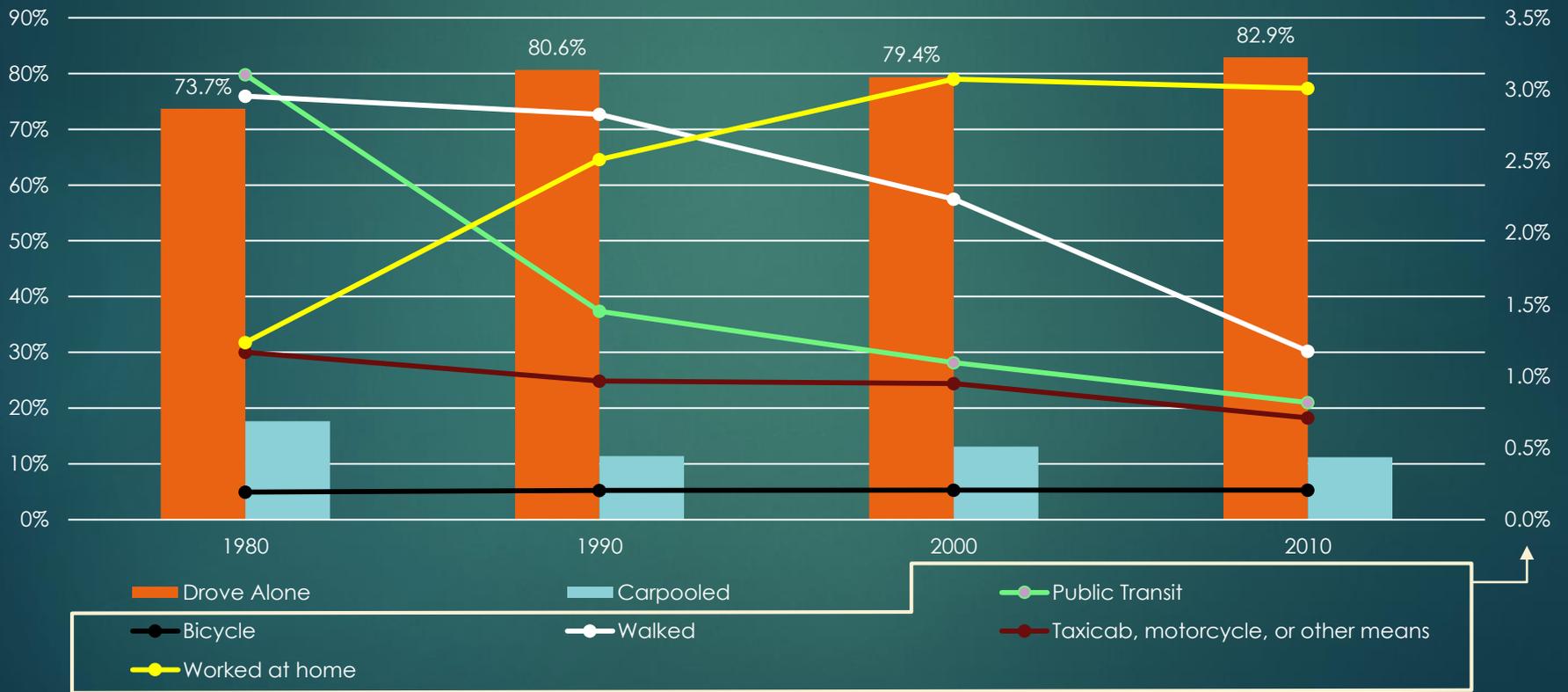
- 20 - 136
- 137 - 336
- 337 - 456
- 457 - 1,253
- 1,254 - 2,677



Source: LEHD Origin-Destination Employment Statistics (LODES), 2011

All Commute Modes (City of Tulsa)

Commute to Work, City of Tulsa

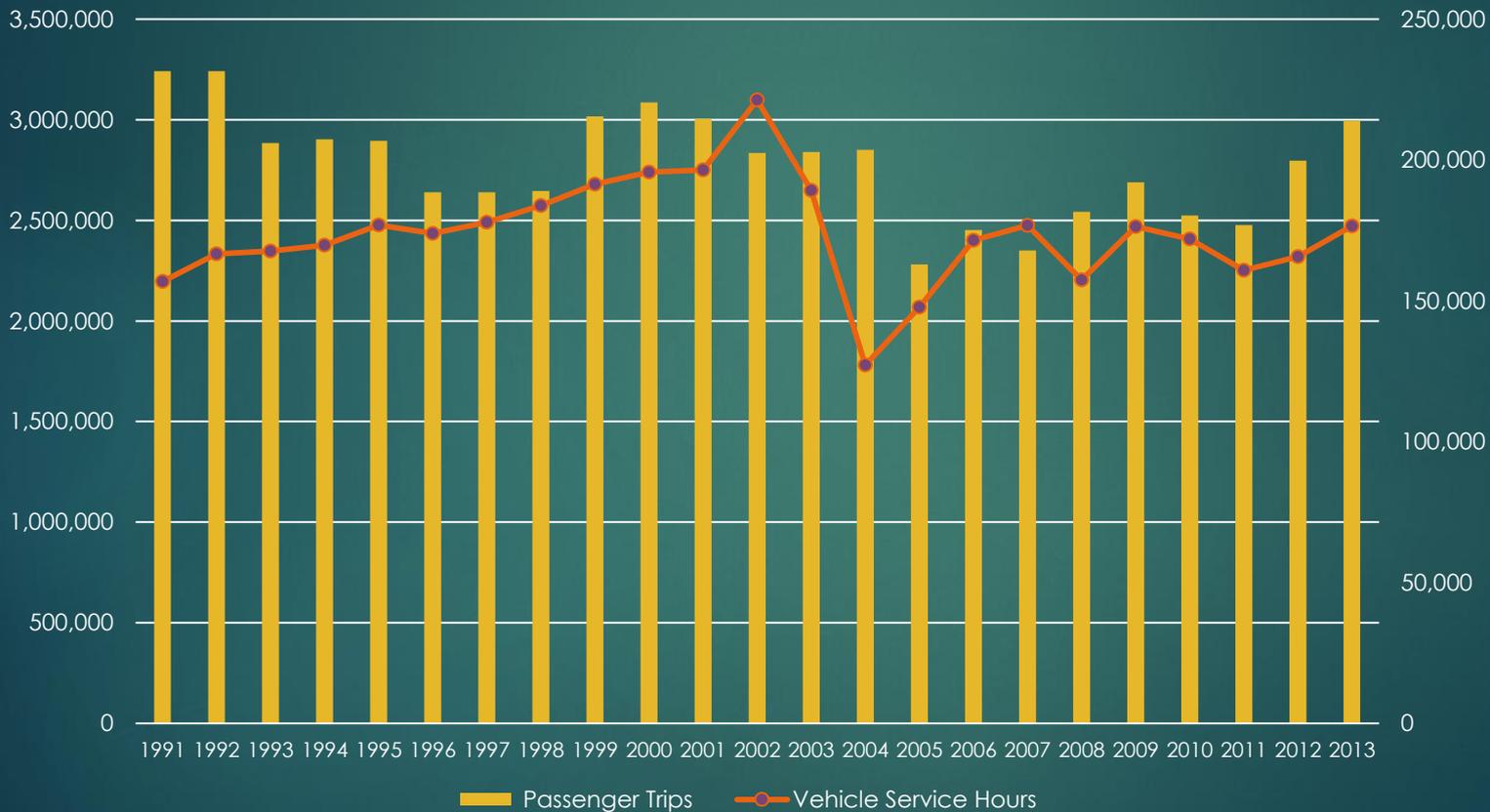


Secondary Axis Scale

Source: US Bureau of the Census SF3 1980, 1990, 2000, ACS 2010 1 year summary

Transit Ridership and Service Hours

Tulsa Transit Ridership vs. Service Hours

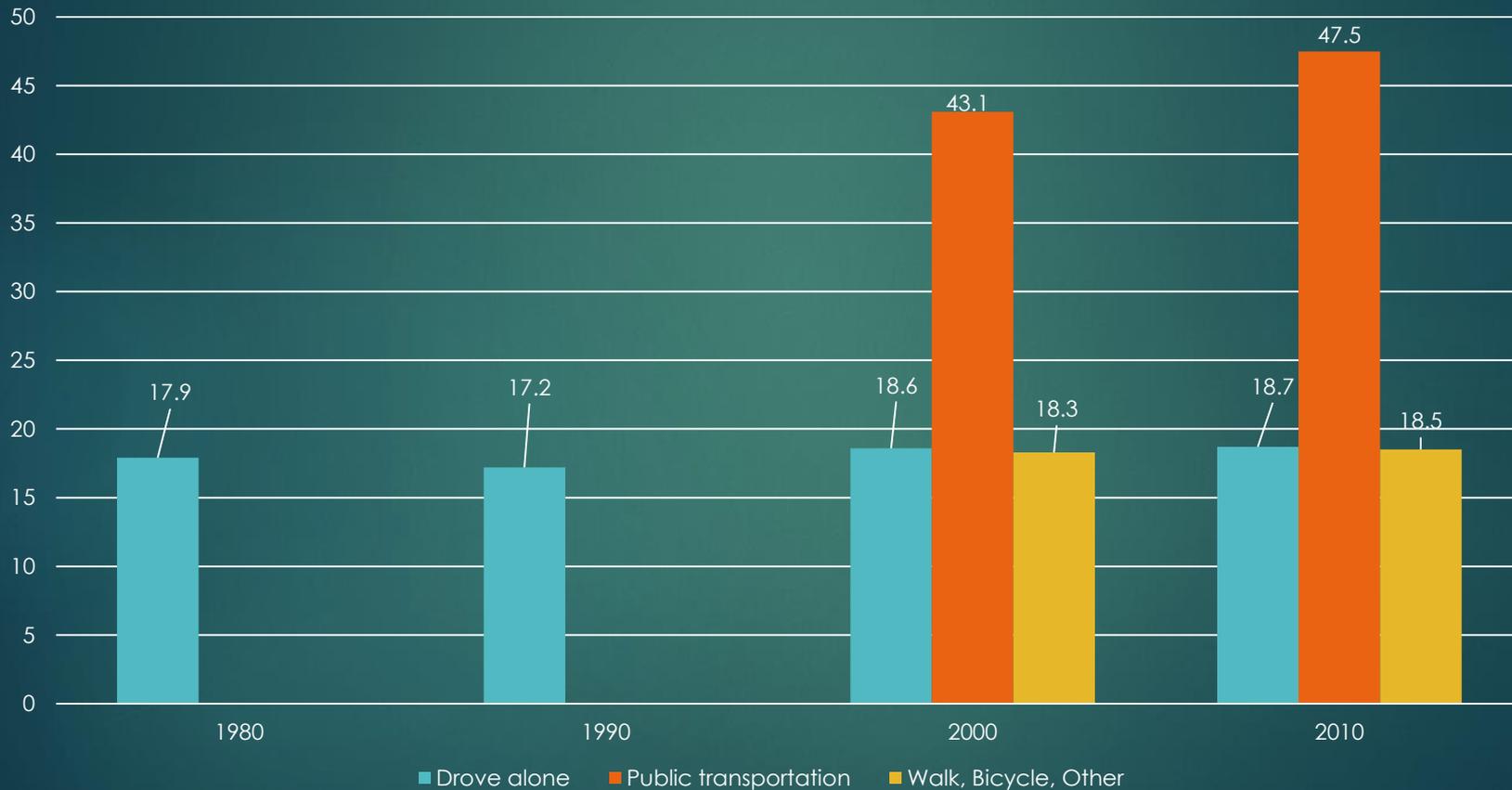


Source: National Transit Database (NTD), MTTA, Fixed Route Buses (MB).

Commute Travel Time (1980-2010)

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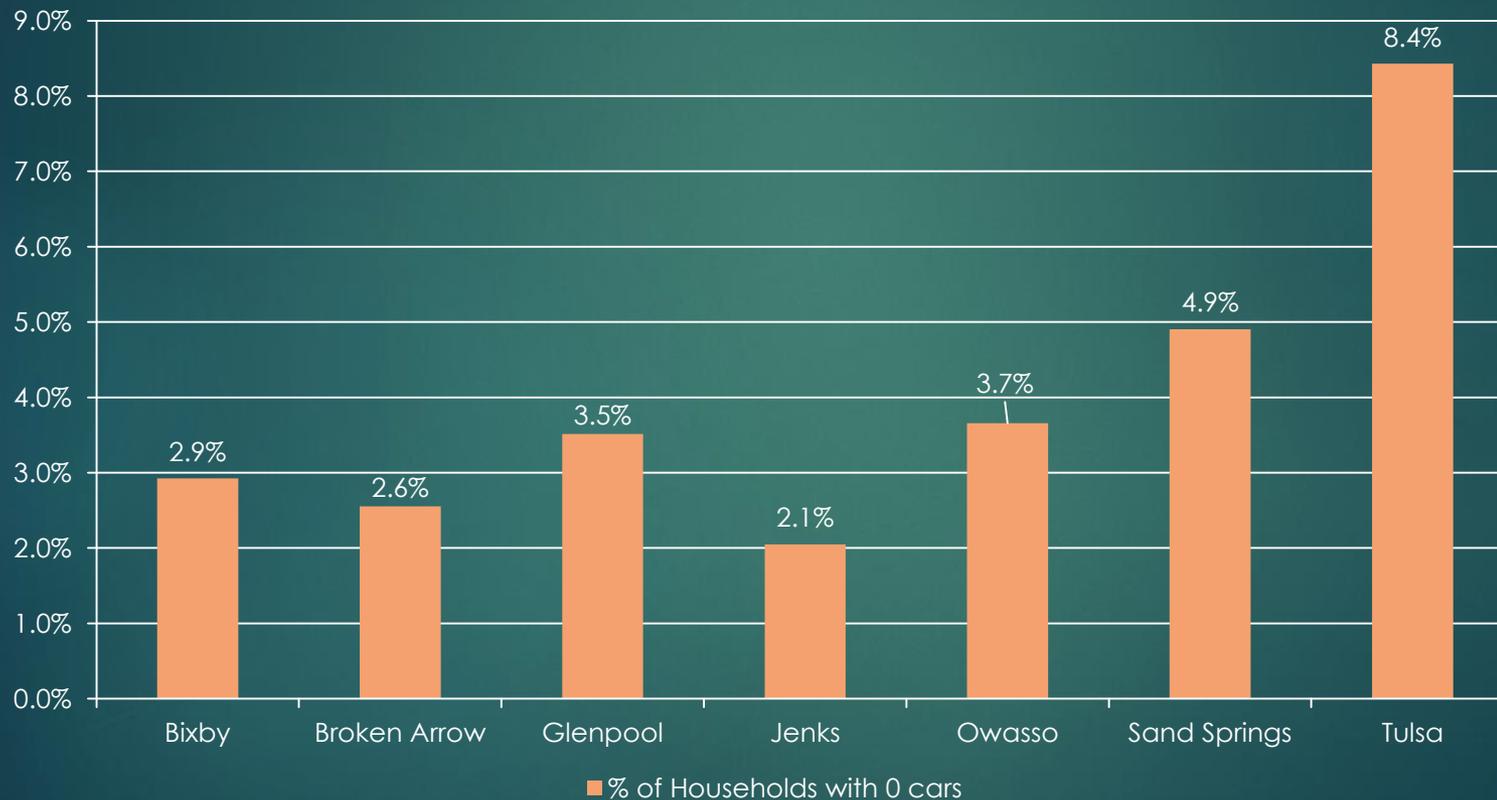
Mean travel time to work –City of Tulsa (minutes)



Source: 1980, 1990, 2000, 2010 Census, CTPP

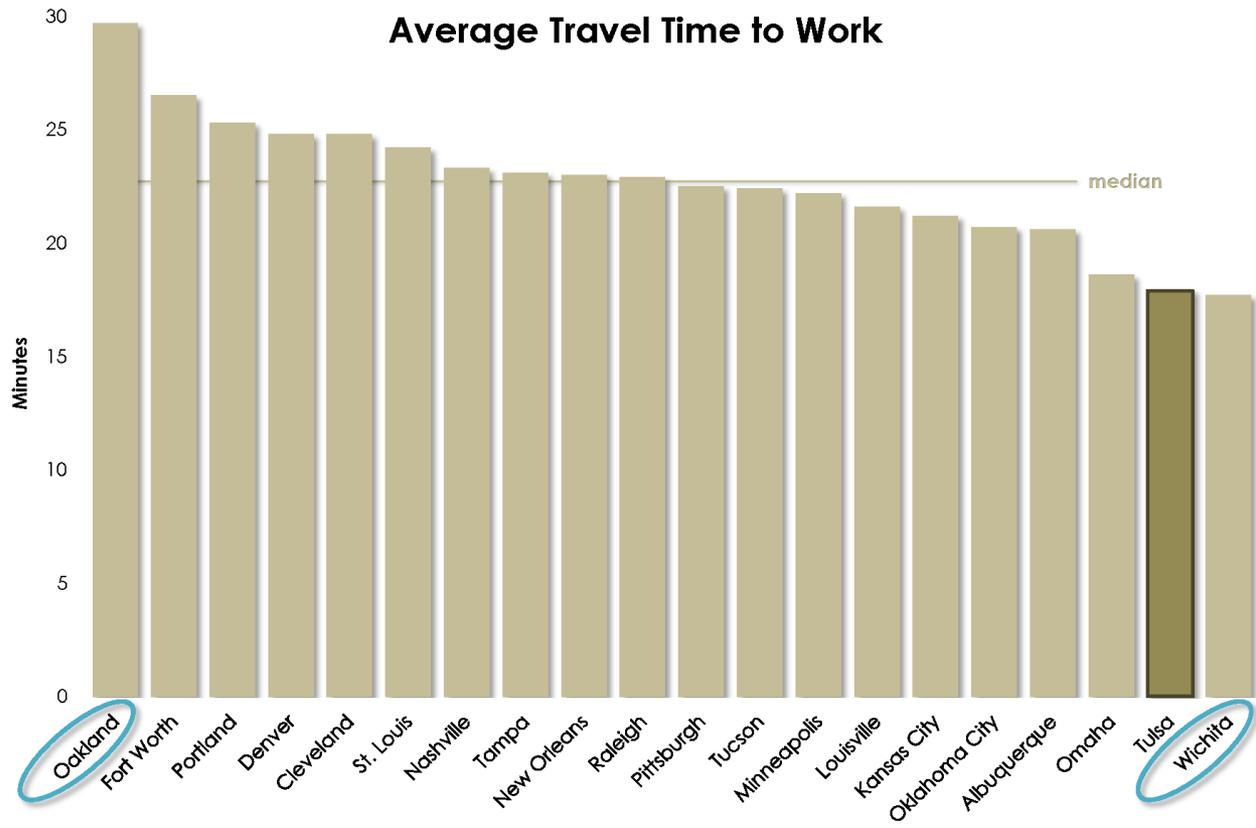
Zero Car Households in Occupied Housing Units

Percent of Households in Occupied Housing units with No Car Available



Source: 2013 ACS 5-year

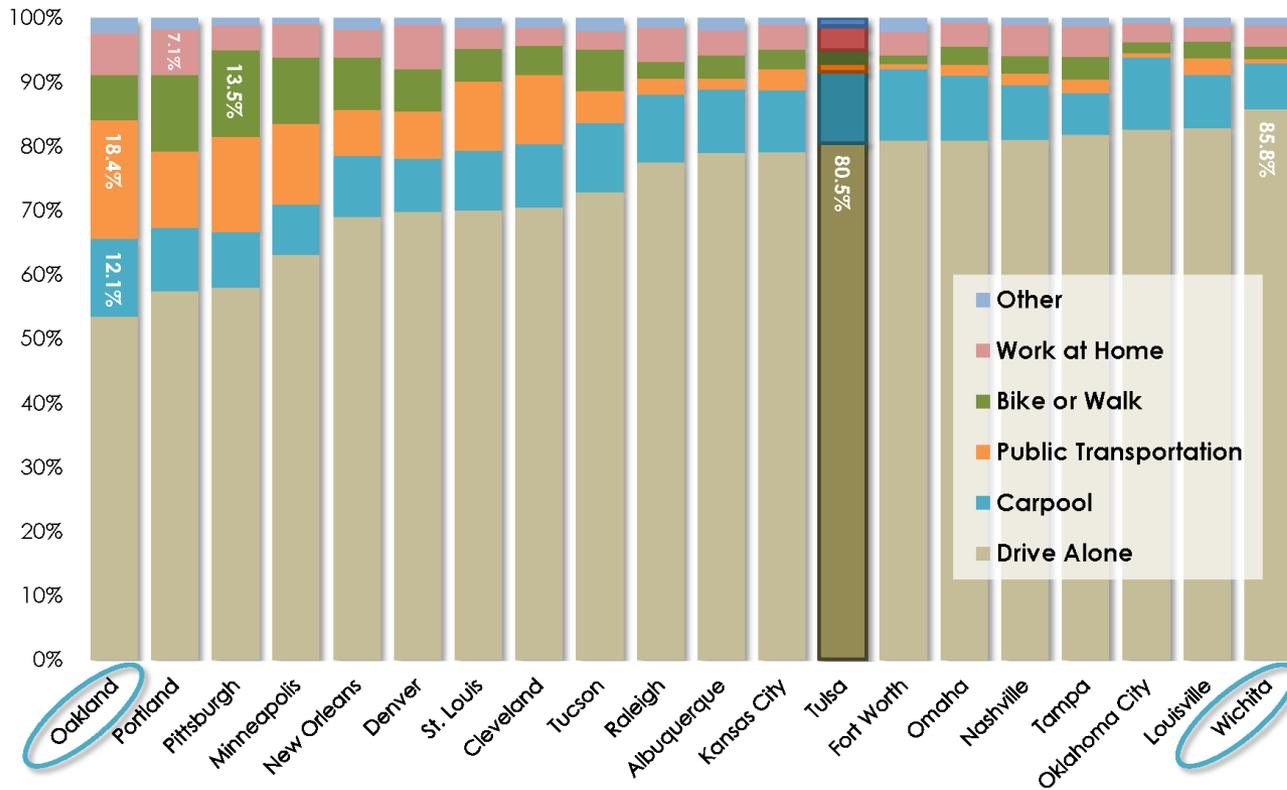
Commute Travel Time



Source: 2015 Tulsa City Council Quality of Life Report

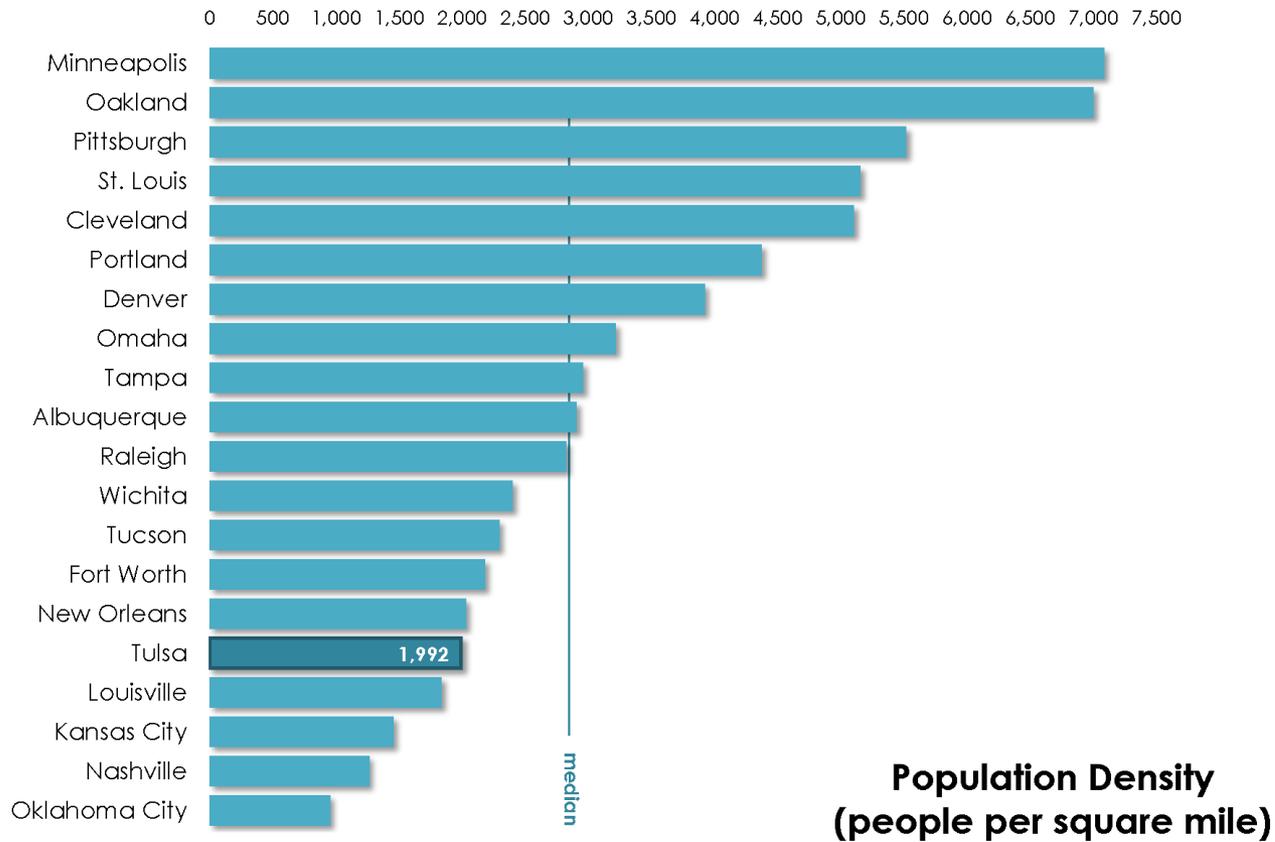
Mode Commute Profile

Commuting Profile



Source: 2015 Tulsa City Council Quality of Life Report

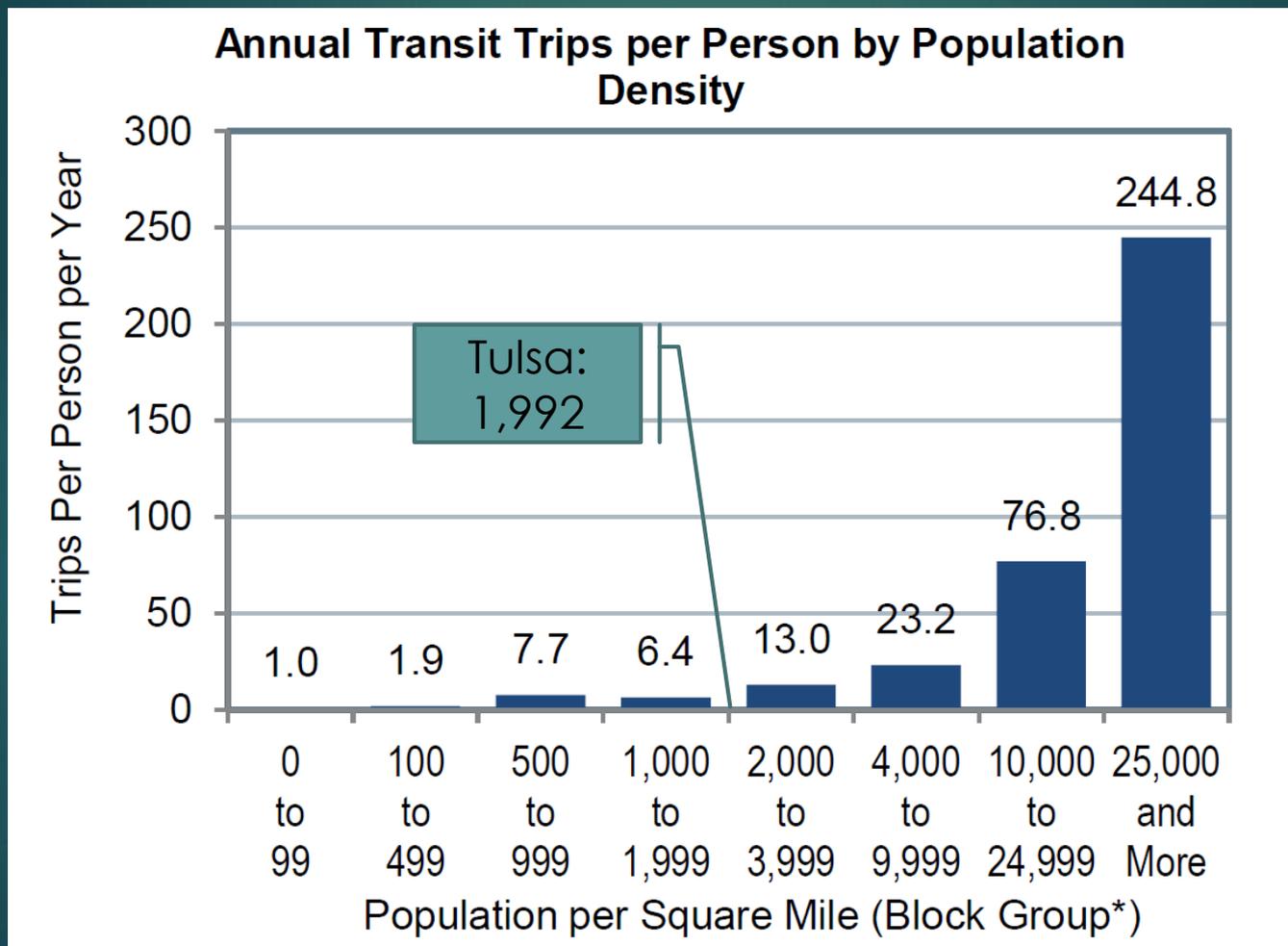
Population Density



**Population Density
(people per square mile)**

Source: 2015 Tulsa City Council Quality of Life Report

Relationship between density and transit

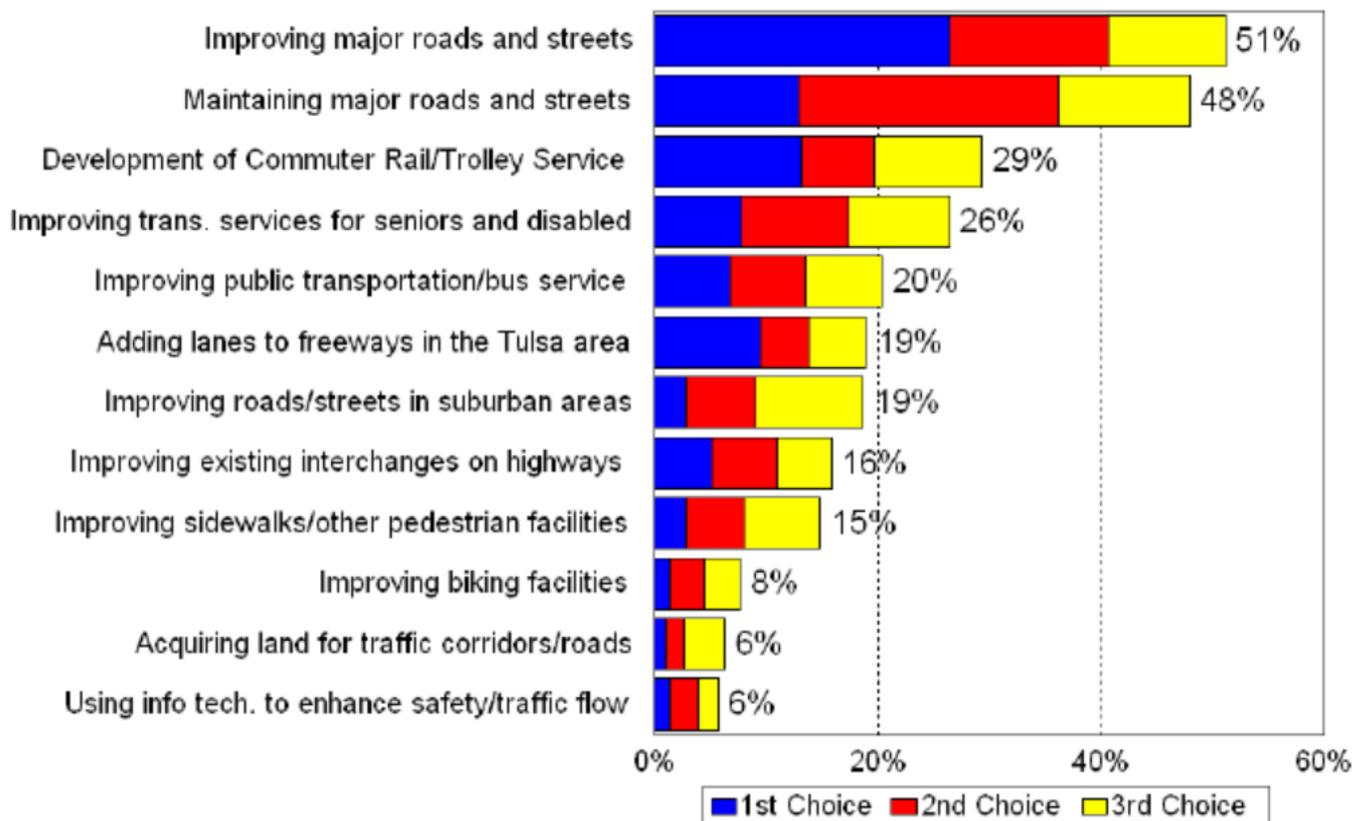


Source: 2009
National Household
Transportation
Survey

Survey Says ...

Transportation Investments that Should Be the Top Priorities for the Tulsa Area Over the Next 5-10 years

by percentage of respondents who selected the item as one of their top three choices



Source: ETC Institute (August 2008)

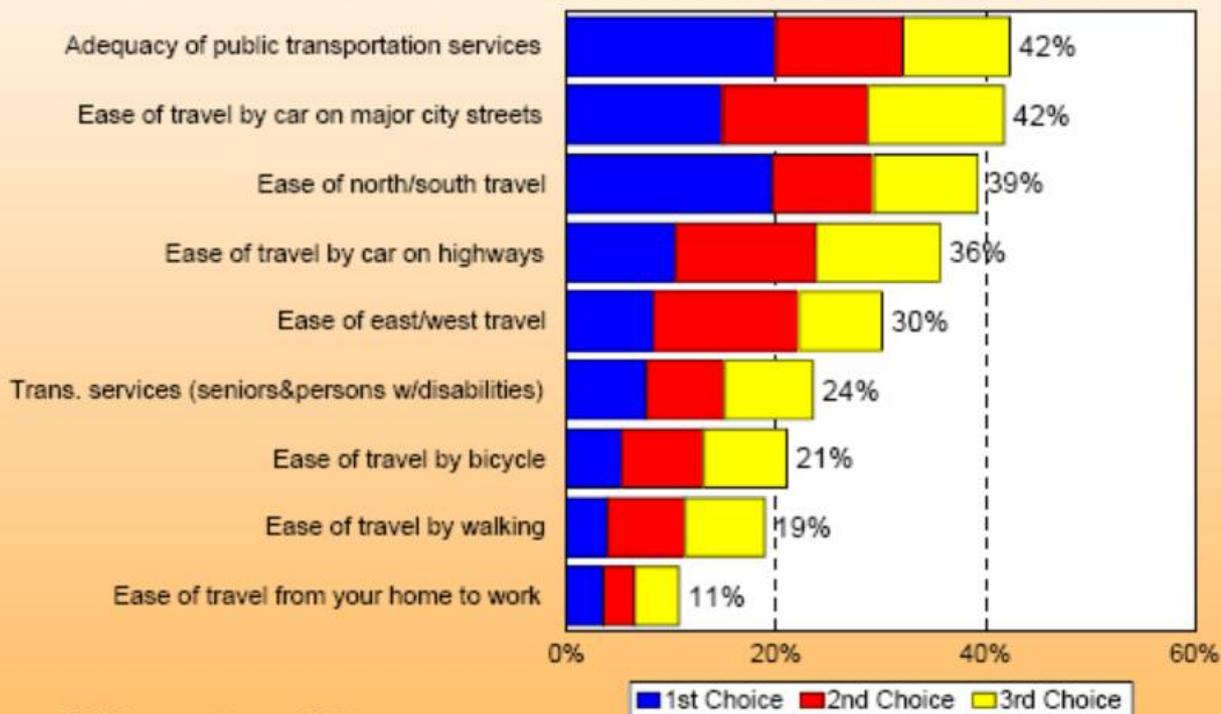


Source: 2008 INCOG Regional Transportation Survey

Survey Says ..

Aspects of Transportation in the Tulsa Area that Should Receive the Most Emphasis from Community Leaders Over the Next 5-10 years

by percentage of respondents who selected the item as one of their top three choices



Source: ETC Institute (August 2008)

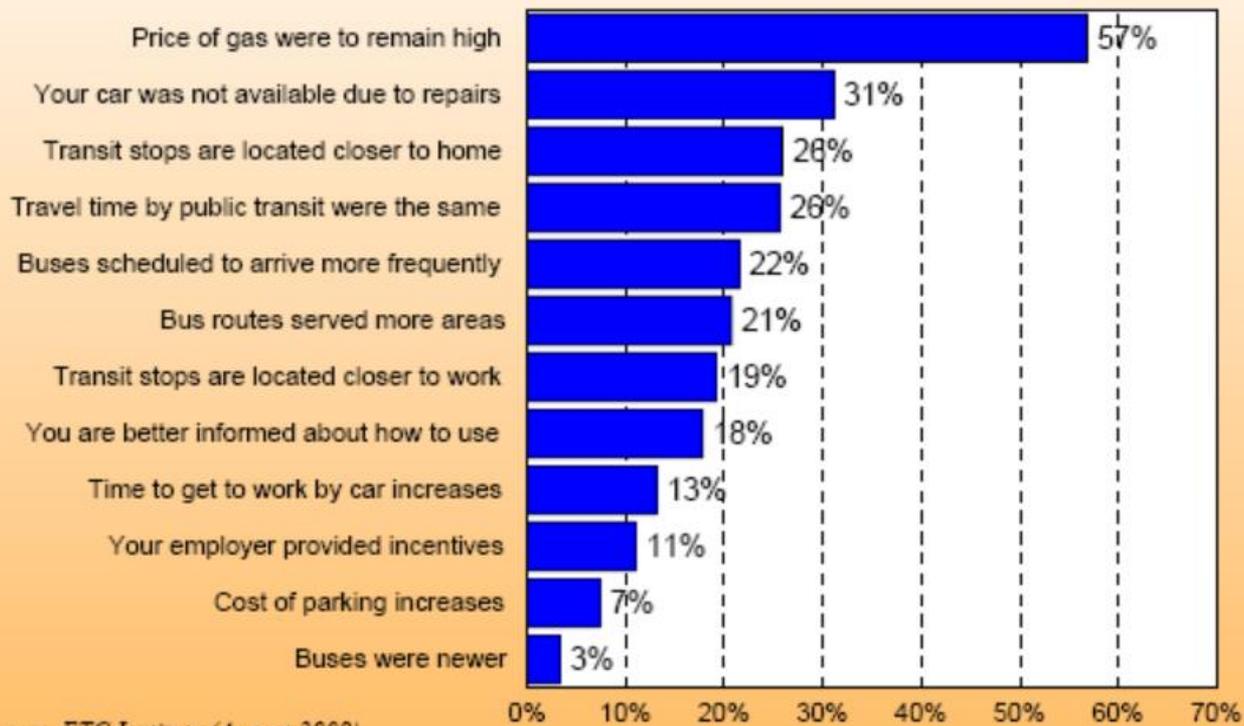


Source: 2008 INCOG Regional Transportation Survey

Survey Says .

Reasons that Residents Would Likely Begin Using Public Transportation in the Tulsa Area (or use it more often than they currently do)

by percentage of respondents who selected the item as one of their top three choices



Source: ETC Institute (August 2008)

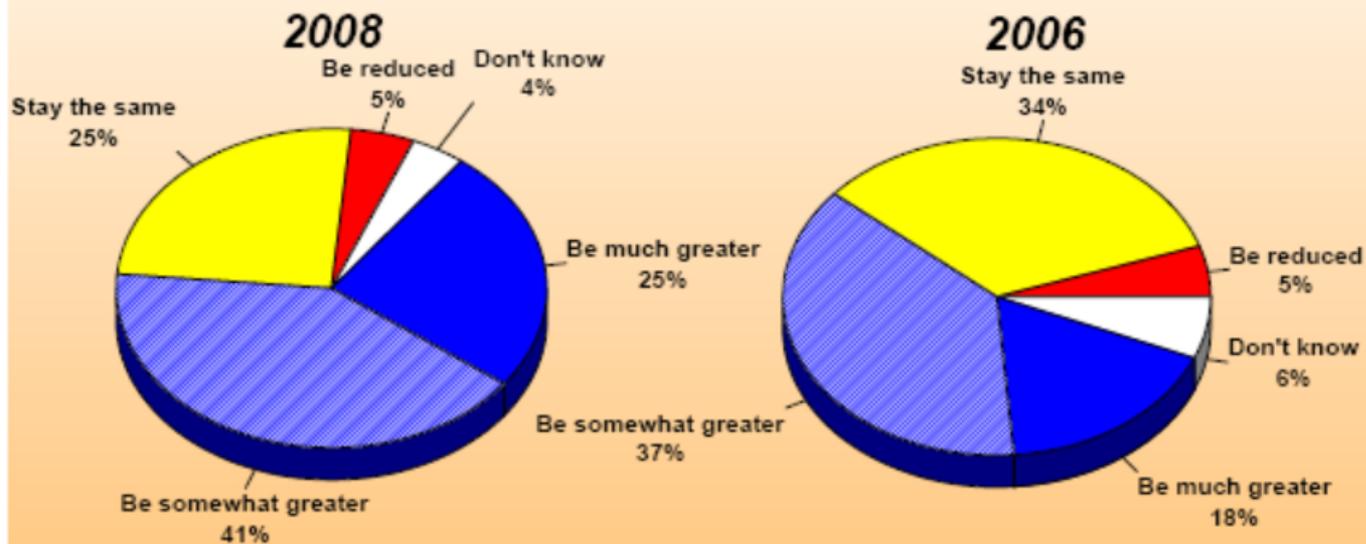


Source: 2008 INCOG Regional Transportation Survey

Survey Says

How Residents Thought the Current Level of Funding for Public Transportation in the Tulsa Area Should Change Over the Next Five Years

by percentage of respondents



Source: ETC Institute (August 2008)

TRENDS



Source: 2008 INCOG Regional Transportation Survey

The evolution of transit modes

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Streetcars – 1900s -1930s



City busses - 1950s – 2000s



Bus Rapid Transit - 2010s



Streetcars - 2010s



Autonomous vehicles – 2030s - 2040s

Autonomous Vehicles

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Table 4 Autonomous Vehicle Implementation Projections

Stage	Decade	Vehicle Sales	Veh. Fleet	Veh. Travel
Available with large price premium	2020s	2-5%	1-2%	1-4%
Available with moderate price premium	2030s	20-40%	10-20%	10-30%
Available with minimal price premium	2040s	40-60%	20-40%	30-50%
Standard feature included on most new vehicles	2050s	80-100%	40-60%	50-80%
Saturation (everybody who wants it has it)	2060s	?	?	?
Required for all new and operating vehicles	???	100%	100%	100%

Autonomous vehicle implementation will probably take several decades.



Source: T. Litman, *Autonomous Vehicle Implementation Predictions*, VTPI, 2015
Transportation Research Board Proceedings (#15-3326)