

Transit Task Force on
Governance & Funding
Meeting #4

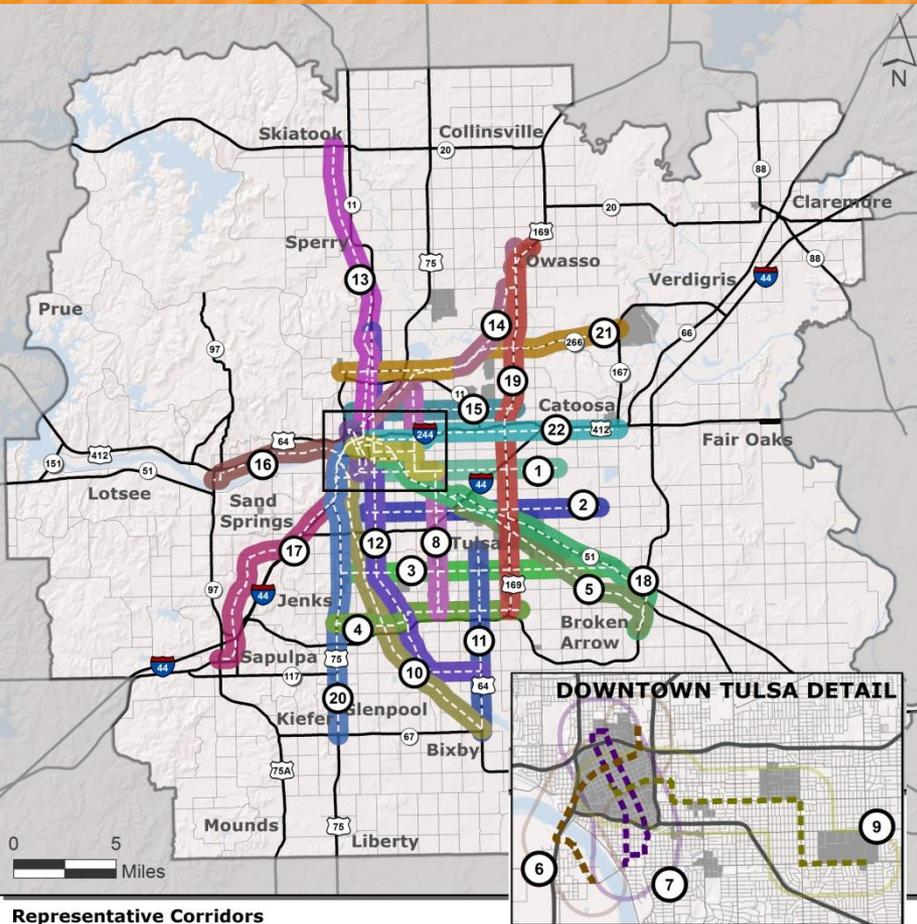
May 11, 2015

Fast Forward Regional Transit System Plan

Results of Regional Transit Interest Survey

Fast Forward
Regional Transit
System Plan





Corridor Number	Name	Length (Miles)	Extent A	Extent B	Right of Way
1	21st Street Corridor	10.9	US Highway 75	145th East Ave	Roadway
2	41st Street Corridor	11.4	Riverside Dr	Lynn Lane Rd	Roadway
3	71st Street Corridor	12.1	US Highway 75	SH-51	Roadway
4	91st Street Corridor	9.5	US Highway 75	Garnett Rd	Roadway
	Segment A	5.9	Riverside Dr	Garnett Rd	
	Segment B	3.6	US Highway 75	Riverside Dr	
5	Broken Arrow Corridor	17.8	Union Station	NSU-Broken Arrow	Rail
	Segment A	13.9	Union Station	Main Street, Broken Arrow	
	Segment B	3.9	Main Street, Broken Arrow	NSU-Broken Arrow	
6	Central Corridor	3.3	OSU-Tulsa	23rd and Jackson	Rail
7	Downtown Circulator	4.8	John Hope Franklin Blvd	21st St	Roadway
8	Harvard/Yale Corridor	12.1	91st St	Apache St	Roadway
	Segment A	7.0	21st St	91st St	
	Segment B	5.1	21st St	Apache St	
9	Historic Streetcar Corridor	5.4	Downtown (DAS)	Expo Square (21st & Yale)	Roadway
10	Jenks/Bixby Corridor	17.4	Union Station	Memorial Dr	Rail
	Segment A	10.2	Union Station	Main Street, Jenks	
	Segment B	7.2	Main Street, Jenks	Memorial Dr	
11	Memorial Drive Corridor	8.0	61st St	151st St	Roadway
12	Peoria/Riverside Dr Corridor	20.2	56th St N	Memorial Dr	Roadway
	Segment A	6.0	56th St N	11th St	
	Segment B	14.2	11th St	Memorial Dr	
13	Osage Prairie Trail Corridor	14.6	OSU-Tulsa	Skiatook (Rogers Blvd)	Trail
	Segment A	5.0	OSU-Tulsa	56th St N	
	Segment B	9.5	56th St N	Skiatook (Rogers Blvd)	
14	Airport/Owasso Corridor	14.0	Union Station	96th St N	Rail
	Segment A	6.4	Union Station	Airport	
	Segment B	7.6	Airport	96th St N	
15	Pine Street Corridor	8.0	Cincinnati Ave	Garnett Rd	Roadway
16	Sand Springs Corridor	7.9	Union Station	State Highway 97	Rail
17	Sapulpa Corridor	14.5	Union Station	State Highway 97	Rail
18	State Highway 51 Corridor	17.8	SE Leg of IDL	NSU-Broken Arrow	Roadway
19	US 169 Corridor	18.5	91st St S	96th St N	Roadway
20	US Highway 75 Corridor	14.3	SW Leg of IDL	SH 67 (151st St)	Roadway
	Segment A	6.2	SW Leg of IDL	71 st St	
	Segment B	8.1	71 st St	SH 67 (151 st St)	
21	36th St North Corridor	14.3	Osage Million Dollar Casino	Tulsa Port of Catoosa	Roadway
	Segment A	6.2	Osage Million Dollar Casino	Sheridan Rd	
	Segment B	8.1	Sheridan Rd	Tulsa Port of Catoosa	
22	3rd Street/TU/Admiral Corridor	13.4	Downtown (DAS)	193rd East Avenue	Roadway
	Segment A	9.4	Downtown (DAS)	129th East Avenue	
	Segment B	4.0	129th East Avenue	193rd East Avenue	

Representative Corridors

- 1 21st Street Corridor
- 2 41st Street Corridor
- 3 71st Street Corridor
- 4 91st Street Corridor
- 5 Broken Arrow Corridor
- 6 Central Corridor
- 7 Downtown Circulator
- 8 Harvard/Yale Corridor
- 9 Historic Streetcar Corridor
- 10 Jenks/Bixby Corridor
- 11 Memorial Drive Corridor
- 12 Peoria/Riverside Dr Corridor
- 13 Osage Prairie Trail Corridor
- 14 Airport/Owasso Corridor
- 15 Pine Street Corridor
- 16 Sand Springs Corridor
- 17 Sapulpa Corridor
- 18 State Highway 51 Corridor
- 19 US 169 Corridor
- 20 US Highway 75 Corridor
- 21 36th St North Corridor
- 22 3rd Street/TU/Admiral Corridor

GOALS	OBJECTIVES	MEASURES
Mobility & Accessibility	Meet Demands Created by Increases in Population and Employment	Population Density (persons/sq. mile)
		Employment Density (<i>jobs/sq. mile</i>)
		Miles of Level of Service Along Corridor (“D” or lower)
	Improve Access to Major Activity Centers	No. of Activity Centers /Parks/Public Spaces per Corridor Mile (w/in 0.5 miles)
		CBD Trips (total daily trips to/from CBD)
	Improve Mode Choice Availability	No. of (0) car HH (w/in 0.5 miles)
Miles of Parallel Bus Routes (w/in 0.5 miles)		
No. of Transit Stops (w/in 0.5 miles)		
Economic Development	Incorporate Local Goals and Objectives	No. of Newly Developed Parcels per Corridor Mile (w/in 0.5 miles)
		No. of Vacant Parcels per Corridor Mile (w/in 0.5 miles)
	Encourage and Support Development	Adjacent TIF Districts (w/in 0.5 miles)
Efficiency	Improve Intermodal Connectivity	Miles of Adjacent Bike Paths per Corridor Mile (w/in 0.5 miles)
		Miles of Adjacent Sidewalks per Corridor Mile (w/in 0.5 miles)
	Safety	No. of Vehicle Crashes per Corridor Mile (w/in 0.5 miles)
Environmental Stewardship	Minimize Environmental Impact	Total Emissions Due to Delay
		Acres of Floodplains per Corridor Mile (w/in 0.5 miles)

CIRCULATOR SERVICE

	RANK	CORRIDOR	SCORE
FOUNDATION	1	Downtown CIRCULATOR	28
	2	HISTORIC STREETCAR	31
	3	CENTRAL	34

URBAN SERVICE

	RANK	CORRIDOR	SCORE
FND.	1	3 RD St/TU/Admiral	62
	2	Peoria Ave/Riverside	64
	3	Harvard / Yale	69
ENH.	4	21 St STREET	80
	5	71 St STREET	85
EXTENDED	6	41 St STREET	98
	7	Pine STREET	106

COMMUTER SERVICE

	RANK	CORRIDOR	SCORE
FND	1	Broken Arrow	39
	2	Airport/Owasso	63
	3	Jenks / Bixby	75
ENHANCED	4	Sapulpa	78
	5	US 169	80
	6	Sand Springs	81

Foundation Network

- Suitable for development of high-capacity transit (commuter rail, LRT, streetcar, BRT)

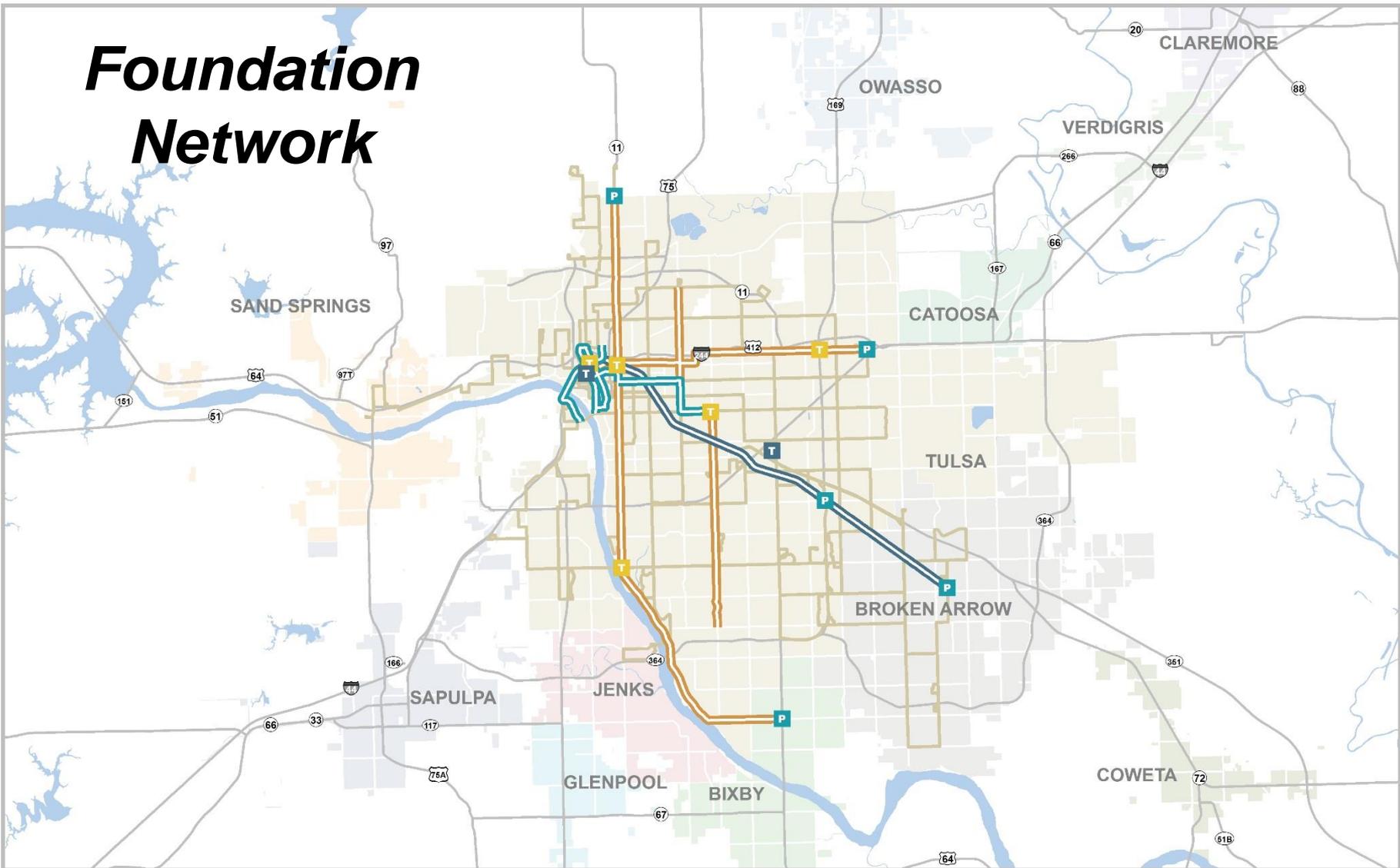
Enhanced Network

- Local transportation improvements to support Foundation Corridors

Extended Network

- Long-range extensions of Foundation & Enhanced Network to accommodate future increases in transit ridership
- Monitor changes in population & employment patterns in 5-year updates to RTSP

Foundation Network



Facilities

- T** Transit Center (Existing)
- T** Transit Center (Proposed)
- P** Park & Ride (Proposed)

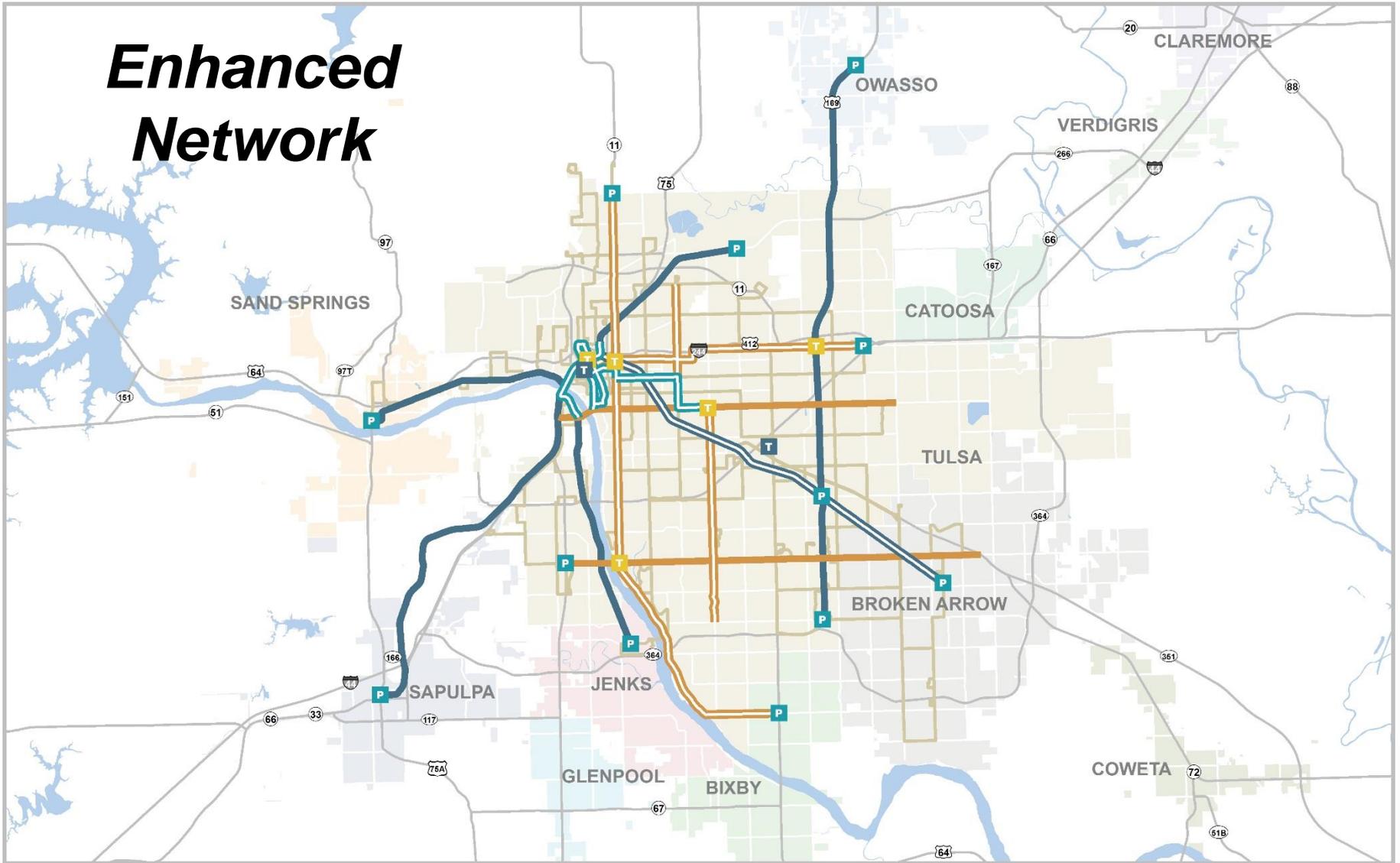
Foundation

- Circulator
- Urban
- Commuter

Bus

- Existing Bus Network

Enhanced Network



Facilities

- T Transit Center (Existing)
- T Transit Center (Proposed)
- P Park & Ride (Proposed)

Foundation

- Circulator
- Urban
- Commuter

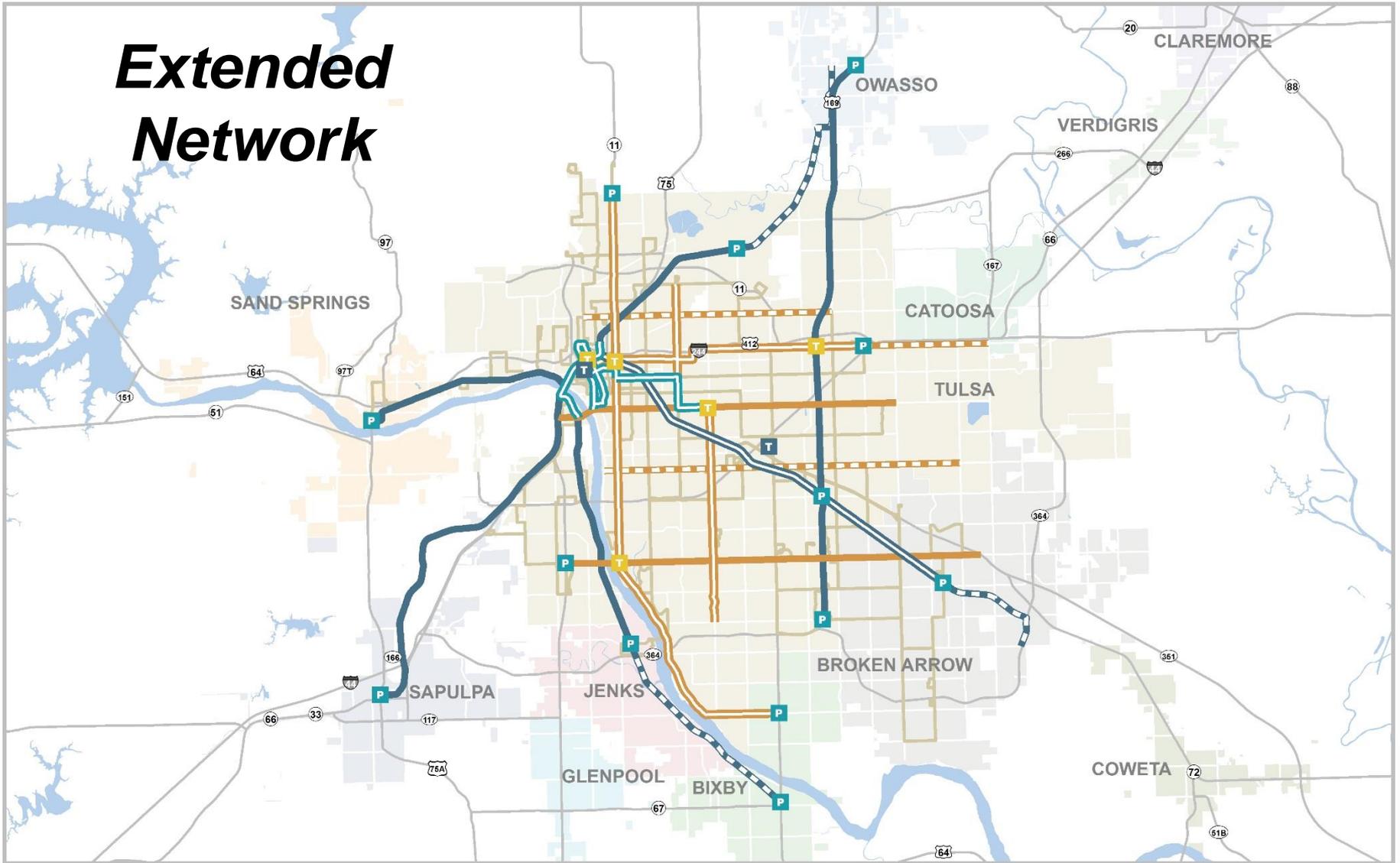
Enhanced

- Urban
- Commuter

Bus

- Existing Bus Network

Extended Network



Facilities

- T** Transit Center (Existing)
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- P** Park & Ride (Proposed)

Foundation

- Circulator
- Urban
- Commuter

Enhanced

- Urban
- Commuter

Extended

- Urban
- Commuter

Bus

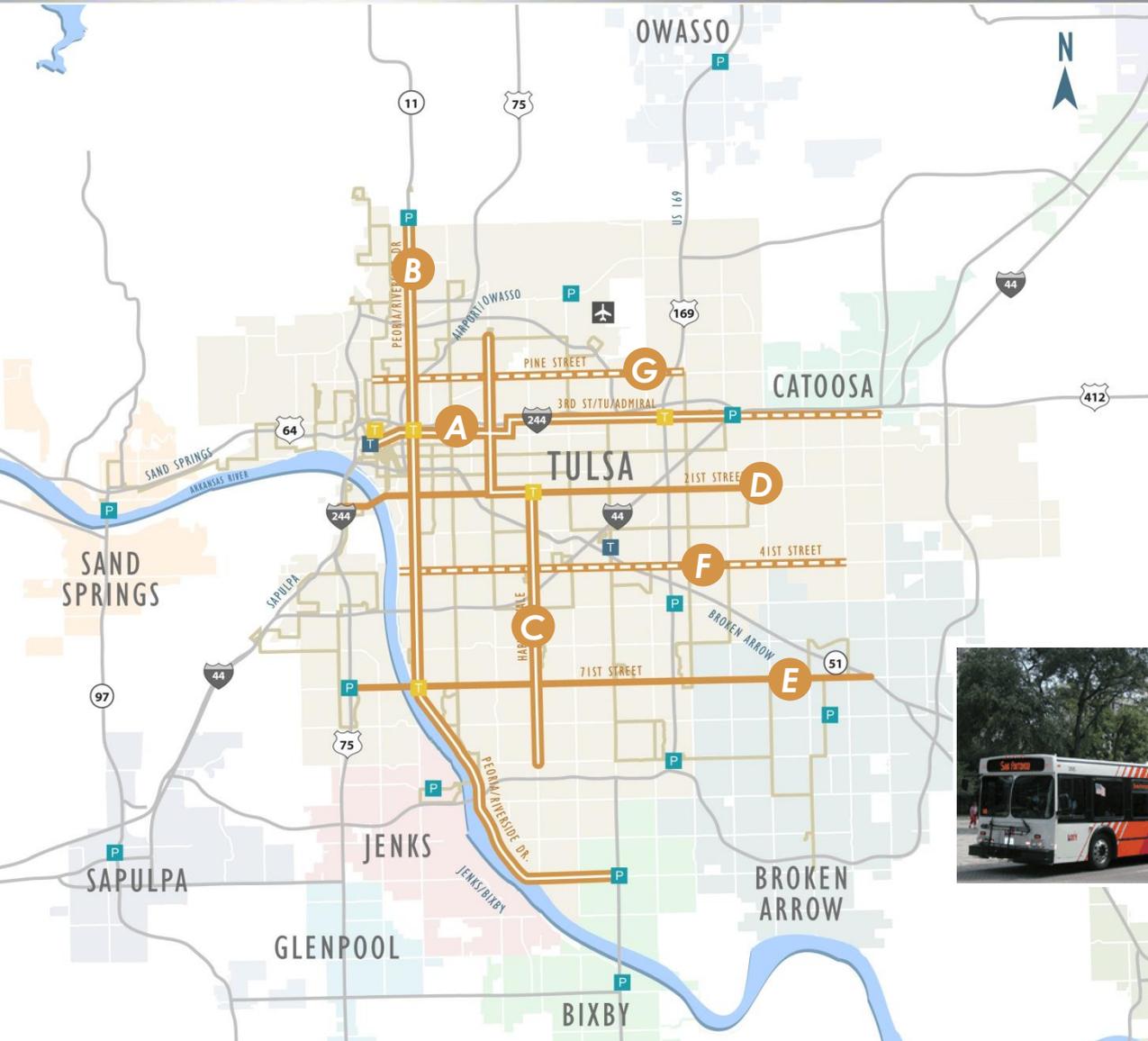
- Existing Bus Network



COMMUTER SERVICE

- A. *BROKEN ARROW*
- B. *AIRPORT/OWASSO*
- C. *JENKS/BIXBY*
- D. *SAPULPA*
- E. *US 169*
- F. *SAND SPRINGS*





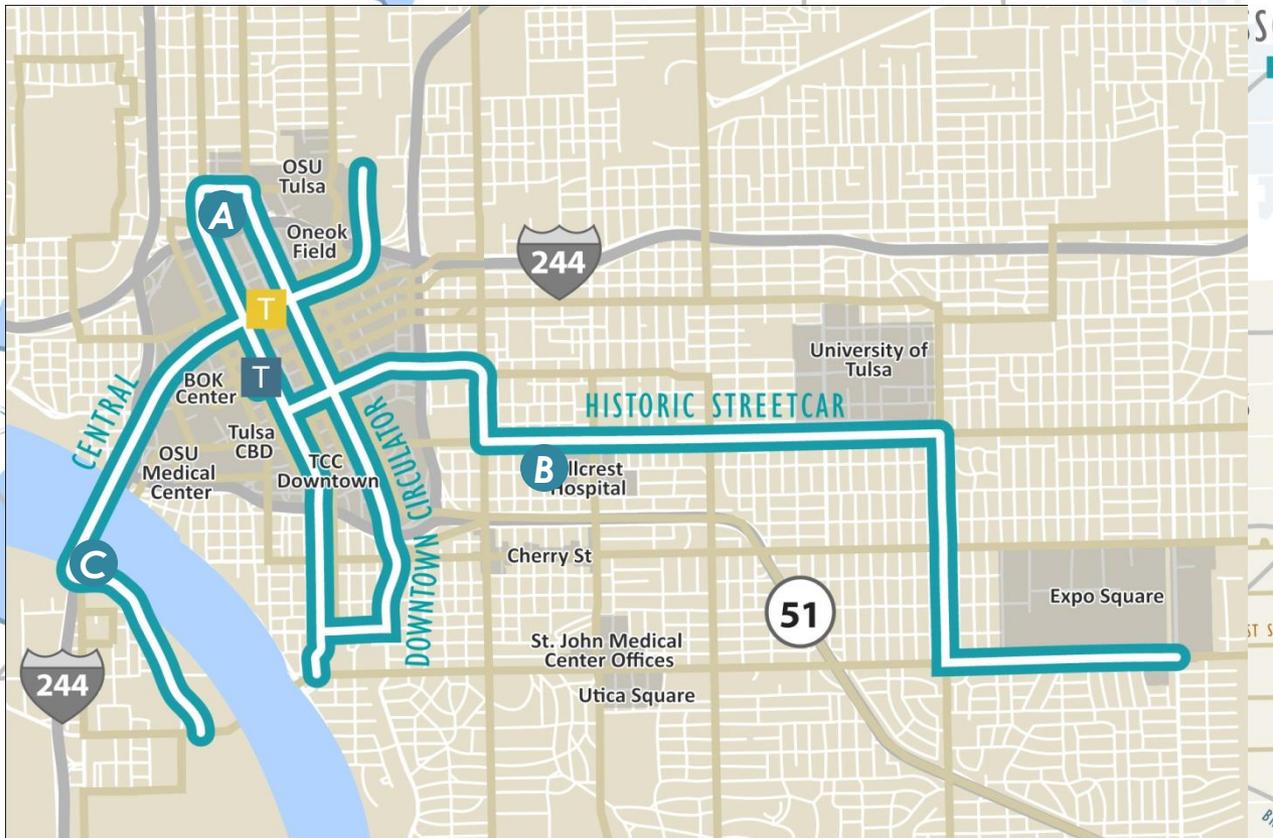
URBAN SERVICE

- A. 3RD ST/TU/ADMIRAL
- B. PEORIA/RIVERSIDE
- C. HARVARD/YALE
- D. 21ST STREET
- E. 71ST STREET
- F. 41ST STREET
- G. PINE STREET



CIRCULATOR SERVICE

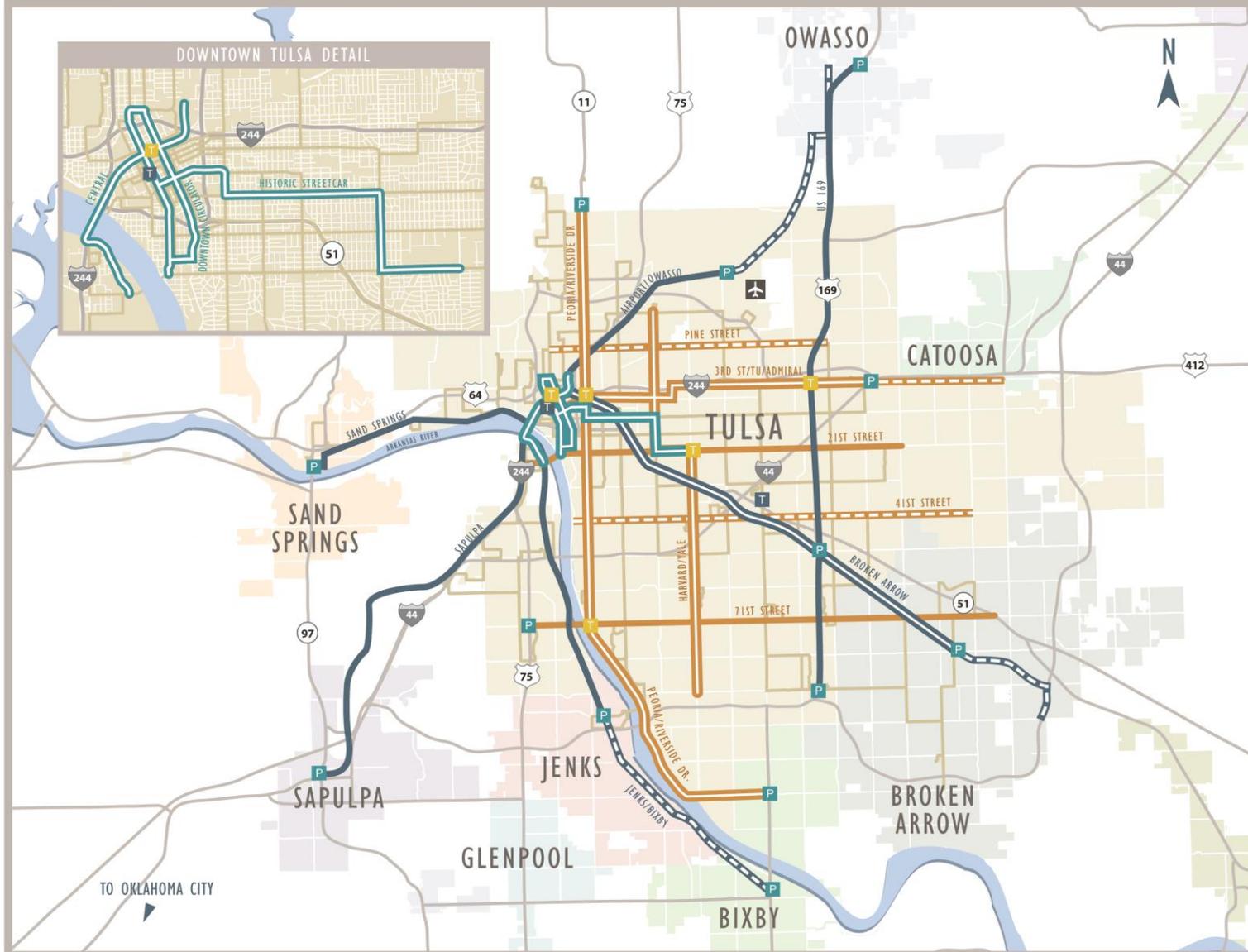
- A. DOWNTOWN CIRCULATOR
- B. HISTORIC STREETCAR
- C. CENTRAL



LEGEND

-  Transit Center (Existing)
-  Transit Center (Proposed)
-  Park & Ride (Proposed)
-  Foundation





FACILITIES

- T Transit Center (Existing)
- T Transit Center (Proposed)
- P Park & Ride (Proposed)

FOUNDATION

- Circulator
- Urban
- Commuter

ENHANCED

- Urban
- Commuter

EXTENDED

- Urban
- Commuter

BUS

- Existing Bus Network

Regional Transit Interest Survey

Funding Mechanisms

Funding Mechanism	Bixby	Broken Arrow	Sand Springs
Sales Tax	6	5	
Property Tax	3	3	
Motor fuel tax (county)	2	2	X
User Fee – Full cost	5	7	X
Utility Fee	4	4	
Hotel/Motel Tax	7	6	
Combination of sources	1	1	

No response received from Jenks, Owasso, or Tulsa

Further questions on Operational flexibilities, Governance & Funding

Operational Flexibility

- ***Limitations for MTTA regarding regular service extension (additional hours or days or new routes)?***
- ***Can MTTA contract operations to private operator where LIFT need not be provided as an add-on?***
- ***Can MTTA create a premium service that can charge the full marginal cost of such a service (\$50/hour) with certain conditions?***
- ***Are there any legal questions or legislative requirements to enable above flexibilities?***

Governance Mechanism

- ***Current structure enables contracting with other municipalities. Is it sufficient for other municipal needs related to transit?***
- ***Is it satisfactorily addressing the needs of City of Tulsa? What is the measure to determine this part? Who determines it?***

Funding Mechanism

- ***Currently there is NO funding for MTTA from other municipalities except when contracted for service. Is this satisfactorily addressing their needs?***
- ***Currently MTTA derives all it's annual operational funding from City of Tulsa that is subject to variations of the Budget/General Fund.***

What we know: The funding is NOT sufficiently addressing the needs of Transit riders/service needs.

What we do not know: How to increase the funding base for Tulsa Transit?

IF THE FUNDING BASE HAS TO BE INCREASED, GOVERNANCE MAY NEED TO BE ADDRESSED