



Welcome & Introductions

Workshop Overview

Williams Learning Center
February 7, 2003

Destination 2030 Key Milestones

- September 2002 –October 2002
 - The Tulsa State Fair Kick-off
- October 2002 – August 2003
 - Education campaign – attending civic groups
Neighborhood Associations, business groups
- February 2003
 - Vision Workshop with community
leaders/experts

Destination 2030 Key Milestones

- April 2003- July 2003
 - Community focus group meetings throughout the metro area
- April 2004 – July 2004
 - Additional focus meetings to review draft elements of the plan
- May 2005 – July 2005
 - Disseminate draft plan for public review

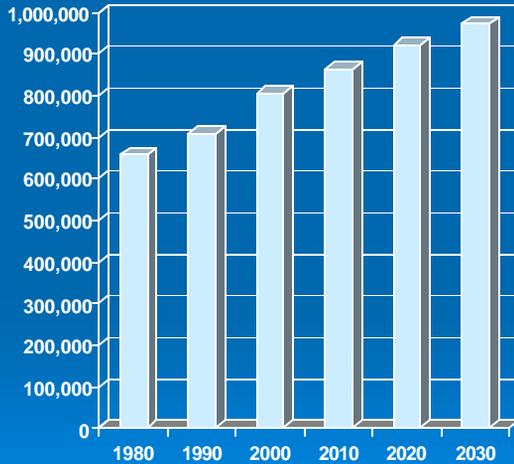
Demographic Review

Where we are and
Where we are going

Population

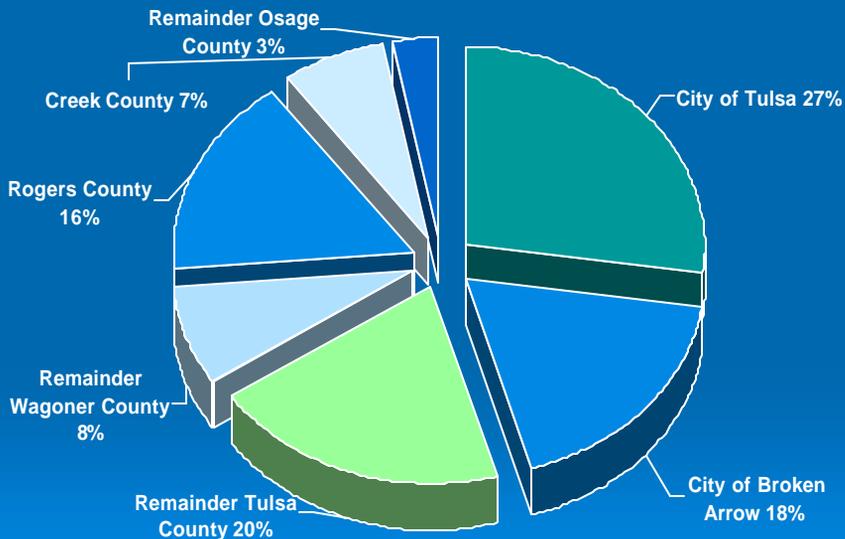
- Tulsa MSA average annual growth rate from 1990-2000 was 1.3% (*about the same as the national growth rate*)
- The Tulsa MSA is the 58th largest of 356 MSAs in America
- The Tulsa MSA represents 23% of the state's population
- The City of Tulsa represents nearly 50% of the MSA population
- Tulsa Transportation Management Area represents 88% of the MSA population
- Average Annual growth projected for 2000-2030 for the Tulsa MSA is 0.7%

Tulsa MSA Population Projections



Source: U.S. Bureau of the Census

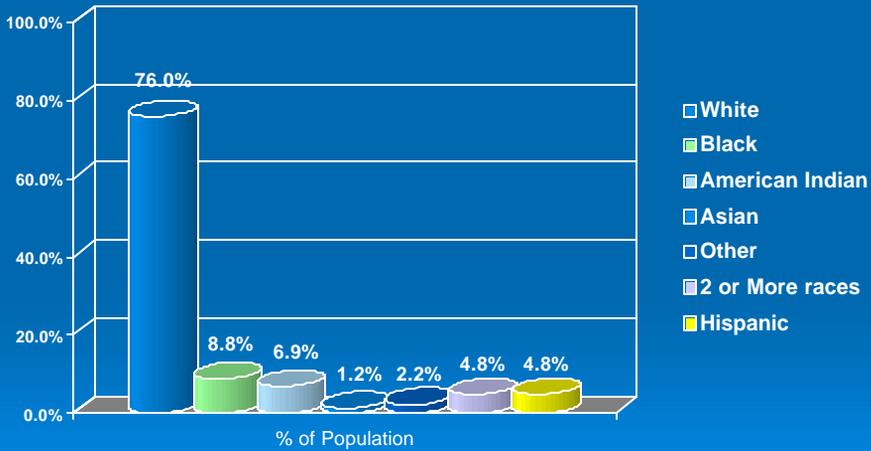
Share of Regional Growth 1990-2000



Geography: Tulsa MSA

Source: U.S. Bureau of the Census

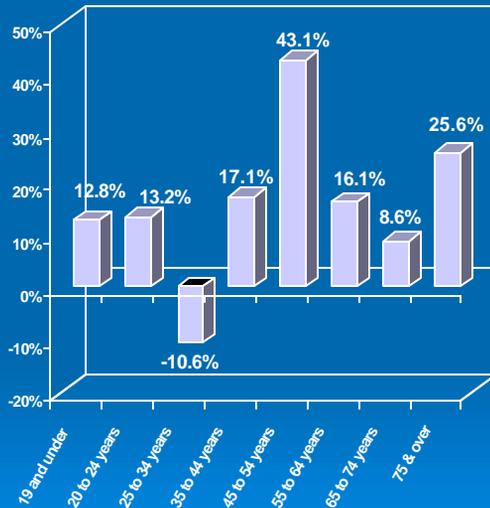
Population Diversity of Tulsa MSA



Source: U.S. Bureau of the Census, 2000

Age

Percent Change from 1990 to 2000
For the Tulsa MSA



- Median age has increased to 35.1 in the Tulsa MSA for 2000
- The area's fastest growing age group is age 45 to 54
- The 24 to 34 age group is declining

Source: U.S. Bureau of the Census

Other Attributes

- In the Tulsa MSA, household size has remained steady at 2.5 persons per household over the past 10 years
- Owner occupants represent nearly 67% of the Tulsa MSA households (*about the same as 10 years ago*)
- 36% of Households include a person under age 18
- 21% of Households include a person over 65 years of age
- 1 in 4 households are persons living alone
- 1 in 8 households are female headed

Source: U.S. Bureau of the Census, 2000

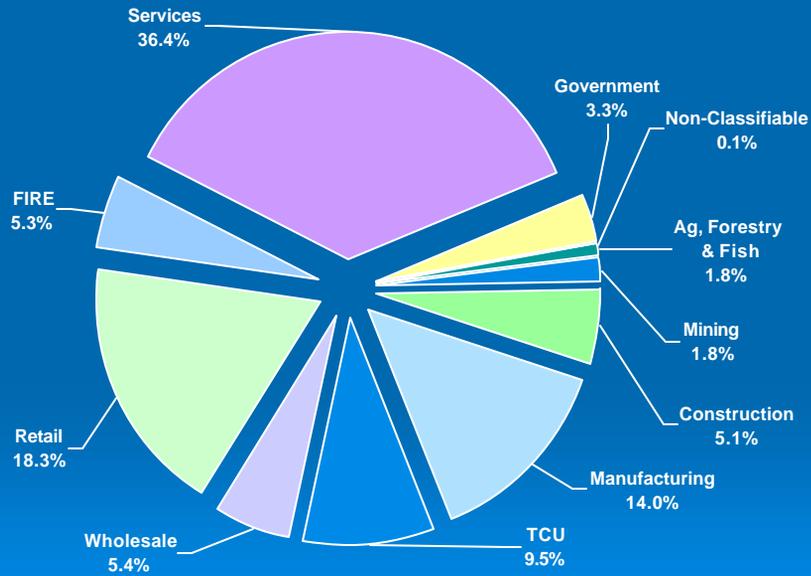
Tulsa MSA Employment



- Tulsa MSA had a 1.3% average annual growth rate from 1990-2001
- A gain of nearly 54,000 employees in the past 11 years
- In 2000 - services, retail and manufacturing were our leading sectors

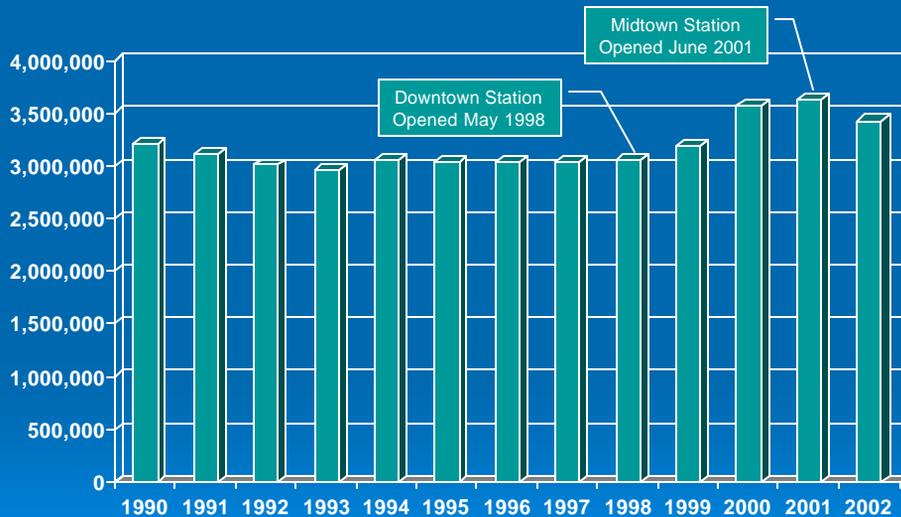
Source: Bureau of Labor Statistics

Percent Employment by Sector for 2000



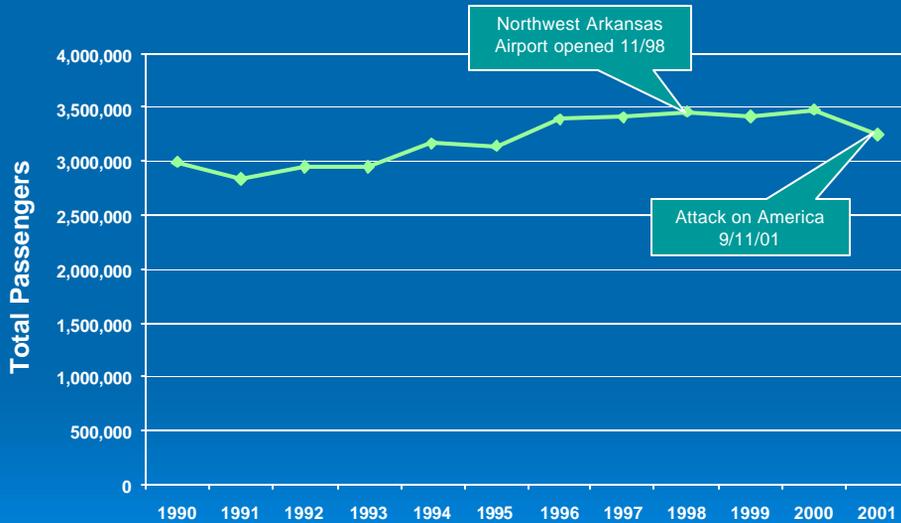
Source: Oklahoma Employment Security Commission

Tulsa Transit Ridership



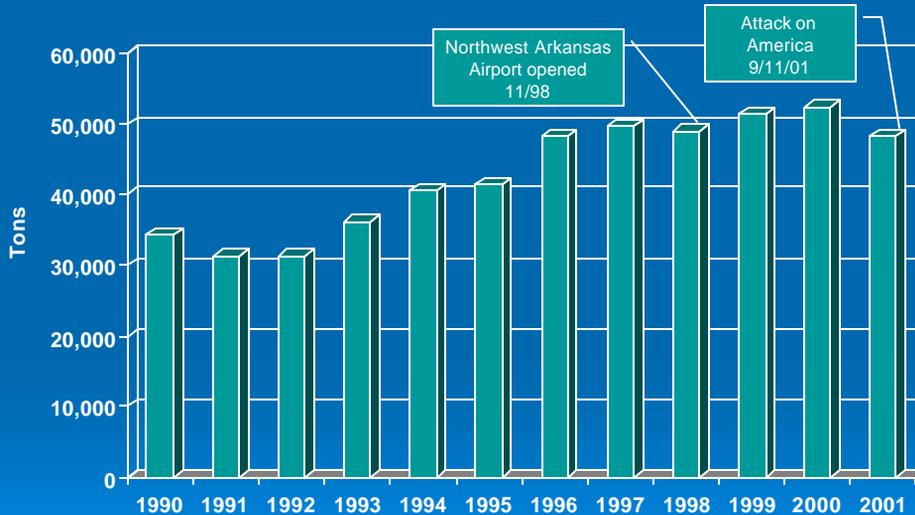
Source: MTTA, data by fiscal year

Air Passenger Traffic



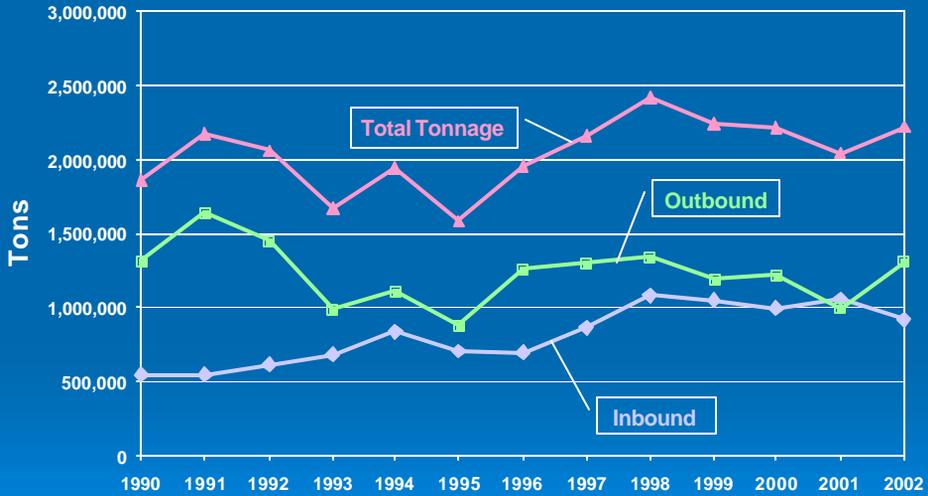
Source: Tulsa Airport Authority

Air Freight Tonnage



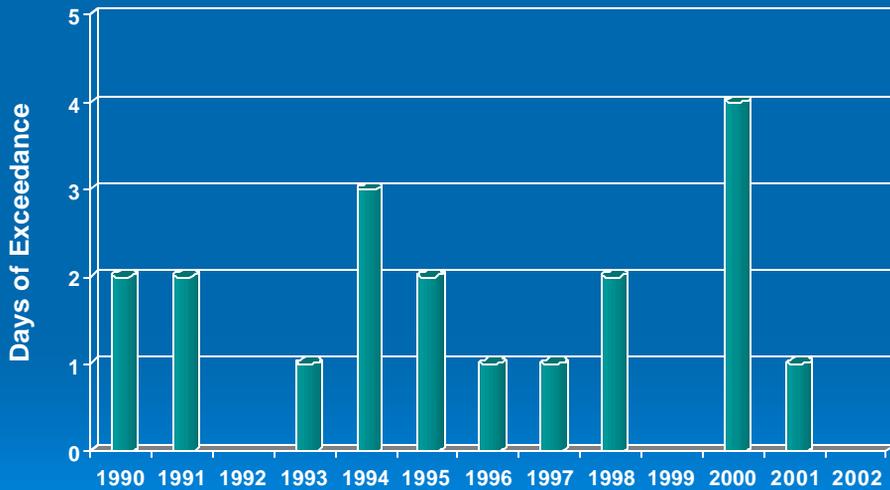
Source: Tulsa Airport Authority

Port Activity



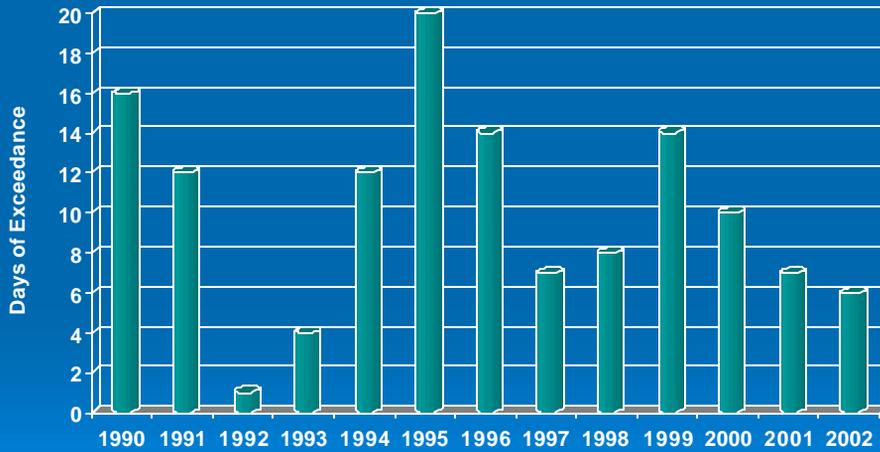
Source: Tulsa Port of Catoosa

Air Quality – 1 Hour Standard



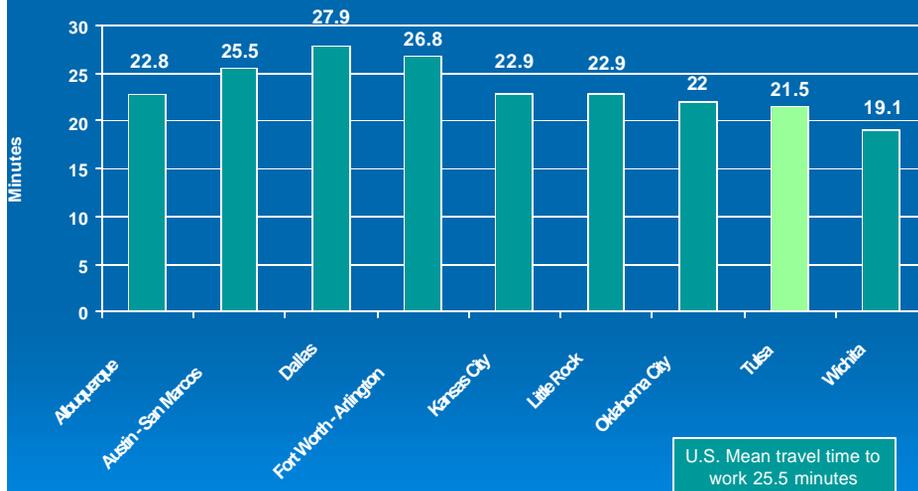
Source: Department of Environmental Quality

Air Quality – 8 Hour Standard



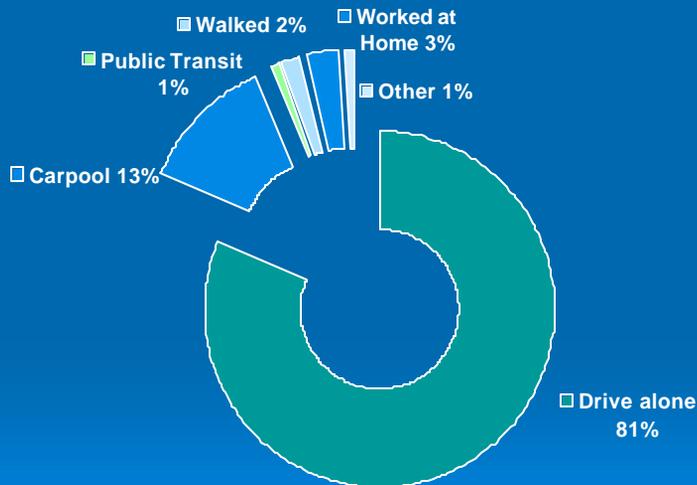
Source: Department of Environmental Quality

Travel Time to Work



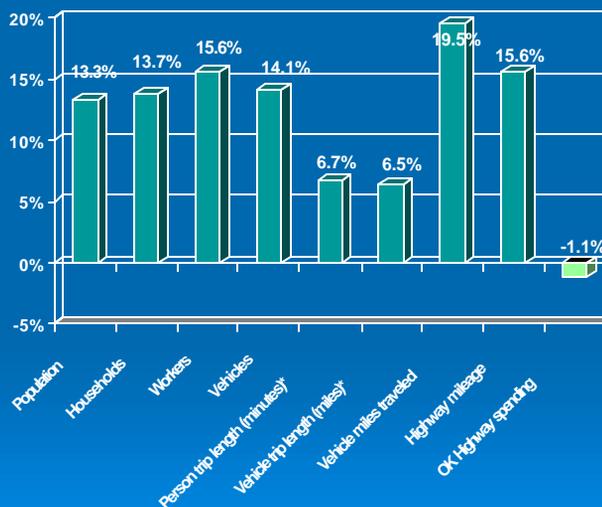
Source: U.S. Bureau of the Census, 2000

2000 Commuter Profile



Source: U.S. Bureau of the Census, 2000

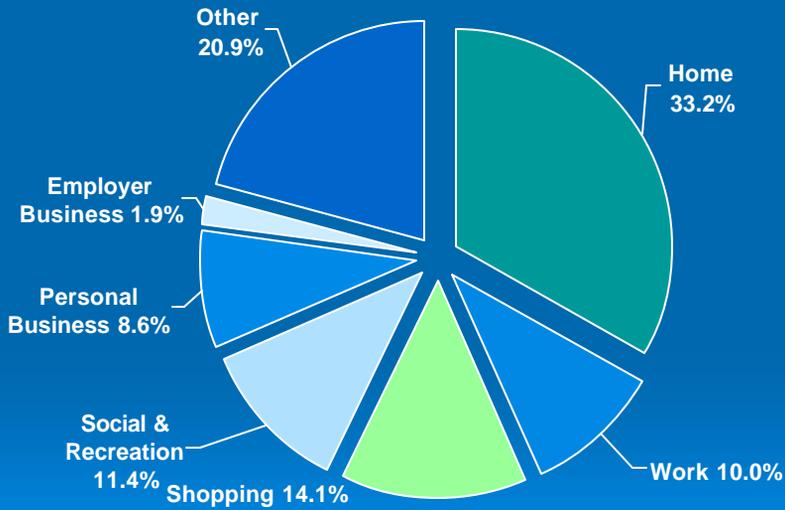
Percent Change of Key Indicators for the Tulsa MSA 1990-2000



Source: Oklahoma Dept. Motor Vehicles, U.S. Bureau of Census, NPTS, FHWA, ODOT, BLS

*Data represents % Change from 1995 to 2000

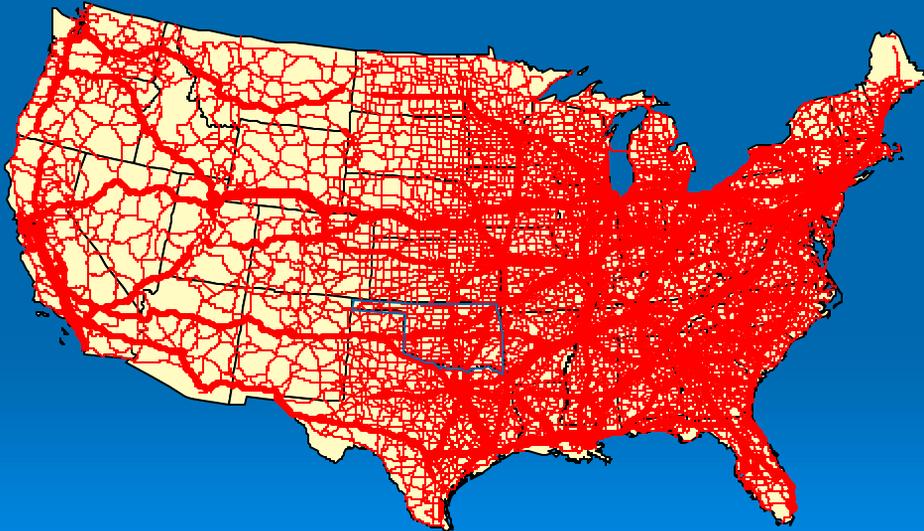
Tulsa MSA Travel Purpose by Household



Source: Nationwide Personal Transportation Survey, 2000

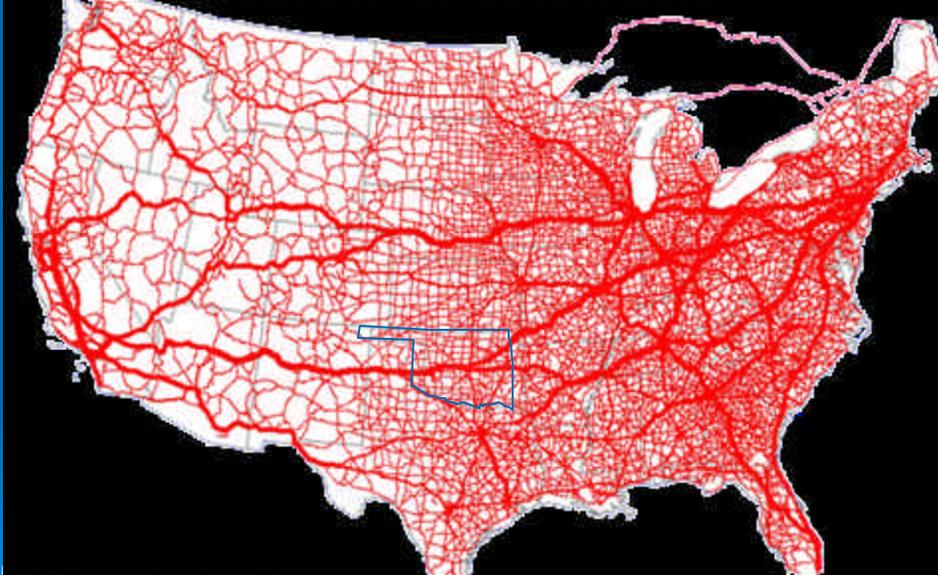
National Truck Freight Flows, All Commodities

All truck types; highway freight density in tons



Source: 1998 FHWA Freight Operations Division

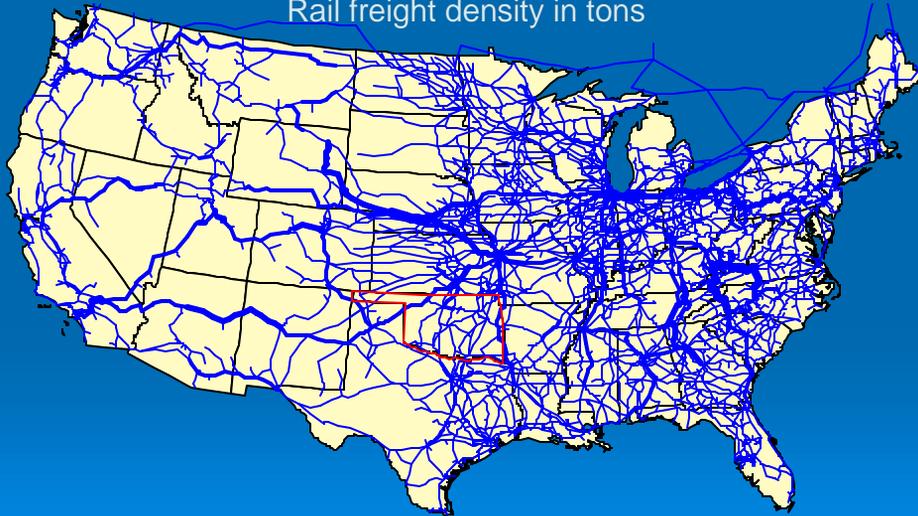
National Truck Freight Flows, High-Service Commodities



Highway freight density in tons, 1998 National
Data from FHWA Freight Operations Division

National Rail Freight Flows, All Commodities

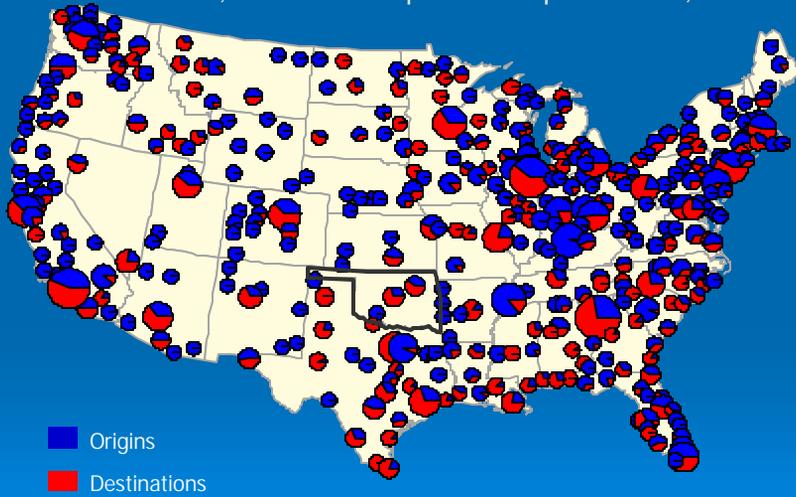
Rail freight density in tons



Source: 1998 FHWA Freight Operations Division

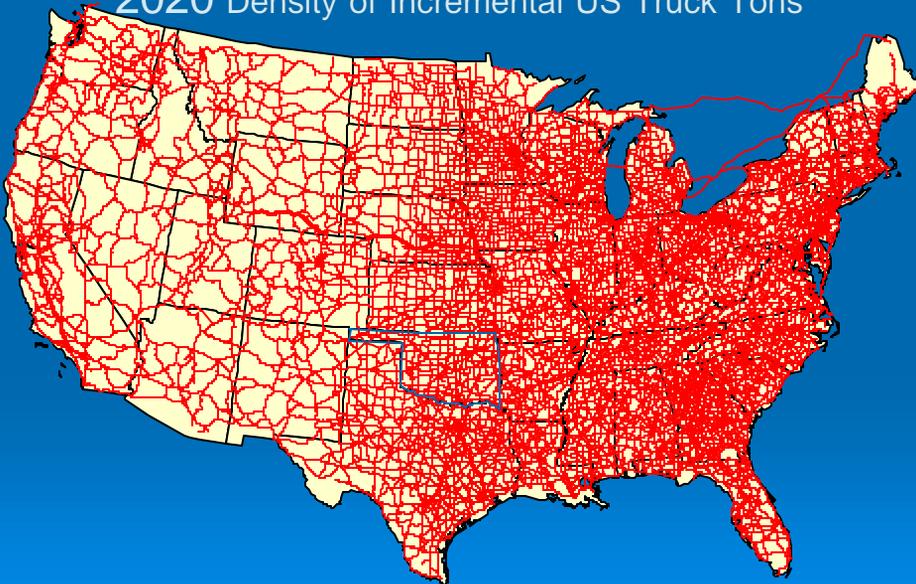
National Air-Freight Origins and Destinations

All commodities, domestic airport-to-airport traffic, in tons



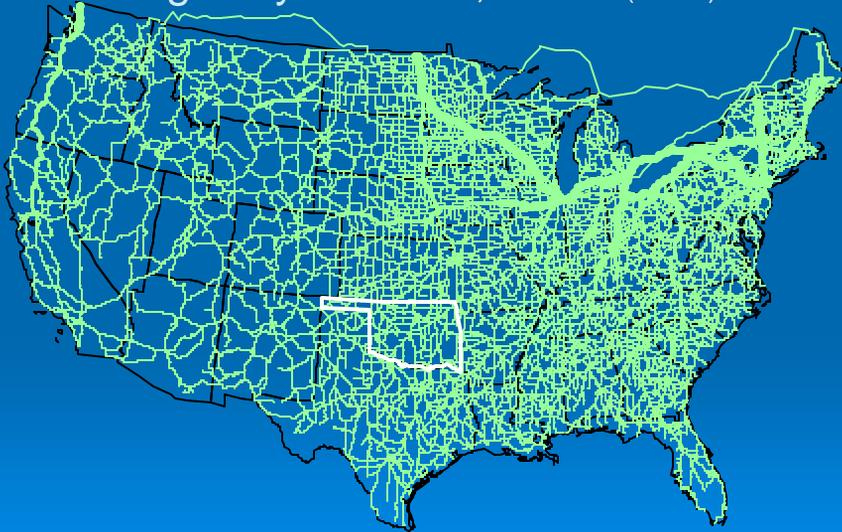
Source: 1998 FHWA Freight Operations Division

National Truck Traffic Growth on Highways, 2020 Density of Incremental US Truck Tons



Source: 1998 FHWA Freight Operations Division

NAFTA--US/Canada Truck Traffic on US Highway Network, 2020 (Tons)



Source: 1998 FHWA Freight Operations Division

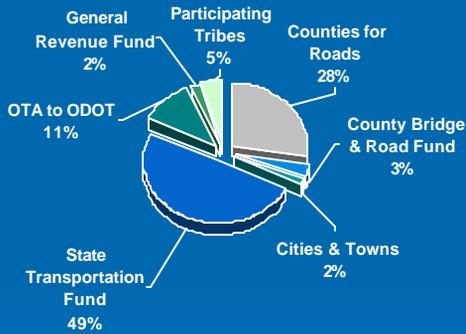
NAFTA--US/Mexico Truck Traffic on US Highway Network, 2020 (Tons)



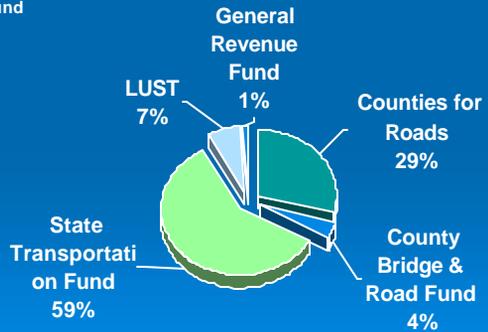
Source: 1998 FHWA Freight Operations Division

State Motor Fuels Taxes

Gasoline Fuel Tax

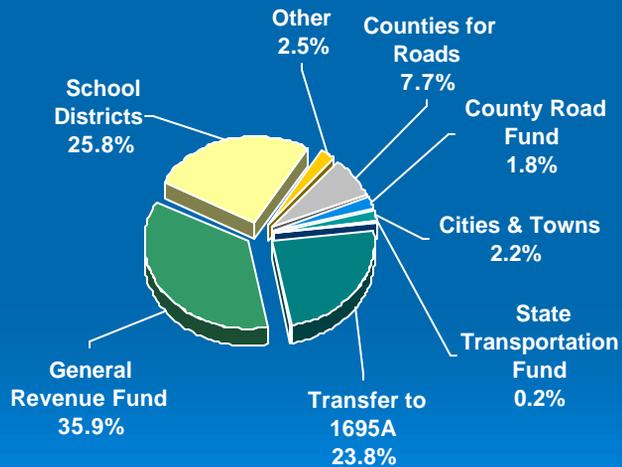


Diesel Fuel Tax



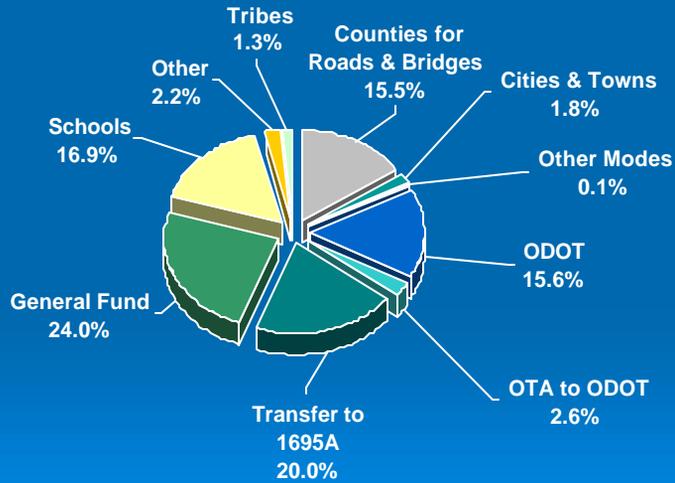
Source: Oklahoma Tax Commission, 2000

Motor Vehicle License Fees



Source: Oklahoma Tax Commission, 2000

Total Fuel Taxes & Motor Vehicle Fees Distribution

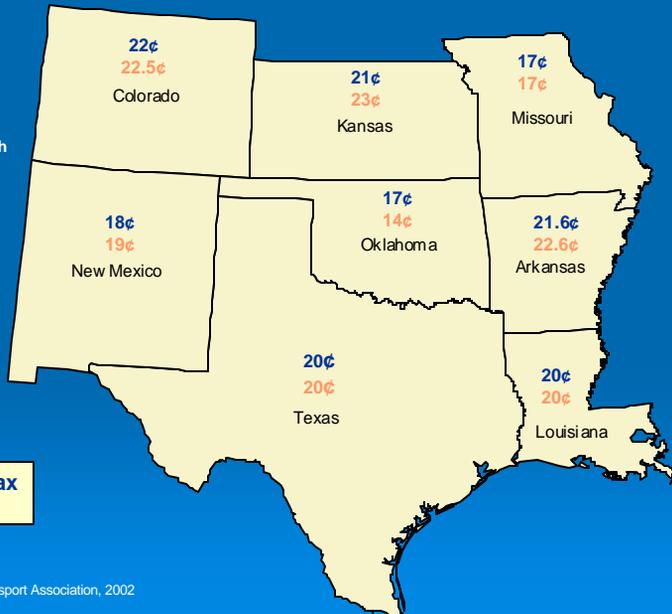


Source: Oklahoma Tax Commission, 2000

Motor Fuel Taxes

As of 2002, Oklahoma ranked 41th in the nation in gasoline tax and 48th in diesel tax.

- Regional Average
Gas – 19.9¢
Diesel – 20.6¢
- National Average
Gas – 20.2 ¢
Diesel – 22 ¢



Gasoline Tax
Diesel Tax

Source: FHWA and Nevada Motor Transport Association, 2002



2025 Mobility Plan

- Adopted August 2000

2025 Plan Highlights

- Roadways
 - 971 new lane-miles
 - A net decrease in emissions
- Transit
 - Regional service operating more frequently
 - Development of more park-and-ride locations
 - Potential commuter-rail service from Broken Arrow to downtown Tulsa
- Bicycle & Pedestrian
 - 283-mile regional network of off-street bicycle-pedestrian trails
 - 191 miles of on-street connector routes

Key Aspects for Roadways in the 2025 Plan

- 8-lanes on US-169 from 71st Street to I-244
- 6-lanes on US-169 from I-244 to 86th Street North
- 8-lanes on SH-51 (BA Exp.) from I-44 to 161st E. Ave.
- 6-lanes on US-75
 - from 121st Street to I-44 and
 - from the Gilcrease Expressway to 86th Street North
- Phased construction of Gilcrease Expressway from Osage/Tisdale Expressway to I-44
- 2 Arkansas River bridges (Gilcrease Expressway and South Yale Avenue)

Key Aspects of Public Transportation in the 2025 Plan

- Implementation of the transit Regional Mobility Plan by 2010
- Commuter Rail Feasibility
- Dedicated Funding Source

Key Aspects of Bicycle/Pedestrian Transportation in the 2025 Plan

- Incorporates the regional Trails Master Plan
- Incorporates the City of Tulsa's on-street bicycle route plan

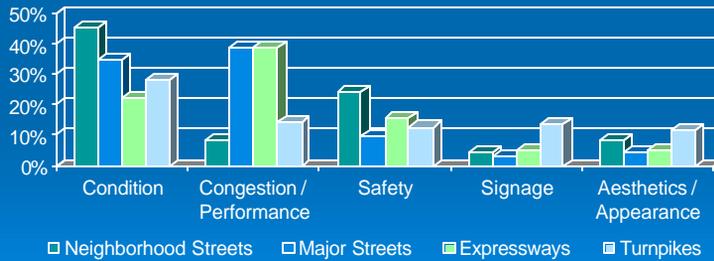
Key Aspects of Freight Movement in the 2025 Plan

- Increases in freight tonnage are projected for:
 - Air
 - Barge
 - Rail
 - Truck
- References
 - Airport Master Plan

2002 Tulsa State Fair Survey Results

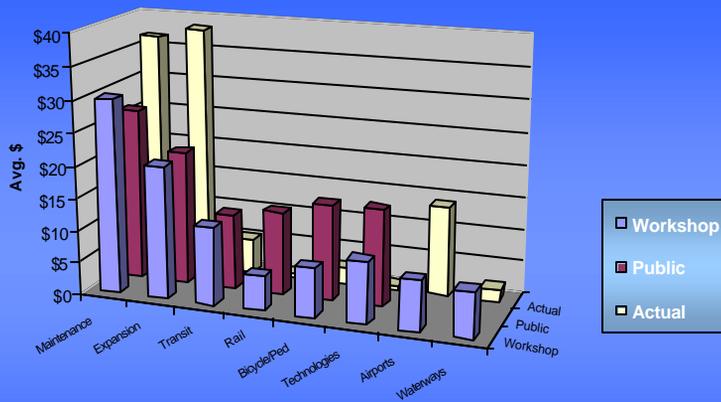
➤ **Greatest concerns by type of transportation facility:**

- Neighborhood streets – condition
- Arterial streets – congestion
- Highways – congestion
- Turnpikes – condition and signage
- Public Transit – availability
- Bike/Pedestrian trails - availability



Source: a non-scientific sample of 500 people, Sept. 26 – October 6, 2002

Distribution of Transportation Funds



	Maintenance	Expansion	Transit	Rail	Bicycle/Ped	Technologies	Airports	Waterways
Workshop	\$30	\$21	\$12	\$5	\$8	\$10	\$8	\$7
Public	\$26.68	\$20.78	\$11.70	\$12.92	\$14.82	\$14.96		
Actual	\$36.71	\$38.30	\$5.39	\$0.48	\$2.49	\$0.64	\$13.98	\$2.02