



CITY OF
Tulsa
A New Kind of *Energy*™



Transportation Advisory Board

January 8, 2013

2007-08

- More than 11 months of data collection, analysis, and deliberation, resulting in three distinct plan options
 - A 22-member 'Complete Our Streets' task force, divided into 3 committees; 26 page report
 - City Council Streets Subcommittee; more than 30 fact-finding meetings and numerous presentations from city staff and community experts
 - 14 town hall meetings across the city
- = 5-year, \$452 million program, planned on a 12-year horizon

Since 2008

(Published in the Tulsa Daily Commerce & Legal News,
February 16, 2012.)

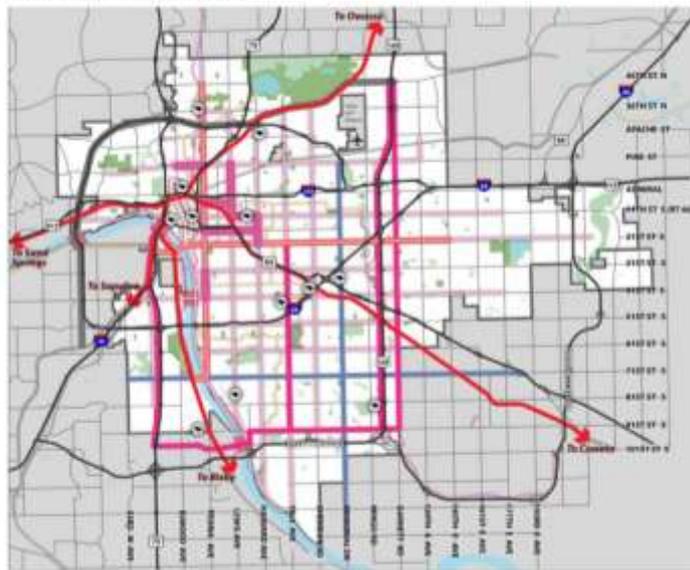
RESOLUTION 7889

A RESOLUTION IN SUPPORT OF A POLICY TO CREATE A COMPREHENSIVE, INTEGRATED, AND INTERCONNECTED MODAL NETWORK OF COMPLETE STREETS FOR THE NEEDS OF ALL USERS AND TO SUPPORT SUSTAINABLE DEVELOPMENT AND FUNCTIONALITY TO THE COMMUNITY.

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach



Figure 4: Tulsa Transportation Vision



**FAST
FORWARD**

providing adequate mu

WHEREAS, C
projects or increments
over time, and through

Transportation

Introduction

This transportation chapter identifies how Tulsa's transportation building blocks will provide mobility choices to a broader group of users, diversify the economy, and aid in building a sustainable community. Implementing these transportation building blocks in Tulsa involves the introduction of some familiar transportation components as well as some new components.

The chapter goes into detail regarding the tools, or components, needed to implement the transportation building blocks. The main enhancement areas of the transportation chapter are:

- Street System Enhancements
- Transit System Enhancements
- Pedestrian Enhancements
- Bicycle Enhancements

Each of the enhancement sections contains its respective current use, future use, specific tools, and the plan priorities.

Chapter Contents

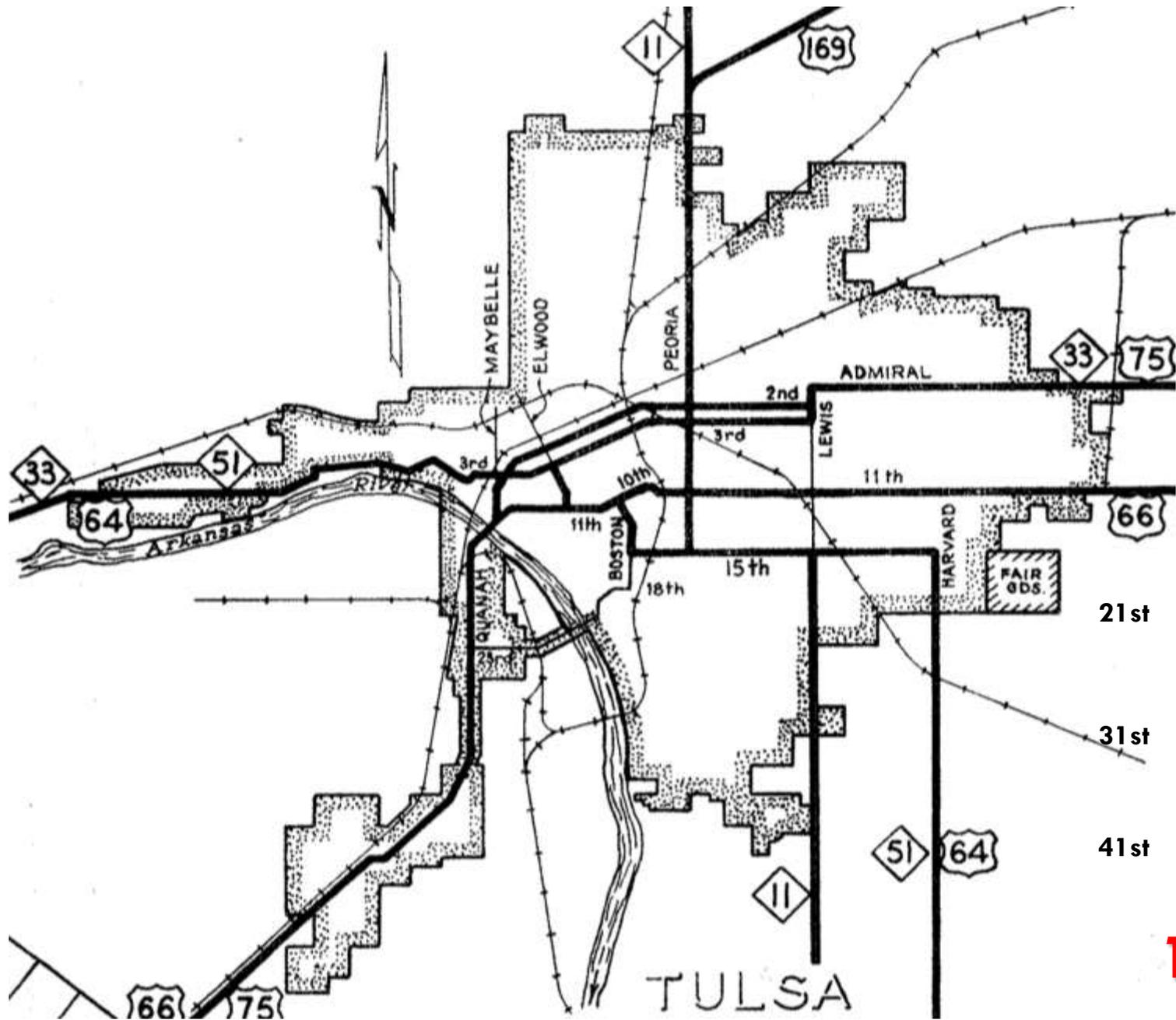
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Three significant factors contributing to deteriorating street conditions . . .

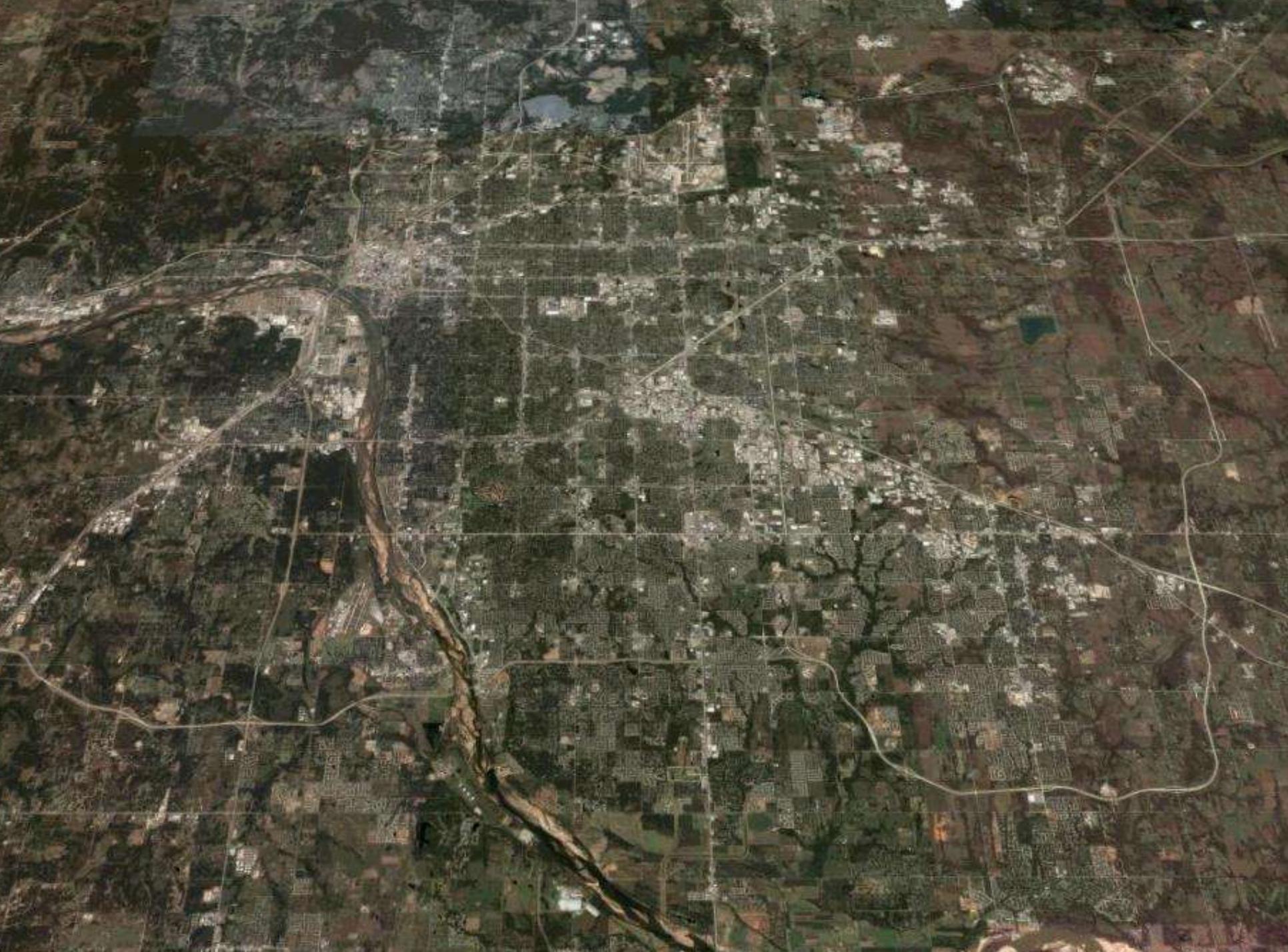
- ***Land Area and Street Network Growth***
- ***Street Construction Cost Increases***
- ***Revenue Constraints***



Land Area & Street Network Growth

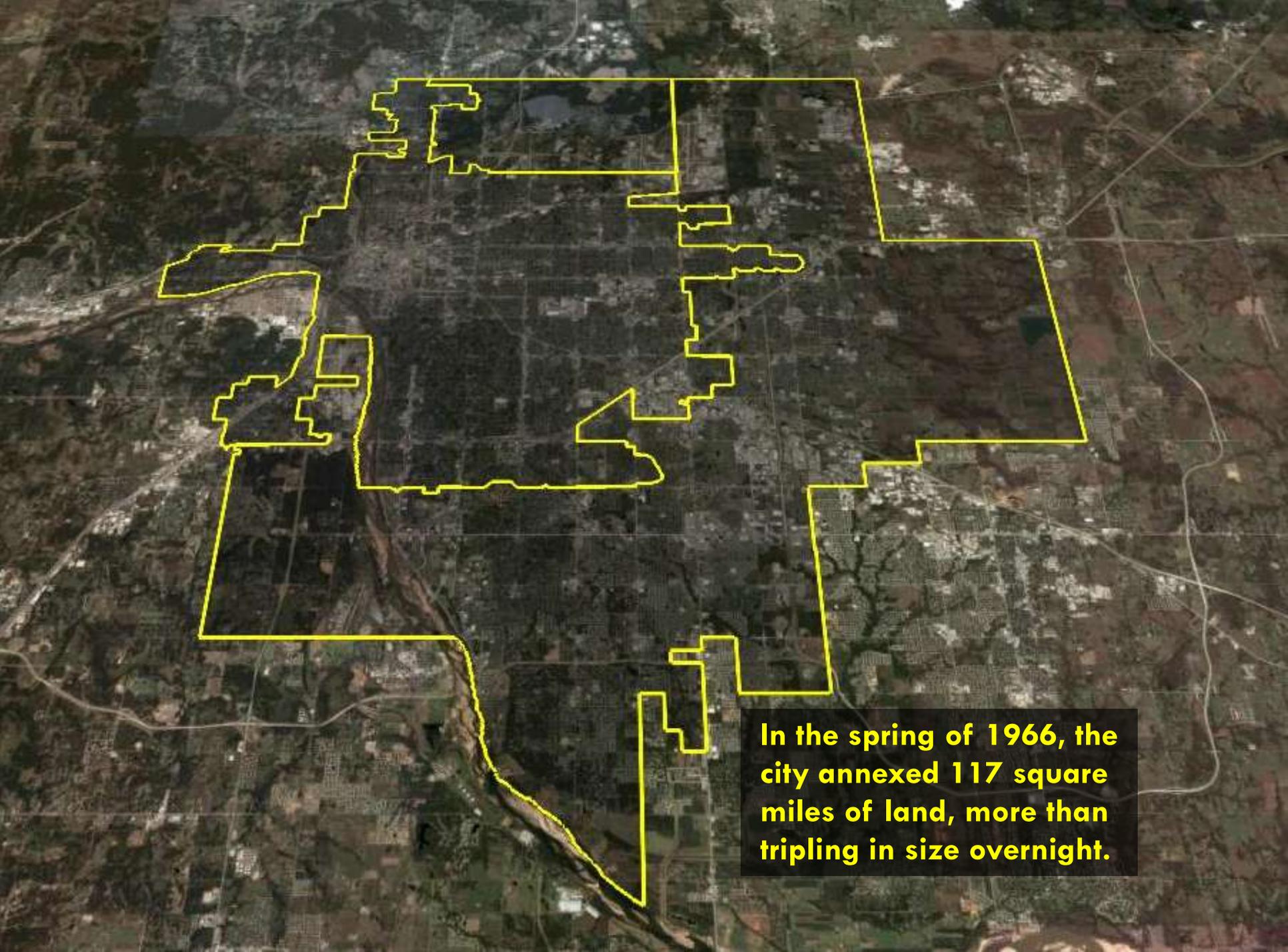


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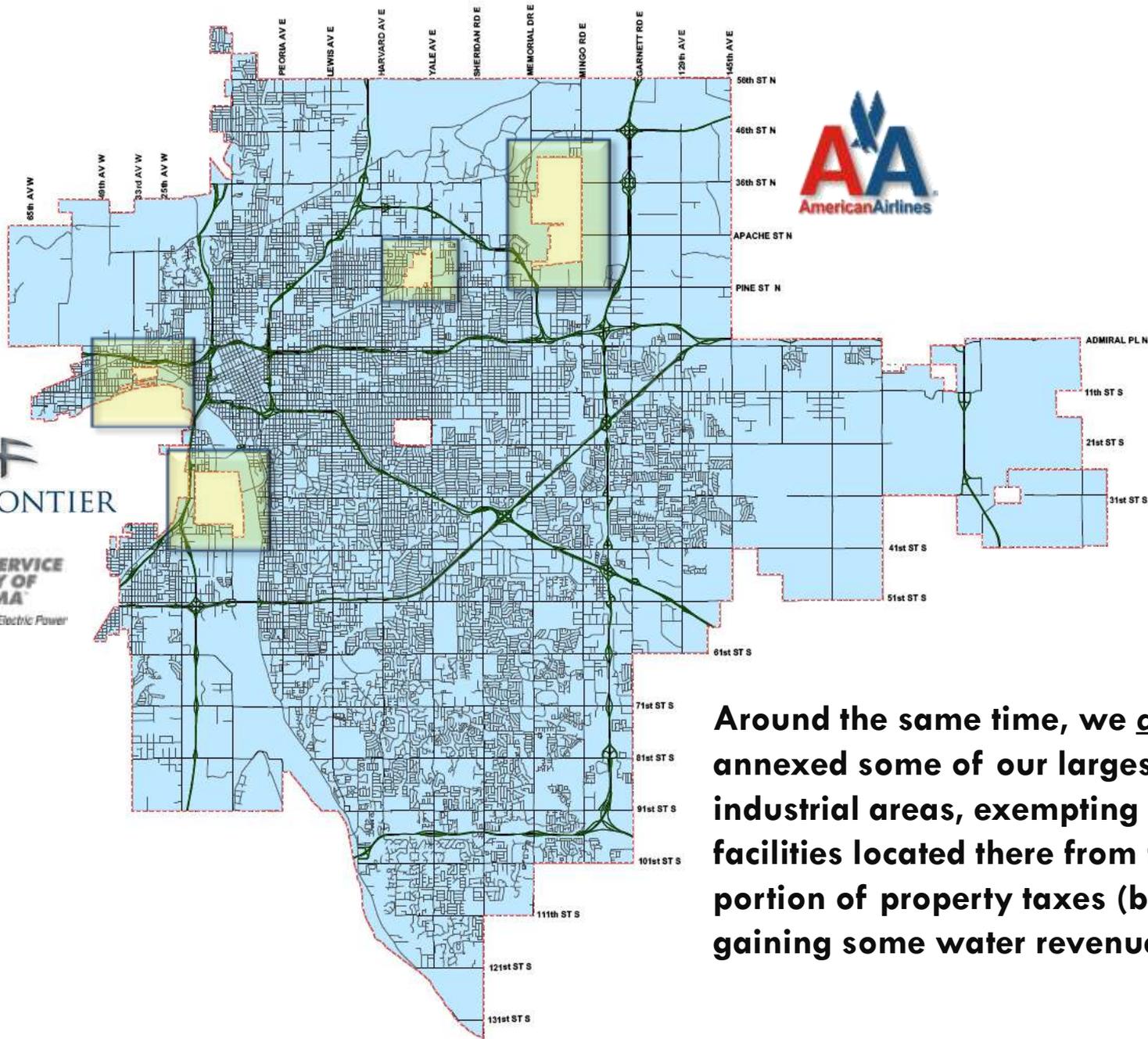




In the 1960s, Tulsa was the 19th most densely populated large city in the country. The city held over 260,000 people in a land area of 50 square miles.



In the spring of 1966, the city annexed 117 square miles of land, more than tripling in size overnight.



Around the same time, we de-annexed some of our largest industrial areas, exempting the facilities located there from the city portion of property taxes (but gaining some water revenue).

At 197 square miles, the City of Tulsa is larger than San Francisco, Boston, Washington D.C., and Miami . . .

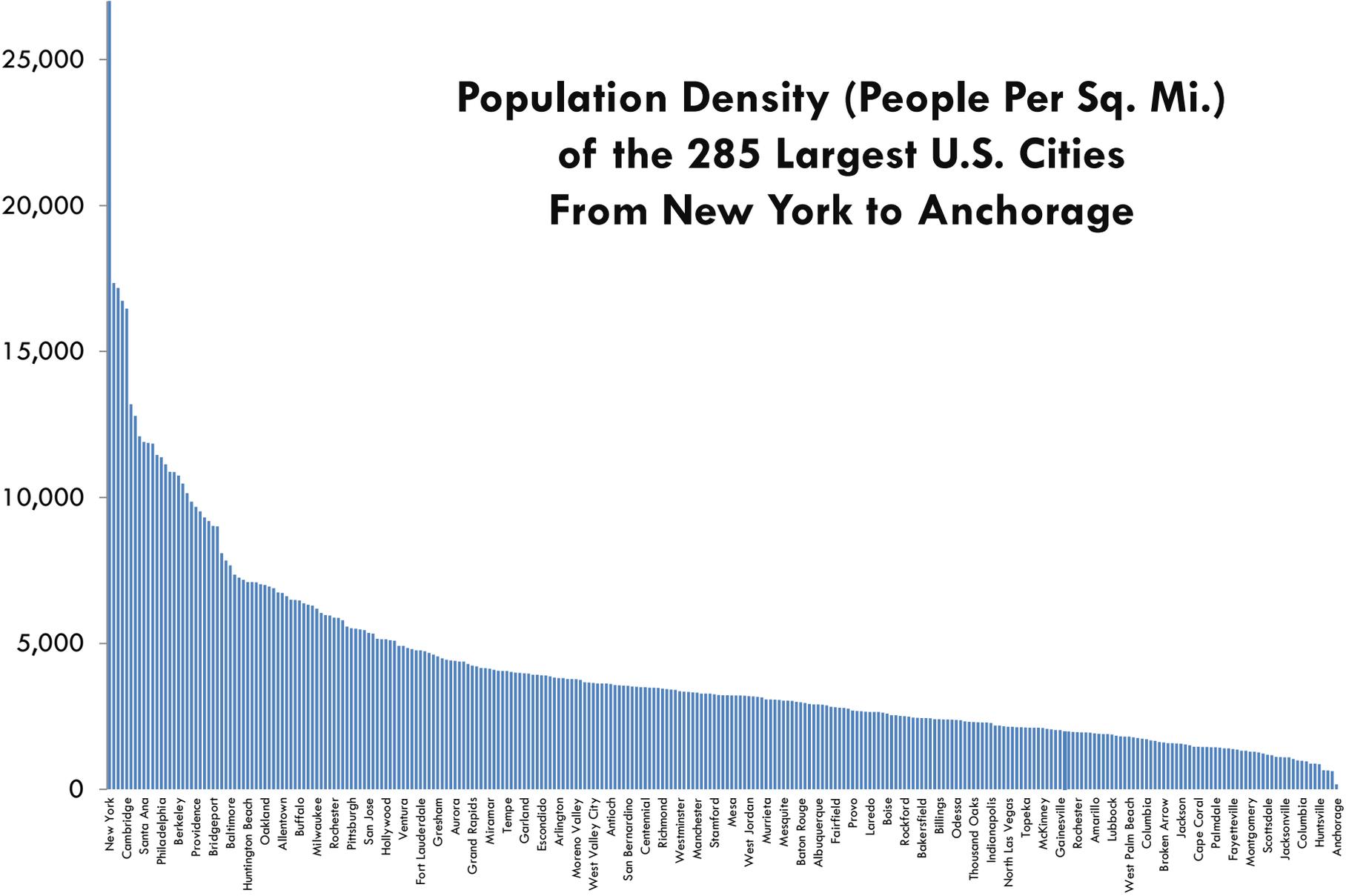


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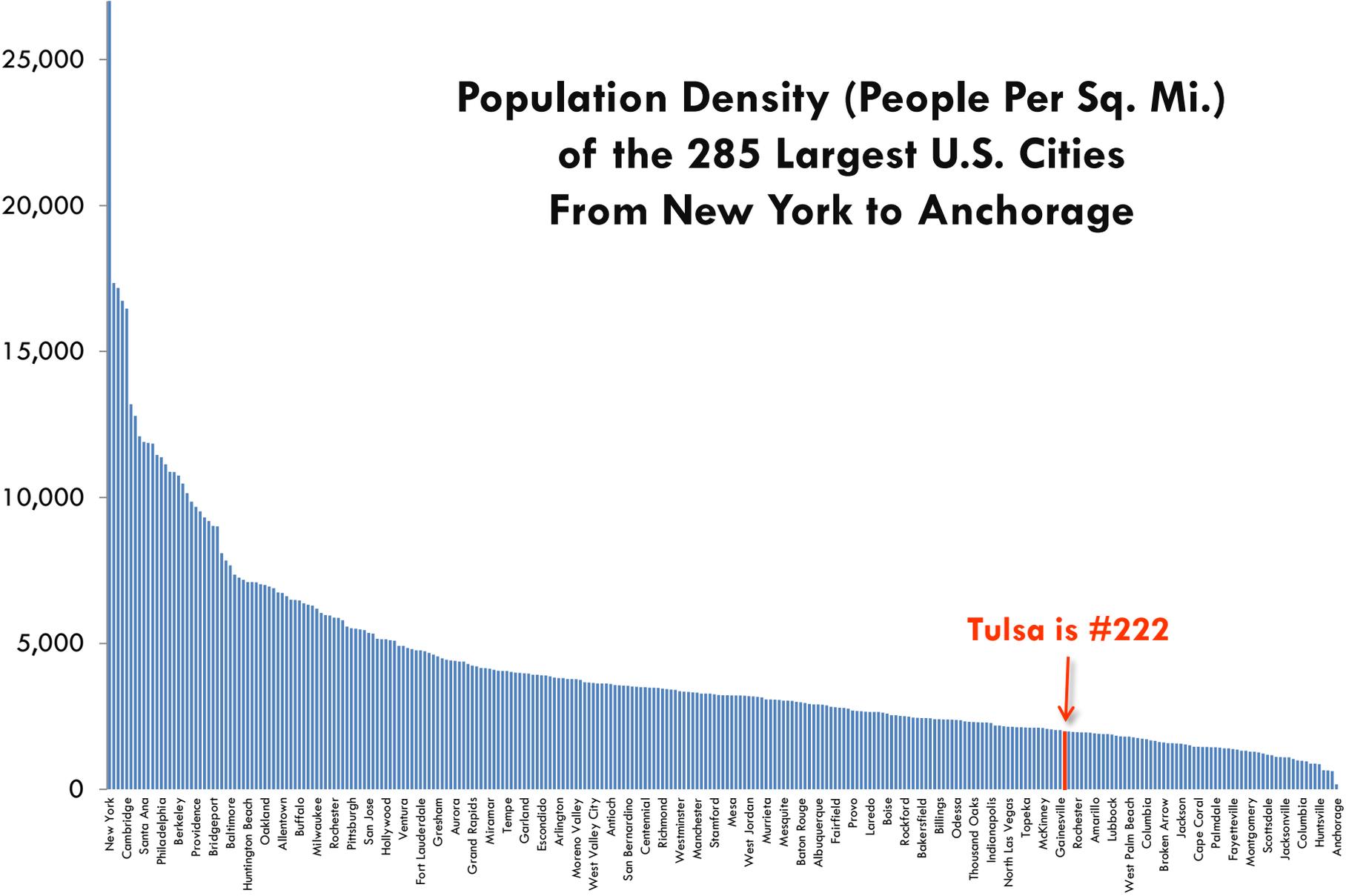
. . . combined.



Population Density (People Per Sq. Mi.) of the 285 Largest U.S. Cities From New York to Anchorage



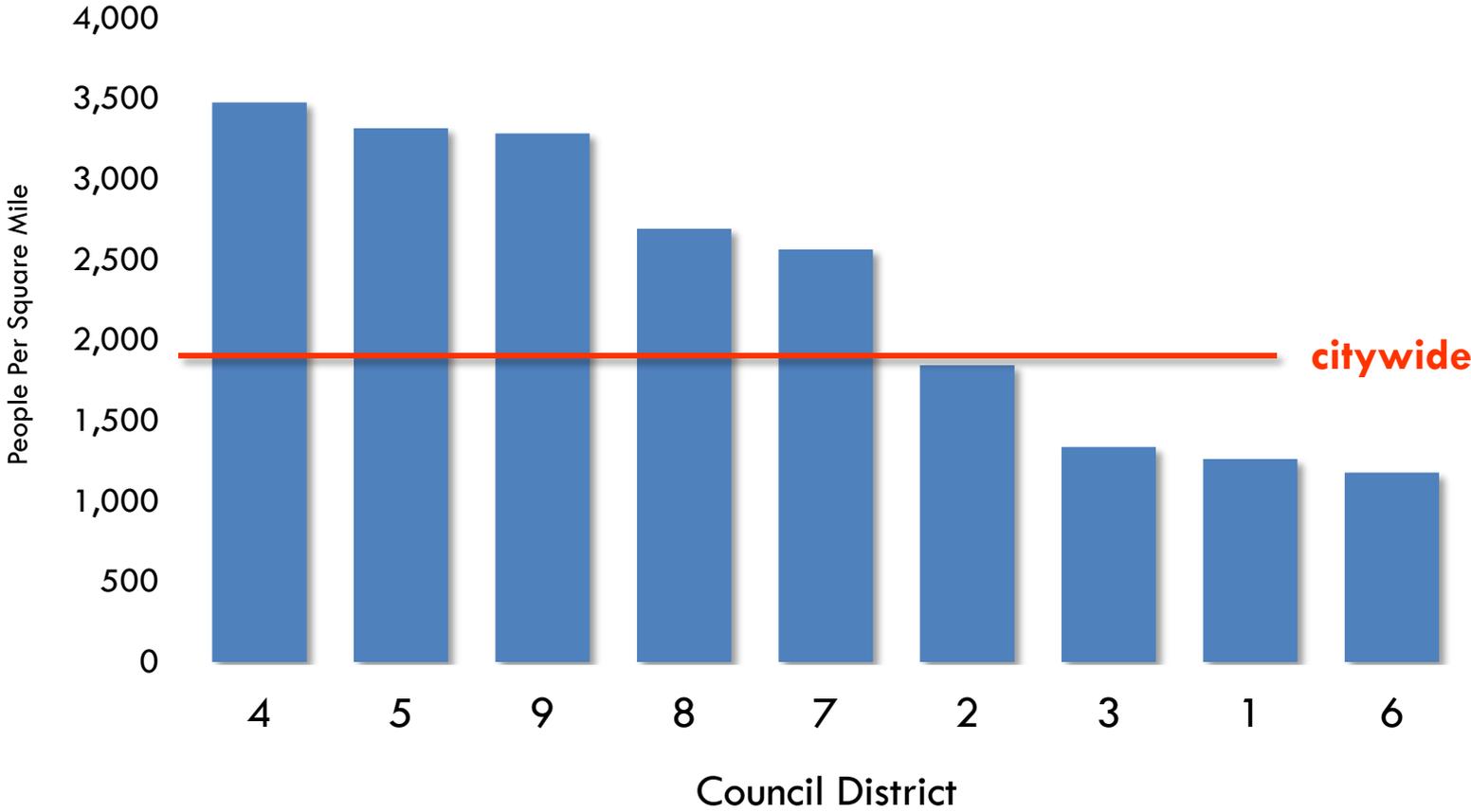
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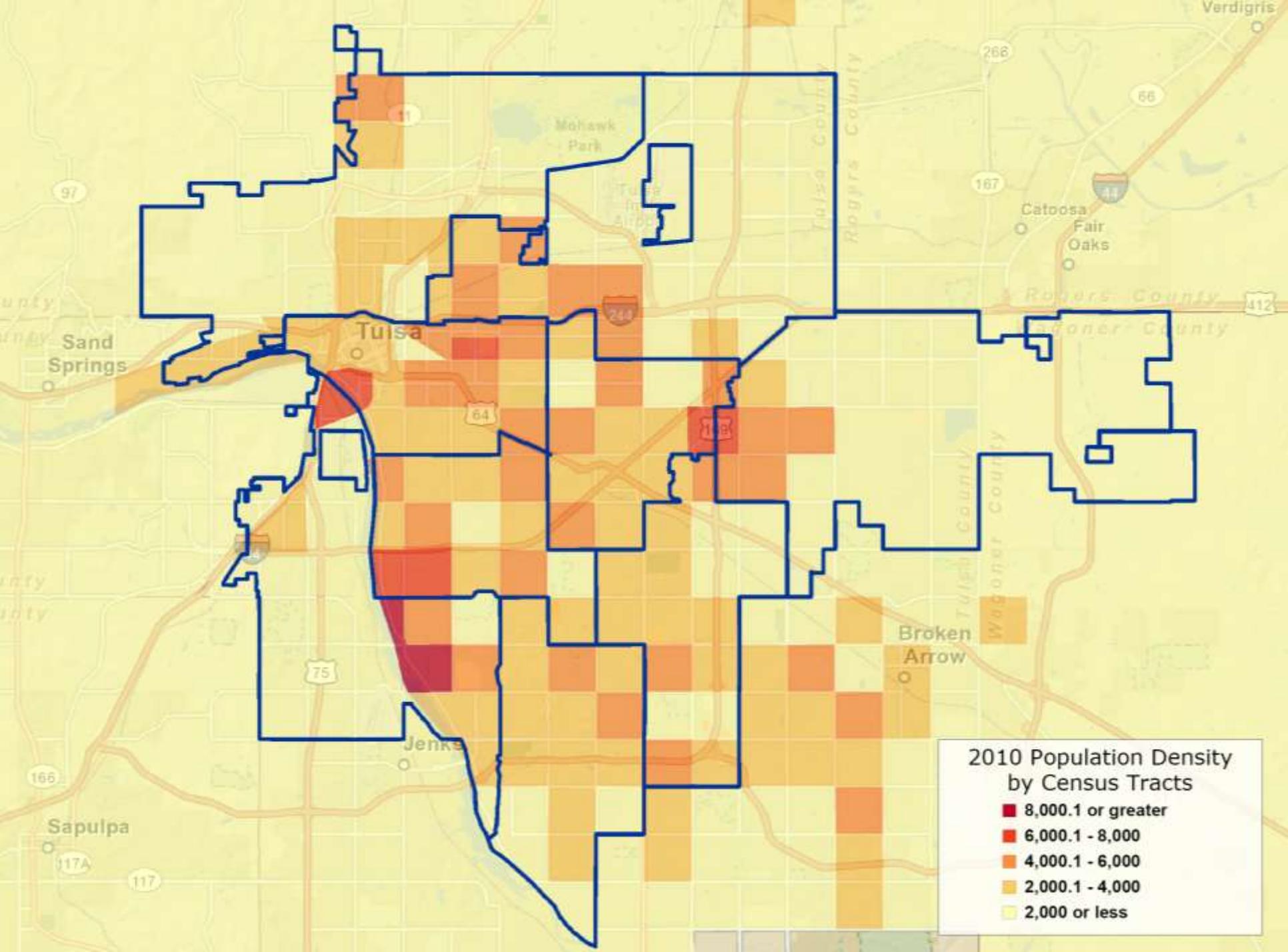


Tulsa is #222



Population Density (People Per Sq. Mi.) by City Council District





But our sprawl comes at a cost

WHEREAS, the City of Tulsa is now extending various governmental and utility services into portions of the described area and will expand the furnishing of such services as a part of the orderly growth and development of the metropolitan area of the City of Tulsa, and that such services may be more effectively coordinated, planned and extended into said area upon the proper annexation of said tract of land;and

SUMMARY OF RECOMMENDATIONS INFILL DEVELOPMENT TASK FORCE STUDY

- 1) Infrastructure Development: The City of Tulsa must maintain a leadership role in the continued upgrading and development of new and expanded physical infrastructure, which is essential to support current and future infill development. Particularly important in encouraging initial infill development are the visible types of infrastructure, especially street resurfacing and sidewalk installation, repair, replacement and addition of ramps, that add to an area's economic stability. Other critical infrastructure includes, but is not limited to: underground utilities, including water, storm drainage, sewer, electricity, natural gas, telephone and data, and cable TV or other broad band access. Infrastructure includes not only the primary sources of these utilities but also all lines of distribution. Only the City of Tulsa can, over the long term, ensure the adequacy and availability of these facilities in a coordinated manner.

There are enough lane miles of streets in the City of Tulsa to stretch from New York to Los Angeles, and back to Tulsa – with 500 miles to spare . . .



. . . with a signalized intersection every ten miles along the way.



31st St. & 129th E. Ave (ca. early 1960s)



31st St. & 129th E. Ave (2008)



51st & Garnett (1965)



51st & Garnett (2008)



31st & Memorial (1962)



31st & Memorial (2008)



51st & Memorial (1964)



51st & Memorial (2008)



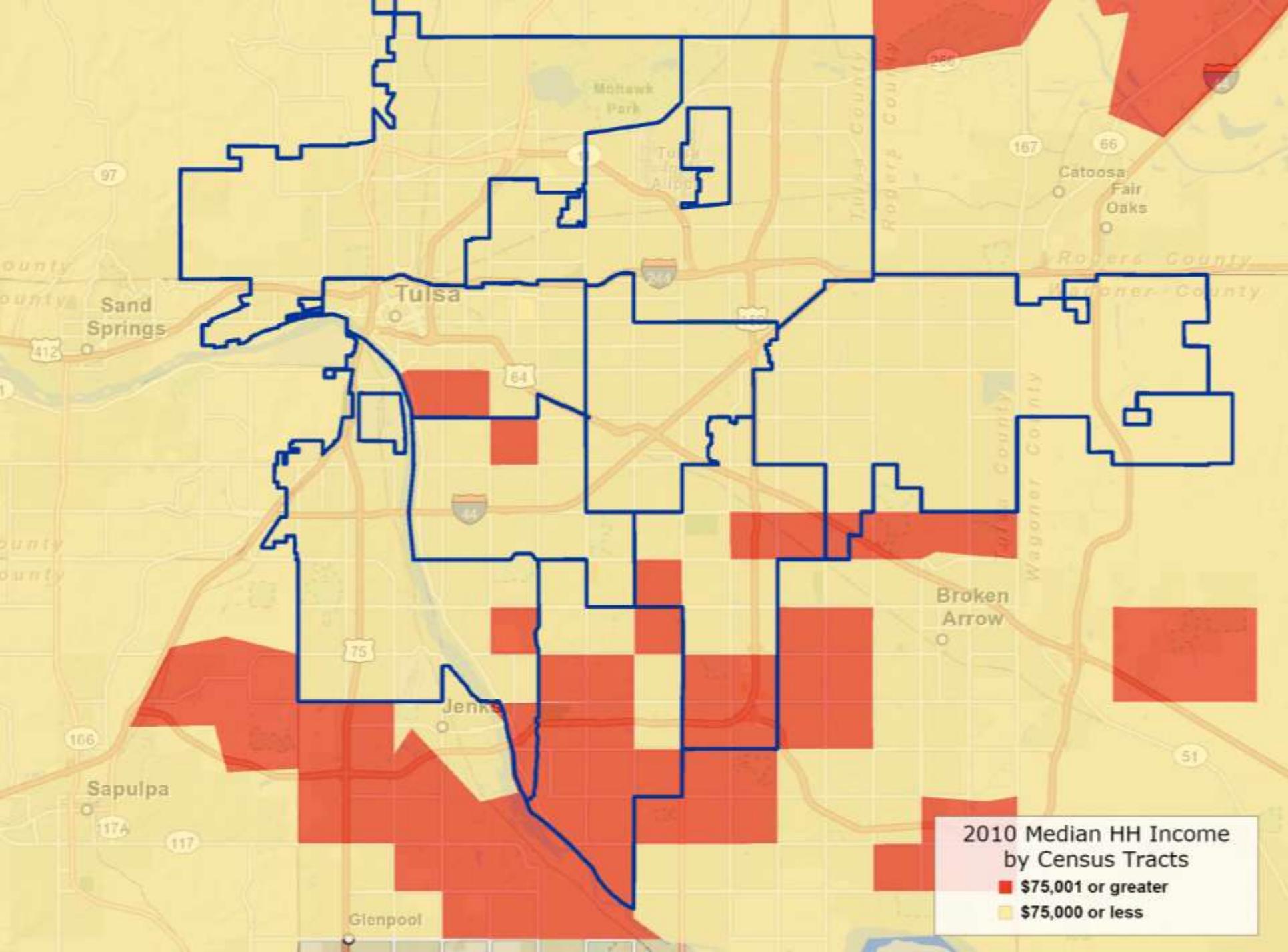
71st & Sheridan (1954)



71st & Sheridan (2008)

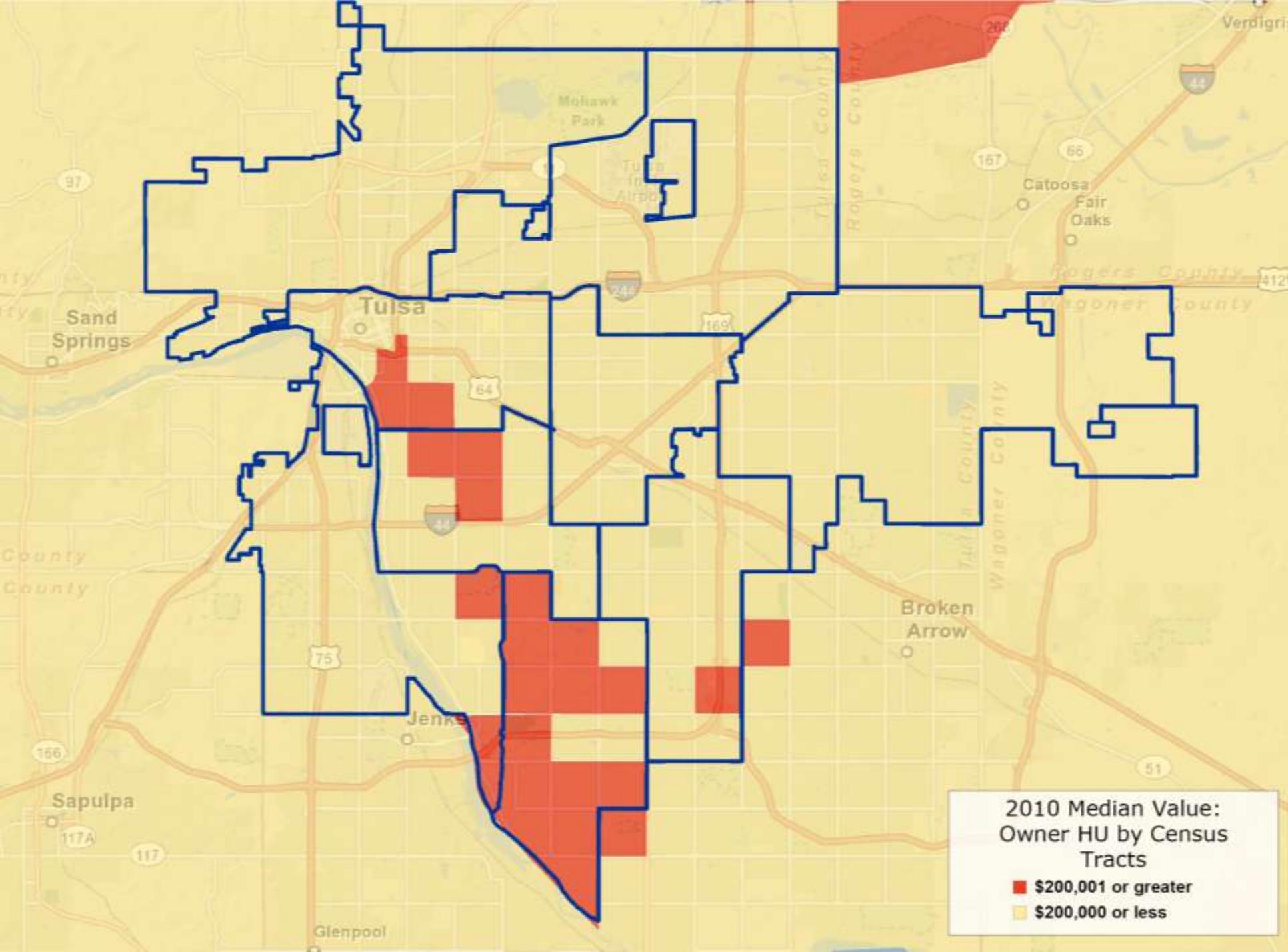
In the City of Tulsa today, there are . . .

- **3,038 Lane Miles of Residential Streets**
- **1,263 Lane Miles of Arterial Streets**
- **478 Lane Miles of Expressways**
- **93 Lane Miles of Downtown Streets**
- **511 Signalized Intersections**



**2010 Median HH Income
by Census Tracts**

- \$75,001 or greater
- \$75,000 or less



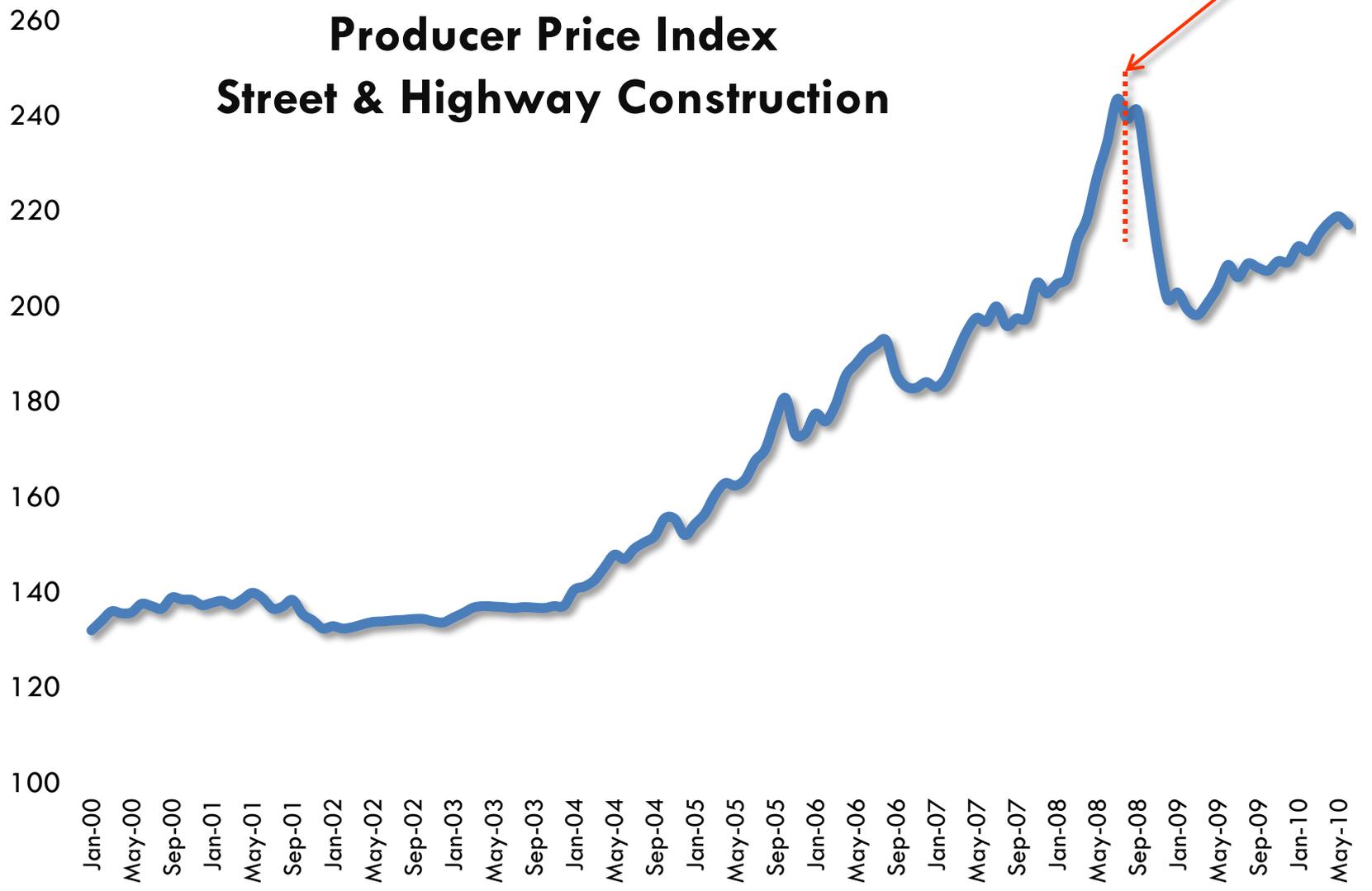
**2010 Median Value:
Owner HU by Census
Tracts**

- \$200,001 or greater
- \$200,000 or less



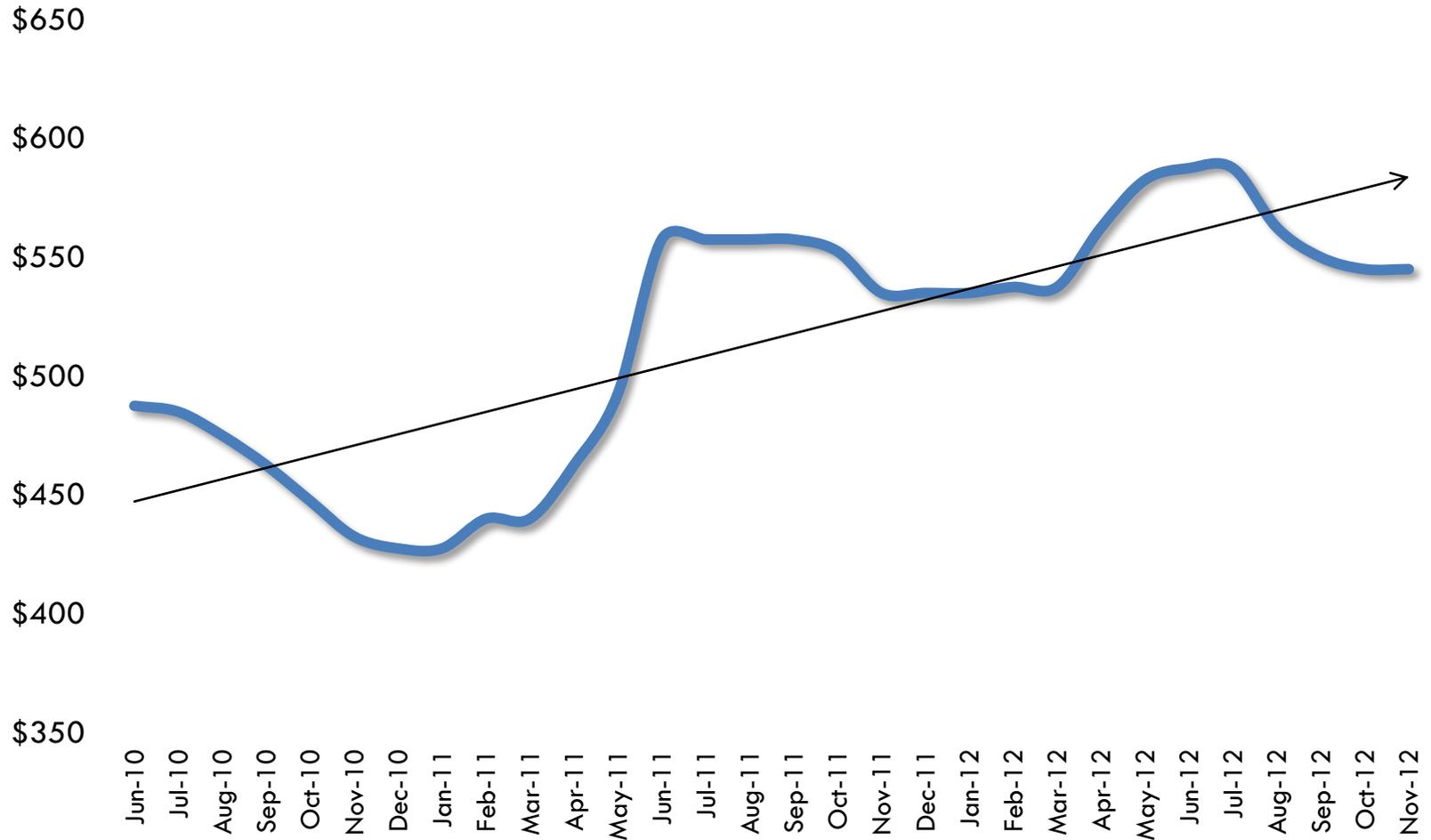
Street Construction Costs

Producer Price Index Street & Highway Construction



ODOT Monthly Asphalt Binder Price Index

Since BLS Street & Highway Construction Cost Index Was Discontinued



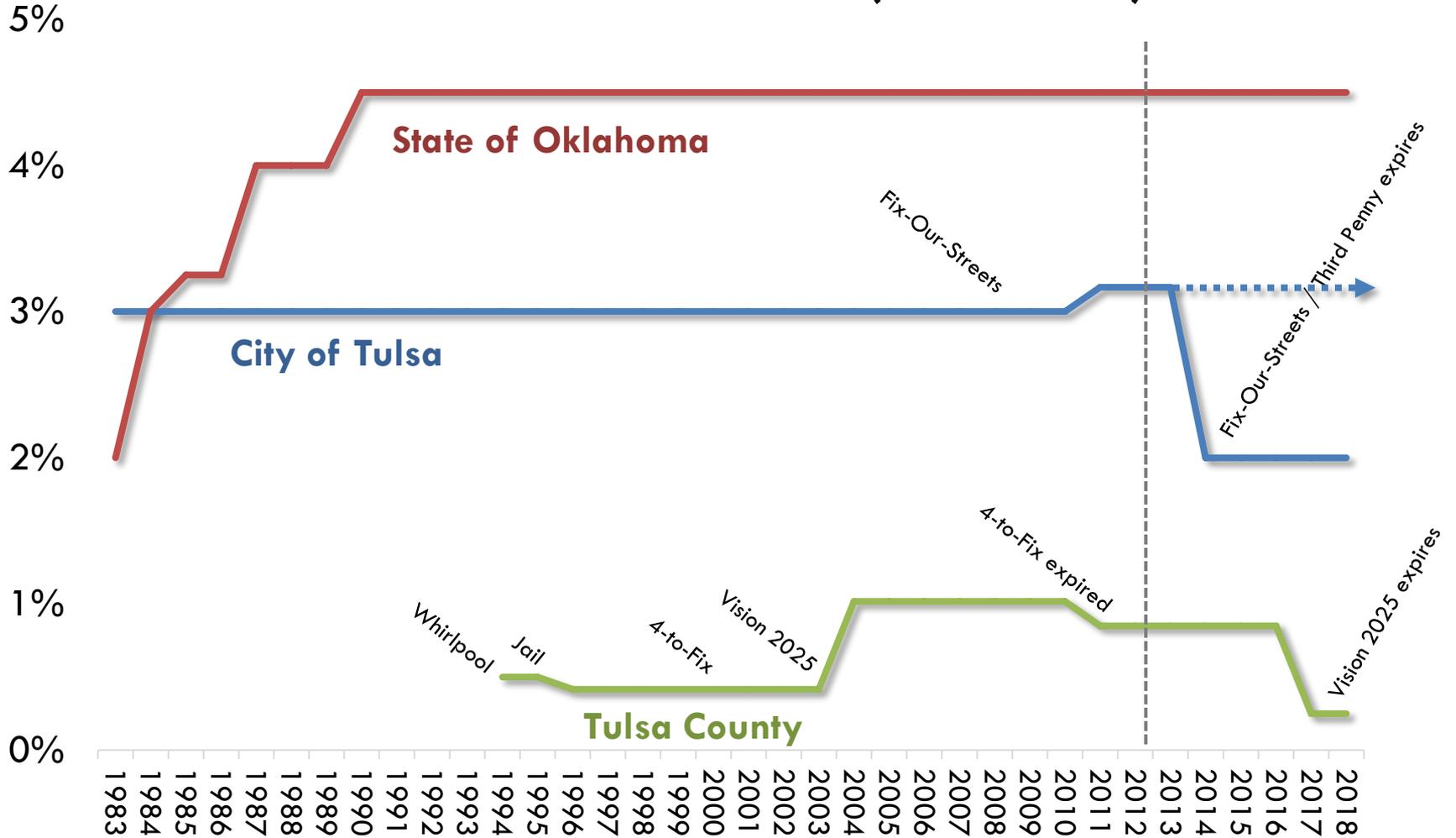


Funding Options/Revenue Trends

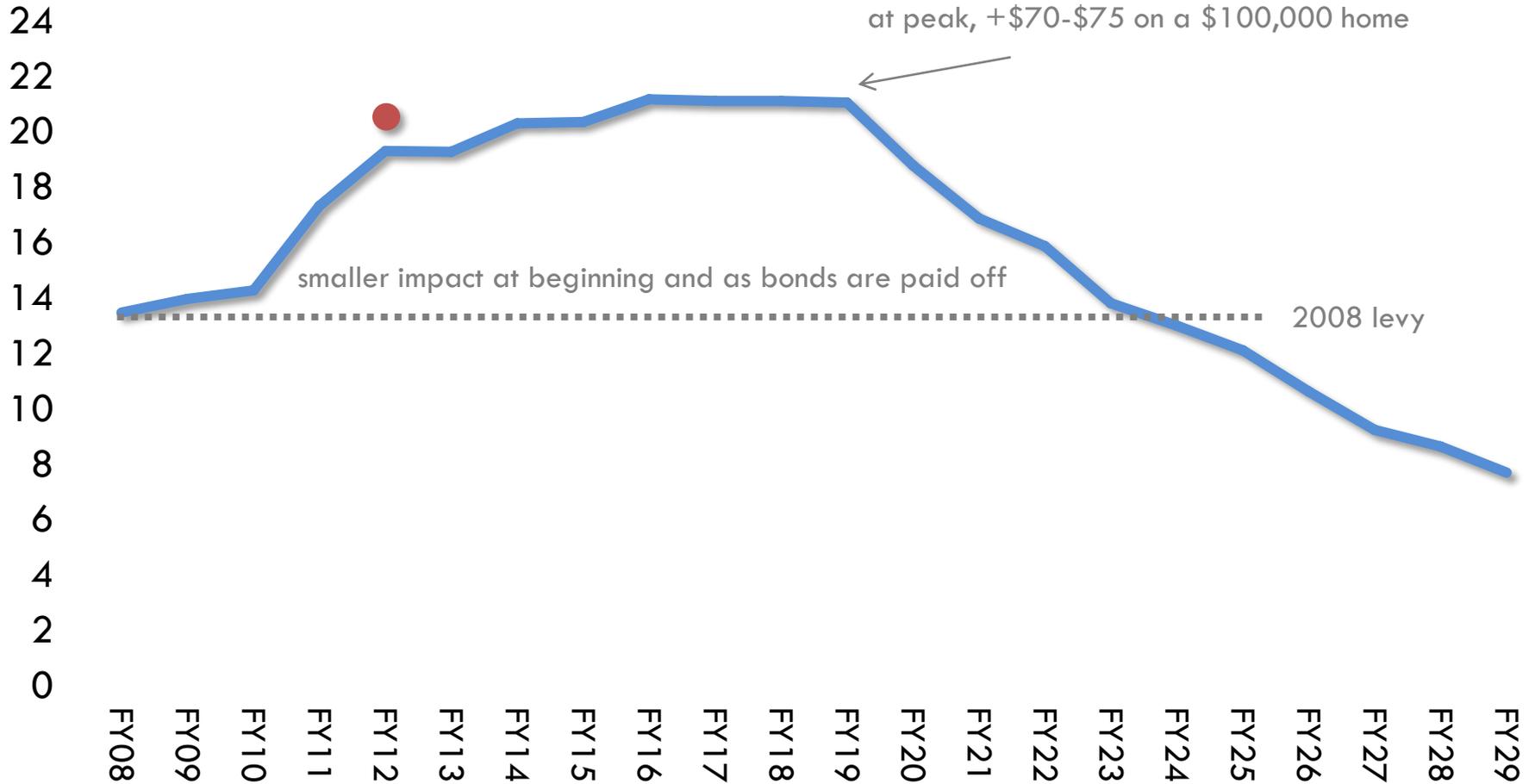
Funding Options

Funding Source	Benefits	Drawbacks
Sales Tax	<ul style="list-style-type: none"> ▪ familiar to voters ▪ taxes visitors 	<ul style="list-style-type: none"> ▪ regressive ▪ voters may reach limit of tolerance ▪ volatile revenue source
<i>Ad Valorem</i> (Property) Tax	<ul style="list-style-type: none"> ▪ stable revenue source ▪ familiar to voters ▪ includes industrial and commercial property ▪ progressive 	<ul style="list-style-type: none"> ▪ voters may reach limit of tolerance ▪ cannot be used for operations (i.e. maintenance personnel)
Income Tax	<ul style="list-style-type: none"> ▪ progressive 	<ul style="list-style-type: none"> ▪ by state law, could only apply to residents ▪ no capacity to administer locally ▪ could stifle economic development
Fuel Tax	<ul style="list-style-type: none"> ▪ a true user fee 	<ul style="list-style-type: none"> ▪ probably insufficient revenue to have an impact ▪ potential disparity with suburbs ▪ established unpopularity
Impact/Assessment Fees	<ul style="list-style-type: none"> ▪ beneficiaries of improvements pay 	<ul style="list-style-type: none"> ▪ development disincentive ▪ limited scope
County/State Funding	<ul style="list-style-type: none"> ▪ returns money to municipalities and invests in the county/state 	<ul style="list-style-type: none"> ▪ must persuade elected officials

Authorized Sales Tax Rates (1983-2018)



City of Tulsa Property Tax Levy as Projected in 2008 for the 12-Year Streets Program





PCI Goals and Costs

(from Paul Zachary's Dec. 13th Presentation)

Funding Needed to Reach PCI Goal of 65 or 70 by 2020

	65 PCI by 2020		70 PCI by 2020	
	Arterial	Non-Arterial	Arterial	Non-Arterial
2015	\$39,000,000	\$55,000,000	\$60,000,000	\$74,000,000
2016	\$39,000,000	\$55,000,000	\$60,000,000	\$74,000,000
2017	\$39,000,000	\$55,000,000	\$60,000,000	\$74,000,000
2018	\$39,000,000	\$55,000,000	\$60,000,000	\$74,000,000
2019	\$39,000,000	\$55,000,000	\$60,000,000	\$74,000,000
2020	\$39,000,000	\$55,000,000	\$60,000,000	\$60,000,000
Total	\$234,000,000	\$330,000,000	\$360,000,000	\$430,000,000
	\$564,000,000		\$790,000,000	

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Total	\$234,000,000	\$330,000,000	\$360,000,000	\$430,000,000
	\$564,000,000		\$790,000,000	

Funding Needed to Reach PCI Goal of 64 or 69 by 2019

	64 PCI by 2019		69 PCI by 2019	
	Arterial	Non-Arterial	Arterial	Non-Arterial
2015	\$39,000,000	\$55,000,000	\$60,000,000	\$74,000,000
2016	\$39,000,000	\$55,000,000	\$60,000,000	\$74,000,000
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2020	\$39,000,000	\$55,000,000	\$60,000,000	\$60,000,000
Total	\$195,000,000	\$275,000,000	\$300,000,000	\$370,000,000
	\$470,000,000		\$670,000,000	



2014-19 Revenue Projections

(from Gary Hamer's Dec. 20th Presentation)

NEXT PHASE RESOURCES

Revenue Fix Our Streets Comparison (000s)
Department of Finance
December 2012

Ref. #	Source	15	16	17	18	19	Total
1	Third Penny	\$ 72,600	\$ 73,689	\$ 74,794	\$ 75,916	\$ 77,055	\$ 374,055
2	2011 New Sales Tax Levy (.167%)	\$ 12,124	\$ 12,306	\$ 12,491	\$ 12,678	\$ 12,868	\$ 62,467
3	Sub Total	\$ 84,724	\$ 85,995	\$ 87,285	\$ 88,594	\$ 89,923	\$ 436,522
4	Interest at 2%	\$ 1,694	\$ 1,720	\$ 1,746	\$ 1,772	\$ 1,798	\$ 8,730
5	Sales Tax Total	\$ 86,419	\$ 87,715	\$ 89,031	\$ 90,366	\$ 91,722	\$ 445,252
6	General Obligation Bonds	\$ 70,000	\$ 95,000	\$ 70,000	\$ 60,000	\$ 60,000	\$ 355,000
	Total	\$ 156,419	\$ 182,715	\$ 159,031	\$ 150,366	\$ 151,722	\$ 800,252
7	2017 Vision 2025 (.6%)	\$ -	\$ -	\$ 22,438	\$ 45,550	\$ 46,233	\$ 114,221
8	Vision 2025 Interest at 2%	\$ -	\$ -	\$ 449	\$ 911	\$ 925	\$ 2,284
	Total All Sources	\$ 156,419	\$ 182,715	\$ 181,918	\$ 196,827	\$ 198,879	\$ 916,758

\$800,252,000

Notes:

Sales Tax Growth of 1.5% Annually

Interest Earnings of 2%

GO Bonds as outlined in 12 Year Streets Plan

GO Bond Years 18 and 19 Will Require Voter Authorization if 3 Year Authorization Option Selected

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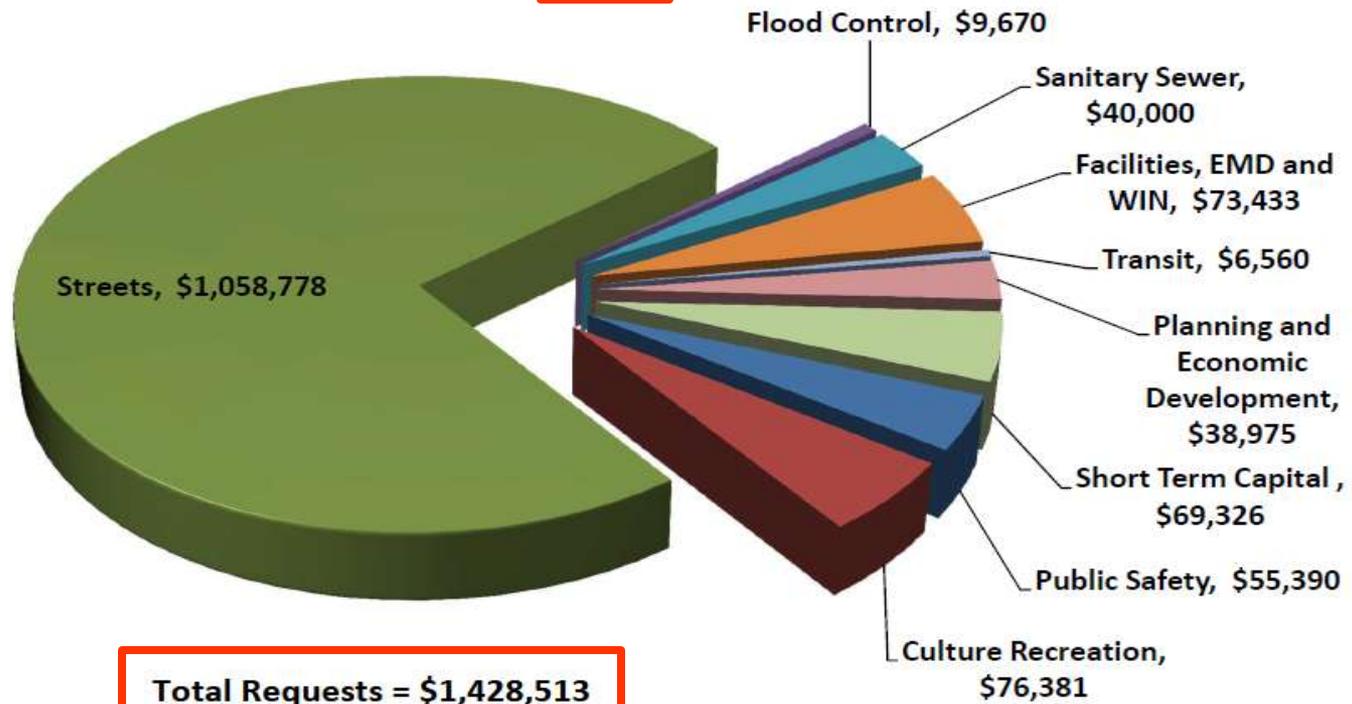
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2020	\$39,000,000	\$55,000,000	\$60,000,000	\$60,000,000
Total	\$195,000,000	\$275,000,000	\$300,000,000	\$370,000,000
	\$470,000,000		\$670,000,000	
	59% of projected funding		84% of projected funding	

CURRENT ADOPTED CIP

FY 2015-2019 Capital Program
Department Requests by Category
as of May 2012

(000s)





What's Next?

Capital Improvement Program Task Force

Tentative Timeline

December

- 13th Discussion with the Engineering Department regarding the City's Pavement Management System and Pavement Condition Index (PCI) trends.
- 20th Discussion with the Finance Department regarding sales tax, property tax, and interest rate trends, and revenue projections for renewal of the 1.167% sales tax and general obligation bond authorizations associated with the 2008 Fix-Our-Streets program.

January

Hear department/agency presentations on capital needs:

- *Capital Equipment and Asset Management (Finance/EMD)*
- *Streets and Bridges, including Street Capacity (Engineering/Streets & Stormwater)*
- *Transit (MTTA/INCOG/Planning)*
- *Bicycle and Pedestrian Infrastructure (Planning/INCOG/Engineering)*

February

- *Public Facilities (Streets & Stormwater/Engineering/Planning)*
- *Working In Neighborhoods (WIN)*
- *Flood Control/Stormwater (Streets & Stormwater/Engineering)*
- *Sewer (Water & Sewer/Engineering)*
- *Port of Catoosa and McClellan-Kerr Navigational System*
- *Park & Recreation*
- *River Parks*
- *Zoo*
- *BOK Center*
- *Convention Center*
- *Performing Arts Center (PAC)*
- *Gilcrease Museum*
- *Police*
- *Fire*
- *Information Technology*
- *Tulsa City-County Library*
- *Airports and Related Facilities*

March

Conduct town hall meetings.

April

Develop a draft capital improvement program.

May

Conduct more town hall meetings.

Refine and finalize capital improvement program.