



OKLAHOMA MOBILITY

Moving forward to a Top 10 State

Stakeholder Advisory Group

Virtual Meeting

Presented by Meredith Greene,
Jewel DeGuzman, & Amy Pettine
July 21, 2020

AGENDA

01 | Project Overview

02 | Plan Review

03 | Engagement Themes

04 | System Research

05 | What's Next

06 | Questions and Answers



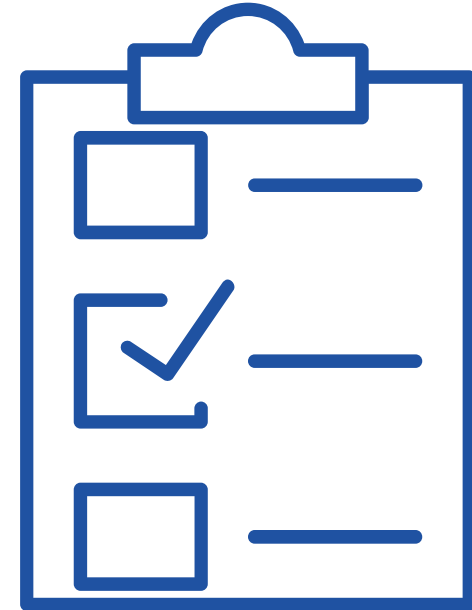
PROJECT OVERVIEW



PROJECT TASKS

- Project Management
- Public & Stakeholder Engagement
- Project Context
- System Research
- **Strategic Direction**
- Modal Needs
- Financial Element
- Investment Scenarios
- Policy Development
- Plan Documentation

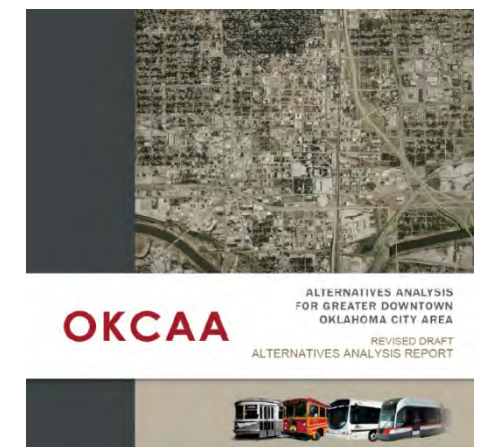
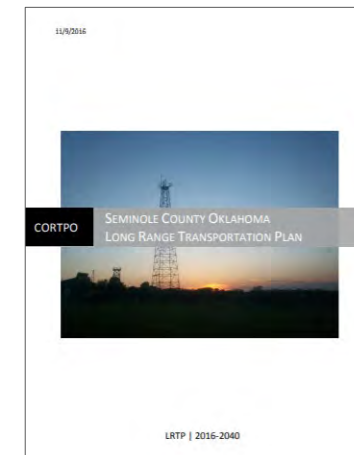
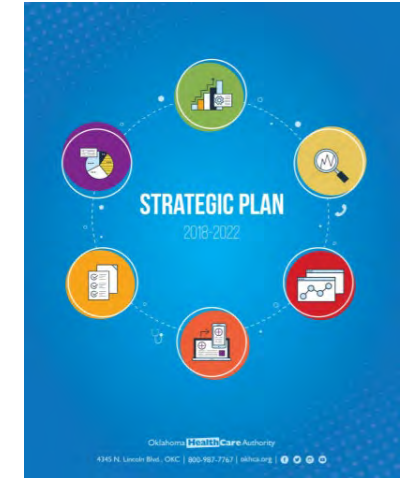
We are here...



REVIEW OF PREVIOUS PLANS

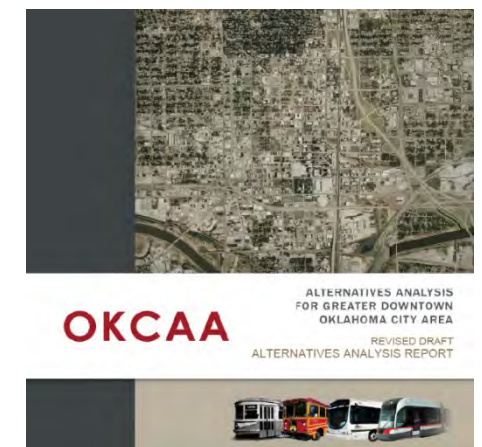
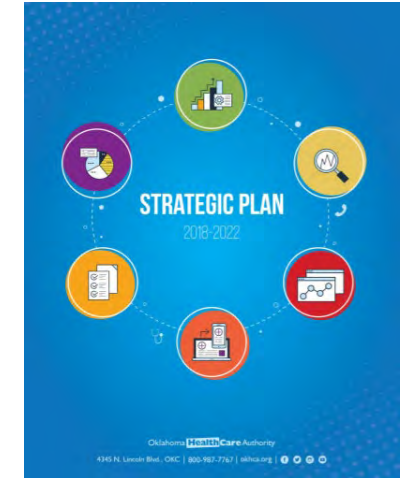
DOCUMENTS REVIEWED

- State
 - e.g., Transit Gap Analysis, STIP, State Management Plan, etc.
- Regional
 - e.g., LRTPs, Unified Planning Work Programs, TIPs
- Human Service Policies and Plans



KEY FINDINGS

- Transit agencies in urban areas face challenges keeping pace with population growth.
- Public transit does not adequately serve rural populations.
- Funding remains a key barrier for transit improvements in many areas throughout the state.
- There is a desire to improve coordination of transportation services between transit and human service providers.



ENGAGEMENT THEMES



STAKEHOLDER AND COMMUNITY ENGAGEMENT

- 7 Regional Meetings
- 40+ stakeholder interviews and site visits
- 2,460 survey respondents

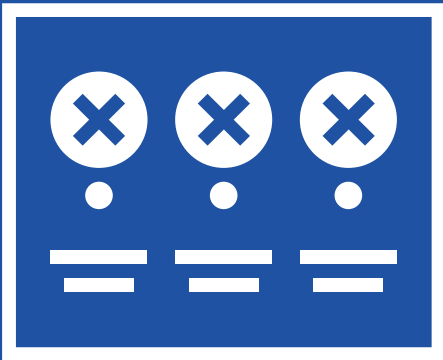


ENGAGEMENT THEMES

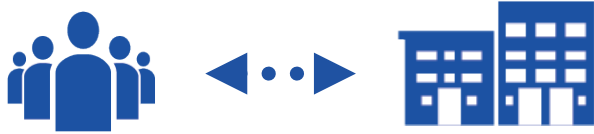
- Overlap in service areas
- Need for coordination of services/call center
- 5310 funding has been a challenge to apply for
- Professional development
 - Grant support
 - Succession planning
- Driver retention
- Aging fleets
- Technology



SYSTEM RESEARCH



SYSTEM RESEARCH



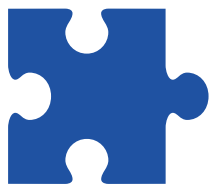
Market Analysis

- Who uses transit? Who needs service?
- Where do people need to go?



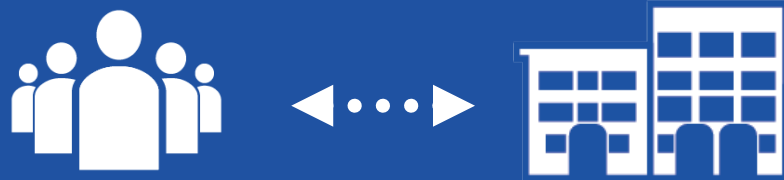
Transit Service Today

- What services are being operated today?
- How is transit service performing?
- Existing conditions and gaps (operations and capital)



Challenges & Opportunities

MARKET ANALYSIS



WHAT AFFECTS DEMAND FOR TRANSIT?



Population and Population Density:

Large numbers of people living and working close together make convenient, productive, and cost-effective transit possible.



Development Patterns: Areas with denser development, mixed-use development, and good pedestrian environments make taking transit much more convenient, attractive, and well used.



Employment and Employment Density:

Trips to and from work typically comprise the largest share of transit trips.



Major Activity and Resource Centers: Large employers, universities, hospitals, and other important destinations attract large volumes of people and can generate many transit trips.



Socioeconomic Characteristics: People with different socioeconomic characteristics may be more or less likely to use transit.



Travel Patterns: Transit needs to be able to get people to where they're going.

POPULATION

Oklahoma's Population:

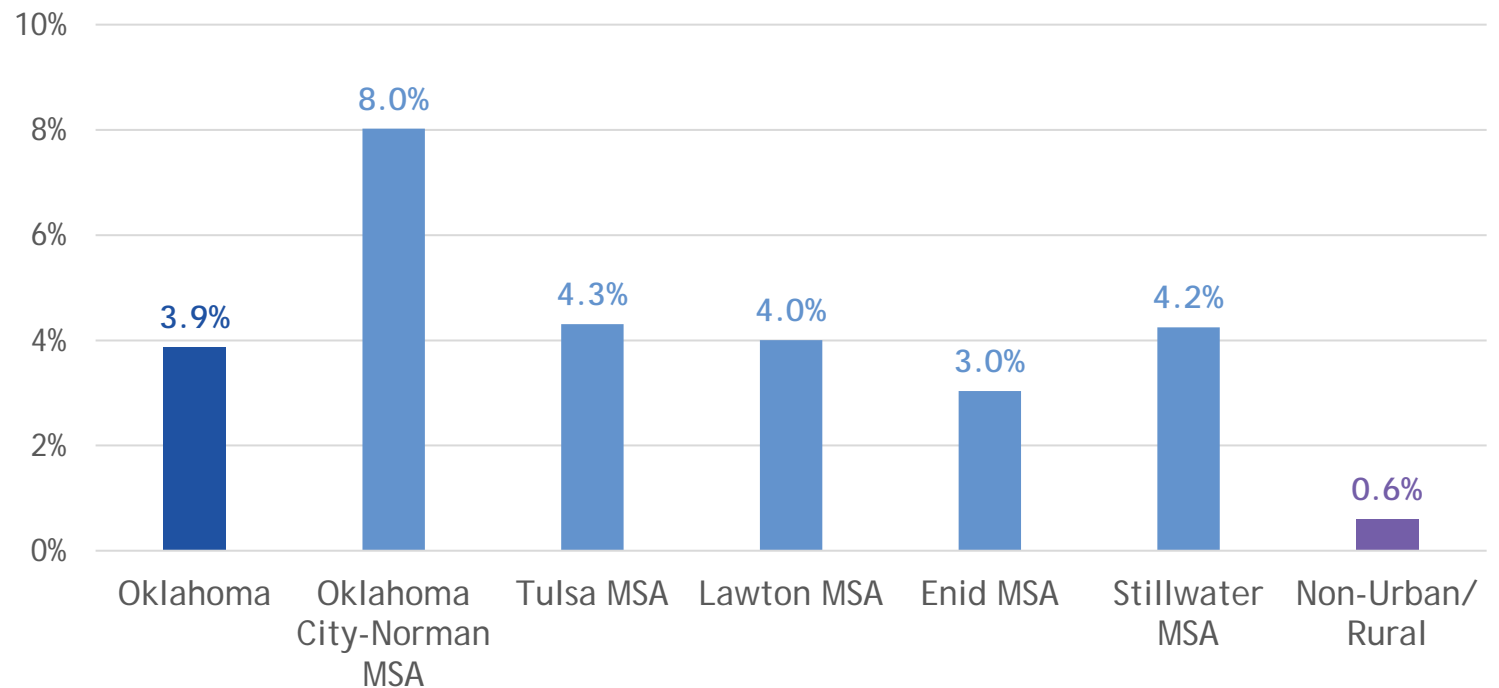
3.9 million

- Oklahoma's population is growing at a similar rate to the country, but growth is concentrated in the urban areas.
- 62% of OK's people live in the state's major urban areas, while 38% live in smaller communities and rural areas.
- From 2010 to 2017, OK's urban population grew more than its rural areas (6% vs. 0.6%).

From 2010 to 2017:

OK ↑ 3.9%

US ↑ 4.0%



JOB

Oklahoma's Jobs:

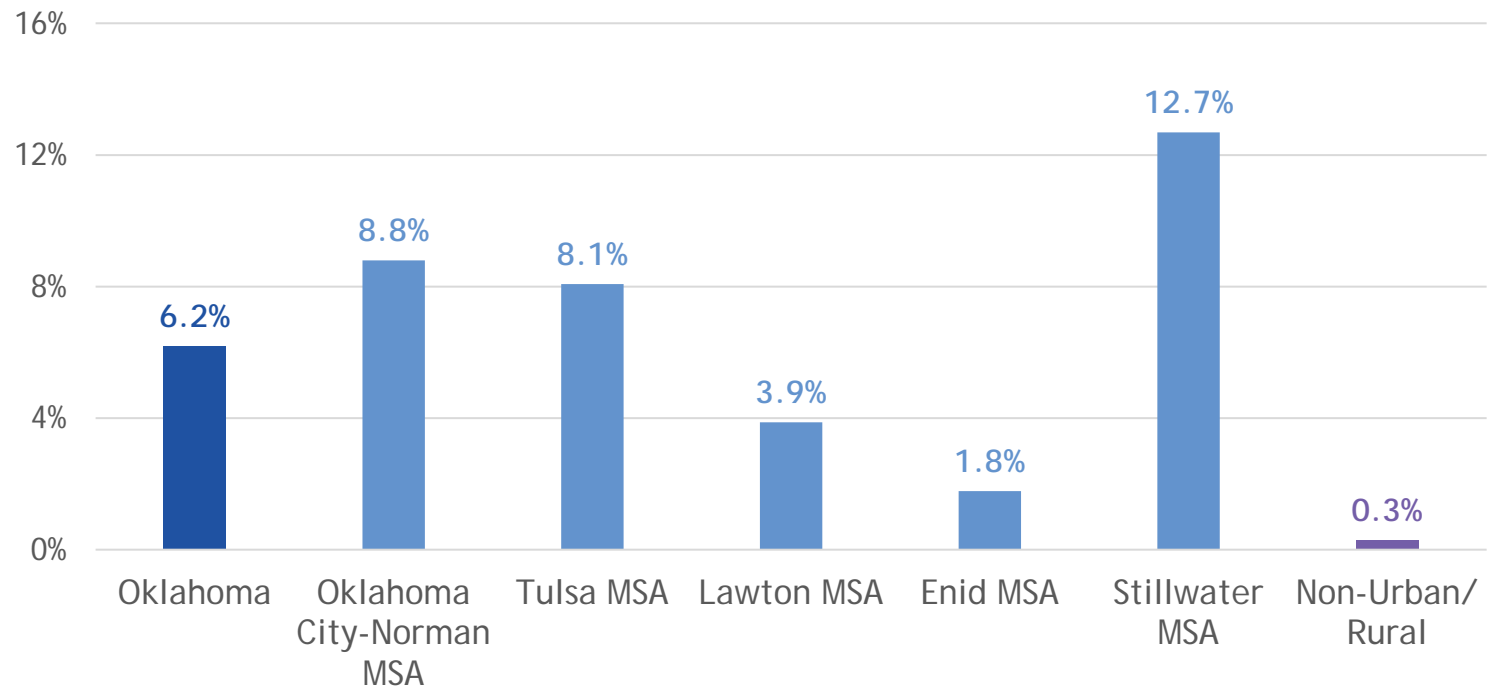
1.6 million

- Job growth is half the national growth rate, and is concentrated in the state's urban areas.
- 67% of the state's jobs are located in OKC and Tulsa
- From 2010 to 2017, jobs grew significantly more in urban areas than rural areas (9.3% vs. 0.3%).

From 2010 to 2017:

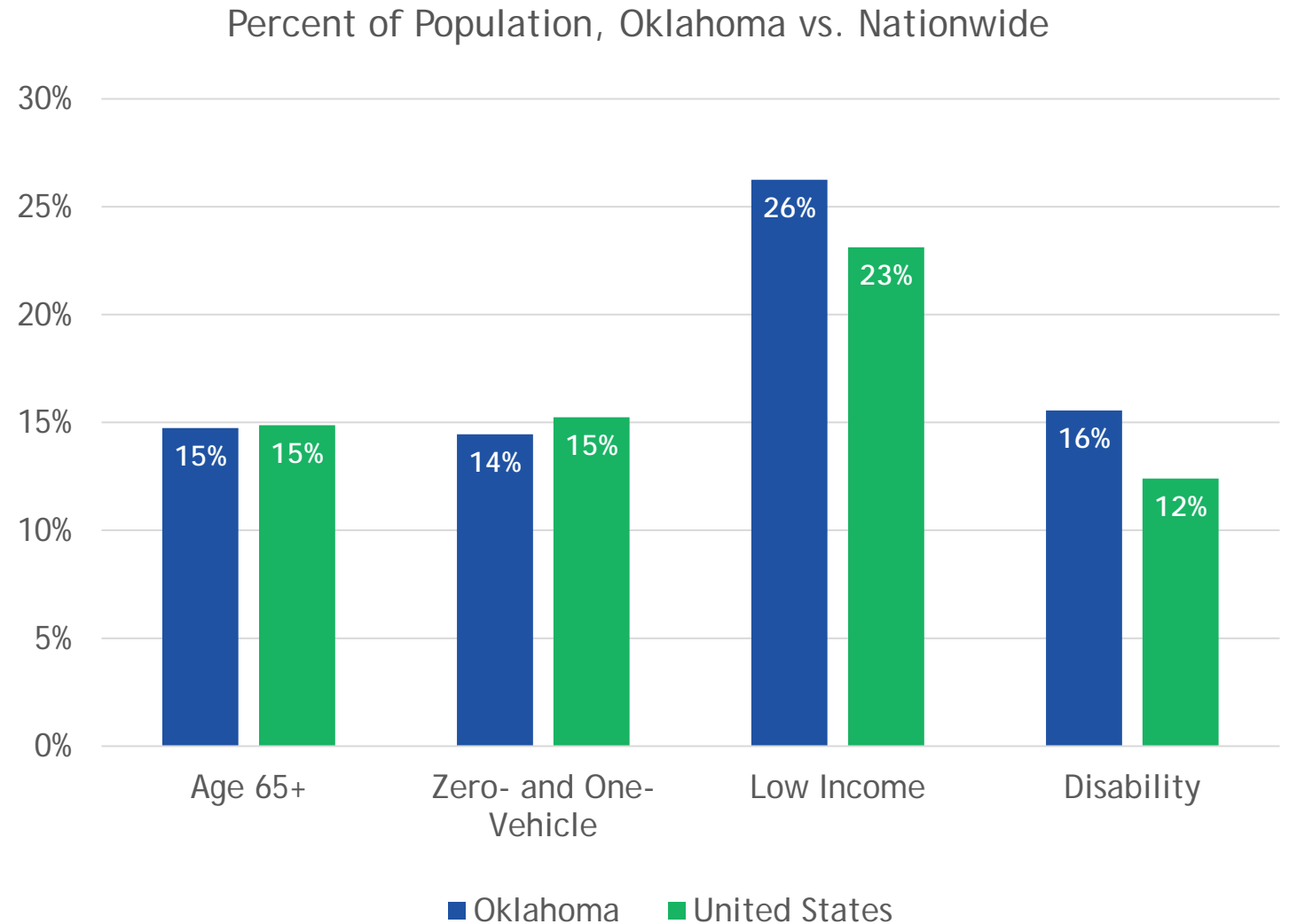
OK ↑ 6.2%

US ↑ 14.1%



SOCIOECONOMIC CHARACTERISTICS

- Oklahoma has a slightly larger share of low-income households and residents with disabilities compared to the United States overall.
- The state's share of older adults reflects the national average, as does the share of zero- and one-vehicle households.



TRANSIT PROPENSITY

Some populations are more likely to rely on transit:



Older adults (65+)

May no longer be comfortable driving or able to drive, and may use transit to maintain independence as they age.



Residents with Disabilities

May be unable to drive or have difficulty driving, and may be more likely to rely on transit to meet their transportation needs and maintain an independent lifestyle.



Residents with Lower Incomes

Tend to use transit to a greater extent because it is less expensive than owning & operating a personal vehicle.



Households with no or limited vehicle access

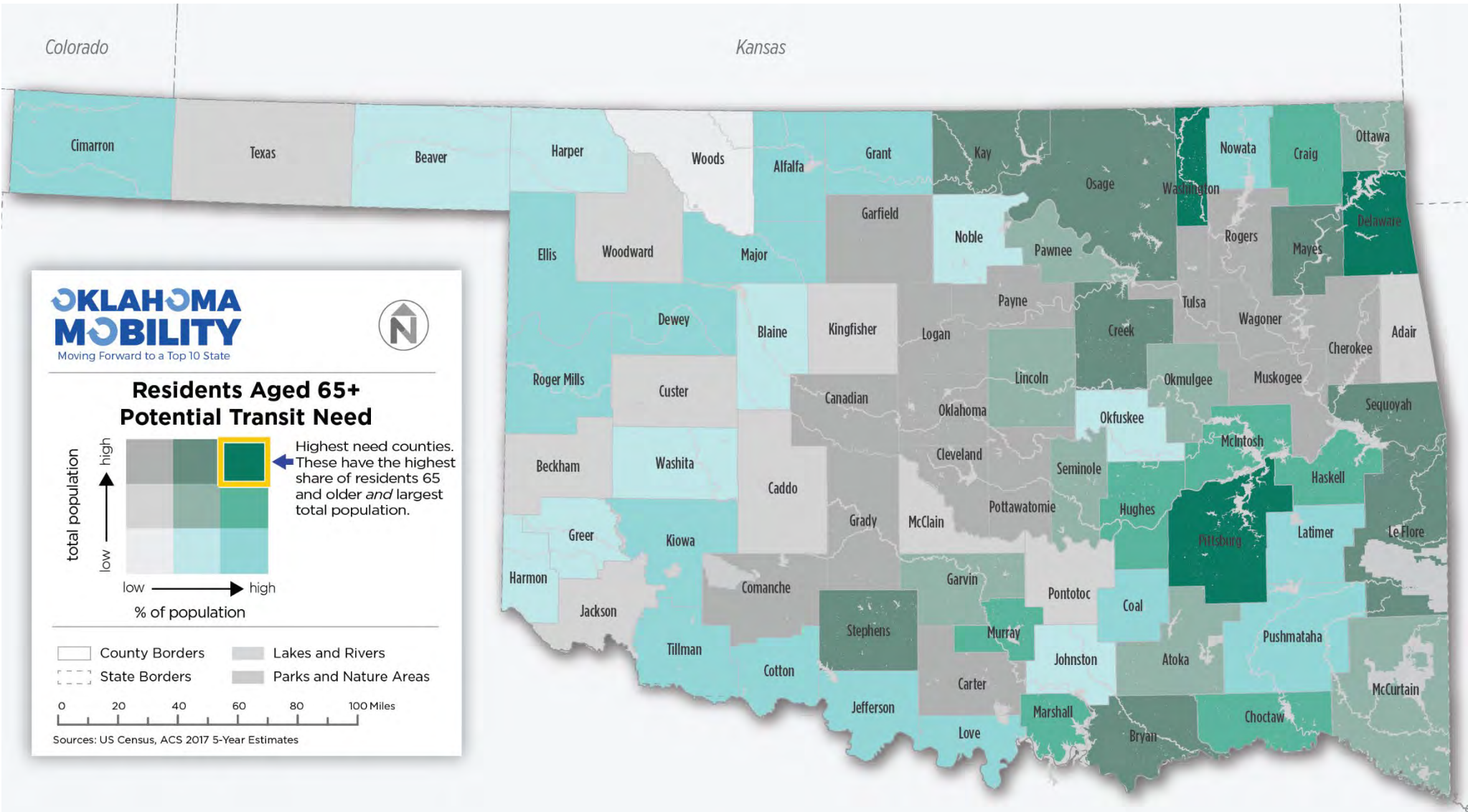
Either by choice or by necessity, are more likely to rely on transit as their primary mode of transportation.



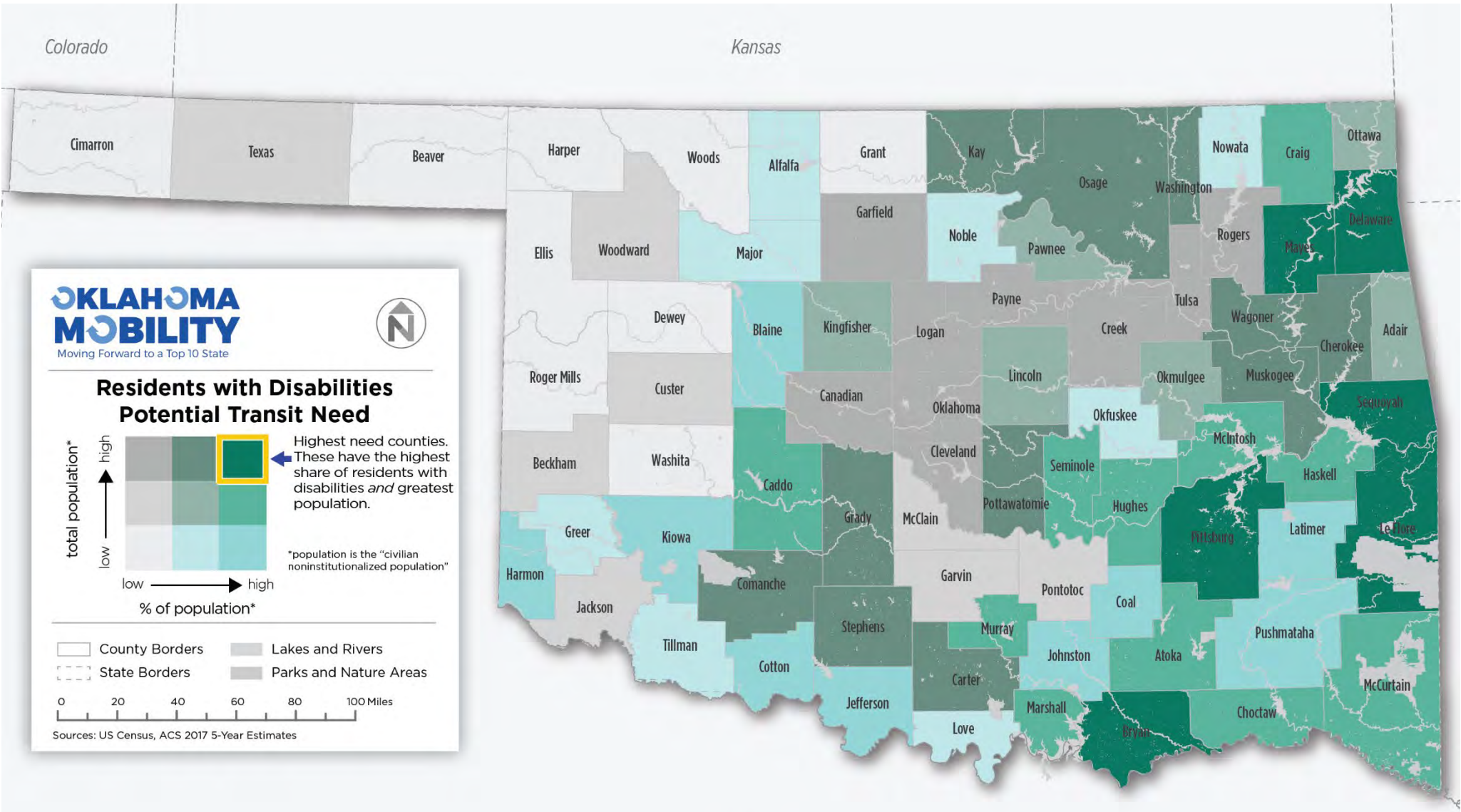
Minority Residents

Generally have higher rates of transit use, and the provision of effective transit service to minority populations is also particularly important to the Federal Transit Administration and is a requirement under Title VI of the Civil Rights Act of 1964.

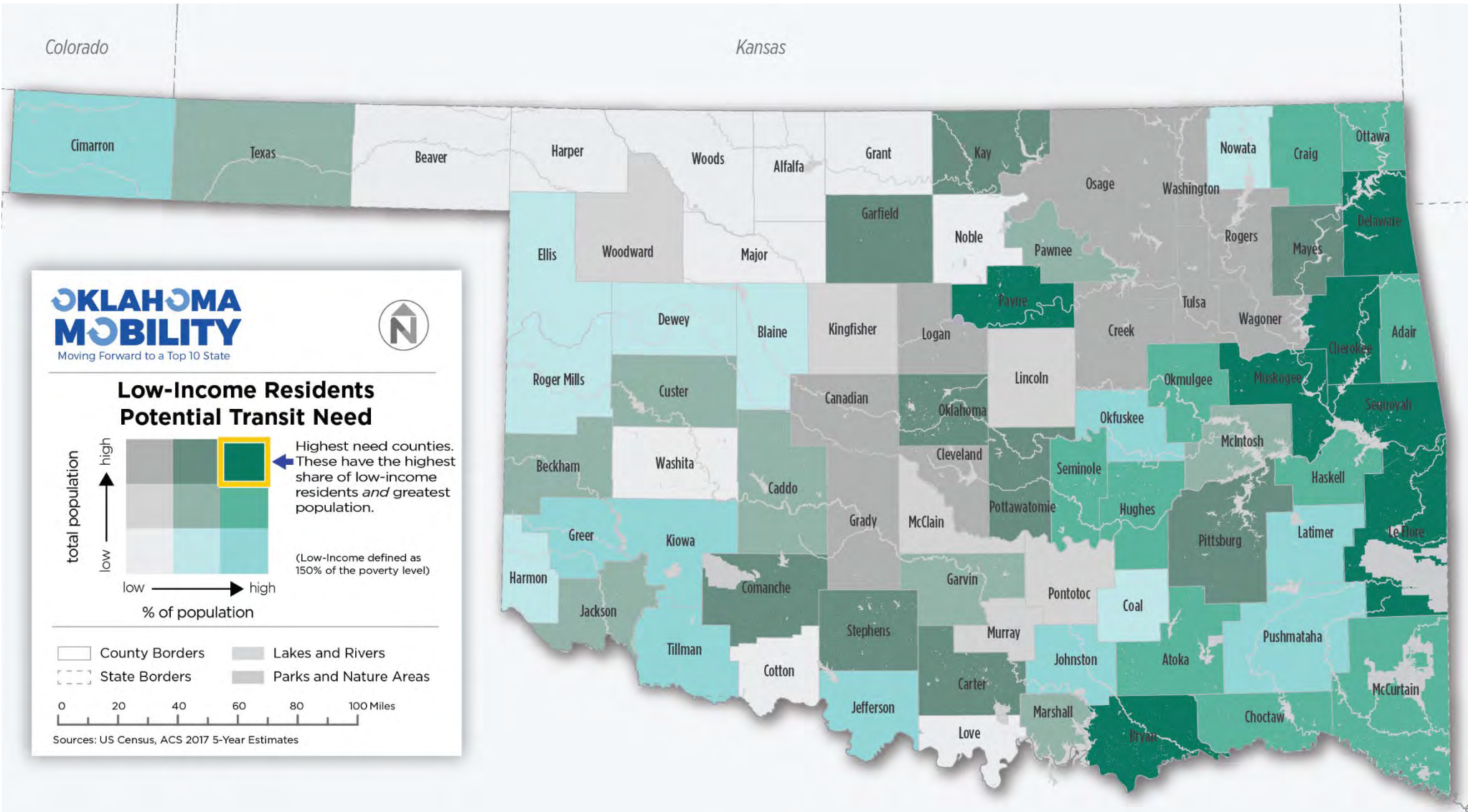
OLDER ADULTS



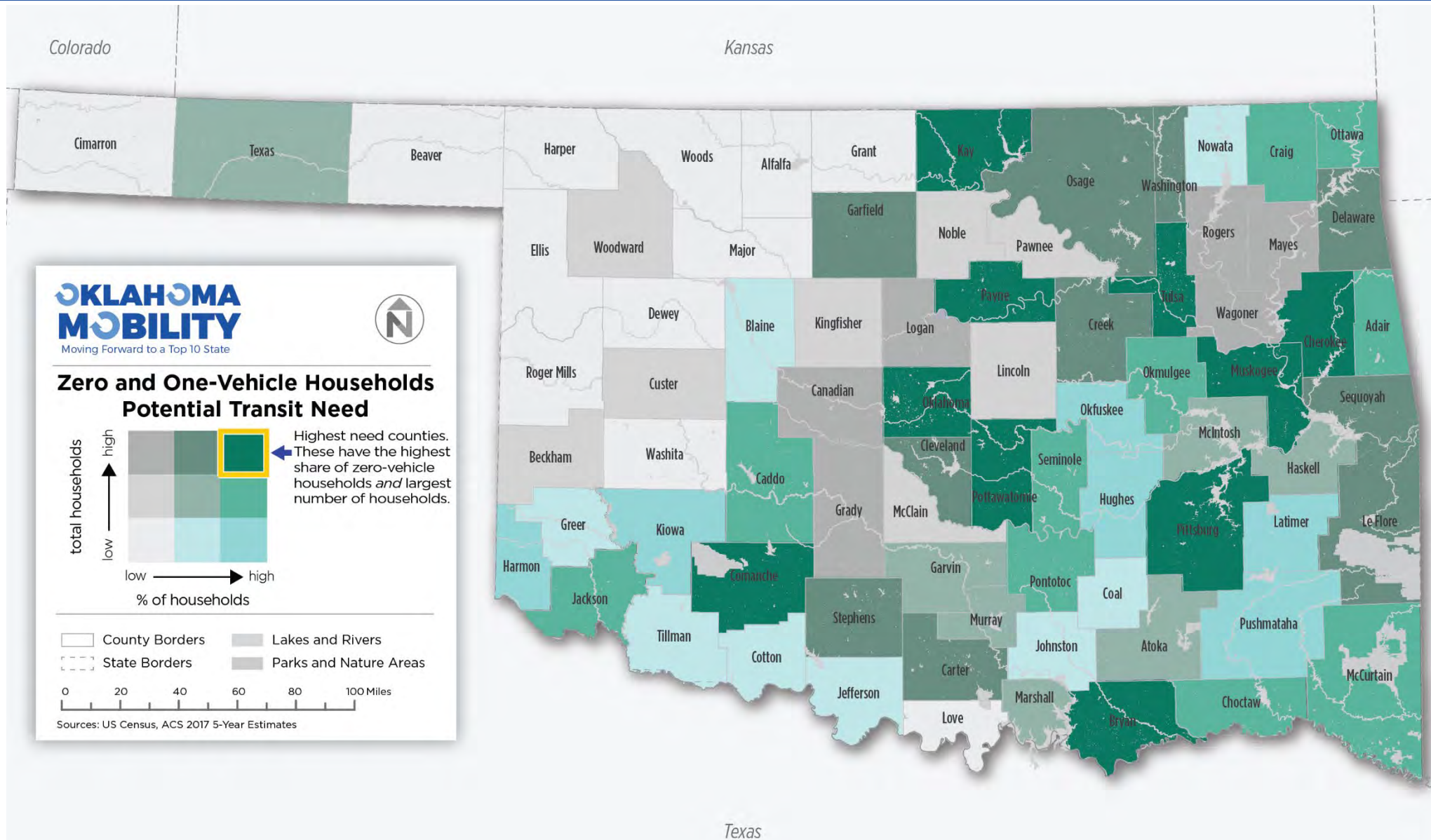
RESIDENTS WITH DISABILITIES



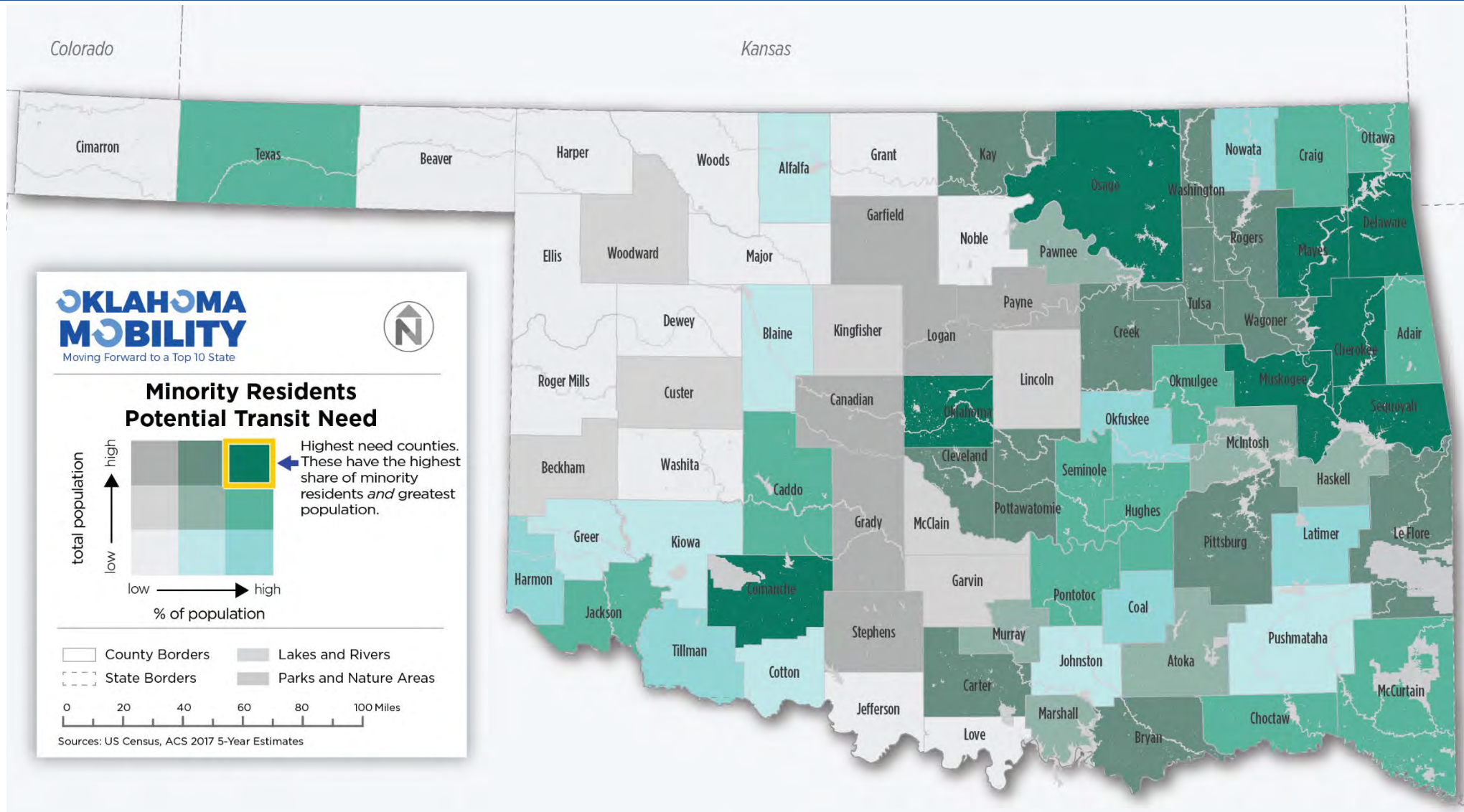
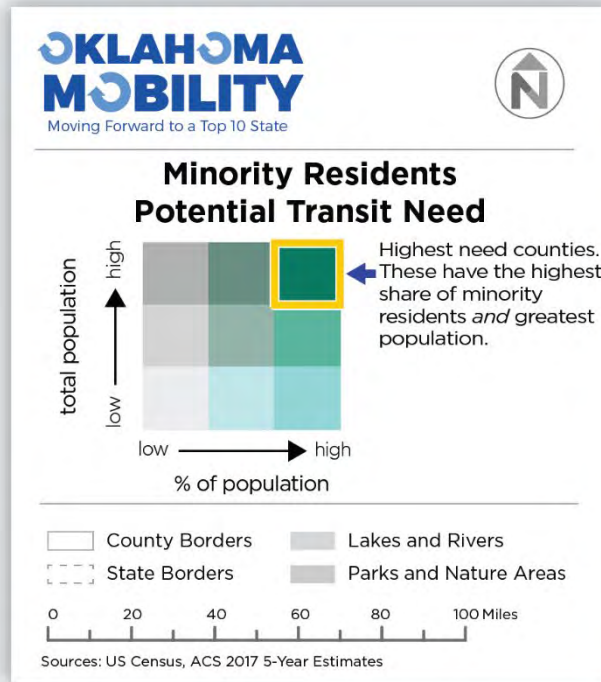
RESIDENTS WITH LOW INCOME



ZERO- AND ONE-VEHICLE HOUSEHOLDS



MINORITY RESIDENTS



OKLAHOMA MOBILITY
Moving Forward to a Top 10 State

Transit Propensity Index

Based on proportion of population with socioeconomic characteristics that relate to higher transit use:
low-income individuals, persons with disabilities, older adults (65+), minority residents, and households with zero or one vehicles, by Census Tract

County Borders
State Borders
Lakes and Rivers
Parks and Nature Areas

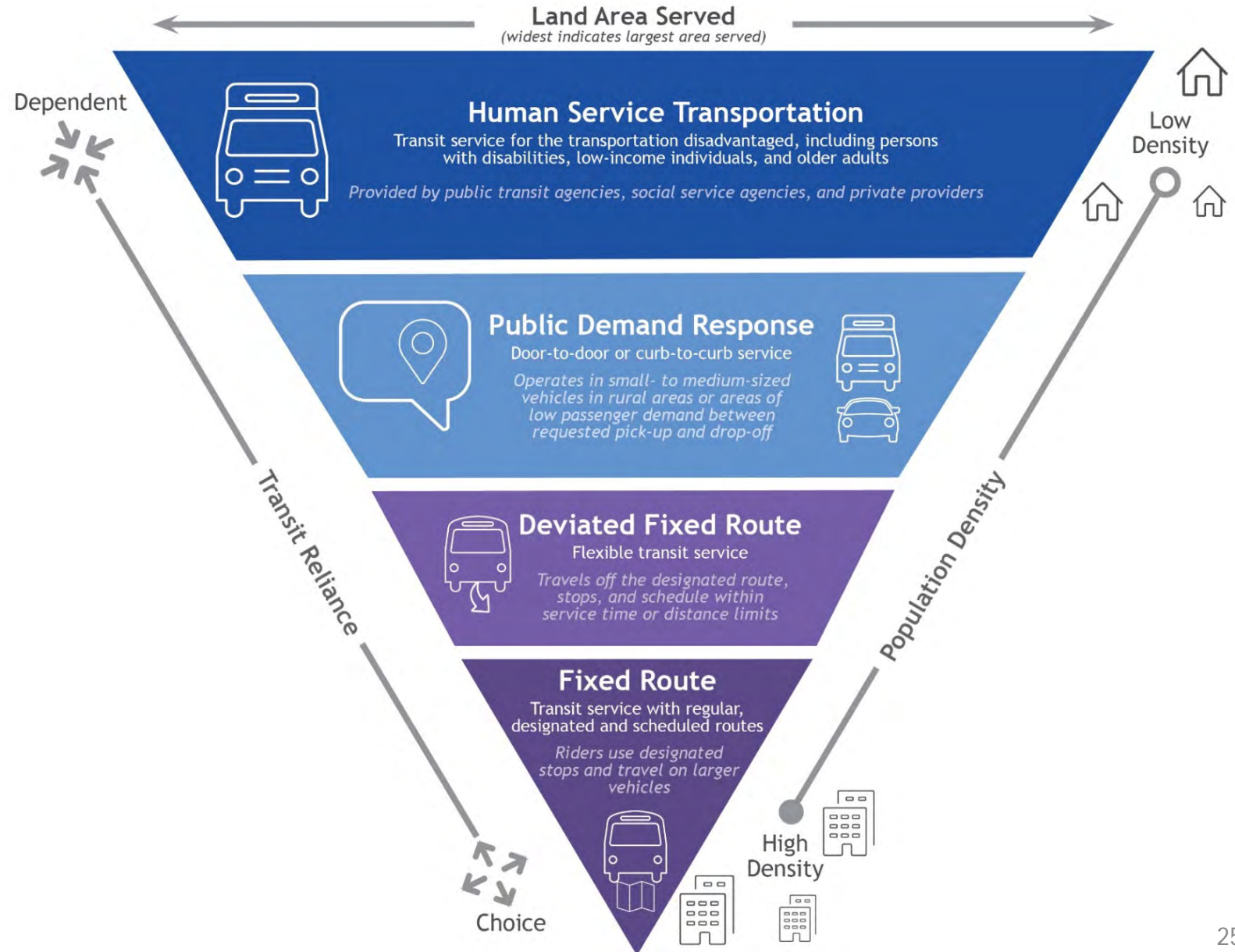
0 20 40 60 80 100 Miles

Sources: US Census, ACS 2017 5-Year Estimates

MANY WAYS TO CONNECT

There is no “one size fits all” solution to address transit needs.

- Different types of transit service are appropriate in different community contexts.
- Every community has people who cannot reach jobs and basic services on their own.
- Gaps in service may include underserved communities, as well as regional connections.
- Public transit and human service transportation need to work together.



DEVELOPMENT PATTERNS & TRANSIT

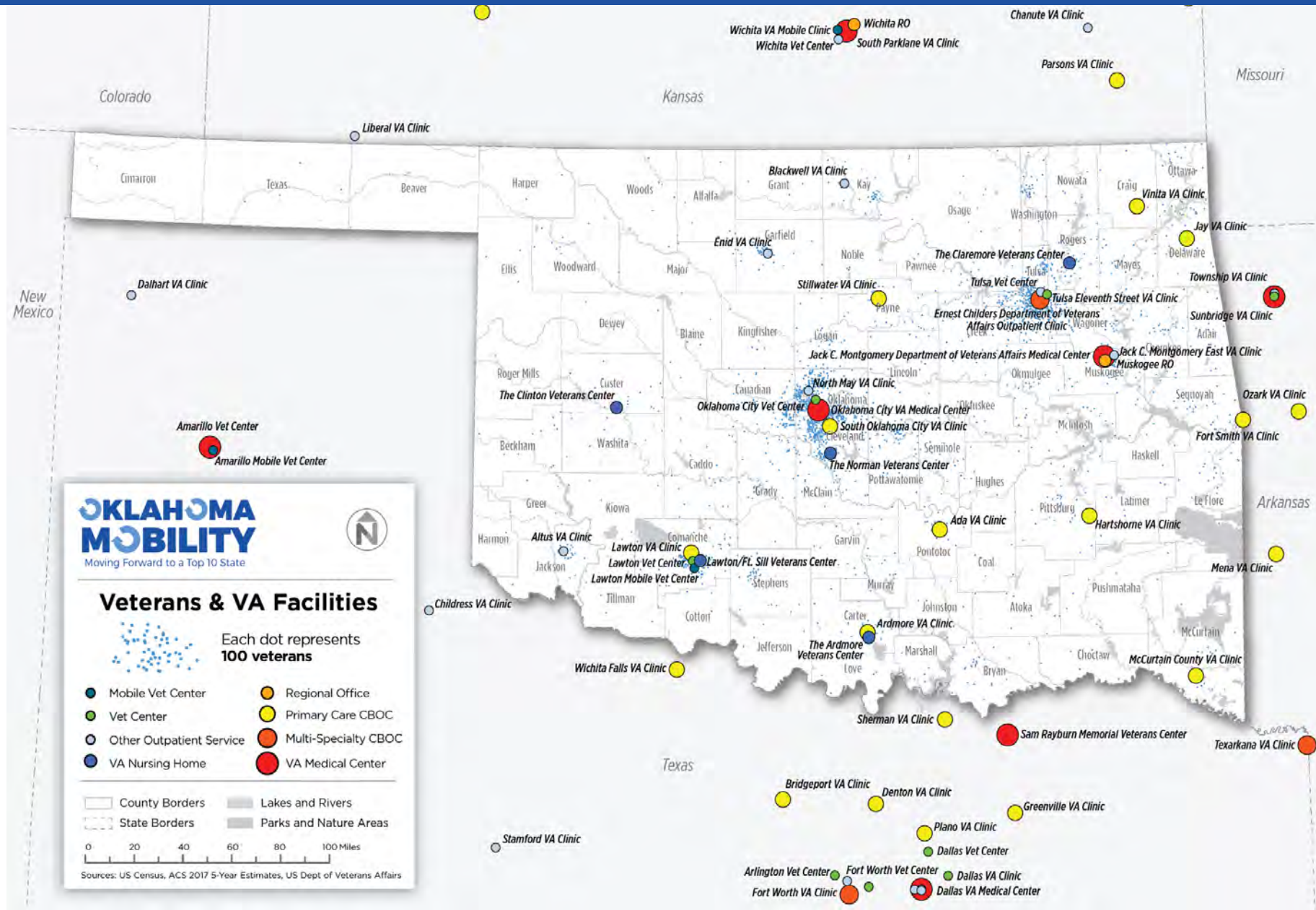
- Development patterns and density indicate which types of service will be most successful
 - Fixed Route vs. Demand Response
- Different types of services can meet the transportation needs of different communities.



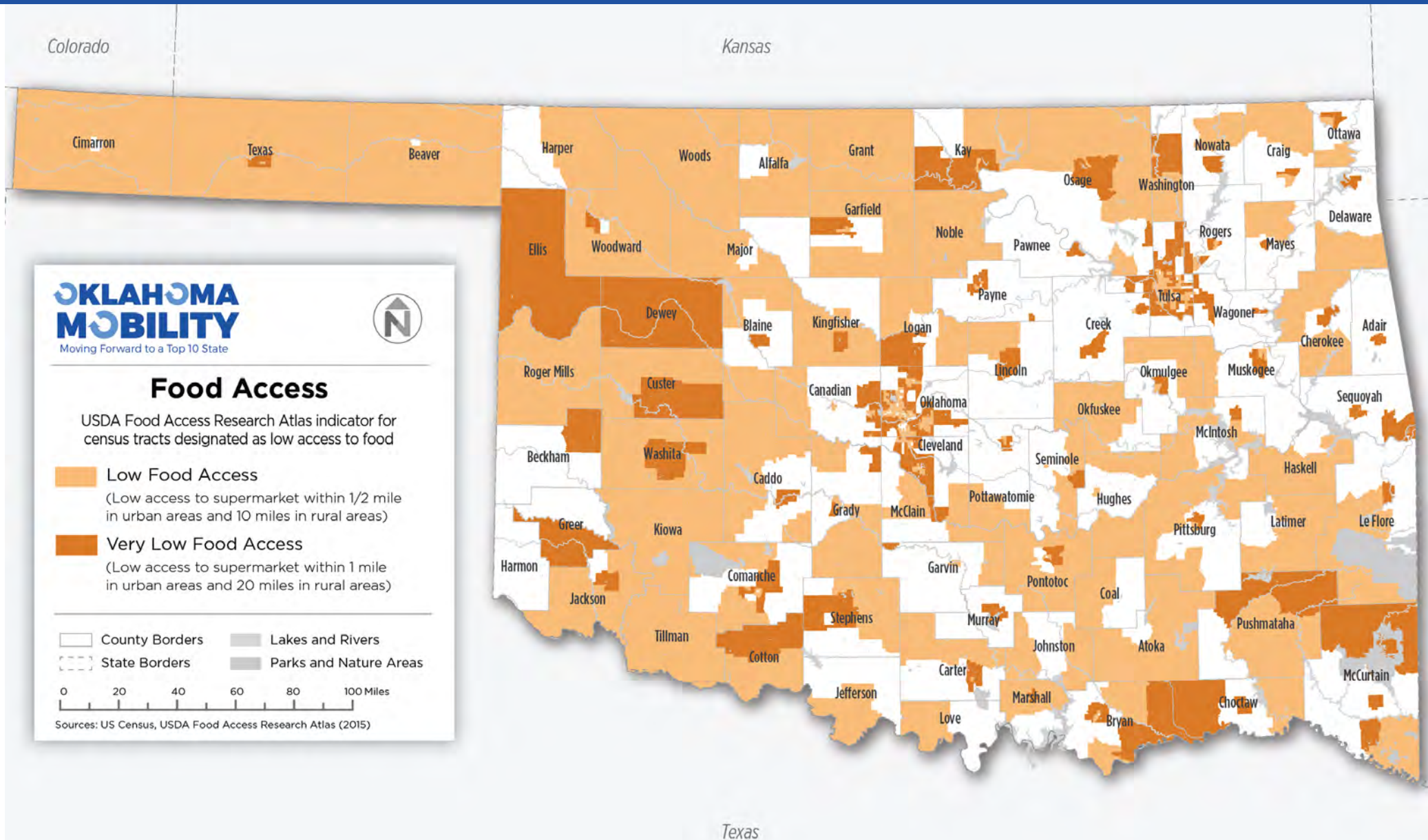
WHERE DO PEOPLE NEED TO GO: HEALTHCARE



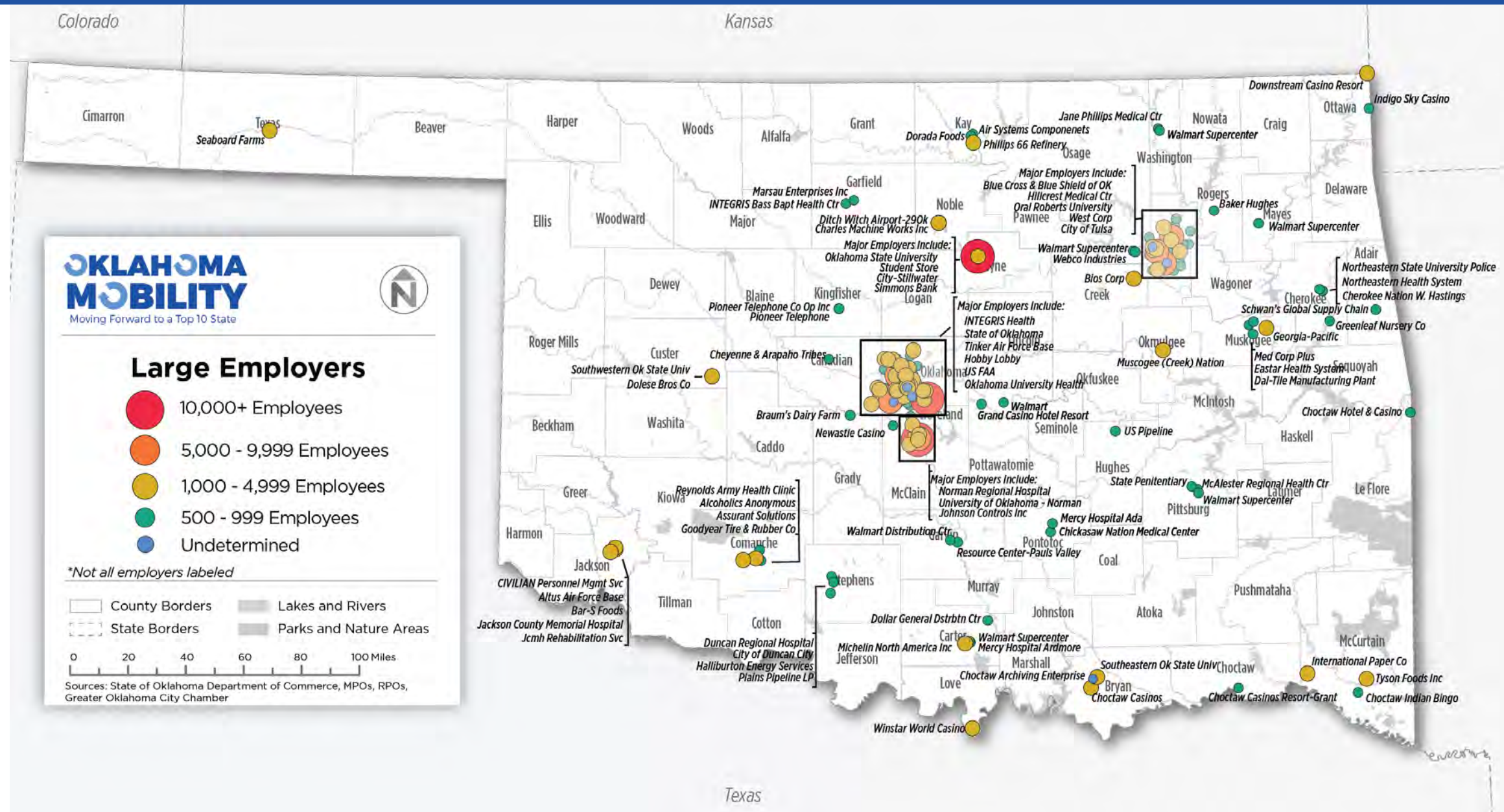
WHERE DO PEOPLE NEED TO GO: VETERAN SERVICES



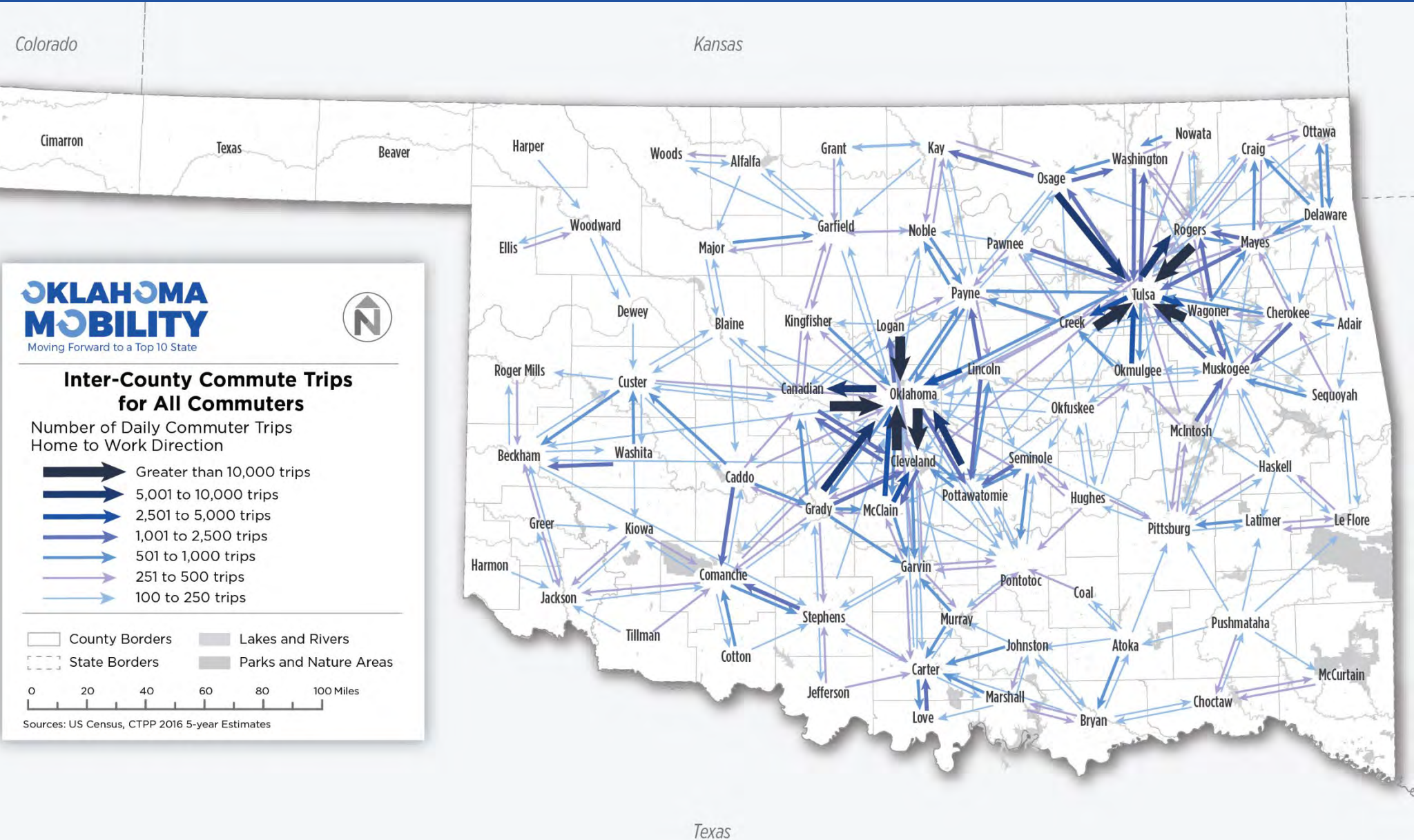
WHERE DO PEOPLE NEED TO GO: FOOD ACCESS



WHERE DO PEOPLE NEED TO GO: JOBS



WHERE DO PEOPLE NEED TO GO: JOBS

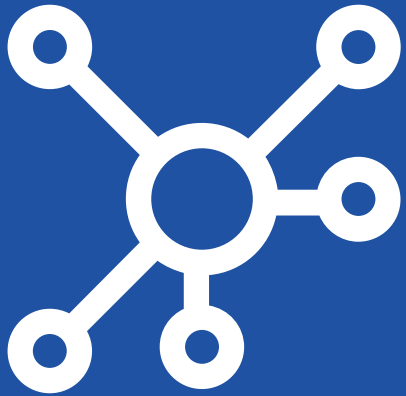


POLLING QUESTION #1

Based on today's presentation, what stands out to you (*select one*):

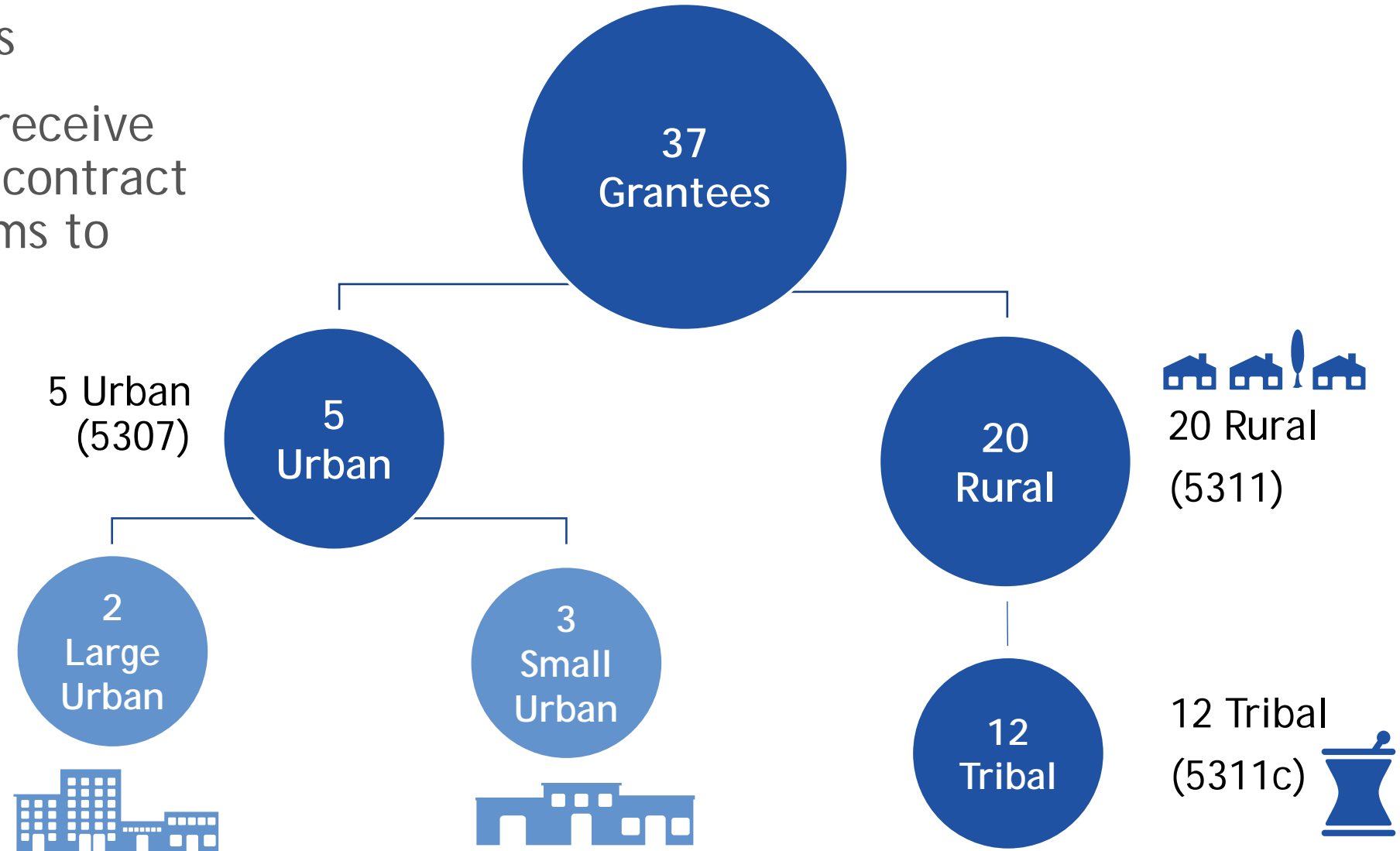
- Jobs are growing more concentrated in the urban areas of the state - public transit will need better solutions to connect rural residents to these opportunities.
- Vulnerable residents in rural communities are more isolated than ever - public transit must provide affordable and convenient service to support their daily needs.
- Healthcare is becoming more difficult to access in rural areas - public transit needs to better coordinate with health and human services to ensure people can get to appointments wherever they may be.

TRANSIT SERVICE TODAY

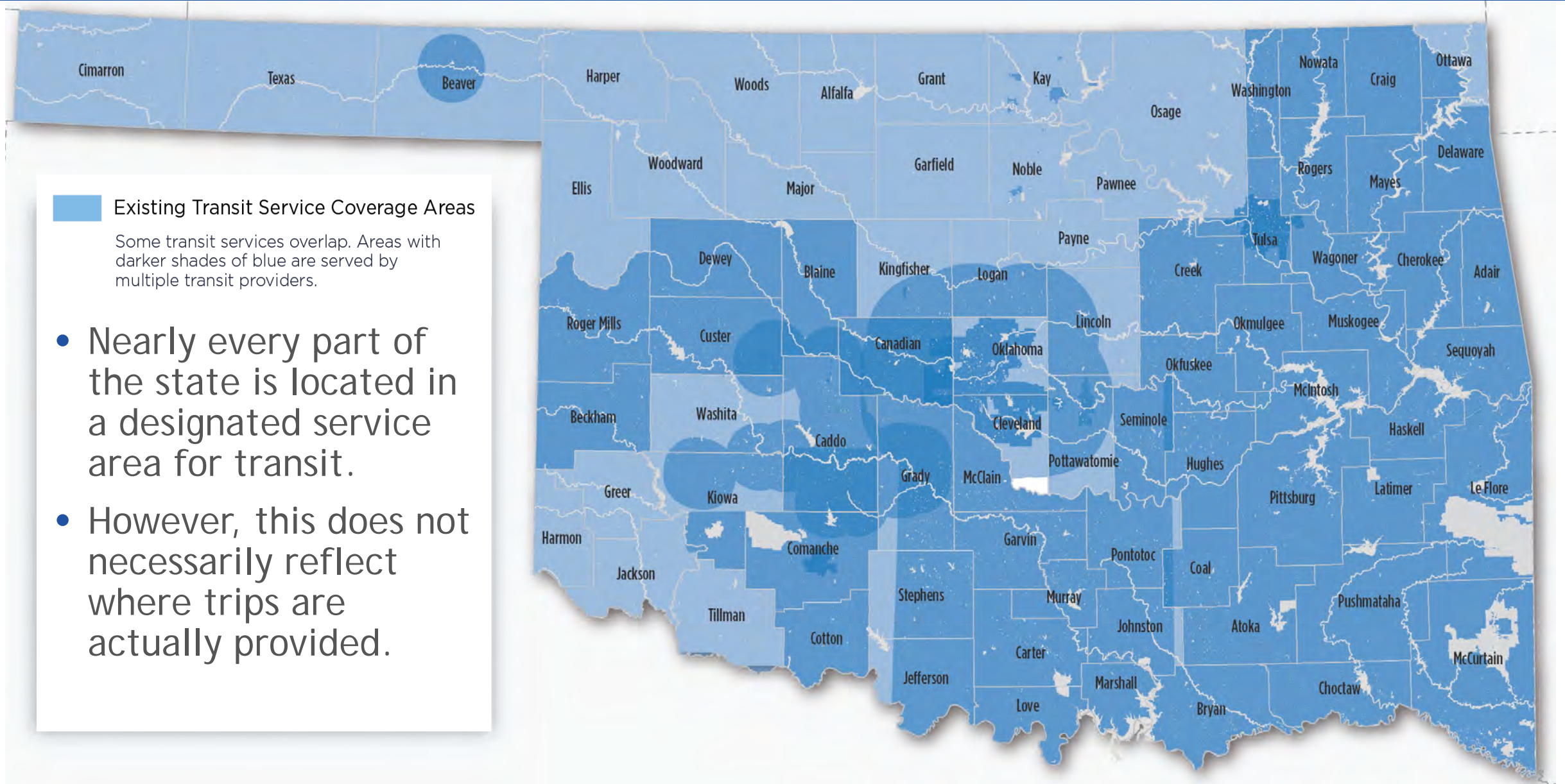


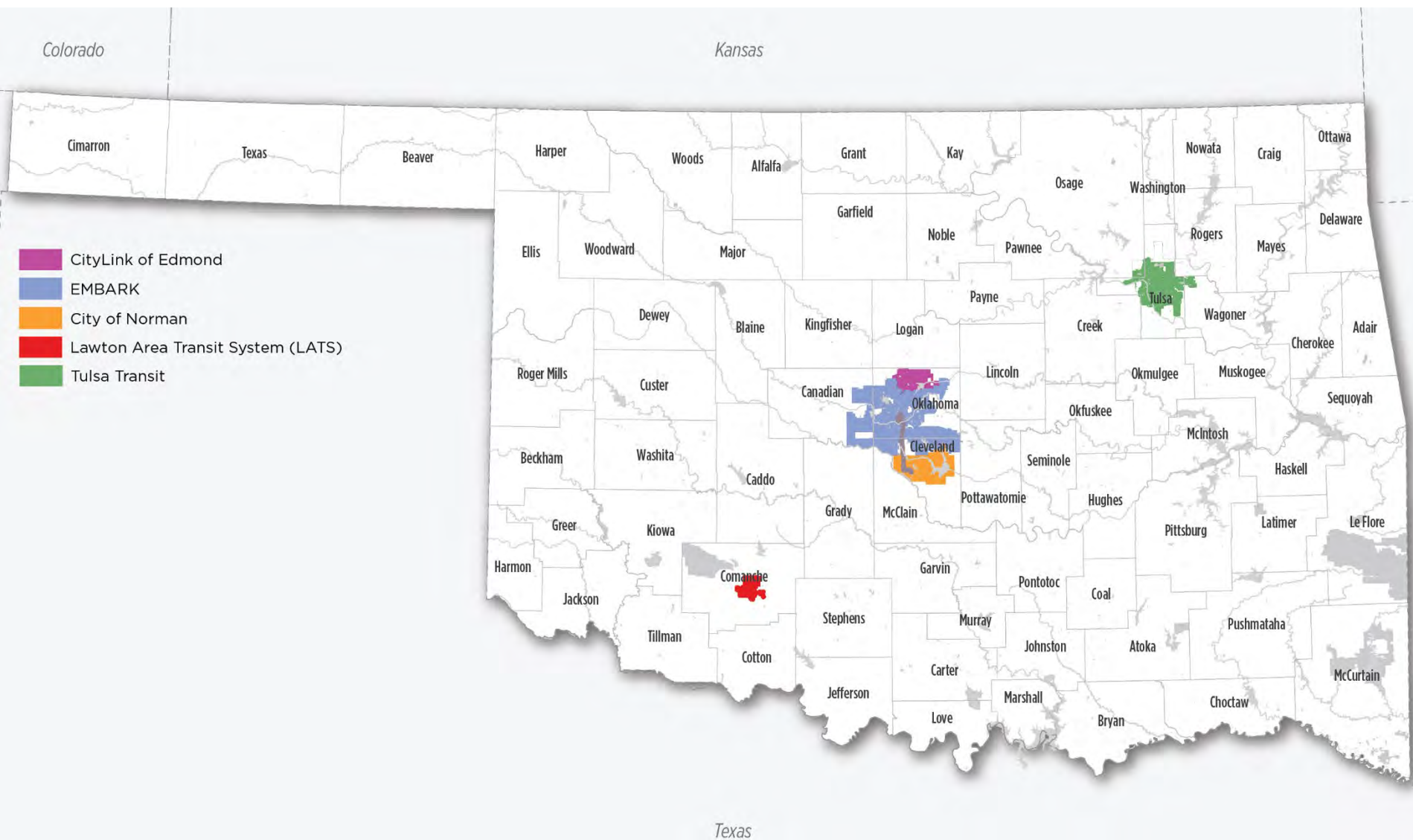
TRANSIT FUNDING RECIPIENTS IN OKLAHOMA

- 35 Transit Systems
- 2 Tribal grantees receive federal funds but contract with transit systems to operate service



TRANSIT COVERAGE ACROSS OKLAHOMA



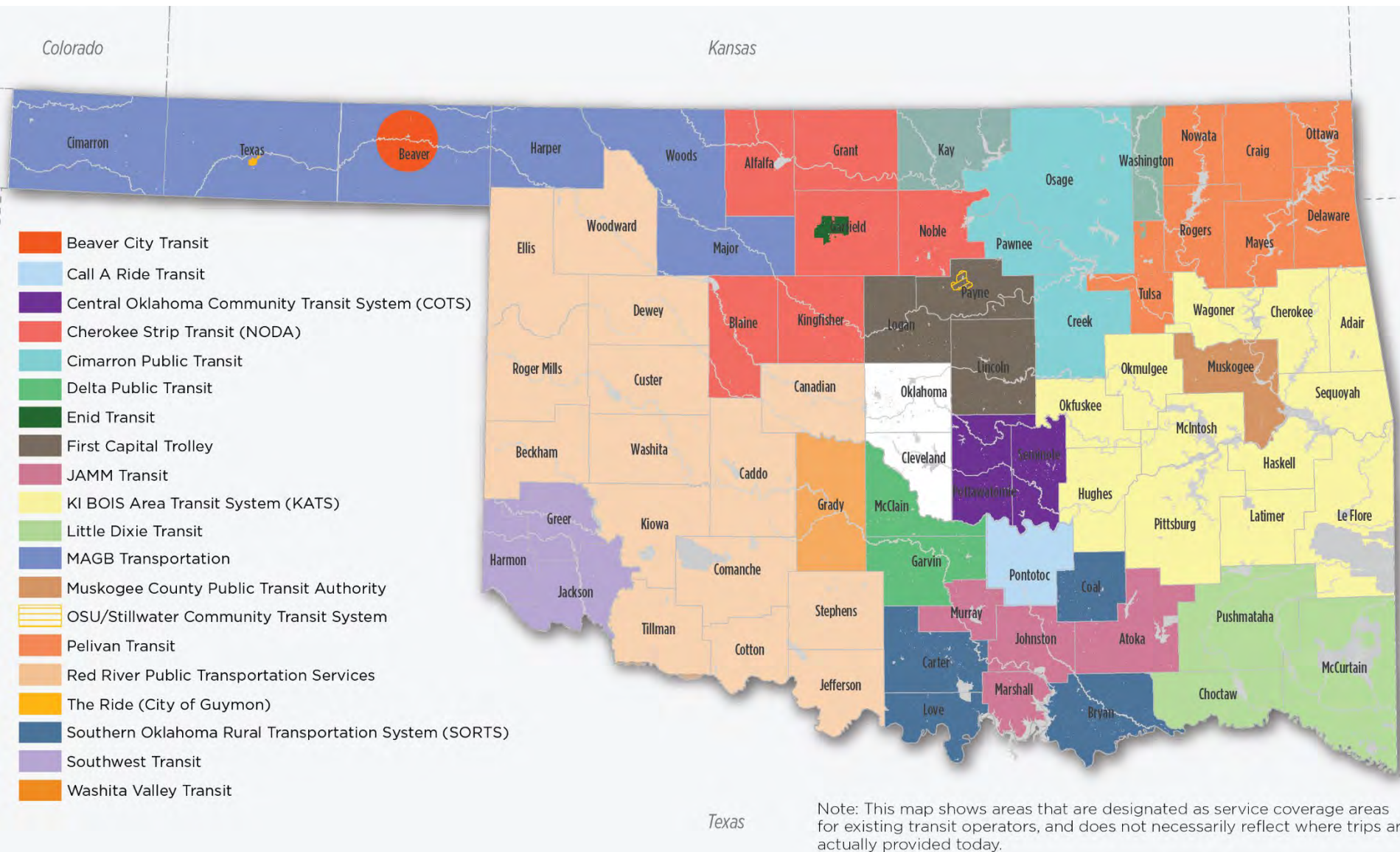


2018 Annual Ridership
7,655,793
passenger trips

2018 Operating Budget
\$53,142,036

Average Annual Capital
Budget 2014-2018
\$26,574,732

Fleet
268 vehicles



2018 Annual Ridership
2,517,979
passenger trips

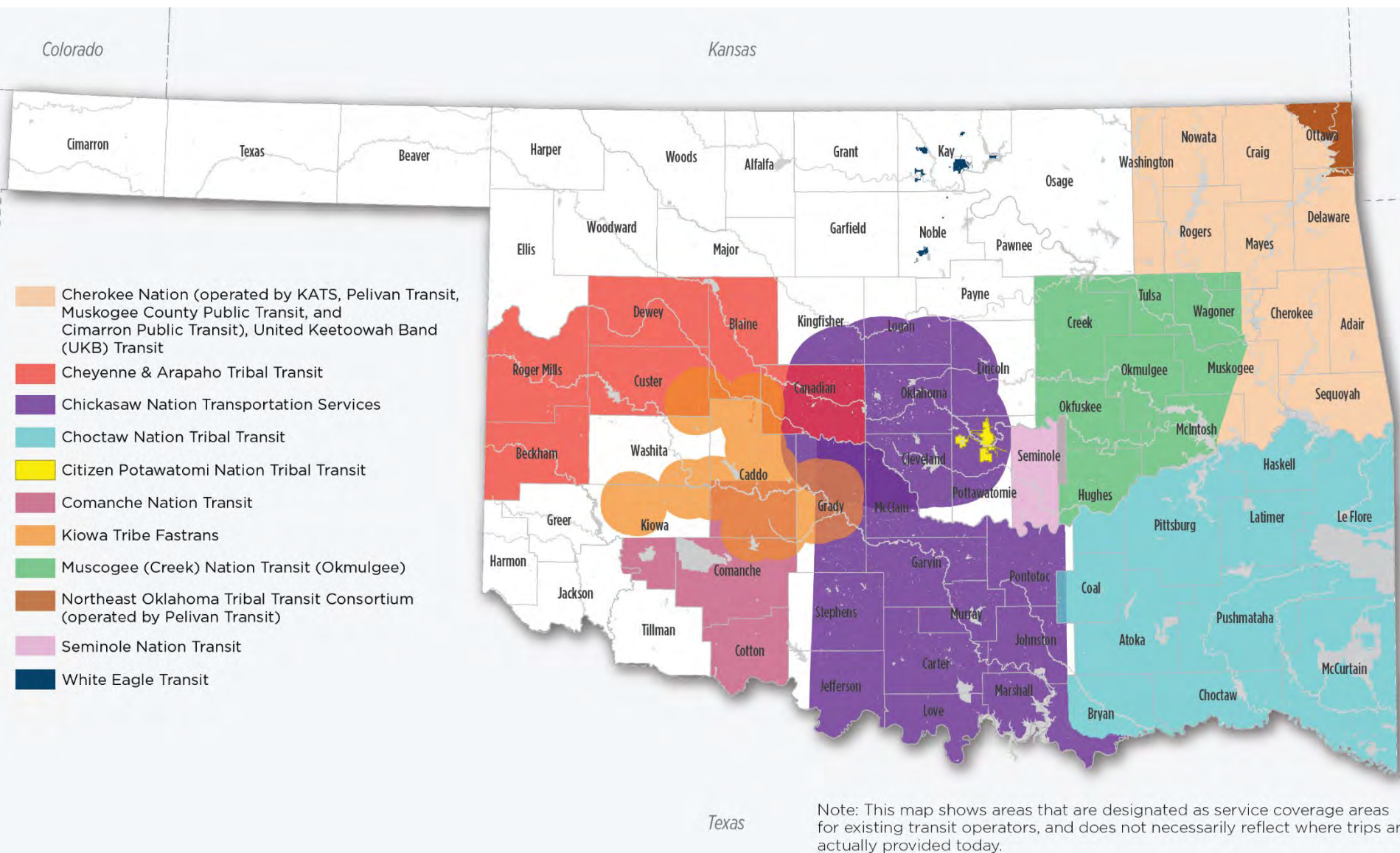
2018 Operating Budget
\$32,435,059

Average Annual Capital
Budget 2014-2018
\$4,407,554

Fleet
957 vehicles

RURAL TRANSIT SYSTEMS

Ridership, Operating, and Capital Budget: National Transit Database, 2014-2018
Fleet Vehicles: State and Agency Transit Asset Management Plans



2018 Annual Ridership
297,149
 passenger trips

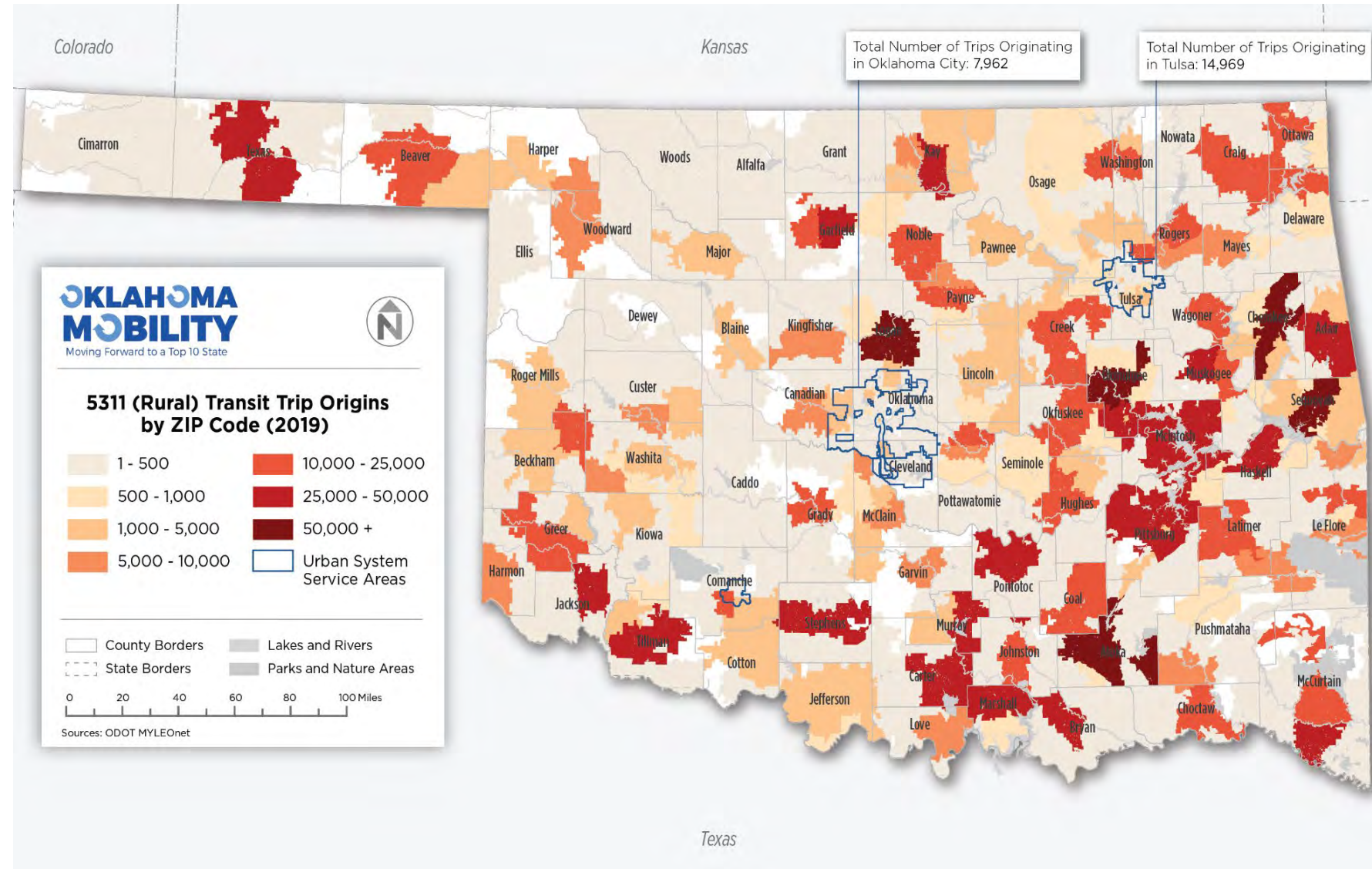
2018 Operating Budget
\$8,989,015

Average Annual Capital Budget 2014-2018
\$1,669,165

Fleet
148 vehicles

A CLOSER LOOK AT RURAL TRIPS

- Origins of trips on rural (5311) transit services
- Many providers are unable to serve all of the communities within their coverage areas, often due to limited capacity and funding.

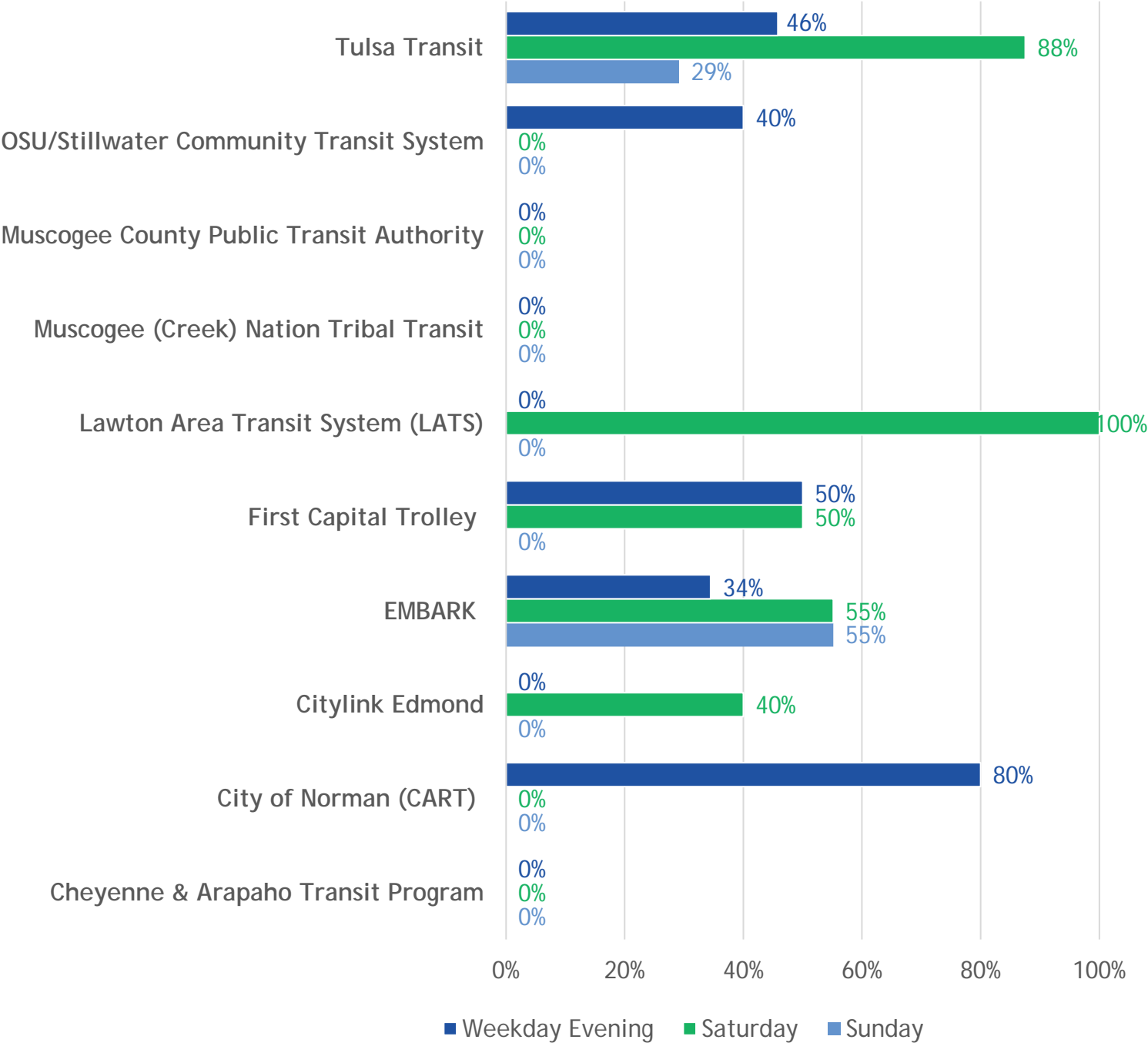


AVAILABILITY OF SERVICE



Fixed Route

Percentage of each system's routes that operate during weekday evenings, Saturdays, and Sundays

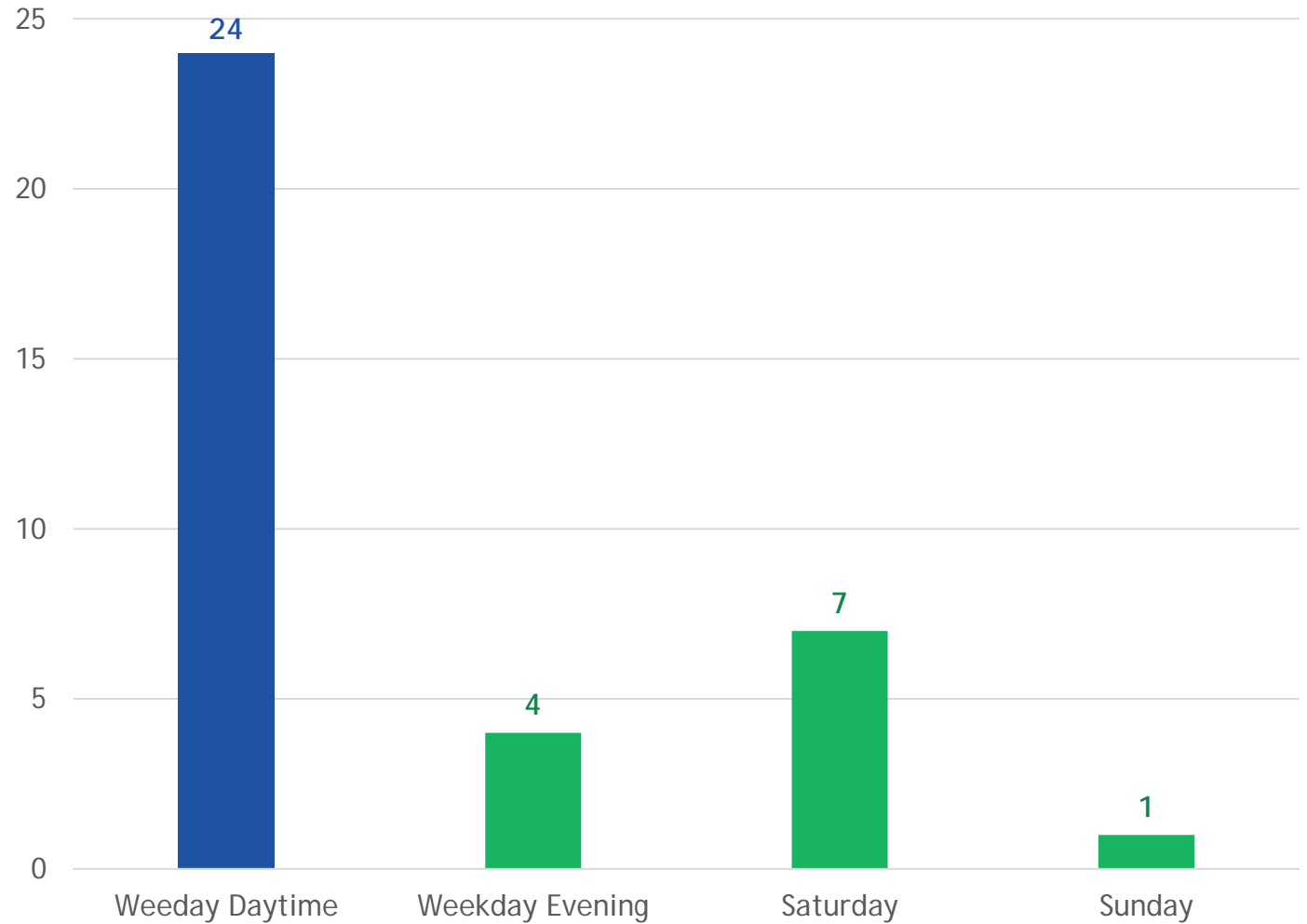


AVAILABILITY OF SERVICE



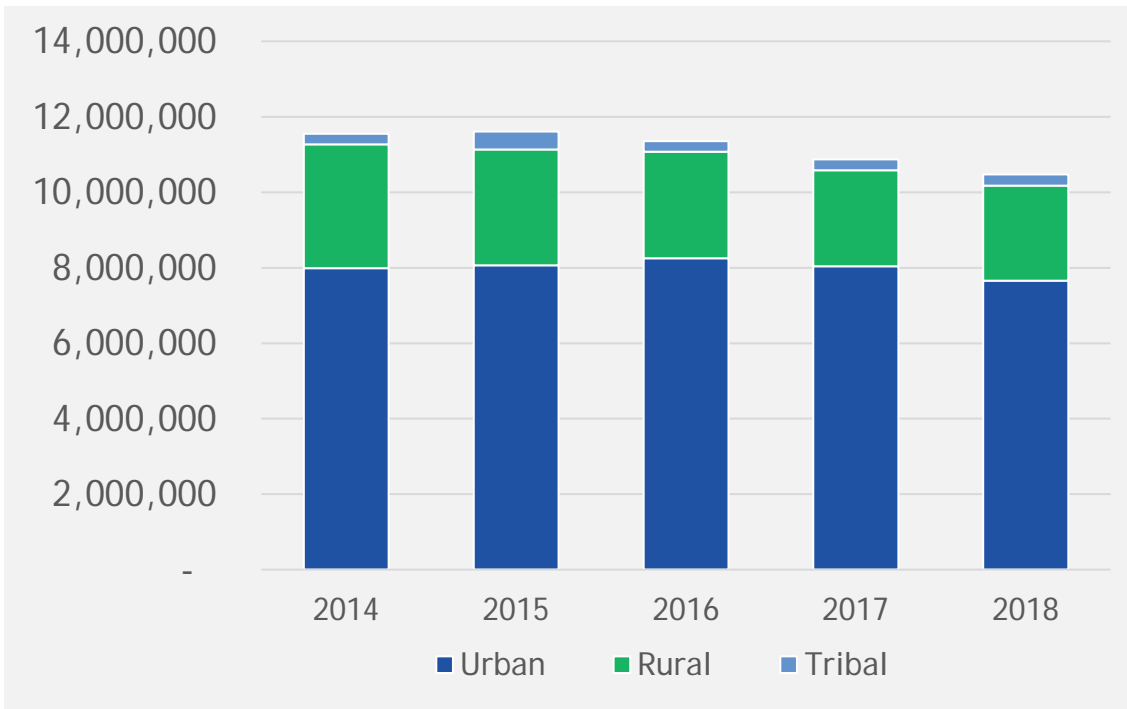
Demand Response

Number of service providers that operate during weekday evenings, Saturdays, or Sundays



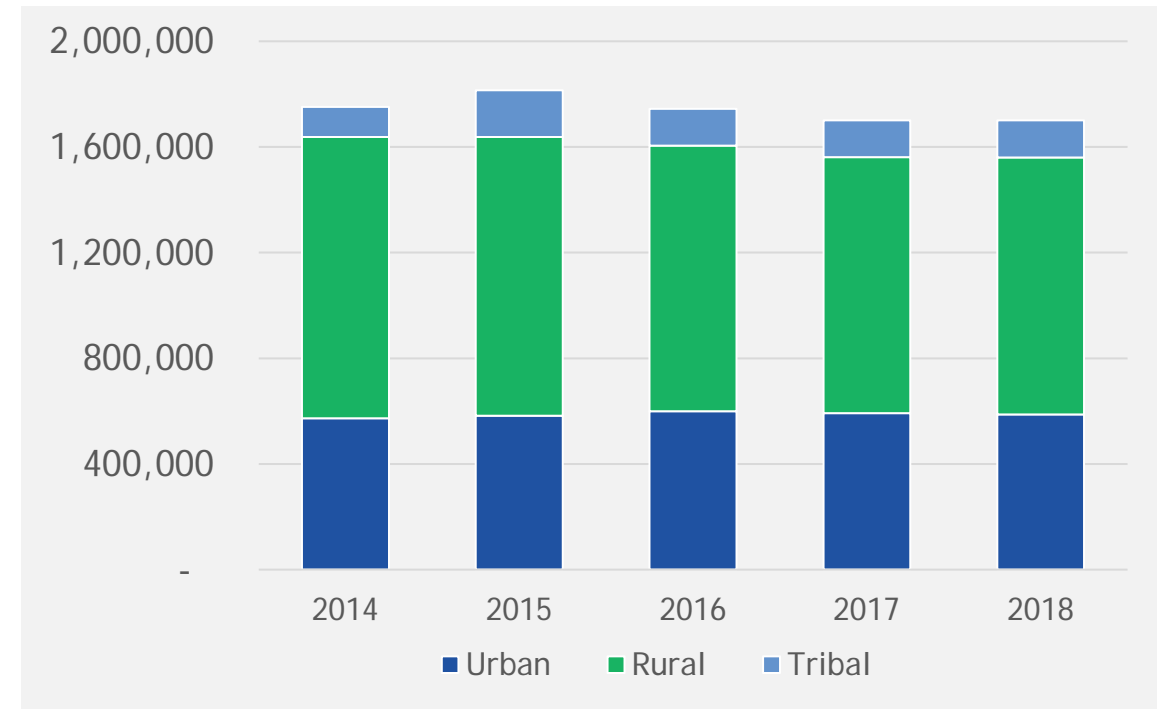
ANNUAL RIDERSHIP AND SERVICE HOURS 2014-2018

Annual Ridership



- 2018: 10.5 million passenger trips
- Since 2014, 9% decrease in ridership

Annual Hours of Service



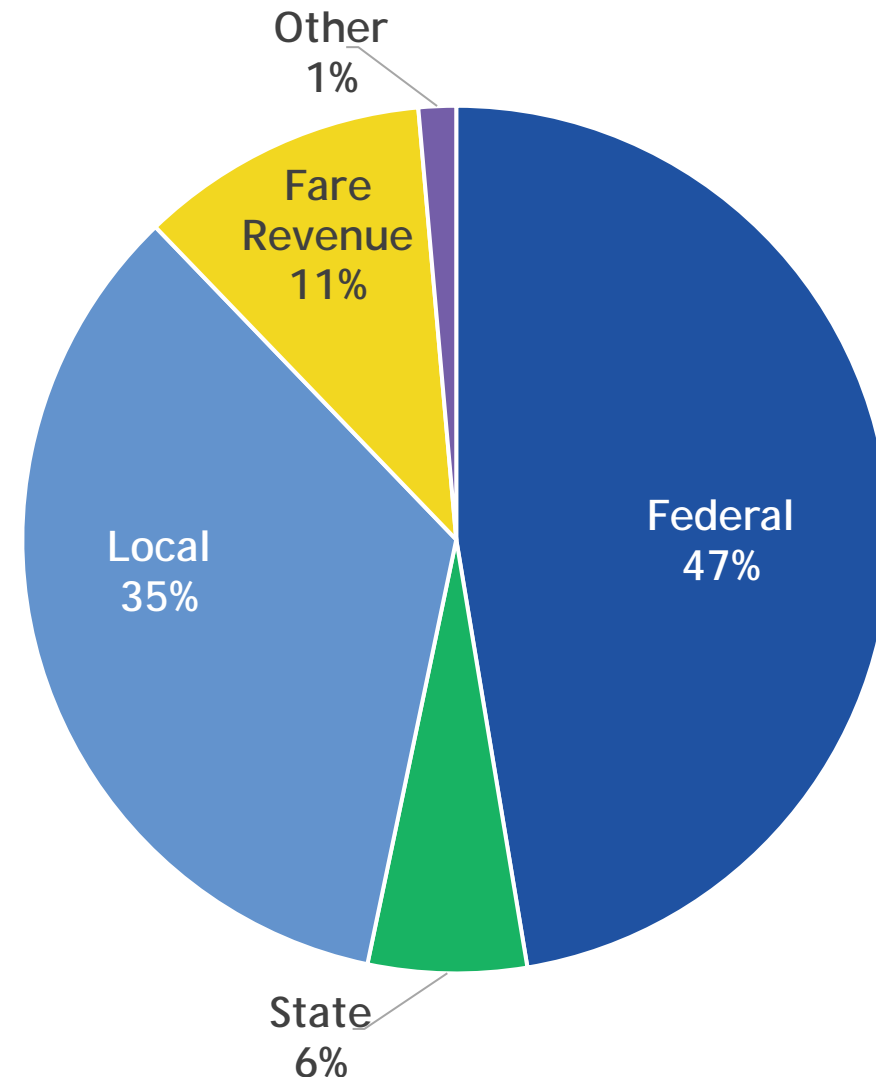
- 2018: 1.7 million hours of transit service operated across Oklahoma
- 3% decrease from 2014 to 2018

SERVICE AND PERFORMANCE TRENDS

	Agencies Operating Demand Response Services ONLY		Agencies Operating Fixed Route Services & Demand Response	
	Small	Large	Small	Large
Annual Revenue Vehicle Hours per Capita (2018)	0.46	0.29	0.45	0.41
Change in Revenue Vehicle Hours (2014-2018)	-23.2%	-5.9%	10.8%	3.4%
Change in Ridership (2014-2018)	-29.9%	-3.0%	2.8%	4.4%
Passengers per Revenue Vehicle Hour	3.0	2.2	7.4	12.7
Operating Cost per Revenue Vehicle Hour	\$38.10	\$47.20	\$49.80	\$95.30
Operating Cost per Passenger	\$13.00	\$25.10	\$10.70	\$7.40

SOURCES OF OPERATING FUNDING (2018)

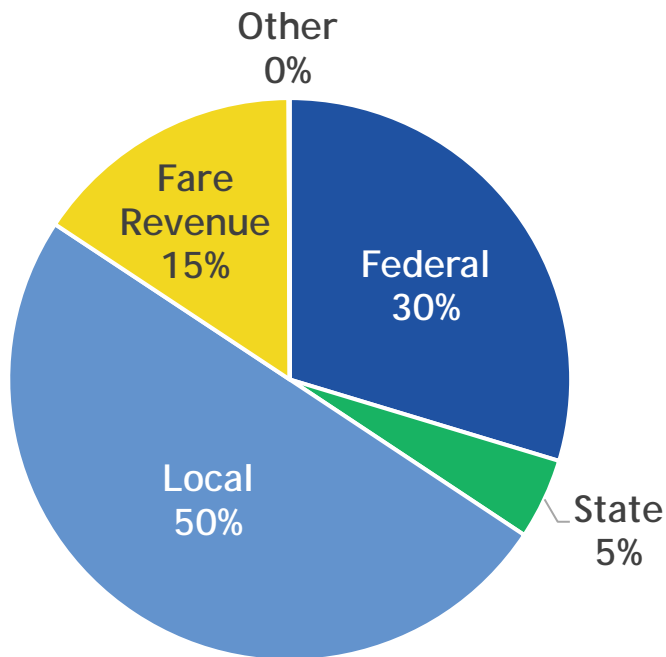
- In 2018, transit agencies in Oklahoma spent roughly \$90.5 million annually to operate service.
- The federal government provided \$43 million for transit operation in Oklahoma, nearly half of all funds.



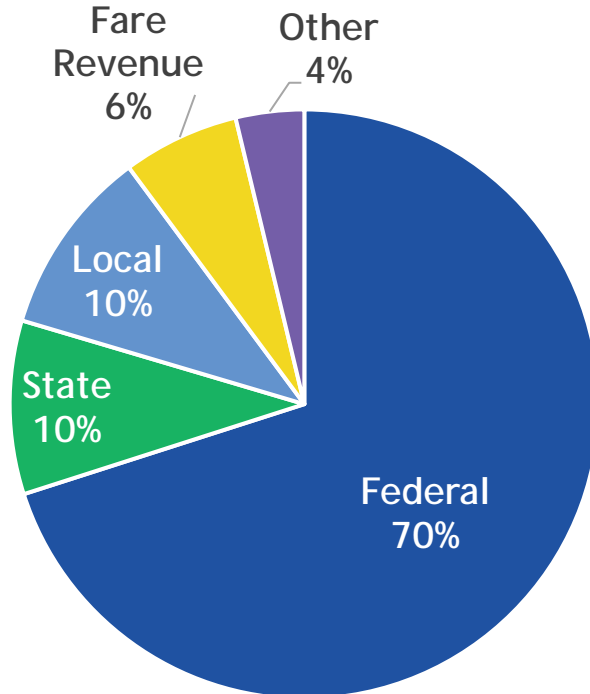
SOURCES OF OPERATING FUNDING BY PROGRAM (2018)

- Rural and tribal programs rely on federal funds by more than double the amount of urban systems.
- State funds make up a very small share of operating dollars.

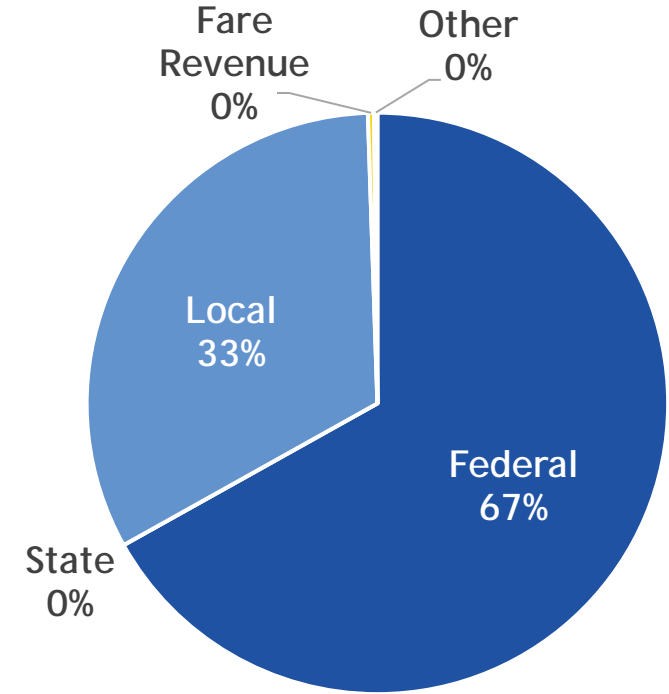
Urban: \$48,649,558



Rural: \$32,382,939

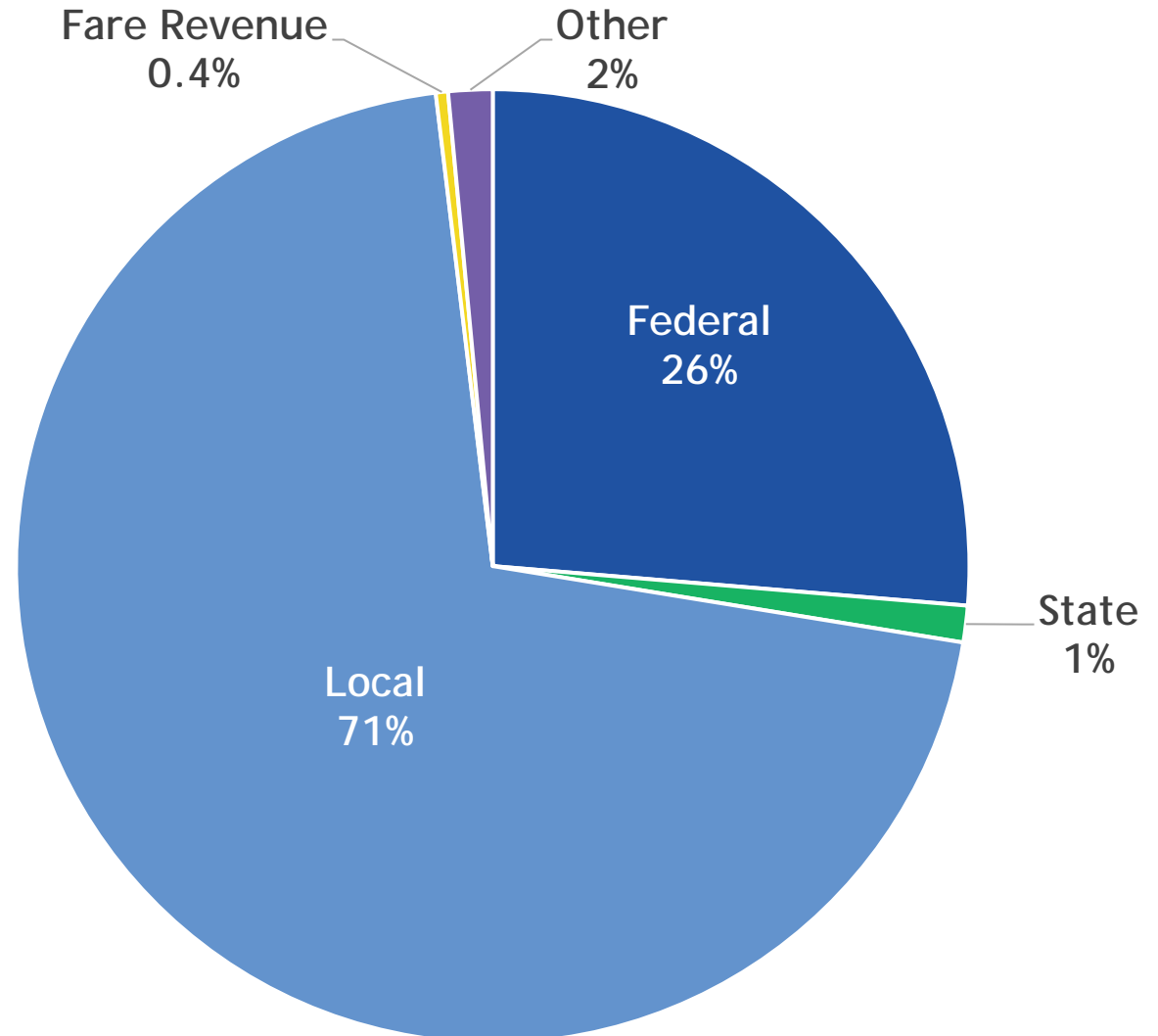


Tribal: \$8,345,854



SOURCES OF CAPITAL FUNDING (2014-2018)

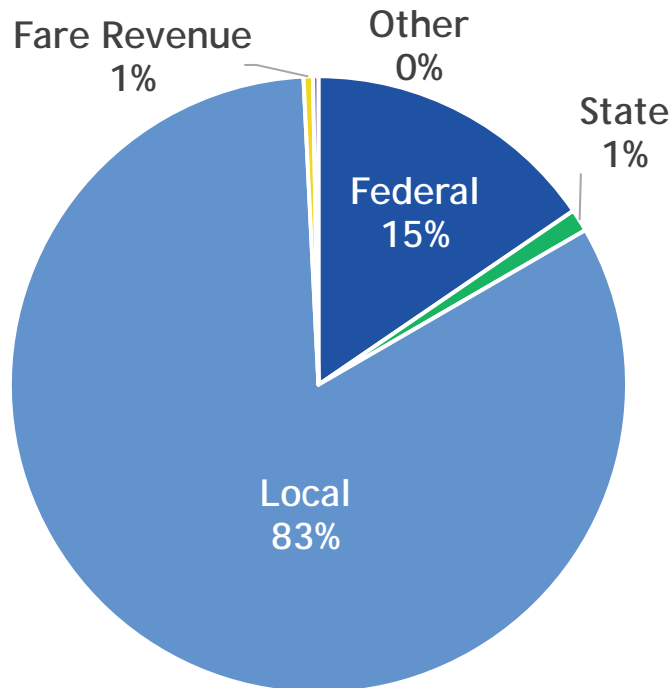
- In 2014-2018, transit agencies in Oklahoma spent an annual average of \$31.8 million on capital improvements.
- The federal government provided an annual average of \$8.4 million for transit capital in Oklahoma, about 26% of all funds.



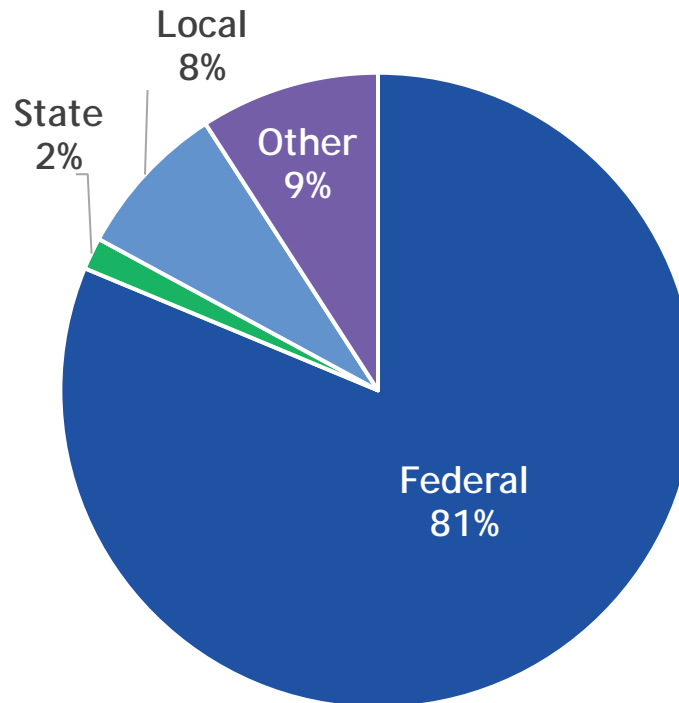
SOURCES OF CAPITAL FUNDING BY PROGRAM (2014-2018)

- Rural and tribal programs rely on federal funds for capital by more than five times the amount of urban systems.
- State funds make up a very small share of capital dollars.

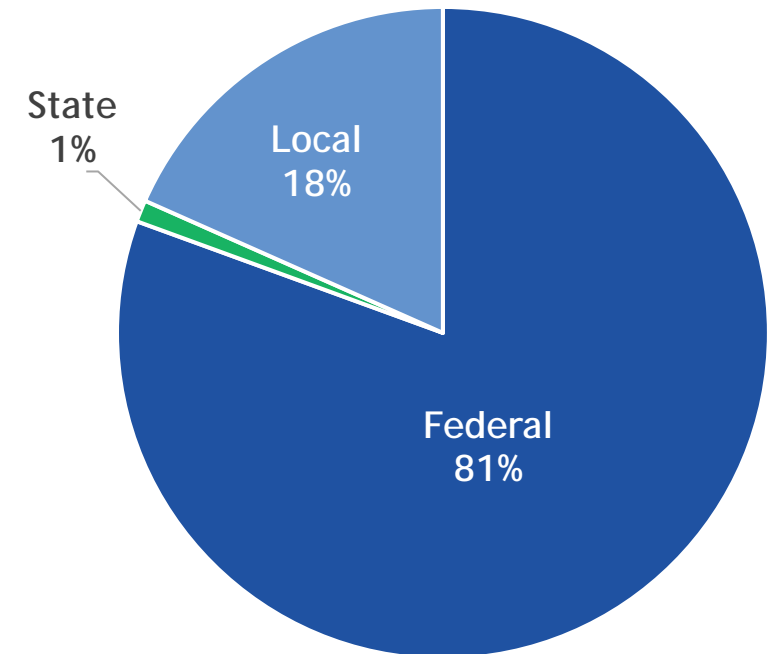
Urban: \$26,574,732



Rural: \$4,407,544



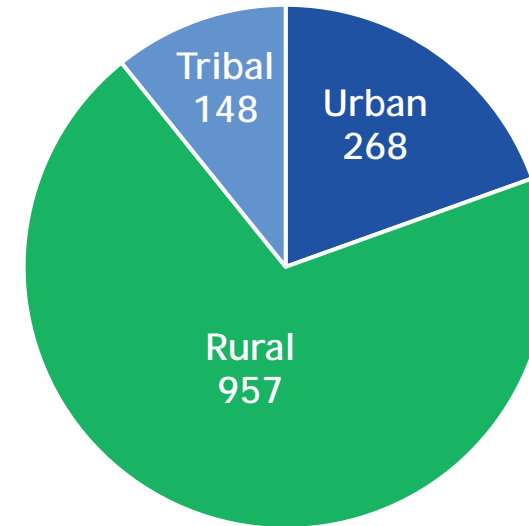
Tribal: \$854,483



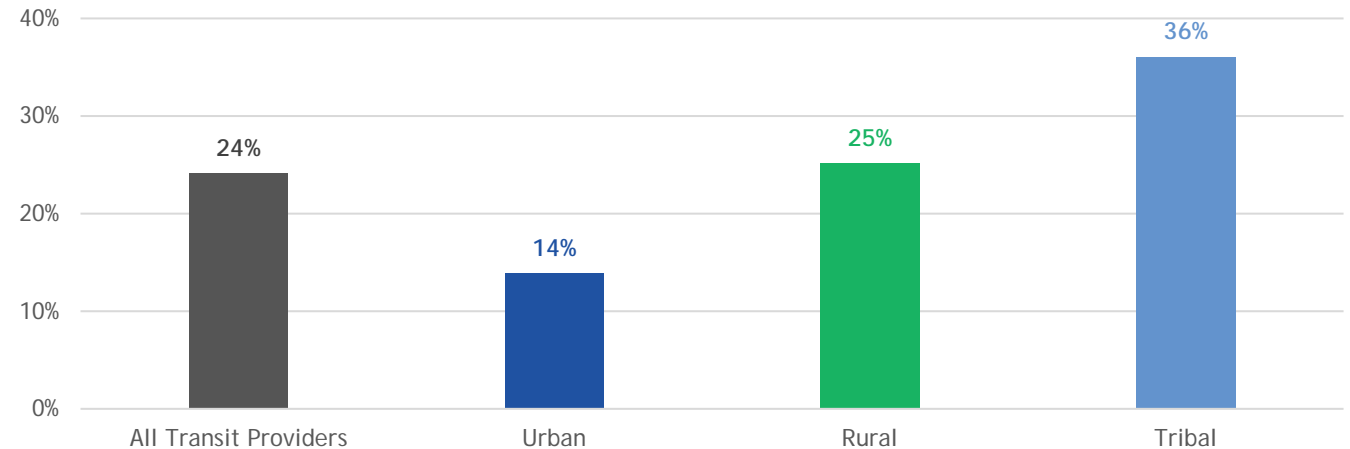
TRANSIT VEHICLE FLEET

- Most transit vehicles in Oklahoma are operated by rural service providers.
- 24% of Oklahoma's transit vehicles are at or past their useful life.
- A quarter of rural service vehicles and over a third of tribal service vehicles are at or past their useful life.

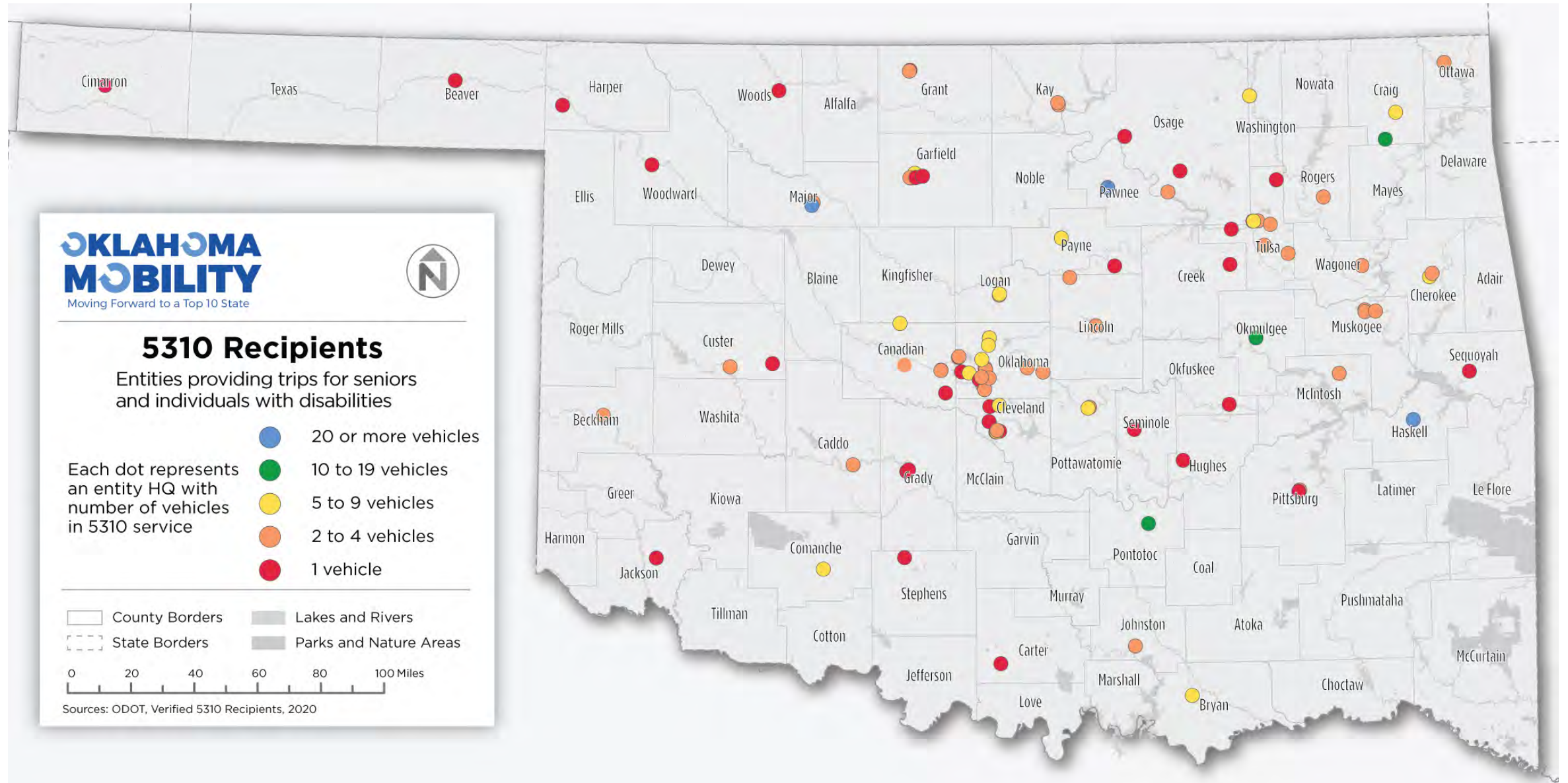
Total Transit Vehicles in Oklahoma



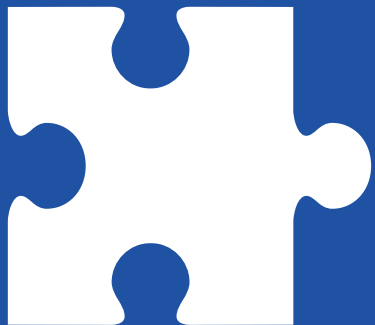
% of Transit Vehicles At or Past Their Useful Life



HUMAN SERVICES TRANSPORTATION



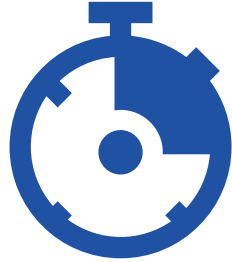
CHALLENGES & OPPORTUNITIES



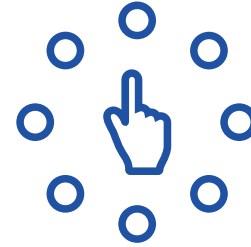
CHALLENGES & OPPORTUNITIES



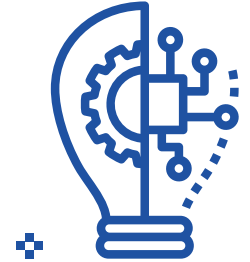
Funding Needs



Service Improvements
& Expansion



Education &
Marketing of Transit
Services



Investment in
Technology



Statewide
Coordination &
Connectivity



Economic
Development



Quality of Life &
Healthcare



Mobility for All

POLLING QUESTION #2

Select One

- Transit agencies should plan and operate service independently at a local level.
- Transit agencies should coordinate more with neighboring agencies to plan and schedule trips.

POLLING QUESTION #3

Select One

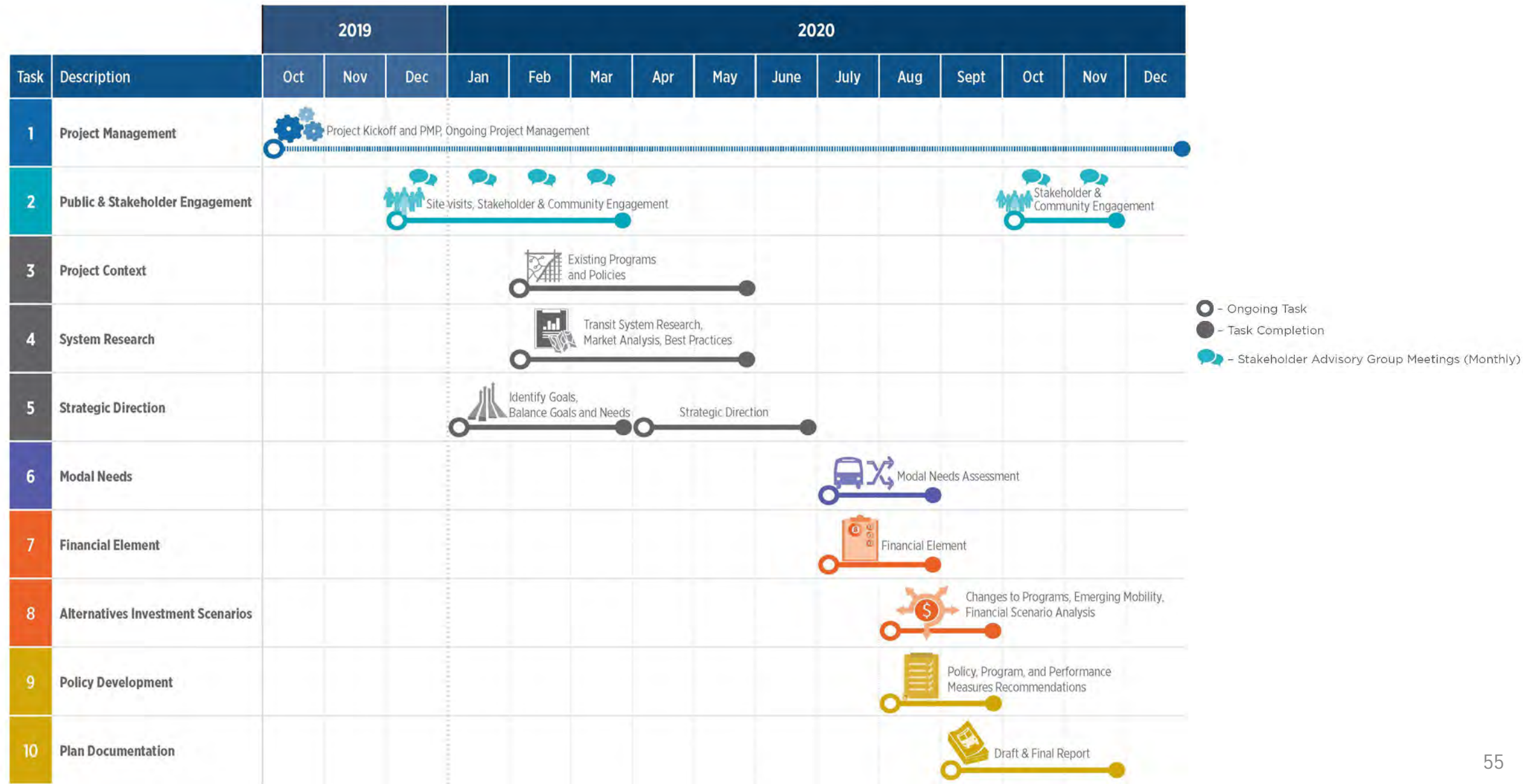
- Regional commuter services can be provided through coordination of local agencies.
- The state should set aside federal funds to support new intercity bus service.

POLLING QUESTION #4

What should public transit's relationship be to health and human services transportation? (*Select one*)

- Continue to use public transit and 5310 programs to contract NEMT (at today's level).
- A higher share of NEMT trips brokered to public transit providers at rates that allow full cost recovery.
- All NEMT trips should be brokered by public transit providers, providing a higher level of safety and care for passengers.
- No relationship between NEMT and public transit agencies - it takes resources away from public.

PROJECT SCHEDULE



WHAT'S NEXT

- Project timeline updated via 2020 Legislature
- Tasks 1-5 95% Complete
- Part 2; Tasks 6-10 to Begin in July
 - Modal Needs
 - Financial Element
 - Investment Scenarios
 - Policy Development
 - Plan Documentation
- Draft Final Report week of October 19th
- Public comment period—October 23rd - Nov 21st
- Project end date—December 1st

POLLING QUESTION #5

What should be the state's primary public transit policy objective? (*Select one*)

- Grow ridership - Focus on expansion of urban and small urban systems.
- Meet the healthcare needs of Oklahoman's - Focus on medical trips and access to healthcare services.
- Support economic growth in the state - Expand commuter services.
- Provide access and mobility for all - Safely and cost effectively.

POLLING QUESTION #6

What are your expectations for the final plan and report? *(Select all that apply)*

- Clear understanding of the service needs and funding gaps.
- Path to create new regional services to support longer work commutes and improved access to health services and educational opportunities.
- New, innovative sources of operating and capital funding for public transit agencies.
- Expanded role for ODOT in supporting local transit agencies.
- Public education and legislator education around importance of public transit.

VISIT AND SHARE OUR PROJECT WEBSITE



OKTransitPlan.org

A screenshot of the OKTransitPlan.org website. The header features logos for ODOT, OKLAHOMA MOBILITY (with the tagline "Moving Forward to a Top 10 State"), and the OKLAHOMA TRANSIT ASSOCIATION. A navigation bar includes links for Home, Get Involved, Survey, Project Documents, News, and Keep In Touch. The main content area has a dark blue background with the heading "Plan the Future." and a paragraph stating "Oklahoma Mobility is the statewide Public Transit Policy Plan being developed in partnership with ODOT and OTA." Below this, it lists three aims: 1. Establish standards and protocols for agencies involved in the delivery and funding of public transit services. 2. Set the foundation for policies guiding transit investments statewide as well as establishing programs and strategies to enhance transit services. 3. Aid the development of a policy that addresses the transit challenges of today while providing a strong and enduring vision for Oklahoma. A footer section contains four colored boxes: "GET INVOLVED" (dark blue), "SURVEY" (yellow), "PROJECT DOCUMENTS" (light blue), and "KEEP IN TOUCH" (green). Each box contains a brief description and a right-pointing arrow. The bottom of the page includes contact information (CONTACT > E: transitplan@odot.org), social media links for ODOT and OTA, and a copyright notice (© 2019 by ODOT and OTA).



Moving forward to a Top 10 State

OKTransitPlan.org

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