

Metropolitan Tulsa Transit Authority

510 South Rockford
Tulsa, OK 74152
(918)585-1195

Chief Executive Officer: Mark I. Pritchard,
General Manager
ID Number: 6018

System Wide Information

Modal Information

| General Information | Financial Information | Characteristics | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|--|--------------------------------------|--|-------------------|-------------|-------------|------------------|-----------------|-------------|--------------|-----------|------------------------|------------|--|--------------|--|--------------------------------------|--|---|-----------------------|-----------|---------|--------|--------------------------------|--------|------|-----|------------------------------|---------|--------|-----|--|--------|------|-----|-------------|--------|------|---|----------------------------|-----|-----|-----|--------------------------------------|----|----|---|--------------------|-----|-----|-----|----------------|-----|------|-----|
| Urbanized Area (UZA) Statistics - 1990 Census Tulsa, OK Square Miles 304 Population 474,668 Population Ranking Out of 405 UZA's 64 | Sources of Operating Funds Expended Passenger Fares \$1,576,278 Local Funds 6,103,546 State Funds 171,500 Federal Assistance 2,290,024 Other Funds 347,774 Total Operating Funds Expended \$10,489,122 | Demand <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Bus</th> <th>Response</th> <th>Vanpool</th> </tr> </thead> <tbody> <tr> <td>Operating Expense</td> <td>\$8,164,310</td> <td>\$2,456,860</td> <td>\$37,666</td> </tr> <tr> <td>Capital Funding</td> <td>\$2,042,627</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Annual Passenger Miles</td> <td>14,559,199</td> <td>2,323,728</td> <td>1,270,000</td> </tr> <tr> <td>Annual Vehicle Revenue Miles</td> <td>2,717,087</td> <td>1,421,180</td> <td>130,810</td> </tr> <tr> <td>Annual Unlinked Trips</td> <td>2,639,940</td> <td>183,704</td> <td>36,322</td> </tr> <tr> <td>Average Weekday Unlinked Trips</td> <td>9,515</td> <td>674</td> <td>143</td> </tr> <tr> <td>Annual Vehicle Revenue Hours</td> <td>173,972</td> <td>83,713</td> <td>0 Q</td> </tr> <tr> <td>Fixed Guideway Directional Route Miles</td> <td>0.0</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Total Fleet</td> <td>73</td> <td>198</td> <td>9</td> </tr> <tr> <td>Average Fleet Age in Years</td> <td>7.7</td> <td>3.9</td> <td>2.0</td> </tr> <tr> <td>Vehicles Operated in Maximum Service</td> <td>59</td> <td>44</td> <td>8</td> </tr> <tr> <td>Peak to Base Ratio</td> <td>1.3</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Percent Spares</td> <td>24%</td> <td>350%</td> <td>12%</td> </tr> </tbody> </table> | | Bus | Response | Vanpool | Operating Expense | \$8,164,310 | \$2,456,860 | \$37,666 | Capital Funding | \$2,042,627 | \$0 | \$0 | Annual Passenger Miles | 14,559,199 | 2,323,728 | 1,270,000 | Annual Vehicle Revenue Miles | 2,717,087 | 1,421,180 | 130,810 | Annual Unlinked Trips | 2,639,940 | 183,704 | 36,322 | Average Weekday Unlinked Trips | 9,515 | 674 | 143 | Annual Vehicle Revenue Hours | 173,972 | 83,713 | 0 Q | Fixed Guideway Directional Route Miles | 0.0 | N/A | N/A | Total Fleet | 73 | 198 | 9 | Average Fleet Age in Years | 7.7 | 3.9 | 2.0 | Vehicles Operated in Maximum Service | 59 | 44 | 8 | Peak to Base Ratio | 1.3 | N/A | N/A | Percent Spares | 24% | 350% | 12% |
| | Bus | Response | Vanpool | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense | \$8,164,310 | \$2,456,860 | \$37,666 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Capital Funding | \$2,042,627 | \$0 | \$0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Passenger Miles | 14,559,199 | 2,323,728 | 1,270,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Miles | 2,717,087 | 1,421,180 | 130,810 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Unlinked Trips | 2,639,940 | 183,704 | 36,322 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Weekday Unlinked Trips | 9,515 | 674 | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Hours | 173,972 | 83,713 | 0 Q | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fixed Guideway Directional Route Miles | 0.0 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Fleet | 73 | 198 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Fleet Age in Years | 7.7 | 3.9 | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service | 59 | 44 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak to Base Ratio | 1.3 | N/A | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent Spares | 24% | 350% | 12% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Area Statistics Square Miles 184 Population 367,302 | Summary of Operating Expenses Salaries/Wages/Benefits \$5,546,936 Materials & Supplies 970,103 Purchased Transportation 2,840,088 Other Operating Expenses 1,301,709 Total Operating Expenses \$10,658,836 | Performance Measures Service Efficiency Operating Expense/Vehicle Revenue Mile \$3.00 Operating Expense/Vehicle Revenue Hour \$46.93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Consumption Annual Passenger Miles 18,152,927 Annual Unlinked Trips 2,859,966 Average Weekday Unlinked Trips 10,332 Average Saturday Unlinked Trips 4,446 Average Sunday Unlinked Trips 0 | Sources of Capital Funds Expended Local Funds \$413,325 State Funds 0 Federal Assistance 1,629,302 Total Capital Funds Expended \$2,042,627 | Cost Effectiveness Operating Expense/Passenger Mile \$0.56 Operating Expense/Unlinked Passenger Trip \$3.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Supplied Annual Vehicle Revenue Miles 4,269,077 Annual Vehicle Revenue Hours 257,685 Q Total Fleet 280 Vehicles Operated in Maximum Service 111 Base Period Requirement 43 | Uses of Capital Funds <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Rolling Stock</th> <th>Facilities and Other</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td>\$1,505,600</td> <td>\$537,027</td> <td>\$2,042,627</td> </tr> <tr> <td>Demand Responses</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Vanpool</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Total</td> <td>\$1,505,600</td> <td>\$537,027</td> <td>\$2,042,627</td> </tr> </tbody> </table> | | Rolling Stock | Facilities and Other | Total | Bus | \$1,505,600 | \$537,027 | \$2,042,627 | Demand Responses | 0 | 0 | 0 | Vanpool | 0 | 0 | 0 | Total | \$1,505,600 | \$537,027 | \$2,042,627 | Service Effectiveness Unlinked Passenger Trips/Vehicle Revenue Mile 0.97 Unlinked Passenger Trips/Vehicle Revenue Hour 15.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Rolling Stock | Facilities and Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bus | \$1,505,600 | \$537,027 | \$2,042,627 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Responses | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vanpool | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | \$1,505,600 | \$537,027 | \$2,042,627 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Directly Operated</th> <th>Purchased Transportation</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td>55</td> <td>4</td> </tr> <tr> <td>Demand Response</td> <td>0</td> <td>44</td> </tr> <tr> <td>Vanpool</td> <td>8</td> <td>0</td> </tr> <tr> <td>Total</td> <td>63</td> <td>48</td> </tr> </tbody> </table> | | Directly Operated | Purchased Transportation | Bus | 55 | 4 | Demand Response | 0 | 44 | Vanpool | 8 | 0 | Total | 63 | 48 | | Bus <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Year</th> <th>Operating Expense Per Vehicle Revenue Mile</th> <th>Operating Expense Per Passenger Mile</th> <th>Passenger Trips Per Vehicle Revenue Mile</th> </tr> </thead> <tbody> <tr> <td>'92</td> <td>\$2.50</td> <td>\$0.40</td> <td>1.20</td> </tr> <tr> <td>'93</td> <td>\$2.50</td> <td>\$0.45</td> <td>1.00</td> </tr> <tr> <td>'94</td> <td>\$2.50</td> <td>\$0.45</td> <td>1.00</td> </tr> <tr> <td>'95</td> <td>\$2.75</td> <td>\$0.50</td> <td>1.00</td> </tr> <tr> <td>'96</td> <td>\$2.75</td> <td>\$0.55</td> <td>0.90</td> </tr> </tbody> </table> | Year | Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | '92 | \$2.50 | \$0.40 | 1.20 | '93 | \$2.50 | \$0.45 | 1.00 | '94 | \$2.50 | \$0.45 | 1.00 | '95 | \$2.75 | \$0.50 | 1.00 | '96 | \$2.75 | \$0.55 | 0.90 | | | | | | | | | | | | | | | | | |
| | Directly Operated | Purchased Transportation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bus | 55 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Response | 0 | 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vanpool | 8 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 63 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Year | Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '92 | \$2.50 | \$0.40 | 1.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '93 | \$2.50 | \$0.45 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '94 | \$2.50 | \$0.45 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '95 | \$2.75 | \$0.50 | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '96 | \$2.75 | \$0.55 | 0.90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sources of Operating Funds Expended | Sources of Capital Funds Expended | Demand Response <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Year</th> <th>Operating Expense Per Vehicle Revenue Mile</th> <th>Operating Expense Per Passenger Mile</th> <th>Passenger Trips Per Vehicle Revenue Mile</th> </tr> </thead> <tbody> <tr> <td>'92</td> <td>\$1.20</td> <td>\$0.70</td> <td>0.18</td> </tr> <tr> <td>'93</td> <td>\$1.20</td> <td>\$0.75</td> <td>0.15</td> </tr> <tr> <td>'94</td> <td>\$1.20</td> <td>\$0.80</td> <td>0.15</td> </tr> <tr> <td>'95</td> <td>\$1.40</td> <td>\$0.85</td> <td>0.15</td> </tr> <tr> <td>'96</td> <td>\$1.40</td> <td>\$0.90</td> <td>0.12</td> </tr> </tbody> </table> | Year | Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | '92 | \$1.20 | \$0.70 | 0.18 | '93 | \$1.20 | \$0.75 | 0.15 | '94 | \$1.20 | \$0.80 | 0.15 | '95 | \$1.40 | \$0.85 | 0.15 | '96 | \$1.40 | \$0.90 | 0.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Year | Operating Expense Per Vehicle Revenue Mile | Operating Expense Per Passenger Mile | Passenger Trips Per Vehicle Revenue Mile | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '92 | \$1.20 | \$0.70 | 0.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '93 | \$1.20 | \$0.75 | 0.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '94 | \$1.20 | \$0.80 | 0.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '95 | \$1.40 | \$0.85 | 0.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '96 | \$1.40 | \$0.90 | 0.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Source: 1996 National Transit Database