

Joint Transportation Committee Public Transportation Advisory Panel Workshop #4



OCTOBER 27, 2010

10:00 AM – 4:00 PM

MICROSOFT

REDMOND, WASHINGTON

Welcome

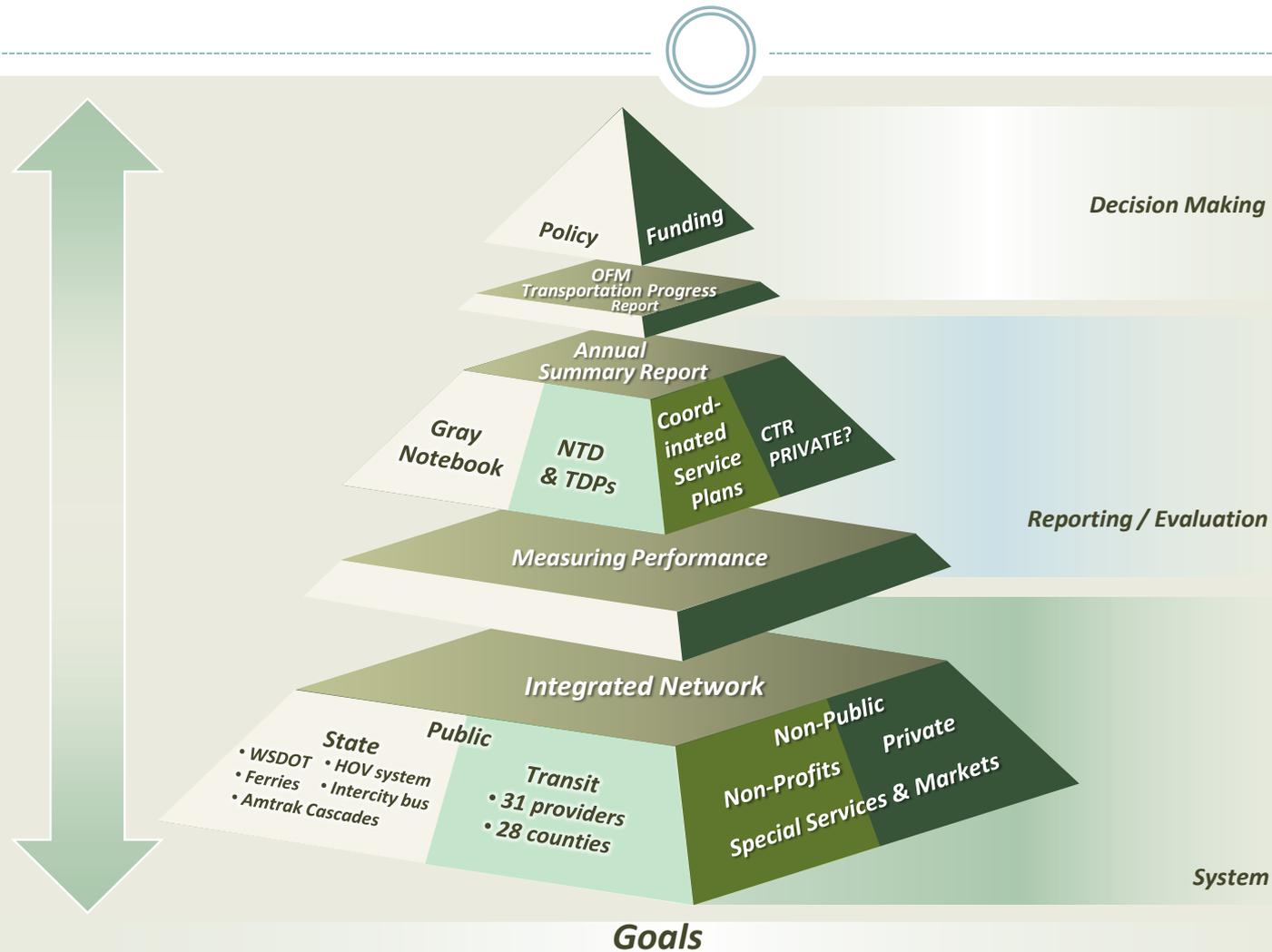


Agenda



- Microsoft transportation services overview
- Draft Blueprint introduction
- A performance measures framework
- Summarize key findings and themes from prior meetings
- Discuss recommendations
- Final observations and public comment

Draft Blueprint – “A More Coordinated Approach”



Mobility – Economic Vitality – Preservation – Safety – Environmental Stewardship

Performance Measures



SUMMARY FROM WORKSHOP #3

FRAMEWORK FOR DISCUSSION

What We Heard in Workshop #3



- Policy leaders need fewer, more meaningful measures – not data overload
- Some measures could be applied to more than one goal
- Measures should focus on outcomes -- not inputs
- Should measures focus more *narrowly* – *only* on state-owned facilities – or more *broadly* – on the total public transportation system?
- Need to balance on measuring *effectiveness* (expanding access, mobility) and *efficiency* (cost containment, productivity)
- Need to consider intrinsic value of the service (basic mobility, healthy people and communities) as much as the dollars and cents
- Specific measures focused primarily on Mobility and Stewardship goals
- But Panel also said Safety and Economic Vitality were important

Panel Discussion – What to Measure?



Mobility measures

- Congestion mitigation and chokepoint relief
- Access to the public transportation system, health care, and jobs
- Connectivity between systems and modes
- Consumption of service – ridership measures

Stewardship measures

- Cost (per passenger mile, per passenger trip, per revenue mile, etc.)
- Intrinsic value balance (exclude Paratransit/Medicaid services)

Other measures

- Environmental and physical health (GHG emissions and VMT reduction)
- Safety (fleet age and accident data)
- Economic Vitality

Principles



- Purpose of measures
 - Inform state policy leaders on how public transportation furthers state goals
 - Inform policy
 - Guide investment decisions
- Distinguish between measures that support operational decisions versus measures that support policy/funding decisions
- More meaningful to measure:
 - Outcomes than inputs
 - Trends in data over time – not discrete data points out of context

Building Performance Measures Framework



- **Step 1** – Decide what is important to measure
 - As it relates to state goals and state interests
- **Step 2** – Determine how to measure
 - And whether data is readily available
- **Step 3** – Articulate what the measure tells us

Questions



Are these the right things to measure?

Is this the right number of measures?

Framework for Discussion



Study Summary



Study Purpose



The Washington state legislature wishes to identify the state role in public transportation and to develop a statewide blueprint for public transportation to guide state investments in public transportation.

Defining “Investment”



We are defining the term “investment” broadly

- Taken most literally – it means “funding”
- But it also relates to how the state invests time/resources, such as
 - Direct investments in facilities *used* by public transportation
 - **Example: HOV lanes**
 - Adopting *non-transportation policies* with public transportation in mind
 - **Example: Growth Management Act**
 - Providing a coordination, technical assistance and support role
 - **Example: Agency Council on Coordination Transportation**
 - Providing local funding options and making federal grant allocations
 - **Example: Local option taxes authorized for public transit agencies**

Questions for Washington State



- What is the state's ***interest*** in public transportation?
- What ***goals*** do we want to achieve?
- What is the right ***role*** for Washington State?
- How do we ***measure*** whether we're achieving our goals?

Developing the Blueprint



- Assess agencies' unmet operating and capital needs
- Evaluate the states' historic, current and future role
- Identify efficiency and accountability measures to maximize mobility and social, economic and environmental benefits
- Develop and refine Blueprint with Advisory Panel

Review of Workshop #1



WHAT YOU SAID
WHAT WE DISCUSSED

What You Said – Advisory Panel One-on-Ones



- **One size does not fit all** – Mix of large & small, urban & rural
- **Focus on the big picture** – Think multi-modal, improved connectivity for all users, plan for the future
- **Meet State Goals** – Managing the transportation system, integrating land-use, reducing barriers for service delivery
- **Funding** – Stability, coordination, flexibility, advocacy

What We Discussed



Washington's Transportation Policy Goals

Economic Vitality

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy

Preservation

To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services

Safety

To provide for and improve the safety and security of transportation customers and the transportation system

Mobility

To improve the predictable movement of goods and people throughout Washington state

Environment

To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

Stewardship

To continuously improve the quality, effectiveness, and efficiency of the transportation system



Summary of Current State Roles

Policy/Planning

- Authorization of transit agencies
- WTP
- GMA
- CTR
- Greenhouse Gas Emissions and Per Capita Vehicle Miles of Travel

Providing Services

- State Ferries
- HOV System
- Park-and-ride System

Funding

- Federal Funds
- Regional Mobility Grant Program
- Intercity Bus Program
- Intercity Passenger Rail (Amtrak *Cascades*)
- High Speed Rail
- Local Option Taxes

Oversight/Coordination

- ACCT
- WSDOT Public Transportation Division
- State Review of Regional Plans
- Performance Measures

Performance Management in Washington



- Federal Requirement
 - National Transit Database (NTD)
- State Requirement
 - Transit Development Plans (TDPs)
- State-Developed Reports
 - The “Gray Notebook”
 - Summary of Public Transportation
- Transit Agency Practices
 - Board requirements
 - General Manager/executives requirements
 - Department-level (day-to-day)

Performance Measure Principles



Linked to
Goals

Accepted by
Stakeholders

Actionable

Credible

Timely

Appropriate
number of
measures

Review of Workshop #2



WHAT WE DISCUSSED
WHAT WE ASKED
WHAT YOU SAID

What We Discussed



FUTURE FEDERAL DIRECTION

REVIEW OF CURRENT AND FUTURE STATE ROLE

OVERVIEW OF WSDOT PUBLIC TRANSPORTATION DIVISION

PEER REVIEW HIGHLIGHTS

What We Asked



- What should be the state's role in public transportation?
 - Are there *current* roles that should be reduced or eliminated?
 - Are there *current* roles that should be enhanced or expanded?
 - Should the state take on *new* roles?

What You Said



- Panel did not recommend adding new state roles or eliminating current roles
- Emphasis on better alignment among state roles and reducing silos
- Emphasis on streamlining and flexibility
- Suggestion that funding priorities/funding levels should be revisited and refocused
- Emphasis on seeking ways to mitigate funding volatility and improve funding predictability

Summary - Peer Analysis Key Findings



Operations

- States actively involved in a transit operations role are more involved in performance management

Funding

- Most states do not use performance data to allocate funding

Policy & Planning

- Policies and statewide plans can be tied to performance measures

Coordination & Oversight

- Coordination: Not usually tied to performance data
- Oversight: Some states require audits and plans

States' use of performance measures is generally consistent with their established levels of involvement in public transportation.

Peer Analysis Key Findings (cont.)



State	Key Public Transportation Performance Measures
California	Greenhouse gas legislation requirements
Florida	Transit ridership, Revenue hours, Revenue miles
Pennsylvania	Cost per hour, Passengers per hour, Cost per passenger, Operating revenue per hour
Tennessee	Ridership
New Jersey	On-time performance, Safety figures, Capital expenditures
Maryland	Percent of service provided on time, Revenue versus operating expenses, Greenhouse gas emissions, Average weekday transit ridership
Texas	Public transportation trips' growth, Administration and support costs as a percent of grants expended

Most states focus on 1-4 performance measures – not necessarily tied to the states' goals

Review of Workshop #3



WHAT WE DISCUSSED
WHAT WE ASKED
WHAT YOU SAID

What We Discussed



UNMET NEEDS, CURRENT CHALLENGES AND
EMERGING TRENDS

PUBLIC TRANSIT'S ROLE IN MEETING STATE GOALS

CLARIFYING STATE ROLE RECOMMENDATIONS

PERFORMANCE MEASUREMENT

Emerging Trends and Implications for Public Transportation



- Growing demand for public transportation services as population and employment continue to grow
- Aging population, particularly in rural counties
- Shifts to public transportation due to climate change initiatives and pricing initiatives (e.g., tolling)
- Continued funding reductions and uncertainties

Implications for Public Transportation

- Higher potential demand at a time of fiscal challenges
- Prioritization of resources to maximize results

Issues Facing Public Providers



- Public transportation services are integral to the state transportation system
 - congestion relief
 - life sustaining access
 - Economy
- Public transportation providers have experienced three successive waves of financial impact
 - MVET loss
 - Fuel prices increased demand and costs
 - Recession
- Special services require greater proportions of funding and many providers are heavily dependent on state funds
- Service reduction has impacted connectivity

What You Said



- No significant changes in overall roles, focus on structural changes creating a more multi-modal, integrated system
- Better alignment, predictability and flexibility in the use of state facilities and in funding allocations
- Need a balance of cost effective service and services meeting connectivity and special needs
- Address access barriers to public transportation options such as information, land use and pathways such as sidewalks and bicycle paths
- Reporting needs to be targeted, outcome based

What You Said (continued)



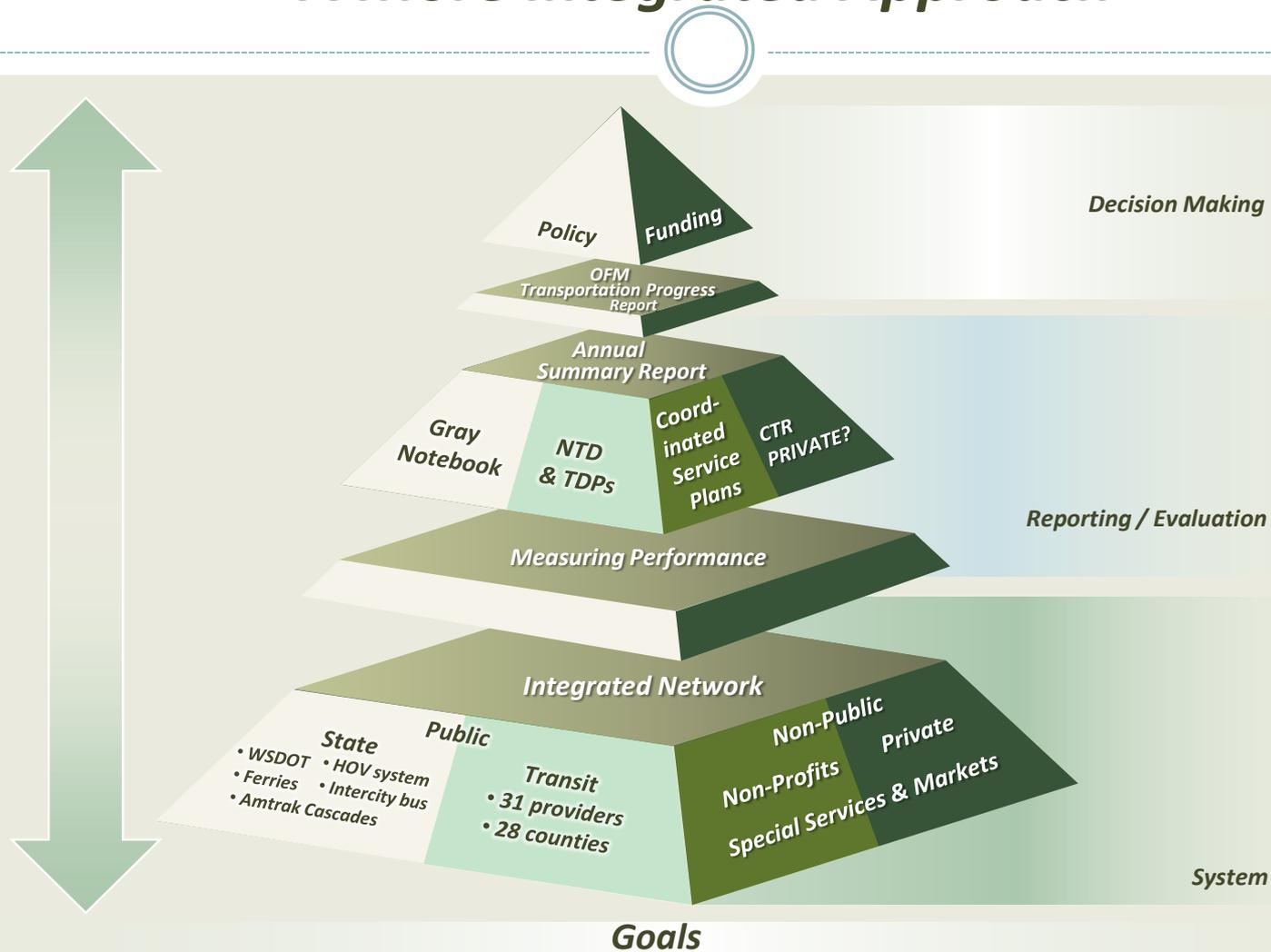
- **Funding** –
 - Improve funding reliability
 - Provide more flexibility in state programs
- **Service Provision** – Need for improved access and connectivity between modes and systems
- **Policy/Planning** – Improve coordination/reduce silo's
- **Oversight** – Streamlined reporting

Recommendations



Draft Blueprint

“A More Integrated Approach”



Mobility – Economic Vitality – Preservation – Safety – Environmental Stewardship

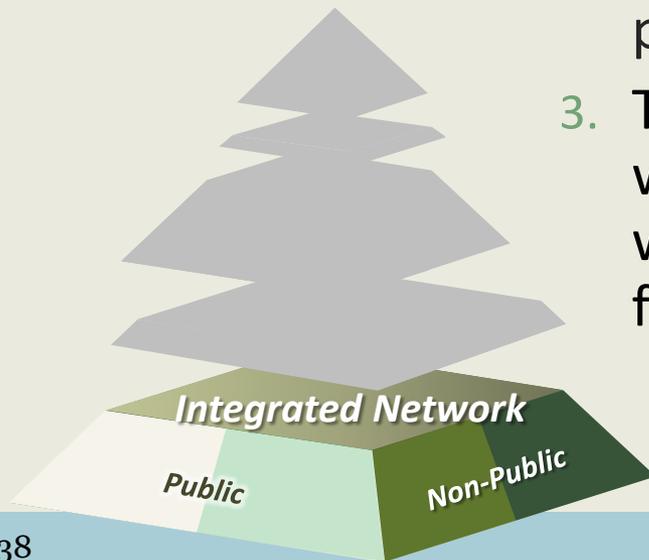


Integrated Network



Recommendations

1. In each WSDOT region, create regional integration role to better integrate public transportation into state and regional planning activities
2. Task WSDOT regional integration role with identifying specific connectivity gaps and priorities
3. Task Public Transportation Division, working with providers, to establish conditions under which private providers can use public facilities (HOV lanes, park and rides, etc.)



Performance Measures Framework



Larger set of measures to evaluate individual services and overall trends. Preliminary suggestions:

- **Safety**
 - Fatalities/injuries per 100 million passenger miles
- **Preservation**
 - Capital facility condition assessments
 - Vehicle breakdowns per 1,000,000 vehicle miles
- **Mobility**
 - % of people, jobs, medical & educational facilities within ¼ mile of transit
 - Annual ridership per capita – separated service categories
 - Daily transit trips during peak periods in most congested corridors
- **Environment**
 - % of fleet using clean/alternative fuels
 - Annual ridership per capita
- **Stewardship**
 - Operating cost per passenger mile – separated service categories
 - Vanpool cost per passenger trip
 - HOV/HOT lane average speed 45 mph or better during peak hours
- **Economic Vitality**
 - Daily transit trips during peak hours in most congested corridors
 - # of direct & indirect jobs related to public transportation



Annual Public Transportation Summary Report



Recommendation:

Create an integrated, bottoms-up performance reporting process

1. Align annual Transit Development Plans (TDP) and Coordinated Human Service Plans (CHSP) with federal reporting cycle and data requirements
2. Refocus TDP reporting on transit needs and identified state performance measures
3. Modify CTR reporting process to integrate with performance measures and also identify private reporting needs
4. Broaden Annual Report on Public Transportation (ARPT) to include all public transportation providers and streamline and refocus into more analytic assessment of system performance, trends and issues



Annual
Summary Report

OFM Transportation Progress Report



- To provide policy makers with a complete picture of the transportation system, broaden current OFM Transportation Progress Report to include key measures drawn from Annual Report on Public Transportation focused on Mobility and Stewardship.



OFM
Transportation Progress
Report

Decision Making

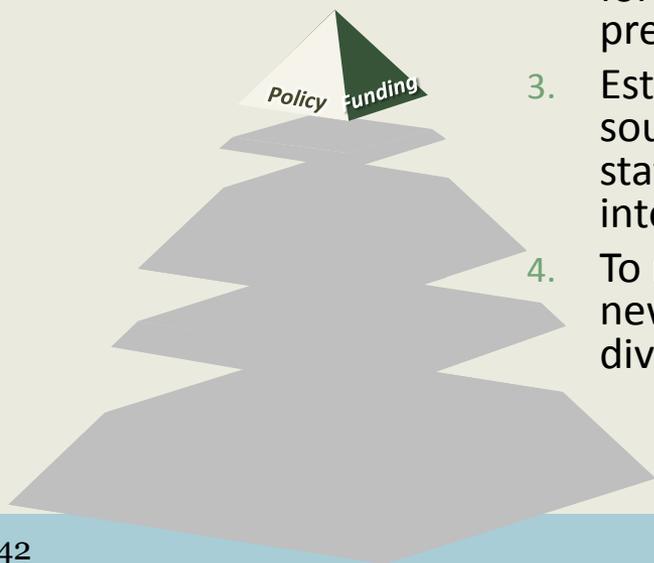


Funding Recommendations

1. Focus Regional Mobility Fund to explicitly target evolving state priorities as informed by policy review process
2. Provide predictable source of funds for health & human service and rural providers by exploring a shift from grants to formula funding or other more predictable approach
3. Establish new state funding source(s) and allocate based on state goals, priorities and interests
4. To reduce volatility, provide new local options for transit to diversify and stabilize funding

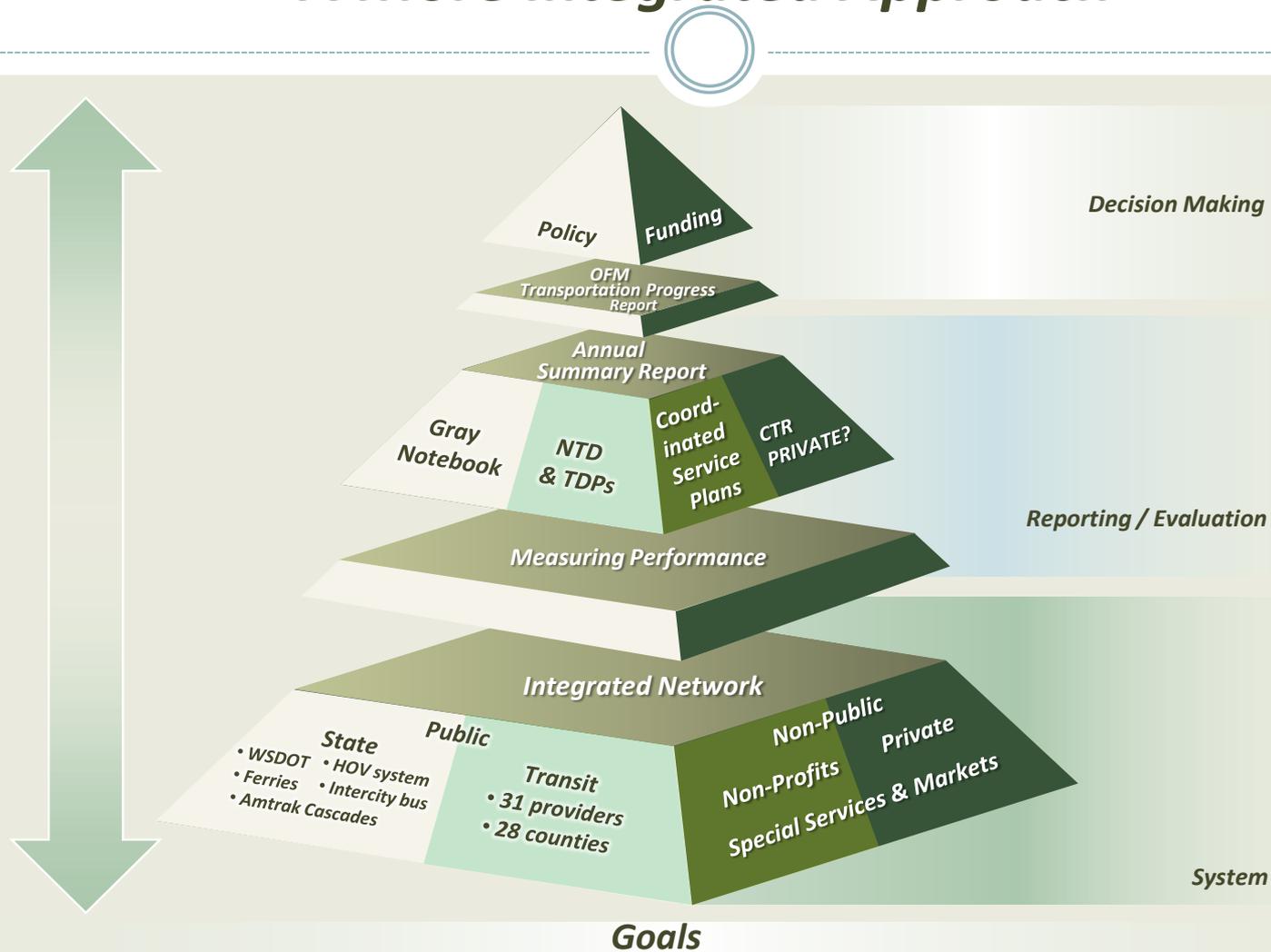
Policy Recommendations

1. Require key public services to locate accessible to public transportation options
2. Consider broadening the essential public facilities definition to include elements of public transportation
3. Modify TDP statute to reflect revised performance measures



Draft Blueprint

“A More Integrated Approach”



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Comments/Questions?

