

Joint Transportation Committee Public Transportation Advisory Panel Workshop #1



**JUNE 29, 2010
9:00 AM – 12:00 PM**

**RUTH FISHER BOARD ROOM
SOUND TRANSIT
SEATTLE, WASHINGTON**

Welcome



**SENATOR MARY MARGARET HAUGEN
REPRESENTATIVE JUDY CLIBBORN**



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.

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?

Definition of Public Transportation



- Is available to any person upon payment of fare – if charged
- Cannot be reserved for the private or exclusive use of one individual or group
- For the purposes of this study, it shall also include:
 - Special needs transportation
 - Private bus companies
 - Vanpools
 - Bus and van services provided by private employers
- “Public” refers to the access to the service – not the ownership of the system providing the service

Agenda



- Panel Introductions
- “One-on-One” Overview
- Phase I – Research and Analysis
 - State Role
 - Unmet Needs
 - Performance Management
- Other State Programs
- Comment and Follow-up
- Next Steps and Adjourn

Panel Introductions



- Name
- Who you represent and your link to public transportation
- What you would like to achieve



Advisory Panel One-on-One Overview

Responses show:

- Mix of issues
 - Some are common
 - Some related to location
- Specific differences between urban and rural experiences

Four overarching themes:

1. One size does not fit all
2. Focus on the big picture
3. Meeting state goals
4. Funding

Theme #1: One Size Does Not Fit All



- Need a mix of strategies, goals, roles and programs
- Large versus small agency programs
 - Serving different types of markets
 - Address different types of needs
- Urban versus rural programs
 - There are rural needs in western Washington
 - There are urban needs in eastern Washington
- Public and private program options

Theme #2: Focus on the Big Picture



- Emphasize multi-modal infrastructure investments
- Provide intra-community & intercity connectivity
- Support connectivity between services and modes
- Advocate/support social equity programs to meet basic mobility needs – medical, education, transit dependent
- Plan for the future (rail corridor preservation and passenger only ferries)

Theme #3: Meeting State Goals



- Focus on public transportation's role in managing the overall state transportation system
 - Mobility
 - Economy
 - Environment
- Reduce barriers to ensure cost effective public transportation
 - Speed and reliability
 - Policies and programs to reduce operating costs
 - Federal government coordination – Medicaid program changes
- Land use and facility siting – urban and rural issues

Theme #4: Funding

Major Themes

- **Sustainability** – balance public service/economy/environment with appropriate/adequate funding
- **Coordination** - develop a coordinated program that leverages state dollars
- **Funding flexibility**
 - 18th Amendment flexibility
 - Capital and operations

Variety of Other Ideas

- Technology improvements to enhance operating effectiveness
- New facilities and joint use oriented approaches
- Potential policy revisions
- Clear/targeted/funded state grant program
- State advocacy role

Some Observations



Mobility

- Reduced service is affecting mobility
- Health and Human Service and Rural community conundrum

Land Use

- Both an urban and rural transportation issue

Funding

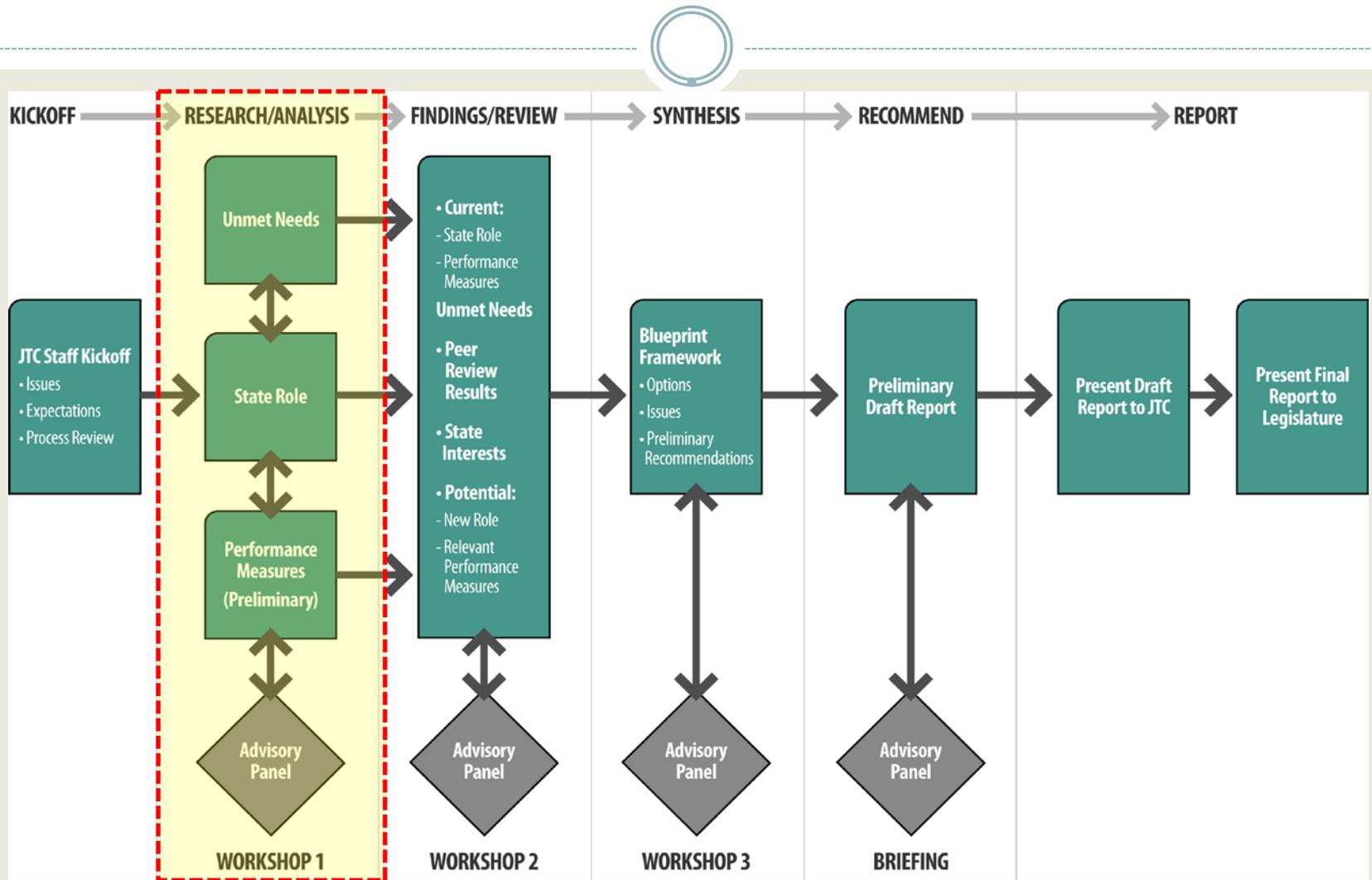
- State authorized local funding doesn't work for all areas.
- Funding predictability is key

Interesting Innovations



- **Intersystem connectivity** – Island/Skagit/Whatcom. Pacific/Grays Harbor. Reduced revenue is straining low productivity connections
- **Ingenuity** – Mason Transit used school buses to supplement vehicle needs; Ben Franklin provides out-of-service vans to local organizations
- **Growing service** – Senior/disabled services can be impetus to developing regular transit programs
- **Joint development and use** – Western Washington University park-and-ride lot open to everyone

Process Overview & Timeline



Four Types of State Roles



- Policy – Planning – Leadership
- Direct Involvement in Providing Services and/or Facilities
- Funding
- Oversight – Coordination

Topic #1: The State Role



- Federal Requirements
- Statewide Planning: Washington Transportation Plan (WTP) 2010
- State-Supported Services/Programs
- State Legislation
- Other State Policies Related to Public Transportation
- Next Steps: Assessing the State's Current Role

Federal Requirements



- State role in selection of projects for federal funds
 - State selects projects
 - Regions select projects
 - State as Designated Recipient in some cases
- Coordinated Human Services Transit Plans
 - Requirements
 - Role of the state

Statewide Transportation Planning



Washington Transportation Plan (WTP) 2010

- Identifies goals and policies for transportation



Link: <http://www.wsdot.wa.gov/planning/wtp/comments/2007-2026WTP.htm>

State-Provided Services/Programs



- State-funded and operated services and programs
 - State Ferry System
 - High Occupancy Vehicle (HOV) System
 - State Park-and-Ride Facilities

- Other state-funded WSDOT programs
 - Regional Mobility Grant Program
 - Agency Council on Coordinated Transportation (ACCT)
 - WSDOT Office of Transit Mobility
 - High Speed Rail Program
 - *Travel Washington* Intercity Bus Program
 - Amtrak *Cascades* Intercity Passenger Rail Service

State Legislation



- Authorizing the formation of public transit agencies
 - Public transportation benefit area (PTBA)
 - County transportation authority
 - Unincorporated transportation benefit area
 - Metropolitan municipal corporations
 - Regional transit authority
- Development of high capacity transit

State Legislation (Continued)



- Authorizing local option taxes
 - Sales and use tax for transit districts
 - High capacity transportation (MVET on car rentals, employee, sales tax)
 - High occupancy vehicle (HOV) systems (MVET, employee)
 - County ferry district taxes
 - Transportation benefit districts
 - Business and occupation tax for transit districts
 - Household/utility excise tax for transit districts

Other State Policies Related to Public Transportation



- Growth Management Act (GMA)
- Commute Trip Reduction Act (CTR)
- Greenhouse Gas (GHG) Emissions Reduction and Reductions in Vehicle Miles of Travel (VMT) per Capita

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

Next Steps: Assessing the State's Current Role



- Public transportation as a tool to achieve other state policies
- Urban vs. rural differences
- Role of WSDOT
- Unfunded public transportation needs

Topic #2: Unmet Needs



- Review Current Types of Public Transportation Programs
- Review Current Funding Options
- Discuss Emerging Issues and Trends

Current Public Transportation Services



- Public transit agencies
- Human services transportation programs
- State supported programs
- Private operators
- Business-sponsored services

Current Funding Sources



- Differ for each system and provider
 - Local option taxes
 - Federal grants
 - State funds and grants
 - Local jurisdiction participation
 - Fare revenues
 - Advertising
 - Privately funded operations

Emerging Issues and Trends



- Recession – effects on sales tax support
- Roadway capacity expansion limitations in urban areas
- State requirements for reduced VMT and Greenhouse Gas emissions
- Commute Trip Reduction law – recent changes
- Future demographic trends

Topic #3: Performance Management



- Overview of Performance Management
- Performance Management in Washington
- Transit Agency Example

What is Performance Management?



“Performance measurement involves the collection, evaluation, and reporting of data that relate to how well an organization is performing its functions and meeting its goals and objectives.”

From Transportation Cooperative Research Program (TCRP) Report G-11: A Methodology for Performance Measurement and Peer Comparison in the Public Transportation Industry

Performance Measure Principles



Linked to
Goals

Accepted by
Stakeholders

Actionable

Credible

Timely

Appropriate
number of
measures

Why do States Use Transit Performance Measures?



Planning

- Inter and intra - modal coordination
- Policy development
- Communication with stakeholders

Operations

- Evaluate performance
 - Organizational
 - Departmental
 - Individual
 - Functional
- Assess employee satisfaction
- Identify agency needs

Funding Decisions

- Funding allocations
- Incentivize positive performance
- Evaluate past funding decisions

Why do Transit Agencies Use Performance Measures?



External Reporting

- Budgeting & reporting
- Insurance/liability
- Communication with stakeholders

General Agency Uses

- Evaluate performance
 - Organizational
 - Departmental
 - Individual
 - Functional
- Assess employee satisfaction
- Identify agency needs

Regulatory Uses

- National Transit Database (NTD)
- Americans with Disabilities Act (ADA)
- Grant applications

Federal Requirements for Data Collection



- National Transit Database (NTD)
 - Database of information and statistics on U.S. transit systems
 - Transit agencies (federal grant recipients) are required to submit data annually
 - Data used for:
 - Apportionment of federal funds
 - Planning purposes

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)

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



State – The “Gray Notebook”



- Gray Notebook overview:
 - Quarterly, state-developed performance report on transportation in the state
 - Includes highway, aviation, ferries, freight, **minimal transit**
- Gray Notebook purpose:
 - Links performance measures to the strategic plan, legislative, and executive policy directions, as well as federal reporting requirements
 - Connected to strategic planning, target setting, identifying improvement opportunities, and budgeting process

Link: <http://www.wsdot.wa.gov/accountability/>

State Transit Development Plans (TDPs) and Performance Measures



- **TDP Overview:**

- State-mandated plans prepared by transit agencies annually
- Includes:
 - Planned capital improvements, operating changes, and funding plan
 - How the agency intends to meet state and local long-range planning priorities
 - Narrative description of performance towards goals

- **TDP Purpose:**

- Encourages local level planning
- Provides coordination between local agencies, regional, and statewide planning
- Used to educate and communicate to elected officials and the public
- Marketing, reporting and accountability tool

State – Summary of Public Transportation



- **Summary overview:**
 - WSDOT develops this report summarizing TDP information bi-annually
 - Includes state-wide summary and transit agency profiles regarding operating characteristics, services, and achievements
 - Includes performance measures grouped by community size (rural, urban, and small urban)
- **Summary purpose:**
 - Provides data to transit providers, the Legislature, local and regional governments and the public

Link: <http://www.wsdot.wa.gov/Publications/Manuals/PTSummary.htm>



Performance Management Transit Agency Example



King County Metro (KCM)
Jim Jacobsen, Deputy General Manager

Consistency of Performance Measures and Policy Goals



- State and local goals
- King County Metro Regional Transit Task Force
 - Economic Development
 - Land Use
 - Social Equity
 - Productivity/Efficiency
 - Geographic Equity
 - Sustainability

Examples



- **Mobility**

- Service Orientation: % investment by service type
- Market Penetration: % households that used transit in the last month

- **Market Share**

- Work trip HOV market share: % HOV trips to designated employment target areas
- Overall trip transit share: Boardings per capita

- **Cost Efficiency**

- Transit ridership: Annual boardings
- Service effectiveness: Boardings per platform hour

King County Metro Peer Comparison

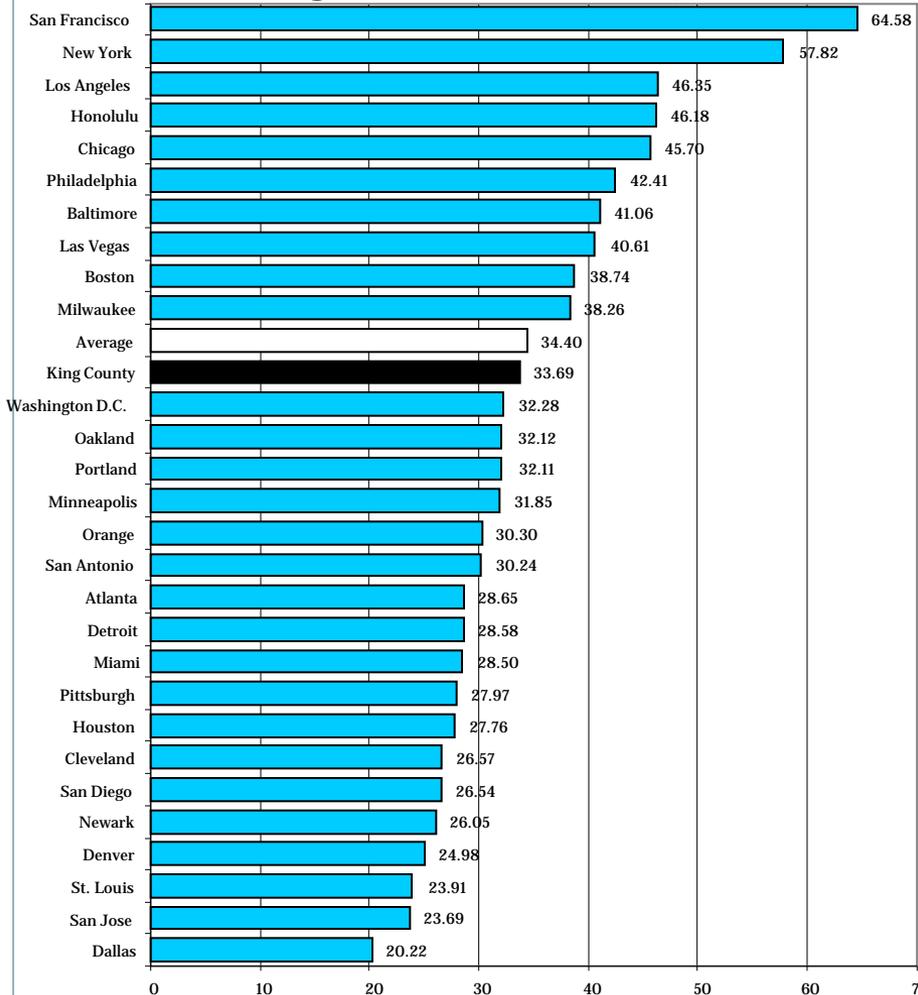


Transit Productivity

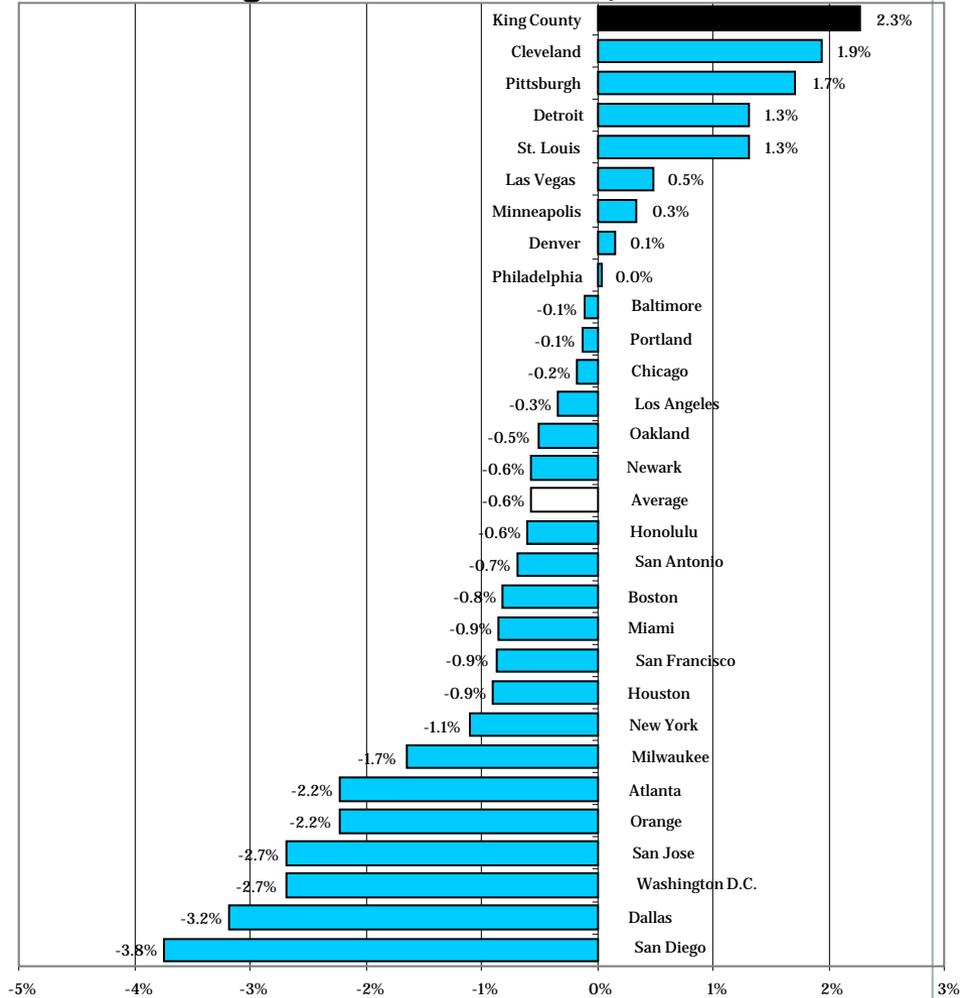
Motorbus & Trolley Bus, 2001 and 2008 NTD

Average Annual Percent Change in

Boardings Per Platform Hour, 2008



Boardings Per Platform Hour, 2001 to 2008



Note: 2001 King County Metro Transit data adjusted to remove Sound Transit service.

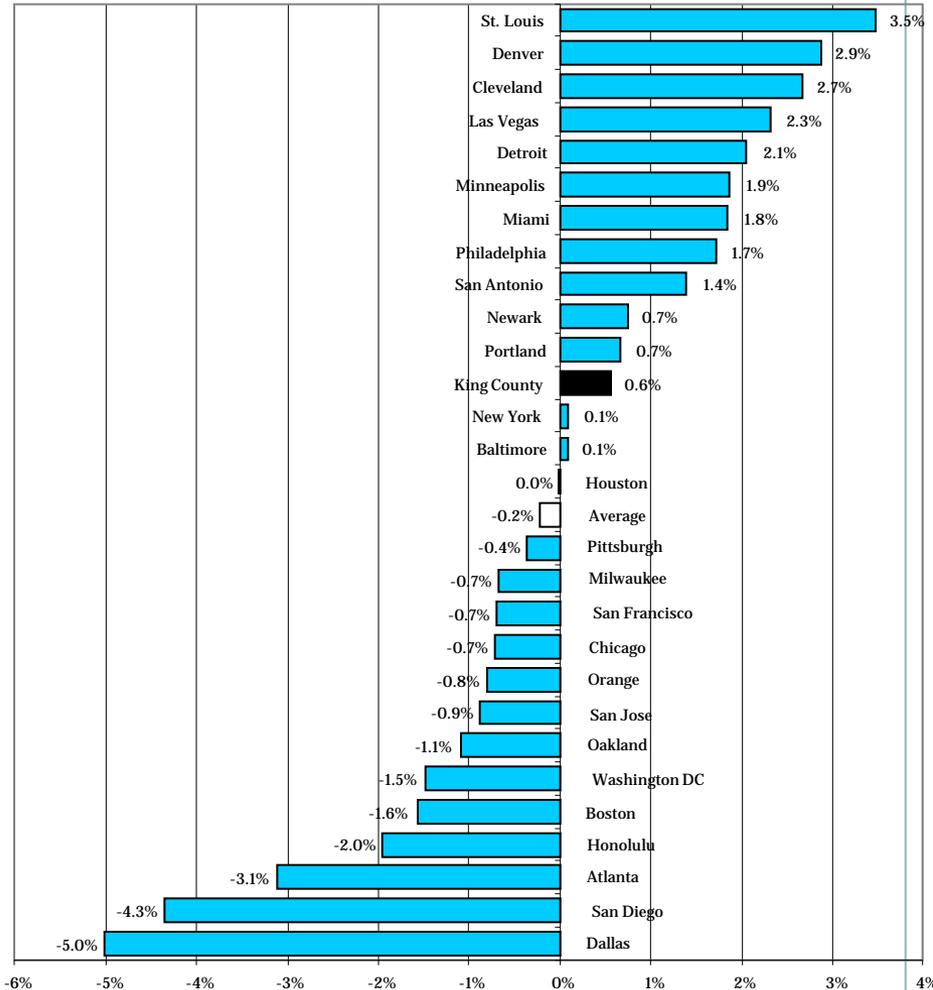
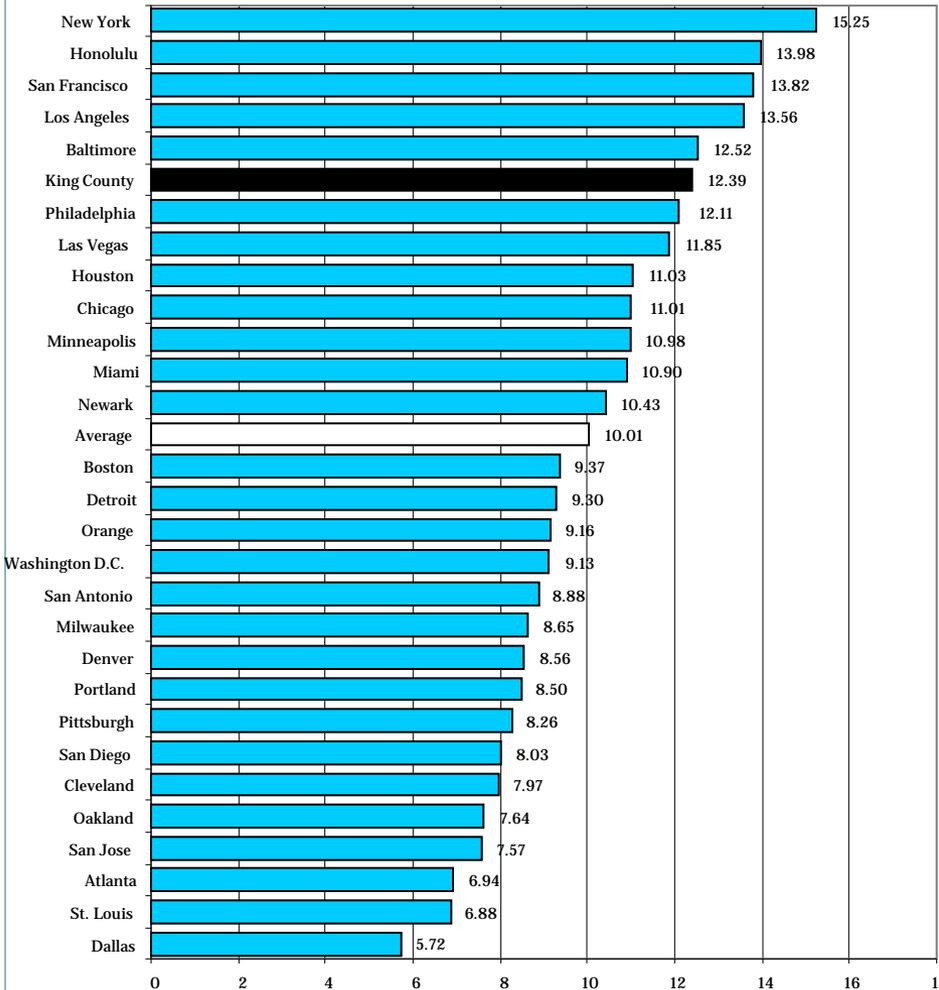
Transit Productivity

Motorbus & Trolley Bus, 2001 and 2008 NTD

Average Annual Percent Change in

Passenger Mile Per Platform Mile, 2001 to 2008

Passenger Mile Per Platform Mile, 2008

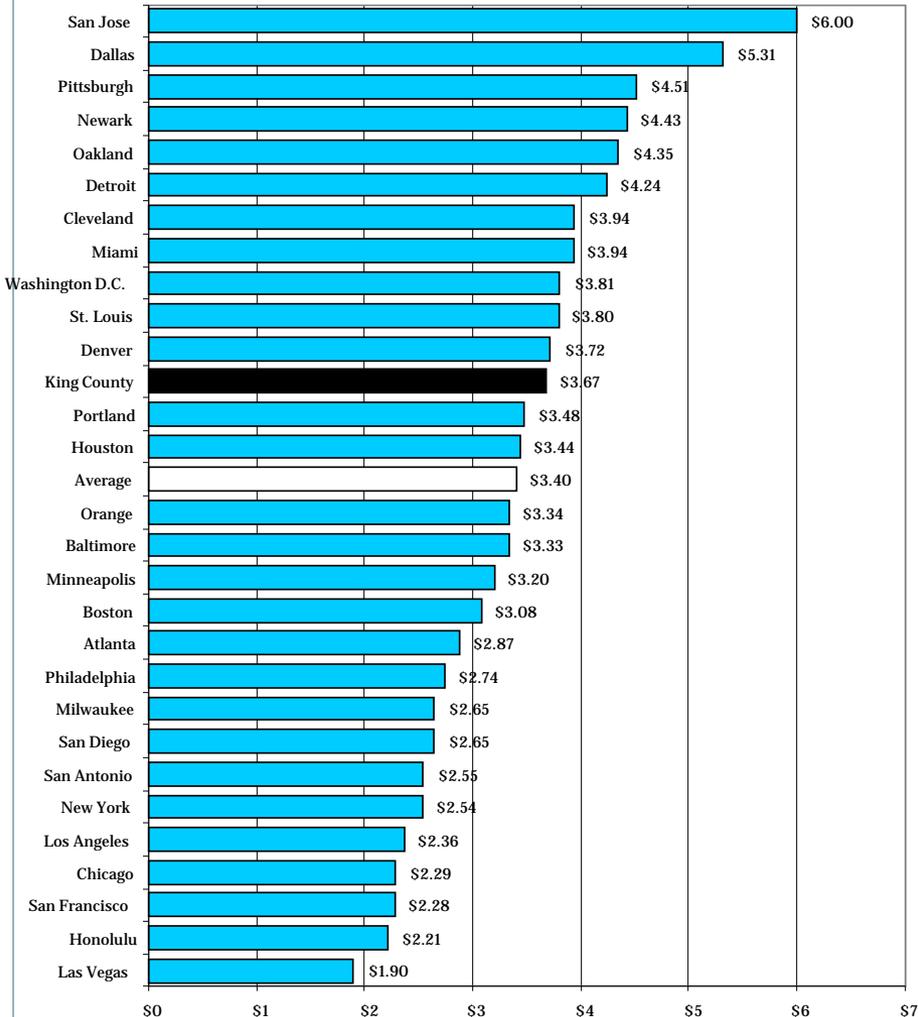


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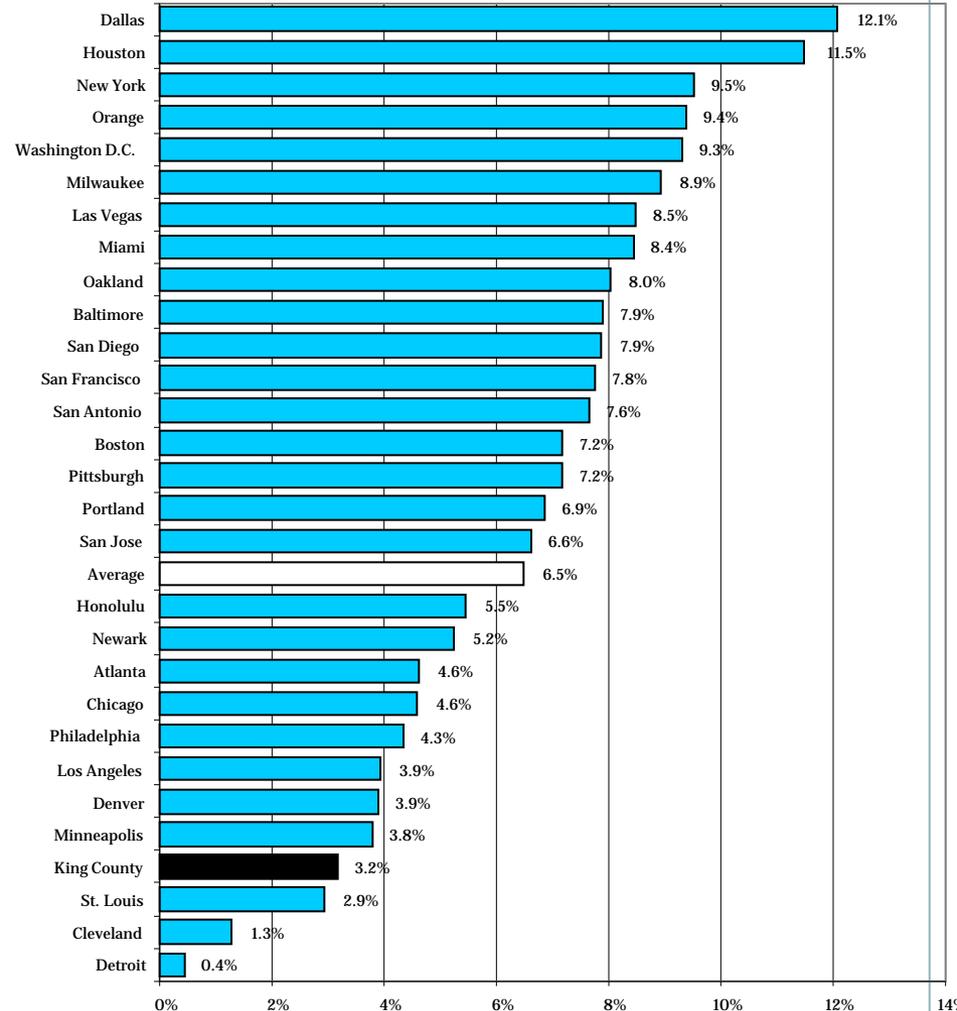
Transit Cost Effectiveness

Motorbus & Trolley Bus, 2001 and 2008 NTD

Operating Cost Per Boarding, 2008



Average Annual Percent Change in Operating Cost Per Boarding, 2001 to 2008



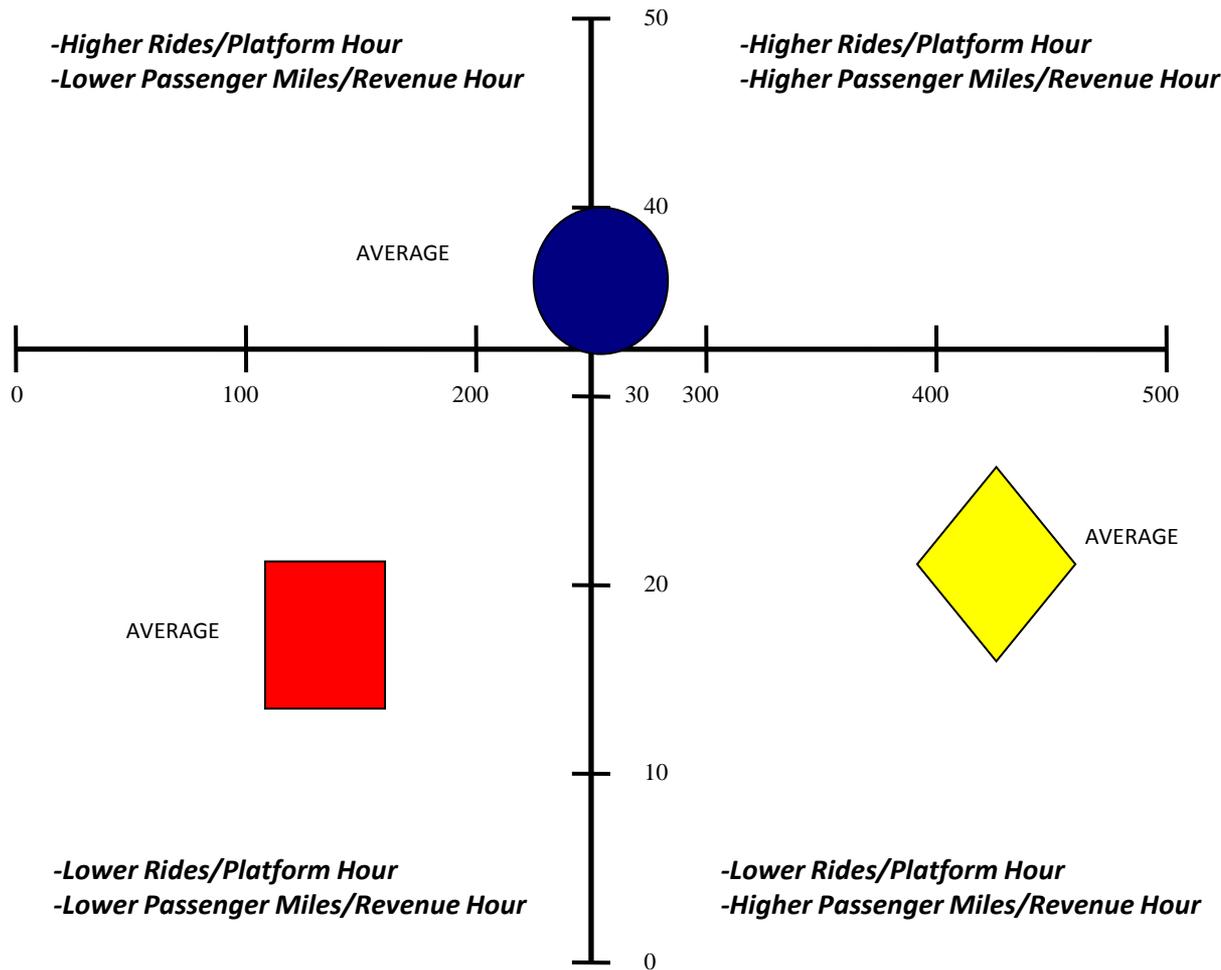
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King County

Different Expectations for Different Services



Metro Service Types: Productivity Measurement



- High ridership routes score better on “rides per platform hour”
- Commuter routes score better on “miles per revenue hour”
- Local routes score worse on both measures

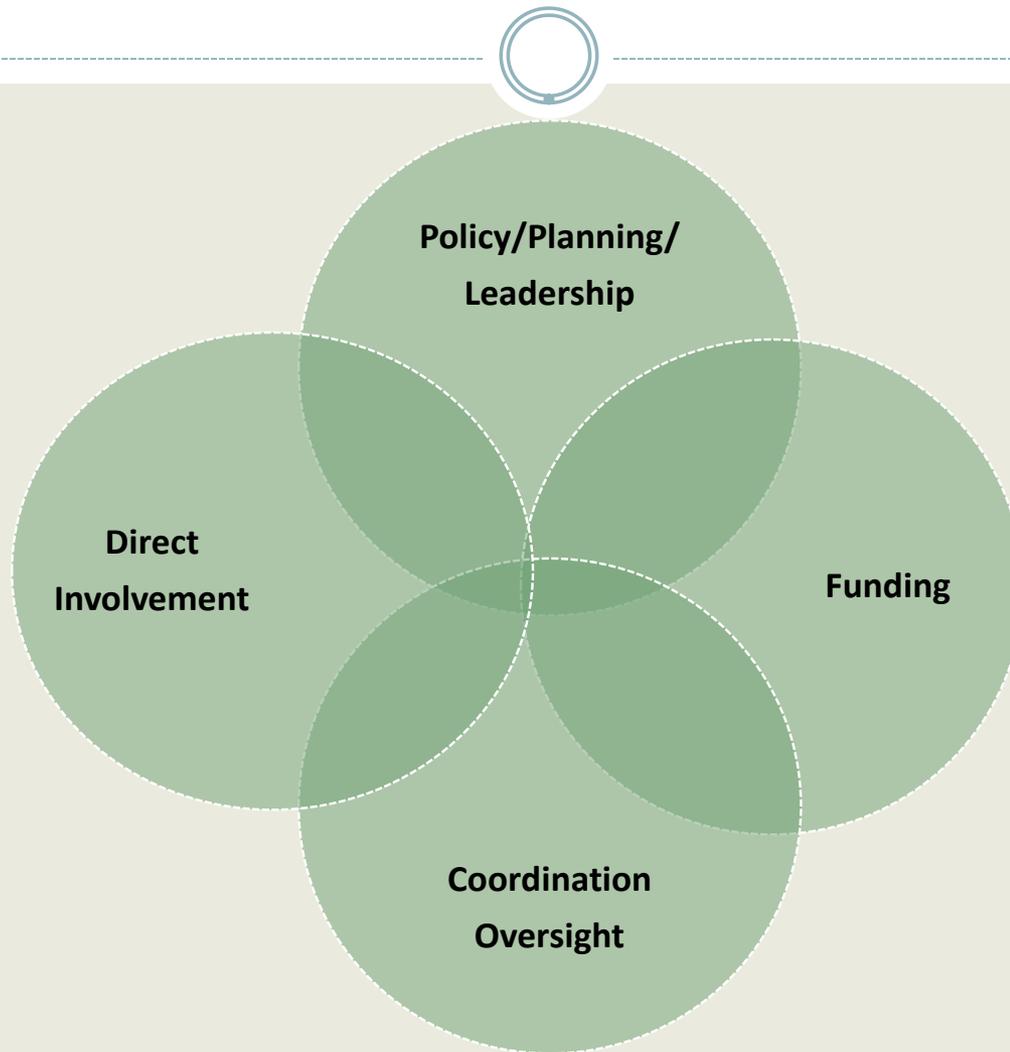
Service Types

-  High-Ridership
-  Local
-  Commuter

What are Other States Doing?



Range of State Roles in Public Transportation



State Example: Maryland



- State role:
 - Direct owner and operator of local bus, commuter bus, paratransit, and contracted service
 - Strong inter-modal focus
 - Some performance measures collected and communicated in annual report
- Transit agencies' role:
 - Same as state role

State Example: Virginia



- State role:
 - Provides funding (generally capital)
 - Provides technical assistance
 - Measures performance to determine “success,” where improvements are needed, and how funding should be allocated
- Transit agencies’ role:
 - Direct owners and operators of the transit systems

State Example: Texas



- State role:
 - Provides federal funding as pass-through
 - Provide mechanisms to fund transit at local levels
- Transit agencies' role:
 - Direct owners and operators of the transit systems
 - Manage own performance, raise own funds, and establish own polices

Performance Measures Used in States



Vary depending on many factors:

- State role
- State transportation goals
- Urban/rural character
- Level of services and overlap provided
- Population demographics
- Geographic coverage

Level of States' Involvement in Public Transportation



Washington?

Texas

Florida

California

New York

Virginia

Pennsylvania

Maryland

New Jersey

Rhode Island

State Level of Involvement

Minimal

Significant

Comment and Follow-Up



- **Revisit**

Is the state focused in the right areas?

- **Assess**

Are there areas that the state should be considering?

- **Looking Forward**

What does this mean for how performance is measured?

Next Steps

