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Select Public Transportation System Performance Measures

State Goals and Objectives ⁱ	What is the State's Interest	What do we want to measure?	How should it be measured?	What does this tell us?	Ideal Trend	How this information informs decision making
<p>Goal 1. Safety – To provide for and improve the safety and security of transportation customers and the transportation system.</p> <ul style="list-style-type: none"> Reduce fatalities and serious injury collisions Reduce risks and ensure security 	<ul style="list-style-type: none"> Extent to which public transportation services and facilities are safe and secure 	<ul style="list-style-type: none"> Fatalities/injuries on public transportation system 	<ul style="list-style-type: none"> Fatalities/injuries per 100 million passenger miles in state-identified safety corridors where public transportation services operate 	<ul style="list-style-type: none"> <u>Tells us:</u> Extent to which injuries and accidents occur on state roads with public transportation services <u>Trend objective:</u> Downward trend 		<ul style="list-style-type: none"> Policy Funding (e.g., address identified safety hazards) Coordination (e.g., collaboration between WSDOT and public agencies on specific safety improvements)
<p>Goal 2. Preservation – To maintain, preserve and extend the life and utility of prior investments in transportation systems and service</p> <ul style="list-style-type: none"> Extend the useful life of existing facilities, systems and equipment 	<ul style="list-style-type: none"> That facilities are being maintained in order to maximize their useful life 	<ul style="list-style-type: none"> Extent to which system is being maintained in a state of good repair 	<ul style="list-style-type: none"> Capital facility condition assessments Vehicle breakdowns per 1,000,000 vehicle miles 	<ul style="list-style-type: none"> <u>Tells us:</u> Whether facilities and equipment are in state of good repair or if maintenance investments are lagging <u>Trend objectives:</u> <ul style="list-style-type: none"> Upward or stable trend in facility maintenance Downward trend in vehicle breakdowns 	 	<ul style="list-style-type: none"> Policy Funding decisions (e.g., prioritize state investments on preventive maintenance)
<p>Goal 3. Mobility – To improve the predictable movement of goods and people throughout the state.</p> <ul style="list-style-type: none"> Address congestion Maximize operational performance and capacity of existing systems Increase the reliability of travel for goods and people Reduce bottlenecks and chokepoints 	<ul style="list-style-type: none"> To increase access to the public transportation network for everyone, including persons with special needs To maximize the effectiveness of the public transportation system To mitigate congestion and increase the people-carrying capacity of the state's most heavily traveled corridors To improve interconnectivity between modes and systems 	<ul style="list-style-type: none"> Access – extent to which the system reaches key population, employment and human service markets 	<ul style="list-style-type: none"> Percentage of people, jobs, and medical/educational facilities within walking distance of transit (1/4-mile) 	<ul style="list-style-type: none"> <u>Tells us:</u> Extent to which people have access to transit near where they reside; near employment centers/medical services; also an indicator of transit-supportive land use. <u>Trend objective:</u> Upward trend (Declining trend means services are being eliminated and/or land use patterns are shifting from transit-supportive.) 		<ul style="list-style-type: none"> Policy (e.g., land use policies/incentives) Coordination (e.g., siting of state facilities or services for access to public transportation) Funding (e.g., prioritize funding for access)
		<ul style="list-style-type: none"> How many people are using the system relative to total state population 	<ul style="list-style-type: none"> Annual transit ridership per capita <ul style="list-style-type: none"> Urban systems Small urban systems Rural systems Vanpool Annual special needs trips per capita 	<ul style="list-style-type: none"> <u>Tells us:</u> Measuring transit ridership in relation to population tells us whether transit's market share is increasing or not <u>Trend objective:</u> Upward trend 		<ul style="list-style-type: none"> Policy (e.g., modify Commute Trip Reduction policies) Funding
		<ul style="list-style-type: none"> Extent to which public transportation increases the people-carrying capacity of the state's most congested travel corridors 	<ul style="list-style-type: none"> Daily number of transit trips during peak period in state's most congested corridors <i>(Also Economic Vitality measure)</i> 	<ul style="list-style-type: none"> <u>Tells us:</u> Indicator of whether needs are growing and how well being served <u>Trend objective:</u> Stable 		<ul style="list-style-type: none"> Policy Funding (e.g., direct additional state investments toward special needs services)
		<ul style="list-style-type: none"> Extent to which public transportation increases the people-carrying capacity of the state's most congested travel corridors 	<ul style="list-style-type: none"> Daily number of transit trips during peak period in state's most congested corridors <i>(Also Economic Vitality measure)</i> 	<ul style="list-style-type: none"> <u>Tells us:</u> Extent to which transit is mitigating congestion on major state roadways in urban areas <u>Trend objective:</u> Upward trend 		<ul style="list-style-type: none"> Reporting Operations Funding (e.g., investments in HOV facilities or travel time technology investments)

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<p>Goal 4. Environment – To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.</p> <ul style="list-style-type: none"> Protect habitat Reduce degradation of air and water quality 	<ul style="list-style-type: none"> To reduce air and water pollution To promote energy independence 	<ul style="list-style-type: none"> Investments in cleaner, more energy efficient fleets 	<ul style="list-style-type: none"> Percentage of fleet using clean/alternative fuels and power sources 	<ul style="list-style-type: none"> <u>Tells us:</u> Share of total transit vehicles in the state that use clean/alternative fuels or power sources <u>Trend objective:</u> Upward trend 	↑	<ul style="list-style-type: none"> Policy (e.g., incentives to promote alternative fuels development) Funding (e.g., focusing state investments in alternative fuel vehicles or facilities)
		<ul style="list-style-type: none"> Reduction of auto trips 	<ul style="list-style-type: none"> Annual transit ridership per capita <ul style="list-style-type: none"> Urban systems Small urban systems Rural systems Vanpool <p><i>(Also Mobility measure)</i></p>	<ul style="list-style-type: none"> <u>Tells us:</u> Extent to which transit market share is increasing relative to population provides <i>indicator</i> that relatively fewer trips are drive alone <u>Trend objective:</u> Upward trend 	↑	<ul style="list-style-type: none"> Policy (e.g., changes to Commute Trip Reduction statute) Funding
<p>Goal 5. Stewardship – To continuously improve the quality, effectiveness and efficiency of the transportation system.</p> <ul style="list-style-type: none"> Improve program and project delivery. 	<ul style="list-style-type: none"> A public transportation that is both efficient and effective 	<ul style="list-style-type: none"> Operating efficiency 	<ul style="list-style-type: none"> Operating cost per passenger mile <ul style="list-style-type: none"> Urban systems Small urban systems Rural systems Special Services Vanpool operating cost per passenger trip 	<ul style="list-style-type: none"> <u>Tells us:</u> Reflects changes in operating costs in relation to the number of revenue hours being provided. Comparing to inflation provides an indicator of cost efficiency. <u>Trend objective:</u> Costs are either stable or declining relative to inflation. 	↔ ↓	<ul style="list-style-type: none"> Policy (e.g., strengthen land use policies and/or offer incentives to promote transit supportive land use)
		<ul style="list-style-type: none"> HOV/HOT system performance standard 	<ul style="list-style-type: none"> Average speed of 45 mph at least 90% of the time during morning and afternoon rush hour 	<ul style="list-style-type: none"> <u>Tells us:</u> Whether HOV system is being operated for intended purpose to increase roadway capacity and maximize efficiency and effectiveness <u>Trend objective:</u> Average speeds are stable at 45 mph 	↔	<ul style="list-style-type: none"> Policy Operations (e.g., adjust HOV system operations)
<p>Goal 6. Economic Vitality – To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.</p> <ul style="list-style-type: none"> N/A (goal recently added) 	<ul style="list-style-type: none"> To increase access to jobs To mitigate congestion on the state's most congested travel corridors To invest in services and infrastructure that support economic development 	<ul style="list-style-type: none"> Access to job 	<ul style="list-style-type: none"> Daily number of transit trips during peak periods in state's most congested corridors <p><i>(Also Mobility measure)</i></p>	<ul style="list-style-type: none"> <u>Tells us:</u> Extent to which employees are able to use transit for job commutes in urbanized areas <u>Trend objective:</u> Upward trend 	↑	<ul style="list-style-type: none"> Policy
		<ul style="list-style-type: none"> Jobs created <ul style="list-style-type: none"> Direct public agency jobs Indirect jobs through public investment 	<ul style="list-style-type: none"> Direct – number of agency employees/year Indirect - measure to be developed <i>(there are many ways to estimate)</i> 	<ul style="list-style-type: none"> <u>Tells Us:</u> Number of jobs created through investments in public transportation <u>Trend objective:</u> # of jobs stable or upward trend 	↑	<ul style="list-style-type: none"> Policy

ⁱ Objectives are drawn from OFM Transportation Progress Report