

Joint Transportation Committee Identifying the State Role in Public Transportation



JTC BRIEFING DRAFT FINAL REPORT SUMMARY

DECEMBER 8, 2010
OLYMPIA, WASHINGTON

Presentation Overview



- I. Project Purpose and Background
- II. Key Findings
- III. Recommendations
- IV. Framework for Decision Making
- V. Final Comments

Study Purpose and Background



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?

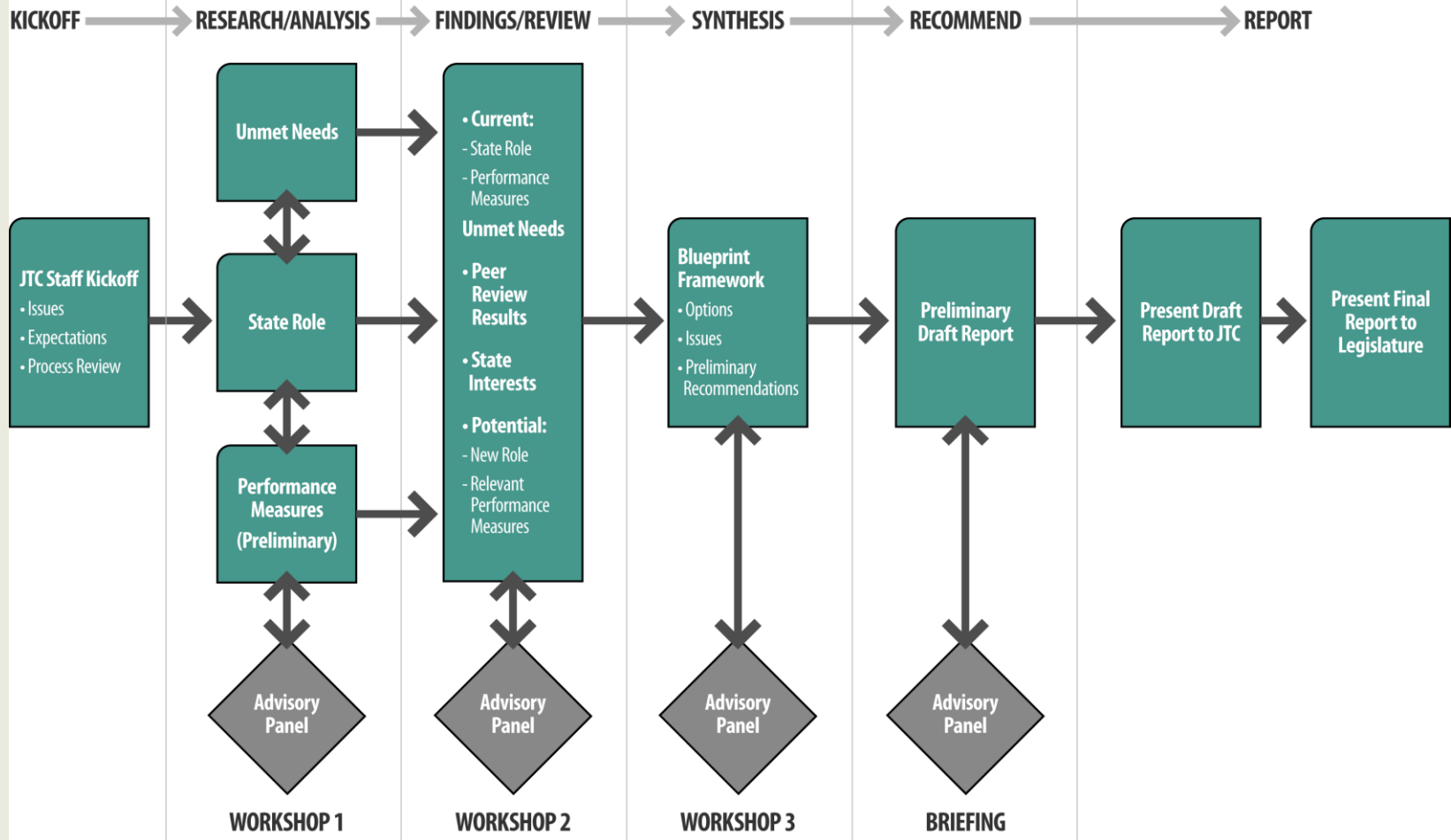
Definition of Public Transportation



For purposes of this study:

- 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
- 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

Process Overview & Timeline



Public Transportation Advisory Panel



- Appointed by the JTC
- Provided information and input at key stages
- A 29-member Panel representing broad interests
 - Legislators
 - Public transit and other transportation providers (special needs, private)
 - Transportation planning professionals
 - Major employers
 - Transit users

Advisory Panel Workshops



- The primary objective to build a common level of understanding and to solicit input on the research generated and issues identified throughout the study process
- The Panel met four times in a series of half-day workshops
- They discussed:
 - The State's current role and potential future role in public transportation
 - Emerging trends and issues facing public transportation providers and users
 - Performance management and measures
- The meetings were public, materials and notes were posted on the study website and time for public comment was provided

Initial Advisory Panel Observations



- *Focus on the big picture*—Integrate public transportation more systematically into statewide planning to better integrate systems and improve connectivity for all users.
- *Focus on meeting State goals*—Show how public transportation helps to achieve State goals, such as mobility and the environment.
- *One size does not fit all*—Acknowledge that the State is diverse and includes a mix of large and small, urban and rural communities and issues which require a flexible approach.
- *Funding*—Address the need for stability, greater flexibility, and better coordination of resources.
- *Special services*—Strive to ensure that the basic mobility needs of persons dependent on public transportation (elderly, persons with disabilities, youth, etc.) are met.

Draft Final Report



- Draft Final Report submitted to JTC November 29, 2010
- White Papers and a Preliminary Draft Report were circulated to the Public Transportation Advisory Panel

Identifying the State Role in Public Transportation Draft Final Report



Submitted to: State of Washington Joint Transportation Committee
November 2010



Key Findings



Current State Role



Policy/Planning

- Authorization of Transit Agencies
- WTP
- GMA
- CTR
- Greenhouse Gas Emissions

Providing Services

- State Ferries
- Intercity Bus and Rail
- HOV System
- Park-and-ride System

Funding

- State Authorized Local Tax Options
- Federal Funds
- State Multimodal Account
- Other Direct State Funding
 - Ferries
 - Intercity Bus and Rail
 - HOV system

Oversight/Coordination

- TDPs
- ACCT
- Gray Notebook
- Annual Summary of Public Transportation

General Findings



- Demand for public transportation continues to grow
 - Outpacing population and employment growth
 - Special needs transportation requires greater amounts of funding
 - Demographic changes are placing greater pressures in rural areas
- Funding continues to decline
 - I-695 (MVET) reduced the State's funding role in public transit
 - Economic recession severely affecting sales tax revenues, the primary public transit funding mechanism
- Connectivity between systems/modes is a concern
- State performance management system is focused on State operated services
- Public transportation reporting is dispersed and not tied to State goals

Key Finding



Premise

The State has a vital interest in assuring a healthy, comprehensive and integrated public transportation system

Key Finding

There is a need for multimodal solutions that maximize the capacity and efficiency of State's transportation system

Conclusion

The State's institutional and reporting frameworks are not optimized for decision makers to consider *public transportation* in a comprehensive manner

Recommendations



Begin a “culture change” process to more systematically integrate public transportation issues, decisions and investments into the overall State transportation decision making structure

Moving Toward a Multimodal Perspective



1. ***Transportation Integration*** - Integrating public transportation into regional and statewide planning
2. ***Policy Refinement*** - Developing and promoting policies (and removing barriers) to encourage the use of all public transportation modes
3. ***Refocus Resources*** - Assessing the adequacy of funding sources and developing new funding strategies to address State concerns (which may not be the same as the local concerns)
4. ***Align Reporting*** - Aligning reporting and data collection to provide a more comprehensive and useful picture of transit
5. ***Focus on Performance*** - Establishing a consistent set of measures to assess public transportation system performance

1. Transportation Integration



- In each WSDOT region or sub-region, institute a new regional integration role to act as a “change agent” to:
 - Better integrate public transportation into planning and programming activities
 - Foster greater partnerships between the State and public transportation providers
 - Help identify and address intersystem and intermodal connectivity gaps, access and mobility needs, etc.
- Integrate public transportation into WSDOT’s “way of doing business” and drive a more multimodal approach

2. Policy Refinement



- Develop, enhance and revise policies to:
 - Promote the use of public transportation
 - Maximize its effectiveness
 - Eliminate barriers to its use
- Broaden the essential public facilities definition to include elements of public transportation
- Ensure State facilities are sited within easy access to public transportation services, where appropriate
- Develop incentives and policies to encourage partnerships between public and private providers

3. Refocus Resources



- Assess the adequacy and level of current funding sources
- Re-evaluate the focus of existing State funding
- Provide new, more flexible funding sources to meet State needs and priorities
- Specific examples:
 - Focus Regional Mobility Fund to target evolving priorities
 - Provide funding predictability for health & human/rural services
 - Authorize new local options for transit to mitigate sales tax volatility
 - New flexible sources – sales tax on gas, alternative energy based sources, future toll revenue flexibility to address public transportation services in congested corridors

4. Align Reporting



Create a new, bottoms-up, performance reporting process that builds off existing information and includes more issue and trend analysis

- Align data collection with the federal process
- Consolidate public transportation planning and reporting processes
- Focus on identifying overall trends for a more useful and comprehensive picture of public transportation

4. Align Reporting (continued)



Broaden and refocus the current annual report on public transportation to:

- Encompass *all* public transportation services
- Build off existing reporting - draw from *existing* data/information sources (e.g., federal transit data, Gray Notebook, CTR reports, etc.)
- Focus the report as a more analytic assessment
- Target information around State transportation goals

5. Focus on Performance



“The Cost Effectiveness Question”

- Advisory Panel spent considerable time discussing
- There is no one measure that gives a complete picture
- Measure(s) need to be applied consistently to all services
- Should the State decide cost effectiveness is an appropriate measure for guiding decisions, it should be applied to all elements of the public transportation system

5. Focus on Performance (continued)



- Develop a consistent set of measures applied to all state, regional and local modes
- Integrate measures into the State's transportation reporting framework to identify trends for policy makers
- A set of measures, generally accepted by the Advisory Panel are included in the report. It is expected these measures will be refined over time
- Expand the OFM Transportation Attainment Report to include a more comprehensive public transportation picture

OFM Transportation Attainment Report



What the report does

- Explicitly links measures to goals
- Measures trends and progress
- Relies on a few, meaningful measures
- Includes context and analysis to explain trends
- User friendly and easy to understand

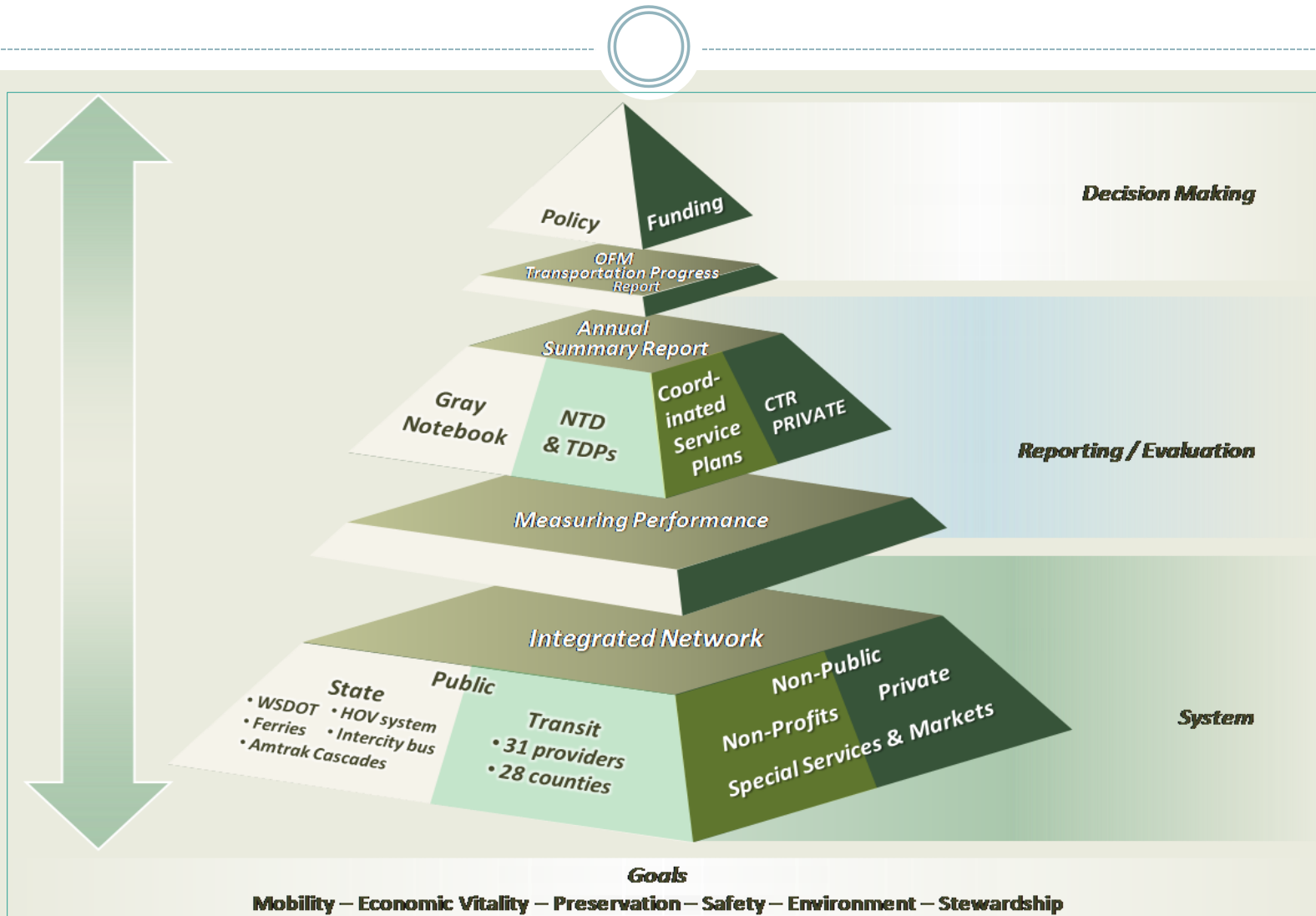
How the report can be improved

- Should be broadened to include public transportation services beyond those operated by the State
- Should hold all services to a similar level of accountability

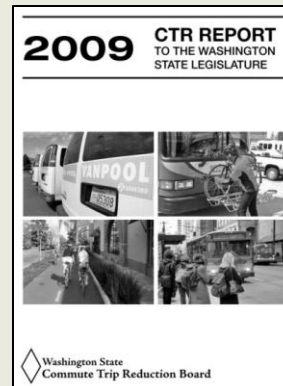
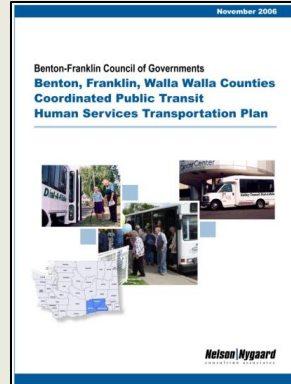
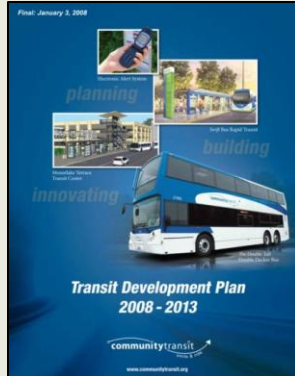
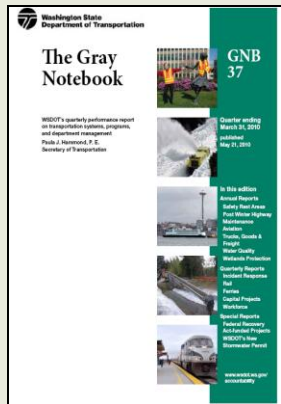
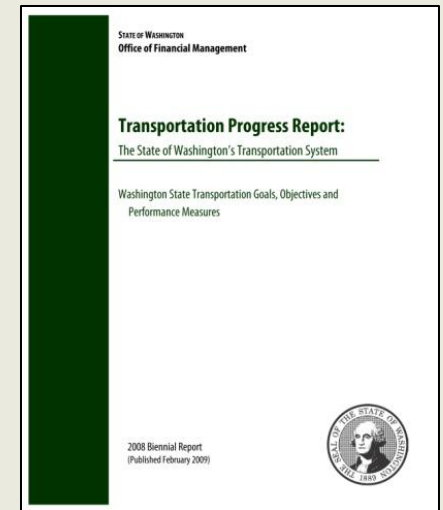
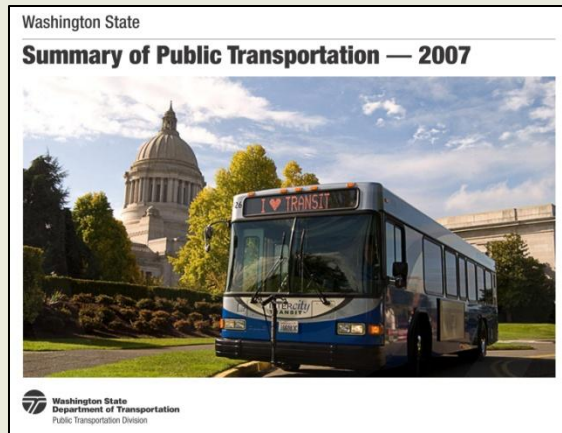
Framework for Decision Making



An Integrated Framework for Decision Making



Reporting and Evaluation Framework



Final Comments



Comments on the Draft Final Report

Comments from JTC Advisory Panel Members

Draft Report Comments and Enhancements



- King County Metro letter
- Incorporating JTC Staff data and context enhancements to the Appendices

JTC Participant Observations



Comments and Questions

