

Meeting Notes

Attendance: Roland Behee, Justin Bergener, Barb Chamberlain, Kevin Futrell, Matt Hansen, Dezeray Hayes (by Phone), Rob LaFontaine, Brent Meldrum, Karl Otterstrom, Bob Richey, Gordon Rogers, Michelle Zeidman

Staff: Cathy Silins, Robin Hartsell, Stephanie Postier

Guest: Lise Goss (WSDOT Public Transportation/CTR Program)

Cathy provided a safety briefing for the room. The participants introduced themselves.

Review of Past Work

A. Robin presented the 2nd version of the goals for the Public Transportation Plan (see attachment

A). The following comments were shared by the technical working group:

1. Land use is a local issue. The Statewide plan should be care in how it references land use. It was recommended that it be re-worked to say “..inform land use decisions”
2. Throughout the goal statement there is an implicit understanding that public transportation contributes to transportation efficiency. Recommends that this become more explicit.
3. Public transportation contributes to moving people and goods. Public transportation can fee up space on our roadways for freight movement.
4. A study had been done that equated the value of public transportation in the Puget Sound with an extra lane on I-5.
5. At the University of Washington there are only 12,000 parking spaces, although 70,000 people go to their campus each day. Without public transportation, the campus would not function.

Other comments included:

- Possibly use bullets to make the goal statements less bulky
- Use a lead-in sentence to explain what the plan will do, how the plan will be developed, why the state is developing the plan

B. Definition of Public Transportation

The following definition was presented to the technical work group:

Any form of transportation that is available and accessible to the public and is either a shared passenger transport (arranged or fixed service) or a mode of transport that does not involve driving a vehicle.

Comment of the day from Barb Chamberlain: Using this definition the Spokane Party Trolley could be **public transportation**.

“It’s green, 19 feet long, runs on 20 legs and produces a bit of a buzz. No, we’re not talking mutant insect. This is the Spokane Party Trolley – an environmentally friendly, pedal-powered pub on wheels, complete with keg tap that relies on its riders for fuel as it travels between stops.”

Should the definition

- focus on the types of vehicles that are used to transport persons, or the type of infrastructure that supports alternatives to the single occupant vehicle?



- reference public subsidy or support?
- include reference to the system?
- include both virtual and physical infrastructure? (RideshareOnline.com)
- have examples?

At this point, our guests from PSRC began their presentation on the demographics of their area (see attachment B)

Lise Goss – building maps

Cathy Silins – maps included in the Human Services Plan (see attachment C)

- C. What are the guiding principles for the Statewide Public Transportation Plan? Four Guiding Principles were presented to the group – Community, Integration, Environment, and Economy/Safety. The group wanted economy and safety to be rewritten so that each would be a stand-alone principle giving us a total of 5 Guiding Principles. (see attachment D)

Developing a Work Plan for the Statewide Public Transportation Plan

The participants into three smaller groups to develop a response to the following questions:

1. How could the Statewide Plan be formatted? What are the major areas to address?
2. What issues need to be researched? discussed?
3. Is there a priority of issues?
4. Is there a sequence of the issues?

The feedback from the 3 breakout groups was recorded on the whiteboard and is included as Attachment E.

Next Step/Assignments

Scheduling a future meeting: Due to vacations and other conflicts, the SPTP Council Meeting scheduled for the end of July will be cancelled. The technical work group looked at the possibility of meeting in August. We finally decided to hold the next meeting on **Tuesday, September 10, 2013** at Sound Transit. This meeting will focus on the VISION for public transportation.

The WSDOT Staff will develop a robust agenda for the September meeting.

During the weeks between now and then, the technical work group members may be asked to comment on documents via email.

Attachments

A – Draft Goals

B – PSRC Presentation

C- Statewide Demographics (Lise/Cathy's information)

D- Guiding Principles

E- Work Plan proposals

F – Draft Definition (revised)

ATTACHMENT A

GOAL FOR THE PLAN DRAFT V.3

The Statewide Public Transportation Plan (SPTP) will describe the state's role in public transportation and will create new multimodal, sustainable policies that support informed decisions on land use and transportation, convey the importance of coordination and connectivity and lead to prioritization of local and regional investments to better serve the public.

The SPTP will also:

- educate the public and legislators on the role of public transportation
- determine the resources necessary to increase reliability and access
- demonstrate how public transportation providers create cooperative and inclusive partnerships
- demonstrate how public transportation entities bring a level of economic vitality to the communities they serve.

GOAL FOR DEVELOPING THE PLAN DRAFT V.3

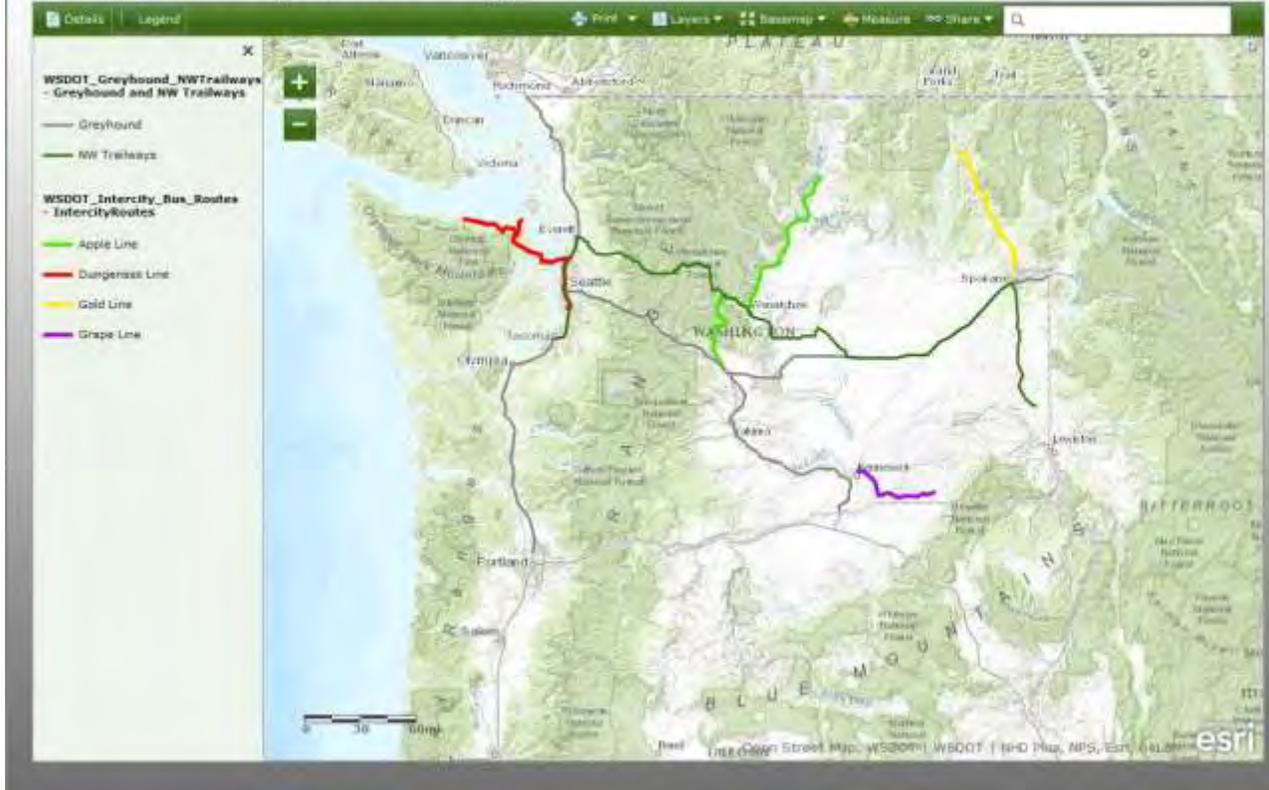
Based on the principles, operate efficiently, manage demand and add capacity strategically, a Statewide Public Transportation Plan will be prepared that meets federal and state requirements and demonstrates public transportation's role in healthy, sustainable communities.

ATTACHMENT B

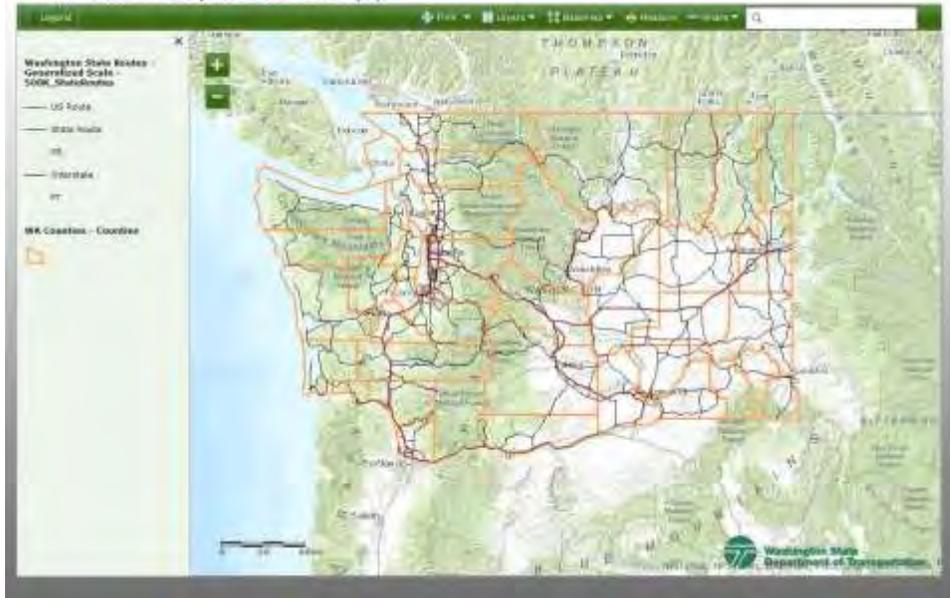
See separate document for PSRC Demographics presentation.

ATTACHMENT C

WA Public Transportation Plan (2)



WA Public Transportation Plan (1)



ATTACHMENT D



Statewide Demographics by County: Number and Percent

From the Statewide Human Services
Transportation Plan – 2013

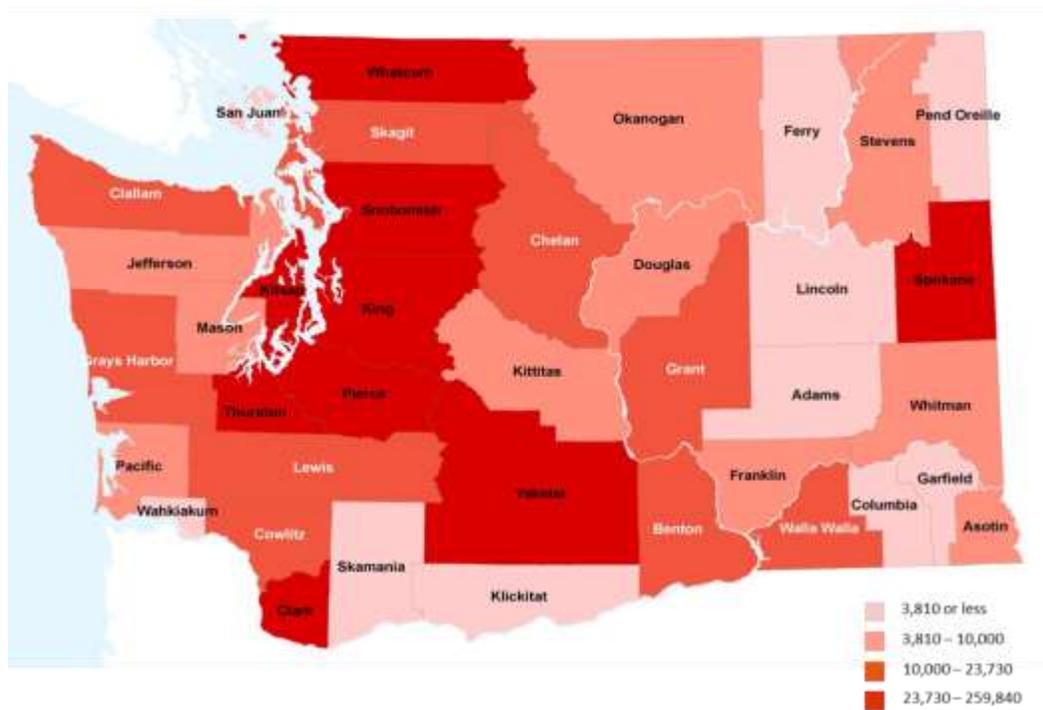
Presented to the Statewide Public Transportation Plan
Technical Work Group
July 10, 2013

	Statewide Total (Unit Depends on Measure)	Count (Unit Depends on Measure)	Percent of Washington State Total	National Percentage
Disability Status	5,395,000	981,000	18.2%	11.9%
Population Older than 65	6,561,000	781,000	11.9%	12.7%
No Access to Vehicle	2,577,000	168,000	6.5%	8.9%
Poverty Status	6,430,000	780,000	12.1%	13.8%
Unemployed	3,509,000	295,000	8.4%	8.0%
Veterans	4,949,000	608,000	12.3%	9.9%
Linguistically Isolated	2,512,000	105,000	4.2%	4.7%

Percent of Population with Disability



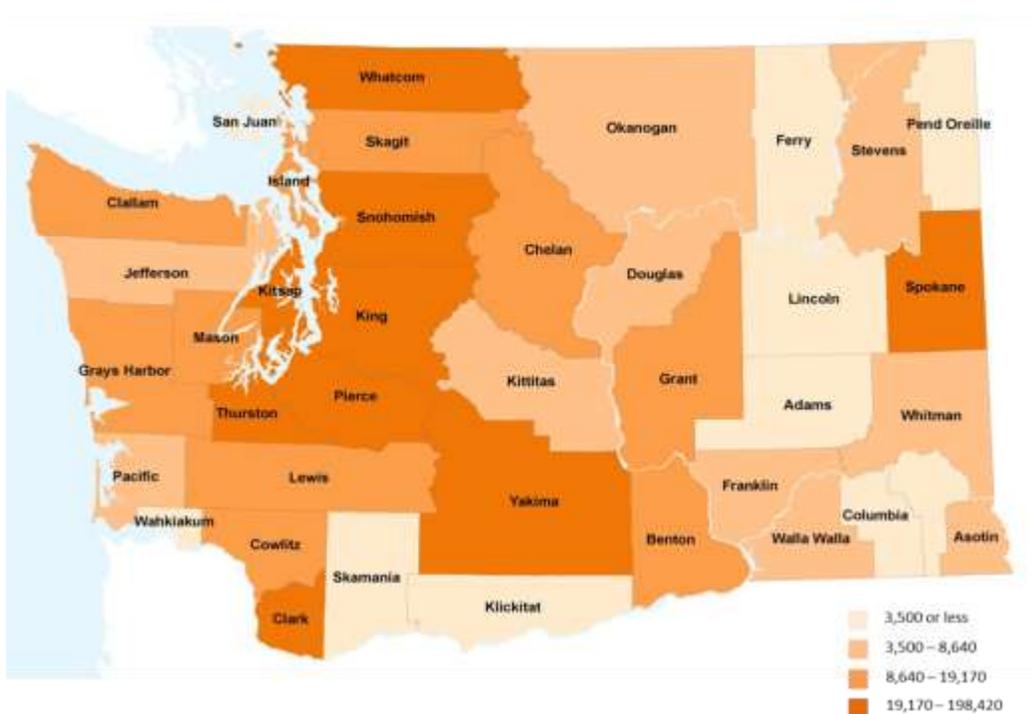
Number of Population with Disability



Percent of Population Older than 65



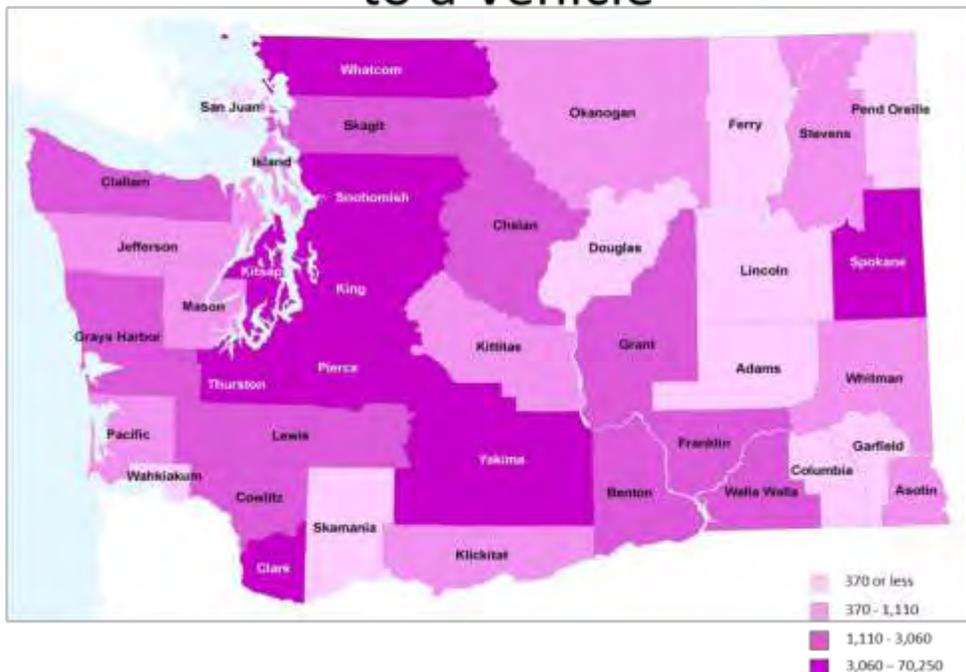
Number of Population Older than 65



Percent of Households without Access to a Vehicle



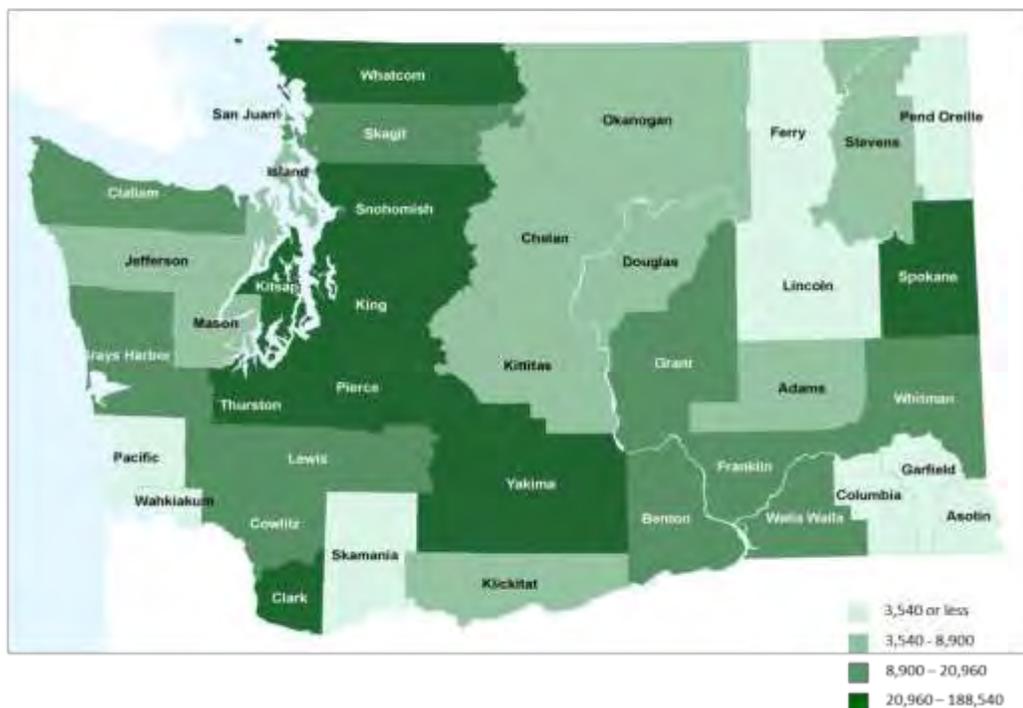
Number of Households without Access to a Vehicle



Percent of Population in Poverty



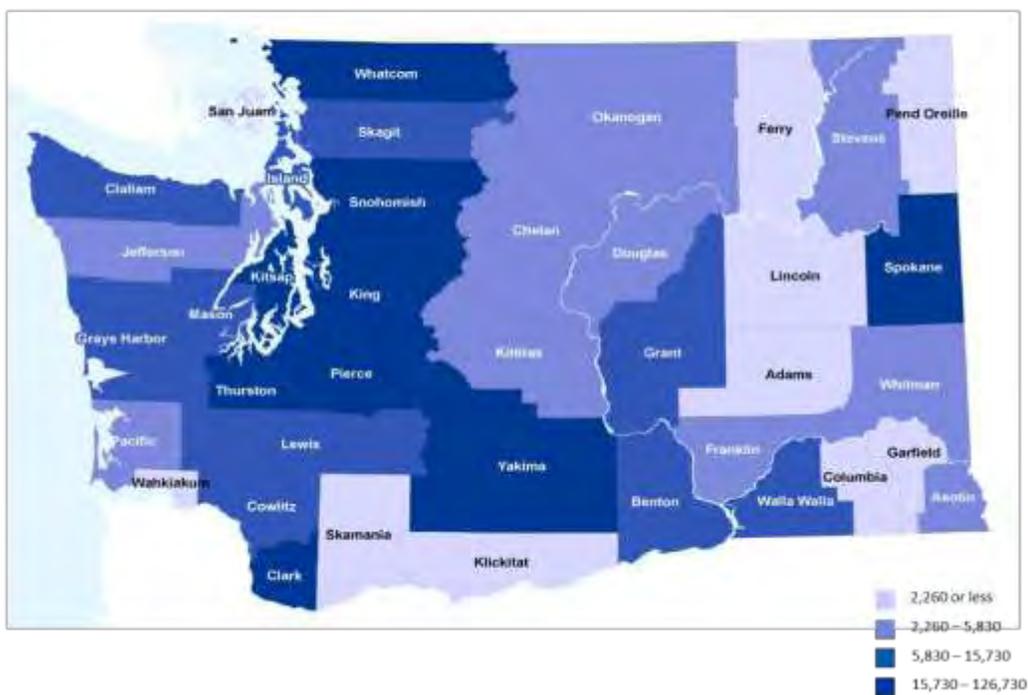
Number of Population in Poverty



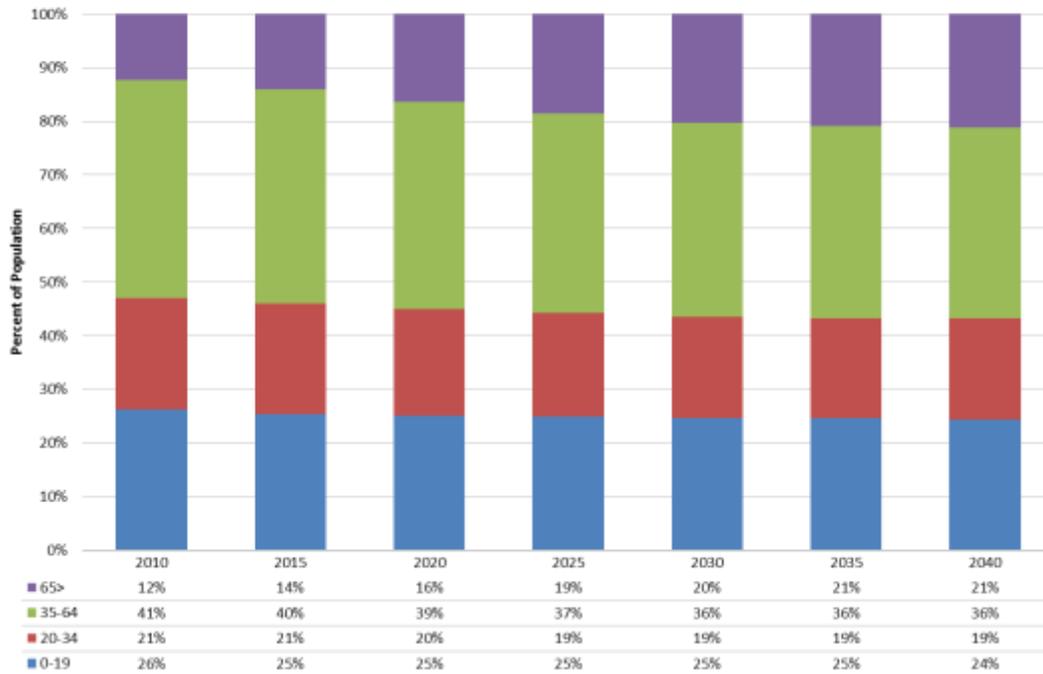
Percent of Population who is a Veteran



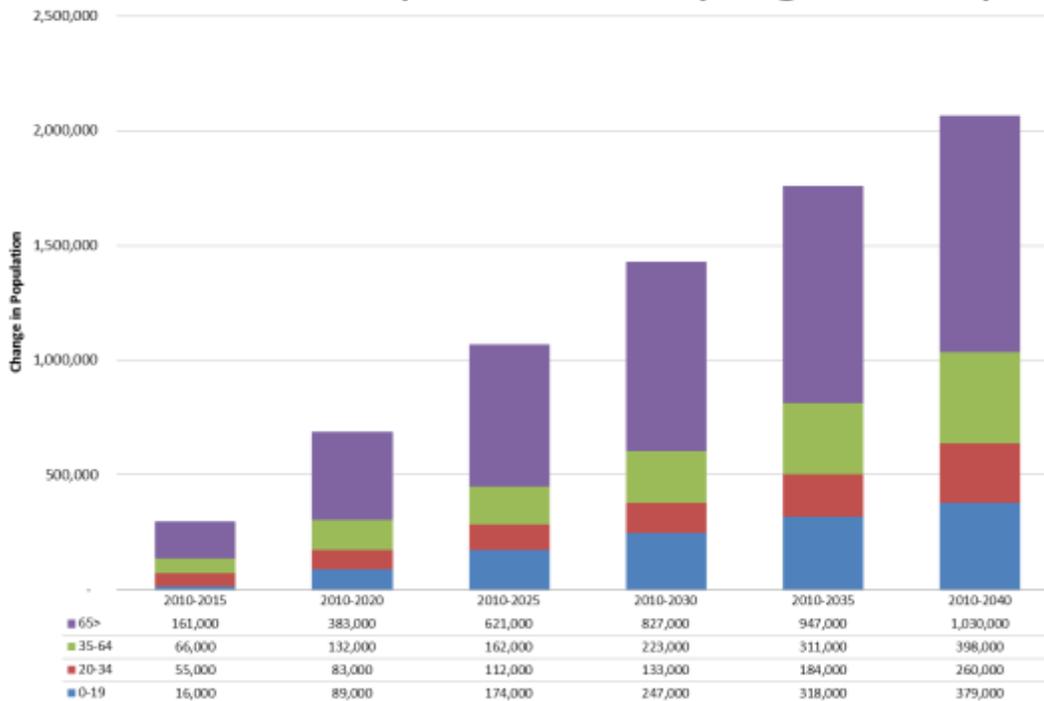
Number of Population who is a Veteran



Age Distribution of Statewide Pop



Statewide Pop Growth by Age Group



ATTACHMENT D

Draft Principle 1 – Community

Washington’s public transportation system provides communities with a social environment and a sense of community ownership. Public transportation is an essential component of local, state and national economies, and offers a level of freedom to individuals that are otherwise significantly limited.

“The Statewide Public Transportation Plan will address impacts to the public transportation system, such as growing demand, land use policies, funding, safety and security, and how these impacts ultimately affect Washington’s communities.”

Draft Principle 2 – Integration

Partnerships are critical to the success of Washington’s public transportation system. By developing and maintaining strong partnerships, Washington’s public transportation system can better serve the public through integrated and coordinated services.

“The Statewide Public Transportation Plan will address the need to develop and maintain partnerships with providers of public transportation services, the business community, local, regional and tribal governments, educational institutions, and the Federal Transit Administration. The plan will also convey the importance of coordinating with other transportation modes to assure effective, efficient, and complementary transportation options for people, freight and goods.”

Draft Principle 3 – Environment

It is critical that current assets are maximized and any investment in public transportation considers impacts to the environment.

“The Statewide Public Transportation Plan will address how investments in public transportation must consider environmental and social impacts upon communities and the state, and how to make the best use of current assets and programs to minimize or eliminate impacts.”

Draft Principle 4 – Economy

A sustainable public transportation system is an essential component of local, state and national economies. Washington’s communities depend on an economically viable public transportation system with services that are tailored to meet the needs of their community.

“The Statewide Public Transportation Plan will address the economic impacts public transportation has on local communities and the state.”

Draft Principle 5 – Safety

Washington’s communities depend on a safe, accessible public transportation system with services available during emergencies and disasters.

“The Statewide Public Transportation Plan will address safety and security, and the accessibility of public transportation during emergencies, disasters and disaster recovery.”

ATTACHMENT E

SPTP – Group #1

July 10, 2013

The participants into three smaller groups to develop a response to the following questions:

1. How could the Statewide Plan be formatted? What are the major areas to address?
2. What issues need to be researched? discussed?
3. Is there a priority of issues?
4. Is there a sequence of the issues?

Breakout Group 1

1. Statewide
 - a. Current State
 - i. Summary
 - ii. Principles
 - iii. Vision
 - iv. Goals
 - v. Infrastructure
 1. Physical / facilities
 2. Virtual
 3. Capacity
 4. System
 - vi. Operations
 - vii. Collaborations
 - viii. Funding
 1. Coordination
 - a. Community transportation providers
 - b. Medicaid brokers
 - c. Special needs
 - ix. Policies
2. Economic Centers
 - a. Current State
 - i. Needs
 - ii. Demand / purpose
 - iii. Demographics
 - iv. Land use / destinations

Quote of the day:

“Service based on geography and need – not policies and programs.”

- v. Modes (people movers)
 - 1. Transit
 - 2. Vanpool
 - 3. Commuter rail
 - 4. Heavy Rail
 - 5. Monorail
 - 6. Private vanpool
 - 7. Dial-a-ride
 - 8. Intercity Bus
 - 9. Airport Shuttle
 - 10. Bicycle
 - 11. Walk
- vi. Infrastructure
 - 1. Physical / facilities
 - 2. Virtual
 - 3. Capacity
 - 4. System
- b. Future State
 - i. Opportunities
 - ii. Future estimate
 - iii. Resource usage (underutilized capacity)
 - iv. Infrastructure
 - 1. Physical / facilities
 - 2. Virtual
 - 3. Capacity
 - 4. System
 - v. Operations
 - vi. Collaborations
 - vii. Funding
 - 1. Coordination
 - a. Community transportation providers
 - b. Medicaid brokers
 - c. Special needs
 - viii. Policies

Breakout Group 2

1. Washington state has diverse areas

- a. State of Puget Sound
 - i. Types of people served
 - ii. Function of public transportation – geo specific
 - 1. Lifeline vs. optional travel by SOV
 - 2. Social service vs. urban alternative
 - 3. Many areas outside of urban areas are transit dependent
 - iii. Urban / Rural focus
 - 1. Rural connectivity (city to city) is important
 - b. Statewide
 - i. Operational issues, program support (e.g., CTR, Grants)
 - ii. Infrastructure focus (e.g., sidewalks)
 - iii. Measurement – benefits of transit (examples/case studies, methods of quantification)
 - iv. Educational focus – how to influence the existing mindset
2. What is the demand around the state? What do we know?
 - a. Puget Sound area
 - b. I-5 corridor
 - c. Outside Puget Sound – Eastern WA (urban/rural)
 - d. Current forecast
 3. Market segments
 - a. Regional differences
 - b. Who uses / will use PT services?
 - c. What are their needs?
 - d. Rural / urban
 - e. How to influence markets?
 4. Preservation – Innovation: what is the state’s interest/local responsibility?
 - a. State’s role in asset management
 - b. Infrastructure
 - c. User side subsidy vs. farebox recovery
 - d. Fixed route transit on state routes
 5. Measurement of benefits
 - a. How, who, why ...
 - b. True costs of transport
 6. Vision for the future
 - a. What does the system look like in 2035?
 - i. Types of modes/services/programs
 - ii. How are decisions made (criteria)?
 - iii. What are the benefits?

- iv. Who are the partners?
 - v. Facility locations and land use practices
- 7. Needs
 - a. Met/unmet
 - b. Funding

Breakout Group 3

Tell a Story

- 1. Statewide
 - a. Standardization (customer oriented, e.g., GMA)
 - b. Trip patterns
 - c. Schedule/wayfinding/fare
 - d. Measurement
 - e. Latent demand
 - f. Resources
 - g. Stewardship
 - i. Distance/time (quality of time)
 - ii. Environment
 - iii. Health
 - iv. Economy
- 2. Land use and geography
 - a. Puget Sound
 - i. Infrastructure
 - ii. Integration
 - iii. Demographics
 - iv. Connectivity
 - v. Convenience
 - vi. Performance
 - vii. Unmet needs (LOS)
 - b. Urban / suburban
 - i. Infrastructure
 - ii. Integration
 - iii. Demographics
 - iv. Connectivity
 - v. Convenience
 - vi. Performance

- vii. Unmet needs (LOS)
 - c. Rural
 - i. Infrastructure
 - ii. Integration
 - iii. Demographics
 - iv. Connectivity
 - v. Convenience
 - vi. Performance
 - vii. Unmet needs (LOS)
- 3. SPTP performance expectations

ATTACHMENT F

PUBLIC TRANSPORTATION

Definition

Any form of transportation other than single occupant motorized vehicles that is available and accessible to the public and is either a shared passenger transport (arranged or fixed service) or a mode of transport that utilizes Washington State's transportation infrastructure.