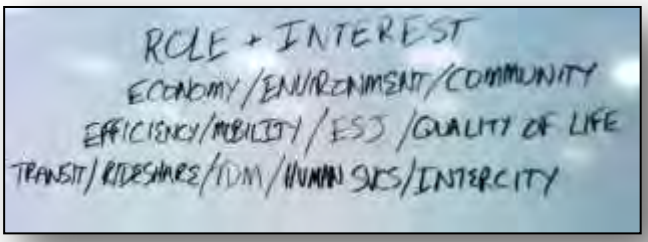
WORK GROUP 1 – TOPIC TEAMS
TOPIC PRESENTATIONS
OCTOBER 8, 2013

Δ = WSDOT action Item
★ = Work Group action Item

STATE'S ROLE IN PUBLIC TRANSPORTATION

Draft statement:

"The state's interest and role in public transportation: To enable local providers to be the partners the state needs to ensure the statewide transportation system functions as effectively and efficiently as possible."



Group feedback:

- Role and interest are two separate and different things and should not be combined into one statement. Interest is a broader umbrella than the role which is more focused.
- Role should represent state's activities/focus of time
- There is an active such as the creation of new programs, new resources, new policies/laws; and a passive role such as the continued existence of the current structure (not getting in the way)
- Shouldn't try to do too much
- Role should indicate usefulness to partners
- A member suggested that public transportation may want to consider alignment with freight corridors.

Revised statement:

"The state's role in public transportation is to enable and provide opportunities to local providers to be the partners the state needs to ensure the statewide transportation system functions as effectively and efficiently as possible."

State's interest:

The state's interest in public transportation can be best described as tiered, with each tier supported by the tier directly below it. The top tier, the economy, the environment and communities is supported by the next level – efficiency, mobility, equitable and social justice, and quality of life – which is supported by transit, ridesharing, transportation demand management, human services, intercity connections, as well as nonprofit and private providers.

Another way to describe it is as a framework –

FRAMEWORK

State Goals:
Economy, Environment, Community

System focus:
Efficiency, Equity, Social Justice and Quality of Life

Modes/Tools:
Transit, Ridesharing, TDM, Human Services Transportation, Intercity Bus, Nonprofit, Private

Group feedback:

10 Bullet Points (activities)

- Integrating public transportation projects into corridor, regional and statewide planning to support *Moving Washington—Operate Efficiently, Manage Demand and Add Capacity Strategically.*
- Developing policies and promoting programs that encourage the use of all public transportation modes and optimize the efficiency of the existing transportation system.
- Removing operational, communications, legislative, and other barriers within the transportation system to allow public transportation services to operate safely, efficiently and effectively.
- Recommending strategies for coordinating public transportation with other transportation services and modes.
- Administering state and federal resources assuring compliance with all applicable requirements, and providing technical assistance to allow public transportation organizations to thrive.
- Improving access and mobility by increasing transit service in rural areas under- or un-served by public transportation, encouraging transit-oriented development and adding technology to enable people and goods to move safely and swiftly to their destinations.
- Assessing the adequacy of local, regional and state funding tools and sources, and developing new funding strategies to address statewide needs and concerns.
- Aligning reporting and data collection to provide a comprehensive and useful picture of public transportation.
- Working with partners to ensure consistent measures to assess public transportation system performance, as required by regional, state, and federal policies and programs.
- Providing leadership on sustainability, climate change and public health as they relate to transportation.

- As the SPTP Working Group begins to form opinions and recommendations regarding performance measures, let's be careful.
- We are currently faced with an infrastructure that we (both the state and the locals) cannot maintain.
- The national discussion seems to be focused on the economy and freight transportation.

Next Steps:

- Provide Stephanie with any dates/times you are available for follow up meeting or conference call to discuss action items and/or finalize "State role in public transportation".

- Complete action items –

  - ★ Review of 10 bullet points from WSDOT white paper of state's role in PT (above) – points may be useful but need to be modified.
  - ★ List collective markets and decide from there what state interest is.

- Questions to be answered by the Work Group:

  - How do all the modes exist together?
  - Is corridor planning the future?
  - Who are we trying to serve?
  - Who are the customers?
  - What type of travel needs are we trying to meet? Service type?
  - How do all the players fit?
  - Do we have a short term strategy (0-6 years), a midterm strategy (7-14 years) and a longer term strategy (more than 15 years)? What are they?

CONNECTIVITY

Connectivity primarily focuses on service. Service between communities, service between modes of transportation, schedule coordination, fare coordination. In Washington State there are many types of services, there are also many small agencies providing public transportation. Local, regional, statewide and state-to-state. The state should be responsible for facilitating cross-jurisdictional connections. Making the service to the public more seamless.

How can the state do this? The state can incentivize the connectivity. Currently there is a silo-mentality that restricts cooperation.

State-to-state connections: example is the student transportation that went between the WSU campus and the U of Idaho campus. The service was also coordinated with the class schedules. When we look at connectivity we have to evaluate the needs of the market. Some connections could be made with bus, while others could be done with vanpool vehicles. For example, vanpool works for workers/staff/faculty but not well for students (age, driving record prohibitive)

- Comment – ORCA was reported as maxed out, no additional partners. Tri-Met in Portland OR is looking at a tap-and-go system (cashless fare) that could be used in multiple venues.

Notes:

- U Pass would make a good side bar story (Michelle)
- In the 2013 Statewide Human Services Transportation Plan, cross jurisdictional travel was identified as a statewide need.

Group feedback:

- Often communication (talking with one another) is the critical key to coordination.
- State should create incentives and provide strategies to enable local providers to create connections
- State should subsidize fares
- Connect markets
- Connect with experiences
- Emotional responses/connections
- Create infrastructure for intermodal connectivity with local services (urban only issue?)
- Tap and go (i.e., cashless) helps create connections

- What does “enable mean in various contexts, e.g., connectivity, partnerships? (allowing, permitting, tech assistance, funding?)
- Identify framework for state to enable & provide opportunities to PT providers
- Create options and tools for diverse markets
- Legislative support: we need to remember that decisions may not always be made on only facts, but that emotions/stories can play a role
- Success has come in different businesses by tying the proposed change to an individual storyboard. This strategy could work in Washington State as we look at how we want the Legislature/State to support the public transportation services that are addressing various needs

Next Steps:

- Provide Stephanie with any dates/times you are available for follow up meeting or conference call to discuss action items and/or finalize “Connectivity”.

- Complete action items –

  - Δ Identify markets (markets we [public transportation] are capable of serving)
  - ★ Match markets and modes
  - Δ Find compelling stories and link together to tell overall story/message
  - Δ Gather stories/data/feedback from riders

- Questions to be answered by the Work Group:

  - What does ENABLE mean in Connectivity?
  - Do connection types depend on the market?
  - Is intercity or state-to-state a state role?
  - Do different trip types present different needs?
  - How do we know the needs of the riders? Survey?

Prepare recommendations for connectivity and how it will be integrated into the SPTP including a historical perspective, current connectivity (what works/what doesn’t) and what it should look like in the future. Example of future statement: Washington State’s public transportation system includes urban and rural services, commuter and community routes, transit services for the general public as well as for individuals with special needs, intercity bus, passenger ferry and rail services, transportation demand management strategies including vanpooling and carpooling and other non-SOV travel.

LAND USE

Gordon presented land use from the perspective of a metropolitan planning organization:

> In Washington State, the Growth Management Act is the method that is used to guide land use for the last 20 years. Under GMA, the state created regional transportation planning organizations (RTPOs) to address the requirements of the state law.
>
> Land Use is primarily a local issue. The relationship between public/private sector or the public/public sector determines what goes into a local plan.

Karl presented land use from the perspective of a transit agency (STA):

> Land use has a significant impact on how transportation networks perform. Densely-populated, mixed-use, pedestrian-oriented land uses complement public transit and vice versa. This type of development offers a greater potential for providing cost-effective and efficient transit service, versus transit routes that serve low-density, residential areas on the edge of cities. All of the jurisdictions STA serves are required to plan under the Washington State Growth Management Act, and therefore must work to encourage development within Urban Growth Areas. The City of Spokane has incorporated "Centers and Corridors" policies into its Comprehensive Regional Context Plan with the intent of promoting mixed-use growth within a number of key areas throughout the city, while the City of Spokane Valley has completed a plan to promote denser development along a central corridor.
>
> Nationally, metropolitan regions have seen increased new residential development taking place in the central cities. According to a 2010 Environmental Protection Agency report titled, "Residential Construction Trends in America's Metropolitan Regions", construction of single family units in the 50 biggest metropolitan areas of the United States have declined rapidly, while the construction of multifamily units has fallen less drastically. For the longer term, the trend toward growing urbanization will increase demand for rental and multifamily housing. In Spokane County, the number of housing units is expected to reach more than 240,500 by 2030, an increase of 23 percent over the current total. Despite the conclusions of national reports of growing urbanization, local projections conclude that single-family housing units are estimated to comprise approximately 75 percent of this total. Areas projected to experience major future residential growth are on the eastern, western, and northern edges of the existing

urbanized area. In particular, this includes the Liberty Lake area, the Airway Heights/West Plains area, and the northern portion of the North/South Corridor.

Karl also explained that they have established some timeless principles such as:

a) Transit is not always the panacea for land use.
b) Old/New. Current development does not always have the land use policies that support transit. Sometimes the older neighborhoods and areas are more conducive.
c) Places that are "on the way" often may receive more transit service that their characteristics would require.

It is important to continually inform decision-makers of what works and what does not work.

State: Placement of state facilities near transit services could better ensure that transit can work.

Michelle presented land use from the perspective an MPO/RTPO – "Growing Transit Communities" – a PSRC project

Examples from the report: http://www.psrc.org/growth/growing-transit-communities, identifies 24 strategies that were then put into 4 groups.

Foundation Strategies

1. Establish a regional program to support thriving and equitable transit communities
2. Build partnerships and promote collaboration
3. Engage effectively with community stakeholders
4. Build capacity for community engagement
5. Evaluate and monitor impacts and outcomes

Attract Growth

6. Conduct station area planning
7. Use land efficiently in transit communities
8. Locate, design, and provide access to transit stations to support TOD
9. Adopt innovative parking tools
10. Invest in infrastructure and public realm improvements

Housing Choices

11. Assess current and future housing needs in transit communities
12. Minimize displacement through preservation and replacement
13. Increase housing support transit-dependent populations
14. Implement a TOD property acquisition fund
15. Expand value capture financing as a tool for infrastructure and affordable housing
16. Make surplus public lands available for affordable housing
17. Leverage market value through incentives
18. Implement regional fair housing assessment

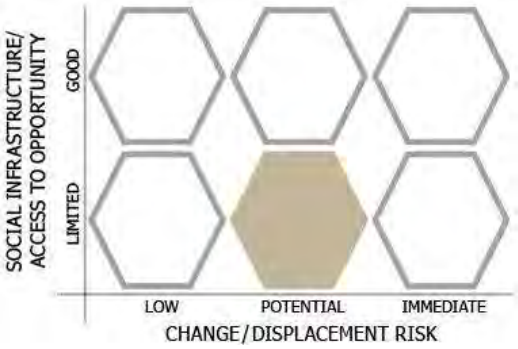
Access to Opportunities

19. Assess community needs
20. Invest in environmental and public health
21. Invest in economic vitality and opportunity
22. Invest in equitable mobility options
23. Invest in equitable access to high quality education
24. Invest in public safety in transit communities

The report identified a state role. EXAMPLE: Give public agencies greater flexibility when planning and constructing infrastructure such as transit oriented development.

No two transit communities are alike. Accordingly, there is no one-size-fits-all approach to the strategies that will help a transit community thrive and grow with equitable outcomes for current and future community members. The Strategy presents the People + Place Implementation Typology as a regional framework for local implementation. Working with stakeholders from each of three major light rail corridors, the Growing Transit Communities Partnership analyzed conditions in 74 study areas as a basis for a set of locally tailored recommendations. Based on indicators of the physical, economic, and social conditions in each transit community, the results of this typology analysis suggest eight Implementation Approaches. Key strategies and investments address the needs and opportunities in different communities, while also advancing regional and corridor-wide goals. The Implementation Approaches and typology analysis are intended to complement and inform existing regional and, especially, local plans as they are implemented, evaluated, and refined in the coming years.

The study also looked at each area using two typologies: People and Place



- Comment – In some of our communities there are residential areas where there never was intended to have public transportation service. Now with "aging in place" these residences and housing districts are requesting services.

Group feedback:

- Development/land use first, transportation second – which came first, the chicken or the egg?
- Transit disoriented development – transit can't fix bad planning!
- How or whether to get service to areas that were never designed for service?
- Aging in place
- Work with developers on last mile solutions
- Identify solutions now and in the future
- State must know when to get out of the way. Solutions could be identified in the regional/local areas if the state would allow. If laws and regulations were not so prescriptive
- Land use integration: From comprehensive plans to projects at all levels
- It is important for a community to lay out a vision with land use incorporated. Identify areas where schools, clinics, senior centers will be located into the future.
- Develop working relationships with local county planners

WARNING: The Statewide Public Transportation Plan will NOT be everything for everyone. The state needs partnerships, needs relationships and needs to foster discussions with local agencies.

Next Steps:

- Provide Stephanie with any dates/times you are available for follow up meeting or conference call to discuss action items and/or finalize "Land Use"
- Matt to provide short story on the Efficiency Act/GTEC and how the state got it right
- Gordon N. to provide short story on Mason County Transportation Authority and Skokomish Tribe partnership
- Prepare recommendations for land use section and how it will be integrated into the SPTP including a historical perspective, current land use (what works/what doesn't) and what it should look like in the future. Example of future statement: Public transportation is integrated with all transportation modes to assure effective, efficient, and complementary transportation options for people and goods. The State shall ….

PARTNERSHIPS

Partnerships are created from the top down. They are transactional. Partners contribute and partnerships provide benefits.

The State can make things happen. The State can incentivize, support programs and policies. It is important to articulate the benefits to partnerships.

Example: Consolidated Grant Program overseen by WSDOT. This requires all projects funded with rural/specialized state and federal grants to be referenced in a local, coordinated Human Services Plan. In the development of that plan, WSDOT expects that there be outreach to a variety of agencies, advocacy groups, and service providers.

Examples of existing partnerships:

- Higher Education and Public Transit
- Community Connector (Whatcom/Skagit/Island)
- Community Transit – Everett (Express Bus and Paratransit Services)
- Pierce County – Adult Day Health, "Beyond the Borders"
- Bellingham TBD paying Whatcom Transit for Sunday Services to WWU
- Sound Transit Express Service
- JBLM – vanpool $ from legislature

Group feedback:

- At what point do you demand leadership and vision?
- What should the state care about?
- What should the state expect from transits/PT providers?
- The state can <u>make</u> things happen (forced partnerships)
- Outreach creates partnerships
- Partnerships = unfair burdens?
- What does state expect of partners?
- Technical assistance makes state a good partner
- How does state as partner ensure transit service will be there?
- States role in partnerships – make, buy and enable
- There is an opportunity to develop partnerships between Transit agencies and Health Care Authority.
- Discussions on solutions/recommendations should include all modes of transportation, all partners

Types of partnerships:

- Public/private
- Public/public

Sustainable partnership example:

- Example: ACCT

Successful partnerships include:

- Talking, trusting, sharing, relationships, opportunities

Next Steps:

- Answer the questions:
    - What should the state care about?
    - What should the state expect from transits/PT providers?
    - How does state as partner ensure transit service will be there?
    - What are opportunities for future partnerships?
    - How can the state facilitate partnerships?
    - What is the benefit to the State?
    - What are the expectations of the local agencies of the State?

Concern: Even if there is money to build, there is no money to maintain.

Action Items:

- Δ Identify areas where there is a state interest
- Δ Identify partnership expectations
- Δ What does state expect of partners?
- ★ Prepare recommendations for partnerships section and how it will be integrated into the SPTP including a historical perspective, current partnerships and what it should look like in the future. Example of future statement: It takes strong partnerships to effectively address the challenges facing Washington's transportation system. Partnerships are critical to the success of the system and shall be developed and maintained between the providers of public transportation services, the business community, local, regional and tribal governments, educational institutions, Washington state agencies, and the Federal Transit Administration. The State will provide incentives and remove barriers to partnerships.

INTEGRATED PLANNING

There are many plans that are required by the federal, state and local governments.

- Transit Development Plans
- Local Planning, Project Plans

The PSRC has a groups called the TIG = Transit Integration Group. This group looks at operations, fares and special services.

EXAMPLE: Farmhouse Gang

"The Farmhouse Gang" is the working name for the North Sound Connecting Communities, a coalition of concerned citizens, elected officials and professional staff of transportation agencies from Washington's five northwestern-most counties: Whatcom, Skagit, Island, San Juan and northern Snohomish. The Farmhouse Gang strives to develop better ways for people to move through the region by using all available modes in an effective and smoothly functioning network that does not rely solely on the automobile.

The Farmhouse Gang is committed to identifying solutions to regional transportation challenges and - using regional partnerships – implementing those solutions through the establishment of new and/or the improvement of existing transportation services in the North Sound region. This will be accomplished by:

- Improving connections and sustaining and expanding services
- Providing public information about transportation services in the region to enhance awareness of the regional transportation network
- Being innovative in the pursuit of funding from a variety of sources
- Collecting travel and system data to identify areas of possible improvement
- Enhancing mobility through sustainable innovative transportation solutions

Integration can be horizontal or vertical.

↔ Horizontal generally occurs at the same level (Service Provider to Service Provider)

↕ Vertical generally occurs between levels of government (State and Local)

Goal of integration – more effective use of transportation resources.

Longer range planning by transit agencies is now creating opportunities for communities to look at what the drivers are for the future; to provide some level of certainty to that community, to understand how resources might be use, to allow for some predictability.

Examples: Route Development Plans that Community Transit participated in recently: SR 9, SR20. Transit was invited to the table at the beginning – were not just an afterthought.

Example of change: In the past the Human Services Transportation Plan was a stand-alone document. Now it has been incorporated into their 2040 Plan. This raises the level of awareness, the special needs programs are seen as important.

Group feedback:

- Peer to peer
- Multi-sector
- Within organizations
    - WSDOT
    - State agencies
    - Locals
- Plan to integrate
- Internal connectivity
- Multiple conflicting plans within organization creates confusion
- Each plan has RCW – consolidate for efficiency and consistency?
- State needs one plan to rule them all….
- Expanding from lateral to horizontal integration.
- Look at variety of solutions, may make projects more competitive for federal funds
- More opportunity to match service levels to markets. Make the service fit the market. Alternative services and solutions don't always need to be bus.
- Opportunities to contract with private sector for a share of the service where it makes sense.
- State investments to be multimodal.
- Directions to Planners: Get the players involved at the beginning.
- Always consider the plans are MULTIMODAL.
- Corridor Planning may be the future.
- In MAP-21 there is an expectation that transportation will be establishing service levels and performance measures. The state needs to understand that one size does not work for all agencies, all parts of our state. Need to be realistic, appropriate.
- Recognition that the size of the agency may dictate their ability to participate. A Transit Manager of a rural transit system may wear many hats. Not able to put in the time, resources as a larger transit system.

STATE ROLE: Provide rural public transportation agencies best practices and technical assistance.

STATE ROLE: Develop a Tool Kit for Transit.

How to prepare for the future (integrated planning)?

a) STATE articulates the statewide vision for a multimodal transportation system
b) STATE identifies a core network of multimodal transportation services
c) STATE evaluates current policies and practices and makes appropriate changes to support integrated planning and perspectives

Next Steps:

Prepare recommendations for integrated planning and how it will be integrated into the SPTP including a historical perspective, current partnerships and what it should look like in the future.

POLICY

The State determines policy in several ways:

- Legislature passes laws
- Governor Executive Orders
- Secretary Executive Orders, Policies
- Administrative Direction
- Guidelines and Manuals (Design Manual)

Group feedback:

- Implementation/funding mechanisms
- Are there policies that hurt transit/integration?
- Are there policies that help transit/integration?
- What gets us to where we want to be?

Example of policies that hurt:

- Airspace lease permit for shelters
- Challenges for placing bike rack at shelter

Next Steps:

This team will be looking at policies that help/hurt public transportation as we go through the other topic discussions.