

Frequent transit service study: Phase 2 analysis framework

WSDOT Public Transportation Division
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Question

What's your favorite late winter activity, outdoors or indoors?

Why we're here today

1. Review accomplishments from Phase I.
2. Review the final report deadline, requirements, and decision-making structure.
3. Review and provide feedback on the framework for describing gaps in transit access based on population demographics.
4. Provide feedback on different frameworks for approaching the funding scenarios.

Phase 2: Gaps, disparities and funding

15(a) \$250,000 of the multimodal transportation account-state appropriation is provided solely for the department, in consultation with the joint transportation committee, to conduct a study of statewide transit service benchmarks. Elements of the study include:

~~(i) — Development of definitions of frequent fixed route transit and accessible frequent fixed route transit; and~~

(ii) Identification of, to the extent possible using existing data, current gaps in frequent fixed route transit ~~and accessible walking routes to frequent fixed route transit stops.~~

~~(b) An initial report is due by December 15, 2022, that proposes a definition of frequent transit and documents how many people in Washington live within one half mile walk of frequent transit. **A final report is due by June 30, 2023, that identifies gaps in accessible frequent transit, analyzed for disparities in race, age, and disability, and develops funding scenarios to address the identified gaps.**~~

Reiterating roles

- **Stakeholders** – Provide perspective, subject-matter expertise, and input.
- **Policy advisory group** – Provide subject-matter expertise and guidance; develop and vet recommendations (especially for mobility policy).
- **Technical advisory group** – Provide subject matter expertise and guidance; develop and vet recommendations (especially for mobility and walkable/accessible data and analysis).
- **Joint Transportation Committee** (includes staff) – Provide subject-matter expertise and guidance; vet recommendations.
- **WSDOT executives** – Provide guidance; review and approve recommendations.
- **WSDOT project team** (includes consultants) – Project management; research and analysis; facilitation; stakeholder and public engagement; documentation.

Reiterating how we will work

- **Creating more access** – Use this project to spur productive public conversations that advance public transportation and improve mobility with an emphasis on the needs of vulnerable populations in overburdened communities and tribes.
- **Learning** – Share what you know and learn from others.
- **Collaboration** – This study will involve multiple committees (i.e., policy group, technical group, Joint Transportation Committee, TDM Executive Board), ad hoc stakeholders, WSDOT staff, and others. All will influence the study.
- **Decision-making** – Strive for consensus. If that's not possible, be prepared to use consent.

Gaps and disparities

Key tasks

- Define and identify gaps in frequent fixed-route transit.
- Analyze for demographic disparities.

Challenges

- The proviso provides little guidance on defining gaps and disparities.
- There are large numbers of both gaps and disparities.
- Some gaps and disparities are vulnerable to misapplication.

Solution

- Stakeholders will help project staff address those challenges.

Approach for final report: gaps, disparities and funding scenarios

Proposed path forward

1. Calculate the number of people from each demographic group who have access to each level of frequent fixed-route transit.
2. The results will serve as the current statewide 'benchmarks' of fixed route transit access.
3. Select a goal for each calculated benchmark in the statewide analysis table.
4. Define the 'gaps' to accessible frequent fixed-route transit as the difference between the calculated statewide benchmark and our goals.
5. Explore and discuss disparities through a narrative format which will supplement and clarify the analysis.
6. Define a 'funding scenario' as the estimated cost to provide service that eliminates that gap.
7. Calculate the overall cost estimate to address the defined gaps in frequent fixed route transit. (Process is yet to be determined).

Defining current benchmarks

This table identifies the number of people living in areas with the transit service levels defined during Phase I, including population counts of specific groups listed in the proviso.

	Total Population	% of total	Adults with a disability	% of disabled adults	People below 100% poverty line	% of people below 100%	People below 200% poverty line	% of people below 200%	People of Color	% of POC	Senior Population	% of Seniors	Youth Population	% of Youth
Statewide	7,512,000		870,000		751,000		1,780,000		1,991,000		1,164,000		1,653,000	
Level 6	4,720,000	63%	544,000	63%	525,000	70%	1,206,000	68%	1,455,000	73%	672,000	58%	1,006,000	61%
Level 5	4,612,000	61%	531,000	61%	514,000	68%	1,175,000	66%	1,429,000	72%	654,000	56%	977,000	59%
Level 4	4,395,000	58%	508,000	58%	497,000	66%	1,132,000	64%	1,376,000	69%	620,000	53%	923,000	56%
Level 3	3,037,000	40%	340,000	39%	362,000	48%	795,000	45%	1,031,000	52%	403,000	35%	611,000	37%
Level 2	1,522,000	20%	163,000	19%	183,000	24%	386,000	22%	559,000	28%	196,000	17%	273,000	17%
Level 1	526,000	7%	53,000	6%	67,000	9%	132,000	7%	228,000	11%	61,000	5%	77,000	5%
Level Night	690,000	9%	66,000	8%	80,000	11%	157,000	9%	277,000	14%	81,000	7%	105,000	6%

Defining goals relative to benchmarks

The benchmark provides a framework by which to define goals.

For every number in the benchmark table, we will propose the percent that ***should*** be achieved on a given timeframe.

Goals allow us to clearly define **a gap**.

	Total Population	Goal total	Adults with a disability	Goal Disability	People below 100% poverty line	% of people below 100%	People below 200% poverty line	% of people below 200%	People of Color	Goal POC	Senior Population	Goal Senior	Youth Population	Goal Youth
Statewide	7,512,000		870,000		751,000		1,780,000		1,991,000		1,164,000		1,653,000	
Level 6		?		?		?		?		?		?		?
Level 5		?		?		?		?		?		?		?
Level 4		?		?		?		?		?		?		?
Level 3		?		?		?		?		?		?		?
Level 2		?		?		?		?		?		?		?
Level 1		?		?		?		?		?		?		?
Level Night		?		?		?		?		?		?		?

Goals conversation

- Imagine a future of transit where a lot more people have access to transit within a one half-mile walk from their home...

Funding scenarios (cost estimates)

- Proposed approach: we interpret “funding scenario” to mean a cost estimate.
- WSDOT would develop multiple cost estimation methodologies based on different units of account, e.g.
 - Cost per person served
 - Cost per bus stop
 - Cost per vehicle mile
- In each method, ALL costs would be aggregated into unit of account
 - Capital/Operational/Expansion/Ongoing
- Stakeholders provide feedback and help refine methods
- Final report presents a range and a level of confidence (which may be very low)

Next steps (tentative)

- Project team will develop draft goals.
- Project team will meet 1:1 with Policy and Technical Advisory Group members to get feedback on goals.
- Final goals will be presented for discussion, feedback, and consent at a joint PAG/TAG meeting at end of February or early March.

Thank you!

Monica Ghosh, project manager, monica.ghosh@wsdot.wa.gov

Thomas Craig, technical lead, thomas.craig@wsdot.wa.gov