

# Frequent transit service study: Phase 2 report on gaps, disparities, and funding

WSDOT Public Transportation Division

April 14, 2023

# Warm-up question

- What do you hope to learn today?
- What idea do you hope to leave with the group today?



# Why we're here today

By the end of this meeting, PAG and TAG members will be prepared to review and provide feedback on the initial draft of the FTSS Phase 2 report.

# Our roadmap

- Review feedback from last meeting
- Discuss and provide feedback on draft report
  - Review current approach for funding scenarios and gaps analysis
  - Discuss ways to present funding scenario and real context effectively
  - Review demographic analysis results
- Discuss next steps

# A reminder of our task

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.**

Source: ESSB 5689

# Report outline

- Followed the format of the initial report:
  - Executive summary
  - Introduction
  - Results
  - Conclusion
  - Appendices
  - Lead with findings and provided detail in the appendices
- Worked to balance discussing report findings within the context of the data limitations, short timeframe, and other challenges
- Worked to integrate PAG and TAG recommendations, especially in the barriers section

# Current benchmark of transit frequency levels

Transit frequency	Description	Population estimated living within half mile	Percent of Washington residents
Level 1	12 min headway days, 15 nights, and weekends	530,000	7%
Level 2	15 min headway days, 30 nights, and weekends	1,520,000	20%
Level 3	30 min headway days, 60 nights, and weekends	3,040,000	40%
Level 4	60 min headway minimum 5 days a week	4,390,000	58%
Level 5	6 trips per day on weekdays	4,610,000	61%
Level 6	2 trips per day on weekdays	4,720,000	63%
24-hour	1 trip every 2 hours overnight	690,000	9%

# Results: Benchmarks compared to scenarios

Transit frequency	Population served benchmark	Population served scenario 1	Population served scenario 2
Level 1	640,000 (7%)	2,750,000 (30%)	1,840,000 (20%)
Level 2	1,840,000 (20%)	3,670,000 (40%)	4,590,000 (50%)
Level 3	3,670,000 (40%)	5,050,000 (55%)	5,320,000 (58%)
Level 4	5,320,000 (58%)	5,600,000 (61%)	5,600,000 (61%)
Level 5	5,600,000 (61%)	5,780,000 (63%)	5,960,000 (65%)
Level 6	5,780,000 (63%)	5,960,000 (65%)	6,420,000 (70%)
24-hour	830,000 (9%)	3,210,000 (35%)	2,290,000 (25%)



# Results: Expected costs for benchmark and scenarios over 15 years

	Expected 2038 annual system cost	Expected total 15-year funding need	15-year funding gap from benchmark
No expansion from benchmark	\$5 billion	\$66 billion	--
Scenario 1 expansion	\$10 billion	\$106 billion	\$40 billion
Scenario 2 expansion	\$8 billion	\$85 billion	\$19 billion

## A question for you

How can we most effectively talk about these cost estimates in the Phase 2 report?

# Barriers and requirements to funding scenarios

- Covid-19 recovery
- Electrification
- Labor shortages
- Land use patterns
- Fiscal constraints
- Vehicles and facilities
- Infrastructure improvements
- Tribal engagement

## A question for you

What recommendations do you have for how we can frame these contextual issues in the report?

# High-level demographic findings

	Total Population	% of total	MoE	%MoE	Adults with a disability	% of disabled adults	MoE	%MoE	People below 100% poverty line	% of people below 100%	MoE	%MoE	People below 200% poverty	% of people below 200%	MoE	%MoE
<b>Statewide</b>	7,512,000		31,300	0.42%	870,000	11.6%	8,214	0.94%	751,000	10.0%	11,700	1.56%	1,780,000	23.7%	28,159	1.58%
<b>No Fixed Route Transit</b>	2,793,000	37%			326,000	37%			226,000	30%			574,000	32%		
<b>Level 6</b>	4,720,000	63%	24,082	0.51%	544,000	63%	6,411	1.18%	525,000	70%	9,491	1.81%	1,206,000	68%	21,287	1.77%
<b>Level 5</b>	4,612,000	61%	23,870	0.52%	531,000	61%	6,352	1.20%	514,000	68%	9,431	1.83%	1,175,000	66%	21,097	1.80%
<b>Level 4</b>	4,395,000	58%	23,354	0.53%	508,000	58%	6,230	1.23%	497,000	66%	9,279	1.87%	1,132,000	64%	20,650	1.82%
<b>Level 3</b>	3,037,000	40%	19,461	0.64%	340,000	39%	5,157	1.52%	362,000	48%	7,904	2.18%	795,000	45%	17,230	2.17%
<b>Level 2</b>	1,522,000	20%	13,429	0.88%	163,000	19%	3,662	2.25%	183,000	24%	5,355	2.93%	386,000	22%	11,946	3.09%
<b>Level 1</b>	526,000	7%	7,827	1.49%	53,000	6%	2,232	4.21%	67,000	9%	3,232	4.82%	132,000	7%	6,971	5.28%
<b>Level Night</b>	690,000	9%	8,791	1.27%	66,000	8%	2,479	3.76%	80,000	11%	3,491	4.36%	157,000	9%	7,907	5.04%

# Demographic analysis

## **Analysis methods:**

1. Initial report methodology
2. Arithmetic difference/direct comparison
3. Regression analysis
4. Cluster analysis

## **Demographic variables considered:**

- Adults 18+ with a disability
- People of color (total people minus white non-Hispanic people)
- Youths under 18
- Adults 65 or older
- People in households below 100% of the federal poverty line
- People in households below 200% of the federal poverty line
- Population density
- Job density
- Households without a vehicle
- Limited English Proficiency households
- Local sales tax rate

# Recommendation and conclusion

- A future study should research levels and types of demand-response service and measure access to these services within the state.
- The funding scenarios and findings about disparities in this study are not a defined conclusion. Rather, this study provides an initial framework for the beginning of a discussion to identify the policy and budget changes necessary to maintain a sustainable, cost-effective, and equitable transportation system.

# Next steps (tentative)

- Policy and Technical Advisory Groups review draft and send comments back by EOD April 21
- Incorporate edits and feedback from policy advisory and technical advisory groups
- Offer opportunities for review to WSDOT staff
- Share draft with PAG/TAG members in mid-May for final review
- Finalize draft
- Share draft with WSDOT decision makers
- Submit to Legislature by June 30, 2023



# Questions?

# Thank you!

Monica Ghosh, project manager, [monica.ghosh@wsdot.wa.gov](mailto:monica.ghosh@wsdot.wa.gov)

Thomas Craig, technical lead, [thomas.craig@wsdot.wa.gov](mailto:thomas.craig@wsdot.wa.gov)