

Transportation Demand Management Board

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Why we're here today

- Introduce the Frequent Transit Service Study
- Introduce the Public Transportation Unmet Needs Study

An essential service

- Public transportation is an essential service. When done well it leads to:
 - Increased independence and autonomy
 - Better quality of life
 - More time



Proviso-Frequent Transit Service Study

- In its 2022 session, the Legislature directed ([ESSB 5689 – 2022 Sect. 221 \(15\)](#)) that WSDOT, in consultation with the joint transportation committee, conduct a study of statewide transit service benchmarks including:
 - Definitions of frequent fixed route transit and accessible frequent fixed route transit
 - Identification of current gaps in frequent fixed route transit and accessible walking routes to frequent fixed route transit stops
 - By December 15, 2022, define frequent transit and enumerate those Washingtonians living within one half mile walk of frequent transit
 - By June 30, 2023, identify
 - Gaps in accessible frequent transit, analyzed for disparities in race, age, and disability
 - Funding scenarios to address the identified gaps

Source: ESSB 5689

How have we moved this forward?

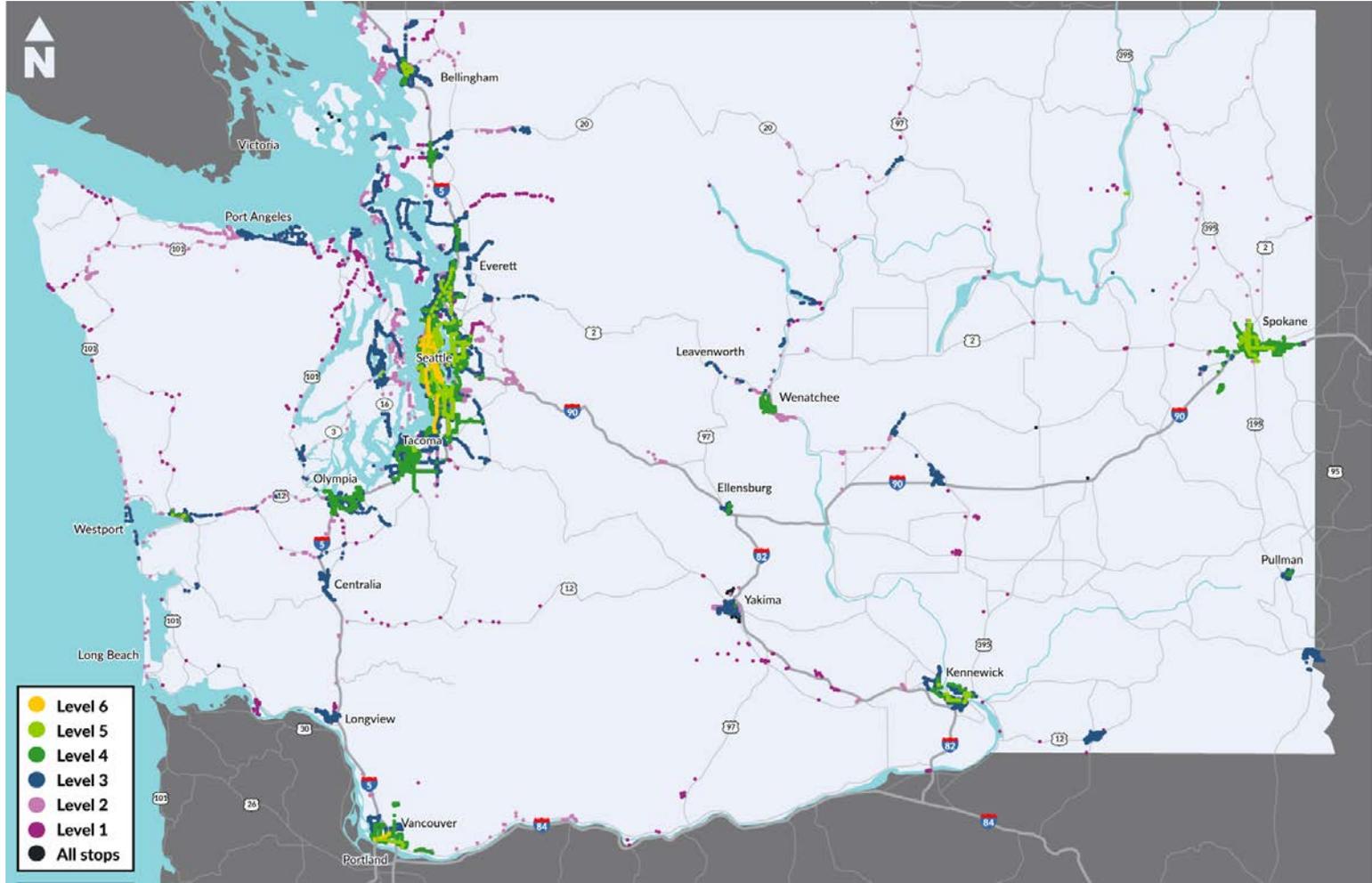
Who	What
Policy advisory group	<ul style="list-style-type: none">• Provide subject matter expertise on transportation issues• Provide recommendations on what could be included in December and June proviso reports• Review report drafts
Technical advisory group	<ul style="list-style-type: none">• Provide technical subject matter expertise and recommendations, especially on data gathering and analysis
WSDOT core project team	<ul style="list-style-type: none">• Conduct research and data analysis to inform December and June proviso reports• Draft recommendations and reports
WSDOT executives	<ul style="list-style-type: none">• Make decisions about June and December proviso report recommendations• Approve June and December proviso reports
Joint Transportation Committee	<ul style="list-style-type: none">• Stay informed of progress of WSDOT core project team
Ad hoc advisors	<ul style="list-style-type: none">• Provide feedback on process and deliverables

Levels analyzed and results

Frequency level	Day Time (9am-5pm)	Extended hours (6am-9am; 5pm-10pm)	Weekend (9am-5pm)	Days of Service (minimum)	Number of stops	Population (approx.)
Level 6	<=12 minutes	<=15 minutes	<=15 minutes	7 days	455	500,000 (7%)
Level 5	<=15 minutes	<=30 minutes	<=30 minutes	7 days	2,917	1,500,000 (20%)
Level 4	<= 30 minutes	<= 60 minutes	<= 60 minutes	7 days	9,477	3,000,000 (40%)
Level 3	<= 60 minutes			5 days	18,243	4,300,000 (57%)
Level 2	6 trips per day any time			5 days	20,856	4,600,000 (61%)
Level 1	2 trips per day any time			5 days	22,295	4,700,000 (63%)
<i>24-hour</i>	1 trip every 2 hours overnight all days			7 days	660	

People within a half-mile of frequent fixed route transit

Frequency level	Population (approximate)	Percent of population
Level 6	500,000	7%
Level 5	1,500,000	20%
Level 4	3,000,000	40%
Level 3	4,300,000	57%
Level 2	4,600,000	61%
Level 1	4,700,000	63%
24-hour	600,000	8%



Key themes (draft)

- Over 50% of people in the state live within a half-mile of fixed route transit service. 7% of people live within a half-mile of the most frequent fixed route transit service levels.
- This study is only about fixed route and doesn't include other forms of public transportation (e.g., demand-response, micro-mobility, ridesharing, mobility management). WSDOT recognizes that areas served by flag stops, paratransit, or route deviations, provide critical access statewide to forms of mobility that are not included in the scope of this study.
- Lack of walkway data and multimodal paths across the state make it difficult to answer questions about access to transit. Understanding whether getting to transit is accessible requires addressing this data gap.

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**.

Source: ESSB 5689

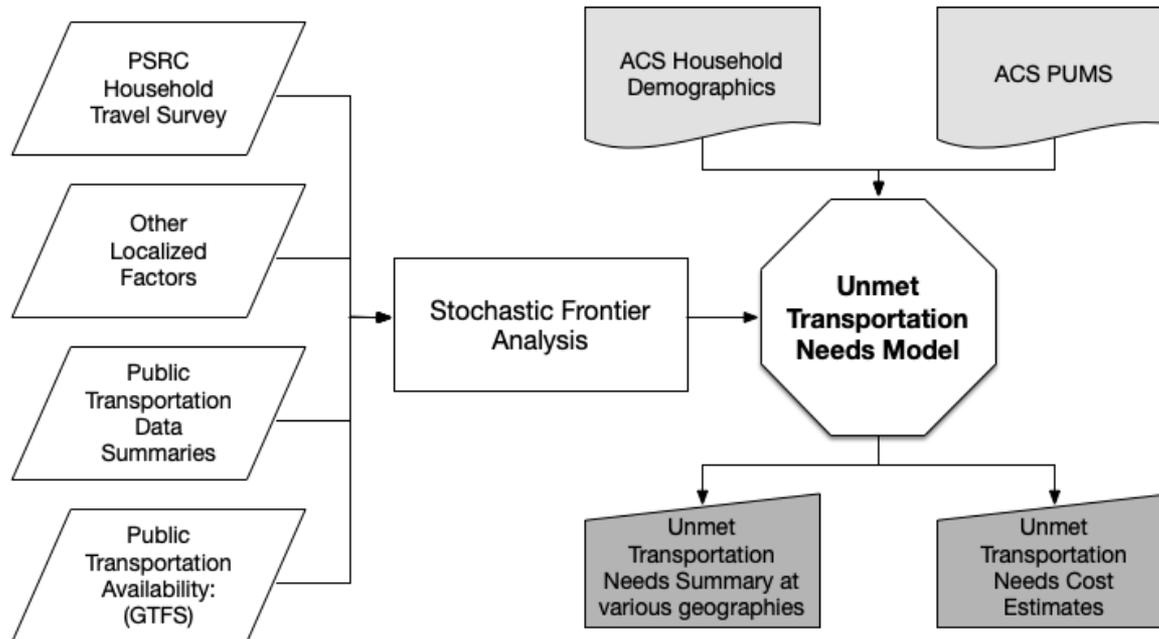
Unmet needs study

What would it take to adequately fund public transportation in Washington State?

Study goals

- Goal is to establish an estimate of unmet need that can be expressed in state budgetary terms, but that reflects local circumstances where feasible.
- Start with a relatively simple approach that can be refined over time as new data and information is acquired.
- Develop repeatable approach to the estimation of unmet public transportation needs in Washington State.

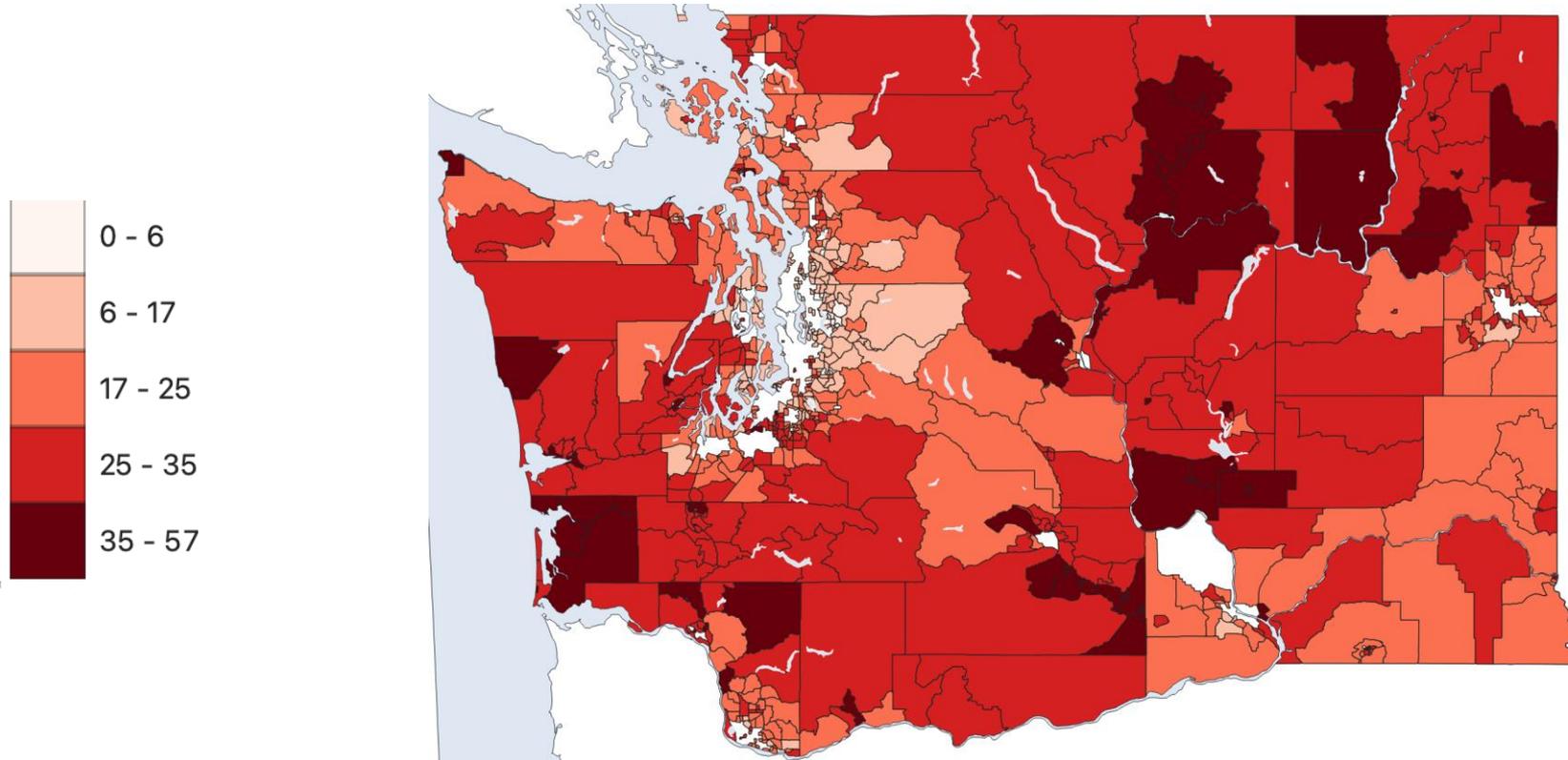
Approach



Households of interest

- Households with no vehicles, or with fewer vehicles than workers.
- Households that contain an individual with a physical or other disability.
- Households with older individuals who may face mobility challenges.
- Households with lower incomes.

Annual unmet trips per household



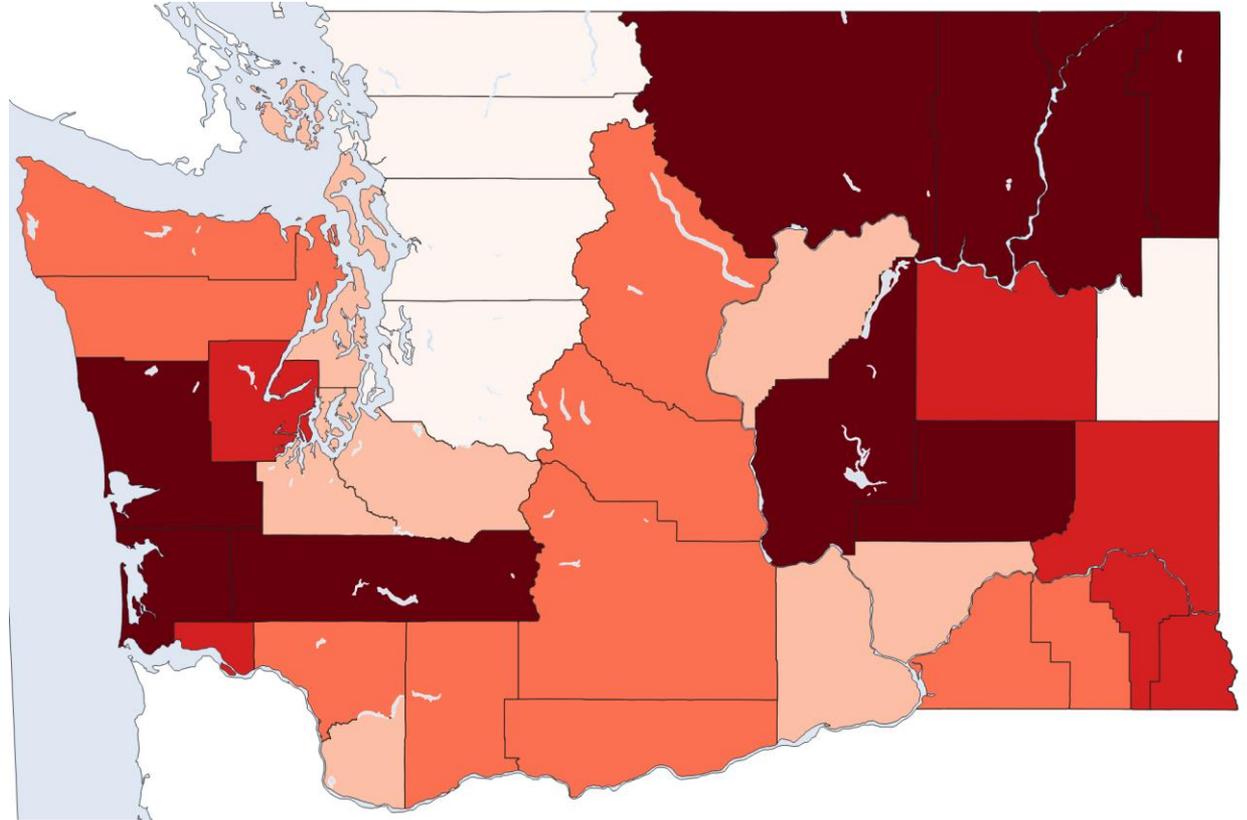
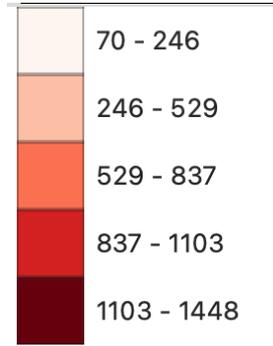
What is the human cost of unmet transportation needs?

- A “tax on time”
- Reduced independence and autonomy
- Reduced quality of life

Calculating the financial cost

All counties	Annual unmet trips	Annual costs	Costs per household	Costs per household served
	30,289,450	\$882,746,699	\$309	\$3,507

Cost of unmet need per household by county



Next steps

- Move into Phase 2 of the FTSS
- Wrap up the Unmet Needs study
- Start the Public Transportation Plan process

What do you think?

- What should we keep in mind as we think about gaps, disparities, and funding?
- What should we think about as we prepare for the Public Transportation Plan?

Thank you!

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