PSRC Regional Priority Ranking Process for WSDOT 2021-23 Consolidated Grant Competition

Special Needs Transportation Committee

May 20, 2020
Overview

• Overview of 2021-2023 Consolidated Grant Process
• Overview of PSRC Role and Process for Developing Regional Priority Rankings
• Updates to Regional Priority Ranking Factors
• Review and Discussion of Special Needs Transportation Committee Role in Deliberation & Recommendation re: the 2021-2023 Consolidated Grant Competition
PSRC Region and WSDOT Consolidated Grant Process

WSDOT: Call for Projects → Submit Grant Application to WSDOT & PSRC → PSRC Regional Priorities Recommendation → WSDOT Evaluation & Scoring → WSDOT Award → Special Needs Project Implementation

Typically begin in summer:
- WSDOT Call for Projects: Fall 2020
- Submit Grant Application to WSDOT & PSRC: Fall 2020 – Winter 2021
- PSRC Regional Priorities Recommendation: Early 2021
- WSDOT Evaluation & Scoring: Spring 2021
- WSDOT Award: Starting July 1, 2021
2020 WSDOT Consolidated Grant

Project Funds Available for 2021-23 State Biennium

- Call for Projects in Summer 2020
- Fewer Rankings Available (2 A’s, 3 B’s, 5 C’s)
- Maintain the Same Overall Ranking Process
Regional Priority Ranking Factors: 2018 Competition

1. Project Type (New vs. Existing)
2. Coordinated Plan: Emerging Needs and Gaps
3. Coordinated Plan: Prioritized Strategies
4. Uniqueness of Service or Program
5. Performance Measures and Targets
6. Financial Sustainability
Regional Priority Ranking Factors: Proposed Changes

1. Project Type (New vs. Existing)
2. Coordinated Plan: Emerging Needs and Gaps
   - Coordinated Plan: Prioritized Strategies
3. Uniqueness of Service or Program
4. Performance Measures and Targets
5. Financial Sustainability
Regional Priority Ranking Factors: 2020 Competition

1. Project Type (New vs. Existing)
2. Support for Coordinated Plan
3. Uniqueness of Service or Program
4. Performance Measures and Targets
5. Financial Sustainability
Priority Ranking Factor #2: Support for Coordinated Plan

In terms of the Support for Coordinated Plan regional priority ranking factor, applicants will be evaluated based on the following:

1) whether they address at least one of the “Emerging Needs and Gaps” in the Coordinated Plan AND

2) whether they address at least one “High Prioritized Strategy” in the Coordinated Plan

If an applicant has completed both of these steps, their application will receive a “Yes” response for Priority Ranking Factor #2.
Priority Ranking Factor #2: Example

Applicant stated in questions 1a and 1c of the application that their project provides transportation to rural areas.

This answer is related to one of the Emerging Need and Gaps:

There is a need to provide better transportation services within rural areas and connecting rural areas to urban areas where jobs and services are concentrated, particularly for those who cannot rely upon an automobile to transport themselves.

As such, this application meets the Emerging Needs and Gaps portion of Priority Ranking Factor #2.
Applicant stated in the application that their project provides transportation in rural areas:

#2: Provide convenient and reliable special needs transportation service to connect rural residents with services.

As such, this application meets the High Prioritized Strategy portion of Factor #2. By meeting both the Emerging Needs and Gaps and High Prioritized Strategies requirements, it receives a “Yes” for Factor #2 overall.
In terms of the performance measures and target regional priority ranking factor, applicants will be evaluated based on the following:

1) whether they commit to tracking required performance measures according to their program type AND

2) whether they set targets for those required performance measures, for achievements by the end of their grant cycle (either a 2- or 4-year grant cycle).
Priority Ranking Factor #4: Performance Measures & Targets, Cont’d

• If an applicant has completed both of those steps, their application will receive a “Yes” response for Priority Ranking Factor #4.

• In addition to the required performance measures, applicants can commit to tracking and setting targets for optional, *suggested performance measures*.

• Not tracking and setting targets for the suggested performance measures will *not* impact their score for Priority Ranking Factor #4.
Performance Measures: Operations

• Required Performance Measures:
  • Passenger trips

• Suggested Performance Measures:
  • Revenue vehicle hours
  • Revenue vehicle miles
Performance Measures: Capital Programs

Vehicle Subprograms

• **Required Performance Measures:**
  • Vehicle Useful Life Benchmark (ULB) in Years: As defined by the Federal Transit Administration, the ULB is the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.
    • Target: Percentage of fleet that have met or exceeded their Useful Life Benchmark.

• **Suggested Performance Measures:**
  • None
Other Capital Subprograms

• **Required Performance Measures:**
  • Please see guidance from the Federal Transit Administration (FTA) to develop relevant performance measures and targets.
  • *Links to FTA guidance documentation will be provided in PSRC’s Regional Priority Ranking Factors guidance materials (forthcoming).*
Performance Measures: Mobility Management

Mobility Management Programs:

- Information Referral & Assistance (IR&A)
- Travel Training, Education, and Orientation (TT)
- Mobility Coalitions (MC)
Information Referral & Assistance programs’ objectives and strategies most often coincide with Objective #1 and Strategy #1.2.

- **Objective #1:** Ensure that people with special transportation needs are aware of and empowered to use the transportation options available to them.
  - Strategy #1.2: Provide information referral & assistance services (including trip planning) through call centers, websites, apps, and other programs.

- **Required Performance Measures:**
  - Number of clients receiving trip planning services
  - Number of calls fielded *and/or* website clicks/impressions
  - Number of trips planned *and/or* referrals made

- **Suggested Performance Measures:**
  - Number of trips completed
  - Number of unduplicated clients receiving trip planning services
Performance Measures: Travel Training, Education, & Orientation (TT)

TT sub-programs’ objectives and strategies most often coincide with Objective #1, Strategy #1.1, and Strategy #1.3:

- **Objective #1:** Ensure that people with special transportation needs are aware of and empowered to use the transportation options available to them.
  - **Strategy #1.1:** Provide hands-on travel education or orientation to clients.
  - **Strategy #1.3:** Train other organizations’ staff how to provide travel orientation/education to their clients.

- **Required Performance Measures:**
  - Number of trainings provided to clients
  - Number of unduplicated clients trained
  - Number of unduplicated organizational staff trained

- **Suggested Performance Measures:**
  - Number of clients trained
  - Number of trainings provided to organizational staff
Performance Measures: Mobility Coalitions (MC)

MC sub-programs most relate to Objective #3 and Strategy #3.1.

• Objective #3: Increase high-quality, efficient, coordinated, person-centered transportation options for populations with special transportation needs.
  • Strategy #3.1: Increase coordination between transportation providers, county or regional mobility coalitions, and other stakeholders.

• **Required Performance Measures:**
  • Number of mobility coalition meetings
  • Number of mobility coalition meeting participants, excluding your own agency’s staff
  • Number of unique agencies represented at the meetings

• **Suggested Performance Measures:**
  • Percentage of work program goals achieved
<table>
<thead>
<tr>
<th>Program Types</th>
<th>Required Performance Measures</th>
<th>Suggested Performance Measures</th>
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</thead>
<tbody>
<tr>
<td>Operating</td>
<td>• Passenger trips</td>
<td>• Revenue vehicle hours&lt;br&gt; • Revenue vehicle miles</td>
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<tr>
<td>Capital</td>
<td></td>
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<tr>
<td>Vehicle Programs</td>
<td>• Vehicle Useful Life Benchmark (ULB) in years</td>
<td>• None.</td>
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<td>Other Programs</td>
<td>• Please see Federal Transit Administration guidance to develop relevant performance measures and targets</td>
<td>• None.</td>
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<td>Mobility Management</td>
<td></td>
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Priority Ranking Factor #4: Example

If the applicant is a Mobility Management Program – Mobility Coalition Subprogram and:

• States that they will track required performance measures and set targets for achievement by the end of the grant cycle, IE:
  • Number of mobility coalition meetings: 12
  • Number of mobility coalition meeting participants, excluding your agency’s own staff: 300 (totaling attendees across all meetings)
  • Number of unique agencies represented at the meetings: 12

The applicant would receive a “Yes” response for this factor.
Questions?

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