

Summary of Transportation Policy Board Engagement Sessions – November 10, 2016

The following information was recorded during Engagement sessions with the Transportation Policy Board on November 10, 2016. Formatting varies with these detailed summaries. The topics included Finance and Health and Equity.

Session 1 (Topic: Finance)

Local Challenges:

- Regional “pass-through” traffic
 - External growth not contributing to city transportation improvements
 - Limited local options
 - Need for a “sub-regional” approach-dedicated funding at sub-regional level
 - Legality of street maintenance utility
 - ST3 and voter willingness for additional local/regional authority in the future
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- Regressive nature of transportation taxation
 - What is “the Region”?
 - Revenues being spent where they are generated
 - Public resistance to mileage fee in addition to fuel tax
 - Would transit be exempt from new user fees?
 - Support for progressive congestion pricing
 - Ensure broad application of user-fees
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- National and international funding approaches
- Public education – this is the new reality
- A menu or “how to” guide of various funding options
- Big/new ideas

Session 2 (Topic: Finance)

- State limitations for local options
- Timing of local option generation
- Challenges of implementing existing authority
- Non-TBD local revenue options
- Pass-through traffic impacting willingness to tax locally
- Restrictions on local options
- Demand management possibilities of revenue tools
- Support for mileage fees
- One-time/annual fee
- Equitable taxation
- Support for mileage fees as a replacement for fuel tax
- Oppose regional taxation authority
 - Need to cast a broad net to address equity concerns (among users)
- Tiered system based on the value of a vehicle

Topic: Health and Equity

Overarching topics

- our region is a leader
- Be BOLD
- design system for people
 - outcome – close disparity gaps
 - better health outcomes in communities
- congestion still an issue
- economic factors – other benefits (health equity)

Data and Performance Measures

- data is disaggregate; need to set performance measures
- make sure we are clear about what we're measuring
- clarification requested for how this would impact project evaluations
- privacy of data for individuals (federal requirements) could be an issue
- important to setting targets
- consistent with results Washington
- how to track progress and benefits to individuals? Displacement is an example

Land Use/Geographies

- also about housing – affordable housing key with walk/ bike transit to work
- not only about centers – corridors are also important and outlying areas
- suburbanization of poverty is important to recognize

Health

- Stress level data – key determinant

- clarification requested for why PSCA use their composite factors for the High Impact Community Maps
 - key factors for air quality are important to highlight
 - break out layers from composite maps
- stress map from ALTA planning might be a good tool
- Tacoma Pierce County Health Department (TPCPH) includes 'health in all policies'. This might be good to look into.
 - determinants of health: mobility, access
- support for adding a health measure

Equity

- define what we mean by equity
- social equity – how does this translate to service hours (related to fed requirements)
- equity is about need, not per capita
- find ways to ensure some communities are considered that may have barriers or have been historically underserved
- suburbanization of poverty an important topic
- equity is both a process and outcome

Accessibility

- walking, bicycling, access to transit
 - compare various parts of the region
 - income also a factor
- access is important, last mile and – what happens at destinations (LR stops example)
- need more robust planning/ support for ADA
- address how people access opportunities (to jobs, housing): determination of equity
- How do we benefit individual people in terms of accessibility?
- access to parks and other opportunities for exercise/ health purposes is also important.

Additional Information offered by board member Dr. Gary Goldbaum, Snohomish County Public Health, regarding how transportation affects public health:

- 1) Motor vehicle crashes remain a leading injury cause of death despite great advances in automotive safety, with speed still a major factor that could be controlled;
- 2) Low income communities located adjacent to highways experienced elevated blood lead levels among children due to leaded gasoline; and
- 3) Safety fears preventing parents from allowing their children to walk or bike to school, coupled with siting of schools away from neighborhoods, such that children do not get at least this opportunity (commuting to school) for physical activity;
- 4) A substantial body of evidence that persons who use mass transit are generally less likely to be obese and definitely get more physical activity.