

Summary of Transportation Policy Board Engagement Session July 14, 2016

The following information was recorded during this Engagement Session with the Transportation Policy Board. Formatting varies with these detailed summaries. The topics included:

- ❖ Maintenance and Preservation
- ❖ Regional Integrated Transit Network

Regional Integrated Transit Network – July 14, 2016 Engagement Session

Network/Performance

- Extra-regional transit connections and how to increase those connections
- Multiple centers in need of good service
- HOV-to-HOV connections and relationship to transit performance
- Averages vs. outliers when it comes to performance measures
- Leveraging data to inform the plan
- Performance metrics reflecting demographics and equity considerations, including age—i.e., not just considering transit performance in a vacuum but how transit serves a variety of populations
- Considering the benefits of transit beyond just home-to-work trips
- Congestion's effect on transit speed and reliability—how is it possible to incorporate this as a performance measure. Looking at people movement vs. vehicle movement, and considering performance not just from a system perspective but also from the customer's perspective
- Sharing information and ensuring seamless coordination among and between all agencies
- Explicit coordination between transit agencies, WSDOT, and private actors like Uber
- The need for service area expansion of transit agencies—how does that happen over time in the region
- Discussion of transit integration now is fine, but at what point does the region seriously consider the potential consolidation of agencies
- How to ensure that the most efficient use of the investments being made to benefit the entire region—ensuring we are getting the biggest bang for our buck
- Benefit-cost analysis must keep in mind the transit-dependent (i.e., serving folks that need serving may not be the most cost-effective but still may need to happen)

Access/Parking

- Emphasis on access, timing, and schedule synchronization
- Expectation around local jurisdiction investments in supporting transit performance and access
- Expectation around transit agencies providing service given investments that support transit performance and access
- Need for a regional parking strategy

TOD (Transit Oriented Development)

- Housing market dynamics and relationship to transit
- TOD and small cities
- Expectation for TOD and high capacity transit (HCT) locations
- Benefits of TOD to transit dependent populations
- TOD's impact on vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions reductions
- Housing and household affordability
- Access to opportunity in transit communities
- Description of available funding tools for TOD

Other

- Describing the role of technology and innovations to transit while transmitting a more accurate sense of their impact (rather than taking an extreme approach on either side)
- How goals for technology can potentially shape the deployment of technology
- Greenhouse gas/emissions
- How to incorporate climate goals at all scales—making sure this is moving in the direction we want to go
- Transit vehicles impact on roadway conditions
- Funding
- How to reflect trade-offs and opportunity costs—specifically the cost of doing nothing