2019 Work Program Updates

Overview
- Transit
- Transportation Demand Management (TDM)
- Special Needs Transportation
Transit Work Program

Preparing for the Regional Transportation Plan Update

Transit Operations:
• Assess demand for transit with updated Regional Growth Strategy

• Assess potential transit needs
  • Existing/planned High Capacity Transit (HCT) corridors in plan
  • Any new potential HCT corridors?
  • Geographies that could support new transit of any type
Transit Work Program

Transit Capital:
Help transit agencies assess updated capital needs for transit to 2050
  • Access
  • Basic Operations
  • Speed and Reliability

Transit Access:
  • Assess/update Regional Access to Transit Strategy
Performance measures and targets

- Measuring impact of transit investments on mobility
  - Ridership
  - Access to Transit
  - Speed and Reliability
- Federal requirements
  - Asset management
  - Safety

Current Work

- Updating Passenger-Only Ferry (POF) Planning through Puget Sound POF Study
- Improving understanding of transit agency planning
What is Transportation Demand Management?

Transportation Demand Management (TDM) helps people use the transportation system more efficiently through education, incentives, products, and programs that remove barriers to non-drive alone modes such as transit, carpool, vanpool, walking, biking, and teleworking.

Get $150 when you choose smarter trips!
TDM Work Program

To identify and communicate the effectiveness of TDM
To identify TDM opportunities and needs
To improve methods of measuring regional performance
To update the 2022 Regional Transportation Plan
## TDM Work Program Schedule

<table>
<thead>
<tr>
<th>Summer 2019</th>
<th>Fall 2019</th>
<th>Winter 2019/2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Collect data from WSDOT, transit agencies, and jurisdictions</td>
<td>- Brief committees and the TPB</td>
<td>- Expand upon data collection if necessary</td>
</tr>
<tr>
<td>- Perform initial review and analysis of data</td>
<td>- Follow-up with TDM program implementers</td>
<td>- Document baseline</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Explore regional TDM opportunities and gaps</td>
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</table>
Statewide Commute Trip Reduction Program

Key Components

• Statewide TDM program founded in 1991
• Targets peak-time commutes to and from worksites
• Worksites with 100 or more full-time employees that commute to work between 6 and 9am
Proportion of Non-Drive-Alone Commute Trips

Regionwide and Statewide Share of Non-Drive-Alone Commute Trips

Source: Washington State Department of Transportation and Puget Sound Regional Council
Why Look Beyond the CTR Program?

- Foundational CTR program captures narrow trip market.
- Many worksites are below the threshold for CTR.
- Most trips on the transportation system are not work trips

Percentage of Daily Trips

- Commute-Related, 25%
- Non-Commute, 75%

Source: PSRC 2017 Regional Household Travel Survey
Local TDM Programs Inventory

Methodology

- Review city comprehensive plans and websites
- Review transit agency plans and websites
- Review Transportation Improvement Program (TIP) TDM projects
- Compile information in inventory
What’s Next for TDM Work Program?

• Complete follow-ups with agencies to ensure a complete inventory
• Finalize the regional TDM inventory to provide a baseline
• Begin exploring potential TDM opportunities through corridor analyses and/or Regional Transportation Plan update
### Who are People with Special Transportation Needs?


<table>
<thead>
<tr>
<th>Youth 5-17</th>
<th>Seniors 65+</th>
<th>Seniors 85+</th>
<th>Individuals w/ Disabilities</th>
<th>Low-Income</th>
<th>Total Special Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>592,000</td>
<td>621,000</td>
<td>63,000</td>
<td>456,000</td>
<td>414,000</td>
<td>1.9M</td>
</tr>
<tr>
<td>602,000</td>
<td>621,000</td>
<td>63,000</td>
<td>456,000</td>
<td>414,000</td>
<td>1.8M</td>
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<td>456,000</td>
<td>414,000</td>
<td>1.6M</td>
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</table>

*Low income defined as 200% below federal poverty level


Special needs population continues to increase in the region.
By 2040, 20% of the regional population will be 65 or older.

By 2040,

- Number of older adults age 65+ will grow by 94%

<table>
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<tr>
<th>REGION</th>
<th>KING</th>
<th>KITSAP</th>
<th>PIERCE</th>
<th>SNOHOMISH</th>
</tr>
</thead>
<tbody>
<tr>
<td>+94%</td>
<td>+82%</td>
<td>+85%</td>
<td>+99%</td>
<td>+124%</td>
</tr>
</tbody>
</table>

- Number of older adults age 85+ will grow by 158%

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<tbody>
<tr>
<td>+158%</td>
<td>+122%</td>
<td>+318%</td>
<td>+202%</td>
<td>+179%</td>
</tr>
</tbody>
</table>

Total population growth = 23%

What is Special Needs Transportation?

**Operated by Transit Agencies**
- Fixed Route
- ADA Paratransit
- Other Demand Response
- Travel Training
- Trip Planning
- Information Referral

**Operated by Nonprofits & Human Service Agencies**
- Accessible Shuttles & Medical Transportation
- Partnership with Nonprofits and Transportation Network Companies
- Volunteer Transportation
- Mobility Management

Partnership with Nonprofits and Transportation Network Companies
Special Needs Transportation Work Program

Collect Regional Special Needs Transportation Data

Coordinate with Agencies to Implement Prioritized Strategies

In Progress

2022 RTP Update
Benefits

• Obtain inventory of existing special needs transportation services
• Help identify gaps in special needs transportation
• Improve methods of measuring performance

Challenges

• Wide variety of data sources create inconsistencies in data format
• Variations in performance metrics
94% of the regional population live within transit district boundaries.
Fixed Route Transit

How many people with special transportation needs use fixed-route transit system?

How are people with special transportation needs using fixed-route system?
ADA Paratransit

84% of persons with disabilities live within the ADA Paratransit boundary in central Puget Sound

2M boardings in 2018
Other Transit Programs

- Other types of demand response services
- Taxi Scrip program
- Partnership with Nonprofits and Transportation Network Companies
- Travel training programs
Non-Profits & Human Service Agencies

How many people with special transportation needs use other services and programs?

How do these services address mobility needs in the region?

How do these programs measure performance?
## Data Collection Schedule

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<td>• Collect data from transit agencies</td>
<td>• Brief committees and TPB</td>
<td>• Explore best use of collected data and visualization strategies</td>
</tr>
<tr>
<td>• Review and analyze quarterly reports for Consolidated Grant funded projects</td>
<td>• Outreach to transit and other transportation providers and explore other data resources</td>
<td>• Explore regional opportunities and gaps in special needs transportation</td>
</tr>
</tbody>
</table>

We are here
Thank you.

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