(DRAFT)

Washington Transportation Plan Update

Transit Operators Committee

Chris Picard
Regional Transportation Coordination Manager
WSDOT Urban Planning Office

Theresa Smith
Policy and Planning Manager
WSDOT Public Transportation and Rail Division

This presentation is a public record document. It is a draft and will be revised as needed. 1st Edition last revised 9/16/04.

September 17, 2004

Washington State Department of Transportation

1

Aspiration for the 2005 Plan Update

- Data driven, analytically grounded and organized by major issue areas
- Program and investment proposals advanced for the state for each major issue area
- Investment and program proposals prioritized into high, medium and low categories
- Scale of proposed investment constrained by financial realities

What we're hearing…

"The WTP should be a collection of information and data from which decision makers can make choices"

"DOT's analytic capability must be strengthened so that we have better information on which to take the long view…The key word everyone has to keep in mind is prioritization…"

"We must prioritize and make choices. The debate is not about how to keep doing just about what we are already doing. Its about how to choose to spend the money on what we really want."

2

Steps to Plan Adoption

Phase 1: Data and Approach Development

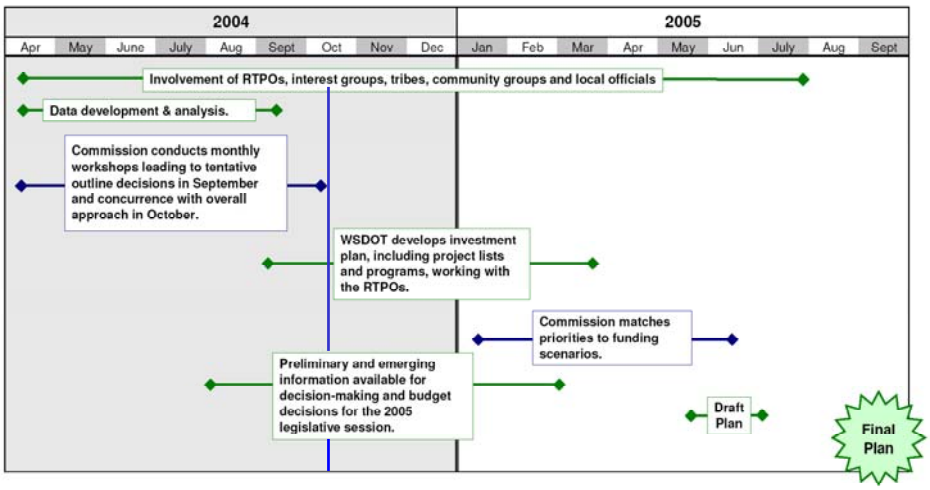
- Build statewide transportation data library
- Analyze statewide trends and system conditions
- Identify key issues and choices
- Share the learning and analysis with others

Phase 2: Developing the Plan Update

- Transportation Commission guides tentative determinations on scale and direction of investment programs
- WSDOT works with RTPOs and others to develop proposals for investment plans and funding scenarios
- Commission matches priorities to funding scenarios
- Commission adopts the plan

3

What's the Schedule?



4

Washington Transportation Plan Update

What you will hear over and over. . .

- **Demands on our state's transportation systems are up, and have not been adequately addressed for years.**
- **Funds for transportation are not there to do what needs to be done.**
- **Aging and deterioration of our state's transportation system will require spending more and more to "stay in place".**

How do we talk about and settle on our real priorities in light of these paramount realities?

5

Strategic Issues for this WTP Update

System Preservation – taking care of past investment

System Efficiencies – optimize the benefits of the existing system

Safety – make transportation facilities safer

Transportation Access – provide a transportation "safety net" for all citizens

Bottlenecks and Chokepoints – targeted investments to address congestion

Strong Economy and Good Jobs – investments to support the state's economic vitality

Moving Freight – Improve the movement of freight

Building Future Visions – What future visions should shape transportation planning?

Health and the Environment – How can transportation investments lead to healthier communities?

6

WTP Data Library

A centralized body of information and resources that can support decision-making

Four categories of information:

- Population
- Economy
- Transportation Facilities and Systems
- Use of Transportation Facilities and Systems

Contains presentations, papers, meeting schedules, background data and relevant analysis

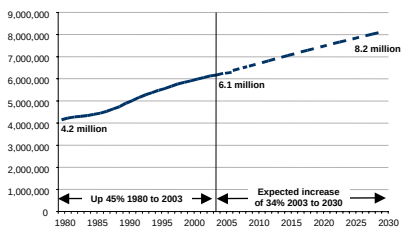
www.wsdot.wa.gov/planning/wtp

Let's take a look at the transit information in the Data Library….

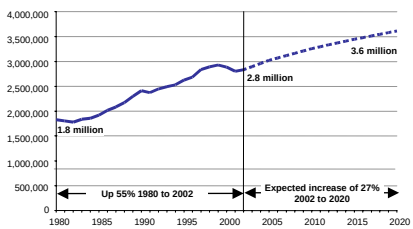
7

Demand is up…

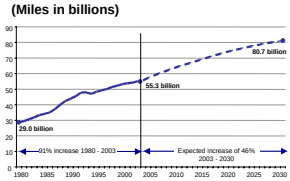
Population Will Continue to Grow



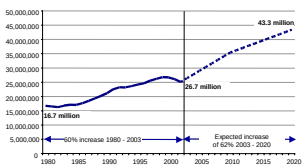
Employment Will Continue to Grow



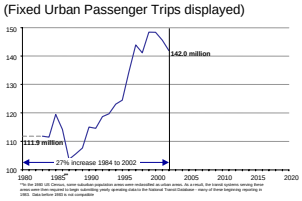
Vehicle Miles Traveled Will Continue to Grow
(Miles in billions)



Ferry Ridership Will Continue to Grow



Transit Ridership Will Continue to Grow
(Fixed Urban Passenger Trips displayed)



8

The System is Aging and Deteriorating …..

The most easily recognizable problems by the public are:

- Interstate pavements (Seattle, Spokane, Snoqualmie Pass)
- Alaskan Way Viaduct
- SR 520 (Evergreen Point Floating Bridge)

On inspection, this is the problem of "preservation" investment. It is statewide and multimodal. It affects bridges, pavements and other facilities that the public assumes it can "take for granted".

But preservation cannot be taken for granted and needs to be funded.

9

The System is Aging and Deteriorating …..

Concrete pavements are deteriorating.

Even though *asphalt pavement* conditions are improving, ***concrete pavement*** conditions on the state's most important highways are in decline and will be expensive and inconvenient to fix.

Bridges are getting older.

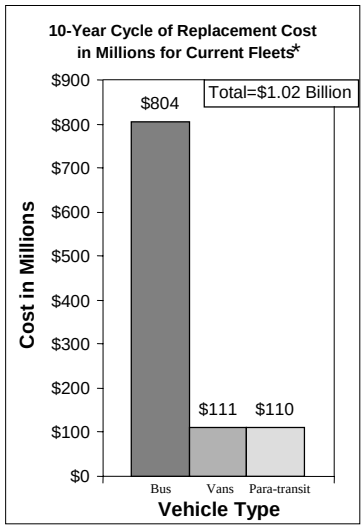
- In the next 20 years, much of the bridge inventory will reach the age of 50 or more years.
- As more of our bridge inventory reaches the age of 50, investment needs for bridge rehabilitation will continue to rise sharply with the most pressing needs being to replace the oldest structures in the system.

Ferry system assets are getting older.

- Just as with bridges, the time is coming when expensive investments in ferry terminals and vessels will need to be made.
- Of our 28 ferry boats, 21 are more than 20 years old and six are 50 years or older.

10

Fleet Replacement Cycles



Source: WSDOT Summary of Public Transportation – 2002 and King County Metro average estimates for vehicle cost.

FTA Vehicle Replacement Schedule

Buses	12 years
Paratransit	5 years
Vans	4 years

Note: The FTA estimates are generous because most transit agencies keep them in operation longer because it saves them money.

*Programmatic estimate to give an order of magnitude of vehicle replacement needs. Better information will be available as asset inventories and plans are received.

11

WTP Transit Agency Work Group

A working group of transit agencies has been formed to help define transit issues and challenges related to the nine WTP issue areas.

The group includes representatives from King County Metro, Link Transit (Chelan/Douglas Co.), Community Transit (Snohomish Co.), Sound Transit (King, Pierce, Snohomish Cos.), C-Tran (Vancouver), Skagit Transit, Intercity Transit (Thurston Co.), and the Washington Transit Association.

The group is identifying system problems, where the problems exist, approaches (or menu of approaches) to resolving the issues, discussing what is needed to implement an approach, and prioritizing the problems as high, medium or low.

What we have heard about transit preservation issues:

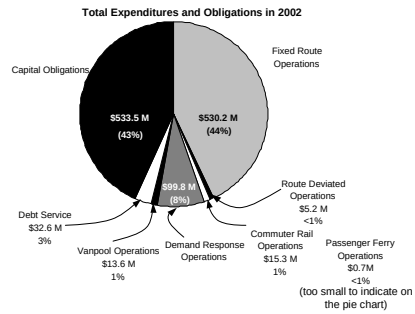
- Funding stability and predictability are important.
- Preservation of the system requires system growth to match population growth and to offset longer travel times due to roadway congestion. Costs will increase to provide the same level of service.
- Park and ride lots are aging.
- There is a potential loss of general service due to rising demand response service costs and needs.
- Roadway work that effectively factors public transportation and pedestrian services in design.

12

Transit Operations in Washington

- There are 26 transit systems currently operating in Washington State--19 of which are public transportation benefit areas.

- The majority of transit agencies provide fixed route and demand response service (including *complementary paratransit*, Americans with Disabilities Act service), vanpool and rideshare services and programs, and park and ride facilities.
- Transit reduces the number of SOV while maintaining or increasing the people-carrying capacity on a roadway.



Transit System Operating Efficiencies

- Service designs for community needs through periodic evaluations and adjustments
- Frequencies of service and resource allocation
- Maximizing capacities by increasing trips per hour and coordinating demand responsive trips.

How would you detect inefficiencies?

- Reduction in running time or delays
- Reduction in ridership
- Higher cost per unit expended

13

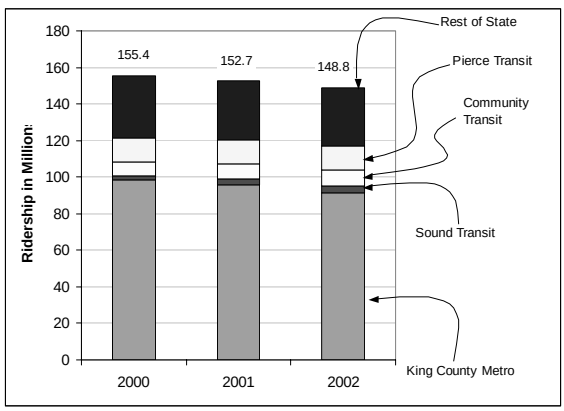
Puget Sound Transit Operations

Transit operations in the King, Snohomish and Pierce County account for 79% of the statewide total in 2002.

The largest provider is King County Metro (2003).

- **91,591,399** passenger boardings
- **3,395,677** total vehicle hours
- **1,300** buses
- **856** vans in operation
- **1,793,814** vanpool ridership
- **1,076,755** Paratransit ridership
- **100** permanent and leased park and ride lots with **17,000** parking spaces

Statewide Transit Ridership



14

Improving Transit Operations

- Operating Configuration
- Improving Communication
- HOV Lane Strategies
- Park and Ride Lots
- TDM Strategies including CTR
- Land Use Strategies

15

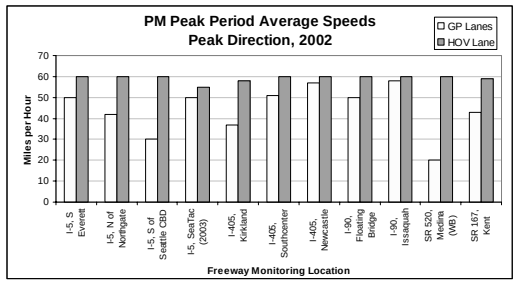
Improving Operations Through Communications

- ITS Automated Vehicle Locator
- 511 Traveler Information
- Transit Transponder use
- Interagency coordination of transit service
- Transit Signal Prioritization
- Queue jumps for transit buses
- Coordinated dispatch/radio equipment
- Trip Planner – online transit trip planning system
- Smart Cards

16

HOV Lanes Provide Travel Time Savings

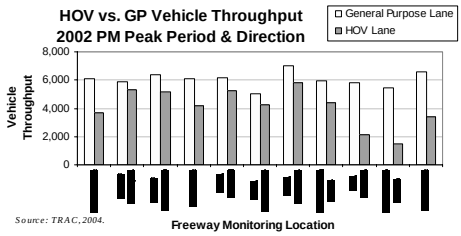
- General Purpose (GP) lanes are often congested
- HOV lanes offer travel time savings through the state's most congested corridors.
- The 2002 average speeds for PM peak period peak direction in the Puget Sound Region at the Freeway locations to the right was:
  - HOV: 59 mph
  - GP: 44 mph



HOV Lanes Move More People

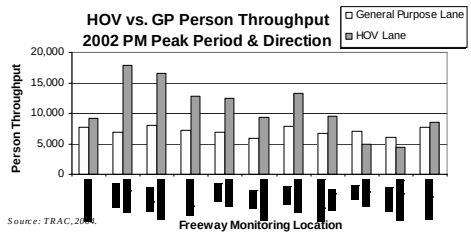
GP lanes move more vehicles than HOV lanes

- Vehicle throughput during the PM peak period in the peak direction :
  - Approx. 45,000 vehicles in the Puget Sound Region.
  - Throughput in GP lanes was generally higher than in adjacent HOV lanes.



But, HOV lanes are more efficient as they move more people

- Person throughput per lane PM peak period peak direction:
  - Approx. 120,000 people in the Puget Sound Region.
  - Throughput in HOV lanes was higher than in adjacent GP lanes in all but two locations.

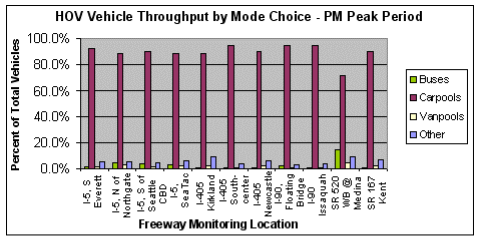


HOV lanes throughput 33% of the people in only 18% of the vehicles during the PM directional peak.

Travel Conservation: Employing Today's Efficiency Tools

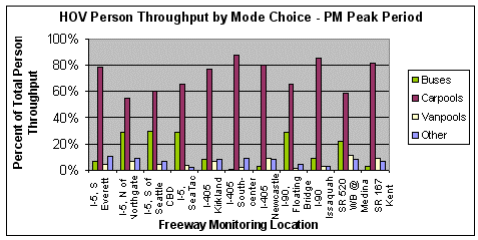
- What types of vehicles are using the HOV lanes during the PM peak period?
  - Buses: 3%
  - Carpools: 89%
  - Vanpools: 2%
  - Other: 6%

Non-weighted averages, TRAC 2002 volumes.

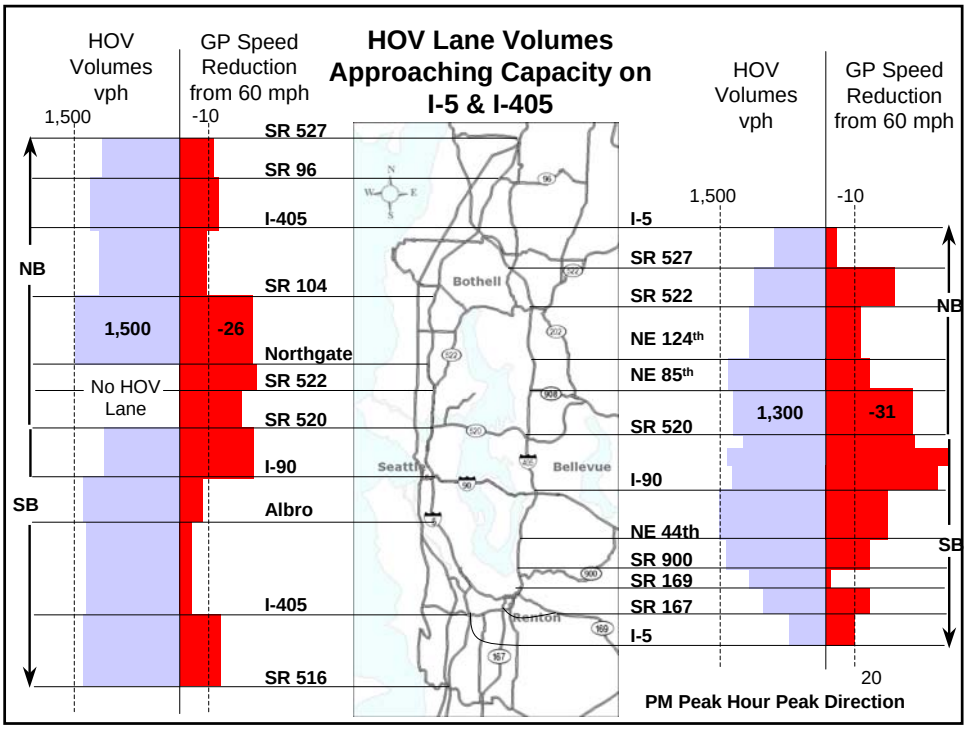


- What mode are people in the HOV lanes using during the PM peak period?
  - Buses: 15% (76% Buses on SR 520 during AM peak)
  - Carpools: 72%
  - Vanpools: 6%
  - Other: 7%

Non-weighted averages, TRAC 2002 volumes.



HOV Lane Volumes Approaching Capacity on I-5 & I-405



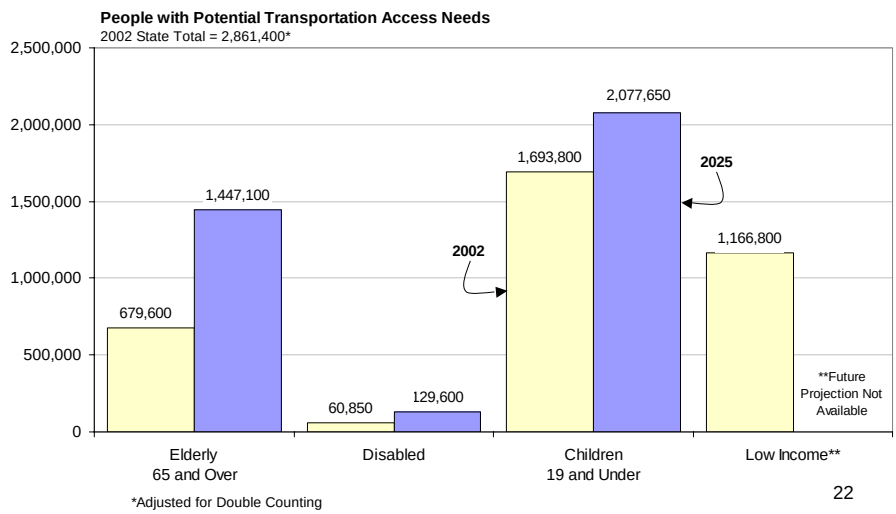
As we move ahead, the WTP will need to address the following issues related to system efficiency:

- How to more fully tap the potential of operational strategies to improve system efficiency, and integrate operational strategies with expansion plans
- How to utilize the ability of pricing strategies to maximize system use
- What is the state role in transit operational programs, specifically:
  - Providing support for the development of park and ride lots
  - Coordinating and supporting transit connections across jurisdictional boundaries within regions
  - Providing additional transit service to address congestion in corridors
  - Including TDM strategies in highway project planning and construction

21

Who Needs Help Accessing Transportation?

Not all people who are elderly, low income, persons with disabilities, or kids lack mobility but a portion of these population groups do.

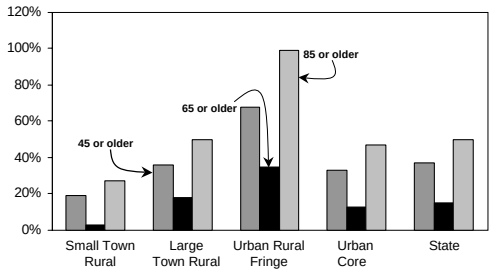


22

Washington's Older Population By Location of Residence

- The number of people age 65 and older is growing fastest in suburban areas. This reflects the aging of the suburban population.
- Older people are remaining in their homes and are tending to stay in the types of areas that they've lived in.
- Older Washingtonians are continuing to drive.
  - Most have been driving their entire lives and may not stop until they need curb-to-curb public transportation.
  - 79% of Washington's older population maintains a driver's license.

Percent Change in Elderly Population by Rural Classification
Washington, 1999-2000



The growing elderly population has distinct transportation needs:

- Roadway safety improvements targeted at senior drivers
- More demand response service for growing suburban elderly
- Rural transportation for isolated elders

23

Demand Response Service Provided by Public Transit Agencies

- Public Transit Agencies contribute nearly $100 million a year or 16% of their annual budget for demand response service.
- In 2001, fixed route service averaged $3.44 a trip in urban areas and $4.86 in rural locations.
- Demand response service averaged $15.13 in small cities and $24.66 in urban areas for the same time period.
- At the current rate of growth, and with current funding levels, public transit agencies cannot keep up with the mandatory demand responsive service, without negatively impacting fixed route service.

The Americans with Disabilities Act of 1990 mandates that transit agencies provide paratransit service for persons with disabilities at a level that is comparable to the fixed route services available to the general public.

Demand Responsive Service provided by Transit

	Urbanized	Small City	Rural	Statewide Totals
Service Area Population	3,718,165	848,666	659,284	5,226,115
Total Vehicle Hours	1,251,550	373,661	166,128	1,791,339
Total Vehicle Miles	19,196,997	5,531,921	2,456,762	27,185,680
Passenger Trips	2,948,484	1,088,530	524,217	4,561,231
Operating Cost/Revenue Hour	$66.77	$54.30	$53.40	$64.63
Operating Expenses	$72,089,574	$18,692,426	$9,030,135	$99,812,135

Demand response or dial-a-ride service is public transportation service characterized by flexible routing and scheduling of relative small vehicles to provide door-to-door or point-to-point transportation at the passenger's request.

24

Emerging Issues in Transportation Access

- There is a growing elderly population in Washington who have distinct needs. Since many of the elderly will continue to drive until they cannot, these needs are in safer roadway accommodations and demand response services.
- Demand response services are expensive to provide, and are taking an increasing share of limited transit agency funding. With current funding, transit agencies face the dilemma of trading-off between demand response service and fixed route service.
- Continuing focus on better coordination between services is needed to minimize duplication and make the most of available revenue.
- As rural areas continue to lose travel options and basic community services, transportation access for rural special needs groups will grow as an unmet need.

25

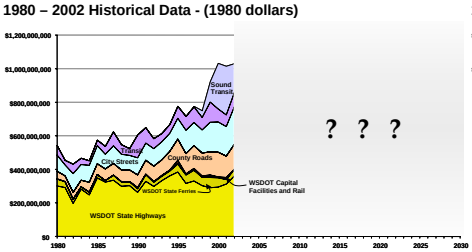
What we are hearing about funding issues from the cities and counties and transit agencies?

- County road levies and the current share of the gas tax cannot meet current funding needs.
- Most rural counties do not have an adequate tax base to fund general government needs let alone local transportation improvements.
- Local options cannot generate enough funds to provide for construction, maintenance, and preservation programs.
- Recent statewide initiatives have repealed local transportation funding tools.
- For transit, the state provides less than 2% of their total funding.
- Capital needs of transit systems vary depending on size and location, but are most acute in urban areas.
- Most critical for transit is augmenting funding for operations.
- In some areas of the state, the sales tax imposed by transit will not grow enough to support funding for current operations.

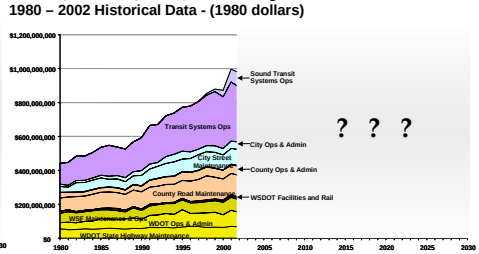
26

Funding: Down or flat…more or less….???

Capital Investment for Transportation by WSDOT, Counties, Cities, & Transit Agencies 1980 – 2002 Historical Data - (1980 dollars)

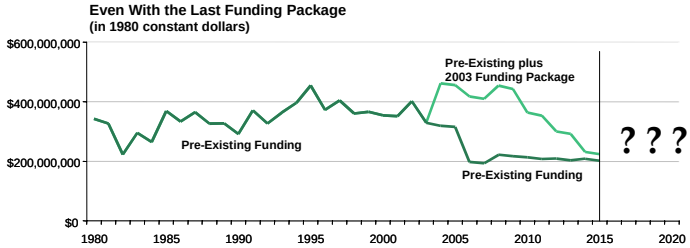


Operating Expenditures for Transportation by WSDOT, Counties, Cities, & Transit Agencies 1980 – 2002 Historical Data - (1980 dollars)



For WSDOT

Over the Next Decade WSDOT Capital Funding is Declining Even With the Last Funding Package (in 1980 constant dollars)

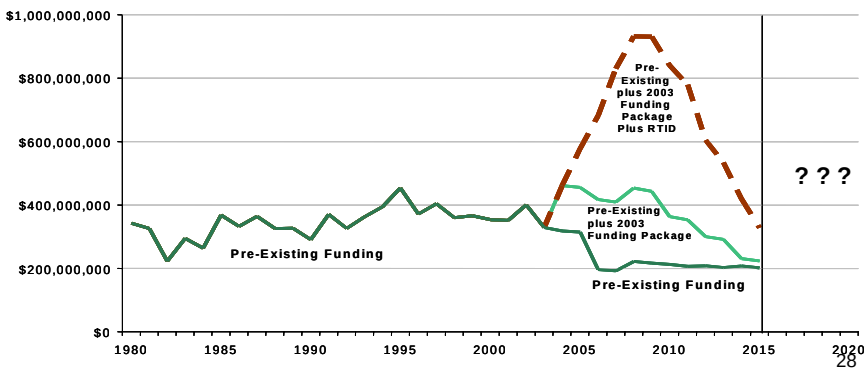


The New Game in Town for Funding is:

Regional Transportation Investment District (RTID)

If passed, could increase capital investments by over $10B in King, Pierce, and Snohomish Counties.

The Overall Level of Capital Investment Continues to Depend on RTID (in 1980 constant dollars)



So how should we approach the problem of making choices and setting priorities?

Capital investment in preservation and current investment in maintenance and operations are paramount issues.

Also:

- Targeted safety investments that provide the highest benefit will need to be made.
- There are many other potential priorities in the area of rural roads and freight mobility – to name a few.
- The ability to address "New Capacity" for congestion relief will be an issue.

29

The Discussion Involves …

- Even with RTID, more will be needed from the state for the Alaskan Way Viaduct, SR 520 (Evergreen Point Floating Bridge), interstate pavements, and other preservation needs.
- Maintenance and other operating and capital programs were not augmented by the 2003 Transportation Funding Package. Safety programs need more funding.
- Only the very worthiest "new works" (i.e., capacity enhancement) projects can be funded at the likely levels of future investment capacity. How should they be prioritized?
- The 18th Amendment will continue to present a roadblock to multimodal funding – other sources besides the gas tax and vehicle fees will need to be tapped.
- Increased state funding will need to be shared with cities, counties and transit.
- Equity amongst areas of the state will continue to be an issue: the "donor areas" are very restless.

30

Reality Intrudes – A Statewide Look

The following revenue scenarios put the revenue issue in perspective

Dollars are in millions

Three Scenarios, Two Options Each	Option A				Option B			
	Local Share	State Share		Total	Local Share	State Share		Total
	50%	50%			25%	75%		
		20% Maint.	80% Capital*			20% Maint.	80% Capital*	
Scenario 1 1 cent/gal tax increase each year for the next 10 years	$993	$199	$1,835	$3,027	$497	$298	$2,772	$3,517
Scenario 2 10 cent/gal tax increase beginning July 1, 2005	$1,781	$356	$2,526	$4,663	$890	$534	$3,790	$5,214
Scenario 3 10 cent/gal tax increase beginning July 1, 2005 plus another 10 cent increase beginning July 2011	$2,675	$535	$4,344	$7,554	$1,337	$802	$6,577	$8,716

*Amounts shown for WSDOT capital investment include assumptions for the sale of bonds using the available revenue stream. The funding level can vary depending on the timing of the expenditures and the resulting bond sales needed, as well as from financing assumptions including interest rates and debt service coverage requirements.

What is the Outreach Program?

RTPO Outreach

- Briefing by Secretary MacDonald at quarterly meeting with all MPOs and RTPOs.
- WSDOT Modal Directors one on one meetings with each RTPO.
- WSDOT WTP briefings at RTPO policy or technical committees by WSDOT regional staff.
- Joint process for developing investment plan.

Document and Information Sharing

- The WTP web page.
- Creating web based documents accessible by everyone.
- Creating an on-line data library to share WTP data.
- Publishing and distributing folios describing WTP progress.

Special Outreach Meetings

- Legislator and legislative committee staff conversations
- Tribal Transportation Planning Organization
- Washington Public Ports Planning Group
- Freight Customer Interviews
- Safety Conscious Planning Workshop
- Freight Workshop with FMSIB
- Congestion Relief Study in Puget Sound, Vancouver and Spokane
- Local roadways group
- Other Events

Late Summer "Milestone" Event

- Scheduled for October 19, 2004
- Hosted by Transportation Commission
- Opportunity to share what we've learned, to discuss approaches, and solicit views.

What's Next

1. **We want to have a dialogue on the data and analysis**
   - If you look at the issue one way, you see…
   - If you look at the issue another way, you see…
2. **Milestone Event**
   - Panels on local issues in the morning: cities and counties, transit, and Tribal (pedestrian, highways and local programs); afternoon focus on cross-cutting issues: safety, preservation, efficiencies, capacity
   - The Commission wants to hear your thoughts on several issues
     A. Agree/disagree with the data and analysis in the WTP?
     B. Does the data identify some things we can do now for the 05-07 New Law Budget?
     C. What issues need more discussion and analysis for the 07-09 investment discussion
3. **Phase Two**
   - The phase where we translate data-driven conclusions and perspectives into an investment plan – and how is it funded?
   - Data points to needs for which we recommend state projects, statewide programs, and statewide policies
   - The recommendations clearly show the benefits and attributes of those proposed actions
4. **The Commission then prioritizes the proposal**
   - High-Medium-Low priorities
   - Forwards investment proposal to Governor and Legislature

33

Appendix – Public Transportation Background Data

1. Transit Asset Information
2. Asset Program Example – KC Metro 10-Year Bus Plan
3. Existing Bus Operations
4. Washington's Older Population
5. Intercity Bus Service
6. Statewide Transit System
7. Public Transit Service the Support Access

34

Washington's Transit Assets

Transit assets include vehicles (buses, paratransit vehicles, vanpools, trolleys, commuter rail cars, and other vehicles), maintenance bases, transit stations, transit stops, and park and ride lots.

King County Metro manages 9,596 bus stops, 19,168 park and ride stalls, 854 passenger shelters, 11 transit centers, and 7 transit bases.

Washington State Public Transit Authority Vehicle Inventory
2002

System	Buses		Vans		Para-transit	
	No.	Age Range	No.	Age Range	No.	Age Range
Ben Franklin Transit	64	0 - 31 yrs	168	0 - 13 yrs	84	0 - 14 yrs
Clallam Transit System[1]	32	3 - 38 yrs	11	2 - 12 yrs	7	13 yrs
Community Transit	276	3 - 25 yrs	334	0 - 9 yrs	49	2 - 6 yrs
C-TRAN	110	1 - 27 yrs	0	-	50	4 - 10 yrs
CUBS*	7	0 - 5 yrs	0	-	8	0 - 7 yrs
Everett Transit	40	1 - 16 yrs	0	-	14	5 - 10 yrs
Garfield County Public Transportation	2	2 & 4 yrs	0	-	1	16 yrs
Grant Transit Authority	36	2 - 18 yrs	0	-	5	10 - 18 yrs
Grays Harbor Transit[2]	29	0 - 25 yrs	0	-	22	1 - 21 yrs
Intercity Transit	39	2 - 17 yrs	75	1 - 11 yrs	24	1 - 8 yrs
Island Transit	13	5 - 16 yrs	69	1 - 7 yrs	24	6 - 12 yrs
Jefferson Transit Authority	12	6 - 21 yrs	9	5 - 19 yrs	8	5 - 11 yrs
King County Metro Transit[3]	1,324	1 - 24 yrs	818	2 - 11 yrs	293	3 - 10 yrs
Kitsap Transit	86	20 - 24 yrs	122	4 - 12 yrs	47	4 - 12 yrs
Link Transit	26	1 - 19 yrs	0	-	31	1 - 9 yrs
Mason County Transportation Authority	13	4 - 35 yrs	0	-	14	2 - 11 yrs
Pacific Transit	10	5 - 12 yrs	0	-	6	2 - 14 yrs
Pierce Transit	167	1 - 30 yrs	250	1 - 11 yrs	108	2 - 8 yrs
Pullman Transit	16	6 - 18 yrs	0	-	4	1 - 8 yrs
Skagit Transit	22	3 - 12 yrs	6	2 - 5 yrs	16	3 - 9 yrs
Sound Transit[4]	174	2 - 4 yrs	0	-	0	-
Spokane Transit Authority[5]	127	1 - 20 yrs	51	1 - 19 yrs	70	2 - 13 yrs
Twin Transit	12	2 - 15 yrs	0	-	2	7 & 11 yrs
Valley Transit[6]	13	2 - 13 yrs	0	-	8	2 - 9 yrs
Whatcom Transportation Authority[7]	38	6 - 9 yrs	20	3 - 7 yrs	38	3 - 11 yrs
Yakima Transit	21	0 - 17 yrs	7	1 - 4 yrs	15	2 - 12 yrs
Total	2,709		1,940		948	

Source: Summary of Public Transportation - 2002

*CUBS - (Community Urban Bus Service) operating name for Cowlitz Transit Authority

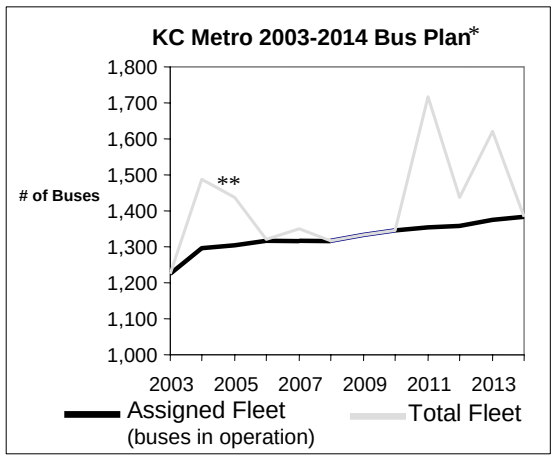
The following list of vehicles are not included in the count above:

[1] Clallam Transit System operates a 16-year old rubber tire trolley replica on its system.
[2] Grays Harbor Transit operates a 18-year old rubber tire trolley replica on its system.
[3] King County Metro Transit operates 5 streetcars, ranging in age from 73 to 78 years.
[4] Sound Transit operates 58 rail cars and 11 engines as a part of its Sounder Commuter Rail program. Sound Transit also operates 3 electric powered light rail cars.
[5] Spokane Transit Authority operates 6 rubber tire trolley replicas on its system, ranging in age from 3 to 9 years.
[6] Valley Transit operates 3 rubber tire trolley replicas on its system, ranging in age from 8 to 13 years old.
[7] Whatcom Transportation Authority operates 4 rubber tire trolley replicas on its system, all 6 years old.

King County Metro's 10-Year Bus Plan

Transit agencies use a long range bus purchase and replacement plan to maintain the needed number of operating buses to ensure the smooth continuation of service. This illustration shows King County Metro's 10-year bus plan.

Because it is cheaper to buy buses in bulk, bus purchases tend to happen sporadically and new buses are integrated into the operating fleet over time.



Source: King County Metro

* This points out the importance of an asset management plan: Bus purchases need to precede bus retirements to keep the fleet operating.

** The peaking of bus purchasing points out the need for consistent and predictable funding for bus replacements.

Existing Bus Operations

2002 Statewide
Fixed Route Statistics
- 93.9 million total vehicle miles
- 6.26 million total vehicle hours
- 148.8 million passenger trips

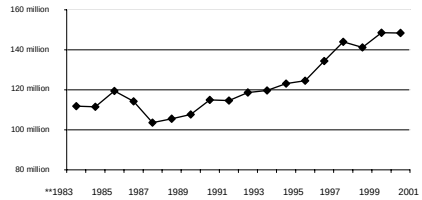
Infrastructure/Facilities
- 205 High Occupancy Vehicle lane miles since 1973
- 294 park and ride lots

Public Transportation
- Over 2,700 transit buses operating statewide
- 1,600 vans supporting vanpools across the state

Other Transportation Programs
- Transportation Demand Management
- Demand Response

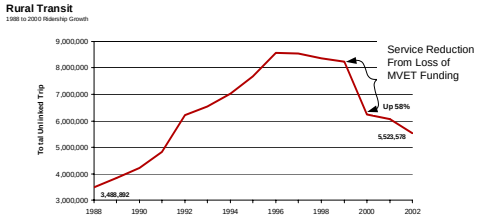
Buses, vanpools and carpools are High Occupancy Vehicles

Annual Unlinked Passenger Trips



Volumes noted are Annual Unlinked Passenger Trips. All data is from the National Transit Database (NTD). King County Metro includes: MB (Motor Bus) and TB (Trolley Bus) SC (Street Car) unlinked trips. All others are MB (Motor Bus) unlinked trips. *no data reported to the NTD for this year **In the 1980 US Census, some suburban population areas were reclassified as urban areas. As a result, the transit systems serving these areas were then required to begin submitting yearly operating data to the National Transit Database - many of these beginning reporting in 1983.

Rural Transit 1988 to 2000 Ridership Growth
Total Unlinked Trips

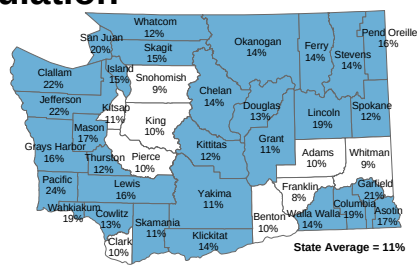


Source: WSDOT Annual Statistical Summary of Public Transportation (1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, & 2001)

37

Washington's Older Population

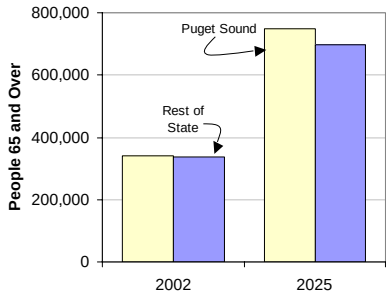
A slight majority of the total number of people age 65 and over resides in the Puget Sound region. However, the counties with the largest percentages of residents age 65 and over are located in retirement or rural areas in the Upper Olympic Peninsula, Northeast, and Southeast parts of the state.

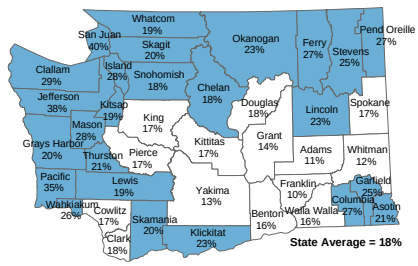


% of County Population 65 and Over in 2002

Below State Average | Above State Average

People Over 65 Residing in the Puget Sound Region vs. the Rest of the State





% of County Population 65 and Over in 2025

Below State Average | Above State Average

38

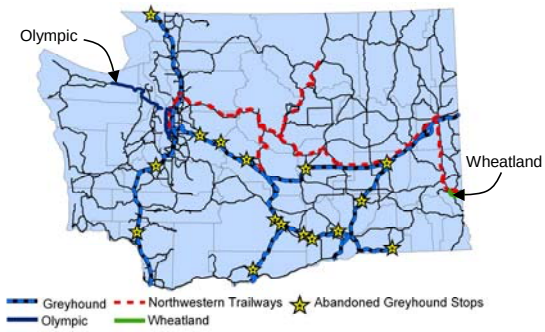
Intercity Bus Service

Intercity bus services provide the only connections to urban centers for many rural communities.

The main providers are Greyhound, Olympic, Northwestern Trailways, Wheatland Express and Amtrak. The recent changes in Greyhound's service design and their emphasis on serving larger communities puts pressure on local and state funded services to connect the smaller communities to the larger ones.

In the few rural areas where it exists, fixed route service can provide connections between communities for residents and visitors, linking rural hubs with urban services and providing regional connections to the intercity transportation services.

Community connectors (locally based van or bus operators) can also fill in the gap to provide continuing access to the rail, bus, and air services needed by rural residents.

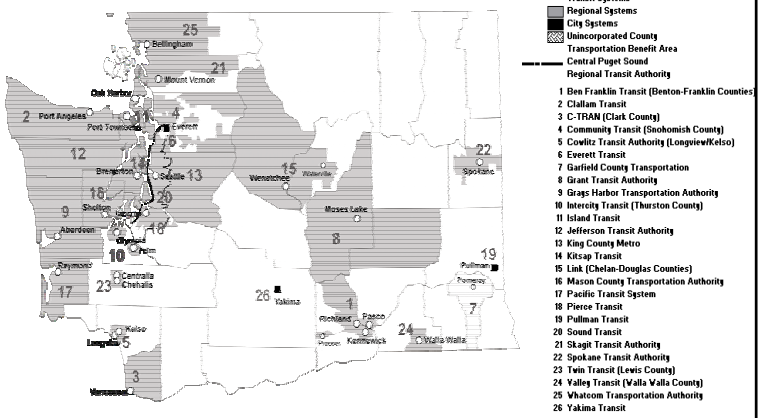


Abandoned Greyhound Stops
(effective August, 2004)
Blaine, Camas, Castlerock, Cle Elum, Connell, Ft. Lewis, George, Goldendale, Grandview, Lyle, North Bend, N. Bonneville, Prosser, Richland, Ritzville, Skamania, Snoqualmie Pass, Toppenish, Walla Walla, Wapato, and Washougal

Washington State Public Transit System

- There are 26 transit agencies.
- Transit authorities serve areas for nearly 87% of state population.
- 5,600 vehicles, over 300 park and ride lots, 75 transit centers and 102 maintenance facilities serve over 155 million passengers annually.

Washington State Public Transportation
Transit Authorities



Asset Preservation vs. Preserving Level of Service
Preserving transit requires equal investments in capital and operating expenditures. Statewide capital obligations account for 43% of total expenditures and operation costs for current level of service exceed 45%. In other words, transit systems need buses and drivers to operate.

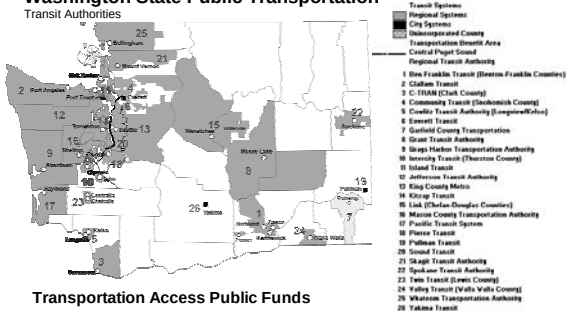
Public Transit Services that Support Access

Public transit has a significant role in transporting people who do not drive through their fixed routes, dial-a-ride services, and special bus fares for the elderly, children and persons with disabilities. While public transit districts are available to 80% of the population through 26 transit agencies, a large portion of rural Washington has no public transit services.

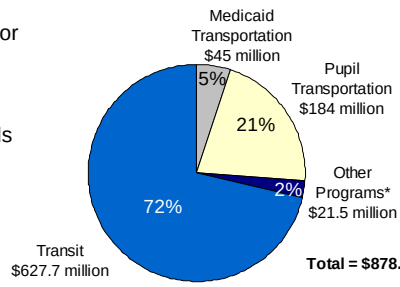
Public transit agency spending represents a majority of funding for access services. We don't know how much of this spending is for special needs groups, nor do we know the number of special needs people who use fixed route services.

As indicated in the map, public transit districts do not cover all areas of the state.

Washington State Public Transportation
Transit Authorities



Transportation Access Public Funds



Total = $878.2 million