

## New Systems

There were no new transit systems to report in 2006.

## Efforts to Increase Public Transportation Tax Rates

Increasing local tax rates to fund public transportation is a sensitive political issue. The process of winning consensus among voters involves a lot of public outreach to communicate the benefits of public transportation. Depending on the political climate at the time, voters within the boundaries of the transportation benefit district approve or disapprove the increase of taxes to fund public transportation.

In November 2006, voters in King County approved the Transit Now package that raised the sales and use tax by 0.1 percent. This raises King County's total transit tax to the maximum limit of 0.9 percent. The revenues generated from Transit Now are slated for expansions in bus service, including the massive capital purchase of nearly 500 vehicles to expand Metro's existing fleet. Other plans for the revenues will be used to implement bus rapid transit and increased service along high service routes.

Voters in the city of Selah, a suburb of Yakima, passed a ballot measure to increase their local sales tax by 0.3 percent in November 2006. Despite Selah being located outside of Yakima Transit's taxing district, voters in Selah recognized the value of public transportation to their small community. Bus service from

## Local Sales and Use Tax Authorized for Public Transportation

	Transit System	Authority*	Last Changed	Sales Tax Rate
1	Asotin County PTBA	PTBA	2004	0.2%
2	Ben Franklin Transit	PTBA	2002	0.6%
3	Clallam Transit System	PTBA	2000	0.6%
4	Columbia County Public Transportation	CTA	2005	0.4%
5	C-TRAN (Clark)	PTBA	2005	0.5%
6	Community Transit (Snohomish)	PTBA	2001	0.9%
7	Cowlitz Transit Authority (CUBS)	PTBA	1987	0.1%
8	Everett Transit	City	2004	0.6%
9	Garfield County Transportation <sup>1</sup>	UTBA	N/A	0.0%
10	Grant Transit	PTBA	1996	0.2%
11	Grays Harbor Transportation Authority	CTA	2000	0.6%
12	Intercity Transit (Thurston)	PTBA	2002	0.6%
13	Island Transit	PTBA	2000	0.6%
14	Jefferson Transit Authority	PTBA	2000	0.6%
15	King County Metro Transit	County	2006	0.9%
16	Kitsap Transit	PTBA	2001	0.8%
17	Link Transit (Chelan/Douglas)	PTBA	1990	0.4%
18	Mason County Transportation Authority	PTBA	2001	0.6%
19	Pacific Transit	PTBA	1979	0.3%
20	Pierce Transit	PTBA	2002	0.6%
21	Pullman Transit <sup>2</sup>	City	1978	0.0%
22	Skagit Transit	PTBA	1992	0.2%
23	Sound Transit <sup>3</sup>	Regional	1996	0.4%
24	Spokane Transit Authority	PTBA	2004	0.6%
25	Twin Transit (Lewis)	PTBA	2004	0.2%
26	Valley Transit (Walla Walla)	PTBA	1980	0.3%
27	Whatcom Transportation Authority	PTBA	2002	0.6%
28	Yakima Transit	City	1980	0.3%

\*PTBA = Public Transportation Benefit Area; UTBA = Unincorporated Transportation Benefit Area; CTA = County Transportation Authority.

<sup>1</sup>Garfield County Transportation is financed by locally generated tax revenues rather than sales tax.

<sup>2</sup>Pullman Transit receives two percent of local utility taxes.

<sup>3</sup>In November 1996, voters approved local funding for Sound Transit that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax, and a rental car tax to finance the construction and operation of the regional transit system.

Yakima to Selah and Union Gap were part of a pilot project funded by a federal grant to serve the outlying areas around Yakima. This tax increase allows bus service from Yakima to Selah to continue past the pilot project end date in June 2008.

### **Efforts to Create or Expand Transit Districts**

There were no transit district boundary changes in 2006.

### **New Legislation**

The supplemental transportation budget in 2006 saw two substantial increases in funding directly related to public transportation.

The vanpool program received an additional \$3.9 million in funding to support the growing demand for alternative transportation. In 2006, vanpool fleet size across Washington increased by 15.41 percent to 2,741 vehicles over 2005 levels. Vanpooling represents a cost effective method for investing in public transportation while reducing congestion.

The Office of Transit Mobility (OTM), created in 2005 as part of Substitute House Bill 2124, also received supplemental increases in funding totaling \$20 million for a newly created Regional Mobility grant program. As a condition of funding, the legislature required a competitively ranked list of projects to be submitted. These funds are specifically designated to fund transit improvements to

increase system efficiency and system connectivity throughout Washington State. The new regional mobility grants represent the first competitive grant process from the Office of Transit Mobility.

A significant piece of legislation was signed in 2006, otherwise known as Engrossed Substitute Senate Bill (ESSB) 6566 or the CTR Efficiency Act. This bill modifies the Commute Trip Reduction program in the following areas by: (1) refocusing the CTR Task Force into a smaller policy-oriented CTR Board; (2) focusing on urban growth areas instead of entire counties; (3) revising participation requirements extended to volunteer centers, employees, and residents; (4) extending performance review timelines to every other year; (5) establishing participation requirements for congested highway corridors; and (6) mandating coordination with transportation and growth planning. These requirements further infuse transportation demand management strategies into the reduction of congestion and ultimately harmful transportation related emissions.

For detailed information about the new Commute Trip Reduction Efficiency Act, visit our Web site at [www.wsdot.wa.gov/tdm](http://www.wsdot.wa.gov/tdm)

### **Federal and State Grants**

The end of 2006 presented the task of collecting grant applications for the 2007-2009 grant funding cycle. For grants under this new biennium, new requirements ensured that

local coordination was achieved prior to grant application. As part of the federal transportation legislation, otherwise known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users, anyone receiving federal funding for transportation projects was required to go through a regional coordination process that prioritized transportation projects. This process aimed to take existing transportation efforts and have them work together for more efficient and cost effective services.

Another change to the federal grants process includes the development of standardized qualitative questions by the Public Transportation Division, designed for better reporting of sections 5316 Job Access and Reverse Commute and 5317 New Freedom. Specific discussion of these performance measures or information specific to the public transportation grant program should be directed to the chapter on grants at the back of the summary.

The funding structure of the Job Access and Reverse Commute (JARC) grants went through a change in 2006. JARC funds were distributed in a different format than previous years, in that national formulas were used to apportion funding according to population size; 60 percent to areas with populations over 200,000, 20 percent to areas under 200,000 in population, and the last 20 percent to non-urbanized (rural) areas.<sup>1</sup> Before 2006,

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<sup>1</sup>Source: Federal Transit Administration. 2006 Annual Apportionments, Washington State.

distribution of funding was based on the percentage of low-income persons living in a state. Urban areas receive funding directly and accounted for approximately \$1.8 million where as small urban and rural areas were apportioned approximately \$1.2 million in funds that will be distributed through the Public Transportation Division’s consolidated grant process. For more information on the Job Access and Reverse Commute grants, see Appendix 6.

### Local Funding

**Sales and use tax revenues in 2006 totaled \$1,053,316,453, showing an increase of 8.66 percent over 2005 figures.** This figure represents 71.5 percent of total operating revenues compared to 75 percent of total operating revenues the previous year.

Statewide sales and use tax revenue statistics were driven by the urban areas, accounting for 86.69 percent of total sales and use tax revenue in 2006. Sound Transit reported approximately \$319 million in local taxes, accounting for 34.96 percent of total urban local taxes in 2006.

Some of the largest growth in sales and use tax revenues came from C-TRAN and Twin Transit, with changes of 60.16 percent and 38.31 percent respectively when compared to 2005 sales tax revenues. In contrast, Ben Franklin Transit actually reported a reduction of 0.32 percent in local tax revenues when comparing 2006 to the previous year.

2006 Federal Funding			
Area	Funding	Source	Purpose
Seattle-Everett	\$77,877,348	Section 5307	Formula
Spokane	\$6,090,846	Section 5307	Formula
Marysville	\$1,149,832	Section 5307	Formula
Kennewick-Richland	\$1,651,637	Section 5307	Formula
Yakima	\$1,600,855	Section 5307	Formula
Bremerton	\$2,303,920	Section 5307	Formula
Olympia-Lacey	\$1,977,345	Section 5307	Formula
Bellingham	\$1,557,306	Section 5307	Formula
Longview	\$702,226	Section 5307	Formula
Mount Vernon	\$786,259	Section 5307	Formula
Wenatchee	\$1,029,669	Section 5307	Formula
Seattle	\$26,274,605	Section 5309	Fixed Guideway
Everett Transit	\$816,750	Section 5309	Vehicle Replacement
Sound Transit	\$1,485,000	Section 5309	Eastgate Transit Access
Sound Transit/Central Link	\$78,408,000	Section 5309	New Start
Sound Transit/Sounder Commuter Rail	\$4,900,500	Section 5309	New Starts
Community Transit	\$571,072	Section 5309	Bus and Bus Facilities
SW King County	\$841,500	Section 5309	Intermodal Transit Facility
King County	\$49,500	Section 5309	King Street Station
King County Metro	\$1,980,000	Section 5309	Bus Radio Replacement
King County Metro	\$1,188,000	Section 5309	Airfield Transfer Area
King County Metro	\$1,188,000	Section 5309	First Hill Park and Ride Lot
Mukilteo	\$1,104,072	Section 5309	Multimodal Terminal
Seattle	\$792,000	Section 5309	Terminal Redevelopment & Expansion
Ben Franklin Transit	\$495,000	Section 5309	Bus and Facilities
Skagit Transit/Chuckanut Dr. Station	\$297,000	Section 5309	Bus and Facilities
Skagit Transit	\$420,750	Section 5309	Bus and Facilities
Intercity Transit	\$171,321	Section 5309	Bus and Facilities
Link Transit	\$495,000	Section 5309	Bus and Facilities
North Bend	\$153,824	Section 5309	Bus and Facilities
Oak Harbor	\$190,357	Section 5309	Bus and Facilities
Port Angeles	\$792,000	Section 5309	Bus and Facilities
Puyallup Transit Center	\$772,200	Section 5309	Bus and Facilities
Clallam Transit/Int'l Gateway Center	\$792,000	Section 5309	Bus and Facilities
Grays Harbor Transit	\$772,200	Section 5309	Facilities
Pacific Transit/Iiwaco	\$38,072	Section 5309	Bus and Facilities
Island Transit	\$456,857	Section 5309	Facilities
WA State Small Bus	\$1,970,350	Section 5309	Buses
Statewide Rural	\$7,945,949	Section 5311	Formula
Statewide Job Access — FY 2006	\$3,012,422	Section 5316	JARC Allocation
Statewide New Freedom — FY 2006	\$1,858,731	Section 5317	New Freedom Allocation
<b>Total*</b>	<b>\$236,960,275</b>		

\*Excludes Vancouver Section 5307 Formula share with Portland, OR; excludes Asotin Section 5307 Formula share with Lewiston, ID.

## Statewide Operations Overview

Statewide, farebox revenues increased **6.10 percent** from 2005, but constitute a smaller percentage of overall operational revenues. Fares represent 9.4 percent of total operational revenues compared to 11 percent in 2005.

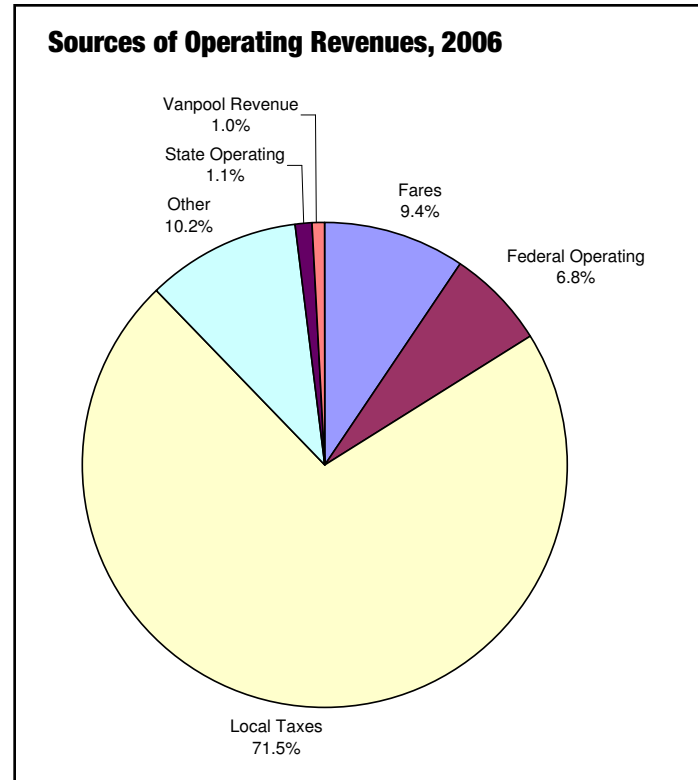
Most transit agencies increased their farebox revenues in 2006. Transit agencies with the largest increases over the previous year, in descending order were: Grant Transit, 63.60 percent; Kitsap Transit, 39.15 percent; and Pierce Transit, 25.81 percent.

In contrast several transit agencies reported decreases in their farebox revenues when compared to 2005. These transit agencies, in descending order were: Valley Transit, 23.19 percent; Whatcom Transit, 17.87 percent; Mason County Transportation Authority, 17.55 percent; Twin Transit, 9.23 percent; Columbia County Public Transportation, 7.14 percent; and Ben Franklin Transit, 2.30 percent.

Statewide, vanpool revenue increased **19.05 percent** from 2005.

Statewide vanpool revenue accounted for approximately \$14 million and maintained 1.0 percent of total operating revenues when compared to 2005 figures.

The graph, *Sources of Operating Revenues, 2006*, shows the percentage share of each revenue source.



## Expenditures

### ***Operating Expenses and Capital Obligations***

Statewide operating expenses and capital obligations totaled approximately \$1,841 million in 2006. This represents an increase of 12.71 percent over 2005 total expenditures.

Some of the larger contributing factors to the increase in expenditures for 2006 were driven by debt service and capital obligation expenditures. Urban systems, especially Sound Transit, were the primary cause of the increases in expenditures across Washington. Debt service in 2006 increased by 34.87 percent, where as capital obligations increased by 17.80 percent over 2005 figures. See Appendix 5 for details on operating expenses and capital expenditures.

Operating expenses for public transportation in Washington State increased 13.13 percent from 2005 expenses. Operating expenses increased for all service modes, except light rail from the previous year. The following are changes in operating cost for services during 2006:

- fixed route service expenses increased 6.38 percent
- deviated route service expenses increased 17.14 percent
- demand response service expenses increased 7.51 percent

- vanpool service expenses increased 6.97 percent
- passenger ferry service expenses increased 12.03 percent
- light rail service expenses decreased 33.88 percent
- commuter rail service expenses increased 2.26 percent

The most noticeable change in 2006 is the decrease in service expenses for light rail service. This was driven by the elimination of Seattle’s Waterfront Streetcar at the end of 2005 to make room for the Waterfront Sculpture Park. Operational expenses for

light rail are associated with Link light rail operations, and administrative costs associated with the development of the South Lake Union Streetcar.

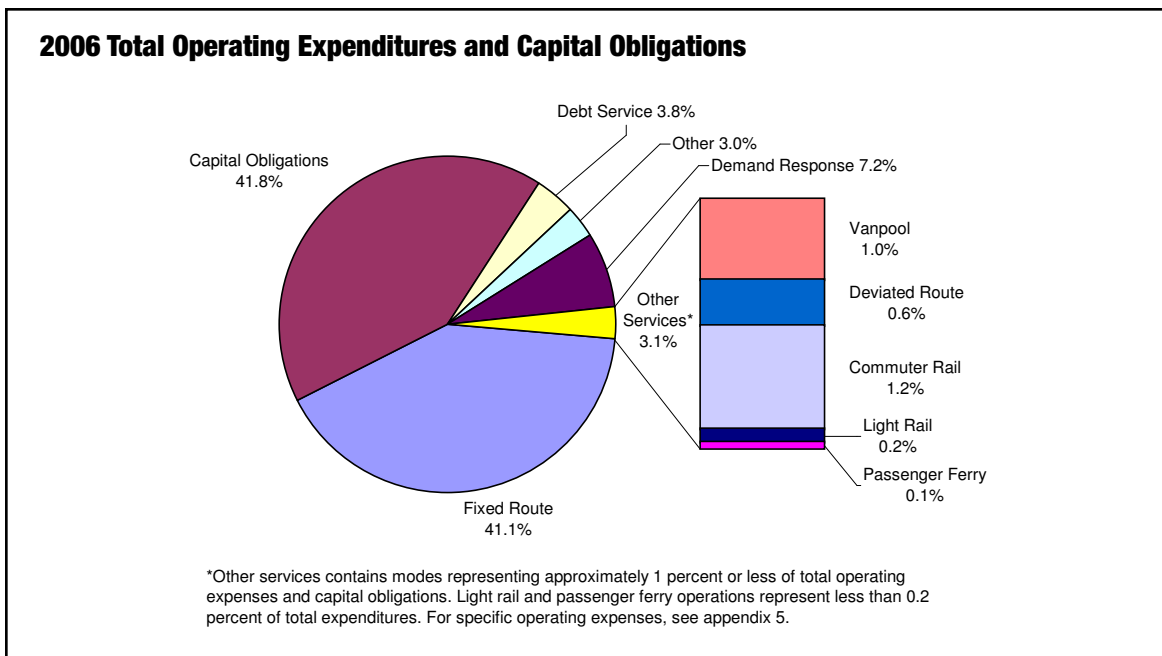
The pie chart, *2006 Total Operating Expenditures and Capital Obligations*, illustrates the percentage shares.

### Statewide Levels of Service

Washington State’s Office of Financial Management estimated that approximately 5,468,665 residents lived within the boundaries of a transit district in 2006, and represents a change of 3.65 percent over 2005 population estimates. This accounts for approximately

85.77 percent of Washington’s total population estimated at 6,375,600 people in 2006. Since most of the state’s population resides around the Puget Sound, it makes sense that the regional transit authority, Sound Transit, represents approximately 2,670,000 people; 48.82 percent of the transit district population in Washington. A look at the statewide transit boundary map in the introduction of this summary shows the overlay of the Regional Transportation Authority (Sound Transit) with parts of Snohomish, King, and Pierce counties. The tri-county area that resides within the Regional Transit District comprises nearly half of the population that resides within transit districts in Washington.

Statewide, fixed route revenue vehicle hours decreased by 0.27 percent while revenue vehicle miles for fixed route systems also decreased by 3.40 percent, in 2006. Deviated route systems increased their revenue vehicle hours by 4.81 percent, and also increased revenue vehicle miles by 11.20 percent over the same period. Demand response systems also saw an increase in revenue vehicle hours and revenue vehicle miles in 2006. Vanpool services paralleled this upward trend by increasing their revenue vehicle miles by 10.93 percent; one of the largest percent increases of all service modes in 2006. Light rail revenue service hours and miles decreased in 2006 as a result of the closing of the Seattle Waterfront Streetcar. Commuter rail represented the largest percent change of revenue service hours with an 18.69 percent increase in 2006.



## Statewide Operations Overview

The table *Revenue Vehicle Hours by Service, 2002-2006*, depicts the general upward trend of revenue vehicle hours across all services in Washington State, over a five year period. The percent change column represents only the most recent yearly change from 2005 to 2006.

Statewide, **fixed route revenue vehicle hours decreased 0.27 percent** from 2005.

- Skagit Transit saw an increase of 28.16 percent in revenue vehicle hours in their fixed route services and a 37.08 percent increase in revenue vehicle miles.
- Whatcom Transportation Authority also increased their fixed route revenue vehicle hours and miles with increases of 24.87 and 24.72 respectively.

Statewide, **deviated route revenue vehicle hours increased 4.81 percent** from 2005.

- Grant Transit increased their deviated route revenue vehicle hours by 33.62 percent by offering new service to riders with alternative work schedules.
- Many transit agencies with deviated route services showed increases with notable exceptions of Island Transit and Garfield Transit that decreased their revenue vehicle hours by 17.49 and 14.86 percent respectively.

### Revenue Vehicle Hours by Service, 2002-2006

	2002	2003	2004	2005	2006	Percent Change	
						2005-2006	2002-2006
Fixed Route	5,547,714	5,768,016	5,520,813	5,896,431	<b>5,880,346</b>	-0.27%	6.00%
Deviated Route	97,317	102,381	100,962	126,555	<b>132,647</b>	4.81%	36.30%
Demand Response	1,568,064	1,624,648	1,761,381	1,834,347	<b>1,912,686</b>	4.27%	21.98%
Vanpool	21,500,697	21,825,885	23,050,757	25,145,813	<b>27,894,824</b>	10.93%	29.74%
Passenger Ferry	4,855	5,723	5,746	6,556	<b>6,534</b>	-0.34%	34.58%
Commuter Rail	7,595	9,769	11,732	14,201	<b>16,855</b>	18.69%	121.92%
Light Rail	11,537	14,597	21,107	20,179	<b>10,208</b>	-49.41%	-11.52%
<b>Total</b>	<b>28,737,779</b>	<b>29,351,019</b>	<b>30,472,498</b>	<b>33,044,082</b>	<b>35,854,100</b>	<b>8.50%</b>	<b>24.76%</b>

Statewide, **demand response revenue vehicle hours increased 4.27 percent** from 2005.

Transit agencies responsible for driving the increase in demand response revenue vehicle hours were: Island Transit and Grant Transit with increases of 58.87 and 39.94 percent respectively. One notable decrease in demand response revenue vehicle hours came from Yakima Transit with a decrease of 32.21 percent from 2005 levels, resulting from changes in paratransit contracted service.

Statewide in 2006, **vanpool revenue vehicle miles increased 10.93 percent** from 2005.

Revenue vehicle miles are used for vanpool statistics, since vehicles are operated by passengers. All miles driven are therefore revenue miles.

- The total number of vanpool vehicles increase 15.41 percent while the number of vanpool vehicles in operation for 2006 increased 13.80 percent.

- C-TRAN eliminated their vanpool services in 2006, while Grays Harbor Transportation Authority started a vanpool and provided 6,610 passenger trips.

- Of all transit agencies using vanpool services, 80 percent of transit agencies saw increases in revenue vehicle miles. Columbia County Public Transportation increased revenue vehicle miles by 66.63 percent over 2005 levels.

- Only three transit agencies saw decreases in their revenue vehicle miles, in descending order: Jefferson Transit, -2.69 percent; Ben Franklin Transit, -3.02 percent; and Mason County Transportation Authority, -3.47 percent.

Revenue vehicle hours for commuter rail increased 18.69 percent over 2005 levels, whereas passenger ferry and light rail *decreased* 0.34 percent and 49.41 percent from 2005.

## Ridership

Ridership in 2006 increased 3.78 percent from the previous year, representing 180,167,381 passenger trips for all modes of transportation, and increased 12.49 percent since 2002. The following table entitled, *Passenger Trips by Service, 2002-2006*, shows service increases over the past five years. The percent change column represents only the most recent yearly change from 2005 to 2006.

**Passenger Trips by Service, 2002-2006**

	2002	2003	2004	2005	2006	Percent Change	
						2005-2006	2002-2006
Fixed Route	148,833,116	150,704,205	157,359,130	159,162,843	<b>164,825,977</b>	3.56%	10.75%
Deviated Route	893,637	924,109	866,842	1,029,901	<b>1,213,550</b>	17.83%	35.80%
Demand Response	4,561,231	4,837,895	5,152,069	5,261,413	<b>5,396,842</b>	2.57%	18.32%
Vanpool	4,400,484	4,486,441	4,640,835	5,174,427	<b>5,699,182</b>	10.14%	29.51%
Passenger Ferry	288,984	338,520	388,712	453,600	<b>453,462</b>	-0.03%	56.92%
Commuter Rail	817,405	751,163	955,298	1,267,973	<b>1,692,971</b>	33.52%	107.12%
Light Rail	366,787	670,383	1,193,162	1,259,222	<b>885,397</b>	-29.69%	141.39%
<b>Total</b>	<b>160,161,644</b>	<b>162,712,716</b>	<b>170,556,048</b>	<b>173,609,379</b>	<b>180,167,381</b>	<b>3.78%</b>	<b>12.49%</b>

Statewide, **fixed route passenger trips increased 3.56 percent** from 2005.

- Fixed route ridership represents a slightly smaller percentage of overall passenger trips in 2006 at 91.48 percent. This is approximately the same percentage of total passenger trips that fixed route represented in 2005, except with a decrease of 0.19 percent.
- Fixed route ridership increased from 2005 for urban, small urban, and rural systems, being 3.16 percent, 5.96 percent, and 7.69 percent respectively.

Statewide, **deviated route passenger trips increased 17.83 percent** from 2005.

Statewide, **demand response passenger trips increased 2.57 percent** from 2005.

- Demand response ridership increased in urban and small urban systems. Passenger trips among systems serving urban areas increased 3.26 percent, whereas passenger

trips among systems serving small urban areas increased 2.00 percent, and passenger trips among the least populated rural systems decreased by 0.27 percent.

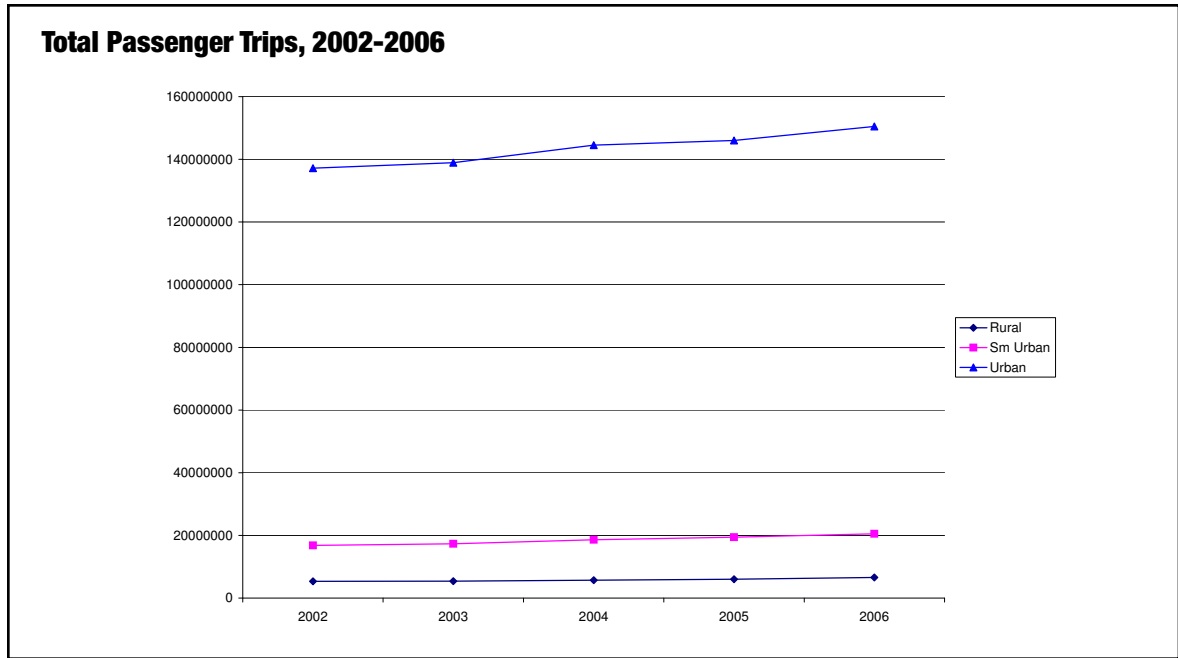
Statewide, **vanpool passenger trips increased 10.14 percent** from 2005.

- There are currently 16 transit agencies that operate vanpool programs in Washington.
- The following transit agencies increased vanpool ridership over 20 percent since 2005: Columbia County Public Transportation, 115.88 percent; Skagit Transit, 94.07 percent; Whatcom Transportation Authority, 28.99 percent; Spokane Transit 26.46 percent; Island Transit, 24.02 percent; and Intercity Transit, 21.80 percent. It is important to note that Columbia County Public Transportation's increase also reflects the first full year of vanpool operation, but is still substantial considering the rural area.

- C-TRAN phased out their vanpool program, while Grays Harbor Transportation Authority began a vanpool program in 2006.

Passenger trips for passenger ferry and light rail services decreased in 2006, by 0.03 percent and 29.69 percent respectively. In contrast commuter rail experienced a substantial increase in passenger trips in 2006 by 33.52 percent.

The graph *Total Passenger Trips, 2002-2006*, illustrates ridership trends for five years from 2002 to 2006, according to system size. Ridership has followed a general trend of gradually increasing since 2002. Ridership has grown 12.49 percent since 2002 adding over 20 million passenger trips during the past four years.



The most significant changes in ridership occurred in several different modes across the state.

- Grant Transit increased deviated route passenger trips by 67.84 percent since 2005 as a result of providing service to employees working swing and graveyard work hours at a local food processing plant.
- Ridership among light rail decreased substantially by 29.69 percent, resulting from the elimination of King County Metro Transit’s waterfront streetcar service. All passenger trips for light rail service in 2006 are associated with Link light rail service.

### Performance Measures for Public Transportation

RCW 35.58.2796 mandates that public transportation have measurable goals of its performance. The following performance measures are as follows:

- Passenger trips per revenue vehicle hour
- Passenger trips per revenue vehicle mile
- Operating costs per revenue vehicle hour
- Operating costs per revenue vehicle mile
- Operating costs per passenger trip
- Farebox recovery

The following performance measures reflect statewide data that is grouped according to size of communities served by transit agencies; urban, small urban, and rural. Individual performance measures for transit agencies are located on the front page of each transit system profile.

Performance measures for this summary report are reported in averages. Since averages are a commonly understood method of communicating complex sets of data, they are used throughout the *Summary of Public Transportation*.

### Passenger Trips per Revenue Vehicle Hour and Passenger Trips per Revenue Vehicle Mile

Public transportation agencies are able to measure their effectiveness through two similar performance measures, passenger trips per revenue vehicle hour and passenger trips per revenue vehicle mile. Large urban areas will typically have higher values on these performance measures due to several factors: density of urban growth, frequency of bus operation, and size of buses.

*Passenger trips per revenue vehicle hour* reflects the number of passengers a transit system transports in an hour of service.

- In 2006, fixed route service built on last year’s growth and increased the statewide passenger trip per revenue vehicle hour average to 21.3 from 20.8 the previous year.

- More specifically, in 2006 urban and rural systems increased their passenger trips per revenue vehicle hour statistics with 23.5 and 20.3 respectively, compared to 23.1 and 19.1 passenger trips per revenue hour the previous year. Small urban systems reported a minor decrease in the passenger trip per revenue vehicle hour measures with 20.7 in 2006 compared to 20.8 the previous year.
- Deviated route services operate in less populated areas to be more cost effective and efficient, and consist of seven rural transit agencies and one small urban transit agency. Passenger trip per revenue vehicle hour data increased in 2006 to 8.4 from 7.3 the previous year for deviated routes services.
- Demand response services provide transportation needs for special needs populations, and generally have different priorities than fixed route services. Demand response services operate within the different transit system sizes, using smaller vehicles that in many cases provide either door-to-door or curb-to-curb service. Demand response services also travel greater distances between passengers. These characteristics together play a role in lower passenger per revenue vehicle hour statistics. In 2006, the statewide average was 2.9 passenger trips per revenue vehicle hour. This is a very slight reduction from 2005 that provided 3.0 passenger trips per revenue vehicle hour. Urban, small urban, and rural systems

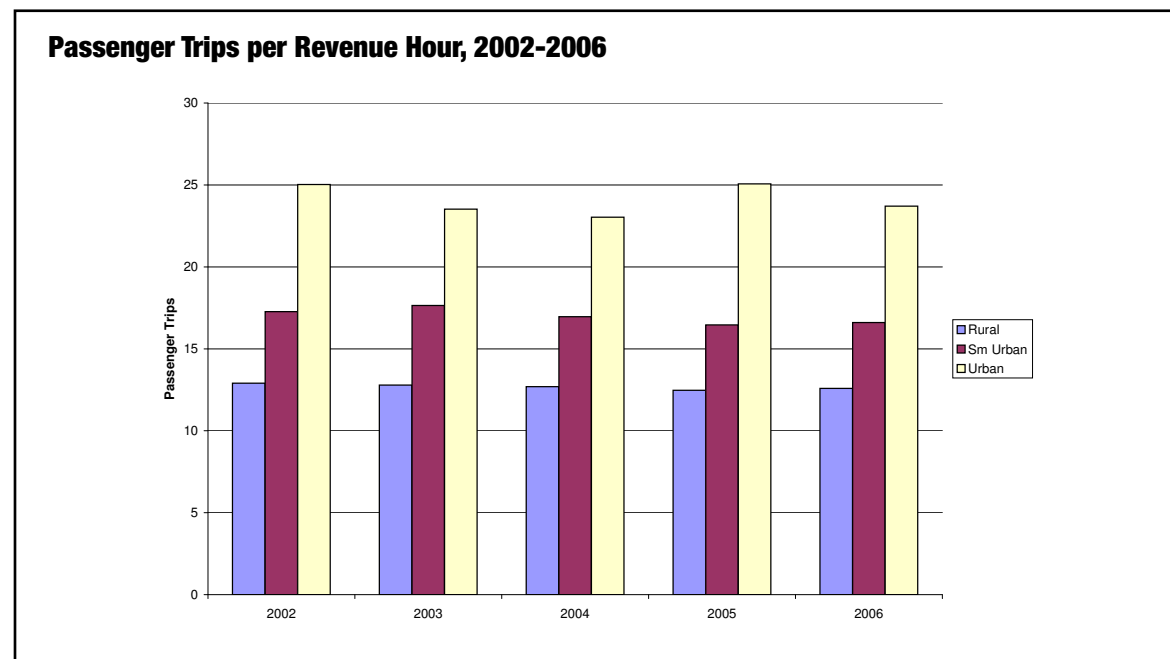
correspondingly provided 2.5, 3.1, and 2.9 passenger trips per revenue hour in 2006; all below previous averages in 2005 of 2.6, 3.2, and 3.1 respectively.

Statewide trends of passenger trips per revenue vehicle hour data are illustrated on the following graph entitled, *Passenger Trips per Revenue Hour, 2002-2006*. The number of passenger trips increased for small urban and rural services in 2006, but decreased for urban services.

*Passenger trips per revenue vehicle mile* reflects the average number of passengers that a transit system transports per mile of service.

The performance measure, passenger trip per vehicle revenue mile also illustrates a positive correlation between system size and the population within the boundaries of a transit agency. Population, urban density, size of buses, and frequency of buses, all affect passenger trip per revenue vehicle mile data.

- In 2006, all fixed route passenger trip per revenue vehicle mile data remained fairly stable from the previous year. Urban averages in 2006 reached 1.7, compared to small urban and rural averages that reached 1.4 and 1.3 passenger trips per revenue vehicle mile respectively. This is an increase of 0.1 across all systems from the previous



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year's averages in 2005: urban, 1.6; small urban, 1.3; and rural, 1.2 passenger trips per revenue vehicle mile.

- Deviated route services in 2006 increased to average 0.5 passengers per revenue vehicle mile from the previous year.
- Demand response services in 2006 followed a similar pattern of maintaining an average of 0.2 passengers per revenue vehicle mile from the previous year. This statistic has also held steady since 2004. A more in depth look shows that the range between system size averages is 0.05 with averages being 0.18 for urban, 0.23 for small urban, and 0.22 for rural passenger trip per revenue vehicle mile statistics.
- Vanpool services passenger per revenue vehicle mile statistics decreased slightly in 2006 to average 0.2 passengers per revenue vehicle mile. This is a decrease from 0.3 in 2005 and parallels similar vanpool passenger trip per revenue vehicle mile statistics for 2004.

### **Operating Costs per Revenue Vehicle Hour and Operating Costs per Revenue Vehicle Mile**

Other measures of efficiency for public transportation are the operating costs per revenue vehicle hour and operating costs per revenue vehicle mile. These performance measures account for administrative, fuel and labor, and maintenance costs in the overall operating

expenses for a vehicle. The larger the transit service area, the farther the vehicles travel, thereby consuming more fuel and requiring more labor to operate, affecting both revenue and service vehicles.

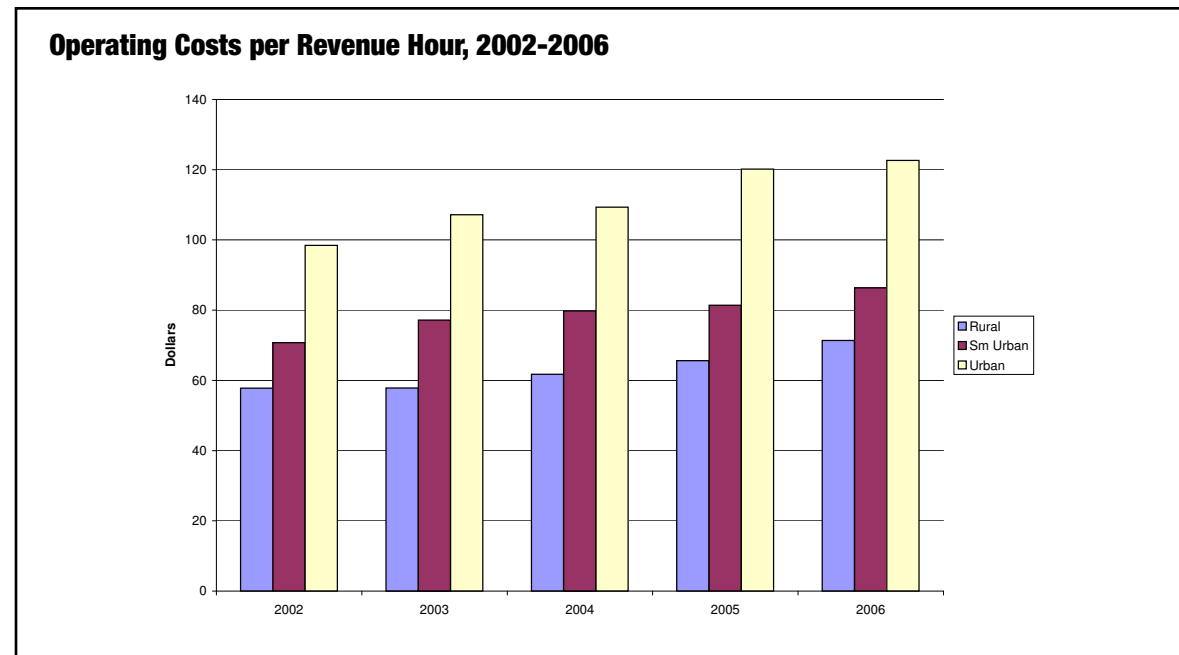
*Operating costs per revenue vehicle hour* reflects the overall operating costs per number of hours a transit system provides revenue service.

- Operating costs for fixed route urban systems rose again in 2006 to \$110.67 per revenue vehicle hour, an increase of 8.14 percent since 2005. Small urban systems only increased 0.67 percent to \$94.10, and rural system average operating costs

per revenue vehicle hour were \$78.60, an increase of 10.01 percent.

- Deviated route services in 2006 saw an increase in operating costs of 9.70 percent to average \$77.54 per revenue vehicle hour; up from \$70.68 in 2005.
- Demand response statistics across the state increased 4.06 percent in 2006 to average \$68.25 a passenger trip per revenue vehicle hour.

The graph, *Operating Costs per Revenue Hour, 2002-2006*, illustrates increasing costs as a function of revenue hours, according to system size. Inflationary pressures of 3.2 percent



since 2005 helped drive the operating costs of transit systems during 2006. Many of the costs associated with fuel prices were related to the increases in operating costs across all transit systems.

### **Operating Costs per Passenger Trip**

Many different variables affect operating costs per passenger trip data. Often, passengers ride due to low fare rates (including those subsidized by employers and schools), superior marketing, or good service between origin and destination. Therefore, a low cost per passenger trip may be more representative of the system's use, just as a high cost per passenger trip might reflect higher fare rates, ineffective marketing, and/or less frequent service. Other economic factors such as gas prices may also affect ridership as people use their cars more or less depending on gas prices.

*Operating costs per passenger trip* reflects annual operating costs as a function of the number of passengers a transit system transports - less debt service, capital purchases, or typical transit costs such as rideshare coordination.

- Fixed route services saw an increase in operating costs per passenger trip for urban systems, but decreases for small urban and rural systems. In 2006, urban systems average operating costs increased to \$4.84, up from \$4.57 the previous year. Small urban

systems decreased the average operating costs in 2006 to \$4.86, down from \$4.97 the previous year. Rural systems increased the average operating costs per passenger trip in 2006 to \$5.14, up from \$5.05 in 2005. Statewide averages for operating costs per passenger trip were \$4.96 in 2006, up from \$4.89 the previous year, showing an increase of 1.43 percent.

- Deviated route services decreased the average operating costs per passenger trip in 2006 to \$10.41 down from \$10.92 in 2005; a decrease of 4.67 percent.
- Demand response services continued the trend of increased average operating costs at \$24.69 per passenger trip, up from average operating expenses of \$23.30 per passenger trip in 2005.

### **Farebox Recovery/Vanpool Revenue Recovery**

The largest indicator of farebox recovery is local policy. The lower farebox recovery rates that are typically seen in demand response services, are due to reduced fare, or fare-free policies that support ridership among special needs populations; elderly persons, and persons with disabilities. In addition, systems serving larger populations typically result in higher farebox recovery ratios.

*Farebox recovery* is the percent of annual operating costs recovered by passengers paying fares for all transit services, except vanpools.

- Statewide, fixed route services recovered less in 2006 than the previous year; 12.43 percent compared to 12.92 percent recovered in 2005.
- Farebox recovery was less in 2006 than 2005 for every system size. Urban systems recovered 16.18 percent of their farebox in 2006 compared to 17.01 percent the previous year. Small urban systems recovered an average of 7.39 percent in 2006 compared to 7.42 percent in 2005, and rural systems recovered an average of 13.11 percent in 2006 compared to 13.75 percent in 2005.
- Deviated route services recovered less fare in 2006 than the previous year; 4.46 percent compared to 5.15 percent respectively.
- Demand response services recovered different amounts of fare across the different system sizes. Small urban demand response services recovered 2.47 percent in 2006 compared to 2.35 percent in 2005, an increase of 0.12 percent. Urban and rural systems recovered less farebox revenue in 2006 than the previous year. In 2006, this consisted of urban systems recovering 1.93 percent compared to 2.04 percent the previous year. Rural systems in 2006 recovered 3.28 percent compared to 3.79 percent in 2005.

Vanpool recovery is unique in that the fees vanpool participants pay is used to cover the costs of operating the vanpool. In some instances, vanpool fees are expected to cover a portion of capital costs. All vanpool revenue recovery policies are established by the transit agency’s board of directors that reflect the specific characteristics of each transit agency. The differences in vanpool recovery may be attributed to how each transit agency defines the operating cost of their vanpool, since there is no standard for allocating operating costs.

- The average vanpool recovery increased in 2006 to 89.01 percent; up from 76.06 percent in 2005. The median vanpool recovery for 2006 was 73.59 percent.

**Safety**

Safety statistics are collected on an annual basis from transit agencies but have previously not been reported on at the state level. There are three types of safety statistics that are reported, including: fatalities, collisions, and reportable injuries. The statistics are grouped to show an overall picture of transit agency safety, rather than point out specific statistics of individual transit agencies. For specific transit agency information, see the individual transit agency section. The table below entitled, *Incident Statistics, 2002-2006*, illustrates the overall numbers of incidents in Washington State over the past five years.

**Fatalities**

Fatalities are defined by the National Transit Database as a passenger that perishes within 30 days of a transit accident. Fatalities are present in every year pictured above, with the exception of 2004. The most fatalities occurred in 2005, totaling five across all transit agencies, compared to the three fatalities that occurred in 2006. Fatalities represented only 0.6 percent of the total number of incidents for the same year. Fatalities have declined 40 percent since 2005, but have remained fairly steady over the past five years.

	<b>Incident Statistics, 2002-2006</b>					<b>Percent Change</b>	
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2005-2006</b>	<b>2002-2006</b>
Collisions	402	456	85	284	<b>354</b>	24.65%	-11.94%
Injuries	249	326	343	340	<b>328</b>	-3.53%	31.73%
Fatalities	3	3	0	5	<b>3</b>	-40.00%	0.00%

**Collisions**

Collisions represent almost half of all incidents for transit agencies in the above pictured years, except for 2004. Collisions are defined by the National Transit Database as “a vehicle accident in which the first harmful event is the impact of a road vehicle in transport with, another vehicle, an object, or person.” The total number of collisions in 2006 showed an increase of 24.65 percent from 2005 levels; 354 collisions compared to 284 respectively across all modes.

**Injuries**

Reportable injuries are defined by the National Transit Database as “any physical damage or harm to persons as a result of an incident that requires immediate medical attention away from the scene”. Injuries have remained fairly stable over the past four years, and in 2006 show a reduction of 3.53 percent over 2005 levels. The 328 injuries in 2006 have also declined to near 2002 levels of 326 injuries. Comparatively, even though the number of collisions fluctuates, the number of injuries remains fairly level. This is partly due to the nature of public transportation where one collision may result in injuries to multiple passengers.

