

Statewide Operations Overview

Results of 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 local 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.

Between January of 2007 and the end of November 2011, ten transit systems have had increases to their sales and use taxes authorized by a local majority vote. The Cities of Selah and Union Gap, Cowlitz County, Island County, King County, Skagit County, the Walla Walla County PTBA, and the Sound Transit Regional Transit Authority had changes that went into effect prior to the end of the 2010 calendar year. Jefferson and Thurston counties measures didn't take effect until calendar year 2011.

Efforts to Create or Expand Transit Districts

The Washington State Department of Transportation Public Transportation Division has been providing technical assistance to several Eastern Washington communities regarding the establishment and/or expansion of public transportation districts. These include Kittitas (Ellensburg), Okanogan, Ferry, Lincoln, Pend Oreille, and Stevens counties. Although these communities had several public meetings, no elections were held. Whitman County was successful in October of 2009 in creating an Unincorporated Transportation Benefit Area.

Local Sales and Use Tax Authorized for Public Transportation in 2010

	Transit System	Authority	Sales Tax		2010 Service Area Population
			Rate	Effective Date	
1	Asotin County PTBA	PTBA	0.2%	4/1/2005	21,700
2	Ben Franklin Transit	PTBA	0.6%	7/1/2002	222,392
3	C-TRAN	PTBA	0.5%	1/1/2006	366,951
4	Clallam Transit System	PTBA	0.6%	1/1/2001	70,100
5	Columbia County Public Transportation	CTA	0.4%	4/1/2006	4,150
6	Community Transit	PTBA	0.9%	1/1/2002	516,099
7	Cowlitz Transit Authority (CUBS)	PTBA	0.3%	4/1/2009	47,880
8	Everett Transit	City	0.6%	1/1/2005	103,019
9	Garfield County Public Transportation	UTBA	0.0%	N/A	775
10	Grant Transit Authority	PTBA	0.2%	1996	87,700
11	Grays Harbor Transportation Authority	CTA	0.6%	2000	72,797
12	Intercity Transit	PTBA	0.8%	1/1/2011	156,070
13	Island Transit	PTBA	0.9%	1/1/2010	81,100
14	Jefferson Transit Authority	PTBA	0.9%	7/1/2011	29,300
15	King County Metro	County	0.9%	4/1/2007	1,931,249
16	Kitsap Transit	PTBA	0.8%	10/1/2001	248,300
17	Link Transit	PTBA	0.4%	1990	106,154
18	Mason County Transportation Authority	PTBA	0.6%	1/1/2001	57,100
19	Pacific Transit	PTBA	0.3%	1979	22,100
20	Pierce Transit	PTBA	0.6%	7/1/2002	758,510
21	Pullman Transit	City	0.0%	N/A	29,799
22	City of Selah Transportation Service	City	0.3%	7/1/2007	7,147
23	Skagit Transit	PTBA	0.4%	4/1/2009	104,293
24	Sound Transit	Regional	0.9%	4/1/2009	2,734,764
25	Spokane Transit Authority	PTBA	0.6%	1/1/2005	398,461
26	Twin Transit	PTBA	0.2%	4/1/2005	22,755
27	Union Gap Transit	City	0.2%	4/1/2008	6,047
28	Valley Transit	PTBA	0.6%	7/1/2010	50,054
29	Whatcom Transportation Authority	PTBA	0.6%	2002	195,272
30	Whitman County UTBA	UTBA	0.0%	N/A	14,977
31	Yakima Transit	City	0.3%	1980	91,196
	Totals				5,808,470

2010 Federal Transit Funding

Area	Funding	Source	Purpose
Portland OR/WA	\$37,084,609	§5307	Urbanized Area Apportionments
Seattle, WA	\$96,013,644	§5307	Urbanized Area Apportionments
Spokane WA/ID	\$7,987,591	§5307	Urbanized Area Apportionments
Bellingham	\$1,856,360	§5307	Small Urbanized Area Apportionments
Bremerton	\$2,760,790	§5307	Small Urbanized Area Apportionments
Kennewick-Richland	\$2,915,306	§5307	Small Urbanized Area Apportionments
Lewiston, ID-WA	\$239,645	§5307	Small Urbanized Area Apportionments
Longview, WA-OR	\$849,969	§5307	Small Urbanized Area Apportionments
Marysville, WA	\$1,697,442	§5307	Small Urbanized Area Apportionments
Mount Vernon	\$937,584	§5307	Small Urbanized Area Apportionments
Olympia-Lacey	\$2,670,612	§5307	Small Urbanized Area Apportionments
Wenatchee	\$1,377,586	§5307	Small Urbanized Area Apportionments
Yakima	\$1,923,409	§5307	Small Urbanized Area Apportionments
Seattle, WA	\$1,232,509	§5316	Urbanized Area Apportionments
Spokane WA/ID	\$229,015	§5316	Urbanized Area Apportionments
Portland OR/WA	\$835,399	§5316	Urbanized Area Apportionments
Statewide	\$1,563,376	§5316	Small and Nonurbanized Area Apportionments
Seattle, WA	\$878,690	§5317	Urbanized Area Apportionments
Spokane WA/ID	\$124,824	§5317	Urbanized Area Apportionments
Portland OR/WA	\$515,782	§5317	Urbanized Area Apportionments
Statewide	\$961,000	§5317	Small and Nonurbanized Area Apportionments
Seattle, WA	\$5,415,058	§5309 (FG)	Fixed Guideway
Mount Vernon	\$400,000	§5309 (B)	Chuckanut Park and Ride Lot
Vancouver	\$1,850,600	§5309 (B)	C-Tran Bus Replacement
Olympia-Lacey	\$1,735,200	§5309 (B)	Intercity Transit Bus Replacement
Wenatchee	\$2,496,700	§5309 (B)	Link Transit Bus Purchase
South Bend	\$250,000	§5309 (B)	Pacific Transit Bus Replacement
Tacoma	\$1,272,700	§5309 (B)	Pierce Transit Bus Purchase
Port Angeles	\$550,000	§5309 (B)	Gateway International Multimodal Center
Spokane WA/ID	\$1,266,200	§5309 (B)	Spokane Transit Bus Purchase
Tacoma	\$974,000	§5309 (B)	Tacoma Intermodal Transit Center
Seattle, WA	\$600,000	§5309 (B)	West Seattle RapidRide Bus Program
Bellingham	\$974,000	§5309 (B)	Whatcom Transit Authority Bus Replacement
King County	\$9,368,193	§5309 (NS)	Bellevue-Redmond BRT
Seattle, WA	\$3,144,294	§5309 (NS)	Central Link Initial Segment
King County	\$6,815	§5309 (NS)	Pacific Highway South BRT
Seattle, WA	\$110,000,000	§5309 (NS)	Sound Transit - University Link LRT Extension
Vancouver, WA	\$1,704,500	§5339	C-Tran High Capacity Transit - Alternatives Analysis
Puyallup	\$1,461,000	§5339	Puyallup Bus Rapid Transit Project - Alternatives Analysis
King County	\$360,000	§5339	SE King County Commuter Rail and Transit Centers Feasibility Study
Annual Total	\$308,484,402		

Local Funding

All local taxes for public transit for 2010 totaled \$1,317,503,018, accounting for 74.6 percent of the operating revenues for public transit systems. This figure includes: local sales tax revenues, utility tax revenues as well as MVET (Sound Transit). King County Metro represented 30.0 percent of the local taxes collected for public transit in 2010, while Sound Transit's local taxes represent 43.4 percent of the statewide local tax.

Farebox Revenue

Statewide farebox revenues increased 10.3 percent from \$202,032,856 in 2009 to \$222,923,395 in 2010. In 2010 farebox receipts accounted for 12.6 percent of the operating revenues for public transit systems.

The transit agencies that showed the largest increases in farebox revenues were:

- **Urban** – Sound Transit 29.4 percent
- **Small Urban** – CUBS 87.80 percent
- **Rural** – Valley 44.56 percent

The Transits that showed the largest decreases in farebox revenues were:

- **Urban** – Pierce Transit -9.17 percent
- **Small Urban** – Yakima -8.66 percent
- **Rural** – Jefferson -21.78 percent

Farebox Revenue by Service Mode, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	\$111,447,661	\$116,974,694	\$128,970,330	\$172,786,910	\$187,387,507	\$201,842,038	7.71
Route Deviated	\$503,502	\$469,884	\$485,567	\$461,781	\$538,718	\$565,257	4.93
Demand Response	\$2,528,786	\$2,629,175	\$3,288,112	\$3,639,017	\$3,625,137	\$3,484,162	-3.89
Commuter Rail	\$2,684,000	\$5,108,179	\$6,731,888	\$8,196,172	\$7,766,691	\$7,134,458	-8.14
Light Rail	\$211,571	\$1,930	\$0	\$275,185	\$2,714,803	\$9,897,480	264.57
Total	\$117,375,520	\$125,183,862	\$139,475,897	\$185,359,066	\$202,032,856	\$222,923,395	10.34

Vanpool Revenues

Statewide vanpool revenues decreased 4.1 percent from \$22,000,021 in 2009 to \$21,107,839 in 2010.

In 2010 statewide vanpool revenue accounted for 1.2 percent of the total operating revenues for public transit systems.

Vanpool Revenues, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Vanpool	\$11,789,034	\$14,035,661	\$15,274,455	\$18,357,376	\$22,000,021	\$21,107,839	-4.06

Operating and Capital Investment by Source

The 2010 statewide operating investment levels were:

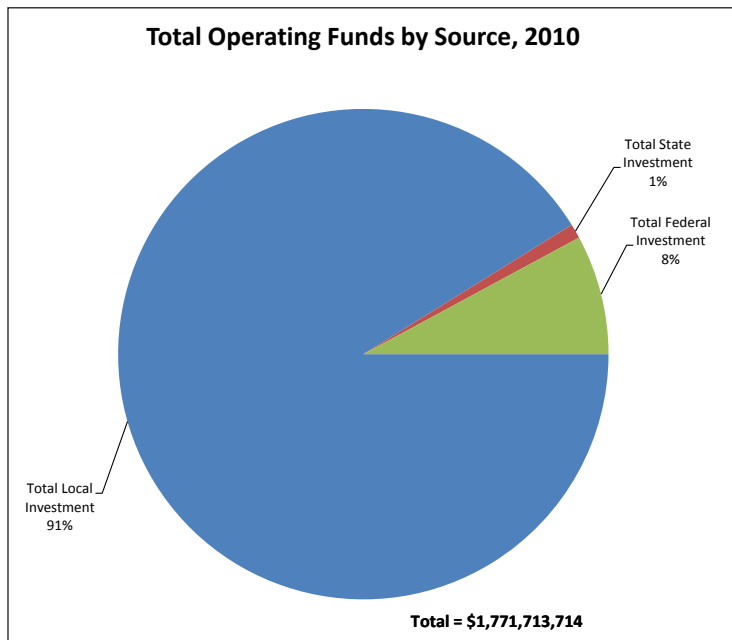
Total Local Investment:	\$1,615,077,776 (up 1.0% from 2009)
Total State Investment:	\$16,944,581 (down 10.24% from 2009)
Total Federal Investment:	\$139,691,357 (down 4.4% from 2009)
Total Operating Investment:	\$1,771,713,714 (up 0.43% from 2009)

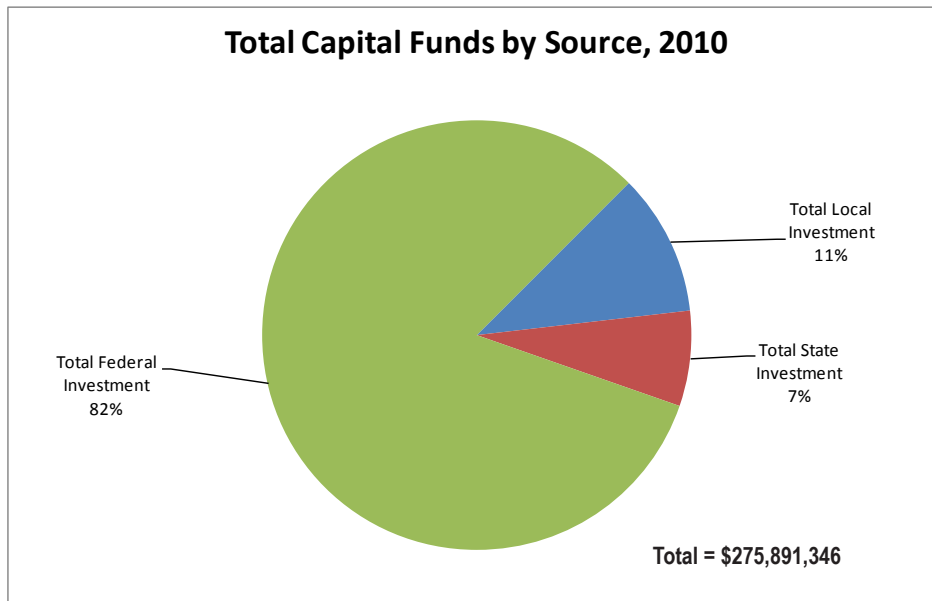
The 2010 capital investment levels were:

Total Local Investment:	\$31,008,892 (down 7.7% from 2009)
Total State Investment:	\$19,661,789 (down 39.3% from 2009)
Total Federal Investment:	\$225,220,665 (up 3.0% from 2009)
Total Capital Investment:	\$275,891,346 (down 3.1% from 2009)

Total Funds by Source, 2005-2010

	2005	2006	2007	2008	2009	2010	% of Total
Operating							
Total Local Investment	\$1,166,770,045	\$1,282,661,295	\$1,417,871,997	\$1,490,302,103	\$1,599,144,109	\$1,615,077,776	91.16
Total State Investment	\$12,214,179	\$16,175,376	\$15,842,481	\$19,186,918	\$18,877,671	\$16,944,581	0.96
Total Federal Investment	\$43,252,678	\$100,324,621	\$79,572,107	\$103,331,429	\$146,044,346	\$139,691,357	7.88
Total	\$1,222,236,902	\$1,399,161,292	\$1,513,286,584	\$1,612,820,450	\$1,764,066,126	\$1,771,713,714	100.00
Capital							
Total Local Investment	\$390,788,964	\$597,968,664	\$852,154,587	\$99,666,769	\$33,596,616	\$31,008,892	11.24
Total State Investment	\$5,188,491	\$10,845,920	\$12,231,185	\$23,440,696	\$32,363,842	\$19,661,789	7.13
Total Federal Investment	\$257,919,203	\$161,475,695	\$157,697,174	\$224,894,612	\$218,703,094	\$225,220,665	81.63
Total	\$653,896,658	\$770,290,279	\$1,022,082,946	\$348,002,077	\$284,663,552	\$275,891,346	100.00





The following table shows the changes in the specific modal operating expenses for public transportation in 2010 compared to 2009.

Operating Expense by Service Mode, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	\$651,239,152	\$692,839,806	\$741,883,054	\$860,065,737	\$862,032,294	\$883,842,808	2.53
Route Deviated	\$8,726,891	\$10,222,565	\$12,490,440	\$10,906,071	\$11,674,848	\$13,037,325	11.67
Demand Response	\$123,902,612	\$133,204,245	\$142,385,614	\$158,227,188	\$153,512,114	\$160,321,997	4.44
Vanpool	\$16,912,404	\$18,120,073	\$21,269,209	\$27,039,048	\$25,958,491	\$25,825,329	-0.51
Commuter Rail	\$22,198,000	\$22,700,320	\$24,851,744	\$31,084,795	\$34,020,024	\$32,459,887	-4.59
Light Rail	\$5,877,123	\$3,885,882	\$3,376,195	\$5,506,292	\$23,105,329	\$46,744,774	102.31
Total	\$828,856,182	\$880,972,891	\$946,256,255	\$1,092,829,131	\$1,110,303,100	\$1,162,232,120	4.68

Revenue Vehicle Hours and Revenue Vehicle Miles

Revenue Vehicle Hours

Between 2002 and 2009 there has been a general upward trend of increases in revenue vehicle hours across all public transportation services in Washington State. This trend slowed in 2007 with increases over 2006 in all but light rail, which showed decreases in both revenue vehicle hours and miles, and demand response which also showed a decrease in revenue vehicle hours.

In 2010, the most significant changes occurred in Light Rail, which showed a 95 percent increase over 2009, followed by Commuter Rail with an increase of nearly 7 percent.

Revenue vehicle hours for Light Rail more than doubled from 2007 to 2008, increased by nearly 400 percent between 2008 and 2009, and increased by over 95 percent in 2010.

Overall, there was a -0.87 percent decrease between 2009 and 2010, with Demand Response showing the largest decrease of 3.8 percent, followed by Route Deviated with a decrease of 1.2 percent. In 2010, Fixed Route and Demand Response accounted for 96.1 percent of all revenue vehicle hours.

Revenue Vehicle Hours by Service Mode, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	5,896,431	5,880,346	6,097,399	6,507,124	6,582,856	6,505,058	-1.18
Route Deviated	126,555	132,647	150,092	149,478	147,488	145,722	-1.20
Demand Response	1,834,347	1,912,686	1,893,897	2,034,134	2,003,165	1,926,059	-3.85
Commuter Rail	14,201	16,855	19,329	27,006	36,010	38,518	6.96
Light Rail	20,179	10,208	10,034	21,107	81,107	158,433	95.34
Total	7,891,713	7,952,742	8,170,751	8,738,849	8,850,626	8,773,790	-0.87

Revenue Vehicle Miles

Between 2002 and 2010 there has been a general upward trend of increases in revenue vehicle miles across all public transportation services in Washington State. Between 2009 and 2010, Route Deviated services showed a decrease in revenue vehicle miles of nearly 5.3 percent, and Vanpool decreased slightly by 0.07 percent. Total revenue vehicle miles showed a 0.06 percent increase between 2009 and 2010.

The most significant increase in revenue vehicle miles occurred in Light Rail with a 116 percent increase between 2009 and 2010. Since 2005, Light Rail has gone from just over 135 thousand, to over 2.7 million revenue vehicle miles.

Revenue Vehicle Miles by Service Mode, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	83,695,305	80,846,858	83,413,193	89,674,035	90,747,416	90,112,525	-0.70
Route Deviated	2,679,101	2,979,111	3,384,521	3,421,373	3,316,520	3,140,271	-5.31
Demand Response	27,179,876	28,092,439	28,177,783	30,087,429	29,400,985	28,747,454	-2.22
Vanpool	25,145,198	27,888,254	30,046,749	34,654,746	35,563,842	35,540,446	-0.07
Commuter Rail	533,047	632,664	743,207	1,039,433	1,399,687	1,506,922	7.66
Light Rail	135,076	97,422	97,115	150,712	1,262,850	2,736,295	116.68
Total	139,367,603	140,536,748	145,862,568	159,027,728	161,691,300	161,783,913	0.06

Residents Within Transit District Boundaries

As of April 1, 2010 Washington State's Office of Financial Management official resident population for 2010 was 6,724,540. Of the total resident population approximately 5,808,470 residents lived within the boundaries of a transit district in 2010, representing an increase of 1.35 percent over 2009.

Disabled Residents With Disabilities

The Americans with Disabilities Act requires transit agencies to provide paratransit services (demand response) to individuals that cannot take the fixed-route bus because of a functional disability. This requirement for duplicative service is not required when the transit system provides route-deviated services.

Passenger Trips

For the purpose of this summary a passenger trip is defined as a single unlinked passenger trip (also known as a passenger boarding). It is important to note that in any analysis using passenger trip as a metric that a single trip does not necessarily equate to a single individual's commute to their destination. For example, a person could transfer from one bus to another or transfer from one mode of transport to another (a passenger ferry to a bus) and in both cases each boarding would be counted as a single passenger trip.

Passenger Trips by Service Mode, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	159,162,843	164,825,977	176,373,343	203,522,098	194,724,308	187,858,821	-3.53
Route Deviated	1,029,901	1,213,550	1,336,912	1,491,282	1,435,986	1,344,303	-6.38
Demand Response	5,261,413	5,396,842	4,746,662	4,895,678	4,799,152	4,674,872	-2.59
Vanpool	5,173,439	5,699,182	6,202,917	7,976,274	8,083,452	7,745,157	-4.19
Commuter Rail	1,267,973	1,692,971	2,156,652	2,668,623	2,492,362	2,480,052	-0.49
Light Rail	1,259,222	885,397	919,013	1,339,329	3,841,974	8,352,838	117.41
Total	173,154,791	179,713,919	191,735,499	221,893,284	215,377,234	212,456,043	-1.36

Between 2005 and 2008, public transportation has reported an increase in total passenger trips. Since 2008, there has been a decline in passenger trips in every mode except Light Rail.

Between 2009 and 2010, Light Rail showed an increase in passenger trips of 117.4 percent.

Performance Measures for Public Transportation

RCW 35.58.2796 mandates that public transportation have measurable goals of its performance. The 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 performance measures reflect statewide data that is grouped according to size of communities served by transit agencies; urban, small urban, and rural. 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

Reflects the number of passengers a transit system transports in an hour of service. 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, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	27.0	28.0	28.9	31.3	29.6	28.9	-2.37
Route Deviated	8.1	9.2	8.9	10.0	9.7	9.2	-5.25
Demand Response	2.9	2.8	2.5	2.4	2.4	2.4	1.31
Commuter Rail	89.3	100.4	111.6	98.8	69.2	64.4	-6.97
Light Rail	62.4	86.7	91.6	63.5	47.4	52.7	11.30

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.

Passenger Trips per Revenue Vehicle Mile, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	1.9	2.0	2.1	2.3	2.1	2.1	-2.85
Route Deviated	0.4	0.4	0.4	0.4	0.4	0.4	-1.13
Demand Response	0.2	0.2	0.2	0.2	0.2	0.2	-0.38
Vanpool	0.2	0.2	0.2	0.2	0.2	0.2	-4.12
Commuter Rail	2.4	2.7	2.9	2.6	1.8	1.6	-7.57
Light Rail	9.3	9.1	9.5	8.9	3.0	3.1	0.34

Operating Cost per Revenue Vehicle Hour/Mile

Reflects the overall operating costs per number of hours/miles a transit system provides revenue service. 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, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	\$110	\$118	\$122	\$132	\$131	\$136	3.76
Route Deviated	\$69	\$77	\$83	\$73	\$79	\$89	13.02
Demand Response	\$68	\$70	\$75	\$78	\$77	\$83	8.62
Commuter Rail	\$1,563	\$1,347	\$1,286	\$1,151	\$945	\$843	-10.80
Light Rail	\$291	\$381	\$336	\$261	\$285	\$295	3.57

Operating Costs per Revenue Vehicle Mile, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	\$7.78	\$8.57	\$8.89	\$9.59	\$9.50	\$9.81	3.25
Route Deviated	\$3.26	\$3.43	\$3.69	\$3.19	\$3.52	\$4.15	17.94
Demand Response	\$4.56	\$4.74	\$5.05	\$5.26	\$5.22	\$5.57	6.81
Vanpool	\$0.67	\$0.65	\$0.71	\$0.78	\$0.73	\$0.73	-0.45
Commuter Rail	\$41.64	\$35.88	\$33.44	\$29.91	\$24.31	\$21.54	-11.38
Light Rail	\$43.51	\$39.89	\$34.76	\$36.54	\$18.30	\$17.08	-6.63

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.

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, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	\$4.09	\$4.20	\$4.21	\$4.23	\$4.43	\$4.70	6.28
Route Deviated	\$8.47	\$8.40	\$9.34	\$7.31	\$8.13	\$9.70	19.29
Demand Response	\$23.55	\$24.68	\$30.00	\$32.32	\$31.99	\$34.29	7.21
Vanpool	\$3.27	\$3.18	\$3.43	\$3.39	\$3.21	\$3.33	3.83
Commuter Rail	\$17.51	\$13.41	\$11.52	\$11.65	\$13.65	\$13.09	-4.11
Light Rail	\$4.67	\$4.39	\$3.67	\$4.11	\$6.01	\$5.60	-6.94

Farebox Recovery/Vanpool Revenue Recovery

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

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.

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.

For vanpools, the farebox recovery percentage is determined based on local policies.

Farebox Recovery/Vanpool Revenue Recovery, 2005-2010

	2005	2006	2007	2008	2009	2010	% Change
Fixed Route	17.1%	16.9%	17.4%	20.1%	21.7%	22.8%	5.06%
Route Deviated	5.8%	4.6%	3.9%	4.2%	4.6%	4.3%	-6.04%
Demand Response	2.0%	2.0%	2.3%	2.3%	2.4%	2.2%	-7.97%
Vanpool	69.7%	77.5%	71.8%	4.3%	84.8%	81.7%	-3.56%
Commuter Rail	12.1%	22.5%	27.1%	26.4%	22.8%	22.0%	-3.73%
Light Rail	3.6%	0.0%	0.0%	5.0%	11.7%	21.2%	80.20%

