

New Systems

The city of Selah passed a public transportation tax in November 2006. The city of Union Gap passed a public transportation tax in November 2007. Legally, these cities have the authority of a city transit system, although both cities contracted with Yakima Transit to provide fixed-route and demand-response services to their communities in 2007. For this report, the operating and financial information for Selah and Union Gap are incorporated in the Yakima Transit section. In the future, this information may be reported separately.

Efforts to Increase Public Transportation Tax Rates

There were no increases to public transportation tax rates in 2007.

Efforts to Create or Expand Transit Districts

The 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 County (Ellensburg), Okanogan County, Yakima County, and Stevens County. Although these communities had several public meetings, no elections were held.

Local Sales and Use Tax Authorized for Public Transportation in 2007

	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 ¹	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 ²	City	1978	0.0%
22	Skagit Transit	PTBA	1992	0.2%
23	Sound Transit ³	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%
29	City of Selah	City	2006	0.3%
30	City of Union Gap	City	2007	0.2%

*PTBA = Public Transportation Benefit Area; UTBA = Unincorporated Transportation Benefit Area; CTA = County Transportation Authority; City = Public Transportation operated through city government authority.

¹Garfield County Transportation is financed by locally generated tax revenues rather than sales tax.

²Pullman Transit receives two percent of local utility taxes.

³In 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.

2007 Federal Transit Funding

Area	Funding	Source	Purpose
Seattle	\$81,229,871	Section 5307	Formula
Spokane	\$6,434,323	Section 5307	Formula
North Bend, Park and Ride	\$160,512	Section 5309	Bus and Facilities
Mukilteo, Multimodal Terminal	\$1,163,712	Section 5309	Bus and Facilities
Seattle, Multimodal Terminal Redevelopment and Expansion	\$900,000	Section 5309	Bus and Facilities
Snohomish County, Community Transit Bus Purchase and Facility Enhancement	\$601,920	Section 5309	Bus and Facilities
Thurston Co., Replace Thurston Co. Buses	\$180,576	Section 5309	Bus and Facilities
Southworth Terminal Redevelopment	\$1,150,000	Section 5309	Bus and Facilities
Seattle, Urban Partnership Agreement	\$41,000,000	Section 5309	Bus and Facilities
Seattle	\$31,857,041	Section 5309	Fixed Guideway
Central Link Initial Section	\$80,000,000	Section 5309	New Start
Seattle	\$1,013,784	Section 5316	JARC
Spokane	\$188,373	Section 5316	JARC
State Apportioned Job Access	\$1,285,935	Section 5316	JARC
Seattle	\$719,018	Section 5317	New Freedom
Spokane	\$102,142	Section 5317	New Freedom
State Apportioned New Freedom	\$786,371	Section 5317	New Freedom
Sound Transit I-90 Long-Range Plan Corridor Studies	\$750,000	Section 5339	Alternative Analysis
Kitsap County-Kitsap Transit	\$326,560	Section 5339	Alternatives Analysis
Kennewick-Richland	\$2,459,462	Section 5307	Formula
Yakima	\$1,646,047	Section 5307	Formula
Bremerton	\$2,349,035	Section 5307	Formula
Olympia-Lacey	\$2,246,977	Section 5307	Formula
Bellingham	\$1,564,038	Section 5307	Formula
Longview	\$737,928	Section 5307	Formula
Marysville	\$1,208,535	Section 5307	Formula
Mount Vernon	\$790,127	Section 5307	Formula
Wenatchee	\$1,148,346	Section 5307	Formula
Statewide Rural	\$8,392,208	Section 5311	Formula
Oak Harbor	\$200,640	Section 5309	Bus and Facilities
Pacific Transit/Illwaco, Shuttle Procurement	\$20,064	Section 5309	Bus and Facilities
Pacific Transit/Illwaco, Park and Ride Construction	\$20,064	Section 5309	Bus and Facilities
Island Transit	\$481,536	Section 5309	Bus and Facilities
Annual Total*	\$273,115,145		

*Excludes Vancouver Section 5307 Formula shared with Portland, Oregon, and Asotin Section 5307 formula share with Lewiston, Idaho.

Local Funding

All local taxes for public transit for 2007 were \$1,165,326,409. King County Metro represented 36.8 percent of the local taxes collected for public transit in 2007, while Sound Transit’s local taxes represent 29.2 percent of the statewide local tax.

The sales tax collections for public transportation in 2007 were fairly volatile in all areas of the state. In the urban areas, sales tax collection percentage changes ranged from an increase of 28.65 for the city of Everett to a decrease of .89 for C-TRAN in the Vancouver area. For rural areas of the state, Grant Transit showed a 47.65 percent increase from 2006 to 2007, while Valley Transit in Walla Walla reported a decrease of 3.27 percent.

Farebox Revenue

Statewide farebox revenues increased 12 percent from \$138,356,297 in 2006 to \$154,988,832 in 2007.

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

Urban – Sound Transit 21.91 percent; Community Transit 19.62 percent

Small Urban – Skagit Transit 87.55 percent; Link Transit 51.69 percent

Rural – Garfield 50.81 percent; Jefferson Transit 38.2 percent

The transit agencies that showed decreases or the smallest increases in farebox revenues were:

Urban – Everett Transit increased 1.8 percent

Small Urban – Kitsap Transit increased 3.8 percent

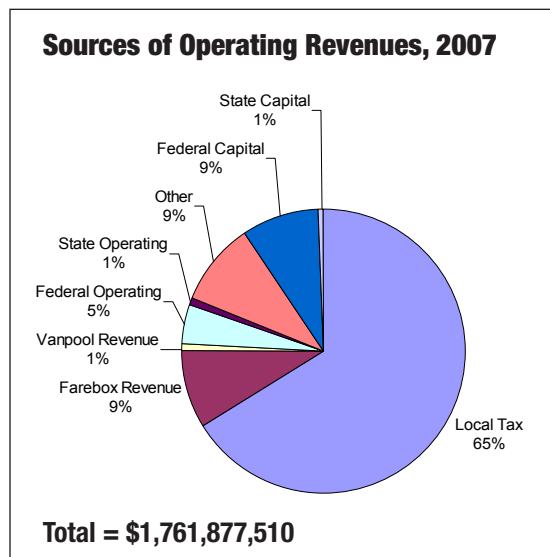
Rural – Mason Transit decreased 13.05 percent; Valley Transit decreased 12.58 percent; Pacific Transit decreased 6.89 percent

Vanpool Revenues

Statewide vanpool revenues increased 8.83 percent from 2006 which also represents a 29.6 percent increase over 2005.

Statewide vanpool revenue in 2007 was \$15.27 million, accounting for 1 percent of the total revenue of public transit systems.

The pie chart, *Sources of Operating Revenues, 2007*, shows the percentage share of each revenue source.



**Expenditures
Operating Expenses and
Capital Obligations**

The 2007 statewide operating expenses and capital obligations totaled \$2,195,168,284 which was a 19.18 percent increase over the 2006 expenses of \$1,841,880,093.

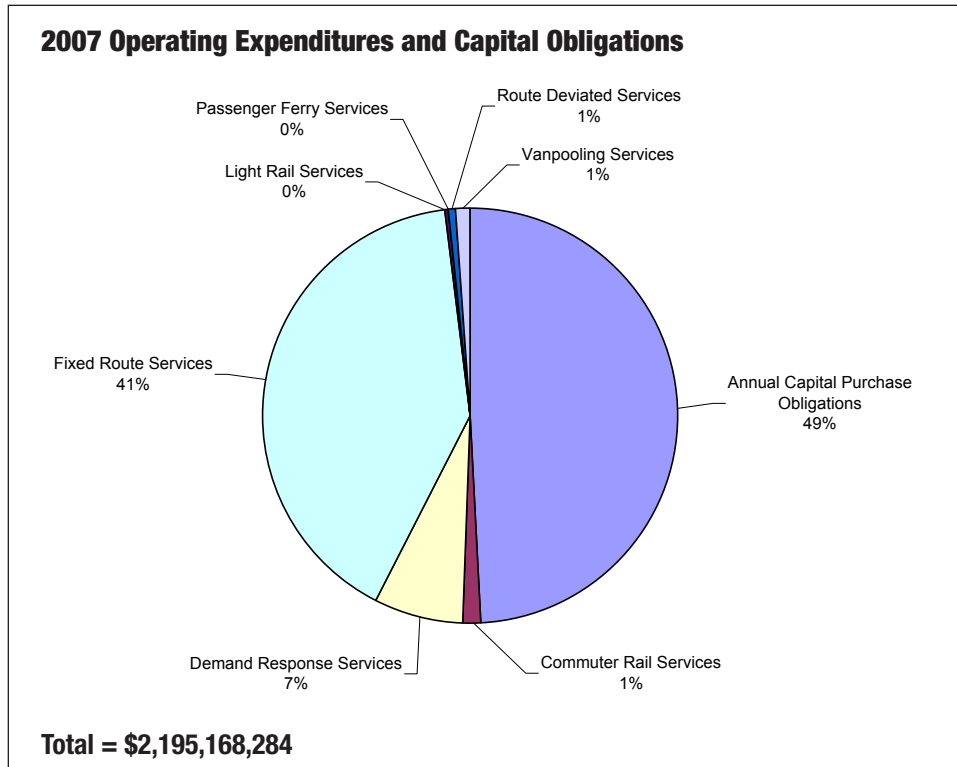
The contributing factors for the overall increase in public transportation expenditures in 2007:

- The fixed-route services expenses in the urban transit systems increased approximately \$50 m.
- Whatcom Transportation Authority and Pierce Transit report increases in demand-response expenses of \$1.9 m and \$1.6 m, respectively.
- Capital obligations continue to increase. These include Sound Transit construction program, as well as vehicle replacement, transit center renovations, and park and ride development.

The changes in the specific modal operating expenses for public transportation in 2007 compared to 2006 are shown below.

Operating Expenses, 2006–2007

	2006	2007	Change
Fixed Route	\$692,839,806	\$741,883,054	7.08%
Route Deviated	\$10,222,565	\$12,490,440	22.18%
Demand Response	\$133,204,245	\$142,385,614	6.89%
Vanpool	\$18,120,073	\$21,269,209	17.38%
Commuter Rail	\$22,700,320	\$24,851,744	9.48%
Light Rail	\$3,885,882	\$3,376,195	-13.12%
Pass Ferry	\$1,431,191	\$1,523,524	6.45%



Statewide Levels of Service

Washington State’s Office of Financial Management estimated that approximately 5,565,605 residents lived within the boundaries of a transit district in 2007, representing an increase of 1.77 percent over 2006.

Revenue Vehicle Hours and Revenue Miles

Since 2002, there has been a general upward trend of increases in revenue vehicle hours and revenue vehicle miles 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, passenger ferry, which showed a decrease in revenue vehicle miles, and demand response, which showed a decrease in revenue vehicle hours.

During the past three years, public transportation has reported a slight increase in total revenue vehicle hours (with a 2.74 percent increase between 2006 and 2007). The more significant changes occurred in the increase in commuter rail service of 14.68 percent.

Statewide Comparison 2007
Percent of Increase/Decrease Over 2006

Service	Revenue Vehicle Hours		Revenue Vehicle Miles	
	Change	Percent	Change	Percent
Fixed Route	↑	3.69%	↑	3.17%
Demand Response	↓	-0.98%	↑	0.30%
Route Deviated	↑	13.15%	↑	13.61%
Vanpool	–	–	↑	7.74%
Commuter Rail	↑	14.68%	↑	17.47%
Light Rail	↓	-1.70%	↓	-0.32%
Passenger Ferry	↑	0.20%	↓	-1.23%

The Americans with Disabilities Act requires transit agencies to provide complementary 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.

Other changes in revenue vehicle hours between 2006 and 2007:

- Sound Transit increased their fixed-route revenue vehicle hours for their commuter bus service by 15.57 percent.
- Mason Transit reports an increase in demand-response revenue vehicle hours of 25.33 percent.

- Island Transit showed an increase of demand-response revenue vehicle hours of 18.33 percent.
- Yakima Transit reduced their revenue vehicle hours of their demand-response services by 10.73 percent.

In 2007, the public transportation total revenue vehicle miles increased slightly by 3.79 percent from 2006. Examples of the 2007 changes in revenue vehicle miles when compared to 2006 include:

- Link Transit increased their route-deviated revenue vehicle miles by 111.66 percent.
- Yakima Transit increased their vanpool revenue vehicle miles by 46.22 percent.
- Everett increased their demand-response revenue vehicle miles by 16.73 percent.

- Intercity Transit increased their demand-response revenue vehicle miles by 14.31 percent.
- Spokane Transit increased their vanpool revenue vehicle miles by 12.68 percent.
- King County Metro decreased their demand-response revenue vehicle miles by 23.96 percent.
- Clallam Transit decreased their fixed-route revenue vehicle miles by 2.71 percent.
- Pacific Transit decreased their fixed-route revenue vehicle miles by 2.13 percent and decreased their demand-response revenue vehicle miles by 10.05 percent.
- Twin Transit decreased their demand-response revenue vehicle miles by 5.56 percent.

Revenue Vehicle Hours by Service Type, 2003-2007

	2003	2004	2005	2006	2007	Percent Change 2006-2007
Fixed Route	5,768,016	5,520,813	5,896,431	5,880,346	6,097,399	3.69%
Demand Response	1,624,648	1,761,381	1,834,347	1,912,686	1,893,897	-0.98%
Route Deviated	102,381	100,962	126,555	132,647	150,092	13.15%
Commuter Rail	9,769	11,732	14,201	16,855	19,329	14.68%
Light Rail	14,597	21,107	20,179	10,208	10,034	-1.70%
Passenger Ferry	5,723	5,746	6,556	6,534	6,547	0.20%
Total	7,525,134	7,421,741	7,898,269	7,959,276	8,177,298	2.74%

Note: Vanpool does not report revenue vehicles hours.

Statewide Operations Overview

For the past four years, public transportation has reported an increase in total passenger trips. There are shifts among some of the individual services that are offered by public transit; these shifts are due to changes in operating policies or service type changes. In 2007, there was a 6.68 percent increase in all passenger trips when compared to 2006. Demand-response passenger trips decreased 12.05 percent, while fixed-route passenger trips increased by 7.01 percent in 2007.

Examples of changes in passenger trips between 2006 and 2007 include:

- Intercity Transit increased fixed-route passenger trips 11.46 percent.
- Jefferson Transit increased route-deviated passenger trips 41.69 percent.
- King County Metro increased vanpool passenger trips 18.12 percent.
- King County Metro decreased demand-response passenger trips 40.91 percent.
- Link Transit increased route-deviated passenger trips 14.22 percent.
- Pacific Transit decreased fixed-route passenger trips 1.85 percent and decreased demand-response passenger trips 10.81 percent.

- Sound Transit increased fixed-route passenger trips 10.45 percent.
- Valley Transit increased fixed-route passenger trips 14.71 percent.
- Yakima Transit increased vanpool passenger trips 31.42 percent.

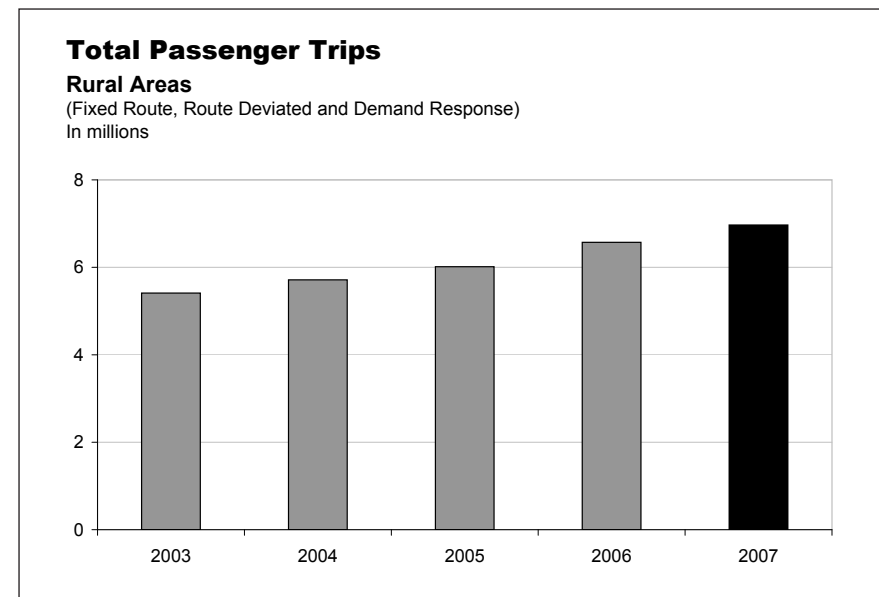
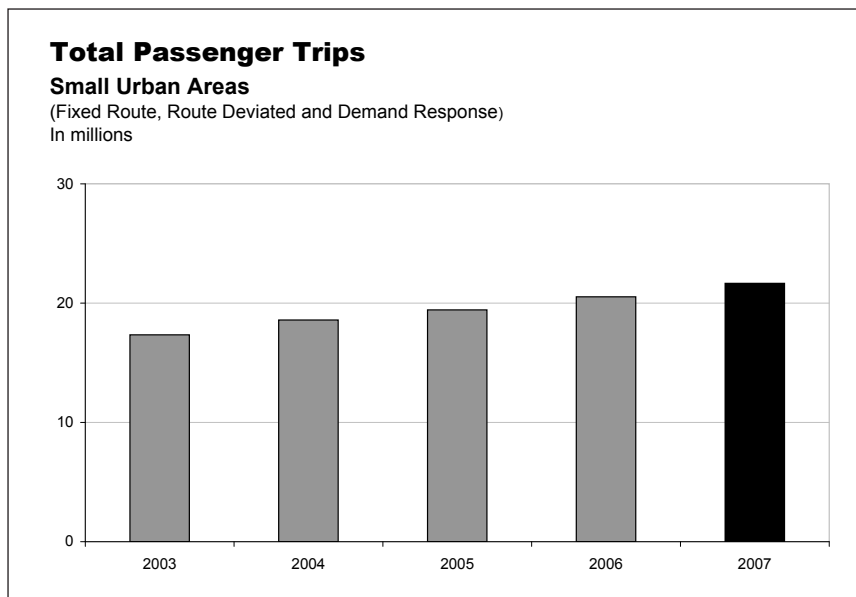
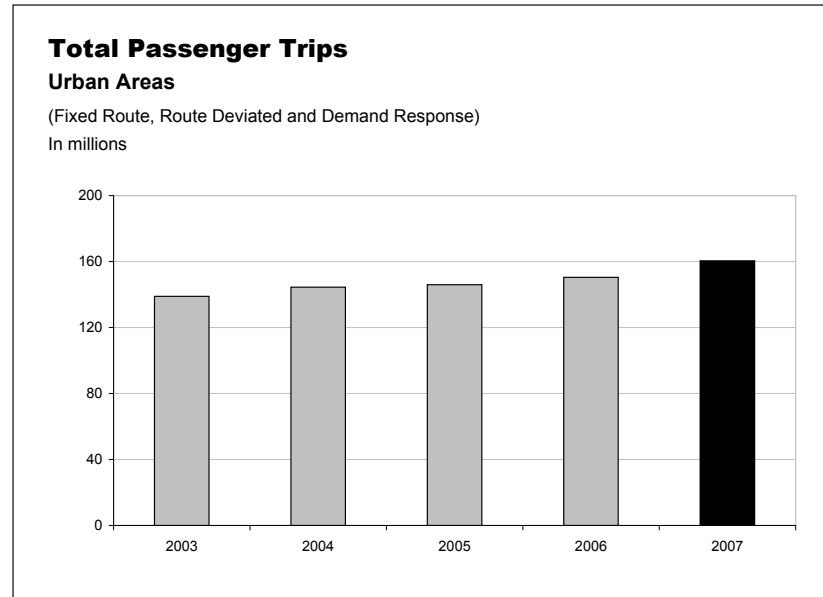
Revenue Vehicle Miles by Type of Service, 2003-2007

	2003	2004	2005	2006	2007	Percent Change 2006-2007
Fixed Route	81,109,173	90,485,645	83,695,305	80,846,858	83,413,193	3.17%
Route Deviated	2,073,047	2,179,699	2,679,101	2,979,111	3,384,521	13.61%
Demand Response	24,804,156	26,091,401	27,179,876	28,092,439	28,177,783	0.30%
Vanpool	21,825,885	23,050,757	25,145,198	27,888,254	30,046,749	7.74%
Commuter Rail	381,996	434,086	533,047	632,664	743,207	17.47%
Lt Rail	77,252	139,299	135,076	97,422	97,115	-0.32%
Pass Ferry	39,218	43,897	52,181	51,760	51,123	-1.23%
Total	130,310,727	142,424,784	139,419,784	140,538,528	145,913,691	3.79%

Passenger Trips by Type of Service, 2003-2007

	2003	2004	2005	2006	2007	Percent Change 2006-2007
Fixed Route	150,704,205	157,359,130	159,162,843	164,825,977	176,373,343	7.01%
Route Deviated	924,109	866,842	1,029,901	1,213,550	1,336,912	10.17%
Demand Response	4,837,895	5,152,069	5,261,413	5,396,842	4,746,662	-12.05%
Vanpool	4,486,441	4,640,835	5,174,427	5,699,182	6,202,917	8.95%
Commuter Rail	751,163	955,298	1,267,973	1,692,971	2,156,652	27.39%
Passenger Ferry	338,520	388,712	453,600	453,462	465,806	2.72%
Light Rail	670,383	1,193,162	1,259,222	885,397	919,013	3.80%
Total	162,712,716	170,556,048	173,609,379	180,167,381	192,201,305	6.68%

The following graphs illustrate ridership trends for 5 years from 2003 to 2007, according to system size. Ridership has followed a general trend of gradually increasing since 2003. Ridership has grown 18.12 percent since 2003 adding nearly 30 million passenger trips during the past five years.



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. 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.

Passenger Trips/Revenue Vehicle Hour

	2006	2007	Percent Change
Fixed Route			
Urban	23.5	24.0	2.13%
Small Urban	20.7	21.5	3.86%
Rural	20.3	20.5	0.99%
Statewide	21.3	21.8	2.35%
Route Deviated			
	8.4	9.0	7.14%
Demand Response			
Urban	2.5	2.4	-4.17%
Small Urban	3.1	3.2	3.23%
Rural	2.9	3.1	6.90%
Statewide	2.9	3.0	3.45%

Fixed-Route Services

In 2007, fixed-route passenger trip per revenue vehicle hour statewide average increased to 21.8 from 21.3 the previous year.

More specifically, in 2007 all systems (urban, small urban and rural) increased their passenger trips per revenue vehicle hour statistics.

Route-Deviated Services

Route-deviated services operate in less populated areas to be more cost effective and efficient, and are used at seven rural transit agencies and one small urban transit agency.

Passenger trips per revenue vehicle hour increased in 2007 to 9.0 from 8.4 the previous year.

Demand-Response 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 all 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 2007, the statewide average was 3.0 passenger trips per revenue vehicle hour.

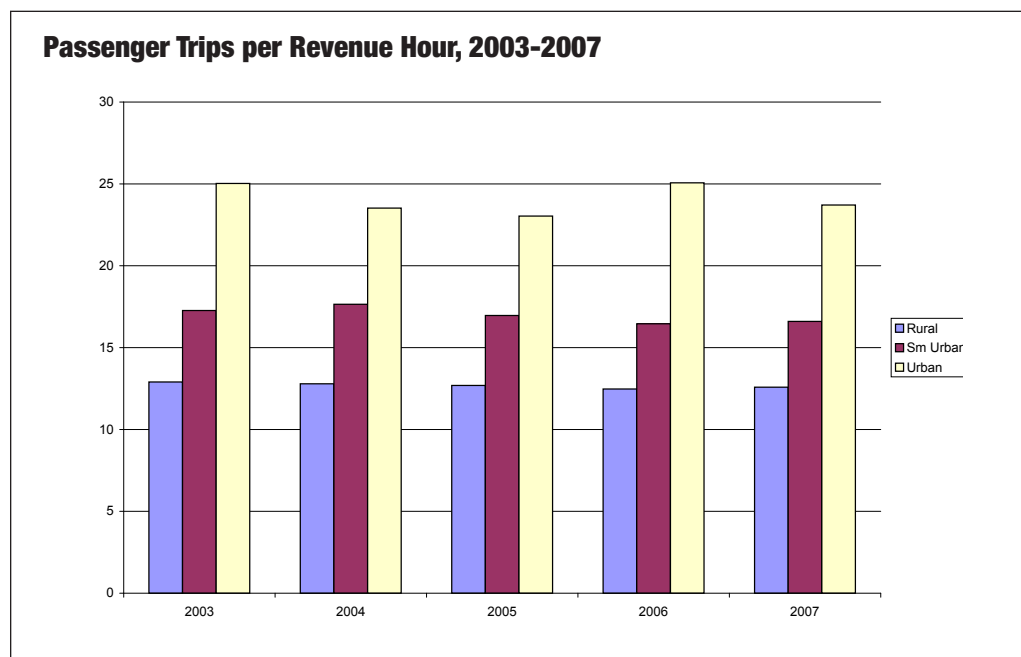
Statewide trends of passenger trips per revenue vehicle hour data are illustrated on the graph below, *Passenger Trips per Revenue Hour, 2003-2007*.

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.

Fixed-Route Services

In 2007, statewide fixed-route passenger trips per revenue vehicle mile increased slightly from the previous year from 1.41 to 1.45. Urban averages in 2007 reached 1.74, compared to small urban and rural averages that reached 1.42 and 1.27 passenger trips per revenue vehicle mile, respectively.



Passenger Trips/Revenue Vehicle Mile

	2006	2007	Percent Change
Fixed Route			
Urban	1.70	1.74	2.35%
Small Urban	1.36	1.42	4.41%
Rural	1.25	1.27	1.60%
Statewide	1.41	1.45	2.84%
Route Deviated			
	0.48	0.50	4.17%
Demand Response			
Urban	0.18	0.16	-11.11%
Small Urban	0.23	0.23	0.00%
Rural	0.22	0.23	4.55%
Statewide	0.21	0.21	0.00%
Vanpool			
	0.22	0.19	-13.64%

Route-Deviated Services

Route-deviated services in 2007 averaged 0.5 passengers per revenue vehicle mile which is up from the previous year.

Demand-Response Services

Demand-response services in 2007 recorded 0.21 passengers per revenue vehicle mile which is the same as 2006. A more in-depth look shows that the range between system size averages is 0.07, with averages ranging from 0.16 for urban, 0.23 for small urban, and 0.23 for rural passenger trip per revenue vehicle mile.

Vanpool Services

Vanpool services passenger per revenue vehicle mile statistics decreased again in 2007 to average 0.19 passengers per revenue vehicle mile. This is a decrease from 0.22 in 2006.

Several factors contributed to this decrease, including: smaller vans (lower occupancy) driving longer miles.

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.

Fixed-Route Services

Fixed-route operating costs for urban systems rose again in 2007 to \$113.17 per revenue vehicle hour, an increase of 2.26 percent over 2006. Small urban systems increased 6.78 percent to \$100.48, and rural system average operating costs per revenue vehicle hour were \$86.29, an increase of 9.78 percent.

Route-Deviated Services

Route-deviated services in 2007 saw an increase in operating costs of 9.31 percent to average \$84.76 per revenue vehicle hour; up from \$77.54 in 2006.

Demand-Response Services

Demand-response statistics across the state increased 4.44 percent in 2007 to average \$71.28 a passenger trip per revenue vehicle hour.

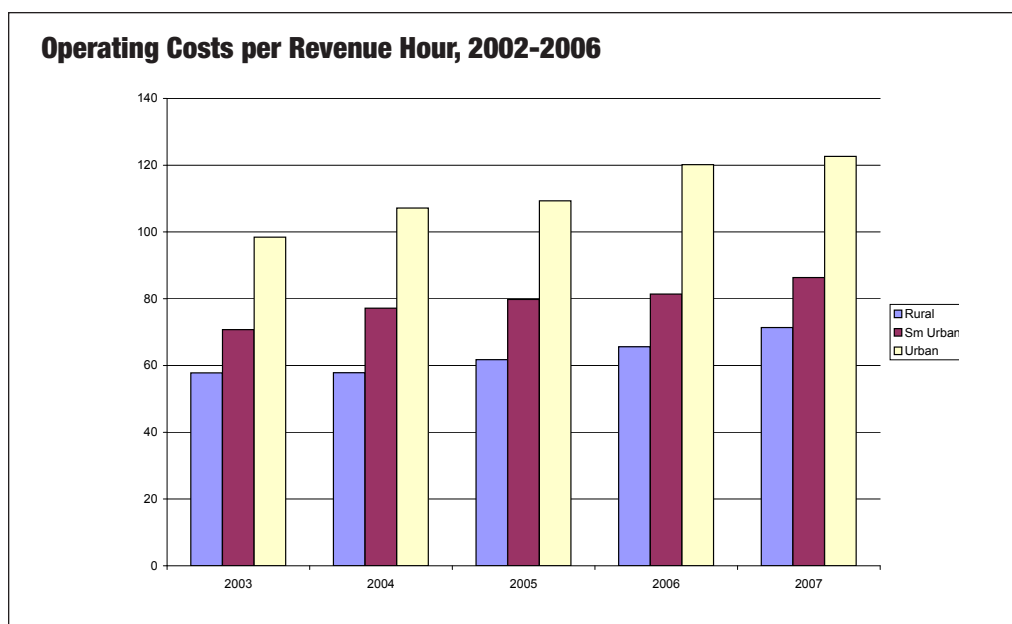
The graph, *Operating Costs per Revenue Hour, 2003-2007*, illustrates increasing costs as a function of revenue hours, according to system size. Costs associated with fuel prices were one of the factors related to the increases in operating costs across all transit systems.

Operating Cost/Revenue Vehicle Hour

	2006	2007	Percent Change
Fixed Route			
Urban	\$110.67	\$113.17	2.26%
Small Urban	\$94.10	\$100.48	6.78%
Rural	\$78.60	\$86.29	9.78%
Statewide	\$92.98	\$98.78	6.24%
Route Deviated			
	\$77.54	\$84.76	9.31%
Demand Response			
Urban	\$72.16	\$77.12	6.87%
Small Urban	\$73.37	\$78.26	6.66%
Rural	\$62.88	\$64.29	2.24%
Statewide	\$68.25	\$71.28	4.44%

Operating Cost/Total Vehicle Hour

	2006	2007	Percent Change
Fixed Route			
Urban	\$96.64	\$98.72	2.15%
Small Urban	\$87.56	\$93.78	7.10%
Rural	\$71.91	\$78.99	9.85%
Statewide	\$84.35	\$89.75	6.40%
Route Deviated			
	\$65.86	\$74.77	13.53%
Demand Response			
Urban	\$63.95	\$67.90	6.17%
Small Urban	\$65.37	\$71.09	8.75%
Rural	\$58.20	\$59.38	2.03%
Statewide	\$61.73	\$64.74	4.88%



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

Fixed-route services saw an increase in operating costs per passenger trip for urban, small urban and rural systems. In 2007, urban systems average operating costs per passenger trip increased to \$4.88, up from \$4.84 the previous year. Small urban systems increased in 2006 to \$5.01, up from \$4.86 the previous year. Rural systems also increased the average operating costs per passenger trip in 2007 to \$5.75, up from \$5.14 in 2006.

Statewide averages for fixed-route services operating costs per passenger trip were \$5.24 in 2007, up from \$4.96 the previous year, showing an increase of 5.65 percent.

Route-Deviated Services

The average operating cost per route-deviated passenger trip increased in 2007 to \$11.12 up from \$10.41 in 2006.

Demand-Response Services

Demand-response services continued the trend of increased average operating costs at \$25.95 per passenger trip, up from average operating expenses of \$24.69 per passenger trip in 2006.

Operating Cost/Passenger Trip

	2006	2007	Percent Change
Fixed Route			
Urban	\$4.84	\$4.88	0.83%
Small Urban	\$4.86	\$5.01	3.09%
Rural	\$5.14	\$5.75	11.87%
Statewide	\$4.96	\$5.24	5.65%
Route Deviated			
	\$10.41	\$11.12	6.82%
Demand Response			
Urban	\$28.91	\$33.74	16.71%
Small Urban	\$24.46	\$25.80	5.48%
Rural	\$22.73	\$22.44	-1.28%
Statewide	\$24.69	\$25.95	5.10%
Vanpool			
	\$2.80	\$3.31	18.21%

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.

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

Fixed-Route Services

Statewide, fixed-route services recovered more in 2007 than the previous year; 12.62 percent compared to 12.43 percent recovered in 2006.

Farebox recovery increased in 2007 for both urban and small urban systems. Urban systems recovered 16.66 percent of their farebox in 2007 compared to 16.18 percent the previous year. Small urban systems recovered an average of 8.39 percent in 2007 compared to 7.39 percent in 2006. Rural systems decreased in 2007 recovering an average of 12.23 percent in 2007 compared to 13.11 percent in 2006.

Route-Deviated Services

Route-deviated services experienced a lower recovery rate in 2007 than the previous year; 4.18 percent compared to 4.46 percent respectively.

Demand-Response Services

Demand-response services showed increases across the different system sizes. Urban systems recovered 2.11 percent compared to 1.93 percent in 2006. Small urban demand-response services increased recovering 2.77 percent in 2007 compared to 2.47 percent in 2006. Rural systems in 2007 recovered 3.70 percent compared to 3.28 percent in 2006.

Vanpool Services

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 rate decreased in 2007 to 83.80 percent; down from 89.01 percent in 2006.

The difference in part may be attributed to the lag time between increases in operating costs and changes in user fees.

Safety

Safety statistics are collected on an annual basis from transit agencies and are reported on at the state level. There are three types of safety statistics that are reported: 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, 2003-2007, illustrates the overall numbers of incidents in Washington State over the past five years.

Incident Statistics, 2003-2007

	2003	2004	2005	2006	2007	Percent Change 2006-2007
Collisions	456	85	284	354	261	-26%
Injuries	326	343	340	328	223	-32%
Fatalities	3	0	5	3	2	-33%

Fatalities

Defined by the National Transit Database as “a passenger that perishes within 30 days of a transit accident.”

As shown below, fatalities have occurred in every year, with the exception of 2004. The greatest number of fatalities occurred in 2005, totaling five across all transit agencies, compared to the two fatalities that occurred in 2007. Fatalities represented only 0.6 percent of the total number of incidents for the same year. Fatalities have declined 60 percent since 2005, but have remained fairly steady over the past five years.

Collisions

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.”

Collisions represent almost half of all incidents for transit agencies, as shown below, except for 2004. The total number of collisions in 2007 showed a decrease of 26 percent from 2006 levels; 261 collisions compared to 354, respectively across all modes.

Injuries

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 previous four years, and in 2007 show a reduction of 32 percent over 2006 levels. Injuries in 2007 have declined well below 2002 levels of 326 injuries.