2011 Summary of Public Transportation:
Reliable, Responsible, Sustainable

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Washington State Department of Transportation

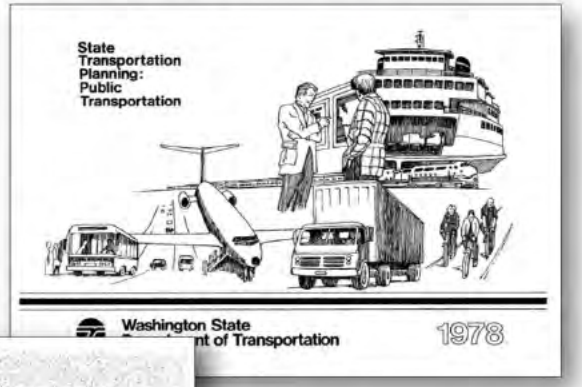
Summary of Public Transportation

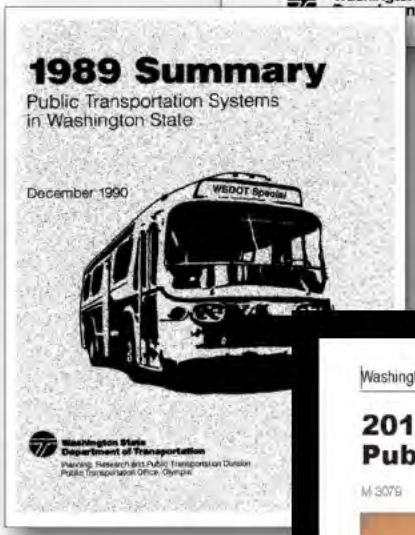
WSDOT has published public transportation data since 1978.

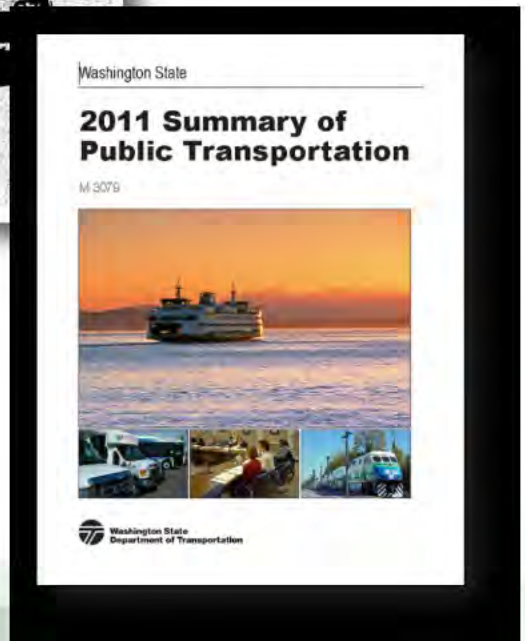
In 1989 WSDOT began publishing an annual statewide summary of operational and financial data from public transportation providers in Washington State.

The *Summary of Public Transportation* has been published every year since with the exception of 2008 and 2009 when Transit Updates were published in lieu of the full summary.

The most recent *Summary of Public Transportation* was published in November 2012 and contains data from the 2011 calendar year.



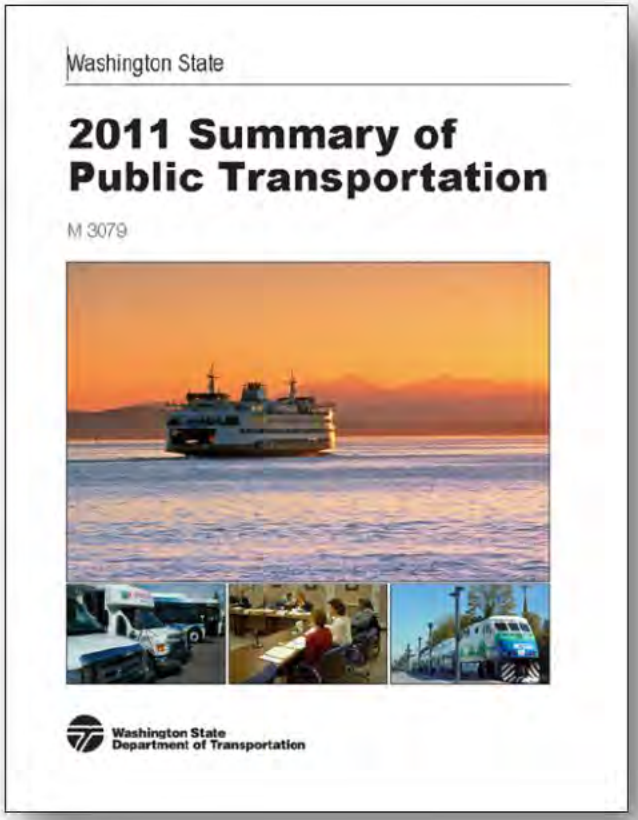




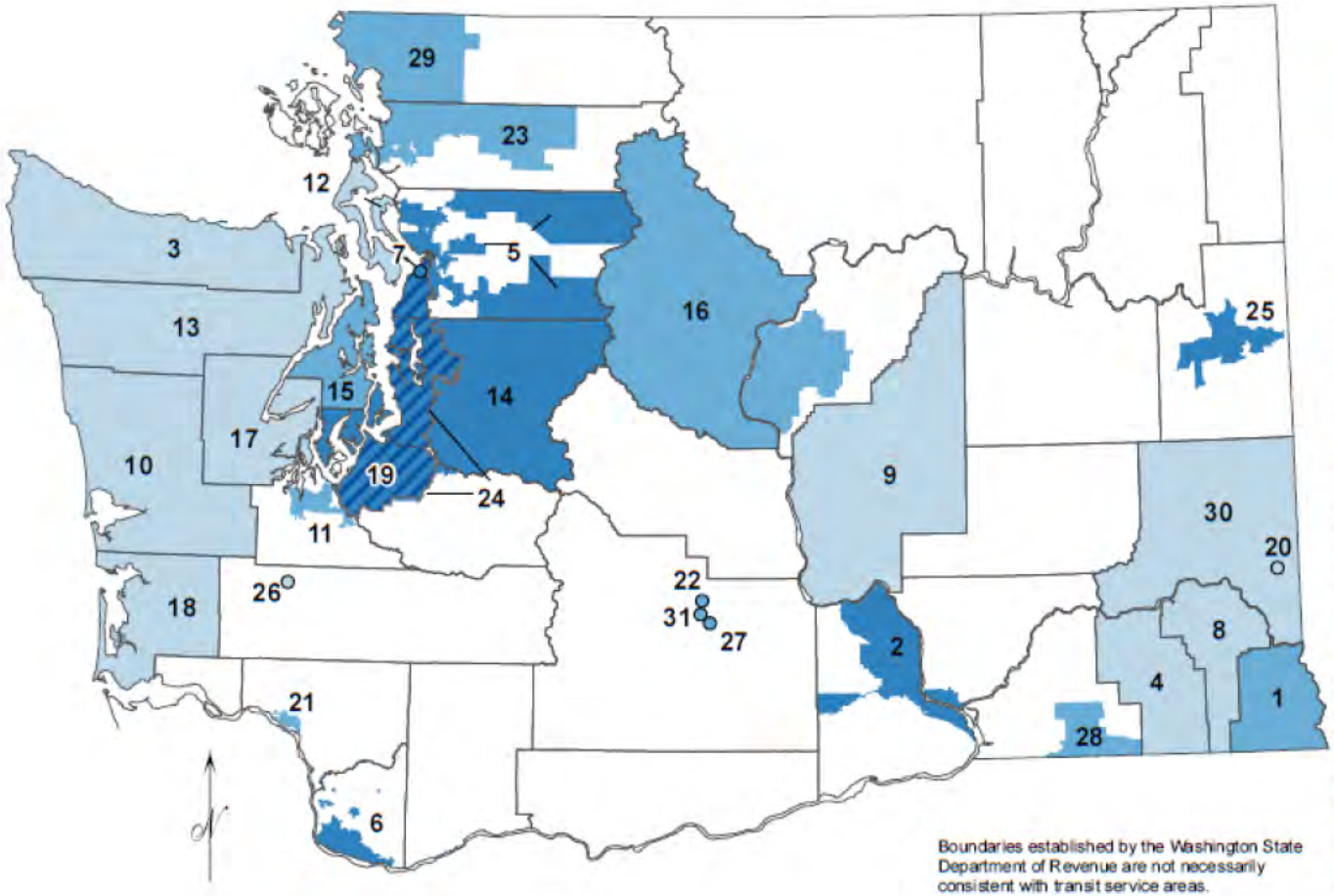
Summary of Public Transportation

The 2011 Summary of Public Transportation is organized into a statewide operations overview, eight provider sections and three appendices, with the bulk of the report devoted to profiles of each provider's operating characteristics and services.

Required performance measures in RCW 35.58.2796 are found in the Statewide Operations Overview.



Washington State's Public Transit Authorities



Boundaries established by the Washington State Department of Revenue are not necessarily consistent with transit service areas.

Transit Classification

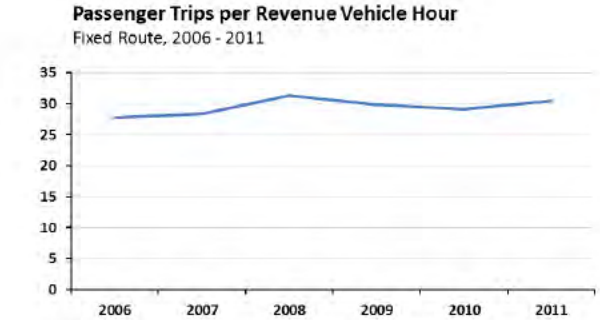
- Urban
- Small Urban
- Rural
- Regional District
- City

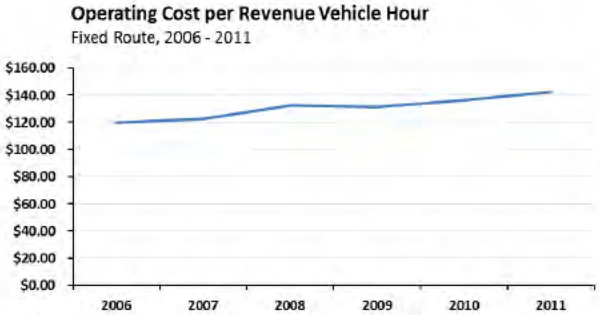
1 Asotin County PTBA
2 Ben Franklin Transit
3 Clallam Transit System
4 Columbia County Public Transportation
5 Community Transit
6 C-TRAN
7 Everett Transit
8 Garfield County Public Transportation
9 Grant Transit Authority
10 Grays Harbor Transportation Authority
11 Intercity Transit
12 Island Transit
13 Jefferson Transit Authority
14 King County Metro
15 Kitsap Transit
16 Link Transit
17 Mason County Transportation Authority
18 Pacific Transit
19 Pierce Transit
20 Pullman Transit
21 RiverCities Transit (formerly CUBS)
22 City of Selah Transportation Service
23 Skagit Transit
24 Sound Transit
25 Spokane Transit Authority
26 Twin Transit
27 Union Gap Transit
28 Valley Transit
29 Whatcom Transportation Authority
30 Whitman County UTBA
31 Yakima Transit

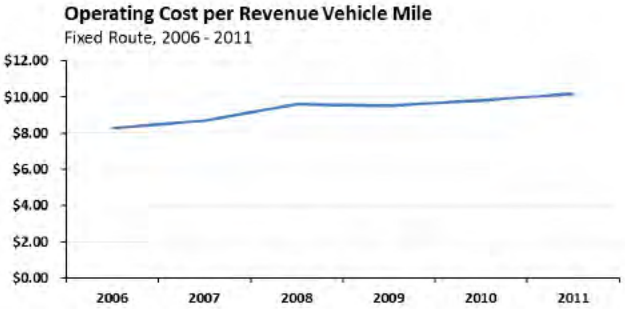
Required Transit Performance Measures

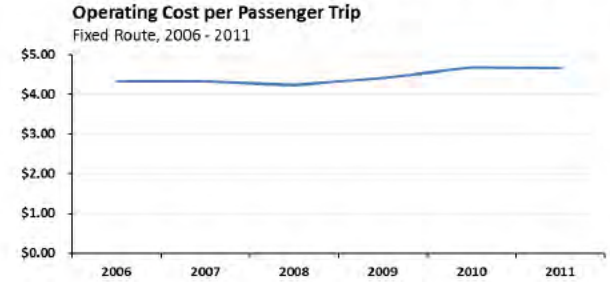
RCW 35.58.2796 mandates that public transportation have measurable goals of its performance. The RCW lists the required measures as follows:

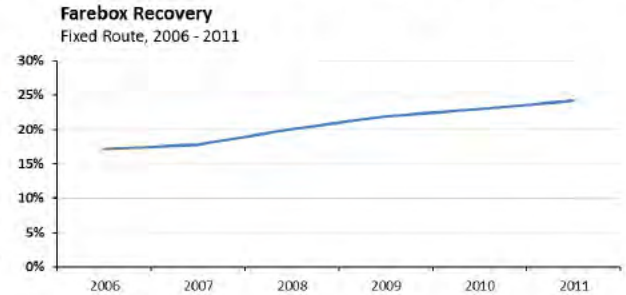
- Passenger trips per revenue vehicle hour
- Passenger trips per revenue vehicle mile
- Operating costs per revenue vehicle hour
- Operating costs per revenue vehicle mile
- Operating costs per passenger trip
- Farebox recovery











MOVING WASHINGTON

"We have established the Moving Washington framework to help us develop a 21st century transportation system through making transparent, cost-effective decisions. All of us, as WSDOT employees, are fundamental to this framework."

WSDOT Executive Order E 1082.00

Washington's economic vitality and renowned livability depend on reliable, responsible and sustainable transportation.

Moving Washington and the Summary of Public Transportation

Reliable – understanding our investment

- *Increased accuracy / consistency*

Responsible – taking ownership

- *What is required and what is essential?*
- *Tailor the Summary to the 21st Century Transportation System*

Sustainable – where are we going with this?

- *Developing techniques to understand better, ask better questions, and make better decisions*
- *Reduced a 5 month + data collection process to 3 weeks*

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For years, the Summary of Public Transportation has been a document of past activities.

To be successful, we need to focus on the essential questions we need to be asking, and determine where to go from there.

We also recognize that the success of the transportation system relies on the performance of our partners – the PTD is developing analysis approaches and performance measures that are essential to helping them succeed.

By helping our partners succeed, WSDOT helps move Washington toward an efficient and reliable transportation system.

No new transportation improvements around the state

Funding is unavailable to complete or start new projects beyond the 421

View of the new SR 520 floating bridge

SR 167 Hot lane extension

Finish what we started

- I-5 JBLM corridor
- I-5 Columbia River Crossing
- I-90 Snoqualmie Pass
- SR 520, I-5 to Lake Washington
- SR 167 completion
- US 395 North Spokane corridor
- I-405 Renton to Lynnwood
- SR 509, I-5 to SeaTac completion

Additional investments needed *(sample list)*

- Central Puget Sound express toll lanes system
- Grants for transit operations and transit-related construction
- Safe routes to school and complete streets program
- Third 144-car ferry, Mukilteo/Clinton terminal relocation, Colman Dock preservation.
- Application of technology to improve operations
- SR 28 East Wenatchee corridor
- SR 902 Spokane interchange
- SR 520 Bellevue corridor – east end
- I-82 West Richland – Red Mountain interchange

Source: WSDOT Capital Program Development and Management

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Identify problems

- data definitions
- reporting timeline

- data collection process
- reporting consistency

Engage partners and utilize experts

Oversight Committee – Transit GMs, WSTA, JTC, OFM, House and Senate Transportation Committees & WSDOT

Steering Committee and Technical Experts – Transit Representatives, Community Transportation Provider representatives, WSU – Social and Economic Sciences Research Center and WSDOT.

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We also worked with our development partners to create an inexpensive, easy to use online data collection form

Washington State Department of Transportation

Summary of Public Transportation

System Summary | Fleet Information | System Narrative | System Data | Revenue | Expenditures

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How much of each of the following local operating and capital revenues were received by your agency in 2011?

Local operating and capital revenues	2011	2010	2009
Sales tax	5487985		
Local tax revenues for transit use that is not part of general sales For example, utility taxes (Pullman Transit) or locally generated tax revenues (Garfield County Public Transportation)	1251		
MVET funding utilized for operating purposes Currently, as a result of I-695 and SB 6865 (2000), only Sound Transit receives MVET funding	0		
Decrease in reserve funds The amount of funding transferred from Reserve Funds to cover expenditures for the reporting year			
Increase in reserve funds The amount of funding transferred to Reserve Funds because your revenues exceeded your expenditures for the reporting year			
Revenue generated from advertising income	15000		
Revenue generated from interest	25		
Revenue gained from the disposition (sale) of fixed assets	185000		
Revenue generated by any other means that is NOT captured by any other category			
Please specify:			
TOTAL	5689261		

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PT Summary online data collection form – screen shot

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Another Significant Improvement….

In 2010, WSDOT centralized public transportation data by incorporating new sections into the Summary, including:

Community Transportation Providers, Medicaid Transportation Brokers, Travel Washington – Rural Intercity Bus Program, Ferry Systems in Washington State and the Seattle Center Monorail.

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This process was a first step toward a better understanding of our investments and the performance of our partners, and helped us…

- increase accuracy and consistency
- align reporting deadlines
- become more efficient (data collection process went from 5 months + to 3 weeks)

In addition to increasing the reliability of the data, we were able to meet the statutory requirements, and publish the Summary on time.

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The Diagnostic Approach

Our approach to analysis was developed specifically to help us understand better, ask better questions and make better decisions.

- Similar to the approach doctors use to assess the well-being of a patient during a routine checkup, using simple, well established procedures.

The Diagnostic Approach begins with the mission, goal, or desired outcome.

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Transit Mission

For this analysis, we looked at the mission statements for the transit agencies in Washington State.

Transit agencies describe their basic mission as:

Providing public transportation services and operating efficiently

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Selecting the Right Data

The variables must tell a complete story, have a high confidence rating and point to the mission, goal or desired outcome.

Revenue vehicle miles –

Indicates how much service is being provided.

Operating costs per revenue vehicle mile –

Indicates the funds necessary to operate for each mile of service provided.

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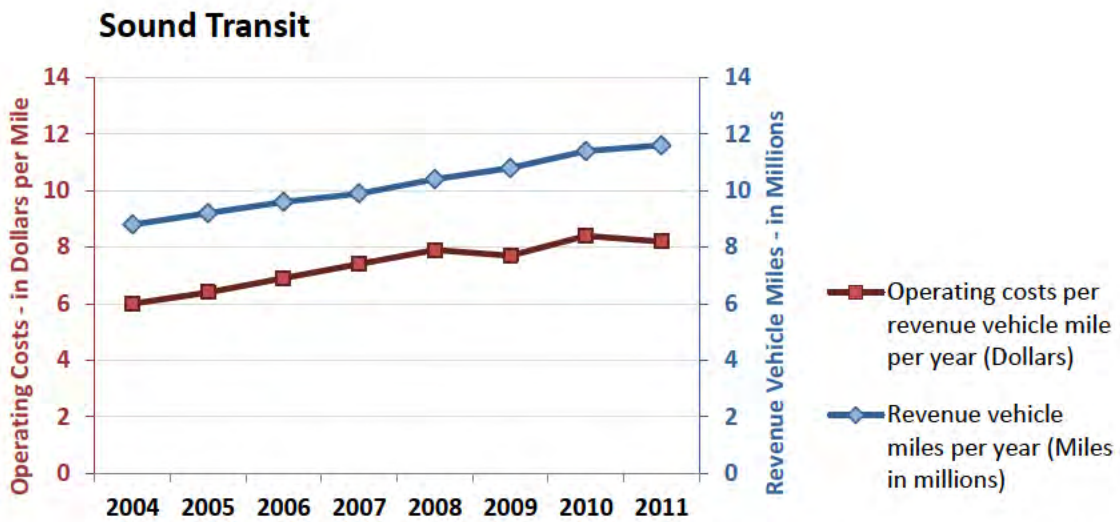

Example 1 – the service miles increased while the cost to operate the service per mile has risen proportionally over the last few years as the service increased, and even showed a slight decrease in 2011.

This is a good trend that indicates sustainability.

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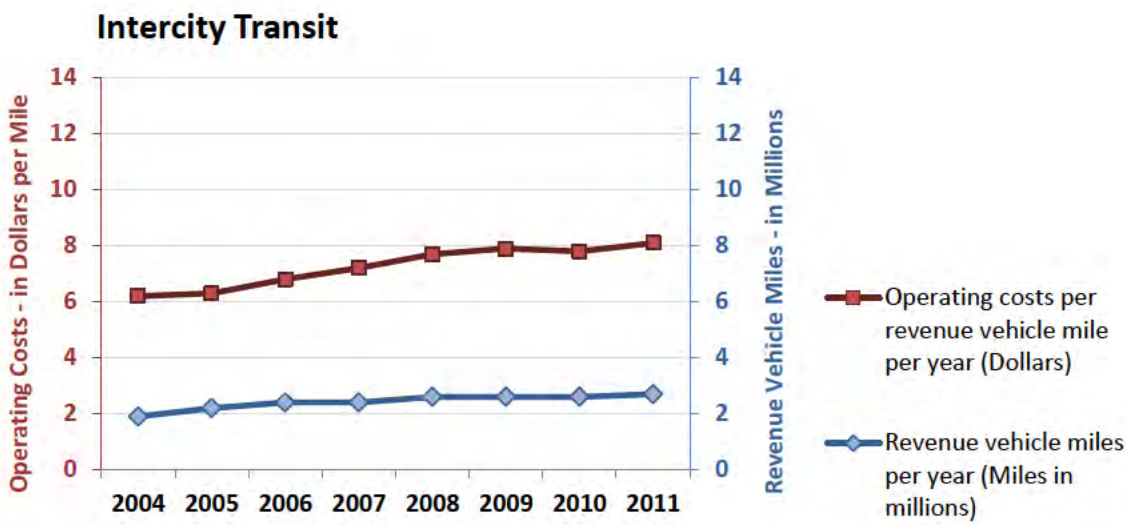

Example 2 – the service miles has remained stable while the cost to operate the service per mile has risen proportionally over the last few years.

This trend indicates stability and is likely sustainable.

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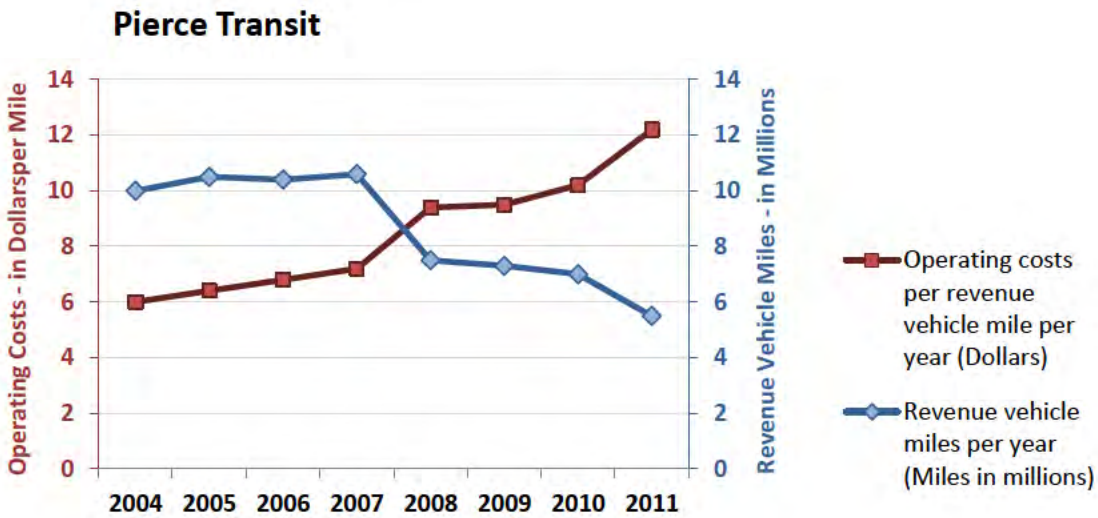

Example 3 – the service miles have taken a steep dive as the costs per mile have continued to rise

This trend may be unsustainable.

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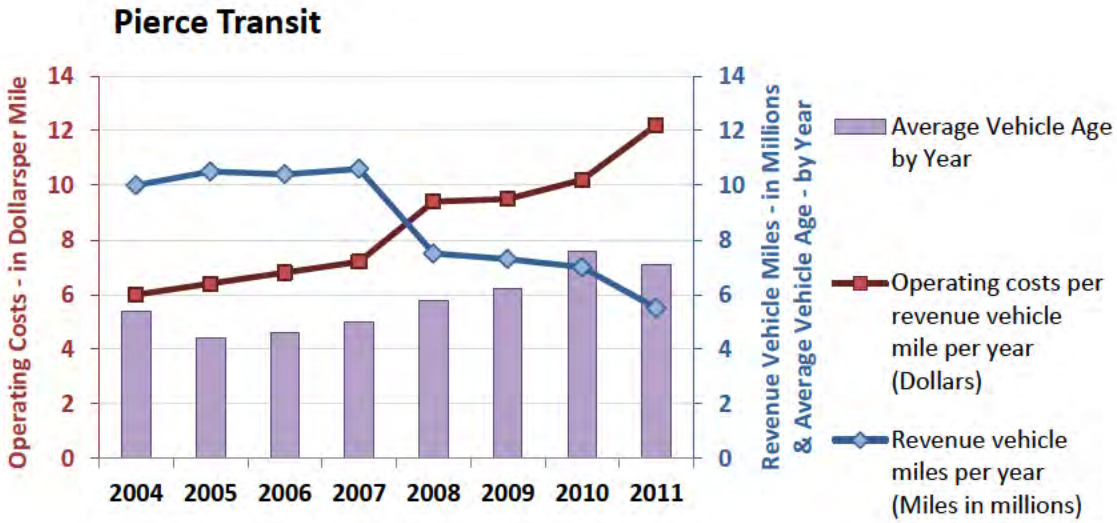

We further examined this transit's data by including the average vehicle age of their fleet. The bars show that this transit has not been able to adequately address their aging fleet which is cause for concern, impacting further the sustainability of their operations.

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Assigning Levels of Confidence

The data used by the PTD is collected in numerous ways. In order to ensure that the appropriate data is used for conveying information and decision making, we will be assigning levels of confidence to the data we use.

- Confidence Values
- Usability Values
- Value Adjustment

Values will be applied to various data that the PTD collects and/or uses. The score will provide a confidence level of, High, Medium or Low. In addition, we will be providing examples on the types of analysis the data can be used to conduct.

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Assuring Data Confidence

By using the “Process for Assuring Data Confidence” we can also provide insights into areas where the values were low, and offer suggestions on ways to improve the data.

MOVING WASHINGTON

"We will conduct business in a way that is reliable, responsible and sustainable.

All employees should continue to identify new opportunities to get every benefit, every efficiency, and the best use out of our limited resources."

WSDOT Executive Order E 1082.00

Questions?

For additional information regarding the 2011 Summary of Public Transportation, please contact:

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