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# Out-of-Boundary Transit Study

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**Report to the Legislature**  
November 2016

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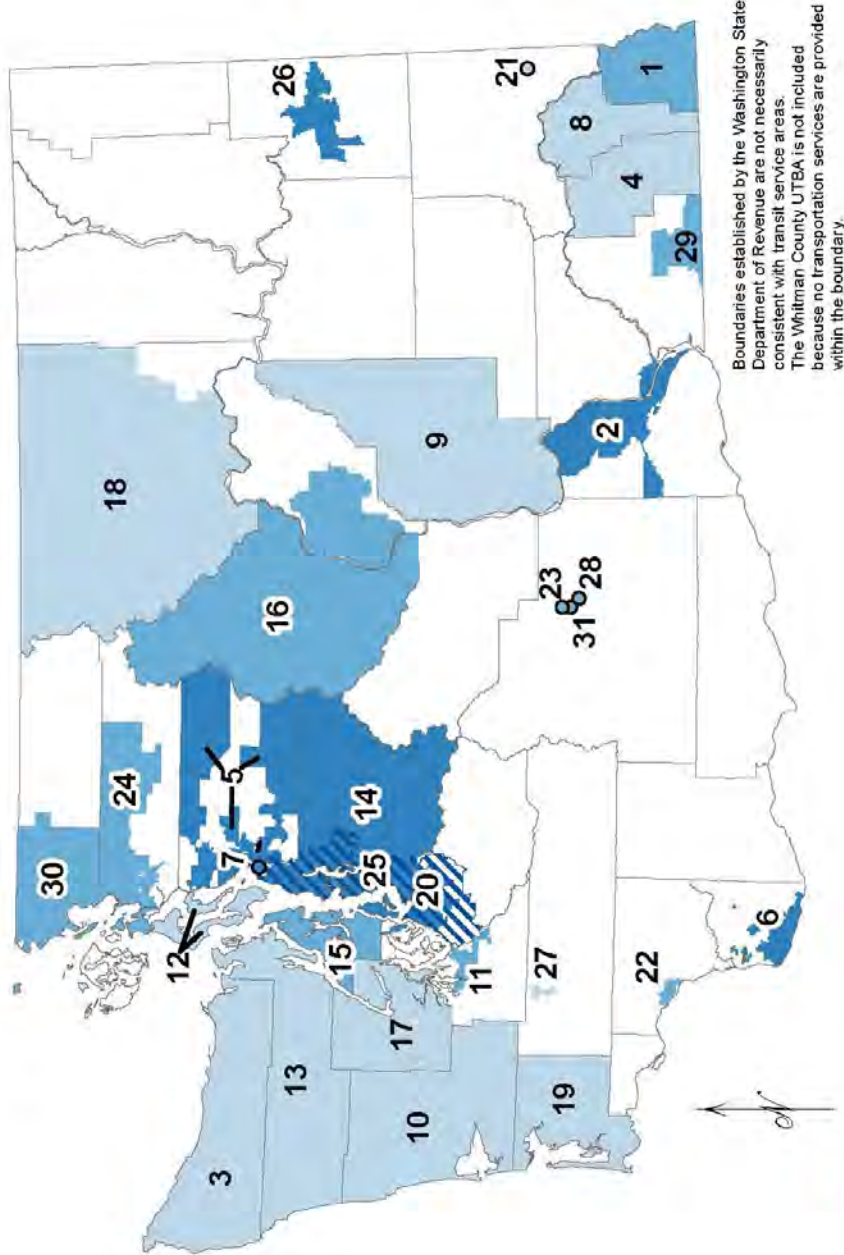
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# Washington State's Public Transit Authorities

**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 Okanogan County Transit Authority
- 19 Pacific Transit
- 20 Pierce Transit
- 21 Pullman Transit
- 22 RiverCities Transit
- 23 Selah Transit
- 24 Skagit Transit
- 25 Sound Transit
- 26 Spokane Transit Authority
- 27 Twin Transit
- 28 Union Gap Transit
- 29 Valley Transit
- 30 Whatcom Transportation Authority
- 31 Yakima Transit



Boundaries established by the Washington State Department of Revenue are not necessarily consistent with transit service areas. The Whitman County UTBA is not included because no transportation services are provided within the boundary.





## Introduction

Public transportation in Washington provides many opportunities for communities and residents. For those using out-of-boundary services (i.e. outside of the taxing district of a local transit authority), it opens doors. It allows people to access jobs not necessarily available in their home community, to live in more affordable housing, it provides access to vital services like healthcare and education, and it connects them to family and friends. Public transportation enables people to access many life-sustaining and life-enriching activities that would otherwise not be available.

In 2016, the Washington State Legislature included in its budget<sup>1</sup> a requirement that the Washington State Department of Transportation – Public Transportation Division (Division) analyze services provided outside the regular boundaries of transit agencies. The specific requirements from the budget proviso are as follows:

*“(12) Within the amounts provided in this section, the public transportation program must conduct a study of public transportation agencies in Washington that provide regional public transportation outside the boundaries of the agency. The study must consider: (a) the cost to provide these existing regional services, the current source of funds for these services, and the applicable ridership data from these existing regional services; (b) the number of trips removed from the state highway system as a result of these regional services; (c) areas of the state highway system that do not have such regional service available; and (d)*

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<sup>1</sup> Engrossed Substitute House Bill 2524, Section 220 (12), page 41. Passed by the Washington State Legislature on March 25, 2016.

*potential funding sources at the state level to support a portion of current and potential regional services. The public transportation program must provide a report on its findings and recommendation to the transportation committees of the legislature by November 15, 2016.”*

WSDOT developed the Out-of-Boundary Transit Study through a partnership between the 31 public transit agencies and the Washington State Transit Association (WSTA). Due to the limited timeframe and resources, the study made use of existing data, the [2014 Summary of Public Transportation](#), and the input of the steering committee (members listed in **Appendix A**) and transit agency staff. This approach, while limited, provides some insight into the needs and costs of out-of-boundary transit services. It is, however, not the definitive or comprehensive analysis of the value of this service in Washington state.

In 2017, WSDOT will update its Intercity Bus plan. WSDOT anticipates complementing the intercity portion of the plan with a more comprehensive analysis of out-of-boundary service. In addition to the work conducted in this current report, the intercity plan will include a working theory to identify where out-of-boundary service is needed in the state. Existing data will be supplemented with data from regional and local governments to identify where gaps in service exist. WSDOT will work with the agencies to estimate the cost of the service and the value to the communities of the service. To the extent possible WSDOT will recommend an investment plan that prioritizes the out-of-boundary service with the most value to the communities as part of a complete and integrated transportation system.

## Assumptions and Methodology

Based on the initial review of the legislation and discussion with the Steering Committee, the following objectives for the project were established:

- Conduct a study of public transportation agencies in Washington that provide regional public transportation service outside the boundaries of their taxing authority – otherwise known as out-of-boundary service.
- Gain better understanding of what out-of-boundary services are currently being provided and how they are funded.
- Identify where service gaps exist, including those services that would not be provided if there were no grants received to support the service.
- Consider all services being provided, including commuter routes.

The Steering Committee agreed to use the following assumptions when completing the required elements of this study. These include:

- The report will indicate whether the service is funded by grants or other sources.
- The transit systems in this study charge the vast majority of out-of-boundary riders a fare.
- The cost of the service indicated on the following pages is supported by a combination of grants, local tax revenue and fares.
- For the purposes of this study, it is assumed that a basic level of service would be needed. The steering committee agreed that a basic level of service would be four round trips from a rural area to an urban area or 12 round trips from an urban area to another urban area.
- The applicable ridership data from these existing regional services will be from calendar year 2015 and will include:
  - passenger trips
  - trip distance in miles
  - vehicle hours of operation
  - days of service provided
- WSDOT staff and the steering committee agreed that this study would keep the list of gaps to a single connection to a city by a single route.
- The majority of out-of-boundary trips take place on the state highway system.
- In order to simplify the analysis, WSDOT will use the existing measure used in the Regional Mobility Grant program (based on vehicle miles traveled). The downside of this measure is that it assumes riders would find another mode if not for the service and ignores issues of access. For example, this study assumes that the passenger would otherwise use their vehicle to get to their destination,

when in reality, some of these services actually are a lifeline for passengers who would otherwise have no way of getting to their destination.

- Potential state funding sources to support a portion of current and possible future out-of-boundary services will be identified, including their limitations and what the money is currently being used for. Categories include:
  - New funding sources
  - Regional Mobility Program
  - Rural Mobility Program
  - 5311 - Rural and Small Urban Program (federal)
  - 5307 – Small Urban Program (federal)
  - Funding reallocated from the tiered list projects

### Other providers of out-of-boundary transportation

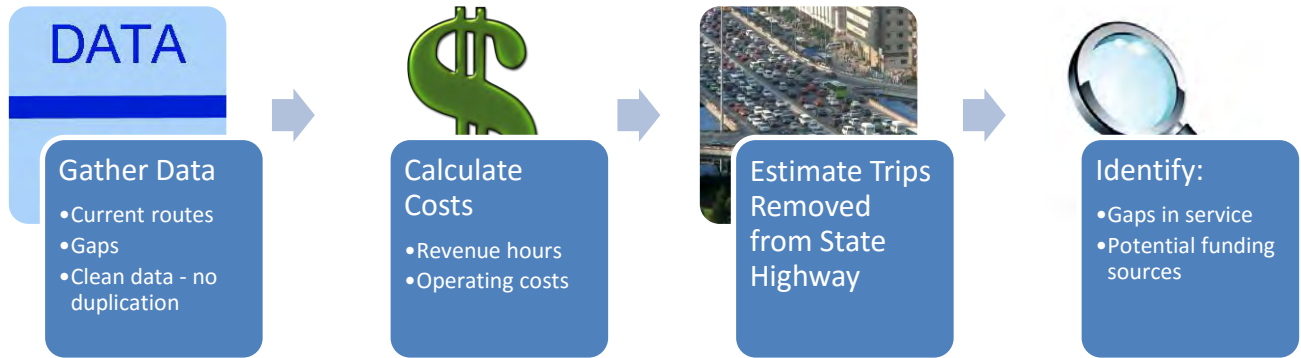
While the vast majority of public transportation in Washington is provided by public transit agencies, out-of-boundary services are also provided by a combination of non-profit organizations (funded by grants), private agencies, and the WSDOT's Travel Washington program.

WSDOT's Travel Washington intercity bus service provides connections in several locations in the state. The program focuses on gaps in the intercity bus network, but also makes scheduled connections with local transit services and other carriers. This helps fill gaps in service that would not otherwise be served.

Similarly, non-profit agencies try to fill gaps left when there is no local transit service available. For example, non-profit agencies provide grant-funded transit services in the lower Yakima Valley, the Columbia Gorge, and the southern Interstate 5 corridor. Finally, private companies also provide service where there is enough market demand. The amount of service that any of these complementary services provide is limited by the size of the market and the availability of grant funding.

Information from these sources was not included in this study.





### Data collection

There are 31 public transit agencies throughout Washington. In order to gather the information needed for this study, WSDOT created a form and asked that staff in each of the transit agencies provide relevant information. An example of this document is in **Appendix B**.

The requested information identifies: (1) if the agency provides service outside their agency's boundary; (2) if so, what is the cost to provide those services; and (3) details about various elements such as ridership, vehicle miles per trip, and possible gaps of service. For the purpose of the study, a gap included grant-funded services, as this is not an on-going funding source for operating costs. Analysis was based on a basic level of service when looking at gaps. The information below describes in more detail the steps taken by WSDOT staff during this study:

- Request data from transit agencies based on the aforementioned document.
- Review submitted data and follow up with transit agencies to clarify or gather additional information.
- Examine service gaps and determine where there might be duplication or crossover service. WSDOT staff worked with the transit agencies in cases where there was a gap identified that overlapped with another agency's identified gap.
- Document unserved communities where services would be beneficial, or a need has been previously identified.
- Complete a cost conversion by using the *2014 Summary of Public Transportation* estimates to get 2015 estimates.
- Determine the cost to provide existing out-of-boundary services (and estimates for the service gap costs) by dividing the agency operating expenses by the total route vehicle hours, both listed in the *2014 Summary of Public Transportation*, to get an operating cost per hour. This figure was then used in aforementioned calculations. This figure was used as a base and multiplied against each transit



agency’s out-of-boundary service vehicle hours in total to get an estimate of the expenses to operate these services.

- The Division’s practice for any operating grant is to subtract the local agency’s fare revenue from the total amount of grant funding awarded prior to reimbursing the costs incurred. This method was also utilized when calculating the cost of out-of-boundary transit services.
- Calculate the number of trips removed from the state highway system as a result of these out-of-boundary services, based on research conducted by the Washington State Transportation Center at the University of Washington.

Definitions of some of the terms used in this report are found in **Appendix C**.

## Findings

### Current Out-of-Boundary Services

Current out-of-boundary services funded by transit agencies are outlined in **Table 1**. In Table 1, where “Grant” is indicated, it means that a portion of the project is supported by grant. A list of current state and federal grant-funded out-of-boundary services is in **Table 2**.

Twenty public transit agencies indicate they operate out-of-boundary services. Eleven transit agencies do not provide any out-of-boundary services. For those that provide these services, the total cost is over \$53 million a year with over 316.8 million vehicle miles traveled.

Costs for each agency vary based on the level of service, number of trips, vehicle miles traveled, etc. Detailed agency-specific data is presented in **Appendix D**.

A number of transit agencies provide for these trips using local funds, while others require support from grants. More discussion about costs are highlighted in the FUNDING section of this report.

*Nearly two-thirds of transit agencies in Washington state provide out-of-boundary service.*

**EXISTING REGIONAL SERVICES - TABLE 1**

Agency	Funded by	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Days in Service (for all regional routes)	Cost of Services	Percent of Operating Costs	VMT (Vehicle Miles Traveled)
<b>Urban Transit Systems</b>									
Ben Franklin Transit	Transit	3,786	2,825	27,953	931	404	\$99,546	0.71%	74,814
Community Transit	Transit	2,750,752	67,666	1,573,130	75,244	4,804	\$12.74 M	25.33%	130,572,210
C-TRAN	Grant	2,612,419	120,836	1,548,791	85,305	3,018	\$10.96 M	38.85%	63,750,272
Everett Transit	Transit	207,137	20,405	172,781	10,171	1,129	\$1.43 M	10.22%	2,601,140
King County Metro	Transit	137,203	18,408	596,362	33,623	1,489	\$5.54 M	1.26%	4,414,874
Pierce Transit	Transit	829,023	37,182	524,631	42,902	1,350	\$5.97 M	11.14%	24,272,643
Sound Transit	Transit	354,941	12,029	590,588	21,658	510	\$4.28 M	4.69%	44,721,564
<b>Small Urban Transit Systems</b>									
Asotin Co. Transit	Grant	9,828	3,276	9,828	3,780	251	\$300,619	42.00%	29,484
Intercity Transit	Grant	214,321	19,816	595,256	23,675	1,385	\$2.76 M	12.89%	13,234,239
Kitsap Transit	Transit	8,415	3,635	37,209	1,694	253	\$248,180	1.36%	201,960
Skagit Transit	Grant	97,678	4,910	272,565	8,129	563	\$823,159	16.87%	11,695,466
Whatcom Transportation Authority	Grant	41,465	1,124	64,292	2,246	307	\$283,902	1.73%	1,907,390
Yakima Transit	Grant	28,396	1,626	144,363	4,792	252	\$650,744	10.45%	1,213,503
<b>Rural Transit Systems</b>									
Columbia Co. Public Transportation	Grant	4,036	2,620	196,000	7,700	271	\$1.21 M	73.72%	52,468
Garfield Co. Public Transportation	Grant	4,693	587	45,895	1,796	352	\$86,749	92.58%	378,014
Grays Harbor Transportation Authority	Grant	14,646	1,836	197,554	14,688	313	\$1.78 M	46.27%	1,464,600
Island Transit	Grant	80,291	10,625	211,793	6,906	765	\$797,412	18.04%	2,672,688
Jefferson Transit Authority	Grant	64,858	3,634	310,306	9,247	921	\$1.61 M	61.44%	5,574,518
Mason Co. Transportation Authority	Grant	141,441	15,028	247,016	10,966	1,012	\$1.38 M	41.42%	6,457,442
Pacific Transit System	Grant	25,601	2,322	144,325	4,192	774	\$317,322	33.36%	1,551,007
<b>TOTAL</b>	-	<b>7.63 M</b>	<b>350,390</b>	<b>7.51 M</b>	<b>369,646</b>	<b>20,123</b>	<b>\$53.27 M</b>	-	<b>316.84 M</b>

NOTE: Data provided is for the 2015 calendar year. "Cost" is estimated using 2014 Operating Expenses/Vehicle Hours from WSDOT'S 2014 Summary of Public Transportation.

**GRANT SUPPORTED REGIONAL SERVICES - TABLE 2**

Agency	Cities or Communities Served	Cost
<b>Transit Systems Serving Small Urban Areas</b>		
Asotin Co. Transit	Blue Line - Asotin, Clarkston, Lewiston	\$300,619
Intercity Transit	Rte 592 (ST) - Olympia, DuPont, Seattle	\$2.76 M
	Rte 609 - Tumwater, Lakewood	
Skagit Transit	Rte 80X - Burlington, Mt Vernon, Bellingham	\$823,159
	Rte 90X - Burlington, Mt Vernon, Everett	
Whatcom Transportation Authority	Rte 80X - Bellingham to Mt Vernon	\$283,902
Yakima Transit	Rte 11 - Yakima, Ellensburg	\$650,744
<b>Transit Systems Serving Rural Areas</b>		
Columbia Co. Public Transportation	Waitsburg to Walla Walla	\$1.21 M
	Dixie to Walla Walla	
Garfield Co. Public Transportation	Shopper Route - Lewiston, Clarkston	\$86,749
	Commuter Service - Lewiston, Clarkston	
Grays Harbor Transportation Authority	Rte 40 - Hoquiam, Montesano, Brady, Satsop, Elma, McCleary, Olympia	\$1.78 M
Island Transit	Rte 411C - Camano Island, Stanwood, Mt Vernon	\$797,412
	Rte 411W - Whidbey Island, Oak Harbor, Anacortes, Mt Vernon	
	Paratransit - areas within .75 miles of the fixed route service area	
Jefferson Transit Authority	Rte 7 - Port Townsend, Poulsbo	\$1.61 M
	Rte 8 - Port Townsend, Sequim	
	Olympic Connection (JTOC) - Forks, Amanda Park	
Mason Co. Transportation Authority	Rte 3 - Belfair, Bremerton	\$1.38 M
	Rte 3X - Belfair, Bremerton	
	Rte 6 - Shelton, Olympia	
	Rte 6X - Shelton, Olympia	
	Rte 8 - Shelton, Brinnon	
Pacific Transit System	Rte 14 - Raymond, Aberdeen	\$317,322
	Rte 24 - Ilwaco, Astoria, Southbend	
	Rte 50 - Ilwaco, Astoria, Southbend	
<b>TOTAL</b>	<b>N/A</b>	<b>\$11.99 M</b>

**SERVICE GAPS - TABLE 3**

Agency	New Service or Expansion of Current Services	Cities or Communities Potentially Served	Estimated Yearly Cost
<b>Transit Systems Serving Urban Areas</b>			
<b>King County Metro</b>	New Service	Redmond, Totem Lake, Bothell, Kenmore, Lake Forest Park, Mountlake Terrace, Edmonds	\$5.25 M
<b>King County Metro</b>	New Service	Kenmore, Brier, Mountlake Terrace	\$2.77 M
<b>King County Metro</b>	New Service	Shoreline, Mountlake Terrace	\$3.01 M
<b>Pierce Transit</b>	Expanded Service	DuPont, Lakewood, Tillicum, Woodbrook	\$546,363
<b>Pierce Transit</b>	New Service	Lakewood, Frederickson, JBLM, Orting	\$1.14 M
<b>Pierce Transit</b>	New Service	South Hill, Tehaleh, Bonney Lake	\$354,781
<b>Transit Systems Serving Small Urban Areas</b>			
<b>Intercity Transit</b>	Expanded Service	Olympia, Lacey, DuPont, Lakewood, Tacoma, Seattle	\$920,174
<b>Intercity Transit</b>	New Service	Olympia, Tumwater, Grand Mound	\$158,309
<b>Kitsap Transit</b>	Expanded Service	Bremerton, Tacoma	\$222,460
<b>Kitsap Transit</b>	New Service	Kingston, Bremerton	\$296,614
<b>Link Transit</b>	New Service	Quincy, Ephrata, Moses Lake	\$454,871
<b>Skagit Transit</b>	Expanded Service	Burlington, Mt Vernon, Everett	\$248,699
<b>Skagit Transit</b>	Expanded Service	Mt Vernon, Burlington, Bellingham	\$186,525
<b>Whatcom Transportation Authority</b>	Expanded Service	Bellingham, Alger, Burlington, Mt Vernon	\$367,455
<b>Yakima Transit</b>	New Service	Terrace Heights, Washington (unincorporated)	\$434,543
<b>Transit Systems Serving Rural Areas</b>			
<b>Grays Harbor Transportation Authority</b>	Expanded Service	Westport, Grayland, Tokeland, Raymond	\$117,413
<b>Island Transit</b>	Expanded Service	Camano, Stanwood, Everett and surrounding communities	\$415,679
<b>Island Transit</b>	New Service	Clinton, Langley, Mukilteo, Everett, Freeland, Coupeville, Oak Harbor and surrounding communities	\$415,679
<b>Jefferson Transit Authority</b>	Expanded Service	Port Townsend, Poulsbo	\$114,103
<b>Jefferson Transit Authority</b>	Expanded Service	Port Townsend, Sequim	\$153,948
<b>Jefferson Transit Authority</b>	Expanded Service	Forks, Amanda Park	\$180,210
<b>TranGo</b>	New Service	Oroville, Tonasket, Crumbacher, Riverside, Omak, Okanogan, Malott, Brewster, Twisp, Winthrop, Pateros	\$192,791
<b>Twin Transit</b>	New Service	Centralia, Tumwater, Olympia	\$401,002
<b>Twin Transit</b>	New Service	Centralia, Winlock, Toledo, Vader, Castlerock, Kelso, Longview, Vancouver	\$286,430
<b>TOTAL</b>			<b>\$18.63 M</b>

### Estimated Vehicles Removed from State Highways

Assuming that most – if not all – out-of-boundary services utilize state highway surfaces at some point during their routes, the number of vehicles removed from state highways could be approximated as the number of passenger trips provided by these transit services. Given that the number of passenger trips for out-of-boundary service is approximately 7.6 million, the estimate is 6.9 million vehicle trips are taken off state highways due to these transit services (based on research from the Washington State Transportation Center at the University of Washington).

### Identified Gaps

Twelve transit agencies identified gaps in out-of-boundary service, with a total of 25 areas for that would benefit from out-of-boundary service. Nineteen transit agencies did not identify gaps in service. Of those who did identify gaps, sixteen gaps were considered new services and nine were extensions of current service. **Table 3** shows the service gaps by transit agency, the city pairs for the service, whether the gap was a new or expanded service(s).

To determine the cost of the gap in service, WSDOT used operating expenses identified by the transit agency in the *2014 Summary of Public Transportation*, dividing those by the revenue hours to come up with an hourly estimate. The route cost was determined using this hourly cost estimate multiplied by the number of estimated hours the service would run.

When gathering information from transit agencies about gaps, many noted that the gaps were already identified in previous or current planning efforts. In some scenarios of gaps, there was cross-over between agencies. WSDOT addressed the latter issue, describing it in the Methodology section. Based on a few examples of where there was duplication of an identified gap by more than one agency, it furthers the need for coordination as well as a need for service between the communities served by these agencies.



### Funding for Out-of-Boundary Transit

There are several funding sources that currently support (or are available to fund) out-of-boundary service. As can be seen on **Table 2**, many projects already rely on federal and state grants administered by WSDOT. In all cases, these grant programs are already funding many worthy projects, leaving no resources for unfunded out-of-boundary service gaps. For the past several biennia, requests for this funding have far exceeded the amount of funding available. Every applicant has to reapply through a competitive process every biennium to secure funding. There is no dedicated pot of money to only support out-of-boundary or regional service. The Multimodal Transportation Account, the Regional Mobility Grant Program Account, and the Rural Mobility Grant Program Account support WSDOT's state grant programs.

Federal grants also support out-of-boundary trips. Similar to the state grants, these already support regional transportation services along with other operating projects, vehicle replacements, and construction projects. Those other types of projects would have to be reduced in order to support additional out-of-region trips.

Federal funding that could be used for out-of-boundary service includes the following Federal Transit Administration's (FTA) categorical funding sections:

- 5307 Urbanized Area Formula Program Grants
- 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- 5311 Formula Grants for Rural Areas

Both the 5307 and 5310 programs are primarily used for capital expenses.

Out-of-boundary projects from rural systems have historically been very competitive when submitted to WSDOT's consolidated grants program, which primarily supports rural and special needs transportation. While competitive, many transit systems expressed concern over having to compete on a biennial schedule against additional out-of-boundary service projects.

The consolidated grants program is a statewide competitive program. All projects must be derived based on a locally developed Coordinated Human Services Transportation Plans. These plans are created by the local Regional Transportation Planning Organization (RTPO) and a prioritized list of proposed projects is sent to the WSDOT. Transit agencies, tribes, non-profit organizations, and other local governments all submit project proposals; typically at least one-third of the proposals do not receive funding.

Transit agencies from urban areas are more likely to be supported by the Regional Mobility Grant Program. This grant program has more funding than the consolidated program, but is typically used to support construction and vehicle replacement. Operating projects are limited to two biennia, which discourages agencies from submitting grants for transit service

There do not appear to be any new state or federal funds available to support out-of-region trips. The state could support out-of-region service with a new state grant program if additional state funds become available.

### Summary and Conclusion

After conducting this study, WSDOT found that over 64 percent – nearly two-thirds - of transit agencies in the state provide some level of out-of-boundary services. These are not just in the urban areas of Washington, but include transit services in more rural areas as well. In the state as a whole, the majority of the cost is currently borne by the transit agencies themselves. Even in cases where grants support the services, it is only a portion of the total cost.

Travel Washington provides a needed service in more rural areas of Washington, crossing many transit boundaries and filling some of the needs for out-of-region service. This is an area where further exploration may identify where Travel Washington can fill additional gaps.

The recently completed [2016 Washington State Public Transportation Plan](#) recognized the role of the state in supporting connections between communities. Many of the WSDOT's grants from both the Consolidated Grants Program and Regional Mobility Grant Program go specifically to support connectivity between communities. However, the funding in these programs is limited with many projects going unfunded. Typically, about one third of projects submitted go unfunded. Additionally, many transit agencies (and riders) find having to compete constantly for funding makes it difficult to plan for – and rely on – the service being available on an ongoing basis.

Numerous communities across the state have identified a need for new or enhanced services. These services – including those that are grant funded – will not be able to start or be sustained unless additional funding sources are developed.

Upon finalizing this work, WSDOT believes that there is additional analysis that would be beneficial. As noted previously, more work will be done during the Intercity Bus planning phase. This study helped WSDOT understand basic information, and identify ways to study this issue more fully in the future.

## Appendix A -

### Steering Committee Members

- Intercity Transit - Ann Freeman-Manzanares
- Jefferson Transit- Tammi Rubert
- Skagit Transit- Dale O'Brien
- Whatcom Transportation Authority - Pete Stark
- Columbia County Public Transit – Stephanie Guettinger
- Community Transit – Roland Behee
- C-Tran – Jeff Hamm
- Clallam Transit - Wendy Clark-Getzin
- WSTA - Justin Leighton; Jennifer Ziegler
- Greyhound – Stephanie Gonterman

### WSDOT – Public Transportation Division Staff

- Don Chartock, Project Manager
- Matthew Kenna, Data Analyst
- Greg Wright, Community Liaison
- Debbie Ruggles, Writer/Editor





### Example: Gap Collection Tool

Potential Route or Service Name	Potential Route or Service Description	List Cities or Communities Potentially Served	Additional Comments	README -
206 DuPont - Lakewood via Madigan Hospital	DuPont, Lakewood, Tillicum, Woodbrook	DuPont, Lakewood, Tillicum, Woodbrook	Extension of existing 206 service to include DuPont	<p>This section's purpose is to capture the opportunities for additional service your agency has plans for or would like to offer in the future.</p> <p>Please include details about potential routes and services that</p> <ul style="list-style-type: none"> <li>-1) originate in your benefit area. AND</li> <li>-2) provides a regional service outside the boundaries of your agency</li> </ul> <p>-DO NOT include services that are currently offered</p> <p>Any sections that you do not have any information on yet, leave blank.</p>
240 Lakewood to Orting	Lakewood, Frederickson, JBLM, Orting	Lakewood, Frederickson, JBLM, Orting	Unfunded need identified in LRP scenario	
403 South Hill - Bonney Lake	South Hill, Tehaleh, Bonney Lake	South Hill, Tehaleh, Bonney Lake	Unfunded need identified in LRP scenario	
404 South Hill - Frederickson	South Hill, Puyallup, Frederickson	South Hill, Puyallup, Frederickson	Unfunded need identified in LRP scenario	
496 Puyallup - Frederickson	Puyallup, Frederickson	Puyallup, Frederickson	Unfunded need identified in LRP scenario	
499 Fife - Frederickson via Canyon	Fife LRT Station, Emerald Queen, Frederickson	Fife LRT Station, Emerald Queen, Frederickson	Unfunded need identified in LRP scenario	

## Appendix C – Definitions

**Operating and Administrative Expenses** – The recurring costs of providing public transportation service. They include: all employees' wages and salaries; fringe benefits; operating supplies such as fuel and oil; contractor service charges; taxes; repair and maintenance, parts and supplies; equipment leases and rentals; marketing; lease or rental costs; insurance; and administrative expenses. Operating and administrative expenses exclude costs of providing transportation services not available to the general public, interest paid on loans on capital equipment and fixed costs such as depreciation on facilities and equipment.

**Passenger Trip** – One person making a one-way trip from origin to destination. If the person transfers to another vehicle or travel mode en route to a final destination, that is considered another trip. One round trip is two passenger trips.

**Revenue Vehicle Hour** – The measurement in hours that a public transportation system operates each vehicle in fixed route services (not including time to or from the assigned route), or makes demand response services available for public use.

**Revenue Vehicle Mile** – The measurement in miles that a public transportation system operates each vehicle (not including the distance to or from the assigned route).

**Total Vehicle Hours** – The measurement in hours that a public transportation system operates each vehicle, including revenue and non-revenue hours.

**Total Vehicle Miles** – The measurement in miles that a public transportation system operates each vehicle, including the revenue and non-revenue miles.

## Appendix D – Individual Transit Agency Data Tables

ASOTIN CO. TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	Blue Line	Downtown Clarkston, WA and Lewiston, ID	9,828	3,276	9,828	3,780	1.5	3	251	29,484
<b>TOTALS</b>			<b>9,828</b>	<b>3,276</b>	<b>9,828</b>	<b>3,780</b>	<b>-</b>	<b>-</b>	<b>251</b>	<b>29,484</b>

BEN FRANKLIN TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	Paratransit	Rancho Reata	1,364	1,003	8,293	276	8.30	16.53	234	22,547
	Demand Response	Grandview	2,422	1,822	19,660	655	10.80	21.58	170	52,267
<b>TOTALS</b>			<b>3,786</b>	<b>2,825</b>	<b>27,953</b>	<b>931</b>	<b>-</b>	<b>-</b>	<b>404</b>	<b>74,814</b>

COLUMBIA CO. PUBLIC TRANSPORTATION	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	Waitsburg to Walla Walla	Hwy 12 Dayton to Walla Walla	-	-	-	-	20	40	-	N/A
	Dixie to Walla Walla	Hwy 12 Dayton to Walla Walla	-	-	-	-	10	20	-	N/A
<b>TOTALS</b>			<b>4,036</b>	<b>2,620</b>	<b>196,000</b>	<b>7,700</b>	<b>-</b>	<b>-</b>	<b>271</b>	<b>52,468</b>

\*NOTE - Columbia Co. Public Transportation was unable to provide route-specific level data, and only provided these numbers in total. VMT is estimated using national average trip distance (13mi) due to this.

COMMUNITY TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	402	Lynnwood to Downtown Seattle	314,544	7,626	124,749	5,994	16.36	32.72	256	10,291,880
	405	Edmonds Park & Ride to Downtown Seattle	61,740	2,508	40,163	2,268	16.01	32.02	252	1,976,915
	410	Mariner Park & Ride to Downtown Seattle	138,213	3,764	82,776	3,730	22.00	44.00	252	6,081,372
	412	Silver Firs to Downtown Seattle	216,983	5,027	147,471	6,578	29.34	58.68	252	12,732,562
	413	Swamp Creek Park & Ride to Downtown Seattle	373,992	6,769	147,487	6,688	21.79	43.58	256	16,298,571
	415	Swamp Creek Park & Ride to Downtown Seattle	302,300	5,023	110,554	5,627	22.01	44.02	252	13,307,246
	416	Edmonds to Downtown Seattle	58,847	2,509	48,607	2,700	19.37	38.74	252	2,279,733
	417	Mukilteo to Downtown Seattle	116,616	2,759	75,426	3,714	27.34	54.68	252	6,376,563
	421	Marysville to Downtown Seattle	173,337	3,839	142,872	5,289	37.22	74.44	256	12,903,206
	422	Stanwood to Downtown Seattle	46,492	1,010	56,907	1,987	56.34	112.68	252	5,238,719
	424	Snohomish to Downtown Seattle	32,901	1,003	41,529	1,720	41.40	82.80	252	2,724,203
	425	Lake Stevens to Downtown Seattle	70,152	1,760	64,854	2,554	36.85	73.70	252	5,170,202
	435	Mill Creek to Downtown Seattle	135,400	3,019	82,222	3,890	27.23	54.46	252	7,373,884
	810	McCollum Park & Ride to University District	66,245	1,758	39,218	2,055	22.31	44.62	252	2,955,852
	821	Marysville to University District	59,048	1,757	59,282	2,476	33.74	67.48	252	3,984,559
	855	Lynnwood to University District	134,168	4,329	59,046	3,420	13.64	27.28	256	3,660,103
	860	McCollum Park & Ride to University District	170,628	4,666	95,427	5,018	20.45	40.90	252	6,978,685
	871	Edmonds Park & Ride to University District	148,350	4,770	67,769	4,798	14.21	28.42	252	4,216,107
	880	Mukilteo to University District	130,796	3,770	86,771	4,738	23.02	46.04	252	6,021,848
<b>TOTALS</b>	-	-	<b>2,750,752</b>	<b>67,666</b>	<b>1,573,130</b>	<b>75,244</b>	-	-	<b>4,804</b>	<b>130.57 M</b>

C-TRAN	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	4 - Fourth Plain	Fourth Plain between Vancouver Mall to TriMet's Delta Park MAX Station	1,558,637	46,231	490,329	39,880	10.61	21.21	365	33,058,691
	105 - I-5 Express	Salmon Creek/139th P&R to downtown Vancouver to downtown Portland	188,779	14,276	248,357	11,470	17.40	34.79	256	6,567,621
	134 - Salmon Creek Express	Salmon Creek/139th P&R to downtown Portland	120,549	5,836	94,362	4,312	16.17	32.34	256	3,898,555
	157 - Lloyd District Express (circular)	99th St TC and P&R to Lloyd District, Portland	24,595	1,512	33,324	1,441		22.04	252	542,074
	164 - Fisher's Landing Express	Fisher's Landing TC and P&R to downtown Portland	223,919	13,692	227,910	8,031	16.65	33.29	256	7,454,264
	177 - Evergreen Express	Evergreen P&R to downtown Portland	25,314	2,013	36,293	1,342	18.03	36.06	252	912,823
	190 - Marquam Hill Express	Andresen P&R to Marguam Hill, Portland	45,321	2,527	49,419	2,184	19.56	39.11	256	1,772,504
	199 - 99th Street Express	99th St TC and P&R to downtown Portland	101,127	4,815	68,303	3,440	14.19	28.37	256	2,868,973
	44 - Fourth Plain Limited	Fourth Plain to TriMet's Delta Park MAX Station	104,507	8,063	96,522	5,725	11.97	23.94	252	2,501,898
	47 - Battle Ground Limited	Yacolt/Battle Ground to TriMet's Delta Park MAX Station	5,957	504	25,364	920	50.33	100.65	252	599,572
	65 - Parkrose Limited	Fisher's Landing TC and P&R to TriMet's Parkrose TC and MAX Station	213,714	21,367	178,608	6,560	8.36	16.72	365	3,573,298
<b>TOTALS</b>		-	2,612,419	120,836	1,548,791	85,305	-	-	3,018	63.75 M

\*NOTE: Rte 157 is a circular route with no one way average trip distance.

EVERETT TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	2 South Everett Circulator	Everett Mall and Mariner Park & Ride, via 112th & Airport Rd/128th	64,493	5,100	46,920	3,230	4.6	9.2	255	593,336
	12 Mall Circulator	Everett Mall and Boeing/W Casino Rd, via 100th & Airport Rd	39,048	4,340	41,608	2,491	4.9	9.9	364	386,575
	18 West to Mukilteo - East to Everett Station	Mukilteo Ferry Terminal and Everett Station, via W Mukilteo Blvd & Mukilteo Speedway	61,260	8,925	68,213	3,647	7.60	15.2	255	931,152
	70 Commuter East to Boeing- West to Mukilteo	Mukilteo Ferry Terminal and Boeing, via Mukilteo Speedway & SR 526	42,336	2,040	16,040	803	8.15	16.3	255	690,077
<b>TOTALS</b>			<b>207,137</b>	<b>20,405</b>	<b>172,781</b>	<b>10,171</b>	-	-	<b>1,129</b>	<b>2.60 M</b>

GARFIELD CO. PUBLIC TRANSPORTATION	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	Shopper Route	Tue & Thu shopper	1,642	94	8,377	478	44.5	89	94	146,138
	Commuter	Commuter service	3,051	493	37,518	1,318	38	76	258	231,876
<b>TOTALS</b>			<b>4,693</b>	<b>587</b>	<b>45,895</b>	<b>1,796</b>	-	-	<b>352</b>	<b>378,014</b>

GRAYS HARBOR TRANSPORTATION AUTHORITY	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	Route 40	Hoquiam To Olympia Greyhound	14,646	1,836	197,554	14,688	50	100	313	1,464,600
<b>TOTALS</b>			<b>14,646</b>	<b>1,836</b>	<b>197,554</b>	<b>14,688</b>	-	-	<b>313</b>	<b>1.46 M</b>

INTERCITY TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	603	Olympia/Tacoma	55,179	4,352	146,227	6,336	33.60	67.20	256	3,708,029
	605	Olympia/Tacoma	76,218	4,608	151,439	6,357	32.85	65.70	256	5,007,523
	609	Tumwater/Lakewood	28,418	5,376	173,414	6,123	32.25	64.50	256	1,832,961
	612	Tacoma/Lacey	8,874	512	16,263	674	31.80	63.60	256	564,386
	620	Olympia/Tacoma Mall	22,468	1,908	57,729	2,323	30.30	60.60	106	1,361,561
	ST 592	Olympia/Dupont (Seattle)	23,164	3,060	50,184	1,862	16.40	32.80	255	759,779
<b>TOTALS</b>	-	-	214,321	19,816	595,256	23,675	-	-	1,385	13.23 M

ISLAND TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	411W	County Connector transit with 12 daily runs providing connecton between Island Transit and Skagit Transit.	55,308	6,120	153,653	3,982	16.60	33.20	255	1,836,226
	411C	County Connector transit route with 6 daily runs providing connecton between Island Transit and Skagit Transit.	23,538	3,060	49,470	2,664	17.40	34.80	255	819,122
	Paratransit	Transit services across PTBA boundaries in support of ADA requirements (Paratransit).	1,445	1,445	8,670	260	6.00	12.00	255	17,340
<b>TOTALS</b>	-	-	80,291	10,625	211,793	6,906	-	-	765	2.67 M

JEFFERSON TRANSIT AUTHORITY	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	7	Port Townsend to Poulsbo	23,239	1,126	81,468	2,385	37	74	307	1,719,686
	8	Port Townsend to Sequim	24,864	1,382	82,871	2,116	29	58	307	1,442,112
	Olympic Connection (JTOC)	West Jefferson Service from Forks to Amanda Park	16,755	1,126	145,967	4,746	72	144	307	2,412,720
<b>TOTALS</b>	-	-	64,858	3,634	310,306	9,247	-	-	921	5.57 M



KING COUNTY METRO	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)	
	182	Federal Way - NE Tacoma via South Federal Way	10,106	4,576	84,998	5,017	7.7	15.3	365	154,622	
	301	Redmond Beach - DT Seattle via I-5	2,729	1,872	124,478	6,861	13.6	27.2	255	74,229	
	347	Aurora Village - DT Seattle via I-5	30,498	7,540	187,784	12,573	9.1	18.2	365	555,064	
	903	Federal Way - NE Tacoma via Twin Lakes	73,950	4,004	84,440	5,641	9.6	19.2	255	1,419,840	
	952	(Custom Route) Auburn P&R Boeing Everett via I-405	19,920	416	114,663	3,531	55.5	111	249	2,211,120	
<b>TOTALS</b>			-	-	137,203	18,408	596,362	33,623	-	1,489	4.41 M

\*NOTE: Rte 903 was only in operation for 3 months. These numbers represent estimates of a full year.

KITSAP TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)	
	252 / 253	Purdy Shuttle	8,415	3,635	37,209	1,694	12	24	253	201,960	
<b>TOTALS</b>			-	-	8,415	3,635	37,209	1,694	-	253	201,960

MASON CO. TRANSPORTATION AUTHORITY	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)	
	Route 3	Belfair to Bremerton, Bremerton to Belfair	23,712	3,380	57,921	2,793	13	26	310	616,512	
	Route 3 Express	Belfair to Bremerton, Bremerton to Belfair	2,400	520	6,576	236	15	30	41	72,000	
	Route 6	Shelton to Olympia, Olympia to Shelton	90,130	5,304	123,796	5,890	24	48	310	4,326,240	
	Route 6 Express	Shelton to Olympia, Olympia to Shelton	18,342	5,200	8,917	345	24	48	41	880,416	
	Route 8	Shelton to Brinnon, Brinnon to Shelton	6,857	624	49,806	1,703	41	82	310	562,274	
<b>TOTALS</b>			-	-	141,441	15,028	247,016	10,966	-	1,012	6.46 M

\*NOTE: Rte 3 Express and Rte 6 Express were only run for 2 months of the year, these numbers represent full year estimates.

PACIFIC TRANSIT SYSTEM	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	Route 14	Raymond, WA to Aberdeen, WA to Raymond, WA	10,826	774	45,356	1,311	29.30	58.60	258	634,404
	Route 24	Ilwaco, WA to Astoria, OR to Ilwaco, WA	10,148	1,032	33,644	1,032	16.30	32.60	258	330,825
	Route 50	Ilwaco, WA to Astoria, OR to Southbend, WA to Astoria, OR to Ilwaco, WA	4,627	516	65,325	1,849	63.30	126.60	258	585,778
<b>TOTALS</b>		-	25,601	2,322	144,325	4,192	-	-	774	1.55 M

PIERCE TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	402	Federal Way to 171st St. & Meridian	277,057	10,927	202,230	17,513	18.67	37.33	365	10,342,538
	497	Lakeland Hills to Auburn Sounder Station	53,593	3,570	18,966	1,981	5.32	10.64	255	570,230
	500	Federal Way to Downtown Tacoma	355,084	13,380	162,517	13,322	12.28	24.55	365	8,717,312
	501	Downtown Tacoma to Federal Way via Milton	143,289	9,305	140,918	10,086	16.20	32.40	365	4,642,564
<b>TOTALS</b>		-	829,023	37,182	524,631	42,902	-	-	1,350	24.27 M

SKAGIT TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	80X- Bellingham Connector	Mount Vernon to Bellingham	35,980	2,256	66,997	2,157	29.7	59.4	307	2,137,212
	90X- Everett Connector	Burlington to Mt Vernon to Everett	61,698	2,654	205,568	5,972	77.46	154.92	256	9,558,254
<b>TOTALS</b>		-	97,678	4,910	272,565	8,129	-	-	563	11.70 M

SOUND TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	592	Olympia/DuPont to Downtown Seattle	260,337	7,951	456,691	16,638	66.93	133.86	255	34,848,775
	595	Gig Harbor/Purdy to Downtown Seattle	94,603	4,078	133,897	5,020	52.18	104.36	255	9,872,789
<b>TOTALS</b>		-	354,941	12,029	590,588	21,658	-	-	510	44.72 M

WHATCOM TRANSPORTATION AUTHORITY	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	80X	Bellingham to Mt. Vernon	41,465	1,124	64,292	2,246	23	46	307	1,907,390
<b>TOTALS</b>		-	41,465	1,124	64,292	2,246	-	-	307	1.91 M

YAKIMA TRANSIT	Route Number or Name	Route Description	Passenger Trips	Vehicle Trips	Revenue Miles	Revenue Hours	Average Trip Distance (one way)	Average Trip Distance (round trip)	Days in Service	VMT (vehicle miles traveled)
	11	Yakima-Ellensburg Commuter	28,396	1,626	144,363	4,792	85.47	42.74	252	1,213,503
<b>TOTALS</b>		-	28,396	1,626	144,363	4,792	-	-	252	1.21 M