



MEETING AGENDA

Public Transportation Advisory Committee

Tuesday, April 30, 2019 | 10:00 A.M. (local time)

Texas Department of Transportation (TxDOT)

200 E. Riverside Drive, Room 2B.1, Austin, TX 78704

1. **Call to Order.**

2. **Safety Briefing.**

3. **Approval of minutes from January 24, 2019 meeting. (Action)**

4. **TxDOT's Public Transportation Division Director's report to the Public Transportation Advisory Committee regarding public transportation matters.**

5. **Presentation and discussion on state-funded intercity bus service in the United States, and potential implications for program approach in Texas. (Action)**

6. **Presentation and discussion on state-funded intercity bus service in the state of Washington, and potential implications for program approach in Texas. (Action)**

7. **Public Comment – Public comment will only be accepted in person. The public is invited to attend the meeting in person or listen by phone at a listen-in toll-free number: 1-415-655-0003 [US] with attendee access code: 598 304 40. The meeting transcript will be placed on the Internet following the meeting.**

8. **Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)**

9. **Adjourn. (Action)**

I certify that I have reviewed this document and that it conforms to all applicable *Texas Register* filing requirements.

CERTIFYING OFFICIAL: Joanne Wright, Deputy General Counsel, (512) 463-8630

AGENDA ITEM 3

Approval of minutes from January 24,
2019 meeting.

MINUTES FOR ADOPTION

Public Transportation Advisory Committee – Teleconference Meeting
200 E. Riverside Drive Room 1A.1, Austin, Texas
January 24, 2019 9:30 A.M.

Committee Members Present and Participating:

John McBeth, Chair
Jim Cline, Vice Chair
J.R. Salazar
Ken Fickes
Marc K. Whyte
Dietrich M. Von Biedenfeld

Committee Members Participating via Teleconference:

None

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Mark Sprick, Section Director, Public Transportation Division
Josh Ribakove, Communications Manager, PTN

Non-TxDOT Present and Participating:

James Cardenas, Texas A&M Transportation Institute (TTI)

AGENDA ITEM 1: Call to Order.

John McBeth called the meeting to order at 9:30 A.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 9:31 A.M.

AGENDA ITEM 3: Approval of minutes from September 18, 2018 meeting (Action).

John McBeth opened this item at 9:34 A.M.

MOTION Mark K. Whyte moved to approve the September 18, 2018 meeting minutes.

SECOND Ken Fickes seconded the motion.

The motion passed unanimously at 9:33 A.M.

AGENDA ITEM 4: TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.

Eric Gleason began his report at 9:34 A.M. The report touched TxDOT's Long-Range 2050 Plan, the current status of federal funding programs, recent Texas Transportation Commission activity, funding issues associated with the current partial shutdown of the federal government, and the status of Texas' SmartBuy program.

AGENDA ITEM 5: Presentation on Intercity Bus Program. (Action)

Eric Gleason delivered this presentation beginning at 9:42 A.M.

Questions and comments: Jim Cline, J.R. Salazar, John McBeth, Mark K. Whyte.

No action taken.

AGENDA ITEM 6: Discussion of Texas Administrative Code rule changes for public transportation agency safety plans. (Action)

Mark Sprick delivered this presentation beginning at 10:28 A.M.

Questions and comments: Eric Gleason, Jim Cline, John McBeth.

No action taken.

AGENDA ITEM 7: Discussion of options and priorities for potential additional public transportation funding requested in TxDOT's current Legislative Appropriations Request letter (Action).

Eric Gleason introduced this topic at 10:47 A.M. James Cardenas, Texas A&M Transportation Institute (TTI), delivered the presentation beginning at 10:49 A.M.

Questions and comments: Eric Gleason, John McBeth

No action taken.

AGENDA ITEM 8: Public Comment

John McBeth introduced this item at 11:18 A.M.

There were no public comments.

AGENDA ITEM 9: Propose and Discuss Agenda Items for Next Meeting; confirm date of next meeting (Action).

John McBeth initiated and led this discussion beginning at 11:19 A.M. Proposed agenda items: Discussion of options and priorities for potential additional public transportation funding requested in TxDOT's current Legislative Appropriations Request letter; Discussion on Intercity Bus Program.

The PTAC members in attendance agreed that the next meeting should be held on Tuesday, April 30 at 10 A.M.

No action taken.

AGENDA ITEM 11: Adjourn (Action).

MOTION J.R. Salazar moved to adjourn.

SECOND Marc K. Whyte seconded the motion.

Meeting adjourned at 11:25 A.M.

Prepared by:

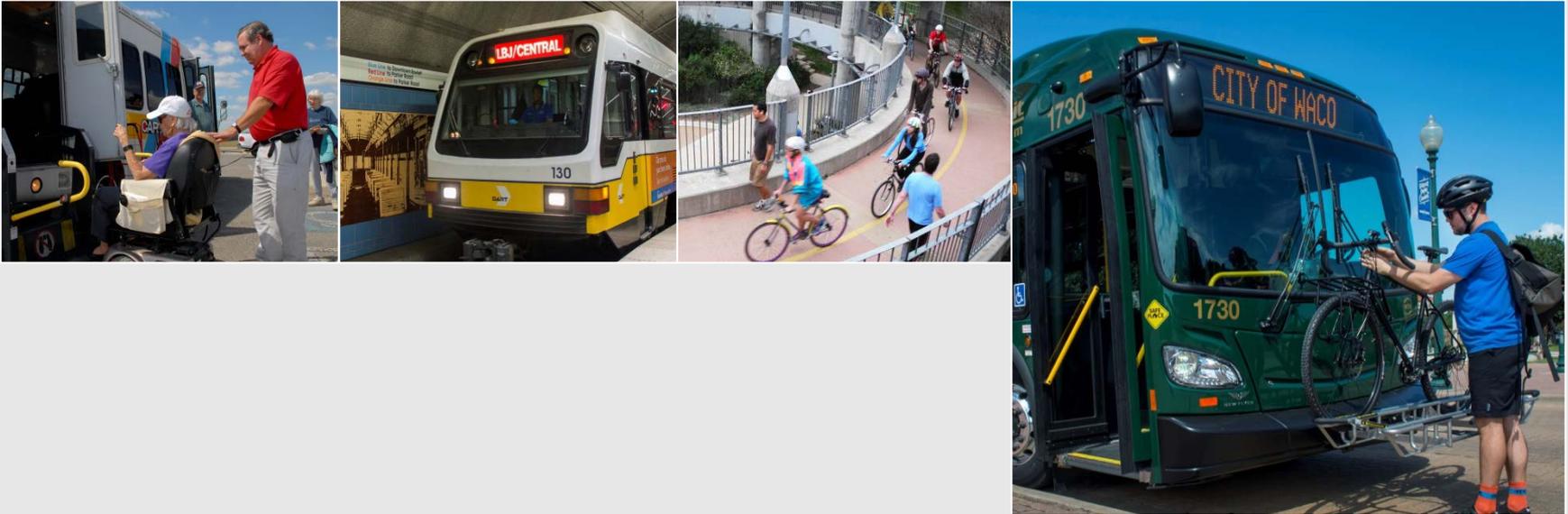
Approved by:

Josh Ribakove
Public Transportation Division

John McBeth, Chair
Public Transportation Advisory Committee

AGENDA ITEM 4

Addendum to Director's Report:
Updated Intercity Bus Program
presentation (presented at January 24,
2019 meeting).



PUBLIC TRANSPORTATION DIVISION

Intercity Bus – Overview of Current Program and Potential Committee Discussion Topics

Federal Program Description

- The 5311(f) Intercity Bus (ICB) program is designed to strengthen the connection between rural areas and the larger regional or national intercity bus system.
- ICB funding supports the system's service infrastructure through operations planning, marketing assistance and capital investment in facilities and vehicles.

Federal Program Allocation Requirements

- The FAST Act requires that each state spend no less than 15 percent of its annual non-urban area (5311) apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with affected intercity bus service providers, that the intercity bus service needs of the state are being met adequately.

State Program Description (How we do it in Texas)

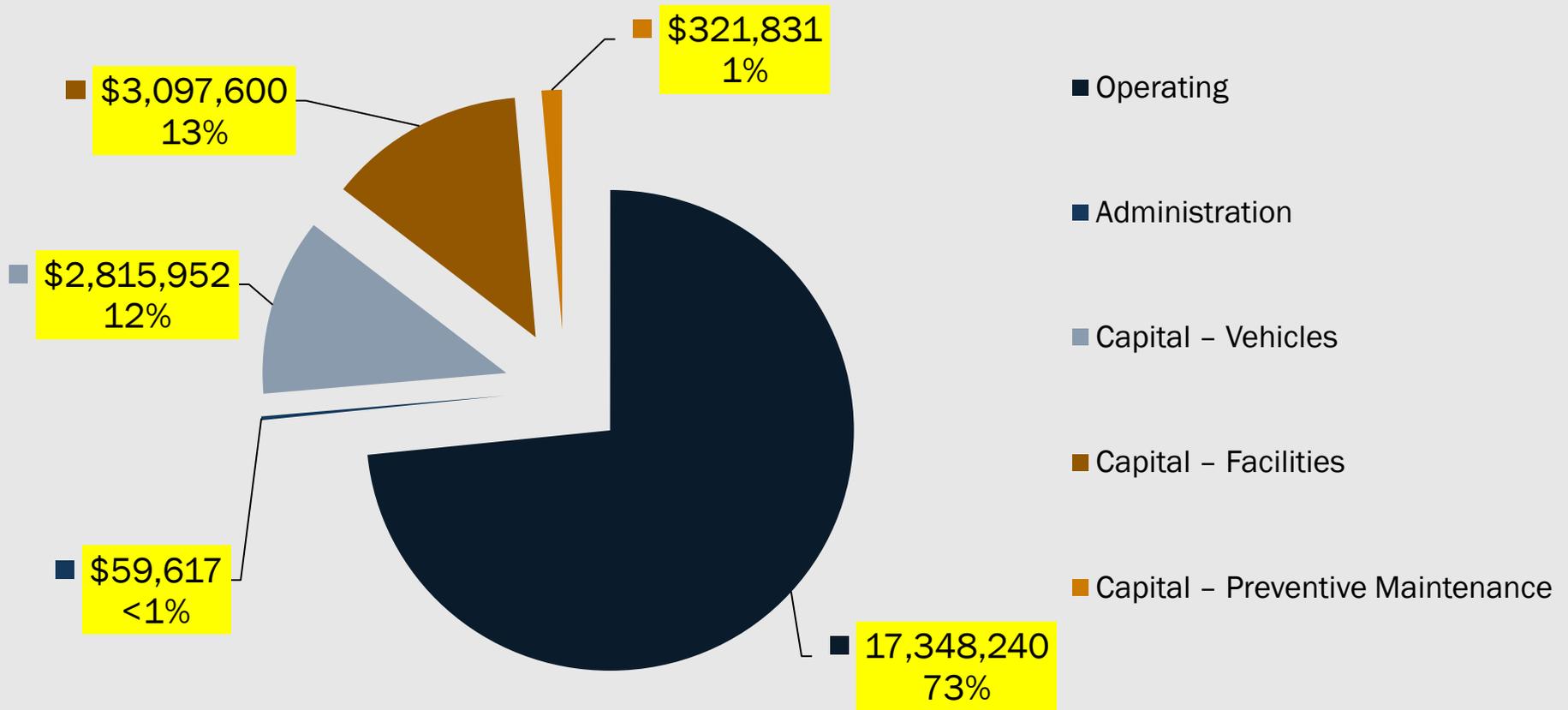
- Selection Process

- Every biennium TxDOT PTN solicits grant applications through a competitive call for projects that help fulfill program objectives.
- Applicants seeking funding for operating assistance must submit information that demonstrates whether a route(s) is new or existing, a feeder service route, priority ranking, total mileage within Texas, number of years funded, and the number of times the route(s) have received operating assistance from TxDOT.

Federal and TxDOT Program Objectives

- Support the connection between rural areas and the larger regional or national system of ICB service.
- Support services to meet the intercity travel needs of residents in rural areas.
- Support the infrastructure of the ICB network through planning and marketing assistance and capital investments.
- Support and promote the coordination of services among providers, across jurisdictions and program areas, and coordinate between rural and urbanized areas.

2016 – 2018 Awarded Grants



Grand Total: \$23,643,240

2018 Coordinated Call for Projects – Award Recipients

- All Aboard America!
- Ark-Tex Council of Governments
- Capital Area Rural Transportation System (CARTS)
- El Paso, County of
- Greyhound Lines, Inc.
- Lower Rio Grande Valley Development Council

2018 Intercity Bus Routes

 All Aboard America!: Midland-Odessa to Presidio

 Ark-Tex Council of Governments (3 routes)

 Capital Area Rural Transportation System (7 routes)

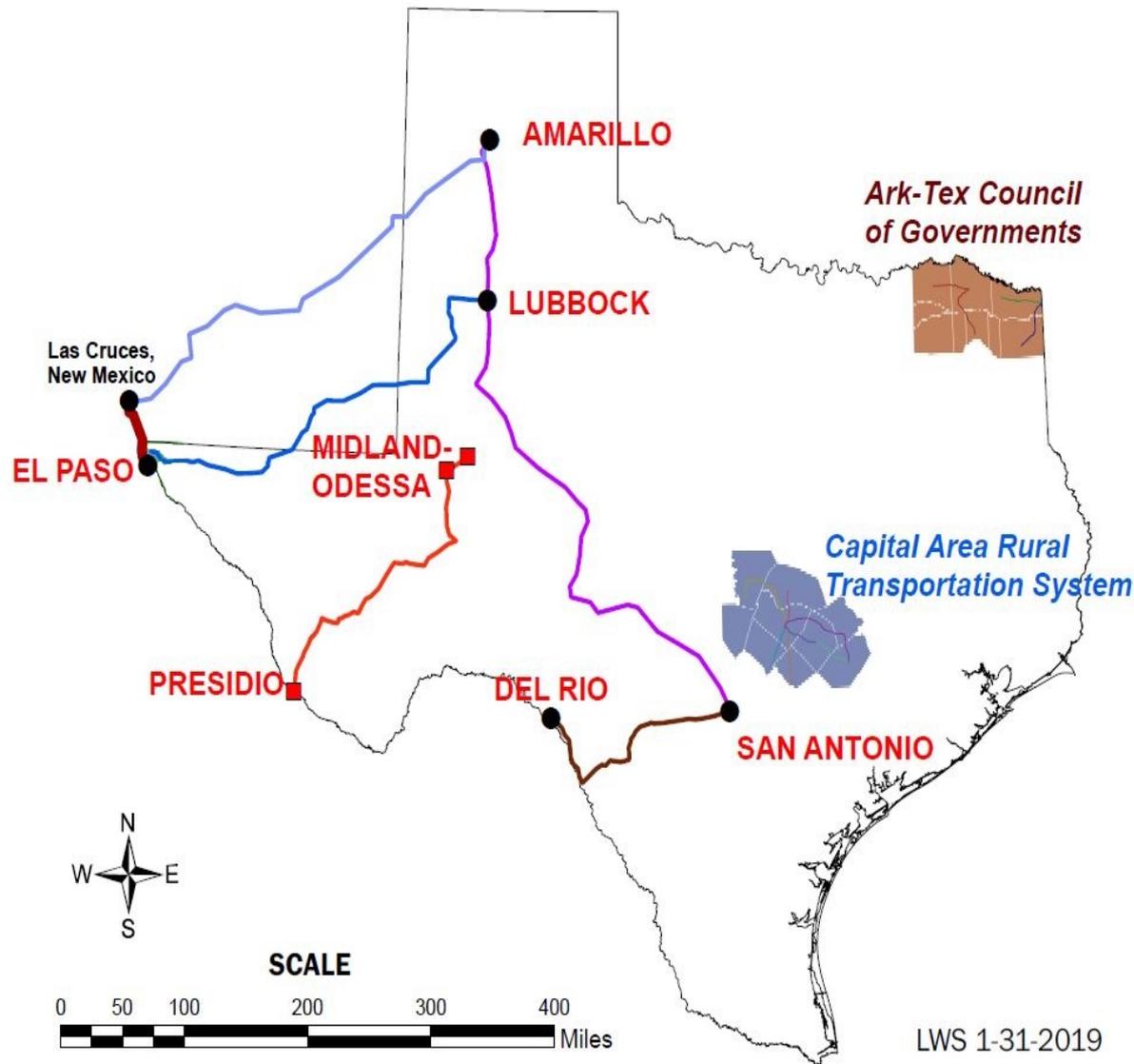
 El Paso\NMDOT: El Paso-Anthony-Las Cruces

 Greyhound: Route 1 - Lubbock to El Paso

 Greyhound: Route 2 - Amarillo to San Antonio

 Greyhound: Route 3 - San Antonio to Del Rio

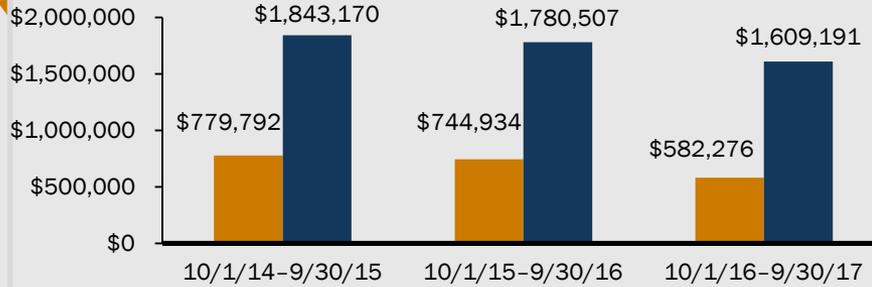
 Greyhound: Route 4 - Amarillo to El Paso



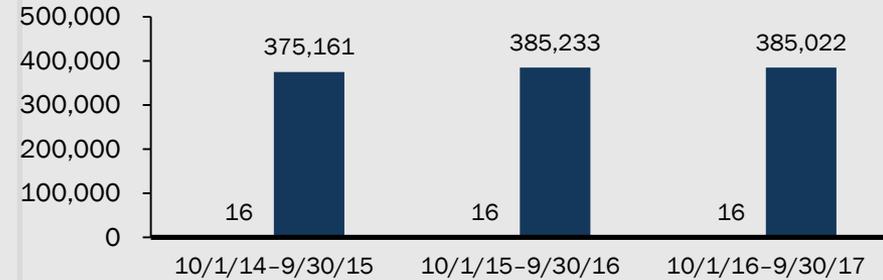
All Aboard America!

Midland/Odessa to Presidio

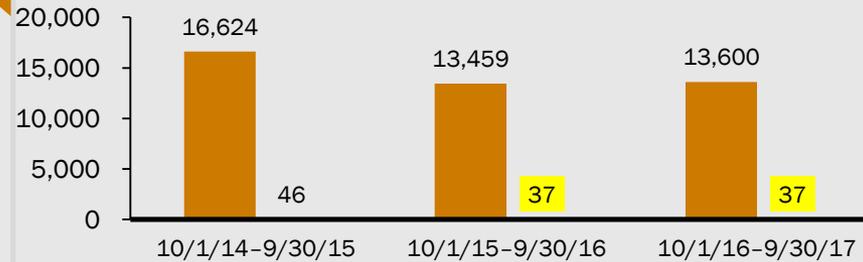
Yearly revenue and expense



Scheduled stops (one way) and yearly miles



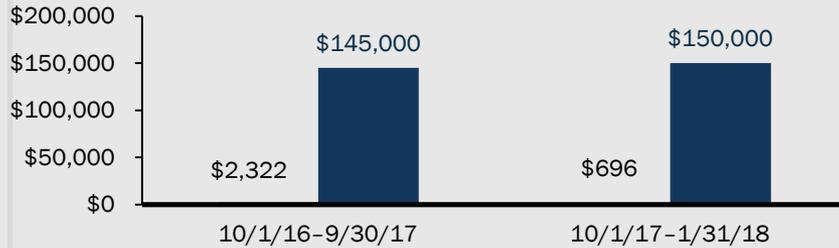
Yearly passengers and average daily passengers



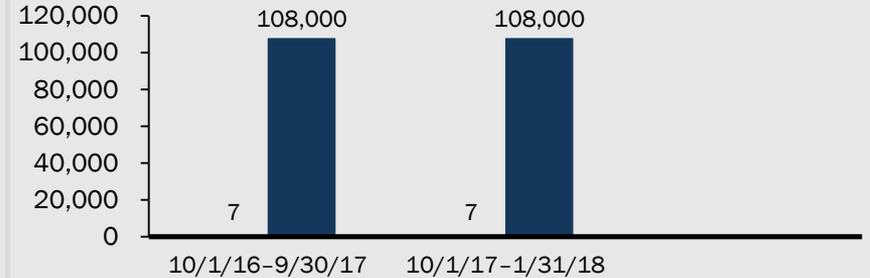
Ark-Tex Council of Governments

Lamar to Titus County

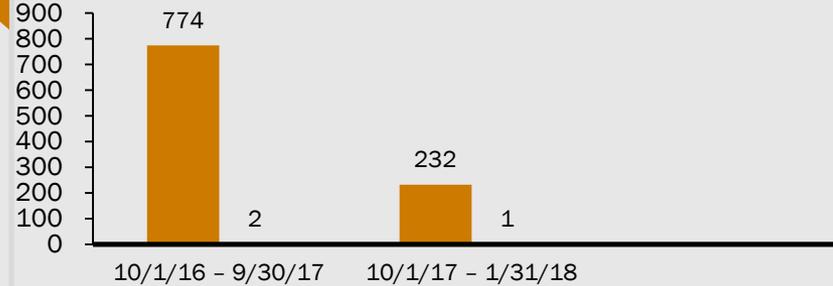
Yearly revenue and expense



Scheduled stops (one way) and yearly miles



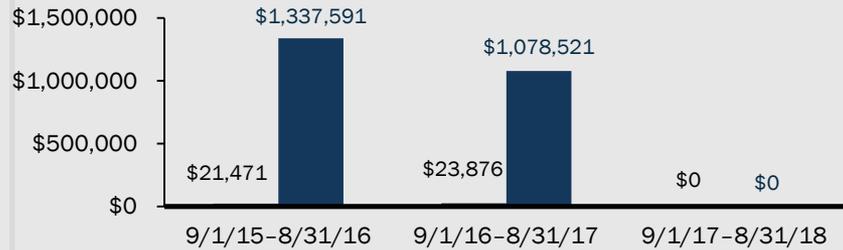
Yearly passengers and average daily passengers



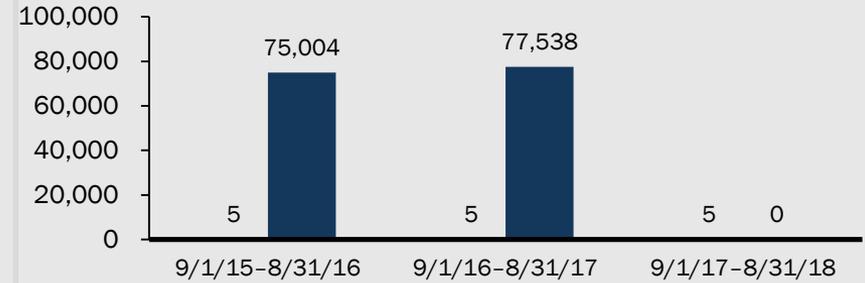
Capital Area Rural Transportation System (CARTS)

Route A 1510 - Austin to San Marcos

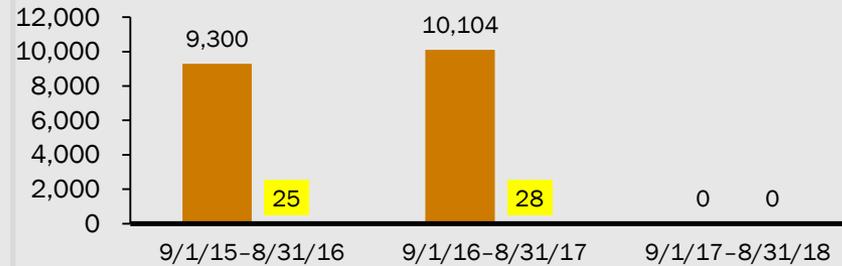
Yearly revenue and expense



Scheduled stops (one way) and yearly miles



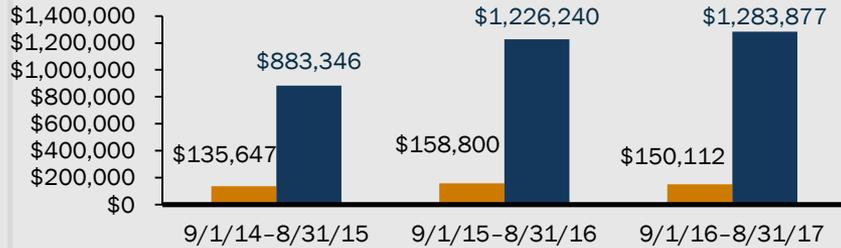
Yearly passengers and average daily passengers



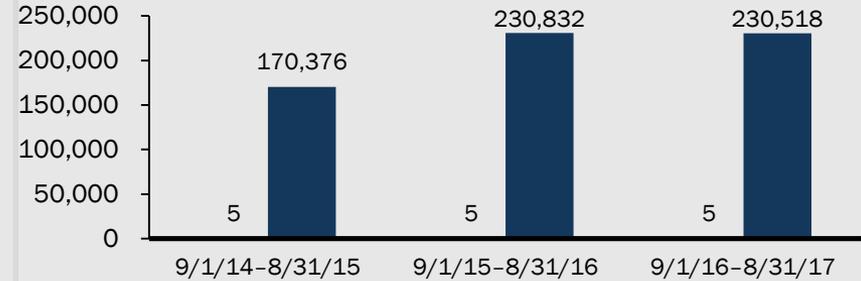
El Paso, County of

Gold Route: El Paso-Anthony-Las Cruces

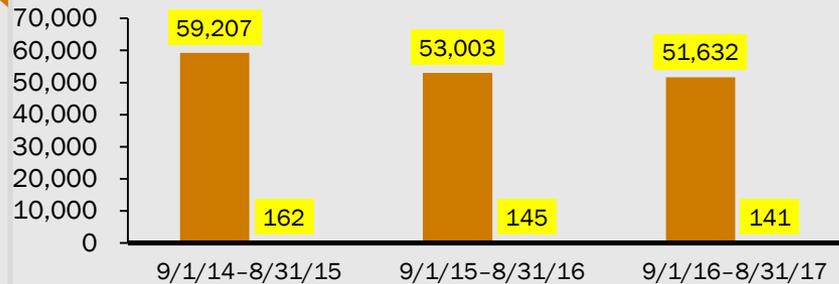
Yearly revenue and expense



Scheduled stops (one way) and yearly miles



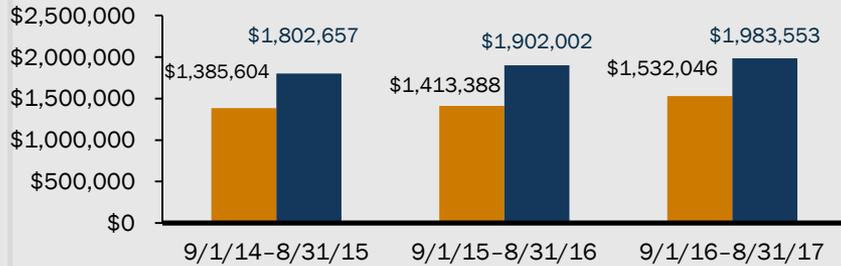
Yearly passengers and average daily passengers



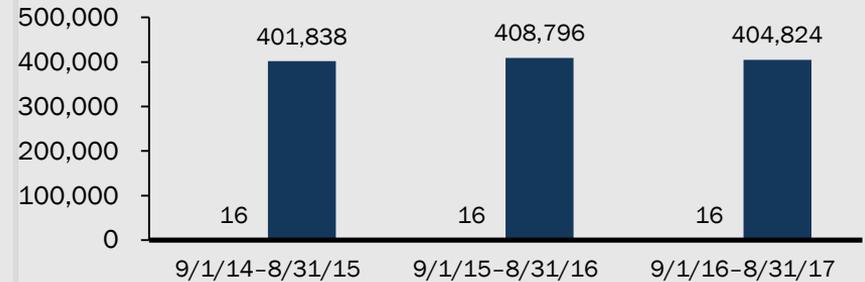
Greyhound Lines, Inc.

Amarillo to San Antonio

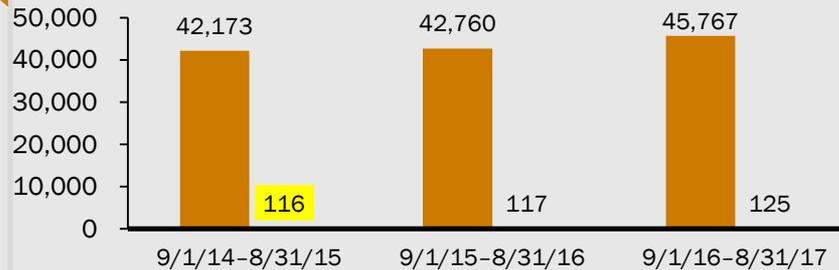
Yearly revenue and expense



Scheduled stops (one way) and yearly miles



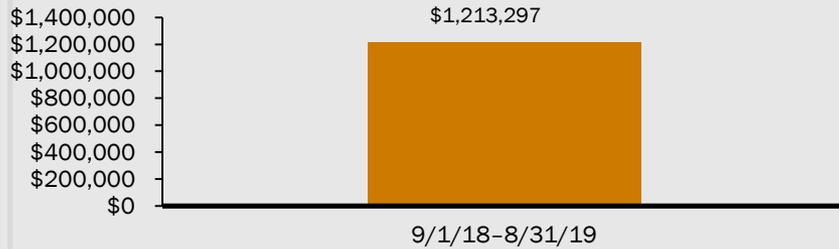
Yearly passengers and average daily passengers



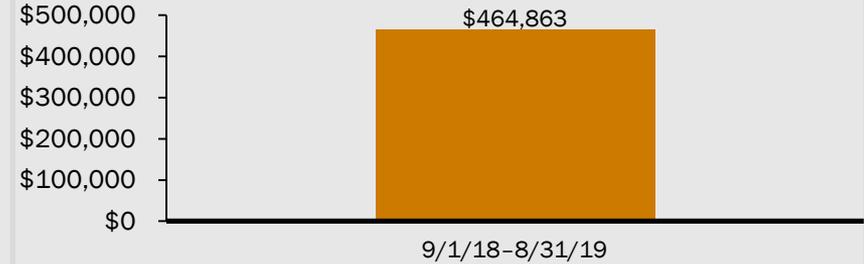
Lower Rio Grande Valley Development Council

RGV Metro Service

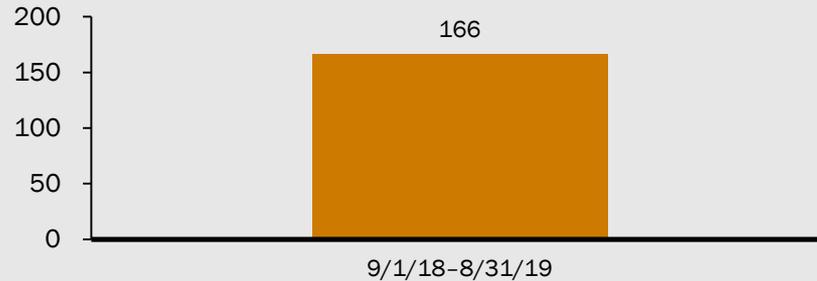
Yearly operating budget



Yearly maintenance budget



Daily scheduled one way trips



Key Policy Considerations for Committee Discussion

- Program Emphasis: Operating vs. Capital
- Program Objectives: Texas-specific vs. Overall Federal
- Service Performance Objectives
- Program Delivery Options

Types of Program Delivery Models

	Texas	Florida	Colorado	North Carolina	California	Washington
Characteristic	Applicant driven	Applicant driven	Applicant driven	Grantor led	Grantor led	Grantee
Delivery Model	Demonstrated need	Market-based	Demonstrated need	State issued	State issued	Contracts
Minimum level of service	No	Yes	No	No	Yes	Yes
Evaluation Criteria	<ul style="list-style-type: none"> - Project Description - Planning efforts - Demonstrated need - Benefits - Timeline - Personnel - TxDOT goals 	<ul style="list-style-type: none"> - Improvement to ICB service - Support “feeder” service - Fill gap where service has been reduced or lost - Improve Amtrak facility - Proposed high-speed rail facility 	<ul style="list-style-type: none"> - Financial justification - Demonstrated need - Coordination with other organizations 	<ul style="list-style-type: none"> - Anticipated ridership - Serves areas without existing intercity service - Potentially self-sustaining 	<ul style="list-style-type: none"> - Operations - Vehicle purchase - Transit infrastructure - Planning studies - Marketing studies 	<ul style="list-style-type: none"> - State evaluated intercity bus and established service priorities
Perf Measures	None	None	Yes. Meet 40% farebox recovery.	None	Yes. NTD reporting.	None
Subgrantees	<ul style="list-style-type: none"> - Private carriers - Public carriers 	<ul style="list-style-type: none"> - Undetermined 	<ul style="list-style-type: none"> - Public agencies - Private providers 	<ul style="list-style-type: none"> - Public agencies - Private for profits - Non-profits 	<ul style="list-style-type: none"> - Public providers - Rural providers - County transit providers 	<ul style="list-style-type: none"> - Private providers

AGENDA ITEM 5

Presentation and discussion on state-funded intercity bus service in the United States, and potential implications for program approach in Texas.

STATE-FUNDED INTERCITY BUS SERVICE UPDATE

TxDOT Public Transportation Advisory Committee Meeting
April 30, 2019

Purpose

- Provide data to support PTAC decision-making
- Contribute to more cost-effective use of Section 5311 (f) funding



Source: Google

San Angelo intercity bus station



Provide data to support PTAC decision-making regarding TxDOT's approach to funding and delivering intercity bus service in Texas

Contribute to more cost-effective use of Section 5311 (f) Intercity Bus Program funding

Overview

- Texas intercity bus service inventory
 - Update of 2010 TTI report
- Intercity bus service markets and demand
 - Summary of relevant research



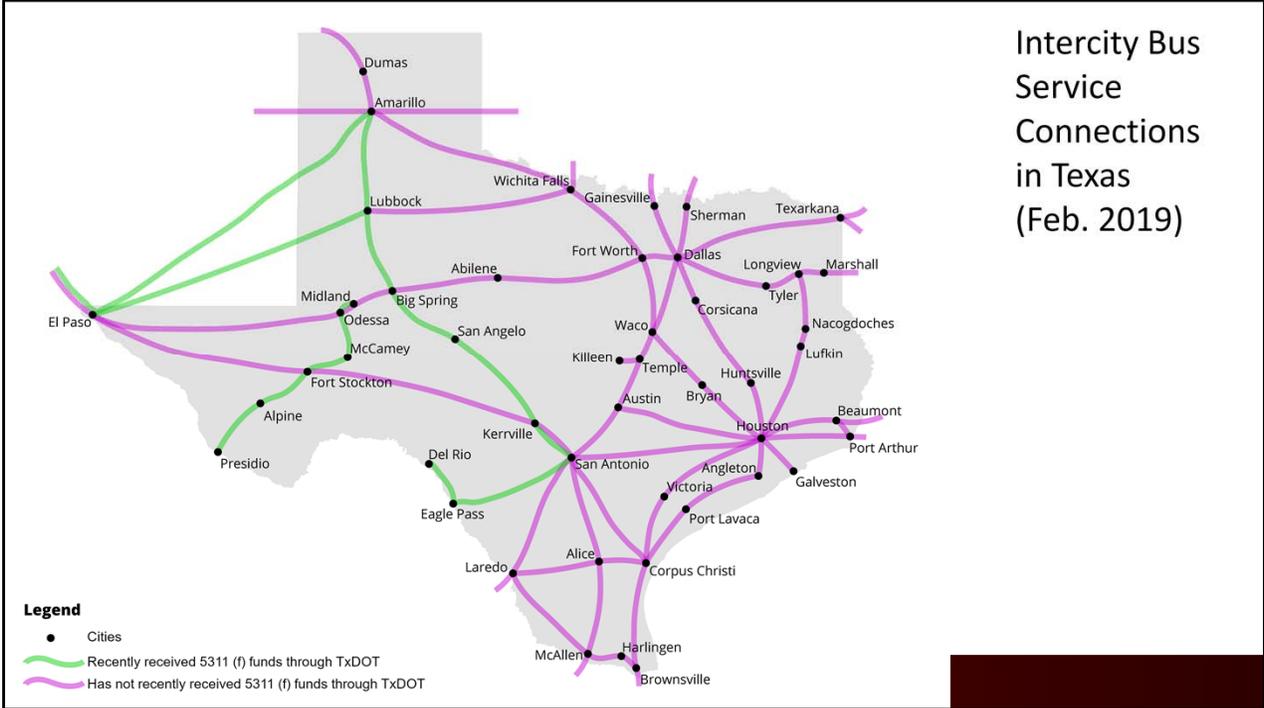
Source: Google

Alpine intercity bus/Amtrak station

This assessment does not include charter bus service.

TEXAS INTERCITY BUS SERVICE INVENTORY

Intercity Bus Service Connections in Texas (Feb. 2019)



About the Map

- Specific routings not shown
 - Many providers do not use them
 - Subject to traffic conditions and driver discretion
- Levels of intercity bus service not indicated
 - Number of operators
 - Number of trips/day

Current Intercity Bus Service in Texas

- All Aboard America
- Amtrak “Thruway” bus connections
- Arrow Trailways of Texas
- Greyhound
- Jefferson Lines
- Megabus
- OurBus
- Tornado Bus Company
- Turimex Internacional
- Vonlane



All Aboard America

Intercity bus service connecting Midland, Odessa, Crane, McCamey, Ft. Stockton, Alpine, Marfa, and Presidio

Amtrak “Thruway” bus connections

Supplement Amtrak rail network

Operated by Greyhound, Southwestern Coaches, and Lone Star Coach

Arrow Trailways of Texas

Serves Killeen, Temple, Round Rock, Austin, Waco, and Houston

Greyhound

~150 stops in Texas plus stops in other states, Mexico, and Canada

Several partners

All Aboard America

Ark-Tex Council of Governments

Southwestern Coaches

Valley Transit Company

Interlined with Arrow Trailways of Texas

Jefferson Lines

Connects Wichita Falls to cities outside Texas

Megabus (owned by Coach USA)

Connects Austin, Dallas, Houston, and San Antonio to selected cities outside Texas

OurBus

Marketer and coordinator, not operator
Connects Austin, Dallas, and Houston

Tornado Bus Company

~45 stops in Texas plus stops in other states and Mexico
Coordinates ticketing for El Expreso Bus Company
Operates in Texas, 8 other states, and Mexico

Turimex Internacional (owned by Grupo Senda)

80 stops in Texas plus stops in other states and Mexico
Multiple stops in some cities

Vonlane

“Premium” bus service
Connects Austin, Dallas, Fort Worth, Houston, and San Antonio

INTERCITY BUS MARKETS

Intercity Bus Markets

- Evolving over past 20 years
- Traditional (conventional) markets
- New (emerging) markets



Source: Google

Amarillo intercity bus station



Traditional = captive rider focus
New = choice rider focus

Traditional Markets

- Typical passenger
 - Lower-income
 - Does not own a car
 - Travels primarily to see family and friends

Typical Trip Purposes

Visit family/friends	Shopping/services
Health care	Employment
Airports/seaports	Tribal lands
Educational institutions	Military bases
Correctional facilities	Vacation/recreation/special events
Government offices	Connection to passenger rail



Typical passenger

Lower-income (2/3 make less than \$35,000 per year)

Does not own a car

Travels primarily to see family and friends

Passengers also travel to health care, travel connections, education, shopping, services such as lawyers, special events, vacation/ recreation, and employment

Employment includes seasonal workers.

More than 50% have at least a high school education

Approximately 42% are between 18 and 34

Almost 60% travel fewer than 450 miles

Typical intercity bus trip generators

Airports and seaports

Major hospitals

Correctional facilities

Educational institutions

Regional malls

Government offices

Tribal lands

Military bases

Hospitals: patients and visitors

Correctional facilities: visitors, employees, and released inmates

Regional malls: employees and shoppers

Intercity bus also operates as feeder to passenger rail

In 2001, more than 95% of long-distance trip mileage was associated with car or air travel.

Round Trip Examples

100-200 miles: Austin/San Antonio, 159 miles

300-499 miles: Austin/Fort Worth, 379 miles

500-999 miles: Austin/Lubbock, 747 miles

1,000-1,999 miles: Austin/El Paso, 1,153 miles; Austin/Denver, 1,842 miles

2,000+ miles: Austin/Las Vegas, 2,540 miles

2011 Michigan DOT survey findings

Most passengers traveled to boarding location by car

12-15% used local transit

22-27% transferred from another intercity bus

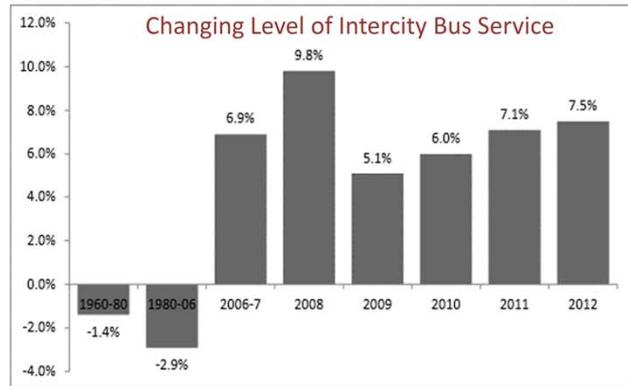
2014 Minnesota survey

Passengers choose intercity bus for reasons of price and lack of a car more than for any other reason

Travelers chose other modes out of concerns for number of routes, destinations served, service frequency, and travel time

New Markets

- Emergence of “curbside” or “express” services
- Market influences
 - Competing options
 - Station environment
 - Amenities
 - Information
 - Marketing
 - Area transit usage



Source: 2014 Minnesota Intercity Bus Study

Mid-2000s saw amount of intercity bus service in US increase after decades of service cuts
 Emergence of new “curbside” or “express” intercity bus services (e.g., Megabus)
 Featured direct connections and more comfortable on-board experience
 Targeted specific markets
 Offered features that appeal to choice riders
 Established operators modified their services to compete

Factors influencing choice intercity bus rider market

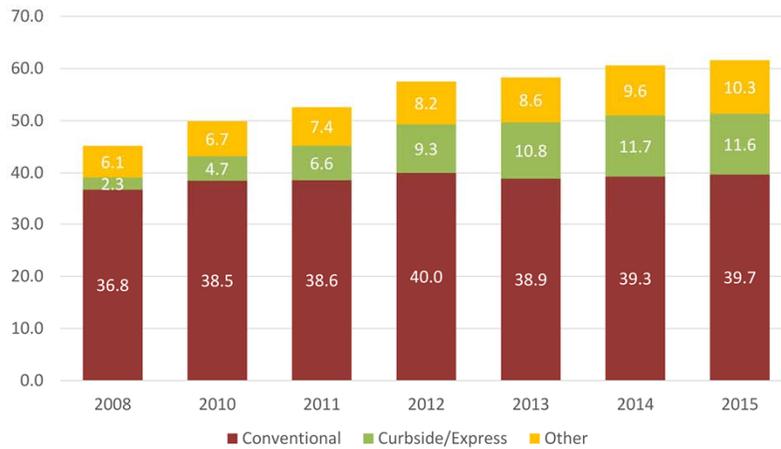
- Fuel prices
- Number/quality/cost of competing options
- Stop/station environment
- Amenities (e.g., online ticketing and reserved seating)
- Amount of information available
- Targeted marketing (e.g., “first class” service)
- General level of transit usage in the area

Other characteristics

- Intercity bus market in Mexico is large; Mexico-based operators increasingly accessible in Texas

Intercity trips of 100-400 miles are most viable and competitive
On-demand and “pop-up” intercity bus services are being explored
Intercity bus operators are partnering with Transportation Network Companies to create door-to-door experiences
Ticket aggregators improve the visibility of intercity bus operators
Premium services appearing in more parts of the US
Subsidized services are becoming part of national intercity bus networks

More Trends



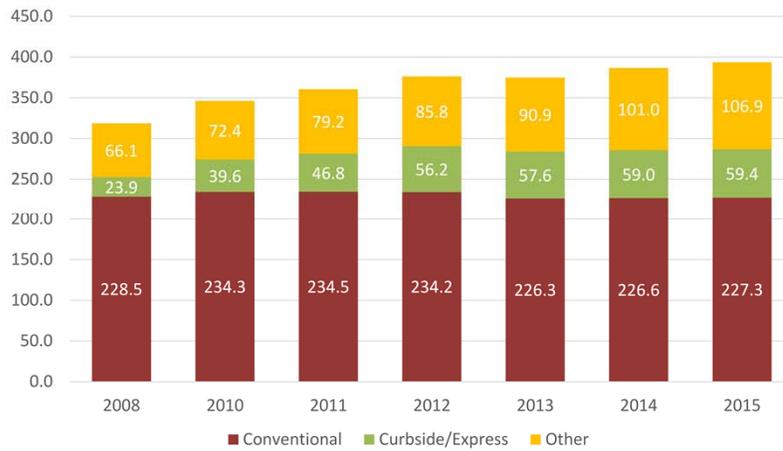
Estimated
Passenger Trips
on US Intercity
Bus Lines (in
millions/year)

Source: Adapted from Schweiterman et al., 2016



Other = intercity bus services that originated to serve specific demographic markets

More Trends



Bus Miles of Service by Type of Carrier (in millions)

Source: Adapted from Schweiterman et al., 2016



Other = intercity bus services that originated to serve specific demographic markets

INTERCITY BUS DEMAND

Intercity Bus Demand

- Comprehensive ridership data not available
- Researchers have estimated usage/demand using sources such as Census and NHTS
- Estimation methodologies developed to date generally applied in context of traditional markets



Source: Google

San Marcos CARTS station

Demand Estimation

1. Relate ridership to population, travel distance, airport access, coordination with national network, and/or current travel options
2. Consider corridor capacity
3. Use public input and agency input
4. Assess spatial and temporal connectivity
5. Apply trip generation rate based on NHTS and population
6. Compare environments



If we wanted to estimate intercity bus usage or demand in Texas, how might we go about it? Estimation methodologies published to date tend to take one of the approaches listed here.

2001 Illinois DOT: Methodology assumed intercity bus travel was proportional to populations of endpoint cities and inversely proportional to distance between endpoint cities

2010 TTI: Ranked intercity rail/express bus system corridors based on demographics, estimated travelers (mostly car and plane), and transportation corridor/network capacity

2011 Montana DOT: Used public input and survey of transportation agency managers to assess intercity bus service needs; also considered spatial and temporal connectivity of intercity and rural bus services

2011 TCRP Report 147: Provided two demand estimation models

Regression model based on existing routes' ridership, length, stop-and area populations and whether or not route serves an airport and is part of a national network

Region-specific trip generation approach based on National Household

Transportation Survey (NHTS) and applied to stop-area population

2014 Minnesota DOT: Identified demographic characteristics associated with current services and looked for unserved areas with similar characteristics

2017 Chaddick Institute: Statistical model for estimating intercity bus trips between metro areas

Considered trip length and whether or not there are existing express coach and rail travel options in corridor

Also identified metro areas with populations of 700,000+ that have no Amtrak or express coach service – McAllen is one of these

SUMMARY

Summary

- Ridership is increasing
 - Trips up 36% since 2008
 - More providers, more services, more amenities, and more information/visibility
- Markets are changing
 - Traditional market = captive riders
 - New/emerging market = choice riders
- Demand estimation is challenging
 - Comprehensive ridership data not available
 - Multiple demand estimation approaches

Newer providers offering direct connections and amenities such as on-board Wi-Fi, reserved seating, and online ticketing (sometimes via ticket aggregators like busbud.com and wander.com) → Established providers made changes to compete → More services that appeal to choice riders → More riders

QUESTIONS?

For More Information

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505 East Huntland Drive, Suite 455
Austin, Texas 78752
Office 512.407.1170 | Mobile 407.721.6673
K-Blume@tti.tamu.edu



AGENDA ITEM 6

Presentation and discussion on state-funded intercity bus service in the state of Washington, and potential implications for program approach in Texas.

Travel Washington

The past (decade), present, and future of intercity bus service in our state

**National Conference on Rural, Public and Intercity
Bus Transportation
Breckenridge, CO
Oct. 2, 2018**

Greg Wright
Community Liaison
WSDOT

Brian Lagerberg
Director, Public Transportation
WSDOT

Nhan Nguyen
Community Liaison Lead
WSDOT

What is the Travel Washington Intercity Bus Program?



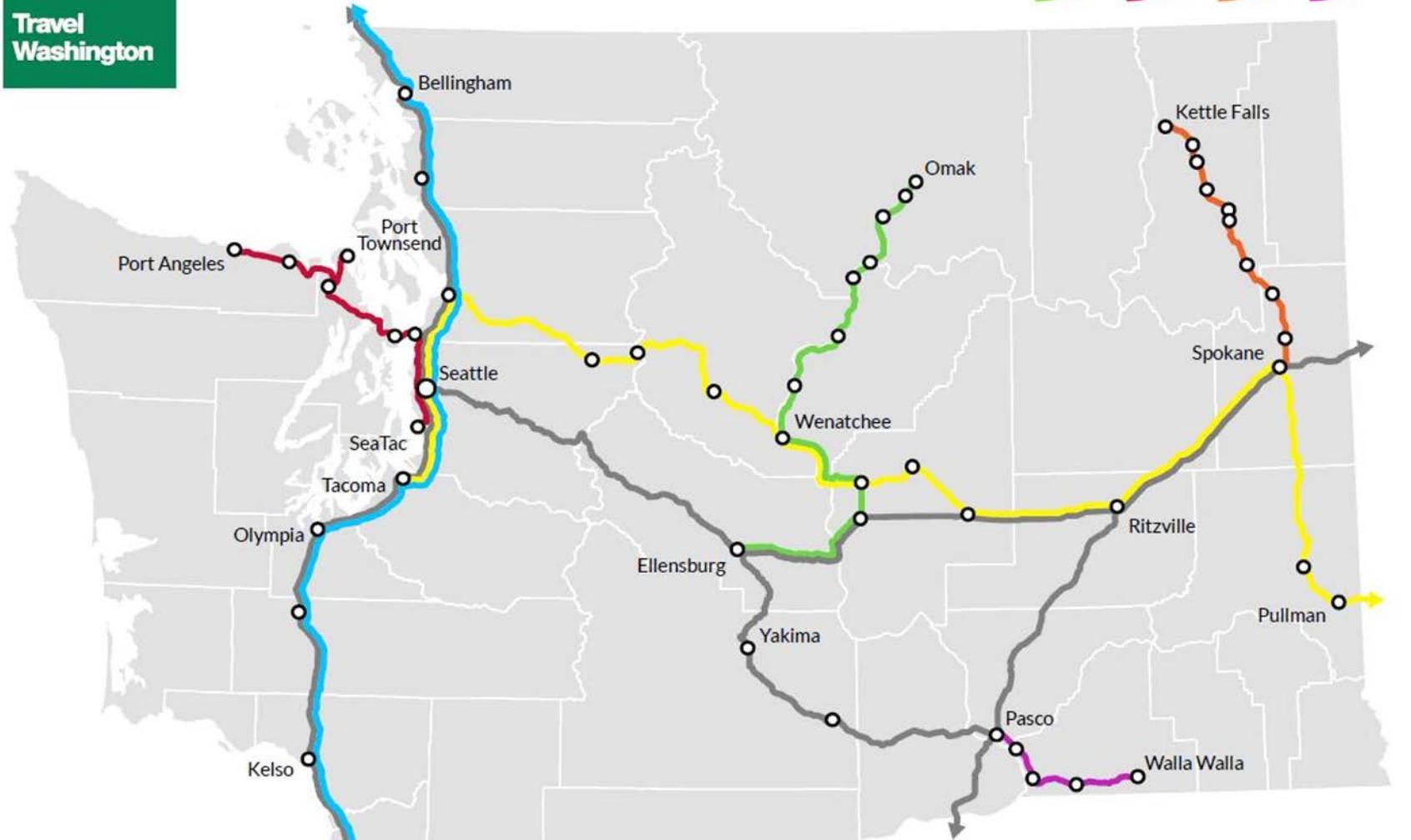
- The **Travel Washington Intercity Bus Program** connects rural communities in Washington state with larger urban centers, providing connections to the national intercity transportation network that include bus, rail, air, and ferry.
 - The program uses federal 5311(f) formula funds and private, in-kind matching funds provided by Greyhound to operate the program.
- **WSDOT Intercity Bus Program goal:** To provide mobility and access for rural residents with unmet transportation needs.
- **FTA objectives:** Support the connection between non-urbanized areas and the larger regional or national system of intercity bus service, and to support these services through capital assistance.

Four rural, intercity bus routes

- The ***Grape Line*** launched in 2007, averaging 5,000 passenger trips annually with three round-trips daily from Walla to Pasco operated by Central Washington Airpporter.
- The ***Dungeness Line*** launched in 2008, averaging 15,500 passenger trips annually with two round-trips daily from Port Angeles to SeaTac airport operated by Olympic Bus Lines for 10 years and now by Greyhound Bus Lines.
- The ***Apple Line*** launched in 2008, averaging 5,000 passenger trips annually with one round-trip daily from Omak to Ellensburg operated by Northwest Stage Lines.
- The ***Gold Line*** launched in 2010, averaging 5,000 passenger trips annually with two round trips daily from Kettle Falls to Spokane Intermodal operated by Central Washington Airpporter.



Statewide Intercity Bus Network



- | Travel Washington Lines | Other Providers |
|-------------------------|------------------------|
| Apple Line | Greyhound |
| Dungeness Line | Bolt Bus |
| Gold Line | Northwestern Trailways |
| Grape Line | Bus Stop |

Connections



International interest

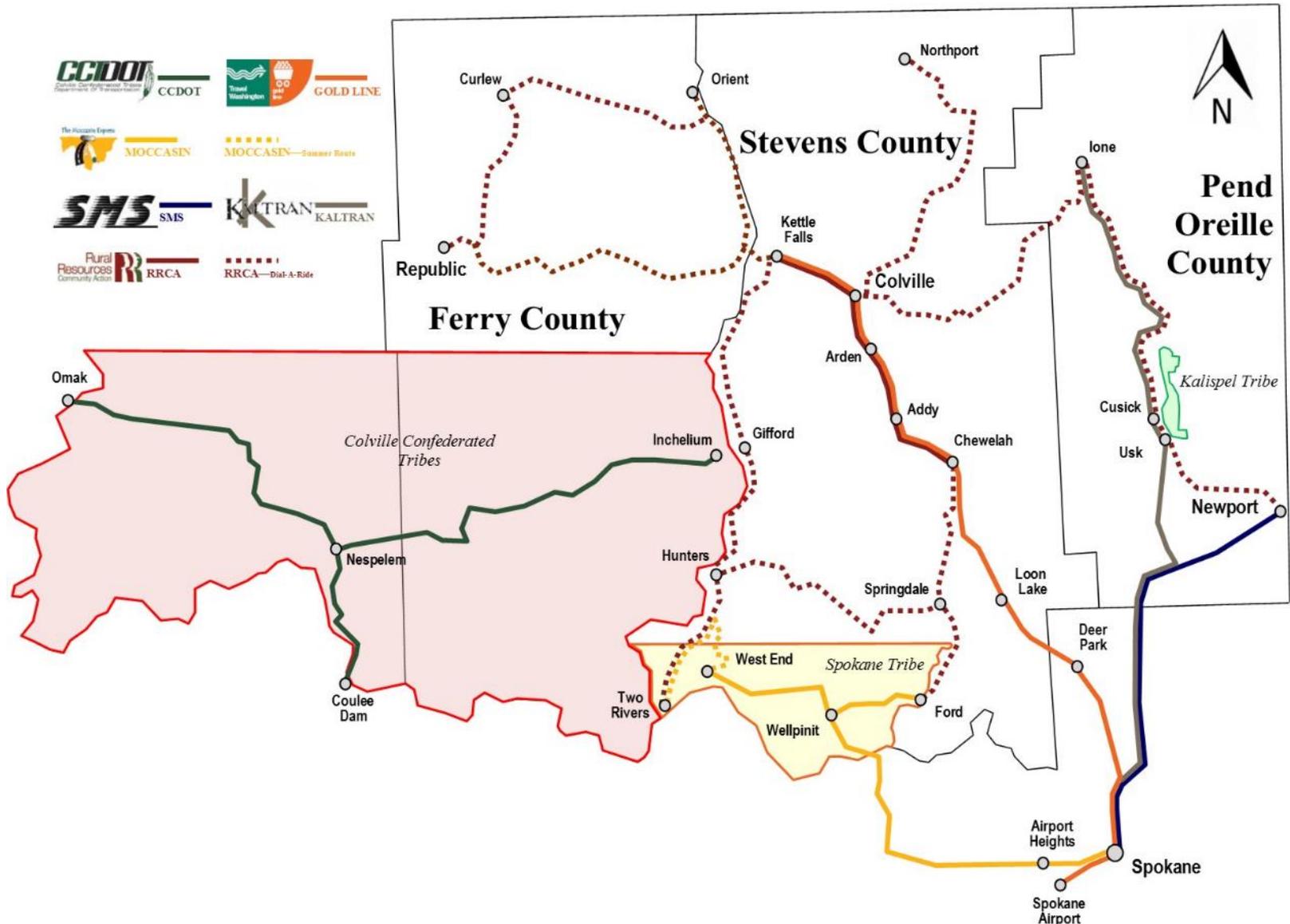
- In July 2018, WSDOT was contacted by CBC Radio 1 in Vancouver, Prince George, and Kelowna, BC, inquiring about the success of the Travel Washington program as Greyhound was in the process of discontinuing services in the western Canadian provinces.
- Don Chartock, Grants and Community Partnerships manager with the Public Transportation Division at WSDOT, went on the air a number of times and talked about the success of the program, how it is operated, and how the program is funded under 5311(f).
- WSDOT welcomes further discussion with our neighbors up north, sharing information and experiences with them as they explore possible solutions to reinstate some form of intercity bus service in the provinces.

Coverage of the Travel Washington intercity network

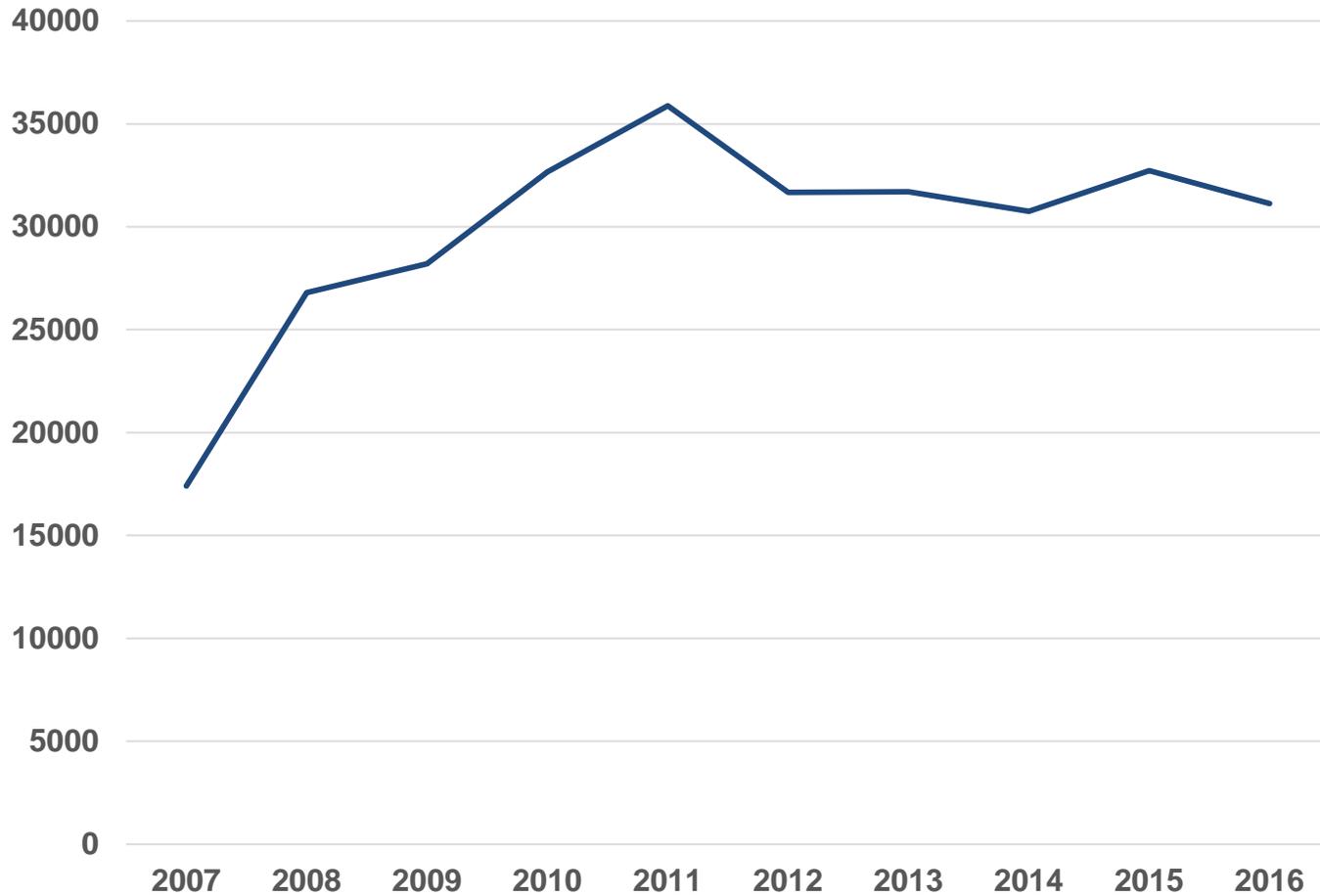
- Washington state total population: 7,073,146
- Population within 10 miles of intercity stops/stations: 5,421,117
- Population within 25 miles of intercity stops/stations: 6,766,255
- About 77 percent of Washington residents live within 10 miles of intercity stops.
- Roughly 96 percent live within 25 miles of one.

Source: KFH Group

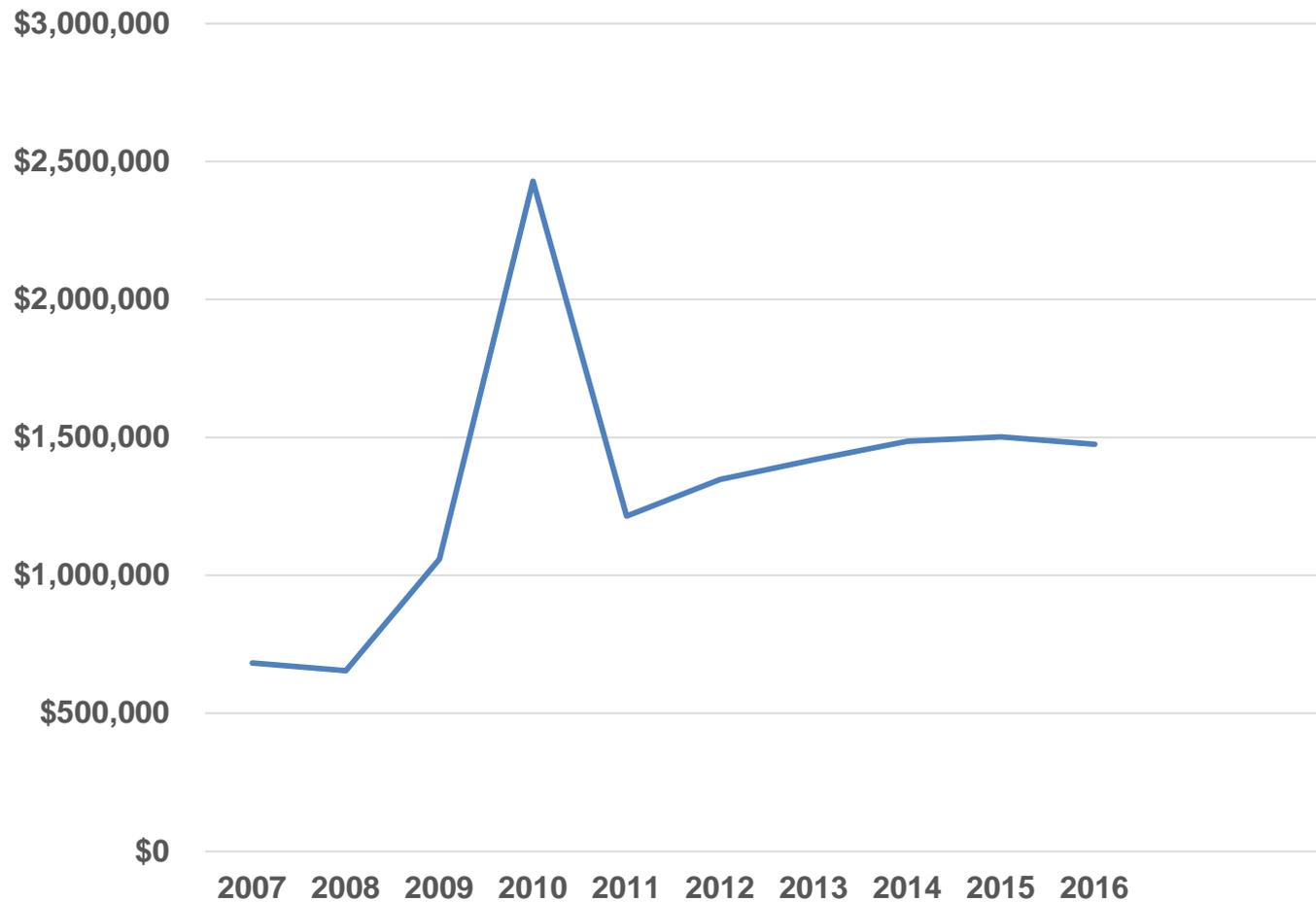
Northeast Washington connections



System ridership performance



5311(f) annual program costs



Technical memorandum: consultation/ outreach

Consultation/outreach process:

- Public/stakeholder meetings.
- On-board surveys of Travel Washington riders.
- Online community survey.
- Surveys of public transit agencies, regional planning agencies.
- Telephone consultation interviews with intercity carriers.
- Review of Washington State Human Services Transportation Plan, regional human services plans, other plans.

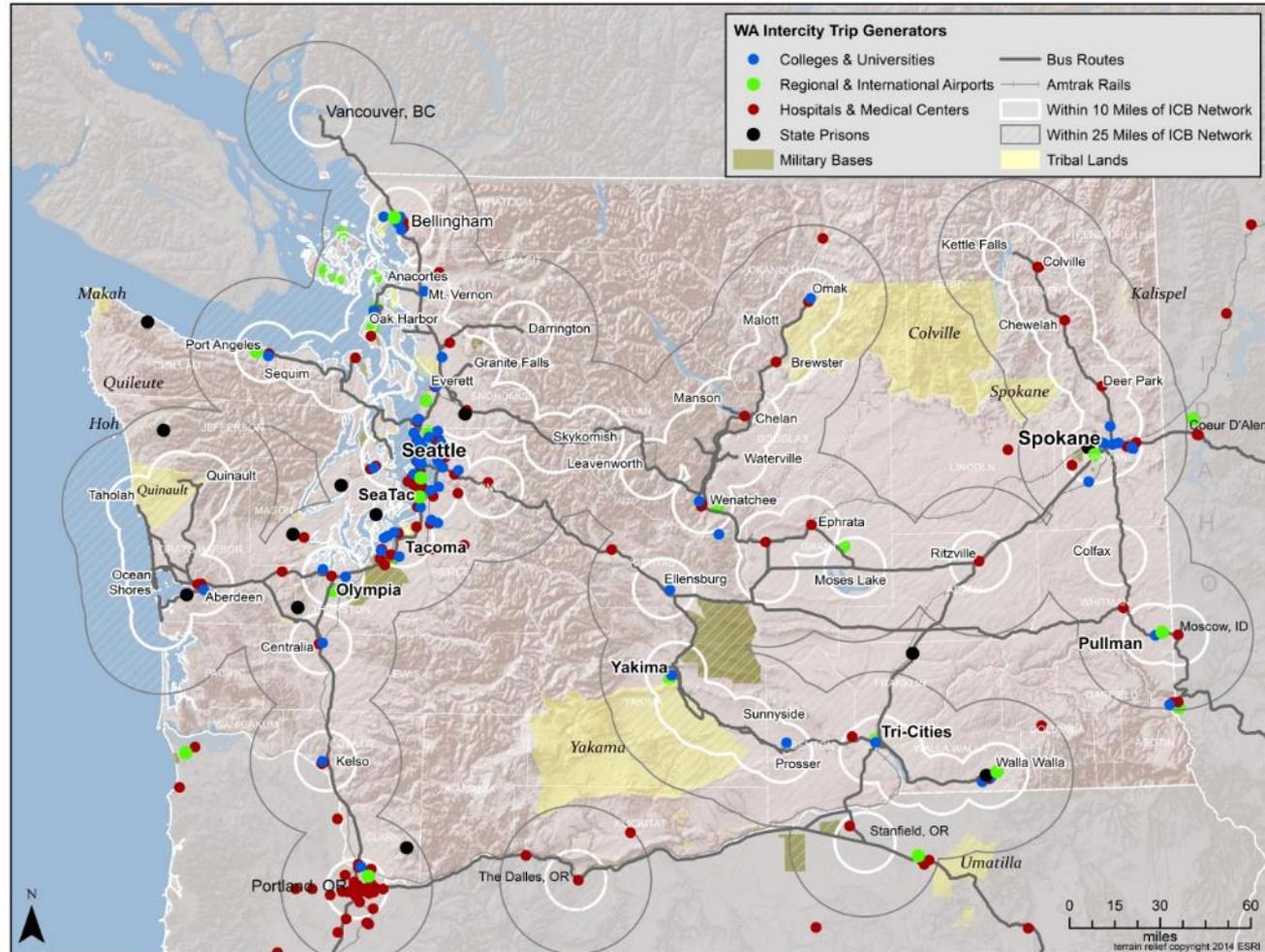
Source: KFH Group

Technical memorandum: needs assessment

Intercity bus trip generators/ attractors:

- Colleges and universities
- Commercial airports
- Hospitals and medical centers
- State prisons
- Military bases
- Tribal lands

Source: KFH Group



Technical memorandum: evaluation of Travel Washington

Travel Washington operating statistics

12 Months: July 16-June 17						
	Riders	Miles	Vehicle Trips	Operating Cost ⁽¹⁾	Revenue	Net Operating Cost ⁽²⁾
Apple Line	4,296	133,115	726	\$ 253,407.30	\$ 90,246.19	\$ 163,161.11
Dungeness Line	16,824	160,389	1,460	\$ 1,053,814.00	\$ 632,876.30	\$ 420,937.70
Gold Line	5,098	131,040	1,460	\$ 305,921.30	\$ 86,003.50	\$ 219,917.80
Grape Line	5,023	118,580	2,190	\$ 314,283.70	\$ 51,593.00	\$ 262,690.70
Total	31,241	543,124	5,836	\$ 1,927,426.30	\$ 860,718.99	\$ 1,066,707.31
Operating Cost plus "Profit"⁽³⁾						\$ 1,573,829.84
Billable Cost						\$ 1,490,268.70

(1) Gross Operating Expense

(2) Gross Operating Expense less Revenues

Technical memorandum: evaluation of Travel Washington

Travel Washington performance: actuals based on 2016–2017 costs, ridership and revenue (source: KFH Group)

	12 Months: July 16-June 17								
Route	Cost per Mile	Revenue per Mile	Subsidy per Mile	Cost per Rider	Revenue per Rider	Subsidy per Rider	Boardings per Trip	Farebox Recovery	Route Length
Apple Line	\$ 1.90	\$ 0.68	\$ 1.23	\$ 58.99	\$ 21.01	\$ 37.98	5.92	35.61%	183
Dungeness Line	\$ 6.57	\$ 3.95	\$ 2.62	\$ 62.64	\$ 37.62	\$ 25.02	11.52	60.06%	110
Gold Line	\$ 2.33	\$ 0.66	\$ 1.68	\$ 60.01	\$ 16.87	\$ 43.14	3.49	28.11%	90
Grape Line	\$ 2.65	\$ 0.44	\$ 2.22	\$ 62.57	\$ 10.27	\$ 52.30	2.29	16.42%	54
Total	\$ 3.55	\$ 1.58	\$ 1.96	\$ 61.70	\$ 27.55	\$ 34.14	5.35	44.66%	

Technical memorandum: evaluation of Travel Washington

Travel Washington performance: fiscal year 2016–17 ridership and revenue with new contract costs

FY 2016-2017 Operating Data with New Contract Costs									
Route	Operating Cost ⁽¹⁾	Cost per Mile	Revenue per Mile	Subsidy per Mile	Cost per Rider	Revenue per Rider	Subsidy per Rider	Boardings per Trip	Farebox Recovery
Apple Line	\$ 310,257.00	\$ 2.33	\$ 0.68	\$ 1.65	\$ 72.22	\$ 21.01	\$ 51.21	5.92	29.09%
Dungeness Line	\$ 520,716.00	\$ 3.25	\$ 3.95	\$ (0.70)	\$ 30.95	\$ 37.62	\$ (6.67)	11.52	121.54%
Gold Line	\$ 538,410.00	\$ 4.11	\$ 0.66	\$ 3.45	\$ 105.61	\$ 16.87	\$ 88.74	3.49	15.97%
Grape Line	\$ 506,520.00	\$ 4.27	\$ 0.44	\$ 3.84	\$ 100.84	\$ 10.27	\$ 90.57	2.29	10.19%
Total	\$ 1,875,903.00	\$ 3.45	\$ 1.58	\$ 1.87	\$ 60.05	\$ 27.55	\$ 32.50	5.35	45.88%

(1) Gross Operating Expense

Looking forward



What's next for Travel Washington?

- Updating the Travel Washington Intercity Bus Plan in 2018.
- Will there be a fifth line or route expansions?
- Possible connections with BC in the future?

The 2018 Travel Washington Intercity Bus Statewide Plan Update

The analysis will focus on three actions:

- Conduct a system performance review of the four Travel Washington Intercity Bus Lines addressing existing conditions, ridership demand, fare structure, scheduling, and continued funding probability.
- Review, prioritize, and recommend proposed future network expansion alternatives.
- Identify, prioritize and recommend the highest potential of non-surveyed rural communities with unmet transportation needs/gaps.

Looking ahead: policy questions and issues: funding

- **How much funding is available?**
 - FY 2018 Section 5311(f) 15 percent allocation is \$2,001,816.
 - With new contracts that include carrier provision of buses, the annual contract cost for the four routes is \$1,875,903.
 - The difference between those figures is \$125,913.
 - Expanding service is likely to require use of unexpended funds for operation, so what happens when those funds are gone?
- **Availability of in-kind match from Greyhound may be limited:**
 - Could be dependent on the specific project.
 - Some states are using toll credits as in-kind match, which may be possible in Washington.

Looking ahead: policy questions and issues

Next steps

- Review route/coverage concepts to eliminate ineligible services; refine remaining concepts.
- Estimate demand, revenue, and cost for those remaining.
- Apply minimum performance standards.
- Prioritize based on multi-factor analysis:
 - Likely performance.
 - Presence/absence of alternative existing service(s).
 - Ability to serve area(s) of high-density need.
 - Ability to make meaningful intercity connection.
 - Operating feasibility; availability of potential operators.

Looking ahead: policy questions and issues

- **Goals**

- Is it...

- a) **Coverage**, to make sure that as many citizens as possible have access to an intercity link within a defined distance?

- b) Or **ridership**, within a set of defined performance parameters (e.g., farebox recovery, cost per rider, riders per trip)?

- If it is the latter, there might be cases in which expansion could be improving frequency on an existing route (even a Greyhound or Northwest Trailways route) rather than a new route.

Questions?

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