

The eighth sentence in the second paragraph on page 2 was revised to read:

“An 11 percent increase in operating expenses per hour following the start of a new operating contract on January 1, 2008, and a 23 percent decrease in State operating assistance between 2008 and 2011 (from \$1.10 million to \$0.84 million) combined to raise the County’s annual operating assistance for the Shared-Ride Taxi service nearly 460 percent over five years, to \$0.58 million in 2011.”

The fifth and sixth sentences in the second paragraph of page 19 were revised to read:

“Other than a slight increase in service provided between 2007 and 2008, the level of service provided during the time period shown in the table has been relatively stable. During this time period, service effectiveness fell slightly, with less passengers per vehicle mile and vehicle hour in 2011 than in 2007.”

On page 23, the fourth sentence in the second paragraph was revised to read:

“At the same time, the amount of vehicle hours of service increased 45 percent (from 43,000 hours in 2001 to 62,400 hours in 2011) and vehicle miles of service increased 49 percent (from 0.90 million miles in 2001 to 1.34 million miles in 2011).”

The third and fourth sentences in the third paragraph on page 23 were revised to read:

“Despite the increase in the percent of expenses recovered through farebox revenues, the amount of County operative assistance per passenger grew 447 percent, from just over \$1.00 to just over \$5.75.

This increase in County operating assistance per passenger can be attributed to an 11 percent increase in operating expenses per hour between 2007 and 2008 due to the start of a new operating contract on January 1, 2008, and a 23 percent decrease in State operating assistance between 2008 and 2011 (from \$1.10 million to \$0.84 million).”]

4. Mr. Stoffel requested that Table 2-7 on page 24 include a footnote containing Federal Transit Administration guidelines on vehicle service life. Mr. Yunker indicated that the footnote would be added.

[Secretary’s Note: The following text was added as a footnote to Table 2-7:

“The Federal Transit Administration publishes guidelines on the minimum normal service life for vehicles. The service life noted in these guidelines must be surpassed for the replacement of the vehicles to receive Federal grant money. The following service life guidelines apply to vehicles Washington County currently has in its fleet: Light-Duty Bus – 5 years/150,000 miles and Cars and Vans – 4 years/100,000 miles.”]

5. Mr. Steier noted that the percentage of riders aged 65 or older shown in Table 2-9 on page 28 seemed low, given the data from discounted senior fares that the County has recorded for Shared-Ride Taxi service. Mr. Wondra requested that information be added to the table regarding the percentage of passengers who are ambulatory and non-ambulatory, information that is also collected by the County based on a passenger’s fare class. Mr. Muhs stated that the information the County has regarding different fare classes and how that is related to the age of riders would be taken into account when scaling the data from the transit rider survey, and data on the proportion of passengers who are non-ambulatory would be added to the table.

[Secretary’s Note: A revised Table 2-9 will be included in the revised draft of Chapter II, which will be available to Advisory Committee members and the public following the completion of survey data analysis.]

During the discussion of the section on Other Major Public Transit Services in Washington County, the following questions and comments were raised and addressed:

1. Mr. Piotrowicz requested that a summary of the user characteristics for the riders of the Hartford City Taxi and West Bend Taxi (similar to Table 2-9 on page 28) from the transit rider survey taken in October 2012 be included in the chapter. Mr. Yunker indicated that this information would be added to the chapter.

[Secretary's Note: This information will be included in the revised draft of Chapter II, which will be available to Advisory Committee members and the public following the completion of survey data analysis.]

2. Mr. Piotrowicz noted that it appeared that some data in Table 2-13 on page 40 may have been sourced from budget projections rather than actual expense figures. Mr. Yunker indicated that Commission staff would verify and replace any budget projections with actual figures.

[Secretary's Note: Attachment 2 to these minutes contains Table 2-13, which was revised to reflect actual expenditure and revenue figures where budget projections had erroneously been used. Figure 2-8 on page 39 was also revised to reflect the corrected figures, and can be found in Attachment 2. The following text replaces the Expenditures and Revenue section that begins on page 36 and continues on page 41:

“Trends in operating expenses, State and Federal assistance, City funding, and farebox revenue for the years 2001 – 2011 are shown in Figure 2-8. Operating expenses, and therefore State and Federal assistance have decreased dramatically since 2009 after the selection of a new contract operator. Increased farebox revenue and diminishing operating expenses have helped the City hold its funding contribution relatively steady over the time period shown in the figure. The data in Table 2-13 demonstrate the decrease in operating expenses, showing a steep decline in all measures of operating

expenses and assistance except the City assistance level, which subsequently dropped in 2012 to zero dollars.”]

3. Mr. Wondra requested that more detail, including fare information, be included in the chapter for the county-wide A-Taxi, LLC private taxi company. Mr. Muhs indicated that this information would be included.

[Secretary’s Note: The following text replaces the second sentence of the “Taxicab Service” section on page 41 of the chapter:

This service uses passenger sedans, and service is provided wherever it is requested. Fares are \$3.00 plus \$2.20 per mile, with an additional charge of \$1.00 per mile for the distance the taxi must travel to reach a customer whose trip begins outside of the City of West Bend.]

4. Referring to the Intercity Bus Services listed on page 41, Mr. Goetz suggested that the County should contact one of the existing operators traveling through the County to see if there was any interest in adding a stop at one of the park & ride lots within the County.

There being no further discussion on the chapter, a motion to approve Chapter II was sought by Mr. Stoffel, made by Mr. Gundrum, seconded by Mr. Wondra, and approved unanimously by the Advisory Committee.

PRESENTATION OF PRELIMINARY DRAFT OBJECTIVES, PRINCIPLES, AND STANDARDS FOR SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 317, “WASHINGTON COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN”

Mr. Yunker introduced Exhibit A, which contained preliminary draft objectives, principles, and standards for SEWRPC Community Assistance Planning Report No. 317, “*Washington County Transit System Development Plan*” (see Attachment 3 to these minutes). He noted that the three objectives described in the exhibit would be used to evaluate the existing system and develop and evaluate proposed service alternatives, and asked Mr. Muhs to present the exhibit to the Committee. Mr. Muhs noted that the information in Exhibit A would form the basis of Chapter III of the plan, described each objective and its associated principle, and discussed the standards that will be used to evaluate the existing County transit

system and potential service alternatives. During the discussion of Objective No. 1, the following questions and comments were raised and addressed:

1. Mr. Stoffel indicated that he felt that the clauses of Objective No. 1 contradicted each other, and would prefer a change in wording to better note that the transit system should especially service the travel needs of the transit-dependent population. Mr. Yunker stated that the words “among all segments of the population” would be removed from the objective to provide greater clarity.
2. Mr. Stoffel suggested that the definition of major employers under the Major Activity Centers performance standard be expanded to include concentrations of employers located near each other with significant employment, such as office and industrial parks. Mr. Yunker indicated that the definition would be revised.
3. Mr. Wondra requested that the plan consider driving access distances for rapid transit service greater than the three miles specified under the Population performance standard. Mr. Yunker indicated that greater drive access distances would be considered.
4. Ms. Olson questioned whether or not the defined service types truly reflected the County’s service offerings. Mr. Yunker noted that although it does not have a dedicated travel lane, the stop spacing of the Commuter Express service means it is considered a rapid transit service. He also stated that design standards for local fixed-route transit services were included because there is the potential for those services to be included in the service alternatives the plan would consider.
5. Mr. Steier noted that there is little within walking distance of the three park & ride lots the Commuter Express service currently serves, so perhaps the walking access distance under the Population performance standard should be eliminated. Mr. Yunker noted that although the current service does not serve stop locations that are very accessible by walking, some service alternatives may include rapid-transit stops in locations that are accessible by walking.

During the discussion of Objective No. 2, the following questions and comments were raised and addressed:

1. Mr. Stoffel requested that a note be added to the Vehicle Age and Condition design and operating standard that the typical service lives for vehicles listed in the standard are Federal

Transit Administration guidelines, and that vehicles can be safely operated for more miles and years beyond the guidelines. Mr. Yunker indicated that a note would be added to the chapter, and that vehicle types would also be clarified so that the standard can be better compared to the County's existing fleet.

2. Mr. Stoffel noted that the last clause of the Service Travel Speeds design and operating standard should read "...and not less than 25 miles per hour for rapid fixed-route services." Mr. Muhs indicated that the sentence would be corrected.
3. Mr. Stoffel suggested that an additional performance measure to represent the percentage of seats filled be included under the Ridership and Service Effectiveness performance standard. Mr. Yunker indicated that due to limitations in the data reported to the National Transit Database, it would be difficult to obtain the percentage of seats filled on peer services. He recommended that the performance measure passenger miles traveled per vehicle miles traveled be used to compare the Washington County Transit System to its peer systems in Chapter IV.

During the discussion of Objective No. 3, the following questions and comments were raised and addressed:

1. Mr. Wondra requested that the word "County" be replaced with the word "public" in second sentence of Objective No. 3. Mr. Muhs indicated that change would be made.
2. Mr. Stoffel requested that the Fare Increases design and operating standard include a reference to fares increases only occurring if demand for a service would not fall by an amount large enough to negate the additional revenue gained by the fare increase. Mr. Yunker indicated that Commission staff would address that issue in the preliminary draft of Chapter III.
3. Mr. Johnson noted that Objective No. 3 indicates that objectives should be met at the "lowest possible cost," and indicated that he thought this could conflict with the County's Request for Proposals process, in which cost is only one part of the scoring used to determine the preferred service operator. Mr. Yunker noted that Objective No. 3 is only one of the

objectives for the County's transit services, and that Objectives Nos. 1 and 2 do not include cost.

DISCUSSION OF THE IMPACTS OF THE GOVERNOR'S PROPOSED 2013-2015 STATE OPERATING BUDGET

In light of the publication of the Governor's proposed State operating budget for 2013-2015, Mr. Yunker discussed the potential impacts on transit systems within Washington County. He stated that with the U.S. Census Bureau's designation of a West Bend Urbanized Area, the Hartford City Taxi and West Bend Taxi Systems would be moved to the State's Tier B transit funding tier, which would result in an approximate decrease of five percent in State operating assistance for the two transit systems. Mr. Yunker also noted that, under the proposed budget, all transit systems in the State except the Hartford City Taxi and the West Bend Taxi would receive approximately the same amount of aid as they did in 2012. Mr. Miller indicated that the funds moved from Tier C to Tier B in the proposed budget would be spread across all Tier B systems, lessening the reduction in funding for Hartford and West Bend a slight amount. Mr. Yunker noted that any change to prevent the reduction in funding for Hartford and West Bend would now need to be done by the State Legislature's Joint Finance Committee.

NEXT MEETING OF THE WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN ADVISORY COMMITTEE

Mr. Yunker stated that Commission staff would present a draft of Chapter III and a presentation of an evaluation of the Washington County Transit System to the Advisory Committee for its consideration and review at its next meeting, scheduled for May 8, 2013 at 9:30 a.m.

ADJOURNMENT

There being no further business to come before the Advisory Committee, a motion to adjourn the meeting was sought by Mr. Stoffel, made by Ms. Olson, seconded by Mr. Wondra, and approved unanimously by the Advisory Committee at 11:20 a.m.

Respectfully submitted,

Kenneth R. Yunker
Recording Secretary

ATTACHMENT 1

Table 2-5 (revised)

**WASHINGTON COUNTY SHARED-RIDE TAXI SERVICE
 RIDERSHIP AND SERVICE LEVELS: 2007-2011**

Characteristic	Year				
	2007	2008	2009	2010	2011
Revenue Passengers					
Annual Passengers	97,600	98,000	90,100	94,000	99,600
Average Weekday Passengers	407	408	375	392	415
Service Provided					
Annual Vehicle Miles	1,215,000	1,322,100	1,252,700	1,298,500	1,342,400
Annual Vehicle Hours	55,200	59,600	58,000	60,200	62,400
Service Effectiveness					
Passengers per Vehicle Mile	0.08	0.07	0.07	0.07	0.07
Passengers per Vehicle Hour	1.77	1.64	1.55	1.56	1.60

Characteristic	Annual Change by Quantity			
	2007-2008	2008-2009	2009-2010	2010-2011
Revenue Passengers				
Annual Passengers	400	-7,900	3,900	5,600
Average Weekday Passengers	1	-33	17	23
Service Provided				
Annual Vehicle Miles	107,100	-69,400	45,800	43,900
Annual Vehicle Hours	4,400	-1,600	2,200	2,200
Service Effectiveness				
Passengers per Vehicle Mile	-0.01	--	--	--
Passengers per Vehicle Hour	-0.13	-0.09	0.01	0.04

Characteristic	Annual Change by Percent			
	2007-2008	2008-2009	2009-2010	2010-2011
Revenue Passengers				
Annual Passengers	0.4	-8.1	4.3	6.0
Average Weekday Passengers	0.4	-8.1	4.3	6.0
Service Provided				
Annual Vehicle Miles	8.8	-5.2	3.7	3.4
Annual Vehicle Hours	8.0	-2.7	3.8	3.7
Service Effectiveness				
Passengers per Vehicle Mile	-7.7	--	--	--
Passengers per Vehicle Hour	-7.0	-5.5	0.5	2.2

Source: National Transit Database, Washington County Highway Department, and SEWRPC.

ATTACHMENT 1

Table 2-8 (revised)

**ANNUAL OPERATING EXPENSES, REVENUES, AND ASSISTANCE
 FOR THE WASHINGTON COUNTY SHARED-RIDE TAXI SERVICE: 2007-2011**

Characteristics	Year					Change 2007-2011	
	2007	2008	2009	2010	2011	Number	Percent
Service Provided							
Total Vehicle Miles	1,215,000	1,322,100	1,252,700	1,298,500	1,342,400	127,400	10.5
Total Vehicle Hours	55,200	59,600	58,000	60,200	62,400	7,200	13.0
Revenue Passengers	97,600	98,000	90,100	94,000	99,600	2,000	2.0
Expenses and Revenues							
Operating Expenses	\$1,632,600	\$1,950,200	\$1,913,200	\$1,998,800	\$2,135,300	\$502,700	30.8
Farebox Revenues	202,500	292,500	309,700	317,400	331,800	129,300	63.9
Percent of Expenses Recovered through Revenues	12.4	15.0	16.2	15.9	15.5	3.1	25.3
Operating Assistance							
Federal	\$246,100	\$284,300	\$408,900	\$395,900	\$388,600	\$142,500	57.9
State	1,080,800	1,103,300	964,000	911,000	839,200	-241,600	-22.4
County	103,200	270,100	230,600	374,500	575,700	472,500	457.8
Total	\$1,430,100	\$1,657,700	\$1,603,500	\$1,681,400	\$1,803,500	\$373,400	26.1
Per Trip Data							
Operating Expenses	\$16.73	\$19.90	\$21.23	\$21.26	\$21.44	\$4.71	28.2
Farebox Revenue	2.07	2.98	3.44	3.38	3.33	1.26	60.6
Total Operating Assistance	14.65	16.92	17.80	17.89	18.11	3.45	23.6
County Operating Assistance	1.06	2.76	2.56	3.98	5.78	4.72	446.6
Operating Expenses Per Mile	\$1.34	\$1.48	\$1.53	\$1.54	\$1.59	\$0.25	18.4
Operating Expenses Per Hour	29.58	32.72	32.99	33.20	34.22	4.64	15.7

Source: National Transit Database, Wisconsin Department of Transportation, Washington County Highway Department, and SEWRPC.

ATTACHMENT 2

Table 2-13 (revised)

**ANNUAL OPERATING EXPENSES, REVENUES, AND ASSISTANCE
 FOR THE WEST BEND TAXI SERVICE: 2007-2011**

Characteristics	Year					Change 2007-2011	
	2007	2008	2009	2010	2011	Number	Percent
Services Provided							
Total Vehicle Miles	399,800	396,200	381,000	383,800	349,800	-50,000	-12.5
Total Vehicle Hours	37,000	36,900	37,100	37,300	33,300	-3,700	-10.0
Revenue Passengers	119,000	119,400	116,100	120,400	123,000	4,000	3.4
Expenses and Revenues							
Operating Expenses	\$917,300	\$979,800	\$1,002,100	\$1,016,000	\$791,700	-\$125,600	-13.7
Farebox Revenues	\$330,100	\$305,900	\$350,400	\$296,100	\$310,700	-\$19,400	-5.9
Percent of Expenses Recovered through Revenues	36.0	31.2	35.0	29.1	39.2	3.3	9.1
Operating Assistance							
Federal	\$293,600	\$299,600	\$313,000	\$336,600	\$215,300	-\$78,300	-26.7
State	\$284,400	\$337,300	\$338,400	\$341,300	\$223,700	-\$60,700	-21.3
City ^a	\$9,200	\$37,000	\$300	\$42,000	\$42,000	\$32,800	356.5
Total	\$587,200	\$673,900	\$651,700	\$719,900	\$481,000	-\$106,200	-18.1
Per Trip Data							
Operating Expenses	\$7.71	\$8.21	\$8.63	\$8.44	\$6.44	-\$1.27	-16.5
Farebox Revenue	\$2.77	\$2.56	\$3.02	\$2.46	\$2.53	-\$0.25	-8.9
Total Operating Assistance	\$4.93	\$5.64	\$5.61	\$5.98	\$3.91	-\$1.02	-20.7
City Operating Assistance	\$0.08	\$0.31	\$0.00	\$0.35	\$0.34	\$0.26	341.7
Operating Expenses Per Mile	\$2.29	\$2.47	\$2.63	\$2.65	\$2.26	-\$0.03	-1.4
Operating Expenses Per Hour	\$24.79	\$26.55	\$27.01	\$27.24	\$23.77	-\$1.02	-4.1

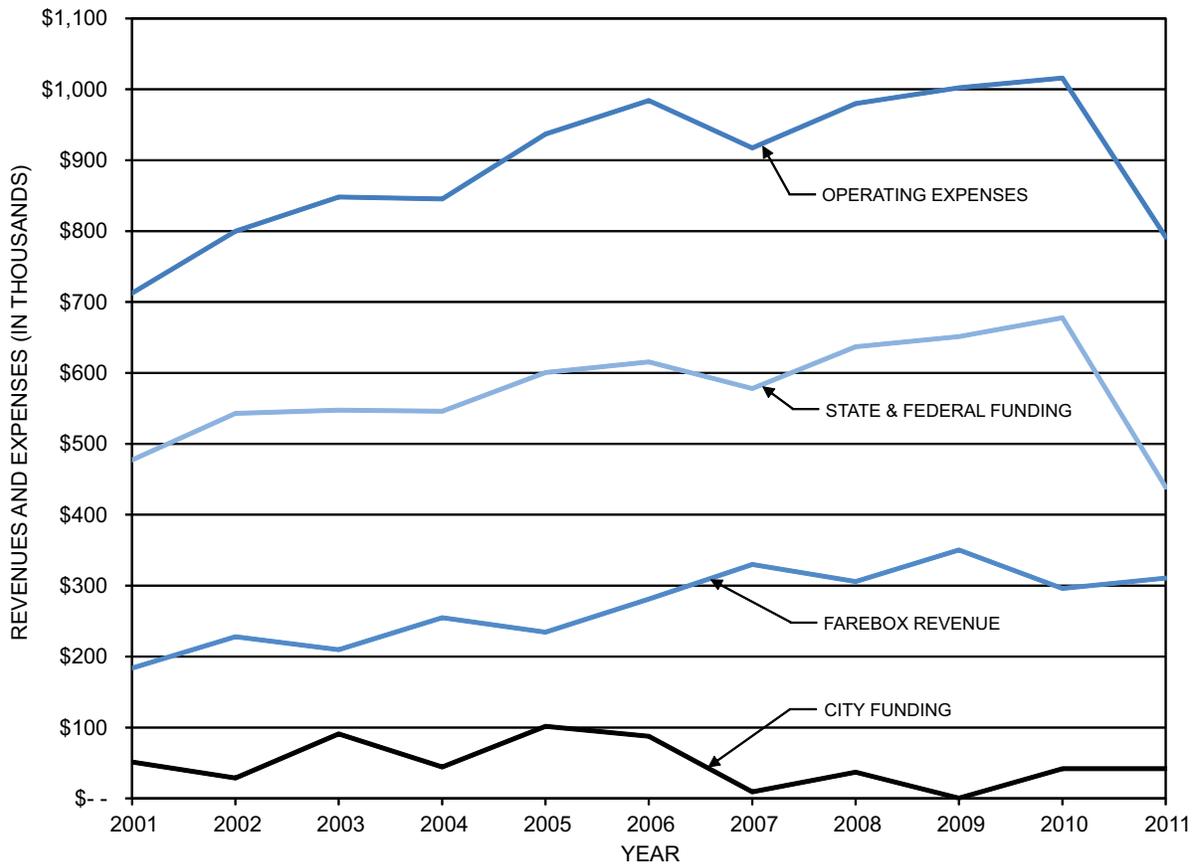
^aDue to limited available data, City operating assistance figures for 2010 and 2011 reflect budget projections, rather than actual local costs.

Source: Wisconsin Department of Transportation, City of West Bend, and SEWRPC.

ATTACHMENT 2

Figure 2-8 (revised)

WEST BEND TAXI SERVICE OPERATING REVENUES AND EXPENSES: 2001 - 2011



Source: Wisconsin Department of Transportation, City of West Bend, and SEWRPC.

ATTACHMENT 3

Exhibit A

PRELIMINARY DRAFT OF PUBLIC TRANSIT SERVICE OBJECTIVES AND STANDARDS

Objective No. 1

Washington County's public transit system should effectively serve existing travel patterns, meeting the demand and need for transit services among all segments of the population, particularly the travel needs of the transit-dependent population.

Associated Public Transit Principle

Transit services can increase mobility for all segments of the population in urban and rural areas, particularly for persons residing in low- to middle-income households, students, seniors, and individuals with disabilities. Fixed-route public transit services are generally best suited for operating within and between large and medium-sized urban areas, serving the mobility needs of the population and the labor needs of employers. Demand-response public transit services are more cost-effective than fixed-route transit services where demand for transit is low such as when serving areas with low-density urban development, small urban areas, and rural areas.

Design and Operating Standards

<p><u>1. Rapid fixed-route transit service</u> Should serve major travel corridors, connecting major activity centers and concentrations of significant urban development within the County and the Region.</p>	<p><u>2. Local fixed-route transit services</u> Should be designed to provide local transportation within and between residential areas, to link residential areas with nearby major activity centers, and to provide for transfer connections with rapid transit services.</p>	<p><u>3. Demand-responsive transit service</u> Should be available to provide local transportation to the County's residents, particularly those that can be considered transit-dependent, to connect residential areas with each other and with major activity centers.</p>
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Performance Standards and Associated Performance Measures

<p><u>1. Major Activity Centers</u> The number of major activity centers and facilities for transit-dependent persons served should be maximized. This will be measured by the number of activity centers within one-quarter mile of a local bus or shuttle route, one-half mile of a rapid transit route, or within the service area of a demand-response service. Major activity centers include the following^a:</p> <ol style="list-style-type: none"> a. Commercial areas b. Educational institutions c. Medical centers d. Employers e. Facilities serving transit-dependent populations 	<p><u>2. Population</u> The population served should be maximized, particularly those who are transit dependent. Residents will be considered served if they are within the following distances of a fixed-route transit service, or are within the service area of a demand-response service.</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="border: none;"></th> <th colspan="2" style="border: none; text-align: center;">Distance from Bus Stop</th> </tr> <tr> <th style="border: none; text-align: left;"><u>Service Type</u></th> <th style="border: none; text-align: center;"><u>Walking</u></th> <th style="border: none; text-align: center;"><u>Driving</u></th> </tr> </thead> <tbody> <tr> <td style="border: none;">Rapid Transit</td> <td style="border: none; text-align: center;">1/2 Mile</td> <td style="border: none; text-align: center;">3 Miles</td> </tr> <tr> <td style="border: none;">Local Shuttle</td> <td style="border: none; text-align: center;">1/4 Mile</td> <td style="border: none; text-align: center;">--</td> </tr> </tbody> </table> <p>This standard will be measured by the number of people residing within the appropriate service area for a transit service.</p>		Distance from Bus Stop		<u>Service Type</u>	<u>Walking</u>	<u>Driving</u>	Rapid Transit	1/2 Mile	3 Miles	Local Shuttle	1/4 Mile	--	<p><u>3. Employment</u> The number of jobs served should be maximized. This will be measured by the total employment at businesses located within one-quarter mile of local bus or shuttle routes, one-half mile of a rapid transit route, or within the service area of a demand-response service.</p>	<p><u>4. Density</u> The transit-supportive land area accessible by public transit should be maximized. Land area is considered transit-supportive if it has a density of at least 4 dwelling units per net residential acre, or at least 4 jobs per gross acre. This standard will be measured by the proportion of the County's total transit-supportive land area within one-quarter mile of a local bus or shuttle route, one-half mile of a rapid transit route, or within the service area of a demand-response service.</p>
	Distance from Bus Stop														
<u>Service Type</u>	<u>Walking</u>	<u>Driving</u>													
Rapid Transit	1/2 Mile	3 Miles													
Local Shuttle	1/4 Mile	--													

^aIn order to be considered a major activity center, the following definitions must apply: Commercial areas are concentrations of retail and service establishments that typically include a department store or a discount store along with a supermarket on 15 to 60 acres, totaling 150,000 or more square feet of gross leasable floor space; Educational institutions are the main campus of traditional four-year institutions of higher education and public technical colleges; Medical centers are all hospitals and clinics with 10 or more physicians; Employers are all employers with more than 100 employees; Facilities serving transit-dependent populations are senior centers, senior meal sites, residential facilities for seniors and/or people with disabilities, residential facilities for low-income individuals, and government facilities that provide significant services to members of transit-dependent population groups.

ATTACHMENT 3

Exhibit A (continued)

Objective No. 2

Washington County's public transit system should promote efficient utilization of its services by operating a system that is safe, reliable, convenient, and comfortable for users.

Associated Public Transit Principle

The benefits to the entire public of a transit service are directly related to the level of utilization—measured by ridership—of that service. Ridership is influenced by the level of access the public has to services that are reliable and provide for quick, convenient, comfortable, and safe travel. Riders view transit services with these attributes as an effective and attractive alternative to the private automobile.

Design and Operating Standards

<p><u>1. Route Design</u></p> <p>Rapid bus routes should be extended as needed or paired with a local shuttle to perform a collection-distribution function at the ends of the route. Routes should have direct alignments with a limited number of turns, and should be arranged to minimize duplication of service and unnecessary transfers.</p>	<p><u>2. Bus Stop and Park & Ride Lot Design</u></p> <p>Bus stops and park & ride lots should be clearly marked by easily recognizable signs and located so as to minimize the walking or driving distance over an accessible path to and from residential areas and major activity centers, and to facilitate connections with other transit services where appropriate. Stops should be placed every two to three blocks on local bus routes and placed at least one-mile apart on rapid transit routes.</p>	<p><u>3. Vehicle Age and Condition</u></p> <p>Vehicles should be rehabilitated or replaced once they reach the end of their normal service life. Typical service lives for transit vehicles are listed below.</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding: 2px;"><u>Vehicle Type</u></th> <th colspan="2" style="text-align: center; padding: 2px;"><u>Length</u></th> <th colspan="2" style="text-align: center; padding: 2px;"><u>Service Life</u></th> </tr> <tr> <th style="text-align: center; padding: 2px;"><u>(feet)</u></th> <th style="text-align: center; padding: 2px;"><u>Years</u></th> <th colspan="2" style="text-align: center; padding: 2px;"><u>Mileage</u></th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">Heavy-duty bus</td> <td style="text-align: center; padding: 2px;">35+</td> <td style="text-align: center; padding: 2px;">12</td> <td colspan="2" style="text-align: center; padding: 2px;">500,000</td> </tr> <tr> <td style="padding: 2px;">Heavy duty bus</td> <td style="text-align: center; padding: 2px;">25-30</td> <td style="text-align: center; padding: 2px;">10</td> <td colspan="2" style="text-align: center; padding: 2px;">350,000</td> </tr> <tr> <td style="padding: 2px;">Medium-duty bus</td> <td style="text-align: center; padding: 2px;">25-30</td> <td style="text-align: center; padding: 2px;">7</td> <td colspan="2" style="text-align: center; padding: 2px;">200,000</td> </tr> <tr> <td style="padding: 2px;">Light-duty Bus</td> <td style="text-align: center; padding: 2px;">20-30</td> <td style="text-align: center; padding: 2px;">5</td> <td colspan="2" style="text-align: center; padding: 2px;">150,000</td> </tr> <tr> <td style="padding: 2px;">Cars and Vans</td> <td style="text-align: center; padding: 2px;">--</td> <td style="text-align: center; padding: 2px;">4</td> <td colspan="2" style="text-align: center; padding: 2px;">100,000</td> </tr> </tbody> </table>	<u>Vehicle Type</u>	<u>Length</u>		<u>Service Life</u>		<u>(feet)</u>	<u>Years</u>	<u>Mileage</u>		Heavy-duty bus	35+	12	500,000		Heavy duty bus	25-30	10	350,000		Medium-duty bus	25-30	7	200,000		Light-duty Bus	20-30	5	150,000		Cars and Vans	--	4	100,000	
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Light-duty Bus	20-30	5	150,000																																	
Cars and Vans	--	4	100,000																																	
<p><u>4. Service Frequency and Availability</u></p> <p>Fixed-route services should operate at least every 30 minutes during the weekday peak period, with local fixed-route services operating at least every 60 minutes during off-peak service hours. Shared-ride taxi services should offer a response time of 45 minutes or less in urban areas and four hours or less in rural areas.</p>	<p><u>5. Service Travel Speeds</u></p> <p>Transit services should be designed and operated so that average travel speeds on a trip are not less than 10 miles per hour for local fixed-route and demand-responsive services, and less than 25 miles per hour for rapid fixed-route services.</p>	<p><u>6. Passenger Demand</u></p> <p>Transit services should provide adequate service and vehicle capacity to meet existing and projected demand. The average passenger load factor, measured as the ratio of passengers to seats, should not exceed 1.00 during any period for demand-responsive and rapid fixed-route transit services. Local bus routes and shuttles should not exceed an average passenger load factor of 1.25.</p>																																		

Performance Standards and Associated Performance Measures

<p><u>1. Ridership and Service Effectiveness</u></p> <p>Ridership on transit services and the overall effectiveness of such services should be maximized. This will be measured using total passengers, passengers per capita, total passengers per vehicle hour, and total passengers per vehicle mile which will be compared to similar transit systems. Transit services with service effectiveness measures more than 20 percent below the peer comparison group will be reviewed for potential changes to their routes, runs, service areas, and service periods.</p>	<p><u>2. On-Time Performance</u></p> <p>The fixed-route service provided should closely adhere to published timetables and be "on time." Demand-response services should be designed and operated to maximize adherence to scheduled rider pick-up times. Performance should be regularly monitored and a transit service with less than 90 percent of trips on time (defined as being between zero minutes early and three minutes late for fixed-route services and between 15 minutes early and 15 minutes late for demand-response services) should be reviewed for changes.</p>	<p><u>3. Travel Time</u></p> <p>Travel times on transit services should be kept reasonable in comparison to travel time by automobiles for similar trips. This standard will be measured using the ratio of transit to automobile distance and the ratio of transit to automobile travel time.</p>
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**ATTACHMENT 3
Exhibit A (continued)**

Objective No. 3

Washington County's public transit system should be economical and cost effective, meeting all other objectives at the lowest possible cost. Given limited County funds, achieving this objective may result in some standards listed under Objectives 1 and 2 becoming unattainable.

Associated Public Transit Principle

Given limited public funds, the cost of providing transit at a desired service level should be minimized and revenue gained from the service should be maximized to maintain the financial stability of services.

Design and Operating Standards

<p><u>1. Costs</u> The total operating expenditures and capital investment for transit services should be minimized and reflect efficient utilization of resources.</p>	<p><u>2. Fare Structure</u> The fare policies for transit services should provide for premium fares for premium services, as well as discounted fares for priority population groups and frequent transit riders.</p>	<p><u>3. Fare Increases</u> Periodic increases in passenger fares should be considered to maintain the financial stability of transit service when:</p> <ul style="list-style-type: none"> a. The farebox recovery ratio falls below the level determined to be acceptable by local officials b. Operating expenses per unit of service have increased by more than 10 percent since fares were last raised c. Projected levels of Federal and State operating assistance would require an increase in local operating assistance above the level deemed acceptable by local officials
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Performance Standards and Associated Performance Measures

<p><u>1. Operating Expenses</u> The operating expense per vehicle mile, the operating expense per vehicle hour, the operating expense per passenger, and the operating assistance per passenger should be minimized. Annual increases in such costs should not exceed the average percentage increases experienced by comparable transit systems.</p>	<p><u>2. Farebox Revenue</u> Operating revenues generated from passenger fares should be maximized. This will be measured using the percent of operating expenses recovered through passenger fare revenue.</p>	<p><u>3. Cost Effectiveness</u> Transit services with substandard cost effectiveness should be reviewed for potential changes to their routes, runs, service areas, and service periods. Cost effectiveness will be considered substandard when the operating cost per passenger, operating expense per passenger mile, or operating expense per passenger hour are more than 20 percent above, or the farebox recovery ratio is more than 20 percent below, the average for comparable transit systems.</p>	<p><u>4. Total Assistance</u> The sum of capital investment and operating assistance in the transit system from all sources should be minimized, while meeting other objectives.</p>
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