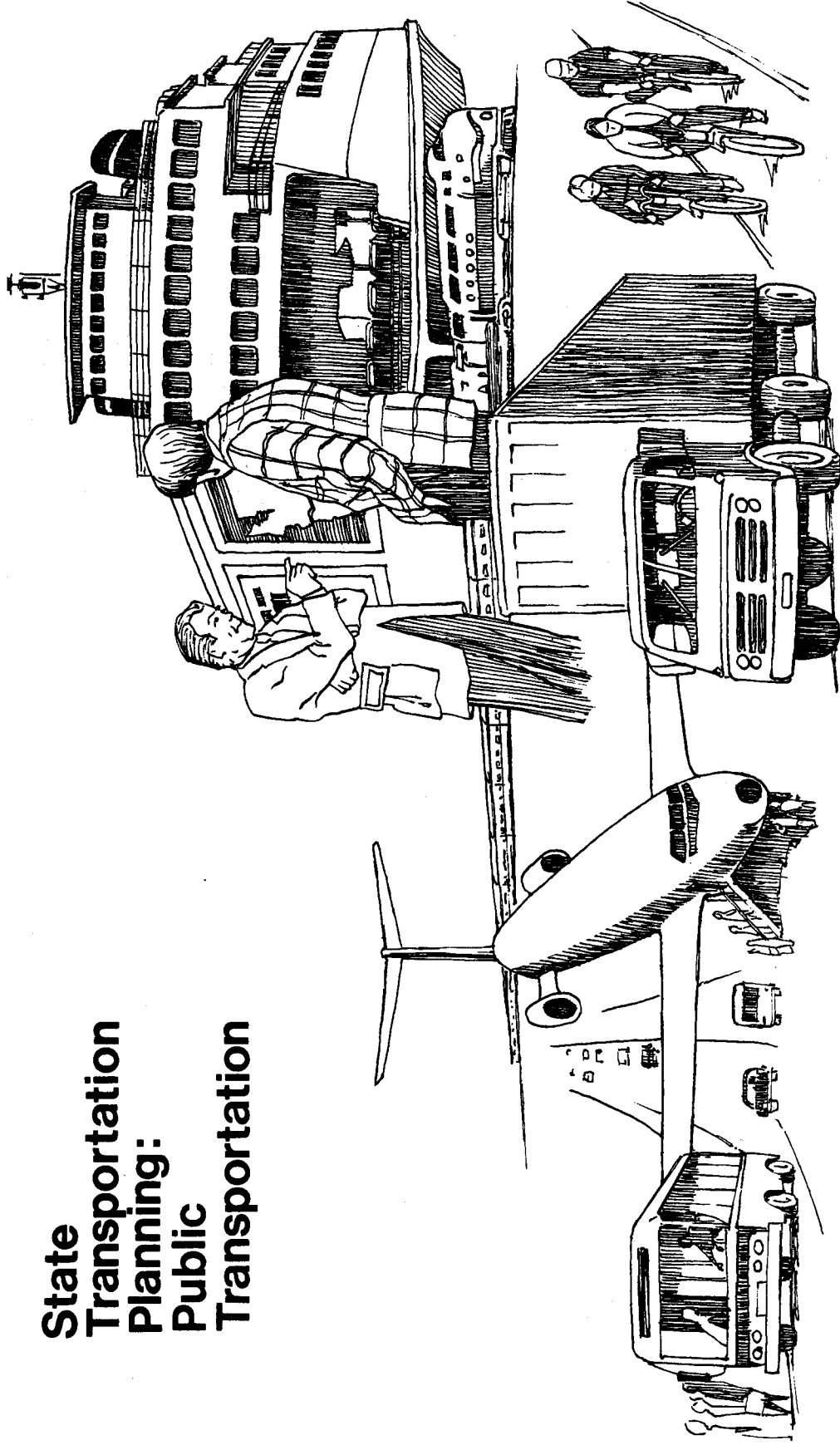


**State  
Transportation  
Planning:  
Public  
Transportation**



**Washington State  
Department of Transportation**

**1978**

## PUBLIC TRANSPORTATION IN WASHINGTON STATE

### WASHINGTON STATE TRANSPORTATION COMMISSION:

Ray A. Aardal (Chairman), Bremerton; Mrs. Julia Butler Hansen (Vice-Chairman), Cathlamet; Mrs. Virginia K. Gunby, Seattle;  
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### WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

W. A. Bulley, Secretary of Transportation

Division of Public Transportation and Planning

August 1978

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Dan Falter, John Singleton, Paul Gamble, Gordon Kirkemo, Randy Bergstrom, Flora Jorgensen, Harold Dunn, and Other State Agencies



## INTRODUCTION

The following report is an outgrowth of baseline data gathering. A cutoff date for material to be included herein was set at December 31, 1977. The document is meant to provide information for decision making, a one-stop reference and inventory.

In the past, certain transportation providers have not been asked, or required, to provide information. With the creation of Washington State Department of Transportation (WSDOT) public transportation providers are now being asked to provide information some have never reported or kept. The result of past practices shows up in some areas of this report as a short fall of data. Subsequent reports should be more complete and the data more concise.

The report begins with a chapter on the state and federal role and financing. Thirty-four (34) separate federal transportation funding sources are identified. Alternatives for state public transportation funding are set out. As an adjunct to this chapter, Appendix A lists the state laws applicable to public transportation. The chapters that follow are local transit with a section on each operation, para transit, intercity bus transportation, special transportation and other transportation. Other transportation briefly covers the various ferry operations. No attempt has been made to include air and rail transportation in this report as both modes will publish reports and plans at a later date.

A brief financial comparison of some modes found in the report follows:

System	Passengers	Revenue \$	Expenses \$	Cost/Pass'n. @
Local Transit . . . . .	62,562,000	89,533,669	85,304,985	\$1.364
Social Service Transp. . . . .	200,295*	2,308,927+	Unk	\$1.257 *
Intercity Bus (GH&T)† . . . . .	29,510,200	279,905,900	270,826,100	\$9.178 †
Intercity Bus (WA)† . . . . .	2,008,500	6,289,400	6,754,000	\$3.363 †
Limousine Service † . . . . .	1,926,615	6,281,875	5,153,929	\$3.374 †
Wash. State Ferry Sys. . . . .	15,452,060	23,208,624	31,458,675	\$2.036
Grays Harbor T.A. Fry. . . . .	16,410	24,000	44,000	\$2.681
Sea-Tac Satellite Svc. . . . .	10,200,000	----	603,000	\$0.005
Yakima Street Car . . . . .	12,940	23,943	24,316	\$1.879
Seattle Monorail. . . . .	2,500,000	406,000	346,000	\$0.138
Air ** . . . . .	240,326,000	19,917,043,000	19,007,066,000	\$79.089
Rail** . . . . .	275,000,000	17,458,000,000	13,758,000,000	\$50.029

\*\* Nationwide statistics (All Certificated Route Air Carriers).

Intercity Bus (GH & T) = Greyhound & Trailways; (WA) All other Washington carriers.

\* Based on UMTA 16b (2) program data as reported.

+ Excludes local funds (United Way, etc.) and other non-reporting providers.

† 1976 Figures, all other 1977.

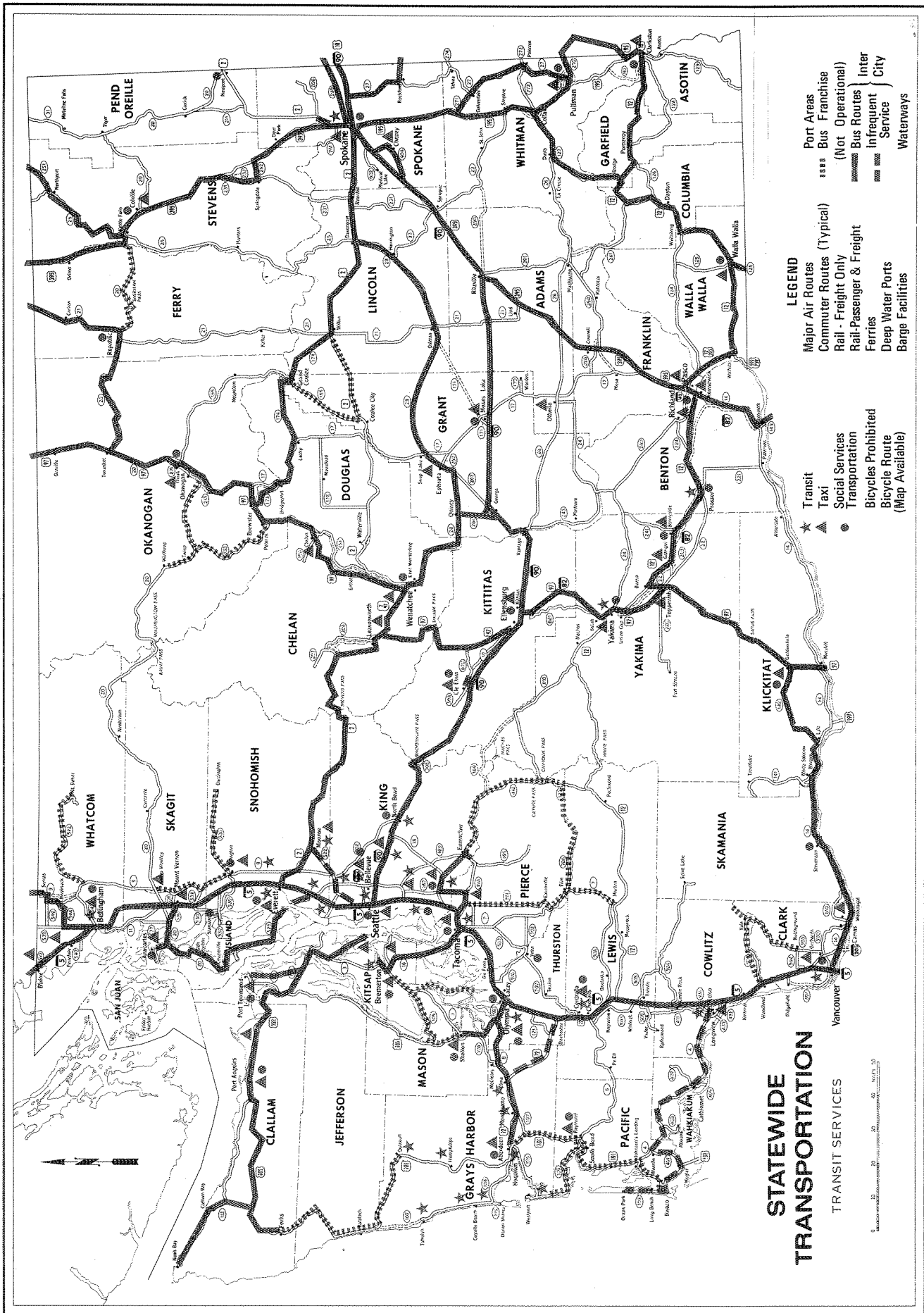
@ Varies with capital investment expenditures.





PUBLIC TRANSPORTATION  
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# **1 State & Federal Financing & Roles**



## STATE ROLE IN SUPPORT OF LOCAL PUBLIC TRANSIT SYSTEMS

State statutes recognize the importance of public transportation to the growth and well being of cities and metropolitan areas. Limited taxing authority and some tax resources have been provided to local transit systems. Joint transportation planning and cooperation between local communities and the State Department of Transportation are stated goals which have been implemented in a number of instances throughout the state.

The following sections outline provisions of state law that deal with public transportation policy, organization and financing. Appendix A presents a summary of public transportation-related laws contained in the Revised Code of Washington.

### POLICIES

The State Legislature has declared that public transportation is important to the municipalities of this state. "The maintenance and operation of an adequate public transportation system is an absolute necessity to the economic, industrial and cultural growth, development and prosperity of a municipality and of the state and nation, and to protect the health and welfare of the residents of such municipalities and the public in general." 1/ Recognition has also been given to the fact that municipal transit systems in urban areas are suffering considerable financial difficulties and have been unable to meet all expenses with only operating revenues. The municipalities of this state "have been forced to subsidize such systems to the detriment of other essential public services." 2/

It is a state policy that there should be joint planning, construction and maintenance of public highways and urban public transportation systems whenever feasible. The cities of the state and the State Department of Transportation are authorized to use gas tax funds for the proportionate share of highway and street costs when these facilities are to be jointly used with transit service. "The separate and uncoordinated development of public highways and urban public transportation systems is wasteful of this state's natural financial resources." 3/

To assist municipalities in meeting the costs of providing public transportation, state tax sources and locally applied taxes have been authorized. While the Legislature has stated its responsibility in this area, it has also recognized that citizens within a community have an obligation to financially support public transit even though they may only indirectly benefit from the service. 4/

State law requires that an interdisciplinary approach be used in the design and construction of public transportation systems to assure that adverse environ-

mental effects of these facilities are minimized or eliminated. 5/

### JOINT DEVELOPMENT OF URBAN TRANSPORTATION SYSTEMS

The State Department of Transportation, through the Public Transportation and Planning Division, administers a comprehensive transit planning loan program 6/ providing 100% one-time two year loans up to \$50,000 each, to public transportation benefit areas and county transportation authorities. The purpose of the loans is to finance the preparation of public transit plans prior to asking the voters to approve any taxes to subsidize the proposed transit system. The following loans have been made since the start of this program in 1975: (1) Snohomish County Public Transportation Benefit Area, \$50,000; (2) Lewis PTBA, \$16,540; (3) Benton County PTBA, \$50,000; (4) Kitsap County PTBA, \$50,000. The state DOT also administers a feasibility study loan program 7/ providing 100% loans to municipalities up to \$35,000, for the purpose of allowing municipalities to conduct studies to determine the need for public transportation. Three loans have been made to date; (1) City of Port Angeles, \$3,161; (2) City of Pullman, \$3,851; (3) Walla Walla County, \$6,006.

The State Transportation Commission is authorized to join financially and otherwise with cities, counties, metropolitan municipal corporations and the federal government to plan and develop urban public transportation systems in conjunction with new or existing highway facilities. 8/ Such systems may include buses, street cars, trains, electric trolley coaches and other public transit vehicles. 9/

On limited access state highways, the Transportation Commission may set aside exclusive or priority lanes for transit vehicles. However, deceleration, stopping and acceleration lanes must be provided. 10/ In addition, the Commission and a city may agree to construct facilities for the receipt and discharge of passengers. 11/ Municipal governments are not required to obtain franchises from the Transportation Commission to operate transit vehicles on state highways within their corporate limits and eight miles outside. 12/

The extent to which the Transportation Commission may financially participate in developing a public transportation facility is limited by what it determined to be the value added to a particular highway as a result of the facility. 13/

The State Highway Commission in 1973 endorsed the principle of spending monies dedicated for highway purposes for highway related public transit facilities that aid in reducing traffic congestion. A total of \$6.9 million has thus far been programmed for expenditure on transit facilities for the Seattle Metro system.

1/ RCW 35.95.010 2/ Ibid. 3/ RCW 47.04.082 4/ RCW 35.95.010 5/ RCW 43.21C.030  
10/ RCW 47.52.090 11/ Ibid. 12/ Ibid. 13/ RCW 47.08.070; RCW 47.28.140

6/ RCW 36.57A.150 7/ RCW 35.58.2712 8/ RCW 47.04.081; RCW 47.28.140 9/ RCW 47.04.082

## ALTERNATIVE OPTIONS FOR OPERATING PUBLIC TRANSPORTATION SYSTEMS

Current state laws offer local government several alternative mechanisms for providing public transportation. These include both administrative and financing mechanisms. All of the following legal entities may contract with any private company or public entity to provide public transportation services within its area of geographical jurisdiction.

- **Metropolitan Municipal Corporations**

Metros are separate legal entities which are governed by an extensive set of state laws outlining the establishment and performance of metro functions. The proposed metro area may be greater or less than countywide, except in Snohomish and Pierce Counties, and must include at least two cities, one of which must be either a first class or optional municipal code city. There are statutory dictates regarding the composition of the metro governing council. The establishment of a metro is subject to a majority voter's approval, as may be each function added as a metro responsibility. 14/ Seattle Metro, performing the functions of public transportation and sewage disposal, is the only operating Metro thus far in existence.

- **County Transportation Authorities**

CTA's are separate legal entities for which enabling legislation was enacted in 1974; they must be countywide. A CTA is established by resolution of the county board of commissioners and the governing body is statutorily comprised of three county commissioners and three mayors. Public transportation is the only function which may be undertaken by a CTA. A CTA may not promulgate any local taxes without a majority voter's approval. A CTA must adopt a public transportation plan. 15/ The Grays Harbor Transportation Authority organized in 1974 as a CTA.

- **Public Transportation Benefit Areas**

PTBA's are separate legal entities for which enabling legislation was enacted in 1975 and may be either less than countywide, or multi-county, provided there is only one PTBA per county. A PTBA is established as a result of a public transportation conference initially convened by the county board of commissioners. The boundaries of the area are determined and adopted by the public transportation conference. The governing body is comprised of up to nine elected officials from among component city mayors and/or city council persons or commissioners and among county commissioners for a single county PTBA or fifteen elected officials for a multi-county PTBA, as

collectively agreed at the conference. Public transportation is the only function which may be undertaken by a PTBA. A PTBA may not promulgate any local taxes without a majority voter's approval; a PTBA must adopt a public transportation plan which is subject to review and approval by the State Department of Transportation. 16/ To date, operational PTBA's have been formed in Snohomish and Lewis Counties.

- **Cities and Towns**

Cities and Towns may operate public transportation systems within corporate limits and extend this service up to 15 miles beyond these limits, provided no certified common carrier operates in the area to which service is extended. 17/ Ten of the state's 14 public transit operators are organized under this authority.

- **Counties (unincorporated areas only)**

The county board of commissioners may operate public transportation systems only in the unincorporated areas of a county. 18/ There are no public transportation operations functioning under this authority at the present time.

## STATE FINANCIAL SUPPORT FOR PUBLIC TRANSPORTATION

There are several ways the state government provides financial assistance to public transit systems. These include a one-percent motor vehicle excise tax, a three tenths of one percent sales and use tax, household and business taxes, refund of fuel taxes and authority to use city general fund moneys to support transit.

- **Motor Vehicle Excise Tax**

Any municipality (except cities or counties for unincorporated areas when levying a .1, .2, or .3% sales and use tax) is authorized to levy a 1% excise tax on the fair market value of motor vehicles owned by its residents to support transit. 19/ This tax is collected by the county, sent to the state and returned to the municipality. 20/ The amount collected is credited against the 2.2% auto excise tax levied for other state and local purposes. 21/ The transit tax must be matched by locally generated tax funds budgeted in a calendar year for public transportation purposes. 22/ If a metropolitan municipal corporation levies this tax, cities within the corporation may not also use the tax. 23/

Revenue from the tax can be used to acquire, construct, equip, or operate a publicly owned transportation system or for payment of interest and principal of general obligation or revenue bonds. If the tax is pledged to secure revenue bonds,

14/ RCW 35.58 15/ RCW 36.57 16/ RCW 36.574 17/RCW 35.84.060 18/ RCW 36.57.020 ; RCW 36.57.110 19/ RCW 35.58.273 20/ RCW 35.58.276 21/ RCW 35.58.273 22/ RCW 82.44.150  
23/ RCW 35.58.272

the Legislature has declared it will not withdraw the authority of the municipalities to levy and collect the tax. 24/

A municipality cannot purchase new transit equipment with these tax funds unless the vehicles meet state and federal standards for the control of pollutants emitted by internal combustion engines. 25/ Parking facilities purchased in whole or in part with these funds must be used in conjunction with or adjacent to public transportation stations or transfer facilities. 26/

Special hearing procedures are required if the tax revenue is to be used for right-of-way property or for the construction of a mass transportation system on a separate right-of-way. 28/ Location and design hearings are required when a proposed project has a substantial social, economic, or environmental effect on a locality. Rules and regulations relating to the conduct of these hearings, are to be adopted in accordance with the Administrative Procedures Act. Full public participation is encouraged to determine the need for and the effects of a proposed project.

The requirement for location and design hearings does not apply to metropolitan municipal corporations which operate vehicles primarily within the rights-of-way of public streets and highways. 29/

State law providing for distribution of the Motor Vehicle Excise Tax expires in 1981. Legislative action in this area will be of great interest to the state's public transit operators since there is currently some pressure to eliminate use of these funds for transit purposes. Distribution of Motor Vehicle Excise tax monies to transit agencies amounted to \$20.8 million in 1977.

#### • Sales and Use Tax

Counties for unincorporated areas, public transportation benefit areas, county transportation authorities, cities, or metropolitan municipal corporations within Class AA counties are authorized to levy a .1, .2, or .3% sales and use tax to support public transportation. 30/ However, the imposition of the tax must be approved by a vote of the people. Placing a proposition on the ballot is initiated by the mayor, or other chief executive, with a subsequent authorization by the legislative body of the city, county, county transportation authority, public transportation benefit areas, or metropolitan municipal corporation. 31/

Proceeds of the tax may be used for operation, maintenance or capital needs of transportation systems. They may also be used as matching funds to obtain motor vehicle excise tax revenues, except by cities or counties for unincorporated areas. 32/ Four transit districts currently levy a .3% sales tax, and one levies a .2% sales tax.

#### • Household and Business Taxes

Any city, town, county for unincorporated areas, or metropolitan municipal corporation is authorized to levy an excise tax and/or a business and occupation tax to support public transit. The proceeds can be used to fund operation, maintenance and capital needs. 33/ Imposition of a sales tax for public transportation supersedes any excise tax levied by a municipality in support of a transit system. 34/

The excise tax permitted is commonly called the household tax. It may also be a business tax. The tax may be levied on all persons within a municipality who are served and billed for any public utility services owned and operated by that municipality. The tax may be fixed at any amount up to a dollar per month per utility connection. 35/ Seven transit districts currently levy household taxes ranging from \$.65 to \$1.00.

The business and occupation tax authorized by state law has as its basis the act or privilege of engaging in business activities within the municipality. There is no limit on the amount of the tax, and it is applied against the values of products, gross proceeds of sales, or gross income of businesses within the municipality. 36/ Two transit districts levy a business tax as a supplement to household taxes.

These taxes may be levied by a county transportation authority or a public transportation benefit area only with a majority popular vote in a general election. 37/

#### • Other Financial Assistance

Cities have authority to appropriate moneys from their general funds to support the operations of public transportation systems. 38/

Exemption from fuel taxes is permitted for all public and private urban passenger transportation systems which operate motor vehicles or trackless trolleys having seating capacities of 15 persons or more. These systems may not operate more than 25 miles beyond the county limits from which trips originate. 39/

24/ RCW 35.58.279	25/ RCW 35.58.2711	26/ RCW 35.58.2792	28/ RCW 35.58.273	29/ Ibid.	30/ RCW 82.14.045	31/ RCW 35.58.273	32/ Ibid.	33/ RCW 35.95.040
34/ RCW 82.14.045	35/ RCW 35.95.040	36/ Ibid.	37/ Ibid.	38/ RCW 35.95.010	39/ RCW 82.38.080			



ALTERNATIVES FOR PUBLIC TRANSPORTATION FUNDING					
TRANSIT OPERATING AUTHORITY	VOTERS APPROVAL BEFORE CONDUCT OF BUSINESS	LOCAL FUNDING		STATE FUNDING	
		HOUSEHOLD AND B & O	SALES TAX OR	MOTOR VEHICLES EXCISE TAX (UP TO 1%)	
Metro	YES	YES	*.1%, .2% or .3% (AA county only)	YES	
County-wide authority (CTA)	NO	* YES	*.1%, .2% or .3%	YES	
Public Transportation Benefit Area (PTBA)	NO	* YES	*.1%, .2% or .3%	YES (Provisional)	
Cities	NO	YES	*.1%, .2% or .3%	YES For Household and B&O Tax NO Match for Sales Tax	
Counties (Unincorporated)	NO	YES	*.1%, .2% or .3%	YES For Household and B&O Tax NO Match for Sales Tax	
*Requires Voter Approval					

## FEDERAL FUNDING SOURCES

The federal government developed an interest in financially supporting urban mass transportation when it became apparent that continuation of urban transportation services was threatened in many large metropolitan areas. Beginning in the 1940's, proliferation of the automobile and resultant changes in transportation patterns started a spiral of declining transit ridership, rising fares, increased costs and deferred maintenance and a general deterioration of service. This was particularly disadvantageous to those persons dependent on transit, i.e., the young, the old, the handicapped, and others with no ready access to automobiles. As these problems became more acute, and as cities became more aware of problems such as air and noise pollution and urban sprawl, interest grew in mass transportation as one means of favorably affecting these problems.

The federal government entered the transit business in an effort to make urban transit competitive with urban highways, which have received federal support since 1944, and to assist financially pressed transit operators. The first federal involvement was in 1961, when congress approved a program of assistance to state and local public agencies including a \$25 million pilot program of mass transit demonstration and technical assistance, and a \$50 million borrowing authority to help local transit programs.

This initial program proved inadequate and in 1964 the Urban Mass Transportation Act was passed, providing for federal matching grants (2/3 federal, 1/3 local) to assist in the preservation, improvement and expansion of transit systems in the nation's urban centers. Technical assistance was also provided, and strict requirements for local planning were established. Subsequent amendments to the 1964 Act have greatly expanded the scope of the original program.

Following is a summary of significant amendments to the UMTA Act as well as important Federal-Aid highway legislation affecting transit.

1966 Technical study funds added. Established research program to improve thru convenience, speed, safety and cleanliness of urban mass transportation.

1969 Authorized a training program for transportation manager. Committed \$1.165 billion over six years.

1970 UMTA authorizations increased to \$3.1 billion. Urban Mass Transportation Administration created. Long-term federal funding assured.

1973 Federal-Aid Highway Act allowed use of urban system funds (up to \$800

million from the Highway Trust Fund) for transit projects, and substitution of transit capital projects for urban interstate highways. UMTA contract authority raised to \$6.1 billion, federal share of transit projects raised to 20 percent.

1974 National Mass Transportation Assistance Act increased total grant authority to \$11.8 billion, including \$3.975 to be used by urbanized areas for either capital or operating costs. Non-urbanized areas authorized \$500 million for planning, demonstration and capital activities.

While UMTA funding is by far the most significant in terms of total funds available, other federal departments provide funding for specific transportation services. These are listed below, along with a recap of major sections of the UMTA and FHWA Acts. See Appendix B for a listing of all UMTA grants awarded for public transportation in Washington.

### Department of Transportation – UMTA Act of 1964

**Section 3 - Capital Grants.** Total authorization is \$7.325 billion, 1975-1980. Eligible facilities are vehicles, land, supporting facilities. Federal matching on grants is 80 percent. Applicants must meet requirements concerning labor, civil rights, environmental protection, economic and social effects. \$500 million allocated to non-urbanized mass transit capital assistance.

**Section 5 - Discretionary capital and/or operating assistance** grants to urbanized areas apportioned on formula basis. Total authorization is \$3.975 billion, 1975-1980. Requirements listed under Section 3 must be met by applicants.

**Section 6 - Research, development and demonstration projects,** at both federal and local levels, that will reduce urban transportation needs or improve service.

**Section 9 - Grants for technical studies** relating to planning, engineering, design and evaluation of urban mass transportation projects. May include studies relating to management, operations, capital requirements and economic feasibility; preparation of engineering and architectural surveys, plans, and specifications; evaluation of previously funded projects.

**Section 10 - Grants to states and local public agencies** to provide fellowships for training of personnel employed in managerial, technical and professional positions in the urban mass transportation field.

**Section 11** - Grants to educational institutions to carry out research in urban transportation problems.

**Section 16** - Grants and loans to (1) public entities to provide mass transit services which meet the special needs of elderly and handicapped persons, administered as Section 3, and (2) private nonprofit organizations to assist in providing transit services for elderly and handicapped persons where current services are unavailable or insufficient.

**Section 17** - Operating assistance grants to ConRail, AMTRAK, other railroads, states and local agencies for costs of commuter rail passenger operations conducted at a loss during specified periods. Funding limited to \$125 million.

#### Department of Transportation - Federal-Aid Highway Laws (Title 23)

**Section 147 (Federal-Aid Highway Act of 1973, not codified in Title 23)** - Rural Highway Public Demonstration Program. Grants for projects in rural areas and small urban areas to enhance access of rural populations to employment, health care, retail centers, education, and public services. Eligible projects are traffic control devices, shelters, parking facilities, operating costs incurred in providing public transportation services.

**Section 103** - Provides for substitution, at request of state and local governments, of non-highway public mass transportation project, for a previously approved portion of the Interstate system. Federal government will pay 80 percent of transit project costs, up to the cost of the deleted Interstate segment.

**Section 137** - Allows construction of publicly owned parking facilities within the right-of-way of the Federal-Aid urban system. Facility must be designed as part of an existing or planned public transportation facility.

**Section 142** - Provides for substitution of an approved mass transportation capital project for an urban highway project using Federal-Aid Urban System funds. Apportionments are made to states on a formula based on population. Funds may be used for fixed rail facilities or rolling stock for any transit mode. Federal matching is 70 percent.

#### Department of Health, Education and Welfare

**Older American Act (Title III)** - Federal-state formula grant program with regulations stipulating that area plans include plans for transportation whenever Title III funds are used to establish needed services.

**Older Americans Act (Title VII)** - The Nutrition Program for the Elderly. Transportation is one of a range of "supportive social services" which may be provided under this program.

**Older Americans Act (Title IX)** - Older Americans Community Service Employment Program. For unemployed persons 55 years of age or older. To be eligible for federal funds, a program must pay for necessary transportation costs of eligible individuals which may be incurred in project employment. Administered by Department of Labor.

**Public Health Service Act (Title III)** - Section 314(d), Comprehensive Public Health Services, authorizes formula grants to states with programs including special provisions for high risk groups, including the elderly. Transportation costs are allowed if written into the state plan, and may be used with other programs, including pooling. Section 314(e) provides assistance for communities to help them meet public health service needs, including transportation. Assistance is limited to 15 percent of total funds.

**Public Health Services Act (Title XII)** - Assistance is provided for emergency medical services; transportation is one of 15 essential services.

**Social Security Act (Titles I, IVA, X, XIV, XVI)** - Provides matching funds for transportation programs to nonprofit state and local organizations serving low-income populations.

**Social Security Act (Title VI)** - Provides transportation services to the aged, blind or disabled individuals who are applicants or recipients of supplemental security income benefits.

**Social Security Act (Title XIX)** - Medicaid. Regulations stipulate that a state plan must specify that there will be provision for assuring necessary transportation of recipients to and from providers of medical services and describe the methods that will be used in providing such transportation.

**Social Security Act (Title XX)** - Individual and Family Services. A federal-state grant program which provides funds for provision of transportation services to individuals who meet income criteria established by each state.

**Vocational Rehabilitation Act of 1973** - Provides medical therapy, skill's training and transportation for beneficiaries.

**Mental Retardation Facilities and Community Mental Health Centers Act of 1963 (Title II)** - Provides for transportation to mental health services in areas 75,000 to 200,000 population.

**Higher Education Act of 1965 (Title I)** - Sections 101-102 provide for transportation to colleges for adults continuing their education.

**Library Services and Construction Act of 1965 (Title I)** - Provides for transportation for library services with priority on handicapped and disadvantaged persons in poverty areas.

**Emergency Medical Health Services Act of 1973 (Titles II and XII)** - Provides project grants or contracts with eligible entities for the establishment and initial operation of emergency medical services systems including transportation.

#### **Department of Agriculture**

**Consolidated Farm and Rural Development Act of 1972 (Title III)** - Section 360(a) authorizes loans for essential community facilities, including transportation, in rural areas.

#### **Department of Labor**

**Comprehensive Employment and Training Act of 1973 (Title III)** - National Older Workers Program. Allows reimbursement of transportation expenses, if in connection with work duties, for chronically unemployed older workers or older persons with poverty-level income.

#### **Community Services Administration**

**Community Services Act of 1974 (Title II)** - Sections 212 and 221 - Community Actions Programs. Provides transportation monies to supplement other federal programs. Section 222(a)(7) - Senior Opportunities and Services. Authorizes projects designed to meet the needs, including transportation, of poor persons 61 years of age or older.

**Economic Opportunity Act of 1964 (Title II)** - Provides project grants to Community Action Agencies to carry out programs, including transportation, that serve the needs of low income people.

#### **Department of Housing and Urban Development**

**Housing and Community Development Act of 1974 (Title I)** - Transportation and escort services are included as possible means of meeting overall program objective of development of viable urban communities.

#### **Veterans Administration**

**Veterans Health Care and Expansion Act of 1973 (Title I)** - Provides funding for transportation to Veterans Administration facilities for veterans.

#### **Department of the Treasury**

**State and Local Fiscal Assistance Act of 1972** - Provides revenue sharing for any use, including capital, maintenance and operating expenditures for public transportation.

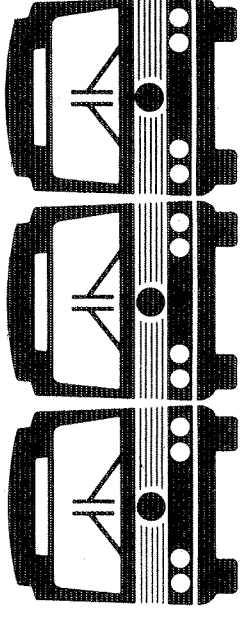
#### **ACTION**

**Domestic Volunteer Service Act of 1973 (Title II)** - Section 201 - Retired Senior Volunteer Program. Provides for reimbursement of senior volunteers providing transportation services. Section 211 - Foster Grandparent and Senior Companion Programs. Provides transportation services to children and the elderly utilizing the paid service of retired, low-income people aged 60 and above.

# SUMMARY OF FEDERAL FUNDING SOURCES

FEDERAL AGENCY	STATUTORY AUTHORIZATION	PROGRAM	DESCRIPTION
Department of Transportation	Urban Mass Transportation Act of 1964, as amended	Section 3	Capital Grants
		Section 5	Capital and Operating Assistance Formula Grants
		Section 6	Research, Development and Demonstration Program Funds
		Section 9	Technical Studies Grants
		Section 10	Managerial Training Grants
		Section 11	Urban Transportation Research and Training Grants
		Section 16b(1)	Mass Transportation for Elderly and Handicapped
		Section 16b(2)	Transportation Needs of Elderly and Handicapped
		Section 16c	Technical Studies Assistance
		Section 17	Emergency Operating Assistance
		Section 147	Rural Highway Public Transportation Demonstration Program
		Title 23, Section 103	Substitution of Transit Project on Interstate
		Title 23, Section 137	Construction of Transit Parking Facilities
		Title 23, Section 142	Substitution of Transit Project on Urban System
		Title III, Section 308	Model Projects
		Title III, Section 309	Transportation Projects
		Title VII	Nutrition Program for the Elderly
Department of Health, Education and Welfare	Federal-Aid Highway Act of 1973 Federal Highway Laws	Title IX	Older Americans Community Service Employment Program
		Title III, Section 314(d)	Comprehensive Public Health Services
		Title III, Section 314(e)	Health Services Development
		Title XII	Emergency Medical Services
		Title VI	Service Program for Aged, Blind, and Disabled
		Title XIX	Medicaid
		Title XX	Individual and Family Services
		Titles I, IVA, X, XIV, XVI	Low Income Services
		Title I, Sections 101 - 102	Transportation to Medical Therapy
		Title I	Community Service
Department of Agriculture Department of Labor Community Services Admin. Veterans Administration ACTION	Vocational Rehabilitation Act of 1973 Higher Education Act of 1965 Library Service and Construction Act of 1965 Mental Retardation Facilities and Community Mental Health Centers Act of 1963 Emergency Medical Health Services Act of 1973 Agricultural Act of 1972 Comprehensive Employment & Training Act of 1973 Community Services Act of 1974 Economic Opportunity Act of 1964 Veteran Health Care & Expansion Act of 1973 Domestic Volunteer Service Act of 1973	Title II	Library Services
		Title II	Mental Health Services Transportation
		Titles II, XII	Essential Community Facilities
		Title III, Section 200(a)	National Older Workers Programs
		Title III	Community Action Programs
		Title II, Sections 212, 221	Senior Opportunities and Services
		Title II, Section 222	Expanded Medical Care
		Title I, Section 101(b)	Retired Senior Volunteer Program
		Title II	Foster Grandparent Program
		Title I	Senior Companion Program
Dept. of Housing & Urban Development	Housing & Community Development Act of 1974	Title I	National Volunteer Programs to Assist Small Businesses
		Title I	Development of Urban Communities

## 2 Local Transit-Statewide



**TRANSPORTATION DISTRICT**

**URBAN AREA**

**LEGEND**

**TRANSIT OPERATIONS**

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
PUBLIC TRANSPORTATION AND PLANNING DIVISION  
PLANNING SURVEY OFFICE  
CARTOGRAPHIC BRANCH

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
PUBLIC TRANSPORTATION AND PLANNING DIVISION  
PLANNING SURVEY OFFICE  
CARTOGRAPHIC BRANCH

1978



**LEGEND**

**TRANSPORTATION DISTRICT**

**URBAN AREA**

**TRANSIT OPERATIONS**

[www.mta.com/mta/mta.htm](http://www.mta.com/mta/mta.htm)

## LOCAL TRANSIT

Transit in the State has been changing over the years from private to public ownership. Two operations are contracted to private firms - Bremerton and Grays Harbor Transit. Spokane contracts the management and operation of its transit system to a management firm, but owns the equipment and system. The other 11 are publicly owned and operated.

The following two indicators show on a statewide basis the changed emphasis in the transit arena:

	1974	1975	1976	1977
System generated \$ as % of Total Budget . . . . .	41%	37%	23%	22%
Total expense per passenger . . . . .	\$0.745	\$0.974	\$1.346	\$1.364

The indicators show that an increased amount of subsidies are received by the operators and that expenditures increased faster than ridership grew. Factors influencing this change were related to the availability of grant monies, changes in funding base and capital expenditures.

The graphs and tables on the following pages provide more detailed data from a statewide vantage point. These in turn are followed by details of each Transit Operation in the State.

## LOCAL TRANSIT STATISTICS - STATEWIDE ALL PUBLIC TRANSIT OPERATORS

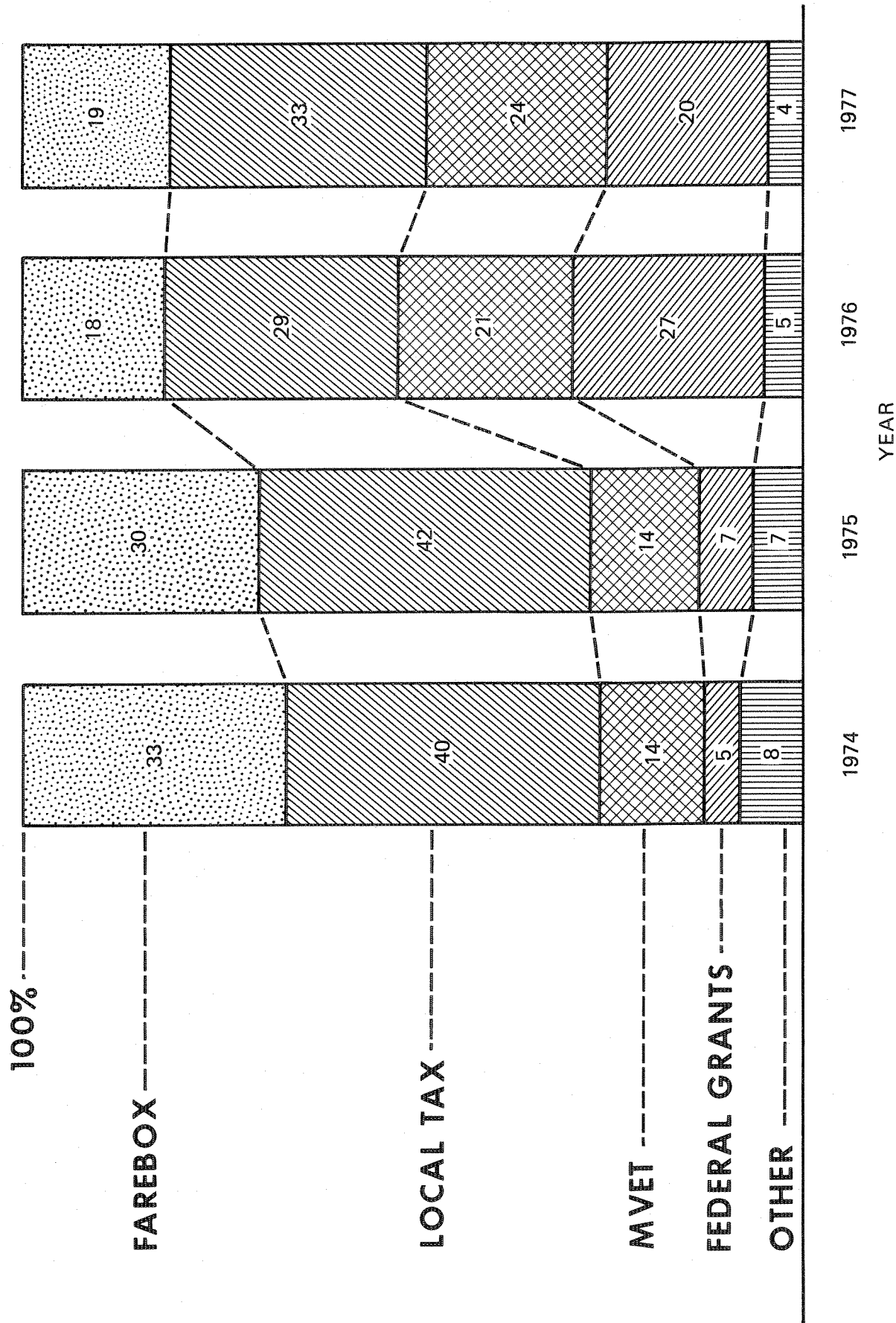
	1974	1975	1976	1977		1974	1975	1976	1977
Passengers . . . . .	54,038,000	54,536,000	58,113,000	62,562,000	Pass./mile traveled . . . . .	1.86	1.72	1.76	1.83
Miles Traveled . . . . .	29,035,000	31,657,000	32,965,000	32,214,000	Farebox rev./pass.. . . . .	\$0.27	\$0.26	\$0.24	\$0.26
Vehicles . . . . .	886	910	1,023	1,026	Total rev./pass. 2/ . . . . .	\$0.80	\$0.86	\$1.33	\$1.43
Miles of Route. . . . .	1,596	1,994	2,077	2,070	Operations exp./pass.. . . .	\$0.70	\$0.83	\$0.87	\$1.06
Revenue - Total . . . . .	(\$43,222,000)	(\$46,939,000)	(\$77,382,000)	(\$89,534,000)	Total exp./pass. 2/ . . . . .	\$0.75	\$0.97	\$1.35	\$1.36
Farebox . . . . .	14,409,000	14,271,000	14,239,000	16,386,000					
Local Tax . . . . .	17,472,000	19,696,000	22,451,000	28,250,000					
M/V Excise Tax . . . .	5,919,000	6,542,000	16,034,000	20,769,000					
Other . . . . .	5,422,000	6,430,000	24,658,000	24,129,000					
Expenditures - Total . . . .	(\$40,282,000)	(\$53,111,000)	(\$78,224,000)	(\$85,304,000)					
Capital . . . . .	2,427,000	7,578,000	27,596,000	19,033,000					
Operations 1/ . . . . .	37,855,000	45,533,000	50,628,000	66,271,000					

1/ Includes operating expenses, maintenance, administration.

2/ Will vary with capital expenditures and/or grants.



# Public Transportation Revenues Percent Distribution By Type 1974 Through 1977

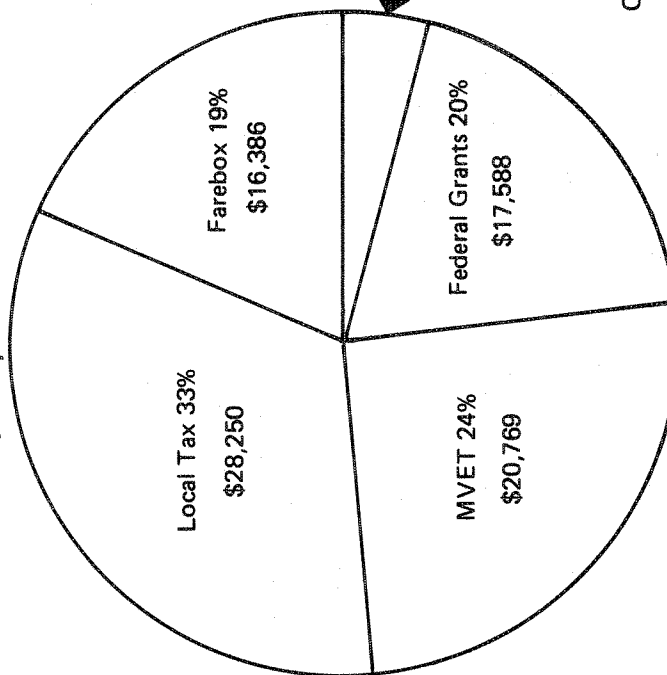


# All Public Transit Operators

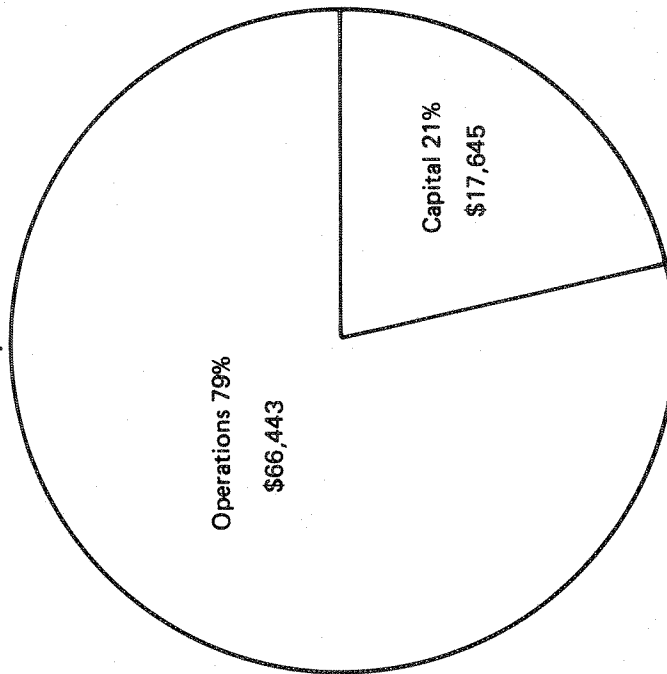
## Sources and Distribution of Funds (000)

1977

**Sources of Funds**  
**\$86,053**

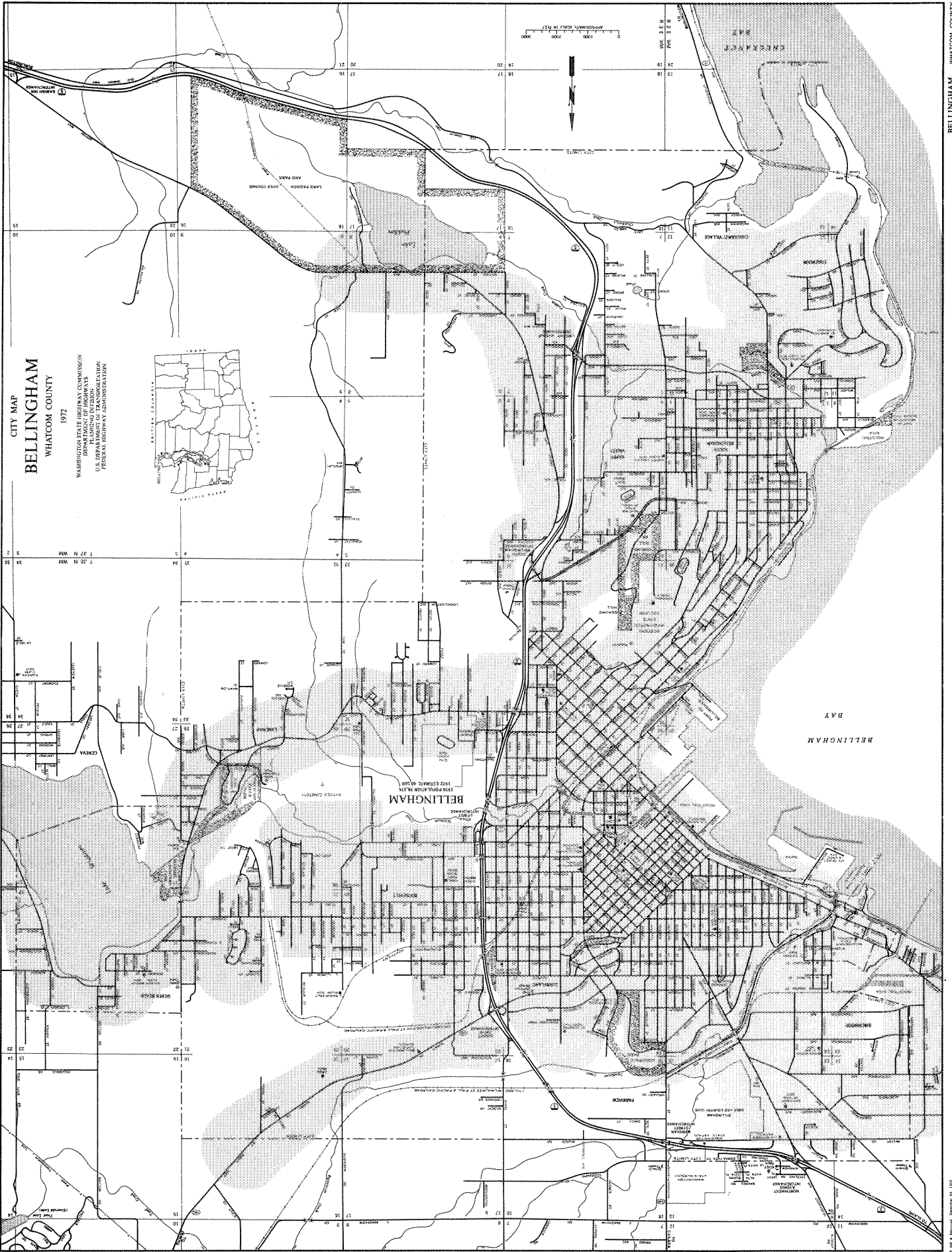


**Distribution of Funds**  
**\$84,088**



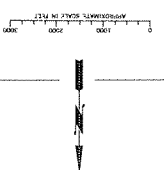






CITY MAP  
**BELLINGHAM**  
WHATCOM COUNTY

1972  
WASHINGTON STATE HIGHWAY COMMISSION  
DEPARTMENT OF HIGHWAYS  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



## BELLINGHAM MUNICIPAL TRANSIT SYSTEM

### HISTORICAL BACKGROUND

In late 1971 the private owner operating the public transit system in Bellingham faced going out of business because of high operating costs, dilapidated equipment, and low ridership. The City of Bellingham elected to maintain public transit service and purchased the rolling stock and ancillary equipment for \$50,000. Since its takeover of the transit function, the city has worked to improve service and change transit's public image by purchasing new buses, introducing service to areas not previously served, printing new schedules, installing benches and reducing fares. The result of the city's efforts is a revitalized public transit system showing substantially increased ridership in each year of city operation.

### SERVICE

Bellingham Transit serves the incorporated area with seven routes operating Monday through Friday, from 6:00 a.m. until 7:15 p.m., with half-hour service on three routes and hourly service on four routes. Saturday service is provided on six routes from 7:10 a.m. until 7:10 p.m. Transit management expects to expand service and have nine routes operating by early 1979.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Bellingham operates its transit system with an administrative staff of three, headed by a Transit Manager, plus 23 drivers. Two employees provide bus maintenance in the city shops.

The original fleet of 16 older buses has been entirely replaced with newer models or refurbished. In early 1973, eight new GMC 33 passenger buses were purchased with local and federal revenue sharing funds. Three 45 passenger GMC buses were purchased in 1974 and an additional two were received in 1975. In 1976, the two remaining vehicles acquired from the private operator were renovated. The current inventory is 15 full service coaches.

### FINANCES

The city initially levied a 75 cent household tax to aid the transit system. In September 1975 the city's voters approved a three-tenths of one percent retail sales tax in support of transit. In 1977 the sales tax generated \$1.0 million, compared to only \$164,000 from the household tax during the last year it was collected. Bellingham receives no distribution of state motor vehicle excise tax monies since state law requires these funds to be matched with locally generated revenues, but *precludes cities* from utilizing sales tax receipts for matching purpose.

As with other public transit operators, Bellingham Transit's operating expenses far exceeds operating income, with annual deficits averaging more than \$300,000 since the city began operations in 1971. However, since passage of the three-tenths of one percent sales tax, Bellingham has been in a favorable financial position relative to most other transit operators in the state. For 1977, total receipts of the transit system were \$1.15 million compared to disbursements of only \$0.74 million.

Bellingham Transit's improved financial situation has allowed two major fare reductions since the city began operation, from 30 cents to 15 cents in 1974, and to 10 cents in 1977. The system-wide fare of 10 cents per ride for all passengers (children under 5 ride free) is the lowest of any system in the state. Also, special consideration is given senior citizens, who may purchase a monthly pass for 50 cents, and the handicapped who ride free.

### PATRONAGE

Service improvements and marketing efforts have resulted in significant ridership increases in every year since Bellingham took over the transit operation. Revenue passengers in 1977 totaled 1,100,000, a 152% increase over the 436,000 carried in 1972. This ridership increase was accomplished with increases of 52% in hours operated and 38% in vehicle miles operated over the same period. The system carried 2.24 passengers per vehicle mile during 1977, compared to 1.85 statewide.

### FUTURE PLANS

Bellingham Transit has three on-going programs:

1. Respond to acute passenger increases through improving and augmenting current services;
2. Expand routing to meet modal concentrations new to many sectors;
3. Provide the hardware for new routing and construct a new terminal facility.

Current planning for future projects include the following:

- New bus purchases: five in 1978, two in 1979, two in 1980.
- Bus storage and office facility to be completed in late 1978.
- Relocation of central business district terminal in 1979.
- Installation of passenger shelters and additional benches in 1978-1979.
- Complete route hardware (posts and signs) replacement in 1978.
- Civic Center people mover system proposed for 1983.
- Replacement of eight 1973 buses in 1983.

# BELLINGHAM TRANSIT

	1974	1975	1976	1977	1974	1975	1976	1977
Passengers . . . . .	686,000	860,000	971,000	1,100,000	Pass./Mile Travelled . . . . .	1.66	1.79	1.99
Miles Traveled . . . . .	414,000	481,000	487,000	490,000	Farebox rev./pass. . . . .	\$0.13	\$0.13	\$0.11
Vehicles . . . . .	13	13	15	15	Total rev./pass. 2/ . . . . .	\$0.70	\$0.44	\$1.05
Miles of Route . . . . .	72	72	85	61	Operations exp./pass. . . . .	\$0.53	\$0.51	\$0.64
Revenues - Total . . . . .	(\$478,000)	(\$380,000)	(\$850,000)	(\$1,153,000)	Total exp./pass. 2/ . . . . .	\$0.53	\$0.51	\$0.68
Farebox. . . . .	89,000	113,000	123,000	120,000				
Local Tax . . . . .	164,000	155,000	695,000	1,003,000				
M/V Excise Tax . . . . .	79,000	76,000	20,000	0				
Other . . . . .	146,000	36,000	12,000	30,000				
Expenditures - Total . . . . .	(\$361,000)	(\$453,000)	(\$491,000)	(\$743,000)				
Capital . . . . .	0	0	0	44,000				
Operations 1/ . . . . .	361,000	453,000	491,000	699,000				

1/ Includes operating expenses, maintenance, administration.

2/ Will vary with capital expenditures and/or grants.

**Bremerton Municipal Transit**





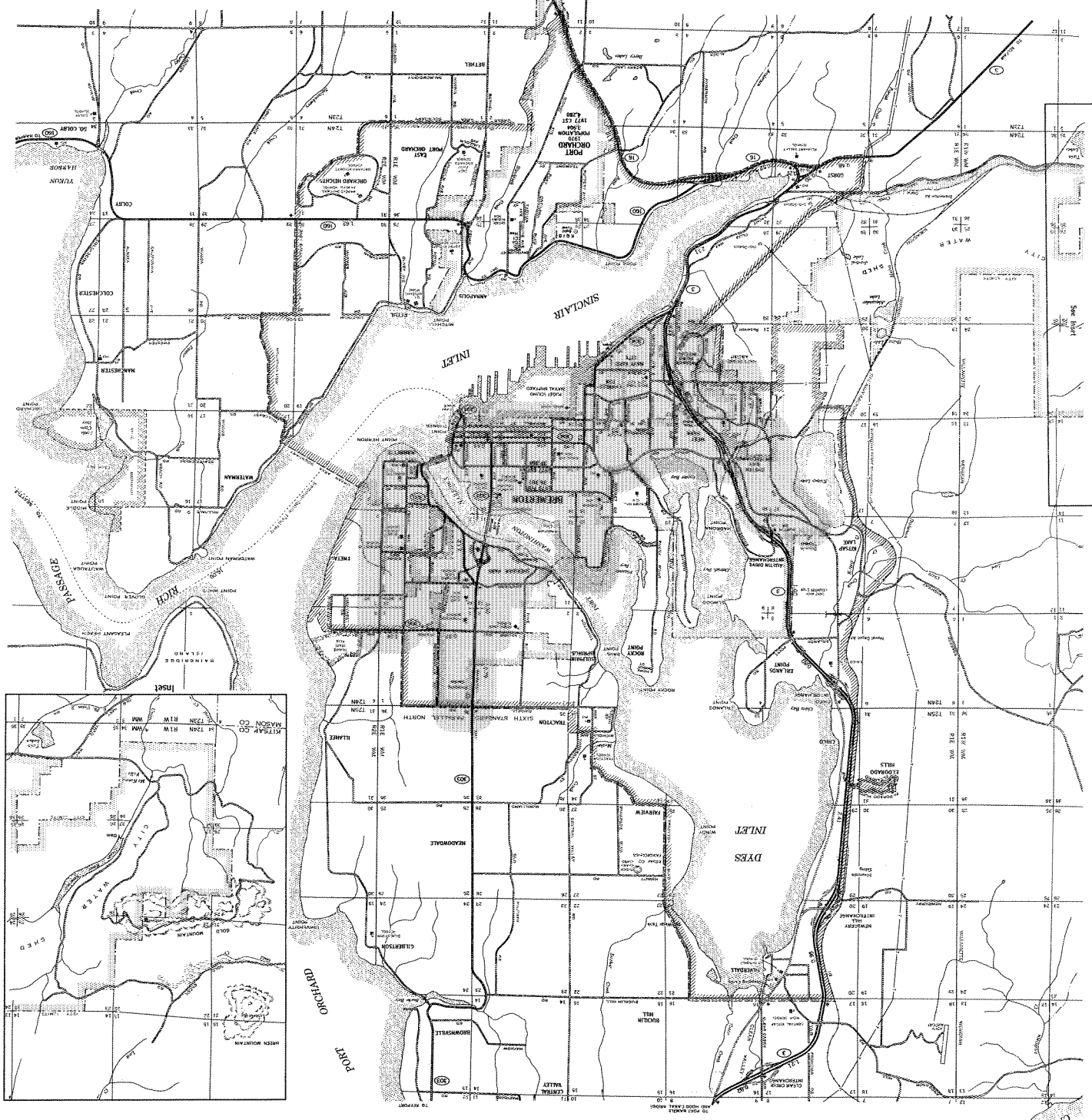
# URBAN AREA MAP BREMERTON PORT ORCHARD KITSAP COUNTY 1977

WASHINGTON STATE  
 DEPARTMENT OF TRANSPORTATION  
 PLANNING AND RESEARCH DIVISION  
 PLANNING DIVISION  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

- LEGEND**
- TRANSMISSION LINE
  - POST OFFICE
  - COUNTY COURT HOUSE
  - PUBLIC BUILDING
  - FIRE STATION
  - SCHOOL
  - HOSPITAL
  - INDUSTRIAL
  - SHOPPING CENTER
  - POWER SUBSTATION
  - WATER SUPPLY
  - COMPARTMENT LIMITS
  - ROAD UNDER CONSTRUCTION
  - PROPOSED ROAD
  - CITY STREET - COUNTY ROAD
  - HIGHWAY SYSTEM
  - MILEAGE BETWEEN POINTS
  - STATE HIGHWAY NUMBER
  - U.S. HIGHWAY NUMBER
  - INTERSTATE HIGHWAY NUMBER



APPROXIMATE SCALE IN FEET  
 0 1000 2000 3000 4000 5000 6000



HOOD CANAL  
 1000' SCALE MAP  
 AND ROAD (LINE) MAP

## BREMERTON MUNICIPAL TRANSIT

### HISTORICAL BACKGROUND

Public transit service in Bremerton was provided by a private owner, the Bremerton-Charleston Transportation Company, from 1921 to 1971. In January of 1971, the company ceased all operations within the city and the Bremerton Municipal Transit system was formed by the city of Bremerton. Bremerton Municipal Transit has functioned as the public transportation carrier since that date, with actual operation of the system performed under contract by the Bremerton-Charleston Transportation Company.

In May, 1978 Kitsap County voters turned down a proposal by the Kitsap Public Transportation Benefit Area Authority for county-wide public transportation services, to be supported by a two-tenths of one percent retail sales tax. In addition to expanded service within Bremerton, intercity routes would have been provided connecting Bremerton, Silverdale, Poulsbo, Winslow, Port Orchard and Gorst. There were to be seven park and ride lots along these routes and special roving vans, local buses, carpools and other transit vehicles carrying riders to the main routes.

### SERVICE

Bremerton Municipal Transit operates five routes Monday through Saturday and two routes on Sunday. No holiday service is offered. In addition to the regular routes 13 commuter routes are operated to serve Puget Sound Naval Shipyard workers. Headways vary depending on routes and time of day but are generally 40 minutes. The system operates from 5:30 a.m. to 7:30 p.m. In 1977, Bremerton Municipal Transit buses travelled 375,000 miles over the systems 24 miles of route.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Transit policy is determined by the Mayor and City Commission. A Transit manager with a staff of two handles administrative duties. The system employs 23 bus drivers and three maintenance personnel. The current bus fleet consists of seven 1973 Flexible diesel buses and 18 gasoline-powered buses of 1947-1950 vintage.

### FINANCES

Bremerton levied a household tax of 60 cents per household shortly after it assumed ownership of the transit system, and has subsequently raised the rate to 80 cents; revenue from this source amounted to \$126,000 in 1977. The one percent motor vehicle excise tax yielded \$155,000 for the same year. Farebox revenues continue to account for the largest single source of revenue for Bremerton Transit, with 1977 receipts of \$253,000 accounting for 45 percent of total system revenues.

Basic adult fares were recently raised to 40 cents, the highest regular fare among the state's public transportation operators. Students through high school pay 20 cents and children under six ride free. An additional zone fare of 25 cents is charged for travel outside the city limits. Students may purchase a monthly pass for \$5.50 and senior citizens are eligible for a \$3.00 monthly pass.

### PATRONAGE

Although 1977 ridership of 850,000 was up 1.0 percent over the previous year, the general trend shows a decline in use of the transit system. Ridership in 1974 was 12 percent higher than in 1977. The number of passengers per mile travelled in 1977 was 2.27, relatively high compared to other Transit operations.

### FUTURE PLANS

Following the recent failure of the proposal for county-wide transit service, the future of public transit in the Bremerton area is somewhat uncertain. Equipment is deteriorating and patronage is declining, and the current tax base is not sufficient to upgrade service or modernize facilities. An increase in the household tax to the limit of \$1.00 would be a "hold the line" measure for current operational levels only. The Bremerton City Commissioners are currently studying a proposal that would result in a route reduction of about 20 percent. If approved by the city Council, this reduction would allow the city to maintain the present household tax of 80 cents.

# BREMERTON MUNICIPAL TRANSIT

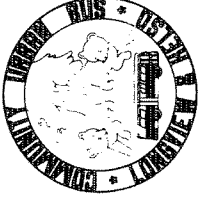
	1974	1975	1976	1977	1974	1975	1976	1977
Passengers . . . . .	955,000	905,000	839,000	850,000	Pass./mile traveled . . . . .	2.30	2.09	2.27
Miles Traveled . . . . .	416,000	407,000	402,000	375,000	Farebox rev./pass. . . . .	\$0.25	\$0.29	\$0.30
Vehicles . . . . .	31	31	29	25	Total rev./pass. 2/ . . . . .	\$0.46	\$0.66	\$0.67
Miles of Route . . . . .	34	37	33	24	Operations exp./pass. . . . .	\$0.42	\$0.67	\$0.67
Revenue - Total . . . . .	(\$435,000)	(\$454,000)	(\$558,000)	(\$573,000)	Total exp./pass. 2/ . . . . .	\$0.50	\$0.67	\$0.67
Farebox . . . . .	243,000	250,000	244,000	253,000				
Local Tax . . . . .	88,000	117,000	106,000	126,000				
M/V Excise Tax . . . . .	52,000	49,000	115,000	155,000				
Other . . . . .	52,000	38,000	93,000	39,000				
Expenditures - Total . . . . .	(\$473,000)	(\$489,000)	(\$566,000)	(\$573,000)				
Capital . . . . .	69,000	0	0	0				
Operations 1/ . . . . .	404,000	489,000	566,000	573,000				

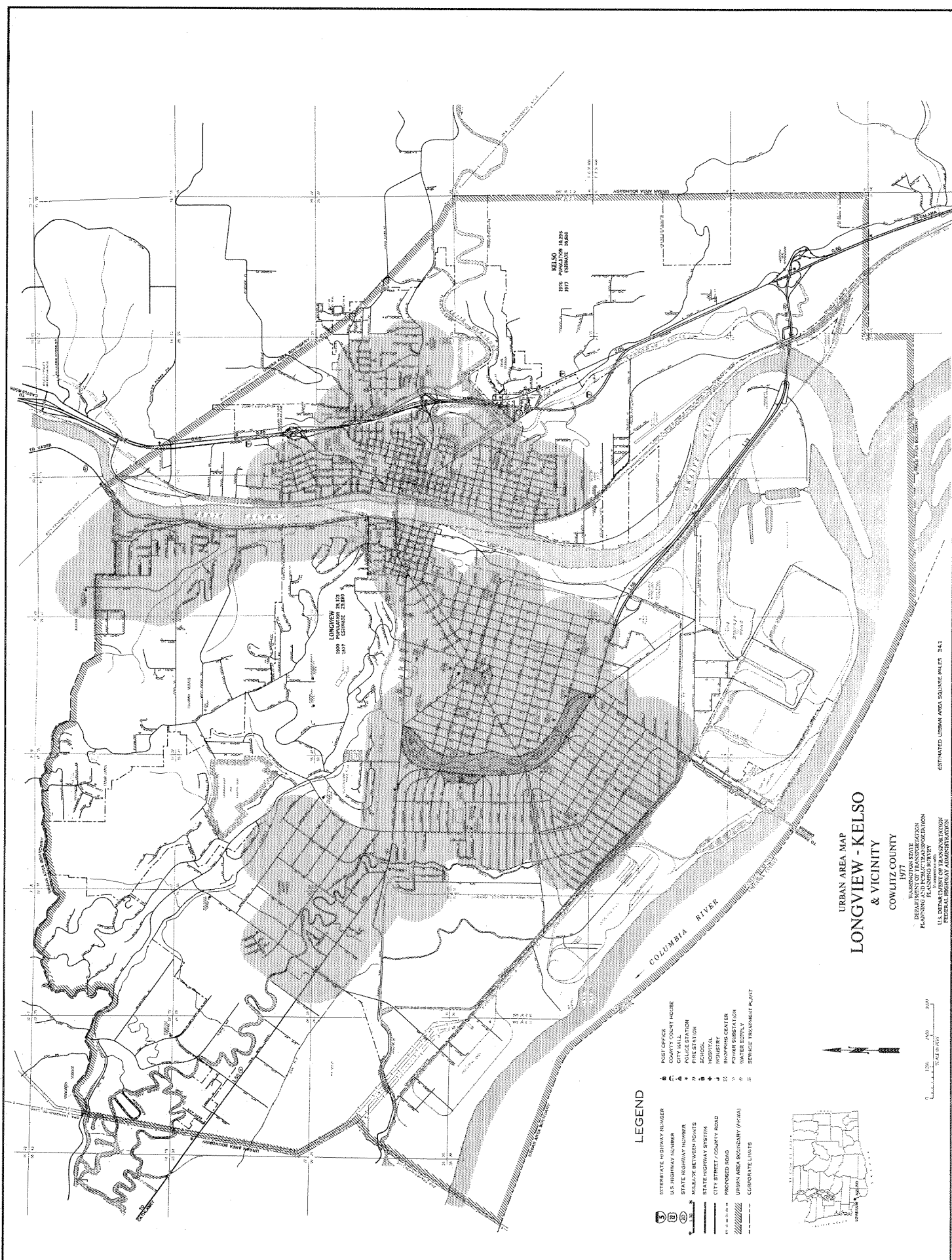
1/ Includes operating expenses, maintenance, administration.

2/ Will vary with capital expenditures and/or grants.

# Community Urban System

(Longview-Kelso)





URBAN AREA MAP  
**LONGVIEW - KELSO  
& VICINITY**

1977  
WASHINGTON  
DEPARTMENT OF TRANSPORTATION  
PLANNING AND RESEARCH DIVISION  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED URBAN AREA SCALE IN P.S. 34.1

**LEGEND**

- INTERSTATE HIGHWAY NUMBER
- U.S. HIGHWAY NUMBER
- STATE HIGHWAY NUMBER
- RAILROAD
- RAILROAD BETWEEN POINTS
- STATE HIGHWAY SYSTEM
- CITY STREET / COUNTY ROAD
- UNIMPROVED ROAD
- URBAN AREA BOUNDARY (PAVED)
- COORINATE LIMITS
- POST OFFICE
- CITY HALL
- POLICE STATION
- FIRE STATION
- HOSPITAL
- INDUSTRY
- SHOPPING CENTER
- WATER TREATMENT PLANT
- SEWER TREATMENT PLANT



## COMMUNITY URBAN BUS SERVICE (Longview - Kelso)

### HISTORICAL BACKGROUND

The history of transit in the Longview-Kelso area began over one-half century ago when a fleet of three 25-passenger buses carried transit-dependent mill workers to their destinations. Many different private owners have operated systems in the intervening years, the last being a husband-wife team operating a single route over a twelve-mile course through central Longview and Kelso. The City of Longview entered the transit business in June, 1975, when the private operator suspended operations. Later that year the city purchased the bus system and proceeded with implementation of the Transit Development Plan, which called for purchase of five 35-passenger buses, ten passenger shelters and 200 bus stop signs. The major part of this plan has been accomplished, with the buses and shelters acquired in 1977, and the system expanded to 50 miles of routes.

### SERVICE

In December 1977, the original seven routes were reduced to three, serving: (1) downtown Longview, the Westside, and major trip generators such as a shopping center, high school and medical centers, (2) downtown Kelso and outlying areas west of Longview, and (3) North Kelso, Beacon Hill and Lexington.

Days of operation are Monday through Saturday; no service is available on Sundays or on six major holidays. Hours of operation vary by route but are generally from about 6:45 a.m. to 7:45 p.m. One-hour headway are maintained on all routes.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Community Urban Bus Service (C.U.B.S.) operates under the guidance of the Transit Operating Board, an inter-governmental organization comprised of three members from Longview, three from Kelso and one from Cowlitz County.

The Board is responsible for general policy, while the City of Longview is the operating agency and owns all buses and equipment, maintains the buses and hires drivers. Day-to-day operations of the system are carried out by the Department of

Field Services, Public Transit Division under the direction of the Transit Manager.

The current bus fleet consists of five 1977 Flexible 35-passenger buses (an UMTA grant of \$284,000 covered 80% of the cost) and one 1962 International 24-passenger bus (not currently used). C.U.B.S. operates with four full-time salaried drivers, four full-time hourly drivers and three part-time relief drivers. All maintenance is provided by the City of Longview Vehicle Maintenance Department.

### FINANCES

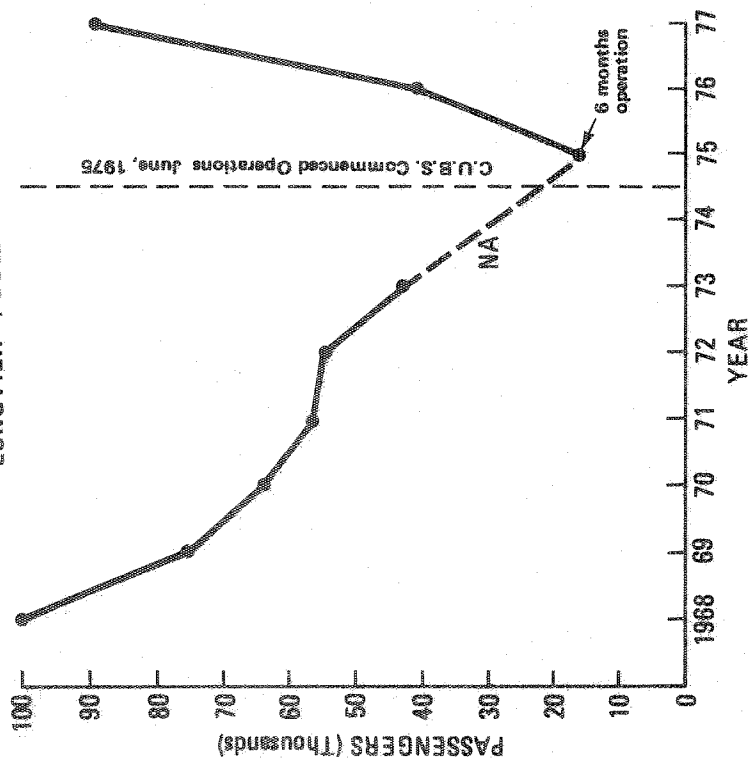
CUBS, like most other public transit systems, receives the bulk of its operating revenues from local taxes and state matching funds. A one percent utility tax levied in both Longview and Kelso generated \$96,000 in 1977; this amount was matched by the state from the one percent Motor vehicle excise tax. Farebox revenues amounted to \$20,000; since expenses during 1977 (not including vehicle purchases) exceeded \$200,000, it is clear that farebox revenues will not support the system.

One-way fares are \$0.25 for adults, \$0.10 for riders six to eighteen years of age, and children under six ride free. Senior citizens and handicapped ride for \$0.10. Daily passes for double these rates are available; these are good for unlimited rides on the day of purchase. Also, monthly passes are available for \$8.00 for adults, \$3.50 for six to eighteen year-olds and \$2.00 for senior citizens and handicapped.

### PATRONAGE

CUBS carried a total of 89,000 passengers during 1977. The number of passengers carried per mile operated, 0.64, is low compared to the statewide average of 1.85 but may be expected to increase as the system gains acceptance. The potential for higher patronage exists since during the 1960's the privately owned transit systems that preceded C.U.B.S. greatly exceeded this ridership level with fewer miles driven. Also, a day of fare-free rides offered shortly after the recent schedule revision resulted in a ridership level nearly triple the normal daily average of 400.

# COMMUNITY URBAN BUS SYSTEM LONGVIEW - KELSEY



Analysis of rider characteristics was begun following March 1978 surveys conducted by an Evergreen State College study group. The surveys showed that current riders are predominantly transit dependent, i.e., most are elderly, female, low income, and lack other means of transportation.

## FUTURE PLANS

The Transit Development Plan prepared in 1975 is currently being updated; scheduled completion date is October 1978. Pending completion of the revised Plan, and assuming no major recommendations for changes in service, the following activities will be accomplished during the next five years:

- 1978 - Establishment of a radio communications network and additional shelters.
- 1979 - Additional maintenance shop facilities.
- 1980 - 1981 - One or two additional buses.
- 1982 - 1983 - One or two additional buses and additional shelters.

COMMUNITY URBAN BUS SYSTEM  
(Lonview — Kelso)

	1974	1975	1976	1977	1974	1975	1976	1977
Passengers . . . . .		17,000	41,000	89,000	Pass./mile traveled . . . . .	0.85	1.11	0.64
Miles Traveled . . . . .		20,000	37,000	139,000	Farebox rev./pass. . . . .	\$0.29	\$0.24	\$0.22
Vehicles . . . . .		1	2	6	Total rev./pass. 2/. . . . .	\$4.47	\$5.68	\$6.24
Miles of Route . . . . .		14	14	50	Operations exp./pass. . . . .	\$1.41	\$1.02	\$2.28
Revenue - Total . . . . .		(\$76,000)	(\$233,000)	(\$555,000)	Total exp./pass. 2/. . . . .	\$2.47	\$1.02	\$6.48
Farebox . . . . .	No	5,000	10,000	20,000				
Local Tax . . . . .	Operations	64,000	85,000	96,000				
M/V Excise Tax . . . .		0	85,000	121,000				
Other . . . . .		7,000	53,000	318,000				
Expenditures - Total . . . .		(\$42,000)	(\$42,000)	(\$577,000)				
Capital . . . . .		18,000	0	374,000				
Operations 1/. . . . .		24,000	42,000	203,000				

1/ Includes operating expenses, maintenance, administration.

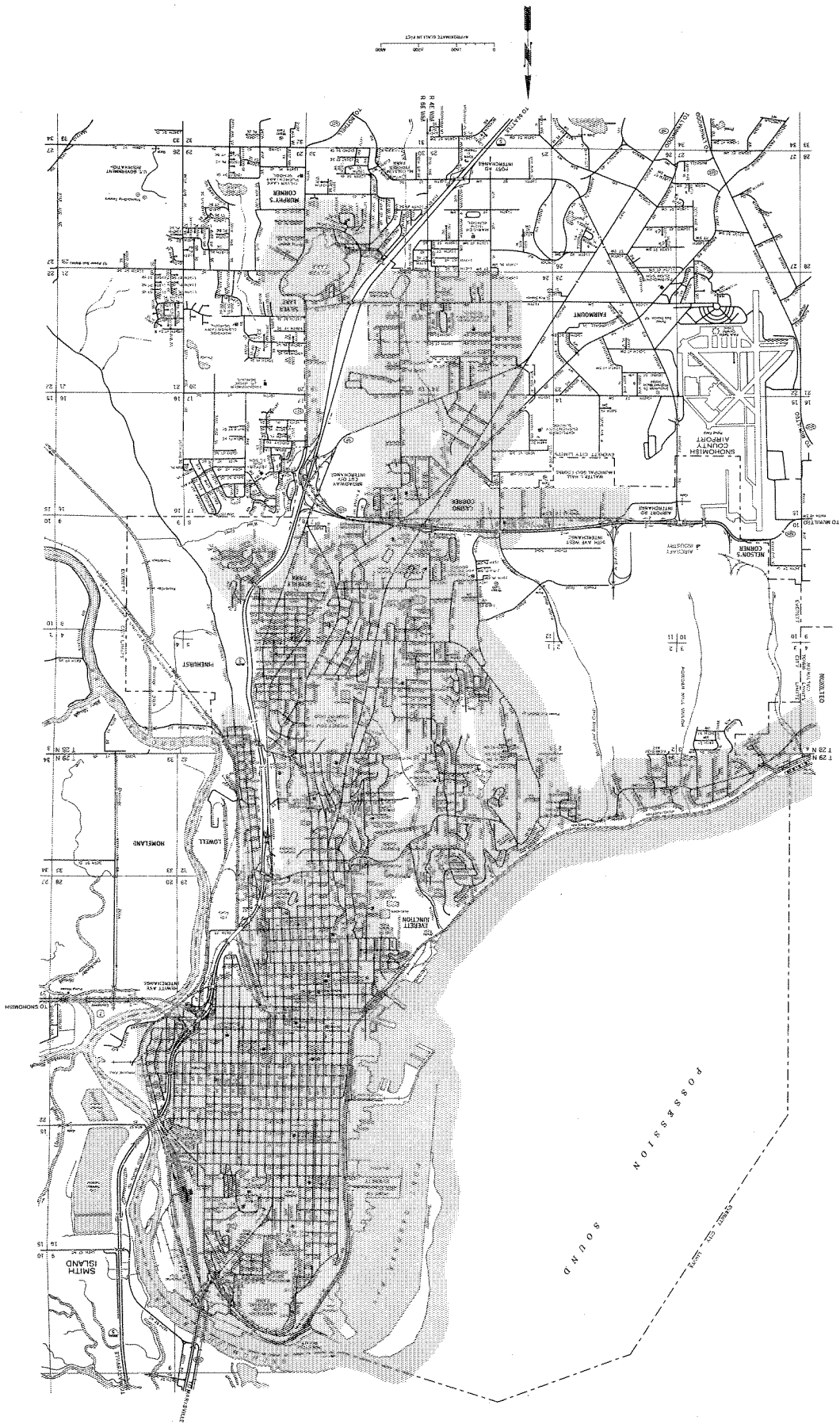
2/ Will vary with capital expenditures and/or grants.





# Everett Municipal Transit

CITY OF  
everett

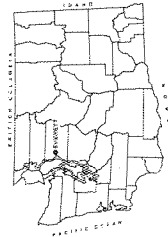


1970 POPULATION 42,421 1972 ESTIMATE 43,488

# CITY MAP **EVERETT** SNOHOMISH COUNTY

1972

WASHINGTON STATE HIGHWAY COMMISSION  
 DEPARTMENT OF HIGHWAYS  
 FEDERAL AID ROAD DISTRICT NO. 1  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION



## EVERETT TRANSIT SYSTEM

### HISTORICAL BACKGROUND

The City of Everett has been in the transit business for over eight years, having purchased the privately-operated Everett Bus lines in December, 1969. Operations began with a fleet of ten aged GMC buses; six additional used buses were purchased the following year in order to provide expanded service. Planning began immediately to upgrade the system and the city submitted an application to UMTA for a capital grant to purchase new buses and other new facilities such as bus shelters and a fleet cleaning system. The current fleet of 18 buses operates throughout the City of Everett over 65 miles of route.

### SERVICE

Service routes have been extensively revised in recent years. Twelve routes currently serve the city, including three operating within the downtown area, three that extend southward approximately five miles to the south city limits, and one serving the Mukilteo ferry terminal to the west. Service is provided Monday through Saturday from 5:45 a.m. through 8:15 p.m. (Saturday service is reduced approximately three hours). Headways are 30 minutes system-wide Monday through Friday, and are extended to one hour on Saturdays.

The city of Everett initiated a study in early 1978 to determine the feasibility of consolidating the city transit service with the transportation services of the Everett School District. The goals of the study are to save taxpayer's money and to gain additional operating capacity for the transit system. Recommendations will be developed for the 1979-1980 school year. The study is being supported by an UMTA grant (Section 9 Coordinated Support funds) of \$18,000.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Everett Transit is owned and operated by the City of Everett. The city provides the Administrative staff which includes a Transportation Director, a Transit Inspector and a clerk. The fleet of 18 diesel buses, purchased new in 1973, is operated by 30 drivers. All maintenance is performed in city shops. In 1977 the fleet traveled 695,000 miles, essentially unchanged from recent years experience.

### FINANCES

Everett has depended for several years upon the household tax and employee

tax as its sources of locally generated tax revenue for transit. The household tax was initiated at \$0.45 and has subsequently been raised twice to its current level of \$1.00. The current employee tax rate is \$0.25. The two taxes together generated \$244,000 during 1977. An additional \$234,000 was received from the one-percent motor vehicle excise tax. Farebox revenues totaled \$129,000 for 1977; revenues from charter operation, at \$18,000, represented 14 percent of farebox revenues, by far the largest such relationship among the state's public transit agencies. Everett Transit operated at a deficit during 1977, with total disbursements of \$858,000 versus total receipts of \$691,000. System management expects the deficit to be eliminated by UMTA Section 5 operating assistance.

Adults and youths pay a basis \$0.20 fare with an additional charge of \$0.10 for zone changes. Senior citizens pay \$0.10 and children under six ride free.

### PATRONAGE

System patronage peaked at 956,000 during the energy crisis in early 1974, but stabilized at approximately pre-crisis levels later in the year as gasoline supplies increased. This factor plus fare increases and route modifications caused a 21% drop in ridership during 1975, but this situation has reversed itself with increases in both 1976 and 1977.

Total patronage in 1977 was 910,000. Ridership surveys in 1976 showed that two of Everett Transit's 12 routes, (both downtown routes) carry 38 percent of all passengers. These surveys illustrated the dependency of the elderly on transit; 24 percent of all riders were 62 years old or older, compared to 14 percent for the total population of Everett.

### FUTURE PLANS

Planning for the future centers around maintaining financial viability of the system. Revenues from fares and the household tax are relatively constant from year-to-year, but total expenses increase each year as inflation raises operating costs and equipment needs replacing. Increases in system expenses have averaged 16 percent in 1976 and 1977. Management contemplates a possible vote on a sales tax (to replace the household tax) in 1978. Improvements considered feasible in the near future include purchase of one or two vans with wheelchair lifts (1979), two 35-40 passenger buses (1980), and 150-200 signs.

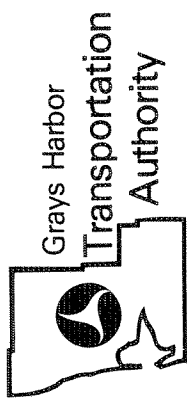
EVERETT TRANSIT SYSTEM

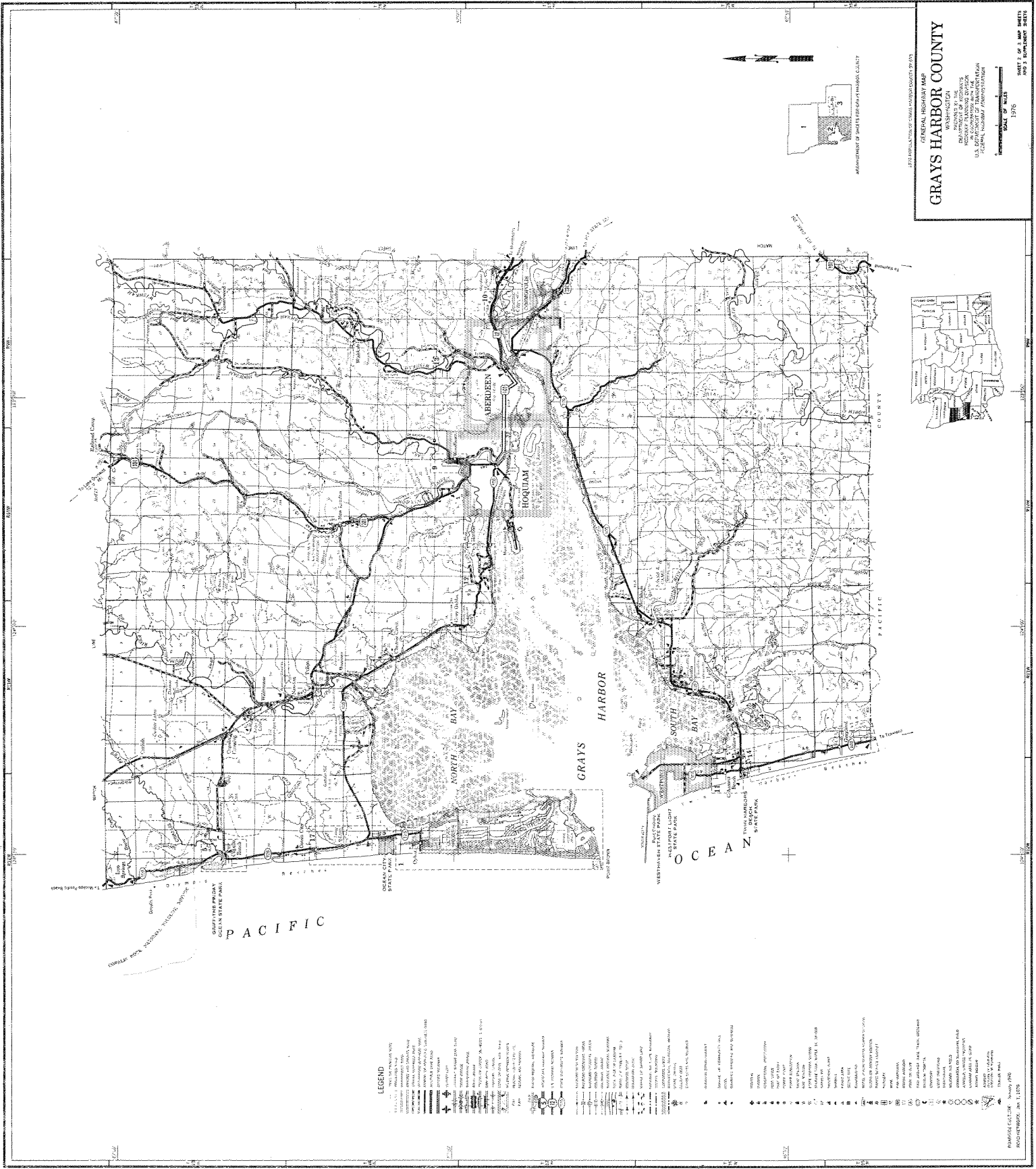
	1974	1975	1976	1977		1974	1975	1976	1977
Passengers . . . . .	956,000	758,000	906,000	910,000	Pass./mile traveled . . . . .	1.21	1.10	1.28	1.31
Miles Traveled . . . . .	792,000	691,000	706,000	695,000	Farebox rev./pass. . . . .	\$0.11	\$0.18	\$0.14	\$0.14
Vehicles . . . . .	19	18	18	18	Total rev./pass. 2/. . . . .	\$0.73	\$0.77	\$0.70	\$0.76
Miles of Route . . . . .	68	65	65	65	Operations exp./pass. . . . .	\$0.71	\$0.85	\$0.78	\$0.90
Revenue - Total . . . . .	(\$695,000)	(\$586,000)	(\$638,000)	(\$691,000)	Total exp./pass. 2/. . . . .	\$0.73	\$0.85	\$0.78	\$0.94
Farebox . . . . .	105,000	140,000	130,000	129,000					
Local Tax . . . . .	164,000	234,000	240,000	244,000					
M/V Excise Tax . . .	199,000	196,000	264,000	234,000					
Other . . . . .	227,000	16,000	4,000	84,000					
Expenditures - Total . . . .	(\$695,000)	(\$645,000)	(\$705,000)	(\$858,000)					
Capital . . . . .	12,000	0	0	41,000					
Operations 1/. . . . .	683,000	645,000	705,000	817,000					

1/ Includes operating expenses, maintenance, administration.

2/ Will vary with capital expenditures and/or grants.

# Grays Harbor Transportation Authority

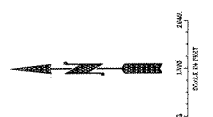
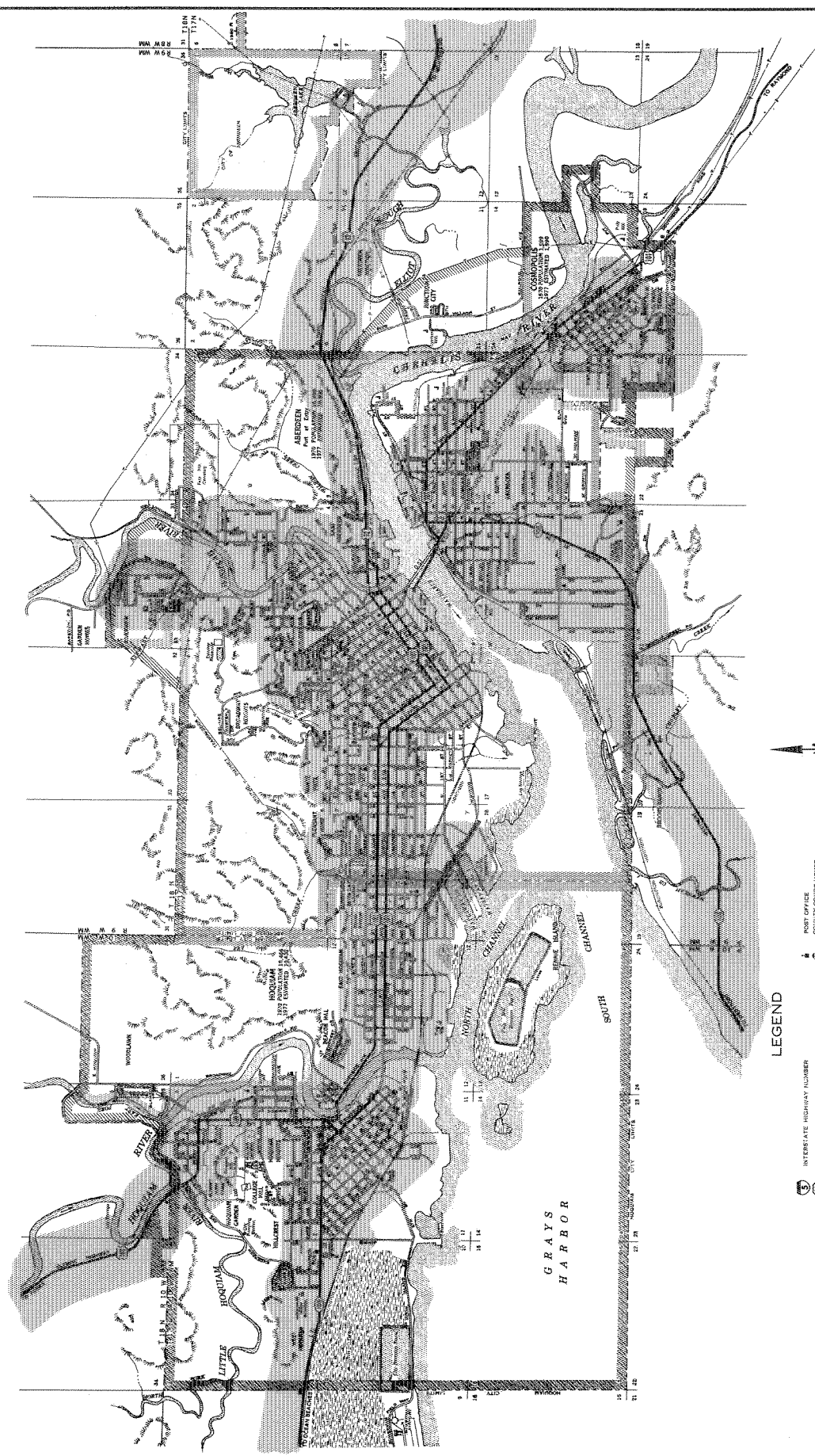




**GRAYS HARBOR COUNTY**  
GENERAL HIGHWAY MAP  
WASHINGTON  
DESIGNED BY THE  
WASHINGTON STATE  
HIGHWAY PLANNING DIVISION  
U.S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY ADMINISTRATION  
1976



- LEGEND**
- 1. Major Freeway
  - 2. Major Highway
  - 3. Minor Highway
  - 4. Road
  - 5. Trail
  - 6. Unimproved Road
  - 7. Waterway
  - 8. Lake
  - 9. Sound
  - 10. Bay
  - 11. Strait
  - 12. River
  - 13. Stream
  - 14. Creek
  - 15. Canal
  - 16. Tidal Waterway
  - 17. Harbor
  - 18. Port
  - 19. Pier
  - 20. Wharf
  - 21. Breakwater
  - 22. Jetty
  - 23. Shoal
  - 24. Sandbar
  - 25. Reef
  - 26. Rock
  - 27. Island
  - 28. Peninsula
  - 29. Point
  - 30. Spit
  - 31. Neck
  - 32. Causeway
  - 33. Bridge
  - 34. Tunnel
  - 35. Viaduct
  - 36. Overpass
  - 37. Underpass
  - 38. Interchange
  - 39. Roundabout
  - 40. Roundabout
  - 41. Roundabout
  - 42. Roundabout
  - 43. Roundabout
  - 44. Roundabout
  - 45. Roundabout
  - 46. Roundabout
  - 47. Roundabout
  - 48. Roundabout
  - 49. Roundabout
  - 50. Roundabout



# LEGEND

- INTERSTATE HIGHWAY NUMBER
- U.S. HIGHWAY NUMBER
- STATE HIGHWAY NUMBER
- VIADUCT BETWEEN ROADS
- VIADUCT
- CITY STREET - COUNTY ROAD
- PAVED ROAD
- ROAD UNDER CONSTRUCTION
- RAILROAD
- CORPORATE LIMIT
- TRANSMISSION LINE
- POST OFFICE
- COURT HOUSE
- PUBLIC BUILDING
- POLICE STATION
- FIRE STATION
- HOSPITAL
- INDUSTRY CENTER
- WATER SUPPLY
- SEWERAGE
- CITY HALL
- RADIO STATION

URBAN AREA MAP  
 ABERDEEN-COSMOPOLIS-  
 HOQUIAM  
 GRAYS HARBOR COUNTY  
 1977

WASHINGTON STATE  
 DEPARTMENT OF  
 PLANNING AND PUBLIC TRANSPORTATION  
 PLANNING DIVISION  
 1000 UNIVERSITY AVENUE  
 SEASIDE, WASH. 98138



## GRAYS HARBOR TRANSPORTATION AUTHORITY

### HISTORICAL BACKGROUND

Until 1968 a privately owned transit company provided service to the Aberdeen-Hoquiam urban area. By that time ridership had dropped drastically, service had been cut and was undependable. In the years following, surveys and public hearings were conducted to determine the type of public transportation and the extent of service that would best meet the needs of the county. In June, 1974 the Grays Harbor Transportation Authority was created. In November, 1974 voters approved a three-tenths of one percent sales tax (effective January, 1975) to fund the transit operation. Public transportation service began on June 16, 1975 with three 30-passenger buses purchased from the city of Tacoma and three large highway-type buses leased from Western Tours of Seattle. Actual transit operators are conducted by Washington Coast Lines on contract.

### SERVICE

Initially, Grays Harbor Transit served a 2,000 square mile area with a fixed route system. In March, 1976 the operation was expanded and extended to serve the entire county by:

- Daily fixed haul bus routes to Aberdeen, Hoquiam, Cosmopolis, Montesano, Lake Quinalt, Ocean Shores, Ocean City, Elma and McCleary.
- Dial-a-Ride service to Oakville, Ocean Shores area, Westport, Grayland, Camp Grisdale, and Whiskah.
- Operating the Westport-Ocean Shores ferry service for 5 months of the year.

The service now operates over 341 miles of route. In 1977 buses traveled 569,100 miles.

Service is available six days a week (no Sunday service) from 6:30 a.m. to 6:30 p.m. Intervals between buses vary greatly depending on the route and time of day. Dial-a-Ride service is available upon request, six days a week between 8:30 a.m. and 6:00 p.m. A specially equipped van is available for the handicapped each Tuesday and Friday. No service is offered on major holidays.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

The Grays Harbor Transportation Authority consists of the three county commissioners, the mayor of the most populated city within the county (Aberdeen), the mayor of a city with a population of over 5,000 (Hoquiam), and the mayor of a city with a population of less than 5,000 (Cosmopolis). The Authority has administrative responsibility for the system. Its powers and responsibilities are to:

1. Prepare, adopt, carry out, and amend a general comprehensive plan for public transportation services.

2. Acquire by purchase, condemnation, gift or grant and to lease, construct, add to, improve, replace, repair, maintain, operate and regulate the use of any transportation facilities and properties, including terminal and parking facilities, together with all lands, rights-of-way, property, equipment and accessories necessary for such system and facilities.
  3. Fix fares and rates for use of facilities and establish routes and classes of service.
  4. Acquire operating rights from an operator currently holding a certificate of public convenience, by purchase or condemnation or contract with the operator to provide service.
  5. Contract with Federal, State, and local agencies and private organizations for gifts, grants or loans for planning and feasibility studies, design, construction and operation or maintenance of transportation facilities.
  6. Contract for the partial or complete operation of the transportation service by competitive bid.
  7. Own and operate real and personal property as necessary for the operation.
- The system currently employs two administrative personnel, twenty-five bus drivers and five maintenance employees. The administrative personnel work for the Authority, while the drivers and maintenance people work for Washington Coast Lines.

In March, 1978 the Authority put ten new AM General 41-passenger buses into service, replacing older buses. Two of Grays Harbor's smaller buses are accessible to handicapped persons in wheelchairs.

The buses are all equipped with two-way radios. The Authority also provides a large number of shelters. Maintenance and dispatching of the buses are performed on contract by Washington Coast Lines.

### FINANCES

The Grays Harbor Transportation Authority has, since its creation, been funded by a three-tenths of one percent sales tax, the maximum allowed by law. Revenue from this source totaled \$1,089,000 in 1977, while revenue from the one percent Motor Vehicle Excise Tax totaled \$865,000 in 1977. Total revenues from all sources in 1977 were \$2,229,000 and total disbursements were \$1,000,000. Of the disbursements, \$820,000 was paid to Washington Coast Lines for operation of the transit service and \$44,000 was utilized for operation of the ferry service.

Transit fares are 25 cents for adults, youths, the elderly and handicapped for each segment of the ride. Children under six ride free. The system has three segments:

1. Within the urban area (Aberdeen-Hoquiam-Cosmopolis).

2. From urban to rural.
3. From rural to urban.

The Authority has an FHWA grant for its Dial-A-Ride demonstration project. In 1977 these funds amounted to \$218,000.

#### PATRONAGE

In 1968 when the private transit company ceased operation, 101,300 passengers utilized the service. In 1976, the first full year of operation, the Grays Harbor Transportation Authority carries 205,000 passengers. In 1977 there was a 37% increase in ridership over 1976 with 281,000 passengers utilizing the system.

#### FUTURE PLANS

System improvements during 1978, in addition to the ten new coaches, will include additional shelters, signs, and a new garage and office building.

Beyond 1978, Grays Harbor Transit will be developing a new transit plan for the next five years. Currently anticipated for the year 1979 for capital purchases are three sixteen passenger vans to operate in areas that will not accommodate the larger coaches. Additionally, 40 passenger shelters will be erected, along with 100 bus stop signs. For 1980 through 1983 capital improvements will be needed as follows:

- Installation of a total of 71 passenger shelters.
- Erection of 250 bus stop signs.
- Purchase of a utility truck for shelter maintenance (1980).
- Purchase of a wrecker (1980).
- Replacement of a heavy duty service truck, small pick-up truck and supervisor's car (1982).
- Purchase of three additional 35 foot coaches for route expansions (1982).
- Replacement of the seven vans purchased in 1977 (1983).

GRAYS HARBOR TRANSPORTATION AUTHORITY

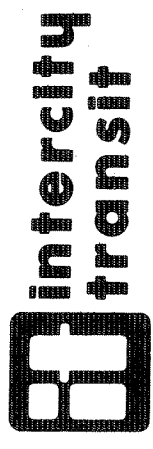
	1974	1975 1/	1976	1977	1974	1975 1/	1976	1977
Passengers . . . . .		36,000	205,000	281,000	Pass./mile traveled . . . . .	0.36	0.43	0.49
Miles Traveled . . . . .		99,000	474,000	569,000	Farebox rev./pass. . . . .	\$0.25	\$0.18	\$0.28
Vehicles . . . . .		9	14	18	Total rev./pass. 3/ . . . . .	\$16.75	\$7.48	\$7.93
Miles of Route . . . . .		282	338	341	Operations exp./pass. . . . .	\$6.78	\$2.81	\$3.53
Revenue - Total . . . . .		(\$603,000)	(\$1,534,000)	(\$2,229,000)	Total exp./pass. 3/ . . . . .	\$7.39	\$3.45	\$3.56
Farebox . . . . .	No	9,000	37,000	79,000				
Local Tax . . . . .	Operations	591,000	860,000	1,089,000				
M/V Excise Tax . . . . .		0	636,000	865,000				
Other . . . . .		3,000	1,000	196,000				
Expenditures - Total . . . . .		(\$266,000)	(\$708,000)	(\$1,000,000)				
Capital . . . . .		22,000	131,000	7,000				
Operations 2/ . . . . .		244,000	577,000	993,000				

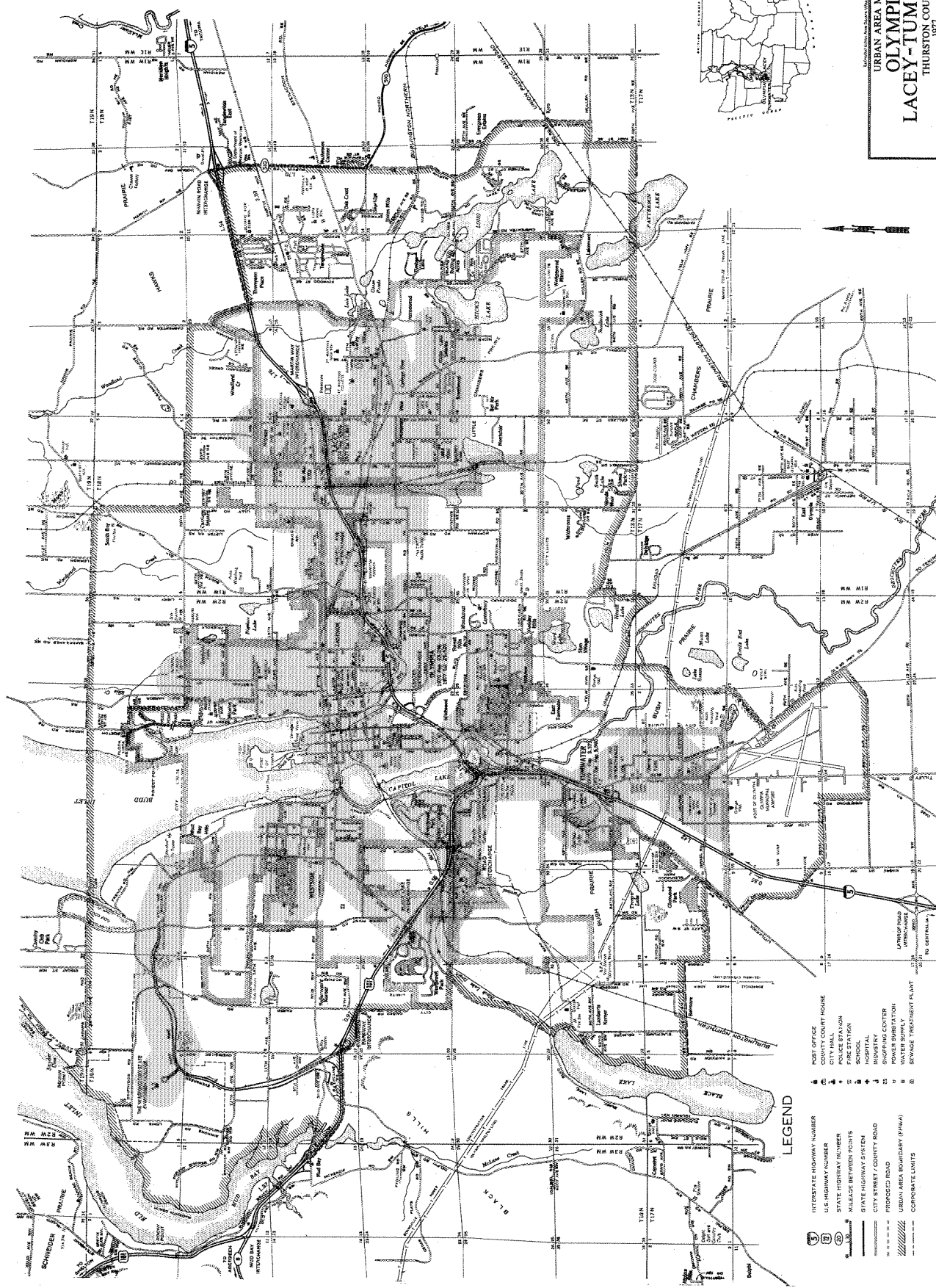
1/ Six months of operation.

2/ Includes operating expenses, maintenance, administration.

3/ Will vary with capital expenditures and/or grants.

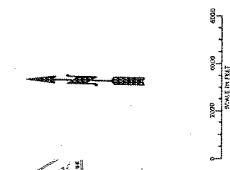
**Intercity Transit Commission**  
**(Olympia-Lacey-Tumwater)**





URBAN AREA MAP  
**OLYMPIA  
 LACEY-TUMWATER**  
 THURSTON COUNTY  
 1977

WASHINGTON STATE  
 DEPARTMENT OF TRANSPORTATION  
 PLANNING AND PUBLIC INFORMATION  
 DIVISION OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION



**LEGEND**

- POST OFFICE
- COUNTY COURT HOUSE
- CITY HALL
- FIRE STATION
- SCHOOL
- HOSPITAL
- SHOPPING CENTER
- POWER STATION
- WATER SUPPLY
- SEWAGE TREATMENT PLANT
- NO CARPENTRY
- INTERSTATE HIGHWAY NUMBER
- U.S. HIGHWAY NUMBER
- STATE HIGHWAY NUMBER
- MAJOR DIVISION ROUTE
- SIXTH HIGHERWAY SYSTEM
- CITY STREET / COUNTY ROAD
- PROPOSED ROAD
- URBAN AREA BOUNDARY (PMA)
- CORPORATE LIMITS

## INTERCITY TRANSIT COMMISSION

### HISTORICAL BACKGROUND

In 1969 the privately owned transit company serving Olympia, Tumwater and Lacey announced it would discontinue service due to financial difficulties. The voters of the three cities then approved a household tax on city utilities to support public transit and the Intercity Transit Commission was created. The Commission arranged for the private transit company to continue operations with public financing. In 1972 the Commission assumed operational responsibility for the transit system. A staff member of the city of Olympia began managing the transit operation and in 1976 a full-time transit manager was hired.

### SERVICE

Intercity Transit operates 67 miles of routes providing service to Olympia, Tumwater, Lacey and the Evergreen State College and Olympia Technical and Community College campuses. The transit system is limited to a service area of 15 miles from the city limits of any of the three cities.

Transit service is available six days a week (no Sunday service) from 6:30 a.m. to 7:30 p.m. Service intervals are 30 minutes to one hour depending on the route. No service is offered on major holidays.

Charter service is also available. In 1977 revenue from charters and operating contracts was \$10,168.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

The Intercity Transit Commission consists of seven members: a member from each City Commission or council and a resident of each city plus one resident selected at large. The Commission makes budgetary and policy decisions for the transit system. The responsibility for the operations, administration and planning functions lies with the Transit Operations Manager and the Transit Foreman. A portion of the administrative work is handled by the staff of the city of Olympia. The system currently employs 19 drivers and 3 maintenance employees.

The present fleet of 14 buses consists of two used 45-passenger buses purchased in 1972, two 45-passenger 1964 GMC coaches purchased used in 1976, four 30-passenger Twin Coach buses purchased new in 1972 and six 30-passenger buses purchased new in 1974. These six buses purchased in 1974 were funded 80% from a federal grant and 10% from the local commission. All the buses are equipped with

two-way radios. Maintenance, bus storage and dispatching are conducted at the Intercity Maintenance Center completed in 1976. One-third of the \$1.6 million building cost came from a federal grant; two-thirds of the cost came from the city of Olympia general fund.

### FINANCES

A \$.50 household tax was established in 1969 and remained in effect until 1975 when voters approved an increase to \$1.00 (the maximum allowed by State law). Revenue from the household tax amounted to \$221,000 in 1977. In January, 1978 the household tax was eliminated and replaced by a voter-approved two-tenths of one percent sales tax on non-food products. The new tax will raise an estimated \$569,000 in 1978.

Revenue from the one percent Motor Vehicle Excise Tax totaled \$229,000 in 1977. Total revenues from all sources in 1977, including fares, were \$591,000, compared with total expenses of \$632,000.

Basic transit fares are \$.25 for adults, \$.15 for youths 6 through 17, and children under 6 ride free. Senior citizens and the handicapped may purchase a monthly pass for \$2.00.

### PATRONAGE

Ridership has steadily increased since 1970. In 1977, 832,000 passengers utilized Intercity Transit. This represents an 18% increase over 1976 patronage and a 321% increase over 1972 when passengers totaled 197,455.

### FUTURE PLANS

In 1978 Intercity Transit will acquire three new buses. (The contract was awarded to FLXIBLE in 1977 for its bid of \$76,403 for each bus.) Purchase of these buses will be funded 80% from a federal grant. Intercity Transit would also like to increase service on some routes within the city limits of Olympia-Tumwater-Lacey and complete a study of extending routes outside the corporate limits. Other plans include the purchase of 15 passenger shelters, paving the transit employees parking area, providing a covered bus garage, and purchasing radios and fare boxes for extra buses. In addition, three new replacement buses and informational signs are planned for the future.

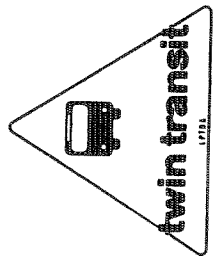
# INTERCITY TRANSIT COMMISSION

	1974	1975	1976	1977	1974	1975	1976	1977
Passengers . . . . .	438,000	634,000	703,000	832,000	Pass./mile traveled . . . . .	1.55	1.47	1.71
Miles Traveled . . . . .	282,000	431,000	411,000	423,000	Farebox rev./pass. . . . .	\$0.13	\$0.13	\$0.13
Vehicles . . . . .	12	12	14	14	Total rev./pass. 2/ . . . . .	\$1.06	\$0.76	\$0.71
Miles of Route . . . . .	47	48	67	67	Operations exp./pass. . . . .	\$0.58	\$0.60	\$0.72
Revenue - Total . . . . .	(\$465,000)	(\$480,000)	(\$861,000)	(\$591,000)	Total exp./pass. 2/ . . . . .	\$1.24	\$1.12	\$0.76
Farebox . . . . .	58,000	85,000	88,000	108,000				
Local Tax . . . . .	148,000	169,000	211,000	221,000				
M/V Excise Tax . . . . .	80,000	76,000	232,000	229,000				
Other . . . . .	179,000	150,000	350,000	33,000				
Expenditures - Total . . . . .	(\$542,000)	(\$599,000)	(\$790,000)	(\$632,000)				
Capital . . . . .	286,000	229,000	369,000	33,000				
Operations 1/ . . . . .	256,000	370,000	421,000	599,000				

- 1/ Includes operating expenses, maintenance, administration.
- 2/ Will vary with capital expenditures and/or grants.

**Lewis County Public**

**Transportation Benefit Area**





ESTIMATED URBAN AREA SQUARE MILES 20.6

# CENTRALIA-CHEHALIS & VICINITY

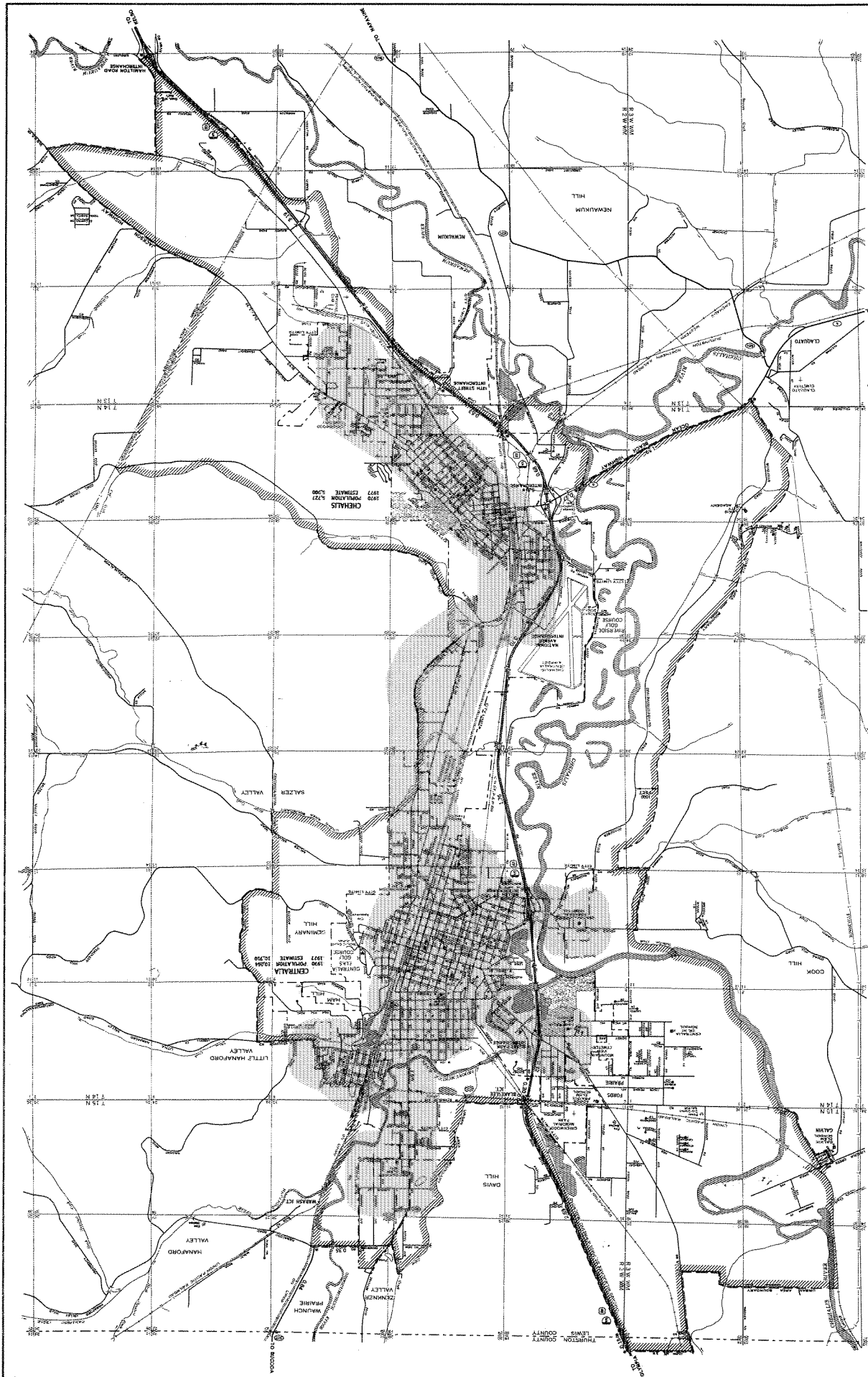
LEWIS COUNTY

WASHINGTON STATE  
PLANNING AND PUBLIC TRANSPORTATION  
PLANNING DIVISION  
U.S. DEPARTMENT OF TRANSPORTATION  
NATIONAL URBAN ADMINISTRATION



- LEGEND**
- INTERNATIONAL BOUNDARY
  - ROUTE NUMBER
  - U.S. HIGHWAY NUMBER
  - STATE HIGHWAY
  - MILEAGE BETWEEN POINTS
  - CITY STREET - COUNTY ROAD
  - URBAN AREA BOUNDARY (U.S. H.A.)
  - COMPOSITE LIMITS
  - TRANSMISSION LINE
  - POST OFFICE
  - COUNTY COURTHOUSE
  - CITY HALL
  - POLICE STATION
  - SCHOOL
  - FIRE STATION
  - HOSPITAL
  - INDUSTRY
  - SHOPPING CENTER
  - POWER SUBSTATION
  - WATER SUPPLY

APPROXIMATE SCALE IN FEET



## LEWIS PUBLIC TRANSPORTATION BENEFIT AREA AUTHORITY TWIN TRANSIT

### HISTORICAL BACKGROUND

Prior to the commencement of the Twin Transit operation, the only bus service between Centralia and Chehalis was offered on a limited basis by Greyhound. Within Centralia, the Centralia Bus Company provided service from 1973 through 1977. This service did not adequately meet the needs of the people. It was unreliable, fares were high (50 cents), and the area served was too limited. Local citizens expressed a desire for public transportation through letters and petitions. The Lewis Public Transportation Benefit Area (LPTBA) was formed in June 1976. At the same time a governing body, the LPTBA Authority, was created. The LPTBA boundaries encompass Centralia, Chehalis and a small portion of Lewis County.

With the help of an UMTA grant and a State loan, surveys were conducted to determine who would use public transportation and what their needs were. A Comprehensive Transit Plan was developed and presented to the public. In November 1976 voters within the LPTBA approved a household tax to fund the public transportation system. After efforts to contract out the transit service failed, the LPTBA Authority decided to run the system itself. The Twin Transit bus service began operations November 1, 1977.

### SERVICE

Twin Transit operates six days a week, Monday through Saturday between 6:45 a.m. and 6:30 p.m. Initially service was offered five days a week, but service was extended to Saturdays after just one month of operation. The transit system operates over two routes with one hour headways.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

The Lewis Public Transportation Benefit Area Authority is comprised of the mayors of both Centralia and Chehalis and one County Commissioner. It is responsible for execution of the Comprehensive Transit Plan as well as administration of the transit operation. The transit operation has the equivalent of two full-time administrative employees, three full-time drivers, four part-time drivers, and one part-time

maintenance employee.

The Twin Transit fleet consists of six buses ranging in age from 4 to 15 years. Three buses are operated both during peak and off-peak hours.

### FINANCES

The LPTBA Authority received a grant from UMTA and a loan from the State to conduct surveys and develop a transportation plan. Revenue to operate the transit system is obtained from a \$1.00 per month household tax. In 1977 this tax generated \$51,000. The LPTBA Authority also received \$17,000 from the one percent Motor Vehicle Excise Tax in 1977. Total revenue from all sources in 1977 was \$76,000; total expenditures were \$62,000.

Transit fares are \$0.25 for adults, \$0.10 for youths and \$0.10 for the elderly and the handicapped. A daily pass is available for double the cost of a single fare. No revenue was generated from fares in 1977 because rides were free the first two months of operation — November and December 1977.

### PATRONAGE

In its two months of operation in 1977, Twin Transit carried 17,757 passengers. Ridership on the first fare days averaged just under 500 per day and is expected to continue at about this level.

### FUTURE PLANS

A Comprehensive Transit Plan was prepared before Twin Transit began operations. This plan has, to a large extent, been followed in establishing the transit system. The plan itself will be reviewed and updated annually with adjustments in service made as necessary. The plan calls for expanding service, refining routes and schedules, and providing dial-a-ride service to the handicapped. During 1979 a vehicle with wheelchair lift will be purchased for dial-a-ride service, and a maintenance facility will be constructed jointly with the City of Chehalis.

LEWIS PUBLIC TRANSPORTATION BENEFIT AREA

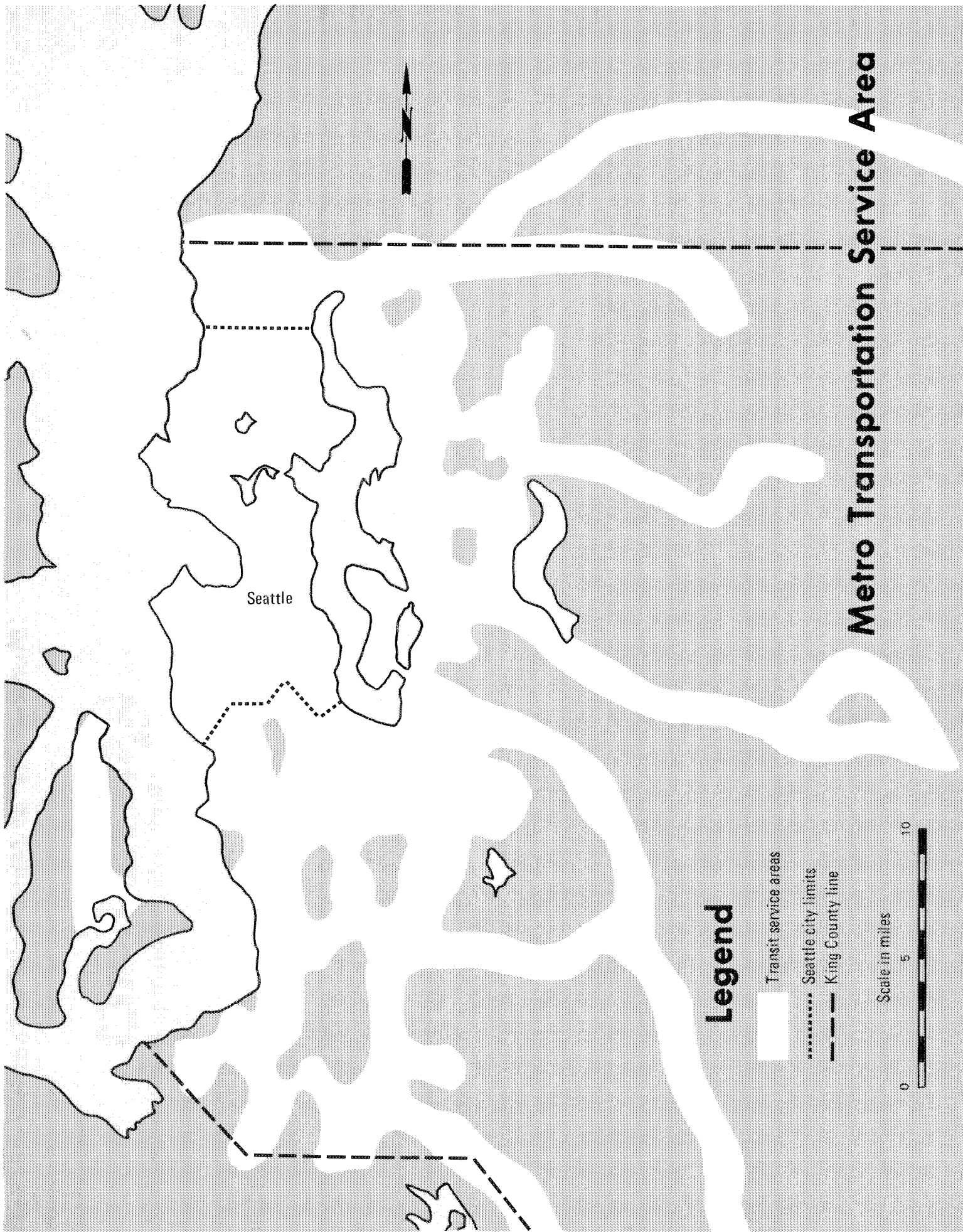
	1974	1975	1976	1977 1/	1974	1975	1976	1977 1/
Passengers . . . . .				18,000	Pass./mile traveled . . . . .			0.86
Miles Traveled . . . . .				21,000	Farebox rev./pass. . . . .			\$0.00
Vehicles . . . . .				6	Total rev./pass. 3/ . . . . .			\$4.22
Miles of Route . . . . .				21	Operations exp./pass. . . . .			\$2.00
Revenue - Total . . . . .				(\$76,000)	Total exp./pass. 3/ . . . . .			\$3.44
Farebox . . . . .				0				
Local Tax . . . . .		No		51,000				
M/V Excise Tax . . . . .		Operations		17,000				
Other . . . . .				8,000				
Expenditures - Total . . . . .				(\$62,000)				
Capital . . . . .				26,000				
Operations 2/ . . . . .				36,000				

1/ Includes operating expenses, maintenance, administration.

2/ Two months of operation.

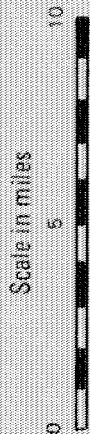
3/ Will vary with capital expenditures and/or grants.





# Legend

- Transit service areas
- Seattle city limits
- King County line



## MUNICIPALITY OF METROPOLITAN SEATTLE

### HISTORICAL BACKGROUND

Washington State's largest public mass transportation system is operated in King County by the Municipality of Metropolitan Seattle (METRO). Metro Transit operates throughout the state's most populous county and carries more than 40 million passengers annually, accounting for about 72 percent of total ridership among the state's transit carriers.

Comprehensive planning for development of the present transit system was begun by Metro in 1967 (at this time Metro's principle function was sewage disposal). This planning effort resulted in a proposal to the voters for a \$1.2 billion system based upon 47 miles of fixed rail with express and local bus service. When this proposal failed at the polls (1968) a revised bus-rail system, based upon new technology, was presented to the voters (1970). This measure received only a 46 percent "yes" vote, far short of the required 60 percent.

Failure of these two issues left Seattle and King County with serious public transit problems. At this time the Metropolitan area was served by two major transit operators. The Seattle Transit System, owned by the City of Seattle, provided service within the city limits using 420 buses and trolleys ranging in age from 4 to 32 years. While Seattle Transit service was considered relatively good, the system was facing the prospects of reduced service and increased fares due to declining patronage. The other transit operator was Metropolitan Transit Company, serving suburban areas of King County and portions of Pierce and Snohomish Counties with a fleet of 84 aging buses. Facing the same problems of increasing costs and declining revenues as Seattle Transit (but unlike Seattle Transit, having no tax support), Metropolitan Transit announced its desire to discontinue business.

These conditions led Metro, in cooperation with the Puget Sound Governmental Conference to prepare a new comprehensive plan for public transit in the Metro area. In September, 1972, the voters in King County authorized Metro to begin operating a unified transit system beginning January 1, 1973. This authorization included the acquisition of all assets and operating personnel of Seattle Transit System and Metropolitan Transit Corporation. Also authorized by the voters was the imposition of a three-tenths of one percent retail sales tax to help support the new system. The approved comprehensive plan (the 1980 plan) called for an eight-year project providing 605 new vehicles, 25 park-and-ride facilities, 1,200 bus shelters, and improved service at a total estimated cost of \$130 million.

### SERVICE

Since it began operations Metro has operated with an integrated system of

express and local service which undergoes continuous modification and expansion as Metro progresses with its 1980 Plan. The familiar Blue Streak express service, first instituted by Seattle Transit, collects passengers locally and at park-and-ride lots and proceeds to the Seattle CBD on the freeway utilizing express lanes. Metro initiated a new form of express service called "Metro Flyer Service", which used Flyer Stops designed to permit interchange of passengers between local buses and express buses at specified points on major freeways and grade separated traffic facilities. Construction of Flyer Stops according to the 1980 Plan is about 20 percent complete. Metro local service serves the dual functions of providing local access to local activity centers within suburban communities, and providing access to the express service. Work on over 700 bus shelters to serve the local routes has been started or completed since Metro came into existence.

An integral part of Metro's transit service is its trolleybus system. This system, which is nearly 40 years old, was suffering from severe wear and high maintenance costs when Metro took it over, and is now undergoing an extensive revitalization. The new system, scheduled for completion in 1979, will be one of the nation's largest and most modern, operating with 109 new AM General trolleybuses, new electrification equipment and improved routing. Overall costs of this project will be about \$40 million, with UMTA providing 80 percent of the final cost.

Metro bus service is provided every day of the year, with some reductions on Sundays and on certain holidays. The system operates 24 hours per day, but normal service on most routes is from about 6:00 a.m. to midnight.

Since its inception, Metro has experimented successfully with both transit innovations and substitutes for traditional public transit. Examples include the fare Magic Carpet Zone in downtown Seattle, the use of articulated buses, Flyer Stop operations, and the Commuter Pool (a multi-agency activity which coordinates pooling efforts). Metro has also experimented with the use of vans in selected areas where standard buses pick-up few passengers, and is currently engaged in a six-month trial run of "Bike and Ride", a service allowing riders to place their bicycles on a rack attached to the back of the bus.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Metro Transit is one department of the Municipality of Metropolitan Seattle (Metro), which operates within the boundaries of King County with specific powers relating to water pollution control and public transit. Metro is governed by the Metropolitan Council, with representation from the governments of King County and various cities, and individuals from the unincorporated areas. Policies and directives

from Metro are carried out by the Executive Director and his staff; the Director of Transit runs Metro Transit with a staff of approximately 200 administrative personnel, 350 maintenance employees and 1,200 drivers.

Metro Transit began operations with a fleet of 517 buses, two primary operating terminals, and a variety of service equipment and vehicles. The current fleet numbers 671 buses; many of these are new vehicles purchased following Metro's plan to provide 605 new buses by 1980. Also, plans for four new operating bases are progressing with one completed and two under construction.

## FINANCES

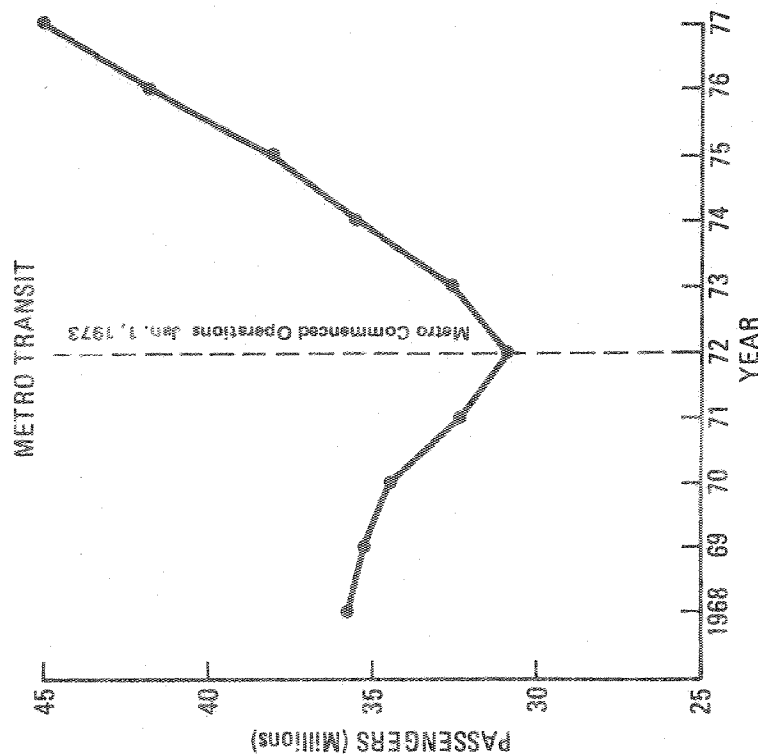
Metro's most important source of revenues to support transit operations is the three-tenths of one percent retail sales tax approved by the voters in 1972. Receipts from this tax totaled \$85 million during the first 5 years of operations, well in excess of the \$63 million forecast in the initial planning years. Revenues from the one percent motor vehicle excise tax amounted to 15.6 million in 1977. Farebox and other operating revenues have grown from \$9.7 million in 1973 to 12.3 million in 1977. Operating expenses more than doubled in 5 years, increasing from \$21.9 million in 1973 to \$50.7 million in 1977.

UMTA has played a large part in financing the growth of Metro Transit. In August 1976, Metro was awarded an \$88 million capital improvement grant, the largest grant ever awarded to an all-bus system. In the same year Metro received approval for a \$6 million operating assistance grant. The basic fare on Metro Transit is \$0.30, or \$0.50 for travel through two zones (Seattle is one zone, the rest of King County is the other). Youths pay the same basic fare but are not required to pay the zone charge. On Sundays, two youths may ride free with a fare-paying adult; children under five ride free at all times. Senior citizens and disabled persons pay \$0.10 with no zone charges.

## PATRONAGE

Prior to 1973, transit ridership in the Seattle area followed the national pattern of rising costs and declining ridership. Annual passengers peaked during the war years at about 140 million; by 1950 ridership had plummeted nearly 50% and when Metro took over the transit function in 1973, the passenger count was only about 30 million per year. Under Metro's management, transit ridership has experienced a revival increasing to nearly 45 million in 1977. Rising fuel costs, auto congestion, and Metro's aggressive leadership have all contributed to this turnaround in transit usage.

Per capita ridership in the City of Seattle is about four times higher than suburban ridership, although the suburban segment is the fastest growing. The Seattle CBD is the most important single transit destination, with nearly one-half of all trips having one end in the CBD. About 20 percent of work trips to the CBD are by transit,



and 2 1/2 percent of all daily travel in King County is via transit. Total ridership on Metro is expected to climb to 55 million by 1980 and 75 million by 1990.

## FUTURE PLANS

Metro Transit is currently working to accomplish the goals of the 1980 Plan approved by the voters in 1972. In addition, planning for the post-1980 period has begun, with initiation of a series of studies that identify post 1980 transit problems, define alternative solutions, and evaluate the alternatives through citizen and elected official review.

This planning effort has identified the following problem categories:

- Collection and distribution in low density local service areas.
- Providing circulation service within activity centers and local communities.
- Corridor capacity problems.
- Transit facilities in the current plan that are now questionable because of financial, operational or environmental problems.
- System wide problems such as high operating costs, service to transit dependents, and environmental problems.

A comprehensive range of alternative program packages have been proposed as solutions to the problems, and evaluation of the packages is proceeding using criteria such as trip characteristics, markets served, fiscal considerations, achievability and environmental impact.

#### METRO TRANSIT

	1974	1975	1976	1977		1974	1975	1976	1977
Passengers . . . . .	35,468,000	38,001,000	41,646,000	44,900,000	Pass./mile traveled . . . . .	1.67	1.63	1.73	1.85
Miles Traveled . . . . .	21,253,000	23,355,000	24,054,000	24,301,000	Farebox rev./pass. . . . .	\$0.30	\$0.28	\$0.25	\$0.27
Vehicles . . . . .	578	601	671	671	Total rev./pass. 2/ . . . . .	\$0.91	\$0.95	\$1.49	\$1.58
Miles of Route. . . . .	1,055	1,100	923	800	Operations exp./pass. . . . .	\$0.82	\$0.94	\$0.93	\$1.13
Revenue-Total. . . . .	(\$32,392,000)	(\$36,129,000)	(\$62,151,000)	(\$71,034,000)	Total exp./pass 2/ . . . . .	\$0.84	\$1.12	\$1.57	\$1.54
Farebox . . . . .	10,555,000	10,742,000	10,341,000	12,315,000					
Local Tax . . . . .	15,236,000	16,620,000	18,410,000	22,133,000					
M/V Excise Tax . . .	4,512,000	5,121,000	12,044,000	15,570,000					
Other . . . . .	2,089,000	3,646,000	21,356,000	21,016,000					
Expenditures-Total . . . . .	(\$29,921,000)	(\$42,704,000)	(\$65,327,000)	(\$69,076,000)					
Capital . . . . .	808,000	6,901,000	26,416,000	18,392,000					
Operations 1/ . . . .	29,113,000	35,803,000	38,911,000	50,684,000					

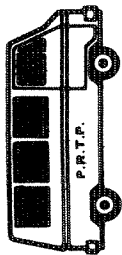
1/ Includes operating expenses, maintenance, administration.

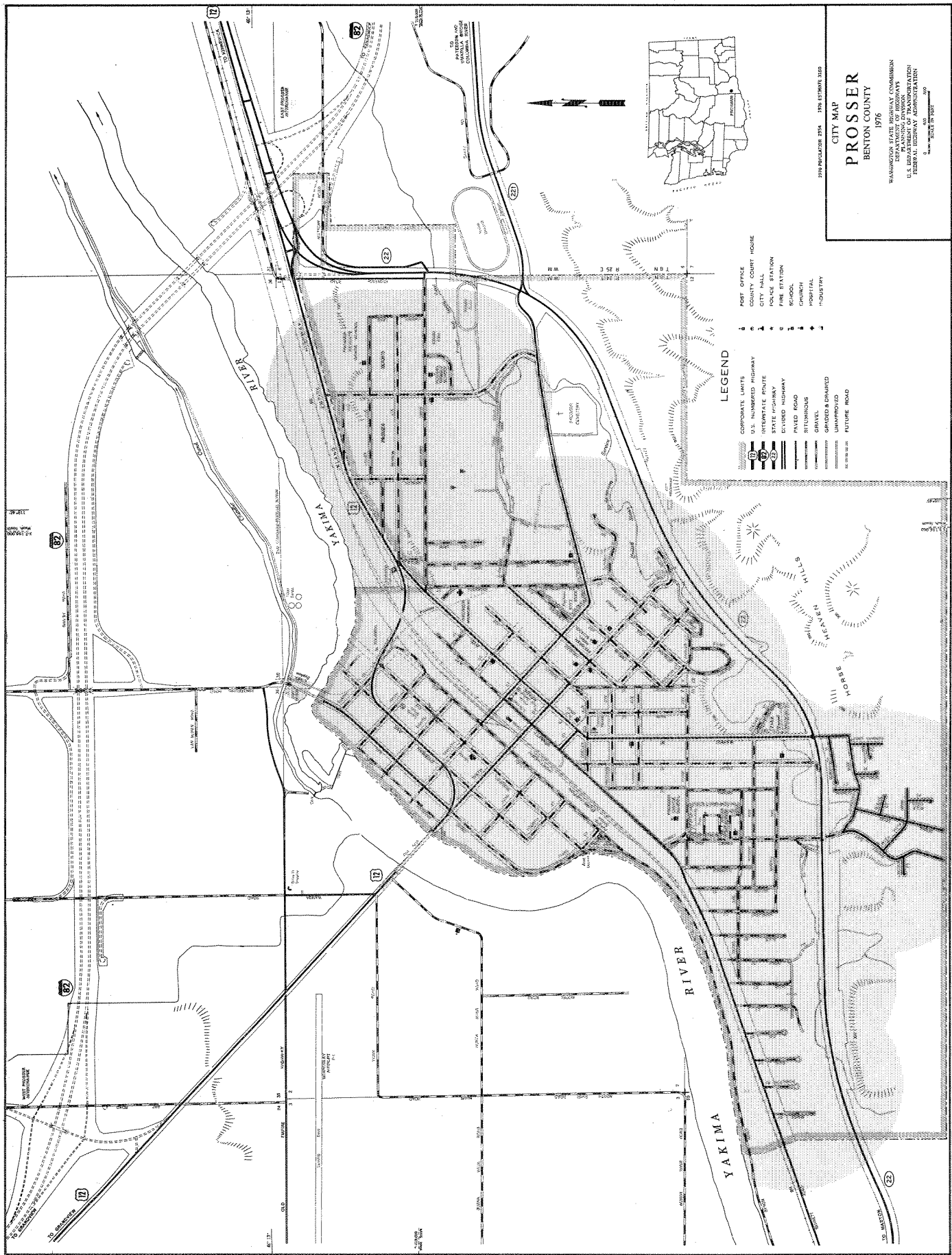
2/ Will vary with capital expenditures and/or grants.





**Prosser Rural Transportation Program**





## PROSSER RURAL TRANSPORTATION PROGRAM

### HISTORICAL BACKGROUND

The Prosser Rural Transportation Program (PRTP) began operations in April 1977 as a demonstration program funded through Section 147 of the Federal Aid Highway Act of 1973 (Rural Highway Public Transportation Demonstration Programs). Prior to inauguration of the PRTP, there was no public transportation service available in the city; the Greyhound Bus Line provided the only inter-city bus service.

Planning for development of the PRTP began in early 1975 when community leaders realized the urgent need for transportation services for the area's elderly and handicapped. Prosser is a small city, 3,335 population, but serves retail, health and education needs of over 15,000 people in the surrounding rural areas. A disproportionate percentage of elderly (14%) live in the service area as compared to the county as a whole (6%), and distances to towns in the service area range up to 15 miles.

Goals established for the PRTP are:

- to establish a transportation service that will increase the mobility of the transportation disadvantaged.
- to encourage a coordinated approach to public transportation by the area's social organizations.
- to develop a program that provides guidance to other rural areas needing public transportation.
- to accumulate technical data that will aid national decision-making concerning rural transportation programs, and
- to develop plans for continuance of the system at the end of the two-year demonstration period.

System development and progress are monitored through user surveys and analysis of records. Written reports are submitted to the Federal Highway Administration at the end of each six-month period.

### SERVICE

PRTP service is of three general types: (1) scheduled route, (2) dial-a-ride, and (3) charter. Scheduled route service is provided Monday through Friday in the downtown Prosser area; there are five pick-up locations and two destinations points. Service is generally from 7:00 a.m. to 7:00 p.m. with one-hour headways. The dial-a-ride service operates on all city streets and surrounding areas, from 9:30 a.m. to 4:00 p.m., and operates on both a demand-response basis and on a special schedule providing transportation to community activities such as senior citizen lunches. The charter service is made available to local groups when the buses are not being used for regular service.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Administrative functions of the PRTP are split among several organizations. The city of Prosser serves as the agency responsible for administering the federal grant that funds the demonstration project. All vehicle purchases, licensing and insuring, maintenance, and communications are city responsibilities. The Prosser Rural Highway Public Transportation Coordinating Committee, appointed by the Prosser City Council, is directed to monitor and evaluate the transportation system and to make changes necessary to allow the system to achieve its goals. In addition, the Common Ministries of Prosser, a cooperative ministry of the churches of Prosser, has assumed responsibility for coordinating routing, scheduling, supplying drivers and keeping financial records.

The PRTP operated in 1977 with three 14-passenger vans and one eight-passenger handicapped van with chair lift and positions for two wheel chairs. All four vans are radio-equipped and are tied into the city service frequency. A used school bus was recently purchased and converted to a 22-passenger transit bus; this bus began service in April 1978 on a fixed route service within the Prosser city limits. During 1977 the system employed two full-time staff people (including the Administrator) and one full-time maintenance person and utilized 23 volunteer drivers.

### FINANCES

The PRTP provided service in 1977 with the Federal Highway Administration grant of \$51,693, a Comprehensive Employment Training Act (CETA) grant of \$8,625, and operating revenues (farebox, subscription service, charters) of \$2,803. No local taxes or state grants are utilized by the PRTP at this time. Total disbursements by the system in 1977 were \$58,083, including \$32,712 for initial vehicle purchases.

Fares on the scheduled route service are \$0.25 for adults; \$0.10 for senior citizens, handicapped and students; with children riding free. Respective fares for the dial-a-ride service are \$0.50 and \$0.25. Senior citizens may purchase a dial-a-ride coupon book for \$4.00, good for 20 rides on the dial-a-ride service.

### PATRONAGE

System patronage increased significantly between the early months of service and the end of the year. During the three-month period May - July 1977, the average passenger count was 340, as opposed to an average of nearly 700 per month during the last quarter of the year. Vehicle miles of operation also increased significantly during the year, the averages for the same three-month periods increasing from 2,137

to 3,276 per month. The number of passengers carried per vehicle mile, about 0.17 for 1977, is low compared to other public transportation systems in the state but is not unexpected since the system is new and emphasizes rural service to the transportation disadvantaged.

Trip purpose surveys taken during 1977 showed the following breakdown for the first year's operations:

School-Educational .....	44%
Nutritional Programs .....	24%
Social-Recreational .....	11%
Shopping .....	7%
Medical-Dental .....	4%
Civic-Community .....	4%
Other .....	6%

## FUTURE PLANS

Planning for the future of the PRTP centers around developing sources of financing so that the program can continue beyond the two-year demonstration period. It is likely that an assured funding source, such as the household tax or sales tax, will be sought at some point in the future. Other possible sources of assistance identified during initial development of the system include increased user charges, financial assistance from the Prosser United Good Neighbors, driver and other personnel from the Senior Community Service Employment Program (funded by the Department of Labor), and planning assistance from a Benton-Franklin counties task force on specialized transit.

## PROSSER RURAL TRANSPORTATION PROGRAM

	1974	1975	1976	1977 1/		1974	1975	1976	1977 1/
Passengers .....				4,000	Pass./mile traveled .....				0.17
Miles Traveled .....				24,000	Farebox rev./pass. ....				\$0.25
Vehicles .....				4	Total rev./pass. 3/ .....				\$15.75
Miles of Route .....				21	Operations exp./pass. ....				\$4.25
Revenue - Total .....					Total exp./pass. 3/ .....				\$14.50
Farebox .....				(\$63,000)					
Local Tax .....				1,000					
M/V Excise Tax .....				0					
Other .....				62,000					
Expenditures - Total .....				(\$58,000)					
Capital .....				41,000					
Operations 2/ .....				17,000					

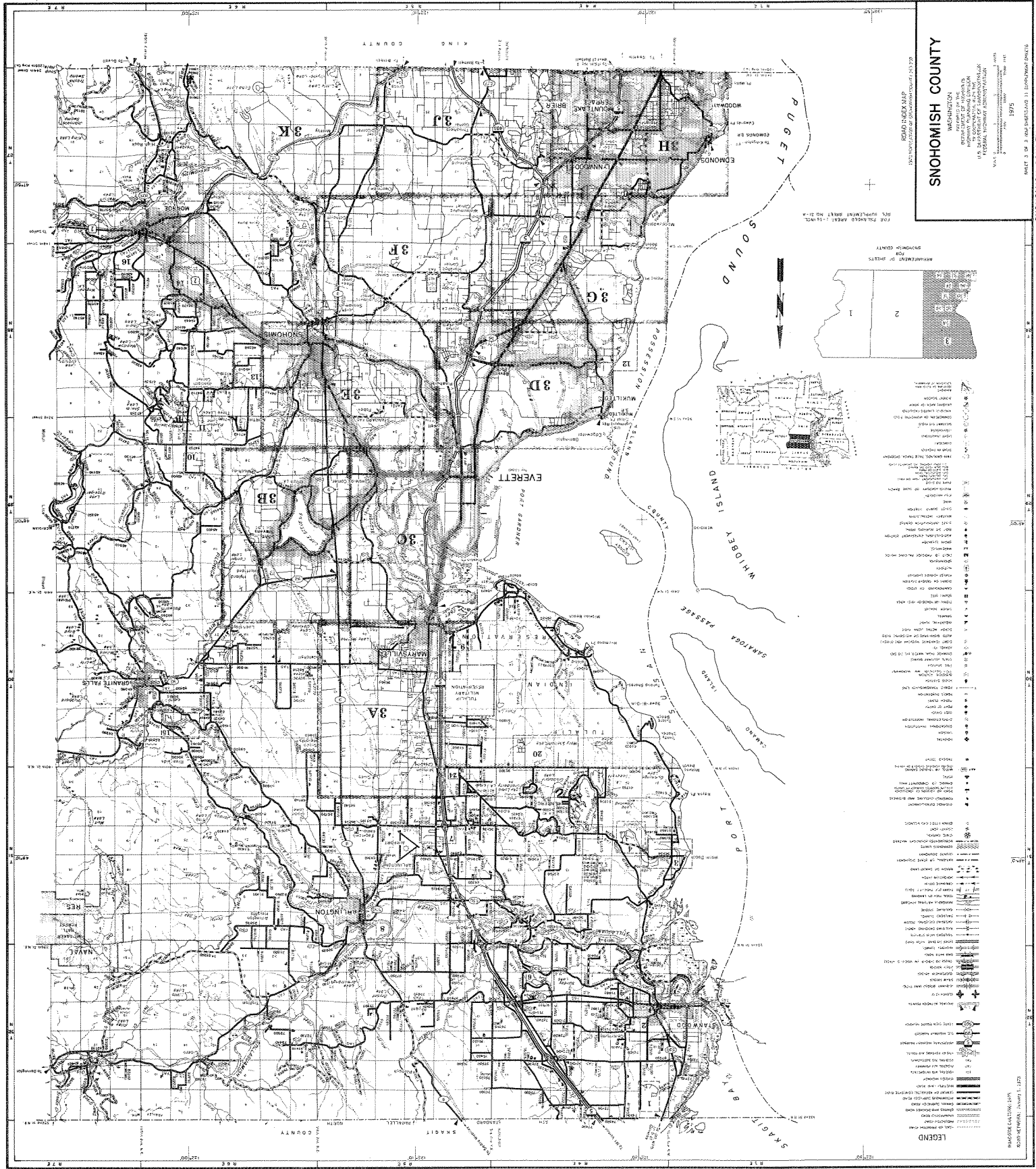
1/ Eight months of operation.

2/ Includes operating expenses, maintenance, administration.

3/ Will vary with capital expenditures and/or grants.

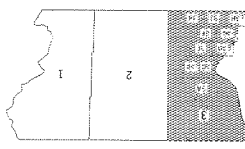
**Snohomish County Public  
Transportation Benefit Area**





**SNOHOMISH COUNTY**

FOR THE STATE OF WASHINGTON  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
1975



- LEGEND**
- 1. Interstate Highway
  - 2. Federal Highway
  - 3. State Highway
  - 4. County Road
  - 5. Local Road
  - 6. Unimproved Road
  - 7. Road Closed
  - 8. Road Under Construction
  - 9. Road to be Relocated
  - 10. Road to be Widened
  - 11. Road to be Improved
  - 12. Road to be Repaved
  - 13. Road to be Resurfaced
  - 14. Road to be Graded
  - 15. Road to be Fenced
  - 16. Road to be Lighted
  - 17. Road to be Signposted
  - 18. Road to be Surveyed
  - 19. Road to be Easement
  - 20. Road to be Right-of-Way
  - 21. Road to be Encroachment
  - 22. Road to be Obstruction
  - 23. Road to be Hazard
  - 24. Road to be Danger
  - 25. Road to be Accident
  - 26. Road to be Injury
  - 27. Road to be Death
  - 28. Road to be Property
  - 29. Road to be Damage
  - 30. Road to be Loss

## SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA CORPORATION

### HISTORICAL BACKGROUND

Prior to June 1976, bus service in Snohomish County was provided by: (1) Everett Transit System, serving the city of Everett, (2) METRO Transit (Seattle), providing interurban service on a contractual basis between Seattle and several cities in Snohomish County, (3) Evergreen Trailways, a private company providing very limited service between Seattle and certain cities in Snohomish County, and (4) Everett Charter Company, a private company operating between Everett, Snohomish, Monroe and Arlington.

In November 1973, a comprehensive transit plan was begun by the Snohomish County Metropolitan Municipal Corporation and a private consultant. In early 1974, shortly following enabling legislation by the state, the Snohomish County Transportation Authority was formed to provide county-wide transit service. The comprehensive plan was completed soon thereafter, but plans for county-wide service were essentially squelched when a proposed three-tenths of one percent retail sales tax financing measure was defeated at the polls twice in late 1974.

State legislation passed in 1975 allowed for the first time the creation of less than county-wide public transportation districts known as "public transportation benefit areas." In November 1975, the state's first PTBA was formed in Snohomish County, and six months later a transit plan was adopted for the new SCTBAC. In June 1976, voters in the benefit area approved a three-tenths of one percent sales tax to fund the transit system; the SCTBAC immediately assumed responsibility for the contracted intercounty routes and proceeded to implement new service and reduce fares. New local service linking communities within the transit district was initiated in October 1976.

### SERVICE

Intercounty service operates on three routes through the SCTPTBA to Seattle: (1) Edmonds-Seattle, (2) Mountlake Terrace/Brier-Seattle, and (3) Everett/Lynnwood-Seattle. Under agreement with METRO Transit of Seattle, METRO operates the routes using METRO buses and employees, while the SCTBAC is responsible for determining service levels, policy and funding. Generally, express commuter buses serve the Seattle CBD during peak periods, and during evenings and weekends the Seattle CBD can either be reached directly or by transferring.

Local transit operations are over seven routes, all of which run with one hour headways on weekdays and two hour headways during the evening and on weekends. The seven routes serve the principal population centers, namely Everett, Edmonds,

Lynnwood, Snohomish, Mountlake Terrace, Marysville, Aurora Village, Brier, and Lake Serene. During 1977, the first full year of operations, buses serving the local routes logged 810,000 miles of travel.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

The SCTBAC is an independent municipal corporation governed by a 9-member board of directors. Board members include three Snohomish County Commissioners and one elected representative from 6 designated cities. A director and 44 employees handle day-to-day operations. The corporation exercises powers to: (1) prepare, adopt and carry out comprehensive transit plans, (2) acquire, maintain and operate facilities and properties, and (3) fix fares.

The seven local transit routes are served by a fleet of 18 leased diesel powered coaches of 1960-1965 vintage. Thirty-one drivers operated the fleet a total of 57,000 hours during 1977. An additional ten persons are employed in administrative positions by the SCTBAC. Buses and personnel used on the three intercounty routes are provided by Seattle METRO.

### FINANCES

Farebox revenues during 1977 amounted to \$65,000 from local service and \$232,000 from the intercounty contract service for a total of \$297,000. Operating costs of \$458,000 far exceeded revenues on the intercounty routes.

Principal revenue sources of the SCTBAC, other than from fares, are the three-tenths of one percent retail sales tax levied throughout the benefit area (this is the maximum rate which may be levied for transit purposes), and the one percent Motor Vehicle Excise Tax. Revenues from these sources were \$1,630,000 and \$1,260,000, respectively in 1977. Total revenues from all sources in 1977 amounted to \$3,233,000, or \$1,405,000 more than total expenditures of \$1,824,000.

On local routes the basic adult fare is \$0.20 plus \$0.10 for each additional zone crossed. Children 5 through 15 years of age and all students generally pay one-half the adult fare, and children under five years of age ride free. Senior citizens and handicapped persons ride for one-half the adult fare except during peak periods.

### PATRONAGE

The SCTBAC carried a total of 951,000 passengers during 1977, split almost evenly between the local and intercounty service routes. Since the system completed its first year of operation in 1977, no annual trend analysis is possible. Analysis of



monthly passenger counts, however, shows significant growth for the local service, where ridership showed month-to-month increases in all but three months, and increased 80% between January and December. For the year, the local service carried 0.58 passengers per vehicle mile, compared with 1.85 passengers per vehicle mile for public transit systems statewide. The intercounty service shows relatively stable month-to-month ridership averaging about 40,100 per month; this service carried 1.37 passengers per vehicle mile.

Passenger surveys conducted in February and August 1977 showed definite shifts in user characteristics. For example, the August survey showed that patrons were walking further (31 percent walked more than 3 blocks versus 21 percent in February), indicating a broadening clientele base. A change in trip purpose was also indicated, with the August survey showing 60.3% trips were made for work or shopping purposes compared to 40.3% in February (these figures were impacted by the reduction in student travel during August). Both surveys indicated that about 66% of the passengers are 24 years of age or less while only about 7% are 62 years old or older. Only about one-third of all riders possess a driver's license.

#### FUTURE PLANS

The SCTBAC is operating under a comprehensive transit plan that will guide

system development for the next several years. General objectives of this plan are to provide reliable, convenient and economical service which provides an alternative to use of the automobile and will thus help reduce air pollution, energy use and traffic congestion. Some specific objectives of the plan are to provide park and ride facilities, special services for transit dependents (elderly, handicapped, young, low income), county-wide service, service connected to the ferry system and railroads, service to area colleges, and service that is coordinated with school district transportation systems.

An extensive capital improvement program scheduled to begin in 1977 is being carried over to 1978 due to delays in UMTA grant approval. This program would provide over a 3-year period, 50 new buses, 100 bus shelters, 9 park-and-ride lots and a new maintenance facility at a total cost exceeding \$10 million. Federal and state agencies would fund approximately 85% of the program costs.

New service to Monroe and Lake Stevens began in January 1978 as a result of local PTBA Annexation vote by these areas in 1977.

An interline ticketing service with the Washington State Ferry System started in February 1978. Passengers will be able to purchase coupon books from either organization for rides that will include passage on both systems.

SNOHOMISH COUNTY PUBLIC TRANSPORTATION  
BENEFIT AREA CORPORATION

	1974	1975	1976 2/	1977	1974	1975	1976 2/	1977
Passengers .....			380,000	951,000	Pass./mile traveled .....		0.83	0.82
Miles Traveled.....			458,000	1,162,000	Farebox rev./pass.....		\$0.45	\$0.31
Vehicles.....			32	41	Total rev./pass. 4/ .....		\$2.51	\$3.40
Miles of Route .....			150	150	Operations exp./pass.....		\$1.51	\$1.92
Revenue-Total .....	NO		(\$953,000)	(\$3,233,000)	Total exp./pass. 4/ .....		\$1.57	\$1.92
Farebox.....			172,000	297,000				
Local Tax .....	OPERATIONS		187,000	1,630,000				
M/V Excise Tax ...			50,000	1,260,000				
Other .....			544,000	46,000				
Expenditures - Total ....			(\$596,000)	(\$1,829,000)				
Capital .....			21,000	5,000				
Operations 1/, 3/ ..			575,000	1,824,000				

1/ Includes operating expenses, maintenance, administration.

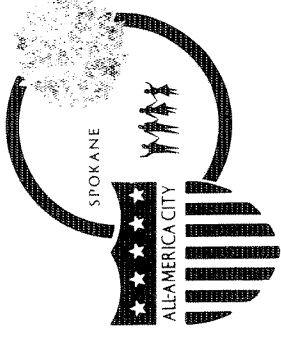
2/ Six months of operation.

3/ Includes contracted operations by Seattle Metro within Snohomish County.

4/ Will vary with capital expenditures and/or grants.



# Spokane Municipal Transit





## SPOKANE TRANSIT SYSTEM

### HISTORICAL BACKGROUND

Since 1883, public transportation has played an important role in the growth of the City of Spokane. Streetcars performed that role for over 50 years, but were gradually replaced by motor buses in the 1930's. Between 1945 and 1968 bus service in Spokane was provided by Spokane City Lines, a subsidiary of National City Lines, a private company which owned and operated transit systems nationwide. In May, 1968, following a several-months long strike by transit employees, the city's voters gave approval to city ownership of the transit system and a household tax not to exceed \$1 to finance it. For the next four years the city operated the transit system under a lease agreement with National City Lines. During this interval a long-range transit plan was prepared and in 1972 the city purchased the existing transit operation with the aid of a \$3.3 million UMTA grant.

### SERVICE

Spokane Transit operates 198 miles of line with ten major routes leading from residential areas to the central business district (CBD). In addition to the fixed-route service, two express routes operate between the CBD and parking lots ten miles to the east near I-90, and five miles to the north at a shopping center. Two shuttle bus operations connect the CBD to fringe parking areas to the north and south. System-wide headways are generally 20 minutes during peak periods, 30 minutes at mid-day, and one hour during evenings, Sundays and holidays. Hours of operation are 5:45 a.m. to 1:00 a.m. No service is offered on six major holidays.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

The city of Spokane owns the transit system and oversees its operation through a seven-member Transit Commission appointed by the City Council. Management of the system is conducted under contract with the city by Washington Transit Management Inc., a subsidiary of National City Lines. The management company is responsible for operations, equipment and building maintenance, scheduling, labor relations, accounting, and employee selection and training.

During 1977 the transit system employed six administrative personnel, 28 maintenance workers and 103 drivers. Spokane Transit currently operates with 68 diesel buses, including 48 GMC 42-passenger coaches purchased new in 1973 using UMTA capital grant funds. Twenty-one GMC advance design coaches are on order and scheduled for delivery in September 1978. Other vehicles, such as service cars, dump

trucks, a wrecker, snow plow and pickups are operated by the transit line. Management offices, garage, storage areas and shop facilities are housed in a renovated building built by Spokane United Railways during the streetcar era.

### FINANCES

Spokane Transit is one of the few transit agencies in Washington that annually collects more revenues from the farebox than from any tax source. Farebox revenues in 1977 totaled \$1,221,000, compared to \$826,000 from the \$1.00 household tax and \$817,000 from the one percent motor vehicle excise tax. Total receipts for 1977 were \$3,438,000, compared to total disbursements of \$3,430,000. While disbursements have exceeded receipts only once since 1973, Spokane Transit will continue to rely upon taxes and federal assistance since operating expenses continue to increase while farebox revenues remain nearly constant.

Since 1972, Spokane has been awarded \$5.7 million in UMTA grants, including \$3.3 million in Section 3 capital grants, \$1.2 million in Section 5 capital grants, and \$1.2 million in Section 5 operating grants. In addition to bus purchases and garage renovation, the funds have been used for bus shelters, bus stop signs, and an improved marketing and information program.

Basic adult fares are 35 cents, students through 18 years of age pay 25 cents, and children under six ride free. Shuttle bus riders pay 15 cents. Transfers cost 5 cents and zone charges to outlying areas increase the basic fares by amounts ranging from 5 cents to 30 cents. Eligible senior citizens and handicapped persons pay one-half the adult fare. Monthly passes entitling holders to unlimited rides within the city limits are available for \$14.00, \$10.00 and \$5.00 for adults, students, and senior citizens and handicapped persons, respectively.

### PATRONAGE

Transit ridership in Spokane has paralleled the nation-wide trend over the past 30 years, declining from over 22 million in 1947 to just over 4 million in 1977. The last decade has seen relatively constant ridership although both 1976 and 1977 saw fewer passengers carried than in any year except during 1968 when the buses ran for only seven months. The highest ridership level in the last 15 years occurred in 1974 when the combined effects of gasoline shortages and Expo '74 increased patronage to 7.3 million. Spokane Transit's new marketing plan, implemented in October 1977 and featuring reduced headways on major routes, new schedules, and experimental

- Expand service, including: (a) express, (b) shuttle, (c) crosstown, (d) subscription service to major employment centers.
- Install additional bus shelters and route signs.
- Continue implementation of marketing program.
- Continue to work with social-service agencies to plan for and provide transit service to elderly and handicapped persons.
- Consider development of a centralized terminal to facilitate transfers among fixed-route, express and shuttle buses, as well as among other modes of transportation.
- Expand garage and maintenance area to service a larger bus fleet.

cross-town service, has increased ridership for the first two months of 1978 by 25 percent over the same period in 1977.

#### FUTURE PLANS

Planning efforts for Spokane Transit are coordinated with long range transportation planning for the urban area, and are in compliance with comprehensive plans of the Spokane Regional Planning Conference. Transit-related elements of the current transportation plan include the following items.

- Expand current fleet of 68 buses to serve projected five percent annual increase in ridership. The schedule calls for purchase of 31 new buses through 1984. During the 1985-1990 period an additional 45 buses would be purchased and 30 older buses sold.

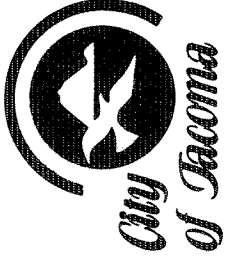
#### SPOKANE TRANSIT SYSTEM

	1974	1975	1976	1977		1974	1975	1976	1977
Passengers . . . . .	7,254,000	4,747,000	3,821,000	4,019,000	Pass./mile traveled . . . . .	3.27	1.96	1.78	1.85
Miles Traveled . . . . .	2,218,000	2,417,000	2,144,000	2,177,000	Farebox rev./pass. . . . .	\$0.23	\$0.24	\$0.32	\$0.31
Vehicles . . . . .	96	79	79	68	Total rev./pass. 2/ . . . . .	\$0.54	\$0.67	\$0.83	\$0.86
Miles of Route. . . . .	141	195	193	198	Operations exp./pass. . . . .	\$0.42	\$0.56	\$0.76	\$0.85
Revenue - Total . . . . .	(\$3,923,000)	(\$3,194,000)	(\$3,161,000)	(\$3,438,000)	Total exp./pass. 2/ . . . . .	\$0.57	\$0.67	\$0.77	\$0.85
Farebox . . . . .	1,663,000	1,135,000	1,221,000	1,221,000					
Local Tax . . . . .	804,000	810,000	816,000	826,000					
M/V Excise Tax. . . . .	419,000	401,000	935,000	817,000					
Other . . . . .	1,037,000	848,000	189,000	574,000					
Expenditures - Total . . . . .	(\$4,103,000)	(\$2,852,000)	(\$2,950,000)	(\$3,430,000)					
Capital . . . . .	1,072,000	177,000	28,000	18,000					
Operations 1/ . . . . .	3,031,000	2,675,000	2,922,000	3,412,000					

1/ Includes operating expenses, maintenance, administration.

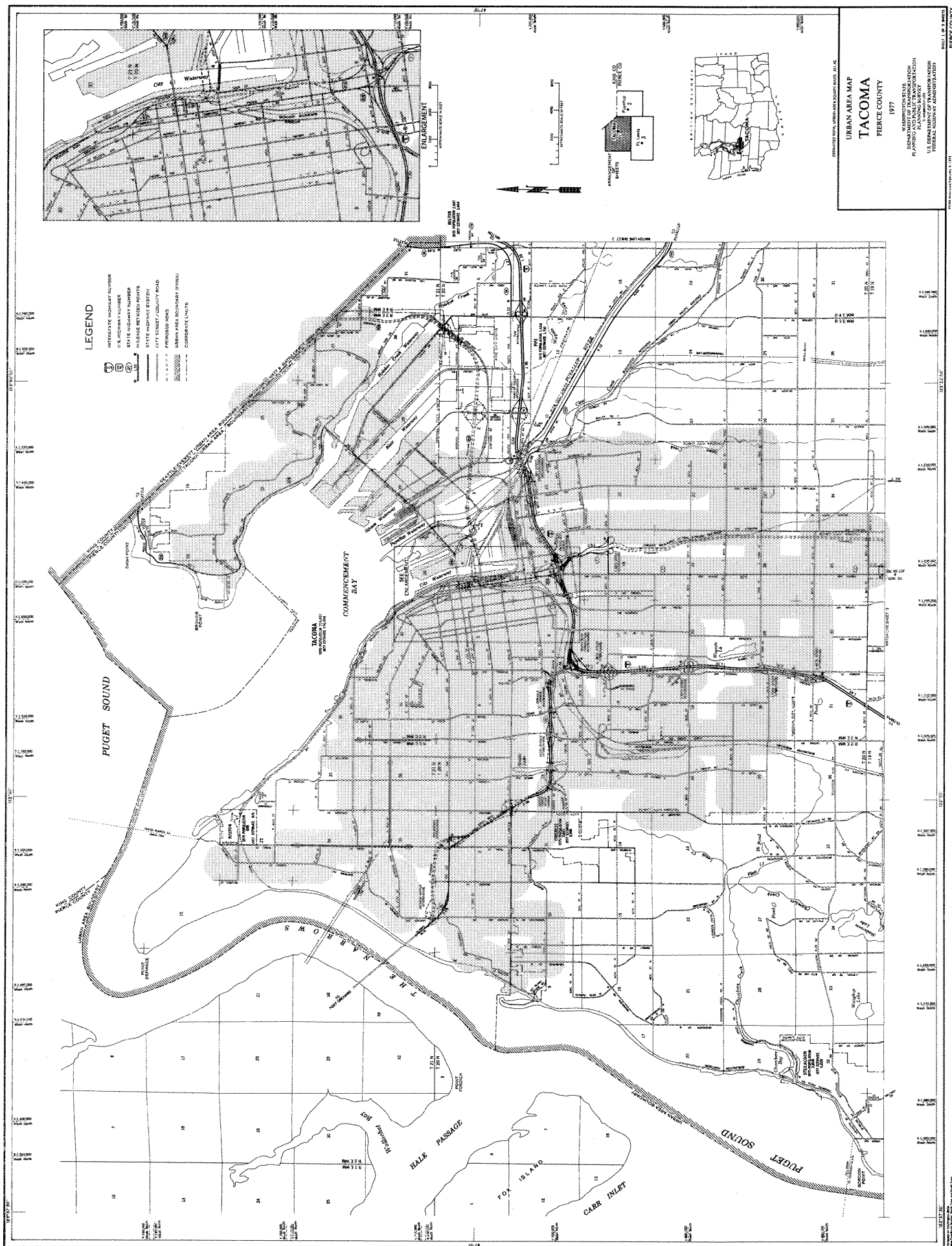
2/ Will vary with capital expenditures and/or grants.

Tacoma Transit



TACOMA TRANSIT





## TACOMA TRANSIT

### HISTORICAL BACKGROUND

Public Transportation in Tacoma began 90 years ago when the Tacoma Street Railway Company started operations with horse-drawn streetcars. This method of moving people soon gave way to coaches operated by steam and electricity, and several additional companies entered the field serving different parts of Tacoma. In 1899 the Union Pacific and Burlington Railroad came to Tacoma, purchased five existing transit lines, and began city-wide operations as the Tacoma Railway and Power Company. This company (renamed the Tacoma Transit Company in 1941) remained as the principal public transit operator in Tacoma until 1961, when the City of Tacoma purchased the system for \$750,000. During its 17 years of operations, Tacoma Transit has provided a level of service that is essentially constant in terms of area coverage and passenger counts, but is one of the state's most efficient operators with respect to maintaining a low level of operating expenses and a high level of passenger loading. The current \$0.25 fare has been in effect for 20 years, and the household tax rate of \$0.75 has remained the same since its inception in 1965.

### SERVICE

Tacoma Transit operates regularly scheduled service over 13 routes covering 80 percent of Tacoma's land area and passing within at least one-quarter mile of 90 percent of the city's population. Twelve of the routes are radially oriented to the Tacoma CBD and one provides cross town service between northwest and southeast Tacoma. Most routes are linear with loops and branches at the ends serving residential areas.

Service is provided from 4:00 a.m. until 1:00 a.m., with continuous operation on all routes during weekday and Saturdays, and on most routes during Sundays and holidays. Buses are gradually withdrawn from service following the peak period, with one bus left to serve each route until about 1:00 a.m. Headways vary from 7.5 minutes to 30 minutes for radial routes during peak periods and 15 to over 60 minutes during off-peak hours.

Tacoma is one of only two transit systems in Washington that provide substantial school transportation services (Seattle Metro is the other). The Tacoma School District contracts with Tacoma Transit to provide all school transportation in the district except for special education students, and transports about 2.5 million students annually. School bus routes are completely separated from public transit routes. The school district is charged \$14.20 per hour per bus; students using any of the 13 public transit routes ride free with an identification card and the transit system is

reimbursed by the school district at the rate of \$0.20 per trip. The cost of this service to the school district is about \$700,000 annually, or about \$56.00 per student.

Tacoma Transit, working through the Tacoma Public Works Department, recently installed ten new bus shelters, using Federal Urban System funds. In addition, a Downtown Transit Center has been constructed, providing a centralized transfer point for all routes except the Crosstown, with a lounge area, public restrooms and a transit information office.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Tacoma Transit is organized into three separate functional areas: Administration, Transportation and Maintenance. Each department has an Assistant Director who reports to the Director, who is appointed by the City Manager. The City Manager provides guidance on policy matters and establishes a budget level in accordance with service demands. The Tacoma City Council must approve policy change, system innovation and expenditures. The Transit Director actually manages the system and coordinates activities with the City Manager's office and the City Council.

The system employs 12 administrative employees, 164 bus drivers and 36 maintenance employees.

The transit system has 116 buses including 28 1948 coaches, 78 1962 to 1975 GMC's and ten newer Flexible 40 footers. All of these have a 34-45 seating capacity. Next year Tacoma Transit will have 33 new buses to replace its thirty-year-old buses. These new buses will have a wheelchair lift, air conditioning, quick change body panels and nonremovable, unbreakable windows. They will be purchased with federal money. Maintenance and service for all the buses are performed in Tacoma Transit's own shop.

### FINANCES

Tacoma Transit is partially funded by a 75 cents per month household tax and a \$3.00 - \$18.00 per month employee tax. In 1977 these taxes generated \$465,000. The system also received \$1,122,000 in Motor Vehicle Excise Tax money, \$88,000 from charters, \$31,000 from advertising and \$956,000 from an UMTA operations grant.

Farebox receipts generated \$1,666,000 in revenue. Fares are 25 cents for adults, 20 cents for youth and 20 cents for the elderly and the handicapped. There is a 5 cents zone fare for Fircrest University Place, 10 cents zone fare for Parkland and a 15 cents zone fare for Spanaway. Transfers are free and an all day Sunday pass costs 60 cents.

Total revenue for 1977, including some general fund money was \$4,754,000, versus total disbursements of \$5,244,000.

#### PATRONAGE

Ridership on Tacoma Transit has been consistent in recent years at about 7.6 million annually. Surveys show that composition of riders has changed over the years, with students comprising 46 percent of all riders in 1976 as compared to 32 percent ten years earlier. Adult riders made up 59 percent of total ridership in 1966 but declined to 46 percent in 1976. Most adult riders are regular work commuters; over 70 percent use the bus three or more times each week and live less than three blocks from a bus line. The surveys also show that ridership is dominated by "captive" patrons, that is, those who are dependent upon the transit system for their mobility. There is

very little use of the system by persons with easy access to an automobile.

#### FUTURE PLANS

Tacoma Transit plans to upgrade service with the purchase of 33 advanced design buses (due in early 1979), upgraded schedules and maps, and a monthly pass program. A marketing survey is being initiated to determine what the citizens want in their transit system. The system is requesting a federal grant for a six-year route analysis, with the goal of encouraging greater use of the system.

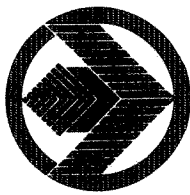
Twelve vehicles for elderly and handicapped use will be purchased, office and maintenance facilities will be renovated, and 10-20 shelters per year will be constructed. During the 1978-1983 period, improvements will include 1,500 signs, six cars, two trucks and 75 fareboxes.

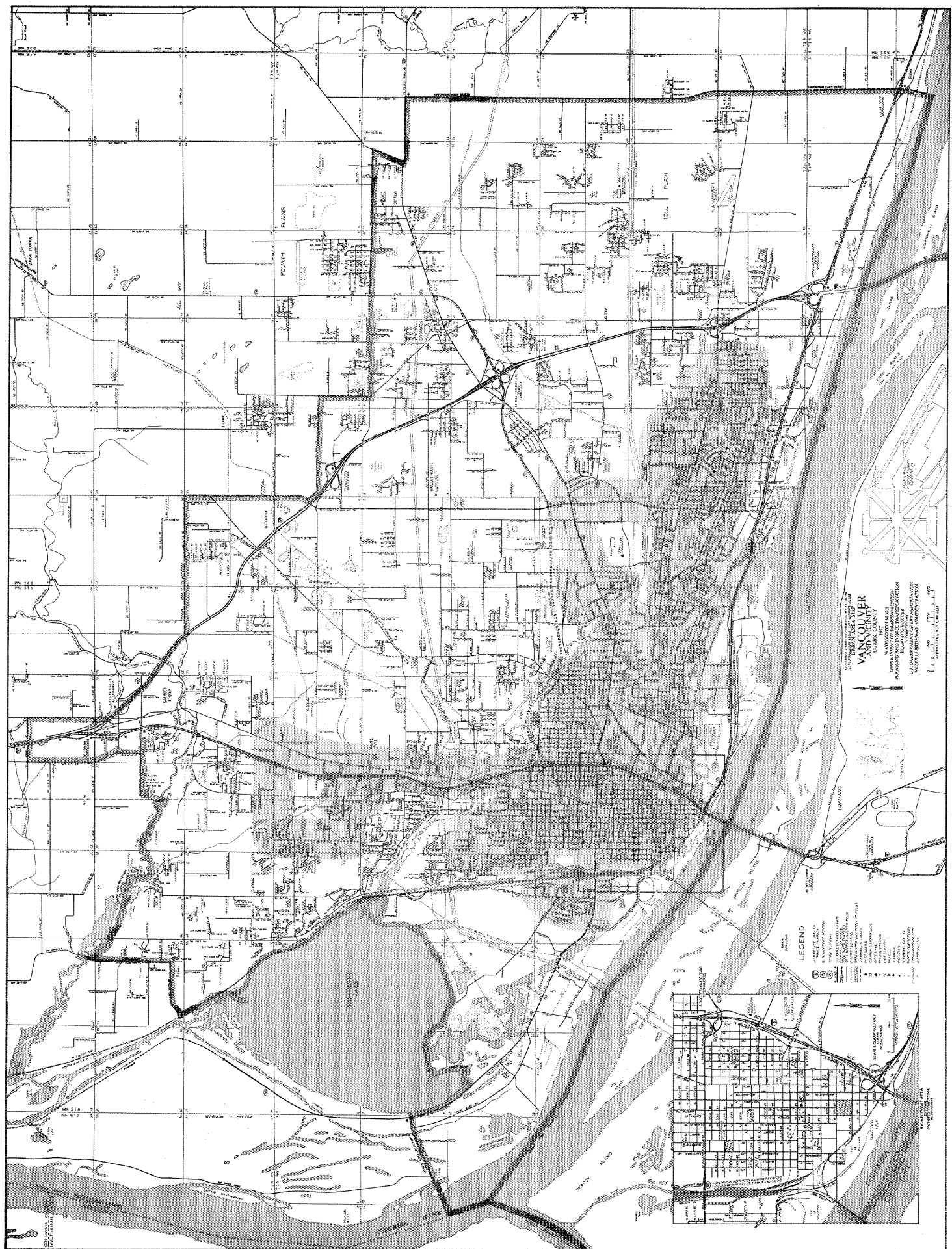
#### TACOMA TRANSIT SYSTEM

	1974	1975	1976	1977		1974	1975	1976	1977
Passengers . . . . .	7,466,000	7,670,000	7,592,000	7,599,000	Pass./mile traveled . . . . .	2.37	2.41	2.37	2.35
Miles Traveled . . . . .	3,154,000	3,187,000	3,200,000	3,229,000	Farebox rev./pass. . . . .	\$0.20	\$0.21	\$0.22	\$0.22
Vehicles . . . . .	116	116	116	116	Total rev./pass. 2/ . . . . .	\$0.54	\$0.55	\$0.64	\$0.63
Miles of Route. . . . .	127	127	127	184	Operations exp./pass. . . . .	\$0.46	\$0.54	\$0.61	\$0.69
Revenue - Total . . . . .	(\$3,996,000)	(\$4,221,000)	(\$4,889,000)	(\$4,754,000)	Total exp./pass. 2/ . . . . .	\$0.46	\$0.55	\$0.61	\$0.69
Farebox . . . . .	1,511,000	1,618,000	1,681,000	1,666,000					
Local Tax . . . . .	626,000	638,000	484,000	465,000					
M/V Excise Tax . . . . .	446,000	502,000	1,228,000	1,122,000					
Other . . . . .	1,413,000	1,463,000	1,496,000	1,501,000					
Expenditures - Total . . . . .	(\$3,458,000)	(\$4,221,000)	(\$4,627,000)	(\$5,244,000)					
Capital . . . . .	0	94,000	7,000	29,000					
Operations 1/ . . . . .	3,458,000	4,127,000	4,620,000	5,215,000					

1/ Includes operating expenses, maintenance, administration.

2/ Will vary with capital expenditures and/or grants.





## VANCOUVER TRANSIT

### HISTORICAL BACKGROUND

Private operators have provided transportation services to the public for at least 50 years in Vancouver. Bus service replaced streetcars in the late 1920's, and reached a peak carrying workers to and from the local shipyards during World War II. Private ownership ended in May 1969, when the City of Vancouver took over operation of the financially-pressed Vancouver Bus Company.

### SERVICE

Vancouver Transit provides comprehensive service within the city limits with six primary routes serving residential areas, shopping centers, medical centers and government offices. Service routes were extensively revised and expanded in December 1977. One route incorporates a special express service eight times daily along a six-block route in the downtown area. In addition, shuttle service is provided four times an hour encompassing a nine-block area south of the Transit terminal. Both the express and shuttle schedules are coordinated with other transit routes. Service is also provided to Portland via Portland Tri-Met buses, with all Vancouver Transit routes connecting with the Tri-Met run at the Vancouver Transit terminal.

System headways on the fixed routes are generally 30 minutes on the three busiest downtown routes and one hour on the other routes and on Saturday. Service is provided Monday through Saturday with no service on Sunday or on major holidays. Buses operate from 6:00 a.m. to 8:00 p.m.

Vancouver Transit buses logged 321,000 miles of travel in 1977 over 38 miles of route.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

Overall transit policy is determined by the Vancouver City Council and City Manager, with day-to-day operations in the hands of the Transit Manager. The system additionally employs three persons in administration, three maintenance personnel, and sixteen full-time and six part time drivers.

Following acquisition of the private bus company in 1969, the City purchased

six buses with an UMTA grant of \$121,000 and in 1974 purchased ten additional diesel buses with an UMTA grant of \$517,000. The current fleet totals seventeen; however, five buses are out of service and subject to sale.

### FINANCE

Vancouver relies heavily upon the \$1.00 household tax and one percent motor vehicle excise tax to finance its transit operations. Receipts from these two sources totaled \$459,000 in 1977, compared to \$70,000 from the farebox: An additional \$206,000 for operating purposes was received from UMTA. Total receipts for 1977 totaled \$694,000, compared to \$762,000 in disbursements.

Transit fares are \$0.35 for adults and \$0.15 for youths, senior citizens and handicapped persons. Children under six ride free. The basic fare to Portland via Tri-Met is \$0.75, except that senior citizens pay only \$0.10. Monthly passes for unlimited travel are \$12.00 for adults, \$5.00 for senior citizens and handicapped passengers, and \$27.00 for Vancouver Transit plus Tri-Met.

### PATRONAGE

Ridership in 1977 was 341,000, down slightly from 353,000 in 1976. Both years, however, were significantly higher than average ridership in previous years of about 290,000. System management expects an upward trend in ridership in 1978 due to the service revisions in late 1977. Early 1978 returns show passenger counts up by 30 to 90 percent on most routes.

### FUTURE PLANS

Planning for the future will center around expansion of transit service into the county. Areas in need of service include Hazel Dell, Minnehaha, Orchards/Vancouver Mall, and Cascade Park. Towns that might be served sometime in the future are Battle Ground, Brush Prairie, Camas, and Washougal. Specific transit projects upcoming in the near future include building a new maintenance and operations center, and construction of a permanent central transit terminal.

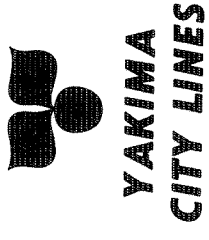
# VANCOUVER TRANSIT

	1974	1975	1976	1977		1974	1975	1976	1977
Passengers . . . . .	289,000	294,000	353,000	341,000	Pass./mile traveled . . . .	1.08	0.94	1.10	1.06
Miles Traveled . . . . .	267,000	312,000	320,000	321,000	Farebox rev./pass. . . . .	\$0.29	\$0.24	\$0.24	\$0.21
Vehicles . . . . .	9	18	21	12	Total rev./pass. 2/ . . . .	\$0.97	\$1.26	\$3.17	\$2.03
Miles of Route . . . . .	32	32	32	38	Operations exp./pass. . . . .	\$0.99	\$1.22	\$1.16	\$2.17
Revenue - Total . . . . .	(\$279,000)	(\$369,000)	(\$1,120,000)	(\$694,000)	Total exp./pass. 2/ . . . .	\$0.99	\$1.25	\$2.93	\$2.23
Farebox . . . . .	85,000	71,000	86,000	71,000					
Local Tax . . . . .	107,000	163,000	218,000	223,000					
M/V Excise Tax . . . . .	58,000	54,000	255,000	236,000					
Other . . . . .	29,000	81,000	561,000	164,000					
Expenditure - Total . . . .	(\$285,000)	(\$367,000)	(\$1,033,000)	(\$762,000)					
Capital . . . . .	0	8,000	622,000	22,000					
Operations 1/ . . . .	285,000	359,000	411,000	740,000					

1/ Includes operating expenses, maintenance, administration.

2/ Will vary with capital expenditures and/or grants.

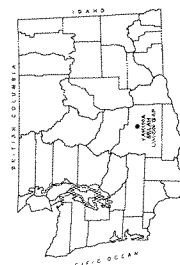
**Yakima City Lines**





# LEGEND

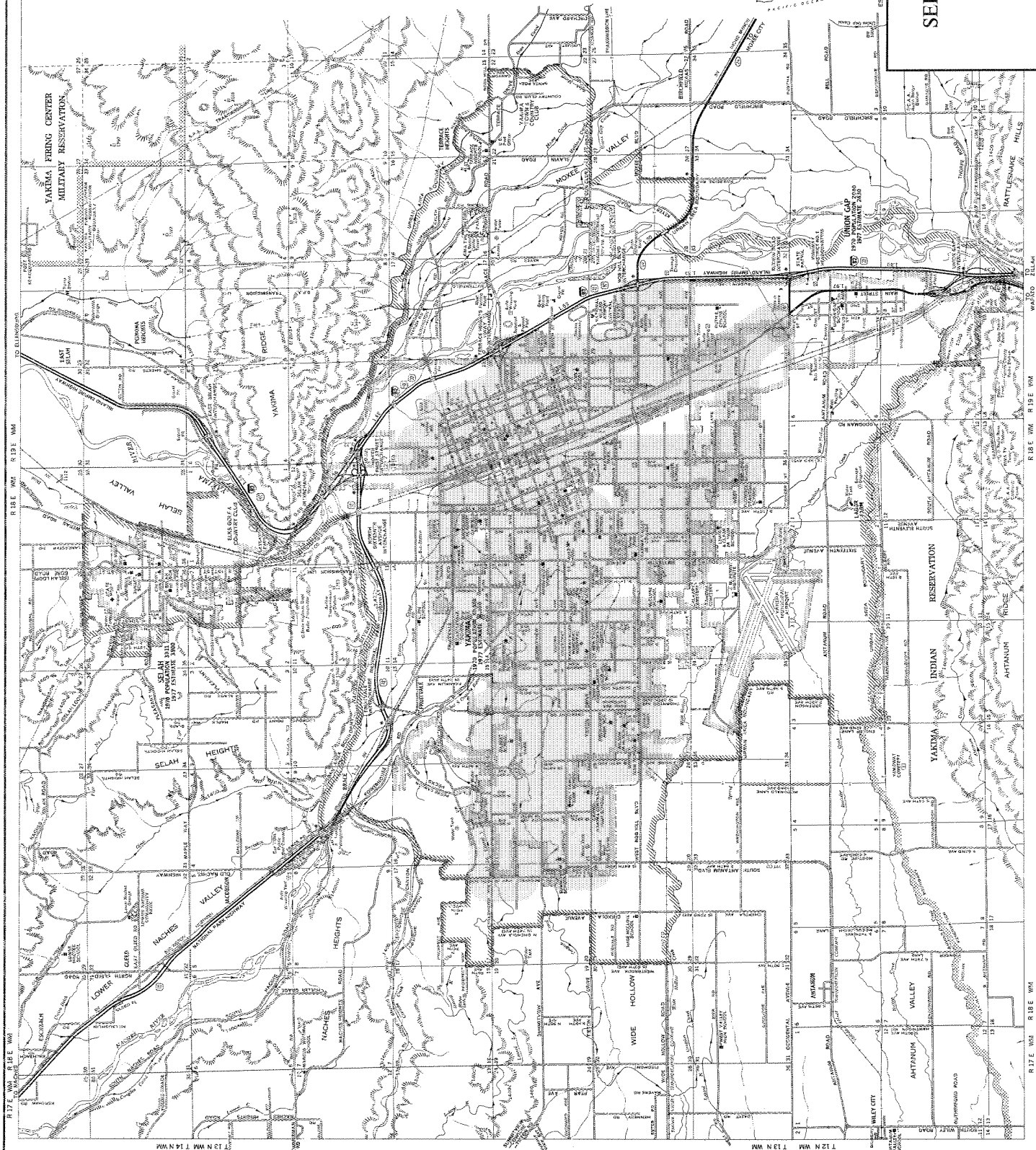
- INTERSTATE HIGHWAY NUMBER
- U.S. HIGHWAY NUMBER
- STATE HIGHWAY NUMBER
- PAVING BETWEEN POINTS
- STATE HIGHWAY SYSTEM
- CITY STREET / COUNTY ROAD
- PROPOSED ROAD
- URBAN AREA BOUNDARY (PWA)
- CORPORATE LIMITS
- POST OFFICE
- COUNTY COURT HOUSE
- POLICE STATION
- FIRE STATION
- SCHOOL
- HOSPITAL
- INDUSTRY CENTER
- POWER SUBSTATION
- WATER SUPPLY
- SEWAGE TREATMENT PLANT



ESTIMATED URBAN AREA SQUARE MILES 37.00

## YAKIMA SELAH-UNION GAP AND VICINITY YAKIMA COUNTY

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
PLANNING AND PUBLIC INFORMATION  
FEDERAL HIGHWAY ADMINISTRATION



## YAKIMA CITY LINES

### HISTORICAL BACKGROUND

In May 1966, Yakima's privately-owned bus company ceased operations, and for four months there was no bus service in Yakima. At a special election held in September 1966, the people of Yakima approved the state's first household tax (at \$0.65 per household) to help finance a new transit system. Transit service was re-established under the direction of a private management company. In October 1970, the city purchased the assets of the management company and continued operations as a city owned and operated system. In its initial year, the new city owned system operated ten 25-year old buses about 244,000 miles, carrying 487,000 passengers. Since 1970, the city has upgraded service by disposing of the old buses and acquiring 12 new buses; in 1977 the new fleet carried 668,000 passengers (a 37% increase over 1970) a total of 288,000 miles (an 18% increase over 1970).

### SERVICE

Yakima City Lines provides service over 50 miles of route on four loops which serve the downtown CBD area as well as portions of the unincorporated fringe area. The four loops are (1) Summitview/North 4th Street; (2) Tieton/Nob Hill; (3) Broadway/Fairview; (4) Fruitvale/South First Street. Approximately 95% of the area inside the Yakima City limits is located within one quarter mile of one of the four service loops.

Transit service is provided six days a week (no Sunday service) from 6:30 a.m. to 7:00 p.m. Thirty minute headways are generally in effect during peak periods, with sixty minute headways during off-peak periods. The Fruitvale-South First Street route operates with hourly headways all day. No service is offered on major holidays.

Transit buses are available for charter service within the city and for up to 15 miles outside the city limits; revenue from this source has averaged about \$3,000 annually in recent years. A special trip for students is provided each weekday over portions of the Tieton and North 4th Street routes.

### ADMINISTRATION, PERSONNEL AND EQUIPMENT

The Director of Transportation of the City of Yakima has administrative responsibility for the transit system, while the transit manager directs day-to-day operations. The system currently employs 14 bus drivers.

The present fleet of 12 buses owned by Yakima City Lines consists of 8 - 33-passenger GMC buses purchased new in 1972 for \$262,000, and 4 - 45-passenger GMC buses purchased new in 1973 at a cost of \$188,000 (no federal funds were used for these purchases). These buses are air-conditioned and have two-way radios. All transit operations, including dispatching, maintenance and bus storage are conducted at the new city shop complex completed in 1977.

### FINANCES

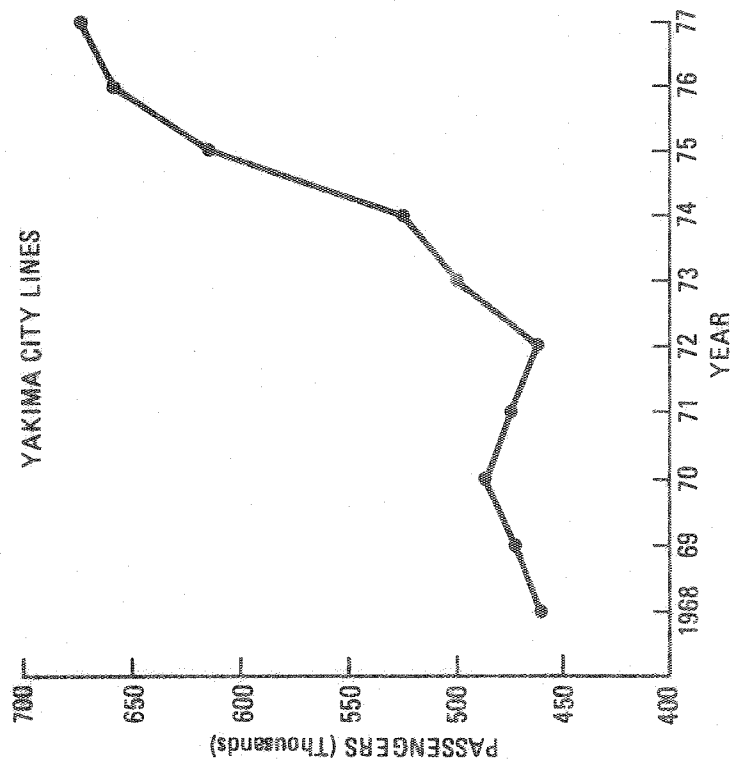
The \$0.65 household tax established in 1966 has remained in effect through 1977 and may not be increased without voter approval (the maximum allowed by state law is \$1.00). Revenue from this source amounted to \$143,000 in 1977. Revenue from the one percent Motor Vehicle Excise Tax also totaled \$143,000 during 1977. Total revenues from all sources in 1977, including fares, were \$449,000 compared with total expenses of \$460,000.

Basic transit fares are set at \$0.25 for adults, \$0.15 for students 6 through 18, while children under 6 ride free. Elderly persons may purchase a monthly pass for \$2.00 and the blind ride free.

### PATRONAGE

Ridership on Yakima City Lines remained nearly constant between 1966 and 1973, averaging about 475,000 per year. Gasoline shortages in 1974 caused a sharp increase to 562,000 and ridership has increased steadily each year; the 668,000 passengers carried in 1977 represents an increase of 33% over 1973.

# YAKIMA CITY LINES



Heaviest loading occurs along the Tieton/Nob Hill route (No. 2), which serves several major trip generators. Lowest ridership levels are experienced on the Fruitvale/South First Street route (No. 4), due to relative lack of major trip generators. Overall system ridership average 2.32 passengers per vehicle mile in 1977.

A 1977 passenger survey showed that school, shopping and work are the principal trip purposes at 28.7%, 28.1%, and 21.3% respectively. Nearly 50% of the passengers carried are under 19 years of age, while 15.3% are over 65 years of age. Seventy percent of riders possess no driver's license.

## FUTURE PLANS

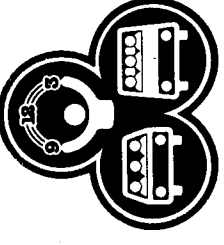
A 1977 consultant study examined the possibilities of extending service hours and increasing service frequency; adding and/or modifying routes; and improving facilities and equipment. Recommended service and facility improvements over a 5-year period include extending hours of service to 16 hours per day, modifying and extending various routes, and upgrading vehicle maintenance facilities. The program would require purchase of 6 new buses, construction of 25 shelters and a bus wash facility, and traffic operations improvements at a total project cost of nearly \$1.0 million dollars. The program can be implemented utilizing current funding sources and the UMTA Section 5 capital and operating grants allocated for the Yakima Metropolitan area.

## YAKIMA CITY LINES

	1974	1975	1976	1977
Passengers . . . . .	526,000	614,000	656,000	668,000
Miles Traveled . . . . .	239,000	257,000	272,000	288,000
Vehicles . . . . .	12	12	12	12
Miles of Route . . . . .	20	22	50	50
Revenue - Total . . . . .	(\$559,000)	(\$447,000)	(\$434,000)	(\$449,000)
Farebox . . . . .	100,000	103,000	106,000	106,000
Local Tax . . . . .	135,000	135,000	139,000	143,000
M/V Excise Tax . . . . .	74,000	67,000	170,000	143,000
Other . . . . .	250,000	142,000	19,000	57,000
Expenditures - Total . . . . .	(\$444,000)	(\$473,000)	(\$389,000)	(\$460,000)
Capital . . . . .	180,000	129,000	2,000	1,000
Operation 1/ . . . . .	264,000	344,000	387,000	459,000

1/ Includes operating expenses, maintenance, administration.

### 3 ParaTransit





## PARATRANSIT

### BUSPOOLING, CARPOOLING AND VANPOOLING

Over the past few decades employers have chosen their work sites and employees have chosen their places to live. These two locations have been tied together by the automobile. As a result the car has become a firm fixture in the home-work-home transportation scene. About 75% of the private autos commuting to work are occupied by only the driver. The remaining 25% of commuter automobiles carry one or more passengers. This latter group accounts for 47% of all those who travel to work in private cars 1/

Nationally, 60% of all person-miles of trip travel is by auto drivers, whereas 10% is by public transit riders. Thus a 10% increase in commuter automobile occupancy would reduce vehicle miles travelled (VMT) as much as a 60% increase in transit ridership. 1/ Another aspect of ride-sharing programs is that one-third (1/3) of all gasoline consumed in the United States is in commuting to and from work. A study of automobile commuters in the Seattle area by Commuter Pool indicates home-to-work occupancy rates of 1.20 to 1.23 with 30 - 33% of the commuters sharing rides (2 or more people per car). 2/ The national daily vehicle occupancy rate is 1.4 while studies in Washington State indicate a rate of about 1.5 persons per registered vehicle.

### BUSPOOLING

This paratransit system is a form of express bus chartering for a specific purpose (commuting, recreation, etc.). This type of transportation has been used for many years and is also known as "Subscription Bus Service." Most of these operations are concentrated in large urban areas and their use as commuter service is beginning to receive added emphasis. The oldest commuter buspool system in the state operates in Bremerton through the Bremerton-Charleston Transportation Company (BCT/BST). Other major bus pool operators are Bremerton-Tacoma Stages (BTS) operating from north Kitsap County and Pierce County to the Naval Shipyard in Bremerton and Bassett Lines from Kennewick-Pasco to the Hanford Reservation.

	BCT/BST	BTS	BASSETT LINES
Number of Routes . . . . .	18	10	5
Average Vehicle mi. day/bus. . . . .	40	80	82
Average Daily Ridership . . . . .	1,088	240	400
Fares/based on length, trip . . . . .	\$0.50-\$0.90	\$0.70-\$1.45	\$1.18-\$1.50
Trip Purpose . . . . .	Home-Work	Home-Work	Home-Work
Number of Buses . . . . .	28	8	6
Bus Capacity (seats) . . . . .	40-41	35-47	41

NOTE: Data from operators.

1/ U/SDOT, *Carpool, Incentives and Opportunities*, February 1975

Other buspool operations include two buses sponsored by Commuter Pool for Tacoma-Seattle commuters (70 passengers) and one bus from Seattle to Olympia. Presently Evergreen Commuter Service in Yakima is planning to start commuter runs from Yakima, Sunnyside and Grandview to the Hanford Reservation for 300 passengers. Some firms provide commuter "crew buses" for employees such as:

Weyerhaeuser. . . . .	114 buses	Klicker Bros. . . . .	8
Rockwell (Richland) . . . . .	53	Vent-Ericson . . . . .	8
Green Giant (Dayton) . . . . .	39	Crown Zellerbach . . . . .	7
Simpson . . . . .	22	Benny Thomas Logging . . . . .	4
ITT Rayonier . . . . .	15	Tsugawa . . . . .	4
St. Regis Paper Co. . . . .	14	Broughton Lake . . . . .	4
Scott Paper Co. . . . .	9	Pentilla Logging . . . . .	3
		Spoelstra Bros. . . . .	3

Most of the "crew buses" are employer operated for their employees and are mainly found in the agricultural and timber industries. In 1976 the timber industry had registered 293 crew buses and agriculture 136.

Churches also sponsor member bus-pools for church related activities. In Washington there were 664 church buses registered in 1976. These buses are located in all but 6 counties (Asotin, Ferry, Garfield, Kittitas, San Juan and Wahkiakum). The buses used are usually of the school bus variety.

### CARPOOLING

Informal carpooling has been around as long as there have been vehicles. People have shared rides over the years for various reasons: "giving the neighbor a lift"; taking neighborhood kids to school and recreation activities; and sharing work and shopping trips. After World War II the availability and price of cars put them in reach of more individuals with the result being more independent travel. Carpools are usually formed at work or in the area of one's home for economic or personal reasons. As a result the exact number of carpools is unknown.

2/ *Commuter Pool, 1977 unpublished data, Seattle, Washington*

Some firms with large numbers of employees and some educational institutions have developed a means of matching rides and drivers. The only government sponsored agency working specifically toward carpooling in the state is the Commuter Pool in King County. Commuter Pool is sponsored by King County, METRO, Seattle, Bellevue, Kirkland, Renton and WSDOT. The Commuter Pool has an active file of over 7,200 names of people desiring ride-matching services and acts as a transportation broker.

The activities of Commuter Pool are as follows:

- Ride Matching
    - Vanpooling
  - Buspooling
    - Flexible work hours
  - Parking
    - Vehicle Occupancy studies
  - Ride Sharing Legislation
    - High Occupancy Vehicle (HOV) Incentives
- The Commuter Pool parking program (free or reduced costs) for carpools has 471 registered carpools averaging 3.3 persons per automobile. The activities of 1977 Commuter Pool programs indicate the following results: 3/
- Cars removed from peak-hour times . . . . . 1,640
  - Reduction in miles driver (VMT) . . . . . 8,975,420
  - Gallons of gas conserved . . . . . 623,870
  - Air Pollutants reduced (lbs.) . . . . . 710,110
  - User savings . . . . . \$2,019,326
  - New carpools reverting to original mode . . . . . 50%

This program was started in 1974 and has had an average cost of \$215,000 per year. The annual per capita cost for the program in the Seattle Standard Metropolitan Statistical Area is 15 cents and the cost per vehicle mile travelled reduced is 6.4 cents per mile.

A formal carpool effort sponsored by the U. S. Department of Energy on the Hanford Reservation in Benton County is being planned. When all of the problems have been overcome, it will use a computer system to match riders. The City of Bellevue has a formalized carpool program for its employees at the new City Hall. This program uses city vehicles with employees reimbursing the city and is a direct result of limited parking at their new facility.

### VANPOOLING

The use of 10 to 15 passenger vans to move commuters on a break-even cost basis is one of the newest forms of ride-sharing in the nation. In this operation the passengers share all of the expenses. Vanpooling appears in several forms:

3/ Commuter Pool data

- Employer-owned, unpaid employee driver
- Private owner-operator
- Leasing company owned, private party operator
- Cooperative owner-operator

Vans pick up riders at one or two pickup points and then proceed to the place of employment where preferential parking is usually provided. Thus a full 15 passenger van removes approximately 8 to 9 cars from the road. The employer realizes a savings in parking space, and employee attendance is enhanced. Vanpools are not regulated in Washington but must not be in direct competition with franchised bus service.

The following are known vanpool operations in the state:

OPERATOR	LOCATION	TYPE	VANS
Rainier Bank . . . . .	Tukwila . . . . .	Employer-owned . . . . .	8
Recreational Equip. Co. . . . .	Tukwila . . . . .	Employer-owned . . . . .	2
Univ. of Washington . . . . .	Seattle . . . . .	Employer-owned . . . . .	8*
Weyerhaeuser . . . . .	Fed. Way/Tacoma . . . . .	Employer-owned . . . . .	6
Washington Water Power. . . . .	Spokane . . . . .	Employer-owned . . . . .	2
Intalco Alum. Corp. . . . .	Ferndale . . . . .	Employer-owned . . . . .	1
Lynnwood - U. of W. . . . .	Seattle . . . . .	Owner-operator . . . . .	1
Bangor Buddies . . . . .	Bremerton . . . . .	Cooperative Club . . . . .	1
ARCO . . . . .	Ferndale . . . . .	Owner-operator . . . . .	1

Most of the employers operating Vanpools plan to add vehicles to their program as employee acceptance grows. Attempts are continuing to get more of Washington's major employers (500 or more employees) involved in the Vanpool program.

\* Demonstration project supported by the Legislature of Washington.

## TAXICAB AND LIMOUSINE SERVICE

### TAXICABS

In Washington 166 Taxicab Companies operate over 1,200 vehicles. These firms can be found in 89 of the States 265 cities. There are nine counties that do not have operators located within the County boundaries, they are:

Adams	Pend Oreille	Garfield
Douglas	Skamania	Lincoln
Ferry	Stevens	Wahkiakum

Cab Companies often are one vehicle owner operated firms. Some of these owner operators work out of an umbrella company for dispatching, administrative and operational reasons. (See Appendix C)

Counties and Cities are authorized to regulate Cab Companies. Two counties and 62 cities have regulations. Nine of the cities with Taxicab regulations presently do not have Taxicab Operators. The form, amount and enforcement of regulation varies from one regulator to another. State level regulation consists of vehicle licensing only. The following is a summary of local regulatory requirements.

Form of Regulation	Number of Municipalities Regulating
Company Operating Licenses.....	53
Drivers Licenses .....	37
Equipment Inspection .....	34
Penalty against passenger refusing to pay fare .....	31
Minimum Insurance Coverage .....	28
Rates .....	23
Logs or Manifests .....	24
No Cruising or Soliciting.....	24
Taximeters.....	21
Stands or Curb Zones.....	21
Receipts .....	21
Taximeter Inspection.....	19
24 Hour Service .....	17
Maximum Number of Vehicles.....	15
Color, Lettering or Design.....	14
Direct Route Required .....	13
Fare for Cancelled Call .....	6
Special Equipment.....	7

In Seattle, due to the limit of 354 cab licenses, the value of an operating license has been placed at \$4,000 to \$5,000 each. Annual renewal of the license costs \$100. For the year 1978 Seattle has refused to relicense 62 taxicabs for failing to meet service requirements of ten miles per day minimum mileage for 230 days per year. The most common operating license rate in the State is \$25.00 per vehicle Seattle is discussing the possibility of de-regulating all cab service.

State Law (RCW 46.82.040) requires minimum Insurance coverage of \$100,000/300,000 Liability and \$25,000 Property damage for Taxicabs.

On an assumed one-mile basis fare rates for one passenger vary from a low of \$0.60 in Shelton to \$1.90 in Longview and Kelso. The average rate for an assumed one mile charge in the State is \$1.32 per mile. Eighty-eight firms are on record with rates either as a result of licensing or city/county ordinance. As indicated on the regulatory discussion not all regulators cover fare rates.

Some of the special equipment required is listed below:

Radio Dispatch	King County; Bellevue; Renton; Omak
Roof Light	Wenatchee; Port Angeles
Seat Belts	Seattle
First Aid Kit	Port Angeles
Fire Extinguishers	Port Angeles
Clock	Seattle

### LIMOUSINE

Limousine operations fall into the categories of charter carriers and Auto Transportation Companies. There are 17 firms in Washington. Three operate in eastern part of the State and 14 in the western part. The limousine companies are regulated by the Department of Licenses or the Washington Utilities and Transportation Commission.

The following figures indicate the service provided by Limousine firms in recent years:

	1974	1975	1976
Revenue Passengers .....	1,340,661	1,012,344	1,926,615
Miles Traveled. ....	3,812,766	3,903,014	3,040,326
Operating Revenue .....	\$4,885,620	\$5,328,584	\$6,281,875
Expenses.....	\$4,183,539	\$4,688,006	\$5,153,929
Expense/Passenger. ....	\$3.122	\$4.631	\$3.374

A complete listing of limousine companies can be found in Appendix D.



# TAXICAB AND LIMOUSINE SERVICE SUMMARY BY COUNTY

COUNTY	TAXICAB SERVICE		LIMOUSINE SERVICE	
	@Companies	Cities	Vehicles	Vehicles
Asotin . . . . .	1	1	(Lewiston, ID)	2
Benton . . . . .	2	2	6	2
Chelan . . . . .	4	4	9	
Clallam . . . . .	2	2	4	
Clark . . . . .	8*	3*	342*	2
Columbia . . . . .	1	1	1	
Cowlitz . . . . .	2	1	8	
Franklin . . . . .	1	1	11	
Grant . . . . .	3	3	8	
Grays Harbor . . . . .	5	4	10	
Island . . . . .	1	1	2	
Jefferson . . . . .	1	1	1	
King . . . . .	49	12	498	8
Kitsap . . . . .	6	4	17	
Kittitas . . . . .	2	2	1+	
Klickitat . . . . .	1	1	1	
Lewis . . . . .	1	1	3	
Mason . . . . .	1	1	1	
Okanogan . . . . .	4	3	6	
Pacific . . . . .	4**	4**	8**	
Pierce . . . . .	17	8	57+	2
San Juan . . . . .	1	1	1	
Skagit . . . . .	7	5	13	1
Shohomish . . . . .	13	7	27	1
Spokane . . . . .	10	4	106+	1
Thurston . . . . .	2	3	9	1
Walla Walla . . . . .	2	1	8	
Whatcom . . . . .	6	3	15	1
Whitman . . . . .	1	1	2	
Yakima . . . . .	8	4	23	
TOTAL . . . . .	166	89	1,198+	86

@ Considers Umbrella Companies only where applicable.  
 \* Includes Portland Taxis licensed to operate in Clark County (320 cabs).  
 \*\* Includes Astoria Taxis licensed to operate in Washington (5 cabs).  
 + Some Companies vehicles not reported.

## SOCIAL SERVICE TRANSPORTATION

Today's society places a high premium on personal independence; and the realization of independence is tied directly to an individual's ability to travel as needed to accomplish necessary day-to-day tasks within the community. Communities have been growing and spreading out, however, and the distances between activity centers and services have been increasing thereby placing stress on an individual's ability to meet his or her own needs. For most persons, the private automobile provides the necessary freedom and opportunity to function within their living environments. In some communities, public and private transportation providers are also available, thereby giving residents a variety of options.

Personal mobility is often taken for granted, but many members of the community are faced with special problems that so limit their transportation options that their ability to operate independently in the community is seriously threatened. Older people, individuals with physical and mental handicaps, and persons with low incomes are often confronted by travel barriers with which they are unable to cope. These individuals are the transportation disadvantaged. 1/

In 1977 the estimated population of Washington State was 3,661,975 people. 2/ Of that total, an estimated 256,338 suffer physical or mental difficulties that restrict their ability to travel. 3/ Also in 1977, an estimated 459,353 individuals were 60 years or older, and approximately 464,100 people were living below the poverty level in 1970. 4/ 5/ (See Table 1, Map)

Many of the transportation disadvantaged cannot drive a car because their reflexes are not reliable, they cannot physically operate a vehicle, or they cannot

afford to own a vehicle. Such individuals must resort to imposing their needs on friends and family, paying high fares for private transportation services, and relying upon social service agencies for travel, or they do not make the trip at all. For many, the inability to travel within the community may result in some kind of institutionalization, 6/ because they are unable to see to their own needs. Institutionalization could result in a loss of self-esteem and personal motivation, and the uprooting that occurs could mean the loss of homes and friends. Most social programs are oriented toward "mainstreaming" the individual; keeping the individual in the community as a vital, productive member. Transportation services are becoming an increasingly important aspect of this process.

### INVENTORY

Travel for the transportation disadvantaged in Washington is generally provided by a hodgepodge of social service organizations, each focused on a specific client group. Senior programs provide transportation to seniors; handicapped programs serve the disabled. Often several transportation programs are operating in the same geographic area, but serving different clients.

A survey conducted in 1977 by the Washington State Department of Transportation identified 92 organizations with transportation programs. 7/ These organizations operated 342 vehicles and served an estimated 23,761 elderly and handicapped clients. 8/ Appendix E presents a distribution of these identified organizations within the State.

1/ This group includes others such as children, with circumstances different than noted, but results that are the same.

2/ "State of Washington Population Trends 1977", Office of Financial Management, 1977.

3/ "Washington State Senior Needs Survey," Washington State Office on Aging, 1977.

4/ A Focus on Rehabilitation in Oregon. Prepared by the Governor's Planning Committee on Vocational Rehabilitation, December 1968. This study found that approximately 38% of the population had some disability and that about 7% had a disability that affected their ability to travel.

5/ Provided by the Community Services Administration (CSA), Office of Special Programs and Evaluations, Region X. The numbers are from the 1970 Census (the most recent available) and are based on the CSA guidelines.

6/ Institutionalization could include nursing homes, group homes, and other such supervised living arrangements.

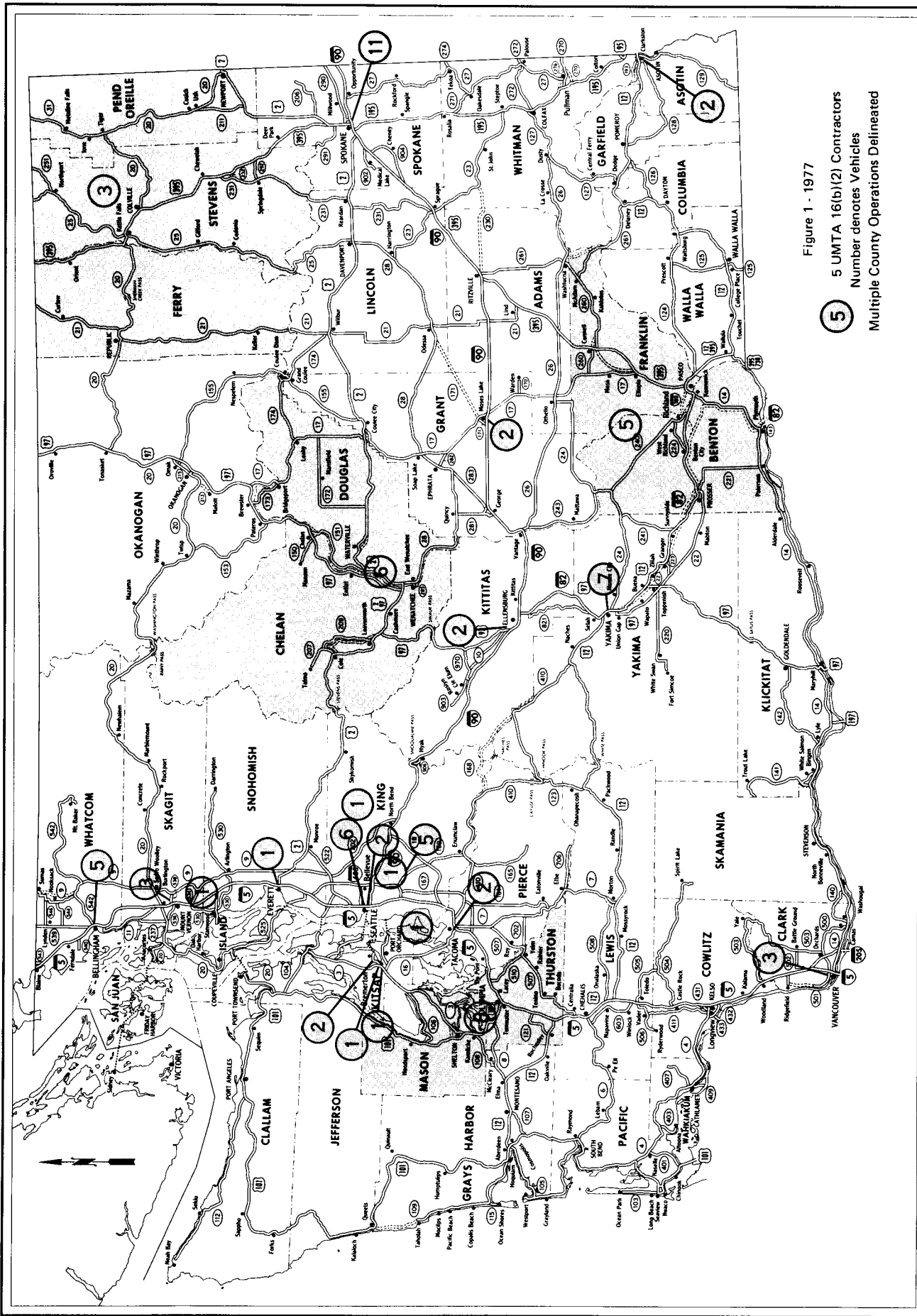
7/ The total number of transportation providers is unknown; therefore 92 could be 10% of the total or 90% of the total.

8/ The Survey did not include other disadvantaged groups such as the poor.

WASHINGTON STATE POPULATION ESTIMATES  
(By County)

Table 1

County	Total 1977 Population	1977 Handicapped Population	1977 Elderly Population	1970 Poverty Population
Adams . . . . .	13,900	973	2,033	1,912
Asotin . . . . .	15,400	1,078	2,928	2,782
Benton . . . . .	85,400	5,978	9,523	8,243
Chelan . . . . .	41,900	2,933	8,497	7,870
Cllallam . . . . .	41,100	2,877	8,113	5,690
Clark . . . . .	164,000	11,480	21,310	15,676
Columbia. . . . .	4,600	322	1,025	1,166
Cowlitz. . . . .	73,200	5,124	10,821	8,504
Douglas. . . . .	20,100	1,407	2,790	2,485
Ferry . . . . .	5,147	360	509	699
Franklin. . . . .	29,200	2,044	3,368	4,346
Garfield . . . . .	2,900	203	527	435
Grant. . . . .	45,500	3,185	5,717	9,959
Gray's Harbor . . . . .	61,400	4,298	11,068	10,549
Island . . . . .	37,528	2,627	4,944	4,137
Jefferson. . . . .	12,600	882	2,553	1,748
King . . . . .	1,164,400	81,500	174,528	115,615
Kitsap . . . . .	126,300	8,841	17,364	11,698
Kittitas. . . . .	25,600	1,792	3,659	5,008
Klickitat . . . . .	13,900	973	2,276	2,183
Lewis. . . . .	50,600	3,542	9,454	8,169
Lincoln. . . . .	9,800	686	2,199	1,336
Mason . . . . .	24,600	1,722	4,104	2,874
Okanogan . . . . .	27,800	1,946	5,027	6,061
Pacific . . . . .	16,000	1,120	3,803	3,170
Pend Oreille . . . . .	8,000	560	1,334	1,753
Pierce. . . . .	422,400	29,568	57,657	55,493
San Juan. . . . .	6,100	427	1,294	655
Skagit. . . . .	56,000	3,920	10,552	8,089
Skamania. . . . .	6,100	427	846	961
Snohomish. . . . .	278,200	19,474	35,319	27,988
Spokane . . . . .	308,200	21,574	51,212	46,499
Stevens . . . . .	24,300	1,701	3,487	4,547
Thurston. . . . .	101,000	7,070	14,278	9,950
Wahkiakum . . . . .	3,800	266	708	655
Walla Walla. . . . .	43,800	3,066	8,456	6,549
Whatcom. . . . .	93,600	6,552	14,814	14,159
Whitman . . . . .	41,900	2,933	4,505	5,964
Yakima. . . . .	155,700	10,899	26,751	38,503
TOTAL. . . . .	3,661,975	256,338	549,353	464,100



Funding for these transportation programs comes from many sources, and the principal sources are indicated in Table 2. Each of these sources provides funds to support programs for specified client groups, thereby limiting the use of those funds.

Several of the funding sources permit local discretion as to the use of program funds. This makes it extremely difficult to determine how many programs, and what resources, are focused upon specialized transportation efforts. The wide diversity of sources, from state agencies to community service groups, that make resources available also makes it difficult to estimate the size and number of programs. 9/

The reporting procedures used by the various programs vary to such extent that it is impossible to present an overall picture of services provided in Washington. The data reported for the Urban Mass Transportation Administration's Section 16(b)(2) Program is complete enough, however, to serve as a sample. Figure 1 is a map displaying the location of the 16(b)(2) contractors in the state and Appendix E provides an equipment inventory for all the current program participants. Table 3 represents service data for a six month period. Travel patterns vary from region to region and also as a result of the type of service provided.

#### SERVICE TYPES

Most of the existing social service transportation programs lack sophistication. Terms like paratransit, route and point deviation, jitneys, and fixed-route are beyond their experience. Most programs consider transportation as a secondary service; a service necessary to get clients to the program, but less important than other services provided. Most providers would prefer to be out of the transportation business.

The transportation services that are provided are determined chiefly by the orientation of the overall program 10/ Sheltered workshops and developmental centers are concerned with getting their clients from residence to the program and back again. Trips for other purposes such as medical or shopping are incidental. Peak periods for demand occur in the morning and late afternoon. Senior center activities are more social in nature, and focused around the lunch hour. Trips to the doctor and for shopping are much more prevalent, as are trips to visit friends and relatives.

Trips supporting workshops and developmental centers are almost fixed-routes; the client group is constant and the order of pick-up varies infrequently. Service is door-to-door, however, and more closely resembles subscription service.

Trips supporting senior centers closely resemble dial-a-ride services, except that arrangements for trips are usually made at least 24 hours in advance. Clients, within a service area, are picked up at their residence (or elsewhere) and taken to their desired destination (usually the center of a shopping site). Group rides are encouraged and often prearranged. When not so arranged, the vehicle will often divert to pick up several passengers with common origins and destinations.

9/ An unknown number of local organizations (United Way, Kiwanis, local governments) have provided an unknown amount of additional resources.

10/ See Table 3 for description of 16(b)(2) operators (Column 1).

FUNDING SOURCES  
Table 2

	1974	1975	1976	1977	TOTAL
1. Office on Aging (a)					
Federal . . . . .	\$275,767	\$165,334	\$358,091	\$676,379	\$1,475,571
Local . . . . .	21,435	106,134	128,228	72,007	327,804
Total . . . . .	297,202	271,468	486,319	748,386	1,803,375
2. Bureau of Developmental Disabilities (b) . .	163,847	208,421	263,501	263,501	899,270
3. Division of Vocational Rehabilitation (c) . . . . .	480,000	530,000	554,000	580,000	2,144,000
4. Headstart Program (d) . .	495,000	495,000	495,000	495,000	1,980,000
5. UMTA 16(b)(2)					
Program DOT (e)					
Federal . . . . .	0	288,443	344,900	177,632	810,975
Local . . . . .	0	72,111	86,225	44,408	202,744
Total . . . . .	0	360,554	431,125	222,040	1,013,719
TOTALS (f) . . . . .	\$1,436,049	\$1,865,443	\$2,229,945	\$2,308,927	\$7,840,364

(a) Totals taken from Area Agency on Aging Area Plans, Title III Plans, and Title VII plans. Totals include other sources (HB 1316, United Way, etc.)

(b) Totals derived from two studies done at BDD. The first indicates that BDD provides 44% of client transportation costs; the second estimates the cost to be \$1.00/Client/day. BDD provides a fixed subsidy per client served, and the yearly state allocations were examined and massaged to generate the estimates listed above.

(c) Derived from a budget estimates by DVR personnel.

(d) Headstart personnel recommended the following formula: each program was subsidized an average of \$1,500/year, and there are 33 programs.

(e) The contracts for each year have not been officially closed. Some expenses are still outstanding.

(f) Totals include identified local contributions.

16(b)(2) PROGRAM STATISTICS  
7/77 - 12/31/77

Table 3

Organization Name	Service Type (a)	Vehicles (b)	Disabled Trips (c)	Elderly Trips (c)	Non-Ambulatory Trips	Vehicle Miles	Operating Costs (d)	Operating Revenue (e)
American Red Cross of Benton-Franklin Counties . . . . .	C	5	4,763	5,217	1,747	49,981	15,223.20	22,162.77
Banana Belt Sr. Citizens . . . . .	A	2	1,226	3,535	0	14,578	12,447.00	1,286.74
Camwood Senior Center . . . . .	A	1	150	668	0	3,129	732.25	906.07
Chelan-Douglas Co. COA. . . . .	A	5	60	17,215	122	49,463	12,673.36	17,241.11
Custom Industries. . . . .	B	1	3,986	0	0	8,116	3,265.63	2,765.72
Economic Opportunity Committee of Clark Co. . . . .	C	3	2,280	6,992	1,813	27,219	15,107.15	20,260.76
Grant Co. Training Ctr.. . . .	B	2	3,971	0	377	28,548	7,690.05	11,324.88
Kittitas Co. Development Center . . . . .	B	2	6,875	0	205	16,658	8,940.54	2,176.31
Lake Oakpatch . . . . .	B	1	2,088	0	1,724	8,550	2,654.20	0
Mason County Senior Citizens Center . . . . .	C	8	2,839	4,088	549	32,086	6,159.04	7,861.85
Neighborhood House. . . . .	A	5	420	3,668	13	21,261	11,481.14	7,686.55
Northeast Washington Rural Resources . . . . .	A	3	1,300	3,161	281	17,734	6,592.89	6,693.77
Northwest Center for the Retarded . . . . .	B	6	16,536	0	1,593	49,866	22,763.36	22,781.34
Olympic Peninsula Enterprises . . . . .	B	2	5,421	0	711	24,657	6,985.18	38.00
Peninsula Lodge. . . . .	B	1	2,477	0	0	7,809	1,645.83	1,782.43
Skagit County COA. . . . .	A	3	0	5,517	0	10,614	667.36	1,126.28
Sno-Valley Developmental Center . . . . .	B	1	1,375	0	17	3,376	830.94	830.94
So. King Co. Community Planning Board . . . . .	C	2	576	3,350	137	15,295	12,962.69	12,962.69
United Cerebral Palsy of King-Snohomish . . . . .	B	2	6,481	0	2,932	22,268	7,994.89	7,995.14
Vashon Island Center. . . . .	B	1	466	0	8	1,036	424.81	333.56
Volunteers of America . . . . .	A	1	56	2,726	118	10,150	2,057.76	1,981.02
Whatcom County Coa . . . . .	C	5	1,999	9,738	52	25,329	9,264.42	9,711.89
Yakima Co. Transportation Exchange . . . . .	C	7	15,865	19,002	1,160	90,784	45,265.71	42,514.14
YMCA of the Inland Empire. . . . .	C	11	8,231	17,583	4,835	85,141	27,292.42	19,228.39
TOTAL. . . . .		78	89,441	102,460	18,394	632,648	241,131.82	221,652.35

(a) A for senior, B for developmental centers and sheltered workshops, and C for coordinated transportation systems.

(b) Some vehicles were not operational from the beginning of the reporting period.

(c) One way person-trips.

(d) Costs reported are not consistent (i.e., some included administrative costs, some did not).

(e) Operating deficits were made up from individual general fund budgets (i.e., sale of workshop products).

Both types of programs also provided prescheduled field trips for groups to visit such things as museums, ball games, or camp grounds. These trips are often within the county, but occasionally for greater distances. 11/

#### COORDINATED SERVICES

There are currently several elderly and handicapped transportation programs in Washington that coordinate the transportation resources of social service agencies. These programs generally take one of two forms. The first results when one agency assumes responsibility for providing the transportation services in an area, and the other agencies direct their resources to that lead agency through contracted arrangements for service.

The largest such program is the YMCA of the Inland Empire in Spokane. This program provides services with a fleet of 17 vehicles 12/ (with plans for expansion) and financial support from many different agencies. In addition, funds from the Spokane Transit Department have also been designated to support the program (approximately \$9,000 for the six-month reporting period).

The second model results when a new agency is created solely for the purpose of providing transportation. Only one such example, the Yakima County Transportation Exchange, is currently operating in Washington. The Exchange provides transportation for client organizations through contracted arrangements that cover all direct operations as well as administrative costs. The Exchange operates 12 vehicles 13/ within Yakima County. No money is currently provided by Yakima County or the City of Yakima.

#### SERVICE PROBLEMS

Service providers have indicated several problems as keys to improved service delivery. Limited operational funding is the major restriction. Planning and programming is very difficult without a stable continuing funding source.

Franchise restrictions imposed by the Washington Utilities and Transportation

Commission also restrict program services. Trips to regional Medical Centers or major recreational activities (Special Olympics, ball games, museums) are often prohibited by the limits imposed by the certificate of convenience and necessity. Many service agencies are located in rural areas where few services exist, making it necessary to travel to urban centers to obtain needed services.

Social service agencies providing transportation must obey as many "masters" as they have funding sources. Each "master" has its own set of rules that the agency must follow. Often these rules conflict, putting an additional burden on the provider.

#### CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY

The Washington Utilities and Transportation Commission (WUTC) has jurisdiction over all auto transportation companies in the State. An auto transportation company includes any corporation, company, or individual engaged in providing transportation for persons or baggage over fixed or regular routes for compensation. 14/ Such auto transportation companies are required to obtain certificates of public convenience and necessity, a franchise, that defines their service areas.

In a series of hearings the WUTC had determined that such programs qualifying for the 16(b)(2) Program are subject to its jurisdiction. 15/ As a result, the 16(b)(2) operators have been restricted to serving only elderly or handicapped persons and operating within a 50 mile radius of defined urban places. This service area has been usually interpreted to include the entire county within which the identified urban place is located. Several exceptions have been granted, wherein service has been permitted in more than one county.

This service area restriction often hampers the effectiveness of a program. As an example, the Vashon Island Center is limited only to Vashon Island. Trips to Seattle or Tacoma must therefore be made by other means. This reflected in the low trip rates displayed in Table 4.

Service to necessary activity centers such as regional medical centers is severely restricted as a result.

11/ See Appendix III for a description of service area restrictions.

12/ Only 11 are from the Section 16(b)(2) Program. The ridership listed in Table 4 is only for 16(b)(2) vehicles.

13/ Only 7 of the vehicles are in the 16(b)(2) Program. Ridership figures listed in Table 4 are for those 7 vehicles only.

14/ RCW 81.68.010(3), also see WAC 480-30-010(7).

15/ In a series of orders issued to UMTA 16(b)(2) applicants the WUTC declared they do have jurisdiction. As an example, refer to the applications of the Yakima Valley Transportation Exchange Order M.V.C. No. 1025, and the Grant Co. Training Center M.V.C. No. 1096.

## SCHOOL BUSES

School Districts in Washington totaled 295 with a 1976-77 enrollment of 780,299 students. School District enrollment varied from 3 in Benge, Adams County to 62,774 in Seattle, King County. Approved transportation allocations by the Superintendent of Public Instruction (SPI) during the 76-77 school year ranged from a low of \$6.00 per pupil enrolled in the Yakima District to a high of \$1,171.00 in Benge. The statewide average transportation appropriation was \$48.00 per pupil enrolled. Total approved transportation costs from the SPI budget was \$37.8 million.

The capacity of the school bus fleet was reported to be 272,000 seats. Of the statewide student enrollment, approximately 22.6% were transported (170,000). Urban area students also utilize local transit operations and some School Districts have contracted with private contractors to provide busing services.

In 1974 the Washington State Legislature passed legislation enabling School Districts to provide local transportation to the general public as long as the districts are fully reimbursed for the cost of such service. In 1975 the SPI had a feasibility study made using the Clover Park School District to determine the feasibility of this type of action. To date local transportation has not been provided by any School District in the State.

The following table indicates a County by County picture of the 1976-77 School Transportation picture. It should be noted that at present, the Legislature and SPI are doing indepth studies of School Transportation. The matter of equitable distribution of funds is a critical issue coupled with pupil density, especially in the rural areas.



SCHOOL TRANSPORTATION \*  
1976-77

County	No. School Districts	Total Enrollment	Approved Dollars/ County	Approved Dollars/ Pupil Enroll
Adams	5	3,542	\$326,795	\$92.26
Asotin	2	3,366	93,146	27.67
Benton	6	20,927	688,755	32.91
Chelan	7	9,097	365,740	40.20
Clallam	5	9,146	515,068	56.32
Clark	8	39,451	2,264,783	57.41
Columbia	2	850	72,361	85.13
Cowlitz	7	17,761	785,106	44.20
Douglas	6	4,582	249,977	54.56
Ferry	6	1,067	140,368	131.55
Franklin	4	6,728	576,073	85.62
Garfield	1	657	73,383	111.69
Grant	11	12,528	771,775	61.60
Grays Harbor	12	14,339	698,000	48.68
Island	3	7,472	385,300	51.57
Jefferson	5	2,444	140,397	57.45
King	20	228,551	9,553,741	41.80
Kitsap	5	26,134	1,462,755	54.59
Kittitas	5	4,691	294,325	62.74
Klickitat	10	3,378	235,173	69.62
Lewis	14	11,706	801,644	68.48
Lincoln	8	2,441	361,502	148.10
Mason	7	5,628	381,296	67.75
Okanogan	8	6,432	479,023	74.47
Pacific	6	3,572	270,762	75.80
Pend Oreille	3	1,945	154,512	79.44
Pierce	15	91,515	3,899,433	42.61
San Juan	4	971	138,414	53.39
Skagit	7	12,267	934,122	76.15
Skamania	4	1,324	138,414	104.54
Snohomish	13	63,459	2,961,926	46.67
Spokane	13	64,282	2,613,448	40.66
Stevens	12	5,062	430,148	84.98
Thurston	8	23,407	1,533,312	65.51
Wahkiakum	1	600	53,433	89.05
Walla Walla	7	7,919	361,304	45.62
Whatcom	7	18,297	953,342	52.10
Whitman	13	5,807	527,889	90.91
Yakima	15	36,954	1,247,995	33.77
TOTAL	295	780,299	\$37,811,312	\$48.46

\* All data in this section from House Appropriations Committee Staff.

## 4 Intercity Bus





## INTERCITY BUS — TRANSPORTATION

The intercity bus industry is an outgrowth of the development of the automobile. As road building activity increased local bus firms expanded operations to intercity service. This resulted in the growth in the number of local and regional firms. Merger activity in the 1920's led to the creation in 1926 of the now dominant Greyhound Company and to the Trailways System in 1936. These mergers brought many small carriers into the two national systems.

General growth and prosperity of the industry in recent years has been dimmed by a shrinkage of passenger demand. The charter and package express service have grown and these areas have been profitable for the companies. The declining ridership trend showed a temporary upswing in 1974 during the fuel shortage. The major competition for riders comes from the automobile with Amtrack and air carriers in some areas offering lesser challenges.

The bus passenger market is somewhat unusual compared to markets of other common carriers. Bus passengers tend to be drawn from low income and non-professional occupations. The relatively young and old, students, military personnel and retirees are heavy users. A high proportion of the trips taken are non-business oriented and for relatively short distances. The majority of those using the bus are traveling on personal and family matters.

The private Passenger Auto Transportation companies serve 103 of Washington's 265 incorporated cities. Not all towns and cities receive daily service or more than one bus per day. The best service is in the corridor between Seattle and Portland where 47 trips per day (both directions) are made. Trips in this corridor are not all local service. The following city-pairs illustrate the major daily 24 hour service routes:

City-Pair	Trips
Seattle - Portland	47
Seattle - Vancouver BC	24
Seattle - Everett	19
Seattle - Tacoma	47
Seattle - Ellensburg	16
Seattle - Wenatchee	5
Spokane - Ellensburg	7
Spokane - Wenatchee	5
Spokane - Ritzville	14
Spokane - Pullman	6
Spokane - Tricities	6

City-Pair	Trips
Yakima - Ellensburg	13
Yakima - Tricities	8
Yakima - Bingen and Oregon	8
Tacoma - Bremerton	10
Olympia - Aberdeen	10
Tri-Cities - Clarkston	8

The Passenger Auto Transportation Companies are regulated by the Washington Utilities and Transportation Commission (WUTC). The WUTC has divided the carriers into the following classes:

- Class I Carriers having average gross operating revenue (including interstate and intrastate) of \$200,000 or over annually from passenger motor carrier operations.
- Class II Carriers having average gross operating revenue (including interstate and intrastate) of \$50,000 or more, but under \$200,000 annually from passenger operations.
- Class III Carriers having average gross operating revenue (including interstate and intrastate) of less than \$50,000 annually, from passenger motor carrier operations.

Categorizing firms by gross revenues allows operators near the break points to float between classifications. The number of carriers operating in Washington by Class in recent years were:

	1974	1975	1976
Class I	9	10	10
Class II	5	4	5
Class III	9	12	11

When looking at aggregate data for Class I Carriers the total figures are dominated by Greyhound and Continental Trailways due to their extensive operations. The other eight (8) firms do not operate over such wide areas. The following Table illustrates late year trends in Washington by Class of Carrier (data for individual operations can be found in Appendix F.)

# INTERCITY BUS — TRANSPORTATION

CLASS	1974				1975**				1976			
	I @	(I)	II	III †	I @	(I)	II	III	I @	(I)	II	III *
Oper. Revenue (Thousands \$)	237,094.4	4,077.9	520.4	224.3	270,425.2	4,225.4	359.0	329.7	279,905.9	5,595.8	479.8	213.8
Expenses (Thou. \$) . . . . .	219,032.5	3,798.9	528.2	196.2	255,800.0	4,073.7	398.7	345.2	270,826.1	6,029.5	525.8	208.7
Buses . . . . .	2,031	109	42	28	2,502	161	36	43	2,468	109	40	37
Rev. Passengers (Thousand) . .	35,522.7	893.1	310.5	252.9	31,151.4	1,158.7	245.6	339.3	29,510.2	1,568.1	285.2	155.2
Veh. Mi. Op. (Thou.) . . . . .	218,703.1	5,290.0	676.9	519.4	236,908.2	4,899.9	487.5	624.9	229,403.5	5,481.5	628.9	428.4
Passengers/mi. Traveled . . . .	0.130	0.169	0.459	0.487	0.125	0.236	0.504	0.543	0.118	0.286	0.454	0.362
Revenue/Pass. (\$) . . . . .	7.29	4.57	1.68	0.89	8.68	3.65	1.46	0.97	9.49	3.57	1.68	1.38
Expense/pass. (\$) . . . . .	6.73	4.25	1.70	0.78	8.21	3.52	1.62	1.02	9.18	3.85	1.84	1.35

(I) Class I Carriers without Greyhound and Continental Trailways.

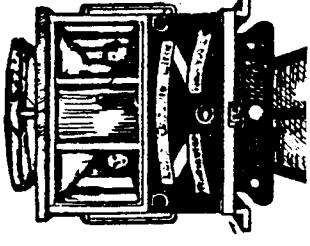
\*\* Everett Charters classified as Class III in 1975 and Class II in 74 and 76.

† Bassett Transit did not report in 1974.

\* Bremerton Suburban Transit did not report passengers for 1976.

@ Greyhound figures are for the Western States operations; Trailways figures are national totals.

## 5 Special Transportation





## PASSENGER RAIL TRANSPORTATION

### SEA-TAC SATELLITE TRANSIT SYSTEM

The Satellite Transit System (STS) at Seattle-Tacoma International Airport is an all-underground, automated people mover that connects the main passenger terminal area with remote satellite terminals. The system, built by Westinghouse at a cost of \$15.4 million, began operations in 1973 as the first major underground transsystem at an airport.

The STS configuration consists of a 3,700 foot-long South Loop connecting the main terminal with the South (international) Satellite, a 4,100 foot-long North Loop connecting the main terminal with the North Satellite, and a 1,100 foot-long shuttle line that connects the main stations of the North and South Loops. The system currently operates 20 hours per day, serving eight stations with twelve vehicles.

Vehicles are electrically powered and ride on eight pneumatic rubber tires. All guidance, propulsion and braking systems are located beneath the floor. Capacity of each vehicle is 106 passengers; in 1976 the twelve vehicles travelled a total of 414,000 miles, or an average of 34,500 miles per vehicle. Electrical operating costs average 30 cents per hour per vehicle.

During 1976 STS carried 10.2 million passengers, including 4.1 ticketed airline passengers. Operating and maintenance expenses during the same year totalled \$603,000.

### YAKIMA INTERURBAN TROLLEY LINES

The Yakima Visitors and Convention Bureau began this unique operation in 1975 as a project to observe the Nation's Bicentennial celebration and it has remained in operation as a non-profit tourist attraction. The City of Yakima operates the trolleys and handles financial transactions with scheduling and advertising assistance from the Convention Bureau.

The trolley line operates with two trolleys of 1906 vintage that were purchased in Portugal. The trolleys are identical to streetcars used on the old Yakima Interurban Lines from 1907 to 1929. The cars operate over 20 miles of electrified railroad used concurrently by the Yakima Valley Transportation Company and its parent organization the Union Pacific Railroad. The line covers scenic routes extending westerly as far as the communities of Gromore and Wiley City and northerly to Selah, as well as through parts of the City of Yakima. A total of 12,940 passengers were carried in 1977.

Yakima Interurban Trolley Lines operates from early Spring until Winter, with a schedule combining public rides and charters. Public rides cost \$2.00 per person and are available Saturday mornings, Sunday afternoons, and selected evenings and holidays. Charters are of about two hours duration and operate over four separate routes;

a flat rate of \$96.00 is charged for the two-hour run. Revenues for 1977 amounted to \$23,973 against expenditures of \$24,316.

### SEATTLE MONORAIL

The City of Seattle operates the Nation's only full-scale urban monorail system over 1.2 miles of elevated guideway between downtown Seattle and the Seattle Center. The Monorail, built during the 1962 World's Fair at a cost of \$4.5 million, carried 2.5 million passengers in 1977. The system currently operates at a profit (\$406,000 in revenues versus \$346,000 in expenses in 1977) but city management expects that increasing maintenance and operating costs will force the system's second fare boost from the current \$0.15 to \$0.20.

City planners are currently considering various proposals for expanding and automating the Monorail. One plan would extend the line about one-third mile to the Seattle Center's parking garage; this would increase the system's usefulness to shoppers and commuters and would significantly increase ridership. Other plans would provide new automated trains at a cost of about \$400,000 each, and extend the guideway to form a loop system at a cost of \$45 million.

### SEATTLE WATERFRONT STREETCAR

The City of Seattle is currently developing a new streetcar service to serve the central waterfront area of the Central Business District. The need for improved passenger transportation in the waterfront area is a direct result of the decline of traditional shipping activities and increasing renovation of waterfront piers to serve as restaurants, import shops and offices. Current bus service in the area has proved inadequate and automobile congestion has increased significantly.

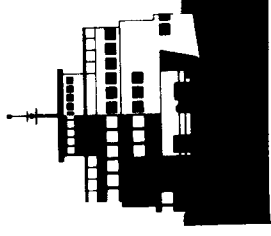
Beginning in 1979, the new service will operate two streetcars over a 1.3 mile course, utilizing existing Burlington Northern Railroad trackage along Alaskan Way. Seattle Metro will operate the system under special contract with the City of Seattle. The City is planning service with 15 minutes headways serving six passenger loading stations. Anticipated fares are \$0.30 per trip.

Total capital costs for the project are estimated at \$1,458,000, including \$57,000 for purchase of two streetcars, \$250,000 for roadbed preparation and new track, \$225,000 for electrical work and \$367,000 for a storage and maintenance shed. Twenty percent of the total cost will be contributed by the City of Seattle and an 80 percent contribution is expected from UMTA. Operating costs are forecast to average \$277,000 per year for the 1979-1983 period, against anticipated annual revenues of \$237,000. Estimated annual ridership is expected to be 677,000.





## 6 Water Transportation





## WATER TRANSPORTATION

### WASHINGTON STATE FERRY SYSTEM

The Washington State Ferry System, linking islands, peninsulas and centers of population and industry around Puget Sound, comprises the largest and most modern marine highway system in the Nation. The State of Washington took over operation of the Ferry System in 1951 when the private operators were financially unable to maintain adequate service.

Today the Ferry System operates within the Marine Division of the State of Washington, Department of Transportation.

The System currently operates eight basic routes using eighteen vessels that range in capacity from 40 to 206 automobiles and from 200 to 2,500 passengers. The service area consists primarily of the urbanized areas on the east side of Puget Sound, with a population of about 1.8 million, Kitsap County on the west side of the Sound and Island and San Juan Counties. Over 90 percent of all weekday trips are generated within this service area. Weekend traffic is generated from a much broader area, with 30 to 40 percent having recreational destinations on the Olympic Peninsula. Out-of-state tourists account for less than five percent of ferry system usage during the summer.

During 1977 the Ferry System carried an average of 17,000 vehicles and 42,000 persons per day, or an average of 2.5 persons per vehicle carried. The following data on persons and vehicles carried for the years 1972-1977 illustrate the continuing importance of ferry service to the Puget Sound region.

	Vehicles Carried	Passengers Carried
1972	4,071,000	10,252,000
1973	4,503,000	11,085,000
1974	4,914,000	12,238,000
1975	5,374,000	13,187,000
1976	5,816,000	14,423,000
1977	6,275,000	15,452,000

In addition to revenues from tolls, the Ferry System receives the equivalent of three-eighths of one cent from motor fuel tax collections to be used first for debt service, with the remainder used for capital improvements. Ferry operations are supported by an additional 3.15 percent of fuel tax collections. These two sources together yield about \$14 million annually. The Ferry System also requires annual subsidies from the Motor Vehicle Fund to eliminate operating deficits.

### COUNTY FERRIES

Four counties currently operate public ferries:

- (1) Pierce County operates a ferry between the town of Steilacoom and Yoman

Dock on Anderson Island. Ketrion and McNeil Islands are also served. Approximate crossing time is 20 minutes. Average daily vehicular traffic in 1976 was 298. Toll revenues average slightly over \$100,000 per year; operating costs have climbed rapidly in recent years and amounted to \$250,000 in 1976.

- (2) Whatcom County provides ferry service between Gooseberry Point approximately 12 miles west of Bellingham to Lummi Island, a crossing of about one mile across Hale Passage. Average daily vehicular traffic is 300. Ferry Toll revenue were \$107,000 in 1976, compared to operating costs of \$222,000.
  - (3) Skagit County operates a ferry between Guemes Island and downtown Anacortes, a crossing of about one mile through Guemes Channel. Toll revenues in 1976 were \$74,000 versus \$259,000 in operating expenses.
  - (4) Wahkiakum County has provided service since 1962 between the southern terminus of state highway 409 on Puget Island, south of Cathlamet, to Westport, Oregon across the Columbia River. The nearest alternate crossings of the Columbia are the Toll free bridge at Longview about 25 miles upstream, and the Astoria Megler Toll Bridge approximately 45 miles downstream.
- The ferry operates daily from 7:00 a.m. to 6:00 p.m. leaving Puget Island every 30 minutes. Average daily vehicular traffic in 1976 was 94. Ferry Tolls amounted to \$53,000 compared to operating costs of \$78,000.

### PRIVATE FERRY OPERATIONS

- (1) Black Ball Transport, Inc. provides ferry service between the City of Port Angeles and Victoria, British Columbia. Service varies depending upon the season; during the summer four trips daily leave Port Angeles about four hours apart. Crossing time is approximately 90 minutes. In 1977 the company carried 529,389 passengers.
- (2) Gray Line Tours operates a tourist service in and around Seattle through the Lake Washington Ship Canal. The company operates over 74 miles of route, making about 500 trips per year. About 33,000 passengers were carried in 1976.
- (3) Horluck Transportation Company operates three vessels on a one-mile route across Sinclair Inlet between Port Orchard and Bremerton. Normal service is 25 trips daily. Highway distance between the two cities is about nine miles. This service has seen steady growth, increasing from 258,000 passengers carried in 1972 to 395,000 in 1977.

- (4) Lake Chelan Boat Company provides service the length of Lake Chelan, from the town of Chelan to the unincorporated community of Stekekin. One-way distance is about 66 miles. Passenger counts are fairly consistent from year-to-year at about 48,000.

#### OTHER FERRY OPERATIONS

- (1) The Grays Harbor Transportation Authority operates a passenger-only ferry for five months each year through Grays Harbor between Ocean Shores and Westport. The service, which is operated by a private contractor,

carried 16,410 passengers in 1977. Toll revenues were \$24,000, compared to operating expenses of \$44,000. These figures represent a cost of \$2.681 per passenger.

- (2) The Washington State Department of Transportation operates a free ferry (the Keller Ferry) where state highway 21 crosses the Columbia River between Lincoln and Ferry Counties.
- (3) The Colville Indian Tribe operates a toll crossing of Lake Roosevelt (Columbia River) between Inchelium and Gifford.

## **Appendix A - State Laws**



## APPENDIX A

### STATE LAWS PERTAINING TO PUBLIC TRANSPORTATION (RCW\* Citations Inclusive of 1977 Legislation)

#### 35.43 LOCAL IMPROVEMENTS

35.43.200 *Street railways at expense of property benefitted.* Empowers cities and towns owning and operating a municipal street railway to finance the purchase or construction of facilities by levying special assessments against benefitting properties.

#### 35.58 METROPOLITAN MUNICIPAL CORPORATIONS

35.58.240 *Powers relative to transportation.* Specifies powers of a metropolitan municipal corporation regarding metropolitan transportation.

35.58.245 *Public transportation function — Authorization by election required —* Procedure requires voter approval before a metropolitan municipal corporation may perform the functions of metropolitan public transportation.

35.58.250 *Other local public passenger transportation service prohibited — Agreements — Purchase — Condemnation.* Prohibits private corporations from operating public transportation systems if such a system is operated by a metropolitan municipal corporation.

35.58.260 *Transportation function — Acquisition of city system.* Authorizes a metropolitan municipal corporation which acquires a city public transportation system to assume the duties and responsibilities of the city system. Requires the consent of the city council for a metropolitan corporation to acquire the system.

35.58.265 *Acquisition of existing transportation system — Assumption of labor contracts — Transfer of employees — Preservation of employee benefits — Collective bargaining.* Describes rights of employees of existing systems acquired by a metropolitan municipal corporation.

35.58.270 *Metropolitan transit commission.* Establishes the composition of the Metropolitan transit commission and gives it certain powers and responsibilities.

35.58.2712 *Public transportation feasibility study —* Advanced financial support payments. Entitles a municipality to receive a one-time advanced financial support

payment to perform a feasibility study to determine the need for public transportation to serve its residents. Sets conditions of payment.

35.58.272 *Public transportation systems — Definitions.* Defines various meanings of the term "municipality" as it relates to public transportation, and certain other terms.

35.58.2721 *Public transportation systems — Authority of municipalities to acquire, operate, etc. — Indebtedness — Bond issues.* Authorizes municipalities to acquire, construct, operate and maintain public transportation systems, and to issue general obligation bonds for such purpose. Prescribes limits of indebtedness. Identifies tax sources that may be obligated for repayment of bonds, and preclude legislature from withdrawing taxing authority.

35.58.273 *Public transportation systems — Motor vehicle excise tax authorized — Credits — Public hearing on Route and Design.* Authorizes municipalities to levy an excise tax of one percent of the fair market value of motor vehicles registered in the municipality. Both corridor and design public hearings must be held before excise tax can be spent for right of way or construction of transit facilities.

35.58.274 *Public transportation systems — Motor vehicles exempt from tax.* Exempts dealers from one percent motor vehicle excise tax levied in RCW 35.58.273.

35.58.275 *Public transportation systems — Provisions of motor vehicle excise tax chapter applicable.* Provides references to sections of chapter 82.44 RCW prescribing schedules, penalties, etc. relating to motor vehicle excise tax.

35.58.276 *Public transportation systems — When tax due and payable — Collections.* Directs county auditors to collect one percent excise tax and remit to the state as per chapter 82.44 RCW.

35.58.277 *Public transportation systems — Remittance of tax by county auditors.* Prescribes procedures used by county auditors to remit one percent excise tax to the state.

35.58.278 *Public transportation systems — Distribution of tax.* Directs that distribution of one percent excise tax be made in accordance with RCW 82.44.150.

\* Revised Code of Washington.



35.58.279 *Public transportation systems — Crediting and use of tax revenues.* Limits use of revenues from one percent excise tax to specified public transportation purposes. Precludes legislature from withdrawing authority for municipality to levy the tax if it has been pledged for bond payoff.

35.58.2791 *Public transportation systems — Internal combustion equipment to comply with pollution control standards.* Requires that new internal combustion equipment meet the standards for pollution control set by the state air pollution control board in order to be purchased with excise tax revenue.

35.58.2792 *Public transportation systems — Parking facilities to be in conjunction with system stations or transfer stations.* Requires parking facilities financed with revenues from one percent excise tax to be in conjunction with and adjacent to public transportation stations.

35.58.2794 *Public transportation systems — Research, testing, development, etc., of systems — Powers to comply with federal laws.* Grants any public agency operating a public transportation system the right to engage in research and testing of transportation systems and equipment, and grants all powers necessary for agencies to comply with standards of federal Urban Mass Transportation Act.

#### 35.84 UTILITY AND OTHER SERVICES BEYOND CITY LIMITS

35.84.060 *Street railway extensions.* Provides that municipal corporations may operate urban public transportation systems to within fifteen miles outside their corporate limits as long as that territory is not served by a privately operated transportation company authorized by the utilities and transportation commission.

#### 35.85 VIADUCTS, ELEVATED ROADWAYS, TUNNELS AND SUBWAYS

35.85.010 *Authority to construct viaducts, bridges, elevated roadways, etc.* Empowers first class cities to construct and maintain bridges, subways, elevated roadways, etc., and to assess property benefitted by the improvement.

#### 35.92 MUNICIPAL UTILITIES

35.92.060 *Authority to acquire and operate transportation facilities.* Cities and towns

granted authority to purchase, construct, maintain or operate railways, buses, cars and trucks for the purpose of moving freight or passengers within the city limits. Fare-setting authority granted.

#### 35.95 PUBLIC TRANSPORTATION SYSTEMS IN CITIES AND METROPOLITAN MUNICIPAL CORPORATIONS — FINANCING

35.95.010 *Declaration of intent and purpose.* States that municipally owned transit companies are unable to cover their expenses with revenues from fares. Consequently municipalities are forced to subsidize public transit to the detriment of other public services. Since public transportation is considered a necessary service the appropriation of general funds and the levying and collecting of taxes by municipalities for the funding of public transportation is justified.

35.95.020 *Definitions.* Defines various meanings of the term "municipality" as it relates to public transportation, and certain other terms.

35.95.030 *Appropriation of funds for transportation systems authorized — Referendum.* Authorizes municipalities to appropriate general funds for the operation, maintenance and capital needs of municipally owned and operated public transportation systems.

35.95.040 *Levy and collection of excise taxes authorized — Business and Occupation tax — Excise tax on residents — appropriation and use of proceeds — Voter approval.* Authorizes corporate authorities to levy a business and occupation tax and a household tax for the sole purpose of funding public transportation. These taxes must be approved by the voters who would be affected by them.

35.95.050 *Collection of tax — Billing.* Provides that taxes levied by municipalities for the operation, maintenance and capital needs of municipal owned and operated public transit systems can be used solely for the purpose. The taxes can be billed and collected in a manner determined by the corporate authorities. It further provides that municipalities can contract out the operations and maintenance of their public transit systems.

35.90.060 *Funds derived from taxes — Restrictions on classification, etc.* Restricts funds derived from taxes collected to fund public transportation from being classified

as revenue of the public transportation system.

35.95.070 *Purchase of leased public transportation system — Purchase price.* Provides that the purchase price of a public transportation system being leased by a municipality shall be no greater than the fair market value of the system at the commencement of the lease.

35.95.080 *Referendum rights not impaired.* Precludes provisions of Chapter 35.95 RCW or any city ordinance form preventing a referendum on any municipal ordinance adopted as a result of this chapter.

35.95.090 *Corporate authorities may refer ordinance levying tax to voters.* Allows a municipality to refer an ordinance for the levy and collection of an excise tax to a vote of the people before adopting the ordinance.

#### 35A.81 PUBLIC TRANSPORTATION

35A.81.010 *Application of general law.* Exempts urban passenger transportation systems from payment of special (diesel) fuel taxes, and allows refund for gasoline taxes paid.

#### 36.57 COUNTY PUBLIC TRANSPORTATION AUTHORITY

36.57.010 *Definitions.* Defines terms “authority”, “population”, and “public transportation function” as used in this chapter.

36.57.020 *Public transportation authority authorized.* Authorizes counties to create county transportation authorities except in counties where a metropolitan municipal corporation is already performing the functions of public transportation.

36.57.030 *Membership — Compensation.* Establishes the composition of a county transportation authority.

36.57.040 *Powers and duties.* Specifies the powers and duties of a county transportation authority.

36.57.050 *Chairman — General manager.* Provides for election of a chairman and appointment of general manager by Authority, and function of each.

36.57.060 *Transportation fund — Contributions.* Establishes and describes management of “transportation fund” to be set up by each Authority.

36.57.070 *Public transportation plan.* Requires a transportation authority to develop a comprehensive transportation plan.

36.57.080 *Transfer of transportation powers and rights to authority — Funds — Contract indebtedness.* Describes rights of Authority when taking over passenger transportation system previously owned by a county or city.

36.57.090 *Acquisition of existing transportation system — Assumption of labor contracts — Transfer of employees — Preservation of benefits — Collective bargaining.* Prescribes obligations of Authority when acquiring an existing transportation system.

36.57.100 *Counties authorized to perform public transportation function in unincorporated areas — Exceptions.* Authorizes counties to perform public transportation functions except where a metropolitan municipal corporation within the county is performing those functions or where a public transportation benefit area exists.

36.57.110 *Boundaries of unincorporated transportation benefit areas.* Authorizes counties to create and define the boundaries of unincorporated transportation benefit areas following school district or election precinct lines as far as practicable.

#### 36.57A PUBLIC TRANSPORTATION BENEFIT AREAS

36.57A.010 *Definitions.* Defines “public transportation benefit area”, “public transportation service”, “public transportation improvement conference”, and other terms used in this chapter.

36.57.020 *Public transportation improvement conference — Convening — Purpose — Multi-county conferences.* Authorizes county legislative authorities to hold conferences to evaluate the need for public transportation benefit areas to provide public transportation service. Authorizes multi-county conference.

36.57A.030 *Establishment or change in boundaries of public transportation benefit area — Hearings — Notice — Procedure — Authority of county to terminate public transportation benefit area.* Gives conferences the authority to change the boundaries of a PTBA. Requires public hearings.

36.57A.040 *Cities to be wholly included or excluded — Boundaries — Only benefited areas to be included. — One area per county.* Lists certain criteria for establishing boundaries of public transportation benefit areas.

36.57A.050 *Governing body — Selection, qualification, number and compensation of members.* Provides for selection of a benefit area Authority by elected officials within 60 days of establishment of boundaries. Allows any city to withdraw within the 60 days.

36.57A.060 *Comprehensive plan — Development — Elements.* Lists required elements of comprehensive plan.

36.57A.070 *Comprehensive plan — Review — Approval or disapproval — Resubmission.* Requires review and approval by the state transportation commission or the planning and community affairs agency.

36.57A.080 *General Powers.* Grants PTBA's the power of contract. Requires competitive bids. Allows PTBA's to sue and be sued in a corporate capacity.

36.57A.090 *Additional Powers — Acquisition of existing system.* Grants power to prepare, adopt and carry out a general comprehensive plan. Also grants power to acquire and operate transportation facilities, and to fix fares. Requires consent of city council to assume a city transportation facility.

36.57A.100 *Agreements with operators of local public transportation services — Operation without agreement prohibited — Purchase or condemnation of assets —* Prohibits private corporations from operating local public passenger transportation services within the PTBA without an agreement with the PTBA.

36.57A.110 *Powers of component city concerning passenger transportation transferred to benefit area — Operation of system by city until acquired by benefit area - Consent.* Provides that any city operating a public transportation system on July 1, 1975 may continue to operate the system until it is acquired by the benefit area.

36.57A.120 *Acquisition of existing system — Labor contracts, employee rights preserved — Collective bargaining.* Outlines rights of employees of an existing system being acquired by a benefit area.

36.57.130 *Transportation fund — establishment — Use — Custodian — Contribution*

*of sums for expenses.* Describes establishment, use and management of transportation fund to be set up by each benefit area Authority.

36.57A.140 *Annexation of additional area.* Establishes procedure for annexation of a contiguous area to a PTBA.

36.57A.150 *Advanced financial support payments.* Permits counties to receive advanced financial support from the state to assist in the development of a comprehensive transit plan. Sets conditions.

36.57A.160 *Dissolution and liquidation.* Provides that a PTBA may be dissolved by voter approval. Establishes procedure for the election.

### 39.33 INTERGOVERNMENTAL DISPOSITION OF PROPERTY

39.33.050 *Public mass transportation system — Contracts for services or use.* Authorizes the legislative body governing a public transportation system to contract with other legislative bodies, persons or firms for public transportation services.

### 39.34 INTERLOCAL COOPERATION

39.34.085 *Agreements for operation of bus services.* Authorizes cities, towns or a county or a combination of these to enter into agreements with each other or with a public transportation agency of a contiguous state or contiguous Canadian province, to allow a city or transportation agency to operate public bus service within their boundaries. Bus service may extend beyond their boundaries if it does not conflict with existing bus service authorized by the Washington Utilities and Transportation Commission.

### 46.04 MOTOR VEHICLES — DEFINITIONS

46.04.355 *Municipal Transit Vehicle.* Defines ownership and use characteristics of such vehicles.

### 46.61 RULES OF THE ROAD

46.61.165 *Reservation of portion of highway for use by public transportation vehicles, etc.* Gives state and local authorities the right to reserve all or any portion of any highway.

46.61.560 *Stopping, standing, or parking outside of business or residence districts.* Permits public transportation vehicles to stop on the roadway to receive or discharge passengers.

#### 47.04 GENERAL PROVISIONS

47.04.081 *Urban public transportation systems — Participation of highway commission in planning, development and establishment of system.* Empowers highway commission to join financially or otherwise with any state, federal or local agency in planning for urban public transportation system in conjunction with new or existing highway facilities.

47.04.082 *Urban public transportation systems — Defined* Defines this term with respect to types of vehicles operated and areas in which the vehicles operate.

47.04.083 *Urban public transportation systems — Declaration of public policy — Use of motor vehicle funds, city street or county road funds.* Declares policy of joint planning, construction and maintenance of public highways and urban public transportation system serving common geographical areas wherever feasible. Allows the motor vehicle funds, city street or county road funds to pay the full cost of streets to be used jointly with an urban public transportation system.

#### 47.08 HIGHWAY FUNDS

47.08.070 *Cooperation in public works projects, urban public transportation systems.* Authorizes the state highway commission to cooperate financially with any public agency in construction of public works projects, including urban public transportation systems.

#### 47.12 ACQUISITION AND DISPOSITION OF STATE HIGHWAY PROPERTY

47.12.010 *Acquisition of property authorized — Condemnation actions — Cost.* Empowers the Highway Commission to acquire by gift, purchase or condemnation, property for transportation purposes, including urban public transportation systems.

47.12.270 *Acquisition of property for parking facilities for motorists using urban public transportation facilities or private car pool vehicles.* Empowers Highway Commission to exercise this function.

#### 47.28 CONSTRUCTION AND MAINTENANCE OF HIGHWAYS

47.28.140 *Agreements to benefit or improve highways, roads or streets, establish urban public transportation system — Labor or contract — Costs.* Authorizes state highway department and any public agency to jointly establish an urban public transportation system on or near a public highway.

#### 47.44 FRANCHISES ON STATE HIGHWAYS

47.44.010 *Wire and pipe line and tram and railway franchises — Application — Notice — Posting and Publication.* Empowers highway commission to grant franchises to use state highways for construction and maintenance of urban public transportation system.

47.44.040 *Franchises across joint bridges.* Grants authority to Highway Commission to join with cities, counties and other states to grant franchises across joint bridges for transportation purposes including urban public transportation systems.

#### 47.48 CLOSING HIGHWAYS AND RESTRICTING TRAFFIC

47.48.010 *Closure authorized — Restricting use of portion of highway to urban public transportation system use.* Authorizes highway commission to restrict use of any public highway to use by an urban public transportation system.

#### 47.52 LIMITED ACCESS FACILITIES

47.52.025 *Additional Powers — May control use of limited access facilities — Reservation of facility, lanes or ramps for public transportation vehicles, etc.* Empowers state, counties or cities to reserve a limited access facility, or designated lanes or ramps, for exclusive use of public transportation vehicles.

47.52.090 *Cooperative agreements — Provision for urban public transportation systems — Title to facility — Traffic regulations — Underground utilities and overcrossings — Passenger transportation — Storm sewers — City street crossings.* Authorizes state, counties, cities owning or operating an urban public transportation system to enter into agreements regarding financing, planning, establishment, etc. of limited access facilities to further purposes of this chapter.

47.56 STATE TOLL BRIDGES, TUNNELS AND FERRIES

47.45.256 *Highway Commission may grant franchises for utility, railway, urban public transportation purposes.* Authorizes Commission to grant franchises to use property of toll bridges, tunnels and ferries for purposes including urban public transportation systems.

82.14 COUNTIES, CITIES AND METROPOLITAN MUNICIPAL CORPORATIONS  
– RETAIL SALES AND USE TAXES

82.14.045 *Sales and use taxes for public transportation systems.* Authorizes public transportation authorities to levy a sales and use tax of one-tenth, two-tenths or three-tenths of one percent subject to voter approval. Revenue generated is exclusively for the support of public transportation – Sets conditions and requirements of the tax.

82.36 MOTOR VEHICLE FUEL TAX

82.36.275 *Refunds for urban transportation systems.* Grants refunds for use of motor vehicle fuel by urban transportation systems.

82.38 SPECIAL FUEL TAX ACT

82.38.080 *Exemptions.* Exempts urban public transportation systems from payment of special (diesel) fuel taxes, except on trips more than 25 miles from the corporate limits of the county in which the trip originated.

82.44 MOTOR VEHICLE EXCISE

82.44.150 *Apportionment and distribution of motor vehicle excise taxes generally.* Prescribes method of distribution of two percent motor vehicle excise tax, including the one percent portion to eligible municipality for public transportation purposes.

## **Appendix B - UMTA Grants**



APPENDIX B  
UMTA GRANTS

SUMMARY OF UMTA GRANTS IN WASHINGTON

Table 1  
(February 1965 - March 31, 1978)

Grant Type	Amount
Section 3 . . . . .	\$124,924,119
Section 5 . . . . .	12,726,196
Section 6 . . . . .	2,205,019
Section 9 . . . . .	3,856,695
Section 10 . . . . .	21,455
Section 11 . . . . .	874,292
Total UMTA Grants . . . . .	\$145,816,975

UMTA SECTION 3 CAPITAL GRANTS IN WASHINGTON  
(February 1, 1965 - March 31, 1978)

Table 2

Award Date	Grant No.	Grantee	Amount
5/2/74	0016 pt	Metro	\$36,307,496
7/2/76	0016 pt		40,000,000
			10,000,000
			4,795,438
			3,941,628
3/13/77	0016 pt		\$95,044,562
			15,216,400
3/31/65	0002	Highway Comm.	
4/18/68	0004	Seattle Transit	3,180,286
12/27/72	0013		589,886
			3,770,172
3/31/65	0001	Tacoma	611,333
10/14/68	0005		203,990
9/14/72	0012		983,936
11/7/77	0025		1,731,696
			3,530,955
3/31/72	0008	Spokane	2,609,400
9/27/77	0024		709,820
			3,319,220
6/24/76	0020 pt	Grays Harbor	1,005,988
9/29/77	0020 pt		486,512
			1,492,500
5/31/73	0015 pt	Tri-Cities Transit	340,306
2/2/76	0015 pt		335,800
6/25/76	0021		186,736
			862,842
5/18/71	0007	Vancouver	120,741
12/16/74	0018		516,712
			637,453
9/19/72	0010 pt	Everett	399,073
4/20/73	0010 pt		4,400
			383,473
6/16/75	0019 pt	Longview	285,296
11/22/76	0019 pt		39,072
			324,368
12/27/72	0011 pt	Bremerton	255,770
6/6/74	0011 pt		22,364
			278,134
9/3/76	0022	Bellingham	64,040
Total Section 3 Grants			\$124,924,119



UMTA SECTION 5 GRANTS IN WASHINGTON  
Program Start Through March 31, 1978

Table 3

CAPITAL GRANTS			
Award Date	Grant No.	Grantee	Amount
6/30/75	0001	Spokane	\$300,000
9/26/77	0002		517,440
9/27/77	0004		387,200
			<u>\$1,204,640</u>
11/7/77	0003	Tacoma	531,360
	Total Capital Grants		<u>1,736,000</u>

OPERATING GRANTS			
Award Date	Grant No.	Grantee	Amount
1/20/77	4006	Metro	
6/30/75	4003	Tacoma	672,000
1/11/77	4005		1,123,240
11/25/77	4012		<u>1,384,358</u>
6/30/75	4001	Spokane	191,607
7/14/77	4010		307,446
11/18/77	4011		<u>677,891</u>
			1,176,944
6/30/75	4002	Vancouver	79,711
6/30/77	4004		156,270
9/29/77	4013		<u>57,577</u>
			293,558
9/30/77	4014	Yakima	213,049
6/7/77	4007	Everett	<u>137,047</u>
	Total Operating Grants		<u>\$10,990,196</u>
			\$12,726,196

Total Section 5 Grants

UMTA SECTION 9 GRANTS IN WASHINGTON  
June 14, 1972 - April 11, 1978

Table 4

Award Date	Grant No.	Grantee	Amount
6/14/72	0006	PSCOG	\$200,000
6/29/73	0008		239,100
6/14/74	0010 pt		222,000
7/1/74	0010 pt		400,000
7/17/75	0013		458,000
5/28/76	0017		461,500
8/29/77	0018 pt		669,600
4/11/78	0018 pt		<u>413,600</u>
			\$3,063,800
6/8/73	0009	Spokane Reg.	65,590
5/20/74	0011 pt		64,000
5/27/75	0011 pt		60,000
5/27/76	0016		75,000
6/23/77	0019		<u>45,000</u>
			309,590
6/17/74	0012	Metro	74,455
6/19/76	0014 pt	Yakima COG	15,000
7/1/77	0014 pt		<u>12,000</u>
			27,000
5/14/76	0015	BFGC	12,000
9/27/77	0020		<u>10,000</u>
			22,000
	Total Reg. Agencies		<u>3,497,845</u>
6/11/74	8000 pt	Off. of Comm. Dev.	39,250
5/29/75	8001 pt		55,000
6/27/76	8002		71,000
8/12/77	8003		<u>131,000</u>
			296,250
10/27/72	0007	Highway Comm.	62,600
	Total State Agencies		<u>358,850</u>
			\$3,856,695
	Total Section 9 Grants		

UMTA SECTION 6 GRANTS IN WASHINGTON  
June 28, 1972 - March 31, 1978

Table 5

Award Date	Grant No.	Grantee	Amount
6/28/72	0008	Boeing	\$2,087,739
7/6/77	0009	Port of Seattle	69,500
2/11/75	0007	Metro	47,780
	Total Section 6 Grants		\$2,205,019

UMTA SECTION 10 GRANTS IN WASHINGTON  
October 1, 1977 - March 31, 1978

Table 6

Award Date	Grant No.	Grantee	Amount
10/1/76	0012	Metro	\$8,617
8/26/77	0014		6,414
			<u>15,031</u>
8/26/77	0013	King County	6,424
	Total Section 10 Grants		\$21,455

UMTA SECTION 11 GRANTS IN WASHINGTON  
February 17, 1971 - March 31, 1978

Table 7

Award Date	Grant No.	Grantee	Amount
5/31/77	0001	U. of Washington	\$47,939
5/31/77	0002		26,353
2/17/71	0003 pt		164,977
3/10/72	0003 pt		125,000
2/1/73	0003 pt		125,000
6/22/74	0003 pt		150,000
1/24/74	0004		29,930
3/26/75	0005 pt		390,000
7/12/76	0005 pt		150,000
	Total Section 11 Grants		\$1,209,199

UMTA SECTION 16 GRANTS IN WASHINGTON  
June 30, 1975 - March 31, 1978

Table 8

Award Date	Grant No.	Grantee	Amount
6/30/75	0001	Off. of Comm. Dev.	\$351,760
4/4/77	0002		344,900
			<u>696,660</u>
3/24/78	0003	Dept. of Trans.	177,632
	Total Section 16 Grants		\$874,292

UMTA GRANTS IN WASHINGTON  
DETAIL BY RECIPIENT AND TYPE  
Table 9

Grantee	Amount
Metro	
Section 3 . . . . .	\$95,044,562
Section 5 . . . . .	5,990,000
Section 6 . . . . .	47,780
Section 9 . . . . .	75,455
Section 10 . . . . .	15,031
Total Metro . . . . .	\$101,172,828
Seattle Transit	
Section 3 . . . . .	3,770,172
Boeing	
Section 6 . . . . .	2,087,739
U. Washington	
Section 11 . . . . .	1,209,199
Port of Seattle	
Section 6 . . . . .	69,500
King County	
Section 10 . . . . .	6,424
Total King Co. . . . .	\$108,315,862
Tacoma	
Section 3 . . . . .	3,530,955
Section 5 . . . . .	3,710,958
Total Tacoma . . . . .	7,241,913
Total Pierce Co. . . . .	7,241,913
Everett	
Section 3 . . . . .	383,473
Section 5 . . . . .	137,047
Total Everett . . . . .	520,520
Total Snohomish Co. . . . .	520,520
Bremerton	
Section 3 . . . . .	278,134
Total Kitsap Co. . . . .	278,134
PSCOG	
Section 9 . . . . .	3,063,800
Total 4 Co. Puget Sound Region . . . . .	\$119,420,229
Spokane	
Section 3 . . . . .	3,319,220
Section 5 . . . . .	2,381,584
Total Spokane . . . . .	5,700,804
Spokane Reg.	
Section 9 . . . . .	309,590
Total Spokane Co. . . . .	6,010,394

UMTA GRANTS IN WASHINGTON  
DETAIL BY RECIPIENT AND TYPE  
Table 9 (cont.)

Grantee	Amount
Vancouver	
Section 3 . . . . .	637,453
Section 5 . . . . .	293,558
Total Vancouver . . . . .	931,011
Total Clark Co. . . . .	931,011
Yakima	
Section 5 . . . . .	213,049
Yakima COG	
Section 9 . . . . .	27,000
Total Yakima Co. . . . .	240,049
Grays Harbor Trans.	
Section 3 . . . . .	1,492,500
Total Grays Harbor Co. . . . .	1,492,500
Tri-Cities Transit	
Section 3 . . . . .	862,842
Total Thurston Co. . . . .	862,842
Longview	
Section 3 . . . . .	324,368
Total Cowlitz Co. . . . .	324,368
Bellingham	
Section 3 . . . . .	64,040
Total Whatcom Co. . . . .	64,040
BFGC	
Section 9 . . . . .	22,000
Total Benton-Franklin Co. . . . .	22,000
Total all Other Counties . . . . .	\$9,947,204
Highway Commission	
Section 3 . . . . .	15,216,400
Section 9 . . . . .	62,600
Total Highway Comm. . . . .	15,279,000
Off. of Comm. Dev.	
Section 9 . . . . .	296,250
Section 16 . . . . .	696,660
Total OCD . . . . .	992,910
Department of Transportation	
Section 16 . . . . .	177,632
Total State Agencies . . . . .	\$16,449,542
Statewide Totals . . . . .	\$145,816,975

UMTA GRANTS IN WASHINGTON BY COUNTY OF RECIPIENT AND TYPE

Table 10

County	Amount
King County	
Section 3 . . . . .	\$98,814,734
Section 5 . . . . .	5,990,000
Section 6 . . . . .	2,205,019
Section 9 . . . . .	75,455
Section 10 . . . . .	21,455
Section 11 . . . . .	1,209,199
Total . . . . .	\$108,315,862
Pierce County	
Section 3 . . . . .	3,530,955
Section 5 . . . . .	3,710,958
Total . . . . .	7,241,913
Snohomish County	
Section 3 . . . . .	383,473
Section 5 . . . . .	137,047
Total . . . . .	520,520
Kitsap County	
Section 3 . . . . .	278,134
Total . . . . .	278,134
PSCOG	
Section 9 . . . . .	3,063,800
Total 4 co. Puget Sound Reg. . . . .	\$119,420,229

UMTA GRANTS IN WASHINGTON, FOUR COUNTY PUGET SOUND REGION vs. REST OF STATE

Table 11

4 County Region	
Section 3 . . . . .	\$103,007,296
Section 5 . . . . .	9,838,005
Section 6 . . . . .	2,205,019
Section 9 . . . . .	3,139,255
Section 10 . . . . .	21,455
Section 11 . . . . .	1,209,199
Totals . . . . .	\$119,420,229
Remaining Counties	
Section 3 . . . . .	6,700,423
Section 5 . . . . .	2,888,191
Section 9 . . . . .	358,590
Totals . . . . .	9,947,204
State Agencies	
Section 3 . . . . .	15,216,400
Section 9 . . . . .	358,850
Section 16 . . . . .	874,292
Totals . . . . .	16,449,542
Statewide Total . . . . .	\$148,816,975



## **Appendix C - Taxicab Companies**



# APPENDIX C TAXICAB COMPANIES

TAXICAB COMPANIES IN WASHINGTON  
(As of December 31, 1977)

TAXICAB COMPANIES IN WASHINGTON  
(As of December 31, 1977)

County	Base City	Company Name	Vehicles	Fare	County	Base City	Company Name	Vehicles	Fare
Asotin	Lewiston, Idaho	Consolidated Cab	?	2/ \$1.40	King (Cont.)	Seattle	Acme Cab	1	N.A.
Benton	Kennewick	Katie's Taxi	3	1/ 1.50			Acme Cab	1	N.A.
	Richland	Columbia River Taxi	3	1/ 1.50			Ada Corp.	2	N.A.
Chelan	Cashmere	Cashmere Cab	1	1.50			Airline Taxi	2	N.A.
	Chelan	Chelan Taxi	1	N.A.			Airport Taxi	58	N.A.
	Leavenworth	City Cab	1	N.A.			Albany Arrow Cab	1	N.A.
	Wenatchee	Yellow/G.I.	7	1/ 1.30			Andy's O K Cab	1	N.A.
Clallam	Port Angeles	Blue Top Cab	3	1/ 1.50			Bill's Taxicabs	1	N.A.
	Sequim	Sequim Taxi	1	1/ 1.25			Blacktop Cab	1	N.A.
Clark	Camas	Camas Taxi	1	N.A.			Blackwood Transportation	1	N.A.
	Vancouver	Americab/Hazel Dell Cab/ Orchard Americab	11	1/ 1.70			Broadway Cab	1	N.A.
		Vancouver Cab/Vancouver Taxi/ Red Top Cab/Yellow Cab	10	1/ 1.70			Brown & White	1	N.A.
Portland, Oregon		Broadway Deluxe	104	3/ N.A.			City Cab	1	N.A.
		New Rose City Cab	104	3/ N.A.			Culpepper Cab	1	N.A.
		Radio Cab	112	3/ N.A.			Dial Service	1	N.A.
		Yellow Cab	1	N.A.			Easy Rider Cab	1	N.A.
Columbia	Dayton	Community Cab (Americab-Vancouver)	4	1/ 1.90			Far West/Mercer Island Taxi/ Green & White Taxi	133	1.50
Cowlitz	Longview	Hoots Owl Taxi	4	N.A.			4 Jet Taxi	1	N.A.
		Royal Cab	11	1/ 1.45			Greenwood Cab	1	N.A.
Franklin	Pasco	Scotty's Taxi	1	1/ 0.60			HJ	1	N.A.
Grant	Ephrata	Moses Lake Cab	6	N.A.			Heavy Taxi	1	N.A.
	Moses Lake	Owl Taxi	1	N.A.			Gray Top Cab	69	1/ 1.50
	Soap Lake	City Cab/Chuck's Taxi	4	N.A.			International Cab	2	N.A.
Grays Harbor	Aberdeen	Bill's Taxi Service	3	N.A.			Northwest Cab	2	N.A.
	Hoquiam	Shores Taxi & Limousine	1	N.A.			Olympic Cab	3	N.A.
	Ocean Shores	Diversified Taxi	1	N.A.			199	1	N.A.
	Westport	R & S Taxi	1	N.A.			Oriental Cabs	1	N.A.
		Oak Harbor Taxi	2	N.A.			Pioneer Cab Line	6	N.A.
Island	Port Townsend	Lucky Taxi	1	N.A.			Rainbow Cab	1	N.A.
Jefferson	Auburn	Bellevue Taxi	2	1/ 1.30			Scotty's Cab	5	N.A.
King	Bellevue	Farwest of the County	26	1/ 1.30			Silver Cab	1	N.A.
		Imperial Taxicab	1	N.A.			Sky Cab	1	N.A.
	Preston	Golden Eagle Taxi	1	N.A.			Spirit Cab	1	N.A.
	Redmond	Redmond Transicab/Kirkland-Redmond Taxi	1	N.A.			Sea Tac Taxi	11	N.A.
		O K Cab	6	N.A.			Unedda Cab	1	N.A.
		Silver Top Cab	1	N.A.			White Center Cab	4	N.A.
			1	N.A.			White Taxi Cab	1	N.A.
			1	N.A.			Yellow Cabs/Checker Cabs/ Seattle Taxi	118	1/ 1.50
			1	N.A.			Roadrunner Taxi	11	1/ 1.50

Federal Way



TAXICAB COMPANIES IN WASHINGTON  
(As of December 31, 1977)

County	Base City	Company Name	Vehicles	Fare
King (Cont.)	No. King Co.	M & M/Aurora Village Taxi/ Ballard Taxi/Greenlake Taxi/ Highlands Taxi/Lake City Taxi	7	1/ \$1.50
Kitsap	Vashon Island Bremerton	Island Errand Service Arrow Cab Leyde/Red Top Cab/ Black & Yellow Taxi/Yellow Cab	1 5 6	N.A. N.A. N.A.
	Port Orchard	Blue Gold & Ideal T Rainbow Cab	2 2	1/ 1.25 1/ 1.25
Kittitas	Poulsbo	Poulsbo Cab	1	N.A.
	Winslow	Island Taxi	1	N.A.
	Cle Elum	Yellow Cab	1	N.A.
	Ellensburg	City Cab	?	1/ 1.25
Klickitat	Bingen	Bingen Cab	1	N.A.
Lewis	Centralia	City Cab	3	N.A.
Mason	Shelton	City Cab	1	1/ 0.60
Okanogan	Brewster	Lincoln Taxi	2	N.A.
	Okanogan	Okanogan Taxi	1	N.A.
		Okanogan-Omak Taxi	2	N.A.
Pacific	Omak	Omak Taxi	1	1/ 1.50
	Ilwaco	Peninsula Taxi	1	N.A.
	Long Beach	Bud's Taxi	1	N.A.
	Raymond	Sam's Cab	1	N.A.
	Astoria, Oregon	Astoria Operating/Royal Cab/ Yellow Cab	5	N.A.
Pierce	Fort Lewis	Fort Lewis Taxi Assoc/Parkland Taxi/DuPont Taxi Service/Fort Lewis Taxi/LAKEWOOD Taxi/McChord Taxi/Roy Taxi Service/Steilacoom Taxi/Tillicum Taxi Service/ University Place Taxi Service Puyallup Valley Taxi Gig Harbor-Highland Hill Taxi Crosstown Taxi East Tacoma Taxi Fircrest Taxi K Street Taxi Metro Taxi Oliver Taxi & Ambulance Service Pete's Taxi Service Radio Cab University Place Taxi Red & White Taxi Washington Taxi	20 3 3 ? ? ? 9 ? 15 ? 3 ? 1 1 3	1/ 1.60 1/ 1.60 1/ 1.50 N.A. N.A. N.A. 1/ 1.50 N.A. 1.50 N.A. 1/ 1.50 N.A. 1/ 1.50 N.A.

TAXICAB COMPANIES IN WASHINGTON  
(As of December 31, 1977)

County	Base City	Company Name	Vehicles	Fare
Pierce (Cont.)	Tacoma (Cont.)	Westgate Taxi Yellow Cab	?	N.A. N.A.
San Juan	Orcas	Orcas Taxi Service	1	N.A.
Skagit	Anacortes	Doug's Taxi Howard's Taxi A-1 Taxi	4 1 1	1/ 1.00 N.A. N.A.
	Burlington	Skagit Valley Taxi	2	N.A.
	Mount Vernon	Cascade Taxi	3	N.A.
	Sedro Woolley	Sedro Woolley Taxi	1	N.A.
	Carson	Nystrom	1	N.A.
	Arlington	Thrifty Cab	?	0.75
	Alderwood Manor	Husky Cab	1	N.A.
	Everett	Black & White Cab City Cab	?	N.A. N.A.
		Deluxe Cab	7	N.A.
		Everett Taxi	?	N.A.
		White Top Cab	5	N.A.
		Yellow Cab	?	N.A.
	Lynnwood	Plaza Cab	7	1/ 1.60
		Wheelchair Taxi Service	1	N.A.
	Marysville	Thrifty Cab	2	N.A.
	Monroe	Glen's Taxi	2	N.A.
	Snohomish	Snohomish Cab	2	N.A.
	Cheney	Cheney Cab	?	N.A.
Spokane	Spokane	Coronet Ent./Black & White Taxi/Checker Cab/Radio City Cab/Yellow Cab Taxi Action Valley Independent Taxi/Red Top/Diamond Taxi Lilac City Cab Opportunity-Millwood Valley Cab Valley Cab V-B Taxi Lacey Taxi/Tumwater Cab Red Top Cab A-1 Cab Yellow Cab Blaine City Taxi Dieter's Taxi Jan's Taxi White Top Cabs/Tom's Taxi Ferndale Taxi A O K Courtesy Cabs	85 ? ? 14 2 3 2 3 6 3 5 4 1 1 7 1 2	1/ 1.75 N.A. N.A. 1.75 N.A. N.A. 1.25 1/ 1.50 N.A. 1/ 1.35 1/ 1.35 N.A. 1.50 1/ 1.50 1/ 1.50 N.A. N.A. N.A.
	Colville			
	Lacey			
	Olympia			
	Walla Walla			
Thurston	Thurston			
Walla Walla	Walla Walla			
Whatcom	Whatcom			
Whitman	Whitman			

TAXICAB COMPANIES IN WASHINGTON  
(As of December 31, 1977)

County	Base City	Company Name	Vehicles	Fare	County
Yakima	Sunnyside	Sunnyside Taxi	1	N.A.	
	Toppenish	Joe's Taxi	2	N.A.	
	Wapato	Dependable Cab	1	N.A.	
	Yakima	Black & White Cab	2	N.A.	
		Diamond Cab	7	1/ 1.30	
		Valley Cab	?	N.A.	
		Yakima Cab	?	N.A.	
		Yellow Cab	9	1/ 1.30	

1/ Filed rates for one mile - either fixed by municipal ordinance or filed with the municipality.

2/ Served Clarkston, Washington, is regulated by Clarkston City ordinance, but holds no state for hire license.

3/ Serves Vancouver, Washington holds State for hire license, but is not under city ordinance.

4/ Serves south Pacific County area, holds State for hire license, but is not under city ordinance.

N.A. Fares for those base cities listed as N.A. (not available) are so listed for any of the following reasons: The city does not regulate taxicabs; the taxicab has not filed rates with the city either because of no requirement or of loose city management; the city is not aware of the taxicab operator; occasional taxicab operators either unlicensed by the state and/or municipality, but advertising in local telephone directory.



## **Appendix D - Limousine Service**



APPENDIX D  
LIMOUSINE SERVICE  
(As of December 31, 1977)

COUNTY	BASE CITY	COMPANY NAME	VEHICLES	SERVICE AREA	REGULATION	FARE
Benton	Richland	Tri-City Limousine	2	Airports/Local	WUTC/ATC	\$2.50-\$6.00 1/
Clallam	Victoria, B.C.	Gray Line of the Olympics/ Wash. Scenic Charters	2	Port Angeles Hurricane Ridge Olympic Game Farm Hoh River	WUTC/ATC-CC	6.95 2/ 5.95 2/ 22.95 2/
King	Bellevue Federal Way Seattle	Suburban Airporter	5	Sea-Tac/E. Lk. Wash.	WUTC/ATC-CC	5.00-6.00 1/
		Classic Chauffeur	6	So. King Co.	DOL	Unknown
		Francis & Booker	1	King Co.	DOL	Unknown
		Gentleman George's Limo Service	?	Seattle/Chinook Pass	WUTC/ATC-CC	14.50 2/
		Gray Line of Seattle	?	Seattle/Wash. Pass	DOL/WUTC-CC	9.00 1/
Pierce	Crystal Mt. Tacoma	O'Connor Limousine	2	King & Pierce Co's.	DOL	Unknown
		Riley Limousine Service	3	King Co.	DOL	Unknown
		Washington Limousine	3	King Co.	DOL	Unknown
		Western Tours	28	Sea-Tac/Seattle	WUTC/ATC-CC	3.00 1/
		Crystal Mountain, Inc.	2	Enumclaw/Crystal	WUTC/ATC	1.00 1/
Skagit	Sedro Woolley	Oliver Taxi & Ambulance Service	15	Tacoma/Sea-Tac	DOL-WUTC/ATC-CC	4.00-5.50 1/
		Pacific N.W. Adventure Trips	?	Wenatchee/Winthrop	WUTC/ATC-CC	Unknown
		Everett Airporter	5	Everett/Sea-Tac.	WUTC/ATC	4.00-6.00 1/
		Limousine Lines	6	Airports/Local	WUTC/ATC-CC	1.75 1/
		Capital Aeroporter	5	Chehalis/Oly./Sea-Tac.	WUTC/ATC	10.00-11.00 1/
Whatcom	Bellingham	Bellair Express	1	Bellingham	DOL	Unknown

ATC = Auto Transportation Company  
CC = Charter Carrier

WUTC = Wash. Utilities & Trans. Commission  
DOL = Department of Licenses

1/ One Way Fare  
2/ Round Trip Fare



# **Appendix E - Social Service Transportation Providers**





# APPENDIX E SOCIAL SERVICE TRANSPORTATION PROVIDERS

WASHINGTON SOCIAL SERVICE - TRANSPORTATION PROVIDERS

County/Organization (a)	City	Veh.	Hand	Eld	Disp(b)
Adams County	Lind	1	11	0	
Adams County Developmental Center					
Asotin County	Clarkston	1	55	0	
Asotin-Garfield Develop. Disabilities Program	Lewiston Id.	5	34	300	
Banana Belt Senior Citizens					
Benton County	Richland	1	15	0	
Benton-Franklin Developmental Center	Kennewick	6	70	0	
United Cerebral Palsy of Benton-Franklin Cos.	Kennewick	8	95	375	24,R
American Red Cross, Benton-Franklin Chapter					
Chelan County	Wenatchee	3	45	0	
North Central Washington Supervised Skills	Wenatchee	9	10	450	24,R
Chelan-Douglas Council on Aging	Wenatchee	2	167	128	
Chelan-Douglas Mental Health/Mental Retardation					
Glallam County	Port Angeles	6	64	0	P
Diversified Industries	Port Angeles	1	0	65	
Port Angeles Sr. Citizens Multi-Purpose Ctr.	Neah Bay	1	0	40	
Makah Senior Citizens					
Clark County	Vancouver	2	65	0	
Clark Care and Development Center	Vancouver	10	200	880	24,R
Economic Opportunity Committee					
Columbia County	Dayton	1	30	0	
Columbia Co. Community Services Center					
Cowlitz County	Longview	2	29	0	
Progress Center/Adult Division					
Douglas County					
See Chelan County					
Ferry County					
See Stevens County					
Franklin County					
See Benton County					
Garfield County					
See Asotin County					
Grant County	Moses Lake	3	26	0	P
Grant County Training Center	Moses Lake	1	18	0	P
Juniper Ridge Group Home	Soap Lake	1	10	0	P
Hearthside House Group Home	Moses Lake	7	5	67	
Senior Opportunity and Services					
Grays Harbor County	Aberdeen	1	35	0	
Timberland Opportunities					
Island County					
Jefferson County	Pt. Townsend	1	16	0	P
Bayshore Enterprises	Hadlock	2	NA	NA	
Jefferson Neighborhood Center					

WASHINGTON SOCIAL SERVICE - TRANSPORTATION PROVIDERS

County/Organization (a)	City	Veh.	Hand	Eld	Disp(b)
King County	Bellevue	2	49	0	P
Custom Industries	Bothell	1	25	0	P
Wiser Institute	Seattle	1	6	0	P
Lakeside Group Home	Seattle	5	120	5	P
United Cerebral Palsy of King-Snohomish Co.	Seattle	5	50	400	P
Neighborhood House	Seattle	6	57	0	P
Northwest Center for the Retarded	Seattle	3	18	0	P
Nellie Goodhue Group Homes	Snoqualmie	1	12	0	P
Sno-Valley Developmental Center	Federal Way	5	35	350	72
South King County Multi-Service Center	Vashon	1	10	0	P
Victor	Auburn	2	20	0	P
Twin Firs Group Home	Seattle	2	30	0	P
Sunrise Vacation Home	Seattle	1	45	0	
Conbela	Kent	2	47	0	
Hiatt Enterprises	Seattle	2	1	0	
Seattle Work Training Center					
Kitsap County					
Olympic Peninsula Enterprises	Bremerton	3	87	0	P
Chuck Wagon	Bremerton	7	70	300	
Lake Oakpatch Unlimited	Bremerton	3	19	0	P
Holly Ridge Center	Bremerton	5	38	0	
Peninsula Lodge	Bremerton	6	154	0	P
Kittitas County					
Kittitas Co. Developmental Center	Ellensburg	2	37	0	P
Grover F. Powers Group Home	Ellensburg	2	20	0	P
Kittitas Co. Action Council	Ellensburg	8	25	296	
Klickitat County					
Klickitat Co. Senior Services	Goldendale	2	3	85	
Klickitat Co. Mental Health Services	Goldendale	2	20	0	
Lewis County					
Lewis Co. Mental Health	Chehalis	1	30	0	
Lewis Co. Work Opportunities	Chehalis	1	12	0	
Lincoln County					
Lincoln Co. Community Services	Davenport	2	9	0	
Mason County					
Mason Co. Senior Center	Shelton	10	61	114	24
Exceptional Foresters	Shelton	6	89	0	
Okanogan County					
Okanogan Co. Developmental Training Ctr.	Okanogan	1	20	0	
Okanogan Co. Senior Citizens Assoc.	Okanogan	6	0	250	
Pacific County					
Willapa Senior Citizens Club	Raymond	2	0	100	

Veh = Vehicles; Hand. = Handicapped; Eld. = Elderly; Disp. = Dispatch (See pp E-3)

WASHINGTON SOCIAL SERVICE - TRANSPORTATION PROVIDERS

County/Organization (a)	Veh.	Hand	Eld	Disp(b)
Pend Oreille County				
See Stevens County				
Pierce County				
American Red Cross	Tacoma	10	0	4800
Goodwill Industries Rehabilitation Ctr.	Tacoma	5	30	0
Help Center	Tacoma	4	110	0
Phoenix Foundation	Tacoma	1	6	0
Valley School of Special Education	Puyallup	1	42	0
Pacific Care Center	Tacoma	3	50	0
Mary Bridge Child Develop. & Learn. Ctr.	Tacoma	2	65	0
San Juan County				
San Juan Co. Senior Services	Friday Harbor	1	6	89
Skagit County				
Skagit Council on Aging	Mt. Vernon	3	2	667
New Leaf	Burlington	4	75	0
SPARC Developmental Center	Burlington	2	30	0
Skamania County				
Senior Services of Skamania Co.	Stevenson	4	0	18
Snohomish County				
The Resource	Mtlake Terrace	5	69	0
Red Cross Day Center for Older Adults	Everett	2	0	35
Senior Services of Snohomish Co.	Everett	2	9	73
Volunteers of America	Everett	4	0	600
Snohomish Co. Center for the Handicapped	Everett	3	14	0
Northwestern Family Homes	Lynnwood	3	40	0
Little Red School House	Lynnwood	1	10	0
Sunrise Group Homes	Everett	2	28	0
East County Senior Center	Monroe	2	0	42
Creative Learning Center	Everett	2	57	0
Hazel Cease Group House	Lake Stevens	1	6	0
Camwood Senior Center	Stanwood	1	10	35

WASHINGTON SOCIAL SERVICE - TRANSPORTATION PROVIDERS

County/Organization (a)	City	Veh.	Hand	Eld	Disp(b)
Stillaguamish Senior Center	Arlington	2	3	90	
Everett Senior Center	Everett	1	15	50	
Spokane County					
New Hope Training Center	Spokane	1	35	0	
Pre-Vocational Training Center	Spokane	7	42	0	
Haven Homes	Spokane	3	40	0	
YMCA of the Inland Empire	Spokane	16	3000	3000	48,R
Spokane Guilds School	Spokane	4	75	0	
Stevens County					
Northeast Washington Rural Resources Dev.	Colville	7	15	240	
Stevens Co. Mental Health/Mental Retardation Ctr.	Colville	1	30	0	
Thurston County					
Morningside	Olympia	3	125	0	
See Mason Co. Senior Center					
Wahkiakum County					
Walla Walla County					
Walla Walla Assoc. for Retarded Citizens	Walla Walla	1	60	0	
Walla Walla Senior Citizens Center	Walla Walla	1	12	122	
Whatcom County					
Lummi Indian Business Council	Bellingham	3	45	50	
Hampton Heights - Holly Ranch	Bellingham	3	34	0	
Lynden Council on Aging	Lynden	1	6	83	
Illahee Group Home	Bellingham	1	20	0	
Whatcom Co. Council on Aging	Bellingham	8	35	957	24,R
Mt. View/Ferndale Group Homes	Ferndale	2	20	0	
Whitman County					
Whitman Co. Council on Aging	Colfax	2	0	150	
Yakima County					
Spring Acres Group Homes	Yakima	5	49	0	
Yakima Tribal Area Agency on Aging	Toppenish	2	0	50	
Yakima Co. Transportation Exchange	Yakima	12	1050	2330	24,R

(a) The list of organizations has been compiled from returns from an earlier survey (summer 1977) administered state-wide to obtain insurance information. This list is by no means exhaustive, and several counties are under-represented. The insurance survey file is maintained in our office and can be assessed further if necessary.

(b) There are three basic types of dispatching methods operating in the state. The first is a reservation type of arrangement wherein the client notifies the provider of his/her desire to make a trip a specified amount of time prior to actually making that trip. The most common reservation period is 24 hours in advance of the time of the trip. The second type of dispatching is program-related (P). Here the transportation is an integrated part of the provider organizations' client program. Generally, the same clients are brought in every day to services and are transported to various activities based upon the daily program schedule. This kind of dispatching is most common for group homes, developmental centers, and sheltered workshops. The final type of dispatching is dial-a-ride. A client calls in requesting service and makes his/her trip on the same day. Because most programs lack the capacity and the flexibility to handle any volume of travel, this kind of service is limited to medical or emergency trips. (The R in the dispatch column indicates a radio-dispatch system.)

# SOCIAL SERVICE TRANSPORTATION PROVIDERS

TRANS. DIST.	ORGANIZATIONAL NAME (a)	LOCATION	CONTRACT NUMBER	EQUIPMENT (b)	STATUS (c)
1	Camwood Senior Services Center . . . . .	Stanwood	1	15 Pass Van (1)	OP 4:77
1	Custom Industries . . . . .	Bellevue	1	15 Pass Van (1)	OP 4:76
1	Neighborhood House . . . . .	Seattle	2	12 Pass Van (5) WCL (5)	OP 6:77 OP 9:77
1	Northwest Center for the Retarded. . . . .	Seattle	1	12 Pass Van (6) WCL (2)	OP 6:76 OP 8:76
1	Skagit County Council on Aging. . . . .	Mount Vernon	1	12 Pass Van (2)	OP 6:76
1	Skagit County Council on Aging. . . . .	Mount Vernon	2	12 Pass Van (1)	OP 6:77
1	Sno-Valley Developmental Center. . . . .	Snoqualmie	1	12 Pass Van (1)	OP 6:76
1	South King County Community Planning Board . . . . .	Federal Way	1	12 Pass Van (2) WCL (2) Base (1) Mobiles (3)	OP 4:76 OP 6:76 OO 5:78 + OO 5:78 +
1	United Cerebral Palsy of King-Snohomish County . . . . .	Seattle	1	15 Pass Van (1)	OP 5:76
1	United Cerebral Palsy of King-Snohomish County . . . . .	Seattle	2	15 Pass Van (1) 15 Pass Van (1) WCL (1)	OP 6:77 OP 5:78 + OP 8:77
1	V.I.C.T.O.R.. . . . .	Vashon	2	15 Pass Van (1)	OP 8:77
1	Volunteers of America . . . . .	Everett	1	9 Pass SW (1)	OP 8:76
1	Whatcom County Council on Aging . . . . .	Bellingham	2	15 Pass Van (5) Desk Radio (1) Mobiles (6) 15 Pass Van (2) WCL (2)	OP 7:77 OP 2:78 + OP 2:78 + OO 3:78 + OO 4:78 +

# SOCIAL SERVICE TRANSPORTATION PROVIDERS (Cont.)

TRANS. DIST.	ORGANIZATIONAL NAME (a)	LOCATION	CONTRACT NUMBER	EQUIPMENT (b)	STATUS (c)
1	Custom Industries .....	Bellevue	3	15 Pass Van (1) WCL (1)	* *
1	WISER Institute .....	Bothell	3	15 Pass Van (1) WCL (1)	* *
1	Community Services for the Blind (\$49,721) .....	Seattle		24 Pass Bus (1) WCL (1)	Pending Pending
1	Washington State Wheelchair Athletic Association (\$11,390) .....	Bothell		15 Pass Van (1) WCL (1)	Pending Pending
2	Chelan-Douglas Council on Aging .....	Wenatchee	1	8 Pass Van (4) 8 Pass Van (1) WCL (1) Base (1) Mobiles (5)	OP 6/76 OP 6/78 + OP 8/76 OP 7/76 OP 7/76
2	Chelan-Douglas Council on Aging .....	Wenatchee	2	8 Pass Van (1) WCL (1) Mobiles (2)	OP 7/77 OP 9/77 OP 11/77
2	Grant County Training Center .....	Moses Lake	2	15 Pass Van (2) WCL (2)	OP 7/77 OP 7/77
2	Chelan-Douglas Council on Aging (\$16,231) .....	Wenatchee		8 Pass Van (2) Mobiles (2)	Pending Pending
2	Grant County Seniors, Inc. (\$22,006) .....	Moses Lake		8 Pass Van (2) WCL (2) Mobiles (2)	Pending Pending Pending
3	Bayshore Enterprises .....	Port Townsend	3	15 Pass Van (1) Prop. Con. (1) WCL (1)	OO 3/78 + OO 6/78 + OO 6/78 +

SOCIAL SERVICE TRANSPORTATION PROVIDERS (Cont.)

TRANS. DIST.	ORGANIZATIONAL NAME (a)	LOCATION	CONTRACT NUMBER	EQUIPMENT (b)	STATUS (c)
3	Diversified Industries .....	Port Angeles	3	15 Pass Van (2) Prop. Con. (3) 6 Pass SW (1)	OO 3/78 + OO 6/78 + OP 7/78 +
3	Lake Oakpatch .....	Bremerton	1	15 Pass Van (1)	OP 5/76
3	Mason County Senior Citizens Center .....	Shelton/Olympia	1	8 Pass Van (2)	OP 6/76
3	Mason County Senior Citizens Center .....	Shelton/Olympia	2	15 Pass Van (4) WC Van (2) WCL (2) 12 Pass Van (1) WC Van (1) WCL (1) Base (2) Mobiles (12) Repeater (1)	OP 8/77 OP 9/77 OP 11/7 OO 3/78 + OO 3/78 + DS 4/78 + DS 4/78 + DS 4/78 + DS 4/78 +
3	Olympic Peninsula Enterprises .....	Bremerton	1	15 Pass Van (2) WCL (2) 15 Pass Van (1) WCL (1)	OP 6/76 OP 7/76 OP 5/78 + OP 6/78 +
3	Peninsula Lodge .....	Bremerton	1	12 Pass Van (1) 15 Pass Van (1)	OP 6/76 OP 5/78 +
4	Economic Opportunity Committee of Clark County .....	Vancouver	1	15 Pass Van (3) WCL (2) Base (1) Mobiles (3)	OP 6/76 OP 7/76 OP 10/76 OP 10/76
4	Economic Opportunity Committee of Clark County .....	Vancouver	3	15 Pass Van (1) 5 Pass Sedan (2) 35 Pass Bus (2) WCL (2)	OO 3/78 + OP 7/78 + DS 4/78 + DS 4/78 +

# SOCIAL SERVICE TRANSPORTATION PROVIDERS (Cont.)

TRANS. DIST.	ORGANIZATIONAL NAME (a)	LOCATION	CONTRACT NUMBER	EQUIPMENT (b)	STATUS (c)
4	Lower Columbia Community Action Council (\$20,889) .....	Longview		15 Pass Van (2) WCL (1)	Pending Pending
5	Banana Belt Senior Citizens .....	Lewiston/Clarkston	2	8 Pass Van (2) 15 Pass Van (1) WCL (1) Mobiles (1)	OP 6/77 OP 8/78 + OP 6/78 + DS 8/78 +
5	Benton-Franklin Chapter of the American Red Cross .....	Kennewick	1	15 Pass Van (3) 15 Pass Van (2) WCL (3) Base (1) Mobiles (15)	OP 6/76 OP 3/77 OP 10/76 OP 5/76 OP 5/76
5	Benton-Franklin Chapter of the American Red Cross .....	Kennewick	3	15 Pass Van (1) 6 Pass Sedan (1)	** **
5	Kittitas County Developmental Center .....	Ellensburg	1	15 Pass Van (2)	OP 4/76
5	Walla Walla Senior Citizens Center .....	Walla Walla	3	12 Pass Van (2) WCL (1) Base (1) Mobiles (2)	OO 3/78 + OO 7/78 + DS 4/78 + DS 4/78 +
5	Yakima County Transportation Exchange .....	Yakima	1	15 Pass Van (7) Base (1) Mobiles (7) WCL (3)	OP 4/76 OP 6/76 OP 6/76 OP 7/76
5	Kittitas County Developmental Center (\$15,397) .....	Ellensburg		15 Pass Van (1) WCL (1)	Pending Pending
6	Northeast Washington Rural Resource Development Assoc. ....	Colville	2	15 Pass Van (3)	OP 8/77

# SOCIAL SERVICE TRANSPORTATION PROVIDERS (Cont.)

TRANS. DIST.	ORGANIZATIONAL NAME (a)	LOCATION	CONTRACT NUMBER	EQUIPMENT (b)	STATUS (c)
6	YMCA of the Inland Empire	Spokane	1	15 Pass Van (3) 15 Pass Van (8) WCL (3) Base (1) Mobiles (3)	OP 6/76 OP 8/77 OP 9/76 OP 8/76 OP 8/76
6	YMCA of the Inland Empire	Spokane	2	WCL (8) Repeater (1) Mobiles (8) Portable (1) WCL (8) 15 Pass Van (7) 15 Pass Van (1)	OP 12/77 OP 1/78 + OO 12/77 OO 12/77 OO 8/78 + OP 5/78 + OO 3/78 +
6	UMCA of the Inland Empire (\$151,445)	Spokane		15 Pass Van (9) WCL (9) Mobiles (10)	Pending Pending Pending

(a) 1978 grant applicants are listed with their grant request totals in parenthesis.

(b) The following abbreviations for equipment are used:

WCL . . . . . Wheelchair lift  
Base . . . . . FM base station radio  
Mobiles . . . . . FM mobile radios  
SW . . . . . Station wagon  
Pro Con . . . . . Engine conversion to propane fuel  
WC Van . . . . . Cargo van modified to carry wheelchairs  
Port. Oxy. . . . . Portable Oxygen Units  
Repeater . . . . . FM radio repeater with antenna

The numbers in parenthesis indicate the number of units of each equipment item.

(c) The following abbreviations for additional status are used:

OP . . . . . Operational  
OO . . . . . On Order  
DS . . . . . Developing specifications  
AB . . . . . Accepting bids  
\* . . . . . Delayed due to decertification  
\*\* . . . . . Delayed due to contractor funding problem  
+ . . . . . Application currently being evaluated





## **Appendix F - Passenger Auto Transportation Companies**



## APPENDIX F PASSENGER AUTO TRANSPORTATION COMPANIES

### OPERATING FRANCHISES (C-XX = Certificate No.)

Washington Coast Lines, Inc. C-15  
P. O. Box 366  
Aberdeen, Wash. 98520

Greyhound Lines, Inc. C-16  
Greyhound Lines - West Division  
Greyhound Tower  
Attn: R. L. Wilson  
Phoenix, Arizona 85077

Dorr, Philip H. C-40  
Lynden Stages  
306 14th North  
Lynden, Wash. 98263

Bellingham-Sumas Stages, Inc. C-47  
1268 Mt. Baker Hwy.  
Bellingham, Wash. 98225

Columbia Coachways, Inc. C-117  
P. O. Box 569  
St. Helens, Oregon 97051

Evergreen Stage Line Inc. C-237  
P. O. Box 17306  
Portland, Oregon 97217

Empire Lines, Inc. Cert-275  
P. O. Box 2205  
Spokane, Wash. 99210

Bremerton-Tacoma Stages Inc. C-345  
1936 Westlake Avenue  
Seattle, Wash. 98101

Kellog, Royal T. C-492  
Republic-Colville Stage Line  
P. O. Box 642  
Republic, Wash. 99166

Stevens, Sandra M. C-501  
E. Morrowstone Rd.  
Nordland, Wash. 98358

The Tacoma Suburban Lines C-665  
Bldg. 4353T  
Fort Lewis, Wash. 98433

Knust, Thomas C. C-725  
Lakewood Bayshore Stage Lines  
801 Pacific Ave.  
Tacoma, Wash. 98402

Bremerton-Charleston C-732  
Transportation Company  
234 Wycoff South  
Bremerton, Wash. 98313

Grehound Lines of Canada C-749  
222 First Avenue S.W.  
Calgary, Alberta Canada

Continental Trailways C-751  
315 Continental Avenue.  
Dallas, Texas 75207

Joseph & Joan L. Mentor C-779  
Bremerton Suburban Transit  
8567 Tracyton Blvd. N.W.  
Bremerton, Wash. 98310

Harmon, Glenn C. C-803  
Tacoma-Morton Stage Line  
3013 Greenwood Ct. S.  
Puyallup, Wash. 98371

Chinook Transportation Corp. C-811  
801 Pacific Ave.  
Tacoma, Wash. 98402

Ullstrom, Harry L. C-812  
North Coast Lines  
314 E. Front  
Port Angeles, Wash. 98362

Evergreen Trails, Inc. C-819  
Evergreen Trailways  
1936 Westlake Ave.  
Seattle, Wash. 98101

Pacific National Lines, Inc. C-820  
801 Pacific Ave.  
Tacoma, Wash. 98402

Hesselgrave, George V. C-844  
Bellingham-Ferndale Stages  
4288 Rock Road  
Sumas, Wash. 98295

Vancouver Seattle Bus Lines C-852  
3640 No. 4 Rd.  
Richmond B.C. Canada  
V6X 2L7

Everett Charter System C-864  
Pacific Coast Lines  
3131 Cedar Street  
Everett, Wash. 98201

Stiles, Douglas L. C-865  
Bassett Transit  
1505 Sanford Ave.  
Richland, Wash. 99352

### NON-OPERATING FRANCHISES

Jacobs, Edward M. C-42  
Box 28  
Acme, Wash. 98220

Schars, Harold C-698  
Airline Stage & Ambulance Co.  
P. O. Box 1042  
Olympia, Wash. 98501

Inland Empire Courier, Inc. C-702  
1808 Hastings  
Coeur d'Alene, Idaho 83814

Howard, Jeffrey S. C-855  
Advance Coach Lines  
P. O. Box 264  
Medina, Wash. 98039

Fuchs, Robert A. C-861  
Othello Bus Lines  
356 E. Hemlock  
Othello, Wash. 99344

# APPENDIX F PASSENGER AUTO TRANSPORTATION COMPANIES

	1974	1975	1976	1974	1975	1976
<b>WASHINGTON COAST LINES, INC.</b>						
Total Operating Revenue. . . . .	215,357	338,437	740,678			
Total Expenses . . . . .	208,209	309,222	634,107			
No. of Buses . . . . .	6	6	11			
Total Revenue Passengers Carried. . . . .	48,519	81,419	203,371			
Vehicle Miles Operated . . . . .	273,157	329,008	607,141			
Passengers/mi. traveled . . . . .	.178	.247	.335			
Revenue/passenger . . . . .	4.44	4.16	3.64			
Expenses/passenger . . . . .	4.29	3.80	3.12			
<b>EVERGREEN STAGE LINES, INC.</b>						
Total Operating Revenue. . . . .	264,472	332,414	435,669			
Total Expenses . . . . .	229,377	228,350	1,084,246			
No. of Buses . . . . .	10	81	25			
Total Revenue Passengers Carried. . . . .	26,530	20,790	41,208			
Vehicle Miles Operated . . . . .	468,842	417,465	604,416			
Passengers/mi. traveled . . . . .	.057	.050	.068			
Revenue/passenger . . . . .	9.97	15.99	10.57			
Expenses/passenger . . . . .	8.65	10.98	26.31			
<b>EMPIRE LINES, INC.</b>						
Total Operating Revenue. . . . .	1,257,861	1,165,192	1,264,736			
Total Expenses . . . . .	1,111,645	1,104,549	1,189,123			
No. of Buses . . . . .	29	29	31			
Total Revenue Passengers Carried. . . . .	286,863	209,734	185,282			
Vehicle Miles Operated . . . . .	1,708,842	1,496,778	1,565,370			
Passengers/mi. traveled . . . . .	.168	.140	.118			
Revenue/passenger . . . . .	4.38	5.56	6.83			
Expenses/passenger . . . . .	3.88	5.27	6.42			
<b>BREMERTON - TACOMA STAGES, INC.</b>						
Total Operating Revenue. . . . .	382,642	374,813	431,635			
Total Expenses . . . . .	356,076	354,353	383,815			
No. of Buses . . . . .	11	11	10			
Total Revenue Passengers Carried. . . . .	57,600	59,837	61,951			
Vehicle Miles Operated . . . . .	247,250	312,878	351,054			
Passengers/mi. traveled . . . . .	.232	.191	.176			
Revenue/passenger . . . . .	6.64	6.26	6.97			
Expenses/passenger . . . . .	6.18	5.92	6.19			
<b>THE TACOMA SUBURBAN LINES, INC.</b>						
Total Operating Revenue. . . . .			267,560			
Total Expenses . . . . .			273,928			
No. of Buses . . . . .			25			
Total Revenue Passengers Carried. . . . .			204,483			
Vehicle Miles Operated . . . . .			438,717			
Passengers/mi. traveled . . . . .			.466			
Revenue/passenger . . . . .			1.31			
Expenses/passenger . . . . .			1.34			
<b>EVERGREEN TRAILS, INC.</b>						
Total Operating Revenue. . . . .			552,950			
Total Expenses . . . . .			516,216			
No. of Buses . . . . .			13			
Total Revenue Passengers Carried. . . . .			135,252			
Vehicle Miles Operated . . . . .			638,440			
Passengers/mi. traveled . . . . .			.212			
Revenue/passenger . . . . .			4.09			
Expenses/passenger . . . . .			3.82			
<b>PACIFIC NATIONAL LINES, INC.</b>						
Total Operating Revenue. . . . .			341,430			
Total Expenses . . . . .			307,081			
No. of Buses . . . . .			4			
Total Revenue Passengers Carried. . . . .			91,550			
Vehicle Miles Operated . . . . .			496,957			
Passengers/mi. traveled . . . . .			.184			
Revenue/passenger . . . . .			3.73			
Expenses/passenger . . . . .			3.35			
<b>VANCOUVER - SEATTLE BUS LINES, LTD.</b>						
Total Operating Revenue. . . . .			795,724			
Total Expenses . . . . .			796,464			
No. of Buses . . . . .			11			
Total Revenue Passengers Carried. . . . .			42,312			
Vehicle Miles Operated . . . . .			1,018,627			
Passengers/mi. traveled . . . . .			.042			
Revenue/passenger . . . . .			18.81			
Expenses/passenger . . . . .			18.82			

	1974	1975	1976	1974	1975	1976
<b>GREYHOUND LINES, INC.</b>						
Total Operating Revenue. . . . .	233,016,410	230,675,131	235,286,860	103,624	103,624	102,094
Total Expenses . . . . .	215,233,574	219,552,492	228,975,425	99,997	99,997	122,835
No. of Buses . . . . .	1,922	1,953	1,981	12	12	6
Total Revenue Passengers Carried. . . . .	31,629,628	26,761,665	24,809,495	27,357	27,357	25,298
Vehicle Miles Operated. . . . .	213,412,312	197,635,472	188,635,539	313,567	313,567	306,524
Passengers/mi. traveled . . . . .	148	135	132	.087	.087	.083
Revenue/passenger . . . . .	7.37	8.62	9.48	3.79	3.79	4.04
Expenses/passenger . . . . .	6.80	8.20	9.23	3.66	3.66	4.86
<b>CONTINENTAL TRAILWAYS, INC.</b>						
Total Operating Revenue. . . . .		35,524,645	39,023,165	114,849	96,258	51,896
Total Expenses . . . . .		32,173,758	35,821,155	107,927	114,762	56,187
No. of Buses . . . . .		388	378	5	5	4
Total Revenue Passengers Carried. . . . .		3,231,030	3,132,617	41,432	36,332	25,615
Vehicle Miles Operated. . . . .		34,372,806	35,286,458	147,247	132,765	57,376
Passengers/mi. traveled . . . . .		.094	.090	.281	.274	.446
Revenue/passenger . . . . .		10.99	12.46	2.77	2.65	2.03
Expenses/passenger . . . . .		9.96	11.43	2.60	3.16	2.19
<b>BELLINGHAM-SUMAS STAGES, INC.</b>						
Total Operating Revenue. . . . .	69,464	65,123	64,200	18,778	20,774	23,541
Total Expenses . . . . .	71,593	62,189	69,887	14,153	18,680	19,079
No. of Buses . . . . .	4	4	4	3	3	4
Total Revenue Passengers Carried. . . . .	13,597	12,635	12,873	32,851	34,016	38,419
Vehicle Miles Operated. . . . .	116,801	109,440	81,197	59,644	60,834	63,272
Passengers/mi. traveled . . . . .	116	115	159	.551	.559	.607
Revenue/passenger . . . . .	5.11	5.15	4.99	.57	.61	.61
Expenses/passenger . . . . .	5.27	4.92	5.43	.43	.55	.50
<b>KELSO-OCEAN BEACH STAGE LINE</b>						
Total Operating Revenue. . . . .	108,664	75,479	81,159	31,450	25,282	23,734
Total Expenses . . . . .	117,494	84,667	79,666	30,407	26,971	23,878
No. of Buses . . . . .	4	4	4	3	3	4
Total Revenue Passengers Carried. . . . .	12,919	11,353	12,801	57,952	46,260	32,488
Vehicle Miles Operated. . . . .	142,223	108,359	107,032	88,627	68,646	55,036
Passengers/mi. traveled . . . . .	.091	.105	.120	.654	.674	.590
Revenue/passenger . . . . .	8.41	6.65	6.34	.54	.55	.73
Expenses/passenger . . . . .	9.09	7.46	6.22	.52	.58	.73
<b>BREMERTON-CHARLESTON TRANSPORTATION CO.</b>						
Total Operating Revenue. . . . .	129,626	122,188	134,247	42,109	47,943	49,608
Total Expenses . . . . .	128,074	137,111	165,378	32,403	45,969	49,678
No. of Buses . . . . .	25	22	19	2	2	10
Total Revenue Passengers Carried. . . . .	200,368	185,277	174,753	119,768	136,521	-
Vehicle Miles Operated. . . . .	156,287	136,928	148,503	47,775	66,888	90,892
Passengers/mi. traveled . . . . .	1.28	1.35	1.18	2.51	2.04	-
Revenue/passenger . . . . .	.65	.66	.77	.35	.35	-
Expenses/passenger . . . . .	.64	.74	.95	.27	.34	-
<b>OLIVER TAXI &amp; AMBULANCE SERVICE, INC.</b>						
Total Operating Revenue. . . . .						
Total Expenses . . . . .						
No. of Buses . . . . .						
Total Revenue Passengers Carried. . . . .						
Vehicle Miles Operated. . . . .						
Passengers/mi. traveled . . . . .						
Revenue/passenger . . . . .						
Expenses/passenger . . . . .						
<b>CHINOOK TRANSPORTATION CORP.</b>						
Total Operating Revenue. . . . .						
Total Expenses . . . . .						
No. of Buses . . . . .						
Total Revenue Passengers Carried. . . . .						
Vehicle Miles Operated. . . . .						
Passengers/mi. traveled . . . . .						
Revenue/passenger . . . . .						
Expenses/passenger . . . . .						
<b>LYNDEN STAGES</b>						
Total Operating Revenue. . . . .						
Total Expenses . . . . .						
No. of Buses . . . . .						
Total Revenue Passengers Carried. . . . .						
Vehicle Miles Operated. . . . .						
Passengers/mi. traveled . . . . .						
Revenue/passenger . . . . .						
Expenses/passenger . . . . .						
<b>LAKEWOOD - BAYSHORE STAGE LINES</b>						
Total Operating Revenue. . . . .						
Total Expenses . . . . .						
No. of Buses . . . . .						
Total Revenue Passengers Carried. . . . .						
Vehicle Miles Operated. . . . .						
Passengers/mi. traveled . . . . .						
Revenue/passenger . . . . .						
Expenses/passenger . . . . .						
<b>BREMERTON SUBURBAN TRANSIT</b>						
Total Operating Revenue. . . . .						
Total Expenses . . . . .						
No. of Buses . . . . .						
Total Revenue Passengers Carried. . . . .						
Vehicle Miles Operated. . . . .						
Passengers/mi. traveled . . . . .						
Revenue/passenger . . . . .						
Expenses/passenger . . . . .						

	1974	1975	1976		1974	1975	1976
<b>ISLAND TRANSIT</b>							
Total Operating Revenue. . . . .		31,499	30,262				
Total Expenses . . . . .		19,471	18,928				
No. of Buses . . . . .		2	All leased from METRO				
Total Revenue Passengers Carried. . . . .		48,228	52,481				
Vehicle Miles Operated. . . . .		38,283	38,430				
Passengers/mi. traveled . . . . .		1.26	1.37				
Revenue/passenger . . . . .		.65	.58				
Expenses/passenger . . . . .		.40	.36				
<b>NORTH COAST LINE</b>							
Total Operating Revenue. . . . .	19,998	21,871	18,443				
Total Expenses . . . . .	17,676	19,714	20,133				
No. of Buses . . . . .	4	4	3				
Total Revenue Passengers Carried. . . . .	2,839	2,962	2,387				
Vehicle Miles Operated. . . . .	78,840	54,301	80,000				
Passengers/mi. traveled . . . . .	.036	.055	.030				
Revenue/passenger . . . . .	7.04	7.38	7.73				
Expenses/passenger . . . . .	6.23	6.65	8.43				
<b>JACOBS, EDWARD M. (C-42)</b>							
Total Operating Revenue. . . . .	3,930	1,875	465				
Total Expenses . . . . .	4,216	3,366	918				
No. of Buses . . . . .	2	2	1				
Total Revenue Passengers Carried. . . . .	2,732	2,527	583				
Vehicle Miles Operated. . . . .	15,065	14,355	3,510				
Passengers/mi. traveled . . . . .	.181	.176	.166				
Revenue/passenger . . . . .	1.44	.74	.80				
Expenses/passenger . . . . .	1.54	1.33	1.57				
<b>REPUBLIC-COLVILLE STAGE LINE</b>							
Total Operating Revenue. . . . .	21,996	19,486	20,612				
Total Expenses . . . . .	17,350	21,274	24,540				
No. of Buses . . . . .	?	?	1				
Total Revenue Passengers Carried. . . . .	1,199	1,281	1,253				
Vehicle Miles Operated. . . . .	75,954	74,245	73,972				
Passengers/mi. traveled . . . . .	.016	.017	.017				
Revenue/passenger . . . . .	18.35	15.21	16.45				
Expenses/passenger . . . . .	14.47	16.61	19.58				
<b>STEVENS STAGE LINE</b>							
Total Operating Revenue. . . . .	14,963	15,194	18,309				
Total Expenses . . . . .	16,112	16,269	22,064				
No. of Buses . . . . .	4	4	2				
Total Revenue Passengers Carried. . . . .	7,504	6,839	7,357				
Vehicle Miles Operated. . . . .	23,084	22,300	10,980				
Passengers mi. traveled . . . . .	.325	.307	.67				
Revenue/passenger . . . . .	1.99	2.22	2.49				
Expenses/passenger . . . . .	2.15	2.38	2.99				
<b>KIEFER BUS LINES</b>							
Total Operating Revenue. . . . .							
Total Expenses . . . . .							
No. of Buses . . . . .							
Total Revenue Passengers Carried. . . . .							
Vehicle Miles Operated. . . . .							
Passengers/mi. traveled . . . . .							
Revenue/passenger . . . . .							
Expenses/passenger . . . . .							
<b>BELLINGHAM-FERNDALE STAGES</b>							
Total Operating Revenue. . . . .							
Total Expenses . . . . .							
No. of Buses . . . . .							
Total Revenue Passengers Carried. . . . .							
Vehicle Miles Operated. . . . .							
Passengers/mi. traveled . . . . .							
Revenue/passenger . . . . .							
Expenses/passenger . . . . .							
<b>EVERETT CHARTER SYSTEMS</b>							
<b>(Class II)</b>							
Total Operating Revenue. . . . .							
Total Expenses . . . . .							
No. of Buses . . . . .							
Total Revenue Passengers Carried. . . . .							
Vehicle Miles Operated. . . . .							
Passengers/mi. traveled . . . . .							
Revenue/passenger . . . . .							
Expenses/passenger . . . . .							
<b>BASSETT TRANSIT</b>							
Total Operating Revenue. . . . .							
Total Expenses . . . . .							
No. of Buses . . . . .							
Total Revenue Passengers Carried. . . . .							
Vehicle Miles Operated. . . . .							
Passengers/mi. traveled . . . . .							
Revenue/passenger . . . . .							
Expenses/passenger . . . . .							

## **Appendix G - Local Transit Data**





APPENDIX G

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
RECEIPTS BY SOURCE FOR THE YEAR ENDING DECEMBER 1977

IDENTITY				RECEIPTS						
COUNTY	CITY(IES)	TRANSPORTATION SYSTEM	LOCAL				FEDERAL 7/	STATE AND OTHER 8/	TOTAL	
			TAXES			OTHER 6/				TOTAL
			Source	Excl. MVET	MVET 5/					
Benton	Prosser	Prosser Rural Transportation Program					2,803	60,318	63,121	
Clark	Vancouver	Vancouver Transit System	1/ \$1.00	222,858	236,000		71,081	6,935	693,530	
Cowlitz	Kelso-Longview	Community Urban Bus Service (CUBS)	2/ 1%	96,070	121,070		45,781	284,226	554,610	
Grays Harbor	Countywide	Grays Harbor Transportation Authority	3/ 0.3%	1,088,976	864,860		79,151	125,955	2 229,492	
King	Countywide	Municipality of Metropolitan Seattle (METRO)	3/ 0.3%	22,133,000	15,570,000	9/	13,119,000	10/ 19,279,000	71,034,000	
Kitsap	Bremerton	Bremerton Municipal Transit	1/ 0.80	126,482	155,000		289,950		573,288	
Lewis	Centralia	City of Centralia Transit					3,318	4,321	7,639	
Lewis	Centralia-Chehalis	Lewis Public Transportation Benefit Area (LPTBA)	1/ 1.00	50,729	17,351		68,080	8,200	76,280	
Pierce	Tacoma	Tacoma Transit System	1/ 0.75/mo. 4/ \$3.00-18.00/mo.	464,596	1,121,544		2,202,111	955,974	4,753,790	
Snohomish	Everett	Everett Transit System	1/ 1.00 4/ 0.25	243,884	234,471		147,034	65,782	691,403	
Snohomish	So. Snohomish Co	Snohomish County Public Transportation Benefit Area Corp (SCPTBA)	3/ 0.3%	1,629,861	1,259,646		305,715	14,000	3,232,822	
Spokane	Spokane	Spokane Transit System	1/ 1.00	826,308	816,720		1,316,091	344,486	3,438,279	
Thurston	Lacey, Olympia and Tumwater	Intercity Transit Commission	1/ 1.00	221,266	229,249		118,503	11,019	590,999	
Whatcom	Bellingham	Bellingham City Transit System	3/ 0.3%	1,002,551			124,063	5,459	1,152,586	
Yakima	Yakima	Yakima City Lines	1/ 0.65	142,923	142,680		109,866		449,469	
Total All Systems				28,249,504	20,768,591		17,934,467	21,161,354	89,541,308	

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports from Cities for 1977; and communication with transit authorities by WSDOT personnel. Does not include Ferry Receipts.  
1/ Household tax per month — RCW 35.95.040.  
2/ Utility Tax — RCW 54.28.070.

3/ Sales Tax — RCW 82.14.045 and 82.14.060.

4/ Employee and/or Business Tax — RCW 35.95.040.

5/ Motor Vehicle Excise Tax (MVET) — RCW 35.58.273 — 279. Recorded in State Receipts in 1974 and 1975.

6/ Includes regular and special tolls and fees for regular passenger service, contract services, charters, advertising, general/current expense fund appropriations and other miscellaneous local revenues.

7/ Includes Federal Highway Administration Funds, Urban Mass Transportation Act Funds, Revenue Sharing, Comprehensive Employment Training Act (CETA) and other unspecified federal revenues.

8/ Includes state grants for transit, Business and Occupational Tax Exemptions, other governmental support, interest, sale of fixed assets, reimbursements and other miscellaneous revenues.

9/ \$15,570,000 received from State Treasurer, METRO reports \$21,809,000 which includes accruals.

10/ Includes accruals.

**PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
DISBURSEMENTS BY PURPOSE FOR THE YEAR ENDING DECEMBER 1977**

IDENTITY			DISBURSEMENTS					
COUNTY	CITY(IES)	TRANSPORTATION SYSTEM	CAPITAL OUTLAY 1/	OPERATING COSTS 2/	PLANNING 3/	GENERAL ADMIN. 4/	OTHER 5/	TOTAL
Benton	Prosser	Prosser Rural Transportation Program (P RTP)	41,437	2,824		13,622	200	58,083
Clark 6/	Vancouver	Vancouver Transit System	22,338	464,269		30,387	244,780	761,774
Cowlitz	Kelso- Longview	Community Urban Bus Service (CUBS)	373,579	119,705	2,973	52,695	28,350	577,302
Grays Harbor	Countywide	Grays Harbor Transportation Authority	6,773	868,210		103,450	21,425	999,858
King	Countywide	Municipality of Metropolitan Seattle (METRO)	18,392,000	35,593,000	1,944,000	5,535,000	7,612,000	69,076,000
Kitsap	Bremerton	Bremerton Municipal Transit		448,478		124,363	272	573,113
Lewis	Centralia	City of Centralia Transit		11,687		4,632		16,319
Lewis	Centralia- Chehalis	Lewis Public Transportation Benefit Area (LPTBA)	26,073	11,879	17,417	6,901		62,270
Pierce	Tacoma	Tacoma Transit System	28,848	3,861,522		1,143,881	209,856	5,244,107
Snohomish	Everett	Everett Transit System	40,867	646,583		164,938	5,718	858,106
Snohomish	So. Snohomish Co.	Snohomish Co. Public Transportation Benefit Area Corporation (SCPTBA)	4,600	7/ 1,452,220	35,360	172,533	164,134	1,828,847
Spokane	Spokane	Spokane Transit System	17,693	3,110,900		60,593	240,947	3,430,133
Thurston	Lacey, Olympia & Tumwater	Intercity Transit Commission	33,255	440,071		101,919	56,470	631,715
Whatcom	Bellingham	Bellingham City Transit System	44,045	477,837	10,139	169,648	41,557	743,226
Yakima	Yakima	Yakima City Lines	937	386,498		53,954	19,062	460,451
Total All Systems			19,032,445	47,895,683	2,009,889	7,738,516	8,644,771	85,321,304

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports From Cities For 1977; and communication with transit authorities by WSDOT personnel. Does not include Ferry Maintenance disbursements.

- 1/ Includes cost of motor buses, trolleys, fare boxes, shelters, and general traffic control devices and management equipment.
- 2/ Includes general maintenance of equipment and facilities, taxes, licenses, rents, personnel services, operators' salaries, contractor fees, and all other incidental expenses relating to operations.
- 3/ Includes costs of special transit system studies.
- 4/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.
- 5/ Includes debt service on general obligation bonds and system acquisition liabilities, interfund loans, and depreciation expense and costs incurred through reduction of inventories.
- 6/ Effective December 10, 1977, Vancouver Transit rerouted and expanded its service (number of vehicles in base service increased from 5 to 8) and opened a new terminal. Data reflects the year end situation, including the new level of service. Some disbursements represent start-up costs or costs incurred well in advance of start-up for support of the expanded service. Thus it is suggested that the 1977 data is not representative of Vancouver Transit's usual operating costs and care should be exercised in drawing comparisons with other transit operations.
- 7/ Includes \$457,775 to METRO for costs of operating three intercounty service routes between SCPTBA and Seattle.

**PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
OWNERSHIP, VEHICLES, EMPLOYEES, AND MILES OF LINE AS OF DECEMBER, 1977**

IDENTITY					OWNERSHIP		PRIMARY VEHICLES				NO. OF EMPLOYEES			MILES OF LINE
COUNTY	CITY(IES)	TRANSPORTATION SYSTEM	Date of Activation	TYPE	Total	Diesel	Gas	Electric	Total	Full Time	Part Time			
Benton	Prosser	Prosser Rural Transportation Program (P RTP)	1977	City	4		4		3	3	23 vol- unteers	21		
Clark	Vancouver	Vancouver Transit System	1969	City	12	12			29	23	6	38		
Cowlitz	Kelso- Longview	Community Urban Bus Service (CUBS)	1975	City	6	5	1		10	1	9	50		
Grays Harbor	Countywide	Grays Harbor Transportation Authority	1975	Countywide (Operated by Cont.	18	4	14		2	2		341		
King	Countywide	Municipality of Metropolitan Seattle (METRO)	1973	METRO	671	612	1	58	1,696	1,696		800		
Kitsap	Bremerton	Bremerton Municipal Transit	1974	City owned Pri- vately Managed	25	7	18		29	29		24		
Lewis	Centralia	City of Centralia Transit	1973	City	2	1	1		4	2	2	13		
Lewis	Centralia- Chehalis	Lewis Public Transportation Benefit Area (LPTBA)	1977	PTBA	6	3	3		10	5	5	21		
Pierce	Tacoma	Tacoma Transit System	1961	City	116	91	25		212	212		184		
Snohomish	Everett	Everett Transit System	1971	City	18	18			30	Not Reported		65		
Snohomish	So. Snohomish Co.	(SCTPTBA) Snohomish Co. Public Transportation Benefit Area Corp.	1976	PTBA	1/ 37	37			1/ 70	70		1/ 150		
Spokane	Spokane	Spokane Transit System	1972	City owned Pri- vately Managed	68	68			137	Not Reported		198		
Thurston	Lacey, Olympia & Tumwater	Intercity Transit Commission	1972	Tri-City	14	14			25	Not Reported		67		
Whatcom	Bellingham	Bellingham City Transit System	1971	City	15	13	2		28	Not Reported		61		
Yakima	Yakima	Yakima City Lines	1966	City	12	12			18	Not Reported		50		
Total All Systems					1,024	897	69	58	2,308			2,028		

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports From Cities For 1977; and communication with transit authorities by WSDOT personnel.

1/ Includes 19 diesel buses, 25 drivers and 55 miles of routes operated by METRO on three intercounty service routes between SCTPTBA and Seattle.

# PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON FARE STRUCTURE, MILES TRAVELED AND PASSENGERS CARRIED FOR THE YEAR ENDING DECEMBER, 1977

IDENTITY			FARE STRUCTURE					Total Miles Traveled	Passengers Carried
COUNTY	CITY(IES)	TRANSPORTATION SYSTEM	Single	Adult	Youth	Zone/Pass Trans	Special		
Benton	Prosser	Prosser Rural Transportation Program		\$0.25	\$0.10	\$ 5/	1/ 2/ \$0.10 under 6-free	24,384	3,530
Clark	Vancouver	Vancouver Transit System		0.35	0.15	3/ Dbl. dly. fare 4/ Adlts. 12.00	1/ 2/ 0.15 1/ 2/ 4/ 5.00	321,234	341,394
Cowlitz	Kelso-Longview	Community Urban Bus Service (CUBS)		0.25	0.15	None	None	138,880	89,385
Grays Harbor	Countywide	Grays Harbor Transportation Authority	0.25			7/		569,078	280,785
King	King-So. Snohomish Co.	Municipality of Metropolitan Seattle (METRO)		0.30	0.30	0.20	1/ 2/ 0.10	24,301,151	44,900,000
Kitsap	Bremerton	Bremerton Municipal Transit		0.40	0.20	9/ 0.25	1/ 4/ 3.00 4/ student 5.50	375,000	850,000
Lewis	Centralia	City of Centralia Transit	6/					22,000	10,265
Lewis	Centralia-Chehalis	Lewis Public Transportation Benefit Area		0.25	0.10	3/ Double single fare	1/ 2/ 0.10	21,084	17,757
Pierce	Tacoma	Tacoma Transit System		0.25	0.20		1/ 2/ 0.10 9/ 05-10-15	3,229,024	7,598,526
Snohomish	Everett	Everett Transit System		0.20	0.20	0.10	1/ 2/ 0.10	695,000	910,000
Snohomish	So. Snohomish Co.	Snohomish Co. Public Trans. Benefit Area Corp.(SCPTBA)		0.20	0.10	9/ 0.10	1/ 2/ 0.10	10/ 1,161,968	10/ 951,251
Spokane	Spokane	Spokane Transit System		0.35	0.25	.05 to .30 8/ .05 4/ \$5-10-14	1/ 2/ 1/2 Adult	2,176,597	4,018,623
Thurston	Lacey, Olympia & Tumwater	Intercity Transit Commission		0.25	0.15	3/ Adult 0.50 Youth 0.30	1/ 2/ 2.00/mo.	423,405	832,029
Whatcom	Bellingham	Bellingham City Transit System		0.10	0.10		1/ 0.50/mo. 2/ Free	490,500	1,100,000
Yakima	Yakima	Yakima City Lines		0.25	0.15	None	1/ 2.00/mo.	287,784	668,136
Total All Systems									62,571,681

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports From Cities For 1977; and communication with transit authorities by WSDOT personnel.

1/ Senior Citizens.

2/ Handicapped.

3/ Daily Pass.

4/ Monthly Pass.

5/ Dial-A-Ride: Adults-\$0.50, Seniors/Handicapped and Students \$0.25, Under 6 - Free, Senior Citizens 20 ride book - \$4.00.

6/ 1/1/77 to 4/30/77 - \$0.50 and 5/1/77 to 10/31/77 - \$0.25.

7/ Free one way transfer, good for continuous transfer from one route to another "Stop and Go" along the way for up to one hour.

8/ Transfer.

9/ Zone.

10/ Includes 352,145 miles traveled and 481,602 passenger carried by METRO on three intercounty service routes between SCPTBA and Seattle.