

1979

Public Transportation



Washington State
Department of Transportation
Public Transportation and Planning Division

1979

PUBLIC TRANSPORTATION IN WASHINGTON STATE

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WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

W. A. Bulley, Secretary of Transportation

Division of Public Transportation and Planning

Public Transportation Office

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INTRODUCTION

In 1978 the Washington State Department of Transportation published a report entitled, "State Transportation Planning: Public Transportation". In order to reflect the changes that have occurred, this report has been revised and updated using the most current data obtainable. A significant amount of information contained in the report was submitted by the individual transit systems throughout the State and has been of great assistance in formulating this report. The report begins here with a brief description of the organization of the Public Transportation Office, and the relationship of this Office to the rest of the Department (see Figure 1). The administrative structure and branch organization provides specifically for the planning of public transportation.

The role of the Division of Public Transportation and Planning is to provide statewide planning, coordination and support activities. The Division contains four branches of public transportation covering rail transportation, transit, paratransit, and aeronautics and marine transportation. The function of each of these branches is discussed in Figure 2.

The types of support for public transportation provided by the Division of Public Transportation and Planning are extensive. Feasibility Study Loans and Transit Development Planning Loans are provided. New systems starting up are assisted. Urban Mass Transportation Administration grants for rural transit operations as well as for elderly and handicapped transportation are administered. Demonstration funding is obtained and technical assistance provided to locally developed projects. The Division sponsors seminars and workshops dealing with both public and specialized transportation. Innovative concepts in paratransit are developed and assisted. High Occupancy Vehicle Lanes and Park and Ride Lots are developed. The division cooperates with the Washington State Transit Association in assisting in projects identified by local transit agencies and supplies the technical services of an experienced Transit Manager to transit and specialized transportation operations.

Chapter One of this report concerns itself with types and kinds of financing for public transportation and the state and federal roles in this financing procedure. Chapter Two deals with information about each local transit system in the State. The following chapters deal with paratransit, intercity bus, light rail transportation and the ferry system. Supporting information is contained in the appendix sections. Table 1 indicates the financial comparisons of some of the public transportation modes found in the State using the most recent available data.

TABLE 1
1978 STATEWIDE DATA

SYSTEM	PASSENGERS	REVENUE	EXPENSES	TOTAL COST/ PASSENGER*
Local Transit	71,463,000	\$159,204,000	\$117,258,000	\$0.967
Intercity Bus (GH & T) 1/	28,353,774	310,973,500	298,777,200	10.537
Intercity Bus (WA)	843,900	5,381,900	5,049,100	5.983
Limousine Service	1,016,000	3,795,100	3,546,853	3.491
Wash. State Ferry System	17,590,485	27,240,207	38,682,547	2.199
Grays Harbor T.A. Ferry	18,110	18,000	42,000	2.319
Sea-Tac Satellite System **	9,650,882	—	645,084	0.067
Yakima Street Car	10,415	18,923	31,666	3.040
Seattle Monorail	2,974,600	594,920	440,166	0.148

Intercity Bus: (GH & T) = Greyhound & Trailways; (WA) = All other Washington Carriers

* Varies with capital investment expenditures

** This service is fare-free

1/ Western Operations

VOTERS OF THE STATE OF WASHINGTON
GOVERNOR DIXY LEE RAY

Figure 1

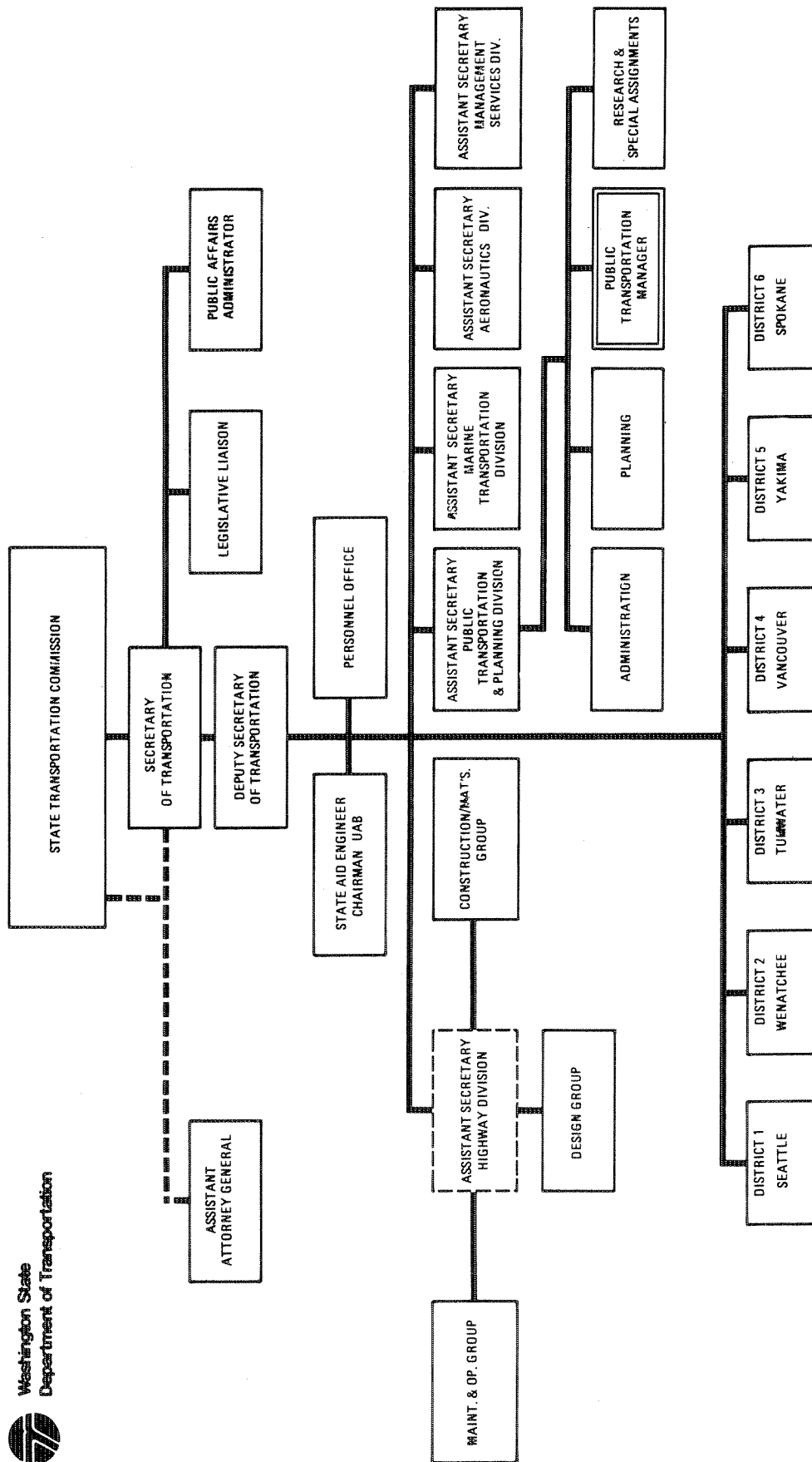
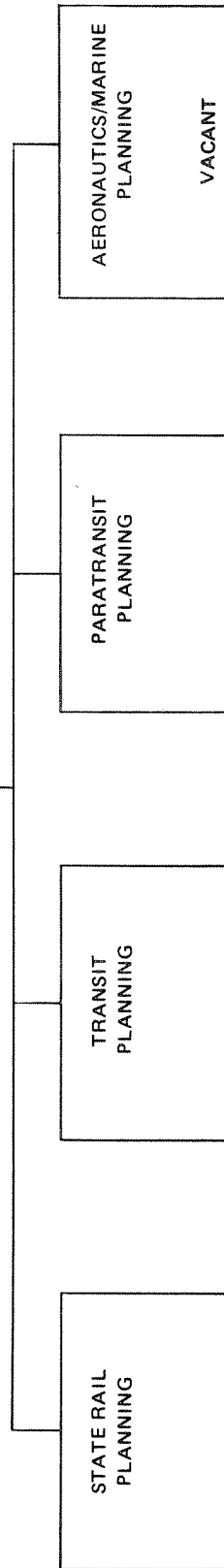


Figure 2

**DIVISION OF
PUBLIC TRANSPORTATION AND PLANNING
PUBLIC TRANSPORTATION
OFFICE**

**PUBLIC
TRANSPORTATION
MANAGER**
G. L. Smith

Coordinates all public transportation activities of the Department which interface with Highway operations. Represents the Department at local state and Federal levels in the development of individual and integrated intermodal transportation systems. Prepares programs, budget estimates, study and capital grant applications and agreements and contracts and administers programs and projects in support of the Department public transportation activities. Maintains an awareness of new developments, operations and the latest techniques and technology in the public transportation field. Provides liaison with the State Energy Office.



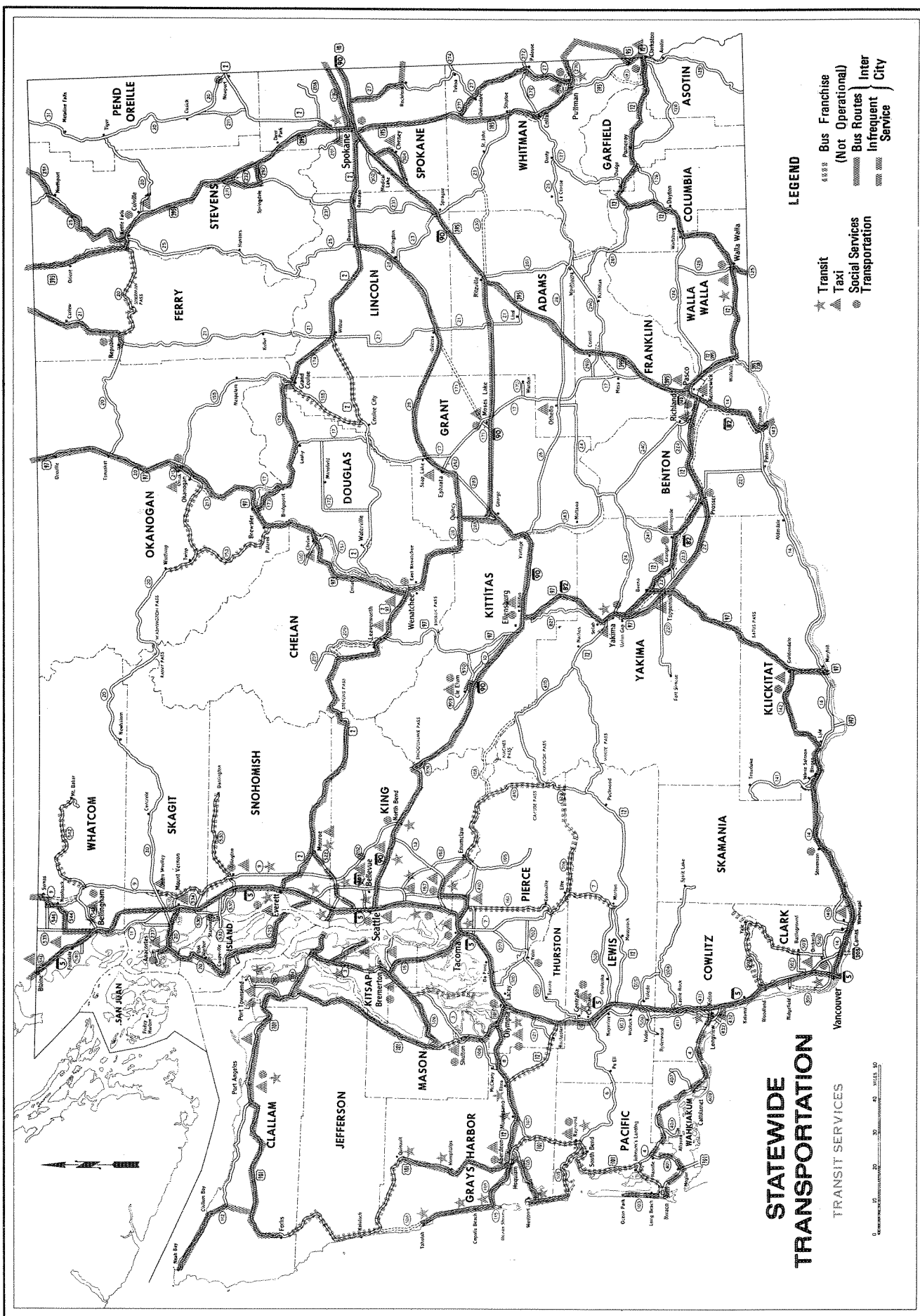
Develops and maintains the State Rail Plan and provides input to the State Transportation Plan on railroad matters. Programs and implements FRA rail line financial assistance projects. Develops and maintains liaison and coordination with other state agencies, freight shippers, local and regional governments, labor unions, civic and business groups. Reviews local projects for compliance with Federal Railroad Administration regulations in both planning and construction activities.

Provides assistance to local or regional municipalities for the planning and development of local transit programs. Develops data and input to the State Transportation Plan on matters relating to Public Transit and Intercity Bus activities. Prepares programs, budget estimates, capital and study grant applications originating from FHWA and UMTA. Reviews local transit projects for compliance with Federal regulations. Develop and maintain interagency coordination in transit matters at the State level. Maintains awareness of new developments in transit activities and identifies needed research.

Coordinates public transportation activities which interface with highway operations. Develops the Social Service transportation program within the state to include administration of capital grant programs and management training. Provides assistance to governmental agencies and private business in matters relating to Carpooling, Vanpooling, Subscription Busing and Staggered Work Hours. Assists Departmental Agencies in High Occupancy Vehicle projects (lanes, park & ride, etc.).

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1 State & Federal Financing & Roles



STATE AND FEDERAL FINANCING AND 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.

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 Washington State Department of Transportation 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 environmental effects of these facilities are minimized or eliminated. ^{5/} The State Department of Transportation is operating under an action plan that assures confirmation

with this State Law.

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 PTBA, \$50,000; (2) Lewis PTBA, \$16,540; (3) Benton County PTBA, \$50,000; (4) Kitsap County PTBA, \$50,000; (5) Pierce County PTBA, \$50,000; (6) Walla Walla County PTBA, \$40,000; (7) Skagit County PTBA, \$30,000; (8) Clallam County PTBA, \$37,000. In addition, a loan of \$16,400 is to be made to the Pacific County PTBA by the end of 1979.

The State DOT also administers a feasibility study loan program, providing 100% loans to municipalities up to \$110,000, ^{7/} for the purpose of allowing municipalities to conduct studies to determine the need for public transportation. Seven loans have been made to date: (1) City of Port Angeles, \$3,161; (2) City of Pullman, \$3,851; (3) Walla Walla County, \$10,512; (4) Pierce County, \$35,000; (5) Spokane County, \$35,000; (6) Clark County, \$35,000; (7) Grant County, \$36,396. In addition, a loan of \$6,956 is to be made to San Juan County by the end of 1979.

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 Utilities and Transportation Commission (WUTC) 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 determines

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 \$168 million has thus far been programmed for expenditure; as of the end of 1979, 21.4 million were expended on transit facilities for the Seattle Metro system.

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 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 must adopt a public transportation plan. 15/ The Grays Harbor Transportation Authority organized in 1974 as a CTA, and is presently the only CTA in the State.

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, Lewis, Pierce, Clallam and Pacific 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 monies 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, a public transportation benefit area, or a county transportation authority levies this tax, cities within the special district may not also use the tax. 23/ The State Department of Licensing administers the remittance of funds to municipalities levying this tax. Revenue from the tax can be used to acquire, construct, equip or operate a publicly owned transportation system.

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. 27/ 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 right-of-way of public streets and highways. 28/

The 1979 State legislature removed a 1981 expiration date for the use of MVET monies for transit purposes. In calendar year 1978, the MVET monies, distributed to all transit agencies in the State, amounted to \$21.4 million.

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. 29/ 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 area, or metropolitan municipal corporation. 30/

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 vehicle excise tax revenues, except by cities or counties for unincorporated areas. 31/ Six 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 for maintenance and capital needs. 32/ Imposition of a sales tax for public transportation supersedes any excise tax by a municipality in support of a transit system. 33/

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. 34/ As of the end of 1979, six transit districts levied household taxes, ranging from 65 cents to \$1.00. This total number will be reduced to five transit districts, after January 1, 1980, when the Pierce County PTBA starts levying a sales tax.

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. 35/ Up to the end of 1979, Tacoma Transit remained the sole transit system to levy a business tax in the State; after formation of the Pierce County PTBA in January 1980, none of the transit districts will be levying business taxes in Washington

State. However, the option remains for some of them to do so in the future.

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. 36/

OTHER FINANCIAL ASSISTANCE

Cities have authority to appropriate monies from their general funds to support the operations of public transportation systems. 37/

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. 38/

1/ RCW 35.95.010 2/ Ibid. 3/ RCW 47.04.082 4/ RCW 35.95.010
5/ RCW 43.210.030 6/ RCW 36.57A.150 7/ RCW 35.58.2712 8/ RCW 47.04.081;
RCW 47.28.140 9/ RCW 47.04.082 10/ RCW 47.52.090 11/ Ibid. 12/ Ibid.
13/ RCW 47.08.070; RCW 47.28.140 14/ RCW 35.58 15/ RCW 36.57
16/ RCW 36.57A 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 24/ RCW 35.58.279 25/ RCW 35.58.2711 26/ RCW 35.58.2792
27/ RCW 35.58.273 28/ Ibid. 29/ RCW 82.14.045 30/ RCW 35.58.273 31/ Ibid.
32/ RCW 35.95.040 33/ RCW 82.14.045 34/ RCW 35.95.040 35/ Ibid 36/ Ibid.
37/ RCW 35.95.010 38/ RCW 82.38.080

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 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.

1978 Through the Surface Transportation Assistance Act of 1978, the total grant authority was increased to \$14.495 billion. Modified Section 5 funding apportionment. Consolidated planning requirements in Section 8. Added Section 18 for small rural transportation program. Added Sections 21 and 22, yet both of these are not funded. Deleted \$500 million of the Section 3 previous allocation to non-urbanized areas.

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

ALTERNATIVES FOR PUBLIC TRANSPORTATION FUNDING				
TRANSIT OPERATING AUTHORITY	VOTERS APPROVAL BEFORE CONDUCT OF BUSINESS	LOCAL FUNDING		STATE FUNDING
		HOUSEHOLD AND B & O	OR SALES TAX	
Metro	YES	YES	*.1%, .2% or .3% (AA county only)	MOTOR VEHICLES EXCISE TAX (UP TO 1%)

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 for fixed-guideway construction or extension, mass transportation facilities and related equipment; this included physical investments for intermodal transfer facilities and transit malls. The total authorization amounts to \$7.48 billion for the 1979-83 time period, with a subtotal of \$1.375 billion authorized for the fiscal year 1979 alone.

Section 5. Discretionary capital and/or operating assistance funds, allocated on a formula basis. The total authorization amounts to \$6.525 billion over the period 1979-82, with a subtotal of \$1.515 billion authorized for the fiscal year 1979 alone.

Those funds are to be apportioned, under the four following subcategories:

5(a)(1), or Tier I: \$850 million for all urbanized areas;
5(a)(2), or Tier II: \$150 million, of which 85 percent authorized for urbanized areas equal or greater than 750,000; and the remaining 15 percent for urbanized areas with population less than 750,000;
5(a)(3), or Tier III: \$75 million for operating expenses and deferral maintenance of commuter rail systems;
5(a)(4), or Tier IV: \$300 million for purchase of buses and related equipment, or for construction of bus-related facilities.

The allocation formula is based on population and population density within each urbanized area, eligible for funding respectively under Tiers I, II or IV. Tier III has a separate allocation formula, taking into account commuter rail route-miles and train miles within the eligible urbanized areas.

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

Section 8. 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 public transportation field.

Section 11. Grants to educational institutions to carry out research in urban transportation problems and to establish or operate transportation (research) centers within higher learning institutions.

Sections 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.

Section 18. Capital and/or operating assistance for public transportation projects in non-urbanized areas. Emphasis put on coordinating eligible projects with other public transportation services in those same areas, including Indian reservations. The new funding amounts to \$90 million for the fiscal year 1979 alone, with a grand total of \$420 million over the entire period 1979-82. There is up to 15 percent allowance for administrative costs, and technical assistance to the program recipients.

Section 21. Capital funds for intercity bus service facilities, such as land acquisition, bus and intermodal terminals, and bus loading areas. The new funding authorization amounts to a total of \$160 million over the 1979-82 time period, but no monies have been appropriated under this section.

Section 22. Operating assistance funds for intercity bus services, when provided either through rural areas, or via urban places of 5,000 population (or more) found outside urbanized urbanized areas. The new funding authorization amounts to \$30 million for each fiscal year between 1979 and 1982, but no monies have been appropriated under this section.

DEPARTMENT OF TRANSPORTATION - FEDERAL-AID HIGHWAY LAWS (Title 23)

Section 147 (Federal-Aid Highway Act of 1972, 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 III C) - 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 V) - 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, skills 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 1972 (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 TREASURY

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

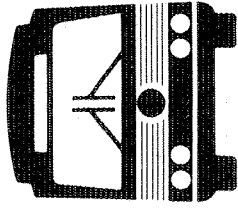
ACTION

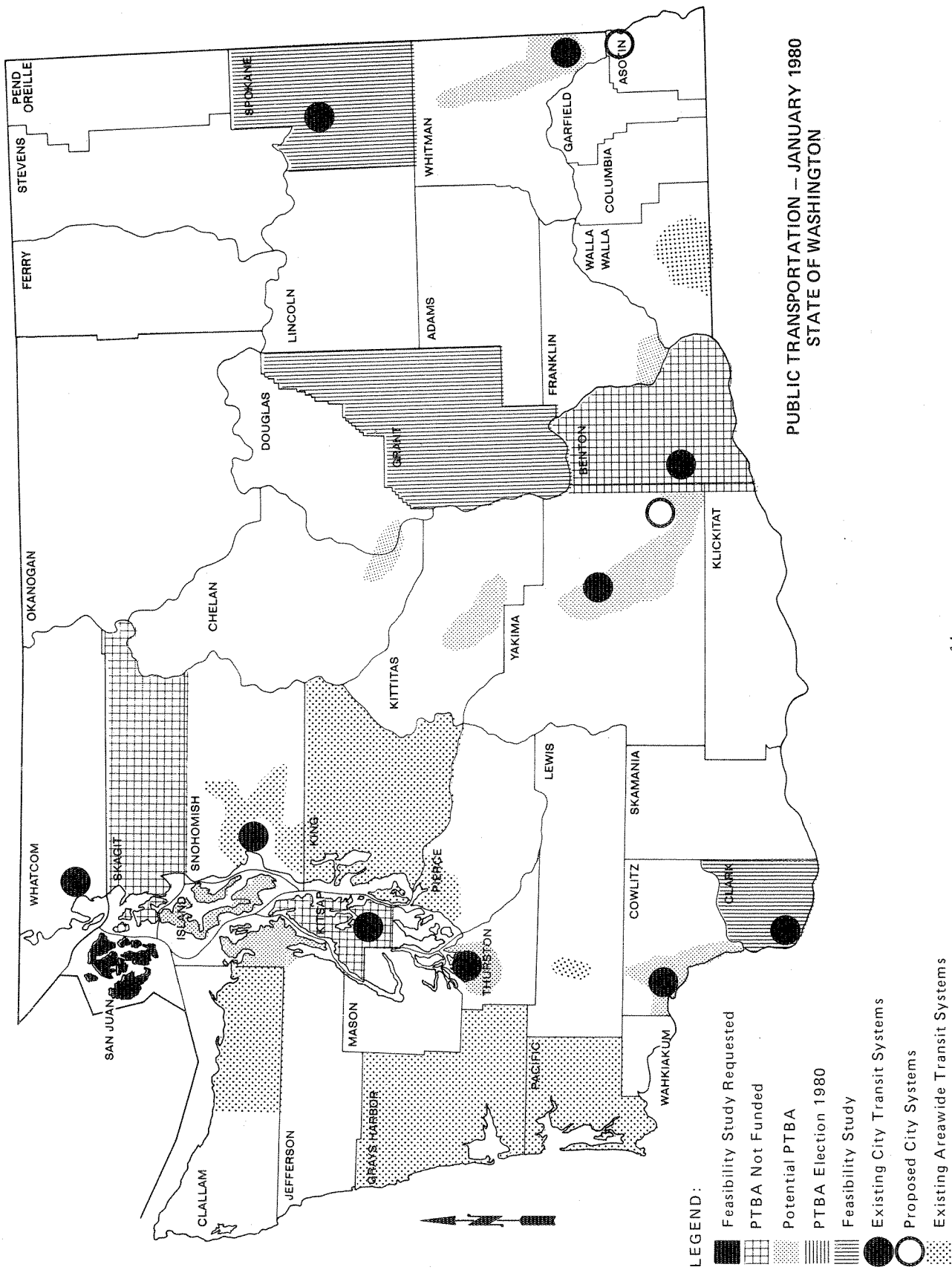
Domestic Volunteer Service Act of 1972 (Title II) - Section 201 - Retired Senior Volunteer Program. Provides for reimbursement of senior volunteers providing transportation services. Section 211 - Foster Grandparent and Senior Companion Programs. Provides transportation services to children and the elderly utilizing the paid service of retired, low-income people ages 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 18	Capital and Operating Assistance in Non-Urbanized Areas
		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
Department of Health Education and Welfare	Federal-Aid Highway Act of 1973 Federal Highway Laws	Title III, Section 308	Model Projects
		Title III, Section 309	Transportation Projects
		Title IIIc	Nutrition Program for the Elderly
		Title V	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
			Library Services
Department of Agriculture Department of Labor Community Services Admin.	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 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	Mental Health Services Transportation
		Title III, Section 360(a)	Essential Community Facilities
		Title III	National Older Workers Programs
		Title II, Sections 212, 221	Community Action Program
		Title II, Section 222	Senior Opportunities and Services
		Title I, Section 101(b)	Expanded Medical Care
		Title II	Retired Senior Volunteer Program
			Foster Grandparent Program
			Senior Companion Program
			National Volunteer Programs to Assist Small Businesses
Veterans Administration ACTION	Housing & Community Development Act of 1974		Development of Urban Communities
Dept. of Housing & Urban Development	Housing & Community Development Act of 1974	Title I	

2 Local Transit-Statewide





LOCAL TRANSIT

Transit in the State has been changing over the years from private to public ownership. One operation is contracted to a private firm - Pacific County. Spokane contracts the management and operation of its transit system to a management firm, but owns the equipment and system. The other 14 are publicly owned and operated.

Since 1974, 9 new systems have been approved and/or begun operation. Public transit ownership in Washington is currently composed of the following types of organizations:

- 1 METRO
- 6 Public Transportation Benefit Areas (PTBA)*
- 10 City Systems
- 1 County Transit Authority (CTA)

*Includes Clallam County and Walla Walla which are not yet operating.

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

	1975	1976	1977	1978
System generated \$ as of % of Total Budget . . .	37%	26%	22%	14%
Total expense per passenger	\$0.974	\$1.346	\$1.364	\$1.641

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.

In recent years, several counties have held elections to establish PTBA's. The results are summarized on this page.

Of the 16 current transit systems in operation, seven are considering expanded operations. These include Intercity Transit (Olympia-Lacey-Tumwater), Spokane Transit, Community Urban Bus Service (Kelso-Longview), Yakima Transit, Pullman Transit, Vancouver Transit and Bellingham Transit.

In addition, there are seven other areas considering transit systems. These include San Juan, Grant, Jefferson, Kittitas, Chelan-Douglas and Benton-Franklin Counties, as well as the Yakima Valley.

One recent innovation that may play a larger role in the future of local transit is employer incentives to encourage employees to use transit in commuting to work. An example of this is the "Bus With Us" program sponsored

by Seattle-First National Bank for its staff. Sea-First employees receive bus passes paid for by the bank or are reimbursed by the bank directly upon proof of ridership. Agreements were reached initially with METRO of Seattle/King County and Spokane Transit. The program was then expanded to include Aberdeen, Bellingham, Everett, Olympia, Pullman, Tacoma and Yakima.

Response to the "Bus With Us" program has been excellent since its inception on November 1, 1979. Nearly 3,000 Sea-First employees are participating out of a total staff of over 7,500.

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.

ENTITY	ELECTION DATE	BALLOT PROPOSITION	RESULTS	
			% Yes	% No
Snohomish Co. PTBA	June 1, 1976	0.3% Sales and Use Tax	79.1	20.9
Lewis Co. PTBA	Nov. 2, 1976	\$1.00 Mo. Household Tax	58.3	41.7
Snohomish Co. PTBA	Sep. 20, 1976	Annex Monroe Area	65.0	35.0
Snohomish Co. PTBA	Sep. 20, 1976	Annex Lake Stevens Area	65.0	35.0
Benton Co. PTBA	April 4, 1978	0.3% Sales and Use Tax	26.3	73.7
Kitsap Co. PTBA	May 16, 1978	0.3% Sales and Use Tax	40.6	59.4
Lewis Co. PTBA	Sep. 18, 1979	0.3% Sales and Use Tax	43.9	56.1
Pierce Co. PTBA	Nov. 6, 1979	0.3% Sales and Use Tax	60.6	39.4
Pacific Co. PTBA	Nov. 6, 1979	0.3% Sales and Use Tax	60.7	39.3
Clallam Co. PTBA	Nov. 6, 1979	0.3% Sales and Use Tax	57.7	42.3
Skagit Co. PTBA	Nov. 6, 1979	0.3% Sales and Use Tax	49.9	50.1
Snohomish Co. PTBA	Nov. 6, 1979	Annex Stanwood Area	50.4	49.6
Snohomish Co. PTBA	Nov. 6, 1979	Annex Sultan Area	56.0	44.0
Snohomish Co. PTBA	Nov. 6, 1979	Annex Granite Falls Area	67.7	32.3
Snohomish Co. PTBA	Nov. 6, 1979	Annex Mukilteo Area	63.1	36.9
Snohomish Co. PTBA	Nov. 6, 1979	Annex Bothell Area	67.4	32.6

(inc. two precincts in Snohomish City)

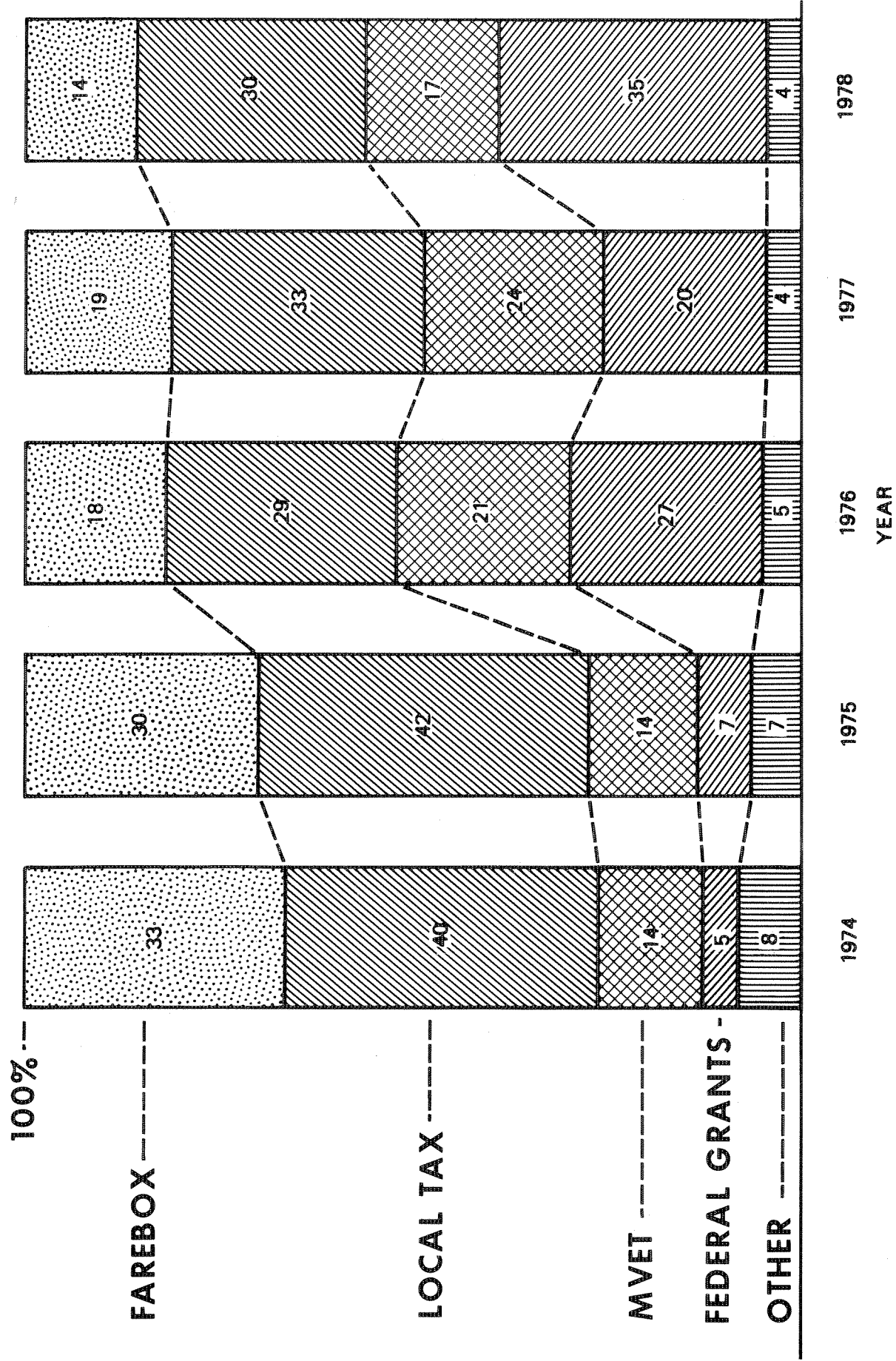
LOCAL TRANSIT STATISTICS - STATEWIDE

	1975	1976	1977	1978
Passengers	54,536,000	58,113,000	62,562,000	71,463,000
Miles Traveled	31,657,000	32,965,000	34,237,000	36,244,000
Vehicles	910	1,023	1,026	1,244
Miles of Route	1,994	2,077	2,070	2,485
Revenue - Total	(\$46,939,000)	(\$77,382,000)	(\$89,534,000)	(\$159,204,000)
Farebox	14,271,000	14,239,000	16,386,000	18,061,000
Local Tax	19,696,000	22,451,000	28,250,000	38,205,000
M/V Excise Tax	6,542,000	16,034,000	20,769,000	21,306,000
Other	6,430,000	24,658,000	24,129,000	81,632,000
Expenditures - Total	(\$53,111,000)	(\$78,224,000)	(\$85,304,000)	(\$117,258,000)
Capital	7,578,000	27,596,000	19,033,000	44,206,000
Operations 1/	45,533,000	50,628,000	66,271,000	69,077,000
Other				3,975,000
Pass/mile traveled	1.72	1.76	1.83	1.97
Farebox rev./pass.	\$0.26	\$0.24	\$0.26	\$0.25
Total rev./pass. 2/	\$0.86	\$1.33	\$1.43	\$2.23
Operations exp./pass.	\$0.83	\$0.87	\$1.06	\$0.97
Total exp./pass. 2/	\$0.97	\$1.35	\$1.36	\$1.64
Pass./capita	28.83	28.86	32.02	34.17

1/ Includes operating expenses, maintenance, administration.

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

Public Transportation Revenues Percent Distribution By Type 1974 Through 1978

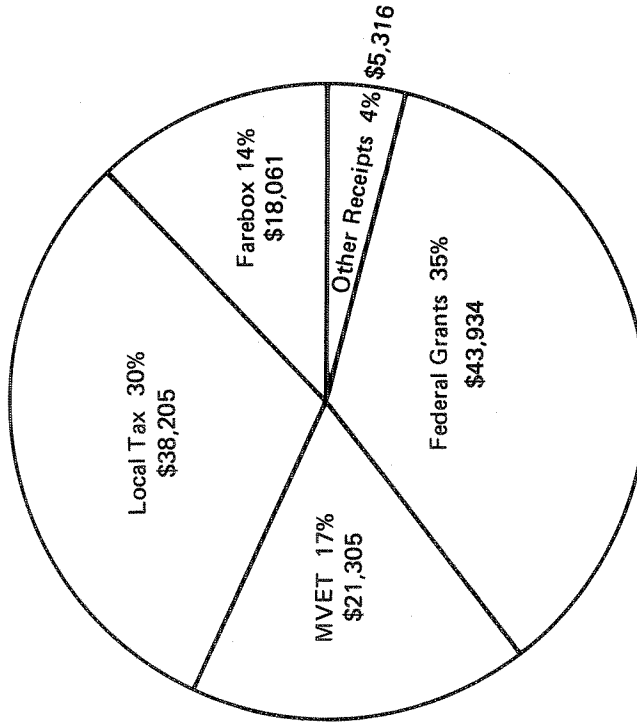


All Public Transit Operators

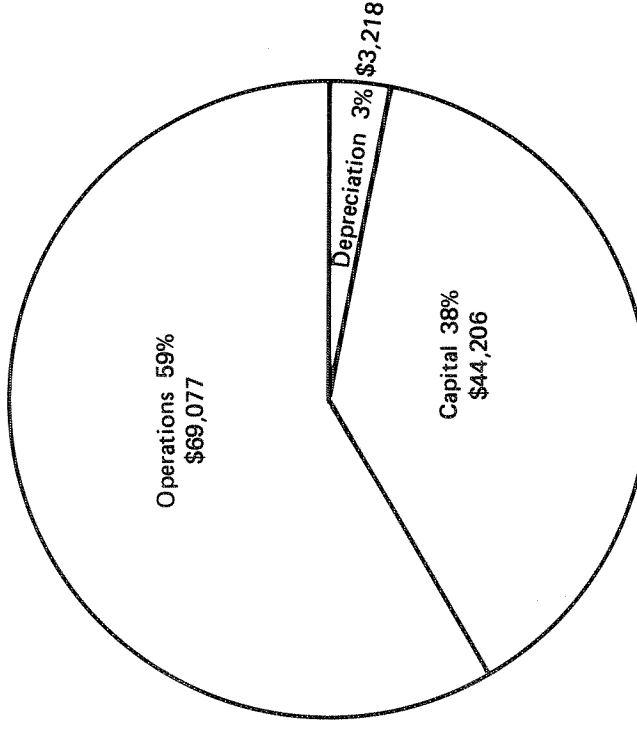
Sources and Distribution of Funds (000)

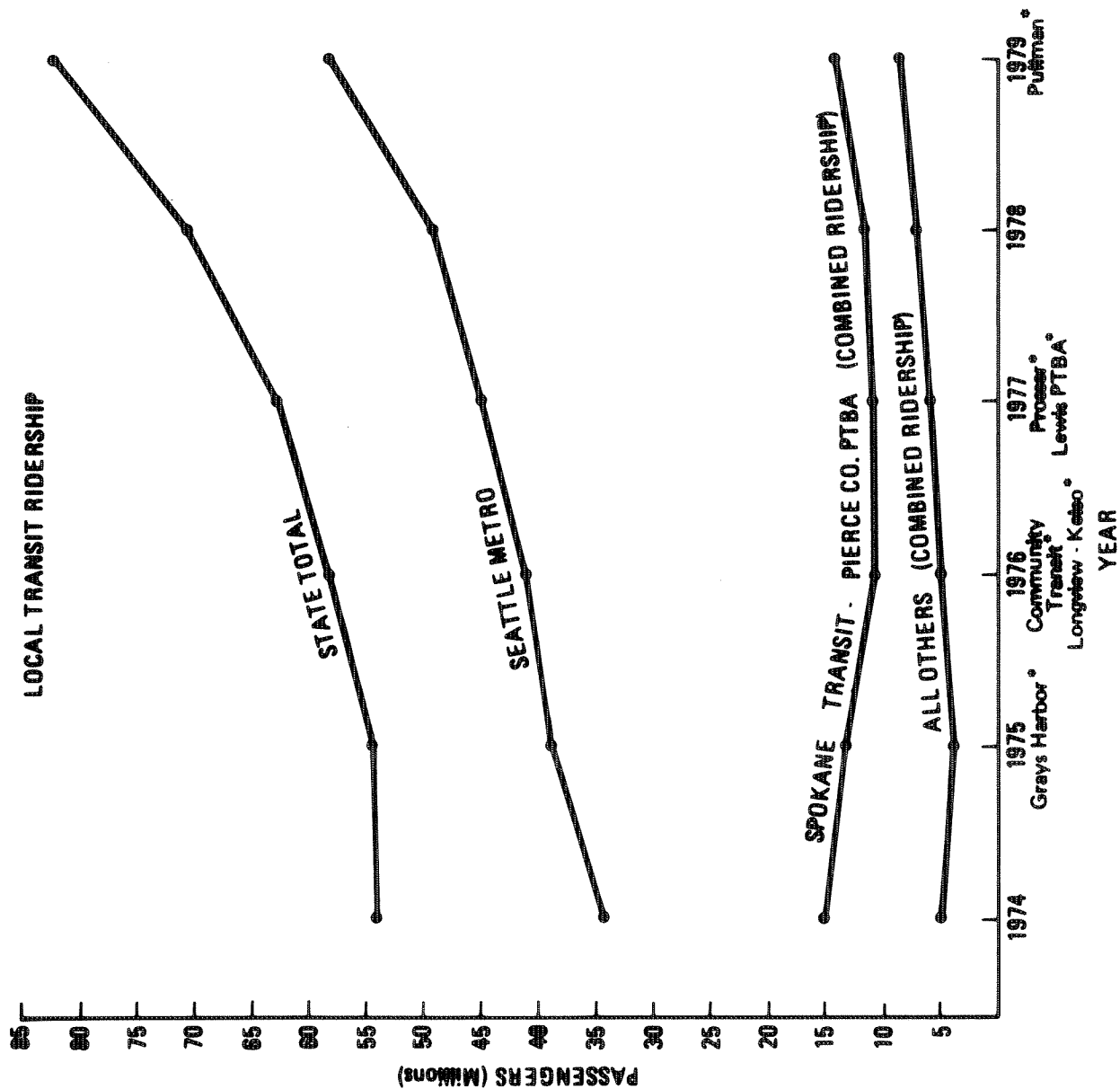
1978

Sources of Funds
\$126,821



Distribution of Funds
\$117,258



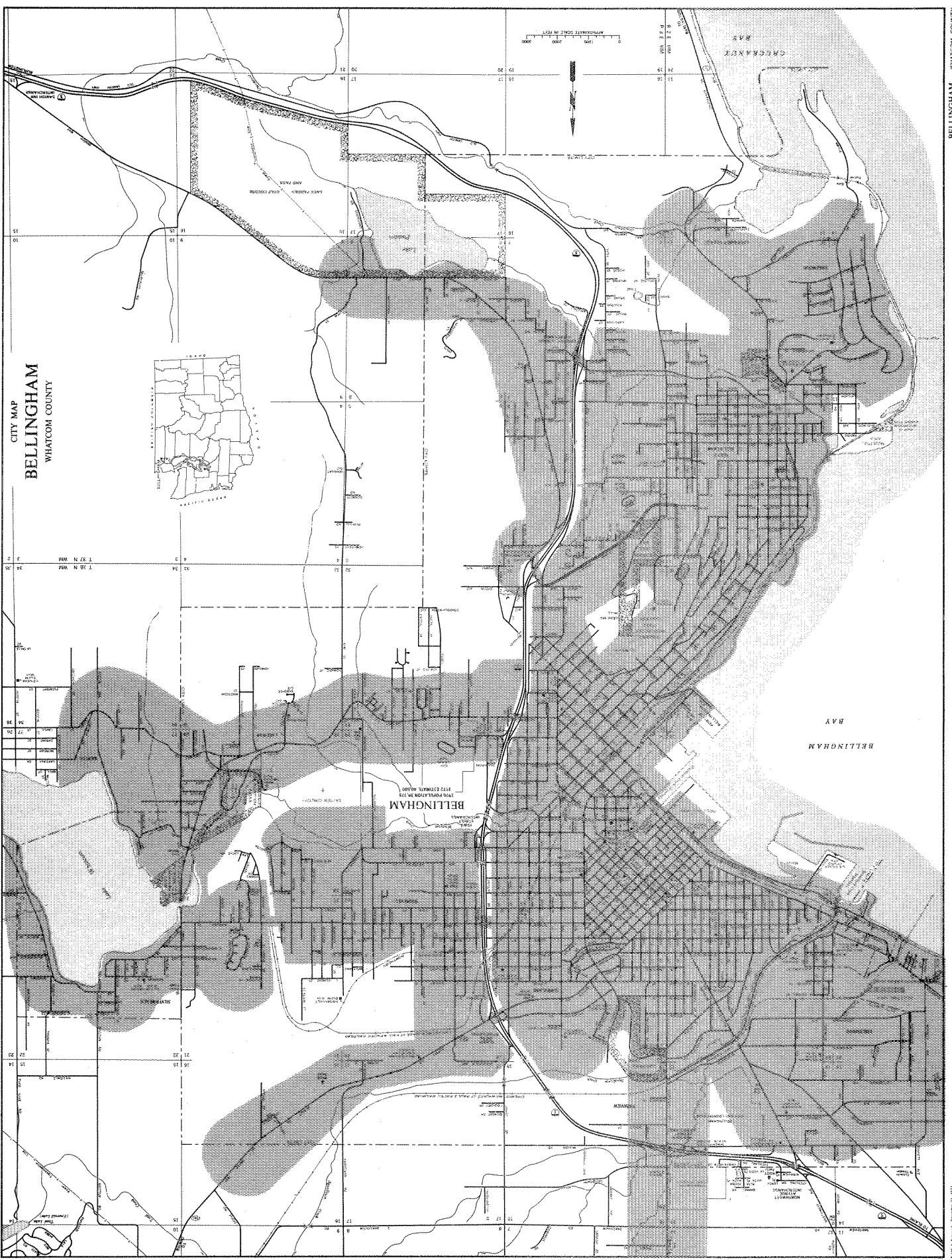


*BEGAN OPERATIONS IN YEAR INDICATED

Bellingham Municipal Transit



MANAGER: EDWARD GRIEMSMANN
ADDRESS: 2200 NEVADA ST.
BELLINGHAM 98225
PHONE: (206)676-6843



BELLINGHAM MUNICIPAL TRANSIT

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, delapidated equipment, and low ridership. The City of Bellingham elected to maintain public transit service and purchased the rolling stock and ancillary equipment for \$40,000. Since its take-over 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 effort is a revitalized public transit system showing substantially increased ridership in each year of city operation.

SERVICE

Bellingham Transit serves the incorporated area with nine routes operating Monday through Friday, from 6:00 a.m. until 7:15 p.m., with half-hour service on five routes and hourly service on four routes. Saturday service is provided on 8 routes from 7:10 a.m. until 7:10 p.m.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Bellingham operates its transit system with an administrative staff of three, headed by a Transit Manager plus 30 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. In 1978-79, 11, 45-passenger GMC coaches were purchased from Canada. The current inventory is 26 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 received no distribution of state motor vehicle excise tax monies since state law requires these funds to be matches with locally generated revenues,

but precludes cities from utilizing sales tax receipts for matching purposes.

As with other 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 1978 totaled 1,253,000, a 187 percent increase over the 436,000 carried in 1972. This ridership increase was accomplished with increases of 52 percent in hours operated and 38 percent in vehicle miles operated over the same period. The system carried 2.55 passengers per vehicle mile during 1978, compared to 1.97 statewide. Gains in ridership continued in 1979, as revenue passengers totaled 1,547,000, a 23 percent increase over 1978.

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 nodal concentrations new to many sectors;
3. Provide the hardware for new routing and construct a new terminal facility.

A current project is the construction of the central business district terminal in 1980.

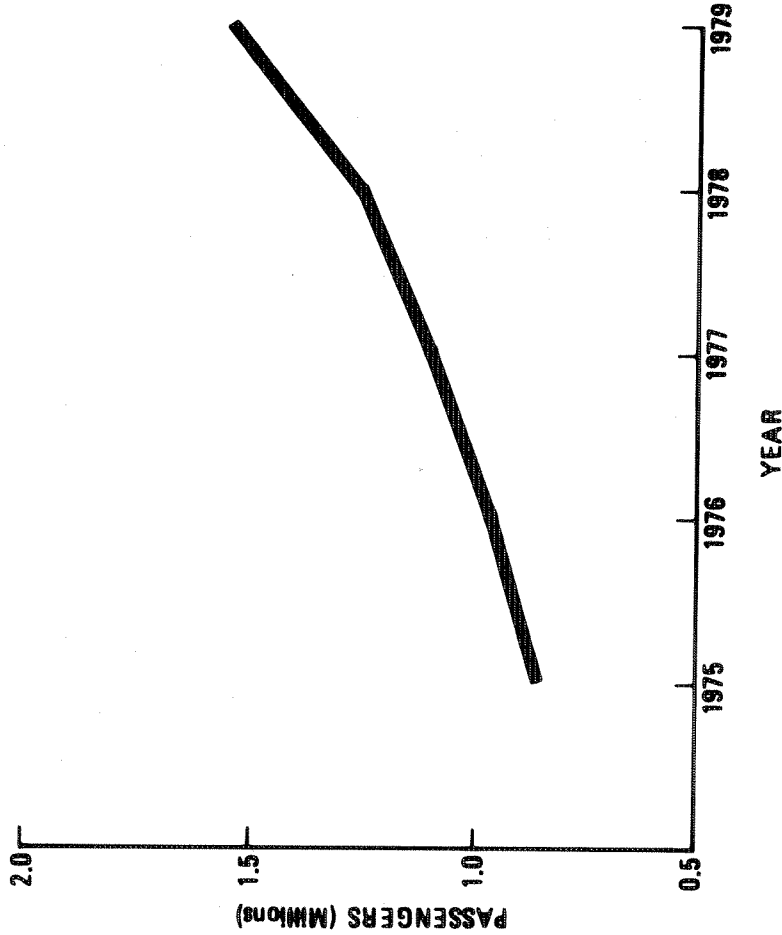
BELLINGHAM MUNICIPAL TRANSIT

BELLINGHAM TRANSIT

	1975	1976	1977	1978
Passengers	860,000	971,000	1,100,000	1,253,000
Miles Traveled	481,000	487,000	490,000	492,000
Vehicles	13	15	15	26
Miles of Route	72	85	61	61
Revenue - Total	(\$380,000)	(\$850,000)	(\$1,153,000)	(\$2,101,000)
Farebox	113,000	123,000	120,000	115,000
Local Tax	155,000	695,000	1,003,000	1,183,000
M/V Excise Tax	76,000	20,000	0	0
Other	36,000	12,000	30,000	98,800
Expenditures - Total	(\$453,000)	(\$491,000)	(\$743,000)	(\$1,036,000)
Capital	0	0	44,000	268,000
Operations 1/	453,000	491,000	699,000	723,000
Depreciation				45,000
Pass./mile traveled	1.79	1.99	2.24	2.55
Farebox rev./pass.	\$0.13	\$0.13	\$0.11	\$0.09
Total Revenue/Passenger 2/	\$0.44	\$0.88	\$1.05	\$1.68
Operations exp./pass.	\$0.53	\$0.51	\$0.64	\$0.58
Total exp./pass. 2/	\$0.53	\$0.51	\$0.68	\$0.57

1/ Includes operating expenses, maintenance, administration.

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



Bremerton Municipal Transit

City of Bremerton

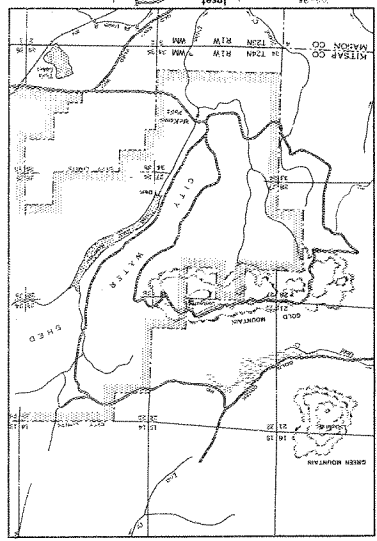
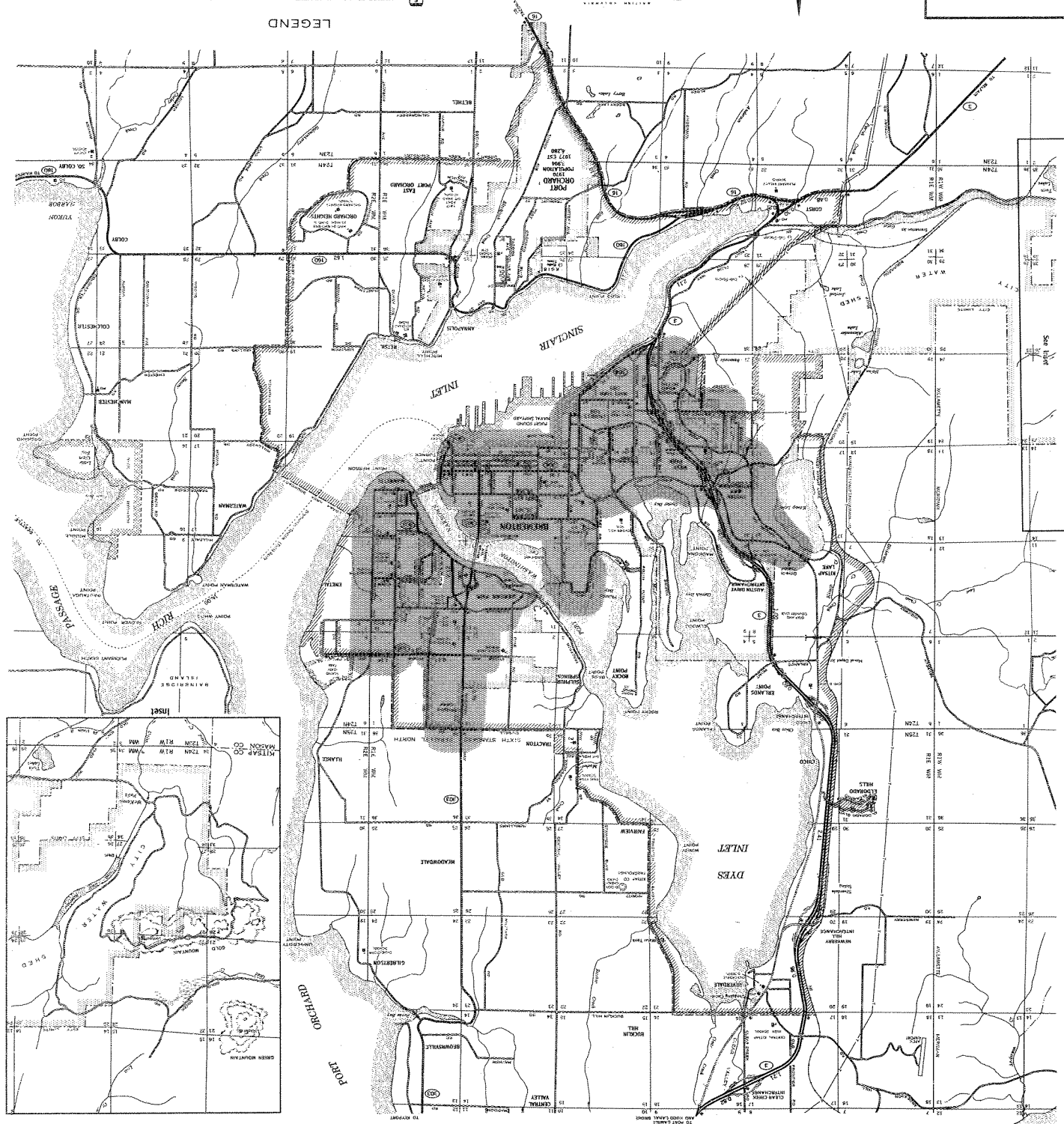
MANAGER: JOHN OLSON
ADDRESS: 234 S. WYCOFF
BREMERTON 98310
PHONE: (206)377-3945

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
PLANNING FOR THE
FUTURE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED URBAN AREA GROWTH TO 1975
URBAN AREA MAP
BREMERTON
PORT ORCHARD
KITSAP COUNTY



- LEGEND
- URBAN AREA BOUNDARY
 - URBAN AREA GROWTH TO 1975
 - ROAD UNDER CONSTRUCTION
 - PROPOSED ROAD
 - CITY STREET - COUNTY ROAD
 - HIGHWAY SYSTEM
 - MILEAGE BETWEEN POINTS
 - STATE HIGHWAY NUMBER
 - U.S. HIGHWAY NUMBER
 - INTERSTATE HIGHWAY NUMBER
 - TRANSFERRING LINE
 - POST OFFICE
 - COUNTY COURT HOUSE
 - PUBLIC BUILDING
 - POLICE STATION
 - FIRE STATION
 - SCHOOL
 - HOSPITAL
 - INDUSTRIAL
 - POWER SUBSTATION
 - WATER SUPPLY



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 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 1978, Bremerton Municipal Transit buses travelled 343,000 miles over the system's 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 Flixbus 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 \$134,000 in 1978. The one percent

motor vehicle excise tax yielded \$200,000 for the same year. Farebox revenues continue to account for the largest single source of revenue for Bremerton Transit, with 1978 receipts of \$245,000 accounting for 39 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, senior citizens are eligible for a \$3.00 monthly pass, and a regular monthly pass is \$14.00.

PATRONAGE

In 1978 ridership was 827,000. In 1979 ridership increased 13 percent, to 937,000 passengers. The number of passengers per mile traveled in 1978 was 2.41, relatively high compared to other transit operations.

FUTURE PLANS

A "hold-the-line" posture is the policy at present. There are no plans to increase the household tax even though the present level of tax is insufficient to finance new or improved equipment.

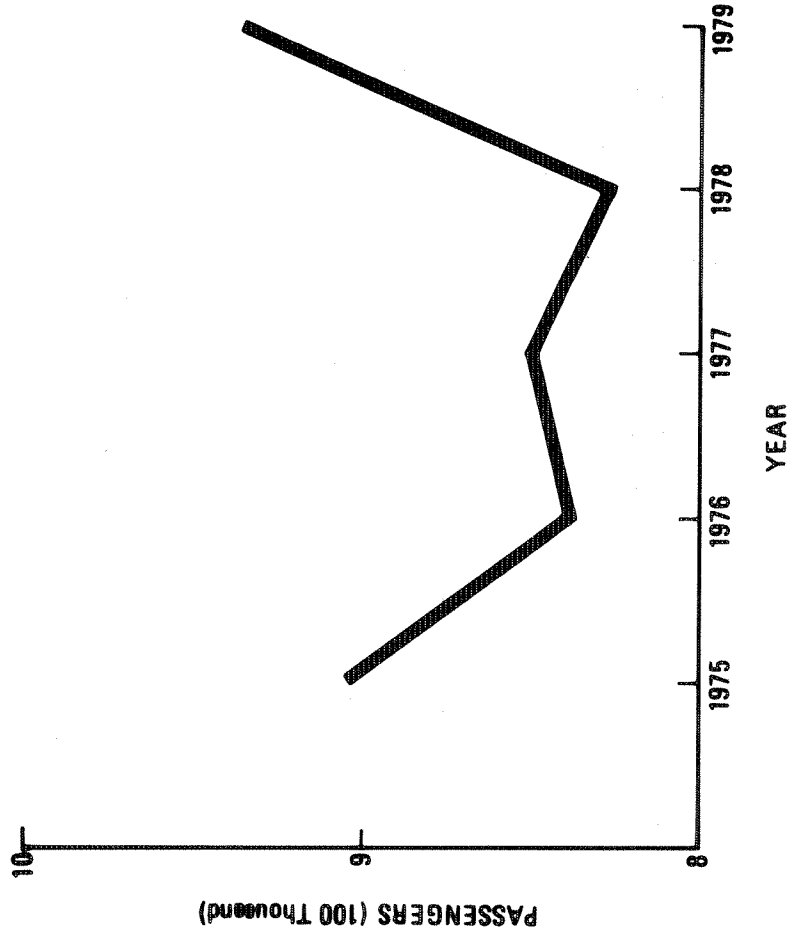
BREMERTON MUNICIPAL TRANSIT

BREMERTON MUNICIPAL TRANSIT

	1975	1976	1977	1978
Passengers	905,000	839,000	850,000	827,000
Miles Traveled	407,000	402,000	375,000	343,000
Vehicles	31	29	25	25
Miles of Route	37	33	24	24
Revenue - Total	(\$454,000)	(\$558,000)	(\$573,000)	(\$742,000)
Farebox	250,000	244,000	253,000	245,000
Local Tax	117,000	106,000	126,000	900,000
M/V Excise Tax	49,000	115,000	155,000	200,000
Other	38,000	93,000	39,000	92,000
Expenditures - Total	(\$489,000)	(\$566,000)	(\$573,000)	(\$651,000)
Capital	0	0	0	0
Operations 1/	489,000	566,000	573,000	651,000
Pass./mile traveled	2.22	2.09	2.27	2.41
Farebox rev./pass	\$0.27	\$0.29	\$0.30	\$0.30
Total Revenue/Passenger 2/	\$0.50	\$0.66	\$0.67	\$0.90
Operations exp./pass	\$0.54	\$0.67	\$0.67	\$0.58
Total exp./pass. 2/	\$0.54	\$0.67	\$0.67	\$0.79

1/ Includes operating expenses, maintenance, administration.

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



Community Transit



DIRECTOR: VIC SOOD
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LYNNWOOD 98036
PHONE: (206)778-2185

COMMUNITY TRANSIT

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 Eastern Snohomish County and (4) Everett Charter Company, a private company operating periodic service 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 SCPTBAC. In June 1976, voters in the benefit area approved a three-tenths of one percent sales tax to fund the transit system; the SCPTBAC 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. In 1979, the system changed its name to Community Transit.

SERVICE

Intercounty service operates on five routes through the SCPTBA to Seattle: (1) Edmonds-Seattle, (2) Mountlake Terrace/Brier-Seattle, (3) Everett/Lynnwood-Seattle, (4) Lynnwood/Mountlake Terrace-University District, and (5) Edmonds-University District. Under agreement with METRO Transit of Seattle, METRO operates the routes using METRO buses and employees, while Community Transit 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. Service to the University District of Seattle is a student/commuter oriented week-

day service.

Local transit operations are over nine routes, all of which run with one hour headways on weekdays and two hour headways during the evening and on weekends. The nine routes serve the principal population centers, namely Everett, Edmonds, Lynnwood, Snohomish, Mountlake Terrace, Marysville, Lake Stevens, Monroe, Aurora Village, Brier, and Lake Serene. During 1977, the first full year of operations, buses serving the local routes covered 810,000 miles of travel. During 1978, buses logged 971,000 miles of travel on these routes.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Community Transit 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 52 employees handle day-to-day operations. The corporation exercises power to: (1) prepare, adopt, and carry out comprehensive transit plans, (2) acquire, maintain, and operate facilities and properties, and (3) establish fares.

The nine local transit routes are served by a fleet of 21 leased diesel powered coaches of 1960-1975 vintage. Forty drivers operated the fleet a total of 73,654 hours during 1977 and 82,749 hours during 1978. An additional ten persons are employed in administrative positions by Community Transit. Buses and personnel used on the three intercounty routes are provided by Seattle METRO.

FINANCES

Farebox revenues during 1978 amounted to \$380,000 from local service and from the intercounty contract service. Operating costs of \$1,938,000 far exceeded revenues on the intercounty routes.

Principal revenue sources of Community Transit, 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. 1/

On local routes, the basic adult fare is \$0.30 plus \$0.10 for each additional zone crossed. Children 5 through 15 years of age and all students generally pay the \$0.10 base plus one-half the adult zone fare; the children under five years of age ride free. Senior citizens and handicapped persons ride for reduced fare except during peak periods.

1/ Financial information submitted by Community Transit.

COMMUNITY TRANSIT

PATRONAGE

Community Transit carried a total of 1,216,000 passengers during 1978, split almost evenly between the local and intercounty service routes. Ridership grew to 1,684,000 in 1979, a 38 percent increase.

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 shipping 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 drivers license.

FUTURE PLANS

Community Transit 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), 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 begun in 1978 is being carried over to 1979 due to procurement lead times. This program would provide over a 6-year period, 50 or more new buses, 100 bus shelters, 9 park-and-ride lots, and a new maintenance facility at a total cost exceeding \$10 million.

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 are able to purchase coupon books from either organization for rides that include passage on both systems.

COMMUNITY TRANSIT

	1975	1976 2/	1977	1978
Passengers		380,000	951,000	1,216,000
Miles Traveled	NO	458,000	1,162,000	1,434,000
Vehicles		32	41	41
Miles of Route	OPERATIONS	150	150	150
Revenue - Total *		(\$953,000)	(\$3,233,000)	(\$5,750,000)
Farebox		172,000	297,000	99,000
Local Tax		187,000	1,630,000	2,395,000
M/V Excise Tax		50,000	1,260,000	1,121,000
Other		544,000	46,000	152,000
Expenditures - Total		(\$596,000)	(\$1,829,000)	(\$1,685,000)
Capital		21,000	5,000	0
Operations 1/ 3/		575,000	1,824,000	1,665,000
Depreciation				20,000
Pass./mile traveled		0.83	0.82	0.85
Farebox rev./pass		\$0.45	\$0.31	\$0.08
Total Revenue/Passenger 4/		\$2.51	\$3.40	\$4.73
Operations exp./pass		\$1.51	\$1.92	\$1.37
Total exp./pass. 4/		\$1.57	\$1.92	\$1.35

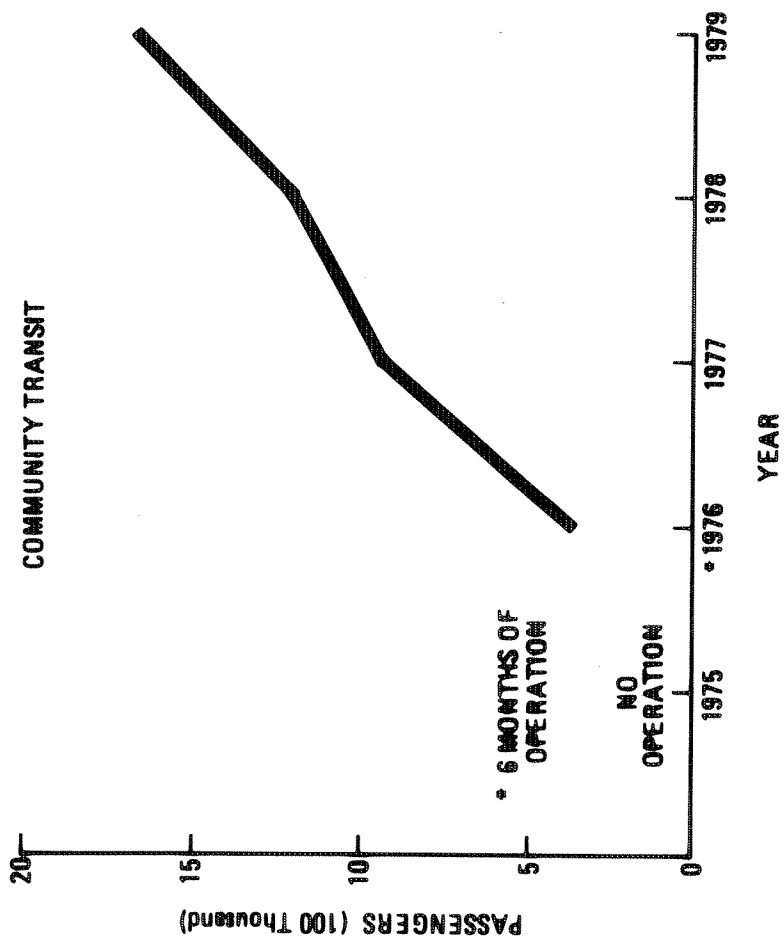
1/ Includes operating expenses, maintenance, administration.

2/ Six months of operation.

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

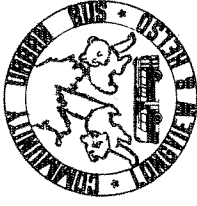
4/ Will vary with capital expenditures and/or grants.

* Revenue data furnished by Community Transit.

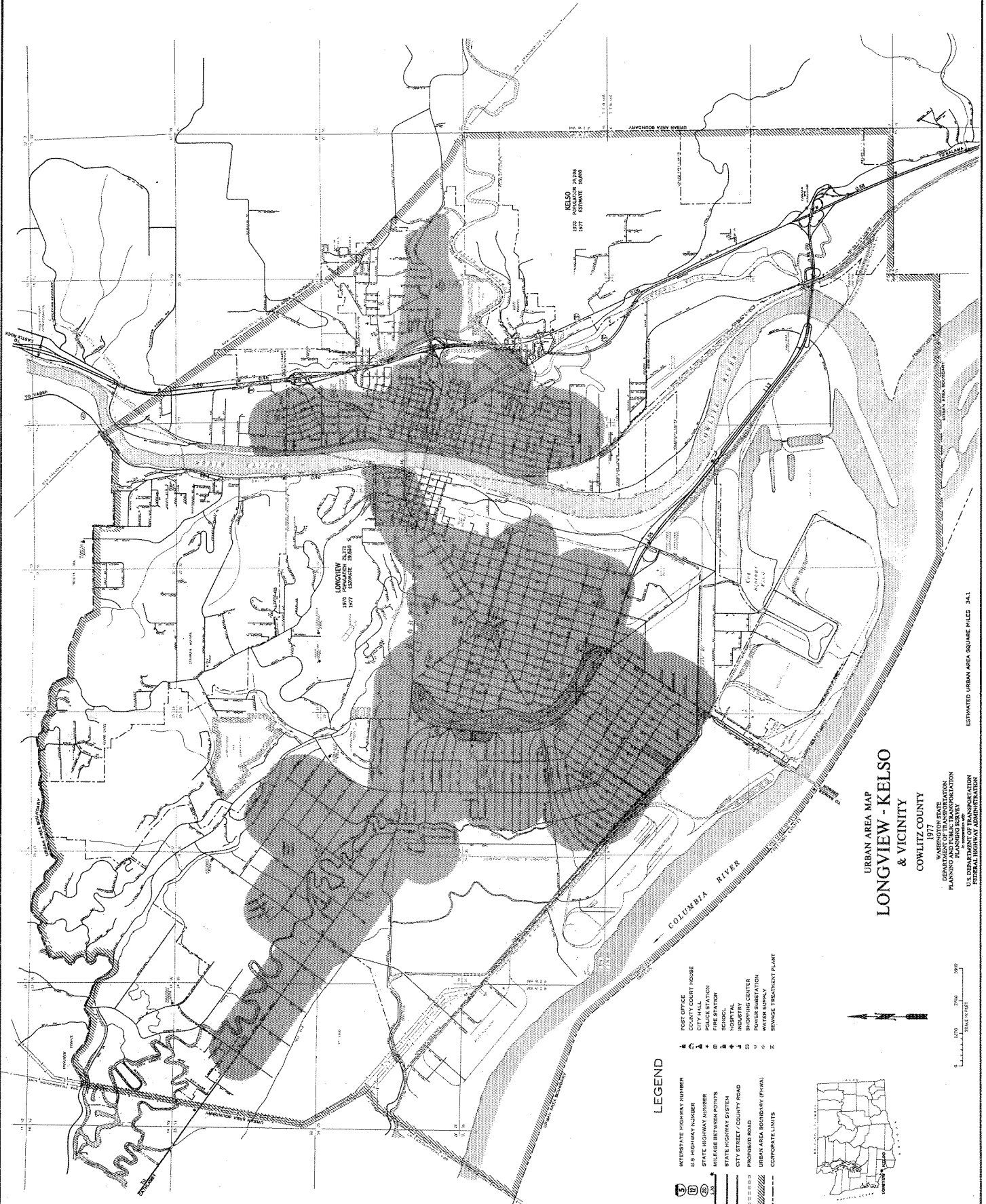


Community Urban Bus Service

(Longview-Kelso)

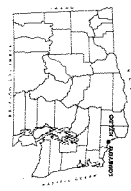


MANAGER: LLOYD INMAN
ADDRESS: P.O. BOX 128
LONGVIEW 98632
PHONE: (206)577-3315



LEGEND

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



0 1000 2000 3000
SCALE IN FEET

URBAN AREA MAP
LONGVIEW - KELSO
& VICINITY

COWLITZ COUNTY
1977

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
PLANNING AND PUBLIC TRANSPORTATION
PLANNING SURVEY
URBAN AREA BOUNDARY (FIRM)

ESTIMATED URBAN AREA SQUARE FEET: 34.1

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 12-mile route 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

The original C.U.B.S. routing was such that different neighborhoods received various schedule headways of a minimum of 40 minutes to a maximum of 2 hours. In December of 1977, this routing was adjusted to provide hourly headways on all routes. This routing served the major shopping districts, residential neighborhoods and complexes, and the Community College and high schools.

Days of operation are Monday through Saturday; no service is available on Sundays or on six major holidays. Hours of operation prior to 1979 varied on each route, but were generally from 6:45 a.m. to 7:45 p.m. In July of 1979, routes and schedules were adjusted such that all routes operate from 7:00 a.m. to 7:00 p.m. All routing is on hourly headways.

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 percent of the cost) and one 1962 Inter-

national 24-passenger bus (not currently used). C.U.B.S. operates with four full time salaried drivers, five full time hourly drivers and three part-time relief drivers. All maintenance is provided by the City of Longview Vehicle Maintenance Department.

FINANCES

C.U.B.S., like most other transit systems, received 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 \$152,000 in 1978 and \$192,000 in 1979; these amounts were matched by the State from the one percent Motor Vehicle Excise Tax. Farebox revenues amounted to \$18,500 in 1978 and \$25,000 in 1979; since expenses for 1978 and 1979 (not including equipment purchases) exceeded \$280,000, it is clear that farebox revenues will not support the system.

One-way fares are \$0.25 and children under six ride free. This rate was instituted in July, 1979. Prior to that time, senior citizens and youth could ride one-way for a dime. Also, daily passes and monthly passes are available for unlimited rides at reduced user costs.

PATRONAGE

Passenger loads for C.U.B.S. were 170,000 and 231,000 passengers for 1978 and 1979 respectively. The 1978 figures were up over 90 percent over the 1977 figures; and the 1979 figures were up another 35.5 percent from 1978. The passenger per mile figures were up 32 percent in 1978 and 52 percent in 1979. These increases are expected to continue without major expansions taking place in the system.

Analysis of rider characteristics was done after a survey conducted by students from the Evergreen State College. The survey results showed that current riders are predominately transit dependent individuals. These individuals are transit dependent due to age (youth or elderly) or lack of other transportation alternatives.

FUTURE PLANS

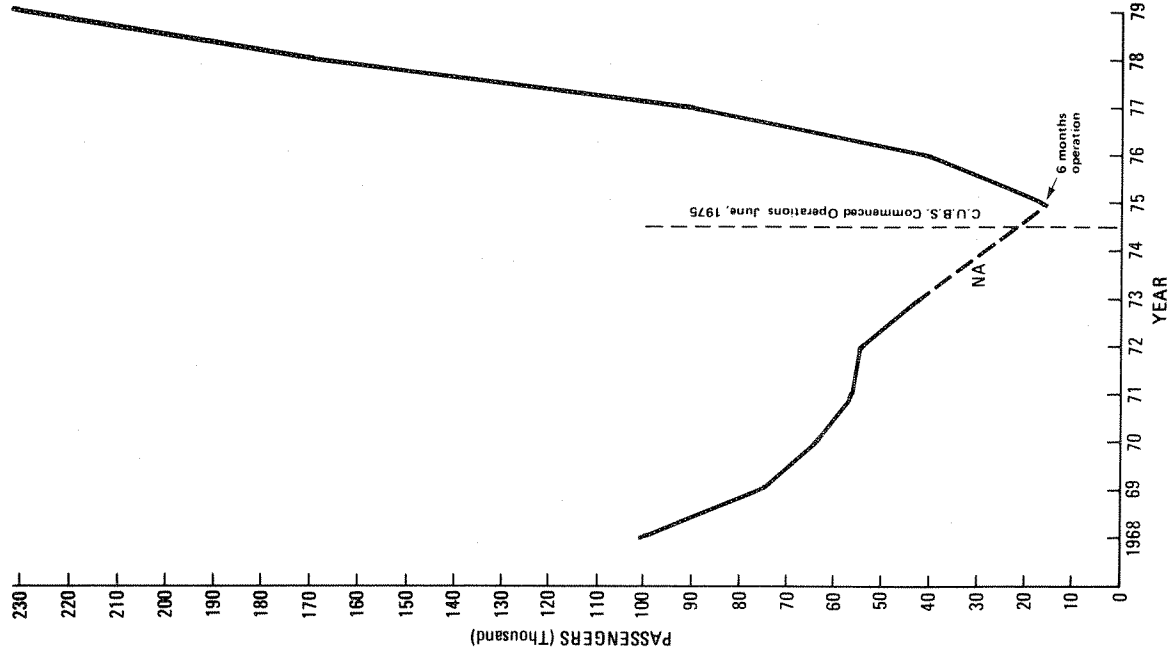
C.U.B.S. completed a Transit Development Plan in 1979. This Plan, under its first option, calls for expanded maintenance facilities and two additional buses by 1984. Under the Plans second option, the C.U.B.S. operational fleet will double by 1983-1984, to a total of ten to eleven buses. This is with the same maintenance facility expansion.

COMMUNITY URBAN BUS SERVICE

COMMUNITY URBAN BUS SERVICE (Longview - Kelso - Cowlitz County)

	1976	1977	1978	1979
Passengers	41,000	89,000	170,000	231,000
Miles Traveled	37,000	139,000	201,000	180,000
Vehicles	2	6	6	6
Miles of Route	14	50	50	47
Revenue - Total	(\$233,000)	(\$555,000)	(\$493,000)	(\$665,000)
Fare box	10,000	20,000	18,000	25,000
Local Tax	85,000	96,000	152,000	192,000
M/V Excise Tax	85,000	121,000	149,000	192,000
Other	53,000	318,000	174,000	256,000
Expenditures - Total	(\$42,000)	(\$577,000)	(\$288,000)	(\$314,000)
Capital	0	374,000	5,000	24,000
Operations 1/	42,000	203,000	283,000	290,000
Pass./mile traveled	1.11	0.64	0.85	1.29
Farebox rev./pass.	\$0.24	\$0.22	\$0.11	\$0.11
Total Revenue/Passenger 2/	\$5.68	\$6.24	\$2.89	\$2.88
Operations exp./pass.	\$1.02	\$2.28	\$1.66	\$1.26
Total exp./pass. 2/	\$1.02	\$6.48	\$1.69	\$1.36

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

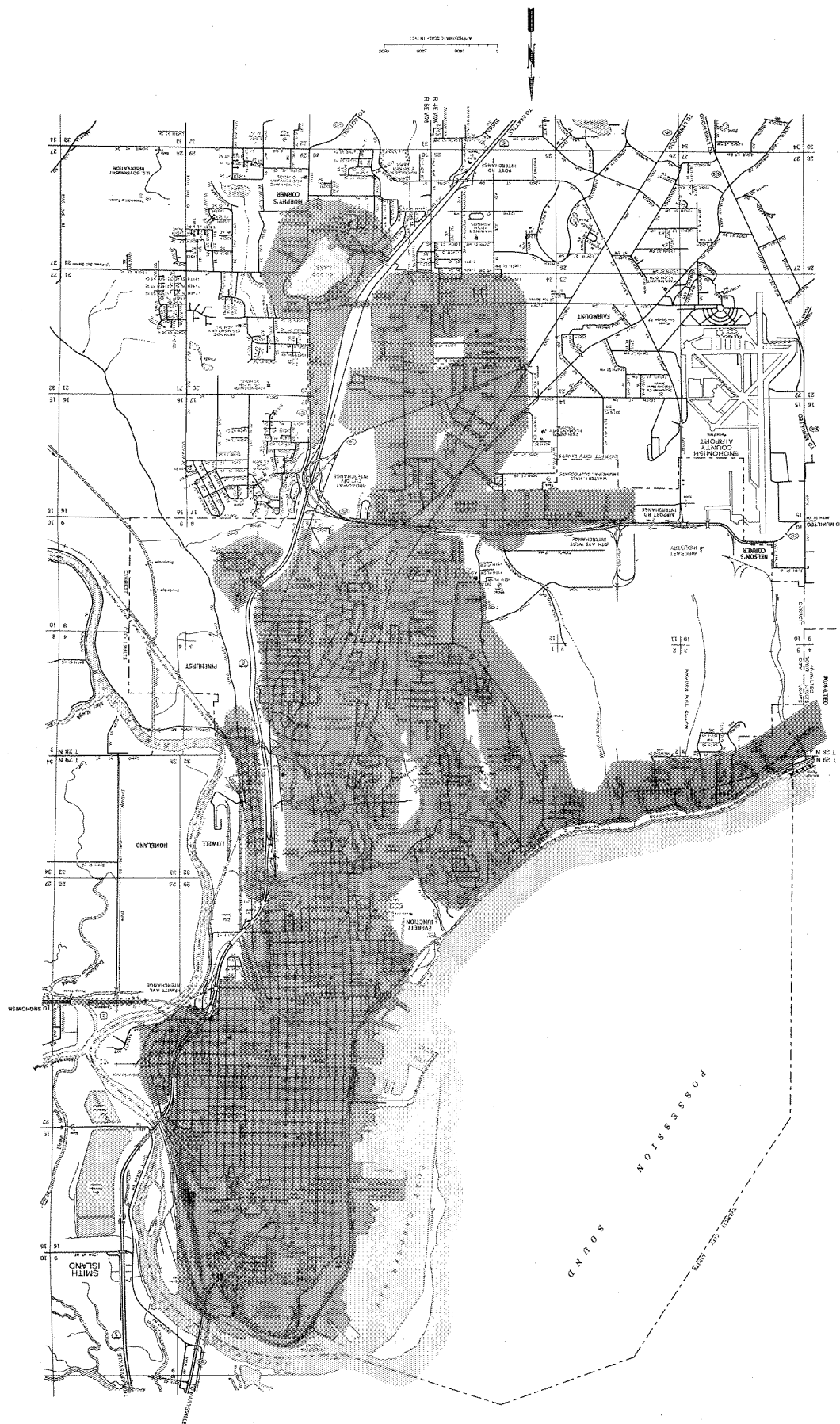
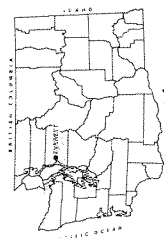


Everett Transit System

CITY OF
everett

DIRECTOR: RON CAMERON
ADDRESS: 3200 CEDAR ST.
EVERETT 98201
PHONE: (206)259-8898

930 NUSULATYON 53.622 1972 ESTIMATE 53.940



EVERETT TRANSIT SYSTEM

HISTORICAL BACKGROUND

The City of Everett has been in the transit business for over nine 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 operate throughout the City of Everett over 65 miles of routes.

SERVICE

Service routes have been extensively revised in recent years. Twelve routes currently serve the city. These routes provide service to nearly all segments of the city, plus service to Mukilteo. Service is provided Monday through Saturday from 5:45 a.m. through 8:45 p.m. (Saturday service is reduced approximately three hours). Headways are primarily 30 minutes during peak hours and 60 minutes during non-peak hours. Saturday service is generally hourly except for two routes in the north end of the city.

Everett Transit finances the operation of a van program for the elderly and the handicapped through the Everett Senior Center. This program will include three lift-equipped vans by early 1980. This service is provided 7 days a week with 12 hours of operation Monday through Saturday and 8 hours of service on Sunday.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

Everett Transit is owned and operated by the City of Everett. The city provides the Administrative staff which includes a Transit Director, a Transit Inspector and a clerk. The fleet of 18 diesel buses, purchased in 1973, is operated by 30 drivers. All maintenance is performed in city shops. In 1978 the fleet traveled 695,000 miles, essentially unchanged from recent years.

FINANCES

Everett Transit depended on the household and employee tax as its major source of revenue through 1978. A 1978 ballot issued approved by the voters initiated, in 1979, a 0.3 of 1% sales tax as the local source of revenue. This tax should provide sufficient funding to meet operating expenses and also provide the

base for capital expenditures needed to meet the rapidly increasing ridership. The only other major source of revenue in 1979 is passenger revenue which will generate approximately \$135,000.

Adults and students pay a fare of 20 cents and the elderly and handicapped pay 10 cents. For twice the base fare any passenger can receive a Daily Pass which is good all day on any route within the City of Everett.

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 ridership for the period 1976 to 1979.

Total ridership in 1978 was 1,012,000. This increased 33 percent in 1979, to 1,359,000 passengers. Surveys indicate that patrons are split as follows: 25% Youth; 50% Middle aged; and 25% Elderly.

FUTURE PLANS

Additional service will be offered in 1980 in attempt to respond to the growing demand for service. As this takes place the city will be involved in the Snohomish County Transportation Study which will include a 10-year Transit Development Program for Everett Transit. Also beginning in 1980 is a yearly program to replace and add buses to the present fleet.

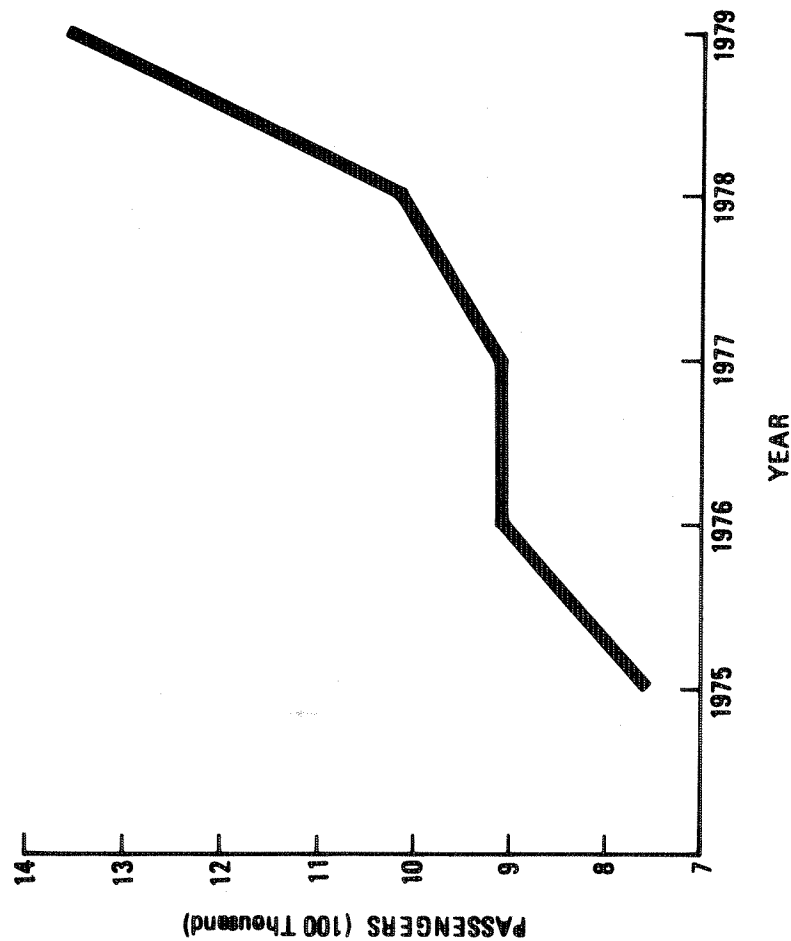
EVERETT TRANSIT SYSTEM

EVERETT TRANSIT SYSTEM

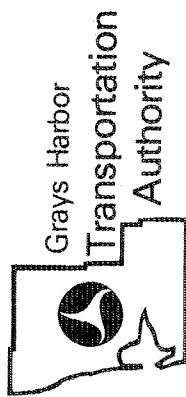
	1975	1976	1977	1978
Passengers	758,000	906,000	910,000	1,012,000
Miles Traveled	691,000	706,000	695,000	696,000
Vehicles	18	18	18	18
Miles of Route	65	65	65	65
Revenue - Total	(\$586,000)	(\$638,000)	(\$691,000)	(\$906,000)
Farebox	140,000	130,000	129,000	131,000
Local Tax	234,000	240,000	244,000	293,000
M/V Excise Tax	196,000	264,000	234,000	294,000
Other	16,000	4,000	84,000	243,000
Expenditures - Total	(\$645,000)	(\$705,000)	(\$858,000)	(\$961,000)
Capital	0	0	41,000	1,000
Operations 1/	645,000	705,000	817,000	943,000
Other			17,000	
Pass./mile traveled	1.10	1.28	1.31	1.45
Farebox rev./pass	\$0.18	\$0.14	\$0.14	\$0.13
Total Revenue/Passenger 2/	\$0.77	\$0.70	\$0.76	\$0.90
Operations exp./Pass	\$0.85	\$0.78	\$0.90	\$0.93
Total exp./pass. 2/	\$0.85	\$0.78	\$0.94	\$0.95

1/ Includes operating expenses, maintenance, administration.

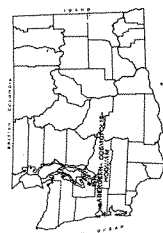
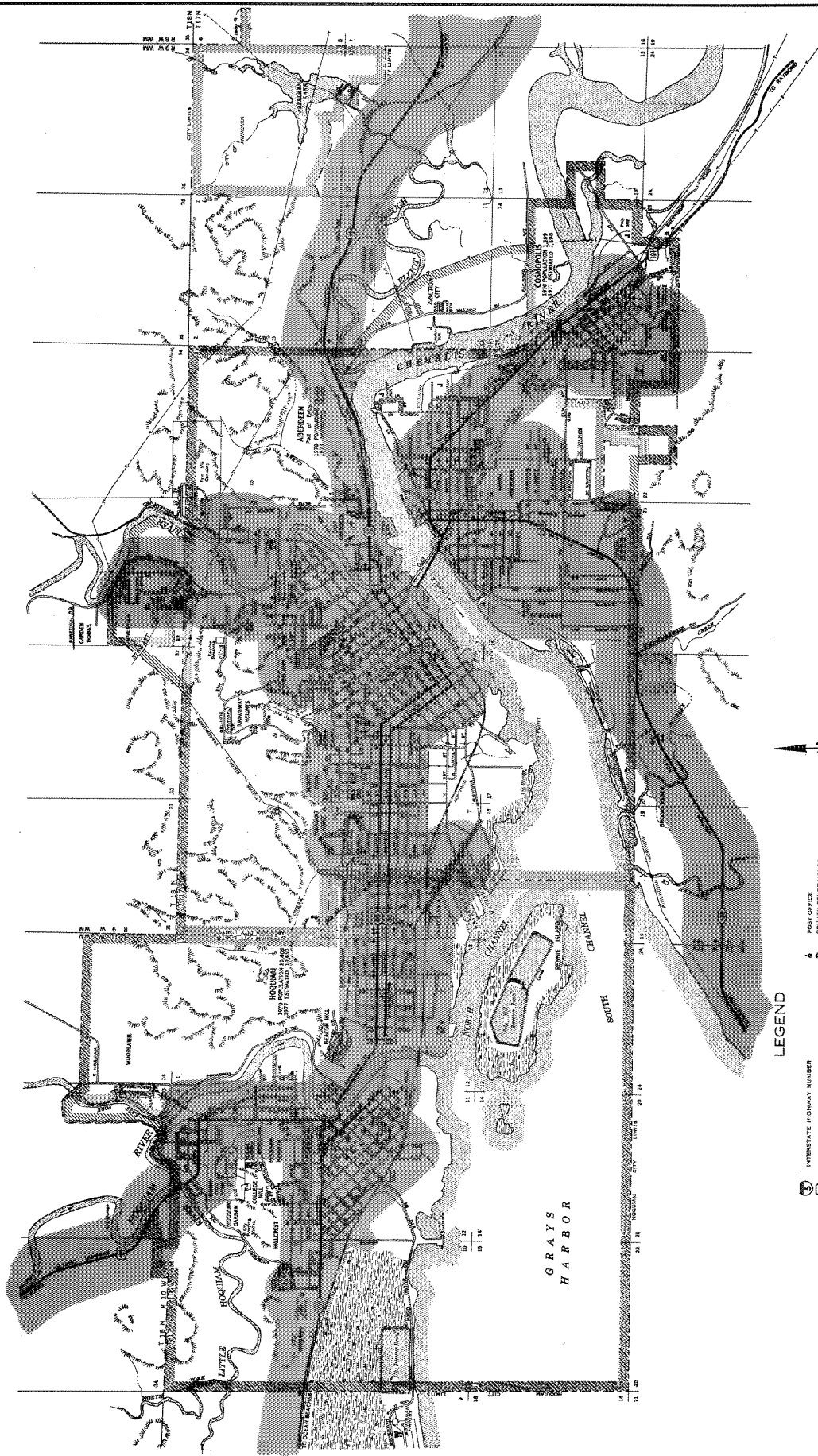
2/ Will vary with capital expenditures and/or grants.



Grays Harbor Transportation Authority



MANAGER: DAVE ROSTEDT
ADDRESS: 3000 BAY ST.
HOQUIAM 98550
PHONE: (206) 532-2270



LEGEND

- POST OFFICE
- COUNTY COURT HOUSE
- PUBLIC BUILDING
- FIRE STATION
- SCHOOL
- INDUSTRY
- SHOPPING CENTER
- POWDER SUBSTATION
- LIBRARY
- CITY HALL
- RADIO STATION

- INTERSTATE HIGHWAY NUMBER
- U.S. HIGHWAY NUMBER
- STATE HIGHWAY NUMBER
- WILSON BETWEEN POINTS
- HIGHWAY SYSTEM
- CITY STREET - COUNTY ROAD
- ROAD UNDER CONSTRUCTION
- U.S. ROAD UNDER CONSTRUCTION
- URBAN AREA BOUNDARY
- CORPORATE LIMITS
- TRANSMISSION LINE

ESTIMATED URBAN AREA SQUARE MILES: 2.46

ABERDEEN-COSMOPOLIS-HOQUIAM
1977

GRAYS HARBOR COUNTY

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

GRAYS HARBOR TRANSPORTATION AUTHORITY

HISTORICAL BACKGROUND

The Grays Harbor urban area was served by the privately owned Tri-City Transit Company until October 1968, when service was discontinued. 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-tenth of one percent sales tax (effective January 1975) to fund the transit operation. The sales tax levy was reduced by the Authority to two-tenths of one percent effective July 1, 1979. Public transportation service began on June 16, 1975 with five used buses purchased by the Authority and through a bidding process the Authority contracted with Washington Coast Lines to conduct the operational work.

SERVICE

The initial system service consisted of an eight hour operating period in the urban area six days per week. In November of 1975, the bus service had expanded to 12 hours per day, five days per week, and eight hours on Saturday.

In addition to the urban area service, initial service was integrated with Washington Coast Lines runs from Hoquiam to McCleary by adding three additional trips per day, six days per week. Service was also provided three times per day, Monday through Saturday between the urban area and Ocean Shores and twice per day to Westport. Finally, one day per week, two trips were made to Lake Quinalt (Tuesday), Taholah (Wednesday), Wishkah (Thursday), and Oakville (Friday). The object in providing this level of initial service was to provide at least a minimal level of service to all county residents.

By January of 1979 the operation had expanded to serve the entire county by providing:

- Monday through Saturday fixed haul bus routes to Aberdeen, Hoquiam, Cosmopolis, Montesano, Elma, McCleary, Lake Quinalt, Ocean Shores, Ocean City, Copalis Beach, Pacific Beach, Westport and Grayland.
- Monday through Friday fixed haul bus route to the North River area.
- Monday through Friday Dial-a-Ride service in Westport/Grayland, Ocean Shores, Montesano/Central Park, Elma/McCleary, Oakville.
- Monday through Friday Dial-a-Ride for the handicapped throughout the entire county.

- One day per week Dial-a-Ride in the rural areas of Humptulips and Wynooche Valley.
- Two day per week Dial-a-Ride in the rural Wishkah Valley.
- Westport to Ocean Shores passenger ferry service for 5 months of the year.
- Monday through Saturday service on two routes to Pacific County.

The System now operates over 757 miles of route. In 1978 buses travelled 636,000 miles and the system provided 34,458 hours of service. Through September 1979 buses had travelled 717,000 miles and 37,930 hours of service had been provided.

Service is available six days a week (no Sunday service) from 5:25 a.m. until 7:45 p.m. Intervals between buses vary greatly depending on the route and time of day. The basic Aberdeen to Hoquiam service operates on approximately 20 minute headways with other routes running less frequently. Dial-a-Ride services are available on a same day request basis, five days each week between 8:30 a.m. and 6:00 p.m. 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 (McCleary). 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.

GRAYS HARBOR TRANSPORTATION AUTHORITY

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 four administrative personnel, twenty-three operators, two dispatchers and five maintenance employees. The Authority has operated the system directly since January 1979 when the operation contract with Washington Coast Lines was discontinued. Washington Coast Lines continues to provide service on the Hoquiam to McCleary route under contract to the Authority.

The Authority operates ten AM General 39 passenger buses, seven 21 passenger Fortibuses (one with wheelchair lift) and seven 16 passenger Wayne Transettes (two with wheelchair lifts). Washington Coast Lines operates three 47 passenger GM Suburban coaches under contract to the Authority. The buses are all equipped with two-way radios.

The Authority operates from a new maintenance and administration base in the industrial area of Hoquiam. The Authority provides 70 sheltered bus stops for the convenience of riders.

FINANCE

The Grays Harbor Transportation Authority was funded by a three-tenths of one percent sales tax from its inception through June 1979. Since July 1, 1979 the system is taxing at the two-tenths of one percent level because revenue from the sales tax and the Motor Vehicle Excise Tax have been more than adequate to operate the system. Revenue from sales tax totaled \$1,551,000 in 1978, while revenue from the Motor Vehicle Excise Tax amounted to \$540,000 in 1978. Revenue from tax sources were \$2,091,000 in 1978 and expenses were \$2,920,000.

Transit fares are 25 cents to adults, youths, the elderly and handicapped for each ride, with transfers available. Children under six ride free.

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 carried 205,000 passengers. In 1977 there was a 37% increase with 281,000 utilizing the system. In 1978, 383,000 passengers were carried, an increase of 36%. Total ridership for 1979 was 543,000, a yearly increase of nearly 44%.

FUTURE PLANS

The Grays Harbor Transportation Authority has adopted a new five year Transportation Development Plan for the years 1980 through 1984. This plan calls for continued system expansion with the implementation of evening service, until 11:00 p.m. and Sunday and Holiday service to take place during the first two years of this new plan. In addition, the plan calls for capital expenditures over the five years of some \$928,000 for replacement and additional equipment to maintain this county wide system.

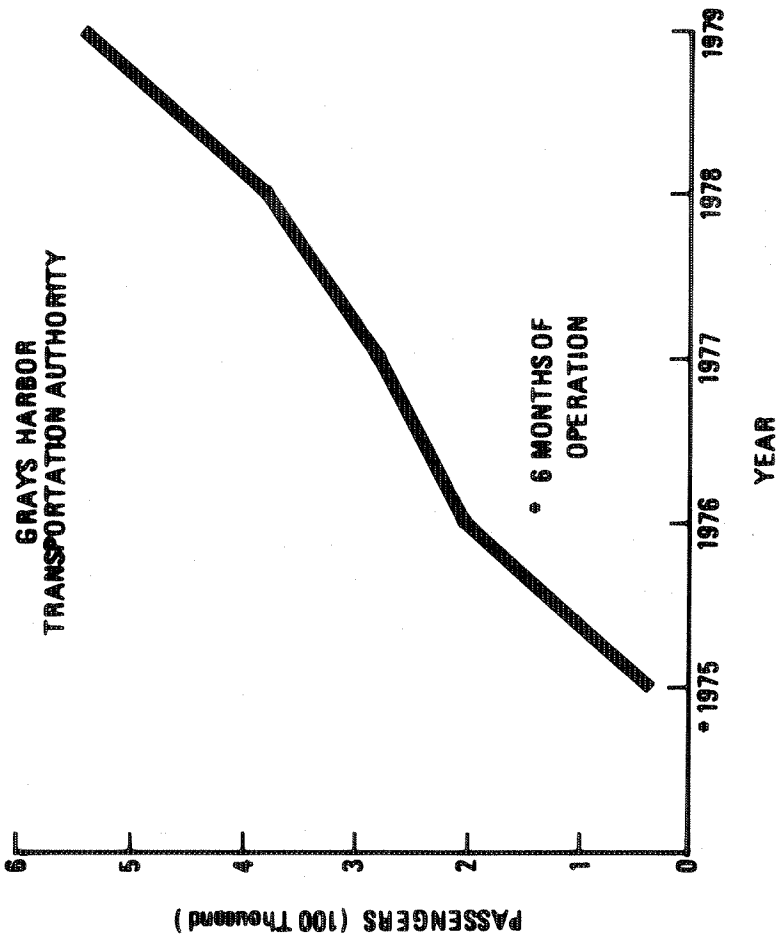
GRAYS HARBOR TRANSPORTATION AUTHORITY

	1975 1/	1976	1977	1978
Passengers	36,000	205,000	281,000	383,000
Miles Traveled	99,000	474,000	569,000	636,000
Vehicles	9	14	18	27
Miles of Route	282	338	341	757
Revenue - Total	(\$603,000)	(\$1,534,000)	(\$2,229,000)	(\$5,691,000)
Farebox	9,000	37,000	79,000	77,000
Local Tax	591,000	860,000	1,089,000	1,551,000
M/V Excise Tax	0	636,000	865,000	540,000
Other	3,000	1,000	196,000	3,522,000
Expenditures - Total	(\$266,000)	(\$708,000)	(\$1,000,000)	(\$2,920,000)
Capital	22,000	131,000	7,000	1,787,000
Operations 2/	244,000	577,000	993,000	1,133,000
Pass./mile traveled	0.36	0.43	0.49	0.60
Farebox rev./pass.	\$0.25	\$0.18	\$0.28	\$0.20
Total Revenue/Passenger 3/	\$16.75	\$7.48	\$7.93	\$14.87
Operations exp./pass.	\$6.78	\$2.81	\$3.53	\$2.96
Total exp./pass. 3/	\$7.39	\$3.45	\$3.56	\$7.63

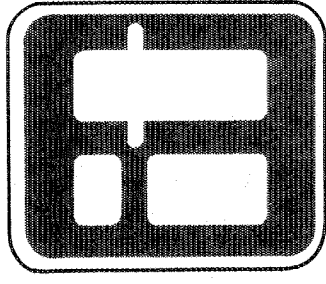
1/ Six months of operation.

2/ Includes operating expenses, maintenance, administration.

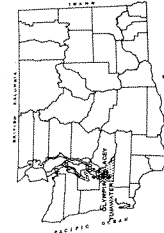
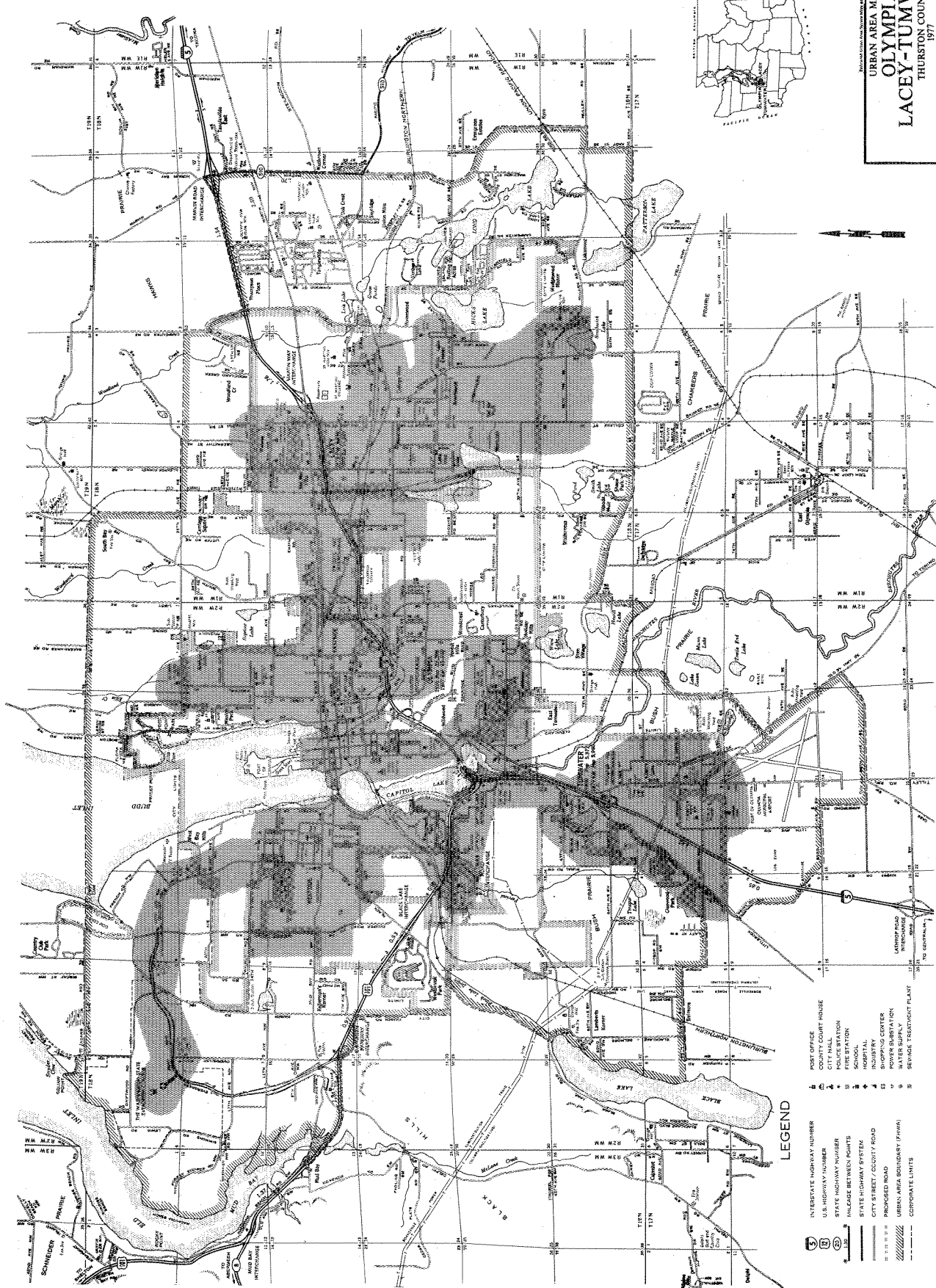
3/ Will vary with capital expenditures and/or grants.



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

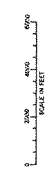


MANAGER: JIM SLAKEY
ADDRESS: P.O. BOX 1967
OLYMPIA 98507
PHONE: (206)753-8310



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

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



LEGEND

- INTERSTATE HIGHWAY NUMBER
- U.S. HIGHWAY NUMBER
- STATE HIGHWAY NUMBER
- RAILROAD
- STATE HIGHWAY SYSTEM
- CITY STREET / COUNTY ROAD
- PROPOSED ROAD
- URBAN AREA BOUNDARY (FHA)
- CORPORATE LIMITS
- POST OFFICE
- CITY HALL
- POLICE STATION
- FIRE STATION
- HOSPITAL
- INDUSTRY
- SHOPPING CENTER
- WATER SUPPLY
- SEWAGE TREATMENT PLANT

INTERCITY TRANSIT COMMISSION (Olympia-Lacey-Tumwater)

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 97 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 20 minutes to one hour depending on the route and day of week. No service is offered on major holidays.

Charter service is also available. In 1978 revenue from charters and operating contracts was \$10,741.

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 Manager, Assistant Manager, and the Operations Supervisor. A portion of the administrative work is handled by the staff of the city of Olympia. The system currently employs 33 drivers and 5 maintenance employees.

The present fleet consists of nine buses purchased with federal grant funds over the last five years. Nine of Intercity Transit's buses are over 15 years old. All buses are equipped with two-way radios. Maintenance, bus storage and dispatching are conducted at the Intercity Transit 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 tax will raise an estimated \$960,000 in 1979.

Total revenues for all sources in 1979, including fares, are expected to be \$1.186 million, compared to total expenditures of \$1.25 million.

Basic transit fares are \$0.25 for adults, \$0.15 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 1979, 1.3 million passengers utilized Intercity Transit. This represents a 35% increase over 1978 patronage and a 658% increase over 1972 when passengers totaled 197,455.

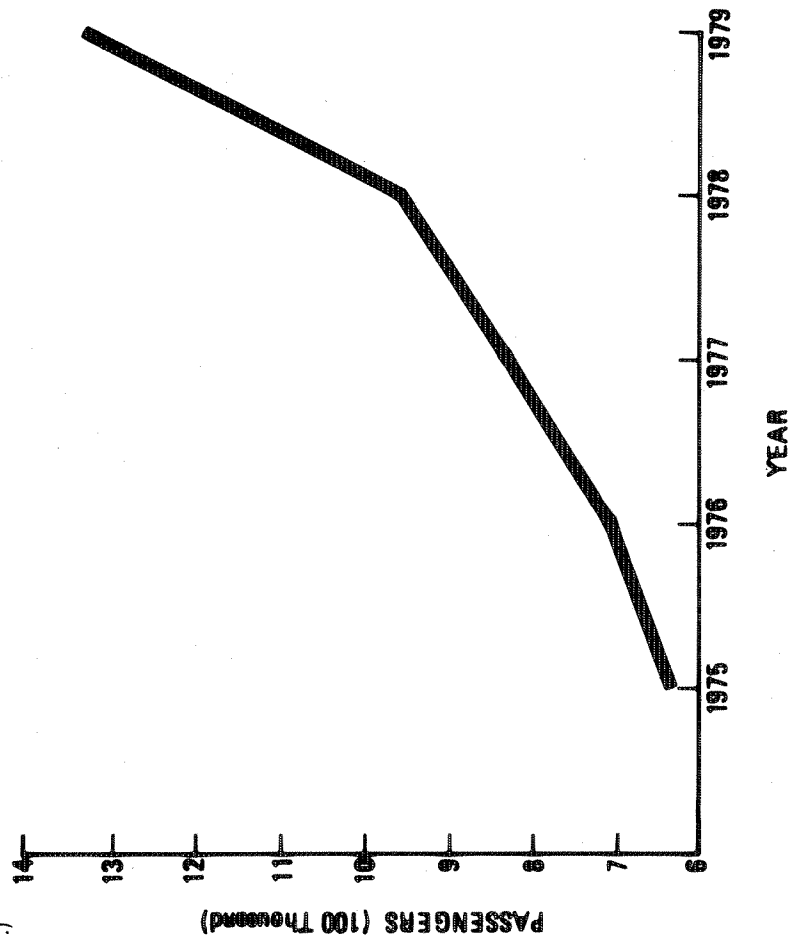
FUTURE PLANS

In 1980 Intercity Transit will acquire three new buses purchased with local funds, and hopes to acquire three used buses under a federal grant. If a PTBA is implemented as proposed in 1980, Intercity Transit expects to use the additional available funds for the purchase of additional equipment to provide service to several areas outside the current service boundaries. Other plans include the expansion of the current maintenance facility or the construction of a completely new facility.

INTERCITY TRANSIT COMMISSION

INTERCITY TRANSIT COMMISSION

	1976	1977	1978 3/	1979 3/ (Est.)
Passengers	703,000	832,000	960,000	1,320,000
Miles Traveled	411,000	423,000	500,000	644,000
Vehicles	14	14	14	20
Miles of Route	67	67	86	97
Revenue - Total	(\$871,000)	(\$591,000)	(\$1,100,000)	(\$1,186,000)
Fare box	88,000	108,000	105,000	170,000
Local Tax	211,000	221,000	784,000	960,000
M/V Excise Tax	232,000	229,000	--	--
Other	350,000	33,000	210,000	56,000
Expenditures - Total	(\$790,000)	(\$632,000)	(\$956,000)	(\$1,251,000)
Capital	369,000	33,000	251,000	143,000
Operations 1/	421,000	599,000	705,000	1,108,000
Pass./mile traveled	1.71	1.97	1.92	2.06
Farebox rev./pass.	\$0.13	\$0.13	\$0.11	\$0.13
Total rev./pass 2/	\$1.22	\$0.71	\$1.15	\$0.89
Operations exp./pass	\$0.60	\$0.72	\$0.73	\$0.83
Total exp./pass. 2/	\$1.12	\$0.76	\$1.00	\$0.94

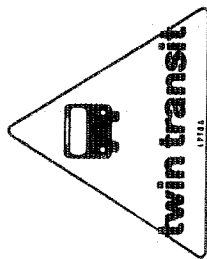


1/ Includes operating expenses, maintenance, administration.

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

3/ 1978 and 1979 data furnished by Intercity Transit.

**Lewis Public
Transportation Benefit Area**



MANAGER: JIM CARROLL
ADDRESS: P.O. BOX 418
CHEHALIS 98532
PHONE: (206)748-4873

LEWIS PUBLIC TRANSPORTATION BENEFIT AREA

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 full-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 a month household tax. In 1978 this tax generated \$84,000. Total revenue from all sources in 1978 was \$180,000; total expenditures were \$178,000.

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. Monthly passes are available; \$8.00 for adults, \$3.50 for students, the elderly and handicapped.

PATRONAGE

In twelve months of operation in 1978, Twin Transit carried 106,000 passengers. Ridership increased over 24 percent in 1979, totaling 132,000 passengers.

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 1980 a vehicle with wheelchair lift will be purchased for dial-a-ride service.

In November 1980, residents of the LPTBA will be asked to change the tax base from the present \$1.00 per month household tax to either a B and O tax or sales tax in order to provide sufficient funding to purchase new and larger buses.

LEWIS PUBLIC TRANSPORTATION BENEFIT AREA

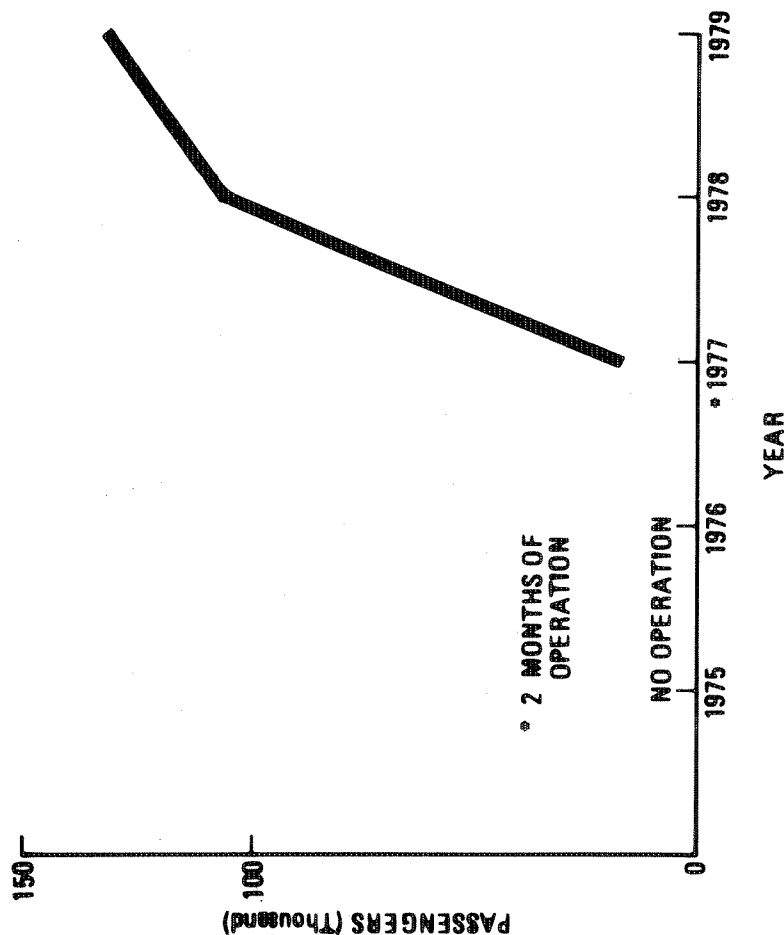
LEWIS PUBLIC TRANSPORTATION BENEFIT AREA

	1975	1976	1977 2/	1978
Passengers		18,000		106,000
Miles Traveled		21,000		140,500
Vehicles		6		6
Miles of Route		21		21
Revenue - Total	NO	(\$76,000)		(\$308,000)
Farebox		0		12,000
Local Tax		51,000		81,000
M/V Excise Tax		17,000		118,581
Other		8,000		2,295
Expenditures - Total		(\$62,000)		(\$204,000)
Capital		26,000		2,000
Operations 1/		36,000		148,000
Depreciation				37,000
Disbursements				17,000
Pass./mile traveled		0.86		0.75
Farebox rev./pass.		\$0.00		\$0.12
Total Revenue/Passenger 3/		\$4.22		\$2.91
Operations exp./Pass.		\$2.00		\$1.40
Total exp./pass. 3/		\$3.44		\$1.93

1/ Includes operating expenses, maintenance, administration.

2/ Two months of operation.

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

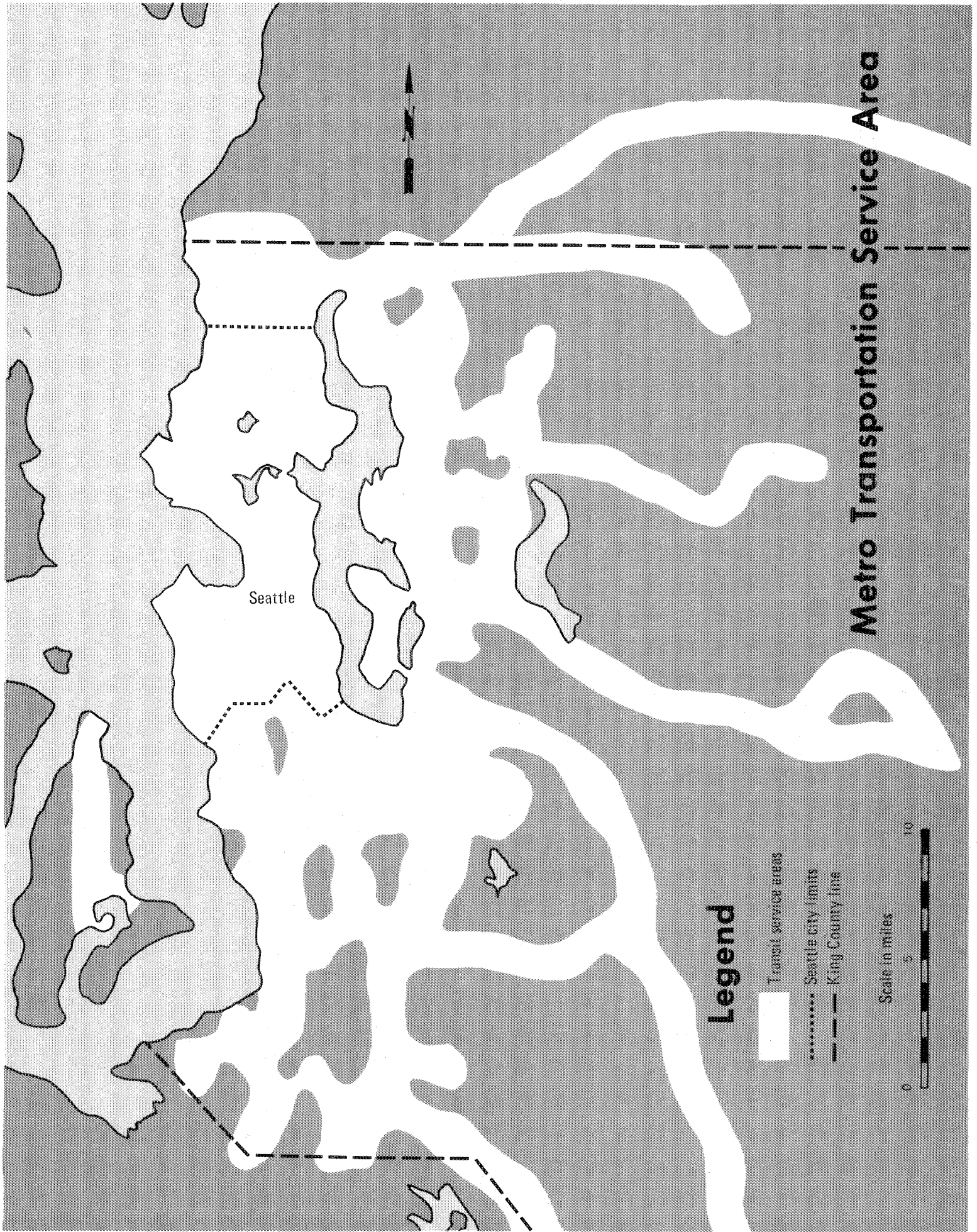


Municipality of Metropolitan Seattle

(METRO)



DIRECTOR: GERALD HAUGH
ADDRESS: 821 2nd. AVE.
SEATTLE 98104
PHONE: (206)227-6542



Legend

Transit service areas

Seattle city limits

King County line

Scale in miles



MUNICIPALITY OF METROPOLITAN SEATTLE (METRO)

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 49 million passengers annually, accounting for about 69 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. Express service collects passengers locally and at park-and-ride lots and proceeds to the Seattle CBD on the freeway, frequently utilizing express lanes. Some express service uses 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. 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. Over 700 bus shelters to serve the local routes have been completed since Metro came into existence.

An integral part of Metro's transit service is its trolleybus system. This system, which was nearly 40 years old, was suffering from severe wear and high maintenance costs when Metro took it over, and has been undergoing an extensive revitalization. When completed in 1981, the new system will be one of the nations largest and most modern, operating with 109 new AM General trolleybuses, new electrification equipment and improved routing. Two routes were inaugurated on September 15, 1979. Overall costs of this project will be about \$46 million, with UMTA providing 80 percent of the final cost and METRO and the City of Seattle sharing the remaining costs.

METRO bus service is provided every day of the year, with some reductions on weekends and on certain holidays. The system operates 24 hours per day, but normal service on most routes is from 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 freefare Ride Free 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 subscription service which provides scheduled service for commuters to and from major employment centers outside the Seattle CBD. Employer subsidized monthly transit passes, exclusive transit lanes in the CBD and "Bike and Ride" service are other innovations that are proving successful.

MUNICIPALITY OF METROPOLITAN SEATTLE

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, City of Seattle, various smaller 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 812 buses; including 118 articulated coaches. Also, plans for four new operating bases are progressing with two completed and one 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 \$112 million during the first 6 years of operations. Revenues from the one percent motor vehicle excise tax amounted to \$16.6 million in 1978. Farebox and other operating revenues have grown from \$9.7 million in 1973 to \$14.5 million in 1978. Operating expenses more than doubled in 6 years, increasing from \$21.9 million in 1973 to \$51.3 million in 1978.

UMTA has played a large part in financing the growth of Metro Transit. Metro was awarded a \$124.3 million Section 3 capital improvement grant, the largest grant ever awarded to an all-bus system. Metro has also received \$19.7 million in Section 5 operating and capital assistance grants. The basic fare on Metro Transit is \$0.40, or \$0.60 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. Monthly passes are also available at \$14.00 for a one-zone pass and \$21.00 for a two-zone pass.

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 percent 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 49.5 million in 1978. 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 40 percent of work trips to the CBD are by transit. Total ridership on Metro climbed to 58.2 million in 1979, an 18 percent increase over 1978.

FUTURE PLANS

Metro Transit has nearly completed 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. These studies are planned to conclude in 1980.

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.

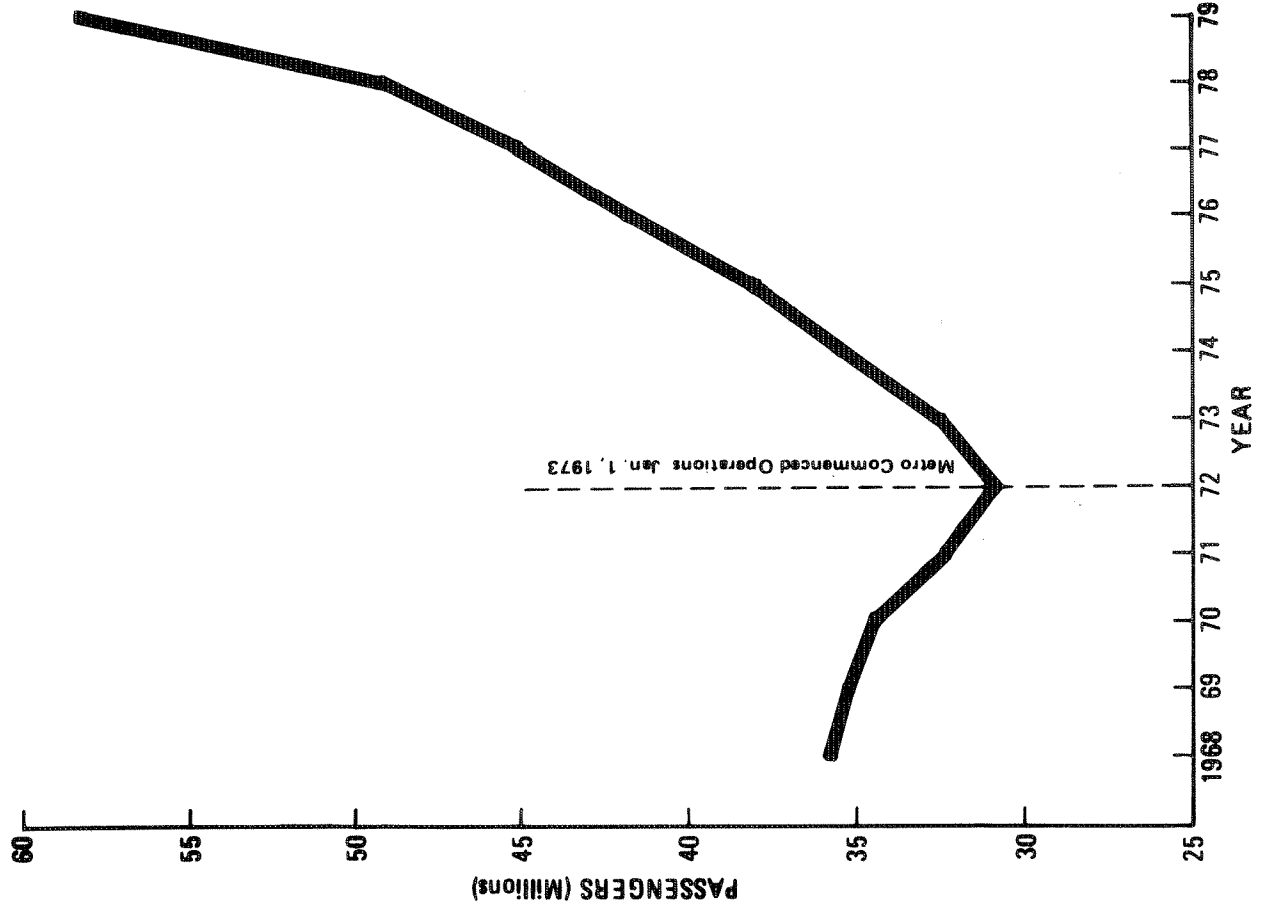
MUNICIPALITY OF METROPOLITAN SEATTLE

METRO TRANSIT

	1975	1976	1977	1978
Passengers	38,001,000	41,646,000	44,900,000	49,461,000
Miles Traveled	23,355,000	24,054,000	24,301,000	25,392,000
Vehicles	601	671	671	812
Miles of Route	1,100	923	800	800
Revenue - Total	(\$36,129,000)	(\$62,151,000)	(\$71,034,000)	(\$128,203,000)
Farebox	10,742,000	10,341,000	12,315,000	13,452,000
Local Tax	16,620,000	18,410,000	22,133,000	29,817,000
M/V Excise Tax	5,121,000	12,044,000	15,570,000	16,622,000
Other	3,646,000	21,356,000	21,016,000	2,374,000
Expenditures - Total	(\$42,704,000)	(\$65,327,000)	(\$69,076,000)	(\$96,236,000)
Capital	6,901,000	26,416,000	18,392,000	41,742,000
Operations 1/	35,803,000	38,911,000	50,684,000	51,330,000
Pass./mile traveled	1.63	1.73	1.85	1.95
Farebox rev./pass	\$0.28	\$0.25	\$0.27	\$0.27
Total Revenue/Passenger 2/	\$0.95	\$1.49	\$1.58	\$2.59
Operations exp./pass	\$0.94	\$0.93	\$1.13	\$1.04
Total exp./pass. 2/	\$1.12	\$1.57	\$1.54	\$1.95

1/ Includes operating expenses, maintenance, administration.

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



Pierce County Public

Transportation Benefit Area

MANAGER: YOSH KOSAI
ADDRESS: 1235 S. SPRAGUE
TACOMA 98405
PHONE: (206)593-4525

PIERCE COUNTY PUBLIC TRANSPORTATION BENEFIT AREA

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 over 20 years. The transit system was supported by a \$0.75 per month household tax from 1965 through 1979. In November 1979, voters in the greater Tacoma Area approved a 0.3 of 1% sales tax to finance a new transit system, the Pierce County Public Transportation Benefit Area (PTBA). On January 1, 1980, the Pierce County PTBA assumed the operation of the Tacoma Transit System. During 1980, the PTBA is expected to also absorb the private carriers' fixed route services within its boundaries and to greatly expand transit services both inside and outside the Tacoma City Limits.

SERVICE

The Pierce County PTBA presently operates regularly scheduled service over 19 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. Seventeen of the routes are radially oriented to the Tacoma CBD and two provide cross town service. 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 seven days per week. 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.

The Pierce County PTBA 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 the Pierce County PTBA to provide all school transportation in the district except for special education students, and transports about 2.5 million students annually. The school district is charged approximately \$30.00 per hour per bus; students using any of the 19 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.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

The Pierce County PTBA is organized into three separate functional areas: Transportation, Finance and Administration and Transit Development. Each department has a Director who reports to the Executive Director who is appointed by the Board. The Board must approve policy changes, system innovations and expenditures.

The PTBA presently employs approximately 225 people.

FINANCES

The Pierce County PTBA is partially funded by a 0.3% sales tax. This tax is expected to generate \$6 million in 1980. The system also expects approximately \$5 million in 1980 in Motor Vehicle Excise Tax funds. This income will be supplemented by farebox revenues to make up the expected annual operating budget of \$12-14 million. Additional monies will be received through UMTA for capital assistance and matched by portions of the sales tax and MVET monies.

Fares are 25 cents for adults, 20 cents for youth and 10 cents for the elderly and the handicapped. Transfers are free and are good for one-hour on any bus (including a return trip), and an all day Sunday pass costs 60 cents. Monthly passes are \$10.00 for adults and \$2.50 for elderly or handicapped.

PATRONAGE

Ridership on Tacoma Transit was consistent in recent years at about 7.6 million annually. Figures for 1979, however, show a 19% increase over 1978, 8.6 million riders. This ridership growth is continuing in 1980, even without service improvements. 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

PIERCE COUNTY PUBLIC TRANSPORTATION BENEFIT AREA

than three blocks from a bus line.

FUTURE PLANS

Under the new Pierce County PTBA, there will be extensive improvements of the present service in Tacoma as well as extension of service to the seven new towns in the PTBA and into unincorporated areas. There will be new local bus or van service in Fife, Milton, Puyallup, Sumner, South Hill, Parkland, Spanaway, Steilacoom, Lakewood, University Place, Fircrest, Ruston, Dash Point, Brown's Point, Tillicum, American Lake Gardens, Fort Lewis and McChord Air Force Base. In addition to regular bus routes, roving van service will operate in the North-east Tacoma/Milton/Fife and Puyallup/Sumner/South Hill areas.

One of the special features of the new system will be the use of bus transfer centers where riders can transfer quickly and easily between routes. Riders exit their local bus on a sheltered, well-lighted platform and step right into the transfer bus if they are continuing to another destination. Transfer centers will be located at places traveled to and from most frequently.

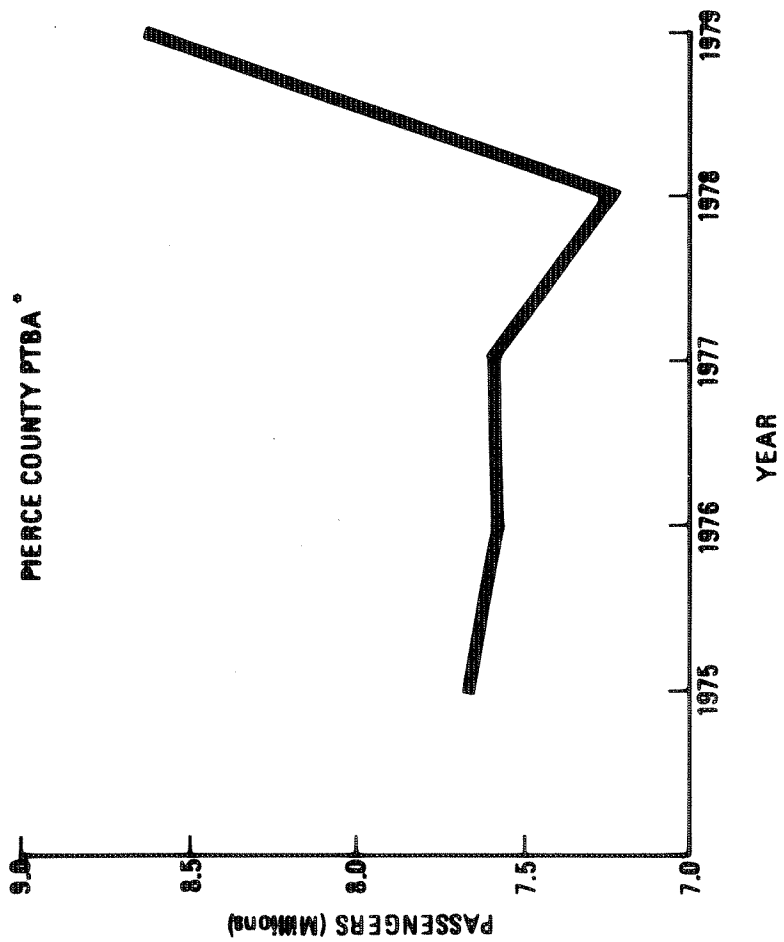
The SHUTTLE system, now providing door-to-door service for elderly or handicapped persons, will also be extended throughout the new service area. All new full-sized buses will also be equipped with wheelchair lifts so that all transit service will be accessible to anyone able to reach the bus stops.

The PTBA will also provide commuter and intercity services, including connections to King County METRO, special subscription routes and will coordinate Pierce County's vanpool/carpool program. Park and Ride Lots will be provided at various locations in and outside the service area.

	PIERCE COUNTY PTBA			
	1975	1976	1977	1978
Passengers	7,670,000	7,592,000	7,599,000	7,238,000
Miles Traveled	3,187,000	3,200,000	3,229,000	3,172,000
Vehicles	116	116	116	116
Miles of Route	127	127	184	184
Revenue - Total	(\$4,221,000)	(\$4,889,000)	(\$4,754,000)	(\$5,069,000)
Farebox	1,618,000	1,681,000	1,666,000	1,647,000
Local Tax	638,000	484,000	465,000	668,000
M/V Excise Tax	502,000	1,228,000	1,122,000	1,065,000
Other	1,463,000	1,496,000	1,501,000	2,179,000
Expenditures - Total	(\$4,221,000)	(\$4,627,000)	(\$5,244,000)	(\$6,096,000)
Capital	94,000	7,000	29,000	21,000
Operations 1/	4,127,000	4,620,000	5,215,000	5,899,000
Pass./mile traveled	2.41	2.37	2.35	2.28
Farebox rev./pass	\$0.21	\$0.22	\$0.22	\$0.23
Total Revenue/Passenger 2/	\$0.55	\$0.64	\$0.63	\$0.77
Operations exp./pass	\$0.54	\$0.61	\$0.69	\$0.82
Total exp./pass. 2/	\$0.55	\$0.61	\$0.69	\$0.84

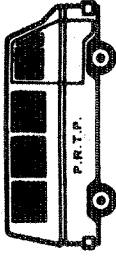
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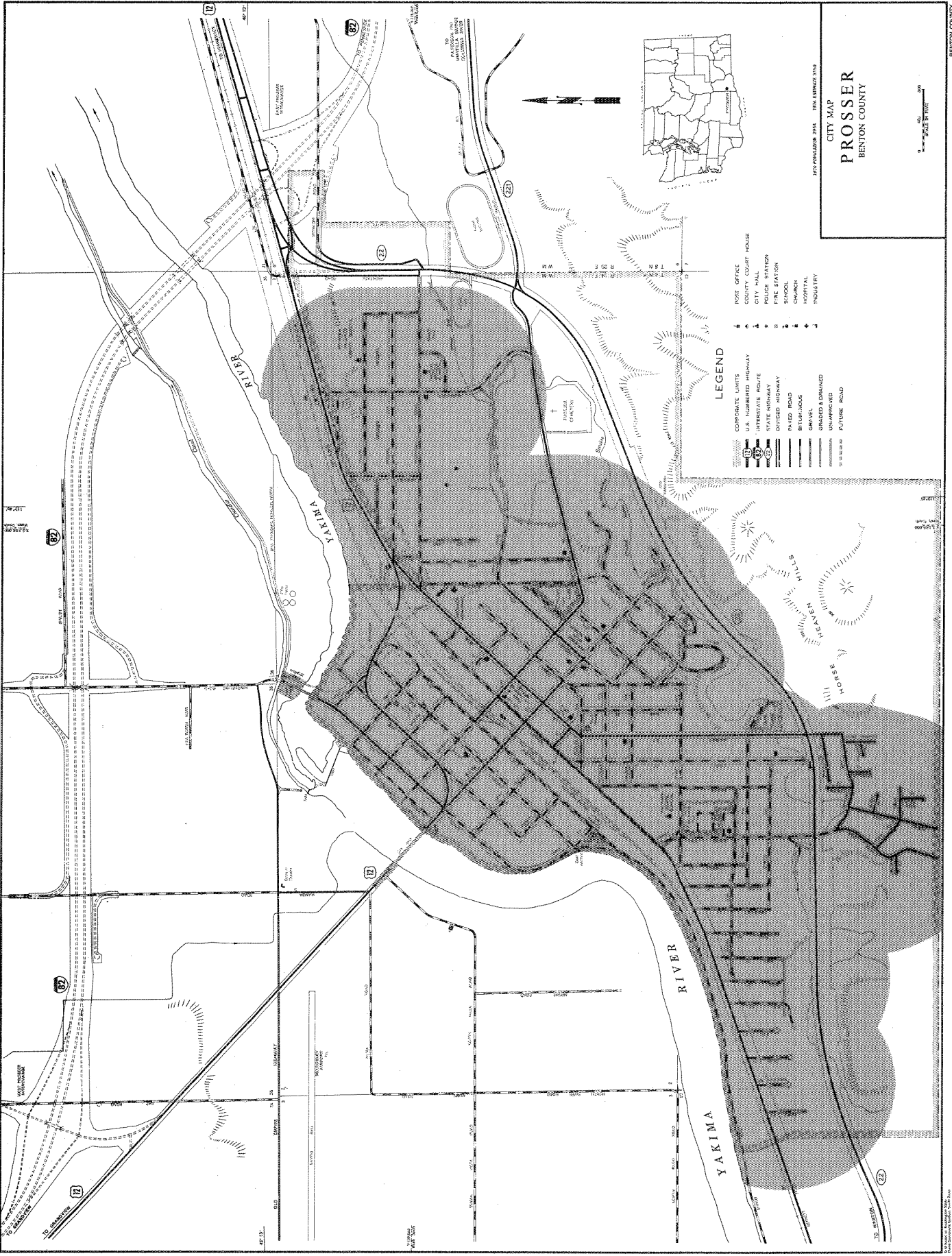


*TOTALS REFLECT TACOMA TRANSIT RIDERSHIP

Prosser Rural Transportation Program



MANAGER: HELEN DAVIS
ADDRESS: 1109 MEADE
PROSSER 99350
PHONE: (509)786-1707



CITY MAP
PROSSER
BENTON COUNTY

1975 PROSSER DATA 1974 ESTIMATE 3700

SCALE IN FEET
0 100 200

LEGEND

- COMPACTED LIMITS
- U.S. NUMBERED HIGHWAY
- INTERSTATE ROUTE
- STATE HIGHWAY
- DIVIDED HIGHWAY
- PAVED ROAD
- BITUMINOUS
- GRAVEL
- UNGRAVELLED & DRAINAGE
- UNAPPROVED
- FUTURE ROAD
- POST OFFICE
- COUNTY COURT HOUSE
- CITY HALL
- POLICE STATION
- FIRE STATION
- SCHOOL
- CHURCH
- HOSPITAL
- INDUSTRY



PROSSER RURAL TRANSPORTATION PROGRAM

HISTORICAL BACKGROUND

The Prosser Rural Transportation Program (PRTTP) 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 PRTTP, 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 PRTTP 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 PRTTP 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

PRTTP 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 destination points. Service is generally from 9:00 a.m. to 4:00 p.m. with one-hour headways. The dial-a-ride service operates on all city streets and surrounding areas, from 9:00 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 PRTTP 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 PRTTP operated in 1979 with three 14-passenger vans and one 8-passenger handicapped van with chair lift and positions for two wheel chairs. All four vans are radio-equipped and tied into the city service frequency. A 33-passenger diesel transit bus provides fixed route service within Prosser city limits. The system employs one full-time coordinator manager, one full-time driver, one part-time driver, and 18 volunteer drivers.

FINANCES

Fares on the scheduled route service are \$0.25 for adults; \$0.10 for students; with children riding free. Dial-a-ride is \$1.00 within the City limits.

PATRONAGE

System patronage for 1978 was 14,000. This grew to 21,000 in 1979, a 50 percent increase. Vehicle miles of operation during 1978 were 61,980. The system still emphasizes rural service to the transportation disadvantaged.

Trip purpose surveys taken during 1978 showed the following breakdown for the second year's operations:

1980 UMTA Section 18 Operating Grant Annual Revenue Fund Budgeted:	
ANNUAL REVENUE FUNDS	
Total Amount of Annual Needed Funds	\$58,500.00
Less: Farebox revenues not eligible for grant funding	8,435.00
TOTAL ANNUAL REVENUES FOR GRANT PURPOSES	<u>\$50,065.00</u>
City of Prosser's Share-Revenue In-Kind Services for Project:	
Supervision and Maintenance Salaries and Benefits	\$5,875.00
Office and Equipment rental	<u>1,440.00</u>
TOTAL IN-KIND SERVICES	<u>\$7,315.00</u>
City of Prosser B&O Taxes 1980	\$8,859.00
State Motor Veh. Special Excise Taxes 1980 Matching Funds	\$8,859.00
CITY OF PROSSER'S TOTAL SHARE OF REVENUE	<u>\$25,033.00</u>
Urban Mass Transportation Act, Section 18 Grant Funds	25,032.00
TOTAL PROJECT REVENUE-CITY MATCHING FUNDS	
AND GRANT FUNDS	<u>\$50,065.00</u>

USAGE	AVERAGE PERCENTAGE FOR 1978
To Work	0.5
Shopping	12.0
Medical-Dental	4.0
Social-Recreation	12.0
Church . . . . .	.025
Nutritional Sites	6.0
School/Educational	34.0
To Home	28.0
Miscellaneous	3.0
Meal Delivery . . . . .	.025

It is the intention of the City of Prosser that the public transportation system continue on the same general basis of operation as in the past. Demonstration Project funding terminates June 30, 1979. The City of Prosser 1979 Budget includes the necessary funding to continue the transportation system through the balance of the 1979 Budget year, December 31, 1979. The City has budgeted \$7,000 revenue from business and occupation taxes, \$7,000 from the Department of Transportation MVET matching funds and the actual transit farebox revenues as received during that period.

Planning ahead to 1980, the City of Prosser anticipates the total operation expenditures for the Transportation system at \$58,500. The City submitted a grant application for 50% matching funds from Urban Mass Transportation Act, Section 18 Operating Funds. The City has been assured that its Section 18 operating fund grant has been approved and will be funded.

PROSSER RURAL TRANSPORTATION PROGRAM

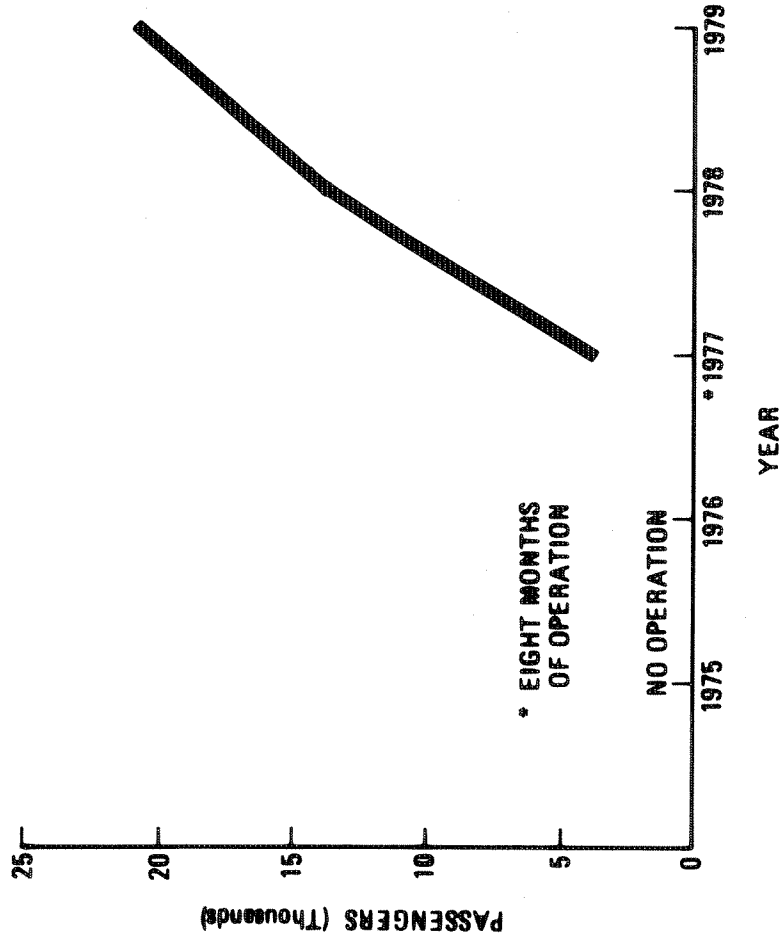
PROSSER RURAL TRANSPORTATION PROGRAM

	1977 1/	1978
Passengers	4,000	14,000
Miles Traveled	24,000	62,000
Vehicles	4	4
Miles of Route	21	21
Revenue - Total	(\$63,000)	(\$29,757)
Farebox	1,000	4,190
Local Tax	0	0
M/V Excise Tax	0	0
Other	62,000	9,000
Expenditures - Total	(\$58,000)	(\$37,615)
Capital	41,000	1,520
Operations 2/	17,000	36,095
Passenger/mile Traveled	0.17	0.23
Farebox rev./pass	\$0.25	\$0.30
Total Revenue/Passenger 3/	\$15.75	\$2.09
Operations exp./Pass	\$4.25	\$2.45
Total exp./pass. 3/	\$14.50	\$2.65

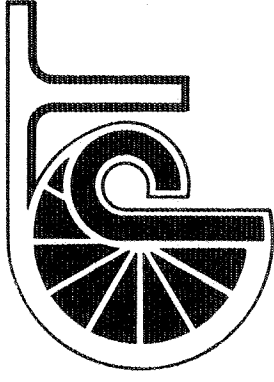
1/ Eight months of operations.

2/ Includes operating expenses, maintenance and administration.

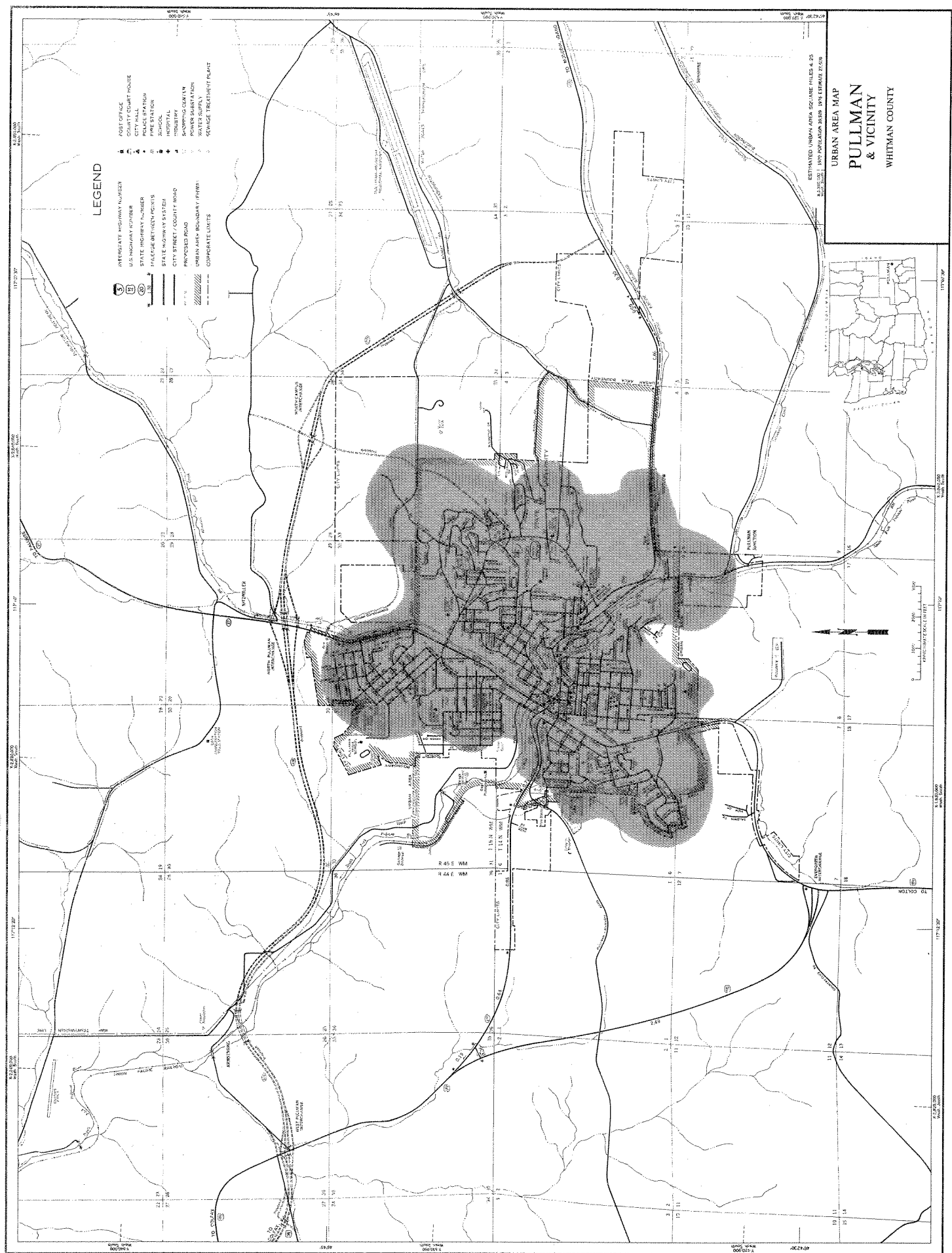
3/ Will vary with capital expenditures and/or grants.



Pullman Transit



MANAGER: AL GEORGE
ADDRESS: P.O. BOX 615
PULLMAN 99163
PHONE: (509)332-6535



PULLMAN TRANSIT

HISTORICAL BACKGROUND

The Pullman Transit System was created in November of 1978 when Pullman voters approved a 2% utilities tax to help operate the system. Previously, a privately owned taxi service had been discontinued because of financial difficulties. Foundation stones for the Pullman Transit System were laid through examination of several other transit systems in Washington as well as Oregon. The Washington State Department of Transportation coordinated the assistance from other transit operators through their transportation management assistance program. On March 19, 1979, buses began running for the first time.

SERVICE

Pullman Transit operates two complete routes, a North and South City loop. Each is 6.7 miles long. Weekday hours of operation are 6:50 a.m. to 5:50 p.m. on the North City route, and 6:20 a.m. to 6:20 p.m. on the South loop. Weekend hours are shorter. In addition to the two fixed routes, a Dial-a-ride service is provided seven days a week.

Starting in September of 1979, Pullman Transit has been contracted to carry all of the school children within the city limits.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

The transit system is under the direction of the City Manager and the City Council, as well as a seven member advisory council appointed by the Mayor. The transit manager is responsible for the daily operation of the system.

At present, the transit system employs eight full-time drivers, one maintenance mechanic, two part-time maintenance drivers, three full-time dispatchers, two part-time dispatchers, and one full-time secretary.

Pullman Transit operates five leased 45-passenger GMC diesel coaches for its fixed routes and a leased van and sedan for the Dial-a-ride service.

FINANCES

Pullman Transit is partially funded by a two percent utilities tax on city residents. In addition, farebox revenues, State Motor Vehicle Excise Tax funds and UMTA grants are being used to pay operating costs and purchase new equipment. For the period March 19 to December 31, 1979, total revenue was \$367,000 versus total expenditures of \$558,000.

The basic adult fare is \$0.15; students grades kindergarten through 12, senior

citizens (65 and over) and the ambulatory disabled, pay \$0.10. The Dial-a-ride service is 50 cents one way for all riders in the city and \$2.00 to or from the airport. Children under five ride free when accompanied by an adult. Monthly passes entitling holders to unlimited rides are available for \$4.00 for adults and \$3.00 for senior citizens, the ambulatory disabled and students.

PATRONAGE

Beginning with the first week of ridership when over 10,000 passengers used the system, demand has exceeded all expectations thus far. In mid-June the South Loop route was added, and through December 31, 1979, a total of 393,000 passengers have utilized the system.

FUTURE PLANS

With the success experienced by Pullman Transit in its first nine months of operation, it is evident that public transit will continue to play an ever increasing role in the community of Pullman.

PULLMAN TRANSIT March 19 to December 31, 1979

	1979
Passengers	393,000
Miles Traveled	99,500
Vehicles	7
Miles of Route	24.5
Revenue - Total	(\$376,000)
Farebox	61,000
Local Tax	156,000
M/V Excise Tax	159,000
Other	20
Expenditures - Total	(\$558,000)
Other	350,000
Operations	208,000
Passenger/mile (Fixed Route)	3.95
Farebox rev./pass	\$0.16
Total Revenue/Passenger	\$0.96
Operations exp./Pass	\$0.53
Total exp./pass.	\$1.42

Spokane Transit System



MANAGER: BOB HARTER
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SPOKANE 99201
PHONE: (509)328-9194

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 \$1.00 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 197 miles of line with ten major routes leading from residential areas to the central business district (CBD). In addition to the fixed route service, 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.

Under a contractual arrangement with the Eastern Washington State University Student Union, Spokane Transit provides weekday service to the campus, as well as to downtown Cheney. (The EWSU Student Union receives a subsidy from the City of Cheney for providing the service.)

Frequency of service varies with demand; in January 1980 there was an average of 60 trips a week.

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 1978 the transit system employed eight administrative personnel,

ten clerical personnel, 27 maintenance workers, 115 drivers and five dispatchers. Spokane Transit currently operates with 79 diesel buses, including 48 GMC 42-passenger coaches purchased new in 1973 and 21 GMC advance design coaches purchased in 1978 using UMTA capital grant funds. 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 1978 totaled \$1,365,000 compared to \$845,000 from the \$1.00 household tax and \$817,000 from the one percent motor vehicle excise tax. The total operating budget for 1980 is estimated to be \$5,322,000. Spokane Transit will continue to rely upon local and state taxes and federal assistance since operating expenses continue to increase at a greater rate than farebox revenues.

Since 1972, Spokane has been awarded \$8.4 million in UMTA grants, including \$3.3 million in Section 3 capital grants, \$1.3 million in Section 5 capital grants, and \$3.8 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 25 cents. Eligible senior citizens and handicapped persons pay 15 cents. Monthly passes entitling holders to unlimited rides within the city limits are available for \$14.00, \$10.00 and \$7.00 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 4,700,000 in 1978. 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

SPOKANE TRANSIT SYSTEM

patronage to 7.3 million. Spokane Transit's new marketing plan was implemented in October 1977 and featured reduced headways on major routes and new schedules. Ridership for 1978 increased 18 percent over 1977. The trend continued in 1979, when ridership reached 8.6 million, a 19 percent increase over 1978.

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.

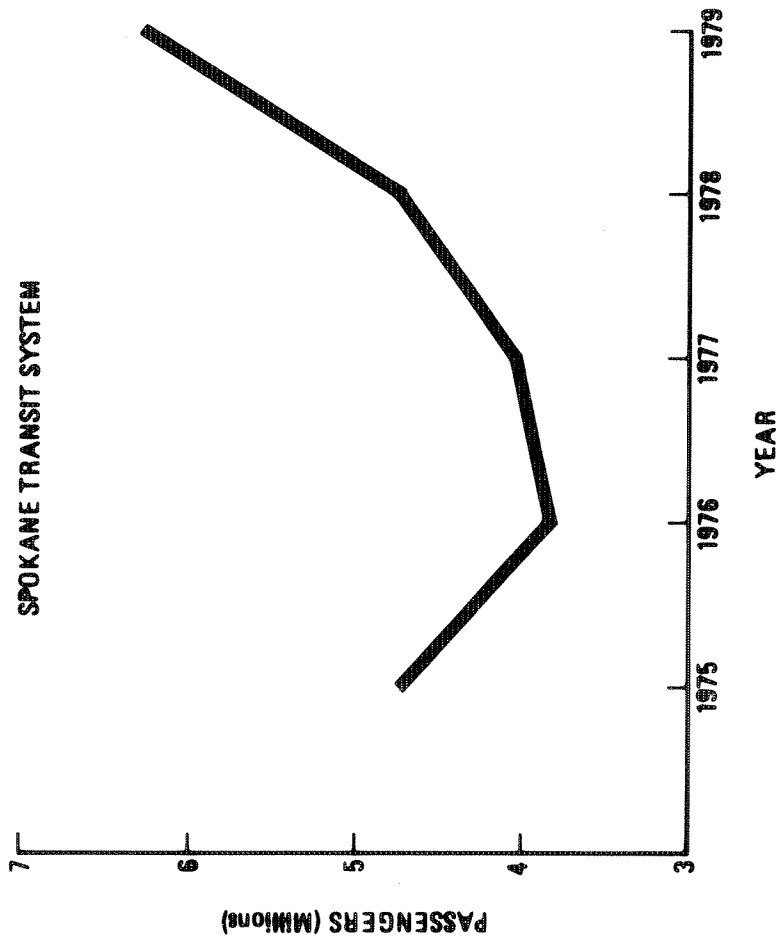
- Expand current fleet of 79 buses to serve projected 10 percent annual increase in ridership. The schedule calls for purchase of 23 new buses through 1984. During the 1985-1990 period an additional 48 buses would be purchased and 10 older buses sold.
- Expand service, including: (a) express, (b) shuttle, (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.

SPOKANE TRANSIT SYSTEM

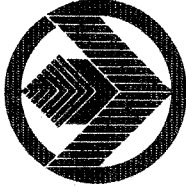
	1975	1976	1977	1978
Passengers	4,747,000	3,821,000	4,019,000	4,741,000
Miles Traveled	2,417,000	2,144,000	2,177,000	2,461,000
Vehicles	79	79	68	79
Miles of Route	195	193	198	179
Revenue - Total	(\$3,194,000)	(\$3,161,000)	(\$3,438,000)	(\$5,757,000)
Farebox	1,135,000	1,221,000	1,221,000	1,382,000
Local Tax	810,000	816,000	826,000	845,000
M/V Excise Tax	401,000	935,000	817,000	827,000
Other	848,000	189,000	574,000	1,148,000
Expenditures - Total	(\$2,852,000)	(\$2,950,000)	(\$3,430,000)	(\$4,072,000)
Capital	177,000	28,000	18,000	102,000
Operations 1/	2,675,000	2,922,000	3,412,000	3,751,000
Pass./mile traveled	1.96	1.78	1.85	1.93
Farebox rev./pass	\$0.24	\$0.32	\$0.31	\$0.29
Total Revenue/Passenger 2/	\$0.67	\$0.83	\$0.86	\$1.21
Operations exp./pass	\$0.56	\$0.76	\$0.85	\$1.04
Total exp./pass. 2/	\$0.67	\$0.77	\$0.85	\$0.86

1/ Includes operating expenses, maintenance, administration.

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

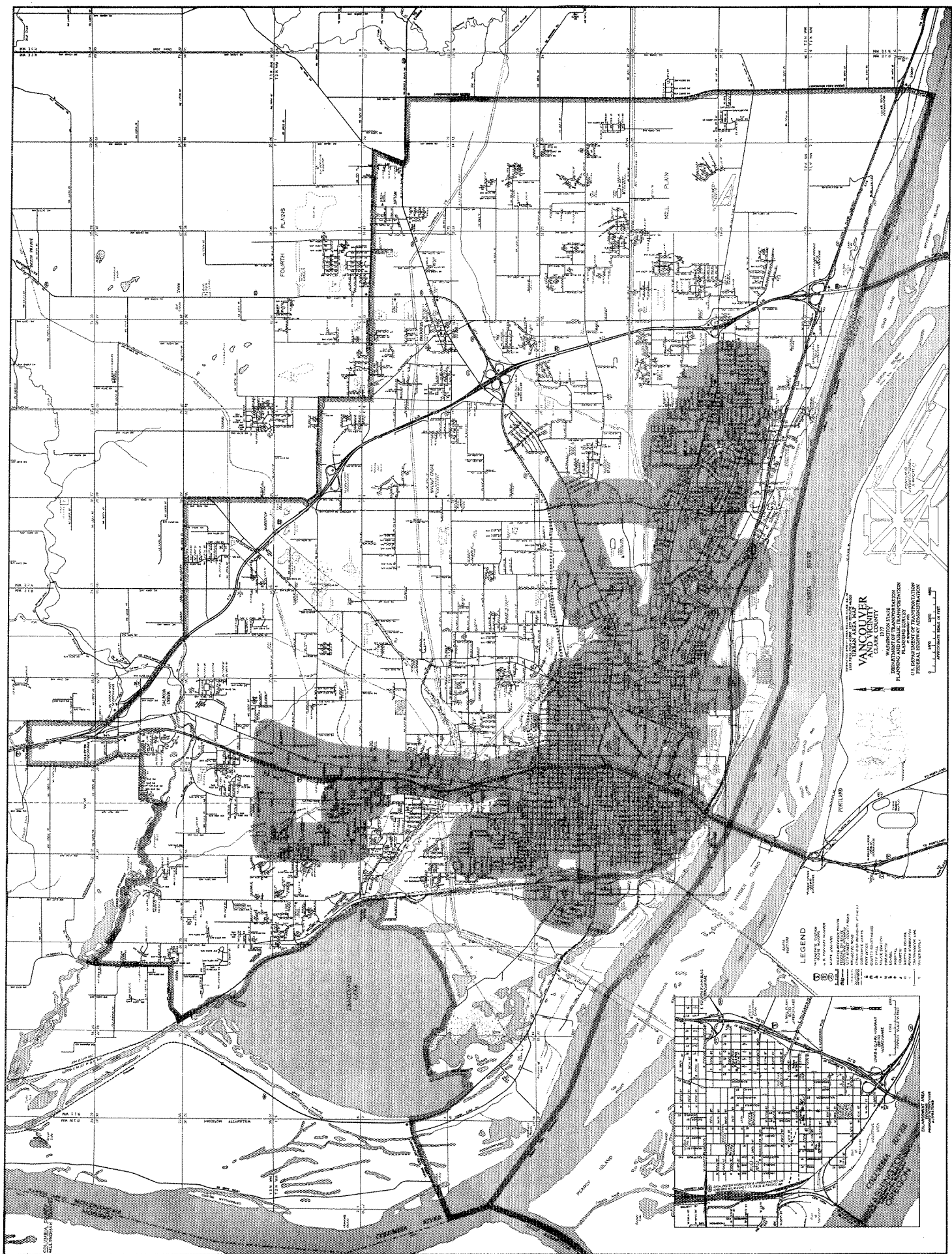


Vancouver Transit



Vancouver Transit

MANAGER: DAVID ASHCRAFT
ADDRESS: 1416 MAIN ST.
VANCOUVER 98660
PHONE: (206)696-8185



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. 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 425,000 miles of travel in 1978 over 42 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 five persons in administration, four maintenance personnel, and sixteen full-time and six part time drivers.

The city operates ten 43 passenger buses purchased with an UMTA grant in 1976. An additional ten buses have been leased under an UMTA Demonstration Project grant to provide additional Portland-Vancouver service.

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 \$454,000 in 1978, compared to \$69,000 from the farebox:

An additional \$309,000 for operating purposes was received from UMTA.

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 during the off-peak. Monthly passes for unlimited travel are \$12.00 for adults, \$5.00 for senior citizens and handicapped passengers, and \$27.00 for Vancouver Transit/Portland Tri-Met unlimited travel passes.

PATRONAGE

Ridership in 1978 was 429,000, up 26% from 1977. Passenger counts for 1979 increased another 13%, to 487,000.

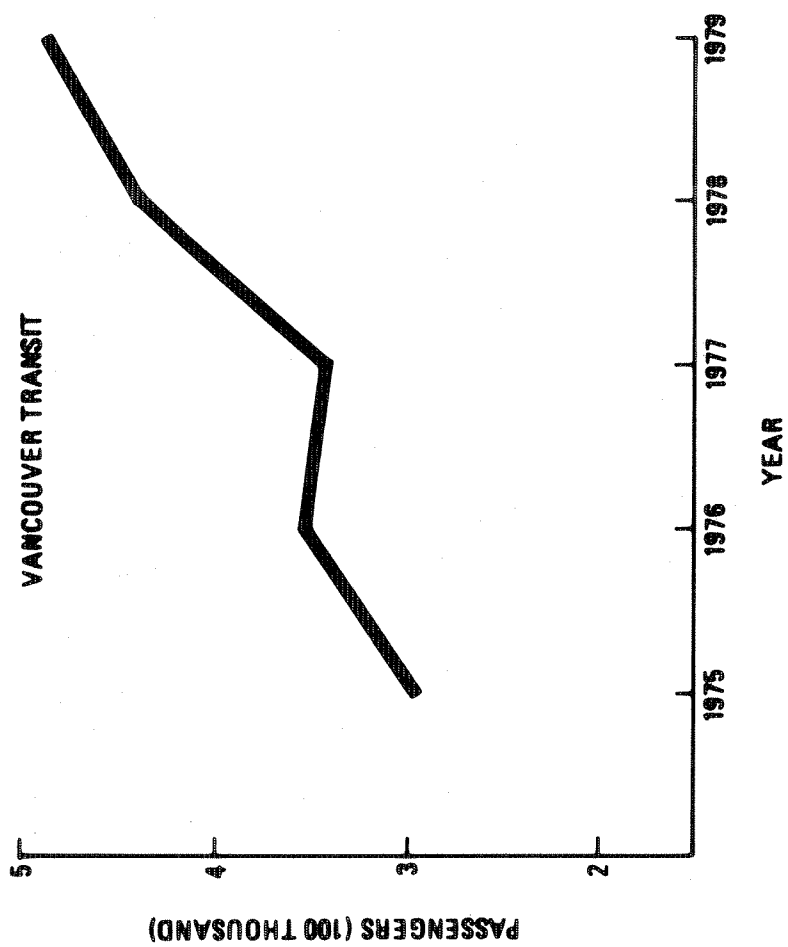
FUTURE PLANS

The federally required Transportation Development Program (TOP) is scheduled for completion early in 1980. The TOP will provide a schedule for transit system changes for the next five years. Clark County has convened a Public Transportation Improvement Conference to study the feasibility of a PTBA.

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

1/ Includes operating expenses, maintenance, administration.

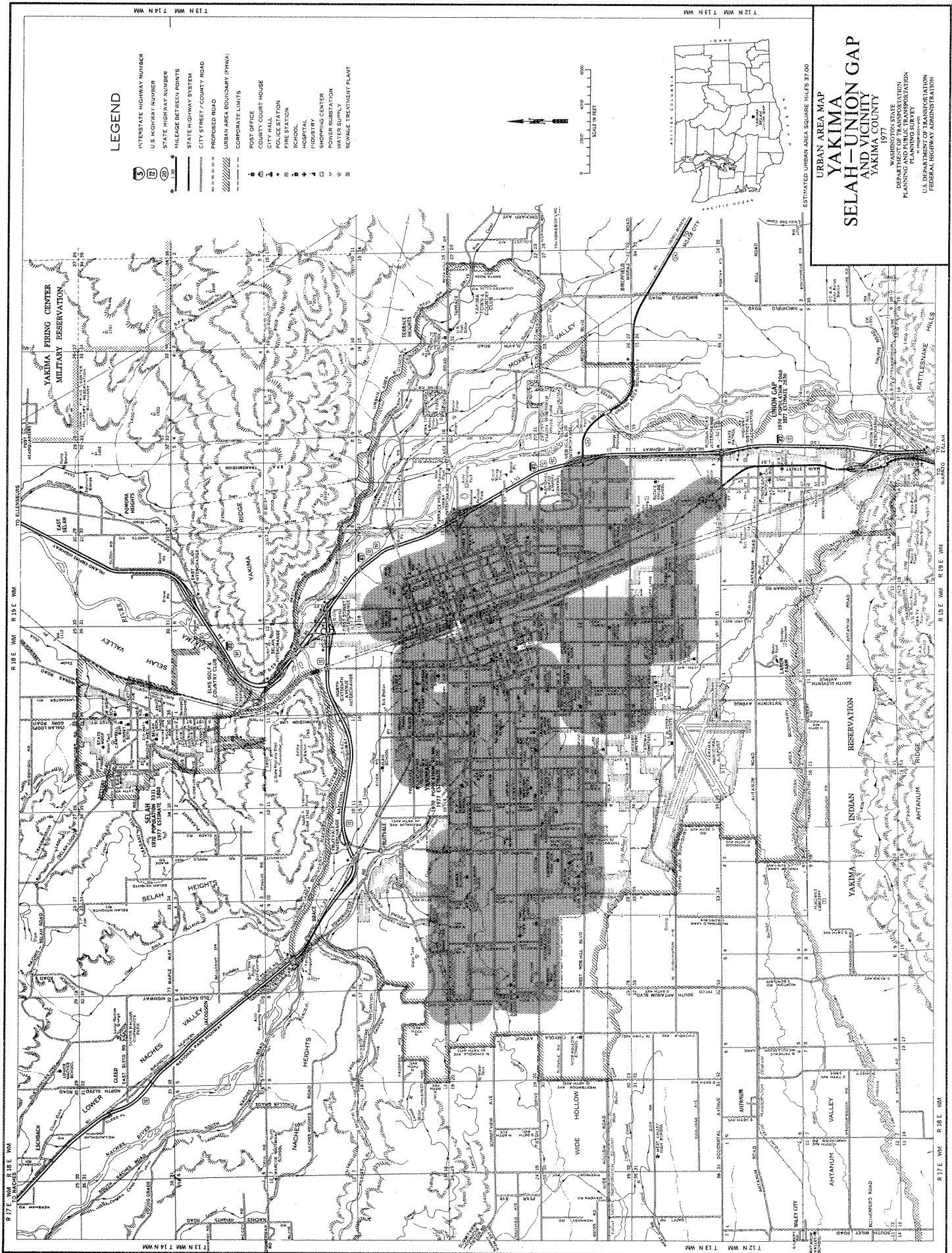
2/ Will vary with capital expenditures and/or grants.



Yakima Transit



MANAGER: DANIEL NEWTON
ADDRESS: YAKIMA CITY HALL
YAKIMA 98901
PHONE: (509)575-6005



LEGEND

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

URBAN AREA MAP
SELAH-UNION GAP
YAKIMA
AND VICINITY
YAKIMA COUNTY

1977
YAKIMA COUNTY
PLANNING AND PUBLIC TRANSPORTATION
DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

YAKIMA TRANSIT

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 679,000 passengers (a 39% increase over 1970) a total of 291,700 miles (a 19% increase over 1970).

SERVICE

Yakima Transit provides service over 50 miles of route on five loops which serve the downtown CBD area as well as portions of the unincorporated fringe area. The five loops are (1) Summitview, (2) Tieton, (3) Broadway/Fairview, (4) Fruitvale/South First Street and (5) Nob Hill/North 4th Street. Approximately 95% of the area inside the Yakima City limits is located within one quarter mile of one of the five service loops.

Transit service is provided six days a week (no Sunday service) from 6:30 a.m. to 6:30 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, Summitview and North 4th Street routes.

ADMINISTRATION, PERSONNEL AND EQUIPMENT

The Director of Public Works of the City of Yakima has administrative responsibilities for the transit system, while the transit manager directs day-to-day operations. The system currently employs 16 bus drivers.

The present fleet of 12 buses owned by Yakima Transit consists of eight 33-passenger GMC buses purchased new in 1972 for \$262,000 and four 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 1979 and may not be increased without voter approval (the maximum allowed by state law is \$1.00). Revenue from this source amounted to \$147,000 in 1979. Revenue from the one percent Motor Vehicle Excise Tax also totaled \$147,000 during 1979. Total revenues from all sources in 1979, including fares, were \$424,000 compared with total expenses of \$718,000.

Basic transit fares are set at \$0.35 for adults, \$0.20 for students 6 through 18, while children under 6 ride free. Elderly persons may purchase a monthly pass for \$3.00 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 679,000 passengers carried in 1978 represents an increase of 35% over 1973. Ridership counts for 1979 indicated a decrease to 667,000 passengers. (The 1979 ridership figures are suspected to be incomplete.)

Heaviest loading occurs along the Tieton route (No. 2), which serves several major trip generators. Lowest ridership levels are experienced on the Fruitvale route (No. 4), due to relative lack of major trip generators. Overall system ridership averaged 2.33 passengers per vehicle mile in 1978.

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.

YAKIMA TRANSIT

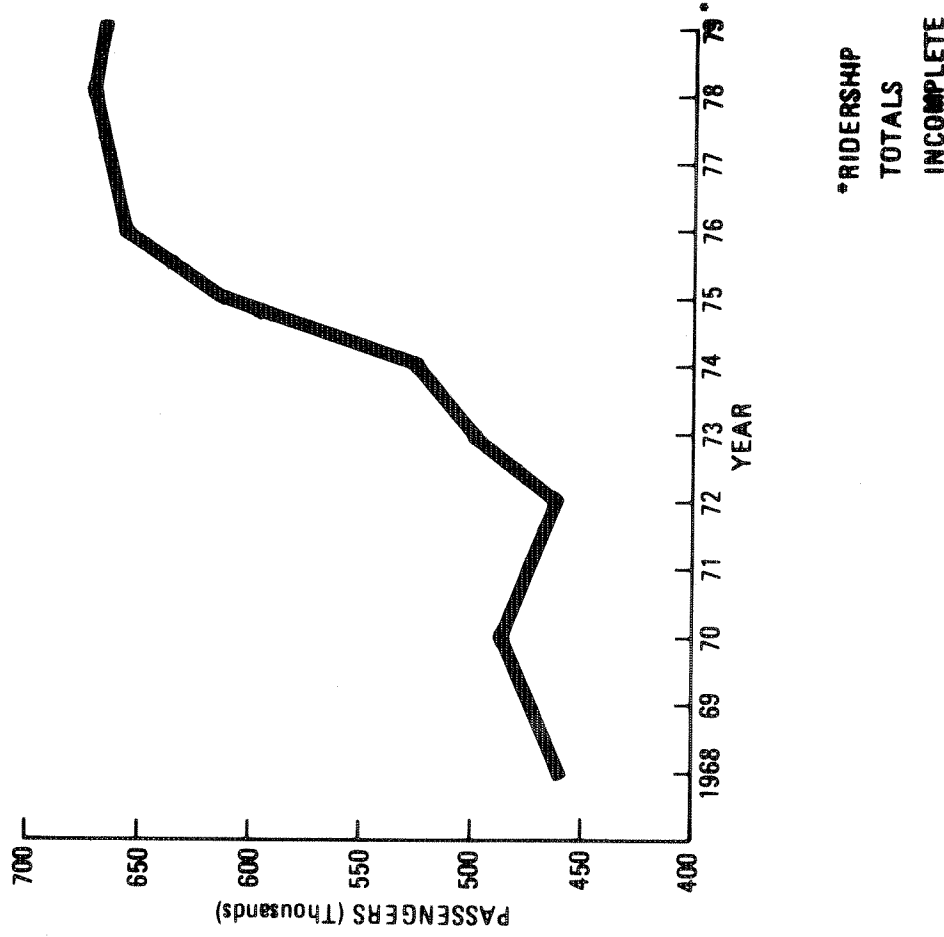
The program would require purchase of 6 new buses, construction of 25 shelters and a bus wash facility, and traffic operations improvements at a total project cost of nearly \$1.0 million dollars. The program can be implemented utilizing current funding sources and the UMTA Section 5 capital and operating grants allocated for the Yakima Metropolitan area.

YAKIMA TRANSIT

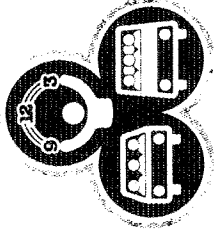
	1975	1976	1977	1978
Passengers	614,000	656,000	668,000	679,000
Miles Traveled	257,000	272,000	288,000	292,000
Vehicles	12	12	12	12
Miles of Route	22	50	50	50
Revenue - Total	(\$447,000)	(\$434,000)	(\$449,000)	(\$562,000)
Farebox	103,000	106,000	106,000	109,000
Local Tax	135,000	139,000	143,000	144,000
M/V Excise Tax	67,000	170,000	143,000	143,000
Other	142,000	19,000	57,000	322,000
Expenditures - Total	(\$473,000)	(\$389,000)	(\$460,000)	(\$671,000)
Capital	129,000	2,000	1,000	100
Operations 1/	344,000	387,000	459,000	617,000
Pass./mile traveled	2.39	2.41	2.32	2.33
Farebox rev./pass	\$0.17	\$0.16	\$0.16	\$0.16
Total Revenue/Passenger 2/	\$0.73	\$0.66	\$0.67	\$0.83
Operations exp./pass	\$0.40	\$0.60	\$0.69	\$0.91
Total exp./pass. 2/	\$0.80	\$0.59	\$0.69	\$0.99

1/ Includes operating expenses, maintenance, administration.

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



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 for all purposes 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). The Bremerton Tacoma Stages are operating from North Kitsap County, Pierce County and parts of Snohomish County, and provides access to Puget Sound Naval Shipyard in Bremerton. In addition, two different commuter bus operators serve the U. S. Department of Energy Hanford Reservation, near Richland: Bassett Transit from the Kennewick-Pasco area to the south and Evergreen Commuter Service from the Yakima area to the Northwest. West Tours provide daily service between Burien and Everett, primarily for Boeing employees. Tacoma Suburban Lines provide a number of commuter routes connecting Olympia, Tacoma, Bremerton, Seattle and Edmonds.

Other buspool operations include three commuter buses between Tacoma and Seattle, service sponsored by the Seattle-King County Commuter Pool. Assuming

1/ USDOT, *Carpool Incentives and Opportunities, February 1975*

that 80 percent of the 135 commuter bus riders would be driving an automobile if the service was not available, one can estimate the following benefits:

number of cars removed from peak-hour traffic 108
reduction in annual vehicle miles driven 1,890,000
gallons of gasoline saved annually 157,500

Another independent commuter bus service, called the Incredible Charter Company, has been in operation since March 1974, between Seattle and Olympia. About 35 passengers are transported by the one vehicle, whose seating capacity varies from 39 to 45 (depending on equipment availability).

In February 1979, Seattle METRO started a program of subscription buses, currently covering 19 different routes and using a total of 23 vehicles. Such service is provided on a premium fare basis, to commuters going to and from their employment site. The average single fare is \$1.10, with monthly costs averaging \$40.00. Honeywell, Farwest Garments and Group Health provide a partial employer subsidy for the routes serving their locations. The vehicles are routed along those major arterials found in close proximity to the individual users' residences. Most vehicles currently assigned to the subscription routes are in the 45 - 47 passenger seating capacity, except for a few articulated coaches (72 seats).

Employment sites so far served under this METRO program are:

Boeing Co. in Everett, Kent, and Renton
Honeywell in Ballard
Farwest Garment in Tukwila
Hidden Valley Office Complex in Bellevue
Group Health Cooperative on Capitol Hill
West Campus Office Complex in Federal Way

Some firms provide commuter "crew buses" for employees such as:

EMPLOYER (Location)	TOTAL NO. OF BUSES
Weyerhaeuser (Federal Way and Tacoma)	125
Rockwell International (Richland)	53*
Simpson Timber Co. (Shelton)	27
Scott Paper Co. (Hamilton & Granite Falls)	25
St. Regis Paper Company (Tacoma)	21
Green Giant (Dayton)	15
ITT Rayonier (Hoquiam)	15
Benny Thomas Logging (Woodland)	9
Crown Zellerbach (Sekiu)	6
Klicker Bros. (Walla Walla)	3

NOTE: Data provided by individual companies, at the designated worksites.

* Local circulator service within the DOE Hanford Reservation site, hence somewhat different from commuter type operations.

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

SUBSCRIPTION BUS OPERATIONS

	BCT/BST *	BREMERTON TACOMA STAGES (BTS)	BASSETT TRANSIT	EVERGREEN ** COMMUTER SERVICE	WEST TOURS	TACOMA SUBURBAN LINES
Number of Routes	14	10	3	1	1	10
Average daily vehicle miles per bus	29	69	100	142	100	181
Average ridership (one-way trips)	865	300	155	174	N/A	774
Fares based on trip length	\$0.70 to \$1.10 (Cash) \$0.62 to \$0.95 (Subscription)	\$0.80 to \$1.43	\$1.18 to \$1.50	\$1.55 to \$2.00	N/A	N/A
Trip purpose	Home - Work	Home - Work	Home - Work	Home - Work	Home - Work	Home - Work
Number of Buses	15	10	6	4	1	4
Bus Capacity (seats)	33 to 42	39 to 45	41	45	45	45

NOTE: Data obtained from the bus operators.

* Bremerton-Charleston Transportation Co. and Bremerton Suburban Transportation Co. are registered separately with the WUTC, but are operated jointly.

** In existence since mid 1977.

Preliminary plans are underway to provide commuter bus service to the Martin Marietta Aluminum plant in Goldendale.

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.

Some firms with large numbers of employees and some educational institutions have developed a means of matching rides and riders. 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. As of December 1979, the Commuter Pool had an active file of 5,500 names of people desiring ride matching services. This total number of applicants is expected to nearly double before the end of 1980; among other expansions, the Boeing Company carpool sign-up list will be incorporated into the Commuter Pool matching system.

Besides the ride matching program, the Commuter Pool activities include buspooling sponsorship, parking management for carpool vehicles, ride-sharing legislation (such as House Bill 96), vanpooling promotion and administration; other related activities are marketing efforts for flexible work hours, special studies on vehicle occupancy, and coordination with WSDOT on HOV (high occupancy vehicles) incentives for vehicles with three or more occupants at peak hour times.

The Commuter Pool parking program has 470 spaces for registered carpools, serving 1,500 individuals employed in the downtown Seattle area. By mid 1980, up to 150 additional spaces will be provided for this preferential parking within the downtown area. In the outlying areas, 20 park and pool lots have been set up with the assistance of Commuter Pool. Over 800 parking spaces are available to commuters in these lots, and negotiations are underway to lease an additional 8 more lots. These lots represent informal park-and-ride sites, where use is made of existing facilities. Additional sites are in use or are planned elsewhere in the state.

The U. S. Department of Energy has set up a computer ride matching system, which has been operational on the Hanford Reservation since early 1979. As a result of House Bill 96 at the State level, this carpooling program has, in turn, been tied together with a vanpool effort, itself underway since mid '79. (See Vanpooling). Hence, the relatively new carpool information network has become a

source of passenger/driver referral for starting the more recent vanpool program.

In September 1979, the City of Bellevue started a carpool program called the Fleet Ride for its employees, primarily to alleviate parking shortage around its new and expanded City Hall. The Bellevue Department of Public Works administers this program, which has so far registered 50 participants. Twelve city-owned passenger sedans are assigned to commuter trips at peak hours, and available for regular work activities during the day; no side errands are authorized by the City once the vehicle has reached its final home-based destination. Each vehicle's designated driver is billed on a ten cent per mile of commute basis, with gas allowance from the Municipal supply. Every group of carpools makes its own monetary arrangements in-between driver and riders.

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:

- Publicly-owned, private party operation
- 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 fleets in the state which have been fully operational as of December 1979.

OPERATOR	LOCATION	TYPE	NO. OF VANS
Weyerhaeuser	Federal Way, Tacoma	Employer-owned	30
University of Washington	Seattle	Employer-owned	11
Rainier Bank	Tukwila	Employer-owned	8
REI, Inc.	Tukwila	Employer-owned	2
Wash. Water & Power	Spokane	Employer-owned	2
Intalco Aluminum Co.	Ferndale	Employer-owned	1
Commuter Pool	Seattle Metropolitan Area	Publicly-owned	*20
U. S. Dept. of Energy	Richland	Privately-owned	**40
Lynnwood-U. of W.	Seattle	Owner-Operator	1
Bangor Buddies	Bremerton	Cooperative	1

* 11 additional vans are to become operational by early 1980.

** In the coming months, approximately 25 new vans are expected to start operations at the Hanford site.

Most of the employers operating Vanpools plan to add vehicles to their program as employee acceptance grows. The Commuter Pool vanpooling activities entail the provision and administration of publicly-owned vans, operated by private parties; in particular, the anticipated increase for the coming year stands at 100 additional vans in service before the end of 1980. Besides introducing this larger fleet, other promotional efforts are made to stimulate wider acceptance of the concept especially from major employers (500 or more employees). For example, the City of Bellevue has received a grant from Commuter Pool, mainly for establishing contacts with major employers and multi-employer complexes on the east side; also for promoting the use of parking sites for shared ride access to vanpool pickup points. As of the end of 1979, the benefits of the Commuter Pool vanpooling fleet (20 existing plus 11 upcoming units) are approximately:

	12 PASS. VANS	15 PASS. VANS
Annual number of cars removed from peak hour traffic	300 to 360	
Reduction in annual vehicle miles driven	3,750,000 to 4,500,000	
Gallons of gasoline saved annually	312,000 to 375,000	

In October of 1979, the Washington State Ferry System began a program allowing certified commuter vanpools of seven or more persons to purchase for a \$10.00 fee, a permit valid for 3 months, weekdays only. All riders in the van, including the driver, pay the applicable passenger fare. There are currently 19 vanpools participating in this program.

TAXICAB AND LIMOUSINE SERVICE TAXICABS

In Washington, 173 Taxicab Companies operate nearly 900 vehicles. These firms can be found in 67 of the State's 265 cities. There are 11 counties that do not have operators located within the County boundaries, they are:

Asotin	Skamania	Wahkaikum
Douglas	Stevens	Mason
Ferry	Garfield	Whitman
Pend Oreille	Lincoln	

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.

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

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.

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 Extng.	. . . .Port Angeles
Clock	. . . . .Seattle

A listing of taxicab companies can be found in Appendix C.

LIMOUSINE

Limousine operations fall into the categories of charter carriers and Auto Transportation Companies. There are 12 firms in Washington. One operates in the eastern part of the State and 11 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:

	1976	1977	1978
Revenue Passengers	981,811	874,891	1,016,008
Miles Traveled	3,115,142	2,936,130	3,225,382
Operating Revenue	\$2,942,333	\$3,083,805	\$3,795,167
Expenses	\$2,761,398	\$2,904,335	\$3,546,853
Expense/Passenger	\$2.813	\$3.320	\$3.491

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

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 1979 the estimated population of Washington State was 3,911,200 people. 2/ Of that total, an estimated 273,784 suffer physical or mental difficulties that restrict their ability to travel, 3/ and, an estimated 588,784 individuals were 60 years or older. 4/

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, 5/ 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. 6/ These organizations operated 342 vehicles and served an estimated 23,761 elderly and handicapped clients. 7/

Funding for these transportation programs comes from many sources includ-

ing federal, state and local programs. Many of these sources provide 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, (transportation, training and other such programs). This makes it extremely difficult to determine how many projects, 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. 8/

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 1 represents service data for 1979. Travel patterns vary from region to region and also as a result of the type of service provided.

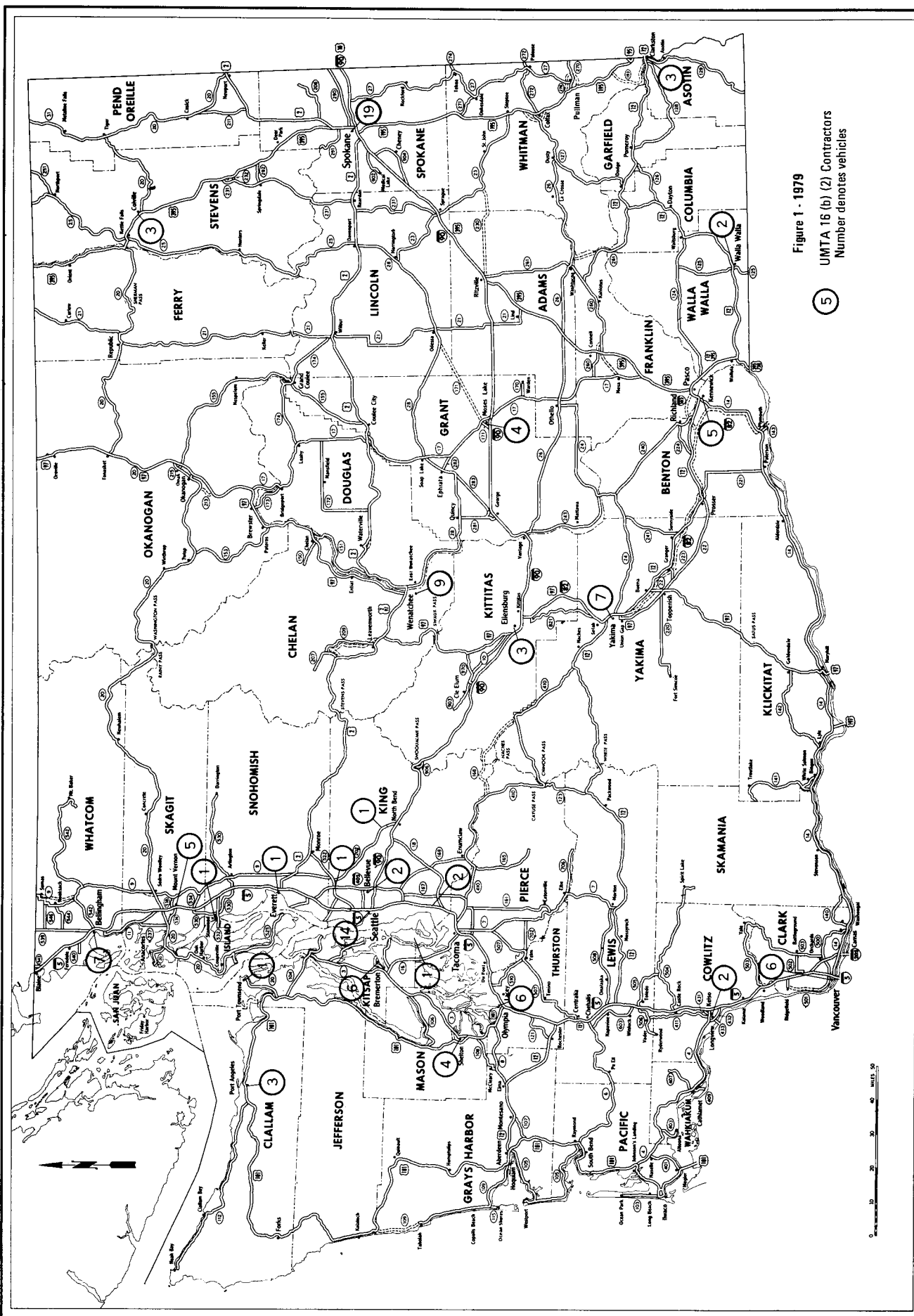
SERVICE TYPES

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. 9/ 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



16(b)(2) PROGRAM STATISTICS
1979

TABLE 1

Organization Name	Service Type (a)	Vehicles (b)	Disabled Trips (c)	Elderly Trips (c)	Non-Ambulatory Trips	Vehicle Miles
American Red Cross of Benton-Franklin Counties	C	5	9,389	8,341	8,992	83,371
Banana Belt Sr. Citizens	C	3	7,091	12,060	294	54,749
Bayshore Enterprises	B	1	7,170	20	74	20,715
Camwood Senior Center	A	1	13	2,942	0	10,020
Chelan-Douglas Co. COA	A	7	317	59,144	552	141,775
Custom Industries	B	2	6,963	0	2,021	26,405
Diversified Industries	B	3	12,395	0	0	20,041
Economic Opportunity Committee of Clark Co.	C	6	18,960	12,208	1,097	114,932
Grant Co. Seniors	A	2	885	2,732	586	16,488
Kittitas Co. Developmental Center	B	3	20,771	146	2,012	30,088
Lake Oakpatch	B	1	4,566	0	0	20,568
Lower Columbia Community Action Council	C	2	1,020	2,472	0	10,810
Mason County Senior Citizens Center	C	10	15,320	22,670	5,528	255,749
Neighborhood House	C	5	4,155	12,832	0	38,740
Northeast Washington Rural Resources (d)	A	3	2,641	3,404	50	18,162
Northwest Center for the Retarded	B	6	29,594	0	8,090	84,486
Olympic Peninsula Enterprises	B	3	9,730	0	649	41,657
Peninsula Lodge	B	2	16,374	0	0	40,731
Skagit County COA	A	5	4,833	20,726	51	67,120
Skills Training and Employment Program (e)	B	2	9,870	0	1,124	59,265
Sno-Valley Developmental Center	B	1	9,378	0	1,621	31,988
So. King Co. Community Planning Board	C	2	3,891	6,766	805	42,155
United Cerebral Palsy of King-Snohomish Co.	B	3	20,073	0	12,531	69,593
Victor	B	1	2,015	1,021	47	8,339
Volunteers of America	A	1	0	2,656	2	13,415
Walla Walla Senior Citizen's Center	A	2	5,306	11,870	209	37,742
Whatcom County COA	C	7	17,016	34,180	5,765	107,915
Wiser Institute	B	1	3,785	0	116	14,346
Yakima Valley Transportation Exchange	C	7	31,022	48,285	6,670	171,517
YMCA of the Inland Empire	C	19	40,131	58,056	13,832	283,503
TOTAL		116	314,674	322,531	72,518	1,941,385

(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) Incomplete data-only through November, 1979.

(e) Formerly Grant Co. Training Center.

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.

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 local, but some are for greater distances.

COORDINATED SERVICES

Since the early 1970s the price and availability of gasoline has been a major factor affecting the ability of individuals to travel. In 1978, the availability of gasoline was reasonably stable, but the price continued to climb. In 1979 some areas of the State suffered acute supply shortages, and the price of gasoline went over \$1.00 per gallon. It is clear that should the price of gasoline continue to climb significantly, and the availability of gasoline decline drastically, even able-bodied individuals would become transportation disadvantaged. While slight changes do not significantly affect the average individual, many of the transportation disadvantaged have been significantly affected, as their transportation alternatives were further reduced.

Social service agencies attempting to provide transportation to the disadvantaged are caught in a bind. As politicians and the public become more fiscally conservative, funding for services becomes more difficult to obtain. At the same time, inflation and increased gasoline prices are driving operating costs increasingly higher. Social service transportation programs have begun looking for ways to stretch their limited resources. New initiatives have been started to coordinate transportation services amongst social service programs, and with public transit where possible.

In Tacoma, Bellingham, Yakima, and Spokane, the local transit operators give resource support to provide specialized transportation services. In Benton-Franklin, Clark, Mason-Thurston, King, Whatcom, Yakima, Snohomish, and Spokane counties, coordinated services have been begun or expanded. Agencies in other counties have started negotiations to develop their own coordinated programs. The YMCA of the Inland Empire, in Spokane, remains the largest coordinated system; but the Yakima Valley Transportation Exchange, the Whatcom County Council on Aging, and others are experiencing rapid growth.

SERVICE PROBLEMS

The major problem confronting transportation providers continues to be a lack of adequate funding. Escalating costs persist in an environment of limited fiscal resources.

Transportation continues to be regarded as a secondary problem, not the

principal mission of most social service agencies. Many of those agencies do not yet accept the fact they are the only providers of transportation services available to their clients. Funding is subject to program priorities, and is often unpredictable. Planning and programming for transportation providers is very difficult without adequate and stable funding sources.

Categorical barriers to the use of funds continues to make coordination activities difficult. Despite a U. S. General Accounting Office Report that identified 114 federal programs with transportation funds and few express statutory restrictions, 10/ categorical restrictions on funding continues to appear at the local level. The problem appears to be one of accountability; an agency providing 80 percent of the transportation funding base, requires the transportation program to provide 80 percent of its service to the agency's designated clients. The WSDOT continues to work with other federal, state, and local agencies to alleviate this problem.

Many transportation programs are motivated by good intentions, but are not supported by proper levels of expertise and experience. The WSDOT provides technical assistance to many local programs, coordinates workshops, and a statewide transportation conference to promote a better understanding of transportation operations.

Operating restrictions placed on specialized transportation programs by the Washington Utilities and Transportation Commission (WUTC) were eased by the passage of Substitute House Bill (SHB) 96. This law created a new category, private non-profit transportation provider, for the WUTC to administer; eliminated service area restrictions; and defined liability insurance categories to make obtaining insurance easier and less expensive.

SHB 96 provides a new passenger carrier category that is available to the elderly and the handicapped. The definition of handicapped, however, does not include the low income (ie; headstart clients), victims of violence (ie; battered women, children, etc.), or other social program clients not meeting the handicapped definition. Legislative relief would be required to include these other groups in the private, non-profit transportation provider category, to enable further coordination efforts.

SUMMARY

Funding restrictions continue to be the principal damper on the development of transportation services for the disadvantaged. The continual ridership gains shown by the UMTA Section 16(b)(2) Program reflect the growth of specialized transportation services, state-wide. Expertise and experience continue to increase resulting in improved transportation services. Energy concerns have sensitized the public to the need for improved transportation services, and as this momentum increases, transportation services for the disadvantaged should also improve.

- 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 1979", Office of Financial Management.*
- 3/ *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.*
- 4/ *Office of Program Analysis, Department of Social and Health Services, 1979.*
- 5/ *Institutionalization could include nursing homes, group homes, and other such supervised living arrangements.*
- 6/ *The total number of transportation providers is unknown; therefore 92 could be 10% of the total or 90% of the total.*
- 7/ *The Survey did not include other disadvantaged groups such as the poor.*
- 8/ *An unknown number of local organizations (United Way, Kiwanis, local governments) have provided an unknown amount of additional resources.*
- 9/ *See Table 1 for description of 16(b)(2) operators (Column 1).*
- 10/ *"Hindrances to Coordinating Transportation of People Participating in Federally Funded Grant Programs Vol. 1," U. S. General Accounting Office, October 17, 1977.*

SCHOOL BUSES

School Districts in Washington totaled 300 with a 1978-79 enrollment of 769,246 students. School District enrollment varied from 4 in Shaw, San Juan County, to 54,151 in Seattle, King County. Approved transportation allocations by the Superintendent of Public Instruction (SPI) during the 78-79 school year ranged from a low of \$58.82 per pupil enrolled in Asotin County to a high of \$286.10 in Lincoln County. The statewide average transportation appropriation was \$108.45 per pupil enrolled. Total approved transportation costs from the SPI budget was \$83.4 million.

Of the statewide student enrollment, approximately 50% were transported (384,600). Urban area students also utilize local transit operations (METRO, Pullman Transit, Pierce County PTBA, Bremerton Transit), and some school districts have contracted with private contractors to provide busing services.

The following table indicates a county by county picture of the 1978-79 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 *
1978-1979

County	No. School Districts	Total Enrollment	Approved Dollars/ County	Approved Dollars/ Pupil Enroll.
Adams	5	3,558	\$724,025	\$203.49
Asotin	2	3,331	195,920	58.82
Benton	6	23,104	1,507,965	65.27
Chelan	8	8,640	794,710	91.98
Clallam	5	9,491	1,028,805	108.40
Clark	9	40,857	4,382,243	107.26
Columbia	2	758	91,826	121.14
Cowlitz	7	17,076	1,831,427	107.25
Douglas	6	4,446	448,946	100.98
Ferry	6	1,245	250,674	201.34
Franklin	4	6,870	879,092	127.96
Garfield	1	531	87,962	165.65
Grant	10	11,890	1,309,551	110.14
Grays Harbor	13	14,005	1,644,327	117.41
Island	3	7,582	748,600	98.73
Jefferson	5	2,702	386,529	143.05
King	20	215,181	24,264,859	112.76
Kitsap	5	27,880	4,173,042	149.68
Kititas	6	4,522	474,211	104.87
Klickitat	10	3,449	481,496	139.60
Lewis	14	11,765	1,506,645	128.06
Lincoln	8	2,396	685,493	286.10
Mason	7	5,893	769,960	130.66
Okanogan	8	6,355	818,496	128.80
Pacific	6	3,338	653,936	195.91
Pend Oreille	3	1,968	480,519	244.17
Pierce	15	90,492	9,148,804	101.10
San Juan	4	1,146	128,493	112.12
Skagit	7	12,259	1,665,807	135.88
Skamania	4	1,278	331,398	259.31
Snohomish	14	63,087	6,475,658	102.65
Spokane	14	63,633	5,256,216	82.60
Stevens	12	5,424	797,845	147.09
Thurston	8	24,674	2,859,508	115.89
Wahkiakum	1	635	106,987	168.48
Walla Walla	7	7,529	570,807	75.81
Whatcom	7	18,508	1,972,324	106.57
Whitman	13	5,379	907,837	168.77
Yakima	15	36,369	2,691,592	74.01
TOTAL	300	769,246	\$83,427,311	\$108.45

*All data in this section from Superintendent of Public Instruction.

4 Intercity Bus



4

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 Amtrak 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 48 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:

Western WA	City Pair	Daily Trips
	Seattle-Portland	48
	Seattle-Vancouver,BC	20
	Seattle-Everett	18
	Seattle-Tacoma	52
	Seattle-Olympia	28
	Seattle-Bellingham	18

(Continued)	City Pair	Daily Trips
	Tacoma-Bremerton	14
	Seattle-Longview	12
	Olympia-Aberdeen	8
	Seattle-Port Angeles	6
East -West	Seattle-Spokane	30
	Seattle-Ellensburg	12
	Seattle-Wenatchee	6
Eastern WA	Yakima-Ellensburg	10
	Spokane-Ellensburg	6
	Spokane-Wenatchee	6
	Spokane-Ritzville	14
	Spokane-Pullman	6
	Spokane-Tri-Cities	6
	Yakima-Tri-Cities	6
	Yakima-Bingen (Into Oregon)	6
	Tri-Cities-Lewiston (Into Idaho)	5

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:

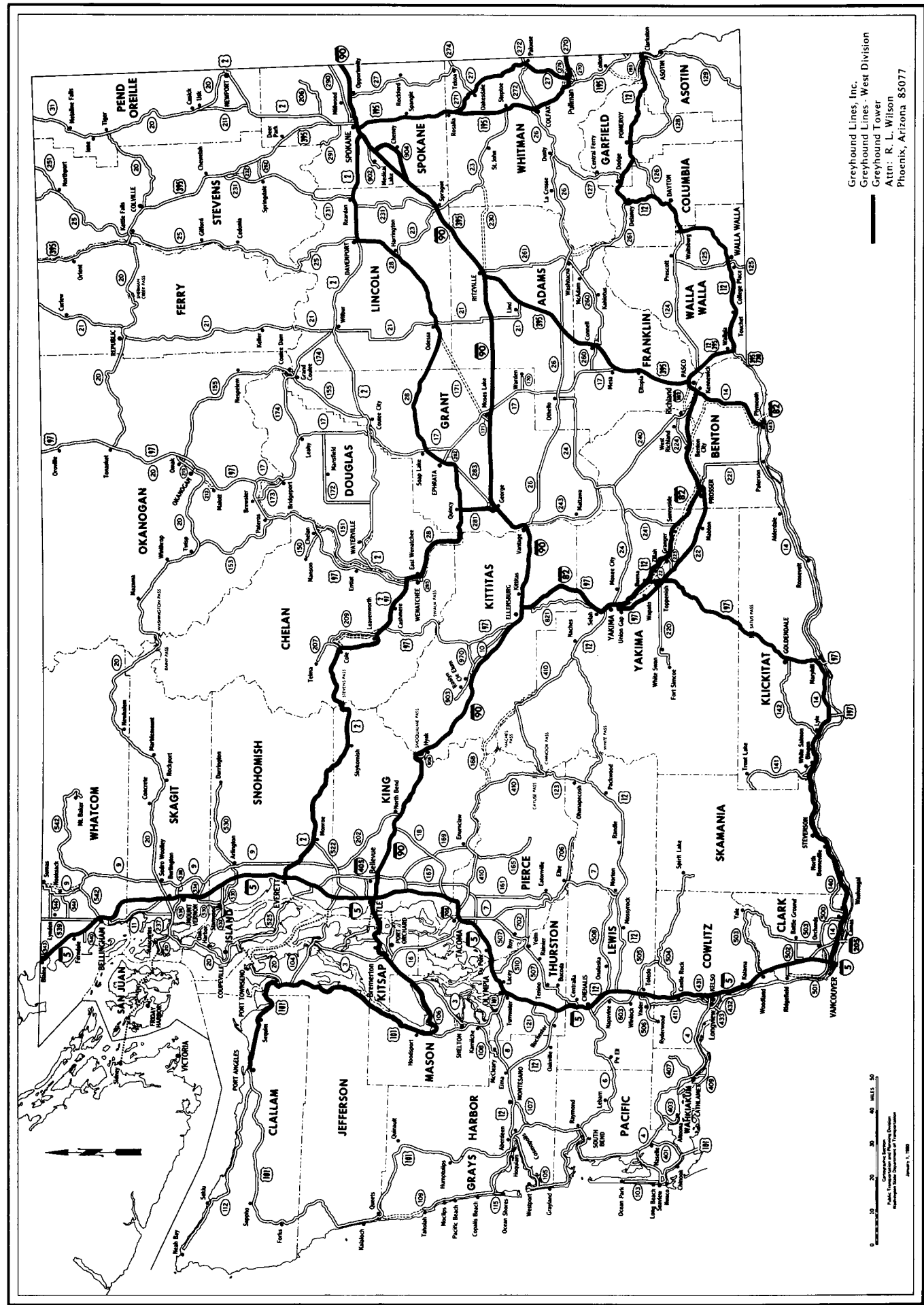
	1974	1975	1976	1977	1978
Class I	9	10	10	9	9
Class II	5	4	5	5	5
Class III	9	12	11	10	10

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 seven (7) firms do not operate over such wide areas. The following table illustrates recent trends in Washington by Class of Carrier (data for individual operations can be found in Appendix F). Following the table, routes of each individual company operating in the state are shown.

INTERCITY BUS TRANSPORTATION

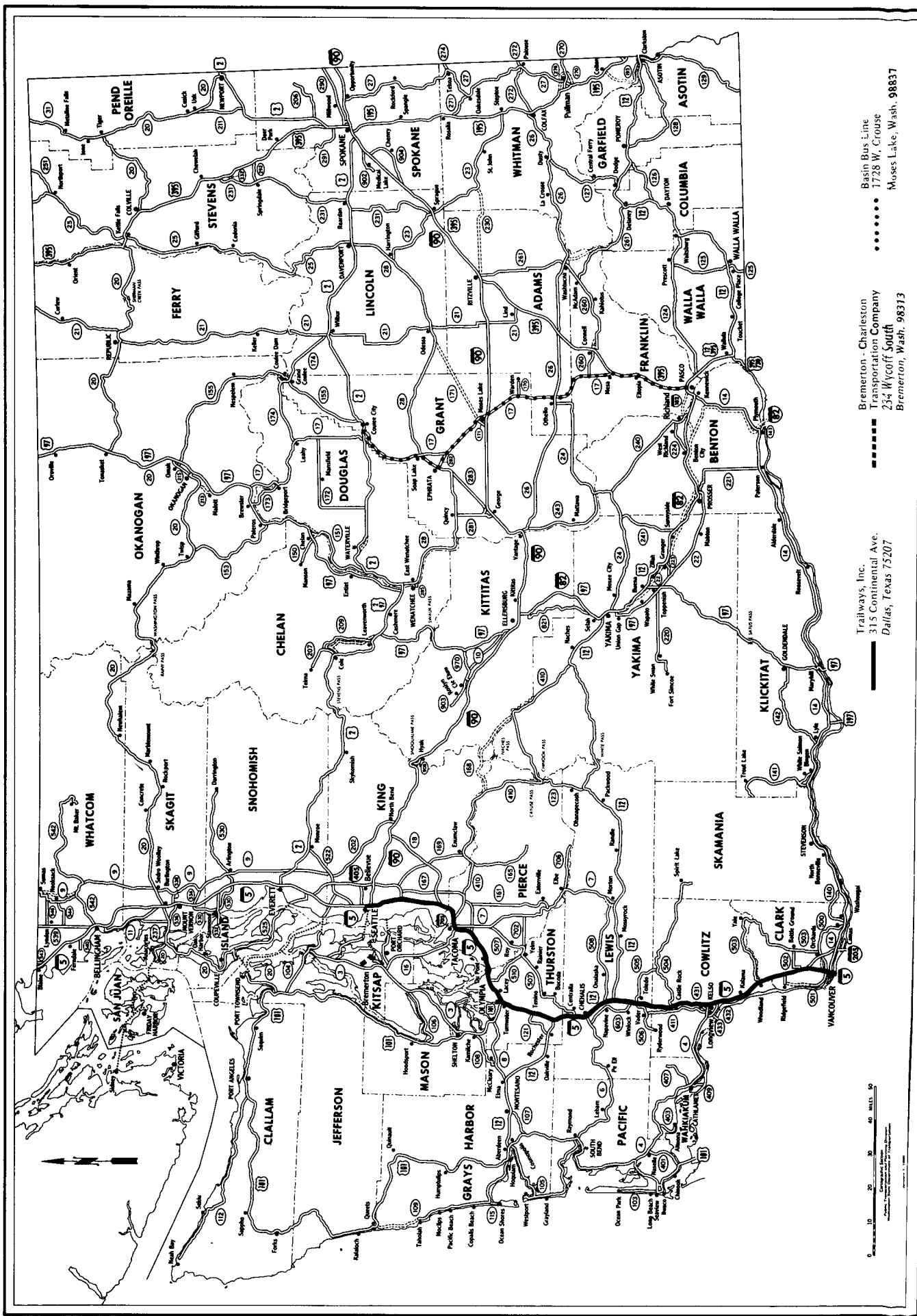
CLASS	1976				1977				1978			
	1@	(1)	11††	111†	1@	(1)	11	111**	1@	(1)	11	111*
Oper. Revenue (Thousands \$)	278,950.1	4,640.0	381.1	1,282.5	297,095.2	4,356.3	470.1	1,640.9	316,355.4	5,381.9	741.2	3,101.5
Expenses (Thou. \$)	269,417.3	4,991.3	420.9	1,376.2	285,391.3	4,314.3	530.5	1,970.3	303,826.3	5,049.1	767.9	3,189.7
Buses	2,463	104	41	37	2,361	160	27	30	2,260	135	31	27
Rev. Passengers(Thou.)	29,479.0	1,536.9	226.1	191.3	28,504.5	780.5	193.5	149.5	29,197.7	843.9	358.8	92.3
Veh. Mi. (Thou.)	228,675.3	4,753.3	485.0	1,329.6	235,276.1	4,449.8	319.6	831.1	227,889.6	4,871.9	688.6	288.7
Passengers/mi. Traveled	0.129	0.323	0.466	0.144	0.121	0.175	0.605	0.180	0.128	0.173	0.521	0.320
Revenue/Pass. (\$)	9.46	3.02	1.69	6.70	10.42	5.58	2.43	10.98	10.83	6.38	2.06	33.60
Expense/Pass. (\$)	9.14	3.25	1.86	7.19	10.01	5.53	2.74	13.18	10.41	5.98	2.14	34.56

- (1) Class 1 Carriers without Greyhound and Continental Trailways.
 @ Greyhound figures are for the Western States operations; Trailways figures are national totals.
 * Everett Charter System did not operate in 1978; did not report passengers in 1977.
 † Inland Empire Courier did not operate in 1976; did not report passengers in 1977.
 ** Lakewood Bayshore Stage Lines did not report passengers in 1977 and 1978.
 †† Bremerton Suburban Transit did not report passengers for 1976 and 1977.



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

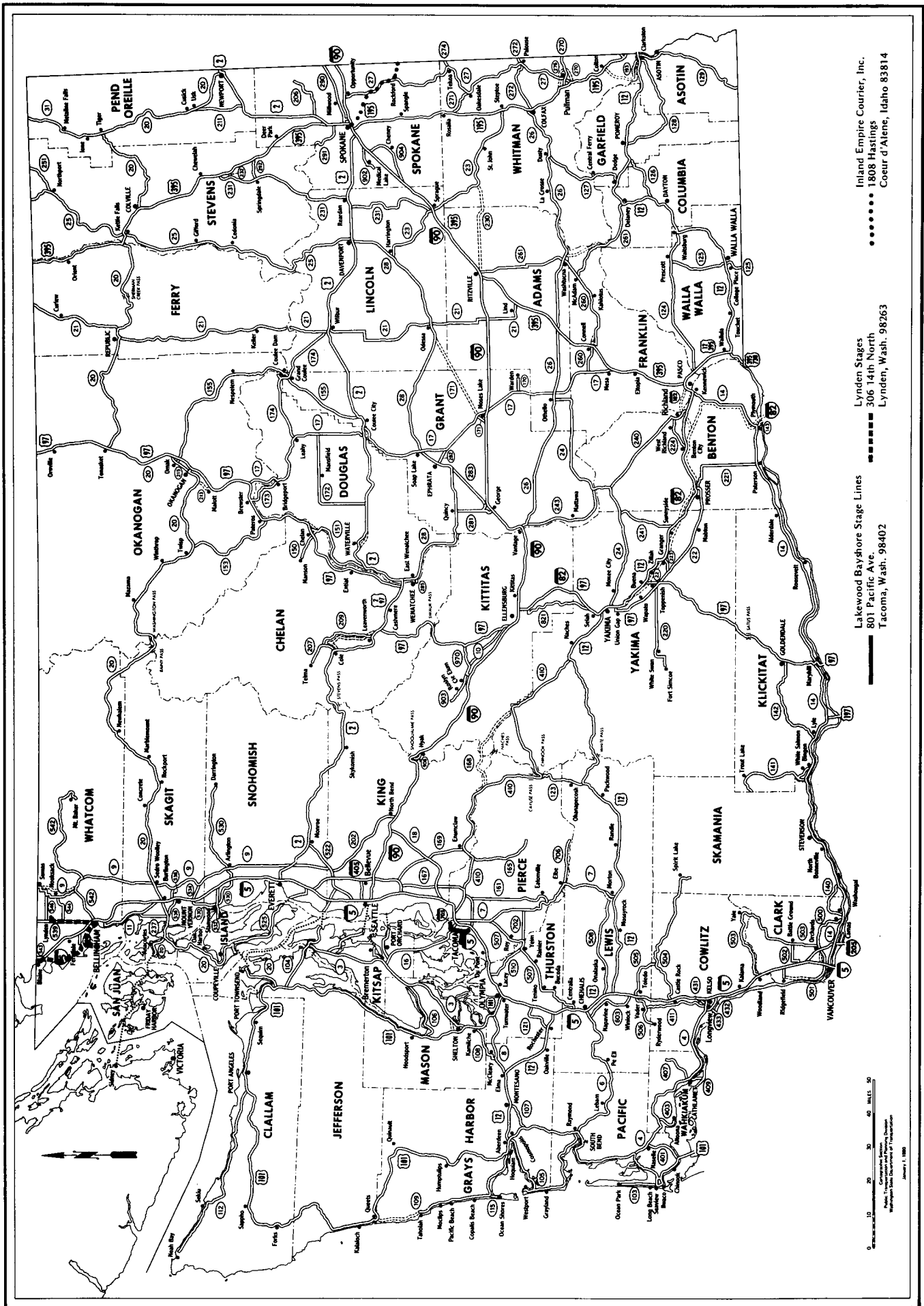
0 10 20 30 40 50
MILES
Copyright © 1988
Published by Greyhound Lines, Inc.
All Rights Reserved



Trailways, Inc.
315 Continental Ave.
Dallas, Texas 75207

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

Basin Bus Line
1728 W. Crouse
Moses Lake, Wash. 98837

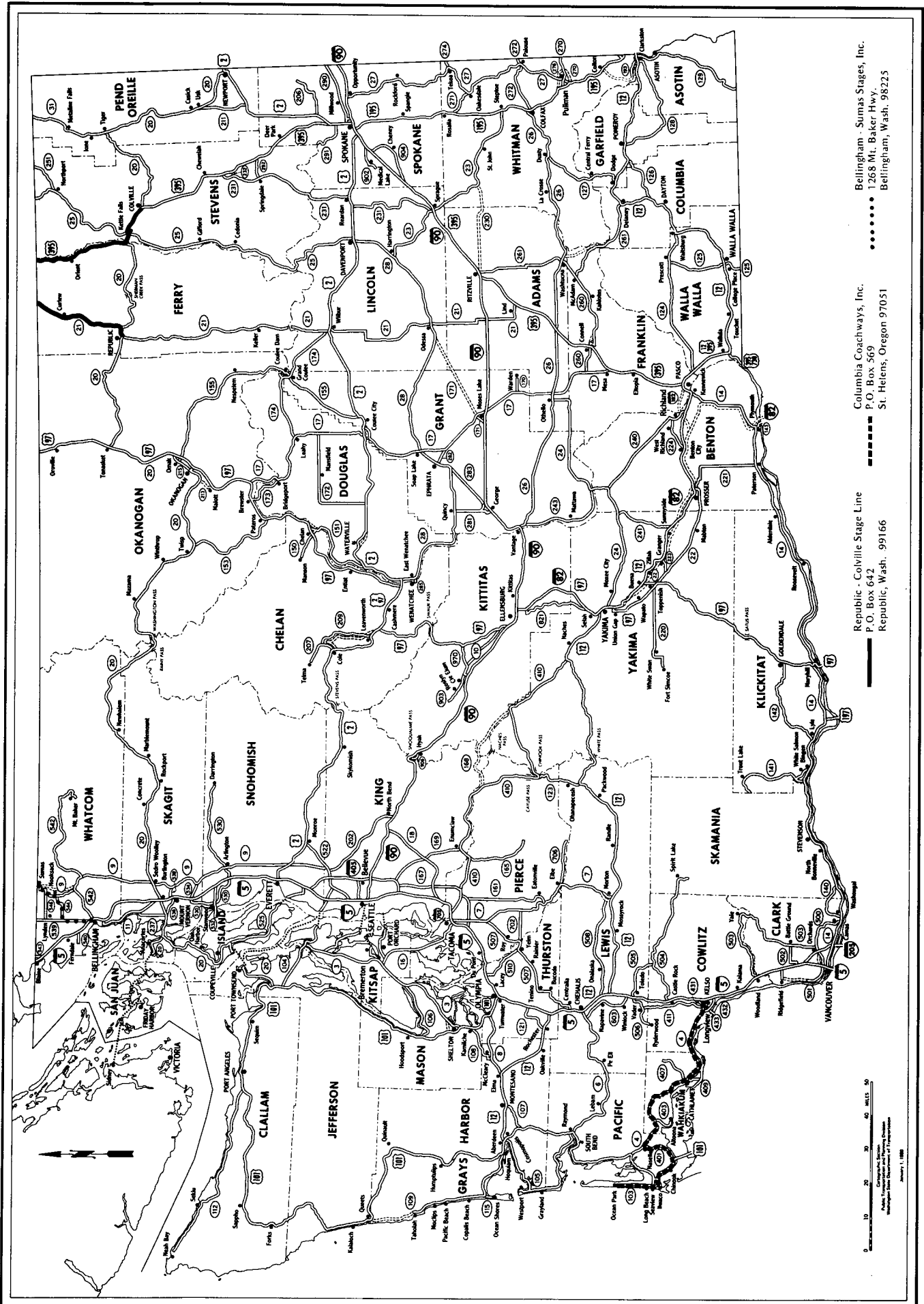


..... Inland Empire Courier, Inc.
1808 Hastings
Coeur d'Alene, Idaho 83814

Lynden Stages
306 14th North
Lynden, Wash. 98263

Lakewood Bayshore Stage Lines
801 Pacific Ave.
Tacoma, Wash. 98402

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MILES
Copyright 1980
Map: Transportation
Washington State Department of Transportation
January 1, 1980

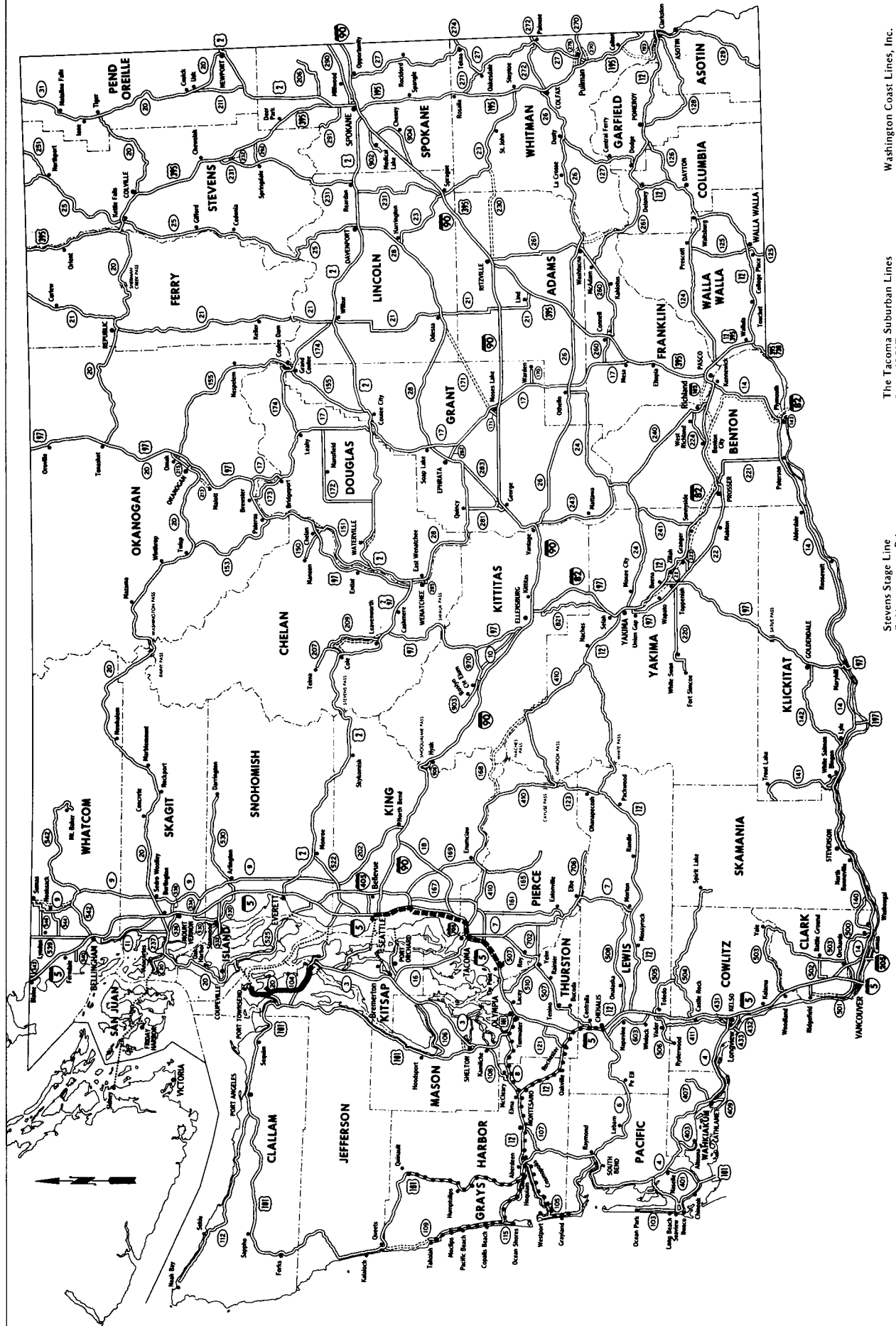


..... Bellingham - Sumas Stages, Inc.
1268 Mt. Baker Hwy.
Bellingham, Wash. 98225

===== Columbia Coachways, Inc.
P.O. Box 569
St. Helens, Oregon 97051

----- Republic - Colville Stage Line
P.O. Box 642
Republic, Wash. 99166

0 10 20 30 40 50
MILES
Public Transportation and Highway System
Washington State Department of Transportation
January 1, 1988

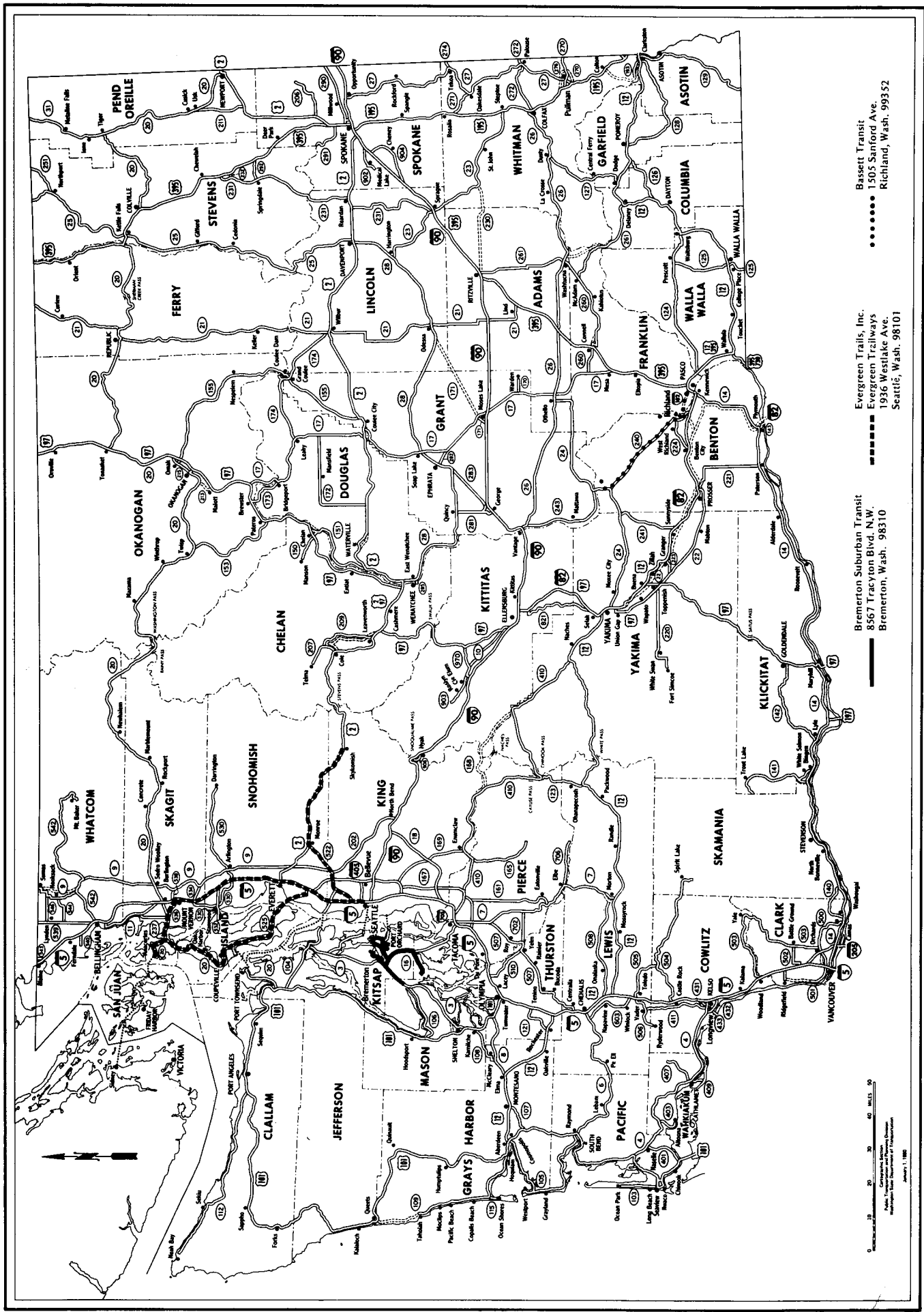


Stevens Stage Line
E. Morrowstone Rd.
Nordland, Wash. 98358

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

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

0 10 20 30 40 50
MILES
Scale - 1 inch = 20 miles
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Map Company, Inc. All Rights Reserved.

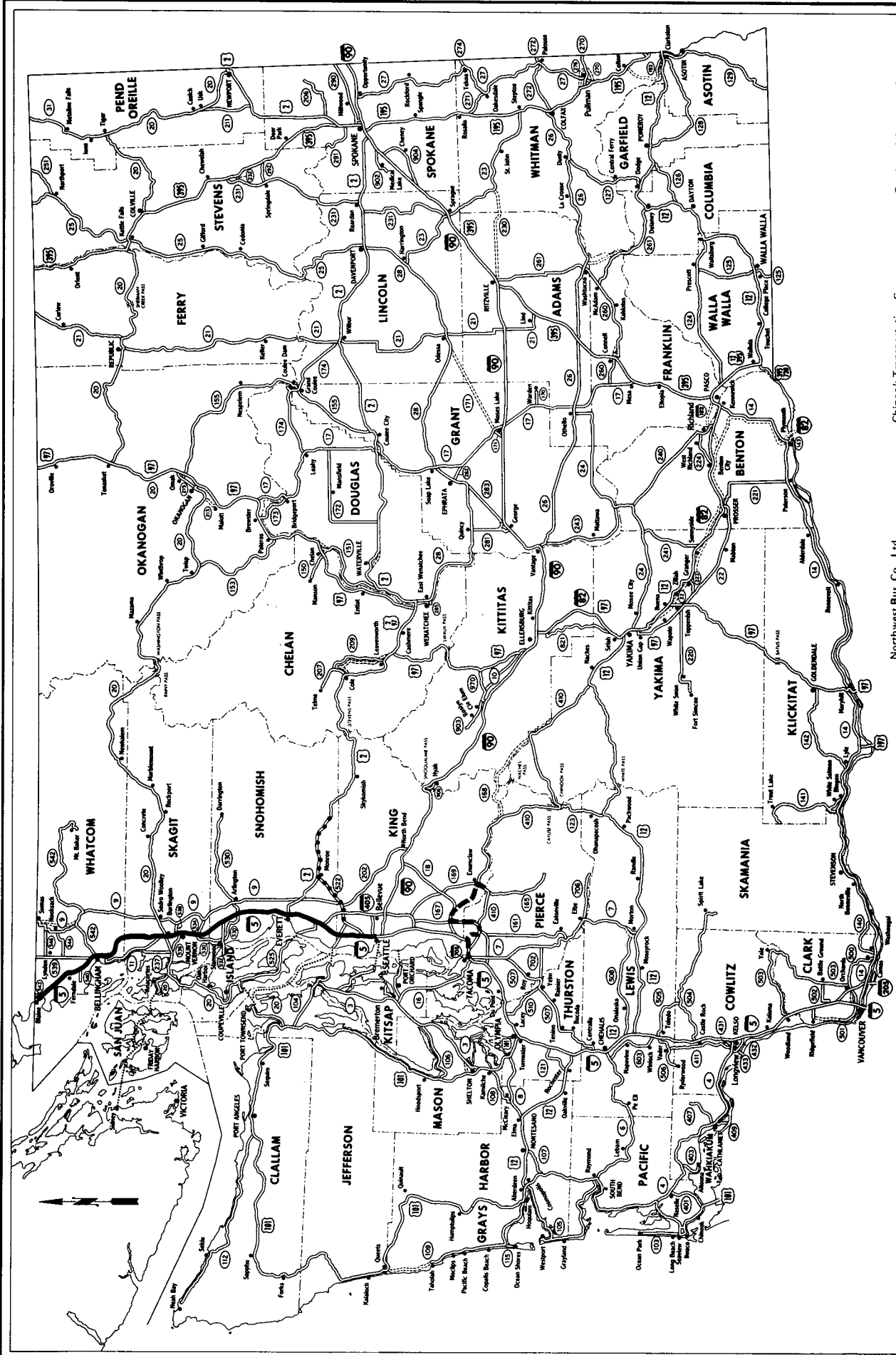


..... Bassett Transit
1505 Sanford Ave.
Richland, Wash. 99352

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

— Bremerton Suburban Transit
8567 Tracyton Blvd. N.W.
Bremerton, Wash. 98310

0 10 20 30 40 50
MILES
Copyright 1980
Public Transportation Division
Washington State Department of Transportation
January 1, 1980



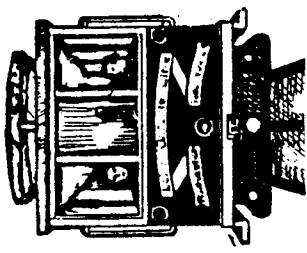
Northwest Bus Co., Ltd.
1650 Granville St.
Vancouver, B.C., Canada
V6Z1N3

Chinook Transportation Corp.
801 Pacific Ave.
Tacoma, Wash. 98402

Outdoor Adventures, Inc.
U.S. HWY. 2 & 7th Ave.
Gold Bar, Wash. 98251

Scale: 0 to 50 Miles
Copyright © 1980
Map of Washington State
Published by the State of Washington

5 Light Rail Transportation



LIGHT 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 station of the North and South Loops. The system is capable of operating 24 hours per day when traffic demands it. There are eight stations with twelve vehicles in the STS.

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 1978 the twelve vehicles traveled a total of 504,909 miles, or an average of 42,075 miles per vehicle. Electrical operating costs average 18 cents per hour per vehicle.

During 1978 STS carried 9.6 million passengers including 4.6 ticketed airline passengers. Operating and maintenance expenses during the same year totalled \$645,084.

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 8,598 passengers were carried in 1979.

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 1979 amounted to \$18,923 against expenditures of \$31,666.

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 2.9 million passengers in 1978. The system currently operates at a profit (\$594,920 in revenues versus \$440,166 in expenses in 1978).

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.

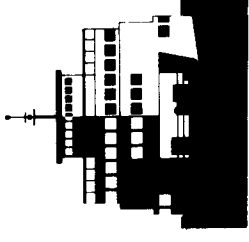
SEATTLE WATERFRONT STREETCAR

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, imports shops and offices. Current bus service in the area has proved inadequate and automobile congestion has increased significantly.

Beginning in 1981, 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 minute headways serving six passenger loading stations. Anticipated fares are \$0.50 per trip.

Total capital costs for the project are estimated at \$1.8 million. 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 1981-1983 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 normally 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.

The loss of the Hood Canal Bridge on February 13, 1979, had a devastating effect on the State Ferry System. The loss of revenue from the bridge and from routes feeding the bridge is about \$6 million annually. To compensate for the loss of the bridge, passenger-only ferry service was instituted on February 26, 1979. To supplement this service, connecting bus routes were started and park and ride lots built in both Jefferson and Kitsap Counties to enable commuters to arrive at their destinations without the use of their autos. Until its replacement with an auto barge on December 17, 1979, the passenger-only ferry carried 238,606 riders. Through February of 1980, 120,105 passengers had ridden the Kitsap County bus service, while the Jefferson County routes were utilized by 50,817 riders. Additionally, new ferry routes were initiated, placing additional demands on a system already severely strained by a lack of vessels. Relief is in sight, however, with the first of six new vessels anticipated to be in service early in 1980, and the staged construction of a permanent replacement structure across Hood Canal hoped for by the fall of 1982.

During 1979 the Ferry System carried an average of 19,600 vehicles and 48,700 persons per day, or an average of 2.5 persons per vehicle carried. The following data on persons and vehicles carried for the years 1972-1979 illustrate the continuing importance of ferry service to the Puget Sound region:

YEAR	VEHICLES CARRIED	PASSENGERS CARRIED
1972	4,237,511	10,530,084
1973	4,782,448	11,822,364
1974	5,129,499	12,705,276
1975	5,595,090	13,749,967
1976	6,014,278	14,928,683
1977	6,614,967	16,208,558
1978	7,367,785	17,590,485
1979	7,167,056	17,802,124

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. Also, 10% of the Motor Vehicle Excise Tax is dedicated to ferry system capital improvements. The Ferry System also requires annual subsidies from the Motor Vehicle Fund to eliminate operating deficits.

Future plans for the Ferry System include a terminal improvement program, with new or substantially upgraded terminals proposed at Seattle, Bremerton and Mukilteo, and lesser improvements anticipated at most other terminals in the system.

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. Ketron and McNeil Islands are also serviced. Approximate crossing time is 20 minutes. Toll revenues average slightly over \$135,000 per year; operating costs have climbed rapidly in recent years and amounted to \$638,000 in 1978. Average daily vehicular traffic in 1978 was 127, with a total of 46,336 vehicles carried.
2. Whatcom County provides ferry service between Gooseberry Point, approximately 12 miles west of Bellingham, and Lummi Island, a crossing of about one mile across Hale Passage. Ferry Toll revenues were \$170,166 in 1979, compared to operating costs of \$302,024. Ridership amounted to 298,188 passengers and 159,510 vehicles.
3. Skagit County operates a ferry between Guemes Island and downtown Anacortes, a crossing of about one mile through Guemes Channel. Toll

revenues in 1979 were \$107,473 versus \$302,608 in operating expenses, with 103,968 passengers and 43,719 vehicles using the ferry.

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. For 1979, Ferry Tolls amounted to \$42,030 compared to operating costs of \$108,269; ridership was 13,273 vehicles and 18,088 passengers.

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 1979 the company carried 443,565 passengers and 110,840 vehicles.
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 40,000 passengers were carried in 1979.
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 480,000 in 1979.
4. Lake Chelan Boat Company provides service the length of Lake Chelan, from the town of Chelan to the unincorporated community of Stehekin. One-way distance is about 66 miles. Passenger counts are fairly consistent from year-to-year at about 50,000.

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 18,110 passengers in 1979. Toll revenues were \$18,000,

compared to operating expenses of \$42,000. These figures represent a cost of \$2.319 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. In 1979, 63,168 vehicles used this ferry.
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 1979 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

* Revised Code of Washington.

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.

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 payback.

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.* Describes 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.

43.21C.030 *Guidelines for State Agencies, Local Governments — Statements — Reports — Advice — Information.* Sets forth the guidelines that must be followed before any statement, report, advice or information is given out by any branch of state government, including state agencies, municipal and public corporations and counties.

43.41.130 *Passenger motor vehicles owned or operated by State Agencies — Duty to establish policies as to acquisition, operation, authorized use, etc.* The director of financial management shall establish policies as to governing the acquisition, operation, management, maintenance, repair and disposal of all passenger motor vehicles owned and operated by any state agency.

46.04 MOTOR VEHICLES — DEFINITIONS

46.04.190 *For Hire Vehicle*. Any motor vehicle used for the transportation of persons for compensation, except auto stages and ride-sharing vehicles.

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.

46.72 TRANSPORTATION OF PASSENGERS IN FOR HIRE VEHICLES

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.*

54.04.160 *Any Municipal Corporation is authorized to assume the obligations of a private pension plan when an Urban Transportation System is acquired.*

81.75 TRANSPORTATION CENTERS

81.75.010 *Authorization to own and operate — Purpose. It is proper that cities, towns, counties, public transportation benefit area authorities, and municipal corporations of this state be authorized to own and operate transportation centers.*

81.75.020 *Method of Acquisition and operation prescribed — Grants — Consolidation of Activities.*

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
(February 1965 - October 31, 1979)

Table 1

GRANT TYPE	AMOUNT
Section 3	\$131,421,971
Section 5	28,584,525
Section 6	2,681,962
Section 8	5,796,674
Section 10	36,455
Section 11	1,269,580
Section 16 (b) (2)	1,102,032
Section 18	1,237,500
Total	\$172,130,699

UMTA SECTION 3 CAPITAL GRANTS IN WASHINGTON
(February 1, 1965 - October 31, 1979)

Table 2

Award Date	Grant No.	Grantee	Amount
4/18/68	0004 *	Metro	\$3,180,286
12/27/72	0013 *		589,886
5/2/74	0016 pt		36,307,496
7/2/76	0016 pt		40,000,000
5/13/77	0016 pt		3,941,628
9/29/78	0016 pt		7,500,000
			11,025,266
3/31/65	0002	Highway Commission Tacoma	\$102,544,562
3/31/65	0001		15,216,400
10/14/68	0005		611,333
9/14/72	0012		203,990
11/7/77	0025 pt		983,936
9/27/78	0025 pt		1,731,696
			1,102,196
3/31/72	0008 pt	Spokane	4,633,151
7/14/78	0008 pt		2,609,400
9/27/77	0024		41,128
			709,820
6/24/76	0020 pt	Grays Harbor	3,360,348
9/29/77	0020 pt		1,005,988
9/27/78	0020 pt		486,512
			352,832
5/31/73	0015 pt	Tri-Cities Transit	1,845,332
2/2/76	0015 pt		340,306
6/25/76	0021 pt		335,800
9/27/78	0021 pt		186,736
			9,748
5/18/71	0007	Vancouver	872,590
12/16/74	0018		120,741
			516,712
9/19/72	0010 pt	Everett	673,453
4/20/73	0010 pt		379,073
			4,400
7/16/75	0019 pt	Longview	383,473
11/22/76	0019 pt		285,296
			39,072
12/27/72	0011 pt	Bremerton	324,368
6/6/74	0011 pt		255,770
			22,364
9/30/76	0022 pt	Bellingham	278,134
9/27/78	0022 pt		64,040
3/30/79	0029 pt		269,876
8/12/79	0029 pt		362,244
			630,000
		TOTAL SECTION 3 GRANTS	1,326,160
			\$131,421,971

*Original recipient of these grants was the Seattle Transit Commission. Grants later amended to substitute Metro as the grant recipient.

UMTA SECTION 5 GRANTS IN WASHINGTON
Program Start Through October 31, 1979

Table 3

Award Date	Grant No.	Grantee	Amount
CAPITAL GRANTS			
9/29/78	0006	Metro Spokane	
6/30/75	0001		\$300,000
9/27/77	0002		517,440
9/27/77	0004		387,200
8/15/79	0009		57,128
			<u>1,261,768</u>
11/7/77	0003	Tacoma	431,360
		TOTAL CAPITAL GRANTS	<u>\$10,049,688</u>
OPERATING GRANTS			
1/20/77	4006	Metro	\$5,990,000
9/7/79	4019		3,037,000
			<u>9,027,000</u>
6/30/75	4003	Tacoma	672,000
1/11/77	4005		1,123,240
11/25/77	4012 pt		1,384,358
8/15/79	4012 pt		82,976
			<u>3,262,574</u>
6/30/75	4001	Spokane	191,607
7/14/77	4010		307,446
11/18/77	4011		677,891
3/9/79	4018		1,216,000
5/9/79	4020		1,291,000
			<u>3,783,944</u>
6/30/75	4002	Vancouver	79,711
9/30/77	4004		156,270
9/29/77	4013		57,577
9/25/78	4016		205,985
8/31/79	4022		309,000
8/31/79	4024		421,870
9/12/79	4023		78,023
9/12/79	4025		89,600
			<u>1,398,036</u>
9/30/77	4014	Yakima	213,049
9/27/78	4017		276,774
			<u>489,823</u>
6/7/77	4007	Everett	137,047
9/30/78	4015		228,952
8/31/79	4021		203,327
			<u>569,326</u>
9/25/78	4009	Mountlake Terrace Edmonds	3,000
3/9/79	4008		1,134
		TOTAL OPERATING GRANTS	<u>\$18,534,837</u>
TOTAL SECTION 5 GRANTS			<u>\$28,584,525</u>

UMTA SECTION 6 GRANTS IN WASHINGTON
June 28, 1973 - October 31, 1978

Table 4

Award Date	Grant No.	Grantee	Amount
6/28/73	0008 pt	Boeing	\$600,000
6/18/74	0008 pt		300,000
4/22/76	0008 pt		400,000
8/17/76	0008 pt		500,000
6/18/77	0008 pt		95,581
7/7/77	0008 pt		50,000
12/20/77	0008 pt		142,117
6/14/78	0008 pt		74,000
7/13/78	0008 pt		92,040
			<u>\$2,254,728</u>
6/23/78	0010	Vancouver	300,000
7/6/77	0009 pt	Port of Seattle	52,000
1/6/78	0009 pt		17,444
			<u>69,444</u>
2/11/75	0007	Metro	47,780
9/27/78	0012	PSCOG	10,000
			<u>\$2,681,962</u>
TOTAL SECTION 6 GRANTS			

UMTA SECTION 10 GRANTS IN WASHINGTON
October 1, 1976 - October 31, 1979

Table 5

Award Date	Grant No.	Grantee	Amount
10/1/76	0012	Metro	\$8,617
8/26/77	0014		6,414
8/31/78	0016		5,000
			<u>\$20,031</u>
8/26/77	0013	King County	6,424
8/31/78	0015	PSCOG Sno. Co. PTBA	5,000
8/31/78	0017		5,000
			<u>\$36,455</u>
TOTAL SECTION 10 GRANTS			

UMTA SECTION 8 GRANTS IN WASHINGTON
June 14, 1972 - October 31, 1979

Table 6

Award Date	Grant No.	Grantee	Amount
6/14/72	0006 pt	Puget Sound Council of Governments	\$200,000
4/25/73	0006 pt		319,333
6/29/73	0008		237,700
6/11/74	0010 pt		222,000
7/1/74	0010 pt		400,000
7/17/75	0013		458,000
5/28/76	0017 pt		31,500
7/16/76	0017 pt		430,000
8/29/77	0018 pt		669,600
4/11/78	0018 pt		413,600
8/8/78	0018 pt		258,400
8/8/78	0023		325,600
8/8/78	0025		30,000
8/23/79	0029		533,000
6/8/73	0009	Spokane Reg. Planning	\$4,528,733
5/20/74	0011 pt		65,590
5/27/75	0011 pt		64,000
5/27/76	0016		60,000
6/23/77	0019		75,000
6/30/78	0022		45,000
7/18/78	0024		50,000
8/31/79	0030		18,740
6/17/74	0012	Metro	55,000
6/19/76	0014 pt	Yakima Council of Government	15,000
4/1/77	0014 pt		12,000
2/21/79	0021		12,000
8/31/79	0028		15,000
5/14/76	0015	Benton-Franklin Gov. Conf.	12,000
9/27/77	0020		10,000
9/22/78	0026		10,000
8/31/79	0031		12,000
8/31/79	0027	Clark Co. Rg. P'ing.	44,000
	TOTAL REG. AGENCIES		46,456
5/17/78	7001	Tacoma (Special Grant)	\$5,181,974
6/11/74	8001 pt	Off. of Comm. Dev.	\$43,650
5/29/75	8001 pt		\$39,250
6/27/76	8002		55,000
8/12/77	8003		71,000
9/26/78	8004		131,000
9/11/79	8005	Dept. of Transportation	296,250
10/27/72	007	Highway Commission	212,200
	TOTAL STATE AGENCIES		62,600
	TOTAL SECTION 8 GRANTS		\$571,050
			\$5,796,674

UMTA SECTION 11 GRANTS IN WASHINGTON
February 17, 1971 - October 31, 1979

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
4/25/78	0006		150,000
	TOTAL SECTION 11 GRANTS		60,381
			\$1,269,580

UMTA SECTION 16 GRANTS IN WASHINGTON
June 30, 1975 - October 31, 1979

Table 8

Award Date	Grant No.	Grantee	Amount
6/30/75	0001	Off. of Comm. Dev.	\$351,760
4/4/77	0002		344,900
3/13/78	0003	Dept. of Transportation	177,632
4/10/79	0004		227,740
	TOTAL SECTION 16 GRANTS		405,372
			\$1,102,032



Appendix C

Taxicab Companies



APPENDIX C TAXI CAB COMPANIES IN WASHINGTON (As of December 31, 1979)

TAXICAB COMPANIES IN WASHINGTON
(As of December 31, 1979)

County	Base City	Company Name	Number of Vehicles
Adams	Othello	Othello Taxi	1
Benton	Kennewick	Katie's Taxi	3
Chelan	Cashmere	Cashmere Cab	1
	Chelan	Chelan Taxi	1
	Wenatchee	Courtesy Cab and Delivery	8
Clallam	Port Angeles	Blue Top Cab	4
	Sequim	Sequim Taxi	2
Clark	Camas	Camas Taxi	2
	Vancouver	Vancouver Cab/Vancouver Taxi/ Red Top Cab/Yellow Cab	15
Columbia	Dayton	Jim's Taxi Service	1
Cowlitz	Kelso	Hoots Owl Taxi	7
	Longview	Community Cab	4
Franklin	Pasco	Royal Cab	9
Grant	Ephrata	Scotty's Taxi	1
	Moses Lake	Moses Lake Cab	7
	Soap Lake	BSC Corporation	1
Grays Harbor	Aberdeen	City Cab/Chuck's Taxi	4
	Hoquiam	Bill's Taxi Service	2
Island	Oak Harbor	Oak Harbor Taxi	2
		Gemini Taxi	1
Jefferson	Port Townsend	Port Townsend Yellow Airway	2
		Water Street Transit (seasonal)	1
King	Auburn	Lucky Taxi	2
	Bellevue	Affiliated Ind. Taxi	1
		Bellevue Taxi	1
		Eastside Taxi	1
		Greenwood Taxi	1
		Palamabron Taxi	1
		Northeast Taxi	1
Bothell		Scotty's Cab	8
		Hustle Cab	2
Burien		Blacktop Cab	1
Des Moines		Northwest Cab	1
Enumclaw		Harold's Taxi	1
Federal Way		Broadway Cab	1
		Federal Way Taxi	1
		Puget Sound Cab	1
		Red and White Taxi Co.	1
		Roadrunner Taxi	2
		Quick Cab	1
Kent		Vista Cab	1
		Imperial Taxi Cab	1
Preston		Redmond Transcab/Kirkland-	1
Redmond		Redmond Taxi	1
		Western Cab Service	1
		Airline Taxi	2
Renton			

TAXICAB COMPANIES IN WASHINGTON
(As of December 31, 1979)

County	Base City	Company Name	Number of Vehicles
King Co. (Cont.)	Renton	OK Cab	6
		Rebel Cab	1
		Royal Taxi	1
		Silver Top Cab	3
	Seattle	Ace Cab	2
		Acme Cab	1
		Ada Corporation	1
		Airline Taxi	2
		Airport Taxi	49
		Albany Arrow Cab	1
		Aloha Taxi	1
		Andy's OK Cab	2
		Best Way Cab	1
		Bow Lake Taxi Service	2
		Blackwood Transportation	1
		Blue and Gold Taxi	1
		Brown and White	1
		Cad Cab	1
		Chauvin	1
		City Cab	1
		Copacabana Taxi	1
		Culpepper Cab	1
		Dial Service	1
		Dial Taxi	1
		The Duchess Taxi	1
		Easy Rider Cab	1
		Express Taxi	1
		Farwest/Mercer Island Taxi/Green and White Taxi	183
		Federal Cab Corporation	2
		Fifty Seven	1
		Fisher Yellow Cab	1
		Four Jet Taxi	1
		Fury Cab	1
		Gold Top Cab	1
		Golden Belle	1
		Golden Eagle Taxi	1
		Gray Top Cab	62
		Greenwood Cab	1
		Happy Cab	3
		Heggy Taxi	4
		Ideal Transit	2
		International Cab	2
		Joe's Taxi	1
		Lake City Taxi	1
		Lake Forest Park Taxi	3
		Le Cab	1

TAXICAB COMPANIES IN WASHINGTON
(As of December 31, 1979)

County	Base City	Company Name	Number of Vehicles
King Co. (Cont.)	Seattle (Cont.)	Luxor Cab	2
		Mediterranean Taxi	1
Kitsap	North King Co. Vashon Island Bremerton	Northend Cabs	9
		OK Cab	1
		Olympic Cab	3
		Oriental Cab	1
		Owl Taxi	1
		Pacific Cab	1
		Pioneer Cabs	7
		Queen City Taxi	1
		Rainbow Cab	2
		Rush Taxi	1
Kittitas Klickitat Lewis Okanogan	Port Orchard Poulsbo Ellensburg Bingen Centralia Brewster	Safety Service	1
		Sea Tac Taxi	9
		Shanes Taxi	1
		Silver Cab	1
		Sky Cab	1
		Spirit Cab	2
		Thirteen Coins	1
		Uneeda Cab	1
		Western Cab Service	1
		White Center Cab	4
Pacific	Okanogan Omak Oroville Long Beach Raymond	White Taxi Cab	1
		Yellow Cabs/Yellow Cab Service/ Checker Cabs/Seattle Taxicab and Transportation	67
		Aurora Village/Ballard/Highland Taxis	4
		Hutchins	1
		Arrow Cab	9
		HP Carriage Service	1
		Ideal Blue and Gold Taxi	5
		Poulsbo Cab	1
		Rodeo City Cab	2
		Bingen Cab	1
Pierce	Fort Lewis	City Cab	3
		Lincoln Taxi	2
		Pastime Taxi	2
		Okanogan-Omak Taxi	2
		Omak Taxi	2
		Oroville Independent Taxi	1
		Peninsula Cab	1
		Sam's Cab	1
		Fort Lewis Taxi Association/Fort Lewis Taxi/Lakewood Taxi/University Place Taxi Service	17

TAXICAB COMPANIES IN WASHINGTON
(As of December 31, 1979)

County	Base City	Company Name	Number of Vehicles
San Juan Skagit	Puyallup Tacoma	Puyallup Valley Taxi	2
		Frank's GI Taxi	2
		K Street Taxi	3
		Oliver Taxi & Ambulance	15
		Radio Cab	2
		Southgate Taxi	3
		Waldrop Taxi	1
		Washington Taxi	4
		Yellow Cab	29
		Orcas Island Taxi	1
Snohomish	East Sound Anacortes Sedro Woolley Alderwood Manor Everett Lynnwood	Doug's Taxi	5
		Howard's Taxi	1
		Sedro Woolley Cab	1
		Husky Cab	1
		White Top Cab	1
		Yellow Cab	8
		DeLuxe Cab	2
		Doug's Yellow Cab	2
		Haight's Yellow Cab	1
		Plaza Cab	9
Spokane	Marysville Spokane	Wheelchair Taxi Service	1
		Yellow Cab	2
		City Cab	8
		Coronet Enterprises/Black and White Taxi/ Checker Cab/Radio City Cab/Yellow Cab	82
		Taxi Association	15
		Lilac Cab	6
		Tri-Cities Taxi	3
		A-1 Cab	1
		Alfie's Taxi	1
		Bill's Taxi	1
Yakima	Blaine Ferndale Lynden Sunnyside Toppenish Wapato Yakima	Deeter's Taxi	3
		Hubbard's Cabulance	2
		Blaine City Taxi	4
		A OK	1
		Ferndale Taxi	1
		Lynden Taxi Service	1
		Sunnyside Taxi	1
		Joe's Taxi	2
		Dependable Cab	1
		Diamond Cab	7
Yakima	Yakima	Yellow Cab	10

Appendix D

Limousine Service

APPENDIX D
LIMOUSINE SERVICE
(As of December 31, 1979)

County	Base City	Company Name	Vehicles	Service Area	Regulation	Fare
Clallam	Victoria, B.C.	Gray Line of the Olympics	2	Port Angeles-Hurricane Ridge (summertime)	WUTC-ATC-CC	2/ \$6.25
King	Bellevue	Suburban Airporter	10	Sea-Tac - Bellevue - Kirkland	WUTC-ATC-CC	1/ 5.00 - 7.00
	Mercer Island	Seattle Rolli's Bentley Ltd.	1	King County	DOL	Unknown
	Seattle	Gray Line of Seattle	9	Seattle-Mount Rainier	WUTC-ATC-CC	2/ 16.00
		Tony's Limousine Service	1	Seattle-North Cascades (seasonal)	WUTC-ATC-CC	2/ 17.00
		Western Tours	28	King County	DOL	Unknown
Pierce	Crystal Mountain	Crystal Mountain, Inc.	2	Sea-Tac - Seattle	WUTC-ATC-CC	1/ 3.00
	Tacoma	Oliver Taxi, Ambulance & Limousine Service	10	Enumclaw - Greenwater - Crystal Mtn.	WUTC-ATC	1/ 1.00 - 2.00
Snohomish	Everett	Everett Airporter	5	Tacoma-Federal Way - Sea-Tac	DOL and WUTC-ATC-CC	1/ 5.00 - 5.50
Spokane	Spokane	Limousine Lines Airport Service	6	Everett - Lynnwood - Northgate - Sea-Tac	WUTC-ATC	1/ 5.00 - 7.00
Thurston	Olympia	Capital Airporter	6	Spokane Airport - Downtown Spokane	WUTC-ATC-CC	1/ 2.25
				Chehalis - Centralia - Olympia - Tacoma Mall - Sea-Tac	WUTC-ATC	1/ 6.00 - 20.00
Whatcom	Bellingham	Belair Express	1	Bellingham - Sea-Tac	DOL	Unknown

WUTC - Washington Utilities and Transportation Commission
ATC - Auto Transportation Company
CC - Charter Carrier
DOL - Department of Licensing

1/ One Way
2/ Round Trip

Appendix E

Social Service

Transportation Providers

APPENDIX E

SOCIAL SERVICE TRANSPORTATION PROVIDERS

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

SOCIAL SERVICE TRANSPORTATION PROVIDERS

TRANS. DIST.	ORGANIZATIONAL NAME	LOCATION	CONTRACT NUMBER	EQUIPMENT (a)
1	Custom Industries	Bellevue	3	(1) 15 Pass Van (1) WCL
1	WISER Institute	Bothell	3	(1) 15 Pass Van
2	Chelan-Douglas Council on Aging	Wenatchee	1	(5) 8 Pass Van (1) WCL (1) Base (5) Mobiles
2	Chelan-Douglas Council on Aging	Wenatchee	4	(2) 8 Pass Van (1) WCL (2) Mobiles
2	Skills Training and Employment Program	Moses Lake	2	(2) 15 Pass Van (2) WCL
2	Chelan-Douglas Council on Aging	Wenatchee	2	(1) 5 Pass Van (1) WCL (2) Mobiles
2	Grant County Seniors, Inc.	Moses Lake	4	(2) 8 Pass Van (2) WCL (2) Mobiles
3	Bayshore Enterprises	Port Townsend	3	(1) 15 Pass Van (1) Prop. Con. (1) WCL
3	Diversified Industries	Port Angeles	3	(2) 15 Pass Van (3) Prop. Con. (1) 6 Pass SW
3	Lake Oakpatch	Bremerton	1	(1) 15 Pass Van

SOCIAL SERVICE TRANSPORTATION PROVIDERS (Cont.)

TRANS. DIST.	ORGANIZATIONAL NAME	LOCATION	CONTRACT NUMBER	EQUIPMENT (a)
3	Mason County Senior Citizens Center	Shelton/Olympia	1	(2) 8 Pass Van
3	Mason County Senior Citizens Center	Shelton/Olympia	2	(6) 15 Pass Van (1) 12 Pass Van (1) WC Van (1) WCL (2) Base (10) Mobiles
3	Olympic Peninsula Enterprises	Bremerton	1	(3) 15 Pass Van (3) WCL
3	Peninsula Lodge	Bremerton	1	(1) 12 Pass Van (1) 15 Pass Van
4	Economic Opportunity Committee of Clark County	Vancouver	1	(3) 15 Pass Van (2) WCL (1) Base (3) Mobiles
4	Economic Opportunity Committee of Clark County	Vancouver	3	(1) 15 Pass Van (2) 5 Pass Sedan (2) 35 Pass Bus
4	Lower Columbia Community Action Council	Longview	4	(2) 15 Pass Van (1) WCL
5	Banana Belt Senior Citizens	Lewiston/Clarkston	2	(2) 8 Pass Van (1) 15 Pass Van (1) WCL (1) Mobiles
5	Benton-Franklin Chapter of the American Red Cross	Kennewick	1	(5) 15 Pass Van (5) WCL (1) Base (17) Mobiles

SOCIAL SERVICE TRANSPORTATION PROVIDERS (Cont.)

TRANS. DIST.	ORGANIZATIONAL NAME	LOCATION	CONTRACT NUMBER	EQUIPMENT (a)
5	Kittitas County Developmental Center	Ellensburg	1	(2) 15 Pass Van
5	Walla Walla Senior Citizens Center	Walla Walla	3	(2) 12 Pass Van (1) WCL
5	Yakima Valley Transportation Exchange	Yakima	1	(7) 15 Pass Van (1) Base (7) Mobiles (3) WCL
5	Kittitas County Developmental Center	Ellensburg	4	(1) 15 Pass Van (1) WCL
6	Northeast Washington Rural Resource Development Association	Colville	2	(3) 15 Pass Van
6	YMCA of the Inland Empire	Spokane	1	(1) 15 Pass Van (3) WCL (1) Base (1) Mobiles
6	YMCA of the Inland Empire	Spokane	2	(5) WCL (1) Repeater (9) Mobiles (8) 15 Pass Van

(a) 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.

Appendix F

Passenger Auto Transportation Companies

APPENDIX F PASSENGER AUTO TRANSPORTATION COMPANIES

	1976	1977	1978	1976	1977	1978
BELLINGHAM - SUMAS STAGES, INC.						
Total Operating Revenue	\$64,200	\$83,058	\$175,229			\$1,224,951
Total Expenses	\$69,887	88,294	182,710			\$1,034,498
No. of Buses	4	3	4			18
Total Revenue Passengers Carried		4,529	39,246			150,434
Vehicle Miles Operated	81,197	6,250	231,746			924,163
Passengers/mile traveled	.159	.725	.169			.163
Revenue/passenger	\$4.99	\$18.34	\$4.46			\$8.14
Expenses/passenger	\$5.43	\$19.49	\$4.66			\$6.88
CONTINENTAL TRAILWAYS, INC.						
Total Operating Revenue	\$39,023,165	\$41,448,727	\$43,776,532			\$416,436
Total Expenses	\$35,821,155	\$38,305,744	\$40,287,012			\$412,524
No. of Buses	378	355	341			4
Total Revenue Passengers Carried	3,132,617	3,102,723	2,928,566			294,099
Vehicle Miles Operated	35,286,458	34,220,265	33,074,624			469,234
Passengers/mile traveled	.090	.091	.088			.627
Revenue/passenger	\$12.46	\$13.36	\$14.95			\$1.41
Expenses/passenger	\$11.43	\$12.35	\$13.76			\$1.40
GREYHOUND LINES, INC.						
Total Operating Revenue	\$235,286,860	\$251,290,189	\$267,197,030			\$398,950
Total Expenses	\$228,604,765	\$242,771,331	\$258,490,207			\$301,133
No. of Buses	1,981	1,846	1,784			12
Total Revenue Passengers Carried	24,809,495	24,621,326	25,425,208			105,391
Vehicle Miles Operated	188,635,539	196,605,992	189,941,142			412,583
Passengers/mile traveled	.131	.125	.134			.026
Revenue/passenger	\$9.48	\$10.21	\$10.51			\$3.79
Expenses/passenger	\$9.21	\$9.86	\$10.17			\$2.86
PACIFIC NATIONAL LINES, INC.						
Total Operating Revenue	\$398,504	\$317,695	\$375,586			\$1,558,277
Total Expenses	\$394,150	\$316,318	\$353,683			\$1,546,618
No. of Buses	2	2	2			27
Total Revenue Passengers Carried	89,725	75,087	59,459			180,504
Vehicle Miles Operated	376,109	252,713	301,000			1,680,799
Passengers/mile traveled	.238	.297	.197			.107
Revenue/passenger	\$4.44	\$4.23	\$6.32			\$8.63
Expenses/passenger	\$4.39	\$4.21	\$5.95			\$8.57
EVERGREEN TRAILS, INC.						
Total Operating Revenue						\$829,996
Total Expenses						\$845,636
No. of Buses						18
Total Revenue Passengers Carried						108,358
Vehicle Miles Operated						729,270
Passengers/mile traveled						.148
Revenue/passenger						\$7.66
Expenses/passenger						\$7.80
THE TACOMA SUBURBAN LINES, INC.						
Total Operating Revenue						\$392,026
Total Expenses						\$364,652
No. of Buses						9
Total Revenue Passengers Carried						318,936
Vehicle Miles Operated						458,772
Passengers/mile traveled						.695
Revenue/passenger						\$1.23
Expenses/passenger						\$1.14
BREMERTON - TACOMA STAGES, INC.						
Total Operating Revenue						\$495,613
Total Expenses						\$469,075
No. of Buses						10
Total Revenue Passengers Carried						76,931
Vehicle Miles Operated						533,830
Passengers/mile traveled						.144
Revenue/passenger						\$6.44
Expenses/passenger						\$6.10
EMPIRE LINES, INC.						
Total Operating Revenue						\$1,316,604
Total Expenses						\$1,279,275
No. of Buses						26
Total Revenue Passengers Carried						165,633
Vehicle Miles Operated						1,550,271
Passengers/mile traveled						.107
Revenue/passenger						\$7.95
Expenses/passenger						\$7.72

	1976	1977	1978		1976	1977	1978
EVERGREEN STAGE LINES, INC.							
Total Operating Revenue	\$435,669	\$755,293	\$1,092,722	LYNDEN STAGES			
Total Expenses	\$1,084,246	\$709,156	\$1,051,753	Total Operating Revenue	\$23,541	\$21,516	\$22,043
No. of Buses	25	84	61	Total Expenses	\$19,079	\$19,530	\$19,494
Total Revenue Passengers Carried	41,208	1,836	16,916	No. of Buses	4	4	3
Vehicle Miles Operated	604,416	679,055	815,384	Total Revenue Passengers Carried	38,419	33,375	31,636
Passengers/mile traveled	.068	.003	.021	Vehicle Miles Operated	63,272	60,500	54,085
Revenue/passenger	\$10.57	\$411.38	\$64.60	Passengers/mile traveled	.607	.552	.585
Expenses/passenger	\$26.31	\$386.25	\$62.17	Revenue/passenger	\$0.61	\$0.64	\$0.70
				Expenses/passenger	\$0.50	\$0.58	\$0.62
WASHINGTON COAST LINES, INC.							
Total Operating Revenue	\$740,678	\$249,142	\$315,120	NORTH COAST LINES			
Total Expenses	\$634,107	\$330,186	\$349,003	Total Operating Revenue	\$18,443	\$20,380	\$38,075
No. of Buses	11	11	11	Total Expenses	\$20,133	\$30,692	\$42,461
Total Revenue Passengers Carried	203,371	33,811	37,073	No. of Buses	3	1	4
Vehicle Miles Operated	607,141	245,759	258,657	Total Revenue Passengers Carried	2,387	1,273	2,283
Passengers/mile traveled	.335	.138	.138	Vehicle Miles Operated	80,000	42,090	543
Revenue/passenger	\$3.64	\$9.32	\$8.50	Passengers/mile traveled	.030	.030	4.20
Expenses/passenger	\$3.12	\$10.32	\$9.41	Revenue/passenger	\$7.73	\$16.01	\$16.68
				Expenses/passenger	\$8.43	\$24.11	\$18.60
COLUMBIA COACHWAYS, INC.							
Total Operating Revenue	\$81,159	\$105,102	\$208,039	REPUBLIC - COLVILLE STAGE LINE			
Total Expenses	\$79,666	\$111,932	\$224,327	Total Operating Revenue	\$20,612	\$24,848	\$22,234
No. of Buses	4	3	5	Total Expenses	\$24,540	\$16,778	\$14,415
Total Revenue Passengers Carried	12,801	12,451	26,345	No. of Buses	1	1	1
Vehicle Miles Operated	107,032	100,726	169,080	Total Revenue Passengers Carried	1,253	1,207	1,184
Passengers/mile traveled	.120	.124	.156	Vehicle Miles Operated	73,972	72,912	75,537
Revenue/passenger	\$6.34	\$8.44	\$7.90	Passengers/mile traveled	.017	.016	.016
Expenses/passenger	\$6.22	\$8.99	\$8.51	Revenue/passenger	\$16.45	\$20.59	\$18.78
				Expenses/passenger	\$19.58	\$13.90	\$12.17
BREMERTON - SUBURBAN TRANSIT							
Total Operating Revenue	\$49,608	\$80,459	\$79,748	NORTHWEST BUS CO., LTD.			
Total Expenses	\$49,678	\$90,465	\$88,111	Total Operating Revenue	\$955,887	\$1,257,770	\$2,809,647
No. of Buses	10	10	5	Total Expenses	1,038,071	\$1,526,620	\$2,919,326
Total Revenue Passengers Carried	—	—	119,260	No. of Buses	5	2	2
Vehicle Miles Operated	90,892	NR	75,648	Total Revenue Passengers Carried	31,151	56,157	0
Passengers/mile traveled	—	—	1.58	Vehicle Miles Operated	728,225	676,427	7,436
Revenue/passenger	—	—	\$0.67	Passengers/mile traveled	.043	.083	—
Expenses/passenger	—	—	\$0.74	Revenue/passenger	\$30.69	\$22.40	—
				Expenses/passenger	\$33.32	\$27.18	—

	1976	1977	1978		1976	1977	1978
STEVENS STAGE LINE							
Total Operating Revenue	\$18,309	\$20,040	\$24,706	BASSETT TRANSIT			
Total Expenses	\$22,064	\$20,865	\$22,748	Total Operating Revenue	\$28,144	\$68,727	\$75,949
No. of Buses	2	3	2	Total Expenses	\$22,513	\$95,711	\$59,801
Total Revenue Passengers Carried	7,357	6,372	6,464	No. of Buses	4	6	6
Vehicle Miles Operated	10,980	21,900	22,618	Total Revenue Passengers Carried	10,096	49,168	48,739
Passengers/mile traveled	.670	.291	.286	Vehicle Miles Operated	31,905	70,809	90,112
Revenue/passenger	\$2.49	\$3.14	\$3.82	Passengers/mile traveled	.316	.694	.541
Expenses/passenger	\$2.99	\$3.27	\$3.52	Revenue/passenger	\$2.79	\$1.40	\$1.56
				Expenses/passenger	\$2.23	\$1.95	\$1.23
BELLINGHAM - FERNDALE STAGES							
Total Operating Revenue	\$45,553	\$28,634	\$44,802	LAKEWOOD BAYSHORE STAGE LINES			
Total Expenses	\$51,098	\$28,645	\$48,778	Total Operating Revenue	\$23,734	\$34,212	\$35,946
No. of Buses	5	1	1	Total Expenses	\$23,878	\$34,593	\$39,460
Total Revenue Passengers Carried	9,132	1,852	1,673	No. of Buses	4	2	4
Vehicle Miles Operated	51,412	9,840	10,310	Total Revenue Passengers Carried	32,488	—	—
Passengers/mile traveled	.178	.188	.162	Vehicle Miles Operated	55,036	—	—
Revenue/passenger	\$4.77	\$15.46	\$26.78	Passengers/mile traveled	.590	—	—
Expenses/passenger	\$5.60	\$15.47	\$29.16	Revenue/passenger	\$0.73	—	—
				Expenses/passenger	\$0.73	—	—
INLAND EMPIRE COURIER, INC.							
Total Operating Revenue	Non-	\$29,701	\$28,290	CHINOOK TRANSPORTATION CORP.			
Total Expenses	Operating	\$25,781	\$23,187	Total Operating Revenue	\$51,896	\$64,480	\$122,289
No. of Buses	4	4	4	Total Expenses	\$56,187	\$68,077	\$107,554
Total Revenue Passengers Carried	—	—	292	No. of Buses	4	2	5
Vehicle Miles Operated	—	—	28,150	Total Revenue Passengers Carried	25,615	28,776	60,178
Passengers/mile traveled	—	—	.010	Vehicle Miles Operated	57,376	81,132	96,062
Revenue/passenger	—	—	\$96.88	Passengers/mile traveled	.446	.355	.626
Expenses/passenger	—	—	\$79.41	Revenue/passenger	\$2.03	\$2.24	\$2.03
				Expenses/passenger	\$2.19	\$2.37	\$1.79
EVERETT CHARTER SYSTEM, INC.							
Total Operating Revenue	\$148,380	\$135,203	No	BREMERTON CHARLESTON TRANSPORTATION CO.			
Total Expenses	154,764	\$171,066	Business	Total Operating Revenue	\$134,247	\$136,904	\$148,757
No. of Buses	9	6	—	Total Expenses	\$165,378	\$171,792	\$164,292
Total Revenue Passengers Carried	59,200	—	—	No. of Buses	19	9	12
Vehicle Miles Operated	234,781	—	—	Total Revenue Passengers Carried	174,753	147,838	113,938
Passengers/mile traveled	.252	—	—	Vehicle Miles Operated	148,503	131,552	116,142
Revenue/passenger	\$2.51	—	—	Passengers/mile traveled	1.18	1.12	.981
Expenses/passenger	\$2.61	—	—	Revenue/passenger	\$0.77	\$0.93	\$1.31
				Expenses/passenger	\$0.95	\$1.16	\$1.44

Appendix G

Local Transit Data

APPENDIX G

Prepared by: Fiscal and Statistical Studies Section
Public Transportation and Planning Division
Washington State Department of Transportation
10/79

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON RECEIPTS BY SOURCE FOR THE YEAR ENDING DECEMBER 1978

IDENTITY			RECEIPTS									
COUNTY	CITY(IES)	TRANSPORTATION SYSTEM	TAXES			LOCAL		OTHER 6/	TOTAL	FEDERAL 7/	STATE AND OTHER 8/	TOTAL
			Source	Excl. MVET	MVET	5/						
Benton	Prosser	Prosser Rural Transportation Program						9,970	9,970	19,787		29,757
Clark	Vancouver	Vancouver Transit System	1/ \$1.00	228,892		225,000		68,615	522,507	223,428	231,442	977,377
Cowlitz	Kelso-Longview	Community Urban Bus Service (CUBS)	2/ 1%	152,619		148,379		28,897	329,895	3,497	11,518	344,910
Grays Harbor	Countywide	Grays Harbor Transportation Authority	3/ 0.3%	1,551,092		540,306		77,338	2,168,736	1,295,174	72,727	3,536,637
King	Countywide	Municipality of Metropolitan Seattle (METRO)	3/ 0.3%	29,816,754		16,621,858		14,294,039	60,732,651	39,670,811	2,374,492	102,777,954
Kitsap	Bremerton	Bremerton Municipal Transit	1/ 0.80	89,808		200,000		335,997	625,805		1,050	626,855
Lewis	Centralia- Chehalis	Lewis Public Transportation Benefit Area (LPTBA)	1/ 1.00	81,840		118,581		12,432	212,853		2,295	215,148
Pierce	Tacoma	Tacoma Transit System	1/ 0.75/mo. 4/ \$3.00-18.00/mo	668,534		1,065,429		2,418,432	4,152,395	1,407,667		5,560,062
Snohomish	Everett	Everett Transit System	1/ 1.00 4/ 0.25	292,621		294,475		335,735	922,831	38,493	233	961,557
Snohomish	S. Snohomish Co	Snohomish Co. Public Transportation Benefit Area Corp (SCPTBA)	3/ 0.3%	2,395,202		1,121,025		105,269	3,621,496		151,930	3,773,426
Spokane	Spokane	Spokane Transit System	1/ 1.00	845,214		827,455		1,447,168	3,119,837	1,056,419	26,164	4,202,420
Thurston	Lacey, Olympia and Tumwater	Intercity Transit Commission	3/ 0.2%	784,305				126,782	911,087	196,702	519	1,108,308
Whatcom	Bellingham	Bellingham City Transit System	3/ 0.3%	1,182,603				116,443	1,299,046	37,896	59,018	1,395,960
Yakima	Yakima	Yakima City Lines	1/ 0.65	144,902		143,070		421,931	709,903	8,515	201	718,619
Total All Systems				38,234,386		21,305,578		19,799,048	79,339,012	43,958,389	2,931,589	126,228,990

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports from Cities for 1978; 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.

**PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
DISBURSEMENTS BY PURPOSE FOR THE YEAR ENDING DECEMBER 1978**

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)	1,520	20,330		15,765		37,615
Clark	Vancouver	Vancouver Transit System	24,032	682,758		111,306	228,534	1,046,630
Cowlitz	Kelso- Longview	Community Urban Bus Service (CUBS)	5,230	201,369		81,206	42	287,847
Grays Harbor	Countywide	Grays Harbor Transportation Authority	1,787,243	1,073,650		59,458		2,920,351
King	Countywide	Municipality of Metropolitan Seattle (METRO)	41,742,000	40,356,000		10,974,000	3,164,000	96,236,000
Kitsap	Bremerton	Bremerton Municipal Transit		551,728		89,841	9,354	650,923
Lewis	Centralia- Chehalis	Lewis Public Transportation Benefit Area (LPTBA)	2,090	94,583		44,790	62,677	204,140
Pierce	Tacoma	Tacoma Transit System	20,537	4,796,957	50,265	1,000,839	226,997	6,095,595
Snohomish	Everett	Everett Transit System	870	733,283	5,363	188,554	40,105	968,175
Snohomish	S. Snohomish Co.	Snohomish Co. Public Trans. Benefit Area Corp. (SCPTBA)	31,174	1,412,850		219,858	19,712	1,683,594
Spokane	Spokane	Spokane Transit System	102,059	3,337,329		413,352	219,409	4,072,149
Thurston	Lacey, Olympia & Tumwater	Intercity Transit Commission	252,884	556,917		101,011	2,857	913,669
Whatcom	Bellingham	Bellingham City Transit System		832,206		158,439	45,537	1,036,182
Yakima	Yakima	Yakima City Lines	141	427,683		166,176	76,788	670,788
Total All Systems			43,969,780	55,077,643	55,628	13,624,595	4,096,012	116,823,658

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports from Cities for 1978; 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.

**PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
OWNERSHIP, VEHICLES, EMPLOYEES, AND MILES OF LINE AS OF DECEMBER 1978**

IDENTITY													
COUNTY	CITY(IES)	TRANSPORTATION SYSTEM	OWNERSHIP		PRIMARY VEHICLES				NO. VEHICLES ACCESSIBLE FOR		No. Of Employees	MILES OF LINE	
			Date of Activation	TYPE	Total	Diesel	Gas	Electric	Wheel-chair	Ambulatory H.E.P. 1/			
Benton	Prosser	Prosser Rural Transportation Program (PRTTP)	1977	City	5		5		1	1	17	35	
Clark	Vancouver	Vancouver Transit System	1969	City	12	12			None	12	27	42.25	
Cowlitz	Kelso-Longview	Community Urban Bus Service (CUBS)	1975	City	6	5	1		None	None	10	73	
Grays Harbor	Countywide	Grays Harbor Transportation Authority	1975	Countywide (Operated by Cont)	23	12	11		2	None	33	323	
King	Countywide	Municipality of Metropolitan Seattle (METRO)	1973	METRO	778	719	1	2/ 58	3/ 1	215	1,728	1,437	
Kitsap	Bremerton	Bremerton Municipal Transit	1974	City owned Privately Managed	23	7	16		None	None	35	23.4	
Lewis	Centralia-Chehalis	Lewis Public Transportation Benefit Area (LPTBA)	1977	PTBA	6	3	3		None	None	11.5	21	
Pierce	Tacoma	Tacoma Transit System	1961	City	116	91	25		2	2	218	161.6	
Snohomish	Everett	Everett Transit System	1971	City	19	19			None	None	35.3	64.7	
Snohomish	S. Snohomish Co.	Snohomish Co. Public Trans. Benefit Area Corp. (SCTPTBA)	1976	PTBA	4/ 42	42			None	42	50	4/ 169	
Spokane	Spokane	Spokane Transit System	1972	City owned Privately Managed	68	68			None	None	141	207	
Thurston	Lacey, Olympia & Tumwater	Intercity Transit Commission	1972	Tri-City	18	18			None	3	36	90	
Whatcom	Bellingham	Bellingham City Transit System	1971	City	15	13	2		None	None	26	68	
Yakima	Yakima	Yakima City Lines	1966	City	12	12			None	None	19	61	
Total All Systems					1,143	1,021	64	58	6	275	2,386.8	2,775.95	

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports from Cities for 1978; and communication with transit authorities by WSDOT personnel.

1/ Vehicles modified for use by ambulatory, handicapped and elderly persons.

2/ Electric coaches are in storage and not operable, will be disposed of and replaced by new electric coaches.

3/ Ten additional vehicles to be available in early 1979.

4/ Includes 21 diesel buses and 74 miles of routes operated by METRO on contract for intercounty service between SCTBTA and Seattle.

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
FARE STRUCTURE, MILES TRAVELED AND PASSENGERS CARRIED FOR THE YEAR ENDING DECEMBER 1978

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 (PRTTP)		\$ 0.25	\$ 0.10		1/ \$1.00 2/	61,980	14,217	
Clark	Vancouver	Vancouver Transit System		0.35	0.15	None	3/ 4/ 0.15	424,620	430,550	
Cowlitz	Kelso-Longview	Community Urban Bus Service (CUBS)		0.25 5/ 0.50 6/ 8.00	0.10 5/ 0.20 6/ 3.50	None	3/ 4/ 0.10 5/ 6/ 3/ 4/ 2.00	200,000	167,583	
Grays Harbor	Countywide	Grays Harbor Transportation Authority	0.25			None	7/	635,975	8/ 382,567	
King	King-S. Snohomish Co.	Municipality of Metropolitan Seattle (METRO)		0.30 1 Zone 0.50 2 Zones	0.30		3/ 4/ 0.10	25,392,131	49,460,654	
Kitsap	Bremerton	Bremerton Municipal Transit		0.40	0.20	11/ 0.25	School 0.20	342,882	827,373	
Lewis	Centralia-Chenails	Lewis Public Transportation Benefit Area (LPTBA)		0.25	0.10	0.25	3/ 4/ 0.10	140,500	106,000	
Pierce	Tacoma	Tacoma Transit System		0.25	0.20	11/ 0.05-0.10-0.15	3/ 4/ 0.10	3,172,430	7,238,355	
Snohomish	Everett	Everett Transit System		0.20	0.20	9/ Free	3/ 4/ 0.10	695,939	1,012,137	
Snohomish	S. Snohomish Co.	Snohomish Co. Public Trans. Benefit Area Corp. (SCPTBA)		0.20	0.10	11/ 0.05 - 0.10	3/ 4/ 0.10	10/ 1,433,963	10/ 1,216,248	
Spokane	Spokane	Spokane Transit System		0.35	0.25	11/ 0.05 to 0.30 9/ 0.05 6/ \$7.10-14	3/ 4/ 1/2 Adult	2,460,924	4,740,705	
Thurston	Lacey, Olympia & Tumwater	Intercity Transit Commission		0.25	0.15	5/ Adult 0.50 Youth 0.30	1/ 2/ 2.00/mo.	499,574	960,498	
Whatcom	Bellingham	Bellingham City Transit System		0.10	0.10		3/ 0.50/mo. 4/ Free	491,000	1,252,000	
Yakima	Yakima	Yakima City Lines		0.25	0.15	None	1/ 2.00/mo.	291,684	679,494	
Total All Systems									36,243,602	68,488,381

SOURCE: Municipal Transit Questionnaires; Washington State Auditor, Annual Reports from Cities for 1978; and communication with transit authorities by WSDOT personnel.

- 1/ Dial-A-Ride
- 2/ Charters; minimum \$15.00, up to 75 miles
- 3/ Senior Citizens
- 4/ Handicapped
- 5/ Daily Pass
- 6/ Monthly Pass
- 7/ Passenger ferry service is in operation from May to September
- 8/ Includes 366,825 bus passengers and 15,742 ferry passengers
- 9/ Transfer
- 10/ Includes 462,420 miles traveled and 566,960 passenger carried by METRO on contract for intercounty service routes between SCPTBA and Seattle
- 11/ Zone

Appendix H

WSDOT

Public Transportation Office

APPENDIX H
WSDOT PUBLIC TRANSPORTATION OFFICE

George Smith, Manager, Public Transportation Office	753-2931
Laree Crewdson, Secretary/Steno	753-2931
John Conrad, Manager, State Rail Branch	753-3389
Ron Adams, Rail Programs	754-2402
Vacant, State Rail Planner	
Gary Cowan, Manager, Transit Branch	754-2400
Kim Dunn, Grants and Contract Administration	754-2850
Paul Gamble, Planning and Program Development	753-3407
Eliane Guillot, Program Specialist	753-3389
Michael Scaringi, Local Assistance Coordinator	754-2849
Larry Roediger, Manager, Paratransit Branch	754-2257
Gordon Kirkemo, Special Transportation (Elderly and Handicapped)	754-1229
Jerry Carlson, Ride Sharing	754-1229
Vacant, Paratransit Specialist	
Vacant, Aeronautics/Marine Planning	

Appendix I
Public Transportation Statistics
By County For 1977

APPENDIX I PUBLIC TRANSPORTATION STATISTICS BY COUNTY FOR 1977

ADAMS COUNTY

General Characteristics		
1977 Population:	13,900	
Elderly Population (over age 65 years)	1,270	(9.1%)
Enrolled Pupils in K-12 Public Schools	3,576	(25.7%)
Estimated Number of Handicapped Persons	636	(4.6%)
Urban Areas over 5,000 Population:	None	
Number of Incorporated Cities and Towns:	5	
Population of all Cities and Towns:	7,528	
Largest City:	Othello (4,570)	
County Seat:	Ritzville (1,936)	
Population Density:		7.33 Persons/Sq. Mile
Number of Passenger Vehicles:	9,208	
Municipal Public Transportation:	None	
Auto Transportation Companies/Passenger Charter Carriers		
Company: Grehound Lines		
Stops: Lind; Schrag; Tokio; Hatton; Paha; Ritzville		
Connections to: Spokane; Pasco; Seattle		
Passengers Carried: Unknown		
Vehicle Miles Operated: Unknown		
Equipment Operated: See King County		
Frequency of Service: Several Times Daily		
Expenditures: Unknown		
Taxicab Operators/For-Hire Carriers	None	
Private Buses		
Churches	1	
Miscellaneous	1	
Total	2	
Public School Districts		
Enrollment	7	
Number of Buses	1	
Vehicle Miles	10,183	
Average Number of seats per bus	16	
Expenditures	\$7,331	
Public School Districts		
Enrollment	568	
Number of Buses	15	
Vehicle Miles	185,084	
Average Number of seats per bus	34.0	
Expenditures	\$103,366	
Social Service Agencies Providing Transportation		
Number of Agencies	1	
Number of Service Vehicles	1	
Average Number of Seats per Vehicle	15	
Average Vehicle Miles	20,592	
Passenger Rail Transportation		
Traversed by Amtrak but not stops		
Passenger Ferry Transportation	None	
Countywide Totals		
Total Number of Buses	59	
Total Vehicle Miles Operated	609,716	
Total Expenditures	\$404,162	

ASOTIN COUNTY

General Characteristics		
1977 Population:	15,400	
Elderly Population (ver age 65 years)	2,170	(14.1%)
Enrolled Pupils in K-12 Public Schools	3,382	(22.0%)
Estimated Number of Handicapped Persons	689	(4.5%)
Urban Areas over 5,000 Population:	Clarkston (11,200)	
Number of Incorporated Cities and Towns:	2	
Population of all Cities and Towns:	7,457	
Largest City:	Clarkston (7,050)	
County Seat:	Asotin (893)	
Population Density:		24.3 Persons/Sq. Mile
Municipal Public Transportation:	None	
Auto Transportation Companies/Passenger Charter Carriers		
Company: Grehound Lines		
Stops: Lewiston, Idaho		
Connections to: Walla Walla; Spokane; Boise		
Passengers Carried: Unknown		
Vehicle Miles Operated: Unknown		
Equipment Operated: See King County		
Frequency of Service: Several Times Daily		
Expenditures: Unknown		
Taxicab Operators/For-Hire Carriers		
Name, Location		
Consolidated Cab; Lewiston Idaho -		
Private Buses		
Public School Districts		
Enrollment	444	
Number of Buses	5	
Vehicle Miles	40,174	
Average Number of seats per bus	36.7	
Expenditures	\$22,665	
Social Service Agencies Providing Transportation		
Number of Agencies	2	
Number of Service Vehicles	6	
Average Number of Seats per Vehicle	10.5	
Vehicle Miles	70,800	
Passenger Rail Transportation	None	
Passenger Ferry Transportation	None	
Countywide Totals		
Number of Vehicles	21	
Vehicle Miles Operated	214,223	
Expenditures	\$135,719	

BENTON COUNTY

General Characteristics

1977 Population	85,400
Elderly Population (over age 65 years)	6,210 (7.3%)
Enrolled Pupils in K-12 Public Schools	21,955 (25.7%)
Estimated Number of Handicapped Persons	4,006 (4.7%)
Urban Areas over 5,000 Population: Richland-Kennewick-Pasco (88,900) includes part of Franklin and Walla Walla counties)	
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	61,630
Largest City	Richland (31,050)
County Seat	Prosser (3,335)
Population Density	42,968
Number of Passenger Vehicles	49.59 Persons/Sq. Mile

Municipal Public Transportation

Prosser Rural Transportation	
Passengers Carried	3,530
Vehicle Miles Operated	24,384
Number of Vehicles	4
Expenditures	\$58,083

Auto Transportation Companies/Passenger Charter Carriers

Company: Greyhound Lines	
Stops: Prosser; Kiona; Richland (also travels SR 14, but does not stop)	
Connections to: Yakima; Pasco; Seattle; Walla Walla	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Three Times Daily	
Expenditures: Unknown	

Company: Bassett Transit

Stops: Kennewick; A.E.C. Area Construction Sites	
Connections to: None	
Passengers Carried: 48,739	
Equipment Operated: 6	
Frequency of Service: Twice Daily	
Expenditures: \$16,148	

Limousine Services

Company: Tri-City Limousine

Route: Tri-Cities Airport, Pasco-Kennewick-Richland; Richland Airport	
Number of Vehicles: 2	
Passengers Carried: Not Known	
Vehicle Miles Operated: Not Known	
Expenditures: Not Known	
Regulation: WUTC (Auto Transportation Co.)	

BENTON COUNTY (Cont.)

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Katie's Taxi, Kennewick	3	Standard
Columbia River Taxi, Richland	3	Standard, Taximeter
Private Buses		
Farms	2	
Churches	19	
Social Service	1	
Miscellaneous	2	
Total	24	
Public School Districts		
Enrollment	733	Finley
Number of Buses	8	Kennewick
Vehicle Miles	87,864	9,678
Average Number of seats per bus	51.5	47
Expenditures	\$52,573	427,413
		58.4
		\$380,892
		\$71,304
Public School Districts		
Enrollment	39	Prosser
Number of Buses	2	1,986
Vehicle Miles	40,313	25
Average Number of seats per bus	20.7	261,072
Expenditures	\$15,439	59.4
		\$209,707
Social Services Agencies Providing Transportation		
Number of Agencies	3	
Number of Service Vehicles	15	
Average Number of Seats per Vehicle	11.9	
Annual Vehicle Miles	269,364	
Passenger Rail Transportation		
Traversed by Amtrak but not stops		
Passenger Ferry Transportation		None
Countywide Totals		
Total Number of Buses	173	
Total Vehicle Miles Operated	1,541,177	
Total Expenditures	\$945,952	

CHELAN COUNTY

General Characteristics

1977 Population	41,900
Elderly Population (over age 65 years)	6,200 (14.8%)
Enrolled Pupils in K-12 Public Schools	8,819 (21.0%)
Estimated Number of Handicapped Persons	1,882 (4.5%)
Urban Areas over 5,000 Population: Wenatchee-East Wenatchee (33,900) (includes part of Douglas County)	
Number of Incorporated Cities and Towns	5
Population of all Cities and Towns	24,501
Largest City	Wenatchee (17,700)
County Seat	Wenatchee
Population Density	14.35 Persons/Sq. Mile
Number of Passenger Vehicles	26,088
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	None
Company: Empire Lines	
Stops: Azwell; Chelan; Winesap; Entiat; Wagnersburg; Zena; Wenatchee	
Connections to: Okanogan; Ellensburg; Spokane	
Passengers Carried: See Spokane County	
Vehicle Miles Operated: See Spokane County	
Equipment Operated: See Spokane County	
Frequency of Service: Twice Daily	
Expenditures: See Spokane County	
Company: Grehound Lines	
Stops: Leavenworth; Peshastin; Cashmere; Wenatchee	
Connections to: Seattle; Spokane	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Three Times Daily	
Expenditures: Unknown	

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Cashmere Cab, Cashmere	1	Business License
Chelan Taxi, Chelan	1	None
City Taxi, Leavenworth	1	None
Yellow Cab, Wenatchee	7	Standard; Fare Rates

Private Buses

Farms	2
Churches	11
Total	13

CHELAN COUNTY (Cont.)

Public School Districts	Cashmere	Entiat	Lake Chelan
Enrollment	1,107	262	845
Number of Buses	9	5	8
Vehicle Miles	84,417	48,357	79,354
Average Number of seats per bus	56.6	77.2	61.4
Expenditures	\$73,821	\$39,172	\$63,320
Public School Districts	Leavenworth	Manson	Peshastin-Dryden
Enrollment	699	396	494
Number of Buses	8	3	5
Vehicle Miles	102,529	19,884	37,731
Average Number of seats per bus	50.5	72.7	76.0
Expenditures	\$54,204	\$20,271	\$28,270
Public School Districts	Stehekin	Wenatchee	
Enrollment	10	5,006	
Number of Buses	None	20	
Vehicle Miles	None	229,484	
Average Number of seats per bus	N.A.	66.2	
Expenditures	None	\$220,434	
Social Service Agencies Providing Transportation			
Number of Agencies	3		
Number of Service Vehicles	14		
Average Number of seats per vehicle	8.7		
Vehicle Miles	186,000		
Passenger Rail Transportation			
Wenatchee Served by Amtrak, 3 Days Weekly connecting to Seattle, Spokane			
Passenger Ferry Transportation			
Lake Chelan Boat Company			
1 Vessel Connects Chelan and Stehekin and Intermediate Points			
Vessel Miles	35,108		
Operates daily in Summer, 4 days weekly in Winter			
Passengers Carried	47,943		
Expenditures	\$252,079		
Countywide Totals			
Number of Vehicles	96		
Vehicle Miles Operated	822,864		
Expenditures	\$751,571		

CLALLAM COUNTY

General Characteristics

1977 Population 41,100
 Elderly Population (over age 65 years) 6,050 (14.7%)
 Enrolled Pupils in K-12 Public Schools 9,281 (22.6%)
 Estimated Number of Handicapped Persons 1,803 (4.4%)
 Urban Areas over 5,000 Population: Port Angeles (20,600)
 Number of Incorporated Cities and Towns 3
 Population of all Cities and Towns 21,475
 Largest City Port Angeles (16,890)
 County Seat Port Angeles
 Population Density 23.44 Persons/Sq. Mile
 Number of Passenger Vehicles 23,786
 Municipal Public Transportation None
 Auto Transportation Companies/Passenger Charter Carriers
 Company: Grehound Lines

Stops: Blyn; Sequim; Carlsborg Jct.; Port Angeles

Connections to: Seattle

Passengers Carried: Unknown

Vehicle Miles Operated: Unknown

Equipment Operated: See King County

Frequency of Service: Several Times Daily

Expenditures: Unknown

Company: North Coast Lines

Stops: Neah Bay; Clallam Bay; Sappho; Forks; Beaver-Lake Crescent; Pt. Angeles

Connections to: None

Passengers Carried: 1,273

Vehicle Miles Operated: 42,090

Equipment Operated: 1

Frequency of Service: Daily

Expenditures: \$30,692

Limousine Services

Company: Washington Scenic Charters, Victoria, B.C.

Route: Port Angeles-Hurricane Ridge; Olympic Game Farm; Hoh Rain Forest

Number of Vehicles: 2

Passengers Carried: None

Vehicle Miles Operated: None

Expenditures: None

CLALLAM COUNTY (Cont.)

Regulation: WUTC (Auto Transportation Co. and Charter Carrier)

Taxicab Operators/For-Hire Carrier
 Name, Location Number of Vehicles Regulation
 Blue Top Cab, Port Angeles 3 Standard; Fares
 Sequim Taxi, Sequim 1 Standard; Fares
 Private Buses
 Logging 29
 Farms 3
 Churches 9
 Social Service 2
 Miscellaneous 2
 Total 45
 Public School Districts Cape Flattery Crescent Port Angeles
 Enrollment 676 304 4,812
 Number of Buses 9 6 23
 Vehicle Miles 65,498 41,172 274,055
 Average Number of seats per bus 58.0 60.6 67.6
 Expenditures \$44,073 \$25,205 \$287,203

Public School Districts

Sequim
 Enrollment 1,657 1,832
 Number of Buses 16 16
 Vehicle Miles 171,462 223,867
 Average Number of seats per bus 62.2 65.8
 Expenditures \$137,802 \$157,805

Social Services Agencies Providing Transportation

Number of Agencies 3
 Number of Service Vehicles 5
 Average Number of Seats per vehicle 15.4
 Annual Vehicle Miles 32,400
 Passenger Rail Transportation None
 Passenger Ferry Transportation

Private operation by Black Ball Transportation Co. between Pt. Angeles and Victoria, B.C.

Countywide Totals

Total Number of Buses 127
 Total Vehicle Miles Operated 850,544
 Total Expenditures \$682,780

CLARK COUNTY

General Characteristics		
1977 Population	164,000	
Elderly Population (over age 65 years)	15,050	(9.2%)
Enrolled Pupils in K-12 Public Schools	40,182	(24.5%)
Estimated Number of Handicapped Persons	7,613	(4.6%)
Urban Areas over 5,000 Population	Vancouver (107,800)	
	Camas-Washougal (11,000)	
Number of Incorporated Cities and Towns	7	
Population of all Cities and Towns	60,443	
Largest City	Vancouver (46,500)	
County Seat	Vancouver	
Population Density	261.56 Persons/Sq. Mile	
Number of Passenger Vehicles	84,786	
Municipal Public Transportation		
Vancouver Transit System, Vancouver		
Passengers Carried	341,394	
Vehicle Miles Operated	321,234	
Number of Vehicles	12	
Expenditures	\$573,600	
Auto Transportation Companies/Passenger Charter Carriers		
Company: Grehound Lines		
Stops: Vancouver; Salmon Creek; Ridgefield Jct.; Camas; Washougal		
Connections to: Portland; Longview; Seattle		
Passengers Carried: Unknown		
Vehicle Miles Operated: Unknown		
Equipment Operated: See King County		
Frequency of Service: Several Times Daily		
Expenditures: Unknown		
Taxicab Operators/For-Hire Carriers		
Name, Location	Number of Vehicles	Regulation
Camas Taxi, Camas	1	None
Americab, Vancouver	11	Standard, Fares
Yellow Cab, Vancouver	10	Standard, Fares
Broadway Deluxe Cab, Portland	104	None
New Rose City Cab, Portland	5	None
Radio Cab, Portland	112	None
Private Buses		
Farms	2	
Churches	38	
Schools	4	
Social Service	1	
Miscellaneous	11	
Total	56	

CLARK COUNTY (Cont.)

Public School Districts			Camas	Evergreen
Enrollment	6,356		2,303	9,931
Number of Buses	58		16	65
Vehicle Miles	Unknown		152,859	600,559
Average Number of seats per bus	Unknown		71.7	64.0
Expenditures	\$921,893		\$170,311	\$644,232
Public School Districts			Hockinson	LaCenter
Enrollment	46		712	786
Number of Buses	2		0	9
Vehicle Miles	11,936		0	96,025
Average Number of seats per bus	56.0		N.A.	69.0
Expenditures	\$8,290		0	\$103,394
Public School Districts			Vancouver	Washougal
Enrollment	1,516		16,855	1,677
Number of Buses	20		88	22
Vehicle Miles	198,302		776,576	155,819
Average Number of seats per bus	61.8		54.1	64.5
Expenditures	\$184,977		\$859,218	\$142,981
Social Service Agencies Providing Transportation				
Number of Agencies			2	
Number of Service Vehicles			4	
Average Number of seats per Vehicle			15.0	
Annual Vehicle Miles			102,000	
Passenger Rail Transportation				
Vancouver served by Amtrak, Once daily connecting to Seattle, Portland				
Passenger Ferry Transportation				
Countywide Totals				
Total Number of Buses			374 (not including Portland Taxicab)	
Total Vehicle Miles Operated			2,416,310	
Total Expenditures			\$3,608,896	

COLUMBIA COUNTY

COLUMBIA COUNTY (Cont.)

General Characteristics		
1977 Population	4,600	
Elderly Population (over age 65 years)	700 (15.2%)	
Enrolled Pupils in K-12 Public Schools	783 (17.0%)	
Estimated Number of Handicapped Persons	218 (4.7%)	
Urban Areas over 5,000 Population	None	
Number of Incorporated Cities and Towns	2	
Population of all Cities and Towns	2,862	
Largest City	Dayton (2,650)	
County Seat	Dayton	
Population Density	5.39 Persons/Sq. Mile	
Number of Passenger Vehicles	2,877	
Municipal Public Transportation	None	
Auto Transportation Companies/Passenger Charter Carriers		
Company: Grehound Lines		
Stops: Dayton		
Connections to: Spokane; Walla Walla		
Passengers Carried: Unknown		
Vehicle Miles Operated: Unknown		
Equipment Operated: See King County		
Frequency of Service: Three Times Daily		
Expenditures: Unknown		
Taxicab Operators/For-Hire Carriers		
Name, Location	Number of Vehicles	Regulation
Yellow Cab, Dayton	1	None
Private Buses		
Farms	39	
Churches	1	
Total	40	
Public School Districts		
Enrollment	Dayton	Starbuck
	750	33
Number of Buses	13	None
Vehicle Miles	152,702	None
Average Number of seats per bus	38.8	N.A.
Expenditures	\$88,299	None

Social Service Agencies Providing Transportation		
Number of Agencies		1
Number of Service Vehicles		1
Average Number of seats per vehicle		6
Annual Vehicle Miles		Unknown
Passenger Rail Transportation		None
Passenger Ferry Transportation		None
Countywide Totals		
Total Number of Vehicles		55
Total Vehicle Miles Operated		152,702
Total Expenditures		\$88,299

COWLITZ COUNTY

General Characteristics			
1977 Population	73,200		
Elderly Population (over age 65 years)	7,610	(10.4%)	
Enrolled Pupils in K-12 Public Schools	17,631	(24.1)	
Estimated Number of Handicapped Persons	3,357	(4.6%)	
Urban Areas over 5,000 Population	Longview-Kelso (48,500)		
Number of Incorporated Cities and Towns	5		
Population of all Cities and Towns	45,663		
Largest City	Longview (29,830)		
County Seat	Kelso (10,600)		
Population Density	63.98 Persons/Sq. Mile		
Number of Passenger Vehicles	42,585		
Municipal Public Transportation			
Community Urban Bus Service, Longview-Kelso			
Passengers Carried	89,385		
Vehicle Miles Operated	138,800		
Number of Vehicles	6		
Expenditures	\$577,302		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Grehound Lines			
Stops: Castle Rock; Kelso; Longview; Kalama; Woodland			
Connections to: Seattle; Portland			
Passengers Carried: Unknown			
Vehicle Miles Operated: Unknown			
Equipment Operated: See King County			
Frequency of Service: Seven Times Daily			
Expenditures: Unknown			
Company: Columbia Coachways			
Stops: Longview; Kelso			
Connections to: Rainier, Oregon; Ilwaco			
Passengers Carried: 22 (to Eagle Cliff, in Wahkiakum County, near County line)			
Vehicle Miles Operated: 1400 (to Eagle Cliff)			
Number of Vehicles: 2			
Frequency of Service: Once Weekly			
Expenditures: \$106,344			
Taxicab Operators/For-Hire Carriers			
Name, Location		Number of Vehicles	Regulation
Community Cab, Longview		4	Longview and Kelso
Serving urban area			Standard, Fare rates
Hoots Owl Taxi; Kelso serving urban area		4	Longview and Kelso
			Standard, Fare rates

COWLITZ COUNTY (Cont.)

Private Buses			
Logging	61		
Farms	4		
Churches	21		
Social Service	2		
Miscellaneous	1		
Total	89		
Public School Districts			
Enrollment	Carrolls	Castle Rock	Kalama
Number of Buses	130	1,735	791
Vehicle Miles	2	15	7
Average Number of seats per bus	8,328	158,054	74,205
Expenditures	63.5	69.4	65.1
	\$9,462	\$140,918	\$58,808
Public School Districts			
Enrollment	Kelso	Longview	Toutle Lake
Number of Buses	5,077	8,052	511
Vehicle Miles	31	35	11
Average Number of seats per bus	295,001	328,450	74,473
Expenditures	69.3	68.1	68.9
	\$292,962	\$327,846	\$80,649
Public School Districts			
Enrollment	Woodland		
Number of Buses	1,335		
Vehicle Miles	16		
Average Number of seats per bus	135,315		
Expenditures	60.3		
	\$121,134		
Social Service Agencies Providing Transportation			
Number of Agencies	1		
Number of Service Vehicles	2		
Average Number of Seats per vehicle	11.5		
Annual Vehicle Miles	12,000		
Passenger Rail Transportation			
Kelso served by Amtrak, Once daily connecting to Seattle, Portland			
Passenger Ferry Transportation			
Countywide Totals			
Total Number of Vehicles	224		
Total Vehicle Miles Operated	1,226,106		
Total Expenditures	\$1,715,425		

DOUGLAS COUNTY

General Characteristics	
1977 Population	20,100
Elderly Population (over age 65 years)	1,960 (9.8%)
Enrolled Pupils in K-12 Public Schools	4,584 (22.8%)
Estimated Number of Handicapped Persons	949 (4.7%)
Urban Areas over 5,000 Population	Wenatchee-East Wenatchee (33,900)
Number of Incorporated Cities and Towns	6
Population of all Cities and Towns	5,194
Largest City	Bridgeport (1,623)
County Seat	Waterville (945)
Population Density	10.97 Persons/Sq. Mile
Number of Passenger Vehicles	10,742
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	None
Company: Grehound Lines	
Stops: None, Travels along SR 28 between Wenatchee and Quincy	
Company: Empire Lines	
Stops: Parallels Greyhound Route; also: Bridgeport	
Connections to: Wenatchee, Okanogan, Spokane	
Passengers Carried: See Spokane County	
Vehicle Miles Operated: See Spokane County	
Frequency of Service: Daily	
Expenditures: See Spokane County	
Taxicab Operators/For-Hire Carriers	
See Chelan County, Wenatchee	
Private Buses	
Churches	3
Total	3
Public School Districts	
Enrollment	449
Number of Buses	6
Vehicle Miles	52,323
Average Number of seats per bus	34.3
Expenditures	\$38,380
Public School Districts	
Enrollment	82
Number of Buses	3
Vehicle Miles	28,402
Average Number of seats per bus	66.7
Expenditures	\$18,264
Social Service Agencies Providing Transportation	
See Chelan County	
Passenger Rail Transportation	
Traversed by Amtrak but no stops	
Passenger Ferry Transportation	None
Countywide Totals	
Total Number of Vehicles	45
Total Vehicle Miles Operated	442,023
Total Expenditures	\$290,837

FERRY COUNTY

General Characteristics	
1977 Population	5,147
Elderly Population (over age 65 years)	430 (8.4%)
Enrolled Pupils in K-12 Public Schools	1,186 (23.0%)
Estimated Number of Handicapped Persons	247 (4.8%)
Urban Areas over 5,000 Population	None
Number of Incorporated Cities and Towns	1
Population of all Cities and Towns	1,053
Largest City	Republic
County Seat	Republic
Population Density	2.33 Persons/Sq. Mile
Number of Passenger Vehicles	2,302
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	None
Company: Colville-Republic Stage Line	
Stops: Republic; Torboy; Karamin; Malo; Curlew; Danville; Deer Lodge; Laurier; Rock Cut; Orient; Barstow; Boyds	
Connections to: Tonasket; Grand Forks; Colville	
Passengers Carried: 1,207	
Vehicle Miles Operated: 73,912	
Vehicles Operated: 1	
Frequency of Service: Six Days/Week	
Expenditures: \$16,778	
Taxicab Operators/For-Hire Carriers	None
Private Buses	
Logging	1
Farms	1
Total	2
Public School Districts	
Enrollment	239
Number of Buses	6
Vehicle Miles	34,144
Average Number of seats per bus	47.6
Expenditures	\$23,895
Public School Districts	
Enrollment	34
Number of Buses	0
Vehicle Miles	0
Average Number of seats per bus	N.A.
Expenditures	0
Social Service Agencies Providing Transportation	
See Stevens County	
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Countywide Totals	
Total Number of Vehicles	27
Total Vehicle Miles Operated	297,905
Total Expenditures	\$147,048

FRANKLIN COUNTY

General Characteristics

1977 Population	29,200
Elderly Population (over age 65 years)	2,370 (8.1%)
Enrolled Pupils in K-12 Public Schools	6,715 (23.0%)
Estimated Number of Handicapped Persons	1,408 (4.8%)
Urban Areas over 5,000 Population	Richland - Kennewick-Pasco (88,900) (includes part of Benton and Walla Walla counties)
Number of Incorporated Cities and Towns	4
Population of all Cities and Towns	17,900
Largest City	Pasco (15,375)
County Seat	Pasco
Population Density	23.30 Persons/Sq. Mile
Number of Passenger Vehicles	18,223
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	
Company: Greyhound Lines	
Stops: Pasco; Connell	
Connections to: Spokane; Portland, Ore.; Walla Walla; Yakima	
Passengers Carried: Not known	
Vehicle Miles Operated: Not known	
Equipment Operated: See King County	
Frequency of Service: Four times daily	
Expenditures: Not known	

Company: Bassett Transit

Stops: Pasco	
Connections to: AEC area construction sites	
Passengers Carried: See Benton County	
Vehicle Miles Operated: See Benton County	
Equipment Operated: See Benton County	
Frequency of Service: Twice daily	
Expenditures: See Benton County	
Company: Advance Coach Lines	
Stops: Pasco; Eltopia; Lamb-Weston, Connell	
Connections to: None	
Passengers Carried: Not known	
Vehicle Miles Operated: Not known	
Equipment Operated: Not known	
Frequency of Service: Three times daily	
Expenditures: Not known	

FRANKLIN COUNTY (Cont.)

Limousine Services

Company: Tri-City Limousine		
Route: Tri-Cities Airport, Pasco-Kennewick-Richland; Richland Airport		
Number of Vehicles: See Benton County		
Passengers Carried: See Benton County		
Vehicle Miles Operated: See Benton County		
Expenditures: See Benton County		
Regulation: WUTC (Auto Transportation Co.)		
Taxicab Operators/For-Hire Carriers		
<u>Name, Location</u>	<u>Number of Vehicles</u>	<u>Regulation</u> <u>Standard; Taximeter</u>
Royal Cab, Pasco	11	
Private Buses		
Churches	15	
Schools	2	
Miscellaneous	1	
Total	18	
Public School Districts	Kahlotus	N. Franklin
Enrollment	<u>97</u>	<u>1,364</u>
Number of Buses	6	37
Vehicle Miles	62,076	446,873
Average Number of seats per bus	31.3	55.9
Expenditures	<u>\$28,223</u>	<u>\$266,043</u>
		<u>\$348,619</u>

Public School Districts

Enrollment	Star 16
Number of Buses	2
Vehicle Miles	27,558
Average Number of seats per bus	12.0
Expenditures	\$12,216
Social Service Agencies Providing Transportation	None
Passenger Rail Transportation	
Pasco served by Amtrak, Daily connecting to Yakima, Seattle, Spokane	
Passenger Ferry Transportation	None
Countywide Totals	
Total Number of Buses	109
Total Vehicle Miles Operated	1,010,776
Total Expenditures	\$655,101

GARFIELD COUNTY

GARFIELD COUNTY (Cont.)

General Characteristics

1977 Population	2,900	
Elderly Population (over age 65 years)	360	(12.4%)
Enrolled Pupils in K-12 Public Schools	609	(21.0%)
Estimated Number of Handicapped Persons	135	(4.7%)
Urban Areas over 5,000 Population	None	
Number of Incorporated Cities and Towns	1	
Population of all Cities and Towns	1,885	
Largest City	Pomeroy	
County Seat	Pomeroy	
Population Density		4.09 Persons/Sq. Mile
Number of Passenger Vehicles	2,302	
Municipal Public Transportation	None	
Auto Transportation Companies/Passenger Charter Carriers		
Company: Greyhound Lines		

Stops: Pomeroy; Dodge Junction

Connections to: Walla Walla; Lewiston

Passengers Carried: Not known

Vehicle Miles Operated: Not known

Equipment Operated: See King County

Frequency of Service: Several times daily

Expenditures: Not known

Taxicab Operators/For-Hire Carriers None

Private Buses

Farms 1

Total 1

Public School Districts

Enrollment Pomeroy 609

Number of Buses 14

Vehicle Miles 161,041

Average Number of seats per bus 29.7

Expenditures \$68,806

Social Service Agencies Providing Transportation	None
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Countywide Totals	
Total Number of Buses	15
Total Vehicle Miles Operated	161,041
Total Expenditures	\$68,806

GRANT COUNTY

General Characteristics

1977 Population	45,500
Elderly Population (over age 65 years)	3,960 (8.7%)
Enrolled Pupils in K-12 Public Schools	12,135 (26.7%)
Estimated Number of Handicapped Persons	2,059 (4.5%)
Urban Areas over 5,000 Population	Moses Lake (16,200); Ephrata (5,320)
Number of Incorporated Cities and Towns	14
Population of all Cities and Towns	26,706
Largest City	Moses Lake (10,475)
County Seat	Ephrata (5,320)
Population Density	17.00 Persons/Sq. Mile
Number of Passenger Vehicles	27,623
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	

Company: Greyhound Lines

Stops: George; Moses Lake; Quincy; Ephrata; Soap Lake
Connections to: Spokane; Seattle; Wenatchee
Passengers Carried: Not known
Vehicle Miles Operated: Not known
Equipment Operated: See King County
Frequency of Service: Several times daily
Expenditures: Not known

Company: Empire Lines

Stops: Grand Coulee; George; Quincy; Rock Island
Connections to: Wenatchee; Spokane; Ellensburg; Okanogan
Passengers Carried: See Spokane County
Vehicle Miles Operated: See Spokane County
Number of Buses: See Spokane County
Frequency of Service: Daily

Expenditures: See Spokane County

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation Standard, Fares
Scotty's Taxi, Ephrata	1	None
Moses Lake Cab, Moses Lake	6	None
Owl Taxi, Soap Lake	1	None

Private Buses

Farms	1
Churches	12
Social Service	1
Total	14

GRANT COUNTY (Cont.)

Public School Districts	Coulee City	Ephrata	Grand Coulee Dam
Enrollment	253	1,569	1,289
Number of Buses	7	13	13
Vehicle Miles	89,669	164,547	125,284
Average Number of seats per bus	33.3	61.3	52.9
Expenditures	\$49,505	\$136,987	\$84,835
Public School Districts	Hartline	Moses Lake	Quincy
Enrollment	50	5,259	1,542
Number of Buses	4	28	19
Vehicle Miles	48,927	316,702	239,102
Average Number of seats per bus	29.5	69.2	59.9
Expenditures	\$23,412	\$238,481	\$167,825
Public School District	Royal	Soap Lake	Wahluke
Enrollment	750	393	144
Number of Buses	14	3	5
Vehicle Miles	150,862	21,939	67,951
Average Number of seats per bus	48.5	61.0	52.2
Expenditures	\$117,520	\$12,683	\$40,920

Public School Districts

Public School Districts	Warden	Wilson Creek
Enrollment	739	147
Number of Buses	11	5
Vehicle Miles	85,665	49,584
Average Number of seats per bus	55.5	33.0
Expenditures	\$82,023	\$22,499

Social Service Agencies Providing Transportation

Number of Agencies	3
Number of Service Vehicles	10
Average Number of seats per vehicle	9.6
Annual Vehicle Miles	104,400

Passenger Rail Transportation

Ephrata served by Amtrak, 3 days weekly connecting to Wenatchee, Seattle, Spokane
Passenger Ferry Transportation None
Countywide Totals

Total Number of Vehicles	154
Total Vehicle Miles Operated	1,464,632
Total Expenditures	\$976,690

GRAYS HARBOR COUNTY

General Characteristics	
1977 Population	61,400
Elderly Population (over age 65 years)	7,380 (12.0%)
Enrolled Pupils in K-12 Public Schools	14,185 (23.1%)
Estimated Number of Handicapped Persons	2,788 (4.5%)
Urban Areas over 5,000 Population	Aberdeen-Hoquiam-Cosmopolis (31,400)
Number of Incorporated Cities and Towns	9
Population of all Cities and Towns	40,872
Largest City	Aberdeen (18,900)
County Seat	Montesano (2,790)
Population Density	32.14 Persons/Sq. Mile
Number of Passenger Vehicles	32,802
Municipal Public Transportation	
Grays Harbor Transportation Authority (contracts with W.C.L.)	
Passengers Carried	280,785
Vehicle Miles Operated	569,078
Number of Vehicles	25
Expenditures	\$999,858
Auto Transportation Companies/Passenger Charter Carriers	
Company: Washington Coast Line	
Stops: Aberdeen; Hoquiam; Montesano; Elma; McCleary	
Connections to: Olympia; Centralia	
Passengers Carried: 24,094	
Vehicle Miles Operated: 155,874	
Equipment Operated: 11	
Frequency of Service: Four times daily	
Expenditures: \$330,186	
Taxicab Operators/For-Hire Carriers	
Name, Location	Number of Vehicles
City Cab/Chuck's Taxi, Aberdeen	4
Rain City Cab, Aberdeen	4
Bill's Taxi Service, Hoquiam	3
Shores Taxi & Limousine, Ocean Shores	1
Diversified Taxi, Westport	1
R & S Taxi, Westport	1
Private Buses	
Logging	45
Churches	15
Social Service	5
Miscellaneous	4
Total	69

GRAYS HARBOR COUNTY

Public School Districts		Hoquiam	McCleary	Montesano
Enrollment		2,728	328	1,444
Number of Buses		12	3	11
Vehicle Miles		141,259	14,854	96,110
Average Number of seats per bus		71.8	55.0	66.9
Expenditures		\$212,123	\$10,726	\$77,629
Public School Districts		North Beach	Oakville	Ocosta
Enrollment		757	327	785
Number of Buses		9	6	11
Vehicle Miles		93,521	32,536	109,439
Average Number of seats per bus		68.3	66.8	59.8
Expenditures		\$80,405	\$29,323	\$76,117
Public School Districts		Satsop	Quinalt	Taholah
Enrollment		63	391	179
Number of Buses		0	10	2
Vehicle Miles		0	98,583	15,272
Average Number of seats per bus		N.A.	58.9	61.0
Expenditures		0	\$51,994	\$10,379
Public School District		Wishkah Valley		
Enrollment		171		
Number of Buses		4		
Vehicle Miles		27,726		
Average Number of seats per bus		59.5		
Expenditures		\$21,373		
Social Service Agencies Providing Transportation				
Number of Agencies		1		
Number of Service Vehicles		1		
Average Number of Seats per vehicle		12		
Annual Vehicle Miles			Unknown	
Passenger Rail Transportation		None		
Passenger Ferry Transportation				
Summer Operation by Grays Harbor Transportation Authority between Ocean Shores and Westport				
Countywide Totals				
Total Number of Vehicles		234		
Total Vehicle Miles Operated				1,802,630
Total Expenditures				\$2,312,739

ISLAND COUNTY

General Characteristics

1977 Population	37,528
Elderly Population (over age 65 years)	4,010 (10.7%)
Enrolled Pupils in K-12 Public Schools	7,426 (19.8%)
Estimated Number of Handicapped Persons	1,826 (4.9%)
Urban Areas over 5,000 Population	Oak Harbor (113,800)
Number of Incorporated Cities and Towns	3
Population of all Cities and Towns	13,153
Largest City	Oak Harbor (11,618)
County Seat	Coupeville (924)
Population Density	177.01 Persons/Sq. Mile
Number of Passenger Vehicles	17,264
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	None
Company: Evergreen Trailways	
Stops: Oak Harbor; San de Fuca; Coupeville; Greenbank; Bayview; Langley; Clinton; Columbia Beach	

Connections to: Everett, Mount Vernon
 Passengers Carried: 20,804
 Vehicle Miles Operated: 142,589
 Number of Vehicles: 18
 Frequency of Service: Two times, Six Days/Week
 Expenditures: \$845,636

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation Business License
Oak Harbor Taxi; Oak Harbor	4	
Private Buses		
Logging	1	
Churches	3	
Total	4	
Public School Districts		
Enrollment	Coupeville 658	Oak Harbor 5,542
Number of Buses	9	33
Vehicle Miles	72,114	272,753
Average Number of seats per bus	66.7	65.2
Expenditures	\$51,845	\$297,424

Social Service Agencies Providing Transportation

Camano Island Served from Snohomish County	
Passenger Rail Transportation	None
Passenger Ferry Transportation	
State Ferry System at Columbia Beach and Keystone	

Countywide Totals	
Total Number of Buses	66
Total Vehicle Miles Operated	636,542
Total Expenditures	\$1,330,837

JEFFERSON COUNTY

General Characteristics		
1977 Population	12,600	
Elderly Population (over age 65 years)	2,040 (16.2%)	
Enrolled Pupils in K-12 Public Schools	2,589 (20.5%)	
Estimated Number of Handicapped Persons	558 (4.4%)	
Urban Areas over 5,000 Population	Port Townsend (5,900)	
Number of Incorporated Cities and Towns	1	
Population of all Cities and Towns	5,655	
Largest City	Port Townsend	
County Seat	Port Townsend	
Population Density	6.98 Persons/Sq. Mile	
Number of Passenger Vehicles	6,330	
Municipal Public Transportation	None	
Auto Transportation Companies/Passenger Charter Carriers		
Company: Greyhound Lines		
Stops: Shine Junction; Center; Maynard		
Connections to: Port Angeles; Seattle		
Passengers Carried: Unknown		
Vehicle Miles Operated: Unknown		
Equipment Operated: See King County		
Frequency of Service: Three Times Daily		
Expenditures: Unknown		
Company: Stevens Stage Line		
Stops: Port Townsend; Irondale; Hadlock; Indian Island; Chimacum; Center		
Connections to: Greyhound Lines		
Passengers Carried: 6,372		
Vehicle Miles Operated: 21,900		
Number of Vehicles: 3		
Frequency of Service: Twice Daily		
Expenditures: \$20,865		
Taxicab Operators/For-Hire Carriers		
Name, Location	Number of Vehicles	Regulation
Port Townsend Cab, Port Townsend	1	Business License
Port Townsend Yellow Airway Cab Pt. Townsend	1	Business License
Private Buses		
Farms	1	
Churches	1	
Social Service	2	
Miscellaneous	1	
Total	5	

JEFFERSON COUNTY

Public School Districts		
Enrollment	47	727
Number of Buses	2	12
Vehicle Miles	27,350	74,653
Average Number of seats per bus	22.0	60.5
Expenditures	\$11,301	\$79,796
Public School Districts		
Enrollment	87	301
Number of Buses	3	5
Vehicle Miles	30,955	36,247
Average Number of seats per bus	60.0	47.2
Expenditures	\$18,989	\$27,766
Social Service Agencies Providing Transportation		
Number of Agencies	3	
Number of Service Vehicles	3	
Average Number of Seats per vehicle	12.7	
Annual Vehicle Miles		Unknown
Passenger Rail Transportation		None
Passenger Ferry Transportation		
State Ferry System at Port Townsend		
Countywide Totals		
Total Number of Vehicles	44	
Total Vehicle Miles Operated	257,966	
Total Expenditures	\$206,661	

KING COUNTY

General Characteristics

1977 Population 1,164,400
 Elderly Population (over age 65 years) 116,800 (10.0%)
 Enrolled Pupils in K-12 Public Schools 222,465 (19.1%)
 Estimated Number of Handicapped Persons 57,736 (5.0%)
 Urban Areas over 5,000 Population Seattle-Everett (1,266,400) Includes Snohomish County portion

Number of Incorporated Cities and Towns 29
 Population of all Cities and Towns 740,760
 Largest City Seattle (500,000)
 County Seat Seattle
 Population Density 547.18 Persons/Sq. Mile
 Number of Passenger Vehicles 601,368
 Municipal Public Transportation

Municipality of Metropolitan Seattle

Passengers Carried 44,900,000
 Vehicle Miles Operated 24,301,151
 Number of Vehicles Operated 690
 Expenditures \$69,076,000

Auto Transportation Companies/Passenger Charter Carriers

Company: Greyhound Lines
 Stops: Seattle; Issaquah; North Bend; Snoqualmie Pass;
 Connections to: Vancouver, B.C.; Spokane, Portland, OR
 Passengers Carried: 21,246,269 (Western U.S.)
 Vehicle Miles Operated: 169,914,793 (Western U.S.)
 Equipment Operated: 1,846 (Western U.S.)
 Frequency of Service: Many Times Daily
 Expenditures: \$242,771,331 (Western U.S.)

Company: Bremerton Tacoma Stages

Stops: Seattle
 Connections to: Bremerton; Winslow
 Passengers Carried: See Kitsap County
 Vehicle Miles Operated: See Kitsap County
 Equipment Operated: See Kitsap County
 Frequency of Service: Twice Daily
 Expenditures: See Kitsap County

Company: Continental Trailways

Stops: Seattle
 Connections to: Portland, OR
 Passengers Carried: 2,689,656 (U.S.)
 Vehicle Miles Operated: 27,304,896 (U.S.)
 Equipment Operated: 355 (U.S.)
 Frequency of Service: Many times daily
 Expenditures: \$38,305,744 (U.S.)

KING COUNTY (Cont.)

Company: Pacific National Lines

Stops: Algonia; Auburn; Enumclaw
 Connections to: Tacoma; Puyallup
 Passengers Carried: See Pierce County
 Vehicle Miles Operated: See Pierce County
 Equipment Operated: See Pierce County
 Frequency of Service: Once daily
 Expenditures: See Pierce County

Company: Evergreen Trails

Stops: Seattle; Matlby; Woodinville; Bothell
 Connections to: Seattle; Everett; Oak Harbor
 Passengers Carried: See Island County
 Vehicle Miles Operated: See Island County
 Equipment Operated: See Island County
 Frequency of Service: Four times weekly; Daily
 Expenditures: See Island County

Limousine Services

Company: Tacoma Suburban Lines

Route: Seattle Sea-Tac Airport; Tacoma; McChord AFB; Fort Lewis; Dupont
 Number of Vehicles: See Pierce County
 Passengers Carried: See Pierce County
 Vehicle Miles Operated: See Pierce County
 Expenditures: See Pierce County
 Regulation: WUTC (Auto Transp. Co. & Charter Carrier)
 Company: Oliver Taxi & Ambulance Service
 Route: Sea-Tac Airport; Tacoma
 Number of Vehicles: See Pierce County
 Passengers Carried: See Pierce County
 Vehicle Miles Operated: See Pierce County
 Expenditures: See Pierce County

Company: The Gray Line of Seattle

Route: Seattle; Concrete; Washington Pass, Seattle; Paradise; Enumclaw
 Number of Vehicles: 2
 Passengers Carried: Charter only
 Vehicle Miles Operated: Charter only
 Expenditures: Not applicable

Company: WUTC (Auto Transp. Co. & Charter Carrier)

Regulation: WUTC (Auto Transp. Co. & Charter Carrier)
 Company: Crystal Mountain
 Route: Enumclaw; Crystal Mountain
 Number of Vehicles: 2
 Passengers Carried: 9,831
 Vehicle Miles Operated: 46,325
 Expenditures: \$23,623
 Regulation: WUTC (Auto Transp. Co.)

KING COUNTY (Cont.)

Auto Transportation Companies/Passenger Charter Carriers

Company: Western Tours
Route: Seattle; Sea-Tac Airport
Number of Vehicles: 28
Passengers Carried: 389,661
Vehicle Miles Operated: 657,000
Expenditures: \$1,358,541
Regulation: WUTC (Auto Transp. Co. & Charter Carrier)
Company: Suburban Airporter
Route: Sea-Tac Airport; E. Lake Washington; Lake Forest Park, Edmonds
Number of Vehicles: 5
Passengers Carried: 118,257
Vehicle Miles Operated: 267,400
Expenditures: \$176,834
Regulation: WUTC (Auto Transp. Co. and Charter Carrier)
Company: Everett Airporter
Route: Sea-Tac Airport; Lynnwood; Everett
Number of Vehicles: See Snohomish County
Passengers Carried: See Snohomish County
Vehicle Miles Operated: See Snohomish County
Expenditures: See Snohomish County
Regulation: WUTC (Auto Transp. Co.)
Company: Capital Airporter
Route: Sea-Tac Airport; Tacoma; Lacey; Olympia; Centralia
Number of Vehicles: See Thurston County
Passengers Carried: See Thurston County
Vehicle Miles Operated: See Thurston County
Expenditures: See Thurston County
Regulation: WUTC (Auto Transp. Co.)
Company: Classic Chauffeur
Route: South King County
Number of Vehicles: 6
Passengers Carried: Unknown
Vehicle Miles Operated: Unknown
Expenditures: Unknown
Regulation: DOL
Company: Francis & Booker, Gentleman George's Limo Service
Route: King County
Number of Vehicles: 1
Passengers Carried: Unknown
Vehicle Miles Operated: Unknown
Expenditures: Unknown
Regulation: DOL

KING COUNTY (Cont.)

Company: O'Connor Limousine
Route: King County
Number of Vehicles: 2
Passengers Carried: Unknown
Vehicle Miles Operated: Unknown
Expenditures: Unknown
Regulation: DOL; WUTC (Charter Carrier)
Company: Riley Limousine Service
Route: King County
Number of Vehicles: 3
Passengers Carried: Unknown
Vehicle Miles Operated: Unknown
Expenditures: Unknown
Regulation: DOL
Company: Washington Limousine
Route: King County
Number of Vehicles: 3
Passengers Carried: Unknown
Vehicle Miles Operated: Unknown
Expenditures: Unknown
Regulation: DOL
Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Lucky Taxi, Auburn	1	Standard
Bellevue Taxi, Bellevue	2	Standard, Taximeter
Farwest of the County, Bellevue	26	Standard, Taximeter
Imperial Taxicab, Preston	1	Standard, Taximeter
Golden Eagle Taxi, Redmond	1	Standard
Redmond Transicab/Kirkland-Redmond Taxi	1	Standard
OK Cab, Renton	6	Standard
Silver Top Cab, Renton	1	Standard
Ace Cab, Seattle	1	Standard, Taximeter
Acme Cab, Seattle	1	Standard, Taximeter
Ada Corp., Seattle	2	Standard, Taximeter
Airline Taxi, Seattle	2	Standard, Taximeter
Airport Taxi, Seattle	58	Standard, Taximeter
Albany Arrow Cab, Seattle	1	Standard, Taximeter
Andy's OK Cab, Seattle	1	Standard, Taximeter
Bill's Taxicabs, Seattle	1	Standard, Taximeter
Blacktop Cab, Seattle	1	Standard, Taximeter
Blackwood Transportation, Seattle	1	Standard, Taximeter
Broadway Cab, Seattle	1	Standard, Taximeter
Brown & White, Seattle	1	Standard, Taximeter

KING COUNTY (Cont.)

Taxicab Operators/For-Hire Carriers (Cont.)		
Name, Location	Number of Vehicles	Regulation
City Cab, Seattle	1	Standard, Taximeter
Culpepper Cab, Seattle	1	Standard, Taximeter
Dial Service, Seattle	1	Standard, Taximeter
Easy Rider Cab, Seattle	1	Standard, Taximeter
Far West/Mercer Island Taxi/Green & White Taxi, Seattle	133	Standard, Taximeter
4 Jet Taxi, Seattle	1	Standard, Taximeter
Greenwood Cab, Seattle	1	Standard, Taximeter
HJ, Seattle	1	Standard, Taximeter
Heavy Taxi, Seattle	1	Standard, Taximeter
Gray Top Cabs, Seattle	69	Standard, Taximeter
International Cab, Seattle	2	Standard, Taximeter
Northwest Cab, Seattle	3	Standard, Taximeter
Olympic Cab, Seattle	3	Standard, Taximeter
199, Seattle	1	Standard, Taximeter
Oriental Cabs, Seattle	1	Standard, Taximeter
Pioneer Cab Line, Seattle	6	Standard, Taximeter
Rainbow Cab, Seattle	1	Standard, Taximeter
Scotty's Cab, Seattle	5	Standard, Taximeter
Silver Cab, Seattle	1	Standard, Taximeter
Sky Cab, Seattle	1	Standard, Taximeter
Spirit Cab, Seattle	1	Standard, Taximeter
Sea-Tac Taxi, Seattle	11	Standard, Taximeter
Uneeba Cab, Seattle	1	Standard, Taximeter
White Center Cab, Seattle	4	Standard, Taximeter
White Taxi Cab, Seattle	1	Standard, Taximeter
Yellow Cabs/Checker Cabs/Seattle		Taxi
Seattle	118	
Roadrunner Taxi, Federal Way	11	Standard, Taximeter
M & M/Aurora Village Taxi/Ballard Taxi/Greenlake Taxi/Highlands Taxi/ Lake City Taxi, North King County	7	Standard, Taximeter
Island Errand Service, Vashon Island	1	Standard, Taximeter
Private Buses		
Logging	21	
Churches	164	
Social Service	23	
Miscellaneous	48	
Farms	15	
Schools	81	
Transport	156	
Total	508	

KING COUNTY (Cont.)

Public School Districts		
Enrollment	Auburn	Bellevue
Enrollment	8,197	21,753
Number of Buses	52	86
Vehicle Miles	717,733	787,048
Average Number of seats per bus	59.7	67.8
Expenditures	\$792,491	\$1,275,286
Public School Districts		
Enrollment	Federal Way	Highline
Enrollment	15,415	19,855
Number of Buses	78	86
Vehicle Miles	579,961	673,382
Average Number of seats per bus	63.5	73.2
Expenditures	\$633,087	\$986,137
Public School Districts; Kent		
Enrollment	15,943	Lake Washington
Enrollment	70	17,290
Vehicle Miles	953,463	77
Average Number of seats per bus	50.1	816,432
Expenditures	\$816,432	65.7
Public School Districts		
Enrollment	Lower Snoqualmie	Mercer Island
Enrollment	1,049	5,147
Number of Buses	12	17
Vehicle Miles	170,241	224,599
Average Number of seats per bus	71.3	68.6
Expenditures	\$124,688	\$231,570
Public School Districts		
Enrollment	Renton	Seattle
Enrollment	14,128	58,925
Number of Buses	53	34
Vehicle Miles	628,786	Unknown
Average Number of seats per bus	58.5	Unknown
Expenditures	\$771,615	\$4,603,863
Public School Districts		
Enrollment	Skykomish	Snoqualmie Valley
Enrollment	111	2,742
Number of Buses	2	10
Vehicle Miles	27,468	212,705
Average Number of seats per bus	53.5	64.7
Expenditures	\$14,625	\$215,978
Public School Districts		
Enrollment	South Central	
Enrollment	1,833	
Number of Buses	11	
Vehicle Miles	111,189	
Average Number of seats per bus	56.8	
Expenditures	\$98,481	

KING COUNTY (Cont.)

Public School Districts	Tahoma	Vashon Island
Enrollment	2,827	1,480
Number of Buses	25	18
Vehicle Miles	344,242	Unknown
Average Number of seats per bus .	64.8	Unknown
Expenditures	\$218,949	\$181,513
Social Service Agencies Providing Transportation		
Number of Agencies	13	
Number of Service Vehicles	36	
Average Number of Seats per vehicle	11.9	
Annual Vehicle Miles	366,336	
Passenger Rail Transportation		
Seattle and Auburn served by Amtrak: Daily connecting to Ellensburg, Yakima, Pasco, Wenatchee, Spokane, Minneapolis, Minn., Chicago, Tacoma, Kelso, Portland, OR, Oakland, CA, Los Angeles, CA, Everett, Bellingham, Vancouver, B.C.		
Snoqualmie-Snoqualmie Falls passenger rail service, private company operation for tourism purposes		
Passenger Ferry Transportation		
State Ferry Service at Seattle, Vashon and Tahlequah		
Private operation at Seattle-Lake Washington		
Countywide Totals		
Total Number of Vehicles	2,983 *	
Total Vehicle Miles Operated	34,283,702 *	
Total Expenditures	\$85,159,121 *	

*Excludes Greyhound Lines and Continental Trailways.

KITSAP COUNTY

General Characteristics

1977 Population	126,300
Elderly Population (over age 65 years)	12,150 (9.6%)
Enrolled Pupils in K-12 Public Schools	27,264 (21.6%)
Estimated Number of Handicapped Persons	6,082 (4.8%)
Urban Areas over 5,000 Population	Bremerton-Port Orchard (68,900)
Number of Incorporated Cities and Towns	4
Population of all Cities and Towns	48,418
Largest City	Bremerton (39,350)
County Seat	Port Orchard (4,280)
Population Density	321.37 Persons/Sq. Mile
Number of Passenger Vehicles	58,314
Municipal Public Transportation	
Bremerton Municipal Transit	
Passengers Carried	850,000
Vehicle Miles Operated	375,000
Number of Vehicles	25
Expenditures	\$999,858
Auto Transportation Companies/Passenger Charter Carriers	
Company: Greyhound Lines	
Stops: Winslow; Hood Canal Bridge	
Connections to: Seattle; Port Angeles	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Three times daily	
Expenditures: Unknown	
Company: Bremerton Tacoma Stages	
Stops: Bremerton; Pleasant Valley; Port Orchard; Bethel; Smith's Corner; Burley; Bangor; Keyport; Silverdale; Poulsbo; Winslow; Kingston	
Connections to: Tacoma; Seattle; Edmonds	
Passengers Carried: Unknown	
Vehicle Miles Operated: 308,685	
Equipment Operated: 11	
Frequency of Service: Three times daily	
Expenditures: \$469,075	
Company: Bremerton-Charleston Transportation	
Stops: Gorst; Tracyton; Illahee; Bucklin Hill; Poulsbo; Keyport; Silverdale; Bremerton	
Connections to: Bremerton	
Passengers Carried: Unknown	
Vehicle Miles Operated: 84,524	
Equipment Operated: 19	
Frequency of Service: Once daily	
Expenditures: \$171,792	
Company: Bremerton Suburban Transit	
Stops: Bremerton; Southworth; Colby; Manchester; Waterman; Annapolis	
Connections to: Bremerton; Belfair	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: 10	
Frequency of Service: Once daily	
Expenditures: \$73,348	

KITSAP COUNTY (Cont.)

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Arrow Cab, Bremerton	5	Unknown
Leyde/Red Top Cab/ Yellow Cab/ Black & Yellow Cab, Bremerton	6	Unknown
Blue Gold & Ideal Taxi, Port Orchard	2	Standard
Rainbow Cab, Port Orchard	2	Standard
Poulsbo Cab, Poulsbo	1	None
Island Taxi, Winslow	1	None
Private Buses		
Churches	23	
Social Service	4	
Miscellaneous	4	
Total	31	
Public School Districts		
Enrollment	Bremerton 6,410	North Kitsap 3,493
Number of Buses	23	33
Vehicle Miles	262,142	397,295
Average Number of seats per bus	67.1	66.6
Expenditures	\$345,454	\$357,568
Public School Districts		
Enrollment	South Kitsap 7,783	Bainbridge Island 2,451
Number of Buses	38	18
Vehicle Miles	574,397	166,281
Average Number of seats per bus	73.0	62.7
Expenditures	\$607,577	\$199,476
Social Service Agencies Providing Transportation		
Number of Agencies	5	
Number of Service Vehicles	23	
Average Number of Seats per vehicle	14.5	
Annual Vehicle Miles	327,552	
Passenger Rail Transportation	None	
Passenger Ferry Transportation		
State Ferry at Southworth, Bremerton, Winslow and Kingston		
Private Operation at Bremerton and Port Orchard		
Countywide Totals		
Total Number of Vehicles	293	
Total Vehicle Miles Operated	3,002,065	
Total Expenditures	\$3,254,335	

KITTITAS COUNTY

General Characteristics			
1977 Population	25,600		
Elderly Population (over age 65 years)	2,500	(9.8%)	
Enrolled Pupils in K-12 Public Schools	4,605	(18.0%)	
Estimated Number of Handicapped Persons	1,295	(5.1%)	
Urban Areas over 5,000 Population	Ellensburg (14,400)		
Number of Incorporated Cities and Towns	5		
Population of all Cities and Towns	16,901		
Largest City	Ellensburg (13,000)		
County Seat	Ellensburg		
Population Density	11.04 Persons/Sq. Mile		
Number of Passenger Vehicles	12,852		
Municipal Public Transportation	None		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Greyhound Lines			
Stops: Easton; Cle Elum; Ellensburg; Vantage			
Connections to: Spokane; Yakima; Seattle			
Passengers Carried: Unknown			
Vehicle Miles Operated: Unknown			
Equipment Operated: See King County			
Frequency of Service: Several times daily			
Expenditures: Unknown			
Company: Empire Lines			
Stops: Ellensburg			
Connections to: Quincy; Wenatchee			
Passengers Carried: See Spokane County			
Vehicle Miles Operated: See Spokane County			
Number of Vehicles: See Spokane County			
Frequency of Service: Twice daily			
Expenditures: See Spokane County			
Taxicab Operators/For-Hire Carriers			
Name, Location	Number of Vehicles	Regulation	
Yellow Cab, Cle Elum	1	None	
City Cab, Ellensburg	Unknown	Standard, Fares	
Private Buses			
Social Service	1		
Total	1		
Public School Districts			
Enrollment	CleElum-Roslyn	Damman	Easton
	823	11	108
Number of Buses	11	0	3
Vehicle Miles	110,002	0	23,105
Average Number of seats per bus	59.8	N.A.	39.3
Expenditures	\$80,947	0	\$10,174

KITTITAS COUNTY (Cont.)

Public School Districts			
Enrollment	Ellensburg	Kittitas	Thorp
Number of Buses	29	9	3
Vehicle Miles	234,706	86,697	24,691
Average Number of seats per bus	66.5	50.8	47.5
Expenditures	\$185,423	\$51,955	\$19,118
Social Service Agencies Providing Transportation			
Number of Agencies	3		
Number of Service Vehicles	2		
Average Number of Seats per vehicle	10.9		
Annual Vehicle Miles	100,500		
Passenger Rail Transportation			
Ellensburg served by Amtrak, daily connecting to Seattle, Yakima, Spokane			
Passenger Ferry Transportation	None		
Countywide Totals			
Total Number of Vehicles	69		
Total Vehicle Miles Operated	579,701		
Total Expenditures	\$347,617		

KLICKITAT COUNTY

General Characteristics			
1977 Population	13,900		
Elderly Population (over age 65 years)	1,660	(11.9%)	
Enrolled Pupils in K-12 Public Schools	3,413	(24.6%)	
Estimated Number of Handicapped Persons	618	(4.4%)	
Urban Areas over 5,000 Population	None		
Number of Incorporated Cities and Towns	3		
Population of all Cities and Towns	5,741		
Largest City	Goldendale (3,310)		
County Seat	Goldendale		
Population Density	7.28 Persons/Sq. Mile		
Number of Passenger Vehicles	8,057		
Municipal Public Transportation	None		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Greyhound Lines			
Stops: Bingen; Lyle; Smithville; Goldendale			
Connections to: Yakima; Ellensburg; Portland			
Passengers Carried: Unknown			
Vehicle Miles Operated: Unknown			
Equipment Operated: See King County			
Frequency of Service: Four times daily			
Expenditures: Unknown			
Taxicab Operators/For-Hire Carriers			
Name, Location	Number of Vehicles	Regulation	
Bingen Cab, Bingen	1	None	
Private Buses			
Logging	7		
Churches	3		
Total	10		
Public School Districts			
Enrollment	99	Centerville	Glenwood
Number of Buses	5	40	165
Vehicle Miles	46,436	29,207	4
Average Number of seats per bus	22.6	30.0	27,275
Expenditures	\$18,112	\$16,544	45.0
			\$16,302

KLICKITAT COUNTY (Cont.)

Public School Districts			
Enrollment	1,268	Goldendale	Lyle
Number of Buses	11		346
Vehicle Miles	114,158		8
Average Number of seats per bus	62.1		67,242
Expenditures	\$72,834		35.9
			\$45,414
Public School Districts			
Enrollment	20	Roosevelt	Trout Lake
Number of Buses	2		127
Vehicle Miles	10,274		3
Average Number of seats per bus	34.0		21,438
Expenditures	\$6,315		40.0
			\$13,256
Public School Districts			
Enrollment	98	Wishram	White Salmon
Number of Buses	1		1,083
Vehicle Miles	7,747		14
Average Number of seats per bus	58.0		79,291
Expenditures	3,698		65.5
			\$72,107
Social Service Agencies Providing Transportation			
Number of Agencies	1		
Number of Service Vehicles	2		
Average Number of Seats per vehicle	13.5		
Annual Vehicle Miles	54,000		
Passenger Rail Transportation	None		
Passenger Ferry Transportation	None		
Countywide Totals			
Total Number of Buses	68		
Total Vehicle Miles Operated	474,917		
Total Expenditures	\$283,622		

LEWIS COUNTY

General Characteristics			
1977 Population	50,600		
Elderly Population (over age 65 years)	6,910	(13.7%)	
Enrolled Pupils in K-12 Public Schools	11,744	(23.2%)	
Estimated Number of Handicapped Persons	2,236	(4.4%)	
Urban Areas over 5,000 Population	Centralia-Chehalis (21,300)		
Number of Incorporated Cities and Towns	9		
Population of all Cities and Towns	21,676		
Largest City	Centralia (10,710)		
County Seat	Chehalis (5,900)		
Population Density	20.88 Persons/Sq. Mile		
Number of Passenger Vehicles	29,157		
Municipal Public Transportation			
Lewis Public Transportation Benefit Area, Serving Centralia-Chehalis			
Passengers Carried	28,022		
Vehicle Miles Operated	43,084		
Number of Vehicles	6		
Expenditures	\$78,589		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Greyhound Lines			
Stops: Centralia-Chehalis; Toledo			
Connections to: Seattle; Longview; Portland			
Passengers Carried: Unknown			
Vehicle Miles Operated: Unknown			
Equipment Operated: See King County			
Frequency of Service: Several times daily			
Expenditures: Unknown			
Taxicab Operators/For-Hire Carriers			
Name, Location	Number of Vehicles	Regulation	
City Cab, Centralia	3	None	
Private Buses			
Logging	37		
Farms	1		
Churches	15		
Schools	1		
Miscellaneous	2		
Total	56		
Public School Districts			
Enrollment	Adna 435	Boistfort 83	Centralia 3,429
Number of Buses	6	6	28
Vehicle Miles	44,187	32,239	313,005
Average Number of seats per bus	64.0	51.2	51.9
Expenditures	\$34,652	\$26,269	\$230,436

LEWIS COUNTY (Cont.)

Public School Districts			
Enrollment	Chehalis 2,222	Evaline 38	Morton 566
Number of Buses	22	1	12
Vehicle Miles	214,737	10,353	57,282
Average Number of seats per bus	56.5	28.0	59.8
Expenditures	\$148,382	\$4,792	\$35,640
Public School Districts			
Enrollment	Mossyrock 559	Napavine 493	Onalaska 688
Number of Buses	11	6	12
Vehicle Miles	89,745	46,222	59,199
Average Number of seats per bus	57.6	60.8	56.6
Expenditures	\$59,684	\$33,265	\$52,343
Public School Districts			
Enrollment	PeEll 346	Toledo 864	Vader 141
Number of Buses	4	15	3
Vehicle Miles	37,159	93,795	15,557
Average Number of seats per bus	63.8	68.5	58.7
Expenditures	\$28,707	\$82,860	\$12,961
Public School Districts			
Enrollment	White Pass 1,077	Winlock 803	
Number of Buses	15	9	
Vehicle Miles	142,455	53,153	
Average Number of seats per bus	48.5	63.3	
Expenditures	\$135,361	\$60,577	
Social Service Agencies Providing Transportation			
Number of Agencies	1		
Number of Service Vehicles	1		
Average Number of Seats per vehicle	12.0		
Annual Vehicle Miles	14,400		
Passenger Rail Transportation			
Centralia Served by Amtrak, Once daily connecting to Seattle, Portland			
Passenger Ferry Transportation	None		
Countywide Totals			
Total Number of Buses	216		
Total Vehicle Miles Operated	1,312,794		
Total Expenditures	\$1,024,518		

LINCOLN COUNTY

General Characteristics	
1977 Population	9,800
Elderly Population (over age 65 years)	1,480 (15.1%)
Enrolled Pupils in K-12 Public Schools	2,330 (23.8%)
Estimated Number of Handicapped Persons	389 (4.0%)
Urban Areas over 5,000 Population	None
Number of Incorporated Cities and Towns	8
Population of all Cities and Towns	6,006
Largest City	Davenport (1,471)
County Seat	Davenport
Population Density	8,057
Number of Passenger Vehicles	None
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	
Company: Greyhound Lines	
Stops: Odessa; Harrington; Davenport; Reardan	
Connections to: Spokane; Wenatchee; Seattle	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Three times daily	
Expenditures: Unknown	
Company: Empire Lines	
Stops: Reardan; Davenport; Creston; Wilbur	
Connections to: Spokane; Wenatchee; Okanogan	
Passengers Carried: See Spokane County	
Vehicle Miles Operated: See Spokane County	
Number of Vehicles: See Spokane County	
Frequency of Service: Daily	
Expenditures: See Spokane County	
Taxicab Operators/For-Hire Carriers	None
Private Buses	
Churches	2
Miscellaneous	1
Total	3
Public School Districts	
Enrollment	Almire 131
Number of Buses	6
Vehicle Miles	54,548
Average Number of seats per bus	37.2
Expenditures	\$31,867
Public School Districts	
Enrollment	Harrington 217
Number of Buses	7
Vehicle Miles	77,287
Average Number of seats per bus	35.4
Expenditures	\$38,892
Public School Districts	
Enrollment	Odessa 348
Number of Buses	12
Vehicle Miles	138,435
Average Number of seats per bus	34.5
Expenditures	\$69,300
Public School Districts	
Enrollment	Reardan-Edwall 532
Number of Buses	22
Vehicle Miles	193,305
Average Number of seats per bus	39.0
Expenditures	\$133,284
Public School Districts	
Enrollment	Davenport 406
Number of Buses	9
Vehicle Miles	89,334
Average Number of seats per bus	33.8
Expenditures	\$52,923

LINCOLN COUNTY (Cont.)

Public School Districts	
Enrollment	Sprague 139
Number of Buses	7
Vehicle Miles	48,998
Average Number of seats per bus	29.8
Expenditures	\$24,370
Social Service Agencies Providing Transportation	...
Passenger Rail Transportation	
Traversed by Amtrak but no stops	
Passenger Ferry Transportation	
Ferry connection on SR 21 North of Wilbur, crossing to connect to Keller in Ferry County	
Countywide Totals	
Total Number of Buses	80
Total Vehicle Miles Operated	743,987
Total Expenditures	\$436,200

MASON COUNTY

General Characteristics			
1977 Population	24,600		
Elderly Population (over age 65 years)	3,180 (12.9%)		
Enrolled Pupils in K-12 Public Schools	5,834 (23.7%)		
Estimated Number of Handicapped Persons	1,091 (4.4%)		
Urban Areas over 5,000 Population	Shelton (8,200)		
Number of Incorporated Cities and Towns	1		
Population of all Cities and Towns	6,650		
Largest City	Shelton		
County Seat	Shelton		
Population Density	25.57 Persons/Sq. Mile		
Number of Passenger Vehicles	12,852		
Municipal Public Transportation	None		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Bremerton Suburban Transit			
Stops: Allyn; Belfair			
Connections to: Bremerton			
Passengers Carried: See Kitsap County			
Vehicle Miles Operated: See Kitsap County			
Number of Vehicles: See Kitsap County			
Frequency of Service: Six days weekly			
Expenditures: See Kitsap County			
Company: Bremerton-Tacoma			
Stops: Shelton; Allyn; Belfair			
Connections to: Olympia; Bremerton			
Passengers Carried: See Kitsap County			
Vehicle Miles Operated: See Kitsap County			
Number of Vehicles: See Kitsap County			
Frequency of Service: Six days weekly			
Expenditures: See Kitsap County			
Taxicab Operators/For-Hire Carriers			
Name, Location	Number of Vehicles	Regulation	
City Cab, Shelton	1	Standard, Fares	
Private Buses			
Logging	24		
Churches	1		
Social Service	1		
Miscellaneous	2		
Total	28		
Public School Districts			
Enrollment	102	Hood Canal	Mary M. Knight
Number of Buses	3	334	180
Vehicle Miles	29,028	5	5
Average Number of seats per bus	66.5	57,237	34,510
Expenditures	\$22,929	77.8	54.0
		\$39,166	\$32,717

MASON COUNTY (Cont.)

Public School Districts			
Enrollment	1,160	Pioneer	271
Number of Buses	13		5
Vehicle Miles	154,484		34,854
Average Number of seats per bus	66.0		54.8
Expenditures	\$143,381		\$30,207
Public School Districts			
Enrollment	196		
Number of Buses	1		
Vehicle Miles	11,039		
Average Number of seats per bus	55.0		
Expenditures	\$9,587		
Social Service Agencies Providing Transportation			
Number of Agencies	2		
Number of Service Vehicles	18		
Average Number of seats per bus	10.6		
Annual Vehicle Miles	195,384		
Passenger Rail Transportation	None		
Passenger Ferry Transportation	None		
Countywide Totals			
Total Number of Buses	105		
Total Vehicle Miles Operated	744,833		
Total Expenditures	\$519,395		

OKANOGAN COUNTY

General Characteristics

1977 Population	27,800
Elderly Population (over age 65 years)	3,510 (12.6%)
Enrolled Pupils in K-12 Public Schools	6,313 (22.7%)
Estimated Number of Handicapped Persons	1,258 (4.5%)
Urban Areas over 5,000 Population	None
Number of Incorporated Cities and Towns	13
Population of all Cities and Towns	14,569
Largest City	Omak (4,126)
County Seat	Okanogan (2,250)
Population Density	5.24 Persons/Sq. Mile
Number of Passenger Vehicles	17,072
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	None
Company: Empire Lines	
Stops: Oroville; Tonasket; Riverside; Omak; Okanogan; Mallott; Brewster; Pateros	
Connections to: Spokane; Wenatchee; Osoyoos, B.C.	
Passengers Carried: See Spokane County	
Vehicle Miles Operated: See Spokane County	
Equipment Operated: See Spokane County	
Frequency of Service: Twice daily	
Expenditures: See Spokane County	

Limousine Services

Company: Pacific Northwest Adventure Trips

Route: Wenatchee; Pateros; Winthrop; Twisp; Okanogan

Number of Vehicles: Unknown

Passengers: None

Vehicle Miles Operated: None

Expenditures: None

Regulation: WUTC (Auto Transportation Co. & Charter Service)

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Lincoln Taxi, Brewster	2	None
Okanogan Taxi, Okanogan	1	None
Okanogan-Omak Taxi, Okanogan	2	None
Omak Taxi	1	Business License

Private Buses

Logging	3
Farms	2
Churches	3
Schools	1
Social Service	2
Total	11
Public School Districts	
Enrollment	Brewster 618 Methow Valley 685 Nespelem 179
Number of Buses	9 10 5
Vehicle Miles	75,432 127,798 46,391
Average Number of seats per bus	51.4 58.2 41.2
Expenditures	\$50,066 \$76,394 \$25,901

OKANOGAN COUNTY (Cont.)

Public School Districts	Okanogan	Omak	Oroville
Enrollment	967	1,665	910
Number of Buses	13	14	12
Vehicle Miles	112,100	136,003	87,514
Average Number of seats per bus	46.1	57.2	47.0
Expenditures	\$79,541	\$84,063	\$53,020
Public School Districts	Pateros	Tonasket	
Enrollment	277	1,012	
Number of Buses	6	15	
Vehicle Miles	46,452	156,182	
Average Number of seats per bus	45.2	47.8	
Expenditures	\$33,508	\$112,394	
Social Service Agencies Providing Transportation			
Number of Agencies		2	
Number of Service Vehicles		7	
Average Number of seats per bus		12	
Annual Vehicle Miles		91,200	
Passenger Rail Transportation		None	
Passenger Ferry Transportation		None	
Countywide Totals			
Total Number of Buses		108	
Total Vehicle Miles Operated		879,072	
Total Expenditures		\$514,887	

PACIFIC COUNTY

General Characteristics			
1977 Population	16,000		
Elderly Population (over age 65 years)	2,730	(17.1%)	
Enrolled Pupils in K-12 Public Schools	3,488	(21.8%)	
Estimated Number of Handicapped Persons	685	(4.3%)	
Urban Areas over 5,000 Population	None		
Number of Incorporated Cities and Towns	4		
Population of all Cities and Towns	6,569		
Largest City	Raymond (3,087)		
County Seat	South Bend (1,805)		
Population Density	17.62 Persons/Sq. Mile		
Number of Passenger Vehicles	8,632		
Municipal Public Transportation	None		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Columbia Coachways			
Stops: Naselle; Chinook; Ilwaco; Seaview; Long Beach; Ocean Park			
Connections to: Longview			
Passengers Carried: 45			
Vehicle Miles Operated: 3,080			
Equipment Operated: See Cowlitz County			
Frequency of Service: Once weekly			
Expenditures: See Cowlitz County			
Taxicab Operators/For-Hire Carriers			
Name, Location	Number of Vehicles	Regulation	
Peninsula Taxi, Ilwaco	1	None	
Bud's Taxi, Long Beach	1	None	
Sam's Cab, Raymond	1	Business License	
Astoria Yellow Cab, Astoria, Ore.	5	None	
Private Buses			
Logging	3		
Churches	3		
Social Service	2		
Total	8		
Public School Districts			
Enrollment	Naselle-Grays River 482	North River 73	Ocean Beach 1,014
Number of Buses	12	2	11
Vehicle Miles	113,535	14,830	129,207
Average Number of seats per bus	62.5	55.7	70.1
Expenditures	\$81,142	\$16,889	\$148,513

PACIFIC COUNTY (Cont.)

Public School Districts			
Enrollment	Raymond 827	South Bend 583	Willapa Valley 509
Number of Buses	9	10	7
Vehicle Miles	64,654	58,051	65,949
Average Number of seats per bus	54.9	57.5	61.0
Expenditures	\$66,102	\$52,125	\$54,821
Social Service Agencies Providing Transportation			
Number of Agencies	1		
Number of Service Vehicles	2		
Average Number of seats per bus	15.0		
Annual Vehicle Miles	16,800		
Passenger Rail Transportation	None		
Passenger Ferry Transportation	None		
Countywide Totals			
Total Number of Buses	64 (not including Astoria Taxicabs)		
Total Vehicle Miles Operated	466,106		
Total Expenditures			\$419,592

PEND OREILLE COUNTY

General Characteristics

1977 Population	8,000		
Elderly Population (over age 65 years)	920 (11.5%)		
Enrolled Pupils in K-12 Public Schools	1,943 (24.3%)		
Estimated Number of Handicapped Persons	360 (4.5%)		
Urban Areas over 5,000 Population	None		
Number of Incorporated Cities and Towns	5		
Population of all Cities and Towns	2,945		
Largest City	Newport (1,535)		
County Seat	Newport		
Population Density	5.70 Persons/Sq. Mile		
Number of Passenger Vehicles	4,028		
Municipal Public Transportation	None		
Auto Transportation Companies/Passenger			
Charter Carriers	None		
Taxicab Operators/For-Hire Carriers	None		
Private Buses			
Churches	1		
Total	1		
Public School Districts			
Enrollment	Cusick 376	Newport 1,040	Selleck 527
Number of Buses	9	15	13
Vehicle Miles	59,487	126,828	98,276
Average Number of seats per bus	52.7	54.9	46.2
Expenditures	\$41,254	\$94,223	\$50,057
Social Service Agencies Providing Transportation			
See Stevens County			
Passenger Rail Transportation			None
Passenger Ferry Transportation			None
Countywide Totals			
Total Number of Buses	28		
Total Vehicle Miles Operated	284,591		
Total Expenditures	\$185,534		

PIERCE COUNTY

General Characteristics

1977 Population	422,400
Elderly Population (over age 65 years)	39,530 (9.4%)
Enrolled Pupils in K-12 Public Schools	91,302 (21.6%)
Estimated Number of Handicapped Persons	20,410 (4.8%)
Urban Areas over 5,000 Population	Tacoma (369,400)
Number of Incorporated Cities and Towns	18
Population of all Cities and Towns	205,254
Largest City	Tacoma (156,000)
County Seat	Tacoma
Population Density	252.02 Persons/Sq. Mile
Number of Passenger Vehicles	211,006
Municipal Public Transportation	
Tacoma Transit System	
Passengers Carried	7,598,526
Vehicle Miles Operated	3,229,024
Number of Vehicles	116
Expenditures	\$5,244,107
Auto Transportation Companies/Passenger Charter Carriers	
Company: Greyhound Lines	
Stops: Tacoma; Fort Lewis	
Connections to: Seattle; Portland, Ore.	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Many times daily	
Expenditures: Unknown	
Company: Chinook Transportation and Pacific National Lines	
Stops: Tacoma; Milton; Puyallup; Sumner	
Connections to: Algonia; Auburn; Enumclaw	
Passengers Carried: 38,944	
Vehicle Miles Operated: 70,437	
Equipment Operated: 6	
Frequency of Service: Four times daily	
Expenditures: \$304,276	
Company: Bremerton-Tacoma Stages	
Stops: Tacoma; Gig Harbor; Purdy	
Connections to: Bremerton; Bangor; Keyport	
Passengers Carried: See Kitsap County	
Vehicle Miles Operated: See Kitsap County	
Equipment Operated: See Kitsap County	
Frequency of Service: Three times daily	
Expenditures: See Kitsap County	
Company: Lakewood-Bayshore Stage	
Stops: Tacoma; Lakewood; Steilacoom	
Connections to: None	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: 4	
Frequency of Service: Seven times daily	
Expenditures: \$34,593	

PIERCE COUNTY (Cont.)

Company: Crystal Mountain

Stops: Crystal
Connections to: Enumclaw
Passengers Carried: See King County
Vehicle Miles Operated: See King County
Equipment Operated: See King County
Frequency of Service: Three times daily, winter months only
Expenditures: See King County

Limousine Services

Company: Oliver Taxi and Ambulance Service
Route: Tacoma - Sea-Tac Airport
Number of Vehicles: 8
Passengers Carried: 22,740
Vehicle Miles Operated: 294,960
Expenditures: \$125,637
Regulation: City (Taxi); WUTC (Auto Transp. Co. & Charter Carrier)
Company: Tacoma Suburban Lines
Route: Dupont; Fort Lewis; McChord AFT; Tacoma; Sea-Tac Airport; Seattle
Number of Vehicles: 8
Passengers Carried: 105,104
Vehicle Miles Operated: 287,338
Expenditures: \$364,652
Regulation: WUTC (Auto Transp. Co. & Charter Carrier)

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Fort Lewis Taxi Assn., Ft. Lewis	20	Standard
Puyallup Valley Taxi, Puyallup	3	Standard
Gig Harbor-Highland Hill Taxi, Tacoma	3	Standard; Taximeter
K Street Taxi, Tacoma	9	Standard; Taximeter
Oliver Taxi & Ambulance Service, Tacoma	15	Standard; Taximeter
Radio Cab, Tacoma	3	Standard; Taximeter
Red & White Taxi, Tacoma	1	Standard; Taximeter
Washington Taxi, Tacoma	3	Unknown
Crosstown Taxi, Tacoma	Unknown	Unknown
East Tacoma Taxi, Tacoma	Unknown	Unknown
Fircrest Taxi, Tacoma	Unknown	Unknown
Metro Taxi, Tacoma	Unknown	Unknown
Pete's Taxi Service, Tacoma	Unknown	Unknown
Westgate Taxi, Tacoma	Unknown	Unknown
Yellow Cab, Tacoma	Unknown	Unknown

Private Buses

Logging	7
Farms	12
Churches	79
Schools	4
Social Service	3
Transport	1
Miscellaneous	24
Total	130

PIERCE COUNTY (Cont.)

Public School Districts	Bethel	Carbonado	Clover Park
Enrollment	7,145	90	13,948
Number of Buses	52	1	66
Vehicle Miles	737,956	9,124	726,097
Average Number of seats per bus	65.7	28.0	56.9
Expenditures	\$672,249	\$6,977	\$700,789
Public School Districts	Dieringer	Eatonville	Fife
Enrollment	418	1,296	2,070
Number of Buses	5	20	14
Vehicle Miles	54,633	208,414	133,157
Average Number of seats per bus	59.2	57.1	71.2
Expenditures	\$49,283	\$165,681	\$171,536
Public School Districts	Franklin Pierce	Orting	Peninsula
Enrollment	6,933	782	4,387
Number of Buses	30	8	39
Vehicle Miles	311,818	58,422	533,754
Average Number of seats per bus	64.3	60.0	75.9
Expenditures	\$374,595	\$50,071	\$440,097
Public School Districts	Puyallup	Steilacoom	Sumner
Enrollment	11,564	1,027	4,211
Number of Buses	56	9	25
Vehicle Miles	644,868	85,205	263,725
Average Number of seats per bus	66.9	52.1	65.0
Expenditures	\$696,801	\$71,173	\$330,735
Public School Districts	Tacoma	University Place	White River
Enrollment	31,438	4,194	1,799
Number of Buses	24	16	15
Vehicle Miles	262,416	121,411	135,093
Average Number of seats per bus	35.0	62.3	78.5
Expenditures	\$1,531,313	\$168,527	\$148,696

Note: Tacoma School District contracts with Tacoma Transit System for most of its pupil transportation.

PIERCE COUNTY (Cont.)

Social Service Agencies Providing Transportation	
Number of Agencies	5
Number of Service Vehicles	22
Average Number of seats per vehicle	11.9
Annual Vehicle Miles	197,712
Passenger Rail Transportation	
Tacoma served by Amtrak, Daily connecting to Seattle; Portland, Ore.; Oakland, Calif.; Los Angeles, Calif.	
Passenger Ferry Transportation	
County Operation between Steilacoom and Anderson, McNeil and Ketrion Islands	
State Operation between Tacoma (Fort Defiance Park) and Vashon Island (Tahlequah)	
Countywide Totals	
Total Number of Buses	731
Total Vehicle Miles Operated	8,365,564
Total Expenditures	\$11,651,788

SAN JUAN COUNTY

General Characteristics

1977 Population	6,100	
Elderly Population (over age 65 years)	1,070	(17.5%)
Enrolled Pupils in K-12 Public Schools	1,047	(17.2%)
Estimated Number of Handicapped Persons	279	(4.6%)
Urban Areas over 5,000 Population	None	
Number of Incorporated Cities and Towns	1	
Population of all Cities and Towns	1,024	
Largest City	Friday Harbor	
County Seat	Friday Harbor	
Population Density	34.07 Persons/Sq. Mile	
Number of Passenger Vehicles	3,261	
Municipal Public Transportation	None	
Auto Transportation Companies/Passenger Charter Carriers	None	

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Orcas Taxi Service, Orcas	1	None
Private Buses	None	
Public School Districts		
Enrollment	Lopez Island 170	Orcas Island 378
Number of Buses	3	5
Vehicle Miles	23,881	22,437
Average Number of seats per bus	56.7	66.8
Expenditures	\$15,887	\$18,158
		\$34,433

Public School Districts

Enrollment	Shaw 3
Number of Buses	0
Vehicle Miles	0
Average Number of seats per bus	0
Expenditures	0

Social Service Agencies Providing Transportation

Number of Agencies	1
Number of Service Vehicles	1
Average Number of seats per Vehicle	7.0
Annual Vehicle Miles	14,400
Passenger Rail Transportation	None
Passenger Ferry Transportation	
State Ferry System at Lopez, Shaw, Orcas and San Juan Islands	

Countywide Totals

Total Number of Buses	15
Total Vehicle Miles Operated	106,034
Total Expenditures	\$68,478

SKAGIT COUNTY

General Characteristics

1977 Population	56,000
Elderly Population (over age 65 years)	7,830 (14.0%)
Enrolled Pupils in K-12 Public Schools	12,336 (22.0%)
Estimated Number of Handicapped Persons	2,509 (4.5%)
Urban Areas over 5,000 Population	Mt. Vernon (11,600) and Anacortes (8,500)
Number of Incorporated Cities and Towns	8
Population of all Cities and Towns	29,626
Largest City	Mount Vernon (11,021)
County Seat	Mount Vernon
Population Density	32.27 Persons/Sq. Mile
Number of Passenger Vehicles	33,761
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	None
Company: Greyhound Lines	
Stops: Mount Vernon; Burlington; Alger	
Connections to: Bellingham; Seattle	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Several times daily	
Expenditures: Unknown	
Company: Evergreen Trailways	
Stops: Mount Vernon; Anacortes	
Connections to: Seattle; Everett; Oak Harbor	
Passengers Carried: See Island County	
Vehicle Miles Operated: See Island County	
Frequency of Service: Three times daily	
Expenditures: See Island County	

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Doug's Taxi, Anacortes	4	Standard, Fares
Howard's Taxi, Anacortes	1	Unknown
A-1 Taxi, Burlington	1	None
Skagit Valley Taxi, Burlington	2	None
Cascade Taxi, Mount Vernon	3	Business License
Sedro Woolley Taxi, Sedro Woolley	1	None
Private Buses		
Logging	2	
Farms	21	
Churches	14	
Schools	4	
Social Service	1	
Miscellaneous	8	
Total	50	

SKAGIT COUNTY (Cont.)

Public School Districts	Anacortes	Burlington-Edison	Concrete
Enrollment	2,160	2,641	567
Number of Buses	20	20	11
Vehicle Miles	181,065	271,081	94,439
Average Number of seats per bus	62.6	67.3	63.1
Expenditures	\$174,386	\$217,566	\$86,857
Public School Districts			
Enrollment	Conway	LaConner	Mount Vernon
Number of Buses	244	462	3,175
Vehicle Miles	8	5	25
Average Number of seats per bus	70,161	37,537	313,868
Expenditures	66.9	63.6	62.5
	\$53,220	\$38,665	\$247,195

Public School Districts

Public School Districts	Sedro Woolley
Enrollment	3,087
Number of Buses	29
Vehicle Miles	443,569
Average Number of seats per bus	64.6
Expenditures	\$371,402
Social Service Agencies Providing Transportation	
Number of Agencies	3
Number of Service Vehicles	9
Average Number of seats per Vehicle	12.2
Annual Vehicle Miles	343,932

Passenger Rail Transportation

Mount Vernon served by Amtrak, Once daily connecting to Seattle, Vancouver, B.C.

Passenger Ferry Transportation

County Ferry connecting Guemes Island with Anacortes

Countywide Totals

Total Number of Buses	189
Total Vehicle Miles Operated	1,755,652
Total Expenditures	\$1,189,291

SKAMANIA COUNTY

General Characteristics

1977 Population	6,100
Elderly Population (over age 65 years)	550 (9.0%)
Enrolled Pupils in K-12 Public Schools	1,285 (21.1%)
Estimated Number of Handicapped Persons	318 (5.2%)
Urban Areas over 5,000 Population	None
Number of Incorporated Cities and Towns	2
Population of all Cities and Towns	1,290
Largest City	Stevensons (963)
County Seat	Stevenson
Population Density	3.64 Persons/Sq. Mile
Number of Passenger Vehicles	3,453

Municipal Public Transportation

Auto Transportation Companies/Passenger Charter Carriers

Company: Greyhound Lines

Stops: Skamania; North Bonneville; Stevenson

Connections to: Portland; Yakima

Passengers Carried: Unknown

Vehicle Miles Operated: Unknown

Equipment Operated: See King County

Frequency of Service: Twice daily

Expenditures: Unknown

Taxicab Operators/For-Hire Carriers

Name, Location

Nystrom, Carson

Number of Vehicles

1

Regulation

None

Private Buses

Logging

6

Churches

1

Total

7

Public School Districts

Mill A

Enrollment

68

Number of Buses

2

Vehicle Miles

16,274

Average Number of seats per bus

49.0

Expenditures

\$8,576

Public School Districts

Stevenson-Carson

Enrollment

1,098

Number of Buses

12

Vehicle Miles

184,273

Average Number of seats per bus

59.4

Expenditures

\$145,275

Passenger Rail Transportation

None

Passenger Ferry Transportation

None

Countywide Totals

Total Number of Buses

22

Total Vehicle Miles Operated

250,561

Total Expenditures

\$197,692

SNOHOMISH COUNTY

General Characteristics

1977 Population	278,200
Elderly Population (over age 65 years)	24,490 (8.8%)
Enrolled Pupils in K-12 Public Schools	63,112 (22.7%)
Estimated Number of Handicapped Persons	13,392 (4.8%)
Urban Areas over 5,000 Population	Seattle-Everett (1,266,400) includes King Co. portion
Number of Incorporated Cities and Towns	18
Population of all Cities and Towns	142,485
Largest City	Everett (51,700)
County Seat	Everett
Population Density	132.60 Persons/Sq. Mile
Number of Passenger Vehicles	32,802
Municipal Public Transportation	
Everett Transit System	
Passengers Carried	910,000
Vehicle Miles Operated	695,000
Number of Vehicles	18
Expenditures	\$858,106
Snohomish County PTBA	
Passengers Carried	951,251
Vehicle Miles Operated	1,161,968
Number of Vehicles	18
Expenditures	\$1,828,847

Auto Transportation Companies/Passenger Charter Carriers

Company: Greyhound Lines

Stops: Everett; Snohomish; Monroe; Sultan; Stevens Pass; Marysville; Island; Freeborn;

Stanwood

Connections to: Seattle; Wenatchee; Vancouver, B.C.

Passengers Carried: Unknown

Vehicle Miles Operated: Unknown

Equipment Operated: See King County

Frequency of Service: Many times daily

Expenditures: Unknown

Company: Bremerton Tacoma Stages

Stops: Edmonds; Lynnwood; Mountlake Terrace

Connections to: Seattle; Bangor

Passengers Carried: Unknown

Vehicle Miles Operated: See Kitsap County

Equipment Operated: See Kitsap County

Frequency of Service: Once Daily

Expenditures: See Kitsap County

Company: Evergreen Trailways

Stops: Mukilteo; Snohomish; Monroe; Sultan; Gold Bar

Connections to: Seattle; Oak Harbor

Passengers Carried: Unknown

Vehicle Miles Operated: See Island County

Equipment Operated: See Island County

Frequency of Service: Daily, Four times weekly

Expenditures: See Island County

SNOHOMISH COUNTY (Cont.)

Limousine Services

Company: Suburban Airporter

Route: Sea-Tac to Edmonds; Lake Forest Park; E. Lake Washington

Number of Vehicles: See King County

Passengers Carried: See King County

Vehicle Miles Operated: See King County

Expenditures: See King County

Regulation: WUTC (Auto Transp. Co. and Charter Carrier)

Company: Everett Airporter

Route: Everett-Lynnwood-Sea-Tac Airport

Number of Vehicles: 5

Passengers Carried: 14,361

Vehicle Miles Operated: 466,944

Expenditures: \$85,048

Regulation: WUTC (Auto Transp. Co.)

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Thrifty Cab, Arlington	Unknown	Standard
Husky Cab, Alderwood Manor	1	None
Black & White Cab, Everett	7	Standard
City Cab, Everett	7	Standard
Deluxe Cab, Everett	7	Standard
Everett Taxi, Everett	5	Standard
White Top Cab, Everett	Unknown	Standard
Yellow Cab, Everett	Unknown	Standard
Plaza Cab, Lynnwood	7	Standard, Taximeter
Wheelchair Taxi Service, Lynnwood	1	Standard, Taximeter
Thrifty Cab, Marysville	2	Business License
Glen's Taxi, Monroe	2	Standard
Snohomish Cab, Snohomish	2	Business License

Private Buses

Logging	19		
Churches	57		
Social Service	7		
Miscellaneous	11		
Farms	7		
Schools	13		
Transport	1		
Total	115		
Public School Districts			
Enrollment	Arlington	Darrington	Edmonds
Number of Buses	2,322	590	22,517
Vehicle Miles	19	8	83
Average Number of seats per bus	63,486	64,820	914,487
Expenditures	66.6	63.6	50.7
	\$226,270	\$46,737	\$1,051,154

SNOHOMISH COUNTY (Cont.)

Public School Districts	Everett	Granite Falls	Index
Enrollment	11,696	887	14
Number of Buses	44	10	0
Vehicle Miles	Unknown	92,671	N.A.
Average Number of seats per bus .	67.2	61.4	N.A.
Expenditures	\$566,870	\$69,976	0
Public School Districts	Lake Stevens	Lakewood	Marysville
Enrollment	2,984	824	5,358
Number of Buses	24	8	35
Vehicle Miles	251,526	80,909	381,420
Average Number of seats per bus .	64.6	68.7	65.3
Expenditures	\$230,607	\$80,906	\$348,710
Public School Districts	Monroe	Mukilteo	Snohomish
Enrollment	2,612	5,220	5,097
Number of Buses	21	39	40
Vehicle Miles	204,311	432,702	440,418
Average Number of seats per bus .	66.0	59.9	67.5
Expenditures	\$180,063	\$410,418	\$432,713
Public School Districts	Stanwood	Sultan	
Enrollment	1,865	1,126	
Number of Buses	21	15	
Vehicle Miles	199,807	99,663	
Average Number of seats per bus .	73.0	66.5	
Expenditures	\$193,561	\$88,975	
Social Services Agencies Providing Transportation			
Number of Agencies		10	
Number of Service Vehicles		25	
Average Number of seats per Vehicle		13.2	
Annual Vehicle Miles		205,272	
Passenger Rail Transportation			
Everett and Edmonds served by Amtrak: East - three days weekly; North-South - Daily connecting to Seattle; Vancouver, B.C.; Wenatchee; Spokane			
Passenger Ferry Transportation			
State Ferry at Mukilteo and Edmonds			
Private operation at Everett and Hat (Gedney) Island			
Countywide Totals			
Total Number of Buses		589	
Total Vehicle Miles Operated		5,755,404	
Total Expenditures		\$6,698,961	

SPOKANE COUNTY

General Characteristics

1977 Population 308,200
 Elderly Population (over age 65 years) 36,430 (11.8%)
 Enrolled Pupils in K-12 Public Schools 64,163 (20.8%)
 Estimated Number of Handicapped Persons 14,533 (4.7%)
 Urban Areas over 5,000 Population Spokane (251,700) and Cheney (6,700)
 Number of Incorporated Cities and Towns 11
 Population of all Cities and Towns 190,698
 Largest City Spokane (174,500)
 County Seat Spokane
 Population Density 175.31 Persons/Sq. Mile
 Number of Passenger Vehicles 163,242
 Municipal Public Transportation
 Spokane Transit System
 Passengers Carried: 4,018,623
 Vehicle Miles Operated: 2,176,597
 Number of Vehicles: 68
 Expenditures: \$3,430,133

Auto Transportation Companies/Passenger Charter Carriers

Company: Empire Lines
 Stops: Spokane; Fairchild AFB; Deer Park
 Connections to: Colville; Trail, B.C.; Wenatchee; Okanogan
 Passengers Carried: 91,497
 Vehicle Miles Operated: 958,884
 Equipment Operated: 31
 Frequency of Service: Twice daily; North; Daily; West
 Expenditures: \$1,279,275

Company: Greyhound Lines

Stops: Spokane; Cheney, Spangle; Plaza; Dishman
 Connections to: Pasco; Portland, Ore.; Walla Walla; Ellensburg; Seattle; Missoula, Mont.
 Passengers Carried: Unknown
 Vehicle Miles Operated: Unknown
 Equipment Operated: See King County
 Frequency of Service: Several times daily
 Expenditures: Unknown

Company: Inland Empire Courier

Stops: Spokane; Chester; Mica; Freeman; Rockford
 Connections to: St. Maries, Idaho
 Passengers Carried: Unknown
 Vehicle Miles Operated: Unknown
 Equipment Operated: 4
 Frequency of Service: Twice daily
 Expenditures: \$25,781

SPOKANE COUNTY (Cont.)

Limousine Services

Company: Limousine Lines, Spokane
 Route: Spokane - Spokane International Airport
 Number of Vehicles: 6
 Passengers Carried: 46,699
 Vehicle Miles Operated: 118,044
 Expenditures: \$63,646
 Regulation: WUTC (Auto Transit Co. & Charter Carrier)

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Cheney Cab, Cheney	Unknown	None
Coronet Enterprises, Spokane	85	Standard; Taximeter
Action Valley Independent Taxi, Spokane	Unknown	Unknown
Red Top/Diamond Taxi, Spokane	Unknown	Unknown
Dishman Cab, Spokane	Unknown	Unknown
Lilac City Cab, Spokane	14	Standard; Taximeter
Opportunity-Millwood Valley Cab, Spokane	2	None
Valley Cab, Spokane	3	None

Private Buses

	Cheney	Deer Park
Logging	3,392	1,678
Churches	38	19
Schools	476,368	186,100
Social Service	53.0	64.8
Miscellaneous	\$347,989	\$165,592
Total		

Public School Districts

	Central Valley	East Valley	Freeman	Great Northern
Enrollment	10,979	3,080	655	22
Number of Buses	31	22	16	1
Vehicle Miles	356,662	301,529	118,857	12,452
Average Number of seats per bus	66.6	64.7	53.9	48.0
Expenditures	\$402,945	\$238,905	\$83,716	\$9,136

Public School Districts

	Liberty	Mead	Medical Lake
Enrollment	524	5,676	2,213
Number of Buses	16	26	18
Vehicle Miles	176,156	500,989	175,951
Average Number of seats per bus	45.0	67.0	66.2
Expenditures	\$108,968	\$398,919	\$140,221

SPOKANE COUNTY (cont.)

Public School Districts	Nine Mile Falls	Orchard Prairie	Riverside
Enrollment	355	40	1,343
Number of Buses	5	0	17
Vehicle Miles	Unknown	0	195,863
Average Number of seats per bus	59.3	0	64.3
Expenditures	\$60,967	0	\$142,557
Public School Districts	Spokane	West Valley	
Enrollment	30,786	21	
Number of Buses	73	21	
Vehicle Miles	Unknown	171,033	
Average Number of seats per bus	Unknown	66.8	
Expenditures	\$1,033,948	\$197,194	
Note: Spokane and Nine Mile Falls School Districts contract for pupil transportation services.			
Social Service Agencies Providing Transportation			
Number of Agencies	3		
Number of Service Vehicles	32		
Average Number of seats per Vehicle	17.1		
Annual Vehicle Miles	127,140		
Passenger Rail Transportation			
Spokane served by Amtrak, Daily connecting to Pasco; Yakima; Wenatchee; Seattle; Minneapolis; Chicago			
Passenger Ferry Transportation	None		
Countywide Totals			
Total Number of Vehicles	643		
Total Vehicle Miles Operated	5,925,485		
Total Expenditures	\$8,129,892		

STEVENS COUNTY

General Characteristics

1977 Population	24,300
Elderly Population (over age 65 years)	2,560 (10.5%)
Enrolled Pupils in K-12 Public Schools	5,224 (21.5%)
Estimated Number of Handicapped Persons	1,156 (4.8%)
Urban Areas over 5,000 Population	None
Number of Incorporated Cities and Towns	6
Population of all Cities and Towns	16,321
Largest City	Colville (4,347)
County Seat	Colville
Population Density	9.79 Persons/Sq. Mile
Number of Passenger Vehicles	12,277
Municipal Public Transportation	None
Auto Transportation Companies/Passenger Charter Carriers	None
Company: Empire Lines	
Stops: Loon Lake; Springdale; Valley; Chewelah; Addy; Colville; Kettle Falls; Marcus;	
Northport	
Connections to: Spokane; Trail, B.C.	
Passengers Carried: See Spokane County	
Vehicle Miles Operated: See Spokane County	
Number of Vehicles: See Spokane County	
Frequency of Service: Two times daily	
Expenditures: See Spokane County	
Company: Republic-Colville Stage Lines	
Stops: Kettle Falls; Colville (no local service)	
Connections to: Republic; Grand Forks, B.C.	
Passengers Carried: See Ferry County	
Vehicle Miles Operated: See Ferry County	
Number of Vehicles: See Ferry County	
Frequency of Service: Six days/week	
Expenditures: See Ferry County	

Taxicab Operators/For-Hire Carriers	Number of Vehicles	Regulation Standard, Fares
V-B Taxi, Colville	2	

Private Buses

Logging	2
Churches	2
Schools	2
Total	6
Public School Districts	
Enrollment	975
Number of Buses	15
Vehicle Miles	127,647
Average Number of seats per bus	47.4
Expenditures	\$68,666
	Columbia
	226
	Colville
	1,834
	17
	159,492
	58.9
	\$168,279

STEVENS COUNTY (Cont.)

Public School Districts				
Enrollment	26	Evergreen	869	Loon Lake
Number of Buses	2		15	65
Vehicle Miles	16,108		112,313	2
Average Number of seats per bus	9.0		48.4	27,185
Expenditures	\$6,552		\$75,538	20.0
				\$14,623
Public School Districts				Onion Creek
Enrollment	492	Mary Walker	301	20
Number of Buses	9		8	1
Vehicle Miles	73,585		75,822	3,038
Average Number of seats per bus	52.2		41.6	Unknown
Expenditures	\$51,454		\$38,787	\$2,250
Public School Districts				Wellpinit
Enrollment	42	Summit Valley	106	268
Number of Buses	0		4	6
Vehicle Miles	0		36,808	42,058
Average Number of seats per bus	N.A.		42.5	40.8
Expenditures	0		\$19,203	\$27,855
Social Service Agencies Providing Transportation				
Number of Agencies	2			
Number of Service Vehicles	8			
Average Number of seats per Vehicle	13.9			
Annual Vehicle Miles	85,200			
Passenger Rail Transportation	None			
Passenger Ferry Transportation	None			
Countywide Totals				
Total Number of Buses	104			
Total Vehicle Miles Operated	837,507			
Total Expenditures	\$517,227			

THURSTON COUNTY

General Characteristics

1977 Population	101,000
Elderly Population (over age 65 years)	10,350 (10.2%)
Enrolled Pupils in K-12 Public Schools	24,344 (24.1%)
Estimated Number of Handicapped Persons	4,641 (4.6%)
Urban Areas over 5,000 Population	Olympia-Lacey-Tumwater (60,500)
Number of Incorporated Cities and Towns	7
Population of all Cities and Towns	46,444
Largest City	Olympia (25,520)
County Seat	Olympia
Population Density	141.45 Persons/Sq. Mile
Number of Passenger Vehicles	49,682
Municipal Public Transportation	
Intercity Transit Commission (Olympia, Lacey and Tumwater)	
Passengers	832,029
Vehicle Miles Operated	423,405
Number of Vehicles	14
Expenditures	\$623,006
Auto Transportation Companies/Passenger Charter Carriers	
Company: Washington Coast Line	

Stops: Olympia

Connections to: Grays Harbor County	
Passengers Carried: See Grays Harbor County	
Vehicle Miles Operated: See Grays Harbor County	
Equipment Operated: See Grays Harbor County	
Frequency of Service: Four times daily	
Expenditures: See Grays Harbor County	
Company: Grayhound Lines	
Stops: Olympia; Tenino	
Connections to: Tacoma; Seattle; Portland, Oregon	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Nine times daily (Twice daily: Tenino)	
Expenditures: Unknown	

Limousine Services

Company: Capital Aeroporter	
Route: Chehalis-Olympia-Lacey-Sea-Tac Airport	
Number of Vehicles: 6	
Passengers Carried: 11,003	
Vehicle Miles: 235,013	
Expenditures: \$100,675	

Regulation (WUTC (Auto Transportation Co.))

Taxicab Operators/For-Hire Carriers	Name, Location	Number of Vehicles	Regulation Standard; fares
Lacey Taxi/Tumwater Cab, Lacey		3	Minimum; fares
Red Top Cab, Olympia		6	

THURSTON COUNTY (Cont.)

Private Buses

Farms	2
Churches	11
Social Service	1
Transport	1
Miscellaneous	2
Total	17
Public School Districts	
Enrollment	Griffin 345
Number of Buses	9
Vehicle Miles	77,148
Average Number of seats per bus	60.1
Expenditures	\$60,529
	North Thurston 8,002
	38
	508,561
	70.0
	\$439,501
	\$636,736

Public School Districts

Enrollment	Rainier 583
Number of Buses	10
Vehicle Miles	92,248
Average Number of seats per bus	58.3
Expenditures	\$54,456
	Rochester 1,175
	13
	116,934
	61.9
	\$90,108
	\$86,565

Public School Districts

Enrollment	Tumwater 3,622
Number of Buses	33
Vehicle Miles	347,396
Average Number of seats per bus	65.3
Expenditures	\$325,120
	Yelm 2,170
	27
	368,728
	61.3
	\$261,568

Social Services Agencies Providing Transportation

Number of Agencies	1
Number of Service Vehicles	3
Average Number of seats per Vehicle	13.0
Annual Vehicle Miles	53,400
Passenger Rail Transportation	None
Passenger Ferry Transportation	None
Countywide Totals	
Total Number of Buses	244
Total Vehicle Miles Operated	2,897,478
Total Expenditures	\$2,678,264

WAHIAKUM COUNTY

General Characteristics

1977 Population	3,800	
Elderly Population (over age 65 years)	500	(13.2%)
Enrolled Pupils in K-12 Public Schools	635	(16.7%)
Estimated Number of Handicapped Persons	187	(4.9%)
Urban Areas over 5,000 Population	None	
Number of Incorporated Cities and Towns	1	
Population of all Cities and Towns	630	
Largest City	Cathlamet	
County Seat	Cathlamet	
Population Density	14.55 Persons/Sq. Mile	
Number of Passenger Vehicles	2,110	
Municipal Public Transportation	None	
Auto Transportation Companies/Passenger Charter Carriers		
Company: Columbia Coachways		
Stops: Cathlamet; Skamokawa; Grays River; Rosburg		
Connections to: Longview; Naselle; Ilwaco		
Passengers Carried: 130		
Vehicle Miles Operated: 3,080		
Equipment Operated: Cowlitz County		
Frequency of Service: Once Weekly		
Expenditures: See Cowlitz County		
Taxicab Operators/For-Hire Carriers	None	
Private Buses		
Logging	19	
Total	19	
Public School Districts	Wahkiakum	
Enrollment	635	
Number of Buses	8	
Vehicle Miles	88,938	
Average Number of seats per bus	61.0	
Expenditures	\$72,313	
Social Service Agencies Providing Transportation		
See Cowlitz County		
Passenger Rail Transportation	None	
Passenger Ferry Transportation		
County Ferry connecting Puget Island with Westport, Oregon		
Countywide Totals		
Total Number of Buses	27	
Total Vehicles Operated	92,018	
Total Expenditures	\$72,313	

WALLA WALLA COUNTY

General Characteristics			
1977 Population	43,800		
Elderly Population (over age 65 years)	6,070	(13.9%)	
Enrolled Pupils in K-12 Public Schools	7,708	(17.6%)	
Estimated Number of Handicapped Persons	2,101	(4.8%)	
Urban Areas over 5,000 Population	Walla Walla - College Place	(38,000)	
Number of Incorporated Cities and Towns	4		
Population of all Cities and Towns	30,857		
Largest City	Walla Walla (24,300)		
County Seat	Walla Walla		
Population Density	34.70 Persons/Sq. Mile		
Number of Passenger Vehicles	23,594		
Municipal Public Transportation	None		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Greyhound Lines			
Stops: Waitsburg; Walla Walla; Touchet; Wallula			
Connections to: Pasco; Seattle; Lewiston, Idaho; Pendleton, Oregon			
Passengers Carried: Unknown			
Vehicle Miles Operated: Unknown			
Equipment Operated: See King County			
Frequency of Service: Five times daily			
Expenditures: Unknown			
Taxicab Operators/For-Hire Carriers			
Name, Location	Number of Vehicles	Regulation	
A-1 Cab, Walla Walla	3	Standard, Fares	
Yellow Cab, Walla Walla	5	Standard, Fares	
Private Buses			
Farms	7		
Churches	8		
Schools	4		
Social Service	2		
Transport	1		
Total	22		

Public School Districts			
Enrollment	College Place	Columbia	Dixie
Number of Buses	532	750	45
Vehicle Miles	6	5	3
Average Number of seats per bus	60,210	78,788	32,623
Expenditures	68.8	70.0	26.7
	\$58,555	\$40,057	\$16,735
Public School Districts			
Enrollment	Prescott	Touchet	Waitsburg
Number of Buses	203	229	299
Vehicle Miles	10	5	7
Average Number of seats per bus	152,890	44,353	48,317
Expenditures	37.8	51.0	45.3
	\$63,138	\$24,583	\$34,598

WALLA WALLA COUNTY (Cont.)

Public School Districts		Walla Walla
Enrollment	5,650	
Number of Buses	19	
Vehicle Miles	247,165	
Average Number of seats per bus	58.6	
Expenditures	\$181,691	
Social Services Agencies Providing Transportation		
Number of Agencies	2	
Number of Service Vehicles	2	
Average Number of seats per Vehicle	11.0	
Annual Vehicle Miles	26,304	
Passenger Rail Transportation	None	
Passenger Ferry Transportation	None	
Countywide Totals		
Total Number of Buses	87	
Total Vehicle Miles Operated	690,650	
Total Expenditures	\$419,357	

WHATCOM COUNTY

General Characteristics

1977 Population	93,600
Elderly Population (over age 65 years)	10,680 (11.4%)
Enrolled Pupils in K-12 Public Schools	18,401 (19.7%)
Estimated Number of Handicapped Persons	4,516 (4.8%)
Urban Areas over 5,000 Population	Bellingham (50,200)
Number of Incorporated Cities and Towns	7
Population of all Cities and Towns	54,233
Largest City	Bellingham (43,160)
County Seat	Bellingham
Population Density	44.02 Persons/Sq. Mile
Number of Passenger Vehicles	48,915
Municipal Public Transportation	
Bellingham City Transit System	
Passengers Carried	1,100,000
Vehicle Miles Operated	490,500
Number of Vehicles	15
Expenditures	\$743,226
Auto Transportation Companies/Passenger Charter Carriers	
Company: Greyhound Lines	
Stops: Blaine; Custer; Bellingham	
Connections to: Seattle; Vancouver, B.C.	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Six times daily	
Expenditures: Unknown	
Company: Bellingham-Sumas Stages	
Stops: Bellingham; Everson; Nooksack; Sumas	
Connections to: Abbotsford, B.C.	
Passengers Carried: 4,529	
Vehicle Miles Operated: Unknown	
Equipment Operated: 3	
Frequency of Service: Daily	
Expenditures: \$88,294	
Limousine Services	
Company: Bellair Express, Bellingham	
Route: Unknown	
Number of Vehicles: 1	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Expenditures: Unknown	
Regulation: Department of Licensing	
Taxicab Operators/For-Hire Carriers	
Name, Location	Number of Vehicles
Blaine City Taxi, Blaine	4
Dieter's Taxi, Bellingham	1
Jan's Taxi, Bellingham	1
White Top Cabs/Tom's Taxi, Bellingham	7
Ferndale Taxi, Ferndale	1
A OK, Ferndale	1

WHATCOM COUNTY (Cont.)

Private Buses			
Logging	5		
Farms	13		
Churches	10		
Schools	2		
Social Service	7		
Miscellaneous	47		
Total		Blaine	Ferndale
Public School Districts		1,124	3,712
Enrollment	8,740	12	27
Number of Buses	33	113,088	340,611
Vehicle Miles	403,423	63.7	71.5
Average Number of seats per bus	65.3	\$101,682	\$327,879
Expenditures	\$427,002		
Public School Districts		Lynden	Mount Baker
Enrollment	1,308	1,162	1,220
Number of Buses	16	11	17
Vehicle Miles	82,439	120,677	164,261
Average Number of seats per bus	68.4	64.5	61.8
Expenditures	\$83,489	\$83,250	\$138,785
Public School Districts		Nooksack Valley	
Enrollment	1,135		
Number of Buses	11		
Vehicle Miles	89,303		
Average Number of seats per bus	63.8		
Expenditures	\$75,897		
Social Services Agencies Providing Transportation			
Number of Agencies	5		
Number of Service Vehicles	16		
Average Number of seats per Vehicle	14.1		
Annual Vehicle Miles	164,280		
Passenger Rail Transportation			
Bellingham served by Amtrak, Daily connecting to Seattle; Vancouver, B.C.			
Lake Whatcom-Wickersham passenger rail service; private company operation for tourism purposes			
Passenger Ferry Transportation			
County Ferry connecting Lummi Island with mainland.			
Islander Mariner a private company, operates passenger ferry service between Bellingham and many of the San Juan Islands during the summer and a year around between Bellingham and ships at anchor in Bellingham Bay.			
Countywide Totals			
Total Number of Buses	224		
Total Vehicle Miles Operated	1,968,582		
Total Expenditures	\$2,069,504		

WHITMAN COUNTY

General Characteristics			
1977 Population	41,900		
Elderly Population (over age 65 years)	2,990	(7.1%)	
Enrolled Pupils in K-12 Public Schools	5,606	(13.4%)	
Estimated Number of Handicapped Persons	2,332	(5.6%)	
Urban Areas over 5,000 Population	Pullman (23,600)		
Number of Incorporated Cities and Towns	16		
Population of all Cities and Towns	32,733		
Largest City	Pullman (23,500)		
County Seat	Colfax (2,700)		
Population Density	19.46 Persons/Sq. Mile		
Number of Passenger Vehicles	18,223		
Municipal Public Transportation	None		
Auto Transportation Companies/Passenger Charter Carriers			
Company: Greyhound Lines			
Stops: Pullman; Palouse; Garfield; Oakesdale; Colfax; Thornton; Rosalia			
Connections to: Spokane; Lewiston, Idaho			
Passengers Carried: Unknown			
Vehicle Miles Operated: Unknown			
Equipment Operated: See King County			
Frequency of Service: Three times daily			
Expenditures: Unknown			
Taxicab Operators/For-Hire Carriers			
Name, Location	Number of Vehicles	Regulation	
Courtesy Cabs, Pullman	2	None	
Leo's Taxi & Airport Limousine, Pullman	3	None	
Private Buses			
Churches	4		
Miscellaneous	1		
Total	5		
Public School Districts			
Enrollment	Colfax	Colton	Endicott
Number of Buses	950	224	128
Vehicle Miles	20	7	6
Average Number of seats per bus	190,441	58,023	36,629
Expenditures	43.0	48.9	31.2
	\$118,650	\$49,344	\$27,504
Public School Districts			
Enrollment	Garfield	Lacrosse	Lamont
Number of Buses	192	231	43
Vehicle Miles	4	10	3
Average Number of seats per bus	34,517	129,459	27,176
Expenditures	44.0	33.6	29.3
	\$24,397	\$60,838	\$12,192
Public School Districts			
Enrollment	Oakesdale	Palouse	Pullman
Number of Buses	208	258	2,515
Vehicle Miles	9	5	22
Average Number of seats per bus	55,345	30,100	204,084
Expenditures	35.8	46.4	50.3
	\$41,155	\$17,365	\$163,234

WHITMAN COUNTY (Cont.)

Public School Districts			
Enrollment	Rosalia	St. John	Steptoe
Number of Buses	279	282	32
Vehicle Miles	7	15	2
Average Number of seats per bus	65,650	105,368	17,804
Expenditures	35.6	38.2	29.0
	\$52,895	\$78,905	\$10,481
Public School District			
Enrollment	Tekoa		
Number of Buses	264		
Vehicle Miles	5		
Average Number of seats per bus	35,560		
Expenditures	36.8		
	\$22,792		
Social Service Agencies Providing Transportation			
Number of Agencies	1		
Number of Service Vehicles	2		
Average Number of seats per Vehicle	10		
Annual Vehicle Miles	44,400		
Passenger Rail Transportation	None		
Passenger Ferry Transportation	None		
Countywide Totals			
Total Number of Vehicles	127		
Total Vehicle Miles Operated	1,034,556		
Total Expenditures	\$679,752		

YAKIMA COUNTY

General Characteristics

1977 Population	155,700
Elderly Population (over age 65 years)	19,120 (12.3%)
Enrolled Pupils in K-12 Public Schools	36,863 (23.7%)
Estimated Number of Handicapped Persons	6,981 (4.5%)
Urban Areas over 5,000 Population	Yakima-Selah-Union Gap (79,100); Sunnyside (8,200); Toppenish (6,200)
Number of Incorporated Cities and Towns	14
Population of all Cities and Towns	70,515
Largest City	Yakima (51,100)
County Seat	Yakima
Population Density	36.48 Persons/Sq. Mile
Number of Passenger Vehicles	88,239
Municipal Public Transportation	
Yakima City Lines	
Passengers Carried	668,136
Vehicle Miles Operated	287,784
Number of Vehicles	12
Expenditures	\$460,451
Auto Transportation Companies/Passenger Charter Carriers	
Company: Greyhound Lines	
Stops: Yakima; Union Gap; Parker; East Parker; Donald; Wapato; Buena; Toppenish; Zillah; Granger; Sunnyside; Grandview	
Connections to: Seattle; Portland	
Passengers Carried: Unknown	
Vehicle Miles Operated: Unknown	
Equipment Operated: See King County	
Frequency of Service: Seven times daily	
Expenditures: Unknown	

Taxicab Operators/For-Hire Carriers

Name, Location	Number of Vehicles	Regulation
Sunnyside Taxi, Sunnyside	1	Standard
Joe's Taxi, Toppenish	2	Standard
Dependable Cab, Wapato	1	Standard
Black & White Cab, Yakima	Unknown	Standard; Taximeter
Diamond Cab, Yakima	7	Standard; Taximeter
Valley Cab, Yakima	Unknown	Standard; Taximeter
Yakima Cab, Yakima	Unknown	Standard; Taximeter
Yellow Cab, Yakima	9	Standard; Taximeter

Private Buses

Churches	50	
Schools	2	
Social Service	7	
Transportation	4	
Miscellaneous	4	
Total	67	
Public School Districts		
Enrollment	Grandview 2,121	Granger 980
Number of Buses	11	8
Vehicle Miles	110,116	83,175
Average Number of seats per bus	71.9	71.3
Expenditures	\$98,038	\$55,538

YAKIMA COUNTY (Cont.)

Public School Districts			
Enrollment	Mabton 579	Mount Adams 942	Moxee 1,811
Number of Buses	3	13	14
Vehicle Miles	25,474	164,516	122,184
Average Number of seats per bus	61.7	68.9	69.6
Expenditures	\$14,348	\$85,492	\$123,610
Public School Districts			
Enrollment	Naches Valley 1,394	Selah 2,968	Sunnyside 3,700
Number of Buses	12	19	23
Vehicle Miles	185,531	92,841	177,382
Average Number of seats per bus	67.8	74.1	70.4
Expenditures	\$121,049	\$110,072	\$163,975
Public School Districts			
Enrollment	Toppenish 2,481	Union Gap 502	Wapato 2,820
Number of Buses	16	3	20
Vehicle Miles	92,841	12,084	223,044
Average Number of seats per bus	66.3	73.0	73.8
Expenditures	\$114,594	\$12,763	\$176,087

Public School District

Enrollment	West Valley 3,305	Yakima 11,662	Zillah 743
Number of Buses	14	12	6
Vehicle Miles	230,130	147,807	70,827
Average Number of seats per bus	66.9	69.6	60.2
Expenditures	\$225,919	\$151,118	\$37,957

Social Service Agencies Providing Transportation

Number of Agencies	3
Number of Service Vehicles	19
Average Number of seats per Vehicle	13.6
Annual Vehicle Miles	235,200
Passenger Rail Transportation	
Yakima served by Amtrak, Daily connecting to Seattle; Pasco; Spokane	
Passenger Ferry Transportation	None
Countywide Totals	
Total Number of Vehicles	243
Total Vehicle Miles Operated	2,328,243
Total Expenditures	\$2,002,667

