

1981

1981

Public Transportation Report

PUBLIC TRANSPORTATION IN WASHINGTON STATE

A SUMMARY

Public Transportation and Planning Division



Washington State
Department of Transportation

NOV 5 1982

PUBLIC TRANSPORTATION IN WASHINGTON STATE
A SUMMARY

WASHINGTON STATE TRANSPORTATION COMMISSION

Vaughn Hubbard (Chairman); Robert L. Mikalson (Vice-Chairman); Richard Odabashian;
Albert D. Rosellini; F. Pat Wanamaker; Jerry B. Overton; Bernice Stern

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Duane L. Berentson, Secretary

DIVISION OF PUBLIC TRANSPORTATION AND PLANNING

Public Transportation Office

Presented to the Washington State Legislative Transportation Committee

by

ROBERT S. NIELSEN

Assistant Secretary for Public Transportation and Planning



Table of Contents

TRANSIT

Overview	1
Current Systems	6
Future Systems	26

SECTION 18 PROGRAM

Summary	28
---------	----

PARATRANSIT

Overview	30
Ridesharing	31
UMTA Section 16(b)(2) Program	33
Transportation System Management	36

THE PRIVATE SECTOR

Overview	40
Intercity Bus	41
Airporters	43
Taxis	44

PUPIL TRANSPORTATION

Summary	46
---------	----

AMTRAK

Summary	48
---------	----



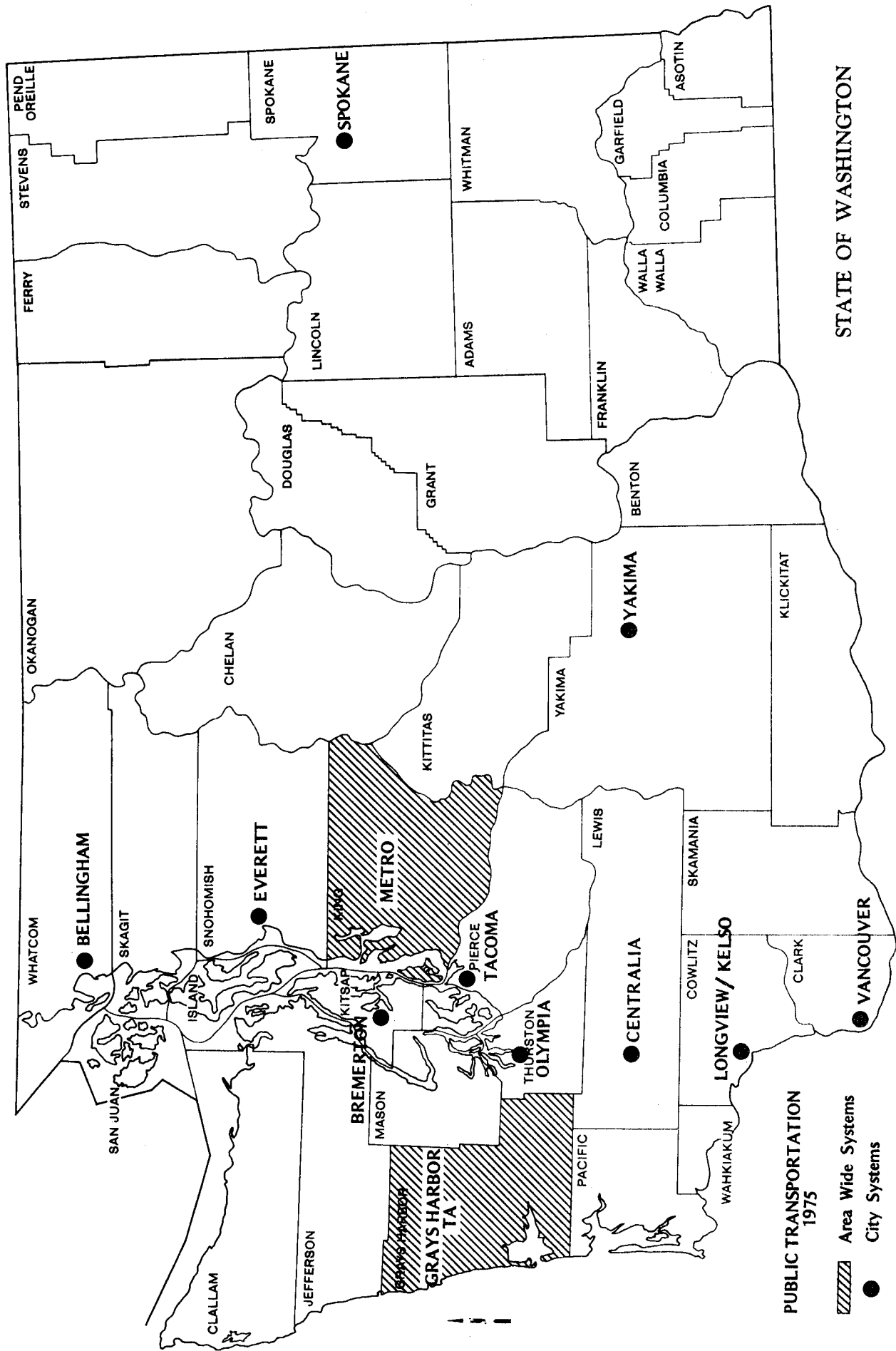
TRANSIT OVERVIEW

There has been a tremendous growth in public transit since 1975. In 1975, there were 12 transit systems in Washington State, 10 city systems and two regional systems. By 1981, there are 20 systems, including 7 city systems and 13 regional systems. (Please refer to the accompanying maps). In the future, as many as 26 regional systems may be operating.

In 1980, transit systems in Washington State hauled 98,724,000 passengers over 46,177,000 miles. Total cost for the service in 1980 was \$177,000,000, and total revenue was \$175,000,000. This represents an 81 percent increase in ridership, a 46 percent increase in miles, a 334 percent increase in cost, and a 372 percent increase in revenue since 1975. These increases are due to the development of new systems, and the growth of existing operations. (The accompanying charts show the changes in revenues and expenditures since 1975.)

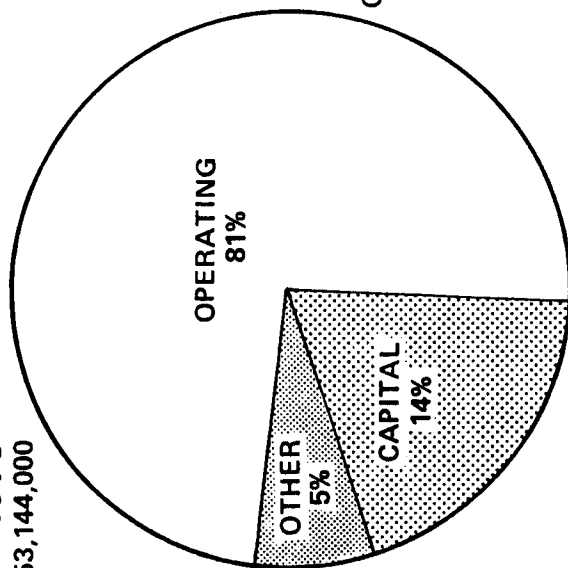
The growth of transit also reflects the decline of city transit systems. The trend appears to be toward regional systems, generally because of the ability to match local sales tax revenues with Motor Vehicle Excise Tax (MVET) funds. The estimated MVET distribution for calendar year 1981 is \$43,568,000. It is estimated this will increase to \$75,045,000 by calendar year 1985. The exact distribution will depend upon the success or failure of local elections granting taxing authority to transit boards.

Adequate revenue sources are crucial to the well being of transit, particularly since many systems are planning to expand services and upgrade equipment and facilities over the next few years. Anticipated reductions in federal programs make funding a critical issue, and makes locally generated revenues very important. A loss of revenues could result in higher fares, loss of ridership, delays in upgrading equipment, and disruptions to the local community. Other concerns of transit include the availability of appropriate equipment, training and upgrading the knowledge of transit personnel, and the development of a comprehensive federal and state transportation policy.

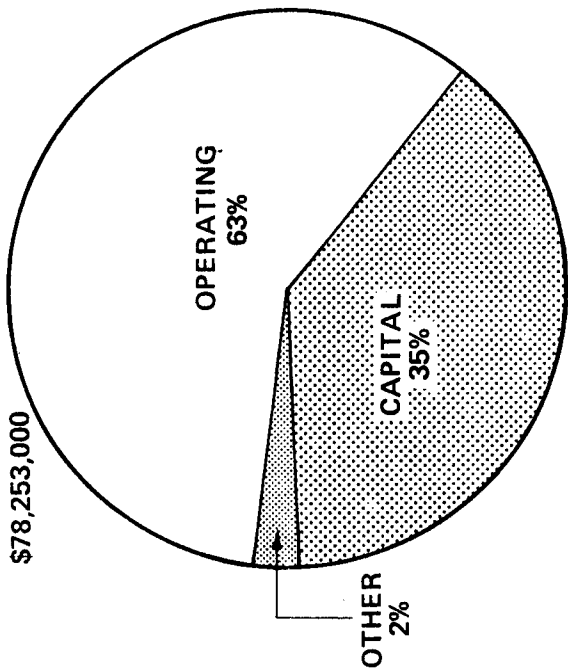


PUBLIC TRANSPORTATION EXPENDITURES WASHINGTON STATE (1975 - 1980)

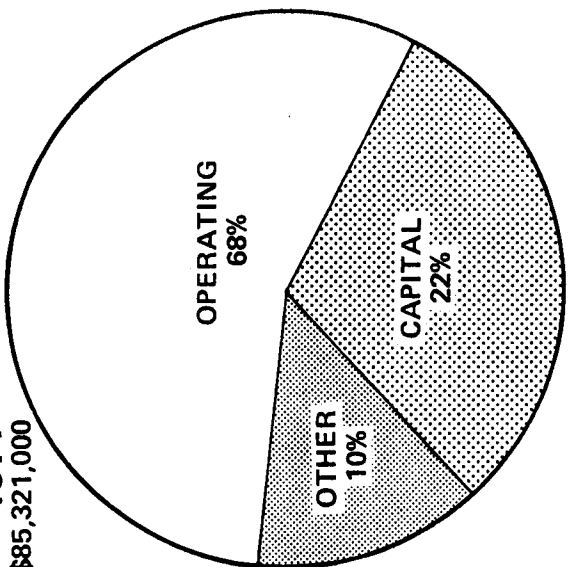
1975
\$53,144,000



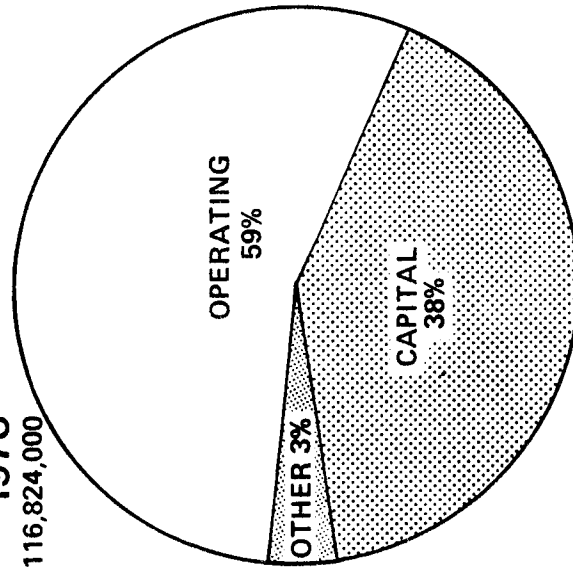
1976
\$78,253,000



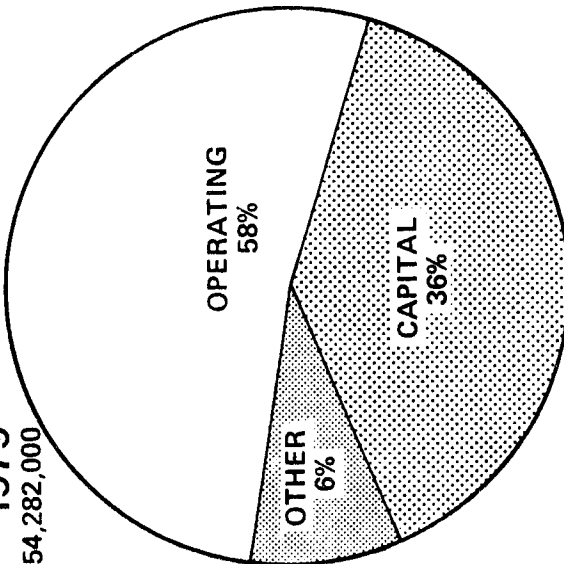
1977
\$85,321,000



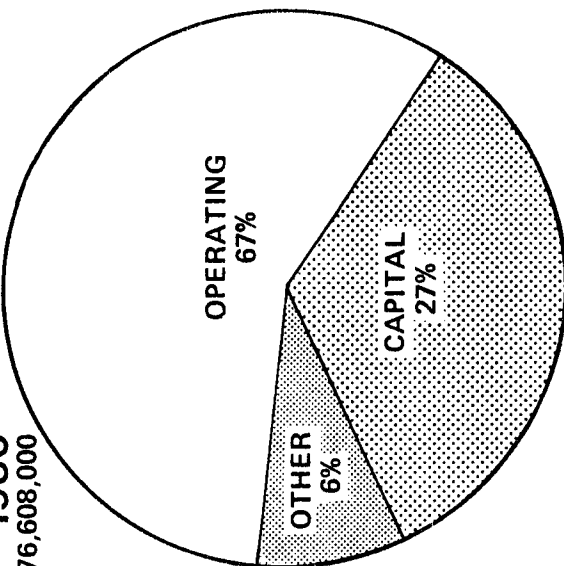
1978
\$116,824,000



1979
\$154,282,000

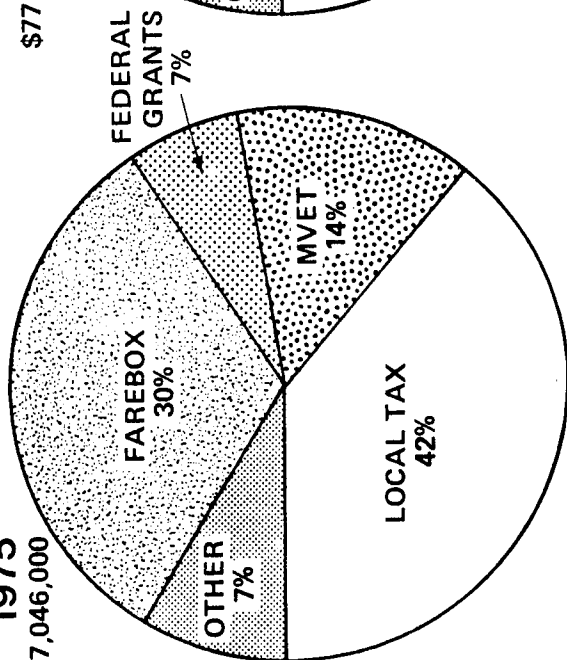


1980
\$176,608,000

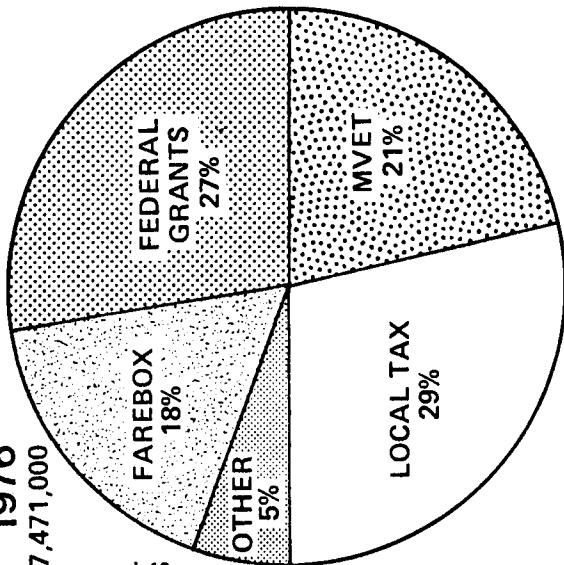


PUBLIC TRANSPORTATION REVENUE WASHINGTON STATE (1975-1980)

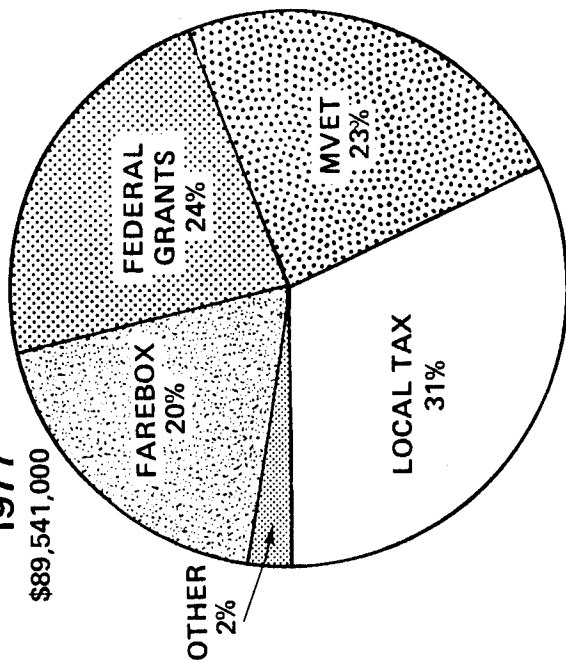
1975
\$47,046,000



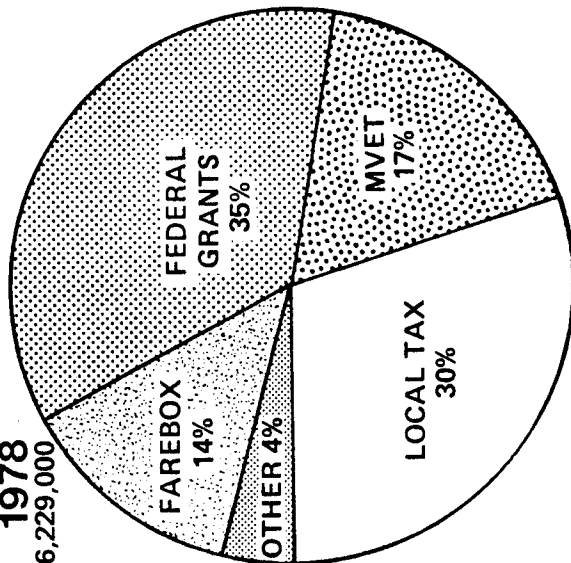
1976
\$77,471,000



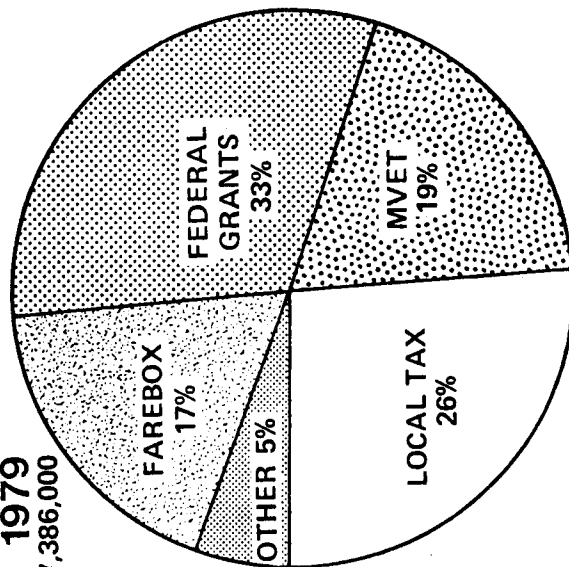
1977
\$89,541,000



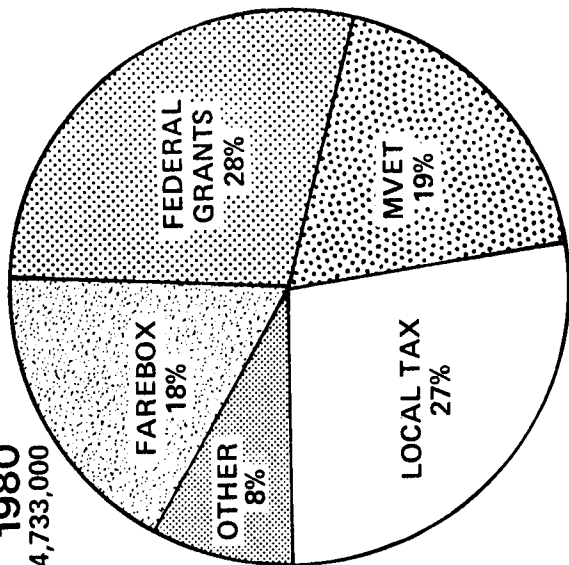
1978
\$126,229,000



1979
\$147,386,000



1980
\$174,733,000



BELLINGHAM TRANSIT
(As of October 1981)

The city of Bellingham took over operation of transit in 1971, and initially funded it with a household tax. In 1975, the voters elected to increase the sales tax by 0.3 percent to pay for transit. Transit is now funded by the sales tax, the farebox, and other sources.

Bellingham Transit operates nine routes throughout the incorporated area. Service is provided Monday through Friday with eight routes operating on Saturday. The accompanying table provides recent service statistics.

Service is provided with a fleet of 24 full service coaches. Bellingham Transit employs an administrative staff of three, and a maintenance/service crew of seven. The system employs 30 drivers. Policy is determined by the Mayor and City Council, while the transit director is responsible for day-to-day operations.

A recent highlight was the completion of the downtown transfer facility which will serve to further improve the capabilities of the transit system, while at the same time upgrading an area at the city's core.

Finances have become a significant concern, and Bellingham Transit is investigating several options to secure additional funding, including legislative relief and the possibility of a PTBA.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	258,094	155,308	694,946	1,002,551	1,182,603	1,155,444	1,180,650
MVET	78,606	75,799	20,450				
Farebox 1/		148,856	134,190	124,063	116,443	139,558	212,705
Federal 2/	141,447			5,459	37,896	632,686	662,844
State/Other 3/		140		20,513	59,018	65,826	63,550
TOTAL	478,147	380,103	849,586	1,152,586	1,395,960	1,993,514	2,119,749
DISBURSEMENTS							
Capital				44,045		1,127,620	1,721,296
Operating	322,008	397,318	453,693	477,837	832,206	972,975	1,385,458
Planning 4/				10,139			
General Administration 5/	39,400	56,023	35,847	169,648	158,439	96,175	120,544
Other 6/			1,967	41,557	45,537	65,507	835
TOTAL	361,408	453,341	491,307	743,226	1,036,182	2,262,277	3,228,133
FARE STRUCTURE							
Adult	0.15	0.15	0.15	0.10	0.10	0.10	0.20
Youth	0.15	0.15	0.15	0.10	0.10	0.10	
Elderly/Handicapped						\$0.50/Mo.	
Total Miles	474,400	480,827	487,000	490,500	491,000	547,200	622,288
Total Passengers	686,000	860,000	971,400	1,100,000	1,252,000	1,572,700	1,893,010
Number of Vehicles		13	15	15	15	20	24
Miles of Line		72	85	61	68	82	85
PERFORMANCE MEASURES							
Cost/Mile	0.76	0.94	1.01	1.52	2.11	4.13	5.19
Revenue/Mile	1.01	0.44	1.74	2.35	2.84	3.64	3.41
Cost/Passenger	0.53	0.53	0.51	0.68	0.83	1.44	1.71
Revenue/Passenger	0.70	0.44	0.87	1.06	1.11	1.27	1.12

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

BEN FRANKLIN TRANSIT
(as of October 1981)

The newest transit operation in the state, Ben Franklin Transit serves the Tri-Cities urbanized area, and the Hanford Reservation. Voters in the service area approved a 0.3 percent sales tax in 1981. Buses are expected to be on the road sometime in 1982.

The system currently is planned to have 18 fixed routes operating on a time transfer program. Service will be available throughout the urbanized area, with contracts planned with private operators for taking commuters to Hanford. Early in 1982, the system will begin financing an elderly and handicapped van program. Service will initially be provided Monday through Friday with a 10 - 12 hour day.

The system currently owns no buses, but will be ordering vehicles soon, after decisions about headways and service levels are made. Policy is determined by the PTBA Board, comprised of local elected officials. The Transit Manager is responsible for the day-to-day operations of the system.

The system will be built from scratch. The current staff consists of a manager and a secretary. Routes and schedules must be planned, equipment acquired, personnel hired and trained, and a maintenance facility identified.

BREMERTON MUNICIPAL TRANSIT
(As of October 1981)

Bremerton Municipal Transit was formed in 1971, and has contracted with the Bremerton-Charleston Transportation Company for operations. Kitsap County voters rejected a sales tax measure to support a regional transportation system proposed in 1979. The system currently receives income from an \$.80/month household tax.

The system operates five routes Monday through Saturday, and two routes on Sunday within the city. This represents 24 miles of route. The system also operates 13 commuter runs to serve the Puget Sound Naval Shipyard. The accompanying table provides recent service statistics.

Service is provided with a fleet of 25 vehicles owned by Bremerton Municipal Transit, and two leased vehicles. The system employs 3 administrative staff, 3 maintenance personnel, and 23 drivers. Policy is determined by the Mayor and the City Commission.

The establishment of a regional PTBA is still being investigated, and a new tax proposal may go to the voters in 1982. The system currently is planning to acquire six new buses and to design and acquire a new maintenance facility. No plans exist for changing routes or schedules in the near future.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	338,426	116,501	106,311	126,482	89,808	135,703	175,297
MVET	51,858	49,106	115,117	155,000	200,000	210,000	267,600
Farebox 1/		253,100	337,037	289,950	335,997	401,945	429,215
Federal 2/	45,098	35,000					
State/Other 3/				1,856	1,050	3,946	21,717
TOTAL	435,382	453,707	558,465	573,288	626,855	751,594	893,829
DISBURSEMENTS							
Capital	68,682						745
Operating	389,555	450,582	565,655	448,478	551,728	618,682	683,397
Planning 4/							
General Administration 5/	34,701	38,101		124,363	89,841	120,308	130,171
Other 6/				272	9,354	46,661	33,671
TOTAL	472,938	488,683	565,655	573,113	650,923	785,651	847,984
FARE STRUCTURE							
Adult	0.30	0.35	0.35	0.40	0.40	0.40	0.40
Youth			0.20	0.20	0.20	0.20	0.20
Elderly/Handicapped							
Total Miles	415,589	406,895	401,628	375,000	342,882	372,663	348,837
Total Passengers	954,630	905,025	839,394	850,000	827,373	937,482	943,068
Number of Vehicles		31	29	25	23	25	25
Miles of Line		37	33	24	23	23	26
PERFORMANCE MEASURES							
Cost/Mile	1.14	1.20	1.41	1.53	1.90	2.11	2.43
Revenue/Mile	1.05	1.12	1.39	1.53	1.83	2.02	2.56
Cost/Passenger	0.50	0.54	0.67	0.67	0.79	0.84	0.90
Revenue/Passenger	0.46	0.50	0.67	0.67	0.76	0.80	0.95

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

C-TRAN
(As of October 1981)

Vancouver Transit began operations in 1969. In 1980, Clark County created a PTBA that was endorsed by the voters. The PTBA went operational in 1981, and adopted the name C-TRAN.

C-TRAN operates 22 routes throughout the county, a free shuttle service in downtown Vancouver, and express bus service between Camas/Washougal and Portland, and Hazeldell and Portland. C-TRAN also contracts with Tri-Met in Portland to provide express bus service between Portland and the transit terminal in downtown Vancouver. (See table for ridership statistics).

Service is provided with a 25 bus fleet. C-TRAN employs 15 persons in administrative positions, 7 persons in maintenance, and 51 full and part-time drivers. Overall policy is determined by an eight-member board consisting of local elected officials, with a general manager responsible for operations.

The system is funded by 0.3 percent local sales tax, motor vehicle excise tax, and other sources.

C-TRAN is currently implementing their comprehensive plan, and immediate goals include acquiring 34 new buses, identifying a new administrative/operations/maintenance facility, and developing a park-n-ride lot program with the WSDOT.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	193,342	162,864	218,104	222,858	228,892	232,493	238,212
MVET	58,409	53,890	255,108	236,000	225,000	225,000	235,000
Farebox 1/		152,084	86,120	71,081	68,615	93,299	100,688
Federal 2/	26,957		553,574	6,935	223,428	761,132	568,092
State/Other 3/		573	6,902	156,656	231,442	5,734	5,140
TOTAL	278,708	369,411	1,119,808	693,530	977,377	1,317,658	1,148,113
DISBURSEMENTS							
Capital		8,369	622,332	22,338	24,032		36,474
Operating	281,841	358,584	366,113	484,269	682,758	786,752	1,034,999
Planning 4/			2,000				
General Administration 5/	3,511		42,300	30,387	111,306	228,572	319,706
Other 6/				244,780	228,534		
TOTAL	285,352	366,953	1,032,745	761,774	1,046,630	1,015,324	1,391,179
FARE STRUCTURE							
Adult	0.35	0.35	0.35	0.35	0.35	0.35	0.35
Youth	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Elderly/Handicapped			0.15	0.15	0.15	0.15	0.15
Total Miles	287,000	311,847	320,260	321,234	424,620	441,020	449,732
Total Passengers	289,212	294,203	352,645	341,394	430,550	487,484	574,895
Number of Vehicles		17	17	12	12	10	15
Miles of Line		32	32	38	42.25	45	80
PERFORMANCE MEASURES							
Cost/Mile	1.07	1.18	3.22	2.37	2.46	2.30	3.09
Revenue/Mile	1.04	1.18	3.50	2.16	2.30	2.99	2.55
Cost/Passenger	0.99	1.25	2.93	2.23	2.43	2.08	2.42
Revenue/Passenger	0.96	1.26	3.18	2.03	2.27	2.70	2.00

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

CLALLAM TRANSIT
(As of October 1981)

Clallam County voters approved a 0.3 percent sales tax increase to fund a PTBA in 1979 in eastern Clallam County. Service was begun in October of 1980.

Clallam Transit operates eight regular fixed-routes and five commuter routes over a distance of 128 miles within the service area. Service is provided Monday through Friday. The accompanying table provides recent service statistics for the system.

The service operates 13 buses and 4 vans. It is the only system to operate propane-powered vehicles. The system employs 6 administrative staff, 2 maintenance people, and 24 drivers. Clallam Transit contracts with Port Angeles for maintenance work. Policy is determined by the PTBA Board, comprised of local elected officials. The Transit Manager is responsible for the day-to-day operations of the system.

Clallam Transit will soon be contracting for an evaluation study to determine the effectiveness of the program. Current plans include acquiring eight new buses, a new washrack, a fueling facility, and developing an areawide dial-a-ride program.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax							537,354
MVET							384,735
Farebox 1/							9,657
Federal 2/							
State/Other 3/							334,905
TOTAL							1,266,651
DISBURSEMENTS							
Capital							341,899
Operating							129,208
Planning 4/							
General Administration 5/							85,298
Other 6/							3,658
TOTAL							560,063
FARE STRUCTURE							
Adult							0.50
Youth							0.25
Elderly/Handicapped							0.25
Total Miles							64,365
Total Passengers							41,159
Number of Vehicles							12
Miles of Line							47
PERFORMANCE MEASURES							
Cost/Mile							8.70
Revenue/Mile							19.68
Cost/Passenger							13.61
Revenue/Passenger							30.77

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

COMMUNITY TRANSIT
(As of October 1981)

In 1976, voters in Snohomish County approved a 0.3 percent tax increase to support a PTBA. The original service area was in the southwest corner, but several annexations have expanded the service area to include Stanwood, Arlington, Marysville, Snohomish, Monroe, Edmonds, Mountlake Terrace, and Lynnwood.

The system operates 14 routes within its service areas. In addition, the Community Transit operates two express routes to Seattle, and contracts with METRO for 10 more express routes. Local service is provided seven days a week. The accompanying table provides recent service statistics.

The program operates a 73-bus fleet, and employs 20 persons in administrative positions and 96 drivers. Maintenance is provided under contract with the Edmonds School District. Policy is determined by a nine-member board of elected officials, and the Transit Director is responsible for the day-to-day operations of the system.

Community Transit recently had two successful annexations, and four additional areas have expressed an interest. The staff is working with the WSDOT to plan and develop new park-and-ride lots; has plans for building new passenger shelters; is developing a replacement schedule for the buses; and is currently involved in the planning, design, and acquisition of a new maintenance facility.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax			186,883	1,629,861	2,395,202	2,568,049	2,956,647
MVET			50,000	1,259,646	1,121,025	3,268,975	3,000,000
Farebox 1/			335,763	305,715	105,269	663,831	883,299
Federal 2/			13,893	14,000		26,000	11,120
State/Other 3/			365,964	23,600	151,930	354,508	728,670
TOTAL			952,503	3,232,822	3,773,426	6,901,453	7,579,744
DISBURSEMENTS							
Capital			21,054	4,600	31,174	1,988,269	242,881
Operating			461,253	1,452,220	1,412,850	2,837,011	4,673,503
Planning 4/			36,543	35,360		87,635	
General Administration 5/			73,216	172,533	219,858	292,043	486,325
Other 6/			4,848	164,134	19,712	157,738	
TOTAL			595,914	1,828,847	1,683,594	5,362,696	5,402,709
FARE STRUCTURE							
Adult			0.20	0.20	0.20	0.30	0.30
Youth			0.10	0.10	0.10	0.10	0.10
Elderly/Handicapped			0.10	0.10	0.10	0.10	
Total Miles			458,418	1,161,968	1,433,963	1,633,465	2,627,703
Total Passengers			379,782	951,251	1,216,248	1,683,883	2,474,841
Number of Vehicles			32	37	42	31	36
Miles of Line			150	150	169	210	288
PERFORMANCE MEASURES							
Cost/Mile			1.30	1.57	1.17	2.92	2.06
Revenue/Mile			2.08	2.78	2.63	3.76	2.88
Cost/Passenger			1.57	1.92	1.38	3.18	2.18
Revenue/Passenger			2.51	3.40	3.10	4.10	3.06

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

COMMUNITY URBAN BUS SERVICE
(As of October 1981)

The Community Urban Bus Service (CUBS) came into existence in 1975 when the city of Longview bought out the existing private operator. A 0.1 percent utility tax was levied, and matched against MVET funds to support the system. The city of Kelso entered into an agreement with Longview to support the system.

CUBS operates four routes over 48 miles within the Kelso/Longview area. Service is available Monday through Saturday. The accompanying table provides recent service statistics.

The system operates a 5 bus fleet, employs 3 administrative staff, and 11 drivers. Maintenance is provided by the city of Longview shops. Policy is determined by the Transit Operating Board, an inter-governmental organization comprised of three members each from Kelso and Longview, and a representative from Cowlitz County. The Public Works Director is the Transit Manager and day-to-day activities are handled by the Operations Supervisor.

CUBS plans no immediate service changes, but efforts are underway to acquire two new buses, 75 benches, and an expanded maintenance capacity at the city shops. The staff also is working with the new shopping mall to design a small bus mall to facilitate service by the bus system.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax		64,000	84,900	96,070	152,619	163,405	136,401
MVET			84,900	121,070	148,379	193,405	200,015
Farebox 1/		6,125	11,194	45,781	28,897	55,356	46,956
Federal 2/		3,304		284,226	3,497	18,675	59,220
State/Other 3/		2,825	52,258	7,463	11,518	29,104	59,725
TOTAL		76,254	233,252	554,610	344,910	459,945	502,317
DISBURSEMENTS							
Capital		17,818		373,579	5,230	23,790	5,582
Operating		15,420	42,341	119,705	201,369	244,213	214,112
Planning 4/				2,973			
General Administration 5/		8,971		52,895	81,206	46,259	57,761
Other 6/				28,350	42	27,180	79,936
TOTAL		42,209	42,341	677,302	287,847	341,442	357,401
FARE STRUCTURE							
Adult		0.25	0.25	0.25	0.25	0.25	0.40
Youth		0.25	0.25	0.15	0.10	0.25	
Elderly/Handicapped					0.20	\$2.00/Mo.	
Total Miles		20,000	37,000	138,880	200,000	180,000	174,980
Total Passengers		17,000	41,000	89,385	167,583	231,000	277,258
Number of Vehicles		1	2	6	6	5	5
Miles of Line		14	14	50	73	12	50
PERFORMANCE MEASURES							
Cost/Mile		2.11	1.14	4.16	1.44	1.90	2.04
Revenue/Mile		3.81	6.30	3.99	1.72	2.56	2.87
Cost/Passenger		2.48	1.03	6.46	1.72	1.48	1.29
Revenue/Passenger		4.49	5.69	6.20	2.06	1.99	1.81

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

EVERETT TRANSIT SYSTEM
(As of October 1981)

The city of Everett has been in the transit business since 1970. Originally funded by a household and employee tax, the voters approved a 0.3 percent sales tax for transit in late 1978.

The system has 15 routes running over 82 miles within the city limits, and includes service to Mukilteo and Silver Lake. The system also finances a van program for the elderly and the handicapped that is operated by the Everett Senior Center. Service is provided seven days a week. The accompanying table provides recent service statistics.

Everett Transit operates a 32 bus fleet, and provides funding for three lift-equipped vans operated by the senior center. The system employs 6 administrative staff, 7 maintenance people, and 50 drivers. Maintenance is performed in the city shops. Policy is determined by the City Council, and the Transit Manager, who reports to the Transit/Traffic Director, is responsible for day-to-day operations.

The system is involved with several major projects. The city has been annexing land, and the system has plans to expand service. Express service will be provided to the Boeing Plant, and a ridesharing program is being developed. Plans exist to acquire five new buses through 1986, and efforts are underway to design and develop a new maintenance facility.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	496,292	234,357	239,599	243,884	292,621	1,547,900	2,202,947
MVET	199,151	195,965	264,346	234,471	294,475		
Farebox 1/		140,124	196,483	147,034	335,735	161,400	188,122
Federal 2/				65,782	38,493	401,500	
State/Other 3/		15,386	4,430	232	233	4,200	84,171
TOTAL	695,443	585,832	704,858	691,403	961,557	2,115,000	2,475,240
DISBURSEMENTS							
Capital	12,180			40,867	870	3,000	206,593
Operating	644,456	644,331	559,459	646,583	733,283	985,200	1,494,891
Planning 4/					5,363		
General Administration 5/	36,824		131,152	164,938	188,554	189,800	285,636
Other 6/	1,983	677	14,247	5,718	40,105	13,900	
TOTAL	695,443	645,008	704,858	858,106	968,175	1,191,900	1,987,120
FARE STRUCTURE							
Adult		0.20	0.20	0.20	0.20	0.20	0.20
Youth			0.20	0.20	0.20	0.20	
Elderly/Handicapped		0.10	0.10	0.10	0.10	0.10	0.10
Total Miles	791,552	890,541	708,186	895,000	695,939	704,917	758,408
Total Passengers	956,487	785,175	906,400	910,000	1,012,137	1,359,000	1,667,086
Number of Vehicles		9	18	18	19	22	28
Miles of Line		65	65	65	65	65	119
PERFORMANCE MEASURES							
Cost/Mile	0.88	0.93	1.00	1.23	1.39	1.69	2.62
Revenue/Mile	0.88	0.85	1.00	0.99	1.38	3.00	3.26
Cost/Passenger	0.73	0.82	0.78	0.94	0.96	0.88	1.19
Revenue/Passenger	0.73	0.75	0.78	0.78	0.95	1.56	1.48

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

GRAYS HARBOR TRANSPORTATION AUTHORITY
(As of October 1981)

After several years of study, the Grays Harbor Transportation Authority (GHTA) was created in 1974. Grays Harbor voters approved a 0.3 percent sales tax increase for transit that same year, making GHTA the only operational county transportation authority in the state.

Service is provided with 10 fixed routes, 4 routes with route deviation, and 2 demand response runs. The routes cover a total of 757 miles throughout the county. Service is 7 days a week, and the accompanying table provides recent service statistics.

The GHTA operates 27 vehicles and contracts with Washington Coast Lines for the use of 3 more. The system employs 6 administrative staff, 7 maintenance people, and 33 drivers. Policy is determined by a board consisting of 3 county commissioners and the mayors of three communities within the county. The Transit Manager is responsible for the day-to-day operations of the system.

A five year transportation plan was recently adopted that calls for continued system expansion and capital expenditures over those five years of about \$928,000 for replacement and additional equipment.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax		691,292	860,382	1,088,976	1,551,092	1,532,329	1,447,606
MVET			635,794	864,860	540,306	1,000,000	1,437,463
Farebox 1/		11,675	37,434	79,151	77,338	130,016	228,807
Federal 2/				125,955	1,295,174	476,664	80,584
State/Other 3/				70,550	72,727	330,318	694,517
TOTAL		802,967	1,533,610	2,229,492	3,538,637	3,469,327	3,788,977
DISBURSEMENTS							
Capital		21,850	131,100	6,773	1,787,243	249,822	434,696
Operating		43,653	552,753	868,210	1,073,650	1,198,209	1,765,187
Planning 4/		30,836					
General Administration 5/		169,243	23,680	103,450	59,458	85,336	127,012
Other 6/				21,425			
TOTAL		265,582	707,513	999,858	2,920,351	1,533,367	2,326,894
FARE STRUCTURE							
Adult		0.25	0.25	0.25	0.25	0.25	0.25
Youth						0.25	
Elderly/Handicapped							
Total Miles		98,652	474,213	569,078	636,975	972,006	810,277
Total Passengers		35,815	205,015	280,785	382,567	551,694	783,269
Number of Vehicles		9	14	18	23	25	30
Miles of Line		282	338	341	323	375	376
PERFORMANCE MEASURES							
Cost/Mile		2.89	1.49	1.76	4.59	1.58	2.87
Revenue/Mile		6.11	3.23	3.92	5.56	3.57	4.68
Cost/Passenger		7.42	3.45	3.56	7.63	2.78	2.97
Revenue/Passenger		16.84	7.48	7.94	9.24	6.29	4.84

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

INTERCITY TRANSIT
(As of October 1981)

Olympia, Lacey, and Tumwater created the Intercity Transit Commission in 1972. In 1980, Thurston County voters approved a 0.3 percent sales tax for the Thurston County PTBA. This expanded the service area for Intercity Transit around the original three cities.

The system operates 17 routes over 164 miles within the service area. Service is provided Monday through Saturday. The accompanying table provides recent service statistics.

Intercity Transit operates a 31 bus fleet, employs 8 administrative staff, 9 maintenance people, and 52 drivers. Policy is determined by the PTBA Board comprised of local elected officials. The Transit Director is responsible for day-to-day operations.

Several projects are planned or underway. Currently, the program is preparing to implement a computer system for records and accounting. Efforts are underway to identify and develop a new maintenance/operations facility. The system plans to acquire 23 new buses, and to begin a replacement program. Obtaining new bus shelters is an on-going effort.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	215,631	168,829	210,638	221,266	784,305	938,834	1,319,072
MVET	79,547	75,650	221,624	229,249			
Farebox 1/		95,968	105,656	118,503	126,782	187,642	247,902
Federal 2/	170,103	139,596	323,432	11,019	196,702		123,763
State/Other 3/		170		10,962	519	31,998	157,289
TOTAL	465,281	480,213	861,350	590,999	1,108,308	1,158,474	1,848,006
DISBURSEMENTS							
Capital	286,000	229,164	369,418	33,255	252,884	84,835	588,345
Operating	230,299	316,613	93,826	440,071	556,917	868,043	1,027,022
Planning 4/			9,055			5,577	
General Administration 5/	25,309	23,095	71,720	101,919	101,011	131,024	211,596
Other 6/		30,300	246,114	58,470	2,857	77,335	
TOTAL	541,608	599,172	780,133	631,715	913,669	1,166,814	1,826,963
FARE STRUCTURE							
Adult	0.25	0.25	0.25	0.25	0.25	0.50	0.25
Youth	0.15	0.15	0.15	0.15	0.15	0.30	0.15
Elderly/Handicapped				\$2.00/Mo.	\$2.00/Mo.	\$2.00/Mo.	0.10
Total Miles	97,183	430,732	410,641	423,405	499,574	641,990	717,830
Total Passengers	438,341	633,736	703,347	832,029	980,498	1,320,061	1,690,358
Number of Vehicles		12	14	14	18	22	30
Miles of Line		48	67	67	90	97	87
PERFORMANCE MEASURES							
Cost/Mile	5.57	1.39	1.92	1.49	1.83	1.82	2.55
Revenue/Mile	4.79	1.11	2.10	1.40	2.22	1.80	2.57
Cost/Passenger	1.24	0.95	1.12	0.76	0.95	0.88	1.08
Revenue/Passenger	1.06	0.76	1.22	0.71	1.15	0.88	1.09

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds, depreciation expenses and other miscellaneous costs.

JEFFERSON TRANSIT
(As of October 1981)

The voters of Jefferson County approved a 0.3 percent sales tax measure in 1980 to support a countywide PTBA. Service began in 1981.

Jefferson Transit operates five routes over 112 miles within the county. The system also contracts with the Grays Harbor Transit Authority for service in the west end of the county. Service is provided seven days a week. No statistics are available, except that 17,588 trips have been provided between January and May of 1981.

Service is provided with four buses owned by the system, and one that is leased. Jefferson Transit employs 5 administrative people and 8 drivers. Maintenance is contracted out to a private garage. Policy is determined by the PTBA Board comprised of local elected officials. The Transit Manager is responsible for the day-to-day operations of the system.

The system plans to acquire four new vehicles in 1982, and one new vehicle per year from 1983-87. The program will add two new routes early in 1982, and has begun efforts to obtain bus shelters. A new maintenance facility is planned for 1984-85.

MUNICIPALITY OF METROPOLITAN SEATTLE (METRO)
(As of October 1981)

In 1972, the voters in King County authorized METRO to begin operating a unified transit system, supported by a 0.3 percent sales tax. After the Legislature authorized a tax increase to 0.6 percent, the voters approved an incremental increase in 1980. Currently, METRO collects a 0.4 percent sales tax, but this will be increased to 0.6 percent in 1982.

METRO operates 194 routes throughout King County. In 1980, METRO routes covered 975 miles and included a service area of 2128 square miles. METRO contracts with two private, nonprofit agencies in the county for elderly and handicapped van service. METRO also provides a taxi scrip program within Seattle for the elderly and the handicapped. Service is provided seven days a week. The accompanying table provides recent service statistics.

Service is provided with a fleet of 1196 buses, and the system employs 353 administrative staff, 518 maintenance people, and 1876 drivers. METRO Transit is one department of the Municipality of Metropolitan Seattle. METRO is governed by the Metropolitan Council, comprised of local elected officials.

METRO plans to acquire 202 articulated buses in the next few years, and has begun an extensive marketing and promotional campaign. The METRO Council is concerned about local revenue sources; and will approach the Legislature, and consider a fare increase to generate new funds.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	27,621,334	16,620,000	18,410,000	22,133,000	29,816,754	28,881,157	31,159,620
MVET	4,776,771	5,436,199	12,044,000	15,570,000	16,621,858	20,490,790	22,707,141
Farebox 1/		11,979,000	11,244,000	13,119,000	14,294,039	21,227,752	28,469,102
Federal 2/	63,984	2,169,000	18,976,000	19,279,000	39,670,811	40,710,105	39,578,622
State/Other 3/			1,477,000	933,000	2,374,492	2,789,128	6,315,368
TOTAL	32,462,089	36,204,199	62,151,000	71,034,000	102,777,954	114,098,930	128,229,853
DISBURSEMENTS							
Capital	808,401	6,903,955	26,418,000	18,392,000	41,742,000	50,231,466	39,774,552
Operating	22,748,863	28,454,891	32,560,000	35,593,000	40,356,000	56,048,887	77,974,126
Planning 4/	121,502		1,497,000	1,944,000		1,396,200	
General Administration 5/	5,338,725	5,204,000	3,981,000	5,535,000	10,974,000	8,145,715	12,841,948
Other 6/	905,318	2,147,000	873,000	7,612,000	3,164,000	8,324,246	3,660,704
TOTAL	29,922,809	42,709,846	65,327,000	69,076,000	96,236,000	124,146,514	
FARE STRUCTURE							
Adult	0.20		0.25	0.30	0.30	0.40	0.50
Youth	0.20		0.20	0.30	0.30	0.40	
Elderly/Handicapped				0.10		0.10	0.15
Total Miles	21,253,010	23,298,000	24,054,449	24,301,151	25,392,131	27,619,332	30,713,716
Total Passengers	35,565,177	38,001,000	41,646,000	44,900,000	49,460,654	58,259,153	64,962,994
Number of Vehicles		601	671	671	778	1,024	1,134
Miles of Line		1,100	923	800	1,437	2,874	3,125
PERFORMANCE MEASURES							
Cost/Mile	1.41	1.83	2.72	2.84	3.79	4.49	4.37
Revenue/Mile	1.53	1.55	2.58	2.92	4.05	4.13	4.18
Cost/Passenger	0.84	1.12	1.57	1.54	1.95	2.13	2.07
Revenue/Passenger	0.91	0.95	1.49	1.58	2.08	1.96	1.97

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

PACIFIC TRANSIT SYSTEM
(As of October 1981)

Voters in Pacific County approved a 0.3 percent sales tax increase in 1979 to operate a PTBA. Contracts were signed with Grays Harbor Transportation Authority and Washington Coast Lines, enabling the system to provide service in January 1980. This service offered public transportation to residents of the county for the first time in 15 years.

Pacific Transit provides 6 routes in the county, 5 routes are contracted to other providers, and 1 route between Raymond and South Bend is operated by the system. The contracted routes connect residents with Aberdeen/Hoquiam and Astoria, Oregon besides connecting communities within the county. A Dial-a-Ride service is provided once a week. The accompanying table provides recent service statistics.

The system now operates one bus, and employs two administrative staff and three drivers. Policy is determined by the PTBA board comprised of local elected officials. The Transit Manager is responsible for day-to-day operations.

A comprehensive transportation plan was approved in 1980 that recommends 12 routes within the county. The system will be opening bids for five new buses with an option for three more. Efforts are underway to acquire a maintenance facility for the new equipment.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax							182,106
MVET							130,011
Farebox 1/							6,601
Federal 2/							1,601
State/Other 3/							85,209
TOTAL							405,528
DISBURSEMENTS							
Capital							1,940
Operating							287,062
Planning 4/							
General Administration 5/							44,341
Other 6/							
TOTAL							333,343
FARE STRUCTURE							
Adult							0.25
Youth							
Elderly/Handicapped							
Total Miles							142,682
Total Passengers							46,121
Number of Vehicles							7/ 0
Miles of Line							281
PERFORMANCE MEASURES							
Cost/Mile							2.34
Revenue/Mile							2.84
Cost/Passenger							7.23
Revenue/Passenger							8.79

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

7/ Contracted for services with various operators.

PIERCE TRANSIT
(As of October 1981)

The city of Tacoma purchased existing rights to public transit in 1961 and began operations that year. In November 1979, voters in the Tacoma urbanized area approved a 0.3 percent tax to support the operation of a PTBA. The new PTBA began operations in 1980.

Pierce Transit operates 40 routes over 325 miles within the service area. A shuttle service focused principally in Tacoma is also provided for mobility-disadvantaged persons. Service is provided seven days a week. The accompanying table provides recent service statistics.

The system operates 160 buses for fixed-route service, and 14 vans for dial-a-ride shuttle service. Pierce Transit employs 61 administrative staff, 78 maintenance people, and 278 drivers. Policy is determined by the PTBA Board, comprised of local elected officials. The Executive Director is responsible for the day-to-day operations of the system.

Pierce Transit plans to acquire 60 new buses and two new vans over the next five years. Plans are being developed for rehabilitating the existing maintenance facility and designing a new satellite base. Transit centers are being developed to serve as transfer points, and an extensive park-and-ride program is anticipated. An in-house computer system will be developed, and an aggressive marketing program has begun.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	3,196,653	627,607	484,375	464,596	668,534	505,166	4,727,688
MVET	445,905	501,810	1,227,588	1,121,544	1,065,429	1,564,416	3,541,029
Farebox 1/		2,358,829	2,211,888	2,202,111	2,418,432	3,147,444	2,385,273
Federal 2/	353,840	723,068	965,073	955,974	1,407,667	2,387,922	5,023,801
State/Other 3/				9,565			411,227
TOTAL	3,996,398	4,221,314	4,888,934	4,753,790	5,560,062	7,604,948	16,089,018
DISBURSEMENTS							
Capital		93,836	6,822	28,848	20,537	366,003	4,877,809
Operating	2,557,059	3,046,400	3,366,635	3,861,522	4,796,957	5,603,774	8,756,786
Planning 4/					50,265	101,960	
General Administration 5/	754,504	918,248	1,082,513	1,143,881	1,000,839	1,169,076	1,446,182
Other 6/	146,326	162,822	171,513	209,856	226,997	487,354	530,607
TOTAL	3,457,889	4,221,306	4,627,483	5,244,107	6,095,596	7,728,167	15,811,084
FARE STRUCTURE							
Adult	0.26	0.25	0.25	0.25	0.25	0.25	0.25
Youth		0.20	0.20	0.20	0.20	0.20	0.20
Elderly/Handicapped		0.10	0.10	0.10	0.10	0.10	0.10
Total Miles	3,154,094	3,186,877	3,200,000	3,229,024	3,172,430	3,198,210	5,028,481
Total Passengers	7,465,769	7,669,999	7,582,000	7,588,526	7,238,355	8,643,036	13,380,384
Number of Vehicles		116	116	116	116	184	170
Miles of Line		127	127	184	162	181	275
PERFORMANCE MEASURES							
Cost/Mile	1.10	1.32	1.45	1.62	1.92	2.42	3.10
Revenue/Mile	1.27	1.32	1.53	1.47	1.75	2.38	3.20
Cost/Passenger	0.46	0.55	0.81	0.69	0.84	0.89	1.17
Revenue/Passenger	0.54	0.55	0.64	0.83	0.77	0.88	1.20

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

PROSSER RURAL TRANSPORTATION PROGRAM
(As of October 1981)

The Prosser Rural Transportation Program (P RTP) began operations in 1977 as a demonstration program funded through Section 147 of the Federal Aid Highway Act of 1973. The city of Prosser collects a B&O tax to help fund the system.

The system operates two fixed-routes covering seven miles within the Prosser city limits. The system also provides an areawide dial-a-ride service, and provides a charter service when the vehicles are not otherwise being used. Service is provided Monday through Friday. The accompanying table provides recent service statistics.

The service is provided with four buses. The P RTP employs 1 administrative staff, 1 maintenance person, and 11 drivers, 9 of whom are volunteers. Policy is determined by the City Council which has a transportation committee. The Transit Manager reports to the City Superintendent and is responsible for the day-to-day operations of the system.

The system plans no immediate service expansion, but efforts have begun to secure one new bus next year.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax						7,000	8,850
MVET						7,000	8,850
Farebox 1/				2,803	9,970	17,853	15,398
Federal 2/				60,318	19,787	34,252	9,439
State/Other 3/						893	202
TOTAL				63,121	29,757	66,998	42,757
DISBURSEMENTS							
Capital				41,437	1,520	13,753	
Operating				2,824	20,330	43,320	29,843
Planning 4/						183	
General Administration 5/				13,622	15,765	10,977	13,059
Other 6/				200			
TOTAL				58,083	37,615	68,233	42,902
FARE STRUCTURE							
Adult				0.25	0.25	0.25	0.25
Youth				0.10	0.10	0.10	0.10
Elderly/Handicapped				0.10			
Total Miles				24,384	61,980	60,745	64,016
Total Passengers				3,530	14,217	21,441	18,518
Number of Vehicles				4	5	5	5
Miles of Line				21	35	35	14
PERFORMANCE MEASURES							
Cost/Mile				2.38	0.61	1.12	0.67
Revenue/Mile				2.59	0.48	1.10	0.67
Cost/Passenger				16.45	2.65	3.18	2.32
Revenue/Passenger				17.88	2.09	3.12	2.31

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

PULLMAN TRANSIT
(As of October 1981)

The city of Pullman voters approved a 2 percent utilities tax for transit in 1978. Buses began running in 1979.

Pullman Transit operates three routes over 200 miles within the city. The system also operates a Dial-a-Ride service. Both operations are available seven days a week. The accompanying table provides recent service statistics.

Service is provided with a fleet of 7 buses. The system employs 4 administrative staff, 2 maintenance people, and 14 drivers. Policy is determined by the City Council. A seven-member advisory council is appointed by the Mayor. The Transit Manager reports to the Public Works Director and the City Manager, and is responsible for day-to-day system activities.

There are no plans for immediate program expansion, but the system is planning to acquire one new bus and is currently involved with developing a new maintenance facility. Efforts to establish a PTBA have been set aside due to a lack of support.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax						155,727	179,032
MVET						159,024	178,448
Farebox 1/						60,763	98,016
Federal 2/							46,726
State/Other 3/						20	1,282
TOTAL						375,534	501,504
DISBURSEMENTS							
Capital							
Operating						301,320	424,291
Planning 4/	2,685	3,275					
General Administration 5/						127,048	78,151
Other 6/						130,000	18,525
TOTAL	2,685	3,275				558,368	520,967
FARE STRUCTURE							
Adult						0.25	0.25
Youth						0.15	0.15
Elderly/Handicapped						0.15	0.15
Total Miles						99,500	215,180
Total Passengers						500,000	442,731
Number of Vehicles						7	8
Miles of Line						25	30
PERFORMANCE MEASURES							
Cost/Mile						5.81	2.42
Revenue/Mile						3.77	2.33
Cost/Passenger						1.12	1.18
Revenue/Passenger						0.75	1.13

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

SPOKANE TRANSIT AUTHORITY FOR REGIONAL TRANSPORTATION
(As of October 1981)

In 1968, the city of Spokane purchased the then existing transportation system, and began operations supported by a household tax. In 1981, voters in part of Spokane County approved a 0.3 percent sales tax to subsidize a PTBA. Spokane Transit Authority for Regional Transportation (START) began operations by collecting a 0.2 percent sales tax.

Service is provided on 22 routes covering 425 miles within the service area. The START also purchased 16 vans from the YMCA to lease to the Spokane Area Special Transportation Agency for dial-a-ride service for the elderly and the handicapped. Bus service is provided seven days a week. The accompanying table provides recent service statistics.

The START operates 79 buses, and employs 30 administrative staff, 35 maintenance people, and 131 drivers. Policy is determined by the PTBA Board, comprised of local elected officials. An Executive Director reports to the board and is responsible for day-to-day activities. Currently, the system contracts with National City Lines who operate the system.

With the recent election, the START is involved with many service expansion activities. The system will soon receive 20 new buses, and expects to order 10 others next year. Efforts are underway to set up an in-house computer system, develop a new maintenance facility, and develop community transit centers. The START is also involved with a new marketing program involving local businesses.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	2,471,711	810,147	816,223	826,308	845,214	864,106	881,320
MVET	419,234	400,900	916,218	816,720	827,455	835,729	864,000
Farebox 1/		1,525,005	1,287,529	1,316,091	1,447,168	1,730,566	2,081,636
Federal 2/	1,031,696	442,894	141,036	344,486	1,056,419	2,964,337	1,910,218
State/Other 3/		15,281		134,674	26,164	22,591	93,106
TOTAL	3,922,691	3,194,227	3,161,006	3,438,279	4,202,420	6,417,329	6,830,280
DISBURSEMENTS							
Capital	1,071,897	177,029	28,420	17,693	102,059	2,180,537	297,370
Operating	2,849,545	2,437,245	2,843,165	3,110,900	3,337,329	4,113,672	5,645,558
Planning 4/							
General Administration 5/	203,569	37,000	49,399	60,593	413,352	577,429	706,393
Other 6/	177,847	201,176	228,941	240,947	219,409	370,152	
TOTAL	4,102,858	2,852,450	2,949,925	3,340,133	4,072,149	7,241,790	6,649,321
FARE STRUCTURE							
Adult	0.25	0.25	0.35	0.35	0.35	0.25	0.40
Youth		0.15	0.25	0.25	0.25	0.15	0.30
Elderly/Handicapped						\$7.00/Mo.	0.15
Total Miles	2,217,732	2,417,029	2,144,260	2,176,597	2,460,924	2,618,589	2,875,120
Total Passengers	7,253,894	4,746,510	3,820,580	4,018,623	4,740,705	6,271,337	6,906,045
Number of Vehicles		79	79	68	68	85	81
Miles of Line		195	193	198	207	197	217
PERFORMANCE MEASURES							
Cost/Mile	1.85	1.18	1.38	1.58	1.65	2.76	2.31
Revenue/Mile	1.77	1.32	1.47	1.58	1.71	2.45	2.03
Cost/Passenger	0.57	0.60	0.77	0.85	0.86	1.15	0.96
Revenue/Passenger	0.54	0.67	0.83	0.86	0.89	1.02	0.84

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

TWIN TRANSIT
(As of October 1981)

In 1976, voters in the cities of Centralia and Chehalis approved a \$1.00 per month household tax to support the operations of a PTBA.

Twin Transit operates two routes covering 21 miles within the Centralia/Chehalis area. Service is provided Monday through Saturday. The accompanying table provides recent service statistics.

Service is provided with 6 buses, and the system employs 2 administrative staff, 1 maintenance person, and 7 drivers. Policy is determined by the PTBA Board, comprised of local elected officials. The Transit Manager is responsible for the day-to-day activities of the system.

The PTBA plans to approach the voters next year to change the local tax to either a 0.3 percent sales tax or a B&O tax to permit service improvements and expansion. Improvements include acquiring new vehicles and refining routes and schedules. Expansion includes adding more routes, and adding a dial-a-ride service for the elderly and the handicapped.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax				50,729	81,840	85,080	83,406
MVET				17,361	118,581	87,300	85,000
Farebox 1/		17,623	4,705		12,432	14,416	21,970
Federal 2/			18,000	8,200			
State/Other 3/					2,295	27,379	127,560
TOTAL		17,623	22,705	76,280	215,148	214,175	317,926
DISBURSEMENTS							
Capital			10,915	26,073	2,090	23,562	21,096
Operating		11,805	7,851	11,879	94,583	107,917	135,889
Planning 4/				17,417			
General Administration 5/				6,901	44,790	28,324	37,966
Other 6/			10,143		62,677	14,361	5,262
TOTAL		11,805	28,909	62,270	204,140	174,164	200,216
FARE STRUCTURE							
Adult		0.50	0.50	0.25	0.25	0.25	0.25
Youth		0.25		0.10	0.10	0.10	
Elderly/Handicapped				0.10	0.10	\$3.00/Mo.	
Total Miles		29,023	26,000	21,084	140,500	185,000	185,000
Total Passengers		11,000	9,410	17,757	106,000	132,188	141,623
Number of Vehicles		1	1	2	6	6	6
Miles of Line		14	13	13	21	21	21
PERFORMANCE MEASURES							
Cost/Mile		0.41	1.11	2.95	1.45	1.06	1.21
Revenue/Mile		0.61	0.87	3.62	1.53	1.30	1.93
Cost/Passenger		1.07	3.07	3.51	1.93	1.32	1.41
Revenue/Passenger		1.60	2.41	4.30	2.03	1.62	2.24

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

VALLEY TRANSIT
(As of October 1981)

In 1980, the voters of Walla Walla and College Place approved a 0.3 percent tax to support a PTBA. Service began in 1981.

The system operates five routes over 37 miles within the greater Walla Walla/College Place area. The system contracts with the Walla Walla Senior Center for elderly and handicapped transportation. Service is provided Monday through Saturday. Complete statistics are not available, but the system has carried 166,788 rides from January to May of 1981.

Valley Transit operates 12 buses, and employs an administrative staff of 7, 4 maintenance people, and 24 drivers. Policy is determined by the PTBA Board comprised of local elected officials. The Transit Manager is responsible for the day-to-day operations of the system.

Future projects include identifying a maintenance facility, and acquiring bus shelters and bus stop signs.

YAKIMA TRANSIT
(As of October 1981)

Yakima Transit began operations as a city-owned and operated system in 1970. Funded initially with a household tax, it became necessary to ask the voters to change to the 0.3 percent sales tax. The voters approved this change in 1980.

The system operates eight loops over 64 miles of route throughout the Yakima incorporated area. Service is provided seven days a week. The accompanying table provides recent service statistics.

Service is provided with a fleet of 12 vehicles. Yakima Transit employs 3 administrative staff and 36 drivers. Maintenance is performed by the city shop. Policy is determined by the Mayor and the City Council. The Transit Manager reports to the Public Works Director and the City Manager, and is responsible for day-to-day operations.

The system is attempting to implement recommended service and facility improvements identified in a 1977 consultant study. Priority projects include extending hours of service, modifying the route structure, upgrading the maintenance facility, acquiring six new buses, constructing 25 bus shelters, and making traffic operations improvements.

	1974	1975	1976	1977	1978	1979	1980
RECEIPTS							
Local Tax	264,991	135,158	138,736	142,923	144,902	148,266	151,282
MVLT	73,694	67,489	170,289	142,680	143,070	147,750	151,000
Farebox 1/		241,842	110,196	109,866	421,931	123,561	154,206
Federal 2/	220,500		15,000		8,515	6,677	616,684
State/Other 3/		2,373		54,000	201	14,684	56,235
TOTAL	559,185	446,862	434,221	449,469	718,619	440,938	1,129,497
DISBURSEMENTS							
Capital	180,008	129,280	1,686	937	141		
Operating	252,880	261,275	299,286	386,496	427,683	539,732	579,534
Planning 4/			15,000				
General Administration 5/	10,917	69,496	72,000	53,954	166,176	79,415	290,128
Other 6/		12,600	1,058	19,082	76,788	86,263	27,679
TOTAL	443,805	472,651	389,030	460,451	670,788	705,410	897,341
FARE STRUCTURE							
Adult		0.25	0.25	0.25	0.25	0.35	0.35
Youth		0.15	0.15	0.15	0.15	0.20	0.20
Elderly/Handicapped						\$3.00/Mo.	0.15
Total Miles	238,658	256,762	271,685	287,784	291,684	342,734	394,000
Total Passengers	526,198	614,419	656,099	668,136	679,494	666,853	705,676
Number of Vehicles		12	12	12	12	12	12
Miles of Line		22	50	50	61	61	64
PERFORMANCE MEASURES							
Cost/Mile	1.88	1.84	1.43	1.60	2.30	2.06	2.28
Revenue/Mile	2.34	1.74	1.60	1.56	2.46	1.29	2.87
Cost/Passenger	0.84	0.77	0.59	0.69	0.99	1.06	1.27
Revenue/Passenger	1.06	0.73	0.66	0.67	1.06	0.66	1.60

1/ Includes receipts from advertising, charters and other miscellaneous sources.

2/ Includes CETA, FHWA, UMTA, Revenue Sharing, and other unspecified federal revenues.

3/ Includes B&O Tax exemptions, interest and other governmental support.

4/ Includes costs of special transit system studies.

5/ Includes costs of promotion advertising, marketing, salaries of staff personnel, employee fringe benefits and other general administrative expenses.

6/ Includes debt on general obligation bonds; depreciation expenses and other miscellaneous costs.

FUTURE SYSTEMS

By 1990, as many as 29 counties may be served by some form of regional transportation. (Please see the accompanying map.) The PTBA format will likely predominate because of its flexibility in designing service area boundaries. The city system that dominated in the 1970's will disappear.

There are 20 systems in 1981, but several areas are moving toward developing new systems. In 1982, funding elections may occur in Kitsap, Island, Chelan, Douglas, Grant, and Mason counties.

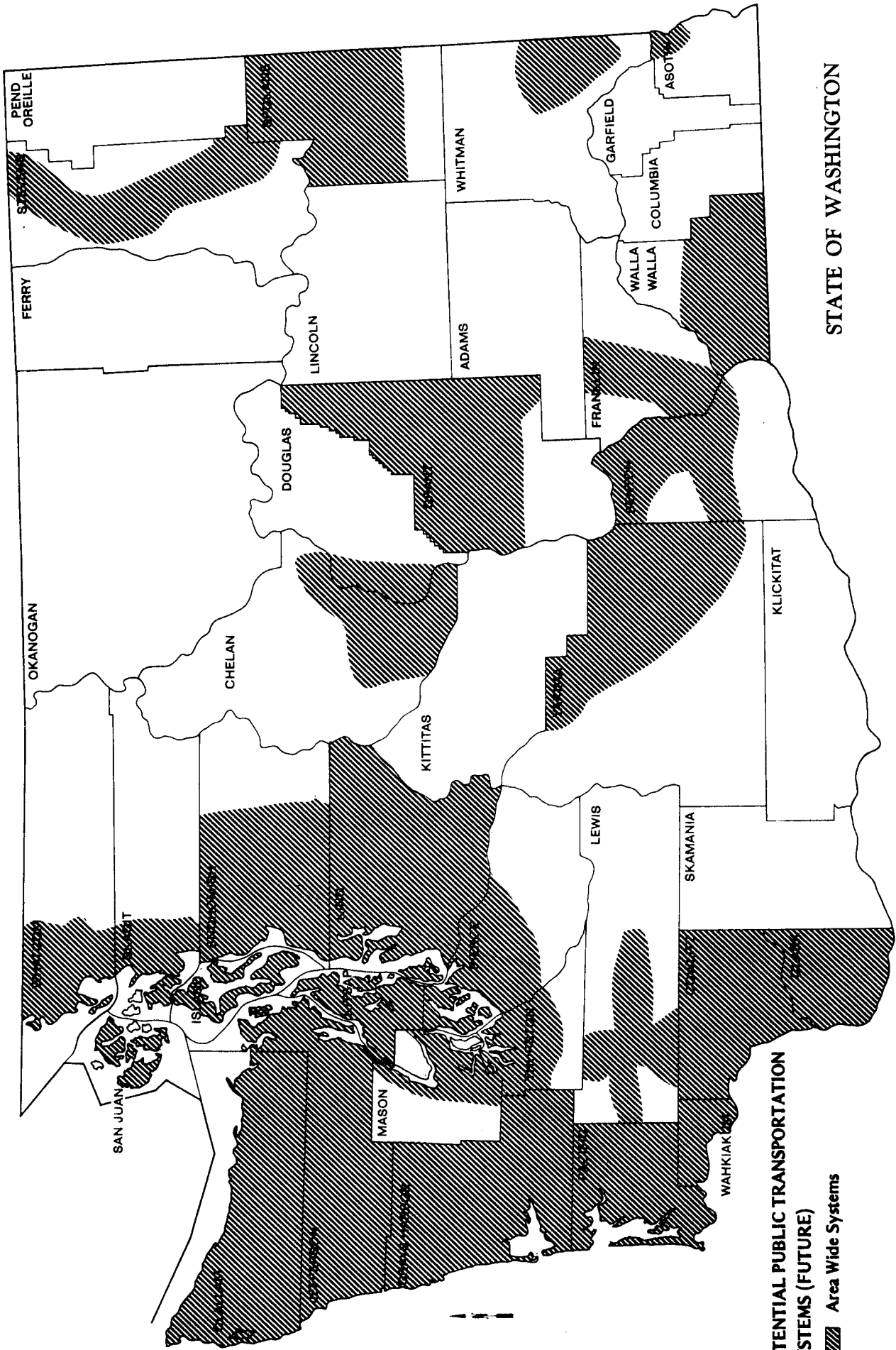
Feasibility studies are underway or completed in San Juan, Mason, Chelan, Douglas, Grant, Whitman, and Stevens counties. Future action in San Juan and Whitman counties has been postponed for further consideration. No decision has yet been made in Mason or Stevens counties.

Kitsap and Island counties both failed with their tax issues earlier, but will try again. Skagit County failed twice, and has currently disbanded. It is possible that Skagit County may try again later in the decade.

Interest in regional transportation has been expressed in Whatcom, Cowlitz, Wahkiakum, Yakima, and Asotin counties. Requests for feasibility study money may come from these counties in the next few years.

Existing systems will also be expanding. The systems in Snohomish, Pierce, Thurston, Lewis, Clallam, Benton-Franklin, Walla Walla, and Spokane counties will probably have successful annexations.

The growth of transit is related directly to the condition of the economy and the "energy crisis". If the cost of driving continues to climb, more people will be interested in alternative modes. The support for transit seems to be especially sensitive to the public perception of the cost and supply of energy resources.



POTENTIAL PUBLIC TRANSPORTATION
SYSTEMS (FUTURE)

▨ Area Wide Systems

STATE OF WASHINGTON

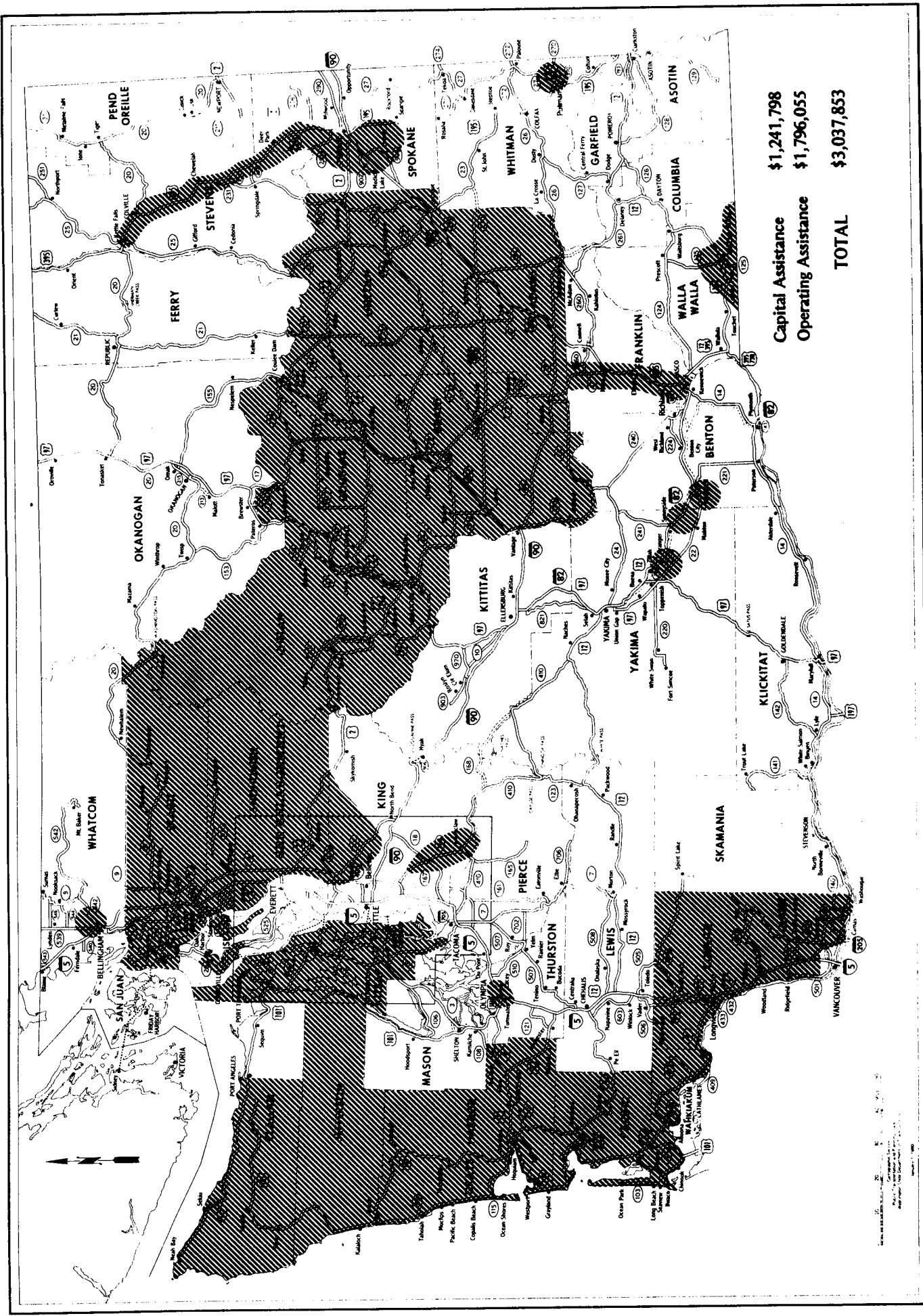
UMTA SECTION 18 PROGRAM

The Washington State Department of Transportation administers the Section 18 program of assistance for small urban and rural areas. This federal program provides operating assistance at the rate of 50 percent of transit operating costs and capital assistance at the rate of 80 percent of transit equipment or facilities costs. This program has been providing assistance since 1979. To date, three years assistance has provided 22 capital assistance grants and 34 operating assistance grants totalling \$3,037,853 to 36 public transit and paratransit agencies, including one Indian tribe, two state universities and four private companies.

Capital grants range from \$480 for a wheelchair ramp for Evergreen State College and \$9600 for a wheelchair lift equipped van for Island County to \$199,980 for a transit maintenance facility for Pullman Transit and \$172,200 for a passenger ferry pier for the Port of Bremerton. Operating grants range from \$1500 for the City of Cheney and the Spokane PTBA to \$172,500 for Valley Transit in Walla Walla.

SECTION 18 ASSISTANCE

	<u>NO. OF APPLICANTS RECEIVED</u>	<u>AMOUNT OF APPLICATIONS</u>	<u>NO. OF PROJECTS FUNDED</u>	<u>AMOUNT APPROVED</u>	<u>AMOUNT COMMITTED</u>
<u>1979 (\$1,051,875)</u>					
CAPITAL	12	\$ 603,110	7	\$ 350,910	\$ 484,209
OPERATIONS	15	494,520	11	300,000	273,557
<u>1980 (\$1,199,360)</u>					
CAPITAL	17	776,290	10	469,300	624,544
OPERATIONS	16	751,150	10	593,080	540,468
CONTINUING	6	93,140	5	75,660	75,660
<u>1981 (\$1,203,510)</u>					
CAPITAL	10	940,840	5	128,300	133,045
OPERATIONS	19	699,920	15	627,240	627,241
CONTINUING	9	291,790	8	279,130	279,129
TOTALS	104	\$4,650,760	71	\$2,823,620	\$3,037,853



Capital Assistance	\$1,241,798
Operating Assistance	\$1,796,055
TOTAL	\$3,037,853

PARATRANSIT OVERVIEW

Paratransit services are more flexible and personalized than conventional fixed-route and fixed-scheduled bus service. They include carpools, vanpools, dial-a-ride, specialized services for the elderly and handicapped, and subscription buses (i.e., buses that provide a school-bus type of service).

For the purpose of this discussion, low capital Transportation System Management (TSM) measures, such as park and ride lots, carpool lot development, High Occupancy Vehicle Lanes, and Surveillance Control and Driver Information Systems (SC and DI), will be considered under paratransit.

Increased transportation costs have emphasized the advantages of "pooling" commuter work trips. Currently, about 75 percent of all autos used for the home-to-work trip are occupied by only the driver. The remaining 25 percent of the autos, however, account for 47 percent of travel to work. A 10 percent increase in auto occupancy rates will be equivalent to a 60 percent increase in transit ridership.

Carpooling is considered the most cost-effective mode for trips less than 10 miles. Vanpools are more cost effective for longer trips. Buspooling is extremely cost effective for longer commuting trips if the number of pick-up locations are minimized.

The UMTA Section 16(b)(2) Program makes capital assistance available to private, nonprofit organizations to assist them in providing transportation services to the elderly and the handicapped. The program, administered by the WSDOT, provides 80 percent of the capital cost, and requires a 20 percent local match.

These social service transportation providers provide a means by which transportation disadvantaged persons can participate with less difficulty in community life. Without this mobility, individuals become isolated, more subject to loss of self-esteem and personal motivation, and more likely to be a nonproductive member of the community.

The operation of full transit buses from the urban fringe park-and-ride lots into the CBD provides greater efficiency for the transit agency. The construction of these lots cost much less than expanding the capacity of the roadway by adding additional lanes.

Park-and-Pool lots are usually constructed within excess highway right-of-way and involve low capital costs. Some of these lots are leased from churches or shopping centers. Minor carpool lots provide a collection point for carpoolers, vanpoolers, and buspoolers.

High Occupancy Vehicle Lanes, along with Surveillance Control and Driver Information systems, provide the potential for greater people-carrying capacity upon existing highways by providing a time-saving incentive for using transit and commuter ridesharing vehicles.

RIDESHARING

The Seattle/King County Commuter Pool has been involved with ridesharing promotion since 1974. This agency's operations are financed largely with Federal Aid Urban System funds administered by our State Aid Division. The activities of the Commuter Pool include third-party vanpools, ridematching, parking management, flextime promotion, employer involvement, ridesharing, marketing, and incentive development.

Ridesharing, in the greater Spokane area, called "Spokane Ridesharing," is performed by the city of Spokane under the Air Quality Section. In April 1981, an areawide ridematching program was begun. It was coordinated and supported by Spokane County, Spokane Regional Planning, and WSDOT District #6. This program is funded by EPA air quality funds and a grant from the State Energy Office.

Ridematching in Thurston County is handled by the Thurston Area Rideshare Program (TARP). TARP was developed by an ad-hoc committee in May 1981 involving the Washington State Energy Office, WSDOT, Intercity Transit and Thurston County Regional Planning. Hand matching is performed by WSEO staff. The District's ridesharing person provides employer contact support to promote ridesharing.

Yakima Carpool provides hand ridematching in the greater Yakima area. This activity is carried out by the ridesharing person in District #5. This ridesharing person also promotes vanpooling and carpooling to employers in this area as well as districtwide. Currently, two UMTA 16(b)(2) social service vans are being used in a vanpool mode after normal service hours.

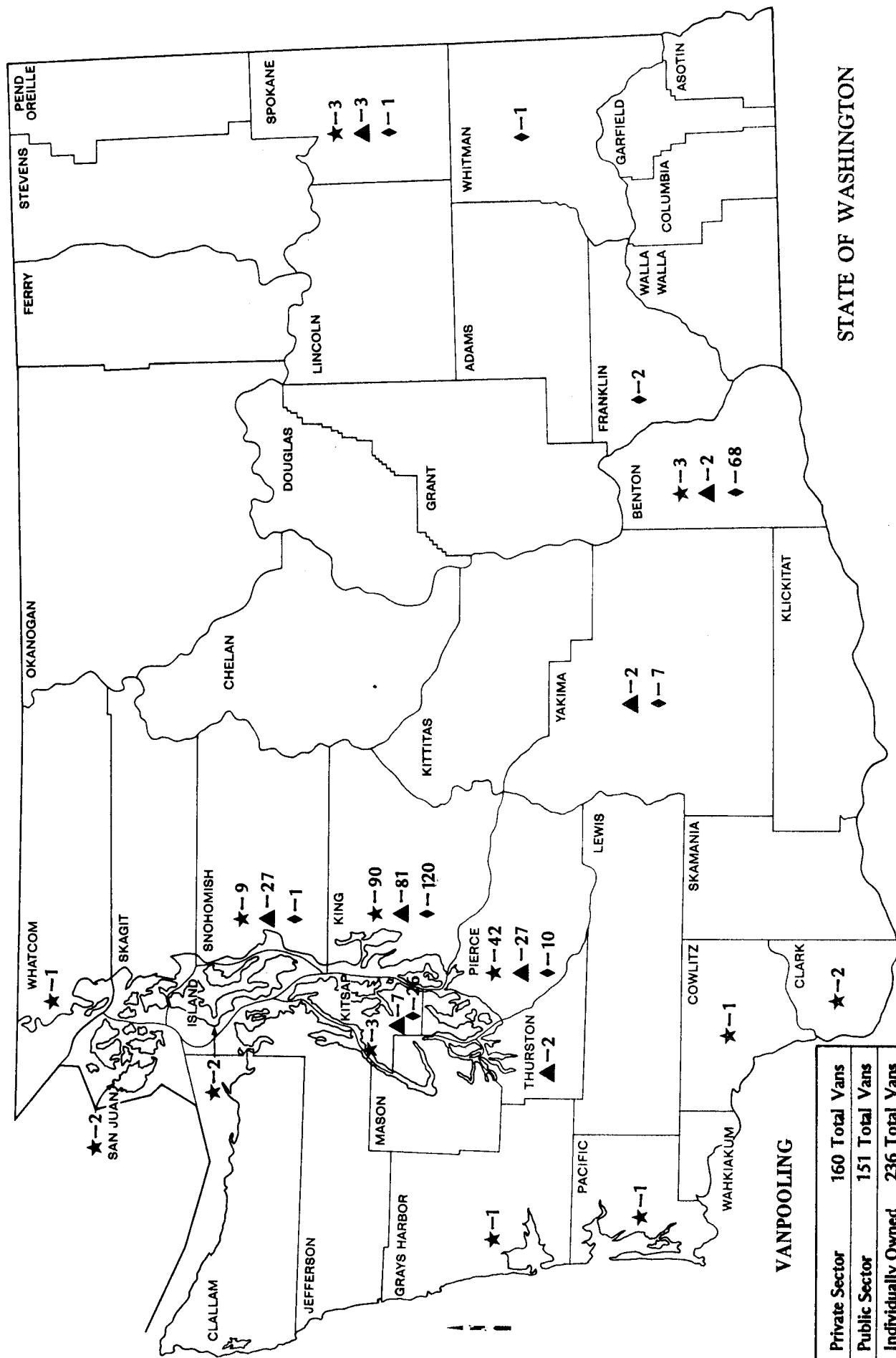
The public transportation provider has been designated by the PSCOG sub-region as the ridesharing agency in Snohomish, Kitsap, and Pierce counties. Programs will be initiated shortly by Pierce Transit and the Kitsap County Public Transportation Benefit Area.

In late 1980, WSDOT initiated three vanpool/ridesharing task forces within Districts 3, 5, and 6. These task forces, made up of individuals from the public and private sector, are charged with the evaluation of ridesharing needs of an area and the development of an action plan. An additional task force, in the northern part of District 1, will be developed shortly. The three existing task forces were instrumental in the formation of an area-wide ridematching program within each of the Districts.

The Public Transportation and Planning Division has provided partial funding for a District ridesharing person in five of the Department's six Districts. Marketing materials have been developed by WSDOT to support their promotional activities.

The number of vanpools within the state has greatly increased during the past several years largely as the result of the purchase of 76 vans by Boeing and 133 vans by the Commuter Pool. The distribution of vanpools by county is shown in the accompanying map.

WSDOT has been active in the recently developed statewide ridesharing Work Study Group. This group is in the process of evaluating alternative funding options for the continuing operation of regional ridesharing agencies in light of proposed federal aid reductions.



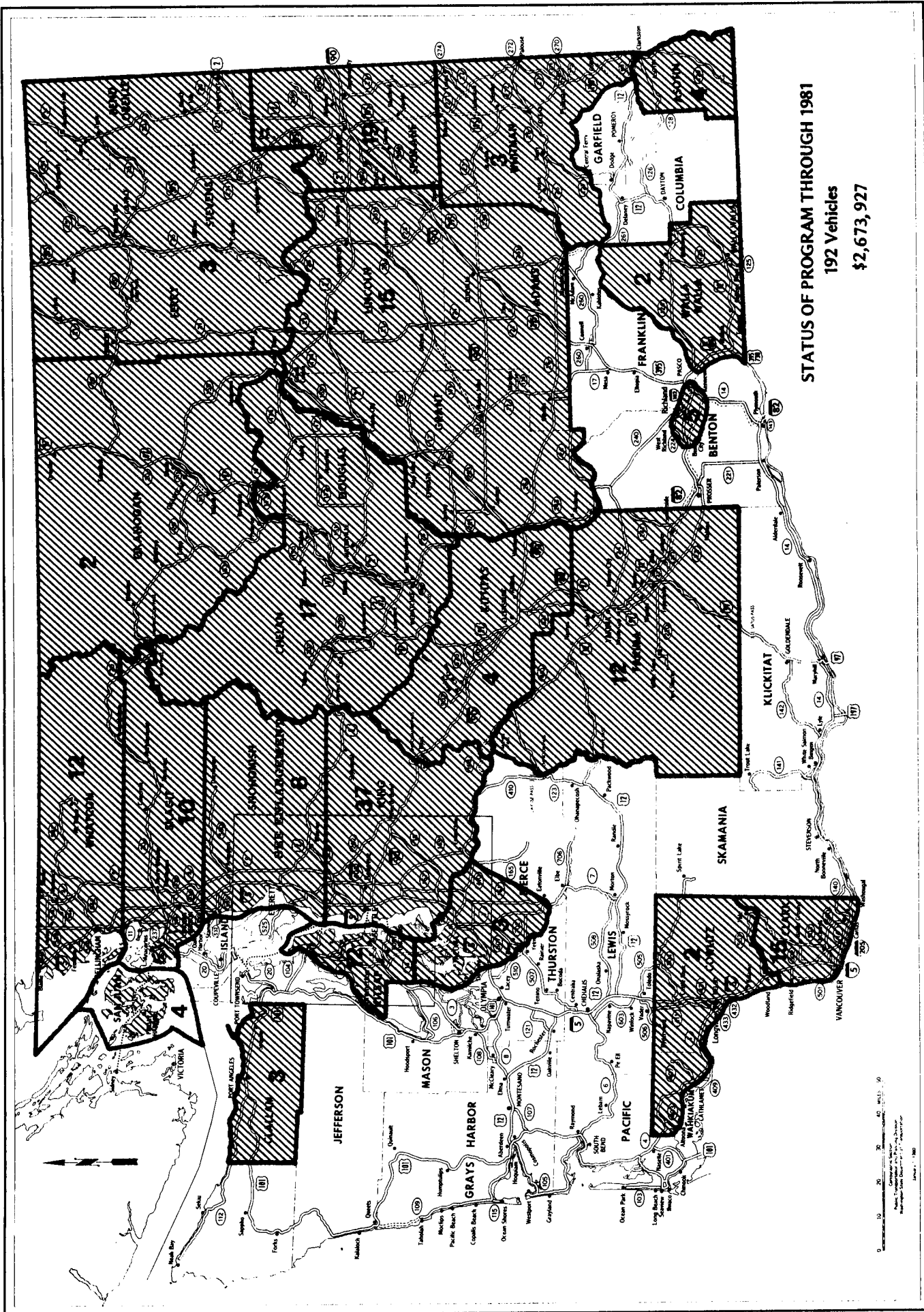
★ Private Sector	160 Total Vans
▲ Public Sector	151 Total Vans
◆ Individually Owned	236 Total Vans
547 Grand Total	

UMTA SECTION 16(b)(2) PROGRAM

The WSDOT has administered the Section 16(b)(2) Program since 1975. During this time, 66 applications have been approved for funding. Participation in the program has meant \$2,673,927 in assistance to organizations in 31 counties. The program has provided 192 vehicles and a large amount of auxiliary equipment including wheelchair lifts, communication units, raised roofs, safety equipment, and other miscellaneous items. With the passage of Section 504, concerning accessibility for the handicapped, transit systems have begun to realize the importance of these non-profit organizations. Transit systems are now contracting for services in King, Whatcom, Snohomish, Cowlitz, Clark, Yakima, and Walla Walla counties. In two counties, Spokane and Jefferson, the newly-formed PTBA's have incorporated the non-profit organization into the system by purchasing their equipment. Ridership figures, grant totals, and service areas can be seen in the accompanying tables and map.

SECTION 16(b)(2) CAPITAL ASSISTANCE

	<u>Number of Applications Received</u>	<u>Amount of Applications</u>	<u>Number Funded</u>	<u>Amount Approved</u>
<u>1975</u>				
Capital	22	N/A	18	\$ 430,907
Administration				8,793
TOTAL				\$ 439,700
<u>1976</u>				
Capital	27	N/A	11	\$ 413,315
Administration				17,810
TOTAL				\$ 431,125
<u>1977</u>				
Capital	9	N/A	6	\$ 209,476
Administration				16,451
TOTAL				\$ 225,927
<u>1978</u>				
Capital	8	N/A	5	\$ 263,589
Administration				21,086
TOTAL				\$ 284,675
<u>1979</u>				
Capital	16	N/A	11	\$ 370,015
Administration				28,735
TOTAL				\$ 398,750
<u>1980</u>				
Capital	23	\$810,351	6	\$ 369,213
Administration				29,537
TOTAL				\$ 398,750
<u>1981</u>				
Capital	15	\$543,320	9	\$ 458,334
Administration				36,666
TOTAL				\$ 495,000



STATUS OF PROGRAM THROUGH 1981
 192 Vehicles
 \$2,673,927

UMTA SEC. 16 (b) (2) PROGRAM

UMTA SECTION 16(b)(2) RIDERSHIP
July 1980 - June 1981

	<u>Vehicles</u>	<u>Elderly</u>	<u>Disabled</u>	<u>Non- Ambulatory</u>	<u>Miles</u>
American Red Cross-Benton/Franklin Cos.	5	8,319	7,255	1,074	90,896
American Red Cross-Pierce Co.	3	10,636	1,230	635	45,638
Banana Belt Senior Citizens	3	13,231	7,888	1,071	59,884
Bayshore Enterprises	1	972	1,384	20	34,800
Camwood Senior Center	1	3,387	300	-0-	13,837
Chelan-Douglas Council on Aging	14	54,982	6,606	8,411	182,536
Custom Industries	2	-0-	9,393	5,467	27,597
Diversified Industries	3	-0-	8,851	-0-	21,116
Economic Opportunity Comm. of Clark Co.	11	16,237	52,577	6,928	201,007
Grant County Seniors	7	11,030	-0-	76	87,113
Kitsap Peninsula Hsng. & Transp. Assoc. ⁽¹⁾	5	2,392	12,201	604	80,835
Kittitas Co. Developmental Center	4	969	21,154	2,154	35,080
Lake Oakpatch(1)	1	-0-	2,394	-0-	11,209
Lower Columbia Community Action Council	2	8,583	2,872	1,150	37,987
Mason County Seniors	10	23,589	9,614	2,403	149,600
Neighborhood House	5	6,591	3,869	75	93,558
N.E. King County Multi-Service Center	4	13,543	3,050	687	66,353
Northwest Center for the Retarded	2	-0-	2,635	158	11,895
Okanogan Senior Citizens Assoc.	2	10,608	-0-	18	31,789
Olympic Peninsula Enterprises (1)	1	-0-	528	-0-	3,762
Peninsula Lodge	2	-0-	20,627	-0-	39,896
Seattle Indian Health Board	2	1,036	2,722	388	31,767
Senior Services of Snohomish County	5	10,386	968	12	50,220
Skagit County Council on Aging	5	19,107	1,909	52	59,170
Skills Training & Employment Program	2	-0-	8,218	1,144	48,479
SnoValley Developmental Center (2)	1	-0-	4,088	314	14,450
South King Co. Multi-Service Center	8	26,829	9,559	1,350	141,432
United Cerebral Palsy of King/Snohomish Cos.	3	-0-	17,405	9,980	56,564
VICTOR	1	3,339	652	257	8,147
Volunteers of America	1	3,208	-0-	310	21,255
Walla Walla Senior Citizens Center	2	14,830	2,556	894	41,247
Whatcom County Council on Aging	12	83,455	22,596	9,364	176,443
WISER Institute	1	-0-	15,786	1,455	37,993
Yakima Valley Transportation	7	42,043	32,184	11,079	190,474
YMCA of the Inland Empire	19	55,394	34,105	17,746	260,601
TOTALS	(3) 157	444,696	327,176	85,276	2,464,630

(1) January-June 1981 figures are included in Kitsap Peninsula Housing & Transportation Assoc.

(2) Ceased operating vehicle at end of 1980

(3) Does not include vehicles purchased on 1980 contract

TRANSPORTATION SYSTEM MANAGEMENT

Park and Ride Lots

In 1974, the Washington State Department of Transportation entered into a Memorandum of Understanding (MOU) with METRO for the construction of a series of park and ride lots and flyer stops which were a part of the 1980 transit plan. The latest revision to this MOU includes 27 separate park and ride lots and 18 flyer stops. To date, 21 park and ride lots, involving approximately 8,600 parking spaces, have been completed along with 12 flyer stops. The location of these facilities are shown on the attached Puget Sound area map.

A similar Memorandum of Understanding between WSDOT and Community Transit in Snohomish County was entered into in 1979 involving 10 park and ride lots and one flyer stop. To date, one park and ride lot, with 808 parking spaces, has been completed. The locations of these facilities are shown on the attached Puget Sound area map.

Pierce Transit and Intercity Transit entered into an MOU in 1980 with WSDOT for the construction of five park and ride lots in Pierce County and one in Thurston County. All of these lots are still in the planning stage. The approximate location of the Pierce County lots are shown on the attached Puget Sound area map. The Intercity Transit lot is shown on the attached state map.

WSDOT and C-TRAN are currently in the process of developing a MOU for the construction of seven park and ride lots within the greater Vancouver area. There are presently three existing park and ride lots currently in this area. These locations are shown on the attached state map.

WSDOT has a lease arrangement with Spokane Transit for the use of a portion of its right of way at the SR27 interchange along I-90 for a park and ride lot. This location is shown on the attached state map.

Future transportation plans in Kitsap, Snohomish, and Pierce counties have indicated a need for additional park and ride lots and flyer stops. For example, the METRO 1990 Transportation Plan has identified a need for 25 additional park and ride lots and seven flyer stops. WSDOT is currently working with local agencies in evaluating the financial impact upon the Department.

Carpool Lots

WSDOT's Districts within Western Washington have a program of developing carpool lots. Each of the Eastern Washington Districts now have funds available in the 1981-83 Operating Budget for the study and the development of carpool lots. The number of existing carpool lots by county is shown below. Transit-operated lots are not included.

Clallam	1	Lewis	1
Clark	4	Mason	1
Cowlitz	1	Pierce**	10
Jefferson	1	Snohomish***	3
King	47*	Thurston	2
Kitsap	5	Yakima	2
TOTAL			<u>78</u>

* Includes 34 leased Commuter Pool lots

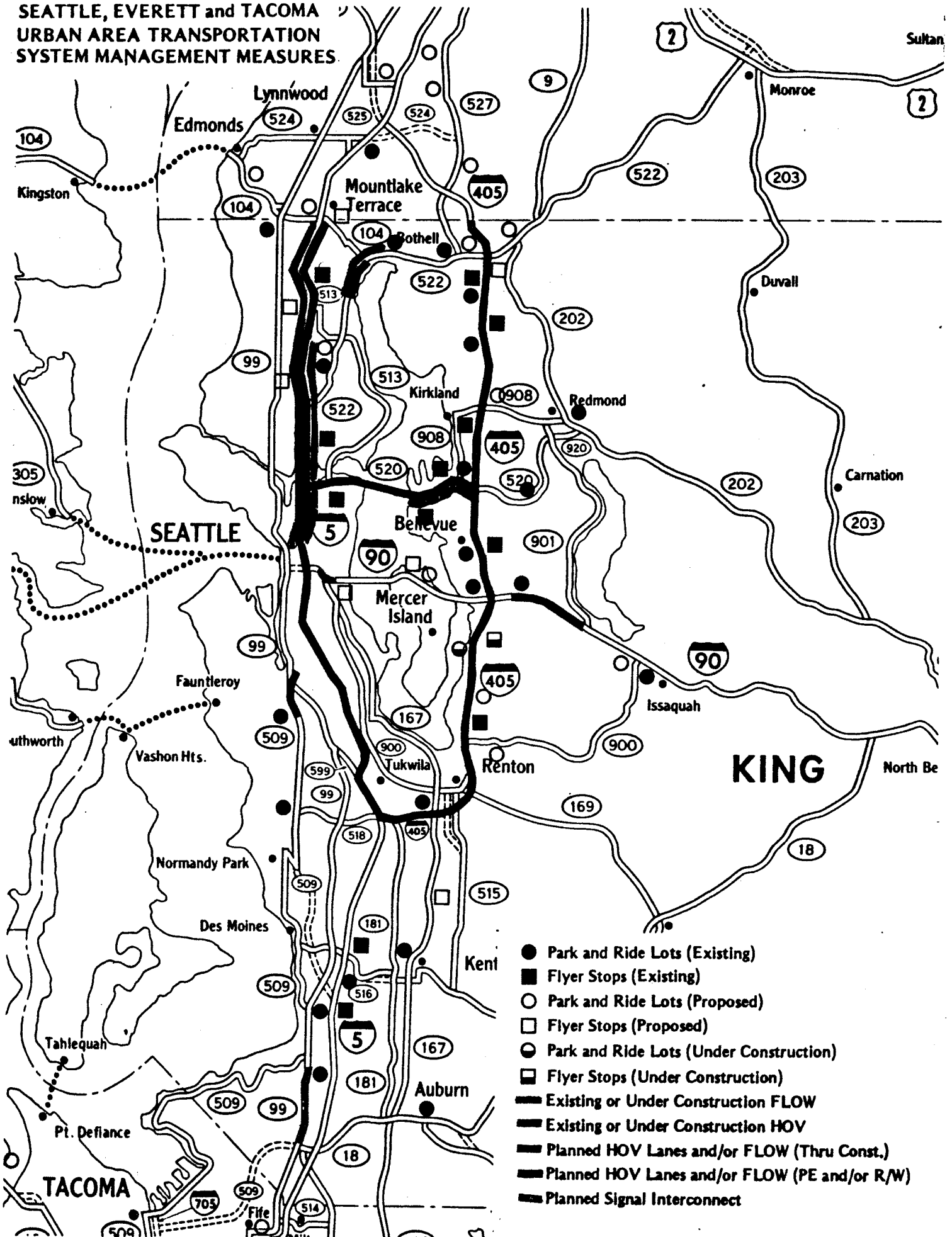
** Includes 3 leased Commuter Pool lots

*** Includes 3 leased Commuter Pool lots

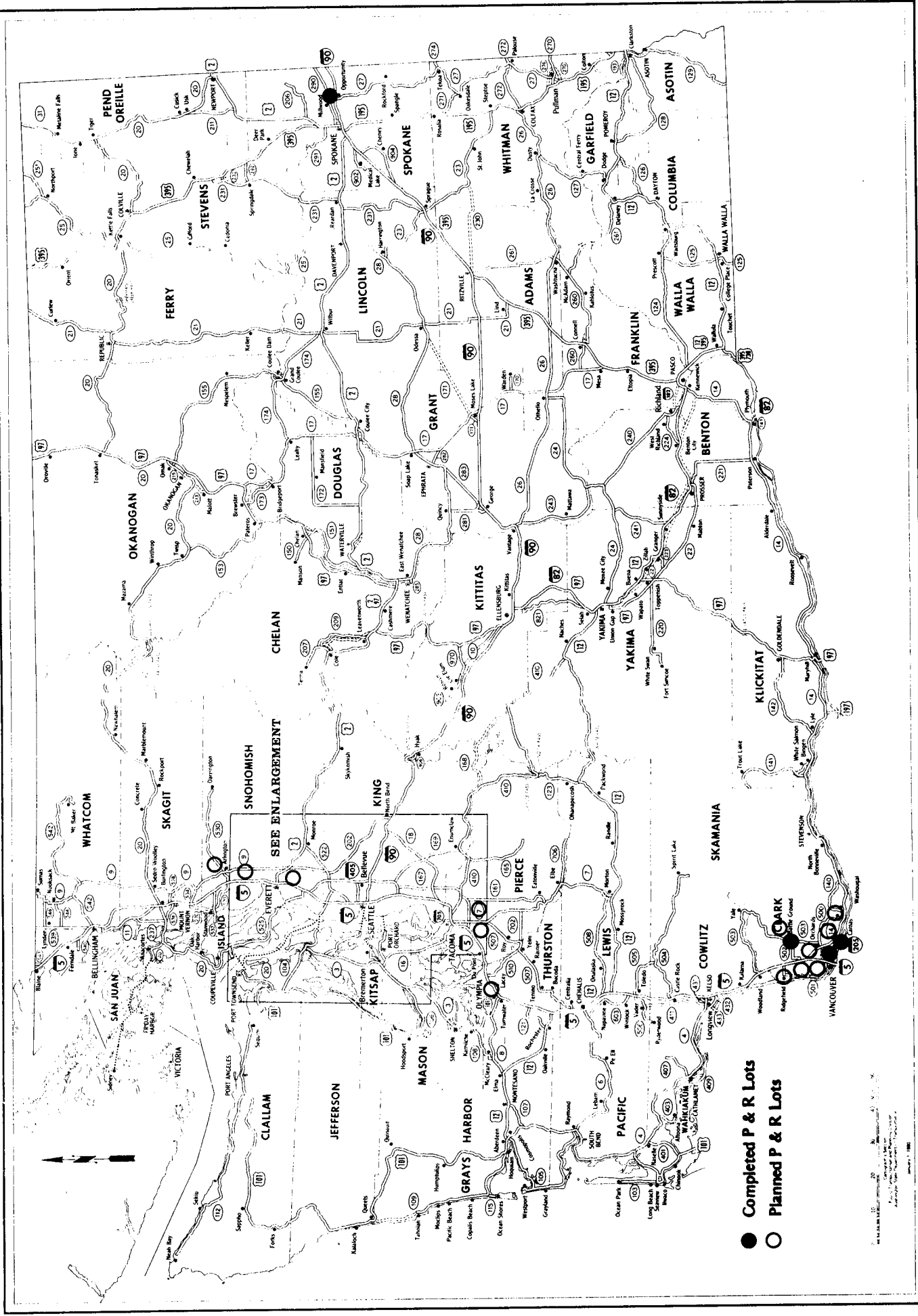
HOV Lanes and SC&DI

Those existing HOV lanes within the greater Seattle area are shown on the attached Puget Sound map. Future HOV and/or SC&DI facilities which are contained in the 1981-87 Highway Construction Program as part of the area-wide transportation plan are also shown. Study funds to investigate additional HOV lanes and/or SC&DI facilities have been included in Districts 1 and 4.

SEATTLE, EVERETT and TACOMA URBAN AREA TRANSPORTATION SYSTEM MANAGEMENT MEASURES



STATEWIDE TRANSPORTATION SYSTEM MANAGEMENT MEASURES



- Completed P & R Lots
- Planned P & R Lots

Scale: 1 inch = 20 miles
 Date: 1/1/80

THE PRIVATE SECTOR

Public transportation in Washington State is provided by a mix of operators from both the public and the private sectors. The public sector consists of programs operated by counties, cities, transit authorities, and private, nonprofit organizations (funded in large part with public dollars). The private sector includes intercity bus operators, airporters, and taxi companies who are in business to provide a service and make a profit.

The public sector has already been discussed. The private sector situation can be described as deteriorating. Because of economic conditions, private entrepreneurs are having difficulty financing their programs. Capital facilities and equipment are aging, and in some cases, in disrepair. The situation is very similar to the transit industry in the 1960's, when public money became available to upgrade services.

A federal program, UMTA Section 22, was created to help support the intercity bus industry, but no money was appropriated. The Section 18 Program is available, but only in rural areas.

Efforts are underway to support coordinating and integrating services from both the public and private sectors to improve service efficiencies and support all modes of transportation.

Ridership for many of the private sector operators has declined or risen only slightly, while costs have skyrocketed. Fares have been increased, but are becoming barriers to travel because of the cost involved. Other sources of revenue are being investigated including express package and charter services.

Intercity Bus

The intercity bus industry in Washington State is regulated by the Utilities and Transportation Commission (UTC). The UTC protects the bus industry by issuing certificates of public convenience and necessity that function like franchises by restricting individual operators to specific routes, and by limiting the number of operators in specific corridors. This effort to minimize competition has resulted in the major corridors of travel being monopolized by one or two carriers. Currently, there are 20 franchised bus operations in the state. The accompanying map and table provide additional information. (Stevens Stage Lines is no longer in business).

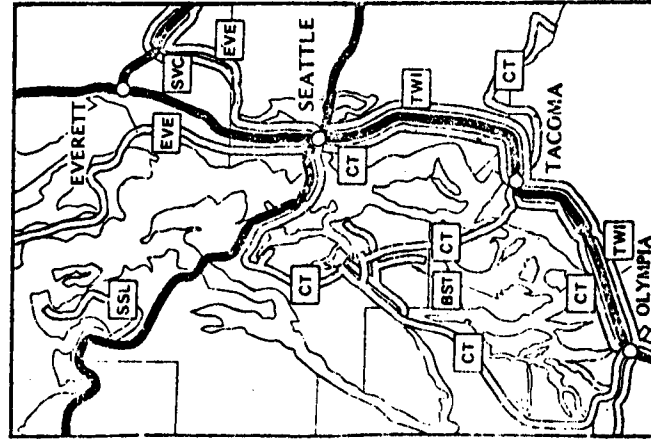
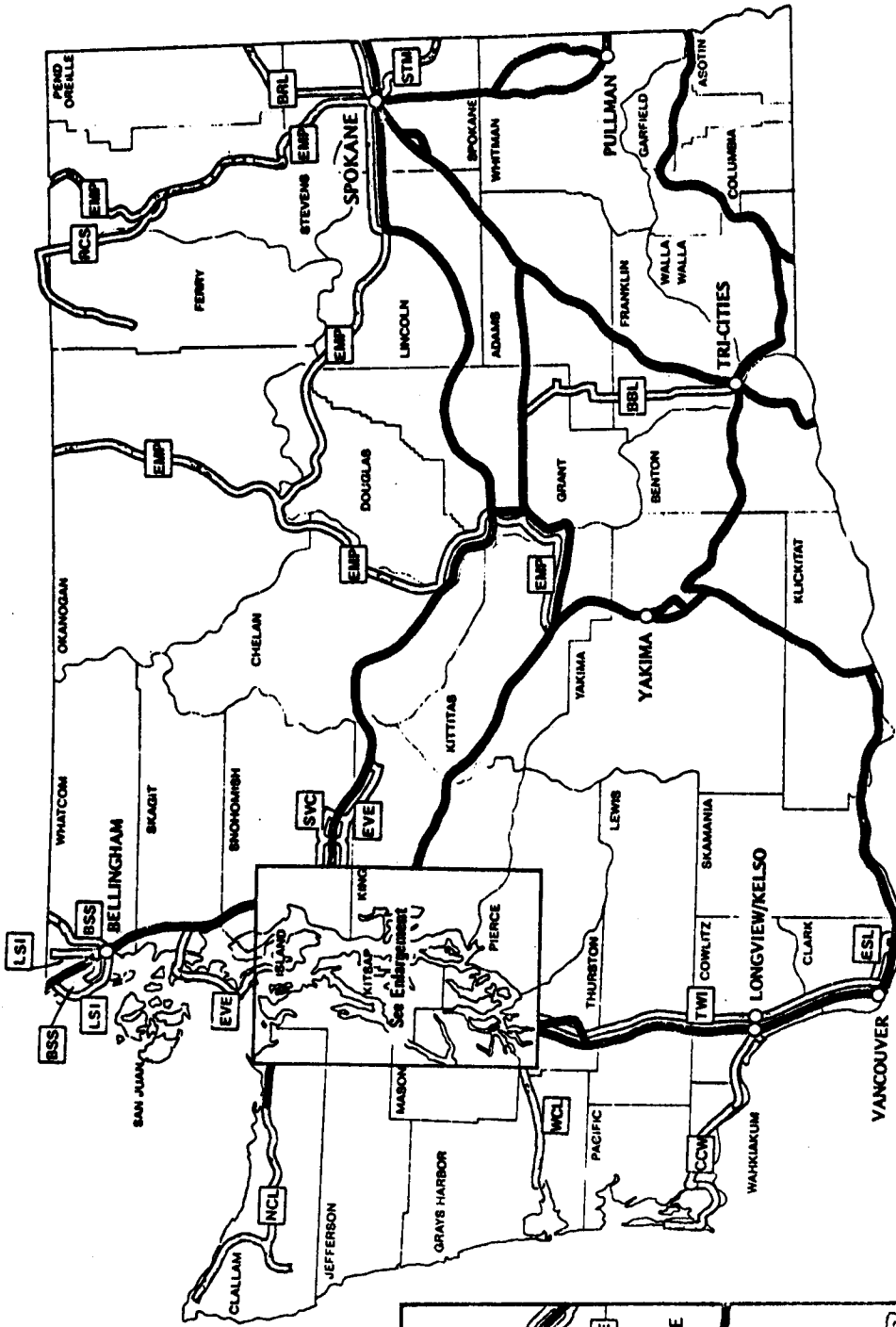
While all 20 companies provide scheduled bus service, the provision of charter services has proven to be more lucrative. Charter services also are regulated by the UTC, and companies sometimes must operate unprofitable, scheduled service routes to maintain their charter authorities (38 companies have been issued a charter authority). Many companies also provide package express service and have mail contracts to supplement their revenues.

For many communities in Washington, the intercity bus industry provides the only available transportation option to the automobile. Deregulation could lead to the abandonment of nonprofitable routes. New companies might surface, but some areas would likely be without service.

The WSDOT is currently involved in a regional study designed to examine and analyze the intercity bus industry. The results of this study should be available in 1982.

SYSTEM	OPERATING REVENUE	OPERATING EXPENSES	NO. OF BUSES	PASSENGERS	MILES
Basin Bus Line (BBL)	\$ N/A	\$ N/A	N/A	N/A	N/A
Brown Lines (BRL)	N/A	N/A	N/A	N/A	N/A
Bellingham-Sumas Stages (BSS)	256,510	258,135	4	43,471	271,439
Continental Trailways (TWI)	48,874,709	46,765,933	344	3,120,471	33,306,921
Greyhound Lines (GL)	321,676,953	301,791,947	1,785	29,254,331	200,021,753
Pacific National Lines (CT)	363,311	313,375	4	47,492	231,494
North Coast Lines (NCL)	N/A	N/A	N/A	N/A	N/A
Evergreen Trailways (EVE)	1,529,968	1,345,428	18	137,281	1,001,689
Tacoma-Suburban Line (CT)	443,349	443,294	9	153,988	459,005
Bremerton-Tacoma Stages (CT)	893,605	790,272	12	265,505	790,921
Empire Lines (EMP)	1,681,359	1,654,222	33	170,481	1,672,798
Evergreen Stage Line (ESL)	1,198,887	1,124,804	32	N/A	792,723
Washington Coast Lines (WCL)	557,234	651,717	14	45,113	300,389
Columbia Coachways (CCW)	442,290	441,686	6	25,626	289,231
Bremerton Suburban Transit (BST) .	75,996	76,354	7	103,784	59,346
Lynden Stages (LSI)	2,217,060	1,834,996	1	32,678	59,059
Republic-Colville Stage Line (RCS) .	1,299,896	1,092,150	1	746	41,482
Chinook Transportation Corp. (CT) .	311,922	315,225	5	550,862	232,221
Bremerton-Charleston Trans. Comp. (BST)	161,708	174,714	25	104,891	116,219
St. Maries Bus Line (STM)	3,475,521	3,302,594	3	204	28,050
Stevens Stage Line (SSL)	256,860	125,410	1	50,514	219,622

GREYHOUND LINES
OTHER BUS LINES



INTERCITY BUS ROUTES

Airporters

Airporter service is a specialized form of passenger and express transportation. Like certified bus services, airporters are regulated by the Utilities and Transportation Commission, and are subject to the same rules. Airporter service originated as a response to the demand for service to the major metropolitan airports in the state.

There are eight certificated airporter operations in the state, and all but one serve the Sea-Tac Airport. Limousine Lines provides service to the Spokane Airport, and Capital Aeroporter also serves the Olympia Airport in Thurston County. The accompanying tables provide further information about the location and operation of airporter services.

Service in Western Washington to the Sea-Tac Airport is available from Olympia, Tacoma, Bremerton, Port Townsend, Seattle, and Everett. While traditionally designed for service to and from airports, airporters have begun expanding their activities into other areas. Suburban Airporter currently has two contracts with METRO for fixed-route service in low density population areas in King County. Interest in providing transportation services to the elderly has been expressed in Thurston County, and interest in ridesharing programs has been increasing. Most of the airporter companies are also certificated to provide charter services.

SYSTEM	OPERATING REVENUE	OPERATING EXPENSES	NO. OF VEHICLES	RIDERSHIP	MILEAGE
Capital Aeroporter	\$ 227,249	\$ 221,675	6	16,772	305,424
Bremerton-Kitsap Airporter	88,082	90,761	N/A	7,092	239,641
The Puget Sounder	993	6,984	N/A	77	10,653
Everett Airporter	200,700	218,595	N/A	28,447	541,725
Koco, Inc. (Tacoma Airporter)	148,516	152,574	N/A	24,887	307,609
Limousine Lines	101,968	130,563	6	46,061	143,600
Hustle Bus (Western Tours) 1/	1,692,272	1,762,499	23	499,689	793,345
Suburban Airporter 1/	756,590	740,765	18	186,470	542,632

1/ Includes figures for airporter, sightseeing and charter services.

Taxis

Taxi operations are the most commonly found types of transportation services in local communities. As of September 1981, 228 taxi companies were licensed with the Department of Licensing, and could be found in 26 of the state's 39 counties. Fifty-six percent of the cab companies, and 58 percent of the cab vehicles can be found in King County.

While taxi companies are licensed and regulated by the Department of Licensing, no records are available as to ridership and cost figures for the cab industry in the state.

In many communities, taxi service is provided by persons seeking secondary sources of income. In the larger communities, the taxi fleets are quite large. Most cab drivers see themselves as independent entrepreneurs, though they may form affiliations with others to share telephone and dispatching service.

The type and quality of service may vary considerably from company to company. Some drivers have first aid, defensive driving, and other training, while others may not. Vehicles vary significantly in condition and age.

Taxi service has traditionally been exclusive-ride, door-to-door transportation. Some cab companies are beginning to change, and shared-ride services are being developed in Seattle, Yakima, and Vancouver. Some taxi operators have begun to upgrade their equipment by acquiring vans for multi-uses like vanpooling, shared-ride services, and elderly and handicapped programs.

R.I. - 3-1966

Co. No.	COUNTY	AIRPORTER & TAXI TRANSPORTATION					
		AIRPORTER	VEHICLES		TAXI ⁽¹⁾	VEHICLES	
1	ADAMS						
2	ASOTIN						
3	BENTON				1	3	
4	CHELAN				3	10	
5	CLALLAM				4	7	
6	CLARK				2	17	
7	COLUMBIA				1	1	
8	COWLITZ				2	8	
9	DOUGLAS						
10	FERRY						
11	FRANKLIN						
12	GARFIELD						
13	GRANT				5	10	
14	GRAYS HARBOR				3	4	
15	ISLAND				3	5	
16	JEFFERSON	1	N/A		1	4	
17	KING	2	41		127	551	
18	KITSAP	1	N/A		8	18	
19	KITTITAS				2	3	
20	KLUCKITAT						
21	LEWIS				1	3	
22	LINCOLN						
23	MASON				1	1	
24	OKANOGAN				5	6	
25	PACIFIC						
26	PEND OREILLE						
27	PIERCE	1	N/A		10	83	
28	SAN JUAN				1	1	
29	SKAGIT				4	9	
30	SKAMANIA						
31	SNOHOMISH	1	N/A		18	47	
32	SPOKANE	1	6		11	116	
33	STEVENS				1	2	
34	THURSTON	1	6		3	8	
35	WAHIAKUM						
36	WALLA WALLA				2	4	
37	WHATCOM				5	14	
38	WHITMAN						
39	YAKIMA				4	19	
	TOTAL	8	N/A		228	954	

(1) As of September, 1981.

PUPIL TRANSPORTATION

The largest transportation program in the state is the school bus system. Operated by local school districts, pupil transportation is coordinated through the Office of the Superintendent of Public Instruction.

During school year 1980-81, an estimated 358,671 school kids received 128,687,624 rides. Service was provided with 5,675 buses traveling over 53,189,338 miles. No cost figures are available for the 1980-81 year, but for 1979-80, pupil transportation cost local districts an estimated \$102,276,908. The accompanying table provides a breakdown of these figures by county.

Legislation prohibiting bus service to students within two miles of school, and increasing costs, have led communities to contract with local transit operations. Pierce Transit has provided transportation service to the Tacoma School District for years. Currently, Pierce Transit carries 7,000 students per day at a cost of approximately \$.30 per trip. In Pullman, 350 monthly passes are sold to the local school district. This arrangement saved the school district approximately \$8,000 during the 1979-80 school year. This arrangement has created some problems for the transit system due to peak-hour demands and the behaviour of some of the students.

In Thurston County, the Intercity Transit System has contracted with the Olympia School District for the 1981-82 school year. The transit system sells 200 monthly passes to the school district which makes them available in selected neighborhoods. Early indications are the program is very popular. Because the passes are good anytime, an additional demand from nonparticipating students has surfaced. Savings for the school district are estimated to be 40-50 percent in operating costs, and the school bus fleet will be reduced by two buses. Students appear to be well behaved, due to the presence of adults on the bus, and a training program provided by Intercity Transit staff.

METRO is also involved with pupil transportation, but under somewhat different circumstances. The Seattle School District has implemented a busing program to integrate its schools, and has contracted with METRO for the bus service. The school district has agreed to pay METRO \$.50 per student, and has guaranteed 40 riders per run. METRO provides 149 runs, and carries about 12,000 students per day. The school district pays METRO about \$1,072,800 per year, and also must provide 110 supervisors at \$500,000 per year. The school district saves up to 30 percent through this contract. METRO subsidizes about 40 percent of the cost, as compared to a 70 percent subsidy for regular service. The service is also available to the public, and the district continues to provide regular school bus service, in addition to the special busing program.

R.I. - 3-1966

CO. NO.	COUNTY	PUPIL TRANSPORTATION					
		STUDENTS 1/	RIDES 1/	MILES 1/	BUSES 1/	EXPENSES 2/	
1	ADAMS	1,469	528,840	571,320	55	\$ 738,932	
2	ASOTIN	1,502	540,720	122,940	17	243,794	
3	BENTON	8,473	3,050,280	1,266,363	134	2,027,651	
4	CHELAN	3,238	781,744	535,376	62	789,175	
5	CLALLAM	6,550	2,358,000	795,345	83	1,758,499	
6	CLARK	23,827	8,577,720	3,101,339	317	5,114,737	
7	COLUMBIA	287	103,320	128,449	10	103,035	
8	COWLITZ	7,880	2,836,800	1,073,700	123	2,826,797	
9	DOUGLAS	2,199	791,640	395,522	43	453,446	
10	FERRY	727	261,720	231,971	26	301,500	
11	FRANKLIN	2,964	1,067,040	870,366	77	1,228,117	
12	GARFIELD	179	64,440	115,380	9	134,731	
13	GRANT	5,693	2,049,480	1,283,051	128	1,676,865	
14	GRAYS HARBOR	5,755	2,071,800	999,856	119	2,123,072	
15	ISLAND	4,252	1,530,720	632,640	56	947,423	
16	JEFFERSON	1,741	626,760	293,766	43	395,698	
17	KING	89,237	32,125,320	10,964,203	1,402	29,073,427	
18	KITSAP	19,306	6,950,160	2,330,104	183	3,939,438	
19	KITTITAS	2,536	912,960	431,460	51	554,621	
20	Klickitat	1,781	641,160	385,906	54	644,054	
21	LEWIS	7,270	2,617,200	1,239,268	148	1,881,663	
22	LINCOLN	1,055	379,800	684,441	71	798,829	
23	MASON	4,467	1,608,120	600,062	58	846,928	
24	OKANOGAN	3,263	1,174,680	717,833	79	1,064,350	
25	PACIFIC	2,272	817,920	355,355	49	603,529	
26	PEND OREILLE	1,280	460,800	394,332	35	419,779	
27	PIERCE	35,793	12,885,480	5,157,894	449	11,810,049	
28	SAN JUAN	503	181,080	110,278	12	166,070	
29	SKAGIT	7,800	2,808,000	1,327,443	114	2,361,958	
30	SKAMANIA	915	329,400	191,080	20	288,318	
31	SNOHOMISH	32,692	11,769,120	4,749,853	480	8,736,837	
32	SPOKANE	24,621	8,863,560	3,810,089	367	6,159,481	
33	STEVENS	3,282	1,131,520	697,290	91	1,107,441	
34	THURSTON	15,534	5,592,240	2,133,434	205	3,663,537	
35	WAHKIAKUM	292	105,120	77,580	8	108,118	
36	WALLA WALLA	2,447	880,920	501,363	54	754,830	
37	WHATCOM	10,235	3,684,600	1,473,344	142	2,234,687	
38	WHITMAN	2,122	763,920	736,758	96	918,868	
39	YAKIMA	13,232	4,763,520	1,702,584	205	3,276,624	
	TOTAL	358,671	128,687,624	53,189,338	5,675	\$ 102,276,908	

1/ 1980 Figures.

2/ 1979 Expense Figures

AMTRAK

Amtrak operates over 900 miles of Burlington Northern trackage in the state and provides service to 13 cities. Three statewide corridors provide service in the state between Seattle and Portland, Seattle and Spokane, and Spokane and Portland via Pasco. See accompanying map.

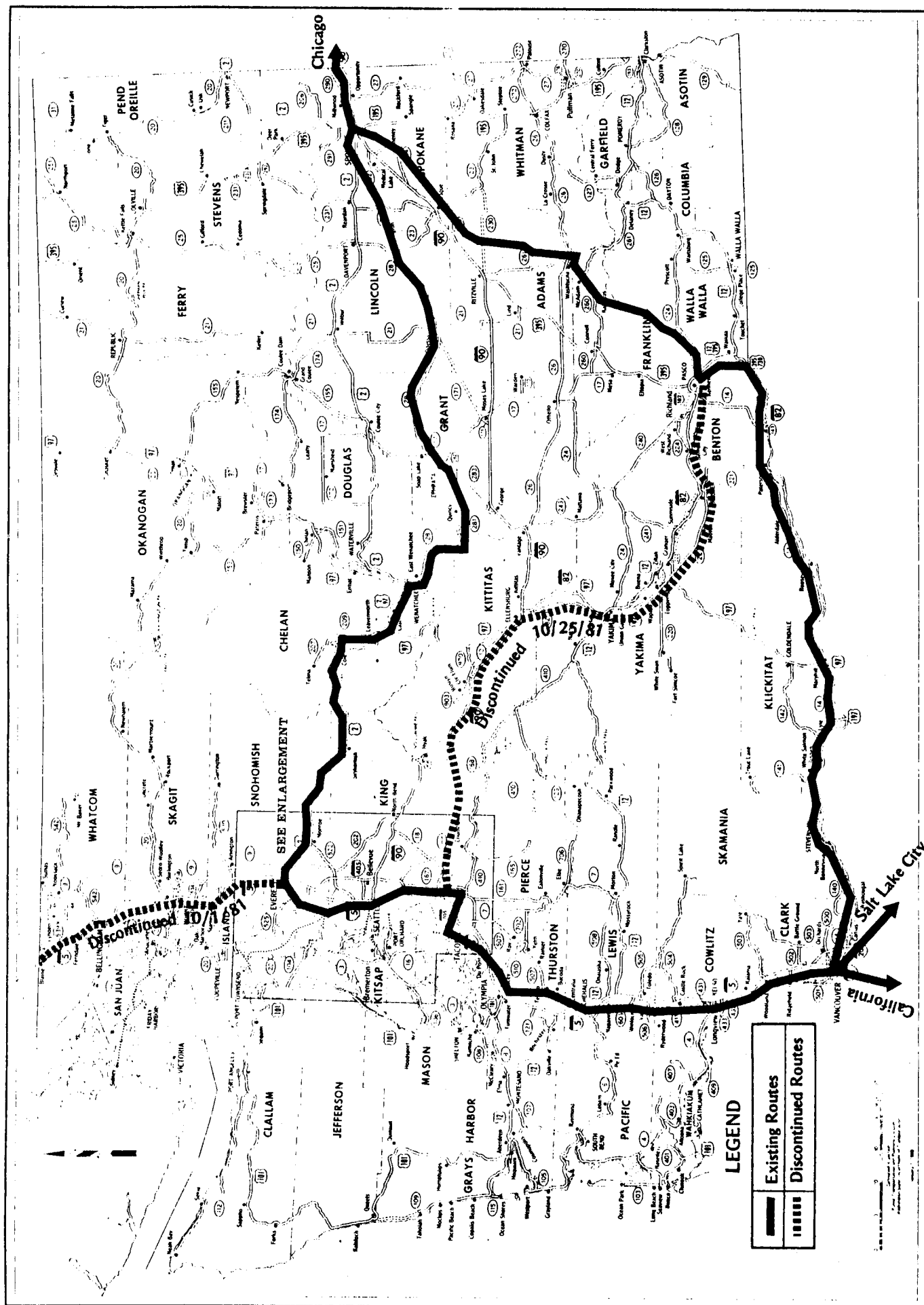
An additional corridor, which provided service between Seattle and Vancouver, B.C., was discontinued on October 1, 1981. This route elimination was part of several system adjustments made necessary by budget cut-backs. The Empire Builder was also rerouted to Seattle via Wenatchee. The train was formerly routed through Pasco, Yakima, and Ellensburg. A new leg between Spokane and Portland was also added to the Empire Builder during this restructuring.

Through July, 412,197 passengers have boarded and debarked trains at Washington stations in 1981. The table below displays recent ridership figures. New equipment, delivered to Amtrak since mid 1980, has helped increase ridership. System stability will be dependent upon future Congressional funding decisions.

	1979		1980		1981	
	MONTHLY	CUMULATIVE	MONTHLY	CUMULATIVE	MONTHLY	CUMULATIVE
JAN	41,795	41,795	42,030	42,030	46,854	46,854
FEB	37,620	79,415	39,400	81,430	49,049	86,903
MAR	34,695	114,110	49,382	130,812	51,081	137,984
APR	50,992	165,102	46,632	177,444	59,966	197,950
MAY	61,994	227,096	55,727	233,171	60,975	258,925
JUN	71,492	298,588	70,152	303,323	72,820	331,795
JUL	75,019	373,607	70,782	374,105	80,402	412,197
AUG	78,997	452,604	82,218	456,323		
SEP	57,494	510,098	55,365	511,688		
OCT	40,320	1/ 550,418	43,489	555,177		
NOV	47,292	597,710	49,962	605,139		
DEC	61,016	658,726	66,939	672,078		

1/ Northern route of Empire Builder through Ephrata and Wenatchee was discontinued. The southern route through Ellensburg and Yakima was maintained.

PASSENGER RAIL ROUTES



1111

11

11

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
POPULATION, FARE STRUCTURE, VEHICLES AND VEHICLE HOURS,
AND MILES OF LINE FOR THE YEAR ENDING DECEMBER 1981

TRANSPORTATION SYSTEM	AREA SERVICED	POPULATION		% OF ALL SYSTEMS 2/	BASIC FARE STRUCTURE 1/			VEHICLES		VEHICLE HOURS	MILES OF LINE
		1981			ADULT	YOUTH	ELDERLY/ DISABLED	TOTAL	DISABLED EQUIPPED 3/		
BELLINGHAM MUNICIPAL TRANSIT	BELLINGHAM	46,400		1.5%	\$0.20	-	-	24	0	52,050	85
BEN-FRANKLIN TRANSIT	BEN-FRANKLIN PTBA	118,600		3.8%	-	-	-	0	0	-	-
BREMERTON MUNICIPAL TRANSIT	BREMERTON	37,000		1.2%	4/ \$0.40	\$0.20	-	25	0	35,000	26
CLALLAM TRANSIT SYSTEM	CLALLAM CO PTBA	42,200		1.4%	\$0.50	\$0.25	\$ 0.25	17	0	28,709	125
C-TRAN	CLARK CO PTBA	195,700		6.3%	4/ \$0.50	\$0.35	\$ 0.25	25	0	70,100	354
COMMUNITY TRANSIT	W. SNOHOMISH CO.	204,600		6.6%	4/ \$0.30	\$0.15	-	73	19	159,920	304
COMMUNITY URBAN BUS SERVICE	KELSO-LONGVIEW	42,250		1.4%	\$0.40	-	-	6	0	12,768	50
EVERETT TRANSIT SYSTEM	EVERETT	56,000		1.8%	\$0.25	-	\$ 0.10	35	6	78,307	83
GRANDVIEW TRANSIT	GRANDVIEW	6,000		0.2%	\$0.25	-	\$ 0.10	3	1	N.A.	N.A.
GRAYS HARBOR TRANS AUTHORITY	GRAYS HARBOR CO.	66,800		2.1%	\$0.25	-	\$ 0.12	33	12	67,790	457
INTERCITY TRANSIT	THURSTON CO PTBA	91,300		2.9%	\$0.25	\$0.15	\$ 0.10	30	14	77,775	157
JEFFERSON TRANSIT	JEFFERSON PTBA	16,600		0.5%	\$0.50	\$0.25	\$ 0.25	6	2	11,321	211
METRO	KING CO.	1,309,800		42.1%	4/ \$0.50	-	\$ 0.15	1,026	342	2,383,878	3,378
PACIFIC TRANSIT SYSTEM	PACIFIC CO.	17,800		0.6%	\$0.25	-	-	1	1	6,401	291
PIERCE TRANSIT	PIERCE CO. PTBA	412,700		13.3%	\$0.50	-	-	214	76	378,041	683
PROSSER RURAL TRANSPORTATION	PROSSER	4,120		0.1%	\$0.25	-	-	4	1	4,225	14
PULLMAN TRANSIT SYSTEM	PULLMAN	23,800		0.8%	\$0.35	\$0.20	\$ 0.20	11	3	13,361	30
START (SPOKANE TRANSIT)	SPOKANE CO PTBA	313,300		10.1%	4/ \$0.50	\$0.40	\$ 0.20	79	21	241,151	226
TWIN TRANSIT	LEWIS CO. PTBA	17,200		0.6%	\$0.25	-	-	6	0	11,389	21
VALLEY TRANSIT	WALLA WALLA PTBA	40,600		1.3%	\$0.25	\$0.10	\$ 0.10	12	1	31,397	36
YAKIMA TRANSIT SYSTEM	YAKIMA	49,800		1.6%	\$0.35	\$0.20	\$ 0.15	16	0	40,800	71
SEATTLE MONORAIL	DOWNTOWN SEATTLE			-	\$0.35	-	-	2	0	N.A.	1
TOTAL ALL SYSTEMS		3,112,570		100.0%				1,648	501	3,704,393	6,603

1/-ALL FARES ARE THE SAME AS ADULT EXCEPT AS INDICATED
2/-PERCENTS MAY NOT ADD TO 100% DUE TO ROUNDING
3/-VEHICLES MODIFIED FOR USE BY AMBULATORY, DISABLED, AND
ELDERLY PERSONS
4/-ZONE FARE IS ADDITIONAL

1981

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
TOTAL ANNUAL PASSENGERS CARRIED AND VEHICLE MILES DRIVEN
FOR THE YEAR ENDING DECEMBER 1981

TRANSPORTATION SYSTEM	ANNUAL PASSENGERS			CARRIED % OF ALL SYSTEMS 1/	% CHANGE 1981/1980	VEHICLE		MILES 1980	DRIVEN % OF ALL SYSTEMS 1/	% CHANGE 1981/1980
	% OF ALL SYSTEMS 1/		1981			% OF ALL SYSTEMS 1/				
	1981	1980								
BELLINGHAM MUNICIPAL TRANSIT	1,784,050	1.8%	1,893,010	2.0%	-5.8%	619,121	1.2%	622,288	1.3%	-0.5%
BEN-FRANKLIN TRANSIT 2/		0.0%		0.0%					0.0%	
BREMERTON MUNICIPAL TRANSIT	938,724	1.0%	943,068	1.0%	-0.5%	341,620	0.7%	348,837	0.8%	-2.1%
CLALLAM TRANSIT SYSTEM	297,733	0.3%	41,159	0.0%	623.4%	551,388	1.0%	64,365	0.1%	756.7%
C-TRAN	889,897	0.9%	574,896	0.6%	54.8%	981,000	1.9%	449,732	1.0%	118.1%
COMMUNITY TRANSIT	2,900,409	2.9%	2,474,841	2.6%	17.2%	3,207,743	6.1%	2,627,703	5.7%	22.1%
COMMUNITY URBAN BUS SERVICE	275,450	0.3%	277,258	0.3%	-0.7%	180,790	0.3%	174,980	0.4%	3.3%
EVERETT TRANSIT SYSTEM	1,767,480	1.8%	1,667,086	1.8%	7.2%	1,067,310	2.0%	758,408	1.6%	40.7%
GRANDVIEW TRANSIT 2/	3,499	0.0%	811	0.0%	331.4%	7,878	0.0%	4,147	0.0%	90.0%
GRAY'S HARBOR TRANS AUTHORITY	1,007,742	1.0%	783,269	0.8%	28.7%	1,032,978	2.0%	810,277	1.8%	27.5%
INTERCITY TRANSIT	1,964,332	2.0%	1,690,358	1.8%	16.2%	960,243	1.8%	717,830	1.6%	33.8%
JEFFERSON TRANSIT 2/	46,491	0.0%		0.0%		196,284	0.4%		0.0%	
METRO	64,879,129	65.9%	64,962,994	68.6%	-0.1%	33,259,893	63.3%	30,713,716	66.5%	8.3%
PACIFIC TRANSIT SYSTEM	55,514	0.1%	46,121	0.0%	20.4%	171,613	0.3%	142,682	0.3%	20.3%
PIERCE TRANSIT	11,629,190	11.8%	9,417,594	9.9%	23.5%	5,715,792	10.9%	5,028,491	10.9%	13.7%
PRCSER RURAL TRANSPORTATION	16,187	0.0%	18,519	0.0%	-12.6%	61,878	0.1%	64,016	0.1%	-3.3%
PULLMAN TRANSIT SYSTEM	371,542	0.4%	442,731	0.5%	-16.1%	169,100	0.3%	215,180	0.5%	-21.4%
SPOKANE TRANSIT	6,447,893	6.6%	6,906,045	7.3%	-6.6%	3,037,734	5.8%	2,875,120	6.2%	5.7%
TWIN TRANSIT	153,950	0.2%	141,623	0.1%	8.7%	165,000	0.3%	165,000	0.4%	0.0%
VALLEY TRANSIT 2/	435,533	0.4%		0.0%		317,007	0.6%		0.0%	
YAKIMA TRANSIT SYSTEM	881,966	0.9%	705,676	0.7%	25.0%	494,435	0.9%	394,000	0.9%	25.5%
SEATTLE MONORAIL	1,656,937	1.7%	1,774,208	1.9%	-6.6%	N.A.	0.0%	N.A.	0.0%	
TOTAL ALL SYSTEMS	98,423,648	100.0%	94,761,267	100.0%	3.9%	52,538,811	100.0%	46,176,772	100.0%	13.8%

1/-PERCENTS MAY NOT ADD TO 100% DUE TO ROUNDING
2/-BEN-FRANKLIN TRANSIT BEGAN OPERATIONS 6/82
GRANDVIEW TRANSIT CEASED OPERATIONS 7/81
JEFFERSON TRANSIT BEGAN OPERATIONS 3/81
VALLEY TRANSIT BEGAN OPERATIONS 1/5/81

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
REVENUES BY SOURCE FOR THE YEAR ENDING DECEMBER 1981

TRANSPORTATION SYSTEM	TAXES						LOCAL		REVENUES		FEDERAL REVENUES 3/	STATE AND OTHER REVENUES 4/	TOTAL REVENUES 1981	TOTAL REVENUES 1980	% REVENUE CHANGE 1981/1980
	SOURCE	EXCL. MVET	MVET 1/	FAIRBOX	OTHER 2/										
ELLINGHAM MUNICIPAL TRANSIT	5/ 0.30%	\$ 1,193,081	\$ 0	\$ 267,974	\$ 5,800	\$ 84,318	\$ 75,173	\$ 1,625,346	\$ 2,119,749	-23.3%					
EN-FRANKLIN TRANSIT	5/ 0.30%	1,403,844	0	0	0	0	22,823	1,426,667	N.A.						
ELMERTON MUNICIPAL TRANSIT	6/ \$ 0.80	133,499	311,997	236,235	168,072	73,623	42,256	965,682	893,829	8.0					
LALLAM TRANSIT SYSTEM	5/ 0.30%	699,571	655,483	70,561	1,636	0	168,073	1,595,324	1,266,651	25.9%					
-TRAN	5/ 0.30%	2,152,428	1,925,103	204,827	0	1,108,567	131,719	5,522,644	1,148,113	381.0%					
COMMUNITY TRANSIT	5/ 0.30%	3,335,284	3,225,274	1,145,652	21,718	25,452	1,124,595	9,877,975	7,579,744	17.1%					
COMMUNITY URBAN BUS SERVICE	7/ 1.00%	247,378	188,823	54,280	851	7,785	72,497	571,614	502,317	13.8%					
VERETT TRANSIT SYSTEM	5/ 0.30%	2,141,013	0	239,166	60	1,135,456	140,294	3,655,989	2,475,240	47.7%					
RANDVIEW TRANSIT		0	4,064	1,919	4,335	5,271	0	15,589	59,239	-73.7%					
WAYS HARBOR TRANS AUTHORITY	5/ 0.20%	1,843,572	1,133,925	208,896	83,235	115,441	869,047	4,255,116	3,788,977	12.3%					
INTERCITY TRANSIT	5/ 0.30%	1,780,722	1,163,314	259,550	252,604	69,195	81,150	3,605,535	1,848,006	95.2%					
EFFERSON TRANSIT	5/ 0.30%	206,800	115,851	10,065	10,449	69,504	978	413,647	N.A.						
ETRO	5/ 0.60%	40,727,743	25,207,078	26,389,148	4,576,814	13,956,589	3,315,012	114,172,384	128,229,853	-11.0%					
ACIFIC TRANSIT SYSTEM	5/ 0.30%	226,978	254,955	9,630	220	132,400	20,906	645,089	405,528	59.1%					
IERCE TRANSIT	5/ 0.30%	6,859,836	5,518,962	1,386,998	1,561,945	2,717,983	1,030,019	19,075,743	16,089,018	18.6%					
ROSSER RURAL TRANSPORTATION	8/ N.A.	15,500	15,500	8,076	11,730	10,417	3,065	64,288	42,757	50.4%					
JULLMAN TRANSIT SYSTEM	7/ 2.00%	194,710	166,953	99,924	2,117	302,111	102,303	868,118	501,504	73.1%					
POKANE TRANSIT	5/ 0.20%	2,401,229	3,209,013	2,201,303	129,743	2,126,813	142,847	10,213,948	5,830,280	75.1%					
WIN TRANSIT	6/ \$ 1.00	84,400	87,012	24,827	0	0	23,494	219,733	317,926	-30.9					
ALLEY TRANSIT	5/ 0.30%	634,203	590,987	36,459	165	243,936	250,000	1,755,750	504,490	248.0%					
ANIMA TRANSIT SYSTEM	5/ 0.20%	758,731	0	174,663	13,735	676,451	59,186	1,682,766	1,129,497	49.0%					
EATTLE MONORAIL		0	0	579,928	0	0	0	579,928	502,744	15.4%					
TOTAL ALL SYSTEMS		\$67,040,522	\$43,774,294	\$33,610,081	\$6,845,229	\$22,861,312	\$ 7,675,437	\$181,806,875	\$175,235,462	3.8%					

1/-MOTOR VEHICLE EXCISE TAX (MVET) - RCW 35.58.273 & .279
 2/-INCLUDES CHARTERS, ADVERTISING & OTHER MISC. LOCAL REV.
 3/-INCLUDES CETA, FHMA, UMTA & OTHER FEDERAL REVENUES
 4/-INCLUDES STATE GRANTS, B & O TAX EXEMPTIONS, INTEREST,
 SALE OF FIXED ASSETS, REIMBURSEMENTS, & OTHER MISC. REVENUES

5/-SALES TAX - RCW 82.14.045 & .060
 6/-HOUSEHOLD TAX PER MONTH - RCW 35.95.060
 7/-UTILITY TAX - RCW 54.28.070
 8/-B & O TAX

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
EXPENDITURES BY PURPOSE FOR THE YEAR ENDING DECEMBER 1981

TRANSPORTATION SYSTEM	CAPITAL OUTLAY 1/	OPERATING COSTS 2/	GENERAL ADMIN. AND PLANNING 3/	DEPRECIATION	OTHER EXPENSES 4/	TOTAL EXPENSES 1981	TOTAL EXPENSES 1980	% EXPENSE CHANGE 1981/1980
BELLINGHAM MUNICIPAL TRANSIT	\$ 43,160	\$ 1,375,916	\$ 154,814	\$ 167,335	\$ 919	\$ 1,742,144	\$ 3,228,133	-46.0%
BEN-FRANKLIN TRANSIT	9,613	58,683	172,797	0	7,778	248,871	N.A.	
BREMERTON MUNICIPAL TRANSIT	0	903,755	4,288	35,867	0	943,910	847,984	11.3%
CLALLAM TRANSIT SYSTEM	177,542	675,685	123,373	64,920	31,528	1,073,048	560,063	91.6%
C-TRAN	1,173,508	1,669,484	825,606	125,316	202,525	3,996,439	1,351,179	187.3%
COMMUNITY TRANSIT	4,254,210	6,902,442	626,832	371,042	0	12,154,526	5,402,709	125.0%
COMMUNITY URBAN BUS SERVICE	59,524	212,969	71,621	27,701	80,939	453,154	357,401	26.8%
EVERETT TRANSIT SYSTEM	793,905	2,267,659	374,086	6,925	0	3,442,575	1,987,120	73.2%
GRANDVIEW TRANSIT	0	15,589	0	0	0	15,589	59,239	-73.7%
GRAYS HARBOR TRANS AUTHORITY	497,830	2,100,972	224,381	258,753	0	3,081,936	2,326,894	32.4%
INTERCITY TRANSIT	241,560	1,639,505	404,103	143,568	0	2,428,736	1,826,963	32.9%
JEFFERSON TRANSIT	123,361	176,245	65,185	0	48,856	413,647	N.A.	
METRO	13,599,984	83,360,751	13,447,325	12,311,518	3,420,842	126,140,420	134,251,330	-6.0%
PACIFIC TRANSIT SYSTEM	52,133	403,184	80,877	3,581	16,400	556,175	333,343	66.8%
PIERCE TRANSIT	2,464,041	12,641,603	2,260,705	533,672	1,183,560	19,083,581	15,611,084	22.2%
PRCSER RURAL TRANSPORTATION	0	29,910	14,612	0	0	44,522	42,902	3.8%
PULLMAN TRANSIT SYSTEM	345,062	430,060	48,760	0	83,383	907,265	520,967	74.2%
SPOCKANE TRANSIT	317,314	6,595,038	1,416,432	428,499	0	8,757,283	6,649,321	31.7%
TWIN TRANSIT	94,790	147,844	41,749	0	2,951	287,334	200,216	43.5%
VALLEY TRANSIT	1,036,920	543,485	187,251	0	55,000	1,822,656	113,691	1,503.2%
YAKIMA TRANSIT SYSTEM	0	778,057	457,464	24,897	324,882	1,585,300	897,341	76.7%
SEATTLE MONORAIL	0	549,258	0	0	0	549,258	442,187	24.2%
TOTAL ALL SYSTEMS	\$25,284,857	\$123,478,094	\$21,002,261	\$ 14,503,594	\$5,459,563	\$189,728,769	\$177,050,067	7.2%

1/-INCLUDES COSTS OF ACQUIRING LAND, BUILDINGS,
VEHICLES, AND MISCELLANEOUS EQUIPMENT

2/-INCLUDES GENERAL MAINTENANCE OF EQUIPMENT & FACILITIES,
TAXES, LICENSES, RENTS, PERSONNEL SERVICES, SALARIES,
CONTRACTOR FEES AND OTHER OPERATIONAL EXPENSES

3/-INCLUDES COSTS OF STUDIES, PROMOTION ADVERTISING,
MARKETING, SALARIES, AND OTHER ADMINISTRATIVE EXPENSES
4/-INCLUDES SYSTEM ACQUISITION LIABILITIES AND RENTAL AND
INSURANCE EXPENSES; ALSO INCLUDES \$3,215,000 BOND
REDEMPTION FOR METRO

Table V

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
SELECTED PERFORMANCE INDICATORS
FOR THE YEAR ENDING DECEMBER 1981

TRANSPORTATION SYSTEM	PASSENGERS/CAPITA		PASSENGERS/VEHICLE HOUR		VEHICLE MILES/ VEHICLE HOUR (MPH)		OPERATING COSTS/ PASSENGER 1/	
	1980	1981	1980	1981	1980	1981	1980	1981
BELLINGHAM MUNICIPAL TRANSIT	41.3	38.4	35.7	34.3	11.7	11.9	\$ 0.73	\$ 0.86
BEN-FRANKLIN TRANSIT		N.A.		N.A.		N.A.		N.A.
BREMERTON MUNICIPAL TRANSIT	26.0	25.4	26.9	26.8	10.0	9.8	0.86	0.97
CLALLAM TRANSIT SYSTEM	1.0	7.1	8.6	10.4	13.5	19.2	5.21	2.68
C-TRAN	13.4	4.5	18.1	12.7	14.1	14.0	2.36	2.80
COMMUNITY TRANSIT	12.7	14.2	17.3	18.1	18.4	20.1	2.01	2.60
COMMUNITY URBAN BUS SERVICE	6.6	6.5	21.7	21.6	13.7	14.2	0.88	1.03
EVERETT TRANSIT SYSTEM	30.6	31.9	26.4	22.8	12.0	13.6	1.07	1.48
GRANDVIEW TRANSIT	0.1	0.6		N.A.		N.A.	10.86	4.46
GRAYS HARBOR TRANS AUTHORITY	11.8	15.1	13.8	14.9	14.3	15.2	2.42	2.31
INTERCITY TRANSIT	19.3	21.5	28.5	25.3	12.1	12.3	0.68	1.04
JEFFERSON TRANSIT		2.8		4.1		17.3		5.19
METRO	51.2	49.5	39.5	27.2	18.7	14.0	1.32	1.49
PACIFIC TRANSIT SYSTEM	2.7	3.1	6.8	8.7	21.2	26.8	7.19	8.72
PIERCE TRANSIT	28.7	28.2	25.5	30.8	13.6	15.1	1.07	1.28
PROSSER RURAL TRANSPORTATION	4.8	3.9	4.7	3.8	16.4	14.6	2.32	2.75
PULLMAN TRANSIT SYSTEM	18.8	15.6	25.7	27.8	12.5	12.7	1.13	1.29
SPOKANE TRANSIT	40.3	20.6	30.8	26.7	12.8	12.6	0.86	1.24
TWIN TRANSIT	8.3	9.0	12.4	13.5	14.5	14.5	1.23	1.23
VALLEY TRANSIT		10.7		13.9		10.1		1.68
YAKIMA TRANSIT SYSTEM	14.2	17.7	20.1	21.6	11.2	12.1	1.23	1.40
SEATTLE MONORAIL		N.A.		N.A.		N.A.	0.25	0.33
TOTAL ALL SYSTEMS	37.3	31.6	34.2	26.6	16.7	14.2	\$ 1.25	\$ 1.47

1/-OPERATING COSTS INCLUDES TRANSIT OPERATING COSTS
PLUS GENERAL ADMINISTRATION AND PLANNING COSTS

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
SELECTED PERFORMANCE INDICATORS
FOR THE YEAR ENDING DECEMBER 1981

TRANSPORTATION SYSTEM	OPERATING COSTS/ VEHICLE MILE 1/		OPERATING COSTS/ VEHICLE HOUR 1/		FAREBOX REVENUE/ OPERATING COSTS 1/		FAREBOX REVENUE/ PASSENGER	
	1980	1981	1980	1981	1980	1981	1980	1981
BELLINGHAM MUNICIPAL TRANSIT	\$ 2.22	\$ 2.47	\$ 26.05	\$ 29.40	15.4%	17.5%	\$ 0.11	\$ 0.15
BEN-FRANKLIN TRANSIT		N.A.		N.A.		N.A.		N.A.
BREMERTON MUNICIPAL TRANSIT	2.33	2.66	23.24	25.94	33.4%	26.0%	0.29	0.25
CLALLAM TRANSIT SYSTEM	3.33	1.45	44.96	27.83	4.4%	8.8%	0.23	0.24
C-TRAN	3.01	2.54	42.56	35.59	7.4%	8.2%	0.17	0.23
COMMUNITY TRANSIT	1.90	2.35	34.83	47.08	17.4%	15.2%	0.35	0.39
COMMUNITY URBAN BUS SERVICE	1.40	1.57	19.12	22.29	18.9%	19.1%	0.17	0.20
EVERETT TRANSIT SYSTEM	2.35	2.48	28.21	33.74	10.5%	9.1%	0.11	0.13
GRANDVIEW TRANSIT	2.12	1.98		N.A.	2.9%	12.3%	0.32	0.55
GRAYS HARBOR TRANS AUTHORITY	2.34	2.25	33.34	34.30	9.1%	9.0%	0.22	0.21
INTERCITY TRANSIT	1.59	2.13	19.26	26.28	19.4%	12.7%	0.13	0.13
JEFFERSON TRANSIT		1.23		21.33		4.2%		0.22
METRO	2.80	2.91	52.28	40.61	28.3%	27.3%	0.37	0.41
PACIFIC TRANSIT SYSTEM	2.32	2.82	49.21	75.62	2.0%	2.0%	0.14	0.17
PIERCE TRANSIT	2.00	2.61	27.23	39.42	22.3%	9.3%	0.24	0.12
PROSSER RURAL TRANSPORTATION	0.67	0.72	11.00	10.54	16.1%	18.1%	0.37	0.50
PULLMAN TRANSIT SYSTEM	2.33	2.83	29.17	35.84	19.1%	20.9%	0.22	0.27
SPOKANE TRANSIT	2.08	2.64	26.65	33.22	32.5%	27.5%	0.28	0.34
TWIN TRANSIT	1.05	1.15	15.27	16.65	12.6%	13.1%	0.16	0.16
VALLEY TRANSIT		2.31		23.27		5.0%		0.08
YAKIMA TRANSIT SYSTEM	2.21	2.50	24.76	30.28	15.6%	14.1%	0.19	0.20
SEATTLE MONORAIL		N.A.		N.A.	113.7%	105.6%	0.28	0.35
TOTAL ALL SYSTEMS	\$ 2.56	\$ 2.75	\$ 42.67	\$ 39.00	26.5%	23.3%	\$ 0.33	\$ 0.34

1/-OPERATING COSTS INCLUDES TRANSIT OPERATING COSTS
PLUS GENERAL ADMINISTRATION AND PLANNING COSTS