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# **1984 Annual Public Transit Statistics**

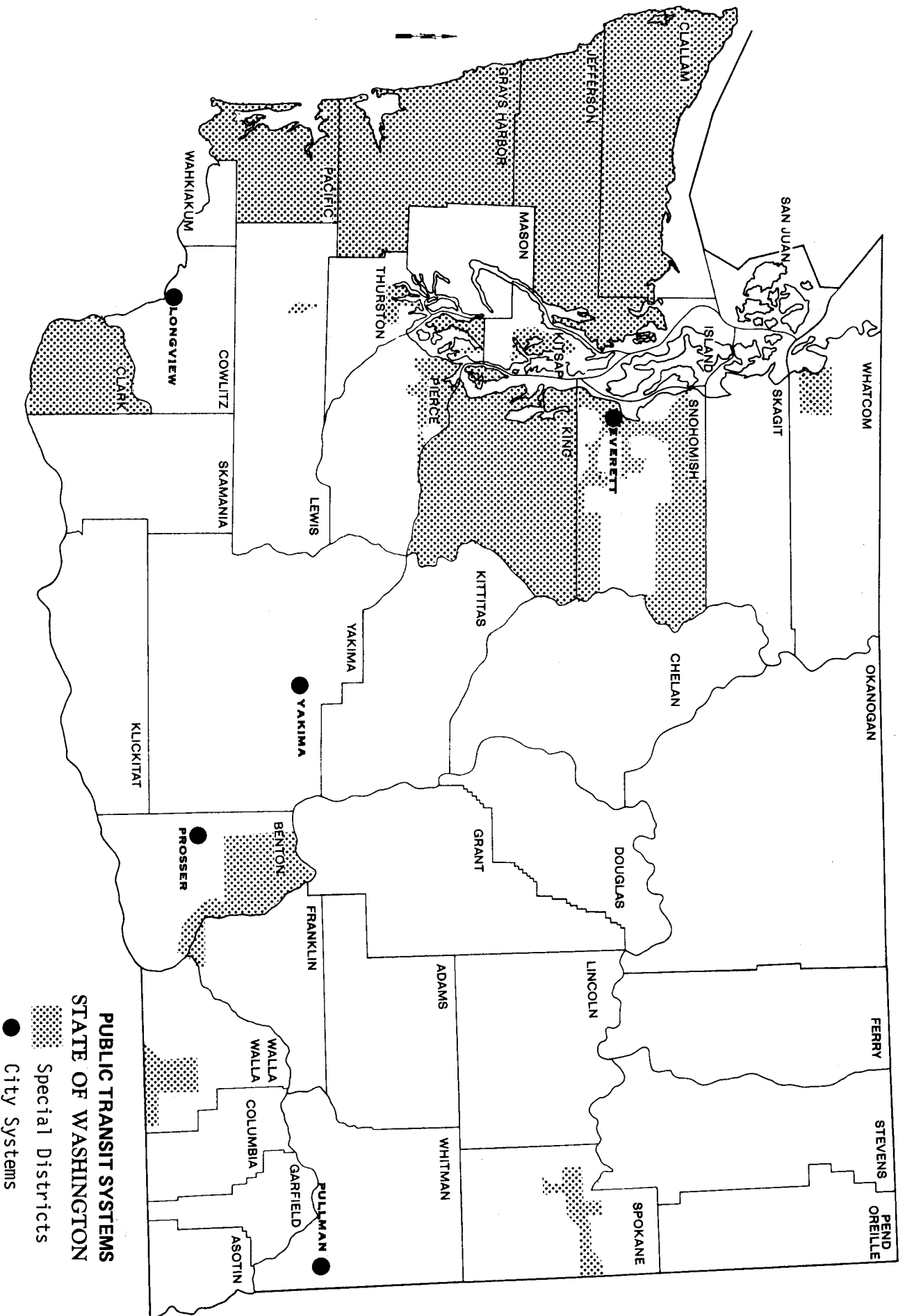


**Washington State Department of Transportation**  
Planning, Research and Public Transportation Division

## 1984 ANNUAL PUBLIC TRANSIT STATISTICS

This report was prepared by the Public Transportation Office, Planning, Research and Public Transportation Division, Washington State Department of Transportation, Transportation Building, Olympia, Washington 98504, with partial financial assistance through a grant, WA-09-8010, from the U. S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended.

July 1985



## 1984 ANNUAL PUBLIC TRANSIT STATISTICS

### A. NEW SERVICE AND ELECTIONS

1. During 1984, public transit service was provided in 20 separate service areas in Washington State. The map on the opposite page 2 shows the location of these areas. There were no elections regarding new transit districts or taxes in 1984. C-TRAN reduced its sales and use tax rate from .3 percent to .2 percent in April.
2. Changes in operations occurred as:
  - Clallam Transit began service to the western end of Clallam County.
  - Jefferson Transit took delivery of two new 35 foot transit coaches, increasing its total bus fleet to ten and eliminated service along the west coast of Jefferson County.
  - The city of Longview, operator of Community Urban Bus Service, completed renovation of its transit maintenance facility in March.
  - Metro and the Puget Sound Council of Governments initiated their multi-corridor project analyzing the need for light rail transit in June.
  - The Whatcom Transportation Authority assumed the responsibility for transit operations in the greater Bellingham area.
  - Pacific Transit began service on Saturdays beginning in June 1984.
  - Grays Harbor Transportation reduced ferry service from Westport.

### B. VEHICLES AND MAINTENANCE

A total of 2,004 transit vehicles make up the fixed route fleet and 78 vans make up the dial-a-ride fleet of all municipal transit systems in 1984, another 66 vans are contracted; 1,497 municipal transit vehicles operated at peak hours (20 more than in 1983); 744 of these vehicles operated in normal hours' service. Metro operated 945 and 340 of these vehicles respectively, over half of all transit vehicles providing service in the state in 1984. Community Transit contracted for 38 buses for intercounty service with Metro.

There was a net reduction of 34 vehicles over 1983. Of the total vehicle fleet, 330 vehicles were 21 years or older, 34 vehicles more than in 1983. The less than five-year old group showed a decrease of 470 vehicles.

#### Fixed Route Vehicles by Age

Less than 5 years	429
5-7 years	648
8-12 years	462
13-16 years	18
17-20 years	117
21 or more years	330

#### Fixed Route Vehicles by Seating Capacity

Less than 15 seats	19
16-24 seats	29
25-33 seats	121
34-44 seats	303
45-60 seats	1,179
60 or more seats	353

All vehicles with seating capacity of 60 or more seats were entirely in the METRO fleet. An increase of 27 vehicles seating less than 15 passengers occurred in 1984. There were 142 more vehicles seating 34-44 passengers in 1984 than in 1983.

Ben Franklin Transit, Clallam Transit, Community Transit, and Jefferson Transit did not provide maintenance in their own municipal shops. Of the 2,004 vehicles available for fixed route use, 1,795 were powered by diesel fuel; 39 were powered by gasoline; 109 were powered by electricity; and 18 were powered by propane. All but 23 of the 87 vans were powered by gasoline; the remainder were powered by propane.

#### C. FINANCIAL

Municipal transit systems totals of revenues and expenditures for 1984 are broken down in Tables 3 and 4. Local tax reflects only the tax collected solely to support transit; supplemental local general fund revenues, such as the ½ percent sales and use tax, and property tax appear as "Other," under Local Revenues.

Several transit systems show sizable revenue increases over 1983. Twin Transit, Pacific Transit, Community Transit, and Clallam Transit each received substantial increases in federal funds for capital projects. Whatcom Transportation received Motor Vehicle Excise Tax proceeds in 1984 while Bellingham Transit was not eligible to receive these funds in 1983. Reductions for some systems are due to fewer capital projects in 1984, and therefore less federal funds. However, Ben Franklin Transit, C-TRAN, and Grays Harbor Transportation revenue losses are due primarily to lower sales and use tax revenue.

There are also some increases in expenditures for some transit systems in 1984. Clallam Transit, Community Transit, Grays Harbor Transportation, Intercity Transit, Jefferson Transit, Pacific Transit, and Twin Transit made relatively significant investments in equipment and facilities. The significant reductions in transit systems' expenditures were due to their equipment purchases and facilities improvements made in 1983.

#### D. PERFORMANCE MEASURES

Tables 5, 6, and 7 contain annual rates calculated for each transit system operating in 1984.

- The Passengers per Capita rate is the average number of times a year each resident rides the transit system. This ratio is determined by dividing the passengers carried by the service area population.
- The Local Taxes per Capita rate is the average rate of local taxes per person, not including the MVET, used to help defray operating and capital expenses.
- The Passengers per Vehicle Hour rate represents the average number of passengers riding a transit vehicle during an hour of operation. This figure is obtained by dividing the passengers carried by the vehicle hours operated.
- The Vehicle Miles per Vehicle Hour rate is the average speed of the transit vehicles throughout the operating year.
- The Vehicle Hours per Vehicle rate is the average number of hours each transit vehicle, regardless of seating capacity, operates annually.
- The Operating Costs per Passenger figure indicates the cost of providing public transit service for each passenger carried. Operating Costs used in Table 6 include both "operating costs" and "general administration and planning" costs shown in Table 4.
- The Operating Costs per Vehicle Mile figure indicates the cost of operating a transit vehicle for one mile.
- The Operating Costs per Vehicle Hour figure indicates the cost of operating a public transit system for one hour of service.
- The Fare Box Revenue\* Share of Operating Costs rate is self-explanatory and is shown as a percentage.
- The Fare Box Revenue\* per Passenger figure is the average fare paid by all passengers, including transfers.
- The Operating Costs per Driver Hour rate is self-explanatory.
- The Vehicle Hours per Driver Hour rate compares the use of vehicles with the amount of drivers' time reported.
- The Vehicle Miles per Driver Hour figure shows how many miles are driven by a driver in an average hour.
- The Passengers per Driver Hour figures shows how many passengers are carried by a driver in an average hour.

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\*Fare rates are determined strictly by municipal transit policy boards based upon their perceptions of local needs and financial conditions.

E. HISTORICAL PERSPECTIVE 1979 - 1984

Chart 1 displays transit ridership development for all transit systems in Washington State. Chart 2 shows vehicle miles of service for all transit systems operating in the state. The following systems are included within the "urbanized" group: Whatcom Transportation, Community Transit, Everett Transit, Pierce Transit, Kitsap Transit, Intercity Transit, Community Urban Bus Service, C-TRAN, Yakima Transit, Ben Franklin Transit, and Spokane Transit Authority.

Chart 3 displays the total revenues for the transit systems. Chart 4 compares the fare box revenue source with operating costs of the systems for the corresponding year.

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# Washington State Transit Systems

## Annual Transit Ridership

1979-1984

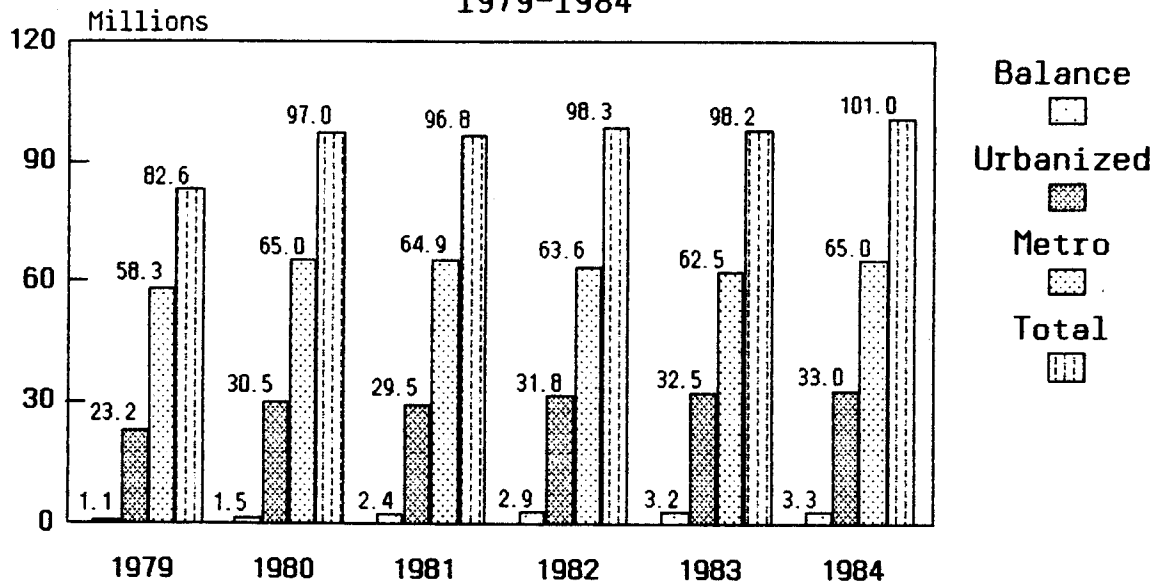


Chart #1

# Washington State Transit Systems

## Annual Vehicle Miles of Service

1979-1984

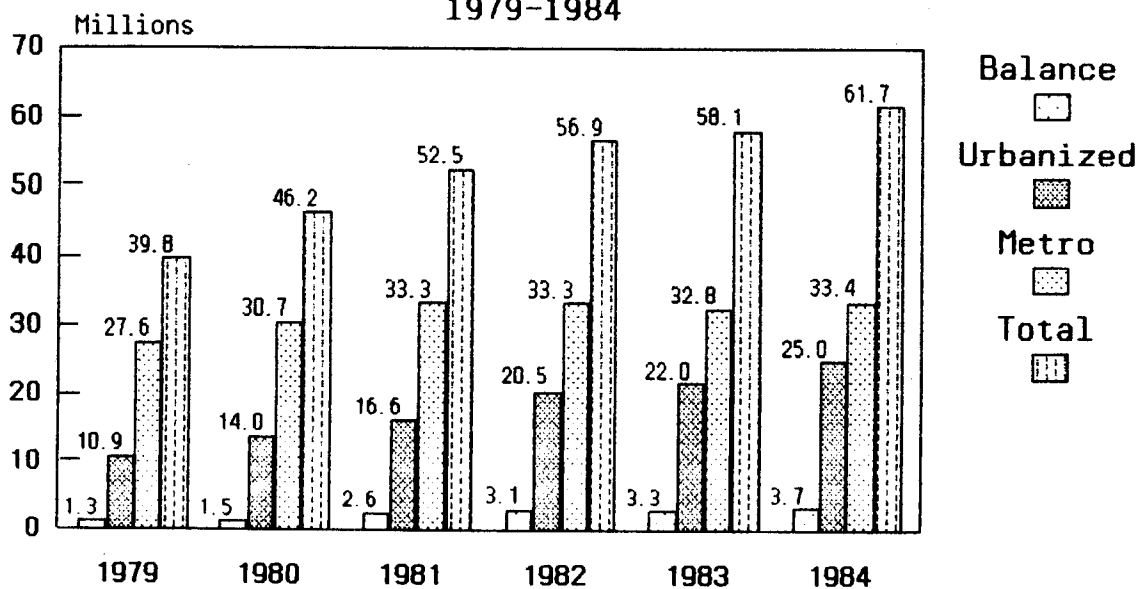


Chart #2



# Washington State Transit Systems Total Annual Revenues 1979-1984

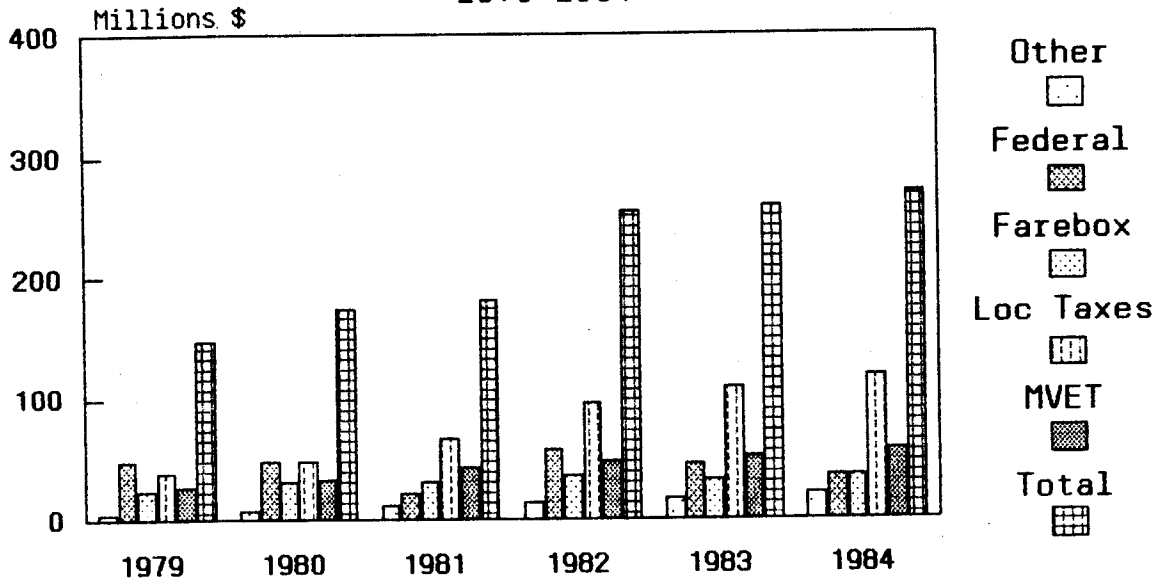


Chart #3

# Washington State Transit Systems Comparison of Operating Costs/ Farebox Revenues

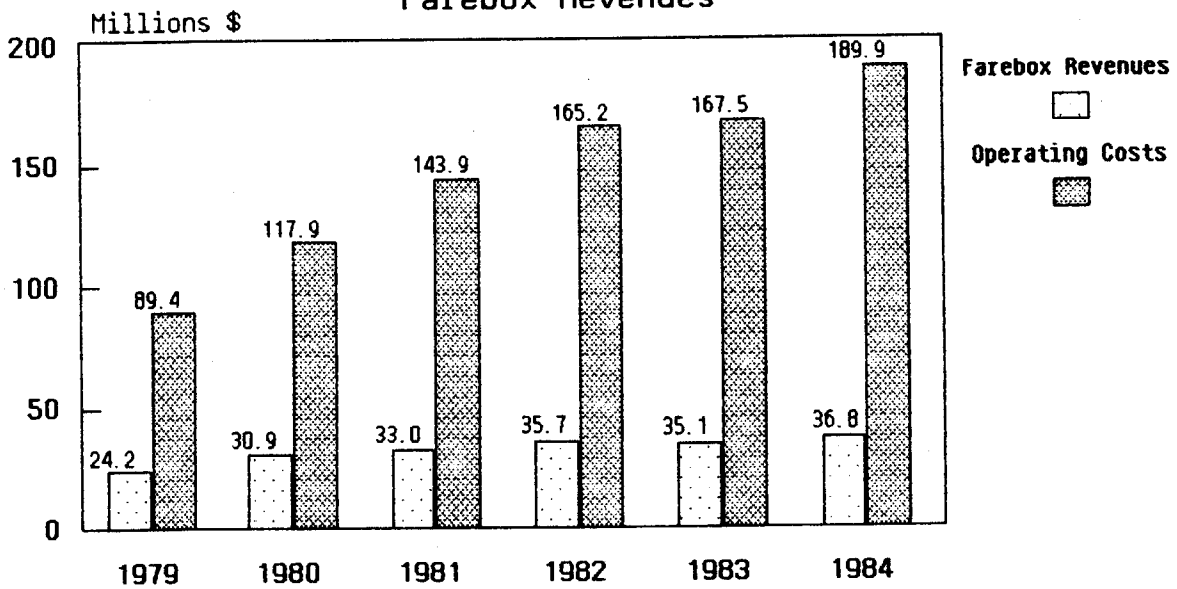


Chart #4

TABLE 1

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Population, Vehicles, Miles of Line and Fare Structure  
for the Year Ending December 1984

TRANSPORTATION SYSTEMS	AREA SERVED	TRANSIT OPERATING AUTHORITY	Population of Area		Vehicles		Miles of Line	Fare Structure 1/			
			1984	% of All Systems	Total	Disabled/ Equipped		Adult	Youth	Elderly/ Disabled	Special Transp.
BEN-FRANKLIN TRANSIT	Tri-Cities	PTBA	114,600	3.5%	61	9	639	\$0.25	\$0.10	\$0.10	\$0.50
CLALLAM TRANSIT	Clallam County	PTBA	52,900	1.6%	31	3	184	\$0.50	\$0.25	\$0.25	\$0.50
COMMUNITY TRANSIT	Snohomish County (Part)	PTBA	247,000	7.6%	60	15	340	\$0.30	\$0.15	\$0.15	-
C-TRAN	Clark County	PTBA	201,600	6.2%	69	44	363	\$0.50	\$0.35	\$0.25	\$0.50
COMMUNITY URBAN BUS SERVICE	Longview-Kelso	City	40,660	1.2%	6	0	52	\$0.50	-	-	-
EVERETT TRANSIT	Everett	City	56,680	1.7%	49	3	95	\$0.30	-	\$0.15	-
GRAYS HARBOR TRANSPORTATION	Grays Harbor County	CTA	65,100	2.0%	52	13	457	\$0.25	-	\$0.15	-
INTERCITY TRANSIT	North Thurston County	PTBA	90,300	2.8%	42	26	91	\$0.35	\$0.25	\$0.10	-
JEFFERSON TRANSIT	Jefferson County	PTBA	17,000	0.5%	10	4	162	\$0.50	\$0.25	\$0.25	\$0.50
KITSAP TRANSIT	Central Kitsap County	PTBA	101,500	3.1%	57	0	275	\$0.25	\$0.25	\$0.25	\$0.25
METRO SEATTLE	King County	METRO	1,326,600 482,900 bus	40.6%	1,230	570	1,025	\$0.55	-	\$0.20	-
PACIFIC TRANSIT	Pacific County	PTBA	17,700	0.5%	12	10	143	\$0.25	-	-	-
PIERCE TRANSIT	North Pierce County	PTBA	423,600	13.0%	179	58	370	\$0.35	-	\$0.25	-
PROSSER RURAL TRANSIT	Prosser	City	4,180	0.1%	5	1	7	\$0.25	-	-	\$1.00
PULLMAN TRANSIT	Pullman	City	22,770	0.7%	11	3	36	\$0.25	\$0.20	\$0.20	\$0.75
SPOKANE TRANSIT	Central Spokane County	PTBA	315,600	9.7%	147	88	285	\$0.60	-	\$0.30	\$0.60
TWIN TRANSIT	Centralia-Chehalis	PTBA	17,800	0.5%	7	2	22	\$0.30	-	-	-
VALLEY TRANSIT	Walla Walla/College Place	PTBA	41,500	1.3%	13	1	36	\$0.25	\$0.10	\$0.10	-
WHATCOM TRANSPORTATION	Bellingham	PTBA	57,900	1.8%	24	0	87	\$0.25	-	\$0.10	-
YAKIMA TRANSIT	Yakima	City	49,340	1.5%	17	3	44	\$0.35	\$0.20	\$0.15	-
SEATTLE MONORAIL	Downtown Seattle	City			2	0	1	\$0.50	-	\$0.15	-
TOTAL ALL SYSTEMS			3,264,330	100.0%	2,084	853	4,714	-	-	-	-

1/- All fares are the same as Adult except as indicated

2/- Figures include fixed route and dial-a-ride vehicles, but not contracted vehicles

3/- Vehicles modified for disabled and elderly passengers

4/- Zone and/or peak-hour fares are additional

482,900 bus trips in King Co.  
 $= 482,900$  veh. trips / AVERAGE WEEK DAY  
 $= 6,030,000$  Person trips / AND  $= 252 \times F = 1,574,400,000$   
 $= 3,015,000$  Person trips / week of day  $= 107 \times F = 313,260,000$   
TOTAL PERSON TRIPS / DAY  $= 1,887,660,000$   
TRIPS ON TRANSIT  $= 64,654,000$   
 $= 3.53\%$

TABLE 2

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Total Passengers Carried, Vehicle Miles Driven and Vehicle Hours Provided  
For the Year Ending December 1984

TRANSPORTATION SYSTEMS		Passengers Carried				Vehicle Miles				Vehicle Hours			
		1984	% of All Systems	1983	% Change 1984/1983	1984	% of All Systems	1983	% Change 1984/1983	1984	% of All Systems	1983	% Change 1984/1983
BEN-FRANKLIN TRANSIT	1/	2,283,948	2.2%	2,062,679	10.7%	1,822,364	3.0%	1,720,122	5.9%	129,659	3.1%	125,022	3.7%
CLALLAM TRANSIT	1-2/	508,534	0.5%	460,868	10.3%	749,844	1.2%	688,472	12.4%	33,656	0.8%	31,612	6.5%
COMMUNITY TRANSIT		3,732,069	3.6%	3,001,022	24.4%	3,785,981	6.1%	3,460,144	9.4%	183,791	4.4%	175,987	4.4%
C-TRAN	1/	1,812,884	1.8%	1,522,564	19.1%	1,970,425	3.2%	1,975,513	-0.3%	108,332	2.6%	110,865	-2.3%
COMMUNITY URBAN BUS SERVICE		276,467	0.3%	290,748	-4.9%	180,549	0.3%	190,177	-5.1%	14,116	0.3%	14,116	0.0%
EVERETT TRANSIT	1/	1,821,796	1.8%	1,645,193	10.7%	1,135,068	1.8%	1,092,981	3.9%	81,655	2.0%	78,289	4.3%
GRAYS HARBOR TRANSPORTATION		1,249,778	1.2%	1,146,793	9.0%	1,510,215	2.4%	1,234,285	22.4%	86,394	2.1%	69,895	23.6%
INTERCITY TRANSIT		1,686,950	1.6%	1,943,878	-13.2%	1,246,021	2.0%	1,250,797	-0.4%	81,707	2.0%	83,351	-2.0%
JEFFERSON TRANSIT	1/	146,218	0.1%	138,795	5.3%	291,943	0.5%	325,666	-10.4%	11,272	0.3%	14,382	-21.6%
KITSAP TRANSIT	1-2/	1,487,033	1.4%	977,727	52.1%	1,787,416	2.9%	710,963	151.4%	94,378	2.3%	48,459	94.8%
METRO SEATTLE		64,659,051	63.0%	62,514,174	3.4%	33,389,439	54.2%	32,785,675	1.8%	2,388,812	57.3%	2,376,666	0.5%
PACIFIC TRANSIT		126,447	0.1%	97,977	29.1%	341,554	0.6%	317,500	7.6%	15,789	0.4%	11,608	36.0%
PIERCE TRANSIT	1/	10,018,088	9.8%	11,483,953	-12.8%	6,464,483	10.5%	5,987,000	8.0%	442,028	10.6%	413,000	7.0%
PROSSER RURAL TRANSIT		10,899	.0%	6,188	76.1%	20,168	.0%	18,970	6.3%	2,125	0.1%	2,000	6.3%
PULLMAN TRANSIT	1/	339,003	0.3%	354,926	-4.5%	125,939	0.2%	128,380	-1.9%	10,268	0.2%	10,245	0.2%
SPOKANE TRANSIT	1/	7,452,633	7.3%	7,401,029	0.7%	5,176,801	8.4%	4,417,102	17.2%	359,573	8.6%	303,904	18.3%
TWIN TRANSIT		160,661	0.2%	155,827	3.1%	168,000	0.3%	168,000	0.0%	9,836	0.2%	9,836	0.0%
VALLEY TRANSIT		831,181	0.8%	815,565	1.9%	463,760	0.8%	429,209	8.0%	34,777	0.8%	31,353	10.9%
WHATCOM TRANSPORTATION	1-2/	1,283,160	1.3%	1,174,260	9.3%	564,929	0.9%	556,500	1.5%	44,900	1.1%	44,940	-0.1%
YAKIMA TRANSIT	1/	1,045,077	1.0%	941,420	11.0%	464,142	0.8%	487,454	-4.8%	33,396	0.8%	35,487	-5.9%
SEATTLE MONORAIL		1,661,900	1.6%	2,157,620	-23.0%	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
TOTAL ALL SYSTEMS		102,593,777	100.0%	100,293,206	2.3%	61,659,041	100.0%	57,944,910	6.4%	4,166,464	100.0%	3,991,017	4.4%

1/- Includes data for special transportation

2/- Clallam Transit expanded operations to western Clallam County 9/84

- Kitsap Transit began operations 10/83 replacing Bremerton Municipal Transit

- Whatcom Transportation began operations 1/84 replacing Bellingham Municipal Transit

102,593,777  
- 1,661,900  
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100,931,877

TABLE 3

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Revenues by Source for the Year Ending December 1984

TRANSPORTATION SYSTEMS	Local Revenues						Federal Revenues 3/	Total Revenues 1984	Total Revenues 1983	% Revenue Change 1984/1983
	Local Taxes			Farebox	Other 2/					
	Source	Excl. MVET	MVET 1/							
BEN-FRANKLIN TRANSIT ✓	4/	0.3%	\$ 2,888,335	\$ 2,315,745	\$ 355,667	\$ 451,737	\$ 125,352	\$ 6,136,836	\$ 7,374,128	-16.8%
CLALLAM TRANSIT ✓	4/	0.3%	\$ 859,750	\$ 822,967	\$ 125,936	\$ 127,886	\$ 243,046	\$ 2,179,585	\$ 1,651,667	32.0%
COMMUNITY TRANSIT ✓	4/	0.3%	\$ 4,404,753	\$ 4,405,879	\$ 1,461,237	\$ 2,311,006	\$ 1,723,463	\$ 14,306,338	\$ 9,683,281	47.7%
C-TRAN ✓	4/	0.3%	\$ 2,806,144	\$ 1,996,408	\$ 626,420	\$ 706,836	\$ 499,912	\$ 6,635,720	\$ 7,307,972	-9.2%
COMMUNITY URBAN BUS SERVICE ✓	5/	1.0%	\$ 195,281	\$ 199,298	\$ 55,135	\$ 64,029	\$ 128,325	\$ 642,068	\$ 1,135,164	-43.4%
EVERETT TRANSIT ✓	8/ 4/	0.3%	\$ 2,362,385	\$ 0	\$ 290,726	\$ 324,808	\$ 3,016,381	\$ 5,994,300	\$ 4,127,428	45.2%
GRAYS HARBOR TRANSPORTATION ✓	4/	0.2%	\$ 903,151	\$ 1,183,848	\$ 226,918	\$ 745,678	\$ 16,695	\$ 3,076,290	\$ 3,419,561	-10.0%
INTERCITY TRANSIT ✓	4/	0.3%	\$ 2,258,803	\$ 1,683,115	\$ 326,774	\$ 346,342	\$ 1,956,380	\$ 6,571,414	\$ 6,609,227	-0.6%
JEFFERSON TRANSIT ✓	4/	0.3%	\$ 307,671	\$ 241,976	\$ 35,339	\$ 59,408	\$ 222,137	\$ 866,531	\$ 611,162	41.8%
KITSAP TRANSIT ✓	4/	0.3%	\$ 1,991,947	\$ 1,515,998	\$ 629,235	\$ 39,480	\$ 831,032	\$ 5,007,692	\$ 5,502,511	-9.0%
METRO SEATTLE	4/	0.6%	\$ 79,154,130	\$ 30,590,437	\$ 26,004,281	\$ 13,467,597	\$ 20,110,574	\$ 169,327,019	\$ 158,346,720	6.9%
PACIFIC TRANSIT ✓	4/	0.3%	\$ 269,100	\$ 251,401	\$ 17,992	\$ 38,288	\$ 241,347	\$ 818,128	\$ 540,532	51.4%
PIERCE TRANSIT ✓	4/	0.3%	\$ 9,330,114	\$ 6,737,074	\$ 2,302,470	\$ 1,297,565	\$ 3,453,103	\$ 23,120,326	\$ 23,755,941	-2.7%
PROSSER RURAL TRANSIT ✓	6/		\$ 10,000	\$ 10,000	\$ 4,817	\$ 9,461	\$ 14,523	\$ 48,801	\$ 91,265	-46.5%
PULLMAN TRANSIT ✓	5/	2.0%	\$ 226,043	\$ 205,765	\$ 73,231	\$ 49,820	\$ 99,400	\$ 654,259	\$ 619,868	5.5%
SPOKANE TRANSIT ✓	4/	0.3%	\$ 7,493,334	\$ 5,758,559	\$ 3,089,991	\$ 1,241,544	\$ 2,351,782	\$ 19,935,210	\$ 22,620,557	-11.9%
TWIN TRANSIT ✓	7/	\$ 1.00	\$ 82,308	\$ 71,810	\$ 25,355	\$ 11,708	\$ 176,173	\$ 367,354	\$ 202,372	81.5%
VALLEY TRANSIT ✓	4/	0.3%	\$ 763,762	\$ 628,180	\$ 60,334	\$ 126,769	\$ 0	\$ 1,579,045	\$ 1,472,025	7.3%
WHATCOM TRANSPORTATION ✓	4/	0.3%	\$ 1,496,428	\$ 482,088	\$ 238,523	\$ 127,712	\$ 235,582	\$ 2,580,333	\$ 1,983,501	30.1%
YAKIMA TRANSIT ✓	4/	0.3%	\$ 1,722,834	\$ 0	\$ 172,676	\$ 129,970	\$ 177,156	\$ 2,202,636	\$ 2,042,321	7.8%
SEATTLE MONORAIL	-		\$ 0	\$ 0	\$ 701,170	\$ 0	\$ 0	\$ 701,170	\$ 755,167	-7.2%
TOTAL ALL SYSTEMS			\$ 119,526,273	\$ 59,100,548	\$ 36,824,227	\$ 21,677,644	\$ 35,622,363	\$ 272,751,055	\$ 259,852,370	5.0%

1/- Motor Vehicle Excise Tax (MVET) - RCW 35.58.273 &amp; .279

2/- Includes charters, advertising, interest, sales of assets, reimbursements &amp; other misc. revenues

3/- Includes CETA, FHWA, UMTA &amp; other federal revenues

4/- Sales Tax - RCW 82.14.045 &amp; .060

5/- Utility tax - RCW 54.28.070

6/- B &amp; D Tax

7/- Household tax per month - RCW 35.95.040

8/- Federal Revenues for Everett Transit include reimbursement for capital expenses incurred in 19

119  
79  
40272 751 055  
701 170  
272 049 885

TABLE 4

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Expenditures by Purpose for the Year Ending December 1984

1984

TRANSPORTATION SYSTEMS	Capital Outlay 1/	Operating Costs 2/	General Admin & Planning 3/	Depreciation	Other Expenses 4/	Total Expenses 1984	Total Expenses 1983	% Expense Change 1984/1983
BEN-FRANKLIN TRANSIT ✓	\$ 1,023,436	\$ 4,089,436	\$ 581,694	\$ 391,202	\$ (8,946)	\$ 6,076,822	\$ 6,543,018	-7.1%
CLALLAM TRANSIT SYSTEM ✓	\$ 726,920	\$ 1,534,677	\$ 251,708	\$ 175,254	\$ 0	\$ 2,688,559	\$ 2,013,608	33.5%
COMMUNITY TRANSIT ✓	\$ 2,124,792	\$ 7,784,601	\$ 1,232,093	\$ 608,046	\$ 72,407	\$ 11,821,939	\$ 9,457,855	25.0%
C-TRAN ✓	\$ 0	\$ 3,725,338	\$ 542,003	\$ 1,351,772	\$ 5,160	\$ 5,624,273	\$ 4,778,337	17.7%
COMMUNITY URBAN BUS SERVICE ✓	\$ 94,095	\$ 396,759	\$ 115,174	\$ 18,953	\$ 5,287	\$ 630,268	\$ 1,071,537	-41.2%
EVERETT TRANSIT ✓	\$ 639,220	\$ 2,503,845	\$ 576,459	\$ 7,411	\$ 0	\$ 3,726,935	\$ 4,703,989	-20.8%
GRAYS HARBOR TRANSPORTATION ✓	\$ 881,006	\$ 2,314,716	\$ 242,536	\$ 362,478	\$ 0	\$ 3,800,736	\$ 3,371,275	12.7%
INTERCITY TRANSIT ✓	\$ 3,833,285	\$ 2,769,021	\$ 531,509	\$ 425,297	\$ 11,385	\$ 7,570,497	\$ 5,329,205	42.1%
JEFFERSON TRANSIT ✓	\$ 291,193	\$ 367,283	\$ 149,727	\$ 71,296	\$ 0	\$ 879,499	\$ 542,282	62.2%
KITSAP TRANSIT ✓	\$ 569,131	\$ 3,234,245	\$ 551,100	\$ 224,209	\$ 102,898	\$ 4,681,583	\$ 5,319,079	-12.0%
METRO SEATTLE	\$ 28,276,699	\$ 98,004,419	\$ 20,361,737	\$ 19,462,760	\$ 30,246	\$ 166,135,861	\$ 158,139,318	5.1%
PACIFIC TRANSIT ✓	\$ 169,908	\$ 403,109	\$ 131,817	\$ 80,000	\$ 2,086	\$ 786,920	\$ 564,316	39.4%
PIERCE TRANSIT ✓	\$ 1,613,678	\$ 15,309,478	\$ 3,300,511	\$ 2,290,812	\$ 2,670,977	\$ 25,185,456	\$ 24,153,075	4.3%
PROSSER RURAL TRANSIT ✓	\$ 0	\$ 52,612	\$ 0	\$ 0	\$ 0	\$ 52,612	\$ 86,541	-39.2%
PULLMAN TRANSIT ✓	\$ 19,128	\$ 369,678	\$ 66,548	\$ 0	\$ 0	\$ 455,354	\$ 451,668	0.8%
SPOKANE TRANSIT ✓	\$ 1,820,060	\$ 11,358,423	\$ 2,211,551	\$ 1,079,589	\$ 0	\$ 16,469,623	\$ 20,774,267	-20.7%
TWIN TRANSIT ✓	\$ 129,129	\$ 151,624	\$ 45,291	\$ 0	\$ 0	\$ 326,044	\$ 209,396	55.7%
VALLEY TRANSIT ✓	\$ 47,206	\$ 898,143	\$ 191,504	\$ 146,621	\$ 0	\$ 1,283,474	\$ 1,138,301	12.8%
WHATCOM TRANSPORTATION ✓	\$ 61,086	\$ 1,617,145	\$ 238,019	\$ 148,867	\$ 78,872	\$ 2,143,989	\$ 1,855,254	15.6%
YAKIMA TRANSIT ✓	\$ 43,015	\$ 1,412,210	\$ 279,450	\$ 0	\$ 0	\$ 1,734,675	\$ 1,587,610	9.3%
SEATTLE MONORAIL	\$ 0	\$ 733,186	\$ 0	\$ 0	\$ 0	\$ 733,186	\$ 680,000	7.8%
TOTAL ALL SYSTEMS	\$ 42,362,987	\$ 159,029,948	\$ 31,600,431	\$ 26,844,567	\$ 2,970,372	\$ 262,808,305	\$ 252,769,931	4.0%

1/- Includes costs of acquiring land, buildings, vehicles and miscellaneous equipment

2/- Includes general maintenance of equipment &amp; 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 \$601,080 principal expense and \$1,820,000 bond redemption by Pierce Transit

159,029,948  
 733,186  
 -----  
 158,296,762

TABLE 5

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Selected Performance Indicators

TRANSPORTATION SYSTEMS	Passengers per Capita		Local Taxes per Capita 1/		Passengers per Vehicle Hour		Vehicle Miles per Vehicle Hour (MPH)		Vehicle Hours per Vehicle 2/	
	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983
BEN-FRANKLIN TRANSIT	19.9	17.9	\$ 25.20	\$ 31.95	17.6	16.5	14.1	13.8	2,126	2,156
CLALLAM TRANSIT SYSTEM	9.6	11.1	\$ 16.25	\$ 17.66	15.1	14.6	22.3	21.8	1,086	1,264
COMMUNITY TRANSIT	15.1	12.4	\$ 17.83	\$ 17.43	20.3	17.1	20.6	19.7	3,063	2,514
C-TRAM	9.0	7.6	\$ 13.92	\$ 15.82	16.7	13.7	18.2	17.8	1,570	1,945
COMMUNITY URBAN BUS SERVICE	6.8	6.9	\$ 4.80	\$ 5.25	19.6	20.6	12.8	13.5	2,353	2,353
EVERETT TRANSIT	32.1	29.3	\$ 41.68	\$ 39.83	22.3	21.0	13.9	14.0	1,666	1,598
GRAYS HARBOR TRANSPORTATION	19.2	17.4	\$ 13.87	\$ 19.30	14.5	16.4	17.5	17.7	1,661	1,625
INTERCITY TRANSIT	18.7	22.0	\$ 25.01	\$ 24.25	20.6	23.3	15.2	15.0	1,945	1,985
JEFFERSON TRANSIT	8.6	8.3	\$ 18.10	\$ 17.21	13.0	9.7	25.9	22.6	1,127	1,798
KITSAP TRANSIT	14.7	9.7	\$ 19.63	\$ 18.30	15.8	20.2	18.9	14.7	1,656	613
METRO SEATTLE	48.7	47.5	\$ 59.67	\$ 54.15	27.1	26.3	14.0	13.8	1,942	1,864
PACIFIC TRANSIT	7.1	5.6	\$ 15.20	\$ 13.94	8.0	8.4	21.6	27.4	1,316	1,290
PIERCE TRANSIT	23.6	27.5	\$ 22.03	\$ 20.46	22.7	27.8	14.6	14.5	2,469	2,245
PROSSER RURAL TRANSIT	2.6	1.5	\$ 2.39	\$ 5.54	5.1	3.1	9.5	9.5	425	400
PULLMAN TRANSIT	14.9	15.4	\$ 9.93	\$ 10.68	33.0	34.6	12.3	12.5	933	931
SPOKANE TRANSIT	23.6	23.5	\$ 23.74	\$ 20.42	20.7	24.4	14.4	14.5	2,446	2,125
TWIN TRANSIT	9.0	8.8	\$ 4.62	\$ 4.20	16.3	15.8	17.1	17.1	1,405	1,405
VALLEY TRANSIT	20.0	19.7	\$ 18.40	\$ 17.11	23.9	26.0	13.3	13.7	2,675	2,412
WHATCOM TRANSPORTATION	22.2	25.6	\$ 25.85	\$ 31.03	28.6	26.1	12.6	12.4	1,871	1,873
YAKIMA TRANSIT	21.2	19.4	\$ 34.92	\$ 33.58	31.3	26.5	13.9	13.7	1,964	2,087
SEATTLE MONORAIL			INSUFFICIENT DATA AVAILABLE							
TOTAL ALL SYSTEMS	31.4	31.2	\$ 36.62	\$ 34.33	24.6	24.7	14.8	14.5	1,999	1,864

1/- Local taxes excluding MVET

2/- Total vehicles available

TABLE 6

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Selected Performance Indicators 1/

TRANSPORTATION SYSTEMS	Operating Costs per Passenger		Operating Costs per Vehicle Mile		Operating Costs per Vehicle Hour		Farebox Share of Operating Costs		Farebox Revenue per Passenger	
	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983
BEN-FRANKLIN TRANSIT	\$ 2.05	\$ 2.07	\$ 2.56	\$ 2.49	\$ 36.03	\$ 34.22	7.6%	9.3%	\$ 0.16	\$ 0.19
CLALLAM TRANSIT SYSTEM	\$ 3.51	\$ 3.40	\$ 2.38	\$ 2.28	\$ 53.08	\$ 49.57	7.0%	6.8%	\$ 0.25	\$ 0.23
COMMUNITY TRANSIT	\$ 2.42	\$ 2.76	\$ 2.38	\$ 2.39	\$ 49.06	\$ 47.02	16.2%	15.6%	\$ 0.39	\$ 0.43
C-TRAN	\$ 2.35	\$ 2.76	\$ 2.17	\$ 2.13	\$ 39.39	\$ 37.87	14.7%	12.4%	\$ 0.35	\$ 0.34
COMMUNITY URBAN BUS SERVICE	\$ 1.85	\$ 1.39	\$ 2.84	\$ 2.12	\$ 36.27	\$ 28.59	10.8%	13.9%	\$ 0.20	\$ 0.19
EVERETT TRANSIT	\$ 1.69	\$ 1.94	\$ 2.71	\$ 2.92	\$ 37.72	\$ 40.71	9.4%	8.2%	\$ 0.16	\$ 0.16
GRAYS HARBOR TRANSPORTATION	\$ 2.05	\$ 2.60	\$ 1.69	\$ 2.42	\$ 29.60	\$ 42.72	8.9%	8.6%	\$ 0.18	\$ 0.22
INTERCITY TRANSIT	\$ 1.96	\$ 1.51	\$ 2.65	\$ 2.35	\$ 40.39	\$ 35.26	9.9%	12.0%	\$ 0.19	\$ 0.18
JEFFERSON TRANSIT	\$ 3.54	\$ 3.80	\$ 1.77	\$ 1.62	\$ 45.87	\$ 36.69	6.8%	5.9%	\$ 0.24	\$ 0.22
KITSAP TRANSIT	\$ 2.55	\$ 2.94	\$ 2.12	\$ 4.04	\$ 40.11	\$ 59.32	16.6%	7.6%	\$ 0.42	\$ 0.22
METRO SEATTLE	\$ 1.83	\$ 1.62	\$ 3.55	\$ 3.08	\$ 49.55	\$ 42.55	22.0%	25.5%	\$ 0.40	\$ 0.41
PACIFIC TRANSIT	\$ 4.23	\$ 4.93	\$ 1.57	\$ 1.52	\$ 33.88	\$ 41.65	3.4%	2.9%	\$ 0.14	\$ 0.14
PIERCE TRANSIT	\$ 1.86	\$ 1.56	\$ 2.88	\$ 2.99	\$ 42.10	\$ 43.31	12.4%	10.7%	\$ 0.23	\$ 0.17
PROSSER RURAL TRANSIT	\$ 4.83	\$ 7.85	\$ 2.61	\$ 2.56	\$ 24.76	\$ 24.28	9.2%	7.8%	\$ 0.44	\$ 0.62
PULLMAN TRANSIT	\$ 1.29	\$ 1.27	\$ 3.46	\$ 3.52	\$ 42.48	\$ 44.09	16.8%	19.1%	\$ 0.22	\$ 0.24
SPOKANE TRANSIT	\$ 1.82	\$ 1.65	\$ 2.62	\$ 2.76	\$ 37.74	\$ 40.07	22.8%	21.5%	\$ 0.41	\$ 0.35
TWIN TRANSIT	\$ 1.23	\$ 1.32	\$ 1.17	\$ 1.23	\$ 20.02	\$ 20.98	12.9%	10.5%	\$ 0.16	\$ 0.14
VALLEY TRANSIT	\$ 1.31	\$ 1.18	\$ 2.35	\$ 2.24	\$ 31.33	\$ 30.71	5.5%	6.9%	\$ 0.07	\$ 0.08
WHATCOM TRANSPORTATION	\$ 1.45	\$ 1.42	\$ 3.28	\$ 3.01	\$ 41.32	\$ 37.21	12.9%	14.7%	\$ 0.19	\$ 0.21
YAKIMA TRANSIT	\$ 1.62	\$ 1.63	\$ 3.64	\$ 3.15	\$ 50.65	\$ 43.22	10.2%	11.6%	\$ 0.17	\$ 0.19
SEATTLE MONORAIL	\$ 0.44	\$ 0.32	-	-	-	-	95.6%	111.1%	\$ 0.42	\$ 0.35
TOTAL ALL SYSTEMS	\$ 1.86	\$ 1.68	\$ 3.06	\$ 2.92	\$ 45.35	\$ 42.31	19.3%	20.9%	\$ 0.36	\$ 0.35

1/- Operating costs includes transit operating costs  
plus general administration and planning costs

TABLE 7

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Selected Performance Indicators

TRANSPORTATION SYSTEMS	Operating Costs per Driver Hour		Vehicle Hours per Driver Hour		Vehicle Miles per Driver Hour		Passengers per Driver Hour	
	1984	1983	1984	1983	1984	1983	1984	1983
BEN-FRANKLIN TRANSIT	\$ 23.01	\$ 20.91	0.639	0.611	9.0	8.4	11.2	10.1
CLALLAM TRANSIT SYSTEM	\$ 24.82	\$ 23.18	0.468	0.468	10.4	10.2	7.1	6.8
COMMUNITY TRANSIT	\$ 39.37	\$ 36.56	0.803	0.777	16.5	15.3	16.3	13.3
C-TRAN	\$ 31.83	\$ 31.00	0.774	0.819	14.1	14.6	13.5	11.2
COMMUNITY URBAN BUS SERVICE	\$ 28.94	\$ 23.74	0.798	0.830	10.2	11.2	15.6	17.1
EVERETT TRANSIT	\$ 27.94	\$ 33.99	0.741	0.835	10.3	11.7	16.5	17.5
GRAYS HARBOR TRANSPORTATION	\$ 27.66	\$ 37.78	0.934	0.884	16.3	15.6	13.5	14.5
INTERCITY TRANSIT	\$ 21.16	\$ 21.41	0.524	0.607	8.0	9.1	10.8	14.2
JEFFERSON TRANSIT	\$ 21.60	\$ 22.35	0.471	0.609	12.2	13.8	6.1	5.9
KITSAP TRANSIT	\$ 52.03	\$ 32.05	0.749	0.540	14.2	7.9	20.4	10.9
METRO SEATTLE	\$ 35.41	\$ 27.39	0.715	0.644	10.0	8.9	19.3	16.9
PACIFIC TRANSIT	\$ 29.94	\$ 35.33	0.884	0.848	19.1	23.2	7.1	7.2
PIERCE TRANSIT	\$ 31.71	\$ 26.32	0.753	0.608	11.0	8.8	17.1	16.9
PROSSER RURAL TRANSIT	\$ 24.76	\$ 24.28	1.000	1.000	9.5	9.5	5.1	3.1
PULLMAN TRANSIT	\$ 32.08	\$ 36.94	0.755	0.838	9.3	10.5	24.9	29.0
SPOKANE TRANSIT	\$ 34.82	\$ 32.97	0.923	0.823	13.3	12.0	19.1	20.0
TWIN TRANSIT	\$ 18.78	\$ 19.68	0.938	0.938	16.0	16.0	15.3	14.9
VALLEY TRANSIT	\$ 21.41	\$ 19.66	0.683	0.640	9.1	8.8	16.3	16.7
WHATCOM TRANSPORTATION	\$ 28.71	\$ 32.69	0.695	0.878	8.7	10.9	19.9	23.0
YAKIMA TRANSIT	\$ 33.53	\$ 31.69	0.662	0.733	9.2	10.1	20.7	19.5
SEATTLE MONORAIL	INSUFFICIENT DATA AVAILABLE							
TOTAL ALL SYSTEMS	\$ 33.32	\$ 27.95	0.735	0.661	10.9	9.6	17.7	16.7



1984  
Operations Costs

Prosser	\$ 52,000
Twin	152,000
Jefferson	267,000
Atchafalpa	<del>370,000</del>
Cuba	397,000
Pacific	703,000
Valley	898,000
Yakima	1,412,000
Challam	1,535,000
Bell Home	1,617,000
Q H	2,315,000
Everett	2,584,000
I.T.	2,769,000
Kitsap	3,234,000
C. Tron	3,725,000
Ben Frank	4,099,000
Com Tron	7,785,000
Spokane	11,358,000
Pierce	15,309,000
Neto	<u>98,004,000</u>
Total	<u>158,296,762</u>

# Riderchip For 1987

Prosser	11,000
Pacific	126,000
Jefferson	146,000
Turn	161,000
Cuba	276,000
Phillman	339,000
Challen	509,000
Valley	831,000
Yakima	1,045,000
DH	1,250,000
Bell Hon	1,283,000
Kitsop	1,481,000
IT	1,687,000
C Tron	1,813,000
Everett	1,822,000
Ben Frank	2,284,000
Com Tron	3,732,000
Spokane	7,453,000
Pierce	10,018,000
metro	67,659,000
<u>Totals</u>	<u>108,932,000</u>

## Total Reserves For 1987

Prosser	\$ 49,000
Turn	\$ 367,000
Cuba	642,000
Fullmer	654,000
Pacific	818,000
Jefferson	867,000
Valley	1,579,000
Challen	2,180,000
Yakima	2,203,000
Bell Hon	2,580,000
DH	3,076,000
Kitsop	5,008,000
Everett	5,994,000
Ben Frank	6,137,000
I.T.	6,571,000
C Tron	6,636,000
Com Tron	14,306,000
Spokane	19,935,000
Pierce	23,120,000
metro	169,327,000
<u>Total</u>	<u>272,049,885</u>