

1985

# **1985 Annual Public Transportation Statistics**



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

## 1985 ANNUAL PUBLIC TRANSPORTATION 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-09-8011, from the U. S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended.

August 1986

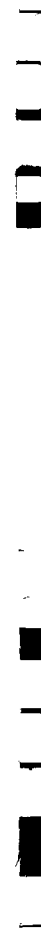
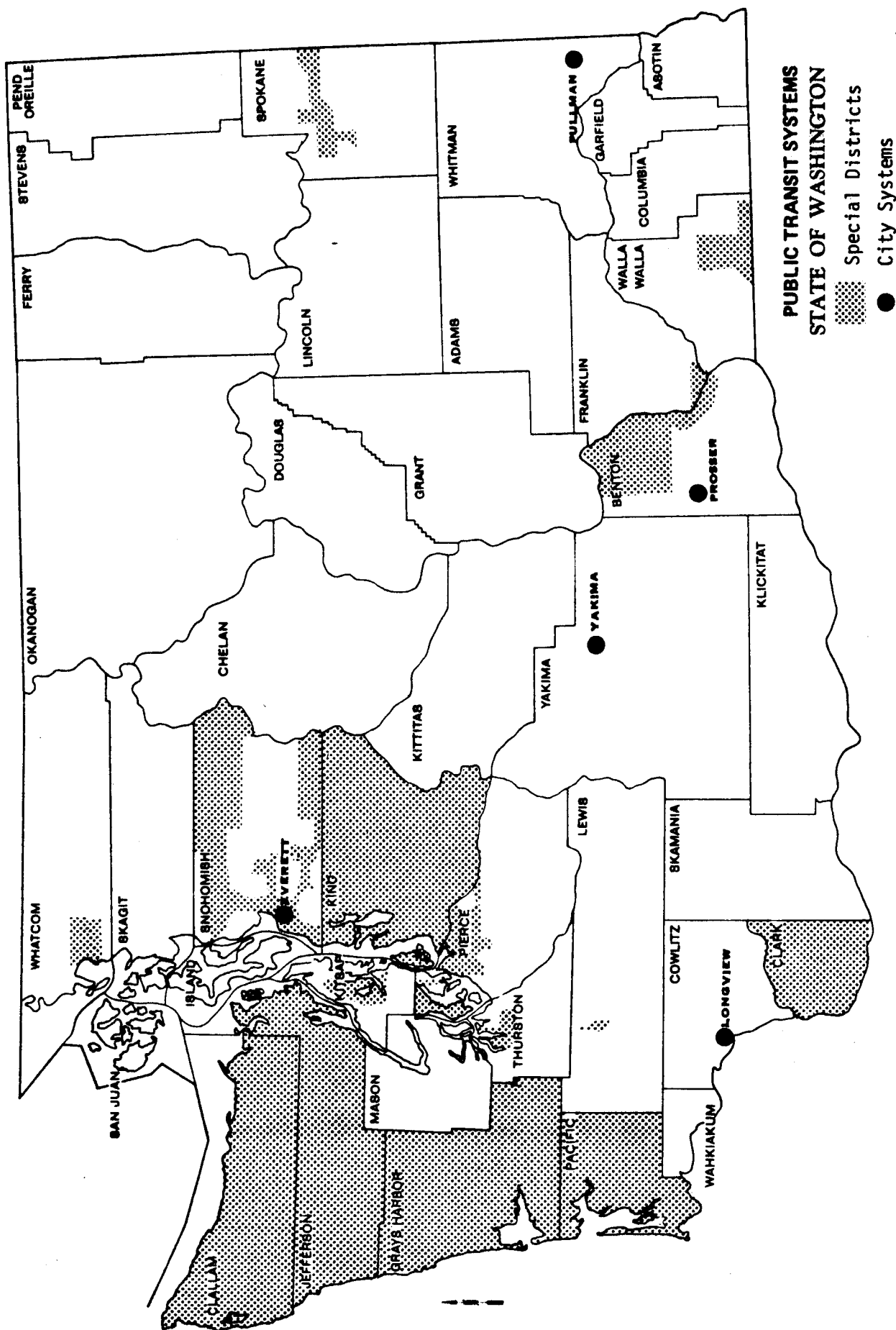
## 1985 ANNUAL PUBLIC TRANSPORTATION STATISTICS

Public transportation in Washington State did not have a particularly eventful year in 1985. The Washington State Legislature did not enact major laws affecting public transportation operations. The judicial process did not provide changes to the generally held tenets. Neither Congress nor the federal Urban Mass Transportation Administration resolved any issues affecting funding or operating transit services. The Gramm-Rudman-Hollings balanced budget law was enacted, with effects occurring in 1986.

As usual, the Public Transportation Office of the Planning, Research and Public Transportation Division has collected operating and financial data from the 20 governmental entities providing transit services. These, along with selected performance indicators appear in the Public Transit section of this report.

This year, working with the County Road Administration Board and the Washington State Ferries, we have added operating and financial data for the publicly-owned ferry systems in the state. This is our first effort to do this. Most of the selected performance indicators for the ferry system are focused on passengers.

As governments offer more transit services separately for elderly and handicapped people, we expect to expand this report next year. These services tend to be provided in a dial a ride manner, and both revenues and expenses for them usually are lost in the larger transit picture. We do not expect to expand this report any further.



## 1985 ANNUAL PUBLIC TRANSIT STATISTICS

### NEW SERVICE AND ELECTIONS

During 1985, public transit service continued in 20 separate service areas in Washington State. The map on the opposite page shows the location of these areas. Grays Harbor Transportation Authority returned its sales and use tax to .3 percent in October. Twin Transit, the Lewis Public Transportation Benefit Area, converted its tax base from the household tax to a .1 percent sales and use tax as the result of an election in November. In another November election, the voters in Jefferson County supported transit in a referendum almost four to one.

Changes in operations occurred as:

- Intercity Transit began operating from its newly constructed operations and maintenance facility in April.
- Community Transit began operating from its newly constructed operations and maintenance facility near Paine Field in June.
- Clallam Transit began service between Forks and Neah Bay and Clallam Bay in June.
- Pierce Transit took delivery of 39 Gillig coaches, replacing older equipment in May - August.
- Everett Transit took delivery of three trackless trolleys in July.
- Pullman Transit took delivery of three Gillig coaches, replacing older equipment in October.

### VEHICLES AND MAINTENANCE

A total of 1,897 transit vehicles make up the fixed route fleet and 86 vans make up the dial-a-ride fleet of all municipal transit systems in 1985, another 127 vans are contracted; 1,627 municipal transit vehicles operated at peak hours (130 more than in 1984); 791 of these vehicles operated in normal hours' service. Metro operated 931 and 351 of these vehicles respectively, over half of all transit vehicles providing service in the state in 1985. Community Transit contracted for 48 buses for intercounty service with Metro.

In 1985 there was a net reduction of 7 vehicles under 1984. Of the total vehicle fleet, 192 vehicles were 21 years or older, 138 vehicles fewer than in 1984. The less than five-year old group showed an increase of 18 vehicles. The general tendency to fewer older buses may have been a reaction to higher insurance costs, causing managers to surplus rarely used or expensive-to-operate vehicles.

#### Fixed Route Vehicles by Age

Less than 5 years	447
5-7 years	633
8-12 years	450
13-16 years	39
17-20 years	136
21 or more years	192

#### Fixed Route Vehicles by Seating Capacity

Less than 15 seats	16
16-24 seats	33
25-33 seats	128
34-44 seats	215
45-60 seats	1,152
60 or more seats	353

All vehicles with seating capacity of 60 or more seats were entirely in the METRO fleet. An increase of 7 vehicles seating 25 to 33 passengers occurred in 1985. There were 88 fewer vehicles seating 34 to 44 passengers in 1985 than in 1984.

Clallam Transit, Jefferson Transit, and Whatcom Transportation did not provide maintenance in their own municipal shops. Of the 1,897 vehicles available for fixed route use, 1,755 were powered by diesel fuel; 15 were powered by gasoline; 109 were powered by electricity; and 18 were powered by propane. All but 23 of the 86 vans were powered by gasoline; the remainder were powered by propane.

#### FINANCIAL

Municipal transit systems totals of revenues and expenditures for 1985 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 1984. Pierce Transit, and Spokane Transit each received substantial increases in federal funds for capital projects. Whatcom Transportation received its first full year of Motor Vehicle Excise Tax proceeds in 1985. Pullman Transit had significant revenue to its equipment reserve in 1985. Reductions for some systems such as Everett, Jefferson Transit, and Pacific Transit are due to fewer capital projects in 1985, and therefore less federal funds. However, Grays Harbor Transportation revenue losses are due primarily to lower sales and use tax revenue and a corresponding loss of MVET revenue.

There are also some increases in expenditures for some transit systems in 1985. Pierce Transit, Pullman Transit, Spokane Transit, Yakima Transit, and Seattle Monorail made relatively significant investments in equipment and facilities. Community Urban Bus Service (Longview-Kelso), Kitsap Transit, and Whatcom Transportation increases in expenses are primarily as a result of large depreciation expenses. In addition, Kitsap Transit redeemed \$800,000 in bonds and Pierce Transit redeemed \$1,980,000 in bonds. The significant reductions in transit systems' expenditures were due to their equipment purchases and facilities improvements made in 1984.

## PERFORMANCE MEASURES

Tables 5, 6, and 7 contain annual rates calculated for each transit system operating in 1985.

- 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.

## HISTORICAL PERSPECTIVE 1980 - 1985

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.



## 1985 ANNUAL PASSENGER FERRY STATISTICS

### A. GENERAL

As mentioned earlier, this is the first year that the Public Transportation Office has collected statistics for passenger ferry operations to be added to this report. The number of county operations stands at five and has not changed since the Grays Harbor Transportation Authority began contracting for seasonal service between Ocean Shores and Westport in 1977. This seasonal service was extended to year-long service in 1983; the route was changed to operate between Aberdeen-Hoquiam and Westport in 1984.

### B. VESSELS

At this time the Grays Harbor ferry is the only one restricted to passenger transportation. All of the other county operations, as well as those of the Washington State Ferries (WSDOT), are vehicular ferries with passenger accommodations. All of the county operations provide service with one vessel except Pierce County, who provides service to two islands with a vessel designated for each island. WSDOT reassigns vessels among its several routes. Tables 8 and 9 show some general operating data and statistics for each route.

### C. FINANCIAL

Revenues and expenditures for 1985 are broken down in Tables 10 and 11. The Motor Vehicle Fund includes county and state distributions from the Motor Fuel Tax revenues.

The WSDOT does not receive revenue from the Motor Fuel Tax or the Motor Vehicle Excise Tax designated for any particular route. These revenue sources are shown cumulatively in "Subtotal All Routes." The MVET shown in Table 10 represents only that part of the Motor Vehicle Excise Tax designated for the Puget Sound Capital Construction Account, reserved for capital outlay. The State Gas Tax includes: 3.21 percent for the Puget Sound Reserve Account and 3.15 percent for the Puget Sound Ferry Operations Account, the latter reserved for operations, maintenance, and administration.

The primary source of federal revenues is Section 9(b), UMTA. The Tacoma and Seattle-Everett urbanized areas are allocated funds in this section based upon the revenue vessel miles operated, which UMTA considers to be part of fixed guideway systems.

### D. PERFORMANCE MEASURES

Table 12 contains annual rates calculated for each ferry route operated in 1985.

The passengers per vessel hour rate represents the average number of passengers riding a ferryboat during an hour of operation. This figure is obtained by dividing the passengers carried by the vessel hours operated.

The vessel miles per vessel hour (knots) rated is the average speed of the vessels throughout the operating year.

The operating costs per passenger figure indicates the cost of providing passenger ferry service for each passenger carried. Operating costs used in this table include both "operating costs" and "general administration and planning" costs shown in Table 4.

The operating costs per vessel mile figure indicates the cost of operating a passenger ferryboat for one mile.

The fares' share of operating costs is self-explanatory and is shown as a percentage. Note that "fares" include both passenger fares and vehicle tolls. Fare rates are determined strictly by county policy boards, and the State Transportation Commission in the specific instance of the WSDOT routes, based upon their perceptions of service needs and financial circumstances.

# Washington State Transit Systems Annual Transit Ridership

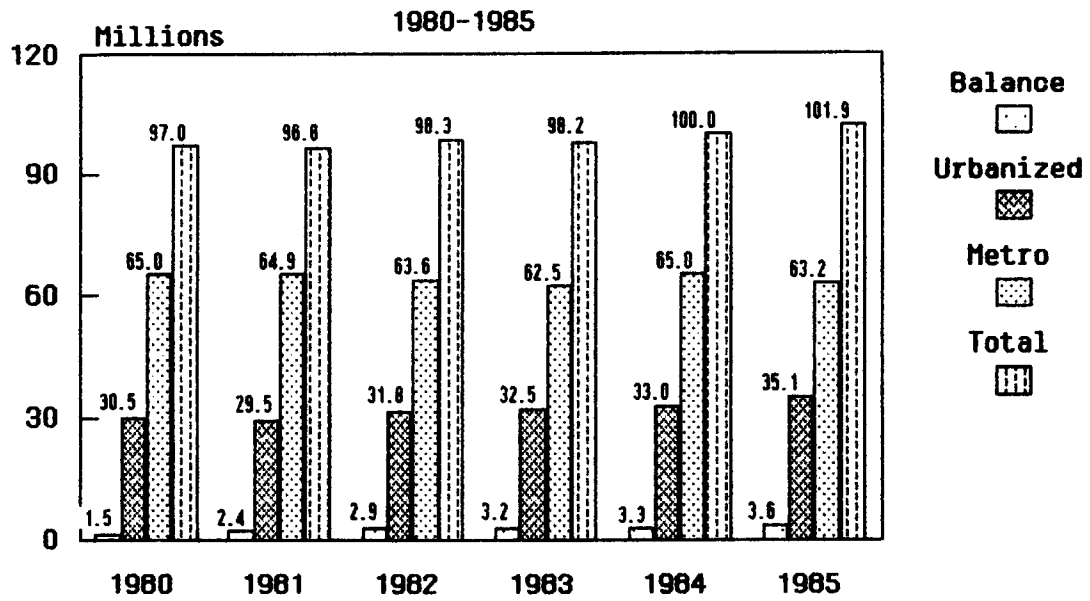


Chart #1

# Washington State Transit Systems Annual Vehicle Miles of Service

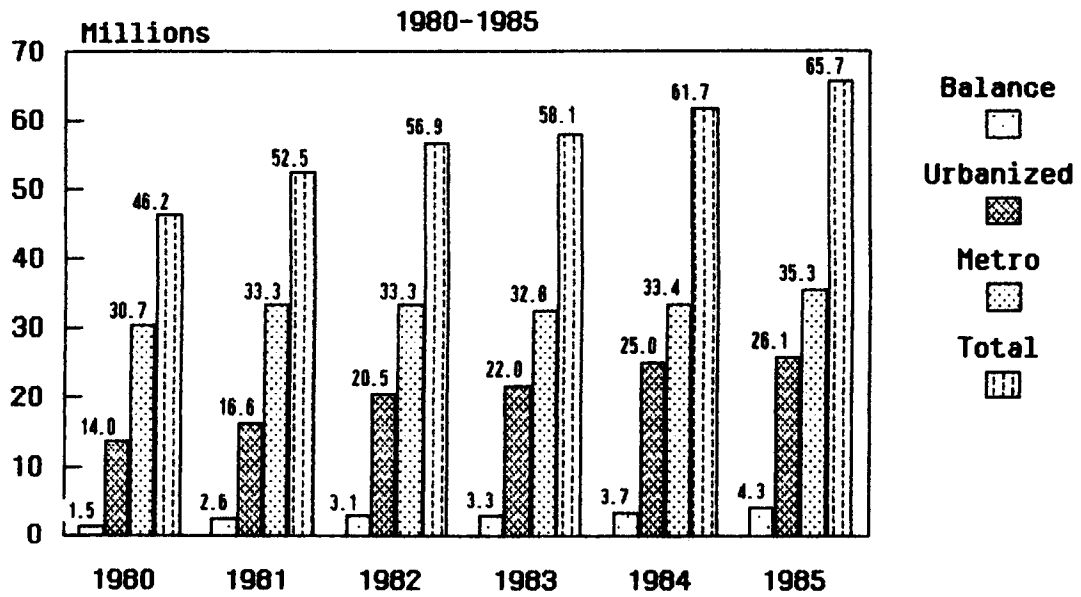


Chart #2

# Washington State Transit Systems Total Annual Revenues

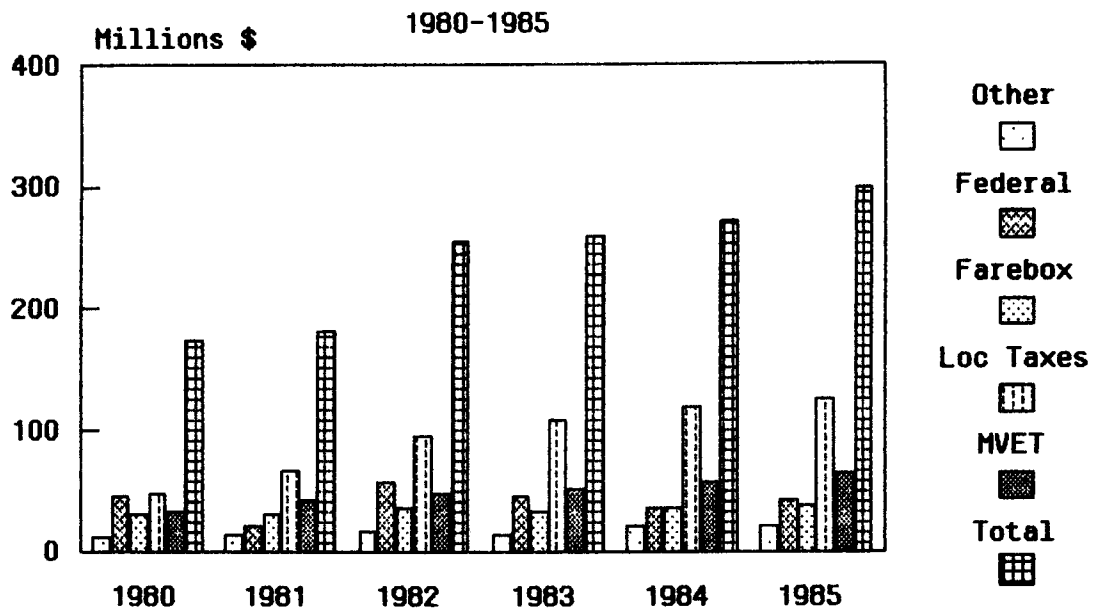


Chart #3

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

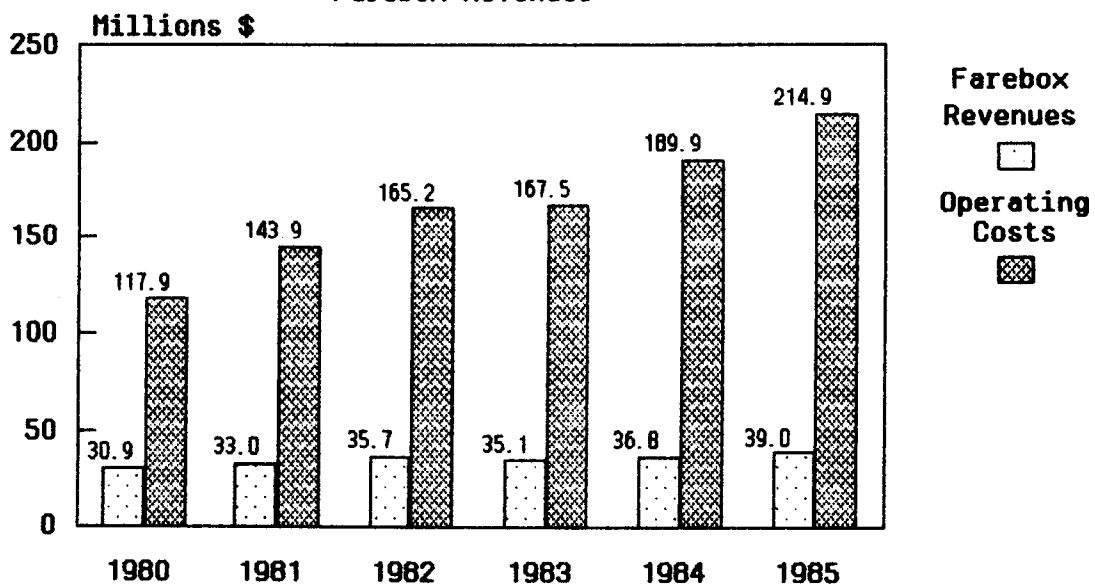


Chart #4

TABLE 1

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Population, Vehicles, Miles in Fixed Routes and Fare Structure  
for the Year Ending December 1985

TRANSPORTATION SYSTEMS	AREA SERVED	TRANSIT OPERATING AUTHORITY	Population of Area		Vehicles			Miles in Fixed Routes	Fare Structure 1/			
			1985	% of All Systems	Total 2/	Peak Hour 2/	Disabled/ Equipped 3/		Adult	Youth	Elderly/ Disabled	Special Transp.
BEN-FRANKLIN TRANSIT	Tri-Cities	PTBA	112,000	3.4%	63	54	17	679	\$0.25	\$0.10	\$0.10	\$0.50
CLALLAM TRANSIT	Clallam County	PTBA	52,600	1.6%	29	20	3	249	\$0.50	-	\$0.25	\$0.50
COMMUNITY TRANSIT	Snohomish County (Part)	PTBA	250,200	7.6%	65	54	15	625 4/	\$0.50	\$0.25	\$0.25	-
C-TRAN	Clark County	PTBA	203,300	6.2%	69	43	0	439 4/	\$0.50	\$0.35	\$0.25	\$0.50
COMMUNITY URBAN BUS SERVICE	Longview-Kelso	City	41,230	1.2%	6	4	0	52	\$0.50	-	-	-
EVERETT TRANSIT	Everett	City	57,030	1.7%	43	24	8	108	\$0.30	-	\$0.15	-
GRAYS HARBOR TRANSPORTATION	Grays Harbor County	CTA	63,900	1.9%	45	31	14	457	\$0.25	-	\$0.15	-
INTERCITY TRANSIT	North Thurston County	PTBA	92,200	2.8%	42	32	23	91	\$0.35	\$0.25	\$0.10	-
JEFFERSON TRANSIT	Jefferson County	PTBA	17,500	0.5%	10	8	4	162	\$0.50	\$0.25	\$0.25	\$0.50
KITSAP TRANSIT	Central Kitsap County	PTBA	104,800	3.2%	89	75	27	764 4/	\$0.25	-	-	-
METRO SEATTLE	King County	METRO	1,346,400	40.7%	1,115	967	574	2,240 4/	\$0.55	-	\$0.20	-
PACIFIC TRANSIT	Pacific County	PTBA	17,500	0.5%	14	8	9	128	\$0.25	-	-	-
PIERCE TRANSIT	North Pierce County	PTBA	432,100	13.1%	173	135	95	448 4/	\$0.35	-	\$0.25	-
PROSSER RURAL TRANSIT	Prosser	City	3,980	0.1%	4	4	1	7	\$0.35	-	-	\$1.25
PULLMAN TRANSIT	Pullman	City	22,560	0.7%	10	6	2	46 4/	\$0.25	\$0.20	\$0.25	\$0.75
SPOKANE TRANSIT	Central Spokane County	PTBA	320,000	9.7%	145	126	86	285 4/	\$0.60	-	\$0.30	\$0.60
TWIN TRANSIT	Centralia-Chehalis	PTBA	17,800	0.5%	6	3	2	22	\$0.30	-	-	-
VALLEY TRANSIT	Walla Walla/College Place	PTBA	41,400	1.3%	13	11	1	29	\$0.25	\$0.10	\$0.10	-
WHATCOM TRANSPORTATION	Bellingham	PTBA	59,100	1.8%	24	16	0	97	\$0.25	-	\$0.10	-
YAKIMA TRANSIT	Yakima	City	49,510	1.5%	18	13	6	44	\$0.35	\$0.20	\$0.15	-
SEATTLE MONORAIL	Downtown Seattle	City			2	2	0	1	\$0.50	-	\$0.15	-
TOTAL ALL SYSTEMS			3,305,110	100.0%	1,985	1,636	887	6,973	-	-	-	-

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 passengers

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

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 1985

TRANSPORTATION SYSTEMS		Passengers Carried				Vehicle Miles				Vehicle Hours			
		1985	% of All Systems	1984	% Change 1985/1984	1985	% of All Systems	1984	% Change 1985/1984	1985	% of All Systems	1984	% Change 1985/1984
BEN-FRANKLIN TRANSIT	1/-	2,404,336	2.3%	2,283,948	5.3%	2,329,060	3.5%	2,128,573	9.4%	133,343	3.1%	129,659	2.8%
CLALLAM TRANSIT	1-2/-	638,868	0.6%	508,534	25.6%	1,237,444	1.9%	749,844	65.0%	44,600	1.0%	33,656	32.5%
COMMUNITY TRANSIT	1/-	3,294,312	3.2%	3,135,148	6.1%	3,210,552	4.9%	3,297,035	-2.6%	154,654	3.6%	163,008	-5.1%
C-TRAN	1/-	3,139,411	3.0%	2,121,884	48.0%	2,422,325	3.7%	2,166,916	11.8%	124,003	2.9%	122,003	1.6%
COMMUNITY URBAN BUS SERVICE		291,650	0.3%	276,467	5.9%	198,406	0.3%	180,549	9.9%	16,572	0.4%	14,116	17.4%
EVERETT TRANSIT	1/-	1,381,523	1.3%	1,363,000	1.4%	1,326,557	2.0%	1,135,068	16.9%	84,855	2.0%	81,655	3.9%
GRAYS HARBOR TRANSPORTATION	1/-	1,173,416	1.1%	1,249,778	-6.1%	1,547,357	2.4%	1,510,215	2.5%	86,130	2.0%	86,394	-0.3%
INTERCITY TRANSIT		1,799,119	1.7%	1,686,950	6.6%	1,343,486	2.0%	1,246,021	7.8%	78,484	1.8%	72,790	7.8%
JEFFERSON TRANSIT	1/-	169,073	0.2%	146,218	15.6%	311,046	0.5%	301,813	3.1%	13,737	0.3%	13,296	3.3%
KITSAP TRANSIT	1/-	1,812,905	1.8%	1,323,143	37.0%	2,315,117	3.5%	1,787,416	29.5%	99,879	2.3%	94,378	5.8%
METRO SEATTLE		63,242,389	61.2%	64,659,051	-2.2%	35,317,585	53.8%	33,389,439	5.8%	2,475,660	57.2%	2,388,812	3.6%
PACIFIC TRANSIT		170,046	0.2%	126,447	34.5%	369,554	0.6%	341,554	8.2%	16,557	0.4%	15,789	4.9%
PIERCE TRANSIT	1/-	10,849,129	10.5%	10,018,088	8.3%	6,318,365	9.6%	6,464,483	-2.3%	439,092	10.1%	442,028	-0.7%
PROSSER RURAL TRANSIT		15,798	0.0%	10,899	44.9%	23,406	0.0%	20,168	16.1%	2,566	0.1%	2,125	20.8%
PULLMAN TRANSIT	1/-	388,664	0.4%	339,003	14.6%	123,503	0.2%	125,939	-1.9%	10,365	0.2%	10,268	0.9%
SPOKANE TRANSIT	1/-	7,584,132	7.3%	7,452,633	1.8%	5,128,342	7.8%	5,176,801	-0.9%	329,420	7.6%	359,573	-8.4%
TWIN TRANSIT		162,096	0.2%	160,661	0.9%	168,000	0.3%	168,000	0.0%	9,890	0.2%	9,836	0.5%
VALLEY TRANSIT		842,692	0.8%	831,181	1.4%	462,894	0.7%	463,760	-0.2%	36,172	0.8%	34,777	4.0%
WHATCOM TRANSPORTATION	1/-	1,428,129	1.4%	1,283,160	11.3%	882,640	1.3%	668,917	32.0%	78,600	1.8%	53,814	46.1%
YAKIMA TRANSIT	1/-	1,131,706	1.1%	1,045,077	8.3%	612,889	0.9%	627,447	-2.3%	88,284	2.0%	86,198	2.4%
SEATTLE MONORAIL		1,456,879	1.4%	1,661,900	-12.3%	33,176	0.1%	33,176	0.0%	5,928	0.1%	5,928	0.0%
TOTAL ALL SYSTEMS		103,376,273	100.0%	101,683,170	1.7%	65,681,704	100.0%	61,983,134	6.0%	4,328,791	100.0%	4,220,103	2.6%

1/- Includes data for special transportation

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

TABLE 3

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Revenues by Source for the Year Ending December 1985

TRANSPORTATION SYSTEMS	Local Revenue						Federal Revenues 3/	Total Revenues 1985	Total Revenues 1984	% Revenue Change 1985/1984
	Local Taxes			Farebox	Other 2/					
	Source	Excl. MVET	MVET 1/							
BEN-FRANKLIN TRANSIT	4/	0.3%	\$ 3,126,906	\$ 2,476,734	\$ 376,467	\$ 26,414	\$ 608,324	\$ 6,614,845	\$ 6,136,836	7.8%
CLALLAM TRANSIT	4/	0.3%	\$ 1,046,095	\$ 952,875	\$ 163,501	\$ 76,477	0	\$ 2,238,948	\$ 2,179,585	2.7%
COMMUNITY TRANSIT	4/	0.3%	\$ 4,778,968	\$ 5,004,753	\$ 692,232	\$ 955,113	\$ 2,818,874	\$ 14,249,940	\$ 14,306,338	-0.4%
C-TRAN	4/	0.2%	\$ 2,591,321	\$ 2,589,144	\$ 662,082	\$ 698,458	\$ 492,700	\$ 7,033,705	\$ 6,635,720	6.0%
COMMUNITY URBAN BUS SERVICE	5/	1.0%	\$ 249,516	\$ 102,381	\$ 60,004	\$ 40,312	\$ 194,385	\$ 646,598	\$ 642,068	0.7%
EVERETT TRANSIT	4/	0.3%	\$ 2,522,804	0	\$ 279,129	\$ 492,845	\$ 819,222	\$ 4,114,000	\$ 5,994,300	-31.4%
GRAYS HARBOR TRANSPORTATION	4/	0.3%	\$ 848,595	\$ 624,107	\$ 211,461	\$ 668,678	0	\$ 2,352,841	\$ 3,076,290	-23.5%
INTERCITY TRANSIT	4/	0.3%	\$ 2,507,565	\$ 1,805,522	\$ 342,146	\$ 263,839	\$ 1,512,456	\$ 6,431,528	\$ 6,571,414	-2.1%
JEFFERSON TRANSIT	4/	0.3%	\$ 291,180	\$ 264,074	\$ 40,767	\$ 63,194	\$ 20,903	\$ 680,118	\$ 866,531	-21.5%
KITSAP TRANSIT	4/	0.3%	\$ 2,084,913	\$ 1,634,102	\$ 635,014	\$ 21,628	\$ 569,428	\$ 4,945,085	\$ 5,007,692	-1.3%
METRO SEATTLE	4/	0.6%	\$ 85,758,701	\$ 33,917,540	\$ 29,413,401	\$ 17,057,707	\$ 18,979,056	\$ 185,126,405	\$ 169,327,019	9.3%
PACIFIC TRANSIT	4/	0.3%	\$ 241,555	\$ 288,100	\$ 23,203	\$ 24,671	\$ 84,116	\$ 661,645	\$ 818,128	-19.1%
PIERCE TRANSIT	4/	0.3%	\$ 9,825,790	\$ 7,314,227	\$ 2,307,837	\$ 1,584,977	\$ 10,362,902	\$ 31,395,733	\$ 23,120,326	35.8%
PROSSER RURAL TRANSIT	6/		\$ 15,000	\$ 15,000	\$ 4,795	\$ 4,329	\$ 16,879	\$ 56,003	\$ 48,801	14.8%
PULLMAN TRANSIT	5/	1.5%	\$ 238,291	\$ 237,839	\$ 103,120	\$ 221,688	\$ 156,430	\$ 957,368	\$ 654,259	46.3%
SPOKANE TRANSIT	4/	0.3%	\$ 7,721,265	\$ 6,574,280	\$ 3,142,047	\$ 676,149	\$ 6,339,824	\$ 24,453,565	\$ 19,935,210	22.7%
TWIN TRANSIT	7/	\$ 1.00	\$ 82,500	\$ 80,809	\$ 28,563	\$ 20,669	\$ 188,846	\$ 401,387	\$ 367,354	9.3%
VALLEY TRANSIT	4/	0.3%	\$ 768,715	\$ 728,043	\$ 58,231	\$ 171,496	0	\$ 1,726,485	\$ 1,579,045	9.3%
WHATCOM TRANSPORTATION	4/	0.3%	\$ 1,538,758	\$ 1,078,257	\$ 272,121	\$ 96,904	\$ 155,805	\$ 3,141,845	\$ 2,580,333	21.8%
YAKIMA TRANSIT	4/	0.3%	\$ 1,762,364	0	\$ 210,962	\$ 182,298	\$ 332,111	\$ 2,487,735	\$ 2,202,636	12.9%
SEATTLE MONORAIL	-		\$ 81,276	0	\$ 730,382	\$ 31,293	\$ 215,624	\$ 1,058,575	\$ 701,170	51.0%
TOTAL ALL SYSTEMS			\$ 128,082,078	\$ 65,687,787	\$ 39,757,465	\$ 23,379,139	\$ 43,867,885	\$ 300,774,354	\$ 272,751,055	10.3%

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; O Tax

7/- Household tax per month - RCW 35.95.040

TABLE 4

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON  
Expenditures by Purpose for the Year Ending December 1985

TRANSPORTATION SYSTEMS	Capital Outlay 1/	Operating Costs 2/	General Admin & Planning 3/	Depreciation	Other Expenses 4/	Total Expenses 1985	Total Expenses 1984	% Expense Change 1985/1984
BEN-FRANKLIN TRANSIT	\$ 1,576,523	\$ 4,011,158	\$ 694,744	\$ 434,552	\$ 0	\$ 6,716,977	\$ 6,076,822	10.5%
CLALLAM TRANSIT SYSTEM	\$ 93,726	\$ 1,869,082	\$ 287,125	\$ 246,787	\$ 0	\$ 2,496,720	\$ 2,688,559	-7.1%
COMMUNITY TRANSIT	\$ 3,608,356	\$ 9,526,091	\$ 1,335,657	\$ 700,588	\$ 204,483	\$ 15,375,175	\$ 11,821,939	30.1%
C-TRAN	\$ 0	\$ 4,173,563	\$ 577,970	\$ 1,029,177	\$ 0	\$ 5,780,710	\$ 5,624,273	2.8%
COMMUNITY URBAN BUS SERVICE	\$ 157,371	\$ 437,059	\$ 155,394	\$ 35,401	\$ 122,665	\$ 907,890	\$ 630,268	44.0%
EVERETT TRANSIT	\$ 369,529	\$ 2,963,092	\$ 660,879	\$ 203,991	\$ 0	\$ 4,197,491	\$ 3,726,935	12.6%
GRAYS HARBOR TRANSPORTATION	\$ 60,232	\$ 2,302,036	\$ 386,566	\$ 356,064	\$ 233,845	\$ 3,338,743	\$ 3,800,736	-12.2%
INTERCITY TRANSIT	\$ 1,742,245	\$ 3,158,734	\$ 717,045	\$ 712,249	\$ 0	\$ 6,330,273	\$ 7,570,497	-16.4%
JEFFERSON TRANSIT	\$ 56,581	\$ 411,354	\$ 175,248	\$ 84,238	\$ 0	\$ 727,421	\$ 879,499	-17.3%
KITSAP TRANSIT	\$ 483,815	\$ 3,308,288	\$ 866,245	\$ 217,362	\$ 829,368	\$ 5,705,078	\$ 4,681,583	21.9%
METRO SEATTLE	\$ 22,850,115	\$ 105,207,441	\$ 31,505,439	\$ 19,281,601	\$ 35,359	\$ 178,879,955	\$ 166,135,861	7.7%
PACIFIC TRANSIT	\$ 62,010	\$ 478,074	\$ 118,146	\$ 106,593	\$ 21,050	\$ 785,873	\$ 786,920	-0.1%
PIERCE TRANSIT	\$ 11,030,526	\$ 15,925,687	\$ 3,303,948	\$ 1,591,962	\$ 2,792,927	\$ 34,645,050	\$ 25,185,456	37.6%
PROSSER RURAL TRANSIT	\$ 0	\$ 63,657	\$ 0	\$ 0	\$ 0	\$ 63,657	\$ 52,612	21.0%
PULLMAN TRANSIT	\$ 470,986	\$ 388,905	\$ 68,860	\$ 0	\$ 0	\$ 928,751	\$ 455,354	104.0%
SPOKANE TRANSIT	\$ 6,764,506	\$ 11,783,462	\$ 2,527,513	\$ 1,086,478	\$ 0	\$ 22,161,959	\$ 16,469,623	34.6%
TWIN TRANSIT	\$ 136,920	\$ 160,892	\$ 37,023	\$ 0	\$ 0	\$ 334,835	\$ 326,044	2.7%
VALLEY TRANSIT	\$ 12,623	\$ 1,100,512	\$ 204,661	\$ 150,137	\$ 0	\$ 1,467,933	\$ 1,283,474	14.4%
WHATCOM TRANSPORTATION	\$ 194,057	\$ 1,919,484	\$ 331,074	\$ 144,706	\$ 734,725	\$ 3,324,046	\$ 2,143,989	55.0%
YAKIMA TRANSIT	\$ 404,756	\$ 1,390,975	\$ 345,132	\$ 0	\$ 0	\$ 2,140,863	\$ 1,734,675	23.4%
SEATTLE MONORAIL	\$ 296,900	\$ 648,543	\$ 113,132	\$ 0	\$ 0	\$ 1,058,575	\$ 733,186	44.4%
TOTAL ALL SYSTEMS	\$ 50,371,777	\$ 171,228,089	\$ 44,411,801	\$ 26,381,886	\$ 4,974,422	\$ 297,367,975	\$ 262,808,305	13.2%

1/- Includes costs of acquiring land, buildings,  
vehicles and miscellaneous equipment2/- Includes general maintenance of equipment & facilities,  
taxes, licenses, rents, personnel services, salaries,  
contractor fees and other operational expenses3/- Includes costs of studies, promotion advertising,  
marketing, salaries and other administrative expenses4/- Includes system acquisition liabilities and rental and  
insurance expenses



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/	
	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984
BEN-FRANKLIN TRANSIT	21.5	19.9	\$ 27.92	\$ 25.20	18.0	17.6	17.5	16.4	2,117	2,126
CLALLAM TRANSIT SYSTEM	12.1	9.6	\$ 19.89	\$ 16.25	14.3	15.1	27.7	22.3	1,538	1,086
COMMUNITY TRANSIT	13.3	12.8	\$ 19.10	\$ 17.83	21.5	17.9	20.8	20.2	2,379	2,955
C-TRAN	15.4	10.5	\$ 12.75	\$ 13.92	25.3	17.4	19.5	17.8	1,797	1,768
COMMUNITY URBAN BUS SERVICE	7.1	6.8	\$ 6.05	\$ 4.80	17.7	19.6	12.0	12.8	2,762	2,353
EVERETT TRANSIT	24.2	24.6	\$ 44.24	\$ 41.68	16.3	17.1	15.6	13.9	1,973	1,666
GRAYS HARBOR TRANSPORTATION	18.4	19.2	\$ 13.28	\$ 13.87	13.6	14.5	18.0	17.5	1,914	1,661
INTERCITY TRANSIT	19.5	18.7	\$ 27.20	\$ 25.01	22.9	23.2	17.1	17.1	1,869	1,733
JEFFERSON TRANSIT	9.7	8.6	\$ 16.64	\$ 18.10	12.3	11.0	22.6	22.7	1,374	1,330
KITSAP TRANSIT	17.3	14.7	\$ 19.89	\$ 19.63	18.2	15.8	23.2	18.9	1,122	1,656
METRO SEATTLE	47.0	48.7	\$ 63.69	\$ 59.67	25.5	27.1	14.3	14.0	2,220	1,942
PACIFIC TRANSIT	9.7	7.1	\$ 13.80	\$ 15.20	10.3	8.0	22.3	21.6	1,183	1,316
PIERCE TRANSIT	25.1	23.6	\$ 22.74	\$ 22.03	24.7	22.7	14.4	14.6	2,538	2,469
PROSSER RURAL TRANSIT	4.0	2.6	\$ 3.77	\$ 2.39	6.2	5.1	9.1	9.5	642	425
PULLMAN TRANSIT	17.2	14.9	\$ 10.56	\$ 9.93	37.5	33.0	11.9	12.3	1,037	933
SPOKANE TRANSIT	23.7	23.6	\$ 24.13	\$ 23.74	23.0	20.7	15.6	14.4	2,272	2,446
TWIN TRANSIT	9.1	9.0	\$ 4.63	\$ 4.62	16.4	16.3	17.0	17.1	1,648	1,405
VALLEY TRANSIT	20.4	20.0	\$ 18.57	\$ 18.40	23.3	23.9	12.8	13.3	2,782	2,675
WHATCOM TRANSPORTATION	21.9	20.8	\$ 26.04	\$ 25.85	16.5	26.8	11.2	12.4	3,275	2,242
YAKIMA TRANSIT	22.9	21.2	\$ 35.60	\$ 34.92	12.8	12.1	6.9	7.3	4,905	5,070
SEATTLE MONORAIL	N.A.	N.A.	N.A.	N.A.	245.8	280.3	5.6	5.6	2,964	2,964
TOTAL ALL SYSTEMS	31.3	31.2	\$ 38.75	\$ 36.62	23.9	23.7	15.2	14.7	2,181	2,032

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	
	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984
BEN-FRANKLIN TRANSIT	\$ 1.96	\$ 2.05	\$ 2.02	\$ 2.19	\$ 35.29	\$ 36.03	8.0%	7.6%	\$ 0.16	\$ 0.16
CLALLAM TRANSIT SYSTEM	\$ 3.38	\$ 3.51	\$ 1.74	\$ 2.38	\$ 48.35	\$ 53.08	7.6%	7.0%	\$ 0.26	\$ 0.25
COMMUNITY TRANSIT	\$ 3.26	\$ 2.85	\$ 3.38	\$ 2.52	\$ 70.23	\$ 50.86	6.4%	16.2%	\$ 0.21	\$ 0.46
C-TRAN	\$ 1.51	\$ 2.01	\$ 1.96	\$ 1.97	\$ 38.32	\$ 34.98	13.9%	14.7%	\$ 0.21	\$ 0.30
COMMUNITY URBAN BUS SERVICE	\$ 2.02	\$ 1.85	\$ 2.99	\$ 2.84	\$ 35.75	\$ 36.27	10.1%	10.8%	\$ 0.20	\$ 0.20
EVERETT TRANSIT	\$ 2.62	\$ 2.21	\$ 2.73	\$ 2.71	\$ 42.71	\$ 37.72	7.7%	9.4%	\$ 0.20	\$ 0.21
GRAYS HARBOR TRANSPORTATION	\$ 2.29	\$ 2.05	\$ 1.74	\$ 1.69	\$ 31.22	\$ 29.60	7.9%	8.9%	\$ 0.18	\$ 0.18
INTERCITY TRANSIT	\$ 2.15	\$ 1.96	\$ 2.88	\$ 2.65	\$ 49.38	\$ 45.34	8.8%	9.9%	\$ 0.19	\$ 0.19
JEFFERSON TRANSIT	\$ 3.47	\$ 3.54	\$ 1.89	\$ 1.71	\$ 42.70	\$ 38.88	6.9%	6.8%	\$ 0.24	\$ 0.24
KITSAP TRANSIT	\$ 2.30	\$ 2.55	\$ 1.80	\$ 2.12	\$ 41.80	\$ 40.11	15.2%	16.6%	\$ 0.35	\$ 0.42
METRO SEATTLE	\$ 2.16	\$ 1.83	\$ 3.87	\$ 3.55	\$ 55.22	\$ 49.55	21.5%	22.0%	\$ 0.47	\$ 0.40
PACIFIC TRANSIT	\$ 3.51	\$ 4.23	\$ 1.61	\$ 1.57	\$ 36.01	\$ 33.88	3.9%	3.4%	\$ 0.14	\$ 0.14
PIERCE TRANSIT	\$ 1.77	\$ 1.86	\$ 3.04	\$ 2.88	\$ 43.79	\$ 42.10	12.0%	12.4%	\$ 0.21	\$ 0.23
PROSSER RURAL TRANSIT	\$ 4.03	\$ 4.83	\$ 2.72	\$ 2.61	\$ 24.81	\$ 24.76	7.5%	9.2%	\$ 0.30	\$ 0.44
PULLMAN TRANSIT	\$ 1.18	\$ 1.29	\$ 3.71	\$ 3.46	\$ 44.16	\$ 42.48	22.5%	16.8%	\$ 0.27	\$ 0.22
SPOKANE TRANSIT	\$ 1.89	\$ 1.82	\$ 2.79	\$ 2.62	\$ 43.44	\$ 37.74	22.0%	22.8%	\$ 0.41	\$ 0.41
TWIN TRANSIT	\$ 1.22	\$ 1.23	\$ 1.18	\$ 1.17	\$ 20.01	\$ 20.02	14.4%	12.9%	\$ 0.18	\$ 0.16
VALLEY TRANSIT	\$ 1.55	\$ 1.31	\$ 2.82	\$ 2.35	\$ 36.08	\$ 31.33	4.5%	5.5%	\$ 0.07	\$ 0.07
WHATCOM TRANSPORTATION	\$ 1.58	\$ 1.45	\$ 2.55	\$ 2.77	\$ 28.63	\$ 34.47	12.1%	12.9%	\$ 0.19	\$ 0.19
YAKIMA TRANSIT	\$ 1.53	\$ 1.62	\$ 2.83	\$ 2.70	\$ 19.67	\$ 19.63	12.2%	10.2%	\$ 0.19	\$ 0.17
SEATTLE MONORAIL	\$ 0.52	\$ 0.44	\$ 22.96	\$ 22.10	\$ 128.49	\$ 123.68	95.9%	95.6%	\$ 0.50	\$ 0.42
TOTAL ALL SYSTEMS	\$ 2.09	\$ 1.87	\$ 3.27	\$ 3.05	\$ 49.67	\$ 44.85	18.4%	19.3%	\$ 0.38	\$ 0.36

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	
	1985	1984	1985	1984	1985	1984	1985	1984
BEN-FRANKLIN TRANSIT	\$ 23.18	\$ 23.01	0.657	0.639	11.5	10.5	11.8	11.2
CLALLAM TRANSIT SYSTEM	\$ 26.77	\$ 24.82	0.554	0.468	15.4	10.4	7.9	7.1
COMMUNITY TRANSIT	\$ 50.78	\$ 39.37	0.723	0.774	15.0	15.6	15.6	13.8
C-TRAN	\$ 35.44	\$ 29.78	0.949	0.852	18.5	15.1	23.4	14.8
COMMUNITY URBAN BUS SERVICE	\$ 32.84	\$ 28.94	0.919	0.798	11.0	10.2	16.2	15.6
EVERETT TRANSIT	\$ 30.42	\$ 27.94	0.712	0.741	11.1	10.3	11.6	12.7
GRAYS HARBOR TRANSPORTATION	\$ 31.22	\$ 27.66	1.000	0.934	18.0	16.3	13.6	13.5
INTERCITY TRANSIT	\$ 33.24	\$ 21.16	0.673	0.467	11.5	8.0	15.4	10.8
JEFFERSON TRANSIT	\$ 23.90	\$ 21.60	0.560	0.555	12.7	12.6	6.9	6.1
KITSAP TRANSIT	\$ 30.60	\$ 30.05	0.732	0.749	17.0	14.2	13.3	11.8
METRO SEATTLE	\$ 46.32	\$ 35.41	0.839	0.715	12.0	10.0	21.4	19.3
PACIFIC TRANSIT	\$ 30.41	\$ 29.94	0.844	0.884	18.8	19.1	8.7	7.1
PIERCE TRANSIT	\$ 32.16	\$ 31.71	0.734	0.753	10.6	11.0	18.1	17.1
PROSSER RURAL TRANSIT	\$ 24.81	\$ 24.76	1.000	1.000	9.1	9.5	6.2	5.1
PULLMAN TRANSIT	\$ 41.50	\$ 32.08	0.940	0.755	11.2	9.3	35.2	24.9
SPOKANE TRANSIT	\$ 35.18	\$ 34.82	0.810	0.923	12.6	13.3	18.6	19.1
TWIN TRANSIT	\$ 18.78	\$ 18.78	0.938	0.938	15.9	16.0	15.4	15.3
VALLEY TRANSIT	\$ 25.04	\$ 21.41	0.694	0.683	8.9	9.1	16.2	16.3
WHATCOM TRANSPORTATION	\$ 25.55	\$ 28.71	0.892	0.695	10.0	8.7	14.7	18.6
YAKIMA TRANSIT	\$ 33.39	\$ 33.53	1.698	1.708	11.8	12.4	21.8	20.7
SEATTLE MONORAIL	INSUFFICIENT DATA AVAILABLE							
TOTAL ALL SYSTEMS	\$ 40.38	\$ 33.30	0.814	0.742	12.3	10.9	19.2	17.6

TABLE 8

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON  
Vessels, Miles of Route and Fare Structure  
for the Year Ending December 1985

FERRY SYSTEMS	TERMINALS	FERRY OPERATING AUTHORITY	Total Vessels	Miles of Route	Fare Structure 1/		
					Adult	Youth	Elderly/ Disabled
GRAYS HARBOR TRANSPORTATION	Aberdeen/Hoquiam - Westport	CTA	1	16.5	\$4.00	-	\$2.50
PIERCE COUNTY	Steilacoom - Anderson/Ketron	COUNTY	2	5.6	\$1.25	\$0.65	\$0.62
SKAGIT COUNTY	Anacortes - Guemes Island	COUNTY	1	0.7	\$1.00	\$0.35	-
WAHKIAKUM COUNTY	Puget Island - Westport, OR	COUNTY	1	1.5	\$0.50	-	-
WHATCOM COUNTY	Gooseberry Pt. - Lummi Island	COUNTY	1	0.9	\$1.50	\$0.60	-
WSDOT, MARINE DIVISION	Anacortes - Sidney, B.C.	STATE	2	44.0	\$5.65	\$2.85	\$2.85
WSDOT, MARINE DIVISION	Anacortes - San Juan Islands	STATE	2	14.4	\$4.35	\$2.20	\$2.20
WSDOT, MARINE DIVISION	Port Townsend - Keystone	STATE	2	4.9	\$1.55	\$0.80	\$0.80
WSDOT, MARINE DIVISION	Whidbey Island - Mukilteo	STATE	2	2.6	\$1.00	\$0.50	\$0.50
WSDOT, MARINE DIVISION	Edmonds - Kingston	STATE	2	5.2	\$1.55	\$0.80	\$0.80
WSDOT, MARINE DIVISION	Seattle - Winslow	STATE	2	8.6	\$1.55	\$0.80	\$0.80
WSDOT, MARINE DIVISION	Seattle - Bremerton	STATE	2	15.5	\$1.55	\$0.80	\$0.80
WSDOT, MARINE DIVISION	Seattle - Vashon - Southworth	STATE	3	5.1	\$1.55	\$0.80	\$0.80
WSDOT, MARINE DIVISION	Tacoma - Tahlequah	STATE	1	1.7	\$2.00	\$1.00	\$1.00
TOTAL ALL SYSTEMS			24	127.2	-	-	-

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

TABLE 9

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON  
Total Passengers Carried, Vessel Miles Operated and Vessel Hours Provided  
For the Year Ending December 1985

FERRY SYSTEMS	Passengers Carried				Vessel Miles				Vessel Hours			
	1985	% of All Systems	1984	% Change 1985/1984	1985	% of All Systems	1984	% Change 1985/1984	1985	% of All Systems	1984	% Change 1985/1984
GRAYS HARBOR TRANSPORTATION	9,090	0.1%	13,567	-33.0%	6,324	0.8%	2,535	149.5%	876	1.1%	780	12.3
PIERCE COUNTY	83,000	0.8%	76,846	8.0%	23,560	2.9%	23,539	0.1%	3,172	3.9%	3,189	-0.5
SKAGIT COUNTY	118,833	1.1%	123,323	-3.6%	8,584	1.1%	8,700	-1.3%	1,533	1.9%	1,554	-1.4
WAHKIAKUM COUNTY	10,811	0.1%	10,465	3.3%	13,104	1.6%	13,140	-0.3%	4,368	5.3%	4,380	-0.3
WHATCOM COUNTY	256,142	2.4%	259,444	-1.3%	15,640	2.0%	15,702	-0.4%	6,424	7.8%	6,442	-0.3
WSDOT: Sidney, B.C. Route	183,810	1.7%	173,013	6.2%	44,704	5.6%	40,832	9.5%	2,709	3.3%	2,475	9.5
WSDOT, San Juan Islands Route	679,966	6.4%	673,629	0.9%	106,146	13.3%	93,096	14.0%	13,522	16.5%	11,859	14.0
WSDOT, Port Townsend Route	299,721	2.8%	300,716	-0.3%	30,508	3.8%	30,302	0.7%	3,113	3.8%	3,092	0.7
WSDOT, Mukilteo Route	1,437,838	13.6%	1,433,889	0.3%	66,349	8.3%	66,563	-0.3%	8,506	10.4%	8,534	-0.3
WSDOT, Edmonds Route	1,263,573	11.9%	1,195,848	5.7%	76,206	9.5%	78,343	-2.7%	7,328	9.0%	7,533	-2.7
WSDOT, Winslow Route	3,166,349	29.9%	3,189,797	-0.7%	125,689	15.7%	130,307	-3.5%	8,527	10.4%	8,840	-3.5
WSDOT, Bremerton Route	1,615,487	15.3%	1,679,439	-3.8%	163,765	20.5%	166,160	-1.4%	10,565	12.9%	10,720	-1.4
WSDOT, Vashon Route	1,214,054	11.5%	1,275,590	-4.8%	94,628	11.8%	104,567	-9.5%	7,731	9.4%	8,543	-9.5
WSDOT, Tacoma Route	245,142	2.3%	236,858	3.5%	23,759	3.0%	23,300	2.0%	3,494	4.3%	3,427	2.0
WSDOT, Subtotal All Routes	10,105,940	95.5%	10,158,779	-0.5%	731,754	91.6%	733,469	-0.2%	65,496	80.0%	65,023	0.7
TOTAL ALL SYSTEMS	10,583,816	100.0%	10,642,424	-0.6%	798,966	100.0%	797,085	0.2%	81,869	100.0%	81,368	0.6

TABLE 10

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON  
Revenues by Source for the Year Ending December 1985

FERRY SYSTEMS	Local and State Revenues								Federal Revenues 3/	Total Revenues 1985	Total Revenues 1984	% Reven Change 1985/1984
	County	Motor Vehicle Fund 1/				Passenger Fares	Vehicle Tolls	Other 2/				
		Road Tax	Ferry Subsidy	State Gas Tax	MVET							
GRAYS HARBOR TRANSPORTATION	\$ 0	\$ 0	\$ 0	N.A.	\$ 26,178	N.A.	\$ 43,388	\$ 0	\$ 69,566	\$ 67,327	3.	
PIERCE COUNTY	\$ 219,545	\$ 139,859	\$ 83,740	\$ 0	N.A.	\$ 204,459	\$ 0	\$ 57,681	\$ 705,284	\$ 1,863,643	-62.	
SKAGIT COUNTY	\$ 91,452	\$ 50,119	\$ 44,719	\$ 0	N.A.	\$ 168,857	\$ 0	\$ 0	\$ 355,147	\$ 232,427	52.	
WAHIAKUM COUNTY	\$ 69,347	\$ 0	\$ 104,021	\$ 0	N.A.	\$ 58,147	\$ 0	\$ 0	\$ 231,515	\$ 197,771	17.	
WHATCOM COUNTY	\$ 204,261	\$ 60,022	\$ 36,205	\$ 0	N.A.	\$ 260,718	\$ 0	\$ 0	\$ 561,206	\$ 411,572	36.	
WSDOT: Sidney, B.C. Route	\$ 0	\$ 0	N.A.	N.A.	\$ 808,510	\$ 1,809,214	\$ 121,403	\$ 0	\$ 2,739,127	\$ 2,406,171	13.	
WSDOT, San Juan Islands Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,215,957	\$ 3,070,857	\$ 287,096	\$ 0	\$ 4,573,910	\$ 4,198,826	8.	
WSDOT, Port Townsend Route	\$ 0	\$ 0	N.A.	N.A.	\$ 396,357	\$ 1,611,066	\$ 32,485	\$ 0	\$ 2,039,908	\$ 1,706,785	19.	
WSDOT, Mukilteo Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,097,951	\$ 4,945,459	\$ 130,480	\$ 0	\$ 6,173,890	\$ 5,874,647	5.	
WSDOT, Edmonds Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,573,503	\$ 5,757,078	\$ 210,809	\$ 0	\$ 7,541,390	\$ 6,996,686	7.	
WSDOT, Winslow Route	\$ 0	\$ 0	N.A.	N.A.	\$ 3,469,354	\$ 8,070,949	\$ 766,982	\$ 0	\$ 12,307,285	\$ 12,020,713	2.	
WSDOT, Bremerton Route	\$ 0	\$ 0	N.A.	N.A.	\$ 2,090,812	\$ 3,719,231	\$ 376,393	\$ 0	\$ 6,186,436	\$ 6,174,106	0.	
WSDOT, Vashon Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,013,657	\$ 4,375,452	\$ 145,063	\$ 0	\$ 5,534,172	\$ 5,595,792	-1.	
WSDOT, Tacoma Route	\$ 0	\$ 0	N.A.	N.A.	\$ 174,826	\$ 857,219	\$ 594	\$ 0	\$ 1,032,639	\$ 904,755	14.	
WSDOT, Subtotal All Routes	\$ 0	\$ 0	N.A.	N.A.	\$ 11,840,927	\$ 34,216,525	\$ 2,071,305	\$ 0	\$ 48,128,757	\$ 45,878,481	4.	
P.S. Operations Account	\$ 0	\$ 0	\$ 11,708,444	N.A.	N.A.	N.A.	\$ 4,354,605	\$ 0	\$ 16,063,049	\$ 18,421,831	-12.	
P.S. Capital Account	\$ 0	\$ 0	\$ 10,510,861	\$ 19,967,393	N.A.	N.A.	\$ 4,185,271	\$ 0	\$ 34,663,525	\$ 29,332,001	18.	
TOTAL ALL SYSTEMS	\$ 584,605	\$ 354,021	\$ 22,487,990	\$ 19,967,393	\$ 11,867,105	\$ 34,908,706	\$ 10,654,569	\$ 57,681	\$ 100,778,049	\$ 96,405,053	4.	

1/ - Includes County property tax, State ferry subsidy from R.C.W. 47.56.720-725, County share of the State Motor Vehicle Fuel Tax from R.C.W. 46.68.120, and State shares of the State Motor Vehicle Fuel Tax from R.C.W. 46.68.100

2/ - Includes charters, advertising, interest, sales of assets, rentals & other misc. revenues; and \$ 3,995,113 registration fees' income to the State Motor Vehicle Fund; Grays Harbor Transportation includes sales and use tax and/or MVET revenues

3/ - Includes UMTA federal revenues

TABLE 11

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON  
Expenditures by Purpose for the Year Ending December 1985

	Capital Outlay 1/	Operating Costs 2/	Admin & Planning 3/	Depreciation	Other Expenses 4/	Total Expenses 1985	Total Expenses 1984	% Expense Change 1985/1984
GRAYS HARBOR TRANSPORTATION	\$ 28,788	\$ 40,778	\$ 0	\$ 0	\$ 0	\$ 69,566	\$ 67,327	3.3%
PIERCE COUNTY	\$ 73,606	\$ 631,678	\$ 0	\$ 0	\$ 0	\$ 705,284	\$ 1,863,643	-62.2%
SKAGIT COUNTY	\$ 0	\$ 355,147	\$ 0	\$ 0	\$ 0	\$ 355,147	\$ 381,110	-6.8%
WAHKIAKUM COUNTY	\$ 0	\$ 219,742	\$ 11,773	\$ 0	\$ 0	\$ 231,515	\$ 257,771	-10.2%
WHATCOM COUNTY	\$ 0	\$ 554,688	\$ 6,517	\$ 0	\$ 0	\$ 561,205	\$ 411,572	36.4%
WSDOT: Sidney, B.C. Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, San Juan Islands Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Port Townsend Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Mukilteo Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Edmonds Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Winslow Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Bremerton Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Vashon Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Tacoma Route	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Subtotal All Routes	\$ 0	\$ 73,568,871	\$ 0	\$ 0	\$ 16,778,548	\$ 90,347,419	\$ 87,966,238	2.7%
TOTAL ALL SYSTEMS	\$ 102,394	\$ 75,370,904	\$ 18,290	\$ 0	\$ 16,778,548	\$ 92,270,136	\$ 90,947,661	1.5%

1/ - Includes costs of acquiring land, buildings,  
vessels 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, rental and  
insurance expenses, bond redemptions and payments,  
and Marine Employees Commission allotments

TABLE 12

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON  
Selected Performance Indicators 1/

FERRY SYSTEMS	Passengers per Vessel Hour		Vessel Miles per Vessel Hour (knots)		Operating Costs per Passenger		Operating Costs per Vessel Mile		Fares' Share of (Operating Costs 2/	
	1985	1984	1985	1984	1985	1984	1985	1984	1985	1984
GRAYS HARBOR TRANSPORTATION	10.4	17.4	7.2	3.3	\$ 4.49	\$ 4.96	\$ 6.45	\$ 26.56	64.2%	45.6%
PIERCE COUNTY	26.2	24.1	7.4	7.4	\$ 7.61	\$ 9.57	\$ 26.81	\$ 31.25	32.4%	24.9%
SKAGIT COUNTY	77.5	79.4	5.6	5.6	\$ 2.99	\$ 3.09	\$ 41.37	\$ 43.81	47.5%	44.5%
WAHIAKUM COUNTY	2.5	2.4	3.0	3.0	\$ 21.41	\$ 24.63	\$ 17.67	\$ 19.62	25.1%	21.0%
WHATCOM COUNTY	39.9	40.3	2.4	2.4	\$ 2.19	\$ 1.59	\$ 35.88	\$ 26.21	46.5%	56.4%
WSDOT, Sidney, B.C. Route	65.8	67.8	16.5	16.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, San Juan Islands Route	102.5	115.8	7.9	7.9	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Port Townsend Route	157.2	158.8	9.8	9.8	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Mukilteo Route	346.7	344.7	7.8	7.8	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Edmonds Route	265.3	244.2	10.4	10.4	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Winslow Route	403.1	391.7	14.7	14.7	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Bremerton Route	157.8	161.7	15.5	15.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Vashon Route	205.3	195.2	12.2	12.2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Tacoma Route	165.1	162.6	6.8	6.8	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Subtotal All Routes	154.3	156.2	11.2	11.3	\$ 7.28	\$ 7.03	\$ 100.54	\$ 97.42	62.6%	61.4%

1/ - Operating costs includes operating costs  
plus general administration and planning costs  
2/ - Fares include both passenger fares and vehicle tolls