

1986

Annual Public Transportation Statistics



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

1986 ANNUAL PUBLIC TRANSPORTATION STATISTICS

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This year the Washington State Legislature enacted laws for a state rail development commission. The Rail Development Commission was established to examine rail freight and passenger service issues, especially urban rail passenger systems. The Commission is to recommend future state policy for rail freight and passenger services, including future use of rights of way for such services and long-term funding. Funding for the Rail Development Commission is 4 percent of the Motor Vehicle Excise Tax collected for transit purposes in King, Pierce, Snohomish, and Thurston counties.

While the judicial process did not provide changes to the generally held tenets, Congress enacted the Surface Transportation and Uniform Relocation Assistance Act of 1987. This act extended the Urban Mass Transportation Act programs through 1991. It added some new federal requirements, such as bus testing, project management oversight, and preaward and postdelivery audit of bus purchases, and programs, such as rural transit assistance and crime prevention and security. The Gramm-Rudman-Hollings balanced budget law did not produce the anticipated cuts.

As usual, the Public Transportation Office of the Planning, Research and Public Transportation Division has collected operating and financial data from 21 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 obtained operating and financial data for the publicly-owned ferry systems in the state. This is our second year to do this. Most of the selected performance indicators for the ferry system are focused on passengers.

1986 ANNUAL PUBLIC TRANSIT STATISTICS

NEW SERVICE AND ELECTIONS

During 1986, public transit service continued in 20 separate service areas in Washington State. The map on the opposite page shows the location of these areas. Island Transit, the public transportation benefit area serving Oak Harbor and south on Whidbey Island, began levying a .3 percent sales and use tax in October. Although the area's voters had approved the tax in 1983, Island Transit did not levy that tax until completion of legal appeals. There were no elections regarding public transit anywhere in the state in 1986.

Changes in operations occurred as:

- Community Transit began operating a trolley replica. This vehicle is in service in Edmonds.
- Spokane Transit replaced nine paratransit vehicles in its special transportation program. In May, Spokane Transit began service with ten articulated buses.
- C-TRAN placed ten paratransit vans into service in July with a contract with DAVE systems.
- Ben Franklin Transit moved to its newly constructed maintenance and operations facility in Pasco in October.
- Pullman Transit took delivery of a new Gillig coach in November, replacing older equipment.
- Metro replaced older equipment with 147 M.A.N. coaches. In addition, Metro acquired most of the right of way for the downtown Seattle bus tunnel.
- Kitsap Transit purchased a number of TransiCorp minibuses and Orion II buses to replace older equipment in paratransit services.

VEHICLES AND MAINTENANCE

A total of 1,949 transit vehicles make up the fixed route fleet and 125 vans make up the dial-a-ride fleet of all municipal transit systems in 1986, another 132 vehicles are contracted; 1,654 municipal transit vehicles operated at peak hours (27 more than in 1985); 939 of these vehicles operated during off peak hours' service. Metro operated 993 vehicles during peak hours and 337 in the off peak period, over half of all transit vehicles providing peak hour service in the state in 1986. Community Transit contracted for 49 buses for intercounty service with Metro.

In 1986, there was a net increase of 52 transit vehicles over 1985. Of the total vehicle fleet, 108 were 21 years or older, 84 vehicles fewer than in 1985. The less than five-year old group showed a decrease of 32 vehicles. The general tendency to

fewer older buses continues to be a reaction to higher insurance costs, causing managers to surplus rarely used or expensive-to-operate vehicles.

<u>Fixed Route Vehicles by Age</u>		<u>Fixed Route Vehicles by Seating Capacity</u>	
Less than 5 years	415	Less than 14 seats	5
5-7 years	350	16-24 seats	25
8-12 years	849	25-33 seats	132
13-16 years	123	34-44 seats	418
17-20 years	104	45-60 seats	1,006
21 or more years	108	60 or more seats	363
TOTAL	1,949	TOTAL	1,949

All but ten vehicles with seating capacity of 60 or more were in the Metro fleet. An increase of four vehicles seating 25 to 33 passengers occurred in 1986. There were 203 more vehicles seating 34 to 44 passengers in 1986 than in 1985.

Clallam Transit, Jefferson Transit, and Whatcom Transportation did not provide maintenance in their own municipal shops. Of the 1,949 vehicles available for fixed route use, 1,797 were powered by diesel fuel; 15 were powered by gasoline; 109 were powered by electricity; 10 were powered by methol; and 18 were powered by propane. All but 90 of the 208 paratransit vehicles were powered by gasoline; 52 were powered by diesel; and the remainder were powered by propane.

FINANCIAL

Municipal transit systems totals of revenues and expenditures for 1986 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 1/2 percent sales and use tax, and property tax appear as "Other," under Local Revenues.

Several transit systems show sizable revenue increases over 1985. Ben Franklin Transit, Whatcom Transportation, and Yakima Transit each received substantial increases in federal funds for capital projects. Grays Harbor Transportation and Twin Transit revenue increases are due primarily to a higher sales and use tax revenue and a corresponding increase of MVET revenue. Reductions for some systems, such as Pierce Transit and Pullman Transit, are due to fewer capital projects in 1986, and therefore less federal funds.

There are also some increases in expenditures for some transit systems in 1986. Ben Franklin Transit, Community Transit, and Yakima Transit made relatively significant investments in equipment and facilities. Metro spent almost \$45 million on the tunnel. In addition, Community Transit redeemed \$125,000 in bonds and Metro redeemed \$30,000,000 in bonds. The significant reductions in transit systems' expenditures were due to their equipment purchases and facilities improvements made in 1985.

PERFORMANCE MEASURES

Tables 5, 6, and 7 contain annual rates calculated for each transit system operating in 1986.

- 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.

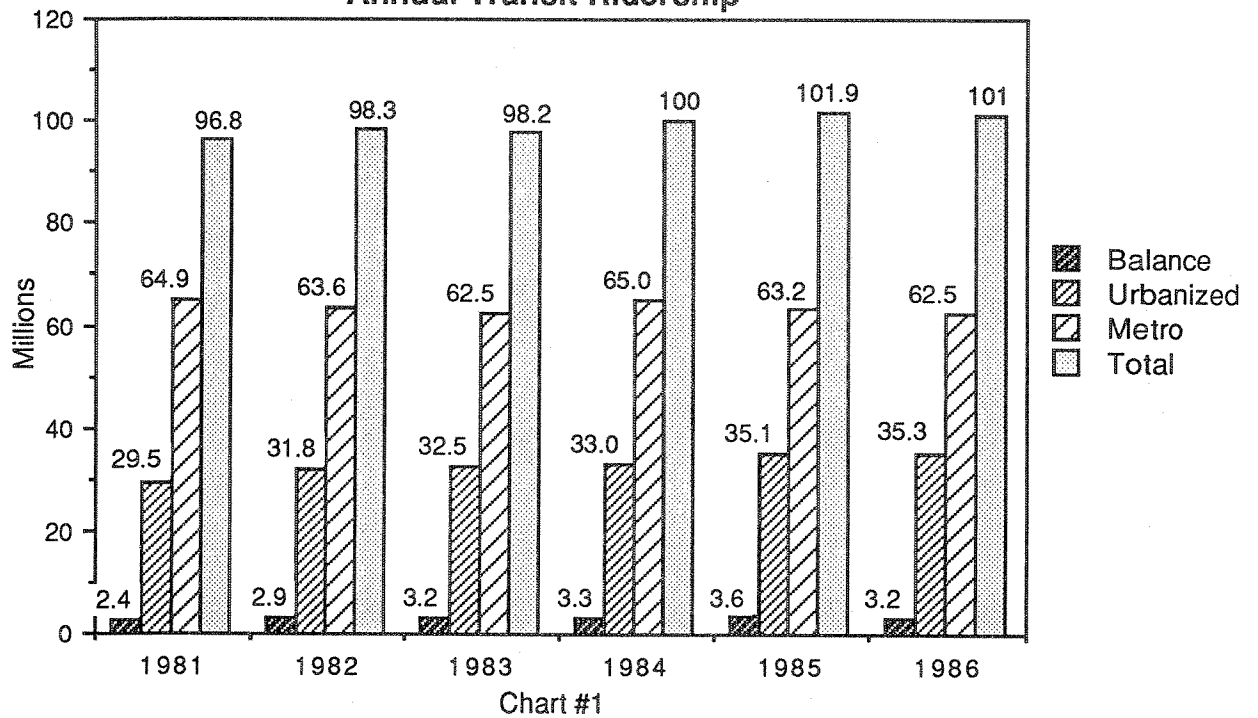
*Fare rates are determined strictly by municipal transit policy boards based upon their perceptions of local needs and financial conditions.

HISTORICAL PERSPECTIVE 1981 - 1986

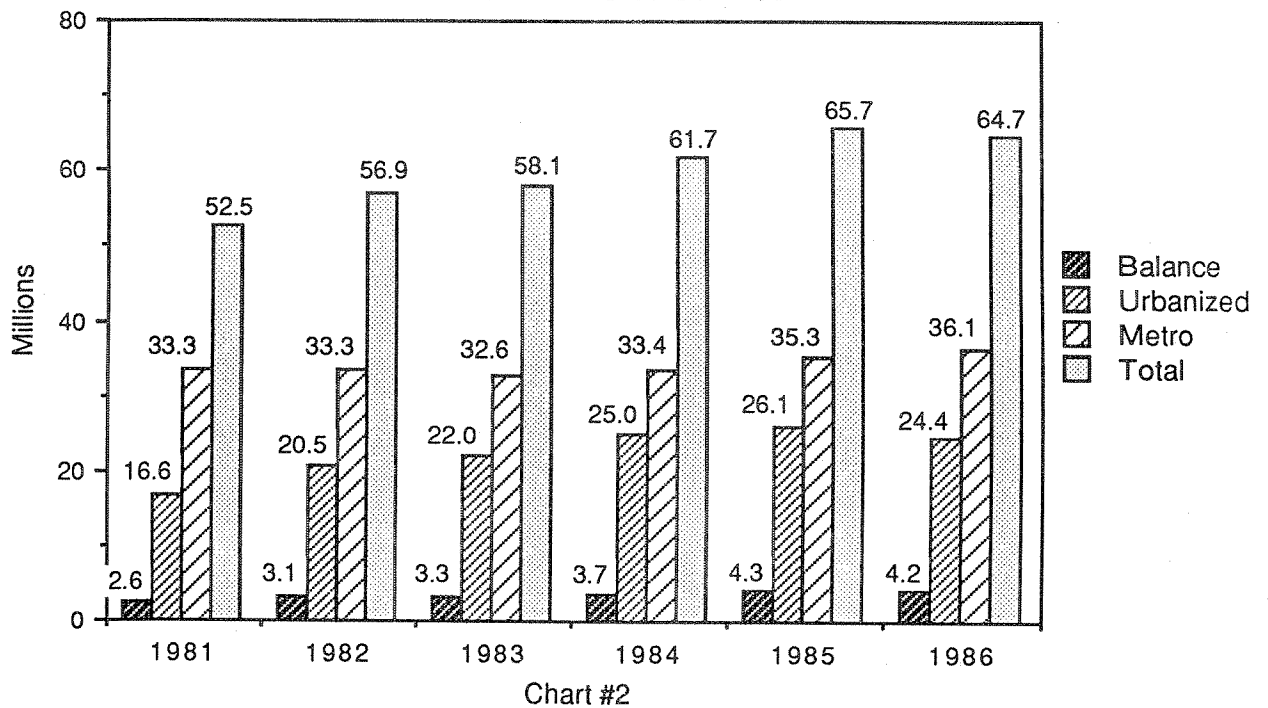
Chart 1 displays transit ridership development for all transit systems in Washington State. Chart 2 shows vehicle miles of service for all transit systems operating in the state. The following systems are included within the "urbanized" group: Whatcom Transportation, Community Transit, Everett Transit, 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 system. Chart 4 compares the fare box revenue source with operating costs of the systems for the corresponding year.

Washington State Transit Systems Annual Transit Ridership



Washington State Transit Systems Annual Vehicle Miles of Service



Washington State Transit Systems Total Annual Revenues

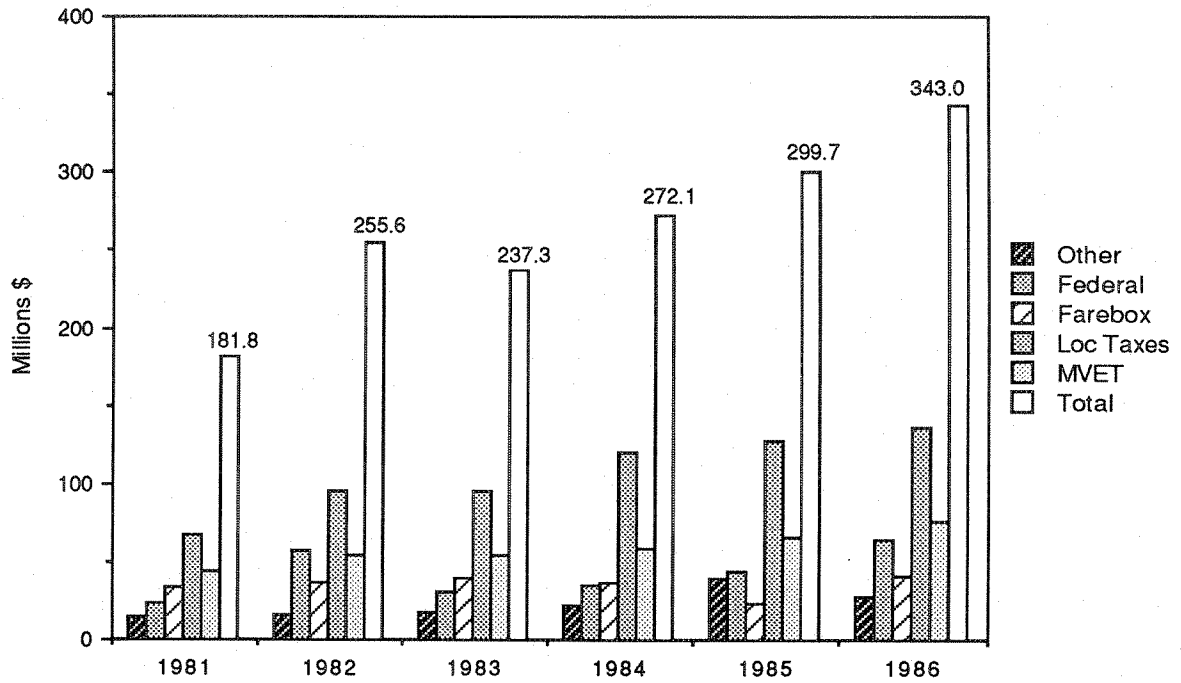


Chart #3

Washington State Transit Systems Operating Costs*/Farebox Revenues

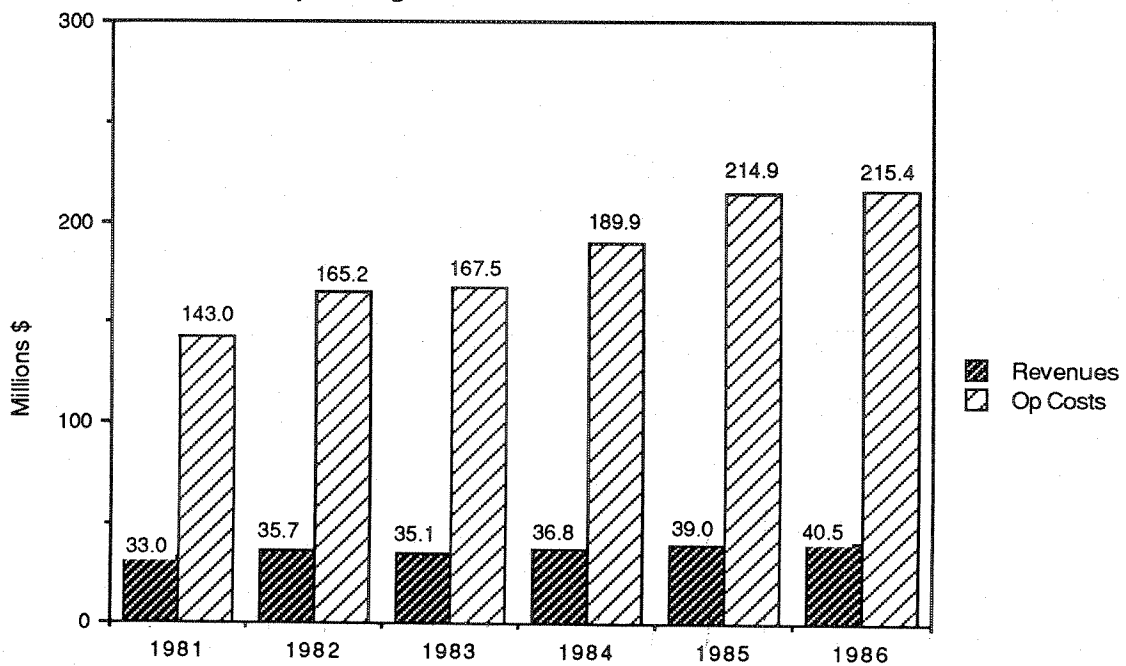


Chart #4

*Operating costs includes transit operating costs plus general administration and planning costs.

TABLE 1

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Population, Vehicles, Miles in Fixed Routes and Fare Structure
for the Year Ending December 1986

TRANSPORTATION SYSTEMS	AREA SERVED	TRANSIT OPERATING AUTHORITY	Population of Area		Vehicles 2/			Miles in Fixed Routes	Fare Structure 1/			
			1986	% of All Systems	Total	Peak Hour	Disabled/ Equipped		Adult	Youth	Elderly/ Disabled	Special Transp.
BEN-FRANKLIN TRANSIT	Tri-Cities	PTBA	110,700	3.3%	62	54	16	696	\$0.30	\$0.15	\$0.15	\$0.50
CLALLAM TRANSIT	Clallam County	PTBA	52,900	1.6%	38	18	4	480	\$0.50	-	\$0.25	\$0.50
COMMUNITY TRANSIT	Snohomish County (Part)	PTBA	256,000	7.6%	69	55	15	603 3/	\$0.50	\$0.25	\$0.25	-
C-TRAN	Clark County	PTBA	204,900	6.1%	71	49	54	232 3/	\$0.50	\$0.35	\$0.25	\$0.30
COMMUNITY URBAN BUS SERVICE	Longview-Kelso	City	40,130	1.2%	10	6	3	48	\$0.50	-	-	-
EVERETT TRANSIT	Everett	City	59,470	1.8%	42	28	8	109	\$0.30	-	\$0.15	-
GRAYS HARBOR TRANSPORTATION	Grays Harbor County	CTA	63,000	1.9%	46	31	14	457	\$0.25	-	\$0.15	-
INTERCITY TRANSIT	North Thurston County	PTBA	94,000	2.8%	57	36	36	91	\$0.35	\$0.25	\$0.10	-
ISLAND TRANSIT	Whidbey Island (Part)	PTBA	31,400	0.9%	0	0	0	0	N.A.	N.A.	N.A.	-
JEFFERSON TRANSIT	Jefferson County	PTBA	17,900	0.5%	11	9	5	122	\$0.50	\$0.25	\$0.25	\$0.50
KITSAP TRANSIT	Central Kitsap County	PTBA	121,700	3.6%	91	76	53	865 3/	\$0.25	-	-	-
METRO SEATTLE	King County	METRO	1,361,700	40.2%	1,194	956	736	1,940 3/	\$0.55	-	\$0.20	-
PACIFIC TRANSIT	Pacific County	PTBA	17,200	0.5%	14	7	12	174	\$0.50	-	-	-
PIERCE TRANSIT	North Pierce County	PTBA	436,900	12.9%	173	127	95	580 3/	\$0.35	-	\$0.25	-
PROSSER RURAL TRANSIT	Prosser	City	4,010	0.1%	3	3	1	7	\$0.35	-	-	\$1.25
PULLMAN TRANSIT	Pullman	City	22,530	0.7%	10	6	2	62 3/	\$0.35	\$0.20	\$0.25	\$0.75
SPOKANE TRANSIT	Central Spokane County	PTBA	321,400	9.5%	154	128	35	285 3/	\$0.60	-	\$0.30	\$0.80
TWIN TRANSIT	Centralia-Chehalis	PTBA	17,800	0.5%	6	3	2	22	\$0.30	-	-	-
VALLEY TRANSIT	Walla Walla/College Place	PTBA	41,500	1.2%	16	11	3	29	\$0.25	\$0.10	\$0.10	-
WHATCOM TRANSPORTATION	Bellingham	PTBA	59,400	1.8%	41	16	17	115	\$0.25	-	\$0.10	-
YAKIMA TRANSIT	Yakima	City	49,590	1.5%	49	35	20	100	\$0.35	\$0.20	\$0.15	-
SEATTLE MONORAIL	Downtown Seattle	City			2	2	0	1	\$0.50	-	\$0.15	-
TOTAL ALL SYSTEMS			3,384,130	100.0%	2,159	1,656	1,131	7,018	-	-	-	-

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

2/- Figures represent fixed route and dial-a-ride vehicles, including contracted vehicles

3/- 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 1986

TRANSPORTATION SYSTEMS		Passengers Carried				Vehicle Miles				Vehicle Hours			
		1986	% of All Systems	1985	% Change 1986/1985	1986	% of All Systems	1985	% Change 1986/1985	1986	% of All Systems	1985	% Change 1986/1985
BEN-FRANKLIN TRANSIT	1/-	2,221,634	2.2%	2,404,336	-7.6%	2,145,597	3.3%	2,329,060	-7.9%	136,502	3.1%	133,343	2.4%
CLALLAM TRANSIT	1/-	600,674	0.6%	638,868	-6.0%	1,130,028	1.7%	1,237,444	-8.7%	44,600	1.0%	44,600	0.0%
COMMUNITY TRANSIT	1/-	3,485,156	3.4%	3,294,312	5.8%	3,389,393	5.2%	2,964,391	14.3%	152,564	3.5%	146,294	8.7%
C-TRAN	1/-	2,581,778	2.5%	3,139,411	-17.6%	2,110,165	3.3%	2,422,325	-12.9%	122,095	2.8%	124,003	-1.5%
COMMUNITY URBAN BUS SERVICE		292,664	0.3%	291,650	1.0%	178,825	0.5%	186,226	-4.0%	14,876	0.3%	14,164	5.0%
EVERETT TRANSIT	1/-	2,071,520	2.0%	1,865,414	11.0%	1,206,620	1.9%	1,326,557	-9.0%	87,812	2.0%	84,855	3.3%
GRAYS HARBOR TRANSPORTATION	1/-	1,103,428	1.1%	1,070,268	3.1%	1,541,338	2.4%	1,547,357	-0.4%	83,795	1.9%	86,130	-2.7%
INTERCITY TRANSIT	1/-	1,858,502	1.8%	1,799,119	3.3%	1,360,402	2.1%	1,343,486	1.3%	83,218	1.9%	78,484	6.0%
ISLAND TRANSIT	2/-	0	0.0%	N.A.	N.A.	0	0.0%	N.A.	N.A.	0	0.0%	N.A.	N.A.
JEFFERSON TRANSIT	1/-	178,550	0.2%	169,073	5.6%	312,535	0.5%	311,046	0.5%	13,688	0.3%	13,737	-0.4%
KITSAP TRANSIT	1/-	2,150,338	2.1%	1,643,720	30.8%	1,827,080	2.8%	2,315,117	-21.1%	110,190	2.5%	59,879	10.3%
METRO SEATTLE		62,472,702	61.1%	63,230,310	-1.2%	36,096,539	55.8%	35,262,313	2.4%	2,492,686	37.2%	2,472,461	0.8%
PACIFIC TRANSIT		142,920	0.2%	170,046	-5.8%	361,359	0.6%	369,554	-2.2%	13,566	0.3%	16,557	-18.1%
PIERCE TRANSIT	1/-	11,099,407	10.9%	10,849,129	2.3%	6,292,853	9.7%	6,318,365	-0.4%	451,229	9.7%	439,092	-1.8%
PRUSSER RURAL TRANSIT		9,234	0.0%	15,798	-41.5%	24,699	0.0%	23,486	5.5%	2,500	0.1%	2,566	-2.6%
PULLMAN TRANSIT	1/-	429,309	0.4%	388,664	10.5%	139,451	0.2%	123,593	5.6%	11,173	0.3%	10,365	7.6%
SPOKANE TRANSIT	1/-	6,751,556	6.6%	7,584,132	-11.2%	4,362,566	6.7%	5,128,342	-14.9%	309,337	7.1%	329,420	-6.1%
TWIN TRANSIT		159,064	0.2%	162,096	-1.9%	176,000	0.3%	168,000	4.8%	11,606	0.3%	9,390	17.4%
VALLEY TRANSIT		757,037	0.8%	842,692	-7.5%	490,305	0.8%	462,894	6.0%	37,509	0.9%	36,172	3.7%
WHATCOM TRANSPORTATION	1/-	1,490,035	1.5%	1,428,129	4.3%	912,501	1.4%	882,640	3.4%	72,928	1.7%	78,600	-7.2%
YAKIMA TRANSIT	1/-	1,157,524	1.1%	1,131,706	2.3%	641,529	1.0%	612,889	4.7%	116,464	2.7%	88,284	31.9%
SEATTLE MONORAIL		1,255,157	1.2%	1,456,879	-13.8%	34,691	0.1%	33,176	4.6%	6,199	0.1%	5,726	4.6%
TOTAL ALL SYSTEMS		102,247,587	100.0%	103,575,732	-1.3%	64,725,676	100.0%	65,368,091	-1.0%	4,354,557	100.0%	4,308,824	1.1%

1/- Includes data for special transportation

2/- Island Transit did not provide transit service in 1986

TABLE 3

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Revenues by Source for the Year Ending December 1986

TRANSPORTATION SYSTEMS	Local Revenue						Federal Revenues 3/	Total Revenues 1986	Total Revenues 1985	% Revenue Change 1986/1985
	Source	Local Taxes	MVET	Farebox	Other 2/					
BEN-FRANKLIN TRANSIT	4/	0.3%	\$ 2,932,773	\$ 2,769,932	\$ 378,862	\$ 37,838	\$ 3,489,983	\$ 9,609,388	\$ 6,614,845	45.3%
CLALLAM TRANSIT	4/	0.3%	\$ 1,020,459	\$ 1,099,853	\$ 163,501	\$ 76,477	0	\$ 2,360,290	\$ 2,238,948	5.4%
COMMUNITY TRANSIT	4/	0.3%	\$ 5,160,371	\$ 5,594,164	\$ 2,271,926	\$ 939,906	\$ 1,049,661	\$ 15,016,028	\$ 15,404,031	-2.5%
C-TRAN	4/	0.2%	\$ 2,785,520	\$ 2,821,321	\$ 716,650	\$ 742,268	\$ 1,272,042	\$ 8,337,801	\$ 7,033,705	18.5%
COMMUNITY URBAN BUS SERVICE	5/	1.0%	\$ 211,392	\$ 214,758	\$ 58,849	\$ 48,464	\$ 275,669	\$ 809,132	\$ 646,598	25.1%
EVERETT TRANSIT	4/	0.3%	\$ 2,615,648	0	\$ 290,339	\$ 494,628	\$ 530,806	\$ 3,931,421	\$ 4,114,000	-4.4%
GRAYS HARBOR TRANSPORTATION	4/	0.3%	\$ 1,227,383	\$ 1,154,615	\$ 194,669	\$ 439,627	0	\$ 3,016,294	\$ 2,352,841	28.2%
INTERCITY TRANSIT	4/	0.3%	\$ 2,656,700	\$ 2,127,037	\$ 347,225	\$ 268,703	\$ 1,187,065	\$ 6,586,730	\$ 6,431,528	2.4%
ISLAND TRANSIT	4/	0.3%	\$ 29,439	0	0	0	0	\$ 29,439	N.A.	N.A.
JEFFERSON TRANSIT	4/	0.3%	\$ 277,681	\$ 287,490	\$ 45,890	\$ 63,606	\$ 2,308	\$ 676,975	\$ 680,118	-0.5%
KITSAP TRANSIT	4/	0.3%	\$ 2,267,442	\$ 1,932,893	\$ 821,517	\$ 98,970	\$ 1,100,382	\$ 6,221,204	\$ 4,945,085	25.8%
METRO SEATTLE	4/	0.6%	\$ 92,189,452	\$ 39,630,255	\$ 29,264,224	\$ 20,952,774	\$ 36,968,370	\$ 221,005,075	\$ 183,972,314	20.1%
PACIFIC TRANSIT	4/	0.3%	\$ 255,310	\$ 215,554	\$ 34,445	\$ 21,808	\$ 38,397	\$ 605,514	\$ 661,645	-8.5%
PIERCE TRANSIT	4/	0.3%	\$ 10,023,751	\$ 8,495,512	\$ 2,317,977	\$ 1,373,934	\$ 6,164,201	\$ 28,375,375	\$ 31,395,733	-9.6%
PROSSER RURAL TRANSIT	6/		\$ 15,000	\$ 15,000	\$ 4,538	\$ 14,959	\$ 4,029	\$ 53,526	\$ 56,003	-4.4%
PULLMAN TRANSIT	5/	1.5%	\$ 238,291	\$ 248,291	\$ 115,277	\$ 28,924	\$ 196,012	\$ 826,795	\$ 957,368	-13.6%
SPOKANE TRANSIT	4/	0.3%	\$ 7,572,837	\$ 6,992,133	\$ 2,955,006	\$ 1,047,554	\$ 7,689,984	\$ 26,257,514	\$ 24,453,565	7.4%
TWIN TRANSIT	4/	0.1%	\$ 221,966	\$ 168,098	\$ 28,628	\$ 22,665	\$ 84,512	\$ 525,869	\$ 401,387	31.0%
VALLEY TRANSIT	4/	0.3%	\$ 698,635	\$ 754,640	\$ 58,848	\$ 132,262	\$ 1,920	\$ 1,646,305	\$ 1,726,485	-4.6%
WHATCOM TRANSPORTATION	4/	0.3%	\$ 1,619,858	\$ 961,890	\$ 269,258	\$ 498,762	\$ 391,149	\$ 3,740,917	\$ 3,141,845	19.1%
YAKIMA TRANSIT	4/	0.3%	\$ 1,726,924	0	\$ 202,703	\$ 177,420	\$ 1,299,801	\$ 3,406,848	\$ 2,487,735	36.9%
SEATTLE MONORAIL	-		\$ 221,585	0	\$ 615,617	0	0	\$ 837,202	\$ 1,058,575	-20.9%
TOTAL ALL SYSTEMS			\$ 135,968,417	\$ 75,483,436	\$ 41,155,949	\$ 27,481,549	\$ 63,786,291	\$ 343,875,642	\$ 300,774,354	14.3%

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

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

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

4/- Sales tax - RCW 82.14.045 & .060

5/- Utility tax - RCW 54.28.070

6/- B & O Tax

TABLE 4

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Expenditures by Purpose for the Year Ending December 1986

1986

TRANSPORTATION SYSTEMS	Capital Outlay 1/	Operating Costs 2/	General Admin & Planning 3/	Depreciation	Other Expenses 4/	Total Expenses 1986	Total Expenses 1985	% Expense Change 1986/1985
BEN-FRANKLIN TRANSIT	\$ 5,117,485	\$ 4,345,466	\$ 689,957	\$ 465,388	\$ 5,903	\$ 10,624,199	\$ 6,716,977	58.2%
CLALLAM TRANSIT SYSTEM	\$ 267,451 93,726	\$ 1,943,992 1,869,082	\$ 347,678 287,125	\$ 212,986 246,787	\$ 0	\$ 2,716,063 2,496,720	\$ 2,496,720	0.0%
COMMUNITY TRANSIT	\$ 9,473,307	\$ 11,070,461	\$ 2,298,335	\$ 840,791	\$ 346,414	\$ 24,029,308	\$ 15,375,175	56.3%
C-TRAN	\$ 1,031,894	\$ 4,276,244	\$ 661,898	\$ 1,029,177	\$ 0	\$ 6,999,213	\$ 5,780,710	21.1%
COMMUNITY URBAN BUS SERVICE	\$ 5,784	\$ 480,348	\$ 132,777	\$ 36,153	\$ 4,800	\$ 659,862	\$ 907,890	-27.3%
EVERETT TRANSIT	\$ 55,615	\$ 3,003,916	\$ 410,418	\$ 11,718	\$ 0	\$ 3,481,667	\$ 4,197,491	-17.1%
GRAYS HARBOR TRANSPORTATION	\$ 419,720	\$ 2,344,821	\$ 547,581	\$ 414,782	\$ 27,743	\$ 3,754,647	\$ 3,338,743	12.5%
INTERCITY TRANSIT	\$ 1,632,017	\$ 3,301,381	\$ 780,411	\$ 996,470	\$ 267,944	\$ 6,978,223	\$ 6,330,273	10.2%
ISLAND TRANSIT	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	N.A.	N.A.
JEFFERSON TRANSIT	\$ 18,195	\$ 414,724	\$ 224,407	\$ 83,318	\$ 0	\$ 740,644	\$ 727,421	1.8%
KITSAP TRANSIT	\$ 1,558,529	\$ 3,721,977	\$ 1,086,843	\$ 283,109	\$ 18,087	\$ 6,668,545	\$ 5,705,078	16.9%
METRO SEATTLE	\$ 106,265,305	\$ 102,171,889	\$ 29,593,325	\$ 20,006,594	\$ 33,963,794	\$ 292,000,907	\$ 178,879,955	63.2%
PACIFIC TRANSIT	\$ 23,870	\$ 374,956	\$ 118,146	\$ 106,593	\$ 0	\$ 623,565	\$ 785,873	-20.7%
PIERCE TRANSIT	\$ 5,522,320	\$ 16,241,278	\$ 3,199,876	\$ 1,576,947	\$ 307,551	\$ 26,847,972	\$ 34,645,050	-22.5%
PROSSER RURAL TRANSIT	\$ 0	\$ 54,122	\$ 0	\$ 0	\$ 0	\$ 54,122	\$ 63,657	-15.0%
PULLMAN TRANSIT	\$ 183,397	\$ 378,756	\$ 125,071	\$ 39,799	\$ 0	\$ 727,023	\$ 928,751	-21.7%
SPOKANE TRANSIT	\$ 8,358,084	\$ 12,115,806	\$ 3,022,975	\$ 1,175,669	\$ 0	\$ 24,672,534	\$ 22,161,959	11.3%
TWIN TRANSIT	\$ 186,454	\$ 214,091	\$ 80,013	\$ 17,000	\$ 0	\$ 497,558	\$ 334,835	48.6%
VALLEY TRANSIT	\$ 544,188	\$ 1,032,222	\$ 229,553	\$ 134,593	\$ 0	\$ 1,940,556	\$ 1,467,933	32.2%
WHATCOM TRANSPORTATION	\$ 424,167	\$ 2,151,506	\$ 321,204	\$ 151,980	\$ 0	\$ 3,048,857	\$ 3,324,046	-8.3%
YAKIMA TRANSIT	\$ 1,478,028	\$ 1,520,222	\$ 427,949	\$ 0	\$ 0	\$ 3,426,199	\$ 2,140,863	60.0%
SEATTLE MONORAIL	\$ 0	\$ 821,314	\$ 15,888	\$ 0	\$ 0	\$ 837,202	\$ 1,058,575	-20.9%
TOTAL ALL SYSTEMS	\$ 142,592,085 142,592,085	\$ 171,904,582 171,904,582	\$ 44,253,752 44,253,752	\$ 27,518,868 27,518,868	\$ 34,942,236	\$ 421,109,523 421,109,523	\$ 297,367,975	41.6%

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

2/19/86
1/19/86

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/	
	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985
BEN-FRANKLIN TRANSIT	20.1	21.5	\$ 26.49	\$ 27.92	16.3	18.0	15.7	17.5	2,202	2,117
CLALLAM TRANSIT SYSTEM	11.4	12.1	\$ 19.29	\$ 19.89	13.5	14.3	25.3	27.7	1,174	1,538
COMMUNITY TRANSIT	13.6	13.3	\$ 20.16	\$ 19.10	22.8	21.5	22.2	20.8	2,211	2,379
C-TRAN	12.6	15.4	\$ 13.59	\$ 12.75	21.1	25.3	17.3	19.5	1,720	1,797
COMMUNITY URBAN BUS SERVICE	7.3	7.1	\$ 5.27	\$ 6.05	19.8	17.7	12.0	12.0	1,488	2,762
EVERETT TRANSIT	34.8	33.3	\$ 43.98	\$ 44.24	23.6	22.3	13.7	15.6	2,091	1,973
GRAYS HARBOR TRANSPORTATION	17.5	18.4	\$ 19.48	\$ 13.28	13.2	13.6	18.4	18.0	1,822	1,914
INTERCITY TRANSIT	19.8	19.5	\$ 28.26	\$ 27.20	22.3	22.9	16.3	17.1	1,460	1,869
ISLAND TRANSIT	0.0	N.A.	\$ 0.94	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
JEFFERSON TRANSIT	10.0	9.7	\$ 15.51	\$ 16.64	13.0	12.3	22.8	22.6	1,244	1,374
KITSAP TRANSIT	17.7	17.3	\$ 18.63	\$ 19.89	19.5	18.2	16.6	23.2	1,211	1,122
METRO SEATTLE	45.9	47.0	\$ 67.70	\$ 63.69	25.1	25.5	14.5	14.3	2,088	2,220
PACIFIC TRANSIT	9.3	9.7	\$ 14.84	\$ 13.80	11.8	10.3	26.6	22.3	969	1,183
PIERCE TRANSIT	25.4	25.1	\$ 22.94	\$ 22.74	25.7	24.7	14.6	14.4	2,493	2,538
PROSSER RURAL TRANSIT	2.3	4.0	\$ 3.74	\$ 3.77	3.7	6.2	9.9	9.1	833	642
PULLMAN TRANSIT	19.1	17.2	\$ 10.58	\$ 10.56	38.4	37.5	11.7	11.9	1,117	1,037
SPOKANE TRANSIT	20.9	23.7	\$ 23.56	\$ 24.13	21.8	23.0	14.1	15.6	2,009	2,272
TWIN TRANSIT	8.9	9.1	\$ 12.47	\$ 4.63	13.7	16.4	15.2	17.0	1,934	1,648
VALLEY TRANSIT	18.8	20.4	\$ 16.83	\$ 18.57	20.8	23.3	13.1	12.8	2,344	2,782
WHATCOM TRANSPORTATION	22.6	21.9	\$ 27.27	\$ 26.04	18.4	25.9	12.5	11.2	1,779	3,275
YAKIMA TRANSIT	23.3	22.9	\$ 34.82	\$ 35.60	9.9	12.8	5.5	6.9	2,377	4,905
SEATTLE MONORAIL	N.A.	N.A.	N.A.	N.A.	202.5	245.8	5.6	5.6	3,100	2,964
TOTAL ALL SYSTEMS	30.2	31.4	\$ 40.18	\$ 38.75	23.5	23.7	14.9	15.2	2,017	2,181

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	
	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985
BEN-FRANKLIN TRANSIT	\$ 2.27	\$ 1.96	\$ 2.35	\$ 2.02	\$ 36.69	\$ 35.29	7.5%	8.0%	\$ 0.17	\$ 0.16
CLALLAM TRANSIT SYSTEM	\$ 3.59	\$ 3.38	\$ 1.91	\$ 1.74	\$ 48.35	\$ 48.35	7.6%	7.6%	\$ 0.27	\$ 0.26
COMMUNITY TRANSIT	\$ 3.84	\$ 3.26	\$ 3.94	\$ 3.38	\$ 87.63	\$ 70.23	17.0%	17.0%	\$ 0.65	\$ 0.55
C-TRAN	\$ 1.91	\$ 1.51	\$ 2.34	\$ 1.96	\$ 40.45	\$ 38.32	14.5%	13.9%	\$ 0.28	\$ 0.21
COMMUNITY URBAN BUS SERVICE	\$ 2.08	\$ 2.02	\$ 3.43	\$ 2.99	\$ 41.22	\$ 35.75	9.6%	10.1%	\$ 0.20	\$ 0.20
EVERETT TRANSIT	\$ 1.65	\$ 1.91	\$ 2.83	\$ 2.73	\$ 38.88	\$ 42.71	8.5%	7.7%	\$ 0.14	\$ 0.15
GRAYS HARBOR TRANSPORTATION	\$ 2.62	\$ 2.29	\$ 1.88	\$ 1.74	\$ 34.52	\$ 31.22	6.7%	7.9%	\$ 0.18	\$ 0.18
INTERCITY TRANSIT	\$ 2.20	\$ 2.15	\$ 3.00	\$ 2.88	\$ 49.05	\$ 49.38	8.5%	8.8%	\$ 0.19	\$ 0.19
ISLAND TRANSIT	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
JEFFERSON TRANSIT	\$ 3.58	\$ 3.47	\$ 2.04	\$ 1.89	\$ 46.69	\$ 42.70	7.2%	6.9%	\$ 0.26	\$ 0.24
KITSAP TRANSIT	\$ 2.24	\$ 2.30	\$ 2.63	\$ 1.80	\$ 43.64	\$ 41.80	17.1%	15.2%	\$ 0.38	\$ 0.35
METRO SEATTLE	\$ 2.11	\$ 2.16	\$ 3.65	\$ 3.87	\$ 52.86	\$ 55.22	22.2%	20.7%	\$ 0.47	\$ 0.45
PACIFIC TRANSIT	\$ 3.08	\$ 3.51	\$ 1.36	\$ 1.61	\$ 36.35	\$ 36.01	7.0%	3.9%	\$ 0.22	\$ 0.14
PIERCE TRANSIT	\$ 1.75	\$ 1.77	\$ 3.09	\$ 3.04	\$ 45.08	\$ 43.79	11.9%	12.0%	\$ 0.21	\$ 0.21
PROSSER RURAL TRANSIT	\$ 5.86	\$ 4.03	\$ 2.19	\$ 2.72	\$ 21.65	\$ 24.81	8.4%	7.5%	\$ 0.49	\$ 0.30
PULLMAN TRANSIT	\$ 1.17	\$ 1.18	\$ 3.86	\$ 3.71	\$ 45.09	\$ 44.16	22.9%	22.5%	\$ 0.27	\$ 0.27
SPOKANE TRANSIT	\$ 2.25	\$ 1.89	\$ 3.47	\$ 2.79	\$ 48.94	\$ 43.44	19.5%	22.0%	\$ 0.44	\$ 0.41
TWIN TRANSIT	\$ 1.85	\$ 1.22	\$ 1.67	\$ 1.18	\$ 25.34	\$ 20.01	9.7%	14.4%	\$ 0.18	\$ 0.18
VALLEY TRANSIT	\$ 1.62	\$ 1.55	\$ 2.57	\$ 2.82	\$ 33.64	\$ 36.08	4.7%	4.5%	\$ 0.08	\$ 0.07
WHATCOM TRANSPORTATION	\$ 1.66	\$ 1.58	\$ 2.71	\$ 2.55	\$ 33.91	\$ 28.63	10.9%	12.1%	\$ 0.18	\$ 0.19
YAKIMA TRANSIT	\$ 1.68	\$ 1.53	\$ 3.04	\$ 2.83	\$ 16.72	\$ 19.67	10.4%	12.2%	\$ 0.18	\$ 0.19
SEATTLE MONORAIL	\$ 0.67	\$ 0.52	\$ 24.13	\$ 22.96	\$ 135.05	\$ 128.49	73.5%	95.9%	\$ 0.49	\$ 0.50
TOTAL ALL SYSTEMS	\$ 2.11	\$ 2.07	\$ 3.33	\$ 3.27	\$ 49.45	\$ 49.67	19.0%	18.4%	\$ 0.40	\$ 0.38

1/- Operating costs includes transit operating costs
plus general administration and planning costsand Met
Fleming
Latta

Powers

Vehale

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TABLE 7

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Selected Performance Indicators

TRANSPORTATION SYSTEMS	Operating Costs		Vehicle Hours per		Vehicle Miles per		Passengers per	
	per Driver Hour		Driver Hour		Driver Hour		Driver Hour	
	1986	1985	1986	1985	1986	1985	1986	1985
BEN-FRANKLIN TRANSIT	\$ 24.01	\$ 23.18	0.651	0.657	10.2	11.5	10.6	11.8
CLALLAM TRANSIT SYSTEM	\$ 26.77	\$ 26.77	0.554	0.554	14.0	15.4	7.5	7.9
COMMUNITY TRANSIT	\$ 48.52	\$ 50.78	0.554	0.723	12.3	15.0	12.7	15.6
C-TRAN	\$ 36.84	\$ 36.35	0.632	0.949	10.9	18.5	19.3	24.0
COMMUNITY URBAN BUS SERVICE	\$ 30.05	\$ 32.84	0.729	0.919	8.8	11.0	14.4	16.2
EVERETT TRANSIT	\$ 30.12	\$ 30.42	0.775	0.712	10.6	11.1	18.3	15.9
GRAYS HARBOR TRANSPORTATION	\$ 34.52	\$ 31.22	1.000	1.000	18.4	18.0	13.2	13.6
INTERCITY TRANSIT	\$ 30.19	\$ 33.24	0.616	0.673	10.1	11.5	13.7	15.4
ISLAND TRANSIT	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
JEFFERSON TRANSIT	\$ 26.25	\$ 23.90	0.562	0.560	12.8	12.7	7.3	6.9
KITSAP TRANSIT	\$ 30.75	\$ 42.81	0.705	1.024	11.7	23.7	13.7	18.6
METRO SEATTLE	\$ 43.32	\$ 46.32	0.820	0.839	11.9	12.0	20.5	21.4
PACIFIC TRANSIT	\$ 26.34	\$ 30.41	0.725	0.844	19.3	18.8	8.6	8.7
PIERCE TRANSIT	\$ 32.50	\$ 32.16	0.721	0.734	10.5	10.6	18.6	18.1
PROSSER RURAL TRANSIT	\$ 16.42	\$ 24.81	0.758	1.000	7.5	9.1	2.8	6.2
PULLMAN TRANSIT	\$ 43.44	\$ 41.50	0.963	0.940	11.2	11.2	37.0	35.2
SPOKANE TRANSIT	\$ 37.50	\$ 35.18	0.766	0.810	10.8	12.6	16.7	18.6
TWIN TRANSIT	\$ 21.92	\$ 18.78	0.865	0.938	13.1	15.9	11.9	15.4
VALLEY TRANSIT	\$ 24.90	\$ 25.04	0.740	0.694	9.7	8.9	15.4	16.2
WHATCOM TRANSPORTATION	\$ 27.86	\$ 25.55	0.822	0.568	10.3	7.3	15.2	14.7
YAKIMA TRANSIT	\$ 15.43	\$ 16.96	0.923	0.862	5.1	6.0	9.2	11.1
SEATTLE MONORAIL	INSUFFICIENT DATA AVAILABLE							
TOTAL ALL SYSTEMS	\$ 38.12	\$ 40.30	0.771	0.812	11.5	12.3	17.9	19.2

1986 ANNUAL PASSENGER FERRY STATISTICS

A. GENERAL

The Grays Harbor Transportation Authority discontinued subsidizing passenger ferry operations this year, effective January 1. Therefore, the number of county ferry operations now stands at four.

B. VESSELS

All of the county ferry operations use vehicular ferries with passenger accommodations. All of the county ferry operations provide service with one vessel except Pierce County, who provides service to two islands with a vessel designated for each island. The Washington State Ferries (WSDOT) provides vehicular ferry service with passenger accommodations on all but one route. WSDOT initiated ferry transportation service restricted to passenger use late in 1986. This service, using only one vessel purchased earlier in the year partly with UMTA funds, operated between Seattle and Bremerton. 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 1986 are broken down in Tables 10 and 11. The Motor Vehicle Fund includes county and state distributions from the Motor Fuel Tax revenues.

WSDOT receives revenue from the Motor Fuel Tax and the Motor Vehicle Excise Tax. However, these funds are not 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, 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 1986.

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 rate 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 11.

The operating costs per vessel mile figure indicates the cost of operating a passenger ferry boat 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.

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TABLE 8

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON
Vessels, Miles of Route and Fare Structure
for the Year Ending December 1986

FERRY SYSTEMS	TERMINALS	FERRY OPERATING AUTHORITY	Total Vessels	Miles of Route	Fare Structure 1/		
					Adult	Youth	Elderly/ Disabled
GRAYS HARBOR TRANSPORTATION 2/	Aberdeen/Hoquiam - Westport	CTA	0	0.0	N.A.	-	-
PIERCE COUNTY	Steilacoom - Anderson/Ketron	COUNTY	2	5.6	\$1.25	\$0.65	\$0.62
SKAGIT COUNTY	Anacortes - Guemes Island	COUNTY	1	0.7	\$1.05	\$0.40	-
WAHIAKUM 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	\$5.85	\$2.95	\$2.95
WSDOT, MARINE DIVISION	Anacortes - San Juan Islands	STATE	2	14.4	\$4.50	\$2.25	\$2.25
WSDOT, MARINE DIVISION	Port Townsend - Keystone	STATE	2	4.9	\$3.20	\$1.60	\$1.60
WSDOT, MARINE DIVISION	Whidbey Island - Mukilteo	STATE	2	2.6	\$2.10	\$1.05	\$1.05
WSDOT, MARINE DIVISION	Edmonds - Kingston	STATE	2	5.2	\$3.20	\$1.60	\$1.60
WSDOT, MARINE DIVISION	Seattle - Winslow	STATE	2	8.6	\$3.20	\$1.60	\$1.60
WSDOT, MARINE DIVISION	Seattle - Bremerton	STATE	2	15.5	\$3.20	\$1.60	\$1.60
WSDOT, MARINE DIVISION 3/	Seattle - Bremerton, Passenger	STATE	1	15.5	\$3.50	\$1.75	\$1.75
WSDOT, MARINE DIVISION	Seattle - Vashon - Southworth	STATE	3	5.1	\$2.10	\$1.05	\$1.05
WSDOT, MARINE DIVISION	Tacoma - Tahlequah	STATE	1	1.7	\$2.10	\$1.05	\$1.05
TOTAL ALL SYSTEMS			24	126.2	-	-	-

1/ - All fares are the same as Adult except as indicated; all State fares are sold on a round trip basis.

2/ - Grays Harbor Transportation Authority did not continue to contract for, or operate passenger ferry service in 1986.

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 1986

FERRY SYSTEMS	Passengers Carried				Vessel Miles				Vessel Hours			
	1986	% of All Systems	1985	% Change 1986/1985	1986	% of All Systems	1985	% Change 1986/1985	1986	% of All Systems	1985	% Change 1986/1985
GRAYS HARBOR TRANSPORTATION 1/	0	0.0%	9,090	-100.0%	0	0.0%	6,324	-100.0%	0	0.0%	876	-100.0%
PIERCE COUNTY	95,060	0.9%	83,060	14.5%	25,676	3.0%	23,560	9.0%	3,172	4.0%	3,172	0.0%
SKAGIT COUNTY	122,772	1.1%	118,833	3.3%	8,637	1.0%	8,584	0.6%	1,542	2.0%	1,533	0.6%
WAIKIAKUM COUNTY	13,285	0.1%	10,811	22.9%	13,143	1.6%	13,164	0.3%	4,375	5.6%	4,368	0.2%
WHATCOM COUNTY	266,570	2.5%	256,142	4.1%	13,918	1.6%	15,640	-11.0%	6,142	7.8%	6,424	-4.4%
WSDOT, Sidney, B.C. Route	198,891	1.8%	183,810	8.2%	72,472	8.6%	44,704	62.1%	3,294	4.2%	2,709	21.6%
WSDOT, San Juan Islands Route	687,835	6.4%	679,966	1.2%	125,478	14.8%	106,146	18.2%	10,457	13.3%	13,522	-22.7%
WSDOT, Port Townsend Route	331,123	3.1%	299,721	10.5%	37,696	4.5%	30,508	23.6%	3,847	4.9%	3,113	23.6%
WSDOT, Mukilteo Route	1,508,660	14.0%	1,437,838	4.9%	64,658	7.6%	66,349	-2.5%	8,289	10.5%	8,506	-2.5%
WSDOT, Edmonds Route	1,341,023	12.4%	1,263,573	6.1%	76,827	9.1%	76,206	0.8%	7,368	9.4%	7,328	0.5%
WSDOT, Winslow Route	3,220,749	29.9%	3,166,349	1.7%	126,210	14.9%	125,609	0.4%	8,562	10.9%	8,527	0.7%
WSDOT, Bremerton Route	1,502,743	13.9%	1,615,487	-7.0%	162,140	19.2%	163,765	-1.0%	10,461	13.3%	10,565	-1.0%
WSDOT, Bremerton-Passenger 2/	12,317	0.1%	0	N.A.	1,147	0.1%	0	N.A.	43	0.1%	0	N.A.
WSDOT, Vashon Route	1,220,513	11.3%	1,214,054	0.5%	94,412	11.2%	94,828	-0.2%	7,713	9.8%	7,731	-0.2%
WSDOT, Tacoma Route	254,620	2.4%	245,142	3.9%	23,348	2.8%	23,759	-1.7%	3,434	4.4%	3,494	-1.7%
WSDOT, Subtotal All Routes	10,278,474	95.4%	10,105,940	1.8%	784,188	92.7%	731,754	5.8%	63,460	86.6%	63,495	-0.0%
TOTAL ALL SYSTEMS	10,776,101	100.0%	10,583,816	1.8%	843,564	100.0%	798,966	5.8%	78,679	100.0%	81,253	-3.3%

1/ - Grays Harbor Transportation Authority did not continue to contract for, or operate passenger ferry service in 1986.

2/ - Passenger only ferry; one month's operation.

TABLE 10

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON
Revenues by Source for the Year Ending December 1986

FERRY SYSTEMS	Local and State Revenues								Federal Revenues 3/	Total Revenues 1986	Total Revenues 1985	% Revenue Change 1986/1985
	County	Motor Vehicle Fund 1/				Passenger Fares	Vehicle Tolls	Other 2/				
		Road Tax	Ferry Subsidy	State Gas Tax	MVET							
GRAYS HARBOR TRANSPORTATION 4/	\$ 0	\$ 0	\$ 0	N.A.	\$ 0	N.A.	\$ 0	\$ 0	\$ 0	\$ 69,566	-100.0%	
PIERCE COUNTY	\$ 317,997	\$ 108,000	\$ 89,759	\$ 0	N.A.	\$ 216,885	\$ 0	\$ 428,814	\$ 1,161,455	\$ 705,284	64.7%	
SKAGIT COUNTY	\$ 106,795	\$ 65,465	\$ 49,483	\$ 0	N.A.	\$ 187,964	\$ 0	\$ 0	\$ 409,707	\$ 355,147	15.4%	
WAHIAKUM COUNTY	\$ 0	\$ 98,675	\$ 64,239	\$ 0	N.A.	\$ 66,030	\$ 0	\$ 0	\$ 226,944	\$ 231,515	-1.1%	
WHATCOM COUNTY	\$ 120,742	\$ 74,535	\$ 38,612	\$ 0	N.A.	\$ 272,584	\$ 0	\$ 0	\$ 508,473	\$ 561,206	-9.4%	
WSDOT: Sidney, B.C. Route	\$ 0	\$ 0	N.A.	N.A.	\$ 905,649	\$ 2,026,757	\$ 199,837	\$ 0	\$ 3,132,243	\$ 2,739,127	14.4%	
WSDOT, San Juan Islands Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,339,764	\$ 3,486,224	\$ 289,806	\$ 0	\$ 5,115,794	\$ 4,573,910	11.8%	
WSDOT, Port Townsend Route	\$ 0	\$ 0	N.A.	N.A.	\$ 441,072	\$ 1,704,000	\$ 39,170	\$ 0	\$ 2,184,242	\$ 2,039,908	7.1%	
WSDOT, Mukilteo Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,202,998	\$ 6,469,469	\$ 145,260	\$ 0	\$ 7,817,727	\$ 6,173,890	26.6%	
WSDOT, Edmonds Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,736,505	\$ 6,970,456	\$ 204,183	\$ 0	\$ 8,911,144	\$ 7,541,390	18.2%	
WSDOT, Winslow Route	\$ 0	\$ 0	N.A.	N.A.	\$ 3,752,076	\$ 8,926,353	\$ 618,206	\$ 0	\$ 13,296,635	\$ 12,307,285	8.0%	
WSDOT, Bremerton Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,927,646	\$ 3,290,583	\$ 578,620	\$ 0	\$ 5,796,849	\$ 6,186,436	-6.3%	
WSDOT, Bremerton-Passenger 5/	\$ 0	\$ 0	N.A.	N.A.	\$ 21,555	\$ 0	\$ 0	\$ 0	\$ 21,555	\$ 0	N.A.	
WSDOT, Vashon Route	\$ 0	\$ 0	N.A.	N.A.	\$ 1,025,783	\$ 4,924,384	\$ 147,385	\$ 0	\$ 6,097,552	\$ 5,534,172	10.2%	
WSDOT, Tacoma Route	\$ 0	\$ 0	N.A.	N.A.	\$ 189,896	\$ 912,640	\$ 1,384	\$ 0	\$ 1,103,920	\$ 1,032,639	6.9%	
WSDOT, Subtotal All Routes	\$ 0	\$ 0	N.A.	N.A.	\$ 12,542,944	\$ 38,710,866	\$ 2,223,851	\$ 0	\$ 53,477,661	\$ 48,128,757	11.1%	
P.S. Operations Account	\$ 0	\$ 0	\$ 11,971,765	N.A.	N.A.	N.A.	\$ 4,682,213	\$ 0	\$ 16,653,978	\$ 16,063,049	3.7%	
P.S. Capital Account	\$ 0	\$ 0	\$ 12,199,799	\$ 24,060,071	N.A.	N.A.	\$ 1,970,282	\$ 1,626,448	\$ 39,858,600	\$ 39,731,338	0.3%	
TOTAL ALL SYSTEMS	\$ 545,534	\$ 346,675	\$ 24,413,657	\$ 24,060,071	\$ 12,542,944	\$ 39,454,329	\$ 8,876,346	\$ 2,057,262	\$ 112,298,818	\$ 105,845,862	6.1%	

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. 46.66.100

2/ - Includes charters, advertising, interest, sales of assets, rentals & other misc. revenues; and \$ 4,581,198 registration fees' income to the State Motor Vehicle Fund;

3/ - Includes UMTA federal revenues

4/ - Grays Harbor Transportation Authority did not continue to contract for, or operate passenger ferry service in 1986.

5/ - Passenger only ferry: one month's operation.

TABLE 11

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON
Expenditures by Purpose for the Year Ending December 1986

	Capital Outlay 1/	Operating Costs 2/	Admin & Planning 3/	Depreciation	Other Expenses 4/	Total Expenses 1986	Total Expenses 1985	% Expense Change 1986/1985
GRAYS HARBOR TRANSPORTATION 5/	\$ N.A.	\$ N.A.	\$ N.A.	\$ N.A.	\$ N.A.	\$ N.A.	\$ 69,566	-100.0%
PIERCE COUNTY	\$ 568,804	\$ 592,651	\$ 0	\$ 0	\$ 0	\$ 1,161,455	\$ 705,284	64.7%
SKAGIT COUNTY	\$ 0	\$ 409,207	\$ 0	\$ 0	\$ 0	\$ 409,207	\$ 355,147	15.2%
WAKIYAKUM COUNTY	\$ 0	\$ 222,042	\$ 11,419	\$ 0	\$ 0	\$ 233,461	\$ 231,515	0.8%
WHATCOM COUNTY	\$ 0	\$ 505,836	\$ 2,637	\$ 0	\$ 0	\$ 508,473	\$ 561,205	-9.4%
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, Bremerton-Passenger 6/	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	\$ 23,932,084	\$ 72,946,015	\$ 124,542	\$ 0	\$ 14,891,555	\$111,894,196	\$107,014,877	4.6%
TOTAL ALL SYSTEMS	\$ 24,500,888	\$ 74,675,751	\$ 136,598	\$ 0	\$ 14,891,555	\$114,206,792	\$108,937,594	4.6%

- 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

- 5/ - Grays Harbor Transportation Authority did not continue to contract for, or operate passenger ferry service in 1986.

- 6/ - Passenger only ferry: one month's operation.

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/	
	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985
GRAYS HARBOR TRANSPORTATION 3/	N.A.	10.4	N.A.	7.2	\$ N.A.	\$ 4.49	\$ N.A.	\$ 6.45	N.A.	64.2%
PIERCE COUNTY	29.9	26.2	8.1	7.4	\$ 6.24	\$ 7.61	\$ 23.08	\$ 26.81	36.6%	32.4%
SKAGIT COUNTY	79.6	77.5	5.6	5.6	\$ 3.33	\$ 2.99	\$ 47.38	\$ 41.37	45.9%	47.5%
WAHIAKUM COUNTY	3.0	2.5	3.0	3.0	\$ 17.57	\$ 21.41	\$ 17.76	\$ 17.67	28.3%	25.1%
WHATCOM COUNTY	43.4	39.9	2.3	2.4	\$ 1.91	\$ 2.19	\$ 36.53	\$ 35.86	53.6%	46.5%
WSDOT: Sidney, B.C. Route	60.4	67.9	22.0	16.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, San Juan Islands Route	65.8	50.3	12.0	7.8	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Port Townsend Route	86.1	96.3	9.8	9.8	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Mukilteo Route	182.0	169.0	7.8	7.8	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Edmonds Route	182.0	172.4	10.4	10.4	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Winslow Route	375.1	371.3	14.7	14.7	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Bremerton Route	143.7	152.9	15.5	15.5	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Bremerton-Passenger 4/	285.6	N.A.	26.6	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Vashon Route	87.9	157.0	12.2	12.2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Tacoma Route	74.2	70.2	6.8	6.8	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
WSDOT, Subtotal All Routes	161.9	129.3	12.4	11.2	\$ 7.10	\$ 7.07	\$ 93.02	\$ 97.64	70.3%	63.0%

1/ - Operating costs includes operating costs

plus general administration and planning costs

2/ - Fares include both passenger fares and vehicle tolls

3/ - Grays Harbor Transportation Authority did not continue to contract for, or operate passenger ferry service in 1986.

4/ - Passenger only ferry: one month's operation.