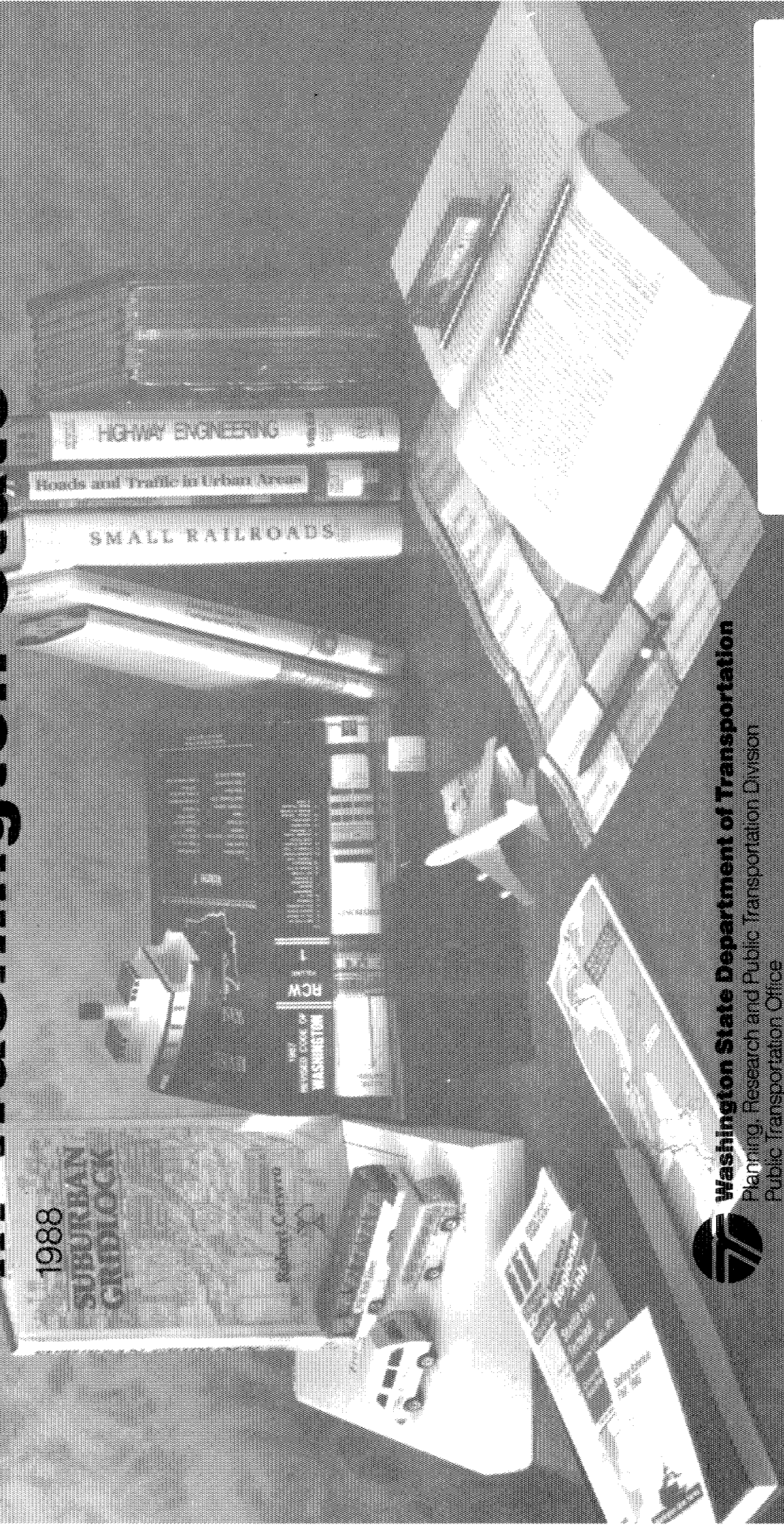


1987

Public Transportation in Washington State



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

File Copy

Public Transportation in Washington State

December 1988



Washington State Department of Transportation

Planning, Research and Public Transportation Division

Public Transportation Office

Transportation Building KF-01

Olympia, Washington 98504-5201

in cooperation with

United States Department of Transportation

Urban Mass Transportation Administration

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Introduction



Introduction

This report is an update of the *Public Transportation in Washington State* publication, dated October 1984. In order to reflect the changes that have occurred since that time, this report contains the most current data obtainable. A significant amount of information contained in the document was submitted by the private and public transportation providers throughout the state and has been of great assistance in formulating this report.

The report begins with a brief description of the organization of the Public Transportation Office and the relationship of this office to the rest of the Washington State Department of Transportation (WSDOT) (see Figure 1). The administrative structure and branch organizations provide for the specific planning of public transportation.

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

The types of support for public transportation provided by the division of Planning, Research and Public Transportation are extensive. Some of these services are:

- Transit feasibility studies;
- Transit development planning studies;
- New systems start-up assistance;
- Administer Urban Mass Transportation Administration (UMTA) grants for elderly and handicapped transportation;

- Administer UMTA grants for rural and small urbanized transit operations;
- Demonstration funding is obtained and technical assistance provided to locally developed projects;
- The division sponsors seminars and workshops dealing with both public and specialized transportation;
- Innovative concepts in public transportation are developed and assisted;
- Planning for high-occupancy vehicle (HOV) lanes and park and ride lots;
- The division cooperates with the Public Transportation Association via assisting in projects identified by public transportation agencies. The division also supplies advice and technical services to transit and specialized transportation operations both private and public.

Chapter 1 of this report contains information about the types and kinds of financing for public transportation and the state and federal roles in this financing procedure. Chapter 2 deals with information about each local transit system in the state. The following chapters deal with paratransit, intercity bus, rail, water, and air transportation. Supporting information is contained in the appendix sections. Table 1 contains the financial comparisons of some of the public transportation modes found in the state using the most recent available data. Table 2 shows performance indicators for these same public transportation modes.

Figure 1
Washington State Department of Transportation

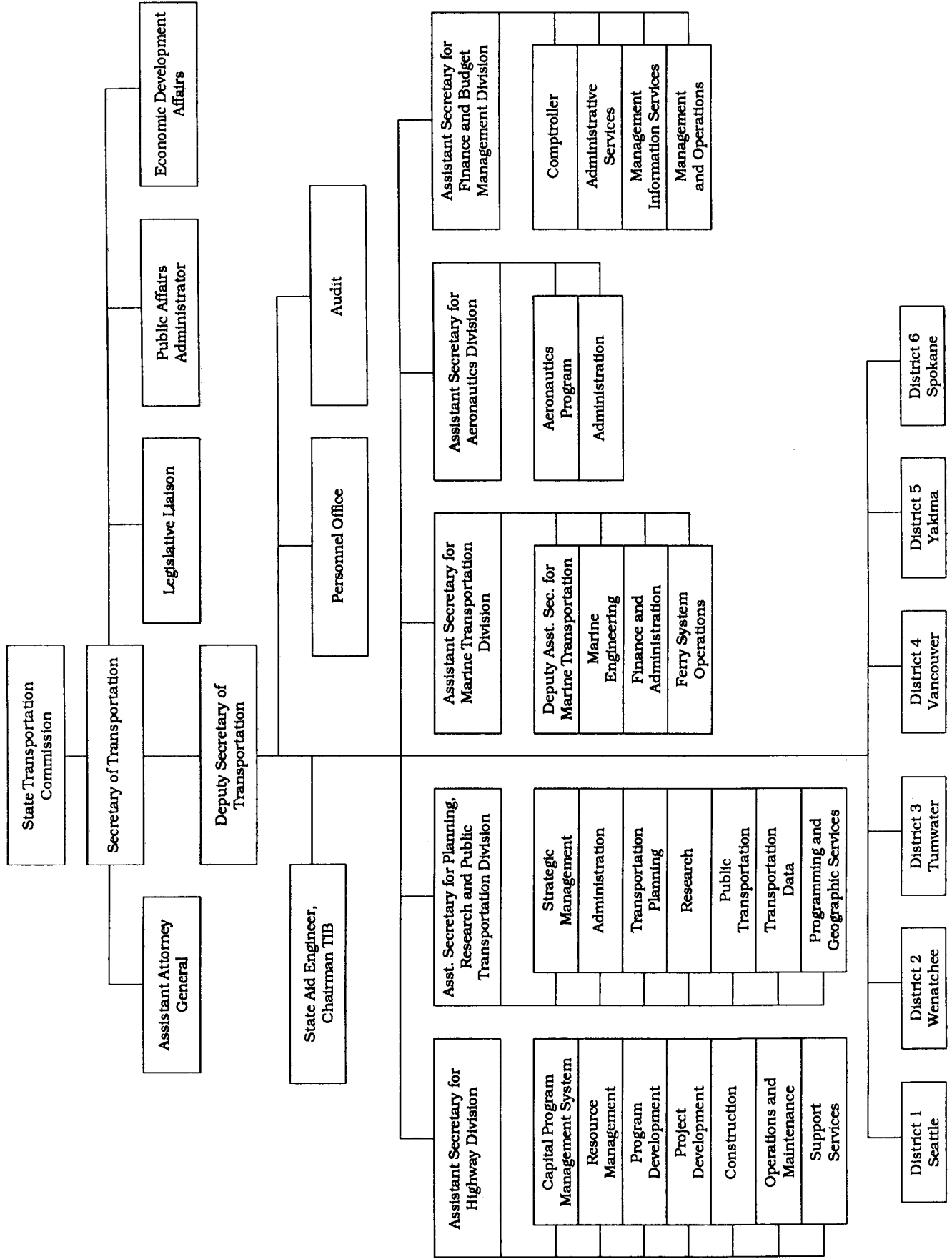


Figure 2
Washington State Department of Transportation
Planning, Research and Public Transportation Division
Public Transportation Office
(206) 586-2401 SCAN 321-2401

Coordinates public transportation activities of the Department. Represents the Department at local, state, and federal levels in the development of individual and integrated intermodal transportation systems. Finalizes programs, grant applications, agreements, and contracts in support of the Department's public transportation activities. Maintains an awareness of new developments, and the latest techniques and technology in the public transportation field.

Public Transportation Manager

Jim Slakey
 Sue Glass, Secretary

Multimodal Systems Branch

Vacant, Manager
 Jim Jackson, Rail Program Coordinator
 Paul Motoyoshi, Multimodal Planner
 Ralph Roderick, Multimodal Planner

Responsible for public transportation activities related to rail, water, and air modes. Conducts statewide freight and rail passenger planning and programming, including development of the State Rail Plan and administration of financial assistance projects. Maintain liaison and coordination with other state agencies, freight shippers, local and regional governments, port districts, and civic and business groups.

Transit Branch

Bernard Koontz, Manager
 Paul Gamble, Transit Planner and Program Development
 Jerry Carlson, Paratransit Specialist
 Cathy Silins, Local Assistance Coordinator
 Patsy Nedrow, Public Transportation Planning Assistant

Provides assistance to local or regional municipalities for the planning and development of local transit programs. Prepares programs, budget estimates, capital and study grant applications for federal transportation programs. Reviews local transit projects for compliance with regulations. Develop and maintain interagency coordination in transit matters. Has responsibility for the following federal programs, UMTA Section 8, 9, 16(b)(2), and 18 including the Rural Transit Assistance program. Also responsible for the coordination of AASHTO's multistate technical assistance project.

Paratransit Branch

Larry Roodiger, Manager
 Gordon Kirkemo, Local Assistance Coordinator
 Jerry Ayres, Ride Sharing Specialist

Coordinates paratransit and Transportation System Management (TSM) activities on a statewide basis. Responsible for liaison work between the Department of Transportation and private sector public transportation programs. Provides technical assistance to paratransit, transit, and regional ridesharing agencies. Also provides liaison between agencies pertaining to TSM, paratransit, and ridesharing activities. Has lead responsibility for development of the Annual State Transportation Conference.

Table 1
1987 Washington State Selected Public Transportation: Statewide Data
(x 1,000)

<u>System</u>	<u>Passengers</u>	<u>Vehicle Miles</u>	<u>Operating Expenses</u>	<u>Farebox Revenue</u>
Local Transit	98,550	66,880	\$ 226,165	\$ 38,906
E&H 16(b)(2)	1,538	4,950	N/A	N/A
Intercity Bus (WA)	1,833	N/A	44,085	24,533
Airporters	701	3,799	5,976	6,234
Washington State Ferry System ¹	18,349	754	72,415	51,254
Other Public Ferry Systems ¹	923	69	2,166	818
Sea-Tac Satellite System	17,200	670	1,200	Free
Yakima Trolley	6	N/A	16	21
Seattle Monorail	1,100	N/A	940	590
Seattle Waterfront Streetcar	243	N/A	413	121
Amtrak (USA) ²	20,700	32,741	1,600,000	990,000
Amtrak (WA)	1,221	N/A	N/A	N/A

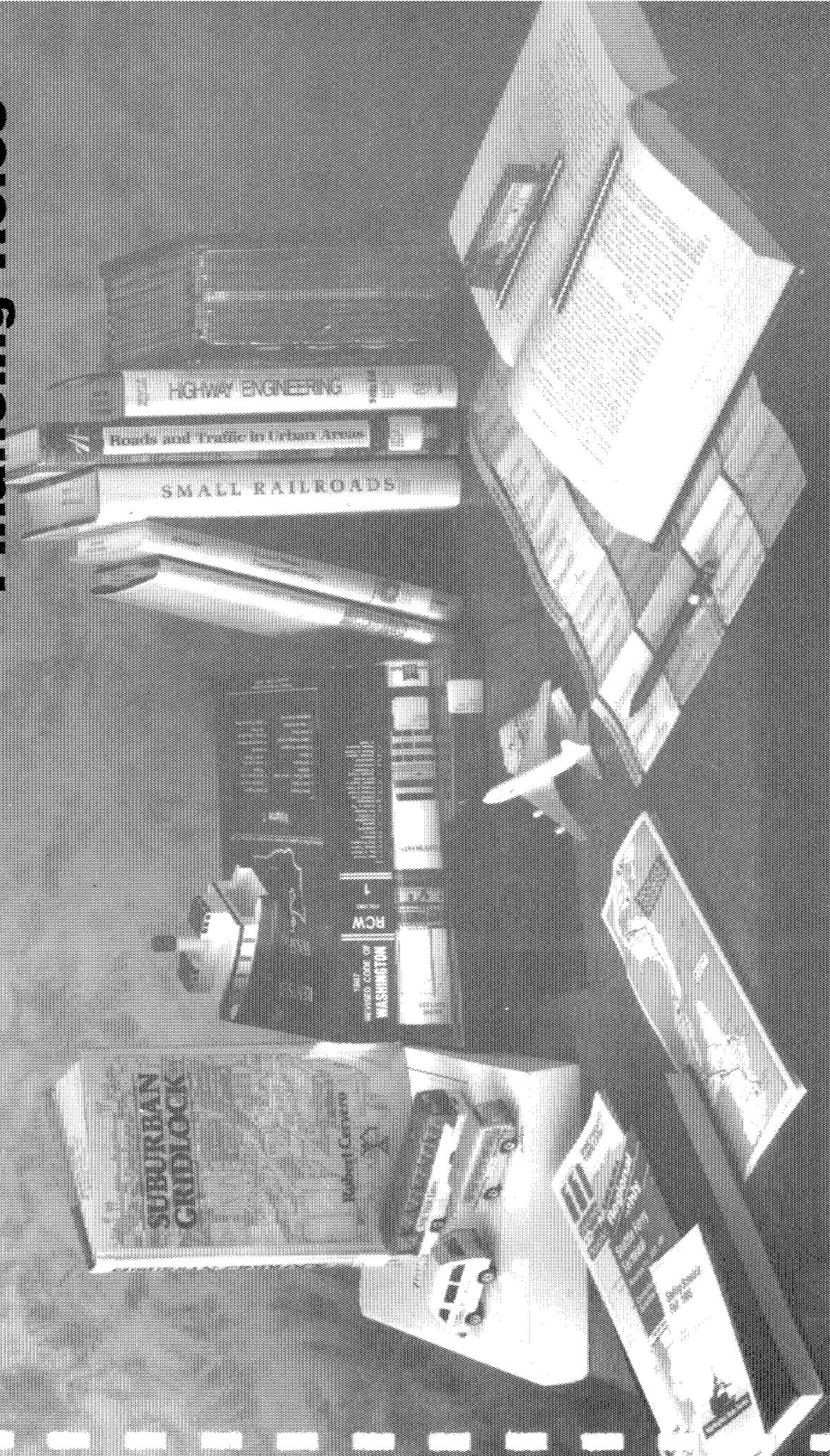
¹Farebox revenue includes fares for vehicles as well as passengers.

²Amtrak figures are for the total nationwide system.

Table 2
1987 Washington State Performance Indicators: Statewide Data

<u>System</u>	<u>Operation Expenditures/ Passenger</u>	<u>Operation Expenditures/ Vehicle Mile</u>	<u>Farebox Revenues Passenger</u>	<u>Farebox/ Operation Expenditures</u>
Local Transit	\$ 2.29	\$ 3.38	\$ 0.40	17.2%
E&H 16(b)(2)	N/A	N/A	N/A	N/A
Intercity Bus (WA)	13.14	N/A	13.38	101.9%
Airporters	8.52	1.57	8.89	104.3%
Washington State Ferry System	3.95	96.04	2.79	70.8%
Other Public Ferry Systems	2.35	31.39	0.89	37.8%
Sea-Tac Satellite System	0.07	1.79	Free	Free
Yakima Street Car	2.67	N/A	3.50	131.3%
Seattle Monorail	0.85	N/A	0.54	62.8%
Seattle Waterfront Streetcar	1.70	N/A	0.50	29.3%
Amtrak (USA)	77.29	48.87	47.83	61.9%
Amtrak (WA)	N/A	N/A	N/A	N/A

State and Federal Financing Roles



State and Federal Financing Roles

On limited access state highways, the Transportation Commission may set aside exclusive or priority lanes for transit vehicles. Deceleration, stopping, and acceleration lanes must be provided as part of these projects.

WSDOT, through the Planning, Research and Public Transportation Division, has administered various programs in support of coordinated planning activities. A comprehensive transit planning loan program provided 100 percent, one-time, two-year loans up to \$50,000 each, to public transportation benefit areas and county transportation authorities. The purpose of the loans was to finance the preparation of public transit plans prior to asking the voters to approve any taxes to subsidize the proposed transit system. This loan program is no longer in existence.

WSDOT also administered a feasibility study loan program providing 100 percent loans to municipalities up to \$110,000 for the purpose of allowing municipalities to conduct studies to determine the need for public transportation. No loans have been made since 1982, and this program also is no longer funded.

The Public Transportation Office continues to provide a wide variety of technical assistance to cities, counties, municipal organizations, and transportation providers.

Legislative Options for Operating Public Transportation Systems

During the 1970s, municipal transit systems in urban areas were suffering considerable financial difficulties and were unable to meet all expenses with only operating revenues. It has been the intent of the legislature that municipalities in this state not be forced to support transit systems to the detriment of other essential public services. To assist municipalities in meeting the costs of providing adequate public transportation, the legislature has provided several alternative administrative and financing mechanisms. All the legal entities may contract with any private company or public entity to provide public transportation services within its area of geographical jurisdiction.

Metropolitan Municipal Corporations (RCW 35.58)

Metros are separate legal entities which are governed by an extensive set of state laws outlining their establishment and authorized functions. The proposed Metro area shall be an area of the state containing two or more cities, at least one of which is a city of the first class. There are

State Role in Support of Local Public Transit Systems

Washington State statutes recognize the importance of public transportation to the growth and well being of cities and metropolitan areas. Limited taxing authority has been provided to local transit systems. Joint transportation planning and cooperation between local communities and WSDOT are stated goals which have been implemented in a number of instances throughout the state.

Policies

The state legislature has declared that an adequate public transportation system is essential to the economic, industrial and cultural growth, development, and prosperity of a municipality. They further asserted that separate and uncoordinated development of highways and urban public transportation is wasteful of the state's financial resources. WSDOT has established a policy and an action plan that assures confirmation with this state law supporting joint planning, construction, and maintenance of public highways and urban public transportation systems whenever feasible.

Washington State Department of Transportation

In 1973, the State Highway Commission, the forerunner of the present Washington State Transportation Commission, endorsed the principle of spending monies dedicated for highway purposes for highway related public transit facilities that aid in reducing traffic congestion. The cities of the state and WSDOT have been authorized to use gas tax funds for the proportionate share of highway and street costs when these facilities are to be jointly used with transit service. The extent to which the Transportation Commission may financially participate in developing a public transportation facility is limited by what it determines to be the value added to a particular highway as a result of the facility.

The state Transportation Commission is authorized to join financially and otherwise with cities, counties, metropolitan municipal corporations, and the federal government to plan and develop urban transportation systems in conjunction with new or existing highway facilities. WSDOT assures confirmation with the state law which requires that an interdisciplinary approach be used in the design and construction of public transportation systems to assure that adverse environmental effects of these facilities are minimized or eliminated. Such systems may include buses, street cars, trains, electric trolley coaches, and other public transportation vehicles.

statutory dictates regarding the composition of the Metro governing council. The establishment of a Metro is subject to a majority voters' approval, as may be each function added as a Metro responsibility. Seattle Metro, performing the functions of public transportation and sewage disposal, is the only operating Metro in Washington State.

County Transportation Authorities (CTAs) (RCW 36.57)

CTAs, which must be countywide, are separate legal entities for which enabling legislation was enacted in 1974. A CTA is established by resolution of the county board of commissioners and the governing body is statutorily comprised of three county commissioners and three mayors or elected officials. Public transportation and ambulance service are the only functions which may be undertaken by a CTA. A CTA must adopt a public transportation plan. The Grays Harbor Transportation Authority, organized in 1974, is presently the only CTA in the state.

Public Transportation Benefit Areas (PTBAs) (RCW 36.57A)

PTBAs are separate legal entities for which enabling legislation was enacted in 1975 and may be either less than countywide or multicounty. Provided there is only one PTBA per county. A PTBA is established as a result of a public transportation conference initially convened by the county board of commissioners. The boundaries of the area are determined and adopted by the public transportation conference. The governing body of a single county PTBA is comprised of up to nine elected officials selected by the governing boards of the component cities within the area and the county legislative authority. For a multicounty PTBA, the governing body can be up to 15 elected officials as collectively agreed at the public transportation improvement conference. Public transportation is the only function which may be undertaken by a PTBA. A PTBA may not promulgate any local taxes without a majority voters' approval, and must adopt a public transportation plan which is subject to review and approval by WSDOT prior to receipt of motor vehicle excise taxes. To date, PTBAs have been formed in Snohomish, Lewis, Pierce, Clallam, Pacific, Walla Walla, Thurston, Clark, Jefferson, Spokane, Kitsap, Whatcom, Island, and Cowlitz counties. Skagit County formed a PTBA in 1979, and after two unsuccessful attempts to establish a sales tax, the PTBA was dissolved in 1980. Mason County has established a governing board but has not received voter approval for a funding mechanism. A bi-county PTBA operates in Benton and Franklin counties.

Cities and Towns (RCW 35.84.060)

Cities and towns may operate public transportation systems within corporate limits and extend this service up to 15 miles beyond these limits, provided no certified common carrier operated in the area to

which service is extended. Four of the state's 21 public transportation operators are organized under this authority: Yakima, Everett, Pullman, and Prosser.

Counties - Unincorporated Areas Only (RCW 36.57.020, RCW 36.57.110)

The county board of commissioners may operate public transportation systems only in the unincorporated areas of a county. There are no public transportation operation functioning under this authority at the present time.

Financial Support for Public Transportation

The legislature has provided several ways for public transportation to be funded in the state of Washington. These include a portion of the motor vehicle excise tax, sales and use tax, household and business tax, refund of fuel taxes, and authority for cities to use General Fund monies to support transit.

Motor Vehicle Excise Tax (MVET) (RCW 82.44)

MVET is paid by all vehicle owners who use their vehicles on the highways. Exemptions from the tax include mobile homes and trailers, motor vehicles used by nonresident military personnel, vehicles owned by tribal members, and ridesharing vans.

The tax was first enacted in 1937 to replace the personal property tax. The current rate is 2.454 percent which is applied to the value of a vehicle. MVET is distributed to many sources, including cities, counties, and transit systems. Of the total MVET collected in 1988, transit systems received 23 percent, the rail account 1 percent, ferries 11 percent, cities 13 percent, counties 2 percent, Department of Licensing (for administration) 2 percent, and 47 percent went to the General Fund. See Figure 3 for flow chart of MVET distribution.

Transit districts may receive MVET by levying a local option transportation tax and submitting their budget to the Department of Licensing. MVET must be matched, dollar for dollar, with the locally collected transportation tax. Any MVET revenue not matched by other local taxes are retained by the state and deposited in the General Fund.

Transit agencies receiving MVET revenue can use it to acquire, construct, equip, or operate a publicly-owned transportation system. New transit equipment purchased with these tax funds must meet state and federal standards for the control of pollutants emitted by internal combustion engines. Parking facilities purchased in whole or in part with MVET must be used in conjunction with or adjacent to public transportation stations or transfer facilities.

Sales and Use Tax (RCW 82.14)

Metropolitan municipal corporations with Class AA counties (King County), public transportation benefit areas, county transportation authorities, counties for unincorporated areas, or cities are authorized to levy a 0.1, 0.2, 0.3, 0.4, 0.5, or 0.6 percent sales and use tax to support public transportation. The imposition of the tax must be approved by a vote of the people. Placing a proposition on the ballot is initiated by the mayor, or other chief executive, with a subsequent authorization by the legislative body of the city, county, CTA, PTBA, or metropolitan municipal corporation.

Sales and use tax revenues may be used for operations, maintenance, or capital needs of transportation systems. They may also be used as matching funds to obtain motor vehicle excise tax, except by cities or counties, for unincorporated areas.

Household and Business Taxes (RCW 82.04)

Any city, town, county for unincorporated areas, or metropolitan municipal corporation is authorized to levy an excise tax and/or a business and occupation tax for operation, maintenance, and capital needs of a public transportation system. The household and business taxes may be levied by a county transportation authority or a public transportation benefit area only with a majority popular vote in a general election. Imposition of a sales tax for public transportation supersedes any excise tax by a municipality in support of a transit system.

The business and occupation tax authorized by state law has as its basis the act or privilege of engaging in business activities within the municipality. There is no limit on the amount of the tax, and it is applied against the values of products, gross proceeds of sales, or gross income of business within the municipality.

Another form of the business and occupation tax is the utility tax. This tax may be levied on all persons within a municipality who are served and billed for any public utility services owned and operated by that municipality. A utility tax may be fixed at any amount up to a dollar per month per utility connection. This tax is used by the Pullman Transit System.

An excise tax other than the business and occupation tax, often referred to as the "household tax," can be levied by the municipality for the purposes of funding public transportation. This tax cannot exceed one dollar per month for each housing unit.

Other Sources of Revenue

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

Exemptions from fuel taxes is permitted for all public and private urban passenger transportation systems which operate motor vehicles or trackless trolley having seating capacity of 15 persons or more. These systems may not operate more than 25 miles beyond the county limits from which trips originate for the exemption for diesel fuel, and not more than 15 miles beyond the city limits for gasoline fuel.

The alternatives for state and local public transportation funding for the various transit operating authorities is shown below.

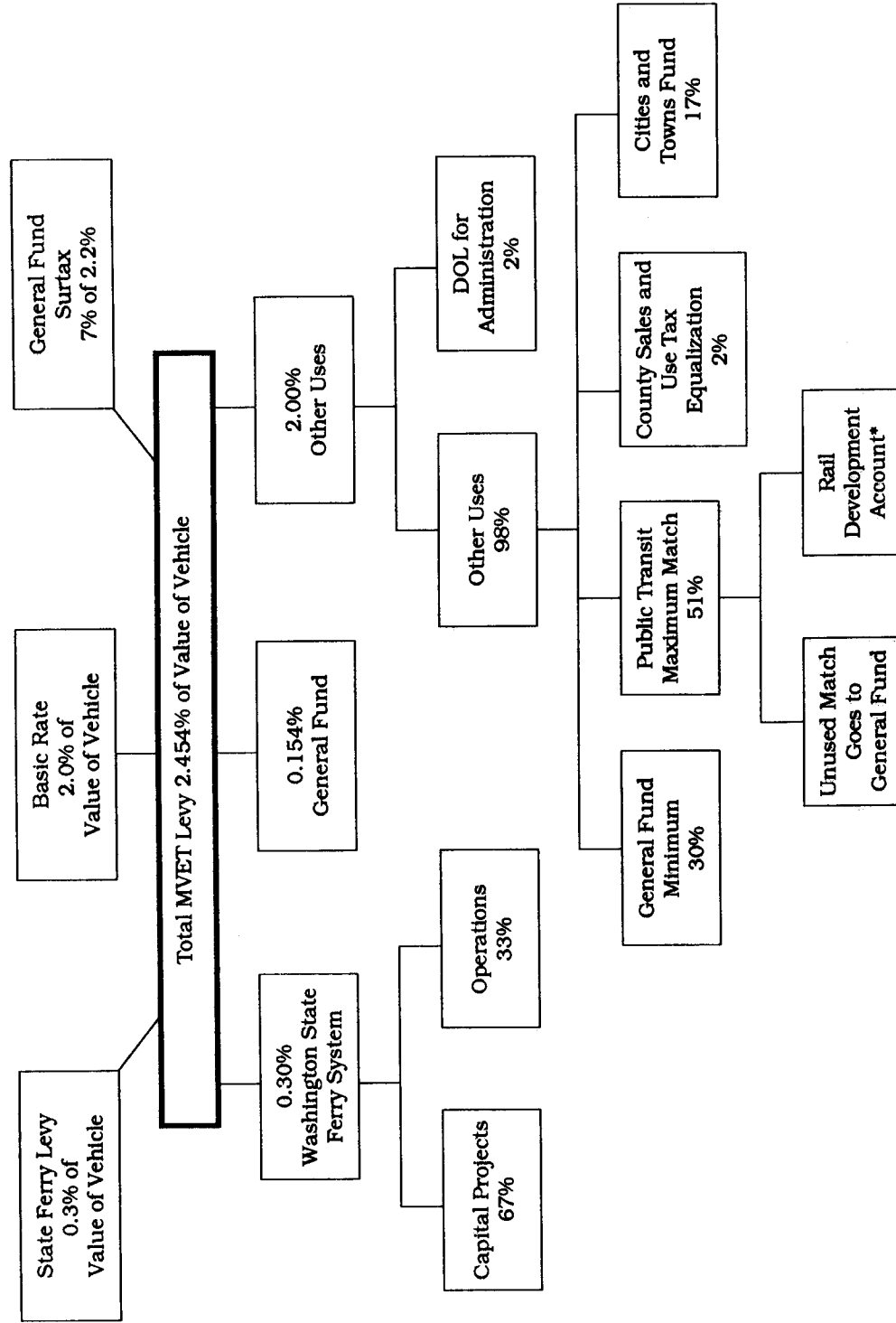
Table 3
Alternatives for State and Local
Public Transportation Funding in Washington State

Type of Transit Operating Authority	Local Funding Sources		State Source
	Household and B&O Tax	Sales Tax**	
Metro*	Yes	0.1% up to 0.6%	Yes
Countywide Transportation Authority	Yes**	0.1% up to 0.6%	Yes
Public Transportation Benefit Area	Yes**	0.1% up to 0.6%	Yes
Cities	Yes	0.1% up to 0.6%	Household: Yes B&O: Yes Sales Tax: No
Counties (Unincorporated)	Yes	0.1% up to 0.6%	Household: Yes B&O: Yes Sales Tax: No

*Formation Requires Voter Approval

**Requires Voter Approval

Figure 3
Washington State MVET Distribution Flow Chart



*4.2% of MVET levied for Transit in King, Pierce, Snohomish, and Thurston Counties

Federal Funding Sources

The federal government developed an interest in financially supporting urban mass transportation when it became apparent that continuation of urban transportation services was threatened in many large metropolitan areas. Beginning in the 1940s proliferation of the automobile and resultant changes in transportation patterns started a spiral of declining transit ridership, rising fares, increased costs and deferred maintenance, and a general deterioration of service. This was particularly disadvantageous to those persons dependent on transit, i.e., the young, the old, the handicapped, and others with no ready access to automobiles. As these problems became more acute, and as cities became more aware of problems such as air and noise pollution and urban sprawl, interest grew in mass transportation as one means of favorably affecting these problems.

The federal government entered the transit business in an effort to assist financially pressed transit operators and make urban transit competitive with urban highways. The federal government has been financially supporting highways since 1944, and in 1961, Congress approved the first federal aid for mass transportation. The program of assistance to state and local public agencies included a \$25 million pilot program of mass transit demonstration and technical assistance and a \$50 million borrowing authority to help local transit programs.

This initial program proved inadequate, and in 1964, the Urban Mass Transportation Act was passed, providing for federal matching grants (2/3 federal, 1/3 local) to assist in the preservation, improvement, and expansion of transit systems in the nation's urban centers. Technical assistance was also provided, and strict requirements for local planning were established.

Subsequent amendments to the 1964 Act have greatly expanded the scope of the original program. Following is a summary of significant amendments to the UMTA Act as well as important federal aid highway legislation affecting transit.

1966 Technical study funds added. Established research program to improve convenience, speed, safety, and cleanliness of urban mass transportation.

1969 Authorized a training program for transportation manager. Committed \$1.65 billion over six years.

1970 UMTA authorizations increased to \$3.1 billion. UMTA created. Long-term federal funding assured.

1973 Federal Aid Highway Act allowed use of urban system funds (up to \$800 million from the Highway Trust Fund) for transit projects, and substitution of transit capital projects for urban interstate highways. UMTA contract authority raised to \$6.1 billion, federal share of transit projects raised to 80 percent.

1974 National Mass Transportation Assistance Act increased total grant authority to \$11.8 billion, including \$3.975 to be used by urbanized areas for either capital or operating costs. Nonurbanized areas authorized \$500 million for planning, demonstration, and capital activities.

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

1982 The Surface Transportation Assistance Act of 1982 added the "Buy America" provision to federal assistance. Additional reporting on the status of mass transportation was required. The Highway Revenue Act of 1982 established the Mass Transit Account.

1987 In 1987 the Surface Transportation and Uniform Relocation Assistance Act provided a total of \$87.6 billion for fiscal years 1987 through 1991 for federal aid highway projects, safety programs, and mass transportation. The law authorized \$17.9 billion for mass transportation, \$6.3 billion to come from the Mass Transit Account of the Highway Trust Fund, and the remaining \$11.6 billion to come from the General Fund.

While UMTA funding is by far the most significant in terms of total funds available, other federal departments provide funding for specific transportation services. These are listed below along with a recap of major sections of the UMTA and FHWA acts. See Appendix B for a listing of all UMTA grants awarded for public transportation in Washington.

Department of Transportation - UMTA Act of 1964

Section 3. Discretionary grants for the construction of new fixed guideway systems, acquisition and construction of facilities, rail modernization, bus needs, and transportation projects which enhance the effectiveness of any mass transportation project and are physically or functionally related to the project. The funding for Section 3 is derived

both from appropriations from the General Fund and the Mass Transit Account of the Federal Highway Trust Fund. Total appropriations for Title 3 projects for fiscal year 1987 through 1991 are approximately \$5.6 billion.

Section 4(i). Grants to states and other local public bodies for projects for the deployment of innovative techniques and methods in the management and operation of public transportation.

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

Section 8. Grants for technical studies relating to transportation plans which are formulated on the basis of needs with consideration to comprehensive long-range land use, development objectives, and overall social, economic and environmental system performance and energy conservation goals. The projects shall consider all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate based on the complexity of the transportation problems. In addition, UMTA can make grants to states for engineering, design, and evaluation of urban transportation projects. These projects may include studies relating to management, operations, capital requirements and economic feasibility; preparation of engineering and architectural surveys, plans and specifications; and evaluation of previously funded projects.

Section 9. Block grants for capital and/or operating assistance funds, allocated on a formula basis. The allocation formula is based on population and population density for each medium-sized urbanized area (population 50,000 to 200,000). A more complicated formula using fixed guideway route miles, fixed guideway revenue vehicle miles, fixed guideway vehicle passenger miles, bus revenue miles, population and population densities is used for the large urbanized areas (population over 200,000). Authorization amounts to \$10.095 billion over the period 1987-1991 or \$2.02 billion per year.

Section 9(b). A new section in 1987, a total of \$575 million from fiscal years 1988 through 1991, is available for construction and capital maintenance activities only.

Section 10. Managerial training funds are directed toward strengthening comprehensive, agency-wide training activities through single agency block grants.

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

Section 16. Grants and loans to (1) public entities to provide mass transit services which meet the special needs of elderly and handicapped persons, administered as Section 3, and (2) private nonprofit organizations to assist in providing transit services for elderly and handicapped persons where current services are unavailable or insufficient.

Section 17. Operating assistance grants to ConRail, AMTRAK, other railroads, states, and local agencies for costs of commuter rail passenger operations conducted at a loss during specified periods. Funding limited to \$125 million. No additional appropriation after 1978.

Section 18. Capital and/or operating assistance for public transportation projects in nonurbanized areas. Emphasis put on coordinating eligible projects with other public transportation services in those same areas, including Indian reservations. The authorized funding for fiscal years 1987-1991 totals \$304.7 million or \$60.9 per year

Department of Transportation - Federal Aid Highways Laws (Title 23)

Section 103. Provides for substitution, at request of state and local governments, of nonhighway public mass transportation project, for a previously approved portion of the interstate system. Federal government will pay 75 percent of transit project costs, up to the cost of the deleted interstate segment.

Section 135. Project funding for the improvement of any public road which will directly facilitate and control traffic flow on any of the federal aid systems.

Section 137. Allows grants for the construction of fringe and corridor parking facilities.

Section 142. Financial assistance for the construction of exclusive or preferential HOV lanes, highway traffic control devices, and bus passenger loading corridor parking facilities.

Section 146. Provides grants for carpools and vanpools.

Department of Health And Human Services

Older American Act (Title III). Federal state formula grant program with regulations stipulating that area plans include plans for transportation whenever Title III funds are used to establish needed services.

Public Health Service Act (Title III). Section 314(d), Comprehensive Public Health Services, authorizes formula grants to states with programs including special provisions for high risk groups, including the elderly. Transportation costs are allowed if written into the state plan and may be used with other programs, including pooling. Section 314(e) provides

assistance for communities to help them meet public health service needs, including transportation. Assistance is limited to 15 percent of total funds.

Public Health Services Act (Title XII). Assistance is provided for emergency medical services; transportation is one of 15 essential services.

Social Security Act (Title I, IVA, X, XIV, XVII). Provides matching funds for transportation programs to nonprofit state and local organizations serving low-income populations.

Social Security Act (Title VI). Provides transportation services to the aged, blind, or disabled individuals who are applicants or recipients of supplemental security income benefits.

Social Security Act (Title XIX). Medicaid. Regulations stipulate that a state plan must specify that there will be provision for assuring necessary transportation of recipients to and from providers of medical services and describe the methods that will be used in providing such transportation.

Social Security Act (Title XX). Individual and Family Services. A federal state grant program which provides funds for provisions of transportation services to individuals who meet income criteria established by each state.

Rehabilitation Act of 1973. Provides medical therapy, skills training, and transportation for beneficiaries.

Mental Retardation Facilities and Community Mental Health Centers Act of 1963 (Title II). Provides for transportation to mental health services.

Emergency Medical Health Service Act of 1973 (Title II and XII). Provides project grants or contracts with eligible entities for the establishment and initial operation of emergency medical services systems including transportation.

Community Services Act of 1974 (Title III). Sections 212 and 221. Community Action Programs. Provides transportation monies to supplement other federal programs. Section 222(a)7. Senior Opportunities and Services. Authorizes projects designed to meet the needs, including transportation, of poor persons 61 years of age or older.

Community Services Block Grant (Title VI). Provides assistance through state to community action programs to assure effective delivery of services for low-income individuals.

Farmers Home Administration

Consolidated Farm and Rural Development Act of 1973 (Title III). Section 306 authorizes loans for essential community facilities, including transportation in rural areas.

Department of Housing And Urban Development

Housing and Community Development Act of 1974 (Title II). Transportation and escort services are included as possible means of meeting overall program objective of development of viable urban communities through urban development section and community development block grants.

Department of Treasury

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

Action

Domestic Volunteer Service Act of 1972 (Title III).

Section 201. Retired Senior Volunteer Program. Provides for reimbursement of senior volunteers providing transportation services.

Section 213. Senior Companion Programs. Provides transportation services to individuals utilizing the volunteer services of retired, low-income people ages 60 and above.

Department of Labor

Job Training Partnership Act of 1982. Formula grants for employment and training of economically disadvantaged individuals, to include Indians and other Native American descendants. Provides transportation assistance for advancement of economic and social development of such people in accordance with their goals and lifestyles.

General Services Administration

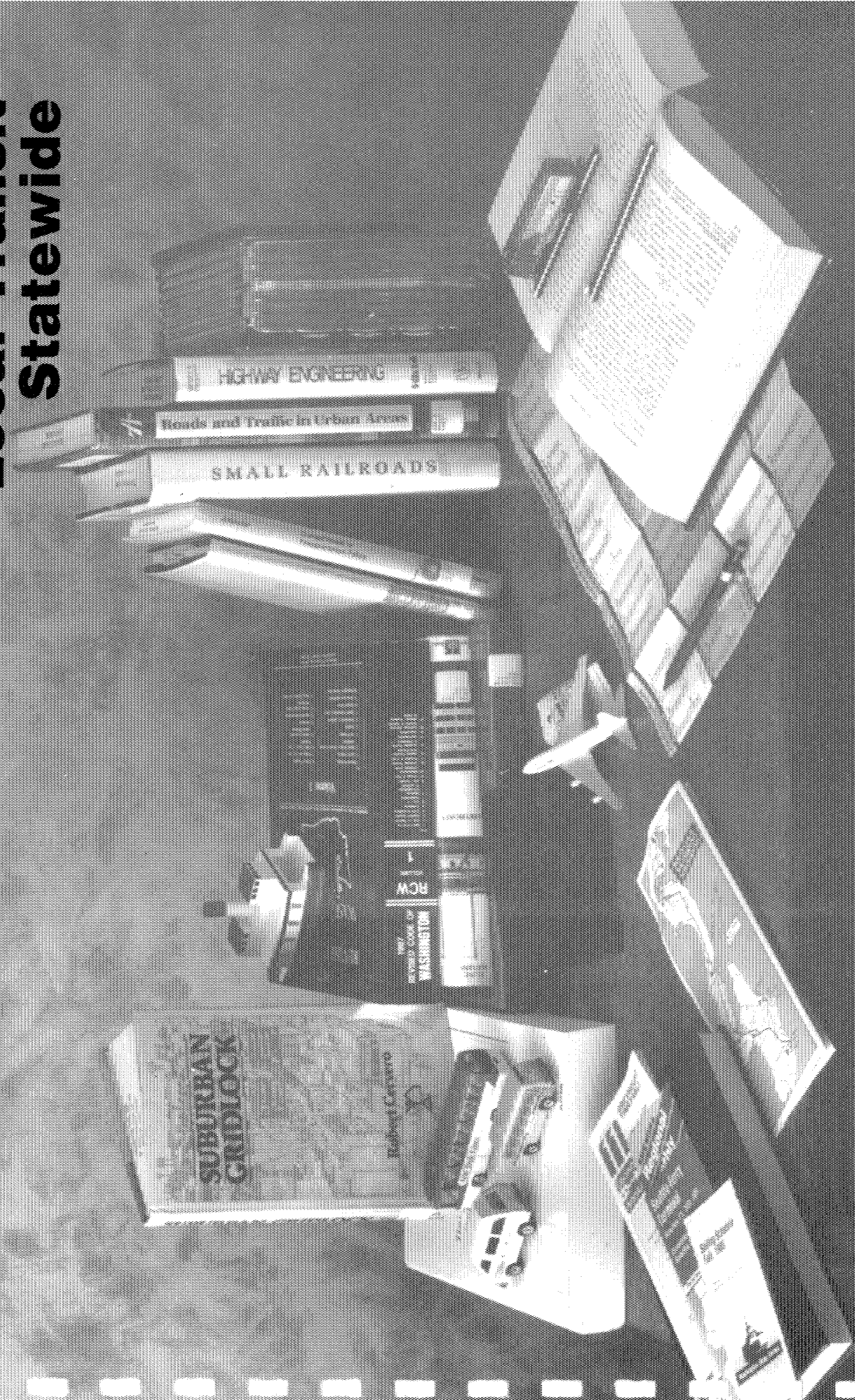
Federal Property and Administrative Services Act of 1949. Disposes of federal surplus real property and goods by sale, exchange, or donation.

A summary of all these federal funding programs referencing their Statutory Authority, Title, and Section is shown in Table 4.

Table 4
Summary of Federal Funding Sources

<u>Federal Agency</u>	<u>Statutory Authorization</u>	<u>Program</u>	<u>Description</u>
Department of Transportation	Urban Mass Transportation Act of 1964 as amended	Section 3	Capital Grants
		Section 4(i)	Innovative Techniques
		Section 6	Research, Development and Demonstration Program Funds
		Section 8	Technical Studies Grants
		Section 9	Capital and Operating Assistance Formula Grants
		Section 9(b)	Construction and Capital Maintenance
		Section 10	Managerial Training Grants
		Section 11	Urban Transportation Research and Training Grants
		Section 16(b)(1)	Mass Transportation for Elderly and Handicapped
		Section 16(b)(2)	Transportation Needs of Elderly and Handicapped
		Section 16(c)	Technical Studies Assistance
	Federal Highway Laws	Section 17	Emergency Operating Assistance
		Section 18	Capital and Operating Assistance in Nonurbanized Areas
		Title 23, Sec. 103	Substitution of Transit Projects on Interstate Systems
		Title 23, Sec. 135	Traffic Flow
		Title 23, Sec. 137	Construction of Transit Parking Facilities
Department of Health and Human Services	Older Americans Act Public Health Service Act	Title 23, Sec. 142	Substitution of Transit Projects on Urban Systems
		Title 23, Sec. 146	Carpools and Vanpools
	Social Security Act	Title III, Sec. 309	Transportation Projects
		Title III, Sec. 314(d)	Comprehensive Public Health Services
		Title III, Sec. 314(e)	Health Services Development
	Rehabilitation Act of 1973 Mental Retardation Facilities and Community Mental Health Centers Act of 1963 Community Service Act of 1964 Community Services Block Grant Act	Title XII	Emergency Medical Services
		Title VI	Service Program for Aged, Blind, and Disabled
		Title XIX	Medicaid
		Title XX	Individual and Family Services
		Title I, IVA, X, XIV, XVI	Low Income Services
			Transportation to Medical Therapy
Farmers Home Administration Department of Housing and Urban Development Veterans Administration ACTION Department of Labor General Services Administration	Agricultural Act of 1973	Title II	Mental Health Services Transportation
		Title II, Secs. 212, 221	Community Action Program
	Housing and Urban Development Act of 1974	Title VI	Community Action Programs
		Title III, Sec. 360(a)	Essential Community Facilities
	Veteran Health Care and Expansion Act of 1973	Title I	Community Development Block Grant
		Title I, Sec. 101(b)	Expanded Medical Care
	Domestic Volunteer Service Act of 1973	Title II, Sec. 201	Retired Senior Volunteer Program
		Title II, Sec. 213	Senior Companion Program
	Job Training Partnership Act of 1982		Work Incentive Program and Block Grant Program
			Disposal of Federal Surplus Property

Local Transit Statewide



Local Transit Statewide

Local transit in Washington State has changed over the years from the private sector to the public sector. The last year local transit operations were provided by any private company without public subsidy in Washington State was 1973. As more areawide transit systems appear, they either are absorbing the smaller intercity transportation companies or are contracting for the companies' management/operational services. Examples of interaction with the private sector are in C-TRAN, Metro, and Kitsap Transit. In addition, there is increased awareness of student transportation considerations for both university and local school levels. Since 1974, 17 new systems have been established and have begun operations. This number includes seven public transportation benefit areas which absorbed city transit systems serving Spokane, Tacoma, Vancouver, the Olympia area, Bremerton, Longview-Kelso, and Bellingham. Presently, the authority for the 21 local transit systems operating in Washington State is composed of the following:

- 1 metropolitan municipal corporation;
- 15 PTBAs;
- 4 city systems;
- 1 county transportation authority.

Map 1 shows the locations and type of transit systems in Washington State.

The results of local transit district elections in the state for the period 1976 to 1988 are shown in Table 5.

Details about individual systems appear further in this section. Collectively, local transit systems show several trends since 1983. Among these are: an increasing share of total expenditures going to operating expenses; an increasing share of total revenue coming from system operations (farebox and other sources); and a plateauing of ridership. The following table and figures depict these trends. (See Table 6 and Figures 4 and 5.) Selected statewide transit statistics are shown for a five year period, 1983-1987 in Table 6. Several graphs have been developed from this statewide information and are shown in Figure 4. These graphs show total revenue, operational expenses, and passengers carried, as well as some selected statewide performance indicators. Transit ridership showing the statewide totals, Seattle Metro, and all of the remaining systems combined for the period 1983-1987 is shown in Figure 5. Also shown in this figure are the systems which began operations between 1983 and 1987. Transit revenue sources for all transit systems combined are shown for the period 1983 to 1987 in Figure 6. The revenue sources included in this figure are MVET, local taxes, fares, other, and federal.

From a statewide perspective, WSDOT, the Washington State Transit Association, the Evergreen State Specialized Transportation Association, the Washington Motorcoach Association, and the Evergreen State Taxi Association have been working to improve and to expand public transportation service.

WSDOT functions in three basic capacities.

The Department identifies public transportation issues and helps develop policy in the state by exercising leadership in the public transportation community of the state. The Department develops consensus among the public transportation operators on policy issues and advocates these policies throughout the Department and to the Transportation Commission and to the legislature. The Department identifies opportunities and actively works with the private sector to develop cooperation, improve service, and resolve conflicts between private and public public transportation providers.

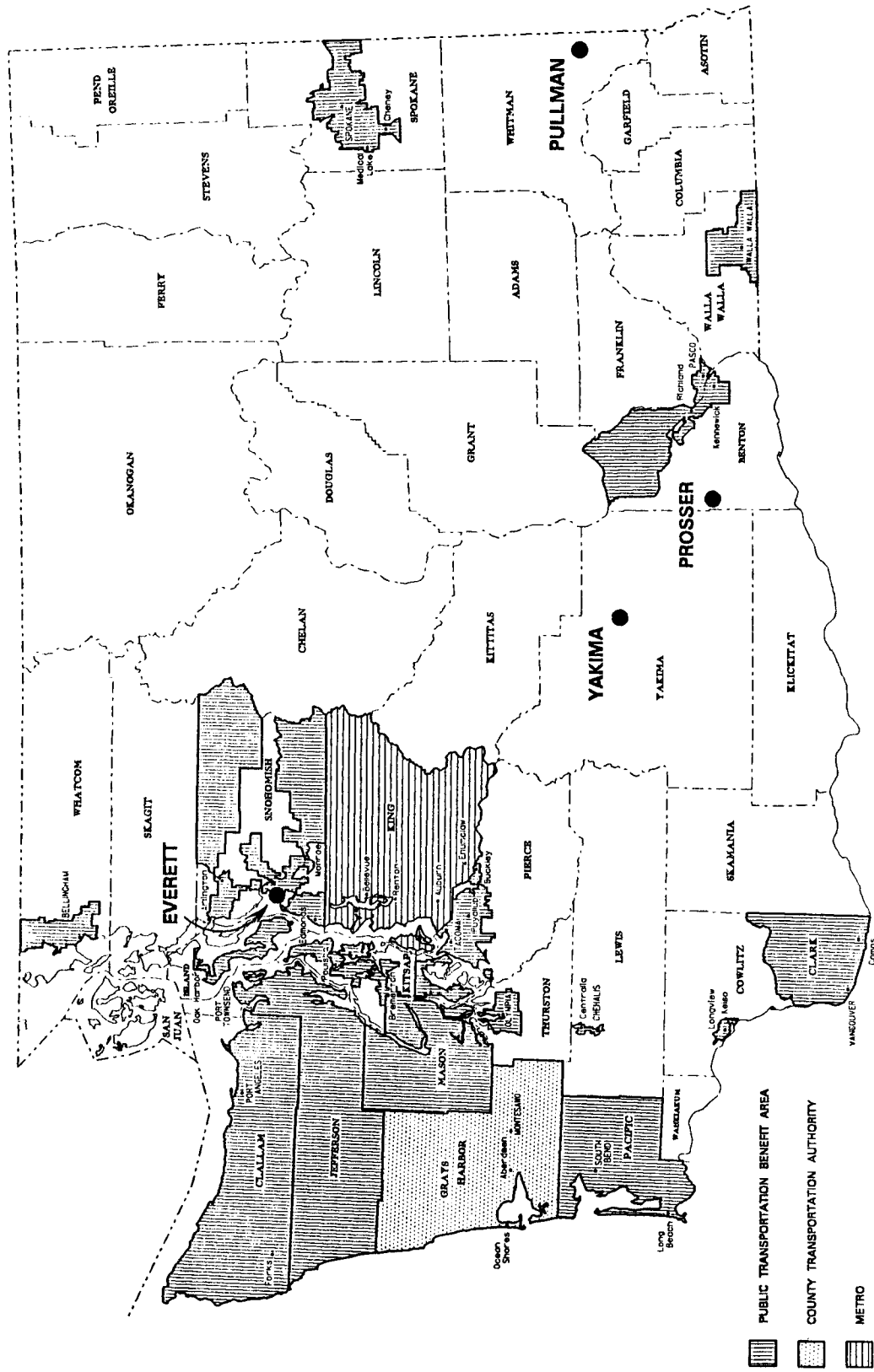
The Department provides technical assistance to public transportation planning agencies and operators both directly and indirectly. Direct assistance is provided through training courses, the annual public transportation conference, federal planning grants and on-site assistance. Indirect assistance is provided by statewide and subject studies conducted by the Department.

The Department administers federal grants for public transportation in the small and medium urban areas and in rural areas. These grants are available for capital purchases and operating expenses.

The Washington State Public Transportation Associations are nonprofit organizations presently comprised of most of the public transportation providers within the state of Washington. The purpose and objectives of these Associations are:

- a. To provide means whereby officials and others interested in public transportation may mutually exchange information and ideas and solve mutual problems in the operation and management of public transportation providers.
- b. To promote more efficient and economical operation of public transportation.
- c. To attempt to secure the enactment of beneficial legislation for public transportation providers, and to try to prevent the passage of such measures as may be detrimental to their interests.
- d. To render assistance and service in any way possible in matters of common interest to its members.

Map 1
Washington State Public Transit Systems
June 1, 1988



e. To promote education in public transportation and the welfare of the public.

f. To promote the construction and proper maintenance of all roadways, streets, and highways needed for the operation of public transportation.

g. To do any and all other things necessary to promote the safety convenience and betterment of the public transportation industry.

Full membership to these associations is available to any public or private entity legally authorized to contract for or provide public transportation services within the state of Washington. Associate memberships are available to any firm, corporation, commercial or civil club or other organization having an interest in public transportation. Each association mentioned above has its own bylaws and operational rules and specific public transportation goals and objectives.

The remainder of this chapter is devoted to information about each of the 21 publicly operated transit systems in the state. The following data are shown for each system:

1. Organizational chart.
2. Service area map.
3. Narrative about system.
4. Statistical table for five-year period.
5. Performance and growth graphs.

The performance and growth graphs shown were developed by using historical data and simple statistical numeric ratios. The data for each system are shown as a five-year comparison display. Comparison of the growth and performance measures, or any of the statistical material, of a particular system to any or all others is not necessarily valid. Operating characteristics may vary, one system may be a compact citywide only operation while another may provide service for a total county. Local policies and politics regarding public transportation may vary from one system to the next. One system may emphasize transportation for commuters while another may be aimed at providing its service for the elderly and handicapped or school children. Geographic characteristic differences from one system to another could also play a role in explaining why growth and performance measures may be different system to system.

The growth and performance measures shown in the report are useful in tracking a system from year to year. However, they cannot be used in drawing meaningful conclusions when comparing one system against another or all others.

Table 5
Transit District Election Results in Washington State

<u>Entity</u>	<u>Election Date</u>	<u>Ballot Proposition</u>	<u>Results</u>	
			<u>% Yes</u>	<u>% No</u>
Snohomish County PTBA	June 1, 1976	0.3% Sales and Use Tax	79.1	20.9
Lewis County PTBA	November 2, 1976	\$1/month Household Tax	58.3	41.7
Snohomish County PTBA	September 20, 1976	Annex Monroe Area	65.0	35.0
Snohomish County PTBA	September 20, 1987	Annex Lake Stevens Area	65.0	35.0
Benton County PTBA	April 4, 1978	0.3% Sales and Use Tax	26.3	73.7
Kitsap County PTBA	May 16, 1978	0.3% Sales and Use Tax	40.6	59.4
Lewis County PTBA	September 18, 1979	0.3% Sales and Use Tax	43.9	56.1
Pierce County PTBA	November 6, 1979	0.3% Sales and Use Tax	60.6	39.4
Pacific County PTBA	November 6, 1979	0.3% Sales and Use Tax	60.7	39.3
Clallam County PTBA	November 6, 1979	0.3% Sales and Use Tax	57.7	42.3
Skagit County PTBA	November 6, 1979	0.3% Sales and Use Tax	49.9	50.1
Snohomish County PTBA	November 6, 1979	Annex Stanwood Area	50.4	49.6
Snohomish County PTBA	November 6, 1979	Annex Sultan Area	56.0	44.0
Snohomish County PTBA	November 6, 1979	Annex Granite Falls Area	67.7	32.3
Snohomish County PTBA	November 6, 1979	Annex Mukilteo Area	63.1	36.9
Snohomish County PTBA	November 6, 1979	Annex Bothell Area	67.4	32.6
Snohomish County PTBA	November 6, 1979	0.3% Sales and Use Tax	66.0	34.0
Walla Walla County PTBA	Mar 18, 1980	Annex Arlington Area	94.3	5.6
Snohomish County PTBA	May 20, 1980	0.6% Sales and Use Tax	47.2	52.8
Seattle Metro	September 16, 1980	0.3% Sales and Use Tax	39.1	60.9
Skagit County PTBA	September 16, 1980	0.3% Sales and Use Tax	64.8	35.2
Thurston County PTBA	September 16, 1980	0.3% Sales and Use Tax	38.4	61.6
Lewis County PTBA	November 4, 1980	Annex County	27.1	72.9
Lewis County PTBA	November 4, 1980	0.3% Sales and Use Tax	55.3	44.7
Clark County PTBA	November 4, 1980	Dissolution	51.8	48.2
Skagit County PTBA	November 4, 1980	0.3% Sales and Use Tax	36.0	64.0
Island County PTBA	November 4, 1980	0.3% Sales and Use Tax	53.2	46.8
Jefferson County PTBA	November 4, 1980	0.3% Sales and Use Tax	50.7	49.3
Seattle Metro	November 4, 1980	Annex Buckley, South Hill, Key Pen., Univ. Place, Dupont, Gig Harbor	57.1	42.9
Pierce County PTBA	November 4, 1980			

Table 5 (Continued)
Transit District Election Results in Washington State

Entity	Election Date	Ballot Proposition	Results	
			% Yes	% No
Spokane County PTBA	May 10, 1981	0.3% Sales and Use Tax	71.2	28.8
Benton-Franklin Counties PTBA	May 19, 1981	0.3% Sales and Use Tax	65.8	34.2
Snohomish County PTBA	May 19, 1981	Annex Index Area	98.2	3.8
Snohomish County PTBA	May 19, 1981	Annex Gold Bar Area	91.7	8.3
Snohomish County PTBA	May 19, 1981	Annex Wallace Area	92.9	7.1
Snohomish County PTBA	September 15, 1981	Annex Eastern Marysville	76.7	23.3
Island County PTBA	September 27, 1982	0.3% Sales and Use Tax	48.8	51.2
Kitsap County PTBA	September 27, 1982	0.3% Sales and Use Tax	55.6	44.4
Snohomish County PTBA	November 2, 1982	Annex Cedar Home Area	40.5	59.5
Snohomish County PTBA	November 2, 1982	Annex Warm Beach-Lake Goodwin	42.6	57.4
Snohomish County PTBA	November 2, 1982	Annex Darrington Area	43.2	56.8
Snohomish County PTBA	November 2, 1982	Annex Getchell Area	35.1	64.9
Snohomish County PTBA	November 2, 1982	Annex Maltby-Clearview	30.5	69.5
Snohomish County PTBA	November 2, 1982	Annex Hartford-Machias	48.6	51.4
Snohomish County PTBA	November 2, 1982	Annex Darrington Area	80.6	19.5
Snohomish County PTBA	April 1, 1983	Annex West End	50.5	49.5
Clallam County PTBA	November 8, 1983	0.3% Sales and Use Tax	56.5	43.5
Island County PTBA	November 8, 1983	0.3% Sales and Use Tax	72.6	27.4
Whatcom County PTBA	November 8, 1983	0.3% Sales and Use Tax	30.8	69.2
Jefferson County PTBA	November 5, 1985	Dissolve PTBA	57.2	42.8
Lewis County PTBA	November 5, 1985	0.1% Sales and Use Tax	77.3	22.7
Cowlitz County PTBA	September 16, 1987	0.1% Sales and Use Tax	48.5	51.5
Snohomish County PTBA	November 3, 1987	Annex Area North of Arlington	49.2	50.8
Mason County PTBA	September 20, 1988	0.3% Sales and Use Tax	61.4	38.6
Kitsap County PTBA	November 8, 1988	Annex Area North of Poulsbo	67.7	32.3
Whatcom County PTBA	November 8, 1988	Annex Area North to Ferndale	50.4	49.6
Whatcom County PTBA	November 8, 1988	Annex Area North to Lynden	43.0	57.0
Mason County PTBA	November 8, 1988	0.3% Sales and Use Tax		

Table 6
Washington State Transit Statistics
1983-1987

Statewide	1983	1984	1985	1986	1987
Operations					
Population Base	3,215,275	3,264,330	3,305,110	3,384,130	3,433,680
Passengers Carried	98,135,586	100,931,877	101,919,394	100,357,911	98,550,084
Number of Vehicles	2,127	2,082	1,983	2,157	2,371
Miles of Route	5,761	4,713	6,972	7,017	7,408
Vehicle Miles Travelled	57,944,910	61,949,958	65,334,915	64,770,919	66,879,662
Vehicle Hours Provided	3,991,017	4,214,175	4,302,696	4,386,191	4,472,448
Revenues					
Farebox	\$34,381,959	\$36,123,057	\$39,027,083	\$40,540,332	\$38,905,534
Local Taxes	110,327,476	119,526,273	128,000,802	135,746,832	147,393,364
Motor Vehicle Excise Tax	54,239,493	59,100,548	65,687,787	75,483,436	83,673,032
Federal Funds	45,995,715	35,622,363	43,652,261	63,786,291	116,914,324
Other Funds	14,107,560	21,677,644	23,347,846	27,481,549	22,620,428
Revenue Total	\$259,052,203	\$272,049,885	\$299,715,779	\$343,038,440	\$409,506,682
Expenditures					
Capital	\$52,773,474	\$42,362,987	\$50,074,877	\$142,507,810	\$193,488,570
Operations	167,545,179	189,897,193	214,878,215	215,458,551	226,164,570
Other	10,061,327	2,970,372	4,974,422	34,942,236	9,134,099
Expenditure Total	\$230,379,980	\$235,230,552	\$269,927,514	\$392,908,597	\$428,787,239
Transit Performance					
Passenger/Capita	30.52	30.92	30.84	29.66	28.70
Passengers/Vehicle Hour	24.59	23.95	23.69	22.88	22.03
Op. Expense/Vehicle Mile	2.89	3.07	3.29	3.33	3.38
Op. Expense/Vehicle Hour	41.98	45.06	49.94	49.12	50.57
Op. Expense/Passenger	1.71	1.88	2.11	2.15	2.29
Farebox/Passenger	0.35	0.36	0.38	0.40	0.39
Farebox/Op. Expense (%)	21%	19%	18%	19%	17%
Number of Systems	20	20	20	21	21

Figure 4
Miscellaneous Washington State Statewide Transit Data Graphs

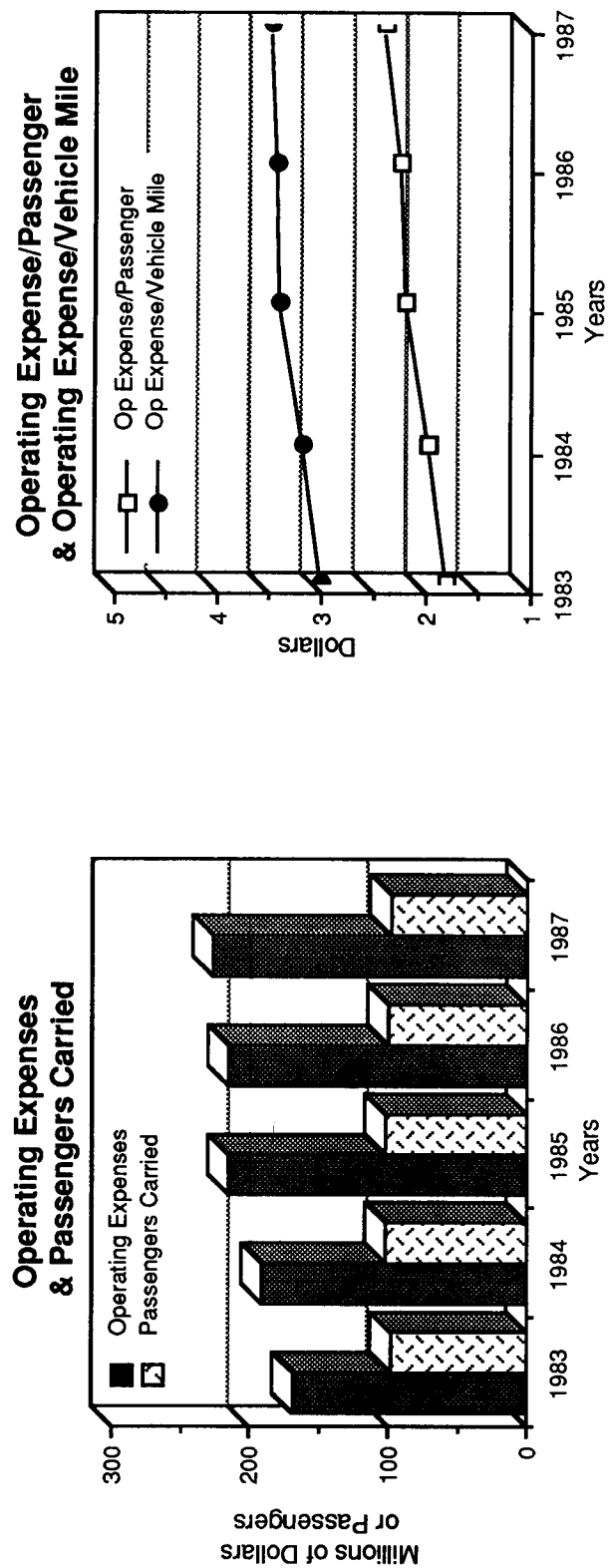
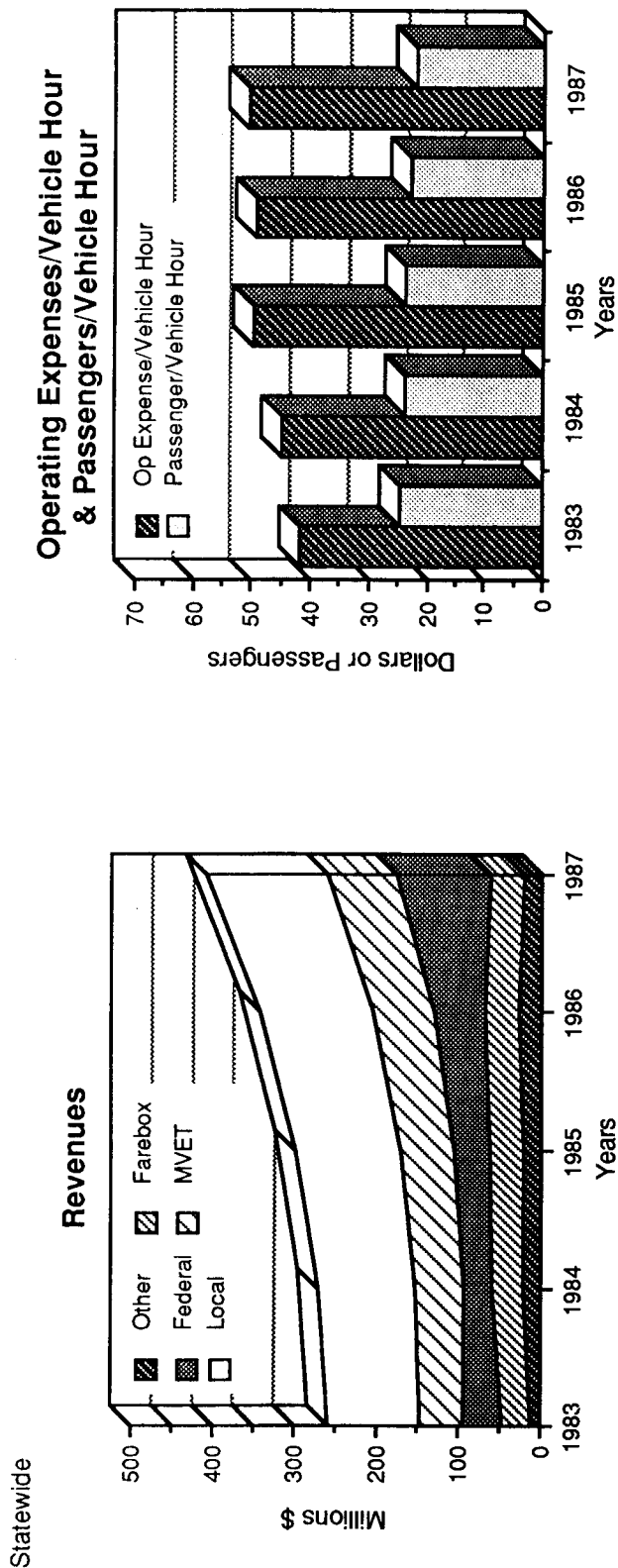
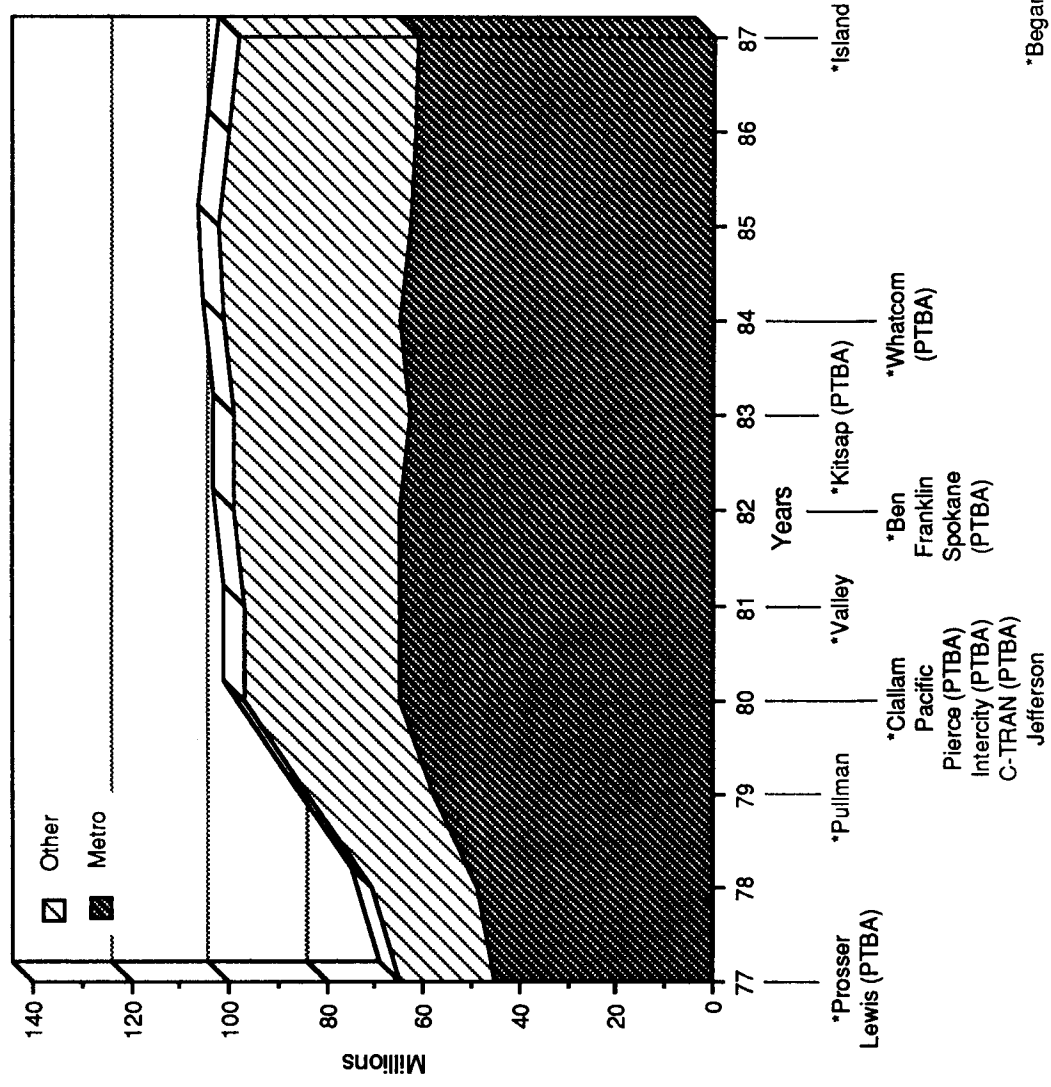
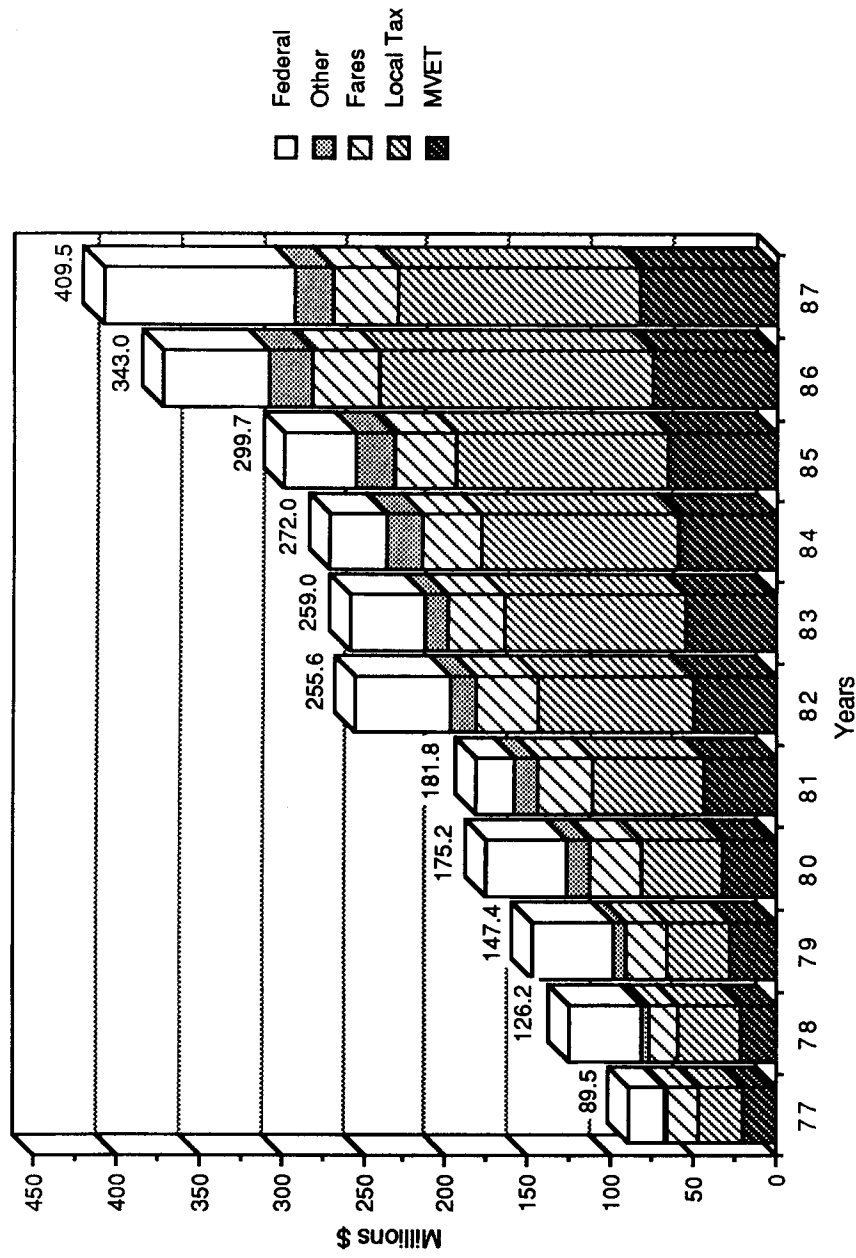


Figure 5
Washington State Transit Ridership
1977-1987



*Began operations in year indicated.

Figure 6
Washington State Transit Systems Revenue Sources
1977-1987

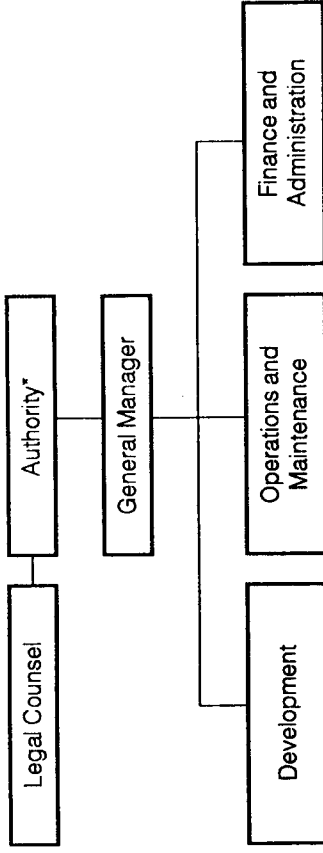


Number of Systems	14	14	15	18	20	20	20	20	20	20	21	21
Number Using Sales Tax	4	5	6	10	15	16	16	16	16	16	17	17
	77	78	79	80	81	82	83	84	85	86	87	87

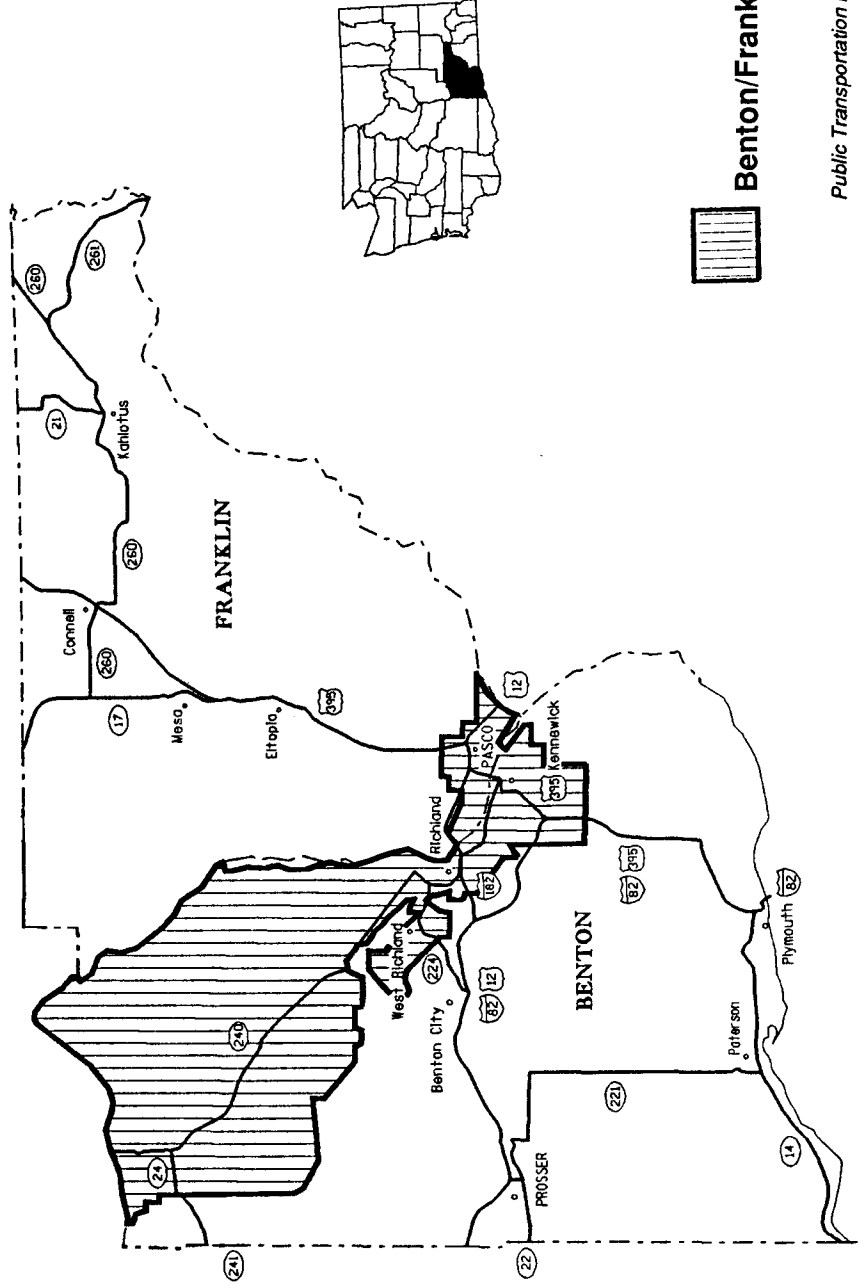


Ben Franklin Transit

General Manager: John G. Olson
Address: 1000 Columbia Drive S.E.
Richland, WA 99352
Telephone: (509) 735-4131
SCAN 526-2036



* Seven Members:
2 Franklin County Commissioners
1 Pasco
1 Richland
1 Benton County Commissioner
1 West Richland
1 Kennewick



Ben Franklin Transit

Legal Authority

Public Transportation Benefit Area

Inception of Service

May 10, 1982

Service

Area: Urbanized area of Benton and Franklin counties, including Kennewick, Richland, and Pasco (1987 population: 110,950)

Type: 15 fixed routes
paratransit, wheelchair accessible

Days: 15 fixed routes and paratransit:
Mondays through Saturdays

Equipment: 67 Vehicles Seating Capacities
27 buses 40
16 buses 53
7 buses 31
17 minibuses 17

Revenues

Local Taxes: Sales and Use Tax: .3%

Motor Vehicle Excise Tax: 1%

Fares:

Cash:
Passengers all ages: \$.30

Passengers under age 18 years: \$.15

Monthly Passes:
Passengers under age 65 years: \$10.50

Passengers age 18 years and under and passengers age 65 years and older, and handicapped: \$5.25

College passengers: \$7.50

Personnel

Administration 35 employees
Operations 105 employees
Operations subcontractors Yes, supplemental paratransit
Maintenance 20 employees
Total 160 employees
Total Full-Time Equivalent Employees 114.5

Background

Public transportation in the Tri-Cities dates back to World War II when over 100,000 people lived in the area. The Atomic Energy Commission provided transit service for employees in the Hanford area. Some of this special bus service has been carried into the present. The Department of Energy provides selective service for employees to the Hanford area. A small private bus system operated until Ben Franklin Transit took over.

In December 1976, Benton County elected officials formed a countywide public transportation benefit area. In April 1978, it suffered a defeat of a .3 percent sales tax proposition. After an advisory ballot supporting public transportation in Franklin County received popular support in March 1981, Benton County elected officials joined Franklin County elected officials in forming the first bi-county public transportation benefit area in the state. In May 1981, voters of the benefit area approved a .3 percent sales tax proposition.

Ben Franklin Transit began with both fixed route and dial-a-ride service in May 1982. It added vanpool service in September 1983. Later it acquired the express service provided by Bassett Transit, a private transportation company. Ben Franklin Transit moved into its new maintenance and operations facility in October 1986. It opened its first off-street transfer center in Richland in 1987.

Ben Franklin Transit has replaced its older transit coaches. Plans include another transit station in Pasco.

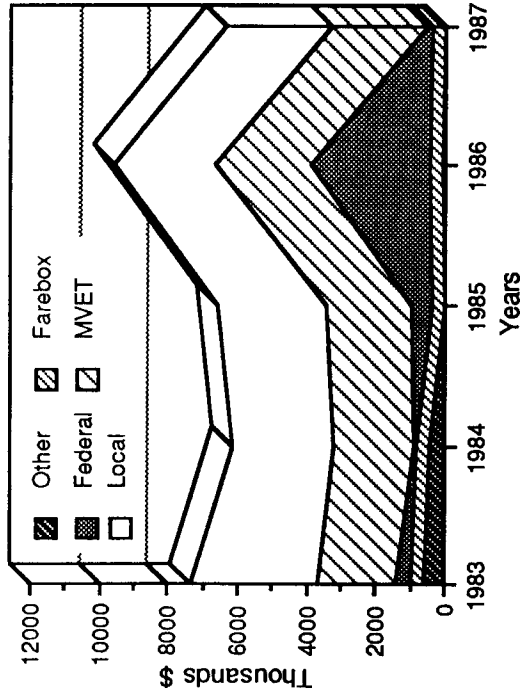
Ben Franklin Transit

Ben Franklin Transit	1983	1984	1985	1986	1987
Operations					
Population Base	115,100	114,600	112,000	110,700	110,950
Passengers Carried	2,062,679	2,283,948	2,404,336	2,319,331	2,131,168
Number of Vehicles	58	61	63	62	63
Miles of Route	557	639	679	696	696
Veh. Miles Travelled	1,720,122	2,128,573	2,329,060	2,145,597	2,537,653
Veh. Hours Provided	125,022	129,659	133,343	136,702	142,260
Revenues					
Farebox	\$399,332	\$355,667	\$376,467	\$378,862	\$385,973
Local Taxes	3,677,892	2,888,335	3,126,906	2,932,773	3,068,031
Motor Vehicle Excise Tax	2,276,384	2,315,745	2,476,734	2,769,932	2,800,000
Federal Funds	457,098	125,352	608,324	3,489,983	105,230
Other Funds	563,422	451,737	26,414	37,838	19,268
Revenue Total	\$7,374,128	\$6,136,836	\$6,614,845	\$9,609,388	\$6,378,502
Expenditures					
Capital	\$1,867,117	\$1,023,436	\$1,576,523	\$5,117,485	\$812,870
Operations	4,278,604	4,671,130	4,705,962	5,035,423	5,741,184
Other	63,340	-8,946	0	5,903	5,204
Expenditure Total	\$6,209,061	\$5,685,620	\$6,282,485	\$10,158,811	\$6,559,258
Transit Performance					
Passengers/Capita	17.92	19.93	21.47	20.95	19.21
Passengers/Vehicle Hour	16.50	17.62	18.03	16.97	14.98
Op. Expense/Vehicle Mile	2.49	2.19	2.02	2.35	2.26
Op. Expense/Vehicle Hour	34.22	36.03	35.29	36.84	40.36
Op. Expense/Passenger	2.07	2.05	1.96	2.17	2.69
Farebox/Passenger	0.19	0.16	0.16	0.16	0.18
Farebox/Op. Expense (%)	9%	8%	8%	8%	7%

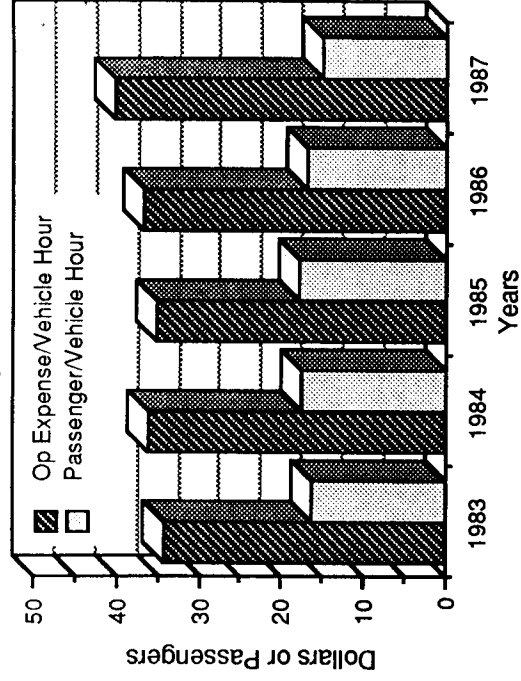
Ben Franklin Transit

Ben Franklin Transit

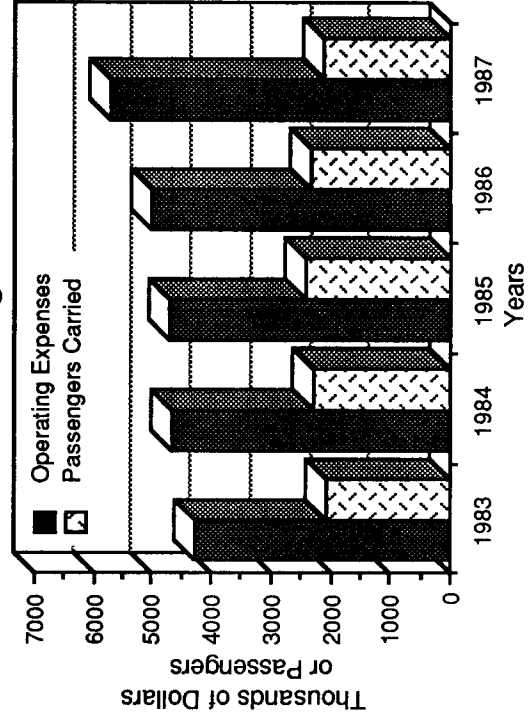
Revenues



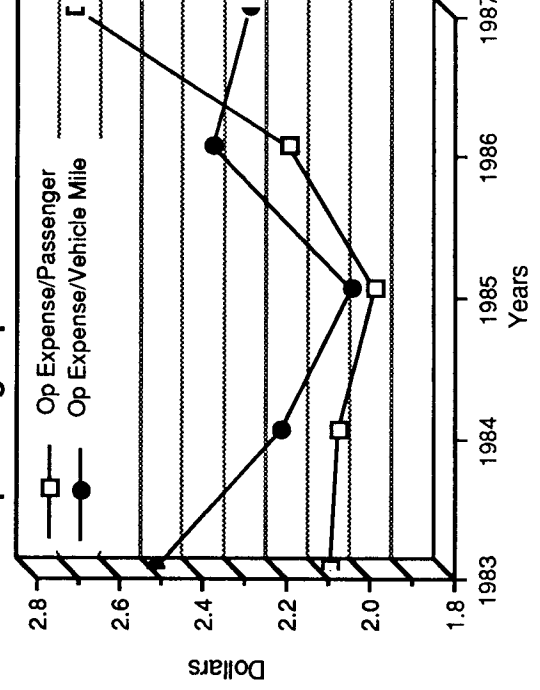
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating Expenses & Passengers Carried



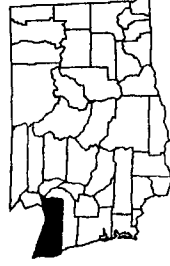
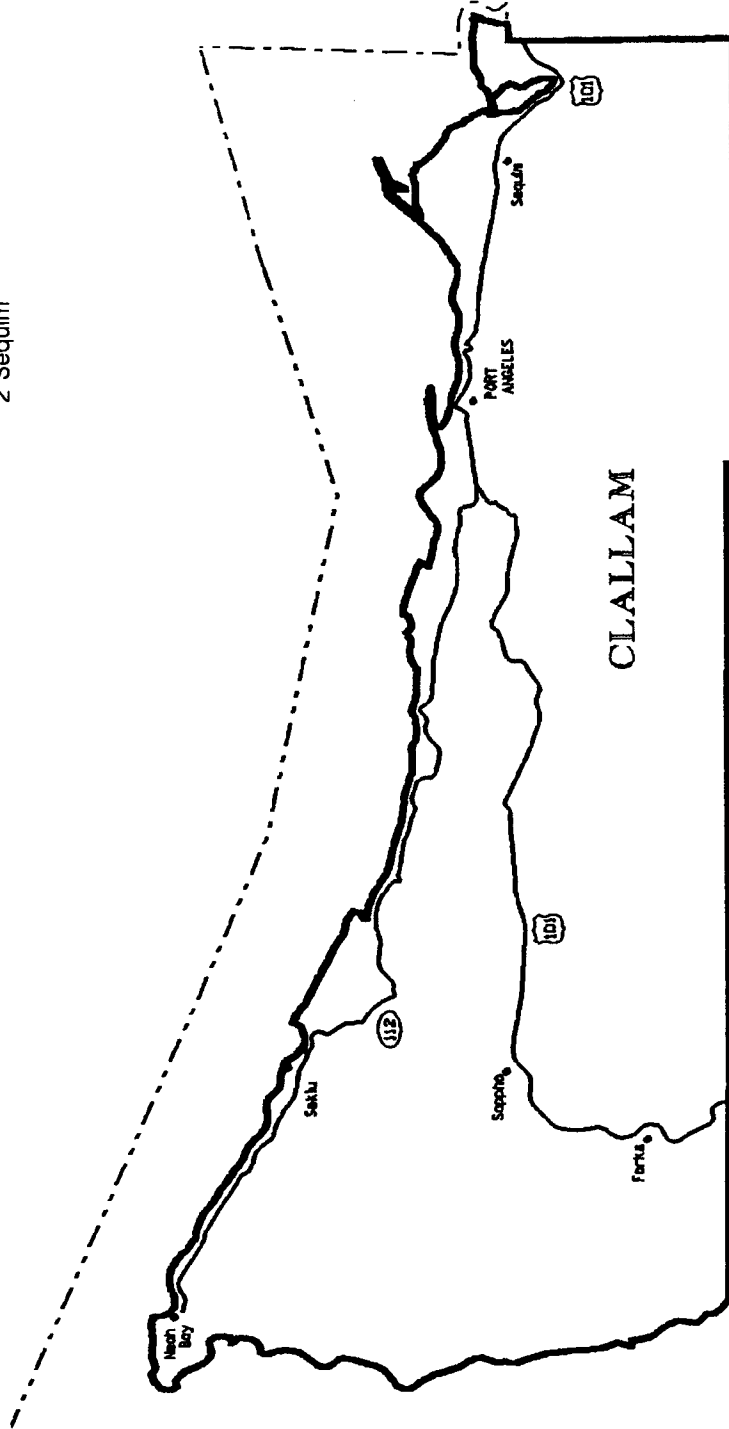
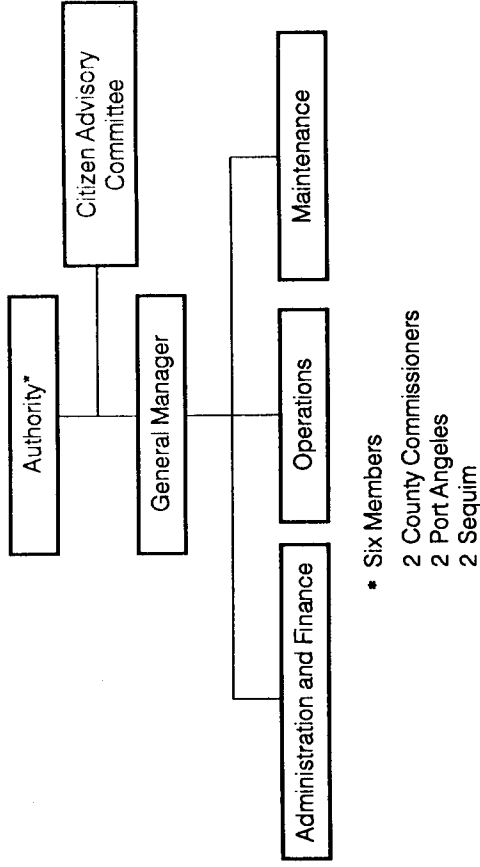
Operating Expense/Passenger & Operating Expense/Vehicle Mile





Clallam Transit System

General Manager: Timothy J. Fredrickson
Address: 2417 West 19th Street
Port Angeles, WA 98362
Telephone: (206) 452-1315



Countywide PTBA

Clallam Transit System

Legal Authority	Public Transportation Benefit Area														
Inception of Service	October 13, 1980														
Service															
Area:	Clallam County (1987 population: 53,400)														
Type:	15 fixed routes dial-a-ride, wheelchair accessible														
Days:	12 fixed routes and dial-a-ride: Mondays through Saturdays 3 fixed routes: Mondays through Fridays														
Equipment:	<table> <tr> <th>32 Vehicles</th><th>Seating Capacities</th></tr> <tr> <td>10 buses</td><td>44</td></tr> <tr> <td>2 buses</td><td>40</td></tr> <tr> <td>11 minibuses</td><td>27</td></tr> <tr> <td>4 minibuses</td><td>25</td></tr> <tr> <td>1 trolley</td><td>22</td></tr> <tr> <td>4 vans</td><td>13</td></tr> </table>	32 Vehicles	Seating Capacities	10 buses	44	2 buses	40	11 minibuses	27	4 minibuses	25	1 trolley	22	4 vans	13
32 Vehicles	Seating Capacities														
10 buses	44														
2 buses	40														
11 minibuses	27														
4 minibuses	25														
1 trolley	22														
4 vans	13														

Revenues

Local Taxes:	Sales and Use Tax:	.3%
	Motor Vehicle Excise Tax:	1%
Fares:	Cash:	
	Passengers age 19 to 62 years:	\$.50
	Passengers age 6 to 19 years:	\$.35
	Passengers age 62 years and older, and disabled:	\$.25
	Zone fee (all):	\$.25
	Free transfers	
	Regular Monthly Passes:	
	Passengers age 19 to 60 years:	\$18.00
	Passengers age 6 to 19 years:	\$12.00
	Passengers age 60 years and older, and disabled:	\$9.00
	Premium Monthly Passes (includes all zones):	
	Passengers age 19 to 62 years:	\$25.00
	Passengers age 6 to 19 years:	\$20.00
	Passengers age 62 years and older, and disabled:	\$15.00
	College students per quarter (all zones):	\$35.00

Personnel

Administration	9 employees
Operations	45 employees
Operations subcontractors	Yes, paratransit
Maintenance	10 employees
Total	64 employees
Total Full-Time Equivalent Employees	57.1

Background

A private operator provided public transportation in Port Angeles until 1973. This left taxi operators and a variety of nonprofit organizations providing service to their clientele. In 1977, the city of Port Angeles completed a public transportation feasibility study. Subsequently in 1979, elected officials in Clallam County organized a public transportation benefit area in the eastern two-thirds of the county. Voters in that area approved a .3 percent sales and use tax to finance public transportation in November 1979. The public transportation benefit area began service as the Clallam Transit System in October 1980. North Coast Lines continued to provide service between Port Angeles, Forks, and Neah Bay through 1982. Clallam Transit was petitioned to annex the western end of the county. The voters approved the tax proposition in November 1983, making Clallam Transit a countywide operation.

Clallam Transit implemented a new zonal fare collection system in 1988.

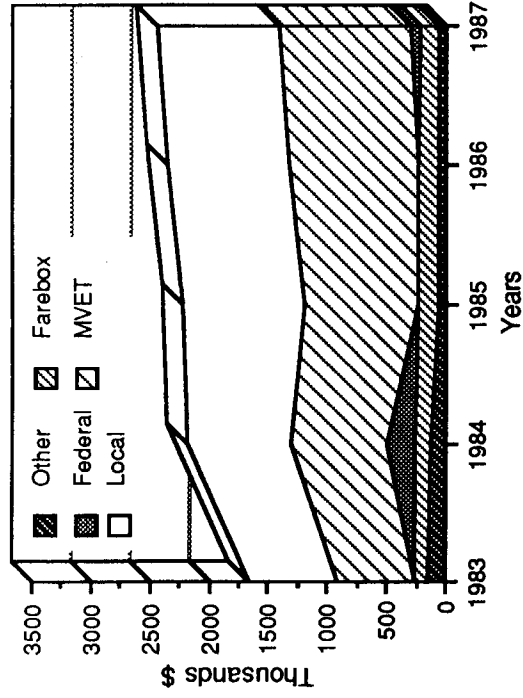
Clallam Transit System

Clallam Transit	1983	1984	1985	1986	1987
Operations					
Population Base	41,500	52,900	52,600	52,900	53,400
Passengers Carried	460,868	508,534	638,868	622,226	600,300
Number of Vehicles	25	31	29	38	43
Miles of Route	133	184	249	480	480
Vehicle Miles Travelled	688,472	749,844	1,237,444	1,209,962	1,290,877
Vehicle Hours Provided	31,612	33,656	44,600	48,944	52,221
Revenues					
Farebox	\$105,973	\$125,936	\$163,501	\$163,501	\$164,167
Local Taxes	732,815	859,750	1,046,095	1,020,459	1,037,134
Motor Vehicle Excise Tax	663,194	822,967	952,875	1,099,853	1,100,202
Federal Funds	0	243,046	0	0	90,997
Other Funds	149,685	127,886	76,477	76,477	60,248
Revenue Total	\$1,651,667	\$2,179,585	\$2,238,948	\$2,360,290	\$2,452,748
Expenditures					
Capital	\$293,179	\$726,920	\$93,726	\$209,451	\$410,883
Operations	1,566,928	1,786,385	2,156,207	2,293,626	2,502,393
Other	15,496	0	0	0	0
Expenditure Total	\$1,875,603	\$2,513,305	\$2,249,933	\$2,503,077	\$2,913,276
Transit Performance					
Passengers /Capita	11.11	9.61	12.15	11.76	11.24
Passengers/Vehicle Hour	14.58	15.11	14.32	12.71	11.50
Op. Expense/Vehicle Mile	2.28	2.38	1.74	1.90	1.94
Op. Expense/Vehicle Hour	49.57	53.08	48.35	46.86	47.92
Op. Expense/Passenger	3.40	3.51	3.38	3.69	4.17
Farebox/Passenger	0.23	0.25	0.26	0.26	0.27
Farebox/Op. Expense (%)	7%	7%	8%	7%	7%

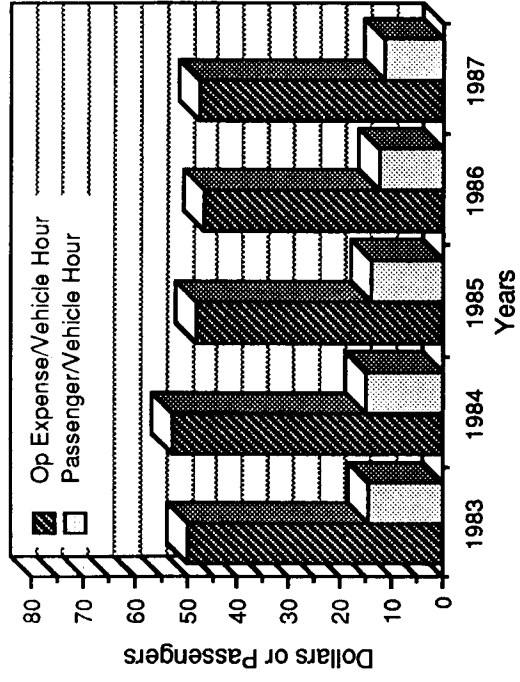
Clallam Transit System

Clallam Transit

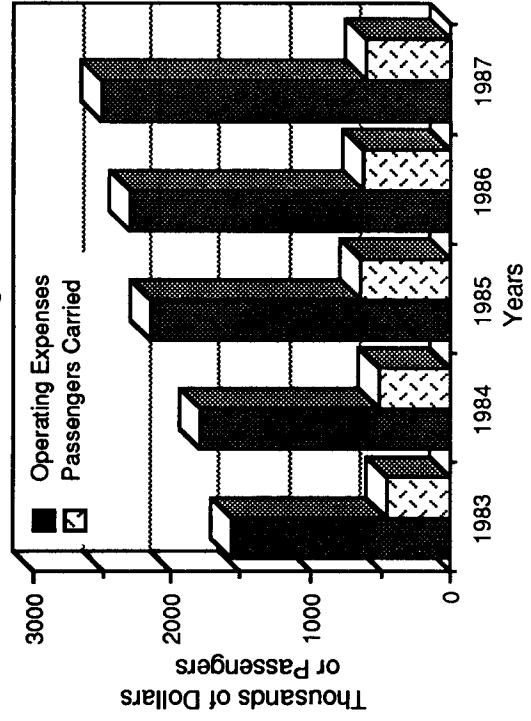
Revenues



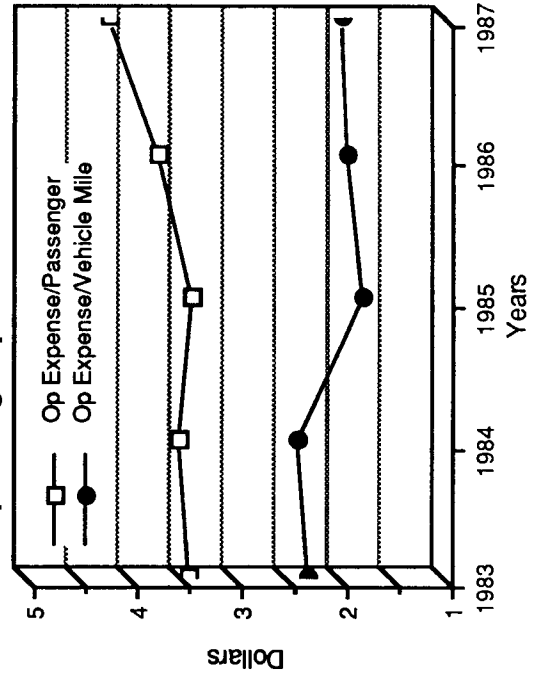
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating Expenses & Passengers Carried

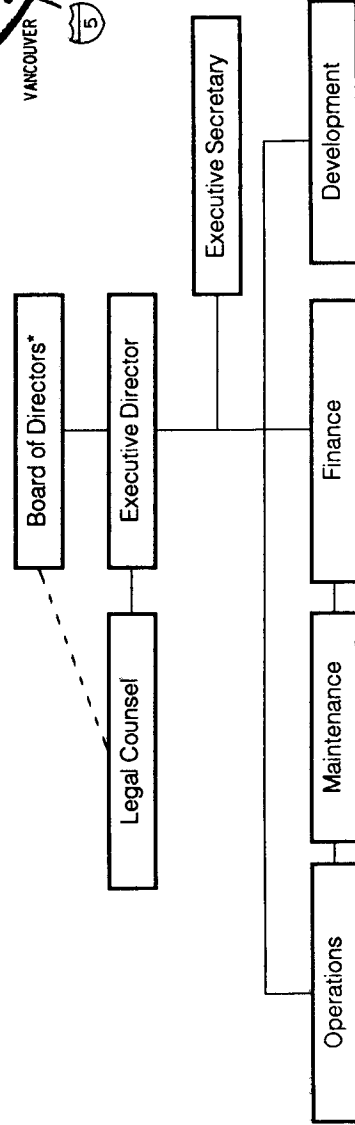
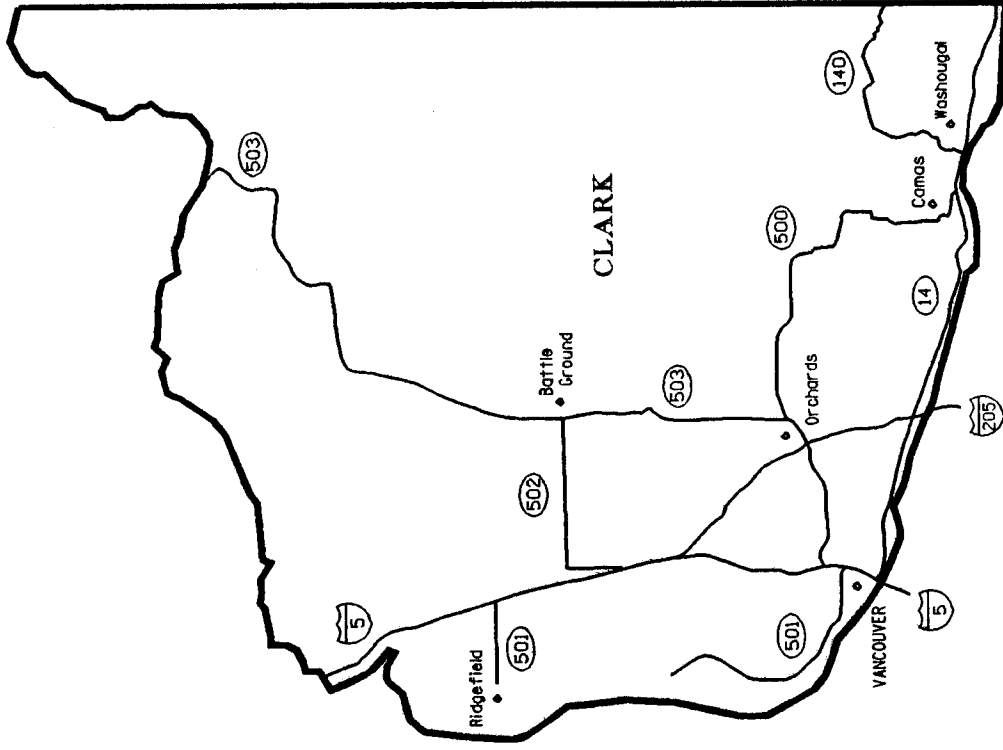


Operating Expense/Passenger & Operating Expense/Vehicle Mile





Executive Director: Leslie R. White
 Address: P.O. Box 2529
 2425 Northeast 65th
 Vancouver, WA 98668-2529
 Telephone: (206) 696-4494
 SCAN 476-6799



* Eight Members
 3 Vancouver
 1 Camas, Washougal

3 County Commissioners
 1 Ridgefield, Battle Ground, Yacolt, La Center

Countywide PTBA

Legal Authority	Public Transportation Benefit Area
Inception of Service	January 1, 1981
Service	
Area:	Clark County, other than the city of Woodland (1987 population: 209,820)
Type:	24 fixed routes paratransit, wheelchair accessible
Days:	19 fixed routes and paratransit: Mondays through Saturdays 5 fixed routes: Mondays through Fridays
Equipment:	71 Vehicles <u>Seating Capacities</u>
	34 buses 45
	10 buses 42
	10 buses 32
	3 trolleys 23
	4 minibuses 16
	10 minibuses 13

Revenues

Local Taxes:	Sales and Use Tax: .2%
	Motor Vehicle Excise Tax: 1%
Fares:	Cash:
	Passengers over age 18 years, one zone: \$.60
	Passengers age 18 years and younger, one zone: \$.50
	Passengers age 62 years and over, and handicapped, all zones: \$.30
	Low income passengers, one zone: \$.50
	Each additional zone: \$.25
	(Only two zones in Clark County)
	Monthly Passes:
	Passengers over age 18 years, one zone: \$18.00
	Passengers age 18 years and younger, one zone: \$15.00
	Passengers age 62 years and older, and handicapped, all zones: \$8.00
	Low income passengers, one zone: \$15.00

Personnel

Administration	11 employees
Operations	72 employees
Operations subcontractors ..	Yes, paratransit
Maintenance	14 employees
Total	<u>97</u> employees
Total Full-Time Equivalent Employees	96.6

Background

Private operators provided transportation services to the public for at least 80 years in Vancouver. Bus service replaced streetcars in the late 1920s, and reached a peak, carrying workers to and from local shipyards, during World War II. In addition, private operators provided bus service east, along the Columbia River, south to Portland, Oregon, and north into the rural parts of Clark County. Private ownership in Vancouver ended in May 1969 when the city of Vancouver took over operation of the financially pressed Vancouver Bus Company. The city operated the Vancouver Transit System for 12 years with bus routes within the city limits. It subsidized these operations with a household tax.

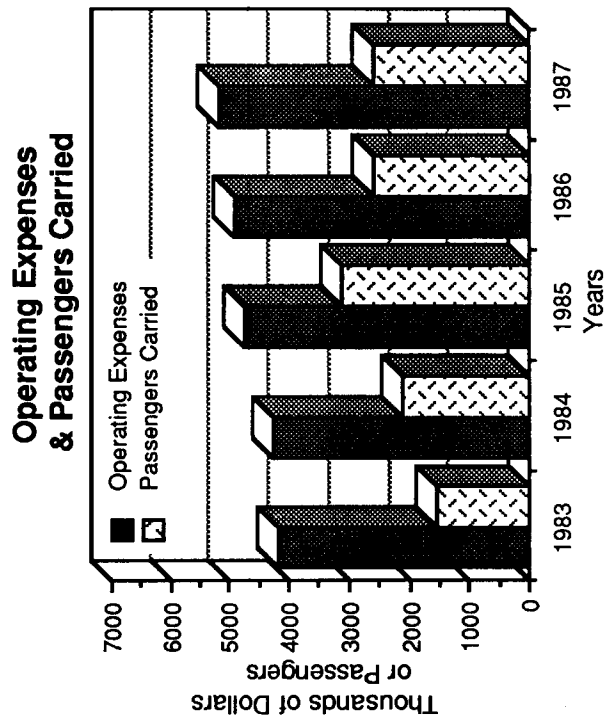
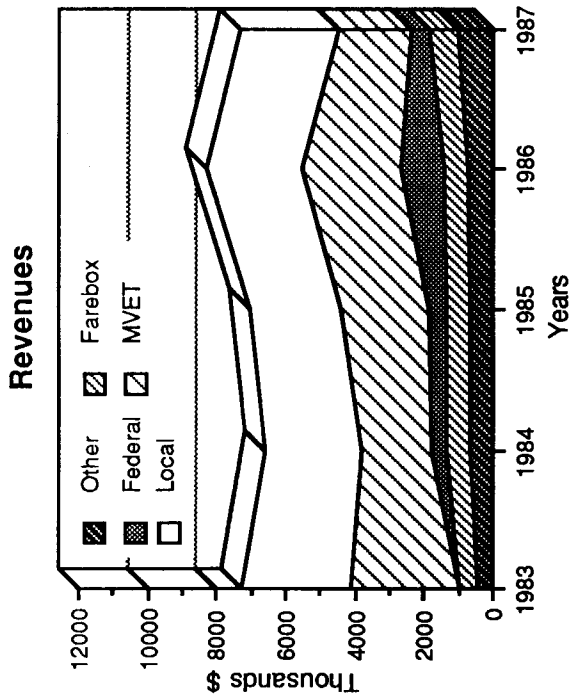
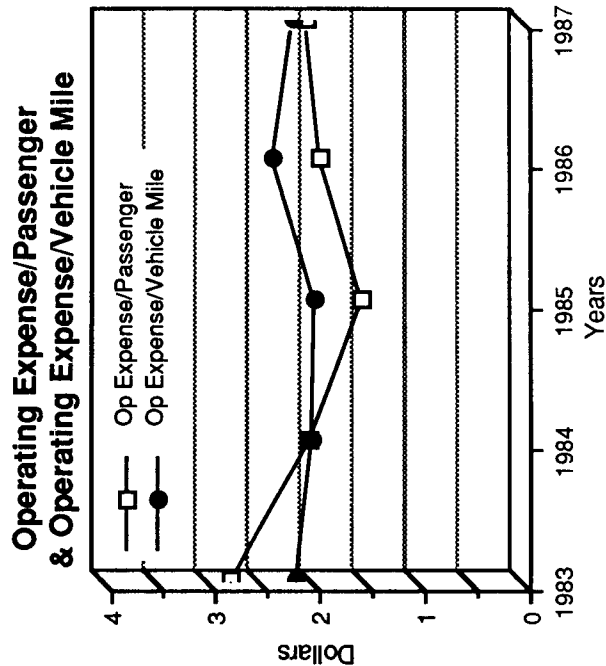
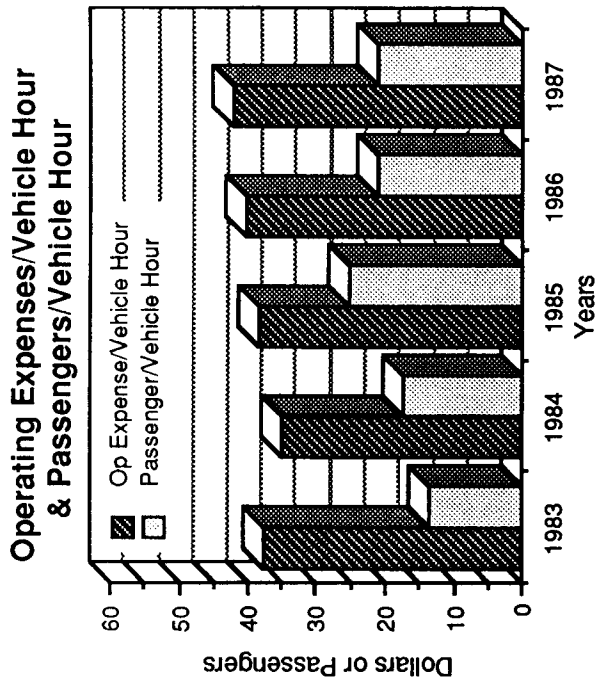
After voters' approval of a .3 percent sales and use tax, the Clark County Public Transportation Benefit Area, doing business as C-TRAN, took over the operation of the Vancouver Transit System and began operating countywide service, some of which was contracted with a private operator in January 1981. Soon after, C-TRAN initiated integrated service to Portland with Tri-Met. In 1985, C-TRAN's board of directors reduced the sales and use tax to its current rate, .2 percent.

As Woodland is a city incorporated in two counties, C-TRAN may not annex further without becoming a multi-county public transportation benefit area. However, C-TRAN plans to expand its service later into evenings and to operate buses more frequently. C-TRAN also expects to assess needs in areas currently not receiving service.

C-TRAN

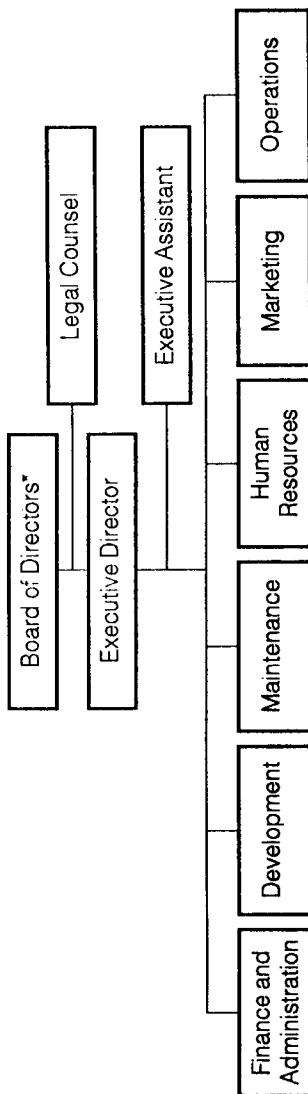
C-TRAN	1983	1984	1985	1986	1987
Operations					
Population Base	199,900	201,600	203,300	204,900	209,820
Passengers Carried	1,522,564	2,121,884	3,139,411	2,581,778	2,578,661
Number of Vehicles	57	69	69	71	71
Miles of Route	396	363	439	232	417
Vehicle Miles Travelled	1,975,513	2,166,916	2,422,325	2,110,165	2,425,554
Vehicle Hours Provided	110,865	122,003	124,003	122,095	123,047
Revenues					
Farebox	\$519,039	\$626,420	\$662,082	\$716,650	\$862,472
Local Taxes	3,163,408	2,806,144	2,591,321	2,785,520	2,885,964
Moror Vehicle Excise Tax	3,174,338	1,996,408	2,589,144	2,821,321	2,100,000
Federal Funds	28,920	499,912	492,700	1,272,042	490,063
Other Funds	422,267	706,836	698,458	742,268	1,045,393
Revenue Total	\$7,307,972	\$6,635,720	\$7,033,705	\$8,337,801	\$7,383,892
Expenditures					
Capital	\$0	\$0	\$0	\$1,031,894	\$0
Operations	4,198,348	4,267,341	4,751,533	4,938,142	5,200,040
Other	12,505	5,160	0	0	0
Expenditure Total	\$4,210,853	\$4,272,501	\$4,751,533	\$5,970,036	\$5,200,040
Transit Performance					
Passengers/Capita	7.62	10.53	15.44	12.60	12.29
Passengers/Vehicle Hour	13.73	17.39	25.32	21.15	20.96
Op. Expense/Vehicle Mile	2.13	1.97	1.96	2.34	2.14
Op. Expense/Vehicle Hour	37.87	34.98	38.32	40.45	42.26
Op. Expense/Passenger	2.76	2.01	1.51	1.91	2.02
Farebox/Passenger	0.34	0.30	0.21	0.28	0.33
Farebox/Op. Expense (%)	12%	15%	14%	15%	17%

C-TRAN



Community Transit

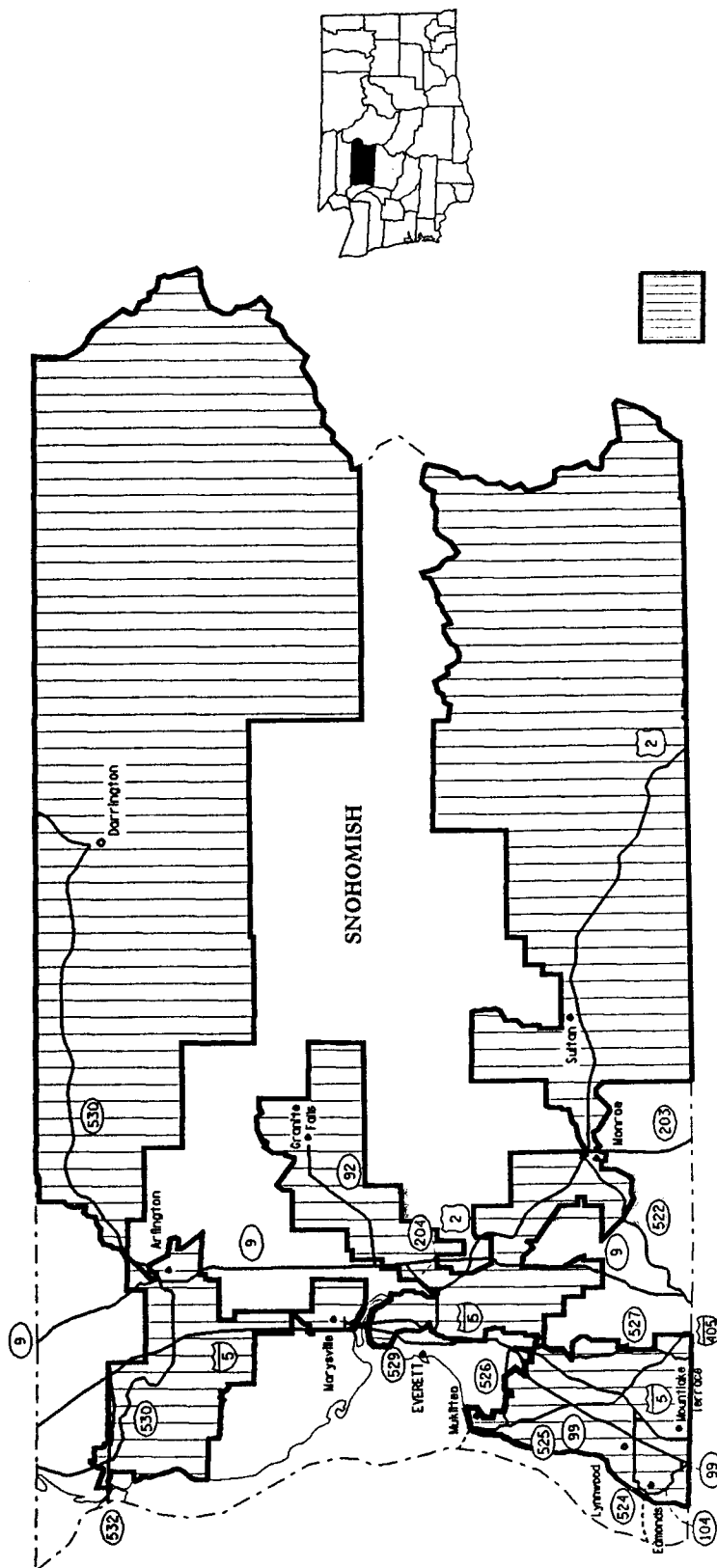
(Snohomish County)



Executive Director: Kenneth J. Graska
 Address: 8905 Airport Road
 Everett, WA 98204
 Telephone: (206) 348-7101

* Nine Members
 2 Snohomish County Council
 1 Edmonds
 1 Lynnwood

3 Arlington, Brier, Marysville, Mill Creek, Mukilteo,
 Mountlake Terrace, and Snohomish
 2 Darrington, Gold Bar, Granite Falls, Index, Lake
 Stevens, Stanwood, Sultan, and Woodway



Snohomish County PTBA

Community Transit

Legal Authority Public Transportation Benefit Area

Inception of Service October 4, 1976

Service

Area: Urbanized area of Snohomish County and all incorporated cities, except Everett (1987 population: 264,040)

Type: 39 fixed routes
paratransit, wheelchair accessible

Days: 20 fixed routes and paratransit:
Mondays through Saturdays
19 fixed routes:

Mondays through Fridays

Equipment:	70 Vehicles	Seating Capacities
	30 buses	45
	15 buses	39
	14 buses	35
	4 buses	33
	2 trolleys	22
	5 minibuses	20

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: .96%

Fares: Cash:
Passengers all ages: \$.60
Passengers under age 18 years, and passengers age 63 years and older, and handicapped: \$.30
Zonal fares are additional.

Monthly Passes:
Passengers under age 63 years: \$21.40
Passengers under age 18 years and passengers age 63 years and older, and handicapped: \$10.70

Personnel

Administration 42 employees
Operations 145 employees
Operations subcontractors Yes, intercounty and paratransit
Maintenance 27 employees
Total 214 employees
Total Full-Time Equivalent Employees 185.5

Background

Prior to June 1976, bus service in Snohomish County was provided by Everett Transit, Metro, Evergreen Trailways, and Everett Charter. In early 1974, shortly following enactment of state legislation, the Snohomish County Transportation Authority was formed. The comprehensive plan was completed soon thereafter, but plans for countywide service were squelched when a proposed .3 percent sales tax financing measure was defeated twice at the polls in late 1974. In November 1975, the state's first public transportation benefit area (SCTBA) was formed in Snohomish County, and six months later a transit plan was adopted. In June 1976, voters in the SCTBA approved a .3 percent sales tax to fund implementation of the transit plan.

Community Transit began operation on October 4, 1976, with eight rented buses, with the original service area consisting of the communities of Brier, Edmonds, Lynnwood, Snohomish, Marysville, Mountlake Terrace, and Woodway. The service area grew with subsequent annexations in 1977 (Lake Stevens and Monroe), in 1979 (Stanwood, Sultan, Granite Falls, and Mukilteo), in 1980 (Arlington), in 1981 (Gold Bar, Index, and Startup), and in 1983 (Oso and Darrington).

ATE Management and Metro, under contract with Community Transit, provide service between park and ride lots in Snohomish County and Seattle. In addition, Community Transit contracts with DART, a nonprofit organization, for door-to-door service for those passengers unable to use conventional fixed route service. Community Transit provides both rideshare and vanpool service. 1986 saw the introduction of a trackless trolley in Edmonds. This success has been followed with trolley service in Marysville in fall 1987.

Community Transit is conducting a service planning study through the year 2001; the study includes consideration of future regional rail service.

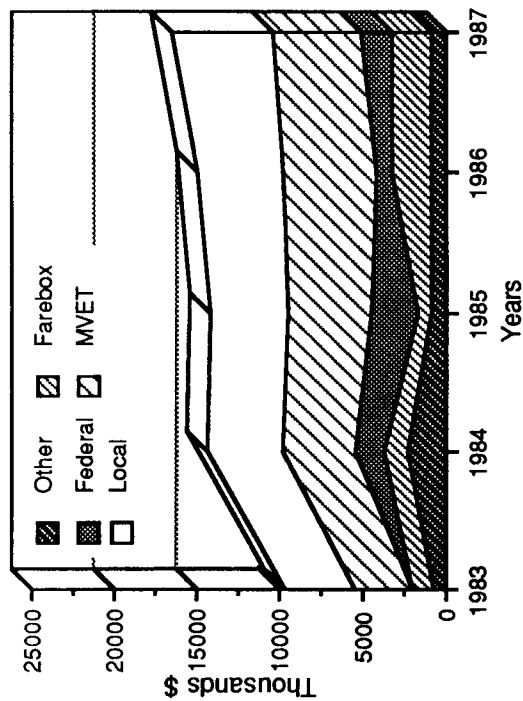
The administrative office will be expanded to house crowded staff. Community Transit also plans to update its radio network by early 1989. Future elements of Community Transit's capital improvement program, predicated on continued federal funding, include commuter coaches, minibuses, transit centers at Everett and Alderwood Mall, passenger shelters, and expanded park and ride lot capacity.

Community Transit

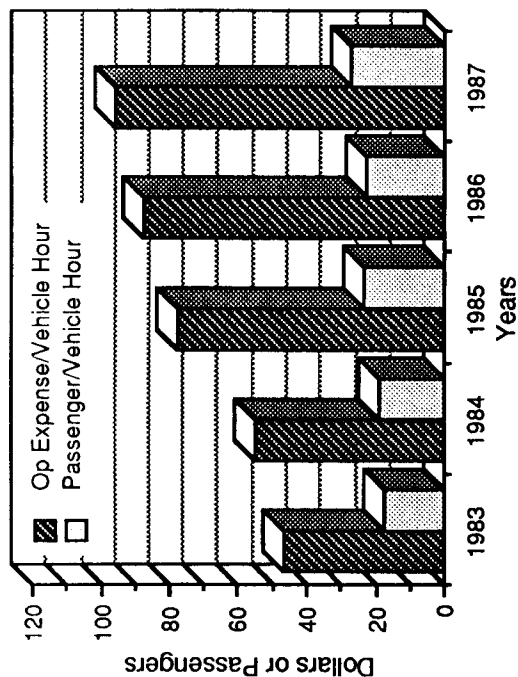
Community Transit		1983	1984	1985	1986	1987
Operations						
Population		242,800	247,000	250,200	256,000	264,040
Passengers Carried		3,001,022	3,135,148	3,294,312	3,485,156	3,625,911
Number of Vehicles		70	60	65	69	134
Miles of Route		340	340	625	603	687
Vehicle Miles Travelled		3,460,144	3,297,035	2,964,391	3,389,393	3,661,295
Vehicle Hours Provided		175,987	163,008	140,294	152,564	135,168
Revenues						
Farebox		\$1,294,910	\$1,461,237	\$692,232	\$2,271,926	\$2,386,845
Local Taxes		4,232,417	4,404,753	4,778,968	5,160,371	6,004,247
Motor Vehicle Excise Tax		3,370,834	4,405,879	5,004,753	5,594,164	5,320,000
Federal Funds		9,183	1,723,463	2,818,874	1,049,661	1,860,205
Other Funds		775,937	2,311,006	955,113	939,906	936,186
Revenue Total		\$9,683,281	\$14,306,338	\$14,249,940	\$15,016,028	\$16,507,483
Expenditures						
Capital		\$421,845	\$2,124,792	\$3,608,356	\$9,473,307	\$2,098,582
Operations		8,275,342	9,016,694	10,861,748	13,368,796	13,000,127
Other		186,996	72,407	204,483	346,414	755,014
Expenditure Total		\$8,884,183	\$11,213,893	\$14,674,587	\$23,188,517	\$15,853,723
Transit Performance						
Passenger/Capita		12.36	12.69	13.17	13.61	13.73
Passengers/Vehicle Hour		17.05	19.23	23.48	22.84	26.83
Op. Expense/Vehicle Mile		2.39	2.73	3.66	3.94	3.55
Op. Expense/Vehicle Hour		47.02	55.31	77.42	87.63	96.18
Op. Expense/Passenger		2.76	2.88	3.30	3.84	3.59
Farebox/Passenger		0.43	0.47	0.21	0.65	0.66
Farebox/Op. Expense (%)		16%	16%	6%	17%	18%

Community Transit

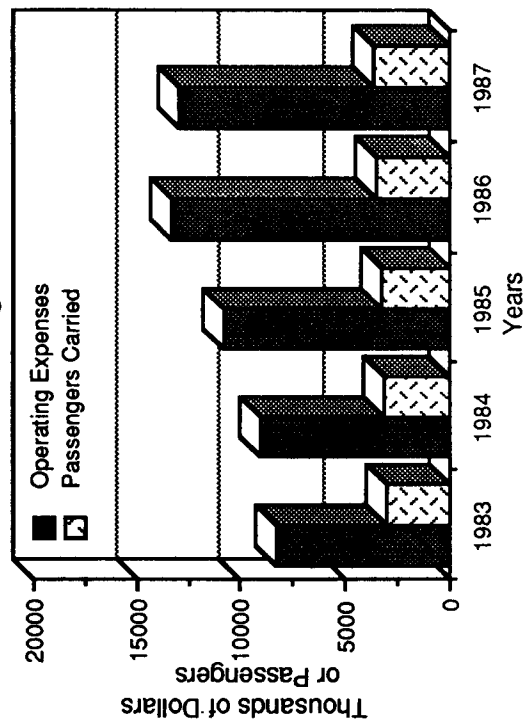
Revenues



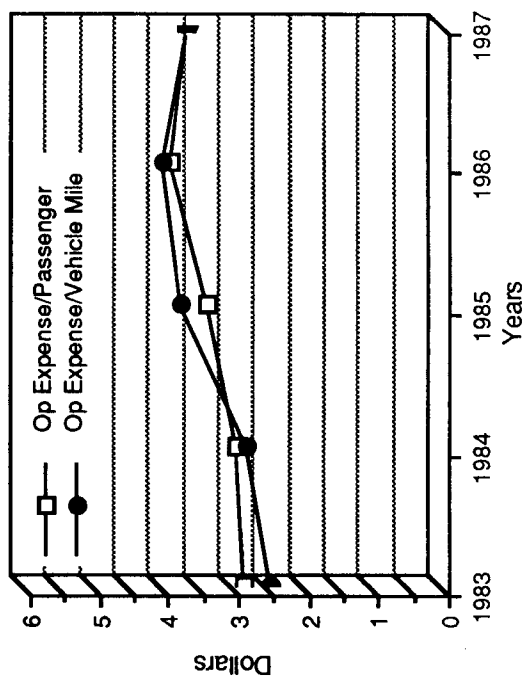
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour

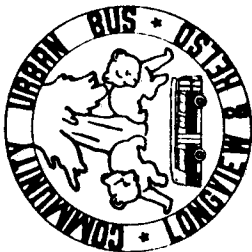


Operating Expenses & Passengers Carried



Operating Expense/Passenger & Operating Expense/Vehicle Mile

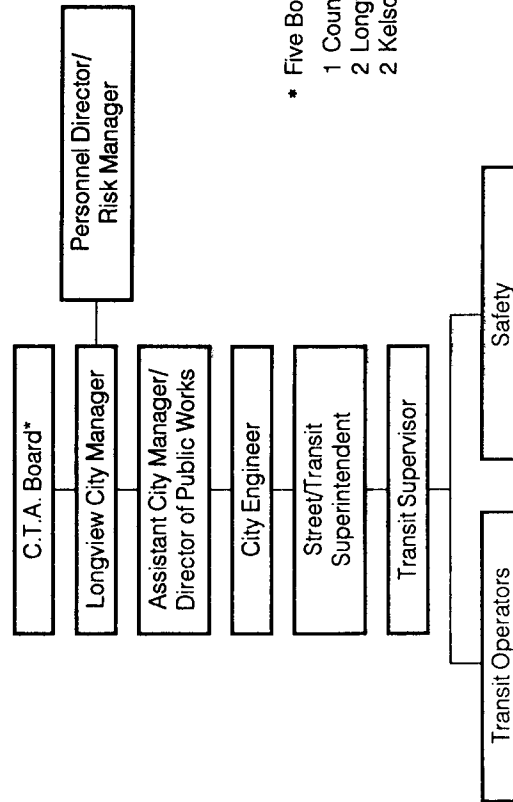




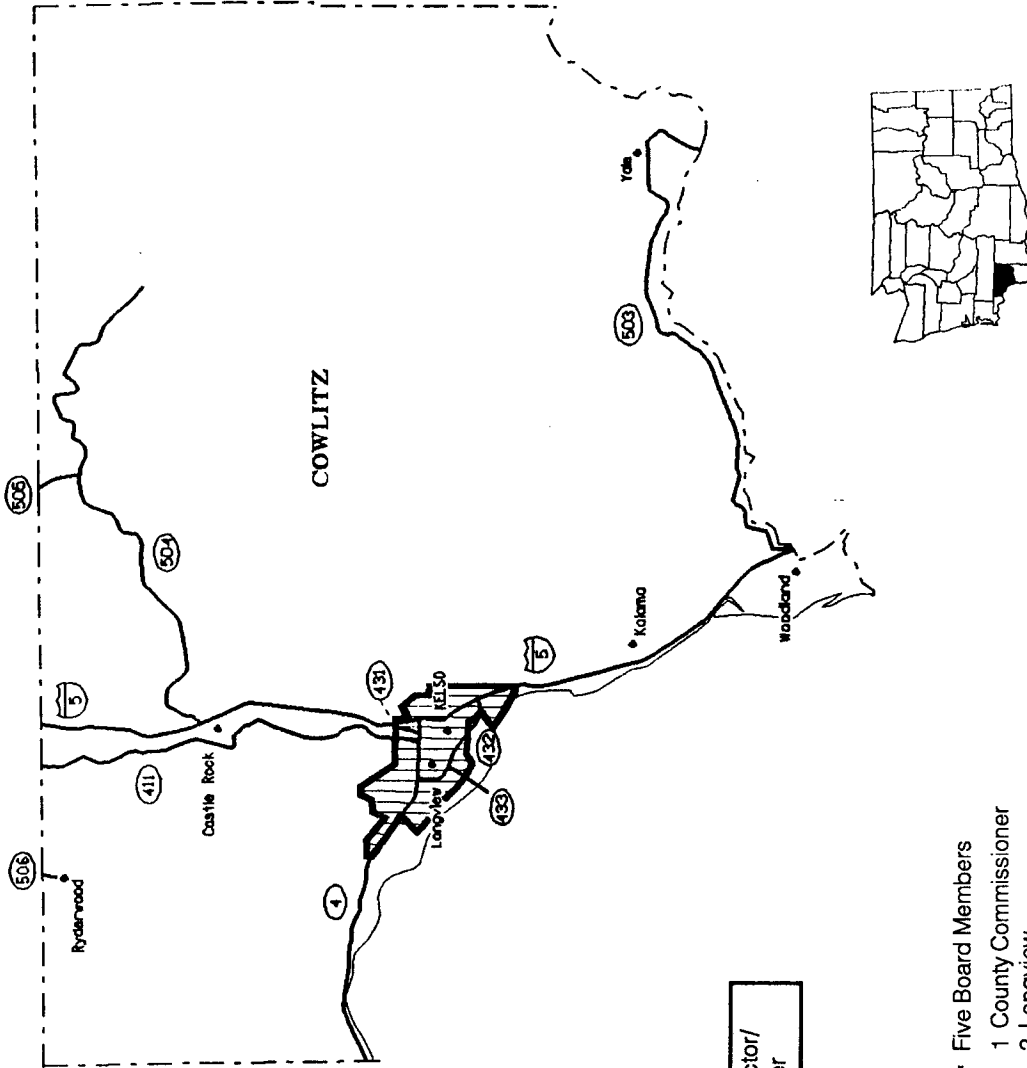
Community Urban Bus Service

Transit

Superintendent: Steve Harris
Office Address: 254 Oregon Way
 Longview, Washington
Mailing Address: City of Longview
 P.O. Box 128
 Longview, WA 98632
Telephone: (206) 577-3399 or
 SCAN 328-3399



* Five Board Members
 1 County Commissioner
 2 Longview
 2 Kelso



Cowlitz PTBA

Community Urban Bus Service

Legal Authority Public Transportation Benefit Area

Inception of Service January 1, 1988

Service

Area: Cities of Longview and Kelso
 (1987 population: 40,220)

Type: 4 fixed routes
 paratransit, wheelchair accessible

Days: 4 fixed routes and paratransit:
 Mondays through Saturdays

Equipment: 6 Vehicles Seating Capacities
 6 buses 31

Revenues

Local Taxes: Sales and Use Tax: .1%
 Motor Vehicle Excise Tax: 1%

Fares: Cash:
 Passengers age 6 to 61 years old: \$.50
 Passengers age 62 years and older and
 handicapped passengers: \$.25

Monthly Passes:
 Passengers age 18 to 62 years old: \$10.00
 Passengers age 6 to 18 years: \$6.00
 Passengers age 62 years and older and
 handicapped passengers: \$5.00

Personnel (City of Longview)

Administration 2 employees
 Operations 11 employees
 Operations subcontractors Yes, paratransit
 Maintenance 1 employee
 Total 14 employees
 Total Full-Time Equivalent
 Employees 12.5

Background

Transit in the Longview-Kelso area began over one-half century ago when three 25-passenger buses carried mill workers to and from work. Many different private owners have operated transit in the intervening years, the last being a husband and wife team operating a single 12-mile route through central Longview and Kelso. The city of Longview entered the transit business in June 1975 when the private operator suspended operations. The city entered an intergovernmental agreement with the city of Kelso. Both cities contributed to funds to support transit; Longview levied a utility tax. Later that year, the city purchased the bus system and proceeded with implementing its transit development plan, calling for five 35-passenger buses, ten passenger shelters, and 200 bus stop signs.

The major part of this plan has been accomplished, with the buses and shelters acquired in 1977, and the system expanded to 50 miles of routes. Cowlitz County commissioners and Longview and Kelso elected officials organized a public transportation benefit area in 1987; it includes only the two cities. In September 1987, the area's voters approved levy of a .1 per-cent sales and use tax to support transit. The public transportation benefit area, known as the Cowlitz Transit Authority, began levying the tax on January 1, 1988, and contracted with the city of Longview to operate transit service. The operating name, Community Urban Bus Service (CUBS), has been retained for the time being.

CUBS expects to improve service with new buses and more street furniture. In addition, as this public transportation benefit area is less than countywide, long-term prospects exist for annexing and, therefore, expanding service to other communities in Cowlitz County.

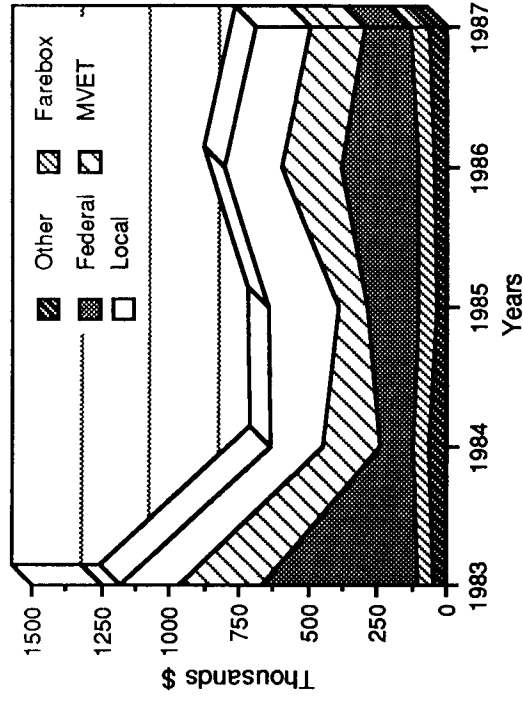
Community Urban Bus Service

CUBS	1983	1984	1985	1986	1987
Operations					
Population Base	42,025	40,660	41,230	40,130	40,220
Passengers Carried	290,748	276,467	291,650	294,472	298,174
Number of Vehicles	6	6	6	10	9
Miles of Route	50	52	52	48	55
Vehicle Miles Travelled	190,177	180,549	186,226	178,825	190,369
Vehicle Hours Provided	14,116	14,116	14,164	14,876	15,423
Revenues					
Farebox	\$56,271	\$55,135	\$60,004	\$58,849	\$65,833
Local Taxes	220,465	195,281	249,516	211,392	201,762
Motor Vehicle Excise Tax	298,181	199,298	102,381	214,758	194,669
Federal Funds	509,508	128,325	194,385	275,669	169,680
Other Funds	50,739	64,029	40,312	48,464	64,113
Revenue Total	\$1,135,164	\$642,068	\$646,598	\$809,132	\$696,057
Expenditures					
Capital	\$636,327	\$94,095	\$157,371	\$5,784	\$8,739
Operations	403,530	511,933	592,453	613,125	642,440
Other	0	5,287	122,665	4,800	53,528
Expenditure Total	\$1,039,857	\$611,315	\$872,489	\$623,709	\$704,707
Transit Performance					
Passengers/Capita	6.92	6.80	7.07	7.34	7.41
Passengers/Vehicle Hour	20.60	19.59	20.59	19.80	19.33
Op. Expense/Vehicle Mile	2.12	2.84	3.18	3.43	3.37
Op. Expense/Vehicle Hour	28.59	36.27	41.83	41.22	41.65
Op. Expense/Passenger	1.39	1.85	2.03	2.08	2.15
Farebox/Passenger	0.19	0.20	0.21	0.20	0.22
Farebox/Op. Expense (%)	14%	11%	10%	10%	10%

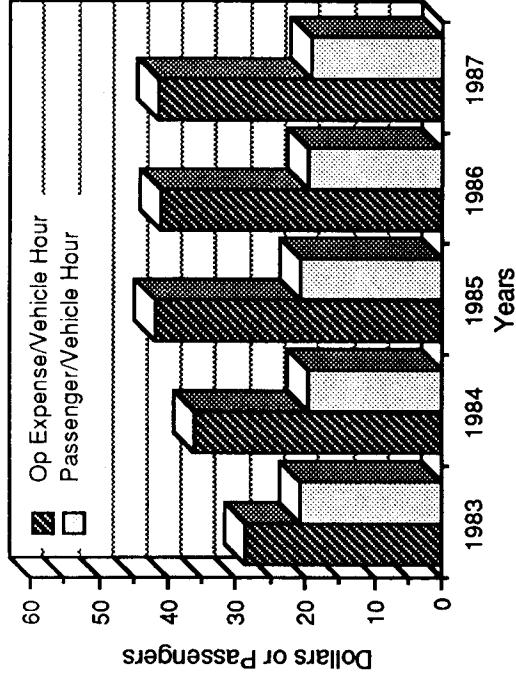
Community Urban Bus Service

CUBS

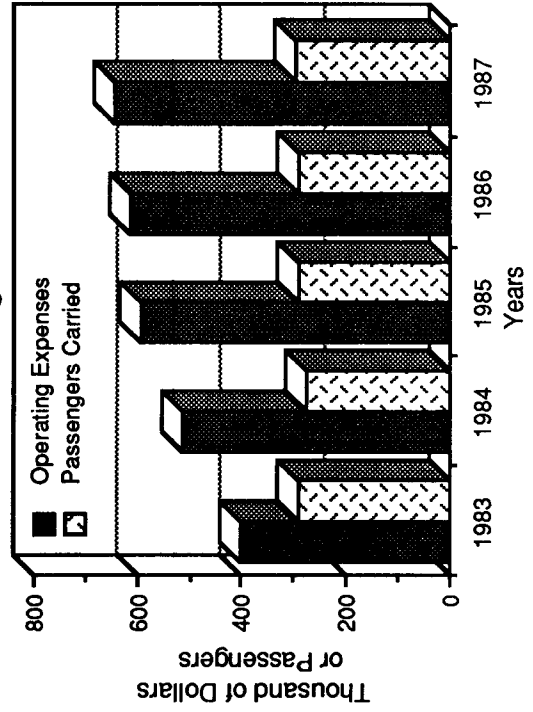
Revenues



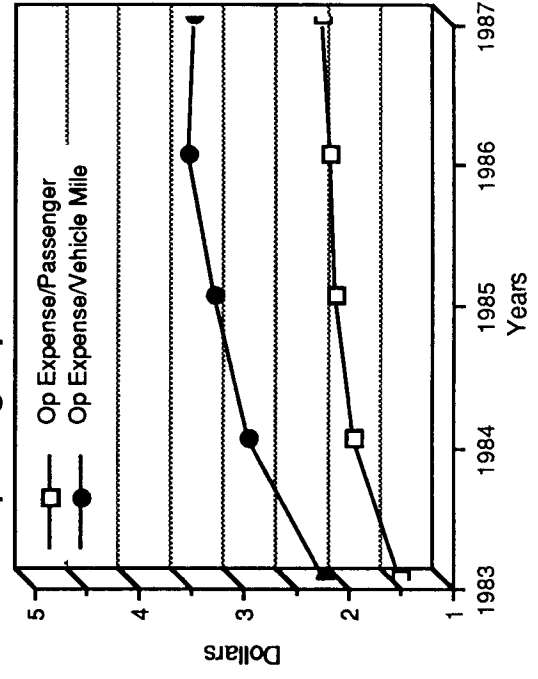
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour

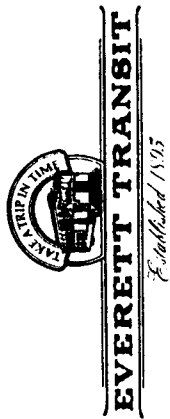


Operating Expenses & Passengers Carried



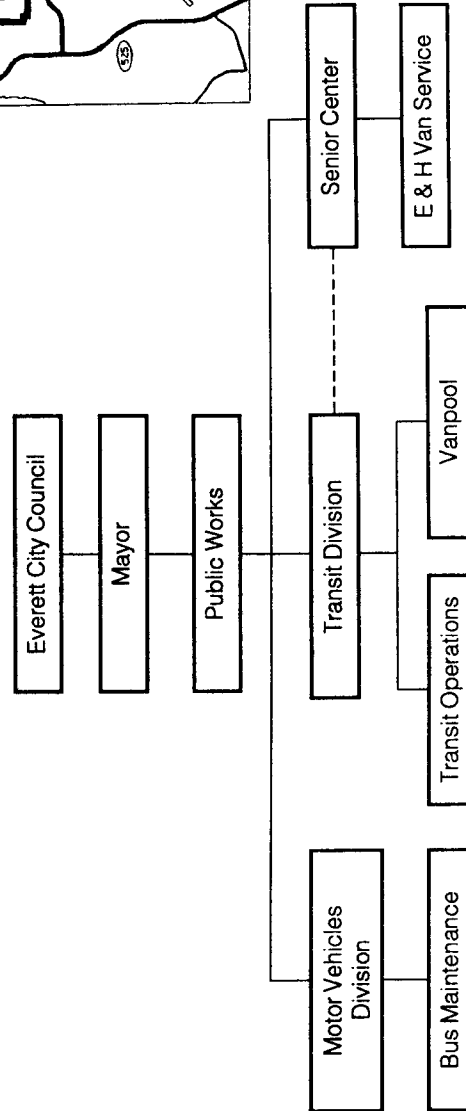
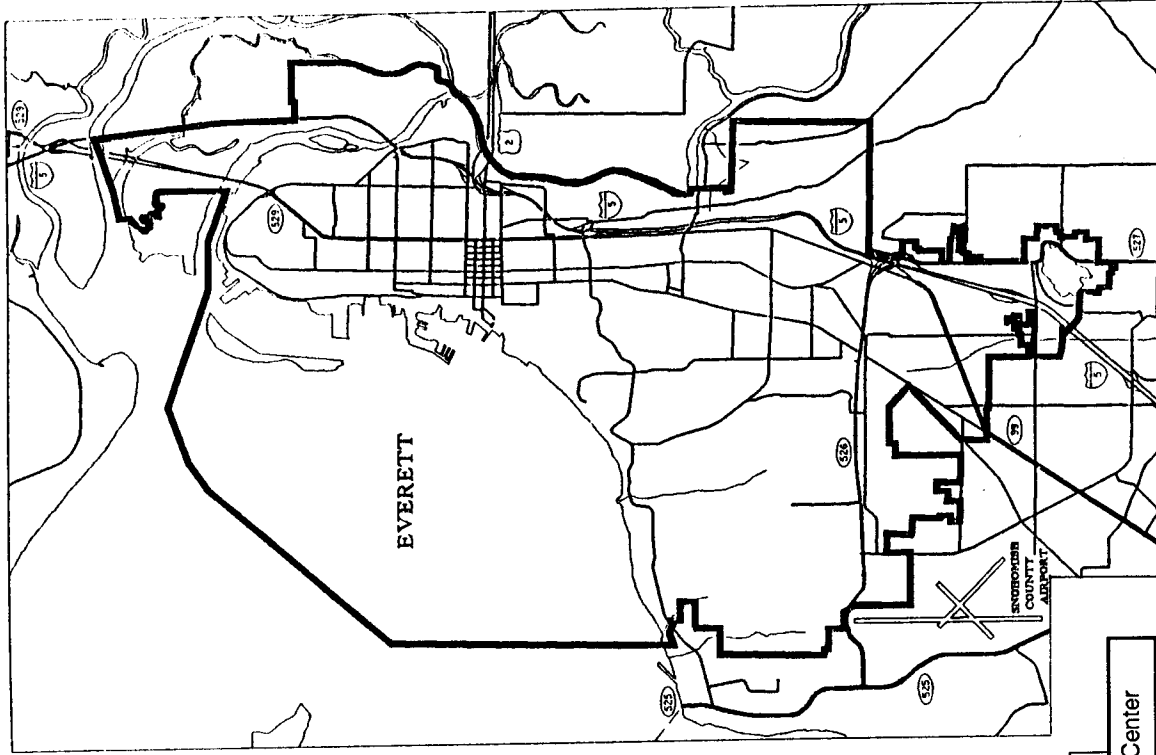
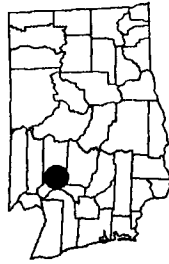
Operating Expense/Passenger & Operating Expense/Vehicle Mile





Everett Transit System

Transit Manager: Carlton Gipson
 Address: 3200 Cedar Street
 Everett, WA 98201
 Telephone: (206) 259-8803
 SCAN 723-8803



City Transit System

Everett Transit System

Legal Authority

City

Inception of Service

December 1969

Service

Area: City of Everett (1987 population: 60,100)

Type: 18 fixed routes
paratransit, wheelchair accessible

Days: 18 fixed routes and paratransit:
Sundays through Saturdays

Equipment: 40 Vehicles Seating Capacities

3 buses	.....	51
29 buses	.....	39
3 trolleys	.....	22
3 minibuses	.....	18
2 vans	.....	15

Revenues

Local Taxes: Sales and Use Tax: .3%

Fares: Cash:

Passengers under age 62 years: \$.30

Passengers age 62 years and over, and handicapped: \$.15

Monthly Passes:

Passengers over age 18 years: \$12.50

Passengers age 6 to 18 years: \$10.00

Passengers age 62 years and older, and handicapped: \$5.00

Personnel

Administration 10 employees

Operations 60 employees

Operations subcontractors Yes, paratransit

Maintenance 6 Done in another city division

Total 76 employees

Total Full-Time Equivalent

Employees 72.9

Background

Public transportation has been operating in Everett for the past 90 years. Street cars were the first mode of public transportation in the area. Bus transportation was provided by a private company until 1969. It went out of business. The transit service was taken over by the city of Everett which levied a monthly household tax to fund the service. Operations began with a fleet of ten aged GMC buses; six additional used buses were purchased the following year.

In 1979, Everett's residents approved a measure to increase the local sales and use tax by .3 percent. This tax replaced the household tax as the funding source of the transit system.

Everett Transit plans to continue providing steady, reliable service. It is participating with other jurisdictions in planning for light rail transit.

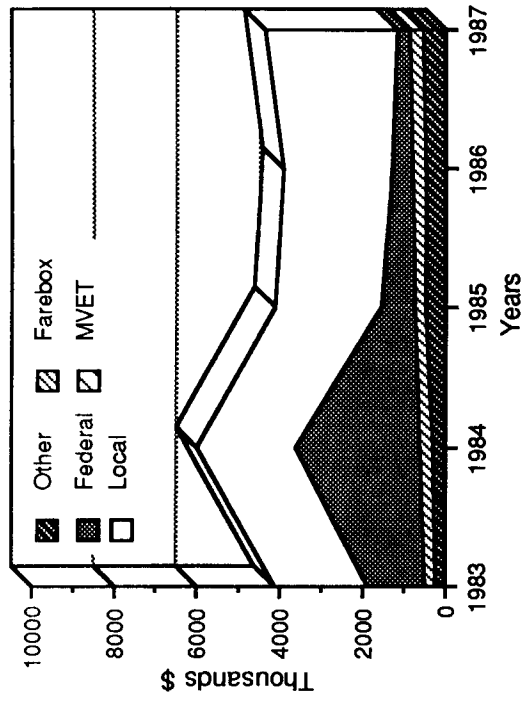
Everett Transit System

Everett Transit	1983	1984	1985	1986	1987
Operations					
Population Base	56,200	56,680	57,030	59,470	60,100
Passengers Carried	1,645,193	1,821,796	1,865,414	1,375,319	1,451,960
Number of Vehicles	49	49	43	42	44
Miles of Route	95	95	108	109	115
Vehicle Miles Travelled	1,092,981	1,135,068	1,326,557	1,206,620	1,288,078
Vehicle Hours Provided	78,289	81,655	84,855	87,812	90,225
Revenues					
Farebox	\$260,182	\$290,726	\$279,129	\$290,339	\$263,845
Local Taxes	2,238,261	2,362,385	2,522,804	2,615,648	3,181,282
Motor Vehicle Excise Tax	0	0	0	0	0
Federal Funds	1,371,926	3,016,381	819,222	530,806	336,036
Other Funds	257,059	324,808	492,845	494,628	586,633
Revenue Total	\$4,127,428	\$5,994,300	\$4,114,000	\$3,931,421	\$4,367,796
Expenditures					
Capital	\$1,506,649	\$639,220	\$369,529	\$55,615	\$0
Operations	3,187,119	3,080,304	3,623,971	3,414,334	4,017,554
Other	2,892	0	0	0	0
Expenditure Total	\$4,696,660	\$3,719,524	\$3,993,500	\$3,469,949	\$4,017,554
Transit Performance					
Passengers/Capita	29.27	32.14	32.71	23.13	24.16
Passengers/Vehicle Hour	21.01	22.31	21.98	15.66	16.09
Op. Expense/Vehicle Mile	2.92	2.71	2.73	2.83	3.12
Op. Expense/Vehicle Hour	40.71	37.72	42.71	38.88	44.53
Op. Expense/Passenger	1.94	1.69	1.94	2.48	2.77
Farebox/Passenger	0.16	0.16	0.15	0.21	0.18
Farebox/Op. Expense (%)	8%	9%	8%	9%	7%

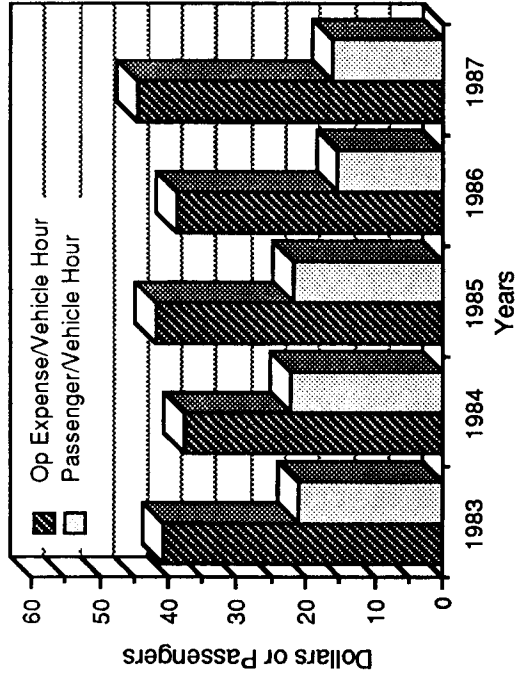
Everett Transit System

Everett Transit

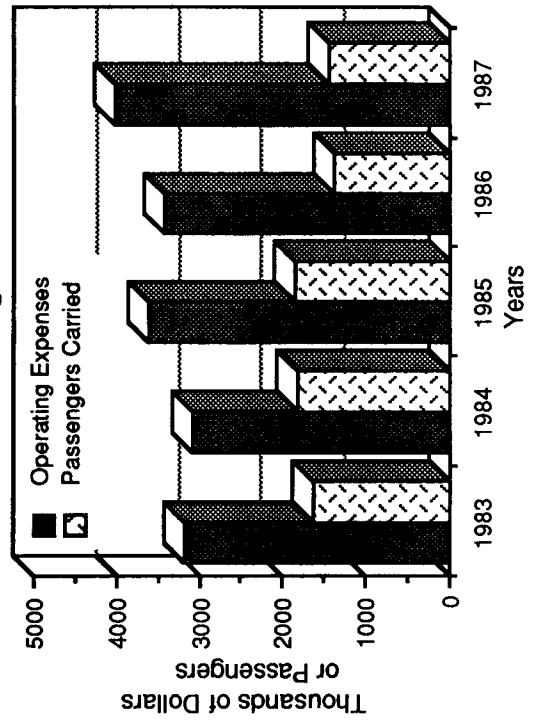
Revenues



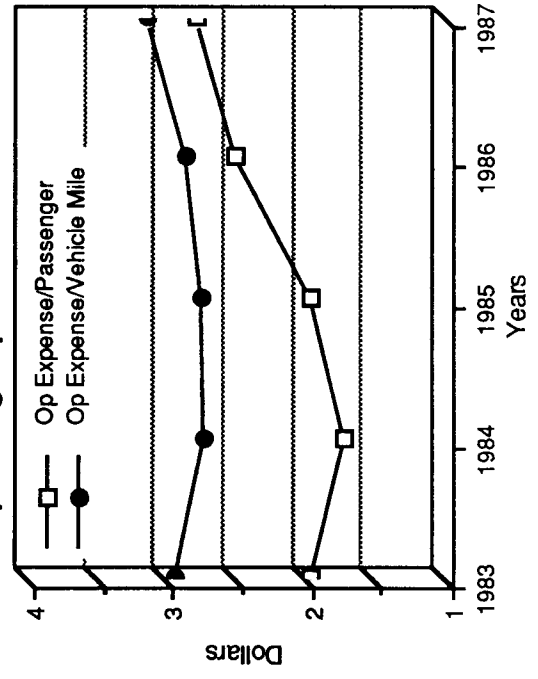
Operating Expenses/Vehicle Hour & Passengers Vehicle Hour

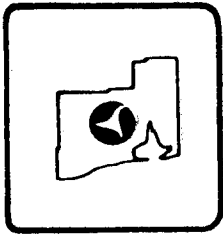


Operating Expenses & Passengers Carried



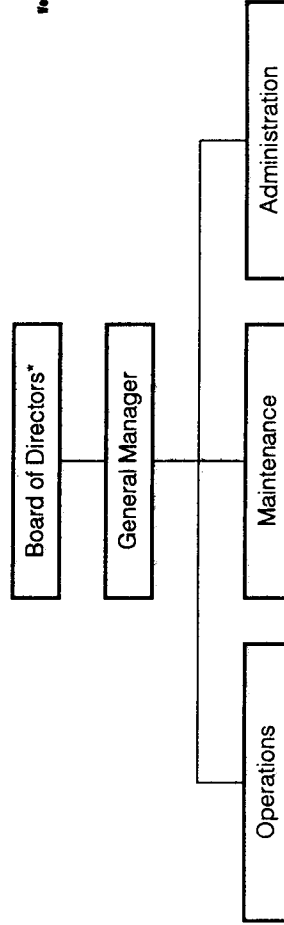
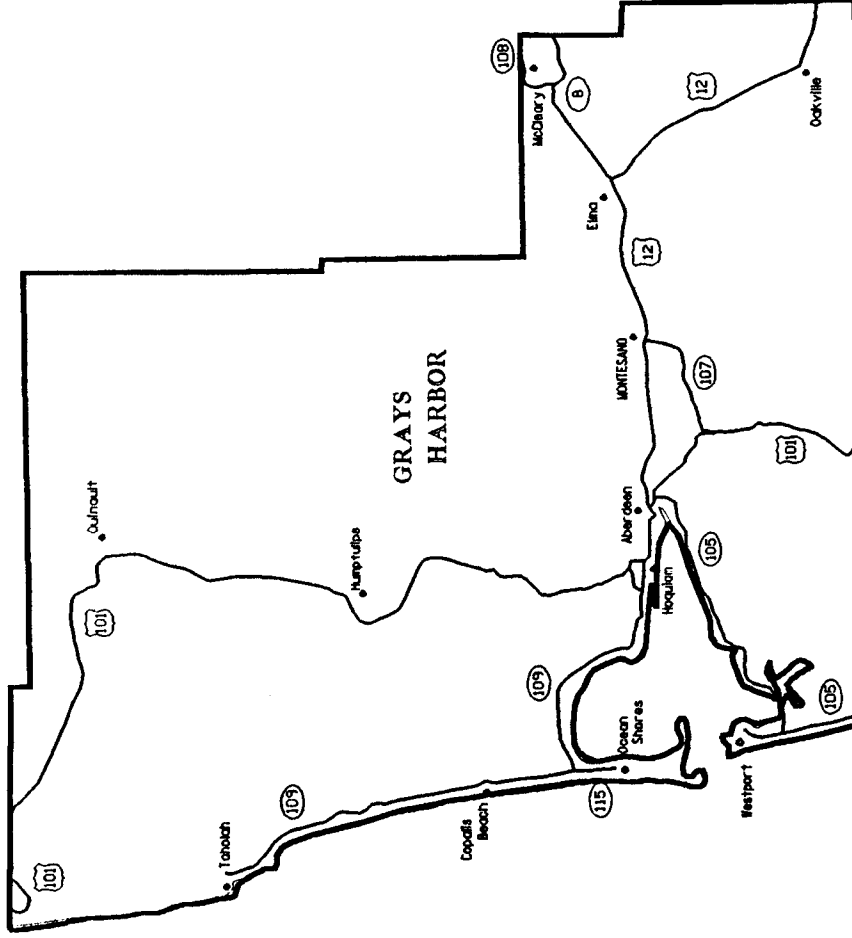
Operating Expense/Passenger & Operating Expense/Vehicle Mile



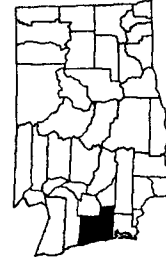


Grays Harbor Transportation Authority

General Manager: Dave Rostedt
 Address: 3000 Bay Avenue
 Hoquiam, WA 98550
 Telephone: (206) 532-2770
 SCAN 325-9364



- * Six Members
- 3 County Commissioners
 - 1 Aberdeen
 - 1 Hoquiam
 - 1 Westport, Montesano, Cos Mopolis, Elma, Ocean Shores, McCleary



Countywide Transportation Authority

Grays Harbor Transportation Authority

Legal Authority County Transportation Authority

Inception of Service June 16, 1975

Service

Area: Grays Harbor County
(1987 population: 63,000)

Type: 9 fixed routes
5 dial-a-ride, wheelchair accessible

Days: 8 fixed routes: seven days per week
1 fixed route and 4 dial-a-ride:
Mondays through Fridays
1 dial-a-ride: Mondays through Saturdays

Equipment:

35 Vehicles	Seating Capacities
10 buses	47-50
13 buses	39
5 buses	31
5 trolleys	23
5 minibuses	21
4 minibuses	17
3 minibuses	13
1 minibus	10

In June 1974, after public surveys and hearings, the Grays Harbor County Commissioners established the Grays Harbor Transportation Authority. That November, voters approved a .3 percent sales and use tax to fund transit operations. The Authority subsidized passenger ferry operations between Westport and Ocean Shores from 1977 and Aberdeen from 1984 through 1985. The Authority reduced the sales and use tax to .2 percent from July 1, 1979, through September 30, 1985. In 1983, the Authority purchased the intercity bus franchise from Washington Coast Lines and began providing service between Grays Harbor County and Olympia. Also in 1983, in response to local interest, the Authority began subsidizing ambulance services.

As a county transportation authority, Grays Harbor Transportation Authority has a countywide service area and may not annex outside of the county. However, the Authority plans to provide expanded express service and develop passenger transfer stations.

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: 1%

Fares: Cash:

Passengers over age 6 years, countywide: \$.25
Passengers over age 6 years, Olympia: \$.75

Monthly Passes:

Passengers over age 6 years, countywide: \$10.00
Passengers over age 65 years or disabled: \$5.00

Personnel

Administration	3 employees
Operations	50 employees
Operations subcontractors	None
Maintenance	11 employees
Total	64 employees
Total Full-Time Equivalent Employees	62

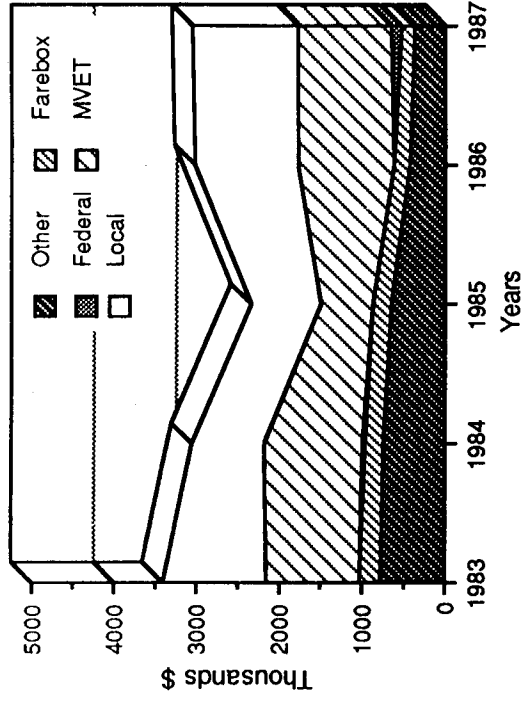
Grays Harbor Transportation Authority

Grays Harbor Transportation Authority					
	1983	1984	1985	1986	1987
Operations					
Population Base	65,800	65,100	63,900	63,000	63,000
Passengers Carried	1,146,793	1,249,778	1,070,268	1,103,428	1,025,688
Number of Vehicles	43	52	45	46	46
Miles of Route	457	457	457	457	457
Vehicle Miles Travelled	1,234,285	1,510,215	1,547,357	1,541,338	1,418,621
Vehicle Hours Provided	69,895	86,394	86,130	83,795	79,896
Revenues					
Farebox	\$256,209	\$226,918	\$211,461	\$194,669	\$185,142
Local Taxes	1,270,071	903,151	848,595	1,227,383	1,299,949
Motor Vehicle Excise Tax	1,106,304	1,183,848	624,107	1,154,615	1,129,052
Federal Funds	0	16,695	0	0	100,000
Other Funds	786,977	745,678	668,678	439,627	359,915
Revenue Total	\$3,419,561	\$3,076,290	\$2,352,841	\$3,016,294	\$3,074,058
Expenditures					
Capital	\$17,135	\$881,006	\$60,232	\$419,720	\$361,877
Operations	2,985,793	2,557,252	2,688,602	2,892,402	2,741,369
Other	0	0	233,845	27,743	118,539
Expenditure Total	\$3,002,928	\$3,438,258	\$2,982,679	\$3,339,865	\$3,221,785
Transit Performance					
Passengers/Capita	17.43	19.20	16.75	17.51	16.28
Passengers/Vehicle Hour	16.41	14.47	12.43	13.17	12.84
Op. Expense/Vehicle Mile	2.42	1.69	1.74	1.88	1.93
Op. Expense/Vehicle Hour	42.72	29.60	31.22	34.52	34.31
Op. Expense/Passenger	2.60	2.05	2.51	2.62	2.67
Farebox/Passenger	0.22	0.18	0.20	0.18	0.18
Farebox/Op. Expense (%)	9%	9%	8%	7%	7%

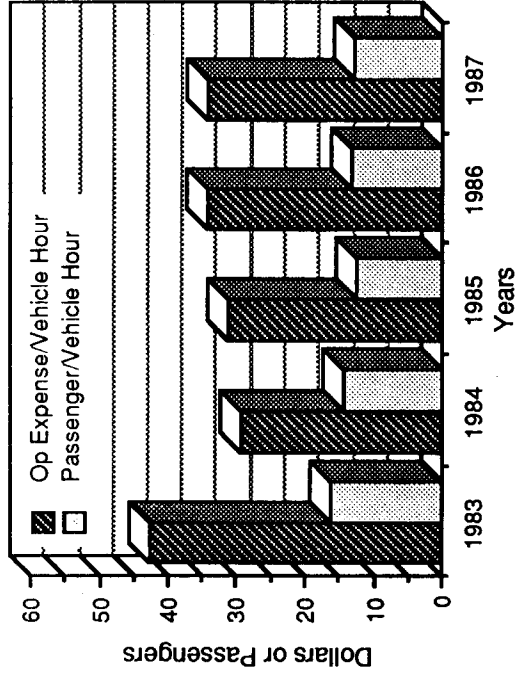
Grays Harbor Transportation Authority

Grays Harbor Transportation Authority

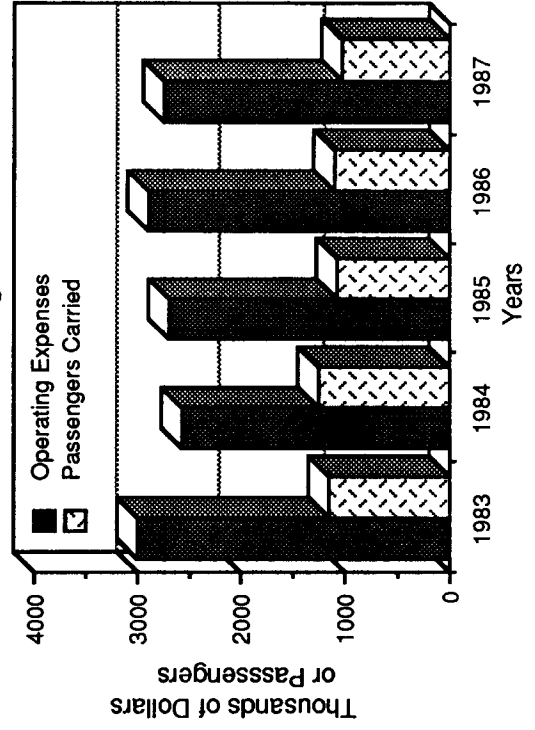
Revenues



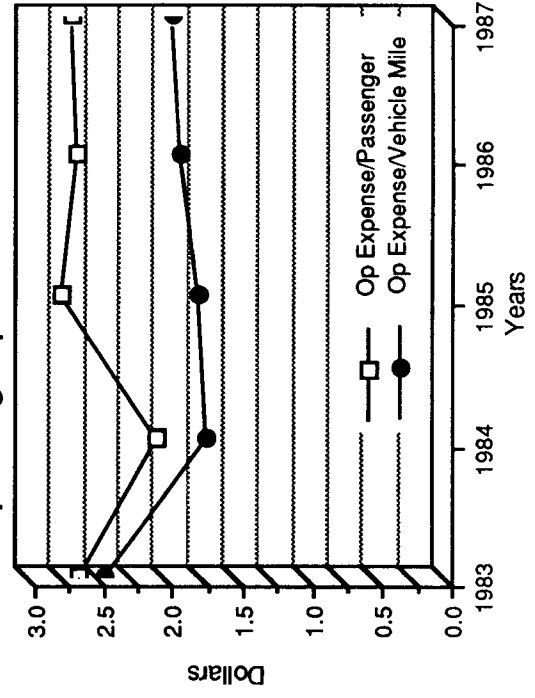
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating Expenses & Passengers Carried



Operating Expense/Passenger & Operating Expense/Vehicle Mile



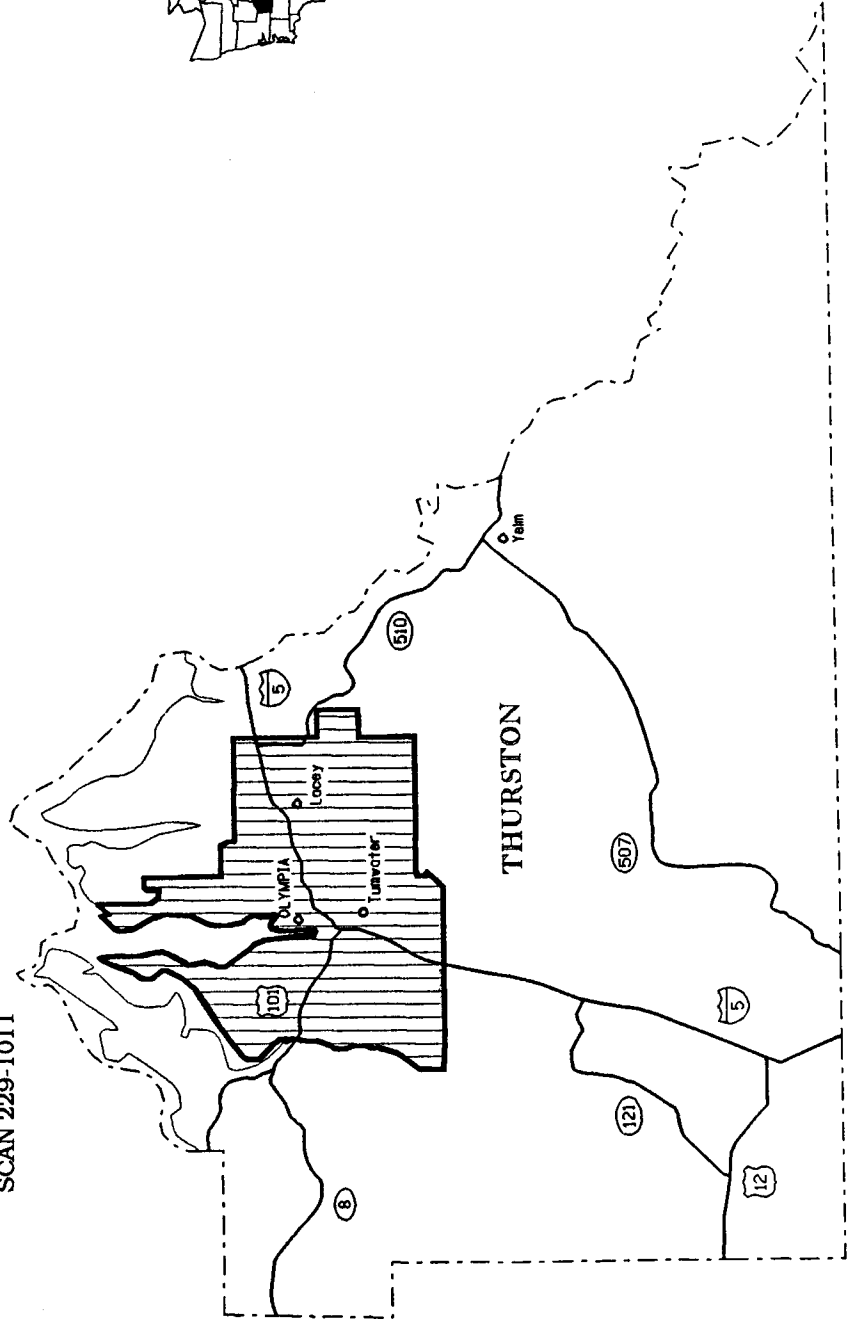
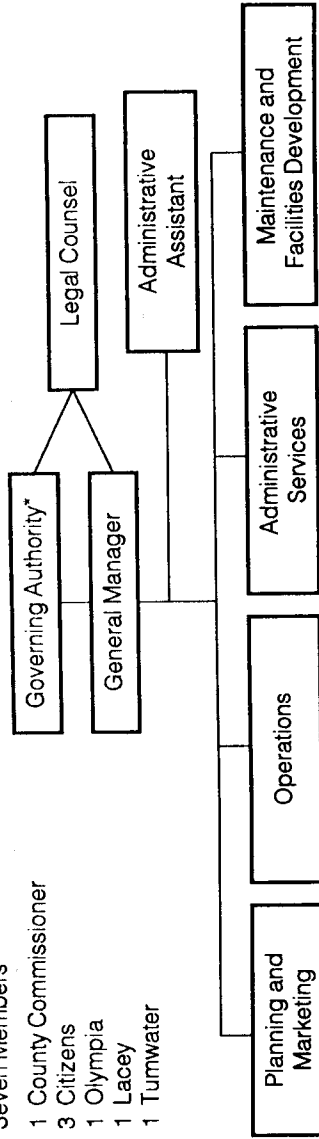


**Intercity
Transit**

General Manager: Hugh Mose
Office Address: 526 South Pattison
 Olympia, Washington
Mailing Address: P.O. Box 659
 Olympia, WA 98507
Telephone: (206) 786-8585
 SCAN 229-1011

*** Seven Members**

- 1 County Commissioner
- 3 Citizens
- 1 Olympia
- 1 Lacey
- 1 Tumwater



Thurston PTBA

Intercity Transit

Legal Authority

Public Transportation Benefit Area

Inception of Service

January 1, 1981

Service

Area: Cities of Olympia, Lacey, and Tumwater and the adjacent surrounding unincorporated area (1987 population: 96,190)

Type: 21 fixed routes
paratransit, wheelchair accessible

Days: 20 fixed routes and paratransit:
Mondays through Saturdays

1 fixed route: Mondays through Fridays

Equipment: 39 Vehicles Seating Capacities
15 buses 47
3 buses 41
10 buses 39
3 buses 31
8 buses 30

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: 1%

Fares:

Cash:
Passengers over age 18 years: \$.35
Passengers age 6 to 18 years: \$.25
Passengers age 65 years and over, and handicapped: \$.10
Monthly Passes:
Passengers over age 18 years: \$14.00
Passengers age 6 to 18 years: \$8.00
Passengers age 65 years and older, and handicapped: \$2.00

Personnel

Administration 11 employees
Operations 101 employees
Operations subcontractors Yes, paratransit
Maintenance 13 employees
Total 125 employees
Total Full-Time Equivalent Employees 101.9

Background

Private operators provided transportation services to the public for a number of years in the Olympia area. However, the cities of Olympia, Lacey, and Tumwater created the Intercity Transit Commission in 1969 to provide local public transportation. Working through a trilateral inter-governmental agreement, it contracted with the Olympia Transit Company to operate service. The cities subsidized these operating services with a household tax. In 1971, Intercity Transit began operating service directly with bus routes within the cities' limits. In the fall of 1977, the cities voters approved a .3 percent sales and use tax, replacing the household tax, in support of transit. Intercity Transit levied only .2 percent sales and use tax for two years before raising it to .3 percent.

In 1980, the area's elected officials established a public transportation benefit area which includes the three cities. Voters approved a .3 percent sales and use tax replacing the other sales and use tax in November 1980. This allowed expansion of service outside of the three cities. On January 1, 1981, the Thurston County Public Transportation Benefit Area, retaining the name "Intercity Transit," began operating transit service. Intercity Transit bought its predecessor's bus transit equipment.

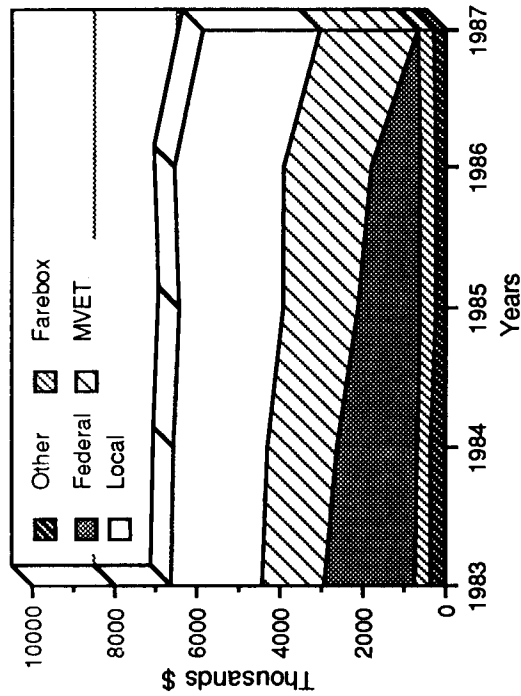
Intercity Transit continues to seek improving its services. Its current priorities are: locating a transit transfer facility in Olympia and exploring transit potential in other areas of Thurston County.

Intercity Transit

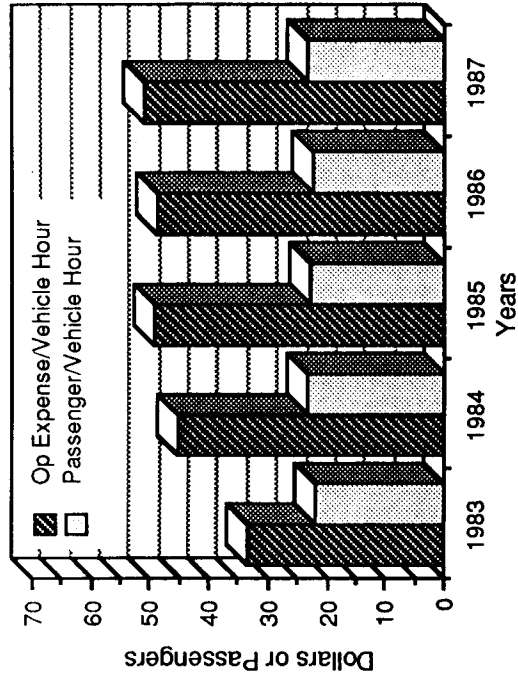
Intercity Transit	1983	1984	1985	1986	1987
Operations					
Population Base	88,500	90,300	92,200	94,000	96,190
Passengers Carried	1,943,878	1,686,950	1,799,119	1,858,502	1,870,539
Number of Vehicles	42	42	42	57	48
Miles of Route	180	91	91	91	192
Vehicle Miles Travelled	1,250,797	1,246,021	1,343,486	1,370,402	1,433,516
Vehicle Hours Provided	88,351	72,790	78,484	83,218	80,621
Revenues					
Farebox	\$352,554	\$326,774	\$342,146	\$347,225	\$349,301
Local Taxes	2,146,052	2,258,803	2,507,565	2,656,700	2,845,790
Motor Vehicle Excise Tax	1,548,179	1,683,115	1,805,522	2,127,037	2,398,668
Federal Funds	2,181,613	1,956,380	1,512,456	1,187,065	0
Other Funds	380,829	346,642	263,839	268,703	308,354
Revenue Total	\$6,609,227	\$6,571,714	\$6,431,528	\$6,586,730	\$5,902,113
Expenditures					
Capital	\$1,824,810	\$3,833,285	\$1,742,245	\$1,632,017	\$51,130
Operations	2,938,610	3,300,530	3,875,779	4,081,792	4,099,284
Other	143,935	11,385	0	267,944	247,393
Expenditure Total	\$4,907,355	\$7,145,200	\$5,618,024	\$5,981,753	\$4,397,807
Transit Performance					
Passengers/Capita	21.96	18.68	19.51	19.77	19.45
Passengers/Vehicle Hour	22.00	23.18	22.92	22.33	23.20
Op. Expense/Vehicle Mile	2.35	2.65	2.88	2.98	2.86
Op. Expense/Vehicle Hour	33.26	45.34	49.38	49.05	50.85
Op. Expense/Passenger	1.51	1.96	2.15	2.20	2.19
Farebox/Passenger	0.18	0.19	0.19	0.19	0.19
Farebox/Op. Expense (%)	12%	10%	9%	9%	9%

Intercity Transit

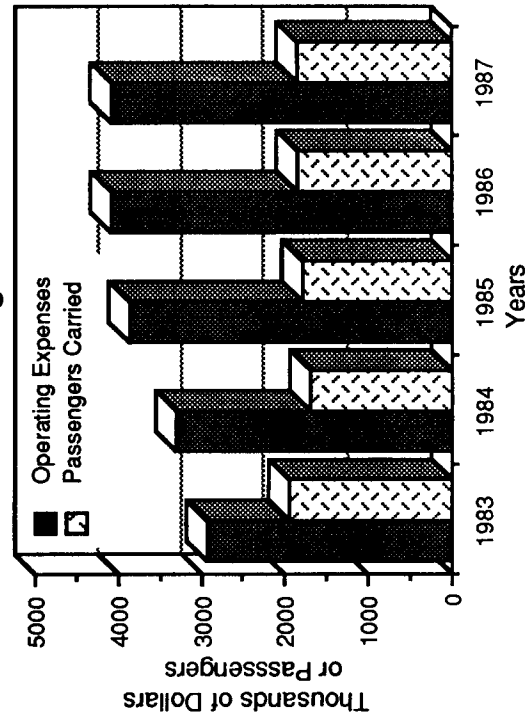
Revenues



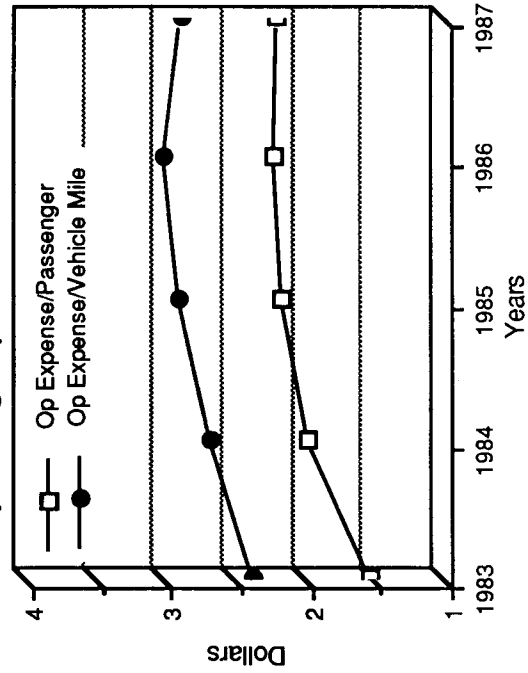
Operating Expenses/Vehicle Hour & Passenger/Vehicle Hour



Operating Expenses & Passengers Carried



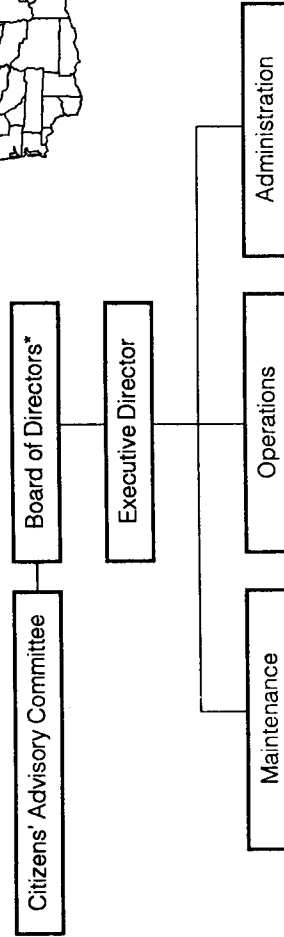
Operating Expense/Passenger & Operating Expense/Vehicle Mile



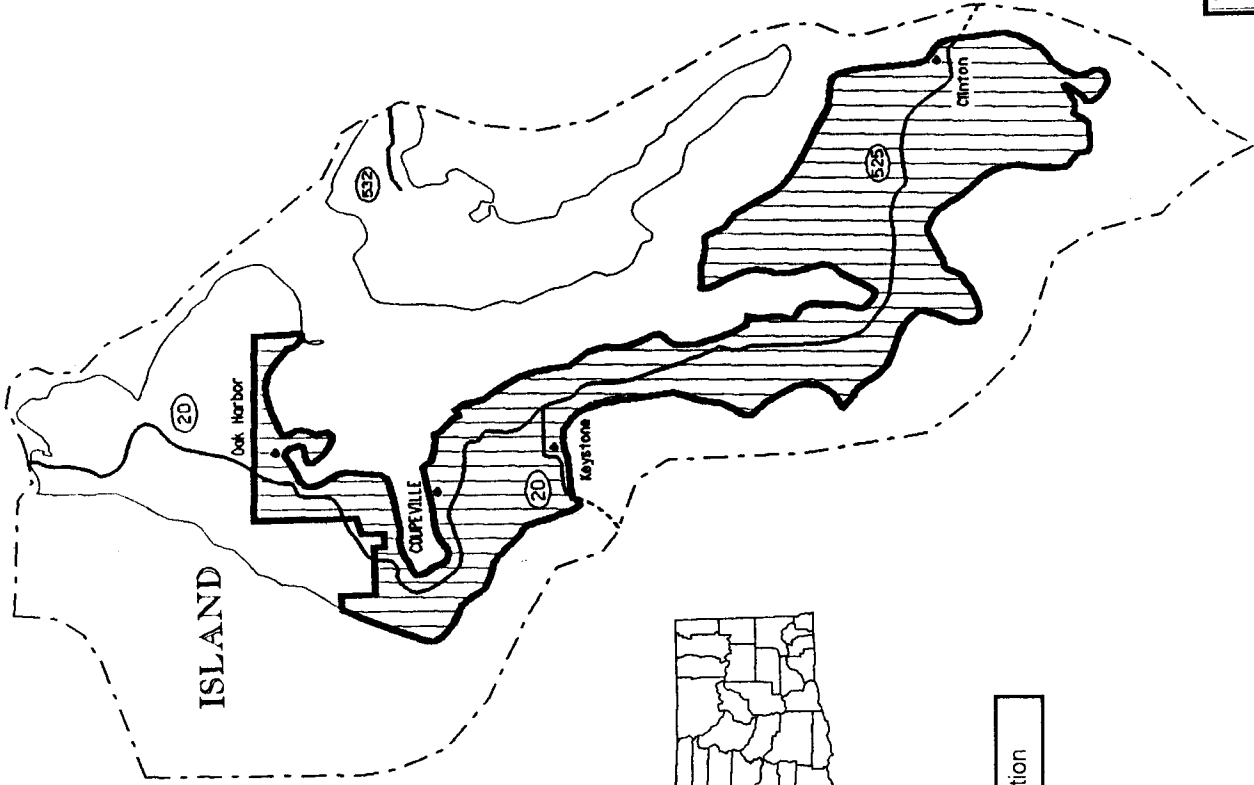


Island Transit

Executive Director: Dan Snow
Office Address: 480 W. State Highway 20
 Coupeville, WA 98239
Mailing Address: P.O. Box 1097
 Coupeville, WA 98239
Telephone: (206) 678-7771 or
 (206) 321-6688



- * Seven Members:
- 3 County Commissioners
 - 2 Oak Harbor
 - 1 Coupeville
 - 1 Langley



Island PTBA

Island Transit

Legal Authority Public Transportation Benefit Area

Inception of Service December 1, 1987

Service

Area: Central and south Whidbey Island
 (1987 population: 32,340)

Type: 4 fixed routes

Days: 4 fixed routes: Mondays through Saturdays

Equipment: 5 Vehicles Seating Capacities
 5 buses 30

Revenues

Local Taxes: Sales and Use Tax: .3%
 Motor Vehicle Excise Tax: 1%

Fares: Cash:
 All Passengers: Free
 Monthly Passes: None

Personnel

Administration 2 employees
 Operations 17 employees
 Operations subcontractors None
 Maintenance: 2 employees
 Total 21 employees
 Total Full-Time Equivalent
 Employees 16

Background

Prior to the commencement of Island Transit operations, Evergreen Trailways provided only limited bus service along the Island Crest Highway that stretches from Deception Pass in the north to Clinton in the south. This service did not adequately meet the needs of the people. It was too infrequent, and only served those near the highway. In September 1980, the Island County Public Transportation Benefit Area (ICPTBA) was formed after a survey of community attitudes about the need for a public transportation system.

Initially, the ICPTBA presented a countywide service proposition to the voters in September 1982. It was defeated. The ICPTBA presented a service proposition for part of Whidbey Island to the voters in November 1983. It was passed. The ICPTBA took action to levy the .3 percent sales and use tax in August 1986. After considering providing service through contractors, the ICPTBA decided to provide service directly through Island Transit. Island Transit began providing free fare service on December 1, 1987. The ICPTBA is evaluating continuing a free fare service.

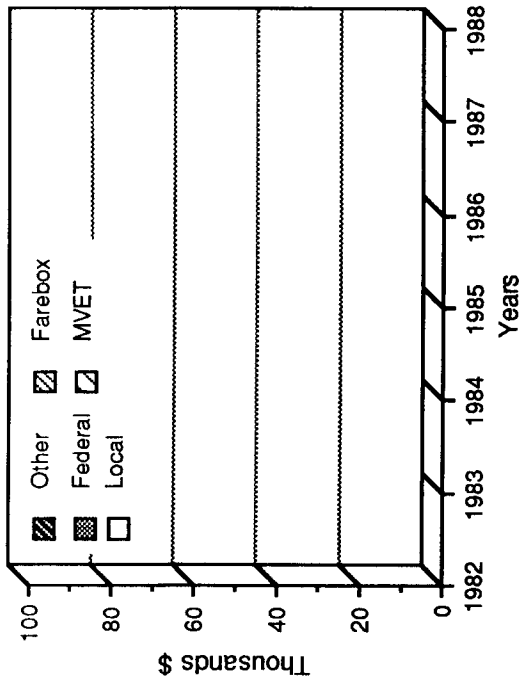
Island Transit will continue to explore ways to improve service. In addition, as this public transportation benefit area is less than countywide, the prospects for annexing, and therefore expanding service to, either the north end of Whidbey Island and/or Camano Island exist.

Island Transit

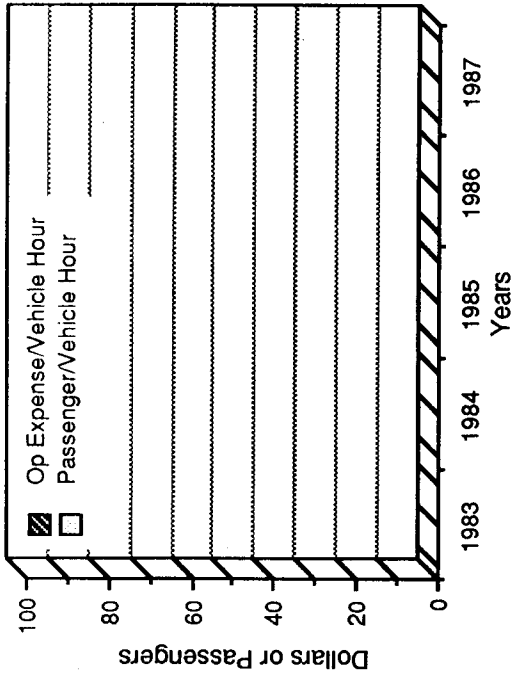
Island Transit*	1983	1984	1985	1986	1987
Operations					
Population Base				31,400	32,340
Passengers Carried				0	12,705
Number of Vehicles				0	5
Miles of Route				0	110
Vehicle Miles Travelled				0	35,200
Vehicle Hours Provided				0	1,367
Revenues					
Farebox					\$0
Local Taxes				29,439	500,614
Motor Vehicle Excise tax				0	420,000
Federal Funds				0	0
Other Funds				0	492,792
Revenue Total	\$0	\$0	\$0	\$29,439	\$1,413,406
Expenditures					
Capital				\$0	\$761,300
Operations				0	194,301
Other				0	3,541
Expenditure Total	\$0	\$0	\$0	\$0	\$959,142
Transit Performance					
Passengers/Capita	N/A	N/A	N/A	N/A	N/A
Passengers/Vehicle Hour	N/A	N/A	N/A	N/A	N/A
Op. Expense/Vehicle Mile	N/A	N/A	N/A	N/A	N/A
Op. Expense/Vehicle Hour	N/A	N/A	N/A	N/A	N/A
Op. Expense/Passenger	N/A	N/A	N/A	N/A	N/A
Farebox/Passenger	N/A	N/A	N/A	N/A	N/A
Farebox/Op. Expense (%)	N/A	N/A	N/A	N/A	N/A
* Route service began December 1, 1987.					

Island Transit*

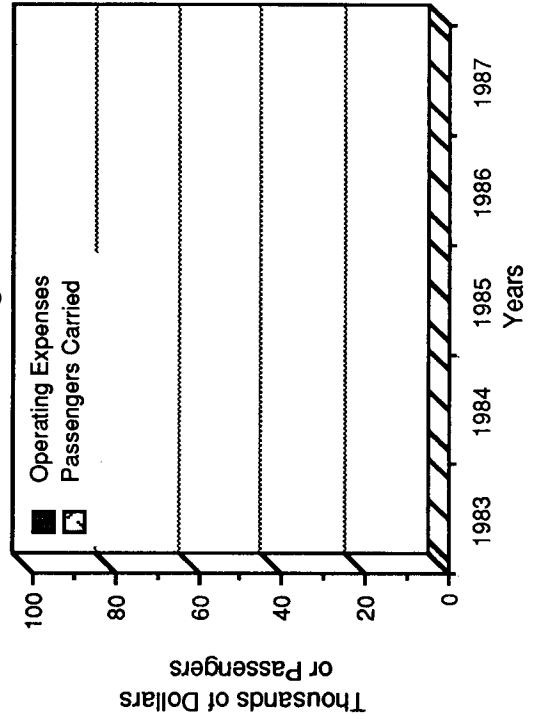
Revenues



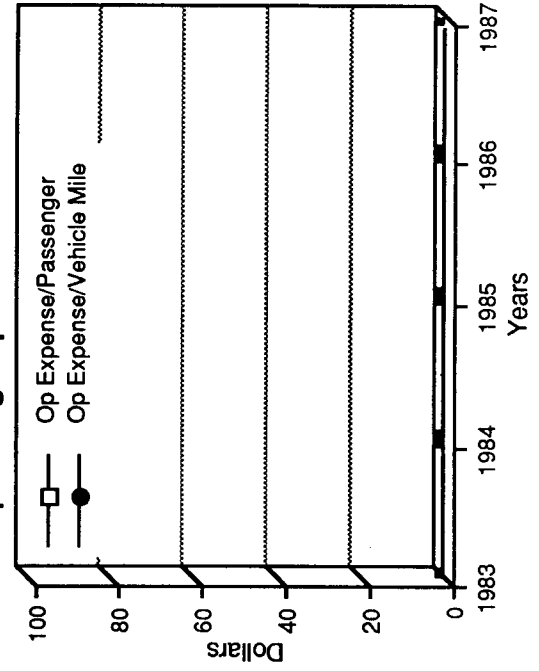
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating Expenses & Passengers Carried



Operating Expense/Passenger & Operating Expense/Vehicle Mile

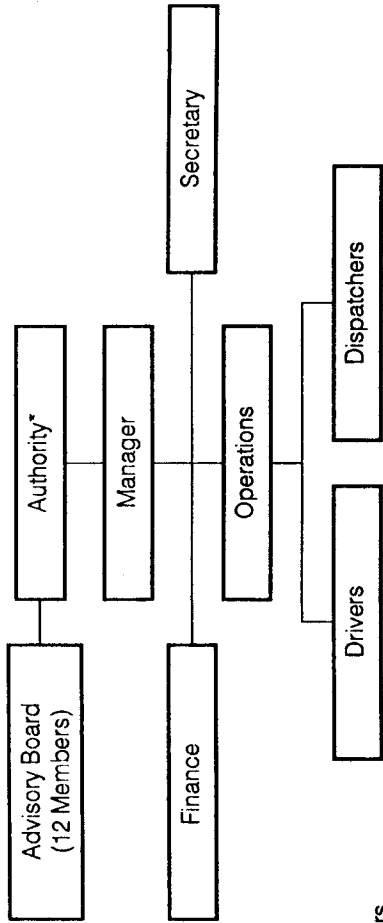


*Data for graphs non-applicable. Service began in December 1987. Public Transportation in Washington State - 1988

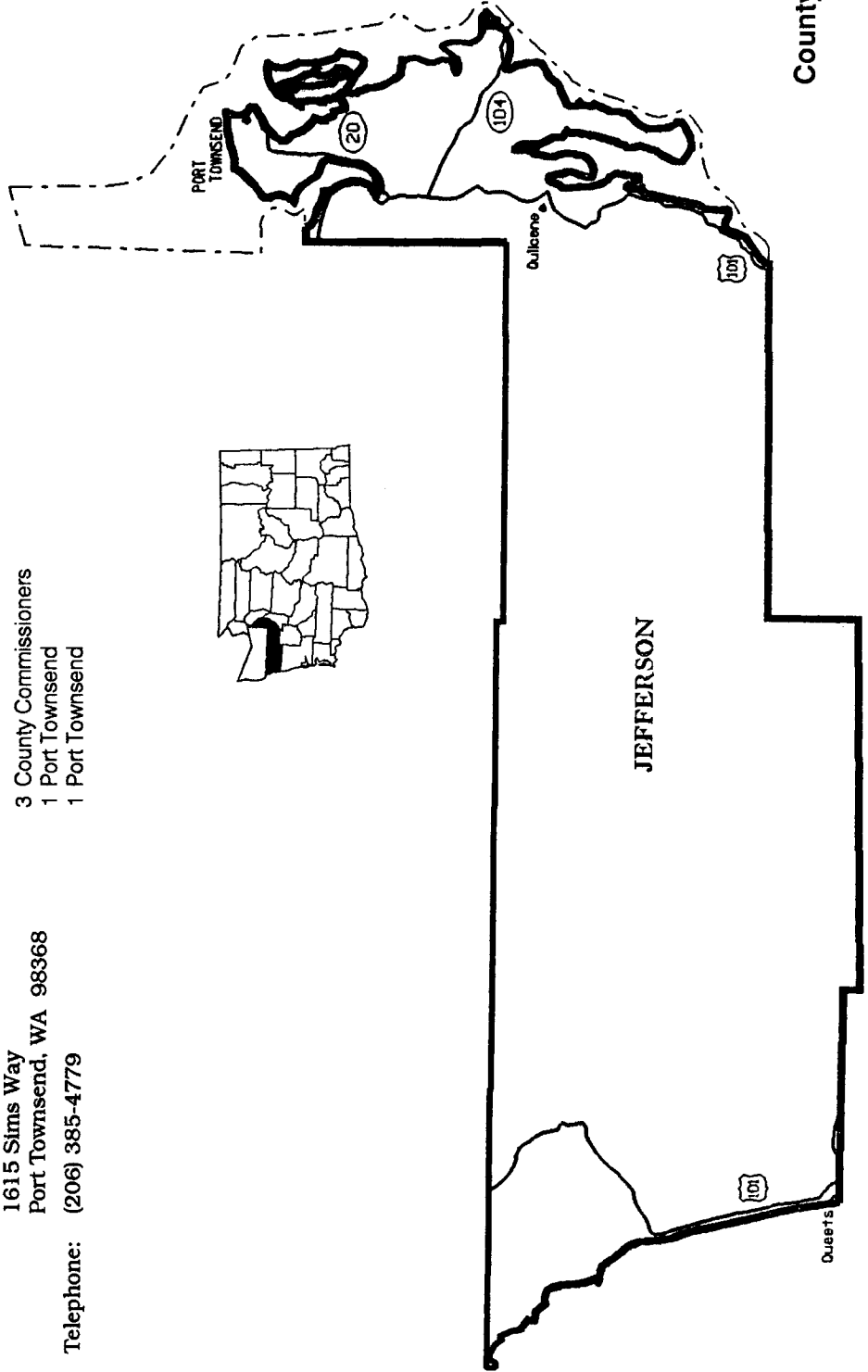
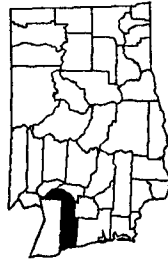


Jefferson Transit Authority

Manager: Peter Badame
Address: P.O. Box 908
 1615 Sims Way
 Port Townsend, WA 98368
Telephone: (206) 385-4779



* Five Members
 3 County Commissioners
 1 Port Townsend
 1 Port Townsend



Countywide PTBA

Jefferson Transit Authority

Legal Authority	Public Transportation Benefit Area														
Inception of Service	March 31, 1981														
Service															
Area:	Jefferson County, east of the Olympic National Park (1987 population: 18,100)														
Type:	6 fixed routes														
Days:	1 fixed route: seven days a week 3 fixed routes: Mondays through Saturdays 2 fixed routes and paratransit: Mondays through Fridays														
Equipment:	<table> <tr> <th>10 Vehicles</th><th>Seating Capacities</th></tr> <tr> <td>2 buses</td><td>40</td></tr> <tr> <td>2 buses</td><td>31</td></tr> <tr> <td>1 bus</td><td>26</td></tr> <tr> <td>2 buses</td><td>23</td></tr> <tr> <td>3 minibuses</td><td>17-23</td></tr> </table>	10 Vehicles	Seating Capacities	2 buses	40	2 buses	31	1 bus	26	2 buses	23	3 minibuses	17-23		
10 Vehicles	Seating Capacities														
2 buses	40														
2 buses	31														
1 bus	26														
2 buses	23														
3 minibuses	17-23														
Revenues															
Local Taxes:	<table> <tr> <td>Sales and Use Tax:</td><td>.3%</td></tr> <tr> <td>Motor Vehicle Excise Tax:</td><td>1%</td></tr> </table>	Sales and Use Tax:	.3%	Motor Vehicle Excise Tax:	1%										
Sales and Use Tax:	.3%														
Motor Vehicle Excise Tax:	1%														
Fares:	<p>Cash:</p> <table> <tr> <td>Passengers over age 18 years, one zone:</td><td>\$.50</td></tr> <tr> <td>Passengers age 60 years and over, and handicapped, all zones:</td><td>\$.25</td></tr> <tr> <td>Passengers between age 6 and 18 years:</td><td>\$.25</td></tr> <tr> <td>Each of two additional zones:</td><td>\$.25</td></tr> </table> <p>Monthly Passes:</p> <table> <tr> <td>Passengers over age 6 years, one zone:</td><td>\$16.00</td></tr> <tr> <td>Passengers age 60 years and older, and handicapped, all zones:</td><td>\$8.00</td></tr> <tr> <td>Passengers between age 6 and 18 years:</td><td>\$8.00</td></tr> </table>	Passengers over age 18 years, one zone:	\$.50	Passengers age 60 years and over, and handicapped, all zones:	\$.25	Passengers between age 6 and 18 years:	\$.25	Each of two additional zones:	\$.25	Passengers over age 6 years, one zone:	\$16.00	Passengers age 60 years and older, and handicapped, all zones:	\$8.00	Passengers between age 6 and 18 years:	\$8.00
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Passengers over age 6 years, one zone:	\$16.00														
Passengers age 60 years and older, and handicapped, all zones:	\$8.00														
Passengers between age 6 and 18 years:	\$8.00														

Personnel	
Administration	3 employees
Operations	15 employees
Operations subcontractors	Yes, paratransit
Maintenance	-- Subcontract with school district
Total	18 employees
Total Full-Time Equivalent Employees	17.3

Background

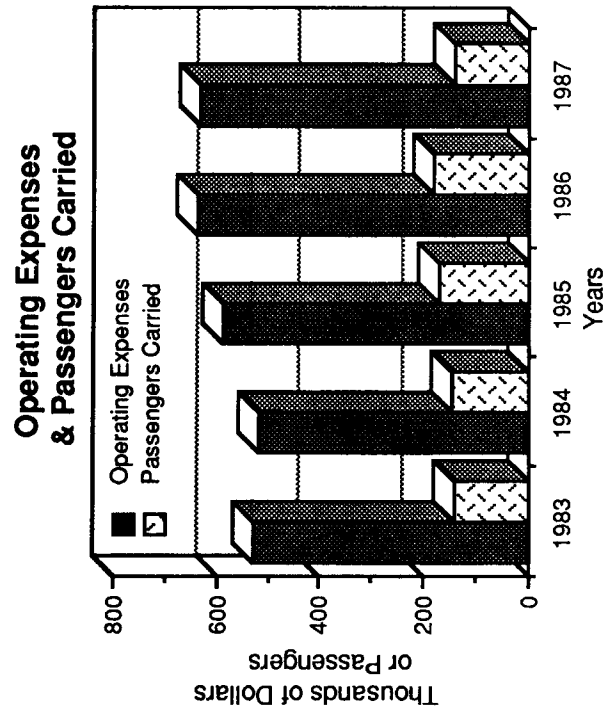
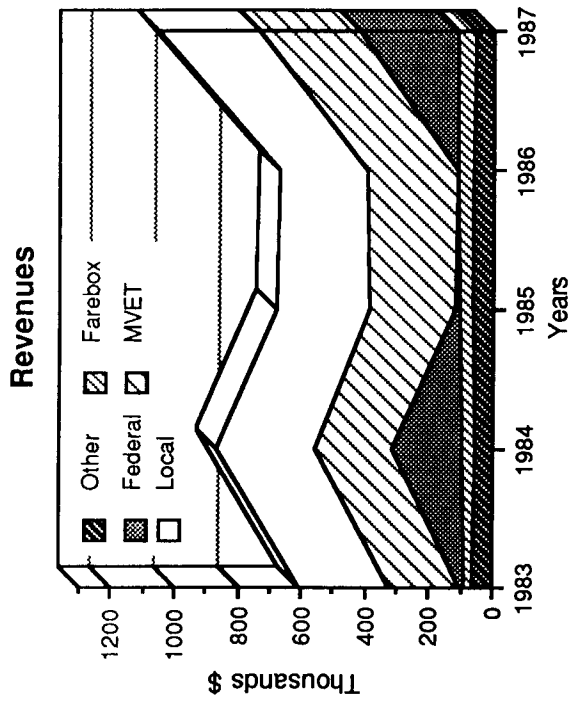
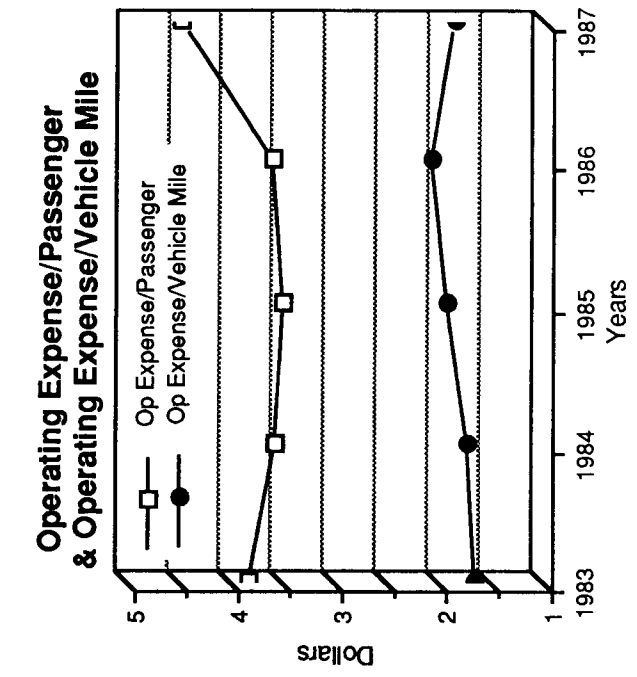
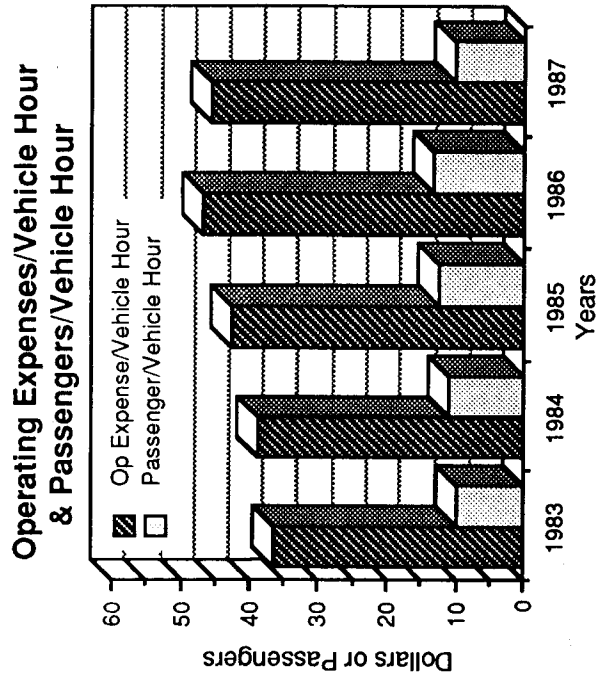
A succession of private operators has provided public transportation in Port Townsend since 1889. In February 1978, the Jefferson County commissioners established a transportation advisory committee. After cataloguing existing transportation systems, facilities, and needs, this committee approached the Clallam Jefferson County Community Action Council to seek an UMTA Section 18 grant. This grant, approved in August 1979, is the base of the current Jefferson County transit operations.

After voters' approval of a .3 percent sales and use tax, the Jefferson County Public Transportation Benefit Area, doing business as the Jefferson Transit Authority, began operating countywide service. Jefferson Transit contracted with a private operator for paratransit service. Later that year, Jefferson Transit interfaced passenger service with Greyhound Lines. This was extended to include local freight delivery in 1982. Also in 1982, Jefferson Transit began connecting with Clallam Transit in Sequim. Due to low use, Jefferson Transit ended its once a week service for the western portion of the county in December 1983. This had been contracted with the Grays Harbor Transportation Authority. In November 1985, over 69 percent of the county's voters overwhelmingly rejected a proposition to abolish Jefferson Transit.

As Jefferson Transit is incorporated countywide and the adjoining counties have public transportation districts, Jefferson Transit may not annex.

Jefferson Transit Authority

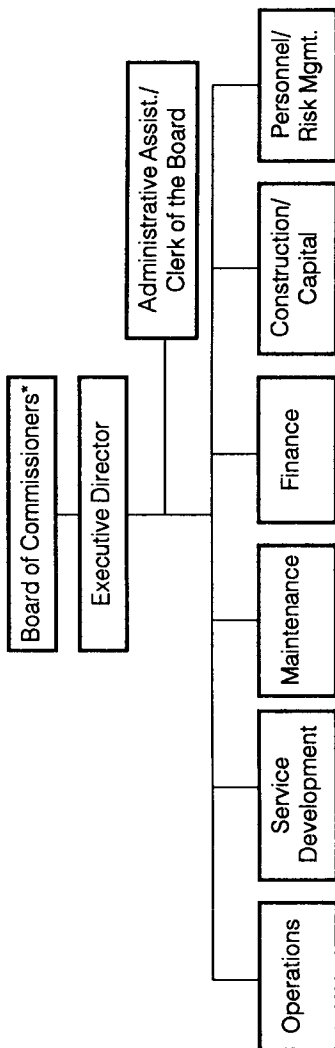
Jefferson Transit Authority		1983	1984	1985	1986	1987
Operations						
Population Base		16,800	17,000	17,500	17,900	18,100
Passengers Carried		138,795	146,218	169,073	178,550	142,167
Number of Vehicles		8	10	10	11	12
Miles of Route		215	162	162	122	120
Vehicle Miles Travelled		325,666	301,813	311,046	312,535	348,829
Vehicle Hours Provided		14,382	13,296	13,737	13,688	13,919
Revenues						
Farebox		\$31,153	\$35,339	\$40,767	\$45,890	\$60,409
Local Taxes		289,096	307,671	291,180	277,681	318,439
Motor Vehicle Excise Tax		218,609	241,976	264,074	287,490	320,000
Federal Funds		11,657	222,137	20,903	2,308	308,552
Other Funds		60,647	59,408	63,194	63,606	56,161
Revenue Total		\$611,162	\$866,531	\$680,118	\$676,975	\$1,063,561
Expenditures						
Capital		\$14,540	\$291,193	\$56,581	\$18,195	\$499,254
Operations		527,742	517,010	586,602	639,131	636,246
Other		0	0	0	0	22,420
Expenditure Total		\$542,282	\$808,203	\$643,183	\$657,326	\$1,157,920
Transit Performance						
Passengers/Capita		8.26	8.60	9.66	9.97	7.85
Passengers/Vehicle Hour		9.65	11.00	12.31	13.04	10.21
Op. Expense/Vehicle Mile		1.62	1.71	1.89	2.04	1.82
Op. Expense/Vehicle Hour		36.69	38.88	42.70	46.69	45.71
Op. Expense/Passenger		3.80	3.54	3.47	3.58	4.48
Farebox/Passenger		0.22	0.24	0.24	0.26	0.42
Farebox/Op. Expense (%)		6%	7%	7%	7%	9%





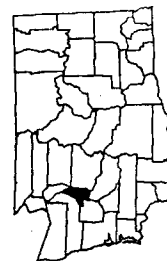
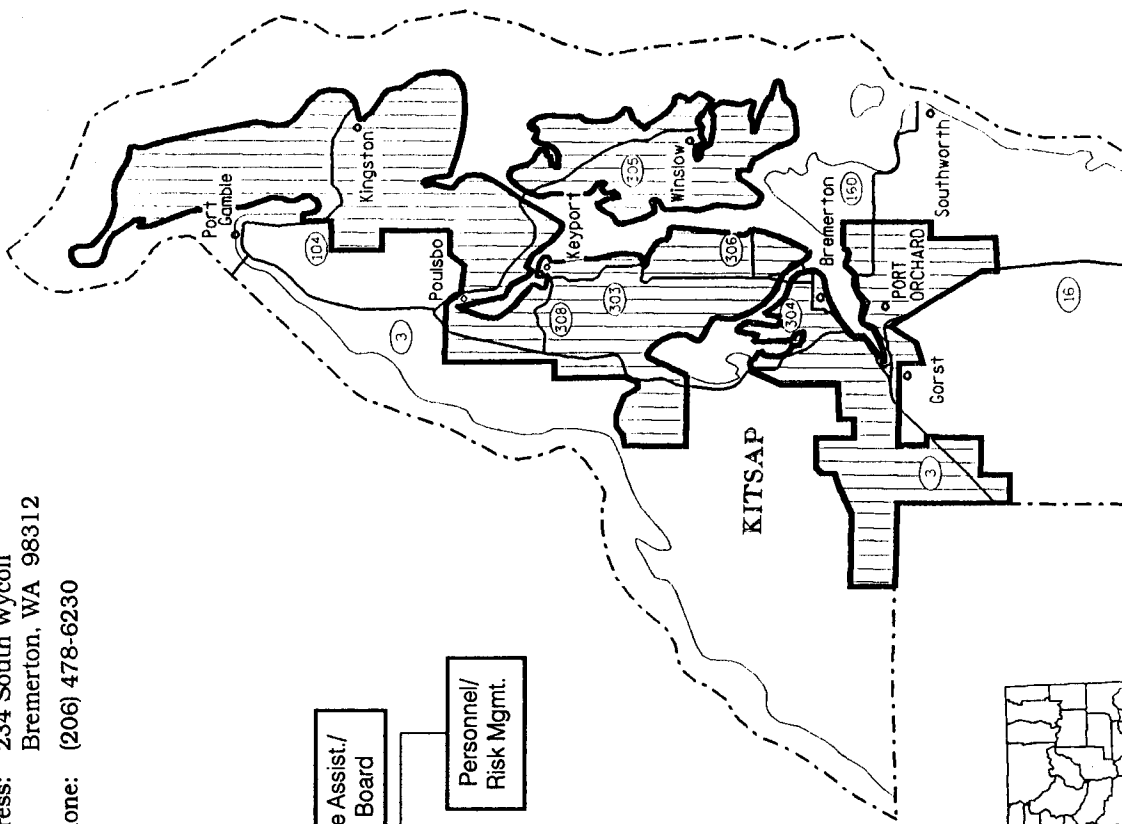
Kitsap Transit

Executive Director: Richard M. Hayes
 Address: 234 South Wycoff
 Bremerton, WA 98312
 Telephone: (206) 478-6230



* Nine Members

- 3 County Commissioners
- 3 Bremerton
- 1 Port Orchard
- 1 Poulsbo
- 1 Winslow



Kitsap PTBA

Kitsap Transit

Legal Authority Public Transportation Benefit Area

Inception of Service October 1, 1982

Service

Area: Central Kitsap County, including Bremerton, Poulsbo, Winslow, and Port Orchard (1987 population: 124,770)

Type: 51 fixed routes
paratransit, wheelchair accessible

Days: 34 fixed routes (worker/driver):
Mondays through Fridays
15 fixed routes and paratransit:
Mondays through Saturdays
2 fixed routes: Sundays

Equipment:	<u>110 Vehicles</u>	<u>Seating Capacities</u>
	45 buses	50
	30 buses	41
	1 bus	35
	5 buses	31
	23 minibuses	22-25
	6 minibuses	20

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: 1%

Fares: Cash:
Passengers all ages, off peak: \$.25
Passengers all ages, peak: \$.50
Monthly Passes:
Passengers under age 60 years, off peak: \$10.00
Passengers under age 60 years, peak: \$18.00
Passengers age 60 years and older, and handicapped: \$5.00

Personnel

Administration	26 employees
Operations	80 employees
Operations subcontractors	Yes, paratransit
Maintenance	14 employees
Total	120 employees
Total Full-Time Equivalent Employees	77.3

Background

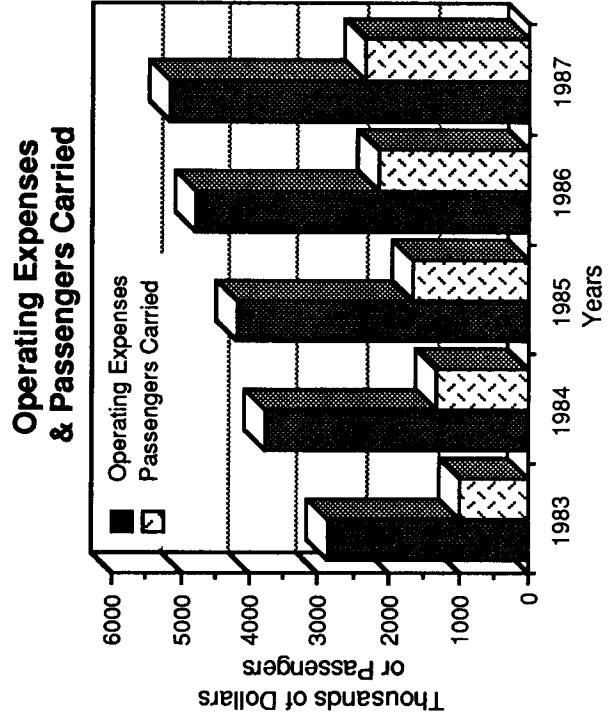
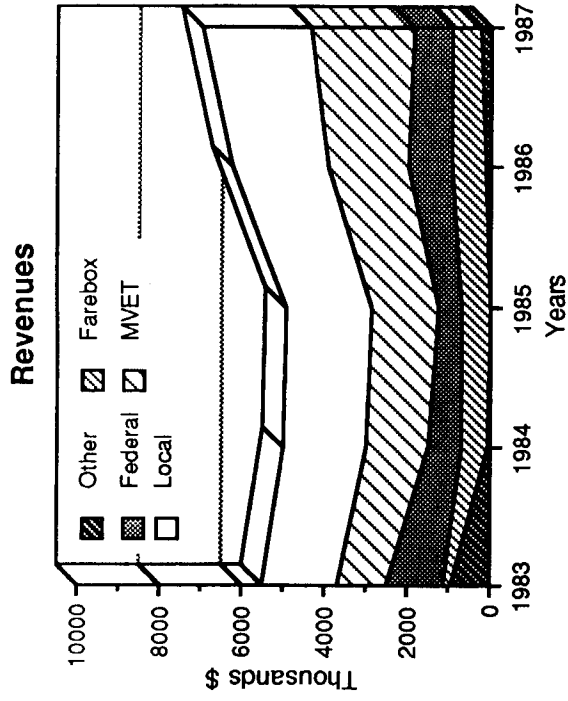
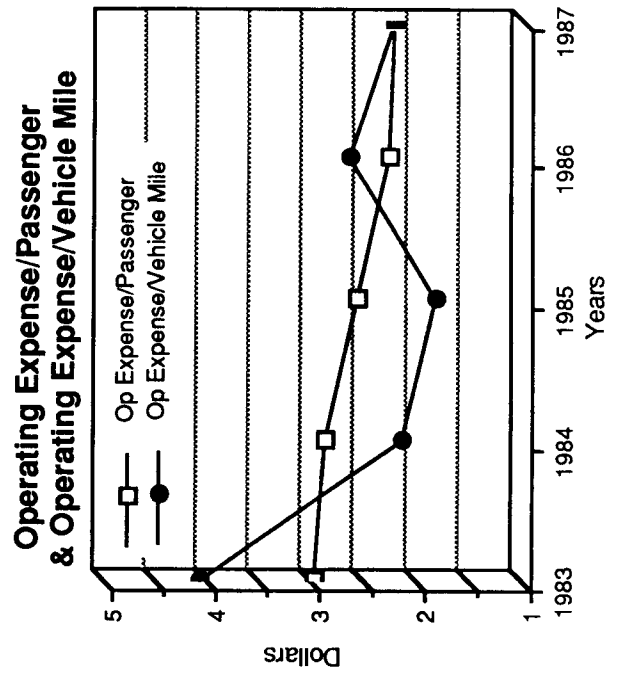
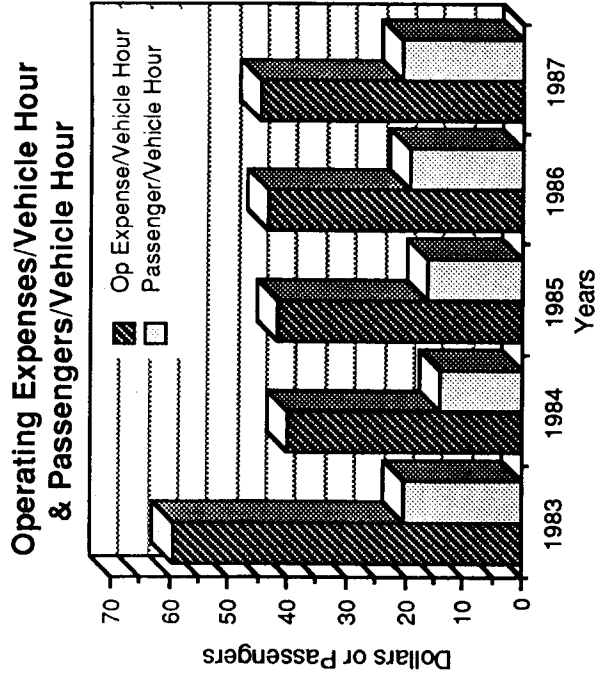
Public transit service in Bremerton was provided by a private operator, the Bremerton-Charleston Transportation Company, from 1921 to 1971. Other private operators provided service in other parts of Kitsap County. In January 1971, the company ceased its operations within the city. The city of Bremerton provided transit service with actual operation of the system performed under contract with the Bremerton-Charleston Transportation Company.

In May 1978, Kitsap County voters turned down the first request to form a countywide public transportation service area. The area was then redefined to include Port Orchard, Bremerton, Gorst, Silverdale, and Poulsbo. A second election was held on September 23, 1982, and the new authority and tax base were approved. Kitsap Transit took over public transportation responsibilities on October 1, 1982, and began expanding service. In September 1986, Bainbridge Island and the Suquamish area were annexed.

Kitsap Transit provides a full scope of services, including worker/driver (bus pools) buses, vanpools, and park and ride lots. Kitsap Transit is actively planning to expand service as annexation of the north end occurs. In addition to replacing older buses, Kitsap Transit is upgrading and expanding its operations and maintenance facility in Bremerton.

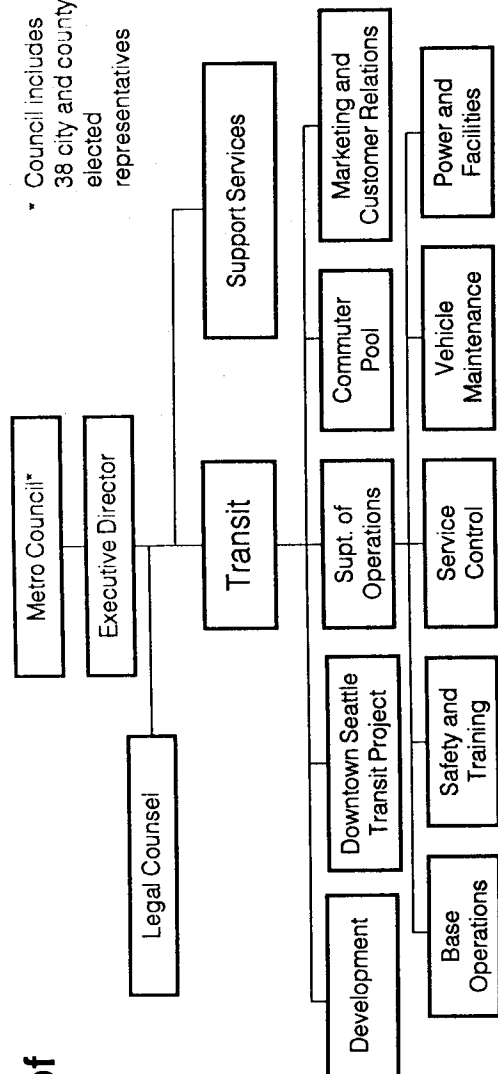
Kitsap Transit

Kitsap Transit	1983	1984	1985	1986	1987
Operations					
Population Base	100,900	101,500	104,800	121,700	124,770
Passengers Carried	977,727	1,323,143	1,643,720	2,150,338	2,351,219
Number of Vehicles	79	57	89	91	121
Miles of Route	275	275	764	865	982
Vehicle Miles Travelled	710,963	1,787,416	2,315,117	1,827,080	2,350,013
Vehicle Hours Provided	48,459	94,378	99,879	110,190	114,729
Revenues					
Farebox	\$217,546	\$629,235	\$635,014	\$821,517	\$647,390
Local Taxes	1,846,127	1,991,947	2,084,913	2,267,442	2,631,721
Motor Vehicle Excise Tax	1,161,609	1,515,998	1,634,102	1,932,893	2,461,800
Federal Funds	1,370,022	831,032	569,428	1,100,382	985,573
Other Funds	907,207	39,480	21,628	98,970	261,326
Revenue Total	\$5,502,511	\$5,007,692	\$4,945,085	\$6,221,204	\$6,987,810
Expenditures					
Capital	\$2,369,467	\$569,131	\$483,815	\$1,558,529	\$1,558,529
Operations	2,874,735	3,785,345	4,174,533	4,808,820	5,172,256
Other	37,831	102,898	829,368	18,087	0
Expenditure Total	\$5,282,033	\$4,457,374	\$5,487,716	\$6,385,436	\$6,730,785
Transit Performance					
Passengers/Capita	9.69	13.04	15.68	17.67	18.84
Passengers/Vehicle Hour	20.18	14.02	16.46	19.51	20.49
Op. Expense/Vehicle Mile	4.04	2.12	1.80	2.63	2.20
Op. Expense/Vehicle Hour	59.32	40.11	41.80	43.64	45.08
Op. Expense/Passenger	2.94	2.86	2.54	2.24	2.20
Farebox/Passenger	0.22	0.48	0.39	0.38	0.28
Farebox/Op. Expense (%)	8%	17%	15%	17%	13%

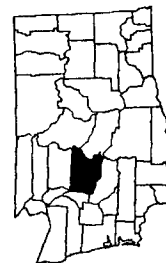
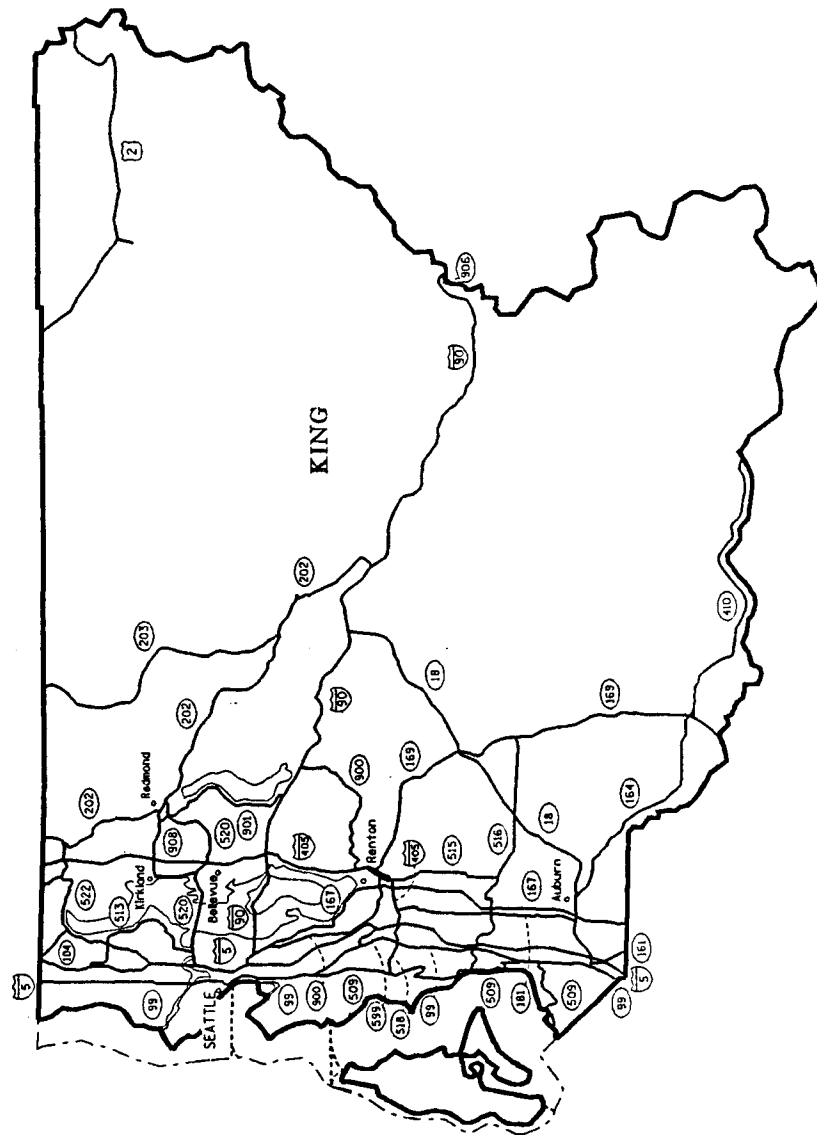




* Council includes
38 city and county
elected
representatives



Executive Director: Alan J. Gibbs
Transit Director: Paul A. Toliver
Address: 821 Second Avenue
 Seattle, WA 98104
Telephone: (206) 684-1441
 SCAN 288-1441



Countywide Metro

Municipality of Metropolitan Seattle

Legal Authority	Metropolitan Municipal Corporation
Inception of Service	January 1, 1973
Area:	King County (1987 population: 1,384,600)
Type:	176 fixed routes
Days:	19 paratransit routes, wheelchair accessible 90 fixed routes and 16 paratransit: Mondays through Fridays 14 fixed routes and 2 paratransit: Mondays through Saturdays 72 fixed routes: Sundays through Saturdays 1 paratransit: Saturdays

Equipment:	1,170 Vehicles	Seating Capacities
	151 articulated buses	72
	202 articulated buses	70
	69 buses	48
	224 buses	47
	223 buses	45
	157 buses	44
	144 buses	39

Revenues	
Local Taxes:	Sales and Use Tax: .6%
	Motor Vehicle Excise Tax: .96%
Fares:	Cash:
	Passengers up to age 65 years, off peak: \$.55
	Passengers all ages, peak: \$.65
	Passengers age 65 years and over, and handicapped, off peak: \$.25
	Monthly Passes:
	Passengers under age 65 years, peak hour: \$24.00
	Passengers age 18 years and under, summer: \$27.00
	Passengers age 65 years and older, and handicapped: \$10.00

Personnel	
	Administration 450 employees
	Operations 2,050 employees
	Operations subcontractors Yes, paratransit
	Maintenance 500 employees
	Power and facilities 160 employees
	Total 3,160 employees
	Total Full-Time Equivalent Employees 2,557.3

Background

The Seattle Central Railway and the Seattle Municipal Railway were bus and street car lines that supported development in many of Seattle's early communities. There was joint ownership of real estate and private transit lines. Extension of interurban lines eventually connected Seattle with Everett, Tacoma, and Olympia. Many other private transit lines served the current metropolitan area.

In 1921, the city of Seattle took over the city's transit system. It set rider-ship records during World War II when it carried approximately 131 million passengers annually. After the war, ridership steadily declined. In the meantime, Metro was created in 1958 by King County voters to clean up pollution in Lake Washington and Elliott Bay.

In 1967, as a result of a countywide citizens' effort, the state legislature authorized Metro to develop a comprehensive plan for public transportation in Seattle and King County. In 1969, again as a result of the citizens' initiative, the legislature authorized a local motor vehicle excise tax (MVET) to fund public transportation systems in communities that also levy local matching taxes for transit. Elections in 1968 and 1970 did not gain the 60 percent majority needed to authorize bonds for bus-rail transit systems. Therefore in 1971, the legislature passed a second citizens' sponsored bill enabling Metro to levy a .3 percent addition to the sales tax to serve as match for the MVET funds if the voters approved. On September 19, 1972, King County voters authorized a Metro operated countywide public transit system and the levy of the additional sales tax.

The vote sent Metro on a 100-day program that involved purchasing the Seattle Transit System and a private carrier and integrating their operations into one transportation network. Metro began transit service in Seattle and King County on January 1, 1973. It reduced fares for all riders and introduced a special fare for elderly riders. Metro and the city of Seattle began the farefree "Magic Carpet" zone in a 90-block area of downtown Seattle. It is now a 105-block area.

During the next ten years, Metro built new operating and maintenance bases, bought new buses, erected more than 1,100 passenger shelters, installed route information signs and expanded service. Metro and the Washington State Department of Transportation (WSDOT) also began building a system of 42 park-and-ride lots. To serve these lots, Metro purchased high-capacity articulated, or bending, buses. In addition, Metro worked with WSDOT and local governments to develop a network of high-occupancy vehicle (HOV) lanes for buses, vanpools, and carpools. Finally, Metro replaced an aging overhead trolley system and purchased new trolleybuses to run on the refurbished line.

Municipality of Metropolitan Seattle

Background (Continued)

Commuter Pool joined Metro in 1984 as its rideshare division. Metro's transportation system also includes refurbished Australian streetcars that run along Seattle's waterfront and the Monorail connecting downtown Seattle with Seattle Center.

Metro and the city of Seattle are building a 1.3-mile bus tunnel under Third Avenue and Pine Street. The project also includes an improved above-ground electric bus circulation system and surface improvements. Five passenger stations will serve the tunnel. Metro will use dual-power buses in the tunnel. Dual-power buses will operate under diesel power; in the tunnel, they will switch to electric power. The tunnel is scheduled to open in 1990.

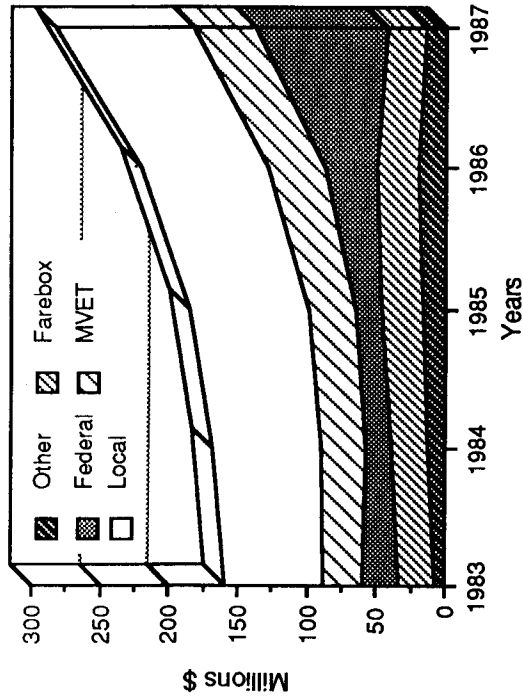
For service beyond 1990, Metro and the Puget Sound Council of Governments conducted a two-year study. It examined long-range transit and HOV lane alternatives for increasing capacity in the county's three major traffic corridors from downtown Seattle-north to Snohomish County, east to Bellevue and other eastside communities, and south to Federal Way. Metro is now developing a new transportation plan that will guide development of transit, ridesharing services, and facilities until the year 2000. The downtown Seattle tunnel, designed for conversion to light rail when needed, will be an integral part of the plan.

METRO	1983	1984	1985	1986	1987
Operations					
Population Base	1,315,800	1,326,600	1,346,400	1,361,700	1,384,600
Passengers Carried	62,514,174	64,659,051	63,230,310	62,472,702	61,099,727
Number of Vehicles	1,275	1,230	1,115	1,194	1,292
Miles of Route	2,050	1,025	2,240	1,940	1,940
Vehicle Miles Travelled	32,785,675	33,389,439	35,262,313	36,096,539	36,475,040
Vehicle Hours Provided	2,376,666	2,388,812	2,472,461	2,526,175	2,563,802
Revenues					
Farebox	\$25,744,859	\$26,004,281	\$29,413,401	\$29,264,224	\$27,808,000
Local Taxes	71,249,790	79,154,130	85,758,701	92,189,452	99,515,397
Motor Vehicle Excise Tax	27,633,269	30,590,437	33,917,540	39,630,255	45,174,539
Federal Funds	26,504,581	20,110,574	18,979,058	38,968,370	95,766,000
Other Funds	7,214,221	13,467,597	17,057,707	20,952,774	14,614,000
Revenue Total	\$158,346,720	\$169,327,019	\$185,126,405	\$221,005,075	\$282,877,936
Expenditures					
Capital	\$34,253,711	\$28,276,699	\$22,850,115	\$106,265,305	\$168,526,000
Operations	101,118,175	118,366,156	136,712,880	131,765,214	139,489,000
Other	6,520,835	30,246	35,359	33,963,794	7,899,000
Expenditure Total	\$141,892,721	\$146,673,101	\$159,598,354	\$271,994,313	\$315,914,000
Transit Performance					
Passengers/Capita	47.51	48.74	46.96	45.88	44.13
Passengers/Vehicle Hour	26.30	27.07	25.57	24.73	23.83
Op. Expense/Vehicle Mile	3.08	3.55	3.88	3.65	3.82
Op. Expense/Vehicle Hour	42.55	49.55	55.29	52.16	54.41
Op. Expense/Passenger	1.62	1.83	2.16	2.11	2.28
Farebox/Passenger	0.41	0.40	0.47	0.47	0.46
Farebox/Op. Expense (%)	25%	22%	22%	22%	20%

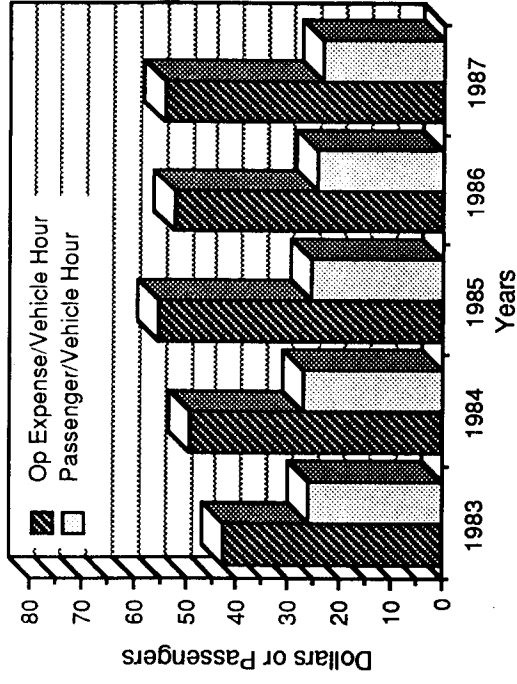
Municipality of Metropolitan Seattle

METRO

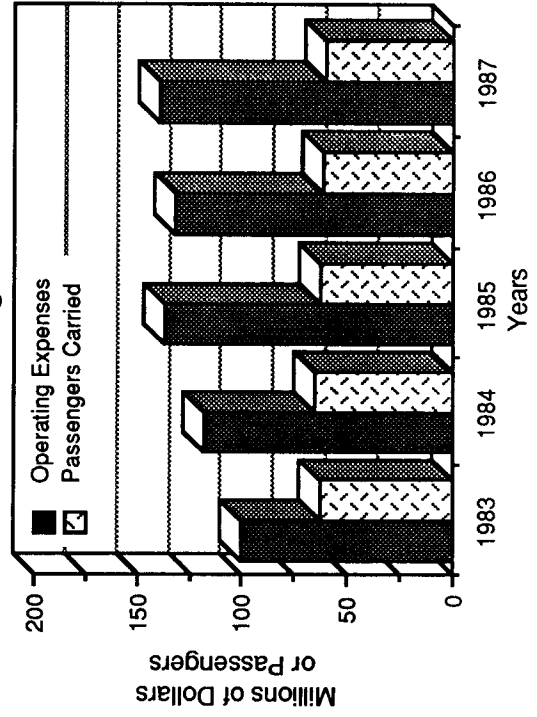
Revenues



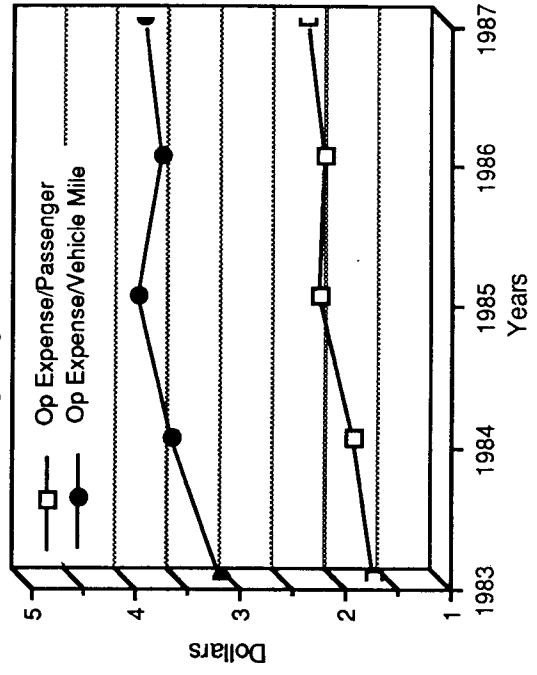
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating Expenses & Passengers Carried



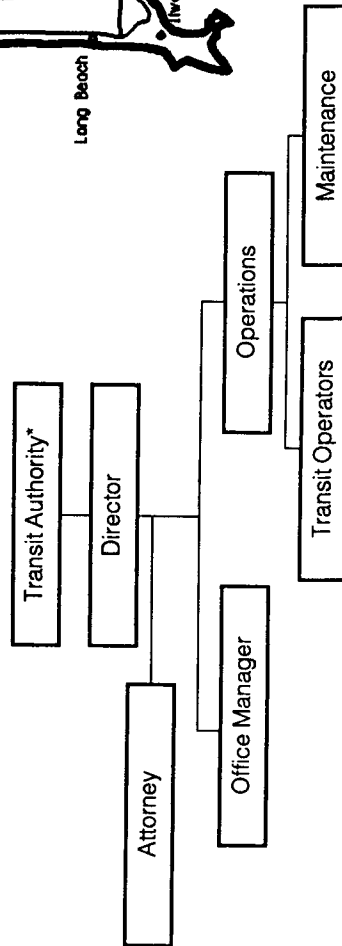
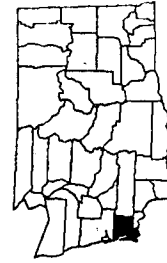
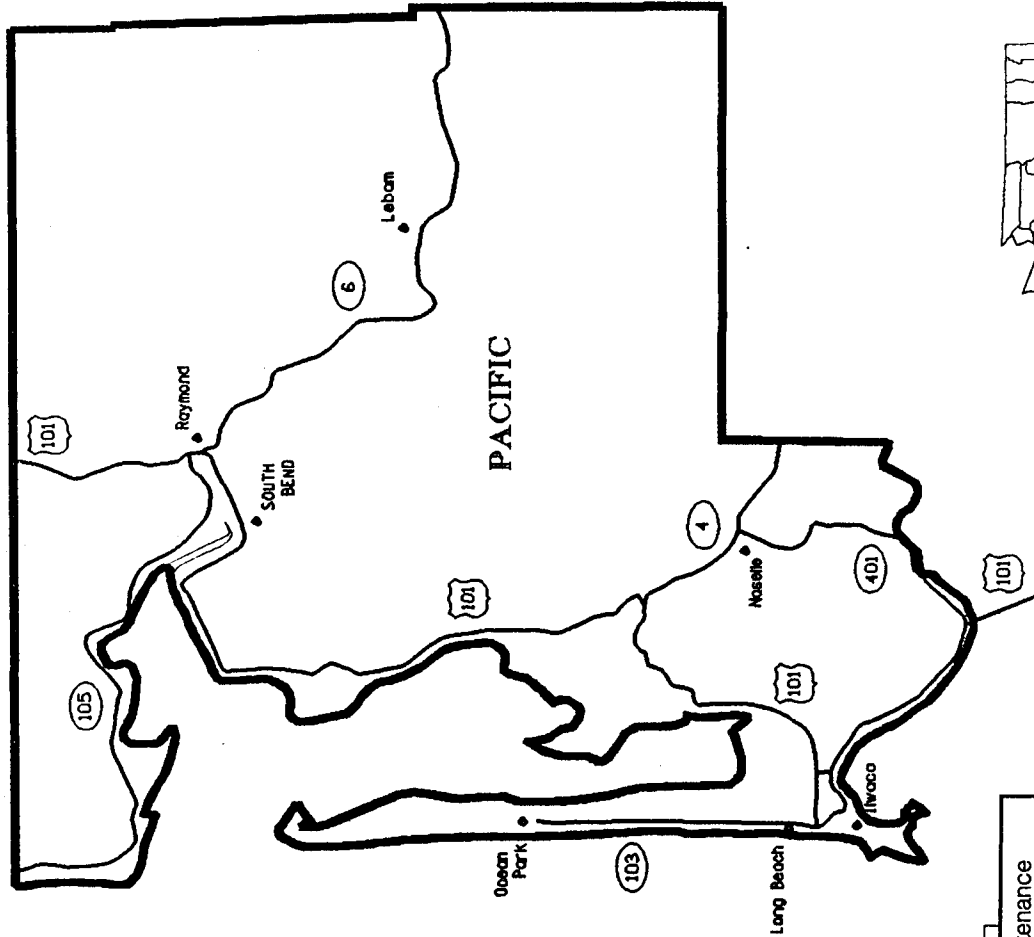
Operating Expense/Passenger & Operating Expense/Vehicle Mile



Pacific Transit System



Director: Daniel A. DiGullo
 Address: 216 North Second Street
 Raymond, WA 98577
 Telephone: (206) 875-9418
 SCAN 541-1418



- * Seven Members
- 3 County Commissioners
 - 1 Ilwaco
 - 1 Long Beach
 - 1 Raymond
 - 1 South Bend

Countywide PTBA

Pacific Transit System

Legal Authority Public Transportation Benefit Area

Inception of Service January 2, 1980

Service

Area: Pacific County
(1987 population: 17,300)

Type: 6 fixed routes
demand response, wheelchair accessible

Days: 2 fixed routes: Mondays through Saturdays
4 fixed routes and paratransit:
Mondays through Fridays

Equipment: 14 Vehicles Seating Capacities

2 buses	.....	50
8 buses	.....	31
1 minibus	.....	17
3 minibuses	.....	14

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: 1%

Fares: Cash:

Passengers over age 18 years, one zone: \$.50

Passengers age 60 years and older, and handicapped, all zones: \$.25

Passengers between age 6 and 18 years: \$.25

Each of two additional zones: \$.25

Monthly Passes:

Passengers over age 6 years, one zone: \$16.00

Passengers age 60 years and older, and handicapped, all zones: \$8.00

Passengers between age 6 and 18 years: \$8.00

Personnel

Administration	.....	3 employees
Operations	.....	11 employees
Operations subcontractors	....	None
Maintenance	.....	2 employees
Total	.....	16 employees
Total Full-Time Equivalent		
Employees	.....	12.6

Background

A succession of private operators have provided public transportation in Pacific County. However, in 1979, only the south end of the county received service--and that was weekly with an intercity bus from Longview. The Pacific Public Transportation Benefit Area was created by the county commissioners and elected representatives of each of the county's four cities in August 1979.

Voters approved a .3 percent sales and use tax in November 1979 to support capital acquisition, maintenance, and operating for the countywide system. The Pacific Public Transportation Benefit Area began operating countywide service in January 1980, doing business as the Pacific Transit System. Initially, Pacific Transit contracted with private operators for service in both ends of the county. It also contracted with the Grays Harbor Transportation Authority for service to two communities in the north end of the county. Gradually, Pacific Transit has replaced all but one of the Grays Harbor Transportation Authority's contracted routes with its own equipment and personnel. In addition, Pacific Transit provides service connecting both ends of the county as well as connecting the south end with Astoria, Oregon, across the mouth of the Columbia River.

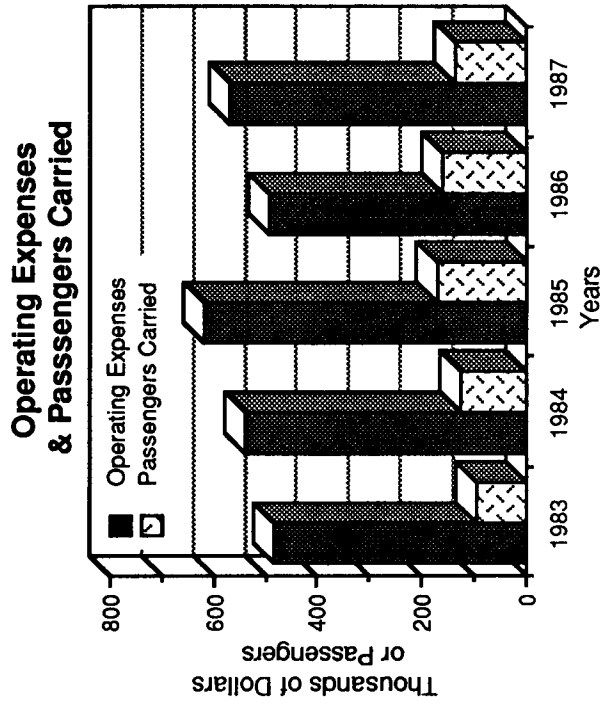
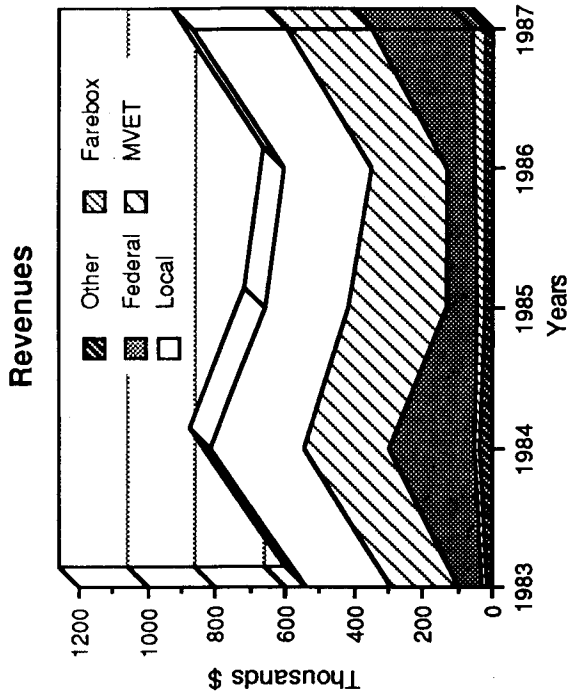
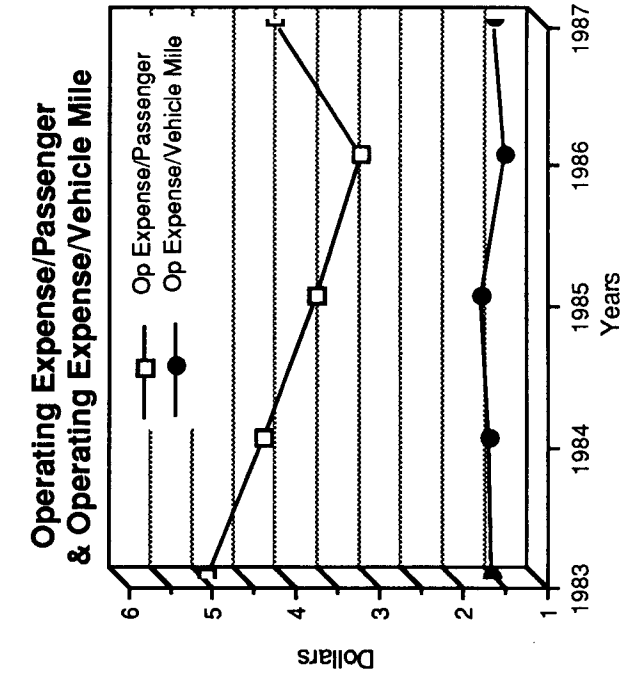
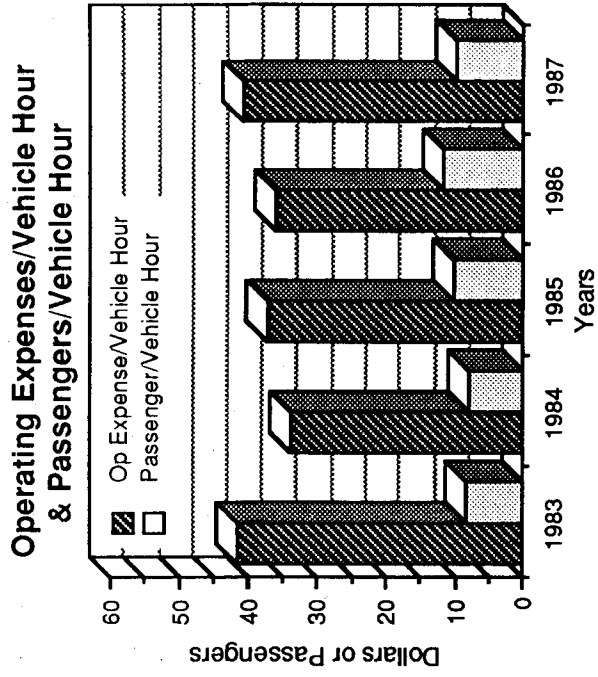
The comprehensive transportation plan for Pacific Transit identifies several areas where additional transit services are needed. Where there are no immediate plans to implement the recommended new services, Pacific Transit will implement them as conditions permit.

Pacific Transit System

Pacific Transit		1983	1984	1985	1986	1987
Operations						
Population Base		17,600	17,700	17,500	17,200	17,300
Passengers Carried		97,977	126,447	170,046	160,150	138,233
Number of Vehicles		9	12	14	14	14
Miles of Route		143	143	128	174	174
Vehicle Miles Travelled		317,500	341,554	369,554	361,359	378,324
Vehicle Hours Provided		11,608	15,789	16,557	13,566	14,000
Revenues						
Farebox		\$14,116	\$17,992	\$23,203	\$34,445	\$38,292
Local Taxes		245,401.00	269,100.00	241,555.00	255,310.00	267,113.00
Motor Vehicle Excise Tax		199,494.00	251,401.00	288,100.00	215,554.00	250,000.00
Federal Funds		63,740.00	241,347.00	84,116.00	78,397.00	290,921.00
Other Funds		17,781.00	38,288.00	24,671.00	21,808.00	20,672.00
Revenue Total		\$540,532	\$818,128	\$661,645	\$605,514	\$866,998
Expenditures						
Capital		\$5,211	\$169,908	\$62,010	\$23,870	\$484,156
Operations		483,449	534,926	596,220	493,102	568,170
Other		0	2,086	21,050	0	0
Expenditure Total		\$488,660	\$706,920	\$679,280	\$516,972	\$1,052,326
Transit Performance						
Passengers/Capita		5.57	7.14	9.72	9.31	7.99
Passengers/Vehicle Hour		8.44	8.01	10.27	11.81	9.87
Op. Expense/Vehicle Mile		1.52	1.57	1.61	1.36	1.50
Op. Expense/Vehicle Hour		41.65	33.88	36.01	36.35	40.58
Op. Expense/Passenger		4.93	4.23	3.51	3.08	4.11
Farebox/Passenger		0.14	0.14	0.14	0.22	0.28
Farebox/Op. Expense (%)		3%	3%	4%	7%	7%

Pacific Transit System

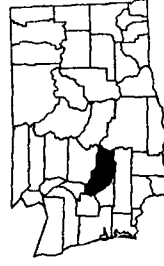
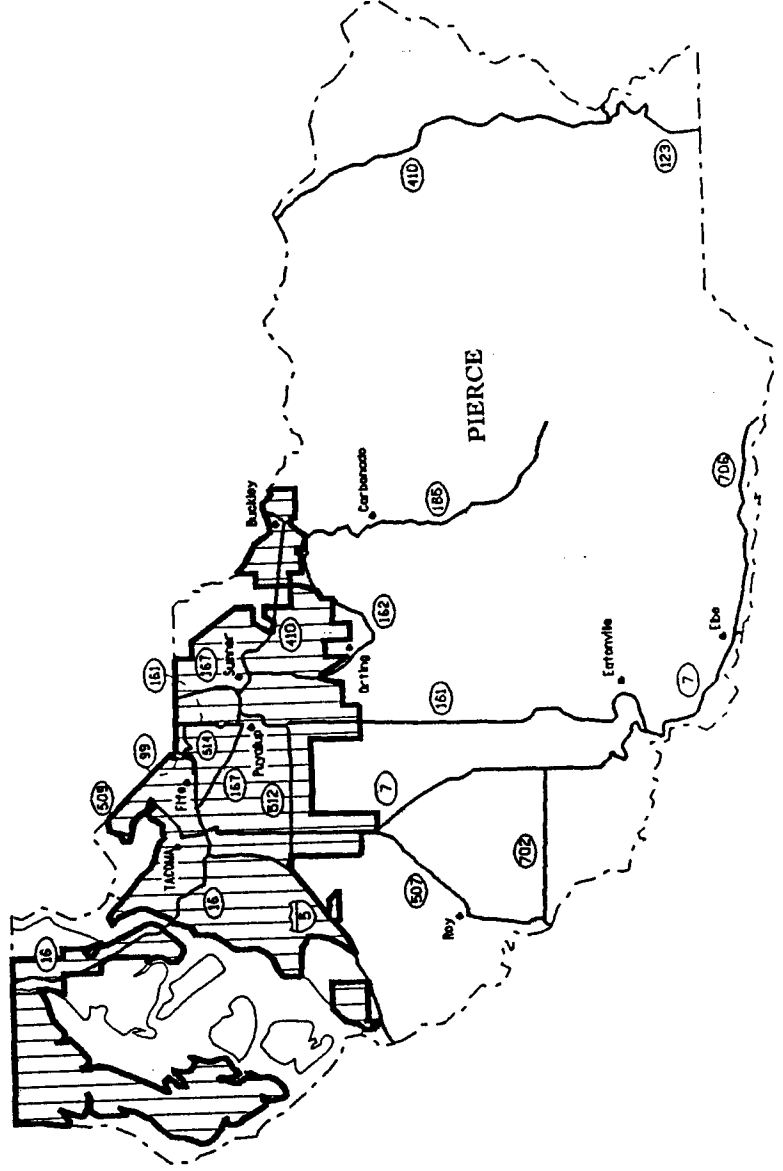
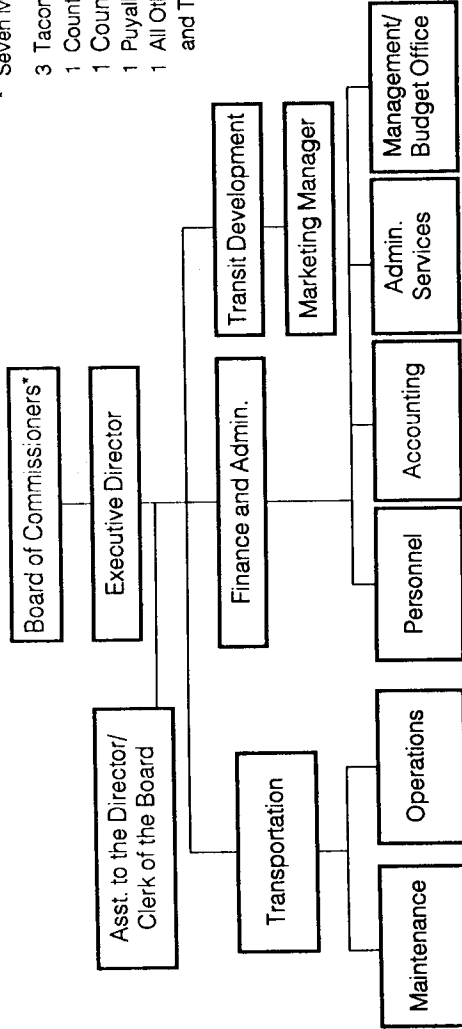
Pacific Transit



Pierce Transit

Executive Director: Don Monroe
Address: P.O. Box 99070
 3701 - 96th St. S.W.
 Tacoma, WA 98405-0070
Telephone: (206) 581-8080

- * Seven Members
 3 Tacoma
 1 County Executive
 1 County Council
 1 Puyallup
 1 All Other Cities
 and Towns



Pierce Transit

Legal Authority

Public Transportation Benefit Area

Inception of Service

January 1, 1980

Service

Area: Urbanized area of Pierce County, including Tacoma, Puyallup, Gig Harbor, Buckley, and DuPont (1987 population: 442,800)

Type: 40 fixed routes
paratransit, wheelchair accessible

Days: 40 fixed routes and paratransit:
Sundays through Saturdays

Equipment:	173 Vehicles	Seating Capacities
86 buses	45
64 buses	42
23 vans	13

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: .96%

Fares:

Cash:
Passengers up to age 65 years, off peak: \$.35
Passengers all ages, peak: \$.60
Passengers age 65 years and older, and handicapped, off peak: \$.25

Monthly Passes:

Passengers under age 65 years, off peak: \$20.00
Passengers age 18 years and younger, summer: \$27.00
Passengers age 65 years and older, and handicapped: \$10.00

Personnel

Administration	.....	56 employees
Operations	.....	296 employees
Operations subcontractors	.....	Yes, supplemental paratransit
Maintenance	.....	82 employees
Total	.....	434 employees
Total Full-Time Equivalent Employees	.....	417.7

Background

Public transportation in Tacoma began in 1888 when the Tacoma Street Railway Company started operations with horse drawn streetcars. Horses were quickly replaced by steam and electricity, and several additional companies began serving the Tacoma area. In 1897, the Union Pacific and Burlington railroads came to Tacoma, purchased the five existing lines, and began citywide operations as the Tacoma Railway and Power Company. This company, renamed the Tacoma Transit Company in 1941, remained the principal public transportation provider in Tacoma until 1960 when the city of Tacoma purchased the system for \$750,000.

During its 19 years of operation, Tacoma Transit provided a constant level of service that was one of the state's most efficient. Tacoma Transit was supported by a 75 cent monthly household tax from 1965 through 1979. In November 1979, voters approved a .3 percent sales and use tax to finance a new transit system, the Pierce County Public Transportation Benefit Area (PTBA). On January 1, 1980, the PTBA, named Pierce Transit, assumed operation of Tacoma Transit. During the year, it absorbed private carriers operating fixed route services within its boundaries. In November 1980, PTBA annexed additional areas, including Gig Harbor, DuPont, and the area east of Bonney Lake. Pierce Transit's service area was greatly expanded to its present extent of 275 square miles.

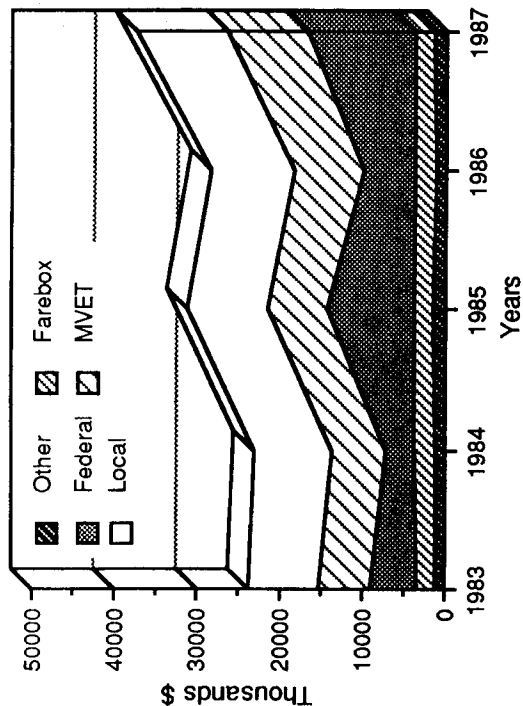
Pierce Transit is actively planning to improve services with new park and ride lots and transfer centers. Pierce Transit is involved in the renovation of Commerce Street in downtown Tacoma to help alleviate congestion and contribute to a quality environment. Plans include a bus turnaround facility, passenger load-waiting islands, and a transit station in the vicinity of the Tacoma Dome.

Pierce Transit

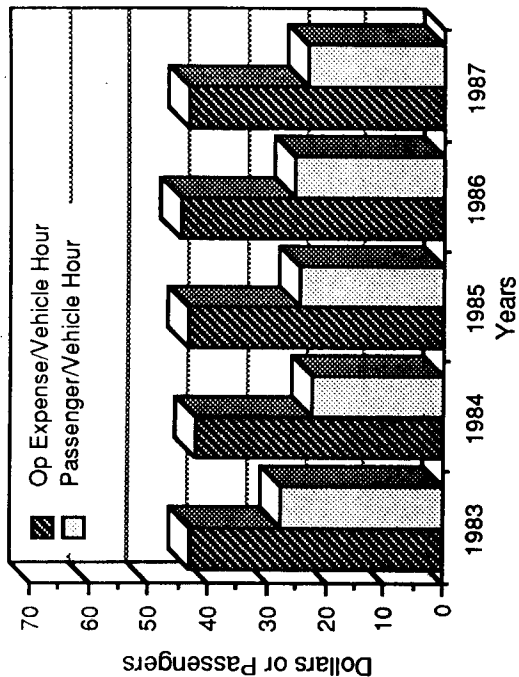
Pierce Transit								
	1983	1984	1985	1986	1987			
Operations								
Population Base	417,400	423,600	432,100	436,900	442,800			
Passengers Carried	11,483,953	10,018,088	10,849,129	11,099,407	10,693,110			
Number of Vehicles	184	179	173	173	192			
Miles of Route	345	370	448	580	362			
Vehicle Miles Travelled	5,987,000	6,464,483	6,318,365	6,292,853	5,965,815			
Vehicle Hours Provided	413,000	442,028	439,092	431,229	456,429			
Revenues								
Farebox	\$1,914,944	\$2,302,470	\$2,307,837	\$2,317,977	\$2,182,306			
Local Taxes	8,538,172	9,330,114	9,825,790	10,023,751	11,049,365			
Motor Vehicle Excise Tax	6,149,712	6,737,074	7,314,227	8,495,512	9,681,886			
Federal Funds	5,786,492	3,453,103	10,362,902	6,164,201	12,985,195			
Other Funds	1,366,621	1,297,565	1,584,977	1,373,934	1,653,652			
Revenue Total	\$23,755,941	\$23,120,326	\$31,395,733	\$28,375,375	\$37,552,404			
Expenditures								
Capital	\$1,726,832	\$1,613,678	\$11,030,526	\$5,522,320	\$14,102,623			
Operations	17,889,071	18,609,989	19,229,635	19,441,154	19,939,077			
Other	2,808,327	2,670,977	2,792,927	307,551	0			
Expenditure Total	\$22,424,230	\$22,894,644	\$33,053,088	\$25,271,025	\$34,041,700			
Transit Performance								
Passengers/Capita	27.51	23.65	25.11	25.40	24.15			
Passengers/Vehicle Hour	27.81	22.66	24.71	25.74	23.43			
Op. Expense/Vehicle Mile	2.99	2.88	3.04	3.09	3.34			
Op. Expense/Vehicle Hour	43.31	42.10	43.79	45.08	43.68			
Op. Expense/Passenger	1.56	1.86	1.77	1.75	1.86			
Farebox/Passenger	0.17	0.23	0.21	0.21	0.20			
Farebox/Op. Expense (%)	11%	12%	12%	12%	11%			

Pierce Transit

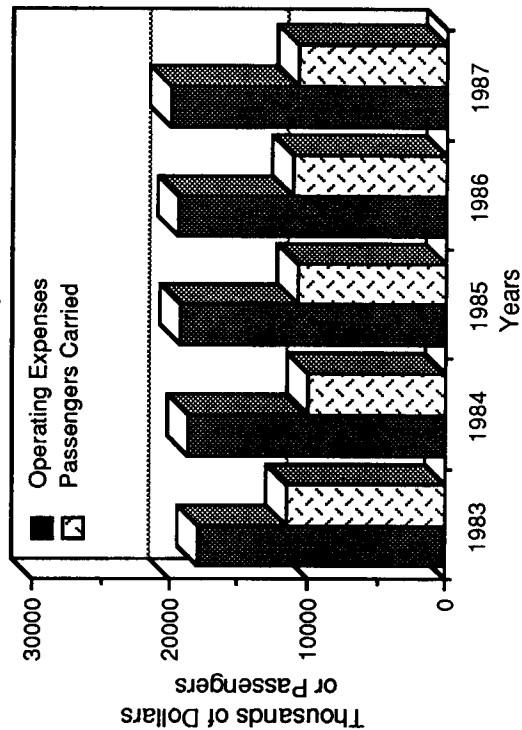
Revenues



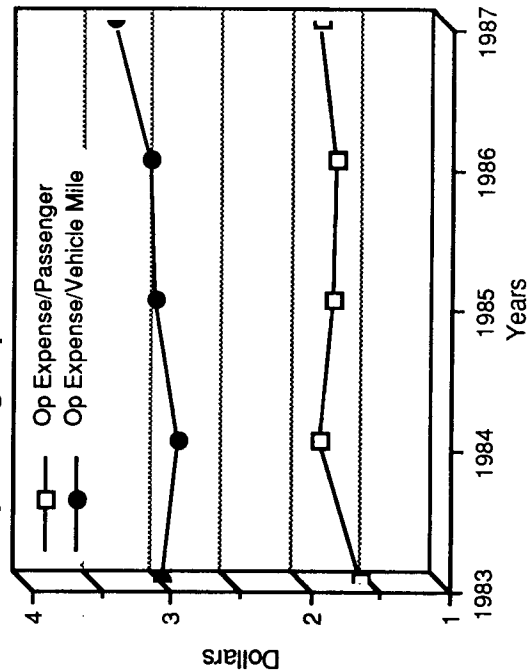
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating Expenses & Passengers Carried



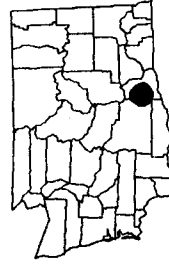
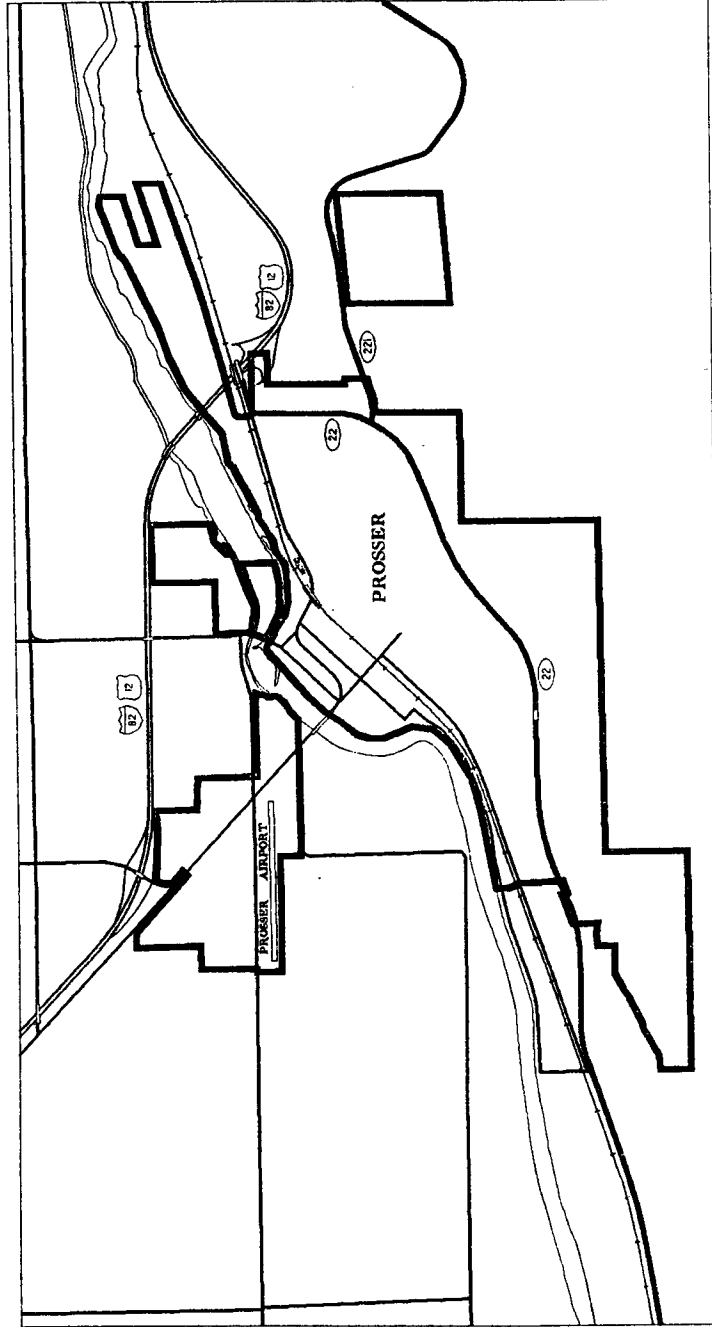
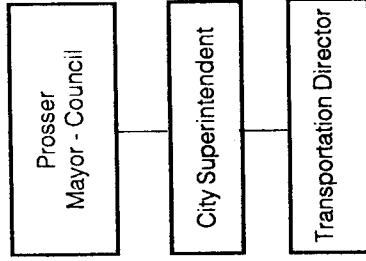
Operating Expense/Passenger & Operating Expense/Vehicle Mile





Prosper Rural Transit

Transportation Director: Suzy Cyphers
Address: 1109 Meade Avenue
Prosper, WA 99350
Telephone: (509) 786-1707



City Transit System

Prosser Rural Transit

Legal Authority

City

Inception of Service

April 18, 1977

Service

Area:

City of Prosser

(1987 population: 4,000)

Type:

1 fixed route

dial-a-ride, wheelchair accessible

Days:

1 fixed route and dial-a-ride:

Mondays through Fridays

Equipment:

4 Vehicles

Seating Capacities

3 vans 14

1 van 8

Revenues

Local Taxes:

Business and Occupation Tax

Motor Vehicle Excise Tax: 1%

Fares: Cash:

Passengers, fixed route:

\$.35

Passengers, dial-a-ride:

\$1.25

Monthly Passes:

None

Personnel

Administration 1 employee

Operations 1 employee

20 volunteers

Operations subcontractors None

Maintenance 1 employee

Total 3 employees and 20 volunteers

Total Full-Time Equivalent

Employees 1.6

Background

Planning for development of public transportation in Prosser began in early 1974 when community leaders realized the urgent need for transportation services for the city's elderly and handicapped residents. The Prosser Rural Transportation Program began operations in April 1977 as a demonstration program funded through Section 147 of the Federal Highway Act of 1973 (Rural Highway Public Transportation Demonstration Programs). Until then, there was no public transportation service available in the city. Greyhound Lines provided only intercity bus service.

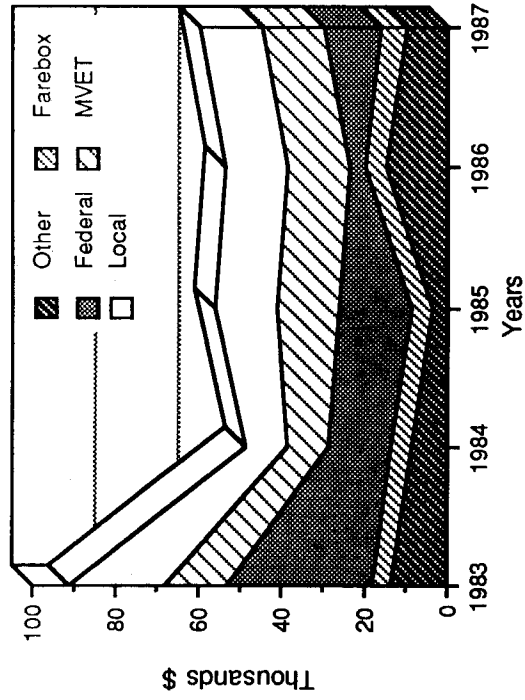
Prosser intends that the public transportation system continue on the same general basis as in the past. Planning ahead, the city is purchasing two new replacement vans with a Section 18 grant.

Prosser Rural Transit

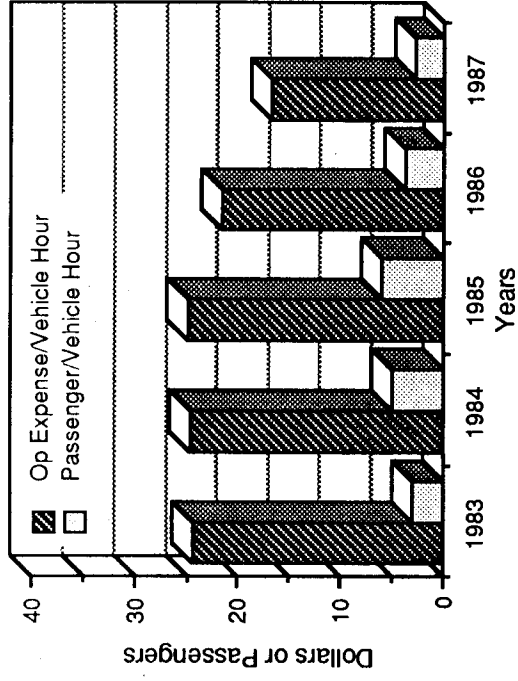
Prosser Rural Transit	1983	1984	1985	1986	1987
Operations					
Population Base	4,150	4,180	3,980	4,010	4,000
Passengers Carried	6,188	10,899	15,798	9,234	9,425
Number of Vehicles	5	5	4	3	4
Miles of Route	7	7	7	7	7
Vehicle Miles Travelled	18,970	20,168	23,406	24,699	29,463
Vehicle Hours Provided	2,000	2,125	2,566	2,500	3,280
Revenues					
Farebox	\$3,809	\$4,817	\$4,795	\$4,538	\$6,338
Local Taxes	23,000	10,000	15,000	15,000	15,000
Motor Vehicle Excise Tax	15,000	10,000	15,000	15,000	15,000
Federal Funds	35,182	14,523	16,879	4,029	13,792
Other Funds	14,274	9,461	4,329	14,959	9,977
Revenue Total	\$91,265	\$48,801	\$56,003	\$53,526	\$60,107
Expenditures					
Capital	\$37,978	\$0	\$0	\$0	\$0
Operations	48,563	52,612	63,657	54,122	55,648
Other	0	0	0	0	0
Expenditure Total	\$86,541	\$52,612	\$63,657	\$54,122	\$55,648
Transit Performance					
Passengers/Capita	1.49	2.61	3.97	2.30	2.36
Passengers/Vehicle Hour	3.09	5.13	6.16	3.69	2.87
Op. Expense/Vehicle Mile	2.56	2.61	2.72	2.19	1.89
Op. Expense/Vehicle Hour	24.28	24.76	24.81	21.65	16.97
Op. Expense/Passenger	7.85	4.83	4.03	5.86	5.90
Farebox/Passenger	0.62	0.44	0.30	0.49	0.67
Farebox/Op. Expense (%)	8%	9%	8%	8%	11%

Prosser Rural Transit

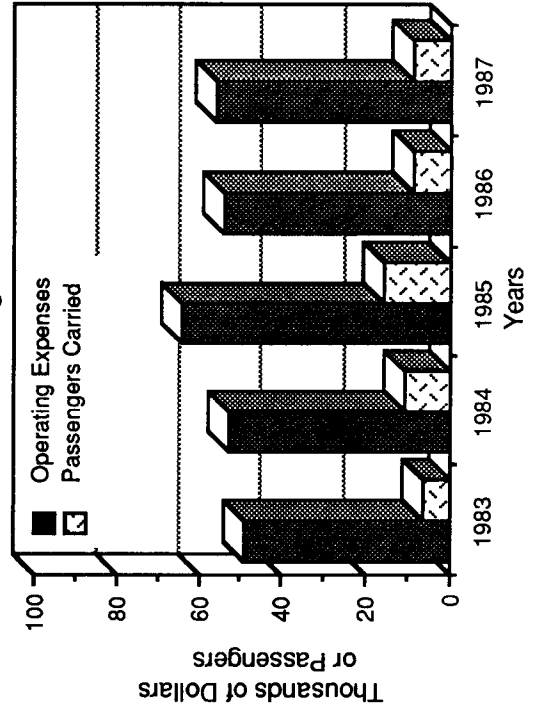
Revenues



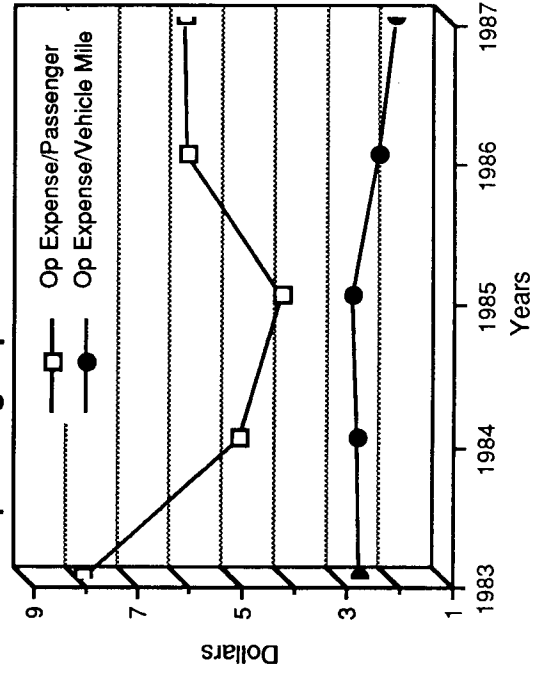
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour

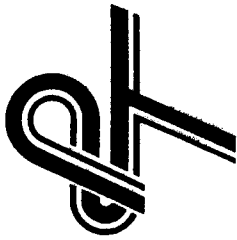


Operating Expenses & Passengers Carried



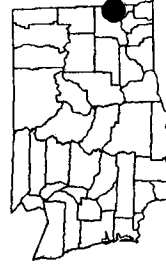
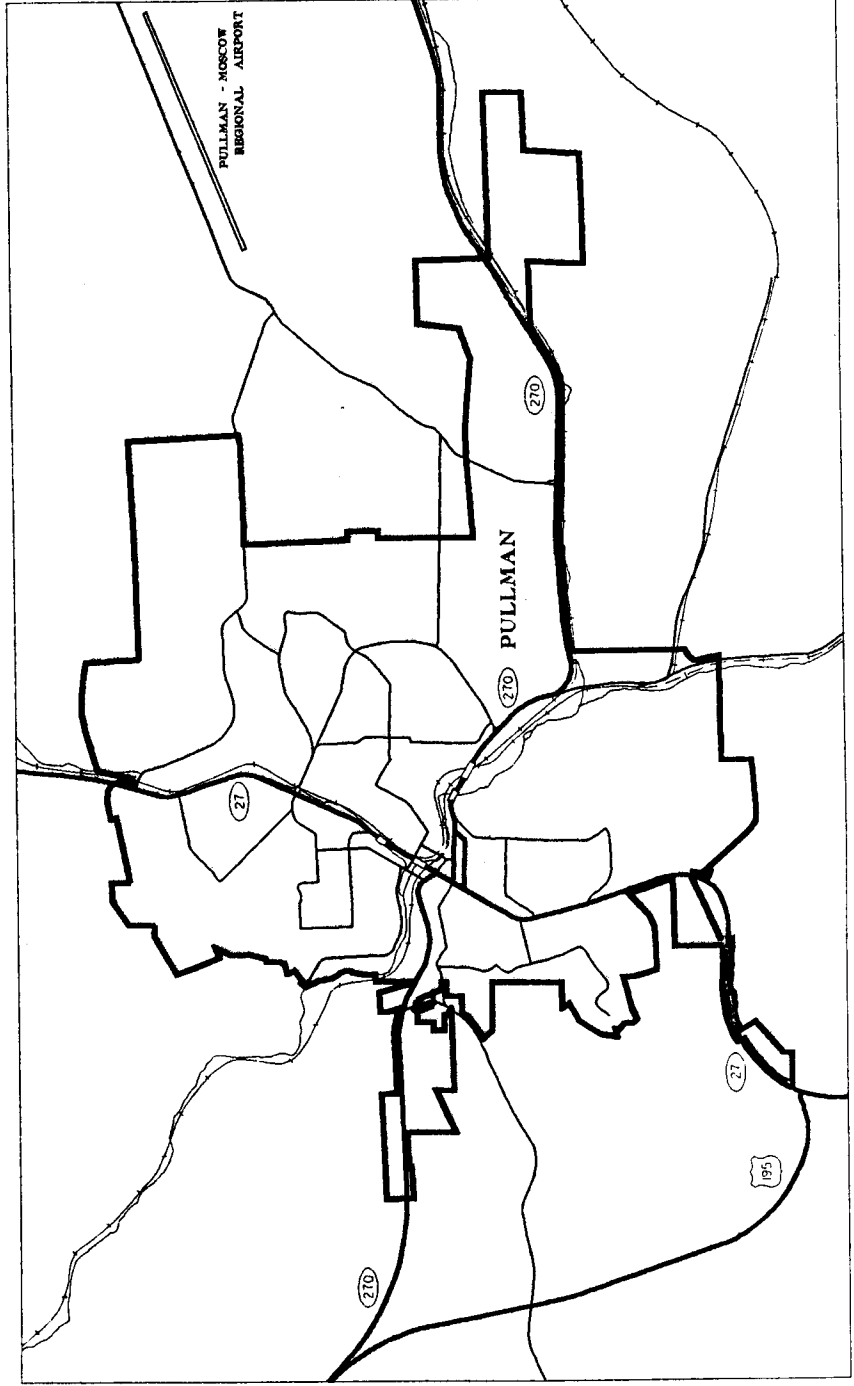
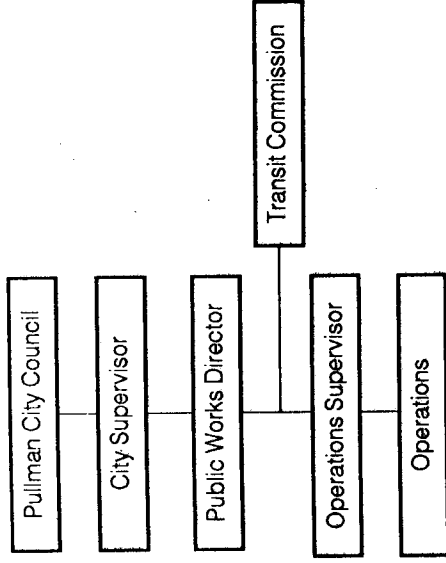
Operating Expense/Passenger & Operating Expense/Vehicle Hour





Pullman Transit

Operations Supervisor: Rod Thornton
Office Address: Northwest 725 Guy Street
Pullman, Washington
Mailing Address: P.O. Box 249
Pullman, WA 99163
Telephone: (509) 332-6535



City Transit System

Pullman Transit

Legal Authority

City

Inception of Service

March 19, 1979

Service

Area: City of Pullman

(1987 population: 22,240)

Type: 6 fixed routes: paratransit,
wheelchair accessible, taxicab

Days: 6 fixed routes and paratransit:

Mondays through Fridays

Taxicab: Sundays through Saturdays

Equipment: 10 Vehicles Seating Capacities

8 buses 40

2 vans 6

Revenues

Local Taxes:

Utility Tax:

2%

Motor Vehicle Excise Tax:

1%

Fares: Cash:

Passengers over age 18 years:

Passengers over age 18 years, nonpeak:

Passengers age 6 to 18 years:

Passengers age 65 years and older, and
handicapped:

\$.35

\$.25

\$.20

\$.20

Monthly Passes:

Passengers over age 18 years:

Passengers age 6 to 18 years:

Passengers age 65 years and older, and
handicapped

\$10.00

\$6.50

\$6.00

Personnel

Administration 1 employee

Operations 16 employees

Operations subcontractors Yes, taxicab

Maintenance 2 employees

Total 19 employees

Total Full-Time Equivalent

Employees 10.8

Background

A privately-owned bus company operated in Pullman in the 1930s and 1940s as well as numerous taxi companies; they did not do well. When a taxi company left the city without any public transportation service, the Pullman City Council considered providing that service directly. The Pullman Transit System was created in November 1978 when the city's voters approved a utility tax to help operate the system. The city developed a plan to provide local public transportation with the aid of the Washington State Department of Transportation and several other transit systems in Washington and Oregon. The city started service with four leased 60s vintage buses, two leased vans and one old school bus. Now, it owns six new transit coaches, two 60s vintage buses, and two new vans.

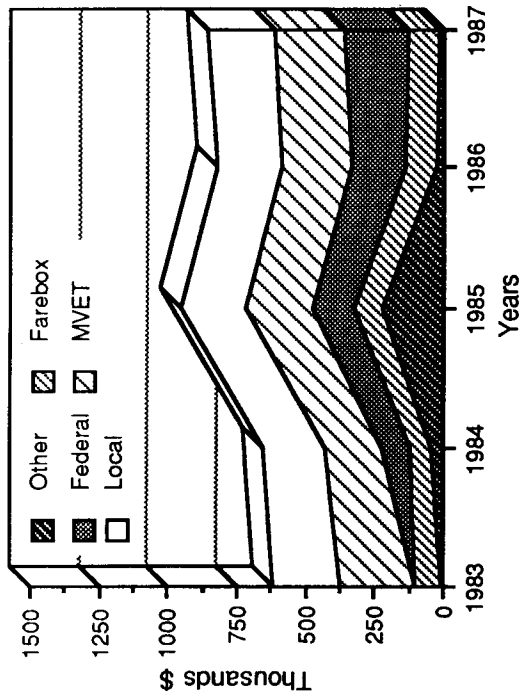
Pullman Transit plans to replace its remaining older coaches as well as construct a new bus storage facility and install additional bus shelters.

Pullman Transit

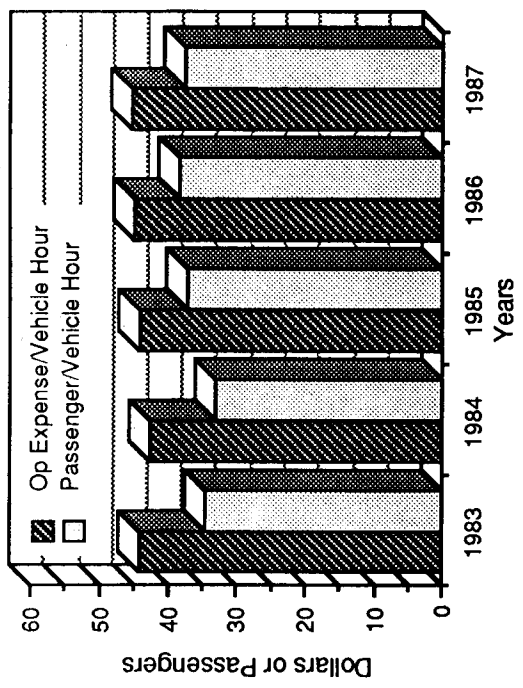
Pullman Transit	1983	1984	1985	1986	1987
Operations					
Population Base	23,000	22,770	22,560	22,530	22,240
Passengers Carried	354,926	339,003	388,664	429,309	434,977
Number of Vehicles	11	11	10	10	10
Miles of Route	36	36	46	62	75
Vehicle Miles Travelled	128,380	125,939	123,503	130,451	138,411
Vehicle Hours Provided	10,245	10,268	10,365	11,173	11,474
Revenues					
Farebox	\$86,710	\$73,231	\$103,120	\$115,277	\$114,608
Local Taxes	245,646	226,043	238,291	238,291	238,930
Motor Vehicle Excise Tax	268,927	205,765	237,839	248,291	252,642
Federal Funds	5,000	99,400	156,430	196,012	233,632
Other Funds	14,125	49,820	221,688	28,924	17,705
Revenue Total	\$620,408	\$654,259	\$957,368	\$826,795	\$857,517
Expenditures					
Capital	\$0	\$19,128	\$470,986	\$183,397	\$289,688
Operations	451,668	436,226	457,765	503,827	518,683
Other	0	0	0	0	0
Expenditure Total	\$451,668	\$455,354	\$928,751	\$687,224	\$808,371
Transit Performance					
Passengers/Capita	15.43	14.89	17.23	19.05	19.56
Passengers/Vehicle Hour	34.64	33.02	37.50	38.42	37.91
Op. Expense/Vehicle Mile	3.52	3.46	3.71	3.86	3.75
Op. Expense/Vehicle Hour	44.09	42.48	44.16	45.09	45.21
Op. Expense/Passenger	1.27	1.29	1.18	1.17	1.19
Farebox/Passenger	0.24	0.22	0.27	0.27	0.26
Farebox/Op. Expense (%)	19%	17%	23%	23%	22%

Pullman Transit

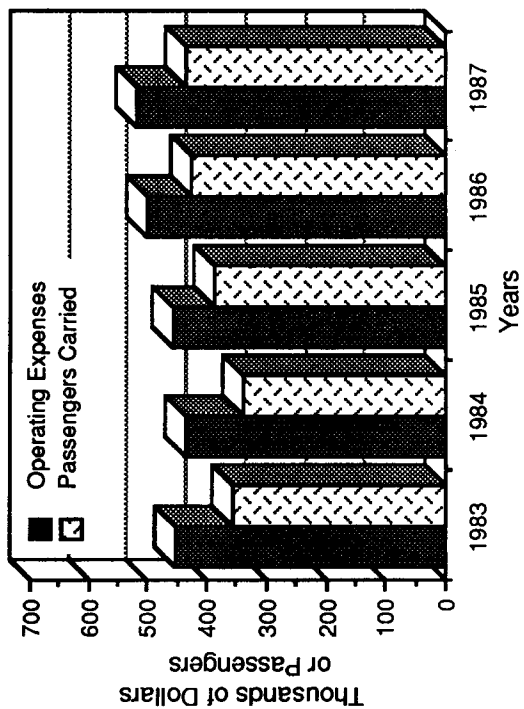
Revenues



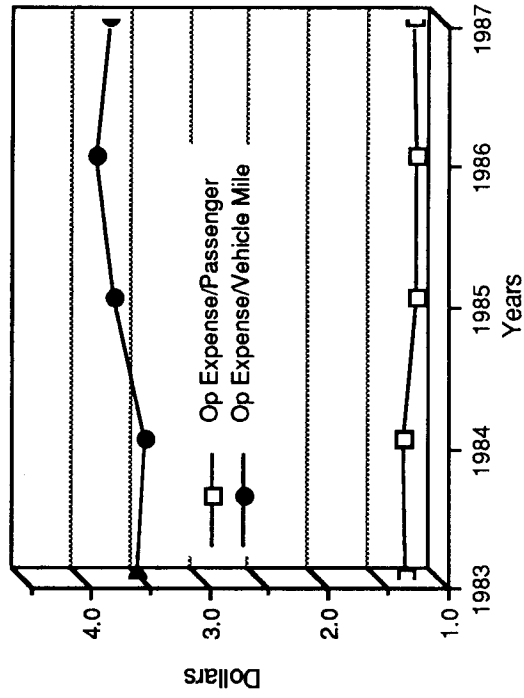
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating Expenses & Passengers Carried



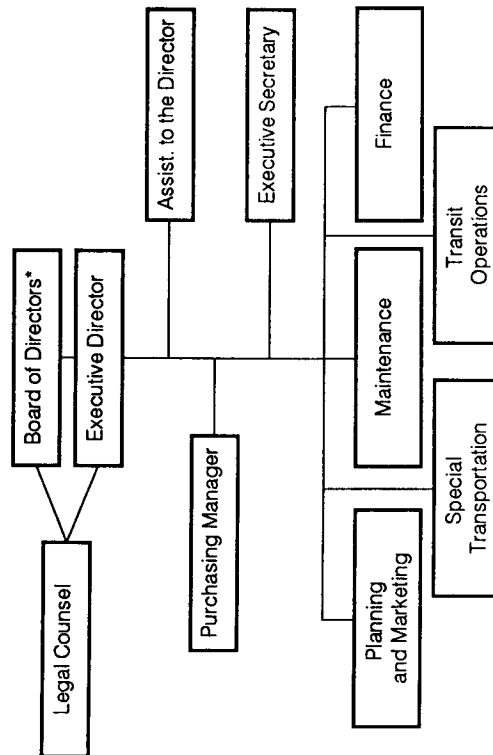
Operating Expense/Passenger & Operating Expense/Vehicle Mile



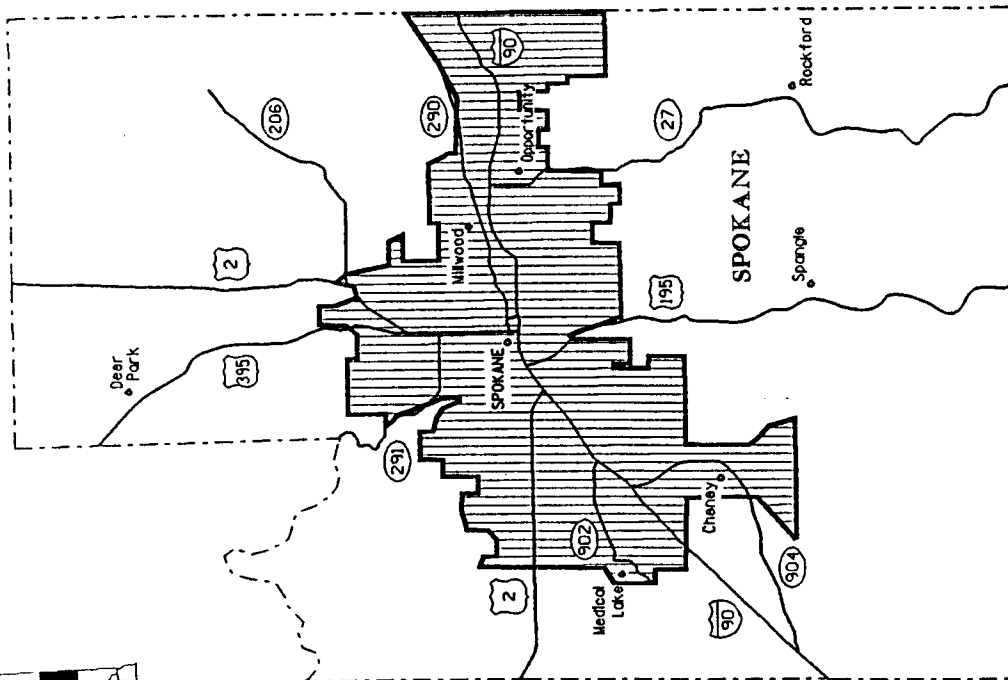
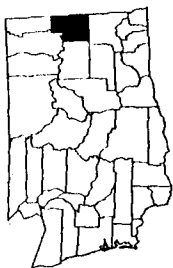


**Spokane
Transit**

Executive Director: Allen Schweim
Address: West 1230 Boone Avenue
 Spokane, WA 99201-2686
Telephone: (509) 325-6000
 SCAN 595-6000



- * Nine Members
- 2 County Commissioners
 - 2 Spokane
 - 1 Cheney
 - 1 Airway Heights
 - 1 Millwood City
 - 1 Medical Lake
 - 1 County Commissioner and Spokane Alternating



Spokane PTBA

Spokane Transit

Legal Authority Public Transportation Benefit Area

Inception of Service June 1, 1981

Service

Area: Urbanized area of Spokane County, including Spokane, Cheney, and Medical Lake (1987 population: 321,400)

Type: 25 fixed routes
paratransit, wheelchair accessible

Days: 13 fixed routes and paratransit:
Sundays through Saturdays

8 fixed routes:
Mondays through Saturdays

4 fixed routes:
Mondays through Fridays

Equipment:	<u>148 Vehicles</u>	<u>Seating Capacities</u>
	10 buses	72
	20 buses	48
	41 buses	45
	47 buses	43
	23 vans	15
	7 vans	13

Revenues:

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: 1%

Fares: Cash:
Passengers up to age 65 years: \$.60
Express transportation: \$.80
Passengers age 65 years and older, and disabled: \$.30

Monthly Passes:
Passengers age 18 to 65 years: \$24.00
Passengers age 18 years and under: \$18.00
Passengers age 65 years and older, and disabled: \$11.00

Personnel

Administration 42 employees
Operations 225 employees
Operations subcontractors Yes, supplemental paratransit
Maintenance 54 employees
Total 321 employees
Total Full-Time Equivalent
Employees 283

Background

Since 1883, public transportation has played an important role in the growth of the city of Spokane. Streetcars performed that role for over 50 years but gradually were replaced by motor buses in the 1930s. Bus service in Spokane was provided between 1945 and 1968 by Spokane City Lines, a subsidiary of National City Lines, a private company which owned and operated transit systems nationwide. In May 1968, following a several months' strike by transit employees, the city's voters approved city ownership of the transit system and a household tax to finance it. The city operated the transit system under a lease agreement with National City Lines for the next four years. A long-range plan was prepared during this period, and the city purchased the transit operation with the aid of a UMTA grant in 1972.

After conducting a feasibility study in 1980, area voters approved a .3 percent sales and use tax to finance service of a public transportation benefit area (PTBA) in May 1981. The service area was expanded to about 360 square miles. Initially, the PTBA's elected officials opted to levy .2 percent sales and use tax. This tax was raised to its current level in 1982. Spokane Transit Authority was adopted as the operating name for the PTBA.

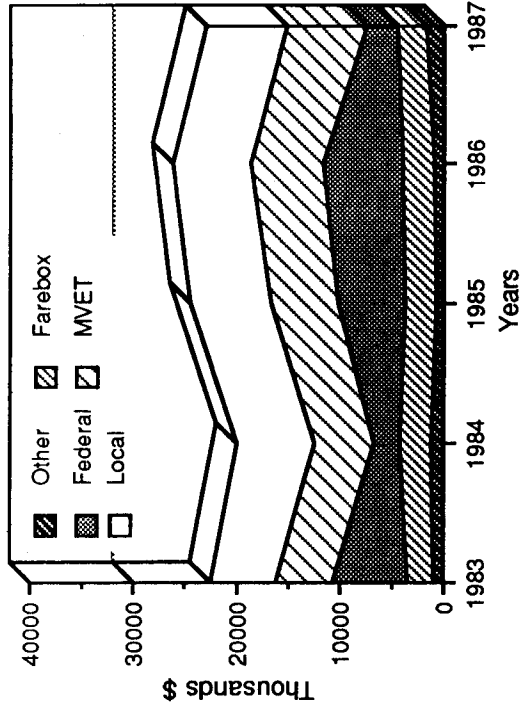
Planning efforts for the future of the Spokane Transit Authority currently are in progress. A transit development plan, which focuses on service and route improvements for the next five to ten years, is updated annually. Such short-range transit improvements as an expanded system of bus shelters, transfer centers, and new park and ride lots are anticipated.

Spokane Transit

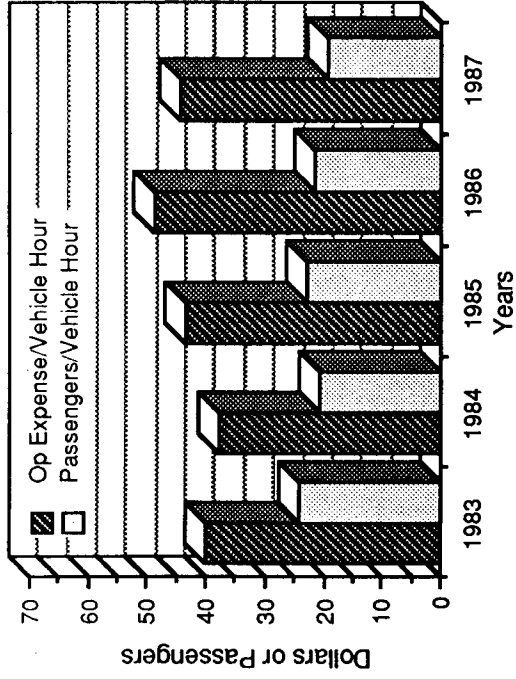
Spokane Transit Authority	1983	1984	1985	1986	1987
Operations					
Population Base	314,300	315,600	320,000	321,400	321,400
Passengers Carried	7,401,029	7,452,633	7,584,132	6,731,556	6,519,202
Number of Vehicles	143	147	145	154	148
Miles of Route	285	285	285	285	273
Vehicle Miles Travelled	4,417,102	5,176,801	5,128,342	4,362,566	4,568,286
Vehicle Hours Provided	303,904	359,573	329,420	309,337	339,415
Revenues					
Farebox	\$2,613,684	\$3,089,991	\$3,142,047	\$2,955,006	\$2,809,228
Local Taxes	6,419,025	7,493,334	7,721,265	7,572,837	7,748,199
Motor Vehicle Excise Tax	5,435,400	5,758,559	6,574,280	6,992,133	7,767,138
Federal Funds	7,264,808	2,351,782	6,339,824	7,689,984	2,947,077
Other Funds	887,640	1,241,544	676,149	1,047,554	1,705,658
Revenue Total	\$22,620,557	\$19,935,210	\$24,453,565	\$26,257,514	\$22,977,300
Expenditures					
Capital	\$7,716,433	\$1,820,060	\$6,764,506	\$8,358,084	\$2,291,200
Operations	12,178,325	13,569,974	14,310,975	15,138,781	15,091,477
Other	0	0	0	0	0
Expenditure Total	\$19,894,758	\$15,390,034	\$21,075,481	\$23,496,865	\$17,382,677
Transit Performance					
Passengers/Capita	23.55	23.61	23.70	20.94	20.28
Passengers/Vehicle Hour	24.35	20.73	23.02	21.76	19.21
Op. Expense/Vehicle Mile	2.76	2.62	2.79	3.47	3.30
Op. Expense /Vehicle Hour	40.07	37.74	43.44	48.94	44.46
Op. Expense/Passenger	1.65	1.82	1.89	2.25	2.31
Farebox/Passenger	0.35	0.41	0.41	0.44	0.43
Farebox/Op. Expense (%)	21%	23%	22%	20%	19%

Spokane Transit Authority

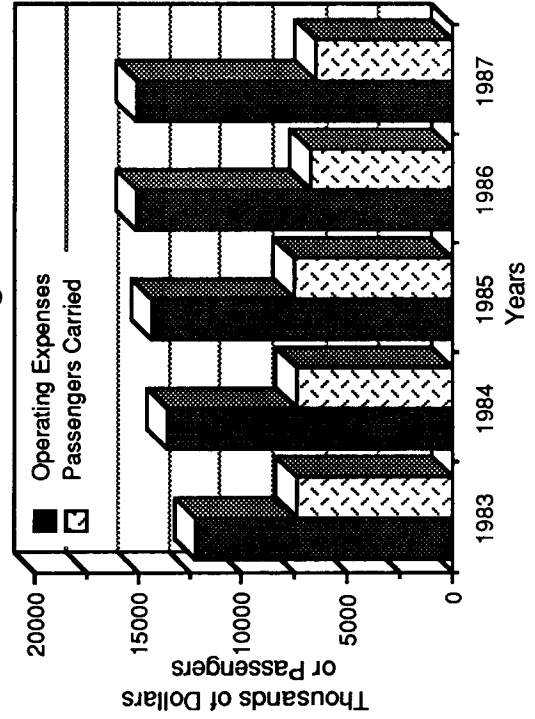
Revenues



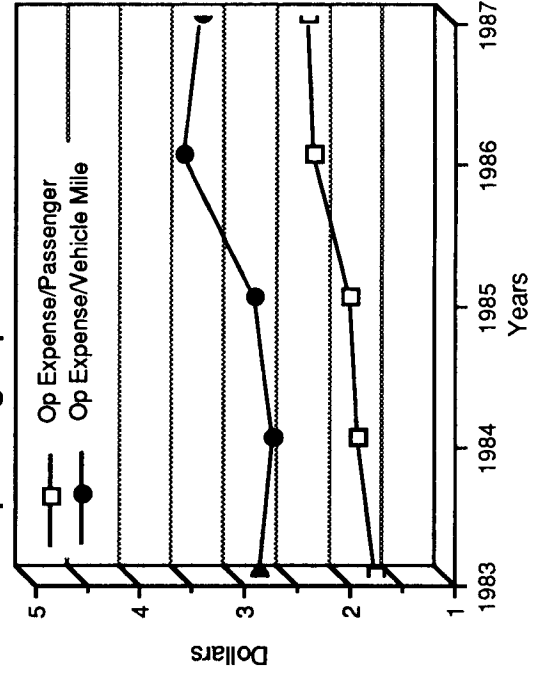
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour

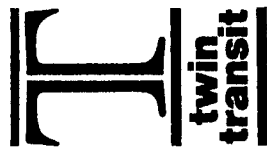


Operating Expenses & Passengers Carried



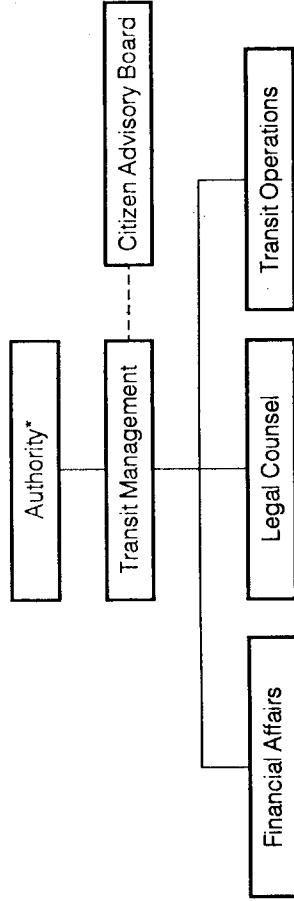
Operating Expense/Passenger & Operating Expense/Vehicle Mile



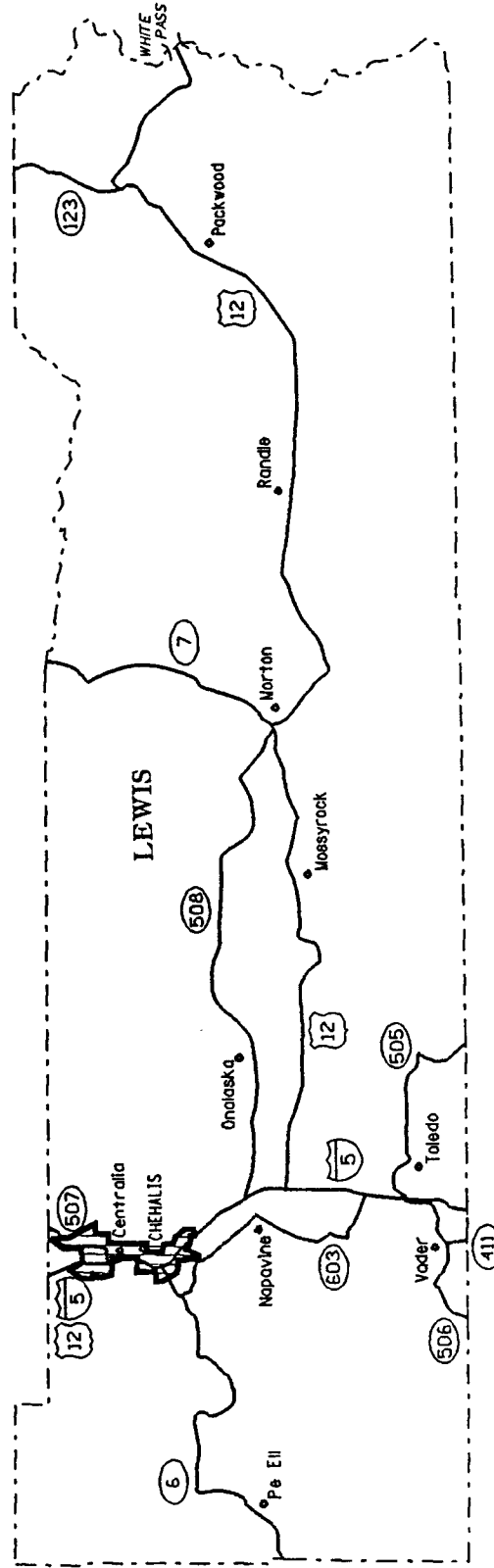
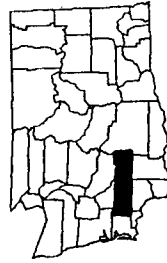


Lewis Public Transportation Benefit Area Twin Transit (Centralia-Chehalis)

Manager: Jim Carroll
Address: P.O. Box 418
 212 Locust Street
 Centralia, WA 98531
Telephone: (206) 330-2072



- * Three Members
- 1 County Commissioner
- 1 Centralia
- 1 Chehalis



Lewis PTBA

Legal Authority Public Transportation Benefit Area

Inception of Service November 1, 1977

Service

Area: Cities of Centralia and Chehalis
(1987 population: 17,790)

Type: 2 fixed routes

Days: 2 fixed routes: seven days a week

Equipment: 5 Vehicles Seating Capacities
5 buses 30

Revenues

Local Taxes: Sales and Use Tax: .1%
Motor Vehicle Excise Tax: 1%

Fares: Cash:
All passengers: \$.30

Monthly Passes:
Adult passengers under age 60 years: \$9.00
Passengers age 60 years and older, and
handicapped: \$6.00
Student: \$6.00

Personnel

Administration 2 employees
Operations 9 employees
Operations subcontractors None
Maintenance 2 employees
Total 13 employees
Total Full-Time Equivalent
Employees 10.1

Background

Prior to the commencement of Twin Transit operations, Greyhound Lines provided only limited bus service between Centralia and Chehalis. Within Centralia, the Centralia Bus Company provided service from 1973 through 1977. This service did not adequately meet the needs of the people. It was unreliable, fares were high (50 cents), and the area served was too limited. Local citizens wrote letters and petitions expressing a desire for public transportation. In June 1976, the Lewis Public Transportation Benefit Area (LPTBA) was formed with the LPTBA Authority as its governing body. The LPTBA boundaries encompass Centralia, Chehalis, and a small portion of Lewis County. With the help of an UMTA grant and a state loan, surveys were conducted to determine who would use public transportation and what their needs were.

The LPTBA presented a comprehensive transit plan to the public. In November 1976, voters in the LPTBA approved a household tax to fund the public transportation system. After efforts to contract out the transit service failed, the LPTBA Authority decided to operate the system directly. Twin Transit bus service began operations on November 1, 1977. In November 1985, voters approved a .1 percent sales and use tax to replace the household tax.

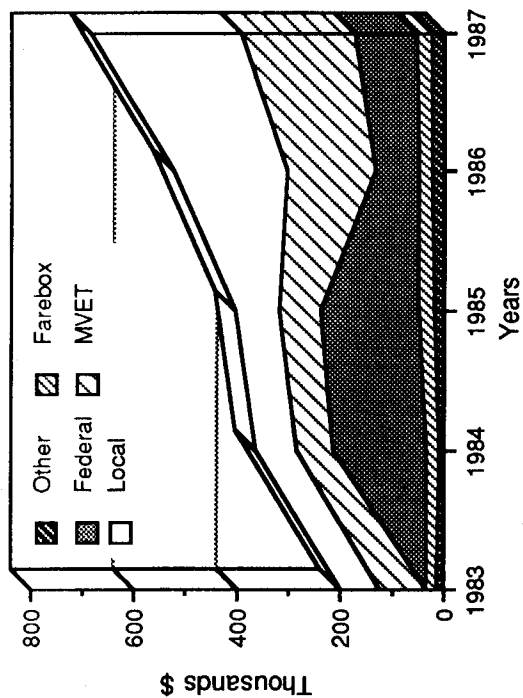
Twin Transit will erect passenger shelters in 1988 as well as new route markers and schedule/information signs. A new logo has been developed which will be used on all equipment and brochures.

Twin Transit

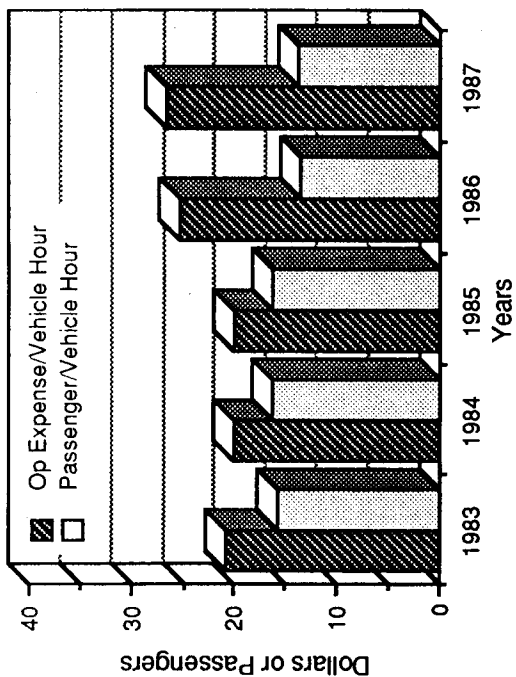
Twin Transit		1983	1984	1985	1986	1987
Operations						
Population Base		17,800	17,800	17,800	17,800	17,790
Passengers Carried		155,827	160,661	162,096	159,064	170,751
Number of Vehicles		7	7	6	6	6
Miles of Route		22	22	22	22	22
Vehicle Miles Travelled		168,000	168,000	168,000	176,000	173,500
Vehicle Hours Provided		9,836	9,836	9,890	11,606	12,294
Revenues						
Farebox		\$21,668	\$25,355	\$28,563	\$28,628	\$29,264
Local Taxes		74,810	82,308	82,500	221,966	293,041
Motor Vehicle Excise Tax		92,460	71,810	80,809	168,098	220,000
Federal Funds		0	176,173	188,846	84,512	120,702
Other Funds		13,434	11,708	20,669	22,665	23,754
Revenue Total		\$202,372	\$367,354	\$401,387	\$525,869	\$686,761
Expenditures						
Capital		\$3,000	\$129,129	\$136,920	\$186,454	\$237,695
Operations		206,396	196,915	197,915	294,104	327,167
Other		0	0	0	0	0
Expenditure Total		\$209,396	\$326,044	\$334,835	\$480,558	\$564,862
Transit Performance						
Passengers/Capita		8.75	9.03	9.11	8.94	9.60
Passengers/Vehicle Hour		15.84	16.33	16.39	13.71	13.89
Op. Expense/Vehicle Mile		1.23	1.17	1.18	1.67	1.89
Op. Expense/Vehicle Hour		20.98	20.02	20.01	25.34	26.61
Op. Expense/Passenger		1.32	1.23	1.22	1.85	1.92
Farebox/Passenger		0.14	0.16	0.18	0.18	0.17
Farebox/Op. Expense (%)		10%	13%	14%	10%	9%

Twin Transit

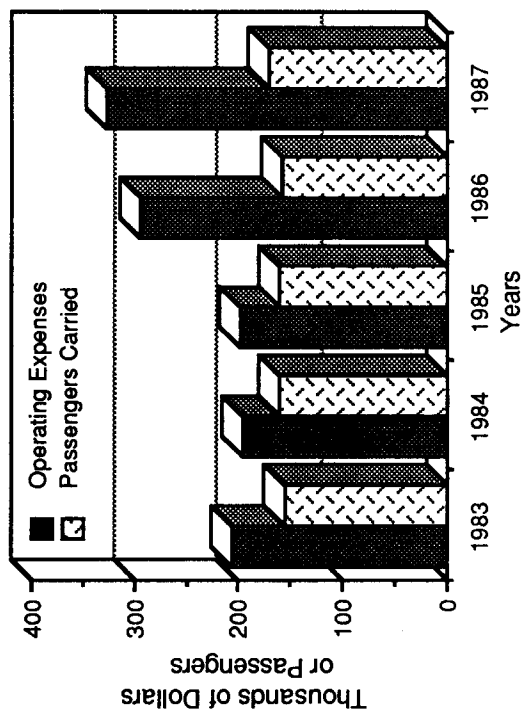
Revenues



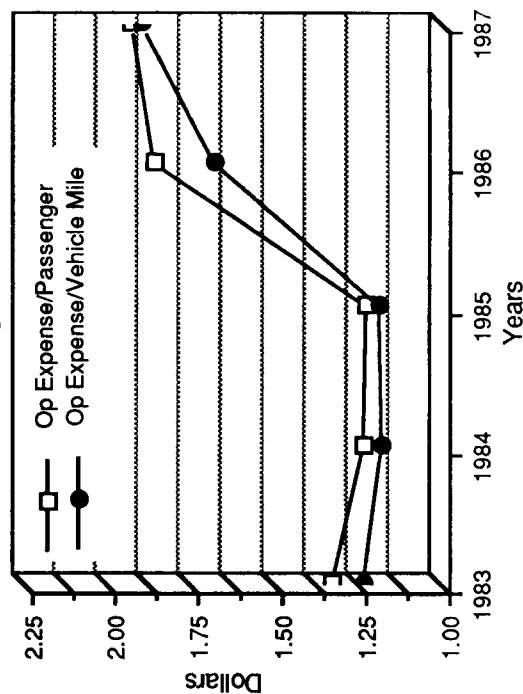
Operating Expenses/Vehicle Hour
& Passengers/Vehicle Hour



Operating Expenses
& Passengers Carried



Operating Expenses
& Passengers Carried

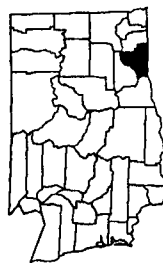
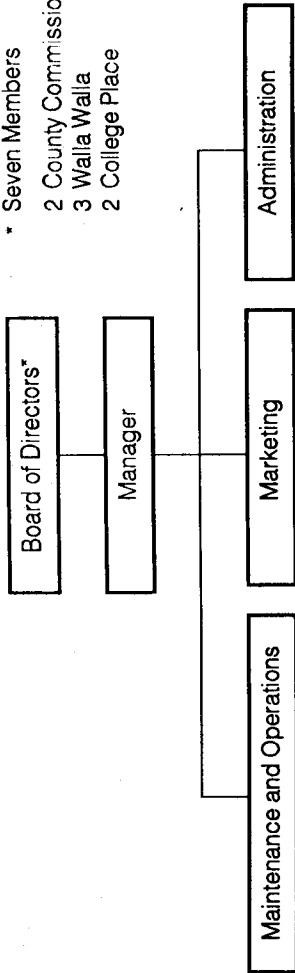




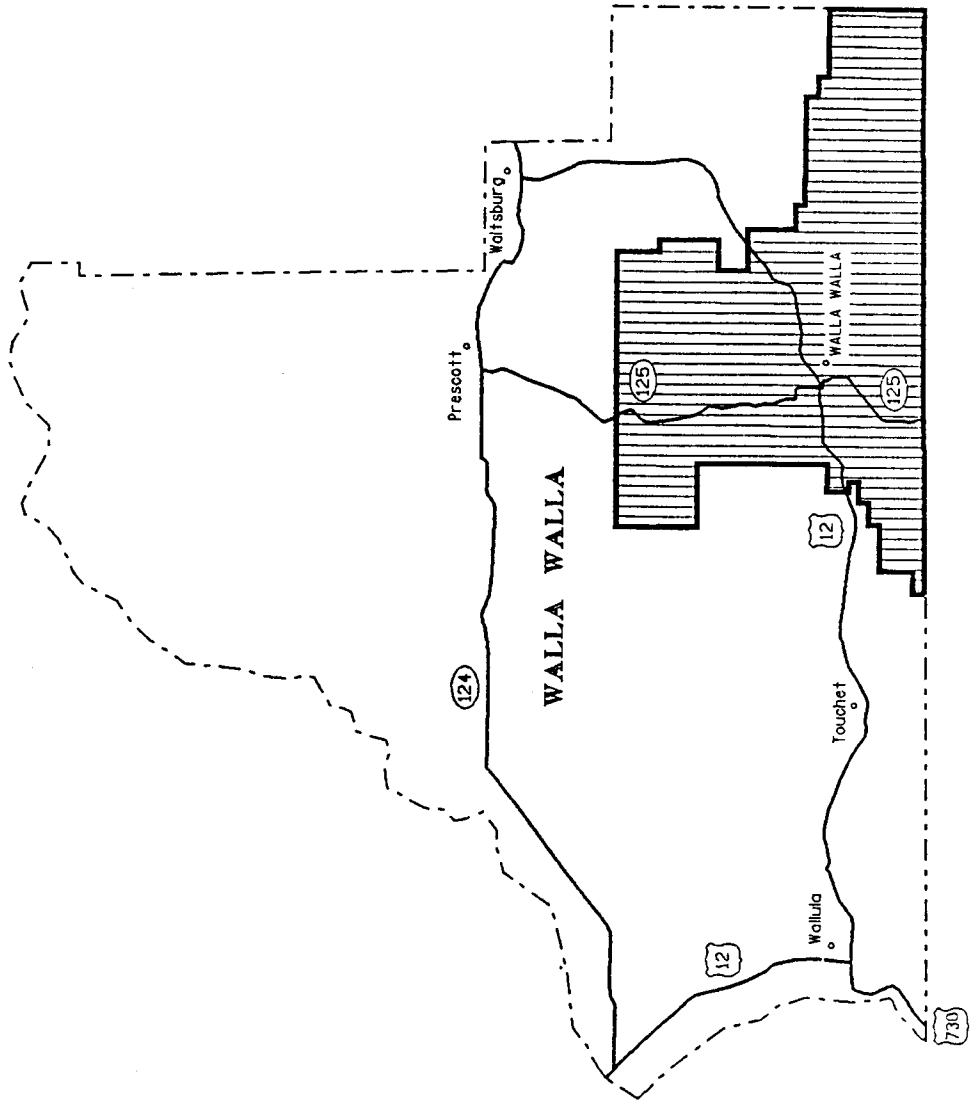
Valley Transit

Manager: Dick Fondahn
 Address: 1401 West Rose Street
 Walla Walla, WA 99362
 Telephone: (509) 525-9140

- * Seven Members
- 2 County Commissioners
- 3 Walla Walla
- 2 College Place



Walla Walla PTBA



Legal Authority

Public Transportation Benefit Area

Inception of Service

January 1, 1981

Service

Area: Walla Walla - College Place area
(1987 population: 41,340)

Type: 5 fixed routes
dial-a-ride, wheelchair accessible

Days: 5 fixed routes and dial-a-ride:
Mondays through Saturdays

Equipment: 13 Vehicles Seating Capacities
4 45
9 buses 31

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: 1%

Fares: Cash:
Passengers, non-student: \$.25
Passengers, student: \$.10
Passengers, over age 60 years or handicapped: \$.10

Monthly Passes:
Passengers, non-student: \$8.00
Passengers, student, over age 60 years, or handicapped: \$4.00

Personnel

Administration 4 employees
Operations 34 employees
Operations subcontractors Yes, dial-a-ride
Maintenance 8 employees
Total 46 employees
Total Full-Time Equivalent Employees 34

Background

Public transportation in the Walla Walla area was provided as long ago as 1884. From the early 1900s to the mid 1920s, the area had a very modern streetcar system. Interurban service was provided also to outlying communities until 1931. Bus service then came into being and served the area until the mid 1970s when the private operator went out of business. Early in 1979, the Walla Walla County commissioners conducted a survey to determine the needs and feasibility of public transportation. Later that year, the Walla Walla County Public Transportation Benefit Area was formed. It applied to the Washington State Department of Transportation for funds to develop a transit plan.

In March 1980, voters in Walla Walla, College Place and adjacent areas approved a transit system by almost a two to one edge. The special election provided an additional .3 percent sales and use tax for the implementation and operation of the system. The Walla Walla County Public Transportation Benefit Area began full service operation on January 5, 1981, doing business as Valley Transit. Valley Transit initially provided service with buses rented from Metro. Later, used buses were purchased and refurbished. Then, in June 1981, new buses arrived.

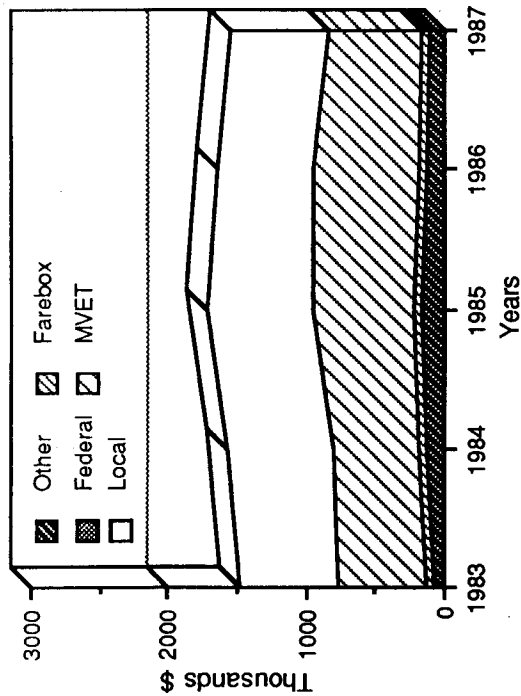
Valley Transit plans to upgrade its downtown transfer facility and replace its older transit buses.

Valley Transit

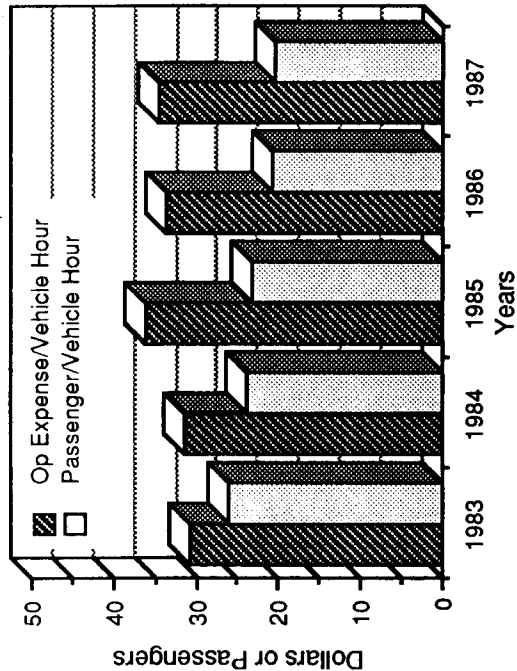
Valley Transit	1983	1984	1985	1986	1987
Operations					
Population Base	41,300	41,500	41,400	41,500	41,340
Passengers Carried	815,565	831,181	842,692	779,096	729,325
Number of Vehicles	13	13	13	16	17
Miles of Route	37	36	29	29	29
Vehicle Miles Travelled	429,209	463,760	462,894	490,505	528,256
Vehicle Hours Provided	31,353	34,777	36,172	37,509	35,652
Revenues					
Farebox	\$66,728	\$60,334	\$58,231	\$58,848	\$53,400
Local Taxes	706,742	763,762	768,715	698,635	714,094
Motor Vehicle Excise Tax	627,599	628,180	728,043	754,640	675,000
Federal Funds	0	0	0	1,920	1,040
Other Funds	70,956	126,769	171,496	132,262	109,922
Revenue Total	\$1,472,025	\$1,579,045	\$1,726,485	\$1,646,305	\$1,553,456
Expenditures					
Capital	\$44,632	\$47,206	\$12,623	\$544,188	\$833,323
Operations	962,815	1,089,647	1,305,173	1,261,775	1,235,724
Other	0	0	0	0	0
Expenditure Total	\$1,007,447	\$1,136,853	\$1,317,796	\$1,805,963	\$2,069,047
Transit Performance					
Passengers/Capita	19.75	20.03	20.35	18.77	17.64
Passengers/Vehicle Hour	26.01	23.90	23.30	20.77	20.46
Op. Expense/Vehicle Mile	2.24	2.35	2.82	2.57	2.34
Op. Expense/Vehicle Hour	30.71	31.33	36.08	33.64	34.66
Op. Expense/Passenger	1.18	1.31	1.55	1.62	1.69
Farebox/Passenger	0.08	0.07	0.07	0.08	0.07
Farebox/Op. Expense (%)	7%	6%	4%	5%	4%

Valley Transit

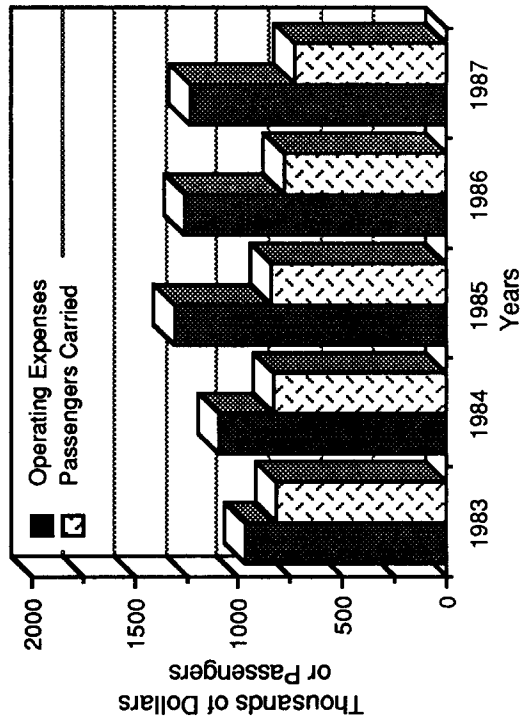
Revenues



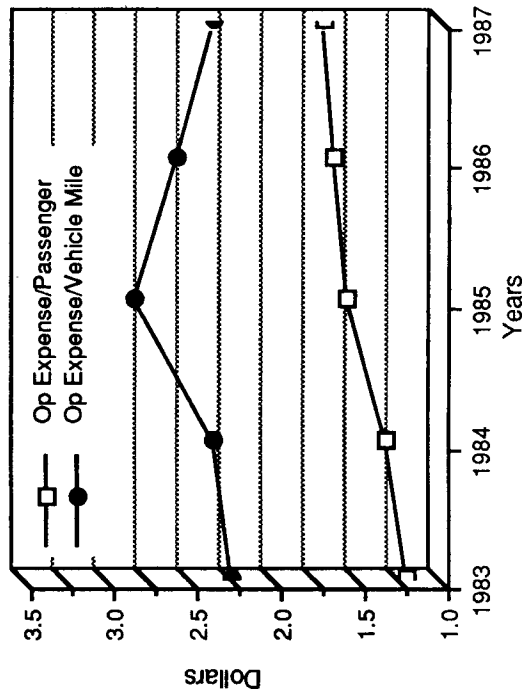
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour



Operating expenses & Passengers Carried



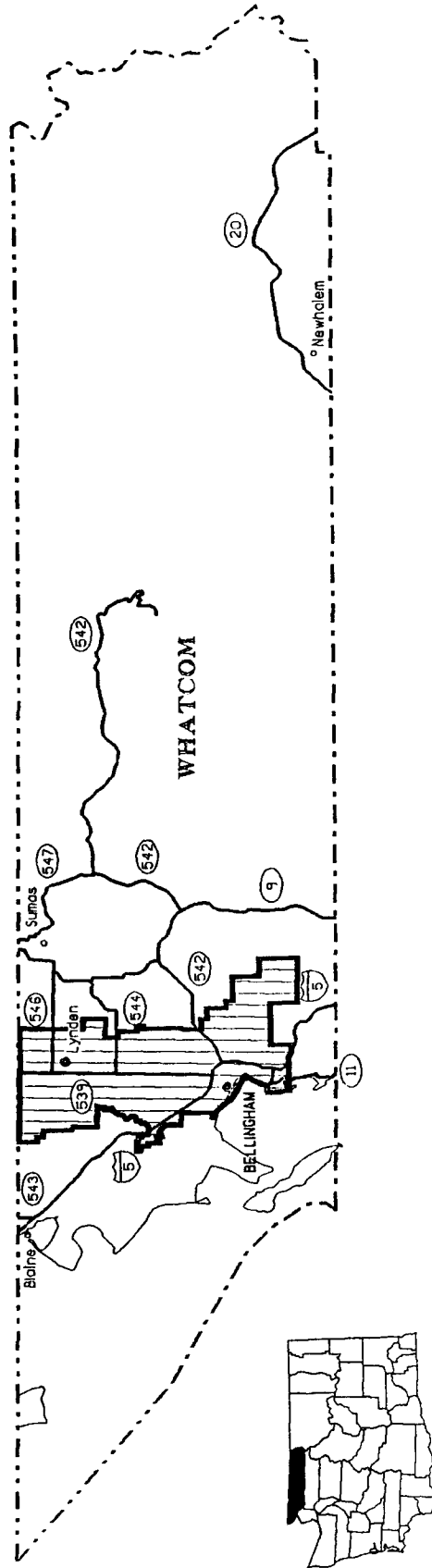
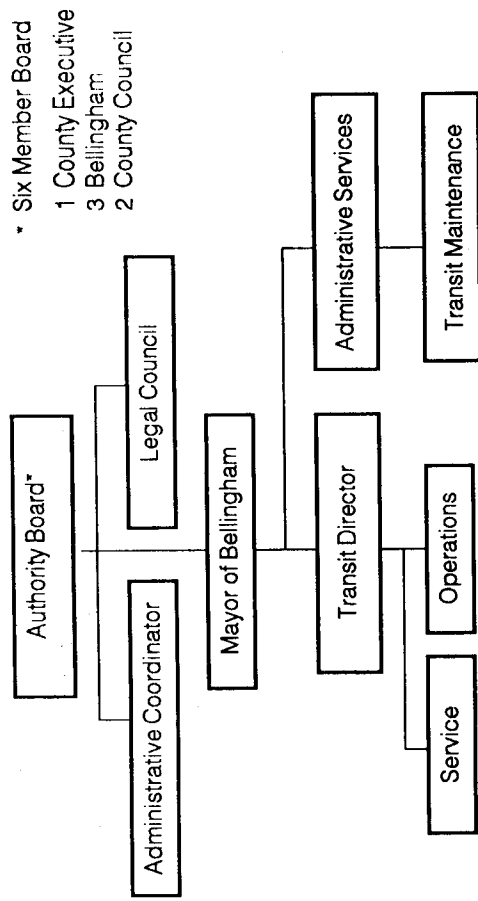
Operating Expense/Passenger & Operating Expense/Vehicle Mile





Whatcom Transportation Authority

Transit Director: Edward Griensmann
 Address: 2200 Nevada Street
 Bellingham, WA 98226
 Telephone: (206) 676-6843
 SCAN 644-6843



Whatcom PTBA

Whatcom Transportation Authority

Legal Authority

Public Transportation Benefit Area

Inception of Service

January 1, 1984

Service

Area: City of Bellingham and the immediate surrounding unincorporated area (1987 population: 59,680)

Type: 11 fixed routes
paratransit, wheelchair accessible

Days: 10 fixed routes and paratransit:
Mondays through Saturdays
1 fixed route: Mondays through Fridays

Equipment: 24 Vehicles Seating Capacities
16 buses 45
8 buses 33

Revenues

Local Taxes: Sales and Use Tax: .3%
Motor Vehicle Excise Tax: 1%

Fares: Cash: \$.25
Passengers over age 5 years:
Passengers age 65 years and over, and handicapped: \$.10
Monthly Passes:
Passengers age 65 years and older, and handicapped \$6.00

Personnel (City of Bellingham)

Administration	5 employees
Operations	32 employees
Operations subcontractors	Yes, paratransit
Maintenance	6 employees
Total	<u>43 employees</u>
Total Full-Time Equivalent Employees	40.4

Background

Private operators provided transportation services to the public for a number of years in Bellingham. In late 1971, the private operator of transit service in Bellingham faced going out of business because of high operating costs, dilapidated equipment, and low ridership. The city of Bellingham elected to maintain public transit service and purchased the rolling stock and ancillary equipment. After its takeover of the transit function, the city operated the Bellingham Municipal Transit System for 12 years with bus routes within the city limits. The city worked to improve service and change transit's public image by purchasing new buses, introducing service to areas not previously served, printing new schedules, installing benches, and reducing fares. It subsidized these operations with a household tax. In September 1975, the city's voters approved a .3 percent sales and use tax, replacing the household tax in support of transit.

In 1983, Whatcom County elected officials established a public transportation benefit area which includes Bellingham. Voters approved a .3 percent sales and use tax replacing the other sales and use tax that fall. The Whatcom County Public Transportation Benefit Area, doing business as the Whatcom Transportation Authority (WTA), contracted for the operation of the bus transit service with the city of Bellingham and the operation of the paratransit service with the Whatcom County Council on Aging. It also authorized operating transit service into the fringe communities to the city. The WTA bought the city's bus transit equipment.

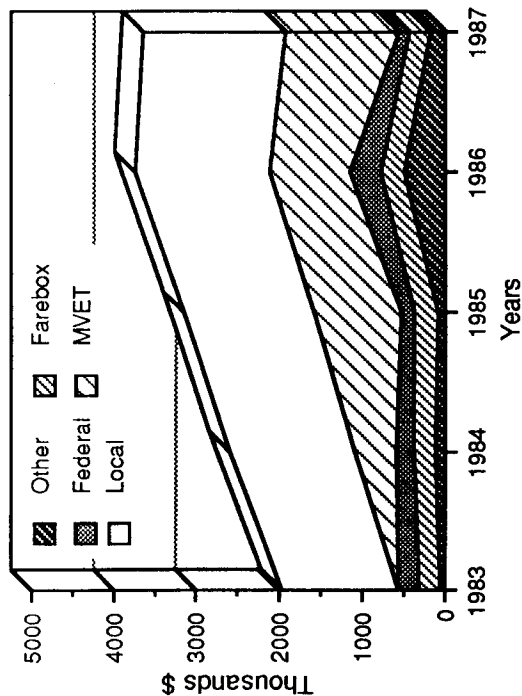
With new leadership, the WTA is examining expanding both service areas and service hours. This will include: exploring transit potential in other areas of Whatcom County; responding to transit needs arising from a new regional shopping mall and its effect upon downtown Bellingham; and ensuring financial security to meet future needs and to replace the transit fleet beginning in 1993.

Whatcom Transportation Authority

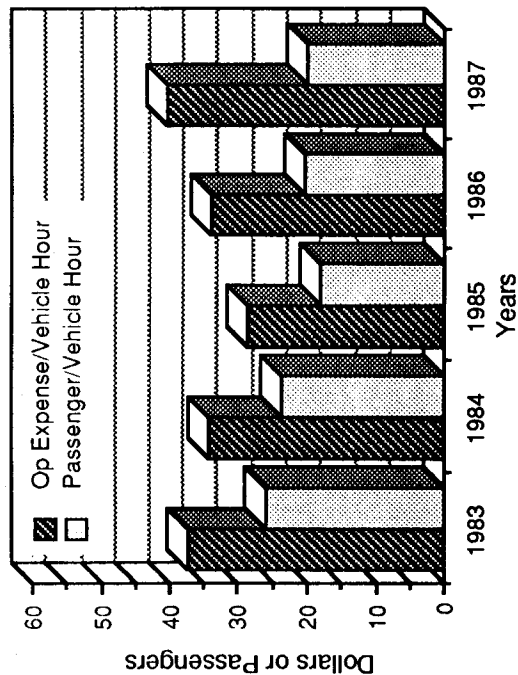
Whatcom Transportation Authority									
	1983	1984	1985	1986	1987				
Operations									
Population Base	45,900	57,900	59,100	59,400	59,680				
Passengers Carried	1,174,260	1,283,160	1,428,129	1,489,066	1,484,154				
Number of Vehicles	24	24	24	41	41				
Miles of Route	87	87	97	115	115				
Vehicle Miles Travelled	556,500	668,917	882,640	912,501	945,428				
Vehicle Hours Provided	44,940	53,814	78,600	72,928	74,196				
Revenues									
Farebox	\$245,505	\$238,523	\$272,121	\$269,258	\$268,122				
Local Taxes	1,424,460	1,496,428	1,538,758	1,619,858	1,724,379				
Motor Vehicle Excise Tax	0	482,088	1,078,257	961,890	1,392,436				
Federal Funds	248,838	235,582	155,805	391,149	109,629				
Other Funds	64,698	127,712	96,904	498,762	174,435				
Revenue Total	\$1,983,501	\$2,580,333	\$3,141,845	\$3,740,917	\$3,669,001				
Expenditures									
Capital	\$3,948	\$61,086	\$194,057	\$424,167	\$144,812				
Operations	1,672,379	1,855,164	2,250,558	2,472,710	2,995,164				
Other	9,807	78,872	734,725	0	5,497				
Expenditure Total	\$1,686,134	\$1,995,122	\$3,179,340	\$2,896,877	\$3,145,473				
Transit Performance									
Passenger/Capita	25.58	22.16	24.16	25.07	24.87				
Passengers/Vehicle Hour	26.13	23.84	18.17	20.42	20.00				
Op. Expense/Vehicle Mile	3.01	2.77	2.55	2.71	3.17				
Op. Expense/Vehicle Hour	37.21	34.47	28.63	33.91	40.37				
Op. Expense/Passenger	1.42	1.45	1.58	1.66	2.02				
Farebox/Passenger	0.21	0.19	0.19	0.18	0.18				
Farebox/Op. Expense (%)	15%	13%	12%	11%	9%				

Whatcom Transportation Authority

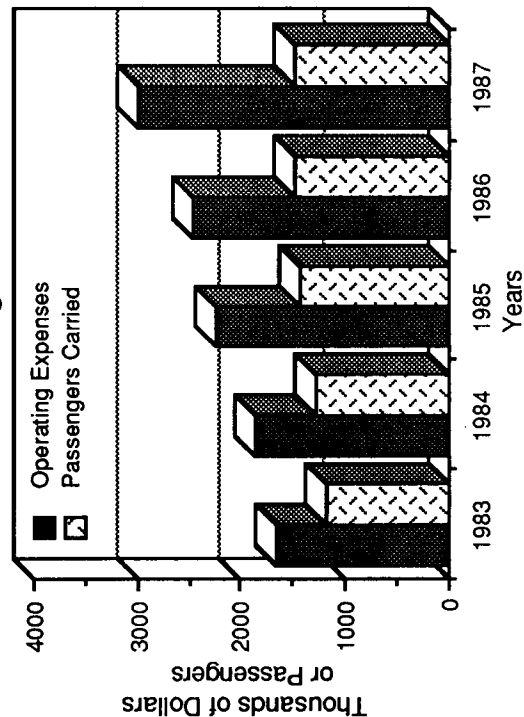
Revenues



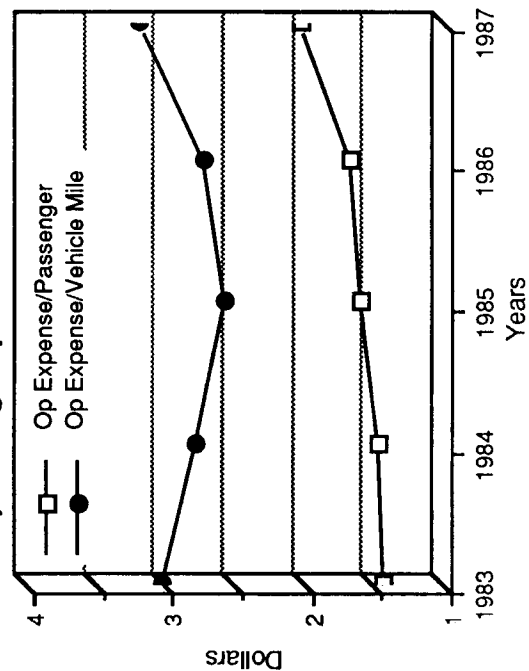
Operating Expenses/Vehicle Hour & Passengers/Vehicle Hour

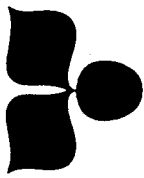


Operating Expenses & Passengers Carried



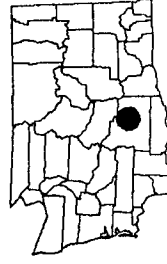
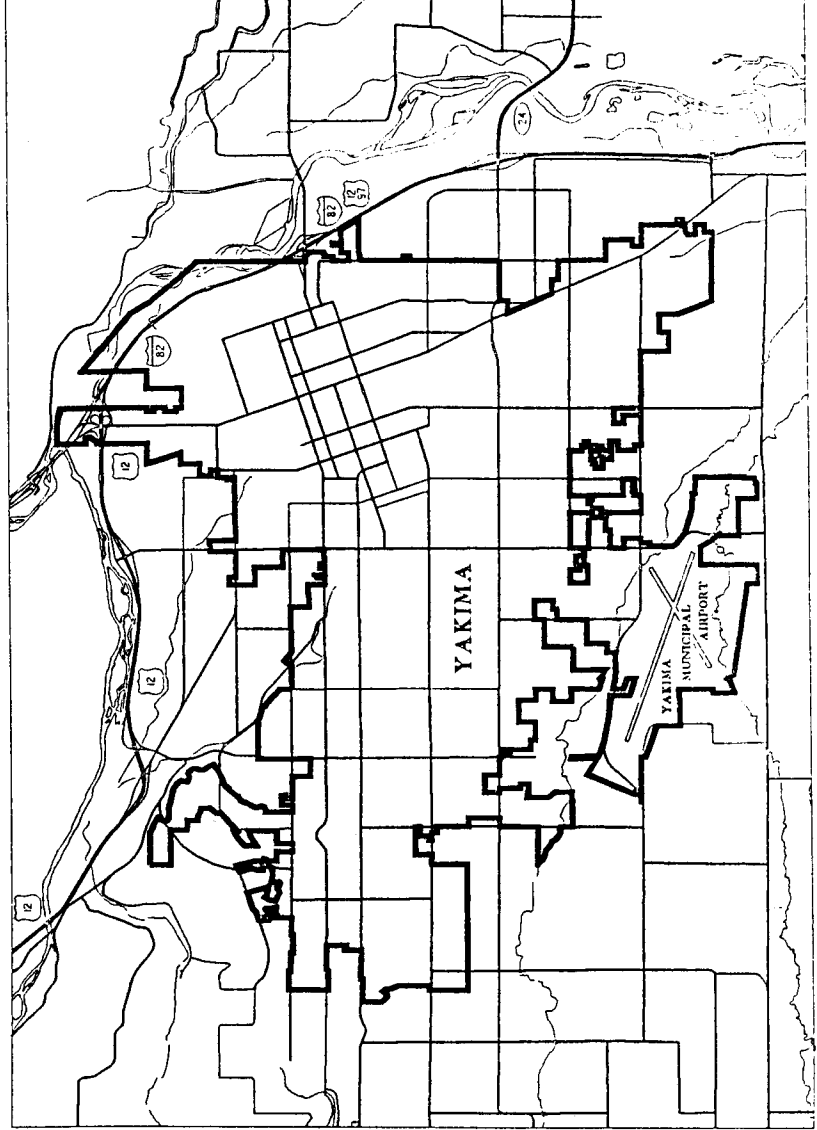
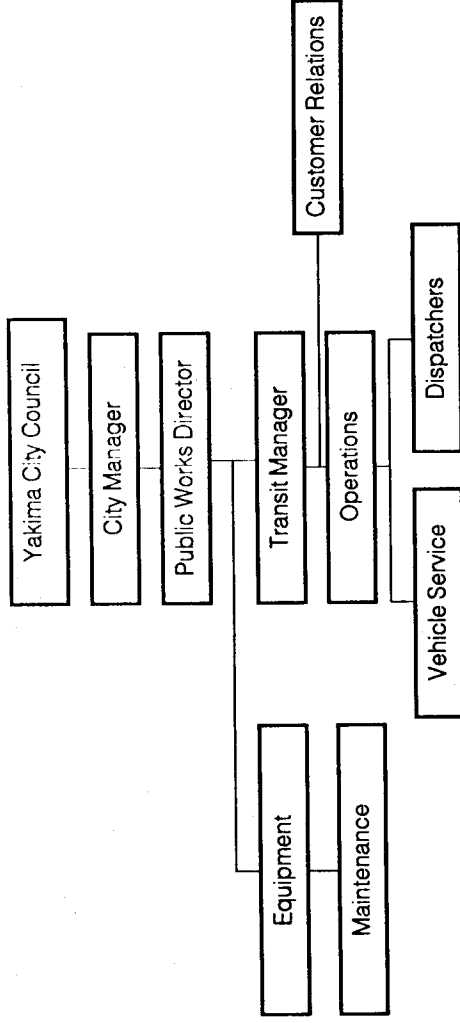
Operating Expense/Passenger & Operating Expense/Vehicle Mile





Yakima Transit

Manager: William W. Schultz
Address: 2301 Fruitvale
Yakima, WA 98902
Telephone: (509) 575-6005
SCAN 278-6005



City Transit System

Yakima Transit

Legal Authority

City

Inception of Service

October 3, 1966

Service

Area: City of Yakima
(1987 population: 49,600)

Type: 10 fixed routes
paratransit, wheelchair accessible

Days: 10 fixed routes and paratransit:
Mondays through Saturdays

Equipment: 21 Vehicles Seating Capacities

4 buses	47
11 buses	41
3 buses	31
3 buses	30

Revenues

Local Taxes: Sales and Use Tax: .3%

Fares: *Cash:*

Passengers over age 18 years:	\$.35
Passengers age 6 to 18 years:	\$.20
Passengers age 62 years and over, and handicapped:	\$.15
<i>Monthly Passes:</i>	
Passengers over age 18 years:	\$12.00
Passengers age 6 to 18 years:	\$7.00
Passengers age 62 years and older, and handicapped	\$3.00

Personnel

Administration	2 employees
Operations	36 employees
Operations subcontractors	Yes, paratransit
Maintenance	2 employees
Total	40 employees
Total Full-Time Equivalent	
Employees	31.3

Background

Christmas Day 1907 marked the beginning of transit in Yakima when the Yakima Valley Transportation Company began operating the "Electric Street Railway." On that first day, 1,320 passengers paid the 5 cent fare to take a 40 minute ride along three miles of track. The first transit bus appeared in Yakima when a "Mack" replaced the Summitview trolley in 1924. This bus proved popular and a second bus was soon purchased. When the trolley system ground to a halt following World War II, Yakima was the last city in the state to lose its trolleys. In 1957, the Yakima Valley Transportation Company sold the passenger transportation portion of its business to a private individual. However, in 1966, after years of struggle, the private bus company failed.

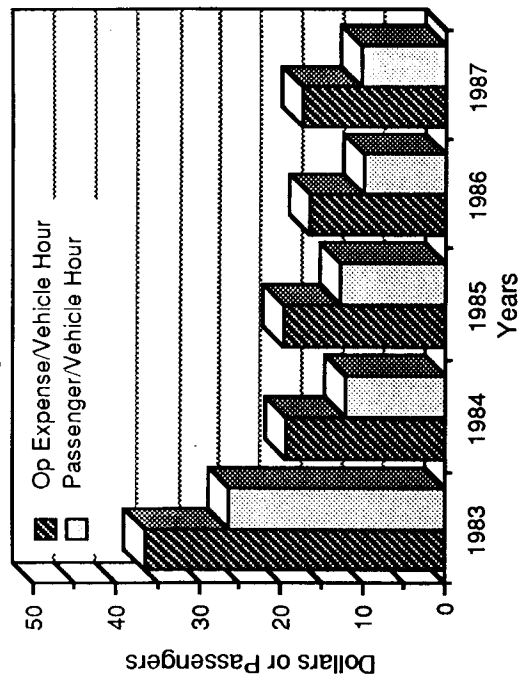
After several months without transit service, city residents began expressing concern for those who were without transportation. On October 3, 1966, the city took over the bus service and the Yakima City Lines began operation. The city levied a household tax to help defray costs. In its initial year, the new system operated ten 25-year old buses. Since 1970, the city has upgraded service by disposing the old buses and acquiring new buses and expanding routes. Yakima Transit became the system's new name in 1978. On November 5, 1980, city voters authorized collecting a .3 percent sales and use tax to replace the household tax. The City Council began levying the tax at a rate of .2 percent on January 1, 1981, and changed the rate to .3 percent one year later.

Yakima Transit staff is continuing to work with the Yakima City Council Transit Subcommittee to develop and refine future staff and capital improvements. One long-range project with preliminary approval and funding is the development of a transit transfer facility. This project, part of a downtown redevelopment plan, would require not only property acquisition, but also the complete review of probable restructuring of transit routes.

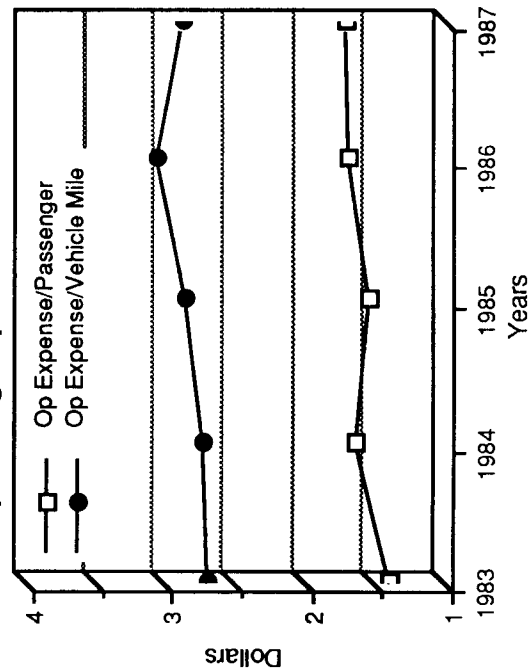
Yakima Transit

Yakima Transit	1983	1984	1985	1986	1987
Operations					
Population Base	48,500	49,340	49,510	49,590	49,600
Passengers Carried	941,420	1,045,077	1,131,706	1,157,524	1,182,688
Number of Vehicles	17	17	18	49	41
Miles of Route	45	44	44	100	100
Vehicle Miles Travelled	487,454	627,447	612,889	641,529	697,134
Vehicle Hour Provided	35,487	86,198	88,284	116,484	113,030
Revenues					
Farebox	\$177,307	\$172,676	\$210,962	\$202,703	\$224,599
Local Taxes	1,628,826	1,722,834	1,762,364	1,726,924	1,852,913
Motor Vehicle Excise Tax	0	0	0	0	0
Federal Tax	147,147	177,156	332,111	1,299,801	0
Other Funds	89,041	129,970	182,298	177,420	100,264
Revenue Total	\$2,042,321	\$2,202,636	\$2,487,735	\$3,406,848	\$2,177,776
Expenditures					
Capital	\$30,660	\$43,015	\$404,756	\$1,478,028	\$15,909
Operations	1,297,587	1,691,660	1,736,107	1,948,171	1,997,266
Other	259,363	0	0	0	23,963
Expenditure Total	\$1,587,610	\$1,734,675	\$2,140,863	\$3,426,199	\$2,037,138
Transit Performance					
Passengers/Capita	19.41	21.18	22.86	23.34	23.84
Passengers/Vehicle Hour	26.53	12.12	12.82	9.94	10.46
Op. Expense/Vehicle Mile	2.66	2.70	2.83	3.04	2.86
Op. Expense/Vehicle Hour	36.57	19.63	19.67	16.72	17.67
Op. Expense/Passenger	1.38	1.62	1.53	1.68	1.69
Farebox/Passenger	0.19	0.17	0.19	0.18	0.19
Farebox/Op. Expense (%)	14%	10%	12%	10%	11%

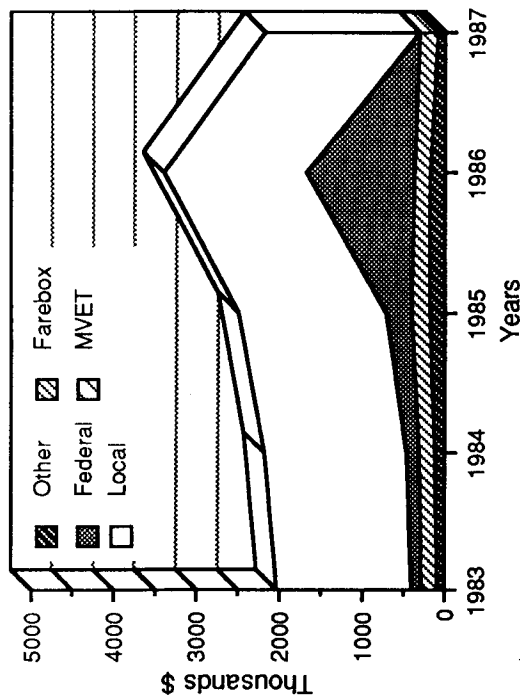
Operating Expenses/Vehicle Hour
& Passengers/Vehicle Hour



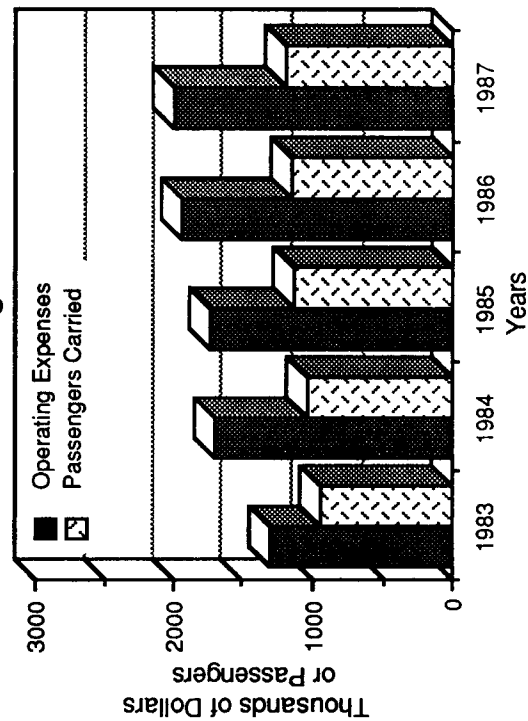
Operating Expense/Passenger
& Operating Expense/Vehicle Mile



Revenues



Operating Expenses
& Passengers Carried



Paratransit



Transportation Systems Management (TSM)

TSM is a concept developed in the 1970s when it was recognized that the demand for transportation services was exceeding our existing and planned capacities. Because resources for building new and maintaining existing facilities and services were limited, it was becoming necessary to more effectively manage those services we had. TSM programs are designed to take maximum benefit from limited resources, and to stretch existing facilities and services to the greatest extent possible. TSM is a concept that includes any activity that increases the efficiency of the transportation system at minimal cost.

The 1970s and 1980s have been years of significant growth for Washington State. Growth in the Puget Sound area has been particularly noteworthy, resulting in the area being designated as the sixth worst metropolitan region for congestion in the country. Local studies indicate conditions will continue to worsen, predicting a 42 percent increase in vehicle trips between the years 1980 and 2000, with an additional 42 percent increase out to the year 2020.

The Washington State Department of Transportation (WSDOT) and local and regional organizations have responded by implementing a variety of TSM projects. The success of TSM rests not just with implementing one or two individual activities on existing facilities, but with packaging various actions which complement and reinforce each other to achieve a desired objective. For example, an exclusive high-occupancy vehicle (HOV) lane may be implemented within a corridor accompanied by the construction of fringe area park and ride lots, improvements in bus service and local arterials, and the implementation of a regional ridesharing program. In this fashion, TSM actions can be packaged and implemented as a complete strategy for the movement of people and goods more effectively on existing facilities.

Recent changes in the marketplace have created new challenges. The key change is the movement of jobs to suburban locations away from the existing central business district. This trend has also shifted the flow of traffic to suburban streets and arterials. The existing highway and public transit systems are not ideally suited for serving the dispersed demand. Increases in automobile ownership and the increased entry of women into jobs has exacerbated the problem.

The Puget Sound region is preparing to meet the challenges. Completion of Interstate 90 is anticipated for the early 1990s, bringing increased capacity to the system. A passenger rail system is being planned. These strategic facilities will contribute to but not solve the transportation problems. TSM activities will be a necessary part of the solution.

Much activity supporting TSM and ridesharing has occurred in the state, and while WSDOT has often played a lead role, WSDOT is by no means the only organization working in this area. The following brief descriptions highlight existing and planned TSM activities.

The Flow System

As previously mentioned, the greater Seattle area has been designated as having the sixth worst traffic conditions in the country. To make matters worse, employment within Seattle is expected to grow 50 percent over the next 20 years. Bellevue's employment growth over the same time period is estimated at 150 percent. In order to address these projected increases and help our transportation system keep pace with rapid growth, we must concentrate on moving people and commodities, not just vehicles.

Working together, local governments and transportation agencies in the Puget Sound region developed WSDOT's TSM effort in the early 1970s. This effort has been titled the Flow System and includes the following elements:

- A HOV lane program that consists of almost 36 miles of HOV lanes on I-5, SR 520, and SR 522. An additional 60 miles are planned to be in operation by 1993.
- A park and ride lot program that consists of almost 15,000 parking spaces.
- Reversible roadway systems called Express Lanes on I-5 and I-90.
- A reversible lane system on I-90.
- Twelve arterial signal control systems.
- Freeway flyer stops for express buses.
- Metered ramps on I-5.
- Ride matching services for carpools and vanpools. Registered carpools and vanpools also receive guaranteed boarding privileges on Washington State ferries.
- A Surveillance, Control, and Driver Information System (SC&DI).

HOV Lanes

HOV lanes are an accepted and integral part of a package of TSM techniques for improving the efficiency of urban freeway systems. Increased costs, environmental concerns, and conflicting national priorities have teamed to all but prevent construction of new freeways not part of the existing interstate system.

In major urban areas throughout the United States, HOV lanes and related TSM techniques have been implemented to provide increased transportation efficiencies. The implementation of HOV lanes and related HOV incentives has a number of objectives, including the following:

1. To increase the useful capacity of the road network (in terms of persons per hour) and the mobility of users.
2. To reduce travel costs in:
 - a. Time.
 - b. Fuel and other vehicle operating costs.
 - c. Accidents.
 - d. Air and noise pollution.

Working together, local governments and transportation agencies in the Puget Sound region are promoting efficient use of our transportation system. By maximizing the people carrying capacity of existing and planned facilities, they are striving to ensure mobility in the face of rapid growth. Greater use of HOVs means continued mobility for all highway users.

Exclusive lanes for buses, carpools and vanpools form the backbone of our HOV system. With over 35 miles of these lanes on our freeways and arterials, we now have one of the world's most extensive networks of HOV lanes. By 1993, 60 more miles of HOV lanes will be built. HOV lanes have been resoundingly successful at moving more people in fewer vehicles.

Ridesharers in the HOV lanes save time and traffic hassles 24 hours a day, seven days a week. HOV lanes are convenient not only for commuting to work and school, but also for getting to special events, for bypassing heavy weekend and holiday traffic, and for just plain getting around. Since most HOV lanes are always open to those who share a ride, there's little confusion about who can use the lanes and when. And that means safety for everyone.

Generally speaking, a vehicle must be carrying three people to use the HOV lanes or to be registered for other special carpool and vanpool privileges. But some facilities, such as the HOV lanes on I-405, presently allow two persons per vehicle. As these facilities become crowded, the number may be raised to three, thus ensuring that transit users and ridesharers will continue to move quickly and conveniently. Federal law allows motorcycles to also use HOV lanes.

The I-5 southbound HOV lane near Northgate in Seattle carries 40 percent more people than any of the general purpose lanes; this I-5 HOV lane carries 26 percent of the total people using the freeway during the peak hour in only 5 percent of the vehicles.

The SR 520 HOV lane in east King County carries 46 percent more people than either of the general purpose lanes; this SR 520 HOV lane carries 42 percent of the total people on the freeway during the peak hour in only 7 percent of the vehicles.

Park and Ride Lots

Park and ride lots, which provide free commuter parking spaces, are conveniently located throughout the Puget Sound region and other areas of the state. Some of these lots serve primarily transit riders from the lots but also serve carpools and vanpools. Most of the lots, which are well served by public transportation, contain at least 100 spaces and can range up to nearly 1,000 spaces. Those lots constructed mainly for carpools and vanpools, without public transportation service or very limited service, are usually smaller than 100 spaces, some of which are unpaved. Many of these smaller lots are leased from churches and shopping centers.

As of July 1, 1988, approximately 24,342 park and ride lot spaces are available for users of public transportation, carpooling or vanpooling, involving 197 lots. As can be seen in Table 7, the vast majority of the parking spaces and lots are located within the Puget Sound area. WSDOT financially participated in the majority of these available lots using federal and state highway construction funds. Additional facilities are currently under construction or in the design stage.

Table 7
Washington State
Park and Ride Lot Locations

County	Number of	
	Park and Ride Lots	Parking Spaces
Benton	5	482
Clallam	3	115
Clark	6	608
Cowlitz	6	260
Franklin	1	75
Grays Harbor	5	177
Island	6	403
Jefferson	2	95
King	82	14,408
Kitsap	11	743
Klickitat	1	19
Lewis	1	20
Mason	2	70
Pacific	1	13
Pierce	16	1,103
Skagit	3	56
Skamania	1	30
Snohomish	20	3,208
Spokane	11	1,771
Thurston	5	388
Whatcom	2	54
Yakima	7	244
Total	197	24,342

Priority parking for carpoolers/vanpoolers at the work site and reduced parking rates at public and private lots are important incentives for forming carpools and vanpools.

Subscription Bus Service

This paratransit system is a form of express bus chartering for the specific purpose of transporting commuters to and from their places of work. This type of transportation has been used for many years and is known as "Subscription Bus Service." Most of these operations are concentrated in the larger urban areas and their use as a commuter service received continued emphasis from transportation planners.

Cascade Trailways is operating from the Shelton area in Mason County and from the Tacoma area to the Puget Sound Naval Shipyard in Bremerton. The U.S. Department of Energy's Hanford Reservation near Richland is served by two separate subscription services. Evergreen Commuter Service services the reservation from the greater Yakima area while Ben Franklin Transit provides transportation for commuters in the Tri-City area. In addition, Ben Franklin Transit also provides subscription service to Columbia Basin College and to Boise Cascade in Walla Walla County.

Kitsap Transit operates the largest fleet of subscription buses in the state. Presently, 34 vehicles, with an average daily one-way ridership of approximately 1,200 persons, serve the Puget Sound Naval Shipyard, Naval Submarine Base-Bangor, and the Naval Undersea Warfare Station at Keyport (see Table 8). These buses provide service throughout Kitsap County and also serve the Belfair area of Mason County and Purdy area of western Pierce County. This subscription service is unique in that paid part-time drivers are used for the commute times. These drivers also work at the particular naval facility at the terminal end of the commute.

In February 1979, Seattle Metro started a program of subscription buses, currently operating 19 custom bus routes serving Boeing work sites and providing service to private school destinations. Monthly pass prices range from \$25 to \$68 and are priced according to daily running time. Presently, the custom bus program averages approximately 500 one-way daily riders (see Table 8).

Table 8
Washington State
Subscription Bus Operations

Agency	Location	No. of Buses	Average Ridership (1 Way)
Ben Franklin Transit	Richland	10	275
Kitsap Transit	Bremerton	34	1,200
Cascade Trailways	Tacoma	3	120
Evergreen Commuter	Yakima	1	25
Metro	Seattle	19	500
Grayline	Seattle	NA	NA

Carpooling and Ridematching Services

Informal carpooling has been around as long as there have been vehicles. People have shared rides over the years for various reasons: "giving the neighbor a lift;" taking neighborhood kids to school and recreation activities; and sharing work and shopping trips. Carpools are usually formed at work or in the area of one's home for economic or personal reasons. As a result, the exact number of carpools is unknown.

A number of public transit agencies promote ridesharing as an alternative to traditional fixed route transit, especially in those areas outside of their service area or in those areas not well served by public transit. These agencies operate ridematching programs to help facilitate ridesharing arrangement. These ridematching programs are usually computerized for the larger agencies while some of the smaller utilize hand matched methods. The following public transportation agencies provide ridematching services and other services that promote ridesharing:

1. Metro, Seattle
2. Spokane Transit, Spokane
3. Pierce Transit, Tacoma
4. Ben Franklin Transit, Richland
5. Community Transit, Everett
6. Kitsap Transit, Bremerton
7. Intercity Transit, Olympia
8. Jefferson Transit, Port Townsend

Ridematching services in the greater Yakima area are performed by the District 5 ridesharing specialist out of the Union Gap district office.

Many large and medium sized private firms and some educational institutions have developed ridesharing programs within their organization. Usually, an employee transportation coordinator is appointed to coordinate and implement ridematching services, preferential (or reduce rate) parking, flex-time, bus pass subsidies and other ridesharing incentives to their employees. Several of the public transportation agencies previously listed provide support and training to these employee transportation coordinators.

WSDOT's Marine Division offers a guaranteed loading incentive program called the Ferry Fast Lane to all commuter carpool groups of three or more persons who travel via state ferries on a regular basis. A free permit is issued by the Washington State Ferries (WSF) upon approval of the application. This permit allows guaranteed loading of carpools on

sailings of the applicant's choice during peak weekday commuter hours. The program is especially effective on Fridays and Mondays when daily commuters and weekend vacationers experience traffic congestion, delays, frequent overloads, and the frustration that can occur at ferry terminals during peak commuter times when they compete for available vehicle space.

Several public agencies, including the city of Bellevue and WSDOT, allow their employees to use publicly-owned vehicles for commuting to and from work, charging the participants the actual fixed and operational costs of the service.

Two full-time and one part-time ridesharing specialist are available by WSDOT, at the district level, throughout the state for the provision of technical assistance and support to those public transportation agencies that provide area-wide ridesharing services. In addition, these individuals provide direct ridesharing support in those areas where public ridesharing services are not available.

Vanpooling

The use of 7- to 15-passenger vans to move commuters on a break-even or near break-even cost basis is one of the fastest growing forms of ridesharing in the nation. In this operation, the passengers share all of the expenses. Vanpooling appears in several forms:

- Publicly owned, private party operation
- Employer owned, unpaid employee driver
- Private owner-operator
- Leasing company owned, private party operator
- Cooperative owner-operator

Vans pick up riders at one or more pickup points and then proceed to the place of employment where preferential parking is often times provided. Thus a full 15-passenger van removes approximately eight to nine cars from the road. The employer realizes a savings in parking space, and employee attendance is enhanced. Vanpools are not regulated in Washington but must not be in direct competition with franchised bus service.

Table 9 shows known vanpool fleets in the state which are currently operational. While the information is quite complete with respect to publicly- and employer-owned vanpools, the information pertaining to privately-owned vans is not at all complete do to tracking difficulties.

Table 9
Washington State Vanpool Fleets
December 1988

<u>Operator</u>	<u>Location</u>	<u>Type</u>	<u>No. of Vans</u>
Atlantic Richfield Co.	Ferndale	Employer owned	7
City of Union Gap	Union Gap	Publicly owned	1
University of Washington	Seattle	Employer owned	9
U.S. Department of Energy employees	Richland	Privately owned	35 Est.
Boeing employees	Greater Seattle	Privately owned	80 *
Metro Vanpool	Seattle	Publicly owned	254
Spokane Transit	Spokane	Publicly owned	10
Pierce Transit	Tacoma	Publicly owned	7
Kitsap Transit	Bremerton	Publicly owned	19
Intercity Transit	Olympia	Publicly owned	9
Ben Franklin Transit	Richland	Publicly owned	32
Jefferson Transit	Port Townsend	Publicly owned	6
Community Transit	Everett	Publicly owned/leased	11
Island Transit	Coupeville	Publicly owned/leased	2
City of Prosser	Prosser	Publicly owned/leased	1
Spokane County	Spokane	Publicly owned	3
Allstate	Seattle	Employer owned	1
Ebasco	Bellevue	Employer owned	3
Safeco	Seattle/Redmond	Employer owned	14
United Olympic	Bellevue	Employer owned	2
Washington Federal	Seattle	Employer owned	1
Washington State University	Pullman	Publicly owned	3
Intalco Aluminum Corp.	Ferndale	Employer owned	1
		Total	511

* Based on employee survey.

Vans used for commuter ridesharing are exempt from the sales, use, and MVET taxes. These exemptions offer important incentives for vanpoolers. WSDOT's Marine Division offers a vanpool reduced fare incentive for publicly- and privately-owned commuter vanpools which are certified as such by a WSDOT approved public ridesharing organization. This permit, which is valid for a three-month period for privately-owned and one year for publicly-owned vans, may be purchased for a \$10 fee. The hours are selectable by the purchaser but must designate two periods of each day not to exceed two hours per period. The permit purchased

allows passage of the vehicle only during the valid periods. All riders in the van, including the driver, must pay the appropriate walk-on rate. There is no charge for the vehicle. Seven to 15 passenger vans are eligible for the program.

Should the particular ferry route incorporate the Ferry Fast Lane program, all registered vanpools displaying a valid permit are allowed use of any special access and/or reserve use of diamond lane storage.

Airporters

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

There are eight certificated airporter operations in the state, and all but one serve the Sea-Tac Airport. Campus Link provides service to the Spokane Airport from the Pullman/Moscow area. The accompanying tables provide further information about the location and operation of airporter services (see Table 10).

Service in western Washington to the Sea-Tac Airport is available from such cities as Seattle, Tacoma, Bellingham, Bellevue, Everett, Olympia, Centralia, Mercer Island, Fort Lewis, Kent, Shelton, Auburn, Puyallup, Lakewood, and Federal Way as well as many other locations. While traditionally designed for service to and from airports, airporters have expanded their activities into other areas, such as providing charter services.

Taxis

Taxi operations are the most commonly found types of public transportation services in local communities. As shown in Table 11, 745 taxi companies were licensed with the Department of Licensing (DOL) involving 29 of the state's 39 counties. A total of 1,083 taxicab vehicles are currently licensed by the DOL.

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

Table 10
Washington State Airport Statistics 1987

System	Vehicles	Ridership	Mileage	Service Area
Evergreen Trailways	65*	802,209*	2,446,493*	Between Seattle and Sea-Tac
Campus Link	6	10,867	357,728	Between Pullman/Moscow and Spokane International
Kitsap-Sea-Tac Airport, Inc.	11	53,872	872,257	Between Bangor Sub. Base/Poulsbo, Fort Lewis/McChord AFB and Sea-Tac
Bellingham-Sea-Tac Airport	7	12,778	325,535	Between Bellingham International and Sea-Tac. Intermediate points include Mount Vernon, Burlington, etc.
Travelines Airporter	3	12,088	221,673	Between Tacoma, Fife or Federal Way and Sea-Tac
Suburban Airporter	13	210,131	798,828	Between Bellevue, Redmond, Kirkland, Mercer Island points North and East and Sea-Tac/Boeing Field
Everett Airporter	N/A	N/A	335,308	Between Everett/Lynnwood, N. Seattle and Sea-Tac
Capital Airporter	9	N/A	N/A	Between greater Olympia, Centralia, Kent/Tukwila, Shelton, Auburn/Sumner/Puyallup, Lakewood and Sea-Tac/Boeing Field

*Figures include operations other than airporter service.
N/A - Information not available.

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

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

Taxi service has traditionally been exclusive-ride, door-to-door transportation. In recent years a number of taxi companies have also offered shared-ride services in addition to exclusive-ride.

In addition, increasingly more public and private nonprofit agencies are contracting with taxi companies to provide service to the elderly and the handicapped. Several taxi operators provide cabulance service.

Because of the increasing involvement in elderly and handicapped and cabulance services, some taxi operators have been upgrading their equipment by acquiring lift equipped vans.

Table 11
Washington State Taxi Transportation 1988

County	Number Companies	County	Number Companies
Adam	0	Lewis	4
Asotin	0	Lincoln	0
Benton	4	Mason	2
Chelan	5	Okanogan	7
Clallam	5	Pacific	2
Clark	8	Pend Oreille	0
Columbia	1	Pierce	42
Cowlitz	1	San Juan	4
Douglas	0	Skagit	5
Ferry	0	Skamania	0
Franklin	2	Snohomish	39
Garfield	0	Spokane	42
Grant	1	Stevens	0
Grays Harbor	8	Thurston	10
Island	3	Wahkiakum	0
Jefferson	1	Walla Walla	1
King	509	Whatcom	14
Kitsap	6	Whitman	1
Kittitas	2	Yakima	13
Klickitat	3		
		Total	745

Social Service Transportation

Today's society places a high premium on personal independence; and the realization of independence is tied directly to an individual's ability to travel as needed to accomplish necessary day-to-day tasks within the community. Communities have been growing and spreading. The distances between activity centers and services have been increasing, thereby placing stress on an individual's ability to meet his or her own needs. For most persons, the private automobile provides the necessary freedom and opportunity to function within their living environments. In some communities, public and private transportation providers are also available, thereby giving residents a variety of options.

Personal mobility is often taken for granted, but many members of the community are faced with special problems that so limit their transportation options that their ability to operate independently in the community is seriously threatened. Older people, individuals with physical and mental handicaps, and persons with low incomes, are often confronted by travel barriers with which they are unable to cope. Others included in this group are children with characteristics different than noted but results that are the same. These are the transportation disadvantaged, the elderly, the handicapped, and the young.

In 1987, the estimated population of Washington State was 4,481,100 people.¹ Of that total, an estimated 389,856 suffer physical or mental difficulties that restrict their ability to travel², and an estimated 719,289 individuals were 60 years or older as per the 1987 Populations Trends for Washington State.

Many of the transportation disadvantaged cannot drive a car because their reflexes are not reliable, they cannot physically operate a vehicle, or they cannot afford to own a vehicle. Such individuals must resort to imposing their needs on friends and family, paying high fares for private transportation services, relying upon specialized transportation agencies for travel, or they do not make the trip at all. For many, the inability to travel within the community may result in institutionalization, because they are unable to see to their own needs. Institutionalization includes nursing homes, group homes, and other such supervised living arrangements which could result in a loss of self-esteem and personal motivation, and the uprooting that occurs could mean the loss of homes and friends. Most social programs are oriented toward "mainstreaming" the individual; keeping the individual in the community as a vital, productive member. Transportation services are an important element of this process. Specialized transportation in the form of dial-a-ride, door to door service is necessary.

Inventory

Travel for the transportation disadvantaged in some areas of Washington is still provided by a variety of social service organizations, each focused on a specific client group. These areas are found in nearly all corners of the state, in both the rural and urban places. The wide variety of funding sources, from state agencies to community service groups, such as churches and service clubs, make it difficult to estimate the size and number of programs. An undetermined number of local organizations, such as United Way, Kiwanis, and local governments, have provided an unknown amount of additional resources.

The reporting procedures used by the various programs vary to such an extent that it is impossible to present an overall picture of all the services provided in Washington. The data reported by the Urban Mass Transportation Administration's Section 16(b)(2) Program recipients is complete enough to serve as a sample. Map 2 displays the location of 16(b)(2) recipients in the State and the total number of vehicles operated. Table 12 represents service data for 1987. Travel patterns vary from region to region and also as a result of the type of service provided.

Service Types

The transportation services that are provided are determined chiefly by the orientation of the overall program. See Table 12 for a description of 16(b)(2) operators. Sheltered workshops and developmental centers are concerned with getting their clients from their residence to the program and back again. Trips for other purposes, such as medical or shopping, are incidental. Peak periods for demand occur in the morning and late afternoon. Senior center activities are more social in nature, and focused around the lunch hour. Trips to the doctor and for shopping are much more prevalent, as are trips to visit friends and relatives.

Trips supporting sheltered workshops and developmental centers are almost always fixed-routes; the client group is constant and the order of pick-up varies infrequently. Service is door-to-door, however, and more closely resembles subscription service.

Trips supporting senior centers closely resemble dial-a-ride services, except that arrangements for trips are usually made at least 24 hours in advance. Clients, within a service area, are picked up at their residence (or elsewhere) and taken to their desired destination (usually the senior center or a shopping site). Group rides are encouraged and often pre-arranged. When not so arranged, the vehicle will often divert to pick up several passengers with common origins and destinations.

Map 2
Washington State 1987
UMTA 16(b)(2) Contractors

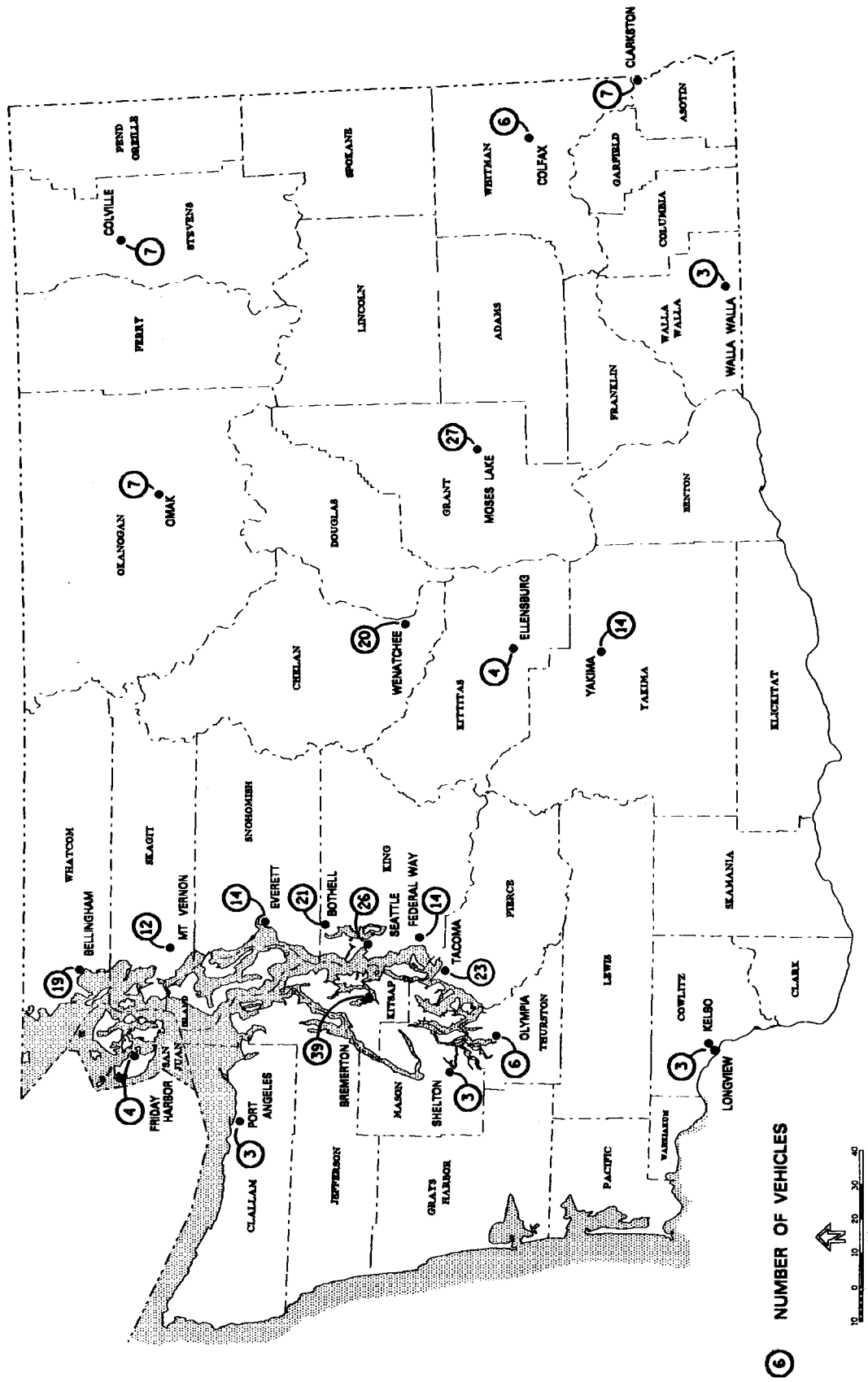


Table 12
Washington State UMTA 16(b)(2) Program
Recipient Summary - 1987

Service Type (a)	Vehicles (b)	Disabled Trips (c)	Elderly Trips (c)	Non-Ambulatory Trips	Vehicle Miles
American Indian Elders	2	2,741	4,567	586	27,284
American Red Cross - Tacoma/Pierce Co.	23	4,190	129,400	10,109	417,478
Banana Belt Senior Citizens	7	18,665	19,122	8,119	79,913
Chelan-Douglas COA	20	33,783	48,437	12,987	163,676
Diversified Industries	3	3,772	0	0	13,934
Exceptional Foresters	3	81,411	0	0	56,442
Grant County Seniors	27	43,746	41,913	1,254	214,029
Kitsap Paratransit	39	215,931	87,720	14,200	1,229,795
Kittitas County Action Council	4	2,370	19,969	1,923	62,583
Lower Columbia CAC	3	4,495	10,952	1,497	54,237
N.E. King County Multi-Service Center	21	39,476	43,714	6,868	387,294
N.E. Washington Rural Resources	7	4,450	20,008	58	69,816
Okanogan Senior Citizens	7	246	34,985	91	99,373
People for People	14	16,892	27,045	3,155	94,874
Seattle Personal Transit	15	28,569	67,178	6,097	325,084
Senior Services of San Juan County	4	138	5,511	17	13,345
Senior Services of Snohomish County	14	12,060	38,980	5,086	348,892
Skagit Council on Aging	12	23,395	34,709	2,225	247,722
South King County Multi-Service Center	14	14,069	41,582	2,495	209,411
Special Mobility Services	6	6,641	18,244	2,811	168,826
UCP of King/Snohomish Counties	9	44,321	0	37,238	112,716
Walla Walla Senior Citizens Center	3	7,975	17,071	2,557	50,891
Whatcom County Council on Aging	19	54,458	127,659	23,409	291,433
Whitman County Council on Aging	6	10,041	12,735	2,119	92,612
Total	282	673,835	966,501	144,901	4,831,660

(a) A for senior, B for developmental centers and sheltered workshops, and C for coordinated systems.

(b) Some vehicles were not operational for the entire reporting period, includes all vehicles operated by nonprofit organizations.

(c) One-way trips.

Both types of programs also provide prescheduled field trips for groups to visit such things as museums, ball games, or campgrounds. These trips are often local, but some are for greater distances.

Coordinated Services

Since the early 1970's the price and availability of gasoline have been a major factor affecting the ability of individuals to travel. In 1979, some areas of the state suffered acute supply shortages, and the price of gasoline went over \$1 per gallon. Since 1980, the availability and price of gasoline have stabilized. It is clear that should the availability of gasoline decline drastically and the price of gasoline climb significantly, even able-bodied individuals would become transportation disadvantaged. While slight changes do not significantly affect the average individual, many of the transportation disadvantaged are significantly affected, as their transportation alternatives are further reduced.

Social service agencies attempting to provide transportation to the disadvantaged are caught in a bind. As politicians and the public become more fiscally conservative, funding for services becomes more difficult to obtain. At the same time, inflation and increased gasoline prices are driving operating costs increasingly higher. Social service transportation programs are looking for ways to stretch their limited resources. Initiatives have been started to coordinate transportation services amongst social service programs, and with public transit where possible. For example, a sheltered workshop might use a vehicle to transport their clients in the morning and evening, and a senior center might use the same vehicle during the rest of the day. This form of coordination reduces the number of vehicles required to provide both services.

In Tacoma, Seattle, Vancouver, Longview/Kelso, Port Angeles, Bremerton, Everett, Yakima, Port Townsend, Spokane, Olympia, Bellingham, Island County, Walla Walla County, and Snohomish County, the local transit operators give resource support to provide specialized transportation services. In Whatcom, Skagit, Snohomish, King, Pierce, Clark, Chelan, Douglas, Grant, and Yakima counties, coordinated systems have expanded. In Benton, Franklin, Spokane, Pierce, Pacific, and Grays Harbor counties, the transit systems provide specialized transportation using their own equipment.

Service Problems

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

Transportation continues to be regarded as a secondary problem, not the principal mission of most social service agencies, although transportation agencies have been formed whose sole purpose is transportation. Many of the social service agencies do not accept the fact that they are the only providers of transportation available to their clients. Funding is subject to program priorities, and is often unpredictable. Planning and programming for transportation providers is very difficult without adequate and stable funding sources. With the formation of Public Transportation Benefit Areas (PTBAs), a stable funding source emerged to assist many social service transportation systems to stabilize their programs. Funding support from PTBAs does not have the categorical restrictions that program oriented systems normally have. With fewer restrictions, the handicapped are finding more options for transportation services. The definition of handicapped, however, does not include the low income (i.e.; headstart clients), victims of violence (i.e.; battered women and children), or other social program clients not meeting the handicapped definition. Legislative relief would be required to include these other groups in the private, nonprofit transportation category, to enable further coordination efforts.

Categorical barriers to the use of funds continues to make coordination activities difficult. Despite a U.S. General Accounting Office Report that identified 114 federal programs with transportation funds and few explicit statutory restrictions³, categorical restrictions for funding continues to appear at the local level. The problem appears to be one of accountability; an agency providing 80 percent of the transportation funding base, requires the transportation program to provide 80 percent of its service to the agency's designated clients. WSDOT has been working with the Department of Social and Health Services (DSHS) on a brokerage system for all social service transportation. To begin the brokerage, Title 19 Medicaid is the main funding source involved. In some cases, Area Agency on Aging monies are also brokered. Both WSDOT and DSHS hope that eventually all funding will be coordinated through the brokerage system.

WSDOT provides technical assistance to local programs through training and the Peer Review Program, coordinates workshops, and sponsors a statewide transportation conference to promote a better understanding of transportation operations.

Three bills have passed the legislature that either eased operating restrictions or expenses for specialized transportation programs. In 1979, Substitute House Bill 96 eased the operating restrictions placed on these programs by the Washington Utilities and Transportation Commission (WUTC). This law created a new category, private nonprofit transportation provider, for the WUTC to administer; eliminated service area restrictions; and defined liability insurance categories to make obtaining insurance easier and less expensive. This law also changed the definition of ride-sharing to include elderly and handicapped being transported by a public social service agency or a private nonprofit transportation provider.

In 1980, House Bill 1508 eased some expenses for the providers by eliminating the sales tax, use tax, and motor vehicle excise tax on vehicles of more than 7 passengers and not exceeding 15 passengers when being used for vanpooling, or for social service transportation.

In 1983, Substitute House Bill 539 was passed. This bill entitles private nonprofit organizations, who provide transportation to the elderly and handicapped, to receive a refund of the state motor vehicle fuel tax. This pertains only to those agencies that have an operating certificate issued by the WUTC.

Summary

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

References

- 1) Office of Financial Management, "1987 Population Trends for Washington State."
- 2) Persons of Disability in Washington State: A Statistical Profile 1970-1980.
- 3) "Hindrances to Coordinating Transportation of People Participating in Federally Funded Grant Programs Vol. 1, "U.S. General Accounting Office, October 17, 1977."

Pupil Transportation

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

During the 1986-87 school year, an estimated 396,000 school children received 143,000,000 rides. Service was provided by the school districts, the private sector, and local transit agencies. In the 1986-87 school year, pupil transportation cost local districts an estimated \$111,000,000.

Since the Urban Mass Transportation Administration (UMTA) restricted the involvement of federally funded transit vehicles in school transportation, the private sector has increased its involvement. Where a few years ago the private sector did very little in pupil transportation in Washington State, they now provide approximately 14 percent of the transportation.

The Office of the Superintendent of Public Transportation lists 296 school districts in Washington State. Of these, the private sector provides service to 16. These 16 include the larger districts which cover Seattle, Tacoma, Spokane, and Everett.

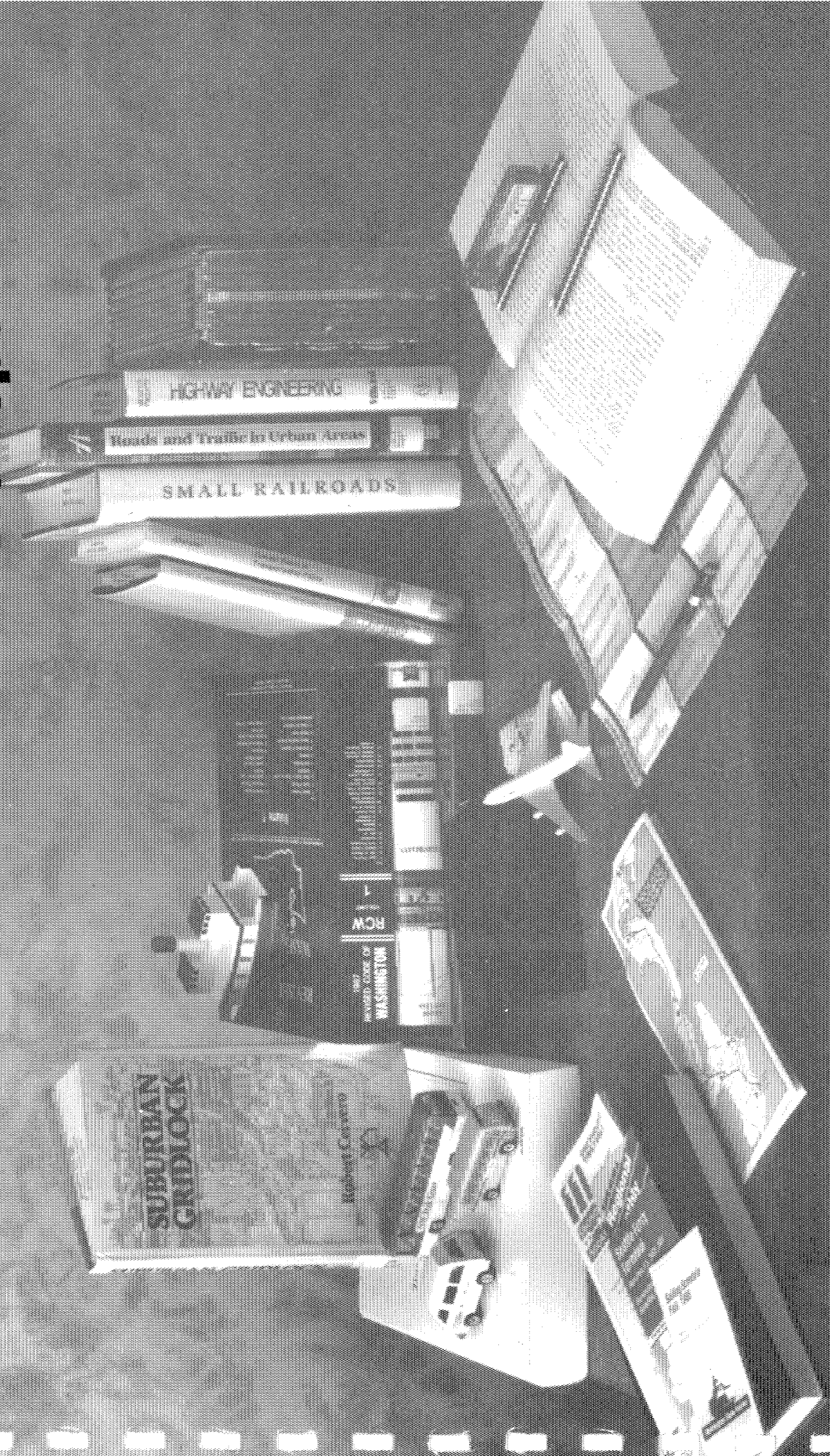
Even with the UMTA restrictions, many local transit agencies are providing some form of transportation for school children with either special services or as incidental service on their fixed routes. Following are examples of what transit systems are doing to serve local schools.

In Snohomish County, Community Transit provides reduced student passes, subscription runs/customized routes designed by the parents of the students, and route deviation during morning and afternoon school runs. In Pullman, about 300 monthly passes are sold annually to the school districts. In Yakima, 200 annual passes are provided to students more than 2 miles from school. Intercity Transit in Olympia sells about 325 annual school passes and adds trippers for two schools during peak school times. Jefferson Transit in Port Townsend provides service to two districts, one which buys monthly passes and distributes them to their students and the other which is billed for trips at the same rate as the monthly passes. Grays Harbor Transportation Authority provides service for school children and bills the school district 25 cents per trip.

The two largest transit providers are Metro of Seattle and Pierce Transit in Tacoma. Pierce Transit had provided contract transportation service for the Tacoma School District for years, but has been replaced by a private operator, even though Pierce Transit still provides 11,000 to 13,000 trips daily using their fixed routes with route deviation during peak school transportation periods.

Metro provides pupil transportation under different circumstances. The Seattle School District implemented a busing program to obtain racial balance in its schools and has contracted with Metro for the service. While Metro provides this specialized service, the majority of the pupil transportation is provided by the private sector. The school district and Metro signed a five-year, \$5 million agreement which guarantees 50 riders per run per day. Metro provides service to 64 secondary schools and 64 elementary schools twice a day using 64 buses. During the 1987-88 school year, 2.3 to 2.5 million trips were provided. Metro also provides approximately 1,500 bus passes which are distributed to selected students and are used on regular transit routes.

Intercity Bus Transportation



Intercity Bus Transportation

With rural isolation and severe urban congestion in some areas, two of Washington State's most pressing transportation problems, efforts are currently underway to bring private sector resources into focus on serving resident markets. For example:

1. The tour and charter markets are focused in the large urban areas of the state and experience a summer peak season when recreational travel is high. Private sector rolling stock is often idle during the winter months and could be tapped for providing additional commuter transportation service throughout the urban area.
2. During the summer tour and charter peak period, demand for service is in the midday; morning and evening commuting peaks are a prime opportunity to make use of idle privately-owned rolling stock in serving the commuter market.
3. Small urban and rural areas throughout the state that are in need of scheduled intercity ground transportation could secure the services of a private provider through "minimum guarantee" programs. These kinds of programs guarantee the community regular service and provide a modest level of financial security for a provider. The financial guarantee could be achieved through grant programs or local transportation assessments or state funds dedicated to supporting bus transportation for rural areas.

4. Private transportation service providers need some form of fixed facilities for use as staging areas. Joint development opportunities between public and private transportation operators could range from park and ride lots to multimodal transfer terminals, serving public transit, intercity bus, van, and even taxi services. In areas where rail development is being considered, "feeder" service by both public and private buses can be enhanced by designing and constructing appropriate facilities.

The intercity bus transportation providers are regulated by the Washington Utilities and Transportation Commission if they are intrastate operators only. The interstate carriers are regulated by the Interstate Commerce Commission and may operate on routes that are interstate in nature but provide intrastate service.

Intercity transportation operations in Washington State include private and public bus service, airporter service, specialized shuttle service, charter and tour providers, and package express services. These services are available throughout Washington State via private and public transportation providers. Many of the PTBA type operations provide intercity service within their jurisdiction and, in some cases, into a neighboring jurisdiction. For example, public transit could be used to complete a trip from Astoria, Oregon, all the way to Stanwood in Snohomish County. It would take all day to make the trip, and the following connecting transit systems would have to be used: (1) Pacific Transit, (2) Grays Harbor Transit, (3) Pierce Transit, (4) Metro, and (5) Community Transit.

Growth in the intercity transportation industry centers on the tour and charter markets, package express services, and services provided under fixed contracts to either public sector clients or private industry clients. Traditional intercity bus transportation services have experienced significant curtailment since airline deregulation in 1978 and the Bus Regulatory Reform Act of 1982. In Washington State, the legislature deregulated rates and barriers to entry in the private transportation marketplace in its 1988 legislative session.

Competing modes for intercity bus transportation are the automobile and the now more price-competitive deregulated airline industry. Intercity transportation providers generally have good operating relationships with Amtrak services, often feeding and receiving passengers from rail operations.

Intercity bus transportation patrons have been traditionally characterized as lower-income, very young and very old, military personnel, and retirees. This, however, is beginning to change. A broader profile is beginning to emerge as ridership numbers are increasing with the current wave of more aggressive marketing by intercity transportation providers.

The charter, tour, and package services available from the intercity transportation companies are growth markets. Tourism in Washington State is recognized as our fourth largest industry statewide, and intercity transportation companies actively pursue this market with package tours of the Northwest and custom charter services. Airporters are also a key component of serving the tourism market, as well as providing a modal alternative for Washington State residents traveling for business or pleasure.

Following is a brief description of each of the intercity bus providers in Washington State.

Greyhound Lines, Inc.
Eighth and Stewart Streets
Seattle, WA 98101
(206) 628-5521

District Manager: Don Ankney

Greyhound Lines, which began business in 1926, is the nation's largest intercity bus carrier. Greyhound Lines recently acquired Trailways, Inc., making it the mainstay for scheduled route operations in the nation.

Greyhound offers a full complement of services: scheduled intercity, package express, and charter and tour packages are also available. Various intercity fare options are offered, such as unlimited use of the system for a given period of time at a set fare and special senior citizen rates, as well as "helping hand" service, where handicapped persons may have an attendant ride free. Passengers carried in 1987 were 602,500. The routes covered by Greyhound Lines can be seen on Map 3.

Empire Lines, Inc. / P&W Charter
P.O. Box 1495
Spokane, WA 99210-1495
1-800-572-5694
General Manager: Randy Ammerman

Empire Lines, Inc., was established in 1956. The company is owned by Mr. Werner Rosenquist and employs approximately 40 persons.

Empire Lines operates scheduled service throughout eastern Washington, Canada, and Idaho. The system connects with Greyhound routes for passenger transfers.

Empire Lines and P&W Charter also offer tour service, package express, and charter operations. The company is also a full service travel agency, booking airline reservations, cruises, and international tours as Spokane World Travel. They carried 35,900 passengers on fixed-route service in 1987. See Map 4 for area covered by Empire Lines routes.

Bellingham Sumas Stages
1268 Mt. Baker Highway
Bellingham, WA 98225
(206) 734-3570

General Manager: Jim Hesselgrave

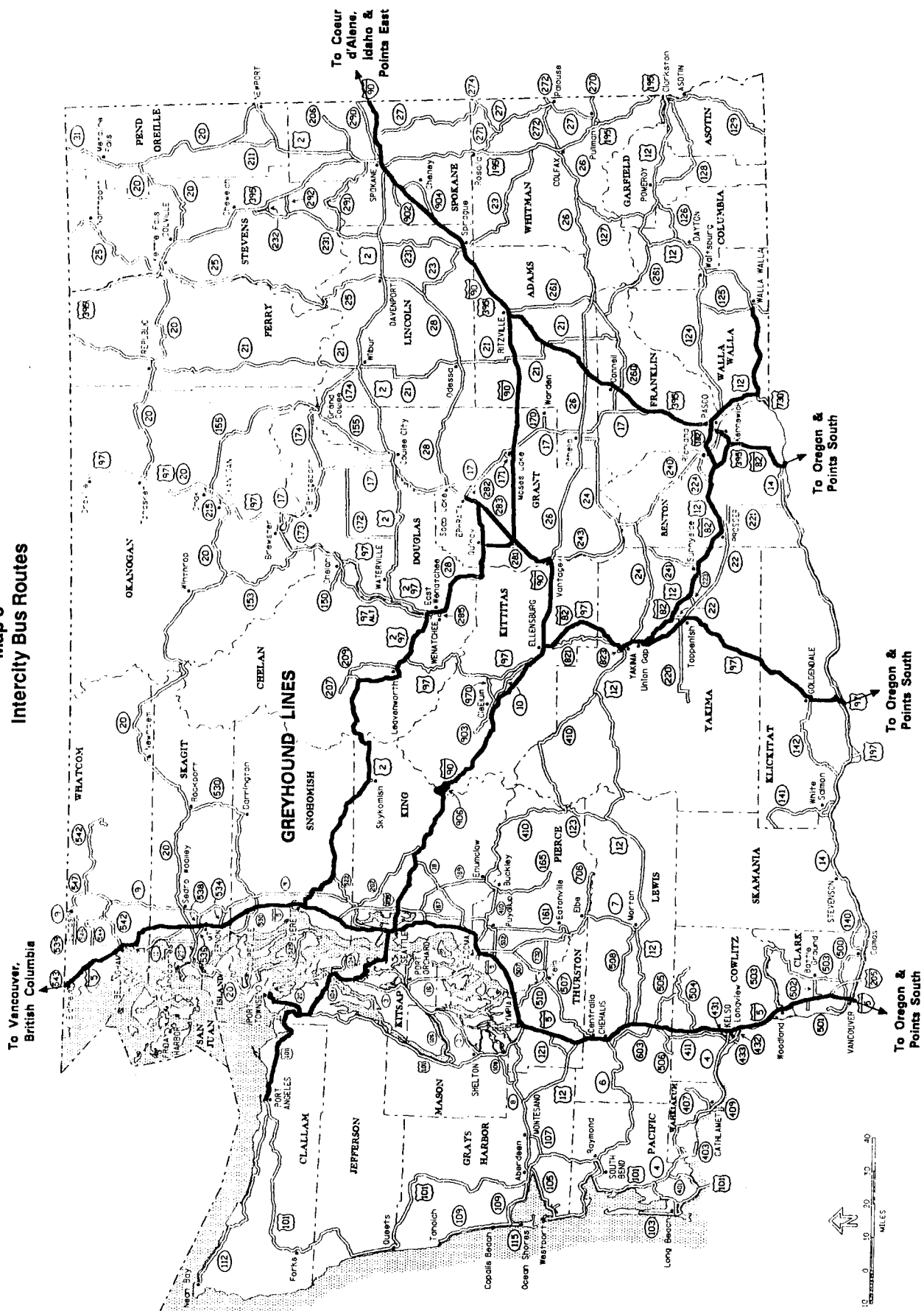
Bellingham Sumas Stages offers charter and tour services as well as scheduled services. The company is owned by Jim Hesselgrave and employs approximately ten people. In 1987, they carried 41,500 passengers. Their service route is shown on Map 4.

Cascade Trailways
2209 Pacific Avenue
Tacoma, WA 98420
(206) 383-4615

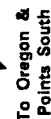
General Manager: Jim Harmon

Cascade Trailways (dba for Pacific National Lines, Chinook Lines, and Bremerton-Tacoma Stages) is owned by Paul Harmon. Cascade Trailways is a family business that has been providing services in Washington State for over 50 years. Cascade Trailways offers scheduled services (connecting to Greyhound routes), charters, tours, package express, and public transit via contracts with Pierce Transit and Seattle Metro. In 1987, they carried 92,400 passengers, and their routes and service area is shown on Map 4.

Map 3
Intercity Bus Routes



Map 4



Basin Bus Lines
1000 West Tenth
Warden, WA
(509) 349-2971

Owner Manager: Harold White

This is a single part of intercity transportation operation, providing service in the central part of the state from the Tri-Cities of Pasco, Richland, and Kennewick north to Moses Lake and on to Coulee City. They carried about 1,000 passengers in 1987, and their service route is shown on Map 5.

St. Marie's Bus Line
P.O. Box 559
St. Marie's, ID 83861
(208) 245-3808

Owners and General Managers: Larry and Christie Hill

St. Marie's Bus Lines provides intercity bus service in the state of Idaho. One route extends into the state of Washington via I-90 from the Idaho/Washington State line to Spokane. See Map 5 for their service route in Washington State.

San Juan Island Transit Co.
P.O. Box 1143
Friday Harbor, WA 98250
(206) 378-5545

General Manager: Arthur W. Johnson

The San Juan Island Transit provides regular van service between Friday Harbor and Roche Harbor. In 1987, they carried 11,100 passengers. See Map 5 for route location.

Spokane Trail Van Lines
Rt. 3, Box 245
Northport, WA 99157
(509) 732-6685

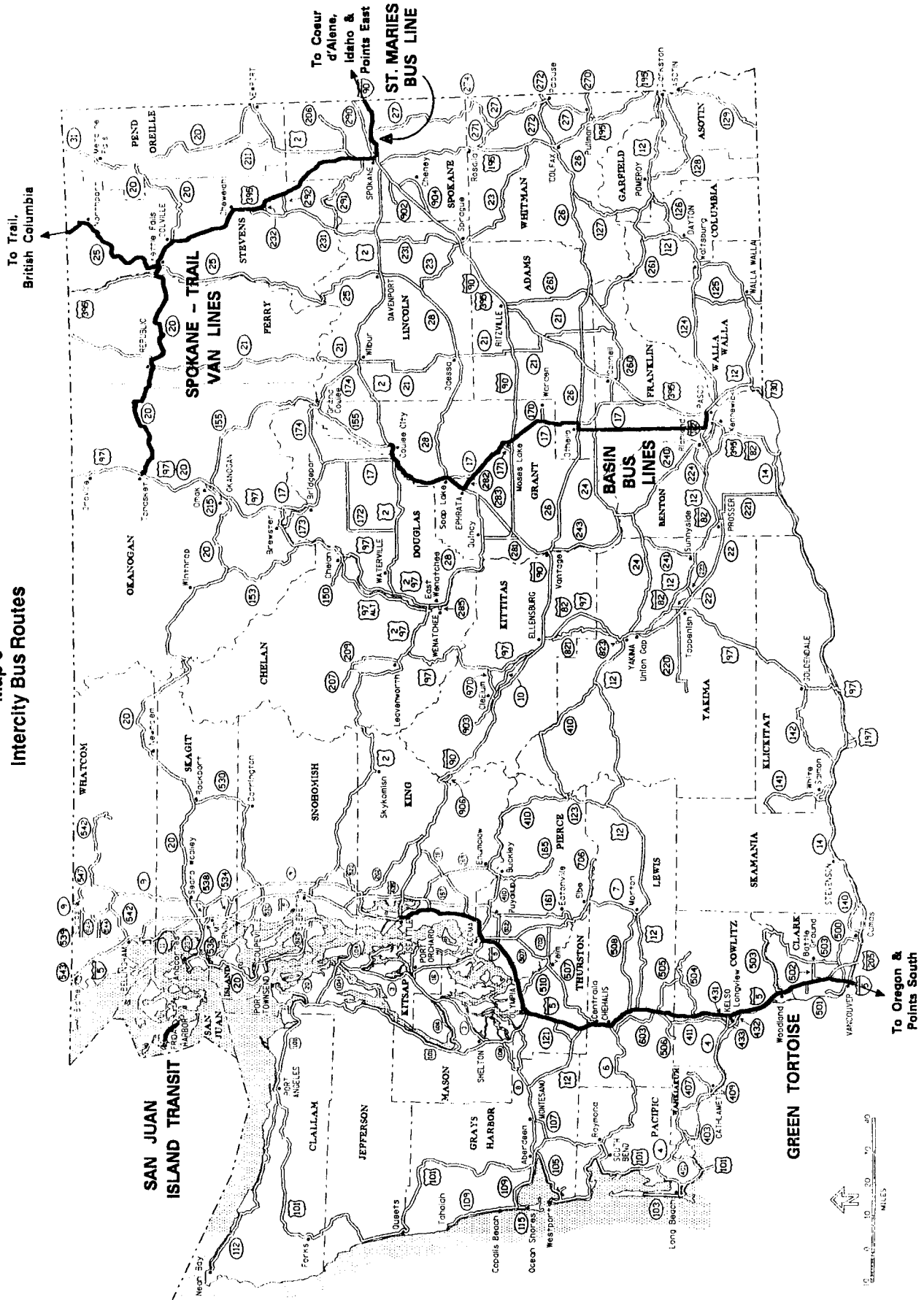
Owner and General Manager: Robert Hutches

This intercity van operation provides service between Spokane, Kettle Falls, Tonasket, and Trail, British Columbia. In 1987, they carried about 1,400 passengers. See Map 5 for route location.

Green Tortoise
P.O. Box 24459
San Francisco, CA 94124
1-800-227-4766
In Seattle (206) 324-7433

The Green Tortoise provides limited economy intercity bus service in the I-5 corridor from Seattle to Los Angeles. The service is provided twice weekly in both directions. See Map 5 for route location.

Map 5
Intercity Bus Routes



Crystal Mountain Transit, Inc.

P.O. Box 2

Crystal Mountain, WA 98022

(206) 663-2265

General Manager: Thomas F. Leonard

This bus company provides passenger service from Enumclaw to the Crystal Mountain Ski Resort. The service operates only during the ski season and on weekdays provides only one trip to and from the ski resort. On weekends two round trips are provided. In 1987, they carried about 6,100 passengers. See Map 6 for route location.

P&W Yakima-Hanford Commuter

P.O. Box 2455

Yakima, WA 98907

(509) 575-3655

Owned and operated by P&W Charter Service, Inc.

This intercity bus service provides limited commuter service between Yakima and the Hanford Atomic Energy reservation north of Richland. In 1987, they provided 11,142 person trips. See Map 6 for route location.

Northwestern Stage Lines

1105 La Pointe Street

Boise, ID 83701

(208) 336-3300

General Managers: A. J. and Shirley Achabal

This intercity bus operation provides franchised Greyhound bus service in eastern Washington between Spokane, Pullman, the Lewiston-Clarkston area, and Walla Walla. They also provide bus service in parts of Idaho. In 1987, their ridership was 41,300. See Map 6 for route locations.

Evergreen Trails

720 South Forest

Seattle, WA 98134

(206) 624-5077

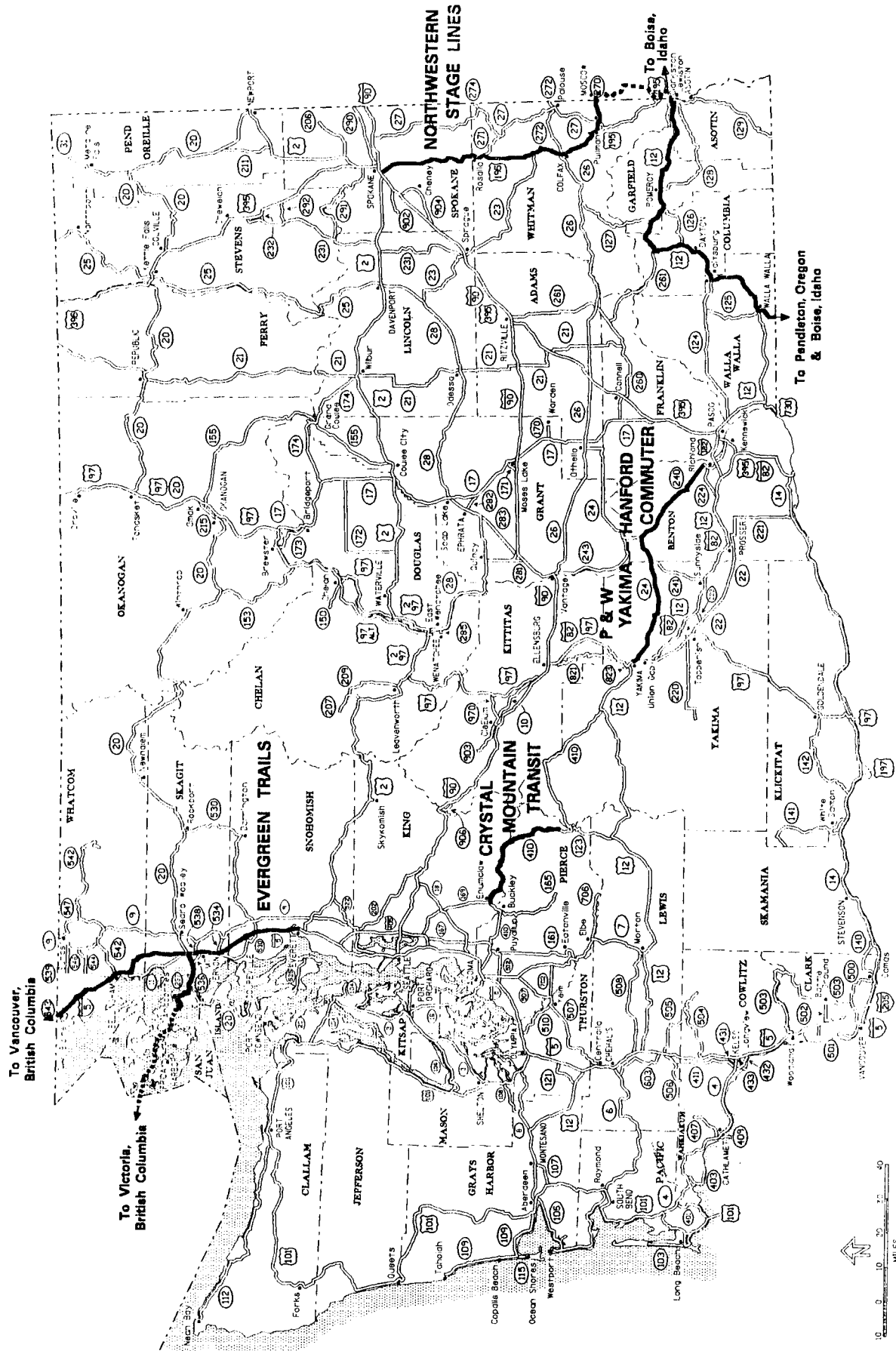
General Manager: Gordon Barr

Evergreen Trails/Gray Line of Seattle began business in 1929. The company is currently owned by Holland America Line/Westours; General Manager is Gordon F. Barr. The company has grown significantly in the past five years. In 1983, the company had a fleet of 29 vehicles, and annual vehicle miles operated stood at 173,678. In 1987, the company's fleet was 70 vehicles, and vehicle miles of operation had grown to 2,430,841. The company experienced additional growth in 1988 with the asset acquisition of Washington Coast Lines.

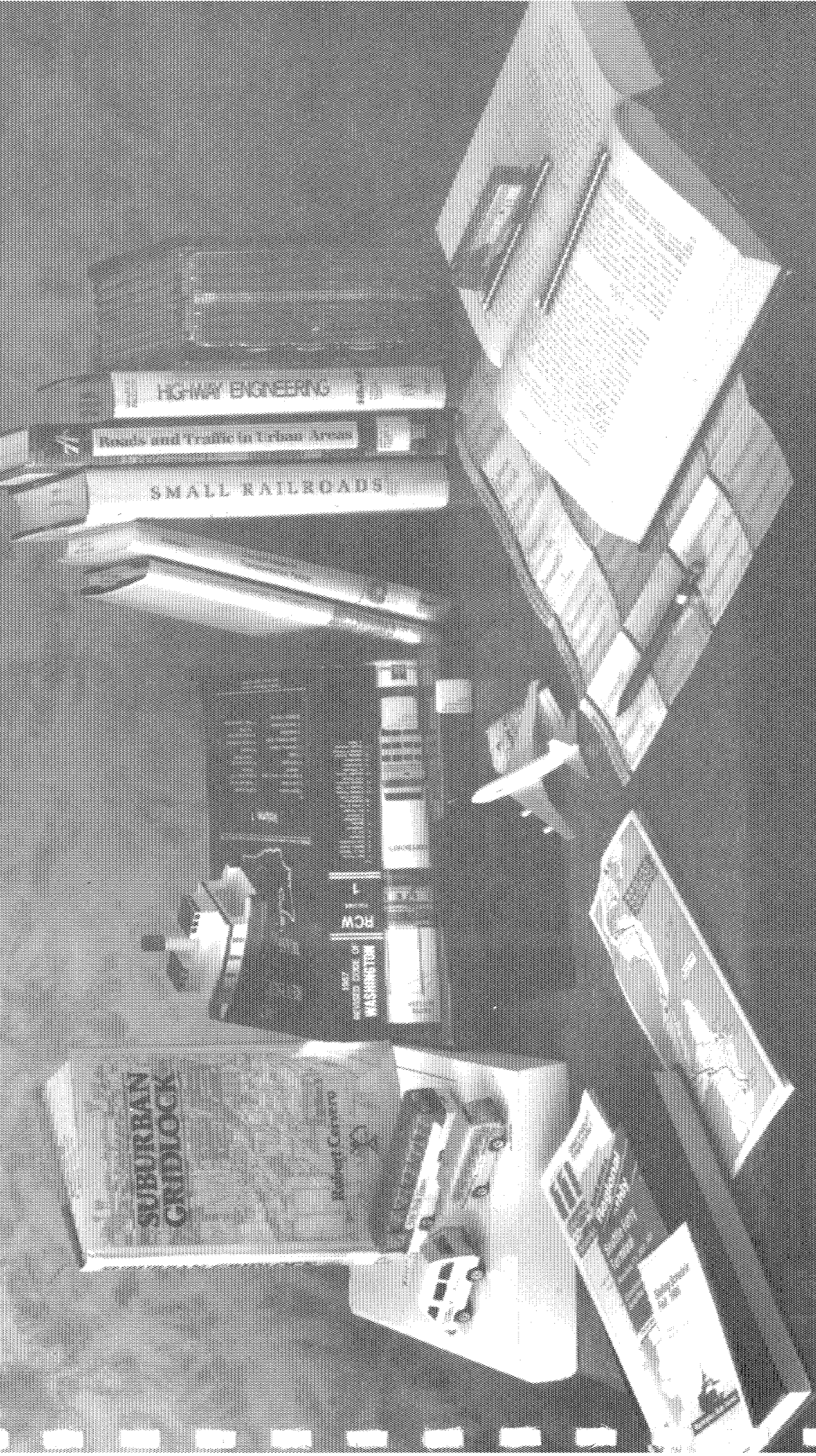
Gray Line of Seattle currently employs over 200 people and offers full service tour, charter, and convention services. Gray Line also provides unsubsidized bus pools for commuters, local sightseeing service, and scheduled service to British Columbia. In the summer of 1988, the company inaugurated a downtown Seattle trolley bus service connecting hotels and restaurants to the Seattle waterfront.

In 1987, they provided 551,100 intercity person trips. See Map 6 for their fixed routes of service.

Map 6
Intercity Bus Routes



Rail Transportation



Amtrak

Amtrak operates over 900 miles of Burlington Northern trackage in the state and provides service to 14 cities. Three statewide corridors provide daily service between Seattle and Portland; Seattle and Spokane, and Portland and Spokane. The routes and their 1987 annual ridership are:

Empire Builder (Chicago - Seattle - Portland)	431,659
Pioneer (Seattle - Portland - Salt Lake City)	144,949
Mount Rainier (Seattle - Portland)	73,501
Coast Starlight (Seattle - Los Angeles)	<u>571,054</u>
Total	1,221,163

The Empire Builder provides service from Seattle to Spokane and from Portland to Spokane where the service joins and continues on to Chicago. Amtrak rail lines are shown on Map 7.

Sea-Tac Satellite Transit System

The Satellite Transit System (STS) at Seattle-Tacoma International Airport is an all underground, automated people mover that connects the main passenger terminal area with remote satellite terminals. The system, built by Westinghouse at a cost of \$15.4 million, began operations in 1973 as the first major underground transystem at an airport.

The STS configuration consists of a 3,700-foot long South Loop connecting the main terminal with the South (international) Satellite, a 4,100-foot long North Loop connecting the main terminal with the North Satellite, and a 1,100-foot long shuttle line that connects the main station of the North and South Loops. The system is capable of operating 24 hours per day when traffic demands it. There are eight stations with 24 vehicles in the STS.

Vehicles are electrically powered and ride on eight pneumatic rubber tires. All guidance, propulsion, and braking systems are located beneath the floor. Capacity of each vehicle is listed at 106 passengers but functionally about 80 passengers.

During 1987, the STS carried 17.2 million passengers. Operating and maintenance expenses for 1987 were \$1.2 million. Operating cost per vehicle mile is \$1.79 and per passenger, 7 cents.

Rail Transportation

Yakima Interurban Trolley Lines

The Yakima Visitors and Convention Bureau began this unique operation in 1975 as a project to observe the Nation's Bicentennial celebration, and it has remained in operation as a nonprofit tourist attraction. The city of Yakima owns the trolleys and right of way. The Yakima Interurban Trolley Lines Association, which is a nonprofit organization, operates the line under contract for the city.

The trolley line operates with two trolleys of 1906 vintage that were purchased in Portugal. The trolleys are identical to streetcars used on the old Yakima Interurban Lines from 1907 to 1929. The cars operate over 6 miles of electrified railroad. One line follows a scenic route northerly to Selah and another covers parts of the city of Yakima. A total of 6,000 passengers were carried in 1987.

Yakima Interurban Trolley Lines operates from early spring until winter, with a schedule combining public rides and charters. Public round trip rides cost \$3 for adults with a \$1.50 charge for children (6-12) and senior citizens. Service is available Saturday mornings, Sunday afternoons, and selected evenings and holidays. Charters of about one and one-half hours duration are available. A flat rate of \$90 is charged for the one and one-half hour run. Revenues for 1987 amounted to about \$21,000 against expenditures of about \$16,000.

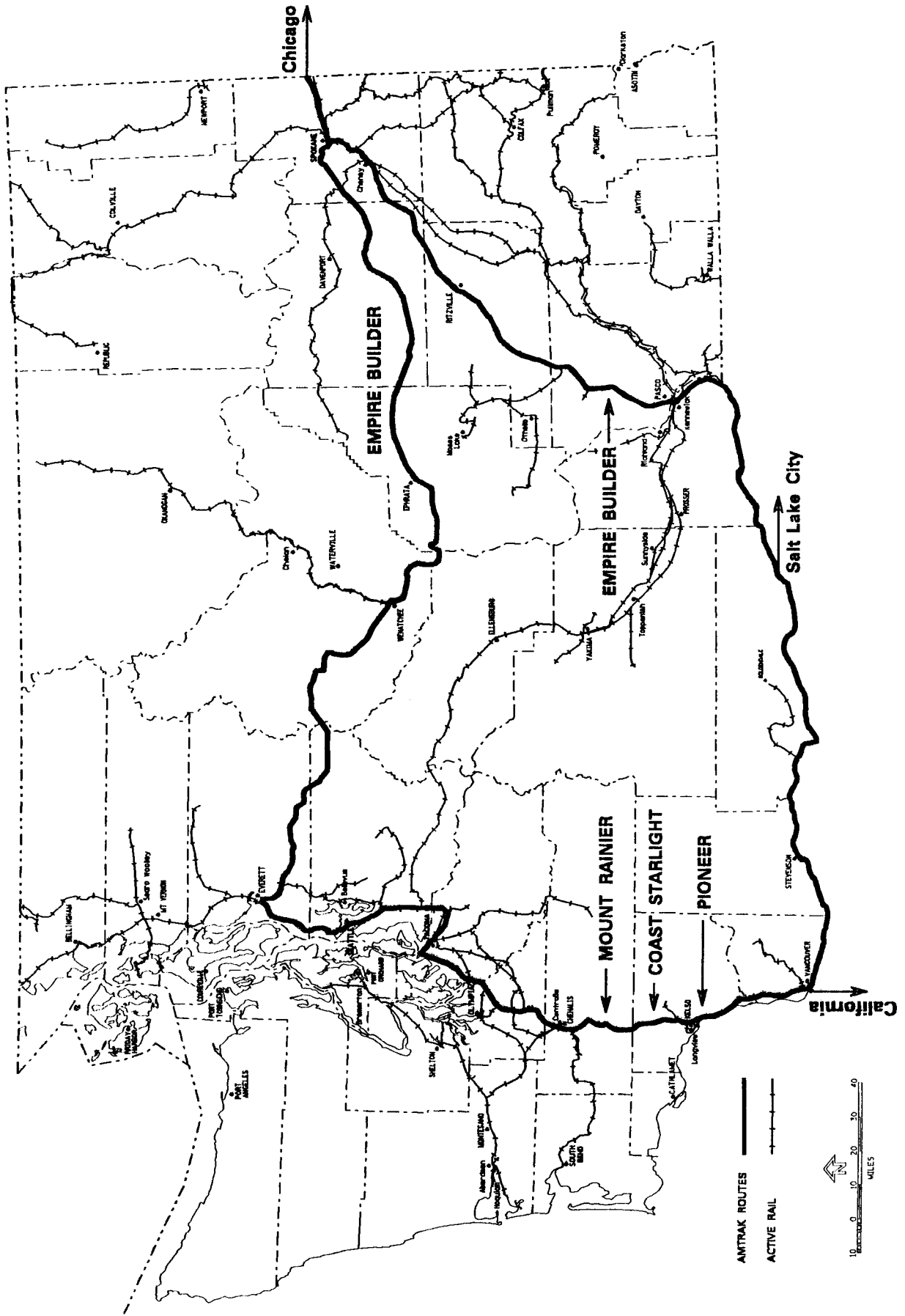
Seattle Monorail

The city of Seattle operates the nation's only full-scale urban monorail system over 1.2 miles of elevated guideway between downtown Seattle and the Seattle Center. The Monorail, built during the 1962 World's Fair at a cost of \$4.5 million, carried 1.1 million passengers in 1987. The system currently operates in the red (\$590,000 in revenues versus \$940,000 in expenses in 1987).

Seattle Waterfront Streetcar

The city of Seattle operates a streetcar service to serve the central waterfront area of the Central Business District. The need for improved passenger transportation in the waterfront area is a direct result of the decline of traditional shipping activities and increasing renovation of waterfront piers to serve as restaurants, imports shops, and offices. Bus service in the area is limited, and automobile congestion has increased significantly.

Map 7
Washington State Amtrak Passenger Rail Routes



The service operates with two streetcars, one in revenue service and with one back-up, over a 1.6 mile course, utilizing existing Burlington Northern Railroad trackage along Alaskan Way. An extension of 0.5 mile through the Pioneer and International districts is anticipated to be operational in time for the 1990 Summer Goodwill Games. Seattle Metro operates the system under special contract with the city of Seattle. The service has 15 to 20 minute headways serving six passenger loading stations. The fare is 65 cents during the peak, 55 cents in the off-peak, and 25 cents for the elderly and handicapped.

Operating costs were \$413,000 for 1987, and farebox revenues were \$121,000 from a ridership of 243,000.

Recreation Rail Lines

Currently five recreational rail lines operate within the state. Operations are often seasonal. Schedules and fares can be obtained from the rail line. The recreational lines are:

- Lake Whatcom Railway. Location--Trains depart from the community of Wickersham.
- Puget Sound and Snoqualmie Valley Railroad. Location--Based in the Snoqualmie Depot off Interstate 90 in the community of Snoqualmie.
- Mount Rainier Scenic Railroad. Location--Adjacent to Highway 7 near the community of Elbe.
- Point Defiance, Quinalt, and Klickitat Railroad. Location--Within Point Defiance Park in Tacoma.
- Lewis and Clark Railway Passenger and Freight Service. Location--On Main Street in downtown Battle Ground to Moulton Falls Park, south of Yacolt.

Water Transportation



Washington State Ferries

The Washington ferries, with 23 vessels, is the largest ferry fleet in the nation. The state of Washington took over operation of the ferry system in 1951, when the private operators were financially unable to maintain adequate service. Today, WSF operate within the Marine Division of WSDOT

An internationally significant commercial waterway and a major recreational resource, Puget Sound separates the Kitsap and Olympic Peninsulas from the Seattle metropolitan area. Numerous islands located in the Sound are popular residential as well as recreational locations. In the central Puget Sound region, Vashon and Bainbridge Islands produce heavy commuter traffic to the Seattle area. In addition, substantial commuter traffic originates on the Kitsap Peninsula. For several islands, the ferry system provides the only means by which people and goods are transported. In these areas, the ferry system is both the highway and the mass transit system.

The ferry system network comprises 88 nautical miles serving eight counties. The central Sound routes provide urban public transportation to the Seattle area. Most trips are for home-work travel, with peak demand occurring during the weekday commuter hours. Summer traffic increases slightly, but not to the extent experienced by the San Juan and north Sound routes. (See Map 8 for route locations.)

The current fleet includes one 245-seat passenger-only vessel and 22 auto/passenger vessels which have a capacity of 28,761 passengers and 2,412 cars and service 20 terminals. The auto-passenger fleet consists of two 206-car "Jumbo" ferries, four 160-car Super-ferries, nine 100-car ferries, four 75-car steel electrics, and three miscellaneous ferries. The fleet travels 850,000 miles per year making approximately 180,000 crossings and landings. In October 1986, passenger-only was added to the Seattle-Bremerton route. In its first full year of operation, 1987, it carried 197,048 passengers. In 1989, it is anticipated that two new passenger-only vessels are to be purchased as a new route, Vashon Island to downtown Seattle, is implemented.

During 1987, the ferry system carried an average of 21,147 vehicles and 50,272 persons per day, or an average of 2.38 persons per vehicle carried. The following data on persons and vehicles carried for the years 1972-1987 illustrate the continuing importance of ferry service to the Puget Sound region. This data is also shown graphically in Figure 7.

Figure 7
Washington State Ferries Usage

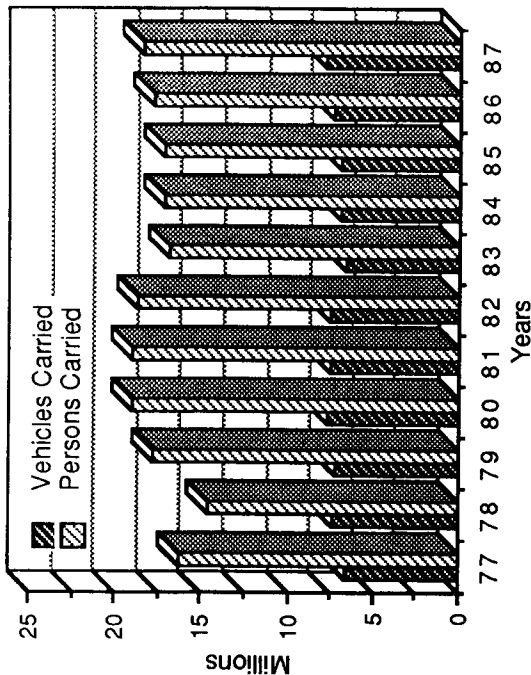
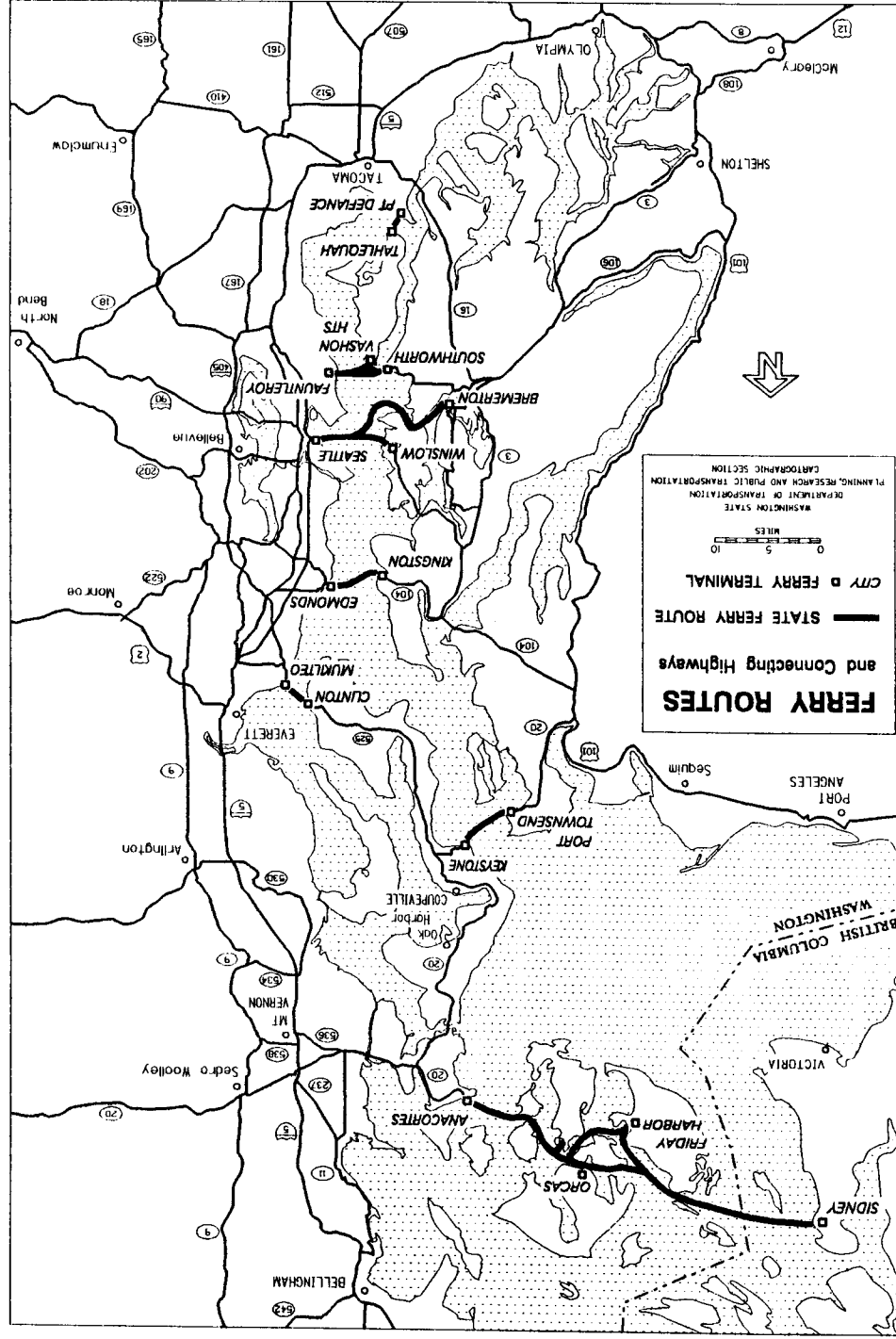


Table 13
Washington State Ferries Usage

Year	Vehicles Carried	Persons Carried
1972	4,237,511	10,530,084
1973	4,782,448	11,822,364
1974	5,129,499	12,705,276
1975	5,595,090	13,749,967
1976	6,014,278	14,928,683
1977	6,614,967	16,208,558
1978	7,367,785	17,590,485
1979	7,167,056*	17,732,018*
1980	7,714,196*	18,981,770*
1981	7,484,023*	18,960,825*
1982	7,542,639*	18,660,963*
1983	6,704,708	16,894,074
1984	6,965,720	17,124,499
1985	7,021,906	17,127,846
1986	7,437,741	17,703,898
1987	7,836,930	18,349,101

* The fluctuations in ferry traffic from 1978 through 1983 is due in part to the loss of the Hood Canal Bridge on February 13, 1979. A new ferry route was put in place on Hood Canal and operated until the bridge was reopened in October 1982. Bridge traffic in 1983 was 1.9 million vehicles.

Map 8
Washington State Department of Transportation
Marine Division Ferry Data



County Ferries

Four counties currently operate public ferries (see Map 9 for route locations):

1. Pierce County operates a ferry between the town of Steilacoom and Yoman Dock on Anderson Island. Ketron Island is also serviced. Approximate crossing time is 20 minutes. Toll revenues for 1987 were \$239,854; while operating costs were \$755,386.
Passenger ridership for 1987 was 190,280 and 52,984 vehicles were transported. Average daily traffic for passengers was 407 and 98 for vehicles.
2. Whatcom County provides ferry service between Gooseberry Point, approximately 12 miles west of Bellingham, and Lummi Island, a crossing of about 1 mile across Hale Passage. Ferry toll revenues were \$301,786 in 1987, compared to operating costs of \$541,118. Ridership included 482,588 people and 163,770 vehicles.
3. Skagit County operates a ferry between Guemes Island and downtown Anacortes, a crossing of about 1 mile through Guemes Channel. Toll revenues in 1987 were \$199,375 versus \$539,562 in operating expenses, with 189,568 people and 63,284 vehicles using the ferry.
4. Wahkiakum County has provided service since 1962 between the southern terminus of State Highway 409 on Puget Island, south of Cathlamet, to Westport, Oregon, across the Columbia River. The nearest alternate crossings of the Columbia are the toll-free bridge at Longview about 25 miles upstream, and the Astoria Megler Toll Bridge approximately 45 miles downstream.
The ferry operates daily from 5:00 a.m. to 8:00 p.m. leaving Puget Island every 30 minutes. A single late-night round trip is provided for swing shift commuters. For 1987, ferry tolls amounted to \$77,354 compared to operating costs of \$279,543. The ferry carried 60,501 people and 35,115 vehicles in 1987.

Private Ferry Operations

There are four private ferry operations in Washington State. See Map 9 for route locations.

1. Black Ball Transport, Inc., provides ferry service between the city of Port Angeles and Victoria, British Columbia. Service varies depending upon the season; during the summer, four trips daily leave Port

Angeles, about four hours apart. Crossing time is approximately 90 minutes.

2. Horluck Transportation Company operates passenger-only service on a 1-mile route across Sinclair Inlet between Port Orchard and Bremerton. Service is provided seven days a week, eight hours per day, with departures from Port Orchard and from Bremerton every 30 minutes. Highway distance between the two cities is about 9 miles. This service has seen steady growth, increasing from 258,000 passengers carried in 1972 to 494,000 in 1980 and 631,850 in 1987.
3. Lake Chelan Boat Company (Lake Chelan Recreation, Inc.) provides service the length of Lake Chelan, from the town of Chelan to the unincorporated community of Stehekin, which is located within the Lake Chelan National Recreation Area. Service on the lake originated in 1899, and the current company has operated the service since 1930. During the May-October peak season, a 350-passenger boat is used and a 65-passenger boat is used the remainder of the year.
4. Westport to Ocean Shores passenger ferry service across the mouth of Grays Harbor is provided on a seasonal basis. In 1988, daily service was operated June 20 through Labor Day and weekend only service from May 21 through September 25. The 49-passenger vessel operated 10:00 a.m. to 6:30 p.m., with departures from each location every hour and a half.
5. AIT Waterways provides passenger and freight service between Friday Harbor and Bellingham. This service, new in 1988, is seasonal May through late September. Generally, three departures a day were provided, alternating with two from Friday Harbor and one from Bellingham one day and then two from Bellingham and one from Friday Harbor the next.

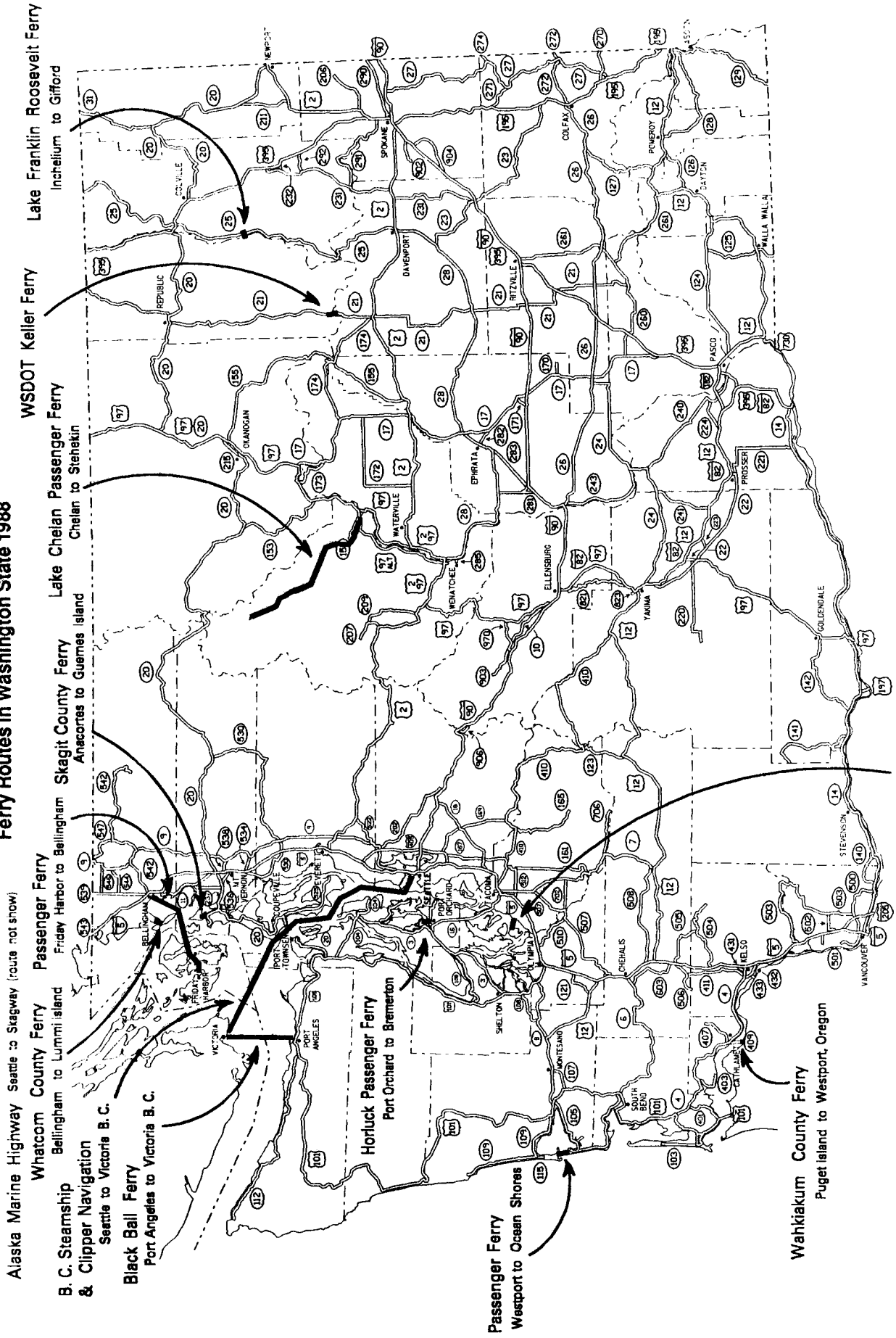
Other Ferry Operations

There are five ferry operations in the state which fall into the category "other." The route locations for these five operations are also shown on Map 9.

1. The Washington State Department of Transportation operates a toll-free ferry (the Keller Ferry) where State Highway 21 crosses the Columbia River between Lincoln and Ferry counties. In 1987, 59,698 vehicles used this ferry.

Map 9

Other State, County, and Private
Ferry Routes in Washington State 1988



2. The Colville Indian Tribe provides a toll-free crossing of Lake Roosevelt (Columbia River) between Inchelium and Gifford. Passenger ridership in 1987 was 175,248 and 97,054 for vehicles. The service is provided by a private contractor.
3. Clipper Navigation, Inc. operates the "Victoria Clipper" between Seattle and Victoria, British Columbia. The vessel is a 130-foot 300-passenger catamaran. The service started on July 1, 1986, and in 1987 carried 121,255 passengers. There are two round trips daily from mid-May through mid-September and one round trip the remainder of the year. The duration of a one-way trip is two and a half hours.
4. The Alaska Marine Highway provides year-round vehicle and passenger service between Seattle, Washington, and Skagway, Alaska. Beginning in October 1989, the service will be moved and will operate between Bellingham and Skagway on Friday and the return the following Friday. The company operates with a 700-passenger capacity during the peak summer season and a 500-passenger capacity the balance of the year.
5. British Columbia Steamship provides vehicle and passenger service between Seattle and Victoria from the first week in May through the first week of October. The Princess Marguerite, with a capacity of about 1,400 passengers, departs daily from Seattle and returns the same day. The Vancouver Island Princess, also operated by the British Columbia Steamship Company, has a capacity of about 1,000 passengers, departs from Victoria daily and returns the same day. The fares in 1988 were \$40 per car and driver one way and for a passenger \$22 each way and \$32 for a round trip.

Air Transportation



Air Transportation

Commuter and Regional Air Service

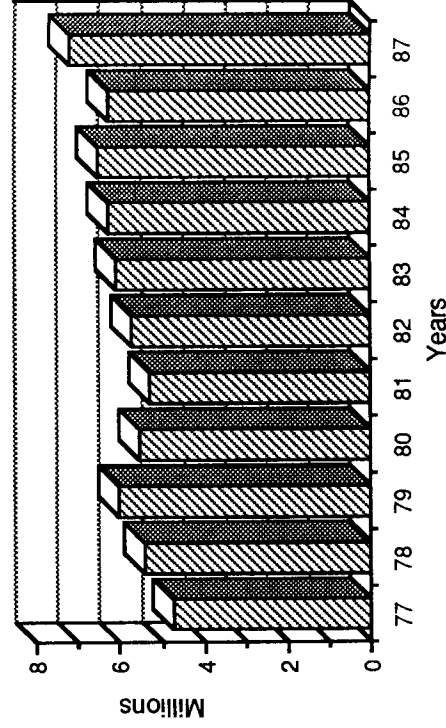
Commuter and regional service is important, as it provides rapid travel within the state and region. It also links smaller communities to the national and international airline network. These airlines may operate a full range of aircraft from small four passenger single engine craft to turboprops to jets.

As of September 1988, scheduled commuter or regional service was available through the 15 airports listed previously. In addition, Washington residents have access to similar service at Portland International (Oregon) and Lewiston (Idaho)/Clarkston airports. During 1987, there were over 800,000 enplanements onto commuter and regional airlines; about half of these were at Seattle-Tacoma International.

Nonscheduled Air Service (Air Taxi)

Nonscheduled air taxi service has grown in response to service reductions to the state's smaller communities by certified air carriers. Air taxis operate on a demand basis, providing passengers with connections to scheduled carriers and charter service to most any airport. The availability of nonscheduled service is not monitored, but generally most community airports have pilots that will provide charter service upon request. Air taxi service can be obtained at many of the airports shown in Maps 10 and 11. Generally, air taxi service is not available at the military airports nor at the state-owned airports.

Figure 8
Washington State Enplaned Domestic Passengers
Scheduled Air Service



Within Washington State, there are over 400 civilian airports and 10 military airports. Scheduled passenger service is provided at 16 of the larger airports to a multitude of international and domestic destinations. Airlines operating at these 16 airports provide air links to the major population centers within the state. Air taxi, i.e., charter or nonscheduled service, is available at many airports, large and small.

The number of domestic enplanements (passenger boardings) at airports with scheduled air service is shown in Figure 8. Air travel is highly sensitive to economic conditions. As can be seen, enplanements peaked in 1979 and decreased in the recession of the early 1980s and has now regained the 1979 level and is expected to continue to increase. Sea-Tac International, with about 80 of the enplanements, is by far the most active airport in the state and ranks in the top 25 nationally. In addition to over 5.8 million domestic enplanements, Sea-Tac had 1.4 million international enplanements in 1987.

Scheduled Air Service

The 16 airports with scheduled air service in Washington State as of September 1988 are:

<u>Western Washington</u>	<u>Eastern Washington</u>
Bellingham International	Pullman/Moscow Regional (Pullman)
Friday Harbor	Seattle-Tacoma International
Grant County (Moses Lake)	Sequim
Lopez Island	Spokane International
Oak Harbor	Tri-Cities (Pasco)
Orcas Island	Walla Walla City-County
Pangborn Field (Wenatchee)	Wm. R. Fairchild (Port Angeles)
Paine Field (Everett)	Yakima Air Terminal

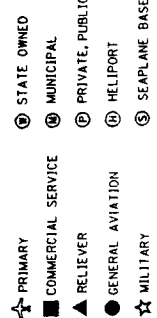
These 16 airports are shown in Maps 10 and 11 and are shown in bold print.

Certified Airlines

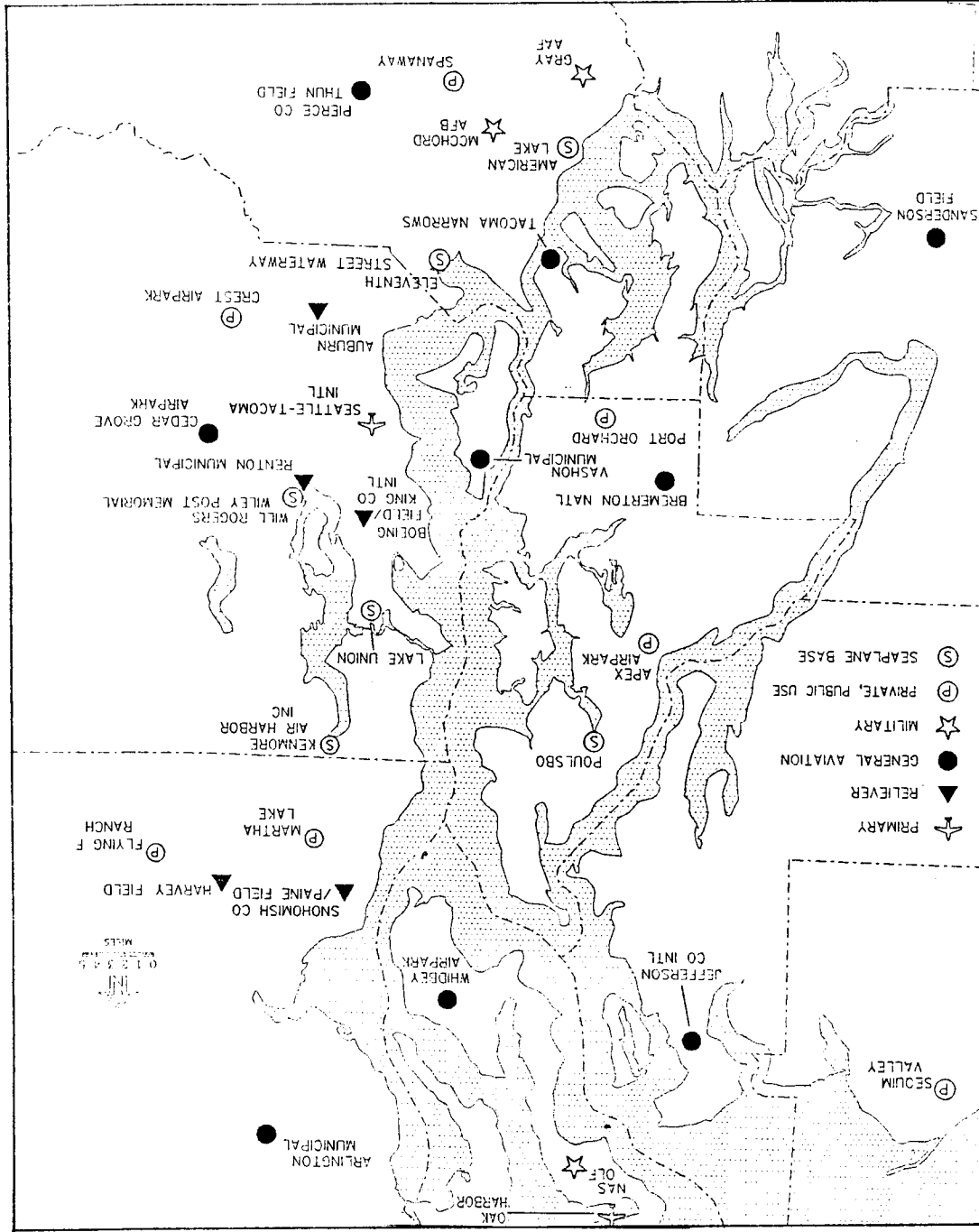
Over 90 percent of air passengers travel on major "certified" airlines which provide intrastate service.

Washington has four airports which are served by certified carriers: Seattle-Tacoma International, Spokane International, Yakima Air Terminal, Bellingham International, and Tri-Cities Airport at Pasco. In addition to these, Portland (Oregon) International Airport serves Vancouver and other southwestern Washington residents. Eastern and western Washington are linked by Seattle-Tacoma and, to a lesser extent, Portland International. Many of the routes interface with these two airports.

Map 10



Map 11
Washington State Airports - Puget Sound Enlargement



Appendix A

Washington State Laws Pertaining to Public Transportation



State Laws Pertaining to Public Transportation (Revised Code of Washington (RCW) Citations Inclusive of 1988 Legislation)

9 Miscellaneous Crimes

9.91.010 Denial of Civil Rights - Terms defined. Definitions of "deny," "full enjoyment," and "any place of public resort, accommodation, assemblage or amusement." Denial of public accommodation is a misdemeanor.

9.91.025 Unlawful Conduct On Buses. Specifies unlawful conduct on municipal transit vehicles. Unlawful bus conduct is a misdemeanor.

9A Defenses

9A.16.020 Use of force - when lawful. It is not prohibited to expel a passenger who refuses to obey a lawful and reasonable regulation.

28A Common School Provisions

28A.04.131 School bus drivers - Training and qualifications - Rules and Regulations. State Board of Education empowered to make rules.

28A.24.055 Operation of Student Transportation program - Responsibilities of local district - Transportation of Elderly - Insurance. Specified conditions for transporting children to and from school, including contracting for services.

28A.24.065 Private Schools using public transportation.

28A.24.100 Authorizing individual transportation or other arrangements. The educational services district superintendent may authorize individual transportation.

28A.24.110 Lease of buses to transport handicapped children and elderly - Limitation. Leases to nonprofit organizations authorized when commercial bus transportation is not reasonably available.

28A.24.111 Lease of buses to transport handicapped children and elderly - Directors to authorize.

28A.24.112 Lease of buses to transport handicapped children and elderly - Lease at local level - Criteria. Locally determined.

28A.24.120 Lease of buses to transport handicapped children and elderly - Elderly persons defined - Program limitation.

Elderly is person at least 60 years of age. No school district funds may be used for RCW 28A/24.055 or .110.

28A.24.170 School Buses, rental or lease for emergency purposes - Authorization.

28A.24.172 School Buses, rental or lease for emergency purposes - Board to determine district policy - Conditions if rent or lease.

28A.24.175 School buses, transport of general public to interscholastic activities - Limitation. School districts actual costs must be reimbursed by members of general public. Private transportation certified by Utilities and Transportation Commission must not be reasonably available.

28A.24.178 School buses, authorization for parent, guardian or custodian of a student to ride - Limitations. Done at request of school officials if excess seating is available and other transportation is not reasonably available.

28A.24.180 Agreement with other governmental entities for transportation of public or other non-common school purposes - Limitations. Agreements permitted provided school district reimbursement for the actual costs and reasonable value of the use of the district's buses and supplies. School district or intermediate school district may transport general public so long as costs are reimbursed and public transportation or private transportation certified by the Utilities and Transportation Commission is not reasonably available.

28A.41.160 Reimbursement for transportation costs. Sets forth terms that State will reimburse school districts' pupil transportation costs associated with equipment acquisition and operations.

28A.41.510 Student Transportation Allocation. Establishes definitions "eligible student," "to and from school," etc.

35.43 Local Improvements

35.43.040 Authority Generally. Allows for Local Improvement Districts (LID) for the operation of electrified public street car lines, parking facilities, surface, underground or overhead railways, tramways, buses or any other means of local transportation except taxis.

35.43.200 Street railways at expense of property benefited. Cities and towns owning and operating a municipal street railway with over 100 miles of track are empowered to finance the purchase or construction of facilities by levying special assessments against benefiting properties.

35.58 Metropolitan Municipal Corporations

35.58.240 Powers relative to transportation. Specifies powers of a metropolitan municipal corporation regarding metropolitan transportation.

35.58.245 Public Transportation function - Authorization by election required - Procedure. Requires voter approval before a metropolitan municipal corporation may perform the functions of metropolitan public transportation.

35.58.250 Other local public passenger transportation service prohibited - Agreements - Purchase - Condemnation. Prohibits private corporations from operating public transportation systems if such a system is operated by a metropolitan municipal corporation.

35.58.260 Transportation function - Acquisition of city system. Authorizes a metropolitan municipal corporation which acquires a city public transportation system to assume the duties and responsibilities of the city system. Requires the consent of the city council for a metropolitan corporation to acquire the system.

35.58.265 Acquisition of existing transportation system - Assumption of labor contracts - Transfer of employees - Preservation of employee benefits - Collective bargaining. Describes rights of employees of existing systems acquired by a metropolitan municipal corporation.

35.58.268 Public transportation employees - Payroll deductions. Payroll deductions for political action committees are allowed for employees covered by collective bargaining agreement.

35.58.270 Metropolitan Transit Commission. Establishes the composition of the Metropolitan transit commission and gives it certain powers and responsibilities.

35.58.2712 Public transportation feasibility study - Advanced financial support payments. Entitles a municipality to receive a one-time advanced financial support payment to perform a feasibility study to determine the need for public transportation to serve its residents. Sets conditions of payment.

35.58.272 Public transportation systems - Definition. Defines terms including various meanings of the term "municipality" as it relates to public transportation.

35.58.2721 Public transportation systems - Authority of municipalities to acquire, operate, etc. - Indebtedness - Bond issues. Authorizes municipalities to acquire, construct, operate and maintain public

transportation systems and to issue general obligation bonds for such purpose. Prescribes limits on indebtedness. Identifies tax sources that may be obligated for repayment of bonds, and precludes legislature from withdrawing taxing authority.

35.58.273 Public transportation systems - Motor vehicles excise tax authorized - Credits - Public hearing on Routes and design. Authorizes municipalities to levy an excise tax on the fair market value of motor vehicles registered in the municipality. King, Pierce, Snohomish and Thurston counties are authorized to levy .96 percent, while other areas are authorized to levy one percent. Public hearing must be held for both corridor and design before excise tax can be spent for right of way or construction of transit facilities.

35.58.274 Public transportation systems - motor vehicles exempt from tax. Any vehicle for which excise tax is payable under RCW 82.44.030 shall be exempt from motor vehicle excise tax levied in RCW 35.58.273.

35.58.275 Public transportation systems - Provisions of motor vehicles excise tax chapter applicable. Provides references to sections of chapter 82.44 RCW prescribing schedules, penalties, etc., relating to motor vehicles excise tax.

35.58.276 Public transportation systems - When tax due and payable - Collections. Directs county auditors to collect excise tax and remit to the state as per chapter 82.44 RCW.

35.58.277 Public transportation systems - Remittance of tax by county auditors. Prescribes procedures used by county auditors to remit motor vehicle excise tax to the state.

35.58.278 Public transportation systems - Distribution of tax. Directs that distribution of motor vehicle excise tax be made in accordance with RCW 82.44.150.

35.58.279 Public transportation systems - Crediting and use of tax revenues. Limits the use of revenues from excise tax to specified public transportation purposes. Precludes legislature from withdrawing authority for municipality to levy the tax if it has been pledged for bond payback.

35.58.2791 Public transportation systems - Internal combustion equipment to comply with pollution control standards. Requires that new internal combustion equipment meet the standards for pollution control set by the state air pollution control board in order to be purchased with excise tax revenue.

35.58.2792 Public transportation systems - Parking facilities to be in conjunction with system stations or transfer station. Requires parking facilities financed with revenues from motor vehicle excise tax to be in conjunction with and adjacent to public transportation stations.

35.58.2794 Public transportation systems - Research, testing, development, etc., of systems - Powers to comply with federal laws. Grants any public agency operating a public transportation system the right to engage in research and testing of transportation systems and equipment, and grants all powers necessary for agencies to comply with standards of federal Urban Mass Transportation Act.

35.58.560 Taxes - Counties or cities not to impose on certain operations - credits or offsets against state taxes - refund of motor vehicle fuel taxes paid. Metropolitan municipal corporations gross revenues exempted from city or county taxation; expenses credited against state business and occupation taxes.

35.84 Utility and Other Services Beyond City Limits

35.84.060 Street railways extensions. Provides that municipal corporations may operate urban public transportation systems to within fifteen miles outside their corporate limits as long as that territory is not served by a privately operated transportation company authorized by the Utilities and Transportation Commission.

35.85 Viaducts, Elevated Roadways, Tunnels and Subways

35.85010 Authority to construct viaducts, bridges, elevated roadways, etc. Empowers first class cities to construct and maintain bridges, subways, elevated roadways, etc., and to assess property benefitted by the improvement.

35.92 Municipal Utilities

35.92.060 Authority to acquire and operate transportation facilities. Cities and towns granted authority to purchase, construct, maintain or operate cable, electric and other railways, motorbuses, cars and trucks for the purpose of moving freight or passengers within the city limits. Fare setting authority granted. Adjustments to fares can be made for distinguishable class of users, such as senior citizens, handicapped persons and students.

35.95 Public Transportation Systems in Cities and Metropolitan Corporations - Financing

35.95.010 Declaration of intent and purpose. States that municipally owned transit companies are unable to cover their expenses with

revenues from fares. Consequently, municipalities are forced to subsidize public transit to the detriment of other public services. Since public transportation is considered a necessary service the appropriation of general funds and the levying and collecting of taxes by municipalities for the funding of public transportation is justified.

35.95.020 Definitions. Defines various means of the term "municipality" as it relates to public transportation, and certain other terms.

35.95.030 Appropriation of funds for transportation systems authorized - Referendum. Authorizes municipalities to appropriate general funds for the operation, maintenance and capital needs of municipally owned and operated public transportation systems.

35.95.040 Levy and collection of excise taxes authorized - Business and Occupation tax - Excise tax on residents - appropriation and use of proceeds - Voter approval. Authorizes corporate authorities to levy a business and occupation tax and a household tax for the sole purpose of funding public transportation. These taxes must be approved by the voters who would be affected by them.

35.95.050 Collection of tax - Billing. Provides that taxes levied by municipalities for the operation, maintenance and capital needs of municipal owned and operated public transit systems can be used solely for the purpose. The taxes can be billed and collected in a manner determined by the corporate authorities. It further provides that municipalities can contract out the operations and maintenance of their public transit systems.

35.95.060 Funds derived from taxes - Restrictions on classification, etc. Restricts funds derived from taxes collected to fund public transportation from being classified as revenue of the public transportation system.

35.95.070 Purchase of leased public transportation system - Purchase price. Provides that the purchase price of a public transportation system being leased by a municipality shall be no greater than the fair market value of the system at the commencement of the lease.

35.95.080 Referendum rights not impaired. Precludes provisions of Chapter 35.95 RCW or any city ordinance from preventing a referendum on any municipal ordinance adopted as a result of this chapter.

35.95.090 Corporate authorities may refer ordinance levying tax to voters. Allows a municipality to refer an ordinance for the levy and collection of an excise tax to a vote of the people before adopting the ordinance.

35A.81 Optional Municipal Code

35A.81.010 Application of general law. Exempts code city urban passenger transportation systems from payment of special use fuel taxes, and allows refund for gasoline taxes paid.

36.57 County Public Transportation Authority

36.57.010 Definitions. Defines terms "authority," "population," and "public transportation function" as used in this chapter.

36.57.020 Public transportation authority authorized. Authorizes counties to create county transportation authorities except in counties where a metropolitan municipal corporation is already performing the functions of public transportation.

36.57.030 Membership - Compensation. Establishes the composition of a county transportation authority.

36.57.040 Powers and duties. Specifies the powers and duties of a county transportation authority.

36.57.050 Chairman - General manager. Provides for election of a chairman and appointment of general manager by Authority, and function of each.

36.57.060 Transportation fund - Contributions. Establishes and describes management of "transportation fund" to be set up by each Authority.

36.57.070 Public transportation plan. Requires a transportation authority to develop a comprehensive transportation plan.

36.57.080 Transfer of transportation powers and rights to authority - Funds - Contract indebtedness. Describes rights of Authority when taking over passenger transportation system previously owned by a county or city.

36.57.090 Acquisition of existing transportation system - Assumption of labor contracts - Transfer of employees - Preservation of benefits - Collective bargaining. Prescribes obligations of Authority when acquiring an existing transportation system.

36.57.100 Counties authorized to perform public transportation function in unincorporated areas - Exceptions. Authorizes counties to perform public functions except where a metropolitan municipal corporation within the county is performing those functions or where a public transportation benefit area exists.

36.57.110 Boundaries of unincorporated transportation benefit areas. Authorizes counties to create and define the boundaries of unincorporated transportation benefit areas following school district or election precinct lines as far as practicable.

36.57A Public Transportation Benefit Areas

36.57A.010 Definitions. Defines "public transportation benefit area," "public transportation service," "public transportation improvement conference," and other terms used in this chapter.

36.57A.020 Public transportation improvement conference - Convening - Purpose - Multi-county conferences. Authorizes county legislative authorities to hold conferences to evaluate the need for public transportation benefit areas to provide public transportation service. Authorizes multi-county conference.

36.57A.030 Establishment or change in boundaries of public transportation benefit area - Hearings - Notice - Authority of county to terminate public transportation benefit area. Gives conferences the authority to change the boundaries of a PTBA. Requires public hearings.

36.57A.040 Cities to be wholly included or excluded - Boundaries - Only benefited areas to be included. One area per county. Describes certain criteria for establishing boundaries of and annexations to public transportation benefit areas.

36.57A.050 Governing body - Selection, qualification, number and compensation of members. Provides for selection of a benefit area Authority by elected officials within 60 days of establishment of boundaries. Allows any city to withdraw within the 60 days.

36.57A.055 Governing body - Periodic review. Requires review of composition of governing body every four years. Specifies method.

36.57A.060 Comprehensive plan - Development - Elements. Lists required elements of comprehensive plan.

36.57A.070 Comprehensive plan - Review - Approval or disapproval - Resubmission. Requires review and approval by the State Transportation Commission.

36.57A.080 General Powers. Grants PTBAs the power of contract. Requires competitive bids. Allows PTBAs to sue and be sued in a corporate capacity.

36.57A.090 Additional Powers - Acquisition of existing system. Grants power to prepare, adopt and carry out a general comprehensive plan. Also grants power to acquire and operate transportation facilities, and to fix fares. Requires consent of city council to assume a city transportation facility.

36.57A.100 Agreements with operators of local public transportation services - Operation without agreement prohibited - Purchase or condemnation of assets - Prohibits private corporations from operating local public passenger transportation services within the PTBA without an agreement with the PTBA.

36.57A.110 Powers of component city concerning passenger transportation transferred to benefit area - Operation of system by city until acquired by benefit area - Consent. Provides that any city operating a public transportation system on July 1, 1975 may continue to operate the system until it is acquired by the PTBA.

36.57A.120 Acquisition of existing system - Labor contracts, employee rights preserved - Collective bargaining. Outlines rights of employees of an existing system being acquired by a PTBA.

36.57A.130 Treasurer and Auditor - Powers and duties - Transportation fund - Contribution of sums for expenses. Describes designation of Treasurer and Auditor of a PTBA. Describes establishment, use, and management of transportation fund to be set up by each benefit Authority.

36.57A.140 Annexation of additional area. Establishes procedures for annexation of a contiguous area to a PTBA.

36.57A.150 Advanced financial support payments. Permits counties to receive a one-time advanced financial support from the state to assist in the development of an initial comprehensive transit plan. Sets conditions.

36.57A.160 Dissolution and liquidation. Provides that a PTBA may be dissolved by voter approval. Establishes procedure for the election.

39.33 Intergovernmental Disposition of Property

39.33.050 Public mass transportation system - Contracts for services or use. Authorizes the legislative body governing a public transportation system to contract with other legislative bodies, persons or firms for public transportation services.

39.34 Interlocal Cooperation

39.34.085 Agreements for operation of bus services. Authorizes cities, towns, or a county, or a combination of these to enter into agreements with each other or with a public transportation agency of a contiguous state or contiguous Canadian province, to allow a city or transportation agency to operate public bus service within their boundaries. Bus service may extend beyond their boundaries if it does not conflict with existing bus service authorized by the Washington Utilities and Transportation Commission.

41.56 Public Employees Collective Bargaining

41.56.020 Application of chapter. Chapter applies to any political subdivision in state. Providing a uniform basis for implementing the rights of public employees to join labor organizations of their own choosing.

43.21C State Environmental Policy

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

43.41.130 Passenger motor vehicles owned or operated by State Agencies - Use of gasoline and alternative fuels - Duty to establish policies as to acquisition, operation, authorized use, etc. The director of financial management shall establish policies as to governing the acquisition, operation, management, maintenance, repair, and disposal of all passenger motor vehicles owned and operated by any state agency - to include state-owned motor vehicles for commuter ride sharing.

46.04 Motor Vehicles - Definitions

46.04.050 Auto Stage. Defines use characteristics for such vehicles.

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

46.04.355 Municipal Transit Vehicle. Defines ownership and use characteristics of such vehicles.

46.04.416 Private Carrier Bus. Definition.

- 46.04.521 School Bus. Defined.
- 46.04.570 Street Car. Defined.
- 46.04.640 Trolley Car. Defined.
- 46.04.710 Wheelchair Conveyance. Defined.
- 46.16.020 Exemptions - State and publicly owned vehicles - Registration. Public vehicles exempt from license fees.
- 46.16.022 Exemptions - Vehicles owned by Indian tribes - Conditions. Establishes the provisions when vehicles used exclusively for tribal government services are exempt from license fees.
- 46.16.023 Ride-sharing vehicles - Special plates. Owners of ride share vehicles requesting an excise tax exemption can apply for special plates designating the ride share vehicle.
- 46.16.035 Exemptions - Private school bus. Private school buses are exempt from license fees.
- 46.16.070 License fees on trucks, buses and for hire vehicles based on gross weight
- 46.16.381 Special parking privileges for disabled persons - Penalties for unauthorized use or parking. Criteria established for disabled parking decals and license plates. It is a misdemeanor for any person to fraudulently obtain a decal.
- 46.20.045 Age limit for school bus drivers and drivers of for-hire vehicles. No person under the age of eighteen shall drive a school bus transporting children or shall drive any motor vehicle when used for transportation of persons for compensation.
- 46.61 Rules of the Road
- 46.61.165 Reservation of portion of highway for use by public transportation vehicles, etc. Gives the state and local authorities the right to reserve all or any portion of any highway for efficient utilization of the highway.
- 46.61.350 Certain vehicles must stop at all railroad grade crossings - Exemptions. Requires motor vehicles for hire, school bus or private carrier bus carrying school children to stop before crossing at grade railroad tracks. Exemptions include railroad grade crossing at which traffic is regulated by police officer, traffic control signal, or flashing light.
- 46.61.560 Stopping, standing, or parking outside businesses or residence districts. Permits public transportation vehicles to stop on the roadway for the purpose of receiving and discharging passengers.
- 46.61.577 Regulations governing parking facilities. The secretary of transportation may adopt regulations governing park and ride lots to include time limits for the parking of vehicles.
- 46.72 Transportation of Passengers in for Hire Vehicles
- 46.72.010 Definitions. Defines terms "for hire vehicle" and "for hire operator."
- 46.72.020 Permit required - Form of application. Specifies application requirement.
- 46.72.030 Permit fee - Issuance - Display. \$5.00 fee.
- 46.72.040 Surety bond. Minimum \$100,000 for death or personal injury by one person; \$300,000 for all persons killed or receiving personal injury by reason of one act; and, \$25,000 for property damage.
- 46.72.050 Liability coverage - Right of action saved. A public liability policy may be deposited and kept on file in lieu of surety bond.
- 46.72.060 Right of action - Limitation of recovery.
- 46.72.070 Certificate - Fee. Certificate required of each for hire vehicle. One dollar (\$1.00) fee expires June 30.
- 46.72.080 Substitution of security - New certificate.
- 46.72.100 Refusal, suspension, or revocation of permit or certificate - Penalty for unlawful operation. Specifies reason for cancelling or refusing permits or certificates.
- 46.72.110 Fee to highway safety fund.
- 46.72.120 Rules and regulations. Rule making authority vested in Department of Licensing.
- 46.72.130 Nonresident taxicabs - Permit - Fee - Compliance.
- 46.72.140 Nonresident taxicabs - Permit required for entry.
- 46.72.150 Nonresident taxicabs - Reciprocity. RCW 46.72.130 and 46.72.140 are suspended if Washington operators free to use other state's roads without regulation.
- 46.73 Private Carrier Drivers
- 46.73.010 Standards for qualifications and hours of service. Washington State Patrol may adopt rules establishing standards for private carriers.

46.74 Ride Sharing

46.74.010 Definitions. Defines "commuter ride sharing," "ride sharing for the elderly and handicapped," "ride sharing vehicle," "ride sharing operator," "elderly" and "handicapped."

46.74.020 Vehicles excluded from for hire vehicle laws.

46.74.030 Operators - Reasonable standard of care - Exempted from certain regulations.

47.04 State Department of Transportation General Provisions

47.04.081 Urban public transportation systems - Participation in planning, development and establishment. Empowers Transportation Commission to join financially or otherwise with any state, federal or local agency in planning for urban public transportation system in conjunction with new or existing highway facilities.

47.04.082 Urban public transportation systems - Defined. Defines the term with respect to types of vehicles operated and areas in which the vehicles operate.

47.04.083 Urban public transportation systems - Declaration of public policy - Use of motor vehicle, city street or county road funds. Declares policy of joint planning, construction and maintenance of public highways and urban public transportation system serving common geographical areas wherever feasible. Allows the motor vehicle funds, city street or county road funds to pay the full cost of streets to be used jointly with an urban public transportation system.

47.04.170 Federal agreements for public transportation, rail transportation. Authorized the Department of Transportation to enter into and perform agreements with federal agencies for public transportation purposes, including bus transportation, specialized transportation services, ride sharing and rail transportation.

47.08 Highway Funds

47.08.070 Cooperation in public works projects, urban public transportation systems. Authorizes the Transportation Commission to cooperate financially with any public agency in construction of public works projects including urban public transportation systems.

47.12 Acquisition and Disposition of State Highway Property

47.12.010 Acquisition of property authorized - Condemnation actions - Cost. Empowers the WSDOT to acquire by gift, purchase, or condemnation, property for transportation purposes, including urban public transportation systems.

47.12.270 Acquisition of property for parking facilities for motorists using urban public transportation facilities or private car pool vehicles. WSDOT may acquire by gift, purchase, lease or condemnation property for parking facilities. WSDOT shall not expend any funds for acquisition or construction of a parking facility to be operated as part of a transit system unless the facility has been approved by the department.

47.28 Construction and Maintenance of Highways

47.28.140 Agreements to benefit or improve highways, roads or streets, establish urban public transportation system - Labor or contract - Costs. Authorizes WSDOT and any public agency to jointly establish an urban public transportation system on or near a public highway.

47.44 Franchises on State Highways

47.44.010 Wire and pipe line and tram and railway franchises - Application - Rules on hearing and notice. WSDOT may grant franchises to use state highways for construction and maintenance of urban public transportation system.

47.44.040 Franchises across joint bridges. WSDOT join with cities, counties and other states to grant franchises across joint bridges for transportation purposes including public transportation systems.

47.48 Closing Highways and Restricting Traffic

47.48.010 Closure or restriction authorized - Restriction for urban public transportation system use. Authorizes WSDOT to restrict use of any public highway to use by an urban public transportation system.

47.52 Limited Access Facilities

47.52.025 Additional powers - Controlling use of limited access facilities - Reservation for public transportation vehicles, etc. Empowers state, counties or cities to reserve a limited access facility, or designated lanes or ramps, for exclusive use of public transportation vehicles.

47.52.090 Cooperative agreements - Urban Public Transportation systems - Title to highway - Traffic regulations - Passenger transportation - Storm sewers - City Street crossings. Authorizes state, counties, cities, towns and municipal corporations operating an urban public transportation system to enter into agreements regarding financing, planning, establishment, improvement, construction, etc. of limited access facilities.

47.56 State Toll Bridges, Tunnels and Ferries

47.56.256 Franchises for utility, railway, urban public transportation purposes. Authorizes WSDOT to grant franchises to use property of toll bridges, tunnels, and ferries for purposes to include urban transportation systems.

47.60 Puget Sound Ferry and Toll Bridge System

47.60.310 State ferries - Local expressions - Local advisory committees. Establishes ferry advisory committee.

47.78 Rail Service Development

47.78.010 Rail development account. Establishes the rail development account for local rail passenger and rail freight purposes.

51.08 Industrial Insurance - Definitions

51.08.180 "Worker" - Exceptions. Any person participating as a driver or back-up driver in commuter ride sharing is not a worker while driving a ride sharing vehicle on behalf of the owner or lessee of the vehicle.

54.04 Public Utility Districts

54.04.160 Assumption of obligations of private pension plan when urban transportation system is acquired.

54.04 Conveyances

54.04.180 Railroad properties as public utility and transportation corridors - Declaration of availability for public use. It is the public interest of the state of Washington that railroad properties no longer in operation be made available for public uses including highways and other forms of mass transportation.

70.84 Blind, Handicapped and Disabled Persons - "White Cane Law"

70.84.010 Declaration - Policy. The blind, visually handicapped, hearing impaired and otherwise physically disabled are entitled to full and equal accommodations, advantages, facilities and privileges on common carriers, airplanes, motor vehicles, railroad trains, motor buses, street cars, etc. subject only to the conditions and limitations established by law and applicable alike to all persons.

70.84.020 "Guide Dog" defined.

70.84.021 "Service Dog" defined.

70.84.030 Guide or Service dog - Extra charge or refusing service because of, prohibited. It is unlawful to refuse service to a blind, hearing impaired or otherwise physically disabled person solely because the person is accompanied by a guide or service dog.

81.66 Transportation for the Elderly and the Handicapped

81.66.010 Definitions. Sets for definitions for various terms used in this provision such as "corporation," "person," "private, nonprofit transportation provider," "elderly" and "handicapped."

81.66.020 Private, nonprofit transportation provider required to operate in accordance with this chapter.

81.66.030 Authority of commission. The Utilities and Transportation Commission is granted authority to regulate private, nonprofit transportation providers by issuing certificates, setting forth insurance requirements and establishing rules.

81.66.040 Certificate required - Application, transferability, carried in vehicle. Specifies application requirements.

81.66.050 Insurance or bond requirement. Liability and property damage insurance in an amount to be fixed by the Utilities and Transportation Commission.

81.66.060 Suspension, revocation or alternation of certificate.

81.66.070 Standard of care. Standards are set forth in RCW 46.74.030.

81.68 Auto Transportation Companies

81.68.010 Definitions. Defines such terms as "auto transportation company," "excursion service company," and "between fixed terminal or over regular route."

81.68.020 Compliance with chapter required. Operations prohibited without compliance with chapter.

81.68.030 Regulation by commission. The Utilities and Transportation Commission is empowered to regulate auto transportation companies. General rulemaking authority.

81.68.040 Certificate of convenience and necessity. Certificate required before a company can operate services for the transportation of persons, baggage, and mail.

81.68.045 Excursion service companies - Certificate. Certificate required before a company can operate an excursion service.

81.68.050 Filing fees. Filing fee shall not exceed \$200.

81.68.060 Liability and property damage insurance - Surety bond. Minimum levels of insurance for personal injury \$100,000; \$300,000 for all persons for vehicles with a capacity of 16 passengers or less; \$500,000 for all persons for vehicles with a capacity of 17 or more passengers; and, \$50,000 property damage.

81.68.065 Self-insurers - Exemption as to insurance or bond.

81.68.070 Public service law invoked.

81.68.080 Penalty. Violations are gross misdemeanor.

81.70 Passenger Charter Carriers

81.70.010 Business affected with the public interest - Declaration of purpose.

81.70.020 Definitions.

81.70.030 Exclusions. Include persons operating motor vehicles wholly within limits of incorporated cities, taxicabs, hotel buses, school buses, passenger vehicles carrying passengers on a non-commercial basis and operator of charter boats.

81.70.040 Certificate required.

81.72 Taxicab Companies

81.72.200 Legislative intent. Safety, reliability and economic viability and stability of privately operated taxicab transportation services are matters of state-wide importance. Legislature permits local political subdivisions to regulate taxicab transportation.

81.72.210 Local regulatory powers listed. Allows cities, towns, counties and port districts to license, control and regulate taxicab operations, rates, routes and safety requirements.

81.72.220 Cooperative agreements, joint regulations. Allows cities, towns, counties and port districts to enter into cooperative agreements for joint regulation of taxicabs.

81.75 Transportation Centers

81.75.010 Authorization to own and operate - Purpose. Cities, towns, counties, public transportation benefit area authorities, and municipal corporations are authorized to own and operate transportation centers.

82.04 Business and Occupation Tax

82.04.355 Exemptions - Ride sharing. Funds received in the course of commuter ride sharing or ride sharing for the elderly and the handicapped are exempt from the business and occupation tax.

82.08 Retail Sales Tax

82.08.0255 Exemptions - Sales of motor vehicle and special fuel - Conditions - Credit or refund of special fuel used outside this state in interstate commerce. The tax levied by RCW 82.08.020 shall not apply to sales of motor vehicle and special fuel if the fuel is purchased for the purpose of public transportation, or by a private, nonprofit transportation provider.

82.08.0287 Exemptions - Sales of vans as ride sharing vehicles. Ride sharing vans with a capacity of not less than seven persons, including passengers and driver, are exempt from retail sales tax until June 30, 1995.

82.12 Use Tax

82.12.0256 Exemptions - Use of motor vehicle and special fuel - Conditions. The tax levied by RCW 82.12.020 shall not apply to use of motor vehicle and special fuel if the fuel is purchased for the purpose of public transportation, or by a private, nonprofit transportation provider.

82.12.0282 Exemptions - Use of vans as ride sharing vehicles. Ride sharing vans with a capacity of not less than seven persons, including passengers and driver, are exempt from use tax until December 31, 1992 if the vans are exempt under RCW 82.44.015 for thirty-six consecutive months.

82.14 Counties, Cities and Metropolitan Municipal Corporations - Retail Sales and Use Taxes

82.14.045 Sales and use taxes for public transportation systems. Authorizes public transportation authorities to levy a sales and use tax of one-tenth, two-tenths, three-tenths, four-tenths, five-tenths, or six-tenths of one percent subject to voter approval. Revenue generated is solely for the purpose of providing funds for the operation, maintenance or capital needs of public transportation systems.

82.16 Public Utility Tax

82.16.047 Exemptions - Ride sharing. Commuter ride sharing or ride sharing for the elderly and the handicapped are exempt from public utility tax.

82.36 Motor Vehicle Fuel Tax

82.36.275 Refunds for urban transportation systems. Grants refunds for use of motor vehicle fuel by urban transportation systems within 15 miles of the corporate limits of the city in which the trip originated.

82.38 Special Fuel Tax

82.38.080 Exemptions. Exempts urban public transportation systems and transit services for only elderly and/or handicapped persons from payment of special (diesel fuel) taxes, except on trips more than 25 miles from the corporate limits of the county in which the trip originated.

82.44 Motor Vehicle Excise Tax

82.44.010 "Motor vehicle" defined. Excludes vehicles carrying exempt licenses.

82.44.015 Ride sharing vans and vehicles excluded - Notice - Liability for tax. Expires June 30, 1995.

82.44.150 Apportionment and distribution of motor vehicle excise taxes generally. Prescribes the method of distribution of motor vehicle excise tax. Any municipality levying and collecting motor vehicle excise tax which does not have an operating, public transit system or a contract for public transportation services shall return to the state treasurer all motor vehicle excise taxes received.

Appendix B

UMTA Grants to Washington State Public Transportation Providers

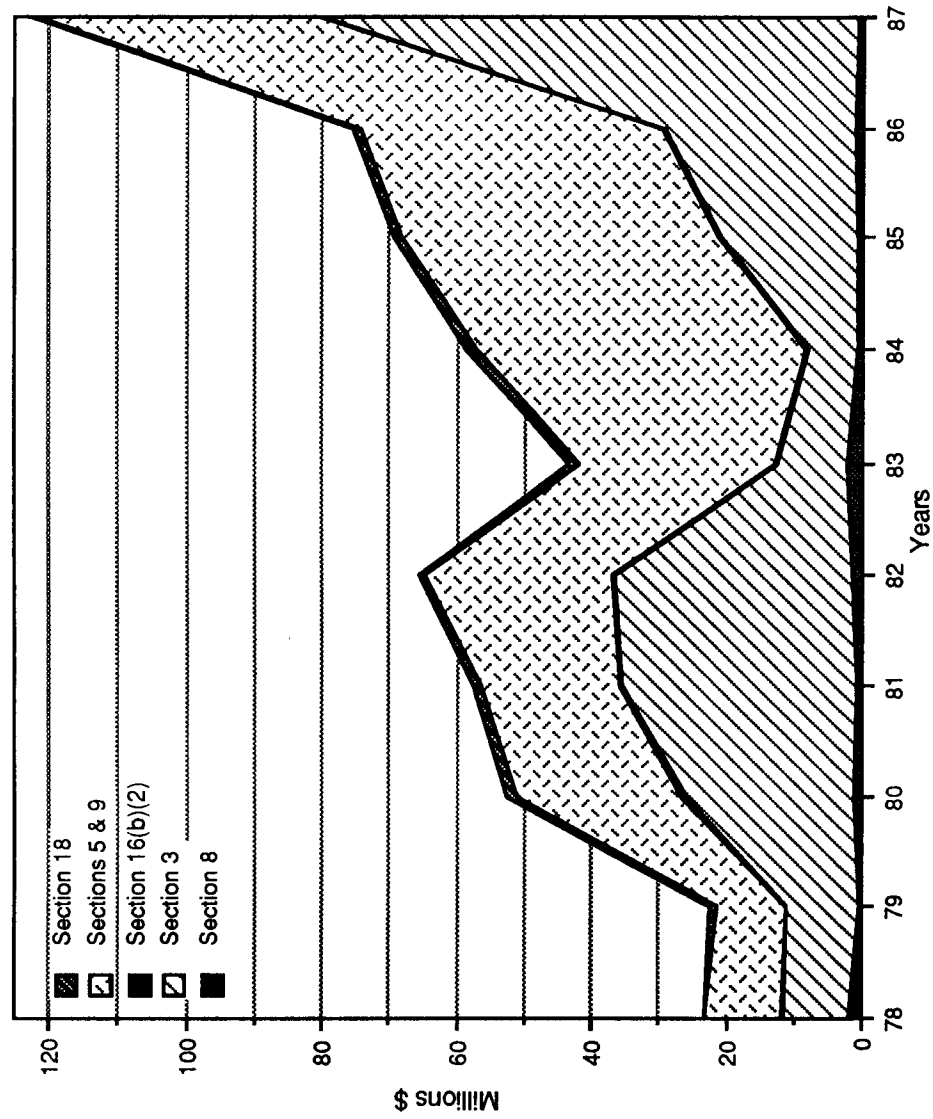


UMTA Grants to Washington State Public Transportation Providers

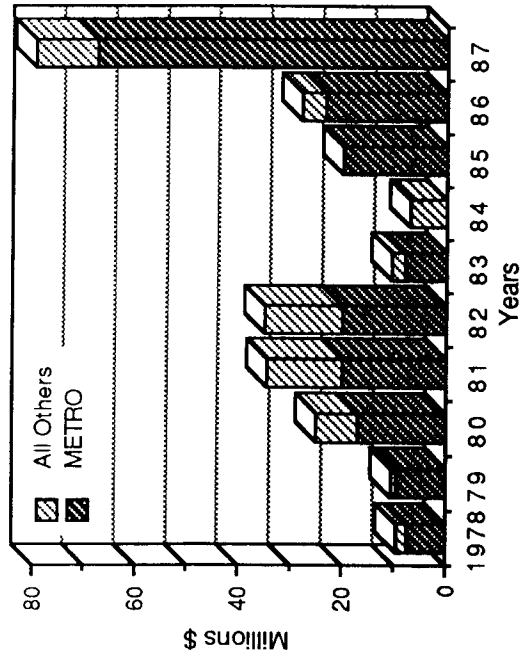
The following figures are graphic displays of the flow of UMTA funds to Washington State public transportation providers for the period 1978 to 1987. The programs covered are Sections 3, 5, 8 and 9, 16(b)(2) and 18 (for section definitions, see pages 11 and 12). Some of these funds were obtained via national distribution formulas and are obtainable year in and year out, even though the overall trend has been less funds each year for the past five or six years. Some of the funds are discretionary and must be won in the regional and national arenas. Some of the funds from minor specialized UMTA programs such as Sections 4, 6, 10, and 20 are not shown in the graphs.

The graph for total UMTA grants awarded shows a sharp increase in the last few years. This is due primarily to Seattle Metro's success in obtaining discretionary funds from Section 3 to help pay for the Seattle C.B.D. Transit Tunnel project. The charts for Sections 3, 5, 8, and 9 show a breakdown of funds for Seattle Metro and for the remainder of the state. The charts for Sections 18 and 16(b)(2) show just the grants awarded on a total statewide basis.

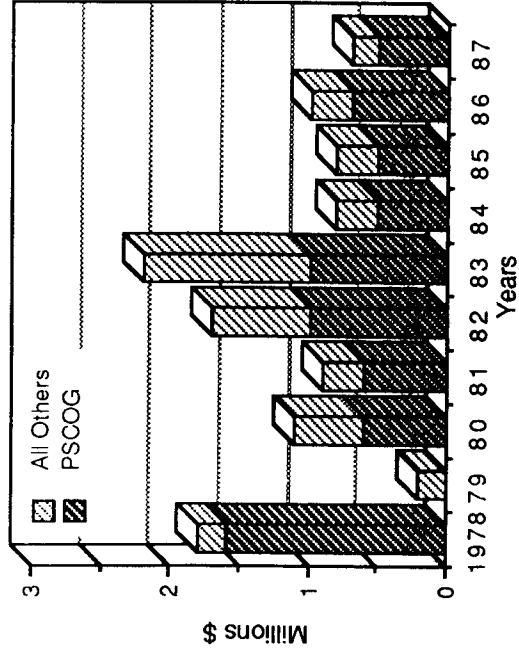
Washington State Total UMTA Funds Awarded 1978 - 1987



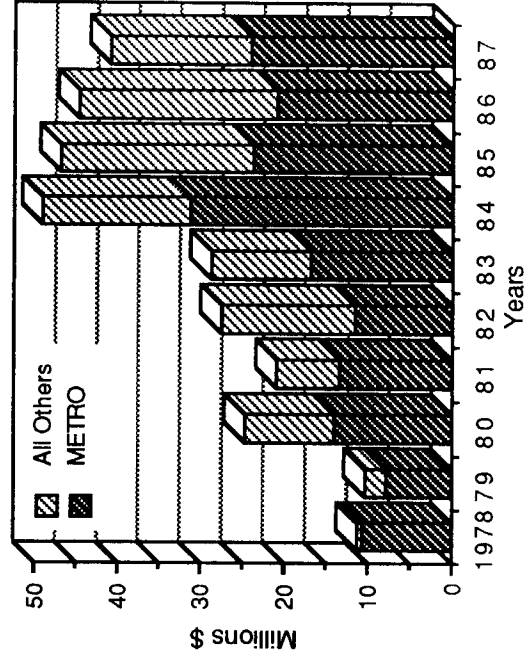
**Section 3 Grants Awarded
1978 - 1987**



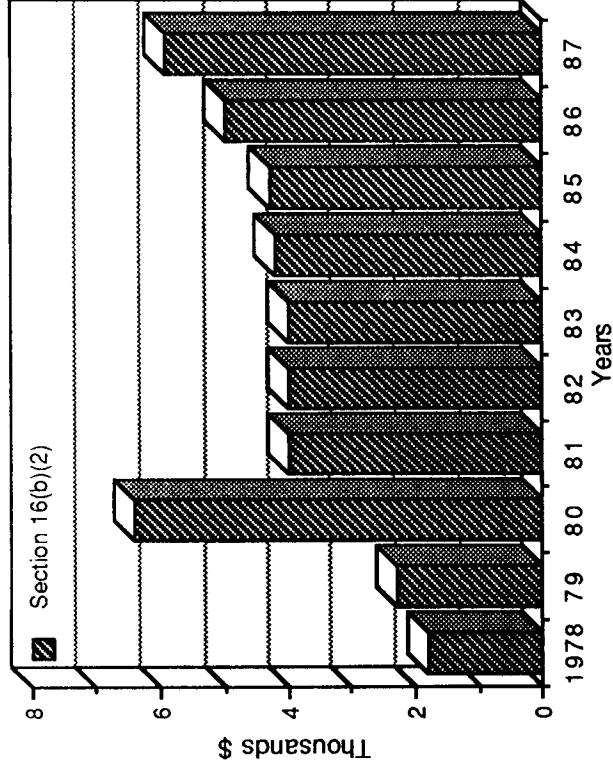
**Section 8 Grants Awarded
1978 - 1987**



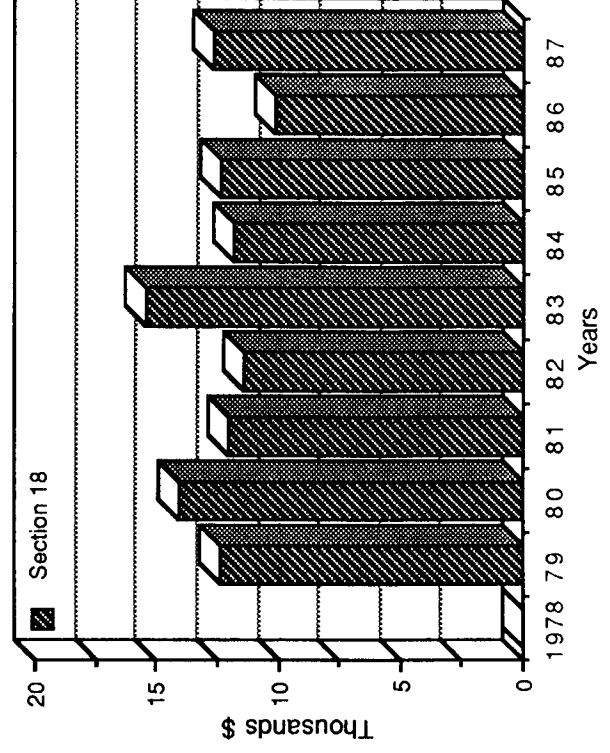
**Section 5 & 9 Grants Awarded
1978 - 1987**



**Section 16(b)(2) Grants Awarded
1978-1987**



**Section 18 Grants Awarded
1978-1987**

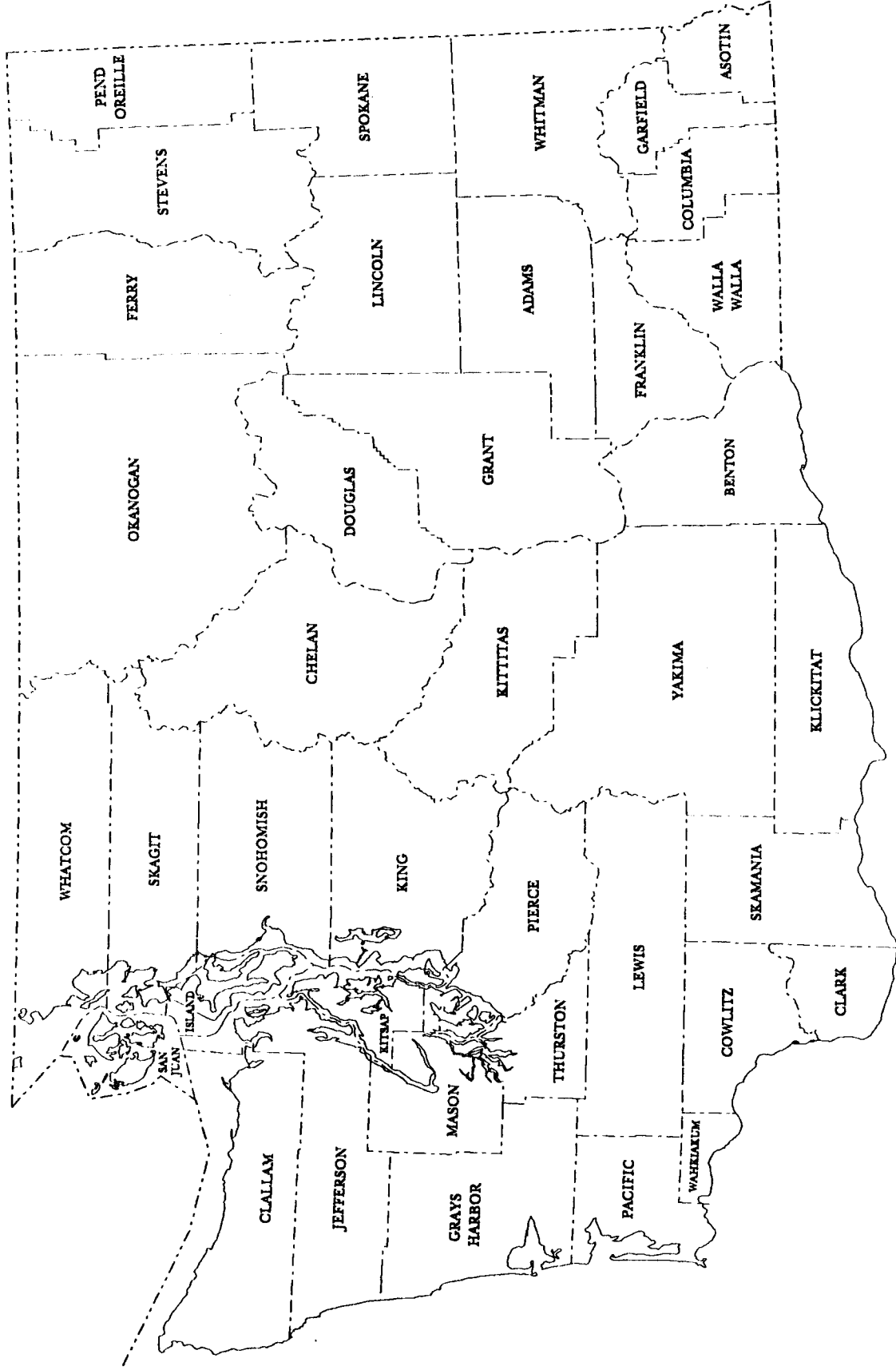


Appendix C

Washington State County Information 1987



Map 12
Washington State Counties



Adams County

General Characteristics

1987 Population	14,000
Elderly Population (over age 65 years)	1,462 (10.4%)
Enrolled Pupils in K-12 Public Schools	3,192 (22.8%)
Number of Incorporated Cities and Towns	5
Largest City	Othello 4,690
County Seat	Ritzville 1,855
Population Density	7.3 Persons/Sq. Mile
Number of Passenger Vehicles	7,512
Municipal Public Transportation	None
Auto Transportation Companies	Greyhound Lines (Ritzville)
Taxicab Operators/For-Hire Carriers	Basin Bus Lines (Othello)
Passenger Rail Transportation	None (Nearest: Spokane, Ephrata, and Pasco)
Scheduled Air Passenger Transportation	None (Nearest: Moses Lake)

Asotin County

General Characteristics

1987 Population	17,200
Elderly Population (over age 65 years)	2,795 (16.3%)
Enrolled Pupils in K-12 Public Schools	3,228 (18.8%)
Number of Incorporated Cities and Towns	2
Largest City	Clarkston 6,730
County Seat	Asotin 1,017
Population Density	27.1 Persons/Sq. Mile
Number of Passenger Vehicles	8,649
Municipal Public Transportation	None
Auto Transportation Companies	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Spokane)
Scheduled Air Passenger Transportation	None (Nearest: Lewiston, Idaho)

Benton County

General Characteristics

1987 Population	104,100
Elderly Population (over age 65 years)	9,637 (9.3%)
Enrolled Pupils in K-12 Public Schools	22,214 (21.3%)
Urbanized Areas over 50,000 Population	
Richland (includes parts of Franklin and Walla Walla counties)	115,660
Number of Incorporated Cities and Towns	5
Largest City	Kennewick 37,320
County Seat	Prosser 4,000
Population Density	60.7 Persons/Sq. Mile
Number of Passenger Vehicles	60,997
Municipal Public Transportation	
Ben Franklin Transit serving Richland, Kennewick, Pasco, and environs	
Passengers Carried	2,130,100
Vehicle Miles Operated	2,537,700
Number of Vehicles	63
Operating Expenses	\$5,746,400
Prosser Rural Transportation	
Passengers Carried	9,425
Vehicle Miles Operated	29,463
Number of Vehicles	4
Operating Expenses	\$55,648
Auto Transportation Companies	Greyhound Lines (Richland)
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None (Nearest: Pasco)
Scheduled Air Passenger Transportation	None (Nearest: Pasco)

Chelan County

General Characteristics	
1987 Population	48,700
Elderly Population (over age 65 years)	8,116 (16.7%)
Enrolled Pupils in K-12 Public Schools	9,282 (19.1%)
Number of Incorporated Cities and Towns	5
Largest City and County Seat	Wenatchee 18,480
Population Density	16.8 Persons/Sq. Mile
Number of Passenger Vehicles	30,156
Municipal Public Transportation	None
Auto Transportation Companies	Empire Lines
Taxicab Operators/For-Hire Carriers	Greyhound Lines
Passenger Rail Transportation	2
Wenatchee served by Amtrak connecting to Seattle and Spokane	
Passenger Ferry Transportation	
Lake Chelan Boat Company connects Chelan and Stehekin and intermediate points	
Operates daily in summer, 4 days weekly in winter	
Scheduled Air Passenger Transportation	None (Nearest: East Wenatchee)

Cllallam County

General Characteristics	
1987 Population	53,400
Elderly Population (over age 65 years)	9,537 (17.9%)
Enrolled Pupils in K-12 Public Schools	9,331 (17.5%)
Number of Incorporated Cities and Towns	3
Largest City and County Seat	Port Angeles 17,260
Population Density	30.5 Persons/Sq. Mile
Number of Passenger Vehicles	28,040
Municipal Public Transportation	
Cllallam Transit	
Passengers Carried	600,300
Vehicle Miles Operated	1,290,877
Number of Vehicles	37
Operating Expenses	\$2,502,393
Auto Transportation Companies	Greyhound Lines
Taxicab Operators/For-Hire Carriers	None (Nearest: Edmonds)
Passenger Rail Transportation	4
Passenger Ferry Transportation	
Private operation by Black Ball Trans. Co. between Port Angeles and Victoria, B.C.	
Scheduled Air Passenger Transportation	Port Angeles

Clark County

General Characteristics	
1987 Population	209,900
Elderly Population (over age 65 years)	22,227 (10.6%)
Enrolled Pupils in K-12 Public Schools	43,381 (20.7%)
Urbanized Areas over 50,000 Population	Vancouver 151,000
Number of Incorporated Cities and Towns	7
Largest City and County Seat	Vancouver 43,390
Population Density	334.8 Persons/Sq. Mile
Number of Passenger Vehicles	127,984
Municipal Public Transportation	
C-TRAN	
Passengers Carried	2,578,700
Vehicle Miles Operated	2,425,600
Number of Vehicles	71
Operating Expenses	\$5,200,000
Auto Transportation Companies	Greyhound Lines
Taxicab Operators/For-Hire Carriers	Evergreen Stage Lines
Passenger Rail Transportation	2
Vancouver served by Amtrak to Seattle and Portland	
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

Columbia County

General Characteristics	
1987 Population	4,100
Elderly Population (over age 65 years)	815 (19.9%)
Enrolled Pupils in K-12 Public Schools	709 (17.3%)
Urbanized Areas over 50,000 Population	None
Number of Incorporated Cities and Towns	2
Largest City and County Seat	Dayton 2,640
Population Density	4.7 Persons/Sq. Mile
Number of Passenger Vehicles	2,288
Municipal Public Transportation	None
Auto Transportation Companies	Northwestern Stage Lines (Dayton)
Taxicab Operators/For-Hire Carriers	None (Nearest: Pasco)
Passenger Rail Transportation	1
Scheduled Air Passenger Transportation	None (Nearest: Walla Walla)

Cowlitz County

General Characteristics

1987 Population	79,200
Elderly Population (over age 65 years)	10,482 (13.2%)
Enrolled Pupils in K-12 Public Schools	15,595 (19.7%)
Urbanized Areas over 50,000 Population	Longview 52,500
Number of Incorporated Cities and Towns	5
Largest City	Longview 29,520
County Seat	Kelso 10,700
Population Density	69.5 Persons/Sq. Mile
Number of Passenger Vehicles	44,230
Municipal Public Transportation	
Community Urban Bus Service, Longview-Kelso	
Passengers Carried	298,200
Vehicle Miles Operated	190,400
Number of Vehicles	9
Operating Expenses	\$642,400
Auto Transportation Companies	Greyhound Lines
	Cascade Trailways
	Raz Transportation
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	
Kelso served by Amtrak connecting to Seattle and Portland	
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

Douglas County

General Characteristics

1987 Population	23,500
Elderly Population (over age 65 years)	2,771 (11.8%)
Enrolled Pupils in K-12 Public Schools	4,570 (19.4%)
Number of Incorporated Cities and Towns	5
Largest City	East Wenatchee 1,710
County Seat	Waterville 947
Population Density	12.9 Persons/Sq. mile
Number of Passenger Vehicles	11,925
Municipal Public Transportation	None
Auto Transportation Companies	Empire Lines (Bridgeport)
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Wenatchee)
Scheduled Air Passenger Transportation	East Wenatchee

Ferry County

General Characteristics

1987 Population	6,000
Elderly Population (over age 65 years)	644 (10.7%)
Enrolled Pupils in K-12 Public Schools	1,202 (20.0%)
Number of Incorporated Cities and Towns	1
Largest City and County Seat	Republic 943
Population Density	2.8 Persons/Sq. Mile
Number of Passenger Vehicles	1,824
Municipal Public Transportation	None
Auto Transportation Companies	Colville-Republic Stage Line
Taxicab Operators/For-Hire Carriers	None (Nearest: Spokane)
Passenger Rail Transportation	
Passenger Ferry Transportation	
State operated ferry on SR 21	
Colville Tribes between Inchellum and Gifford	
Scheduled Air Passenger Transportation	None (Nearest: Grand Forks, B.C.)

Franklin County

General Characteristics

1987 Population	35,500
Elderly Population (over age 65 years)	3,600 (10.1%)
Enrolled Pupils in K-12 Public Schools	7,959 (22.4%)
Urbanized Areas over 50,000 Population (includes parts of Benton and Walla Walla counties)	Richland 115,660
Number of Incorporated Cities and Towns	4
Largest City and County Seat	Pasco 18,520
Population Density	28.6 Persons/Sq. Mile
Number of Passenger Vehicles	25,235
Municipal Public Transportation	See Benton County
Auto Transportation Companies	Greyhound Lines
	Basin Bus Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	
Pasco served by Amtrak connecting to Spokane and Portland	
Scheduled Air Passenger Transportation	Pasco

Garfield County

General Characteristics

1987 Population	2,400
Elderly Population (over age 65 years)	499 (20.8%)
Enrolled Pupils in K-12 Public Schools	455 (19.0%)
Number of Incorporated Cities and Towns	1
Largest City and County Seat	Pomeroy 1,685
Population Density	3.4 Persons/Sq. Mile
Number of Passenger Vehicles	1,287
Municipal Public Transportation	None
Auto Transportation Companies	Northwestern Stage Lines (Pomeroy)
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Pasco)
Scheduled Air Passenger Transportation	None (Nearest: Lewiston, Idaho)

Grant County

General Characteristics

1987 Population	52,100
Elderly Population (over age 65 years)	6,282 (12.1%)
Enrolled Pupils in K-12 Public Schools	11,875 (22.8%)
Number of Incorporated Cities and Towns	14
Largest City	Moses Lake 10,600
County Seat	Ephrata 5,520
Population Density	19.6 Persons/Sq. mile
Number of Passenger Vehicles	27,834
Municipal Public Transportation	None
Auto Transportation Companies	Greyhound Lines Empire Lines Basin Bus Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	
Ephrata served by Amtrak, connecting to Seattle, Spokane	
Scheduled Air Passenger Transportation	Moses Lake

Grays Harbor County

General Characteristics

1987 Population	63,000
Elderly Population (over age 65 years)	9,964 (15.8%)
Enrolled Pupils in K-12 Public Schools	12,096 (19.2%)
Number of Incorporated Cities and Towns	9
Largest City	Aberdeen 17,000
County Seat	Montesano 3,130
Population Density	32.8 Persons/Sq. Mile
Number of Passenger Vehicles	31,207
Municipal Public Transportation	
Grays Harbor Transportation Authority	
Passengers Carried	1,025,688
Vehicle Miles Operated	1,418,621
Number of Vehicles	46
Operating Expenses	\$2,741,369
Auto Transportation Companies	None
Taxicab Operators/For-Hire Carriers	3
Passenger Rail Transportation	None (Nearest: East Olympia)
Passenger Ferry Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

Island County

General Characteristics

1987 Population	52,100
Elderly Population (over age 65 years)	6,754 (13.0%)
Enrolled Pupils in K-12 Public Schools	7,718 (14.8%)
Number of Incorporated Cities and Towns	3
Largest City	Oak Harbor 13,960
County Seat	Coupeville 1,155
Population Density	245.8 Persons/Sq. Mile
Number of Passenger Vehicles	26,251
Municipal Public Transportation	
Island Transit - serving Whidbey Island, Oak Harbor, and south	
Passengers Carried	12,700
Vehicle Miles Operated	35,200
Number of Vehicles Operated	5
Operating Expenses	\$194,300
Auto Transportation Companies	Evergreen Trailways
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	None (Nearest: Everett)
Passenger Ferry Transportation	
State ferry system at Clinton connecting with Mukilteo and Keystone connecting with Port Townsend	
Scheduled Air Passenger Transportation	None (Nearest: Everett)

Jefferson County

General Characteristics	
1987 Population	18,100
Elderly Population (over age 65 years)	3,463 (19.1%)
Enrolled Pupils in K-12 Public Schools	2,834 (15.7%)
Number of Incorporated Cities and Towns	1
Largest City and County Seat	Port Townsend 6,550
Population Density	10.0 Persons/Sq. Mile
Number of Passenger Vehicles	9,517
Municipal Public Transportation	
Jefferson Transit Authority - serving eastern county	
Passengers Carried	142,167
Vehicle Miles Operated	348,829
Number of Vehicles Operated	12
Operating Expenses	\$636,246
Auto Transportation Companies	Greyhound Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None (Nearest: Edmonds)
Passenger Ferry Transportation	
State ferry system at Port Townsend connecting with Keystone	
Scheduled Air Passenger Transportation	None (Nearest: Port Angeles)

King County

General Characteristics	
1987 Population	1,384,600
Elderly Population (over age 65 years)	157,746 (11.4%)
Enrolled Pupils in K-12 Public Schools	201,938 (14.6%)
Urbanized Areas over 50,000 Population	
Seattle-Everett (includes Snohomish County portion)	1,594,400
Number of Incorporated Cities and Towns	28
Largest City and County Seat	Seattle 491,300
Population Density	650.6 Persons/Sq. Mile
Number of Passenger Vehicles	913,435
Municipal Public Transportation	
Municipality of Metropolitan Seattle serving countywide	
Passengers Carried	61,099,700
Vehicle Miles Operated	36,475,000
Number of Vehicles Operated	1,292
Operating Expenses	\$139,489,000
Auto Transportation Companies	Greyhound Lines
	Cascade Trailways
	Evergreen Trailways
Taxicab Operators/For-Hire Carriers	27
Passenger Rail Transportation	
Seattle served by Amtrak connecting Wenatchee, Spokane and east, Tacoma, Kelso, Portland and south, Everett	
Snoqualmie-Snoqualmie Falls passenger rail service, private company operation for tourism purposes	
Passenger Ferry Transportation	
State ferry service at Seattle, Vashon, and Tahlequah connecting with Bremerton, Southworth, Winslow, and Tacoma	
Scheduled Air Passenger Transportation	
Sea-Tac and Boeing Field	

Kitsap County

General Characteristics

1987 Population	168,600
Elderly Population (over age 65 years)	18,070 (10.7%)
Enrolled Pupils in K-12 Public Schools	32,574 (19.3%)
Urbanized Areas over 50,000 Population	Bremerton 106,930
Number of Incorporated Cities and Towns	4
Largest City	Bremerton 32,390
County Seat	Port Orchard 4,820
Population Density	429.0 Persons/Sq. Mile
Number of Passenger Vehicles	92,307
Municipal Public Transportation	
Kitsap Transit serving Bremerton, Port Orchard, Poulsbo, Bainbridge Island, and environs	
Passengers Carried	2,351,200
Vehicle Miles Operated	2,350,000
Number of Vehicles	121
Operating Expenses	\$5,172,200
Auto Transportation Companies	Greyhound Lines
Taxicab Operators/For-Hire Carriers	Cascade Trailways
Passenger Rail Transportation	3
Passenger Ferry Transportation	None (Nearest: Seattle)
State ferry at Southworth, Bremerton, Winslow, and Kingston connecting to Seattle, Vashon, and Edmonds	
Horluck Transportation connecting Bremerton and Port Orchard	
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

Kittitas County

General Characteristics

1987 Population	25,100
Elderly Population (over age 65 years)	3,499 (13.9%)
Enrolled Pupils in K-12 Public Schools	3,945 (15.7%)
Number of Incorporated Cities and Towns	5
Largest City and County Seat	Ellensburg 11,500
Population Density	10.9 Persons/Sq. Mile
Number of Passenger Vehicles	12,666
Municipal Public Transportation	None
Auto Transportation Companies	Greyhound Lines Empire Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None (Nearest: Wenatchee)
Scheduled Air Passenger Transportation	None (Nearest: Yakima)

Klickitat County

General Characteristics

1987 Population	16,500
Elderly Population (over age 65 years)	2,405 (14.6%)
Enrolled Pupils in K-12 Public Schools	3,404 (20.6%)
Number of Incorporated Cities and Towns	3
Largest City and County Seat	Goldendale 3,730
Population Density	8.8 Persons/Sq. Mile
Number of Passenger Vehicles	8,207
Auto Transportation Companies	Greyhound Lines (Goldendale)
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	
Bingen and Wishram served by Amtrak connecting to Pasco, Spokane, and Portland	
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

Lewis County

General Characteristics

1987 Population	57,100
Elderly Population (over age 65 years)	9,123 (16.0%)
Enrolled Pupils in K-12 Public Schools	11,631 (20.4%)
Number of Incorporated Cities and Towns	9
Largest City	Centralia 11,830
County Seat	Chelalis 6,210
Population Density	23.7 Persons/Sq. Mile
Number of Passenger Vehicles	31,857
Municipal Public Transportation	
Lewis Public Transportation Benefit Area, serving Centralia-Chelalis	
Passengers Carried	170,751
Vehicle Miles Operated	173,500
Number of Vehicles	6
Operating Expenses	\$327,167
Auto Transportation Companies	Greyhound Lines Cascade Trailways
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	
Centralia served by Amtrak connecting to Seattle and Portland	
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

Lincoln County

General Characteristics

1987 Population	9,700
Elderly Population (over age 65 years)	1,789 (18.4%)
Enrolled Pupils in K-12 Public Schools	2,005 (20.7%)
Number of Incorporated Cities and Towns	8
Largest City and County Seat	Davenport 1,610
Population Density	4.2 Persons/Sq. Mile
Number of Passenger Vehicles	5,578
Municipal Public Transportation	None
Auto Transportation Companies	Empire Lines
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Spokane)
Passenger Ferry Transportation	
State operated ferry (See Ferry County)	
Scheduled Air Passenger Transportation	None (Nearest: Spokane)

Mason County

General Characteristics

1987 Population	36,000
Elderly Population (over age 65 years)	5,320 (14.8%)
Enrolled Pupils in K-12 Public Schools	6,505 (18.1%)
Number of Incorporated Cities and Towns	1
Largest City and County Seat	Shelton 7,530
Population Density	37.5 Persons/Sq. Mile
Number of Passenger Vehicles	17,623
Municipal Public Transportation	None
Auto Transportation Companies	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: East Olympia and Tacoma)
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

Okanogan County

General Characteristics

1987 Population	31,600
Elderly Population (over age 65 years)	4,560 (14.4%)
Enrolled Pupils in K-12 Public Schools	6,511 (20.6%)
Number of Incorporated Cities and Towns	13
Largest City	Omak 3,920
County Seat	Okanogan 2,320
Population Density	6.0 Persons/Sq. Mile
Number of Passenger Vehicles	14,893
Municipal Public Transportation	None
Auto Transportation Companies	Empire Lines
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	None
Scheduled Air Passenger Transportation	None (Nearest: Penticton, B.C.)

Pacific County

General Characteristics

1987 Population	17,300
Elderly Population (over age 65 years)	3,479 (20.1%)
Enrolled Pupils in K-12 Public Schools	3,054 (17.7%)
Number of Incorporated Cities and Towns	4
Largest City	Raymond 2,900
County Seat	South Bend 1,620
Population Density	19.1 Persons/Sq. Mile
Number of Passenger Vehicles	8,778
Municipal Public Transportation	
Pacific Transit serving countywide	
Passengers Carried	138,200
Vehicle Miles Operated	378,300
Number of Vehicles	14
Operating Expenses	\$568,200
Auto Transportation Companies/Passenger Charter Carriers	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Centralia and Kelso)
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

Pend Oreille County

General Characteristics

1987 Population	8,900
Elderly Population (over age 65 years)	1,156 (13.0%)
Enrolled Pupils in K-12 Public Schools	1,890 (21.2%)
Number of Incorporated Cities and Towns	5
Largest City and County Seat	Newport 1,565
Population Density	6.4 Persons/Sq. Mile
Number of Passenger Vehicles	4,430
Municipal Public Transportation	None
Auto Transportation Companies	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Spokane)
Scheduled Air Passenger Transportation	None (Nearest: Spokane)

Pierce County

General Characteristics

1987 Population	538,000
Elderly Population (over age 65 years)	56,564 (10.5%)
Enrolled Pupils in K-12 Public Schools	97,173 (18.1%)
Urbanized Areas over 50,000 Population	Tacoma 482,600
Number of Incorporated Cities and Towns	18
Largest City and County Seat	Tacoma 158,900
Population Density	321.2 Persons/Sq. Mile
Number of Passenger Vehicles	287,808
Municipal Public Transportation	
Pierce Transit	
Passengers Carried	10,693,100
Vehicle Miles Operated	5,965,800
Number of Vehicles	192
Operating Expenses	\$19,939,100
Auto Transportation Companies	Greyhound Lines
	Cascade Trailways
Taxicab Operators/For-Hire Carriers	8
Passenger Rail Transportation	
Tacoma served by Amtrak, to Seattle; Portland, Oregon	
Passenger Ferry Transportation	
County operation between Stellacoom and Anderson, McNeil, and Ketron Islands	
State operation between Tacoma and Vashon Island (Tahlequah)	
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

San Juan County

General Characteristics

1987 Population	9,200
Elderly Population (over age 65 years)	1,751 (19.0%)
Enrolled Pupils in K-12 Public Schools	1,322 (14.4%)
Number of Incorporated Cities and Towns	1
Largest City and County Seat	Friday Harbor 1,290
Population Density	51.4 Persons/Sq. Mile
Number of Passenger Vehicles	5,534
Municipal Public Transportation	None
Auto Transportation Companies	San Juan Island Tour and Transit
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None (Nearest: Everett)
Passenger Ferry Transportation	
State ferry system at Lopez, Shaw, Orcas, and Friday Harbor connecting with Anacortes and Vancouver Island	
Scheduled Air Passenger Transportation	Eastsound, Lopez, and Friday Harbor

Skagit County

General Characteristics

1987 Population	69,500
Elderly Population (over age 65 years)	11,015 (15.8%)
Enrolled Pupils in K-12 Public Schools	13,053 (18.8%)
Number of Incorporated Cities and Towns	8
Largest City and County Seat	Mount Vernon 14,400
Population Density	40.1 Persons/Sq. Mile
Number of Passenger Vehicles	44,380
Municipal Public Transportation	None
Auto Transportation Companies	Greyhound Lines
	Evergreen Trailways
Taxicab Operators/For-Hire Carriers	6
Passenger Rail Transportation	None (Nearest: Everett)
Passenger Ferry Transportation	
County ferry connecting Guemes Island with Anacortes	
Scheduled Air Passenger Transportation	None (Nearest: Bellingham)

Skamania County

General Characteristics	
1987 Population	7,800
Elderly Population (over age 65 years)	941 (12.1%)
Enrolled Pupils in K-12 Public Schools	1,256 (16.1%)
Number of Incorporated Cities and Towns	2
Largest City and County Seat	Stevenson 1,090
Population Density	4.7 Persons/Sq. Mile
Number of Passenger Vehicles	3,012
Municipal Public Transportation	None
Auto Transportation Companies	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Vancouver and Bingen)
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

Snohomish County

General Characteristics	
1987 Population	393,600
Elderly Population (over age 65 years)	37,799 (9.6%)
Enrolled Pupils in K-12 Public Schools	69,478 (17.7%)
Urbanized Areas over 50,000 Population	
Seattle-Everett (includes King County portion)	1,594,400
Number of Incorporated Cities and Towns	20
Largest City and County Seat	Everett 60,100
Population Density	187.6 Persons/Sq. Mile
Number of Passenger Vehicles	254,840
Municipal Public Transportation	
Everett Transit System	

Passengers Carried	1,452,100
Vehicle Miles Operated	1,288,100
Number of Vehicles	44
Operating Expenses	\$4,017,500
Community Transit, serving all cities	
Passengers Carried	3,625,900
Vehicle Miles Operated	3,661,300
Number of Vehicles	134
Operating Expenses	\$13,000,100
Auto Transportation Companies	Greyhound Lines
	Evergreen Trailways
Taxicab Operators/For-Hire Carriers	5
Passenger Rail Transportation	

Everett and Edmonds served by Amtrak: east and west to Wenatchee and Spokane
 Passenger Ferry Transportation
 State ferry at Mukilteo and Edmonds connecting to Whidbey Island and Kingston
 Scheduled Air Passenger Transportation Everett

Spokane County

General Characteristics	
1987 Population	355,900
Elderly Population (over age 65 years)	46,211 (13.0%)
Enrolled Pupils in K-12 Public Schools	61,468 (17.3%)
Urbanized Areas over 50,000 Population	Spokane 288,700
Number of Incorporated Cities and Towns	11
Largest City and County Seat	Spokane 172,100
Population Density	201.8 Persons/Sq. Mile
Number of Passenger Vehicles	195,856
Municipal Public Transportation	
Spokane Transit Authority serving Spokane urbanized area	
Passengers Carried	6,519,200
Vehicle Miles Operated	4,568,300
Number of Vehicles	158
Operating Expenses	\$15,091,400
Auto Transportation Companies	Empire Lines Greyhound Lines St. Martes Stages
Taxicab Operators/For-Hire Carriers	6
Passenger Rail Transportation	
Spokane served by Amtrak, connecting to Pasco, Wenatchee, Seattle, Portland, Minneapolis, and Chicago	
Scheduled Air Passenger Transportation	Spokane

Stevens County

General Characteristics	
1987 Population	30,200
Elderly Population (over age 65 years)	3,726 (12.3%)
Enrolled Pupils in K-12 Public Schools	5,741 (19.0%)
Number of Incorporated Cities and Towns	6
Largest City and County Seat	Colville 4,760
Population Density	12.2 Persons/Sq. Mile
Number of Passenger Vehicles	13,103
Municipal Public Transportation	None
Auto Transportation Companies	Empire Lines Republic-Colville Stage Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None (Nearest: Spokane)
Passenger Ferry Transportation	See Ferry County
Scheduled Air Passenger Transportation	None (Nearest: Spokane)

Thurston County

General Characteristics

1987 Population	145,500
Elderly Population (over age 65 years)	15,953 (11.0%)
Enrolled Pupils in K-12 Public Schools	28,922 (19.9%)
Urbanized Areas over 50,000 Population	Olympia 93,020
Number of Incorporated Cities and Towns	7
Largest City and County Seat	Olympia 29,600
Population Density	200.1 Persons/Sq. Mile
Number of Passenger Vehicles	92,681
Municipal Public Transportation	
Intercity Transit	
Passengers Carried	1,870,500
Vehicle Miles Operated	1,433,500
Number of Vehicles	48
Operating Expenses	\$4,099,200
Auto Transportation Companies	Trailways Incorporated
	Greyhound Lines
Taxicab Operators/For-Hire Carriers	3
Passenger Rail Transportation	
Amtrak East Olympia to Seattle and Portland, Oregon	
Scheduled Air Passenger Transportation	None (Nearest: Sea-Tac)

Wahkiakum County

General Characteristics

1987 Population	3,600
Elderly Population (over age 65 years)	629 (17.5%)
Enrolled Pupils in K-12 Public Schools	475 (13.2%)
Number of Incorporated Cities and Towns	1
Largest City and County Seat	Cathlamet 620
Population Density	13.8 Persons/Sq. Mile
Number of Passenger Vehicles	1,532
Municipal Public Transportation	None
Auto Transportation Companies	None
Taxicab Operators/For-Hire Carriers	None
Passenger Rail Transportation	None (Nearest: Kelso)
Passenger Ferry Transportation	
County ferry connecting Puget Island with Westport, Oregon	
Scheduled Air Passenger Transportation	None (Nearest: Portland, Oregon)

Walla Walla County

General Characteristics

1987 Population	48,300
Elderly Population (over age 65 years)	7,348 (15.2%)
Enrolled Pupils in K-12 Public Schools	7,164 (14.8%)
Number of Incorporated Cities and Towns	4
Largest City and County Seat	Walla Walla 25,420
Population Density	38.3 Persons/Sq. Mile
Number of Passenger Vehicles	22,398
Municipal Public Transportation	
Valley Transit serving Walla Walla, College Place, and environs	
Passengers Carried	698,900
Vehicle Miles Operated	469,800
Number of Vehicles	17
Operating Expenses	\$1,235,700
Auto Transportation Companies	Greyhound Lines
Taxicab Operators/For-Hire Carriers	2
Passenger Rail Transportation	None (Nearest: Pasco)
Scheduled Air Passenger Transportation	Walla Walla

Whatcom County

General Characteristics

1987 Population	117,200
Elderly Population (over age 65 years)	14,557 (12.4%)
Enrolled Pupils in K-12 Public Schools	18,941 (16.2%)
Urbanized Areas over 50,000 Population	Bellingham 58,940
Number of Incorporated Cities and Towns	7
Largest City and County Seat	Bellingham 46,360
Population Density	55.2 Persons/Sq. Mile
Number of Passenger Vehicles	64,601
Municipal Public Transportation	
Whatcom Transportation Authority	
Passengers Carried	1,484,200
Vehicle Miles Operated	945,400
Number of Vehicles	41
Operating Expenses	\$2,995,200
Auto Transportation Companies	Greyhound Lines Lynden Stages
	Bellingham-Sumas Stages
Taxicab Operators/For-Hire Carriers	None (Nearest: Everett)
Passenger Rail Transportation	3
Passenger Ferry Transportation	
County ferry connecting Lummi Island with mainland	
Island Mariner, a private company, operates passenger ferry service	
Scheduled Air Passenger Transportation	Bellingham

Whitman County

General Characteristics	
1987 Population	39,200
Elderly Population (over age 65 years)	3,689 (9.4%)
Enrolled Pupils in K-12 Public Schools	4,614 (11.8%)
Number of Incorporated Cities and Towns	16
Largest City	Pullman 22,240
County Seat	Colfax 2,820
Population Density	18.2 Persons/Sq. Mile
Number of Passenger Vehicles	16,447
Municipal Public Transportation	
Pullman Transit	
Passengers Carried	434,900
Vehicle Miles Operated	138,400
Number of Vehicles	10
Operating Expenses	\$518,700
Auto Transportation Companies	Campus Links Greyhound Lines
Taxicab Operators/For-Hire Carriers	1
Passenger Rail Transportation	None (Nearest: Spokane)
Scheduled Air Passenger Transportation	Pullman

Yakima County

General Characteristics	
1987 Population	184,400
Elderly Population (over age 65 years)	23,829 (12.9%)
Enrolled Pupils in K-12 Public Schools	37,176 (20.2%)
Urbanized Areas over 50,000 Population	Yakima 88,270
Number of Incorporated Cities and Towns	14
Population of all Cities and Towns	90,578
Largest City and County Seat	Yakima 49,600
Population Density	43.0 Persons/Sq. Mile
Number of Passenger Vehicles	95,597
Municipal Public Transportation	
Yakima Transit	
Passengers Carried	1,182,700
Vehicle Miles Operated	697,200
Number of Vehicles	41
Operating Expenses	\$1,997,200
Auto Transportation Companies	Greyhound Lines
Taxicab Operators/For-Hire Carriers	5
Passenger Rail Transportation	None (Nearest: Pasco)
Scheduled Air Passenger Transportation	Yakima

Appendix D

Sales Tax Per Capita for Washington State Transit Systems 1978-1987



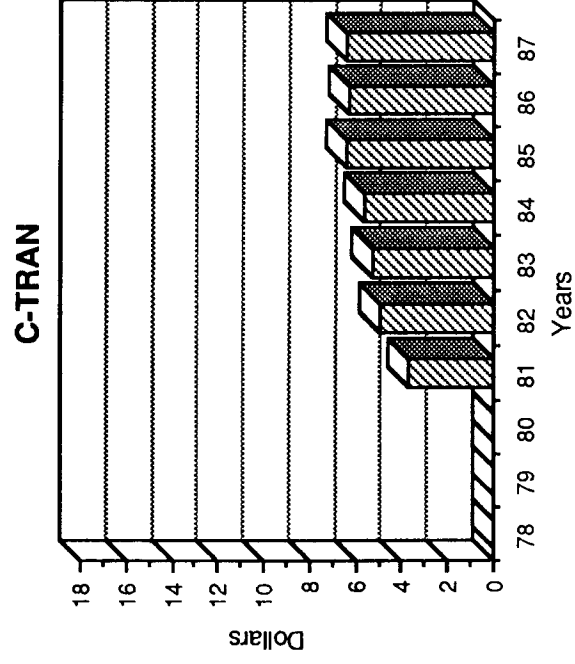
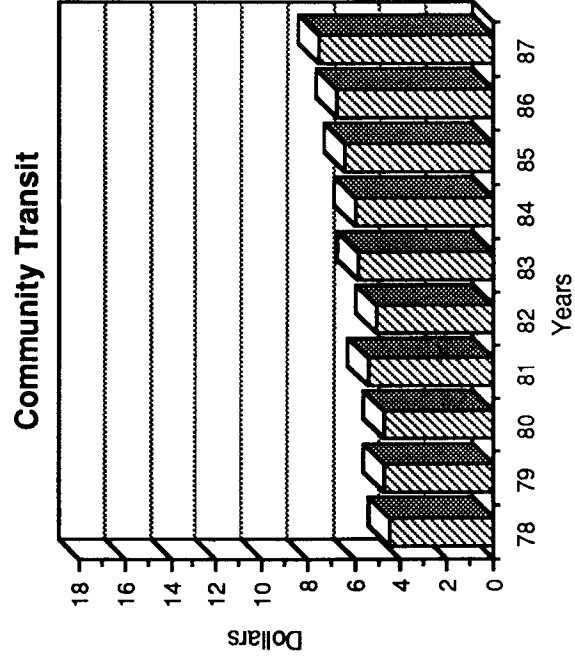
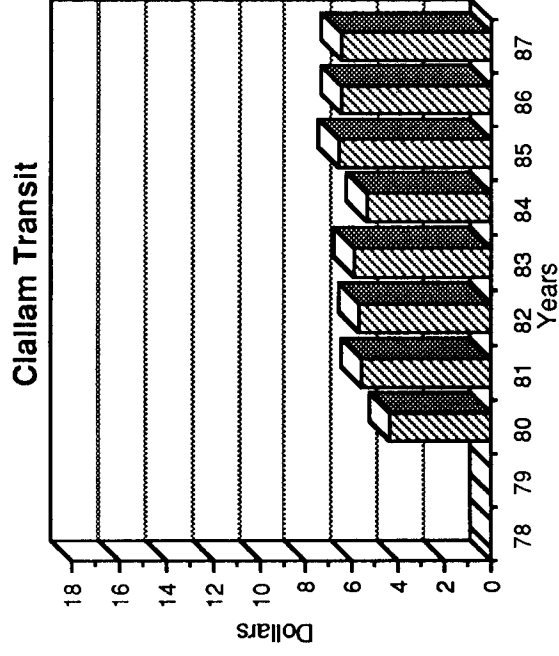
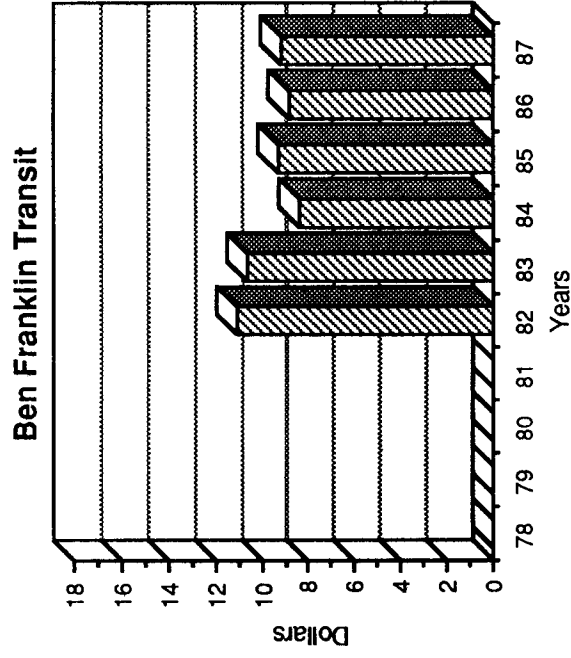
Sales Tax Per Capita for Washington State Transit Systems

During 1987, 18 of the 21 operating transit systems in Washington State obtained funding via a sales and use tax levied in their service areas. The sales tax rate varied from 0.1 percent to 0.6 percent. Following is list of the transit systems and their 1987 sales tax rates and the sales tax amounts collected for 1987.

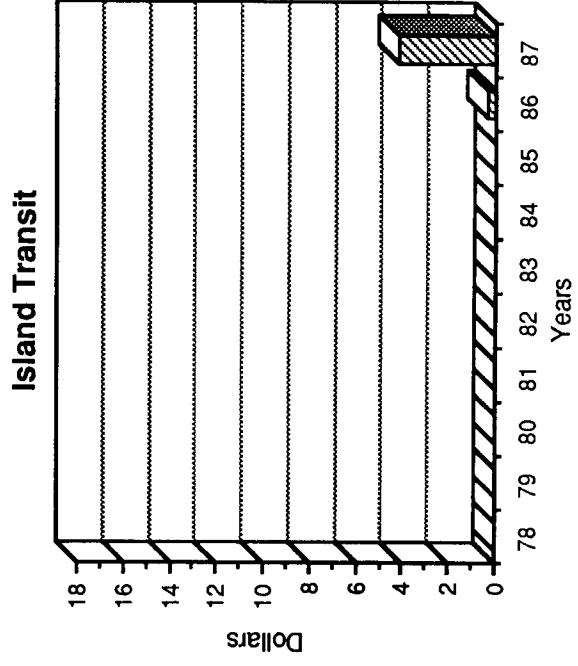
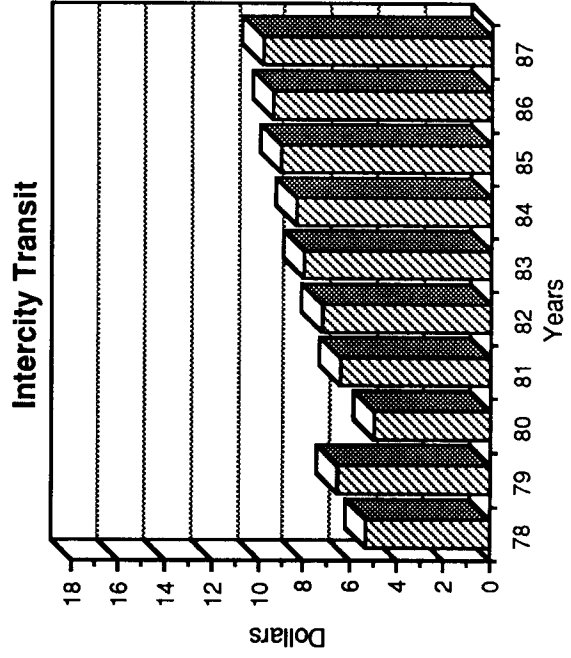
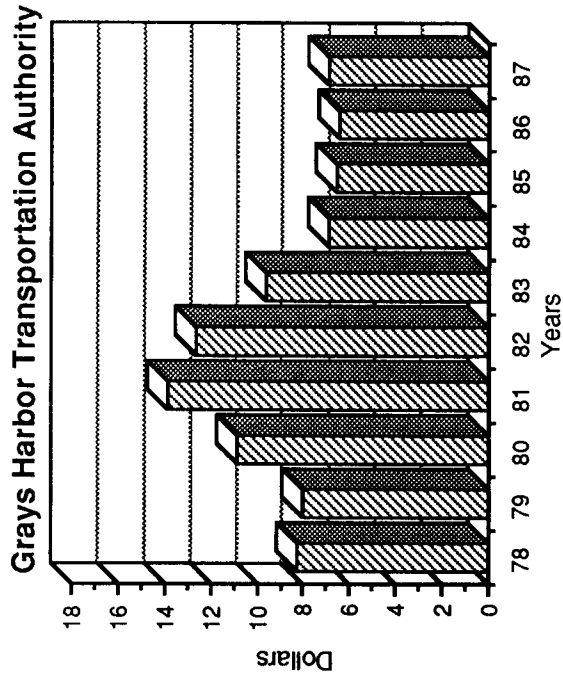
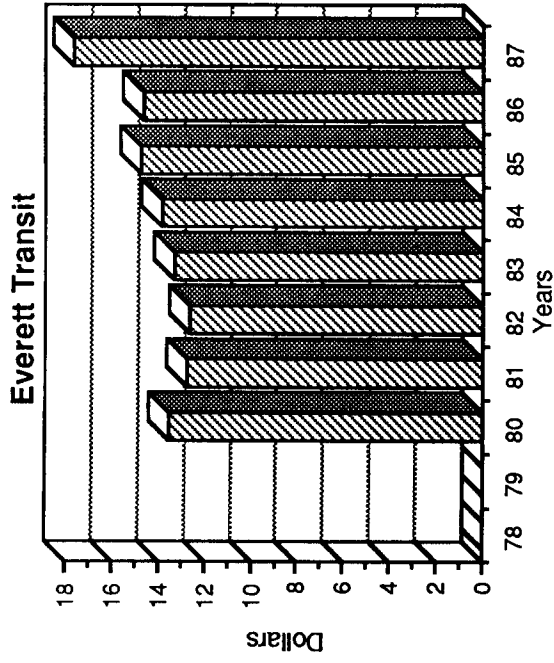
<u>Transit System</u>	<u>Sales Tax Rate 1987</u>	<u>Sales Tax Collected 1987 (x \$1,000)</u>
Ben Franklin Transit	0.3%	\$ 3,068
Clallam Transit	0.3%	1,037
Community Transit	0.3%	6,004
C-Tran	0.2%	2,885
Everett Transit	0.3%	3,181
Grays Harbor Transportation	0.3%	1,300
Intercity Transit	0.3%	2,846
Island Transit	0.3%	501
Jefferson Transit	0.3%	318
Kitsap Transit	0.3%	2,632
Seattle Metro	0.6%	99,515
Pacific Transit	0.3%	267
Pierce Transit	0.3%	11,049
Spokane Transit	0.3%	7,748
Twin Transit	0.1%	293
Valley Transit	0.3%	714
Whatcom Transportation	0.3%	1,724
Yakima Transit	0.3%	1,853
1987 Statewide Total	0.44%	\$146,936

The following bar graphs, one for each transit system, graphically depict the sales taxes collected for each year from 1978 to and including 1987. For comparison purposes, these graphs have been normalized to represent the tax per person in each transit service area for a 0.1 percent tax rate. The 1987 taxes range from a low of \$4.15 per person/0.1 percent for Island Transit to a high of \$17.64 per person/0.1 percent for Everett Transit with a statewide average of \$8.71 per person/0.1 percent.

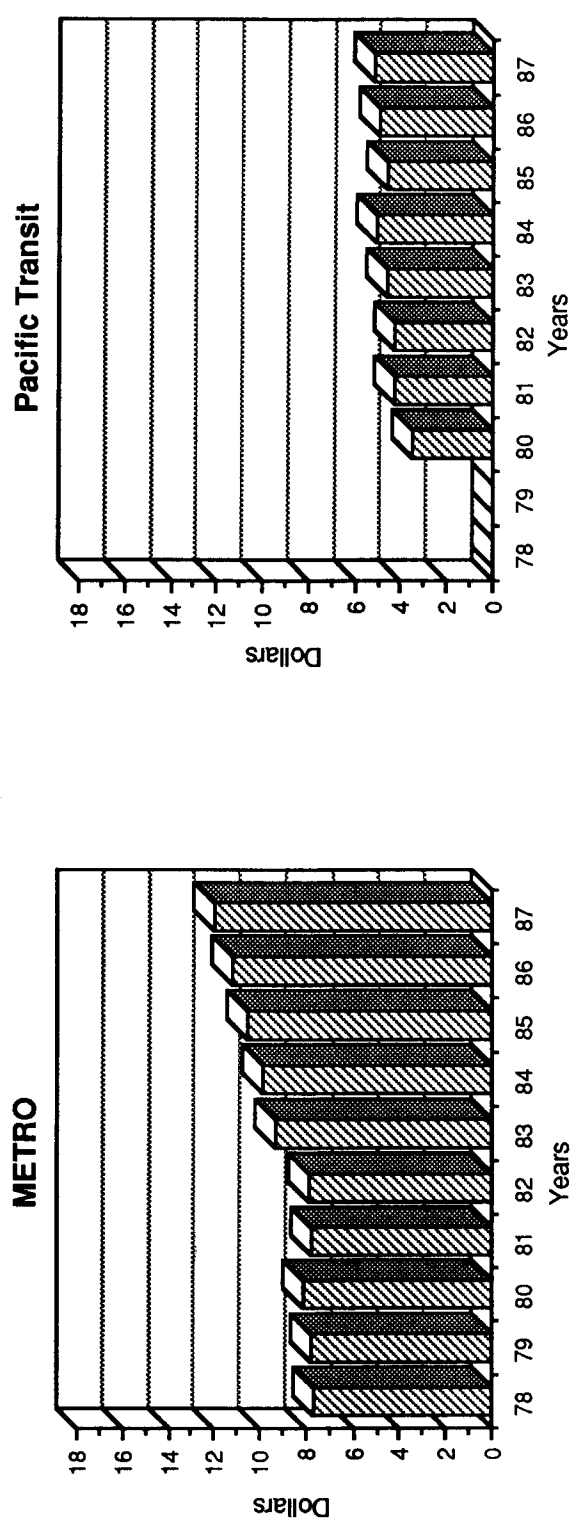
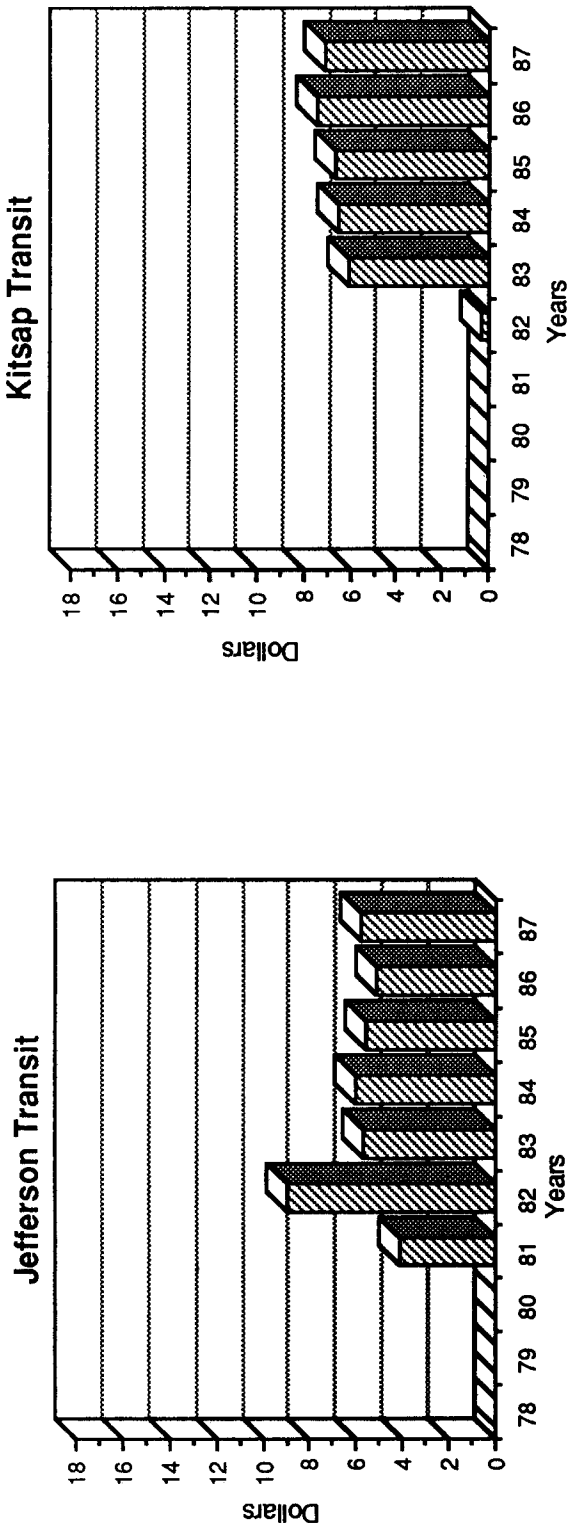
Annual Sales Tax Revenue @ .1% Per Resident



Annual Sales Tax Revenue @ .1% Per Resident

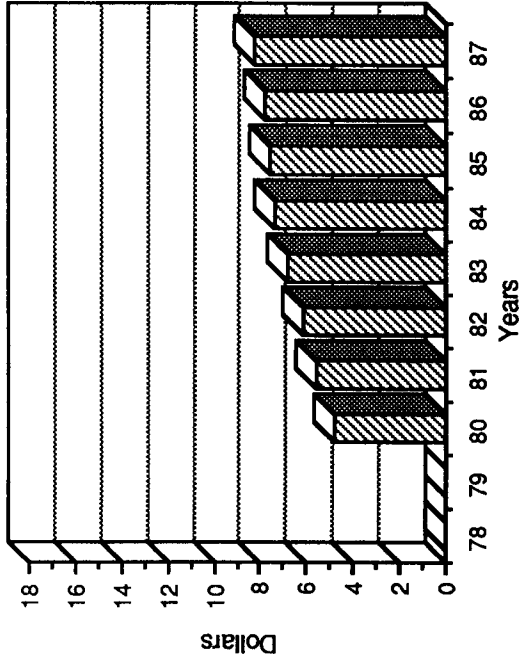


Annual Sales Tax Revenue @ .1% Per Resident

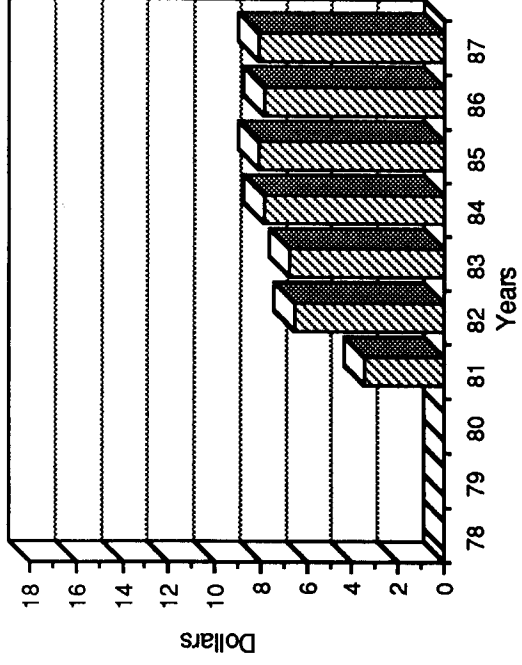


Annual Sales Tax Revenue @ .1% Per Resident

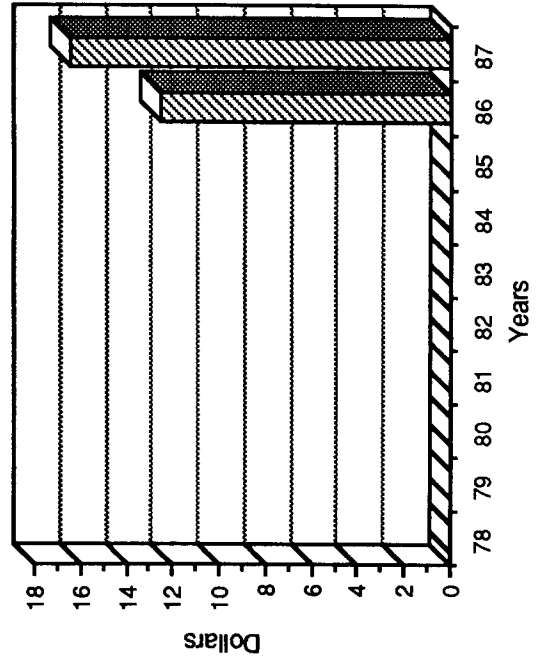
Pierce Transit



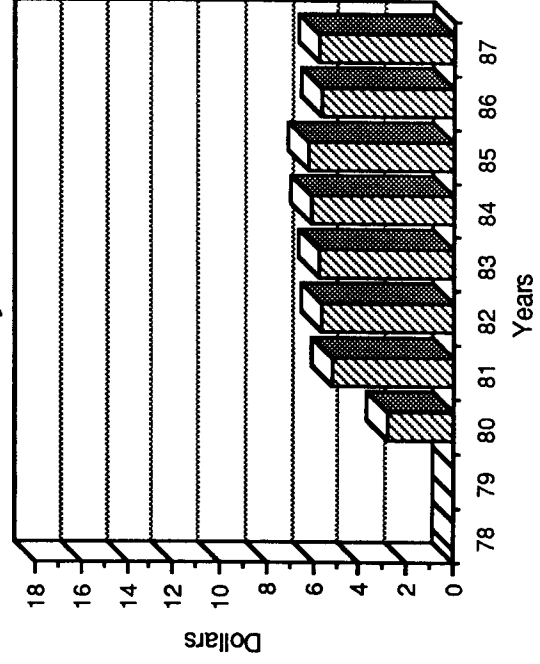
Spokane Transit Authority



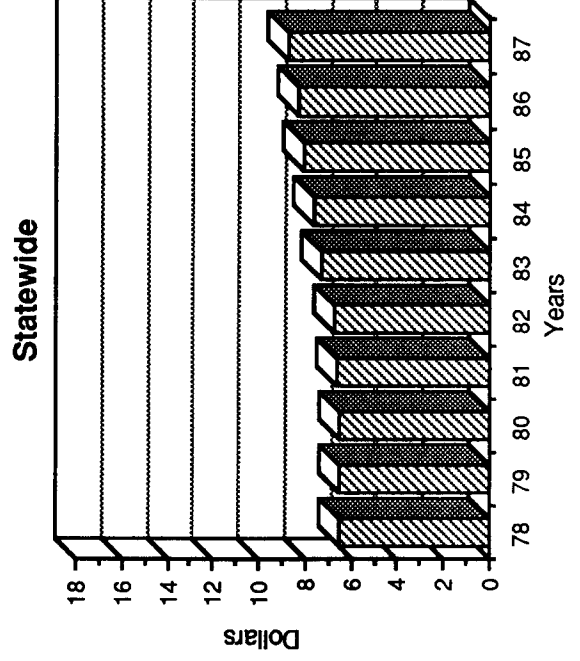
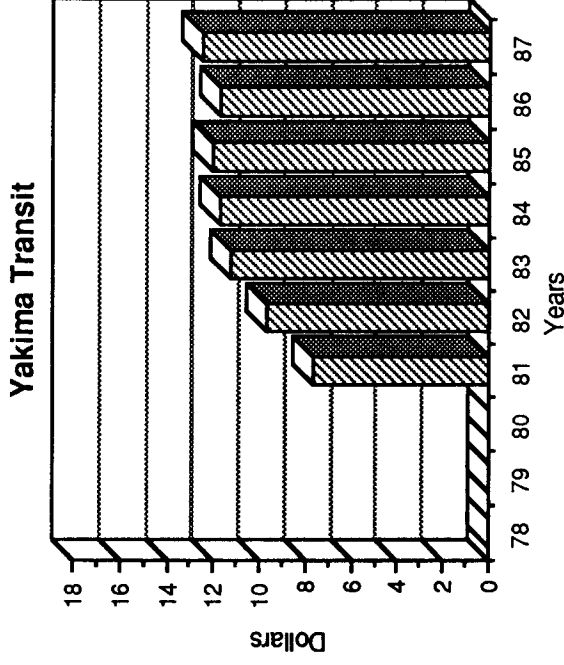
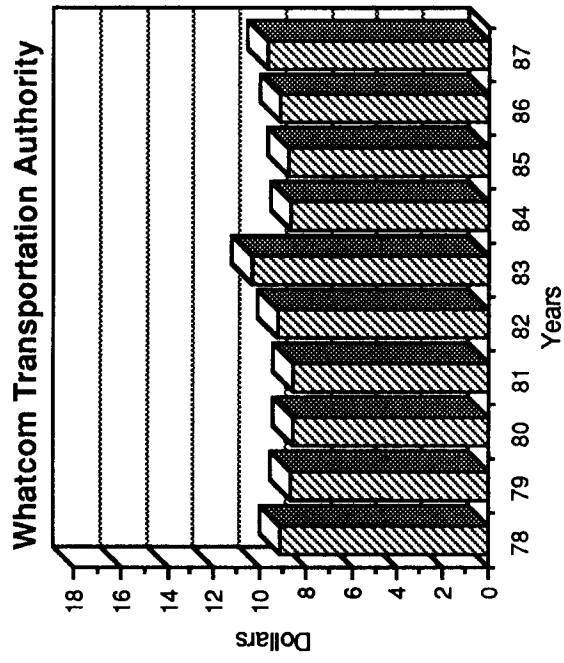
Twin Transit



Valley Transit



Annual Sales Tax Revenue @ .1% Per Resident



1987 **Annual Public Transportation Statistics**



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

1987 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-08-8013, from the U.S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended.

November 1988

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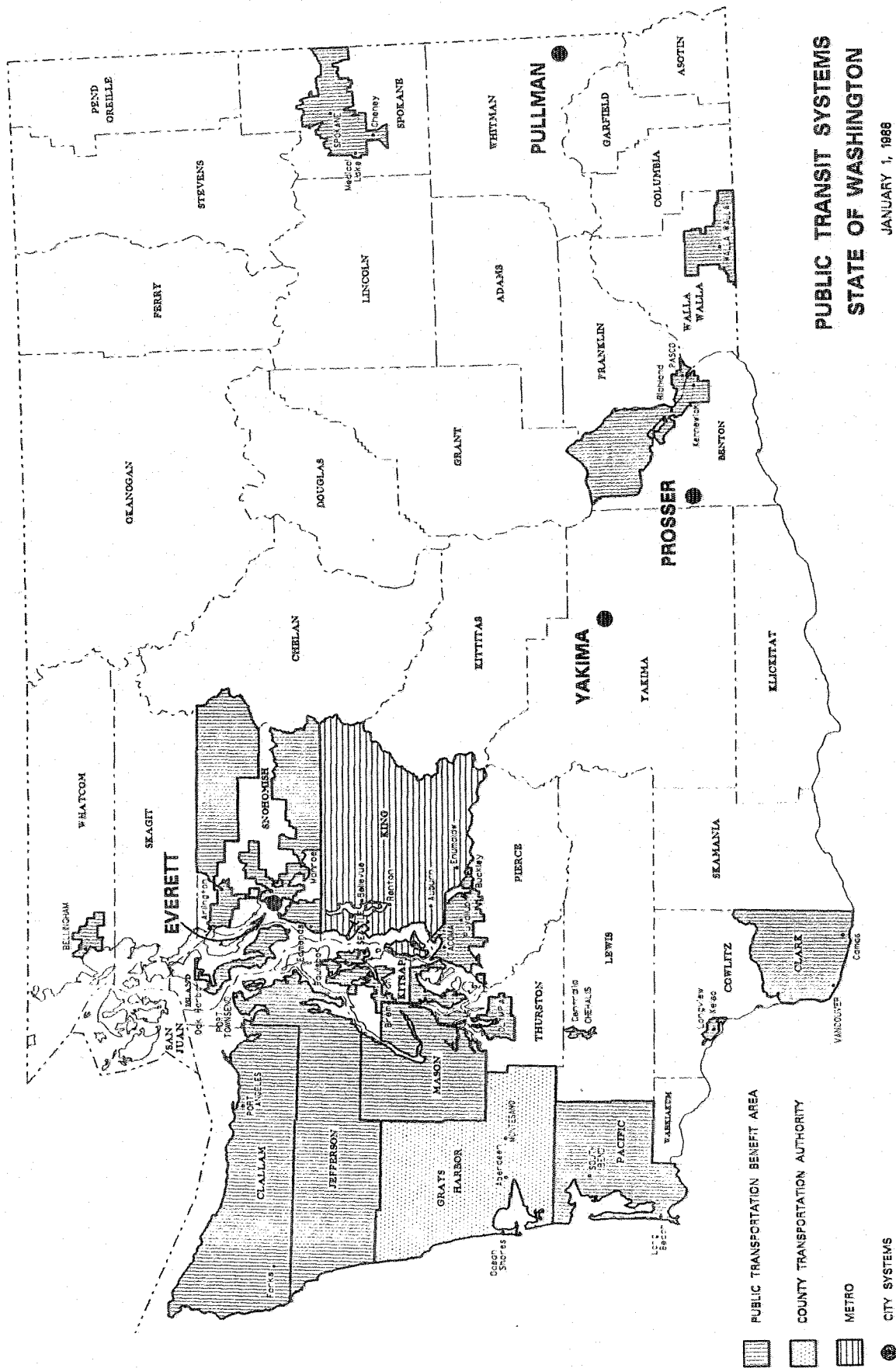
1987 ANNUAL PUBLIC TRANSPORTATION STATISTICS

This year the Washington State Legislature enacted laws for local transportation benefit districts in Chapter 36.73 RCW. Funding for the Rail Development Commission at 4 percent of the Motor Vehicle Excise Tax collected for transit purposes in King, Pierce, Snohomish, and Thurston counties was implemented this year.

The judicial process did not provide changes to the generally held tenets, and Congress did not enact new laws affecting public transportation in 1987. 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 third year to do this. Most of the selected performance indicators for the ferry system are focused on passengers.



1987 ANNUAL PUBLIC TRANSIT STATISTICS

NEW SERVICE AND ELECTIONS

During 1987, governmental entities serving 21 separate areas provided public transit service in Washington State. This is one more than in 1986. Island Transit, the public transportation benefit area serving Oak Harbor and south on Whidbey Island, began providing public transit service in December. The map on the opposite page shows the location of these areas.

There were two elections regarding public transit in the state in 1987. The Cowlitz Transportation Authority, a public transportation benefit area serving the cities of Longview and Kelso, will replace city taxes with a .1 percent sales and use tax as the result of an election held in September. In a very close November election, the voters of a small area north of Stanwood rejected annexing to Community Transit's service area.

Changes in operations occurred as:

- Twin Transit moved into a new office and maintenance facility in Centralia in January.
- Spokane Transit moved into its new office and maintenance facility.
- Pacific Transit began constructing a new maintenance facility at Seaview, near Long Beach.
- Jefferson Transit purchased a former automobile lot in Port Townsend to convert to an office and light maintenance facility.
- Everett Transit took delivery of 15 Gillig coaches, replacing older equipment.
- Metro began constructing the 1.3 mile downtown Seattle bus tunnel.
- Pierce Transit moved into its new headquarters facility in December; it has a 175-bus capacity.

VEHICLES AND MAINTENANCE

A total of 2,157 transit vehicles make up the fixed route fleet and 204 vehicles make up the dial-a-ride fleet of all municipal transit systems in 1987; 178 vehicles are provided by contractors; 1,486 municipal transit vehicles operated at peak hours (168 fewer than in 1986); 822 of these vehicles operated during off peak hours' service. Metro operated 859 vehicles during peak hours and 326 in the off peak period, over half of all transit vehicles providing peak hour service in the state in 1987. Community Transit contracted for 49 buses for intercounty service with ATE.

In 1987, there was a net increase of 204 transit vehicles over 1986. Of the total vehicle fleet, 236 were 21 years or older, 128 vehicles more than in 1986. The less than five-year old group showed an increase of 53 vehicles.

Fixed Route Vehicles by Age

Less than 5 years	468
5-7 years	361
8-12 years	861
13-16 years	125
17-20 years	106
21 or more years	236
TOTAL	<u>2,157</u>

Fixed Route Vehicles by Seating Capacity

Less than 14 seats	18
16-24 seats	24
25-33 seats	120
34-44 seats	561
45-60 seats	1,025
60 or more seats	409
TOTAL	<u>2,157</u>

All but ten vehicles with seating capacity of 60 or more were in the Metro fleet. A decrease of 12 vehicles seating 25 to 33 passengers occurred in 1987. There were 143 more vehicles seating 34 to 44 passengers and 46 more articulated buses (60 or more seats) in 1987 than in 1986.

Clallam Transit, Island Transit, Jefferson Transit, and Whatcom Transportation did not provide maintenance in their own municipal shops. Of the 2,157 vehicles available for fixed route use, 1,949 were powered by diesel fuel; 25 were powered by gasoline; 155 were powered by electricity; 10 were powered by methol; and 18 were powered by propane. All but 97 of the 204 paratransit vehicles were powered by gasoline; 68 were powered by diesel; and the remainder were powered by propane.

FINANCIAL

Municipal transit systems totals of revenues and expenditures for 1987 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 1986. Jefferson Transit, Pacific Transit, and Pierce Transit each received substantial increases in federal funds for construction projects. There were no revenue increases due primarily to a higher sales and use tax revenue and a corresponding increase of MVET revenue. Reductions for most systems, such as Ben Franklin Transit and Yakima Transit, are due to fewer capital projects in 1987, and therefore less federal funding.

There are also some increases in expenditures for some transit systems in 1987. Again, Jefferson Transit, Pacific Transit, and Pierce Transit made relatively significant investments in equipment and facilities. Metro spent over \$132 million on the tunnel. In addition, Community Transit redeemed \$125,000 in bonds. The significant reductions in transit systems' expenditures were due to their equipment purchases and facilities improvements made in 1986.

PERFORMANCE MEASURES

Tables 5, 6, and 8 contain annual rates calculated for each transit system operating in 1987. Where applicable, these rates include data from dial-a-ride contractors. Table 7 contains the rates for paratransit operators, including contractors.

- 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.

A NOTE ABOUT PERFORMANCE MEASURES

The performance measures shown in this report were developed by using simple statistical numeric ratios. The ratios for each system are shown as a two year comparison display: the current year and one year past. Comparison of the performance measures, or any of the statistical material, of a particular system to any or all others is not necessarily valid. Operating characteristics may vary, one system may be a compact city-wide only operation while another may provide service for a total county. Local policies regarding public transportation may vary from one system to the next. One system may emphasize transportation for the commuters while another may be aimed at providing its service for the elderly and handicapped or school children. Geographic characteristic differences from one system to another could also play a role in explaining why performance measures are different system to system.

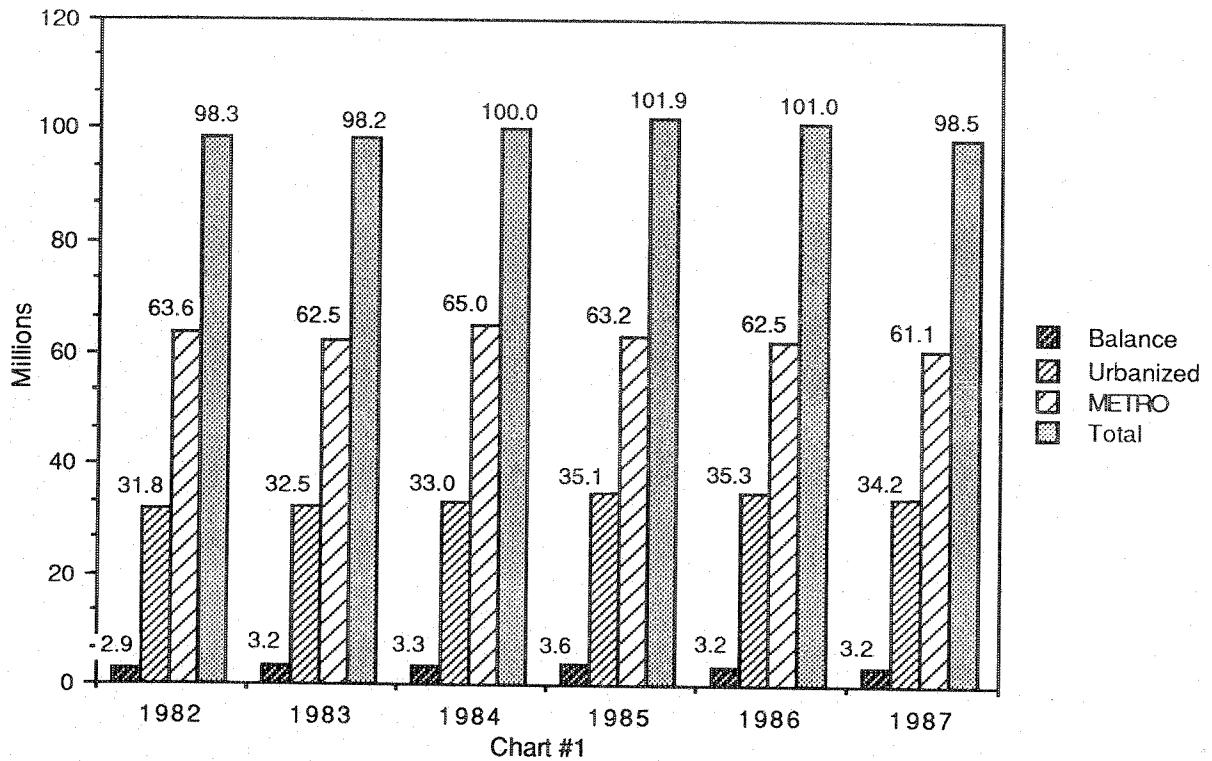
The performance measures shown in the report are useful in tracking a system from year to year. However, they cannot be used in drawing meaningful conclusions when comparing one system against another or all others.

HISTORICAL PERSPECTIVE 1982 - 1987

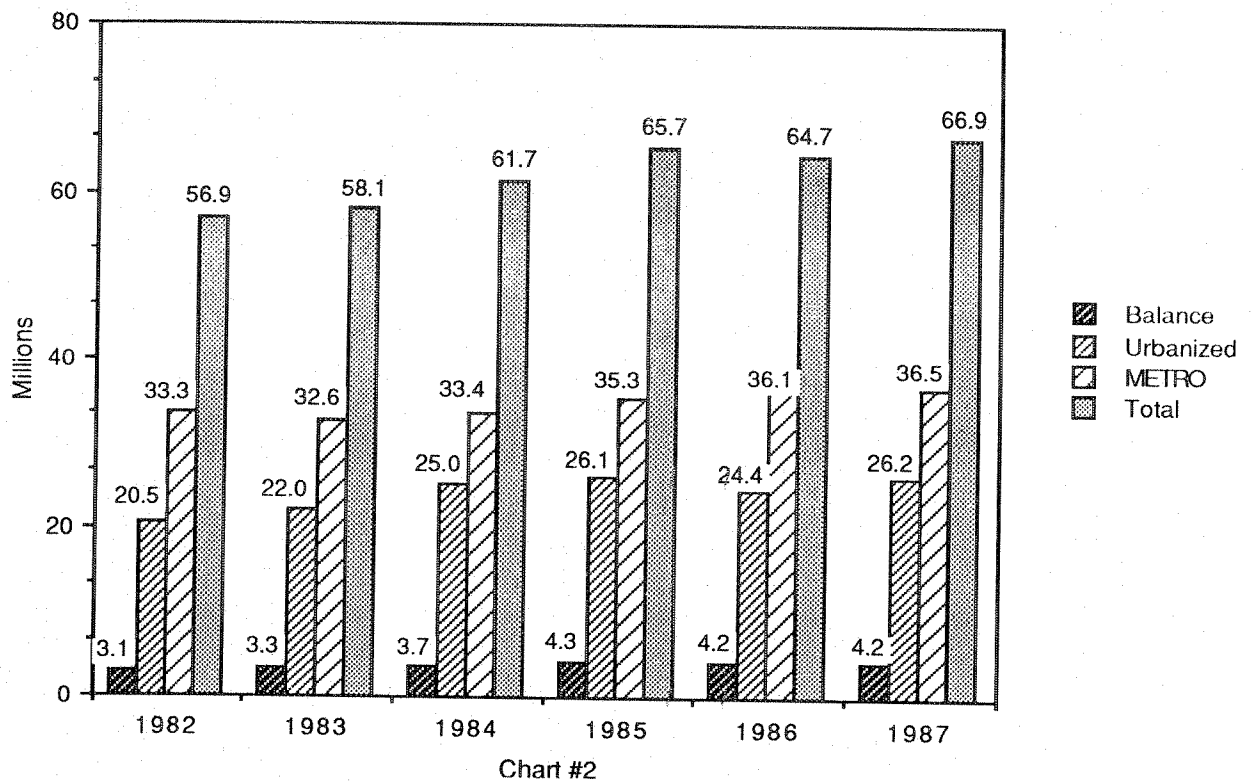
Chart 1 displays transit ridership development for all transit systems in Washington State. Chart 2 shows vehicle miles of service for all transit systems operating in the state. The following systems are included within the "urbanized" group: Whatcom Transportation, Community Transit, Everett Transit, 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.

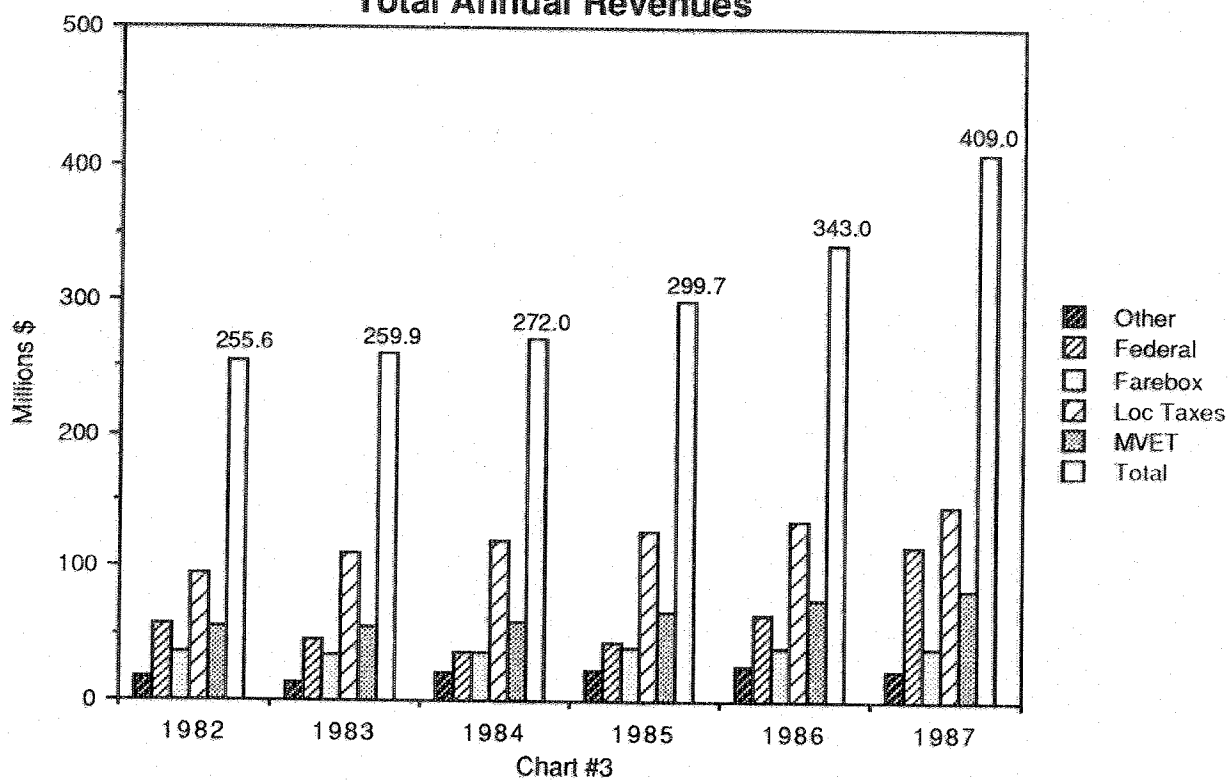
Washington State Transit Systems Annual Transit Ridership



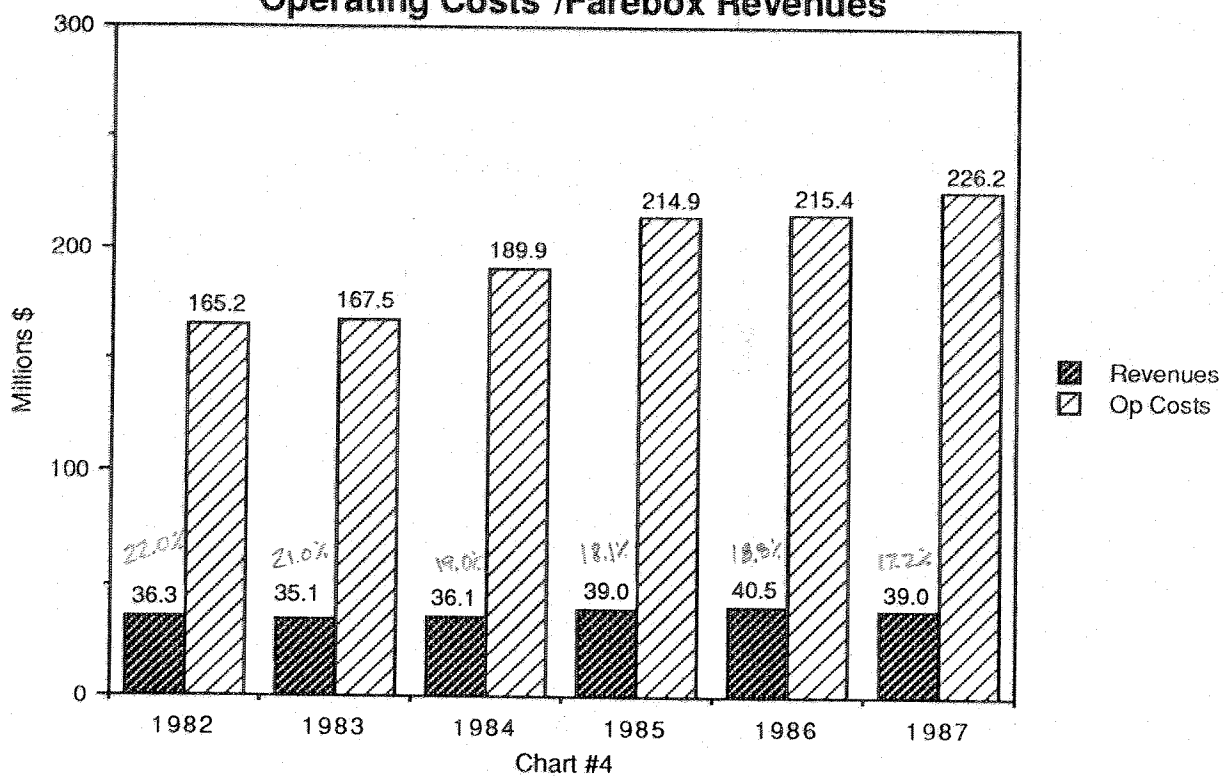
Washington State Transit Systems Annual Vehicle Miles of Service



Washington State Transit Systems Total Annual Revenues



Washington State Transit Systems Operating Costs*/Farebox Revenues



*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 1987

TRANSPORTATION SYSTEMS	AREA SERVED	TRANSIT OPERATING AUTHORITY	Population of Area		Vehicles 1/			Miles		Fare Structure 2/					
			1987	% of All Systems	Peak Hour	Disabled	Contract	Total	Fixed	Adult	Youth	Elderly/Disabled	Special Transp.		
BEN-FRANKLIN TRANSIT	Tri-Cities	PTBA	110,950	3.2%	54	15		0	63	696		\$0.30	\$0.15	\$0.15	\$0.55
CLALLAM TRANSIT	Clallam County	PTBA	53,400	1.6%	22	5		6	43	480		\$0.50	-	\$0.25	\$0.50
COMMUNITY TRANSIT	Snohomish County (Part)	PTBA	264,040	7.7%	121	18		64	134	687	13/	\$0.50	\$0.25	\$0.25	-
C-TRAN	Clark County	PTBA	209,820	6.1%	57	60		10	71	417	13/	\$0.60	\$0.50	\$0.30	\$0.30
COMMUNITY URBAN BUS SERVICE	Longview-Keiso	City	40,220	1.2%	8	3		3	9	55		\$0.50	-	-	-
EVERETT TRANSIT	Everett	City	60,100	1.8%	33	4		5	44	115		\$0.30	-	\$0.15	-
GRAYS HARBOR TRANSPORTATION	Grays Harbor County	CTA	63,000	1.8%	23	8		0	46	457		\$0.25	-	\$0.15	-
INTERCITY TRANSIT	North Thurston County	PTBA	96,190	2.8%	32	33		9	48	192		\$0.35	\$0.25	\$0.10	-
ISLAND TRANSIT	Whidbey Island (Part)	PTBA	32,340	0.9%	4	5		0	5	110	Free	-	-	-	-
JEFFERSON TRANSIT	Jefferson County	PTBA	18,100	0.5%	10	3		2	12	120		\$0.50	-	\$0.25	\$0.60
KITSAP TRANSIT	Central Kitsap County	PTBA	124,770	3.6%	60	8		38	121	982	13/	\$0.25	-	-	-
METRO SEATTLE	King County	METRO	1,384,600	40.3%	859	783	N.A.		1,292	1,940	13/	\$0.55	-	\$0.25	-
PACIFIC TRANSIT	Pacific County	PTBA	17,300	0.5%	5	12		0	14	174		\$0.50	-	-	-
PIERCE TRANSIT	North Pierce County	PTBA	442,800	12.9%	129	111		0	192	362	13/	\$0.35	-	\$0.25	-
PROSSER RURAL TRANSIT	Prosser	City	4,000	0.1%	4	1		0	4	7		\$0.35	-	-	\$1.25
PULLMAN TRANSIT	Pullman	City	22,240	0.6%	7	4		0	10	75	13/	\$0.35	\$0.20	\$0.25	\$0.75
SPOKANE TRANSIT	Central Spokane County	PTBA	321,400	9.4%	146	30		10	158	273	13/	\$0.60	-	\$0.30	\$0.80
TWIN TRANSIT	Centralia-Chehalis	PTBA	17,790	0.5%	3	3		0	6	22		\$0.30	-	-	-
VALLEY TRANSIT	Walla Walla/College Place	PTBA	41,340	1.2%	11	1		4	17	29		\$0.25	\$0.10	\$0.10	-
WHATCOM TRANSPORTATION	Bellingham	PTBA	59,680	1.7%	16	0		17	41	115		\$0.25	-	\$0.10	-
YAKIMA TRANSIT	Yakima	City	49,600	1.4%	15	17		20	41	100		\$0.35	\$0.20	\$0.15	-
SEATTLE METRO RAIL	Downtown Seattle	City			2	0		0	2	1		\$0.60	-	\$0.25	-
TOTAL ALL SYSTEMS			3,433,680	100.0%	1,621	1,124		188	2,373	7,409		-	-	-	-

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

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

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

TABLE 2a

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Total Passengers Carried, Vehicle Miles Driven and Vehicle Hours Provided
For Public Transit Service for the Year Ending December 1987

TRANSPORTATION SYSTEMS	Passengers Carried			Vehicle Miles			Vehicle Hours		
	1987	% of All Systems	% Change 1987/1986	1987	% of All Systems	% Change 1987/1986	1987	% of All Systems	% Change 1987/1986
BEN-FRANKLIN TRANSIT	2,028,938	2.1%	-4.4%	2,067,969	3.4%	1,802,109	126,196	2.9%	3.2%
CLALLAN TRANSIT	570,353	0.5%	-5.0%	1,176,584	1.9%	1,130,029	45,586	1.1%	2.2%
COMMUNITY TRANSIT	3,580,577	3.6%	3.9%	3,381,284	5.3%	3,239,490	121,658	3.0%	-15.9%
C-TRAN	2,516,640	2.6%	-1.4%	2,132,601	3.5%	1,822,162	106,101	2.6%	0.9%
COMMUNITY URBAN BUS SERVICE	293,772	0.3%	0.4%	174,802	0.3%	174,741	14,175	0.3%	0.1%
EVERETT TRANSIT	1,416,608	1.4%	5.7%	1,187,699	1.9%	1,129,448	82,021	2.0%	1.6%
GRAYS HARBOR TRANSPORTATION	1,025,688	1.0%	-7.0%	1,418,621	2.3%	1,541,338	79,898	1.9%	-4.7%
INTERCITY TRANSIT	1,853,339	1.9%	0.8%	1,328,516	2.2%	1,248,283	73,721	1.8%	-2.6%
ISLAND TRANSIT 1/	12,795	0.0%	N.A.	35,200	0.1%	0	1,367	0.0%	N.A.
JEFFERSON TRANSIT	135,780	0.1%	-20.6%	329,725	0.5%	302,826	11,745	0.3%	0.7%
KITSAP TRANSIT	2,040,601	2.1%	6.9%	1,193,799	1.9%	1,231,812	71,164	1.7%	-8.1%
METRO SEATTLE	60,856,769	62.0%	-2.3%	35,562,350	57.8%	35,542,388	2,516,274	61.2%	1.1%
PACIFIC TRANSIT	125,277	0.1%	-12.3%	315,752	0.5%	300,058	10,634	0.3%	18.2%
PIERCE TRANSIT	10,516,087	10.7%	-3.7%	5,088,541	8.3%	5,685,951	404,500	9.8%	3.5%
PROSSER RURAL TRANSIT	9,425	0.0%	2.1%	29,463	0.0%	24,699	3,280	0.1%	31.2%
PULLMAN TRANSIT	429,949	0.4%	0.7%	117,794	0.2%	110,446	8,558	0.2%	3.5%
SPOKANE TRANSIT	6,359,795	6.5%	-3.9%	4,057,190	6.6%	3,997,283	285,821	7.0%	1.1%
TWIN TRANSIT	170,751	0.2%	7.3%	173,560	0.3%	176,000	12,294	0.3%	5.9%
VALLEY TRANSIT	698,925	0.7%	-7.7%	469,842	0.8%	467,582	35,882	0.9%	-5.0%
WHATCOM TRANSPORTATION	1,332,173	1.4%	-0.8%	690,000	1.1%	690,060	54,000	1.3%	0.0%
YAKIMA TRANSIT	1,108,023	1.1%	1.9%	516,779	0.8%	475,662	45,631	1.1%	-6.9%
SEATTLE METRO RAIL	1,116,159	1.1%	-11.1%	32,340	0.1%	34,691	4,483	0.1%	-27.7%
TOTAL ALL SYSTEMS	98,103,334	100.0%	-2.2%	61,480,331	100.0%	61,126,607	4,111,757	100.0%	0.3%

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

TABLE 25

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Total Passengers Carried, Vehicle Miles Driven and Vehicle Hours Provided
For Paratransit Service For the Year Ending December 1987

TRANSPORTATION SYSTEMS										
Passengers Carried				Vehicle Miles			Vehicle Hours			
	1987	% of All Systems	1986	% Change 1987/1986	1987	% of All Systems	1986	% Change 1987/1986	% of All Systems 1986	% Change 1987/1986
BEN-FRANKLIN TRANSIT	102,230	6.9%	98,297	4.0%	469,684	8.6%	343,488	36.7%	22,064	6.0%
CLALLAM TRANSIT	29,947	2.0%	21,552	39.0%	114,293	2.1%	79,934	43.0%	6,635	1.8%
COMMUNITY TRANSIT	45,334	3.1%	40,606	11.6%	280,031	5.2%	149,903	86.8%	13,510	3.7%
C-TRAN	62,021	4.2%	28,216	119.8%	292,953	5.4%	288,003	1.7%	16,946	4.6%
COMMUNITY URBAN BUS SERVICE	4,402	0.3%	1,808	143.5%	15,567	0.3%	4,084	281.2%	1,248	0.3%
EVERETT TRANSIT	35,352	2.4%	35,596	-0.7%	100,379	1.8%	77,172	30.1%	8,204	2.2%
GRAYS HARBOR TRANSPORTATION	0	0.0%	0	N.A.	0	0.0%	0	N.A.	0	0.0%
INTERCITY TRANSIT	17,200	1.2%	19,379	-11.2%	105,000	1.9%	112,109	-6.3%	6,900	1.9%
ISLAND TRANSIT	0	0.0%	0	N.A.	0	0.0%	0	N.A.	0	0.0%
JEFFERSON TRANSIT	6,387	0.4%	7,620	-16.2%	19,104	0.4%	9,909	92.8%	2,174	0.6%
KITSAP TRANSIT	310,618	21.1%	241,330	28.7%	1,156,214	21.3%	595,268	94.2%	43,565	11.9%
METRO SEATTLE	248,958	16.9%	174,565	42.6%	912,690	16.8%	554,151	64.7%	47,528	13.0%
PACIFIC TRANSIT	12,956	0.9%	17,230	-24.8%	62,572	1.2%	61,301	2.1%	3,366	0.9%
PIERCE TRANSIT	177,023	12.0%	177,279	-0.1%	877,274	16.2%	606,902	44.5%	51,929	14.2%
PROSSER RURAL TRANSIT	0	0.0%	0	N.A.	0	0.0%	0	N.A.	0	0.0%
PULLMAN TRANSIT	5,028	0.3%	2,392	110.2%	20,617	0.4%	20,005	3.1%	2,916	0.8%
SPOKANE TRANSIT	159,407	10.8%	112,637	41.5%	511,096	9.4%	365,283	39.9%	50,594	13.9%
TWIN TRANSIT	0	0.0%	0	N.A.	0	0.0%	0	N.A.	0	0.0%
VALLEY TRANSIT	30,400	2.1%	22,059	37.8%	58,414	1.1%	23,123	152.6%	0	0.0%
WHATCOM TRANSPORTATION	150,981	10.3%	145,033	4.1%	255,428	4.7%	222,501	14.8%	20,196	5.5%
YAKIMA TRANSIT	74,665	5.1%	69,970	6.7%	180,355	3.3%	165,867	8.7%	67,399	18.5%
TOTAL ALL SYSTEMS	1,472,909	100.0%	1,215,569	21.2%	5,431,671	100.0%	3,679,003	47.6%	365,174	100.0%
									294,025	24.2%

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

T A B L E 3

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Revenues by Source for the Year Ending December 1987

TRANSPORTATION SYSTEMS	Local Revenue					Federal Revenues 3/	Total Revenues 1987	Total Revenues 1986	% Revenue Change 1987/1986
	Source	Local Taxes	MVET 1/	Farebox	Other 2/				
BEN-FRANKLIN TRANSIT	4/	0.3% \$ 3,069,031	\$ 2,800,000	\$ 385,973	\$ 19,268	\$ 105,230	\$ 6,378,502	\$ 9,809,388	-33.6%
CLALLAM TRANSIT	4/	0.3% \$ 1,037,134	\$ 1,100,202	\$ 164,167	\$ 60,248	\$ 90,997	\$ 2,452,748	\$ 2,360,290	3.9%
COMMUNITY TRANSIT	4/	0.3% \$ 6,004,247	\$ 5,320,000	\$ 2,386,845	\$ 936,186	\$ 1,840,205	\$ 16,507,483	\$ 15,014,028	9.9%
C-TRAN	4/	0.2% \$ 2,885,964	\$ 2,100,000	\$ 862,472	\$ 1,045,393	\$ 490,063	\$ 7,383,892	\$ 8,337,601	-11.4%
COMMUNITY URBAN BUS SERVICE	5/	1.0% \$ 201,762	\$ 194,669	\$ 65,833	\$ 64,113	\$ 169,680	\$ 496,057	\$ 809,132	-14.0%
EVERETT TRANSIT	4/	0.3% \$ 3,181,282	\$ 0	\$ 263,845	\$ 586,633	\$ 336,036	\$ 4,367,796	\$ 3,931,421	11.1%
GRAY'S HARBOR TRANSPORTATION	4/	0.3% \$ 1,299,949	\$ 1,129,052	\$ 185,142	\$ 359,915	\$ 100,000	\$ 3,074,058	\$ 3,016,294	1.9%
INTERCITY TRANSIT	4/	0.3% \$ 2,845,790	\$ 2,398,668	\$ 349,301	\$ 308,354	\$ 0	\$ 5,902,113	\$ 6,584,730	-10.4%
ISLAND TRANSIT	4/	0.3% \$ 500,614	\$ 420,000	\$ 0	\$ 492,792	\$ 0	\$ 1,413,406	\$ 29,439	N.A.
JEFFERSON TRANSIT	4/	0.3% \$ 318,439	\$ 320,000	\$ 60,409	\$ 56,161	\$ 308,552	\$ 1,063,561	\$ 674,975	57.1%
KITSAP TRANSIT	4/	0.3% \$ 2,631,721	\$ 2,461,800	\$ 647,390	\$ 261,326	\$ 985,573	\$ 6,987,810	\$ 6,221,204	12.3%
METRO SEATTLE	4/	0.6% \$ 99,515,397	\$ 45,174,539	\$ 27,808,000	\$ 14,614,000	\$ 95,766,000	\$ 282,877,936	\$ 221,005,075	28.0%
PACIFIC TRANSIT	4/	0.3% \$ 267,113	\$ 250,000	\$ 38,292	\$ 20,672	\$ 290,921	\$ 866,998	\$ 605,514	43.2%
PIERCE TRANSIT	4/	0.3% \$ 11,049,365	\$ 9,681,886	\$ 2,182,306	\$ 1,653,652	\$ 12,985,195	\$ 37,552,404	\$ 28,375,375	32.3%
PROSSER RURAL TRANSIT	6/	\$ 15,000	\$ 15,000	\$ 6,359	\$ 9,977	\$ 13,792	\$ 60,107	\$ 53,526	12.3%
PULLMAN TRANSIT	5/	1.5% \$ 238,930	\$ 252,642	\$ 114,608	\$ 17,795	\$ 233,632	\$ 857,517	\$ 826,795	3.7%
SPOKANE TRANSIT	4/	0.3% \$ 7,748,199	\$ 7,767,138	\$ 2,809,228	\$ 1,705,658	\$ 2,947,077	\$ 22,977,300	\$ 26,257,514	-12.5%
TWIN TRANSIT	4/	0.1% \$ 293,041	\$ 220,000	\$ 29,264	\$ 23,754	\$ 120,702	\$ 686,761	\$ 525,869	30.6%
VALLEY TRANSIT	4/	0.3% \$ 714,094	\$ 675,000	\$ 53,400	\$ 109,922	\$ 1,040	\$ 1,553,456	\$ 1,646,305	-5.6%
WHITCOM TRANSPORTATION	4/	0.3% \$ 1,724,379	\$ 1,392,436	\$ 268,122	\$ 174,435	\$ 109,629	\$ 3,669,001	\$ 3,740,917	-1.9%
YAKIMA TRANSIT	4/	0.3% \$ 1,852,913	\$ 0	\$ 224,599	\$ 100,244	\$ 0	\$ 2,177,776	\$ 3,406,848	-36.1%
SEATTLE MONORAIL	-	\$ 350,640	\$ 0	\$ 589,526	\$ 0	\$ 0	\$ 940,166	\$ 837,202	12.3%
TOTAL ALL SYSTEMS		\$ 147,744,004	\$ 87,673,032	\$ 39,495,060	\$ 22,620,428	\$ 116,914,324	\$ 410,446,848	\$ 343,875,642	19.4%

1/- Motor Vehicle Excise Tax (MVET) - RCW 35.56.273 & .279

4/- Sales Tax - RCW 82.14.045 & .060

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

5/- Utility tax - RCW 54.28.070

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

6/- B & O Tax

TABLE 4

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Expenditures by Purpose for the Year Ending December 1987

TRANSPORTATION SYSTEMS	Capital Outlay 1/	Operating Costs 2/	General Admin & Planning 3/	Depreciation	Other Expenses 4/	Total Expenses 1987	Total Expenses 1986	% Expense Change 1987/1986
BEN-FRANKLIN TRANSIT	\$ 812,870	\$ 5,022,391	\$ 718,793	\$ 709,477	\$ 5,204	\$ 7,268,735	\$ 10,624,199	-31.6%
CLALLAM TRANSIT SYSTEM	\$ 410,883	\$ 2,128,207	\$ 374,186	\$ 208,555	\$ 0	\$ 3,121,831	\$ 2,496,720	25.0%
COMMUNITY TRANSIT	\$ 2,098,582	\$ 11,221,694	\$ 1,778,433	\$ 1,462,930	\$ 755,014	\$ 17,316,653	\$ 24,029,308	-27.9%
C-TRAN	\$ 0	\$ 4,073,526	\$ 1,126,514	\$ 1,332,585	\$ 0	\$ 6,532,625	\$ 6,999,213	-6.7%
COMMUNITY URBAN BUS SERVICE	\$ 8,739	\$ 445,632	\$ 197,408	\$ 50,070	\$ 53,528	\$ 754,777	\$ 659,862	14.4%
EVERETT TRANSIT	\$ 0	\$ 3,549,832	\$ 467,722	\$ 123,470	\$ 0	\$ 4,141,024	\$ 3,481,667	18.9%
GRAY'S HARBOR TRANSPORTATION	\$ 361,877	\$ 2,276,708	\$ 464,661	\$ 408,115	\$ 118,539	\$ 3,629,900	\$ 3,754,647	-3.3%
INTERCITY TRANSIT	\$ 51,130	\$ 3,321,948	\$ 777,336	\$ 1,080,603	\$ 247,393	\$ 5,478,410	\$ 6,978,223	-21.5%
ISLAND TRANSIT	\$ 761,300	\$ 124,161	\$ 70,140	\$ 12,572	\$ 3,541	\$ 971,714	\$ 0	N.A.
JEFFERSON TRANSIT	\$ 499,254	\$ 409,613	\$ 226,633	\$ 61,910	\$ 22,420	\$ 1,219,830	\$ 740,644	64.7%
KITSAP TRANSIT	\$ 1,558,529	\$ 4,156,334	\$ 1,015,922	\$ 338,059	\$ 0	\$ 7,088,844	\$ 6,668,545	6.3%
METRO SEATTLE	\$ 168,526,000	\$ 106,933,000	\$ 32,556,000	\$ 24,431,000	\$ 7,899,000	\$ 340,345,000	\$ 292,000,907	16.6%
PACIFIC TRANSIT	\$ 484,156	\$ 342,375	\$ 225,795	\$ 23,379	\$ 0	\$ 1,075,705	\$ 623,565	72.5%
PIERCE TRANSIT	\$ 14,102,623	\$ 16,317,787	\$ 3,621,290	\$ 1,787,647	\$ 0	\$ 35,829,347	\$ 28,847,972	33.5%
PROSSER RURAL TRANSIT	\$ 0	\$ 55,648	\$ 0	\$ 0	\$ 0	\$ 55,648	\$ 54,122	2.8%
PULLMAN TRANSIT	\$ 289,688	\$ 439,862	\$ 78,821	\$ 45,377	\$ 0	\$ 853,748	\$ 727,023	17.4%
SPOKANE TRANSIT	\$ 2,291,200	\$ 12,633,843	\$ 2,457,634	\$ 1,282,033	\$ 0	\$ 18,664,710	\$ 24,672,534	-24.4%
TWIN TRANSIT	\$ 237,695	\$ 256,086	\$ 71,081	\$ 27,000	\$ 0	\$ 591,862	\$ 497,558	19.0%
VALLEY TRANSIT	\$ 833,323	\$ 1,012,257	\$ 223,467	\$ 138,550	\$ 0	\$ 2,207,597	\$ 1,940,556	13.8%
WHATCOM TRANSPORTATION	\$ 144,812	\$ 2,654,924	\$ 340,240	\$ 171,439	\$ 5,497	\$ 3,316,912	\$ 3,048,857	8.8%
YAKIMA TRANSIT	\$ 15,909	\$ 1,636,939	\$ 360,327	\$ 0	\$ 23,963	\$ 2,037,138	\$ 3,426,199	-40.5%
SEATTLE METRO RAIL	\$ 0	\$ 940,166	\$ 0	\$ 0	\$ 0	\$ 940,166	\$ 837,202	12.3%
TOTAL ALL SYSTEMS	\$ 193,488,570	\$ 179,952,333	\$ 47,152,403	\$ 33,714,771	\$ 9,134,099	\$ 463,442,176	\$ 421,109,523	10.1%

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, proaction advertising, marketing, salaries and other administrative expenses

4/- Includes system acquisition liabilities and rental and insurance expenses

TABLE 5
PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Selected Performance Indicators for Combined Service 1/
for the Year Ending December 1987

TRANSPORTATION SYSTEMS	Passengers per Capita		Local Taxes per Capita 2/		Passengers per Vehicle Hour		Vehicle Miles per Vehicle Hour (MPH)		Vehicle Hours per Vehicle 3/	
	1987	1986	1987	1986	1987	1986	1987	1986	1987	1986
BEN-FRANKLIN TRANSIT	19.2	20.1	\$ 27.65	\$ 26.49	15.0	16.3	17.8	15.7	2,258	2,202
CLALLAM TRANSIT SYSTEM	11.2	11.9	\$ 19.42	\$ 19.29	11.5	12.7	24.7	24.7	1,214	1,288
COMMUNITY TRANSIT	13.7	13.6	\$ 22.74	\$ 20.16	26.8	22.8	27.1	22.2	1,009	2,211
C-TRAN	12.3	12.6	\$ 13.75	\$ 13.59	21.0	21.1	19.7	17.3	1,733	1,720
COMMUNITY URBAN BUS SERVICE	7.4	7.3	\$ 5.02	\$ 5.27	19.3	19.8	12.3	12.0	1,714	1,488
EVERETT TRANSIT	24.2	23.1	\$ 52.93	\$ 43.98	16.1	15.7	14.3	13.7	2,051	2,091
GRAY'S HARBOR TRANSPORTATION	16.3	17.5	\$ 20.63	\$ 19.48	11.8	13.2	16.3	18.4	1,891	1,822
INTERCITY TRANSIT	19.4	19.8	\$ 29.59	\$ 28.26	23.2	22.3	17.8	16.3	1,680	1,460
ISLAND TRANSIT	0.4	N.A.	\$ 15.48	0.94	9.3	N.A.	25.7	N.A.	273	N.A.
JEFFERSON TRANSIT	7.9	10.0	\$ 17.59	\$ 15.51	10.2	13.0	25.1	22.8	1,160	1,244
KITSAP TRANSIT	18.8	17.7	\$ 21.09	\$ 18.63	20.5	19.5	20.5	16.6	948	1,211
METRO SEATTLE	44.1	45.9	\$ 71.87	\$ 67.70	23.8	24.7	14.2	14.3	1,984	2,116
PACIFIC TRANSIT	8.0	9.3	\$ 15.44	\$ 14.84	9.9	11.8	27.0	26.6	1,000	969
PIERCE TRANSIT	24.1	25.4	\$ 24.95	\$ 22.94	23.4	25.7	13.1	14.6	2,377	2,493
PROSSER RURAL TRANSIT	2.4	2.3	\$ 3.75	\$ 3.74	2.9	3.7	9.0	9.9	820	833
PULLMAN TRANSIT	19.6	19.1	\$ 10.74	\$ 10.58	37.9	38.4	12.1	11.7	1,147	1,117
SPOKANE TRANSIT	20.3	20.9	\$ 24.11	\$ 23.56	19.2	21.8	13.5	14.1	2,148	2,009
TWIN TRANSIT	9.6	8.9	\$ 16.47	\$ 12.47	13.9	13.7	14.1	15.2	2,049	1,934
VALLEY TRANSIT	17.6	18.8	\$ 17.27	\$ 16.83	20.5	20.8	14.6	13.1	2,097	2,344
WHATCOM TRANSPORTATION	24.9	25.1	\$ 28.89	\$ 27.27	20.0	20.4	12.7	12.5	1,810	1,779
YAKIMA TRANSIT	25.8	23.3	\$ 37.36	\$ 34.82	10.3	9.9	6.2	5.5	2,757	2,377
SEATTLE METRO RAIL	N.A.	N.A.	N.A.	N.A.	249.0	202.5	7.2	5.6	2,242	3,100
TOTAL ALL SYSTEMS	29.0	30.0	\$ 43.03	\$ 40.18	22.2	23.1	14.9	14.8	1,890	2,034

1/- Includes both public transit and paratransit services

2/- Local taxes excluding MVT

3/- Total vehicles available

TABLE 6

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Selected Financial Indicators for Combined Services 1/
for the Year Ending December 1987

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	
	1987	1986	1987	1986	1987	1986	1987	1986	1987	1986
BEN-FRANKLIN TRANSIT	\$ 2.69	\$ 2.27	\$ 2.26	\$ 2.35	\$ 40.36	\$ 36.89	6.7%	7.5%	\$ 0.18	\$ 0.17
CLALLAM TRANSIT SYSTEM	\$ 4.17	\$ 3.47	\$ 1.94	\$ 1.78	\$ 47.92	\$ 44.05	6.6%	7.6%	\$ 0.27	\$ 0.26
COMMUNITY TRANSIT	\$ 3.59	\$ 3.84	\$ 3.55	\$ 3.94	\$ 96.18	\$ 87.63	18.4%	17.0%	\$ 0.66	\$ 0.65
C-TRAN	\$ 2.02	\$ 1.91	\$ 2.14	\$ 2.34	\$ 42.26	\$ 40.45	16.6%	14.5%	\$ 0.33	\$ 0.28
COMMUNITY URBAN BUS SERVICE	\$ 2.15	\$ 2.08	\$ 3.37	\$ 3.43	\$ 41.65	\$ 41.22	10.2%	9.6%	\$ 0.22	\$ 0.20
EVERETT TRANSIT	\$ 2.77	\$ 2.48	\$ 3.12	\$ 2.83	\$ 44.53	\$ 38.88	6.6%	8.5%	\$ 0.18	\$ 0.21
GRAYS HARBOR TRANSPORTATION	\$ 2.67	\$ 2.62	\$ 1.93	\$ 1.88	\$ 31.52	\$ 34.52	6.8%	6.7%	\$ 0.18	\$ 0.18
INTERCITY TRANSIT	\$ 2.19	\$ 2.20	\$ 2.86	\$ 3.00	\$ 50.85	\$ 49.05	8.5%	8.5%	\$ 0.19	\$ 0.19
ISLAND TRANSIT	\$ 15.29	N.A.	\$ 5.52	N.A.	\$ 142.14	N.A.	0.0%	N.A.	\$ 0.00	N.A.
JEFFERSON TRANSIT	\$ 4.48	\$ 3.58	\$ 1.82	\$ 2.04	\$ 45.71	\$ 46.69	9.5%	7.2%	\$ 0.42	\$ 0.26
KITSAP TRANSIT	\$ 2.20	\$ 2.24	\$ 2.20	\$ 2.63	\$ 45.08	\$ 43.64	12.5%	17.1%	\$ 0.28	\$ 0.38
METRO SEATTLE	\$ 2.28	\$ 2.11	\$ 3.82	\$ 3.65	\$ 54.41	\$ 52.16	19.9%	22.2%	\$ 0.46	\$ 0.47
PACIFIC TRANSIT	\$ 4.11	\$ 3.08	\$ 1.50	\$ 1.36	\$ 40.58	\$ 36.35	6.7%	7.0%	\$ 0.28	\$ 0.22
PIERCE TRANSIT	\$ 1.86	\$ 1.75	\$ 3.34	\$ 3.09	\$ 43.68	\$ 45.08	10.9%	11.9%	\$ 0.20	\$ 0.21
PROSSER RURAL TRANSIT	\$ 5.90	\$ 5.86	\$ 1.89	\$ 2.19	\$ 16.97	\$ 21.65	11.4%	8.4%	\$ 0.67	\$ 0.49
PULLMAN TRANSIT	\$ 1.19	\$ 1.17	\$ 3.75	\$ 3.86	\$ 45.21	\$ 45.09	22.1%	22.8%	\$ 0.26	\$ 0.27
SPOKANE TRANSIT	\$ 2.31	\$ 2.25	\$ 3.30	\$ 3.47	\$ 44.46	\$ 48.94	18.6%	19.5%	\$ 0.43	\$ 0.44
TWIN TRANSIT	\$ 1.92	\$ 1.85	\$ 1.89	\$ 1.67	\$ 26.61	\$ 25.34	8.9%	9.7%	\$ 0.17	\$ 0.18
VALLEY TRANSIT	\$ 1.69	\$ 1.62	\$ 2.34	\$ 2.57	\$ 34.66	\$ 33.64	4.3%	4.7%	\$ 0.07	\$ 0.08
WHITCOM TRANSPORTATION	\$ 2.02	\$ 1.66	\$ 3.17	\$ 2.71	\$ 40.37	\$ 33.91	9.0%	10.8%	\$ 0.18	\$ 0.18
YAKIMA TRANSIT	\$ 1.69	\$ 1.68	\$ 2.86	\$ 3.04	\$ 17.67	\$ 16.72	11.2%	10.4%	\$ 0.19	\$ 0.18
SEATTLE MONORAIL	\$ 0.84	\$ 0.67	\$ 29.07	\$ 24.13	\$ 209.72	\$ 135.05	62.7%	73.5%	\$ 0.53	\$ 0.49
TOTAL ALL SYSTEMS	\$ 2.28	\$ 2.13	\$ 3.39	\$ 3.34	\$ 50.65	\$ 49.21	17.4%	19.0%	\$ 0.40	\$ 0.41

1/- Includes both public transit and paratransit services
plus general administration and planning costs

TABLE 7

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Selected Performance Indicators for Paratransit Service
for the Year Ending December 1987

TRANSPORTATION SYSTEMS	Passengers per Vehicle Hour		Vehicle Miles per Vehicle Hour (MPH)		Vehicle Hours per Vehicle 2/		Passengers per Vehicle Mile		Vehicle Hours per Driver Hour		Vehicle Miles per Driver Hour	
	1987	1986	1987	1986	1987	1986	1987	1986	1987	1986	1987	1986
BEN-FRANKLIN TRANSIT	4.6	4.9	21.3	17.1	1,379	1,255	0.22	0.29	0.720	0.699	15.3	12.0
CLALLAM TRANSIT SYSTEM	4.5	5.0	17.2	18.4	1,106	543	0.26	0.27	1.000	0.423	17.2	7.8
COMMUNITY TRANSIT	3.4	5.2	20.7	19.1	901	524	0.16	0.27	0.574	0.449	11.9	8.6
C-TRAN	3.7	1.7	17.3	17.0	1,895	1,689	0.21	0.10	0.983	0.668	17.0	11.4
COMMUNITY URBAN BUS SERVICE	3.5	2.5	12.5	5.7	416	237	0.28	0.44	0.348	0.266	4.3	1.5
EVERETT TRANSIT	4.3	5.0	12.2	10.9	1,641	1,415	0.35	0.46	0.744	0.972	9.1	10.6
GRAYS HARBOR TRANSPORTATION	DOES NOT PROVIDE PARATRANSIT SERVICES											
INTERCITY TRANSIT	2.5	2.6	15.2	14.9	767	1,505	0.16	0.17	1.000	N.A.	15.2	N.A.
ISLAND TRANSIT	DOES NOT PROVIDE PARATRANSIT SERVICES											
JEFFERSON TRANSIT	2.9	3.8	8.8	4.9	1,087	2,024	0.33	0.77	1.000	N.A.	8.8	N.A.
KITSAP TRANSIT	7.1	7.4	26.5	18.2	1,146	1,025	0.27	0.41	1.000	0.466	26.5	8.5
METRO SEATTLE	5.2	4.8	19.2	15.1	2,066	2,038	0.27	0.32	N.A.	N.A.	N.A.	N.A.
PACIFIC TRANSIT	3.8	3.8	18.6	13.4	842	1,143	0.21	0.28	0.967	N.A.	18.0	N.A.
PIERCE TRANSIT	3.4	4.4	16.9	15.0	2,258	1,760	0.20	0.29	1.000	0.860	16.9	12.9
PROSSER RURAL TRANSIT	DOES NOT PROVIDE PARATRANSIT SERVICES											
PULLMAN TRANSIT	1.7	0.8	7.1	6.9	1,458	1,454	0.24	0.12	0.957	0.996	6.8	6.8
SPOKANE TRANSIT	3.2	4.8	10.1	15.4	1,265	676	0.31	0.31	0.969	0.446	9.8	6.9
TWIN TRANSIT	DOES NOT PROVIDE PARATRANSIT SERVICES											
VALLEY TRANSIT	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	0.52	0.95	N.A.	N.A.	N.A.	N.A.
WHATCOM TRANSPORTATION	7.5	7.7	12.6	11.8	1,168	1,113	0.59	0.65	0.755	0.629	10.1	7.4
YAKIMA TRANSIT	1.1	1.0	2.7	2.5	3,370	3,373	0.41	0.42	0.999	1.000	2.7	2.5
TOTAL ALL SYSTEMS	4.0	4.1	14.6	12.5	1,492	1,441	0.27	0.33	0.931	0.811	15.6	10.1

T A B L E 8

PUBLIC TRANSPORTATION SYSTEMS IN THE STATE OF WASHINGTON
Selected Performance Indicators for Public Transit Service
for the Year Ending December 1987

TRANSPORTATION SYSTEMS	Operating Costs per Driver Hour		Vehicle Hours per Driver Hour		Vehicle Miles per Driver Hour		Passengers per Driver Hour	
	1987	1986	1987	1986	1987	1986	1987	1986
BEN-FRANKLIN TRANSIT	\$ 38.27	\$ 27.83	0.801	0.643	13.8	10.0	13.5	11.7
CLALLAM TRANSIT SYSTEM	\$ 27.95	\$ 29.42	0.509	0.608	13.1	15.4	6.4	8.2
COMMUNITY TRANSIT	\$ 55.87	\$ 51.82	0.523	0.561	14.5	12.6	15.4	13.4
C-TRAN	\$ 35.02	\$ 29.40	0.715	0.626	14.4	10.8	16.9	15.2
COMMUNITY URBAN BUS SERVICE	\$ 36.24	\$ 34.59	0.800	0.799	9.9	9.9	16.6	16.5
EVERETT TRANSIT	\$ 35.44	\$ 32.19	0.724	0.761	10.5	10.6	12.5	12.6
GRAYS HARBOR TRANSPORTATION	\$ 27.46	\$ 34.52	0.800	1.000	14.2	18.4	10.3	13.2
INTERCITY TRANSIT	\$ 27.80	\$ 30.19	0.500	0.560	9.0	9.2	12.6	13.6
ISLAND TRANSIT	\$ 73.02	N.A.	0.514	N.A.	13.2	N.A.	4.8	N.A.
JEFFERSON TRANSIT	\$ 26.22	\$ 26.25	0.484	0.479	13.6	12.4	5.6	7.0
KITSAP TRANSIT	\$ 50.96	\$ 30.75	0.701	0.495	11.8	7.9	20.1	12.2
METRO SEATTLE	\$ 45.86	\$ 43.32	0.827	0.818	11.7	11.7	20.0	20.5
PACIFIC TRANSIT	\$ 40.10	\$ 26.34	0.751	0.480	22.3	16.0	8.8	7.6
PIERCE TRANSIT	\$ 40.31	\$ 35.28	0.818	0.709	10.3	10.3	21.3	19.8
PROSSER RURAL TRANSIT	\$ 16.97	\$ 16.42	1.000	0.758	9.0	7.5	2.9	2.8
PULLMAN TRANSIT	\$ 49.40	\$ 58.06	0.815	0.952	11.2	12.7	40.9	49.2
SPOKANE TRANSIT	\$ 45.12	\$ 43.17	0.864	0.815	12.1	11.4	19.0	18.9
TWIN TRANSIT	\$ 24.17	\$ 21.92	0.908	0.865	12.8	13.1	12.6	11.9
VALLEY TRANSIT	\$ 23.93	\$ 24.90	0.690	0.740	9.1	9.2	13.5	14.9
WHITCOM TRANSPORTATION	\$ 47.97	\$ 42.16	0.865	0.921	11.1	11.8	21.4	22.9
YAKIMA TRANSIT	\$ 33.99	\$ 33.15	0.777	0.834	8.8	8.1	18.9	18.5
SEATTLE MONORAIL	INSUFFICIENT DATA AVAILABLE							
TOTAL ALL SYSTEMS	\$ 43.57	\$ 40.33	0.789	0.765	11.8	11.4	18.8	18.7

1987 ANNUAL PASSENGER FERRY STATISTICS

A. GENERAL

As the Grays Harbor Transportation Authority discontinued subsidizing passenger ferry operations in 1985, it no longer appears in this report.

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, operated between Seattle and Bremerton. WSDOT reassigns vessels among its several routes. Tables 9 and 10 show some general operating data and statistics for each route.

C. FINANCIAL

Revenues and expenditures for 1987 are broken down in Tables 11 and 12. 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 11 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 13 contains annual rates calculated for each ferry route operated in 1987.

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 12.

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.

6:PT4

TABLE 9 PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON
Vessels, Miles of Route and Fare Structure
for the Year Ending December 1987

FERRY SYSTEMS	TERMINALS	FERRY OPERATING AUTHORITY	Total Vessels	Miles of Route	Fare Structure 1/
					Adult Youth Elderly/Disabled
PIERCE COUNTY	Stellacooma - Anderson/Ketron	COUNTY	2	5.6	\$1.25 \$0.65 \$0.52
SKAGIT COUNTY	Anacortes - Guemes Island	COUNTY	1	9.7	\$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	\$1.00 \$0.00 \$0.00
WSDOT, MARINE DIVISION	Anacortes - Sidney, B.C.	STATE	2	44.0	\$6.05 \$3.05 \$3.05
WSDOT, MARINE DIVISION	Anacortes - San Juan Islands	STATE	2	14.4	\$4.65 \$2.35 \$2.35
WSDOT, MARINE DIVISION	Port Townsend - Keystone	STATE	2	4.9	\$3.30 \$1.65 \$1.65
WSDOT, MARINE DIVISION	Whidbey Island - Mukilteo	STATE	2	2.6	\$2.15 \$1.10 \$1.10
WSDOT, MARINE DIVISION	Edmonds - Kingston	STATE	2	5.2	\$3.30 \$1.65 \$1.65
WSDOT, MARINE DIVISION	Seattle - Winslow	STATE	2	8.6	\$3.30 \$1.65 \$1.65
WSDOT, MARINE DIVISION	Seattle - Bremerton	STATE	2	15.5	\$3.30 \$1.65 \$1.65
WSDOT, MARINE DIVISION 2/	Seattle - Bremerton, Passenger	STATE	1	15.5	\$3.30 \$1.65 \$1.65
WSDOT, MARINE DIVISION	Seattle - Vashon - Southworth	STATE	3	5.1	\$2.15 \$1.10 \$1.10
WSDOT, MARINE DIVISION	Tacoma - Tahlequah	STATE	1	1.7	\$2.15 \$1.10 \$1.10
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/ - Passenger only ferry.

TABLE 10

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON
Total Passengers Carried, Vessel Miles Operated and Vessel Hours Provided
For the Year Ending December 1987

FERRY SYSTEMS	Passengers Carried			Vessel Miles			Vessel Hours		
	1987	% of All Systems	1986	1987	% of All Systems	1986	1987	% of All Systems	% Change 1987/1986
PIERCE COUNTY	105,352	0.9%	95,000	25,492	3.2%	25,678	3,902	4.6%	3.172
SKAGIT COUNTY	126,284	1.1%	122,772	8,761	1.1%	8,637	1,565	1.9%	1.542
WAHKIACUM COUNTY	25,386	0.2%	13,285	16,452	2.0%	15,143	5,484	6.5%	4.375
WHATCOM COUNTY	318,788	2.8%	266,370	17,136	2.1%	13,918	6,142	7.3%	6.142
WSDOT, Sidney, B.C. Route	152,968	1.4%	198,891	39,688	4.8%	72,472	1,804	2.1%	3.294
WSDOT, San Juan Islands Route	752,426	6.7%	687,835	77,859	9.4%	125,478	6,472	7.7%	10,457
WSDOT, Port Townsend Route	332,458	2.9%	331,123	31,669	3.8%	37,666	3,232	3.8%	3,647
WSDOT, Mukilteo Route	1,586,373	14.1%	1,508,660	67,116	8.2%	64,658	8,605	10.2%	8,289
WSDOT, Edmonds Route	1,492,264	13.2%	1,341,023	85,119	10.3%	76,827	8,185	9.7%	7,368
WSDOT, Winslow Route	3,333,370	29.5%	3,220,749	129,731	15.8%	126,210	8,825	10.5%	8,562
WSDOT, Brearnton Route	1,363,646	12.1%	1,502,743	165,060	20.1%	162,140	10,649	12.8%	10,461
WSDOT, Brearnton-Passenger 1/	197,048	1.7%	12,317	33,930	4.1%	1,147	1,276	1.5%	86
WSDOT, Vashon Route	1,231,036	10.9%	1,220,513	100,526	12.2%	94,412	14,783	17.5%	7,713
WSDOT, Tacoma Route	267,630	2.4%	254,620	23,508	2.9%	23,348	3,457	4.1%	3,434
WSDOT, Subtotal All Routes	10,709,219	94.9%	10,278,474	754,004	91.6%	784,188	67,286	79.7%	63,511
TOTAL ALL SYSTEMS	11,285,029	100.0%	10,776,101	822,645	100.0%	845,364	84,379	100.0%	78,742

1/ - Passenger only ferry: one month's operation in 1986.

TABLE 11

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON
Revenues by Source for the Year Ending December 1987

FERRY SYSTEMS	Local and State Revenues						Federal Revenues	Total Revenues 1987	Total Revenues 1986	% Revenue Change 1987/1986
	County	Motor Vehicle Fund 1/	Passenger Fares	Vehicle Tolls	Other 2/	3/				
PIERCE COUNTY	\$ 452,340	\$ 99,091	\$ 0	N.A.	\$ 239,854	\$ 0	\$ 518,898	\$ 1,444,132	\$ 1,161,455	24.3%
SKAGIT COUNTY	\$ 315,198	\$ 28,959	\$ 0	N.A.	\$ 199,375	\$ 0	\$ 595,036	\$ 409,707		45.2%
WAHIAKUM COUNTY	\$ 0	\$ 116,483	\$ 63,405	\$ 0	N.A.	\$ 77,354	\$ 0	\$ 257,242	\$ 228,944	12.4%
WHATCOM COUNTY	\$ 96,725	\$ 121,945	\$ 41,786	\$ 0	N.A.	\$ 275,106	\$ 0	\$ 535,563	\$ 508,473	5.3%
WSBOT: Sidney, B.C. Route	\$ 0	\$ 0	N.A.	\$ 905,649	\$ 2,026,757	\$ 199,837	\$ 0	\$ 3,132,243	\$ 2,735,127	14.4%
WSBOT: San Juan Islands Route	\$ 0	\$ 0	N.A.	\$ 1,339,764	\$ 3,486,224	\$ 289,806	\$ 0	\$ 5,115,794	\$ 4,573,910	11.8%
WSBOT: Port Townsend Route	\$ 0	\$ 0	N.A.	\$ 441,072	\$ 1,704,000	\$ 39,170	\$ 0	\$ 2,184,242	\$ 2,039,908	7.1%
WSBOT: Mukilteo Route	\$ 0	\$ 0	N.A.	\$ 1,202,898	\$ 6,469,469	\$ 145,260	\$ 0	\$ 7,817,727	\$ 6,173,890	26.6%
WSBOT: Edmonds Route	\$ 0	\$ 0	N.A.	\$ 1,736,505	\$ 6,970,456	\$ 204,183	\$ 0	\$ 8,911,144	\$ 7,541,390	18.2%
WSBOT: Winslow Route	\$ 0	\$ 0	N.A.	\$ 3,752,076	\$ 8,926,353	\$ 618,206	\$ 0	\$ 13,296,635	\$ 12,307,285	8.0%
WSBOT: Bremerton Route	\$ 0	\$ 0	N.A.	\$ 1,327,646	\$ 3,290,583	\$ 578,620	\$ 0	\$ 5,796,849	\$ 6,185,436	-6.3%
WSBOT: Bremerton-Passenger 4/	\$ 0	\$ 0	N.A.	\$ 21,555	\$ 0	\$ 0	\$ 0	\$ 21,555	\$ 0	N.A.
WSBOT: Vashon Route	\$ 0	\$ 0	N.A.	\$ 1,025,783	\$ 4,924,384	\$ 147,385	\$ 0	\$ 6,097,552	\$ 5,534,172	10.2%
WSBOT: Tacoma Route	\$ 0	\$ 0	N.A.	\$ 189,896	\$ 912,640	\$ 1,384	\$ 0	\$ 1,103,920	\$ 1,032,639	6.9%
WSBOT: Subtotal All Routes	\$ 0	\$ 0	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	\$ 12,287,272	N.A.	N.A.	\$ 4,431,893	\$ 0	\$ 16,719,165	\$ 15,063,049	4.1%
P.S. Capital Account	\$ 0	\$ 0	\$ 12,521,316	\$ 26,103,105	N.A.	\$ 1,435,316	\$ 420,000	\$ 40,479,737	\$ 39,731,338	1.8%
TOTAL ALL SYSTEMS	\$ 904,264	\$ 365,478	\$ 25,059,232	\$ 26,103,105	\$ 12,542,944	\$ 39,502,555	\$ 938,898	\$ 113,508,536	\$ 106,231,723	6.8%

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. 46.68.100 and State shares of the State Motor Vehicle Fuel Tax from R.C.W. 46.68.100

2/ - Includes \$4,208,502 registration fee income, \$160,864 from the close out and the transfer of the ending balance of Fund 115, Charters, advertising, interest, sales of assets, rentals and other miscellaneous revenues.

3/ - Includes WNTA federal revenues

4/ - Passenger only ferry: one month's operation in 1986.

TABLE 12

PUBLICLY-OWNED FERRY SYSTEMS IN THE STATE OF WASHINGTON
Expenditures by Purpose for the Year Ending December 1987

	Capital Outlay 1/	Operating Costs 2/	Admin & Planning 3/	Depreciation 4/	Other Expenses 4/	Total Expenses 1987	Total Expenses 1986	% Expense Change 1987/1986
PIERCE COUNTY	\$ 688,746	\$ 755,386	0	0	0	\$ 1,444,132	\$ 1,161,455	24.3%
SKAGIT COUNTY	0	\$ 595,036	0	0	0	\$ 595,036	\$ 409,207	45.4%
WAHLAKUM COUNTY	0	\$ 263,814	\$ 15,729	0	0	\$ 279,543	\$ 233,461	19.7%
WHATCOM COUNTY	0	\$ 535,563	0	0	0	\$ 535,563	\$ 508,477	5.3%
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 5/	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	\$ 28,031,821	\$ 72,112,519	\$ 302,671	0	\$ 13,917,956	\$114,364,967	\$107,014,877	6.9%
TOTAL ALL SYSTEMS	\$ 28,720,567	\$ 74,262,318	\$ 318,400	0	\$ 13,917,956	\$117,219,241	\$109,327,473	7.2%

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,

5/ - Passenger only ferry: one month's operation in 1986.

TABLE 13
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/			
	1987	1986	1987	1986	1987	1986		
PIERCE COUNTY	27.0	29.9	6.8	8.1	\$ 6.24	\$ 23.08	31.8%	36.6%
SKAGIT COUNTY	80.7	79.6	5.6	5.6	\$ 4.71	\$ 47.38	33.5%	45.9%
WAHIAKUM COUNTY	4.6	3.0	3.0	3.0	\$ 11.01	\$ 16.98	27.7%	28.3%
WHATCOM COUNTY	51.9	43.4	2.8	2.3	\$ 1.68	\$ 31.25	51.4%	53.6%
WSDOT, Sidney, S.C. Route	84.8	60.4	22.0	22.0	N.A.	N.A.	N.A.	N.A.
WSDOT, San Juan Islands Route	116.3	65.8	12.0	12.0	N.A.	N.A.	N.A.	N.A.
WSDOT, Port Townsend Route	102.9	86.1	9.8	9.8	N.A.	N.A.	N.A.	N.A.
WSDOT, Mukilteo Route	184.4	182.0	7.8	7.8	N.A.	N.A.	N.A.	N.A.
WSDOT, Edmonds Route	182.3	182.0	10.4	10.4	N.A.	N.A.	N.A.	N.A.
WSDOT, Winslow Route	377.7	375.1	14.7	14.7	N.A.	N.A.	N.A.	N.A.
WSDOT, Brearley Route	128.1	143.7	15.5	15.5	N.A.	N.A.	N.A.	N.A.
WSDOT, Brearley-Passenger 3/	154.5	286.4	26.7	26.7	N.A.	N.A.	N.A.	N.A.
WSDOT, Vashon Route	83.3	87.9	6.8	6.8	N.A.	N.A.	N.A.	N.A.
WSDOT, Tacoma Route	77.4	74.2	6.8	6.8	N.A.	N.A.	N.A.	N.A.
WSDOT, Subtotal All Routes	159.2	161.8	11.2	12.3	\$ 6.76	\$ 96.04	70.8%	70.1%

1/ - Operating costs includes operating costs plus general administration and planning costs
2/ - Fares include both passenger fares and vehicle tolls
3/ - Passenger only ferry; one month's operation in 1986.