

## Washington State Ferries FY2011 Route Statements

This document is a description of factors affecting the Route Statements for Fiscal Year 2011 (July 1, 2010 through June 30, 2011), and information regarding cost, ridership, and revenue trends over the past six years.

### *Service Changes*

- Auto ferry service was the same across the six years from FY 2006 - FY 2011 with the exception of the routes served by Steel Electric class vessels.
- From FY 2006 - FY 2007 the Port Townsend – Coupeville (Keystone) route was served by one Steel Electric vessel in fall, winter and spring with a second Steel Electric vessel providing an additional 56 hours a week of service in summer and shoulder seasons. Since the winter of FY 2008, this route had one-boat service with the leased vessel MV Steilacoom II. The new 64-car ferry MV Chetzemoka went into service on this route in November 2010. This route remained at one-boat service for the entire fiscal year.
- The San Juan Interisland route was served by one Steel Electric vessel from FY 2006- FY 2007. This was upsized by 23 vehicle spaces in FY 2008 to the MV Evergreen State, which had been out of service since the passage of Initiative 695.
- Washington State Ferries ran the Seattle – Vashon Island passenger-only route through FY 2008.
- Overall in FY2011 there were 1500 fewer service hours than in FY2006 (approximately 1%).

### *Ridership Changes*

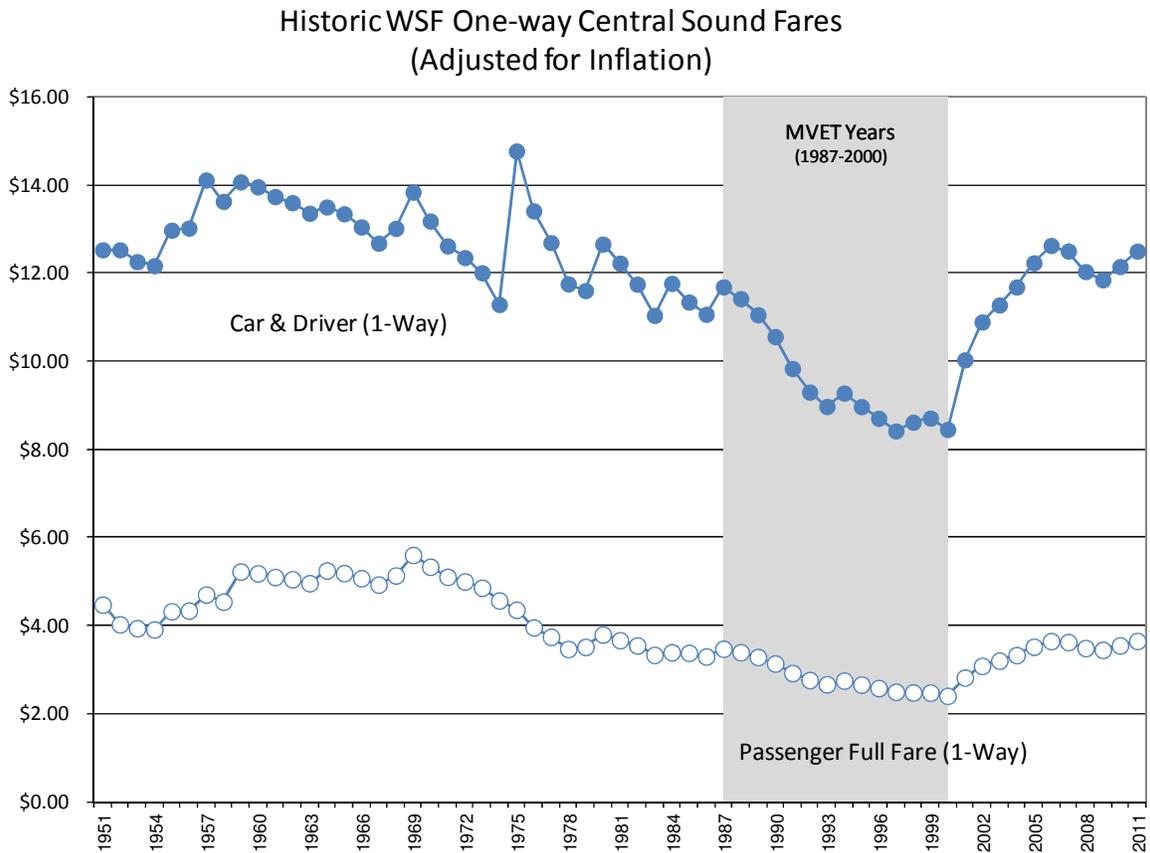
Ridership started to drop in FY2008, primarily due to the removal of the steel electric class and stepped up vessel hull inspections and repairs, which resulted in more vessel out-of service time. Also, in FY2008 the new Tacoma Narrows Bridge opened which provided a viable drive around option for the Bremerton and Southworth routes. Further ridership losses occurred in FY2009 due to large scale economic events: 1) a spike in gasoline prices, which dampened overall vehicle travel demand; and 2) the deepening recession. FY2009 also marked the first full year of King County operation, of the Seattle/Vashon passenger only ferry.

Fare increases during this time frame were lower in comparison to the previous five years – a 6% increase in FY2006, 2.5% in FY2007, and then no fare increases until FY2009. An additional 2.5% fare increase went into effect January 1, 2011. Overall fares increased by an average of 15% from 2006 to 2010. Ridership stabilized in FY 2010 but showed a slight decline in FY2011 particularly in the Fall and Winter quarters. The Spring ridership showed a slight rebound.

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## Fare Changes

When voters approved I-695 in November 1999 and the Legislature codified the MVET tax reductions during the 2000 legislative session, WSF lost approximately 20% of its operating support and approximately 75% of its dedicated capital funds. Since the loss of MVET, fares have increased between 42% and 127%, depending on the route.



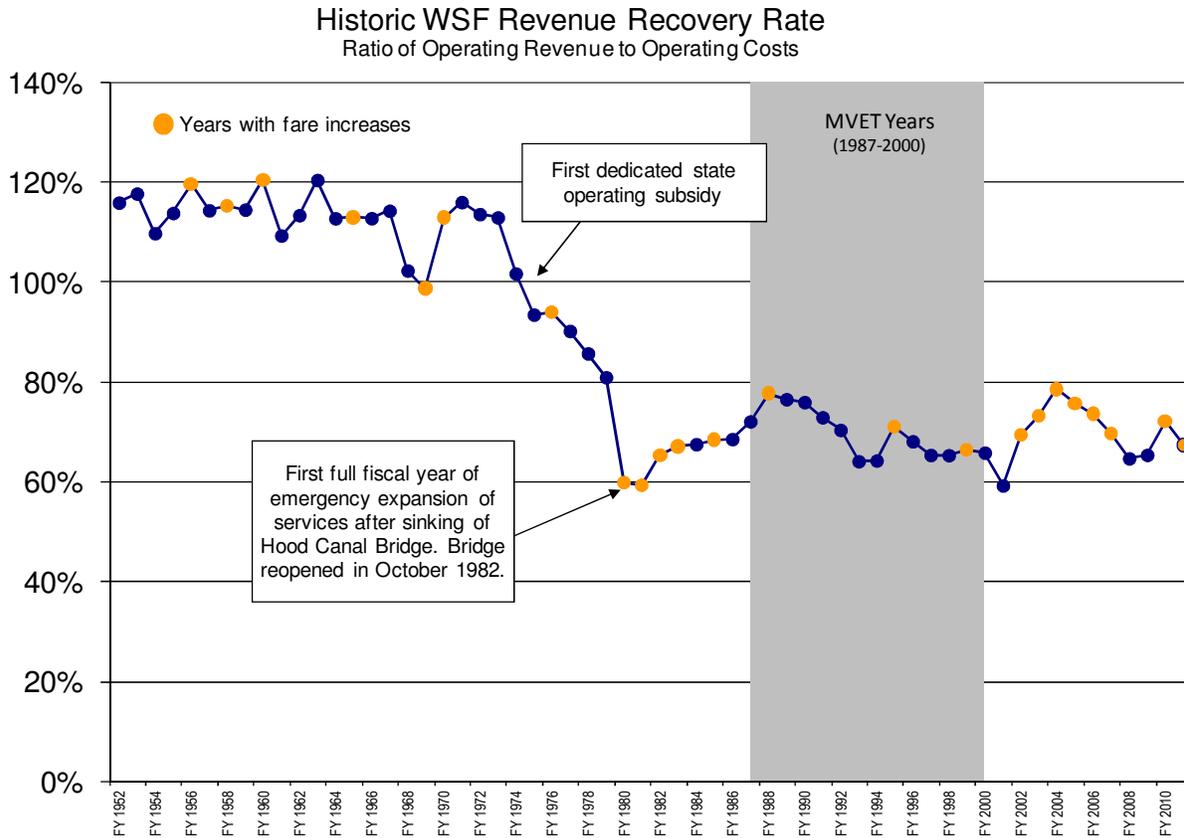
These large fare increases raised the recovery rate close to 80% in fiscal year 2004, but since then, cost increases (primarily rapid increases in fuel prices) and relatively modest fare increases have pushed the recovery rate back down closer to 70% in FY2010, when the total taxpayer subsidy to ferry operations was \$58 million. Volatile fuel prices have had a large impact on the fare recovery ratio, and fuel made up about 24% of WSF’s operating budget in FY2011. The chart above shows historical fares adjusted for inflation between 1951 and 2011.

A 2.5% fare increase went into effect on January 1, 2011. A further 2.5% fare increase went in to effect in FY2012 on October 1, 2011.

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## Farebox Recovery

Farebox recovery (the percent of operating expenses paid for by fares) decreased in FY2011 with a major contributing factor being the increase in the cost of fuel. If fuel costs had remained constant, farebox recovery would have been 69.7 percent, close to FY2010.



In the 1999-2001 biennium when WSF was receiving MVET funds for part of the biennium, dedicated sources (taxes, fees and interest collected solely for ferry operations) accounted for 24% of operating funding. This decreased to 13% in the 2009-2011 biennium.

Since FY1999, WSF earned fares and other operating revenue of \$1.6 billion and received dedicated operating revenues of \$349 million, for a total of \$1.9 billion. During the same period, WSF will have received subsidies for operations from other accounts of \$329 million.

Since the loss of MVET funding, the Legislature has been subsidizing the funding gap with transfers from general transportation resources, primarily the Motor Vehicle Account and the Multimodal Account. The funds in these accounts are subject to appropriation every two years and are allocated based on funding priorities among all of WSDOT and other transportation agencies. WSF shares these limited resources

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with the landside highway system. By the end of the 2011-2013 biennium, transportation accounts which have been the source of transfers will be depleted.

The chart below shows revenue sources for WSF operations since the 1999-2001 biennium.

Operating Fund Sources	----- Actuals -----						12-Year
	1999-01	2001-03	2003-05	2005-07	2007-09	2009-11	Total
Ferry Fares	192.3	230.9	259.4	286.4	293.5	294.5	1,557.0
Non-Farebox Revenue	2.9	2.7	4.1	5.6	9.2	6.2	30.8
	195.2	233.6	263.5	292.0	302.7	300.7	1,587.8
Dedicated sources:							
Motor Vehicle Excise Tax	14.4	0.0	0.0	0.0	0.0	0.0	14.4
State Taxes (Gas Tax) and Capron Act	33.5	34.1	37.8	39.2	43.8	43.6	232.0
Licenses, Permits and Fees	12.3	13.5	13.7	14.7	14.7	14.3	83.2
Interest	8.9	7.3	1.0	0.7	1.1	0.5	19.6
Total dedicated sources	69.1	54.9	52.5	54.7	59.6	58.4	349.1
Subsidies from other accounts							
Transfer from Multimodal Account	5.1	0.0	5.1	0.0	88.0	13.0	111.2
Transfer from Motor Vehicle Account	0.0	38.3	31.3	50.7	0.0	78.0	198.3
Transfer from General Fund	20.0	0.0	0.0	0.0	0.0	0.0	20.0
Total subsidies from other accounts	25.1	38.3	36.4	50.7	88.0	91.0	329.5
<b>Total Operating Funding Sources</b>	<b>289.4</b>	<b>326.8</b>	<b>352.4</b>	<b>397.3</b>	<b>450.3</b>	<b>450.1</b>	<b>2,266.4</b>

### *Operating Expense Changes*

Overall operating expenses are up by \$16 M from FY2010 to FY2011 (7.7%). The majority of this (\$13.2 M) is due to increases in fuel costs. Without fuel the net increase was 1.8%. A change in FY2010 which was continued into FY2011 is the deletion of certain costs in the category of "Other State Support." These consisted of charges to the Puget Sound Ferry Operating Account for WSDOT Headquarters Support and for self insurance and tort claims defense paid by WSDOT.

**Over the six-years** (FY2006-FY2011) operating expenditures are up by \$31 M (16%) about half of which is due to increase in fuel prices and the majority of the remainder to increases in labor costs over three biennia.

The following notes describe the changes that have occurred in each major expense category.

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## *Direct Vessel Operating Expense*

**Labor Costs:** \$14.8 M increase (21.8%) from FY2006 to FY2011

- From **FY2010 to FY2011** there was a \$1.2 M decrease in direct vessel operating labor. A reduction in overtime and travel time accounted for approximately half of this decrease. The remainder of the decrease was due to more layup labor for engine crews. (Engine crews are on board a vessel 24/7. When a vessel is in layup status the labor for the engine crew is charged layup labor. See Direct Vessel Maintenance below).
- Costs in FY2006 were artificially low because labor contracts for fiscal years 2001 through 2007 were settled in the 2005-2007 biennium. Retroactive payments and current labor contract settlements for four biennia account for about two-thirds of the increase over the six years. Key elements of the increase were:
  - 2001-01/2003-05/2005-07 Labor Contracts: \$5.1 M
  - 2007-09 Biennium Labor Contracts: \$6.9 M
  - Pension Rate Increase: \$2.0M
  - Health Care Benefits: \$2.3 M

**Fuel:** \$14 M increase (36.9%) from FY2006 to FY2011

- From **FY2010 to FY2011** there was a \$13.1 M increase due to a significant increase in average fuel prices (from \$2.36 in FY2010 to \$3.09 in FY2011).
- **Over the six years** the price of fuel increased from an average of \$2.25 per gallon in FY2006 to \$3.09 per gallon in FY2011. Fuel cost during this period has gone up and down between \$39.1 M to \$51.6 M.

**Non-Labor:** \$0.6 M increase (7.8%) from FY2006 to FY2011

- From **FY2010 to FY2011** there was a \$2.2 M decrease due to eliminating the lease costs for the MV Steilacoom (\$0.7 M), spending less on parts and equipment (\$0.6 M) and reducing paid mileage reimbursement for employees (\$0.25 M).
- The increase in Direct Vessel Operating non-labor **over the six years** is due to inflation.

## *Direct Terminal Operating Expense:*

**Labor:** \$4.0 M increase (23%) from FY2006 to FY2011

- Expenditures did not change significantly from **FY2010 to FY2011**.
- As with Direct Vessel Operations labor, the FY2006 costs were artificially low pending contract settlements in the 2005-2007 biennium. Retro and current labor contract settlements for four biennia account for about two-thirds of the increase **over the six years**.
  - 2001-01/2003-05/2005-07 Labor Contracts: \$1.4 M
  - 2007-09 Biennium Labor Contracts: \$1.8 M
  - Pension Rate Increase: \$0.5 M

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- Health Care Benefits: \$0.5 M
- Increase in labor to implement the Electronic Fare System (EFS) = \$0.5 M

**Non-Labor:** \$0.9 M increase (21%) from FY2006 to FY2011

- Expenditures did not change significantly from **FY2010 to FY2011**.
- The increase **over the six year** period is due to increases in lease costs at Anacortes and increases in utility costs and other items totaling approximately \$1.2 M.

*Direct Maintenance Expense (including contracted maintenance, Eagle Harbor labor and maintenance materials)*

**Vessel Maintenance:** \$3.8 M increase (24%) from FY2006 to FY2011 entirely within the last year.

- The increase of \$4.7 M **from FY2010 to FY2011** was due several factors:
  - More layup labor for engine crews - \$0.7 M. Layup labor costs are incurred when vessels are undergoing maintenance. More time was spent on maintenance in FY2011 compared to FY2010.
  - Refurbishment of leased vessel MV Steilacoom prior to returning it to Pierce County - \$1.5 M. (NOTE: we expect a substantial reimbursement for a portion of this cost to be received in FY2012).
  - Approximately \$1 M more in shipyard contract costs in FY2011 due to more USCG required drydockings occurring in FY2011 than in FY2010.
  - Two new Kwa-di Tabil class vessels added to the fleet – \$0.5 M.

**Terminal Maintenance:** \$1.6 M increase (21%) from FY2006 to FY2011

- Expenditures did not change significantly from **FY2010 to FY2011** for the total amount of terminal maintenance done, however there were significant variations between routes. The significant increase in terminal maintenance costs for the Fauntleroy-Vashon-Southworth route was due to the Vashon terminal timber trestle interim preservation work. Other routes have seen decreases in costs as large maintenance and interim preservation jobs have been completed.
- Beginning in FY2008, the Legislature directed that costs for interim preservation projects to be transferred from the capital program to the operating program. This accounts for the majority of the increase **over the six years**.

## Washington State Ferries FY2011 Route Statements

### *Management and Support Expense:*

**Labor:** \$1.7 M increase (16%) from FY2006 to FY2011

- From **FY2010 to FY2011** there was an increase of \$0.35 M due primarily to filling vacant positions.
- Increases in pension and health care benefits, cost of living adjustments and bargaining unit agreements (OPEIU, MM&P Watch Supervisors, IBU Info Agents, and Washington Federation of State Employees) account for \$0.6 M of increase **over the six years**.
- There was a net decrease of 7 FTEs expended during this time period.

**Non-Labor:** \$2.1 M decrease (14%) from FY2006 to FY2011

- From **FY2010 to FY2011** there was an increase of \$1.1 M due to increases in costs for credit card fees, marketing, and for a one-time payment of \$0.6 M for IT software maintenance.
- Over the six years, WSF reduced the usage of temporary employees (\$0.4 M savings), canceled some expensive consultant contracts and converted others to staff positions (\$0.5 M savings), and reduced insurance premiums (\$1.8 M savings).

In FY2010, Other State Support costs are no longer included in the calculation of the Farebox Recovery Rate. The following table restates farebox recovery for FY2006-FY2009 without that change.

	Equivalent Recovery Rates Net of "Other State Support"					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011
Farebox Recovery Rate – as originally reported (with added State Support)	72.3%	77.8%	63.1%	63.8%	70.5%	65.6%
Farebox Recovery Rate – adjusted for no added State Support	75.1%	71.3%	65.6%	67.4%	70.5%	65.6%

Over the six years the net subsidy per rider has ranged from \$2.14 to \$3.57. In FY2011 the subsidy was \$3.25.

Washington State Ferries  
FY2011 Route Statements

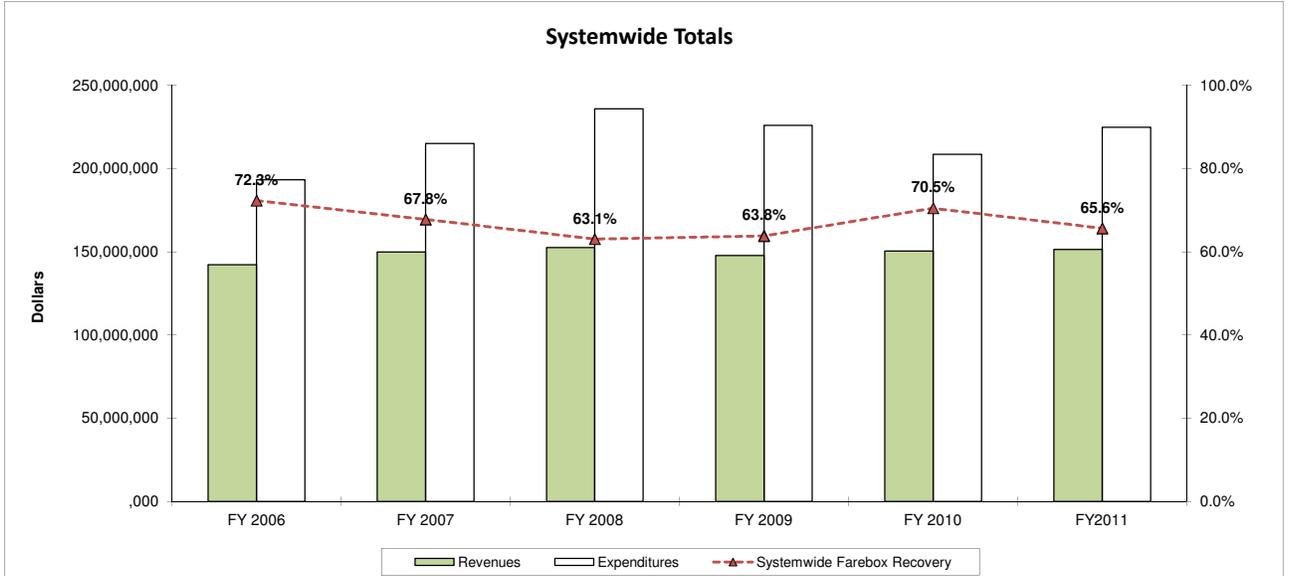
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011
Cost per rider	\$8.12	\$8.95	\$10.11	\$10.08	\$9.22	\$10.02
Fare recovery per rider	\$5.87	\$6.06	\$6.38	\$6.43	\$6.43	\$6.60
Miscellaneous Revenue per rider	\$0.11	\$0.17	\$0.17	\$0.16	\$0.15	\$0.17
<b>Net Subsidy per rider</b>	<b>\$2.14</b>	<b>\$2.71</b>	<b>\$3.57</b>	<b>\$3.49</b>	<b>\$2.57</b>	<b>\$3.25</b>

## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

### Summary - All Routes

Includes Seattle-Vashon Passenger Only FY2006-FY2008

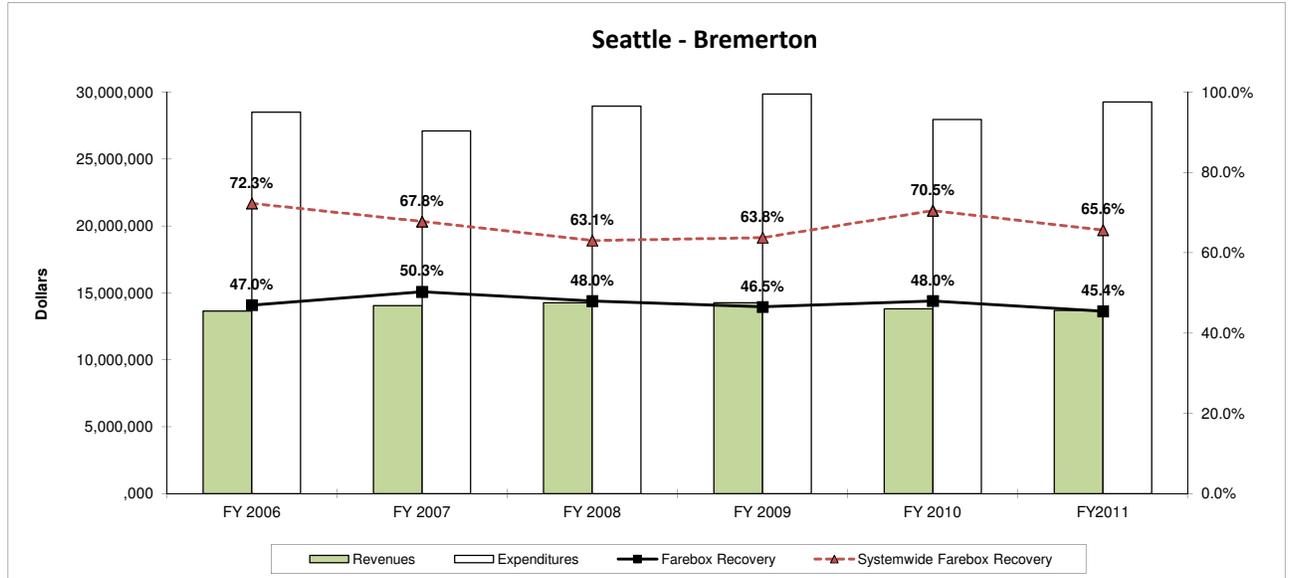
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	12,961,000	13,179,000	12,926,000	12,489,000	12,480,000	12,374,000
Vehicle	10,828,000	10,852,000	10,392,000	9,911,000	10,134,000	9,973,000
<b>Total Riders</b>	<b>23,788,000</b>	<b>24,031,000</b>	<b>23,319,000</b>	<b>22,400,000</b>	<b>22,614,000</b>	<b>22,347,000</b>
<b>REVENUE</b>						
Fares	139,661,000	145,687,000	148,690,000	144,030,000	147,010,000	147,448,000
Miscellaneous	2,523,000	4,071,000	3,910,000	3,646,000	3,495,000	3,839,000
<b>TOTAL REVENUE</b>	<b>142,184,000</b>	<b>149,758,000</b>	<b>152,600,000</b>	<b>147,676,000</b>	<b>150,505,000</b>	<b>151,287,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	67,760,000	76,837,000	81,613,000	81,679,000	83,771,000	82,555,000
Fuel	39,115,000	41,444,000	52,447,000	41,932,000	40,400,000	53,561,000
Non-Labor	8,051,000	10,119,000	14,404,000	13,033,000	9,682,000	7,427,000
<b>Total</b>	<b>114,926,000</b>	<b>128,400,000</b>	<b>148,464,000</b>	<b>136,645,000</b>	<b>133,853,000</b>	<b>143,542,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	17,991,000	19,573,000	21,616,000	21,596,000	21,807,000	22,054,000
Non-Labor	4,525,000	4,783,000	5,577,000	5,683,000	5,394,000	5,461,000
<b>Total</b>	<b>22,516,000</b>	<b>24,356,000</b>	<b>27,192,000</b>	<b>27,278,000</b>	<b>27,201,000</b>	<b>27,515,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	15,933,000	16,900,000	15,455,000	13,596,000	15,048,000	19,751,000
Terminal Maintenance	7,584,000	7,696,000	8,643,000	8,651,000	9,243,000	9,198,000
<b>Total</b>	<b>23,517,000</b>	<b>24,596,000</b>	<b>24,098,000</b>	<b>22,247,000</b>	<b>24,291,000</b>	<b>28,948,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	10,655,000	11,065,000	12,605,000	11,730,000	12,008,000	12,320,000
Non-Labor	14,464,000	15,879,000	14,276,000	15,911,000	11,231,000	12,328,000
Other State Support	7,095,000	10,696,000	9,175,000	12,003,000		
<b>Total</b>	<b>32,214,000</b>	<b>37,641,000</b>	<b>36,056,000</b>	<b>39,643,000</b>	<b>23,240,000</b>	<b>24,648,000</b>
<b>TOTAL EXPENSES</b>	<b>193,173,000</b>	<b>214,992,000</b>	<b>235,811,000</b>	<b>225,813,000</b>	<b>208,584,000</b>	<b>224,653,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(50,989,000)</b>	<b>(65,234,000)</b>	<b>(83,211,000)</b>	<b>(78,137,000)</b>	<b>(58,080,000)</b>	<b>(73,366,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	<b>72.3%</b>	<b>67.8%</b>	<b>63.1%</b>	<b>63.8%</b>	<b>70.5%</b>	<b>65.6%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	<b>73.6%</b>	<b>69.7%</b>	<b>64.7%</b>	<b>65.4%</b>	<b>72.2%</b>	<b>67.3%</b>



**ROUTE STATEMENT SUMMARY  
FISCAL YEAR 2006 - 2011**

**Route 10: Seattle - Bremerton**

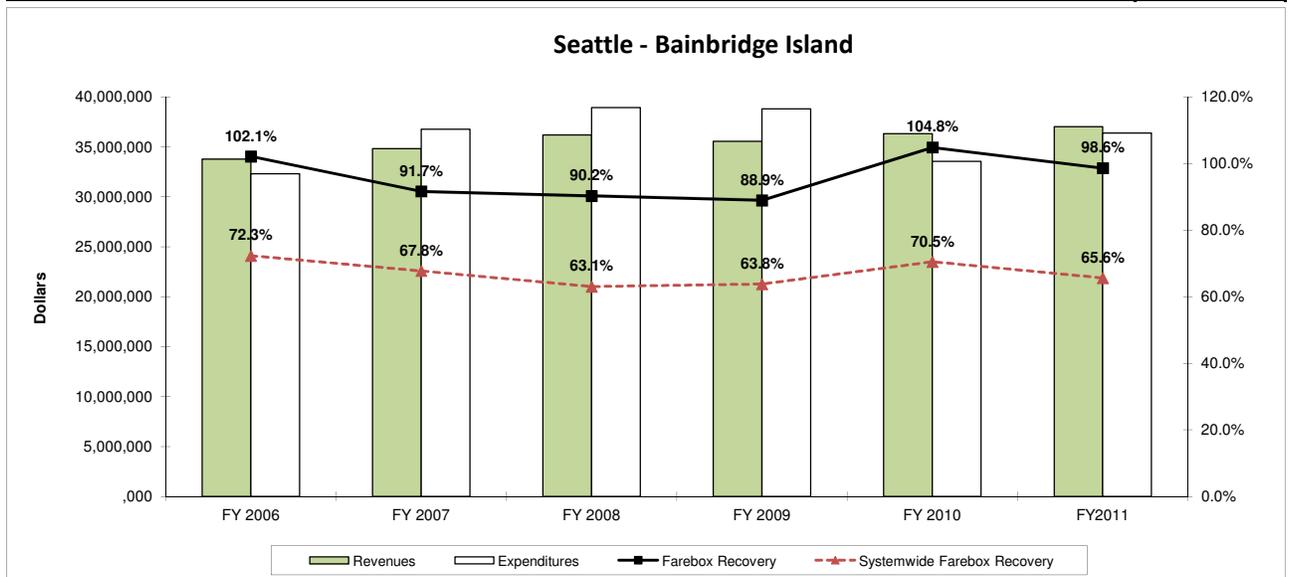
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	1,628,000	1,734,000	1,862,000	1,796,000	1,910,000	1,712,000
Vehicle	710,000	740,000	699,000	653,000	649,000	648,000
<b>Total Riders</b>	<b>2,338,000</b>	<b>2,474,000</b>	<b>2,561,000</b>	<b>2,450,000</b>	<b>2,560,000</b>	<b>2,360,000</b>
<b>REVENUE</b>						
Fares	13,389,000	13,623,000	13,893,000	13,895,000	13,414,000	13,291,000
Miscellaneous	253,000	431,000	376,000	367,000	401,000	396,000
<b>TOTAL REVENUE</b>	<b>13,642,000</b>	<b>14,054,000</b>	<b>14,269,000</b>	<b>14,262,000</b>	<b>13,815,000</b>	<b>13,687,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	8,549,000	9,903,000	9,931,000	10,739,000	10,902,000	10,436,000
Fuel	6,212,000	5,938,000	7,524,000	6,394,000	6,960,000	8,961,000
Non-Labor	1,404,000	1,169,000	1,585,000	1,598,000	1,234,000	853,000
<b>Total</b>	<b>16,165,000</b>	<b>17,010,000</b>	<b>19,041,000</b>	<b>18,730,000</b>	<b>19,096,000</b>	<b>20,250,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	2,066,000	2,252,000	2,469,000	2,494,000	2,484,000	2,465,000
Non-Labor	377,000	452,000	483,000	447,000	369,000	378,000
<b>Total</b>	<b>2,442,000</b>	<b>2,705,000</b>	<b>2,952,000</b>	<b>2,941,000</b>	<b>2,853,000</b>	<b>2,842,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	4,357,000	1,617,000	1,419,000	1,801,000	1,596,000	1,981,000
Terminal Maintenance	789,000	1,025,000	1,123,000	1,152,000	1,293,000	967,000
<b>Total</b>	<b>5,146,000</b>	<b>2,642,000</b>	<b>2,543,000</b>	<b>2,953,000</b>	<b>2,889,000</b>	<b>2,949,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	1,572,000	1,395,000	1,548,000	1,551,000	1,609,000	1,609,000
Non-Labor	2,134,000	2,002,000	1,754,000	2,104,000	1,505,000	1,610,000
Other State Support	1,047,000	1,348,000	1,127,000	1,588,000		
<b>Total</b>	<b>4,754,000</b>	<b>4,745,000</b>	<b>4,429,000</b>	<b>5,244,000</b>	<b>3,114,000</b>	<b>3,220,000</b>
<b>TOTAL EXPENSES</b>	<b>28,507,000</b>	<b>27,101,000</b>	<b>28,964,000</b>	<b>29,868,000</b>	<b>27,953,000</b>	<b>29,261,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(14,865,000)</b>	<b>(13,047,000)</b>	<b>(14,695,000)</b>	<b>(15,607,000)</b>	<b>(14,138,000)</b>	<b>(15,574,000)</b>
<b>FAREBOX RECOVERY RATIO</b>	<b>47.0%</b>	<b>50.3%</b>	<b>48.0%</b>	<b>46.5%</b>	<b>48.0%</b>	<b>45.4%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>	<b>47.9%</b>	<b>51.9%</b>	<b>49.3%</b>	<b>47.7%</b>	<b>49.4%</b>	<b>46.8%</b>



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

**Route: 20 Seattle - Bainbridge Island**

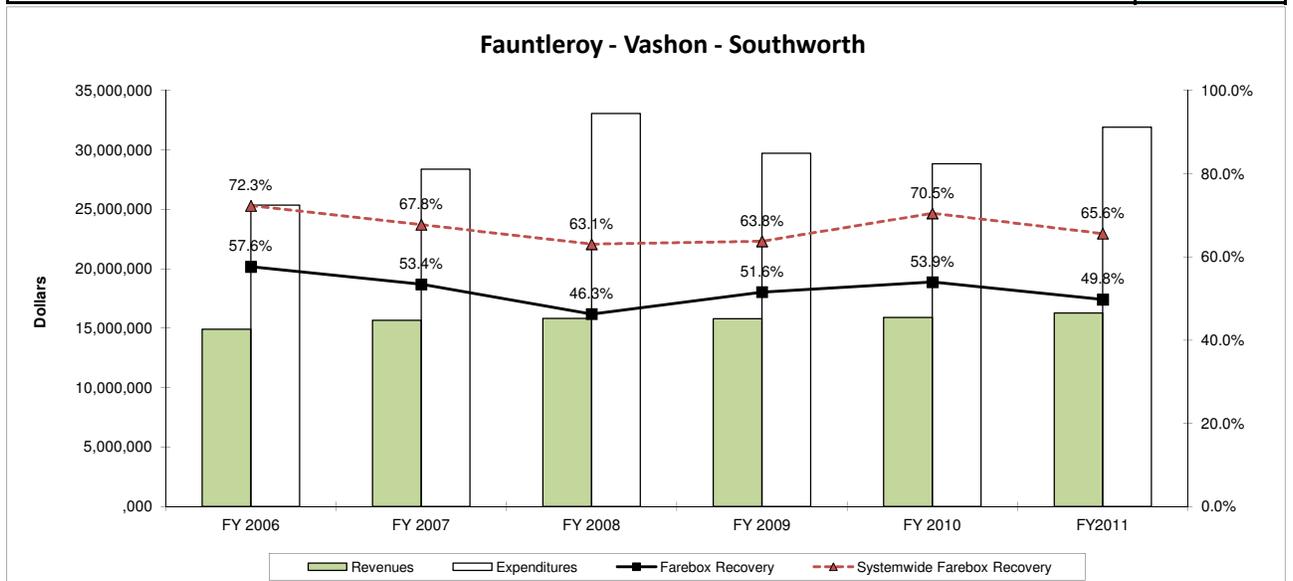
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	4,297,000	4,365,000	4,285,000	4,194,000	4,006,000	4,170,000
Vehicle	2,120,000	2,114,000	2,010,000	1,914,000	1,944,000	1,953,000
<b>Total Riders</b>	<b>6,417,000</b>	<b>6,480,000</b>	<b>6,295,000</b>	<b>6,107,000</b>	<b>5,950,000</b>	<b>6,123,000</b>
<b>REVENUE</b>						
Fares	33,005,000	33,699,000	35,126,000	34,508,000	35,187,000	35,892,000
Miscellaneous	762,000	1,140,000	1,068,000	1,039,000	1,146,000	1,145,000
<b>TOTAL REVENUE</b>	<b>33,767,000</b>	<b>34,839,000</b>	<b>36,194,000</b>	<b>35,547,000</b>	<b>36,333,000</b>	<b>37,037,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	9,804,000	11,137,000	11,772,000	12,025,000	12,073,000	12,145,000
Fuel	8,558,000	9,019,000	10,774,000	8,942,000	7,761,000	10,251,000
Non-Labor	950,000	1,685,000	1,725,000	1,783,000	1,337,000	1,102,000
<b>Total</b>	<b>19,312,000</b>	<b>21,841,000</b>	<b>24,270,000</b>	<b>22,749,000</b>	<b>21,170,000</b>	<b>23,498,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	3,900,000	4,218,000	4,639,000	4,572,000	4,628,000	4,805,000
Non-Labor	488,000	577,000	579,000	563,000	507,000	558,000
<b>Total</b>	<b>4,389,000</b>	<b>4,795,000</b>	<b>5,218,000</b>	<b>5,136,000</b>	<b>5,136,000</b>	<b>5,363,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	1,763,000	2,347,000	1,790,000	1,579,000	1,755,000	2,045,000
Terminal Maintenance	1,469,000	1,346,000	1,694,000	2,529,000	1,765,000	1,479,000
<b>Total</b>	<b>3,231,000</b>	<b>3,693,000</b>	<b>3,484,000</b>	<b>4,109,000</b>	<b>3,520,000</b>	<b>3,525,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	1,783,000	1,892,000	2,081,000	2,016,000	1,932,000	2,001,000
Non-Labor	2,420,000	2,715,000	2,356,000	2,734,000	1,807,000	2,003,000
Other State Support	1,187,000	1,829,000	1,514,000	2,063,000		
<b>Total</b>	<b>5,390,000</b>	<b>6,437,000</b>	<b>5,951,000</b>	<b>6,813,000</b>	<b>3,740,000</b>	<b>4,004,000</b>
<b>TOTAL EXPENSES</b>	<b>32,321,000</b>	<b>36,765,000</b>	<b>38,923,000</b>	<b>38,806,000</b>	<b>33,565,000</b>	<b>36,389,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>1,445,000</b>	<b>(1,926,000)</b>	<b>(2,729,000)</b>	<b>(3,259,000)</b>	<b>2,767,000</b>	<b>647,000</b>
<b>FAREBOX RECOVERY RATIO</b>						
	102.1%	91.7%	90.2%	88.9%	104.8%	98.6%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	104.5%	94.8%	93.0%	91.6%	108.2%	101.8%



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

**Route: 30 Fautleroy - Vashon - Southworth**

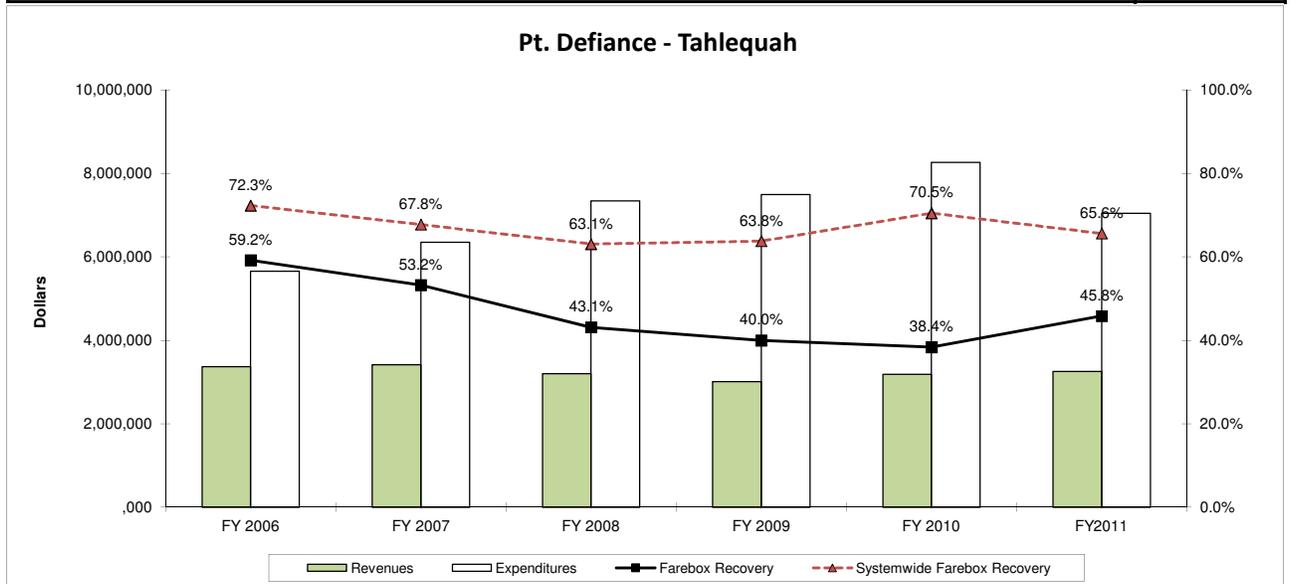
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	1,390,000	1,402,000	1,321,000	1,315,000	1,241,000	1,261,000
Vehicle	1,842,000	1,823,000	1,749,000	1,696,000	1,701,000	1,706,000
<b>Total Riders</b>	<b>3,233,000</b>	<b>3,225,000</b>	<b>3,070,000</b>	<b>3,011,000</b>	<b>2,942,000</b>	<b>2,967,000</b>
<b>REVENUE</b>						
Fares	14,622,000	15,164,000	15,308,000	15,328,000	15,558,000	15,887,000
Miscellaneous	304,000	492,000	523,000	466,000	343,000	398,000
<b>TOTAL REVENUE</b>	<b>14,927,000</b>	<b>15,655,000</b>	<b>15,832,000</b>	<b>15,794,000</b>	<b>15,901,000</b>	<b>16,285,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	10,397,000	11,628,000	12,129,000	12,436,000	12,702,000	12,608,000
Fuel	4,198,000	4,613,000	5,934,000	4,900,000	4,517,000	6,074,000
Non-Labor	1,069,000	1,091,000	2,261,000	1,177,000	953,000	807,000
<b>Total</b>	<b>15,664,000</b>	<b>17,332,000</b>	<b>20,324,000</b>	<b>18,513,000</b>	<b>18,172,000</b>	<b>19,490,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	2,659,000	2,903,000	3,443,000	3,412,000	3,400,000	3,467,000
Non-Labor	261,000	288,000	271,000	352,000	323,000	336,000
<b>Total</b>	<b>2,920,000</b>	<b>3,191,000</b>	<b>3,714,000</b>	<b>3,764,000</b>	<b>3,724,000</b>	<b>3,804,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	1,768,000	1,989,000	2,744,000	1,429,000	2,720,000	2,751,000
Terminal Maintenance	784,000	911,000	1,241,000	803,000	1,011,000	2,369,000
<b>Total</b>	<b>2,552,000</b>	<b>2,900,000</b>	<b>3,985,000</b>	<b>2,232,000</b>	<b>3,731,000</b>	<b>5,120,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	1,399,000	1,461,000	1,768,000	1,544,000	1,660,000	1,756,000
Non-Labor	1,899,000	2,097,000	2,003,000	2,095,000	1,553,000	1,757,000
Other State Support	932,000	1,413,000	1,287,000	1,580,000		
<b>Total</b>	<b>4,230,000</b>	<b>4,971,000</b>	<b>5,058,000</b>	<b>5,219,000</b>	<b>3,213,000</b>	<b>3,513,000</b>
<b>TOTAL EXPENSES</b>	<b>25,366,000</b>	<b>28,394,000</b>	<b>33,081,000</b>	<b>29,727,000</b>	<b>28,840,000</b>	<b>31,927,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(10,439,000)</b>	<b>(12,739,000)</b>	<b>(17,249,000)</b>	<b>(13,934,000)</b>	<b>(12,939,000)</b>	<b>(15,641,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	57.6%	53.4%	46.3%	51.6%	53.9%	49.8%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	58.8%	55.1%	47.9%	53.1%	55.1%	51.0%



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

Route: 40 Pt. Defiance - Tahlequah

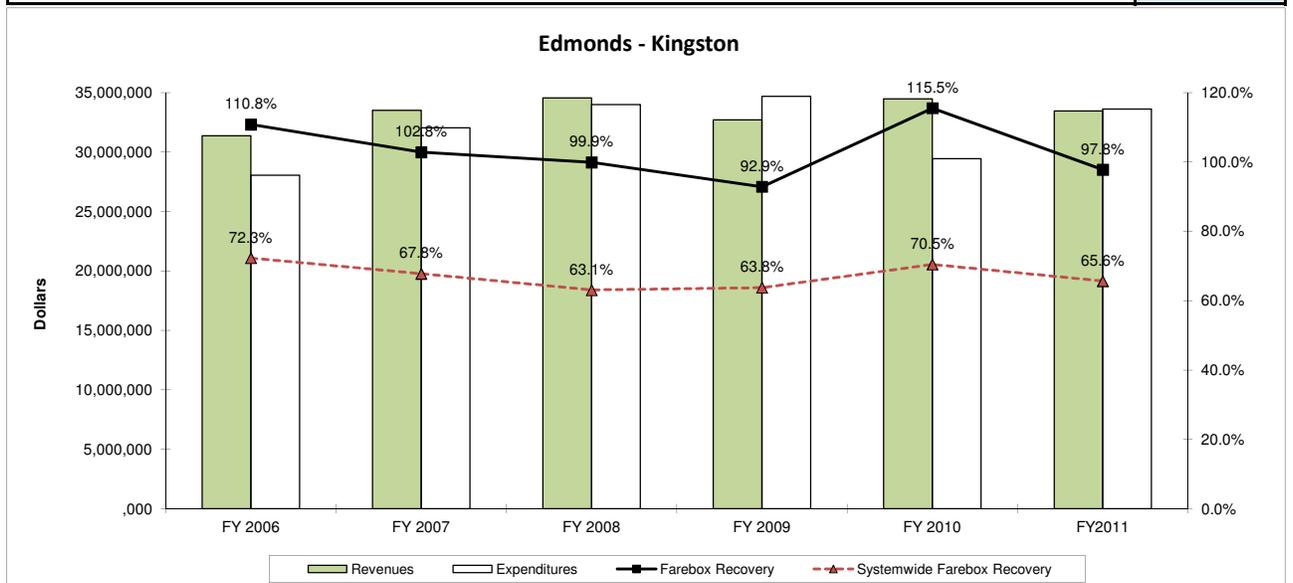
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	289,000	270,000	264,000	259,000	270,000	271,000
Vehicle	399,000	388,000	371,000	353,000	370,000	375,000
<b>Total Riders</b>	<b>689,000</b>	<b>658,000</b>	<b>635,000</b>	<b>612,000</b>	<b>640,000</b>	<b>646,000</b>
<b>REVENUE</b>						
Fares	3,347,000	3,381,000	3,165,000	2,994,000	3,169,000	3,229,000
Miscellaneous	20,000	36,000	35,000	16,000	16,000	27,000
<b>TOTAL REVENUE</b>	<b>3,367,000</b>	<b>3,417,000</b>	<b>3,200,000</b>	<b>3,011,000</b>	<b>3,186,000</b>	<b>3,256,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	2,343,000	2,800,000	3,082,000	3,270,000	3,752,000	3,333,000
Fuel	358,000	407,000	702,000	370,000	652,000	812,000
Non-Labor	176,000	273,000	482,000	446,000	445,000	208,000
<b>Total</b>	<b>2,877,000</b>	<b>3,480,000</b>	<b>4,266,000</b>	<b>4,086,000</b>	<b>4,849,000</b>	<b>4,353,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	664,000	768,000	806,000	852,000	885,000	872,000
Non-Labor	61,000	61,000	64,000	65,000	61,000	62,000
<b>Total</b>	<b>725,000</b>	<b>829,000</b>	<b>869,000</b>	<b>918,000</b>	<b>946,000</b>	<b>934,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	610,000	757,000	747,000	906,000	588,000	677,000
Terminal Maintenance	499,000	172,000	334,000	269,000	958,000	307,000
<b>Total</b>	<b>1,109,000</b>	<b>930,000</b>	<b>1,081,000</b>	<b>1,175,000</b>	<b>1,546,000</b>	<b>984,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	312,000	327,000	392,000	389,000	476,000	388,000
Non-Labor	423,000	469,000	444,000	528,000	445,000	388,000
Other State Support	208,000	316,000	286,000	398,000		
<b>Total</b>	<b>943,000</b>	<b>1,112,000</b>	<b>1,122,000</b>	<b>1,315,000</b>	<b>921,000</b>	<b>775,000</b>
<b>TOTAL EXPENSES</b>	<b>5,655,000</b>	<b>6,350,000</b>	<b>7,338,000</b>	<b>7,493,000</b>	<b>8,263,000</b>	<b>7,047,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(2,287,000)</b>	<b>(2,933,000)</b>	<b>(4,138,000)</b>	<b>(4,482,000)</b>	<b>(5,077,000)</b>	<b>(3,791,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	59.2%	53.2%	43.1%	40.0%	38.4%	45.8%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	59.5%	53.8%	43.6%	40.2%	38.6%	46.2%



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

Route: 50 Edmonds - Kingston

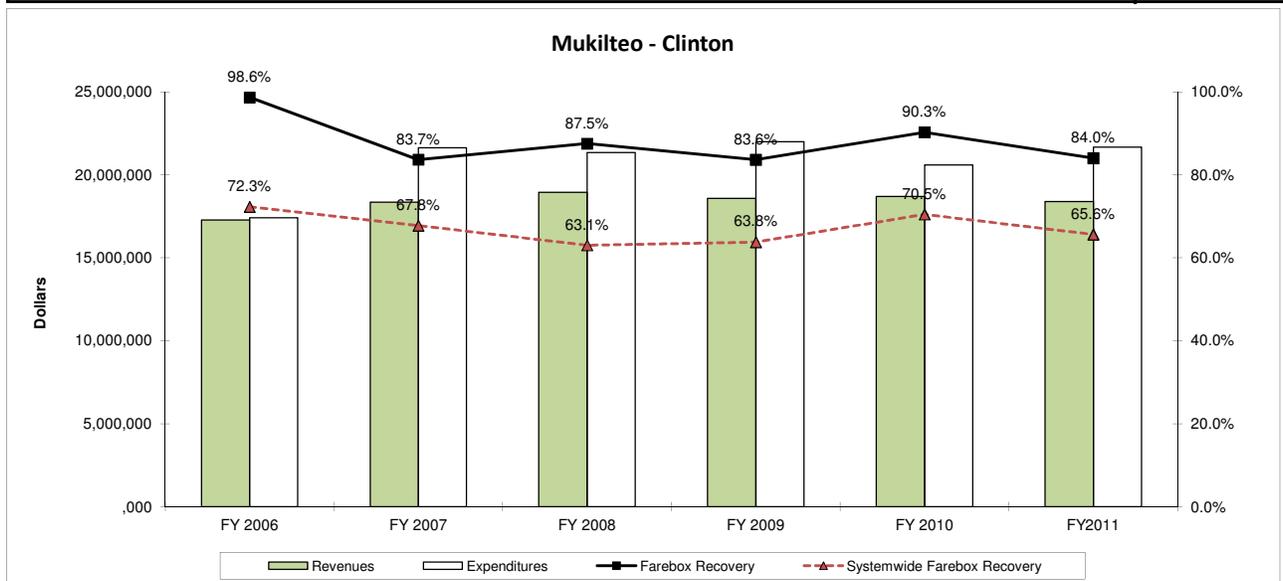
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	1,994,000	2,079,000	1,968,000	1,877,000	1,967,000	1,860,000
Vehicle	2,263,000	2,278,000	2,234,000	2,075,000	2,192,000	2,093,000
<b>Total Riders</b>	<b>4,257,000</b>	<b>4,357,000</b>	<b>4,202,000</b>	<b>3,953,000</b>	<b>4,159,000</b>	<b>3,953,000</b>
<b>REVENUE</b>						
Fares	31,097,000	32,945,000	33,958,000	32,217,000	34,000,000	32,872,000
Miscellaneous	282,000	565,000	604,000	504,000	471,000	586,000
<b>TOTAL REVENUE</b>	<b>31,379,000</b>	<b>33,509,000</b>	<b>34,562,000</b>	<b>32,722,000</b>	<b>34,471,000</b>	<b>33,458,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	9,473,000	10,818,000	11,427,000	11,691,000	11,606,000	11,382,000
Fuel	6,721,000	7,033,000	8,767,000	6,776,000	6,941,000	8,723,000
Non-Labor	991,000	1,267,000	1,594,000	2,150,000	1,115,000	1,070,000
<b>Total</b>	<b>17,184,000</b>	<b>19,118,000</b>	<b>21,789,000</b>	<b>20,617,000</b>	<b>19,662,000</b>	<b>21,176,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	3,425,000	3,706,000	3,929,000	4,016,000	4,059,000	4,050,000
Non-Labor	519,000	531,000	577,000	585,000	580,000	544,000
<b>Total</b>	<b>3,944,000</b>	<b>4,237,000</b>	<b>4,505,000</b>	<b>4,600,000</b>	<b>4,639,000</b>	<b>4,594,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	1,540,000	1,885,000	1,430,000	2,606,000	1,059,000	3,076,000
Terminal Maintenance	711,000	1,184,000	1,069,000	778,000	793,000	1,075,000
<b>Total</b>	<b>2,251,000</b>	<b>3,069,000</b>	<b>2,499,000</b>	<b>3,385,000</b>	<b>1,852,000</b>	<b>4,151,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	1,548,000	1,649,000	1,817,000	1,802,000	1,694,000	1,849,000
Non-Labor	2,101,000	2,366,000	2,058,000	2,444,000	1,585,000	1,850,000
Other State Support	1,031,000	1,594,000	1,323,000	1,844,000		
<b>Total</b>	<b>4,679,000</b>	<b>5,608,000</b>	<b>5,197,000</b>	<b>6,090,000</b>	<b>3,279,000</b>	<b>3,699,000</b>
<b>TOTAL EXPENSES</b>	<b>28,058,000</b>	<b>32,032,000</b>	<b>33,990,000</b>	<b>34,692,000</b>	<b>29,432,000</b>	<b>33,621,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>3,321,000</b>	<b>1,478,000</b>	<b>572,000</b>	<b>(1,970,000)</b>	<b>5,039,000</b>	<b>(163,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	<b>110.8%</b>	<b>102.8%</b>	<b>99.9%</b>	<b>92.9%</b>	<b>115.5%</b>	<b>97.8%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	<b>111.8%</b>	<b>104.6%</b>	<b>101.7%</b>	<b>94.3%</b>	<b>117.1%</b>	<b>99.5%</b>



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

Route: 60 Mukilteo - Clinton

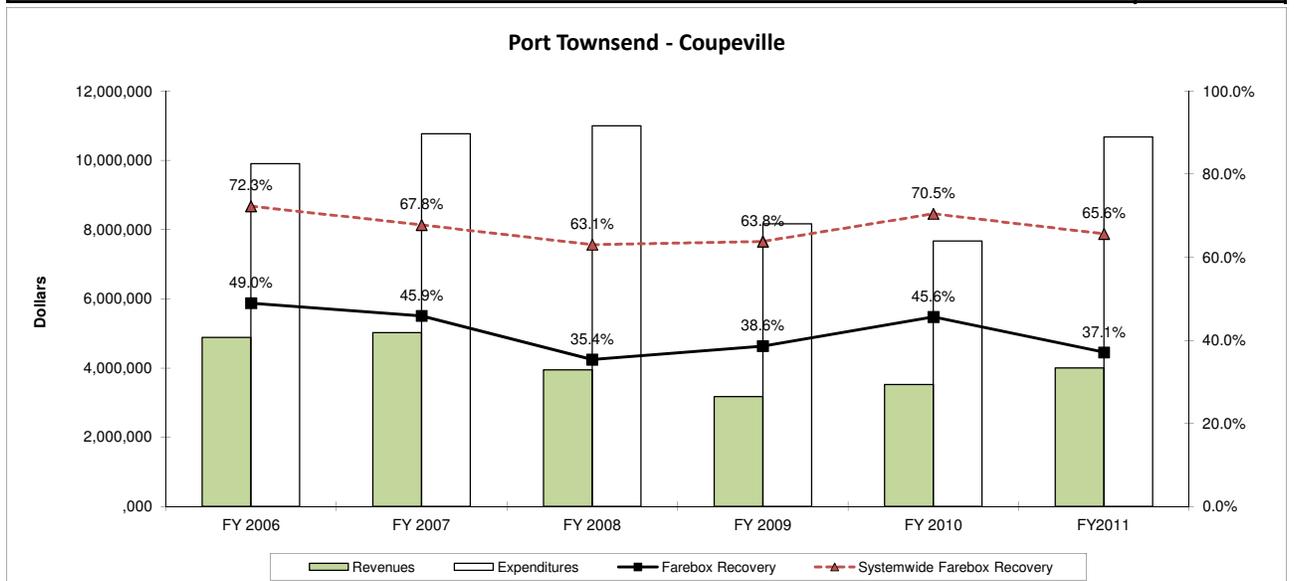
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	1,840,000	1,832,000	1,813,000	1,814,000	1,817,000	1,817,000
Vehicle	2,227,000	2,233,000	2,195,000	2,138,000	2,155,000	2,056,000
<b>Total Riders</b>	<b>4,067,000</b>	<b>4,065,000</b>	<b>4,007,000</b>	<b>3,951,000</b>	<b>3,972,000</b>	<b>3,872,000</b>
<b>REVENUE</b>						
Fares	17,180,000	18,099,000	18,686,000	18,406,000	18,589,000	18,204,000
Miscellaneous	100,000	245,000	256,000	179,000	100,000	188,000
<b>TOTAL REVENUE</b>	<b>17,280,000</b>	<b>18,345,000</b>	<b>18,941,000</b>	<b>18,585,000</b>	<b>18,689,000</b>	<b>18,392,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	7,450,000	8,411,000	8,920,000	9,157,000	9,024,000	9,259,000
Fuel	2,580,000	2,822,000	3,427,000	2,850,000	2,680,000	3,943,000
Non-Labor	634,000	1,046,000	1,274,000	1,016,000	786,000	639,000
<b>Total</b>	<b>10,665,000</b>	<b>12,278,000</b>	<b>13,620,000</b>	<b>13,024,000</b>	<b>12,490,000</b>	<b>13,841,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	2,350,000	2,577,000	2,824,000	2,842,000	2,906,000	2,883,000
Non-Labor	235,000	274,000	262,000	278,000	470,000	454,000
<b>Total</b>	<b>2,585,000</b>	<b>2,851,000</b>	<b>3,086,000</b>	<b>3,120,000</b>	<b>3,376,000</b>	<b>3,337,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	639,000	1,538,000	685,000	1,197,000	1,804,000	1,650,000
Terminal Maintenance	622,000	1,180,000	693,000	800,000	627,000	454,000
<b>Total</b>	<b>1,262,000</b>	<b>2,717,000</b>	<b>1,378,000</b>	<b>1,997,000</b>	<b>2,431,000</b>	<b>2,104,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	961,000	1,113,000	1,141,000	1,143,000	1,185,000	1,192,000
Non-Labor	1,304,000	1,598,000	1,292,000	1,550,000	1,109,000	1,192,000
Other State Support	640,000	1,076,000	831,000	1,170,000		
<b>Total</b>	<b>2,904,000</b>	<b>3,788,000</b>	<b>3,264,000</b>	<b>3,863,000</b>	<b>2,294,000</b>	<b>2,384,000</b>
<b>TOTAL EXPENSES</b>	<b>17,416,000</b>	<b>21,634,000</b>	<b>21,348,000</b>	<b>22,003,000</b>	<b>20,591,000</b>	<b>21,666,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(136,000)</b>	<b>(3,289,000)</b>	<b>(2,407,000)</b>	<b>(3,419,000)</b>	<b>(1,902,000)</b>	<b>(3,274,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
<b>FAREBOX RECOVERY RATIO</b>	<b>98.6%</b>	<b>83.7%</b>	<b>87.5%</b>	<b>83.6%</b>	<b>90.3%</b>	<b>84.0%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>						
<b>TOTAL REVENUE RECOVERY RATIO</b>	<b>99.2%</b>	<b>84.8%</b>	<b>88.7%</b>	<b>84.5%</b>	<b>90.8%</b>	<b>84.9%</b>



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

**Route: 70 Port Townsend - Coupeville**

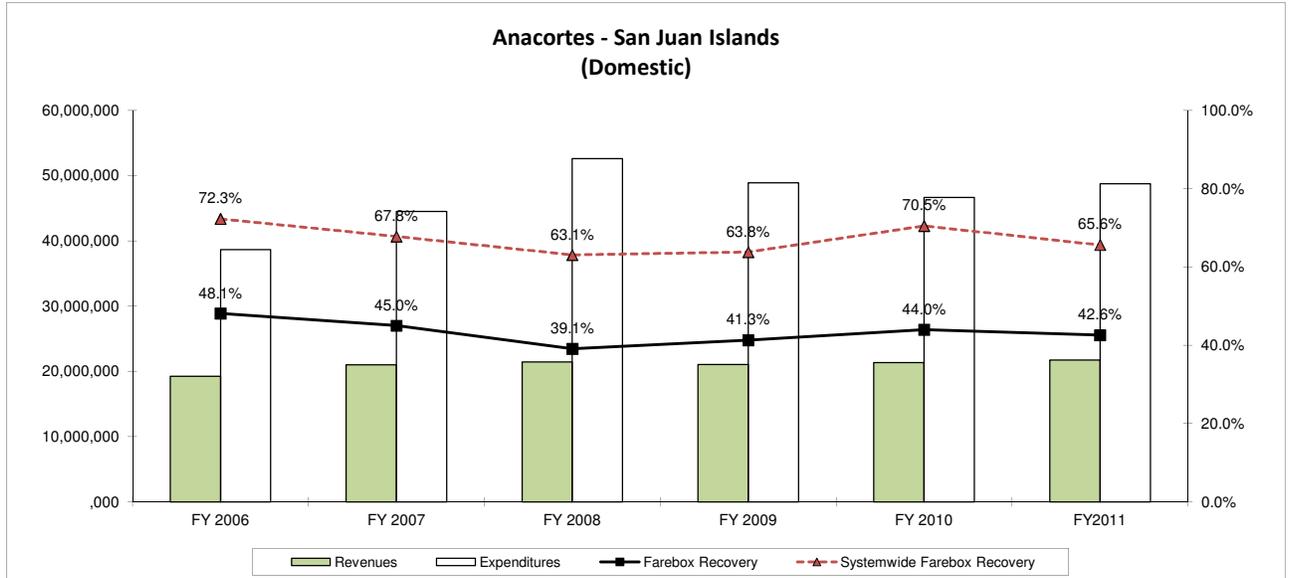
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	403,000	396,000	336,000	282,000	304,000	320,000
Vehicle	370,000	367,000	260,000	222,000	248,000	272,000
<b>Total Riders</b>	<b>773,000</b>	<b>762,000</b>	<b>596,000</b>	<b>503,000</b>	<b>552,000</b>	<b>592,000</b>
<b>REVENUE</b>						
Fares	4,849,000	4,942,000	3,889,000	3,153,000	3,499,000	3,959,000
Miscellaneous	34,000	80,000	57,000	18,000	20,000	37,000
<b>TOTAL REVENUE</b>	<b>4,883,000</b>	<b>5,022,000</b>	<b>3,946,000</b>	<b>3,171,000</b>	<b>3,519,000</b>	<b>3,996,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	3,276,000	3,579,000	3,989,000	2,713,000	2,839,000	3,376,000
Fuel	1,037,000	1,028,000	1,102,000	492,000	468,000	1,297,000
Non-Labor	436,000	819,000	1,151,000	1,220,000	1,255,000	615,000
<b>Total</b>	<b>4,749,000</b>	<b>5,426,000</b>	<b>6,241,000</b>	<b>4,425,000</b>	<b>4,563,000</b>	<b>5,288,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	1,077,000	1,165,000	1,242,000	1,240,000	1,230,000	1,241,000
Non-Labor	225,000	159,000	219,000	152,000	138,000	164,000
<b>Total</b>	<b>1,302,000</b>	<b>1,324,000</b>	<b>1,460,000</b>	<b>1,392,000</b>	<b>1,368,000</b>	<b>1,405,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	1,203,000	1,535,000	1,177,000	216,000	201,000	1,991,000
Terminal Maintenance	1,001,000	596,000	438,000	699,000	681,000	886,000
<b>Total</b>	<b>2,204,000</b>	<b>2,132,000</b>	<b>1,616,000</b>	<b>915,000</b>	<b>882,000</b>	<b>2,877,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	546,000	554,000	588,000	424,000	441,000	552,000
Non-Labor	742,000	795,000	666,000	575,000	413,000	552,000
Other State Support	364,000	536,000	428,000	434,000		
<b>Total</b>	<b>1,652,000</b>	<b>1,885,000</b>	<b>1,682,000</b>	<b>1,433,000</b>	<b>854,000</b>	<b>1,104,000</b>
<b>TOTAL EXPENSES</b>	<b>9,906,000</b>	<b>10,767,000</b>	<b>10,999,000</b>	<b>8,165,000</b>	<b>7,667,000</b>	<b>10,673,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(5,023,000)</b>	<b>(5,745,000)</b>	<b>(7,053,000)</b>	<b>(4,994,000)</b>	<b>(4,148,000)</b>	<b>(6,677,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	49.0%	45.9%	35.4%	38.6%	45.6%	37.1%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	49.3%	46.6%	35.9%	38.8%	45.9%	37.4%



**ROUTE STATEMENT SUMMARY  
FISCAL YEAR 2006 - 2011**

**Route: 80: Anacortes - San Juan Islands (Domestic)**

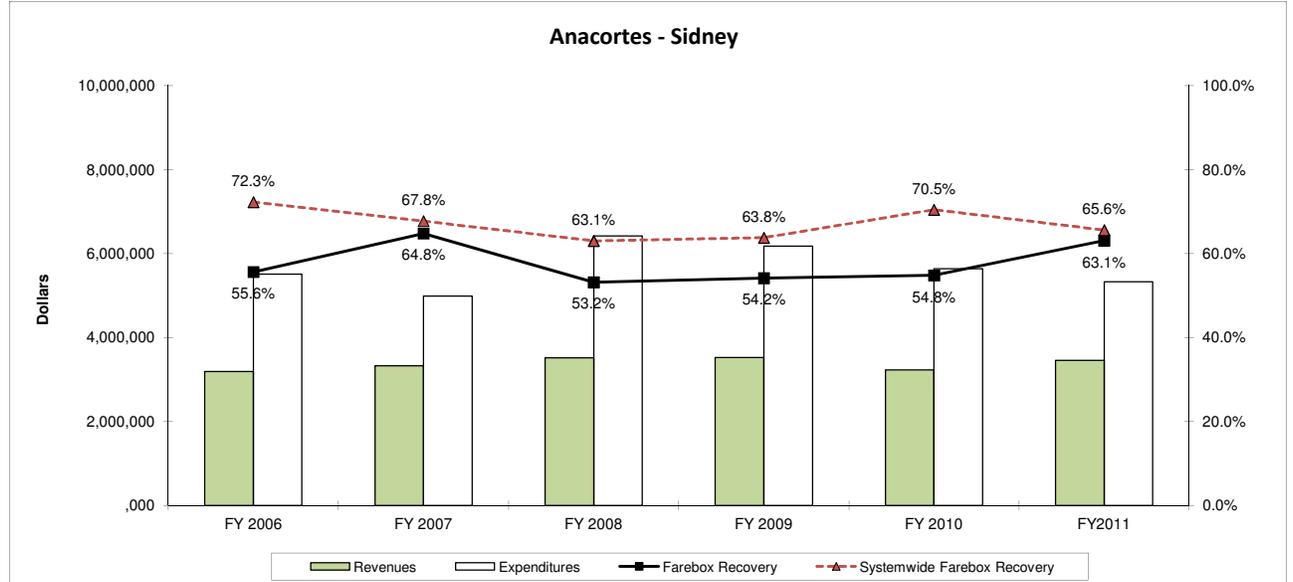
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	883,000	886,000	864,000	868,000	888,000	882,000
Vehicle	852,000	865,000	829,000	817,000	835,000	826,000
<b>Total Riders</b>	<b>1,736,000</b>	<b>1,752,000</b>	<b>1,694,000</b>	<b>1,685,000</b>	<b>1,723,000</b>	<b>1,708,000</b>
<b>REVENUE</b>						
Fares	18,592,000	20,038,000	20,552,000	20,183,000	20,499,000	20,748,000
Miscellaneous	644,000	984,000	882,000	875,000	860,000	973,000
<b>TOTAL REVENUE</b>	<b>19,236,000</b>	<b>21,022,000</b>	<b>21,433,000</b>	<b>21,058,000</b>	<b>21,359,000</b>	<b>21,722,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	13,842,000	15,861,000	17,456,000	17,664,000	18,968,000	18,233,000
Fuel	7,687,000	9,146,000	12,311,000	9,840,000	9,403,000	12,079,000
Non-Labor	2,065,000	2,368,000	3,857,000	3,295,000	2,231,000	1,907,000
<b>Total</b>	<b>23,594,000</b>	<b>27,375,000</b>	<b>33,623,000</b>	<b>30,799,000</b>	<b>30,602,000</b>	<b>32,219,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	1,650,000	1,744,000	1,971,000	1,935,000	1,998,000	2,046,000
Non-Labor	1,829,000	1,854,000	2,091,000	2,318,000	2,228,000	2,258,000
<b>Total</b>	<b>3,479,000</b>	<b>3,598,000</b>	<b>4,062,000</b>	<b>4,253,000</b>	<b>4,226,000</b>	<b>4,304,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	3,537,000	4,531,000	4,919,000	3,723,000	4,694,000	5,304,000
Terminal Maintenance	1,591,000	1,215,000	1,932,000	1,525,000	1,911,000	1,547,000
<b>Total</b>	<b>5,128,000</b>	<b>5,746,000</b>	<b>6,851,000</b>	<b>5,248,000</b>	<b>6,605,000</b>	<b>6,852,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	2,132,000	2,291,000	2,810,000	2,539,000	2,684,000	2,680,000
Non-Labor	2,894,000	3,288,000	3,183,000	3,444,000	2,511,000	2,682,000
Other State Support	1,419,000	2,215,000	2,046,000	2,598,000		
<b>Total</b>	<b>6,445,000</b>	<b>7,794,000</b>	<b>8,039,000</b>	<b>8,581,000</b>	<b>5,195,000</b>	<b>5,363,000</b>
<b>TOTAL EXPENSES</b>	<b>38,646,000</b>	<b>44,512,000</b>	<b>52,575,000</b>	<b>48,882,000</b>	<b>46,628,000</b>	<b>48,737,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(19,410,000)</b>	<b>(23,490,000)</b>	<b>(31,142,000)</b>	<b>(27,824,000)</b>	<b>(25,269,000)</b>	<b>(27,016,000)</b>
<b>FAREBOX RECOVERY RATIO</b>	<b>48.1%</b>	<b>45.0%</b>	<b>39.1%</b>	<b>41.3%</b>	<b>44.0%</b>	<b>42.6%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>	<b>49.8%</b>	<b>47.2%</b>	<b>40.8%</b>	<b>43.1%</b>	<b>45.8%</b>	<b>44.6%</b>



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

**Route: 85: Anacortes - Sidney**

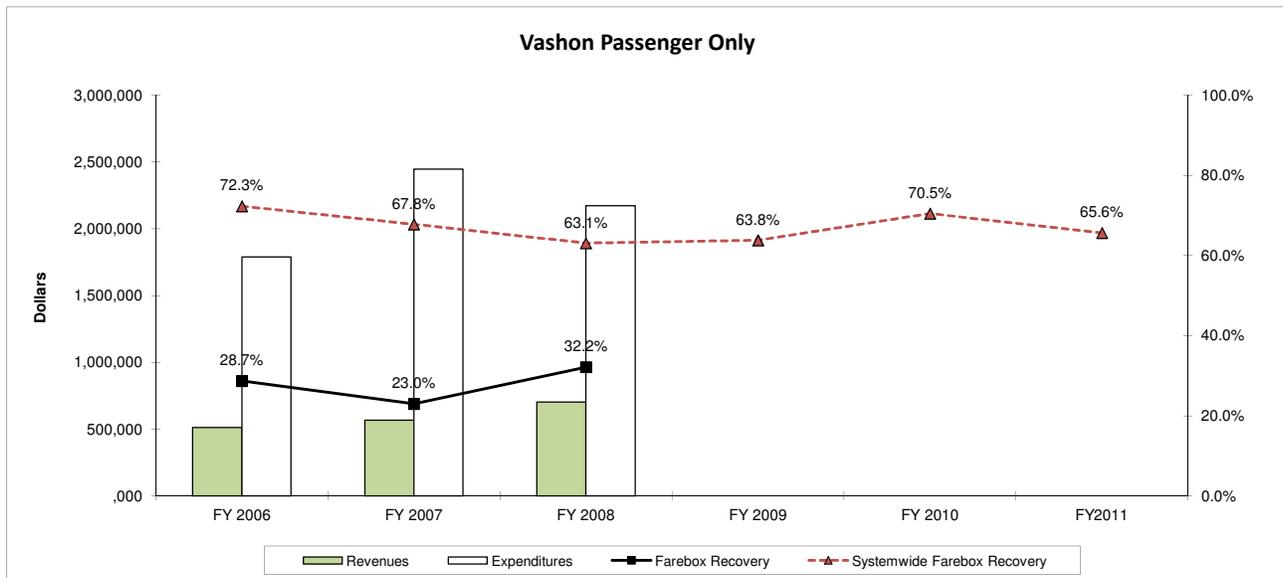
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	89,000	87,000	87,000	84,000	76,000	81,000
Vehicle	44,000	44,000	45,000	44,000	40,000	44,000
<b>Total Riders</b>	<b>133,000</b>	<b>131,000</b>	<b>133,000</b>	<b>128,000</b>	<b>116,000</b>	<b>125,000</b>
<b>REVENUE</b>						
Fares	3,066,000	3,234,000	3,414,000	3,346,000	3,095,000	3,366,000
Miscellaneous	124,000	92,000	106,000	182,000	137,000	89,000
<b>TOTAL REVENUE</b>	<b>3,190,000</b>	<b>3,326,000</b>	<b>3,520,000</b>	<b>3,528,000</b>	<b>3,232,000</b>	<b>3,455,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	1,801,000	1,809,000	1,986,000	1,983,000	1,905,000	1,783,000
Fuel	1,295,000	1,066,000	1,416,000	1,369,000	1,018,000	1,420,000
Non-Labor	268,000	273,000	269,000	350,000	326,000	224,000
<b>Total</b>	<b>3,365,000</b>	<b>3,149,000</b>	<b>3,672,000</b>	<b>3,702,000</b>	<b>3,249,000</b>	<b>3,427,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	151,000	191,000	236,000	232,000	215,000	226,000
Non-Labor	523,000	581,000	1,025,000	923,000	718,000	706,000
<b>Total</b>	<b>674,000</b>	<b>771,000</b>	<b>1,261,000</b>	<b>1,155,000</b>	<b>933,000</b>	<b>932,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	452,000	145,000	407,000	138,000	631,000	274,000
Terminal Maintenance	100,000	51,000	97,000	96,000	203,000	113,000
<b>Total</b>	<b>552,000</b>	<b>196,000</b>	<b>504,000</b>	<b>235,000</b>	<b>834,000</b>	<b>387,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	304,000	257,000	343,000	321,000	325,000	293,000
Non-Labor	413,000	369,000	389,000	435,000	304,000	293,000
Other State Support	202,000	248,000	250,000	328,000		
<b>Total</b>	<b>919,000</b>	<b>874,000</b>	<b>981,000</b>	<b>1,084,000</b>	<b>629,000</b>	<b>587,000</b>
<b>TOTAL EXPENSES</b>	<b>5,510,000</b>	<b>4,990,000</b>	<b>6,419,000</b>	<b>6,177,000</b>	<b>5,645,000</b>	<b>5,333,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(2,320,000)</b>	<b>(1,664,000)</b>	<b>(2,899,000)</b>	<b>(2,649,000)</b>	<b>(2,413,000)</b>	<b>(1,878,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	55.6%	64.8%	53.2%	54.2%	54.8%	63.1%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	57.9%	66.7%	54.8%	57.1%	57.3%	64.8%



## ROUTE STATEMENT SUMMARY FISCAL YEAR 2006 - 2011

### Seattle - Vashon Passenger Only - (operated through FY2008 only)

	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger Vehicle	147,000	128,000	125,000			
<b>Total Riders</b>	<b>147,000</b>	<b>128,000</b>	<b>125,000</b>			
<b>REVENUE</b>						
Fares	513,000	563,000	699,000			
Miscellaneous		5,000	4,000			
<b>TOTAL REVENUE</b>	<b>513,000</b>	<b>567,000</b>	<b>703,000</b>			
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	824,000	891,000	921,000			
Fuel	470,000	372,000	491,000			
Non-Labor	57,000	128,000	206,000			
<b>Total</b>	<b>1,351,000</b>	<b>1,391,000</b>	<b>1,617,000</b>			
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	49,000	49,000	58,000			
Non-Labor	7,000	7,000	7,000			
<b>Total</b>	<b>56,000</b>	<b>56,000</b>	<b>65,000</b>			
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	65,000	555,000	136,000			
Terminal Maintenance	19,000	15,000	22,000			
<b>Total</b>	<b>83,000</b>	<b>571,000</b>	<b>158,000</b>			
<b>MANAGEMENT AND SUPPORT</b>						
Labor	99,000	126,000	116,000			
Non-Labor	134,000	181,000	132,000			
Other State Support	66,000	122,000	85,000			
<b>Total</b>	<b>298,000</b>	<b>428,000</b>	<b>332,000</b>			
<b>TOTAL EXPENSES</b>	<b>1,788,000</b>	<b>2,446,000</b>	<b>2,173,000</b>			
<b>NET</b>	<b>(1,275,000)</b>	<b>(1,879,000)</b>	<b>(1,470,000)</b>			
<b>FAREBOX RECOVERY RATIO: 28.7% 23.0% 32.2%</b>						
<b>TOTAL REVENUE RECOVERY RATE 28.7% 23.2% 32.4%</b>						



**ROUTE STATEMENT SUMMARY  
FISCAL YEAR 2006 - 2011**

**Summary - Auto Ferry Only (net of FY06-FY08 Passenger Only)**

does not include Passenger Only service operated FY2006-FY2008

	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY2011
<b>TRAFFIC</b>						
Passenger	12,813,000	13,051,000	12,801,000	12,489,000	12,480,000	12,374,000
Vehicle	10,828,000	10,852,000	10,392,000	9,911,000	10,134,000	9,973,000
<b>Total Riders</b>	<b>23,641,000</b>	<b>23,904,000</b>	<b>23,194,000</b>	<b>22,400,000</b>	<b>22,614,000</b>	<b>22,347,000</b>
<b>REVENUE</b>						
Fares	139,147,000	145,125,000	147,991,000	144,030,000	147,010,000	147,448,000
Miscellaneous	2,523,000	4,066,000	3,906,000	3,646,000	3,495,000	3,839,000
<b>TOTAL REVENUE</b>	<b>141,670,000</b>	<b>149,191,000</b>	<b>151,897,000</b>	<b>147,676,000</b>	<b>150,505,000</b>	<b>151,287,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	66,936,000	75,945,000	80,692,000	81,679,000	83,771,000	82,555,000
Fuel	38,646,000	41,072,000	51,956,000	41,932,000	40,400,000	53,561,000
Non-Labor	7,994,000	9,991,000	14,199,000	13,033,000	9,682,000	7,427,000
<b>Total</b>	<b>113,575,000</b>	<b>127,008,000</b>	<b>146,846,000</b>	<b>136,645,000</b>	<b>133,853,000</b>	<b>143,542,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	17,942,000	19,524,000	21,557,000	21,596,000	21,807,000	22,054,000
Non-Labor	4,518,000	4,776,000	5,570,000	5,683,000	5,394,000	5,461,000
<b>Total</b>	<b>22,460,000</b>	<b>24,300,000</b>	<b>27,127,000</b>	<b>27,278,000</b>	<b>27,201,000</b>	<b>27,515,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	15,868,000	16,345,000	15,319,000	13,596,000	15,048,000	19,751,000
Terminal Maintenance	7,566,000	7,680,000	8,621,000	8,651,000	9,243,000	9,198,000
<b>Total</b>	<b>23,434,000</b>	<b>24,025,000</b>	<b>23,940,000</b>	<b>22,247,000</b>	<b>24,291,000</b>	<b>28,948,000</b>
<b>MANAGEMENT AND SUPPORT</b>						
Labor	10,556,000	10,939,000	12,489,000	11,730,000	12,008,000	12,320,000
Non-Labor	14,330,000	15,698,000	14,145,000	15,911,000	11,231,000	12,328,000
Other State Support	7,029,000	10,575,000	9,091,000	12,003,000		
<b>Total</b>	<b>31,916,000</b>	<b>37,212,000</b>	<b>35,724,000</b>	<b>39,643,000</b>	<b>23,240,000</b>	<b>24,648,000</b>
<b>TOTAL EXPENSES</b>	<b>191,385,000</b>	<b>212,546,000</b>	<b>233,638,000</b>	<b>225,813,000</b>	<b>208,584,000</b>	<b>224,653,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(49,714,000)</b>	<b>(63,355,000)</b>	<b>(81,741,000)</b>	<b>(78,137,000)</b>	<b>(58,080,000)</b>	<b>(73,366,000)</b>
<b>FAREBOX RECOVERY RATIO</b>	<b>72.7%</b>	<b>68.3%</b>	<b>63.3%</b>	<b>63.8%</b>	<b>70.5%</b>	<b>65.6%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>	<b>74.0%</b>	<b>70.2%</b>	<b>65.0%</b>	<b>65.4%</b>	<b>72.2%</b>	<b>67.3%</b>

