<table>
<thead>
<tr>
<th></th>
<th>Total Riders</th>
<th>Sub Total</th>
<th>Sub Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>% of Total</td>
<td>% change*</td>
<td>% Change*</td>
</tr>
<tr>
<td>System</td>
<td>25,141,467</td>
<td>11,009,262</td>
<td>4,563,712</td>
</tr>
<tr>
<td>Total</td>
<td>-3.7%</td>
<td>-2.5%</td>
<td>-5.7%</td>
</tr>
<tr>
<td></td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>2,212,150</td>
<td>715,386</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-5.1%</td>
<td>-4.3%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>681,830</td>
<td>2,785,980</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-18.8%</td>
<td>-4.3%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>2,893,980</td>
<td>715,386</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-8.8%</td>
<td>-4.3%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>6,727,650</td>
<td>2,191,986</td>
<td>890,315</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-2.7%</td>
<td>-3.1%</td>
<td>-5.8%</td>
</tr>
<tr>
<td></td>
<td>26.8%</td>
<td>19.9%</td>
<td>19.9%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>228,327</td>
<td>1,122,060</td>
<td>221,446</td>
</tr>
<tr>
<td>Vashon</td>
<td>-14.2%</td>
<td>-6.5%</td>
<td>-10.7%</td>
</tr>
<tr>
<td></td>
<td>7.7%</td>
<td>10.2%</td>
<td>10.2%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>888,766</td>
<td>506,193</td>
<td>211,447</td>
</tr>
<tr>
<td>Southworth</td>
<td>-10.7%</td>
<td>-9.0%</td>
<td>-9.2%</td>
</tr>
<tr>
<td></td>
<td>3.5%</td>
<td>4.6%</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Sub Category</th>
<th>Total Riders</th>
<th>Sub Total</th>
<th>Sub Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>% of Total</td>
<td>% change*</td>
<td>% Change*</td>
</tr>
<tr>
<td>System</td>
<td>25,141,467</td>
<td>11,009,262</td>
<td>4,563,712</td>
<td>4,563,712</td>
</tr>
<tr>
<td>Total</td>
<td>-3.7%</td>
<td>-2.5%</td>
<td>-5.7%</td>
<td>-5.7%</td>
</tr>
<tr>
<td></td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>2,212,150</td>
<td>715,386</td>
<td>360,535</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-5.1%</td>
<td>-4.3%</td>
<td>-8.4%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>681,830</td>
<td>2,785,980</td>
<td>360,535</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-18.8%</td>
<td>-4.3%</td>
<td>-8.4%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>2,893,980</td>
<td>715,386</td>
<td>360,535</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-8.8%</td>
<td>-4.3%</td>
<td>-8.4%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>6,727,650</td>
<td>2,191,986</td>
<td>890,315</td>
<td>890,315</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-2.7%</td>
<td>-3.1%</td>
<td>-5.8%</td>
<td>-5.8%</td>
</tr>
<tr>
<td></td>
<td>26.8%</td>
<td>19.9%</td>
<td>19.9%</td>
<td>19.9%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>228,327</td>
<td>1,122,060</td>
<td>221,446</td>
<td>221,446</td>
</tr>
<tr>
<td>Vashon</td>
<td>-14.2%</td>
<td>-6.5%</td>
<td>-10.7%</td>
<td>-10.7%</td>
</tr>
<tr>
<td></td>
<td>7.7%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>888,766</td>
<td>506,193</td>
<td>211,447</td>
<td>211,447</td>
</tr>
<tr>
<td>Southworth</td>
<td>-10.7%</td>
<td>-9.0%</td>
<td>-9.2%</td>
<td>-9.2%</td>
</tr>
<tr>
<td></td>
<td>3.5%</td>
<td>4.6%</td>
<td>4.6%</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Sub Category</th>
<th>Total Riders</th>
<th>Sub Total</th>
<th>Sub Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>% of Total</td>
<td>% change*</td>
<td>% Change*</td>
</tr>
<tr>
<td>System</td>
<td>25,141,467</td>
<td>11,009,262</td>
<td>4,563,712</td>
<td>4,563,712</td>
</tr>
<tr>
<td>Total</td>
<td>-3.7%</td>
<td>-2.5%</td>
<td>-5.7%</td>
<td>-5.7%</td>
</tr>
<tr>
<td></td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>2,212,150</td>
<td>715,386</td>
<td>360,535</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-5.1%</td>
<td>-4.3%</td>
<td>-8.4%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>681,830</td>
<td>2,785,980</td>
<td>360,535</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-18.8%</td>
<td>-4.3%</td>
<td>-8.4%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>2,893,980</td>
<td>715,386</td>
<td>360,535</td>
<td>360,535</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-8.8%</td>
<td>-4.3%</td>
<td>-8.4%</td>
<td>-8.4%</td>
</tr>
<tr>
<td></td>
<td>8.8%</td>
<td>6.5%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>6,727,650</td>
<td>2,191,986</td>
<td>890,315</td>
<td>890,315</td>
</tr>
<tr>
<td>Bremerton</td>
<td>-2.7%</td>
<td>-3.1%</td>
<td>-5.8%</td>
<td>-5.8%</td>
</tr>
<tr>
<td></td>
<td>26.8%</td>
<td>19.9%</td>
<td>19.9%</td>
<td>19.9%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>228,327</td>
<td>1,122,060</td>
<td>221,446</td>
<td>221,446</td>
</tr>
<tr>
<td>Vashon</td>
<td>-14.2%</td>
<td>-6.5%</td>
<td>-10.7%</td>
<td>-10.7%</td>
</tr>
<tr>
<td></td>
<td>7.7%</td>
<td>10.2%</td>
<td>10.2%</td>
<td>10.2%</td>
</tr>
<tr>
<td>Seattle-Bremerton</td>
<td>888,766</td>
<td>506,193</td>
<td>211,447</td>
<td>211,447</td>
</tr>
<tr>
<td>Southworth</td>
<td>-10.7%</td>
<td>-9.0%</td>
<td>-9.2%</td>
<td>-9.2%</td>
</tr>
<tr>
<td></td>
<td>3.5%</td>
<td>4.6%</td>
<td>4.6%</td>
<td>4.6%</td>
</tr>
<tr>
<td></td>
<td>Sub Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>-----------</td>
<td>----</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td></td>
<td>% of Total</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>% Change*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southworth</td>
<td>212,646</td>
<td>129,958</td>
<td>29,586</td>
<td>90,112</td>
</tr>
<tr>
<td>Vashon</td>
<td>-5.4%</td>
<td>-8.2%</td>
<td>-22.4%</td>
<td>-1.8%</td>
</tr>
<tr>
<td></td>
<td>0.8%</td>
<td>1.2%</td>
<td>4.189</td>
<td>16,647</td>
</tr>
<tr>
<td>Seattle</td>
<td>66,533</td>
<td>22,305</td>
<td>4,198</td>
<td>16,647</td>
</tr>
<tr>
<td>Vashon</td>
<td>0.3%</td>
<td>0.2%</td>
<td>0.3%</td>
<td>0.3%</td>
</tr>
<tr>
<td>FA-VA-SW</td>
<td>3,108,107</td>
<td>1,780,516</td>
<td>466,677</td>
<td>1,150,805</td>
</tr>
<tr>
<td>Sub Total</td>
<td>-5.7%</td>
<td>-5.7%</td>
<td>-10.1%</td>
<td>-4.1%</td>
</tr>
<tr>
<td>Tahlequah</td>
<td>761,532</td>
<td>440,808</td>
<td>92,486</td>
<td>319,568</td>
</tr>
<tr>
<td>Pt. Defiance</td>
<td>0.0%</td>
<td>-0.1%</td>
<td>-6.0%</td>
<td>1.8%</td>
</tr>
<tr>
<td></td>
<td>3.0%</td>
<td>4.0%</td>
<td>2.3%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Edmonds-</td>
<td>4,494,660</td>
<td>2,340,373</td>
<td>1,197,241</td>
<td>836,900</td>
</tr>
<tr>
<td>Kingston</td>
<td>-4.5%</td>
<td>-2.9%</td>
<td>-5.1%</td>
<td>-0.8%</td>
</tr>
<tr>
<td></td>
<td>17.9%</td>
<td>21.3%</td>
<td>15.2%</td>
<td>21.7%</td>
</tr>
<tr>
<td>Mukilteo-</td>
<td>4,137,196</td>
<td>2,238,656</td>
<td>846,649</td>
<td>1,175,766</td>
</tr>
<tr>
<td>Clinton</td>
<td>-0.7%</td>
<td>-0.2%</td>
<td>-2.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td></td>
<td>16.5%</td>
<td>20.3%</td>
<td>13.4%</td>
<td>19.2%</td>
</tr>
<tr>
<td>Townsend</td>
<td>-2.7%</td>
<td>-1.7%</td>
<td>-0.7%</td>
<td>-16.5%</td>
</tr>
<tr>
<td>Keystone</td>
<td>3.2%</td>
<td>3.4%</td>
<td>3.0%</td>
<td>4.6%</td>
</tr>
<tr>
<td>Anacortes-</td>
<td>299,580</td>
<td>146,736</td>
<td>57,918</td>
<td>69,902</td>
</tr>
<tr>
<td>Lopez</td>
<td>1.1%</td>
<td>-0.5%</td>
<td>-8.4%</td>
<td>8.9%</td>
</tr>
<tr>
<td></td>
<td>1.2%</td>
<td>1.3%</td>
<td>1.1%</td>
<td>1.5%</td>
</tr>
</tbody>
</table>
# Washington State Ferries
Traffic Statistics Rider Segment Report
January 1, 2002 thru December 31, 2002

## Vehicles

<table>
<thead>
<tr>
<th>Total Riders</th>
<th>Sub Total</th>
<th>Reg.</th>
<th>Com.</th>
<th>(20-49)</th>
<th>(50+)</th>
<th>Disc.</th>
<th>% by Fare Category</th>
<th>% Change*</th>
<th>% Change*</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anacortes</td>
<td>34,390</td>
<td>16,086</td>
<td>4,654</td>
<td>9,688</td>
<td>714</td>
<td>32</td>
<td>998</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shaw</td>
<td>5.1%</td>
<td>5.1%</td>
<td>-8.4%</td>
<td>11.3%</td>
<td>3.5%</td>
<td>128.6%</td>
<td>23.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anacortes</td>
<td>608,532</td>
<td>288,558</td>
<td>150,902</td>
<td>100,720</td>
<td>16,198</td>
<td>2,972</td>
<td>17,766</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orcas</td>
<td>0.0%</td>
<td>1.7%</td>
<td>-8.0%</td>
<td>19.6%</td>
<td>2.2%</td>
<td>10.9%</td>
<td>3.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anacortes</td>
<td>777,950</td>
<td>319,118</td>
<td>155,734</td>
<td>115,544</td>
<td>19,744</td>
<td>4,726</td>
<td>23,370</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Friday</td>
<td>-1.7%</td>
<td>0.3%</td>
<td>-10.9%</td>
<td>23.3%</td>
<td>-7.3%</td>
<td>-0.2%</td>
<td>-1.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbor</td>
<td>3.1%</td>
<td>2.9%</td>
<td>-8.0%</td>
<td>19.6%</td>
<td>2.2%</td>
<td>10.9%</td>
<td>3.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interisland</td>
<td>105,268</td>
<td>105,268</td>
<td>42,240</td>
<td>55,724</td>
<td>5,292</td>
<td>912</td>
<td>1,100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ana-San</td>
<td>1,825,720</td>
<td>875,766</td>
<td>411,448</td>
<td>351,578</td>
<td>48,966</td>
<td>9,912</td>
<td>53,862</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Juans</td>
<td>-0.5%</td>
<td>0.6%</td>
<td>-8.7%</td>
<td>15.0%</td>
<td>-5.4%</td>
<td>1.4%</td>
<td>1.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SubTotal</td>
<td>7.3%</td>
<td>8.0%</td>
<td>-8.7%</td>
<td>15.0%</td>
<td>-5.4%</td>
<td>1.4%</td>
<td>1.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anacortes-BC</td>
<td>137,779</td>
<td>45,640</td>
<td>37,901</td>
<td>826</td>
<td>43</td>
<td>6,870</td>
<td>37,901</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidney BC</td>
<td>-3.3%</td>
<td>-0.5%</td>
<td>-1.5%</td>
<td>14.4%</td>
<td>65.4%</td>
<td>3.4%</td>
<td>3.4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interisland-</td>
<td>28,225</td>
<td>8,671</td>
<td>7,071</td>
<td>228</td>
<td>16</td>
<td>1,356</td>
<td>7,071</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidney</td>
<td>-0.3%</td>
<td>-0.6%</td>
<td>-3.1%</td>
<td>8.6%</td>
<td>166.7</td>
<td>12.1%</td>
<td>12.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub Total</td>
<td>-2.8%</td>
<td>-0.6%</td>
<td>-1.8%</td>
<td>13.1%</td>
<td>84.4%</td>
<td>4.7%</td>
<td>4.7%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Passengers

<table>
<thead>
<tr>
<th>Foot Category</th>
<th>Sub Total</th>
<th>Sub Total</th>
<th>% of Total</th>
</tr>
</thead>
</table>
| Washington State Ferries
Traffic Statistics Rider Segment Report
January 1, 2002 thru December 31, 2002

<table>
<thead>
<tr>
<th>Total Riders</th>
<th>Sub Total</th>
<th>Reg.</th>
<th>Com.</th>
<th>(20-49)</th>
<th>(50+)</th>
<th>Disc.</th>
<th>% by Fare Category</th>
<th>% Change*</th>
<th>% Change*</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anacortes</td>
<td>34,390</td>
<td>16,086</td>
<td>4,654</td>
<td>9,688</td>
<td>714</td>
<td>32</td>
<td>998</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shaw</td>
<td>5.1%</td>
<td>5.1%</td>
<td>-8.4%</td>
<td>11.3%</td>
<td>3.5%</td>
<td>128.6%</td>
<td>23.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anacortes</td>
<td>608,532</td>
<td>288,558</td>
<td>150,902</td>
<td>100,720</td>
<td>16,198</td>
<td>2,972</td>
<td>17,766</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orcas</td>
<td>0.0%</td>
<td>1.7%</td>
<td>-8.0%</td>
<td>19.6%</td>
<td>2.2%</td>
<td>10.9%</td>
<td>3.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anacortes</td>
<td>777,950</td>
<td>319,118</td>
<td>155,734</td>
<td>115,544</td>
<td>19,744</td>
<td>4,726</td>
<td>23,370</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Friday</td>
<td>-1.7%</td>
<td>0.3%</td>
<td>-10.9%</td>
<td>23.3%</td>
<td>-7.3%</td>
<td>-0.2%</td>
<td>-1.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbor</td>
<td>3.1%</td>
<td>2.9%</td>
<td>-8.0%</td>
<td>19.6%</td>
<td>2.2%</td>
<td>10.9%</td>
<td>3.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interisland</td>
<td>105,268</td>
<td>105,268</td>
<td>42,240</td>
<td>55,724</td>
<td>5,292</td>
<td>912</td>
<td>1,100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ana-San</td>
<td>1,825,720</td>
<td>875,766</td>
<td>411,448</td>
<td>351,578</td>
<td>48,966</td>
<td>9,912</td>
<td>53,862</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Juans</td>
<td>-0.5%</td>
<td>0.6%</td>
<td>-8.7%</td>
<td>15.0%</td>
<td>-5.4%</td>
<td>1.4%</td>
<td>1.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SubTotal</td>
<td>7.3%</td>
<td>8.0%</td>
<td>-8.7%</td>
<td>15.0%</td>
<td>-5.4%</td>
<td>1.4%</td>
<td>1.8%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anacortes-BC</td>
<td>137,779</td>
<td>45,640</td>
<td>37,901</td>
<td>826</td>
<td>43</td>
<td>6,870</td>
<td>37,901</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidney BC</td>
<td>-3.3%</td>
<td>-0.5%</td>
<td>-1.5%</td>
<td>14.4%</td>
<td>65.4%</td>
<td>3.4%</td>
<td>3.4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interisland-</td>
<td>28,225</td>
<td>8,671</td>
<td>7,071</td>
<td>228</td>
<td>16</td>
<td>1,356</td>
<td>7,071</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidney</td>
<td>-0.3%</td>
<td>-0.6%</td>
<td>-3.1%</td>
<td>8.6%</td>
<td>166.7</td>
<td>12.1%</td>
<td>12.1%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub Total</td>
<td>-2.8%</td>
<td>-0.6%</td>
<td>-1.8%</td>
<td>13.1%</td>
<td>84.4%</td>
<td>4.7%</td>
<td>4.7%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Footnote:

- % change * is calculated as (New Value - Old Value) / Old Value * 100
- % of Total is calculated as Sub Total / Total Riders
- % by Fare Category is calculated as Sub Total / Sub Total

- The Row% is calculated as % of Total / % Change*