

# Washington State Ferries



Route Statements  
For Fiscal Years 2016 to 2021

## Washington State Ferries FY2021 Route Statements

This document is a description of factors affecting the Route Statements for Fiscal Year 2021 (July 1, 2020 through June 30, 2021), and information regarding cost, ridership, and revenue trends over the past six years (FY2016-FY2021).

### *Service Changes Over the Six-Year Period (also see chart on page 3)*

- At the end of FY15 the 144-car MV Samish replaced the 90-car MV Sealh on the Anacortes-San Juan Island route, and the MV Sealh replaced the MV Tillikum on the Fauntleroy-Southworth-Vashon route. The MV Tillikum was assigned Service Relief status, and the decommissioning of the MV Hiyu followed in March 2016.
- In June 2017 the 144-car MV Chimacum replaced into the 124-car MV Kitsap on the Seattle-Bremerton route, the MV Kitsap relieved the MV Tillikum as Service Relief, which in turn relieved the MV Klahowya on the San Juan Interisland route, and the MV Klahowya was decommissioned.
- In July 2018, the 144-car MV Suquamish replaced the MV Kittitas on the Mukilteo-Clinton route. Then the MV Kittitas replaced the MV Sealh on the Fauntleroy-Southworth-Vashon route, which became a Service Relief vessel.
- The MV Hyak was decommissioned in June 2019.
- The MV Elwha was decommissioned at the end of FY 2020, after the discovery of extensive deck steel corrosion.
- WSF reduced service at the end of March, 2020 in response to the COVID-19 pandemic, beginning March 29, 2020. The reduction in service was from a spring service level to a winter service levels on several routes. Service to Sidney, BC was suspended. See below for more information.
- In April 2021 the MV Wenatchee experienced a fire in the #2 engine that removed it from service for the remainder of the fiscal year.

### *2021 Route Statements: COVID-19*

2021 system-wide fare box recovery (56.9%) dropped 4.9% as compared to the previous year (61.8%) and was 20.1% less than the average of the previous five years (71.2% from 2016-2021).

The drop in fare box recovery was due to continued effects from the COVID-19 virus; the effects of which began at the end of February 2020. The effects included “stay at home” orders from the Governor, employers sending employees home to telework, and less discretionary travel. Total ridership dropped 21.0% from FY2020, with passenger ridership dropping 33.3% and vehicle ridership dropping 6.9%. This resulted in a decrease of \$12.9 million in farebox revenue (7.9%) from FY2020.

# Washington State Ferries

## FY2021 Route Statements

### 2021 Route Statements: COVID-19 (continued)

Due to COVID-19 impacts Washington State Ferries abandoned the Spring sailing schedule and instead extended the Winter sailing schedule through May 8, 2021 (FY2021). Service to Sidney, BC, Canada did not re-open, the Port Townsend-Coupeville route continued as one vessel service, and the Fauntleroy-Vashon-Southworth route continued running two vessels on weekends rather than adding eight hours of weekend service on the third vessel. In addition, the last round trip of the night was canceled on the Fauntleroy-Vashon-Southworth, Seattle-Bainbridge, Seattle-Bremerton, Edmonds-Kingston, and Mukilteo-Clinton routes. These reductions were due primarily to challenges and concerns with crew resources and ability to crew vessels to USCG required staffing levels.

On May 9, 2021, WSF transitioned to a modified Summer sailing schedule. While this resulted in additional service, there were still service reductions in place: two-vessel service on weekends for the Fauntleroy-Vashon-Southworth route until June 11th when the third vessel began sailing eight hours a day on weekends, no Anacortes-Sidney service, no second vessel on the Port Townsend-Coupeville route, and continued suspensions of late-night service on central sound routes.

As compared to the previous year (FY20), the route with the largest percentage drop in revenue was Seattle-Bremerton (-46.2%), followed by Seattle-Bainbridge Island (-20.2%), Fauntleroy-Vashon-Southworth (-17.15%) and Port Townsend-Coupeville (-5.8%). The Anacortes-Sidney route had no revenue for the entirety of FY21. The routes that had the largest increases in revenue were Anacortes-San Juan Islands (14.0%) and Point Defiance-Tahlequah (8.9%). Ridership also followed these trends and is discussed below for yearly impacts.

### Ridership Changes

Ridership continued to decline in FY21 due mainly to COVID-19 impacts. Overall ridership decreased by 21.0% (4.1 million riders), with the biggest drop on the Seattle-Bainbridge Island route (decrease of 1.8 million riders, or 39.2%) and the Seattle-Bremerton route (decrease of 962,000 riders, or 53.8%). In the five-year period, ridership peaked in FY18 with over 24.6 million riders, with the lowest ridership was in FY21 (15.3 million riders).

Prior to FY20, the net subsidy per rider ranged from \$2.21 in FY17 to \$2.74 in FY19. FY21 saw a 47.3% increase from FY20 in the subsidy from \$4.95 to \$7.29 (see following table).

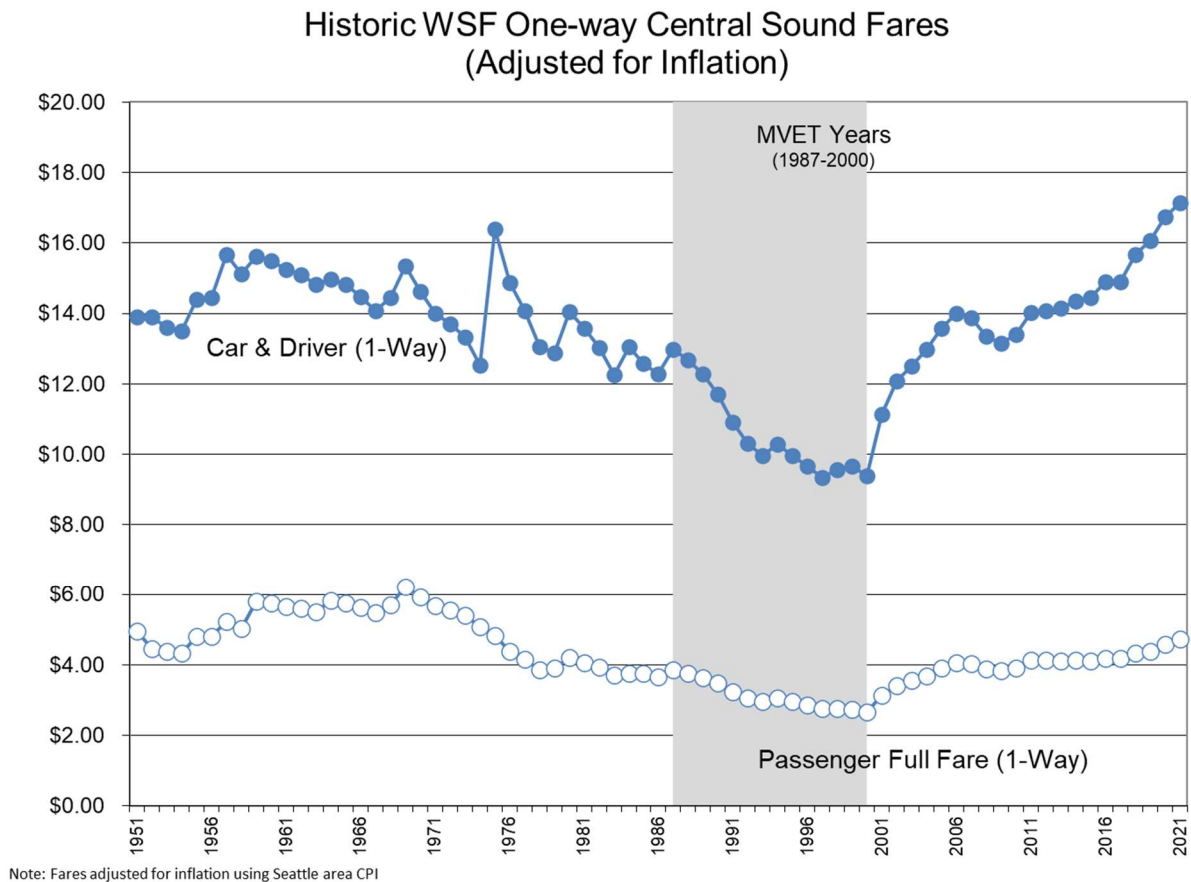
	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
Cost per rider	\$10.07	\$9.96	\$10.52	\$10.88	\$13.60	\$17.21
Fare recovery per rider	\$7.37	\$7.55	\$7.68	\$7.89	\$8.41	\$9.80
Miscellaneous Revenue per rider	\$0.18	\$0.20	\$0.25	\$0.25	\$0.25	\$0.12
Net Subsidy per rider*	\$2.52	\$2.21	\$2.59	\$2.74	\$4.95	\$7.29

\* Prior to FY20 state funds essentially covered the gap between fare revenues and total expense. In FY20 WSF received \$21.8 in federal COVID-19 relief funds; this amount increased to \$23.7 M in FY21.

# Washington State Ferries FY2021 Route Statements

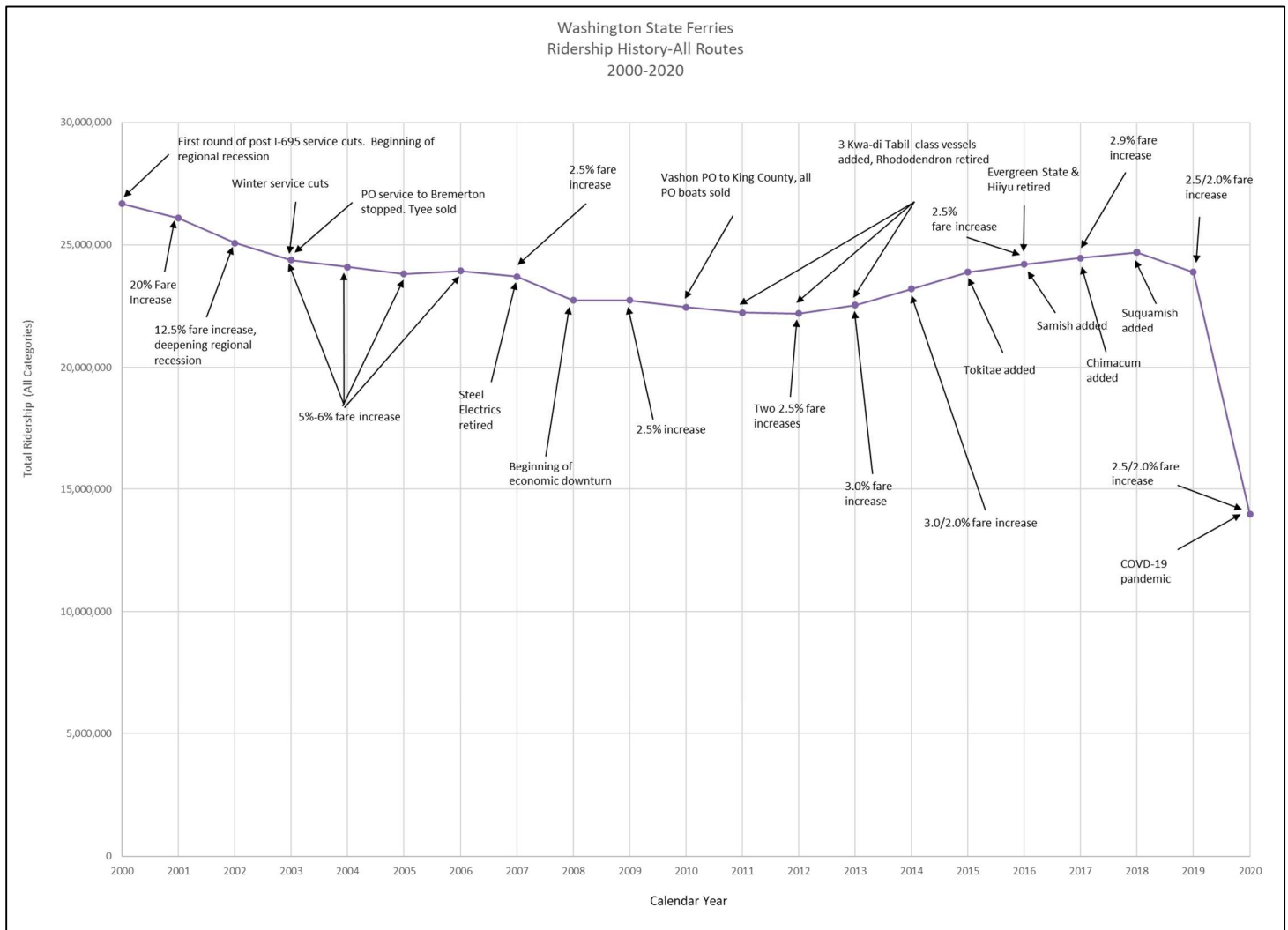
## Fare Changes

The highest farebox recovery rate during the six-year period was 75.8% in FY17. In FY18 and FY19 the farebox recovery declined due to rising costs in all categories. Due mainly to the pandemic, in FY20 the farebox recovery declined to 63.6%, and in FY21 it further declined to 56.9%. The chart below shows historical fares adjusted for inflation between 1951 and 2021.



# Washington State Ferries FY2021 Route Statements

Another perspective on ridership changes is illustrated in the figure below, which shows fare increases as well as external events that affect ridership.



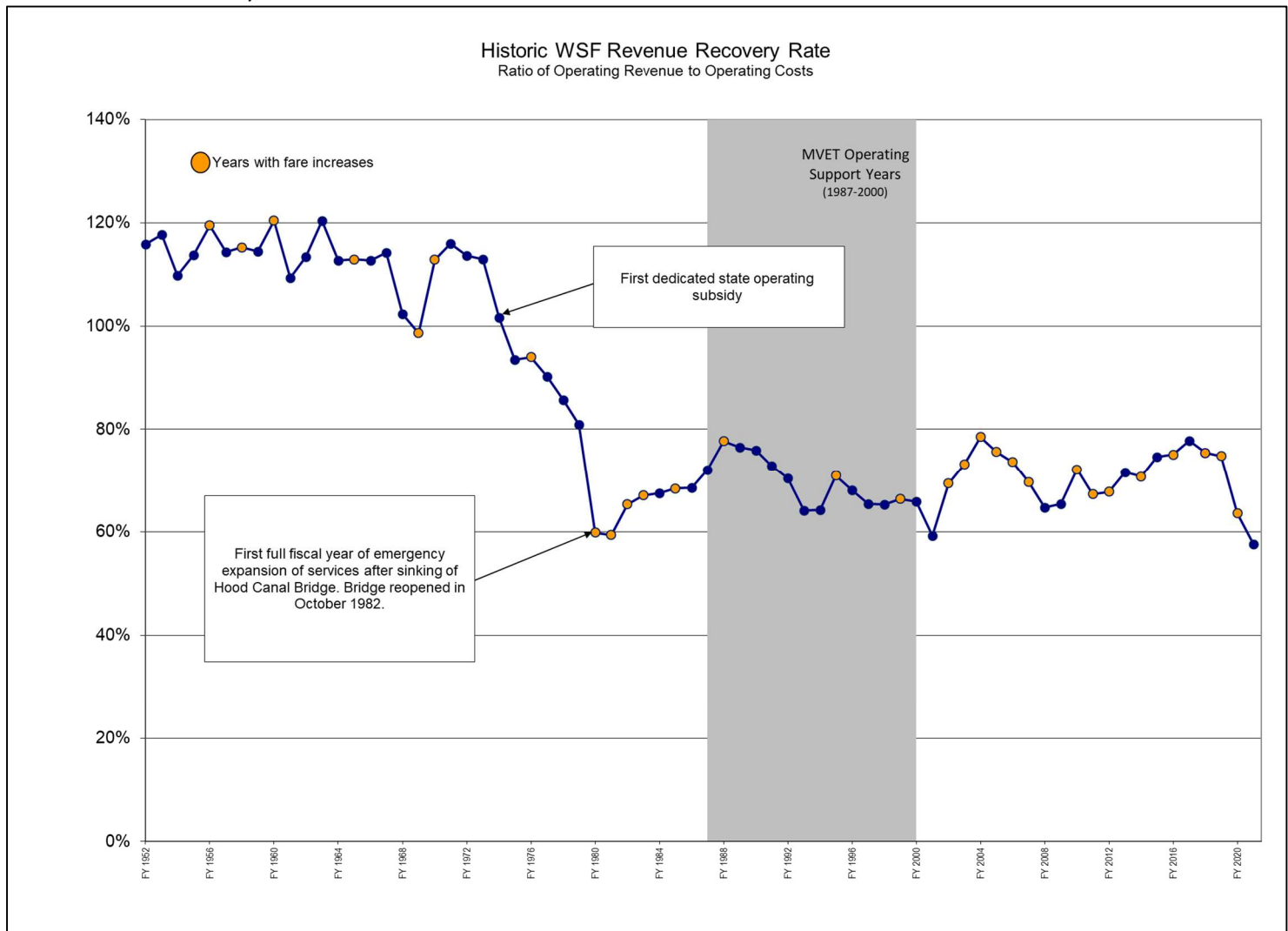
Between calendar years 2016 and 2021 overall fare revenue decreased 36.4%.

- Fare increases typically occur in October or May of each year and are as follows:
  - Two increases for FY16; once in October 2015 (2.5% for vehicles, 1% for passengers), and once in May 2016 (2.5% for vehicles, 1% for passengers).
  - There were no fare increases in FY17.
  - In October 2017 (FY18); 2.9% for vehicles and 2.1% for passengers.
  - October 2018 (FY19), 2.5% for vehicles under 22' and 2.1% for passengers.
  - May 2020 (FY20), 2.5% for vehicles, 2.0% for passengers, and a 25-cent per fare vessel surcharge.
  - There were no fare increases in FY21.

# Washington State Ferries FY2021 Route Statements

## Farebox Recovery

Farebox recovery decreased in FY21.



Since the loss of the Motor Vehicle Excise Tax (MVET) as a funding source in 2000, the Legislature has been subsidizing the operating program with transfers from general transportation resources, primarily the Motor Vehicle Account, the Multimodal, the Highway Safety Account, and the Connecting Washington Account. The funds in these accounts are subject to appropriation every two years and allocated based on funding priorities among all WSDOT and other transportation agencies. The source of these transfers is becoming severely constrained. In addition to the transfers, revenue from other funds is also used to pay debt service and fund a portion of Ferries' capital program. In FY17, WSF began a Non-Ordinary Maintenance program funded from Federal Transit Administration (FTA) grants. Non-Ordinary Maintenance included engine rebuilds, turbo chargers, life raft slides, battery backup units and injectors.

# Washington State Ferries

## FY2021 Route Statements

### *Farebox Recovery (continued)*

In FY21, WSF received \$39.237 million from the Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act grant. An additional \$6.252 million was received from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) at the end of FY21. These grants were used to fund deck, engine, and terminal operations labor and fuel for Seattle-Bremerton, Seattle-Bainbridge Island, Fauntleroy-Vashon-Southworth, Point Defiance-Tahlequah, Edmonds-Kingston and Mukilteo-Clinton routes.

### *Operating Expense Changes*

Overall operating expenses decreased \$155 thousand from FY20 to FY21 (-0.06%).

Labor costs increased \$4.3 million (2.3%) due mostly to:

- Increase in Vessel Maintenance straight time labor (\$2.4 million)
- Increase in Vessel Operations straight time labor (\$0.9 million)
- Increase in Vessel Operations overtime labor (\$0.5 million)
- Increase in Terminal Operations straight time and overtime labor (combined \$0.6 million).

Fuel costs were lower (-\$10.6 million) from FY20 to FY21 due to COVID-related service reductions.

Non-labor costs were \$6.2 million higher from FY20 to FY21 mostly due to:

- \$2.5 million increased costs for Non-Ordinary Maintenance
- \$2.3 million increased costs for Outside Repairs
- \$0.9 million increased costs for Inventory
- \$0.6 million increased costs for Equipment/Tools/Furnishings

Over the six years (FY16-FY21) operating expenditures increased \$21.3 million (8.8%).

- Increases
  - This is due primarily to \$19.1 million in increased direct vessel (\$16.1 million) and terminal (\$3.0 million) labor costs.
  - Other labor costs increased \$9.7 million.
  - \$4.7 million for a Federal Transit Administration grant for Non-Ordinary Maintenance in vessels maintenance.
- Decreases
  - The primary offset is \$12.5 million in decreased Fuel expenditures.
  - Other non-labor costs decreased \$0.3 million.

# Washington State Ferries FY2021 Route Statements

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

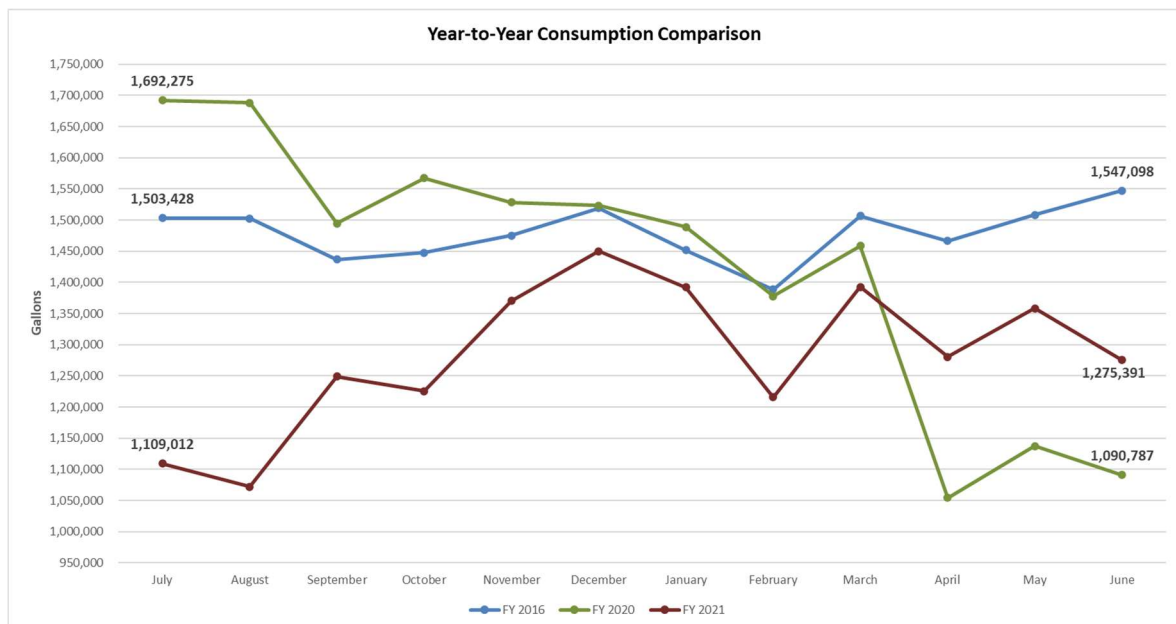
## Direct Vessel Operating Expense

**Labor Costs:** Change from prior year (from FY20 to FY21): \$1.0 million increase (0.9%)  
Change over six years (from FY20 to FY21): \$16.1 million increase (16.2%)

- An increase in hours for relief employees during FY21 is the main reason for the increased costs.
- Over the past six years, labor costs increased \$28.7 million (18.0%). The majority of this is due to additional costs from labor contracts, which was mostly due to increased staffing, wage increases and other changes in pay (\$34.6 million). In FY17 WSF training was consolidated to Management & Support services which resulted in a \$5.9 million decrease to direct vessel operating costs.

**Fuel:** Change from prior year (from FY20 to FY21): \$10.6 million decrease (27.6%)  
Change over six years (from FY16 to FY21): \$12.5 million decrease (-31.0%)

- From FY20 to FY21, fuel expenditures and gallons consumption decreased, primarily due to pandemic-related service reductions implemented by WSF at the end of March 2020 continuing into FY21. Gallons consumed decreased from 17.1 million gallons to 15.4 million gallons, a 10% drop. In FY20, WSF hedged 61.4% of budgeted consumption (11.6 million of 18.9 million gallons) at an average price of \$2.08 per gallon. In FY21, WSF hedged 49.5% of budgeted consumption (9.1 million of 18.3 million gallons) at an average price of \$1.81.
- Over the six years the price of fuel increased 3.5% from an average of \$1.71 per gallon in FY16 to an average of \$1.77 in FY21.





# Washington State Ferries

## FY2021 Route Statements

### *Direct Vessel Operating Expense (continued)*

**Non-Labor:** Change from prior year (from FY20 to FY21): \$0.4 million increase (4.4%)  
Change over six years (from FY16 to FY21): \$0.2 million decrease (-1.8%)

- From FY20 to FY21 the primary increase was \$0.5 million in pandemic-related purchases and \$0.2 million in Jones Act claims, offset by a \$0.1 million decrease in engine room Private Automobile Mileage.
- Over the six years, there was a \$0.2 million decrease consisting of: Employee Training Services/Training Registration Fees (\$0.5 million), Private Automobile Mileage (\$0.5 million), and Petroleum Based Products (\$0.25 million). This was offset by a \$0.7 million increase from pandemic-related purchases, \$0.3 million from Ferries Parts & Supplies and \$0.1 million from Other Services.

### *Direct Terminal Operating Expense:*

**Labor:** Change from prior year (from FY20 to FY21): \$0.3 million increase (0.9%)  
Change over six years (from FY16 to FY21): \$3.0 million increase (11.3%)

- An increase in hours for relief employees during FY21 is the main reason for the increased costs from FY20.
- Over the six years the primary increase was for Labor contract wage and benefits increases. In FY17 WSF Training was consolidated to Management & Support services, which resulted in a \$0.6 million decrease to direct terminal operating costs.

**Non-Labor:** Change from prior year (from FY20 to FY21): \$84 thousand increase (1.2%)  
Change over six years (from FY16 to FY21): \$0.2 million increase (3.5%)

- The increase from FY20 to FY21 was primarily due to an increase in Other Services (\$0.2 million), Utility costs (\$0.1 million) and Debt Service items (\$0.17 million), offset by a decrease in Utility Costs (\$0.3 million).
- The majority of the increase over the six-year period is due primarily to increases in Other Services (\$0.17 million) and Clothing Payments to Vendors (\$80 thousand).

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

**Vessel Maintenance:** Change from prior year (from FY20 to FY21): \$6.8 million increase (31.3%)  
Change over six years (from FY16 to FY21): \$3.9 million increase (15.9%)

- In FY21 \$4.3 million in Federal Transit Administration (FTA) grant funds were spent on Non-Ordinary Maintenance on the vessels, a \$2.1 million increase from FY20. Non-Ordinary Maintenance included engine rebuilds, turbo chargers, life raft slides, battery backup units and injectors. In addition, the state funded expenses increased \$4.8 million from FY20 to FY21. The state-funded increase was mainly due to an increase of \$2.1 million in Eagle Harbor Vessel

# Washington State Ferries

## FY2021 Route Statements

### *Direct Maintenance Expense (continued)*

Maintenance and Layup Labor, a \$0.9 million increase to Outside Repairs – Drydock, a \$0.7 million increase to Vessel Preservation Labor, \$0.5 million increase in Outside Repairs, Ferries, a \$0.2 million increase in Architectural/Engineering Services, and a \$0.14 million increase in Private Automobile Mileage.

- The increase over the six years was mainly due to \$4.4 million for the FY21 FTA grant and \$0.7 million in increased Labor, offset by a decrease of \$0.9 million in Outside Ferry Repairs, \$0.2 million in Inventory Issues, and \$0.1 million in Outside Ferry Repairs.

**Terminal Maintenance:** Change from prior year (from FY20 to FY21): \$0.4 million increase (3.2%)  
Change over six years (from FY16 to FY21): \$1.8 million increase (18.3%)

- The increase from FY20 to FY21 was primarily due to a \$0.8 million increase in Outside Repairs to Terminals, a \$0.2 million increase in General Repairs/Alterations/Maintenance and a \$0.1 million increase in Supplies & Materials, offset by \$0.7 million decrease in Labor.
- The increase over the six years is due primarily to a \$1.8 million increase in Labor contract wage and benefits.

### *Management and Support Expense:*

**Labor:** Change from prior year (from FY20 to FY21): \$1.0 million increase (4.9%)  
Change over six years (from FY16 to FY21): \$7.1 million increase (50.3%)

- The increase from FY19 to FY20 was due to increased Training (\$1.3 million), offset by a decrease in Vessels Management (\$0.3 million).
- The increase over the six years was mainly due to consolidating training within Management & Support services resulting in a \$4.2 million increase. Additional increases include increases to staff for: Vessels Management (\$1.2 million), Operations management (\$0.8 million), Finance & Administration (\$0.6 million), and Safety (\$0.3 million).

**Non-Labor:** Change from prior year (from FY20 to FY21): \$0.5 million increase (4.3%)  
Change over six years (from FY16 to FY21): \$1.8 million increase (15.9%)

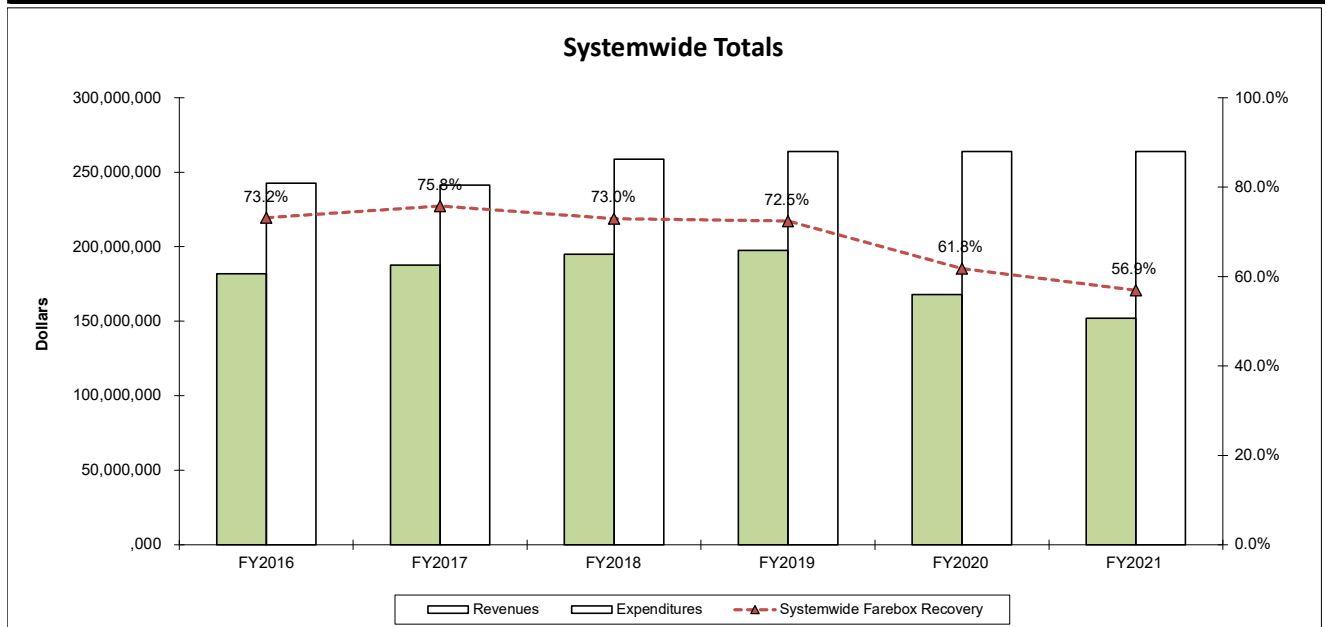
- The increase from FY20 to FY21 was mainly due to an increase in costs associated with Training (\$0.4 million), and an increase in Merchant Discount and Bank Fees (\$0.2 million), offset by a decrease in costs associated with Executive Management Support & Services (\$0.1 million).
- The increase over the six years is due primarily to costs associated with training (\$1.4 million) and increases in contractual services for the Vessel Maintenance Department (\$0.8 million). This was offset by a decrease in costs associated with Executive Management Support & Services (\$0.3 million).

# ROUTE STATEMENT SUMMARY

## FISCAL YEAR 2016 - 2021

### Summary - All Routes

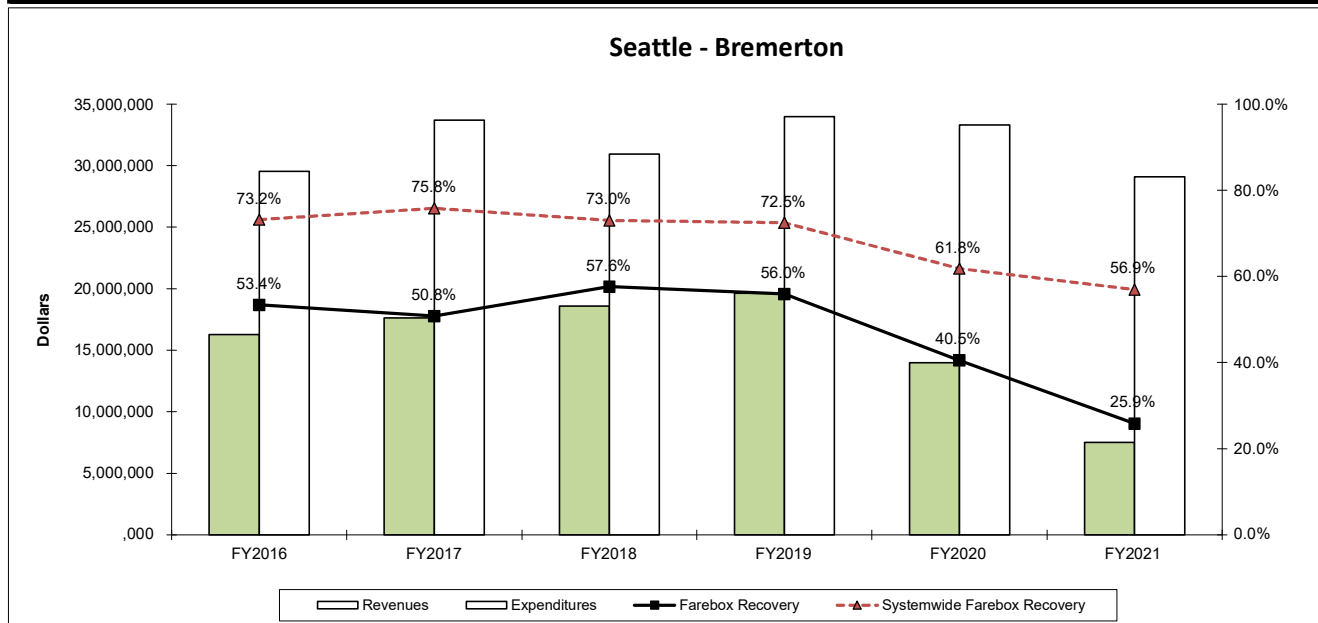
	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	13,527,000	13,687,000	13,865,000	13,700,000	10,377,000	6,918,000
Vehicle & Driver	10,565,000	10,551,000	10,713,000	10,556,000	9,029,000	8,408,000
<b>TOTAL RIDERS</b>	<b>24,091,000</b>	<b>24,238,000</b>	<b>24,578,000</b>	<b>24,256,000</b>	<b>19,406,000</b>	<b>15,326,000</b>
<b>REVENUE</b>						
Fares	177,437,000	182,952,000	188,744,000	191,281,000	163,142,000	150,204,000
Miscellaneous	4,414,000	4,729,000	6,237,000	6,163,000	4,775,000	1,847,000
<b>TOTAL REVENUE</b>	<b>181,851,000</b>	<b>187,681,000</b>	<b>194,981,000</b>	<b>197,444,000</b>	<b>167,918,000</b>	<b>152,051,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	99,033,000	102,140,000	108,037,000	111,628,000	114,102,000	115,085,000
Fuel	40,474,000	36,500,000	35,940,000	38,085,000	38,567,000	27,941,000
Non-Labor	9,724,000	9,391,000	9,867,000	9,287,000	9,152,000	9,553,000
<b>Total</b>	<b>149,231,000</b>	<b>148,031,000</b>	<b>153,845,000</b>	<b>159,000,000</b>	<b>161,820,000</b>	<b>152,579,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	26,563,000	27,179,000	28,511,000	28,798,000	29,313,000	29,574,000
Non-Labor	6,683,000	6,750,000	7,006,000	7,027,000	6,836,000	6,920,000
<b>Total</b>	<b>33,246,000</b>	<b>33,928,000</b>	<b>35,517,000</b>	<b>35,825,000</b>	<b>36,149,000</b>	<b>36,494,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	24,732,000	25,293,000	28,197,000	27,131,000	21,825,000	28,664,000
Terminal Maintenance	9,851,000	9,712,000	10,871,000	10,344,000	11,287,000	11,654,000
<b>Total</b>	<b>34,583,000</b>	<b>35,005,000</b>	<b>39,068,000</b>	<b>37,475,000</b>	<b>33,113,000</b>	<b>40,317,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	14,223,000	14,123,000	18,324,000	18,956,000	20,374,000	21,370,000
Non-Labor	11,252,000	10,270,000	11,888,000	12,747,000	12,502,000	13,042,000
<b>Total</b>	<b>25,475,000</b>	<b>24,393,000</b>	<b>30,212,000</b>	<b>31,703,000</b>	<b>32,876,000</b>	<b>34,412,000</b>
<b>TOTAL EXPENSES</b>	<b>242,535,000</b>	<b>241,358,000</b>	<b>258,642,000</b>	<b>264,002,000</b>	<b>263,958,000</b>	<b>263,803,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(60,684,000)</b>	<b>(53,677,000)</b>	<b>(63,661,000)</b>	<b>(66,559,000)</b>	<b>(96,040,000)</b>	<b>(111,752,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	<b>73.2%</b>	<b>75.8%</b>	<b>73.0%</b>	<b>72.5%</b>	<b>61.8%</b>	<b>56.9%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	<b>75.0%</b>	<b>77.8%</b>	<b>75.4%</b>	<b>74.8%</b>	<b>63.6%</b>	<b>57.6%</b>



**ROUTE STATEMENT SUMMARY**  
**FISCAL YEAR 2016 - 2021**

**Route 10: Seattle - Bremerton**

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	2,001,000	2,116,000	2,046,000	2,082,000	1,278,000	465,000
Vehicle & Driver	662,000	690,000	707,000	691,000	510,000	361,000
<b>TOTAL RIDERS</b>	<b>2,663,000</b>	<b>2,806,000</b>	<b>2,753,000</b>	<b>2,773,000</b>	<b>1,788,000</b>	<b>826,000</b>
<b>REVENUE</b>						
Fares	15,765,000	17,111,000	17,822,000	19,004,000	13,488,000	7,523,000
Miscellaneous	500,000	516,000	766,000	635,000	498,000	-
<b>TOTAL REVENUE</b>	<b>16,265,000</b>	<b>17,627,000</b>	<b>18,588,000</b>	<b>19,639,000</b>	<b>13,986,000</b>	<b>7,523,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	11,818,000	13,148,000	13,942,000	14,580,000	14,227,000	14,328,000
Fuel	5,763,000	5,642,000	5,545,000	6,233,000	5,811,000	3,633,000
Non-Labor	1,295,000	1,855,000	1,100,000	1,027,000	1,005,000	934,000
<b>Total</b>	<b>18,876,000</b>	<b>20,645,000</b>	<b>20,587,000</b>	<b>21,840,000</b>	<b>21,043,000</b>	<b>18,895,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	2,890,000	3,055,000	3,185,000	3,268,000	3,298,000	2,980,000
Non-Labor	460,000	500,000	436,000	454,000	378,000	290,000
<b>Total</b>	<b>3,350,000</b>	<b>3,555,000</b>	<b>3,621,000</b>	<b>3,722,000</b>	<b>3,676,000</b>	<b>3,270,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	3,271,000	4,808,000	2,122,000	3,467,000	3,543,000	2,400,000
Terminal Maintenance	955,000	1,295,000	990,000	858,000	897,000	727,000
<b>Total</b>	<b>4,226,000</b>	<b>6,103,000</b>	<b>3,112,000</b>	<b>4,325,000</b>	<b>4,440,000</b>	<b>3,127,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	1,733,000	1,973,000	2,191,000	2,439,000	2,571,000	2,356,000
Non-Labor	1,349,000	1,418,000	1,422,000	1,640,000	1,577,000	1,438,000
<b>Total</b>	<b>3,082,000</b>	<b>3,391,000</b>	<b>3,613,000</b>	<b>4,079,000</b>	<b>4,148,000</b>	<b>3,794,000</b>
<b>TOTAL EXPENSES</b>	<b>29,534,000</b>	<b>33,694,000</b>	<b>30,933,000</b>	<b>33,966,000</b>	<b>33,307,000</b>	<b>29,086,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(13,270,000)</b>	<b>(16,067,000)</b>	<b>(12,345,000)</b>	<b>(14,327,000)</b>	<b>(19,321,000)</b>	<b>(21,563,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	53.4%	50.8%	57.6%	56.0%	40.5%	25.9%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	55.1%	52.3%	60.1%	57.8%	42.0%	25.9%

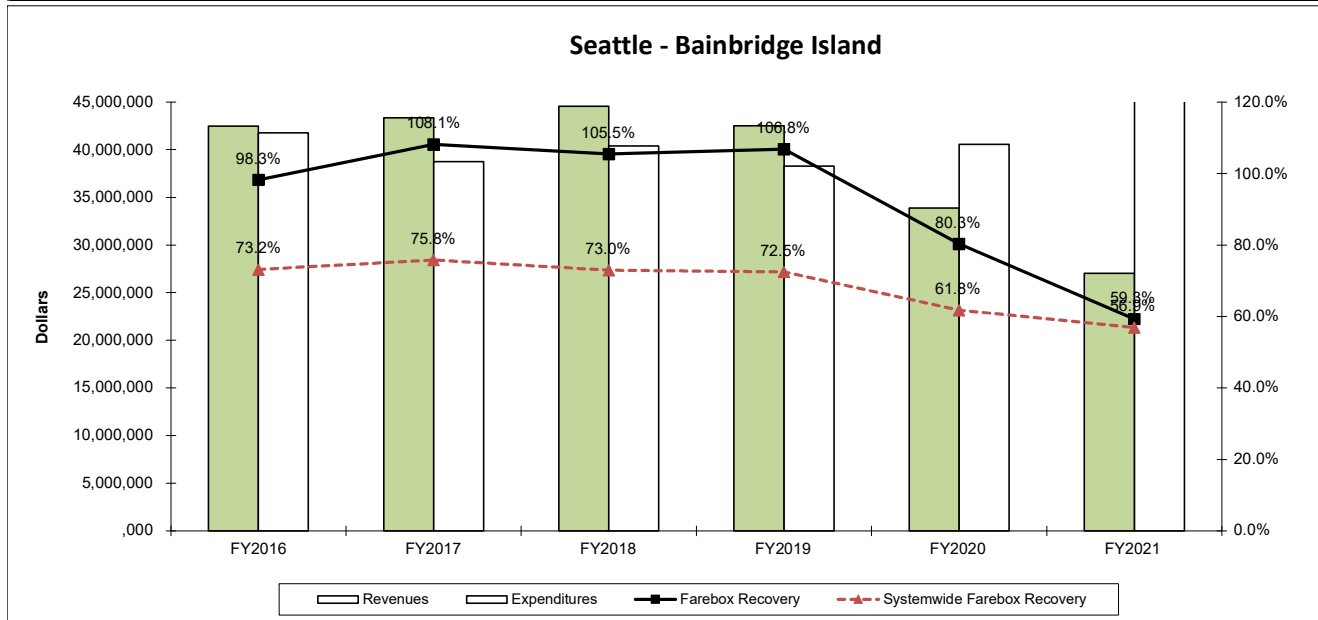


**ROUTE STATEMENT SUMMARY**  
**FISCAL YEAR 2016 - 2021**

**Route 20: Seattle - Bainbridge Island**

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	4,435,000	4,525,000	4,597,000	4,408,000	3,195,000	1,527,000
Vehicle & Driver	1,953,000	1,921,000	1,918,000	1,808,000	1,443,000	1,293,000
<b>TOTAL RIDERS</b>	<b>6,388,000</b>	<b>6,446,000</b>	<b>6,515,000</b>	<b>6,216,000</b>	<b>4,638,000</b>	<b>2,820,000</b>
<b>REVENUE</b>						
Fares	41,048,000	41,881,000	42,606,000	40,885,000	32,572,000	26,910,000
Miscellaneous	1,445,000	1,476,000	1,967,000	1,621,000	1,283,000	122,000
<b>TOTAL REVENUE</b>	<b>42,493,000</b>	<b>43,357,000</b>	<b>44,573,000</b>	<b>42,506,000</b>	<b>33,855,000</b>	<b>27,032,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	14,077,000	14,133,000	14,884,000	15,086,000	15,242,000	16,318,000
Fuel	8,600,000	7,330,000	7,382,000	7,546,000	7,537,000	5,771,000
Non-Labor	1,542,000	1,239,000	1,516,000	1,066,000	1,455,000	1,496,000
<b>Total</b>	<b>24,219,000</b>	<b>22,702,000</b>	<b>23,782,000</b>	<b>23,698,000</b>	<b>24,234,000</b>	<b>23,585,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	5,505,000	5,662,000	5,871,000	5,774,000	6,070,000	6,406,000
Non-Labor	706,000	685,000	648,000	630,000	533,000	480,000
<b>Total</b>	<b>6,211,000</b>	<b>6,347,000</b>	<b>6,519,000</b>	<b>6,404,000</b>	<b>6,603,000</b>	<b>6,886,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	4,921,000	2,555,000	3,376,000	2,164,000	3,473,000	6,552,000
Terminal Maintenance	2,066,000	3,230,000	1,997,000	1,416,000	1,199,000	2,446,000
<b>Total</b>	<b>6,987,000</b>	<b>5,785,000</b>	<b>5,373,000</b>	<b>3,580,000</b>	<b>4,672,000</b>	<b>8,998,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	2,452,000	2,268,000	2,862,000	2,748,000	3,131,000	3,677,000
Non-Labor	1,908,000	1,630,000	1,857,000	1,848,000	1,921,000	2,244,000
<b>Total</b>	<b>4,360,000</b>	<b>3,898,000</b>	<b>4,719,000</b>	<b>4,596,000</b>	<b>5,052,000</b>	<b>5,921,000</b>
<b>TOTAL EXPENSES</b>	<b>41,777,000</b>	<b>38,733,000</b>	<b>40,393,000</b>	<b>38,278,000</b>	<b>40,561,000</b>	<b>45,391,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>716,000</b>	<b>4,624,000</b>	<b>4,180,000</b>	<b>4,228,000</b>	<b>(6,706,000)</b>	<b>(18,359,000)</b>

<b>FAREBOX RECOVERY RATIO</b>	<b>98.3%</b>	<b>108.1%</b>	<b>105.5%</b>	<b>106.8%</b>	<b>80.3%</b>	<b>59.3%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>	<b>101.7%</b>	<b>111.9%</b>	<b>110.3%</b>	<b>111.0%</b>	<b>83.5%</b>	<b>59.6%</b>



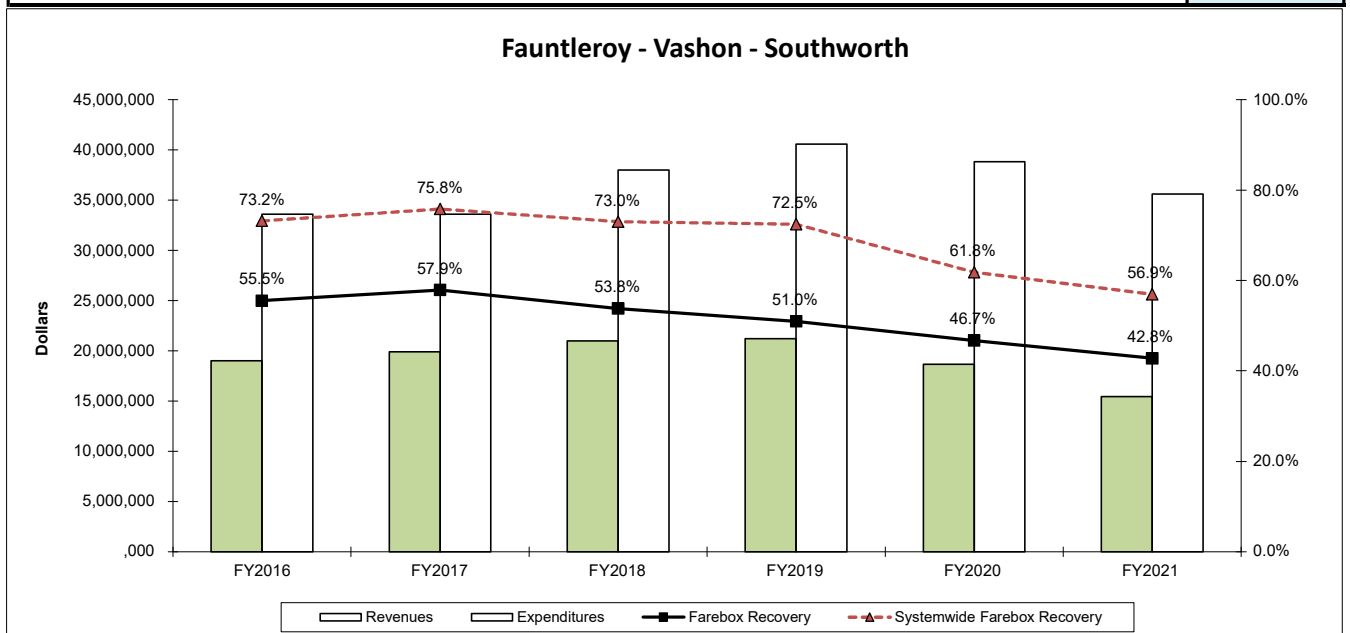
# ROUTE STATEMENT SUMMARY

FISCAL YEAR 2016 - 2021

## Route 30: Fauntleroy - Vashon - Southworth

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	1,289,000	1,318,000	1,363,000	1,347,000	1,059,000	675,000
Vehicle & Driver	1,728,000	1,745,000	1,782,000	1,750,000	1,501,000	1,238,000
<b>TOTAL RIDERS</b>	<b>3,017,000</b>	<b>3,062,000</b>	<b>3,145,000</b>	<b>3,097,000</b>	<b>2,560,000</b>	<b>1,913,000</b>
<b>REVENUE</b>						
Fares	18,651,000	19,442,000	20,438,000	20,683,000	18,130,000	15,231,000
Miscellaneous	353,000	458,000	559,000	536,000	520,000	220,000
<b>TOTAL REVENUE</b>	<b>19,004,000</b>	<b>19,900,000</b>	<b>20,997,000</b>	<b>21,219,000</b>	<b>18,650,000</b>	<b>15,451,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	15,384,000	15,561,000	16,353,000	16,963,000	17,944,000	16,602,000
Fuel	4,477,000	3,834,000	3,889,000	4,101,000	4,247,000	2,753,000
Non-Labor	981,000	1,154,000	1,208,000	1,337,000	1,443,000	1,353,000
<b>Total</b>	<b>20,842,000</b>	<b>20,549,000</b>	<b>21,450,000</b>	<b>22,401,000</b>	<b>23,634,000</b>	<b>20,708,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	4,308,000	4,304,000	4,527,000	4,580,000	4,855,000	4,906,000
Non-Labor	653,000	506,000	730,000	725,000	777,000	534,000
<b>Total</b>	<b>4,961,000</b>	<b>4,810,000</b>	<b>5,257,000</b>	<b>5,305,000</b>	<b>5,632,000</b>	<b>5,440,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	2,750,000	3,829,000	4,806,000	6,316,000	3,342,000	3,072,000
Terminal Maintenance	1,366,000	904,000	2,044,000	1,689,000	1,380,000	1,742,000
<b>Total</b>	<b>4,116,000</b>	<b>4,733,000</b>	<b>6,850,000</b>	<b>8,005,000</b>	<b>4,722,000</b>	<b>4,814,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	1,961,000	1,959,000	2,692,000	2,914,000	2,997,000	2,885,000
Non-Labor	1,710,000	1,526,000	1,746,000	1,960,000	1,839,000	1,760,000
<b>Total</b>	<b>3,671,000</b>	<b>3,485,000</b>	<b>4,438,000</b>	<b>4,874,000</b>	<b>4,836,000</b>	<b>4,645,000</b>
<b>TOTAL EXPENSES</b>	<b>33,590,000</b>	<b>33,577,000</b>	<b>37,995,000</b>	<b>40,585,000</b>	<b>38,824,000</b>	<b>35,607,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(14,586,000)</b>	<b>(13,677,000)</b>	<b>(16,998,000)</b>	<b>(19,366,000)</b>	<b>(20,174,000)</b>	<b>(20,156,000)</b>

<b>FAREBOX RECOVERY RATIO</b>	<b>55.5%</b>	<b>57.9%</b>	<b>53.8%</b>	<b>51.0%</b>	<b>46.7%</b>	<b>42.8%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>	<b>56.6%</b>	<b>59.3%</b>	<b>55.3%</b>	<b>52.3%</b>	<b>48.0%</b>	<b>43.4%</b>



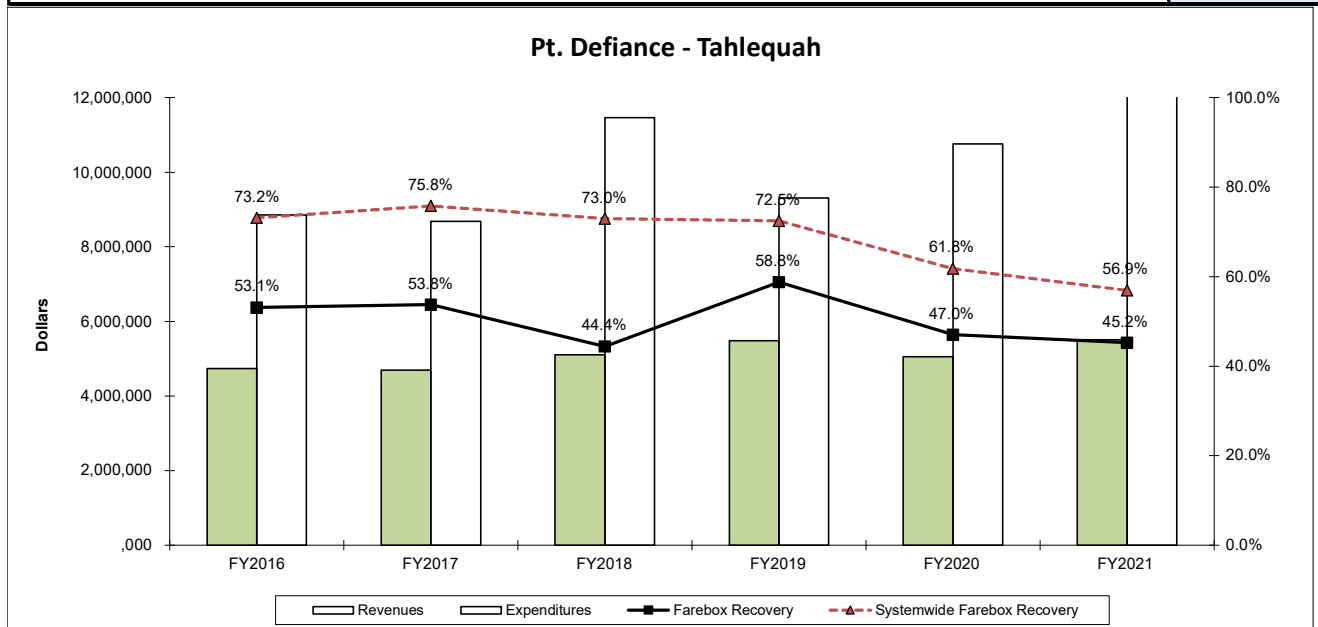
NOTE: Totals may vary due to rounding

01/13/2022

**ROUTE STATEMENT SUMMARY**  
**FISCAL YEAR 2016 - 2021**

**Route 40: Pt. Defiance - Tahlequah**

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	340,000	339,000	365,000	372,000	320,000	300,000
Vehicle & Driver	478,000	466,000	493,000	503,000	453,000	468,000
<b>TOTAL RIDERS</b>	<b>818,000</b>	<b>805,000</b>	<b>858,000</b>	<b>875,000</b>	<b>773,000</b>	<b>768,000</b>
<b>REVENUE</b>						
Fares	4,705,000	4,670,000	5,093,000	5,475,000	5,059,000	5,507,000
Miscellaneous	30,000	28,000	17,000	4,000	-	-
<b>TOTAL REVENUE</b>	<b>4,734,000</b>	<b>4,698,000</b>	<b>5,110,000</b>	<b>5,479,000</b>	<b>5,059,000</b>	<b>5,507,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	4,337,000	4,653,000	4,906,000	4,982,000	4,813,000	5,516,000
Fuel	770,000	665,000	696,000	707,000	703,000	627,000
Non-Labor	255,000	286,000	411,000	333,000	253,000	326,000
<b>Total</b>	<b>5,362,000</b>	<b>5,604,000</b>	<b>6,013,000</b>	<b>6,022,000</b>	<b>5,768,000</b>	<b>6,469,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	1,008,000	1,031,000	1,139,000	1,205,000	1,255,000	1,298,000
Non-Labor	85,000	95,000	88,000	88,000	82,000	105,000
<b>Total</b>	<b>1,093,000</b>	<b>1,126,000</b>	<b>1,227,000</b>	<b>1,293,000</b>	<b>1,337,000</b>	<b>1,403,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	931,000	649,000	2,454,000	590,000	723,000	1,363,000
Terminal Maintenance	544,000	432,000	433,000	288,000	1,592,000	1,349,000
<b>Total</b>	<b>1,475,000</b>	<b>1,081,000</b>	<b>2,887,000</b>	<b>878,000</b>	<b>2,315,000</b>	<b>2,712,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	520,000	508,000	812,000	669,000	830,000	986,000
Non-Labor	404,000	366,000	527,000	449,000	510,000	602,000
<b>Total</b>	<b>924,000</b>	<b>874,000</b>	<b>1,339,000</b>	<b>1,118,000</b>	<b>1,340,000</b>	<b>1,588,000</b>
<b>TOTAL EXPENSES</b>	<b>8,854,000</b>	<b>8,685,000</b>	<b>11,466,000</b>	<b>9,311,000</b>	<b>10,760,000</b>	<b>12,173,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(4,120,000)</b>	<b>(3,987,000)</b>	<b>(6,356,000)</b>	<b>(3,833,000)</b>	<b>(5,701,000)</b>	<b>(6,666,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	53.1%	53.8%	44.4%	58.8%	47.0%	45.2%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	53.5%	54.1%	44.6%	58.8%	47.0%	45.2%

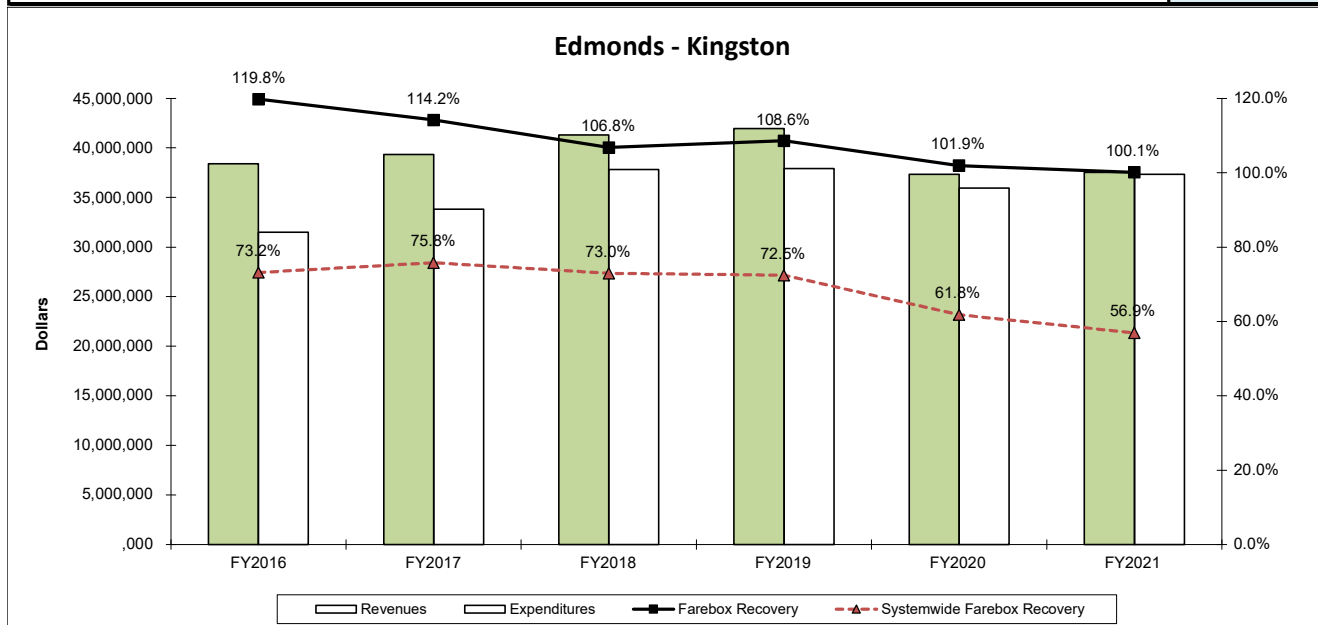


**ROUTE STATEMENT SUMMARY**  
**FISCAL YEAR 2016 - 2021**

**Route 50: Edmonds - Kingston**

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	1,988,000	1,962,000	2,019,000	2,008,000	1,642,000	1,449,000
Vehicle & Driver	2,131,000	2,120,000	2,170,000	2,157,000	1,875,000	1,851,000
<b>TOTAL RIDERS</b>	<b>4,119,000</b>	<b>4,082,000</b>	<b>4,189,000</b>	<b>4,165,000</b>	<b>3,517,000</b>	<b>3,300,000</b>
<b>REVENUE</b>						
Fares	37,723,000	38,587,000	40,416,000	41,176,000	36,641,000	37,368,000
Miscellaneous	665,000	739,000	905,000	787,000	699,000	158,000
<b>TOTAL REVENUE</b>	<b>38,388,000</b>	<b>39,326,000</b>	<b>41,321,000</b>	<b>41,963,000</b>	<b>37,340,000</b>	<b>37,525,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	12,577,000	13,263,000	13,924,000	14,538,000	14,756,000	16,109,000
Fuel	5,875,000	6,163,000	5,599,000	6,233,000	6,240,000	4,792,000
Non-Labor	1,338,000	1,162,000	1,490,000	1,437,000	1,040,000	1,138,000
<b>Total</b>	<b>19,790,000</b>	<b>20,588,000</b>	<b>21,013,000</b>	<b>22,208,000</b>	<b>22,036,000</b>	<b>22,039,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	4,450,000	4,679,000	4,924,000	4,912,000	4,919,000	5,111,000
Non-Labor	595,000	628,000	729,000	681,000	709,000	906,000
<b>Total</b>	<b>5,045,000</b>	<b>5,307,000</b>	<b>5,653,000</b>	<b>5,593,000</b>	<b>5,628,000</b>	<b>6,017,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	2,575,000	3,411,000	4,489,000	3,150,000	1,744,000	3,389,000
Terminal Maintenance	799,000	1,095,000	2,268,000	2,415,000	2,056,000	1,014,000
<b>Total</b>	<b>3,374,000</b>	<b>4,506,000</b>	<b>6,757,000</b>	<b>5,565,000</b>	<b>3,800,000</b>	<b>4,403,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	1,848,000	1,979,000	2,681,000	2,722,000	2,774,000	3,024,000
Non-Labor	1,438,000	1,423,000	1,739,000	1,831,000	1,702,000	1,845,000
<b>Total</b>	<b>3,286,000</b>	<b>3,402,000</b>	<b>4,420,000</b>	<b>4,553,000</b>	<b>4,476,000</b>	<b>4,869,000</b>
<b>TOTAL EXPENSES</b>	<b>31,495,000</b>	<b>33,803,000</b>	<b>37,843,000</b>	<b>37,919,000</b>	<b>35,941,000</b>	<b>37,328,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>6,893,000</b>	<b>5,523,000</b>	<b>3,478,000</b>	<b>4,044,000</b>	<b>1,399,000</b>	<b>198,000</b>

<b>FAREBOX RECOVERY RATIO</b>	<b>119.8%</b>	<b>114.2%</b>	<b>106.8%</b>	<b>108.6%</b>	<b>101.9%</b>	<b>100.1%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>	<b>121.9%</b>	<b>116.3%</b>	<b>109.2%</b>	<b>110.7%</b>	<b>103.9%</b>	<b>100.5%</b>

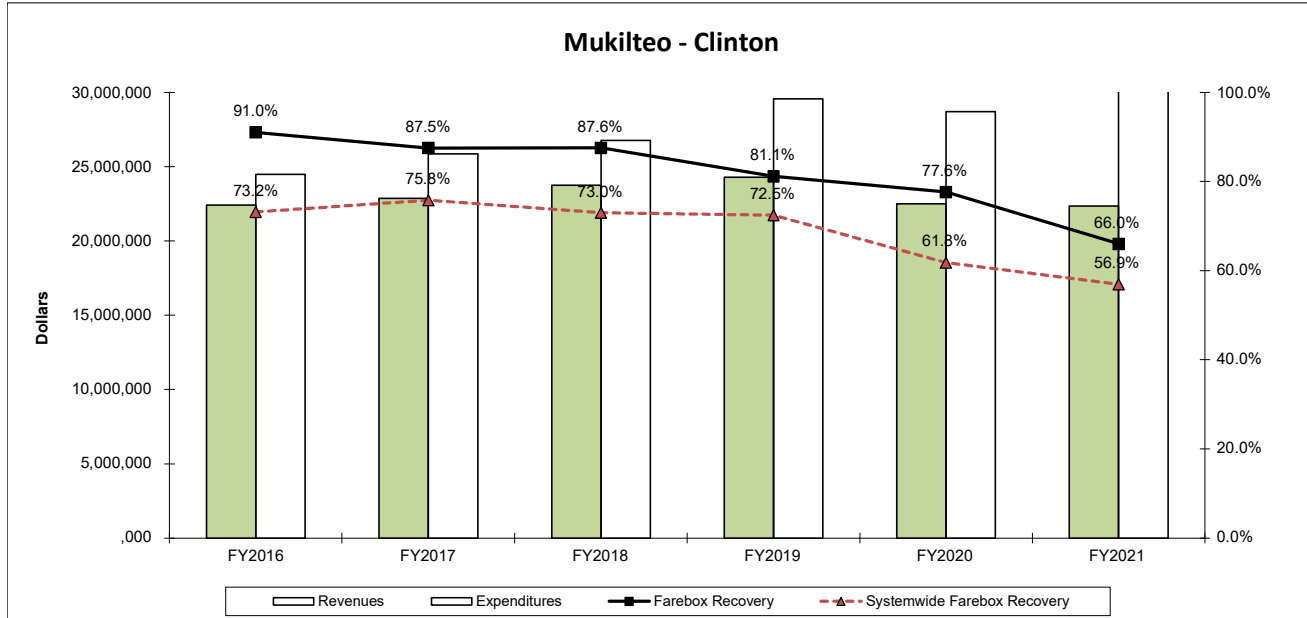




**ROUTE STATEMENT SUMMARY**  
**FISCAL YEAR 2016 - 2021**

**Route 60: Mukilteo - Clinton**

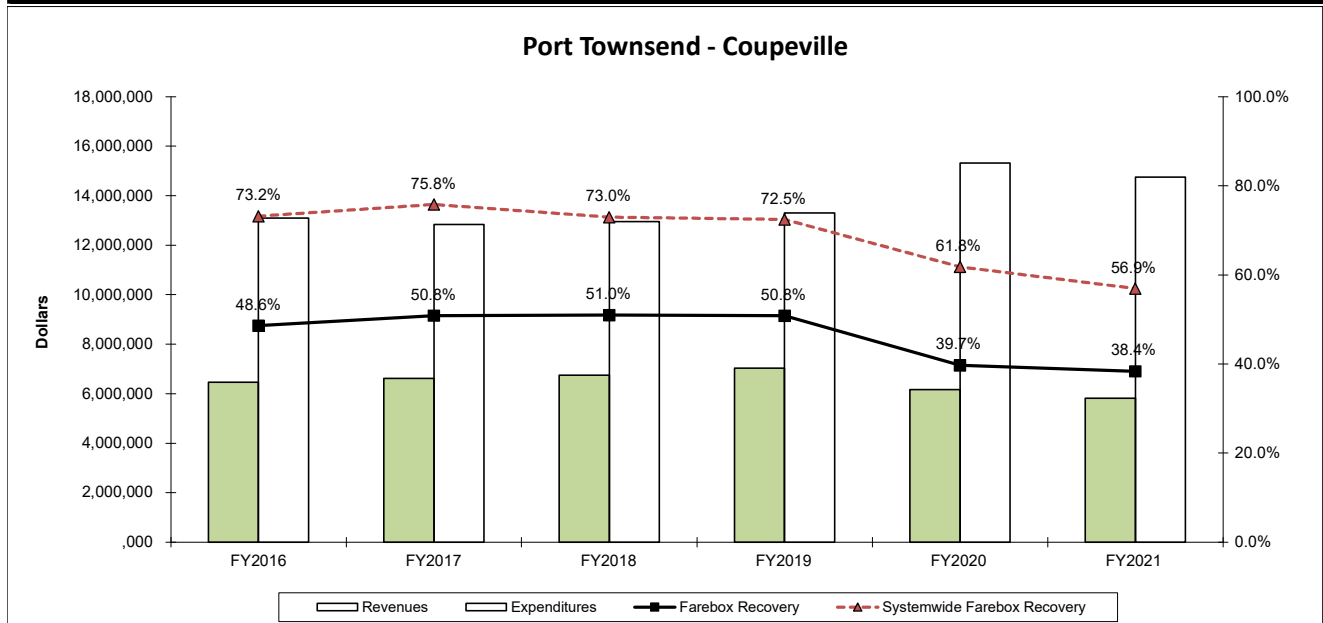
	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	1,871,000	1,825,000	1,864,000	1,862,000	1,568,000	1,325,000
Vehicle & Driver	2,261,000	2,236,000	2,270,000	2,271,000	2,047,000	1,990,000
<b>TOTAL RIDERS</b>	<b>4,132,000</b>	<b>4,061,000</b>	<b>4,134,000</b>	<b>4,133,000</b>	<b>3,615,000</b>	<b>3,315,000</b>
<b>REVENUE</b>						
Fares	22,281,000	22,622,000	23,422,000	23,986,000	22,276,000	22,342,000
Miscellaneous	137,000	245,000	329,000	289,000	234,000	-
<b>TOTAL REVENUE</b>	<b>22,418,000</b>	<b>22,866,000</b>	<b>23,751,000</b>	<b>24,275,000</b>	<b>22,510,000</b>	<b>22,342,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	11,323,000	11,625,000	12,580,000	13,377,000	13,977,000	14,888,000
Fuel	3,170,000	2,728,000	2,768,000	3,301,000	3,629,000	2,750,000
Non-Labor	909,000	858,000	791,000	1,329,000	1,100,000	1,290,000
<b>Total</b>	<b>15,402,000</b>	<b>15,211,000</b>	<b>16,139,000</b>	<b>18,007,000</b>	<b>18,706,000</b>	<b>18,928,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	3,376,000	3,483,000	3,708,000	3,802,000	3,765,000	3,830,000
Non-Labor	555,000	556,000	636,000	616,000	663,000	830,000
<b>Total</b>	<b>3,931,000</b>	<b>4,039,000</b>	<b>4,344,000</b>	<b>4,418,000</b>	<b>4,428,000</b>	<b>4,660,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	1,846,000	3,276,000	2,626,000	2,843,000	1,117,000	3,205,000
Terminal Maintenance	742,000	723,000	519,000	745,000	868,000	2,637,000
<b>Total</b>	<b>2,588,000</b>	<b>3,999,000</b>	<b>3,145,000</b>	<b>3,588,000</b>	<b>1,985,000</b>	<b>5,842,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	1,436,000	1,514,000	1,895,000	2,123,000	2,215,000	2,742,000
Non-Labor	1,118,000	1,088,000	1,230,000	1,427,000	1,359,000	1,673,000
<b>Total</b>	<b>2,554,000</b>	<b>2,602,000</b>	<b>3,125,000</b>	<b>3,550,000</b>	<b>3,574,000</b>	<b>4,415,000</b>
<b>TOTAL EXPENSES</b>	<b>24,475,000</b>	<b>25,851,000</b>	<b>26,753,000</b>	<b>29,563,000</b>	<b>28,693,000</b>	<b>33,845,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(2,057,000)</b>	<b>(2,985,000)</b>	<b>(3,002,000)</b>	<b>(5,288,000)</b>	<b>(6,183,000)</b>	<b>(11,503,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	91.0%	87.5%	87.6%	81.1%	77.6%	66.0%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	91.6%	88.5%	88.8%	82.1%	78.5%	66.0%



**ROUTE STATEMENT SUMMARY**  
**FISCAL YEAR 2016 - 2021**

**Route 70: Port Townsend - Coupeville**

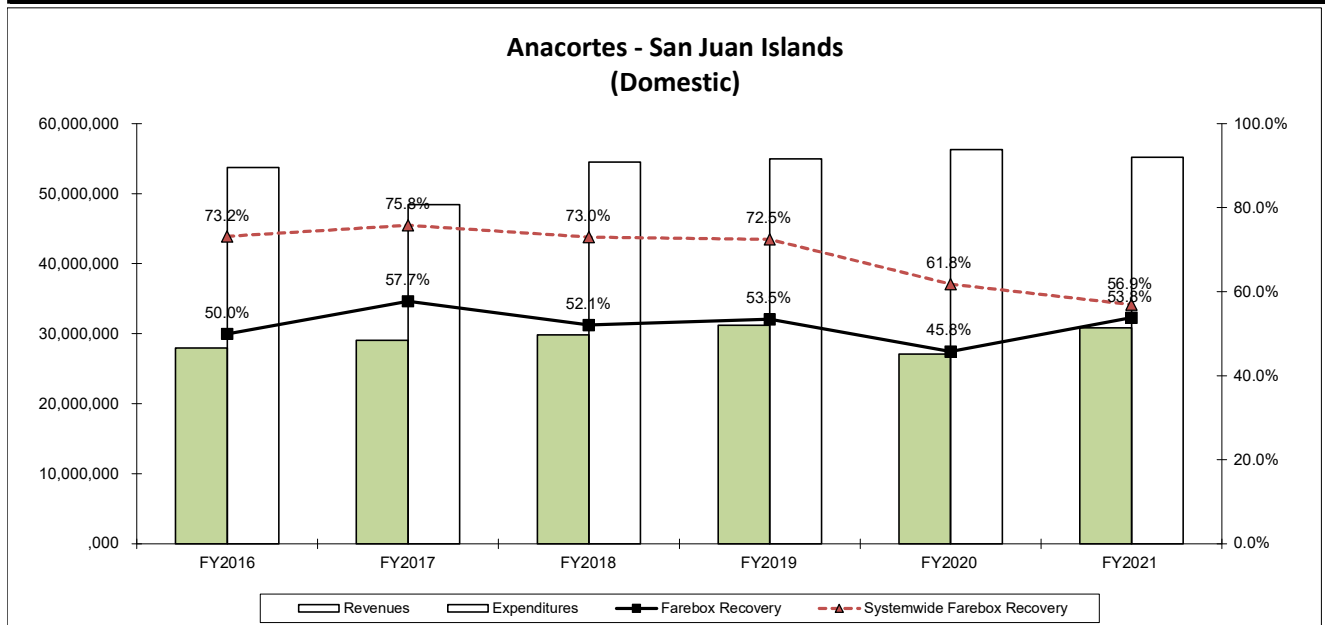
	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	436,000	446,000	452,000	452,000	372,000	319,000
Vehicle & Driver	368,000	374,000	374,000	372,000	331,000	300,000
<b>TOTAL RIDERS</b>	<b>804,000</b>	<b>820,000</b>	<b>826,000</b>	<b>824,000</b>	<b>703,000</b>	<b>619,000</b>
<b>REVENUE</b>						
Fares	6,366,000	6,526,000	6,602,000	6,758,000	6,084,000	5,655,000
Miscellaneous	95,000	94,000	144,000	277,000	82,000	153,000
<b>TOTAL REVENUE</b>	<b>6,461,000</b>	<b>6,620,000</b>	<b>6,746,000</b>	<b>7,035,000</b>	<b>6,166,000</b>	<b>5,808,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	5,633,000	5,526,000	5,790,000	5,900,000	6,413,000	5,682,000
Fuel	1,575,000	1,291,000	1,225,000	1,294,000	1,488,000	954,000
Non-Labor	597,000	459,000	513,000	494,000	654,000	539,000
<b>Total</b>	<b>7,805,000</b>	<b>7,276,000</b>	<b>7,528,000</b>	<b>7,688,000</b>	<b>8,555,000</b>	<b>7,175,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	1,851,000	1,865,000	1,926,000	1,985,000	1,967,000	1,979,000
Non-Labor	230,000	227,000	231,000	244,000	234,000	248,000
<b>Total</b>	<b>2,081,000</b>	<b>2,092,000</b>	<b>2,157,000</b>	<b>2,229,000</b>	<b>2,201,000</b>	<b>2,227,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	1,572,000	1,644,000	1,215,000	1,310,000	1,803,000	2,656,000
Terminal Maintenance	270,000	532,000	542,000	471,000	856,000	763,000
<b>Total</b>	<b>1,842,000</b>	<b>2,176,000</b>	<b>1,757,000</b>	<b>1,781,000</b>	<b>2,659,000</b>	<b>3,419,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	769,000	751,000	918,000	955,000	1,182,000	1,194,000
Non-Labor	598,000	540,000	595,000	642,000	726,000	729,000
<b>Total</b>	<b>1,367,000</b>	<b>1,291,000</b>	<b>1,513,000</b>	<b>1,597,000</b>	<b>1,908,000</b>	<b>1,923,000</b>
<b>TOTAL EXPENSES</b>	<b>13,095,000</b>	<b>12,835,000</b>	<b>12,955,000</b>	<b>13,295,000</b>	<b>15,323,000</b>	<b>14,744,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(6,634,000)</b>	<b>(6,215,000)</b>	<b>(6,209,000)</b>	<b>(6,260,000)</b>	<b>(9,156,000)</b>	<b>(8,936,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	<b>48.6%</b>	<b>50.8%</b>	<b>51.0%</b>	<b>50.8%</b>	<b>39.7%</b>	<b>38.4%</b>
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	<b>49.3%</b>	<b>51.6%</b>	<b>52.1%</b>	<b>52.9%</b>	<b>40.2%</b>	<b>39.4%</b>



**ROUTE STATEMENT SUMMARY**  
**FISCAL YEAR 2016 - 2021**

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

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	1,073,000	1,063,000	1,064,000	1,082,000	856,000	858,000
Vehicle & Driver	935,000	953,000	952,000	959,000	825,000	907,000
<b>TOTAL RIDERS</b>	<b>2,008,000</b>	<b>2,016,000</b>	<b>2,016,000</b>	<b>2,041,000</b>	<b>1,681,000</b>	<b>1,765,000</b>
<b>REVENUE</b>						
Fares	26,837,000	27,954,000	28,372,000	29,392,000	25,762,000	29,668,000
Miscellaneous	1,105,000	1,082,000	1,429,000	1,827,000	1,317,000	1,194,000
<b>TOTAL REVENUE</b>	<b>27,942,000</b>	<b>29,036,000</b>	<b>29,802,000</b>	<b>31,219,000</b>	<b>27,079,000</b>	<b>30,862,000</b>
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	21,863,000	22,118,000	23,445,000	24,109,000	25,245,000	25,642,000
Fuel	9,182,000	7,672,000	7,947,000	7,825,000	8,349,000	6,661,000
Non-Labor	2,516,000	2,129,000	2,514,000	2,046,000	2,082,000	2,477,000
<b>Total</b>	<b>33,561,000</b>	<b>31,919,000</b>	<b>33,906,000</b>	<b>33,980,000</b>	<b>35,676,000</b>	<b>34,780,000</b>
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	2,866,000	2,799,000	2,926,000	2,983,000	2,923,000	3,064,000
Non-Labor	2,808,000	2,950,000	2,886,000	2,976,000	2,978,000	3,137,000
<b>Total</b>	<b>5,674,000</b>	<b>5,749,000</b>	<b>5,812,000</b>	<b>5,959,000</b>	<b>5,901,000</b>	<b>6,201,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	5,942,000	4,503,000	6,410,000	6,382,000	5,370,000	6,027,000
Terminal Maintenance	2,930,000	1,380,000	1,986,000	2,057,000	2,342,000	959,000
<b>Total</b>	<b>8,872,000</b>	<b>5,883,000</b>	<b>8,396,000</b>	<b>8,439,000</b>	<b>7,712,000</b>	<b>6,986,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	3,152,000	2,835,000	3,859,000	3,948,000	4,346,000	4,469,000
Non-Labor	2,453,000	2,038,000	2,504,000	2,655,000	2,667,000	2,727,000
<b>Total</b>	<b>5,605,000</b>	<b>4,873,000</b>	<b>6,363,000</b>	<b>6,603,000</b>	<b>7,013,000</b>	<b>7,196,000</b>
<b>TOTAL EXPENSES</b>	<b>53,712,000</b>	<b>48,424,000</b>	<b>54,477,000</b>	<b>54,981,000</b>	<b>56,302,000</b>	<b>55,163,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(25,770,000)</b>	<b>(19,388,000)</b>	<b>(24,676,000)</b>	<b>(23,762,000)</b>	<b>(29,223,000)</b>	<b>(24,301,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	50.0%	57.7%	52.1%	53.5%	45.8%	53.8%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	52.0%	60.0%	54.7%	56.8%	48.1%	55.9%



# ROUTE STATEMENT SUMMARY

## FISCAL YEAR 2016 - 2021

### Route 85: Anacortes - Sidney

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC</b>						
Passenger	93,000	93,000	94,000	87,000	87,000	-
Vehicle & Driver	49,000	47,000	48,000	45,000	44,000	-
<b>TOTAL RIDERS</b>	<b>142,000</b>	<b>140,000</b>	<b>142,000</b>	<b>132,000</b>	<b>131,000</b>	-
<b>REVENUE</b>						
Fares	4,061,000	4,159,000	3,973,000	3,922,000	3,130,000	-
Miscellaneous	85,000	92,000	121,000	187,000	143,000	-
<b>TOTAL REVENUE</b>	<b>4,146,000</b>	<b>4,251,000</b>	<b>4,094,000</b>	<b>4,109,000</b>	<b>3,273,000</b>	-
<b>DIRECT VESSEL OPERATING EXPENSE</b>						
Labor	2,021,000	2,113,000	2,214,000	2,093,000	1,483,000	-
Fuel	1,062,000	1,174,000	889,000	844,000	565,000	-
Non-Labor	291,000	249,000	324,000	218,000	119,000	-
<b>Total</b>	<b>3,374,000</b>	<b>3,536,000</b>	<b>3,427,000</b>	<b>3,155,000</b>	<b>2,168,000</b>	-
<b>DIRECT TERMINAL OPERATING EXPENSE</b>						
Labor	309,000	300,000	305,000	289,000	261,000	-
Non-Labor	591,000	603,000	622,000	613,000	482,000	390,000
<b>Total</b>	<b>900,000</b>	<b>903,000</b>	<b>927,000</b>	<b>902,000</b>	<b>743,000</b>	<b>390,000</b>
<b>DIRECT MAINTENANCE EXPENSE</b>						
Vessel Maintenance	924,000	617,000	699,000	909,000	710,000	-
Terminal Maintenance	179,000	121,000	92,000	405,000	98,000	17,000
<b>Total</b>	<b>1,103,000</b>	<b>738,000</b>	<b>791,000</b>	<b>1,314,000</b>	<b>808,000</b>	<b>17,000</b>
<b>MANAGEMENT AND SUPPORT EXPENSE</b>						
Labor	352,000	337,000	413,000	438,000	328,000	38,000
Non-Labor	274,000	242,000	268,000	295,000	201,000	23,000
<b>Total</b>	<b>626,000</b>	<b>579,000</b>	<b>681,000</b>	<b>733,000</b>	<b>529,000</b>	<b>61,000</b>
<b>TOTAL EXPENSES</b>	<b>6,003,000</b>	<b>5,757,000</b>	<b>5,825,000</b>	<b>6,104,000</b>	<b>4,248,000</b>	<b>467,000</b>
<b>NET REVENUE/(EXPENSE)</b>	<b>(1,857,000)</b>	<b>(1,506,000)</b>	<b>(1,732,000)</b>	<b>(1,995,000)</b>	<b>(975,000)</b>	<b>(467,000)</b>
<b>FAREBOX RECOVERY RATIO</b>						
	67.6%	72.2%	68.2%	64.2%	73.7%	0.0%
<b>TOTAL REVENUE RECOVERY RATIO</b>						
	69.1%	73.8%	70.3%	67.3%	77.0%	0.0%

