Washington State Ferries

Route Statements

For Fiscal Years 2019 to 2024

Washington State Ferries
FY2024 Route Statements

This document is a description of factors affecting the Route Statements for Fiscal Year 2024 (July 1, 2023 through June 30, 2024), and includes information regarding cost, ridership, and revenue trends over the past six fiscal years (FY2019-FY2024).

Service Changes

Changes in Service over the Six-Year Period (also see chart on page 6)

- In July 2018, the 144-car MV Suquamish replaced the MV Kittitas on the Mukilteo-Clinton route Then the MV Kittitas replaced the MV Sealth on the Fauntleroy-Southworth-Vashon route, which became a Service Relief vessel. In both cases, this was an increase in capacity on these routes.

- 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 level on several routes. Service to Sidney, BC was suspended. See below for more information.

- In February 2022 the MV Chimacum went out of service for repairs to its reduction gears and a pinion gear failure. The vessel returned to service in May 2023.

- In July 2022, the MV Cathlamet went out of service for repairs following an allision with the Fauntleroy dock. The vessel returned to service in March 2023.

- In April 2023, WSF operated additional midday and evening service on the Fauntleroy-Vashon-Southworth route using extra crew for the not-in-service #3 vessel. This effort was discontinued after one month due to insufficient crew.

- In April 2023, the MV Walla Walla went out of service for repairs following a grounding in Rich Passage. The vessel returned to service in May 2023, but then went out of service again in June 2023 for further investigation of fuel contamination which led to the grounding. The vessel returned to service in July 2023 (FY 2024).

- Starting in June 2023, WSF operated additional unscheduled service on the Fauntleroy-Vashon-Southworth route when sufficient crew and a vessel were available.

- In August 2023, the MV Chelan went out of service for repairs following a grounding near Broken Point on Shaw Island. The vessel returned to service in October 2023.

- In September 2023 the Wenatchee went out of service through the end of Fiscal Year 2025 (10 months out of service in FY2024) for conversion to hybrid. This contributed to periods of downsizing on the Edmonds-Kingston and Seattle-Bainbridge routes.

- In September 2023, the MV Walla Walla was also out of service for repairs following the loss of a propeller blade. The vessel returned to service in December 2023.

Changes in Service (continued)

- In October 2023, the MV Chimacum went out of service for repairs following an engine failure. The vessel returned to service in December 2023. During this time, the Edmonds/Kingston route was reduced to one-vessel service due to a lack of available vessels.

COVID Impacts (Service, Ridership and Farebox Recovery)

Service Changes in Response to COVID

During the height of the COVID-19 pandemic, Washington State Ferries postponed 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 at 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 instead of three vessels on the Fauntleroy-Vashon-Southworth route, one-vessel service on the Seatttle-Bremerton route, no Anacortes-Sidney service, no second vessel on the Port Townsend-Coupeville route, and continued suspensions of late-night service on central sound routes.

In October 2021, WSF shifted to an Alternate Service plan and shared a Service Restoration Plan that describes the process by which WSF would increase its service to meet increasing demand as the ferry system recovers from the COVID-19 pandemic and responds to ongoing crew and vessel availability challenges. Full service was restored on the Seattle-Bainbridge Island route in April 2022, the Mukilteo-Clinton route in May 2022, and the Edmonds-Kingston route in February 2023. As of the end of FY 2023, the Fauntleroy-Vashon-Southworth, Seattle-Bremerton, and Port Townsend-Coupeville routes remain on alternate service, and the Anacortes-Sidney BC route is suspended and not expected to reopen until 2030.

Late night service was restored on the following routes:

Seattle-Bremerton route – March 10, 2022
Seattle-Bainbridge Island route – April 10, 2022
Mukilteo-Clinton route Sunday-Thursday late-night service only – June 19, 2022
Port Townsend-Coupeville – June 19, 2022

In January 2024, we released our Service Contingency Plan which provides a transparent outline of how we plan to add service, sometimes temporarily, when we have the available vessels and crewing to do so.

As compared to the previous year (FY2023), the route with the largest percentage increase in revenue was Edmonds-Kingston (6.6%), followed by Fauntleroy-Vashon-Southworth (6.6%), Port Townsend-Coupeville (6.4%), Point Defiance-Tahlequah (6.2%), Mukilteo-Clinton (3.1%), Seattle-Bremerton (2.3%), Anacortes-San Juan Islands (0.8%), and Seattle-Bainbridge Island (0.2%). The Anacortes-Sidney route had no revenue for the entirety of FY2024.

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Ridership Changes

Ridership began to increase in FY2022, due mainly to the easing of COVID-19 restrictions. In FY2023, overall ridership increased by 6.3% over FY2022, and in FY2024 ridership increased 3.4 % over FY2023, an increase of 618,000 riders, with the biggest increases, based on riders, on the Edmonds-Kingston route (176,000 riders or 5.2%), Seattle-Bainbridge Island (174,000 or 3.7%), and Fauntleroy-Vashon-Southworth (126,000 riders, or 5.9%). In the six-year period, ridership peaked in FY2019 with 24.3 million riders, with the lowest ridership in FY2021 (15.3 million riders).

2024 Route Statements: COVID-19 Farebox Recovery

2024 system-wide fare box recovery (49.8%) decreased 0.8% as compared to the previous year (50.6%) and was 17.1% less than the average of the previous five years (60.0% from 2019-2023).

The farebox recovery decreased from -$160 million in FY2023 to -$171 million in FY2024 after an increase in FY2022 and initial drops in FY2020 and FY2021. FY2024 saw an increase of $5.3 million (3.2%) in farebox revenue from FY2023. See following discussion that includes federal subsidy.

Federal Relief

WSF has received, and continues to use, federal relief funds. These funds were provided to offset revenue losses from reduced ridership. For this reason, there is an additional discussion below (see "Farebox Recovery and Ridership Changes") where farebox recovery and subsidy per rider is examined.

In FY2020, WSF expended $21.8 million from the Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act grant. In FY2021, another $17.4 million was expended. In addition, for FY 2021, $6.3 million was expended for the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) at the end of FY2021. In FY2022, WSF expended $65.0 million in CRRSAA and American Rescue Plan Act (ARPA) funds. These funds were administered through the Federal Transit Administration and used to offset lost revenue from the drop in ridership since the pandemic. In FY2023, WSF expended $81.7 million of CRRSAA and ARPA funds. In FY2024, WSF expended $80.2 million of ARPA, FHWA and FTA funds.

The amounts described above are shown in the following table:

FEDERAL FUNDS

Grant	FY2020	FY2021	FY2022	FY2023	FY2024
CARES	$21,814,273	$17,423,332	$0	$0	$0
CRRSAA Rural	$0	$6,252,486	$36,982,156	$36,765,244	$0
CRRSAA Urban	$0	$0	$18,851,899	$22,096,933	$0
ARPA	$0	$0	$9,130,363	$22,791,503	$46,962,873
FHWA	$0	$0	$0	$0	$26,017,820
FTA	$0	$0	$0	$0	$7,219,569
Total	**$21,814,273**	**$23,675,818**	**$64,964,419**	**$81,653,679**	**$80,200,262**

Changes in Subsidies

State Subsidy per rider is the amount of costs, per rider, less Farebox and Miscellaneous revenues the State covers.

- The State subsidy increased $2.21 (an 80.4% increase) from FY2019 to FY2020.
- The State subsidy increased $2.34 (a 47.3% increase) from FY2020 to FY2021.
- The State subsidy decreased $0.71 (a 9.7% decrease) from FY2021 to FY2022.
- The State subsidy increased $2.18 (a 33.2% increase) from FY2022 to FY2023.
- The State subsidy increased $0.28 (a 3.2% increase) from FY2023 to FY2024.

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
Cost per rider	$10.88	$13.60	$17.21	$16.11	$18.12	$18.39
Fare recovery per rider	$7.89	$8.41	$9.80	$9.40	$9.17	$9.15
Miscellaneous Revenue per rider	$0.25	$0.25	$0.12	$0.13	$0.17	$0.18
State Subsidy per rider*	$2.74	$4.95	$7.29	$6.58	$8.77	$9.05

* Prior to FY2020, state funds covered the gap between fare revenues and total expense. In FY2020, WSF received $21.8 in federal funds; this amount increased to $23.7 M in FY2021, $65.0 M in FY2022, and $81.7 M in FY2023, dropping to $80.2 M in FY2024.

Total Subsidy per rider is the amount of State Subsidy, less federal grants.

- The Total subsidy increased $1.92 (a 50.2% increase) from FY2020 to FY2021.
- The Total subsidy decreased $2.95 (a 51.3% decrease) from FY2021 to FY2022.
- The Total subsidy increased $1.50 (a 53.4% increase) from FY2022 to FY2023.
- The Total subsidy increased $0.50 (a 11.7% increase) from FY2023 to FY2024.

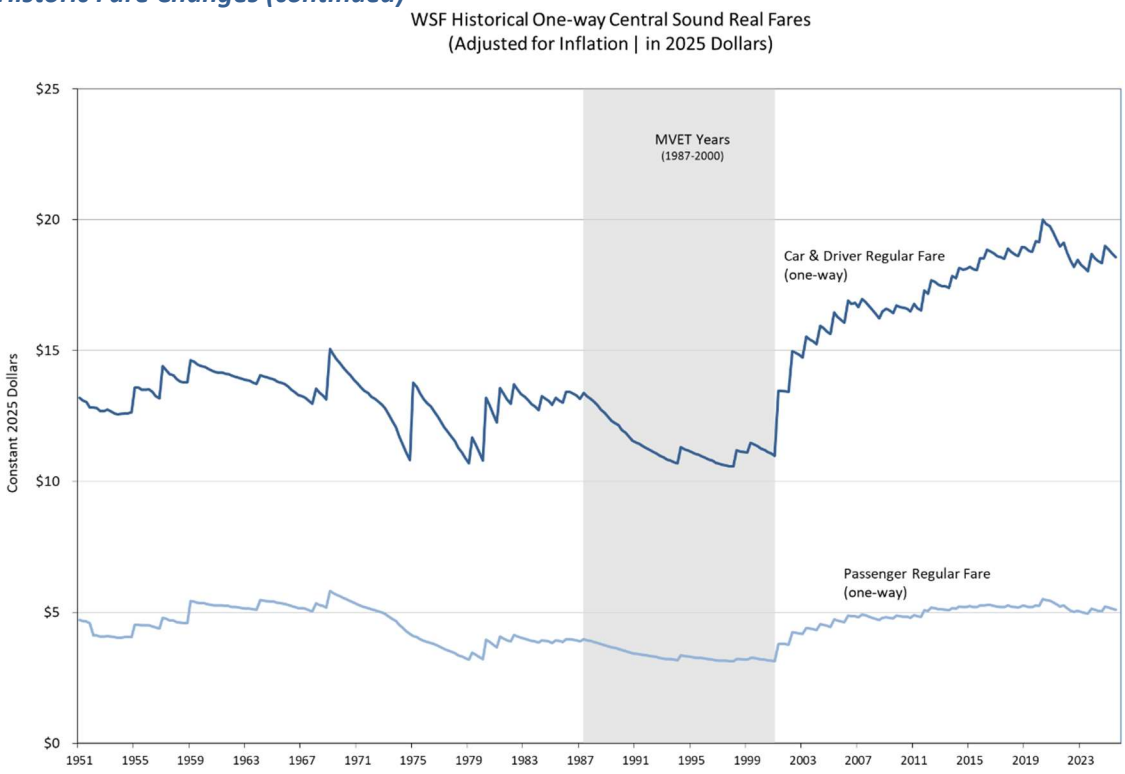
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
State Subsidy per rider	$2.74	$4.95	$7.29	$6.58	$8.77	$9.05
Federal Grants/Subsidies per rider	$0.00	$1.12	$1.54	$3.79	$4.48	$4.25
Total Subsidy per rider	$2.74	$3.82	$5.75	$2.80	$4.29	$4.79

If Federal Subsidies are included in the farebox recovery rates, 2024 system-wide fare box recovery would show (72.9%), a decrease of 2.4% as compared to FY2023 (75.3%), a decrease of 6.5% as compared to FY2022 (81.8%) and 1.7% higher than the average of the pre-COVID years (71.3% from 2019-2020), while FY2022 was 15.9% higher than FY2021 (65.9%).

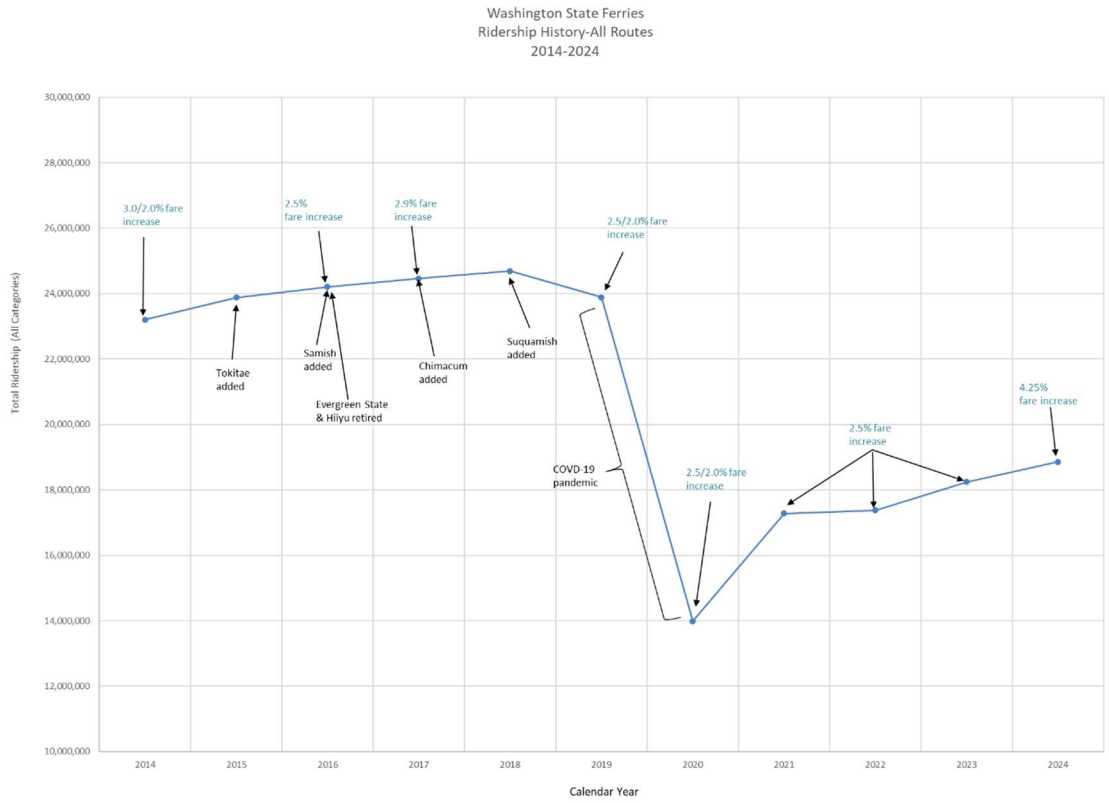
Historic Fare Changes

The highest farebox recovery rate during the six-year period was 72.5% in FY2019. In FY2020, due mainly to the pandemic, the farebox recovery declined to 61.8%, and in FY2021 it declined again to 56.9%. In FY2022 the farebox recovery began improving, increasing to 58.3%. In FY2023 the farebox recovery rate dropped to 50.6% and in FY2024 it dropped to 49.8%, both due to rising costs. The chart on the next page shows historical fares for each calendar year, adjusted for inflation between 1951 and 2025.

Historic Fare Changes (continued)



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



Historic Fare Changes (continued)

Between calendar years 2019 and 2024 overall fare revenue decreased 9.7%.

Fare increases typically occur in October or May of each year and are as follows:

- October 2018 (FY2019), 2.5% for vehicles under 22' and 2.1% for passengers.
- May 2020 (FY2020), 2.5% for vehicles, 2.0% for passengers, and a 25-cent per fare vessel surcharge.
- There were no fare increases in FY2021.
- In October 2021 (FY2022), passenger and vehicle fares increased 2.5%.
- In October 2022 (FY2023), passenger and vehicle fares increased 2.5%.
- October 2023 (FY2024) – passenger and vehicle fare increased by 4.25%; discount for multiride passes increased from 20% to 21% for all routes except Anacortes-San Juan (increases from 35% to 36%).

Below is a chart showing the fare increases for the last 10 years.

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Fare Increases since FY2014 | Based on the Nominal Passenger and Vehicle/Driver Central Cross-Sound Fares

Fare Increase Effective Date	Fiscal Year of Fare Increase	# Days Since Prior Fare Increase	Base Fare Increase[1]			Notes[2]
			Passenger Regular Fare	Vehicle/ Driver Regular Fare	Oversize Vehicle/ Driver Fare	
10/1/2013	FY 2014	518	2.00%	3.00%	3.00%	
5/1/2014	FY 2014	212	2.00%	2.50%	2.50%	
10/1/2015	FY 2016	518	1.00%	2.50%	2.50%	
5/1/2016	FY 2016	213	1.00%	2.50%	2.50%	
10/1/2017	FY 2018	518	2.10%	2.90%	1.57%	
10/1/2018	FY 2019	365	2.10%	2.50%	0.00%	
10/1/2019	FY 2020	365	2.00%	2.50%	2.50%	
5/1/2020	FY 2020	213	2.00%	2.50%	2.50%	Capital surcharge per fare fold increased to $0.50
10/1/2021	FY 2022	518	2.50%	2.50%	2.50%	
10/1/2022	FY 2023	365	2.50%	2.50%	2.50%	
10/1/2023	FY 2024	365	4.25%	4.25%	4.25%	Passenger and vehicle/driver commuter (multi-ride) fare discount temporarily increased from 20% to 21% thru FY 2025

[1] Fare increases from 2001 forward are listed as the policy percentage change adopted for the base fare on the central cross-sound routes before fare rounding, Tariff Route Equity (TRE) adjustments, and/or other route-specific policy adjustments. Fare increase percentages shown prior to 2001 are estimated from the change in posted fares and rounded to the nearest percentage point.

[2] The "Notes" column lists some of the key fare policy changes that occurred with each increase cycle. Some fare policy notes, such as those unique to certain routes, are not shown, including several restructurings of fares in the San Juan Islands. Actual percentage increases by fare category on a system basis may vary from the policy percentages due to differing route-specific policies and changes over time in how fares are rounded when increases occur.

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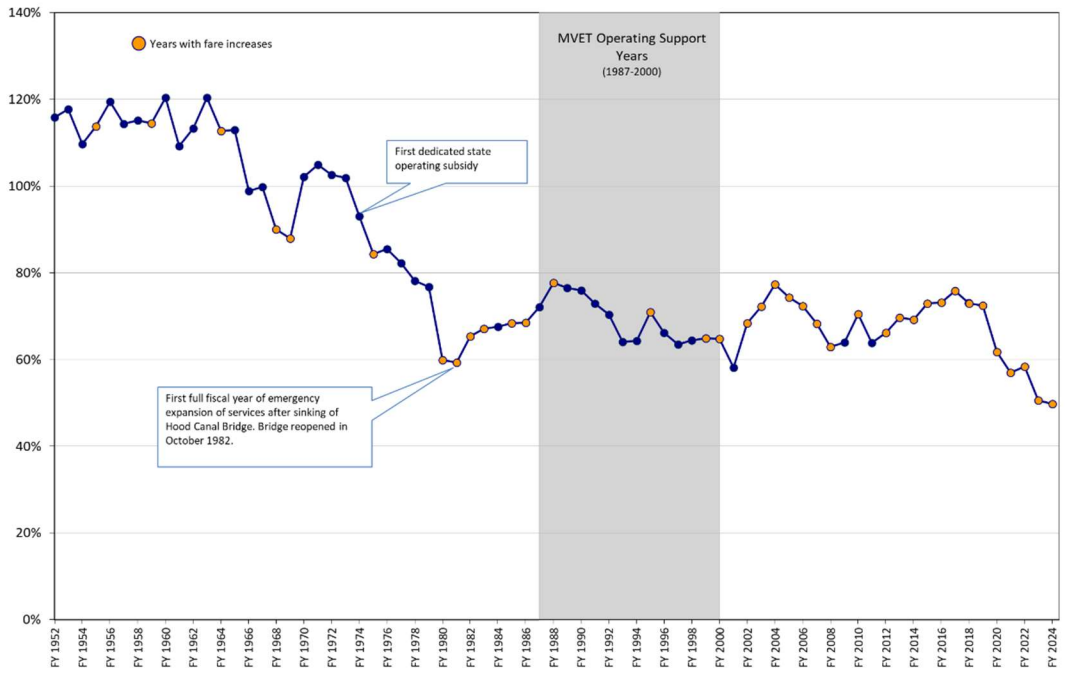
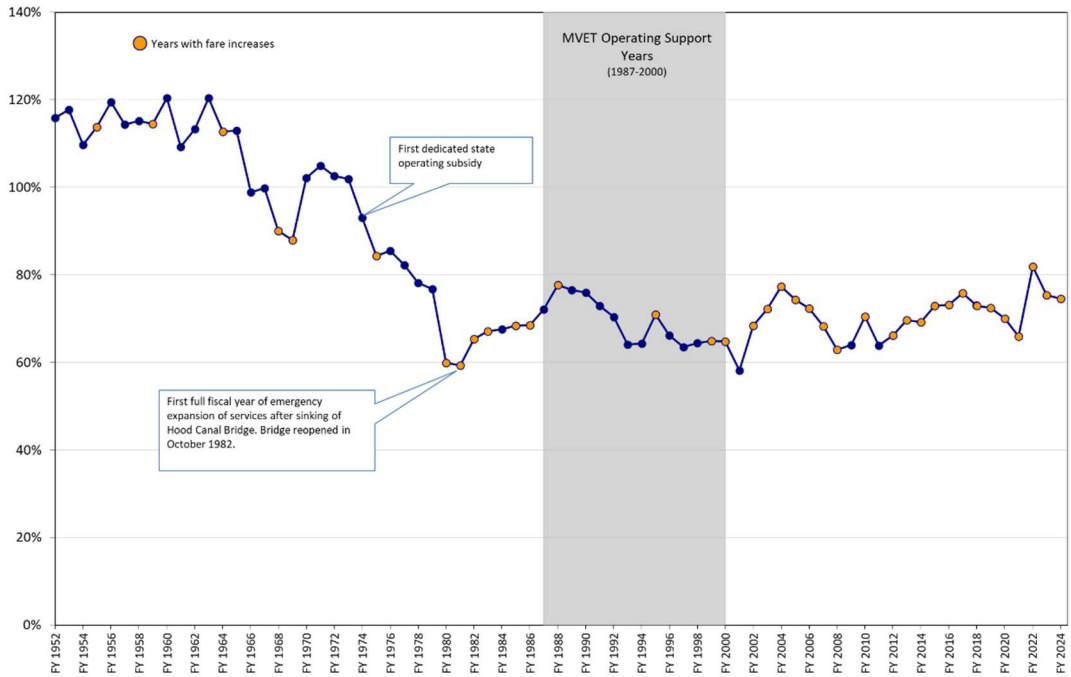
Historic Farebox Recovery

Farebox recovery decreased 1.7%, from 50.6% in FY2023 to 49.8% in FY2024. The chart below shows total Revenue recovery decreased 1.6% from 51.6% in FY2023 to 50.8% in FY2024.

WSF Historical Farebox Recovery Rates
(Ratio of Farebox Revenues to Operating Costs)



WSF Historical Farebox Recovery Rates
(Ratio of Farebox and Federal Revenues to Operating Costs)



Historic Farebox Recovery (continued)

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. In FY2023, non-ordinary maintenance made up $6.0 million of the $87.7 million in Federal grants received. FY2024, non-ordinary maintenance was $5.6 million of the $85.8 million of the Federal grant funding.

As mentioned in the COVID impacts section starting on page 1, WSF also received tens of millions of dollars each year in federal funds. WSF received a total of $191 million in the six-year time frame. These funds were not received in the first year. In FY2020 WSF received $21.8 million in federal funds. This increased to $23.7 million in FY2021, $65.0 million in FY2022, $81.7 million in FY2023, and decreased to $80.2 million in FY2024.

Operating Expenses Analysis

Operating Expense Changes

YEAR-OVER-YEAR
Overall operating expenses increased $16.3 million from FY2023 to FY2024 (4.9%).

Labor costs increased $7.8 million (3.6%) over FY 2023 due mostly to:

- Terminal Operations ($0.7 million)
- Vessel Maintenance ($2.3 million)
- Terminal Maintenance ($0.2 million)
- Administration straight time ($4.8 million)

Fuel costs were $2.8 million less from FY2023 to FY2024 due to more stabilized prices. There was a slight decrease in consumption from FY2023 to FY2024, as a Jumbo Mark II vessel was out of service for most of FY2024 and service levels are still in the process of being restored to post-pandemic levels. Prices initially increased due to the market volatility and global recession fears, but then decreased and stabilized for the in the second half of the fiscal year. In FY2024, WSF hedged 60.4% of budgeted gallons (11.0 million of 18.3 million gallons) at an average price of $3.41 per gallon. WSF hedged 252,000 more gallons in FY2024 (11.0 million) than in FY2023 (10.8 million).

FY2024 Non-labor costs were $11.1 million more than FY2023 mostly due to:

- $4.6 million for dry-dock repairs of Ferries vessels.
- $1.3 million for Colman Dock Security.
- $1.0 million for Inventory Issues.
- $0.9 million for Outside repairs to terminals.
- $0.7 million for supplemental passenger only service to Bremerton by Kitsap Transit.

Operating Expense Changes (continued)

- $0.6 million for Training.
- $0.3 million for Outside Repairs to Ferries.
- $0.2 million for Bus and Shuttle services.

SIX YEAR PERIOD
Over the six years (FY2019-FY2024) operating expenditures increased $82.8 million (31.4%).

- Increases:
  - $18.9 million in direct vessel labor ($16.7 for Deck and $2.2 for Engine room employees) and terminal labor ($9.5 million).
  - Fuel increased $13.4 million.
  - Management & Support labor costs $8.6 million.
  - $8.0 million in maintenance labor costs for vessels ($7.6 million) and terminals ($0.5 million).
  - $4.4 million for dry-dock repairs of Ferries vessels.
  - Non-Ordinary Maintenance (Federal Funds) increased by $3.2 million.
  - $2.2 million for supplemental passenger only service to Bremerton by Kitsap Transit.
  - $1.6 million in Inventory Issues.
  - $1.5 million in Insurance for Vessels and Terminals.
  - $1.4 million for Travel.
  - $1.3 million for Colman Dock Security.
  - $1.1 million for Training.
  - $1.1 million for Ferries Parts & Supplies.
  - $1.0 million for lumps sum retention payments for employees employed on or before July 1, 2022 and continuously employed through July 1, 2023.
  - $1.0 million for Outside repairs to terminals.
  - $0.8 million for Supplies & materials.
  - $0.8 million for Other Services.
  - $0.7 million for Subscriptions.
  - $0.7 million for Rentals and Leases.
  - $0.6 million for Outside Ferry Repairs.
  - $0.5 million for Credit Card fees.
  - $0.7 million for all Other non-labor costs.

EXPENSE CATEGORIES
The following notes describe changes in each major expense category in the Route Statements.

Direct Vessel Operating Expense

Labor Costs: Change from prior year (from FY2023 to FY2024): $0.2 million decrease (-0.2%)
Change over six years (from FY2019 to FY2024): $18.9 million increase (16.9%)

- The main reason for decreased labor costs in FY2024 over FY2023 is a decrease in straight time (-$1.7 million), offset by increases in Holiday Pay ($0.8 million), Travel Time ($0.4 million), Penalty Time ($0.2 million) and other pay types ($0.2 million).
- Over the past six years, labor costs increased $18.9 million (16.9%). The majority of this is due to:
  - Recruitment and Retention ($3.8 million),
  - AB to Mates program ($2.6 million),
  - Increased overtime ($2.6 million),

Direct Vessel Operating Expense (continued)

- Increased Holiday pay ($1.0 million),
- Increases in other pay ($1.5 million), and
- Additional costs from labor contracts, increased staffing, and other changes in benefits ($7.4 million).

Fuel: Change from prior year (from FY2023 to FY2024): $2.6 million decrease (4.9%)
Change over six years (from FY2019 to FY2024): $13.4 million increase (35.1%)

- From FY2023 to FY2024, both fuel expenditures and fuel consumption slightly decreased.
- Prices increased in the first half of the year due to:
- Supply uncertainties related to the ongoing war in Ukraine.
- Fears of a global recession.
- High inflation.
- Prices began to decrease and flatten in the second half of the year due to:
- China continuing to re-open its economy.
- The market adapting to the war in Ukraine.
- A reduction in inflation.
- Increasing oil production in the US.

- The consumption decrease was due to the ongoing electric conversion of the Jumbo Mark II Class vessel Wenatchee. As in FY2023, four routes (Fauntleroy-Vashon-Southworth, Seattle-Bremerton, Port Townsend, and Anacortes-Sidney) are not fully restored.

- Over the last six years, the price of fuel increased 64.3% from an average of $2.21 per gallon in FY2019 to an average of $3.63 in FY2024.

Non-Labor: Change from prior year (from FY2023 to FY2024): $2.8 million increase (19.0%)
Change over six years (from FY2019 to FY2024): $8.3 million increase (89.6%)

- From FY2023 to FY2024 the primary increases were mainly due to:
  - $0.8 million for Inventory Issues.
  - $0.8 million for supplemental passenger only service to Bremerton by Kitsap Transit.
  - $0.4 million for Employee Training.
  - $0.3 million for Bus and Shuttle Services.
  - $0.2 million for Ferries Parts & Supplies.
  - $0.2 million for Petroleum Based Products (non-fuel).

- Over the six years, the $8.3 million increase primarily consisted of:
  - $2.4 million for supplemental passenger only service to Bremerton by Kitsap Transit.
  - $1.2 million for Ferries Parts & Supplies.
  - $1.1 million for Inventory Issues.
  - $0.9 million for Employee Training.
  - $0.6 million for Travel.
  - $0.6 million for lumps sum retention payments for employees employed on or before July 1, 2022 and continuously employed through July 1, 2023.

Direct Vessel Operating Expense (continued)

- $0.4 million for Outside Repairs Ferries.
- $0.3 million for Bus and Shuttle Services.
- $0.2 million for Clothing Payments to Vendors.
- $0.2 million for Supplies & Materials.
- $0.2 million for Petroleum Based Products (non-fuel).
- $0.2 million for all other non-labor costs.

Direct Terminal Operating Expense

Labor: Change from prior year (from FY2023 to FY2024): $0.7 million increase (2.0%)
Change over six years (from FY2019 to FY2024): $9.5 million increase (33.0%)

- An increase in Straight Time ($0.9 million), offset by a decrease in Overtime ($0.1 million) during FY2024 is the main reason for the increased costs from FY2023.
- Over the six years the primary increase was due to a 14.3% increase in FTEs (Full-Time Equivalents) for Labor, and contract wage and benefits increases.

Non-Labor: Change from prior year (from FY2023 to FY2024): $1.1 million increase (13.3%)
Change over six years (from FY2019 to FY2024): $2.1 million increase (29.7%)

- The increase from FY2023 to FY2024 was primarily due to:
  - $1.2 million for supplemental passenger only service to Bremerton by Kitsap Transit.
  - $0.4 million for Other Services.
  - A decrease of $0.5 million for lumps sum retention payments for employees employed on or before July 1, 2022 and continuously employed through July 1, 2023.

- The majority of the increase over the six-year period is due primarily to:
  - $1.2 million for supplemental passenger only service to Bremerton by Kitsap Transit.
  - $0.8 million for Other Services.
  - $0.2 million for lumps sum retention payments for employees employed on or before July 1, 2022 and continuously employed through July 1, 2023.

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

Vessel Maintenance: Change from prior year (from FY2023 to FY2024): $6.7 million increase (18.3%)
Change over six years (from FY2019 to FY2024): $16.1 million increase (59.3%)

- In FY2024 $5.3 million in Federal Transit Administration (FTA) grant funds were spent on Non-Ordinary Maintenance on the vessels, a $0.3 million decrease from FY2023. Non-Ordinary Maintenance included engine rebuilds, turbo chargers, life raft slides, battery backup units and injectors.

  Another $7.2 million in other Federal grants were spent on labor in FY2024, a $6.5 million increase from FY2023.

Direct Maintenance Expense (continued)

State funded expenses increased $0.5 million from FY2023 to FY2024. The state-funded increase was mainly due to $4.6 million in Outside Repairs – Drydock, offset by a $4.2 million decrease for State-funded labor.

- The changes over the six years were mainly due to:
  Increases in:
  - $7.2 million in Federal grants for labor.
  - $4.4 million in Outside Repairs – Drydock.
  - $3.1 million for the FY2024 Federal Non-Ordinary Maintenance grant.
  - $0.5 million for Inventory Issues.
  - $0.4 million for Supplies & Materials.
  - $0.4 million for Private Automobile Mileage

Terminal Maintenance: Change from prior year (from FY2023 to FY2024): $0.9 million increase (7.6%)
Change over six years (from FY2019 to FY2024): $2.2 million increase (21.0%)

- The increase from FY2022 to FY2023 was primarily due to a $0.9 million increase in Outside Repairs to Terminals.
- The increase over the six years is due primarily to a $1.0 million increase in Outside Repairs to Terminals, $0.5 million increase in Labor, $0.4 million increase in General Repairs/Alterations/ Maintenance, $0.2 million for Supplies & Materials, and $0.1 million Security Related Services & Devices.

Management and Support Expense:

Labor: Change from prior year (from FY2023 to FY2024): $4.8 million increase (21.0%)
Change over six years (from FY2019 to FY2024): $8.6 million increase (45.5%)

- The increase from FY2023 to FY2024 was mainly due to the new Office of Operational Excellence ($0.6 million), and increases to staff in Operations Port Captains ($0.5 million), Training ($0.5 million), Watch Supervisors ($0.4 million), Terminal Management ($0.4 million), Director of Finance & Administration ($0.3 million), Dispatch ($0.2 million), Ferries Human Resources ($0.2 million), Information Agents ($0.2 million), Fleet Safety ($0.2 million), and a net increase in all other areas ($1.3 million).

- The increase over the six years was mainly due to consolidating training within Management & Support resulting in a $2.4 million increase. Additional increases include increases to staff for: Vessel Maintenance ($0.7 million), Information Agents ($0.7 million), Dispatch ($0.6 million), Office of Operational Excellence ($0.6 million), Accounting ($0.5 million), Vessel Engineering ($0.5 million), Crew Resource Managers ($0.3 million), Bid Administration ($0.3 million), Fleet Safety ($0.3 million), Eagle Harbor Maintenance ($0.3 million), Community Services & Planning ($0.2 million), Ferries Human Resources ($0.2 million, Terminal Management ($0.2 million), and Budget Senior Manager ($0.2 million).

Management and Support Expense (continued)

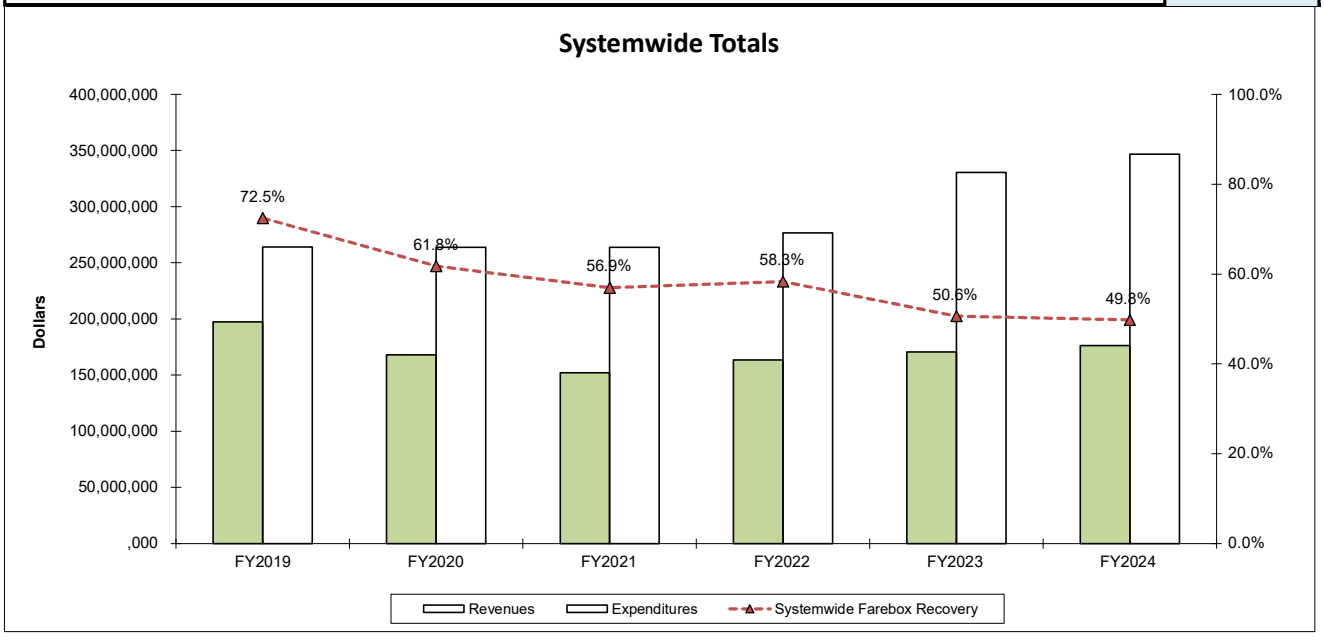
Non-Labor: Change from prior year (from FY2023 to FY2024): $2.2 million increase (15.5%)
Change over six years (from FY2018 to FY2023): $3.8 million increase (29.5%)

- The increase from FY2023 to FY2024 was mainly due to an increase in costs associated with Marine Insurance ($1.1 million), WSF Warehouse ($0.5 million), WSF Chief of Staff ($0.2 million), Budget Senior Manager ($0.2 million), and credit card processing & Bank Fees ($0.2 million).

- The increase over the six years is due primarily to costs associated with Marine Insurance ($1.5 million),WSF Warehouse ($0.7 million), credit card fees and Bank Fees ($0.5 million), Training ($0.3 million), Public Information Officer ($0.3 million), and Community Services & Planning ($0.3 million).

ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Summary - All Routes

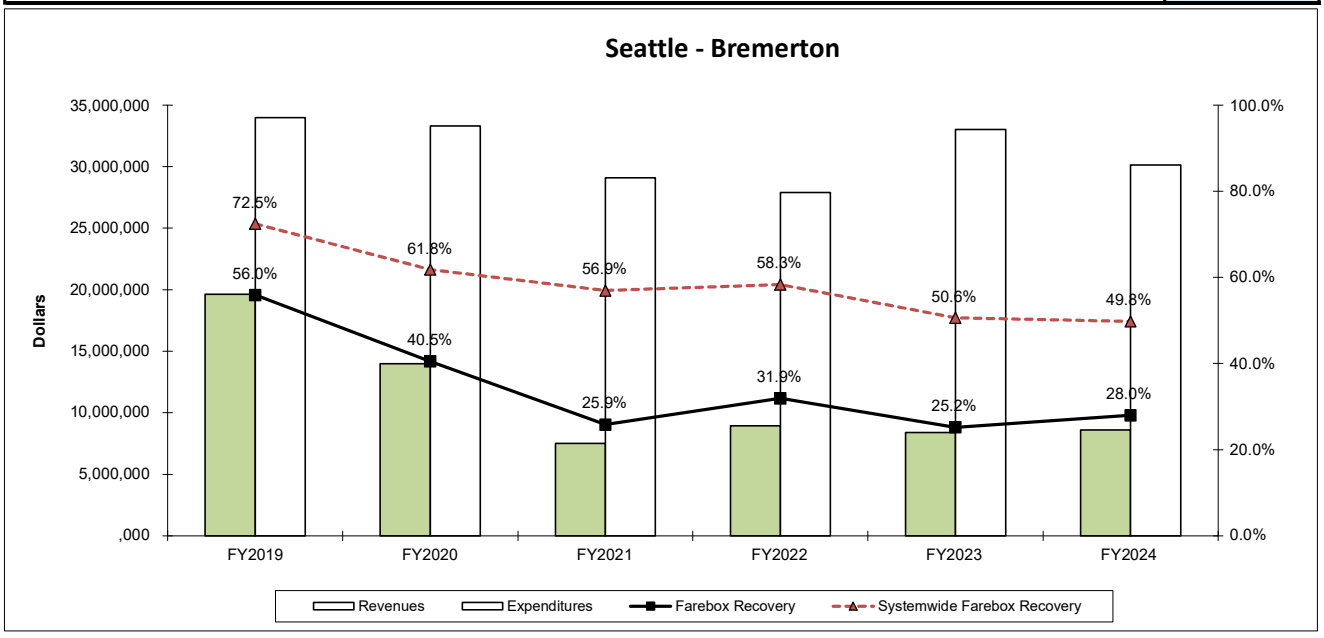
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	13,700,000	10,377,000	6,918,000	8,557,000	9,298,000	9,904,000
Vehicle & Driver	10,556,000	9,029,000	8,408,000	8,600,000	8,944,000	8,955,000
TOTAL RIDERS	**24,256,000**	**19,406,000**	**15,326,000**	**17,156,000**	**18,242,000**	**18,859,000**
REVENUE						
Fares	191,281,000	163,142,000	150,204,000	161,293,000	167,324,000	172,651,000
Miscellaneous	6,163,000	4,775,000	1,847,000	2,201,000	3,179,000	3,487,000
TOTAL REVENUE	**197,444,000**	**167,918,000**	**152,051,000**	**163,493,000**	**170,503,000**	**176,138,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	111,628,000	114,102,000	115,085,000	114,022,000	130,723,000	130,491,000
Fuel	38,084,000	38,567,000	27,941,000	42,289,000	54,095,000	51,452,000
Non-Labor	9,287,000	9,152,000	9,553,000	10,312,000	14,796,000	17,605,000
Total	158,999,000	161,820,000	152,579,000	166,624,000	199,614,000	199,548,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	28,798,000	29,313,000	29,574,000	30,638,000	37,569,000	38,300,000
Non-Labor	7,027,000	6,836,000	6,920,000	7,029,000	8,048,000	9,117,000
Total	35,825,000	36,149,000	36,494,000	37,668,000	45,617,000	47,417,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	27,131,000	21,825,000	28,664,000	27,252,000	36,538,000	43,208,000
Terminal Maintenance	10,344,000	11,287,000	11,654,000	9,376,000	11,624,000	12,511,000
Total	37,475,000	33,113,000	40,317,000	36,627,000	48,162,000	55,719,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	18,956,000	20,374,000	21,370,000	22,131,000	22,797,000	27,575,000
Non-Labor	12,747,000	12,502,000	13,042,000	13,418,000	14,288,000	16,505,000
Total	31,703,000	32,876,000	34,412,000	35,549,000	37,085,000	44,081,000
TOTAL EXPENSES	**264,002,000**	**263,958,000**	**263,803,000**	**276,467,000**	**330,479,000**	**346,765,000**
NET REVENUE/(EXPENSE)	**(66,558,000)**	**(96,040,000)**	**(111,752,000)**	**(112,974,000)**	**(159,976,000)**	**(170,627,000)**
FAREBOX RECOVERY RATIO	**72.5%**	**61.8%**	**56.9%**	**58.3%**	**50.6%**	**49.8%**
TOTAL REVENUE RECOVERY RATIO	**74.8%**	**63.6%**	**57.6%**	**59.1%**	**51.6%**	**50.8%**



NOTE: Totals may vary due to rounding

ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 10: Seattle - Bremerton

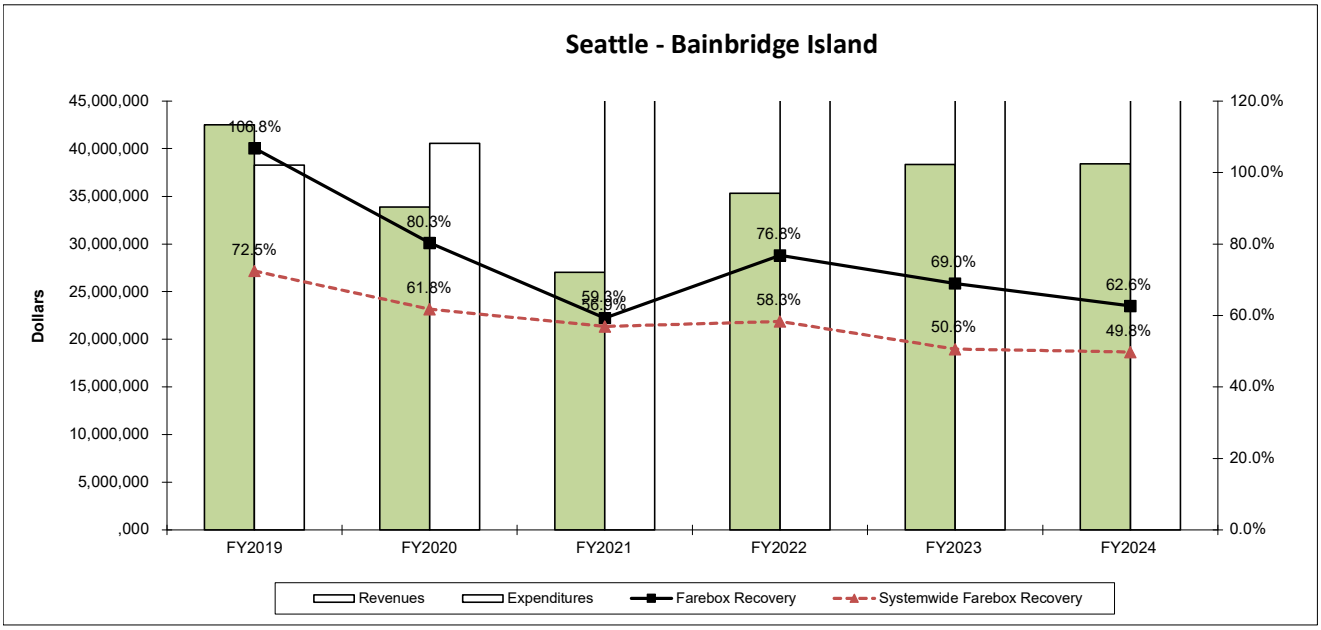
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	2,082,000	1,278,000	465,000	621,000	610,000	606,000
Vehicle & Driver	691,000	510,000	361,000	387,000	370,000	356,000
TOTAL RIDERS	**2,773,000**	**1,788,000**	**826,000**	**1,008,000**	**980,000**	**962,000**
REVENUE						
Fares	19,004,000	13,488,000	7,523,000	8,905,000	8,326,000	8,432,000
Miscellaneous	635,000	498,000	-	27,000	72,000	162,000
TOTAL REVENUE	**19,639,000**	**13,986,000**	**7,523,000**	**8,932,000**	**8,398,000**	**8,594,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	14,580,000	14,227,000	14,328,000	11,969,000	12,129,000	10,990,000
Fuel	6,233,000	5,811,000	3,633,000	4,974,000	6,209,000	6,106,000
Non-Labor	1,027,000	1,005,000	934,000	992,000	1,646,000	1,635,000
Total	21,840,000	21,043,000	18,895,000	17,935,000	19,984,000	18,731,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	3,268,000	3,298,000	2,980,000	2,785,000	3,218,000	3,112,000
Non-Labor	454,000	378,000	290,000	370,000	431,000	574,000
Total	3,722,000	3,676,000	3,270,000	3,155,000	3,649,000	3,686,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	3,467,000	3,543,000	2,400,000	2,623,000	3,215,000	3,540,000
Terminal Maintenance	858,000	897,000	727,000	601,000	2,459,000	327,000
Total	4,325,000	4,440,000	3,127,000	3,224,000	5,674,000	3,867,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	2,439,000	2,571,000	2,356,000	2,234,000	2,277,000	2,395,000
Non-Labor	1,640,000	1,577,000	1,438,000	1,354,000	1,427,000	1,433,000
Total	4,079,000	4,148,000	3,794,000	3,588,000	3,704,000	3,828,000
TOTAL EXPENSES	**33,966,000**	**33,307,000**	**29,086,000**	**27,902,000**	**33,011,000**	**30,112,000**
NET REVENUE/(EXPENSE)	**(14,327,000)**	**(19,321,000)**	**(21,563,000)**	**(18,971,000)**	**(24,613,000)**	**(21,517,000)**
FAREBOX RECOVERY RATIO	**56.0%**	**40.5%**	**25.9%**	**31.9%**	**25.2%**	**28.0%**
TOTAL REVENUE RECOVERY RATIO	**57.8%**	**42.0%**	**25.9%**	**32.0%**	**25.4%**	**28.5%**



NOTE: Totals may vary due to rounding

ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 20: Seattle - Bainbridge Island

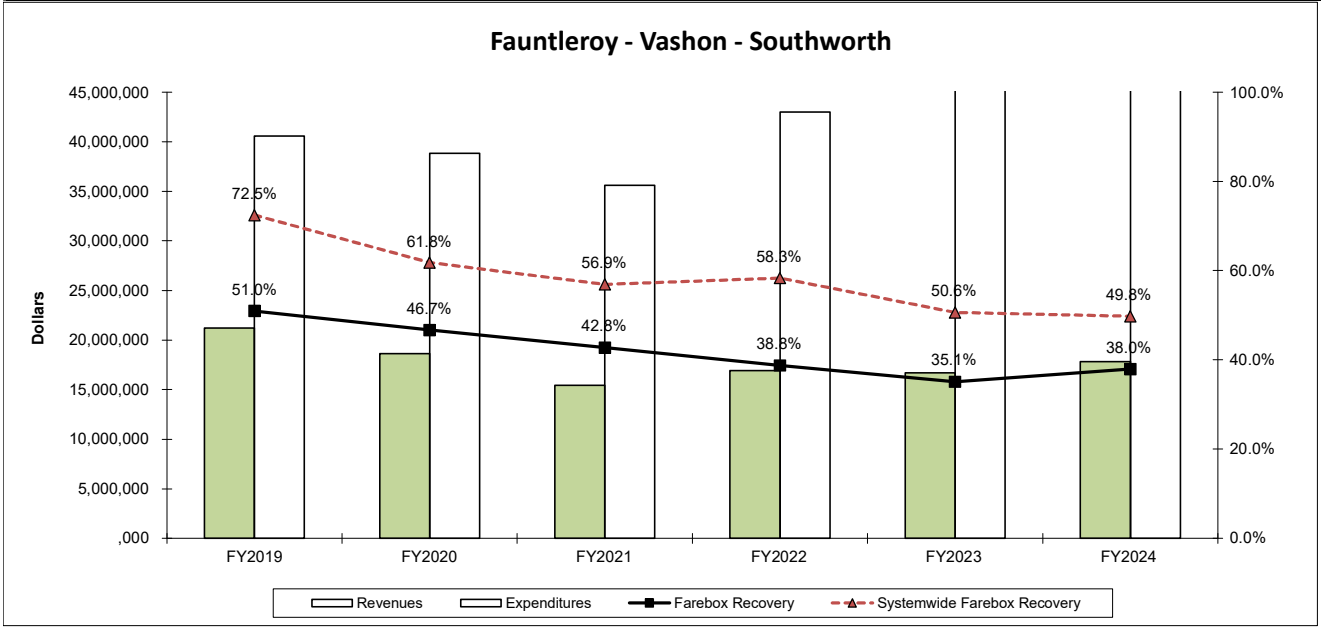
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	4,408,000	3,195,000	1,527,000	2,541,000	2,976,000	3,231,000
Vehicle & Driver	1,808,000	1,443,000	1,293,000	1,566,000	1,686,000	1,604,000
TOTAL RIDERS	**6,216,000**	**4,638,000**	**2,820,000**	**4,107,000**	**4,662,000**	**4,836,000**
REVENUE						
Fares	40,885,000	32,572,000	26,910,000	35,081,000	37,867,000	37,909,000
Miscellaneous	1,621,000	1,283,000	122,000	229,000	471,000	509,000
TOTAL REVENUE	**42,506,000**	**33,855,000**	**27,032,000**	**35,310,000**	**38,338,000**	**38,418,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	15,086,000	15,242,000	16,318,000	16,952,000	19,898,000	20,485,000
Fuel	7,546,000	7,537,000	5,771,000	9,300,000	11,033,000	10,669,000
Non-Labor	1,066,000	1,455,000	1,496,000	1,215,000	2,198,000	2,849,000
Total	23,698,000	24,234,000	23,585,000	27,467,000	33,129,000	34,003,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	5,774,000	6,070,000	6,406,000	6,522,000	8,019,000	8,466,000
Non-Labor	630,000	533,000	480,000	572,000	975,000	1,913,000
Total	6,404,000	6,603,000	6,886,000	7,093,000	8,994,000	10,379,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	2,164,000	3,473,000	6,552,000	3,878,000	6,313,000	7,074,000
Terminal Maintenance	1,416,000	1,199,000	2,446,000	1,340,000	307,000	1,388,000
Total	3,580,000	4,672,000	8,998,000	5,219,000	6,620,000	8,462,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	2,748,000	3,131,000	3,677,000	3,654,000	3,787,000	4,814,000
Non-Labor	1,848,000	1,921,000	2,244,000	2,215,000	2,374,000	2,882,000
Total	4,596,000	5,052,000	5,921,000	5,870,000	6,161,000	7,696,000
TOTAL EXPENSES	**38,278,000**	**40,561,000**	**45,391,000**	**45,649,000**	**54,904,000**	**60,540,000**
NET REVENUE/(EXPENSE)	**4,228,000**	**(6,706,000)**	**(18,359,000)**	**(10,339,000)**	**(16,566,000)**	**(22,122,000)**
FAREBOX RECOVERY RATIO	**106.8%**	**80.3%**	**59.3%**	**76.8%**	**69.0%**	**62.6%**
TOTAL REVENUE RECOVERY RATIO	**111.0%**	**83.5%**	**59.6%**	**77.4%**	**69.8%**	**63.5%**



NOTE: Totals may vary due to rounding

ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 30: Fauntleroy - Vashon - Southworth

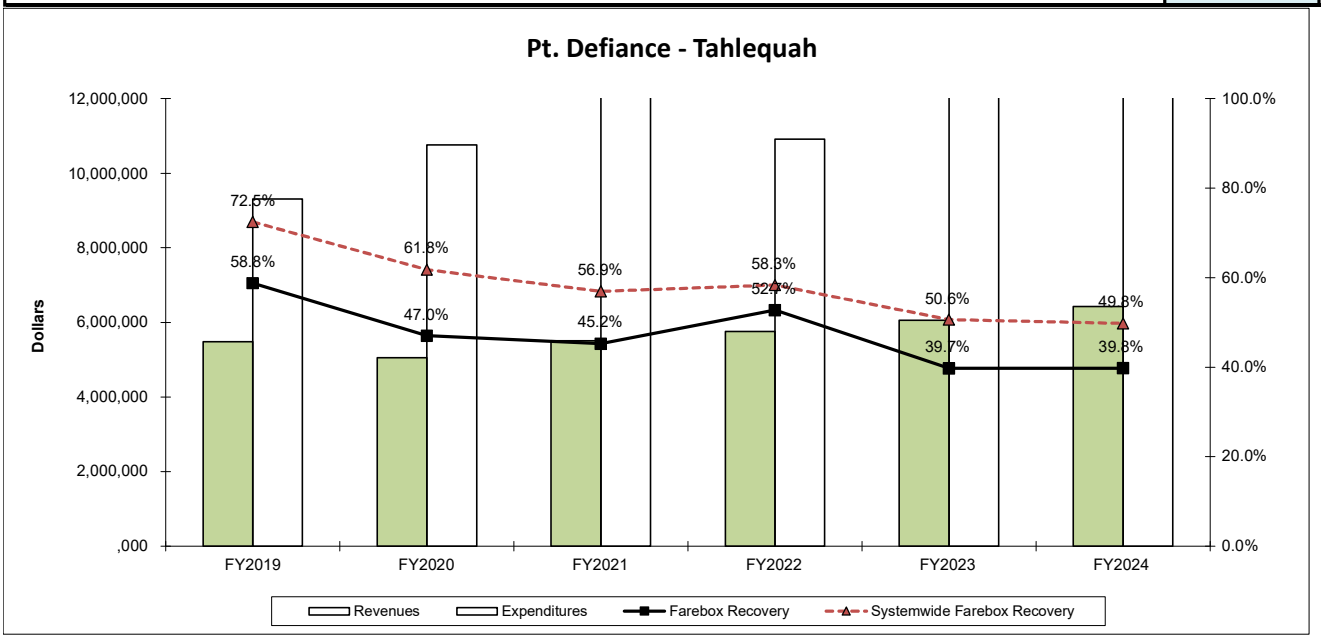
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	1,347,000	1,059,000	675,000	841,000	825,000	908,000
Vehicle & Driver	1,750,000	1,501,000	1,238,000	1,312,000	1,294,000	1,337,000
TOTAL RIDERS	**3,097,000**	**2,560,000**	**1,913,000**	**2,153,000**	**2,119,000**	**2,245,000**
REVENUE						
Fares	20,683,000	18,130,000	15,231,000	16,664,000	16,143,000	17,201,000
Miscellaneous	536,000	520,000	220,000	252,000	563,000	609,000
TOTAL REVENUE	**21,219,000**	**18,650,000**	**15,451,000**	**16,916,000**	**16,706,000**	**17,810,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	16,963,000	17,944,000	16,602,000	16,988,000	18,276,000	17,862,000
Fuel	4,101,000	4,247,000	2,753,000	4,692,000	4,992,000	4,788,000
Non-Labor	1,337,000	1,443,000	1,353,000	1,955,000	1,818,000	1,816,000
Total	22,401,000	23,634,000	20,708,000	23,635,000	25,086,000	24,466,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	4,580,000	4,855,000	4,906,000	5,330,000	6,693,000	6,739,000
Non-Labor	725,000	777,000	534,000	621,000	783,000	733,000
Total	5,305,000	5,632,000	5,440,000	5,951,000	7,476,000	7,472,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	6,316,000	3,342,000	3,072,000	5,416,000	6,009,000	5,226,000
Terminal Maintenance	1,689,000	1,380,000	1,742,000	2,468,000	2,228,000	2,388,000
Total	8,005,000	4,722,000	4,814,000	7,885,000	8,237,000	7,614,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	2,914,000	2,997,000	2,885,000	3,442,000	3,170,000	3,603,000
Non-Labor	1,960,000	1,839,000	1,760,000	2,087,000	1,987,000	2,157,000
Total	4,874,000	4,836,000	4,645,000	5,529,000	5,157,000	5,760,000
TOTAL EXPENSES	**40,585,000**	**38,824,000**	**35,607,000**	**42,999,000**	**45,956,000**	**45,312,000**
NET REVENUE/(EXPENSE)	**(19,366,000)**	**(20,174,000)**	**(20,156,000)**	**(26,084,000)**	**(29,251,000)**	**(27,502,000)**
FAREBOX RECOVERY RATIO	**51.0%**	**46.7%**	**42.8%**	**38.8%**	**35.1%**	**38.0%**
TOTAL REVENUE RECOVERY RATIO	**52.3%**	**48.0%**	**43.4%**	**39.3%**	**36.4%**	**39.3%**



NOTE: Totals may vary due to rounding

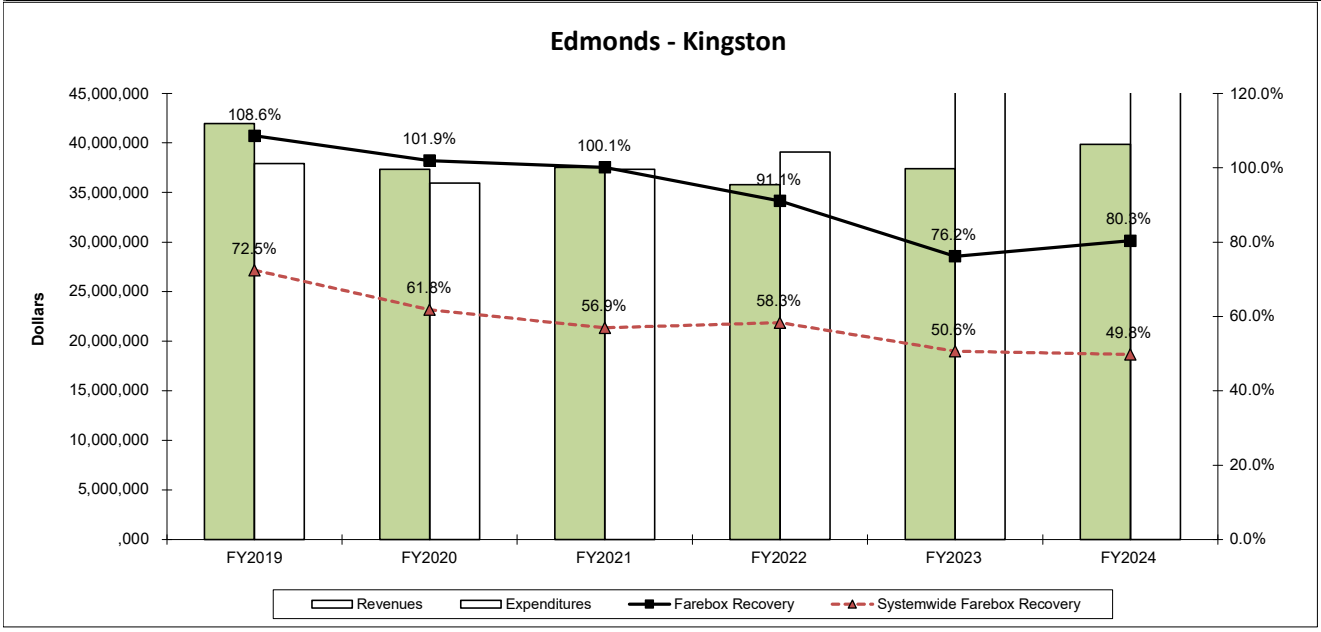
ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 40: Pt. Defiance - Tahlequah

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	372,000	320,000	300,000	326,000	367,000	412,000
Vehicle & Driver	503,000	453,000	468,000	488,000	513,000	528,000
TOTAL RIDERS	**875,000**	**773,000**	**768,000**	**814,000**	**880,000**	**940,000**
REVENUE						
Fares	5,475,000	5,059,000	5,507,000	5,757,000	6,055,000	6,427,000
Miscellaneous	4,000	-	-	-	-	-
TOTAL REVENUE	**5,479,000**	**5,059,000**	**5,507,000**	**5,757,000**	**6,055,000**	**6,427,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	4,982,000	4,813,000	5,516,000	5,510,000	6,733,000	6,894,000
Fuel	707,000	703,000	627,000	952,000	1,394,000	1,168,000
Non-Labor	333,000	253,000	326,000	327,000	700,000	586,000
Total	6,022,000	5,768,000	6,469,000	6,788,000	8,827,000	8,648,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	1,205,000	1,255,000	1,298,000	1,302,000	1,594,000	1,570,000
Non-Labor	88,000	82,000	105,000	115,000	147,000	128,000
Total	1,293,000	1,337,000	1,403,000	1,417,000	1,741,000	1,698,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	590,000	723,000	1,363,000	918,000	2,060,000	1,894,000
Terminal Maintenance	288,000	1,592,000	1,349,000	387,000	898,000	1,869,000
Total	878,000	2,315,000	2,712,000	1,305,000	2,958,000	3,763,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	669,000	830,000	986,000	874,000	1,051,000	1,285,000
Non-Labor	449,000	510,000	602,000	530,000	658,000	769,000
Total	1,118,000	1,340,000	1,588,000	1,403,000	1,709,000	2,054,000
TOTAL EXPENSES	**9,311,000**	**10,760,000**	**12,173,000**	**10,913,000**	**15,235,000**	**16,162,000**
NET REVENUE/(EXPENSE)	**(3,833,000)**	**(5,701,000)**	**(6,665,000)**	**(5,157,000)**	**(9,180,000)**	**(9,735,000)**
FAREBOX RECOVERY RATIO	**58.8%**	**47.0%**	**45.2%**	**52.7%**	**39.7%**	**39.8%**
TOTAL REVENUE RECOVERY RATIO	**58.8%**	**47.0%**	**45.2%**	**52.7%**	**39.7%**	**39.8%**



ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 50: Edmonds - Kingston

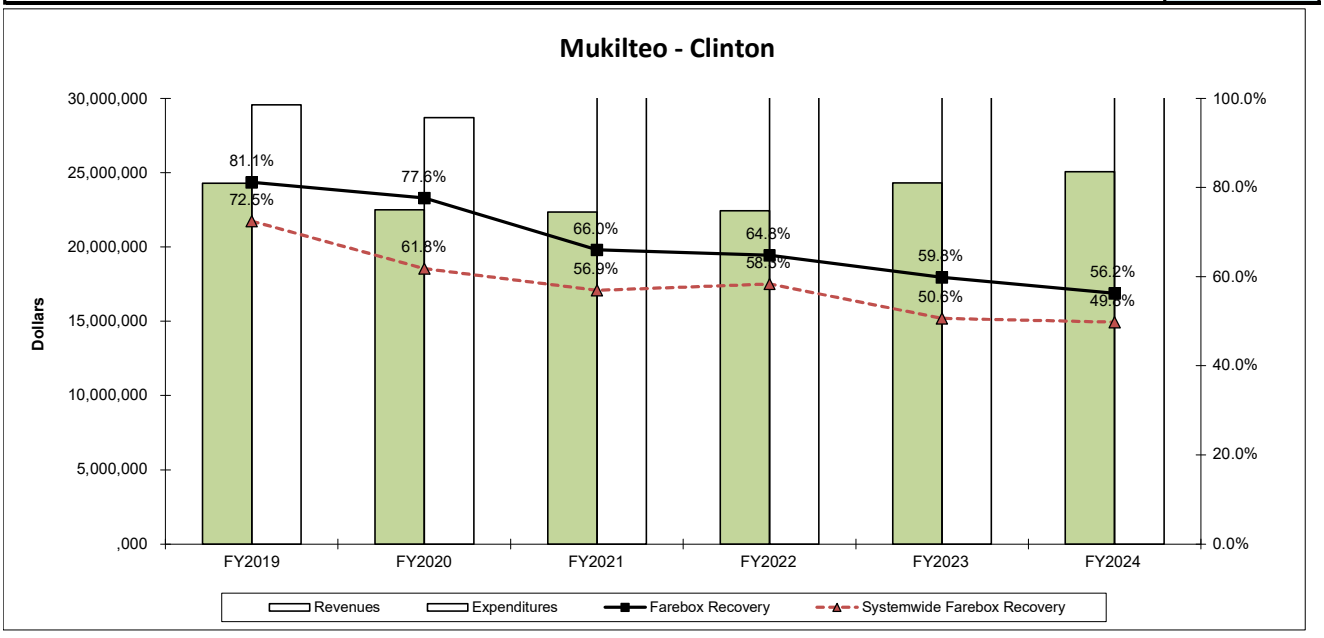
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	2,008,000	1,642,000	1,449,000	1,510,000	1,635,000	1,766,000
Vehicle & Driver	2,157,000	1,875,000	1,851,000	1,695,000	1,749,000	1,794,000
TOTAL RIDERS	**4,165,000**	**3,517,000**	**3,300,000**	**3,205,000**	**3,384,000**	**3,560,000**
REVENUE						
Fares	41,176,000	36,641,000	37,368,000	35,609,000	37,050,000	39,448,000
Miscellaneous	787,000	699,000	158,000	168,000	341,000	418,000
TOTAL REVENUE	**41,963,000**	**37,340,000**	**37,525,000**	**35,777,000**	**37,391,000**	**39,866,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	14,538,000	14,756,000	16,109,000	15,692,000	18,303,000	17,881,000
Fuel	6,233,000	6,240,000	4,792,000	6,449,000	8,755,000	7,574,000
Non-Labor	1,437,000	1,040,000	1,138,000	1,267,000	2,239,000	2,589,000
Total	22,208,000	22,036,000	22,039,000	23,408,000	29,297,000	28,044,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	4,912,000	4,919,000	5,111,000	5,206,000	6,292,000	6,356,000
Non-Labor	681,000	709,000	906,000	970,000	1,218,000	1,218,000
Total	5,593,000	5,628,000	6,017,000	6,176,000	7,510,000	7,574,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	3,150,000	1,744,000	3,389,000	2,884,000	5,941,000	6,099,000
Terminal Maintenance	2,415,000	2,056,000	1,014,000	1,597,000	423,000	1,147,000
Total	5,565,000	3,800,000	4,403,000	4,481,000	6,364,000	7,246,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	2,722,000	2,774,000	3,024,000	3,129,000	3,355,000	3,905,000
Non-Labor	1,831,000	1,702,000	1,845,000	1,897,000	2,103,000	2,337,000
Total	4,553,000	4,476,000	4,869,000	5,026,000	5,458,000	6,242,000
TOTAL EXPENSES	**37,919,000**	**35,941,000**	**37,328,000**	**39,091,000**	**48,629,000**	**49,106,000**
NET REVENUE/(EXPENSE)	**4,044,000**	**1,399,000**	**198,000**	**(3,314,000)**	**(11,238,000)**	**(9,240,000)**
FAREBOX RECOVERY RATIO	**108.6%**	**101.9%**	**100.1%**	**91.1%**	**76.2%**	**80.3%**
TOTAL REVENUE RECOVERY RATIO	**110.7%**	**103.9%**	**100.5%**	**91.5%**	**76.9%**	**81.2%**



NOTE: Totals may vary due to rounding

ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 60: Mukilteo - Clinton

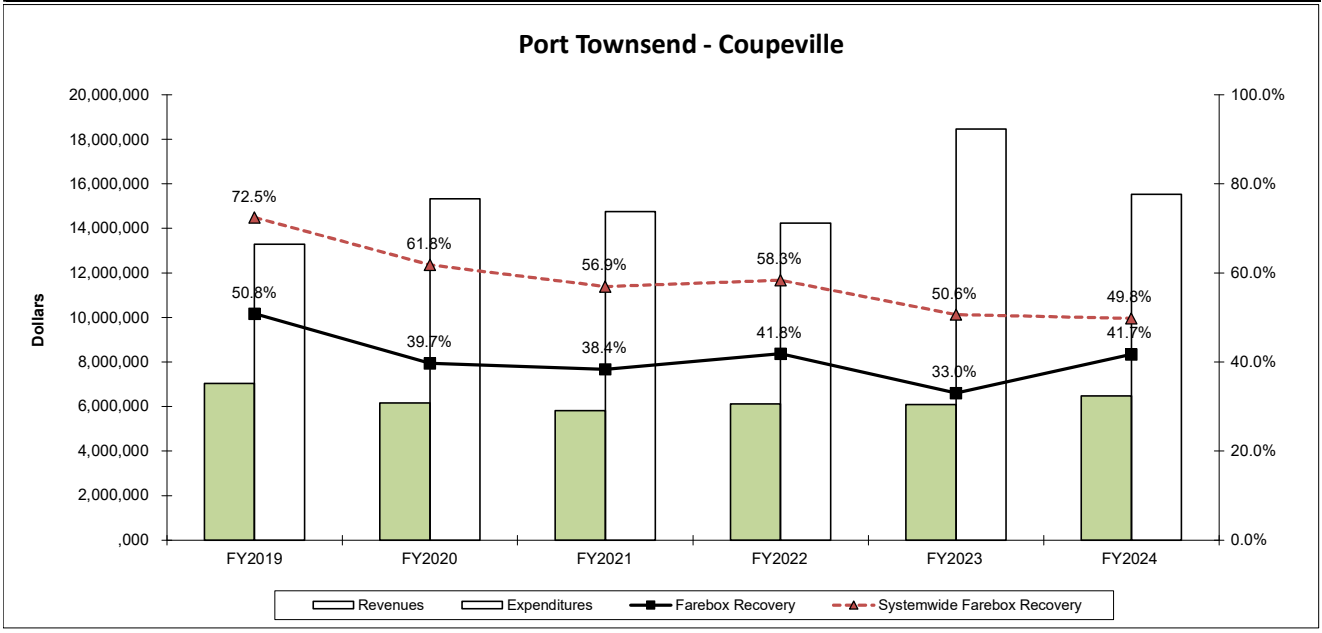
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	1,862,000	1,568,000	1,325,000	1,408,000	1,532,000	1,589,000
Vehicle & Driver	2,271,000	2,047,000	1,990,000	1,935,000	2,092,000	2,097,000
TOTAL RIDERS	**4,133,000**	**3,615,000**	**3,315,000**	**3,343,000**	**3,624,000**	**3,686,000**
REVENUE						
Fares	23,986,000	22,276,000	22,342,000	22,442,000	24,304,000	25,041,000
Miscellaneous	289,000	234,000	-	-	-	20,000
TOTAL REVENUE	**24,275,000**	**22,510,000**	**22,342,000**	**22,442,000**	**24,304,000**	**25,061,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	13,377,000	13,977,000	14,888,000	14,211,000	17,393,000	17,442,000
Fuel	3,301,000	3,629,000	2,750,000	4,107,000	6,012,000	5,839,000
Non-Labor	1,329,000	1,100,000	1,290,000	1,551,000	1,649,000	1,867,000
Total	18,007,000	18,706,000	18,928,000	19,869,000	25,054,000	25,148,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	3,802,000	3,765,000	3,830,000	4,007,000	4,869,000	5,085,000
Non-Labor	616,000	663,000	830,000	474,000	414,000	520,000
Total	4,418,000	4,428,000	4,660,000	4,481,000	5,283,000	5,605,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	2,843,000	1,117,000	3,205,000	4,904,000	3,303,000	5,255,000
Terminal Maintenance	745,000	868,000	2,637,000	931,000	2,435,000	2,861,000
Total	3,588,000	1,985,000	5,842,000	5,835,000	5,738,000	8,116,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	2,123,000	2,215,000	2,742,000	2,773,000	2,803,000	3,541,000
Non-Labor	1,427,000	1,359,000	1,673,000	1,681,000	1,757,000	2,120,000
Total	3,550,000	3,574,000	4,415,000	4,454,000	4,560,000	5,661,000
TOTAL EXPENSES	**29,563,000**	**28,693,000**	**33,845,000**	**34,639,000**	**40,635,000**	**44,531,000**
NET REVENUE/(EXPENSE)	**(5,288,000)**	**(6,183,000)**	**(11,503,000)**	**(12,198,000)**	**(16,331,000)**	**(19,470,000)**
FAREBOX RECOVERY RATIO	**81.1%**	**77.6%**	**66.0%**	**64.8%**	**59.8%**	**56.2%**
TOTAL REVENUE RECOVERY RATIO	**82.1%**	**78.5%**	**66.0%**	**64.8%**	**59.8%**	**56.3%**



NOTE: Totals may vary due to rounding

ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 70: Port Townsend - Coupeville

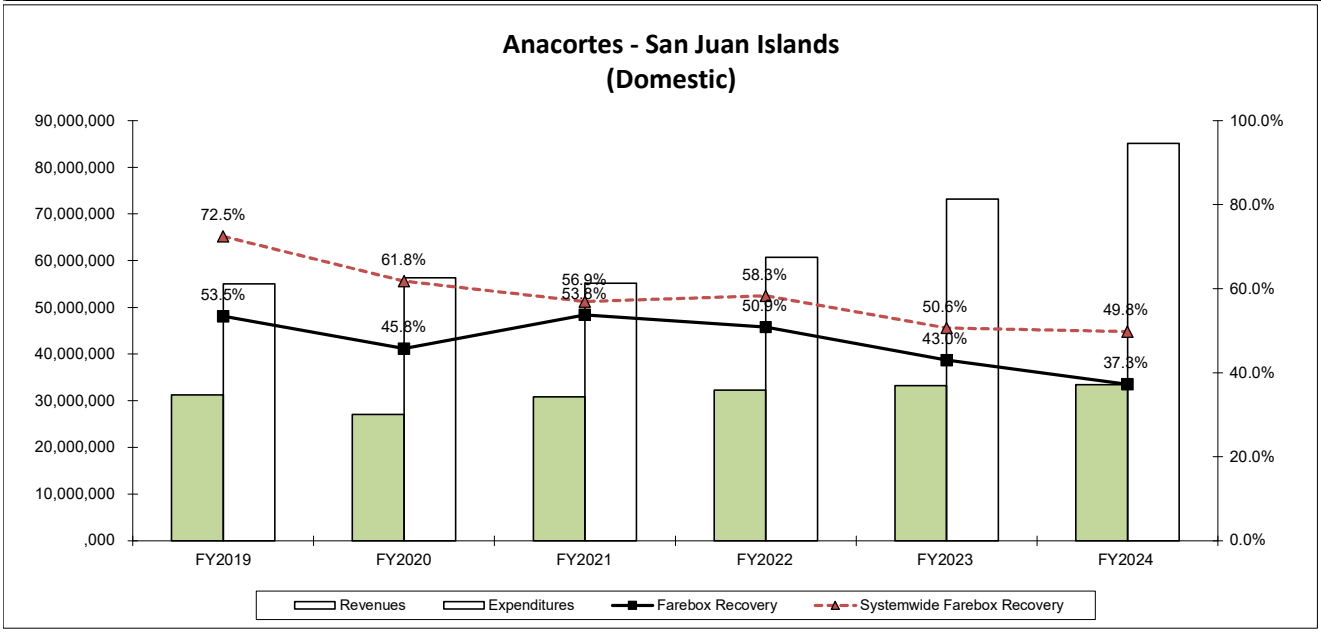
	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	452,000	372,000	319,000	345,000	357,000	375,000
Vehicle & Driver	372,000	331,000	300,000	306,000	311,000	319,000
TOTAL RIDERS	**824,000**	**703,000**	**619,000**	**651,000**	**668,000**	**694,000**
REVENUE						
Fares	6,758,000	6,084,000	5,655,000	5,957,000	6,096,000	6,477,000
Miscellaneous	277,000	82,000	153,000	153,000	-	9,000
TOTAL REVENUE	**7,035,000**	**6,166,000**	**5,808,000**	**6,110,000**	**6,096,000**	**6,486,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	5,900,000	6,413,000	5,682,000	6,164,000	6,643,000	6,641,000
Fuel	1,294,000	1,488,000	954,000	1,553,000	1,809,000	1,777,000
Non-Labor	494,000	654,000	539,000	468,000	633,000	601,000
Total	7,688,000	8,555,000	7,175,000	8,185,000	9,085,000	9,019,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	1,985,000	1,967,000	1,979,000	2,070,000	2,557,000	2,558,000
Non-Labor	244,000	234,000	248,000	259,000	295,000	264,000
Total	2,229,000	2,201,000	2,227,000	2,329,000	2,852,000	2,822,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	1,310,000	1,803,000	2,656,000	1,575,000	2,571,000	1,143,000
Terminal Maintenance	471,000	856,000	763,000	322,000	1,879,000	570,000
Total	1,781,000	2,659,000	3,419,000	1,897,000	4,450,000	1,713,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	955,000	1,182,000	1,194,000	1,140,000	1,273,000	1,235,000
Non-Labor	642,000	726,000	729,000	691,000	798,000	739,000
Total	1,597,000	1,908,000	1,923,000	1,831,000	2,071,000	1,974,000
TOTAL EXPENSES	**13,295,000**	**15,323,000**	**14,744,000**	**14,241,000**	**18,459,000**	**15,528,000**
NET REVENUE/(EXPENSE)	**(6,260,000)**	**(9,156,000)**	**(8,936,000)**	**(8,131,000)**	**(12,362,000)**	**(9,042,000)**
FAREBOX RECOVERY RATIO	**50.8%**	**39.7%**	**38.4%**	**41.8%**	**33.0%**	**41.7%**
TOTAL REVENUE RECOVERY RATIO	**52.9%**	**40.2%**	**39.4%**	**42.9%**	**33.0%**	**41.8%**



NOTE: Totals may vary due to rounding

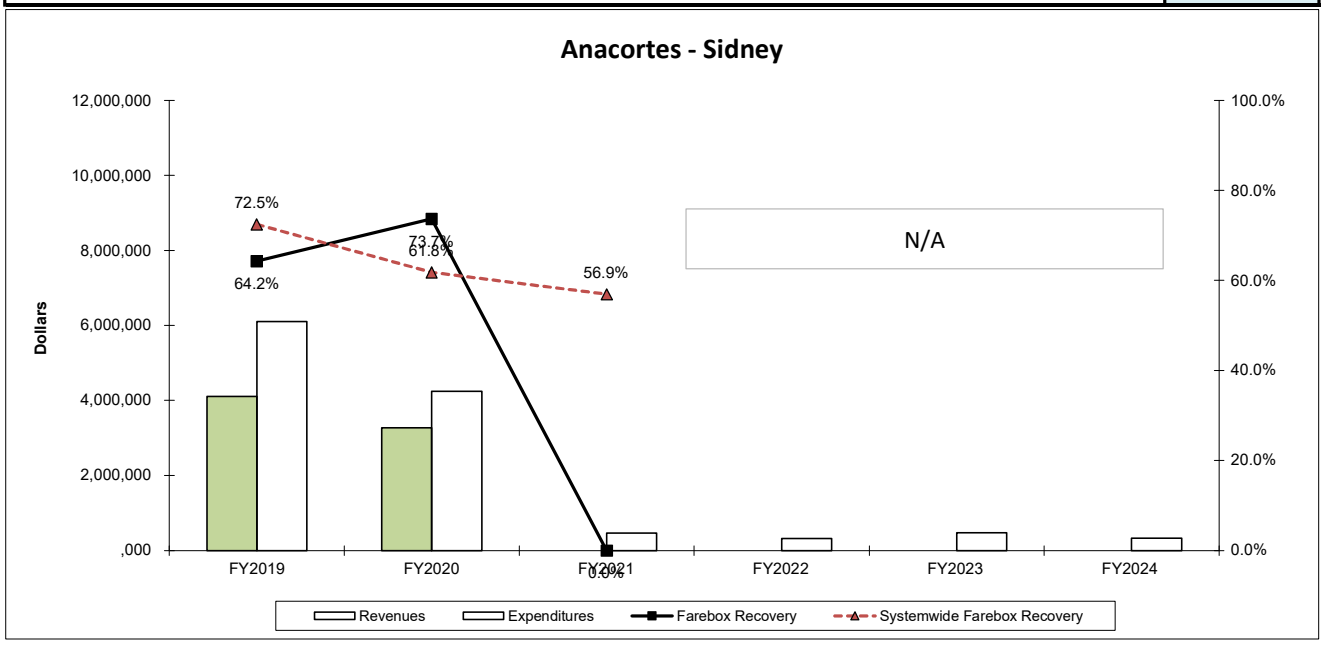
ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 80: Anacortes - San Juan Islands (Domestic)

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	1,082,000	856,000	858,000	965,000	996,000	1,017,000
Vehicle & Driver	959,000	825,000	907,000	911,000	928,000	920,000
TOTAL RIDERS	**2,041,000**	**1,681,000**	**1,765,000**	**1,876,000**	**1,924,000**	**1,937,000**
REVENUE						
Fares	29,392,000	25,762,000	29,668,000	30,880,000	31,483,000	31,716,000
Miscellaneous	1,827,000	1,317,000	1,194,000	1,371,000	1,732,000	1,760,000
TOTAL REVENUE	**31,219,000**	**27,079,000**	**30,862,000**	**32,251,000**	**33,215,000**	**33,476,000**
DIRECT VESSEL OPERATING EXPENSE						
Labor	24,109,000	25,245,000	25,642,000	26,536,000	31,348,000	32,296,000
Fuel	7,825,000	8,349,000	6,661,000	10,262,000	13,891,000	13,531,000
Non-Labor	2,046,000	2,082,000	2,477,000	2,538,000	3,913,000	5,662,000
Total	33,980,000	35,676,000	34,780,000	39,336,000	49,152,000	51,489,000
DIRECT TERMINAL OPERATING EXPENSE						
Labor	2,983,000	2,923,000	3,064,000	3,417,000	4,327,000	4,414,000
Non-Labor	2,976,000	2,978,000	3,137,000	3,375,000	3,388,000	3,478,000
Total	5,959,000	5,901,000	6,201,000	6,791,000	7,715,000	7,892,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	6,382,000	5,370,000	6,027,000	5,053,000	7,126,000	12,977,000
Terminal Maintenance	2,057,000	2,342,000	959,000	1,727,000	974,000	1,961,000
Total	8,439,000	7,712,000	6,986,000	6,780,000	8,100,000	14,938,000
MANAGEMENT AND SUPPORT EXPENSE						
Labor	3,948,000	4,346,000	4,469,000	4,860,000	5,048,000	6,771,000
Non-Labor	2,655,000	2,667,000	2,727,000	2,947,000	3,164,000	4,053,000
Total	6,603,000	7,013,000	7,196,000	7,807,000	8,212,000	10,824,000
TOTAL EXPENSES	**54,981,000**	**56,302,000**	**55,163,000**	**60,714,000**	**73,179,000**	**85,143,000**
NET REVENUE/(EXPENSE)	**(23,762,000)**	**(29,223,000)**	**(24,301,000)**	**(28,464,000)**	**(39,964,000)**	**(51,667,000)**
FAREBOX RECOVERY RATIO	**53.5%**	**45.8%**	**53.8%**	**50.9%**	**43.0%**	**37.3%**
TOTAL REVENUE RECOVERY RATIO	**56.8%**	**48.1%**	**55.9%**	**53.1%**	**45.4%**	**39.3%**



ROUTE STATEMENT SUMMARY
FISCAL YEAR 2019 - 2024
Route 85: Anacortes - Sidney

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
TRAFFIC						
Passenger	87,000	87,000	N/A	N/A	N/A	N/A
Vehicle & Driver	45,000	44,000	N/A	N/A	N/A	N/A
TOTAL RIDERS	**132,000**	**131,000**	**N/A**	**N/A**	**N/A**	**N/A**
REVENUE						
Fares	3,922,000	3,130,000	N/A	N/A	N/A	N/A
Miscellaneous	187,000	143,000	N/A	N/A	N/A	N/A
TOTAL REVENUE	**4,109,000**	**3,273,000**	**N/A**	**N/A**	**N/A**	**N/A**
DIRECT VESSEL OPERATING EXPENSE						
Labor	2,093,000	1,483,000	N/A	N/A	N/A	N/A
Fuel	844,000	565,000	N/A	N/A	N/A	N/A
Non-Labor	218,000	119,000	N/A	N/A	N/A	N/A
Total	3,155,000	2,168,000	N/A	N/A	N/A	N/A
DIRECT TERMINAL OPERATING EXPENSE						
Labor	289,000	261,000	N/A	N/A	N/A	N/A
Non-Labor	613,000	482,000	390,000	274,000	397,000	289,000
Total	902,000	743,000	390,000	274,000	397,000	289,000
DIRECT MAINTENANCE EXPENSE						
Vessel Maintenance	909,000	710,000	N/A	N/A	N/A	N/A
Terminal Maintenance	405,000	98,000	17,000	3,000	22,000	N/A
Total	1,314,000	808,000	17,000	3,000	22,000	N/A
MANAGEMENT AND SUPPORT EXPENSE						
Labor	438,000	328,000	38,000	25,000	32,000	26,000
Non-Labor	295,000	201,000	23,000	15,000	20,000	16,000
Total	733,000	529,000	61,000	41,000	52,000	42,000
TOTAL EXPENSES	**6,104,000**	**4,248,000**	**467,000**	**318,000**	**471,000**	**331,000**
NET REVENUE/(EXPENSE)	**(1,995,000)**	**(975,000)**	**N/A**	**N/A**	**N/A**	**N/A**
FAREBOX RECOVERY RATIO	**64.2%**	**73.7%**	**N/A**	**N/A**	**N/A**	**N/A**
TOTAL REVENUE RECOVERY RATIO	**67.3%**	**77.0%**	**N/A**	**N/A**	**N/A**	**N/A**



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