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BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION
COMMISSION

In re Application TC-061347 of)	
ROMAN SOLUTIONS LLC, d/b/a ROCKET)	DOCKET NO. TC-061847
TRANSPORTATION)	
for a Certificate of Public Convenience and)	MEMORANDUM IN SUPPORT OF
Necessity to Operate Motor Vehicles in)	ROMAN SOLUTIONS D/B/A ROCKET
Furnishing Passenger and Express Service as)	TRANSPORTATION'S APPLICATION
an Auto Transportation Company.)	FOR A CERTIFICATE OF PUBLIC
)	CONVENIENCE AND NECESSITY

COMES NOW applicant Roman Solutions LLC d/b/a Rocket Transportation (“Rocket”) in the matter of its application for a Certificate of Public Necessity and Convenience to the Washington Utilities and Transportation Commission (“WUTC”). The Court and the Commission have determined to hold a hearing on the sufficiency of Rocket’s application, even after all Protestants to the application have withdrawn their respective protests in consideration of a stipulated settlement agreement. Therefore, Rocket submits this brief memorandum to supplement its application, to educate and familiarize the Court and Commission with Rocket and its proposed service, and to facilitate the Commission’s approval of Rocket’s application.

THE APPLICANT

On October 1, 2006, Rafael Roman, Kathy Roman, and David Pedersen formed Roman Solutions d/b/a Rocket Transportation to provide transportation services to the residents of Jefferson and Clallam Counties, particularly senior citizens and those with disabilities making transportation

1 through other means difficult. Each of these three principles owns approximately one-third of
2 Rocket.

3 Mr. Pedersen was formerly Operations Manager with the transportation company, PENNCO.
4 His duties included, but were not limited to, management of staff, mapping and scheduling client
5 trips and pick-up times, hiring and firing employees, oversight and enforcement of the drug and
6 alcohol testing program, coordination of safety meetings. As such, he is substantially experienced in
7 the regular operations of a passenger transportation company. Mr. and Ms. Roman have
8 successfully owned and operated two other businesses under Roman Solutions LLC since December
9 13, 2003. They are both, therefore, thoroughly experienced in the management of a business
10 organization.

11 To the best of the knowledge of the three principles, Rocket is in compliance with all local,
12 and other, rules as a Washington state limited liability company. Rocket owns no assets outright. It
13 owns but continues to owe regular payments on its fleet of vehicles. Rocket maintains eleven
14 regular employees in addition to the three principles named above. The principles are familiar with
15 the regulations imposed on a transportation service company by the Washington Administrative
16 Code, particularly the regulations imposed in WAC 480-30.

17 THE SERVICE

18 As Rocket's application indicates, supplemented by the recently executed settlement
19 agreement with all Protestants, Rocket intends to provide passenger transportation services to
20 residents of Jefferson and Clallam Counties. All of Rocket's passengers will have either their origin
21 or their destination in either Jefferson or Clallam County. In other words, passengers may either
22 utilize Rocket to travel from Jefferson or Clallam County to any one of the several destinations listed
23 in Rocket's application, OR passengers may utilize Rocket to travel from any one of these
24 destinations back to Jefferson or Clallam County. Rocket will not provide passenger transportation
25 between and among the various destinations along its route.

1 (“WSDOT”).² The study includes an analysis of the existing network of intercity transportation
2 options in the state, a comparison among services in different areas, and the identification of
3 unserved locations. According to this study, the rural communities of the Olympic Peninsula,
4 particularly those with a large proportion of senior citizens, would benefit from the inclusion of a
5 door-to-door transportation service to SeaTac Airport, to connection points with other transportation
6 services, and to various hospitals and medical facilities along the Puget Sound and in Seattle.

7 According to this study, the Port Angeles area contains over 4,500 residents over the age of
8 sixty.³ It contains over 2,500 residents below the established poverty line.⁴ It contains almost 8,000
9 residents who were disabled and over the age of sixteen.⁵ Finally, it contains over 1,000 zero-car
10 households.⁶ According to this same study, Sequim contains over 2,000 residents over sixty, over
11 500 residents below the poverty line, almost 2,500 disabled residents over the age of sixteen, and
12 over 250 zero-car households.⁷

13 These statistics demonstrating the need for Rocket’s services reflect the conditions in Port
14 Angeles and Sequim – two of the least rural areas in Jefferson and Clallam Counties. According to
15 the study, rural areas typically have higher percentages of the population that are elderly, without
16 autos, or are low income.⁸ Therefore, the rural areas surrounding these cities are in even more
17 pressing need for the sort of transportation service Rocket intends to provide (and no other auto
18 transportation company currently provides).

19 For many of these rural and elderly or disabled residents, Rocket’s proposed door-to-door
20 service is more than another option for transportation to urban areas. It is the *only way* for these
21 individuals to make their way to the airport or to the necessary hospital or anywhere else, many

22 ² Attached in excerpt.

23 ³ See *Washington State Intercity Bus Service Study*, prepared by KFH Group, Inc. for WSDOT (June
2007), attached as Ex. 1 to Steen Decl., at Table 4-2.

24 ⁴ See id.

25 ⁵ See id.

26 ⁶ See id.

⁷ See id.

⁸ See id. at 4-4.

1 miles away. They do not have the physical ability, time, or means to find their way to the nearest
2 “bus stop.” Particularly with the elderly, there is a demonstrated need for more, and more
3 convenient, transportation possibilities.⁹

4 Members and leaders of the local community fully support Rocket Transportation in its bid to
5 obtain a Certificate of Public Convenience and Necessity. In particular, those with experience
6 treating and accommodating senior citizens recognize the need for the kind of service Rocket intends
7 to provide. For example, the former Director of Social Services at Crestwood Convalescent Center
8 and current Supervisor of Direct Care Services with Visiting Angels (both in Port Angeles) has
9 expressed the need of the senior community for door-to-door transportation to medical appointments
10 as far away as Seattle.¹⁰ In his opinion, the service Rocket intends to provide will fill this much-
11 needed gap.¹¹ Likewise, the owner and manager of Bridge Builders, Ltd, a local business that assists
12 those with medical emergencies, primarily seniors, has expressed the lack of viable options for
13 seniors seeking transportation, even for relatively short trips.¹² In her opinion, the service Rocket
14 intends to provide will offer a reasonable option for seniors unable to drive themselves.¹³ Others in
15 the community have expressed their similar support of Rocket Transportation and its ability to meet
16 an existing need in the community. By all standards, the public convenience and necessity require
17 the kind of service Rocket intends to provide.

18 CONCLUSION

19 Rocket Transportation has properly submitted a complete and sufficient application for a
20 Certificate of Public Convenience and Necessity in Furnishing Passenger and Express Service. No
21 existing auto transportation company has any remaining protests to Rocket’s application. Rocket is
22 financial sound and its principles and employees are in a position of experience and capability to

23
24 ⁹ See id. at 4-13.

¹⁰ See Barnett Decl.

25 ¹¹ See id.

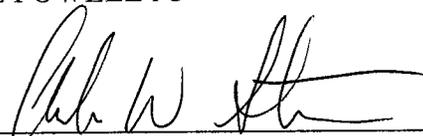
¹² See Blanchard Decl.

26 ¹³ See id.

1 properly operate a transportation service company in the manner they seek, in accordance with all
2 applicable laws and regulations. Most importantly, the communities Rocket intends to serve would
3 benefit greatly from the kind of service Rocket intends to provide. It is in the best interests of the
4 public, the business community, and the Commission to grant Rocket's application.

5
6 DATED: July 5, 2007

7
8 LANE POWELL PC

9
10 By  _____

11 Andrew W. Steen

12 Attorneys for The Applicant Roman Solutions LLC
13 d/b/a Rocket Transportation
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BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION
COMMISSION

In re Application TC-061347 of
ROMAN SOLUTIONS LLC, d/b/a ROCKET
TRANSPORTATION
for a Certificate of Public Convenience and
Necessity to Operate Motor Vehicles in
Furnishing Passenger and Express Service as
an Auto Transportation Company.

DOCKET NO. TC-061847
DECLARATION OF ANDREW W.
STEEN IN SUPPORT OF
MEMORANDUM

I, Andrew W. Steen, declare as follows:

1. I am over 21 years of age and am competent to testify as to the matters discussed herein. I am employed by Lane Powell PC, which represents Applicant in the above captioned matter. The statements made below are based on my personal knowledge.

2. Attached hereto as Exhibit 1 is a true and correct copy of excerpts of KFH Group, Inc.'s *Washington State Intercity Bus Service Study*, Draft Final Report (June 2007) (prepared for the Washington State Department of Transportation).

Dated this 6th day of July, 2007.


Andrew W. Steen

KFH GROUP, INC.

**WASHINGTON STATE
INTERCITY BUS SERVICE STUDY**

DRAFT FINAL REPORT

June, 2007

**Prepared for the
Washington State
Department of Transportation**

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CHAPTER 4

ADEQUACY OF EXISTING NETWORK

WASHINGTON STATE POPULATION CHARACTERISTICS AND NEED FOR INTERCITY BUS SERVICE

methodology

There are several ways to examine the question of whether or not the current intercity bus network potentially meets public need for intercity connections. One way is to determine if there are areas within the state that have a higher relative potential need for transportation service, and treat these as potential trip origin or destination areas that should be served as a matter of policy, or are most likely to generate ridership.

Using the population characteristics of the state, the relative need for intercity bus service in different areas can be estimated by comparing Census Block Groups based on the number and percentage of persons with characteristics similar to those of intercity bus passengers. A second step in this process identifies places or facilities that are likely to be destinations. Institutions that are likely traffic generators for intercity bus destinations include residential institutions of higher learning, major hospitals/medical facilities, correctional facilities, and military bases. The existing intercity bus network is then mapped to see if it connects the areas of higher relative need (origin areas) with potential destination points.

Areas of Higher Potential Need for Intercity Transportation Services

To identify areas that are relatively high in transit need, our analysis focused on the transit-dependent population with characteristics similar to existing intercity bus riders. Therefore, to provide a more comprehensive account of the impacts of existing services, the population data assessment must be evaluated together with the existing intercity bus service. To determine whether high need areas or key destinations are served by the current network, schedule, and route information from the above inventory was used with the ArcView GIS system to create maps representing each intercity route, including stops.

Population Profile

Demographic and economic characteristics of the population are related to the need for public transportation services, including intercity bus service. More specifically, the need for

any type of transit service, including intercity bus service, depends upon the size and distribution of an area's population and on the composition of that population.

The following analysis provides a review of relative transit needs in Washington State in terms of those population segments that indicate a potential need for intercity bus transportation. Potentially, transit-dependent population segments are those segments of the population that, because of demographic characteristics such as age, income, or automobile availability, may potentially require transit service to meet mobility needs (as an alternative to the private automobile). These segments of the population are defined – using 2000 Census data from the Bureau of the Census as:

1. Youth (persons age 18 to 24): Enlisted military personnel and college students typically fall into this age range; these persons often do not have access to an automobile and are stationed far from home.
2. Elderly (persons age 60 and above): Advancing age can mean diminished ability or desire to drive (particularly on a long trip) and a need for access to medical facilities on a regular basis.
3. Persons living below the poverty level: Persons that typically do not have the economic means to own or operate a vehicle, or a vehicle perceived as capable of a long trip.
4. Persons over the age of 16 with a disability, who may be reliant on local accessible public transit services and would therefore also consider public transit options to make non-local trips.
5. Autoless households: Persons without access to a car must rely on alternative transportation services.

These factors were chosen in part because of national data regarding intercity bus passenger characteristics. Some data is available from the 2001 National Household Travel Survey (NHTS) conducted by the U.S. Department of Transportation's (DOT) Bureau of Transportation Statistics (BTS). Its purpose was to collect information about the travel behavior of households generally, but it included questions about the characteristics of long-distance trips, defined as trips over 50 miles in length to the furthest one-way destination. It included information on the trip itself, the modes used, and the characteristics of the traveler. Table 4-1 presents a summary of some information from the NHTS, which indicates that persons using scheduled intercity bus trips (over 50 miles in length), when compared to users of other modes, are more likely to be traveling for leisure or personal business, are more likely to be female, and are making longer trips than users of either the train or the personal vehicle, but shorter than commercial air trips. Earlier data from the 1995 American Travel Survey, which defined long-distance trips as 100 miles or more, found that bus users are more likely to be young adults or seniors, have lower incomes, and are more likely to lack alternative personal transportation.

Table 4-1: COMPARISON OF INTERCITY MODAL TRIP CHARACTERISTICS

	Intercity Bus	Train	Commercial Airplane	Personal Vehicle
Long-Distance Trip Length: Median (miles)	287	192	2,068	194
Long-Distance Trips by Mode and Sex:				
Female	55	42	43	42
Male	45	58	57	58
Trip Purpose:				
Commuter	0.5	1.7	1.5	96.4
Business	0.8%	1.6%	17.8%	79.3%
Pleasure	2.2%	0.5%	6.7%	90.4%
Personal Business	5.6%	0.3%	4.7%	89.3%
Other	0.5%	0.0%	1.9%	96.6%

Source: Compiled by KFH Group from data in the U.S. Department of Transportation, Bureau of Transportation Statistics, 2001 National Household Travel Survey, preliminary long-distance trip file. All data for trips over 50 miles in length.

NOTE: Percentages may not sum to 100 percent due to rounding.

This description of intercity bus rider characteristics is supported by the limited information Greyhound has presented from its annual market research survey. Greyhound's annual 10K report to the Securities and Exchange Commission for 2004 states that their average customer travels to visit friends or relatives, has an annual income below \$35,000, and may own an automobile that they think is reliable enough for the trip, but travel by bus because they are traveling on their own and the cost of the bus trip is lower than driving alone.

Methodology

The purpose of this task is to compare the locations served by the current network with the locations in Washington State that have concentrations of persons more likely to need public transportation. In order to conduct this analysis of transit needs, it was first necessary to extract the data for the total population for each of the above five variables from the 2000 Census. The analysis was conducted at the Census Block Group level, for which the raw data was summarized for the targeted variables. The numbers of people in each category are not added together in each Block group because the categories are not mutually exclusive. A person 65 years of age may also have an income below the poverty level and/or have no automobile available to them for personal use. Instead, each category is considered individually. Also, "autoless households" refers to occupied housing units and not persons.

Land areas among the Block groups vary, and subsequently, it is not particularly meaningful to compare the raw numbers of persons in each category. Therefore, population density (persons per square mile) of persons with these high need characteristics was calculated for each Block group. This method gives us a measure of the relative size of the population by identifying Block groups with more concentrated populations. Those Block groups with higher densities of persons with characteristics indicative of transportation need require a higher level of service. Conversely, it is also important to look at the percentage of the population with each of these characteristics as more sparsely populated areas may still have a population, which includes substantial percentages that have one or more of these characteristics. These areas may have a high need for service, but may not be able to support as high a level of service as the high density areas.

In each needs category, each Block group was ranked relative to the other Block groups. Such rankings were performed twice, once based on the density of the population within each category, and a second time based on the percentage of the population in that category as described above. Individual variable rankings were then summed by Block group, resulting in two combined rankings that represent relative transportation "need" based on:

1. The density of potentially transit-dependent persons, and
2. The percentage of potentially transit-dependent persons.

Results

To simplify the rankings and assist in mapping, the rankings were divided into natural breaks representing ranges of "low", "moderate", and "high" relative needs among the Block groups. This was done for both the density-based ranking and the percentage-based ranking.

It is important to recognize that these are relative rankings that include each Block group's relative ranking on each characteristic, and that this may not translate directly into demand (ridership). One map shows the ranking based on the density of the population with that characteristic, and so it takes into account the number of persons with that characteristic per square mile. This assessment typically is more useful in identifying locations that may have a higher concentration of potential riders, and so is more indicative of potential demand. One map is the sum of the rankings of the percentage of the population with a particular characteristic. This analysis is more useful in identifying areas with a higher need. Typically rural areas and center cities have higher percentages of the population that are elderly, without autos, or are low income. However, rural areas with these characteristics may not have the density of demand to support intercity bus service without subsidy, or even with subsidy. Such areas may be candidates for rural feeder services.

By examining each of these rankings independently and then comparing them to one another, we can derive a better understanding of the relative potential need for transit services in each Block group.

Density Ranking of Transit-Dependent Populations

The density summary ranking involved examining the population density of each of the five variables by Block group. This ranking identifies and uncovers concentrations of potentially transit-dependent persons. Figure 4-1 displays the map of Block groups in Washington showing relative levels of need for public transportation based on density of the populations with need, with the intercity bus network superimposed, and a ten-mile and 25-mile market area radius around each current intercity bus service point. Areas of High Relative Need based on the density of transit-dependent populations tend to exist in otherwise densely populated areas, such as Seattle, Tacoma, Olympia, Vancouver, Bellingham in the west; Spokane in the east; and Yakima, Pasco, and Walla Walla to the south.

Figure 4-2 provides supporting evidence, in this respect, as the higher densities of Zero-Car households are located in urbanized regions. This reflects the much higher population density in larger towns/cities, which includes higher numbers of persons with higher relative the low population density across the state on the whole. The service area of the existing intercity network does provide some level of intercity bus service within 25 miles of most of the High Relative Need areas.

However, there are some areas of high and moderate relative need that are more than 25 miles from the nearest intercity bus stop. These areas are generally in central Washington, south of Moses Lake and northeastern Washington, north of Spokane. The Moderate Relative Need areas south of Moses Lake are just outside the 25-mile market area. The northeastern Moderate Relative Need areas are far removed from any intercity service.

While determining the location of Block groups with a high density of potential need provides a very fine grain assessment of the potential need in relation to the existing network. In reality, the market area of a bus stop would include the town where the high or moderate need Block group is located, and the surrounding area. As ridership is generally proportionate to the overall population served, an additional analysis step is presented in Table 4-2. The city containing every Block group ranked as having high or moderate need was identified, and the overall population and numbers of persons/households with need characteristics determined, so that it would be evident if a Block group ranked as having a high density of potential need was once a block in a town of 1,500, or one of 20 such blocks in a town of 150,000. Finally, the location of each of the towns with high or moderate needs Block groups was determined in relation to the existing intercity network. The final two columns of the table indicate whether that town or city is within ten miles of an intercity bus stop, or within 25 miles. Thus, every town or city with one or more high or moderate needs Block groups is identified in relationship to the current service area. The following cities are more than 25 miles from the nearest intercity service:

- Colville
- Connell
- Coulee Dam
- Davenport
- Kettle Falls

Table 4-2: PLACES WITH HIGH AND MODERATE TRANSIT NEEDS

CITY	Number of Block Groups		Population	Age 18-24	Elderly 60+	Below Poverty	Disabled (age 16+)	Zero-Car Households	Population Within 10-Mile Buffer	Population Within 2.5-Mile Buffer
	High Need	Moderate Need								
Aberdeen	11	7	15,822	810	2,815	3,439	6,775	1,006	31,029	59,766
Anacortes	5	5	9,040	312	2,508	863	3,451	305	26,883	226,518
Ashton	3	3	5,128	243	831	439	1,717	128	87,066	496,097
Battle Ground	0	4	7,923	434	762	748	2,137	188	140,389	356,547
Bellingham (urbanized area)	16	19	72,610	9,320	9,557	14,588	18,020	2,848	99,601	240,266
Benton City	0	1	1,080	53	128	301	371	25	15,549	130,062
Birk Bay	0	1	752	25	184	83	209	10	17,752	135,825
Blaine	0	3	3,034	111	505	495	1,106	145	14,372	96,764
Bremerton (urbanized area)	30	49	122,380	7,744	17,347	12,683	36,697	4,397	148,722	550,553
Brewster	1	0	1,493	90	158	494	428	51	5,251	18,624
Bridgeport	0	2	2,087	111	235	711	634	58	4,856	12,899
Buckley	0	1	1,065	50	128	25	336	16	54,848	635,416
Burlington	1	2	5,701	354	787	829	2,002	151	63,668	252,754
Camas	1	7	9,018	328	1,221	684	2,344	232	116,194	336,865
Canby	0	1	1,097	59	85	94	260	9	64,640	783,554
Cashmere	1	1	2,704	114	571	300	608	124	13,812	78,926
Castle Rock	1	0	1,202	45	188	286	542	40	53,151	107,904
Centralia	6	3	9,246	550	1,703	1,760	3,772	484	40,857	201,991
Chelan	2	4	5,484	297	1,031	1,107	1,818	267	39,150	119,468
Chelan	0	2	1,597	60	417	500	656	144	7,716	19,106
Cheney	5	2	7,804	1,528	710	2,033	1,613	256	21,637	312,088
Clarkston	11	4	13,535	597	3,060	2,443	6,116	454	17,969	42,796
Clatskanie	0	1	784	28	178	140	417	34	4,609	10,910
Clinton	0	1	591	14	172	32	201	5	107,767	1,145,478
Colville	1	3	4,599	209	1,128	773	1,633	257	8,543	22,002
Connelly	0	1	1,615	108	148	347	521	35	3,540	20,120
Coffey Dam	0	1	858	35	204	92	294	9	3,593	6,698
Davenport	0	2	1,745	50	456	186	666	84	2,716	7,319
Deer Park	0	1	1,185	41	267	192	517	26	16,347	320,918
Dufur	0	3	3,340	84	180	150	394	33	96,542	1,216,574
Ellensburg	9	4	13,874	2,846	1,360	4,088	3,443	474	20,207	49,348
Elma	0	2	2,444	117	467	482	805	109	10,587	42,547
Emmetsburg	3	5	9,824	380	1,658	689	3,050	399	43,612	627,645
Espirado	1	2	3,561	169	684	499	1,370	128	12,372	52,908
Fall City	0	1	1,638	50	265	68	300	27	60,953	763,093
Grandale	0	4	6,661	283	830	958	1,797	113	55,435	178,265
Ford's Prairie	0	3	3,504	167	978	476	1,673	180	42,225	200,043
Gold Bar	0	2	2,796	90	231	222	791	52	9,788	81,399
Goldendale	0	2	1,863	67	355	568	1,105	92	5,501	9,582

Table 4-2: PLACES WITH HIGH AND MODERATE TRANSIT NEEDS

CITY	Number of Block Groups		Population	Age 18-24	Elderly 60+	Below Poverty	Disabled (age 16+)	Zero-Car Households	Population Within 10-Mile Buffer	Population Within 25-Mile Buffer
	High Need	Moderate Need								
Grandview	0	4	8,089	468	910	1,616	2,418	149	35,781	58,055
Granger	0	1	1,112	76	80	333	252	4	20,594	85,351
Granite Falls	0	2	2,113	227	334	811	1,237	59	34,007	424,976
Hadlock/Ironable	0	3	2,863	109	454	378	1,052	16	19,899	129,288
Haskellan	0	5	5,697	248	1,190	938	3,293	432	29,604	57,550
Indianola	0	1	1,810	42	149	67	299	4	69,379	1,436,827
Kentile Falls	0	1	1,578	68	302	287	557	53	4,309	17,673
La Connor	0	1	785	21	197	92	303	33	22,621	220,811
Lake Goodwin	0	2	1,325	59	209	37	246	0	69,572	624,705
Lake Stevens	1	15	20,014	717	1,790	1,094	4,173	284	136,507	792,867
Long Beach	0	1	1,317	46	412	241	880	88	7,393	12,028
Longview (urbanized area)	34	23	57,582	2,658	10,209	9,236	21,900	2,122	69,976	100,488
Lynden	0	3	6,495	286	1,402	359	2,058	310	34,885	167,450
McCleary	0	1	1,066	43	275	198	558	56	8,954	108,272
Medical Lake	0	2	3,164	125	394	473	2,209	64	24,965	269,692
Monroe	4	3	9,546	448	1,171	916	3,253	327	73,897	1,037,559
Montesano	1	2	2,846	127	545	338	915	118	8,446	54,951
Moses Lake	2	8	17,473	936	2,741	3,198	6,255	379	29,029	59,517
Mount Vernon	9	5	23,490	1,542	3,584	4,018	6,581	834	62,820	238,821
Moxee	0	1	807	30	101	91	267	29	76,072	173,473
Newport	1	0	671	23	187	122	284	30	4,135	14,071
North Bend	1	2	2,789	106	491	230	1,206	125	21,241	270,702
Oak Harbor	7	5	16,576	1,048	2,193	1,478	3,970	398	46,188	168,120
Green Park	0	1	756	22	300	77	460	16	6,705	19,062
Ocean Shores	0	1	1,805	61	613	233	1,341	56	7,434	39,744
Okanogan	1	1	1,979	107	328	429	780	70	11,844	20,751
Olympia (urbanized area)	19	57	121,481	6,448	18,810	11,708	37,294	4,121	149,833	314,002
Omak	2	1	2,859	148	629	610	1,057	136	11,942	19,693
Otwayville	0	2	1,753	37	382	466	723	94	3,021	8,415
Orting	0	2	2,559	92	365	179	625	44	151,943	997,621
Oshelto	0	3	4,670	292	508	1,317	1,548	199	11,857	47,007
Port Angeles	7	10	18,919	850	4,502	2,647	7,843	1,007	27,958	53,055
Portland City	0	6	6,178	184	1,712	1,017	2,298	399	21,193	109,496
Poulsbo	0	4	7,168	267	1,709	615	2,442	307	102,988	866,081
Prattville Ridge	3	5	11,982	388	997	621	2,742	66	119,348	1,001,531
Pratt Point	0	1	779	23	167	53	238	1	185,027	929,650
Prosser	1	0	609	24	157	125	253	10	14,410	60,636
Puffman	11	3	15,224	4,124	827	4,701	2,365	489	25,380	47,344
Quincy	1	2	5,187	299	610	1,090	1,334	129	7,425	24,828
Raymond	0	1	920	50	212	291	430	64	6,591	50,586

Table 4-2: PLACES WITH HIGH AND MODERATE TRANSIT NEEDS

CITY	Number of Block Groups		Population	Age 18-24	Elderly 60+	Below Poverty	Disabled (Age 16+)	Zero-Car Households	Population Within 10-Mile Buffer	Population Within 25-Mile Buffer
	High Need	Moderate Need								
Richland-Kennebec/Pasco	51	65	134,628	6,537	19,322	17,990	39,900	3,410	166,176	174,244
Ritzville	0	1	667	10	247	45	203	12	2,064	4,775
Royal City	0	1	1,885	145	111	504	409	50	4,586	19,944
Seattle (urbanized area)	1071	752	2,021,951	96,849	277,221	165,811	529,603	74,313	664,473	2,172,675
Sedro Woolley	1	5	9,034	401	1,456	1,006	3,232	215	57,715	199,261
Sequim	0	3	4,169	104	2,051	544	2,404	257	21,550	65,308
Shelton	4	4	7,325	376	1,335	1,416	2,813	293	29,776	186,472
Smoky Point	1	1	1,720	62	266	281	591	80	96,739	574,389
Spokane (urbanized area)	4	8	11,523	458	1,705	748	3,184	225	227,424	1,240,644
Spokane Bend	0	1	729	21	195	103	340	13	6,975	51,059
Stamwood	159	89	297,927	15,912	50,432	40,206	101,043	13,029	264,193	411,467
Stellan	0	1	1,130	15	142	130	419	25	27,847	377,732
Sullan	0	1	1,574	73	184	95	367	34	36,992	251,548
Sunnyside	2	7	15,282	932	1,837	4,989	6,217	456	106,629	72,597
Squamish	0	1	975	31	176	84	248	14	17,048	1,121,590
Tacoma (urbanized area)	232	197	552,988	27,432	79,088	62,892	179,398	17,168	421,934	1,416,202
Tappanish	1	3	9,545	577	983	2,956	3,957	194	28,989	165,759
Vancouver (urbanized area)	75	83	237,773	10,566	31,578	24,949	69,891	6,078	238,349	346,557
Walla Walla	20	9	35,882	3,316	6,704	5,516	13,790	1,372	45,484	50,063
Wapato	1	3	6,492	429	635	2,281	2,219	232	34,464	171,128
Washougal	3	2	5,913	252	815	662	1,370	138	37,241	314,526
Waterville	0	1	1,161	32	251	86	414	39	2,540	72,493
Wenatchee	24	17	46,295	2,291	7,932	7,033	14,424	1,428	59,196	78,342
Westport	0	1	1,408	47	405	241	839	39	7,933	44,169
White Salmon	1	1	1,317	47	300	181	324	52	5,795	12,383
Windsor	0	2	5,043	96	1,275	482	1,250	216	159,639	1,561,233
Woodland	0	1	883	48	154	143	372	56	21,728	341,919
Yakima (urbanized area)	39	22	93,850	4,684	15,085	16,697	32,548	3,057	121,450	173,598

- Long Beach
- Newport
- North Bend
- Ocean Park
- Oroville

Several additional cities with high or moderate needs Block groups are more than ten miles, but less than 25 from existing intercity service:

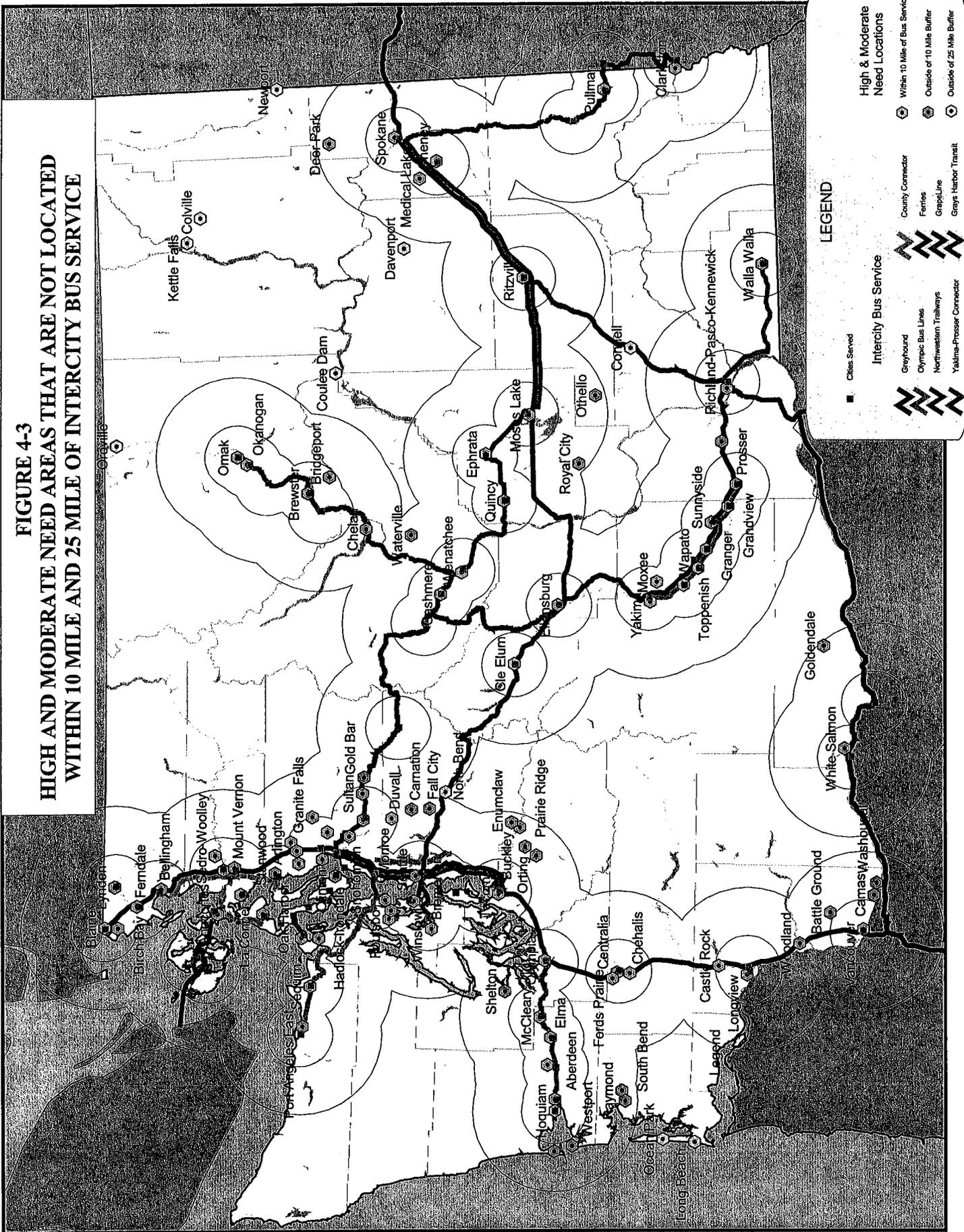
- Battle Ground
- Benton City
- Buckley
- Camas
- Carnation
- Chelan
- Deer Park
- Enumclaw
- Fall City
- Gold Bar
- Goldendale
- Ocean Shores
- Orting
- Othello
- Prairie Ridge
- Raymond
- Royal City
- Shelton
- South Bend
- Washougal
- Waterville
- Westport, and
- Woodland.

The location of these cities is mapped in Figure 4-3 in relationship to the current intercity bus network. As can be seen, a number of them are in the northeastern corner of the state, particularly those more than 25 miles from existing service. However, there are some cities identified that are on existing routes, but are more than ten or 25 miles from the nearest stop. A number of the towns showing some level of need that are more than ten miles from a stop, but less than 25, are clustered in the outlying areas of Tacoma, Seattle, and Vancouver; further investigation will be needed to determine if local or regional public transit services these areas, and if local transit could link them to the intercity bus stops.

Percentage Ranking of Transit-Dependent Populations

The next summary ranking undertaken was based on the percentage of potentially transit-dependent persons for each of the five variables by Block group. As with the density ranking,

**FIGURE 4-3
HIGH AND MODERATE NEED AREAS THAT ARE NOT LOCATED
WITHIN 10 MILE AND 25 MILE OF INTERCITY BUS SERVICE**



the five variables were ranked separately based on the percentage of potentially transit-dependent persons and then summed to create an overall percentage ranking. Figure 4-5 shows the relative level of need among the Block groups based on the percentage of the population that fell into the categories of need, with the intercity bus network superimposed. Block groups with a high or moderate percentage-based need are found in the central areas of the larger population cities, but also in the most rural areas of the state. This includes unserved areas in the far north and northeastern regions of the state, as well as a string of locations in the southwest. This possibly reflects the fact that there is a need for some level of public transportation service, because a significant percentage of the population is in the high needs categories, including intercity or regional connections throughout much of the state. The question is whether or not there is sufficient population to sustain such service. The numbers are lower in these areas; however, it is likely that maintaining a low frequency connection or providing a local transit connection to existing intercity bus service would be the only feasible means of addressing these needs.

This finding reflects the fact that many of the identified Washington municipalities have an age distribution that is heavily skewed towards the elderly and/or persons who are more likely to need public transit for some or all of their trips. When considering the elderly, in many cases this population group feels comfortable driving locally during daylight hours, but not at night or out of town. In that sense, the potential demand for intercity or regional connections may involve a broader population than purely local services, though the demand (in terms of numbers of trips) will be lower because the frequency with which one needs to travel out of town is much lower than purely local trips (i.e., shopping or medical).

The areas with the highest percentage of transit-dependent population are in some cases similar to those identified previously when considering the density of population with transit needs. These include Yakima, Lewis, Pacific, and Ferry Counties. When the 25-mile service area radius is considered, it reveals that the High Relative Need Block Groups located in the northeastern and southwestern part of the state are not served.

Overall Population Density

The final component of the population profile analysis is the overall distribution of population in the state, particularly in terms of population density. Figure 4-5 illustrates the overall population of each Block group in Washington State and Figure 4-6 displays the population density of each Block group. As previously noted, the density and percentage rankings of potentially transit-dependent persons should be looked at in conjunction with the overall population and population density to identify potential demand. Although we may not be able to identify specific concentrations of population by looking at the statewide population characteristics within each Block group, as seen in Figure 4-5, we can tell that the majority of the population in the state is located in the Puget Sound region, along the primary road networks (I-5, I-405, and US-101).

Population density increases the likelihood that transit alternatives may be feasible, but density alone may not provide enough people to provide a sufficient market. The overall size of the potential market area population is also important in identifying areas that potentially should have intercity bus service. Unsubsidized intercity bus service continues to be feasible in

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BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION
COMMISSION

In re Application TC-061347 of	}	DOCKET NO. TC-061847
ROMAN SOLUTIONS LLC, d/b/a ROCKET TRANSPORTATION		
for a Certificate of Public Convenience and Necessity to Operate Motor Vehicles in Furnishing Passenger and Express Service as an Auto Transportation Company.	}	DECLARATION OF MINDI BLANCHARD IN SUPPORT OF ROMAN SOLUTIONS D/B/A ROCKET TRANSPORTATION'S APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

I, Mindi Blanchard, declare as follows:

- I am over 21 years of age and am competent to testify as to the matters discussed herein. The statements made below are based on my personal knowledge.
- I am the owner and manager of Bridge Builders, Ltd, located in Sequim, Washington. Bridge Builders is a community organization that serves those facing medical crises or emergencies. Among other things, Bridge Builders ensures that these individuals have access to all the local resources and facilities available. I have held this position as owner and manager for approximately four and one-half years. As a result of my experience through this work, I am familiar with the transportation needs of the citizens of Jefferson and Clallam Counties, particularly seniors and those facing medical emergencies.

DECLARATION OF MINDI BLANCHARD IN SUPPORT OF
ROMAN SOLUTIONS D/B/A ROCKET TRANSPORTATION'S
APPLICATION FOR A CERTIFICATE - 1

122631.0001/1401239.1

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3. Clients of Bridge Builders have few if any viable options for transportation if they cannot drive themselves. Due to issues of expense, inconvenience, or lack of physical capacity, the existing transportation services provided to this demographic are frequently inadequate.

4. I am familiar with Roman Solutions d/b/a Rocket Transportation ("Rocket") and the transportation services they provide and seek to provide under a Certificate of Public Convenience and Necessity from the Washington Utilities and Transportation Commission. In my experience, the public convenience and necessity require the transportation services that Rocket seeks to provide.

Dated this 5th day of July, 2007.


Mindi Blanchard

DECLARATION OF MINDI BLANCHARD IN SUPPORT OF
ROMAN SOLUTIONS D/B/A ROCKET TRANSPORTATION'S
APPLICATION FOR A CERTIFICATE - 2
122631.0001/1401239.1

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BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION
COMMISSION

In re Application TC-061347 of
ROMAN SOLUTIONS LLC, d/b/a ROCKET
TRANSPORTATION
for a Certificate of Public Convenience and
Necessity to Operate Motor Vehicles in
Furnishing Passenger and Express Service as
an Auto Transportation Company.

DOCKET NO. TC-061847
DECLARATION OF BROOKS
BARNETT IN SUPPORT OF ROMAN
SOLUTION D/B/A ROCKET
TRANSPORTATION'S APPLICATION
FOR A CERTIFICATE OF PUBLIC
CONVENIENCE AND NECESSITY

I, Brooks Barnett, declare as follows:

1. I am over 21 years of age and am competent to testify as to the matters discussed herein. The statements made below are based on my personal knowledge.

2. I am currently employed as the Supervisor of Direct Care Services at the Visiting Angels facility in Port Angeles, Washington. I have held this position since February, 2007. As part of my responsibilities in that position, I oversee the care provided to individual in their homes, including helping them to obtain transportation to medical appointments in areas beyond the immediate community. Before accepting my position with Visiting Angels, I was employed for four years as the Director of Social Services at Crestwood Convalescent Center. As part of my responsibilities in that position, I coordinated transportation for Crestwood residents leaving the Port Angeles / Sequim area. As a result of my experience through these two positions, I am familiar with the transportation needs of the senior citizens of Jefferson and Clallam Counties.

DECLARATION OF BROOKS BARNETT IN SUPPORT OF
ROMAN SOLUTION D/B/A ROCKET TRANSPORTATION'S
APPLICATION FOR A CERTIFICATE - 1

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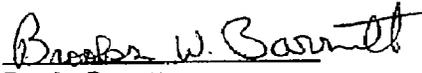
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3. Individuals for whom we provide care have limited options for either Medicaid or non-Medicaid / private pay transportation to doctors and medical centers outside the immediate community. Due to issues of expense, inconvenience, or lack of physical capacity, the existing transportation services provided to this demographic are frequently inadequate.

4. I am familiar with Roman Solutions d/b/a Rocket Transportation ("Rocket") and the transportation services they provide and seek to provide under a Certificate of Public Convenience and Necessity from the Washington Utilities and Transportation Commission. In my experience, the public convenience and necessity require the transportation services that Rocket seeks to provide.

Dated this 5th day of July, 2007.


Brooks Barnett

DECLARATION OF BROOKS BARNETT IN SUPPORT OF
ROMAN SOLUTION D/B/A ROCKET TRANSPORTATION'S
APPLICATION FOR A CERTIFICATE - 2

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