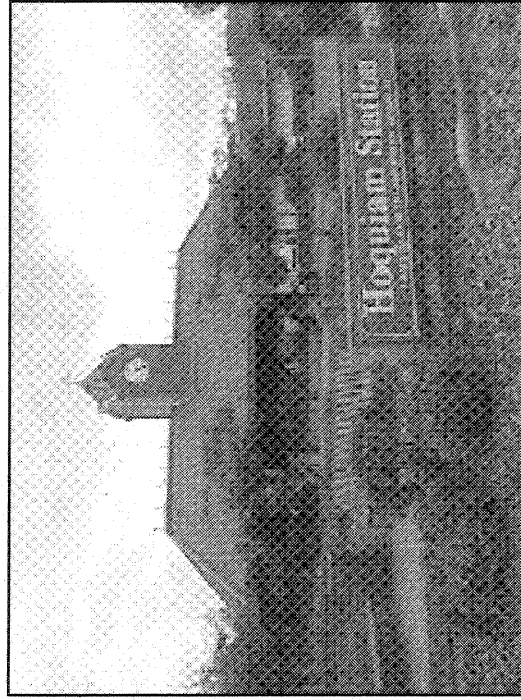


Washington State

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# Summary of Public Transportation Systems 1999

October 2000



Grays Harbor Transportation Authority's Hoquiam Station



**Washington State**  
**Department of Transportation**  
Public Transportation and Rail Division  
Public Transportation Office  
PO Box 47387  
Olympia, WA 98504-7387



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## Organization

The Washington State Department of Transportation (WSDOT) prepares the annual transit statistical summary. The intent for this summary, required by Section 35.58.2796 RCW, is to provide uniform data to transit providers, the legislative transportation committees, and local and regional governments. This year's summary contains:

- Narratives describing each transit agency's operating characteristics and services.
  - Highlights each transit agency's achievements in 1999, lists their objectives for 2000, and outlines their transit development plans through 2006.
  - Information About Several Statewide Transit Issues and Programs
- WSDOT's Public Transportation Office, part of the Public Transportation and Rail Division, compiled the summary data and performance measures from the numerical data provided by the individual agencies in their respective transit development plans.

## State Policies for Public Transportation

In 1992, the Washington State Legislature directed WSDOT to define public transportation and to develop a comprehensive public transportation plan. The plan would identify state policies and objectives for public transportation. The 1993 enactment of Chapter 47.06 RCW further strengthened this mandate. It requires a public transportation plan as an element of the multimodal, *Washington's Transportation Plan*.

The State Transportation Commission developed and adopted a definition of public transportation in 1992. Subsequently, WSDOT created a series of policy service objectives to guide future public transportation development.

## State Definition of Public Transportation

*A publicly supported system of services and facilities that provides an alternative to the single occupant automobile and enhances mobility, environmental quality, and appropriate land use patterns. Such systems may include any combination of services, facilities, and infrastructure related to transit, paratransit, ridesharing, intercity bus, airport shuttles, passenger rail, ferries, pupil transportation, high capacity transit, transportation demand management, people movers, bicycle, and pedestrian programs.*

## State Functions

The Public Transportation and Rail Division helps implement the State Transportation Commission's policy statements associated with personal mobility in WSDOT's *Washington's Transportation Plan*. This includes advocating for increased funding and coordination associated with public transportation at the state and federal levels of government. The chapters, *High Capacity Transportation and Demand Management Programs* and *Public Transportation Programs*, outline several programs of financial and technical assistance provided by offices within the Public Transportation and Rail Division. The Transportation Improvement Board administers the Central Puget Sound Transportation and Public Transportation accounts, funded by the Motor Vehicle Excise Tax, appear in the *Special Accounts* chapter.

## Statewide Overview

In addition to the issues facing public transportation operations locally, there are matters of legislative interest and statewide importance. These matters included the development of public transportation is moving, statewide, as well as other items of state legislative interest. In 1999, these items were

## Introduction

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Initiative 695 and constraints on public lobbying for local propositions. The *Statewide Overview* chapter reviews these matters and summarizes the performance of the state's public transportation services at the urbanized, small city, rural, and statewide levels.

## System Activities

Each of the state's 26 governmentally operated public transportation systems provided information and data for this year's annual summary. This information included 1999 historical developments, financial data, operating data, and capital developments. It also included 2000 budget and planning information for 2001–2006.

## System Classifications

At the end of each system's summary, data for fixed-route, route deviated, and demand-response services in "System Totals" are categorized as "urbanized," "small city" or "rural." For the purposes of this summary, systems serving populations of more than 200,000 are "urbanized," as defined by the U.S. Bureau of the Census as of April 1, 1990. Those systems serving urbanized populations between 50,000 and 200,000 are "small city." These systems may include rural areas, but they are defined as "urbanized" and "small city" or "rural" for integrity. Rural systems serve small cities with a population of less than 50,000 population. The systems in each category are:

### Urbanized

C-TRAN  
Community Transit  
Everett Transit  
King County Metro Transit  
Pierce Transit

Sound Transit  
Spokane Transit Authority

### Small City

Ben Franklin Transit  
Cowlitz Transit Authority d.b.a. CUBS  
Intercity Transit  
Kitsap Transit  
Whatcom Transportation Authority  
Yakima Transit

### Rural

Clallam Transit System  
Garfield County  
Grant Transit Authority  
Grays Harbor Transportation Authority  
Island Transit  
Jefferson Transit Authority  
Link  
Mason County Transportation Authority  
Pacific Transit  
Pullman Transit  
Skagit Transit  
Twin Transit  
Valley Transit

## Historical Perspective of Public Transportation in Washington State

The extent and nature of public transportation services have changed since the Washington State Legislature authorized cities to levy a household tax in 1965.

There were few cities providing public transportation in 1965. Cities were the only governments operating public transportation services; these operated along fixed routes. Private bus companies provided public transportation in a number of cities and regionally out of Seattle. Private intercity bus carriers provided service along most state highways.

As costs increased, farebox revenues failed to keep up and subsidies did not appear. The private bus companies gradually abandoned public transportation service in the cities and suburbs. As the Interstate highway system evolved and by-passed smaller cities and towns, private intercity bus carriers steadily withdrew service from them.

In some instances, cities responded immediately — using new public transportation taxing authority — sometimes contracting with the private sector. Public transportation service disappeared in other locales. Private nonprofit organizations filled these voids, serving the elderly, persons with mental disabilities, and persons with low incomes. They pioneered a new method of service using smaller vehicles: dial a ride, also known as paratransit.

Meanwhile, local governments persuaded the Washington State Legislature to enable special purpose districts to provide public transportation. The state legislature authorized metropolitan municipal corporations in 1969, county transportation authorities in 1974, and public transportation benefit areas in 1975.

Public transportation benefit areas developed coincidentally with the decline or loss of federal and state program funding for transporting target groups: the elderly, persons with mental disabilities, and persons with low incomes. Interest in more regional public transportation services increased with population growth.

There were 26 local governmental public transportation systems in 1999 — 19 of which are public transportation benefit areas. There were other passenger transportation services outside of the parameters of this summary, including intercity passenger rail, private intercity bus carriers, taxicab operations, cabulance operations, Washington State Ferries, and transportation service to persons with special needs provided by private, nonprofit organizations and private companies. The statewide map in this chapter displays the location and service areas of these 26 local governmental public transportation systems.

## New Systems in 1999

The Garfield County Board of Commissioners enacted the state's first unincorporated transportation benefit area this year. The area encompasses the entire county outside of the only city, Pomeroy. The county commissioners levied no new tax to support the special district's public transportation services. Rather, they dedicated a portion of the county's General Fund revenues for this purpose. There was no election associated with this action.

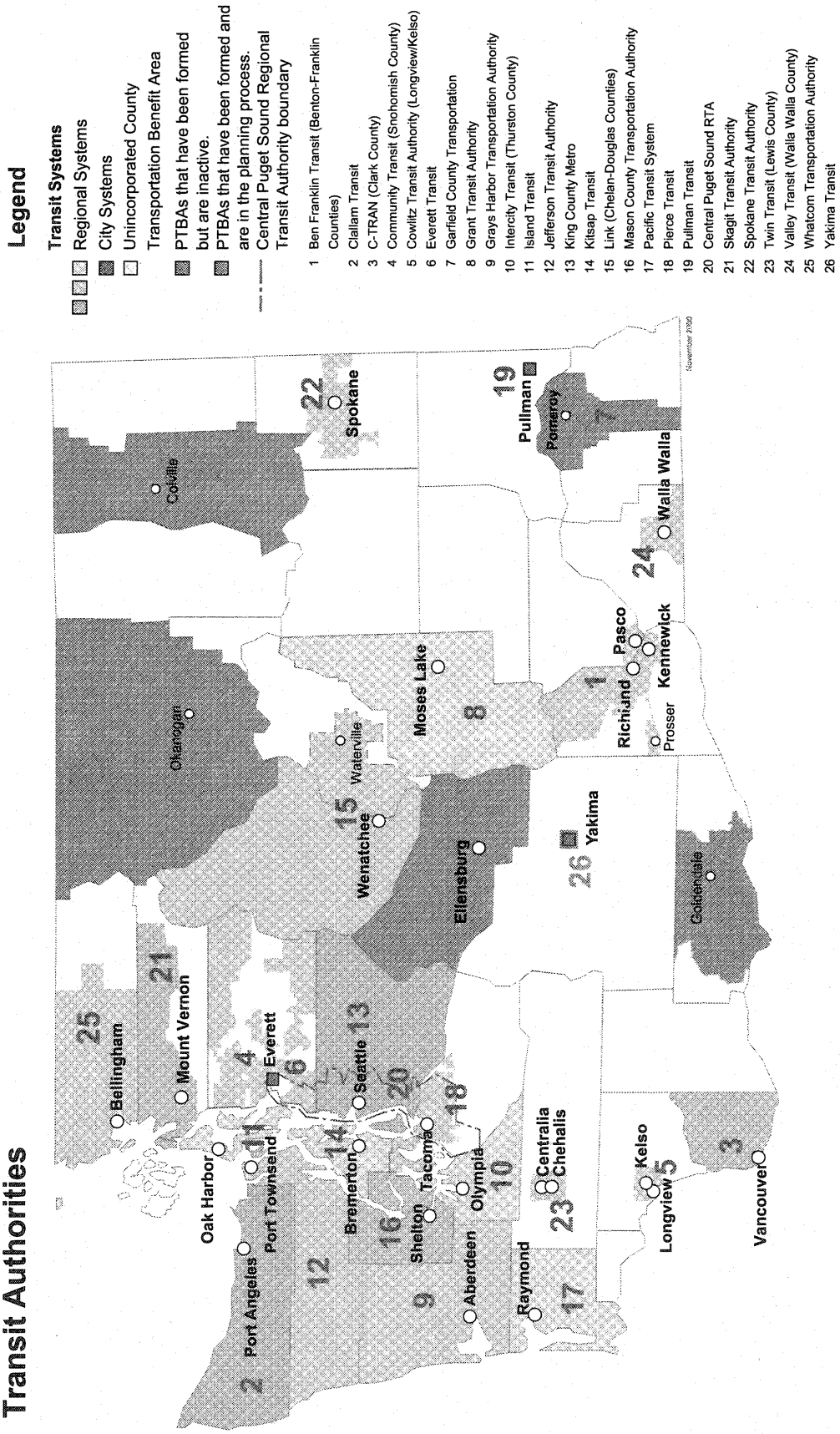
## Efforts to Create or Expand Transit Districts

- There were no annexations to any of the state's 19 public transportation benefit areas this year.
- In March, residents of Thurston County rejected increasing Intercity Transit's 0.3 percent sales and use tax to 0.5 percent for its public transportation benefit area.

## Federal Funding

Congress appropriated federal funding for public transportation programs for the federal fiscal year ending September 2000 consistent with levels authorized in the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

# Washington State Public Transportation Transit Authorities



### **Agency Council for Coordinated Transportation (ACCT)**

The Washington State Legislature established the Agency Council on Coordinated Transportation (ACCT) in 1998 to improve coordination among those whose clients have special transportation needs and those who provide and purchase the transportation.

Persons with special transportation needs are defined in statute as those persons, including their personal attendants, who because of physical or mental disability, income status or age are unable to transport themselves or purchase transportation.

### ***What did ACCT achieve during 1999?***

ACCT:

1. Helped pass legislation clarifying ACCT's mission and methods.
2. Developed Local Planning Guidelines that provide a framework to help communities plan and implement coordinated transportation systems. These guidelines were created by a work group representing local government, social service agencies and advocates, planning organizations, the medical community, and transportation systems.
3. Provided 13 counties with technical assistance and funding support to develop coordinated special needs transportation systems in their areas.
4. Created the PACT Forum, a work group consisting of representatives from state agencies that provide or fund transportation programs, purchase transportation on behalf of clients, or arrange transportation for clients. The PACT Forum established work groups to:
  - Create guidelines for state agencies to help develop transportation policies, rules, and procedures which encourage their constituents to participate in community based planning and coordination.

- Develop guidelines for transporting pupils on vehicles other than school buses and using school buses for providing non-student transportation.
- Identify and address the issues that prevent coordination of children's transportation.
- Apply for a statewide Job Access and Reverse Commute grant to enhance transportation opportunities for TANF (Temporary Assistance to Needy Families) and low income people who need to get to jobs, day care, and employment support services.
- Explore the development of an automated trip planner that would serve the states of Washington and Oregon.
- 5. Enhanced the ACCT web page for disseminating information about transportation coordination (<http://www.wsdot.wa.gov/pubtran/ACCT>).

### ***What does ACCT's 2000 work plan include?***

1. Finalizing guidelines for state agencies to help develop transportation policies, rules, and procedures which encourage their constituents to participate in community based planning and coordination.
2. Resolving coordination barriers surrounding transporting children and the coordination of student transportation.
3. Providing technical assistance and funding support to assist the 13 ACCT grant counties with implementing their coordinated transportation plans.
4. Assisting additional counties in planning for coordinated transportation systems.
5. Defining the terms "transportation costs" for the purpose of tracking transportation expenses through all the state program budgets.

## Statewide Overview

6. Developing a two-state automated trip planner.
7. Identifying additional barriers to coordination and forming work groups to resolve them.
8. Applying for additional grants to support coordination activities.

### Initiative 695

Promoters seeking to bring greater public accountability of state and local governments filed an initiative to state voters with the State Secretary of State on January 4. This initiative, I-695, contained three significant components to go into effect January 1, 2000:

- This measure would establish license tab fees at \$30 per year for motor vehicles regardless of year, value, make, or model.
- Existing taxes and fees relating to motor vehicles would be repealed.
- The measure provided that voter approval would be required for any tax increase enacted by the state or any city, county, or special district. "Tax Increase" would include new taxes, tax rate increases, tax base expansions, and tax extensions.

Several months after I-695 was filed, bond sales, authorized by State Referendum 49 and guaranteed by proceeds from the State Motor Vehicle Excise Tax (MVET), were postponed.

On July 2, supporters of I-695 submitted petitions containing 514,141 signatures. The minimum number of qualified signatures needed to place an initiative to the state's voters in November 1999 was 179,245.

On November 2, 56.2 percent of the state's voters voted "yes" on I-695, making it state law on January 1, 2000. Within a month, several groups, including transit unions, filed lawsuits in King County Superior Court seeking to overturn I-695. Superior Court consolidated these lawsuits into one.

The implications of I-695 to transit systems are two-fold. It appears to eliminate collection of the MVET, a significant percentage of governmental support for operations and capital programs. It also eliminated the source of revenue funding Sales Tax Equalization distributions to those transit systems whose per capita receipt of sales tax revenues were less than 80 percent of the statewide average. It did not affect MVET collections for Sound Transit, approved by regional voters based upon a different statute.

The immediate question for transit systems was: when would be their final MVET and Sales Tax Equalization distributions?

At the end of the year, it became clear that Referendum 49 contained language escalating distributions of the MVET to transit systems. Previously, there was a six months' period between the quarter the State Department of Licensing collected the MVET, and when it authorized the State Treasurer to make distributions to transit systems. Referendum 49 eliminated this period, effectively moving six months' revenue to the State Transportation Fund. Therefore, there would be no MVET revenue to distribute to transit systems in January or April 2000 – even though these revenues had been collected prior to enactment of I-695. The same situation applied to 2000 distributions of the Sales Tax Equalization payments.

By the end of the year, financial experts from the Office of Financial Management, the Washington State Department of Transportation, the State Treasurer's Office, and the State Legislature, agreed that there would be a January 2000 distribution of the July-September 1999 MVET revenues to transit systems. In addition, the State Department of Revenue concurred that there would be quarterly distributions of the Sales Tax Equalization payments in 2000, based upon 1999 data.

## **Lobbying and Public Transit Tax Propositions**

After the voters of Thurston County rejected Intercity Transit's ballot proposition to increase the sales and use tax, several opponents filed complaints with the state's Public Disclosure Commission (PDC). The complaint alleged that Intercity Transit used public resources to lobby voters to support the ballot proposition.

The first complaint, filed in June, alleged that a citizens group organized to support Intercity Transit's ballot proposition failed to file a post election report of contributions and expenditures.

The second complaint, filed in July, alleged that officials of Intercity Transit spent public funds to hire campaign consultants and mail promotional literature in support of the ballot proposition. This complaint also alleged that Intercity Transit made unreported in-kind contributions or independent expenditures to benefit a citizens group organized to support the ballot proposition. In addition, this complaint further alleged that Intercity Transit failed to register as political committee to report its promotional activities.

As a result of an enforcement hearing held in October, the PDC found an "apparent violation" that Intercity Transit's general manager used public facilities to support the ballot proposition. It referred the matter to the State Attorney-General's office for whatever action it deems necessary.

A number of pre-election strategies used by many local governments were called into question: general public surveys, press releases, and how and when a transit board member can express a position on a transit ballot proposition as citizen.

While the penalties associated with this finding are yet to be determined, the effect on how transit systems — or any other local governments — conduct themselves may be profound.

## **Statewide Service Changes From 1998 to 1999**

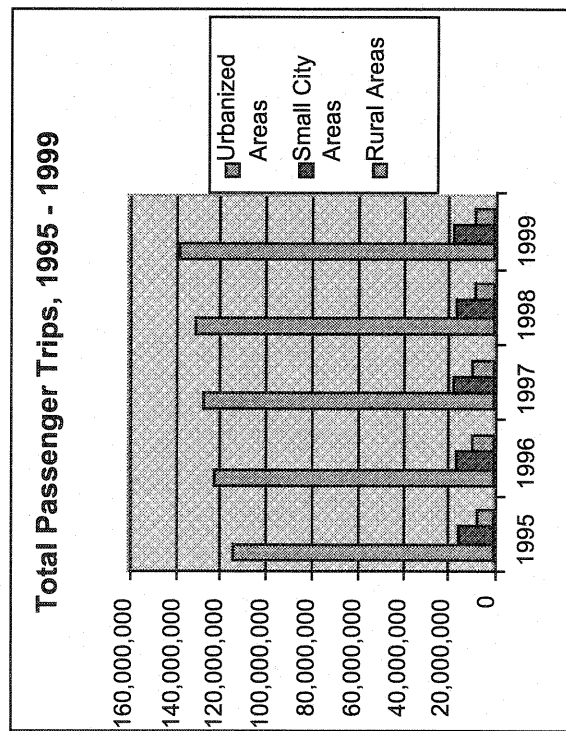
Generally, 1999 was a year of anxiety, and continued transition for the Regional Transit Authority (Sound Transit) for the urbanized areas of King, Pierce and Snohomish Counties moved into more operations.

1999 data separates King County Metro Transit's light rail operation (the Seattle Waterfront Streetcar) and Kitsap Transit's passenger ferry operation between Port Orchard and Bremerton from fixed route services. However, some elements still are included within the fixed route data. Route deviated services were separated from fixed route figures beginning in 1997. This complicates making comparisons statewide for rural services. Also, a number of systems confused total vehicle hours with revenue vehicle hours and total vehicle miles with revenue vehicle miles in 1997, thereby creating immeasurable comparisons for these figures. To the extent possible, here are some statewide developments.

- 5,017,044 residents of Washington State had access to some form of public transportation service in 1999. This represents 87.14% of the state's population.
- Fixed route service is the most predominant form of public transportation in the state. This service carries more than 94 percent of all passenger trips in the state. However, there is more diversification as route deviated service expands in rural areas, and light and commuter rail services appear in urbanized areas. Most growth in fixed route service, based upon revenue vehicle hours, occurred at Island Transit, Pierce Transit, and Cowlitz Transit Authority. As a group, service in urbanized areas grew most (5.42%), while service in small city areas grew only 1.35%.

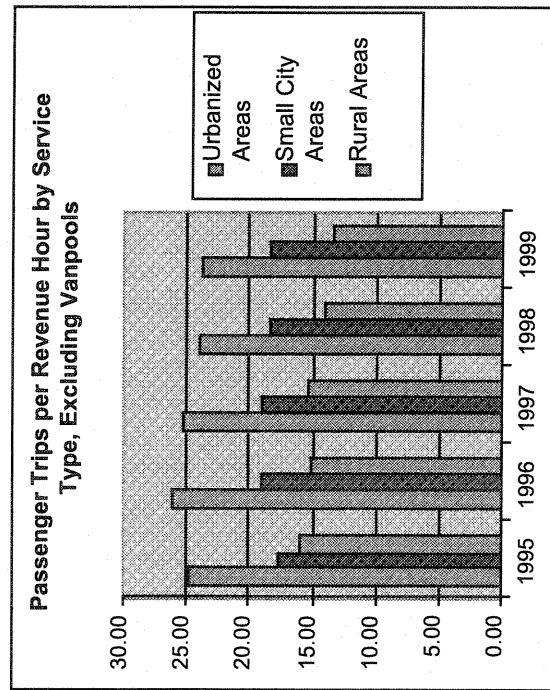
## Statewide Overview

- The chart below, Total Passenger Trips, 1995 - 1999, shows how combined passenger trips for fixed route, demand response, and route deviated services have changed between urbanized, small city and rural areas over this period.



- Based upon operating costs per revenue hour, fixed route service is the most expensive method of providing service, ranging between \$57.92 per revenue vehicle hour in rural areas to \$93.48 in urbanized areas. Route deviated service in rural areas is slightly more expensive at \$69.70 per revenue vehicle hour. Route deviated service is relatively new form of public transportation in Washington State. Most growth in route deviated ridership occurred at Grant Transit Authority, Island Transit and Link — each exceeding 25 percent increase in 1999. This form of service in rural areas expanded 5.36 percent in revenue hours as ridership grew 25.17 percent.

- Passenger trips per revenue hour indicates how many people a transit system transports in an hour of service. The chart below displays the pattern over the past five years. Not surprisingly, the more urban the service area, the more people transported.



- Demand response service is the most expensive service measured by operating cost per passenger trip — \$18.43 statewide, although it is significantly lower in rural areas (\$13.51 — no change from 1998). Fixed route service ranges between \$2.84 in urbanized areas to \$3.17 in rural areas. Route deviated service in rural areas averages at \$8.45. This performance measure is most sensitive to the number of passenger trips, rather than the cost of providing the service.



- In the context of those transit system offering them, vanpools provide as many passenger trips as demand response services. Of the 13 transit systems providing both services (excluding Clallam Transit and Yakima Transit who provided vanpool service only part of the year), only C-TRAN, Kitsap Transit, Pierce Transit, Spokane Transit, and Whatcom Transportation provide more demand response passenger trips than vanpool passenger trips.

## Financial Features of 1999

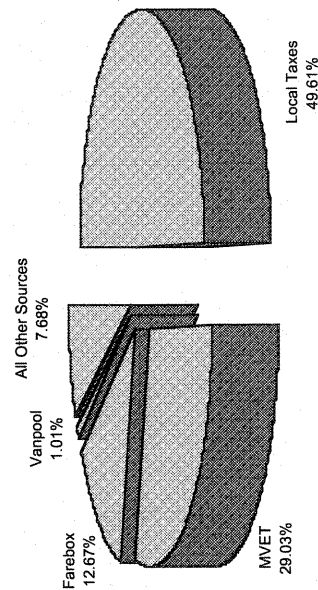
- Statewide, sales and use tax revenues increased 8.08 percent. This source increased at least 9.5 percent over 1998 for the following transit systems: Ben Franklin Transit, Community Transit, Grant Transit Authority, Grays Harbor Transportation Authority, Island Transit, Kitsap Transit, and Skagit Transit.
- Also statewide, Motor Vehicle Excise Tax distributions increased only 3.01 percent.
- Farebox revenue increased about 6.28 percent – for all service types, statewide. Some transit systems managed to exceed this average and have increases in ridership for each service type: Clallam Transit, Community Transit, Grant Transit Authority, and Pierce Transit, and Whatcom Transportation.

- Statewide, farebox recovery - percent of annual operating expenses recovered by passengers paying fares for all transit services except vanpools - averaged 15.71%. It was 15.91% in 1997. The recovery was most for fixed-route services - 18.18%, but only 1.75% for demand response and 1.35% for route deviated services. The lower recovery rate for demand response service is due to fare-free or reduced fare policies practiced by most transit systems for the categories of passengers most likely to use this type of service: elderly persons and persons with

disabilities. The lower recovery statewide rate for route deviated service is affected by the fact that three of the five systems that provide this type of service have fare-free policies. Three transit systems collected more than 20% of fixed route services through the farebox: Pullman Transit (at 31.39%), King County Metro Transit (at 20.96%), and Community Transit (20.01%).

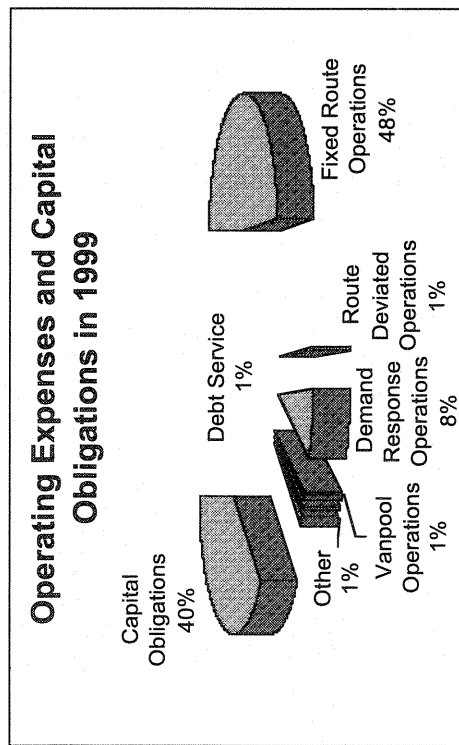
- Only Clallam Transit had farebox recovery for demand response services in excess of 10 percent (at 18.02%). Clallam Transit and Yakima Transit are the state's only systems where farebox recovery is higher for demand response service than fixed route service.
- The chart, Operating Revenues in 1999, shows the percentage shares of operations-related revenue according to its source.

Operating Revenues in 1999



## Statewide Overview

- Operating expenses increased 8.43 percent, statewide. This broke down to:
  - 2.52 percent increase in rural areas, compared to 7.95% in 1998;
  - 8.90 percent increase in urbanized areas - the exact same level as 1998; and
  - 7.25 percent increase in small city areas, compared to 3.76% in 1998.
- The chart, Operating Expenses and Capital Obligations in 1999, displays these percentage shares.



- Capital obligations increased a significant 110.45 percent over 1998. The principal source of funds financing this increase was Debt Financing (an increase of more than \$155,000,000 – entirely from Sound Transit). Federal funds from all sources for capital obligations increased \$115,145,138 statewide in 1999 – almost double the amount for 1998.

## Noteworthy Developments for Individual Transit Systems in 1999

- The following systems set *all time records* for ridership in their respective systems:
  - C-TRAN
  - Community Transit
  - Grant Transit Authority
  - Jefferson Transit Authority
  - King County Metro Transit
  - Kitsap Transit
  - Pierce Transit
  - Twin Transit
  - Whatcom Transportation Authority
- The following systems implemented increases in base fares:
  - Community Transit
  - C-TRAN
  - King County Metro Transit
  - Pullman Transit
  - Whatcom Transportation
- Ben Franklin Transit completed Stacy Street Transit Center in Prosser.
- Community Transit, Everett Transit, King County Metro Transit, Pierce Transit, and Sound Transit implemented a regional fare system, PugetPass
- Clallam Transit began preliminary design of the Port Angeles International Gateway Transportation Center.
- Community Transit added 40 vanpool vans.
- C-TRAN completed incorporating previously contracted paratransit services into its internal operations.

- Garfield County Commissioners organized unincorporated transportation benefit area.
- Grant Transit Authority extended service to the Quincy area.
- Grays Harbor Transportation completed construction of a transit station and adjacent park and ride lot in McCleary.
- Intercity Transit reduced services by 7% in response to failed sales tax proposition.
- Island Transit purchased six new 1999 mid-size buses.
- King County Metro Transit replaced 260 diesel buses for fixed route services and 60 minibuses for ACCESS Dial-a-ride services.
- Kitsap Transit began constructing the Bremerton Transportation Center.
- Link completed construction of the Operations and Maintenance Center at Olds Station.
- Mason County Transportation added service to Bremerton.
- Pierce Transit realigned fixed route services in east Pierce County and the North/West area.
- King County Metro Transit and Pierce Transit implemented Sound Transit service as contracted ST regional service operators.
- Spokane Transit Authority took delivery of three rubber tire trolley replicas and established an east/west Spokane Central Business District shuttle service.
- Valley Transit completed a comprehensive system analysis with recommendations for routing and system design and restructured its routes
- Whatcom Transportation began constructing the Lynden Station.
- Yakima Transit awarded bid for a one-year demonstration project to privatize one route.

### Planned Developments through 2006

- Revenue hours for fixed route services in urbanized areas are projected to decrease by 67,000 hours (-1.4 percent).
- Revenue hours for fixed route services in small city areas are projected to decrease by 258,000 hours (-39.8 percent).
- Revenue hours for fixed route services in rural areas are projected to decrease by 113,000 hours (-27.1 percent).
- Revenue hours for route deviated services in rural areas is projected to decrease by 28,000 hours (-29.8 percent).
- Revenue hours for demand response services in urbanized areas are projected to decrease by 168,000 hours (-14.1 percent).
- Revenue hours for demand response services in small city areas are projected to decrease by 22,000 hours (-7.3 percent).
- Revenue hours for demand response services in rural areas are projected to decrease by 20,000 hours (-11.0 percent).
- Revenue miles for vanpool services in urbanized areas are projected to increase by 8,648,000 miles (55.1 percent).
- Revenue miles for vanpool services in small city areas are projected to increase by 945,000 miles (23.6 percent).
- Revenue miles for vanpool services in rural areas are projected to increase by 189,000 miles (24.0 percent).
- Examples of typical developments for individual transit systems include:
  - Ben Franklin Transit expects to replace 104 vanpool vans and add 52 vanpool vans.
  - Clallam Transit expects to construct transit centers in Port Angeles and Sequim.

## Statewide Overview

- Community Transit expects to complete construction of the Kasch Park Operating Base.
- CUBS expects to purchase six replacement paratransit vehicles.
- C-TRAN expects to replace 19 40-foot fixed route buses and ten 30-35 foot fixed route buses.
- Everett Transit expects to complete construction of the Everett Station multimodal transportation center.
- Garfield County expects to replace its two revenue vehicles.
- Grant Transit Authority expects to purchase seven new 32-foot transit buses using federal funds.
- Grays Harbor Transportation Authority expects to implement a vanpool program to the new correctional facility.
- Intercity Transit expects to work with the City of Olympia to provide transit alternatives during reconstruction of 4<sup>th</sup> Avenue Bridge.
- Island Transit expects to develop incentives for Naval Air Station personnel to commute using transit services.
- Jefferson Transit Authority expects to purchase seven fixed/deviated route replacement vehicles and five paratransit replacement vehicles.
- King County Metro Transit expects to close the Downtown Seattle Transit Tunnel to fixed routes and transfer use to Sound Transit Link Light rail.
- King County Metro Transit, Community Transit, Pierce Transit, Sound Transit and Everett Transit expect to implement the Regional Fare Coordination "smart card" project.
- Kitsap Transit expects to complete constructing the Bremerton Multimodal Center.
- Link expects to complete construction of transfer centers in East Wenatchee and Olds Station.
- Mason County Transportation expects to construct Shelton Point Park, a transit hub and visitors' center.
- Pacific Transit expects to seek Section 5311 federal operating assistance to maintain existing service levels.
- Pierce Transit expects to replace 25 fixed route buses and 119 SHUTTLE vehicles.
- Pullman Transit expects to seek Section 5311 federal operating assistance to maintain existing service levels.
- Skagit Transit expects to purchase 15 replacement Dial-a-Ride vehicles and seven replacement buses for fixed route services.
- Sound Transit expects to begin commuter rail service between Seattle and Tacoma, construct Tacoma light rail corridor and begin service, construct 12 commuter rail stations between Lakewood and Mukilteo, purchase approximately 80 light rail vehicles for Tacoma and South Seattle/Tukwila/SeaTac corridor, and begin Seattle-Boeing Access Road light rail service.
- Spokane Transit expects to begin preliminary engineering for a light rail transit system.
- Twin Transit expects to annex southern and western Lewis County and eastern Lewis County.
- Valley Transit expects to replace nine fixed route buses.
- Whatcom Transportation expects to construct a new maintenance, operations, and administration base.
- Yakima Transit expects to seek revenue alternatives to support operations.

# High Capacity and Demand Management Transportation Programs

## Status of High Occupancy Vehicle (HOV) Facilities

191 lane-miles of freeway High Occupancy Vehicle (HOV) lanes are open to carpools, vanpools, buses, and motorcycles in the Puget Sound region. These HOV facilities are located on segments of Interstates 5, 90, and 405, and on State Routes 167 and 520. Since 1990, the region's freeway HOV system has grown by over 400 percent. WSDOT has planned a Puget Sound Core Freeway HOV Lane System of 297 lane-miles. In addition to the HOV lanes already open, there are 7 additional lane-miles currently under construction. Another 42 lane-miles are being designed, however, most of these currently do not have construction funding. The remaining 57 lane-miles of the Puget Sound Core Freeway HOV Lane System remain in the planning stage.

The Washington State Transportation Commission and WSDOT have made a commitment through *Washington's Transportation Plan* to complete the Puget Sound Core Freeway HOV Lane System by the year 2015; or earlier if funding becomes available. It will take about \$1.5 billion in additional funds to complete the HOV Core Program. Washington State Referendum 49 provided about \$0.5 billion for freeway HOV Core lane design and construction, however, Initiative 695 eliminated access to this funding.

In the Puget Sound region, virtually all regional plans and local comprehensive plans support completion of the regional freeway HOV system, including the Puget Sound Regional Council's Vision 2020 and the Regional Transit Authority's Master Plan. In contrast, few new general-purpose highway lanes are proposed. HOV lanes support state Commute Trip Reduction and federal and state Air Quality goals for the region. HOV lanes continue to be a central feature in the strategy to accommodate growth in travel without incurring additional vehicle trips. Polls have consistently shown Puget Sound residents to be very supportive of the HOV concept. Two-thirds of 1998 and 1999 survey respondents identified themselves as single occupant vehicle (SOV) drivers, and yet to the phrase "HOV lanes are a good idea," 72 percent of SOV drivers agreed, along with 95 percent of HOV drivers.

Another region of the state, Clark County, has studied and begun planning for HOV lanes on I-5 to provide a HCT connection between Vancouver and the Portland metropolitan region (please see Vancouver/Clark County High Capacity Transportation planning information below). The HOV system study showed that I-5 had the highest levels of traffic congestion in the region, and that freeway HOV lanes could provide significant travel time savings to carpools, vanpools, and transit riders. In addition, the HCTA funded I-5 HOV Corridor Operational Study addressed the feasibility and operations of a bi-state HOV facility in the I-5 corridor. The state of Oregon currently operates a northbound HOV lane on I-5 through Portland to the Columbia River bridge. During the peak-period, this HOV lane carries twice as many people as the other two northbound lanes.

## Status of Park and Ride Facilities

As of July 1999, the statewide public park and ride lot system consisted of approximately 302 lots offering 34,353 parking spaces to commuters and other motorists. The table, "Publicly Funded Park and Ride Lots" shows where these lots are. Two-thirds of these lots were in the Puget Sound region; there are 123 park and ride lots providing 17,887 "free" parking spaces in King County. It is estimated that on any weekday, over 80 percent of these spaces are full. In spite of an almost 15 percent increase in the total number of spaces since 1996, many of these lots are well over capacity.

Washington State began operating its first park and ride lot at the Northgate Mall in north Seattle in the early 1970s to support the Blue Streak express bus service from Northgate to downtown Seattle. Mid-1990 planning documents developed by Sound Transit identified the public parking need for King County to be 36,000 spaces by the year 2020. Clark, Spokane, and Thurston county studies also show increasing demand for park and ride facilities. In addition to capacity deficiencies, especially in urban areas of the state, other key park and ride lot challenges include building consensus about who should pay for new park and ride facilities, lack of revenues, and difficulty in finding suitable sites mutually acceptable to local communities and the state.

## High Capacity and Demand Management Transportation Programs

### Publicly Funded Park and Ride Facilities Listed by WSDOT Regions and Counties, Updated 7/99

County	Number of Lots	Number of Stalls
King	123	17,887
Snohomish	40	4,944
Island	8	653
Skagit	3	56
Whatcom	5	192
<b>Totals</b>	<b>179</b>	<b>23,732</b>
Grant	3	93
Chelan	4	135
Douglas	1	26
<b>Totals</b>	<b>8</b>	<b>254</b>
Pierce	19	2,922
Clallam	3	115
Grays Harbor	3	67
Kitsap	19	1,757
Thurston	7	522
Jefferson	4	145
Mason	3	100
<b>Totals</b>	<b>58</b>	<b>5,628</b>
Clark	7	831
Pacific	1	13
Cowlitz	11	459
Lewis	3	145
Skamania	1	30
Klickitat	1	19
<b>Totals</b>	<b>24</b>	<b>1,497</b>
Yakima	10	395
Benton	8	592
Franklin	1	50
<b>Totals</b>	<b>19</b>	<b>1,037</b>
Spokane	14	2,205
<b>Totals</b>	<b>14</b>	<b>2,205</b>
<b>Statewide Grand Total</b>	<b>302</b>	<b>34,353</b>

### Commute Trip Reduction (CTR)

CTR is an innovative performance based program that improves transportation capacity without laying a single lane mile of pavement. More than 500,000 employees, at over 1,100 worksites in the state, benefit from commuter programs provided by their employers as a result of this effort. In 1999, participating employees eliminate more than 18,500 vehicles from the road during peak morning commute hours. The impact in the Puget Sound region alone is equivalent to the capacity of 22.5 new highway lane miles. Through their involvement in CTR, commuters conserved 6.5 million gallons of fuel in 1999. By changing their commute habits, these commuters saved over \$8 million in fuel costs. CTR complements more traditional capacity expansion projects. CTR also supports construction efforts by helping to mitigating traffic impacts during construction.

Major employers in the nine most populous counties in the state are charged with developing commute programs. Each program is developed by the employer and is tailored for the specific circumstances at their worksite. Some options offered to employees include: working from home, walking, bicycling, sharing the ride, riding the bus, and compressing the work week. Employers encourage their employees to choose an alternative mode in a variety of ways including: making these modes accessible at the site, providing incentives, providing personal assistance in selecting commute alternatives, charging employees for parking, and creating an atmosphere that supports change.

In the early 1990s, employer trip reduction targets were created by the legislature. Worksite impacts are measured every other year. After two years, employers seek to reduce commute trips by 15 percent, after four years by 20 percent, after six years by 25 percent, and after 12 years by 35 percent.

The Washington State Department of Transportation (WSDOT) joins major employers in the nine most populous counties. CTR works because it is a successful partnership between the private and public sectors. However, the most important participant in the program is the commuter. State leadership and investment in CTR is joined by substantial private investment. In 1998, employers contributed over \$26 million through their CTR efforts.

Each year the impacts of the state's partnership with employers have increased. Employer trip reduction targets in the CTR program extend through 2005; if program impacts increase at a constant rate until then, employers will have been successful in removing nearly 40,000 vehicles from the daily morning commute.

WSDOT is working with the CTR Task Force, the program's policy body, to look at ways to increase impacts and to make the program more effective in responding to specific transportation problems. Transit systems have already begun to recognize the important role employers can play in creating a more efficient transportation system. Through employers, transit agencies are able to direct efforts where capacity is currently available. WSDOT and the CTR Task Force are looking to build off these efforts and create through CTR a responsive tool to improve the state's transportation system.

### High Capacity Transit

WSDOT administers planning grants which facilitate high capacity transportation (HCT) development in Washington State. HCT planning is authorized in Chapters 81.104 and 81.112 RCW. The High Capacity Transportation Account (HCTA) supports these planning efforts. The 1999 State Legislature appropriated \$2.5 million from the HCTA for planning projects in Clark, Spokane, and Thurston Counties. These projects are managed by the Southwest Washington Regional Transportation Council, the Spokane Regional Transportation Council, and Intercity Transit, respectively.

Following is a brief description of high capacity transportation planning activities in the state.

### Vancouver/Clark County

Clark County is Washington's fastest-growing county. The region's transportation system investment has not kept up with population growth, resulting in increased traffic congestion and a loss of mobility for people and goods. In 1995, Clark County voters turned down a proposed HCT option that would connect the county with the Portland metropolitan area via an extension of Portland's light rail system. This resulted in community representatives and transportation professionals looking at other options to meet the growing needs of the region. One strategy that began receiving more attention was the feasibility of using HOV lanes to link the communities.

In November 1998, after studying HOV options, recommendations of the Clark County HOV Study were presented to the RTC Board. These recommendations included HOV system goals and policies which define the role that an HOV system would play in Clark County. Key policy statements ensured bi-state coordination in HOV system planning in anticipation that HOV facilities might be constructed in the Vancouver-Portland metropolitan area. The RTC Board adopted the recommendations and made the decision to move forward with a strategic approach for the implementation of HOV in the I-5 corridor.

Late in 1998, the RTC submitted a HCTA grant application for 1999-2001 biennium HCTA funding to continue high capacity transportation planning in Clark County. In June 1999, the RTC was notified that they had been selected to receive a planning grant to conduct the I-5 HOV Operational Study and to conduct a comprehensive Clark County HCT Systems Study. The I-5 HOV Operational Study moved forward taking a more detailed look at the potential for I-5 freeway HOV facilities. It included a corridor traffic analysis, development of the HOV operation and configuration plan, a public

## High Capacity and Demand Management Transportation Programs

information and involvement program, and the design of an I-5 HOV lane facility in the corridor.

In mid-July 1999, WSDOT notified RTC of the possibility that funding for the entire two-year cycle of the planning grant might not be available as originally contemplated. An initiative had been filed with the Secretary of State's Office that, if passed in November 1999, would eliminate the motor vehicle excise tax — the primary source of revenues for the Transportation Fund. The state legislature had appropriated HCTA funding out of the Transportation Fund. The RTC made the decision to continue with the I-5 HOV Operational Study but to hold off on the comprehensive Clark County HCT Systems Study; which could then be initiated later in the year once funding status became clear.

### Spokane Region

Building upon the results of the South Valley Corridor Major Investment Study, the Spokane Regional Transportation Council (SRTC) completed the environmental assessment process in the winter of 1998. Next, the SRTC prepared a grant application for 99-01 HCTA planning grant funds to begin the South Valley Corridor Light Rail Project. The project is a Congressionally authorized New Rail Start within the Transportation Equity Act for the 21<sup>st</sup> Century.

In June 1999, WSDOT notified SRTC that they had been awarded an HCTA planning grant to take the project through the preliminary engineering and design phases. The project plan included refinement of previously developed cost estimates and alignments, and development of detailed information on the preferred alignment, station plans, and vehicle characteristics. The project will also support development of preliminary engineering up to the 30 percent completion phase. Project information would then be used to provide the public with information in preparation for a local vote on building a light rail system in the Spokane region.

In mid July 1999, WSDOT notified SRTC of the possibility that funding for the entire two-year cycle of the planning grant might not be available as originally contemplated. An initiative had been filed with the Secretary of State's Office that, if passed in November 1999, would eliminate the motor vehicle excise tax — the primary source of revenues for the Transportation Fund. HCTA funding had been appropriated by the state legislature out of the Transportation Fund. Based on this and other information, SRTC continued with the South Valley Corridor light rail preliminary design work.

### Thurston County

During the mid-1990s, Intercity Transit (IT) worked with the Thurston Regional Planning Council (TRPC) to complete two long-range HCT planning documents: the IT Long-Range System Plan, and the update of the Thurston County Regional Transportation Plan, called TransACTION 2020.

1997–99 Biennium's HCTA funding planning activities included initiating an effort to select a permanent location for a park and ride and transit facility which will serve as Thurston County's northern 'hub' and public transportation connection to the Central Puget Sound region. Another planning activity was conducted to gather information to update the transit development and long-range plans, and to identify effective marketing strategies for increasing regional transit ridership and carpooling. A geographic information system (GIS) program was initiated with TRPC assistance to conduct a travel activity survey and geocode System Plan data for use by IT and TRPC to support service expansion and other System Plan recommendations.

IT submitted a 99–01 HCTA grant application which proposed to carry on HCT work and implement previous recommendations for high capacity transit services and facilities in Thurston County. In June 1999, WSDOT awarded IT an HCT planning grant to proceed with updating IT's 1995 Park and Ride Study and create a priority program for park and ride lot implementation in Thurston County, to conduct an Urban Thurston County transit center site



selection study, to build on the GIS program at IT in order to enhance future HCT decision making, and, to launch a regional marketing program designed to encourage increased ridership on the Olympia Express, the South Sound's connection to Sound Transit express bus and other HCT services in the Central Puget Sound region. WSDOT also approved a Thurston County Regional Policy Committee request to use HCTA funds to complete the East Lacey Park and Ride Lot and Transit Center Site Selection Study.

In mid-July 1999, WSDOT notified Intercity Transit of the possibility that funding for the entire two-year cycle of the planning grant might not be available as originally contemplated. An initiative had been filed with the Secretary of State's Office that, if passed in November 1999, would eliminate the motor vehicle excise tax — the primary source of revenues for the Transportation Fund. The state legislature had appropriated HCTA funding out of the Transportation Fund. Consequently, IT made the decision to proceed with completion of the East Lacey Park and Ride Lot and Transit Center Site Selection Study but to hold off on other elements proposed under the HCTA planning grant until more information was available regarding funding stability.

### Safety and Security Plans for Rail Fixed Guideway Systems

WSDOT continued the state's oversight responsibilities for the two passenger rail systems: the Seattle Monorail and the Seattle Waterfront Streetcar. For the most part, this was done in the legislative and regulatory arenas.

WSDOT requested legislation providing authority and ability to carry out FTA's intended responsibilities for state agencies undertaking oversight of rail fixed guideway systems' safety and security. This legislation was introduced into each house of the State Legislature in January 1999. The outcome, revised somewhat from the introduced version, was Chapter 202, Laws of 1999, enacted May 7, 1999.

WSDOT promulgated amended regulations, Chapter 468-550 WAC, on September 30, 1999. These brought the previous regulations into line with the newly enacted state law. WSDOT amended the system safety program standard for rail fixed guideway systems, and submitted it to FTA's Office of Safety and Security in Washington, D.C. Also pursuant to these regulations, King County Metro Transit and Seattle Center Foundation, who owns but contracts out the operation of the Seattle Monorail, submitted system safety plans for WSDOT approval.

King County Metro Transit and Seattle Monorail Services, who contracts for the operation of the Seattle Monorail, reported no safety incidents in 1999 falling within the guidelines of Chapter 468-550 WAC.



# Public Transportation Programs

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## **Federal Transit Administration's 5311 Grant Program**

The Federal Transit Administration's (FTA) 5311 grant program helps provide general public transportation in rural areas of Washington State. Currently, public transportation providers in our rural areas receive both capital assistance (vehicles, shelters, etc.) and operating assistance from the 5311 program. The program is administered by the Washington State Department of Transportation's (WSDOT's) Public Transportation Office (PTO).

Requests for funding have always exceeded the amount of money available. In 1999, PTO received 34 applications for 5311 funds, totaling over \$3.5 million in requests. However, a number of prospective grantees rescinded their requests in response to the passing of Initiative 695.

## **How Large is Washington's 5311 Program?**

In 1999, FTA awarded WSDOT approximately \$3.5 million for the 5311 program. Out of those funds, WSDOT was required to set aside:

- \$518 thousand for intercity bus purposes
- \$174 thousand to PTO for program administration and planning, and
- \$90 thousand for the Rural Transportation Assistance Program.

This left approximately \$2.8 million available for projects statewide.

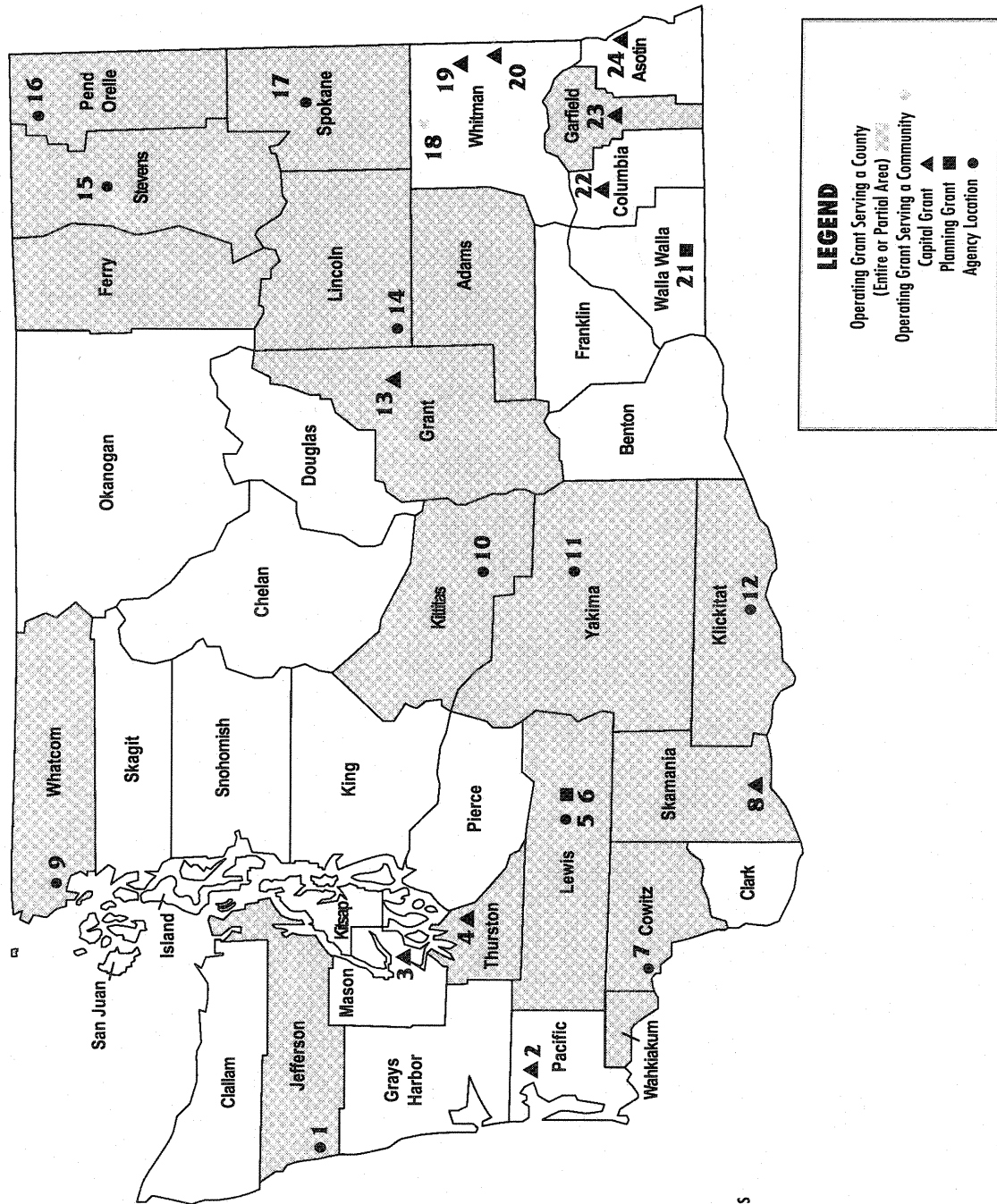
## **What 5311 Grants Were Awarded for FY 1999?**

PTO funded 30 projects during the fiscal year (FY 1999: 12 for capital purchases and 18 for operating assistance. Though the projects were -distributed statewide, the majority of operating projects were located in the eastern half of Washington.

## Public Transportation Programs

### Rural Mobility Grant Program

1. Jefferson Transit Authority
2. Pacific Transit
3. Mason County Transportation Authority
4. Nisqually Indian Tribe
5. White Pass Community Services Coalition
6. White Pass Community Services Coalition
7. Lower Columbia Community Action Council
8. Skamania County Senior Services
9. Whatcom Transportation Authority
10. Kittitas County Action Council
11. People for People
12. Klickitat County Senior Services
13. Grant Transit Authority
14. People for People
15. N.E. Washington Rural Resources Development Association
16. Selkirk School District #70
17. Spokane Neighborhood Action Programs
18. Council on Aging and Human Resources (COAST)
19. Whitman County
20. Pullman Transit
21. Walla Walla County Department of Human Services
22. Columbia County
23. Garfield County
24. Asotin County



**Public Transportation Programs**

**FY 2000 5311 Awards**

<b>Applicant</b>	<b>Request</b>	<b>Amount of Award</b>
<b>Operating Assistance</b>		
Kittitas County Action Council	Operating assistance for dial a ride services in Kittitas County.	\$ 65,000
Klickitat County Senior Services	Operating assistance to continue dial a ride and fixed route services in Klickitat County and surrounding communities.	\$ 162,789
Senior Services of Snohomish County	Operating assistance for dial a ride services in Snohomish County.	\$ 57,000
Skamania County Senior Services	Sustain dial a ride and fixed route service in Skamania County.	\$ 49,000
Makah Tribal Council	Operating assistance to provided fixed route service to the general public on the Makah reservation.	\$ 22,657
People For People – Yakima County	Operating assistance for dial a ride service in the Yakima Valley.	\$ 66,100
Okanogan County Senior Citizens Assoc	Extend hours and continue dial a ride and deviated fixed route service in Okanogan County.	\$ 40,000
People For People – GAL Counties	Operating assistance to sustain existing dial a ride service in Grant, Adams, and Lincoln Counties.	\$ 18,400
Special Mobility Services	Operating assistance to sustain dial a ride service in northern Spokane County.	\$ 37,543
Council on Aging and Human Services	Operating assistance to sustain dial a ride and route deviated service in Whitman, Asotin, and South Spokane Counties.	\$ 55,000
Upper Skagit Indian Tribe	Operating assistance to continue dial a ride and fixed route services for the Upper Skagit Tribal community.	\$ 13,078
NE WA Rural Resources	Operating assistance to sustain dial a ride and fixed route service in Ferry, Stevens, and Pend Oreille Counties.	\$ 45,000
Clallam Transit System	Operating assistance to sustain dial a ride and fixed route services in Clallam County.	\$ 60,000
Mason County Transp Authority	Operating assistance to sustain dial a ride and fixed route services in Mason County.	\$ 200,000
Pacific Transit System	Operating assistance restore fixed route services recently cut in Pacific County due to funding impacts.	\$ 58,923

## Public Transportation Programs

Applicant	Request	Amount of Award
Grays Harbor Transp Authority	Operating assistance to sustain dial a ride services provided to the general public in the communities of Ocean Shores, Westport, Montesano, and Elma.	\$ 91,000
City of Pullman	Operating assistance to sustain dial a ride and fixed route service in the city of Pullman.	\$ 200,000
Twin Transit	Operating assistance to sustain fixed route and dial a ride services in the Centralia/Chehalis area.	\$ 75,000
<b>Capital Assistance</b>		
Pacific Transit System	Purchase two ADA accessible vans to replace existing vehicles for dial a ride service in Pacific County.	\$ 54,120
Pullman Transit	Upgrade data collection and analysis system and required computer hardware for use in the city of Pullman.	\$ 39,560
Clallam Transit	Purchase two ADA accessible transit coaches with farebox and radios to replace existing minibuses for service in Clallam County.	\$ 220,704
Jefferson Transit Authority	Purchase one ADA accessible, 35-foot transit bus to expand service for the Port Townsend/Kingston route.	\$ 220,496
Skagit Transit	Purchase two ADA accessible, 13 passenger, diesel powered minibuses to replace existing vehicles for dial a ride service in Skagit County.	\$ 129,960
Twin Transit	Purchase one diesel powered, ADA accessible, 30 passenger bus to replace existing equipment on fixed route and dial a ride services in Lewis County.	\$ 204,749
Valley Transit	Purchase one 23 foot, 17 passenger, ADA accessible minibus to replace existing vehicles for dial a ride services in South Walla Walla County.	\$ 91,584
Chelan/Douglas PTBA	Purchase two wheelchair accessible cutaways for fixed route service in Chelan and Douglas Counties.	\$ 200,000
Grays Harbor Transit	Purchase three 25-foot minibuses to replace existing vehicles for dial a ride service in Grays Harbor County.	\$ 161,540
Makah Tribal Council	Purchase and install five new bus shelters on fixed route service at transit stops located on the Makah reservation.	\$ 20,000

## Public Transportation Programs

Jefferson Transit Authority	Purchase one medium duty bus to replace existing vehicles in fixed route service in Jefferson County.	\$ 69,664
Grant Transit Authority	Purchase and install passenger shelters at new transfer center in Moses Lake.	\$ 23,348

The PTO developed a new intercity grant program which opens for applications in January 2000.

## Rural Mobility Grant Program

The Public Transportation Office has been implementing the state funded Rural Mobility Grant Program since 1993. The program has grown from \$1.5 million in 1993 to \$4.5 million for the FY 1999-2001 biennium. The requests for funding have always exceeded the amount of money available. Fifty-three applications, totaling over \$10 million, were received in 1999. However, due to a funding reduction at mid-biennium, this grant was reduced by \$1 million.

During the FY 1999-2001 biennium, 26 projects received funding (refer to map, page 20). The projects were distributed statewide; however, the majority of projects were located in the eastern half of Washington. Primarily the grant money went toward operating general public, fixed route deviated, and/or

demand response transportation in rural areas. Several grants provided intercity service, connecting communities to communities. Many of these were major demonstration projects with the goal of serving as an impetus for permanent rural transportation solutions.

During the first six months of the 1999-2001 biennium, Rural Mobility Grant Program recipients provided 54,678 trips over 538,273 miles to Washington's rural residents. These numbers are below those of the previous biennium. This is because several grantees delayed their service start dates until they learned the severity of funding cuts from Initiative 695.

### **Supporting the Development of New Transit Authorities**

WSDOT staff met with local officials in Yakima, Garfield, and Klickitat Counties to help improve transit options in those areas of the state.

#### ***Yakima County***

Yakima County has the state's largest area without governmental public transit service. According to the Office of Financial Management, of the state's nearly 724,000 residents without access to governmental public transit, 20 percent live in Yakima County. In September 1994, voters of Yakima County turned down a ballot proposition extending, countywide, the .3 percent transit sales tax collected in the city of Yakima. Subsequently, the public transportation benefit area reduced its boundaries to the city of Yakima and three suburban county precincts. The governing board changed as well — to two Yakima city council members and a county commissioner. The governing board meets about twice a year.

Representatives of many of the county's social service agencies meet regularly to discuss the need for increased service in the county. They seek to expand the board's perspective areas for possible service and another ballot proposition. WSDOT staff participated at meetings of both the board and the social service agencies.

#### ***Garfield County***

The Garfield County board of county commissioners decided to formalize the county's public transportation arrangements initiated through the state's Rural Mobility Program. WSDOT staff met with the commissioners, the county auditor, and the county treasurer to help draft the requisite resolutions enacting the formation of the unincorporated transportation benefit area, and levying the Motor Vehicle Excise Tax for public transportation.

#### ***Klickitat County***

The Klickitat County Public Transportation Improvement Conference produced the Klickitat County Public Transportation Benefit Area to serve most of the central and western areas of the county. In November 1998, voters turned down the .2 percent sales tax dedication for public transportation. The citizens advisory committee met occasionally, as did the board of directors. WSDOT staff participated at these meetings.



## Special Accounts

### Central Puget Sound Public Transportation Account

Chapter 47.26 RCW establishes the 21-member Transportation Improvement Board. The Board's members are elected officials, engineering and planning professionals from cities and counties, public transit managers, a public port representative, a private sector representative, a representative of non-motorized needs, a representative of special needs, and WSDOT. The Board is responsible for selecting projects to be funded by the Central Puget Sound Public Transportation Account.

State laws set minimum eligibility criteria for this account. The Motor Vehicle Excise Tax (MVET) funds the Central Puget Sound Public Transportation Account (CPSPTA) from the service areas of:

- Community Transit
- Everett Transit
- King County Metro Transit
- Kitsap Transit
- Pierce Transit

The project selection for the FY 2000 program has been completed. Seven projects totaling \$13,925,000 in CPSPTA funds were selected at the March TIB meeting in Olympia. Projects selected by the TIB are:

Agency: Project	TIB Funds	Total Project Cost
<i>Kitsap Transit:</i>		
Improvement on SR 304	\$ 1,000,000	\$ 36,888,000
<i>Pierce Transit:</i>		
Kimball Park & Ride	\$ 400,000	\$ 2,090,000
Bonney Lake Park & Ride	\$ 2,430,000	\$ 5,128,000
<i>Community Transit:</i>		
Monroe Transit Center	\$ 638,000	\$ 1,160,000
Marysville Transit Center	\$ 57,000	\$ 140,000
<i>Everett Transit:</i>		
Multimodal Center	\$ 5,400,000	\$ 16,181,820
<i>King County:</i>		
Regional Fare Coordination	\$ 4,000,000	\$ 15,000,000
<b>Totals</b>	<b>\$ 13,925,000</b>	<b>\$ 76,587,820</b>

### Public Transportation Systems Account

The Transportation Improvement Board also is responsible for selecting projects to be funded by the Public Transportation Systems Account.

State laws set minimum eligibility criteria for this account. The MVET funds the Public Transportation Systems Account (PTSA) from the service areas of those transit systems outside of King, Kitsap, Pierce and Snohomish Counties which do not match all of the MVET available to them.

### Impact of I-695

As a result of the passage of I-695, the Public Transportation Systems Account (PTSA) will lose its only source of revenue beginning January 1, 2000.

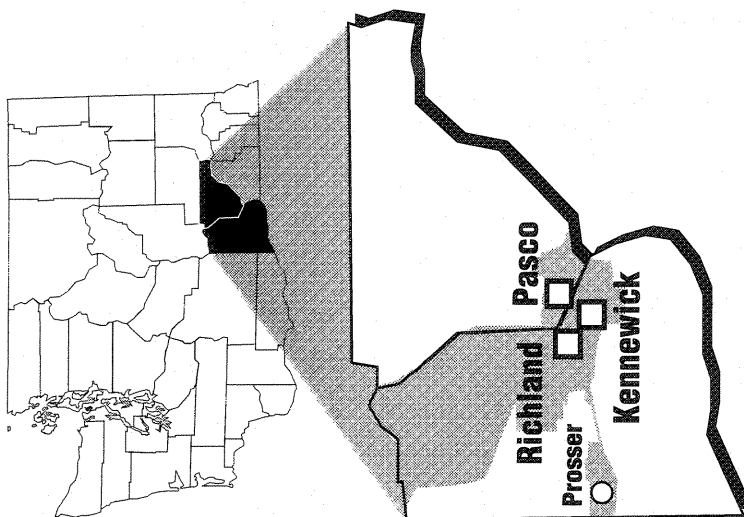


# Ben Franklin Transit

**Timothy J. Fredrickson**  
**General Manager**

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Richland, Washington 99352-4764  
(509) 735-4131

Internet Home Page: <http://www.bft.org>



## System Snapshot

Operating Name: Ben Franklin Transit (BFT)

Service Area: Central Benton and Franklin Counties.

Type of Government: Public transportation benefit area.

Governing Body: Nine member board of directors comprised of one Benton County Commissioner, two Franklin County Commissioners, and one council member each from the cities of Benton City, Kennewick, Pasco, Prosser, Richland, and West Richland.

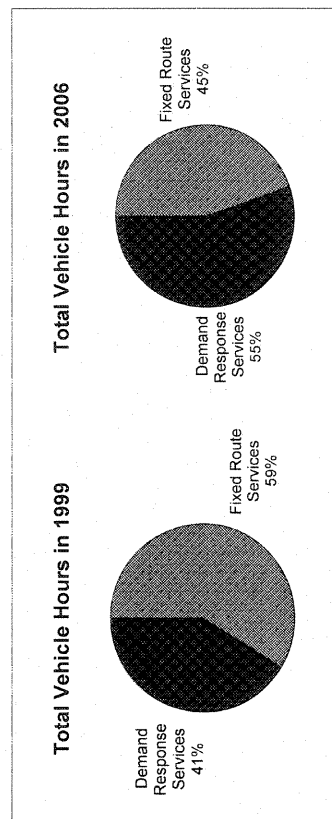
Tax Authorized: 0.3 percent sales and use tax approved in May 1981.

Annexations: One in November 1997 adding the cities of Benton City and Prosser and adjoining unincorporated area in Benton County.

Types of Service: 20 routes, Dial-A-Ride service for persons with disabilities who cannot use fixed route service, and contracted taxi feeder service in a number of neighborhoods and commuter service five days a week.

Days of Service: Weekdays, between generally 6:00 a.m. and 7:30 p.m., and Saturdays, generally between 8:00 a.m. and 7:00 p.m.; with Trans+Plus night service between 7:00 p.m. and 11:00 p.m.

Base Fare: 75 cents per boarding, fixed route and Dial-A- Ride.



## **Current Operations**

Ben Franklin Transit operates the fixed-routes, Mondays through Saturdays, as follows:

- Nine commuter routes.
- Twenty small city local routes (Richland/Kennewick/Pasco urbanized area).
- One rural intercity route (Richland/Benton City/Prosser).

BFT also provides Dial-A-Ride service for persons with disabilities, vanpool, and ride-matching services. In addition, BFT contracts for curb-to-curb, shared ride demand response service, Trans+Plus, in evening hours, six days a week.

BFT does not operate the nine commuter routes on Saturdays.

## **Passenger Service Vehicles**

Fixed route — 58 total, 16 equipped with wheelchair lifts, age ranging from 1972 to 1995.

Dial-A-Ride — 38 total, all ADA accessible, age ranging from 1985 to 1998.

Vanpool — 117 total, two equipped with wheelchair lift, age ranging from 1986 to 1995.

## **Facilities**

The maintenance, operation, and administration facility, located in Richland, covers nine acres. Three major structures at the facility include a 21,500 square foot maintenance building, a 8,500 square foot operations and administration building, and a 2,100 square foot bus wash.

There are four transit centers within BFT's service area: Knight Street, Richland; Huntington, Kennewick; Sterl Adams-22nd Avenue, Pasco; and West Richland. BFT has 50 passenger shelters along its routes.

## **Intermodal Connections**

Ben Franklin Transit serves the Tri-Cities Airport with half hourly and Trans+Plus evening service.

Greyhound Lines interlines passengers at the Knight Street Transit Center on its Seattle-Walla Walla service. BFT provides evening service to the Amtrak terminal in Pasco with a fixed route and Trans+Plus evening service.

Almost all schools in the area are near a BFT fixed route. Overload or tripper buses have been added to selected routes due to load factors increased by school-aged passengers. BFT also serves Columbia Basin Community College and Washington State University-Tri-Cities.

BFT provides service to six park and ride lots in the service area.

## 1999 Achievements

- 1998 objectives met:
  - Added three 40-foot low-floor fixed route buses.
  - Added 14 Dial-A-Ride vehicles.
  - Added four vanpool vans.
- 1998 objectives unmet:
  - Acquire site for Columbia Center area transit center.
  - Add passenger shelters and stops in Prosser and Benton City.
  - Design park and ride facility in Prosser area.
- Other:
  - Purchased and installed new bus and Dial-A-Ride radios.
  - Purchased and installed mobile data terminals in Dial-A-Ride vehicles.
  - Completed Stacy Street Transit Center in Prosser.
  - Set all time record for system ridership.

## 2000 Objectives

- Add passenger shelters and stops in Prosser and Benton City.
- Acquire site for Columbia Center area transit center.
- Construct park and ride facility in Benton City area.
- Purchase 31 replacement vanpool vans.
- Replace four Dial-A-Ride vehicles.

## Long-range Plans (2001 through 2006)

- Expand Dial-A-Ride service.
- Replace 104 vanpool vans.
- Add 52 vanpool vans.
- Replace 36 Dial-A-Ride vehicles.
- Replace 26 fixed route buses.
- Construct Columbia Center area transit center.

# Ben Franklin Transit

Service Area Population	1997 139,970	1998 158,995	1999 160,800	% Change 1.14%	2000 N.A.	2001 N.A.	2002 N.A.	2006 N.A.
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## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	142,028	142,471	141,838	-0.44%	134,000	98,000	69,000	68,000
Total Vehicle Hours	152,445	152,541	151,908	-0.41%	143,000	105,000	73,000	72,000
Revenue Vehicle Miles	2,191,661	2,461,473	2,445,798	-0.64%	2,631,000	2,384,000	2,052,000	2,037,000
Total Vehicle Miles	2,377,952	2,701,300	2,665,920	-1.31%	2,868,000	2,599,000	2,236,000	2,220,000
Passenger Trips	4,076,709	3,874,224	3,805,269	-1.78%	3,582,000	2,621,000	1,826,000	1,813,000
Diesel Fuel Consumed (gallons)	444,533	633,217	651,261	2.85%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	7	2	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	5	8	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	123.9	144.5	138.3	-4.29%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$8,907,867	\$9,587,128	\$9,931,199	3.59%	\$8,892,000	\$7,034,000	\$5,333,000	\$6,764,000
Operating Cost — Expanded Service	\$0	\$195,656	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$508,736	\$496,599	\$508,014	2.30%	\$462,000	\$345,000	\$245,000	\$264,000

### Demand Response Services

Revenue Vehicle Hours	74,368	66,070	93,507	41.53%	94,000	87,000	78,000	77,000
Total Vehicle Hours	91,539	77,670	107,533	38.45%	108,000	100,000	89,000	89,000
Revenue Vehicle Miles	1,251,959	1,069,936	1,236,105	15.53%	1,574,000	1,506,000	1,324,000	1,324,000
Total Vehicle Miles	1,409,018	1,237,014	1,409,105	13.91%	1,794,000	1,717,000	1,509,000	1,509,000
Passenger Trips	279,867	228,295	246,715	8.07%	276,000	279,000	247,000	255,000
Diesel Fuel Consumed (gallons)	97,349	129,736	170,829	31.67%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	4	4	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	3	6	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	64.7	75.5	75.5	8.48%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$3,197,845	\$3,759,674	\$4,377,453	26.04%	\$3,052,000	\$5,564,000	\$3,943,000	\$4,815,000
Operating Cost — Expanded Service	\$0	\$0	\$361,230	incl. above	\$383,000	\$0	\$0	\$0
Farebox Revenues	\$175,981	\$182,396	\$185,610	1.76%	\$144,000	\$111,000	\$110,000	\$118,000
	1997	1998	1999	% Change	2000	2001	2002	2006

# Ben Franklin Transit

## Vanpooling Services

Revenue Vehicle Miles	1,702,861	1,651,310	1,748,686	5.90%	1,765,000	1,856,000	1,960,000	2,382,000
Total Vehicle Miles	1,726,086	1,679,681	1,783,660	6.19%	1,800,000	1,993,000	1,999,000	2,430,000
Passenger Trips	550,544	508,217	536,712	5.61%	529,000	557,000	588,000	714,000
Vanpool Fleet Size	115	113	145	28.32%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	113	104	136	30.77%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	91,228	101,985	108,500	6.39%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	4,938	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	9.7	9.9	9.7	-2.02%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$672,772	\$527,946	\$560,559	6.18%	\$618,000	\$675,000	\$746,000	\$1,126,000
Operating Cost — Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$668,863	\$651,871	\$702,060	7.70%	\$820,000	\$851,000	\$917,000	\$1,270,000

## Annual Revenues

Sales Tax	\$5,862,320	\$6,246,940	\$6,867,778	9.94%	\$7,099,000	\$7,525,000	\$7,977,000	\$10,070,000
MVET	\$5,683,331	\$6,179,586	\$6,559,348	6.15%	\$3,962,000	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$2,400,000	\$0	\$0	\$0
Fares	\$684,717	\$678,995	\$693,624	2.15%	\$606,000	\$456,000	\$355,000	\$382,000
Vanpooling Revenue	\$668,863	\$651,871	\$702,060	7.70%	\$820,000	\$851,000	\$917,000	\$1,270,000
Other	\$1,047,106	\$845,532	\$812,476	-3.91%	\$975,000	\$804,000	\$702,000	\$533,000
Total Annual Revenues	\$13,946,337	\$14,602,924	\$15,635,286	7.07%	\$15,862,000	\$9,636,000	\$9,951,000	\$12,255,000

## Annual Operating Expenses

Annual Operating Expenses	\$12,778,484	\$14,070,404	\$15,230,441	8.24%	\$13,407,000	\$13,618,000	\$10,267,000	\$12,705,000
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## Annual Capital Purchase Obligations

Federal Section 5307 Capital Grants	\$350,719	\$201,322	\$1,480,686		\$810,000	\$2,206,000	\$1,022,000	\$1,366,000
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$0	\$992,000	\$0	\$0
Public Transportation Systems Account	\$0	\$0	\$0		\$187,000	\$0	\$0	\$0
Vehicle Sinking Funds	\$65,418	\$0	\$0		\$0	\$0	\$0	\$0
General Fund	\$397,289	\$1,298,493	\$1,003,659		\$1,625,000	\$895,000	\$352,000	\$852,000
Total Capital Purchases	\$813,426	\$1,499,815	\$2,484,345		\$2,622,000	\$4,093,000	\$1,374,000	\$2,218,000

# Ben Franklin Transit

## Ending Balances, December 31

	1997	1998	1999	% Change	2000	2001	2002	2006
General Fund	\$8,941,091	\$9,275,304	\$7,637,349	-17.66%	\$10,199,000	\$6,203,000	\$5,769,000	-\$4,257,000
Vehicle Sinking Funds	\$3,196,327	\$2,096,141	\$1,560,391	-25.56%	\$17,000	(\$436,000)	(\$967,000)	\$4,006,000
Underground Storage Insurance	\$1,000,000	\$1,000,000	\$1,000,000	0.00%	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Total	\$13,137,418	\$12,371,445	\$10,197,740	-17.57%	\$11,216,000	\$6,767,000	\$5,802,000	\$749,000

## Performance Measures for 1999 Operations

### Demand Response Services

	BFT	Small City Average
Fares/Operating Cost	4.24%	2.57%
Operating Cost/Passenger Trip	\$17.74	\$17.16
Operating Cost/Revenue Vehicle Mile	\$3.54	\$3.87
Operating Cost/Revenue Vehicle Hour	\$50.68	\$54.68
Operating Cost/Total Vehicle Hour	\$40.71	\$46.06
Revenue Vehicle Hours/Total Vehicle Hour	86.96%	84.25%
Revenue Vehicle Hours/FTE	1,142	866
Revenue Vehicle Miles/Revenue Vehicle Hour	13.22	14.1
Passenger Trips/Revenue Vehicle Hour	2.6	3.2
Passenger Trips/Revenue Vehicle Mile	0.20	0.23

### Fixed Route Services

	BFT	Small City Average
Fares/Operating Cost	5.12%	9.53%
Operating Cost/Passenger Trip	\$2.61	\$2.92
Operating Cost/Revenue Vehicle Mile	\$4.06	\$4.65
Operating Cost/Revenue Vehicle Hour	\$70.02	\$72.83
Operating Cost/Total Vehicle Hour	\$65.38	\$67.45
Revenue Vehicle Hours/Total Vehicle Hour	93.37%	92.61%
Revenue Vehicle Hours/FTE	1,026	894
Revenue Vehicle Miles/Revenue Vehicle Hour	17.24	15.7
Passenger Trips/Revenue Vehicle Hour	26.8	24.9
Passenger Trips/Revenue Vehicle Mile	1.56	1.59

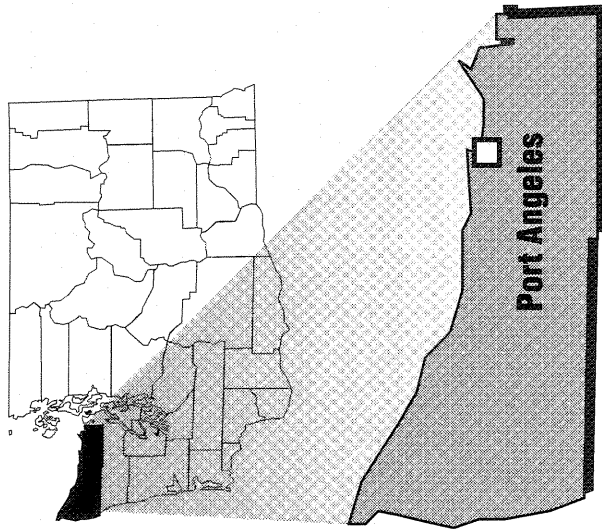


# Clallam Transit

**Clallam Transit System**  
**Daniel DiGuilio, General Manager**

830 West Lauridsen Boulevard  
 Port Angeles, Washington 98363  
 (360) 452-1315

Internet Home Page: <http://www.clallamtransit.com>



## System Snapshot

Operating Name: Clallam Transit System (CTS)

Service Area: Countywide, Clallam County.

Type of Government: Public transportation benefit area.

Governing Body: Eight member board of directors comprised of two county commissioners and two council members each from Port Angeles, Sequim, and Forks.

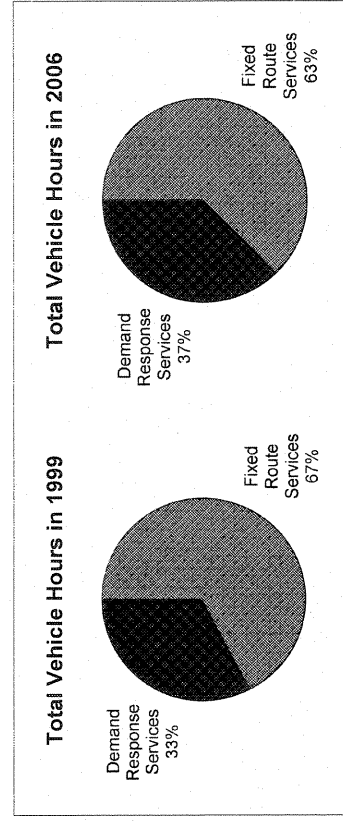
Tax Authorized: 0.3 percent sales and use tax approved in November 1979.

Annexations: One in November 1983 adding western balance of the county, including Forks, Sekiu, Quileute, and Neah Bay.

Types of Service: 14 fixed routes and paratransit service for persons aged 65 years and older and persons with disabilities who cannot use fixed route service.

Days of Service: Weekdays, between 4:00 a.m. and 11:30 p.m.; and Saturdays, between 7:00 a.m. and 10:00 p.m.

Base Fare: \$0.75 for fixed route and paratransit services, free transfers, plus zonal surcharges.



## **Clallam Transit**

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### **Current Operations**

Clallam Transit operates its routes five days a week as follows:

- Two intercity routes (Sequim/Port Angeles and Forks/Port Angeles).
- Four small city local routes (Port Angeles).
- One rural local shuttle (Sequim).
- Seven rural local routes (three serving eastern Clallam County and four serving western Clallam County).

CTS provides paratransit services to persons aged 65 years and older and persons with disabilities who cannot use fixed route service.

### **Passenger Service Vehicles**

Fixed route — 33 total, 23 of which are wheelchair accessible, with models ranging from 1965 to 1999.

Paratransit — 11, all owned and operated by contractor, all equipped with wheelchair lifts, with models ranging from 1989 to 1994.

Rubber Tire Trolley Replicas — One, aged 1987.

### **Facilities**

CTS' combined administration, operations, and maintenance facility is on 5 acres in Port Angeles. The Administration and Operations departments share a 17,000 square foot building; the Maintenance building occupies 19,000 square feet.

CTS owns a 3,000 square foot building located on land leased from the Port of Port Angeles. The building formerly housed the administrative offices and currently is for sale.

There also is a small vehicular storage and light maintenance facility in Forks. CTS leases this facility from the Quillayute Valley School District.

CTS operates three transfer centers: Oak Street in Port Angeles, Second and Cedar in Sequim, and the Forks Multi-Use Transportation Center.

CTS serves five park and ride lots: Highway 112 at Peters Road; and along Highway 101 at Laird's Corner, Sappho Junction, Tillicum Park, and the Forks Multi-Use Transportation Center.

### **Intermodal Connections**

There are two ferry operators providing service from Port Angeles to Victoria, B.C. Several CTS routes serve these terminals. CTS' schedules are designed to facilitate transfers to and from these ferry services. CTS' central transfer center is within three blocks of the ferry terminals.

CTS provides service to and from the air terminal serving Port Angeles on request.

CTS provides service to all of the public elementary, middle, and high schools in Clallam County, as well as the Peninsula College in Port Angeles.

CTS service connects with Jefferson Transit in Sequim for service into eastern Jefferson County.

CTS service connects with Jefferson Transit in Forks for service into western Jefferson County and Grays Harbor County.

### **1999 Achievements**

- 1998 objectives met:
- Continued participating in "Olympic Connection" with service from Forks to Amanda Park.
- Installed fareboxes that accept paper money.
- Upgraded personal computers and peripherals.
- Began preliminary design of the Port Angeles International Gateway Transportation Center.
- Received FTA Section 5311 grant to purchase one 30-foot heavy duty accessible coach.
- Began planning for the Sequim Multi-use Transportation Center.
- Replaced two 40-foot transit coaches using FTA Section 5311 funds.
- 1998 objectives unmet:
- Receive FTA Section 5311 grant to purchase one 30-foot heavy duty accessible coach.
- Other:
- Designed and implemented a new public education program.
- Replaced two vans with two new small trucks that are used as service vehicles.

### **2000 Objectives**

- Construct the Port Angeles International Gateway Transportation Center.
- Receive FTA Section 5311 and 5309 grants to purchase two replacement 30-foot heavy duty accessible coaches.
- Seek FTA Section 5311 operating grant to continue service on selected routes.
- Request voters' approval of 0.3 percent sales tax increase to replace lost MVET revenue.

### **Long-range Plans (2001 through 2006)**

- Reduce and/or modify fixed route and paratransit services to reflect revenue loss.
- Construct the Sequim Multi-use Transportation Center.
- Purchase five fixed route replacement vehicles with grant funds.
- Seek grant to replace outdated radio communications system.

# Clallam Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	66,400	66,700	66,900	0.30%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	45,257	43,412	42,755	-1.51%	37,000	18,000	18,000	18,000
Total Vehicle Hours	48,448	46,767	51,335	9.77%	44,000	22,000	22,000	22,000
Revenue Vehicle Miles	1,078,684	976,111	954,120	-2.25%	822,000	411,000	411,000	411,000
Total Vehicle Miles	1,228,888	1,084,991	1,249,709	15.18%	1,075,000	537,000	537,000	537,000
Passenger Trips	659,909	610,638	634,893	3.97%	546,000	273,000	273,000	273,000
Diesel Fuel Consumed (gallons)	182,098	168,417	190,639	13.19%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	4,818	4,397	1,124	-74.44%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	7	6	9	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	59.7	58.0	54.3	-6.38%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$3,374,288	\$3,371,632	\$3,620,682	7.39%	\$3,508,000	\$2,076,000	\$2,040,000	\$2,296,000
Operating Cost — Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$326,917	\$324,425	\$355,690	9.64%	\$282,000	\$119,000	\$120,000	\$125,000

### Demand Response Services

Revenue Vehicle Hours	17,409	19,528	22,013	12.73%	19,000	10,000	10,000	10,000
Total Vehicle Hours	18,946	22,213	25,040	12.73%	22,000	13,000	13,000	13,000
Revenue Vehicle Miles	252,229	294,945	329,582	11.74%	288,000	165,000	165,000	165,000
Total Vehicle Miles	296,728	345,197	397,728	15.22%	348,000	199,000	199,000	199,000
Passenger Trips	50,562	53,927	55,243	2.44%	48,000	28,000	28,000	28,000
Diesel Fuel Consumed (gallons)	1,666	14,674	5,831	-60.26%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	31,235	31,334	32,694	4.34%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	8	7	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) — Contracted	23.1	18.5	18.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$656,199	\$707,106	\$799,011	13.00%	\$755,000	\$756,000	\$427,000	\$481,000
Operating Cost — Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$27,985	\$24,239	\$143,972	493.97%	\$117,000	\$69,000	\$71,000	\$36,000

**Ciallam Transit**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	N.A.	N.A.	6,000	N.A.	137,000	137,000	137,000	137,000
Total Vehicle Miles	N.A.	N.A.	6,000	N.A.	137,000	137,000	137,000	137,000
Passenger Trips	N.A.	N.A.	885	N.A.	21,000	21,000	21,000	21,000
Vanpool Fleet Size	0	0	4	N.A.	N.A.	N.A.	N.A.	N.A.
Vans in Operation	0	0	3	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	N.A.	N.A.	2,956	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	0.5	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	N.A.	N.A.	\$0	N.A.	\$33,000	\$34,000	\$35,000	\$40,000
Operating Cost — Expanded Service	N.A.	N.A.	\$5,451	N.A.	\$0	\$0	\$0	\$0
Vanpooling Revenue	N.A.	N.A.	\$10,000	N.A.	\$33,000	\$34,000	\$35,000	\$40,000
<b>Annual Revenues</b>								
Sales Tax	\$1,808,013	\$2,026,231	\$2,036,537	0.51%	\$1,966,000	\$2,025,000	\$2,086,000	\$2,348,000
MVET	\$1,808,013	\$2,026,231	\$2,036,537	0.51%	\$0	\$0	\$0	\$0
Fares	\$354,902	\$348,664	\$499,662	43.31%	\$399,000	\$188,000	\$191,000	\$161,000
Vanpooling Revenue	N.A.	N.A.	\$10,000	N.A.	\$33,000	\$34,000	\$35,000	\$40,000
Transit Sales Tax Equity Distribution	\$209,471	\$309,546	\$201,412	-34.93%	\$325,000	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$21,339	N.A.	\$0	\$0	\$0	\$0
Other	\$225,674	\$181,297	\$146,051	-19.44%	\$270,000	\$108,000	\$90,000	\$47,000
Total Annual Revenues	\$4,406,073	\$4,891,969	\$4,951,538	1.22%	\$2,993,000	\$2,355,000	\$2,402,000	\$2,596,000
<b>Annual Operating Expenses</b>								
	\$4,030,487	\$4,078,738	\$4,425,144	8.49%	\$4,296,000	\$2,866,000	\$2,502,000	\$2,817,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$0	\$6,117	\$168,462		\$0	\$0	\$0	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$685,000		\$3,000,000	\$3,315,000	\$0	\$0
Federal Section 5311 Capital Grants	\$997,290	\$0	\$220,000		\$400,000	\$233,000	\$824,000	\$0
Rural Mobility Program	\$0	\$0	\$0		\$0	\$150,000	\$0	\$0
Capital Fund Accounts	\$259,052	\$0	\$60,000		\$105,000	\$151,000	\$266,000	\$10,000
Operational Revenues	\$30,128	\$210,136	\$312,521		\$149,000	\$94,000	\$155,000	\$49,000
Total Capital Purchases	\$1,286,470	\$216,253	\$1,445,983		\$3,654,000	\$3,943,000	\$1,245,000	\$59,000
<b>Ending Balances, December 31</b>								
Working Capital	\$597,321	\$1,221,928	\$1,575,752	28.96%	\$124,000	(\$198,000)	(\$349,000)	(\$349,000)
Capital Fund Accounts	\$101,486	\$237,000	\$346,898	46.37%	\$387,000	\$441,000	\$222,000	(\$485,000)
Totals	\$698,807	\$1,458,928	\$1,922,650	31.79%	\$511,000	\$243,000	(\$127,000)	(\$834,000)

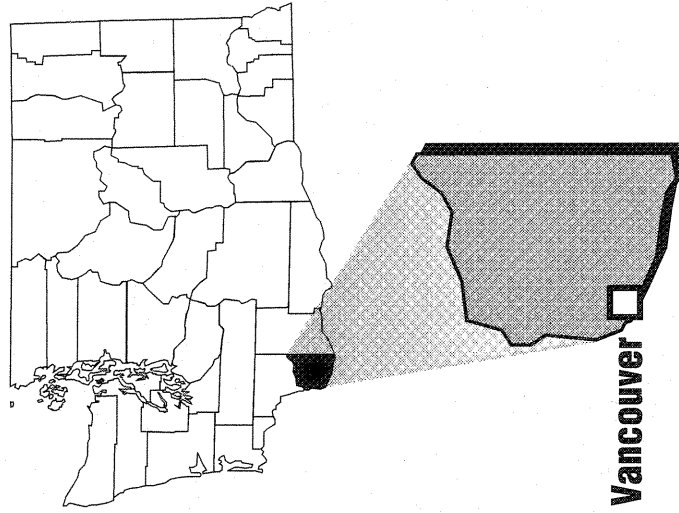
**Performance Measures for 1999 Operations**

	Fixed Route Services		Demand Response Services	
	CTS	Rural Average	CTS	Rural Average
Fares/Operating Cost	9.82%	6.73%	18.02%	3.16%
Operating Cost/Passenger Trip	\$5.70	\$2.98	\$14.46	\$14.26
Operating Cost/Revenue Vehicle Mile	\$3.79	\$3.21	\$2.42	\$3.42
Operating Cost/Revenue Vehicle Hour	\$84.68	\$57.92	\$36.30	\$45.21
Operating Cost/Total Vehicle Hour	\$70.53	\$53.65	\$31.91	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	83.29%	92.63%	87.91%	93.99%
Revenue Vehicle Hours/FTE	737	1,052	1,190	982
Revenue Vehicle Miles/Revenue Vehicle Hour	22.32	18.1	14.97	13.2
Passenger Trips/Revenue Vehicle Hour	14.8	19.4	2.5	3.2
Passenger Trips/Revenue Vehicle Mile	0.67	1.08	0.17	0.24

**C-TRAN (Clark County)**  
**Lynne Griffith, Executive Director**

P.O. Box 2529  
 Vancouver, Washington 98668-2529  
 (360) 696-4494

Internet Home Page: <http://www.c-tran.com>



**Vancouver**

## System Snapshot

Operating Name: C-TRAN

Service Area: Clark County, excluding the bi-county city of Woodland.

Type of Government: Public transportation benefit area.

Governing Body: Nine member board of directors comprised of three Clark County Commissioners, three Vancouver Council members, one council member from either Camas or Washougal, one council member from either Battle Ground or Yacolt, and one council member from either Ridgefield or LaCenter.

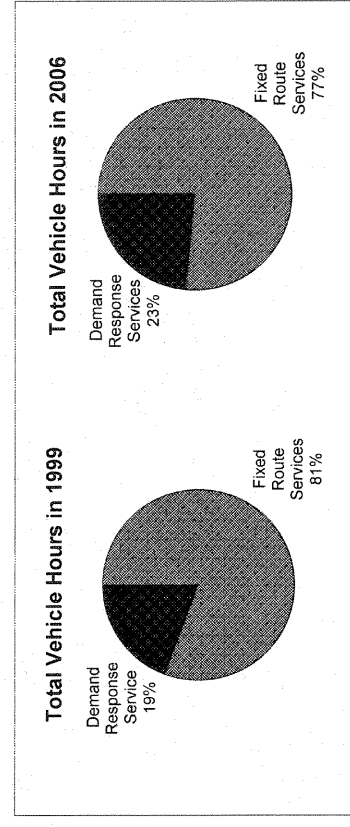
Tax Authorized: 0.3 percent sales and use tax approved in November 1980.

Annexations: None.

Types of Service: 29 fixed routes and with Americans with Disabilities (ADA) accompanying paratransit service.

Days of Service: Weekdays, generally between 5:30 a.m. and 9:30 p.m.; Saturdays, generally between 6:45 a.m. and 8:00 p.m.; and Sundays, generally between 8:00 a.m. and 7:00 p.m.

Base Fare: 90 cents per boarding for fixed route within Clark County and 45 cents per boarding for honored citizens.



## **C-TRAN (Clark County)**

### **Current Operations**

C-TRAN provides a variety of services on weekdays:

- Fifteen suburban routes (Vancouver urbanized area).
- Three rural routes (Camas-Washougal, from the Vancouver urbanized area to Camas and Battle Ground).
- Nine express commuter routes (to Portland area).

C-TRAN operates all suburban local routes and one rural route on Saturdays and Sundays.

C-TRAN provides paratransit services for individuals with disabilities who cannot use fixed route services.

C-TRAN provides vanpool service with 16 vans, most of which are leased. C-TRAN is the lead agency for Commute Trip Reduction in Clark County.

### **Passenger Service Vehicles**

Fixed route — 132 total, 88 ADA accessible and 96 equipped with bicycle racks, age ranging from 1976 to 1999.

C-VAN — 60 total, all equipped with wheelchair lifts, age ranging from 1987 to 1998.

Vanpool — 7 total, ages ranging from 1982 to 1989, plus 17 leased from a private company.

### **Facilities**

C-TRAN has a single administration-maintenance-operations facility at 2425 NE 65th Avenue in Vancouver. C-TRAN also leases adjoining accessory fleet parking and office space.

C-TRAN operates three transfer centers: 7<sup>th</sup> Street – Downtown Vancouver, Vancouver Mall, and Fisher's Landing. Each of the transit centers has bicycle lockers or rack facilities, customer service, an operators' lounge, and transit security space. The 7<sup>th</sup> Street and Fisher's Landing centers have public restrooms.

In addition, Vancouver Mall and Fisher's Landing transit centers have park and ride lot capacity. C-TRAN operates four other park and ride lots (Battle-ground, Ridgefield, Salmon Creek, and Evergreen). Together with two other park and ride lots (Camas and BPA Ross Complex), these park and ride lots have a total of more than 1,600 vehicle parking spaces.

C-TRAN maintains more than 220 passenger shelters and benches.

### **Intermodal Connections**

C-TRAN provides taxi script service to Amtrak's Vancouver depot. The intercity bus service is available adjacent to the 7<sup>th</sup> Street – Downtown Vancouver transit center.

C-TRAN connects with Tri-Met (Oregon), enabling access to Portland and its three suburban counties in Oregon.

### **1999 Achievements**

- 1998 objectives met:
- Completed integrating contracted paratransit services into C-TRAN operations.
- Constructed the Fisher's Landing Transit Center.
- Completed a Comprehensive Operations Analysis study of existing fixed route bus service to increase effectiveness and customer satisfaction.



- Initiated a comprehensive public outreach program to solicit on-going public input.
- Completed migration of the radio communications system to the Clark County 911 trunking system.
- Unmet due to I-695 Revenue Reduction:
  - Acquire land for constructing a park and ride lot at I-5 and 99<sup>th</sup> Street.
  - Complete site selection and land acquisition for an accessory administrative-operations-maintenance facility.
  - Begin expansion of the 7<sup>th</sup> Street – Downtown Vancouver Transit Center.
  - Begin expansion of the Vancouver Mall Transit Center.
- Other:
  - Achieved record fixed route ridership.
  - Raised base fare 30 cents.
  - Eliminated service to Lacerter, Amboy, and Yacolt.

### **2000 Objectives**

- Improve efficiency of operations and reduce service to sustainable levels.
- Replace five fixed route coaches.
- Acquire land for constructing a park and ride lot at I-5 and 99<sup>th</sup> Street.
- Add seven transit coaches for commuter service.

### **Long-range Plans (2001 through 2006)**

- Analyze implementing a computer-aided bus dispatch system with automatic vehicle locator technology.

- Increase the number of park and ride lot vehicle spaces.
- Replace 25 C-VAN paratransit vehicles.
- Add four C-VAN paratransit vehicles.
- Replace 19 40-foot fixed route buses.
- Replace ten 30- to 35-foot fixed route buses.



# C-TRAN (Clark County)

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	316,695	327,890	336,890	2.74%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	217,900	275,208	283,218	2.91%	263,000	249,000	257,000	295,000
Total Vehicle Hours	283,297	299,117	310,981	3.97%	289,000	273,000	282,000	324,000
Revenue Vehicle Miles	3,890,427	4,353,422	4,537,911	4.24%	4,241,000	4,010,000	4,150,000	4,763,000
Total Vehicle Miles	4,542,174	5,029,537	5,275,297	4.89%	4,896,000	4,629,000	4,791,000	5,498,000
Passenger Trips	6,658,550	7,208,587	7,750,095	7.51%	7,192,000	6,800,000	7,038,000	8,077,000
Diesel Fuel Consumed (gallons)	1,003,891	1,075,272	1,111,284	3.35%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	128	59	77	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	18	14	12	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	250.5	275.1	280.3	1.89%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$13,670,553	\$17,191,952	\$19,547,507	10.41%	\$19,659,000	\$18,815,000	\$19,421,000	\$24,244,000
Operating Cost — Expanded Service	\$2,901,462	\$960,041	\$494,563	incl. above	\$0	\$0	\$421,000	\$483,000
Farebox Revenues	\$2,095,678	\$2,322,709	\$2,445,189	5.27%	\$3,226,000	\$3,078,000	\$3,326,000	\$5,083,000

### Demand Response Services

Revenue Vehicle Hours	59,179	70,714	65,822	-6.92%	68,000	71,000	74,000	87,000
Total Vehicle Hours	69,302	82,160	74,953	-8.77%	77,000	80,000	84,000	99,000
Revenue Vehicle Miles	961,594	1,149,358	1,046,512	-8.95%	1,075,000	1,121,000	1,169,000	1,382,000
Total Vehicle Miles	1,134,622	1,345,583	1,200,544	-10.78%	1,233,000	1,286,000	1,341,000	1,586,000
Passenger Trips	172,531	189,074	188,269	-0.43%	193,000	202,000	210,000	249,000
Diesel Fuel Consumed (gallons)	124,567	152,114	149,302	-1.85%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	6,350	1,857	287	-84.54%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	2	4	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	1	8	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	73.9	77.2	73.3	-5.05%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$2,771,868	\$3,801,788	\$4,373,195	-2.97%	\$4,630,000	\$4,907,000	\$5,069,000	\$6,216,000
Operating Cost — Expanded Service	\$772,797	\$705,368	\$0	incl. above	\$0	\$0	\$88,000	\$104,000
Farebox Revenues	\$33,272	\$40,753	\$37,434	-8.14%	\$49,000	\$63,000	\$68,000	\$104,000

**C-TRAN (Clark County)**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	117,285	175,832	286,482	62.93%	317,000	317,000	96,000	96,000
Total Vehicle Miles	117,285	175,832	286,482	62.93%	317,000	317,000	96,000	96,000
Passenger Trips	32,886	49,352	68,096	37.98%	75,000	75,000	23,000	23,000
Vanpool Fleet Size	13	24	25	4.17%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	12	23	25	8.70%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	12,613	15,821	20,991	32.68%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	0.6	0.6	0.5	-16.67%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$70,539	\$60,131	\$97,197	26.61%	\$311,000	\$328,000	\$133,000	\$158,000
Operating Cost — Expanded Service	\$32,428	\$30,017	\$16,938	incl. above	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$40,893	\$71,107	\$128,730	81.04%	\$202,000	\$385,000	\$199,000	\$224,000
<b>Annual Revenues</b>								
Sales Tax	\$10,632,757	\$11,320,182	\$11,699,532	3.35%	\$12,051,000	\$12,412,000	\$12,784,000	\$14,389,000
MVET	\$10,632,757	\$11,320,182	\$11,699,532	3.35%	\$7,077,000	\$0	\$0	\$0
Fares	\$2,128,950	\$2,363,462	\$2,482,623	5.04%	\$3,275,000	\$3,141,000	\$3,394,000	\$5,187,000
Vanpooling Revenue	\$40,893	\$71,107	\$128,730	81.04%	\$202,000	\$385,000	\$199,000	\$224,000
Other	\$4,044,932	\$4,747,763	\$2,758,042	-41.91%	\$6,282,000	\$9,084,000	\$7,949,000	\$4,530,000
Total Annual Revenues	\$27,480,289	\$29,822,696	\$28,768,459	-3.54%	\$28,887,000	\$25,022,000	\$24,326,000	\$24,330,000
<b>Annual Operating Expenses</b>								
	\$20,219,647	\$22,749,297	\$24,529,400	7.82%	\$24,600,000	\$24,050,000	\$25,132,000	\$31,205,000
<b>Other Expenses</b>								
	\$3,736,471	\$3,630,197	\$4,104,893	13.08%	\$1,287,000	\$704,000	\$559,000	\$559,000
<b>Annual Capital Purchase Obligations</b>								
Federal CM/AQ	\$1,432,047	\$423,981	\$0		\$3,310,000	\$0	\$1,900,000	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$1,985,000	\$2,000,000	\$0	\$0
Federal Section 5307 Capital Grants	\$812,347	\$275,521	\$4,558,192		\$3,037,000	\$1,287,000	\$1,783,000	\$30,000
Federal STP — Competitive Grant	\$1,745,110	\$0	\$660,421		\$1,000,000	\$0	\$0	\$0
State Capital Grants	\$0	\$0	\$0		\$205,000	\$1,608,000	\$1,200,000	\$0
Capital Replacement/Purchase Funds	\$2,376,969	\$1,502,179	\$2,973,244		\$4,005,000	\$2,360,000	\$2,576,000	\$3,263,000
Total Capital Purchases	\$6,366,473	\$2,201,681	\$8,191,857		\$13,542,000	\$7,255,000	\$7,459,000	\$3,293,000

## C-TRAN (Clark County)

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Ending Balances, December 31</b>								
Working Capital	\$13,740,145	\$7,455,674	\$7,192,115	-3.54%	\$7,222,000	\$6,256,000	\$6,082,000	\$6,083,000
Funding for Programs	\$21,000,687	\$27,285,157	\$29,766,347	9.09%	\$32,737,000	\$33,970,000	\$32,780,000	\$8,451,000
Capital Replacement/ Purchase Funds	\$24,381,504	\$19,078,162	\$26,375,280	38.25%	\$23,688,000	\$22,434,000	\$21,752,000	\$16,373,000
Self-Insurance Fund	\$3,000,000	\$3,000,000	\$3,000,000	0.00%	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Totals	\$62,122,336	\$56,818,993	\$66,333,742	16.75%	\$66,647,000	\$65,660,000	\$63,614,000	\$33,907,000

## Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	C-TRAN	Urbanized Average	C-TRAN	Urbanized Average
Fares/Operating Cost	12.20%	19.75%	0.86%	1.33%
Operating Cost/Passenger Trip	\$2.59	\$3.22	\$23.23	\$19.61
Operating Cost/Revenue Vehicle Mile	\$4.42	\$6.82	\$4.18	\$3.36
Operating Cost/Revenue Vehicle Hour	\$70.77	\$93.48	\$66.44	\$50.67
Operating Cost/Total Vehicle Hour	\$64.45	\$81.52	\$58.35	\$43.79
Revenue Vehicle Hours/Total Vehicle Hour	91.07%	87.21%	87.82%	86.43%
Revenue Vehicle Hours/FTE	1,010	879	898	1,229
Revenue Vehicle Miles/Revenue Vehicle Hour	16.0	13.7	15.9	15.1
Passenger Trips/Revenue Vehicle Hour	27.4	29.1	2.9	2.6
Passenger Trips/Revenue Vehicle Mile	1.71	2.12	0.18	0.17

# Community Transit (Snohomish County)

**Community Transit (Snohomish County)**  
**Joyce F. Olson, Executive Director**

7100 Hardeson Road  
Everett, Washington 98203-5832  
(425) 348-7100  
Internet Home Page: <http://www.commtrans.org>

## System Snapshot

Operating Name: Community Transit (CT)

Service Area: Suburban and Rural Snohomish County.

Type of Government: Public transportation benefit area.

**Governing Body:** Nine member board of directors comprised of two Snohomish County Council members; one elected official each from Edmonds and Lynnwood; three elected officials representing the cities of Arlington, Bothell, Brier, Lake Stevens, Marysville, Mill Creek, Monroe, Mountlake Terrace, Mukilteo, and Snohomish; and two elected officials representing the cities of Darrington, Gold Bar, Granite Falls, Index, Stanwood, Sultan, and Woodway

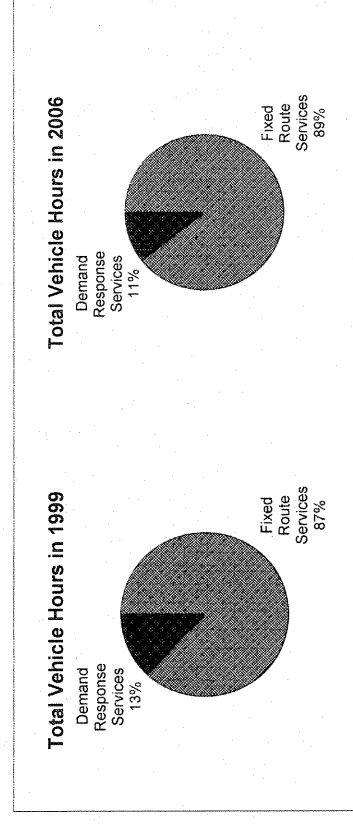
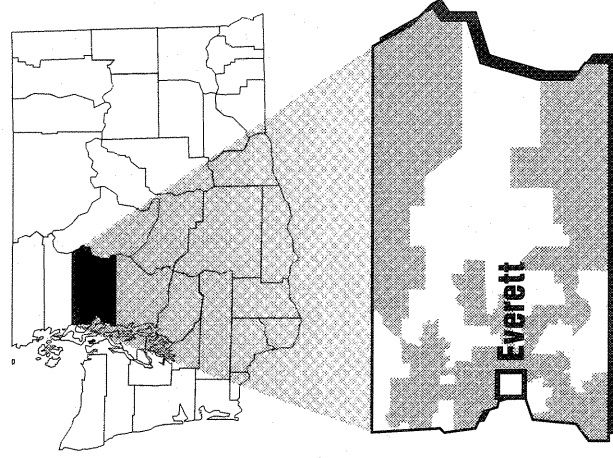
**Tax Authorized:** 0.6% sales and use tax approved in February 1990.

**Annexations:** Fifteen, 1976–1997 adding, chronologically, the following areas: Monroe, Lake Stevens, Stanwood, Sultan, Granite Falls, Mukilteo, Bothell, Arlington, Index, Gold Bar, Wallace, east of Marysville, Darrington, Tulalip, and Eastmont-Silver Fir.

**Types of Service:** 66 routes and DART transportation for individuals with disabilities.

**Days of Service:** Weekdays, generally between 6:00 a.m. and 10:00 p.m.; Saturdays, generally between 7:30 a.m. and 8:00 p.m.; and Sundays, generally between 8:00 a.m. and 7:00 p.m.

**Base Fare:** \$1.00 per boarding, fixed route and DART, single zone.



## **Community Transit**

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### **Current Operations**

Community Transit provides a variety of fixed route services on weekdays:

- Twenty-three suburban local routes.
- Two route deviated routes in rural Snohomish County.
- Twelve suburban commuter routes to the Everett Boeing Plant.
- Seven suburban commuter routes to University of Washington in King County.
- Twenty-two suburban commuter routes (to Seattle, Bellevue, Kirkland, and Redmond destinations in King County).

Community Transit also provides paratransit transportation (DART) for individuals with disabilities, transportation management services, and vanpool services.

CT provides eight suburban commuter routes to Seattle and Bellevue as a contractor to Sound Transit.

### **Passenger Service Vehicles**

Fixed route — 277 total including seven vehicles owned by the Boeing Company, age ranging from 1977 to 1998.

DART — 51 total, all ADA accessible, age ranging from 1993 to 1998.

Vanpool — 3,111 total, including two equipped with wheelchair lifts, age ranging from 1987 to 1999.

### **Facilities**

Community Transit has maintenance and operations facilities at two locations. The Kasch Park Operating Base accommodates CT's inter-county commuter service operations, Sound Transit operations, and vanpool

operations. The Merrill Creek Operating Base accommodates CT's local service and other commuter operations.

CT has transit centers in Everett, Lynnwood, Aurora Village, Edmonds Community College, Smokey Point, and at the Mukilteo and Edmonds ferry terminals.

Community Transit operates 19 park and ride lots, including the newly constructed 1,007-stall Ash Way Park and Ride Lot. CT also leases ten park and pool lots. These lots provide a total of 5,423 parking spaces.

CT manages 243 bus passenger shelters throughout the service area.

CT also provides bicycle lockers at five park and ride lots.

### **Intermodal Connections**

CT service connects with Sound Transit services in Everett, Lynnwood, and Bothell. It connects with King County Metro in downtown Seattle, Redmond, Bothell, Aurora Village, Lynnwood, Edmonds, and the University of Washington in Seattle. CT and Everett Transit services connect in Everett and Mukilteo. CT, Sound Transit, King County Metro, Everett Transit, and Pierce Transit all cooperate in the production and distribution of regional PugetPasses, which can be used on all of the transit systems.

CT, Island Transit, and Skagit Transit services connect in the city of Stanwood.

CT service also connects with the Washington State Ferries at the Edmonds and Mukilteo ferry terminals.

CT connects with Amtrak stations in downtown Edmonds and Seattle.

CT provides service to many of the public schools in the service area, including Edmonds/Woodway High School where the Edmonds School District purchases passes for students. CT also provides service to Edmonds

Community College, Everett Community College, and the University of Washington in Seattle.

### 1999 Achievements

- 1998 objectives met:
- Added 40 vanpool vans.
- Continued remodeling Kasch Park Operating Base.
- Implemented Sound Transit service.
- Initiated service out of Ash Way Park and Ride lot.
- Implemented PugetPass program with other operators in the region.
- Implemented computerized trip planning through Advanced Traveler Information System (ATIS).
- Reviewed Smart Card proposals.
- 1998 objectives unmet due to I-695 Revenue Reduction:
- Replace 18 fixed route buses.
- Improve service to 15 minute headways on selected local routes.
- Other:
- Reduced costs per passenger boarding.
- Increased fares and vanpool charges to improve farebox recovery.
- Implemented new software and hardware.

### 2000 Objectives

- Improve efficiency of operations and reduce service to sustainable levels.
- Increase vanpool charges to achieve 100 revenue recovery.

- Work with the state legislature to identify opportunity to restore funding.
- Complete the procurement process for a new radio system.
- Complete construction of the Kasch Park Operating Base.

### Long-range Plans (2001 through 2006)

- Restore funding to allow restoration of 1999 levels of service and potential expansion.
- Replace aging 40-foot commuter coaches with 60-foot articulated buses.
- Collaborate with Sound Transit on the design and construction of improvements to the Lynnwood Park and Ride Lot.
- Design and construct Terrace Station at the existing Mountlake Terrace Park and Ride Lot.

# Community Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	381,440	389,950	399,180	2.37%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	302,726	319,502	353,356	10.60%	339,000	326,000	326,000	379,000
Total Vehicle Hours	502,253	548,870	579,870	5.65%	530,000	503,000	504,000	558,000
Revenue Vehicle Miles	6,342,483	6,684,738	7,454,012	11.51%	7,152,000	6,780,000	6,784,000	7,877,000
Total Vehicle Miles	9,306,104	10,208,132	11,009,297	7.85%	10,146,000	9,695,000	9,701,000	10,780,000
Passenger Trips	7,502,750	7,689,878	8,050,638	4.69%	8,019,000	7,714,000	7,758,000	8,544,000
Diesel Fuel Consumed (gallons)	1,243,622	1,954,077	2,196,191	12.39%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	18	29	69	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	22	31	39	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	401.0	480.0	570	18.75%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$33,777,650	\$35,902,159	\$38,613,931	9.96%	\$40,486,000	\$39,621,000	\$40,431,000	\$49,610,000
Operating Cost — Expanded Service	\$2,124,509	\$2,711,772	\$3,844,183	incl. above	0	0	\$242,000	\$1,483,000
Farebox Revenues	\$6,557,341	\$7,266,682	\$8,497,145	16.93%	\$10,885,000	\$10,461,000	\$10,514,000	\$11,523,000

### Demand Response Services

Revenue Vehicle Hours	75,082	82,231	87,711	6.66%	71,000	65,000	65,000	68,000
Total Vehicle Hours	75,082	82,231	87,711	6.66%	71,000	65,000	65,000	68,000
Revenue Vehicle Miles	1,302,593	1,448,878	1,581,584	9.16%	1,277,000	1,180,000	1,181,000	1,229,000
Total Vehicle Miles	1,302,593	1,448,878	1,581,584	9.16%	1,277,000	1,180,000	1,181,000	1,229,000
Passenger Trips	158,840	178,512	197,578	10.68%	179,000	172,000	172,000	175,000
Diesel Fuel Consumed (gallons)	198,733	221,182	231,268	4.56%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	1	8	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	7	2	4	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	60.0	64.0	75.0	17.19%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$3,445,477	\$3,830,115	\$4,203,075	8.60%	\$3,665,000	\$3,378,000	\$3,374,000	\$3,485,000
Operating Cost — Expanded Service	\$384,638	\$372,960	\$361,463	incl. above	0	0	0	\$36,000
Farebox Revenues	\$103,280	\$132,488	\$134,271	1.35%	\$154,000	\$148,000	\$148,000	\$151,000



**Community Transit**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	2,776,887	3,326,530	3,410,170	2.51%	4,155,000	4,155,000	4,155,000	4,155,000
Total Vehicle Miles	2,869,632	3,411,096	3,483,099	2.11%	4,244,000	4,244,000	4,244,000	4,244,000
Passenger Trips	562,123	647,316	658,108	1.67%	756,000	831,000	831,000	831,000
Vanpool Fleet Size	246	271	311	14.76%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	218	242	243	0.41%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	187,933	233,455	225,719	-3.31%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	2	10	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	10	9	11	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	10.0	13.0	11.0	-15.38%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$743,030	\$1,222,328	\$1,627,742	15.95%	\$1,887,000	\$2,103,000	\$2,316,000	\$2,316,000
Operating Cost — Expanded Service	\$479,298	\$405,414	\$259,693	incl. above	\$216,000	\$212,000	\$0	\$0
Vanpooling Revenue	\$588,655	\$776,359	\$773,564	-0.36%	\$1,452,000	\$2,201,000	\$2,201,000	\$2,201,000
<b>Annual Revenues</b>								
Sales Tax	\$26,518,080	\$27,118,203	\$30,007,905	10.66%	\$31,162,000	\$32,551,000	\$34,202,000	\$40,700,000
MVET	\$15,553,689	\$16,973,134	\$18,835,958	10.98%	\$0	\$0	\$0	\$0
Fares	\$6,660,621	\$7,399,170	\$8,631,416	16.65%	\$11,039,000	\$10,609,000	\$10,662,000	\$11,674,000
Vanpooling Revenue	\$588,655	\$776,359	\$773,564	-0.36%	\$1,452,000	\$2,201,000	\$2,201,000	\$2,201,000
Federal Section 5307 Operating	\$281,577	\$1,036,726	\$0	-100.00%	\$2,734,000	\$0	\$0	\$0
Interest Income	\$2,432,469	\$2,294,032	\$2,706,246	17.97%	\$2,468,000	\$2,636,000	\$2,317,000	\$2,165,000
Other	\$1,045,213	\$1,138,579	\$1,126,854	-1.03%	\$1,112,000	\$1,176,000	\$1,272,000	\$1,679,000
Sound Transit Operating	\$0	\$0	\$1,218,667	N.A.	\$4,692,000	\$5,488,000	\$5,671,000	\$7,875,000
Total Annual Revenues	\$53,080,304	\$56,736,203	\$63,300,610	11.57%	\$54,659,000	\$54,661,000	\$56,325,000	\$66,294,000
<b>Annual Operating Expenses</b>								
	\$40,954,602	\$44,444,748	\$48,910,087	10.05%	\$46,254,000	\$45,314,000	\$46,363,000	\$56,930,000
<b>Debt Service</b>								
Interest	\$454,390	\$416,030	\$376,067	-9.61%	\$347,000	\$317,000	\$285,000	\$196,000
Principal	\$685,000	\$695,000	\$490,000	-29.50%	\$510,000	\$525,000	\$320,000	\$415,000
Total	\$1,139,390	\$1,111,030	\$866,067	-22.05%	\$857,000	\$842,000	\$605,000	\$611,000

## Community Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	\$1,000,000		\$1,226,000	\$0	\$0	\$0
Federal Section 5307 Capital Grants	\$3,324,000	\$8,401,788	\$3,374,000		\$3,789,000	\$3,000,000	\$3,000,000	\$3,000,000
Federal CMAQ	\$0	\$0	\$0		\$0	\$0	\$0	\$0
Central Puget Sound PT Account	\$1,419,600	\$2,132,575	\$695,000		\$0	\$0	\$0	\$0
Combined Capital Funds	\$9,013,392	\$9,357,315	\$3,873,298		\$1,809,000	\$6,647,000	\$23,336,000	\$10,943,000
Other	\$1,200,000	\$1,105,191	\$37,900		\$0	\$0	\$0	\$0
Total Capital Purchases	\$14,956,992	\$20,996,869	\$8,980,198		\$6,824,000	\$9,647,000	\$26,336,000	\$13,943,000
<b>Ending Balances, December 31</b>								
General Fund	\$75,648	\$72,268	\$101,209	40.05%	\$361,000	\$293,000	\$532,000	\$454,000
Combined Capital Funds	\$23,287,137	\$27,222,696	\$34,033,404	25.02%	\$39,822,000	\$40,966,000	\$25,122,000	\$26,286,000
L&I Insurance Fund	\$429,576	\$950,030	\$1,852,065	94.95%	\$2,315,000	\$2,698,000	\$3,079,000	\$4,274,000
Bond Fund	\$10,404,538	\$10,535,137	\$11,785,671	11.87%	\$10,776,000	\$10,924,000	\$11,642,000	\$14,284,000
Total	\$34,196,899	\$38,780,131	\$47,772,349	23.19%	\$53,274,000	\$54,881,000	\$40,375,000	\$45,298,000

## Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	CT	Urbanized Average	CT	Urbanized Average
Fares/Operating Cost	20.01%	19.75%	2.94%	1.33%
Operating Cost/Passenger Trip	\$5.27	\$3.22	\$23.10	\$19.61
Operating Cost/Revenue Vehicle Mile	\$5.70	\$6.82	\$2.89	\$3.36
Operating Cost/Revenue Vehicle Hour	\$120.16	\$93.48	\$52.04	\$50.67
Operating Cost/Total Vehicle Hour	\$73.22	\$81.52	\$52.04	\$43.79
Revenue Vehicle Hours/Total Vehicle Hour	60.94%	87.21%	100.00%	86.43%
Revenue Vehicle Hours/FTE	620	879	1,169	1,229
Revenue Miles/Revenue Vehicle Hour	21.1	13.7	18.0	15.1
Passenger Trips/Revenue Vehicle Hour	22.8	29.1	2.3	2.6
Passenger Trips/Revenue Vehicle Mile	1.08	2.12	0.12	0.17

# Cowlitz Transit Authority

## Cowlitz Transit Authority (Community Urban Bus Service)

Steve Harris, Streets and Transit Superintendent  
P.O. Box 128  
Longview, Washington 98632-0128  
(360) 577-3399

Internet Home Page: <http://www.ci.longview.wa.us/works/transit.htm>

## System Snapshot

Operating Name: Community Urban Bus Service (CUBS)

Service Area: Cities of Longview and Kelso, Cowlitz County.

Type of Government: Public transportation benefit area.

Governing Body: Five member board of directors comprised of one county commissioner and two council members each from Longview and Kelso.

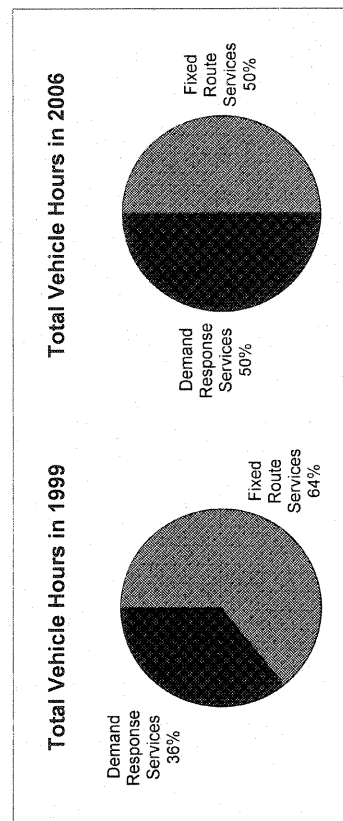
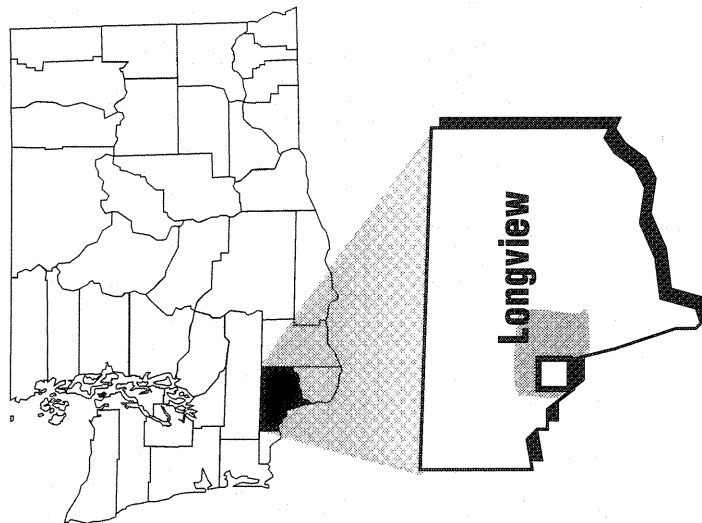
Tax authorized: 0.1% sales and use tax approved in November 1987.

Annexations: None.

Types of Service: Six fixed routes and paratransit service for persons with disabilities who cannot use fixed route service.

Days of Service: Weekdays, between 7:00 a.m. and 7:00 p.m., Saturdays, five fixed routes, between 8:00 a.m. and 6:00 p.m., and Sundays, three fixed routes, between 8:00 a.m. and 6:00 p.m.

Base Fare: 50 cents per boarding, fixed route; paratransit 25 cents.



### **Current Operations**

CUBS operates the fixed routes seven days a week as follows:

- Six small city local routes.

The City of Longview, under contract with the Cowlitz Transit Authority, undertakes all administrative, operations, and maintenance functions for CUBS.

A private, nonprofit operator under contract with CUBS provides paratransit services to persons with disabilities.

### **Passenger Service Vehicles**

Fixed-route — 8 total, all equipped with wheelchair lifts, with models ranging from 1986 to 1998.

Demand Response — 7 total, including one provided by the contractor, who operated all under lease, all ADA accessible, models range 1991 to 1997.

### **Facilities**

The Longview City Shop contains CUBS' administration, operations, and maintenance functions, including two maintenance bays and covered parking for the buses and paratransit vehicles.

The Transit Transfer Facility is located at 1135-12th Avenue, Longview.

There are 33 covered passenger shelters located along routes in Longview and Kelso.

### **Intermodal Connections**

Three routes serve the Amtrak depot in Kelso hourly. CUBS connects with intercity bus systems at Greyhound Lines' station in Kelso.

CUBS has designed routes to serve local elementary and secondary schools, as well as the Lower Columbia Community College.

### **1999 Achievements**

- 1998 objectives met:
- Ordered two new ADA accessible paratransit vans using FTA Section 5307 funds.
- 1998 objectives unmet:
- Install two new passenger shelters.
- Other:
- Awarded contract to provide paratransit services to Paratransit Services.

### **2000 Objectives**

- Reduce and/or modify fixed route and paratransit services due to I-695.
- Replace four fixed route transit buses.
- Replace two paratransit minibuses.

### ***Long-range Plans (2001 through 2006)***

- Continue contract with the city of Longview.
- Purchase one replacement fixed route bus.
- Purchase six replacement paratransit vehicles.
- Purchase two new ADA accessible paratransit vans.

2006

2002

2001

2000

% Change

1999

1998

1997

Service Area Population

N.A.

N.A.

N.A.

N.A.

-0.02%

46,150

46,160

45,570

**Annual Operating Information****Fixed Route Services**

Revenue Vehicle Hours	14,000	14,000	14,000	14,000	11.65%	22,482	20,136	19,356
Total Vehicle Hours	14,000	14,000	14,000	14,000	11.57%	22,482	20,150	19,368
Revenue Vehicle Miles	173,000	173,000	173,000	173,000	1.61%	276,612	272,217	272,203
Total Vehicle Miles	173,000	173,000	173,000	173,000	0.96%	276,612	273,994	273,209
Passenger Trips	292,000	292,000	292,000	292,000	-0.41%	379,304	380,876	406,758
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	-7.14%	44,844	48,290	40,857
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	0	0	0
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	0	5	0
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	3	1	1
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	0.00%	16.0	16.0	18.0
Operating Cost — Sustained Service	\$1,510,000	\$1,245,000	\$1,187,000	\$1,129,000	19.04%	\$1,416,696	\$1,190,083	\$1,531,540
Operating Cost — Expanded Service	\$0	\$0	\$0	\$0	N.A.	\$0	\$0	\$0
Farebox Revenues	\$74,000	\$74,000	\$74,000	\$74,000	5.30%	\$73,630	\$69,922	\$73,750

**Demand Response Services**

Revenue Vehicle Hours	13,000	13,000	12,000	12,000	15.30%	12,320	10,685	11,367
Total Vehicle Hours	14,000	14,000	13,000	13,000	3.31%	12,628	12,223	11,450
Revenue Vehicle Miles	122,000	122,000	120,000	120,000	9.62%	120,060	109,523	106,428
Total Vehicle Miles	123,000	123,000	121,000	121,000	7.53%	121,600	113,081	109,523
Passenger Trips	42,000	39,000	38,000	38,000	9.66%	38,720	35,303	33,747
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	-1.62%	13,737	13,963	8,961
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	0	0	0
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	3	1	0
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	1	0	0
Employees (FTEs) — Contracted	N.A.	N.A.	N.A.	N.A.	0.00%	8.0	8.0	8.0
Operating Cost — Sustained Service	\$552,000	\$454,000	\$432,000	\$414,000	-4.96%	\$466,170	\$490,475	\$440,236
Operating Cost — Expanded Service	\$0	\$0	\$0	\$0	0.00%	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	\$0	0.00%	\$0	\$0	\$0

# Cowlitz Transit Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$765,771	\$824,005	\$842,516	2.25%	\$878,000	\$916,000	\$956,000	\$1,131,000
IVET	\$817,515	\$798,157	\$821,779	2.96%	\$867,000	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$311,000	\$0	\$0	\$0
Fares	\$73,750	\$69,922	\$73,630	5.30%	\$74,000	\$74,000	\$74,000	\$74,000
Federal Section 5307 Operating	\$0	\$0	\$0	N.A.	\$0	\$400,000	\$0	\$256,000
Other	\$315,755	\$616,291	\$175,078	-71.59%	\$202,000	\$200,000	\$167,000	\$79,000
Total Annual Revenues	\$1,972,791	\$2,308,375	\$1,913,003	-17.13%	\$2,332,000	\$1,590,000	\$1,197,000	\$1,540,000
<b>Annual Operating Expenses</b>	\$1,971,776	\$1,680,558	\$1,882,866	12.04%	\$1,543,000	\$1,619,000	\$1,699,000	\$2,062,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5307 Capital Grants	\$0	\$186,113	\$0		\$1,194,000	\$0	\$368,000	\$144,000
Unrestricted Cash and Investments	\$0	\$223,997	\$160,000		\$147,000	\$8,000	\$100,000	\$44,000
Total Capital Purchases	\$0	\$410,110	\$160,000		\$1,341,000	\$8,000	\$468,000	\$188,000
<b>Ending Balances, December 31</b>	\$2,717,827	\$3,229,459	\$3,099,596	-4.02%	\$3,742,000	\$3,705,000	\$3,103,000	\$1,461,000
Unrestricted Cash and Investments								

## Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	CUBS	Small City Average	CUBS	Small City Average
Fares/Operating Cost	5.20%	9.53%	N.A.	2.57%
Operating Cost/Passenger Trip	\$3.73	\$2.92	\$12.04	\$17.16
Operating Cost/Revenue Vehicle Mile	\$5.12	\$4.65	\$3.88	\$3.87
Operating Cost/Revenue Vehicle Hour	\$63.01	\$72.83	\$37.84	\$54.68
Operating Cost/Total Vehicle Hour	\$63.01	\$67.45	\$36.92	\$46.06
Revenue Vehicle Hours/Total Vehicle Hour	100.00%	92.61%	97.56%	84.25%
Revenue Vehicle Hours/FTE	1,405	894	1,540	866
Revenue Vehicle Miles/Revenue Vehicle Hour	12.30	15.7	9.75	14.1
Passenger Trips/Revenue Vehicle Hour	16.9	24.9	3.1	3.2
Passenger Trips/Revenue Vehicle Mile	1.37	1.59	0.32	0.23

# Everett Transit

## Everett Transit

**Ken Housden, Director, Transportation Services**

3225 Cedar Street

Everett, Washington 98201

(425) 259-8803

Internet Home Page:

<http://www.ci.everett.wa.us/EVERETT/transit/index.htm>

## System Snapshot

Operating Name: Everett Transit

Service Area: City of Everett.

Type of Government: City.

Governing Body: Everett mayor and city council.

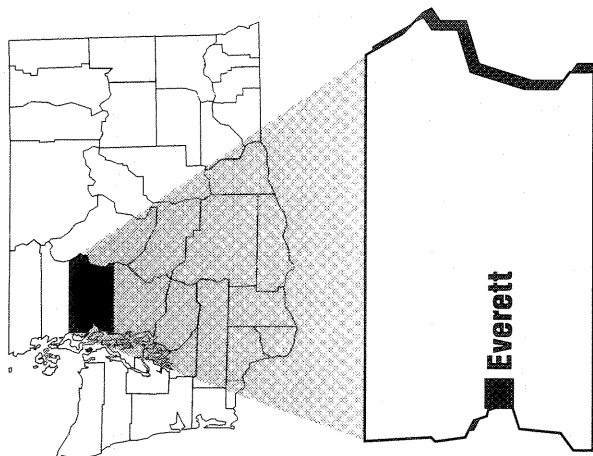
Tax Authorized: 0.3 percent sales and use tax approved in September 1978.

Annexations: Not applicable.

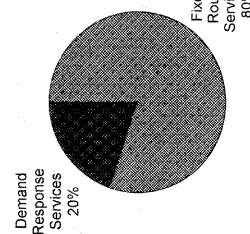
Types of Service: Nine fixed-routes and ParaTransit service for senior citizens and persons with disabilities who cannot use fixed-route service.

Days of Service: Weekdays, generally between 4:45 a.m. and 11:30 p.m.; and weekends between 6:55 a.m. and 9:25 p.m.

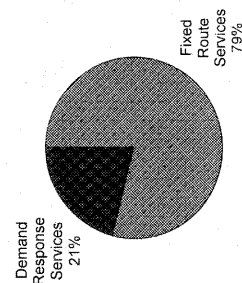
Base Fare: 75 cents per boarding, fixed route, donations for ParaTransit.



Total Vehicle Hours in 1999



Total Vehicle Hours in 2006



## **Everett Transit**

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### **Current Operations**

Everett Transit operates its nine fixed-routes, Mondays through Fridays, as follows:

- Two suburban commuter routes (Mukilteo/Everett Boeing Plant and Eastmont Plaza/Everett Boeing Plant).
- One suburban commuter route contracted with Community Transit (Everett/Seattle).
- Six suburban local routes.

Everett Transit provides ParaTransit services to senior citizens and persons with disabilities seven days a week.

Everett Transit only operates the six suburban local routes on Saturdays and Sundays.

### **Revenue Service Vehicles**

Fixed route — 42 total, three of which are owned by the Boeing Company and a part of its 1991 Mitigation Program for plant expansion, 28 of which are wheelchair accessible, with models ranging from 1983 to 1997.

ParaTransit — 11, all ADA accessible, with models ranging from 1990 to 1996.

### **Facilities**

The Everett Transit Operations Center houses all Everett Transit administration and operations facilities. The maintenance facility is shared with the city's Motor Vehicles Division in the Public Works Department. A customer information center and pass sales outlet is located in Everett Transit's downtown transit center.

Everett Transit serves the Eastmont park and ride lot.

### **Intermodal Connections**

Everett Transit provides service between downtown Everett and the Mukilteo ferry terminal. In addition, Everett Transit provides express service between the Mukilteo ferry terminal and the Boeing Everett plant for Whidbey Island residents.

Everett Transit provides service to all of the public elementary, middle, and high schools in Everett, as well as Everett Community College.

Connections with Community Transit and Sound Transit in downtown Everett and at common bus stops for service into Community Transit's service area are available. Everett Transit provides service to the Everett Amtrak station and the Everett Greyhound station.



## 1999 Achievements

- 1998 objectives met:
- Awarded bids to purchase five replacement paratransit vehicles.
- Awarded bids to purchase four additional paratransit vehicles.
- Continued planning for Everett Station, a multimodal transportation center.
- Continued preliminary work on siting a transit center at the Everett Mall.
- 1998 objectives unmet:
- Begin constructing the Everett Station.
- Purchase five replacement fixed route articulated buses.
- Other:
- Completed a study to realign routing through downtown Everett.
- Moved ParaTransit to a separate and more secure radio frequency.
- Installed 16 new bus shelters and benches.
- Added nine new 25-foot vans to Everett's ParaTransit fleet; five replacement vans and four additions.
- Continued to oversee the City's Commute Trip Reduction program.

## 2000 Objectives

- Begin constructing the Everett Station.
- Replace five buses.
- Replace five 38-foot buses replaced with five 60-foot articulated coaches.
- Add 3,600 revenue hours of fixed route service.
- Add 2,000 revenue hours of ParaTransit service.

## Long-range Plans (2001 through 2006)

- Complete construction of the Everett Station multimodal transportation center.
- Construct the North Everett Transit Center.
- Construct the South Everett Transit Center.
- Purchase 26 replacement fixed route buses.
- Purchase 6 additional fixed route buses.
- Purchase 12 replacement ParaTransit vehicles.
- Add 5,500 annual revenue hours of fixed route service.
- Add 2,300 annual revenue hours of ParaTransit service.



# **Everett Transit**

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	84,130	84,330	86,730	2.85%	N.A.	N.A.	N.A.	N.A.

## **Annual Operating Information**

### **Fixed Route Services**

Revenue Vehicle Hours	76,335	79,752	76,896	-3.58%	80,000	80,000	82,000	85,000
Total Vehicle Hours	92,055	90,672	95,598	5.43%	99,000	100,000	102,000	106,000
Revenue Vehicle Miles	809,289	995,590	979,068	-1.66%	1,016,000	1,020,000	1,041,000	1,081,000
Total Vehicle Miles	965,670	1,152,233	1,144,194	-0.70%	1,188,000	1,192,000	1,216,000	1,263,000
Passenger Trips	1,459,291	1,471,748	1,381,854	-6.11%	1,434,000	1,440,000	1,469,000	1,525,000
Diesel Fuel Consumed (gallons)	208,144	203,358	209,311	2.93%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	12	17	14	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	3	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	72.3	73.5	72.0	-2.04%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$5,683,827	\$5,805,134	\$5,868,540	-1.83%	\$6,099,000	\$6,418,000	\$6,709,000	\$7,969,000
Operating Cost — Expanded Service	\$0	\$194,175	\$20,906	incl. above	\$193,000	\$32,000	\$170,000	\$38,000
Farebox Revenues	\$692,157	\$735,015	\$688,427	-6.34%	\$735,000	\$756,000	\$778,000	\$871,000

### **Demand Response Services**

Revenue Vehicle Hours	15,352	15,223	21,432	40.79%	23,000	24,000	24,000	25,000
Total Vehicle Hours	18,789	18,522	23,493	26.84%	26,000	26,000	26,000	28,000
Revenue Vehicle Miles	114,076	235,431	243,048	3.24%	263,000	268,000	271,000	288,000
Total Vehicle Miles	212,441	259,361	269,892	4.06%	293,000	297,000	301,000	319,000
Passenger Trips	51,330	53,989	55,800	3.35%	61,000	62,000	62,000	66,000
Gasoline Fuel Consumed (gallons)	32,052	36,538	41,300	13.03%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	3	3	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) — Contracted	16.8	17.4	19.4	11.49%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$1,050,935	\$1,096,940	\$1,158,321	34.38%	\$1,607,000	\$1,725,000	\$1,799,000	\$2,114,000
Operating Cost — Expanded Service	\$0	\$58,889	\$394,833	incl. above	\$84,000	\$30,000	\$23,000	\$34,000
Farebox Revenues	\$14,170	\$14,746	\$17,285	17.22%	\$15,000	\$15,000	\$15,000	\$15,000

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$6,383,101	\$6,516,763	\$7,095,269	8.88%	\$6,994,000	\$7,192,000	\$7,395,000	\$8,265,000
MVET	\$0	\$0	\$278,417	N.A.	\$742,000	\$0	\$0	\$0
Fares	\$706,327	\$749,761	\$705,712	-5.88%	\$750,000	\$771,000	\$793,000	\$886,000
Federal Section 5307 Operating	\$341,280	\$28,500	\$0	-100.00%	\$778,000	\$625,000	\$288,000	\$300,000
Other	\$483,982	\$354,931	\$336,557	-5.18%	\$342,000	\$351,000	\$358,000	\$316,000
<b>Total Annual Revenues</b>	<b>\$7,914,690</b>	<b>\$7,649,955</b>	<b>\$8,415,955</b>	<b>10.01%</b>	<b>\$9,606,000</b>	<b>\$8,939,000</b>	<b>\$8,834,000</b>	<b>\$9,767,000</b>
<b>Annual Operating Expenses</b>								
	\$6,734,762	\$7,155,138	\$7,442,600	4.02%	\$7,983,000	\$8,205,000	\$8,701,000	\$10,155,000
Other	\$163,087	\$68,648	\$58,699	-14.49%	\$42,000	\$30,000	\$30,000	\$0
<b>Total</b>	<b>\$6,897,849</b>	<b>\$7,223,786</b>	<b>\$7,501,299</b>	<b>3.84%</b>	<b>\$8,025,000</b>	<b>\$8,235,000</b>	<b>\$8,731,000</b>	<b>\$10,155,000</b>
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	\$3,189,737		\$9,553,000	\$0	\$0	\$0
Federal Section 5307 Capital Grants	\$1,784,338	\$170,731	\$562,608		\$2,484,000	\$1,400,000	\$2,954,776	\$2,080,000
TEA-21 Capital Grants	\$0	\$253,948	\$3,632,324		\$3,736,000	\$8,464,000	\$0	\$0
Central Puget Sound PT Account	\$41,458	\$0	\$0		\$0	\$0	\$0	\$0
Other Contributions	\$9,574	\$35,000	\$137,407		\$2,033,000	\$4,226,000	\$0	\$0
Unrestricted Cash and Investments	\$453,454	\$51,631	\$879,095		\$571,000	\$5,632,000	\$787,000	\$520,000
<b>Total Capital Purchases</b>	<b>\$2,288,824</b>	<b>\$511,310</b>	<b>\$8,401,171</b>		<b>\$18,377,000</b>	<b>\$19,722,000</b>	<b>\$3,741,776</b>	<b>\$2,600,000</b>
<b>Ending Balances, December 31</b>	<b>\$3,806,208</b>	<b>\$4,183,302</b>	<b>\$4,110,392</b>	<b>-1.74%</b>	<b>\$5,377,000</b>	<b>\$5,481,000</b>	<b>\$4,796,000</b>	<b>\$2,003,000</b>
Unrestricted Cash and Investments								

**Performance Measures for 1999 Operations**

	Fixed Route Services		Demand Response Services	
	Everett Transit	Transit Urbanized Average	Everett Transit	Transit Urbanized Average
Fares/Operating Cost	11.69%	19.75%	1.11%	1.33%
Operating Cost/Passenger Trip	\$4.26	\$3.22	\$27.83	\$19.61
Operating Cost/Revenue Vehicle Mile	\$6.02	\$6.82	\$6.39	\$3.36
Operating Cost/Revenue Vehicle Hour	\$76.59	\$93.48	\$72.47	\$50.67
Operating Cost/Total Vehicle Hour	\$61.61	\$81.52	\$66.11	\$43.79
Revenue Vehicle Hours/Total Vehicle Hour	80.44%	87.21%	91.23	86.43%
Revenue Vehicle Hours/FTE	1,068	879	1,105	1,229
Revenue Vehicle Miles/Revenue Vehicle Hour	12.73	13.7	11.34	15.1
Passenger Trips/Revenue Vehicle Hour	18.0	29.1	2.6	2.6
Passenger Trips/Revenue Vehicle Mile	1.41	2.12	0.23	0.17



# Garfield County Public Transportation

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**Garfield County**  
**Dean Burton, County Commissioner**

P.O. Box 278  
Pomeroy, Washington 99347  
(509) 843-1411

## System Snapshot

Operating Name: Garfield County Public Transportation

Service Area: Countywide, Garfield County.

Type of Government: Unincorporated transportation benefit area.

Governing Body: Board of county commissioners.

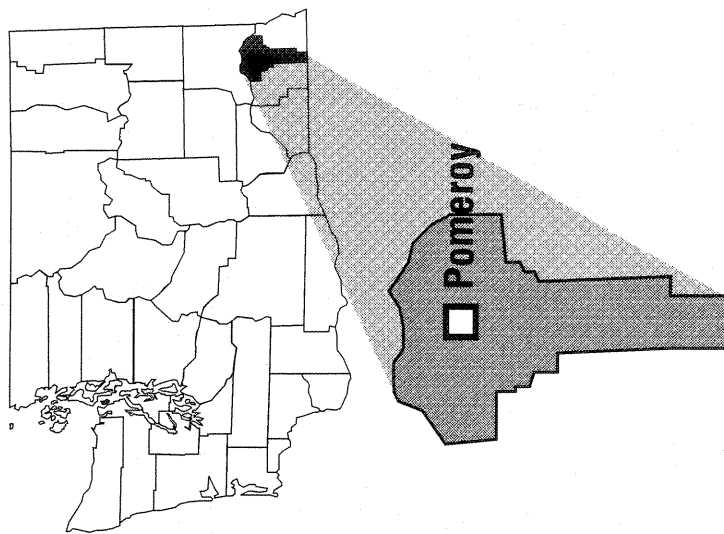
Tax Authorized: None.

Annexations: None.

Types of Service: One deviated-route and paratransit service.

Days of Service: Tuesdays and Thursdays, between 9:00 a.m. and 4:30 p.m.; and Mondays, Wednesdays, and Fridays, between 9:30 a.m. and 2:30 p.m..

Base Fare: Donations.



## **Garfield County Public Transportation**

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### **Current Operations**

Garfield County operates its intercity route (Pomeroy/Lewiston, Idaho) on Tuesdays and Thursdays.

Garfield County provides paratransit services to the general public in the Pomeroy area on Mondays, Wednesdays, and Friday.

### **Passenger Service Vehicles**

Route deviated — 1 total, wheelchair accessible, age 1999.

Paratransit — 1 total, wheelchair accessible, age 1987.

### **Facilities**

Garfield County routinely maintains its two revenue vehicles through its Public Works Department in Pomeroy.

All revenue service serves the Pomeroy Senior Center.

### **Intermodal Connections**

Garfield County provides service to the Northwestern Trailways depot in Lewiston, Idaho.

Garfield County also can provide service to the Lewiston-Nez Perce County Airport.

### **1999 Achievements**

- 1998 Objectives met:
  - Organized unincorporated transportation benefit area.
  - Received Rural Mobility grant for operating assistance.
  - Purchased new 1999 minibus with Rural Mobility Grant.
  - Continued working relationship with Garfield County Hospital District.
- 1998 Objectives unmet
  - Develop interlocal agreement for funding and service with City of Pomeroy.
- Other:
  - Received grant from Shepherd Foundation.

### **2000 Objectives**

- Receive grant to replace older revenue vehicle.
- Receive Section 5311 FTA grant for operating assistance.

### **Long-range Plans (2001 through 2006)**

- Receive grants to replace revenue vehicles.

# Garfield County Public Transportation

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	N.A.	N.A.	955	N.A.	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Route-Deviated Services

Revenue Vehicle Hours	N.A.	N.A.	1,342	N.A.	2,000	2,000	2,000	2,000
Total Vehicle Hours	N.A.	N.A.	1,342	N.A.	2,000	2,000	2,000	2,000
Revenue Vehicle Miles	N.A.	N.A.	11,807	N.A.	16,000	16,000	16,000	16,000
Total Vehicle Miles	N.A.	N.A.	11,807	N.A.	16,000	16,000	16,000	16,000
Passenger Trips	N.A.	N.A.	2,912	N.A.	3,000	3,000	3,000	3,000
Gasoline Fuel Consumed (gallons)	N.A.	N.A.	530	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	1.0	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	N.A.	N.A.	\$25,101	N.A.	\$40,000	\$42,000	\$44,000	\$52,000
Operating Cost — Expanded Service	N.A.	N.A.	\$0	N.A.	\$0	\$0	\$0	\$0
Farebox Revenues	N.A.	N.A.	\$2,213	N.A.	\$2,000	\$2,000	\$2,000	\$4,000

### Annual Revenues

County Tax Contributions	N.A.	N.A.	\$8,000	N.A.	\$8,000	\$10,000	\$12,000	\$17,000
MVET	N.A.	N.A.	\$8,000	N.A.	\$8,000	\$0	\$0	\$0
Fares	N.A.	N.A.	\$2,213	N.A.	\$2,000	\$2,000	\$2,000	\$4,000
State Rural Mobility Grants	N.A.	N.A.	\$18,881	N.A.	\$25,000	\$13,000	\$0	\$0
Federal Section 5311 Operating	N.A.	N.A.	\$0	N.A.	\$0	\$14,000	\$15,000	\$17,000
Other	N.A.	N.A.	\$20,000	N.A.	\$0	\$0	\$13,000	\$29,000
Total Annual Revenues	N.A.	N.A.	\$57,094	N.A.	\$43,000	\$39,000	\$42,000	\$67,000

### Annual Operating Expenses

	N.A.	N.A.	\$25,101	N.A.	\$40,000	\$42,000	\$44,000	\$52,000
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### Annual Capital Purchase Obligations

Federal Section 5311 Capital Grants	N.A.	N.A.	\$0	N.A.	\$40,000	\$0	\$0	\$60,000
State Rural Mobility Grants	N.A.	N.A.	\$36,976	N.A.	\$0	\$0	\$0	\$0
General Fund	N.A.	N.A.	\$15,623	N.A.	\$11,000	\$0	\$0	\$15,000
Total Capital Purchases	N.A.	N.A.	\$52,599	N.A.	\$51,000	\$0	\$0	\$75,000

### Ending Balances, December 31

General Fund	N.A.	N.A.	\$16,370	N.A.	\$8,000	\$5,000	\$3,000	\$0
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## Garfield County Public Transportation

### Performance Measures for 1999 Operations

	Deviated Route Services Garfield	Rural Average
Fares/Operating Cost	8.82%	1.56%
Operating Cost/Passenger Trip	\$8.62	\$7.29
Operating Cost/Revenue Vehicle Mile	\$2.13	\$2.36
Operating Cost/Revenue Vehicle Hour	\$18.70	\$60.18
Operating Cost/Total Vehicle Hour	\$18.70	\$57.33
Revenue Vehicle Hours/Total Vehicle Hour	100.00%	95.26%
Revenue Vehicle Hours/FTE	1,342	1,349
Revenue Vehicle Miles/Revenue Vehicle Hour	8.80	25.5
Passenger Trips/Revenue Vehicle Hour	2.2	8.2
Passenger Trips/Revenue Vehicle Mile	0.25	0.32

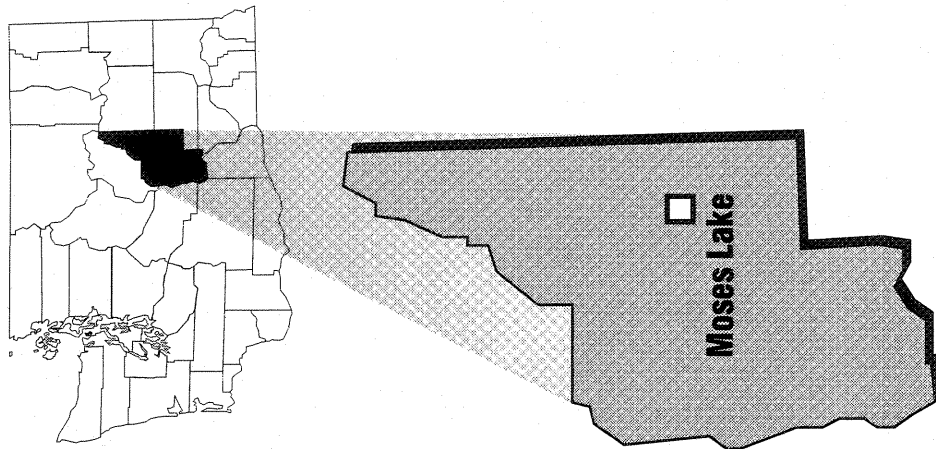


# Grant Transit Authority

**Grant Transit Authority**  
**Linda J. Burns, Transit Manager**

P.O. Box 10  
Ephrata, Washington 98823-0010  
(509) 754-1075

Internet Home Page: <http://www.gta-ride.com>



## System Snapshot

Operating Name: Grant Transit Authority (GTA)

Service Area: Countywide, Grant County.

Type of Government: Public transportation benefit area.

Governing Body: Nine member board of directors comprised of one county commissioner; one council member each from Moses Lake, Ephrata, Warden, Soap Lake, and Coulee City; a council member representing Electric City and Grand Coulee; a council member representing George, Mattawa, Royal City, and Quincy; and a council member representing Marlin, Hartline, and Wilson Creek.

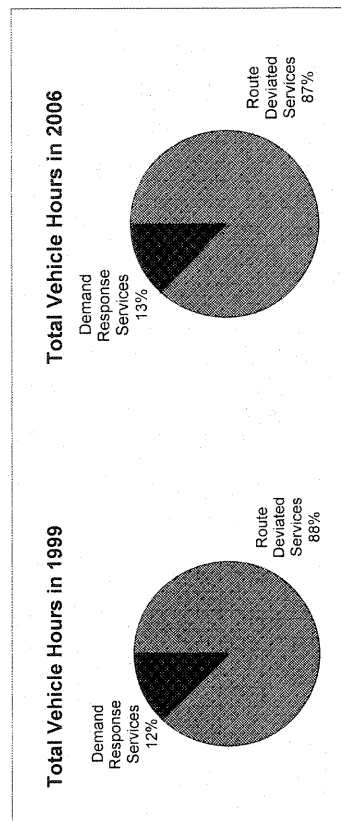
Tax Authorized: 0.2% sales and use tax approved in November 1996.

Annexations: One in November 1998 adding northwestern corner of the county, including Quincy.

Types of Service: 18 deviated routes and paratransit service for persons with disabilities who cannot use deviated route service.

Days of Service: Weekdays, generally between 6:00 a.m. and 5:30 p.m.; and Saturdays, generally between 8:00 a.m. and 5:30 p.m.

Base Fare: 50 cents per boarding, deviated routes; 25 cents per ride, paratransit.



### **Current Operations**

GTA operates 18 deviated routes Monday through Friday as follows:

- Twelve rural intercity routes.
- Soap Lake to Wilson Creek.
- Ephrata to: George, Desert Aire, Quincy, and to Royal City.
- Moses Lake to: Ephrata/Soap Lake, Warden (2), Potholes/Royal City, and to George.
- Six rural local routes (Moses Lake).

GTA operates one deviated route between Soap Lake and Coulee Dam Mondays, Wednesdays, and Fridays.

GTA provides paratransit services to persons with disabilities.

### **Passenger Service Vehicles**

Deviated route — 33 total, six of which are ADA accessible, age ranging from 1985 to 1998.

Paratransit — 13 total (all provided by contractor), all ADA accessible, age ranging from 1992 to 1999.

### **Facilities**

GTA has rents administrative offices in the U.S. Bureau of Reclamation Building in Ephrata. GTA has no other facilities.

### **Intermodal Connections**

GTA serves the Ephrata Intermodal Center, with connections to Greyhound Lines, Amtrak, and the Grant County International Airport, Greyhound Lines' and Trailways' stops in Moses Lake, and Trailways' stops in George.

GTA provides service to most of the public elementary, middle, and high schools and state parks in its service area, as well as Big Bend Community College.

### **1999 Achievements**

- 1998 objectives met:
- Ordered five new 25-foot buses with Section 5309 grant funds.
- Purchased one new 32-foot bus with Section 5311 grant funds.
- Ordered one new 25-foot bus with Section 5311 grant funds.
- Extended service to the Quincy area.
- Installed bus stop signs and ten passenger shelters.
- Other:
- Ordered one new 25-foot bus with Section 5311 grant funds.
- Established a bus transfer policy permitting transfer to a second route.
- Eliminated service to Othello.

### **2000 Objectives**

- Reduce service levels resulting from funding cuts.
- Contract for advertising on buses to generate new revenue.
- Purchase seven 32-foot transit buses using federal funds.
- Install passenger shelters at Moses Lake transfer station.

### **Long-range Plans (2001 through 2006)**

- Purchase four replacement transit buses.
- Sustain 2000 levels of service without an increase in tax support.

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	61,075	69,395	70,595	1.73%	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Route Deviated Services</b>								
Revenue Vehicle Hours	27,418	42,042	41,218	-1.96%	33,000	33,000	33,000	33,000
Total Vehicle Hours	27,808	45,330	41,218	-9.07%	33,000	33,000	33,000	33,000
Revenue Vehicle Miles	672,691	1,037,831	1,004,477	-3.21%	800,000	800,000	800,000	800,000
Total Vehicle Miles	710,076	1,045,358	1,004,477	-3.91%	800,000	800,000	800,000	800,000
Passenger Trips	57,904	116,479	153,160	31.49%	123,000	123,000	123,000	123,000
Diesel Fuel Consumed (gallons)	27,890	17,590	111,842	535.83%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	31.3	26.2	34.0	29.77%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$0	\$1,957,504	\$2,513,488	28.40%	\$1,366,000	\$1,407,000	\$1,456,000	\$1,710,000
Operating Cost — Expanded Service	\$1,115,937	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$22,495	\$43,621	\$55,317	26.81%	\$28,000	\$29,000	\$30,000	\$34,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	601	6,593	5,814	-11.82%	5,000	5,000	5,000	5,000
Total Vehicle Hours	601	7,902	5,814	-26.42%	5,000	5,000	5,000	5,000
Revenue Vehicle Miles	12,723	102,590	86,195	-15.98%	69,000	69,000	69,000	69,000
Total Vehicle Miles	12,723	119,919	86,195	-28.12%	69,000	69,000	69,000	69,000
Passenger Trips	953	4,903	11,096	126.31%	9,000	9,000	9,000	9,000
Gasoline Fuel Consumed (gallons)	41,835	15,590	14,020	-10.07%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	0.3	3.8	4.0	5.26%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$0	\$120,000	\$166,474	38.73%	\$113,000	\$120,000	\$124,000	\$142,000
Operating Cost — Expanded Service	\$24,118	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$1,836	\$1,934	5.34%	\$2,000	\$2,000	\$2,000	\$2,000

# Grant Transit Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$1,065,469	\$1,361,469	\$1,517,530	11.46%	\$1,571,000	\$1,626,000	\$1,683,000	\$1,931,000
MVET	\$1,050,000	\$1,195,970	\$1,612,570	34.83%	\$1,398,000	\$0	\$0	\$0
Fares	\$22,495	\$45,457	\$57,251	25.95%	\$30,000	\$31,000	\$32,000	\$36,000
Other	\$89,261	\$49,753	\$220,116	342.42%	\$102,000	\$110,000	\$115,000	\$140,000
Total Annual Revenues	\$2,227,225	\$2,652,649	\$3,395,673	28.01%	\$3,101,000	\$1,767,000	\$1,830,000	\$2,107,000
<b>Annual Operating Expenses</b>								
	\$1,140,055	\$2,077,504	\$2,679,962	29.00%	\$1,479,000	\$1,527,000	\$1,580,000	\$1,852,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	\$86,499		\$589,000	\$496,000	\$0	\$0
Federal Section 5311 Capital Grants	\$0	\$0	\$140,581		\$271,000	\$0	\$232,000	\$0
General Fund	\$0	\$323,775	\$195,496		\$0	\$0	\$0	\$0
Capital Fund	\$0	\$0	\$0		\$215,000	\$124,000	\$58,000	\$0
Total Capital Purchases	\$0	\$323,775	\$422,576		\$1,075,000	\$620,000	\$290,000	\$0
<b>Ending Balances, December 31</b>								
General Fund	\$751,632	\$728,002	\$1,010,011	38.74%	\$2,417,000	\$2,533,000	\$2,725,000	\$4,943,000
Working Capital	\$275,000	\$550,000	\$800,000	45.45%	\$800,000	\$800,000	\$800,000	\$800,000
Totals	\$1,026,632	\$1,278,002	\$1,810,011	41.63%	\$3,217,000	\$3,333,000	\$3,525,000	\$5,743,000

## Performance Measures for 1999 Operations

	Deviated Route Services		Demand Response Services	
	GTA	Rural Average	GTA	Rural Average
Fares/Operating Cost	2.20%	1.56%	1.16%	3.16%
Operating Cost/Passenger Trip	\$16.41	\$7.29	\$15.00	\$14.26
Operating Cost/Revenue Vehicle Mile	\$2.50	\$2.36	\$1.93	\$3.42
Operating Cost/Revenue Vehicle Hour	\$60.98	\$60.18	\$28.63	\$45.21
Operating Cost/Total Vehicle Hour	\$60.98	\$57.33	\$28.63	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	100.00%	95.26%	100.00%	93.99%
Revenue Vehicle Hours/FTE	1,212	1,349	1,454	982
Revenue Vehicle Miles/Revenue Vehicle Hour	24.4	25.5	14.8	13.2
Passenger Trips/Revenue Vehicle Hour	3.7	8.2	1.9	3.2
Passenger Trips/Revenue Vehicle Mile	0.15	0.32	0.13	0.24

# Grays Harbor Transportation Authority

**Grays Harbor Transportation Authority**  
**David Rostedt, Manager**

705-30th Street  
Hoquiam, Washington 98550-4237  
(360) 532-2770

Internet Home Page: <http://www.ghcog.org/tranpage.htm>

## System Snapshot

Operating Name: Grays Harbor Transit

Service Area: Countywide, Grays Harbor County.

Type of Government: County transportation authority.

Governing Body: Six member board of directors comprised of three county commissioners, mayor of Aberdeen, mayor of Hoquiam, and one mayor selected by all other mayors in the county.

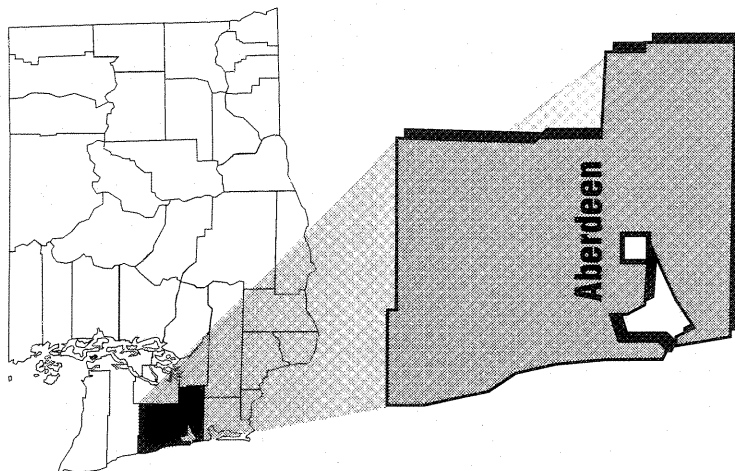
Tax Authorized: 0.3% sales and use tax approved in November 1974.

Annexations: Not applicable.

Types of Service: Ten fixed routes and Dial-A-Ride service for elderly and persons with disabilities who cannot use fixed route service.

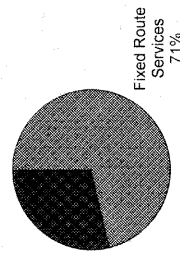
Days of Service: Weekdays, between 5:10 a.m. and 11:00 p.m.; and Saturdays and Sundays, between 5:55 a.m. and 10:30 p.m.

Base Fare: 50 cents per boarding, fixed route and Dial-A-Ride, countywide.

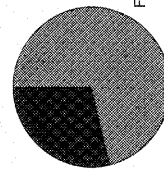


**Total Vehicle Hours in 1999      Total Vehicle Hours in 2006**

Demand  
Response  
Services  
29%



Fixed Route  
Services  
71%



Fixed Route  
Services  
71%

### **Current Operations**

Grays Harbor Transit operates the fixed routes seven days a week as follows:

- Three rural intercity routes (Aberdeen/Olympia, Aberdeen/Westport, and Hoquiam/Ocean Shores).
- Four small city local routes (Aberdeen/Hoquiam/Cosmopolis).
- Three rural local routes (Hoquiam/Amanda Park, Aberdeen/North River, and Hoquiam/Wishkah).

Grays Harbor Transit provides Dial-A-Ride service to persons aged 65 years and older and persons with disabilities who cannot use fixed route service.

### **Passenger Service Vehicles**

Fixed route — 29 total, 10 equipped with wheelchair lifts and 20 equipped with bicycle racks, age ranging from 1978 to 1991.

Demand Response — 19 total, 15 ADA accessible, age ranging from 1982 to 1997.

Rubber Tire Trolley Replicas — 2 total, neither equipped with wheelchair lifts, age 1985.

### **Facilities**

Grays Harbor Transit's Administration-Maintenance building is a 10,260 square foot building, located near the Port of Grays Harbor industrial park in Hoquiam.

Grays Harbor Transit operates four transfer stations: Aberdeen, Hoquiam, Montesano, and McCleary, and has 92 passenger shelters.

Grays Harbor Transit serves one park and ride lot located in Westport; it has 25 vehicle parking spaces.

### **Intermodal Connections**

Grays Harbor Transit provides bus connections on both sides of a small, privately operated passenger-only ferry which operates between Westport and Ocean Shores during the summer. It connects with Jefferson Transit in Amanda Park at Lake Quinault and with Pacific Transit in Aberdeen.

Grays Harbor Transit has designed fixed route services to meet the travel needs of many urban and rural school districts in this 2,000 square mile county.

Grays Harbor Transit connects with Pierce Transit, Mason County Transportation, Intercity Transit, and Greyhound Lines in Olympia.

### 1999 Achievements

- 1998 objectives met:
- Completed construction of transit station and adjacent park and ride lot in McCleary.
- Improved fixed route service to Taholah for better access to new casino near Ocean Shores.
- Replaced two transit buses.
- Other:
- Continued consideration of stations in Elma and Ocean Shores.
- Board approved a February 2000 ballot issue to raise the transit sales level to 0.6%.

### 2000 Objectives

- Request voters' approval of 0.3% sales tax increase to replace lost MVET revenue in February.
- Implement service for employees and visitors to the Quinalt Indian Nation resort/casino.
- Receive FTA Section 5311 and 5309 grants to purchase six replacement heavy duty accessible coaches.
- Receive FTA Section 5311 grant to purchase three replacement Dial-a-ride vans.
- Change color scheme for revenue vehicles.

### Long-Range Plans (2001 through 2006)

- Replace eight Dial-A-Ride vans.
- Construct transit stations in Elma and Ocean Shores.
- Improve Aberdeen station.
- Replace five heavy-duty transit buses.
- Implement vanpool program to new correctional facility.

# Grays Harbor Transportation Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	68,300	67,900	67,700	-0.29%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	67,330	67,505	66,533	-1.44%	60,000	60,000	66,000	66,000
Total Vehicle Hours	70,874	71,058	70,035	-1.44%	63,000	63,000	70,000	70,000
Revenue Vehicle Miles	1,194,118	1,222,970	1,171,270	-4.23%	1,054,000	1,054,000	1,171,000	1,171,000
Total Vehicle Miles	1,256,966	1,287,336	1,232,916	-4.23%	1,109,000	1,109,000	1,232,000	1,232,000
Passenger Trips	1,375,381	1,168,891	1,079,770	-7.62%	972,000	972,000	1,079,000	1,079,000
Diesel Fuel Consumed (gallons)	236,919	262,983	254,167	-3.35%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	17	8	6	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	24	13	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	45.0	46.0	44.0	-4.35%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$3,310,401	\$3,637,729	\$3,532,772	-2.89%	\$3,884,000	\$3,962,000	\$4,050,000	\$4,569,000
Operating Cost — Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$27,000	\$27,000
Farebox Revenues	\$298,811	\$385,282	\$450,505	16.93%	\$407,000	\$407,000	\$417,000	\$436,000

### Demand Response Services

Revenue Vehicle Hours	28,948	29,023	28,606	-1.44%	26,000	26,000	28,000	28,000
Total Vehicle Hours	28,948	29,023	28,606	-1.44%	26,000	26,000	28,000	28,000
Revenue Vehicle Miles	523,356	525,813	503,585	-4.23%	453,000	453,000	504,000	504,000
Total Vehicle Miles	523,356	525,813	503,585	-4.23%	453,000	453,000	504,000	504,000
Passenger Trips	157,461	151,728	145,461	-4.13%	131,000	131,000	145,000	145,000
Diesel Fuel Consumed (gallons)	14,651	21,020	24,933	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	49,610	46,342	35,137	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	7	3	5	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	4	13	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) — Contracted	42.0	43.0	41.0	-4.65%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$1,352,135	\$1,483,790	\$1,402,830	-5.46%	\$1,383,000	\$1,484,000	\$1,585,000	\$1,788,000
Operating Cost — Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$30,112	\$49,904	\$61,433	23.10%	\$56,000	\$55,000	\$57,000	\$59,000



**Grays Harbor Transportation Authority**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	N.A.	N.A.	N.A.	33,000	33,000	33,000	33,000	33,000
Total Vehicle Miles	N.A.	N.A.	N.A.	33,000	33,000	33,000	33,000	33,000
Passenger Trips	N.A.	N.A.	N.A.	3,000	3,000	3,000	3,000	3,000
Vanpool Fleet Size	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Vans in Operation	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	N.A.	N.A.	N.A.	N.A.	N.A.	\$7,000	\$0	\$0
Operating Cost — Expanded Service	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$7,000	\$7,000
Vanpooling Revenue	N.A.	N.A.	N.A.	N.A.	N.A.	\$7,000	\$7,000	\$7,000
<b>Annual Revenues</b>								
Sales Tax	\$1,912,211	\$2,129,256	\$2,363,191	10.99%	\$3,835,000	\$4,750,000	\$4,892,000	\$5,505,000
MVET	\$1,912,211	\$1,921,063	\$2,158,247	12.35%	\$792,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$168,467	\$272,223	\$243,317	-10.62%	\$14,000	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$772,000	\$0	\$0	\$0
Fares	\$328,923	\$435,186	\$511,938	17.64%	\$463,000	\$462,000	\$474,000	\$495,000
Vanpooling Revenue	\$0	\$0	\$0	N.A.	N.A.	\$7,000	\$7,000	\$7,000
Federal Section 5311 Operating	\$0	\$0	\$23,169	N.A.	\$107,000	\$60,000	\$60,000	\$60,000
Other	\$236,516	\$209,540	\$188,270	-10.15%	\$179,000	\$180,000	\$176,000	\$75,000
Total Annual Revenues	\$4,558,328	\$4,967,268	\$5,488,132	10.49%	\$6,162,000	\$5,459,000	\$5,609,000	\$6,142,000
<b>Annual Operating Expenses</b>								
Other (Ambulance Services)	\$4,662,536	\$5,121,519	\$4,935,602	-3.63%	\$5,267,000	\$5,453,000	\$5,669,000	\$6,391,000
Total	\$229,777	\$214,990	\$135,000	-37.21%	\$168,000	\$150,000	\$150,000	\$150,000
	\$4,892,313	\$5,336,509	\$5,070,602	-4.98%	\$5,435,000	\$5,603,000	\$5,819,000	\$6,541,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$0	\$100,087	\$332,335		\$162,000	\$300,000	\$0	\$114,000
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$1,200,000	\$600,000	\$0	\$0
General Fund	\$0	\$0	\$102,144		\$125,000	\$22,000	\$22,000	\$22,000
Capital Replacement/Purchase Funds	\$488,927	\$85,783	\$174,778		\$479,000	\$184,000	\$0	\$29,000
Total Capital Purchases	\$488,927	\$185,870	\$609,257		\$1,966,000	\$1,106,000	\$22,000	\$165,000

# Grays Harbor Transportation Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Ending Balances, December 31</b>								
General Fund	\$239,411	\$181,096	\$836,982	362.18%	\$839,000	\$839,000	\$813,000	\$206,000
Working Capital	\$676,000	\$350,000	\$350,000	0.00%	\$350,000	\$350,000	\$350,000	\$57,000
Capital Replacement/Purchase Funds	\$2,720,000	\$2,770,000	\$2,255,222	-18.58%	\$2,376,000	\$2,026,000	\$1,820,000	\$946,000
Self-Insurance Fund	\$166,343	\$166,343	\$166,343	0.00%	\$166,000	\$166,000	\$166,000	\$166,000
Totals	\$3,801,754	\$3,467,439	\$3,608,547	4.07%	\$3,731,000	\$3,381,000	\$3,149,000	\$1,375,000

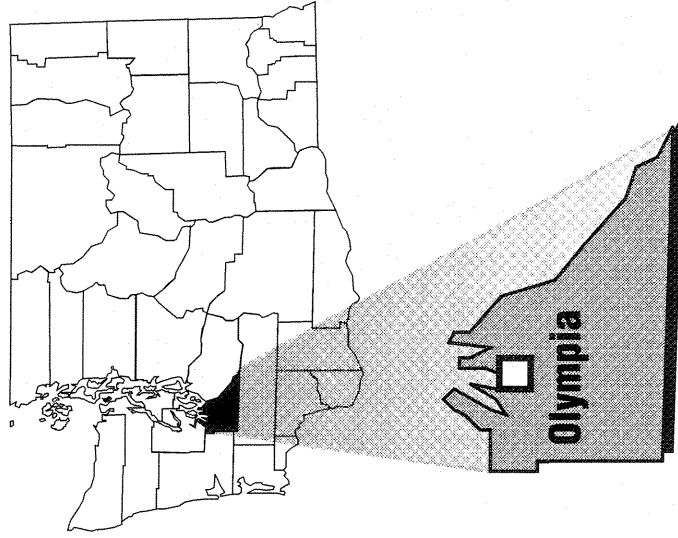
## Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	GHTA	Rural Average	GHTA	Rural Average
Fares/Operating Cost	12.75%	6.73%	4.38%	3.16%
Operating Cost/Passenger Trip	\$3.27	\$2.98	\$9.64	\$14.26
Operating Cost/Revenue Vehicle Mile	\$3.02	\$3.21	\$2.79	\$3.42
Operating Cost/Revenue Vehicle Hour	\$53.10	\$57.92	\$49.04	\$45.21
Operating Cost/Total Vehicle Hour	\$50.44	\$53.65	\$49.04	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	95.00%	92.63%	100.00%	93.99%
Revenue Vehicle Hours/FTE	1,512	1,052	698	982
Revenue Vehicle Miles/Revenue Vehicle Hour	18.53	18.1	17.60	13.2
Passenger Trips/Revenue Vehicle Hour	16.2	19.4	5.1	3.2
Passenger Trips/Revenue Vehicle Mile	0.92	1.08	0.29	0.24

# Intercity Transit

**Intercity Transit (Thurston County)**  
**Michael Harbour, General Manager**

P.O. Box 659  
Olympia, Washington 98507-0659  
(360) 786-8585  
Internet Home Page: <http://www.intercitytransit.com>



## System Snapshot

Operating Name: Intercity Transit (IT)

Service Area: Thurston County.

Type of Government: Public transportation benefit area.

Governing Body: Nine member Transit Authority with one Thurston County Commissioner; one council member each from the cities of Olympia, Lacey, Tumwater, and Yelm; one council member from either Tenino, Rainier, or Bucoda; and three citizen representatives appointed by the Authority.

Tax Authorized: 0.3% sales and use tax approved in September 1980.

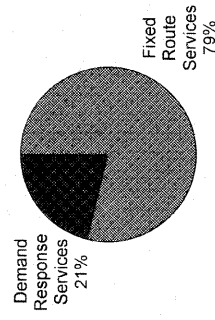
Annexations: One in May 1992 adding rural Thurston County, including the Rochester, Bucoda, Tenino, Yelm, and Nisqually Valley areas.

Types of Service: 34 fixed routes and Dial-A-Lift service for persons with disabilities who cannot use fixed route service.

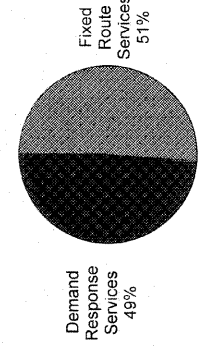
Days of Service: Weekdays, generally between 6:00 a.m. and 11:00 p.m.; Saturdays, generally between 8:00 a.m. and 8:30 p.m.; and Sundays between 8:00 a.m. and 8:30 p.m.

Base Fare: 60 cents per boarding, fixed route, Dial-A-Ride, and Dial-A-Lift.

Total Vehicle Hours in 1999



Total Vehicle Hours in 2006



## **Intercity Transit**

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### **Current Operations**

IT operates the fixed routes Mondays through Fridays as follows:

- Two small city-suburban commuter routes (Olympia/Lakewood/Tacoma)
- One small city-suburban intercity route (Olympia/Lakewood/Tacoma)
- Twenty small city local routes (Olympia/Lacey/Tumwater urbanized area)
- Four small city local shuttles between state office complexes (Olympia/Lacey/Tumwater urbanized area)
- Three rural intercity routes (Olympia/Rochester, Olympia/Tenino, and Lacey/Yelm)
- Four rural local routes (Olympia/Boston Harbor, Olympia/Black Lake, Olympia/East Olympia, and Olympia/Scott Lake)

IT discontinued general public dial a ride service, Custom Bus, between 7:00 p.m. and 11:00 p.m. and on Sundays where regular bus service was not available in October.

IT does not operate small city local shuttles, rural local routes, or small city-suburban routes on Saturdays. IT operates nine small city local routes on Sundays.

IT provides Dial-A-Lift services to persons with disabilities at all times fixed routes operate.

IT is the lead agency for Commute Trip Reduction in Thurston County.

Intercity Transit operates a vanpool program with 65 vans.

### **Passenger Service Vehicles**

Fixed route — 75 (48 coaches and 27 minibuses) total, all equipped with wheelchair lifts; all vehicles equipped with bicycle racks, age ranging from 1986 to 1998.

Dial-A-Lift — 27 total, all ADA accessible, age ranging from 1993 to 1997.

Vanpool — 65 total, one equipped with wheelchair lift, age ranging from 1992 to 1999.

### **Facilities**

A 66,000 square foot facility with two buildings houses Intercity Transit's administration, operations, and maintenance functions. Revenue vehicle parking also is on the 7-acre site.

There are two transit centers within IT's service area, each with 12 bus bays: the downtown Olympia Transit Center and the Lacey Transit Center. In addition, IT has seven other transfer locations throughout the county, including the Lacey-Olympia Amtrak station.

IT has 150 covered bus shelters along its routes.

There are currently seven park and ride lots in Thurston County. Four have bus shelters.

### **Intermodal Connections**

Intercity Transit maintains Centennial Station, the Amtrak depot, and provides it with fixed-route service.

IT connects with Pierce Transit, Grays Harbor Transportation, and Mason County Transportation at the Olympia Transit Center, and with Twin Transit at the Ground Mound park and ride lot.

## Intercity Transit

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IT provides service to many of the public schools in the service area, as well as South Puget Sound Community College and The Evergreen State College. IT operates a pass program with a local high school on one fixed route, and adjusts mid-afternoon service for a middle school. IT also operates a pass program with South Puget Sound Community College.

All of IT's buses and vans are equipped with racks for two bicycles. The Olympia and Lacey transit centers have bicycle racks and lockers.



## **Intercity Transit**

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### **1999 Achievements**

- 1998 objectives met:
  - Submitted .2% sales tax increase proposition to voters in March. However, voters failed to pass the proposition.
  - Purchased four replacement vanpool vans.
  - Purchased seven new vanpool vans.
- 1998 objectives unmet due:
  - Purchase 10 shuttle vans.
  - Other:
    - Reduced services by 7 percent in response to failed sales tax proposition.
    - Record setting year in combined annual ridership.
    - Became member of regional FlexPass.
    - Evergreen State College students voted to make its student pass permanent.

### **2000 Objectives**

- Implement a 42 percent service reduction effective in February.
  - Consider raising the basic fare 25 cents.
  - Conduct paratransit peer review.
  - Purchase four replacement Dial-A-Lift vans.
  - Purchase seven replacement vanpool vans.
- Long-range Plans (2001 through 2006)***
- Work with City of Olympia to provide transit alternatives during reconstruction of 4<sup>th</sup> Avenue Bridge.
  - Expand Dial-A-Lift services to meeting service requests.
  - Reduce Dial-A-Lift service boundary to 3/4 mile of fixed routes.
  - Implement 30 percent service reduction in 2003.
  - Reduce fixed route fleet from 62 vehicles to 28 vehicles in 2006.
  - Add 39 and replace 52 vanpool vans.
  - Replace 30 Dial-A-Lift and Fixed Route vehicles.
  - Add four Dial-A-Lift vehicles.
  - Update mobile radio system.

2006

2002

2001

2000

% Change

1999

1998

1997

Service Area Population

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	203,826	201,927	199,531	127,000	118,000	118,000	58,000
Total Vehicle Hours	229,963	212,578	209,676	133,000	124,000	124,000	61,000
Revenue Vehicle Miles	3,038,509	2,982,023	3,027,264	1,578,000	1,468,000	1,468,000	727,000
Total Vehicle Miles	3,356,844	3,166,422	3,210,413	1,673,000	1,557,000	1,557,000	771,000
Passenger Trips	3,643,204	3,376,800	3,591,866	2,965,000	3,054,000	3,146,000	1,754,000
Diesel Fuel Consumed (gallons)	606,225	590,065	559,360	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	0	8,104	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	2	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	56	10	3	N.A.	N.A.	N.A.	N.A.
Collisions	9	12	6	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	225.0	220.0	217.0	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$11,835,290	\$12,601,033	\$13,112,667	\$13,342,000	\$9,834,000	\$9,788,000	\$6,114,000
Operating Cost — Expanded Service	\$0	(\$904,701)	(\$159,406)	(\$3,794,000)	(\$281,000)	\$0	(\$199,000)
Farebox Revenues	\$1,194,062	\$1,191,515	\$1,635,265	\$1,174,000	\$1,126,000	\$1,126,000	\$1,079,000

### Demand Response Services

Revenue Vehicle Hours	57,167	57,019	52,229	43,000	45,000	47,000	54,000
Total Vehicle Hours	59,034	61,501	56,335	47,000	48,000	50,000	58,000
Revenue Vehicle Miles	697,280	721,509	688,205	542,013	522,000	544,000	630,000
Total Vehicle Miles	798,511	811,288	773,840	609,000	587,000	611,000	708,000
Passenger Trips	173,291	161,646	145,769	121,000	125,000	131,000	151,000
Diesel Fuel Consumed (gallons)	86,461	77,713	78,310	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	6,902	6,637	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	25	2	3	N.A.	N.A.	N.A.	N.A.
Collisions	2	2	3	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	74.0	80.0	76.2	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$3,323,750	\$3,423,463	\$3,440,627	\$3,871,000	\$3,651,000	\$3,892,000	\$5,441,000
Operating Cost — Expanded Service	\$0	(\$99,186)	(\$286,341)	(\$483,000)	\$0	\$0	\$189,000
Farebox Revenues	\$107,116	\$106,888	\$57,527	\$105,000	\$109,000	\$109,000	\$123,000

# Intercity Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	583,957	618,380	706,051	14.18%	774,000	842,000	910,000	1,181,000
Total Vehicle Miles	583,957	651,739	714,572	9.64%	797,000	866,000	934,000	1,209,000
Passenger Trips	147,602	160,584	195,636	21.83%	214,000	233,000	252,000	327,000
Vanpool Fleet Size	42	53	61	15.09%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	35	45	52	15.56%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	36,122	41,610	53,642	28.92%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	2	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	3	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	2.0	1.0	1.8	80.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$145,306	\$149,665	\$154,903	81.64%	\$280,000	\$296,000	\$323,000	\$514,000
Operating Cost — Expanded Service	\$0	\$0	\$116,947	incl. above	\$7,000	\$18,000	\$79,000	\$19,000
Vanpooling Revenue	\$182,864	\$203,246	\$210,918	3.77%	\$268,000	\$311,000	\$311,000	\$345,000
<b>Annual Revenues</b>								
Sales Tax	\$6,565,926	\$7,019,682	\$7,679,853	9.40%	\$7,680,000	\$7,950,000	\$8,230,000	\$9,450,000
MVET	\$6,610,766	\$6,431,049	\$7,194,916	11.88%	\$4,705,000	\$0	\$0	\$0
Fares	\$1,301,178	\$1,298,403	\$1,692,792	30.37%	\$1,279,000	\$1,235,000	\$1,235,000	\$1,202,000
Vanpooling Revenue	\$182,864	\$203,246	\$210,918	3.77%	\$268,000	\$311,000	\$311,000	\$345,000
Federal Section 5307 Operating	\$0	\$0	\$842,000	N.A.	\$1,498,000	\$916,000	\$948,000	\$1,088,000
State Operating Grants	\$0	\$0	\$212,764	N.A.	\$0	\$0	\$0	\$0
Other	\$590,087	\$1,295,620	\$494,050	-61.87%	\$4,373,000	\$878,000	\$788,000	\$640,000
Total Annual Revenues	\$15,250,821	\$16,248,000	\$18,327,293	12.80%	\$19,803,000	\$11,290,000	\$11,512,000	\$12,725,000
<b>Annual Operating Expenses</b>								
	\$15,304,346	\$15,170,274	\$16,379,397	7.97%	\$13,223,000	\$14,925,000	\$15,208,000	\$12,078,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$992,500	\$0		\$393,000	\$1,653,000	\$708,000	\$552,000
Federal Section 5307 Capital Grants	\$432,491	\$1,771,959	\$207,890		\$15,000	\$0	\$0	\$0
State Capital Grants	\$0	\$0	\$44,346		\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$1,050,838	\$1,097,332	\$897,663		\$316,000	\$975,000	\$735,000	\$426,000
Total Capital Purchases	\$1,483,329	\$3,861,791	\$1,149,899		\$724,000	\$2,628,000	\$1,443,000	\$978,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$908,245	\$888,639	\$229,790	-74.14%	\$7,235,000	\$4,107,000	\$872,000	\$1,527,000
Working Capital	\$2,000,000	\$2,000,000	\$4,080,000	104.00%	\$3,306,000	\$3,380,000	\$3,521,000	\$3,020,000
Total	\$2,908,245	\$2,888,639	\$4,309,790	49.20%	\$10,541,000	\$7,487,000	\$4,393,000	\$4,547,000



## Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	IT	Small City Average	IT	Small City Average
Fares/Operating Cost	12.62%	9.53%	1.82%	2.57%
Operating Cost/Passenger Trip	\$3.61	\$2.92	\$21.64	\$17.16
Operating Cost/Revenue Vehicle Mile	\$4.28	\$4.65	\$4.08	\$3.87
Operating Cost/Revenue Vehicle Hour	\$64.92	\$72.83	\$60.39	\$54.68
Operating Cost/Total Vehicle Hour	\$61.78	\$67.45	\$55.99	\$46.06
Revenue Vehicle Hours/Total Vehicle Hour	95.16%	92.61%	92.71%	84.25%
Revenue Vehicle Hours/FTE	919	894	685	866
Revenue Vehicle Miles/Revenue Vehicle Hour	15.17	15.7	13.18	14.1
Passenger Trips/Revenue Vehicle Hour	18.0	24.9	2.8	3.2
Passenger Trips/Revenue Vehicle Mile	1.19	1.59	0.21	0.23



# Island Transit

## Island Transit

**Martha Rose, Executive Director**

P.O. Box 1735

Coupeville, Washington 98239

(360) 678-5454

Internet Home Page: <http://www.islandtransit.org>

## System Snapshot

Operating name: Island Transit

Service area: countywide, Island County.

Type of government: public transportation benefit area.

Governing body: Five-member board of directors comprised of two county commissioners and one council member each from Oak Harbor, Coupeville, and Langley.

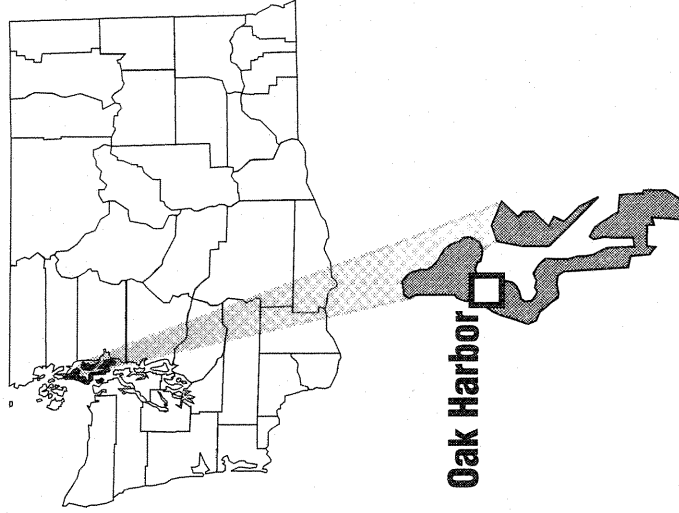
Tax authorized: 0.3% sales and use tax approved in November 1983.

Annexations: Two: one in September 1992 adding the northernmost part of Whidbey Island; and one in May 1995 adding Camano Island.

Types of service: One fixed-route, eleven deviated feeder or shuttle routes, and paratransit service for persons with disabilities who cannot use fixed route service.

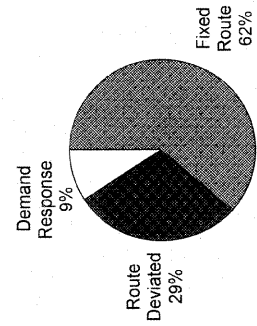
Days of service: Weekdays, between 3:45 a.m. and 8:30 p.m.

Base fare: Fare free for fixed route, deviated routes and paratransit.

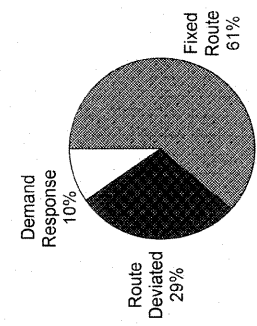


Oak Harbor

Total Vehicle Hours in 1999



Total Vehicle Hours in 2006



## **Island Transit**

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### **Current Operations**

Island Transit operates its routes five days a week as follows:

- one intercity route (Oak Harbor/Clinton)
- one rural deviated route (north of Oak Harbor)
- two small city local shuttles (Oak Harbor)
- seven rural local routes (two serving north Whidbey Island, one serving central Whidbey Island, one serving south Whidbey Island, and three serving Camano Island)

Island Transit provides paratransit services to persons with disabilities.

Island Transit operates a vanpool program with 40 vans.

### **Revenue Service Vehicles**

Fixed route — 13 total, all equipped with wheelchair lifts, age ranging from 1987 to 1998.

Route deviated — 20 total, all equipped with wheelchair lifts, age ranging from 1991 to 1997.

Paratransit — 5 total, all wheelchair accessible, aged 1992 and 1995.

Vanpool — 40 total (including 20 leased or rented), age ranging from 1989 to 1999.

### **Facilities**

The Island Transit Whidbey Administration, Operations, and Maintenance Facility is a 6,000 square foot building, located on a 6 acre site, two miles south of Coupeville. Island Transit has a second, small base and office on Camano Island.

Island Transit opened Harbor Transit Station, located in Oak Harbor, on December 20, 1996. This center has six bus bays, three passenger sheltered waiting areas, an information kiosk, an operators' break room, and an additional office for the Oak Harbor Police Department.

Island Transit serves eight park and ride lots, all on Whidbey Island.

### **Intermodal Connections**

Island Transit and the Washington State Ferries coordinate transit and ferry connections at the Mukilteo/Clinton and the Keystone/Port Townsend crossings.

In addition, Island Transit provides connections for Camano Island residents with Community Transit and Skagit Transit in Stanwood.

Island Transit provides service to most of the public elementary, middle and high schools in its service area, as well as two Whidbey Island campuses of Skagit Valley College.

### 1999 Achievements

- 1998 Objectives Met
  - Expanded Vehicle Surveillance CAMERA Program.
  - Expanded Travel Training Program to include Mentor Assistance.
  - Purchased six new 1999 mid-size buses.
  - Coordinated with Skagit Transit for intersystem connections between Oak Harbor and Mount Vernon.
- 1998 Objectives Unmet
  - Expand service on some routes into the evening hours and to Sundays due to impact of I-695.
  - Design and construct Camano base bus wash facility.
- Other
  - Helped identify funding opportunities to construct a park and ride lot at Terry's Corner on Camano Island.
  - Participated in WSDOT SR 20 North Whidbey Island Access Feasibility Study.
  - Purchased five new vanpool vans to expand fleet.
  - Constructed additional bus pullouts throughout Whidbey Island.

### 2000 Objectives

- Reduce and/or modify Commuter Express Service, Route Deviation, Feeder Route, and Paratransit Services
- Continue to coordinate with community resource network agencies in delivering more efficient and effective service.
- Design and construct Camano base bus wash facility.
- Award bid to purchase three replacement heavy-duty transit buses plus one spare engine and transmission.
- Purchase 16 vanpool minivans, a wheelchair accessible vanpool minivan, and three standard vans.
- Identify funding resources to replace lost funding source.

### Long Range (2001–2006) Plans

- Further reduce and/or modify Commuter Express Service, Route Deviation, Feeder Route, and Paratransit Services
- Develop incentives for Naval Air Station personnel to commute using transit services.
- Purchase 26 fixed/deviated route/paratransit replacement vehicles.
- Purchase 37 replacement vanpool vans

# Island Transit

Service Area Population	1997	1998	1999	% Change	2000	2001	2002	2006
	71,600	72,500	73,300	1.10%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	33,543	40,431	45,794	13.26%	37,000	27,000	27,000	27,000
Total Vehicle Hours	37,478	45,530	52,544	15.41%	42,000	32,000	32,000	32,000
Revenue Vehicle Miles	795,278	816,378	881,879	8.02%	705,000	529,000	529,000	529,000
Total Vehicle Miles	848,283	884,794	963,387	8.88%	771,000	578,000	578,000	578,000
Passenger Trips	610,196	684,319	629,484	-8.01%	504,000	378,000	378,000	378,000
Diesel Fuel Consumed (gallons)	141,967	149,102	156,843	5.19%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	20,000	24,000	20.00%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	45.0	46.0	46.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$1,961,542	\$1,477,651	\$1,486,554	11.92%	\$1,747,000	\$1,072,000	\$1,104,000	\$1,242,000
Operating Cost — Expanded Service	\$0	\$381,844	\$594,603	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

### Route-Deviated Services

Revenue Vehicle Hours	10,946	17,333	22,088	27.43%	18,000	13,000	13,000	13,000
Total Vehicle Hours	12,424	19,774	25,051	26.69%	20,000	15,000	15,000	15,000
Revenue Vehicle Miles	241,910	398,676	496,361	24.50%	397,000	298,000	298,000	298,000
Total Vehicle Miles	260,294	424,404	523,371	23.32%	419,000	314,000	314,000	314,000
Passenger Trips	119,186	161,160	237,147	47.15%	190,000	142,000	142,000	142,000
Diesel Fuel Consumed (gallons)	36,930	55,420	64,725	16.79%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	15.0	12.0	12.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$345,657	\$710,766	\$802,191	12.83%	\$933,000	\$612,000	\$630,000	\$710,000
Operating Cost — Expanded Service	\$194,210	\$342,563	\$386,268	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

**Island Transit**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Demand Response Services</b>								
Revenue Vehicle Hours	8,650	7,430	7,020	-5.52%	6,000	4,000	4,000	4,000
Total Vehicle Hours	10,817	8,034	7,800	-2.91%	6,000	5,000	5,000	5,000
Revenue Vehicle Miles	139,436	82,580	78,639	-4.77%	63,000	47,000	47,000	47,000
Total Vehicle Miles	173,683	110,178	111,306	1.02%	89,000	67,000	67,000	67,000
Passenger Trips	26,106	24,258	21,399	-11.79%	17,000	13,000	13,000	13,000
Gasoline Fuel Consumed (gallons)	24,273	15,479	15,491	0.08%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	6.5	12.0	12.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$141,929	\$125,597	\$119,788	-4.62%	\$181,000	\$77,000	\$79,000	\$89,000
Operating Cost — Expanded Service	\$60,827	\$31,399	\$29,958	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	469,221	649,773	698,766	7.54%	699,000	699,000	699,000	699,000
Total Vehicle Miles	469,221	649,773	698,766	7.54%	699,000	699,000	699,000	699,000
Passenger Trips	86,070	115,719	116,237	0.45%	116,000	116,000	116,000	116,000
Vanpool Fleet Size	25	35	40	14.29%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	22	30	32	6.67%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	26,068	34,214	44,056	28.77%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	0.5	1.0	1.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$87,442	\$100,000	\$100,000	5.56%	\$150,000	\$79,000	\$70,000	\$92,000
Operating Cost — Expanded Service	\$55,000	\$46,013	\$54,135	incl. above	\$55,000	\$0	\$12,000	\$0
Vanpooling Revenue	\$111,721	\$153,013	\$175,653	14.80%	\$207,000	\$213,000	\$220,000	\$247,000

# Island Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$1,383,721	\$1,504,830	\$1,651,794	9.77%	\$1,630,000	\$1,679,000	\$1,729,000	\$1,946,000
MVET	\$1,321,953	\$1,483,721	\$1,654,823	11.53%	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$645,740	\$691,861	\$750,271	8.44%	\$766,000	\$0	\$0	\$0
Fares	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$111,721	\$153,013	\$175,653	14.80%	\$207,000	\$213,000	\$220,000	\$247,000
Other	\$228,859	\$184,058	\$543,296	195.18%	\$102,000	\$105,000	\$108,000	\$121,000
Total Annual Revenues	\$3,691,994	\$4,017,483	\$4,775,837	18.88%	\$2,705,000	\$1,997,000	\$2,057,000	\$2,314,000
Annual Operating Expenses	\$2,846,607	\$3,215,833	\$3,573,497	11.12%	\$3,066,000	\$1,840,000	\$1,895,000	\$2,133,000
Debt Service	\$57,613	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$254,191	\$0	\$307,026		\$120,000	\$0	\$35,000	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$0	\$1,598,000	\$0	\$0
Federal Section 5311 Capital Grants	\$0	\$0	\$0		\$400,000	\$0	\$141,000	\$360,000
State Rural Mobility Grants	\$0	\$0	\$0		\$0	\$0	\$0	\$0
General Fund	\$483,792	\$1,424,332	\$534,362		\$216,000	\$440,000	\$62,000	\$105,000
Total Capital Purchases	\$737,983	\$1,424,332	\$841,388		\$736,000	\$2,038,000	\$238,000	\$465,000
<b>Ending Balances, December 31</b>								
General Fund	\$667,960	\$899,766	\$1,052,665	16.99%	\$305,000	\$78,000	\$58,000	\$104,000
Operating Reserve Fund	\$715,000	\$845,000	\$567,000	-32.90%	\$567,000	\$567,000	\$567,000	\$567,000
Capital Replacement Fund	\$2,040,312	\$1,058,092	\$1,454,632	37.48%	\$1,728,000	\$1,671,000	\$1,790,000	\$2,069,000
Totals	\$3,423,272	\$2,802,858	\$3,074,297	9.68%	\$2,600,000	\$2,316,000	\$2,415,000	\$2,740,000



## Performance Measures for 1999 Operations

	Fixed-Routed Services		Deviated Route Services		Demand Response Services	
	Island Transit	Rural Average	Island Transit	Rural Average	Island Transit	Rural Average
Fares/Operating Cost	N.A.	6.73%	N.A.	1.56%	N.A.	3.16%
Operating Cost/Passenger Trip	\$3.31	\$2.98	\$5.01	\$7.29	\$7.00	\$14.26
Operating Cost/Revenue Vehicle Mile	\$2.36	\$3.21	\$2.39	\$2.36	\$1.90	\$3.42
Operating Cost/Revenue Vehicle Hour	\$45.45	\$57.92	\$53.81	\$60.18	\$21.33	\$45.21
Operating Cost/Total Vehicle Hour	\$39.61	\$53.65	\$47.44	\$57.33	\$19.20	\$42.29
Revenue Vehicle Hours/Total Vehicle Hour	87.15%	92.63%	88.17%	95.26%	90.00%	93.99%
Revenue Vehicle Hours/FTE	996	1,052	1,841	1,349	585	982
Revenue Vehicle Miles/Revenue Vehicle Hour	19.26	18.1	22.47	25.5	11.20	13.2
Passenger Trips/Revenue Vehicle Hour	13.7	19.4	10.7	8.2	3.0	3.2
Passenger Trips/Revenue Vehicle Mile	0.71	1.08	0.48	0.32	0.27	0.24



# Jefferson Transit Authority

**Jefferson Transit Authority**  
**Melanie Bozak**  
**Interim General Manager**

1615 West Sims Way  
Port Townsend, Washington 98368-3090  
(360) 385-4777  
Internet Home Page: None

## System Snapshot

Operating Name: Jefferson Transit Authority

Service Area: countywide, Jefferson County.

Type of Government: Public transportation benefit area.

Governing Body: Five member board of directors comprised of three Jefferson County Commissioners and two council members from Port Townsend

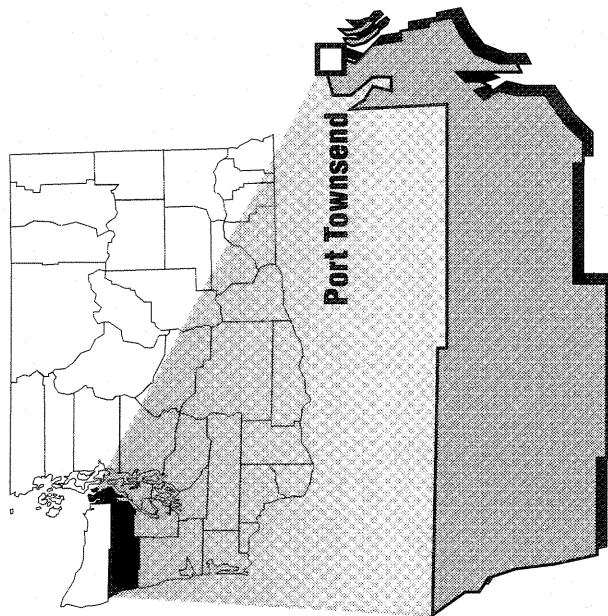
Tax Authorized: 0.3% sales and use tax approved in November 1980.

Annexations: None.

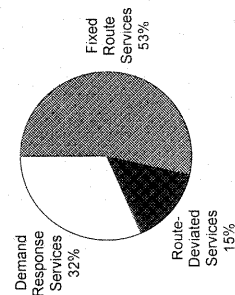
Types of Service: Seven fixed routes, two deviated routes, and paratransit service.

Days of Service: Weekdays, generally between 6:00 a.m. and 8:00 p.m., and Saturdays (seven routes), generally between 9:00 a.m. and 6:00 p.m., and Sundays (four routes) generally between 9:00 a.m. and 6:00 p.m.

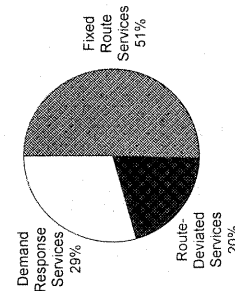
Base Fare: 50 cents per boarding, fixed and deviated route, and 60 cents per boarding, paratransit.



Total Vehicle Hours in 2006



Total Vehicle Hours in 1999



### **Current Operations**

Jefferson Transit operates eight routes, Mondays through Fridays, as follows:

- Two rural intercity routes (Port Townsend/Sequim and Port Ludlow/Poulsbo).
- Two rural local routes (Port Townsend/Chimacum/Irondale/Hadlock and Port Townsend/Cape George).
- Two rural deviated routes (Forks/Amanda Park and Port Townsend/Quilcene/Brinnon) A contractor operates the Forks/Amanda Park deviated route.
- Three rural local routes (Port Townsend).

The Port Townsend/Quilcene/Brinnon deviated route does not operate on Saturdays. Service to Sequim and Poulsbo does not operate on Sundays.

Jefferson Transit provides paratransit services to persons with disabilities.

Jefferson Transit also provides vanpool and rideshare services.

### **Passenger Service Vehicles**

Fixed-route — 10 total, all equipped with wheelchair lifts and all equipped with bicycle racks, age ranging from 1982 to 1997.

Route Deviated — four total, all ADA accessible and equipped with bicycle racks, age 1993 to 1996.

Demand-response — five total, all ADA accessible, age 1992 to 1998.

Vanpool — nine total, age ranging from 1984 to 1998.

### **Facilities**

Jefferson Transit owns a facility in Port Townsend that houses the administration, light maintenance, and operation functions.

In addition, Jefferson Transit owns a 270 stall park and ride lot and transit center on the outskirts of downtown Port Townsend and serves three other park and ride lots in eastern Jefferson County, one in Poulsbo and one in Forks.

Jefferson Transit has 12 covered bus shelters.

### **Intermodal Connections**

Jefferson Transit provides local connecting service to the Port Townsend/Keystone ferry terminal seven days a week. There are connections with Kitsap Transit in Poulsbo six days a week and with Clallam Transit in Sequim six days a week. There is route deviation service connecting with Mason County Transportation in Brinnon weekdays. Jefferson Transit provides route deviation service between Amanda Park and Forks along Highway 101 on the west side of the Olympic Peninsula six days a week. This service, by connecting with Grays Harbor Transportation and Clallam Transit, completes



the Olympic Peninsula loop, making it possible to travel the entire length of Highway 101 on public transportation.

Jefferson Transit coordinates regular fixed routes to provide service to all public schools, as well as Washington State University Cooperative Extension, in eastern Jefferson County and to Peninsula College in Port Angeles via connections with Clallam Transit in Sequim.

Jefferson Transit is 100 percent bicycle accessible.

### 1999 Achievements

- 1998 objectives met:
  - Replaced one paratransit van.
  - Began refurbishing one heavy-duty bus.
  - Secured operating subsidy for West Jefferson Transit Service (Forks/Amanda Park).
- 1998 objectives unmet:
  - Add one new vanpool van.
  - Pursue public school transportation partnership with Port Townsend School District for joint operating base.
  - Expand partnership with high schools to refurbish existing bus shelters.
  - Add bus pullouts and shelters on SR 20 due to WSDOT project delay.
  - Update comprehensive transit plan.
  - Other:
    - Add one new vanpool van.
    - Pursue public school transportation partnership with Port Townsend School District for joint operating base.

- Expand partnership with high schools to refurbish existing bus shelters.
- Add bus pullouts and shelters on SR 20 due to WSDOT project delay.
- Update comprehensive transit plan.

### 2000 Objectives

- Revise service area for paratransit operations.
- Seek sales tax increase of .3%.
- Purchase two replacement transit buses.
- Purchase two replacement 25-foot vehicles.
- Add bus pullouts, passenger shelters in Tri-area.
- Expand partnership with high schools to refurbish existing bus shelters.

### Long-range Plans (2001 through 2006)

- Reduce route miles that extend into neighboring transit districts.
- Increase fares in 2002.
- Purchase seven fixed/deviated route replacement vehicles.
- Purchase three replacement vanpool vans.
- Purchase five paratransit replacement vehicles.
- Construct a transfer facility in Brinnon.
- Commence service to Kingston.
- Adjust service during Hood Canal Bridge span replacement.

# Jefferson Transit Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	26,300	26,500	26,600	0.38%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	13,935	14,188	14,542	2.50%	13,000	15,000	17,000	21,000
Total Vehicle Hours	14,452	14,742	15,124	2.59%	13,000	15,000	18,000	22,000
Revenue Vehicle Miles	332,947	334,939	342,424	2.23%	298,000	335,000	376,000	454,000
Total Vehicle Miles	349,069	357,029	366,394	2.62%	319,000	357,000	400,000	488,000
Passenger Trips	193,140	215,588	219,705	1.91%	219,000	230,000	260,000	350,000
Diesel Fuel Consumed (gallons)	60,130	62,796	64,450	2.63%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	2,044	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	23.0	22.0	22.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$914,053	\$1,011,577	\$1,079,729	6.74%	\$1,015,000	\$1,045,000	\$1,158,000	\$1,509,000
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$0	\$79,000	\$78,000	\$88,000
Farebox Revenues	\$53,475	\$46,452	\$51,473	10.81%	\$66,000	\$72,000	\$91,000	\$102,000

### Route Deviated Services

Revenue Vehicle Hours	4,715	5,546	5,544	-0.04%	6,000	6,000	6,000	6,000
Total Vehicle Hours	5,130	6,034	6,043	0.15%	6,000	6,000	6,000	6,000
Revenue Vehicle Miles	155,229	179,987	179,419	-0.32%	179,000	179,000	179,000	179,000
Total Vehicle Miles	162,941	188,986	188,390	-0.32%	188,000	188,000	188,000	188,000
Passenger Trips	33,474	31,255	28,284	-9.51%	28,000	28,000	28,000	29,000
Diesel Fuel Consumed (gallons)	1,703	1,975	33,138	1577.87%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	3.2	3.7	3.7	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$368,880	\$360,249	\$384,356	6.69%	\$366,000	\$377,000	\$388,000	\$437,000
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$31,000	\$0	\$0	\$0
Farebox Revenues	\$4,350	\$6,085	\$6,485	6.57%	\$7,000	\$3,000	\$4,000	\$5,000

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Demand Response Services</b>								
Revenue Vehicle Hours	8,065	8,318	8,810	5.91%	9,000	10,000	11,000	13,000
Total Vehicle Hours	8,065	8,318	8,810	5.91%	9,000	10,000	11,000	13,000
Revenue Vehicle Miles	123,877	115,713	115,237	-0.41%	115,000	118,000	130,000	154,000
Total Vehicle Miles	125,834	117,196	116,735	-0.39%	117,000	120,000	132,000	156,000
Passenger Trips	23,154	22,616	22,292	-1.43%	23,000	25,000	27,000	31,000
Diesel Fuel Consumed (gallons)	2,853	2,200	17,092	676.91%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	12,863	14,952	0	-100.00%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	4.2	4.3	4.3	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$254,036	\$258,639	\$275,781	6.63%	\$263,000	\$271,000	\$279,000	\$427,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$33,000	\$0
Farebox Revenues	\$10,328	\$10,525	\$10,655	1.24%	\$9,000	\$9,000	\$10,000	\$11,000
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	140,278	103,234	86,749	-15.97%	87,000	113,000	139,000	147,000
Total Vehicle Miles	147,661	108,396	91,086	-15.97%	91,000	119,000	119,000	147,000
Passenger Trips	30,344	23,429	23,816	1.65%	24,000	26,000	26,000	28,000
Vanpool Fleet Size	12	13	9	-30.77%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	9	9	7	-22.22%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	3,580	1,493	2,880	92.90%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	4,172	3,300	3,023	-8.39%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	1,973	2,430	169	-93.05%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.8	1.5	1.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$77,104	\$61,776	\$65,869	6.63%	\$63,000	\$65,000	\$76,000	\$97,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$9,000	\$0	\$0
Vanpooling Revenue	\$48,702	\$34,876	\$29,241	-16.16%	\$27,000	\$37,000	\$38,000	\$53,000

# Jefferson Transit Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$719,817	\$782,852	\$834,395	6.58%	\$840,000	\$1,730,000	\$1,782,000	\$2,006,000
MVET	\$702,263	\$744,564	\$882,852	18.57%	\$630,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$97,061	\$119,168	\$103,118	-13.47%	\$107,000	\$0	\$0	\$0
Fares	\$68,153	\$63,062	\$68,613	8.80%	\$82,000	\$84,000	\$105,000	\$118,000
Vanpooling Revenue	\$48,702	\$34,876	\$29,241	-16.16%	\$27,000	\$37,000	\$38,000	\$53,000
State Rural Mobility Grants	\$91,303	\$102,559	\$126,272	23.12%	\$113,000	\$57,000	\$0	\$0
Federal Section 5311 Operating	\$77,293	\$54,407	\$10,273	-81.12%	\$0	\$59,000	\$119,000	\$134,000
Other	\$78,817	\$139,292	\$154,671	11.04%	\$171,000	\$172,000	\$180,000	\$160,000
Total Annual Revenues	\$1,883,409	\$2,040,780	\$2,209,435	8.26%	\$1,970,000	\$2,139,000	\$2,224,000	\$2,471,000
<b>Annual Operating Expenses</b>	\$1,614,073	\$1,692,241	\$1,805,735	6.71%	\$1,738,000	\$1,846,000	\$2,012,000	\$2,558,000
<b>Charter Expense</b>	\$16,965	\$17,271	\$18,458	6.87%	\$18,000	\$18,000	\$19,000	\$21,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$360,000	\$112,000	\$328,000	\$0
Federal Section 5311 Capital Grants	\$702,126	\$99,641	\$169,334		\$293,000	\$152,000	\$400,000	\$0
State Rural Mobility Grants	\$0	\$0	\$44,467		\$76,000	\$44,000	\$0	\$0
Capital Replacement/Purchase Funds	\$234,546	\$297,357	\$241,376		\$182,000	\$156,000	\$220,000	\$63,000
Other Contributions	\$0	\$2,438	\$0		\$0	\$0	\$0	\$0
Total Capital Purchases	\$936,672	\$399,436	\$455,177		\$911,000	\$464,000	\$948,000	\$143,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$183,285	\$169,427	\$286,868	69.32%	\$428,000	\$517,000	\$516,000	-\$227,000
Capital Replacement/Purchase Funds	\$1,381,860	\$1,321,824	\$1,331,434	0.73%	\$1,269,000	\$1,276,000	\$1,197,000	\$1,156,000
Self Insurance Fund	\$14,835	\$2,522	\$483	-80.85%	\$1,000	\$1,000	\$1,000	\$1,000
Operating Reserve	\$135,773	\$282,744	\$301,598	6.67%	\$287,000	\$310,000	\$339,000	\$430,000
Totals	\$1,715,753	\$1,776,517	\$1,920,383	8.10%	\$1,985,000	\$2,104,000	\$2,053,000	\$1,360,000



## Performance Measures for 1999 Operations

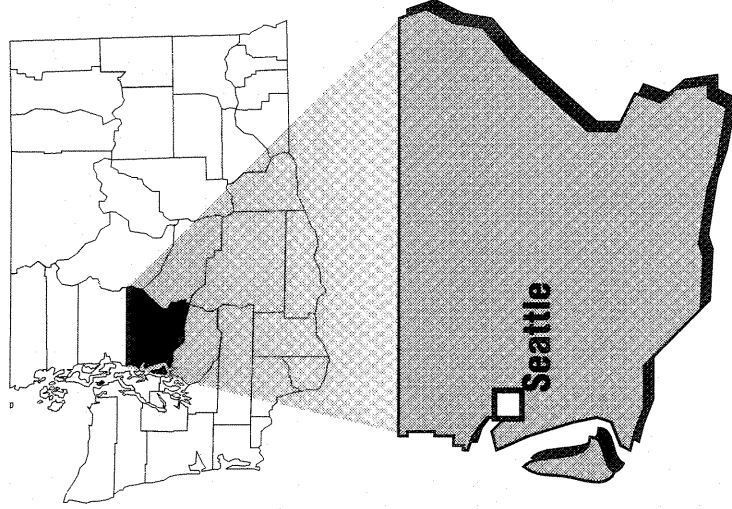
	Fixed Route Services		Deviated Route Services		Demand Response Services	
	Jefferson Transit	Rural Average	Jefferson Transit	Rural Average	Jefferson Transit	Rural Average
Fares/Operating Cost	4.77%	6.73%	1.69%	1.56%	3.86%	3.16%
Operating Cost/Passenger Trip	\$4.91	\$2.98	\$13.59	\$7.29	\$12.37	\$14.26
Operating Cost/Revenue Vehicle Mile	\$3.15	\$3.21	\$2.14	\$2.36	\$2.39	\$3.42
Operating Cost/Revenue Vehicle Hour	\$74.25	\$57.92	\$69.33	\$60.18	\$31.30	\$45.21
Operating Cost/Total Vehicle Hour	\$71.39	\$53.65	\$63.60	\$57.33	\$31.30	\$42.29
Revenue Vehicle Hours/Total Vehicle Hour	96.15%	92.63%	91.74%	95.26%	100.00%	93.99%
Revenue Vehicle Hours/FTE	661	1,052	1,498	1,349	2,049	982
Revenue Vehicle Miles/Revenue Vehicle Hour	23.55	18.1	32.36	25.5	13.08	13.2
Passenger Trips/Revenue Vehicle Hour	15.1	19.4	5.1	8.2	2.5	3.2
Passenger Trips/Revenue Vehicle Mile	0.64	1.08	0.16	0.32	0.19	0.24



# King County Department of Transportation (Metro Transit Division)

**King County Metro Transit**  
**Rick C. Walsh**  
**General Manager**

201 South Jackson Street  
Seattle, Washington 98104-3657  
(206) 684-1481  
Internet Home Page: <http://transit.metrokc.gov>



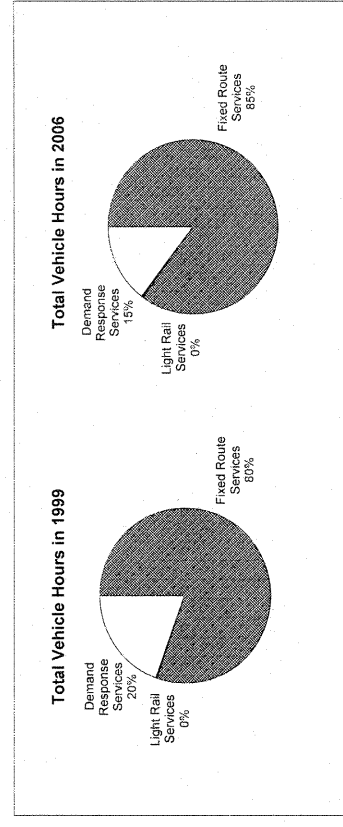
## System Snapshot

Operating Name: Metro King County Transit (Metro)  
Service Area: King County.  
Type of Government: Metropolitan county.  
Governing Body: County council.  
Tax Authorized: 0.6% sales and use tax approved in November 1980.  
Annexations: Not applicable.

Types of Service: 291 routes, including Seattle Waterfront Streetcar service and Custom Bus service to Boeing facilities, and *ACCESS* (paratransit) transportation five days a week; 113 routes, including Seattle Waterfront Streetcar, and *ACCESS* on Saturdays; and 95 routes, including Seattle Waterfront Streetcar, and *ACCESS* on Sundays.

Days of Service: Weekdays, between generally 5:30 and 10:00 p.m., Saturdays, generally between 6:40 a.m. and 10:00 p.m.; and Sundays, generally between 6:40 a.m. and 10:00 p.m.

Base Fare: \$1.25 peak hour and \$1.00 off peak per boarding single zone for fixed route and 50 cents per boarding for *ACCESS* services.



## **Current Operations**

Metro provides a variety of fixed route services:

- 55 core city local routes within the city of Seattle, Mondays through Fridays, 45 through Saturdays, and 45 seven days a week
- 66 suburban local routes, Mondays through Fridays, 52 through Saturdays, and 39 seven days a week
- two rural local routes, seven days a week
- three suburban intercity routes, seven days a week
- five rural intercity routes, Mondays through Fridays, and two seven days a week
- 33 core city commuter routes within the city of Seattle
- 111 suburban commuter routes, including six Custom Bus routes to Boeing facilities in Everett and Renton
- Three rural commuter routes.
- One light rail route (Seattle Waterfront Streetcar), seven days a week.

Metro also provides *ACCESS* transportation (paratransit) services for individuals with disabilities or aged 65 and older, transportation management services, and vanpool services on weekdays. Metro operates none of the commuter routes on weekends. Metro purchases *ACCESS* transportation services from private contractors.

## **Revenue Service Vehicles**

Fixed route — 1,305 total, including 15 contracted, age ranging from 1977 to 1999.

Streetcars — five total, age ranging from 1924 to 1929.

*ACCESS* Paratransit — 293 total, including 20 contracted, all ADA accessible, age ranging from 1993 to 1999.

Vanpool — 818 total, six ADA accessible, age ranging from 1990 to 1998.

## **Facilities**

Metro's administrative, ridematching, and vanpool offices are in downtown Seattle. There are currently seven operations, nine vehicle maintenance, and four facilities' maintenance bases throughout King County. The largest of these are: Ryerson Base Maintenance and Operations, South Base Maintenance and Operations, North, East, and Central Base Operations.

Metro operates through eight transit centers plus the 1.3 mile transit tunnel in downtown Seattle: Federal Way, Aurora Village, Bellevue, Kirkland, Kent, Renton, Burien, and Northgate. Three of the transit centers function with park and ride lots. Most downtown stops are within 10 minutes' walk. In addition, there are 1,200 covered bus shelters along fixed routes. There are also 48 park and ride lots with 14,629 vehicle spaces and 58 leased lots with 2,312 vehicle spaces.

## **Intermodal Connections**

Metro coordinates fares, schedules, and terminals to maximize ridership with the Washington State Ferries. Two Metro bus routes stop directly in front of the Colman Dock Ferry Terminal in downtown Seattle. All downtown bus routes are within a 10-minute walk of the terminal. Metro also serves the Fauntleroy terminal in West Seattle, as well as service to Vashon Island.

Metro connects with Community Transit at several locations in Seattle and north and east King County and Lynnwood. Metro connects with Pierce Transit in Seattle, Federal Way, and Enumclaw. Metro entered into agreements with both transit systems for ticket books and passes for intercounty transportation.

Metro provides frequent service to Seattle-Tacoma International Airport from downtown Seattle and East King County. Downtown Seattle service operates at least every 30 minutes during the day on weekdays and hourly at other times. Buses load and unload at the baggage level at the airport.

Metro provides connections with the Greyhound Bus Depot and the Amtrak passenger rail system at the King Street Station, both located in Seattle.

With regard to school transportation, Seattle and Bellevue school students purchase student passes and an unknown number of students commute by various fixed route services.

### **1999 Achievements**

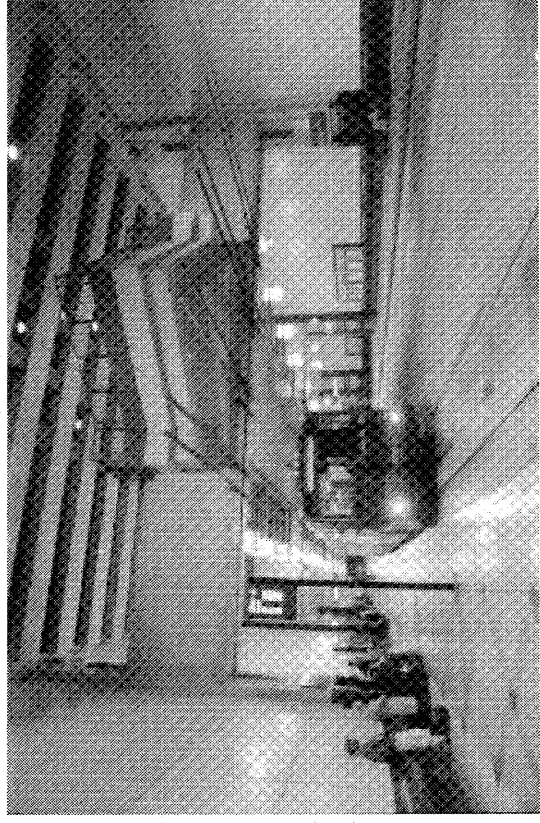
- 1998 objectives met:
- Implemented PugetPass program with other operators in the region.
- Implemented Sound Transit service as contracted service operator for King County routes.
- Installed signal prioritization along Rainier Avenue and Highway 99 North.
- Constructed westbound transit lane on the West Seattle Bridge.
- Implemented demonstration projects for innovative transportation programs.
- Added 40 vans for vanpool services.
- Replaced 60 minibuses for ACCESS paratransit services.
- Replaced 260 diesel buses for fixed route services.
- 1998 objectives unmet:
- Add 17 minibuses for ACCESS Dial-a-ride services.

- Complete transit hubs at: Mercer Island Park-and-Ride, Bear Creek Park-and-Ride, Kirkland Transit Center, North Creek, West Seattle, and Brickyard Road.

- Construct new park and ride lots at: Federal Way, Issaquah Highlands, and Northgate.

- Other:

- Paratransit improved the ability to serve TTY customers by installing upgraded software and equipment.
- Increased fares and vanpool charges to improve farebox recovery.
- Implemented Job Seeker Program for low-income and welfare recipients.



**2000 Objectives**

- Operate four new Sound Transit fixed routes.
- Implement a car sharing program in Seattle.
- Add 27 fixed route buses for Sound Transit operations.
- Replace 189 fixed route buses.
- Implement reductions of approximately 150,000 hours of service.
- Apply creative restructure of services to continue key connections.
- Complete hub facilities at: Brickyard Park-and-Ride, Factoria, Kingsgate, Overlake, Bothell/University of Washington Campus, and West Seattle Junction.

***Long-range Plans (2001 through 2006)***

- Reduce *ACCESS* fleet by 80 vehicles.
- Increase vanpool van fleet by 221 vans.
- Increase Sound Transit bus fleet by 28 buses.
- Close the Downtown Seattle Transit Tunnel to fixed routes and transfer use to Sound Transit Link Light rail.
- Construct the following park-and-ride lot facilities: Federal Way, Federal Way II (Pacific Highway So.), the Eastgate expansion, Northgate and the Issaquah Highlands lots.
- Implement new transit signal priority initiatives in Renton, Redmond, Bellevue, Kirkland, Seattle, SeaTac, Federal Way, Des Moines, Kent and Tukwila.
- Implement Kingdome Multimodal project with public partners to improve pedestrian connections.

# King County Department of Transportation (Metro Transit Division)

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	26,300	26,500	26,600	0.38%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	2,682,610	2,836,493	2,975,000	4.88%	3,039,000	2,964,000	2,760,000	3,107,000
Total Vehicle Hours	2,989,172	3,150,253	3,297,000	4.66%	3,369,000	3,284,000	3,056,000	3,445,000
Revenue Vehicle Miles	34,064,376	35,695,677	36,443,000	2.09%	37,382,000	36,675,000	34,229,000	38,644,000
Total Vehicle Miles	41,422,367	43,076,029	44,959,000	4.37%	46,211,000	39,525,000	42,185,000	47,717,000
Passenger Trips	87,576,271	89,946,655	95,440,054	6.11%	97,030,000	97,030,000	97,905,000	102,487,000
Diesel Fuel Consumed (gallons)	8,813,305	8,944,874	8,744,644	-2.24%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	18,817	1,237	0	-100.00%	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	18,026,239	17,927,402	19,823,886	10.58%	N.A.	N.A.	N.A.	N.A.
Fatalities	2	1	3	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	137	209	194	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	263	278	309	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	3,227.5	3,141.1	3,446.0	9.71%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$242,712,521	\$271,574,065	\$292,957,139	7.87%	\$312,884,000	\$301,096,000	\$296,438,000	\$341,223,000
Operating Cost — Expanded Service	N.A.	N.A.	N.A.	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$52,996,392	\$58,177,550	\$61,392,641	5.53%	\$63,813,000	\$71,666,000	\$84,447,000	\$90,277,000

### Light Rail Services

Revenue Vehicle Hours	11,668	11,223	11,800	5.14%	12,000	12,000	12,000	12,000
Total Vehicle Hours	11,668	11,250	11,800	4.89%	12,000	12,000	12,000	12,000
Revenue Vehicle Miles	42,232	40,318	42,200	4.67%	42,000	42,000	42,000	42,000
Total Vehicle Miles	42,232	40,412	42,300	4.67%	42,000	42,000	42,000	42,000
Passenger Trips	482,426	429,520	436,688	1.67%	432,000	439,000	441,000	456,000
Electricity Consumed (Kwh)	202,812	214,244	170,275	-20.52%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	3	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	7	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	16.8	16.0	17.0	6.25%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	incl. above	incl. above	incl. above	incl. above	incl. above	incl. above	incl. above	incl. above
Operating Cost — Expanded Service	N.A.	N.A.	N.A.	0.00%	N.A.	N.A.	N.A.	N.A.
Farebox Revenues	incl. above	incl. above	incl. above	N.A.	incl. above	incl. above	incl. above	incl. above

# King County Department of Transportation (Metro Transit Division)

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Demand Response Services</b>								
Revenue Vehicle Hours	441,310	560,852	697,593	24.38%	594,000	594,000	527,000	508,000
Total Vehicle Hours	633,785	663,310	804,193	21.24%	728,000	704,000	624,000	601,000
Revenue Vehicle Miles	7,544,200	7,885,050	9,904,000	25.60%	8,324,000	8,093,000	7,137,000	6,884,000
Total Vehicle Miles	8,944,480	9,348,737	10,682,900	14.27%	8,902,000	8,667,000	7,605,000	7,358,000
Passenger Trips	1,396,954	1,626,433	1,682,823	3.47%	1,703,000	1,703,000	1,718,000	1,799,000
Gasoline Fuel Consumed (gallons)	N.A.	1,181,853	1,364,000	15.41%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	27	235	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	7	89	327	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	546.3	546.3	583.3	6.77%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$27,258,062	\$27,175,237	\$30,288,781	11.46%	\$30,296,000	\$28,309,000	\$25,661,000	\$27,924,000
Operating Cost — Expanded Service	N.A.	N.A.	N.A.	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$157,445	\$321,854	\$216,955	-32.59%	\$268,000	\$327,000	\$386,000	\$612,000
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	8,866,972	8,910,373	9,451,684	6.08%	9,857,000	9,946,000	10,452,000	12,480,000
Total Vehicle Miles	N.A.	9,009,270	9,622,617	6.81%	9,857,000	9,946,000	10,452,000	12,480,000
Passenger Trips	2,047,084	1,987,505	2,115,823	6.46%	2,141,000	2,141,000	2,161,000	2,262,000
Vanpool Fleet Size	628	738	778	5.42%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	615	727	818	12.52%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	761,173	793,761	846,218	6.61%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	8	6	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	22	24	30	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	53.7	48.4	52.0	7.44%	N.A.	N.A.	N.A.	N.A.
Operating Cost — Sustained Service	\$5,591,728	\$4,323,828	\$4,473,446	3.46%	\$5,377,000	\$5,830,000	\$6,134,000	\$7,482,000
Operating Cost — Expanded Service	N.A.	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$3,665,963	\$3,819,220	\$4,187,538	9.64%	\$5,157,000	\$5,908,000	\$6,207,000	\$9,868,000



# King County Department of Transportation (Metro Transit Division)

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$187,460,715	\$202,031,721	\$217,710,548	7.76%	\$228,340,000	\$232,149,000	\$241,435,000	\$282,445,000
MVET	\$85,017,652	\$94,340,609	\$98,155,447	4.04%	\$45,398,000	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$35,973,000	\$0	\$0	\$0
Fares	\$53,153,837	\$58,499,404	\$61,609,596	5.32%	\$64,081,000	\$71,993,000	\$84,833,000	\$90,869,000
Vanpooling Revenue	\$3,665,963	\$3,819,220	\$4,187,538	9.64%	\$5,157,000	\$5,908,000	\$6,207,000	\$9,868,000
Federal Section 5307 Operating	\$3,702,973	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Other	\$25,837,489	\$23,584,328	\$30,885,592	30.96%	\$32,974,000	\$30,952,000	\$29,993,000	\$36,776,000
Total Annual Revenues	\$358,838,629	\$382,275,282	\$412,548,721	7.92%	\$411,923,000	\$341,002,000	\$362,468,000	\$419,978,000
<b>Annual Operating Expenses</b>								
	\$275,562,311	\$303,073,130	\$327,719,366	8.13%	\$348,557,000	\$335,235,000	\$328,233,000	\$376,629,000
<b>Debt Service</b>								
Interest	\$9,583,603	\$6,703,574	\$7,911,399	18.02%	\$7,715,000	\$7,506,000	\$7,292,000	\$0
Principal	\$3,617,083	\$6,404,167	\$4,338,333	-32.26%	\$4,527,000	\$4,592,000	\$4,960,000	\$0
Total	\$13,200,686	\$13,107,741	\$12,249,732	-6.55%	\$12,242,000	\$12,098,000	\$12,252,000	\$0
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$7,812,843	\$8,399,012	\$4,071,166		\$5,154,000	\$8,639,000	\$1,377,000	\$0
Federal Section 5307 Capital Grants	\$50,339,737	\$21,615,076	\$46,545,808		\$13,342,000	\$38,131,000	\$42,471,000	\$34,000,000
Federal CM/AQ	\$0	\$85,786	\$23,640,053		\$13,278,000	\$0	\$2,133,000	\$0
Federal STP Capital Grants	\$25,644	\$0	\$0		\$1,200,000	\$3,000,000	\$0	\$0
Other Federal Capital Grants	\$0	\$0	\$2,568,308		\$7,078,000	\$7,843,000	\$0	\$0
Central Puget Sound PT Account	\$1,605,035	\$1,326,187	\$2,303,180		\$0	\$0	\$0	\$0
Other State Capital Grants	\$1,709,159	\$0	\$0		\$2,968,000	\$0	\$1,000,000	\$1,000,000
Bus Capital Lease	\$10,254,797	\$12,687,612	\$12,526,265		\$12,704,000	\$12,731,000	\$12,706,000	\$0
Sound Transit	\$0	\$0	\$3,076,468		\$0	\$0	\$806,000	\$0
Other Miscellaneous	\$0	\$0	\$195,748		\$106,000	\$572,000	\$2,571,000	\$0
Capital Replacement/Purchase Funds	\$35,898,505	\$21,713,332	\$44,926,479		\$71,144,000	\$14,403,000	\$11,495,000	\$8,500,000
Total Capital Purchases	\$107,645,720	\$65,827,005	\$139,853,475		\$126,974,000	\$85,319,000	\$74,559,000	\$43,500,000
<b>Ending Balances, December 31</b>								
Rate Stabilization Reserve	\$6,127,219	\$11,635,510	\$12,278,528	5.53%	\$2,000,000	\$0	\$0	\$0
Capital Fund	\$79,187,125	\$79,057,561	\$70,100,629	-11.33%	\$43,327,000	\$52,054,000	\$30,399,000	\$65,678,000
Revenue Fleet Replacement Fund	\$400,000	\$25,556,210	\$24,467,517	-4.26%	\$26,009,000	\$41,429,000	\$61,548,000	\$100,345,000
Cross Border Lease Fund	\$89,757,150	\$79,787,460	\$69,604,152	-12.76%	\$58,923,000	\$47,564,000	\$35,484,000	\$0
Total	\$198,171,494	\$234,774,965	\$239,913,556	2.19%	\$209,289,000	\$188,201,000	\$154,271,000	\$197,268,000

# King County Department of Transportation (Metro Transit Division)

## Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	Metro	Urbanized Average	Metro	Urbanized Average
Fares/Operating Cost	20.96%	19.75%	0.72%	1.33%
Operating Cost/Passenger Trip	\$3.07	\$3.22	\$18.00	\$19.61
Operating Cost/Revenue Vehicle Mile	\$8.04	\$6.82	\$3.06	\$3.36
Operating Cost/Revenue Vehicle Hour	\$98.47	\$93.48	\$43.42	\$50.67
Operating Cost/Total Vehicle Hour	\$88.86	\$81.52	\$37.66	\$43.79
Revenue Vehicle Hours/Total Vehicle Hour	90.23%	87.21%	86.74%	86.43%
Revenue Vehicle Hours/FTE	863	879	1,196	1,229
Revenue Vehicle Miles/Revenue Vehicle Hour	12.25	13.7	14.20	15.1
Passenger Trips/Revenue Vehicle Hour	32.1	29.1	2.4	2.6
Passenger Trips/Revenue Vehicle Mile	2.62	2.12	0.17	0.17

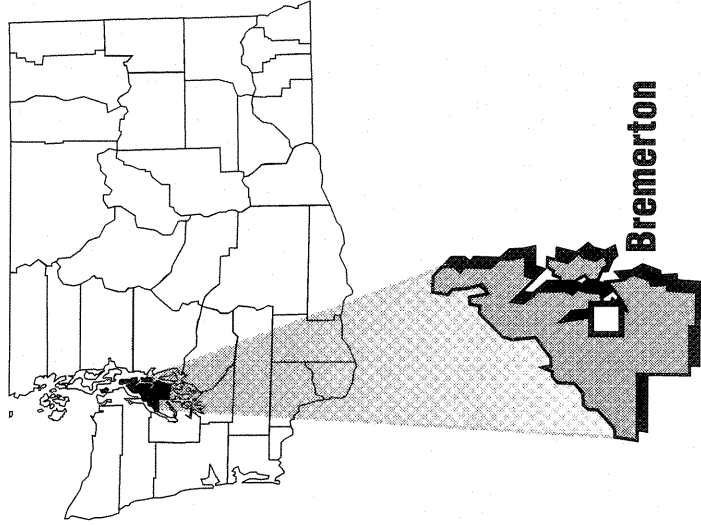
# Kitsap Transit

## Kitsap Transit

**Richard M. Hayes**  
**Executive Director**

234 South Wycoff Avenue  
Bremerton, Washington 98312-4199  
(360)479-6962

Internet Home Page: <http://www.kitsaptransit.org>



## System Snapshot

Operating Name: Kitsap Transit.

Service Area: Kitsap County.

Type of Government: Public transportation benefit area.

Governing Body: Nine member board of directors comprised of the three Kitsap County Commissioners, two council members from Bremerton, and the mayors of Bainbridge Island, Bremerton, Port Orchard, and Poulsbo.

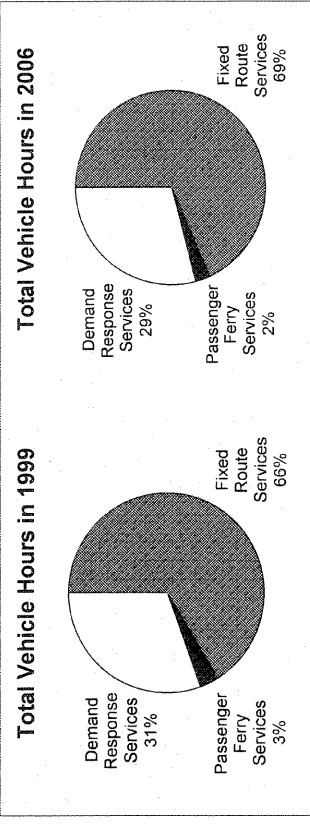
Tax Authorized: 0.5% sales and use tax approved in May 1993.

Annexations: Three: one in November 1993 adding the Trident area, one in November 1997 adding the Port Gamble area, and one in February 1998 adding the western and southern balances of Kitsap County.

Types of Service: 39 routes, *ACCESS* for persons with disabilities who cannot use fixed route service, contracted passenger ferry services between Bremerton and Port Orchard, worker/driver and vanpoolcommuter services.

Days of Service: Weekdays, between generally 5:15 a.m. and 7:00 p.m., and Saturdays, between 9:00 a.m. and 7:00 p.m., and Sundays between 8:30 a.m. and 5:00 p.m.

Base Fare: \$1.00 per boarding, fixed-route and demand response *ACCESS* services.



### Current Operations

Kitsap Transit operates 12 fixed routes, seven days a week, as follows:

- One rural intercity route (Poulsbo/Silverdale).
- 11 small city local routes (Bremerton urbanized area).

Kitsap Transit operates four rural local fixed routes, six days a week, (Bangor, Poulsbo - two, and Silverdale - two)

Kitsap Transit operates the following additional fixed routes Monday through Friday:

- Nine rural commuter routes (Bainbridge Island - seven, Bainbridge Island/Kingston, Silverdale/Bainbridge Island).
- Five small city commuter routes (serving Bremerton and Port Orchard).
- One small city local route (Bremerton urbanized area).
- Two rural local routes (Winslow and Poulsbo).
- two rural intercity routes (Poulsbo/Bainbridge Island and Poulsbo/Kingston).

Kitsap Transit provides demand response *ACCESS* services to the elderly and persons with disabilities. Kitsap Transit contracts with a private ferry operator for passenger ferry services between Bremerton and Port Orchard.

Kitsap Transit also provides buses for 32 worker/driver commuter routes to the Puget Sound Naval Shipyard in Bremerton, the Naval Undersea Warfare Engineering Station at Keyport, and the Everett Naval Station. Kitsap Transit operates a vanpool program with 118 vans, including spares.

Kitsap Transit reduced its fixed route services with fewer routes and shorter operational hours in December as a result of the passage of I-695 and its revenue impact.

Kitsap Transit is the lead agency for Commute Trip Reduction in Kitsap County.

### Passenger Service Vehicles

Fixed route — 85 total, all but 17 reserve fleet buses equipped with wheelchair lifts, all equipped with bicycle racks, active fleet age ranging from 1979 to 1983.

Demand Response — 46 total, all equipped with wheelchair lifts, age ranging from 1991 to 1995.

Vanpool — 118 total, one equipped with wheelchair lift, age ranging from 1991 to 1999.

Worker/Driver — 37 total, two equipped with bicycle racks, age ranging from 1971 to 1974.

### Facilities

The West-Central Bremerton base is the main administration, operations, and maintenance facility. *ACCESS* services operate out of a separate central Bremerton facility on Werner Road. Kitsap Transit is developing south and north Kitsap County bases and opened a bicycle-storage facility and satellite operations office in Bainbridge Island. There is a rented site in Poulsbo for light maintenance and bus parking. Kitsap Transit also has customer services in Bremerton, Port Orchard, and at the Bainbridge Island Ferry Terminal.

There are three transit centers in Bremerton and one each in Port Orchard, Poulsbo, Bainbridge Island, Silverdale, and at the Kingston and Southworth ferry terminals.

There are currently 22 park and ride lots having a total capacity of 2,159 parking spaces; they have 203 bicycle racks, 45 bicycle lockers at ferry terminals and park and ride lots, and 150 bus shelters.

## **Intermodal Connections**

Kitsap Transit coordinates extensively with the Washington State Ferries (WSF) and with Horluck Transportation Company, a small, private passenger-only ferry system operating between Bremerton and two points in the Port Orchard area.

Kitsap Transit provides service, particularly at peak hour, to all WSF terminals — Southworth, Bremerton, Bainbridge Island, and Kingston — in Kitsap County. Buses, especially at rush hour, meet and wait for ferry landings.

Kitsap Transit connects with: Pierce Transit at the Purdy Park and Ride Lot; Jefferson Transit at the Poulsbo Transfer Center; and Mason County Transportation Authority at the West Bremerton Transfer Center.

Kitsap Transit provides service to many of the public elementary, middle, and high schools in its service area, as well as the Olympic Community College in Bremerton. A "U-Pass" arrangement with Olympic Community College has been in place for a number of years.

Kitsap Transit provides two special routes, developed with the Bremerton School District, open to school children and the general public. Kitsap Transit maintains Bremerton School District's buses in its shop.

All of Kitsap Transit's buses are equipped with racks for bicycles. Most of the transit centers have bicycle racks and lockers.

## **1999 Achievements**

- 1998 objectives met:
- Began constructing a South Kitsap Maintenance Base.
- Completed constructing the Kingston Park and Ride Lot.
- Began constructing the Bremerton Transportation Center.

- 1998 Objectives unmet:

- Replace 18 small buses for fixed route services.
- Replace 21 small buses for *ACCESS* services.
- Other:
- Provided free bus rides to the downtown area of Bremerton during construction of the Bremerton Transportation Center.
- Opened the Bike Barn, a bicycle-storage facility and satellite operations office in Bainbridge Island.
- Implemented ShoreLink rides for military personnel and dependents.
- Reduced subsidy to worker/driver commuter routes in response to passage of I-695.
- Started Electric Vehicle program with rehabilitation of four small buses.
- Developed bus plan to complement Washington State Ferries Passenger-Only Ferry plan.
- Became Y2K compliant.
- Increased ridership three percent over 1998.

## **2000 Objectives**

- Replace 33 small buses for fixed route and *ACCESS* services.
- Reduce subsidy to vanpool services in response to passage of I-695.
- Reduce level of service for routed and *ACCESS* services in response to passage of I-695.
- Replan service network in East Bremerton.

## Kitsap Transit

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- Implement SR 305 Corridor Study, SR 305 MIS, SR 3/304 follow-up and SR 303 joint planning and redevelopment process.
- Complete construction of the Bremerton Transportation Center.
- Return to zoned *ACCESS* service approach in areas outside the “current urban service” areas.
- Increase *ACCESS* ridership efficiency.

### *Long-range Plans (2001 through 2006)*

- Make improvements to the Bremerton Transportation Center.
- Further develop combined Opticom-GPS system.
- Support passenger-only cross Puget Sound ferry operations.
- Expand East Bremerton park and ride lots for passenger only ferry passengers.
- Remodel Bainbridge Island Ferry Transit terminal.
- Replace the radio communications system.
- Purchase 26 large replacement fixed route buses.
- Purchase 9 large fixed route buses for expansion.
- Purchase 50 small replacement fixed route buses.
- Purchase 26 small fixed route buses for expansion.
- Purchase 26 replacement *ACCESS* buses.
- Continue the cooperative development of major capital projects/planning, such as Sinclair Landing construction, the maintenance facility in North Kitsap County, and park and ride lots.

- Prepare for Passenger-Only Ferry program by continuing the design and permitting process for Kingston and Southworth terminals and adding park and ride spaces, and additional revenue vehicles.
- Retain focus on service efficiency by increasing overall routed ridership and returning Rideshare ridership to 1999 levels by 2003.

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	194,340	229,000	229,700	0.31%	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Fixed-Routed Services (1)</b>								
Revenue Vehicle Hours	144,314	142,229	151,390	6.44%	114,000	140,000	146,000	163,000
Total Vehicle Hours	175,071	173,263	178,761	3.17%	134,000	165,000	172,000	193,000
Revenue Vehicle Miles	2,605,042	2,566,508	2,603,206	1.43%	1,952,000	2,384,000	2,493,000	2,803,000
Total Vehicle Miles	2,862,447	2,821,750	2,915,664	3.33%	2,199,000	2,672,000	2,773,000	3,142,000
Passenger Trips	4,410,529	4,291,271	4,572,658	6.56%	3,437,000	4,232,000	4,430,000	5,187,000
Diesel Fuel Consumed (gallons)	565,658	582,267	586,784	0.78%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	19	25	15	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	14	10	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	183.2	181.5	204.6	12.73%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$10,767,837	\$11,432,527	\$12,239,383	7.06%	\$10,655,000	\$12,000,000	\$12,000,000	\$14,000,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$400,000	\$200,000
Farebox Revenues	\$1,439,557	\$1,432,292	\$1,257,776	-12.18%	\$2,029,000	\$2,000,000	\$2,000,000	\$2,000,000(1)

(1) Includes Worker-Driver Operations

**Passenger Ferry Services**

Revenue Vessel Hours	7,190	7,868	7,862	-0.08%	7,000	7,000	7,000	7,000
Total Vessel Hours	7,445	8,231	8,224	-0.09%	7,000	7,000	7,000	7,000
Revenue Vessel Miles	28,899	53,274	53,066	-0.39%	47,000	47,000	47,000	47,000
Total Vessel Miles	30,174	54,5490	54,514	-0.06%	49,000	49,000	49,000	49,000
Passenger Trips	383,777	377,481	414,455	9.79%	234,000	241,000	249,000	280,000
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	2.5	3.0	3.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$512,757	\$561,212	\$689,664	22.89%	\$469,000	\$700,000	\$700,000	\$740,000
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$0	\$0	\$5,000	\$5,000
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

## Kitsap Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Demand Response Services</b>								
Revenue Vehicle Hours	65,641	64,744	71,500	10.43%	54,000	67,000	67,000	71,000
Total Vehicle Hours	78,557	74,094	82,546	11.41%	62,000	77,000	77,000	82,000
Revenue Vehicle Miles	1,181,992	1,068,045	1,229,730	15.14%	922,000	1,153,000	1,153,000	1,544,000
Total Vehicle Miles	1,358,562	1,209,644	1,388,162	14.76%	1,041,000	1,301,000	1,301,000	1,743,000
Passenger Trips	284,182	277,403	291,760	5.18%	190,000	237,000	242,000	262,000
Diesel Fuel Consumed (gallons)	114,214	111,583	133,792	19.90%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	17,092	17,221	8,688	-49.55%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	7	4	8	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	80.2	80.7	91.2	5.41%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,626,336	\$3,911,350	\$4,466,322	14.19%	\$3,896,000	\$4,500,000	\$4,500,000	\$4,700,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$25,000	\$25,000
Farebox Revenues	\$116,248	\$131,864	\$120,297	-8.77%	\$253,000	\$200,000	\$200,000	\$200,000
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	1,117,700	1,276,824	1,324,612	3.74%	530,000	848,000	865,000	1,051,000
Total Vehicle Miles	1,142,342	1,307,710	1,346,960	3.00%	541,000	865,000	882,000	1,072,000
Passenger Trips	282,898	283,462	285,310	0.65%	128,000	212,000	216,000	263,000
Vanpool Fleet Size	109	109	143	31.19%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	97	99	99	0.00%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	53,323	68,053	75,504	10.95%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	8,890	13,282	14,906	12.23%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	10	2	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	1	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	6.8	8.1	8.8	8.64%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$661,066	\$626,698	\$849,119	35.49%	\$593,000	\$800,000	\$800,000	\$1,200,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$50,000	\$50,000
Vanpooling Revenue	\$148,999	\$154,424	\$108,500	-29.74%	\$140,000	\$140,000	\$140,000	\$140,000



**Kitsap Transit**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$10,023,688	\$10,907,509	\$12,215,717	11.99%	\$12,046,000	\$17,643,000	\$21,000,000	\$25,526,000
MVET	\$5,797,762	\$7,563,206	\$7,895,768	4.40%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$3,000,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$0	\$0	\$2,043,468	N.A.	\$1,644,000	\$0	\$0	\$0
Fares	\$1,555,805	\$1,564,156	\$1,378,073	-11.90%	\$2,282,000	\$2,200,000	\$2,200,000	\$2,200,000
Vanpooling Revenue	\$148,999	\$154,424	\$108,500	-29.74%	\$140,000	\$140,000	\$140,000	\$140,000
Federal Section 5307 Operating	\$144,319	\$129,776	\$117,845	-9.19%	\$100,000	\$100,000	\$100,000	\$100,000
Other	\$572,947	\$817,466	\$925,873	13.26%	\$901,000	\$937,000	\$578,000	\$635,000
Total Annual Revenues	\$18,243,520	\$21,136,537	\$24,685,244	16.79%	\$20,113,000	\$21,020,000	\$24,018,000	\$28,601,000
<b>Annual Operating Expenses</b>	\$15,567,996	\$16,531,787	\$18,244,488	10.36%	\$15,613,000	\$18,000,000	\$18,480,000	\$20,920,000
<b>Other Expenses</b>	\$327,650	\$301,949	\$270,987	-10.25%	\$200,000	\$200,000	\$200,000	\$200,000
<b>Debt Service</b>								
Interest	\$41,080	\$244,165	\$228,730	-6.32%	\$230,000	\$450,000	\$380,000	\$230,000
Principal	\$666,667	\$478,333	\$150,000	-68.64%	\$150,000	\$1,150,000	\$1,150,000	\$150,000
Total	\$707,747	\$722,498	\$378,730	-47.58%	\$380,000	\$1,600,000	\$1,530,000	\$380,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$1,038,000	\$0	\$3,417,196		\$4,093,000	\$3,785,000	\$785,000	\$1,000,000
Federal Section 5307 Capital Grants	\$908,000	\$434,003	\$10,640,838		\$3,569,000	\$2,311,000	\$1,090,000	\$1,090,000
FTA - Other	\$0	\$0	\$0		\$175,000	\$188,000	\$253,000	\$0
Federal STP- All	\$0	\$0	\$512,065		\$200,000	\$1,550,000	\$1,100,000	\$100,000
Central Puget Sound PT Account	\$0	\$936,482	\$3,459,794		\$0	\$0	\$0	\$0
Miscellaneous State	\$0	\$141,625	\$110,000		\$0	\$0	\$0	\$0
Working Capital	\$0	\$4,006,178	\$2,151,190		\$3,597,000	\$5,264,000	\$2,720,000	\$5,175,000
Debt Financing	\$4,740,000	\$0	\$0		\$0	\$0	\$0	\$0
Other	\$166,000	\$33,818	\$2,016,253		\$966,000	\$2,665,000	\$188,000	\$188,000
Total Capital Purchases	\$6,852,000	\$5,552,106	\$22,307,334		\$12,600,000	\$15,783,000	\$6,136,000	\$7,553,000
<b>Ending Balances, December 31</b>								
Working Capital	\$670,000	(\$1,710,000)	(\$1,677,000)	1.93%	(\$677,000)	(\$677,000)	\$523,000	\$2,023,000
Capital Replacement/ Purchase Funds	\$4,740,000	\$2,881,000	\$6,894,000	139.29%	\$807,000	\$4,022,000	\$3,980,000	\$4,595,000
Self Insurance Fund	\$175,000	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Debt	\$1,059,000	\$379,000	\$380,000	0.26%	\$1,600,000	\$1,530,000	\$1,460,000	\$380,000
Totals	\$6,644,000	\$1,550,000	\$5,597,000	261.10%	\$1,730,000	\$4,875,000	\$5,963,000	\$6,998,000

## Kitsap Transit

### Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	Kitsap Transit	Small City Average	Kitsap Transit	Small City Average
Fares/Operating Cost	10.28%	9.53%	2.69%	2.57%
Operating Cost/Passenger Trip	\$2.68	\$2.92	\$15.27	\$17.16
Operating Cost/Revenue Vehicle Mile	\$4.70	\$4.65	\$3.63	\$3.87
Operating Cost/Revenue Vehicle Hour	\$80.85	\$72.83	\$62.47	\$54.68
Operating Cost/Total Vehicle Hour	\$68.47	\$67.45	\$54.11	\$46.06
Revenue Vehicle Hours/Total Vehicle Hour	84.69%	92.61%	86.62%	84.25%
Revenue Vehicle Hours/FTE	740	894	784	866
Revenue Vehicle Miles/Revenue Vehicle Hour	17.20	15.7	17.20	14.1
Passenger Trips/Revenue Vehicle Hour	30.2	24.9	4.1	3.2
Passenger Trips/Revenue Vehicle Mile	1.76	1.59	0.24	0.23

# Link Transit

## Link Transit (Chelan-Douglas Counties)

**Tom Green**

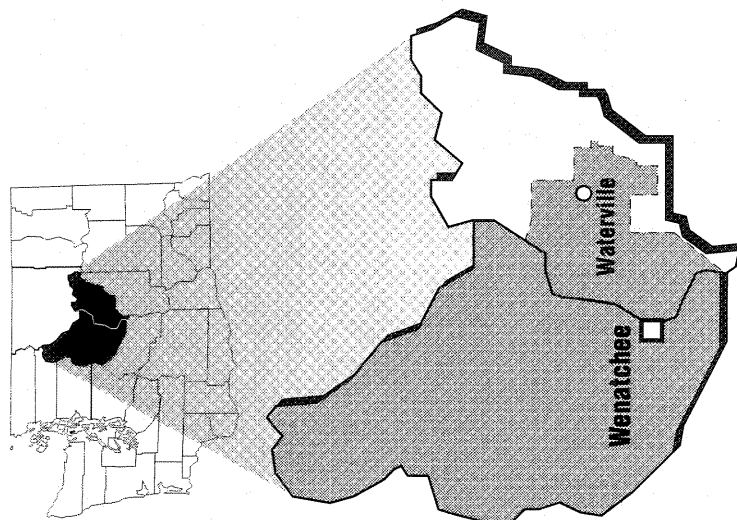
**General Manager**

2700 Euclid Avenue

Wenatchee, Washington 98801

(509) 662-1155

Internet Home Page: <http://www.linktransit.com>



## System Snapshot

Operating Name: Link Transit

Service Area: Countywide, Chelan County and western and south Douglas County.

Type of Government: Public transportation benefit area.

Governing Body: Twelve member board of directors comprised two Chelan County Commissioners, two Douglas County Commissioners, and one mayor or council member each from the cities of Wenatchee, East Wenatchee, Waterville, Rock Island, Cashmere, Chelan, Entiat, and Leavenworth.

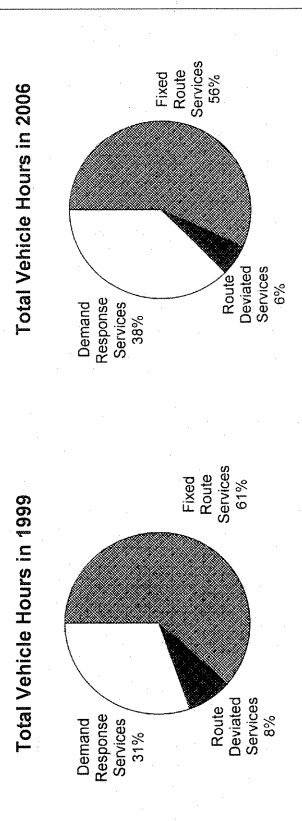
Tax Authorized: 0.4% sales and use tax approved in September 1990.

Annexations: One in March 1995 adding the Orondo area of Douglas County.

Types of Service: Fifteen fixed routes, five deviated routes and LinkPlus (paratransit) service for persons with disabilities who cannot use fixed route or deviated route service.

Days of Service: Weekdays, generally between 5:00 a.m. and 9:30 p.m., and Saturdays, between 8:00 a.m. and 9:30 p.m.

Base Fare: Fare free for fixed route, deviated routes and paratransit.



### Current Operations

Link Transit operates its fixed and deviated routes six days a week as follows:

- Four rural intercity routes (East Wenatchee/Rock Island, East Wenatchee/Waterville, Wenatchee/Leavenworth, and Wenatchee/Manson)
- Eleven small city local routes (Wenatchee/East Wenatchee).
- Four rural local deviated routes.
- One rural intercity deviated route (Wenatchee/Chelan Falls).

Link Transit provides LinkPlus paratransit services to persons with disabilities who cannot use fixed or deviated route services.

### Passenger Service Vehicles

Fixed route — 26 total, all equipped with wheelchair lifts and all equipped with bicycle racks, age ranging from 1984 to 1993.

Demand-response and Route Deviated — 38 total, all ADA accessible, age ranging from 1992 to 1999.

### Facilities

Link Transit's administrative offices and Guest Services are located in the Columbia Station in downtown Wenatchee. Operations are centered in two temporary mobile offices located on 11 partially developed acres north of Wenatchee. The maintenance facility is adjacent in a leased warehouse. Link Transit has a new Service Center, substantially completed in December 1999. The complex provides 8,700 square feet for operations; 28,000 square feet for maintenance; and 39,000 square feet of covered bus parking.

Link Transit operates Columbia Station, a regional intermodal facility that includes an off-street transfer center for Link buses, with connections to intercity buses (Northwest Trailways), Amtrak service, taxis, shuttle service to the regional airport, and bicycle options.

Link Transit operates two park and ride lots: 22 stalls at The Big Y at the junction of Highways 2 and 97 near Peshatin, and 10 stalls in Entiat along Highway 97A.

### Intermodal Connections

Link Transit provides service to the regional airport in East Wenatchee. In addition, Link Transit serves the Amtrak and Trailways Lines through the Columbia Station in Wenatchee and provides on-street connections with Trailways in Cashmere and Leavenworth. Link Transit serves the Lake Chelan ferry passenger dock and the Lake Chelan air passenger floatplane dock in Chelan.

Most of Link Transit's routes either travel by, or are not more than one quarter mile from, all of the public schools in the service area. Link Transit also serves the Wenatchee Valley College.

Link Transit serves six park and ride lots.

### 1999 Achievements

- 1998 objectives met:
- Implemented new system design based upon market analysis for services.
- Completed construction of the Operations and Maintenance Center at Olds Station in December.
- Replaced four 24 foot accessible vehicles.
- Replaced three vans.
- Evaluated intercounty service with Grant Transit Authority.
- Finalized funding for the Wenatchee Pedestrian/Bicycle Overpass.

- Other:

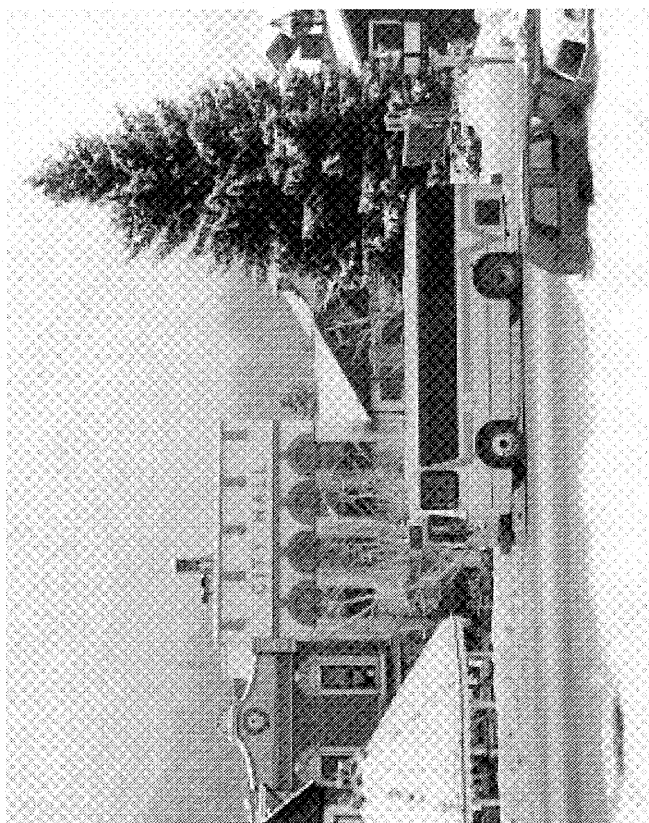
- Developed and implemented a program of reducing personnel and service to correspond with the significant loss of revenue.
- Participated in regional work group to plan and prepare for a Greater Wenatchee metropolitan planning organization.
- Developed a fare system for implementation early in 2000 eliminating the pre-paid fare free concept.

### 2000 Objectives

- Decrease frequency and service hours for fixed routes by 40%.
- Decrease frequency and service hours for deviated routes by 60%.
- Eliminate Saturday service.
- Replace two 24-foot cut-away vehicles.
- Replace one 20-foot cut-away vehicle.
- Occupy new operations and maintenance complex.
- Complete design of the Wenatchee Pedestrian/Bicycle Overpass.

### Long-range Plans (2001 through 2006)

- Complete construction of transfer centers in East Wenatchee and Olds Station.
- Construct Wenatchee Pedestrian/Bicycle Overpass Bridge.
- Continue installing bus passenger shelters and benches.
- Purchase 25 replacement minibuses.
- Refurbish 12 transit buses.



# Link Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	88,405	89,315	89,975	0.74%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Routed Services

Revenue Vehicle Hours	59,159	68,687	74,739	8.81%	46,000	46,000	46,000	46,000
Total Vehicle Hours	76,702	72,120	81,198	12.59%	50,000	50,000	50,000	50,000
Revenue Vehicle Miles	1,328,042	1,278,727	1,284,571	0.46%	1,050,000	1,050,000	1,050,000	1,050,000
Total Vehicle Miles	1,385,069	1,538,097	1,459,255	-5.13%	1,210,000	1,210,000	1,210,000	1,210,000
Passenger Trips	1,540,137	1,369,809	1,374,655	0.35%	700,000	700,000	700,000	700,000
Diesel Fuel Consumed (gallons)	263,775	256,005	296,830	15.95%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	1	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	27	26	27	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	67.9	71.8	75.0	4.46%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$4,194,906	\$4,282,484	\$4,604,103	7.51%	\$3,260,000	\$4,833,000	\$4,833,000	\$5,309,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$227,000	\$238,000	\$250,000	\$303,000

### Route-Deviated Services

Revenue Vehicle Hours	7,355	10,299	9,921	-3.67%	4,000	4,000	4,000	4,000
Total Vehicle Hours	16,115	14,254	10,252	-28.08%	5,000	5,000	5,000	5,000
Revenue Vehicle Miles	247,435	332,782	431,569	29.69%	90,000	90,000	90,000	90,000
Total Vehicle Miles	379,441	369,630	527,895	42.82%	94,000	94,000	94,000	94,000
Passenger Trips	83,716	105,040	134,803	28.33%	10,000	10,000	10,000	10,000
Diesel Fuel Consumed (gallons)	40,853	61,406	44,960	-26.78%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	8.0	13.0	9.0	-30.77%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$672,754	\$743,885	\$736,684	-0.97%	\$337,000	\$857,000	\$857,000	\$941,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$22,000	\$23,000	\$24,000	\$30,000

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Demand Response Services</b>								
Revenue Vehicle Hours	33,524	33,643	40,209	19.52%	33,000	33,000	33,000	33,000
Total Vehicle Hours	48,261	48,380	40,209	-16.89%	33,000	33,000	33,000	33,000
Revenue Vehicle Miles	382,777	425,356	405,072	-4.77%	334,000	334,000	334,000	334,000
Total Vehicle Miles	386,644	434,718	405,072	-6.82%	334,000	334,000	334,000	334,000
Passenger Trips	119,712	118,368	125,851	6.32%	104,000	104,000	104,000	104,000
Gasoline Fuel Consumed (gallons)	36,929	43,472	43,012	-1.06%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	1	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	27	9	11	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	39.1	46.2	43.0	-6.93%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$2,000,314	\$2,113,975	\$2,397,248	13.40%	\$2,023,000	\$2,362,000	\$2,421,000	\$2,711,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$21,000	\$22,000	\$23,000	\$28,000
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	800	0	0	N.A.	0	0	0	0
Total Vehicle Miles	N.A.	0	0	N.A.	0	0	0	0
Passenger Trips	50	0	0	N.A.	0	0	0	0
Vanpool Fleet Size	9	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Vans in Operation	3	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	0.0	0.0	0.0	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$5,271	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$1,299	\$0	\$0	N.A.	\$0	\$0	\$0	\$0

# Link Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$4,821,922	\$4,883,765	\$5,041,859	3.24%	\$5,056,000	\$5,183,000	\$5,312,000	\$5,864,000
MVET	\$3,607,605	\$3,872,166	\$3,769,777	-2.64%	\$1,752,000	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$1,472,000	\$0	\$0	\$0
Fares	\$0	\$0	\$0	N.A.	\$270,000	\$283,000	\$297,000	\$361,000
Vanpooling Revenue	\$1,299	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Other	\$364,587	\$654,138	\$575,714	-11.99%	\$272,000	\$241,000	\$226,000	\$216,000
Total Annual Revenues	\$8,795,413	\$9,410,069	\$9,387,350	-0.24%	\$8,822,000	\$5,707,000	\$5,835,000	\$6,441,000
<b>Annual Operating Expenses</b>								
Other	\$6,867,974	\$7,140,344	\$7,738,035	8.37%	\$5,620,000	\$8,052,000	\$8,111,000	\$8,961,000
Total	\$0	\$3,632	\$0	0.00%	\$0	\$0	\$0	\$0
	\$6,867,974	\$7,143,976	\$7,738,035	8.32%	\$5,620,000	\$8,052,000	\$8,111,000	\$8,961,000
<b>Debt Service</b>								
Interest	\$55,123	\$41,410	\$437,147	955.66%	\$299,000	\$278,000	\$269,000	\$184,000
Principal	\$229,019	\$246,441	\$374,707	52.05%	\$380,000	\$408,000	\$412,000	\$425,000
Total	\$284,142	\$287,851	\$811,854	182.04%	\$679,000	\$686,000	\$681,000	\$609,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$1,000,000	\$0	\$0		\$1,870,000	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$0	\$0	\$0		\$200,000	\$252,000	\$229,000	\$284,000
Federal STP - Regional Grants	\$0	\$0	\$0		\$400,000	\$0	\$0	\$0
Rural Mobility Program	\$137,000	\$0	\$0		\$0	\$0	\$0	\$0
Public Transportation Sys. Account	\$1,006,922	\$88,825	\$4,500		\$0	\$0	\$0	\$0
Equipment/Facility Reserves	\$895,203	\$1,311,227	\$7,733,430		\$379,000	\$65,000	\$55,000	\$45,000
Vehicle Reserve	\$76,831	\$397,451	\$540,728		\$83,000	\$63,000	\$47,000	\$71,000
Bond Sales	\$0	\$5,798,353	\$0		\$0	\$0	\$0	\$0
Capital Leases	\$0	\$0	\$207,059		\$59,000	\$0	\$0	\$0
Total Capital Purchases	\$3,115,956	\$1,797,503	\$8,485,717		\$2,991,000	\$380,000	\$331,000	\$400,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$1,328,882	\$400,974	\$487,189	21.50%	\$3,009,000	\$2,137,000	\$1,505,000	-\$1,431,000
Equipment/Facility Reserves	\$1,927,420	\$9,016,729	\$1,655,599	-81.64%	\$1,277,000	\$1,222,000	\$1,167,000	\$977,000
Vehicle Reserve	\$1,389,238	\$1,463,965	\$1,211,131	-17.27%	\$1,070,000	\$1,007,000	\$960,000	\$574,000
Contingency Reserve	\$540,000	\$540,000	\$540,000	0.00%	\$540,000	\$540,000	\$540,000	\$540,000
Totals	\$5,185,540	\$11,421,668	\$3,893,919	-65.91%	\$5,896,000	\$4,906,000	\$4,172,000	\$660,000



## Performance Measures for 1999 Operations

	Fixed Routed Services		Deviated Route Services		Demand Response Services	
	Link Transit	Rural Average	Link Transit	Rural Average	Link Transit	Rural Average
Fares/Operating Cost	N.A.	6.73%	N.A.	1.56%	N.A.	3.16%
Operating Cost/Passenger Trip	\$3.35	\$2.98	\$5.01	\$7.29	\$7.00	\$14.26
Operating Cost/Revenue Vehicle Mile	\$3.58	\$3.21	\$2.39	\$2.36	\$1.90	\$3.42
Operating Cost/Revenue Vehicle Hour	\$61.60	\$57.92	\$53.81	\$60.18	\$21.33	\$45.21
Operating Cost/Total Vehicle Hour	\$56.70	\$53.65	\$47.44	\$57.33	\$19.20	\$42.29
Revenue Vehicle Hours/Total Vehicle Hour	92.05%	92.63%	88.17%	95.26%	90.00%	93.99%
Revenue Vehicle Hours/FTE	997	1,052	1,841	1,349	585	982
Revenue Vehicle Miles/Revenue Vehicle Hour	17.19	18.1	22.47	25.5	11.20	13.2
Passenger Trips/Revenue Vehicle Hour	18.4	19.4	10.7	8.2	3.0	3.2
Passenger Trips/Revenue Vehicle Mile	1.07	1.08	0.48	0.32	0.27	0.24



# Mason County Transportation Authority

## Mason County Transportation Authority

**Dave O'Connell**  
**General Manager**

1718 Olympic Highway North  
P.O. Box 1880

Shelton, Washington 98584  
(360) 426-9434

Internet Home Page: None

## System Snapshot

Operating Name: Mason County Transportation Authority (MCTA)

Service Area: Countywide, Mason County.

Type of Government: Public transportation benefit area.

Governing Body: Six member board of directors comprised of three Mason County Commissioners, the Mayor of Shelton, and the two Shelton Commissioners.

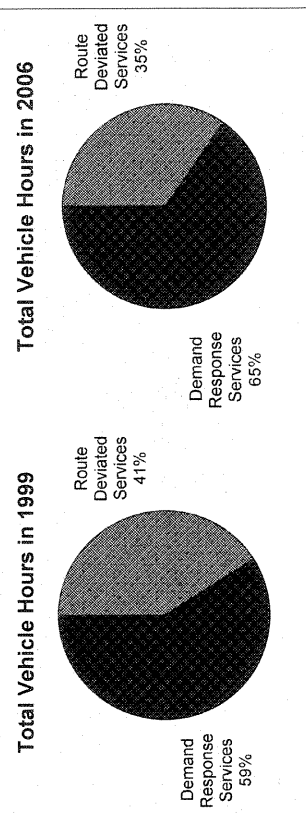
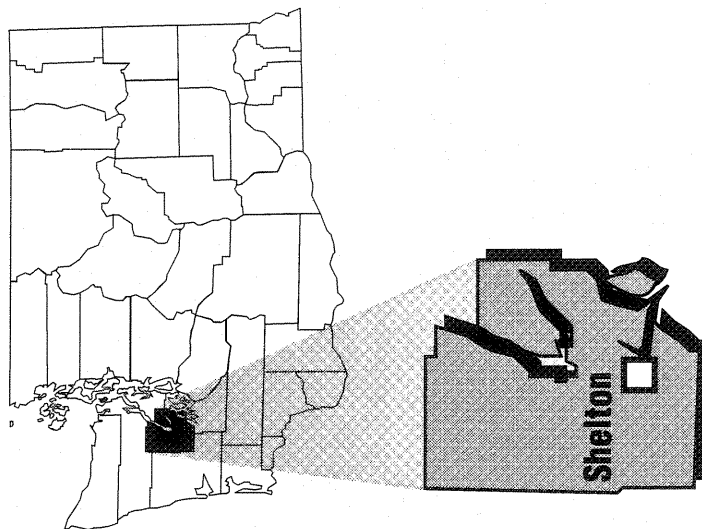
Tax Authorized: 0.2% sales and use tax approved in November 1991.

Annexations: None.

Types of Service: Eight rural deviated routes and demand response service for the general public.

Days of Service: Weekdays, between 5:45 a.m. and 8:00 p.m.; and Saturdays, between 7:00 a.m. and 8:00 p.m.

Base Fare: Fare free for deviated routes and demand response services.



### **Current Operations**

MCTA operates the eight deviated routes six days a week as follows:

- Three rural intercity routes (Shelton/Bremerton, Shelton/Brinnon, and Shelton/Olympia).
- Four rural deviated routes (north, west and east areas of Mason County).
- One rural local deviated route serving Shelton.

In addition, MCTA provides demand response services and coordinates volunteer transportation with local agencies, including: RSVP, Catholic Community Services, and Senior Information and Assistance. MCTA also provides buses for worker/driver commuter service to the Puget Sound Naval Shipyard in Bremerton.

### **Passenger Service Vehicles**

Route Deviated\* – 10 total, all ADA accessible and equipped with bicycle racks, age ranging from 1968 to 1999.

Demand Response – 16 total, all ADA accessible and equipped with bicycle racks, age ranging from 1990 to 1998.

\*All vehicles are used to provide route deviated services, including worker/driver commuter service and some level of demand response service to the general public.

### **Facilities**

MCTA rents administrative office facilities in Shelton. MCTA contracts for all system operations, including vehicular maintenance and repairs.

The Squaxin Island Tribe opened the Kamilche Transit Hub, located near the tribal center south of Shelton, in 1999. This facility has a passenger sheltered waiting area, public rest rooms, a visitors' information center, and a 40-vehicle park and ride lot.

MCTA serves four park and ride lots: State Route 3 and Pickering Road, State Route 3 and Cole Road, Shelton, and the Squaxin Island Tribe's Kamilche Transit Hub.

### **Intermodal Connections**

MCTA has direct, coordinated connections with: Kitsap Transit in Bremerton, Intercity Transit in Olympia, and Jefferson Transit in Brinnon. Other coordinated connections include: Grays Harbor Transportation and Pierce Transit in Olympia, Greyhound Lines in Olympia, Amtrak in Lacey, and Washington State Ferries in Bremerton.

Public schools' coordination includes daily services to most schools, with limited coordination of pupil transportation.

MCTA coordinates with social service agencies successfully to meet nonemergent needs, such as for medical services not available within the service area.

### **1999 Achievements**

- 1998 objectives met:
  - Purchased three new demand response vehicles.
  - Took delivery of two new 40-foot transit buses.
  - Expanded service to Jefferson County to five days a week.
  - Added service to Bremerton.
- 1998 objectives unmet:
  - Rehabilitate two demand response vehicles.
  - Construct Belfair park and ride lot.

- Construct Shelton Point Park, a transit hub and visitors' center.

- Add direct service to Grays Harbor County.

Other:

- Participated in development of Kamilche Transit Hub with Squaxin Island Tribe.

- Received Agency Council on Coordinated Transportation (ACCT) demonstration grant.

- Installed a new computer dispatch system.

- Entered into an agreement with Shelton School District to use school transportation for public transportation purposes.

## 2000 Objectives

- Construct Shelton Point Park, a transit hub and visitors' center.
- Conduct site selection analysis for new maintenance and operations facility.
- Purchase five replacement demand response vehicles.
- Award bid to purchase two new heavy-duty transit buses.

## Long-range Plans (2001 through 2006)

- Reduce and/or modify route deviation and demand response services in response to MVET and sales tax equalization revenue losses.
- Construct new maintenance and operations facility.
- Purchase two demand response replacement vehicles.
- Purchase one new and three replacement transit buses.



# Mason County Transportation Authority

Service Area Population	1997 47,900	1998 48,300	1999 48,600	% Change 0.62%	2000 N.A.	2001 N.A.	2002 N.A.	2006 N.A.
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## Annual Operating Information

Route-Deviated Services(1)								
Revenue Vehicle Hours	12,859	13,758	13,632	-0.92%	13,000	12,000	10,000	8,000
Total Vehicle Hours	N.A.	14,616	14,502	-0.78%	14,000	13,000	10,000	8,000
Revenue Vehicle Miles	232,082	247,552	262,995	6.24%	258,000	232,000	186,000	148,000
Total Vehicle Miles	248,230	272,512	285,864	4.90%	280,000	252,000	202,000	261,000
Passenger Trips	161,906	203,948	217,069	6.43%	243,000	251,000	231,000	212,000
Diesel Fuel Consumed (gallons)	31,029	41,861	31,414	-24.96%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	4	4	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	8.1	9.8	9.8	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$311,232	\$498,198	\$750,600	49.36%	\$779,000	\$726,000	\$581,000	\$325,000
Operating Cost - Expanded Service	\$112,301	\$33,136	\$43,026	incl. above	\$28,000	\$0	\$0	\$0
Farebox Revenues	\$0	\$11,462	\$24,277	111.80%	\$36,000	\$44,000	\$44,000	\$44,000

(1) Includes Worker-Driver Operations

## Demand Response Services

Revenue Vehicle Hours	17,045	20,588	18,628	-9.52%	18,000	17,000	13,000	13,000
Total Vehicle Hours	N.A.	22,399	21,120	-5.71%	21,000	19,000	15,000	15,000
Revenue Vehicle Miles	392,984	290,260	273,829	-5.66%	269,000	256,000	209,000	209,000
Total Vehicle Miles	N.A.	322,366	343,068	6.42%	336,000	319,000	261,000	261,000
Passenger Trips	51,138	47,271	46,176	-2.32%	46,000	53,000	43,000	43,000
Gasoline Fuel Consumed (gallons)	13,847	15,432	11,823	-23.39%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	16,248	15,561	9,970	-35.93%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	12.4	12.2	12.2	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$741,005	\$879,931	\$771,407	-12.33%	\$800,000	\$720,000	\$576,000	\$489,000
Operating Cost - Expanded Service	\$48,794	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

**Mason County Transportation Authority**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$629,518	\$662,029	\$665,663	0.55%	\$665,000	\$682,000	\$702,000	\$791,000
MVET	\$583,113	\$662,029	\$605,029	-8.61%	\$125,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$301,222	\$314,759	\$330,896	5.13%	\$0	\$0	\$0	\$0
Fares	\$0	\$11,462	\$24,277	114.42%	\$36,000	\$36,000	\$36,000	\$36,000
State Rural Mobility Program	\$8,970	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$0	\$0	\$0	N.A.	\$350,000	\$150,000	\$0	\$0
Other	\$205,410	\$77,806	\$121,827	56.58%	\$82,000	\$98,000	\$38,000	\$38,000
Total Annual Revenues	\$1,728,233	\$1,728,085	\$1,747,692	1.13%	\$1,258,000	\$966,000	\$811,000	\$865,000
<b>Annual Operating Expenses</b>	\$1,213,332	\$1,411,265	\$1,565,033	10.90%	\$1,607,000	\$1,446,000	\$1,157,000	\$814,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$0	\$0	\$0		\$0	\$65,000	\$0	\$0
Federal Section 5311 Capital Grants	\$439,833	\$42,175	\$439,833		\$0	\$260,000	\$0	\$0
Federal Demonstration Grants	\$0	\$0	\$0		\$0	\$2,400,000	\$1,500,000	\$0
State Rural Mobility Program	\$0	\$84,000	\$99,027		\$0	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$140,967	\$84,305	\$151,213		\$36,000	\$480,000	\$46,000	\$47,000
Total Capital Purchases	\$580,800	\$210,480	\$690,073		\$36,000	\$3,161,000	\$1,730,000	\$235,000
<b>Ending Balances, December 31</b>								
Unencumbered Account	\$362,487	\$820,350	\$424,036	-48.31%	\$549,000	\$69,000	\$0	\$0
Capital Replacement/Purchase Funds	\$996,318	\$996,318	\$1,376,675	38.18%	\$867,000	\$802,000	\$490,000	\$546,000
Self Insurance Fund	\$543,000	\$495,297	\$543,000	9.63%	\$543,000	\$543,000	\$497,000	\$369,000
Totals	\$1,901,805	\$2,311,965	\$2,343,711	1.37%	\$1,959,000	\$1,414,000	\$987,000	\$915,000

**Performance Measures for 1999 Operations**

	Deviated Route Services		Demand Response Services	
	MCTA	Rural Average	MCTA	Rural Average
Fares/Operating Cost	3.06%	1.56%	N.A.	3.16%
Operating Cost/Passenger Trip	\$3.66	\$7.29	\$16.71	\$14.26
Operating Cost/Revenue Vehicle Mile	\$3.02	\$2.36	\$2.82	\$3.42
Operating Cost/Revenue Vehicle Hour	\$58.22	\$60.18	\$41.41	\$45.21
Operating Cost/Total Vehicle Hour	\$54.73	\$57.33	\$36.52	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	94.00%	95.26%	88.20%	93.99%
Revenue Vehicle Hours/FTE	1,391	1,349	1,527	982
Revenue Vehicle Miles/Revenue Vehicle Hour	19.3	25.5	14.70	13.2
Passenger Trips/Revenue Vehicle Hour	15.9	8.2	2.5	3.2
Passenger Trips/Revenue Vehicle Mile	0.83	0.32	0.17	0.24

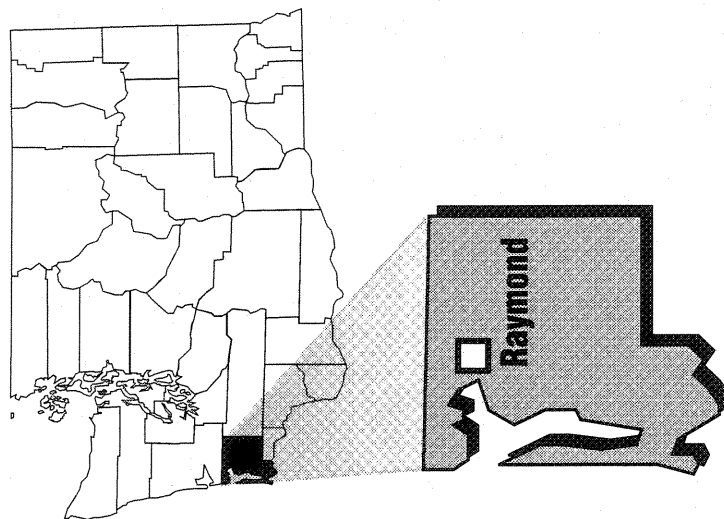


# Pacific Transit

## Pacific Transit System

**Tim Russ**  
Director

216 North Second Street  
Raymond, Washington 98577  
(360) 875-9418



## System Snapshot

Operating Name: Pacific Transit

Service Area: countywide, Pacific County.

Type of Government: Public transportation benefit area.

Governing Body: Seven member board of directors comprised of three county commissioners and one council member each from Raymond, South Bend, Long Beach and Ilwaco..

Tax Authorized: 0.3% sales and use tax approved in November 1979.

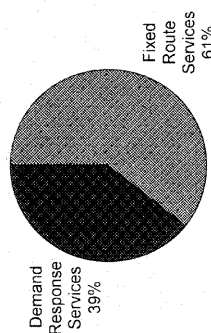
Annexations: None.

Types of Service: Six fixed routes and paratransit service for elderly and persons with disabilities who cannot use fixed route service.

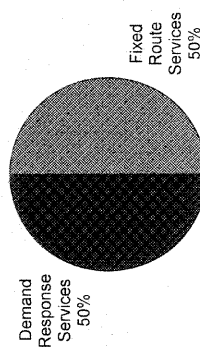
Days of Service: Weekdays, between 6:00 a.m. and 7:30 p.m.; Saturdays (two routes only), between 10:00 a.m. and 6:00 p.m.; and Sundays (one route only) between 9:00 a.m. and 5:00 p.m.

Base Fare: 50 cents per boarding, fixed-route, and 35 cents per boarding, paratransit.

Total Vehicle Hours in 1999



Total Vehicle Hours in 2006



### **Current Operations**

Pacific Transit operates its six fixed routes, Monday through Friday, as follows:

- Four rural intercity routes (Raymond/Aberdeen, Raymond/Frances, South Bend/Naselle, and Long Beach/Astoria, Oregon).
- Two rural local routes (Raymond/South Bend and the Long Beach Peninsula loop).

The two routes operating on Saturdays are the two rural local routes.

The single route operating on Sundays is one of the rural local routes.

### **Passenger Service Vehicles**

Fixed-route — 10 total, all ADA accessible, age ranging from 1991 to 1998.

Paratransit — 6 total, all equipped with wheelchair lifts, age ranging from 1988 to 1998.

One Rubber Tire Trolley Replica, age 1984.

### **Facilities**

Pacific Transit owns two facilities. One is a 3,700 square foot building in Raymond, housing administration and operations functions, and with covered parking for three standard coaches and two paratransit vehicles. The other facility, with 6,500 square feet and sitting on 2.5 acres, is in Seaview. It houses the maintenance and operations functions, and has covered parking for 16 coaches.

Pacific Transit has 22 passenger shelters and serves two park and ride lots, one in Raymond and one in South Bend.

### **Intermodal Connections**

Pacific Transit provides fixed route services to all area schools. Two routes specifically are designed to facilitate school commutes. Schedule #10 provides fixed route service between Raymond, South Bend, and valley high schools. There also is direct service from Raymond and South Bend to Grays Harbor College in Aberdeen.

Pacific Transit service connects with Grays Harbor Transit in Aberdeen for service into Grays Harbor County and connections north and east. Pacific Transit service also connects with Sunset Transit and Pacific Trails in Astoria, Oregon and connections south and east.

### **1999 Achievements**

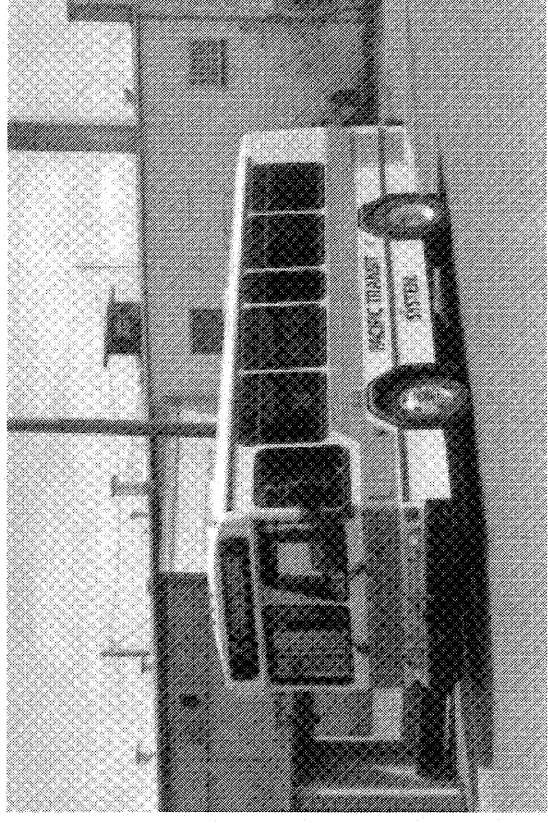
- 1998 Objectives Met:
- Installed eight passenger shelters funded by a STP grant.
- Took delivery of two replacement transit buses.
- Other:
- Received Section 5311 grant to replace a Dial-A-Ride van.
- Operated service between Raymond and Pe Ell from August 25 through November 30 through Rural Mobility Grant.

### **2000 Objectives**

- Seek funding to replace lost revenues from I-695.
- Replace two 30-foot transit buses.
- Replace one Dial-A-Ride van.

***Long-range Plans (2001 through 2006)***

- Purchase three replacement Dial-A-Ride vans.
- Seek Section 5311 operating assistance to maintain existing service levels.



# Pacific Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	21,300	21,500	21,500	0.00%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	13,394	13,658	14,563	6.63%	9,000	10,000	10,000	7,000
Total Vehicle Hours	13,653	13,923	14,861	6.74%	9,000	10,000	10,000	7,000
Revenue Vehicle Miles	346,860	359,440	374,618	4.22%	233,000	262,000	262,000	130,000
Total Vehicle Miles	353,577	366,402	382,264	4.33%	238,000	267,000	267,000	135,000
Passenger Trips	157,001	159,466	143,240	-10.18%	86,000	120,000	120,000	60,000
Diesel Fuel Consumed (gallons)	44,539	46,380	52,357	12.89%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	11.5	14.2	14.5	2.11%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$717,114	\$734,802	\$835,946	13.76%	\$637,000	\$706,000	\$727,000	\$450,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$57,099	\$58,146	\$52,453	-9.79%	\$61,000	\$61,000	\$61,000	\$61,000

### Demand Response Services

Revenue Vehicle Hours	9,057	9,280	8,643	-6.86%	8,000	9,000	9,000	7,000
Total Vehicle Hours	10,052	10,311	9,604	-6.86%	9,000	10,000	10,000	7,000
Revenue Vehicle Miles	148,637	154,672	116,215	-24.86%	106,000	119,000	119,000	110,000
Total Vehicle Miles	164,969	171,858	129,272	-24.78%	117,000	131,000	131,000	115,000
Passenger Trips	46,858	47,721	43,406	-9.04%	34,000	38,000	38,000	30,000
Diesel Fuel Consumed (gallons)	9,460	9,621	6,030	-37.32%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	11,408	9,781	6,283	-35.76%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) - Contracted	6.5	6.5	6.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$386,139	\$395,663	\$325,089	-17.84%	\$216,000	\$239,000	\$246,000	\$160,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$12,533	\$12,779	\$11,878	-7.05%	\$13,000	\$13,000	\$13,000	\$14,000

**Pacific Transit**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$509,500	\$524,294	\$469,987	-10.36%	\$500,000	\$515,000	\$530,000	\$570,000
MVET	\$468,462	\$455,660	\$556,293	22.09%	\$350,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$162,711	\$210,815	\$191,694	-9.07%	\$232,000	\$0	\$0	\$0
Fares	\$69,632	\$70,925	\$64,331	-9.30%	\$74,000	\$74,000	\$74,000	\$75,000
Rural Mobility Program	\$0	\$0	\$10,258		\$0	\$0	\$0	\$0
Federal Section 5311 Operating Grants	\$0	\$0	\$0	N.A.	\$0	\$246,000	\$45,000	\$0
Other	\$37,688	\$34,132	\$46,721	36.88%	\$30,000	\$35,000	\$35,000	\$0
Total Annual Revenues	\$1,247,993	\$1,295,826	\$1,339,284	3.35%	\$1,186,000	\$870,000	\$684,000	\$645,000
<b>Annual Operating Expenses</b>	\$1,103,253	\$1,130,465	\$1,161,035	2.70%	\$853,000	\$945,000	\$973,000	\$610,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$35,000	\$0	\$0		\$0	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$387,000	\$400,526	\$398,470		\$424,000	\$44,000	\$48,000	\$0
Rural Mobility Program	\$0	\$0	\$144,086		\$0	\$0	\$0	\$0
Capital Reserve	\$154,212	\$186,084	\$135,444		\$105,000	\$11,000	\$12,000	\$0
Total Capital Purchases	\$576,212	\$586,610	\$678,000		\$529,000	\$55,000	\$60,000	\$0
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$61,490	\$48,020	\$55,000	14.54%	\$55,000	\$55,000	\$55,000	\$55,000
Capital Reserve	\$476,681	\$453,421	\$489,246	7.90%	\$768,000	\$653,000	\$324,000	\$0
Totals	\$538,171	\$501,441	\$544,246	8.54%	\$823,000	\$708,000	\$379,000	\$55,000

## Pacific Transit

### Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	Pacific Transit	Rural Average	Pacific Transit	Rural Average
Fares/Operating Cost	6.27%	6.73%	3.65%	3.16%
Operating Cost/Passenger Trip	\$5.84	\$2.98	\$7.49	\$14.26
Operating Cost/Revenue Vehicle Mile	\$2.23	\$3.21	\$2.80	\$3.42
Operating Cost/Revenue Vehicle Hour	\$57.40	\$57.92	\$37.61	\$45.21
Operating Cost/Total Vehicle Hour	\$56.25	\$53.65	\$33.85	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	97.99%	92.63%	89.99%	93.99%
Revenue Vehicle Hours/FTE	1,004	1,052	1,330	982
Revenue Vehicle Miles/Revenue Vehicle Hour	25.72	18.15	13.45	13.2
Passenger Trips/Revenue Vehicle Hour	9.8	19.4	5.0	3.2
Passenger Trips/Revenue Vehicle Mile	0.38	1.08	0.37	0.24

# Pierce Transit

## Pierce Transit

**Don S. Monroe**

**Executive Director**

P.O. Box 99070

Tacoma, WA 98499-0070

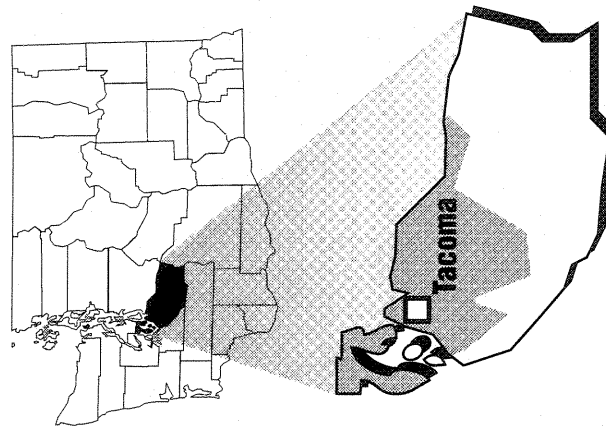
(253) 581-8080

Internet Home Page: <http://www.piercetransit.org>

## System Snapshot

Operating Name: Pierce Transit

Service Area: Central and northern Pierce County, including the Gig Harbor and Key peninsulas and portions of Fort Lewis.



Type of Government: public transportation benefit area.

Governing Body: Nine member Board of Directors comprised of two Pierce County Councilmembers, the Pierce County Executive or delegate, three Tacoma City Councilmembers, one Lakewood City Councilmember, one elected official representing the cities of Puyallup and University Place, and one elected official representing the cities of Bonney Lake, Buckley, Du Pont, Edgewood, Fife, Fircrest, Gig Harbor, Milton, Orting, Ruston, Steilacoom, and Sumner.

Tax Authorized: 0.3% sales and use tax approved in November 1979.

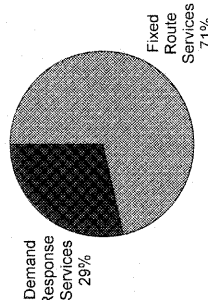
Annexations: Four: one, including Buckley, South Hill, Key Peninsula, Du Pont, University Place, and Gig Harbor in November, 1980; and three in November 1992: Orting, Frederickson, and Graham, Fox Island, and Gig Harbor Peninsula west of Gig Harbor.

Types of Service: 54 fixed routes and complementary SHUTTLE paratransit services for persons with disabilities who cannot use fixed route services.

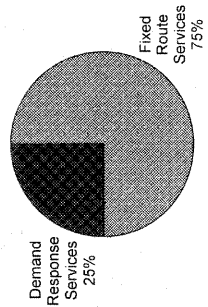
Days of Service: Weekdays, generally between 4:00 a.m. and midnight; Saturdays, generally between 6:00 a.m. and midnight; and Sundays between 7:00 a.m. and midnight.

Base Fare: \$1.00 per boarding for fixed route and 50 cents per boarding for SHUTTLE paratransit services.

Total Vehicle Hours in 2006



Total Vehicle Hours in 1999



## **Pierce Transit**

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### **Current Operations**

Pierce Transit provides a variety of fixed routed services:

- Six express commuter routes: Gig Harbor/Tacoma, Parkland/Tacoma, and Tacoma/Lakewood and Olympia (four routes).
- Pierce Transit provides six suburban commuter routes to Seattle and SeaTac as a contractor to Sound Transit.
- 26 Tacoma local routes, including a downtown Tacoma circulator
- 13 suburban routes (Tacoma urbanized area).
- Three rural routes (Key Center - Purdy, Sumner/Buckley, and Sumner/Prairie Ridge).

Pierce Transit operates all local routes and one rural route on Saturdays and Sundays.

Pierce Transit also provides SHUTTLE paratransit services for individuals living near the fixed route system who are unable to use the fixed route system. Pierce Transit also provides vanpool, rideshare and employer Commute Trip Reduction-assistance. In addition to Pierce transit vehicles, contracts with three private operators for SHUTTLE paratransit services.

### **Revenue Service Vehicles**

Fixed route — 215 total, all equipped with wheelchair lifts, age ranging from 1985 to 1999.

SHUTTLE paratransit vans — 103 total, all ADA accessible, age 1998 and 1999.

Vanpool — 192 total, total (including four vans leased from WSDOT), one equipped with a wheelchair lift, age ranging from 1990 to 1999.

### **Facilities**

Pierce Transit's Central Base Facility, including administration, operations, and maintenance functions, is located on a 20-acre site in Lakewood.

Pierce Transit operates through nine transit centers: Lakewood Mall, Puyallup, 72nd Street, Tacoma Community College, Tacoma Mall, Parkland, Commerce Street in Downtown Tacoma, Tacoma Dome, and South Hill.

Pierce Transit utilizes 20 park and ride lots; three of these are owned and ten are maintained by Pierce Transit. Major park and ride facilities include: Tacoma Dome Station, SR 512 (Lakewood), Kimball Drive in Gig Harbor, Narrows, North Purdy, and the Roy "Wye". In addition, there are 214 covered bus shelters and 95 open benches located along fixed routes.

### **Intermodal Connections**

Pierce Transit supports intermodal coordination through adopted policies that emphasize access between modes to encourage the use of alternatives to single occupant vehicles.

The best examples of these policies at work are:

- The Tacoma Dome Station, completed in 1997, which is a regional express bus, local bus and rideshare facility.
- Coordinated schedules with King County Metro in Federal Way and Intercity Transit in Olympia.
- The joint use passenger terminal at Point Defiance.
- Bicycle storage facilities at major transit facilities.
- Bicycle transport racks on fixed route vehicles.



Pierce Transit continues to work closely with local jurisdictions to ensure proper pedestrian access to new developments becomes a condition of environmental review for issuing land use permits and building permits.

Pierce Transit connects with: Intercity Transit at several Pierce and Thurston County locations; King County Metro Transit at several locations in King County; Kitsap Transit at Purdy; Pierce County Ferry to Anderson and Ketrion Islands at Steilacoom; Washington State Ferries at Point Defiance; Amtrak in downtown Tacoma; and Greyhound at its downtown Tacoma depot.

### 1999 Achievements

- 1998 objectives met:
- Turned over funding of all Seattle Express services to Sound Transit and to operate Pierce County based regional express service by Pierce Transit.
- Implemented regional fare system, PugetPass, with five regional transportation providers.
- Opened South Hill Mall Transit Center.
- Implemented regional automated trip planning to assist customers in planning their transit trips through King, Pierce, and Snohomish Counties.
- Realigned fixed route services in east Pierce County and the North/West area.
- Increased base local fixed route transit fares by 10 cents.
- Coordinated with regional transit partners, local human service agencies, and DSHS to develop a jobs access plan and specialized jobs access services.

- Began expansion of Tacoma Dome Station and Kimball Drive Park and Ride.
- Increased vanpool fleet by 14%.
- Continued transformation of fixed route fleet coaches from diesel powered to CNG from diesel.
- 1998 objectives unmet:
- Full implementation of transit signal priority on Bridgeport Way, South 19<sup>th</sup> Street, and 6<sup>th</sup> Avenue.
- Other:
- Installed an additional 22 benches and 50 shelters.
- Increased park & ride facilities in Bonney Lake and on the Gig Harbor peninsula.

### 2000 Objectives

- Begin expansion of Tacoma Dome Station.
- Implement transit signal priority on Bridgeport Way, South 19<sup>th</sup> Street, and 6<sup>th</sup> Avenue.
- Replace 13 fixed route transit coaches.
- Construct Bonney Lake park and ride lot.
- Expand capacity of operations and maintenance facility.
- Implement signal priority program..
- Continue incremental conversion of fixed route fleet to CNG powered coaches.

## **Pierce Transit**

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- Develop phase 1 pedestrian and streetscape improvements in the Tacoma Dome area.
- Add 100 passenger shelters throughout the system.

### ***Long-range Plans (2001 through 2006)***

- Reduce the fixed route fleet from 143 buses to 115.
- Replace 25 fixed route buses.
- Replace 119 SHUTTLE vehicles.
- Replace 172 vanpool vans.
- Add 114 vanpool vans.
- Complete a fully accessible system of bus stops.
- Implement signal priority on Pacific Avenue, Puyallup Avenue and Portland Avenue (between the Tacoma Dome Station and I-5), and South Tacoma Way.
- Reduce service at the beginning of 2003.

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	616,285	622,875	635,290	1.99%	N.A.	N.A.	N.A.	N.A.

**Annual Operating Information****Fixed Route Services**

Revenue Vehicle Hours	476,554	502,095	565,078	12.54%	511,000	536,000	553,000	436,000
Total Vehicle Hours	538,079	569,444	624,796	9.72%	585,000	614,000	633,000	500,000
Revenue Vehicle Miles	7,433,599	7,864,965	8,746,934	11.21%	8,688,000	9,303,000	9,717,000	8,355,000
Total Vehicle Miles	9,302,570	9,680,679	10,336,180	6.77%	9,951,000	10,656,000	11,130,000	9,571,000
Passenger Trips	12,359,247	13,007,411	13,799,562	6.09%	13,390,000	13,817,000	14,214,000	11,226,000
Diesel Fuel Consumed (gallons)	1,042,458	1,114,599	1,019,320	-8.55%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	1,125,543	1,276,531	1,533,801	20.15%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	99,594	82,215	21,681	-73.63%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	26	46	132	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	25	37	25	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	596.8	602.5	545.5	-9.46%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$35,141,982	\$35,712,652	\$36,301,813	18.46%	\$48,645,000	\$42,250,000	\$44,458,000	\$43,515,000
Operating Cost - Expanded Service	\$31,878	\$2,604,200	\$9,089,686	incl. above	-\$7,600,000	\$1,614,000	\$1,900,000	\$1,126,000
Farebox Revenues	\$7,041,109	\$7,861,621	\$8,331,713	5.98%	\$6,804,000	\$6,804,000	\$6,804,000	\$9,134,000

**Demand Response Services**

Revenue Vehicle Hours	141,828	184,920	169,723	-8.22%	159,000	167,000	172,000	164,000
Total Vehicle Hours	205,247	215,322	207,080	-3.83%	194,000	203,000	210,000	200,000
Revenue Vehicle Miles	2,290,887	2,698,920	2,767,334	2.53%	2,664,000	2,853,000	2,980,000	3,058,000
Total Vehicle Miles	2,921,566	3,298,750	3,464,494	5.02%	3,336,000	3,572,000	3,731,000	3,828,000
Passenger Trips	464,282	494,179	519,923	5.21%	500,000	536,000	560,000	574,000
Diesel Fuel Consumed (gallons)	46,955	37,563	33,401	-11.08%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	0	0	3,664	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	68,837	60,314	53,590	-11.15%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	3	36	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	5	19	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	85.6	203.8	81.9	-59.81%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$10,842,879	\$9,803,417	\$12,157,786	13.48%	\$11,517,000	\$12,274,000	\$12,846,000	\$12,531,000
Operating Cost - Expanded Service	\$10,171	\$1,305,798	\$449,088	incl. above	\$340,000	\$350,000	\$393,000	\$344,000
Farebox Revenues	\$149,230	\$158,603	\$287,300	81.14%	\$193,000	\$193,000	\$193,000	\$233,000

# Pierce Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	1,757,500	2,121,385	2,305,250	8.67%	2,651,000	3,649,000	4,201,000	7,352,000
Total Vehicle Miles	1,840,500	2,125,658	2,309,750	8.66%	2,656,000	3,656,000	4,210,000	7,367,000
Passenger Trips	392,427	429,750	483,500	12.51%	531,000	731,000	842,000	1,473,000
Vanpool Fleet Size	147	167	197	17.96%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	125	142	154	8.45%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	143,606	160,153	176,678	10.32%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	22	4	4	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	6.3	20.6	11.3	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$693,738	\$840,640	\$846,870	0.74%	\$973,000	\$1,017,000	\$1,056,000	\$1,223,000
Operating Cost - Expanded Service	\$558	\$31,393	\$31,626	incl. above	\$29,000	\$29,000	\$33,000	\$34,000
Vanpooling Revenue	\$740,590	\$858,108	\$957,669	11.60%	\$1,165,000	\$1,165,000	\$1,165,000	\$2,045,000
<b>Annual Revenues</b>								
Sales Tax	\$20,655,289	\$22,550,155	\$24,218,060	7.40%	\$25,102,000	\$26,106,000	\$27,020,000	\$31,155,000
MVET	\$20,918,075	\$23,099,360	\$22,609,654	-2.12%	\$9,500,000	\$0	\$0	\$0
Fares	\$7,190,339	\$8,020,224	\$8,619,013	7.47%	\$6,997,000	\$6,997,000	\$6,997,000	\$9,367,000
Vanpooling Revenue	\$740,590	\$858,108	\$957,669	11.60%	\$1,165,000	\$1,165,000	\$1,165,000	\$2,045,000
Federal Section 5307 Operating	\$1,355,874	\$132,788	\$620,713	367.45%	\$1,514,000	\$1,414,000	\$1,020,000	\$0
Federal Section 5307 Preventive	\$0	\$0	\$1,500,626	100.00%	\$6,465,000	\$6,573,000	\$6,917,000	\$6,588,000
Other	\$4,052,813	\$4,331,596	\$4,089,184	-5.60%	\$10,894,000	\$3,223,000	\$2,772,000	\$1,227,000
RTA Reimbursement	\$0	\$610,810	\$2,626,172	329.95%	\$7,978,000	\$9,590,000	\$10,669,000	\$13,546,000
Total Annual Revenues	\$54,912,980	\$58,992,231	\$62,614,919	6.14%	\$69,615,000	\$55,068,000	\$56,560,000	\$63,928,000
<b>Annual Operating Expenses</b>								
	\$46,721,206	\$50,298,100	\$58,876,869	17.06%	\$68,308,000	\$62,724,000	\$65,590,000	\$58,773,000
<b>Debt Service</b>								
Interest	\$547,967	\$512,858	\$512,858	0.00%	\$260,000	\$246,000	\$250,000	\$175,000
Principal	\$755,000	\$770,000	\$770,000	0.00%	\$250,000	\$260,000	\$260,000	\$330,000
Total	\$1,302,967	\$1,282,858	\$1,282,858	0.00%	\$510,000	\$506,000	\$510,000	\$505,000

Pierce Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Capital Purchase Obligations</b>								
Federal CM/AQ	\$2,589,221	\$0	\$0		\$0	\$0	\$1,500,000	\$1,600,000
Federal Section 5309 Capital Grants	\$4,099,175	\$1,510,707	\$1,510,707		\$2,100,000	\$1,500,000	\$1,500,000	\$1,500,000
Federal Section 5307 Capital Grants	\$4,809,389	\$13,992,479	\$13,992,479		\$9,872,000	\$10,764,000	\$10,764,000	\$13,908,000
Federal STP-Regional	\$563,706	\$0	\$0		\$500,000	\$500,000	\$500,000	\$500,000
Central Puget Sound PT Account	\$1,377,449	\$826,084	\$1,836,142		\$2,639,000	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$1,468,712	\$2,177,612	\$3,513,316		\$5,552,000	\$1,297,000	\$1,894,000	\$858,000
Other	\$0	\$0	\$3,960,093		\$12,187,000	\$0	\$0	\$0
Total Capital Purchases	\$14,907,652	\$18,506,882	\$24,812,737		\$32,850,000	\$14,061,000	\$16,158,000	\$18,366,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$11,402,131	\$11,690,000	\$13,307,444	13.84%	\$20,636,000	\$16,546,000	\$10,468,000	\$4,516,000
Capital Replacement/Purchase Funds	\$7,356,484	\$6,932,473	\$8,933,785	28.87%	\$10,921,000	\$11,019,000	\$11,081,000	\$11,404,000
Self Insurance Fund	\$5,883,927	\$4,386,000	\$4,460,628	1.70%	\$5,050,000	\$5,083,000	\$5,006,000	\$5,006,000
Debt Service	\$74,234	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$24,716,776	\$23,008,473	\$26,701,857	16.05%	\$36,607,000	\$32,648,000	\$26,555,000	\$20,926,000

## Pierce Transit

### Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	Pierce Transit	Urbanized Average	Pierce Transit	Urbanized Average
Fares/Operating Cost	18.36%	19.75%	2.28%	1.33%
Operating Cost/Passenger Trip	\$3.29	\$3.22	\$24.25	\$19.61
Operating Cost/Revenue Vehicle Mile	\$5.19	\$6.82	\$4.56	\$3.36
Operating Cost/Revenue Vehicle Hour	\$80.33	\$93.48	\$74.28	\$50.67
Operating Cost/Total Vehicle Hour	\$72.65	\$81.52	\$60.88	\$43.79
Revenue Vehicle Hours/Total Vehicle Hour	90.44%	87.21%	81.96%	86.43%
Revenue Vehicle Hours/FTE	1,036	879	2,072	1,229
Revenue Vehicle Miles/Revenue Vehicle Hour	15.48	13.7	16.31	15.1
Passenger Trips/Revenue Vehicle Hour	24.4	29.1	3.1	2.6
Passenger Trips/Revenue Vehicle Mile	1.58	2.12	0.19	0.17

## Prosser Rural Transit (Benton County)

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### Prosser Rural Transit (Benton County)

**Suzy Cyphers**  
**Prosser Branch Manager**

600 - 8th Street  
Prosser, Washington 99350  
(509) 786-1707

### System Snapshot

Operating Name: Prosser Branch, Ben Franklin Transit

Service Area: Western Benton County.

Type of Government: Former city transit system.

Governing Body: Formerly Prosser city council, now part of Ben Franklin Transit.

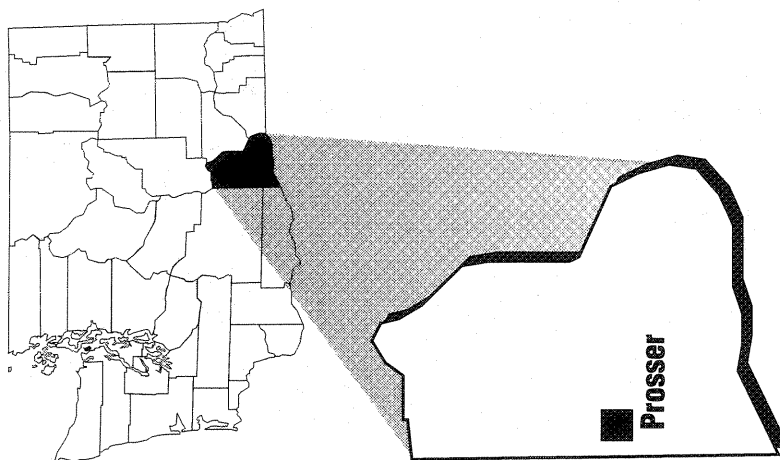
Tax Authorized: Not applicable.

Annexations: Not applicable.

Types of Service: Two deviated routes and demand response services.

Days of Service: Weekdays, between 8:00 a.m. and 3:00 p.m

Base Fare: Refer to Ben Franklin Transit chapter.



## **Prosser Rural Transit (Benton County)**

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### **Current Operations**

Prosser Rural Transit, as a contractor for Ben Franklin Transit, provides flexible routes Mondays through Fridays within the city that can deviate at any time to include passengers with disabling conditions, as well as demand response throughout the city and the surrounding community.

### **Revenue Service Vehicles**

Incorporated in Ben Franklin Transit chapter.

### **Facilities**

Incorporated in Ben Franklin Transit chapter.

### **Intermodal Connections**

Prosser Rural Transit, as an element of Ben Franklin Transit, makes connections with Greyhound Lines, as well as serves all of the public elementary and middle schools, and high school.

### **1999 Achievements**

- Incorporated in Ben Franklin Transit chapter.

### **2000 Objectives**

- Incorporated in Ben Franklin Transit chapter.

### **Long Range (2001 - 2006) Plans**

- Incorporated in Ben Franklin Transit chapter.



	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	4,840	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Route Deviated Services</b>								
Revenue Vehicle Hours	8,190	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Hours	9,360	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Revenue Vehicle Miles	104,462	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Miles	112,062	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Passenger Trips	20,032	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	8,813	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	5.0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$175,289	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Expanded Service	\$0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Farebox Revenues	\$17,565	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Vanpooling Services</b>								
Revenue Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Hours	5,068	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Revenue Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Miles	25,000	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Passenger Trips	5,000	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Vanpool Fleet Size	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Vans in Operation	2	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	5,920	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	0.0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$11,652	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Expanded Service	\$0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Vanpooling Revenue	\$16,896	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

**Prosser Rural Transon (Benton County)**

	1997	1998	1998	% Change	1999	2000	2001	2005
<b>Annual Revenues</b>								
Household Tax*	\$30,480	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
MVET	\$40,143	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fares	\$17,565	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Vanpooling Revenue	\$16,896	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Medicaid Transportation	\$78,588	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Other	\$781	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Annual Revenues	\$184,453	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Expenses</b>								
	\$186,941	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$0	N.A.	N.A.		N.A.	N.A.	N.A.	N.A.
Unrestricted Cash and Investments	\$0	N.A.	N.A.		N.A.	N.A.	N.A.	N.A.
Total Capital Purchases	\$0	N.A.	N.A.		N.A.	N.A.	N.A.	N.A.
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$47,179	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Capital Replacement/Purchase Funds	\$0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Totals	\$47,179	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

# Pullman Transit (Whitman County)

## Pullman Transit (Whitman County)

**Rod Thornton**  
**Transit Manager**

P.O. Box 249  
Pullman, Washington 99163-0249  
(509) 334-4555  
Internet Home Page: <http://www.pullmantransit.com>

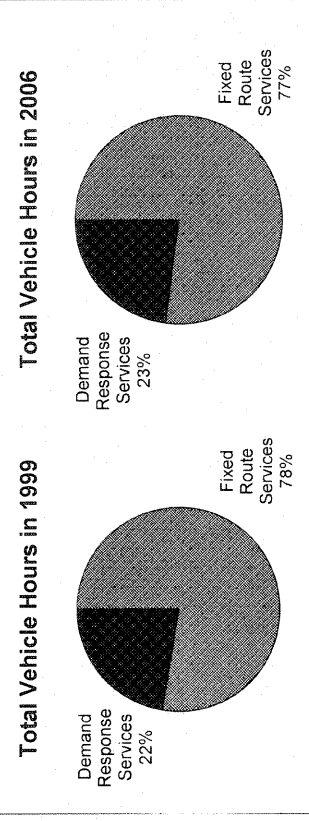
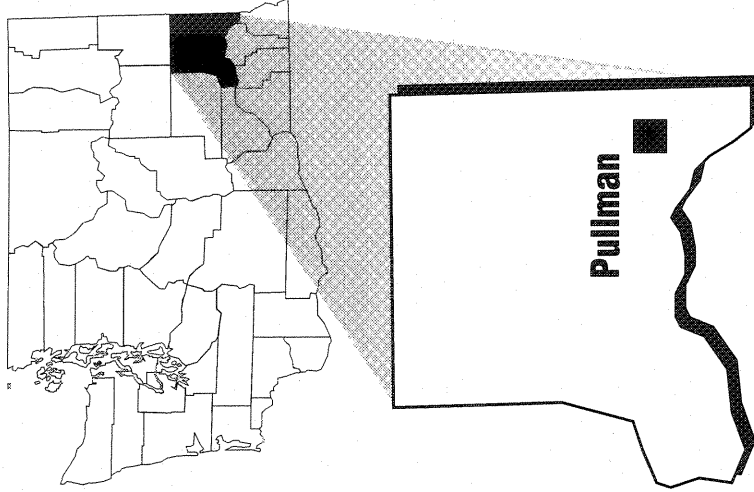
## System Snapshot

Operating Name: Pullman Transit  
Service Area: City of Pullman, Whitman County.  
Type of Government: City transit system.  
Governing Body: Pullman city council.  
Tax authorized: Utility tax approved in November 1978.  
Annexations: Not applicable.

Types of Service: Seven fixed-routes and dial a ride service for elderly and persons with disabilities.

Days of Service: Weekdays, between 6:50 a.m. and 11:15 p.m., and Saturdays, between 9:20 a.m. and 4:50 p.m.

Base Fare: 50 cents per boarding with free transfers, fixed route; paratransit 40 cents per ride.



### **Current Operations**

Pullman Transit operates seven fixed routes and complementary dial a ride for senior citizens over 65 years of age and persons with disabilities. Pullman Transit provides these services, Mondays through Saturdays. During school breaks and the summer quarter, Pullman Transit operates two fixed routes, instead of the seven.

Washington State University contracts with Pullman Transit which allows all students, staff, and faculty to ride by showing their WSU identification card.

The Pullman School District contracts with Pullman Transit which allows students that qualify to ride by showing a school-issued pass.

### **Passenger Service Vehicles**

Fixed-route – 14 total, eight equipped with wheelchair lifts, age ranging from 1985 to 1997.

Demand Response – four total, all are wheelchair accessible, age from 1995 to 1999.

### **Facilities**

The City of Pullman's maintenance and operations facility includes a 9,000 square foot building that houses the administration and dispatch functions, employees' area, and parking. A nearby 6,400 square foot building, used by all city vehicles, provides maintenance services.

Pullman Transit has one transfer center located on leased property. Parking for four buses, a passenger shelter and drivers' rest rooms are at this site.

There are 16 passenger shelters installed throughout the city.

### **Intermodal Connections**

Pullman Transit provides access to Wheatland Express — service connecting with Moscow, Idaho, Northwest Stage Lines for service to Spokane and Boise, to the Pullman-Moscow Regional Airport.

Bicycle access is available on most fixed route buses.

### **1999 Achievements**

- 1998 objectives met:
- Purchased one new ADA accessible paratransit van.
- 1998 objectives Unmet:
- Complete expansion of the administrative/bus storage facility due to impact of I-695.
- Purchase and install two passenger shelters.
- Purchase a security camera system for fixed route buses.
- Other:
- Terminated subsidy agreement with the local taxi.
- Renewed contracts with Washington State University and Pullman School District to subsidize transportation of students, faculty and employees.
- Increased fixed route fares from 35 cents to 50 cents in November.

**2000 Objectives**

- Up-grade fixed route data collection system.
- Adjust service levels to reflect reduced funding.

***Long-range Plans (2001 through 2006)***

- Purchase two replacement fixed route buses.
- Purchase three replacement paratransit vehicles.

# **Pullman Transit (Whitman County)**

Service Area Population	1997	1998	1999	% Change	2000	2001	2002	2006
	24,970	25,070	25,630	2.23%	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	16,388	17,363	18,289	5.33%	15,000	16,000	16,000	16,000
Total Vehicle Hours	17,158	17,589	19,002	8.03%	16,000	17,000	17,000	17,000
Revenue Vehicle Miles	207,026	217,585	230,156	5.78%	205,000	205,000	205,000	205,000
Total Vehicle Miles	216,702	220,450	239,443	8.62%	213,000	213,000	213,000	213,000
Passenger Trips	1,132,659	1,208,371	1,203,990	-0.36%	1,000,000	1,000,000	1,000,000	1,000,000
Diesel Fuel Consumed (gallons)	56,476	59,017	61,074	3.49%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	3	6	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	16.0	16.9	17.1	1.18%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,076,749	\$1,164,831	\$1,206,409	3.57%	\$1,054,000	\$1,106,000	\$1,150,000	\$1,346,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$348,007	\$336,823	\$378,674	12.43%	\$399,000	\$411,000	\$427,000	\$500,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	5,068	5,355	5,321	-0.63%	5,000	5,000	5,000	5,000
Total Vehicle Hours	5,124	5,451	5,406	-0.83%	5,000	5,000	5,000	5,000
Revenue Vehicle Miles	48,228	50,523	52,494	3.90%	50,000	50,000	50,000	52,000
Total Vehicle Miles	48,766	51,445	53,334	3.67%	51,000	51,000	51,000	53,000
Passenger Trips	14,175	15,091	15,597	3.35%	13,000	14,000	14,000	15,000
Gasoline Fuel Consumed (gallons)	5,920	6,114	6,500	6.31%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	1	3	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	3	5	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	5.7	5.7	5.8	1.75%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$302,902	\$325,396	\$340,711	4.71%	\$330,000	\$343,000	\$357,000	\$417,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$19,201	\$37,464	\$28,736	-23.30%	\$48,000	\$32,000	\$34,000	\$42,000

**Pullman Transit (Whitman County)**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Utility Tax	\$477,864	\$493,891	\$520,672	5.42%	\$582,000	\$611,000	\$635,000	\$743,000
MVET	\$529,375	\$487,342	\$470,853	-3.38%	\$381,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$2,532	\$15,426	\$40,836	164.72%	\$16,000	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$0	\$198,000	\$0	\$0
Fares	\$367,208	\$374,287	\$407,410	8.85%	\$447,000	\$443,000	\$461,000	\$542,000
Federal Section 5311 Operating Grants	\$7,901	\$0	\$56,853	N.A.	\$200,000	\$334,000	\$348,000	\$407,000
Other	\$61,644	\$54,730	\$42,772	-21.85%	\$35,000	\$35,000	\$37,000	\$10,000
Total Annual Revenues	\$1,446,524	\$1,425,676	\$1,539,396	7.98%	\$1,661,000	\$1,621,000	\$1,481,000	\$1,702,000
<b>Annual Operating Expenses</b>	\$1,379,651	\$1,490,227	\$1,547,120	3.82%	\$1,384,000	\$1,449,000	\$1,507,000	\$1,763,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$370,371	\$0	\$0		\$36,000	\$0	\$0	\$0
Rural Mobility Program	\$0	\$0	\$45,732		\$0	\$0	\$55,000	\$0
Vehicles and Buildings Restricted	\$0	\$0	\$53,376		\$9,000	\$0	\$0	\$0
Operational Revenues	\$95,623	\$238,508	\$0		\$0	\$0	\$0	\$0
Total Capital Purchases	\$465,994	\$238,508	\$99,108		\$45,000	\$0	\$55,000	\$0
<b>Ending Balances, December 31</b>								
Vehicles and Buildings Restricted	\$1,056,207	\$753,148	\$760,249	0.94%	\$1,222,000	\$1,222,000	\$1,222,000	\$1,090,000
Transit Fund	\$0	\$0	(\$7,725)	N.A.	(\$193,000)	(\$21,000)	(\$47,000)	-\$947,000
Totals	\$1,056,207	\$753,148	\$752,524	-0.08%	\$1,029,000	\$1,201,000	\$1,175,000	\$143,000

**Pullman Transit (Whitman County)**

**Performance Measures for 1999 Operations**

	Fixed Route Services		Demand Response Services	
	Pullman Transit	Rural Average	Pullman Transit	Rural Average
Fares/Operating Cost	31.39%	6.73%	8.43%	3.16%
Operating Cost/Passenger Trip	\$1.00	\$2.98	\$21.84	\$14.26
Operating Cost/Revenue Vehicle Mile	\$5.24	\$3.21	\$6.49	\$3.42
Operating Cost/Revenue Vehicle Hour	\$65.96	\$57.92	\$64.03	\$45.21
Operating Cost/Total Vehicle Hour	\$63.49	\$53.65	\$63.02	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	96.25%	92.63%	98.43%	93.99%
Revenue Vehicle Hours/FTE	1,070	1,052	917	982
Revenue Vehicle Miles/Revenue Vehicle Hour	12.58	18.1	9.87	13.2
Passenger Trips/Revenue Vehicle Hour	65.8	19.4	2.9	3.2
Passenger Trips/Revenue Vehicle Mile	5.23	1.08	0.30	0.24



# Skagit Transit Authority

## Skagit Transit Authority

Dale O'Brien

Interim Executive Director

600 County Shop Lane

Burlington, Washington 98233-9772

(360) 757-8801

Internet Home Page: <http://www.skata.org>

## System Snapshot

Operating Name: Skagit Transit (SKAT)

Service Area: Generally northern three-quarters of Skagit County.

Type of Government: Public transportation benefit area.

Governing Body: Nine member board of directors comprised of the three Skagit County Commissioners, the mayor and a council member each from Burlington and Mount Vernon, and the mayors of the cities of Anacortes, and Sedro Woolley.

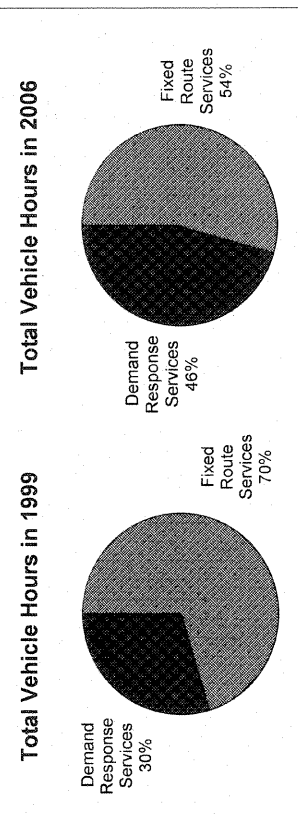
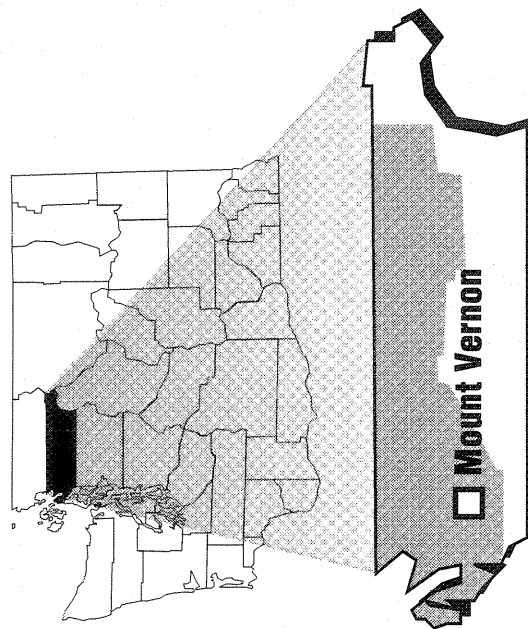
Tax Authorized: 0.2% sales and use tax approved in November 1992.

Annexations: Five: three in September 1994 adding the Anacortes-Fidalgo Island area, the LaConner area; and the Sedro Woolley area; and two in November 1995 adding the Bayview-Edison-Bow area and the area north of the Skagit River between Sedro Woolley and Marblemount.

Types of Service: Eleven fixed routes, two express bus service routes, a commuter bus service route, demand response service for the general public not currently served by fixed route buses, and Dial-a-Ride service.

Days of Service: Weekdays, between 6:30 a.m. and 7:30 p.m.; and Saturdays and Sundays, between 9:30 a.m. and 5:30 p.m.

Base Fare: Fare free for fixed routes and Dial-a-Ride; fares apply for express bus and commuter bus services.



### **Current Operations**

SKAT operates the fixed-routes seven days a week as follows:

- Five rural intercity routes (Mount Vernon/Concrete, Mount Vernon/Burlington/Anacortes, Mount Vernon/LaConner, Mount Vernon/Sedro Woolley, and Burlington/Mount Vernon/Stanwood).
- Six small city local routes (four serving Mount Vernon/Burlington and two serving Anacortes).
- One rural express bus service route, from Concrete to Burlington.
- Two rural commuter bus service routes (one from Mount Vernon to Newhalem and one from Burlington to Boeing's plant in Everett).

SKAT contracts with a private operator for Washington State Ferries shuttle service at Anacortes.

SKAT provides demand response service in a five different areas without fixed route service. Each area receives this service on a designated day of the week.

SKAT also provides Dial-A-Ride services for individuals with disabilities.

### **Revenue Service Vehicles**

Fixed-route — 20 total, all ADA accessible and equipped with bicycle racks, age ranging from 1991 to 1998.

Dial-a-Ride — 16 total, all ADA accessible, age ranging from 1991 to 1998.

### **Facilities**

SKAT owns a 16,500 square foot building in Burlington that houses the administration, maintenance and operation functions. This facility was constructed in 1998. In addition, SKAT rents bus storage facilities in Anacortes and Concrete.

SKAT has four transfer centers: two in Mount Vernon, one in Concrete, and one in Anacortes. In addition, SKAT has 42 passenger shelters at key loading/unloading points.

SKAT operates a park and ride lot at Marches Point on Fidalgo Island and at WSDOT's George Hopper Road at I-5 in Burlington.

### **Intermodal Connections**

SKAT operates a shuttle for the Washington State Ferries' terminal at Anacortes and Skagit County's Guemes Island ferry terminal in Anacortes.

SKAT provides service to the Amtrak depot in Mount Vernon. In addition, SKAT has bus stops within close proximity of the Greyhound station and the transfer points for the Bellingham/ SeaTac Airporter.

SKAT has bus stops at four park and ride lots:

- Marches Point
- George Hopper Road/I-5 in Burlington
- Kincaid Street/I-5 in Mount Vernon
- SR20/Cook Road in Sedro Woolley.

## 1999 Achievements

- 1998 objectives met:
- Coordinated with City of Mount Vernon in designing Mount Vernon multimodal facility.
- Purchased three Dial-a-Ride vehicles.
- Received grant to purchase one fixed route bus.
- Installed ten passenger shelters.
- 1998 Objectives Unmet:
- Link with Island Transit in Oak Harbor.
- Improve the transit center at Riverside in Burlington.
- Purchase two replacement fixed route buses.
- Other:
- Award of 1999 Tulip Transit grant.

## 2000 Objectives

- Coordinate with City of Mount Vernon in constructing Mount Vernon transfer center.
- Purchase four replacement Dial-a-Ride vehicles.
- Develop performance monitoring standards for SKAT services.
- Purchase one replacement fixed route bus.

## Long-range Plans (2001 through 2006)

- Enhance Dial-a-Ride service with increased vehicle hours.
- Upgrade and maintain computer equipment.
- Purchase six replacement buses for fixed route services.
- Purchase 11 replacement Dial-a-Ride vehicles.
- Rebuild engines and transmissions.

# Skagit Transit Authority

Service Area Population	1997	1998	1999	% Change	2000	2001	2002	2006
	82,585	84,120	85,740	1.93%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Routed Services

Revenue Vehicle Hours	66,368	67,281	66,295	-1.47%	49,000	36,000	36,000	36,000
Total Vehicle Hours	70,197	70,866	69,610	-1.77%	52,000	37,000	37,000	37,000
Revenue Vehicle Miles	1,235,009	1,247,407	1,259,773	0.99%	876,000	668,000	668,000	668,000
Total Vehicle Miles	1,249,669	1,262,773	1,294,297	2.50%	900,000	686,000	686,000	686,000
Passenger Trips	1,588,219	1,575,733	1,578,880	0.20%	1,353,000	502,000	552,000	809,000
Diesel Fuel Consumed (gallons)	152,883	196,182	213,177	8.66%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	7,222	9,607	2,325	-75.80%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	9	1	3	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	13	3	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	52.1	60.4	59.5	-1.49%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,082,958	\$3,183,556	\$3,614,335	13.53%	\$3,449,000	\$2,403,000	\$2,523,000	\$3,067,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$158,320	\$175,888	\$123,844	-29.59%	\$109,000	\$251,000	\$276,000	\$404,000

### Demand Response Services

Revenue Vehicle Hours	32,170	27,441	25,836	-5.85%	22,000	22,000	23,000	28,000
Total Vehicle Hours	36,770	31,283	29,453	-5.85%	25,000	25,000	26,000	31,000
Revenue Vehicle Miles	416,359	344,268	325,543	-5.44%	199,000	208,000	219,000	266,000
Total Vehicle Miles	427,780	356,167	393,748	10.55%	238,000	250,000	263,000	319,000
Passenger Trips	58,045	53,121	50,869	-4.24%	50,000	30,000	32,000	38,000
Gasoline Fuel Consumed (gallons)	40,607	41,873	39,920	-4.66%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	N.A.	5,666	9,349	65.00%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	6	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	10	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	25.7	27.0	27.6	2.22%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$962,266	\$924,913	\$1,070,898	15.78%	\$1,124,000	\$1,095,000	\$1,150,000	\$1,698,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$57,000	\$85,000
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$15,000	\$16,000	\$19,000

**Skagit Transit Authority**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$2,514,012	\$2,753,024	\$3,038,000	10.35%	\$3,191,000	\$3,351,000	\$3,519,000	\$4,277,000
MVET	\$2,715,062	\$2,936,268	\$3,017,010	2.75%	\$2,512,000	\$0	\$0	\$0
Fares	\$158,320	\$175,888	\$123,844	-29.59%	\$109,000	\$266,000	\$292,000	\$423,000
Federal Operating Assistance	\$0	\$13,185	\$31,971	142.48%	\$0	\$25,000	\$0	\$0
Other	\$236,807	\$241,979	\$197,059	-18.56%	\$1,236,000	\$204,000	\$207,000	\$158,000
Total Annual Revenues	\$5,624,201	\$6,120,344	\$6,407,884	4.70%	\$7,048,000	\$3,846,000	\$4,018,000	\$4,858,000
<b>Annual Operating Expenses</b>								
Other	\$4,045,244	\$4,108,469	\$4,685,233	14.04%	\$4,573,000	\$3,498,000	\$3,730,000	\$4,850,000
Total	\$142,592	\$242,117	\$450,407	86.03%	\$0	\$0	\$0	\$0
	\$4,187,836	\$4,350,586	\$5,135,640	18.04%	\$4,573,000	\$3,498,000	\$3,730,000	\$4,850,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$0	\$59,259	\$207,909		\$647,000	\$0	\$0	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$400,000	\$0	\$0	\$0
Public Transportation Systems Account	\$331,682	\$0	\$0		\$0	\$0	\$0	\$0
Capital Reserve	\$768,156	\$1,103,667	\$535,000		\$0	\$0	\$125,000	\$125,000
Unrestricted Cash and Investments	\$0	\$1,725,098	\$651,631		\$475,000	\$345,000	\$270,000	\$321,000
Other	\$35,872	\$0	\$0		\$0	\$0	\$0	\$0
Total Capital Purchases	\$1,135,710	\$2,888,024	\$1,394,540		\$1,522,000	\$345,000	\$395,000	\$446,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$7,230	\$51,890	\$47,787	-7.91%	\$1,355,000	\$789,000	\$692,000	\$0
Non-designated Reserve	\$6,001	\$2,108,059	\$786,832	-62.68%	\$787,000	\$826,000	\$867,000	\$0
Capital Reserve	\$3,811,957	\$617,233	\$1,218,296	97.38%	\$1,911,000	\$2,500,000	\$2,500,000	\$2,500,000
Operating Reserve	\$0	\$0	\$809,878	N.A.	\$810,000	\$850,000	\$893,000	\$250,000
Totals	\$3,825,188	\$2,777,182	\$2,862,793	3.08%	\$4,863,000	\$4,965,000	\$4,952,000	\$2,750,000

Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	SKAT	Rural Average	SKAT	Rural Average
Fares/Operating Cost	3.43%	6.73%	N.A.	3.16%
Operating Cost/Passenger Trip	\$2.29	\$2.98	\$21.05	\$14.26
Operating Cost/Revenue Vehicle Mile	\$2.87	\$3.21	\$3.29	\$3.42
Operating Cost/Revenue Vehicle Hour	\$54.52	\$57.92	\$41.45	\$45.21
Operating Cost/Total Vehicle Hour	\$51.92	\$53.65	\$36.36	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	95.24%	92.63%	87.72%	93.99%
Revenue Vehicle Hours/FTE	1,114	1,052	936	982
Revenue Vehicle Miles/Revenue Vehicle Hour	19.00	18.1	12.60	13.2
Passenger Trips/Revenue Vehicle Hour	23.8	19.4	2.0	3.2
Passenger Trips/Revenue Vehicle Mile	1.25	1.08	0.16	0.24

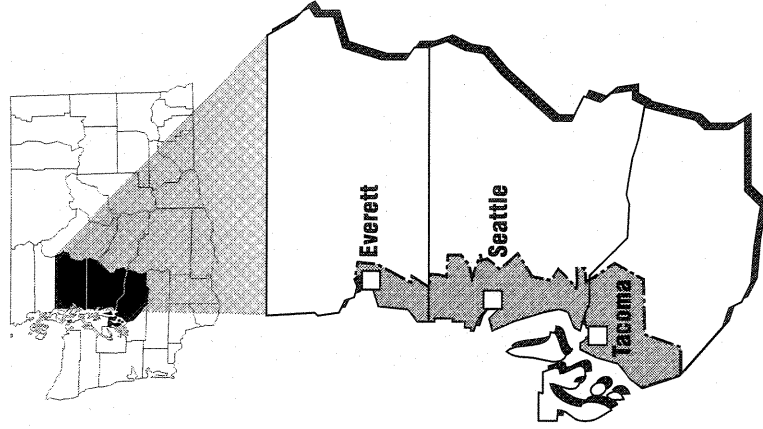
## Sound Transit

**Bob White**

**Executive Director**

401 South Jackson Street  
Seattle, Washington 98104-2826  
(206) 398-5000

Internet Home Page: <http://www.soundtransit.org>



## System Snapshot

Operating Name: Sound Transit (Central Puget Sound Regional Transit Authority)

Service Area: Urbanized area of King, Pierce, and Snohomish Counties.

Type of Government: Regional transit authority.

Governing Body: 18 member board currently consists of: the state Secretary of Transportation, the King County executive and four King County council members, the Pierce County executive, the Snohomish County executive, the mayors of Seattle, Everett and Kent, and one council member each from Edmonds, Federal Way, Kirkland, Lakewood, Seattle, Sumner, and Tacoma.

Taxes Authorized: 0.4% sales and use tax and 0.3% motor vehicle excise tax approved in November 1996.

Annexations: Not applicable.

Types of Service: Contracted express bus service between Pierce County and Seattle operated by Pierce Transit, between several cities in King County operated by King County Metro Transit, and between Snohomish County and Seattle and Bellevue operated by Community Transit.

Days of Service: Weekdays, between 4:00 a.m. and 12:15 a.m., Saturdays, between 6:00 a.m. and 12:15 a.m.; and Sundays, between 7:00 a.m. and 12:15 a.m.

Base Fare: Zone-based structure for Express bus service, single zone fare is \$1.25.

## Sound Transit

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### Current Operations

Sound Transit contracts with:

- Pierce Transit to provide six intercity commuter routes (five between Gig Harbor, Lakewood or Tacoma and Seattle, and one between Lakewood and SeaTac).
- King County Metro Transit to provide three intercity commuter routes (between Bellevue and Seattle or Federal Way, and between SeaTac and Seattle).
- Community Transit for eight intercity commuter routes (four between Everett and Bellevue, three between Everett and Seattle, and one between Lynnwood and Seattle).

### Passenger Service Vehicles

Fixed-route – 122 buses (all 1999) and leased 20 dual-mode Breda buses.

Train – 38 rail cars and six locomotives.

### Facilities

Sound Transit's leased administrative offices in Seattle in Union Station and near downtown Seattle, and community offices in Seattle and Tacoma.

### Intermodal Connections

Sound Transit's Express bus service provides connections with AMTRAK at Seattle's King Street Station and Tacoma's AMTRAK rail station, as well as the Greyhound bus depots in Seattle, Everett, and Tacoma. The express commuter service also serves downtown Seattle's ferry terminal for Washington State Ferries.

The bus service serves 21 park and ride lots: four in Pierce County; four in Snohomish County; and 13 in King County.

The bus service also provides connections with: King County Metro Transit in Seattle, Federal Way, and SeaTac; Pierce Transit and Intercity Transit in Tacoma and Lakewood; Community Transit in Everett and Lynnwood; and Everett Transit in Everett.

### 1999 Achievements

- 1998 objectives met:
- Began ST Express service on eight new routes.
- Began commuter rail service between Seattle and Tacoma.
- Completed construction of Ash Way Park and Ride lot in Snohomish County.
- Proceeded with the design of Sounder stations with the involvement of technical advisory committees in Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle. This process was completed in Auburn, Kent and Seattle.
- Completed Tacoma Link light rail corridor preliminary engineering and entered into final design.
- 1998 objectives Unmet:
- Begin International district to Boeing Access Road Link light rail corridor right of way acquisition.
- Begin Downtown Seattle to University District Link light rail corridor right of way acquisition.
- Begin Boeing Access Road to SeaTac Link light rail corridor right of way acquisition.



- Acquire rights of way for park and ride lots at Swamp Creek, Mercer Island, South Hill, and Pacific Avenue (Everett).
- Acquire rights of way for High-Occupancy Vehicle (HOV) improvements at: Pacific Avenue overpass, Swamp Creek, I-405 at Bellevue, and I-90 at Sunset Interchange.
- Other:
  - Began ST Express service on one new route.
  - Sound Transit's Board's unanimous decision on a preferred Central Link light rail alignment, station locations and system financial elements on November 18, 1999.
  - The completion of the FEIS on the Sounder Everett-to-Seattle segment, with designs allowing minimal incursion into sensitive shoreline and wetland areas.

## 2000 Objectives

- Order 20 New Flyer and 27 Orion CNG buses for operation by Pierce Transit.
- Take delivery of 70 40-foot Gillig and 25 60-foot New Flyer buses.
- Complete Tacoma Dome Station expansion construction.
- Begin operation of Express service on five new routes.
- Complete Tacoma light rail corridor right of way acquisition.

## Long-range Plans (2001 through 2006)

- Achieve full Sounder commuter rail service between Seattle and Tacoma.
- Achieve full Sounder commuter rail service between Lakewood and Tacoma and between Everett and Seattle.
- Lease three or four light rail vehicles for Tacoma Link light rail service.
- Purchase approximately 80 light rail vehicles for Tacoma, South Seattle - SeaTac, and north Seattle Tacoma Link light rail services.
- Construct Tacoma Link light rail corridor and begin service.
- Acquire rights of way for light rail segments between Seattle and SeaTac.
- Construct Seattle-Boeing Access Road-SeaTac Link light rail corridor and begin service.
- Complete construction and service implementation of the transit hub program.
- Improve pedestrian access to all transit hubs, including installing passenger shelters with improved lighting and customer information at transfer points with high ridership.

## Sound Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

### Annual Operating Information

#### Fixed Route Services

Revenue Vehicle Hours	N.A.	54,678	60,873	11.33%	183,000	243,000	290,000	382,000
Total Vehicle Hours	N.A.	79,016	86,576	9.57%	331,000	428,000	459,000	619,000
Revenue Vehicle Miles	N.A.	N.A.	1,830,524	N.A.	4,754,000	6,143,000	7,294,000	9,600,00
Total Vehicle Miles	N.A.	N.A.	2,056,335	N.A.	6,830,000	8,396,000	9,864,000	12,499,000
Passenger Trips	N.A.	N.A.	1,210,378	N.A.	4,443,000	5,481,000	6,507,000	10,107,000
Diesel Fuel Consumed (gallons)	N.A.	N.A.	256,377	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	3	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	16	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	\$0	\$900,000	831.71%	\$9,000,000	\$17,283,000	\$43,960,000	\$62,521,000
Operating Cost - Expanded Service	N.A.	\$859,898	\$8,011,785	incl. above	\$17,730,000	\$23,000,000	\$3,000,000	\$0
Farebox Revenues	N.A.	\$426,968	\$2,174,476	409.28%	\$6,522,000	\$9,829,000	\$11,458,000	\$15,255,000

#### Commuter Rail Services

Revenue Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Revenue Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Passenger Trips	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	N.A.	N.A.	N.A.	\$13,255,000	\$13,250,000	\$17,050,000	\$27,830,000
Operating Cost - Expanded Service	N.A.	N.A.	\$1,045,198	N.A.	\$0	\$3,800,000	\$8,072,000	\$0
Farebox Revenues	N.A.	N.A.	\$292,655	N.A.	\$3,711,000	\$4,774,000	\$7,034,000	\$7,792,000

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Light Rail Services</b>								
Revenue Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Revenue Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Passenger Trips	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	N.A.	N.A.	N.A.	N.A.	\$548,000	\$1,348,000	\$1,493,000
Operating Cost - Expanded Service	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$0	\$0
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$0	\$0
<b>Annual Revenues</b>								
Sales Tax	\$131,340,074	\$180,636,837	\$196,025,199	8.52%	\$191,729,000	\$195,314,000	\$204,665,000	\$248,601,000
MVET	\$31,375,012	\$46,321,005	\$46,135,491	-0.40%	\$50,070,000	\$52,676,000	\$55,492,000	\$68,879,000
Fares	\$0	\$426,968	\$2,467,131	477.83%	\$10,233,000	\$14,603,000	\$18,492,000	\$23,047,000
Other	\$1,797,491	\$11,923,667	\$14,932,654	25.24%	\$32,684,000	\$17,480,000	\$3,745,000	\$5,587,000
Total Annual Revenues	\$164,512,577	\$239,308,477	\$259,560,475	8.46%	\$284,716,000	\$280,073,000	\$282,394,000	\$346,114,000
<b>Annual Operating Expenses</b>								
Other Expenses	\$0	\$859,898	\$9,956,983	100.00%	\$39,985,000	\$57,881,000	\$73,430,000	\$91,844,000
	\$3,717,470	\$17,829,986	\$7,327,559	-58.90%	\$12,324,000	\$13,481,000	\$14,027,000	\$17,061,000
<b>Debt Service</b>								
	\$0	\$0	\$11,442,592	N.A.	\$17,164,000	\$17,164,000	\$24,578,000	\$100,138,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$1,101,675	\$54,000,000		\$33,418,000	\$63,641,000	\$112,559,000	\$131,240,000
State Grants	\$0	\$0	\$0		\$0	\$75,000,000	\$75,000,000	\$46,500,000
Local Grants	\$0	\$0	\$0		\$0	\$7,706,000	\$7,707,000	\$7,707,000
Bonds Proceeds	\$0	\$0	\$158,867,498		\$191,133,000	\$0	\$247,152,000	\$3,000,000
Unrestricted Cash and Investments	\$6,393,312	\$75,867,914	\$22,969,589		\$361,749,000	\$496,773,000	\$207,343,000	\$63,460,000
Total Capital Purchases	\$6,393,312	\$76,969,589	\$235,837,087		\$586,300,000	\$643,120,000	\$649,761,000	\$251,907,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$143,566,694	\$289,419,048	\$399,320,691	37.97%	\$61,448,000	(\$243,781,000)	(\$280,788,000)	(\$109,683,000)

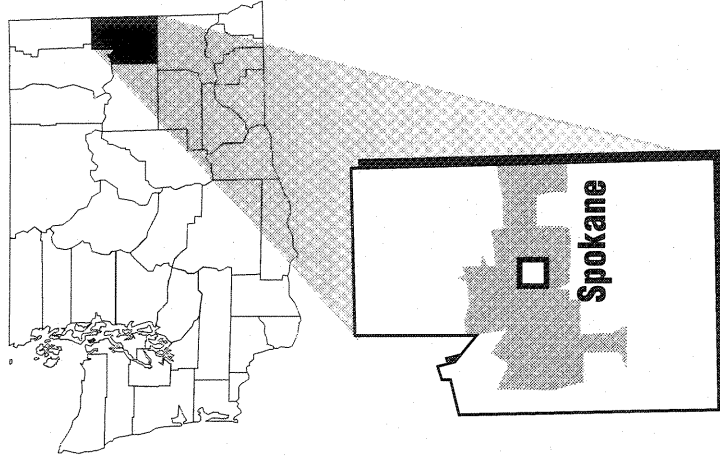


# Spokane Transit Authority

**Spokane Transit Authority**  
**Robert Allen Schweim**  
**Executive Director**

1230 West Boone Avenue  
 Spokane, Washington 99201-2686  
 (509) 325-6000

Internet Home Page: <http://www.spokanetransit.com>



## System Snapshot

Operating Name: Spokane Transit Authority (STA)

Service Area: Central Spokane County.

Type of Government: Public transportation benefit area.

Governing Body: Nine member board of directors comprised of two Spokane County commissioners, two Spokane Council members, one council member each from Airway Heights, Cheney, Medical Lake, Millwood, and one position alternating between the Spokane County Commission and the Spokane City Council.

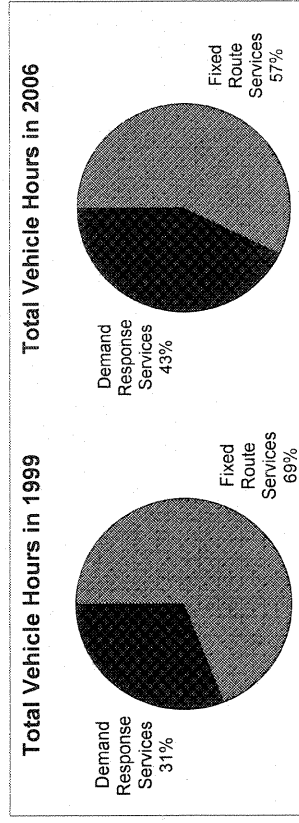
Tax Authorized: 0.3% sales and use tax approved in March 1981.

Annexations: None.

Types of Service: 35 fixed routes and paratransit service, Mondays through Fridays; 27 fixed routes with paratransit service on Saturdays; and 23 fixed routes with paratransit service on Sundays.

Days of Service: Weekdays, generally between 5:30 a.m. and midnight, Saturdays, generally between 5:30 a.m. and 10:00 p.m.; and Sundays, generally between 7:30 a.m. and 8:00 p.m.

Base Fare: 75 cents per boarding for fixed-route and 35 cents per boarding for paratransit services.



### **Current Operations**

STA operates 35 routes, Mondays through Fridays, as follows:

- 18 central city local routes.
- Two shuttle routes using trackless trolleys in downtown Spokane.
- Nine suburban routes (Spokane urbanized area).
- Three suburban commuter routes (Spokane urbanized area).
- Three rural intercity routes, Spokane/Medical Lake (two), and Spokane/Cheney.

The commuter routes, two central city local routes, and three suburban routes do not operate on Saturdays or Sundays. On Sundays, one downtown Spokane shuttle, an additional central city local route, and two additional suburban routes do not operate.

STA also provides paratransit service for individuals with disabilities and vanpool services. STA purchases paratransit services from a private contractor during weekday peak overload periods, weekdays after 6 p.m., and all day Saturdays and Sundays.

STA provides rideshare vanpool service with 34 vans.

### **Passenger Service Vehicles**

STA provides rideshare vanpool service with 34 vans.

### **Revenue Service Vehicles**

Fixed route — 146 total - including 19 for contingency/reserve, 108 ADA accessible, 121 equipped with bicycle racks, age ranging from 1983 to 1997.

Demand-response — 59 total, all ADA accessible, age ranging from 1990 to 1997. In addition, a private contractor provides 29 vans.

Vanpool — 34 total, one wheelchair lift equipped, age ranging from 1984 to 1995.

Rubber Tire Trolley Replicas — 6 total, all ADA accessible, age 1994.

### **Facilities**

Most maintenance, administrative and operational functions of STA, including covered parking for agency vehicles, are in a facility on a 11.4 acre site in Spokane. A second service and garaging facility, the Charles H. Fleck Service Center, is located in the Spokane Valley with space for 18 buses and 12 paratransit vans.

“The Plaza”, opened in mid-1995, serves as a civic facility, the transit security station, and the passenger hub in downtown Spokane. Buses operate on two parallel streets; passengers access buses at the center on a high frequency schedule. Shuttle services use rubber tire trolley replicas with passengers’ access on a third (east) side of the facility.

There are two customer information facilities, eight pass sales outlets, and 166 passenger schedule outlets located throughout the service area.

STA has seven transit centers, in addition to The Plaza, 98 separate shelter locations, and 13 park and ride lots with a total of 2,170 vehicle parking spaces. Eight of the park and ride lots have passenger shelters, and four have bicycle lockers.

## **Intermodal Connections**

STA provides service to the Intermodal Center during STA service hours to provide connections to intercity bus, AMTRAK, and taxi services.

STA operates a fixed route between downtown Spokane and the Spokane International Airport.

STA provides scheduled service to all of the public elementary, middle, and high schools in the service area. In addition, STA serves the areas' colleges and universities, including Gonzaga University in Spokane, Whitworth College - north of Spokane, Eastern Washington University in Cheney, the Spokane campuses of Washington State University and Eastern Washington University, Spokane Community College and Spokane Falls Community College.

STA serves 14 park and ride lots.

## **1999 Achievements**

- 1998 objectives met:
  - Took delivery of three rubber tire trolley replicas and established an east/west Spokane Central Business District shuttle service.
  - Constructed the "K" Street Transit Station/Park and Ride Lot in cooperation with the City of Cheney.
  - Completed Phase II of the regional communication system.
  - Constructed site improvements at the Five Mile Park and Ride Lot.
  - Participated in the Washington WorkFirst (Welfare to Work) program with local state agencies.
  - Began formation of a Regional Transportation System Center for traffic control, congestion mitigation, and coordination between local jurisdictions.

- Participated in regional carbon monoxide reduction program for alternative mode use versus single occupancy vehicle commutes.
- Began installing Mobile Data Computers for vehicle dispatching and data collection on paratransit vehicles.
- Expanded STA's preventive maintenance program for revenue vehicles.
- 1998 Objectives Unmet:
  - Complete preliminary engineering for neighborhood level transfer centers (superstops) at Spokane Falls Community College, the Shadle area, and the Hillyard neighborhood.
  - Seek to relocate the Sullivan Park and Ride Lot to the Evergreen Interchange area and consolidate operations with the Pines Road Park and Ride Lot.

## **2000 Objectives**

- Install an Automated Vehicle Locator System for Paratransit vehicles for both directly operated and contractor provided service.
- Initiate construction of a park and ride/transit center at Evergreen Interchange at Interstate 90.
- Initiate light rail transit system preliminary engineering.
- Purchase property to develop a south side transit center.
- Modify HVAC system.
- Retro-fit wheelchair lifts on TMC buses.

## **Spokane Transit Authority**

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### ***Long-range Plans (2001 through 2006)***

- Purchase 32 replacement transit buses for fixed route services.
- Purchase 39 replacement paratransit vans.
- Purchase 25 vanpool vehicles as replacements.
- Complete construction of a park and ride/transit center at Evergreen Interchange at Interstate 90.
- Complete construction of south side transit center.
- Replace fare collection system on fixed route buses.
- Begin preliminary engineering for a light rail transit system.
- Purchase automated vehicle locator system for fixed route buses.
- Purchase point of sale software for fare collection.
- Resurface 1,500 feet of West Boone Street.





	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	365,660	366,550	369,760	0.88%	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	374,718	377,509	375,175	-0.62%	345,000	341,000	326,000	260,000
Total Vehicle Hours	403,500	404,963	399,288	-1.40%	368,000	363,000	347,000	277,000
Revenue Vehicle Miles	5,389,263	5,438,404	5,308,483	-2.39%	4,876,000	4,823,000	4,606,000	3,680,000
Total Vehicle Miles	5,797,641	5,850,417	5,770,412	-1.37%	5,301,000	5,242,000	5,006,000	4,000,000
Passenger Trips	8,171,745	7,944,416	8,099,072	1.95%	8,099,000	8,676,000	8,849,000	8,535,000
Diesel Fuel Consumed (gallons)	1,363,542	1,362,673	1,336,556	-1.92%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	53	108	75	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	22	25	13	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	339.6	352.8	351.0	-0.51%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$25,242,351	\$25,411,561	\$25,939,566	2.08%	\$23,821,000	\$23,657,000	\$23,533,000	\$22,608,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$4,277,813	\$4,160,035	\$4,090,165	-1.68%	\$3,782,000	\$3,857,000	\$3,935,000	\$4,259,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	150,178	144,944	149,508	3.15%	150,000	156,000	159,000	172,000
Total Vehicle Hours	179,548	175,229	181,484	3.57%	182,000	189,000	193,000	208,000
Revenue Vehicle Miles	2,523,866	2,479,090	2,449,312	-1.20%	2,498,000	2,548,000	2,599,000	2,813,000
Total Vehicle Miles	2,751,004	2,695,941	2,686,929	-0.33%	2,739,000	2,795,000	2,851,000	3,086,000
Passenger Trips	437,155	435,412	435,153	-0.06%	435,000	453,000	462,000	500,000
Diesel Fuel Consumed (gallons)	939	14,804	102,620	593.19%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	317,338	295,387	191,298	-35.24%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	10	10	6	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	14	14	9	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	132.7	140.9	136.8	-2.91%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$6,752,335	\$6,620,183	\$6,999,596	5.73%	\$6,761,000	\$7,412,000	\$7,780,000	\$9,485,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$113,310	\$109,634	\$110,315	0.62%	\$122,000	\$124,000	\$127,000	\$137,000

# Spokane Transit Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	277,711	293,292	236,397	-19.40%	280,000	200,000	210,000	255,000
Total Vehicle Miles	291,909	301,494	249,448	-17.26%	296,000	211,000	221,000	269,000
Passenger Trips	89,167	87,668	68,559	-21.80%	71,000	66,000	69,000	84,000
Vanpool Fleet Size	34	34	34	0.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	29	29	22	-24.14%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	20,989	22,939	19,372	-15.55%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	3	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.1	1.1	1.0	-9.09%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$112,612	\$120,240	\$110,550	-8.06%	\$135,000	\$152,000	\$156,000	\$176,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$103,652	\$110,354	\$106,312	-3.66%	\$127,000	\$142,000	\$146,000	\$165,000
<b>Annual Revenues</b>								
Sales Tax	\$14,915,696	\$15,183,109	\$16,021,110	5.52%	\$16,368,000	\$16,753,000	\$17,195,000	\$19,133,000
MVET	\$14,640,920	\$15,183,109	\$14,577,817	-3.99%	\$0	\$0	\$0	\$0
Fares	\$4,391,123	\$4,269,669	\$4,200,480	-1.62%	\$3,904,000	\$3,981,000	\$4,062,000	\$4,396,000
Vanpooling Revenue	\$103,652	\$110,354	\$106,312	-3.66%	\$127,000	\$142,000	\$146,000	\$165,000
Federal Section 5307 Operating	\$513,954	\$514,098	\$637,120	23.93%	\$637,000	\$637,000	\$637,000	\$637,000
Other	\$2,908,551	\$3,379,047	\$3,500,449	3.59%	\$3,194,000	\$4,536,000	\$4,101,000	\$2,469,000
Total Annual Revenues	\$37,473,896	\$38,639,386	\$39,043,288	1.05%	\$24,230,000	\$26,049,000	\$26,141,000	\$26,800,000
<b>Annual Operating Expenses</b>								
	\$32,107,298	\$32,151,984	\$33,049,712	2.79%	\$30,717,000	\$31,221,000	\$31,469,000	\$32,269,000
<b>Other Expenses</b>								
	\$101,163	\$229,505	\$229,911	0.18%	\$1,157,000	\$0	\$0	\$0
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$880,260	\$29,392	\$0		\$0	\$0	\$0	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$0	\$0	\$0	\$0
Federal Section 5307 Capital Grants	\$5,062,192	\$727,461	\$140,569		\$2,998,000	\$4,407,000	\$3,036,000	\$5,040,000
Public Transportation Systems Account	\$0	\$0	\$0		\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$2,923,278	\$453,006	\$841,035		\$1,504,000	\$1,761,000	\$1,186,000	\$1,653,000
Total Capital Purchases	\$8,865,730	\$1,209,859	\$981,604		\$4,502,000	\$6,168,000	\$4,222,000	\$6,693,000

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$2,508,543	\$5,612,654	\$10,023,843	78.59%	\$10,321,000	\$14,209,000	\$8,769,000	\$0
Capital Replacement/Purchase Funds	\$27,081,552	\$28,497,458	\$29,689,631	4.18%	\$29,690,000	\$29,690,000	\$29,690,000	\$2,061,000
Self Insurance Fund	\$6,276,494	\$6,602,999	\$7,124,788	7.90%	\$7,125,000	\$7,125,000	\$7,125,000	\$7,125,000
Cooperative Road Projects	\$1,786,967	\$2,802,145	\$2,199,087	-21.52%	\$2,199,000	\$0	\$0	\$0
Total	\$37,653,556	\$43,515,256	\$49,037,349	12.69%	\$49,335,000	\$51,024,000	\$45,584,000	\$9,186,000

**Performance Measures for 1999 Operations**

	Fixed Route Services			Demand Response Services		
	Spokane Transit	Urbanized Average		Spokane Transit	Urbanized Average	
Fares/Operating Cost	15.77%	19.75%		1.58%	1.33%	
Operating Cost/Passenger Trip	\$3.20	\$3.22		\$16.09	\$19.61	
Operating Cost/Revenue Vehicle Mile	\$4.89	\$6.82		\$2.86	\$3.36	
Operating Cost/Revenue Vehicle Hour	\$69.14	\$93.48		\$46.82	\$50.67	
Operating Cost/Total Vehicle Hour	\$64.96	\$81.52		\$38.57	\$43.79	
Revenue Vehicle Hours/Total Vehicle Hour	93.96%	87.21%		82.38%	86.43%	
Revenue Vehicle Hours/FTE	1,069	879		1,093	1,229	
Revenue Vehicle Miles/Revenue Vehicle Hour	14.15	13.71		16.38	15.10	
Passenger Trips/Revenue Vehicle Hour	21.6	29.1		2.9	2.6	
Passenger Trips/Revenue Vehicle Mile	1.53	2.12		0.18	0.17	



# Twin Transit (Lewis County)

**Twin Transit (Lewis County)**  
**Patty Alvord**  
**Manager**

212 East Locust Street  
 Centralia, Washington 98531-4136  
 (360) 330-2072  
 Internet Home Page: None

## System Snapshot

Operating Name: Twin Transit

Service Area: Cities of Centralia and Chehalis, Lewis County.

Type of Government: Public transportation benefit area.

Governing Body: Three member board of directors comprised of one Lewis County Commissioner, and an elected official each from Centralia and Chehalis.

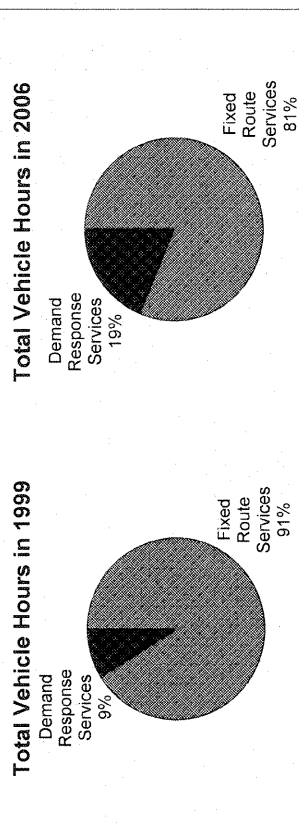
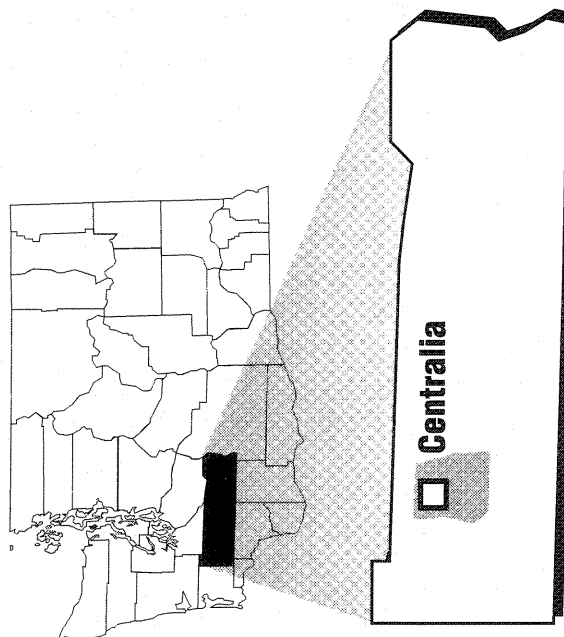
Tax Authorized: 0.1% sales and use tax approved in November 1985.

Annexations: None.

Types of Service: Five fixed-routes and paratransit service for persons with disabilities who cannot use fixed route service.

Days of Service: Weekdays, generally between 6:30 a.m. and 8:00 p.m.; Saturdays, generally between 8:30 a.m. and 6:00 p.m.; and Sundays, generally between 8:30 a.m. and 5:00 p.m.

Base Fare: 50 cents per boarding, fixed route and paratransit.



### **Current Operations**

Twin Transit operates fixed routes of service, Mondays through Fridays, as follows:

- Four rural local routes.
- One rural commuter route.

Twin Transit does not operate the commuter route on Saturdays or Sundays.

Twin Transit provides complementing paratransit service for persons with disabilities.

### **Passenger Service Vehicles**

Fixed route – 12 total, all equipped with wheelchair lifts, with models ranging from 1984 to 1997.

Paratransit – 4 total, equipped with wheelchair lifts, with models ranging from 1989 to 1996.

Rubber Tire Trolley Replicas — One, aged 1987.

### **Facilities**

Twin Transit's facilities in Centralia include: 1,713 square feet of space for administration, 7,544 square feet of space for maintenance, and 12,112 square feet for bus storage.

The Centralia Train Depot in downtown Centralia serves as a transfer point between routes. The city of Chehalis provides a downtown transfer facility with restrooms and waiting area.

Twin Transit serves the Grand Mound park and ride lot in south Thurston County and in Centralia at Mellon Street. In addition, Twin Transit has installed 46 passenger shelters along its routes.

### **Intermodal Connections**

All schools, including Centralia College, are on Twin Transit's fixed routes, including private and public schools.

Twin Transit serves the Centralia AMTRAK depot and Greyhound Lines' bus depot.

Twin Transit provides connections with Intercity Transit at the Grand Mound park and ride lot.

Twin Transit provides trolley service to local factory outlet and antique stores for visitors arriving by AMTRAK. The Greyhound station is on Twin Transit's Centralia route.

### **1999 Achievements**

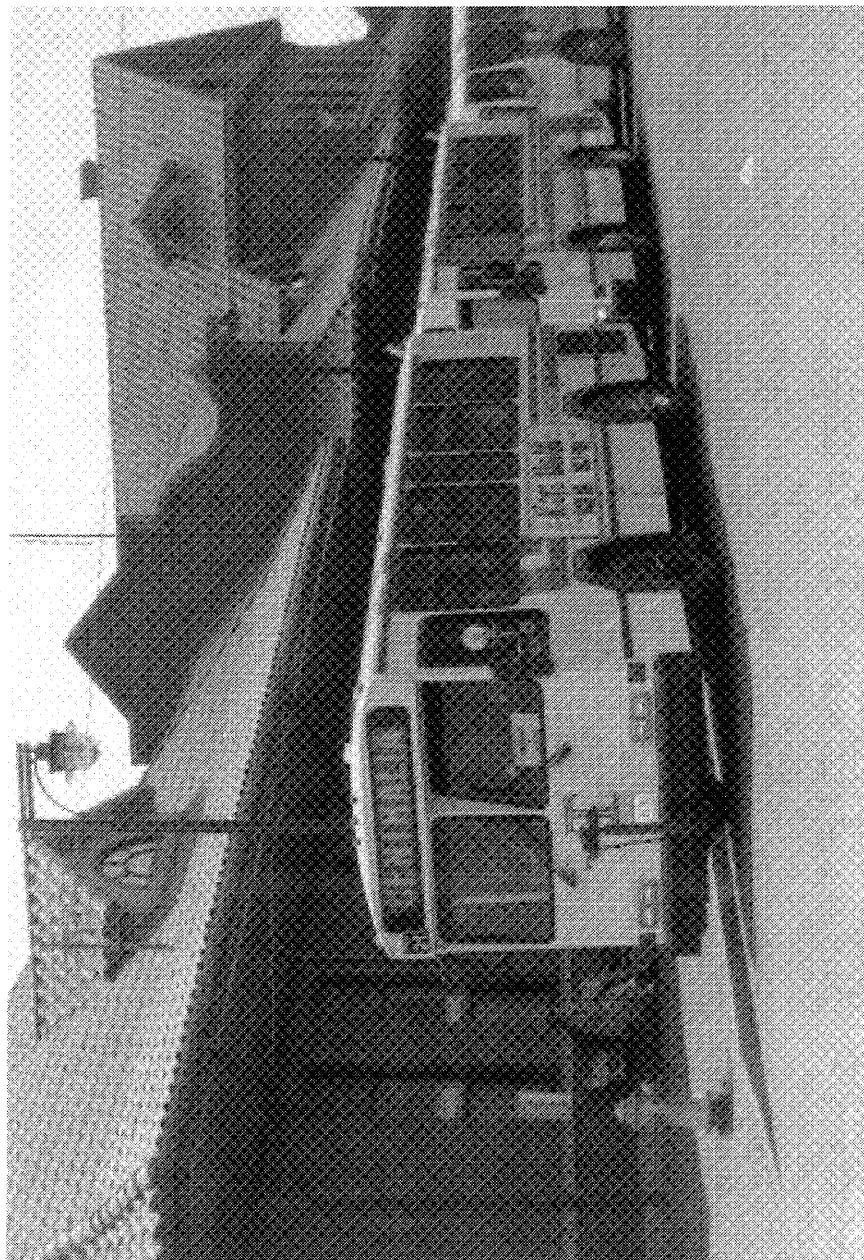
- 1998 Objectives Met:
  - Installed three new passenger shelters.
- 1998 Objectives Unmet:
  - Replace one 30-foot transit bus due to impact of I-695.
  - Initiate demonstration service in southern and western Lewis County due to impact of I-695.
  - Purchase two buses for demonstration service due to impact of I-695.
  - Replace two paratransit minibuses.
- Other:
  - Equipped a new work station for the receptionist.
  - Increased fare rates.

### **2000 Objectives**

- Replace two 30-foot transit buses.
- Initiate demonstration service in southern and western Lewis County.
- Purchase one minibus for demonstration service.

### **Long-range Plans (2001 through 2006)**

- Replace two 30-foot transit buses.
- Replace three paratransit minibuses.
- Annex southern and western Lewis County.
- Purchase two minibuses for expanded service.
- Annex eastern Lewis County.



# Twin Transit (Lewis County)

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	20,515	20,305	20,630	1.60%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	22,126	28,201	28,496	1.05%	27,000	27,000	29,000	25,000
Total Vehicle Hours	22,630	28,854	29,024	0.59%	28,000	28,000	30,000	26,000
Revenue Vehicle Miles	316,868	391,826	388,425	-0.87%	373,000	391,000	496,000	450,000
Total Vehicle Miles	326,455	401,942	398,045	-0.97%	382,000	401,000	508,000	461,000
Passenger Trips	269,708	277,854	296,633	6.76%	276,000	281,000	282,000	243,000
Diesel Fuel Consumed (gallons)	54,146	67,985	69,128	1.68%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	5	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	4	7	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	17.0	21.0	21.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$767,425	\$976,820	\$1,082,992	6.08%	\$1,070,000	\$1,133,000	\$1,165,000	\$1,345,000
Operating Cost - Expanded Service	\$92,331	\$44,103	\$0	incl. above	\$19,000	\$78,000	\$181,000	\$0
Farebox Revenues	\$50,359	\$53,622	\$56,557	5.47%	\$59,000	\$65,000	\$72,000	\$95,000

### Demand Response Services

Revenue Vehicle Hours	2,184	2,081	2,213	6.34%	2,000	3,000	3,000	5,000
Total Vehicle Hours	2,801	2,801	2,803	0.07%	3,000	4,000	4,000	6,000
Revenue Vehicle Miles	22,080	22,932	21,060	-8.16%	22,000	23,000	23,000	25,000
Total Vehicle Miles	25,680	26,532	24,650	-7.09%	25,000	26,000	26,000	28,000
Passenger Trips	4,575	5,807	5,260	-9.42%	6,000	7,000	7,000	9,000
Diesel Fuel Consumed (gallons)	2,493	1,788	2,231	24.78%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.0	1.0	1.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$81,749	\$78,107	\$80,271	2.77%	\$83,000	\$86,000	\$89,000	\$96,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$639	\$727	\$791	8.80%	\$1,000	\$1,000	\$1,000	\$1,000



**Twin Transit (Lewis County)**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$493,343	\$510,817	\$522,127	2.21%	\$560,000	\$580,000	\$789,000	\$1,184,000
MVET	\$500,553	\$488,343	\$530,719	8.68%	\$372,000	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$199,000	\$0	\$0	\$0
Fares	\$50,998	\$54,349	\$57,348	5.52%	\$60,000	\$66,000	\$73,000	\$96,000
State Rural Mobility Program	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
WorkFirst Program	\$0	\$0	\$0	0.00%	\$19,000	\$78,000	\$80,000	\$0
Other	\$145,868	\$147,671	\$151,540	2.62%	\$138,000	\$146,000	\$121,000	\$80,000
Total Annual Revenues	\$1,190,762	\$1,201,180	\$1,261,734	5.04%	\$1,348,000	\$870,000	\$1,063,000	\$1,360,000
<b>Annual Operating Expenses</b>	\$941,505	\$1,099,030	\$1,163,263	5.84%	\$1,172,000	\$1,297,000	\$1,435,000	\$1,441,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$203,875	\$0	\$0		\$102,000	\$107,000	\$349,000	\$0
State Rural Mobility Program	\$0	\$0	\$0		\$0	\$0	\$0	\$0
WorkFirst Program	\$0	\$0	\$0		\$63,000	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$393,838	\$101,998	\$68,978		\$27,000	\$30,000	\$87,000	\$0
Total Capital Purchases	\$597,713	\$101,998	\$68,978		\$192,000	\$137,000	\$436,000	\$0
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$243,481	\$322,543	\$383,223	18.81%	\$531,000	\$76,000	\$101,000	\$12,000
Working Capital	\$820,000	\$820,000	\$820,000	0.00%	\$820,000	\$820,000	\$395,000	\$0
Capital Replacement/Purchase Funds	\$672,783	\$593,873	\$562,686	-5.25%	\$564,000	\$562,000	\$503,000	\$525,000
Self Insurance Fund	\$300,000	\$300,000	\$300,000	0.00%	\$300,000	\$300,000	\$300,000	\$300,000
Totals	\$2,036,264	\$2,036,416	\$2,065,909	1.45%	\$2,215,000	\$1,758,000	\$1,299,000	\$837,000

## Twin Transit (Lewis County)

### Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	Twin Transit	Rural Average	Twin Transit	Rural Average
Fares/Operating Cost	5.22%	6.73%	0.99%	3.16%
Operating Cost/Passenger Trip	\$3.65	\$2.98	\$15.26	\$14.26
Operating Cost/Revenue Vehicle Mile	\$2.79	\$3.21	\$3.81	\$3.87
Operating Cost/Revenue Vehicle Hour	\$38.01	\$57.92	\$36.27	\$45.21
Operating Cost/Total Vehicle Hour	\$37.31	\$53.65	\$28.64	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	98.18%	92.63%	78.95%	93.99%
Revenue Vehicle Hours/FTE	1,357	1,052	2,213	982
Revenue Vehicle Miles/Revenue Vehicle Hour	13.63	18.05	9.52	13.22
Passenger Trips/Revenue Vehicle Hour	10.4	19.4	2.4	3.2
Passenger Trips/Revenue Vehicle Mile	0.76	1.08	0.25	0.24

# Valley Transit (Walla Walla County)

## Valley Transit (Walla Walla County)

**Dick Fondahn**

**General Manager**

1401 West Rose Street

Walla Walla, Washington 99362

(509) 525-9140

Internet Home Page: <http://www.valleytransit.com>

## System Snapshot

Operating Name: Valley Transit

Service Area: Walla Walla/College Place area, Walla Walla County.

Type of Government: Public transportation benefit area.

Governing Body: Seven member board of directors comprised of two Walla Walla County Commissioners, three Walla Walla Council members, and two College Place Council members.

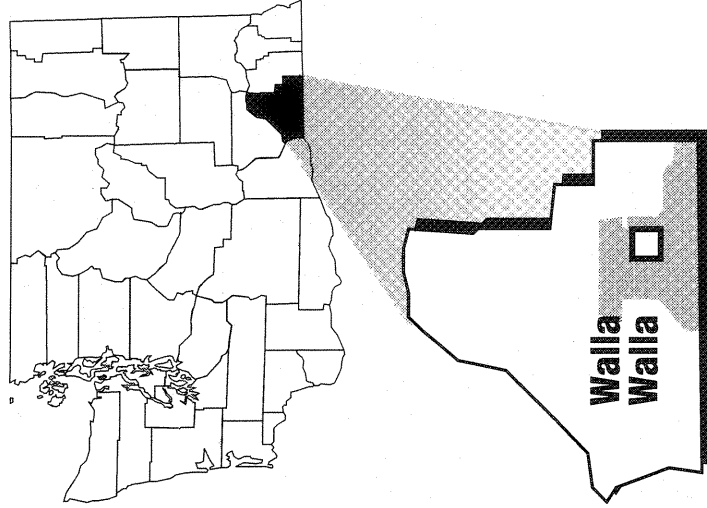
Tax Authorized: 0.3% sales and use tax approved in March 1980.

Annexations: None.

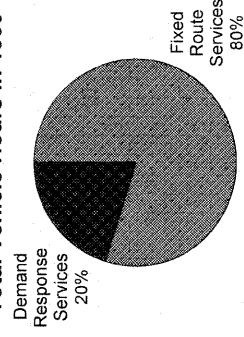
Types of Service: Eleven fixed routes and Dial-A-Ride service for persons aged 70 years or older and persons with disabilities who cannot use fixed route service.

Days of Service: Weekdays, generally between 6:15 a.m. and 7:15 p.m., and Saturdays, generally between 9:15 a.m. and 5:15 p.m..

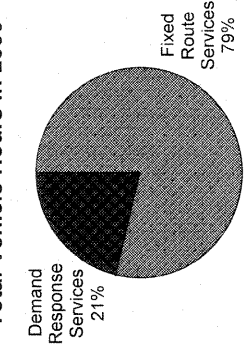
Base Fare: 25 cents per boarding fixed-route; Dial-A-Ride service is fare free.



Total Vehicle Hours in 1999



Total Vehicle Hours in 2006



**Current Operations**

Valley Transit operates the fixed routes six days a week as follows:

- 11 small city local routes

Valley Transit also provides Dial-A-Ride services for elderly aged 70 and older and persons with disabilities who cannot use fixed-route service.

**Passenger Service Vehicles**

Fixed-route — 15 total, 14 equipped with wheelchair lifts, age ranging from 1976 to 1999.

Demand-response — 5 total, all ADA accessible, ages 1995 and 1997.

Rubber Tire Trolley Replicas — 3 total, all ADA accessible, ages 1990 and 1995.

**Facilities**

Valley Transit's joint maintenance, operations, and administration facility covers 4.5 acres. It includes a 18,060 square foot maintenance and vehicle parking building, and a 4,800 square foot operations and administration building.

Valley Transit also has a transfer center located at the corner of Fourth and Main in downtown Walla Walla.

**Intermodal Connections**

Valley Transit provides fixed route service to the regional airport upon passenger request. The Greyhound intercity bus depot receives hourly service on one of Valley Transit's fixed routes. Gnat Enterprises provides service between Milton-Freewater, Oregon and Valley Transit's transfer center in Walla Walla.

Valley Transit serves all of the public and private elementary, middle and high schools, Walla Walla Community College, Whitman College, Walla Walla College, and all hospitals and medical clinics in Walla Walla and College Place. School districts 140 and 250 purchase passes for fixed route services for students in Grades 6-12 living between one and two miles from school.

**1999 Achievements**

- 1998 objectives met:
  - Received federal funding to replace one fixed route bus.
  - Refurbished trolleys.
  - 1998 objectives unmet:
    - Federal funding to replace eight fixed route buses.
    - Purchase software for Dial-A-Ride dispatching.
    - Purchase an emergency electrical generator.
- Other:
  - Completed comprehensive system analysis with recommendations for routing and system design.
  - Restructured routes in September.

### **2000 Objectives**

- Increase storage capacity of CNG refueling station.
- Reduce and/or modify fixed route service and Dial-A-Ride services 18%, including eliminating service on Saturdays.
- Purchase three replacement Dial-A-Ride vehicles.
- Purchase software for Dial-A-Ride dispatching.
- Undertake CNG mitigation for fueling facilities.
- Order four low-floor fixed route buses.

### ***Long-range Plans (2001 through 2006)***

- Seek grants to replace nine fixed route buses.
- Seek grants to replace two Dial-A-Ride vehicles.
- Upgrade Dial-A-Ride dispatching equipment.

# Valley Transit (Walla Walla County)

Service Area Population	1997	1998	1999	% Change	2000	2001	2002	2006
	46,620	47,140	47,140	0.00%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	34,067	33,620	33,484	-0.40%	30,000	30,000	30,000	30,000
Total Vehicle Hours	35,015	35,358	35,034	-0.92%	31,000	41,000	41,000	41,000
Revenue Vehicle Miles	441,521	449,459	432,670	-3.74%	400,000	400,000	400,000	400,000
Total Vehicle Miles	460,495	475,537	455,532	-4.21%	418,000	418,000	418,000	418,000
Passenger Trips	787,408	768,796	708,516	-7.84%	580,000	600,000	610,000	615,000
Diesel Fuel Consumed (gallons)	67,132	68,777	70,147	1.99%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (gallons)	14,402	19,148	8,415	-56.05%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	14	3	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	2	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	37.2	36.8	31.9	-13.32%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,762,681	\$1,760,116	\$1,826,566	3.78%	\$1,709,000	\$1,776,000	\$1,829,000	\$2,125,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$110,091	\$134,039	\$110,837	-17.31%	\$157,000	\$158,000	\$159,000	\$160,000

### Demand Response Services

Revenue Vehicle Hours	8,916	9,085	8,699	-4.25%	10,000	10,000	10,000	11,000
Total Vehicle Hours	8,976	9,160	8,774	-4.21%	10,000	10,000	10,000	11,000
Revenue Vehicle Miles	98,410	100,776	97,004	-5.54%	105,000	106,000	107,000	123,000
Total Vehicle Miles	99,615	102,697	99,698	-1.07%	107,000	108,000	109,000	125,000
Passenger Trips	36,216	35,885	33,676	-6.16%	29,000	30,000	31,000	37,000
CNG Fuel Consumed (gallons)	17,043	19,353	18,961	-2.03%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,855	2,399	3,069	27.93%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	2	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	0	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) - Contracted	10.4	10.6	9.3	-12.26%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$389,475	\$415,354	\$439,496	5.81%	\$444,000	\$474,000	\$488,000	\$595,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$25,000	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

# Valley Transit (Walla Walla County)

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Revenues</b>								
Sales Tax	\$1,221,030	\$1,268,965	\$1,324,490	4.38%	\$1,363,000	\$1,383,000	\$1,404,000	\$1,490,000
MVET	\$1,251,812	\$1,258,527	\$1,293,965	2.82%	\$1,259,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$223,424	\$253,499	\$307,060	21.13%	\$339,000	\$0	\$0	\$0
Fares	\$110,091	\$134,039	\$110,837	-17.31%	\$157,000	\$158,000	\$159,000	\$160,000
Federal Section 5311 Operating	\$0	\$0	\$15,520	N.A.	\$0	\$152,000	\$152,000	\$152,000
Other	\$183,940	\$44,365	\$46,539	4.90%	\$217,000	\$275,000	\$244,000	\$150,000
Total Annual Revenues	\$2,990,297	\$2,959,395	\$3,098,411	4.70%	\$3,335,000	\$1,968,000	\$1,959,000	\$1,952,000
<b>Annual Operating Expenses</b>	\$2,152,156	\$2,175,470	\$2,266,062	4.16%	\$2,178,000	\$2,250,000	\$2,317,000	\$2,720,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$107,520	\$0	\$0		\$153,000	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$216,623	\$204,000	\$187,061		\$168,000	\$0	\$0	\$283,000
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$899,000	\$0	\$0	\$0
Capital Funds	\$1,259,025	\$228,123	\$185,050		\$390,000	\$73,000	\$65,000	\$498,000
Total Capital Purchases	\$1,583,168	\$432,123	\$372,111		\$1,610,000	\$73,000	\$65,000	\$781,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$301	\$1	\$1	0.00%	\$1,000	\$1,000	\$1,000	(\$1,989,000)
Working Capital	\$935,000	\$697,567	\$966,161	38.50%	\$1,987,000	\$1,563,000	\$1,069,000	\$0
Capital Funds	\$2,021,686	\$3,020,228	\$3,621,942	19.92%	\$3,367,000	\$3,436,000	\$3,507,000	\$2,588,000
Totals	\$2,956,987	\$3,717,796	\$4,588,104	23.41%	\$5,355,000	\$5,000,000	\$4,577,000	\$599,000

## Valley Transit (Walla Walla County)

### Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	Valley Transit	Rural Average	Valley Transit	Rural Average
Fares/Operating Cost	6.07%	6.73%	N.A.	3.16%
Operating Cost/Passenger Trip	\$2.58	\$2.98	\$13.05	\$14.26
Operating Cost/Revenue Vehicle Mile	\$4.22	\$3.21	\$4.53	\$3.87
Operating Cost/Revenue Vehicle Hour	\$54.55	\$57.92	\$50.52	\$45.21
Operating Cost/Total Vehicle Hour	\$52.14	\$53.65	\$50.09	\$42.49
Revenue Vehicle Hours/Total Vehicle Hour	95.58%	92.63%	99.15%	93.99%
Revenue Vehicle Hours/FTE	1,050	1,052	935	982
Revenue Vehicle Miles/Revenue Vehicle Hour	12.92	18.05	11.15	13.22
Passenger Trips/Revenue Vehicle Hour	21.2	19.04	3.9	3.2
Passenger Trips/Revenue Vehicle Mile	1.64	1.08	0.35	0.24



# Whatcom Transportation Authority

## **Whatcom Transportation Authority**

**Richard G. Walsh**  
**General Manager**

2011 Young Street  
Bellingham, Washington 98225-9827  
(360)676-6843

Internet Home Page: <http://www.ridewta.com>

## **System Snapshot**

Operating Name: Whatcom Transportation Authority (WTA)

Service Area: Western Whatcom County.

Type of Government: Public transportation benefit area.

Governing Body: Seven member board of directors comprised of the Whatcom County Executive, one Whatcom County Council member, the Mayor of Bellingham, two Bellingham Council members, an elected representative from Lynden, Everson, Nooksack, or Sumas, and an elected representative from either Ferndale or Blaine.

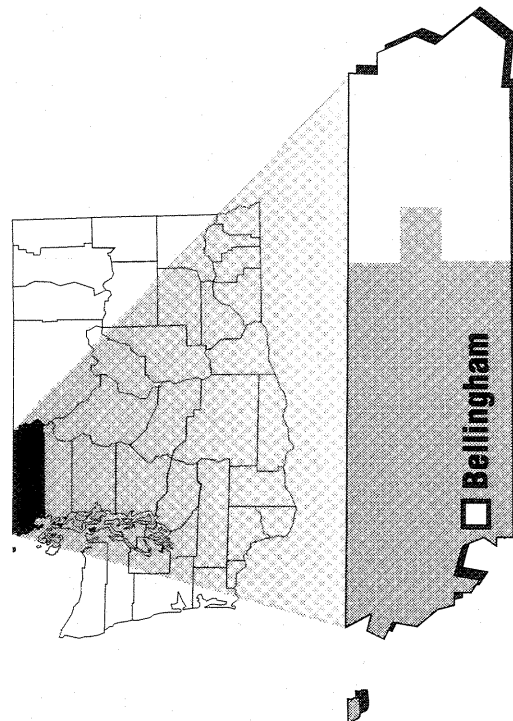
Tax Authorized: 0.3% sales and use tax approved in November 1983.

Annexations: Four: one in 1989 adding Ferndale and Lynden, one in November 1993 adding the Lummi-Marietta area; one in March 1994 adding Blaine and northwest Whatcom County, and one in March 1995 adding Everson, Nooksack and Sumas, as well as the balance of Whatcom County except the Baker Lake and Newhalem-Diablo area.

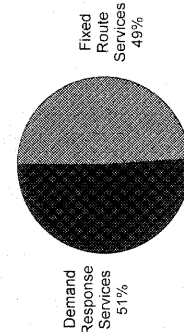
Types of Service: 34 routes, six days a week with limited service Sundays, rural public Dial a Ride service, and Specialized Transportation.

Days of Service: Weekdays, between generally 6:10 a.m. and 6:40 p.m., and Saturdays, generally between 9:00 a.m. and 6:00 p.m., and Sundays (two routes) between 9:10 a.m. and 8:30 p.m.

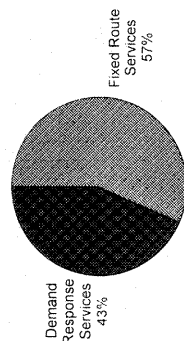
Base Fare: 50 cents per boarding: fixed route and Dial a Ride transportation.



Total Vehicle Hours in 2006



Total Vehicle Hours in 1999



### **Current Operations**

WTA operates the fixed routes, Mondays through Saturdays, as follows:

- Three rural intercity routes (Bellingham/Lynden, Bellingham/Ferndale, and Bellingham/Gooseberry Point)
- 20 small city local routes (Bellingham urbanized area)
- Two rural local routes (Lynden and Ferndale)
- One rural commuter route (Blaine/Bellingham)

WTA provides rural dial a ride service, Mondays through Saturdays in three areas (Blaine/Birch Bay, Everson, Nooksack and Sumas, and Deming/Nugent's Corner). Other areas of western Whatcom County receive rural dial a ride service with frequencies ranging from two days a week to two days a month.

WTA provides service on one route through Bellingham on Sundays.

WTA provides specialized transportation services to the elderly and persons with disabilities at all times fixed routes operate.

WTA operates a vanpool program with seven vans.

WTA works closely with Western Washington University for Transportation Demand Management strategies.

### **Passenger Service Vehicles**

Fixed route — 34 total, all ADA accessible and equipped with bicycle racks; age ranging from 1994 to 1997.

Rubber Tire Trolley Replicas: 4 total; all ADA accessible; all aged 1997.

Dial-A-Ride — 40 total, ADA accessible; age ranging from 1992 to 1997.

Vanpool — 22 total; age 1996 and 1997.

### **Facilities**

WTA has a 12,100 square foot bus garage and 3,750 square feet in offices in Bellingham. WTA owns real estate with limited facilities for Specialized Transportation and vanpool functions. WTA leases administrative office space in Bellingham.

WTA operates the Bellingham Transit Center in downtown Bellingham and the Ferndale Station that includes a park and ride lot.

There are currently 86 covered passenger shelters along WTA's fixed routes.

### **Intermodal Connections**

WTA provides fixed route service to:

- The Fairhaven Transportation Center that serves the Alaska Ferry.
- AMTRAK and Greyhound Lines.
- The Greyhound stop in Blaine.
- The Whatcom County-operated Lummi Island Ferry at Gooseberry Point; and the Bellingham-based passenger ferry services to the San Juan Islands.

WTA serves 19 schools, including middle and high schools, community and technical colleges, and universities. Western Washington University contracts with WTA for service from Bellingham civic center park and ride locations.

## 1999 Achievements

- 1998 objectives met:
- Began constructing the Lynden Station.
- Began final design of the Maintenance-Operations-Administration facility.
- Unmet:
- Develop Phase II of Ferndale Station.
- Replace four specialized transportation vehicles.
- Add four vanpool vans.
- Seek policy board membership with Whatcom County Council of Governments.
- Other:
- Retro-fitted all fixed route buses with LED brake/tail lights, wheelchair barriers, and rear securement belts.
- Completed bus stop inventory.
- Completed WWU agreement for the 1999-2000 Campus Express.
- Implemented 15 cent increase in base fare in January.

## 2000 Objectives

- Began constructing the Maintenance-Operations-Administration facility.
- Review service issues to address revenue shortfalls due to I-695.
- Complete constructing the Lynden Station.
- Purchase six replacement Specialized Transportation vehicles.
- Purchase four new vanpool vans.

## Long-range Plans (2001 through 2006)

- Complete constructing the new maintenance, operations, and administration base.
- Replace entire fleet of 33 specialized transportation, five Dial-A-Ride vehicles and vanpool based on Fleet Replacement Plan.
- Promote transit and pedestrian friendly land use.
- Add six vanpool vans.
- Implement staged reductions in service: 50% reduction in 2001, and an additional 20% reduction in 2003.

# Whatcom Transportation Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	155,945	157,240	161,035	2.41%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	88,701	89,224	90,005	0.88%	88,000	65,000	43,000	44,000
Total Vehicle Hours	91,068	91,147	91,975	0.91%	89,000	67,000	44,000	45,000
Revenue Vehicle Miles	1,257,403	1,259,957	1,265,362	0.43%	1,232,000	916,000	608,000	620,000
Total Vehicle Miles	1,299,555	1,295,874	1,301,675	0.45%	1,268,000	942,000	625,000	638,000
Passenger Trips	2,823,008	2,777,406	2,897,976	4.34%	2,820,000	2,318,000	1,739,000	1,455,000
Diesel Fuel Consumed (gallons)	250,670	261,931	262,957	0.39%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	4	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	3	5	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	92.6	100.8	102.4	1.59%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$6,869,984	\$7,063,781	\$7,260,476	2.78%	\$7,782,000	\$6,911,000	\$5,286,000	\$8,024,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$588,481	\$611,872	\$769,393	25.74%	\$764,000	\$629,000	\$474,000	\$402,000

### Demand Response Services

Revenue Vehicle Hours	55,567	57,740	59,693	3.38%	60,000	50,000	41,000	41,000
Total Vehicle Hours	65,345	66,329	70,794	6.73%	71,000	58,000	47,000	47,000
Revenue Vehicle Miles	701,311	772,278	834,430	8.05%	847,000	699,000	544,000	544,000
Total Vehicle Miles	825,072	872,630	942,860	8.05%	957,000	790,000	615,000	615,000
Passenger Trips	159,060	157,081	170,034	8.25%	175,000	147,000	119,000	119,000
Gasoline Fuel Consumed (gallons)	121,819	132,377	142,756	7.84%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	3	4	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	68.5	61.9	63.0	1.78%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$2,742,900	\$2,959,372	\$3,092,599	4.50%	\$3,327,000	\$2,880,000	\$2,437,000	\$3,229,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

# Whatcom Transportation Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	116,130	171,319	212,360	23.96%	229,000	240,000	252,000	292,000
Total Vehicle Miles	127,466	176,637	217,843	23.33%	235,000	246,000	259,000	299,000
Passenger Trips	36,789	49,203	50,000	1.62%	56,000	59,000	62,000	72,000
Vanpool Fleet Size	14	20	20	0.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	9	14	12	-14.29%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	2,632	8,722	10,244	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.0	1.0	1.5	50.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$88,559	\$115,395	\$184,660	18.51%	\$223,000	\$233,000	\$261,000	\$326,000
Operating Cost - Expanded Service	\$0	\$40,425	\$0	incl. above	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$14,425	\$29,152	\$44,646	53.15%	\$58,000	\$60,000	\$63,000	\$77,000
<b>Annual Revenues</b>								
Sales Tax	\$5,821,163	\$6,057,341	\$6,581,309	8.65%	\$6,252,000	\$6,440,000	\$6,633,000	\$7,391,000
MVET	\$5,200,606	\$6,118,326	\$6,078,586	-0.65%	\$3,800,000	\$0	\$0	\$0
Fares	\$588,481	\$611,872	\$769,393	25.74%	\$764,000	\$629,000	\$474,000	\$402,000
Vanpooling Revenue	\$14,425	\$29,152	\$44,646	53.15%	\$58,000	\$60,000	\$63,000	\$77,000
Interest Income	\$1,126,787	\$1,327,439	\$1,338,737	0.85%	\$1,537,000	\$1,921,000	\$1,254,000	\$1,098,000
WWU Service	\$130,824	\$162,734	\$227,725	39.94%	\$237,000	\$246,000	\$259,000	\$314,000
Other	\$76,494	\$8,400	\$52,672	527.05%	\$2,416,000	\$10,000	\$10,000	\$12,000
Total Annual Revenues	\$12,958,780	\$14,315,264	\$15,093,068	5.43%	\$15,064,000	\$9,306,000	\$8,693,000	\$9,294,000
<b>Annual Operating Expenses</b>								
	\$9,701,443	\$10,178,973	\$10,537,735	3.52%	\$12,096,000	\$10,653,000	\$8,458,000	\$11,579,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$425,501	\$0	\$0		\$995,000	\$2,966,000	\$0	\$0
Federal Section 5307 Capital Grants	\$0	\$1,707,442	\$595,302		\$955,000	\$400,000	\$604,000	\$0
Federal STP Grant	\$58,068	\$0	\$0		\$0	\$0	\$0	\$0
Public Transportation Systems Account	\$23,928	\$226,544	\$244,957		\$0	\$0	\$0	\$0
State Rural Mobility Grants	\$0	\$50,000	\$100,000		\$0	\$0	\$0	\$0
Capital Replacement Fund	\$1,106,154	\$4,312,192	\$1,971,104		\$1,785,000	\$5,143,000	\$1,538,000	\$0
Total Capital Purchases	\$1,613,651	\$6,296,178	\$2,911,363		\$3,735,000	\$8,509,000	\$2,142,000	\$0

# Whatcom Transportation Authority

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$5,182,323	\$8,281,631	\$11,072,963	33.71%	\$12,445,000	\$14,209,000	\$14,065,000	\$6,857,000
Working Capital	\$2,610,449	\$3,121,784	\$2,833,053	-9.25%	\$2,873,000	\$2,424,000	\$2,056,000	\$2,349,000
Insurance Fund	\$200,000	\$200,000	\$200,000	0.00%	\$200,000	\$200,000	\$200,000	\$200,000
Capital Funds	\$16,142,486	\$11,862,674	\$11,944,301	0.69%	\$12,479,000	\$5,304,000	\$4,987,000	\$7,664,000
Total	\$24,135,258	\$23,466,089	\$26,050,317	11.01%	\$27,997,000	\$22,137,000	\$21,308,000	\$17,070,000

## Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	WTA	Small City Average	WTA	Small City Average
Fares/Operating Cost	10.60%	9.53%	N.A.	2.57%
Operating Cost/Passenger Trip	\$2.51	\$2.92	\$18.19	\$17.16
Operating Cost/Revenue Vehicle Mile	\$5.74	\$4.65	\$3.71	\$3.87
Operating Cost/Revenue Vehicle Hour	\$80.67	\$72.83	\$51.81	\$54.68
Operating Cost/Total Vehicle Hour	\$78.94	\$67.45	\$43.68	\$46.06
Revenue Vehicle Hours/Total Vehicle Hour	97.86%	92.61%	84.32%	84.25%
Revenue Vehicle Hours/FTE	879	894	948	866
Revenue Vehicle Miles/Revenue Vehicle Hour	14.06	15.67	13.98	14.12
Passenger Trips/Revenue Vehicle Hour	32.2	24.9	2.8	3.2
Passenger Trips/Revenue Vehicle Mile	2.29	1.59	0.20	0.23

# Yakima Transit

**Yakima Transit**  
**John Haddix**  
**Acting Transit Manager**

2301 Fruitvale Boulevard  
Yakima, Washington 98902  
(509) 575-6005

Internet Home Page: <http://www.ci.yakima.wa.us/services/transit>

## System Snapshot

Operating Name: Yakima Transit

Service Area: City of Yakima.

Type of Government: Division within city public works department.

Governing Body: Yakima City Council.

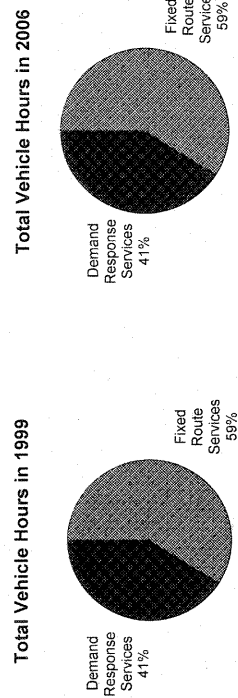
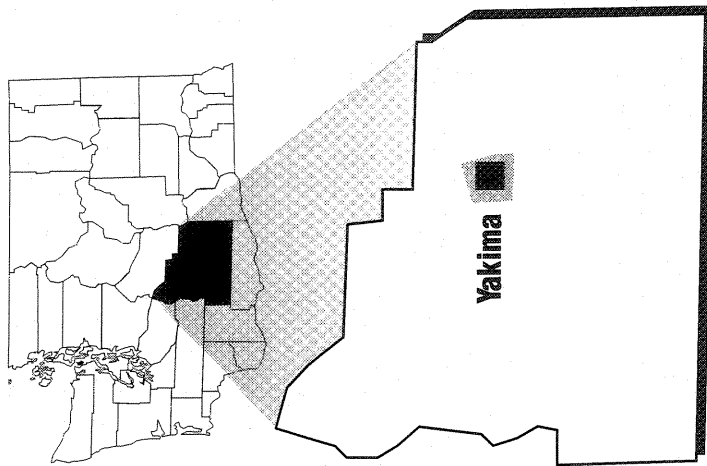
Tax Authorized: 0.3% sales and use tax approved in November 1980.

Annexations: Not applicable.

Types of Service: Nine fixed routes and dial a ride service for persons with disabilities.

Days of Service: Weekdays, between 6:05 a.m. and 6:45 p.m.; and Saturdays, between 8:45 a.m. and 6:30 p.m.

Base Fare: 50 cents per boarding, fixed-route, and \$1.00 per ride for paratransit service.



## **Yakima Transit**

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### **Current Operations**

Yakima Transit operates nine fixed routes and complementary dial a ride service for persons with disabilities. Yakima Transit provides the fixed routes services, Mondays through Saturdays, and the complementary dial a ride service seven days a week.

Yakima Transit contracts with a private sector company to provide one fixed route as a private sector demonstration project.

Yakima Transit contracts with Access Paratransit and the Southeast Washington Aging and Long Term Care to provide all complementary dial a ride for persons with disabilities. This service also is available Sundays, 9 a.m. - 2 p.m.

Yakima Transit began its first vanpool service in July 1999.

### **Passenger Service Vehicles**

Fixed route - 22 total, including one provided by a contractor, 11 ADA accessible, age ranging from 1986 to 1999.

Demand Response - 17 total, all are wheelchair accessible and provided by the contractor, age from 1983 to 1999.

### **Facilities**

Yakima Transit operates from the City of Yakima Public Works Complex located at 2301 Fruitvale Boulevard.

Yakima has one downtown transit transfer center located at 105 South 4th Street, one block south of Yakima Avenue. The center can accommodate 12 buses and has public restrooms.

Yakima Transit also has nine bus shelters and two park and ride lots.

### **Intermodal Connections**

Yakima Transit serves the local airport and intercity bus terminal with at least hourly service. The downtown transit transfer center is a connection point with the lower Yakima Valley shuttle service provided by People for People under a State Rural Mobility grant.

Yakima Transit provides service to all of the public elementary, middle, and high schools in Yakima, as well as Yakima Valley Community College and Perry Technical Institute.



**1999 Achievements**

- 1998 objectives met:
- Awarded bid for a one-year demonstration project to privatize Route #3.
- Terminated Route #10 (West Side Loop).
- Reduced the number of qualified ADA clients through re-certifications.
- Purchased replacement six smaller vehicles for fixed route service.
- 1998 objectives unmet:
- Construct bus turn-around at Lake Aspen.
- Continue making bus stop improvements.
- Rehabilitate 15 fixed route transit buses.

**2000 Objectives**

- Explore revenue alternatives to support operations.
- Continue making bus stop improvements.
- Rehabilitate 15 fixed-route transit buses.

***Long-range Plans (2001 through 2006)***

- Continue making bus stop improvements, including pullouts, shelters, and benches.

## Yakima Transit

	1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population	63,510	64,290	65,500	1.88%	N.A.	N.A.	N.A.	N.A.

### Annual Operating Information

#### Fixed Route Services

Revenue Vehicle Hours	44,452	44,375	43,736	-1.44%	44,000	44,000	44,000	44,000
Total Vehicle Hours	46,452	46,371	45,992	-0.82%	46,000	46,000	46,000	46,000
Revenue Vehicle Miles	531,120	499,845	550,704	10.17%	550,000	550,000	550,000	550,000
Total Vehicle Miles	583,776	549,287	554,840	1.01%	580,000	580,000	580,000	580,000
Passenger Trips	870,632	925,007	935,600	1.15%	940,000	940,000	940,000	940,000
Diesel Fuel Consumed (gallons)	132,210	129,868	128,052	-1.40%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	2	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	14	10	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	48.0	47.5	48.0	1.05%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$2,810,188	\$3,307,122	\$3,466,370	4.82%	\$3,500,000	\$3,570,000	\$3,641,000	\$3,864,000
Operating Cost - Expanded Service	\$744,085	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$283,866	\$255,078	\$259,279	-1.19%	\$260,000	\$260,000	\$260,000	\$260,000

#### Demand Response Services

Revenue Vehicle Hours	16,019	19,202	13,723	-28.53%	25,000	25,000	25,000	25,000
Total Vehicle Hours	34,385	35,324	29,793	-15.16%	32,000	32,000	32,000	32,000
Revenue Vehicle Miles	206,637	243,529	169,223	-30.51%	309,000	309,000	309,000	309,000
Total Vehicle Miles	334,768	384,023	307,740	-19.86%	366,000	366,000	366,000	366,000
Passenger Trips	86,365	81,771	71,646	-12.38%	72,000	72,000	72,000	72,000
Gasoline Fuel Consumed (gallons)	37,513	40,843	44,314	8.50%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	4	3	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	4	3	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	30.0	31.0	29.5	-4.84%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$632,775	\$960,093	\$647,743	-32.53%	\$595,000	\$610,000	\$619,000	\$657,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$65,103	\$66,573	\$61,520	-7.59%	\$62,000	\$62,000	\$62,000	\$62,000

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	N.A.	N.A.	20,428	N.A.	51,000	51,000	51,000	51,000
Total Vehicle Miles	N.A.	N.A.	20,651	N.A.	52,000	52,000	52,000	52,000
Passenger Trips	N.A.	N.A.	2,317	N.A.	6,000	9,000	12,000	24,000
Vanpool Fleet Size	N.A.	N.A.	1	N.A.	N.A.	N.A.	N.A.	N.A.
Vans in Operation	N.A.	N.A.	1	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	N.A.	N.A.	1,162	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	N.A.	\$0	N.A.	\$6,000	\$12,000	\$12,000	\$12,000
Operating Cost - Expanded Service	N.A.	N.A.	\$6,000	N.A.	\$6,000	\$0	\$0	\$0
Vanpooling Revenue	N.A.	N.A.	\$5,667	N.A.	\$12,000	\$12,000	\$12,000	\$12,000
<b>Annual Revenues</b>								
Sales Tax	\$2,852,561	\$3,353,676	\$3,626,371	8.13%	\$3,650,000	\$4,082,000	\$4,266,000	\$5,087,000
MVET	\$0	\$0	\$0	N.A.	\$657,000	\$0	\$0	\$0
Fares	\$348,969	\$321,651	\$320,799	-0.26%	\$322,000	\$322,000	\$322,000	\$322,000
Vanpooling Revenue	N.A.	N.A.	\$5,667	N.A.	\$12,000	\$12,000	\$12,000	\$12,000
Federal Section 5307 Operating	\$600,000	\$300,000	\$0	-100.00%	\$0	\$0	\$0	\$0
Other	\$94,679	\$133,555	\$342,550	156.49%	\$111,000	\$114,000	\$114,000	\$152,000
Total Annual Revenues	\$3,896,209	\$4,108,882	\$4,295,387	4.54%	\$4,752,000	\$4,530,000	\$4,714,000	\$5,573,000
<b>Annual Operating Expenses</b>								
	\$4,187,048	\$4,267,215	\$4,120,113	-3.45%	\$4,107,000	\$4,192,000	\$4,272,000	\$4,533,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5307 Capital Grants	\$0	\$777,600	\$405,297		\$0	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$0	\$1,535,352	\$495,449		\$0	\$0	\$0	\$0
Total Capital Purchases	\$0	\$2,312,952	\$900,746		\$0	\$0	\$0	\$0
<b>Ending Balances, December 31</b>								
Working Capital	\$34,991	\$15,416	\$111,789	625.15%	\$101,000	\$434,000	\$871,000	\$3,131,000
Capital Replacement/Purchase Funds	\$695,677	\$1,162,452	\$1,246,469	7.23%	\$1,845,000	\$1,845,000	\$1,845,000	\$1,845,000
Totals	\$730,668	\$1,177,868	\$1,358,258	15.31%	\$1,946,000	\$2,279,000	\$2,716,000	\$4,976,000

## Yakima Transit

### Performance Measures for 1999 Operations

	Fixed Route Services		Demand Response Services	
	Yakima Transit	Small City Average	Yakima Transit	Small City Average
Fares/Operating Cost	7.48%	9.53%	9.50%	2.57%
Operating Cost/Passenger Trip	\$3.70	\$2.92	\$9.04	\$17.16
Operating Cost/Revenue Vehicle Mile	\$6.29	\$4.65	\$3.83	\$3.87
Operating Cost/Revenue Vehicle Hour	\$79.26	\$72.83	\$47.20	\$54.68
Operating Cost/Total Vehicle Hour	\$75.37	\$67.45	\$21.74	\$46.06
Revenue Vehicle Hours/Total Vehicle Hour	95.09%	92.61%	46.06%	84.25%
Revenue Vehicle Hours/FTE	911	894	465	866
Revenue Vehicle Miles/Revenue Vehicle Hour	12.59	15.67	12.33	14.12
Passenger Trips/Revenue Vehicle Hour	21.4	24.9	5.2	3.2
Passenger Trips/Revenue Vehicle Mile	1.70	1.59	0.42	0.23

# System Totals

Statewide Summary		1997	1998	1999	% Change	2000	2001	2002	2006
Service Area Population		4,838,155	4,951,525	5,017,044	1.32%	N.A.	N.A.	N.A.	N.A.
<b>Fixed Route Service</b>									
Revenue Vehicle Hours		5,142,116	5,425,267	5,683,195	4.75%	5,436,000	5,260,000	5,033,000	5,245,000
Total Vehicle Hours		5,929,330	6,176,176	6,446,094	4.37%	6,147,000	5,973,000	5,724,000	5,965,000
Revenue Vehicle Miles		75,069,973	78,342,469	80,958,260	3.34%	77,707,000	75,791,000	73,439,000	76,778,000
Total Vehicle Miles		89,765,482	93,685,005	97,460,746	4.03%	93,089,000	85,238,000	88,022,000	92,311,000
Passenger Trips		148,272,452	150,933,744	158,573,714	5.06%	155,679,000	153,990,000	154,860,000	157,342,000
Diesel Fuel Consumed (gallons)		16,975,180	18,238,135	18,279,376	0.23%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)		134,446	113,059	48,006	-57.54%	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)		18,026,239	17,927,402	19,823,886	10.58%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)		0	0	1,124	N.A.	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (gallons)		14,402	19,148	8,415	-56.05%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)		1,125,543	1,276,531	1,533,801	20.15%	N.A.	N.A.	N.A.	N.A.
Fatalities		2	2	6	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries		502	549	600	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions		473	510	510	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)		5,957.8	6,054.6	6,376.4	5.31%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service		\$420,288,996	\$460,337,899	\$489,545,375	7.91%	\$528,593,000	\$511,195,000	\$534,278,000	\$616,934,000
Operating Cost - Expanded Service		\$5,894,265	\$6,187,090	\$13,884,535	incl. above	\$6,548,000	\$24,522,000	\$6,419,000	\$3,246,000
Farebox Revenues		\$79,169,586	\$86,139,188	\$91,528,670	6.26%	\$101,958,000	\$112,696,000	\$127,344,000	\$142,701,000
<b>Route Deviated Services</b>									
Revenue Vehicle Hours		71,483	88,978	93,745	5.36%	76,000	70,000	68,000	66,000
Total Vehicle Hours		70,837	100,008	98,408	-1.60%	80,000	74,000	71,000	69,000
Revenue Vehicle Miles		1,653,809	2,196,828	2,386,628	8.64%	1,740,000	1,615,000	1,569,000	1,531,000
Total Vehicle Miles		1,873,044	2,300,890	2,541,804	10.47%	1,797,000	1,664,000	1,614,000	1,673,000
Passenger Trips		476,218	617,882	773,375	25.17%	597,000	557,000	537,000	519,000
Diesel Fuel Consumed (gallons)		243,442	271,934	378,197	39.08%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)		8,813	0	530	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities		0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries		2	1	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions		2	5	6	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)		100.6	98.7	103.5	4.86%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service		\$1,698,523	\$4,270,602	\$5,212,420	21.42%	\$3,821,000	\$4,021,000	\$3,956,000	\$4,175,000
Operating Cost - Expanded Service		\$1,422,448	\$375,699	\$429,294	incl. above	\$59,000	\$0	\$0	\$0
Farebox Revenues		\$26,845	\$61,168	\$88,292	44.34%	\$95,000	\$93,000	\$96,000	\$109,000

## System Totals

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Passenger Ferry Services</b>								
Revenue Vessel Hours	7,190	7,868	7,862	-0.08%	7,000	7,000	7,000	7,000
Total Vessel Hours	7,445	8,231	8,224	-0.09%	7,000	7,000	7,000	7,000
Revenue Vessel Miles	28,899	53,274	53,066	-0.39%	47,000	47,000	47,000	47,000
Total Vessel Miles	30,174	54,549	54,514	-0.06%	49,000	49,000	49,000	49,000
Passenger Trips	383,777	377,481	414,455	9.79%	234,000	241,000	249,000	280,000
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	2.5	3.0	3.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$512,757	\$561,212	\$689,664	22.89%	\$469,000	\$700,000	\$700,000	\$740,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$5,000	\$5,000
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Commuter Rail Services</b>								
Revenue Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Revenue Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Passenger Trips	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	N.A.	N.A.	N.A.	\$13,255,000	\$13,250,000	\$17,050,000	\$27,830,000
Operating Cost - Expanded Service	N.A.	N.A.	\$1,045,198	N.A.	\$0	\$3,800,000	\$8,072,000	\$0
Farebox Revenues	N.A.	N.A.	\$292,655	N.A.	\$3,711,000	\$4,774,000	\$7,034,000	\$7,792,000

# System Totals

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Light Rail Services</b>								
Revenue Vehicle Hours	N.A.	11,223	11,800	5.14%	12,000	12,000	12,000	12,000
Total Vehicle Hours	N.A.	11,250	11,800	4.89%	12,000	12,000	12,000	12,000
Revenue Vehicle Miles	N.A.	40,318	42,200	4.67%	42,000	42,000	42,000	42,000
Total Vehicle Miles	N.A.	40,412	42,300	4.67%	42,000	42,000	42,000	42,000
Passenger Trips	N.A.	429,520	436,688	1.67%	432,000	439,000	441,000	456,000
Electricity Consumed (Kwh)	N.A.	214,244	170,275	-20.52%	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	3	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	7	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	16.0	17.0	6.25%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$1,348,000	\$1,493,000
Operating Cost - Expanded Service	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$0
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$0

## Demand Response Service

Revenue Vehicle Hours	1,334,695	1,512,709	1,676,573	10.83%	1,518,000	1,516,000	1,446,000	1,467,000
Total Vehicle Hours	1,701,424	1,769,190	1,931,982	9.20%	1,785,000	1,760,000	1,676,000	1,698,000
Revenue Vehicle Miles	21,443,919	22,391,975	24,673,998	10.19%	22,488,013	22,320,000	21,309,000	22,185,000
Total Vehicle Miles	24,387,938	25,709,016	27,494,041	6.94%	24,952,000	24,806,000	23,681,000	24,700,000
Passenger Trips	4,286,559	4,499,764	4,621,158	2.70%	4,462,000	4,508,000	4,525,000	4,776,000
Diesel Fuel Consumed (gallons)	725,550	829,188	988,695	19.24%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	858,520	819,255	696,819	-14.94%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	12,863	14,952	0	-100.00%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (gallons)	17,043	19,353	18,961	-2.03%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	0	0	3,664	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	70	73	328	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	100	159	443	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1,417.6	1,577.5	1,504.7	-4.61%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$73,353,567	\$75,660,578	\$83,860,672	9.14%	\$81,346,000	\$83,669,000	\$80,195,000	\$90,242,000
Operating Cost - Expanded Service	\$1,301,345	\$2,375,228	\$1,310,231	incl. above	\$349,000	\$380,000	\$619,000	\$817,000
Farebox Revenues	\$1,135,953	\$1,403,273	\$1,487,913	6.03%	\$1,632,000	\$1,570,000	\$1,645,000	\$1,967,000

## System Totals

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	17,927,302	19,298,252	20,493,490	6.19%	21,442,000	23,053,000	24,101,000	30,270,000
Total Vehicle Miles	Incomplete	19,597,286	20,830,934	6.29%	21,722,000	23,251,000	24,304,000	30,501,000
Passenger Trips	4,262,984	4,342,205	4,604,999	6.05%	4,660,000	5,077,000	5,219,000	6,238,000
Vanpool Fleet Size	1,396	1,577	1,764	11.86%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	1,289	1,464	1,614	10.25%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,214,464	1,325,450	1,418,824	7.04%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	148,723	173,338	187,027	7.90%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	1,973	2,430	169	-93.05%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	22	15	19	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	68	42	51	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	93.5	106.2	100.6	-5.27%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$8,960,819	\$8,148,647	\$9,070,915	9.88%	\$10,649,000	\$11,624,000	\$12,118,000	\$14,762,000
Operating Cost - Expanded Service	\$567,284	\$553,262	\$490,790	incl. above	\$313,000	\$268,000	\$174,000	\$103,000
Vanpooling Revenue	\$6,333,522	\$6,861,730	\$7,440,498	8.43%	\$9,668,000	\$11,459,000	\$11,654,000	\$16,687,000
<b>Annual Revenues</b>								
Sales Tax	\$446,875,697	\$518,173,655	\$560,056,740	8.08%	\$570,528,000	\$590,537,000	\$618,186,000	\$731,255,000
Household Tax*	\$30,480	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Utility Tax*	\$477,864	\$493,891	\$520,672	5.42%	\$582,000	\$611,000	\$635,000	\$743,000
County Tax Contributions	N.A.	N.A.	\$8,000	N.A.	\$8,000	\$10,000	\$12,000	\$17,000
MVET	\$218,738,650	\$251,859,607	\$259,439,388	3.01%	\$136,357,000	\$52,676,000	\$55,492,000	\$68,879,000
State Bridge Allocation	\$0	\$0	\$0	N.A.	\$44,127,000	\$198,000	\$0	\$0
Transit Sales Tax Equity Distribution	\$1,810,628	\$2,187,297	\$4,212,072	92.57%	\$3,443,000	\$0	\$0	\$0
Fares	\$80,332,384	\$87,603,629	\$93,104,875	6.28%	\$97,163,000	\$104,530,000	\$117,627,000	\$129,522,000
Sound Transit Fares	\$0	\$426,968	\$2,174,476	409.28%	\$10,233,000	\$14,603,000	\$18,492,000	\$23,047,000
Vanpooling Revenue	\$6,333,522	\$6,861,730	\$7,440,498	8.43%	\$9,668,000	\$11,459,000	\$11,654,000	\$16,687,000
State Rural Mobility Grants	\$100,273	\$102,559	\$155,411	51.53%	\$138,000	\$70,000	\$0	\$0
State Operating Grants	\$0	\$0	\$212,764	N.A.	\$0	\$0	\$0	\$0
Federal Operating	\$7,025,171	\$2,209,480	\$2,376,803	7.57%	\$7,918,000	\$4,732,000	\$3,732,000	\$2,895,000
Federal Section 5307 Preventive	\$0	\$0	\$1,500,626	N.A.	\$6,465,000	\$6,573,000	\$6,917,000	\$6,588,000
Sound Transit Operating	\$0	\$610,810	\$3,844,839	529.47%	\$12,670,000	\$15,078,000	\$16,340,000	\$21,421,000
Other	\$48,732,059	\$58,979,741	\$67,159,315	13.87%	\$103,555,000	\$76,335,000	\$58,049,000	\$59,436,000
Total Annual Revenues	\$810,456,728	\$929,509,367	\$1,002,206,479	7.82%	\$1,002,855,000	\$877,412,000	\$907,136,000	\$1,060,490,000



**System Totals**

	1997	1998	1999	% Change	2000	2001	2002	2006
<b>Annual Operating Expenses</b>								
Other	\$514,000,004	\$558,470,217	\$605,539,094	8.43%	\$632,147,000	\$640,179,000	\$646,536,000	\$731,024,000
Total	\$8,435,175	\$22,538,295	\$12,595,914	-44.11%	\$15,196,000	\$14,583,000	\$14,985,000	\$17,991,000
	\$522,435,179	\$581,008,512	\$618,135,008	6.39%	\$647,343,000	\$654,762,000	\$661,521,000	\$749,015,000
<b>Debt Service</b>								
Interest	\$10,739,776	\$7,918,037	\$20,923,413	164.25%	\$25,902,000	\$25,861,000	\$32,949,000	\$100,852,000
Principal	\$5,952,769	\$8,593,941	\$5,668,040	-34.05%	\$5,607,000	\$6,720,000	\$6,887,000	\$1,370,000
Total	\$16,692,545	\$16,511,978	\$26,591,453	61.04%	\$31,509,000	\$32,581,000	\$39,836,000	\$102,222,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grants	\$3,669,499	\$35,509	\$1,647,972		\$3,573,000	\$5,116,000	\$1,635,000	\$600,000
Federal CMAQ	\$4,021,268	\$509,767	\$23,640,053		\$16,588,000	\$0	\$5,533,000	\$1,600,000
Federal Section 5311 Capital Grants	\$3,317,118	\$905,688	\$2,095,523		\$3,143,000	\$1,348,000	\$2,223,000	\$1,101,000
Federal Section 5309 Capital Grants	\$14,375,519	\$12,003,894	\$67,819,561		\$67,235,000	\$91,297,000	\$117,257,000	\$134,372,000
Federal Section 5307 Capital Grants	\$67,823,213	\$50,261,495	\$77,711,698		\$42,065,000	\$63,906,000	\$67,092,776	\$60,658,000
Other Federal Grants	\$0	\$253,948	\$6,200,632		\$11,052,000	\$18,895,000	\$1,753,000	\$0
Central Puget Sound PT Account	\$4,443,542	\$5,221,328	\$8,294,116		\$2,639,000	\$0	\$0	\$0
Public Transportation Systems Account	\$1,362,532	\$315,369	\$249,457		\$187,000	\$0	\$0	\$0
Rural Mobility Program	\$137,000	\$84,000	\$470,288		\$76,000	\$194,000	\$55,000	\$0
State Capital Grants	\$1,709,159	\$191,625	\$154,346		\$3,173,000	\$76,608,000	\$77,200,000	\$47,500,000
Capital Reserves	\$54,599,907	\$44,393,977	\$67,632,263		\$86,305,000	\$30,772,000	\$41,820,000	\$24,405,000
General or Operating Reserve funds	\$5,434,402	\$86,920,400	\$30,714,008		\$370,485,000	\$512,209,000	\$213,732,000	\$72,642,000
Debt Financing	\$4,740,000	\$5,798,353	\$158,867,498		\$191,133,000	\$0	\$247,152,000	\$3,000,000
Other	\$1,375,574	\$1,174,009	\$6,347,401		\$15,497,000	\$16,797,000	\$11,666,000	\$7,895,000
Capital Leases	\$10,290,669	\$12,690,050	\$12,733,324		\$12,704,000	\$12,731,000	\$12,706,000	\$0
Total Capital Purchases	\$177,299,402	\$220,759,412	\$464,578,140		\$825,855,000	\$829,873,000	\$799,824,776	\$353,773,000
<b>Ending Balances, December 31</b>								
General Funds	\$60,442,042	\$365,667,590	\$484,048,863	32.37%	\$174,592,000	-\$137,154,000	-\$192,345,000	-\$87,945,000
Operating Reserve Funds	\$30,217,992	\$52,041,478	\$77,959,734	49.80%	\$83,234,000	\$49,421,000	\$29,179,000	\$33,032,000
Working Capital	\$22,358,906	\$14,522,369	\$17,051,870	17.42%	\$16,906,000	\$15,152,000	\$15,318,000	\$17,114,000
Capital Reserve	\$206,851,207	\$229,450,803	\$233,728,504	1.86%	\$207,610,000	\$225,144,000	\$205,138,000	\$252,743,000
Self Insurance Fund	\$17,989,175	\$18,597,409	\$18,647,307	0.27%	\$19,700,000	\$20,116,000	\$20,374,000	\$21,441,000
Bond Funds	\$10,478,772	\$10,597,886	\$11,785,671	11.21%	\$10,776,000	\$10,924,000	\$11,642,000	\$14,284,000
Cross Border Lease Fund	\$89,757,150	\$79,767,460	\$69,604,152	-12.76%	\$58,923,000	\$47,564,000	\$35,484,000	\$0
Debt	\$1,059,000	\$379,000	\$380,000	0.26%	\$1,600,000	\$1,530,000	\$1,460,000	\$380,000
Totals	\$439,154,244	\$771,043,995	\$913,206,101	18.44%	\$573,341,000	\$232,697,000	\$126,250,000	\$251,049,000



**Accessibility** 1. A measure of the ability or ease of all people to travel among various origins and destinations. 2. The extent to which facilities are free of barriers and usable by mobile disabled persons, including wheelchair users. 3. In common usage, often used to mean the ability of the physically disabled to use transit.

**ADA (Americans with Disabilities Act of 1990)** Federal civil rights law which assures persons with disabilities equal opportunity to fully participate in society, the ability to live independently, and the ability to be economically sufficient.

**Alternative Fuel** A non petroleum fuel with lower pollution than traditional diesel – includes alcohol fuels, mineral fuels, methanol, propane, hydrogen, compressed (CNG) and liquefied (LNG) natural gas.

**Articulated Bus** An extra-long, high-capacity bus or trolleybus that has the rear body section or sections flexibly but permanently connected to the forward section. The arrangement allows the vehicle to bend at curves and yet have no interior barrier to movement between the sections.

**Base Period (Off-peak)** The time of day during which vehicle requirements and schedules are not influenced by peak-period passenger volume demands (e.g., between morning and afternoon peak periods).

**Bus** A self-propelled, rubber-tired road vehicle designed to carry a substantial number of passengers, commonly operated on streets and highways. A bus has enough headroom to allow passengers to stand upright after entering. Sometimes referred to as a “coach” or “motorcoach”.

**Capital Cost** Nonrecurring or infrequently recurring costs of long-term assets, such as land, guideways, stations, buildings, and vehicles. These items must have a useful life of at least one year, and are subject to depreciation and inventory records.

**Carpool** An arrangement in which two or more people share the use, costs, or both of traveling to and from prearranged destinations on a regular basis.

**Charter Service** Transportation service offered to the public on an exclusive group basis. It is provided with a vehicle licensed to render the service and engage at a specific price for the trip or a period of time, usually on a reservation or contractual basis.

**Commuter Rail Service** The portion of passenger railroad operations that carries passengers within urban areas, or between urban areas and their suburbs. Heavier passenger cars and longer average trip lengths carried out over tracks that are part of the railroad system characterize this service.

**Commuter Service** Public transportation provided on a regularly scheduled basis with emphasis on peak periods to serve work or school trip purposes. Large vehicles, higher speeds, few stops, and longer distances characterize this service.

**Cost Effectiveness** The ratio of the cost of public transportation service to the level of service provided. Various measures may be used, as an example, cost per passenger trip.

**County Transportation Authority (CTA)** A municipal corporation of the state of Washington, created pursuant to chapter 36.57 RCW. These corporations must be countywide with a board comprised of three mayors and three county commissioners.

**Dedicated Funding Source** A funding source, which by law, is available for use only to support a specific purpose, and cannot be diverted to other uses; e.g. the federal gasoline tax can only be used for highway investments and, since 1983, for transit capital projects.

## Glossary

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**Demand Response or Dial a Ride Service** Public transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point transportation at the passenger's request. Sometimes referred to as "paratransit."

**Express Service** Public transportation service with a limited number of stops, either from a collector area directly to a specific destination or in a particular corridor with stops en route to major transfer points or activity centers. This service usually uses freeways or busways where they are available.

**Fare** The required payment for a ride on a public transportation vehicle. It may be paid by any acceptable means, for example, cash, token, ticket, transfer, farecard, voucher, or pass or user fee.

**Fare Policy** Action taken by the transit agency to regulate the schedule of fees for its services by category of passenger, period of use, zones, and/or type of service.

**Farebox Recovery Ratio** Total farebox revenue, plus contract service revenue, divided by total direct operating expenses.

**Farebox Revenue** Passenger payments for rides, including cash, farecards, tickets, tokens, pass receipts, and transfer and zone charges, but excluding charter services.

**Federal Transit Administration (FTA)** An agency of the United States Department of Transportation that administers federal programs of financial assistance for public transportation through the Federal Transit Act. It replaced the Urban Mass Transportation Administration (UMTA).

**Feeder Service** Local transportation service that provides passengers with connections to main-line public transportation services or transit centers.

**Fixed Route Service** Public transportation service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations.

**Full-Time Equivalent (FTE)** Total employee hours divided by 2,080 hours. This is not the number of employees. Two employees each working half-time, or 1,040 hours in a year would be one FTE.

**High Capacity Transportation (HCT)** Express or commuter service that operates on exclusive right of way, such as rail, busways, and HOV lanes.

**High Occupancy Vehicle (HOV)** A vehicle transporting more persons than its operator, such as a bus, vanpool, or carpool.

**Intermodal Facility** A structure used by passengers to move from one to another transportation mode or type of service.

**ISTEA** (pronounced 'ice tea') The Intermodal Surface Transportation Efficiency Act of 1991, superseded by TEA-21 in 1998, established a new vision for surface transportation in the United States, providing authorizations for highways, highway safety, and public transportation through 1997.

**Light Rail Service** An railway system characterized by its ability to operate single cars or short trains along rails on exclusive rights of way.

**Metropolitan Planning Organization (MPO)** The areawide agency responsible for conducting coordinated urbanized transportation planning consistent with federal rules. Together with the WSDOT, it carries out the planning and programming activities necessary for federal funding.

**Minibus** A smaller bus, usually a passenger compartment built on a truck or recreational vehicle chassis with a life expectancy of four to eight years, with seating capacity of eight to 25 passengers.

**Minivan** A smaller van, usually with a life expectancy of four years, with seating capacity of five passengers.

**Operating Costs** The recurring costs of providing public transportation service. They include: all employees' wages and salaries; operating supplies such as fuel, and oil; contractors' charges for services; taxes; repair and maintenance services, parts and supplies; marketing; and insurance. They usually exclude fixed costs such as depreciation on plant and equipment, and interest paid on loans on capital equipment.

**Other Annual Revenue** Revenue earned by activities not associated with the system's services, such as sales of maintenance services, rental of vehicles and buildings, non transit parking lots, sale of advertising space, and investment income.

**Paratransit** Flexible forms of public transportation services that are not provided over a fixed route or fixed schedule. They do not include exclusory services such as charter bus trips. Sometimes referred to as "demand response" or "dial-a-ride."

**Passenger Trip** One person making a one-way trip from origin to destination. If the person transfers to another vehicle or mode of travel en route to the final destination, that is another trip. One round trip is two passenger trips. One round trip on two buses each way is four passenger trips.

**Peak Hour** The period(s) when traffic or passenger demand is the greatest.

**Public Transportation** Transportation service that is available to any person upon payment of the fare — if charged, and which cannot be reserved for the private or exclusive use of one individual or group. "Public" in this sense refers to the access to the service, not to the ownership of the system providing the service.

**Public Transportation Benefit Area (PTBA)** A municipal corporation of the state of Washington, created pursuant to chapter 36.57A RCW. These corporations may be less than countywide, countywide, or comprise more than one county.

**Revenue Vehicle Hour** The measurement in hours that a public transportation system operates each vehicle in fixed-route services (not including time to or from the assigned route), or makes demand-response services available for public use.

**Revenue Vehicle Mile** The measurement in miles that a public transportation system operates each vehicle (not including the distance to or from the assigned route).

**Ridesharing** A form of transportation, other than public transportation, in which two or more persons share in the use of a vehicle, such as a car or van, to make a trip.

**Right-of-Way (ROW)** A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

**Route Deviated Service** Public transportation service on a non-exclusive basis, that operates along a public way, on a fixed route, from which it may deviate from time to time, in response to a demand for service or to take a passenger to a destination, after which it returns to its fixed route.

**Rural Areas** Incorporated and unincorporated communities and unincorporated areas in a county outside of a designated urbanized area. Total area population may exceed 50,000.

**Seating Capacity** The number of passenger seats, not including the driver or operator's seat, in a vehicle.

**Section 5307** A section of the Federal Transit Act, formerly known as Section 9, authorizing formula funding for public transportation in urbanized areas, and now codified as 49 USC 5307.

**Section 5309** A section of the Federal Transit Act, formerly known as Section 3, authorizing discretionary and formula funding for capital purposes, and now codified as 49 USC 5309.

## Glossary

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**Section 5311** A section of the Federal Transit Act, formerly known as Section 18, authorizing funding for public transportation in rural areas, and now codified as 49 USC 5311.

**Small City** A single city or cluster of cities including adjoining unincorporated areas of urban density with a combined population between 20,000 and 200,000.

**Specialized Transportation Service Rides** provided to elderly persons or persons with disabilities through a variety of agencies, including social services and public transportation agencies. Persons may ride in minibuses, taxis, and/or volunteer drivers using their own vehicle.

**Transit Development Plan (TDP)** A six-year plan, required by Section 35.58.2795 RCW, that outlines the intended timetable for public transportation services, including a detailed program of revenues and expenditures for capital equipment acquisition, system management, and operations.

**Transit Center** A transit stop or station at the meeting point of several routes or of different modes of transportation.

**Transportation Demand Management (TDM)** Policies, programs, and actions to increase the use of high occupancy vehicles (public transportation, carpools, and vanpools) and/or spread the travel to less congested time periods.

**Urbanized Area** A geographic area of 50,000 population or more, defined by the U.S. Bureau of the Census, with a central city and surrounding closely settled patterns. Small urbanized areas have populations between 50,000 and 200,000; large urbanized areas have greater populations.

**Vanpool** A prearranged ridesharing service in which a number of people (7 to 15) travel together regularly in a van, particularly to and from work.

# Statewide Operating Statistics — 1999

1999 Fixed Route Operations	System Category	Service Area Population	Revenue		Total Vehicle		Passenger Trips		Employees (FTEs)		Revenue		Hours/		Operating Cost/		Operating Cost/		Farebox Recovery Ratio	
			Vehicle Hours	Miles	Hours	Miles	Trips	Hour	Trips	Hour	Revenue	Hour	Revenue	Hour	Cost/ Hour	Cost/ Hour	Cost/ Trip	Cost/ Trip	Ratio	Ratio
Ben Franklin Transit	Small City	160,900	141,838	2,445,798	151,908	2,665,920	3,805,269	26.8	138.3	138.3	1,026	1,026	\$70.02	\$65.38	\$2.61	\$2.61	5.12%	5.12%	5.12%	5.12%
Clallam Transit System	Rural	66,900	42,755	984,120	51,335	1,249,709	634,893	14.8	54.3	54.3	787	787	\$84.68	\$70.53	\$5.70	\$5.70	9.82%	9.82%	9.82%	9.82%
Community Transit	Urbanized	399,180	353,356	7,454,012	579,870	11,009,297	8,050,638	22.8	16.0	16.0	1,405	1,405	\$120.16	\$120.16	\$3.73	\$3.73	5.20%	5.20%	5.20%	5.20%
Cowlitz Transit Authority	Small City	46,150	22,482	276,612	22,482	276,612	379,304	16.9	13.7	13.7	1,010	1,010	\$70.77	\$64.45	\$2.59	\$2.59	12.20%	12.20%	12.20%	12.20%
C-TRAN	Urbanized	336,890	283,218	4,537,911	310,981	5,275,297	7,750,095	28.3	27.4	27.4	1,088	1,088	\$76.59	\$61.61	\$4.26	\$4.26	11.69%	11.69%	11.69%	11.69%
Everett Transit	Urbanized	86,730	76,896	979,068	95,598	1,144,194	1,381,854	72.0	44.0	44.0	1,512	1,512	\$53.10	\$50.44	\$3.27	\$3.27	12.75%	12.75%	12.75%	12.75%
Grays Harbor Transp. Authority	Rural	67,700	66,533	1,171,270	70,035	1,232,916	1,079,770	18.0	16.2	16.2	0.92	0.92	\$45.45	\$39.61	\$3.31	\$3.31	N.A.	N.A.	N.A.	N.A.
Intercity Transit	Small City	202,700	199,531	3,027,264	209,676	3,210,413	3,591,866	13.7	46.0	46.0	1.19	1.19	\$61.60	\$56.70	\$3.35	\$3.35	4.77%	4.77%	4.77%	4.77%
Island Transit	Rural	73,300	45,794	881,879	52,544	963,387	629,484	18.0	22.0	22.0	0.64	0.64	\$74.25	\$71.39	\$4.91	\$4.91	20.96%	20.96%	20.96%	20.96%
Jefferson Transit Authority	Rural	26,600	14,542	342,424	15,124	366,394	219,705	15.1	32.1	32.1	2.62	2.62	\$80.85	\$88.47	\$2.68	\$2.68	10.28%	10.28%	10.28%	10.28%
King County Metro Transit	Urbanized	1,677,000	2,975,000	36,443,000	3,297,000	44,959,000	95,440,054	30.2	75.0	75.0	1.07	1.07	\$61.60	\$56.70	\$3.35	\$3.35	N.A.	N.A.	N.A.	N.A.
Kitsap Transit	Small City	229,700	151,390	2,603,206	178,761	2,915,664	4,572,658	30.2	204.6	204.6	1.76	1.76	\$80.85	\$88.47	\$2.68	\$2.68	10.28%	10.28%	10.28%	10.28%
Link	Rural	89,975	74,739	1,284,571	81,198	1,459,255	1,374,655	18.4	75.0	75.0	1.07	1.07	\$61.60	\$56.70	\$3.35	\$3.35	N.A.	N.A.	N.A.	N.A.
Pacific Transit	Rural	21,500	14,563	374,618	14,861	382,264	143,240	9.8	14.5	14.5	0.38	0.38	\$57.40	\$56.25	\$5.84	\$5.84	6.27%	6.27%	6.27%	6.27%
Pierce Transit	Urbanized	635,290	565,078	8,746,934	624,796	10,336,180	13,799,562	24.4	54.5	54.5	1.58	1.58	\$80.33	\$72.65	\$3.29	\$3.29	18.36%	18.36%	18.36%	18.36%
Pullman Transit	Rural	25,630	18,289	230,156	19,002	239,443	1,203,990	17.1	17.1	17.1	5.23	5.23	\$65.96	\$63.49	\$1.00	\$1.00	31.39%	31.39%	31.39%	31.39%
Skagit Transit	Rural	85,740	66,295	1,259,773	69,610	1,294,297	1,578,880	23.8	59.5	59.5	1.25	1.25	\$54.52	\$51.92	\$2.29	\$2.29	3.43%	3.43%	3.43%	3.43%
Spokane Transit	Urbanized	369,760	375,175	5,308,483	399,288	5,770,412	8,099,072	21.6	351.0	351.0	1.53	1.53	\$69.14	\$64.96	\$3.20	\$3.20	15.77%	15.77%	15.77%	15.77%
Twin Transit (Lewis County)	Rural	20,630	28,496	388,425	29,024	398,045	296,633	21.0	21.0	21.0	0.76	0.76	\$38.01	\$37.31	\$3.65	\$3.65	5.22%	5.22%	5.22%	5.22%
Valley Transit (Walla Walla County)	Rural	47,140	33,484	432,670	35,034	455,532	708,516	31.9	31.9	31.9	1.64	1.64	\$54.55	\$52.14	\$2.58	\$2.58	6.07%	6.07%	6.07%	6.07%
Whatcom Transportation Authority	Small City	161,035	90,005	1,265,362	91,975	1,301,675	2,897,976	32.2	102.4	102.4	2.29	2.29	\$80.67	\$78.94	\$2.51	\$2.51	10.60%	10.60%	10.60%	10.60%
Yakima Transit	Small City	65,500	43,736	550,704	45,992	554,840	935,600	21.4	48.0	48.0	1.70	1.70	\$79.26	\$75.37	\$3.70	\$3.70	7.48%	7.48%	7.48%	7.48%
Urbanized, excluding Sound Transit	Totals/Averages	3,504,850	4,628,723	63,469,408	5,307,533	78,494,380	134,521,275	29.1	5,264.8	5,264.8	2.12	2.12	\$93.48	\$81.52	\$3.22	\$3.22	19.75%	19.75%	19.75%	19.75%
Small City	Totals/Averages	865,985	648,982	10,168,946	700,794	10,925,124	16,182,673	24.9	726.3	726.3	1.59	1.59	\$72.83	\$67.45	\$2.92	\$2.92	9.53%	9.53%	9.53%	9.53%
Rural	Totals/Averages	525,115	405,490	7,319,906	437,767	8,041,242	7,869,766	19.4	385.3	385.3	1.08	1.08	\$57.92	\$53.65	\$2.98	\$2.98	6.73%	6.73%	6.73%	6.73%
Statewide Fixed Route Totals	Totals/Averages	4,895,950	5,683,195	80,958,260	6,446,094	97,460,746	158,573,714	27.9	6,376.4	6,376.4	1.96	1.96	\$88.58	\$78.10	\$3.17	\$3.17	18.18%	18.18%	18.18%	18.18%
Sound Transit Regional Express	Urbanized	incl. above	60,873	1,830,524	86,576	2,056,335	1,210,378	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Statewide Fixed Route Totals including Sound Transit		4,895,950	5,683,195	80,958,260	6,446,094	97,460,746	158,573,714	27.9	6,376.4	6,376.4	1.96	1.96	\$88.58	\$78.10	\$3.17	\$3.17	18.18%	18.18%	18.18%	18.18%

# Statewide Operating Statistics — 1999

	System Category	Service Area Population	Revenue Vehicle		Total Vehicle Hours	Revenue Vehicle Miles		Total Vehicle Miles	Passenger Employees (FTEs)		Passenger Trips		Revenue		Trips/Revenue		Hours/FTE		Operating Revenue		Operating Cost/Total Passenger Hour		Operating Cost/Total Passenger Trip		Farebox Recovery Ratio	
			Hours	Miles		Hours	Miles		Hours	Miles	Hour	Mile	Hour	Mile	Hour	FTE	Hour	Hour	Hour	Ratio						
1999 Route Deviated																										
	Rural	955	1,342	11,807	1,342	11,807	11,807	1,004,477	2,912	1.0	2.2	0.25	1,342	18,70	1,342	18,70	\$8.62		\$18,70	\$18,70	\$16,41	\$5,01	\$8.62	8.82%		
	Rural	70,595	41,218	1,004,477	41,218	1,004,477	1,004,477	153,160	34.0	3.7	0.15	1,212	\$60.98	1,212	\$60.98	\$60.98	\$16,41		\$60.98	\$60.98	\$5,01	\$5,01	\$16,41	2.20%		
	Rural	73,300	22,088	496,361	25,051	496,361	523,371	237,147	12.0	10.7	0.48	1,841	\$53.81	1,841	\$53.81	\$53.81	\$5,01		\$53.81	\$69,33	\$63,60	\$13,59	\$5,46	N.A.		
	Rural	26,600	5,544	179,419	6,043	179,419	188,390	28,284	3.7	5.1	0.16	1,498	\$69.33	1,498	\$69.33	\$69.33	\$13,59		\$69.33	\$71,86	\$54,73	\$3,66	\$7,29	1.69%		
	Rural	89,975	9,921	431,569	10,252	431,569	527,895	134,803	9.0	13.6	0.31	1,102	\$74.26	1,102	\$74.26	\$74.26	\$5,46		\$74.26	\$58,22	\$54,73	\$3,66	\$7,29	N.A.		
	Rural	48,600	13,632	262,995	14,502	262,995	285,864	217,069	9.8	15.9	0.83	1,391	\$58.22	1,391	\$58.22	\$58.22	\$3,66		\$58.22	\$54,73	\$3,66	\$7,29	\$3,66	3.06%		
	Totals/Averages	310,025	93,745	2,386,628	98,408	2,386,628	2,541,804	773,375	69.5	8.2	0.32	1,349	\$60.18	1,349	\$60.18	\$60.18	\$7,29		\$60.18	\$57,33	\$57,33	\$7,29	\$7,29	1.56%		

	System Category	Service Area Population	Revenue Vehicle		Total Vehicle Hours	Revenue Vehicle Miles		Total Vehicle Miles	Passenger Employees (FTEs)		Passenger Trips		Revenue		Trips/Revenue		Operating Cost/Revenue		Operating Cost/Passenger		Farebox Recovery Ratio	
			Hours	Miles		Hours	Miles		Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles	Hours	Miles				
1999 Demand Response/																						
Ben Franklin Transit	Small City	160,800	93,507	1,236,105	107,533	1,236,105	1,409,105	246,715	81.9	2.6	0.20	1,142	\$50.68	\$44.07	\$19.21	3.92%						
Clallam Transit System	Rural	66,900	22,013	329,582	25,040	329,582	397,728	55,243	18.5	2.5	0.17	1,190	\$36.30	\$31.91	\$14.46	18.02%						
Community Transit	Urbanized	399,180	87,711	1,581,584	87,711	1,581,584	1,581,584	197,578	75.0	2.3	0.12	1,169	\$52.04	\$52.04	\$23.10	2.94%						
Cowlitz Transit Authority	Small City	46,150	12,320	120,060	12,628	120,060	121,600	38,720	8.0	3.1	0.32	1,540	\$37.84	\$36.92	\$12.04	N.A.						
C-TRAN	Urbanized	336,890	65,822	1,046,512	74,953	1,046,512	1,200,544	188,269	73.3	2.9	0.18	898	\$66.44	\$58.35	\$23.23	0.86%						
Everett Transit	Urbanized	86,730	21,432	243,048	23,493	243,048	269,892	55,800	19.4	2.6	0.23	1,105	\$72.47	\$66.11	\$27.83	1.11%						
Grant Transit Authority	Rural	70,595	5,814	86,195	5,814	86,195	86,195	11,096	4.0	1.9	0.13	1,454	\$28.63	\$28.63	\$15.00	1.16%						
Grays Harbor Transp. Authority	Rural	67,700	28,606	503,585	28,606	503,585	503,585	145,461	41.0	5.1	0.29	698	\$49.04	\$49.04	\$9.64	4.38%						
InterCity Transit	Small City	202,700	52,229	688,205	56,335	688,205	773,840	145,769	76.2	2.8	0.21	685	\$60.39	\$55.99	\$21.64	1.82%						
Island Transit	Rural	73,300	7,020	78,639	7,800	78,639	111,306	21,399	12.0	3.0	0.27	585	\$21.33	\$19.20	\$7.00	N.A.						
Jefferson Transit Authority	Rural	26,600	8,810	115,237	8,810	115,237	116,735	22,292	4.3	2.5	0.19	2,049	\$31.30	\$31.30	\$12.37	3.86%						
King County Metro Transit	Urbanized	1,677,000	697,593	9,904,000	804,193	9,904,000	10,682,900	1,682,823	583.3	2.4	0.17	1,196	\$43.42	\$37.66	\$18.00	0.72%						
Kitsap Transit	Small City	229,700	71,500	1,229,730	82,546	1,229,730	1,388,162	292,402	91.2	4.1	0.24	784	\$62.47	\$54.11	\$15.27	2.69%						
Link	Rural	89,975	40,209	405,072	40,209	405,072	405,072	125,851	43.0	3.1	0.31	935	\$59.62	\$59.62	\$19.05	N.A.						
Mason County Transp. Authority	Rural	48,600	18,628	273,829	21,120	273,829	343,068	46,176	12.2	2.5	0.17	1,527	\$41.41	\$36.52	\$16.71	N.A.						
Pacific Transit	Rural	21,500	8,643	116,215	9,604	116,215	129,272	43,406	6.5	5.0	0.37	1,330	\$37.61	\$33.85	\$7.49	3.65%						
Pierce Transit	Urbanized	635,290	169,723	2,767,334	207,080	2,767,334	3,464,494	519,923	81.9	3.1	0.19	2,072	\$74.28	\$60.88	\$24.25	2.28%						
Pullman Transit	Rural	25,630	5,321	52,494	5,406	52,494	53,334	15,597	5.8	2.9	0.30	917	\$64.03	\$63.02	\$21.84	8.43%						
Skagit Transit	Rural	85,740	25,836	325,543	29,453	325,543	393,748	50,869	27.6	2.0	0.16	936	\$41.45	\$36.36	\$21.05	N.A.						
Spokane Transit	Urbanized	369,760	149,508	2,449,312	181,484	2,449,312	2,686,929	435,153	136.8	2.9	0.18	1,093	\$46.82	\$38.57	\$16.09	1.58%						
Twin Transit (Lewis County)	Rural	20,630	2,213	21,060	2,803	21,060	24,650	5,260	1.0	2.4	0.25	2,213	\$36.27	\$28.64	\$15.26	0.99%						
Valley Transit (Walla Walla County)	Rural	47,140	8,699	97,004	8,774	97,004	99,698	33,676	9.3	3.9	0.35	935	\$50.52	\$50.09	\$13.05	N.A.						
Whatcom Transportation Authority	Small City	161,035	59,693	834,430	70,794	834,430	942,860	170,034	63.0	2.8	0.20	948	\$51.81	\$43.68	\$18.19	N.A.						
Yakima Transit	Small City	65,500	13,723	169,223	29,793	169,223	307,740	71,646	29.5	5.2	0.42	465	\$47.20	\$21.74	\$9.04	9.50%						
Urbanized	Totals/Averages	3,504,850	1,191,789	17,991,790	1,378,914	17,991,790	19,886,343	3,079,546	969.7	2.6	0.17	1,229	\$50.67	\$43.79	\$19.61	1.33%						
Small City	Totals/Averages	865,885	302,972	4,277,753	359,629	4,277,753	4,943,307	965,286	349.8	3.2	0.23	866	\$54.68	\$46.06	\$17.16	2.57%						
Rural	Totals/Averages	644,310	181,812	2,404,455	193,439	2,404,455	2,684,391	576,326	185.2	3.2	0.24	982	\$45.21	\$42.49	\$14.26	3.16%						
Statewide Demand Response Totals	Totals/Averages	5,015,045	1,676,573	24,673,998	1,931,982	24,673,998	27,494,041	4,621,158	1,504.7	2.8	0.19	1,114	\$50.80	\$44.08	\$18.43	1.75%						



# Statewide Operating Statistics — 1999

	System Category	Service Area Population	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees (FTEs)	Passenger		Operating Cost/Passenger Trip	Revenue Recovery Ratio
							Trips/Revenue Mile	Mile		
<b>1999 Vanpool</b>										
Ben Franklin Transit	Small City	160,800	1,748,686	1,783,660	536,712	9.7	0.31		\$1.04	125.24%
Clallam Transit System	Rural	66,900	6,000	6,000	885	0.5	0.15		\$6.16	183.45%
Community Transit	Urbanized	399,180	3,410,170	3,483,099	658,108	11.0	0.19		\$2.87	40.98%
C-TRAN	Urbanized	336,890	286,482	286,482	68,096	0.5	0.24		\$1.68	112.79%
InterCity Transit	Small City	202,700	706,051	714,572	195,636	1.8	0.28		\$0.79	136.16%
Island Transit	Rural	73,300	698,766	698,766	116,237	1.0	0.17		\$1.33	113.96%
Jefferson Transit Authority	Rural	26,600	86,749	91,086	23,816	1.5	0.27		\$2.77	44.39%
King County Metro Transit	Urbanized	1,677,000	9,451,684	9,622,617	2,115,823	52	0.22		\$2.11	93.61%
Kitsap Transit	Small City	229,700	1,324,612	1,346,960	285,310	8.8	0.22		\$2.98	12.78%
Pierce Transit	Urbanized	635,290	2,305,250	2,309,750	483,500	11.3	0.21		\$1.82	109.01%
Spokane Transit	Urbanized	369,760	236,252	249,448	68,559	1	0.29		\$1.61	96.17%
Whatcom Transportation Authority	Small City	161,035	212,360	217,843	50,000	1.5	0.24		\$3.69	24.18%
Yakima Transit	Small City	65,500	20,428	20,651	2,317	N.A.	0.11		\$2.59	94.45%
Statewide Vanpool Totals	Totals/Averages	4,404,655	20,493,490	20,830,934	4,604,999	100.6	0.22		\$2.08	77.82%



# Statewide Financial Statistics — 1999

1999 Revenues	Sales or		Sales Tax Equalization	MVET	Fare		Vanpool Revenue	Federal Operating		State Operating	Other		Federal Capital	State Capital	Total Revenue
	Local Tax				Revenue			Operating							
Ben Franklin Transit	\$6,967,778		N.A.	\$6,559,348	\$693,624		\$702,060	\$0		\$0	\$812,476		\$1,480,686	\$0	\$17,115,972
Clallam Transit System	\$2,036,537		\$201,412	\$2,036,537	\$499,662		\$10,000	\$21,339		\$0	\$146,051		\$1,073,462	\$0	\$6,025,000
Community Transit	\$30,007,905		N.A.	\$18,835,958	\$8,631,416		\$773,564	\$0		\$0	\$5,089,667		\$4,374,000	\$695,000	\$68,407,510
Cowlitz Transit Authority	\$842,516		N.A.	\$821,779	\$73,630		N.A.	\$0		\$0	\$175,078		\$0	\$0	\$1,913,003
C-TRAN	\$11,699,532		N.A.	\$11,699,532	\$2,482,623		\$128,730	\$0		\$0	\$2,758,042		\$5,218,613	\$0	\$33,987,072
Everett Transit	\$7,095,269		N.A.	\$278,417	\$705,712		N.A.	\$0		\$0	\$473,964		\$7,384,669	\$0	\$15,938,031
Garfield County	\$8,000		N.A.	\$8,000	\$2,213		N.A.	\$0		\$18,881	\$20,000		\$0	\$36,976	\$94,070
Grant Transit Authority	\$1,517,530		N.A.	\$1,612,570	\$57,251		N.A.	\$0		\$0	\$220,116		\$227,080	\$0	\$3,634,547
Grays Harbor Transp. Authority	\$2,363,191		\$243,317	\$2,158,247	\$511,938		\$0	\$23,169		\$0	\$188,270		\$332,335	\$0	\$5,820,467
Intercity Transit	\$7,679,853		N.A.	\$7,194,916	\$1,692,792		\$210,918	\$842,000		\$212,764	\$494,050		\$207,890	\$44,346	\$18,579,529
Island Transit	\$1,651,794		\$750,271	\$1,654,823	\$0		\$175,653	\$0		\$0	\$543,296		\$307,026	\$0	\$5,082,863
Jefferson Transit Authority	\$834,395		\$103,118	\$882,852	\$68,613		\$29,241	\$10,273		\$126,272	\$154,671		\$169,334	\$44,467	\$2,423,236
King County Metro Transit	\$217,710,548		N.A.	\$98,155,447	\$61,609,596		\$4,187,538	\$0		\$0	\$31,081,340		\$76,825,335	\$2,303,180	\$491,872,984
Kitsap Transit	\$12,215,717		\$2,043,468	\$7,895,768	\$1,378,073		\$108,500	\$117,845		\$0	\$2,942,126		\$14,570,097	\$3,569,794	\$44,841,388
Link	\$5,041,859		N.A.	\$3,769,777	\$0		N.A.	\$0		\$0	\$575,714		\$0	\$4,500	\$9,391,850
Mason County Transp. Authority	\$665,663		\$330,896	\$605,029	\$24,277		N.A.	\$0		\$0	\$121,827		\$439,833	\$99,027	\$2,286,552
Pacific Transit	\$469,987		\$191,694	\$556,293	\$64,331		N.A.	\$0		\$10,258	\$46,721		\$398,470	\$144,086	\$1,881,840
Pierce Transit	\$24,218,060		N.A.	\$22,609,654	\$8,619,013		\$957,669	\$2,121,339		\$0	\$10,675,449		\$10,570,471	\$1,836,142	\$81,607,797
Pullman Transit	\$520,672		\$40,836	\$470,853	\$407,410		N.A.	\$56,853		\$0	\$42,772		\$0	\$45,732	\$1,585,128
Skagit Transit	\$3,038,000		N.A.	\$3,017,010	\$123,844		N.A.	\$31,971		\$0	\$197,059		\$207,909	\$0	\$6,615,793
Spokane Transit	\$16,021,110		N.A.	\$14,577,817	\$4,200,480		\$106,312	\$637,120		\$0	\$3,500,449		\$140,569	\$0	\$39,183,857
Twin Transit (Lewis County)	\$522,127		N.A.	\$530,719	\$57,348		N.A.	\$0		\$0	\$151,540		\$0	\$0	\$1,261,734
Valley Transit (Walla Walla County)	\$1,324,490		\$307,060	\$1,293,965	\$110,837		N.A.	\$15,520		\$0	\$46,539		\$187,061	\$0	\$3,285,472
Whatcom Transportation Authority	\$6,581,309		N.A.	\$6,078,586	\$769,393		\$44,646	\$0		\$0	\$1,619,134		\$595,302	\$344,957	\$16,033,327
Yakima Transit	\$3,626,371		N.A.	\$0	\$320,799		\$5,667	\$0		\$0	\$342,550		\$405,297	\$0	\$4,700,684
Subtotals	\$364,560,213		\$4,212,072	\$213,303,897	\$93,104,875		\$7,440,498	\$3,877,429		\$368,175	\$62,418,901		\$125,115,439	\$9,168,207	\$883,569,706
Sound Transit	\$196,025,199		N.A.	\$46,135,491	\$2,174,476		N.A.	\$0		\$0	\$14,932,654		\$54,000,000	\$0	\$313,267,820
Statewide Revenue Totals	\$560,585,412		\$4,212,072	\$259,439,388	\$95,279,351		\$7,440,498	\$3,877,429		\$368,175	\$77,351,555		\$179,115,439	\$9,168,207	\$1,196,837,526

# Statewide Financial Statistics — 1999

1999 Operating Expenditures and Capital Obligations	Fixed Route*	Route Deviated	Demand Response	Vanpool	Debt Service	Other	Capital Obligations	Total Annual Obligations
Ben Franklin Transit	\$9,931,199	N.A.	\$4,738,683	\$560,559	\$0	\$0	\$2,484,345	\$17,714,786
Callam Transit	\$3,620,682	N.A.	\$799,011	\$5,451	\$0	\$0	\$1,445,983	\$5,871,127
Community Transit	\$42,458,114	N.A.	\$4,564,538	\$1,887,435	\$866,067	\$0	\$8,980,198	\$58,756,352
Cowlitz Transit Authority	\$1,416,696	N.A.	\$466,170	N.A.	\$0	\$0	\$160,000	\$2,042,866
C-TRAN	\$20,042,070	N.A.	\$4,373,195	\$114,135	\$0	\$4,104,893	\$8,191,857	\$36,826,150
Everett Transit	\$5,889,446	N.A.	\$1,553,154	N.A.	\$0	\$58,699	\$8,401,171	\$15,902,470
Garfield County	N.A.	\$25,101	N.A.	N.A.	\$0	\$0	\$52,599	\$77,700
Grant Transit Authority	N.A.	\$2,513,488	\$166,474	N.A.	\$0	\$0	\$422,576	\$3,102,538
Grays Harbor Transp. Authority	\$3,532,772	N.A.	\$1,402,830	N.A.	\$0	\$135,000	\$609,257	\$5,679,859
InterCity Transit	\$12,953,261	N.A.	\$3,154,286	\$271,850	\$0	\$0	\$1,149,899	\$17,529,296
Island Transit	\$2,081,157	\$1,188,459	\$149,746	\$154,135	\$0	\$0	\$841,388	\$4,414,885
Jefferson Transit Authority	\$1,079,729	\$384,356	\$275,761	\$65,869	\$0	\$18,458	\$455,177	\$2,279,370
King County Metro Transit	\$292,957,139	N.A.	\$30,288,781	\$4,473,446	\$12,249,732	\$0	\$136,777,007	\$476,746,105
Kitsap Transit	\$12,929,047	N.A.	\$4,466,322	\$849,119	\$378,730	\$270,987	\$22,307,334	\$41,201,539
Link	\$4,604,103	\$736,684	\$2,397,248	N.A.	\$811,854	\$0	\$8,485,717	\$17,035,606
Mason County Transp. Authority	N.A.	\$793,626	\$771,407	N.A.	\$0	\$0	\$690,073	\$2,255,106
Pacific Transit	\$835,946	N.A.	\$325,089	N.A.	\$0	\$0	\$678,000	\$1,839,035
Pierce Transit	\$45,391,499	N.A.	\$12,606,874	\$878,496	\$842,478	\$0	\$19,880,022	\$79,599,369
Pullman Transit	\$1,206,409	N.A.	\$340,711	N.A.	\$0	\$0	\$99,108	\$1,646,228
Skagit Transit	\$3,614,335	N.A.	\$1,070,898	N.A.	\$0	\$450,407	\$1,394,540	\$6,530,180
Sound Transit Commuter Rail	\$1,045,198	N.A.	N.A.	N.A.	\$11,442,592	\$7,327,559	\$235,837,087	\$255,652,436
Spokane Transit	\$25,939,566	N.A.	\$6,999,596	\$110,550	\$0	\$229,911	\$981,604	\$34,261,227
Twin Transit (Lewis County)	\$1,082,992	N.A.	\$80,271	N.A.	\$0	\$0	\$68,978	\$1,232,241
Valley Transit (Walla Walla County)	\$1,826,566	N.A.	\$439,496	N.A.	\$0	\$0	\$372,111	\$2,638,173
Whatcom Transportation Authority	\$7,260,476	N.A.	\$3,092,599	\$184,660	\$0	\$0	\$2,911,363	\$13,449,098
Yakima Transit	\$3,466,370	N.A.	\$647,743	\$6,000	\$0	\$0	\$900,746	\$5,020,859
Subtotals	\$505,164,772	\$5,641,714	\$85,170,903	\$9,561,705	\$26,591,453	\$12,595,914	\$464,578,140	\$1,109,304,601
Sound Transit Fixed Route	\$8,911,785	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$8,911,785
Statewide Obligation Totals	\$505,164,772	\$5,641,714	\$85,170,903	\$9,561,705	\$26,591,453	\$12,595,914	\$464,578,140	\$1,109,304,601

\* Kitsap Transit Fixed Route figures include Passenger Ferry Operations

King County Metro Transit Fixed Route figures include Light Rail Operations

Sound Transit Fixed Route figures include contracted operations with Community Transit and King County Metro Transit which would be double counted if added to Statewide Obligation Totals