

## Public Transportation Systems in Washington State

September 2001



**Washington State  
Department of Transportation**  
Public Transportation and Rail Division

*with partial financial assistance through grants from the  
U.S. Department of Transportation, Federal Transit Administration,  
and Federal Highway Administration*

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

This report can be read and downloaded in part or in its entirety from the website of the Washington State Department of Transportation, Public Transportation and Rail Division: <http://www.wsdot.wa.gov/pubtran/industry/publications.htm>

For additional copies, contact:

Paul Gamble

Washington State Department of Transportation

P.O. Box 47387

Olympia, WA 98504-7387

(360) 705-7912

(360) 705-6820 FAX

email: [gamblep@wsdot.wa.gov](mailto:gamblep@wsdot.wa.gov)

# Contents

---

1	Introduction
3	Statewide Overview
13	Public Transportation Programs
19	Demand Management Transportation
25	Agency Council for Coordinated Transportation
27	Ben Franklin Transit
33	Clallam Transit System
39	C-Tran (Clark County)
45	Community Transit
53	Cowlitz Transit Authority
57	Everett Transit
63	Garfield County Public Transportation
67	Grant Transit Authority
71	Grays Harbor Transportation Authority
77	Intercity Transit
83	Island Transit
89	Jefferson Transit Authority
95	King County Department of Transportation (Metro Transit Division)
103	Kitsap Transit
111	Link Transit
117	Mason County Transportation Authority
123	Pacific Transit
129	Pierce Transit
137	Pullman Transit
143	Skagit Transit
149	Sound Transit
155	Spokane Transit Authority
161	Twin Transit
167	Valley Transit
173	Whatcom Transportation Authority
181	Yakima Transit
187	System Totals
193	Glossary
197	Statewide Operating Statistics — 2000
199	Statewide Financial Statistics — 2000





## Content

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:

- Describes each transit agency's operating characteristics and services.
  - Highlights each transit agency's achievements in 2000, lists their objectives for 2001, and outlines their transit development plans through 2007.
  - Provides 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 the 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 *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.

## Statewide Overview

In addition to the issues facing public transportation operations locally, there are matters of legislative interest and statewide importance. In 2000 these items were State funding for public transportation 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 2000 historical developments, financial data, operating data, and capital developments. It also included 2001 budget and planning information for 2002 - 2007.

### 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 included as *urbanized* or *small city* 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 Transit
- 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 to support public transportation in 1965.

At that time public transportation was limited to a few cities operating along fixed routes. Private bus companies provided public transportation in several cities and regionally out of Seattle. Private intercity bus carriers provided service along many state highways.

As costs increased, farebox revenues failed to keep up, and subsidies did not appear. Private bus companies gradually abandoned local public transportation service in 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.

Some cities responded immediately using their new taxing authority - including 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 creating 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 2000 — 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 2000

There were no new systems operating in Washington State in 2000.

## Efforts to Create or Expand Transit Districts

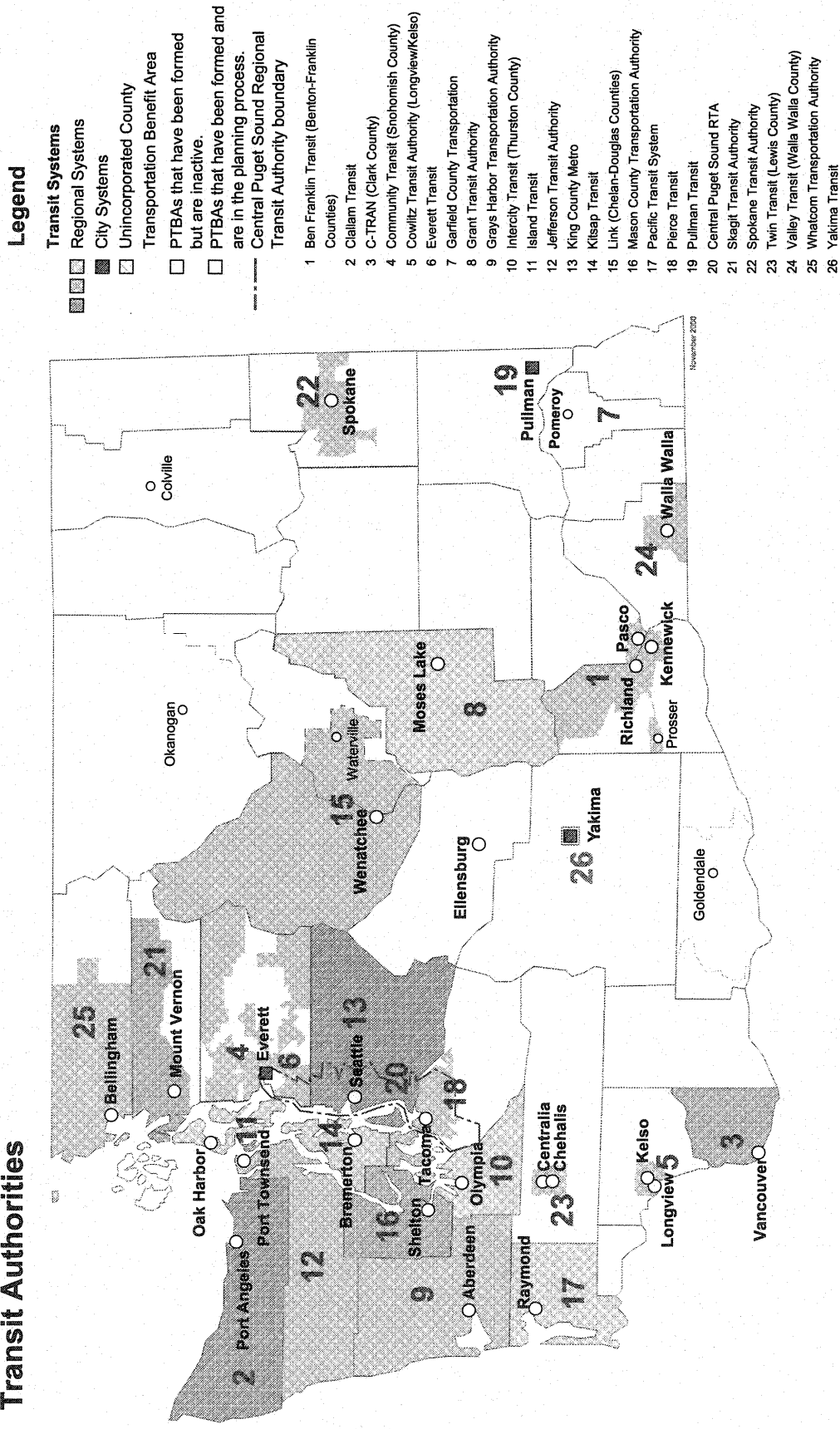
There were no annexations to any of the public transportation benefit areas this year.

## Efforts to Increase Tax Rates

Six transit systems submitted taxing propositions to increase local sales tax rates for public transportation to their voters in 2000. Voters approved five of them.

- In February, residents of Grays Harbor County approved increasing Grays Harbor Transportation Authority's 0.3 % sales and use tax to 0.6 %.
- In April, residents of Clallam County approved increasing Clallam Transit System's 0.3 % sales and use tax to 0.6 %.
- In May, residents of Island County approved increasing Island Transit's 0.3 % sales and use tax to 0.6 %.
- In September, residents of Jefferson County approved increasing Jefferson Transit Authority's 0.3 % sales and use tax to 0.6 %.

# Washington State Public Transportation Transit Authorities



- In September, residents of Kitsap County rejected increasing Kitsap Transit's 0.5 % sales and use tax to 0.8 %.
- In November, residents of King County approved increasing King County Metro Transit's 0.6 % sales and use tax to 0.8 %.

### 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). The table below shows these levels.

Area	Funding	Source	Purpose
Seattle-Everett	\$52,457,436	Section 5307	Formula
Seattle-Everett	\$14,551,881	Section 5309	Fixed Guideway
Sound Transit	\$24,812,500	Section 5309	Light Rail
Sound Transit	\$2,183,500	Section 5309	Commuter Rail
Seattle	\$3,225,679	Section 5309	King Street Station
Seattle	\$1,488,775	Section 5309	Buses
Seattle	\$1,339,897	Section 5309	Park and Ride Lots
Everett	\$1,935,407	Section 5309	Transp. Center
Snohomish Co.	\$1,240,646	Section 5309	Buses & Facilities
Tacoma	\$10,477,857	Section 5307	Formula
Tacoma	\$680,570	Section 5309	Fixed Guideway
Tacoma	\$248,129	Section 5309	Tacoma Dome Stat.
Tacoma	\$496,258	Section 5309	Buses & Facilities
Spokane	\$5,584,196	Section 5307	Formula
Spokane	\$1,985,000	Section 5309	Light Rail
Spokane	\$1,488,775	Section 5309	Buses
Vancouver	\$992,517	Section 5309	Facilities
Tri-Cities	\$884,646	Section 5307	Formula

Yakima	\$914,174	Section 5307	Formula
Bremerton	\$1,089,956	Section 5307	Formula
Bremerton	\$744,387	Section 5309	Transp. Center
Olympia	\$847,994	Section 5307	Formula
Bellingham	\$562,649	Section 5307	Formula
Longview	\$476,091	Section 5307	Formula
Rural (WSDOT)	\$3,455,667	Section 5311	Formula
Rural (WSDOT)	\$1,985,033	Section 5309	Buses
Grant County	\$496,258	Section 5309	Buses
Grays Harbor Co.	\$1,240,646	Section 5309	Buses
Mount Vernon	\$1,736,904	Section 5309	Buses & Facilities
Sequim	\$992,517	Section 5309	Transp. Center
Annual Total*	\$140,615,945		

\* Excludes Vancouver Section 5307 Formula shared with Portland, OR

### Initiative 695

The state's voters approved Initiative 695 in November 1999. This initiative 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, including the Motor Vehicle Excise Tax (MVET), 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.

It did not affect MVET collections for Sound Transit, approved by regional voters based upon a different statute.

## Statewide Overview

There was a January 2000 distribution of the July – September 1999 MVET revenues to transit systems. In addition, there were quarterly distributions of the Sales Tax Equalization payments in 2000, based upon 1999 data.

On March 31, 2000, the Legislature and the governor enacted chapter 1, Laws of 2000 first special session. This law carried out the first two significant components of Initiative 695 – namely, creating the \$30 annual license tab fee and repealing most existing taxes and fees relating to motor vehicles.

Within a month, the Legislature appropriated \$80 million to transit districts to help reduce the impact of Initiative 695 on MVET-dependent transit agencies. Washington State distributed this funding in 2000. It is often referred to as the “State Bridge Allocation.”

On October 26 the State Supreme Court upheld the King County Superior Court finding of unconstitutionality of Initiative 695 by an 8 – 1 vote. The lawsuit filing is *Amalgamated Transit Union Local 587 v. The State of Washington*.

### Lobbying and Public Transit Tax Propositions

After the voters of Thurston County rejected Intercity Transit’s 1999 ballot proposition to increase the sales and use tax, a complaint was filed with the state’s Public Disclosure Commission (PDC). The complaint alleged that Intercity Transit had used public resources to lobby voters to support the ballot proposition.

The PDC had an enforcement hearing in October 1999 and found an “apparent violation” — Intercity Transit’s general manager had used public facilities to support the ballot proposition. The PDC referred the matter to the State Attorney General’s Office for possible action and a consent decree<sup>1</sup> was entered with Thurston County Superior Court on May 12, 2000.

The civil penalties associated with the consent decree included fines and restitution. In addition, Intercity Transit agreed to provide training to other transit agencies on the restrictions placed on public agencies, elected officials and public employees during a campaign<sup>2</sup>. Intercity Transit staff also provided assistance to the PDC in the development of guidelines for public agencies.

So what has resulted?

Intercity Transit reports a number of positive outcomes from this case:

- The PDC has re-examined their rules and tried to remove ambiguity from the guidelines for public agencies. In addition, the PDC created a question and answer document to further clarify the rules.
- All public agencies have a heightened awareness of the value of ongoing training on the campaign restrictions that apply to publicly funded agencies and their employees.
- Intercity Transit has voluntarily expanded the training program they developed for public transit systems to other public agencies.
- Public agencies have a better understanding of how to present materials that are fair and factual.
- Policy makers and public agencies better understand their roles and legal restrictions regarding campaigns and advocacy activities.

<sup>1</sup> A consent decree is a settlement in which the accused party agrees to stop alleged illegal activities without admitting guilt.

<sup>2</sup> RCW 42.17 addresses public disclosure, campaign activities, lobbying and public access to records.

### **Blue Ribbon Commission on Transportation**

The Legislature and Governor created the Blue Ribbon Commission on Transportation (BRCT) in 1998 to conduct a comprehensive analysis of statewide transportation needs and priorities. BRCT, comprised of public and private sector representatives, was charged with developing recommendations for identifying, funding and delivering key transportation services and projects. BRCT members were appointed in May 1998 and made final recommendations and findings on November 29, 2000 to the Governor.

There were 18 recommendations, 11 recommended benchmarks, and six benchmarks recommended to be developed by an "Accountability Board".

Nine of the 18 recommendations potentially related to public transportation:

1. Adopt transportation benchmarks as a cornerstone of governmental accountability at the state, city, county, and transit district levels.
2. Establish a single point of accountability at the state level, strengthening the role of the state in ensuring accountability of the statewide transportation system.
5. Invest in maintenance, preservation, and improvement of the entire transportation system so that the transportation benchmarks can be achieved.
6. Provide regional with the ability to plan, select, fund, and implement (or contract for implementation of) projects identified to meet the region's transportation and land use goals.
9. Use the private sector to deliver projects and transportation services.
12. Link transportation funding to efficiencies.
13. Link maintenance and preservation funds to best practices.

17. Adopt a package of new revenue to fund a comprehensive multi-modal set of investments, which taken together with the recommended efficiency measures and reforms, will ensure a 20-year program of preserving, optimizing and expand the state's transportation system.

18. Begin action now to improve the transportation system.

Only two of the 11 recommended benchmarks pertained to public transportation:

9. Increase non-auto share of work trips in urban centers or reverse the downward trend of non-auto share of work trips in urban centers.

11. Washington's public transit agencies will achieve the median cost per vehicle revenue hour of peer group transit agencies, adjusting for regional cost of living.

Two of the six benchmarks recommended to be developed by an

"Accountability Board" appeared to have indirect implications for public transportation:

4. Improve operations, maintenance, and project delivery costs.
5. Ensure that transportation spending keeps pace with growth.

It is anticipated that the BRCT's recommendations will be developed into legislation for the Legislature's consideration in 2001.

### **Statewide Service Changes From 1999 to 2000**

Generally, 2000 was a second year of transition as the industry adjusted to the effects of I-695.

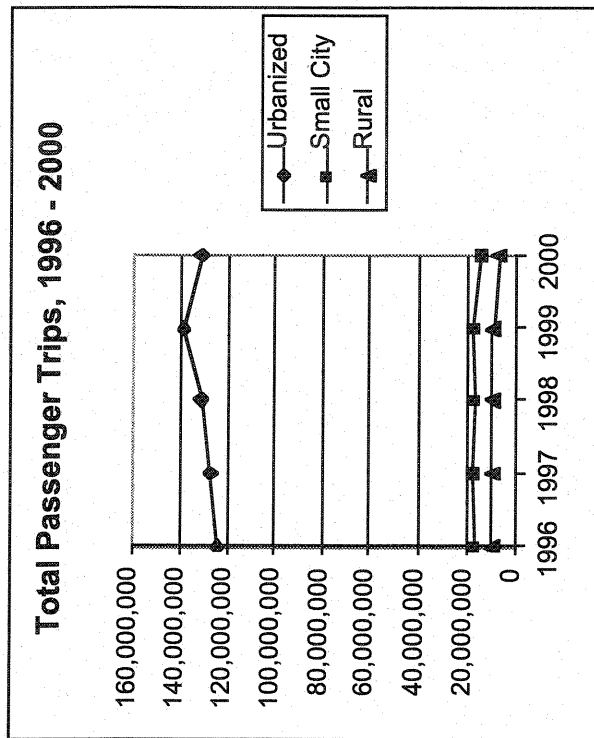
- 5,058,605 residents of Washington State had access to some form of public transportation service in 2000. This represents 87.17% of the state's population.

## Statewide Overview

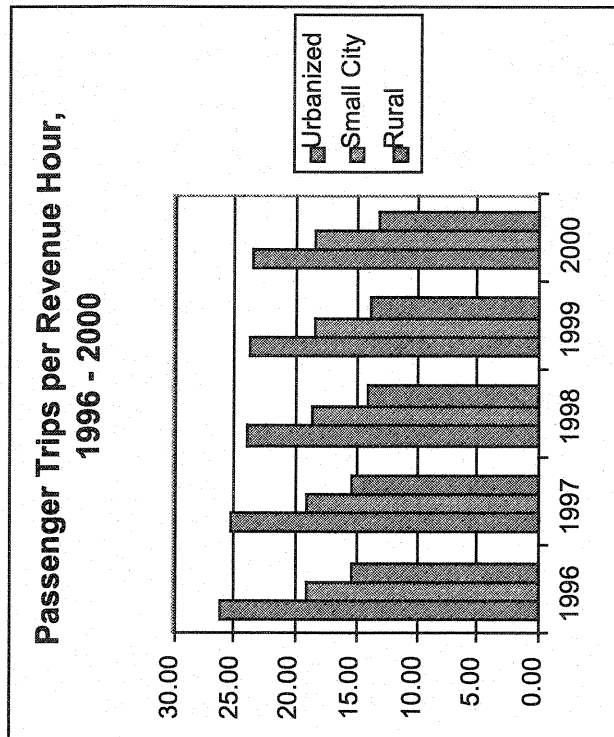
---

- Almost all of the state's systems reduced public transportation services from 1999.
  - Only Clallam Transit, Everett Transit, and Sound Transit expanded fixed route services.
  - Only Garfield County and Island Transit expanded route deviated services.
  - Only Ben Franklin Transit, Everett Transit, Pierce Transit, and Yakima Transit expanded demand response services.
- However, several increased vanpool services from 1999 levels of service. These were:
  - Ben Franklin Transit
  - Clallam Transit
  - Community Transit
  - Intercity Transit
  - Pierce Transit
  - Whatcom Transportation
  - Yakima Transit
- While all areas (urbanized, small city, and rural) reduced fixed route services in 2000, services in urbanized areas reduced least (3.83%), while services in small city areas dropped 19.73% and services in rural areas dropped 19.84%. All areas also reduced demand response services in 2000. Services in urbanized areas reduced least (1.63%), while services in small city areas dropped 9.71% and services in rural areas dropped 16.75%.
- Vanpool services were mixed in 2000. Services in urbanized areas increased 3.18% and services in rural areas expanded 26.67%. Services in small city areas reduced by 12.42%.
  - Fixed route service, carrying more than 96 percent of all passenger trips, is the predominant form of public transportation in the state. The reductions in levels of fixed route service adversely affected ridership. In all instances reductions in ridership were proportionately greater than the reductions in the levels of fixed route services.
- Passenger ridership for transit systems serving small cities plunged 16.55% for fixed route services.
  - Those serving urbanized areas dropped 5.21%; and those serving rural areas lost 25.61%.
- Reductions in demand response service also adversely affected ridership. Unlike with fixed route service, in all instances reductions in demand response ridership were proportionately less than the reductions in the levels of demand response services - they became more efficient.
  - Ridership on demand response services of transit systems serving small cities plunged 14.55% for fixed route services.
  - That serving urbanized areas dropped 2.81%; and
  - That serving rural areas lost 11.60%.
- The chart, Total Passenger Trips, 1996-2000, shows how combined passenger trips for fixed route, demand response, and route deviated services changed between urbanized, small city and rural areas.





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

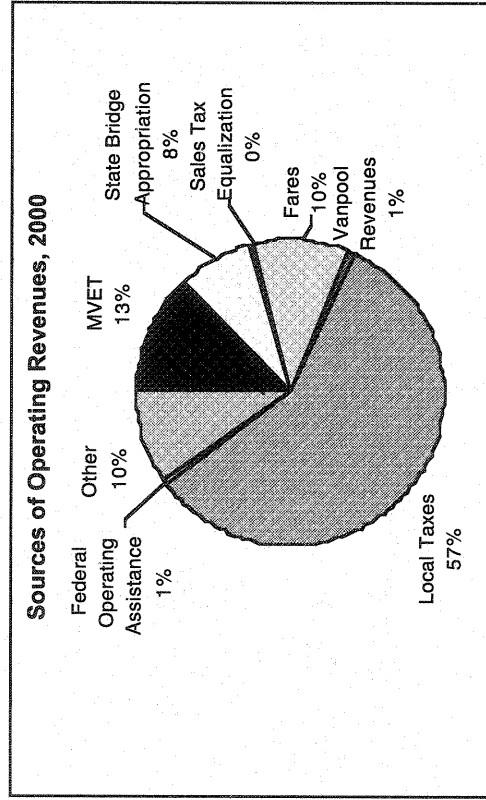


### Statewide Financial Changes From 1999 to 2000

- Statewide sales and use tax revenues increased 5.92 percent.
- This source increased at least 8.5 percent over 1999 for the following transit systems: Grays Harbor Transportation Authority, Island Transit, King County Metro Transit, and Mason County Transportation Authority – all of which increased their taxing rates in 1999.
- Three transit systems received less sales tax revenue in 2000 than in 1999: Cowlitz Transit Authority, Link Transit, and Twin Transit.

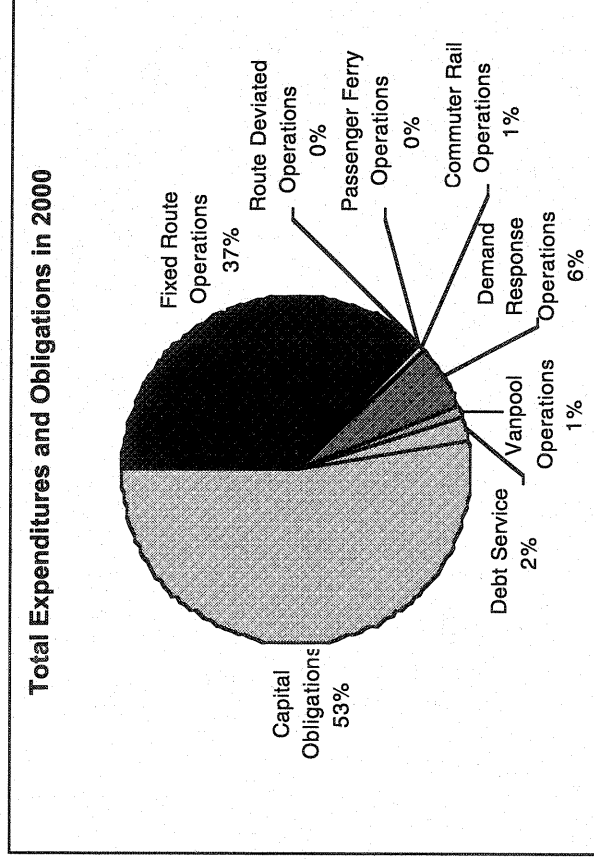
## Statewide Overview

- Farebox revenue increased about 9.01 percent – for all service types, statewide. Only Everett Transit managed to exceed this average and have increases in ridership for each service type.
- The chart, *Sources of Operating Revenues, 2000*, shows the percentage shares of operations-related revenue according to its source.



- Federal grants for capital development, including purchases of equipment and vehicles, and construction of facilities, increased almost \$28 million, or about 15.5% over 1999 levels.
- Operating expenses decreased 2.52%, statewide. This broke down to:
  - 12.43% decrease in rural areas, compared with a 2.52% increase in 1999;
  - 0.34% decrease in urbanized areas, compared with a 8.90% increase in 1999; and

- 13.36% decrease in small city areas, compared to a 7.25% increase in 1999.
- Capital obligations increased 50% over 1999. Sound Transit represented more than 77% of total statewide capital obligations.
- The chart, *Total Expenditures and Capital Obligations in 2000*, displays these percentage shares.



## Performance Measures

Section 35.58.2796 RCW contains several performance measures for consideration. Beginning this year, this summary includes areas combined by means instead of averages. WSDOT made this change because King County Metro Transit's data dominates and skews averages. Means denote the midpoint in the range of each area - urbanized, small city, rural, or statewide.

### Passenger Trips per Revenue Hour and Passenger Trips per Revenue Mile

The following two performance measures, passenger trips per revenue hour and passenger trips per revenue mile, are affected by the size of buses used and the frequency of service systems in these areas provide. Typically, systems serving larger populations living closer together use larger buses and operate more frequently.

- Passenger trips per revenue hour:
  - Fixed route service carried more passengers, with means ranging between 15.3 per revenue vehicle hour in rural areas to 25.6 in small city areas.
  - Route deviated service in rural areas carried fewer with 8.5 per revenue vehicle hour.
  - Demand response service carried fewest, with means ranging between 2.8 per revenue vehicle hour in urbanized areas to 3.3 in small city areas.
- Passenger trips per revenue mile:
  - Fixed route service carries more passengers using this rate, with means ranging between 1.63 per revenue vehicle mile in urbanized and small city areas to 0.76 in rural areas.

- Route deviated service in rural areas carries fewer passengers at 0.44 per revenue vehicle mile.
- Demand response service carries fewest passengers, with means ranging between 0.18 per revenue vehicle mile in urbanized areas to 0.28 in rural areas.

### Operating Costs per Revenue Hour and Operating Costs per Revenue Mile

The following two performance measures, operating costs per revenue hour and operating costs per passenger trip, are affected by overhead (administrative staff needed to respond to requirements of federal and local jurisdictions - more significant in more urban areas) and the number of operating bases for vehicles (one base serving a large area means higher fuel and labor costs expended to get to and from routes for both revenue and service vehicles).

Use of service measured by passenger trips is an independent variable. Often passengers ride due to low fare rates (including those subsidized by employers and schools), superior marketing, or good service between origin and destination. Therefore, a low cost per passenger trip may be more representative of the system's use - just as a high cost per passenger trip might reflect higher fare rates, poor marketing, and/or poorer or less frequent service.

- Operating costs per revenue hour:
  - Fixed route service costs more to provide service, with means ranging between \$63.97 per revenue vehicle hour in rural areas to \$76.77 in small city areas.
  - Demand response service is less expensive, with means ranging between \$48.65 per revenue vehicle hour in rural areas to \$64.69 in urbanized areas.
  - Route deviated service in rural areas is least expensive at \$47.71 per revenue vehicle hour.

## Statewide Overview

---

- Operating cost per passenger trip:
  - Demand response service costs more to provide service, with means ranging between \$15.67 per passenger trip in rural areas to \$24.27 in urbanized areas.
  - Route deviated service in rural areas is cost considerably less at \$6.74 per passenger trip.
  - Fixed route service costs the least, relatively, with means ranging between \$2.91 per passenger trip in small city areas to \$3.87 in rural areas.

## Farebox Recovery

Local policies affect the following performance measure, farebox recovery. Lower recovery rates, particularly 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 or need this type of service: elderly persons and persons with disabilities.

- Farebox recovery (percent of annual operating expenses recovered by passengers paying fares for all transit services except vanpools):
  - Recovery was most for fixed-route services - 10.49%, but only 4.48% for route deviated and 1.80% for demand response services.

# Public Transportation Programs

---

The Public Transportation Office (PTO) of Washington State Department of Transportation's Public Transportation and Rail Division manages several federal and state programs. These are programs that grant funds to local agencies to sustain or improve public transportation services throughout the state.

## Section 5311 Grant Program

The Federal Transit Administration's (FTA) Section 5311 grant program helps provide general public transportation in rural areas of Washington State. Section 5311 refers to Section 5311 of the Federal Transit Act, authorized in TEA-21. Currently, public transportation providers in rural areas receive both capital assistance (vehicles, shelters, etcetera) and operating assistance through this program.

PTO administers the Section 5311 Grant Program. PTO has accepted competitive applications for grants annually by July 31. Applications are for federal funding that becomes available with federal appropriations effective October 1. Capital grant applications have required a local match of at least 20%, while operations assistance grant applications have required a local match of at least 65%. Farebox revenue may not be a source of match for the Section 311 Program. However, this program is changing. The next period for these grants will be for 18 months (January 2002 – June 2003). The required match will become 50% for operating assistance. Applications for Section 5311 Program funding have exceeded the amount of money available. In July 2001, PTO received 24 applications for 5311 funds, totaling over \$5.6 million in requests.

## How large is Washington State's Section 5311 program?

FTA awarded WSDOT approximately \$3.7 million for the Section 5311 program in 2000 for federal fiscal year 2001 beginning October 1, 2000. Out of those funds, FTA required WSDOT to set aside:

- \$553,000 for intercity bus purposes
- \$102,000 for the Rural Transportation Assistance Program
- \$369,000 to PTO for program administration and planning
- This left approximately \$2.8 million available for projects statewide.

## What Section 5311 grants were awarded for FFY 2001?

PTO funded 29 projects: 7 for capital purchases and 18 for operating assistance. Though the projects were distributed statewide, the majority of operating projects were located in eastern Washington. In addition, four Surface Transportation Program (STP) projects were flexed from FHWA to this program by their sponsors.

The table on the next page identifies the Section 5311 grants awarded for FFY 2001.

# Public Transportation Programs

## FY 2001 5311 Awards

Applicant	Request	Amount of Award
<b>Operating Assistance</b>		
Kittitas County Action Council	Services in Kittitas County	\$65,878
Columbia County Senior Services	Services in Columbia County	39,095
Senior Services of Snohomish County	Services in Snohomish County	57,000
Skamania County Senior Services	Services in Skamania County	65,000
Makah Tribal Council	Services on the Makah reservation	45,430
People For People	Services in the Yakima Valley	62,900
Okanogan County Senior Citizens Assoc	Services in Okanogan County	40,000
People For People	Services in Grant, Adams, and Lincoln Counties	76,100
Special Mobility Services	Services in northern Spokane County	37,303
Council on Aging & Human Services	Services in Whitman, Asotin, and South Spokane Counties	55,000
Link Transit	Services in Chelan and western Douglas Counties	110,000
NE Washington Rural Resources	Services in Ferry, Stevens and Pend Oreille Counties	95,000
City of Pullman	Services in Pullman	276,570
Pacific Transit System	Services in Pacific County	200,000
Lower Columbia Community Action	Services in rural Cowlitz and Wahkiakum Counties	55,131
Valley Transit	Services in Walla Walla and College Place	150,000
Jefferson Transit Authority	Services in western Jefferson County	66,080
Klickitat County Senior Services	Services in Klickitat County	148,923

## Capital Assistance

Ciallam Transit System	Three minibuses	\$194,880
Jefferson Transit Authority	One minibus and one 30-foot transit bus	288,464
Klickitat County Senior Services	Two minibuses	110,000
Makah Tribal Council	One used minibus	17,200
Garfield County	One minibus	52,000
Pacific Transit System	One minibus	68,000
Skagit Transit	Two minibuses	120,177
Skagit Transit (STP Transfer)	Two minibuses	109,500
Island Transit (STP Transfer)	Ten vanpool vans	176,000
Ciallam Transit (STP Transfer)	Four vanpool vans	116,891
Link Transit (STP Transfer)	Construction of pedestrian overpass	190,000

### Rural Mobility Grant Program

The PTO has been implementing the state-funded Rural Mobility Grant Program since 1993. This is a biennial grant program with competitive grants applications accepted every other year in the spring. This funding becomes available with State appropriations effective July 1. Grant applications for either capital or operations require no local match, although match is encouraged. The program has grown from \$1.5 million in 1993 to \$4.5 million for the FY 1999–2001 biennium ending June 30, 2001. Requests for funding have always exceeded the amount of money available.

PTO received 53 applications, totaling over \$10 million, in 1999. However, due to the elimination of the State Motor Vehicle Excise Tax, PTO provided 26 projects with Rural Mobility Grant Program funding. The projects were distributed statewide; however, the majority of projects were located in eastern Washington. Primarily grant money went towards 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. A map depicting the locations of these projects appears in this section.

During 2000, Rural Mobility Grant Program recipients provided 131,959 trips over 1,363,428 miles to Washington's rural residents. These numbers are below those of the previous biennium. This is because several grantees delayed initiating their service until they learned the severity of funding reductions from Initiative 695.

### Supporting the Development of New Transit Authorities

PTO staff meets with local officials to help improve transit options in those areas of the state. Much of this assistance is associated with Rural Mobility Grant Program recipients in an effort to make them more self-sufficient.

However, much of the State incentive for local communities to accept taxes to support public transportation was lost with the removal of the State Motor Vehicle Excise Tax and its revenues.

### 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 rejected a ballot proposition extending, countywide, the .3% 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 periodically to discuss the need for increased service in the county. They seek to expand the board's perspective on areas for possible service and another ballot proposition. WSDOT staff participated at meetings of both the board and the social service agencies.

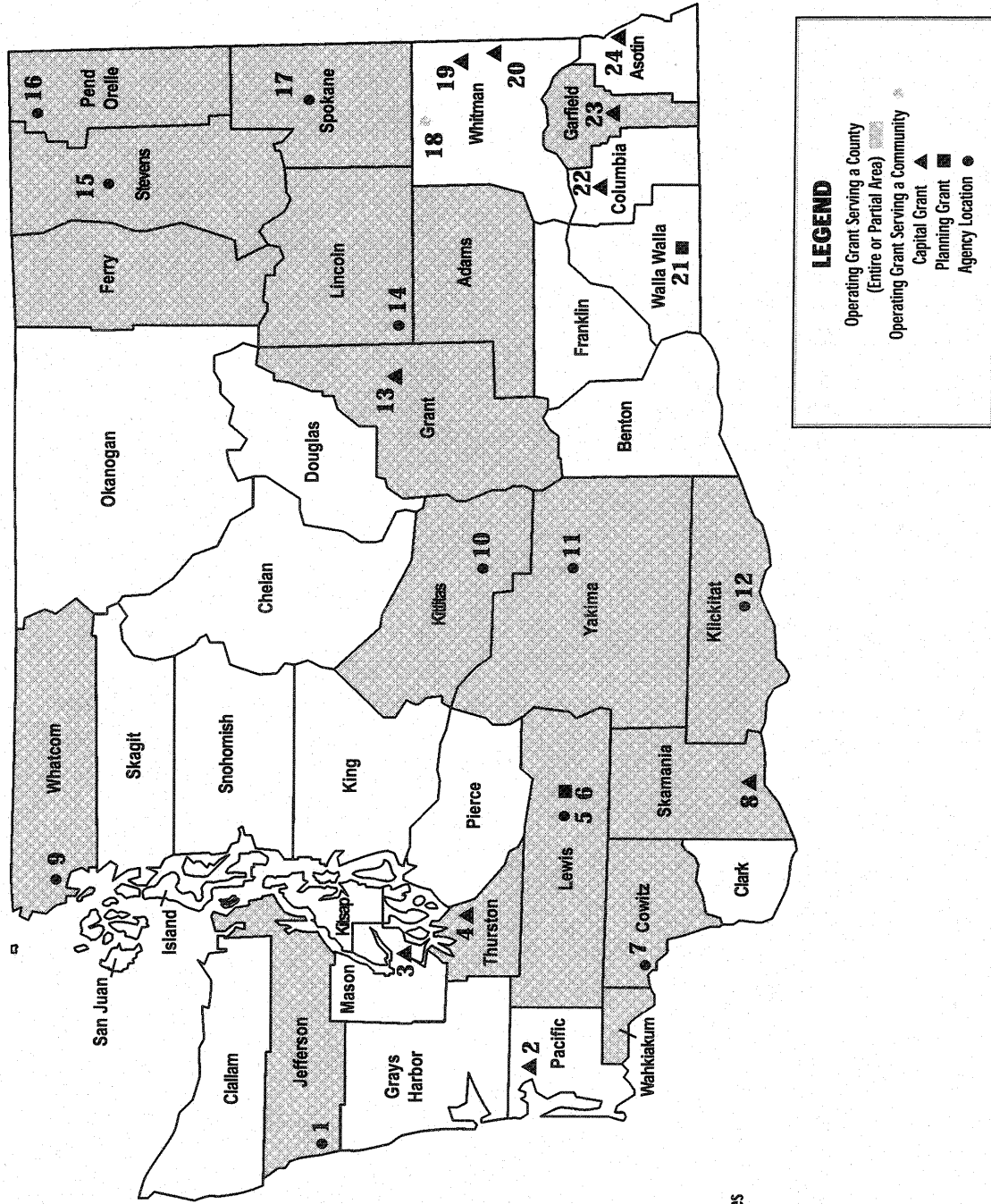
### Klickitat County

The Klickitat County Public Transportation Benefit Area serves most of the central and western areas of the county funded by a combination of grants. In November 1998, voters turned down the .2 % sales tax dedication for public transportation. The board of directors met occasionally. WSDOT staff participated at these meetings.

## 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





### **Six-Year Transit Development Plans**

PTO staff coordinates the preparation of local six-year transit development plans. Section 35.58.2795 RCW stipulates this requirement, but provides neither funding to pay for developing plans nor administrative rule-making authority to WSDOT. Removing the State Motor Vehicle Excise Tax and its revenue caused significant reductions in the staffs of all transit systems. In spite of any association between these plans and state funding through, transit systems continued to cooperate.

### **Annual Public Transportation Conference**

PTO hosts an annual statewide conference for professional people interested in developments in the public transportation industry. Typically this conference is in the fall and extends over three days. Workshops for attendees occur concurrently—often as many as seven. Historically, it has alternated between sites in eastern and western Washington. This conference provides an opportunity for:

- Several associations, notably the Washington State Transit Association, Community Transportation Association – Northwest, and Womens' Transportation Seminar, to meet;
- Vendors to display products and equipment; and
- Bus and van rodeo competition for drivers and maintenance service teams.

This year's conference was October 3 and 4, held in Wenatchee. Unlike most of its 23 predecessors, there were no significant vendor exhibits or any rodeo competitions. Approximately 480 people attended the conference in 2000.

The 25<sup>th</sup> annual public transportation conference also will be in Wenatchee, scheduled for October 8–10, 2001.



# High Capacity and Demand Management Transportation Programs

## HOV Facilities Status

There are currently 191 lane-miles of freeway High Occupancy Vehicle (HOV) lanes 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%. 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 14 additional lane-miles currently under construction. Another 35 lane-miles are being designed; however, most of these do not have funding for lane construction. The remaining 57 lane-miles in the Puget Sound Core Freeway HOV Lane System remain in the planning stage, awaiting design and construction funding.

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 \$1.65 billion to complete the HOV Core Program.

In the Puget Sound region, virtually all regional plans and local comprehensive plans support completion of the regional freeway HOV system. 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.

A new HOV lane is being planned in Clark County on I-5. This lane will provide an HOV connection between Vancouver and the Portland metropolitan region (please see Vancouver/Clark County high capacity transportation planning information below). A regional 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. It looked at the feasibility of operating a bi-state HOV facility in the I-5 corridor and concluded that this was a viable option. 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.

## Park and Ride Facilities Status

At the close of 2000, the statewide public park and ride lot system consisted of approximately 297 lots offering 33,475 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 108 park and ride lots providing 15,926 free parking spaces in King County. It is estimated that on any weekday, over 80% of these spaces are full.

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. A recent study conducted by Washington State Department of Transportation identified a need for more than 15,000 additional park and ride stalls in King County by 2030. 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

### Commute Trip Reduction

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 mitigate traffic impacts during construction.

Major employers in the nine most populous counties in the state are charged with developing commute programs. Each worksite's program is developed by the employer and the local jurisdiction and is tailored for the specific circumstances at their worksite. Employees select from a variety of strategies as they develop their program: working from home, walking, bicycling, sharing the ride, riding the bus, and compressing the work week.

WSDOT Park and Ride Inventory Created 4/96, Updated 1/01			
WSDOT Region	County	Number of Lots	Number of Stalls
Northwest	Island	7	893
	King	108	15,926
	San Juan	2	67
	Skagit	7	220
	Snohomish	35	4,929
Totals	Whatcom	6	363
North Central		165	22,398
	Chelan	7	160
	Douglas	1	40
	Grant	4	94
		12	294
Totals Olympic	Clallam	4	182
	Grays Harbor	3	102
	Jefferson	4	143
	Kitsap	23	2,080
	Mason	4	125
Totals Southwest	Pierce	24	3340
	Thurston	7	578
		69	6,550
	Clark	8	858
	Cowlitz	7	465
Totals South Central	Klickitat	1	19
	Lewis	3	150
	Pacific	1	13
	Skamania	1	30
		21	1,535
Totals Eastern	Benton	8	627
	Franklin	1	50
	Yakima	8	376
		17	1,053
	Spokane	13	1,645
Totals Statewide Total		13	1,645
		297	33,475

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 State Legislature. Worksite impacts are measured every other year. After two years, employers seek to reduce commute trips by 15%, after four years by 20%, after six years by 25%, and after 12 years by 35%. 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.

CTR works because it is a successful partnership between the private and public sectors. State leadership and investment in CTR is joined by substantial private investment. In 2001, employers invested over \$37 million through their CTR efforts. This represents a \$7 employer investment for each dollar invested by the state on the program.

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. The WSDOT and the CTR Task Force are continuing to build off these efforts and create through CTR a responsive tool to improve the efficiency of the state's transportation system.

## High Capacity Transportation

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 1999 State Legislature appropriated \$2.5 million to the High Capacity Transportation Account (HCTA), supporting planning projects in Clark, Spokane, and Thurston Counties. In November 1999, citizens of the state passed Initiative 695, which eliminated the Motor Vehicle Excise Tax, the funding source for the HCTA. Consequently, funding available to continue high capacity transportation planning in the state was substantially reduced in the Supplemental Transportation Budget, which followed. As a result, funding for the Thurston County project ended on December 31, 1999. Funding was reduced for the remaining Clark County and Spokane County projects, which are managed respectively by the Southwest Washington Regional Transportation Council and the Spokane Regional Transportation Council.

## Vancouver/Clark County

Clark County is Washington's fastest-growing county. This has resulted 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. Community representatives and transportation professionals began looking at other options to meet the growing needs of the region. One strategy that received much attention was the feasibility of using high occupancy vehicle (HOV) lanes to link the communities.

After studying HOV options, recommendations of the Clark County HOV Study were presented to the RTC Board in November 1998. This study defined the role that HOV would play in Clark County. Policy ensured bi-state

coordination in HOV system planning for the Vancouver-Portland metropolitan area. The RTC Board adopted the study recommendations and moved forward with a strategic approach to implement HOV in the I-5 corridor.

The RTC submitted an application for 99 – 01 biennium HCTA funding and was awarded a planning grant to conduct an Interstate 5 HOV Corridor Feasibility Study and a comprehensive Clark County HCT Systems Study. The I-5 HOV Corridor Feasibility Study moved forward taking a more detailed look at the potential for developing HOV facilities on I-5.

With the passage of citizen Initiative 695, WSDOT notified RTC that funding for the two-year cycle of the planning grant would not be available as originally contemplated and planning activities were scaled back. The RTC made the decision to complete remaining activities of the I-5 HOV Operational Study by mid-2000 and focus remaining resources on developing an I-5 HOV Lane Public Information and Education Plan. The Clark County HCT Systems Study was eliminated before any funds were spent on developing this plan.

Work began on the I-5 HOV Lane Public Information and Education Plan in July 2000. This plan supports the WSDOT, regional, and bi-state decision to open a southbound HOV lane on I-5 in the Fall of 2001. As an I-5 widening project underway nears completion in Vancouver, an HOV lane will be added southbound between 99<sup>th</sup> Street and Mill Plain Blvd. It will operate during the morning commute providing a more reliable trip for carpools and bus riders heading to Portland for work – enhancing the connection between Washington and Oregon. The Oregon Department of Transportation has been operating a successful northbound HOV lane during the evening commute on I-5 in Portland between Going Street and Marine Drive since 1998. That lane carries 44 percent of the northbound commuters in the peak period, with a 70 percent approval rating according to public opinion surveys.

### **Spokane Region**

Building upon the results of the South Valley Corridor Major Investment Study, the Spokane Regional Transportation Council (SRTC) worked on completing the draft environmental assessment. This included field archeological activities in the proposed alignment, as well as a historical properties inventory at the request of the Washington State Office of Historic Preservation. This project has received federal New Rail Start appropriations of \$6,917,279 since 1999.

In response to reduced state funding resulting from state legislation enacted resulting from Initiative 695, WSDOT reduced HCTA funding of the planning grant from \$1,850,000 to \$405,673 in June 2000. Based on this and other information, SRTC continued cautiously with the South Valley Corridor light rail preliminary design work. This reduced level of funding remains available for expenditure through June 2001.

Late in the year, Spokane Transit Authority issued a Request for Qualifications for consultant services for management of the South Valley Corridor Light Rail Project.

### **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 report preparation to the Federal Transit Administration.

WSDOT approved the *Seattle Monorail Safety & Security Assurance Plan*, prepared by the Seattle Center Foundation, who owns but contracts out the operation of the Seattle Monorail.

King County Metro Transit reported one accident, occurring in August. A tram failed to stop at the Jackson Street terminal of the line. This resulted in 22 persons being transported to local hospitals for observation and release. WSDOT chose not to investigate this accident, but reviewed King County

Metro Transit's accident investigation report and approved its proposed corrective action plan. This plan contained directions for several procedural and operational changes, as well as modification of the barrier at the Jackson Street terminal. King County Metro Transit completed almost all of these changes, including the modification of the barrier, by the end of the year.

Seattle Monorail Services, who contracts for the operation of the Seattle Monorail, reported five safety-related incidents accident that occurred during the year. These resulted in five persons being transported to local hospitals for observation and release. WSDOT chose not to investigate any of these accidents, but — in conjunction with the Seattle Center — reviewed Seattle Monorail Services' accident investigation reports and approved the corrective action plans. These plans contained directions for several procedural and operational changes. Seattle Monorail Services completed many of these changes by the end of the year.





# Agency Council for Coordinated Transportation

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.

## During 2000 ACCT:

1. Provided 20 counties with technical assistance and coordination grants to establish broad-based community coalitions charged with developing coordinated special needs transportation systems.
2. Provided three demonstration grants to fund innovative projects coordinating school and community transportation.
3. Held monthly meetings of the PACT Forum, a work group consisting of representatives from all the state programs that provide or fund transportation programs, purchase transportation on behalf of clients, or arrange transportation for clients.
4. The PACT Forum established work groups to:
  - Create guidelines for state agencies to use in developing their own transportation coordination policies, rules, and procedures
  - Apply for and manage a statewide Job Access and Reverse Commute grant to enhance transportation opportunities for TANF 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

- Define transportation costs and develop a mechanism to track and report special needs transportation expenses
  - Examine the issues of running a volunteer driver program and develop a statewide approach to addressing some of the more complex issues
5. Enhanced the ACCT web page for disseminating information about transportation coordination (<http://www.wsdot.wa.gov/pubtran/ACCT>).
  6. Engaged in outreach to advocacy groups, associations, and organizations to educated people on the value of coordination and to ask for their support and involvement in ACCT activities.

## In 2001 ACCT plans to:

1. Help state agencies to develop their transportation coordination policies, rules, and procedures.
2. Develop guidelines for setting performance measures and evaluating performance.
3. Provide technical assistance and grants to assist the 20 ACCT counties in developing and implementing their coordinated transportation systems.
4. Partner with DSHS in supporting an individual's choice to live in community settings by developing transportation options for such individuals.
5. Define the terms *transportation costs* for the purpose of tracking transportation expenses through all the state program budgets.
6. Create a steering committee and participate with the Oregon DOT in the development of a two-state automated trip planner.
7. Identify additional barriers to coordination and forming work groups to resolve them.
8. Apply for additional grants to support coordination activities.

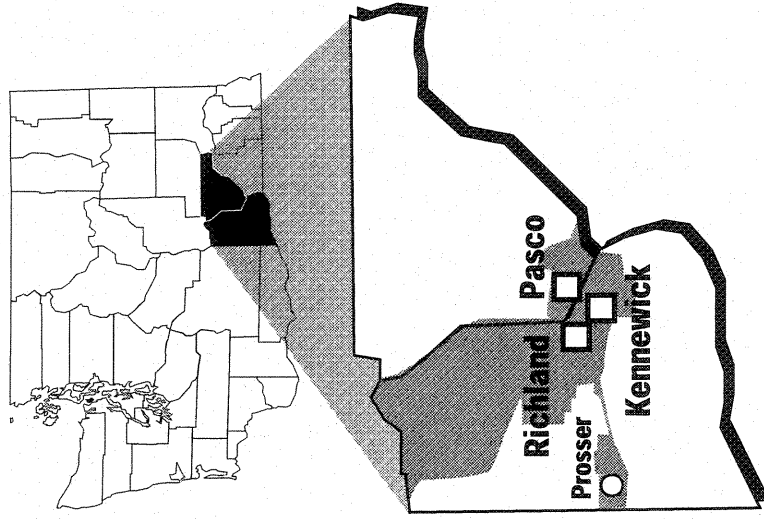


# Ben Franklin Transit

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

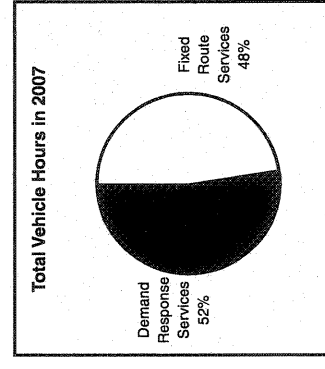
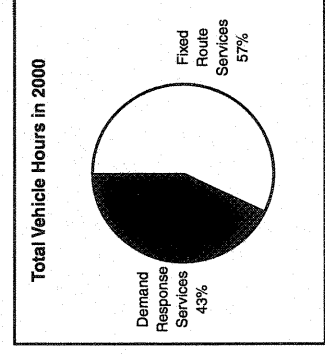
1000 Columbia Park Trail  
Richland, Washington 99352-4764  
(509) 735-4131

Internet Home Page: <http://www.bftt.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: 9 member board of directors with one Benton County Commissioner, two Franklin County Commissioners and one council member each from the cities of Benton City, Prosser, Kennewick, Pasco, Richland, and West Richland.
- Tax authorized: 0.3% sales and use tax approved in May 1981.
- Annexations: One in November 1997 adding Benton City, 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 Fridays, as follows:

- 20 small city local routes (Richland-Kennewick-Pasco urbanized area)
- one rural intercity route (Richland - Benton City - Prosser)
- nine commuter routes

BFT operates the small city local routes and the rural intercity route on Saturdays.

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

BFT operates a vanpool program with 143 vans and provides ridematching services.

### Passenger Service Vehicles

Fixed-route — 61 total, 16 equipped with wheelchair lifts, age ranging from 1972 to 1999.

Dial-A-Ride — 63 total, all ADA accessible, age ranging from 1985 to 1998, 18 operated by contractors.

Vanpool — 143 total, two equipped with wheelchair lift, age ranging from 1986 to 1999.

### 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.

## 2000 Achievements

- 1999 objectives met:
  - Acquire site for Columbia Center area transit center.
  - Replace four Dial-A-ride vehicles.
  - Purchase 31 replacement vanpool vans.
  - Design park and ride facility in Prosser area.
  - Construct park and ride facility in Benton City area.
- Other:
  - Eliminated Taxi-feeder service in March due to loss of MVET.
  - Eliminated commuter routes and transferred customers to vanpools in March due to loss of MVET.
  - Reduced night service 60% in March due to loss of MVET.

## 2001 Objectives

- Add passenger shelters and stops in Prosser and Benton City.
- Acquire site for Columbia Center area transit center.
- Purchase 36 replacement vanpool vans.
- Purchase three replacement Dial-A-Ride vehicles

## Long-range (2002 through 2007) Plans

- Expand dial-a-ride service.
- Replace 118 vanpool vans.
- Add 75 vanpool vans.
- Replace 39 Dial-A-Ride vehicles.
- Replace two fixed route buses.
- Construct Columbia Center area transit center.



# Ben Franklin Transit

Ben Franklin Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	158,995	160,800	163,040	1.39%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	142,471	141,838	136,520	-3.75%	132,000	99,000	68,000	68,000
Total Vehicle Hours	152,541	151,908	146,871	-3.32%	138,000	104,000	71,000	71,000
Revenue Vehicle Miles	2,461,473	2,445,798	2,480,181	1.41%	2,354,000	1,770,000	1,215,000	1,215,000
Total Vehicle Miles	2,701,300	2,685,920	2,703,397	1.41%	2,566,000	1,930,000	1,324,000	1,324,000
Passenger Trips	3,874,224	3,805,269	3,055,838	-19.69%	3,088,000	2,323,000	1,594,000	1,594,000
Diesel Fuel Consumed (gallons)	633,217	651,261	571,022	-12.32%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	2	14	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	8	2	10	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	144.5	138.3	146.1	5.64%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$9,587,128	\$9,931,199	\$8,935,580	-10.03%	\$9,661,000	\$7,624,000	\$5,464,000	\$6,317,000
Operating Cost - Expanded Service	\$195,656	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$496,599	\$508,014	\$711,128	39.98%	\$797,000	\$599,000	\$411,000	\$411,000

### Demand Response Services

Revenue Vehicle Hours	66,070	93,507	95,157	1.76%	99,000	69,000	66,000	68,000
Total Vehicle Hours	77,670	107,533	109,431	1.77%	114,000	80,000	76,000	78,000
Revenue Vehicle Miles	1,069,936	1,236,105	1,451,967	17.46%	1,415,000	1,020,000	1,025,000	1,061,000
Total Vehicle Miles	1,237,014	1,409,105	1,655,242	17.47%	1,613,000	1,163,000	1,169,000	1,209,000
Passenger Trips	228,295	246,715	247,132	0.17%	264,000	196,000	198,000	204,000
Diesel Fuel Consumed (gallons)	129,736	170,829	162,267	-5.01%	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	4	9	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	6	9	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	75.5	81.9	90.1	10.01%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,759,674	\$4,377,453	\$3,997,567	-8.68%	\$5,063,000	\$3,648,000	\$3,376,000	\$3,969,000
Operating Cost - Expanded Service	\$0	\$361,230	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$182,396	\$185,610	\$141,637	-23.69%	\$175,000	\$114,000	\$102,000	\$105,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	1,651,310	1,748,686	1,998,723	14.30%	2,021,000	2,605,000	2,897,000	2,382,000
Total Vehicle Miles	1,679,681	1,783,660	2,038,697	14.30%	1,893,000	1,999,000	1,999,000	2,430,000
Passenger Trips	508,217	536,712	574,055	6.96%	557,000	588,000	588,000	714,000
Vanpool Fleet Size	113	145	143	-1.38%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	104	136	133	-2.21%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	101,985	108,500	112,492	3.68%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	1	5	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)	9.9	9.7	13.6	40.21%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$527,946	\$560,559	\$722,890	28.96%	\$845,000	\$1,113,000	\$1,254,000	\$1,144,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$651,871	\$702,060	\$795,362	13.29%	\$829,000	\$1,075,000	\$1,197,000	\$1,124,000

# Ben Franklin Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$6,246,940	\$6,867,778	\$7,177,315	4.51%	\$7,543,000	\$7,842,000	\$8,164,000	\$9,307,000
MVET	\$6,179,586	\$6,559,348	\$785,521	-88.02%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$2,451,200	N.A.	\$0	\$0	\$0	\$0
Fares	\$678,995	\$693,624	\$852,765	22.94%	\$972,000	\$713,000	\$513,000	\$516,000
Vanpooling Revenue	\$651,871	\$702,060	\$795,362	13.29%	\$829,000	\$1,075,000	\$1,197,000	\$1,124,000
Other	\$845,532	\$812,476	\$1,084,757	33.51%	\$1,484,000	\$566,000	\$423,000	\$328,000
Total Annual Revenues	\$14,602,924	\$15,635,286	\$13,146,920	-15.92%	\$10,828,000	\$10,196,000	\$10,297,000	\$11,275,000
<b>Annual Operating Expenses</b>	\$14,070,404	\$15,230,441	\$13,656,037	-10.34%	\$16,366,000	\$12,984,000	\$10,505,000	\$11,430,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5307 Capital Grants	\$201,322	\$1,480,686	\$69,269		\$731,000	\$753,000	\$875,000	\$746,000
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$3,379,000	\$0	\$0	\$0
General Fund	\$1,298,493	\$1,003,659	\$372,836		\$1,516,000	\$919,000	\$519,000	\$262,000
Total Capital Purchases	\$1,499,815	\$2,484,345	\$442,105	-82.20%	\$5,626,000	\$1,672,000	\$1,394,000	\$1,008,000
<b>Ending Balances, December 31</b>								
General Fund	\$9,275,304	\$7,637,349	\$7,715,787	1.03%	\$4,023,000	\$1,629,000	\$1,466,000	\$29,000
Vehicle Sinking Funds	\$2,096,141	\$1,560,391	\$2,223,734	42.51%	\$1,779,000	\$1,477,000	\$1,325,000	\$1,563,000
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	\$12,371,445	\$10,197,740	\$10,939,521	7.27%	\$6,802,000	\$4,106,000	\$3,791,000	\$2,592,000

## Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	BFT	Small City Means	BFT	Small City Means
Fares/Operating Cost	7.96%	9.65%	3.54%	2.11%
Operating Cost/Passenger Trip	\$2.92	\$2.91	\$16.18	\$17.05
Operating Cost/Revenue Vehicle Mile	\$3.60	\$4.87	\$2.75	\$4.11
Operating Cost/Revenue Vehicle Hour	\$65.45	\$76.77	\$42.01	\$54.44
Operating Cost/Total Vehicle Hour	\$60.84	\$73.21	\$36.53	\$46.38
Revenue Vehicle Hours/Total Vehicle Hour	92.95%	95.01%	86.96%	86.76%
Revenue Vehicle Hours/FTE	934	899	1,056	822
Revenue Vehicle Miles/Revenue Vehicle Hour	18.17	14.1	15.26	14.8
Passenger Trips/Revenue Vehicle Hour	22.4	25.6	2.6	3.3
Passenger Trips/Revenue Vehicle Mile	1.23	1.63	0.17	0.22



# Clallam Transit

**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.

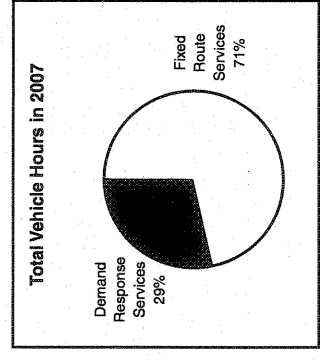
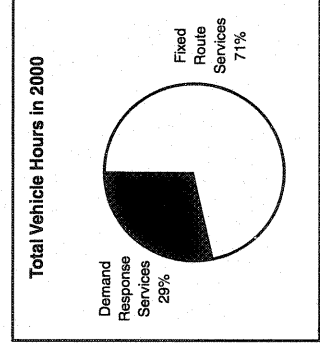
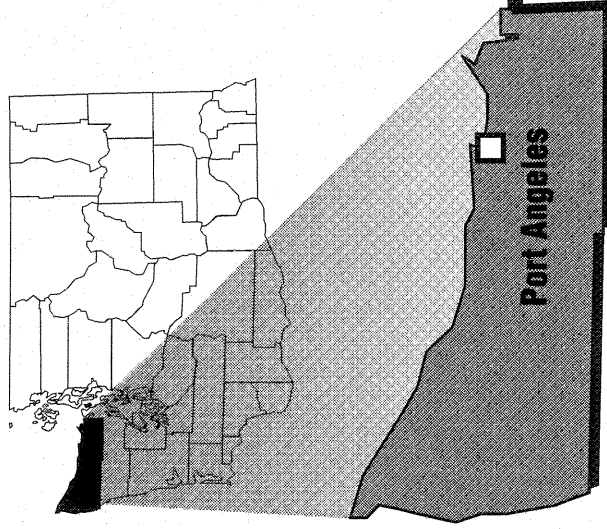
Tax Authorized: 0.6 percent sales and use tax approved in April 2000.

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

Types of Service: 15 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. on 14 routes.

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



### 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).
- Two rural local shuttles (Forks and Sequim).
- Six rural local routes (three serving eastern Clallam County and three serving western Clallam County).
- One small city commuter route (to Peninsula College).

All but two of these routes also operate on Saturdays. These two are the Forks local shuttle and the commuter route.

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 — 13, all owned and operated by the contractor, all equipped with wheelchair lifts, aged 1990 to 1999.

Rubber Tire Trolley Replicas — One, aged 1987.

### Facilities

CTS' combined administration, operations, and maintenance facility is on five 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.

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

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.

## 2000 Achievements

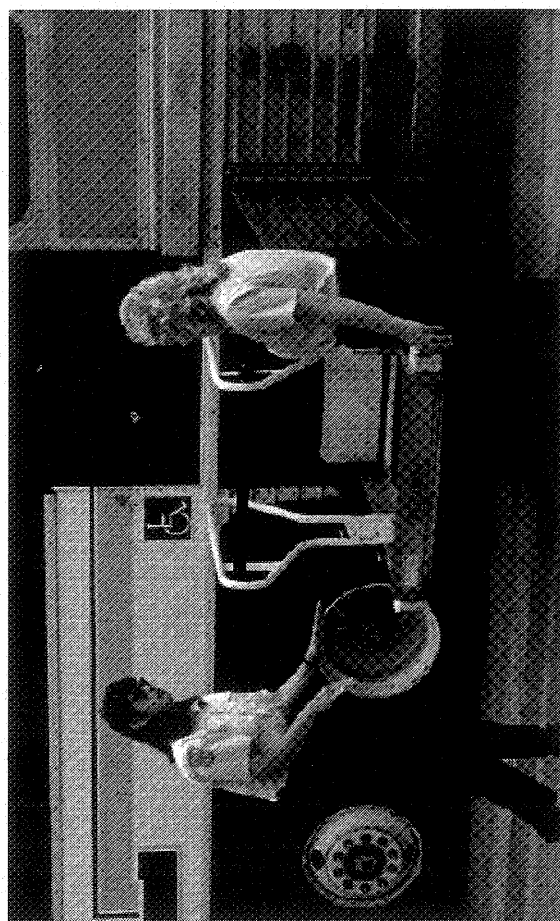
- 1999 objectives met:
- Voters' approved 0.3% sales tax increase to replace lost MVET revenue.
- Received FTA 5309 grant to purchase two replacement 30-foot heavy-duty accessible coaches.
- Selected a preferred site and began design of a multi-use transfer center in downtown Port Angeles.
- 1999 objectives unmet:
- Receive FTA Section 5311 operating grant to continue service on selected routes.
- Other:
- Received FTA Section 5311 grant to purchase three wheelchair accessible minibuses.
- Completed site selection and preliminary design of the Sequim Multi-use Transportation Center.
- Expanded the vanpool program to meet growing demand.
- Upgraded computer system.

## 2001 Objectives

- Purchase three wheelchair accessible minibuses.
- Take delivery of two replacement 30-foot heavy duty accessible coaches.
- Purchase three vanpool vans with STP funding.

## Long-range (2002 through 2007) Plans

- Construct the Port Angeles International Gateway Transportation Center.
- Construct the Sequim Multi-use Transportation Center.
- Purchase eight fixed route replacement vehicles with grant funds.
- Seek grant to replace outdated radio communications system.
- Purchase 12 vanpool vans.
- Install additional passenger shelters.



# Clallam Transit

Clallam Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	66,700	66,900	66,700	-0.30%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	43,412	42,755	43,660	2.12%	44,000	44,000	44,000	44,000
Total Vehicle Hours	46,767	51,335	59,978	16.84%	60,000	60,000	60,000	60,000
Revenue Vehicle Miles	976,111	954,120	966,127	1.26%	966,000	966,000	966,000	966,000
Total Vehicle Miles	1,084,991	1,249,709	1,327,213	6.20%	1,325,000	1,325,000	1,325,000	1,325,000
Passenger Trips	610,638	634,893	626,319	-1.35%	626,000	645,000	665,000	748,000
Diesel Fuel Consumed (gallons)	168,417	190,639	184,727	-3.10%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	4,397	1,124	595	-47.06%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	6	9	10	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	58.0	58.6	56.2	-4.10%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,371,632	\$3,620,682	\$3,770,837	4.15%	\$4,002,000	\$4,023,000	\$4,134,000	\$4,674,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$324,425	\$355,690	\$352,466	-0.91%	\$363,000	\$366,000	\$370,000	\$385,000

### Demand Response Services

Revenue Vehicle Hours	19,528	22,013	21,423	-2.68%	21,000	21,000	21,000	21,000
Total Vehicle Hours	22,213	25,040	24,208	-3.32%	25,000	25,000	25,000	25,000
Revenue Vehicle Miles	294,945	329,582	364,864	10.71%	365,000	365,000	365,000	365,000
Total Vehicle Miles	345,197	397,728	448,782	12.84%	449,000	449,000	449,000	449,000
Passenger Trips	53,927	55,243	54,319	-1.67%	55,000	56,000	57,000	61,000
Diesel Fuel Consumed (gallons)	14,674	5,831	10,186	74.69%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	31,334	32,694	16,813	-48.57%	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	8	7	7	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) - Contracted	16.0	16.0	24.4	52.50%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$707,106	\$799,011	\$817,842	2.36%	\$844,000	\$870,000	\$896,000	\$1,009,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$24,239	\$143,972	\$155,019	7.67%	\$144,000	\$148,000	\$153,000	\$172,000

**Clallam Transit**

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	N.A.	6,000	127,333	2022.22%	137,000	137,000	137,000	137,000
Total Vehicle Miles	N.A.	6,000	127,333	2022.22%	137,000	137,000	137,000	137,000
Passenger Trips	N.A.	885	19,377	2089.49%	21,000	21,000	21,000	21,000
Vanpool Fleet Size	0	4	7	75.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	0	3	6	100.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	N.A.	2,956	9,518	221.99%	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.	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	0.5	0.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	\$0	\$5,451	857.44%	\$40,000	\$41,000	\$42,000	\$48,000
Operating Cost - Expanded Service	N.A.	\$5,451	\$46,739	incl. above	\$0	\$0	\$0	\$0
Vanpooling Revenue	N.A.	\$10,000	\$44,282	342.82%	\$48,000	\$50,000	\$51,000	\$57,000

# Clallam Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$2,026,231	\$2,036,537	\$2,152,645	5.70%	\$3,898,000	\$4,015,000	\$4,136,000	\$4,655,000
MVET	\$2,026,231	\$2,036,537	\$1,234,040	-39.40%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$767,400	N.A.	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$309,546	\$201,412	\$325,438	61.58%	\$0	\$0	\$0	\$0
Fares	\$348,664	\$499,662	\$507,485	1.57%	\$507,000	\$514,000	\$523,000	\$557,000
Vanpooling Revenue	N.A.	\$10,000	\$44,282	342.82%	\$48,000	\$50,000	\$51,000	\$57,000
Federal Section 5311 Operating	\$0	\$21,339	\$102,816	381.82%	\$0	\$0	\$0	\$0
Other	\$181,297	\$146,051	\$203,245	39.16%	\$165,000	\$167,000	\$147,000	\$47,000
Total Annual Revenues	\$4,891,969	\$4,951,538	\$5,337,351	7.79%	\$4,618,000	\$4,746,000	\$4,857,000	\$5,316,000
<b>Annual Operating Expenses</b>	\$4,078,738	\$4,425,144	\$4,640,869	4.75%	\$4,886,000	\$4,934,000	\$5,072,000	\$5,731,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$6,117	\$168,462	\$101,105		\$80,000	\$58,000	\$54,000	\$54,000
Federal Section 5309 Capital Grants	\$0	\$685,000	\$178,399		\$482,000	\$6,051,000	\$0	\$440,000
Federal Section 5311 Capital Grants	\$0	\$220,000	\$414,969		\$620,000	\$0	\$0	\$0
Rural Mobility Program	\$0	\$0	\$0		\$0	\$120,000	\$0	\$0
Capital Fund Accounts	\$0	\$60,000	\$105,022		\$228,000	\$181,000	\$20,000	\$125,000
Operational Revenues	\$210,136	\$312,521	\$152,641		\$171,000	\$190,000	\$173,000	\$205,000
Total Capital Purchases	\$216,253	\$1,445,983	\$952,136	-34.15%	\$1,581,000	\$6,600,000	\$247,000	\$824,000
<b>Ending Balances, December 31</b>								
Working Capital	\$1,221,928	\$1,575,752	\$2,043,090	29.66%	\$1,603,000	\$1,225,000	\$1,072,000	\$1,072,000
Capital Fund Accounts	\$237,000	\$346,898	\$318,698	-8.13%	\$241,000	\$212,000	\$110,000	(\$1,684,000)
Totals	\$1,458,928	\$1,922,650	\$2,361,788	22.84%	\$1,844,000	\$1,437,000	\$1,182,000	(\$612,000)

## Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	CTS	Rural Means	CTS	Rural Means
Fares/Operating Cost	9.35%	6.80%	18.95%	1.53%
Operating Cost/Passenger Trip	\$6.02	\$3.87	\$15.06	\$15.67
Operating Cost/Revenue Mile	\$3.90	\$3.54	\$2.24	\$3.64
Operating Cost/Revenue Hour	\$86.37	\$63.97	\$38.18	\$48.65
Operating Cost/Total Vehicle Hour	\$62.87	\$60.93	\$33.78	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	72.79%	95.24%	88.50%	90.00%
Revenue Vehicle Hours/FTE	777	842	878	886
Revenue Vehicle Miles/Revenue Vehicle Hour	22.13	20.07	17.03	12.07
Passenger Trips/Revenue Vehicle Hour	14.3	15.3	2.5	3.1
Passenger Trips/Revenue Vehicle Mile	0.65	0.76	0.15	0.28

**Lynne Griffith**  
**Executive Director**

P.O. Box 2529  
Vancouver, Washington 98668-2529  
(360) 696-4494  
Internet Home Page: <http://www.c-tran.com>

## System Snapshot

Operating name: C-TRAN

Service area: Clark County, excluding the bicounty city of Woodland

Type of government: public transportation benefit area

Governing body: 9 member board of directors comprised of three Clark County Commissioners, three Vancouver Council members, one council member from either Camas or Washougal, one city council member from either Battle Ground or Yacolt, and one council member from either Ridgefield or La Center.

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

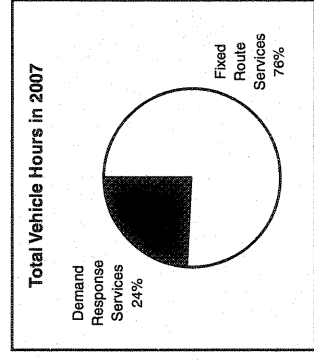
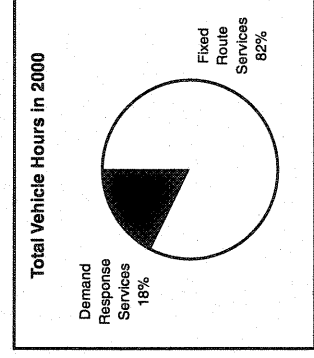
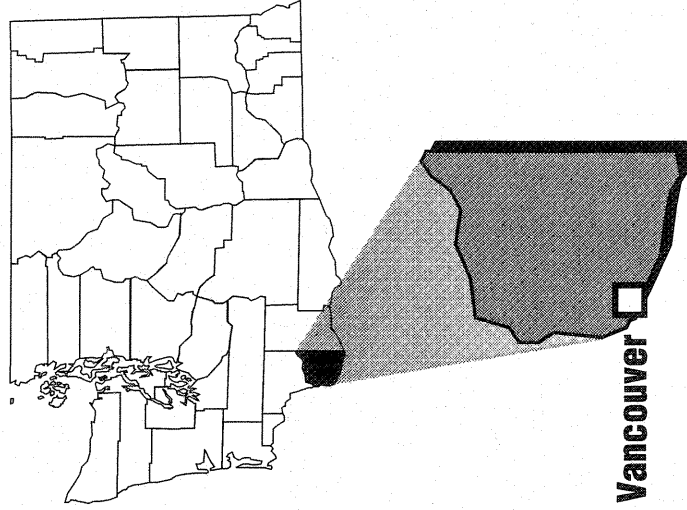
Annexations: None.

Types of service: 29 fixed routes and with C-Van

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 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.



### **Current Operations**

C-TRAN provides a variety of services on weekdays:

- 15 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)
- two express commuter routes (from rural Clark County locations to Salmon Creek Park and Ride Lot)

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

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

C-TRAN provides vanpool service with up to 18 vans, all of which are leased. C-TRAN is the lead agency for Commute Trip Reduction in Clark County.

### **Revenue Service Vehicles**

Fixed route — 112 total, 88 ADA accessible and 96 equipped with bicycle racks, age ranging from 1976 to 1999.

C-Van — 51 total, all equipped with wheelchair lifts, age ranging from 1993 to 1998.

Vanpool — 18 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 rest rooms.

In addition, Vancouver Mall and Fisher's Landing transit centers have park and ride lot capacity. C-TRAN operates five other park and ride lots (Battle Ground, Ridgefield, Salmon Creek, Camas/Washougal, and Evergreen). Together with another park and ride lot (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.



### 2000 Achievements

- 1999 objectives met:
  - Improved efficiency of operations and reduce service to sustainable levels.
- 1999 objectives unmet:
  - Acquire land for constructing a park and ride lot at I-5 and 99<sup>th</sup> Street.
  - Replace five fixed route coaches.
  - Add seven transit coaches for commuter service.
- Other:
  - Began installing on-board security cameras on all fixed route buses.
  - Changed policy to accept advertising on buses.

### 2001 Objectives

- Acquire land for constructing a park and ride lot at I-5 and 99<sup>th</sup> Street.
- Replace ten fixed route coaches.
- Support implementation of HOV lane on I-5.
- Add seven transit coaches for commuter service.
- Complete installing on-board security cameras on all fixed route buses.

### Long-range (2002 through 2007) Plans

- Analyze implementing a computer-aided bus dispatch system with automatic vehicle locator technology.
- Construct park and ride lot at I-5 and 99<sup>th</sup> Street.
- Increase the number of park and ride lot vehicle spaces.
- Replace 30 C-VAN paratransit vehicles.
- Add six C-VAN paratransit vehicles.

- Replace 40 fixed route buses.

- Replace ten 30-35 foot fixed route buses.
- Expand fixed route and C-Van paratransit services approximately 24%.
- Reduce vanpool operations due to downsizing of employers.

# C-TRAN

C-TRAN (Clark County)	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	327,890	336,890	344,900	2.38%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	275,208	283,218	260,482	-8.03%	250,000	259,000	267,000	307,000
Total Vehicle Hours	299,117	310,981	284,515	-8.51%	273,000	282,000	292,000	335,000
Revenue Vehicle Miles	4,353,422	4,537,911	4,044,919	-10.86%	3,644,000	3,772,000	3,904,000	4,480,000
Total Vehicle Miles	5,029,537	5,275,297	4,656,608	-11.73%	4,466,000	4,622,000	4,764,000	5,490,000
Passenger Trips	7,208,587	7,750,095	6,564,961	-15.29%	6,296,000	6,517,000	6,745,000	7,740,000
Diesel Fuel Consumed (gallons)	1,075,272	1,111,284	1,019,043	-8.30%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	59	77	89	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	14	12	28	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	275.1	280.3	257.6	-8.10%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$17,191,952	\$18,886,035	\$19,513,262	-8.46%	\$19,628,000	\$19,947,000	\$21,046,000	\$25,843,000
Operating Cost - Expanded Service	\$960,041	\$1,154,035	(\$1,166,065)	incl. above	(\$559,000)	\$473,000	\$504,000	\$651,000
Farebox Revenues	\$2,322,709	\$2,445,189	\$3,054,683	24.93%	\$3,381,000	\$3,292,000	\$3,293,000	\$5,260,000

### Demand Response Services

Revenue Vehicle Hours	70,714	65,822	55,308	-15.97%	71,000	74,000	78,000	92,000
Total Vehicle Hours	82,160	74,953	62,275	-16.91%	80,000	84,000	87,000	103,000
Revenue Vehicle Miles	1,149,358	1,046,512	915,330	-12.54%	1,180,000	1,231,000	1,283,000	1,517,000
Total Vehicle Miles	1,345,583	1,200,544	1,023,470	-14.75%	1,320,000	1,376,000	1,435,000	1,696,000
Passenger Trips	189,074	188,269	162,130	-13.88%	209,000	218,000	227,000	269,000
Diesel Fuel Consumed (gallons)	152,114	149,302	126,677	-15.15%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,857	287	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	2	4	13	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	8	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	77.2	73.3	64.1	-12.55%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,801,788	\$4,373,195	\$4,038,651	-15.08%	\$3,742,000	\$4,609,000	\$4,825,000	\$6,251,000
Operating Cost - Expanded Service	\$705,368	\$0	(\$325,026)	incl. above	\$496,000	\$97,000	\$104,000	\$139,000
Farebox Revenues	\$40,753	\$37,434	\$59,396	58.67%	\$103,000	\$102,000	\$108,000	\$163,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	175,832	286,482	249,255	-12.99%	272,000	82,000	82,000	82,000
Total Vehicle Miles	175,832	286,482	249,255	-12.99%	272,000	82,000	82,000	82,000
Passenger Trips	49,352	68,096	66,555	-2.26%	73,000	22,000	22,000	22,000
Vanpool Fleet Size	24	25	18	-28.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	23	25	18	-28.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	15,821	20,991	19,494	-7.13%	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)	0.6	0.5	0.4	-20.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$60,131	\$85,728	\$94,028	-16.91%	\$183,000	\$234,000	\$115,000	\$141,000
Operating Cost - Expanded Service	\$30,017	\$28,407	\$812	incl. above	\$4,000	-\$34,000	\$0	\$0
Vanpooling Revenue	\$71,107	\$128,730	\$113,119	-12.13%	\$137,000	\$199,000	\$205,000	\$231,000

# C-TRAN

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$11,320,182	\$11,699,532	\$11,853,310	1.31%	\$12,543,000	\$12,919,000	\$13,307,000	\$14,977,000
MVET	\$11,320,182	\$11,699,532	\$7,173,943	-38.68%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$4,885,564	N.A.	\$0	\$0	\$0	\$0
Fares	\$2,363,462	\$2,482,623	\$3,114,079	25.44%	\$3,484,000	\$3,394,000	\$3,401,000	\$5,423,000
Vanpooling Revenue	\$71,107	\$128,730	\$113,119	-12.13%	\$137,000	\$199,000	\$205,000	\$231,000
Other	\$4,747,763	\$2,758,042	\$5,294,879	91.98%	\$5,812,000	\$5,298,000	\$5,059,000	\$3,716,000
Total Annual Revenues	\$29,822,696	\$28,768,459	\$32,434,894	12.74%	\$21,976,000	\$21,810,000	\$21,972,000	\$24,347,000
<b>Annual Operating Expenses</b>	\$22,749,297	\$24,529,400	\$22,155,662	-9.66%	\$23,494,000	\$25,326,000	\$26,594,000	\$33,025,000
<b>Other Expenses</b>	\$3,630,197	\$4,104,893	\$4,039,540	-1.59%	\$4,061,000	\$3,862,000	\$4,098,000	\$4,860,000
<b>Annual Capital Purchase Obligations</b>								
Federal CM/AQ	\$423,981	\$0	\$0		\$2,395,000	\$1,000,000	\$0	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$1,861,000	\$1,200,000	\$0	\$0
Federal Section 5307 Capital Grants	\$275,521	\$4,558,192	\$471,663	25.44%	\$2,634,000	\$1,764,000	\$1,871,000	\$30,000
Federal STP - Competitive Grant	\$0	\$660,421	\$0		\$0	\$0	\$0	\$0
State Capital Grants	\$0	\$0	\$180,000		\$0	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$1,502,179	\$2,973,244	\$3,352,458		\$3,103,000	\$3,482,000	\$879,000	\$3,997,000
Total Capital Purchases	\$2,201,681	\$8,191,857	\$4,004,121	-51.12%	\$9,993,000	\$7,466,000	\$2,750,000	\$4,027,000
<b>Ending Balances, December 31</b>								
Working Capital	\$7,455,674	\$7,192,115	\$8,108,724	12.74%	\$5,472,000	\$5,453,000	\$5,493,000	\$5,866,000
Funding for Programs	\$27,285,157	\$29,264,326	\$33,617,763	14.86%	\$31,479,000	\$26,936,000	\$21,792,000	\$0
Capital Replacement/ Purchase Funds	\$19,078,162	\$26,375,280	\$28,219,736	6.99%	\$27,229,000	\$27,131,000	\$27,635,000	\$12,351,000
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	\$56,818,993	\$65,831,721	\$72,946,223	10.81%	\$67,180,000	\$62,520,000	\$57,920,000	\$21,217,000

## Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	C-TRAN	Urbanized Means	C-TRAN	Urbanized Means
Fares/Operating Cost	16.65%	16.88%	1.60%	1.54%
Operating Cost/Passenger Trip	\$2.79	\$3.14	\$22.91	\$24.27
Operating Cost/Revenue Vehicle Mile	\$4.54	\$5.43	\$4.06	\$3.85
Operating Cost/Revenue Vehicle Hour	\$70.44	\$73.95	\$67.14	\$64.69
Operating Cost/Total Vehicle Hour	\$64.49	\$67.69	\$59.63	\$55.64
Revenue Vehicle Hours/Total Vehicle Hour	91.55%	90.88%	88.81%	87.03%
Revenue Vehicle Hours/FTE	1,011	945	863	1,068
Revenue Vehicle Miles/Revenue Vehicle Hour	15.5	14.7	16.5	15.9
Passenger Trips/Revenue Vehicle Hour	25.2	25.2	2.9	2.8
Passenger Trips/Revenue Vehicle Mile	1.62	1.63	0.18	0.18

# Community Transit

**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: 9 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.

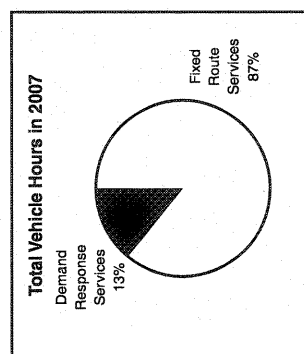
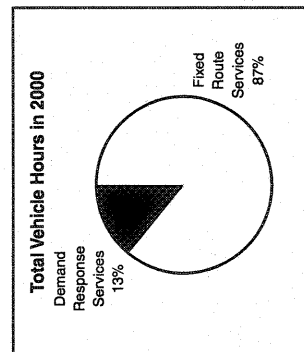
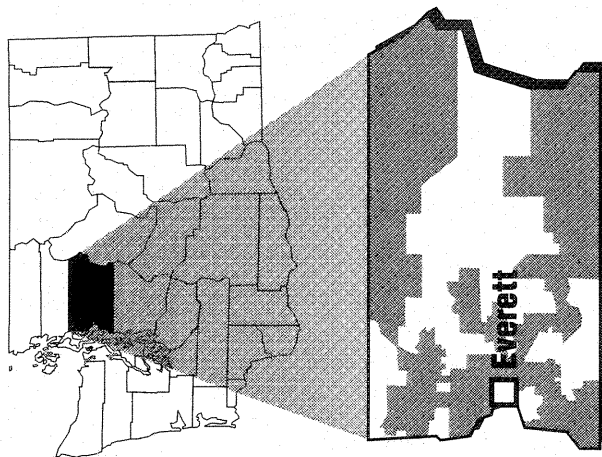
Tax authorized: 0.6% sales and use tax approved in February 1990.

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: 52 routes (plus ten Sound Transit routes), DART transportation for individuals with disabilities, and commuter vanpools.

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

Base fare: \$1.00 per boarding, fixed route and DART.



## Current Operations

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

- 19 suburban local routes
- seven suburban commuter routes to the Everett Boeing Plant
- seven suburban commuter routes to University of Washington in King County
- 19 suburban commuter routes to Seattle and Bellevue in King County

CT operates 14 suburban local routes on Saturdays. CT provides ten suburban commuter routes to Seattle and Bellevue as a contractor to Sound Transit.

CT also provides paratransit transportation (DART) for individuals with disabilities. This transportation operates the same days and hours as local routes.

CT manages the third largest vanpool program in the nation and provides transportation management services to employers.

## Revenue Service Vehicles

Fixed route — 276 total including seven vehicles owned by the Boeing Company, age ranging from 1978 to 2000.

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

Vanpool — 345 total, including two equipped with wheelchair lifts, age ranging from 1987 to 2000.

## 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 & Ride Lot. CT also leases ten park and pool lots. These lots provide a total of 5,423 parking spaces. CT provides bicycle lockers at five park and ride lots.

CT has 243 bus passenger shelters throughout its service area.

## Intermodal Connections

CT service connects with Sound Transit services in Everett, Lynnwood, and Bothell. It connects with King County Metro in downtown Seattle, 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 Puget Passes, which can be used on all of the transit systems.

Community Transit and Island 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.

### 2000 Achievements

- 1999 objectives met:
  - Improved efficiency of operations and reduced service to sustainable levels.
  - Increased vanpool charges to achieve 100 percent of operating costs.
  - Implemented expanded Sound Transit Regional Express services.
  - Completed procurement process for new radio system.
- Other:
  - Donated 12 surplus vehicles to non-profit agencies to be used to meet special transportation needs impacted by transit service cuts following loss of MVET.
  - Increased commuter bus fares to improve farebox recovery.
  - Worked with the State Legislature to secure funding for transit, including additional local sales tax authority and one-time Bridge funding. The Bridge funding allowed CT to restore Saturday local bus and DART service for a limited period of time.

### 2001 Objectives

- Initiate ballot measure to increase transit sales tax of 0.3%.
- Work with the State Legislature to restore State funding for transit services.
- Request bids for new five-year contracts for the operation of ADA paratransit services, the operation of contracted commuter services, and for the fixed route and paratransit vehicles.
- Complete siting and acquire right of way for a park and ride lot near Frontier Village and Lake Stevens.
- Evaluate the feasibility of expand the WSDOT-owned Mountlake Terrace Park and ride Lot.
- Collaborate with Sound Transit on the design and construction of improvements to the Lynnwood Park and Ride Lot.
- Activate a segment of transit signal priority in Snohomish County.

### Long-range (2002 through 2007) Plans

- Maintain (or improve) transit mode share in Snohomish County.
- Replace aging 40-foot commuter coaches with 60-foot articulated buses.
- Design and construct a park and ride lot near Frontier Village and Lake Stevens.
- Work with WSDOT to program and construct park and ride projects growing out of the Puget Sound Park and Ride System Update.

## Community Transit

Community Transit Service Area Population	1998 389,950	1999 399,180	2000 406,410	% Change 1.81%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	319,502	424,261	379,932	-10.45%	426,000	432,000	444,000	495,000
Total Vehicle Hours	548,870	579,870	520,010	-10.32%	587,000	597,000	613,000	686,000
Revenue Vehicle Miles	6,684,738	7,111,582	7,094,637	-0.24%	7,946,000	8,073,000	8,283,000	9,253,000
Total Vehicle Miles	10,208,132	10,521,297	10,477,588	-0.42%	11,735,000	11,923,000	12,233,000	13,665,000
Passenger Trips	7,689,878	7,940,239	7,333,570	-7.64%	8,214,000	8,345,000	8,562,000	9,584,000
Diesel Fuel Consumed (gallons)	1,954,077	2,196,191	2,150,806	-2.07%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	29	65	88	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	31	36	32	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	480.0	570.0	537.0	-5.79%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$35,902,159	\$38,613,931	\$42,458,114	0.00%	\$46,234,000	\$46,980,000	\$47,940,000	\$51,848,000
Operating Cost - Expanded Service	\$2,711,772	\$3,844,183	(\$1,102,928)	incl. above	\$439,000	\$555,000	\$871,000	\$705,000
Farebox Revenues	\$7,266,682	\$8,350,314	\$10,008,745	19.86%	\$11,210,000	\$11,389,000	\$11,686,000	\$13,053,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	82,231	87,711	62,933	-28.25%	70,000	72,000	73,000	82,000
Total Vehicle Hours	82,231	87,711	78,791	-10.17%	88,000	90,000	92,000	103,000
Revenue Vehicle Miles	1,448,878	1,581,584	1,145,326	-27.58%	1,283,000	1,303,000	1,337,000	1,494,000
Total Vehicle Miles	1,448,878	1,581,584	1,435,982	-9.21%	1,608,000	1,634,000	1,677,000	1,873,000
Passenger Trips	178,512	197,578	163,300	-17.35%	173,000	174,000	177,000	187,000
Diesel Fuel Consumed (gallons)	221,182	231,268	209,796	-9.28%	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	8	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	4	4	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	64.0	75.0	71.0	-5.33%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,830,115	\$4,203,075	\$4,564,538	-4.65%	\$4,352,000	\$4,896,000	\$4,977,000	\$5,601,000
Operating Cost - Expanded Service	\$372,960	\$361,463	(\$212,065)	incl. above	\$544,000	\$81,000	\$135,000	\$128,000
Farebox Revenues	\$132,488	\$134,271	\$104,915	-21.86%	\$149,000	\$150,000	\$152,000	\$161,000



Community Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	3,328,530	3,410,170	3,610,035	5.86%	4,136,000	4,196,000	4,256,000	4,496,000
Total Vehicle Miles	3,411,096	3,483,099	3,701,835	6.28%	4,241,000	4,303,000	4,364,000	4,610,000
Passenger Trips	647,316	658,108	729,810	10.90%	816,000	877,000	890,000	940,000
Vanpool Fleet Size	271	311	345	10.93%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	242	243	271	11.52%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	233,455	225,719	237,978	5.43%	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	10	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	9	11	5	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	13.0	11.0	14.0	27.27%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,222,328	\$1,627,742	\$1,887,435	6.64%	\$2,013,000	\$2,288,000	\$2,468,000	\$2,614,000
Operating Cost - Expanded Service	\$405,414	\$259,693	\$125,312	incl. above	\$275,000	\$180,000	\$37,000	\$37,000
Vanpooling Revenue	\$776,359	\$773,564	\$1,137,150	47.00%	\$2,161,000	\$2,325,000	\$2,358,000	\$2,492,000

# Community Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$27,118,203	\$30,873,972	\$32,834,494	6.35%	\$34,044,000	\$36,034,000	\$37,856,000	\$44,515,000
MVET	\$16,973,134	\$18,835,958	\$8,678,939	-53.92%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$6,857,400	N.A.	\$0	\$0	\$0	\$0
Fares	\$7,399,170	\$8,484,585	\$10,113,660	19.20%	\$11,359,000	\$11,539,000	\$11,838,000	\$13,214,000
Vanpooling Revenue	\$776,359	\$773,564	\$1,137,150	47.00%	\$2,161,000	\$2,325,000	\$2,358,000	\$2,492,000
Federal Section 5307 Operating	\$1,036,726	\$0	\$2,598,193	100.00%	\$5,475,000	\$200,000	\$0	\$0
Interest Income	\$2,294,032	\$2,706,246	\$3,818,203	41.09%	\$3,030,000	\$3,179,000	\$3,269,000	\$2,348,000
Other	\$1,138,579	\$1,126,854	\$1,494,997	32.67%	\$1,312,000	\$1,456,000	\$1,615,000	\$2,398,000
Sound Transit Operating	\$0	\$1,218,667	\$4,718,090	287.15%	\$4,598,000	\$4,598,000	\$4,902,000	\$6,659,000
Total Annual Revenues	\$56,736,203	\$64,019,846	\$72,251,126	12.86%	\$61,979,000	\$59,331,000	\$61,838,000	\$71,626,000
<b>Annual Operating Expenses</b>								
Other	\$44,444,748	\$48,910,087	\$47,720,406	-2.43%	\$53,857,000	\$54,980,000	\$56,428,000	\$60,933,000
Total	\$0	\$0	\$287,670	100.00%	\$328,000	\$336,000	\$344,000	\$362,000
	\$44,444,748	\$48,910,087	\$48,008,076	-1.03%	\$54,185,000	\$55,316,000	\$56,772,000	\$61,295,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	\$2,218,869		\$0	\$990,000	\$0	\$0
Federal Section 5307 Capital Grants	\$8,401,788	\$3,374,000	\$5,143,044		\$400,000	\$8,536,000	\$5,700,000	\$3,000,000
Federal CMI/AQ	\$0	\$900,000	\$434,060		\$0	\$0	\$1,735,000	\$0
Central Puget Sound PT Account	\$2,132,575	\$0	\$312,500		\$0	\$0	\$0	\$0
Combined Capital Funds	\$9,357,315	\$3,668,298	\$2,901,634		\$7,134,000	(1,712,000)	\$3,618,000	\$14,454,000
General Fund	\$0	\$0	\$1,089,591		\$1,133,000	\$1,179,000	\$1,226,000	\$1,379,000
Other	\$1,105,191	\$37,900	\$0		\$0	\$0	\$0	\$0
Total Capital Purchases	\$20,996,869	\$7,980,198	\$12,099,698	51.62%	\$8,667,000	\$8,993,000	\$12,279,000	\$18,833,000
<b>Ending Balances, December 31</b>								
General Fund	\$72,268	\$101,209	\$6,316,794	6141.34%	(\$620,000)	(\$8,074,000)	(\$17,863,000)	(\$75,115,000)
Combined Capital Funds	\$27,222,696	\$34,033,404	\$46,568,196	36.83%	\$47,024,000	\$51,268,000	\$50,362,000	\$25,489,000
L&I Insurance Fund	\$950,030	\$1,852,065	\$2,143,081	15.71%	\$2,465,000	\$1,855,000	\$1,174,000	(\$1,213,000)
Bond Fund	\$10,535,137	\$11,785,671	\$12,173,130	3.29%	\$13,403,000	\$14,073,000	\$14,777,000	\$17,106,000
Total	\$38,780,131	\$47,772,349	\$67,201,201	40.67%	\$62,272,000	\$59,122,000	\$48,450,000	(\$33,733,000)

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	CT	Urbanized Means	CT	Urbanized Means
Fares/Operating Cost	24.20%	16.88%	2.41%	1.54%
Operating Cost/Passenger Trip	\$5.64	\$3.14	\$26.65	\$24.27
Operating Cost/Revenue Vehicle Mile	\$5.83	\$5.43	\$3.80	\$3.85
Operating Cost/Revenue Vehicle Hour	\$108.85	\$73.95	\$69.16	\$64.69
Operating Cost/Total Vehicle Hour	\$79.53	\$67.69	\$55.24	\$55.64
Revenue Vehicle Hours/Total Vehicle Hour	73.06%	90.88%	79.87%	87.03%
Revenue Vehicle Hours/FTE	708	945	886	1,068
Revenue Vehicle Miles/Revenue Vehicle Hour	18.7	14.7	18.2	15.9
Passenger Trips/Revenue Vehicle Hour	19.3	25.2	2.6	2.8
Passenger Trips/Revenue Vehicle Mile	1.03	1.63	0.14	0.18



# Cowlitz Transit Authority

**Steve Harris**

**Longview 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.

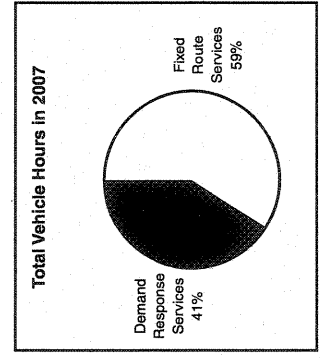
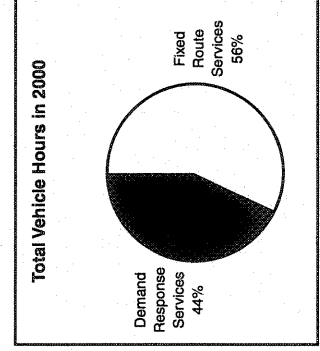
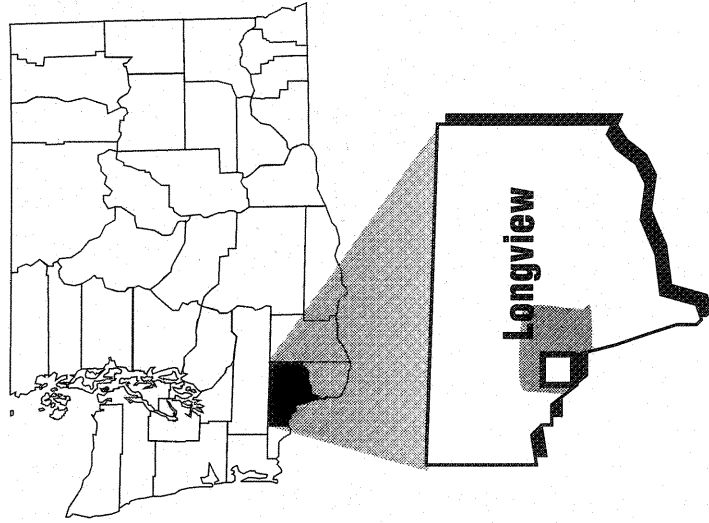
Tax authorized: 0.1% sales and use tax approved in November 1987.

Annexations: None.

Types of Service: Four 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., and Saturdays, 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:

- Four 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.

### **Revenue Service Vehicles**

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

Demand Response — 9 total, including one provided by the contractor, who operated all under lease, all ADA accessible, models range 1994 to 2000.

### **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**

Two 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.

### **2000 Achievements**

- 1999 objectives met:
  - Reduced and/or modify fixed route and paratransit services due to I-695 (Eliminated two fixed routes and Sunday service).
  - Purchased two new ADA accessible paratransit minibuses.
  - Ordered four replacement fixed route transit buses.
- Other:
  - Renewed contract to provide paratransit services to Paratransit Services.

### **2001 Objectives**

- Reinstate one fixed route in Kelso.
- Take delivery of four fixed route transit buses

### **Long-range Plans (2002 through 2007)**

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

Cowlitz Transit Authority Service Area Population	1998 46,160	1999 46,210	2000 46,150	% Change -0.13%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operation Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	20,136	22,482	13,818	-38.54%	17,000	17,000	17,000	17,000
Total Vehicle Hours	20,150	22,482	13,818	-38.54%	17,000	17,000	17,000	17,000
Revenue Vehicle Miles	272,217	276,612	180,063	-34.90%	225,000	225,000	225,000	225,000
Total Vehicle Miles	273,994	276,612	180,063	-34.90%	225,000	225,000	225,000	225,000
Passenger Trips	380,876	379,304	268,277	-29.27%	335,000	335,000	335,000	335,000
Diesel Fuel Consumed (gallons)	48,290	44,844	34,615	-22.81%	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	1	3	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	16.0	16.0	11.0	-31.25%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,190,083	\$1,416,696	\$970,245	-31.51%	\$1,184,000	\$1,246,000	\$1,129,000	\$1,368,000
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Farebox Revenues	\$69,922	\$73,630	\$85,519	16.15%	\$85,000	\$85,000	\$85,000	\$85,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	10,685	12,320	10,661	-13.47%	11,000	11,000	12,000	12,000
Total Vehicle Hours	12,223	12,628	10,934	-13.41%	11,000	11,000	12,000	12,000
Revenue Vehicle Miles	109,523	120,060	104,598	-12.88%	106,000	106,000	108,000	108,000
Total Vehicle Miles	113,081	121,600	106,908	-12.08%	107,000	107,000	109,000	109,000
Passenger Trips	35,303	38,720	36,930	-4.62%	38,000	38,000	39,000	42,000
Diesel Fuel Consumed (gallons)	13,963	13,737	14,258	3.79%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	3	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	1	5	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) - Contracted	8.0	8.0	8.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$490,475	\$466,170	\$453,066	-2.81%	\$438,000	\$457,000	\$657,000	\$80,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

**Cowlitz Transit Authority**

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$824,005	\$842,516	\$841,127	-0.16%	\$877,000	\$915,000	\$954,000	\$1,129,000
MVET	\$798,157	\$821,779	\$867,177	5.52%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$310,800	N.A.	\$0	\$0	\$0	\$0
Fares	\$69,922	\$73,630	\$85,519	16.15%	\$85,000	\$85,000	\$85,000	\$85,000
Federal Section 5307 Operating	\$0	\$0	\$0	N.A.	\$504,000	\$0	\$376,000	\$376,000
Other	\$616,291	\$175,078	\$0	-100.00%	\$208,000	\$172,000	\$158,000	\$75,000
Total Annual Revenues	\$2,308,375	\$1,913,003	\$2,104,623	10.02%	\$1,674,000	\$1,172,000	\$1,573,000	\$1,665,000
<b>Annual Operating Expenses</b>	\$1,680,558	\$1,882,866	\$1,423,311	-24.41%	\$1,622,000	\$1,703,000	\$1,786,000	\$1,448,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5307 Capital Grants	\$186,113	\$0	\$1,066,400		\$0	\$520,000	\$144,000	\$144,000
Unrestricted Cash and Investments	\$223,997	\$160,000	\$274,400		\$8,000	\$138,000	\$44,000	\$44,000
Total Capital Purchases	\$410,110	\$160,000	\$1,340,800	738.00%	\$8,000	\$658,000	\$188,000	\$188,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$3,229,459	\$3,185,966	\$2,747,039	-13.78%	\$3,857,000	\$3,188,000	\$2,931,000	\$1,398,000

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	CTA	Means	CTA	Means
Fares/Operating Cost	8.81%	9.65%	0.00%	2.11%
Operating Cost/Passenger Trip	\$3.62	\$2.91	\$12.27	\$17.05
Operating Cost/Revenue Vehicle Mile	\$5.39	\$4.87	\$4.33	\$4.11
Operating Cost/Revenue Vehicle Hour	\$70.22	\$76.77	\$42.50	\$54.44
Operating Cost/Total Vehicle Hour	\$70.22	\$73.21	\$41.44	\$46.38
Revenue Vehicle Hours/Total Vehicle Hour	100.00%	95.01%	97.50%	86.76%
Revenue Vehicle Hours/FTE	1,256	899	1,333	822
Revenue Vehicle Miles/Revenue Vehicle Hour	13.03	14.1	9.81	14.8
Passenger Trips/Revenue Vehicle Hour	19.4	25.6	3.5	3.3
Passenger Trips/Revenue Vehicle Mile	1.49	1.63	0.35	0.22



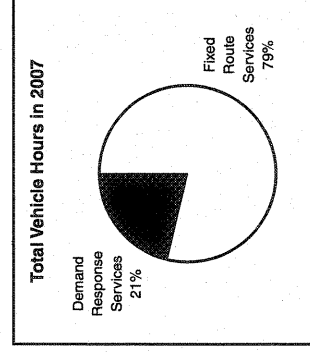
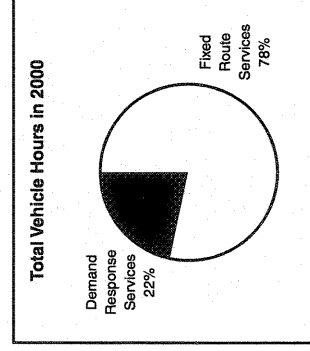
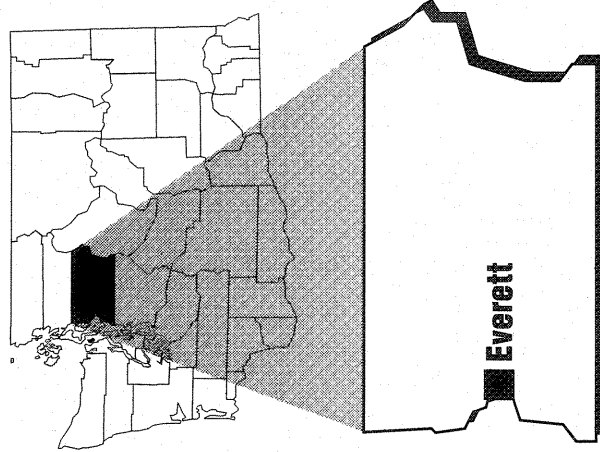
**Ken Housden**  
**Director, Transportation Services**

3225 Cedar Street  
 Everett, Washington 98201  
 (425) 257-8803

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% 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.



### **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 shuttle route in downtown Everett.
- 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.

Everett Transit continued to oversee the City's Commute Trip Reduction program.

### **Revenue Service Vehicles**

Fixed-route — 41 total, three of which are owned by the Boeing Company and a part of its 1991 Mitigation Program for plant expansion, 33 of which are wheelchair accessible, with models ranging from 1987 to 1999.

ParaTransit — 14, all ADA accessible, with models ranging from 1993 to 1998.

### **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.

### **2000 Achievements**

- 1999 Objectives Met
  - Replaced five 38-foot buses with five 60-foot articulated coaches.
  - Began constructing Everett Station, a multimodal transportation center.
  - Continued preliminary work on siting a transit center at the Everett Mall.
- 1999 Objectives Unmet
  - Add 3,600 revenue hours of fixed route service.
  - Add 2,000 revenue hours of ParaTransit service.

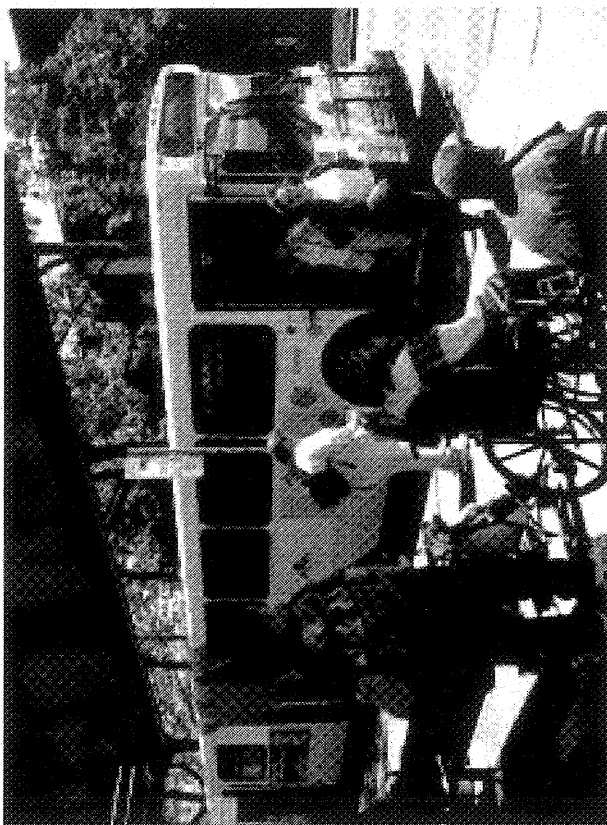
- Other
- Added a new weekday “circulator” route downtown.
- Developed a pre-paid “Navy Pass” for Naval Station Everett’s active and retired Navy personnel.
- Initiated daily boarding counts.
- Completed joint Everett Transit/Washington State Ferry “Ship to Shore/Short Route.”

### 2001 Objectives

- Complete constructing Everett Station.
- Construct Pacific Avenue Overpass.

### Long Range (2002 - 2007) Plans

- Construct the North Everett Transit Center.
- Construct the South Everett Transit Center.
- Purchase 34 replacement fixed route buses.
- Purchase eight additional fixed route buses.
- Purchase 24 replacement ParaTransit vehicles.
- Add 10,400 annual revenue hours of fixed route service.
- Add 2,300 annual revenue hours of ParaTransit service.



# Everett Transit

Everett Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	84,330	86,730	87,520	0.91%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	79,752	76,896	83,700	8.85%	85,000	91,000	93,000	100,000
Total Vehicle Hours	90,672	95,598	90,255	-5.59%	92,000	98,000	100,000	108,000
Revenue Vehicle Miles	995,590	979,068	1,002,957	2.44%	1,023,000	1,044,000	1,064,000	1,152,000
Total Vehicle Miles	1,152,233	1,144,194	1,167,765	2.06%	1,192,000	1,216,000	1,216,000	1,263,000
Passenger Trips	1,471,748	1,381,854	1,493,189	8.06%	1,600,000	1,632,000	1,665,000	1,802,000
Diesel Fuel Consumed (gallons)	203,358	209,311	231,022	10.37%	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	14	35	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	2	6	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	73.5	72.0	72.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$5,805,134	\$5,868,540	\$5,634,762	4.96%	\$6,355,000	\$6,533,000	\$6,985,000	\$8,038,000
Operating Cost - Expanded Service	\$194,175	\$20,906	\$546,980	incl. above	\$0	\$282,000	\$63,000	\$22,000
Farebox Revenues	\$735,015	\$688,427	\$ 769,537	11.78%	\$723,000	\$743,000	\$764,000	\$854,000

### Demand Response Services

Revenue Vehicle Hours	15,223	21,432	22,896	6.83%	23,000	24,000	24,000	26,000
Total Vehicle Hours	18,522	23,493	25,154	7.07%	26,000	26,000	27,000	29,000
Revenue Vehicle Miles	235,431	243,048	271,407	11.67%	277,000	282,000	288,000	312,000
Total Vehicle Miles	259,361	269,892	299,988	11.15%	306,000	312,000	318,000	345,000
Passenger Trips	53,989	55,800	60,106	7.72%	61,000	63,000	64,000	69,000
Gasoline Fuel Consumed (gallons)	36,538	41,300	46,123	11.68%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	3	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)	17.4	19.4	19.4	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,096,940	\$1,158,321	\$1,532,954	5.94%	\$1,691,000	\$1,739,000	\$1,801,000	\$2,093,000
Operating Cost - Expanded Service	\$58,889	\$394,833	\$112,392	incl. above	\$0	\$13,000	\$18,000	\$21,000
Farebox Revenues	\$14,746	\$17,285	\$21,801	26.13%	\$19,000	\$19,000	\$20,000	\$22,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$6,516,763	\$7,095,269	\$7,140,044	0.63%	\$7,341,000	\$7,548,000	\$7,761,000	\$8,674,000
MVET	\$0	\$278,417	\$193,071	-30.65%	\$0	\$0	\$0	\$0
Fares	\$749,761	\$705,712	\$791,338	12.13%	\$742,000	\$762,000	\$784,000	\$876,000
Federal Section 5307 Preventive Maint.	\$28,500	\$0	\$614,000	N.A.	\$238,000	\$288,000	\$300,000	\$300,000
Other	\$354,931	\$336,557	\$532,844	58.32%	\$506,000	\$1,735,000	\$1,774,000	\$1,848,000
Total Annual Revenues	\$7,649,955	\$8,415,955	\$9,827,297	16.77%	\$8,827,000	\$10,333,000	\$10,619,000	\$11,698,000
<b>Annual Operating Expenses</b>								
Other	\$7,155,138	\$7,442,600	\$7,827,088	5.17%	\$8,046,000	\$8,547,000	\$8,867,000	\$10,174,000
Total	\$68,648	\$58,699	\$46,440	-20.88%	\$175,000	\$936,000	\$1,044,000	\$1,822,000
	\$7,223,786	\$7,501,299	\$7,873,528	4.96%	\$8,221,000	\$9,483,000	\$9,911,000	\$11,996,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$3,189,737	\$7,216,364		\$2,340,000	\$0	\$0	\$0
Federal Section 5307 Capital Grants	\$170,731	\$562,608	\$2,745,727		\$13,650,000	\$3,872,000	\$3,393,000	\$1,520,000
TEA-21 Capital Grants	\$253,948	\$3,632,324	\$0		\$292,000	\$2,275,000	\$0	\$0
Other Contributions	\$35,000	\$137,407	\$1,221,145		\$8,437,000	\$0	\$0	\$0
Unrestricted Cash and Investments	\$51,631	\$879,095	\$537,672		\$440,000	\$1,019,000	\$848,000	\$380,000
Total Capital Purchases	\$511,310	\$8,401,171	\$11,720,908	39.52%	\$25,159,000	\$7,166,000	\$4,241,000	\$1,900,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$4,183,302	\$3,753,125	\$5,171,433	37.79%	\$5,337,000	\$5,169,000	\$5,028,000	\$3,998,000

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	Everett Transit	Urbanized Means	Everett Transit	Urbanized Means
Fares/Operating Cost	12.45%	16.88%	1.33%	1.54%
Operating Cost/Passenger Trip	\$4.14	\$3.14	\$27.37	\$24.27
Operating Cost/Revenue Vehicle Mile	\$6.16	\$5.43	\$6.06	\$3.85
Operating Cost/Revenue Vehicle Hour	\$73.86	\$73.95	\$71.86	\$64.69
Operating Cost/Total Vehicle Hour	\$68.49	\$67.69	\$65.41	\$55.64
Revenue Vehicle Hours/Total Vehicle Hour	92.74%	90.88%	91.02%	87.03%
Revenue Vehicle Hours/FTE	1,163	945	1,180	1,068
Revenue Vehicle Miles/Revenue Vehicle Hour	11.98	14.7	11.85	15.9
Passenger Trips/Revenue Vehicle Hour	17.8	25.2	2.6	2.8
Passenger Trips/Revenue Vehicle Mile	1.49	1.63	0.22	0.18



# Garfield County Public Transportation

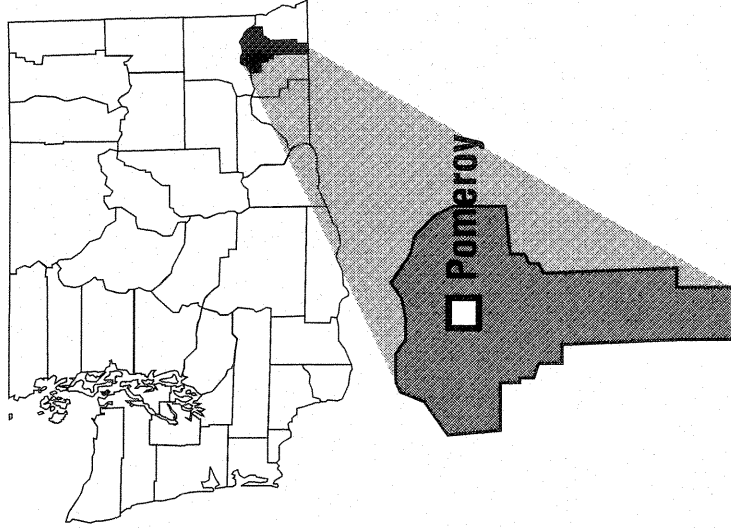
---

**Dean Burton**  
**County Commissioner**

P.O. Box 278  
Pomeroy, Washington 99347-0278  
(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.; Mondays, Wednesdays, and Fridays, between 9:30 a.m. and 2:30 p.m.
- Base fare: Donations



## Garfield County Public Transportation

---

### 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.

### Revenue 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.

### 2000 Achievements

- 1999 objectives met:
  - Received grant to replace older revenue vehicle.
  - Continued working relationship with Garfield County Hospital District

- 1999 objectives unmet:

- Develop interlocal agreement for funding and service with City of Pomeroy.

### 2001 Objectives

- Develop interlocal agreement for funding and service with City of Pomeroy.
- Take delivery of replacement minibus.
- Receive Rural Mobility grant for operating assistance.
- Receive Section 5311 FTA grant for operating assistance.

### Long-range (2002 through 2007) Plans

- Receive grants to replace revenue vehicles.



Garfield County Public Transportation

Garfield County	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	66,700	66,900	66,700	-0.30%	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Routed-Deviated Services</b>								
Revenue Vehicle Hours	N.A.	1,342	1,720	28.17%	2,000	2,000	2,000	2,000
Total Vehicle Hours	N.A.	1,342	1,720	28.17%	2,000	2,000	2,000	2,000
Revenue Vehicle Miles	N.A.	11,807	17,246	46.07%	18,000	18,000	18,000	18,000
Total Vehicle Miles	N.A.	11,807	17,246	46.07%	18,000	18,000	18,000	18,000
Passenger Trips	N.A.	2,912	4,473	53.61%	5,000	5,000	5,000	7,000
Gasoline Fuel Consumed (gallons)	N.A.	530	1,315	148.11%	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.	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	1.0	1.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	\$25,101	\$25,854	37.07%	\$40,000	\$42,000	\$44,000	\$52,000
Operating Cost - Expanded Service	N.A.	\$0	\$8,553	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	N.A.	\$2,213	\$4,927	122.64%	\$5,000	\$5,000	\$5,000	\$7,000
<b>Annual Revenues</b>								
County Tax Contributions	N.A.	\$8,000	\$8,000	0.00%	\$8,000	\$8,000	\$8,000	\$12,000
MVET	N.A.	\$8,000	\$8,000	0.00%	\$0	\$0	\$0	\$0
Fares	N.A.	\$2,213	\$4,927	122.64%	\$5,000	\$5,000	\$5,000	\$7,000
State Rural Mobility Grants	N.A.	\$18,881	\$12,500	-33.80%	\$13,000	\$27,000	\$15,000	\$17,000
Federal Section 5311 Operating	N.A.	\$0	\$0	N.A.	\$14,000	\$10,000	\$15,000	\$17,000
Other	N.A.	\$20,000	\$0	-100.00%	\$0	\$0	\$0	\$0
Total Annual Revenues	N.A.	\$57,094	\$33,427	-41.45%	\$40,000	\$50,000	\$43,000	\$53,000
<b>Annual Operating Expenses</b>								
	N.A.	\$25,101	\$34,407	37.07%	\$40,000	\$42,000	\$44,000	\$52,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	N.A.	\$0	\$0		\$52,000	\$0	\$0	\$0
State Rural Mobility Grants	N.A.	\$36,976	\$0		\$0	\$0	\$0	\$0
General Fund	N.A.	\$15,623	\$0		\$13,000	\$0	\$0	\$0
Total Capital Purchases	N.A.	\$52,599	\$0	-100.00%	\$65,000	\$0	\$0	\$0
<b>Ending Balances</b>								
General Fund	N.A.	\$16,370	\$15,390	-5.99%	\$2,000	\$10,000	\$9,000	\$1,000

## Garfield County Public Transportation

### Performance Measures for 2000 Operations

	Deviated-Route Services	
	Garfield Co.	Rural Means
Fares/Operating Cost	14.32%	4.48%
Operating Cost/Passenger Trip	\$7.69	\$4.69
Operating Cost/Revenue Vehicle Mile	\$2.00	\$2.80
Operating Cost/Revenue Vehicle Hour	\$20.00	\$47.71
Operating Cost/Total Vehicle Hour	\$20.00	\$45.44
Revenue Vehicle Hours/Total Vehicle Hour	100.00%	91.13%
Revenue Vehicle Hours/FTE	1,720	1,253
Revenue Vehicle Miles/Revenue Vehicle Hour	10.03	19.52
Passenger Trips/Revenue Vehicle Hour	2.6	8.5
Passenger Trips/Revenue Vehicle Mile	0.26	0.50

# Grant Transit Authority

**John Escure**

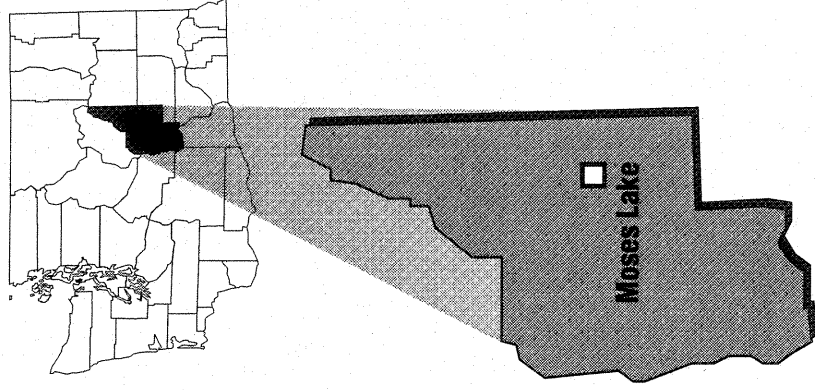
**Interim Transit Manager**

P.O. Box 10

Ephrata, Washington 98823-0010

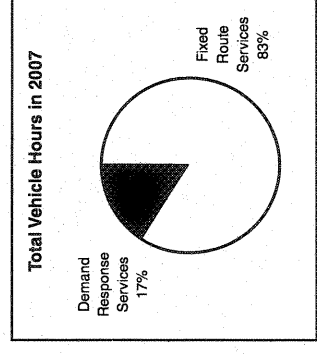
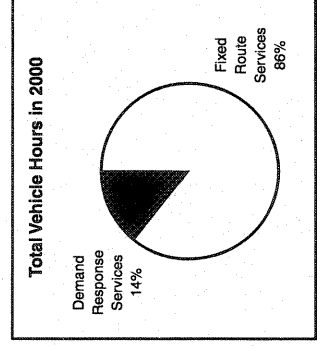
(509) 754-1075

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: 9 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: 16 deviated routes and paratransit service for persons with disabilities who cannot use deviated route service.
- Days of service: Weekdays, generally between 6:15 a.m. and 9:10 p.m.
- Base fare: 50 cents per boarding, deviated routes; 25 cents per ride, paratransit.



### Current Operations

GTA operates 15 deviated routes Monday through Friday as follows:

- Nine 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, 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.

### Revenue Service Vehicles

Deviated Route — 34 total, ten of which are ADA accessible, age ranging from 1985 to 2000.

Paratransit — Five total (all provided by contractor), all wheelchair accessible, age ranging from 1985 to 1993.

### 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.

### 2000 Achievements

- 1999 objectives met:
- Reduced service levels resulting from funding cuts.
- Took delivery of seven 32-foot transit buses funded by Section 5309 and Section 5311 FTA grant funds.
- Installed passenger shelters at Moses Lake transfer station.

### 2001 Objectives

- Install additional passenger shelters at Moses Lake transfer station.
- Implement alternatives to inefficient routes

### Long-range (2002 through 2007) Plans

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

Grant Transit Authority Service Area Population	1998 69,395	1999 70,595	2000 71,495	% Change 1.27%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	42,042	41,218	20,719	-49.73%	21,000	21,000	23,000	23,000
Total Vehicle Hours	45,330	41,218	22,735	-44.84%	23,000	23,000	25,000	25,000
Revenue Vehicle Miles	1,037,831	1,004,477	529,021	-47.33%	644,000	644,000	700,000	700,000
Total Vehicle Miles	1,045,358	1,004,477	583,705	-41.89%	644,000	644,000	700,000	700,000
Passenger Trips	116,479	153,160	92,891	-39.35%	94,000	94,000	112,000	112,000
Diesel Fuel Consumed (gallons)	17,590	111,842	68,375	-38.86%	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	6	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	1	17	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	26.2	34.0	34.1	0.29%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,957,504	\$2,513,488	\$1,492,294	-40.63%	\$1,537,000	\$1,583,000	\$1,631,000	\$1,835,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$43,621	\$55,317	\$47,364	-14.38%	\$49,000	\$52,000	\$54,000	\$62,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	6,593	5,814	3,684	-36.64%	4,000	4,000	5,000	5,000
Total Vehicle Hours	7,902	5,814	3,684	-36.64%	4,000	4,000	5,000	5,000
Revenue Vehicle Miles	102,590	86,195	38,659	-55.15%	42,000	42,000	52,000	52,000
Total Vehicle Miles	119,919	86,195	38,659	-55.15%	42,000	42,000	52,000	52,000
Passenger Trips	4,903	11,096	5,363	-51.67%	6,000	6,000	7,000	7,000
Gasoline Fuel Consumed (gallons)	15,590	14,020	9,738	-30.54%	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	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)	3.8	4.0	5.4	35.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$120,000	\$166,474	\$86,942	-47.77%	\$87,000	\$94,000	\$118,000	\$118,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$7,000	\$0	\$0	\$0
Farebox Revenues	\$1,836	\$1,934	\$1,329	-31.28%	\$1,000	\$1,000	\$1,000	\$1,000

**Grant Transit Authority**

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$1,361,469	\$1,517,530	\$1,526,479	0.59%	\$1,579,000	\$1,683,000	\$1,742,000	\$1,999,000
MVET	\$1,195,970	\$1,586,770	\$1,341,076	-15.48%	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$0	\$25,800	\$144,091	458.49%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$657,800	N.A.	\$0	\$0	\$0	\$0
Fares	\$45,457	\$57,251	\$48,693	-14.95%	\$50,000	\$53,000	\$55,000	\$63,000
Other	\$49,753	\$220,116	\$210,942	-4.17%	\$198,000	\$114,000	\$116,000	\$124,000
Total Annual Revenues	\$2,652,649	\$3,407,467	\$3,929,081	15.31%	\$1,827,000	\$1,850,000	\$1,913,000	\$2,186,000
<b>Annual Operating Expenses</b>	\$2,077,504	\$2,679,962	\$1,579,236	-41.07%	\$1,631,000	\$1,677,000	\$1,749,000	\$1,953,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$6,117	\$168,462	\$101,105		\$80,000	\$58,000	\$54,000	\$54,000
Federal Section 5309 Capital Grants	\$0	\$86,499	\$665,040		\$0	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$0	\$140,581	\$0		\$23,000	\$482,000	\$0	\$425,000
General Fund	\$323,775	\$195,496	\$0		\$0	\$0	\$0	\$0
Capital Fund	\$0	\$0	\$179,359		\$5,000	\$98,000	\$0	\$105,000
Total Capital Purchases	\$323,775	\$422,576	\$844,399	99.82%	\$28,000	\$580,000	\$0	\$530,000
<b>Ending Balances, December 31</b>								
General Fund	\$728,002	\$1,001,109	\$3,171,595	216.81%	\$3,363,000	\$3,438,000	\$3,602,000	\$4,113,000
Working Capital	\$550,000	\$800,000	\$800,000	0.00%	\$800,000	\$800,000	\$800,000	\$800,000
Totals	\$1,278,002	\$1,801,109	\$3,971,595	120.51%	\$4,163,000	\$4,238,000	\$4,402,000	\$4,913,000

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	GTA	Rural Means	GTA	Rural Means
Fares/Operating Cost	3.17%	4.48%	1.53%	1.53%
Operating Cost/Passenger Trip	\$16.07	\$4.69	\$16.21	\$15.67
Operating Cost/Revenue Vehicle Mile	\$2.82	\$2.80	\$2.25	\$3.64
Operating Cost/Revenue Vehicle Hour	\$72.03	\$47.71	\$23.60	\$48.65
Operating Cost/Total Vehicle Hour	\$65.64	\$45.44	\$23.60	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	91.13%	91.13%	100.00%	90.00%
Revenue Vehicle Hours/FTE	608	1,253	682	886
Revenue Vehicle Miles/Revenue Vehicle Hour	25.5	19.52	10.5	12.07
Passenger Trips/Revenue Vehicle Hour	4.5	8.5	1.5	3.1
Passenger Trips/Revenue Vehicle Mile	0.18	0.50	0.14	0.28

# Grays Harbor Transportation Authority

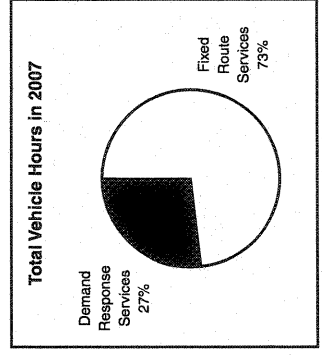
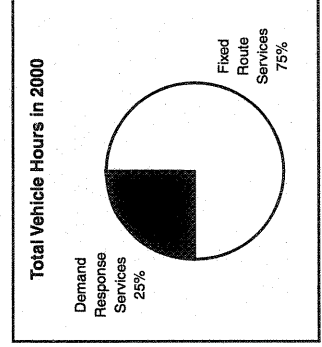
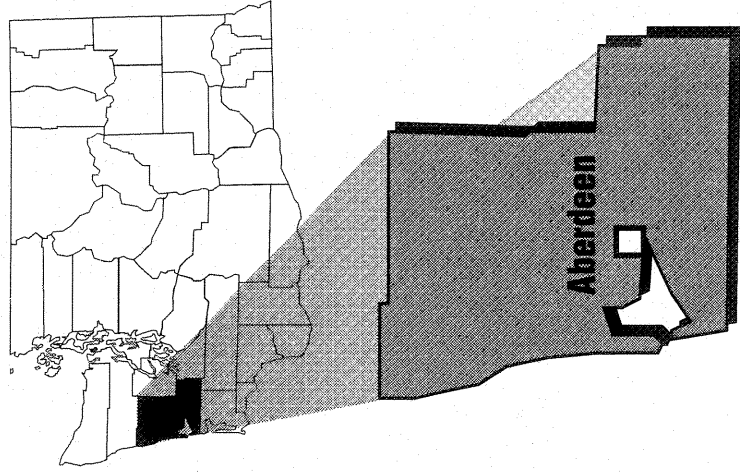
**David Rostedt**  
**Manager**

705 – 30<sup>th</sup> Street  
Hoquiam, Washington 98550-4237  
(360) 532-2770

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

## System Snapshot

- Operating name: Grays Harbor Transit (GHTA)
- Service area: countywide, Grays Harbor County
- Type of government: county transportation authority
- Governing body: 6 member board of directors comprised of three county commissioners, mayor of Aberdeen, mayor of Hoquiam, and a mayor selected by all other mayors in the county.
- Tax authorized: 0.6% sales and use tax approved in February 2000.
- Annexations: Not applicable.
- Types of service: Eleven 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 10:00 p.m., and Saturdays and Sundays, between 5:55 a.m. and 8:30 p.m.
- Base fare: \$0.50 for fixed route and Dial-a-ride services, countywide.



### Current Operations

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

- three intercity routes (Aberdeen - Olympia, Aberdeen - Grayland, and Aberdeen - Ocean Shores - Moclips)
- four small city local routes (Aberdeen - Hoquiam - Cosmopolis)
- four rural local routes (Hoquiam - Amanda Park, Ocean Shores, Westport, and Aberdeen - Montesano)

The Aberdeen - Montesano rural local route operates only on weekdays.

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

### Revenue Service Vehicles

Fixed route — 29 total, 12 equipped with wheelchair lifts and 20 equipped with bicycle racks, age ranging from 1978 to 2000.

Dial-a-ride — 22 total, 15 ADA accessible, age ranging from 1982 to 2000.

Rubber Tire Trolley Replicas — One total, not equipped with a wheelchair lift, 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 with 25 vehicle parking spaces located in Westport.

### Intermodal Connections

Grays Harbor Transit provides bus connections on both sides of a small, privately operated passenger-only ferry that 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 also connects with Pierce Transit, Mason County Transportation, Intercity Transit, and Greyhound Lines in Olympia.

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.

### 2000 Achievements

- 1999 objectives met:
- Received voters' approval of 0.3% sales tax increase to replace lost MVET revenue in February.
- Implemented service for employees and visitors to the Quinault Indian Nation resort/casino.
- Received FTA Section 5311 and 5309 grants to purchase six replacement heavy duty accessible coaches.
- Received FTA Section 5311 grant to purchase three replacement Dial-a-ride vans.
- Changed color scheme for revenue vehicles.
- Other:
- Began constructing Elma transit station.
- Reviewed efficiency of providing services.



### **2001 Objectives**

- Re-establish service to Centralia and Wishkah/Woodlawn.
- Complete constructing Elma transit station.
- Replace three Dial-a-ride vans.
- Install passenger shelter at new Hoquiam YMCA

### **Long-range (2002 through 2007) Plans**

- Replace ten Dial-a-ride vans.
- Replace 18 heavy-duty transit buses.
- Implement vanpool program to new correctional facility.
- Sustain 2001 levels of service.

# Grays Harbor Transportation Authority

Grays Harbor Transit Auth. Service Area Population	1998 67,900	1999 67,700	2000 67,100	% Change -0.89%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	67,505	66,533	61,196	-8.02%	68,000	68,000	68,000	68,000
Total Vehicle Hours	71,058	70,035	69,949	-0.12%	70,000	70,000	70,000	70,000
Revenue Vehicle Miles	1,222,970	1,171,270	1,094,501	-6.55%	1,138,000	1,183,000	1,183,000	1,183,000
Total Vehicle Miles	1,287,336	1,232,916	1,136,933	-7.79%	1,250,000	1,300,000	1,300,000	1,300,000
Passenger Trips	1,168,891	1,079,770	934,057	-13.49%	963,000	1,079,000	1,079,000	1,079,000
Diesel Fuel Consumed (gallons)	262,983	254,167	231,646	-8.86%	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	12	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	24	13	3	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	46.0	44.0	44.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,637,729	\$3,532,772	\$3,548,485	0.44%	\$4,037,000	\$4,050,000	\$4,175,000	\$4,728,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$27,000	\$27,000	\$27,000
Farebox Revenues	\$385,282	\$450,505	\$393,786	-12.59%	\$407,000	\$417,000	\$417,000	\$436,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	29,023	28,606	22,880	-20.02%	24,000	26,000	26,000	26,000
Total Vehicle Hours	29,023	28,606	22,880	-20.02%	24,000	26,000	26,000	26,000
Revenue Vehicle Miles	525,813	503,585	434,376	-13.74%	457,000	481,000	481,000	481,000
Total Vehicle Miles	525,813	503,585	434,376	-13.74%	457,000	481,000	481,000	481,000
Passenger Trips	151,728	145,461	138,830	-4.56%	140,000	145,000	145,000	145,000
Diesel Fuel Consumed (gallons)	21,020	24,933	26,355	5.70%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	46,342	35,137	22,675	-35.47%	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	5	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	4	13	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs) - Contracted	43.0	41.0	41.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,483,790	\$1,402,830	\$1,312,454	-6.44%	\$1,493,000	\$1,585,000	\$1,630,000	\$1,850,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$49,904	\$61,433	\$58,842	-4.22%	\$55,000	\$57,000	\$57,000	\$59,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	33,000	33,000	33,000
Total Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	33,000	33,000	33,000
Passenger Trips	N.A.	N.A.	N.A.	N.A.	N.A.	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.	\$0	\$0	\$0
Operating Cost - Expanded Service	N.A.	N.A.	N.A.	N.A.	N.A.	\$7,000	\$7,000	\$7,000
Vanpooling Revenue	N.A.	N.A.	N.A.	N.A.	N.A.	\$7,000	\$7,000	\$7,000

# Grays Harbor Transportation Authority

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$2,129,256	\$2,363,191	\$3,206,341	35.68%	\$4,750,000	\$4,892,000	\$4,892,000	\$5,505,000
MVET	\$1,921,063	\$2,158,247	\$1,436,560	-33.44%	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$272,223	\$243,317	\$27,030	-88.89%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$772,700	N.A.	\$0	\$0	\$0	\$0
Fares	\$435,186	\$511,938	\$452,628	-11.59%	\$462,000	\$474,000	\$474,000	\$495,000
Vanpooling Revenue	\$0	\$0	\$0	N.A.	N.A.	\$7,000	\$7,000	\$7,000
Federal Section 5311 Operating	\$0	\$23,169	\$105,200	354.05%	\$60,000	\$60,000	\$60,000	\$60,000
Other	\$209,540	\$188,270	\$217,060	15.29%	\$180,000	\$176,000	\$176,000	\$75,000
Total Annual Revenues	\$4,967,268	\$5,488,132	\$6,217,519	13.29%	\$5,452,000	\$5,609,000	\$5,609,000	\$6,142,000
<b>Annual Operating Expenses</b>								
Other (Ambulance Services)	\$5,121,519	\$4,935,602	\$4,860,939	-1.51%	\$5,530,000	\$5,669,000	\$5,839,000	\$6,612,000
Total	\$214,990	\$135,000	\$168,000	24.44%	\$200,000	\$150,000	\$150,000	\$150,000
Total	\$5,336,509	\$5,070,602	\$5,028,939	-0.82%	\$5,730,000	\$5,819,000	\$5,989,000	\$6,762,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$0	\$0	\$0		\$300,000	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$100,087	\$332,335	\$332,335		\$0	\$0	\$60,000	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$162,000	\$1,456,000	\$1,160,000	\$960,000
General Fund	\$0	\$102,144	\$242,843		\$35,000	\$22,000	\$52,000	\$22,000
Capital Replacement/Purchase Funds	\$85,783	\$174,778	\$0		\$263,000	\$705,000	\$15,000	\$383,000
Total Capital Purchases	\$185,870	\$609,257	\$575,178	-5.59%	\$760,000	\$2,183,000	\$1,287,000	\$1,365,000
<b>Ending Balances, December 31</b>								
General Fund	\$181,096	\$836,982	\$1,010,019	20.67%	\$709,000	\$477,000	\$448,000	\$68,000
Working Capital	\$350,000	\$350,000	\$350,000	0.00%	\$350,000	\$350,000	\$350,000	\$57,000
Capital Replacement/Purchase Funds	\$2,770,000	\$2,430,000	\$3,202,700	31.80%	\$2,940,000	\$2,235,000	\$1,912,000	\$422,000
Self Insurance Fund	\$166,343	\$166,000	\$166,000	0.00%	\$166,000	\$166,000	\$166,000	\$166,000
Totals	\$3,467,439	\$3,782,982	\$4,728,719	25.00%	\$4,165,000	\$3,228,000	\$2,876,000	\$1,713,000

## Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	GHTA	Rural Means	GHTA	Rural Means
Fares/Operating Cost	11.10%	6.80%	4.48%	1.53%
Operating Cost/Passenger Trip	\$3.80	\$3.87	\$9.45	\$15.67
Operating Cost/Revenue Vehicle Mile	\$3.24	\$3.54	\$3.02	\$3.64
Operating Cost/Revenue Vehicle Hour	\$57.99	\$63.97	\$57.36	\$48.65
Operating Cost/Total Vehicle Hour	\$50.73	\$60.93	\$57.36	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	87.49%	95.24%	100.00%	90.00%
Revenue Vehicle Hours/FTE	1,391	842	558	886
Revenue Vehicle Miles/Revenue Vehicle Hour	18.58	20.07	18.98	12.07
Passenger Trips/Revenue Vehicle Hour	15.3	15.3	6.1	3.1
Passenger Trips/Revenue Vehicle Mile	0.85	0.76	0.32	0.28

# Intercity Transit

**Michael Harbour**  
**General Manager**

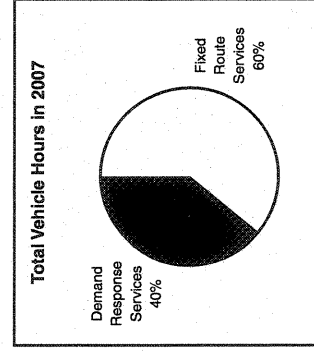
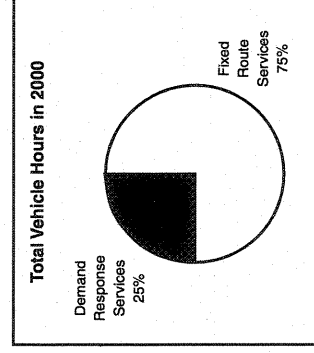
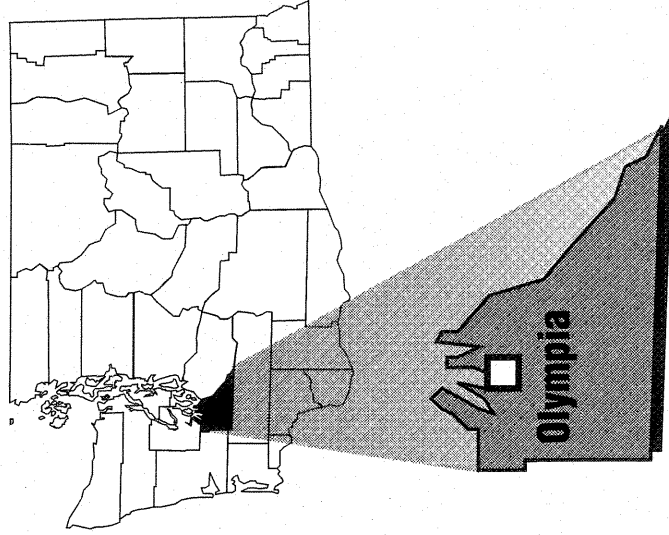
P.O. Box 659

Olympia, Washington 98507-0659  
(360) 786-8585

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

## System Snapshot

- Operating name: Intercity Transit (IT)
- Service area: countywide, Thurston County
- Type of government: public transportation benefit area
- Governing body: 9 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: 23 fixed routes, Dial-A-Lift service for persons with disabilities who cannot use fixed route service, and vanpools.
- 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 and Dial-A-Lift.



## Current Operations

IT operates 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).
- 17 small city local routes (Olympia-Lacey-Tumwater urbanized area).
- Three rural intercity routes (Olympia - Rochester, Olympia - Tenino, and Olympia - Yelm).

IT does not operate rural local routes, six small city 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 69 vans.

## Revenue Service Vehicles

Fixed route — 43 (33 coaches and 11 minibuses) total, all equipped with wheelchair lifts and bicycle racks, age ranging from 1986 to 1998.

Dial-A-Lift — 24 total, all ADA accessible, age ranging from 1993 to 2000.

Vanpool — 69 total, one equipped with wheelchair lift and including two leased, age ranging from 1992 to 2000.

## Facilities

A 66,000 square foot facility with two buildings houses Intercity Transit's administration, operations, and maintenance functions on Pattison Street, Olympia. 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 bicycle racks and lockers: 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 Pierce Transit and Sound Transit at Lakewood and in downtown Tacoma.

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.

## 2000 Achievements

- 1999 Objectives Met
- Implemented a 42% service reduction effective in February, some of which were restored with State Bridge funding in May.
- Conducted paratransit peer review.
- Purchased four replacement Dial-A-Lift vans.
- Purchased five replacement and five new vanpool vans.
- 1999 objectives unmet:
  - Consider raising the basic fare 25 cents.
- Other
  - Contracted with State government for employees' free travel on any IT local service.
  - Upgraded HVAC system at the Pattison Street facility.
  - Reorganized departments and functions.

## 2001 Objectives

- Work with City of Olympia to provide transit alternatives during reconstruction of the Fourth Avenue Bridge.
- Expand Dial-A-Lift services to meet increasing service requests.
- Consider raising the basic fare 25 cents.
- Implement route deviation service in south Thurston County on a six-month trial basis.
- Purchase eight replacement fixed route minibuses.
- Purchase two expansion and six replacement vanpool vans.

## Long-range (2002 through 2007) Plans

- Expand Dial-A-Lift services to meeting service requests.
- Implement 30% service reduction in 2004.
- Reduce fixed route fleet from 35 vehicles to 26 vehicles in 2007.
- Add 39 and replace 52 vanpool vans.
- Replace 30 Dial-A-Lift and seven fixed route vehicles.
- Add four Dial-A-Lift vehicles.
- Replace personal computers and support system as needed.
- Update mobile radio system.



# Intercity Transit

Intercity Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	199,700	202,700	204,300	0.79%	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	201,927	199,531	127,402	-36.15%	119,000	119,000	119,000	88,000
Total Vehicle Hours	212,578	209,676	132,638	-36.74%	124,000	124,000	124,000	91,000
Revenue Vehicle Miles	2,982,023	3,027,264	1,785,698	-41.01%	1,668,000	1,668,000	1,668,000	1,230,000
Total Vehicle Miles	3,166,422	3,210,413	1,899,523	-40.83%	1,774,000	1,774,000	1,774,000	1,309,000
Passenger Trips	3,596,936	3,591,866	2,778,722	-22.64%	2,862,000	2,948,000	3,036,000	1,349,000
Diesel Fuel Consumed (gallons)	590,065	559,360	366,272	-34.52%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	9,365	8,104	1,296	-84.01%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	2	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	10	3	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	12	6	7	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	220.0	217.0	138.0	-36.41%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$12,601,033	\$13,112,667	\$13,342,169	-40.11%	\$7,990,000	\$9,623,000	\$9,880,000	\$8,083,000
Operating Cost - Expanded Service	(\$904,701)	(\$159,406)	(\$5,584,964)	incl. above	\$1,353,000	(\$31,000)	(\$1,000)	\$158,000
Farebox Revenues	\$1,191,515	\$1,635,265	\$1,487,497	-9.04%	\$1,604,000	\$1,741,000	\$1,797,000	\$2,140,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	57,019	52,229	42,090	-19.41%	45,000	47,000	49,000	56,000
Total Vehicle Hours	61,501	56,335	45,398	-19.41%	48,000	50,000	52,000	60,000
Revenue Vehicle Miles	721,509	688,205	631,066	-8.30%	538,000	560,000	582,000	671,000
Total Vehicle Miles	811,288	773,840	689,219	-10.94%	587,000	611,000	636,000	732,000
Passenger Trips	161,699	145,769	113,796	-21.93%	122,000	127,000	132,000	152,000
Diesel Fuel Consumed (gallons)	77,713	78,310	68,402	-12.65%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	6,902	6,637	1,174	-82.31%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	3	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	3	5	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	80.0	76.2	52.0	-31.76%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,423,463	\$3,440,627	\$3,840,000	41.97%	\$4,773,000	\$3,369,000	\$3,598,000	\$4,421,000
Operating Cost - Expanded Service	(\$99,186)	(\$286,341)	\$638,099	incl. above	(\$1,502,000)	\$124,000	\$126,000	\$409,000
Farebox Revenues	\$106,888	\$57,527	\$30,419	-47.12%	\$68,000	\$77,000	\$78,000	\$241,000



Intercity Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	618,380	706,051	841,830	19.23%	842,000	910,000	978,000	1,181,000
Total Vehicle Miles	651,739	714,572	865,732	21.15%	866,000	934,000	1,003,000	1,209,000
Passenger Trips	160,594	195,636	230,244	17.69%	230,000	249,000	267,000	323,000
Vanpool Fleet Size	53	61	69	13.11%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	45	52	63	21.15%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	41,610	53,642	64,793	20.79%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	1	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.0	1.8	2.0	11.11%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$149,665	\$154,903	\$280,000	33.16%	\$373,000	\$533,000	\$617,000	\$671,000
Operating Cost - Expanded Service	\$0	\$116,947	\$81,998	incl. above	\$144,000	\$66,000	\$0	\$17,000
Vanpooling Revenue	\$203,246	\$210,918	\$305,325	44.76%	\$305,000	\$330,000	\$354,000	\$428,000

# Intercity Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$7,019,682	\$7,679,853	\$8,041,630	4.71%	\$8,243,000	\$8,531,000	\$8,830,000	\$10,132,000
MVET	\$6,431,049	\$7,194,916	\$4,765,089	-33.49%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$2,763,000	N.A.	\$0	\$0	\$0	\$0
Fares	\$1,298,403	\$1,692,792	\$1,517,916	-10.33%	\$1,672,000	\$1,818,000	\$1,875,000	\$2,381,000
Vanpooling Revenue	\$203,246	\$210,918	\$305,325	44.76%	\$305,000	\$330,000	\$354,000	\$428,000
Federal Section 5307 Operating	\$0	\$842,000	\$841,938	-0.01%	\$1,598,000	\$931,000	\$964,000	\$1,106,000
State Operating Grants	\$0	\$212,764	\$0	N.A.	\$0	\$0	\$0	\$0
Other	\$1,295,620	\$494,050	\$942,815	90.83%	\$917,000	\$859,000	\$711,000	\$774,000
Total Annual Revenues	\$16,248,000	\$18,327,293	\$19,197,713	4.75%	\$12,735,000	\$12,469,000	\$12,734,000	\$14,821,000
<b>Annual Operating Expenses</b>								
	\$15,170,274	\$16,379,397	\$12,597,302	-23.09%	\$13,382,000	\$15,456,000	\$16,018,000	\$13,759,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$992,500	\$0	\$74,102		\$209,000	\$2,213,000	\$32,000	\$1,117,000
Federal Section 5307 Capital Grants	\$1,771,959	\$207,890	\$165,784		\$493,000	\$708,000	\$306,000	\$0
State Capital Grants	\$0	\$44,346	\$0		\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$1,097,332	\$897,663	\$434,893		\$991,000	\$1,914,000	\$1,143,000	\$614,000
Total Capital Purchases	\$3,861,791	\$1,149,899	\$674,779	-41.32%	\$1,693,000	\$4,835,000	\$1,481,000	\$1,731,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$888,639	\$229,790	\$7,218,493	3041.34%	\$5,431,000	\$1,909,000	\$0	\$0
Working Capital	\$2,000,000	\$4,080,000	\$3,192,000	-21.76%	\$3,345,000	\$3,485,000	\$2,472,000	\$3,475,000
Total	\$2,888,639	\$4,309,790	\$10,410,493	141.55%	\$8,776,000	\$5,394,000	\$2,472,000	\$3,475,000

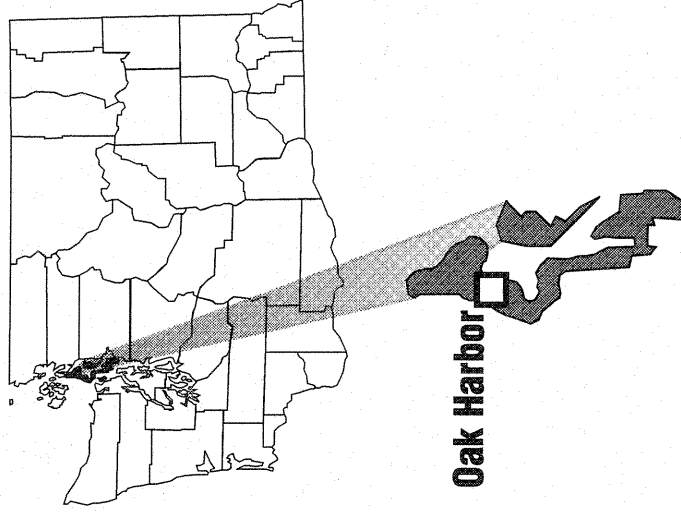
## Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	IT	Small City Means	IT	Small City Means
Fares/Operating Cost	19.18%	9.65%	0.68%	2.11%
Operating Cost/Passenger Trip	\$2.79	\$2.91	\$39.35	\$17.05
Operating Cost/Revenue Vehicle Mile	\$4.34	\$4.87	\$6.50	\$4.11
Operating Cost/Revenue Vehicle Hour	\$60.89	\$76.77	\$106.39	\$54.44
Operating Cost/Total Vehicle Hour	\$58.48	\$73.21	\$98.64	\$46.38
Revenue Vehicle Hours/Total Vehicle Hour	96.05%	95.01%	92.71%	86.76%
Revenue Vehicle Hours/FTE	923	899	809	822
Revenue Vehicle Miles/Revenue Vehicle Hour	14.02	14.1	14.99	14.8
Passenger Trips/Revenue Vehicle Hour	21.8	25.6	2.7	3.3
Passenger Trips/Revenue Vehicle Mile	1.56	1.63	0.18	0.22

**Martha Rose**  
**Executive Director**

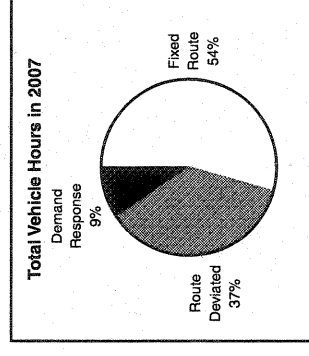
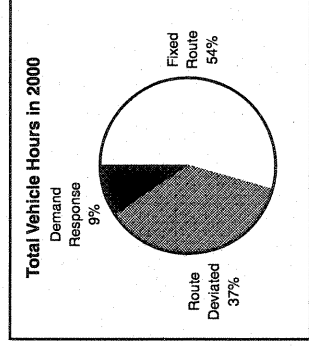
P.O. Box 1735  
Coupeville, Washington 98239-1735  
(360) 678-5454

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: 5 member board of directors comprised of two county commissioners and one council member each from Oak Harbor, Coupeville, and Langley
- Tax authorized: 0.6% sales and use tax approved in May 2000
- Annexations: Two: one in September 1992 adding the northernmost part of Whidbey Island; and one in May 1995 adding Camano Island
- Types of service: Fixed route, routes deviation, commuter express, paratransit service for persons with disabilities who cannot use fixed route service, and vanpools.
- Days of service: All routes on weekdays; and limited service on Saturdays
- Base fare: Fare free for fixed route, deviated routes and paratransit



### **Current Operations**

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

- One intercity route with supplemental commuter express hours (Oak Harbor - Clinton).
- Nine rural deviated routes (three serving north Whidbey Island, one serving central Whidbey Island, two serving south Whidbey Island, and three serving Camano Island).
- One small city deviated shuttle (Oak Harbor).

The intercity route, a rural deviated route serving north Whidbey Island, and the small city deviated shuttle also operate on Saturdays.

Island Transit provides paratransit services to persons with disabilities.

Island Transit operates a vanpool program with 47 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 — 47 total (including 14 leased or rented), age ranging from 1995 to 2000.

### **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 operates Harbor Transit Station, located in Oak Harbor. This center has six bus bays, three passenger shelters, an information kiosk, an operators' break room, and a community staging area 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 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.

## 2000 Achievements

- 1999 objectives met:
- Reduced and modified Commuter Express Service, Route Deviation, Feeder Route, and Paratransit Services.
- Continued to coordinate with community resource network agencies in delivering more efficient and effective service.
- Purchased 16 vanpool minivans, a wheel/chair accessible vanpool minivan, and three standard vans.
- Awarded bid to purchase three replacement heavy-duty transit buses.
- Identified funding resources to replace lost funding source.
- 1999 objectives unmet:
- Design and construct Camano base and bus wash facility.
- Other:
- Voters approved increase in local sales tax for Island Transit in May.
- Participated in WSDOT SR 20 North Whidbey Island Access Feasibility Study.
- Developed family, community and facility Emergency Preparedness Procedural Manual.
- Expanded Vehicle Surveillance Camera Program.

## 2001 Objectives

- Replace 10 vanpool vans.
- Expand vanpool fleet with 10 vans.
- Begin planning for Whidbey base improvements.
- Replace 13 revenue vehicles (buses and minibuses).
- Plan and design Camano base.

## Long-range (2002 through 2007) Plans

- Construct Camano base and bus wash facility.
- Construct Whidbey base improvements.
- Purchase 20 fixed/deviated route/paratransit replacement vehicles.
- Purchase 74 replacement vanpool vans.
- Expand vanpool fleet with 90 vans.



# Island Transit

Island Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	72,500	73,300	74,200	1.23%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	40,431	45,794	35,950	-21.50%	36,000	36,000	36,000	36,000
Total Vehicle Hours	45,530	52,544	40,979	-22.01%	41,000	41,000	41,000	41,000
Revenue Vehicle Miles	816,378	881,879	721,549	-18.18%	722,000	722,000	722,000	722,000
Total Vehicle Miles	884,794	963,387	790,738	-17.92%	791,000	791,000	791,000	791,000
Passenger Trips	684,319	629,484	506,234	-19.58%	521,000	537,000	553,000	623,000
Diesel Fuel Consumed (gallons)	149,102	156,843	126,215	-19.53%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	20,000	24,000	20,000	-16.67%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	1	0	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)	46.0	46.0	46.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,477,651	\$1,486,554	\$1,956,819	-5.97%	\$2,277,000	\$2,346,000	\$2,416,000	\$2,719,000
Operating Cost - Expanded Service	\$381,844	\$594,603	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

### Route Deviated Services

Revenue Vehicle Hours	17,333	22,088	24,390	10.42%	24,000	24,000	24,000	24,000
Total Vehicle Hours	19,774	25,051	27,601	10.18%	28,000	28,000	28,000	28,000
Revenue Vehicle Miles	398,676	496,361	526,813	6.14%	527,000	527,000	527,000	527,000
Total Vehicle Miles	424,404	523,371	557,398	6.50%	557,000	557,000	557,000	557,000
Passenger Trips	161,160	237,147	265,113	11.79%	273,000	281,000	290,000	326,000
Diesel Fuel Consumed (gallons)	55,420	64,725	65,810	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	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)	12.0	12.0	12.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$710,766	\$802,191	\$777,647	-3.16%	\$1,311,000	\$1,350,000	\$1,389,000	\$1,565,000
Operating Cost - Expanded Service	\$342,563	\$386,268	\$373,212	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Demand Response Services</b>								
Revenue Vehicle Hours	7,430	7,020	5,880	-16.24%	6,000	6,000	6,000	6,000
Total Vehicle Hours	8,034	7,800	6,534	-16.23%	7,000	7,000	7,000	7,000
Revenue Vehicle Miles	82,580	78,639	68,571	-12.80%	69,000	69,000	69,000	69,000
Total Vehicle Miles	110,178	111,306	100,214	-9.97%	100,000	100,000	100,000	100,000
Passenger Trips	24,258	21,399	18,899	-11.68%	19,000	20,000	21,000	23,000
Gasoline Fuel Consumed (gallons)	15,479	15,491	13,360	-13.76%	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	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	12.0	12.0	12.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$125,597	\$119,788	\$139,024	-7.16%	\$156,000	\$161,000	\$165,000	\$186,000
Operating Cost - Expanded Service	\$31,399	\$29,958	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	649,773	698,766	793,366	13.54%	1,020,000	1,303,000	1,587,000	2,720,000
Total Vehicle Miles	649,773	698,766	793,366	13.54%	1,020,000	1,303,000	1,587,000	2,720,000
Passenger Trips	115,719	116,237	123,185	5.98%	158,000	202,000	246,000	422,000
Vanpool Fleet Size	35	40	47	17.50%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	30	32	32	0.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	34,214	44,056	43,643	-0.94%	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	3	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	1	3	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	\$100,000	\$100,000	\$100,000	-19.53%	\$175,000	\$180,000	\$185,000	\$209,000
Operating Cost - Expanded Service	\$46,013	\$54,135	\$24,025	incl. above	\$43,000	\$45,000	\$47,000	\$52,000
Vanpooling Revenue	\$153,013	\$175,653	\$182,716	4.02%	\$210,000	\$216,000	\$222,000	\$251,000

# Island Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$1,504,830	\$1,651,794	\$1,930,163	16.85%	\$1,679,000	\$1,729,000	\$1,729,000	\$1,946,000
MVET	\$1,483,721	\$1,654,823	\$1,142,659	-63.70%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$593,200	N.A.	\$2,400,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$691,861	\$750,271	\$825,897	10.08%	\$0	\$0	\$0	\$0
Fares	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$153,013	\$175,653	\$182,716	4.02%	\$210,000	\$216,000	\$222,000	\$251,000
Other	\$184,058	\$543,296	\$259,214	-52.29%	\$105,000	\$108,000	\$108,000	\$121,000
Total Annual Revenues	\$4,017,483	\$4,775,837	\$4,933,849	3.31%	\$4,394,000	\$2,053,000	\$2,059,000	\$2,318,000
<b>Annual Operating Expenses</b>	\$3,215,833	\$3,573,497	\$3,370,727	-5.67%	\$3,962,000	\$4,082,000	\$4,202,000	\$4,731,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$0	\$307,026	\$285,000		\$0	\$35,000	\$35,000	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$1,598,000	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$0	\$0	\$0		\$0	\$141,000	\$141,000	\$360,000
State Rural Mobility Grants	\$0	\$0	\$0		\$0	\$0	\$0	\$0
General Fund	\$1,424,332	\$534,362	\$218,603		\$440,000	\$62,000	\$62,000	\$105,000
Total Capital Purchases	\$1,424,332	\$841,388	\$503,603	-40.15%	\$2,038,000	\$238,000	\$238,000	\$465,000
<b>Ending Balances, December 31</b>								
General Fund	\$899,766	\$1,052,665	\$1,985,422	88.61%	\$78,000	\$58,000	\$58,000	\$104,000
Operating Reserve Fund	\$845,000	\$567,000	\$567,000	0.00%	\$567,000	\$567,000	\$567,000	\$567,000
Capital Replacement/Reserve Funds	\$1,058,092	\$1,454,632	\$1,873,825	28.82%	\$1,671,000	\$1,790,000	\$1,790,000	\$2,069,000
Totals	\$2,802,858	\$3,074,297	\$4,426,247	43.98%	\$2,316,000	\$2,415,000	\$2,415,000	\$2,740,000

## Performance Measures for 2000 Operations

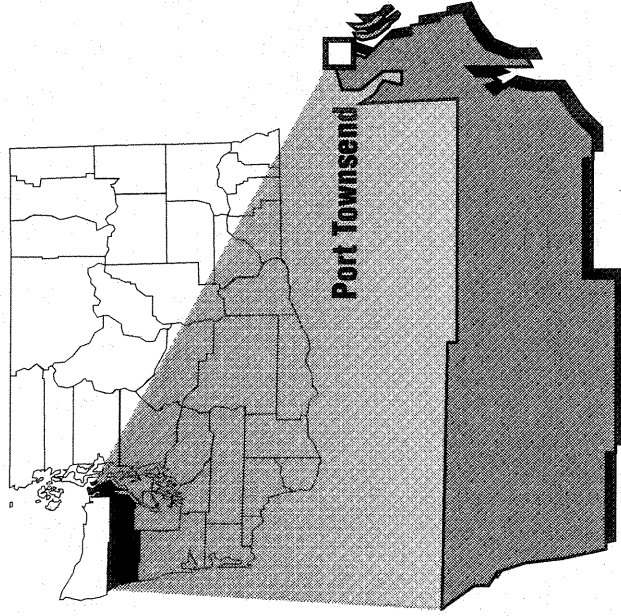
	Fixed Route Services		Deviated Route Services		Demand Response Services	
	Island Transit	Rural Means	Island Transit	Rural Means	Island Transit	Rural Means
Fares/Operating Cost	N.A.	6.80%	N.A.	4.48%	N.A.	1.53%
Operating Cost/Passenger Trip	\$3.87	\$3.87	\$4.34	\$6.74	\$7.36	\$15.67
Operating Cost/Revenue Vehicle Mile	\$2.71	\$3.54	\$2.18	\$2.80	\$2.03	\$3.64
Operating Cost/Revenue Vehicle Hour	\$54.43	\$63.97	\$47.19	\$47.71	\$23.64	\$48.65
Operating Cost/Total Vehicle Hour	\$47.75	\$60.93	\$41.70	\$45.44	\$21.28	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	87.73%	95.24%	88.37%	91.13%	89.99%	90.00%
Revenue Vehicle Hours/FTE	782	842	2,033	1,253	490	886
Revenue Vehicle Miles/Revenue Vehicle Hour	20.07	20.07	21.60	19.52	11.66	12.07
Passenger Trips/Revenue Vehicle Hour	14.1	15.3	10.9	8.5	3.2	3.1
Passenger Trips/Revenue Vehicle Mile	0.70	0.76	0.50	0.44	0.28	0.28



# Jefferson Transit Authority

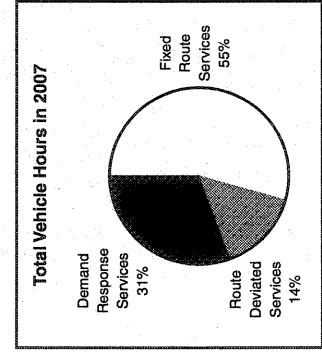
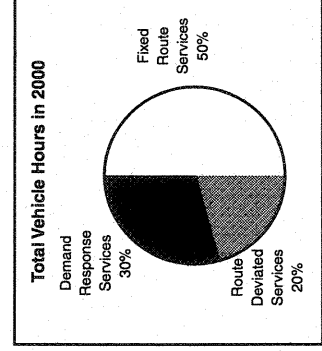
**David Turissini**  
General Manager

1615 West Sims Way  
Port Townsend, Washington 98368-3090  
(360) 385-4777



## System Snapshot

- Operating name: Jefferson Transit Authority
- Service area: countywide, Jefferson County
- Type of government: public transportation benefit area
- Governing body: 5 member board of directors comprised of three Jefferson County Commissioners and two council members from Port Townsend.
- Tax authorized: 0.6 % sales and use tax approved in September 2000
- 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



## 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.

## Revenue 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 and connections with Kitsap Transit in Poulsbo seven 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.

## 2000 Achievements

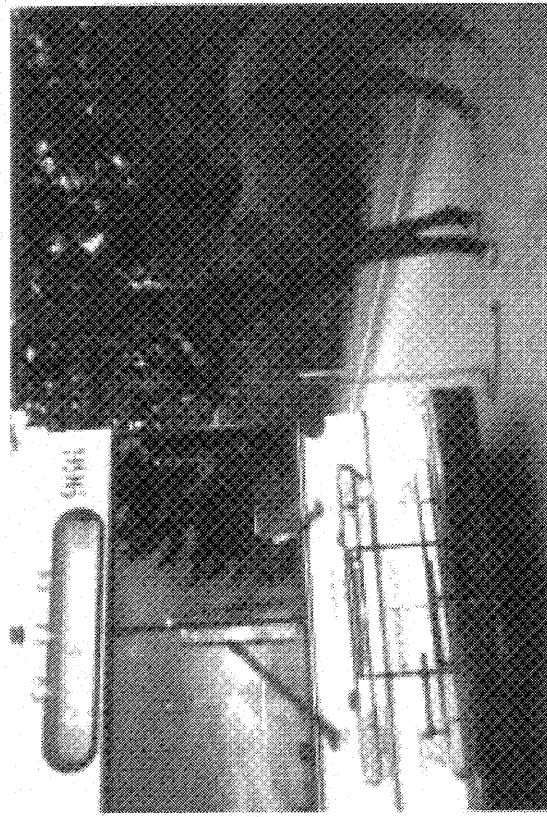
- 1999 objectives met:
  - Reduced service area for paratransit operations.
  - Received voters' approval of sales tax increase of .3%.
  - Completed re-furbishing one heavy-duty bus.
  - Expanded partnership with high schools to refurbish existing bus shelters.
- 1999 objectives unmet:
  - Purchase two replacement transit buses.
  - Pursue public school transportation partnership with Port Townsend School District for joint operating base.
  - Purchase two replacement 25-foot vehicles.
- Other:
  - Established fare for downtown Port Townsend Shuttle route.
  - Reduced fixed route service on under-performing routes.
  - Permitted Olympic Bus Lines to use Haines Place Park and Ride Lot.
  - Participated in state Agency Council on Coordinated Transportation Job Access/Reverse Commute project grant request.

## 2001 Objectives

- Implement Agency Council on Coordinated Transportation Job Access/Reverse Commute brokerage and demand response service project.
- Seek operating subsidy for West Jefferson Transit service.
- Purchase two replacement transit buses.
- Purchase two replacement 25-foot vehicles.

## Long-range (2002 through 2007) Plans

- Implement Tri-Area Shuttle.
- Purchase ten fixed/deviated route replacement and four new vehicles.
- Purchase four replacement vanpool vans.
- Purchase four paratransit replacement vehicles and one additional vehicle.
- Construct a transfer facility in Brinnon.
- Construct a new maintenance and operations facility.
- Commence service to Kingston.
- Adjust service during Hood Canal Bridge span replacement.



# Jefferson Transit Authority

Jefferson Transit Authority Service Area Population	1998 26,500	1999 26,600	2000 26,800	% Change 0.75%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
--	----------------	----------------	----------------	-------------------	--------------	--------------	--------------	--------------

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	14,188	14,542	13,654	-6.11%	13,000	15,000	17,000	22,000
Total Vehicle Hours	14,742	15,124	14,337	-5.20%	14,000	15,000	18,000	23,000
Revenue Vehicle Miles	334,939	342,424	314,836	-8.06%	315,000	335,000	353,000	467,000
Total Vehicle Miles	357,029	366,394	336,875	-8.06%	337,000	358,000	378,000	500,000
Passenger Trips	215,588	219,705	184,420	-16.06%	184,000	199,000	227,000	307,000
Diesel Fuel Consumed (gallons)	62,796	64,450	54,723	-15.09%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	2	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	1	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	20.0	20.0	18.5	-7.50%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,011,577	\$1,079,729	\$950,985	-11.92%	\$1,066,000	\$1,098,000	\$1,250,000	\$1,675,000
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$0	\$66,000	\$136,000	\$250,000
Farebox Revenues	\$46,452	\$51,473	\$59,467	15.53%	\$70,000	\$98,000	\$91,000	\$102,000

### Route-Deviated Services

Revenue Vehicle Hours	5,546	5,544	5,503	-0.74%	6,000	6,000	6,000	6,000
Total Vehicle Hours	6,034	6,043	5,778	-4.39%	6,000	6,000	6,000	6,000
Revenue Vehicle Miles	179,987	179,419	178,928	-0.27%	179,000	179,000	179,000	179,000
Total Vehicle Miles	188,986	188,390	187,874	-0.27%	188,000	188,000	188,000	188,000
Passenger Trips	31,255	28,284	24,127	-14.70%	24,000	25,000	25,000	26,000
Diesel Fuel Consumed (gallons)	1,975	33,138	15,290	-53.86%	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)	3.7	3.7	3.5	-5.41%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$360,249	\$364,356	\$262,558	-31.69%	\$295,000	\$304,000	\$313,000	\$352,000
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Farebox Revenues	\$6,085	\$6,485	\$2,760	-57.44%	\$3,000	\$4,000	\$4,000	\$5,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Demand Response Services</b>								
Revenue Vehicle Hours	8,318	8,810	8,675	-1.53%	9,000	10,000	10,000	13,000
Total Vehicle Hours	8,318	8,810	8,675	-1.53%	9,000	10,000	10,000	13,000
Revenue Vehicle Miles	115,713	115,237	104,675	-9.17%	105,000	115,000	115,000	145,000
Total Vehicle Miles	117,196	116,735	105,722	-9.43%	106,000	116,000	116,000	146,000
Passenger Trips	22,616	22,292	21,032	-5.65%	21,000	23,000	23,000	29,000
Diesel Fuel Consumed (gallons)	2,200	17,092	10,900	-36.23%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	14,952	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	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)	6.3	6.3	6.2	-1.59%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$258,639	\$275,781	\$442,175	60.34%	\$499,000	\$514,000	\$567,000	\$724,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$37,000	\$0	\$43,000
Farebox Revenues	\$10,525	\$10,655	\$10,292	-3.41%	\$9,000	\$11,000	\$12,000	\$13,000
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	103,234	86,749	81,911	-5.58%	107,000	107,000	132,000	132,000
Total Vehicle Miles	108,396	91,086	86,007	-5.58%	112,000	112,000	139,000	139,000
Passenger Trips	23,429	23,816	23,109	-2.97%	28,000	28,000	33,000	33,000
Vanpool Fleet Size	13	9	9	0.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	9	7	7	0.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,493	2,880	608	-78.89%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	3,300	3,023	3,899	28.98%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	2,430	169	163	-3.55%	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	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)	1.5	1.5	1.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$61,776	\$65,869	\$38,637	-41.34%	\$37,000	\$47,000	\$48,000	\$64,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$8,000	\$0	\$9,000	\$0
Vanpooling Revenue	\$34,876	\$29,241	\$28,797	-1.52%	\$40,000	\$45,000	\$56,000	\$63,000

# Jefferson Transit Authority

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$782,852	\$834,395	\$898,765	7.71%	\$1,719,000	\$1,920,000	\$1,978,000	\$2,226,000
MVET	\$744,564	\$882,852	\$326,814	-62.98%	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$119,168	\$103,118	\$104,746	1.58%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$305,500	N.A.	\$0	\$0	\$0	\$0
Fares	\$63,062	\$68,613	\$72,519	5.69%	\$82,000	\$103,000	\$107,000	\$120,000
Vanpooling Revenue	\$34,876	\$29,241	\$28,797	-1.52%	\$40,000	\$45,000	\$56,000	\$63,000
State Rural Mobility Grants	\$102,559	\$126,272	\$0	-100.00%	\$0	\$0	\$0	\$0
Federal Section 5311 Operating	\$54,407	\$10,273	\$48,036	367.59%	\$110,000	\$139,000	\$143,000	\$161,000
Other	\$139,292	\$154,671	\$229,995	48.70%	\$179,000	\$181,000	\$183,000	\$101,000
Total Annual Revenues	\$2,040,780	\$2,209,435	\$2,015,172	-8.79%	\$2,130,000	\$2,388,000	\$2,467,000	\$2,671,000
<b>Annual Operating Expenses</b>	\$1,692,241	\$1,805,735	\$1,694,355	-6.17%	\$1,905,000	\$2,066,000	\$2,323,000	\$3,108,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$0	\$0	\$0		\$10,000	\$0	\$0	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$0	\$600,000	\$244,000	\$0
Federal Section 5311 Capital Grants	\$99,641	\$169,334	\$285,197		\$375,000	\$192,000	\$380,000	\$912,000
State Rural Mobility Grants	\$0	\$44,467	\$0		\$0	\$168,000	\$53,000	\$64,000
Capital Replacement/Purchase Funds	\$297,357	\$241,376	\$122,939		\$254,000	\$316,000	\$244,000	\$295,000
Other Contributions	\$2,438	\$0	\$0		\$0	\$0	\$0	\$0
Total Capital Purchases	\$399,436	\$455,177	\$408,136	-10.33%	\$639,000	\$1,276,000	\$921,000	\$1,271,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$169,427	\$299,357	\$499,265	66.78%	\$481,000	\$574,000	\$475,000	-\$265,000
Capital Replacement/Purchase Funds	\$1,321,824	\$1,361,884	\$1,402,395	2.97%	\$1,322,000	\$1,175,000	\$1,094,000	-\$111,000
Self Insurance Fund	\$2,522	\$483	\$0	-100.00%	\$0	\$0	\$0	\$0
Operating Reserve	\$282,744	\$301,598	\$287,202	-4.77%	\$323,000	\$350,000	\$393,000	\$0
Totals	\$1,776,517	\$1,963,322	\$2,188,862	11.49%	\$2,126,000	\$2,099,000	\$1,962,000	(\$376,000)

## Performance Measures for 2000 Operations

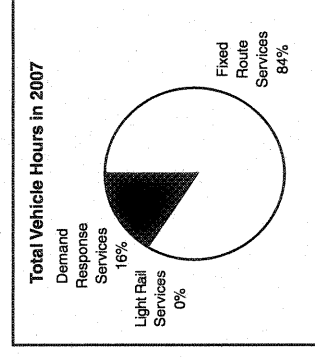
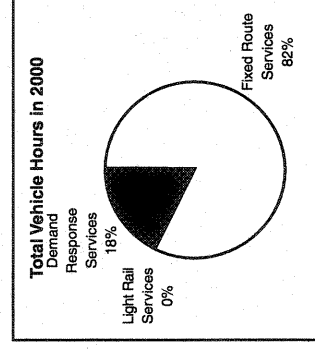
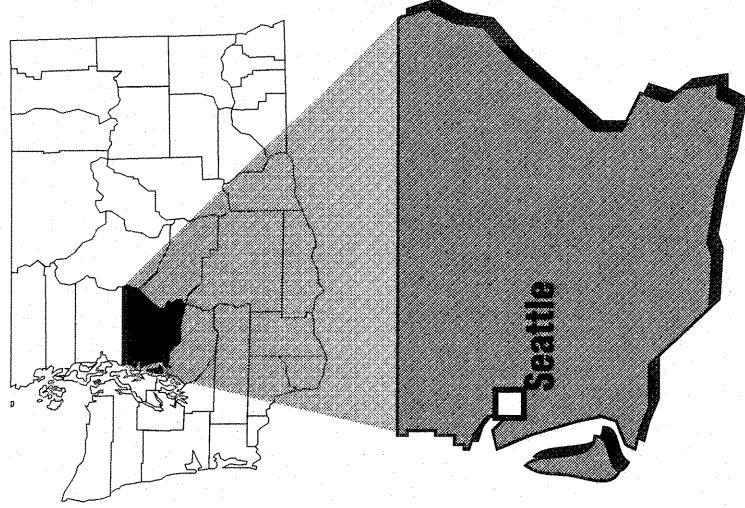
	Fixed Route Services		Deviated Route Services		Demand Response Services	
	JTA	Rural Means	JTA	Rural Means	JTA	Rural Means
Fares/Operating Cost	6.25%	6.805	1.05%	4.48%	2.33%	1.53%
Operating Cost/Passenger Trip	\$5.16	\$3.87	\$10.88	\$6.74	\$21.02	\$15.67
Operating Cost/Revenue Vehicle Mile	\$3.02	\$3.54	\$1.47	\$2.80	\$4.22	\$3.64
Operating Cost/Revenue Vehicle Hour	\$69.65	\$63.97	\$47.71	\$47.71	\$50.97	\$48.65
Operating Cost/Total Vehicle Hour	\$66.33	\$60.93	\$45.44	\$45.44	\$50.97	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	95.24%	95.24%	95.24%	91.13%	100.00%	90.00%
Revenue Vehicle Hours/FTE	738	842	1,572	1,253	1,399	886
Revenue Vehicle Miles/Revenue Vehicle Hour	23.06	20.07	32.51	19.52	12.07	12.07
Passenger Trips/Revenue Vehicle Hour	13.5	15.3	4.4	8.5	2.4	3.1
Passenger Trips/Revenue Vehicle Mile	0.59	0.76	0.13	0.44	0.20	0.28

# King County Metro Transit

**Rick C. Walsh**  
**General Manager, Metro Transit Division**  
 201 South Jackson Street  
 Seattle, Washington 98104-3856  
 (206) 684-1481  
 Internet Home Page: <http://transit.metrokc.gov>

## System Snapshot

- Operating name: King County Metro Transit (Metro)
- Service area: King County
- Type of government: metropolitan county
- Governing body: County Council
- Tax authorized: 0.8% sales and use tax approved in November 2000.
- Annexations: Not applicable.
- Types of service: 286 routes, including Seattle Waterfront Streetcar service and Custom Bus service to Boeing facilities, and *ACCESS* (Americans with Disabilities - ADA - accompanying paratransit service) transportation five days a week; 108 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: \$1.50 peak hour and \$1.25 off peak per boarding single zone for fixed route and 75 cents per boarding for *ACCESS* services.



## Current Operations

Metro provides a variety of fixed route services:

- 54 core city local routes within the city of Seattle, Mondays through Fridays, 44 through Saturdays, and 44 seven days a week
- 63 suburban local routes, Mondays through Fridays, 53 through Saturdays, and 40 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
- 108 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 who are more than three blocks from a transit stop, 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 — 1,270 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, ride-matching, 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.

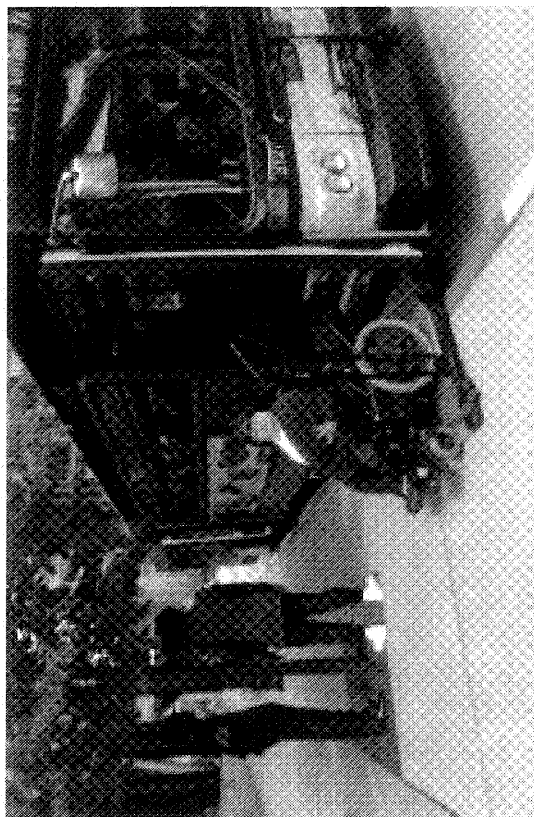
Metro provides frequent service to Seattle-Tacoma International Airport from downtown Seattle and East King County. Downtown Seattle service operates at least every 30 minutes during the day on weekdays and hourly at other times. Buses load and unload at the baggage level at the airport.

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.

### 2000 Achievements

- 1999 objectives met:
  - Added four new Sound Transit fixed routes.
  - Applied creative restructure of services to continue key connections.
  - Completed hub facilities at: Brickyard Park-and-Ride, Factoria, Kingsgate, Overlake, Bothell/University of Washington Campus, and West Seattle Junction.
- Implemented reductions of approximately 70,000 hours of service.
- Added 27 fixed route buses for Sound Transit operations.
- Replaced 189 30-foot fixed route buses.
- 1999 objectives unmet:
  - Implement a car-sharing (flexcar) program in Seattle.



### **2001 Objectives**

- Implement a car-sharing (flexcar) program in Seattle.
- Replace fixed route trolley buses.
- Apply creative restructure of services to continue key connections.
- Continue transit-oriented development program with project in Renton.
- Continue signal-prioritization upgrades.
- Redevelop the Aurora Village Transit Center.
- Extend the electric overhead portion of trolley route about 1.3 miles.
- Expand Renton Transit Center.
- Design Federal Way II (Pacific Highway So.) park-and-ride lot.
- Begin Elliott Bay Water Taxi demonstration.

### **Long-range (2002 through 2007) Plans**

- Increase *ACCESS* fleet by 42 vehicles.
- Increase vanpool van fleet by 221 vans.

King County Metro Transit  
Service Area Population

	1998	1999	2000	% Change	2001	2002	2003	2007
	1,665,800	1,677,000	1,685,600	0.51%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

## Fixed Route Services

Revenue Vehicle Hours	2,836,493	2,975,059	2,910,781	-2.16%	3,010,000	3,145,000	3,258,000	3,611,000
Total Vehicle Hours	3,150,253	3,297,070	3,232,196	-1.97%	3,345,000	3,495,000	3,623,000	4,020,000
Revenue Vehicle Miles	35,293,459	37,168,198	35,728,155	-3.87%	37,346,000	39,006,000	40,413,000	44,775,000
Total Vehicle Miles	43,076,029	44,958,939	43,595,395	-3.03%	45,598,000	47,653,000	49,394,000	51,196,000
Passenger Trips	89,946,655	95,440,054	89,946,655	-5.76%	98,857,000	99,580,000	100,280,000	108,474,000
Diesel Fuel Consumed (gallons)	8,944,874	8,744,644	9,535,662	9.05%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,237	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	17,927,402	19,823,886	18,257,104	-7.90%	N.A.	N.A.	N.A.	N.A.
Fatalities	1	3	1	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	209	194	149	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	278	309	265	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	3,141.1	3,446.0	3,409.4	-1.06%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$271,574,065	\$292,957,139	\$300,092,887	2.44%	\$328,675,000	\$341,697,000	\$361,733,000	\$441,117,000
Operating Cost - Expanded Service	N.A.	N.A.	N.A.	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$58,177,550	\$61,392,641	\$63,979,584	4.21%	\$68,701,000	\$76,959,000	\$78,005,000	\$84,962,000
<b>Light Rail Services</b>								
Revenue Vehicle Hours	11,223	11,764	11,809	0.38%	12,000	12,000	12,000	12,000
Total Vehicle Hours	11,250	11,792	11,822	0.25%	12,000	12,000	12,000	12,000
Revenue Vehicle Miles	40,318	42,221	42,271	0.12%	42,000	42,000	42,000	42,000
Total Vehicle Miles	40,412	42,319	42,370	0.12%	42,000	42,000	42,000	42,000
Passenger Trips	429,520	436,688	432,085	-1.05%	439,000	441,000	441,000	456,000
Electricity Consumed (Kwh)	214,244	170,275	214,275	25.84%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	0	22	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	7	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	16.0	17.0	18.4	8.24%	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 Metro Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Demand Response Services</b>								
Revenue Vehicle Hours	560,852	595,491	591,700	-0.64%	596,000*	600,000*	612,000*	649,000*
Total Vehicle Hours	663,310	698,455	694,064	-0.63%	699,000*	703,000*	718,000*	761,000*
Revenue Vehicle Miles	7,885,050	8,551,091	8,346,925	-2.39%	8,403,000*	8,461,000*	8,631,000*	9,152,000*
Total Vehicle Miles	9,348,737	10,002,353	9,760,355	-2.42%	9,828,000*	9,896,000*	10,095,000*	10,704,000*
Passenger Trips	1,626,433	1,682,823	1,714,516	1.88%	1,727,000	1,739,000	1,774,000	1,881,000
Gasoline Fuel Consumed (gallons)	1,181,853	1,364,000	1,078,055	-20.96%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	0	0	275,157	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	27	235	24	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	89	327	45	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	546.3	583.3	627.4	7.56%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$27,175,237	\$30,288,781	\$30,091,866	-0.65%	\$31,679,000	\$29,578,000	\$30,643,000	\$35,757,000
Operating Cost - Expanded Service	N.A.	N.A.	N.A.	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$321,854	\$216,955	\$206,887	-4.64%	\$323,000	\$402,000	\$483,000	\$921,000
*WSDOT estimates								
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	8,910,373	9,451,684	9,314,635	-1.45%	9,946,000	10,452,000	10,452,000	12,480,000
Total Vehicle Miles	9,009,270	9,622,617	9,504,837	-1.22%	9,946,000	10,452,000	10,452,000	12,480,000
Passenger Trips	1,987,505	2,115,823	2,019,776	-4.54%	2,035,000	2,049,000	2,090,000	2,216,000
Vanpool Fleet Size	738	778	778	0.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	727	818	818	0.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	793,761	846,218	829,788	-1.94%	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	2	10	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	24	30	37	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	48.4	52.0	54.4	4.62%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$4,323,828	\$4,473,446	\$5,887,635	31.61%	\$5,492,000	\$5,737,000	\$5,992,000	\$7,118,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$3,819,220	\$4,187,538	\$4,891,908	16.82%	\$4,955,000	\$5,989,000	\$6,278,000	\$9,920,000

King County Metro Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$202,031,721	\$217,710,548	\$239,234,385	9.89%	\$288,026,000	\$337,593,000	\$354,473,000	\$372,197,000
MVET	\$94,340,609	\$98,155,447	\$46,731,266	-52.39%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$35,973,300	N.A.	\$0	\$0	\$0	\$0
Fares	\$58,499,404	\$61,609,596	\$64,186,471	4.18%	\$69,024,000	\$77,361,000	\$78,488,000	\$85,883,000
Vanpooling Revenue	\$3,819,220	\$4,187,538	\$4,891,908	16.82%	\$4,955,000	\$5,989,000	\$6,279,000	\$9,920,000
Other	\$23,584,328	\$30,885,592	\$25,113,889	-18.69%	\$64,445,000	\$48,822,000	\$51,601,000	\$69,452,000
Total Annual Revenues	\$382,275,282	\$412,548,721	\$416,131,219	0.87%	\$426,450,000	\$469,765,000	\$490,841,000	\$537,452,000
<b>Annual Operating Expenses</b>	\$303,073,130	\$327,719,366	\$336,072,388	2.55%	\$365,846,000	\$377,012,000	\$398,368,000	\$483,992,000
<b>Debt Service</b>								
Interest	\$6,703,574	\$7,911,399	\$7,715,371	-2.48%	\$7,506,000	\$7,292,000	\$7,054,000	\$0
Principal	\$6,404,167	\$4,338,333	\$4,527,083	4.35%	\$4,592,000	\$4,960,000	\$5,201,000	\$0
Total	\$13,107,741	\$12,249,732	\$12,242,454	-0.06%	\$12,098,000	\$12,252,000	\$12,255,000	\$0
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$8,399,012	\$4,071,166	\$4,796,932		\$6,358,000	\$39,078,000	\$8,028,000	\$1,000,000
Federal Section 5307 Capital Grants	\$21,615,076	\$46,545,808	\$48,182,465		\$37,210,000	\$20,419,000	\$83,095,000	\$45,000,000
Federal CMAQ	\$85,786	\$23,640,053	\$1,401,207		\$1,166,000	\$2,259,000	\$9,660,000	\$3,500,000
Federal STP Capital Grants	\$0	\$0	\$135,149		\$0	\$1,600,000	\$0	\$0
Other Federal Capital Grants	\$0	\$2,568,308	\$607,798		\$71,000	\$600,000	\$2,870,000	\$0
Central Puget Sound PT Account	\$1,326,187	\$2,303,180	\$1,198,727		\$979,000	\$1,551,000	\$0	\$0
Bus Capital Lease	\$12,687,612	\$12,526,265	\$13,019,729		\$13,155,000	\$12,987,000	\$12,625,000	\$0
Sound Transit	\$0	\$3,076,468	\$18,648		\$0	\$806,000	\$806,000	\$0
Other Miscellaneous	\$0	\$195,748	\$0		\$572,000	\$2,571,000	\$2,571,000	\$0
Capital Replacement/Purchase Funds	\$21,713,332	\$44,926,479	\$14,116,191		\$64,079,000	\$57,037,000	\$47,084,000	\$8,500,000
Total Capital Purchases	\$65,827,005	\$139,853,475	\$83,476,846	-40.31%	\$123,590,000	\$138,908,000	\$166,739,000	\$58,000,000
<b>Ending Balances, December 31</b>								
Operating Reserve	\$38,738,224	\$63,462,730	\$98,460,921	55.15%	\$60,619,000	\$31,000,000	\$32,700,000	\$31,245,000
Rate Stabilization Reserve	\$11,635,510	\$12,278,528	\$2,000,000	-83.71%	\$0	\$0	\$0	\$0
Capital Fund	\$79,057,561	\$70,100,629	\$64,763,068	-7.61%	\$24,670,000	\$1,217,000	\$526,000	\$65,678,000
Revenue Fleet Replacement Fund	\$25,556,210	\$24,467,517	\$34,516,591	41.07%	\$41,429,000	\$86,882,000	\$99,654,000	\$100,345,000
Cross Border Lease Fund	\$79,787,460	\$69,604,152	\$61,245,443	-12.01%	\$49,432,000	\$37,015,000	\$22,660,000	\$0
Total	\$234,774,965	\$239,913,556	\$260,986,023	8.78%	\$176,150,000	\$156,114,000	\$155,540,000	\$197,268,000

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	Metro	Urbanized Means	Metro	Urbanized Means
Fares/Operating Cost	21.32%	16.88%	0.69%	1.54%
Operating Cost/Passenger Trip	\$3.34	\$3.14	\$17.55	\$24.27
Operating Cost/Revenue Vehicle Mile	\$8.40	\$5.43	\$3.61	\$3.85
Operating Cost/Revenue Vehicle Hour	\$103.10	\$73.95	\$50.86	\$64.69
Operating Cost/Total Vehicle Hour	\$92.84	\$67.69	\$43.36	\$55.64
Revenue Vehicle Hours/Total Vehicle Hour	90.06%	90.88%	85.25%	87.03%
Revenue Vehicle Hours/FTE	854	945	943	1,068
Revenue Vehicle Miles/Revenue Vehicle Hour	12.27	14.7	14.11	15.9
Passenger Trips/Revenue Vehicle Hour	30.9	25.2	2.9	2.8
Passenger Trips/Revenue Vehicle Mile	2.52	1.63	0.21	0.18

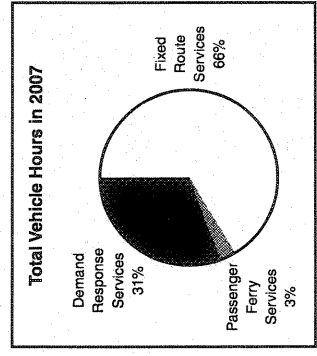
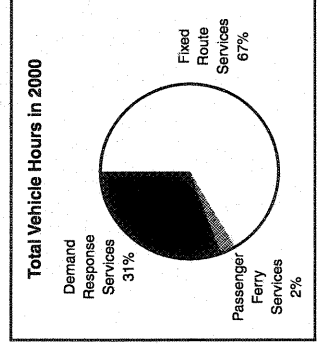
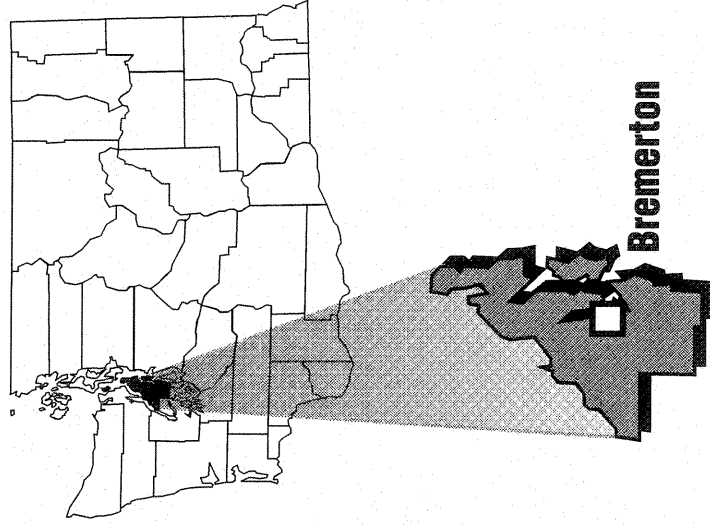
**Richard M. Hayes**  
**Executive Director**

200 Charleston Blvd.  
Bremerton, Washington 98312-4199  
(360) 479-6962

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

## System Snapshot

- Operating name: Kitsap Transit
- Service area: countywide, Kitsap County
- Type of government: public transportation benefit area
- Governing body: 9 member board of directors comprised of the three Kitsap County Commissioners, two council members from Bremerton, and the mayors of Bainbridge Island, 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 balance 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 vanpool commuter 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: \$2.00 per boarding, fixed route and *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, as follows:

- (Bangor, Poulsbo - two, and Silverdale - two)

Kitsap Transit operates the following 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 20 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 is the lead agency for Commute Trip Reduction in Kitsap County.

## Revenue Service Vehicles

Fixed route — 86 total, all but 17 reserve fleet buses equipped with wheelchair lifts, all equipped with bicycle racks, active fleet age ranging from 1979 to 1983.

*ACCESS* — 47 total, all equipped with wheelchair lifts, age ranging from 1991 to 1999.

Vanpool — 131 total, age ranging from 1991 to 1999.

Worker/Driver — 32 total, two equipped with bicycle racks, models aged 1971 and 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 2,240 parking spaces; they have bicycle racks, bicycle lockers, 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.

## 2000 Achievements

- 1999 objectives met:
- Reduced level of service for routed and *ACCESS* services in response to passage of I-695.
- Reduced subsidy to vanpool services in response to passage of I-695.
- Completed construction of the Bremerton Transportation Center.
- Completed construction of the Bainbridge Island Transfer Center.
- Replaced 30 small buses for fixed route and *ACCESS* services.
- 1999 objectives unmet:
- Return to zoned *ACCESS* service approach in areas outside the “current urban service” areas.
- Replan service network in East Bremerton.
- Other:
- Created VanLink program that provides local social service agencies with a vanpool van.
- Increased ridership three percent over 1999.
- Installed rear doors and wheelchair lifts in six 1987 Orion buses.
- Set up a secure system within the Kitsap Transit website to allow on-line purchasing of monthly parking passes and other transit fares.

## 2001 Objectives

- Seek voters’ approval of increase in transit sales tax.
- Reduce fares to 1999 levels.
- Begin construction of Poulsbo transit center.
- Construct Bayside Park and Ride lot.
- Replace 25 small buses for fixed route and *ACCESS* services.

### **Long-range (2002 through 2007) Plans**

- Make improvements to the Bremerton Transportation Center.
- Further develop combined Opticom-GPS system.
- Replan service network in East Bremerton.
- Expand East Bremerton park and ride lots for passenger only ferry passengers.
- Remodel Bainbridge Island Ferry Transit terminal.
- Replace the radio communications system.
- Purchase 18 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.

Kitsap Transit Service Area Population	1998 229,000	1999 229,700	2000 230,200	% Change 0.22%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services (1)</b>								
Revenue Vehicle Hours	142,229	151,390	114,164	-24.59%	114,000	125,000	132,000	153,000
Total Vehicle Hours	173,263	178,761	135,946	-23.95%	136,000	149,000	157,000	182,000
Revenue Vehicle Miles	2,566,508	2,603,206	1,939,703	-25.49%	1,940,000	2,134,000	2,240,000	2,595,000
Total Vehicle Miles	2,821,750	2,915,664	2,208,890	-24.24%	2,209,000	2,430,000	2,551,000	2,956,000
Passenger Trips	4,291,271	4,572,658	3,270,802	-28.47%	3,434,000	3,878,000	4,180,000	5,348,000
Diesel Fuel Consumed (gallons)	582,267	586,784	422,820	-27.94%	N.A.	N.A.	N.A.	N.A.
Fatalities	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	25	15	14	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	10	2	10	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	181.5	204.6	179.5	-12.27%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$11,432,527	\$12,239,383	\$10,359,622	-15.36%	\$11,554,000	\$11,554,000	\$12,709,000	\$15,080,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$1,155,000	\$635,000	\$377,000
Farebox Revenues	\$1,432,292	\$1,257,776	\$2,324,608	84.82%	\$1,860,000	\$2,014,000	\$2,014,000	\$2,014,000
<b>(1) Includes Worker-Driver Operations</b>								
<b>Passenger Ferry Services</b>								
Revenue Vessel Hours	7,868	7,862	4,882	-37.90%	7,000	7,000	7,000	7,000
Total Vessel Hours	8,231	8,224	4,882	-40.64%	7,000	7,000	7,000	7,000
Revenue Vessel Miles	53,274	53,066	30,942	-41.69%	47,000	47,000	47,000	47,000
Total Vessel Miles	54,549	54,514	30,942	-43.24%	49,000	49,000	49,000	49,000
Passenger Trips	377,481	414,455	186,301	-55.05%	241,000	249,000	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)	3.0	3.0	3.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$561,212	\$689,664	\$418,907	-39.26%	\$596,000	\$596,000	\$656,000	\$777,000
Operating Cost - Expanded Service	\$0	\$0	\$0	N.A.	\$0	\$60,000	\$33,000	\$19,000
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

# Kitsap Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Demand Response Services</b>								
Revenue Vehicle Hours	64,744	71,500	54,056	-24.40%	54,000	59,000	62,000	72,000
Total Vehicle Hours	74,094	82,546	63,710	-22.82%	64,000	70,000	74,000	85,000
Revenue Vehicle Miles	1,068,045	1,229,730	867,102	-29.49%	867,000	954,000	1,002,000	1,160,000
Total Vehicle Miles	1,209,644	1,388,162	993,344	-28.44%	939,000	1,093,000	1,147,000	1,329,000
Passenger Trips	277,403	292,402	200,357	-31.48%	237,000	242,000	252,000	312,000
Diesel Fuel Consumed (gallons)	111,583	133,792	111,044	-17.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	17,221	8,688	5,384	-38.03%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	4	8	12	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)	80.7	91.2	71.5	-21.60%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,911,350	\$4,466,322	\$3,588,484	-19.65%	\$3,894,000	\$3,894,000	\$4,283,000	\$5,083,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$389,000	\$214,000	\$127,000
Farebox Revenues	\$131,864	\$120,297	\$272,624	126.63%	\$240,000	\$200,000	\$200,000	\$200,000
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	1,276,824	1,324,612	385,893	-70.87%	386,000	424,000	446,000	516,000
Total Vehicle Miles	1,307,710	1,346,960	390,000	-71.05%	390,000	429,000	450,000	522,000
Passenger Trips	283,462	285,310	127,709	-55.24%	134,000	151,000	162,000	205,000
Vanpool Fleet Size	109	143	131	-8.39%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	99	99	65	-34.34%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	68,053	75,504	34,324	-54.54%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	13,282	14,906	5,199	-65.12%	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	1	2	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	8.1	8.8	11.0	25.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$626,698	\$849,119	\$607,056	-28.51%	\$598,000	\$598,000	\$658,000	\$781,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$60,000	\$33,000	\$20,000
Vanpooling Revenue	\$154,424	\$108,500	\$197,059	81.62%	\$180,000	\$180,000	\$180,000	\$180,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$10,907,509	\$12,215,717	\$12,681,342	3.81%	\$13,118,000	\$21,513,000	\$22,051,000	\$24,340,000
MVET	\$7,563,206	\$7,895,768	\$54,389	-99.31%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$2,936,100	N.A.	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$0	\$2,043,468	\$1,644,608	-19.52%	\$0	\$0	\$0	\$0
Fares	\$1,564,156	\$1,378,073	\$2,597,232	88.47%	\$2,100,000	\$2,214,000	\$2,214,000	\$2,214,000
Vanpooling Revenue	\$154,424	\$108,500	\$197,059	81.62%	\$180,000	\$180,000	\$180,000	\$180,000
Federal Section 5307 Operating	\$129,776	\$117,845	\$123,323	4.65%	\$0	\$0	\$0	\$0
Other	\$817,466	\$925,873	\$1,155,094	24.76%	\$375,000	\$321,000	\$321,000	\$321,000
Total Annual Revenues	\$21,136,537	\$24,685,244	\$21,389,147	-13.35%	\$15,773,000	\$24,228,000	\$24,766,000	\$27,055,000
<b>Annual Operating Expenses</b>	\$16,531,787	\$18,244,488	\$14,974,069	-17.93%	\$16,642,000	\$18,306,000	\$19,221,000	\$22,264,000
<b>Other Expenses</b>	\$301,949	\$270,987	\$227,617	-16.00%	\$200,000	\$200,000	\$200,000	\$200,000
<b>Debt Service</b>								
Interest	\$244,165	\$228,730	\$221,000	-3.38%	\$450,000	\$380,000	\$380,000	\$230,000
Principal	\$478,333	\$150,000	\$160,000	6.67%	\$1,150,000	\$1,150,000	\$1,150,000	\$150,000
Total	\$722,498	\$378,730	\$381,000	0.60%	\$1,600,000	\$1,530,000	\$1,530,000	\$380,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$3,417,196	\$0		\$712,000	\$2,000,000	\$6,000,000	\$0
Federal Section 5307 Capital Grants	\$434,003	\$10,640,838	\$669,20		\$3,305,000	\$1,090,000	\$1,713,000	\$1,090,000
FTA - Other	\$0	\$0	\$135,000		\$75,000	\$250,000	\$375,000	\$250,000
Federal STP- All	\$0	\$512,063	\$72,216		\$245,000	\$321,000	\$0	\$1,000,000
Central Puget Sound PT Account	\$936,482	\$3,459,794	\$833,085		\$0	\$0	\$0	\$0
Miscellaneous State	\$141,625	\$110,000	\$2,977		\$0	\$0	\$0	\$0
Working Capital	\$4,006,178	\$2,151,190	\$0		\$3,777,000	\$1,800,000	\$2,600,000	\$1,100,000
Other	\$33,818	\$2,016,253	\$43,769		\$13,000	\$4,198,000	\$4,445,000	\$5,423,000
Total Capital Purchases	\$5,552,106	\$22,307,334	\$1,756,248	-92.13%	\$8,127,000	\$9,674,000	\$15,148,000	\$8,878,000
<b>Ending Balances, December 31</b>								
Working Capital	(\$1,710,000)	(\$1,677,000)	\$2,000,000	219.26%	\$2,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Capital Replacement/ Purchase Funds	\$2,881,000	\$6,894,000	\$1,195,365	-82.66%	\$1,301,000	\$62,000	(\$267,000)	\$374,000
Debt	\$379,000	\$380,000	\$3,379,000	789.21%	\$381,000	\$377,000	\$378,000	\$378,000
Totals	\$1,550,000	\$5,597,000	\$6,574,385	17.46%	\$3,682,000	\$4,439,000	\$4,111,000	\$4,752,000

## Kitsap Transit

### Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	Kitsap Transit	Small City Means	Kitsap Transit	Small City Means
Fares/Operating Cost	22.44%	9.65%	7.60%	2.11%
Operating Cost/Passenger Trip	\$3.17	\$2.91	\$17.91	\$17.05
Operating Cost/Revenue Vehicle Mile	\$5.34	\$4.87	\$4.14	\$4.11
Operating Cost/Revenue Vehicle Hour	\$90.74	\$76.77	\$66.38	\$54.44
Operating Cost/Total Vehicle Hour	\$76.20	\$73.21	\$56.33	\$46.38
Revenue Vehicle Hours/Total Vehicle Hour	83.98%	95.01%	84.85%	86.76%
Revenue Vehicle Hours/FTE	636	899	756	822
Revenue Vehicle Miles/Revenue Vehicle Hour	16.99	14.1	16.04	14.8
Passenger Trips/Revenue Vehicle Hour	28.7	25.6	3.7	3.3
Passenger Trips/Revenue Vehicle Mile	1.69	1.63	0.23	0.22

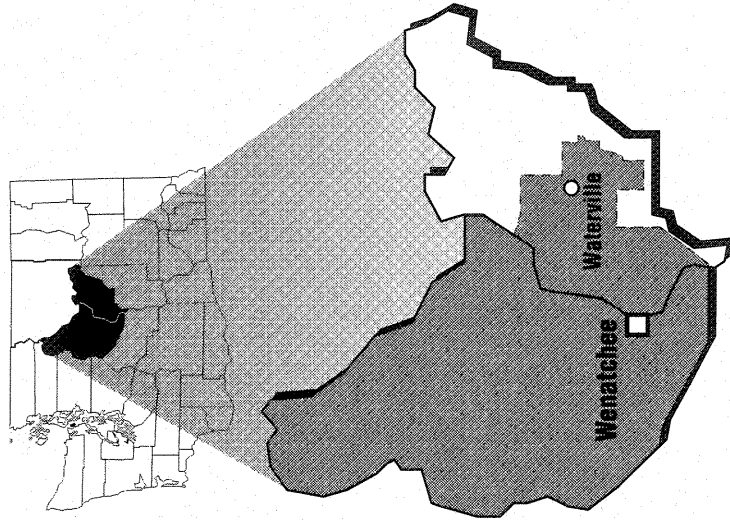
# Link Transit

**Tom Green**

**General Manager**

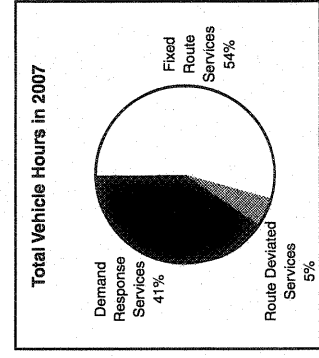
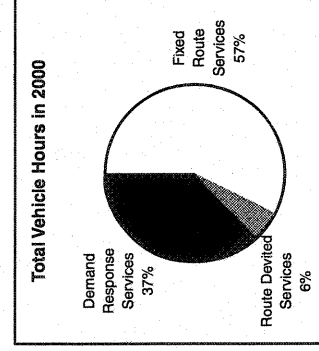
2700 Euclid Avenue  
Wenatchee, Washington 98801-0000  
(509)662-1155

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: 12 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: 14 fixed routes, two 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.
- Base fare: 50 cents per boarding, all routes and LinkPlus (paratransit)



## Current Operations

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

- four rural intercity routes (East Wenatchee - Rock Island, East Wenatchee - Waterville, Wenatchee - Leavenworth, and Wenatchee - Manson)
- eight small city local routes (Wenatchee - East Wenatchee)
- two rural commuter routes
- two rural local deviated routes

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

## Revenue Service Vehicles

Fixed route — 21 total, all equipped with wheelchair lifts and all equipped with bicycle racks, age ranging from 1984 to 1993.

Demand-response and Route Deviated — 31 total, all ADA accessible, age ranging from 1991 to 1999.

## Facilities

Link Transit opened its a new Service Center in January 2000. The complex provides 8,700 square feet for operations and administration; 28,000 square feet for maintenance; and 39,000 square feet of covered bus parking located on 11 acres north of Wenatchee. Guest Services are located in the Columbia Station in downtown Wenatchee.

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 three park and ride lots: 22 stalls at The Big Y at the junction of Highways 2 and 97 near Peshatin; 10 stalls in Entiat along Highway 97A; and 17 stalls in Chelan along Highway 97A.

## Intermodal Connections

Link Transit provides service to the regional airport in East Wenatchee. In addition, Link Transit serves the Amtrak and Northwest Trailways Lines through the Columbia Station in Wenatchee. 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.

## 2000 Achievements

- 1999 objectives met:
  - Decreased frequency and service hours for fixed routes by 40%.
  - Decreased frequency and service hours for deviated routes by 60%.
  - Eliminated Saturday service.
  - Occupied new operations and maintenance complex.
  - Ordered three replacement cut-away vehicles
- 1999 objectives unmet:
  - Design and construct East Wenatchee transit center



- Other:
- Completed one westbound bus pullout on Highway 2 at Monitor.
- Participated in regional work group to plan and prepare for a Greater Wenatchee metropolitan planning organization.
- Implemented a fare system effective February 7, 2000, eliminating the pre-paid fare free concept.
- Participated with other regional transportation service providers to implement a two-county ACCT program coalition.
- Conducted a comprehensive efficiency review of LinkPlus with a consultant.
- Leased out third floor of Columbia Station.

#### **2001 Objectives**

- Develop a service plan to balance service expenditures with revenue income.
- Re-furbish and repower two 30-foot coaches.
- Rehabilitate two 30-foot coaches.
- Rehabilitate a heavy-duty small bus.

#### **Long-range (2002 through 2007) Plans**

- Construct Wenatchee Pedestrian/Bicycle Overpass Bridge.
- Continue installing bus passenger shelters and benches.
- Purchase 18 replacement minibuses.
- Refurbish 12 transit buses.

# Link Transit

LINK (Chelan-Douglas Counties)  
Service Area Population

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	68,687	74,739	43,781	-41.42%	42,000	32,000	32,000
Total Vehicle Hours	72,120	81,198	48,597	-40.15%	46,000	35,000	35,000
Revenue Vehicle Miles	1,278,727	1,284,571	939,290	-26.88%	917,000	809,000	809,000
Total Vehicle Miles	1,538,097	1,459,255	1,052,005	-27.91%	1,027,000	932,000	932,000
Passenger Trips	1,369,809	1,374,655	710,441	-48.32%	700,000	561,000	561,000
Diesel Fuel Consumed (gallons)	256,005	296,830	165,224	-44.34%	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	2	1	N.A.	N.A.	N.A.	N.A.
Collisions	26	27	5	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	71.8	75.0	52.0	-30.67%	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$4,282,484	\$4,604,103	\$3,329,714	-27.68%	\$4,833,000	\$4,833,000	\$5,309,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$226,463	100.00%	\$250,000	\$250,000	\$303,000

### Route-Deviated Services

Revenue Vehicle Hours	10,299	9,921	4,580	-53.84%	4,000	3,000	3,000
Total Vehicle Hours	14,254	10,252	5,038	-50.86%	5,000	3,000	3,000
Revenue Vehicle Miles	332,782	431,569	89,421	-79.28%	60,000	36,000	36,000
Total Vehicle Miles	369,630	527,895	100,152	-81.03%	68,000	42,000	42,000
Passenger Trips	105,040	134,803	39,053	-71.03%	32,000	25,000	25,000
Diesel Fuel Consumed (gallons)	61,406	44,960	14,368	-68.04%	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	13.0	9.0	5.0	-44.44%	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$743,885	\$736,684	\$263,253	-64.27%	\$857,000	\$857,000	\$941,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$24,264	100.00%	\$24,000	\$24,000	\$30,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Demand Response Services</b>								
Revenue Vehicle Hours	33,643	40,209	31,881	-20.71%	30,000	30,000	26,000	26,000
Total Vehicle Hours	48,380	40,209	31,881	-20.71%	30,000	30,000	26,000	26,000
Revenue Vehicle Miles	425,356	405,072	369,778	-8.71%	376,000	383,000	330,000	330,000
Total Vehicle Miles	434,718	405,072	472,447	16.63%	481,000	491,000	430,000	430,000
Passenger Trips	118,368	125,851	104,797	-16.73%	109,000	110,000	95,000	95,000
Gasoline Fuel Consumed (gallons)	43,472	43,012	49,034	14.00%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	2	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	9	11	12	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	46.2	43.0	36.0	-16.28%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$2,113,975	\$2,397,248	\$2,207,356	-7.92%	\$2,362,000	\$2,421,000	\$2,421,000	\$2,711,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$18,872	100.00%	\$22,000	\$23,000	\$23,000	\$28,000

# Link Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$4,883,765	\$5,041,859	\$4,992,917	-0.97%	\$5,028,000	\$5,079,000	\$5,129,000	\$5,606,000
MVET	\$3,872,166	\$3,769,777	\$21,521	-99.43%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$1,472,400	N.A.	\$0	\$0	\$0	\$0
Fares	\$0	\$0	\$269,599	100.00%	\$320,000	\$320,000	\$240,000	\$258,000
Federal Section 5311 Operating	\$0	\$0	\$0	N.A.	\$0	\$300,000	\$0	\$0
Federal Section 5307 Operating	\$0	\$0	\$0	N.A.	\$0	\$0	\$500,000	\$500,000
Other	\$654,138	\$575,714	\$1,265,548	119.82%	\$436,000	\$278,000	\$260,000	\$225,000
Total Annual Revenues	\$9,410,069	\$9,387,350	\$8,021,985	-14.54%	\$5,784,000	\$5,977,000	\$6,129,000	\$6,589,000

## Annual Capital Purchase Obligations

Federal Section 5309 Capital Grants	\$0	\$0	\$29,191		\$1,841,000	\$336,000	\$0	\$0
Federal Section 5311 Capital Grants	\$0	\$0	\$196,644		\$210,000	\$204,000	\$0	\$0
Federal STP - Regional Grants	\$0	\$0	\$0		\$0	\$60,000	\$0	\$0
Public Transportation Sys. Account	\$88,825	\$4,500	\$5,521		\$0	\$0	\$0	\$0
Equipment/Facility Reserves	\$1,311,227	\$7,733,430	\$557,837		\$750,000	\$498,000	\$90,000	\$455,000
Vehicle Reserve	\$397,451	\$540,728	\$0		\$83,000	\$225,000	\$471,000	\$10,000
Bond Sales	\$5,798,353	\$0	\$0		\$0	\$0	\$0	\$0
Capital Leases	\$0	\$207,059	\$58,024		\$0	\$0	\$0	\$0
Total Capital Purchases	\$1,797,503	\$8,485,717	\$847,217	-90.02%	\$2,884,000	\$1,323,000	\$561,000	\$465,000

## Ending Balances, December 31

Unrestricted Cash and Investments	\$400,974	\$1,416,420	\$3,143,156	121.91%	\$2,104,000	\$1,070,000	\$1,180,000	\$617,000
Equipment/Facility Reserves	\$9,016,729	\$1,655,599	\$1,431,513	-13.54%	\$1,179,000	\$1,125,000	\$1,035,000	\$882,000
Vehicle Reserve	\$1,463,965	\$1,211,131	\$1,261,335	4.15%	\$1,199,000	\$954,000	\$864,000	\$574,000
Contingency Reserve	\$540,000	\$540,000	\$540,000	0.00%	\$540,000	\$540,000	\$540,000	\$540,000
Totals	\$11,421,668	\$4,823,150	\$6,376,004	32.20%	\$5,022,000	\$3,689,000	\$3,619,000	\$2,613,000

## Performance Measures for 2000 Operations

	Fixed Route Services		Deviated Route Services		Demand Response Services	
	Link Transit	Rural Means	Link Transit	Rural Means	Link Transit	Rural Means
Fares/Operating Cost	6.80%	6.80%	9.22%	4.48%	0.85%	1.53%
Operating Cost/Passenger Trip	\$4.69	\$3.87	\$6.74	\$6.74	\$21.06	\$15.67
Operating Cost/Revenue Vehicle Mile	\$3.54	\$3.54	\$2.94	\$2.80	\$5.97	\$3.64
Operating Cost/Revenue Vehicle Hour	\$76.05	\$63.97	\$57.48	\$47.71	\$69.24	\$48.65
Operating Cost/Total Vehicle Hour	\$68.52	\$60.93	\$52.25	\$45.44	\$69.24	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	90.09%	95.24%	90.91%	91.13%	100.00%	90.00%
Revenue Vehicle Hours/FTE	842	842	916	1,253	886	886
Revenue Vehicle Miles/Revenue Vehicle Hour	21.45	20.07	19.52	19.52	11.60	12.07
Passenger Trips/Revenue Vehicle Hour	16.2	15.3	8.5	8.5	3.3	3.1
Passenger Trips/Revenue Vehicle Mile	0.76	0.76	0.44	0.44	0.28	0.28

# Mason County Transportation Authority

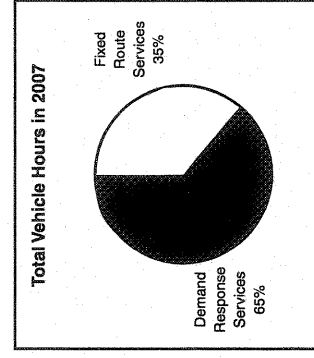
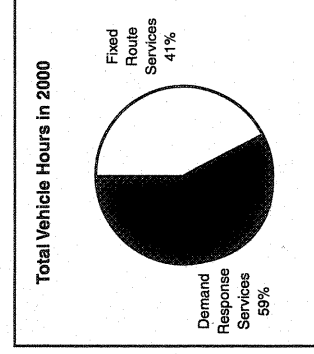
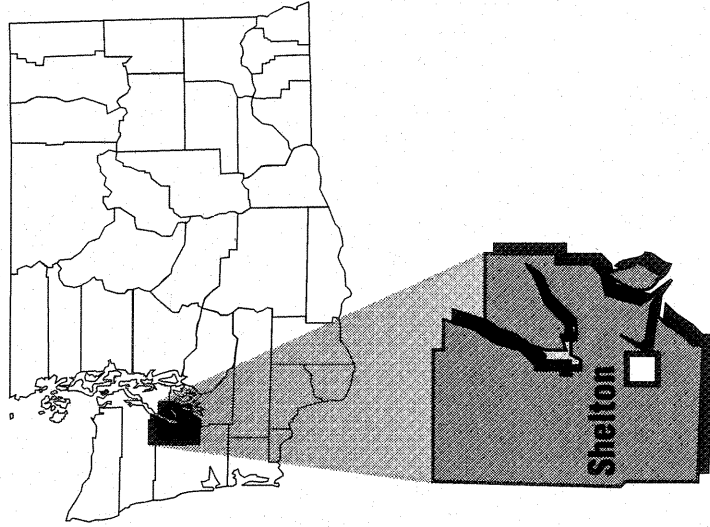
**Dave O'Connell**  
**General Manager**

1718 Olympic Highway N. or P.O. Box 1880  
Shelton, Washington 98584-1880  
(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: 6 member board of directors comprised of three county commissioners and three Shelton city commissioners
- Tax authorized: 0.2% sales and use tax approved in November 1991
- Annexations: None
- Types of service: Eight deviated rural deviated routes and demand response service for the general public
- Days of service: Weekdays, between 5:45 a.m. and 9:45 p.m., and Saturdays, between 7:00 a.m. and 8:00 p.m.
- Base fare: Fare free for deviated routes and demand response



## 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.

## Revenue Service Vehicles

Route deviated\* — 13 total, all ADA accessible and equipped with bicycle racks, age ranging from 1968 to 1999.

Paratransit — 14 total, all ADA accessible and equipped with bicycle racks, age ranging from 1992 to 2000.

\* 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 five park and ride lots: State Route 3 and Pickering Road, State Route 3 and Cole Road, Shelton, Belfair, 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 non-emergent needs, such as for medical services not available within the service area.

## 2000 Achievements

- 1999 objectives met:
  - Finalized plans to construct "Shelton Point Park", a transit hub and visitors' center.
- 1999 objectives unmet:
  - Purchase five replacement demand response vehicles.
  - Conduct site selection analysis for new maintenance and operations facility.
- Other:
  - Received an Agency Council on Coordinated Transportation (ACCT) grant for development of a Coordinated Transportation Coalition in Mason County.
  - Developed a new commuter route between Belfair and Bremerton to address requests from PSNS employees.
  - Received two FTA grants to assist operations.
  - Entered into an agreement with Shelton School District to use school transportation for public transportation purposes.

## 2001 Objectives

- Construct Shelton Point Park, a transit hub and visitors' center.
- Establish fare policy.
- Replace three demand response vehicles.
- Award bid to purchase two new heavy-duty transit buses

## Long-range (2002 through 2007) Plans

- 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**

Mason County Transportation Authority Service Area Population	1998 48,300	1999 48,600	2000 49,300	% Change 1.44%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operating Information</b>								
<b>Route-Deviated Services(1)</b>								
Revenue Vehicle Hours	13,758	13,632	12,023	-11.80%	10,000	10,000	8,000	7,000
Total Vehicle Hours	14,616	14,502	14,502	0.00%	13,000	13,000	10,000	7,000
Revenue Vehicle Miles	247,552	262,995	231,692	-11.90%	197,000	197,000	186,000	134,000
Total Vehicle Miles	272,512	285,864	243,277	-14.90%	208,000	208,000	202,000	145,000
Passenger Trips	203,948	217,069	250,892	15.58%	243,000	243,000	231,000	181,000
Diesel Fuel Consumed (gallons)	41,861	31,414	29,057	-7.50%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	4	4	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	9.8	9.8	9.8	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$498,198	\$750,600	\$806,955	1.68%	\$726,000	\$741,000	\$484,000	\$471,000
Operating Cost - Expanded Service	\$33,136	\$43,026	\$0	incl. above	\$0	\$0	0	\$0
Farebox Revenues	\$11,462	\$24,277	\$36,132	48.83%	\$34,000	\$34,000	\$26,000	\$23,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	20,588	18,628	18,275	-1.89%	17,000	17,000	13,000	12,000
Total Vehicle Hours	22,399	21,120	20,697	-2.00%	19,000	19,000	15,000	13,000
Revenue Vehicle Miles	290,260	273,829	268,966	-1.78%	256,000	256,000	209,000	188,000
Total Vehicle Miles	322,366	343,068	336,207	-2.00%	319,000	319,000	261,000	235,000
Passenger Trips	47,271	46,176	45,687	-1.06%	53,000	53,000	43,000	37,000
Gasoline Fuel Consumed (gallons)	15,432	11,823	6,289	-46.81%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	15,561	9,970	13,319	-33.59%	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)	12.2	12.2	12.4	1.64%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$879,931	\$771,407	\$799,767	3.68%	\$720,000	\$734,000	\$599,000	\$584,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$9,000	\$9,000	\$7,000	\$6,000



Mason County Transportation Authority

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$662,029	\$665,663	\$732,261	10.00%	\$737,000	\$741,000	\$746,000	\$759,000
MVET	\$662,029	\$605,029	\$700,663	15.81%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$124,700	N.A.	\$125,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$314,759	\$330,896	\$332,831	0.58%	\$0	\$0	\$0	\$0
Fares	\$11,462	\$24,277	\$36,132	48.83%	\$43,000	\$43,000	\$33,000	\$29,000
Federal Section 5311 Operating	\$0	\$0	\$202,397	N.A.	\$150,000	\$300,000	\$260,000	\$150,000
Other	\$77,806	\$121,827	\$82,275	-32.47%	\$98,000	\$38,000	\$38,000	\$38,000
Total Annual Revenues	\$1,728,085	\$1,747,692	\$2,211,259	26.52%	\$1,153,000	\$1,122,000	\$1,077,000	\$976,000
<b>Annual Operating Expenses</b>	\$1,411,265	\$1,565,033	\$1,606,722	2.66%	\$1,446,000	\$1,475,000	\$1,083,000	\$1,055,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$0	\$0	\$115,000		\$66,000	\$0	\$190,000	\$0
Federal Section 5311 Capital Grants	\$42,175	\$439,833	\$507,600		\$216,000	\$184,000	\$86,000	\$346,000
Federal Demonstration Grants	\$0	\$0	\$0		\$2,400,000	\$1,500,000	\$0	\$0
State Rural Mobility Program	\$84,000	\$99,027	\$0		\$0	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$84,305	\$151,213	\$111,520		\$480,000	\$46,000	\$43,000	\$87,000
Total Capital Purchases	\$210,480	\$690,073	\$734,120	6.38%	\$3,162,000	\$1,730,000	\$319,000	\$433,000
<b>Ending Balances, December 31</b>								
Unencumbered Account	\$820,350	\$424,036	\$517,053	21.94%	\$468,000	\$115,000	\$110,000	\$0
Capital Replacement/Purchase Funds	\$996,318	\$1,376,675	\$1,776,675	29.06%	\$1,052,000	\$1,006,000	\$963,000	\$417,000
Self Insurance Fund	\$495,297	\$543,000	\$543,000	0.00%	\$543,000	\$543,000	\$543,000	\$369,000
Totals	\$2,311,965	\$2,343,711	\$2,836,728	21.04%	\$2,063,000	\$1,664,000	\$1,616,000	\$786,000

Performance Measures for 2000 Operations

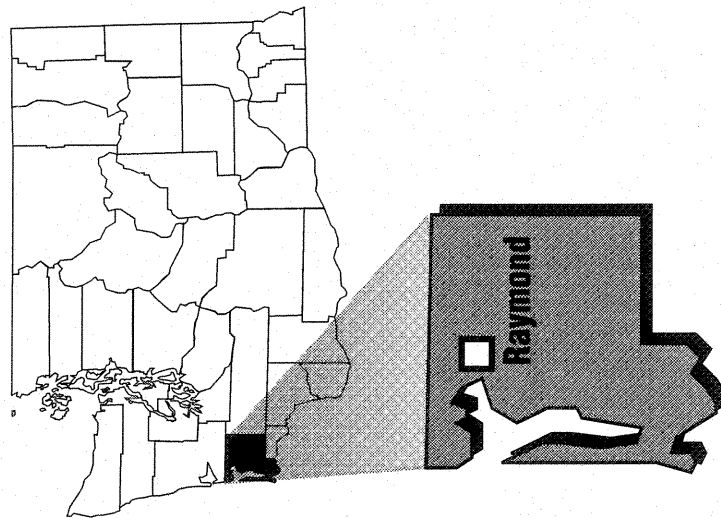
	Fixed Route Services		Demand Response Services	
	MCTA	Rural Means	MCTA	Rural Means
Fares/Operating Cost	4.48%	4.48%	N.A.	1.53%
Operating Cost/Passenger Trip	\$3.22	\$4.69	\$17.51	\$15.67
Operating Cost/Revenue Vehicle Mile	\$3.48	\$2.80	\$2.97	\$3.64
Operating Cost/Revenue Vehicle Hour	\$67.12	\$47.71	\$43.76	\$48.65
Operating Cost/Total Vehicle Hour	\$55.64	\$45.44	\$38.64	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	82.91%	91.13%	88.30%	90.00%
Revenue Vehicle Hours/FTE	1,227	1,253	1,474	886
Revenue Vehicle Miles/Revenue Vehicle Hour	19.3	19.52	14.72	12.07
Passenger Trips/Revenue Vehicle Hour	20.9	8.5	2.5	3.1
Passenger Trips/Revenue Vehicle Mile	1.08	0.50	0.17	0.28



# Pacific Transit System

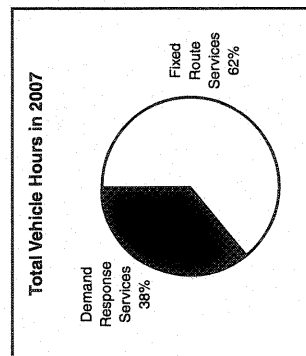
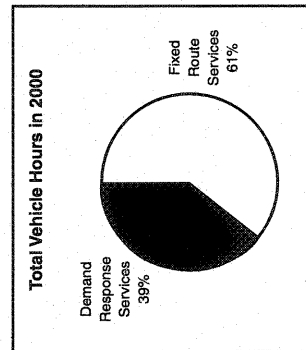
**Tim Russ**  
**Director**

216 North Second Street  
Raymond, Washington 98577-1003  
(360) 875-9418



## System Snapshot

- Operating name: Pacific Transit
- Service area: countywide, Pacific County
- Type of government: public transportation benefit area
- Governing body: 7 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: Five fixed routes and Dial-A-Ride 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., and Saturdays (two routes only), between 10:00 a.m. and 6:00 p.m.
- Base fare: 50 cents per boarding, fixed route, and 35 cents per boarding, Dial-A-Ride.



### **Current Operations**

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

- Three rural intercity routes (Raymond - Aberdeen, 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.

### **Revenue Service Vehicles**

Fixed route — 10 total, all ADA accessible, age ranging from 1991 to 1998.  
Dial-A-Ride — 6 total, all equipped with wheelchair lifts, age ranging from 1989 to 1999.

### **Passenger Service Vehicles**

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

Paratransit — 13, all owned and operated by the contractor, all equipped with wheelchair lifts, aged 1990 to 1999.

Rubber Tire Trolley Replicas — One, aged 1987.

### **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. 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 for service into Astoria and connections south and east.

### **2000 Achievements**

- 1999 objectives met:
  - Replaced one Dial-A-Ride van.
  - Received Section 5311 funding to replace lost revenues from I-695.
- Other:
  - Reduced service 34% in January as a result of I-695. This was later reduced to 22% due to the State Bridge Funding and a Section 5311 operations assistance grant. This included eliminating Sunday service and a route between Raymond and Frances.

### **2000 Objectives**

- Install ten passenger shelters.
- Acquire one replacement Dial-A-Ride van.

### **2001 Objectives**

- Seek funding to replace lost revenues from I-695.
- Replace two Dial-A-Ride vans.

### **Long-range (2002 through 2007) Plans**

- Purchase two replacement Dial-A-Ride vans.
- Seek federal and state operating assistance to maintain existing service levels.

# Pacific Transit System

Pacific Transit System	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	21,500	21,500	21,300	-0.93%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed-Route Services

Revenue Vehicle Hours	13,658	14,563	11,720	-19.52%	13,000	13,000	13,000	13,000
Total Vehicle Hours	13,923	14,861	11,972	-19.44%	13,000	13,000	13,000	13,000
Revenue Vehicle Miles	359,440	374,618	267,790	-28.52%	310,000	310,000	310,000	310,000
Total Vehicle Miles	366,402	382,264	273,814	-28.37%	317,000	317,000	317,000	317,000
Passenger Trips	159,466	143,240	76,410	-46.66%	85,000	85,000	85,000	85,000
Diesel Fuel Consumed (gallons)	46,380	52,357	34,731	-33.67%	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	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)	14.2	14.5	15.3	5.52%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$734,802	\$835,946	\$523,774	-37.34%	\$610,000	\$618,000	\$625,000	\$649,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$58,146	\$52,453	\$33,492	-36.15%	\$36,000	\$36,000	\$36,000	\$36,000

### Demand Response Services

Revenue Vehicle Hours	9,280	8,643	6,604	-23.59%	8,000	8,000	8,000	8,000
Total Vehicle Hours	10,311	9,604	7,338	-23.59%	8,000	8,000	8,000	8,000
Revenue Vehicle Miles	154,672	116,215	83,512	-28.14%	86,000	86,000	86,000	86,000
Total Vehicle Miles	171,858	129,272	92,998	-28.06%	96,000	96,000	96,000	96,000
Passenger Trips	47,721	43,406	29,209	-32.71%	32,000	32,000	32,000	32,000
Diesel Fuel Consumed (gallons)	9,621	6,030	4,332	-28.16%	N.A.	32,000	32,000	32,000
Gasoline Fuel Consumed (gallons)	9,781	6,283	4,452	-29.14%	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) - Contracted	6.5	6.5	6.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$395,663	\$325,089	\$304,129	-6.45%	\$310,000	\$315,000	\$319,000	\$332,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$12,779	\$11,878	\$10,223	-13.93%	\$11,000	\$11,000	\$11,000	\$11,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$524,294	\$469,987	\$491,054	4.48%	\$500,000	\$505,000	\$510,000	\$525,000
MVET	\$455,660	\$556,293	\$279,298	-49.79%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$203,000	N.A.	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$210,815	\$191,694	\$234,994	22.59%	\$0	\$0	\$0	\$0
Fares	\$70,925	\$64,331	\$43,715	-32.05%	\$47,000	\$47,000	\$47,000	\$47,000
Rural Mobility Program	\$0	\$10,258	\$59,823	483.18%	\$0	\$150,000	\$150,000	\$150,000
Federal Section 5311 Operating Grants	\$0	\$0	\$21,595	N.A.	\$272,000	\$250,000	\$250,000	\$215,000
Other	\$34,132	\$46,721	\$49,021	4.92%	\$48,000	\$40,000	\$42,000	\$44,000
Total Annual Revenues	\$1,295,826	\$1,339,284	\$1,382,500	-11.93%	\$967,000	\$992,000	\$999,000	\$981,000
<b>Annual Operating Expenses</b>	\$1,130,465	\$1,161,035	\$827,903	-28.69%	\$920,000	\$933,000	\$944,000	\$981,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$400,526	\$398,470	\$401,857		\$82,000	\$0	\$48,000	\$0
Rural Mobility Program	\$0	\$144,086	\$0		\$24,000	\$0	\$0	\$0
Capital Reserve	\$186,084	\$135,444	\$101,867		\$31,000	\$0	\$12,000	\$0
Total Capital Purchases	\$586,610	\$678,000	\$503,724	-25.70%	\$137,000	\$0	\$60,000	\$0
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$48,020	\$55,000	\$55,000	0.00%	\$55,000	\$55,000	\$55,000	\$55,000
Capital Reserve	\$453,421	\$489,246	\$941,976	92.54%	\$858,000	\$917,000	\$960,000	\$742,000
Totals	\$501,441	\$544,246	\$996,976	83.18%	\$913,000	\$972,000	\$1,015,000	\$797,000

**Performance Measures for 2000 Operations**

	<b>Fixed Route Services</b>		<b>Demand Response Services</b>	
	Pacific Transit	Rural Means	Pacific Transit	Rural Means
Fares/Operating Cost	6.39%	6.80%	3.36%	1.53%
Operating Cost/Passenger Trip	\$6.85	\$3.87	\$10.41	\$15.67
Operating Cost/Revenue Vehicle Mile	\$1.96	\$3.54	\$3.64	\$3.64
Operating Cost/Revenue Vehicle Hour	\$44.69	\$63.97	\$46.05	\$48.65
Operating Cost/Total Vehicle Hour	\$43.75	\$60.93	\$41.45	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	97.90%	95.24%	90.00%	90.00%
Revenue Vehicle Hours/FTE	766	842	1,016	886
Revenue Miles/Revenue Vehicle Hour	22.85	20.07	12.65	12.07
Passenger Trips/Revenue Vehicle Hour	6.5	15.3	4.4	3.1
Passenger Trips/Revenue Vehicle Mile	0.29	0.76	0.35	0.28

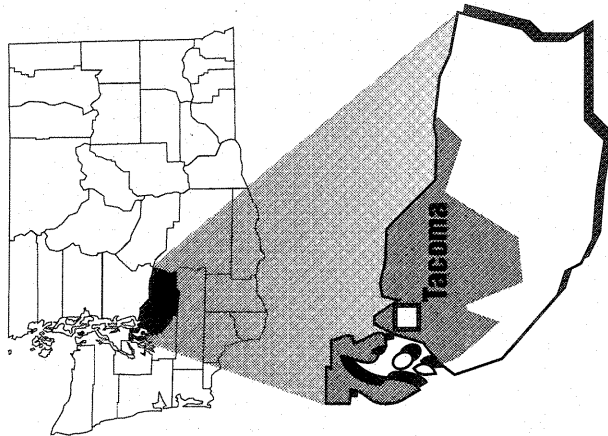




# Pierce Transit

**Don S. Monroe**  
**Executive Director**

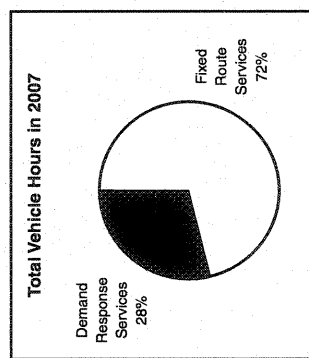
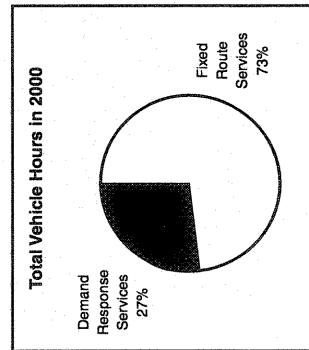
P.O. Box 99070  
Tacoma, WA 98499-0070  
(253) 581-8080  
Internet Home Page: <http://www.piercetransit.org>



## 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 Specialized Transportation Service 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 Specialized Transportation Service.



## 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 Specialized Transportation Service for individuals living near the fixed route system who are unable to use the fixed route system. In addition to Pierce transit vehicles, contracts with three private operators for SHUTTLE Specialized Transportation Service.

Pierce Transit also provides vanpool, rideshare and employer Commute Trip Reduction-assistance.

## Revenue Service Vehicles

Fixed route — 149 total, all equipped with wheelchair lifts, age ranging from 1990 to 2000.

SHUTTLE Specialized Transportation vans — 104 total, all ADA accessible, age 1995 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 290 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 which serves as a regional express bus, local bus, and rideshare facility, and the passenger terminal for Greyhound. It also serves the Sounder Commuter Rail and, when completed, will serve Link Light Rail.
- Coordinated schedules with King County Metro Transit in Federal Way and Intercity Transit in Olympia;
- The joint use passenger terminal at Point Defiance;
- Bicycle transport racks and storage facilities; and
- Collaborative effort with the City of Tacoma on the Tacoma Dome Station project and the Tacoma Dome Area Master Plan.

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 the Tacoma Dome Station.

### 2000 Achievements

- 1999 objectives met:
- Completed Phase II construction of the Tacoma Dome Station that doubled the parking capacity and added space for the Greyhound Bus terminal.
- Developed Phase I pedestrian and streetscape improvements in the Tacoma Dome area.
- Replaced 21 fixed route transit coaches with CNG powered coaches.
- Constructed Bonney Lake park and ride lot.
- Implemented transit signal priority on Bridgeport Way, South 19<sup>th</sup> Street, and 6<sup>th</sup> Avenue.
- 1999 objectives unmet:
- Expand capacity of operations and maintenance facility.
- Other:
- Added five new and replaced five vanpool vans.
- Released 49 fixed route buses.

### 2001 Objectives

- Continue efforts to find efficiencies to offset inflationary costs.
- Begin expansion of operations and maintenance facility.
- Continue implementing additional transit signal priority corridors.
- Replace 29 SHUTTLE Specialized Transportation vehicles.
- Add eight SHUTTLE Specialized Transportation vehicles.
- Continue to increase employer contacts to further the growth of the Jobs Access Program.
- Continue incremental conversion of fixed route fleet to CNG powered coaches.
- Review all aspects of the SHUTTLE Specialized Transportation Service.
- Continue service planning studies, designed to look at local fixed-route improvements and efficiencies.



**Long-range (2002 through 2007) Plans**

- Consider funding to replace the lost MVET funds.
- Implement service reductions at the beginning of 2003.
- Reduce the fixed route fleet through attrition.
- Replace eight fixed route buses.
- Replace 119 SHUTTLE Specialized Transportation vehicles.
- Replace 110 vanpool vans.
- Complete a fully accessible system of bus stops.
- Maintain the redefined system beginning in 2005.

Pierce Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	622,875	635,290	643,690	1.32%	N.A.	N.A.	N.A.	N.A.

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

Revenue Vehicle Hours	502,095	565,078	527,689	-6.62%	552,000	571,000	450,000	400,000
Total Vehicle Hours	569,444	624,796	584,990	-6.37%	611,000	633,000	499,000	444,000
Revenue Vehicle Miles	7,864,965	8,746,934	8,218,551	-6.04%	8,590,000	8,892,000	7,016,000	6,231,000
Total Vehicle Miles	9,680,679	10,336,180	9,761,573	-5.56%	10,203,000	10,561,000	8,333,000	7,401,000
Passenger Trips	13,007,411	13,799,562	13,556,966	-1.76%	13,984,000	14,382,000	10,926,000	9,345,000
Diesel Fuel Consumed (gallons)	1,114,599	1,019,320	979,031	-3.95%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	1,276,531	1,533,801	1,228,645	-19.90%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	82,215	21,681	7,698	-64.49%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	46	132	76	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	37	25	103	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	602.5	545.5	600.2	10.03%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$35,712,652	\$36,301,813	\$40,265,364	-13.93%	\$41,626,000	\$45,632,000	\$49,212,000	\$45,991,000
Operating Cost - Expanded Service	\$2,604,200	\$9,089,686	(\$1,195,202)	incl. above	\$3,237,000	\$3,071,000	(\$7,372,000)	\$1,262,000
Farebox Revenues	\$7,861,621	\$8,331,713	\$6,063,010	-27.23%	\$6,124,000	\$7,803,000	\$5,841,000	\$6,556,000

**Demand Response Services**

Revenue Vehicle Hours	184,920	169,723	190,314	12.13%	188,000	192,000	158,000	158,000
Total Vehicle Hours	215,322	207,080	211,385	2.08%	209,000	213,000	175,000	175,000
Revenue Vehicle Miles	2,698,920	2,767,334	3,039,064	9.82%	3,000,000	3,058,000	2,522,000	2,522,000
Total Vehicle Miles	3,298,750	3,464,494	3,382,646	-2.36%	3,339,000	3,404,000	2,808,000	2,808,000
Passenger Trips	494,179	519,923	462,070	-11.13%	456,000	465,000	384,000	384,000
Diesel Fuel Consumed (gallons)	37,563	33,401	47,417	41.96%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	0	3,664	0	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	60,314	53,590	43,581	-18.68%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	36	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	5	19	87	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	203.8	81.9	incomplete	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$9,803,417	\$12,157,786	\$11,530,954	-6.04%	\$13,576,000	\$14,439,000	\$12,734,000	\$14,390,000
Operating Cost - Expanded Service	\$1,305,798	\$449,088	\$313,892	incl. above	\$348,000	\$399,000	\$309,000	\$350,000
Farebox Revenues	\$158,603	\$287,300	\$181,385	-36.87%	\$282,000	\$282,000	\$282,000	\$212,000

# Pierce Transit

## Vanpooling Services

	1998	1999	2000	% Change	2001	2002	2003	2007
Revenue Vehicle Miles	2,121,385	2,305,250	2,790,000	21.03%	2,871,000	2,983,000	2,983,000	2,983,000
Total Vehicle Miles	2,125,658	2,309,750	2,822,500	22.20%	2,904,000	3,018,000	3,018,000	3,018,000
Passenger Trips	429,750	483,500	577,500	19.44%	594,000	617,000	617,000	617,000
Vanpool Fleet Size	167	197	202	2.54%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	142	154	192	24.68%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	160,153	176,678	216,812	22.72%	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	4	4	5	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	20.6	11.3	13.0	15.04%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$840,640	\$846,870	\$1,756,668	105.94%	\$2,019,000	\$2,156,000	\$1,863,000	\$2,107,000
Operating Cost - Expanded Service	\$31,393	\$31,626	\$52,465	incl. above	\$58,000	\$67,000	\$52,000	\$58,000
Vanpooling Revenue	\$858,108	\$957,669	\$1,135,526	18.57%	\$1,371,000	\$1,469,000	\$1,469,000	\$1,636,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$22,550,155	\$24,218,060	\$25,788,866	6.49%	\$27,497,000	\$28,625,000	\$29,798,000	\$34,994,000
MVET	\$23,099,360	\$22,609,654	\$296,941	-98.69%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$8,423,900	N.A.	\$0	\$0	\$0	\$0
Fares	\$8,020,224	\$8,619,013	\$6,244,395	-27.55%	\$6,406,000	\$8,085,000	\$6,123,000	\$6,768,000
Vanpooling Revenue	\$858,108	\$957,669	\$1,135,526	18.57%	\$1,371,000	\$1,469,000	\$1,469,000	\$1,636,000
Federal Section 5307 Operating	\$132,788	\$620,713	\$0	-100.00%	\$0	\$0	\$0	\$0
Federal Section 5307 Preventive	\$0	\$1,500,626	\$86,650	-94.23%	\$6,349,000	\$507,000	\$3,847,000	\$5,347,000
Other	\$4,331,596	\$4,089,184	\$12,649,518	209.34%	\$4,041,000	\$2,035,000	\$1,279,000	\$1,302,000
RTA Reimbursement	\$610,810	\$2,626,172	\$8,491,376	223.34%	\$10,694,000	\$11,904,000	\$12,781,000	\$15,409,000
Total Annual Revenues	\$59,603,041	\$65,241,091	\$63,117,172	-3.26%	\$56,358,000	\$52,625,000	\$55,297,000	\$65,456,000
<b>Annual Operating Expenses</b>	\$50,298,100	\$58,876,869	\$52,724,141	-10.45%	\$63,751,000	\$70,496,000	\$70,011,000	\$64,158,000
<b>Debt Service</b>								
Interest	\$512,858	\$527,478	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Principal	\$770,000	\$315,000	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total	\$1,282,858	\$842,478	\$581,680	-30.96%	\$506,000	\$700,000	\$483,000	\$484,000
<b>Annual Capital Purchase Obligations</b>								
Federal CM/AQ	\$0	\$0	\$0		\$0	\$1,500,000	\$1,500,000	\$1,600,000
Federal Section 5309 Capital Grants	\$1,510,707	\$1,369,963	\$744,387		\$245,000	\$487,000	\$1,275,000	\$1,500,000
Federal Section 5307 Capital Grants	\$13,992,479	\$9,200,508	\$10,477,857		\$11,095,000	\$0	\$0	\$1,196,000
Federal STP-Regional	\$0	\$0	\$0		\$0	\$500,000	\$500,000	\$500,000
Central Puget Sound PT Account	\$826,084	\$1,836,142	\$1,921,876		\$1,730,000	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$2,177,612	\$3,513,316	\$8,807,475		\$3,620,000	\$1,965,000	\$1,407,000	\$2,098,000
Other	\$0	\$3,960,093	\$8,220,838		\$1,757,000	\$0	\$0	\$0
Total Capital Purchases	\$18,506,882	\$19,880,022	\$30,172,433	51.77%	\$18,447,000	\$4,452,000	\$4,682,000	\$6,894,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$11,690,000	\$23,458,918	\$27,192,575	15.92%	\$21,333,000	\$8,209,000	\$7,097,000	\$6,934,000
Capital Replacement/Purchase Funds	\$6,932,473	\$8,165,807	\$10,786,870	32.10%	\$9,596,000	\$8,123,000	\$7,027,000	\$13,607,000
Self Insurance Fund	\$5,880,218	\$4,460,858	\$5,110,138	14.56%	\$4,110,000	\$4,110,000	\$4,110,000	\$4,110,000
Debt Service	\$62,749	\$0	\$0	-100.00%	\$0	\$0	\$0	\$0
Total	\$24,565,440	\$36,085,583	\$43,089,583	19.41%	\$35,039,000	\$20,442,000	\$18,234,000	\$24,651,000

## Pierce Transit

### Performance Measures for 2000 Operations

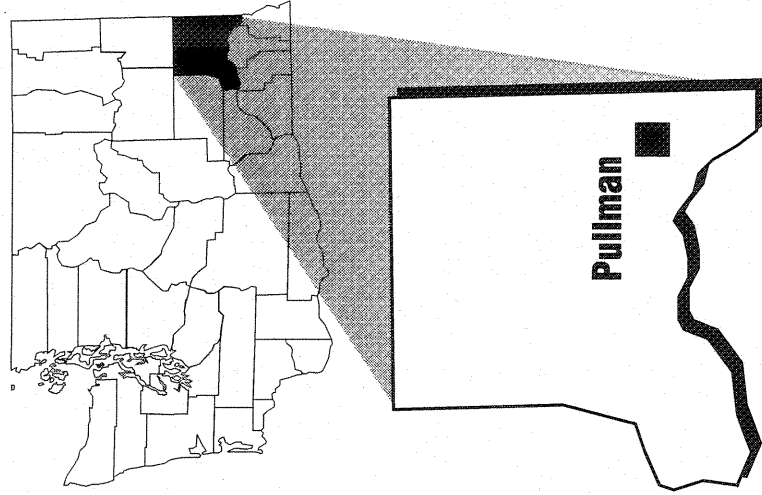
	Fixed-Route Services		Demand Response Services	
	Pierce Transit	Urbanized Means	Pierce Transit	Urbanized Means
Fares/Operating Cost	15.52%	16.88%	1.53%	1.54%
Operating Cost/Passenger Trip	\$2.88	\$3.14	\$25.63	\$24.27
Operating Cost/Revenue Vehicle Mile	\$4.75	\$5.43	\$3.90	\$3.85
Operating Cost/Revenue Vehicle Hour	\$74.04	\$73.95	\$62.24	\$64.69
Operating Cost/Total Vehicle Hour	\$66.79	\$67.69	\$56.03	\$55.64
Revenue Vehicle Hours/Total Vehicle Hour	90.20%	90.88%	90.03%	87.03%
Revenue Vehicle Hours/FTE	879	945	N.A.	1,068
Revenue Vehicle Miles/Revenue Vehicle Hour	15.57	14.7	15.97	15.9
Passenger Trips/Revenue Vehicle Hour	25.7	25.2	2.4	2.8
Passenger Trips/Revenue Vehicle Mile	1.65	1.63	0.15	0.18



# Pullman Transit

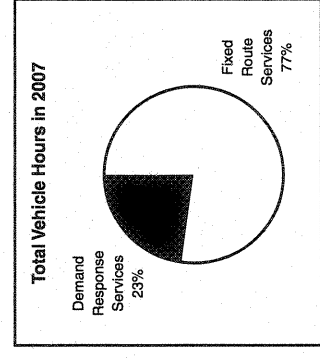
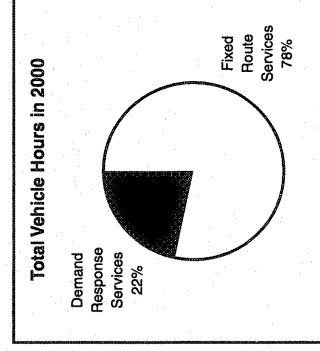
**Rod Thornton**  
**Transit Manager**

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: Six fixed routes and dial a ride service for elderly and persons with disabilities.
- Days of service: Weekdays, between 6:50 a.m. and 11:00 p.m. during the school year, and between 6:50 a.m. and 5:00 p.m. during the balance of the year; Saturdays, between 9:00 a.m. and 5:00 p.m. for dial a ride service only.
- Base fare: 50 cents per boarding with free transfers, fixed route; paratransit 40 cents per ride



### **Current Operations**

Pullman Transit operates six 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 Fridays. During school breaks and the summer quarter, Pullman Transit operates two fixed routes, instead of the six.

Washington State University contracts with Pullman Transit permitting all students, staff, and faculty to ride without paying a fare by showing their WSU identification card.

The Pullman School District contracts with Pullman Transit permitting students who qualify to ride without paying a fare by showing a school-issued pass.

### **Revenue Service Vehicles**

Fixed route — 14 total, ten equipped with wheelchair lifts, age ranging from 1985 to 1997.

Dial a Ride — 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 with 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 19 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 all fixed route buses.

## 2000 Achievements

- 1999 objectives met:
- Adjusted service levels to reflect reduced funding (Eliminated one fixed route and Saturday fixed route service)
- Up-graded fixed route data collection system.
- Other:
- Accepted subsidy agreement with Council on Aging Specialized Transportation for Saturday Dial A Ride service. Cancelled agreement after receiving State funding.
- Renewed operating contracts with the Pullman School District and Washington State University.
- Decreased fixed route service to four routes from February through August.
- Received FTA Section 5311 operating assistance grant for 2001 from WSDOT.

## 2001 Objectives

- Sustain current levels of operation

## Long-range (2002 through 2007) Plans

- Replace four paratransit vehicles.
- Replace four fixed route buses.



# Pullman Transit

Pullman Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	25,070	25,630	25,150	-1.87%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	17,363	18,289	15,217	-16.80%	15,000	16,000	16,000	16,000
Total Vehicle Hours	17,589	19,002	15,574	-18.04%	16,000	17,000	17,000	17,000
Revenue Vehicle Miles	217,585	230,156	188,661	-18.03%	190,000	190,000	190,000	190,000
Total Vehicle Miles	220,450	239,443	193,179	-19.32%	193,000	193,000	193,000	193,000
Passenger Trips	1,208,371	1,203,990	1,002,029	-16.77%	1,010,000	1,010,000	1,010,000	1,050,000
Diesel Fuel Consumed (gallons)	59,017	61,074	49,616	-18.76%	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	3	6	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	16.9	17.1	13.7	-19.88%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,164,831	\$1,206,409	\$1,004,384	-16.75%	\$1,172,000	\$1,219,000	\$1,196,000	\$1,400,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$336,823	\$378,674	\$371,046	-2.01%	\$368,000	\$383,000	\$398,000	\$466,000

### Demand Response Services

Revenue Vehicle Hours	5,355	5,321	5,016	-5.73%	5,000	5,000	5,000	5,000
Total Vehicle Hours	5,451	5,406	5,282	-2.29%	5,000	5,000	5,000	6,000
Revenue Vehicle Miles	50,523	52,494	45,744	-12.86%	46,000	46,000	46,000	48,000
Total Vehicle Miles	51,445	53,334	48,310	-9.42%	48,000	48,000	48,000	50,000
Passenger Trips	15,091	15,597	13,851	-11.19%	14,000	14,000	14,000	15,000
Gasoline Fuel Consumed (gallons)	6,114	6,500	6,119	-5.86%	N.A.	N.A.	N.A.	N.A.
Fatalities	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	3	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	5	3	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	5.7	5.8	5.2	-10.34%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$325,396	\$340,711	\$327,317	-3.93%	\$382,000	\$397,000	\$371,000	\$434,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$37,464	\$28,736	\$34,840	21.24%	\$36,000	\$37,000	\$39,000	\$47,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Utility Tax	\$493,891	\$520,672	\$512,615	-1.55%	\$597,000	\$620,000	\$645,000	\$773,000
MVET	\$487,342	\$470,853	\$381,239	-19.03%	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$15,426	\$40,836	\$63,392	55.24%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$198,300	N.A.	\$0	\$0	\$0	\$0
Fares	\$374,287	\$407,410	\$405,886	-0.37%	\$404,000	\$420,000	\$437,000	\$513,000
Federal Section 5311 Operating Grants	\$0	\$56,853	\$200,371	252.44%	\$276,000 <i>OK</i>	\$544,000	\$0	\$641,000
Other	\$54,730	\$42,772	\$37,179	-13.08%	\$35,000	\$35,000	\$37,000	\$20,000
Total Annual Revenues	\$1,425,676	\$1,539,396	\$1,798,982	16.86%	\$1,312,000	\$1,619,000	\$1,119,000	\$1,947,000
Annual Operating Expenses	\$1,490,227	\$1,547,120	\$1,331,701	-13.92%	\$1,554,000	\$1,616,000	\$1,567,000	\$1,834,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$0	\$0	\$41,921		\$0	\$0	\$308,000	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$0	\$0	\$0	\$220,000
Rural Mobility Program	\$0	\$45,732	\$0		\$0	\$55,000	\$0	\$60,000
Vehicles and Buildings Restricted	\$0	\$53,376	\$22,097		\$3,000	\$0	\$77,000	\$55,000
Operational Revenues	\$238,508	\$0	\$0		\$0	\$0	\$0	\$0
Total Capital Purchases	\$238,508	\$99,108	\$64,018	-35.41%	\$3,000	\$55,000	\$385,000	\$335,000
<b>Ending Balances, December 31</b>								
Vehicles and Buildings Restricted	\$753,148	\$494,331	\$939,515	90.06%	\$681,000	\$684,000	\$162,000	\$172,000
Totals	\$753,148	\$494,331	\$939,515	90.06%	\$681,000	\$684,000	\$162,000	\$172,000

### Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	Pullman Transit	Rural Means	Pullman Transit	Rural Means
Fares/Operating Cost	36.94%	6.80%	10.64%	1.53%
Operating Cost/Passenger Trip	\$1.00	\$3.87	\$23.63	\$15.67
Operating Cost/Revenue Vehicle Mile	\$5.32	\$3.54	\$7.16	\$3.64
Operating Cost/Revenue Vehicle Hour	\$66.00	\$63.97	\$65.25	\$48.65
Operating Cost/Total Vehicle Hour	\$64.49	\$60.93	\$61.97	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	97.71%	95.24%	94.96%	90.00%
Revenue Vehicle Hours/FTE	1,111	842	965	886
Revenue Vehicle Miles/Revenue Vehicle Hour	12.40	20.07	9.12	12.07
Passenger Trips/Revenue Vehicle Hour	65.8	15.3	2.8	3.1
Passenger Trips/Revenue Vehicle Mile	5.31	0.76	0.30	0.28



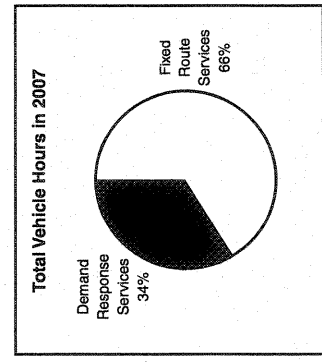
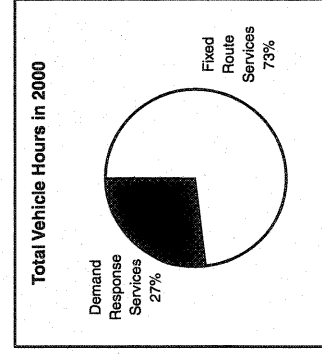
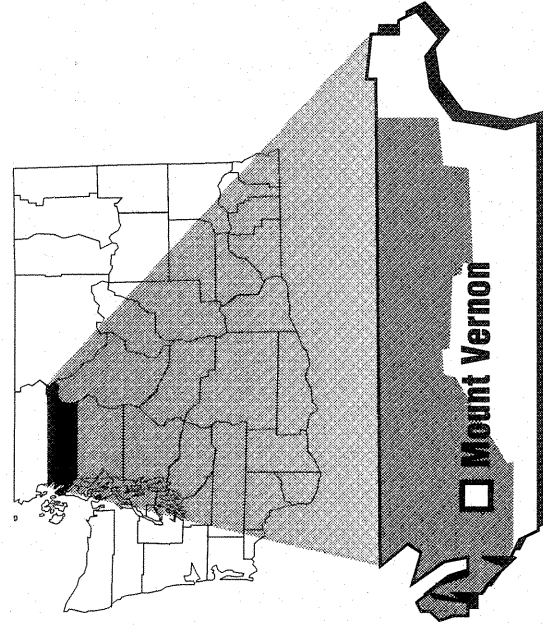
**Dale O'Brien**  
**Executive Director**

600 County Shop Lane  
Burlington, Washington 98233-9772  
(360) 757-8801

Internet Home Page: <http://www.skagit.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: 9 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: Nine fixed routes 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.



### Current Operations

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

- Four rural intercity routes (Mount Vernon - Concrete, Mount Vernon - Burlington - Anacortes, Mount Vernon - Burlington - Sedro Woolley, and Mount Vernon - LaConner.
- Five small city local routes (four serving Mount Vernon - Burlington and one serving Anacortes)

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

SKAT also provides Dial-a-Ride services for persons 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 — 15 total, all ADA accessible, age ranging from 1994 to 2000.

### 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.

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 Airport.

SKAT has bus stops at three park and ride lots:

- Marches Point
- George Hopper Road/I-5 in Burlington
- Kincaid Street/I-5 in Mount Vernon

### 2000 Achievements

- 1999 objectives met:
  - Coordinated with City of Mount Vernon in constructing Mount Vernon transfer center.
  - Purchased four replacement Dial-a-Ride vehicles.
  - Received grant to purchase one fixed route bus.
- 1999 objectives unmet:
  - Develop performance monitoring standards for SKAT services.
  - Coordinate with City of Mount Vernon in constructing Mount Vernon transfer center.



• Other:

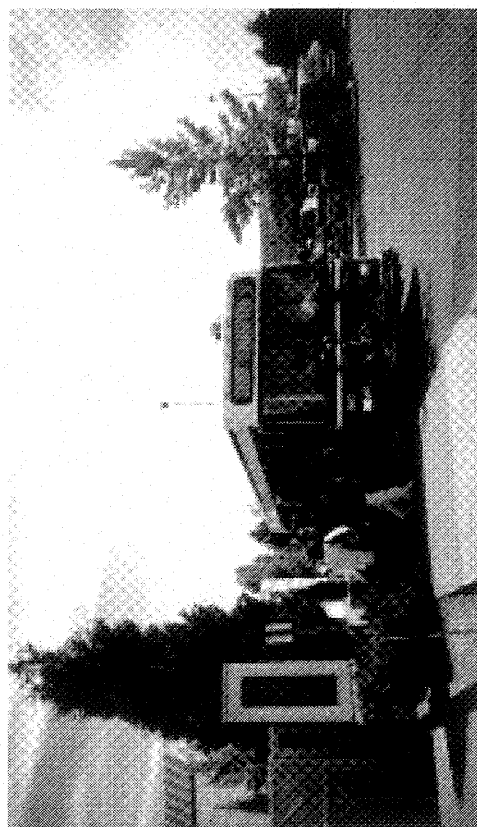
- Updated administrative computer system.
- Reduced service in April due to loss of MVET.
- Conducted community awareness survey.
- Conducted Request for Proposals for an electronic fare collection system.
- Discontinued commuter routes and intercity service routes to Oak Harbor and Stanwood.

### 2001 Objectives

- Coordinate with City of Mount Vernon in constructing Mount Vernon transfer center.
- Implement fare program in May.
- Purchase six replacement Dial-A-Ride vehicles.
- Purchase one replacement fixed route bus.

### Long-range (2002 through 2007) Plans

- Enhance Dial-a-Ride service with increased vehicle hours.
- Upgrade and maintain computer equipment.
- Construct Burlington transfer station.
- Seek voters' approval of a .2% increase in the sales tax in 2003.
- Purchase 11 replacement buses for fixed route services.
- Purchase ten replacement Dial-a-Ride vehicles.
- Rebuild engines and transmissions.
- Implement half-hour headways on high volume routes.
- Begin using Skagit County Multi-Modal Center in Mount Vernon as transfer facility in 2002.



# Skagit Transit

Skagit Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	84,120	85,740	87,190	1.69%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	67,281	66,295	49,150	-25.86%	44,000	44,000	44,000	56,000
Total Vehicle Hours	70,866	69,610	51,608	-25.86%	46,000	46,000	46,000	59,000
Revenue Vehicle Miles	1,247,407	1,259,773	883,476	-29.87%	821,000	821,000	821,000	980,000
Total Vehicle Miles	1,262,773	1,294,297	923,007	-28.69%	862,000	862,000	862,000	1,029,000
Passenger Trips	1,575,733	1,578,880	1,124,081	-28.81%	708,000	740,000	780,000	1,105,000
Diesel Fuel Consumed (gallons)	196,182	213,177	158,263	-25.76%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	9,607	2,325	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	1	3	4	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	13	3	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	60.4	59.5	49.3	-17.14%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,183,556	\$3,614,335	\$3,144,330	-13.00%	\$3,373,000	\$3,542,000	\$3,760,000	\$5,886,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$175,888	\$123,844	\$108,214	-12.62%	\$256,000	\$269,000	\$283,000	\$344,000

### Demand Response Services

Revenue Vehicle Hours	27,441	25,836	16,328	-36.80%	20,000	21,000	22,000	27,000
Total Vehicle Hours	31,283	29,453	18,614	-36.80%	23,000	24,000	25,000	31,000
Revenue Vehicle Miles	344,268	325,543	237,677	-26.99%	250,000	262,000	275,000	334,000
Total Vehicle Miles	356,167	393,748	280,475	-28.77%	294,000	309,000	325,000	395,000
Passenger Trips	53,121	50,869	43,207	-15.06%	45,000	48,000	50,000	61,000
Gasoline Fuel Consumed (gallons)	41,873	39,920	16,190	-59.44%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	5,666	9,349	17,353	85.61%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	1	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	10	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	27.0	27.6	22.0	-20.29%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$924,913	\$1,070,898	\$921,913	-13.91%	\$1,089,000	\$1,200,000	\$1,337,000	\$1,974,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$54,000	\$60,000	\$66,000	\$99,000
Farebox Revenues	\$0	\$0	\$0	0.00%	\$15,000	\$16,000	\$16,000	\$19,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$2,753,024	\$3,038,000	\$3,253,607	7.10%	\$3,455,000	\$3,628,000	\$5,715,000	\$9,261,000
MVET	\$2,936,268	\$3,017,010	\$2,461,469	-18.41%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$1,074,200	N.A.	\$0	\$0	\$0	\$0
Fares	\$175,888	\$123,844	\$108,214	-12.62%	\$271,000	\$285,000	\$299,000	\$363,000
Federal Operating Assistance	\$13,185	\$31,971	\$0	-100.00%	\$0	\$0	\$0	\$0
Other	\$241,979	\$197,059	\$370,552	88.04%	\$257,000	\$207,000	\$162,000	\$343,000
Total Annual Revenues	\$6,120,344	\$6,407,884	\$7,268,042	13.42%	\$3,983,000	\$4,120,000	\$6,176,000	\$9,967,000
<b>Annual Operating Expenses</b>								
Other	\$4,108,469	\$4,685,233	\$4,066,243	-13.21%	\$4,516,000	\$4,802,000	\$5,163,000	\$7,959,000
Total	\$242,117	\$450,407	\$124,281	-72.41%	\$0	\$0	\$0	\$0
	\$4,350,586	\$5,135,640	\$4,190,524	-18.40%	\$4,516,000	\$4,802,000	\$5,163,000	\$7,959,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$59,259	\$207,909	\$0		\$598,000	\$0	\$0	\$0
Federal Section 5309 Capital Grants	\$0	\$0	\$408,460		\$0	\$0	\$0	\$0
Capital Reserve	\$1,103,667	\$535,000	\$0		\$0	\$0	\$0	\$0
Unrestricted Cash and Investments	\$1,725,098	\$651,631	\$339,248		\$676,000	\$507,000	\$930,000	\$2,090,000
Other	\$0	\$0	\$52,810		\$0	\$0	\$0	\$0
Total Capital Purchases	\$2,888,024	\$1,394,540	\$800,518	-42.60%	\$1,274,000	\$507,000	\$930,000	\$2,090,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$51,890	\$47,787	\$83,583	74.91%	\$7,000	\$61,000	\$5,000	\$648,000
Non-designated Reserve	\$2,108,059	\$786,832	\$2,054,881	161.16%	\$2,158,000	\$2,116,000	\$2,221,000	\$2,700,000
Capital Reserve	\$617,233	\$1,218,296	\$868,919	-28.68%	\$912,000	\$958,000	\$1,006,000	\$1,223,000
Operating Reserve	\$0	\$809,878	\$3,135,224	287.12%	\$1,346,000	\$114,000	\$99,000	\$2,200,000
Totals	\$2,777,182	\$2,862,793	\$6,142,607	114.57%	\$4,423,000	\$3,249,000	\$3,331,000	\$6,771,000

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	SKAT	Rural Means	SKAT	Rural Means
Fares/Operating Cost	3.44%	6.80%	N.A.	1.53%
Operating Cost/Passenger Trip	\$2.80	\$3.87	\$21.34	\$15.67
Operating Cost/Revenue Vehicle Mile	\$3.56	\$3.54	\$3.88	\$3.64
Operating Cost/Revenue Vehicle Hour	\$63.97	\$63.97	\$56.46	\$48.65
Operating Cost/Total Vehicle Hour	\$60.93	\$60.93	\$49.53	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	95.24%	95.24%	87.72%	90.00%
Revenue Vehicle Hours/FTE	997	842	742	886
Revenue Vehicle Miles/Revenue Vehicle Hour	17.98	20.07	14.56	12.07
Passenger Trips/Revenue Vehicle Hour	22.9	15.3	2.6	3.1
Passenger Trips/Revenue Vehicle Mile	1.27	0.76	0.18	0.28

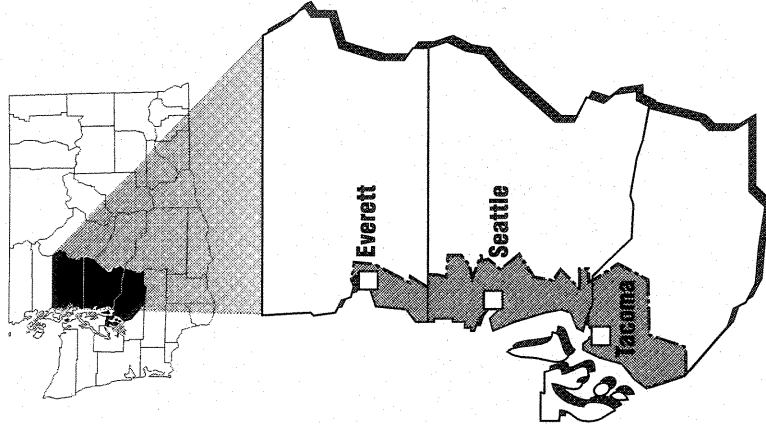
# Sound Transit

**Joan M. Earl**

**Executive Director**

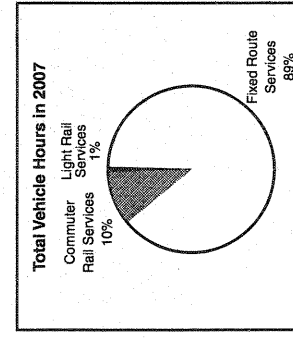
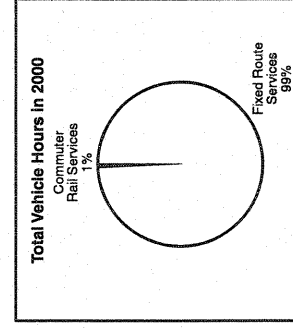
401 South Jackson Street  
Seattle, Washington 98104-2826  
(206) 398-5000

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.
- Tax authorized: 0.4% sales and use tax and 0.3% motor vehicle excise tax approved in November 1996.
- Annexations: None.
- 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.



### Current Operations

Sound Transit contracts with:

- Pierce Transit to provide:
- four intercity commuter routes (one between Tacoma and Seattle, two between Lakewood and Seattle via Tacoma, and one between Gig Harbor and Seattle); and
- two suburban intercity routes (one between Lakewood and Seattle via Tacoma, and one between Lakewood and SeaTac);
- King County Metro Transit to provide five suburban intercity routes (between Bellevue and Seattle, Bellevue and SeaTac, Bellevue and Federal Way, Redmond and the University of Washington, and between SeaTac and Seattle via Burien)
- Community Transit to provide:
- eight intercity commuter routes (four between Everett and Bellevue via Lynnwood, two between Everett and Seattle via Lynnwood, and two between Northgate and Everett); and
- two suburban intercity routes (one between Everett and Bellevue, and one between Everett and Seattle via Lynnwood).

Commuter routes operate only on weekdays. Suburban intercity routes operate everyday, except four of the King County routes that operate weekdays only.

Sound Transit contracts with AMTRAK to provide Sounder commuter rail service between Seattle and Tacoma with two trips daily and stops at Auburn and Sumner.

### Revenue Service Vehicles

Fixed-route – 134 buses (1999 and 2000) and leased 20 dual-mode Breda buses.

Commuter rail – 26 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.

Sound Transit also has three commuter rail stations that opened in 2000 in Auburn, Sumner, 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 28 park and ride lots: five in Pierce County; four in Snohomish County; and 19 in King County.

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

## 2000 Achievements

- 1999 objectives met:
- Took delivery of 20 New Flyer and 27 Orion CNG buses for operation by Pierce Transit.
- Completed Tacoma Dome Station expansion construction.
- Completed final design of Tacoma Link light rail corridor.
- Added four new ST Express routes.
- Other:
  - Received a Record of Decision from the Federal Transit Administration for the Sounder Everett-Seattle segment.
  - Issued the Sounder Lakewood-Tacoma draft Environmental Impact Statement for public comment in June.
  - Received a Record of Decision from the Federal Transit Administration for the Central Link light rail.
  - Suspended contract negotiations after receiving a tunnel estimate higher than budgeted.

Revised revenue projections and the Central Link construction schedule – extending completion until 2009 rather than the original date of 2006

## 2001 Objectives

- Add four new ST Express routes.
- Extend Sounder stops to Kent, Puyallup, and Tukwila.
- Construct Bellevue Transportation Center.
- Begin construction of Tacoma Link light rail.
- Take delivery of trains for Tacoma Link light rail.
- Purchase 20 40-foot Gillig and 20 40-foot New Flyer buses.
- Begin constructing Overlake Transit Center/Park-and-Ride Lot.

## Long-range (2002 through 2007) Plans

- 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.
- Add one new ST Express route in King County.
- Construct transit centers at:
  - Bellevue
  - Kirkland
  - Overlake
  - Lynnwood
  - Mercer Island
  - Federal Way
  - Issaquah
- Construct park and ride lots at:
  - Federal Way
  - Pacific Highway
  - Lynnwood Transit Center
  - East Everett
  - S.R. 512
  - Du Pont
  - Overlake
- Construct Tacoma 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

Sound Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	54,678	60,873	217,473	257.26%	305,000	334,000	361,000	434,000
Total Vehicle Hours	79,016	86,576	264,694	205.74%	427,000	468,000	506,000	608,000
Revenue Vehicle Miles	N.A.	1,830,524	4,980,439	172.08%	6,541,000	7,240,000	7,752,000	9,299,000
Total Vehicle Miles	N.A.	2,056,335	5,071,518	146.63%	8,390,000	9,287,000	9,943,000	11,927,000
Passenger Trips	N.A.	1,210,378	4,486,796	270.69%	5,342,000	6,373,000	7,089,000	8,997,000
Diesel Fuel Consumed (gallons)	N.A.	256,377	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	3	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	16	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	\$0	\$900,000	\$8,911,785	241.17%	\$26,730,000	\$44,669,000	\$51,102,000	\$68,832,000
Operating Cost - Expanded Service	\$859,898	\$8,011,785	\$21,492,643	incl. above	\$17,939,000	\$6,433,000	\$5,700,000	\$4,130,000
Farebox Revenues	\$426,968	\$2,174,476	\$6,320,089	190.65%	\$6,976,000	\$8,284,000	\$9,317,000	\$12,792,000
<b>Commuter Rail Services</b>								
Revenue Vehicle Hours	N.A.	N.A.	1,789	N.A.	7,000	9,000	20,000	60,000
Total Vehicle Hours	N.A.	N.A.	1,932	N.A.	8,000	9,000	22,000	65,000
Revenue Vehicle Miles	N.A.	N.A.	70,673	N.A.	275,000	344,000	655,000	1,976,000
Total Vehicle Miles	N.A.	N.A.	71,380	N.A.	278,000	347,000	661,000	2,034,000
Passenger Trips	N.A.	N.A.	101,000	N.A.	420,000	700,000	1,100,000	2,700,000
Diesel Fuel Consumed (gallons)	N.A.	N.A.	106,010	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.	\$7,286,713	597.2%	\$2,272,000	\$8,160,000	\$10,557,000	\$32,913,000
Operating Cost - Expanded Service	N.A.	\$1,045,198	\$0	incl. above	\$5,888,000	\$2,397,000	\$11,296,000	\$0
Farebox Revenues	N.A.	\$292,655	\$468,562	60.11%	\$1,050,000	\$1,750,000	\$2,846,000	\$8,017,000



Sound Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Light Rail Services</b>								
Revenue Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	2,000	5,000
Total Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	3,000	10,000
Revenue Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	92,000	92,000
Total Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	92,000	92,000
Passenger Trips	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	308,000	615,000
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.	N.A.	\$0	\$2,378,000
Operating Cost - Expanded Service	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$2,355,000	\$0
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$0

# Sound Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$180,636,837	\$196,025,199	\$197,670,221	0.84%	\$205,921,000	\$214,010,000	\$224,322,000	\$286,980,000
MVET	\$46,321,005	\$46,135,491	\$51,437,025	11.49%	\$54,760,000	\$57,661,000	\$60,733,000	\$76,040,000
Fares	\$426,968	\$2,467,131	\$6,768,651	175.16%	\$8,026,000	\$10,034,000	\$12,163,000	\$20,809,000
Federal Section 5307 Preventive	\$0	\$0	\$0	N.A.	\$0	\$0	\$0	\$18,351,000
Other	\$11,923,667	\$14,932,654	\$33,780,315	126.22%	\$25,784,000	\$17,963,000	\$7,523,000	\$3,949,000
Total Annual Revenues	\$239,308,477	\$259,560,475	\$289,676,212	11.60%	\$294,491,000	\$299,668,000	\$304,741,000	\$406,129,000
<b>Annual Operating Expenses</b>	\$859,898	\$9,956,983	\$37,691,141	278.54%	\$52,829,000	\$61,659,000	\$81,010,000	\$108,253,000
<b>Other Expenses</b>	\$17,829,986	\$7,327,559	\$19,310,960	163.54%	\$20,787,000	\$18,493,000	\$18,004,000	\$17,590,000
<b>Debt Service</b>	\$0	\$11,442,592	\$17,163,888	50.00%	\$17,164,000	\$17,164,000	\$17,164,000	\$77,135,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$1,101,675	\$54,000,000	\$113,863,049		\$63,720,000	\$90,260,000	\$107,540,000	\$100,000,000
Local Grants	\$0	\$0	\$0		\$0	\$0	\$16,667,000	\$0
Other	\$0	\$0	\$34,735,094		\$0	\$0	\$0	\$262,126,000
Bonds Proceeds	\$0	\$158,867,498	\$0		\$0	\$0	\$0	\$353,843,000
Unrestricted Cash and Investments	\$75,867,914	\$22,969,589	\$393,215,961		\$378,364,000	\$412,259,000	\$260,181,000	\$162,962,000
Total Capital Purchases	\$76,969,589	\$235,837,087	\$541,814,104	129.74%	\$442,084,000	\$502,519,000	\$384,388,000	\$978,931,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$289,419,048	\$399,320,691	\$566,373,353	41.83%	\$389,621,000	\$152,408,000	\$75,942,000	\$58,051,000

## Performance Measures for 2000 Operations

### Fixed-Route Services ST Urbanized Means

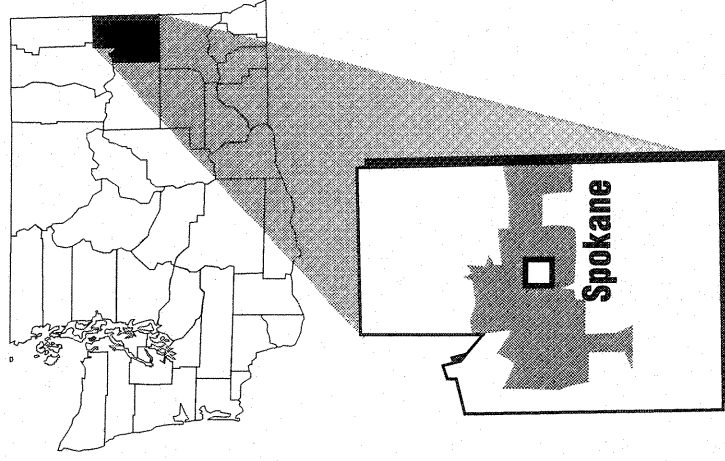
Fares/Operating Cost	20.79%	16.88%
Operating Cost/Passenger Trip	\$6.78	\$3.14
Operating Cost/Revenue Vehicle Mile	\$6.10	\$5.43
Operating Cost/Revenue Vehicle Hour	\$139.81	\$73.95
Operating Cost/Total Vehicle Hour	\$114.87	\$67.69
Revenue Vehicle Hours/Total Vehicle Hour	82.16%	90.88%
Revenue Vehicle Hours/FTE	N.A.	945
Revenue Vehicle Miles/Revenue Vehicle Hour	22.90	14.7
Passenger Trips/Revenue Vehicle Hour	20.6	25.2
Passenger Trips/Revenue Vehicle Mile	0.90	1.63

# Spokane Transit Authority

**Robert Allen Schweim**  
Executive Director

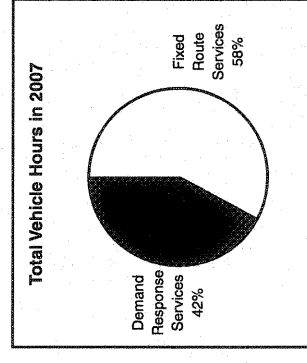
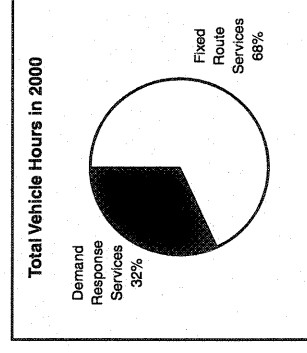
1230 West Boone Avenue  
Spokane, Washington 99201-2686  
(509) 325-6000

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



## System Snapshot

- Operating name: Spokane Transit
- Service area: Central Spokane County
- Type of government: Public transportation benefit area
- Governing body: 9 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: 32 fixed routes and paratransit service, Mondays through Fridays; 29 fixed routes with paratransit service on Saturdays; and 21 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 32 routes, Mondays through Fridays, as follows:

- 15 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.

## Revenue Service Vehicles

Fixed-route — 127 total - 108 ADA accessible, 121 equipped with bicycle racks, age ranging from 1983 to 1997.

Demand-response — 57 total, all ADA accessible, age ranging from 1988 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 and 2000.

## 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” 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 eight transit centers - in addition to The Plaza, 116 separate shelter locations, and 14 park and ride lots with a total of 2,167 vehicle parking spaces. Eleven 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.

## 2000 Achievements

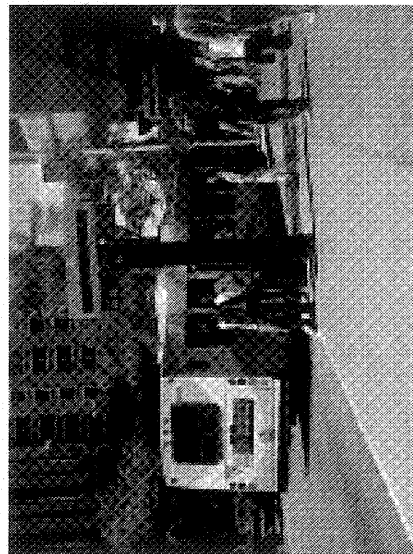
- 1999 objectives met:
- Initiated project management for light rail transit for the Spokane region.
- Obtained funding for the relocation of the Sullivan Park and Ride Lot and the Pines Road Park and Ride Lot.
- Retro-fitted wheelchair lifts on TMC buses.
- Modified HVAC system for the Paratransit administrative offices.
- Participated in the Washington WorkFirst (Welfare to Work) program with local state agencies.
- Completed Five-Mile Park and Ride Lot.
- Participated in regional carbon monoxide reduction program for alternative mode use versus single occupancy vehicle commutes.
- Continued installing Mobile Data Computers for vehicle dispatching and data collection on paratransit vehicles.
- Expanded STA's preventive maintenance program for revenue vehicles.
- 1999 objectives unmet:
- Initiate construction of a park and ride/transit center at Evergreen Interchange at Interstate 90.
- Purchase property to develop a south side transit center.
- Install an Automated Vehicle Locator System for Paratransit vehicles for both directly operated and contractor provided service.
- Other:
- Implemented service reductions in March, July, and September.
- Introduced hybrid-electric support car technology.

## 2001 Objectives

- Begin preliminary engineering for light rail transit system for the Spokane region.

## Long-range (2002 through 2007) Plans

- Purchase property to develop a south side transit center.
- Make reductions to stabilize both service and expenditures.
- Purchase ten replacement paratransit vans.
- Relocate lockers at areas of low use to locations with potential use.
- Construct park and ride lot at the Evergreen Interchange.
- Purchase point of sale software for fare collection.
- Purchase 58 replacement transit buses for fixed route services while reducing the operating fleet by six buses.
- Purchase 63 replacement paratransit vans.
- Purchase 51 vanpool vehicles as replacements.
- Complete construction of south side transit center.
- Replace fare collection system on fixed route.
- Purchase of up to three hybrid electric transit buses as part of regular replacement schedule.
- Design the light rail transit system for the Spokane region.
- Purchase automated vehicle locator system for fixed route.



# Spokane Transit Authority

Spokane Transit Authority	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	366,550	369,760	370,210	0.12%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	377,509	375,175	356,977	-4.85%	333,000	326,000	326,000	260,000
Total Vehicle Hours	404,963	399,288	381,253	-4.52%	355,000	348,000	348,000	278,000
Revenue Vehicle Miles	5,438,404	5,308,483	4,962,786	-6.51%	4,580,000	4,606,000	4,606,000	3,680,000
Total Vehicle Miles	5,850,417	5,770,412	5,391,413	-6.57%	4,976,000	5,003,000	5,003,000	3,998,000
Passenger Trips	7,944,416	8,099,072	8,512,225	5.10%	8,512,000	8,849,000	9,115,000	8,705,000
Diesel Fuel Consumed (gallons)	1,362,673	1,336,556	1,279,566	-4.26%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	108	75	110	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	25	13	25	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	352.8	351.0	325.5	-7.26%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$25,411,561	\$25,939,566	\$24,931,229	-3.89%	\$23,694,000	\$24,864,000	\$25,502,000	\$24,502,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$4,160,035	\$4,090,165	\$4,265,303	4.28%	\$4,189,000	\$4,273,000	\$4,358,000	\$4,718,000

### Demand Response Services

Revenue Vehicle Hours	144,944	149,508	148,814	-0.46%	150,000	153,000	156,000	169,000
Total Vehicle Hours	175,229	181,484	177,112	-2.41%	179,000	182,000	185,000	201,000
Revenue Vehicle Miles	2,479,090	2,449,312	2,353,028	-3.93%	2,497,000	2,440,000	2,489,000	2,694,000
Total Vehicle Miles	2,695,941	2,686,929	2,630,221	-2.11%	2,791,000	2,727,000	2,782,000	3,011,000
Passenger Trips	435,412	435,153	430,920	-0.97%	431,000	444,000	453,000	490,000
Diesel Fuel Consumed (gallons)	295,387	191,298	165,373	-13.55%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	14,804	102,620	125,821	22.61%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	10	6	18	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	14	9	7	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	140.9	136.8	132.8	-2.96%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$6,620,183	\$6,999,596	\$7,236,197	3.38%	\$7,611,000	\$7,921,000	\$8,288,000	\$10,101,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$109,634	\$110,315	\$118,255	7.20%	\$147,000	\$150,000	\$153,000	\$166,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	293,292	236,397	225,726	-4.51%	280,000	237,000	244,000	275,000
Total Vehicle Miles	301,494	249,448	231,461	-7.21%	287,000	243,000	250,000	282,000
Passenger Trips	87,668	68,559	66,620	-2.83%	69,000	70,000	72,000	81,000
Vanpool Fleet Size	34	34	34	0.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	29	22	27	22.73%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	22,939	19,372	17,268	-10.86%	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	3	0	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)	1.1	1.0	0.7	-30.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$120,240	\$110,550	\$138,216	25.03%	\$148,000	\$151,000	\$154,000	\$174,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$110,354	\$106,312	\$102,497	-3.59%	\$127,000	\$129,000	\$133,000	\$149,000

# Spokane Transit Authority

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$15,183,109	\$16,021,110	\$17,124,880	6.89%	\$17,337,000	\$17,744,000	\$18,213,000	\$20,265,000
MVET	\$15,183,109	\$14,577,817	\$1,369,679	-90.60%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$5,774,100	N.A.	\$0	\$0	\$0	\$0
Fares	\$4,269,669	\$4,200,480	\$4,383,558	4.36%	\$4,336,000	\$4,423,000	\$4,511,000	\$4,883,000
Vanpooling Revenue	\$110,354	\$106,312	\$102,497	-3.59%	\$127,000	\$129,000	\$133,000	\$149,000
Federal Section 5307 Prevent. Maint.	\$514,098	\$637,120	\$514,000	-19.32%	\$637,000	\$514,000	\$514,000	\$514,000
Other	\$3,379,047	\$3,500,449	\$4,258,380	21.65%	\$3,875,000	\$4,128,000	\$3,450,000	\$211,000
Total Annual Revenues	\$38,639,386	\$39,043,288	\$33,527,094	-14.13%	\$26,312,000	\$26,938,000	\$26,821,000	\$26,023,000
<b>Annual Operating Expenses</b>								
	\$32,151,984	\$33,049,712	\$32,305,642	-2.25%	\$31,453,000	\$32,936,000	\$33,944,000	\$34,777,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$29,392	\$115,728	\$831,874		\$1,096,000	\$0	\$0	\$0
Federal Section 5309 Capital Grants	\$0	\$323,174	\$0		\$2,955,000	\$5,562,000	\$2,400,000	\$0
Federal Section 5307 Capital Grants	\$727,461	\$0	\$1,143,819		\$2,266,000	\$2,752,000	\$8,551,000	\$2,908,000
Unrestricted Cash and Investments	\$453,006	\$542,704	\$232,162		\$2,155,000	\$4,405,000	\$10,728,000	\$1,467,000
Total Capital Purchases	\$1,209,859	\$981,606	\$2,207,855	124.92%	\$8,472,000	\$12,719,000	\$21,679,000	\$4,375,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$5,612,654	\$10,023,843	\$8,857,594	-11.63%	\$4,727,000	\$14,209,000	\$8,769,000	\$0
Capital Replacement/Purchase Funds	\$28,497,458	\$29,689,631	\$35,786,559	20.54%	\$35,787,000	\$29,690,000	\$29,690,000	\$2,061,000
Self Insurance Fund	\$6,602,999	\$7,124,788	\$7,124,999	0.00%	\$7,125,000	\$7,125,000	\$7,125,000	\$7,125,000
Cooperative Road Projects	\$2,802,145	\$2,199,087	\$1,399,460	-36.36%	\$1,399,000	\$0	\$0	\$0
Total	\$43,515,256	\$49,037,349	\$53,168,612	8.42%	\$49,038,000	\$51,024,000	\$45,584,000	\$9,186,000

## Performance Measures for 2000 Operations

	Fixed Route Services		Demand Response Services	
	STA	Urbanized Means	STA	Urbanized Means
Fares/Operating Cost	17.11%	16.88%	1.63%	1.54%
Operating Cost/Passenger Trip	\$2.93	\$3.14	\$16.79	\$24.27
Operating Cost/Revenue Vehicle Mile	\$5.02	\$5.43	\$3.08	\$3.85
Operating Cost/Revenue Vehicle Hour	\$69.84	\$73.95	\$48.63	\$64.69
Operating Cost/Total Vehicle Hour	\$65.39	\$67.69	\$40.86	\$55.64
Revenue Vehicle Hours/Total Vehicle Hour	93.63%	90.88%	84.02%	87.03%
Revenue Vehicle Hours/FTE	1,097	945	1,121	1,068
Revenue Vehicle Miles/Revenue Vehicle Hour	13.90	14.7	15.81	15.9
Passenger Trips/Revenue Vehicle Hour	23.8	25.2	2.9	2.8
Passenger Trips/Revenue Vehicle Mile	1.72	1.63	0.18	0.18



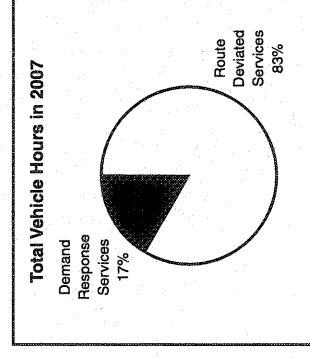
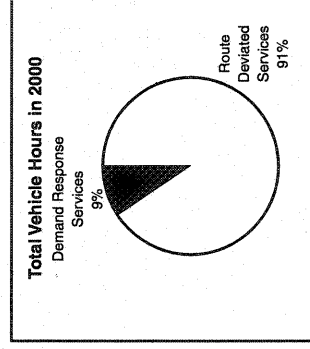
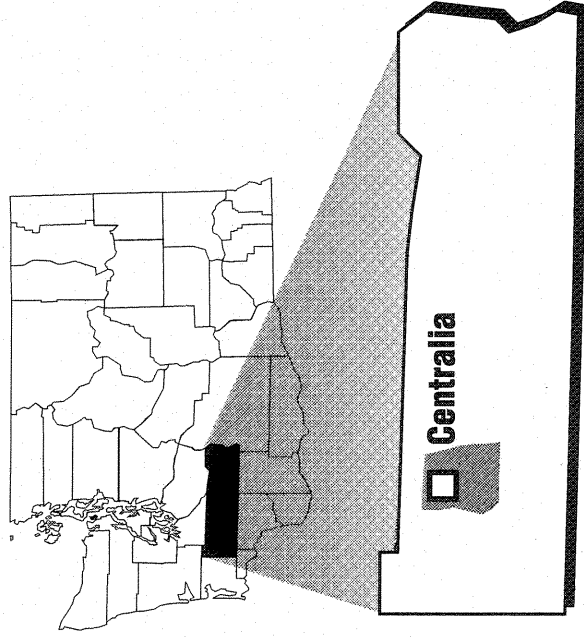
# Twin Transit

**Patty Alvord**  
**Manager**

212 East Locust Street  
Centralia, Washington 98531-4136  
(360) 330-2072

## System Snapshot

- Operating name: Twin Transit
- Service area: cities of Centralia and Chehalis, Lewis County
- Type of government: public transportation benefit area
- Governing body: 3 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: Four deviated routes and paratransit service for persons with disabilities who cannot use deviated 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 deviated routes of service Mondays through Fridays as follows:

- Three 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.

### **Revenue Service Vehicles**

Deviated route — 11 total, all equipped with wheelchair lifts, with models ranging from 1984 to 1997.

Paratransit — 4 total, both 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 rest rooms and waiting area.

Twin Transit has installed 46 passenger shelters along its routes.

### **Intermodal Connections**

All schools, including Centralia College, are on Twin Transit's deviated routes, including private and public schools.

Twin Transit serves the Centralia AMTRAK depot and Greyhound Lines' bus depot.

### **2000 Achievements**

- 1999 objectives met:
  - Sustained core operations.
- 1999 objectives unmet:
  - Replace two 30-foot transit buses 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.
- Other:
  - Eliminated service to Grand Mound linking with Intercity Transit.
  - Eliminated service to the Centralia Port District's industrial area and Salzer Valley.

### 2001 Objectives

- Replace two 30-foot transit buses with two minibuses.
- Initiate demonstration service in southern and western Lewis County.
- Purchase one minibus for demonstration service

### Long-range (2002 through 2007) Plans

- Replace four 30-foot transit buses.
- Replace three paratransit minibuses.
- Annex southern Lewis County.
- Purchase three minibuses for expanded service.
- Annex eastern Lewis County.



# Twin Transit

Twin Transit (Lewis County) Service Area Population	1998 20,305	1999 20,630	2000 20,620	% Change -0.05%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	28,201	28,496	26,313	-7.66%	24,000	25,000	23,000	25,000
Total Vehicle Hours	28,854	29,024	26,852	-7.48%	25,000	25,000	23,000	25,000
Revenue Vehicle Miles	391,826	388,425	359,405	-7.47%	330,000	340,000	313,000	385,000
Total Vehicle Miles	401,942	388,045	367,235	-7.74%	337,000	348,000	320,000	394,000
Passenger Trips	277,854	296,633	258,361	-12.90%	249,000	251,000	231,000	187,000
Diesel Fuel Consumed (gallons)	67,985	69,128	61,148	-11.54%	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	1	3	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	4	7	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	21.0	21.0	21.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$976,820	\$1,082,992	\$1,005,588	-7.15%	\$1,036,000	\$1,069,000	\$1,059,000	\$1,196,000
Operating Cost - Expanded Service	\$44,103	\$0	\$0	incl. above	\$32,000	\$38,000	\$0	\$0
Farebox Revenues	\$53,622	\$56,557	\$78,733	39.21%	\$75,000	\$81,000	\$81,000	\$87,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	2,081	2,213	1,920	-13.24%	2,000	2,000	3,000	4,000
Total Vehicle Hours	2,801	2,803	2,508	-10.52%	3,000	3,000	4,000	5,000
Revenue Vehicle Miles	22,932	21,060	20,945	-0.55%	21,000	21,000	22,000	23,000
Total Vehicle Miles	26,532	24,650	24,535	-0.47%	24,000	24,000	25,000	26,000
Passenger Trips	5,807	5,260	6,591	25.30%	7,000	7,000	8,000	9,000
Diesel Fuel Consumed (gallons)	1,788	2,231	1,813	-18.74%	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)	1.0	1.0	1.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$78,107	\$80,271	\$93,415	16.37%	\$78,000	\$80,000	\$93,000	\$87,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$727	\$791	\$803	1.52%	\$1,000	\$1,000	\$1,000	\$1,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$510,817	\$522,127	\$510,436	-2.24%	\$550,000	\$599,000	\$627,000	\$939,000
MVET	\$488,343	\$530,719	\$376,181	-29.12%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$199,300	N.A.	\$0	\$0	\$0	\$0
Fares	\$54,349	\$57,348	\$79,536	38.69%	\$76,000	\$82,000	\$82,000	\$88,000
State Rural Mobility Program	\$0	\$0	\$0	0.00%	\$0	\$38,000	\$89,000	\$185,000
Federal Section 5311 Operating	\$0	\$0	\$75,780	N.A.	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0	0.00%	\$32,000	\$38,000	\$0	\$0
Other	\$147,671	\$151,540	\$155,551	2.65%	\$138,000	\$104,000	\$85,000	\$55,000
Total Annual Revenues	\$1,201,180	\$1,261,734	\$1,396,784	10.70%	\$796,000	\$861,000	\$883,000	\$1,267,000
<b>Annual Operating Expenses</b>	\$1,099,030	\$1,163,263	\$1,099,003	-5.52%	\$1,146,000	\$1,187,000	\$1,142,000	\$1,283,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$0	\$0	\$0		\$98,000	\$218,000	\$244,000	\$266,000
State Rural Mobility Program	\$0	\$0	\$0		\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$0		\$62,000	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$101,998	\$68,978	\$0		\$27,000	\$57,000	\$60,000	\$66,000
Total Capital Purchases	\$101,998	\$68,978	\$0		\$187,000	\$275,000	\$304,000	\$332,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$322,543	\$383,223	\$646,849	68.79%	\$269,000	\$117,000	\$33,000	\$142,00
Working Capital	\$820,000	\$820,000	\$820,000	0.00%	\$820,000	\$820,000	\$420,000	\$120,000
Capital Replacement/Purchase Funds	\$593,873	\$562,686	\$583,058	3.62%	\$584,000	\$553,000	\$518,000	\$384,000
Self Insurance Fund	\$300,000	\$300,000	\$300,000	0.00%	\$300,000	\$300,000	\$300,000	\$300,000
Totals	\$2,036,416	\$2,065,909	\$2,349,907	13.75%	\$1,973,000	\$1,590,000	\$1,271,000	\$946,000

### Performance Measures for 2000 Operations

	Route Deviated Services		Demand Response Services	
	Twin Transit	Rural Means	Twin Transit	Rural Means
Fares/Operating Cost	7.83%	4.48%	0.86%	1.53%
Operating Cost/Passenger Trip	\$3.89	\$4.69	\$14.17	\$15.67
Operating Cost/Revenue Vehicle Mile	\$2.80	\$2.80	\$4.46	\$3.64
Operating Cost/Revenue Vehicle Hour	\$38.22	\$47.71	\$48.65	\$48.65
Operating Cost/Total Vehicle Hour	\$37.45	\$45.44	\$37.25	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	97.99%	91.13%	76.56%	90.00%
Revenue Vehicle Hours/FTE	1,253	1,253	1,920	886
Revenue Vehicle Miles/Revenue Vehicle Hour	13.66	19.52	10.91	12.07
Passenger Trips/Revenue Vehicle Hour	9.8	8.5	3.4	3.1
Passenger Trips/Revenue Vehicle Mile	0.72	0.50	0.31	0.28



**Richard (Dick) Fondahn**  
**General Manager**

1401 West Rose Street  
Walla Walla, Washington 99362-1687  
(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: 7 member board of directors comprised of two Walla Walla County Commissioners, three Walla Walla Council members, and two College Place Council members

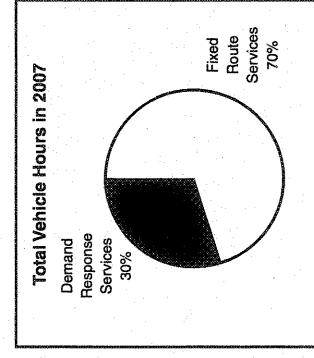
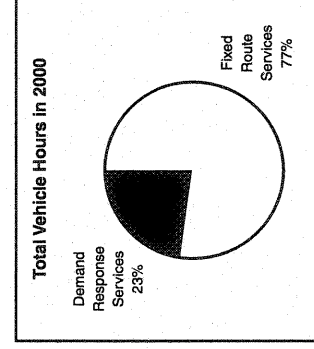
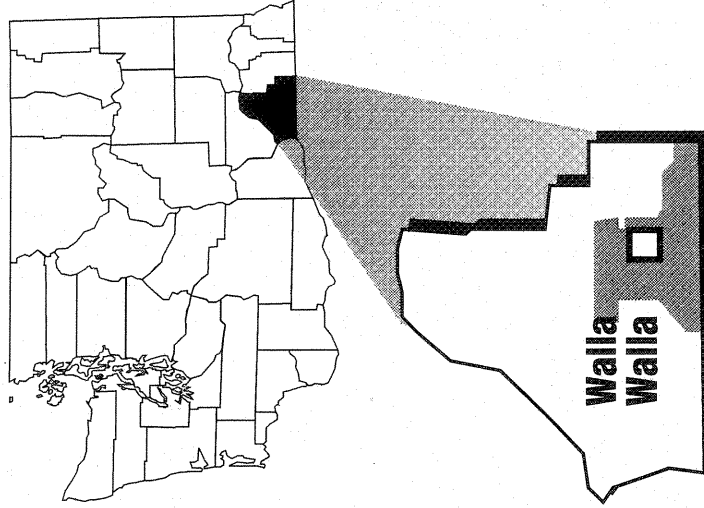
Tax authorized: 0.3% sales and use tax approved in March 1980

Annexations: None.

Types of service: Nine 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 5:50 p.m.

Base fare: 50 cents per boarding, fixed route and Dial-A-Ride service.



### **Current Operations**

Valley Transit operates the fixed routes five days a week as follows:

- Nine 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.

### **Revenue Service Vehicles**

Fixed-route — 14 total, all equipped with wheelchair lifts, age ranging from 1976 to 1999.

Demand-response — 7 total, all wheelchair accessible, ages 1986 to 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 area, and a 4,800 square foot operations and administration area.

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.

### **2000 Achievements**

- 1999 objectives met:
- Reduced and modified fixed route service and Dial-A-Ride services 18%, including eliminating service on Saturdays.
- Ordered three low-floor fixed route buses.
- Ordered three replacement Dial-A-Ride vehicles.
- 1999 objectives unmet:
- Purchase software for Dial-A-Ride dispatching.
- Undertake CNG mitigation for fueling facilities.
- Other:
- Partnered with Walla Walla County in FTA Job Access/Reverse Commute application.
- Received operating assistance grant for 2001.

### **2001 Objectives**

- Participate with Walla Walla County in FTA Job Access/Reverse Commute project.
- Take delivery of three replacement low-floor fixed route CNG buses.
- Take delivery of three replacement Dial-A-Ride CNG vehicles.
- Purchase and install a computer-aided paratransit scheduling and dispatching system.



**Long-range (2002 through 2007) Plans**

- Seek grants to replace nine fixed route buses.
- Seek grants to replace eight Dial-A-Ride vehicles.
- Continue Job Access/Reverse Commute project.
- Construct Downtown Walla Walla multi-modal center.
- Implement service reductions due to reduced state funding.

# Valley Transit

Valley Transit	1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population	47,140	47,140	46,795	-0.73%	N.A.	N.A.	N.A.	N.A.

## Annual Operating Information

### Fixed Route Services

Revenue Vehicle Hours	33,620	33,484	27,870	-16.77%	28,000	28,000	28,000	22,000
Total Vehicle Hours	35,358	35,034	28,986	-17.26%	29,000	29,000	29,000	23,000
Revenue Vehicle Miles	449,459	432,670	312,819	-27.70%	313,000	313,000	313,000	249,000
Total Vehicle Miles	475,537	455,532	316,200	-30.59%	316,000	316,000	316,000	252,000
Passenger Trips	768,796	708,516	470,000	-33.66%	480,000	482,000	484,000	354,000
Diesel Fuel Consumed (gallons)	68,777	70,147	47,986	-31.59%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (gallons)	19,148	8,415	8,893	5.68%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	14	3	13	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	2	3	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	36.8	31.9	29.8	-6.58%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$1,760,116	\$1,826,566	\$1,571,907	-13.94%	\$1,694,000	\$1,875,000	\$2,179,000	\$1,802,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$109,000	\$200,000	\$0	\$0
Farebox Revenues	\$134,039	\$110,837	\$195,491	76.38%	\$158,000	\$158,000	\$158,000	\$166,000

### Demand Response Services

Revenue Vehicle Hours	9,085	8,699	8,800	1.16%	12,000	17,000	17,000	10,000
Total Vehicle Hours	9,160	8,774	8,900	1.44%	12,000	17,000	17,000	10,000
Revenue Vehicle Miles	100,776	97,004	93,600	-6.12%	130,000	170,000	170,000	107,000
Total Vehicle Miles	102,697	99,698	96,400	-0.62%	133,000	175,000	175,000	110,000
Passenger Trips	35,885	33,676	27,670	-17.83%	36,000	49,000	49,000	34,000
CNG Fuel Consumed (gallons)	19,353	18,961	16,677	-12.05%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	2,399	3,069	997	-67.51%	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	2	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	2	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	10.6	9.3	9.8	5.38%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$415,354	\$439,496	\$433,662	-1.33%	\$477,000	\$522,000	\$574,000	\$549,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$25,000	\$25,000	\$0	\$0
Farebox Revenues	\$0	\$0	\$13,835	100.00%	\$10,000	\$11,000	\$12,000	\$12,000

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$1,268,965	\$1,324,490	\$1,430,800	8.03%	\$1,545,000	\$1,599,000	\$1,655,000	\$1,900,000
MVET	\$1,258,527	\$1,293,965	\$778,559	-39.83%	\$0	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$253,499	\$307,060	\$339,837	10.67%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$482,800	N.A.	\$0	\$0	\$0	\$0
Fares	\$134,039	\$110,837	\$209,326	88.86%	\$168,000	\$169,000	\$170,000	\$178,000
Federal Section 5311 Operating	\$0	\$15,520	\$0	-100.00%	\$201,000	\$475,000	\$352,000	\$152,000
Rural Mobility Program	\$0	\$0	\$0	483.18%	\$60,000	\$60,000	\$60,000	\$0
Other	\$44,365	\$46,539	\$352,712	657.88%	\$304,000	\$285,000	\$281,000	\$181,000
Total Annual Revenues	\$2,959,395	\$3,098,411	\$3,594,034	16.00%	\$2,278,000	\$2,588,000	\$2,518,000	\$2,411,000 Annual
<b>Annual Operating Expenses</b>	\$2,175,470	\$2,266,062	\$2,005,569	-11.50%	\$2,305,000	\$2,622,000	\$2,753,000	\$2,351,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grant	\$0	\$0	\$0		\$142,000	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$204,000	\$187,061	\$0		\$192,000	\$0	\$0	\$253,000
Federal Section 5309 Capital Grants	\$0	\$0	\$0		\$855,000	\$0	\$748,000	\$0
Capital Funds	\$228,123	\$185,050	\$52		\$419,000	\$165,000	\$334,000	\$168,000
Total Capital Purchases	\$432,123	\$372,111	\$52	-99.99%	\$1,608,000	\$165,000	\$1,082,000	\$421,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$1	\$1	\$1	0.00%	\$1,000	\$1,000	\$1,000	\$1,000
Working Capital	\$697,567	\$1,045,500	\$2,406,434	130.18%	\$2,278,000	\$2,107,000	\$1,736,000	\$712,000
Capital Funds	\$3,020,228	\$3,446,344	\$3,673,773	6.60%	\$3,361,000	\$3,333,000	\$3,135,000	\$2,055,000
Totals	\$3,717,796	\$4,491,845	\$6,080,258	35.36%	\$5,640,000	\$5,441,000	\$4,872,000	\$2,768,000

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	Valley Transit	Rural Means	Valley Transit	Rural Means
Fares/Operating Cost	12.44%	6.80%	3.19%	1.53%
Operating Cost/Passenger Trip	\$3.34	\$3.87	\$15.67	\$15.67
Operating Cost/Revenue Vehicle Mile	\$5.02	\$3.54	\$4.63	\$3.64
Operating Cost/Revenue Vehicle Hour	\$56.40	\$63.97	\$49.28	\$48.65
Operating Cost/Total Vehicle Hour	\$54.23	\$60.93	\$48.73	\$41.45
Revenue Vehicle Hours/Total Vehicle Hour	96.15%	95.24%	99.88%	90.00%
Revenue Vehicle Hours/FTE	935	842	898	886
Revenue Vehicle Miles/Revenue Vehicle Hour	11.22	20.07	10.64	12.07
Passenger Trips/Revenue Vehicle Hour	16.9	15.3	3.1	3.1
Passenger Trips/Revenue Vehicle Mile	1.50	0.76	0.30	0.28

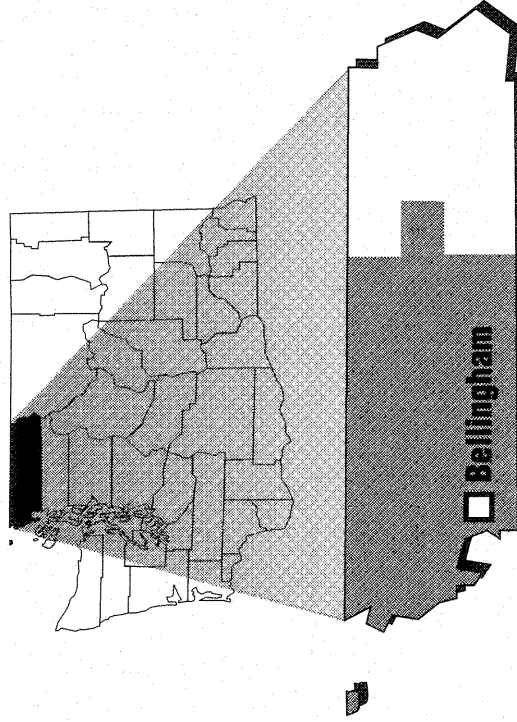


# Whatcom Transportation Authority

**Richard G. Walsh**  
**General Manager**

2011 Young Street  
Bellingham, Washington 98225-9827  
(360) 676-6843

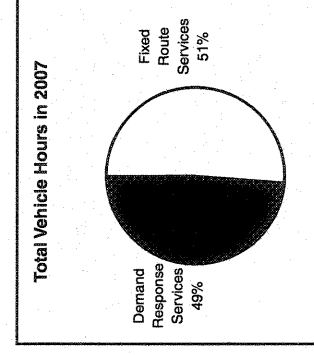
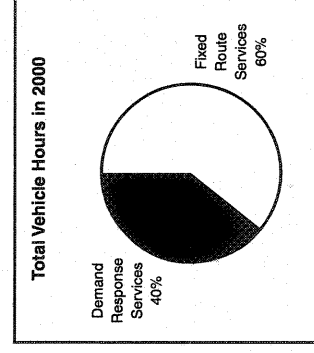
Internet Home Page: <http://www.ridewta.com>



## System Snapshot

- Operating name: Whatcom Transportation Authority (WTA)
- Service area: western Whatcom County
- Type of government: public transportation benefit area

- Governing body: 7 member board of directors with 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 Nooksack and Everson, Sumas, as well as the balance of Whatcom County except the Baker Lake and Newhalem-Diablo area.
- Types of service: 35 routes, five days a week with reduced service Saturdays, and Sundays, rural public Dial a Ride service, Specialized Transportation, and vanpool services.
- 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 (one route) between 9:40 a.m. and 8:30 p.m.
- Base fare: 50 cents per boarding: fixed route, Specialized and Dial a Ride transportation.



### Current Operations

WTA operates the fixed routes, Mondays through Fridays, as follows:

- three rural intercity routes (Bellingham - Lynden, Bellingham - Ferndale, and Bellingham - Gooseberry Point)
- 29 small city local routes (Bellingham urbanized area) – 25 routes with Western Washington University is not in session.
- two rural local routes (Lynden and Ferndale)
- one rural commuter route (Blaine - Bellingham)

WTA operates two small city local routes on Sundays.

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 specialized transportation services to the elderly and persons with disabilities at all times fixed routes operate.

WTA operates a vanpool program.

WTA works closely with Western Washington University for Transportation Demand Management strategies.

### Revenue 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 — 38 total, ADA accessible; age ranging from 1992 to 2000.

Vanpool, includes Commuter Connection — 20 total; age 1996 to 2000.

### Facilities

WTA owns a 12,100 square foot bus garage, leases office space for administration and Specialized Transportation operations, and leases space for parking part of its fleet in Bellingham.

WTA operates the Bellingham Station in downtown Bellingham, and the Ferndale and Lynden stations - both include park and ride lots.

There are currently 86 covered passenger shelters along WTA's fixed routes.

### Intermodal Connections

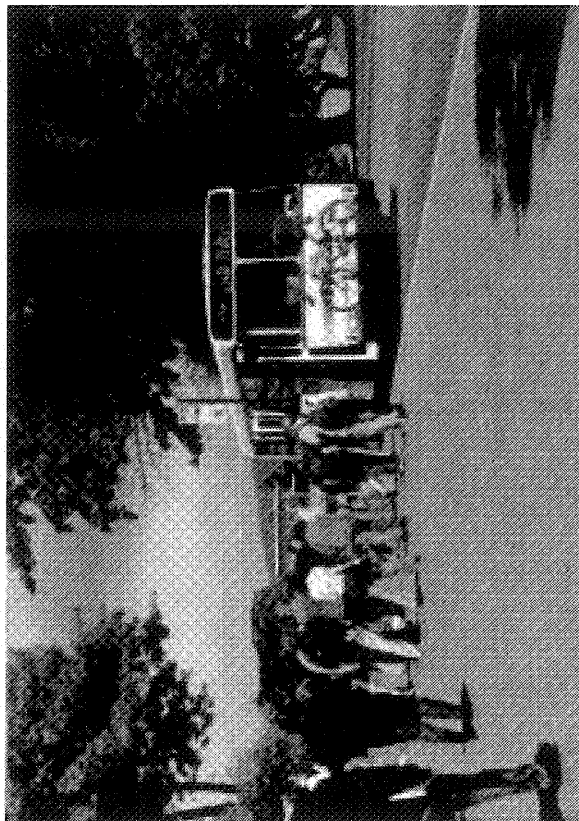
WTA provides fixed route service to:

- 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 express park and ride service.

## 2000 Achievements

- 1999 objectives met:
- Completed constructing the Lynden Station.
- Reviewed service issues to address revenue shortfalls due to I-695.
- Began constructing the Maintenance-Operations-Administration facility.
- Purchased and took delivery of five replacement Specialized Transportation vehicles.
- Purchased four new vanpool vans.
- Other:
- Modified 14 routes in July.
- Developed reduced fare pass for WWU students.



- Completed project to install and begin using new 800-megahertz radio system.
- Worked with the Bellingham Centennial Committee to put children's artwork on WTA buses.
- Participated in planning process to submit a proposal for a Work First Initiative Job Access and Reverse Commute transportation project.

## 2001 Objectives

- Completed construction of the Maintenance-Operations-Administration facility.
- Develop contingency service change plan.
- Purchase six replacement Specialized Transportation vehicles.
- Purchase four new vanpool vans.

## Long-range (2002 through 2007) Plans

- Continue to evaluate the financial picture and modify plans as information and revenues become available.
- Occupy the new Maintenance-Operations-Administration facility.
- Close the existing maintenance and operations site
- Replace entire fleet of 33 specialized transportation, five Dial-A-Ride vehicles, and six vanpool vans.
- Renovate the Downtown Bellingham transit center.
- Promote transit and pedestrian friendly land use.
- Implement staged reductions in service: 50% reduction in 2001, and an additional 20% reduction in 2003.

# Whatcom Transportation Authority

Whatcom Transportation Authority Service Area Population	1998 157,240	1999 161,035	2000 163,230	% Change 1.36%	2001 N.A.	2002 N.A.	2003 N.A.	2007 N.A.
<b>Annual Operating Information</b>								
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	89,224	90,005	86,818	-3.54%	85,000	85,000	65,000	43,000
Total Vehicle Hours	91,147	91,975	91,300	-0.73%	90,000	92,000	71,000	47,000
Revenue Vehicle Miles	1,259,957	1,265,362	1,222,278	-3.40%	1,218,000	1,218,000	916,000	608,000
Total Vehicle Miles	1,295,874	1,301,675	1,259,597	-3.23%	1,255,000	1,279,000	962,000	638,000
Passenger Trips	2,777,406	2,897,976	2,918,916	0.72%	3,000,000	3,000,000	2,550,000	1,875,000
Diesel Fuel Consumed (gallons)	261,931	262,957	256,023	-2.64%	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	3	2	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	27	15	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	100.8	102.4	99.2	-3.13%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$7,063,781	\$7,260,476	\$7,383,983	1.70%	\$7,948,000	\$7,817,000	\$6,499,000	\$5,610,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$611,872	\$769,393	\$774,724	0.69%	\$762,000	\$762,000	\$629,000	\$402,000
<b>Demand Response Services</b>								
Revenue Vehicle Hours	57,740	59,693	53,025	-11.17%	55,000	55,000	49,000	40,000
Total Vehicle Hours	66,329	70,794	61,258	-13.47%	63,000	63,000	57,000	46,000
Revenue Vehicle Miles	772,278	834,430	773,225	-7.33%	800,000	800,000	653,000	508,000
Total Vehicle Miles	872,630	942,860	919,431	-2.48%	939,000	939,000	767,000	596,000
Passenger Trips	157,081	170,034	159,940	-5.94%	166,000	166,000	154,000	130,000
Gasoline Fuel Consumed (gallons)	132,377	142,756	139,065	-2.59%	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	3	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	3	24	7	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	61.9	63.0	63.6	0.95%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$2,959,372	\$3,092,599	\$3,143,599	1.65%	\$3,488,000	\$3,856,000	\$3,341,000	\$3,103,000
Operating Cost - Expanded Service	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0
Farebox Revenues	\$0	\$0	\$0	0.00%	\$0	\$0	\$0	\$0



	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	171,319	212,360	240,069	13.05%	258,000	258,000	271,000	330,000
Total Vehicle Miles	176,637	217,843	247,424	13.58%	266,000	266,000	280,000	340,000
Passenger Trips	49,203	50,000	57,521	15.04%	59,000	59,000	59,000	72,000
Vanpool Fleet Size	20	16	20	12.50%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	14	15	18	-13.33%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	8,722	10,244	12,211	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	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.0	1.5	1.1	-26.67%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$115,395	\$184,660	\$200,679	8.67%	\$210,000	\$240,000	\$261,000	\$299,000
Operating Cost - Expanded Service	\$40,425	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Vanpooling Revenue	\$29,152	\$44,646	\$55,475	24.26%	\$58,000	\$61,000	\$64,000	\$78,000

# Whatcom Transportation Authority

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$6,057,341	\$6,581,309	\$6,712,991	2.00%	\$6,577,000	\$6,774,000	\$6,910,000	\$7,699,000
MVET	\$6,118,326	\$6,078,586	\$36,245	-99.40%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$2,321,500	N.A.	\$0	\$0	\$0	\$0
Fares	\$611,872	\$769,393	\$774,724	0.69%	\$762,000	\$762,000	\$629,000	\$402,000
Vanpooling Revenue	\$29,152	\$44,646	\$55,475	24.26%	\$58,000	\$61,000	\$64,000	\$78,000
Interest Income	\$1,327,439	\$1,338,737	\$1,751,680	30.85%	\$1,637,000	\$1,082,000	\$871,000	\$745,000
WWU Service	\$162,734	\$227,725	\$202,666	-11.00%	\$209,000	\$219,000	\$230,000	\$280,000
Other	\$8,400	\$52,672	\$5,067,082	9520.07%	\$75,000	\$78,000	\$81,000	\$99,000
Total Annual Revenues	\$14,315,264	\$15,093,068	\$16,922,363	12.12%	\$9,318,000	\$8,976,000	\$8,785,000	\$9,303,000
<b>Annual Operating Expenses</b>								
	\$10,178,973	\$10,537,735	\$10,728,261	1.81%	\$12,408,000	\$12,675,000	\$10,730,000	\$9,012,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	\$309,431		\$2,877,000	\$400,000	\$0	\$0
Federal Section 5307 Capital Grants	\$1,707,442	\$595,302	\$312,413		\$336,000	\$604,000	\$744,000	\$600,000
Public Transportation Systems Account	\$226,544	\$244,957	\$3,200		\$0	\$0	\$0	\$0
State Rural Mobility Grants	\$50,000	\$100,000	\$0		\$0	\$0	\$0	\$0
Other	\$0	\$0	\$180		\$0	\$0	\$0	\$0
Capital Replacement Fund	\$4,312,192	\$1,971,104	\$2,471,341		\$8,339,000	\$838,000	\$1,511,000	\$0
Total Capital Purchases	\$6,296,178	\$2,911,363	\$3,096,565	6.36%	\$11,552,000	\$1,842,000	\$2,255,000	\$600,000
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$8,281,631	\$10,953,635	\$12,918,260	17.94%	\$13,162,000	\$10,504,000	\$8,781,000	\$5,397,000
Working Capital	\$3,121,784	\$2,833,053	\$3,411,418	20.41%	\$3,477,000	\$2,488,000	\$1,832,000	\$2,242,000
Insurance Fund	\$200,000	\$200,000	\$200,000	0.00%	\$200,000	\$200,000	\$200,000	\$200,000
Capital Funds	\$11,862,674	\$12,063,630	\$13,243,400	9.78%	\$2,767,000	\$2,640,000	\$2,191,000	\$6,243,000
Total	\$23,466,089	\$26,050,318	\$29,773,078	14.29%	\$19,606,000	\$15,832,000	\$13,004,000	\$14,082,000

**Performance Measures for 2000 Operations**

	Fixed Route Services		Demand Response Services	
	WTA	Small City Means	WTA	Small City Means
Fares/Operating Cost	10.49%	9.65%	N.A.	2.11%
Operating Cost/Passenger Trip	\$2.53	\$2.91	\$19.65	\$17.05
Operating Cost/Revenue Vehicle Mile	\$6.04	\$4.87	\$4.07	\$4.11
Operating Cost/Revenue Vehicle Hour	\$85.05	\$76.77	\$59.29	\$54.44
Operating Cost/Total Vehicle Hour	\$80.88	\$73.21	\$51.32	\$46.38
Revenue Vehicle Hours/Total Vehicle Hour	95.09%	95.01%	86.56%	86.76%
Revenue Vehicle Hours/FTE	875	899	834	822
Revenue Vehicle Miles/Revenue Vehicle Hour	14.08	14.1	14.58	14.8
Passenger Trips/Revenue Vehicle Hour	33.6	25.6	3.0	3.3
Passenger Trips/Revenue Vehicle Mile	2.39	1.63	0.21	0.22



# Yakima Transit

**John Haddix**

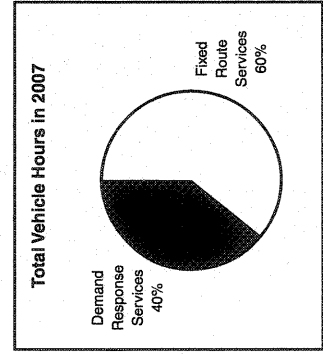
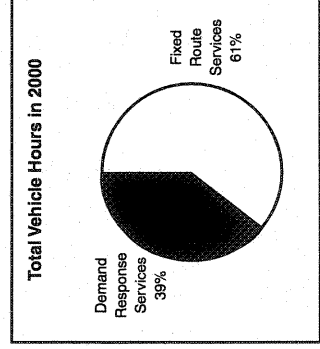
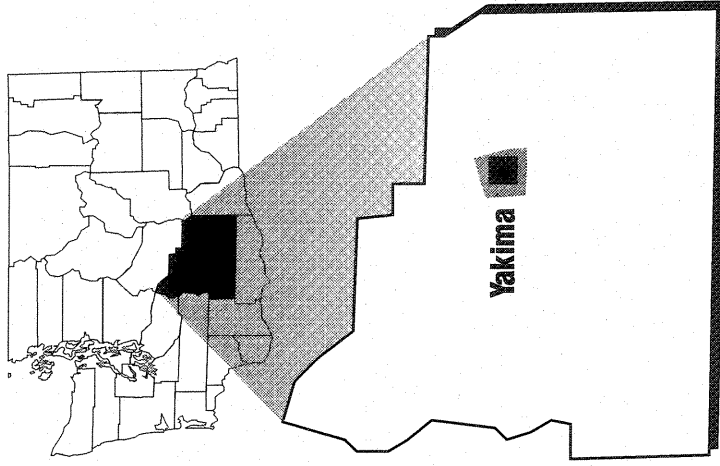
**Acting Transit Manager**

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, Yakima County
- Type of government: city transit system
- 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 with free transfers, fixed route; paratransit \$1.00 per ride



## **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 People for People 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.

## **Revenue Service Vehicles**

Fixed route — 22 total, including one provided by a contractor, 11 ADA accessible, age ranging from 1986 to 1999.

Demand-response — 16 total, all are wheelchair accessible and provided by the contractor, age from 1983 to 1998.

## **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 4<sup>th</sup> Street, one block south of Yakima Avenue. The center can accommodate 12 buses and has public rest rooms.

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.

## **2000 Achievements**

- 1999 objectives met:
  - Awarded bid for a one-year extension for demonstration project to privatize Route #3.
  - Reduced the number of qualified ADA clients through re-certifications.
- 1999 objectives unmet:
  - Continue making bus stop improvements.
  - Rehabilitate 15 fixed route transit buses.

## **2001 Objectives**

- Repave bus parking area
- Upgrade radio system.
- Purchase one vanpool van.

## **Long-range (2002 through 2007) Plans**

- Purchase three vanpool vans.
- Continue making bus stop improvements.
- Replace 20 fixed route transit buses

## Yakima Transit

Service Area Population

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

	1998	1999	2000	% Change	2001	2002	2003	2007
Revenue Vehicle Hours	44,375	43,736	42,196	-3.52%	46,000	46,000	46,000	46,000
Total Vehicle Hours	46,371	45,992	44,452	-3.35%	48,000	48,000	48,000	48,000
Revenue Vehicle Miles	499,845	550,704	530,996	-3.58%	556,000	556,000	556,000	556,000
Total Vehicle Miles	549,287	554,840	559,832	0.90%	585,000	585,000	585,000	585,000
Passenger Trips	925,007	935,600	1,212,384	29.58%	1,200,000	1,200,000	1,200,000	1,200,000
Diesel Fuel Consumed (gallons)	129,868	128,052	117,798	-8.01%	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	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	10	1	8	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	47.5	48.0	52.2	8.75%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$3,307,122	\$3,466,370	\$3,515,164	1.41%	\$3,621,000	\$3,729,000	\$3,841,000	\$4,323,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$255,078	\$259,279	\$283,036	9.16%	\$290,000	\$290,000	\$290,000	\$290,000

**Demand Response Services**

Revenue Vehicle Hours	19,202	13,723	18,564	35.28%	25,000	25,000	25,000	25,000
Total Vehicle Hours	35,324	29,793	29,016	-2.61%	32,000	32,000	32,000	32,000
Revenue Vehicle Miles	243,529	169,223	238,368	40.86%	309,000	309,000	309,000	309,000
Total Vehicle Miles	384,023	307,740	335,972	9.17%	367,000	367,000	367,000	367,000
Passenger Trips	81,771	71,646	66,716	-6.88%	68,000	68,000	68,000	68,000
Gasoline Fuel Consumed (gallons)	40,843	44,314	40,039	-9.65%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	0	0	3,502	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	3	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	4	3	2	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	31.0	29.5	29.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$960,093	\$647,743	\$628,152	-3.02%	\$647,000	\$667,000	\$686,000	\$773,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$0	\$0	\$0
Farebox Revenues	\$66,573	\$61,520	\$55,302	-10.11%	\$68,000	\$68,000	\$68,000	\$68,000

# Yakima Transit

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	N.A.	20,428	47,473	132.39%	61,000	75,000	102,000	215,000
Total Vehicle Miles	N.A.	20,651	48,328	134.02%	62,000	77,000	104,000	218,000
Passenger Trips	N.A.	2,317	5,564	140.14%	7,000	9,000	12,000	24,000
Vanpool Fleet Size	N.A.	1	1	0.00%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	N.A.	1	1	0.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	N.A.	1,162	2,670	129.78%	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.	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	0	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.	\$0	\$10,000	66.67%	\$12,000	\$24,000	\$24,000	\$38,000
Operating Cost - Expanded Service	N.A.	\$6,000	\$0	incl. above	\$6,000	\$0	\$14,000	\$16,000
Vanpooling Revenue	N.A.	\$5,667	\$12,000	111.75%	\$18,000	\$24,000	\$38,000	\$54,000



	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Revenues</b>								
Sales Tax	\$3,353,676	\$3,626,371	\$3,644,353	0.50%	\$3,681,000	\$3,718,000	\$3,755,000	\$4,323,000
MVET	\$0	\$0	\$285,197	N.A.	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$0	\$351,700	N.A.	\$0	\$0	\$0	\$0
Fares	\$321,651	\$320,799	\$338,338	5.47%	\$358,000	\$358,000	\$358,000	\$358,000
Vanpooling Revenue	N.A.	\$5,667	\$12,000	111.75%	\$18,000	\$24,000	\$38,000	\$54,000
Federal Section 5307 Operating	\$300,000	\$0	\$0	N.A.	\$1,700,000	\$1,060,000	\$850,000	\$850,000
Other	\$133,555	\$342,550	\$134,327	-60.79%	\$300,000	\$300,000	\$300,000	\$400,000
Total Annual Revenues	\$4,108,882	\$4,295,387	\$4,765,915	10.95%	\$6,057,000	\$5,460,000	\$5,301,000	\$5,985,000
<b>Annual Operating Expenses</b>	\$4,267,215	\$4,120,113	\$4,153,316	0.81%	\$4,286,000	\$4,420,000	\$4,565,000	\$5,150,000
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5307 Capital Grants	\$777,600	\$405,297	\$18,406		\$336,000	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$1,535,352	\$495,449	\$28,593		\$26,000	\$1,310,000	\$1,205,000	\$623,000
Total Capital Purchases	\$2,312,952	\$900,746	\$46,999	-94.78%	\$362,000	\$1,310,000	\$1,205,000	\$623,000
<b>Ending Balances, December 31</b>								
Working Capital	\$21,651	\$372,637	\$490,513	31.63%	\$561,000	\$561,000	\$561,000	\$561,000
Capital Replacement/Purchase Funds	\$1,162,452	\$1,260,037	\$1,754,760	39.26%	\$3,429,000	\$3,159,000	\$2,690,000	\$2,784,000
Totals	\$1,184,103	\$1,632,674	\$2,245,273	37.52%	\$3,990,000	\$3,720,000	\$3,251,000	\$3,345,000

**Performance Measures for 2000 Operations**

	<b>Fixed Route Services</b>		<b>Demand Response Services</b>	
	Yakima Transit	Small City Means	Yakima Transit	Small City Means
Fares/Operating Cost	8.05%	9.65%	8.80%	2.11%
Operating Cost/Passenger Trip	\$2.90	\$2.91	\$9.42	\$17.05
Operating Cost/Revenue Vehicle Mile	\$6.62	\$4.87	\$2.64	\$4.11
Operating Cost/Revenue Vehicle Hour	\$83.31	\$76.77	\$33.84	\$54.44
Operating Cost/Total Vehicle Hour	\$79.08	\$73.21	\$21.65	\$46.38
Revenue Vehicle Hours/Total Vehicle Hour	94.92%	95.01%	63.98%	86.76%
Revenue Vehicle Hours/FTE	808	899	629	822
Revenue Vehicle Miles/Revenue Vehicle Hour	12.58	14.1	12.84	14.8
Passenger Trips/Revenue Vehicle Hour	28.7	25.6	3.6	3.3
Passenger Trips/Revenue Vehicle Mile	2.28	1.63	0.28	0.22



# Statewide System Totals

<b>Statewide Summary</b>		1998	1999	2000	% Change	2001	2002	2003	2007
Service Area Population		4,950,935	5,016,010	5,058,605	0.85%	N.A.	N.A.	N.A.	N.A.
<b>Fixed Route Service</b>									
Revenue Vehicle Hours		5,397,066	5,725,663	5,342,677	-6.69%	5,501,000	5,440,000	5,085,000	5,393,000
Total Vehicle Hours		6,147,322	6,417,140	6,000,224	-6.50%	6,175,000	6,113,000	5,725,000	6,093,000
Revenue Vehicle Miles		77,575,617	80,952,603	74,879,973	-7.50%	76,818,000	76,390,000	71,589,000	75,745,000
Total Vehicle Miles		93,283,063	96,574,640	90,211,608	-6.59%	93,815,000	87,562,000	87,569,000	93,210,000
Passenger Trips		150,876,026	158,166,682	146,546,496	-7.35%	154,832,000	155,930,000	153,257,000	157,256,000
Diesel Fuel Consumed (gallons)		18,170,150	18,210,248	18,016,811	-1.06%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)		113,059	48,006	27,698	-42.30%	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)		17,927,402	19,823,886	18,257,104	-7.90%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)		4,397	1,124	595	-47.06%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (gallons)		19,148	8,415	8,993	5.68%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)		1,276,531	1,533,801	1,228,645	-19.90%	N.A.	N.A.	N.A.	N.A.
Fatalities		2	6	3	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries		549	595	610	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions		506	500	536	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)		6,005.4	6,357.7	6,152.5	-3.23%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service		\$457,403,575	\$487,802,911	\$497,203,616	-2.72%	\$555,343,000	\$594,293,000	\$625,626,000	\$733,817,000
Operating Cost - Expanded Service		\$6,142,987	\$14,544,007	(\$8,502,179)	incl. above	\$22,518,000	\$12,211,000	\$563,000	\$7,582,000
Farebox Revenues		\$66,041,945	\$91,325,282	\$95,547,799	4.62%	\$108,635,000	\$120,226,000	\$120,449,000	\$135,693,000
<b>Route Deviated Services</b>									
Revenue Vehicle Hours		117,179	122,241	95,248	-22.08%	91,000	92,000	89,000	90,000
Total Vehicle Hours		128,862	127,432	104,226	-18.21%	102,000	102,000	97,000	96,000
Revenue Vehicle Miles		2,588,654	2,775,053	1,932,526	-30.36%	1,955,000	1,965,000	1,959,000	1,979,000
Total Vehicle Miles		2,702,892	2,939,849	2,056,887	-30.03%	2,020,000	2,031,000	2,027,000	2,044,000
Passenger Trips		895,736	1,070,008	934,910	-12.63%	920,000	931,000	919,000	864,000
Diesel Fuel Consumed (gallons)		246,237	355,207	254,048	-28.48%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)		0	530	1,315	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	2	9	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions		9	12	20	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)		85.7	90.5	86.4	-4.53%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service		\$5,247,422	\$6,295,412	\$4,634,149	-25.41%	\$5,246,000	\$5,405,000	\$5,182,000	\$5,775,000
Operating Cost - Expanded Service		\$419,802	\$429,294	\$381,765	incl. above	\$32,000	\$38,000	\$0	\$0
Farebox Revenues		\$114,790	\$144,849	\$194,180	34.06%	\$189,000	\$199,000	\$187,000	\$203,000

## Statewide System Totals

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Passenger Ferry Services</b>								
Revenue Vessel Hours	7,868	7,862	4,882	-37.90%	7,000	7,000	7,000	7,000
Total Vessel Hours	8,231	8,224	4,882	-40.64%	7,000	7,000	7,000	7,000
Revenue Vessel Miles	53,274	53,066	30,942	-41.69%	47,000	47,000	47,000	47,000
Total Vessel Miles	54,549	54,514	30,942	-43.24%	49,000	49,000	49,000	49,000
Passenger Trips	377,481	414,455	186,301	-55.05%	241,000	249,000	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)	3.0	3.0	3.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$561,212	\$689,664	\$418,907	-39.26%	\$596,000	\$596,000	\$656,000	\$777,000
Operating Cost - Expanded Service	\$0	\$0	\$0	incl. above	\$0	\$60,000	\$33,000	\$19,000
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.	1,789	N.A.	\$7,000	\$9,000	\$20,000	\$60,000
Total Vehicle Hours	N.A.	N.A.	1,932	N.A.	\$8,000	\$9,000	\$22,000	\$65,000
Revenue Vehicle Miles	N.A.	N.A.	70,673	N.A.	\$275,000	\$344,000	\$655,000	\$1,976,000
Total Vehicle Miles	N.A.	N.A.	71,380	N.A.	\$278,000	\$347,000	\$661,000	\$2,034,000
Passenger Trips	N.A.	N.A.	101,000	N.A.	\$420,000	\$700,000	\$1,100,000	\$2,700,000
Diesel Fuel Consumed (gallons)	N.A.	N.A.	106,010	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.	\$7,286,713	597.16%	\$2,272,000	\$8,160,000	\$10,557,000	\$32,913,000
Operating Cost - Expanded Service	N.A.	\$1,045,198	\$0	incl. above	\$5,888,000	\$2,397,000	\$11,296,000	\$0
Farebox Revenues	N.A.	\$292,655	\$468,562	60.11%	\$1,050,000	\$1,750,000	\$2,846,000	\$8,017,000

**Statewide System Totals**

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Light Rail Services</b>								
Revenue Vehicle Hours	N.A.	11,764	11,809	0.38%	12,000	12,000	14,000	17,000
Total Vehicle Hours	N.A.	11,792	11,822	0.25%	12,000	12,000	15,000	22,000
Revenue Vehicle Miles	N.A.	42,221	42,271	0.12%	42,000	42,000	134,000	134,000
Total Vehicle Miles	N.A.	42,319	42,370	0.12%	42,000	42,000	134,000	134,000
Passenger Trips	N.A.	436,688	432,085	-1.05%	432,000	439,000	749,000	1,071,000
Electricity Consumed (Kwh)	N.A.	170,275	214,275	25.84%	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.	0	22	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	17.0	18.4	8.24%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$2,378,000
Operating Cost - Expanded Service	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$2,355,000	\$0
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$0
<b>Demand Response Service</b>								
Revenue Vehicle Hours	1,512,709	1,574,471	1,496,884	-4.93%	1,545,000	1,548,000	1,526,000	1,612,000
Total Vehicle Hours	1,769,190	1,826,244	1,729,729	-5.28%	1,782,000	1,782,000	1,760,000	1,860,000
Revenue Vehicle Miles	22,391,975	23,321,089	22,268,773	-4.51%	22,878,000	22,820,000	22,449,000	23,736,000
Total Vehicle Miles	25,709,016	26,813,494	25,711,903	-4.11%	26,293,000	26,279,000	25,868,000	27,349,000
Passenger Trips	4,499,847	4,621,158	4,327,368	-6.36%	4,465,000	4,467,000	4,410,000	4,654,000
Diesel Fuel Consumed (gallons)	1,109,771	1,077,373	1,268,151	17.71%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,720,525	1,972,141	1,624,909	-17.61%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	14,952	0	0	0.00%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (gallons)	19,353	18,961	16,677	-12.05%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	0	3,684	0	-100.00%	N.A.	N.A.	N.A.	N.A.
Fatalities	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	70	327	86	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	158	441	198	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1,550.0	1,440.7	1,475.0	2.38%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$74,700,516	\$83,212,958	\$82,532,024	-2.48%	\$89,379,000	\$87,950,000	\$88,157,000	\$102,147,000
Operating Cost - Expanded Service	\$3,335,321	\$1,957,974	\$527,292	incl. above	-\$28,000	\$1,225,000	\$972,000	\$1,316,000
Farebox Revenues	\$1,336,700	\$1,426,393	\$1,496,676	4.93%	\$1,887,000	\$1,888,000	\$1,972,000	\$2,618,000

# Statewide System Totals

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	19,298,252	20,493,635	20,706,249	1.04%	22,248,000	23,296,000	24,600,000	27,962,000
Total Vehicle Miles	Incomplete	20,824,934	21,106,775	1.35%	22,307,000	22,882,000	23,898,000	28,220,000
Passenger Trips	4,342,205	4,604,114	4,621,025	0.37%	4,887,000	5,037,000	5,153,000	5,739,000
Vanpool Fleet Size	1,577	1,760	1,804	2.50%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	1,464	1,604	1,651	2.93%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,325,450	1,415,868	1,459,982	3.12%	N.A.	N.A.	N.A.	N.A.
Diesel Fuel Consumed (gallons)	173,338	187,027	150,715	-19.42%	N.A.	N.A.	N.A.	N.A.
Propane Fuel Consumed (gallons)	2,430	169	163	-3.55%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	15	19	19	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	42	51	55	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	106.2	100.1	113.2	13.09%	N.A.	N.A.	N.A.	N.A.
Operating Cost - Sustained Service	\$8,148,647	\$9,059,446	\$11,728,695	26.20%	\$12,145,000	\$13,342,000	\$13,681,000	\$15,408,000
Operating Cost - Expanded Service	\$553,262	\$496,808	\$331,351	incl. above	\$538,000	\$391,000	\$199,000	\$207,000
Vanpooling Revenue	\$6,861,730	\$7,430,498	\$9,001,216	21.14%	\$10,439,000	\$12,099,000	\$12,613,000	\$16,670,000
<b>Annual Revenues</b>								
Sales Tax	\$518,173,655	\$560,922,807	\$591,870,426	5.52%	\$658,188,000	\$730,156,000	\$765,253,000	\$874,853,000
Utility Tax*	\$493,891	\$520,672	\$512,615	-1.55%	\$597,000	\$620,000	\$645,000	\$773,000
County Tax Contributions	N.A.	\$8,000	\$8,000	N.A.	\$8,000	\$8,000	\$8,000	\$12,000
MVET	\$251,859,607	\$259,405,588	\$133,182,561	-48.66%	\$54,760,000	\$57,661,000	\$60,733,000	\$76,040,000
State Bridge Allocation	\$0	\$0	\$79,925,300	N.A.	\$2,525,000	\$0	\$0	\$0
Transit Sales Tax Equity Distribution	\$1,872,538	\$3,906,976	\$4,573,428	17.06%	\$125,000	\$0	\$0	\$0
Fares	\$87,986,976	\$95,425,175	\$97,238,655	1.90%	\$111,761,000	\$124,063,000	\$125,454,000	\$146,531,000
Sound Transit Fares	\$426,968	\$2,467,131	\$6,788,651	175.16%	\$8,026,000	\$10,034,000	\$12,163,000	\$20,809,000
Vanpooling Revenue	\$6,861,730	\$7,430,498	\$9,001,216	21.14%	\$10,439,000	\$12,099,000	\$12,613,000	\$16,670,000
State Rural Mobility Grants	\$102,559	\$155,411	\$72,323	-53.46%	\$73,000	\$237,000	\$225,000	\$167,000
State Operating Grants	\$0	\$212,764	\$0	N.A.	\$0	\$0	\$0	\$0
Federal Operating	\$1,695,382	\$1,739,683	\$4,933,649	183.59%	\$10,598,000	\$4,557,000	\$3,570,000	\$4,028,000
Federal Section 5307 Preventive	\$514,098	\$2,137,746	\$600,650	N.A.	\$6,986,000	\$1,021,000	\$4,361,000	\$24,212,000
Sound Transit Operating	\$610,810	\$3,844,839	\$13,209,466	243.56%	\$15,292,000	\$16,502,000	\$17,683,000	\$22,068,000
Other	\$58,979,741	\$67,159,315	\$100,714,740	49.96%	\$116,153,000	\$89,946,000	\$80,300,000	\$56,944,000
Total Annual Revenues	\$929,577,955	\$1,005,336,605	\$1,042,631,680	3.71%	\$995,531,000	\$1,046,904,000	\$1,083,008,000	\$1,243,107,000

**Statewide System Totals**

	1998	1999	2000	% Change	2001	2002	2003	2007
<b>Annual Operating Expenses</b>								
Other	\$556,512,744	\$604,488,474	\$589,255,620	-2.52%	\$691,657,000	\$717,908,000	\$746,365,000	\$867,048,000
Total	\$22,538,295	\$12,595,914	\$25,203,042	100.09%	\$27,249,000	\$24,077,000	\$23,881,000	\$25,043,000
	\$579,051,039	\$617,084,388	\$614,458,662	-0.43%	\$718,906,000	\$741,985,000	\$770,246,000	\$892,091,000
<b>Debt Service</b>								
Interest	\$7,918,037	\$20,923,413	\$26,324,959	25.82%	\$26,221,000	\$26,079,000	\$25,585,000	\$78,202,000
Principal	\$8,593,941	\$5,668,040	\$5,810,421	2.51%	\$6,886,000	\$7,044,000	\$7,304,000	\$1,199,000
Total	\$16,511,978	\$26,591,453	\$32,135,380	20.85%	\$33,107,000	\$33,123,000	\$32,889,000	\$79,401,000
<b>Annual Capital Purchase Obligations</b>								
Federal STP Grants	\$35,509	\$1,763,700	\$1,540,344		\$1,939,000	\$2,574,000	\$779,000	\$1,554,000
Federal CM/AQ	\$509,767	\$24,540,053	\$1,835,267		\$3,561,000	\$4,759,000	\$12,895,000	\$5,100,000
Federal Section 5311 Capital Grants	\$905,688	\$2,095,523	\$2,180,523		\$2,414,000	\$1,421,000	\$1,267,000	\$2,562,000
Federal Section 5309 Capital Grants	\$12,003,894	\$67,142,735	\$130,504,224		\$89,646,000	\$150,633,000	\$127,427,000	\$105,237,000
Federal Section 5307 Capital Grants	\$50,261,495	\$77,571,129	\$70,466,048		\$72,456,000	\$41,038,000	\$106,392,000	\$56,234,000
Other Federal Grants	\$253,948	\$6,200,632	\$742,798		\$2,900,000	\$4,625,000	\$3,245,000	\$250,000
Central Puget Sound PT Account	\$5,221,328	\$7,599,116	\$4,266,188		\$2,709,000	\$1,551,000	\$0	\$0
Public Transportation Systems Account	\$315,369	\$249,457	\$8,721		\$0	\$0	\$0	\$0
Rural Mobility Program	\$94,000	\$370,288	\$0		\$24,000	\$343,000	\$53,000	\$124,000
State Capital Grants	\$191,625	\$254,346	\$182,977		\$0	\$1,800,000	\$2,600,000	\$1,100,000
Capital Reserves	\$44,393,977	\$67,427,263	\$32,878,385		\$88,844,000	\$65,211,000	\$57,070,000	\$31,421,000
General or Operating Reserve funds	\$86,920,400	\$30,415,677	\$397,110,850		\$389,719,000	\$426,812,000	\$280,351,000	\$174,953,000
Debt Financing	\$5,798,353	\$158,867,498	\$0		\$0	\$0	\$0	\$353,843,000
Other	\$1,174,009	\$6,347,401	\$44,273,836		\$10,779,000	\$2,586,000	\$19,253,000	\$262,141,000
Capital Leases	\$12,690,050	\$12,526,265	\$13,077,753		\$13,155,000	\$12,987,000	\$12,625,000	\$0
Total Capital Purchases	\$220,759,412	\$463,371,083	\$699,067,914	50.87%	\$678,146,000	\$716,340,000	\$623,957,000	\$994,519,000
<b>Ending Balances, December 31</b>								
General Funds	\$365,667,590	\$494,248,634	\$691,311,305	39.87%	\$488,045,000	\$224,179,000	\$122,140,000	\$8,876,000
Operating Reserve Funds	\$52,041,478	\$77,959,734	\$104,990,347	34.67%	\$63,395,000	\$32,571,000	\$34,299,000	\$34,552,000
Working Capital	\$14,528,604	\$17,392,057	\$23,622,229	35.82%	\$20,706,000	\$21,089,000	\$18,736,000	\$18,905,000
Capital Reserve	\$229,450,803	\$232,857,135	\$258,732,141	11.11%	\$212,410,000	\$226,591,000	\$234,382,000	\$237,640,000
Self Insurance Fund	\$18,597,409	\$18,647,194	\$19,587,218	5.04%	\$18,909,000	\$18,299,000	\$17,618,000	\$15,057,000
Bond Funds	\$10,597,886	\$11,785,671	\$12,173,130	3.29%	\$13,403,000	\$14,073,000	\$14,777,000	\$17,106,000
Cross Border Lease Fund	\$79,787,460	\$69,604,152	\$61,245,443	-12.01%	\$49,432,000	\$37,015,000	\$22,660,000	\$0
Debt	\$379,000	\$380,000	\$3,379,000	789.21%	\$381,000	\$377,000	\$378,000	\$378,000
Totals	\$771,050,230	\$922,874,577	\$1,175,040,813	27.32%	\$866,681,000	\$574,194,000	\$464,990,000	\$332,514,000

**Statewide System Totals**

---



**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 mobility-disabled persons, including wheelchair users. 3. In common usage, the ability of the physically-disabled to use transit.

**ADA (Americans with Disabilities Act of 1990)** Federal civil rights law that 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 fuel with lower polluting air emissions than traditional diesel – includes alcohol fuels, hybrid-electric, mineral fuels, methanol, propane, hydrogen, compressed (CNG) and liquefied (LNG) natural gas.

**Articulated Bus** A longer, 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.

**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 Expense** 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.

**Charter Service** Transportation service offered to the public on an exclusive group basis. It is provided with a vehicle engaged 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.

**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 state or federal 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.

**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.

## Glossary

---

**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 mainline 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 halftime, 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** A passenger 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 with a passenger compartment built on a truck or recreational vehicle chassis, a life expectancy of four to eight years, and 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.

**Glossary Route Deviated Service** Public transportation service on a nonexclusive 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.

**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

---

## Glossary

**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 — 2000

2000 Fixed Route Operations										System Category				Service Area Population		Revenue Vehicle Hours		Total Vehicle Hours		Revenue Vehicle Miles		Total Vehicle Miles		Passenger Trips		Employees (FTEs)		Revenue		Trips/Revenue		Operating Cost/Revenue		Operating Cost/Revenue		Farebox Recovery Ratio	
										Population		Hours		Hours		Miles		Miles		Miles		Miles		Hour		Hour		FTE		Hour		Hour		Trip			
Ben Franklin Transit										163,040		136,520		146,871		2,480,181		2,703,397		3,055,838		146.1		22.4		1.23		934		\$65.45		\$60.84		\$2.92		7.96%	
Clallam Transit System										66,700		43,660		59,978		966,127		1,327,213		626,319		56.2		14.3		0.65		777		\$86.37		\$62.87		\$6.02		9.35%	
Community Transit										406,410		379,932		520,010		7,094,637		10,477,588		7,333,570		537.0		19.3		1.03		708		\$108.85		\$79.53		\$5.64		24.20%	
Cowlitz Transit Authority										46,150		13,818		13,818		180,063		180,063		268,277		11.0		19.4		1.49		1,256		\$70.22		\$70.22		\$3.62		8.81%	
C-TRAN										344,900		260,482		284,515		4,044,919		4,656,608		6,564,961		257.6		25.2		1.62		1,011		\$70.44		\$64.49		\$2.79		16.65%	
Everett Transit										87,520		83,700		90,255		1,002,957		1,167,765		1,493,189		72.0		17.8		1.49		1,163		\$73.86		\$68.49		\$4.14		12.45%	
Grays Harbor Transp. Authority										67,100		61,196		69,949		1,094,501		1,136,933		934,057		44.0		15.3		0.85		1,391		\$57.99		\$50.73		\$3.80		11.10%	
InterCity Transit										204,300		127,402		132,638		1,785,698		1,899,523		2,778,722		138.0		21.8		1.56		923		\$60.89		\$58.48		\$2.79		19.18%	
Island Transit										74,200		35,950		40,979		721,549		790,738		506,234		46.0		14.1		0.70		782		\$54.43		\$47.75		\$3.87		N.A.	
Jefferson Transit Authority										26,800		13,654		14,337		314,836		336,875		184,420		18.5		13.5		0.59		738		\$69.65		\$66.33		\$5.16		6.25%	
King County Metro Transit										1,685,600		2,910,781		3,232,196		35,728,155		43,595,395		89,946,655		3,409.4		30.9		2.52		854		\$103.10		\$92.84		\$3.34		21.32%	
Kitsap Transit										230,200		114,164		135,946		1,939,703		2,208,890		3,270,802		179.5		28.7		1.69		636		\$90.74		\$76.20		\$3.17		22.44%	
Link Transit										90,000		43,781		48,597		939,290		1,052,005		710,441		52.0		16.2		0.76		842		\$76.05		\$68.52		\$4.69		6.80%	
Pacific Transit										21,300		11,720		11,972		267,790		273,814		76,410		15.3		6.5		0.29		766		\$44.69		\$43.75		\$6.85		6.39%	
Pierce Transit										643,690		527,689		584,990		8,218,551		9,761,573		13,556,966		600.2		25.7		1.65		879		\$74.04		\$66.79		\$2.88		15.52%	
Pullman Transit										25,150		15,217		15,574		188,661		193,179		1,002,029		13.7		65.8		5.31		1,111		\$66.00		\$64.49		\$1.00		36.94%	
Skagit Transit										87,190		49,150		51,608		883,476		923,007		1,124,081		49.3		22.9		1.27		997		\$63.97		\$60.93		\$2.80		3.44%	
Spokane Transit										370,210		356,977		381,253		4,962,786		5,391,413		8,512,225		325.5		23.8		1.72		1,097		\$69.84		\$65.39		\$2.93		17.11%	
Valley Transit (Walla Walla County)										46,795		27,870		28,986		312,819		316,200		470,000		29.8		16.9		1.50		935		\$56.40		\$54.23		\$3.34		12.44%	
Whatcom Transportation Authority										163,230		86,818		91,300		1,222,278		1,259,597		2,918,916		99.2		33.6		2.39		875		\$85.05		\$80.88		\$2.53		10.49%	
Yakima Transit										65,830		42,196		44,452		530,996		559,832		1,212,384		52.2		28.7		2.28		808		\$83.31		\$79.08		\$2.90		8.05%	
Urbanized, excluding Sound Transit										3,538,330		4,519,561		5,093,219		61,052,005		75,050,342		127,407,566		5,201.7		25.2		1.63		945		\$73.95		\$67.69		\$3.14		16.88%	
Small City										872,750		520,918		565,025		8,138,919		8,811,302		13,504,939		626.0		25.6		1.63		899		\$76.77		\$73.21		\$2.91		9.65%	
Rural										505,235		302,198		341,980		5,689,049		6,349,964		5,633,991		324.8		15.3		0.76		842		\$63.97		\$60.93		\$3.87		6.80%	
Statewide Fixed Route Totals										4,916,315		5,342,677		6,000,224		74,879,973		90,211,608		146,546,496		6,152.5		21.8		1.49		879		\$70.22		\$65.39		\$3.34		10.49%	
Sound Transit Regional Express										included above		217,473		264,694		4,980,439		5,071,518		4,486,796		N.A.		20.6		0.90		N.A.		\$139.81		\$114.87		\$6.78		20.79%	
Statewide Fixed Route Totals including Sound Transit										4,916,315		5,342,677		6,000,224		74,879,973		90,211,608		146,546,496		6,152.5		21.8		1.49		879		\$70.22		\$65.39		\$3.34		10.49%	

# Statewide Operating Statistics — 2000

2000 Route Deviated	System Category	Service Area Population	Revenue Vehicle		Total Vehicle Hours	Revenue Vehicle Miles		Total Vehicle Miles	Passenger Employees (FTEs)		Passenger Trips/Revenue Hour		Operating Cost/Revenue Hour		Operating Cost/Total Passenger Trip		Farebox Recovery Ratio
			Hours	Miles		Hours	Miles		Trips	Revenue	Cost/Revenue Hour	Cost/Revenue Hour	Hour	Cost/Total Passenger Trip			
Garfield County	Rural	875	1,720	17,246	1,720	17,246	17,246	17,246	4,473	1.0	2.6	0.26	1,720	\$20.00	\$20.00	\$7.69	14.32%
Grant Transit Authority	Rural	71,495	20,719	529,021	22,735	529,021	583,705	92,891	34.1	4.5	0.18	608	\$72.03	\$65.64	\$16.07	3.17%	
Island Transit	Rural	74,200	24,390	526,813	27,601	526,813	557,398	265,113	12.0	10.9	0.50	2,033	\$47.19	\$41.70	\$4.34	N.A.	
Jefferson Transit Authority	Rural	26,800	5,503	178,928	5,778	178,928	187,874	24,127	3.5	4.4	0.13	1,572	\$47.71	\$45.44	\$10.88	1.05%	
Link Transit	Rural	90,000	4,580	89,421	5,038	89,421	100,152	39,053	5.0	8.5	0.44	916	\$57.48	\$52.25	\$6.74	9.22%	
Mason County Transp. Authority	Rural	49,300	12,023	231,692	14,502	231,692	243,277	250,892	9.8	20.9	1.08	1,227	\$67.12	\$55.64	\$3.22	4.48%	
Twin Transit (Lewis County)	Rural	20,620	26,313	359,405	26,852	359,405	367,235	258,361	21.0	9.8	0.72	1,253	\$38.22	\$37.45	\$3.89	7.83%	
Statewide Route Deviated Totals	Totals/Mean	333,290	95,248	1,932,526	104,226	1,932,526	2,056,887	934,910	86.4	8.5	0.44	1,253	\$47.71	\$45.44	\$6.74	4.48%	

2000 Demand Response/	System Category	Service Area Population	Revenue Vehicle		Total Vehicle Hours	Revenue Vehicle Miles		Total Vehicle Miles	Passenger Employees (FTEs)		Passenger Trips/Revenue Hour		Operating Cost/Revenue Hour		Operating Cost/Total Passenger Trip		Farebox Recovery Ratio
			Hours	Miles		Hours	Miles		Trips	Revenue	Cost/Revenue Hour	Cost/Revenue Hour	Hour	Cost/Total Passenger Trip			
Ben Franklin Transit	Small City	163,040	95,157	1,451,967	109,431	1,451,967	1,655,242	247,132	90.1	2.6	0.17	1,056	\$42.01	\$36.53	\$16.18	3.54%	
Ciallam Transit System	Rural	66,700	21,423	364,864	24,208	364,864	448,782	54,319	24.4	2.5	0.15	878	\$38.18	\$33.78	\$15.06	18.95%	
Community Transit	Urbanized	406,410	62,933	1,145,326	78,791	1,145,326	1,435,982	163,300	71.0	2.6	0.14	886	\$69.16	\$55.24	\$26.65	2.41%	
Cowit Transit Authority	Small City	46,150	10,661	104,598	10,934	104,598	106,908	36,930	8.0	3.5	0.35	1,333	\$42.50	\$41.44	\$12.27	N.A.	
C-TRAN	Urbanized	344,900	55,308	915,330	62,275	915,330	1,023,470	162,130	64.1	2.9	0.18	863	\$67.14	\$59.63	\$22.91	1.60%	
Everett Transit	Urbanized	87,520	22,896	271,407	25,154	271,407	299,988	60,106	19.4	2.6	0.22	1,180	\$71.86	\$65.41	\$27.37	1.33%	
Grant Transit Authority	Rural	71,495	3,684	38,659	3,684	38,659	38,659	5,363	5.4	1.5	0.14	682	\$23.60	\$23.60	\$16.21	1.53%	
Grays Harbor Transp. Authority	Rural	67,100	22,880	434,376	22,880	434,376	484,219	113,796	52.0	6.1	0.32	558	\$57.36	\$37.36	\$9.45	4.48%	
Intercity Transit	Small City	204,300	42,090	631,066	45,398	631,066	689,219	113,796	12.0	2.7	0.18	809	\$106.39	\$98.64	\$39.35	0.88%	
Island Transit	Rural	74,200	5,880	68,571	6,534	68,571	100,214	18,899	12.0	3.2	0.28	490	\$23.64	\$21.28	\$7.36	N.A.	
Jefferson Transit Authority	Rural	26,800	8,675	104,675	8,675	104,675	105,722	21,032	6.2	2.4	0.20	1,399	\$50.97	\$50.97	\$21.02	2.33%	
King County Metro Transit	Urbanized	1,685,600	591,700	8,346,925	694,064	8,346,925	9,760,355	1,714,516	627.4	2.9	0.21	943	\$50.86	\$43.36	\$17.55	0.69%	
Kitsap Transit	Small City	230,200	54,056	867,102	63,710	867,102	993,344	200,357	71.5	3.7	0.23	756	\$66.38	\$56.33	\$17.91	7.60%	
Link Transit	Rural	90,000	31,881	369,778	31,881	369,778	472,447	104,797	36.0	3.3	0.28	886	\$89.24	\$69.24	\$21.06	0.85%	
Mason County Transp. Authority	Rural	49,300	18,275	268,966	20,697	268,966	336,207	45,687	12.4	2.5	0.17	1,474	\$43.76	\$38.64	\$17.51	N.A.	
Pacific Transit	Rural	21,300	6,604	83,512	7,338	83,512	92,998	29,209	6.5	4.4	0.35	1,016	\$46.05	\$41.45	\$10.41	3.36%	
Pierce Transit	Urbanized	643,690	190,314	3,039,064	211,385	3,039,064	3,382,646	462,070	incomplete	2.4	0.15	N.A.	\$62.24	\$56.03	\$25.63	1.53%	
Pullman Transit	Rural	25,150	5,016	45,744	5,282	45,744	48,310	13,851	5.2	2.8	0.30	965	\$65.25	\$61.97	\$23.63	10.64%	
Skagit Transit	Rural	87,190	16,328	237,677	18,614	237,677	280,475	43,207	22.0	2.6	0.18	742	\$56.46	\$49.53	\$21.34	N.A.	
Spokane Transit	Urbanized	370,210	148,814	2,353,028	177,112	2,353,028	2,630,221	430,920	132.8	2.9	0.18	1,121	\$48.63	\$40.86	\$16.79	1.63%	
Twin Transit (Lewis County)	Rural	20,620	1,920	20,945	2,508	20,945	24,535	6,591	1.0	3.4	0.31	1,920	\$48.65	\$37.25	\$14.17	0.86%	
Valley Transit (Walla Walla County)	Rural	46,795	8,800	93,600	8,900	93,600	96,400	27,670	9.8	3.1	0.30	898	\$49.28	\$48.73	\$15.67	3.19%	
Whatcom Transportation Authority	Small City	163,230	53,025	773,225	61,258	773,225	919,431	159,940	63.6	3.0	0.21	834	\$59.29	\$51.32	\$19.65	N.A.	
Yakima Transit	Small City	65,830	18,564	238,368	29,016	238,368	335,972	66,716	29.5	3.6	0.28	629	\$33.84	\$21.65	\$9.42	8.80%	
Urbanized	Totals/Mean	3,538,330	1,071,965	16,071,080	1,248,781	16,071,080	18,532,662	2,993,042	978.4	2.8	0.18	1,068	\$64.69	\$55.64	\$24.27	1.54%	
Small City	Totals/Mean	872,750	273,553	4,066,326	319,747	4,066,326	4,700,116	824,871	314.7	3.3	0.22	822	\$54.44	\$46.38	\$17.05	2.11%	
Rural	Totals/Mean	646,650	151,366	2,131,367	161,201	2,131,367	2,479,125	509,455	181.9	3.1	0.28	886	\$48.65	\$41.45	\$15.67	1.53%	
Statewide Demand Response Totals/Averages	Totals/Averages	5,057,730	1,496,884	22,268,773	1,729,729	22,268,773	25,711,903	4,327,368	1,475.0	2.9	0.21	886	\$55.49	\$48.02	\$19.19	1.80%	

# Statewide Financial Statistics — 2000

2000 Revenues	Sales or Local Tax	MVET	State Bridge Appropriation	Sales Tax Equalization	Fare Revenue	Vanpool Revenue	Federal Operating	State Operating	Other	Federal Capital	State Capital	Total Revenue
Ben Franklin Transit	\$7,177,315	\$785,521	\$2,451,200	N.A.	\$852,765	\$795,362	\$0	\$0	\$1,084,757	\$69,269	\$0	\$13,216,189
Clallam Transit System	\$2,152,645	\$1,234,040	\$767,400	\$325,438	\$507,485	\$44,282	\$102,816	\$0	\$203,245	\$694,473	\$0	\$6,031,824
Community Transit	\$2,834,494	\$8,678,939	\$6,857,400	N.A.	\$10,113,660	\$1,137,150	\$2,598,193	\$0	\$5,313,200	\$7,795,973	\$312,500	\$75,641,509
Cowlitz Transit Authority	\$841,127	\$867,177	\$310,800	N.A.	\$85,519	N.A.	\$0	\$0	\$0	\$1,066,400	\$0	\$3,171,023
C-TRAN	\$11,853,310	\$7,173,943	\$4,355,000	\$530,564	\$3,114,079	\$113,119	\$0	\$0	\$5,294,879	\$471,663	\$180,000	\$33,086,557
Everett Transit	\$7,140,044	\$193,071	\$556,000	N.A.	\$791,338	N.A.	\$614,000	\$0	\$1,753,989	\$9,962,091	\$0	\$21,010,533
Garfield County	\$8,000	\$8,000	\$0	N.A.	\$4,927	N.A.	\$0	\$12,500	\$0	\$0	\$0	\$33,427
Grant Transit Authority	\$1,526,479	\$1,341,076	\$657,800	\$144,091	\$48,693	N.A.	\$0	\$0	\$210,942	\$665,040	\$0	\$4,594,121
Grays Harbor Transp. Authority	\$3,206,341	\$1,436,560	\$772,700	\$27,030	\$452,628	\$0	\$105,200	\$0	\$217,060	\$332,335	\$0	\$6,549,854
Intercity Transit	\$8,041,630	\$4,785,089	\$2,763,000	N.A.	\$1,517,916	\$305,325	\$841,938	\$0	\$942,815	\$239,886	\$0	\$19,437,599
Island Transit	\$1,930,163	\$1,142,659	\$593,200	\$825,897	\$0	\$182,716	\$0	\$0	\$259,214	\$285,000	\$0	\$5,218,849
Jefferson Transit Authority	\$898,765	\$326,814	\$305,500	\$104,746	\$72,519	\$28,797	\$48,036	\$0	\$229,995	\$285,197	\$0	\$2,300,369
King County Metro Transit	\$239,234,385	\$46,731,266	\$35,973,300	N.A.	\$64,186,471	\$4,891,908	\$0	\$0	\$25,113,889	\$55,123,551	\$1,198,727	\$472,453,497
Kitsap Transit	\$12,681,342	\$54,389	\$2,936,100	\$1,644,608	\$2,597,232	\$197,059	\$123,323	\$0	\$1,198,863	\$976,417	\$836,062	\$23,145,395
Link Transit	\$4,992,917	\$21,521	\$1,472,400	N.A.	\$269,599	N.A.	\$0	\$0	\$1,265,548	\$225,835	\$5,521	\$8,253,341
Mason County Transp. Authority	\$732,261	\$700,663	\$124,700	\$332,831	\$36,132	N.A.	\$202,397	\$0	\$82,275	\$622,600	\$0	\$2,833,859
Pacific Transit	\$491,054	\$279,298	\$203,000	\$234,994	\$43,715	N.A.	\$21,595	\$59,823	\$49,021	\$401,857	\$0	\$1,784,357
Pierce Transit	\$25,788,866	\$296,941	\$8,423,900	N.A.	\$6,244,395	\$1,135,526	\$86,650	\$0	\$20,870,356	\$11,222,244	\$1,921,876	\$75,990,754
Pullman Transit	\$512,615	\$381,239	\$198,300	\$63,392	\$405,886	N.A.	\$200,371	\$0	\$37,179	\$41,921	\$0	\$1,840,903
Skagit Transit	\$3,253,607	\$2,461,469	\$1,074,200	N.A.	\$108,214	N.A.	\$0	\$0	\$423,362	\$408,460	\$0	\$7,729,312
Spokane Transit	\$17,124,880	\$1,369,679	\$5,774,100	N.A.	\$4,383,558	\$102,497	\$514,000	\$0	\$4,258,380	\$1,975,693	\$0	\$35,502,787
Twin Transit (Lewis County)	\$510,436	\$376,181	\$199,300	N.A.	\$79,536	N.A.	\$75,780	\$0	\$155,551	\$0	\$0	\$1,396,784
Valley Transit (Walla Walla County)	\$1,430,800	\$778,559	\$482,800	\$339,837	\$209,326	N.A.	\$0	\$0	\$352,712	\$0	\$0	\$3,594,034
Whatcom Transportation Authority	\$6,712,991	\$36,245	\$2,321,500	N.A.	\$774,724	\$55,475	\$0	\$0	\$7,021,608	\$621,844	\$3,200	\$17,547,587
Yakima Transit	\$3,644,353	\$285,197	\$351,700	N.A.	\$338,338	\$12,000	\$0	\$0	\$134,327	\$18,406	\$0	\$4,784,321
Subtotals	\$394,720,820	\$81,745,536	\$79,925,300	\$4,573,428	\$97,238,655	\$9,001,216	\$5,534,299	\$72,323	\$76,473,167	\$93,406,155	\$4,457,886	\$847,148,795
Sound Transit	\$197,670,221	\$51,437,025	\$0	N.A.	\$6,788,651	N.A.	\$0	\$0	\$68,515,409	\$113,863,049	\$0	\$438,274,355
Statewide Revenue Totals	\$592,391,041	\$133,182,561	\$79,925,300	\$4,573,428	\$104,027,306	\$9,001,216	\$5,534,299	\$72,323	\$144,988,576	\$207,269,204	\$4,457,886	\$1,285,423,140

Statewide Financial Statistics — 2000

1999 Operating Expenditures and Capital Obligations	Fixed Route*	Route Deviated	Demand Response	Vanpool	Debt Service	Other	Capital Obligations	Total Annual Obligations
Ben Franklin Transit	\$8,935,580	N.A.	\$3,997,567	\$722,890	\$0	\$0	\$442,105	\$14,098,142
Clallam Transit	\$3,770,837	N.A.	\$817,842	\$52,190	\$0	\$0	\$952,136	\$5,593,005
Community Transit	\$41,355,186	N.A.	\$4,352,473	\$2,012,747	\$857,157	\$287,670	\$12,099,698	\$60,964,931
Cowlitz Transit Authority	\$970,245	N.A.	\$453,066	N.A.	\$0	\$0	\$1,340,800	\$2,764,111
C-TRAN	\$18,347,197	N.A.	\$3,713,625	\$94,840	\$0	\$4,039,540	\$4,004,121	\$30,199,323
Everett Transit	\$6,181,742	N.A.	\$1,645,346	N.A.	\$0	\$46,440	\$11,720,908	\$19,594,436
Garfield County	N.A.	\$34,407	N.A.	N.A.	\$0	\$0	\$0	\$34,407
Grant Transit Authority	N.A.	\$1,492,294	\$86,942	N.A.	\$0	\$0	\$844,399	\$2,423,635
Grays Harbor Transp. Authority	\$3,546,485	N.A.	\$1,312,454	N.A.	\$0	\$168,000	\$575,178	\$5,604,117
Intercity Transit	\$7,757,205	N.A.	\$4,478,099	\$361,998	\$0	\$0	\$674,779	\$13,272,081
Island Transit	\$1,956,819	\$1,150,859	\$139,024	\$124,025	\$0	\$0	\$503,603	\$3,874,330
Jefferson Transit Authority	\$950,985	\$262,558	\$442,175	\$38,637	\$0	\$29,364	\$408,136	\$2,131,855
King County Metro Transit	\$300,092,887	N.A.	\$30,091,866	\$5,887,635	\$12,242,454	\$0	\$63,458,198	\$431,773,040
Kitsap Transit	\$10,778,529	N.A.	\$3,588,484	\$607,056	\$381,000	\$227,617	\$1,756,248	\$17,338,934
Link Transit	\$3,329,714	\$263,253	\$2,207,366	N.A.	\$909,201	\$66,480	\$847,217	\$7,623,221
Mason County Transp. Authority	N.A.	\$806,955	\$799,767	N.A.	\$0	\$0	\$734,120	\$2,340,842
Pacific Transit	\$523,774	N.A.	\$304,129	N.A.	\$0	\$0	\$503,724	\$1,331,627
Pierce Transit	\$39,070,162	N.A.	\$11,844,846	\$1,809,133	\$581,680	\$0	\$30,172,433	\$83,478,254
Pullman Transit	\$1,004,384	N.A.	\$327,317	N.A.	\$0	\$0	\$64,018	\$1,395,719
Skagit Transit	\$3,144,330	N.A.	\$921,913	N.A.	\$0	\$124,281	\$800,518	\$4,991,042
Sound Transit Commuter Rail	\$7,286,713	N.A.	N.A.	N.A.	N.A.	N.A.	\$541,814,104	\$549,100,817
Spokane Transit	\$24,931,229	N.A.	\$7,236,197	\$138,216	\$0	\$902,690	\$2,207,955	\$35,416,187
Twin Transit (Lewis County)	N.A.	\$1,005,588	\$93,415	N.A.	\$0	\$0	\$0	\$1,099,003
Valley Transit (Walla Walla County)	\$1,571,907	N.A.	\$433,662	N.A.	\$0	\$0	\$52	\$2,005,621
Whatcom Transportation Authority	\$7,383,983	N.A.	\$3,143,599	\$200,679	\$0	\$0	\$3,096,565	\$13,824,826
Yakima Transit	\$3,515,164	N.A.	\$628,182	\$10,000	\$0	\$0	\$46,999	\$4,200,34
Subtotals	\$496,407,057	\$5,015,914	\$83,059,346	\$12,060,046	\$14,971,492	\$5,892,082	\$699,067,914	\$1,316,473,851
Sound Transit Fixed Route	\$30,404,428	N.A.	N.A.	N.A.	\$17,163,888	\$19,310,960	N.A.	\$66,879,216
Statewide Obligation Totals	\$496,407,057	\$5,015,914	\$83,059,346	\$12,060,046	\$32,135,380	\$25,203,042	\$699,067,914	\$1,316,473,851

\* 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, Pierce Transit and King County Metro Transit which would be double counted if added to Statewide Obligation Totals