

Summary of Public Transportation – 2010



Washington State

Summary of Public Transportation – 2010

November 2011
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**Washington State
Department of Transportation**

Public Transportation Division

*with partial financial assistance through grants from the
U.S. Department of Transportation, Federal Transit Administration,
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Since 1978, the Washington State Department of Transportation (WSDOT) has prepared an annual report that summarizes the status of public transportation in Washington State. This report provides data to public transportation providers, Legislative Transportation committees, and local and regional governments.¹

There are currently 31 local public transit authorities in Washington State—20 of which are Public Transportation Benefit Areas (PTBA), five City Authorities, three County Authorities, two Unincorporated Transportation Benefit Area (UTBA), and one Regional District Authority. A map showing the location and service areas of these systems is provided at the end of this introduction. It is important to note that Whitman County UTBA did not provide any measureable transportation services for the 2010 calendar year and does not have any operating or financial data to include in this report.

This report also includes sections on Community and Tribal transportation providers, Medicaid Brokerage service providers, the Rural Intercity Bus network, Ferries in Washington State, and the Seattle monorail.

Organization of the Summary

This year's summary is organized into eight main sections and includes three appendices, with the bulk of the report devoted to profiles of each transit system's operating characteristics and services for 2010.

The Transit System profiles are sectioned according to the size of the system and are organized alphabetically. For the purposes of this summary, transit systems are referred to as "Urban" (serving a population greater than 200,000), "Small Urban" (serving a population between 50,000 and 200,000) and "Rural" (serving populations less than 50,000). Urbanized Areas (UZAs) are defined by the U.S. Census Bureau and include one or more incorporated cities (villages or towns) central city (or more than one) and are based on population and population density. UZAs do not conform to political boundaries such as a congressional or legislative districts. Current UZA definitions are based on the census figures for April 1, 2000, and took effect October 1, 2002. As a result of the 2010 U.S. Census, the current UZA definitions may change before the publishing of the next Summary of Public Transportation.

The Community and Tribal, Medicaid brokers, and Intercity Bus sections are organized alphabetically. Sections on ferry operations in Washington State and the Seattle Center Monorail are also included and precede the appendices.

Statewide Operations Overview

This section provides statewide totals on revenue, expenditures, level of service, and performance measures for public transportation systems in Washington State.

¹The annual Summary of Public Transportation is required by [RCW 35.58.2796](#). House Bill 1967 was signed into law on May 16, 2011 amending [RCW 35.58.2795](#) and [35.58.2796](#) as well as adding a new section to [Chapter 43.19 RCW](#).

Transit Systems

Serving Urban Areas

This section includes the operating and financial data as well as service characteristics for the 2008, 2009, and 2010 calendar years for the seven Urban transit systems:

- [C-TRAN](#)
- [Community Transit](#)
- [Everett Transit](#)
- [King County Metro](#)
- [Pierce Transit](#)
- [Sound Transit](#) (Puget Sound Regional Transit Authority)
- [Spokane Transit Authority](#)

Serving Small Urban Areas

This section includes the operating and financial data as well as service characteristics for the 2008, 2009, and 2010 calendar years for the 11 Small Urban transit systems:

- [Asotin County PTBA](#)
- [Ben Franklin Transit](#)
- [Cowlitz Transit Authority](#) (dba CUBS)
- [Intercity Transit](#)
- [Kitsap Transit](#)
- [Link Transit](#)
- [City of Selah Transportation Service](#)
- [Skagit Transit](#)
- [Union Gap Transit](#)
- [Whatcom Transportation Authority](#)
- [Yakima Transit](#)

Serving Rural Areas

This section includes the operating and financial data as well as service characteristics for the 2008, 2009, and 2010 calendar years for the 12 Rural transit systems:

- [Clallam Transit System](#)
- [Columbia County Public Transportation](#)
- [Garfield County Public Transportation](#)
- [Grant Transit Authority](#)
- [Grays Harbor Transportation Authority](#)
- [Island Transit](#)
- [Jefferson Transit Authority](#)
- [Mason County Transportation Authority](#)
- [Pacific Transit](#)
- [Pullman Transit](#)
- [Twin Transit](#)
- [Valley Transit](#)

Community Transportation Providers

This section describes the available features and operating characteristics for the community transportation providers that received Federal Transit Administration (FTA) §5311 funding through WSDOT grants process during the 2010 calendar year.

The following is a list of the Community Transportation Providers included in this report.

- [HopeSource](#)
- [Klickitat County Senior Services](#)
- [L.E.W.I.S. Mountain Highway Transit](#)
- [Lower Columbia Community Action Council](#)
- [Makah Public Transit](#) (Makah Tribal Council)
- [Okanogan County Transportation and Nutrition](#)
- [People For People – Moses Lake](#)
- [People For People – Yakima](#)
- [Rural Resources Community Action](#)
- [Skamania County Senior Services](#)
- [Special Mobility Services, Inc.](#)
- [Spokane Tribe of Indians](#)
- [Squaxin Island Tribe](#)
- [Thurston Regional Planning Council](#)

Medicaid Brokers

This section describes the available features and operating characteristics for Medicaid brokerage services provided in Washington State. Information for the Medicaid transportation brokers was provided by the Washington State Health Care Authority.

The following is a list of the Medicaid Brokers that provided transportation brokerage services during the 2010 calendar year.

- [COAST](#)
- [Hopelink](#)
- [Human Services Council](#)
- [Northwest Regional Council](#)
- [Paratransit Services](#)
- [People For People](#)
- [Special Mobility Services, Inc.](#)
- [Trancare](#)

Travel Washington – Rural Intercity Bus Program

This section describes the available features and characteristics for the Rural Intercity Bus Program in Washington State. The data elements are directly from the data that the Intercity Bus providers submitted to WSDOT as part of their FTA required National Transit Database (NTD) reporting for the 2010 calendar year.

The following is a list of the Intercity Bus Providers that received FTA §5311 Funding through WSDOT.

- [Apple Line](#) (Northwestern Trailways)
- [Dungeness Line](#) (Olympic Bus Lines)
- [Grape Line](#) (Central Washington Airporter)
- [Gold Line](#) (Central Washington Airporter)

Ferry Systems in Washington State

This section describes the available features and characteristics for Ferry Systems in Washington State, including the Washington State Ferries, which operates 22 ferry vessels, as well as data and information from 4 additional ferry systems

The following is a list of the Ferry Systems in Washington State that are included in this report.

- [King County Ferry District](#)
- [Kitsap Transit Foot Ferry](#)
- [Lummi Island Ferry](#)
- [Pierce County Ferry System](#)
- [Washington State Ferries](#)

Seattle Center Monorail

This section describes the available features and characteristics for the Seattle Monorail.

Summary of Statewide Statistics

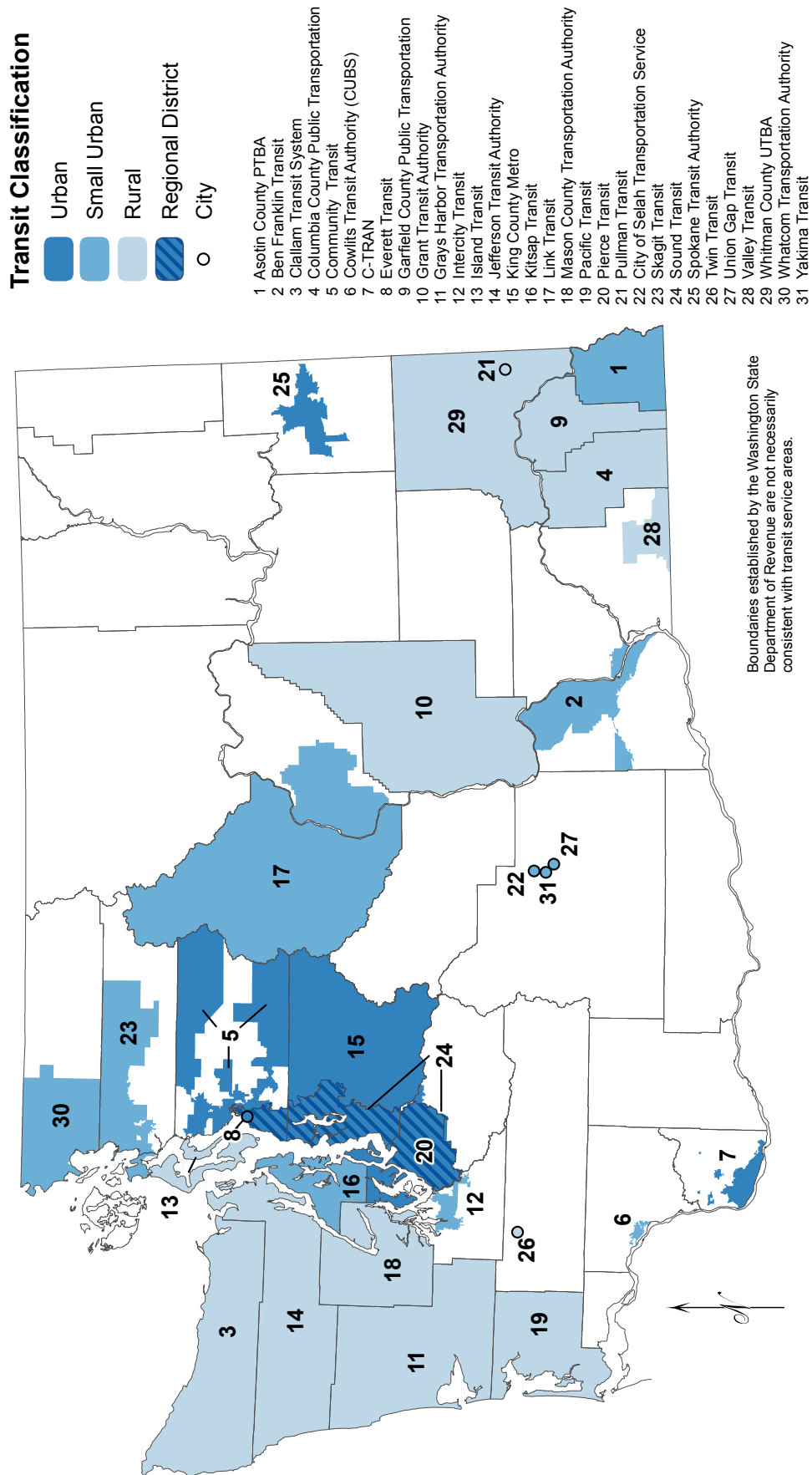
This section includes operational and financial information for the 30 transit systems operating in Washington State.

Appendices

The appendices include a glossary of terms related to public transportation, information about the Public Transportation Grants Competitive Awards and notes on the data collection for the 2010 Summary of Public Transportation.

- [Appendix 1 – Glossary](#)
- [Appendix 2 – Public Transportation Consolidated Grants 2009–2011](#)
- [Appendix 3 – Summary of Public Transportation Notes](#)

Washington State's Public Transit Authorities



Statewide Operations Overview

Results of Efforts to Increase Public Transportation Tax Rates

Increasing local tax rates to fund public transportation is a sensitive political issue. The process of winning consensus among voters involves a lot of public outreach to communicate the benefits of public transportation. Depending on the local political climate at the time, voters within the boundaries of the transportation benefit district approve or disapprove the increase of taxes to fund public transportation.

Between January of 2007 and the end of November 2011, ten transit systems have had increases to their sales and use taxes authorized by a local majority vote. The Cities of Selah and Union Gap, Cowlitz County, Island County, King County, Skagit County, the Walla Walla County PTBA, and the Sound Transit Regional Transit Authority had changes that went into effect prior to the end of the 2010 calendar year. Jefferson and Thurston counties measures didn't take effect until calendar year 2011.

Efforts to Create or Expand Transit Districts

The Washington State Department of Transportation Public Transportation Division has been providing technical assistance to several Eastern Washington communities regarding the establishment and/or expansion of public transportation districts. These include Kittitas (Ellensburg), Okanogan, Ferry, Lincoln, Pend Oreille, and Stevens counties. Although these communities had several public meetings, no elections were held. Whitman County was successful in October of 2009 in creating an Unincorporated Transportation Benefit Area.

Local Sales and Use Tax Authorized for Public Transportation in 2010

| Transit System | | Authority | Sales Tax | | 2010 Service Area Population |
|----------------|---------------------------------------|-----------|-----------|----------------|------------------------------|
| | | | Rate | Effective Date | |
| 1 | Asotin County PTBA | PTBA | 0.2% | 4/1/2005 | 21,700 |
| 2 | Ben Franklin Transit | PTBA | 0.6% | 7/1/2002 | 222,392 |
| 3 | C-TRAN | PTBA | 0.5% | 1/1/2006 | 366,951 |
| 4 | Clallam Transit System | PTBA | 0.6% | 1/1/2001 | 70,100 |
| 5 | Columbia County Public Transportation | CTA | 0.4% | 4/1/2006 | 4,150 |
| 6 | Community Transit | PTBA | 0.9% | 1/1/2002 | 516,099 |
| 7 | Cowlitz Transit Authority (CUBS) | PTBA | 0.3% | 4/1/2009 | 47,880 |
| 8 | Everett Transit | City | 0.6% | 1/1/2005 | 103,019 |
| 9 | Garfield County Public Transportation | UTBA | 0.0% | N/A | 775 |
| 10 | Grant Transit Authority | PTBA | 0.2% | 1996 | 87,700 |
| 11 | Grays Harbor Transportation Authority | CTA | 0.6% | 2000 | 72,797 |
| 12 | Intercity Transit | PTBA | 0.8% | 1/1/2011 | 156,070 |
| 13 | Island Transit | PTBA | 0.9% | 1/1/2010 | 81,100 |
| 14 | Jefferson Transit Authority | PTBA | 0.9% | 7/1/2011 | 29,300 |
| 15 | King County Metro | County | 0.9% | 4/1/2007 | 1,931,249 |
| 16 | Kitsap Transit | PTBA | 0.8% | 10/1/2001 | 248,300 |
| 17 | Link Transit | PTBA | 0.4% | 1990 | 106,154 |
| 18 | Mason County Transportation Authority | PTBA | 0.6% | 1/1/2001 | 57,100 |
| 19 | Pacific Transit | PTBA | 0.3% | 1979 | 22,100 |
| 20 | Pierce Transit | PTBA | 0.6% | 7/1/2002 | 758,510 |
| 21 | Pullman Transit | City | 0.0% | N/A | 29,799 |
| 22 | City of Selah Transportation Service | City | 0.3% | 7/1/2007 | 7,147 |
| 23 | Skagit Transit | PTBA | 0.4% | 4/1/2009 | 104,293 |
| 24 | Sound Transit | Regional | 0.9% | 4/1/2009 | 2,734,764 |
| 25 | Spokane Transit Authority | PTBA | 0.6% | 1/1/2005 | 398,461 |
| 26 | Twin Transit | PTBA | 0.2% | 4/1/2005 | 22,755 |
| 27 | Union Gap Transit | City | 0.2% | 4/1/2008 | 6,047 |
| 28 | Valley Transit | PTBA | 0.6% | 7/1/2010 | 50,054 |
| 29 | Whatcom Transportation Authority | PTBA | 0.6% | 2002 | 195,272 |
| 30 | Whitman County UTBA | UTBA | 0.0% | N/A | 14,977 |
| 31 | Yakima Transit | City | 0.3% | 1980 | 91,196 |
| Totals | | | | | 5,808,470 |

2010 Federal Transit Funding

| Area | Funding | Source | Purpose |
|---------------------|----------------------|---------------|--|
| Portland OR/WA | \$37,084,609 | §5307 | Urbanized Area Apportionments |
| Seattle, WA | \$96,013,644 | §5307 | Urbanized Area Apportionments |
| Spokane WA/ID | \$7,987,591 | §5307 | Urbanized Area Apportionments |
| Bellingham | \$1,856,360 | §5307 | Small Urbanized Area Apportionments |
| Bremerton | \$2,760,790 | §5307 | Small Urbanized Area Apportionments |
| Kennewick-Richland | \$2,915,306 | §5307 | Small Urbanized Area Apportionments |
| Lewiston, ID-WA | \$239,645 | §5307 | Small Urbanized Area Apportionments |
| Longview, WA-OR | \$849,969 | §5307 | Small Urbanized Area Apportionments |
| Marysville, WA | \$1,697,442 | §5307 | Small Urbanized Area Apportionments |
| Mount Vernon | \$937,584 | §5307 | Small Urbanized Area Apportionments |
| Olympia-Lacey | \$2,670,612 | §5307 | Small Urbanized Area Apportionments |
| Wenatchee | \$1,377,586 | §5307 | Small Urbanized Area Apportionments |
| Yakima | \$1,923,409 | §5307 | Small Urbanized Area Apportionments |
| Seattle, WA | \$1,232,509 | §5316 | Urbanized Area Apportionments |
| Spokane WA/ID | \$229,015 | §5316 | Urbanized Area Apportionments |
| Portland OR/WA | \$835,399 | §5316 | Urbanized Area Apportionments |
| Statewide | \$1,563,376 | §5316 | Small and Nonurbanized Area Apportionments |
| Seattle, WA | \$878,690 | §5317 | Urbanized Area Apportionments |
| Spokane WA/ID | \$124,824 | §5317 | Urbanized Area Apportionments |
| Portland OR/WA | \$515,782 | §5317 | Urbanized Area Apportionments |
| Statewide | \$961,000 | §5317 | Small and Nonurbanized Area Apportionments |
| Seattle, WA | \$5,415,058 | §5309 (FG) | Fixed Guideway |
| Mount Vernon | \$400,000 | §5309 (B) | Chuckanut Park and Ride Lot |
| Vancouver | \$1,850,600 | §5309 (B) | C-Tran Bus Replacement |
| Olympia-Lacey | \$1,735,200 | §5309 (B) | Intercity Transit Bus Replacement |
| Wenatchee | \$2,496,700 | §5309 (B) | Link Transit Bus Purchase |
| South Bend | \$250,000 | §5309 (B) | Pacific Transit Bus Replacement |
| Tacoma | \$1,272,700 | §5309 (B) | Pierce Transit Bus Purchase |
| Port Angeles | \$550,000 | §5309 (B) | Gateway International Multimodal Center |
| Spokane WA/ID | \$1,266,200 | §5309 (B) | Spokane Transit Bus Purchase |
| Tacoma | \$974,000 | §5309 (B) | Tacoma Intermodal Transit Center |
| Seattle, WA | \$600,000 | §5309 (B) | West Seattle RapidRide Bus Program |
| Bellingham | \$974,000 | §5309 (B) | Whatcom Transit Authority Bus Replacement |
| King County | \$9,368,193 | §5309 (NS) | Bellevue-Redmond BRT |
| Seattle, WA | \$3,144,294 | §5309 (NS) | Central Link Initial Segment |
| King County | \$6,815 | §5309 (NS) | Pacific Highway South BRT |
| Seattle, WA | \$110,000,000 | §5309 (NS) | Sound Transit - University Link LRT Extension |
| Vancouver, WA | \$1,704,500 | §5339 | C-Tran High Capacity Transit - Alternatives Analysis |
| Puyallup | \$1,461,000 | §5339 | Puyallup Bus Rapid Transit Project - Alternatives Analysis |
| King County | \$360,000 | §5339 | SE King County Commuter Rail and Transit Centers Feasibility Study |
| Annual Total | \$308,484,402 | | |

Local Funding

All local taxes for public transit for 2010 totaled \$1,317,503,018, accounting for 74.6 percent of the operating revenues for public transit systems. This figure includes: local sales tax revenues, utility tax revenues as well as MVET (Sound Transit). King County Metro represented 30.0 percent of the local taxes collected for public transit in 2010, while Sound Transit's local taxes represent 43.4 percent of the statewide local tax.

Farebox Revenue

Statewide farebox revenues increased 10.3 percent from \$202,032,856 in 2009 to \$222,923,395 in 2010. In 2010 farebox receipts accounted for 12.6 percent of the operating revenues for public transit systems.

The transit agencies that showed the largest increases in farebox revenues were:

- **Urban** – Sound Transit 29.4 percent
- **Small Urban** – CUBS 87.80 percent
- **Rural** – Valley 44.56 percent

The Transits that showed the largest decreases in farebox revenues were:

- **Urban** – Pierce Transit -9.17 percent
- **Small Urban** – Yakima -8.66 percent
- **Rural** – Jefferson -21.78 percent

Farebox Revenue by Service Mode, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------|
| Fixed Route | \$111,447,661 | \$116,974,694 | \$128,970,330 | \$172,786,910 | \$187,387,507 | \$201,842,038 | 7.71 |
| Route Deviated | \$503,502 | \$469,884 | \$485,567 | \$461,781 | \$538,718 | \$565,257 | 4.93 |
| Demand Response | \$2,528,786 | \$2,629,175 | \$3,288,112 | \$3,639,017 | \$3,625,137 | \$3,484,162 | -3.89 |
| Commuter Rail | \$2,684,000 | \$5,108,179 | \$6,731,888 | \$8,196,172 | \$7,766,691 | \$7,134,458 | -8.14 |
| Light Rail | \$211,571 | \$1,930 | \$0 | \$275,185 | \$2,714,803 | \$9,897,480 | 264.57 |
| Total | \$117,375,520 | \$125,183,862 | \$139,475,897 | \$185,359,066 | \$202,032,856 | \$222,923,395 | 10.34 |

Vanpool Revenues

Statewide vanpool revenues decreased 4.1 percent from \$22,000,021 in 2009 to \$21,107,839 in 2010.

In 2010 statewide vanpool revenue accounted for 1.2 percent of the total operating revenues for public transit systems.

Vanpool Revenues, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|---------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| Vanpool | \$11,789,034 | \$14,035,661 | \$15,274,455 | \$18,357,376 | \$22,000,021 | \$21,107,839 | -4.06 |

Operating and Capital Investment by Source

The 2010 statewide operating investment levels were:

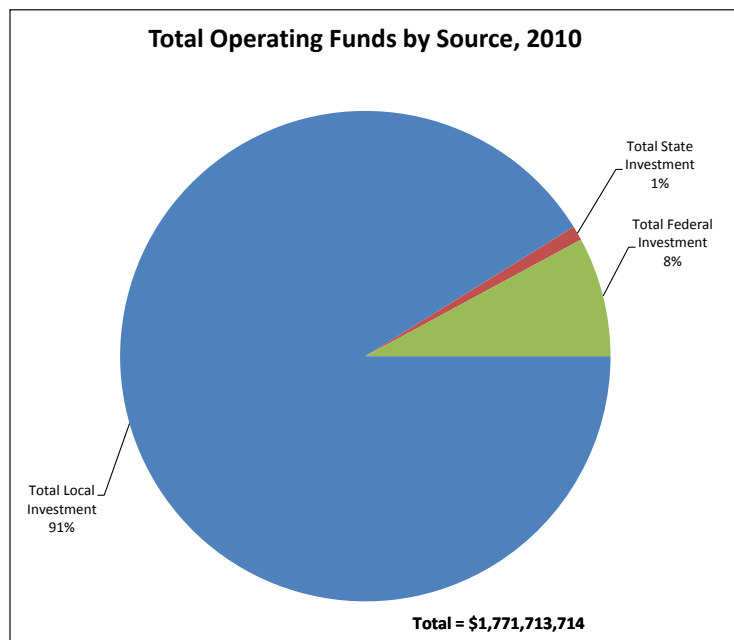
| | |
|-----------------------------|--------------------------------------|
| Total Local Investment: | \$1,615,077,776 (up 1.0% from 2009) |
| Total State Investment: | \$16,944,581 (down 10.24% from 2009) |
| Total Federal Investment: | \$139,691,357 (down 4.4% from 2009) |
| Total Operating Investment: | \$1,771,713,714 (up 0.43% from 2009) |

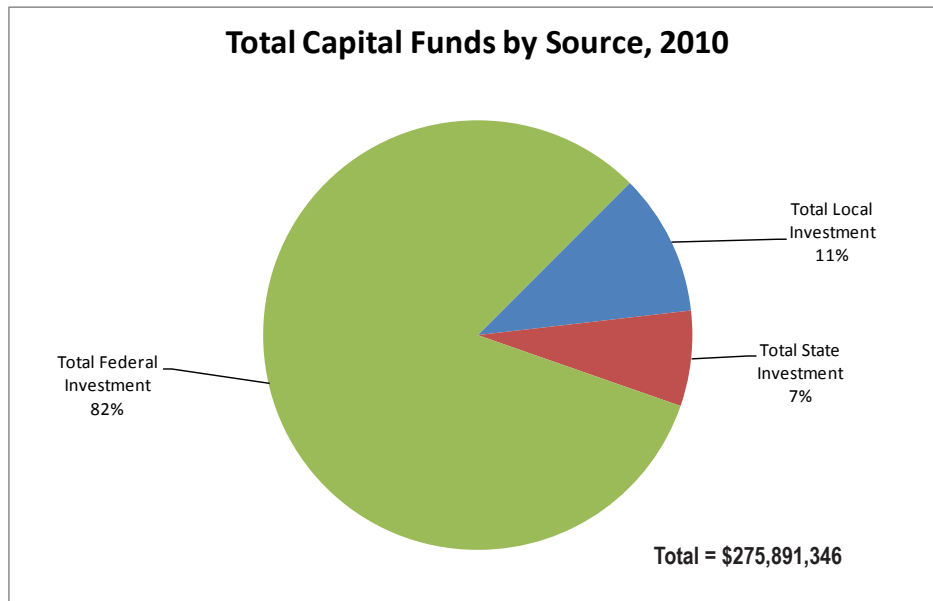
The 2010 capital investment levels were:

| | |
|---------------------------|-------------------------------------|
| Total Local Investment: | \$31,008,892 (down 7.7% from 2009) |
| Total State Investment: | \$19,661,789 (down 39.3% from 2009) |
| Total Federal Investment: | \$225,220,665 (up 3.0% from 2009) |
| Total Capital Investment: | \$275,891,346 (down 3.1% from 2009) |

Total Funds by Source, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % of Total |
|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------------|
| Operating | | | | | | | |
| Total Local Investment | \$1,166,770,045 | \$1,282,661,295 | \$1,417,871,997 | \$1,490,302,103 | \$1,599,144,109 | \$1,615,077,776 | 91.16 |
| Total State Investment | \$12,214,179 | \$16,175,376 | \$15,842,481 | \$19,186,918 | \$18,877,671 | \$16,944,581 | 0.96 |
| Total Federal Investment | \$43,252,678 | \$100,324,621 | \$79,572,107 | \$103,331,429 | \$146,044,346 | \$139,691,357 | 7.88 |
| Total | \$1,222,236,902 | \$1,399,161,292 | \$1,513,286,584 | \$1,612,820,450 | \$1,764,066,126 | \$1,771,713,714 | 100.00 |
| Capital | | | | | | | |
| Total Local Investment | \$390,788,964 | \$597,968,664 | \$852,154,587 | \$99,666,769 | \$33,596,616 | \$31,008,892 | 11.24 |
| Total State Investment | \$5,188,491 | \$10,845,920 | \$12,231,185 | \$23,440,696 | \$32,363,842 | \$19,661,789 | 7.13 |
| Total Federal Investment | \$257,919,203 | \$161,475,695 | \$157,697,174 | \$224,894,612 | \$218,703,094 | \$225,220,665 | 81.63 |
| Total | \$653,896,658 | \$770,290,279 | \$1,022,082,946 | \$348,002,077 | \$284,663,552 | \$275,891,346 | 100.00 |





The following table shows the changes in the specific modal operating expenses for public transportation in 2010 compared to 2009.

Operating Expense by Service Mode, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|----------------------|----------------------|----------------------|------------------------|------------------------|------------------------|-------------|
| Fixed Route | \$651,239,152 | \$692,839,806 | \$741,883,054 | \$860,065,737 | \$862,032,294 | \$883,842,808 | 2.53 |
| Route Deviated | \$8,726,891 | \$10,222,565 | \$12,490,440 | \$10,906,071 | \$11,674,848 | \$13,037,325 | 11.67 |
| Demand Response | \$123,902,612 | \$133,204,245 | \$142,385,614 | \$158,227,188 | \$153,512,114 | \$160,321,997 | 4.44 |
| Vanpool | \$16,912,404 | \$18,120,073 | \$21,269,209 | \$27,039,048 | \$25,958,491 | \$25,825,329 | -0.51 |
| Commuter Rail | \$22,198,000 | \$22,700,320 | \$24,851,744 | \$31,084,795 | \$34,020,024 | \$32,459,887 | -4.59 |
| Light Rail | \$5,877,123 | \$3,885,882 | \$3,376,195 | \$5,506,292 | \$23,105,329 | \$46,744,774 | 102.31 |
| Total | \$828,856,182 | \$880,972,891 | \$946,256,255 | \$1,092,829,131 | \$1,110,303,100 | \$1,162,232,120 | 4.68 |

Revenue Vehicle Hours and Revenue Vehicle Miles

Revenue Vehicle Hours

Between 2002 and 2009 there has been a general upward trend of increases in revenue vehicle hours across all public transportation services in Washington State. This trend slowed in 2007 with increases over 2006 in all but light rail, which showed decreases in both revenue vehicle hours and miles, and demand response which also showed a decrease in revenue vehicle hours.

In 2010, the most significant changes occurred in Light Rail, which showed a 95 percent increase over 2009, followed by Commuter Rail with an increase of nearly 7 percent.

Revenue vehicle hours for Light Rail more than doubled from 2007 to 2008, increased by nearly 400 percent between 2008 and 2009, and increased by over 95 percent in 2010.

Overall, there was a -0.87 percent decrease between 2009 and 2010, with Demand Response showing the largest decrease of 3.8 percent, followed by Route Deviated with a decrease of 1.2 percent. In 2010, Fixed Route and Demand Response accounted for 96.1 percent of all revenue vehicle hours.

Revenue Vehicle Hours by Service Mode, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|
| Fixed Route | 5,896,431 | 5,880,346 | 6,097,399 | 6,507,124 | 6,582,856 | 6,505,058 | -1.18 |
| Route Deviated | 126,555 | 132,647 | 150,092 | 149,478 | 147,488 | 145,722 | -1.20 |
| Demand Response | 1,834,347 | 1,912,686 | 1,893,897 | 2,034,134 | 2,003,165 | 1,926,059 | -3.85 |
| Commuter Rail | 14,201 | 16,855 | 19,329 | 27,006 | 36,010 | 38,518 | 6.96 |
| Light Rail | 20,179 | 10,208 | 10,034 | 21,107 | 81,107 | 158,433 | 95.34 |
| Total | 7,891,713 | 7,952,742 | 8,170,751 | 8,738,849 | 8,850,626 | 8,773,790 | -0.87 |

Revenue Vehicle Miles

Between 2002 and 2010 there has been a general upward trend of increases in revenue vehicle miles across all public transportation services in Washington State. Between 2009 and 2010, Route Deviated services showed a decrease in revenue vehicle miles of nearly 5.3 percent, and Vanpool decreased slightly by 0.07 percent. Total revenue vehicle miles showed a 0.06 percent increase between 2009 and 2010.

The most significant increase in revenue vehicle miles occurred in Light Rail with a 116 percent increase between 2009 and 2010. Since 2005, Light Rail has gone from just over 135 thousand, to over 2.7 million revenue vehicle miles.

Revenue Vehicle Miles by Service Mode, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-------------|
| Fixed Route | 83,695,305 | 80,846,858 | 83,413,193 | 89,674,035 | 90,747,416 | 90,112,525 | -0.70 |
| Route Deviated | 2,679,101 | 2,979,111 | 3,384,521 | 3,421,373 | 3,316,520 | 3,140,271 | -5.31 |
| Demand Response | 27,179,876 | 28,092,439 | 28,177,783 | 30,087,429 | 29,400,985 | 28,747,454 | -2.22 |
| Vanpool | 25,145,198 | 27,888,254 | 30,046,749 | 34,654,746 | 35,563,842 | 35,540,446 | -0.07 |
| Commuter Rail | 533,047 | 632,664 | 743,207 | 1,039,433 | 1,399,687 | 1,506,922 | 7.66 |
| Light Rail | 135,076 | 97,422 | 97,115 | 150,712 | 1,262,850 | 2,736,295 | 116.68 |
| Total | 139,367,603 | 140,536,748 | 145,862,568 | 159,027,728 | 161,691,300 | 161,783,913 | 0.06 |

Residents Within Transit District Boundaries

As of April 1, 2010 Washington State's Office of Financial Management official resident population for 2010 was 6,724,540. Of the total resident population approximately 5,808,470 residents lived within the boundaries of a transit district in 2010, representing an increase of 1.35 percent over 2009.

Disabled Residents With Disabilities

The Americans with Disabilities Act requires transit agencies to provide paratransit services (demand response) to individuals that cannot take the fixed-route bus because of a functional disability. This requirement for duplicative service is not required when the transit system provides route-deviated services.

Passenger Trips

For the purpose of this summary a passenger trip is defined as a single unlinked passenger trip (also known as a passenger boarding). It is important to note that in any analysis using passenger trip as a metric that a single trip does not necessarily equate to a single individual's commute to their destination. For example, a person could transfer from one bus to another or transfer from one mode of transport to another (a passenger ferry to a bus) and in both cases each boarding would be counted as a single passenger trip.

Passenger Trips by Service Mode, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------|
| Fixed Route | 159,162,843 | 164,825,977 | 176,373,343 | 203,522,098 | 194,724,308 | 187,858,821 | -3.53 |
| Route Deviated | 1,029,901 | 1,213,550 | 1,336,912 | 1,491,282 | 1,435,986 | 1,344,303 | -6.38 |
| Demand Response | 5,261,413 | 5,396,842 | 4,746,662 | 4,895,678 | 4,799,152 | 4,674,872 | -2.59 |
| Vanpool | 5,173,439 | 5,699,182 | 6,202,917 | 7,976,274 | 8,083,452 | 7,745,157 | -4.19 |
| Commuter Rail | 1,267,973 | 1,692,971 | 2,156,652 | 2,668,623 | 2,492,362 | 2,480,052 | -0.49 |
| Light Rail | 1,259,222 | 885,397 | 919,013 | 1,339,329 | 3,841,974 | 8,352,838 | 117.41 |
| Total | 173,154,791 | 179,713,919 | 191,735,499 | 221,893,284 | 215,377,234 | 212,456,043 | -1.36 |

Between 2005 and 2008, public transportation has reported an increase in total passenger trips. Since 2008, there has been a decline in passenger trips in every mode except Light Rail.

Between 2009 and 2010, Light Rail showed an increase in passenger trips of 117.4 percent.

Performance Measures for Public Transportation

RCW 35.58.2796 mandates that public transportation have measurable goals of its performance. The performance measures are as follows:

- Passenger Trips per Revenue Vehicle Hour
- Passenger Trips per Revenue Vehicle Mile
- Operating Costs per Revenue Vehicle Hour
- Operating Costs per Revenue Vehicle Mile
- Operating Costs per Passenger Trip
- Farebox Recovery

The performance measures reflect statewide data that is grouped according to size of communities served by transit agencies; urban, small urban, and rural. Performance measures for this summary report are reported in averages. Since averages are a commonly understood method of communicating complex sets of data, they are used throughout the Summary of Public Transportation.

Passenger Trips per Revenue Vehicle Hour

Reflects the number of passengers a transit system transports in an hour of service. Public transportation agencies are able to measure their effectiveness through two similar performance measures, passenger trips per revenue vehicle hour and passenger trips per revenue vehicle mile. Large urban areas will typically have higher values on these performance measures due to several factors: density of urban growth, frequency of bus operation, and size of buses.

Passenger Trips per Revenue Vehicle Hour, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|------|-------|-------|------|------|------|----------|
| Fixed Route | 27.0 | 28.0 | 28.9 | 31.3 | 29.6 | 28.9 | -2.37 |
| Route Deviated | 8.1 | 9.2 | 8.9 | 10.0 | 9.7 | 9.2 | -5.25 |
| Demand Response | 2.9 | 2.8 | 2.5 | 2.4 | 2.4 | 2.4 | 1.31 |
| Commuter Rail | 89.3 | 100.4 | 111.6 | 98.8 | 69.2 | 64.4 | -6.97 |
| Light Rail | 62.4 | 86.7 | 91.6 | 63.5 | 47.4 | 52.7 | 11.30 |

Passenger Trips per Revenue Vehicle Mile

Reflects the average number of passengers that a transit system transports per mile of service. The performance measure, passenger trip per vehicle revenue mile also illustrates a positive correlation between system size and the population within the boundaries of a transit agency. Population, urban density, size of buses, and frequency of buses, all affect passenger trip per revenue vehicle mile data.

Passenger Trips per Revenue Vehicle Mile, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|------|------|------|------|------|------|----------|
| Fixed Route | 1.9 | 2.0 | 2.1 | 2.3 | 2.1 | 2.1 | -2.85 |
| Route Deviated | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | -1.13 |
| Demand Response | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | -0.38 |
| Vanpool | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | -4.12 |
| Commuter Rail | 2.4 | 2.7 | 2.9 | 2.6 | 1.8 | 1.6 | -7.57 |
| Light Rail | 9.3 | 9.1 | 9.5 | 8.9 | 3.0 | 3.1 | 0.34 |

Operating Cost per Revenue Vehicle Hour/Mile

Reflects the overall operating costs per number of hours/miles a transit system provides revenue service. Other measures of efficiency for public transportation are the operating costs per revenue vehicle hour and operating costs per revenue vehicle mile. These performance measures account for administrative, fuel and labor, and maintenance costs in the overall operating expenses for a vehicle. The larger the transit service area, the farther the vehicles travel, thereby consuming more fuel and requiring more labor to operate, affecting both revenue and service vehicles.

Operating Costs per Revenue Vehicle Hour, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|---------|---------|---------|---------|-------|-------|----------|
| Fixed Route | \$110 | \$118 | \$122 | \$132 | \$131 | \$136 | 3.76 |
| Route Deviated | \$69 | \$77 | \$83 | \$73 | \$79 | \$89 | 13.02 |
| Demand Response | \$68 | \$70 | \$75 | \$78 | \$77 | \$83 | 8.62 |
| Commuter Rail | \$1,563 | \$1,347 | \$1,286 | \$1,151 | \$945 | \$843 | -10.80 |
| Light Rail | \$291 | \$381 | \$336 | \$261 | \$285 | \$295 | 3.57 |

Operating Costs per Revenue Vehicle Mile, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|---------|---------|---------|---------|---------|---------|----------|
| Fixed Route | \$7.78 | \$8.57 | \$8.89 | \$9.59 | \$9.50 | \$9.81 | 3.25 |
| Route Deviated | \$3.26 | \$3.43 | \$3.69 | \$3.19 | \$3.52 | \$4.15 | 17.94 |
| Demand Response | \$4.56 | \$4.74 | \$5.05 | \$5.26 | \$5.22 | \$5.57 | 6.81 |
| Vanpool | \$0.67 | \$0.65 | \$0.71 | \$0.78 | \$0.73 | \$0.73 | -0.45 |
| Commuter Rail | \$41.64 | \$35.88 | \$33.44 | \$29.91 | \$24.31 | \$21.54 | -11.38 |
| Light Rail | \$43.51 | \$39.89 | \$34.76 | \$36.54 | \$18.30 | \$17.08 | -6.63 |

Operating Costs per Passenger Trip

Reflects annual operating costs as a function of the number of passengers a transit system transports—less debt service, capital purchases, or typical transit costs such as rideshare coordination.

Many different variables affect operating costs per passenger trip data. 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, ineffective marketing, and/or less frequent service. Other economic factors such as gas prices may also affect ridership as people use their cars more or less depending on gas prices.

Operating Costs per Passenger Trip, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|---------|---------|---------|---------|---------|---------|----------|
| Fixed Route | \$4.09 | \$4.20 | \$4.21 | \$4.23 | \$4.43 | \$4.70 | 6.28 |
| Route Deviated | \$8.47 | \$8.40 | \$9.34 | \$7.31 | \$8.13 | \$9.70 | 19.29 |
| Demand Response | \$23.55 | \$24.68 | \$30.00 | \$32.32 | \$31.99 | \$34.29 | 7.21 |
| Vanpool | \$3.27 | \$3.18 | \$3.43 | \$3.39 | \$3.21 | \$3.33 | 3.83 |
| Commuter Rail | \$17.51 | \$13.41 | \$11.52 | \$11.65 | \$13.65 | \$13.09 | -4.11 |
| Light Rail | \$4.67 | \$4.39 | \$3.67 | \$4.11 | \$6.01 | \$5.60 | -6.94 |

Farebox Recovery/Vanpool Revenue Recovery

Farebox recovery is the percent of annual operating costs recovered by passengers paying fares for all transit services, except vanpools.

The largest indicator of farebox recovery is local policy. The lower farebox recovery rates that are typically seen in demand-response services are due to reduced fare, or fare-free policies that support ridership among special needs populations; elderly persons, and persons with disabilities. In addition, systems serving larger populations typically result in higher farebox recovery ratios.

Vanpool recovery is unique in that the fees vanpool participants pay is used to cover the costs of operating the vanpool. In some instances, vanpool fees are expected to cover a portion of capital costs. All vanpool revenue recovery policies are established by the transit agency's board of directors that reflect the specific characteristics of each transit agency. The differences in vanpool recovery may be attributed to how each transit agency defines the operating cost of their vanpool, since there is no standard for allocating operating costs.

For vanpools, the farebox recovery percentage is determined based on local policies.

Farebox Recovery/Vanpool Revenue Recovery, 2005-2010

| | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change |
|-----------------|-------|-------|-------|-------|-------|-------|----------|
| Fixed Route | 17.1% | 16.9% | 17.4% | 20.1% | 21.7% | 22.8% | 5.06% |
| Route Deviated | 5.8% | 4.6% | 3.9% | 4.2% | 4.6% | 4.3% | -6.04% |
| Demand Response | 2.0% | 2.0% | 2.3% | 2.3% | 2.4% | 2.2% | -7.97% |
| Vanpool | 69.7% | 77.5% | 71.8% | 4.3% | 84.8% | 81.7% | -3.56% |
| Commuter Rail | 12.1% | 22.5% | 27.1% | 26.4% | 22.8% | 22.0% | -3.73% |
| Light Rail | 3.6% | 0.0% | 0.0% | 5.0% | 11.7% | 21.2% | 80.20% |

Transit Systems Serving Urban Areas

Local public transportation systems serving populations more than 50,000 are considered “urbanized,” as defined by the U.S. Bureau of the Census as of April 1, 2000. The national census figures for April 1, 2000, for urbanized areas took effect October 1, 2002. The results of the 2010 U.S. Census were not published in time for inclusion in this document. Generally, transit systems are referred to as “Urban” (serving a population greater than 200,000), “Small Urban” (serving a population between 50,000 and 200,000) and “Rural” (serving populations less than 50,000).

The seven local Urban public transportation systems and the urbanized areas (UZA) they serve are:

- [C-TRAN](#) (Vancouver portion of Portland, OR-WA UZA)
- [Community Transit](#) (Suburban Snohomish County portion of Seattle, WA UZA and Marysville)
- [Everett Transit](#) (Everett portion of Seattle, WA UZA)
- [King County Metro Transit](#) (Seattle and King County suburban portions of Seattle, WA UZA)
- [Pierce Transit](#) (Tacoma)
- [Sound Transit](#) (Seattle, WA UZA and Tacoma)
- [Spokane Transit Authority](#) (Spokane, WA-ID UZA)

For the purpose of this summary, local public transportation systems in these urbanized areas are eligible to receive Federal Transit Administration (FTA) Section 5307 and Section 5309 Bus Discretionary funding appropriated by Congress for eligible projects. In addition, they may receive Section 5309 Fixed Guideway formula funding from the FTA, if they have any fixed guideway systems.

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System Snapshot

- **Service Area:** The city of Vancouver and its urban growth boundry; and the city limits of of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the town of Yacolt.
- **Congressional District:** 3
- **Legislative District:** 15, 17, 18, and 49
- **Type of Government:** PTBA
- **Governing Body:** Nine member Board of Directors comprised of three Clark County Commissioners, three city of Vancouver Council Members, one City Council Member from either Camas or Washougal, one City Council member from either Battle Ground or Yacolt, and one City Council Member from either Ridgefield or La Center
- **Tax Authorized:** 0.5 percent total sales and use tax—0.3 percent sales and use tax in November 1980, and an additional 0.2 percent in September 2005.
- **Fares:** C-TRAN's cash fare structure per boarding is as follows:
 - Fixed Route (C-Zone): \$1.60 per boarding (Youth, Honored, Medicare Card Holders; \$0.80)
 - Fixed Route (All-Zone): \$2.45 (Youth, Honored, Medicare Card Holders; \$1.20)
 - Fixed Route (Express): \$3.35
 - Paratransit (C-Zone): \$1.60
 - Paratransit (All-Zone): \$2.45
- **Intermodal Connections:** C-TRAN provides commuter express service from varied points in its Clark County service area directly into downtown Portland, Oregon where riders can access MAX Light Rail, Portland Streetcar and the Aerial Tram to their final destinations. C-TRAN's Limited express service provides access to MAX Light Rail stations located on the I-5 and I-205 corridors. C-TRAN's local routes provide service to Washington State University, Clark College, and many of the public elementary, middle and high schools within the service area. Connections with Skamania Transit to the east and the Cowlitz Community Action Program to the north are facilitated by C-TRAN at C-TRAN Transit Centers.
- **Transit Development Plan:** [C-TRAN TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 278,980 | 275,761 | 256,428 | -7.01 |
| Total Vehicle Hours | 303,127 | 299,155 | 279,432 | -6.59 |
| Revenue Vehicle Miles | 4,476,702 | 4,289,232 | 3,931,152 | -8.35 |
| Total Vehicle Miles | 5,125,849 | 4,970,800 | 4,618,039 | -7.10 |
| Passenger Trips | 6,984,933 | 6,201,190 | 6,317,040 | 1.87 |
| Diesel Fuel Consumed (gallons) | 1,015,753 | 977,065 | 923,216 | -5.51 |
| Employees - FTEs | 293.3 | 283.3 | 253.5 | -10.50 |
| Operating Expenses | \$28,240,702 | \$28,669,170 | \$28,235,748 | -1.51 |
| Farebox Revenues | \$6,346,589 | \$6,670,570 | \$6,793,511 | 1.84 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 88,258 | 80,971 | 80,555 | -0.51 |
| Total Vehicle Hours | 99,972 | 92,240 | 87,973 | -4.63 |
| Revenue Vehicle Miles | 1,348,396 | 1,250,801 | 1,253,477 | 0.21 |
| Total Vehicle Miles | 1,535,597 | 1,431,883 | 1,436,388 | 0.31 |
| Passenger Trips | 245,684 | 215,357 | 218,104 | 1.28 |
| Diesel Fuel Consumed (gallons) | 193,569 | 174,834 | 146,364 | -16.28 |
| Gasoline Fuel Consumed (gallons) | - | - | 12,123 | - |
| Employees - FTEs | 80.2 | 80.7 | 80.4 | -0.35 |
| Operating Expenses | \$8,799,279 | \$7,797,742 | \$7,800,955 | 0.04 |
| Farebox Revenues | \$266,498 | \$230,340 | \$336,942 | 46.28 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | - | 2,223 | 2,395 | 7.74 |
| Total Vehicle Hours | - | 2,223 | 2,395 | 7.74 |
| Revenue Vehicle Miles | - | 65,835 | 78,431 | 19.13 |
| Total Vehicle Miles | - | 65,835 | 78,431 | 19.13 |
| Passenger Trips | - | 14,086 | 17,426 | 23.71 |
| Gasoline Fuel Consumed (gallons) | - | 4,300 | 5,370 | 24.88 |
| Employees - FTEs | - | 0.3 | 0.3 | 13.33 |
| Operating Expenses | \$0 | \$91,525 | \$94,926 | 3.72 |
| Vanpool Revenue | \$0 | \$37,348 | \$46,697 | 25.03 |

| Revenues | | | | |
|---|---------------------|---------------------|---------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$24,256,571 | \$21,179,904 | \$22,008,102 | 3.91 |
| Farebox Revenues | \$6,613,087 | \$6,900,910 | \$7,130,453 | 3.33 |
| Vanpooling Revenue | \$0 | \$37,348 | \$46,697 | 25.03 |
| Federal Section §5307 Operating | \$129,750 | \$394,644 | \$331,205 | -16.07 |
| Federal Section §5307 Preventative | \$790,098 | \$5,456,820 | \$4,668,148 | -14.45 |
| FTA JARC (§5316) Program | \$118,634 | \$144,296 | \$172,444 | 19.51 |
| Other Federal Operating | \$14,370 | \$143,259 | \$64,852 | -54.73 |
| State Regional Mobility Operating Grants | \$0 | \$327,798 | \$312,518 | -4.66 |
| State Special Needs Grants | \$236,563 | \$0 | \$580,480 | - |
| Other State Operating Grants | \$435,989 | \$212,370 | \$229,384 | 8.01 |
| Other Operating Sub-Total | \$1,600,166 | \$566,269 | \$324,215 | -42.75 |
| Other-Interest | \$1,560,755 | \$528,076 | \$388,557 | -26.42 |
| Other-Gain (Loss) on Sale of Assets | \$25,881 | \$0 | -\$81,772 | - |
| Other-MISC | \$13,530 | \$38,193 | \$17,430 | -54.36 |
| Total (Excludes Capital Revenues) | \$34,195,228 | \$35,363,618 | \$35,868,498 | 1.43 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$9,515,737 | \$3,938,909 | \$3,504,860 | -11.02 |
| Federal Section §5309 Capital Grants | \$225,017 | \$0 | \$480,200 | - |
| CM/AQ and Other Federal Grants | \$480,001 | \$120,230 | \$2,044,076 | 1600.14 |
| Total Federal Capital | \$10,220,755 | \$4,059,139 | \$6,029,136 | 48.53 |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$198,010 | \$454,646 | \$0 | -100.00 |
| Other State Capital Funds | \$426,310 | \$0 | \$0 | - |
| Total State Capital | \$624,320 | \$454,646 | \$0 | -100.00 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$785,058 | \$0 | \$1,046,835 | - |
| Total Local Capital | \$785,058 | \$0 | \$1,046,835 | - |
| Other Expenditures | | | | |
| Other Expenditures | \$442,186 | \$673,732 | \$426,468 | -36.70 |
| Depreciation (Not included in Total Expenditures) | \$4,067,786 | \$5,122,488 | \$5,744,744 | 12.15 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$18,562,554 | \$8,689,369 | \$7,248,407 | -16.58 |
| Operating Reserve | \$0 | \$8,940,369 | \$13,266,496 | 48.39 |
| Working Capital | \$5,000,000 | \$10,845,000 | \$10,307,804 | -4.95 |
| Capital Reserve Funds | \$25,204,516 | \$17,400,919 | \$16,003,374 | -8.03 |
| Insurance Funds | \$3,000,000 | \$3,000,000 | \$3,786,758 | 26.23 |
| Total | \$51,767,070 | \$48,875,657 | \$50,612,839 | 3.55 |

| Total Funds by Source | | | | |
|------------------------------|---------------------|---------------------|---------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$32,912,010 | \$29,358,163 | \$29,935,935 | 82.48 |
| Total State Investment | \$672,552 | \$540,168 | \$1,122,382 | 3.09 |
| Total Federal Investment | \$1,052,852 | \$6,139,019 | \$5,236,649 | 14.43 |
| Total Operating | \$34,637,414 | \$36,037,350 | \$36,294,966 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$785,058 | \$0 | \$1,046,835 | 14.79 |
| Total State Investment | \$624,320 | \$454,646 | \$0 | 0.00 |
| Total Federal Investment | \$10,220,755 | \$4,059,139 | \$6,029,136 | 85.21 |
| Total Capital | \$11,630,133 | \$4,513,785 | \$7,075,971 | 100.00 |

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System Snapshot

- **Service Area:** Suburban and Rural Snohomish County
- **Congressional District:** 1 and 2
- **Legislative District:** 1, 10, 21, 32, 38, 39, and 44
- **Type of Government:** PTBA
- **Governing Body:** Nine voting members and one non-voting labor representative. The Board of Directors includes two members of the Snohomish County Council and seven elected officials appointed by their representative jurisdictions. The non-voting Labor Representative is selected by the Transit's collective bargaining units.
- **Tax Authorized:** 0.9 percent total sales and use tax—0.3 percent approved in June 1976, an additional 0.3 percent approved in February 1990, and an additional 0.3 percent approved in September 2001.
- **Fares:** January–May 2010
 - Local service regular fare; \$1.50
 - Commuter service South County regular fare; \$3.50
 - Commuter service North and East County regular fare; \$4.50
 - Paratransit service regular fare; \$1.50
 - Beginning in June 2010, the regular fare for local service and paratransit service increased to \$1.75.
- **Intermodal Connections:** Community Transit provides intermodal connections to Everett Transit, Island Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, Amtrak, Greyhound, and the Washington State Ferries, by serving a variety of transit centers, park and ride facilities, ferry terminals, and regional employment centers in Snohomish and King Counties. Service in Snohomish County includes nearly all the cities, major employment centers, many of the public schools, and two college campuses. Service in King County is limited to the Seattle central business district and University District.
- **Transit Development Plan:** Currently under revision by the transit system.

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 438,796 | 449,565 | 444,619 | -1.10% |
| Total Vehicle Hours | 515,352 | 532,970 | 522,128 | -2.03% |
| Revenue Vehicle Miles | 6,848,299 | 7,057,907 | 7,153,098 | 1.35% |
| Total Vehicle Miles | 8,990,170 | 9,393,926 | 9,269,453 | -1.33% |
| Passenger Trips | 8,864,677 | 8,521,071 | 7,337,474 | -13.89% |
| Diesel Fuel Consumed (gallons) | 1,816,953 | 1,916,914 | 1,912,387 | -0.24% |
| Employees - FTEs | 585.7 | 611.8 | 545.7 | -10.80% |
| Operating Expenses | \$66,554,958 | \$68,706,246 | \$66,725,954 | -2.88% |
| Farebox Revenues | \$9,057,871 | \$9,165,487 | \$9,741,508 | 6.28% |
| Fixed Route Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 63,894 | 63,922 | 54,426 | -14.86% |
| Total Vehicle Hours | 130,965 | 130,903 | 116,565 | -10.95% |
| Revenue Vehicle Miles | 1,454,047 | 1,461,601 | 1,272,040 | -12.97% |
| Total Vehicle Miles | 3,033,444 | 3,011,075 | 2,587,024 | -14.08% |
| Passenger Trips | 1,984,681 | 1,771,177 | 1,642,463 | -7.27% |
| Diesel Fuel Consumed (gallons) | 688,713 | 693,403 | 599,200 | -13.59% |
| Employees - FTEs | 155.5 | 154.0 | 135.5 | -12.01% |
| Operating Expenses | \$13,945,316 | \$13,549,427 | \$12,759,772 | -5.83% |
| Farebox Revenues | \$6,172,460 | \$5,842,849 | \$6,638,046 | 13.61% |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 103,795 | 103,188 | 99,012 | -4.05 |
| Total Vehicle Hours | 115,537 | 115,191 | 114,350 | -0.73 |
| Revenue Vehicle Miles | 1,733,901 | 1,824,704 | 1,778,032 | -2.56 |
| Total Vehicle Miles | 2,151,512 | 2,241,421 | 2,194,878 | -2.08 |
| Passenger Trips | 214,568 | 217,909 | 217,648 | -0.12 |
| Diesel Fuel Consumed (gallons) | 119,437 | 195,734 | 220,839 | 12.83 |
| Gasoline Fuel Consumed (gallons) | 142,333 | 52,267 | 2,124 | -95.94 |
| Employees - FTEs | 102.1 | 109.3 | 98.8 | -9.57 |
| Operating Expenses | \$8,401,128 | \$8,342,370 | \$8,522,739 | 2.16 |
| Farebox Revenues | \$274,305 | \$229,212 | \$280,741 | 22.48 |

| | 2008 | 2009 | 2010 | % Change |
|--|---------------------|---------------------|---------------------|---------------|
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 88,136 | 84,326 | 81,716 | -3.10 |
| Total Vehicle Hours | 88,136 | 84,326 | 81,716 | -3.10 |
| Revenue Vehicle Miles | 4,810,407 | 4,782,731 | 4,664,437 | -2.47 |
| Total Vehicle Miles | 4,810,407 | 4,782,731 | 4,664,437 | -2.47 |
| Passenger Trips | 854,850 | 862,341 | 843,551 | -2.18 |
| Gasoline Fuel Consumed (gallons) | 289,655 | 282,882 | 269,147 | -4.86 |
| Employees - FTEs | 17.0 | 19.2 | 19.9 | 3.65 |
| Operating Expenses | \$3,493,988 | \$3,676,890 | \$3,693,738 | 0.46 |
| Vanpool Revenue | \$2,136,079 | \$2,581,320 | \$2,605,099 | 0.92 |
| | | | | |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$69,185,113 | \$62,185,478 | \$62,633,947 | 0.72 |
| Farebox Revenues | \$15,504,636 | \$15,237,548 | \$16,660,295 | 9.34 |
| Vanpooling Revenue | \$2,136,079 | \$2,581,320 | \$2,605,099 | 0.92 |
| Federal Section §5307 Operating | \$0 | \$6,047,121 | \$2,739,137 | -54.70 |
| Federal Section §5307 Preventative | \$4,678,950 | \$5,450,672 | \$3,327,916 | -38.94 |
| FTA JARC (§5316) Program | \$108,909 | \$115,720 | \$133,408 | 15.29 |
| Other Federal Operating | \$0 | \$1,194,562 | \$2,436,235 | 103.94 |
| State Regional Mobility Operating Grants | \$0 | \$233,874 | \$2,266,126 | 868.95 |
| State Special Needs Grants | \$686,251 | \$398,859 | \$602,648 | 51.09 |
| Other State Operating Grants | \$56,109 | \$138,071 | \$128,847 | -6.68 |
| Other Operating Sub-Total | \$5,126,699 | \$2,796,871 | \$2,960,121 | 5.84 |
| Other-Advertising | \$1,139,451 | \$1,045,638 | \$670,922 | -35.84 |
| Other-Interest | \$3,256,105 | \$854,800 | \$259,161 | -69.68 |
| Other-Gain (Loss) on Sale of Assets | \$168,099 | \$149,235 | \$86,721 | -41.89 |
| Other-MISC | \$563,044 | \$747,198 | \$1,943,317 | 160.08 |
| Total (Excludes Capital Revenues) | \$97,482,746 | \$96,380,096 | \$96,493,779 | 0.12 |
| | | | | |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$10,069,850 | \$9,831,461 | \$10,376,860 | 5.55 |
| Federal Section §5309 Capital Grants | \$4,953,553 | \$4,030,519 | \$237,500 | -94.11 |
| CM/AQ and Other Federal Grants | \$561,077 | \$125,076 | \$174,747 | 39.71 |
| Total Federal Capital | \$15,584,480 | \$13,987,056 | \$10,789,107 | -22.86 |
| | | | | |
| State Capital Grant Revenues | | | | |
| State Regional Mobility Grants | \$2,033,154 | \$2,090,106 | \$1,857,070 | -11.15 |
| State Vanpool Grants | \$345,900 | \$456,300 | \$0 | -100.00 |
| Other State Capital Funds | \$57,550 | \$0 | \$0 | - |
| Total State Capital | \$2,436,604 | \$2,546,406 | \$1,857,070 | -27.07 |
| | | | | |

Originally \$5,672,138 of Local Capital Expenditures was errantly double reported for 2010. It was reported as part of Other-MISC Operating as well as part of Local Funds in the Local Capital Expenditures section. This error has been corrected in this section as well as in the Statewide Operations Overview (pages 9-10), in the Statewide Operations Summary table (pages 237-238), and in the Statewide Financial Statistics table (page 244).

| Expenditures | | | | |
|---|---------------------|---------------------|----------------------|-------------------|
| | 2008 | 2009 | 2010 | % Change |
| Local Capital Expenditures | | | | |
| Local Funds | \$13,762,090 | \$18,820,396 | \$13,890,070 | -26.20 |
| Total Local Capital | \$13,762,090 | \$18,820,396 | \$13,890,070 | -26.20 |
| Other Expenditures | | | | |
| Other Expenditures | \$2,234,114 | \$2,812,001 | \$1,558,249 | -44.59 |
| Depreciation (Not included in Total Expenditures) | \$12,063,533 | \$13,228,886 | \$15,650,181 | 18.30 |
| Debt Service | | | | |
| Interest | \$297,058 | \$263,308 | \$190,890 | -27.50 |
| Principal | \$1,125,000 | \$1,160,000 | \$0 | -100.00 |
| Total Debt Service | \$1,422,058 | \$1,423,308 | \$190,890 | -86.59 |
| Ending Balances, December 31 | | | | |
| General Fund | \$8,052,269 | \$10,581,182 | \$17,488,765 | 65.28 |
| Capital Reserve Funds | \$52,281,609 | \$45,192,367 | \$35,578,458 | -21.27 |
| Debt Service Funds | \$12,273,921 | \$12,542,042 | \$11,359,307 | -9.43 |
| Insurance Funds | \$3,480,882 | \$2,552,943 | \$3,424,116 | 34.12 |
| Total | \$76,088,681 | \$70,868,534 | \$67,850,646 | -4.26 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$94,186,641 | \$85,613,218 | \$92,089,849 | 88.78 |
| Total State Investment | \$742,360 | \$770,804 | \$2,997,621 | 2.89 |
| Total Federal Investment | \$4,787,859 | \$12,808,075 | \$8,636,696 | 8.33 |
| Total Operating | \$99,716,860 | \$99,192,097 | \$103,724,166 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$13,762,090 | \$18,820,396 | \$13,890,070 | 52.34 |
| Total State Investment | \$2,436,604 | \$2,546,406 | \$1,857,070 | 7.00 |
| Total Federal Investment | \$15,584,480 | \$13,987,056 | \$10,789,107 | 40.66 |
| Total Capital | \$31,783,174 | \$35,353,858 | \$26,536,247 | 100.00 |

Tom Hingson
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System Snapshot

- **Service Area:** City of Everett
- **Congressional District:** 1 and 2
- **Legislative District:** 21, 38, and 44
- **Type of Government:** City
- **Governing Body:** City Council
- **Tax Authorized:** 0.6 percent retail sales tax—0.3 percent approved in September 1978 and an additional 0.3 percent approved in September 2004.
- **Fares:** For fixed route – \$0.75 full fare; \$0.50 youth fare; free for seniors and people with disabilities; for paratransit – \$1.00.
- **Intermodal Connections:** Everett Transit service connects with Washington State Ferries, Community Transit, and Sound Transit at the Mukilteo Ferry Terminal. Connections with Greyhound, Amtrak, Sound Transit, Community Transit, Island Transit, and SKAT are available at the Everett Station located just east of the Everett central business district.
- **Transit Development Plan:** [Everett Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|---------------------|---------------------|---------------------|--------------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 111,650 | 117,636 | 129,722 | 10.27 |
| Total Vehicle Hours | 117,790 | 124,184 | 138,290 | 11.36 |
| Revenue Vehicle Miles | 1,377,928 | 1,452,306 | 1,610,676 | 10.90 |
| Total Vehicle Miles | 1,505,472 | 1,589,349 | 1,798,188 | 13.14 |
| Passenger Trips | 2,517,100 | 2,495,005 | 2,289,729 | -8.23 |
| Diesel Fuel Consumed (gallons) | 347,710 | 371,103 | 394,941 | 6.42 |
| Employees - FTEs | 119.0 | 113.0 | 117.0 | 3.54 |
| Operating Expenses | \$12,858,718 | \$13,340,826 | \$14,240,793 | 6.75 |
| Farebox Revenues | \$1,091,474 | \$1,076,498 | \$1,206,313 | 12.06 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 45,158 | 42,672 | 43,791 | 2.62 |
| Total Vehicle Hours | 47,850 | 45,361 | 46,511 | 2.54 |
| Revenue Vehicle Miles | 524,124 | 505,602 | 518,059 | 2.46 |
| Total Vehicle Miles | 578,050 | 558,879 | 570,665 | 2.11 |
| Passenger Trips | 111,684 | 108,952 | 113,581 | 4.25 |
| Gasoline Fuel Consumed (gallons) | 103,436 | 103,487 | 105,654 | 2.09 |
| Employees - FTEs | 41.0 | 41.0 | 40.0 | -2.44 |
| Operating Expenses | \$3,894,273 | \$3,772,835 | \$3,845,805 | 1.93 |
| Farebox Revenues | \$41,211 | \$47,157 | \$104,512 | 121.63 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$17,351,813 | \$14,489,333 | \$15,650,951 | 8.02 |
| Farebox Revenues | \$1,132,685 | \$1,123,655 | \$1,310,825 | 16.66 |
| Federal Section §5307 Operating | \$0 | \$1,969,815 | \$0 | -100.00 |
| Federal Section §5307 Preventative | \$0 | \$862,285 | \$0 | -100.00 |
| State Special Needs Grants | \$0 | \$575,274 | \$205,995 | -64.19 |
| Sales Tax Equalization | \$66,477 | \$173,633 | \$242,898 | 39.89 |
| Other State Operating Grants | \$0 | \$57,283 | \$42,950 | -25.02 |
| Other Operating Sub-Total | \$1,943,003 | \$1,216,856 | \$1,353,695 | 11.25 |
| Other-Advertising | \$0 | \$0 | \$130,037 | - |
| Other-Interest | \$619,352 | \$211,992 | \$383,706 | 81.00 |
| Other-Gain (Loss) on Sale of Assets | \$2,528 | \$7,800 | \$2,147 | -72.47 |
| Other-MISC | \$1,321,123 | \$997,064 | \$837,805 | -15.97 |
| Total (Excludes Capital Revenues) | \$20,493,978 | \$20,468,134 | \$18,807,314 | -8.11 |

| | 2008 | 2009 | 2010 | % Change |
|---|---------------------|---------------------|---------------------|---------------|
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$267,760 | \$1,434,314 | \$211,291 | -85.27 |
| Federal Section §5309 Capital Grants | \$98,159 | \$140,962 | \$0 | -100.00 |
| Total Federal Capital | \$365,919 | \$1,575,276 | \$211,291 | -86.59 |
| | | | | |
| State Capital Grant Revenues | | | | |
| State Regional Mobility Grants | \$82,654 | \$2,212,164 | \$802,834 | -63.71 |
| Total State Capital | \$82,654 | \$2,212,164 | \$802,834 | -63.71 |
| | | | | |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$452,400 | \$815,664 | \$1,921,389 | 135.56 |
| Total Local Capital | \$452,400 | \$815,664 | \$1,921,389 | 135.56 |
| | | | | |
| Other Expenditures | | | | |
| Other Expenditures | \$1,475,514 | \$3,060,508 | \$1,457,940 | -52.36 |
| Depreciation (Not included in Total Expenditures) | \$0 | \$0 | \$2,846,476 | - |
| | | | | |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$11,989,220 | \$10,134,314 | \$9,468,467 | -6.57 |
| Total | \$11,989,220 | \$10,134,314 | \$9,468,467 | -6.57 |
| | | | | |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$21,903,015 | \$19,890,352 | \$19,773,411 | 97.57 |
| Total State Investment | \$66,477 | \$806,190 | \$491,843 | 2.43 |
| Total Federal Investment | \$0 | \$2,832,100 | \$0 | 0.00 |
| Total Operating | \$21,969,492 | \$23,528,642 | \$20,265,254 | 100.00 |
| | | | | |
| Capital | | | | |
| Total Local Investment | \$452,400 | \$815,664 | \$1,921,389 | 65.45 |
| Total State Investment | \$82,654 | \$2,212,164 | \$802,834 | 27.35 |
| Total Federal Investment | \$365,919 | \$1,575,276 | \$211,291 | 7.20 |
| Total Capital | \$900,973 | \$4,603,104 | \$2,935,514 | 100.00 |

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System Snapshot

- **Service Area:** King County
- **Congressional District:** 7 and parts of 1, 2, 8 and 9
- **Legislative District:** 5, 11, 33, 34, 36, 37, 41, 43, 45, 46, 47, and 48.
Parts of 1, 25, 30, 31, 32, and 39
- **Type of Government:** County
- **Governing Body:** King County Council
- **Tax Authorized:** 0.9 percent total sales and use tax—0.3 percent sales approved in 1972, an additional 0.3 percent sales in 1980, an additional 0.2 percent sales in 2000, and an additional 0.1 percent sales in 2006
- **Fares:** Adult Off-Peak – \$2.25; One-Zone Peak– \$2.50; Two-Zone Peak – \$3.00
 - Senior; \$0.75
 - Youth; \$1.25
 - Paratransit; \$1.25
 - Child (under 6); Free
- **Intermodal Connections:** Metro transit provides service throughout King County. Metro provides service to nearly every major school, business and place of interest in the county. Connections with Sound Transit, Community Transit, Pierce Transit, Amtrak, the City of Seattle monorail, and Washington State Ferries at various transit centers and other locations in the region.
- **Transit Development Plan:** [King County Metro TDP](#).

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|---------------|---------------|---------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 3,085,041 | 3,063,924 | 3,032,576 | -1.02 |
| Total Vehicle Hours | 3,511,038 | 3,477,496 | 3,445,821 | -0.91 |
| Revenue Vehicle Miles | 34,984,800 | 34,662,302 | 34,282,979 | -1.09 |
| Total Vehicle Miles | 43,970,661 | 43,455,343 | 43,024,670 | -0.99 |
| Passenger Trips | 118,278,626 | 110,221,262 | 108,191,863 | -1.84 |
| Diesel Fuel Consumed (gallons) | 10,229,652 | 10,424,138 | 10,275,568 | -1.43 |
| Electricity Consumed (kWh) | 16,277,945 | 16,917,983 | 18,258,379 | 7.92 |
| Employees - FTEs | 3,098.9 | 3,086.2 | 3,172.5 | 2.80 |
| Operating Expenses | \$434,665,878 | \$429,308,880 | \$437,353,984 | 1.87 |
| Farebox Revenues | \$101,506,510 | \$111,830,450 | \$119,717,250 | 7.05 |
| Fixed Route Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | - | 71,947 | 78,012 | 8.43 |
| Total Vehicle Hours | - | 79,592 | 85,557 | 7.49 |
| Revenue Vehicle Miles | - | 831,493 | 902,405 | 8.53 |
| Total Vehicle Miles | - | 1,022,627 | 1,097,014 | 7.27 |
| Passenger Trips | - | 846,678 | 817,030 | -3.50 |
| Diesel Fuel Consumed (gallons) | - | 30,901 | 30,383 | -1.68 |
| Gasoline Fuel Consumed (gallons) | - | 138,981 | 143,684 | 3.38 |
| Employees - FTEs | - | 3.6 | - | -100.00 |
| Operating Expenses | \$0 | \$6,296,965 | \$7,659,725 | 21.64 |
| Farebox Revenues | \$0 | \$200,354 | \$195,726 | -2.31 |
| Light Rail Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 11,399 | 11,207 | 11,178 | -0.26 |
| Total Vehicle Hours | 11,532 | 11,340 | 11,312 | -0.25 |
| Revenue Vehicle Miles | 56,613 | 60,150 | 59,964 | -0.31 |
| Total Vehicle Miles | 56,893 | 60,433 | 60,248 | -0.31 |
| Passenger Trips | 413,253 | 451,203 | 520,933 | 15.45 |
| Electricity Consumed (kWh) | 545,440 | 556,000 | 555,000 | -0.18 |
| Employees - FTEs | 23.0 | 18.4 | 16.5 | -10.33 |
| Operating Expenses | \$2,459,635 | \$2,366,620 | \$2,267,364 | -4.19 |
| Farebox Revenues | \$275,185 | \$342,835 | \$288,740 | -15.78 |

| | 2008 | 2009 | 2010 | % Change |
|--|----------------------|----------------------|----------------------|---------------|
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 686,189 | 657,222 | 692,447 | 5.36 |
| Total Vehicle Hours | 783,317 | 742,809 | 787,996 | 6.08 |
| Revenue Vehicle Miles | 10,067,742 | 9,974,975 | 10,292,918 | 3.19 |
| Total Vehicle Miles | 11,651,625 | 11,469,647 | 12,003,833 | 4.66 |
| Passenger Trips | 1,145,480 | 1,142,452 | 1,257,902 | 10.11 |
| Diesel Fuel Consumed (gallons) | 1,140,089 | 1,109,007 | 1,167,105 | 5.24 |
| Gasoline Fuel Consumed (gallons) | 33,759 | 26,466 | 43,646 | 64.91 |
| Employees - FTEs | 680.0 | 650.7 | 684.5 | 5.19 |
| Operating Expenses | \$52,752,281 | \$51,791,811 | \$56,713,747 | 9.50 |
| Farebox Revenues | \$831,048 | \$850,905 | \$631,672 | -25.76 |
| | | | | |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 345,169 | 347,215 | 294,929 | -15.06 |
| Total Vehicle Hours | 345,169 | 347,215 | 294,929 | -15.06 |
| Revenue Vehicle Miles | 11,711,249 | 11,802,532 | 11,368,164 | -3.68 |
| Total Vehicle Miles | 11,711,249 | 11,802,532 | 11,368,164 | -3.68 |
| Passenger Trips | 3,138,787 | 3,172,678 | 2,849,585 | -10.18 |
| Gasoline Fuel Consumed (gallons) | 777,400 | 807,203 | 752,717 | -6.75 |
| Employees - FTEs | 37.6 | 32.7 | 35.4 | 8.26 |
| Operating Expenses | \$9,751,345 | \$8,973,302 | \$9,101,323 | 1.43 |
| Vanpool Revenue | \$8,049,283 | \$9,636,603 | \$8,728,042 | -9.43 |
| | | | | |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$445,428,008 | \$382,354,171 | \$373,092,691 | -2.42 |
| Utility Tax | \$0 | \$0 | \$22,173,801 | - |
| Farebox Revenues | \$102,612,743 | \$113,224,544 | \$120,833,388 | 6.72 |
| Vanpooling Revenue | \$8,049,283 | \$9,636,603 | \$8,728,042 | -9.43 |
| Federal Section §5307 Operating | \$10,436,068 | \$42,058,091 | \$46,972,918 | 11.69 |
| Federal Section §5307 Preventative | \$56,200,000 | \$44,357,144 | \$46,042,856 | 3.80 |
| Federal Section §5311 Operating | \$0 | \$117,951 | \$0 | -100.00 |
| FTA JARC (§5316) Program | \$1,382,106 | \$178,109 | \$181,628 | 1.98 |
| Other Federal Operating | \$377,754 | \$53,703 | \$1,358,597 | 2429.83 |
| State Regional Mobility Operating Grants | \$244,119 | \$150,750 | \$0 | -100.00 |
| State Special Needs Grants | \$2,113,887 | \$2,631,832 | \$0 | -100.00 |
| Other State Operating Grants | \$476,235 | \$0 | \$0 | - |
| Other Operating Sub-Total | \$23,155,881 | \$40,405,924 | \$10,208,116 | -74.74 |
| Other-Advertising | \$6,100,000 | \$6,398,000 | \$5,649,779 | -11.69 |
| Other-Interest | \$7,300,000 | \$5,701,000 | \$4,558,337 | -20.04 |
| Other-Gain (Loss) on Sale of Assets | \$0 | \$14,017,000 | \$0 | -100.00 |
| Other-MISC | \$9,755,881 | \$14,289,924 | \$0 | -100.00 |
| Total (Excludes Capital Revenues) | \$650,476,084 | \$635,168,823 | \$629,592,037 | -0.88 |
| | | | | |

| | 2008 | 2009 | 2010 | % Change |
|---|----------------------|----------------------|----------------------|----------------|
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$10,812,585 | \$7,545,282 | \$7,625,404 | 1.06 |
| Federal Section §5309 Capital Grants | \$5,513,549 | \$21,230,850 | \$5,520,023 | -74.00 |
| Federal STP Grants | \$1,846,220 | \$21,448 | \$0 | -100.00 |
| CM/AQ and Other Federal Grants | \$4,517,525 | \$1,207,536 | \$1,344,687 | 11.36 |
| Total Federal Capital | \$22,689,879 | \$30,005,116 | \$14,490,114 | -51.71 |
| State Capital Grant Revenues | | | | |
| State Regional Mobility Grants | \$483,329 | \$1,940,766 | \$0 | -100.00 |
| State Special Needs Grants | \$1,101,045 | \$180,761 | \$0 | -100.00 |
| State Vanpool Grants | \$2,804,585 | \$0 | \$0 | - |
| Other State Capital Funds | \$130,967 | \$765,045 | \$0 | -100.00 |
| Total State Capital | \$4,519,926 | \$2,886,572 | \$0 | -100.00 |
| Expenditures | | | | |
| Other Expenditures | | | | |
| Other Expenditures | \$1,415,747 | \$12,862,205 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | | \$116,450,879 | \$102,354,424 | -12.11 |
| Debt Service | | | | |
| Interest | \$7,904,000 | \$6,367,000 | \$6,309,163 | -0.91 |
| Principal | \$7,405,000 | \$8,285,000 | \$9,490,000 | 14.54 |
| Total Debt Service | \$15,309,000 | \$14,652,000 | \$15,799,163 | 7.83 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$177,889,584 | \$142,100,150 | \$162,459,630 | 14.33 |
| Debt Service Funds | \$0 | \$0 | \$15,799,923 | - |
| Other (Please Explain in Comments Section at End) | \$202,820,038 | \$246,191,852 | \$207,653,131 | -15.65 |
| Total | \$380,709,622 | \$388,292,002 | \$385,912,684 | -0.61 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$580,661,662 | \$558,483,447 | \$535,036,038 | 84.98 |
| Total State Investment | \$2,834,241 | \$2,782,582 | \$0 | 0.00 |
| Total Federal Investment | \$68,395,928 | \$86,764,998 | \$94,555,999 | 15.02 |
| Total Operating | \$651,891,831 | \$648,031,028 | \$629,592,037 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | 0.00 |
| Total State Investment | \$4,519,926 | \$2,886,572 | \$0 | 0.00 |
| Total Federal Investment | \$22,689,879 | \$30,005,116 | \$14,490,114 | 100.00 |
| Total Capital | \$27,209,805 | \$32,891,688 | \$14,490,114 | 100.00 |

Lynne Griffith
Chief Executive Officer
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System Snapshot

- **Service Area:** Central and northern Pierce County, including Gig Harbor and Key Peninsula areas.
- **Congressional District:** 6, 8, and 9
- **Legislative District:** 2, 25, 26, 27, 28, 29, and 31
- **Type of Government:** PTBA
- **Governing Body:** Board of Commissioners
- **Tax Authorized:** 0.6 percent total sales and use tax collected in the public transportation benefit area
- **Fares:** Adult Fare \$1.75; Senior/People with Disabilities/Youth Fare \$.75
- **Intermodal Connections:** Pierce Transit's service area includes the incorporated cities and towns of Bonney Lake, Buckley, DuPont, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Orting, Pacific, Puyallup, Ruston, Steilacoom, Sumner, Tacoma and University Place, along with the portion of Auburn in Pierce County and some unincorporated areas of Pierce County. Connections with Greyhound, Sound Transit, Amtrak and Intercity Transit are available within the service area.
- **Transit Development Plan:** Currently under revision by the transit system.

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 600,858 | 586,199 | 563,200 | -3.92 |
| Total Vehicle Hours | 660,593 | 642,575 | 618,508 | -3.75 |
| Revenue Vehicle Miles | 7,483,309 | 7,271,281 | 6,959,366 | -4.29 |
| Total Vehicle Miles | 8,653,112 | 8,404,195 | 8,047,389 | -4.25 |
| Passenger Trips | 14,985,356 | 14,251,299 | 14,008,679 | -1.70 |
| Diesel Fuel Consumed (gallons) | 11 | - | - | - |
| Gasoline Fuel Consumed (gallons) | 190,824 | 47,626 | 45,088 | -5.33 |
| CNG Fuel Consumed (Therms) | 3,106,347 | 2,421,910 | 2,868,483 | 18.44 |
| Employees - FTEs | 724.0 | 648.9 | 602.0 | -7.23 |
| Operating Expenses | \$69,340,588 | \$67,983,187 | \$70,530,435 | 3.75 |
| Farebox Revenues | \$11,554,497 | \$12,796,106 | \$11,619,743 | -9.19 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 204,007 | 212,439 | 52,118 | -75.47 |
| Total Vehicle Hours | 241,941 | 250,252 | 57,864 | -76.88 |
| Revenue Vehicle Miles | 3,010,770 | 3,059,305 | 751,410 | -75.44 |
| Total Vehicle Miles | 3,468,749 | 3,513,980 | 853,622 | -75.71 |
| Passenger Trips | 451,646 | 463,324 | 124,729 | -73.08 |
| Gasoline Fuel Consumed (gallons) | 401,912 | 472,325 | 130,855 | -72.30 |
| Employees - FTEs | 70.0 | 65.4 | 56.0 | -14.37 |
| Operating Expenses | \$17,637,236 | \$17,806,552 | \$6,086,477 | -65.82 |
| Farebox Revenues | \$337,001 | \$404,889 | \$103,634 | -74.40 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | - | - | 149,844 | - |
| Total Vehicle Hours | - | - | 167,597 | - |
| Revenue Vehicle Miles | - | - | 2,261,378 | - |
| Total Vehicle Miles | - | - | 2,609,937 | - |
| Passenger Trips | - | - | 321,241 | - |
| Gasoline Fuel Consumed (gallons) | - | - | 341,403 | - |
| Operating Expenses | \$0 | \$0 | \$11,511,162 | - |
| Farebox Revenues | \$0 | \$0 | \$266,697 | - |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 147,632 | 134,818 | 137,846 | 2.25 |
| Total Vehicle Hours | 147,632 | 134,818 | 137,846 | 2.25 |
| Revenue Vehicle Miles | 4,251,364 | 4,476,811 | 4,542,494 | 1.47 |
| Total Vehicle Miles | 4,251,364 | 4,476,811 | 4,542,494 | 1.47 |
| Passenger Trips | 852,070 | 846,040 | 825,212 | -2.46 |
| Gasoline Fuel Consumed (gallons) | 324,425 | 338,911 | 331,119 | -2.30 |
| Employees - FTEs | 32.0 | 27.5 | 24.0 | -12.73 |
| Operating Expenses | \$4,289,260 | \$4,097,790 | \$4,315,981 | 5.32 |
| Vanpool Revenue | \$2,230,211 | \$2,539,666 | \$2,514,731 | -0.98 |

| Revenues | | | | |
|---|----------------------|---------------------|---------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$71,752,351 | \$63,335,030 | \$65,338,852 | 3.16 |
| Farebox Revenues | \$11,891,498 | \$13,200,995 | \$11,990,074 | -9.17 |
| Vanpooling Revenue | \$2,230,211 | \$2,539,666 | \$2,514,731 | -0.98 |
| Federal Section §5307 Operating | \$0 | \$4,400,000 | \$7,434,962 | 68.98 |
| Federal Section §5307 Preventative | \$7,936,457 | \$8,406,991 | \$1,392,028 | -83.44 |
| State Special Needs Grants | \$1,483,512 | \$506,076 | \$1,012,152 | 100.00 |
| Sales Tax Equalization | \$0 | \$0 | \$85,858 | - |
| Other State Operating Grants | \$156,331 | \$76,520 | \$0 | -100.00 |
| Other Operating Sub-Total | \$5,045,423 | \$2,400,090 | \$3,926,293 | 63.59 |
| Other-Advertising | \$968,104 | \$905,896 | \$1,120,406 | 23.68 |
| Other-Interest | \$3,220,825 | \$1,014,361 | \$346,746 | -65.82 |
| Other-Gain (Loss) on Sale of Assets | \$122,190 | \$91,084 | \$368,928 | 305.04 |
| Other-MISC | \$734,304 | \$388,749 | \$2,090,213 | 437.68 |
| Total (Excludes Capital Revenues) | \$100,495,783 | \$94,865,368 | \$93,694,950 | -1.23 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$3,172,893 | \$1,474,753 | \$6,741,534 | 357.13 |
| CM/AQ and Other Federal Grants | \$148,056 | \$96,502 | \$82,380 | -14.63 |
| Total Federal Capital | \$3,320,949 | \$1,571,255 | \$6,823,914 | 334.30 |
| State Capital Grant Revenues | | | | |
| Other State Capital Funds | \$223,262 | \$0 | \$478,620 | - |
| Total State Capital | \$223,262 | \$0 | \$478,620 | - |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$5,191,984 | \$1,246,058 | \$1,839,931 | 47.66 |
| Total Local Capital | \$5,191,984 | \$1,246,058 | \$1,839,931 | 47.66 |
| Other Expenditures | | | | |
| Other Expenditures | \$1,203,449 | \$1,562,685 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | \$14,117,400 | \$14,005,135 | \$12,828,624 | -8.40 |
| Debt Service | | | | |
| Interest | \$77,616 | \$45,252 | \$0 | -100.00 |
| Principal | \$415,000 | \$1,335,000 | \$0 | -100.00 |
| Total Debt Service | \$492,616 | \$1,380,252 | \$0 | -100.00 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$69,962,213 | \$68,391,855 | \$65,244,204 | -4.60 |
| Capital Reserve Funds | \$35,314,759 | \$25,366,574 | \$25,689,792 | 1.27 |
| Insurance Funds | \$3,007,462 | \$2,441,344 | \$3,027,900 | 24.03 |
| Total | \$108,284,434 | \$96,199,773 | \$93,961,896 | -2.33 |

| Total Funds by Source | | | | |
|------------------------------|----------------------|---------------------|---------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$92,122,932 | \$83,038,466 | \$83,769,950 | 89.41 |
| Total State Investment | \$1,639,843 | \$582,596 | \$1,098,010 | 1.17 |
| Total Federal Investment | \$7,936,457 | \$12,806,991 | \$8,826,990 | 9.42 |
| Total Operating | \$101,699,232 | \$96,428,053 | \$93,694,950 | 100.00 |
| | | | | |
| Capital | | | | |
| Total Local Investment | \$5,191,984 | \$1,246,058 | \$1,839,931 | 20.13 |
| Total State Investment | \$223,262 | \$0 | \$478,620 | 5.24 |
| Total Federal Investment | \$3,320,949 | \$1,571,255 | \$6,823,914 | 74.64 |
| Total Capital | \$8,736,195 | \$2,817,313 | \$9,142,465 | 100.00 |

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System Snapshot

- **Service Area:** The tax district stretches 76 miles and includes the major cities and employment centers in Snohomish, King and Pierce counties. It includes 51 cities and about 2.7 million people.
- **Congressional District:** 1, 2, 6, 7, 8, and 9
- **Legislative District:** 25
- **Type of Government:** Regional Transit Authority
- **Governing Body:** Sound Transit is governed by an 18 member Board, 17 of whom are appointed by the respective member county executives and confirmed by the council of each member county. Membership is based on the population from the portion of each county that lies within Sound Transit's service area. Representation on the Board includes an elected official representing the largest city in each county and ensures proportional representation from other cities and from unincorporated areas of each county. The final board position is held by the Secretary of Transportation, Washington State Department of Transportation.
- **Tax Authorized:** Sound Transit's taxing and service area boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act. On November 5, 1996, voters approved local funding for Sound Move, a regional high-capacity transit plan that included a 0.4 percent local sales and use tax, a 0.3 percent motor vehicle excise tax, and a 0.8 percent rental car tax to finance construction and operation of the regional transit system. On November 4, 2008, voters approved additional local funding as part of the Sound Transit 2 (ST2) plan. This transit plan included a new 15-year construction program of light rail, commuter rail and regional bus service by extending the Sound Move taxes, as well as increasing the local sales and use tax by an additional 0.5 percent to a total of 0.9 percent.
- **Fares:** On ST Express, Sound Transit employs a zone-based fare structure, consisting of five zones. Trips within Pierce or Snohomish County are one zone. A trip costs more when it crosses a county line, or when crossing a zone boundary within King County. King County is divided into three zones: Seattle/North King County, East King County, and South King County. Single-ride fares for adults are \$2.00 for one zone, \$2.50 for two zones, and \$3.00 for multi-county trips.
- **Transit Development Plan:** [Sound Transit TDP](#)
- **Revised Targets:** [Sound Transit Revised Ridership Targets](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 429,483 | 455,500 | 465,650 | 2.23 |
| Total Vehicle Hours | 514,723 | 549,500 | 557,016 | 1.37 |
| Revenue Vehicle Miles | 8,243,509 | 8,670,800 | 9,076,854 | 4.68 |
| Total Vehicle Miles | 10,442,179 | 11,003,200 | 11,595,069 | 5.38 |
| Passenger Trips | 10,502,086 | 11,142,117 | 10,461,590 | -6.11 |
| Diesel Fuel Consumed (gallons) | - | 2,237,000 | 2,293,213 | 2.51 |
| CNG Fuel Consumed (Therms) | 252,270 | 205,900 | 291,110 | 41.38 |
| Employees - FTEs | 568.2 | 504.3 | 502.2 | -0.42 |
| Operating Expenses | \$68,995,224 | \$71,870,445 | \$81,390,458 | 13.25 |
| Farebox Revenues | \$14,772,810 | \$15,110,545 | \$15,514,636 | 2.67 |
| Fixed Route Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 75,226 | 80,700 | 87,210 | 8.07 |
| Total Vehicle Hours | 115,898 | 127,000 | 136,942 | 7.83 |
| Revenue Vehicle Miles | 2,046,858 | 2,159,800 | 2,347,355 | 8.68 |
| Total Vehicle Miles | 2,445,260 | 2,736,700 | 3,059,800 | 11.81 |
| Passenger Trips | 2,526,400 | 2,642,636 | 2,631,195 | -0.43 |
| Diesel Fuel Consumed (gallons) | - | 581,400 | 642,310 | 10.48 |
| CNG Fuel Consumed (Therms) | 95,863 | - | - | - |
| Employees - FTEs | - | 114.6 | 137.1 | 19.63 |
| Operating Expenses | \$12,163,858 | \$12,326,703 | \$14,094,123 | 14.34 |
| Farebox Revenues | \$3,641,733 | \$3,799,016 | \$5,331,173 | 40.33 |
| Commuter Rail Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 27,006 | 36,010 | 38,518 | 6.96 |
| Total Vehicle Hours | 33,799 | 44,218 | 47,270 | 6.90 |
| Revenue Vehicle Miles | 1,039,433 | 1,399,687 | 1,506,922 | 7.66 |
| Total Vehicle Miles | 1,052,986 | 1,417,997 | 1,527,240 | 7.70 |
| Passenger Trips | 2,668,623 | 2,492,362 | 2,480,052 | -0.49 |
| Diesel Fuel Consumed (gallons) | 1,049,633 | 1,119,629 | 1,112,851 | -0.61 |
| Employees - FTEs | 4.0 | 4.0 | 33.9 | 747.50 |
| Operating Expenses | \$31,084,795 | \$34,020,024 | \$32,459,887 | -4.59 |
| Farebox Revenues | \$8,196,172 | \$7,766,691 | \$7,134,458 | -8.14 |
| Light Rail Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 9,708 | 9,400 | 9,724 | 3.45 |
| Total Vehicle Hours | 9,888 | 9,600 | 9,859 | 2.70 |
| Revenue Vehicle Miles | 94,099 | 89,400 | 90,168 | 0.86 |
| Total Vehicle Miles | 94,499 | 89,600 | 90,454 | 0.95 |
| Passenger Trips | 926,076 | 889,620 | 873,073 | -1.86 |
| Electricity Consumed (kWh) | 418,365 | 413,000 | 407,018 | -1.45 |
| Employees - FTEs | 14.0 | 18.5 | 15.8 | -14.59 |
| Operating Expenses | \$3,046,657 | \$3,305,619 | \$3,099,768 | -6.23 |

| | 2008 | 2009 | 2010 | % Change |
|---|----------------------|----------------------|----------------------|----------|
| Light Rail Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | - | 60,500 | 137,531 | 127.32 |
| Total Vehicle Hours | - | 65,500 | 148,952 | 127.41 |
| Revenue Vehicle Miles | - | 1,113,300 | 2,586,163 | 132.30 |
| Total Vehicle Miles | - | 1,131,000 | 2,685,743 | 137.47 |
| Passenger Trips | - | 2,501,151 | 6,958,832 | 178.23 |
| Electricity Consumed (kWh) | - | 4,812,900 | 13,327,909 | 176.92 |
| Employees - FTEs | - | - | 190.8 | - |
| Operating Expenses | \$0 | \$17,433,090 | \$41,377,642 | 137.35 |
| Farebox Revenues | \$0 | \$2,371,968 | \$9,608,740 | 305.10 |
| | | | | |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$267,855,957 | \$443,797,922 | \$506,509,628 | 14.13 |
| MVET | \$68,620,777 | \$67,289,938 | \$65,788,394 | -2.23 |
| Farebox Revenues | \$26,610,715 | \$29,048,220 | \$37,589,007 | 29.40 |
| FTA JARC (§5316) Program | \$33,087 | \$19,384 | \$123,476 | 537.00 |
| Other Federal Operating | \$453,674 | \$428,743 | \$432,565 | 0.89 |
| Other State Operating Grants | \$47,604 | \$230,984 | \$0 | -100.00 |
| Other Operating Sub-Total | \$27,572,294 | \$15,816,627 | \$24,003,161 | 51.76 |
| Other-Advertising | \$1,049,328 | \$1,009,892 | \$1,031,963 | 2.19 |
| Other-Interest | \$24,059,751 | \$12,359,757 | \$14,121,924 | 14.26 |
| Other-MISC | \$2,463,215 | \$2,446,978 | \$8,849,274 | 261.64 |
| Total (Excludes Capital Revenues) | \$391,194,108 | \$556,631,818 | \$634,446,231 | 13.98 |
| | | | | |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$24,339,650 | \$54,502,780 | \$22,705,212 | -58.34 |
| Federal Section §5309 Capital Grants | \$135,495,391 | \$74,903,749 | \$128,780,572 | 71.93 |
| CM/AQ and Other Federal Grants | \$1,901,276 | \$846,684 | \$267,596 | -68.39 |
| Total Federal Capital | \$161,736,317 | \$130,253,213 | \$151,753,380 | 16.51 |
| | | | | |
| State Capital Grant Revenues | | | | |
| State Regional Mobility Grants | \$0 | \$4,407,065 | \$9,638,787 | 118.71 |
| Other State Capital Funds | \$10,643,052 | \$10,201,107 | \$2,323,934 | -77.22 |
| Total State Capital | \$10,643,052 | \$14,608,172 | \$11,962,721 | -18.11 |
| | | | | |

| Expenditures | | | | |
|---|----------------------|------------------------|------------------------|-------------------|
| | 2008 | 2009 | 2010 | % Change |
| Local Capital Expenditures | | | | |
| Local Funds | \$3,241,787 | \$839,751 | \$0 | -100.00 |
| Total Local Capital | \$3,241,787 | \$839,751 | \$0 | -100.00 |
| Other Expenditures | | | | |
| Other Expenditures | \$43,933,408 | \$46,944,505 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | \$105,426,625 | \$102,556,487 | \$113,892,117 | 11.05 |
| Debt Service | | | | |
| Interest | \$55,009,149 | \$58,693,587 | \$78,866,807 | 34.37 |
| Principal | \$27,890,000 | \$44,810,000 | \$8,065,000 | -82.00 |
| Total Debt Service | \$82,899,149 | \$103,503,587 | \$86,931,807 | -16.01 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$304,285,425 | \$614,301,339 | \$802,173,844 | 30.58 |
| Operating Reserve | \$27,863,115 | \$35,771,891 | \$37,136,566 | 3.81 |
| Capital Reserve Funds | \$47,421,696 | \$73,222,956 | \$100,525,296 | 37.29 |
| Debt Service Funds | \$73,830,022 | \$71,390,177 | \$85,629,885 | 19.95 |
| Insurance Funds | \$3,085,487 | \$3,296,225 | \$2,812,129 | -14.69 |
| Other (Please Explain in Comments Section at End) | \$108,373,109 | \$246,914,796 | \$20,152,771 | -91.84 |
| Total | \$564,858,854 | \$1,044,897,384 | \$1,048,430,491 | 0.34 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$434,593,151 | \$602,897,212 | \$633,890,190 | 99.91 |
| Total State Investment | \$47,604 | \$230,984 | \$0 | 0.00 |
| Total Federal Investment | \$486,761 | \$448,127 | \$556,041 | 0.09 |
| Total Operating | \$435,127,516 | \$603,576,323 | \$634,446,231 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$3,241,787 | \$839,751 | \$0 | 0.00 |
| Total State Investment | \$10,643,052 | \$14,608,172 | \$11,962,721 | 7.31 |
| Total Federal Investment | \$161,736,317 | \$130,253,213 | \$151,753,380 | 92.69 |
| Total Capital | \$175,621,156 | \$145,701,136 | \$163,716,101 | 100.00 |

E. Susan Meyer
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System Snapshot

- **Service Area:** Most of Spokane County
- **Congressional District:** 5
- **Legislative District:** 3, 4, 6, and 9
- **Type of Government:** PTBA
- **Governing Body:** Ten member Board of Directors composed of nine elected officials appointed by their jurisdictions and one non-voting Labor Representative.
- **Tax Authorized:** 0.6 percent total sales and use tax—0.3 percent sales approved in 1981 and an additional 0.3 percent sales tax approved in May 2004 for five years. It was reauthorized and made permanent by voters in 2008.
- **Fares:** Effective from 1/1/2010-12/31/2010, the cost of a two-hour pass (the equivalent of the base fare) was \$1.25 on fixed route; \$.60 reduced fare on fixed route; and \$.75 per boarding on paratransit. The cost for a calendar month pass was \$40 for an adult; \$28 for a youth; \$20 for reduced fare; and \$25 for paratransit.
- **Intermodal Connections:** STA provides service to the following public transportation facilities:
 - Spokane Intermodal Center (Greyhound and Amtrak services)
 - Spokane International Airport (regional and international air transportation services)

In addition, STA provides service to, or in the vicinity of, most of the public elementary, middle, and high schools in its service area, as well as to Spokane Community College, Spokane Falls Community College, Gonzaga University, Whitworth University, Eastern Washington University, and Riverpoint Campus (Washington State University and Eastern Washington University).

STA also operates service to 10 park-and-ride lots within the PTBA.

- **Transit Development Plan:** [Spokane Transit Authority TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 414,751 | 418,247 | 414,364 | -0.93 |
| Total Vehicle Hours | 443,604 | 447,279 | 442,366 | -1.10 |
| Revenue Vehicle Miles | 5,718,006 | 5,782,329 | 5,772,668 | -0.17 |
| Total Vehicle Miles | 6,235,562 | 6,307,479 | 6,287,383 | -0.32 |
| Passenger Trips | 11,110,476 | 11,152,841 | 10,710,528 | -3.97 |
| Diesel Fuel Consumed (gallons) | 1,284,000 | 1,261,087 | 1,180,835 | -6.36 |
| Employees - FTEs | 425.5 | 434.1 | 436.6 | 0.57 |
| Operating Expenses | \$43,194,327 | \$41,537,202 | \$43,709,912 | 5.23 |
| Farebox Revenues | \$7,112,748 | \$7,127,521 | \$8,382,949 | 17.61 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 91,129 | 90,765 | 84,769 | -6.61 |
| Total Vehicle Hours | 107,469 | 105,928 | 98,050 | -7.44 |
| Revenue Vehicle Miles | 1,337,188 | 1,307,371 | 1,213,471 | -7.18 |
| Total Vehicle Miles | 1,481,129 | 1,455,799 | 1,362,977 | -6.38 |
| Passenger Trips | 277,528 | 277,200 | 258,640 | -6.70 |
| Diesel Fuel Consumed (gallons) | 140,174 | 130,608 | 119,235 | -8.71 |
| Gasoline Fuel Consumed (gallons) | 31,959 | 43,690 | 41,841 | -4.23 |
| Employees - FTEs | 103.7 | 106.1 | 103.6 | -2.36 |
| Operating Expenses | \$7,783,038 | \$7,595,675 | \$8,019,464 | 5.58 |
| Farebox Revenues | \$156,606 | \$148,645 | \$321,332 | 116.17 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 87,830 | 84,316 | 87,975 | 4.34 |
| Total Vehicle Hours | 105,667 | 101,234 | 110,899 | 9.55 |
| Revenue Vehicle Miles | 1,387,765 | 1,377,786 | 1,378,972 | 0.09 |
| Total Vehicle Miles | 1,621,020 | 1,579,335 | 1,623,477 | 2.79 |
| Passenger Trips | 238,988 | 244,378 | 258,552 | 5.80 |
| Diesel Fuel Consumed (gallons) | 164,962 | 121,137 | 123,988 | 2.35 |
| Gasoline Fuel Consumed (gallons) | 11,038 | 54,593 | 43,206 | -20.86 |
| Employees - FTEs | 59 | 59.1 | 64.0 | 8.38 |
| Operating Expenses | \$4,178,794 | \$4,047,938 | \$4,215,627 | 4.14 |
| Farebox Revenues | \$54,436 | \$57,433 | \$82,792 | 44.15 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 24,267 | 23,703 | 24,198 | 2.09 |
| Total Vehicle Hours | 24,267 | 23,703 | 24,198 | 2.09 |
| Revenue Vehicle Miles | 893,380 | 888,699 | 907,418 | 2.11 |
| Total Vehicle Miles | 893,380 | 888,699 | 907,418 | 2.11 |
| Passenger Trips | 224,264 | 209,822 | 208,480 | -0.64 |
| Gasoline Fuel Consumed (gallons) | 75,030 | 78,226 | 83,481 | 6.72 |
| Employees - FTEs | 2.5 | 2.6 | 2.7 | 3.85 |
| Operating Expenses | \$633,398 | \$598,008 | \$649,500 | 8.61 |
| Vanpool Revenue | \$538,393 | \$534,002 | \$556,453 | 4.20 |

| Revenues | | | | |
|---|---------------------|---------------------|---------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$44,407,044 | \$40,913,106 | \$40,559,096 | -0.87 |
| Farebox Revenues | \$7,323,790 | \$7,333,599 | \$8,787,073 | 19.82 |
| Vanpooling Revenue | \$538,393 | \$534,002 | \$556,453 | 4.20 |
| Federal Section §5307 Preventative | \$7,218,723 | \$7,593,246 | \$8,207,231 | 8.09 |
| FTA JARC (§5316) Program | \$95,068 | \$312,124 | \$215,393 | -30.99 |
| State Special Needs Grants | \$1,402,125 | \$747,042 | \$1,045,873 | 40.00 |
| Other Operating Sub-Total | \$2,481,412 | \$870,417 | \$1,105,756 | 27.04 |
| Other-Advertising | \$0 | \$250,000 | \$274,999 | 10.00 |
| Other-Interest | \$2,001,894 | \$865,728 | \$685,445 | -20.82 |
| Other-Gain (Loss) on Sale of Assets | \$0 | -\$705,461 | -\$200,843 | -71.53 |
| Other-MISC | \$479,518 | \$460,150 | \$346,155 | -24.77 |
| Total (Excludes Capital Revenues) | \$63,466,555 | \$58,303,536 | \$60,476,875 | 3.73 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$335,271 | \$7,853,408 | \$4,033,380 | -48.64 |
| Federal Section §5309 Capital Grants | \$384,351 | \$111,621 | \$250,446 | 124.37 |
| CM/AQ and Other Federal Grants | | \$5,824 | \$171,537 | 2845.35 |
| Total Federal Capital | \$719,622 | \$7,970,853 | \$4,455,363 | -44.10 |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$0 | \$180,406 | \$260,000 | 44.12 |
| Other State Capital Funds | \$57,558 | \$1,456 | \$242,884 | 16581.59 |
| Total State Capital | \$57,558 | \$181,862 | \$502,884 | 176.52 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$11,418,492 | \$1,780,817 | \$3,331,774 | 87.09 |
| Total Local Capital | \$11,418,492 | \$1,780,817 | \$3,331,774 | 87.09 |
| Other Expenditures | | | | |
| Other Expenditures | \$5,997,172 | \$2,705,036 | \$2,594,148 | -4.10 |
| Depreciation (Not included in Total Expenditures) | \$0 | \$5,840,321 | \$6,618,455 | 13.32 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$33,061,933 | \$28,863,784 | \$30,204,955 | 4.65 |
| Operating Reserve | \$9,260,030 | \$9,450,757 | \$9,046,932 | -4.27 |
| Insurance Funds | \$5,500,000 | \$5,500,000 | \$5,500,000 | 0.00 |
| Total | \$47,821,963 | \$43,814,541 | \$44,751,887 | 2.14 |

| Total Funds by Source | | | | |
|------------------------------|---------------------|---------------------|---------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$60,747,811 | \$52,356,160 | \$53,602,526 | 84.99 |
| Total State Investment | \$1,402,125 | \$747,042 | \$1,045,873 | 1.66 |
| Total Federal Investment | \$7,313,791 | \$7,905,370 | \$8,422,624 | 13.35 |
| Total Operating | \$69,463,727 | \$61,008,572 | \$63,071,023 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$11,418,492 | \$1,780,817 | \$3,331,774 | 40.19 |
| Total State Investment | \$57,558 | \$181,862 | \$502,884 | 6.07 |
| Total Federal Investment | \$719,622 | \$7,970,853 | \$4,455,363 | 53.74 |
| Total Capital | \$12,195,672 | \$9,933,532 | \$8,290,021 | 100.00 |

Transit Systems Serving Small Urban Areas

For the purposes of this summary, local public transportation systems serving populations of more than 50,000, but less than 200,000, are classified as serving “small urban areas” by the U.S. Bureau of the Census as of April 1, 2000.

The 11 local public transportation systems and the small urban areas they serve are:

- [Asotin County Transit](#) (Asotin County and portions of Lewiston, ID-WA UZA)
- [Ben Franklin Transit](#) (Kennewick-Richland, WA UZA)
- [Cowlitz Transit Authority](#) dba CUBS (Longview, WA-OR UZA)
- [Intercity Transit](#) (Olympia-Lacey, WA UZA)
- [Kitsap Transit](#) (Bremerton, WA UZA)
- [Link Transit](#) (Wenatchee, WA UZA)
- [City of Selah Transportation Services](#) (Yakima, WA UZA)
- [Skagit Transit](#) (Mount Vernon, WA UZA)
- [Union Gap Transit](#) (Yakima, WA UZA)
- [Whatcom Transportation Authority](#) (Bellingham, WA UZA)
- [Yakima Transit](#) (Yakima, WA UZA)

Local public transportation systems in these urbanized areas are eligible to receive Section 5307 formula funding from the Federal Transit Administration. In addition, they may receive Section 5309 Bus Discretionary funding appropriated by Congress for specific projects.

Section 5307 funding may be used to:

- purchase transit-related equipment,
- construct transit-related buildings or improvements,
- offset transit-related preventive maintenance costs, or
- offset net operating expenses.

Kim Gates

Transit Manager

1494 Poplar Street

Clarkston, WA 99403

509-758-3567

www.asotinctba.com

System Snapshot

- **Service Area:** Asotin County
- **Congressional District:** 5
- **Legislative District:** 9
- **Type of Government:** P TBA
- **Governing Body:** Three member Board of Directors
- **Tax Authorized:** 0.2 percent sales and use tax, approved in 2004.
- **Fares:** The base fare is \$0.75 per boarding for fixed route, and \$1.50 for per boarding Dial-a-Ride services, or 30 rides for \$30 on Dial-a-Ride. The fixed route tokens are purchased in advance by local agencies to give a free ride to their employees and/or clients. Fixed route passes are \$20.00 and are honored for unlimited rides for the month. Half-fare applies to cash fares at the time of boarding for seniors, qualified people with disabilities, and Medicare card holders. This half fare and may be utilized before 11:00 am and after 5pm. The Asotin County PTBA and Lewiston Transit Systems have an agreement to honor each others unlimited monthly passes.
- **Intermodal Connections:** The Nez Perce County Regional Airport located in Lewiston, ID. Garfield County Outreach, based in Pomeroy, provides twice weekly shuttle service to the Clarkston/Lewiston Valley area. From there, passengers are able to connect with Asotin County PTBA's fixed route services at the Lewiston Community Center in Lewiston, Idaho once an hour. Many of medical facilities and skilled nursing facilities in Asotin County and surrounding area use the Asotin County PTBA' Paratransit service as their method for transporting clients and patients, in addition to their fleet of shuttle buses. People seeking access to Moscow, Idaho may utilize Valley Transit's intercity service between Moscow and Lewiston Monday through Friday. The Asotin County PTBA service connects with Lewiston Transit System at the Lewiston Community Center. Appaloosa Express is a new fixed route service that provides public transportation from the Nez Perce Reservation in Lapwai, Idaho. This service travels to other Idaho towns including Culdesac, Orofino, Lenore, Kamiah, Kooskia, and Lewiston. From Lewiston, Idaho, passengers are able to take advantage of fixed route services that Asotin County PTBA provides.
- **Transit Development Plan:** [Asotin County PTBA TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-----------|-----------|-----------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 5,822 | 5,803 | 8,750 | 50.78 |
| Total Vehicle Hours | 7,000 | 6,241 | 9,049 | 44.99 |
| Revenue Vehicle Miles | 100,169 | 99,907 | 131,911 | 32.03 |
| Total Vehicle Miles | 102,000 | 101,407 | 135,043 | 33.17 |
| Passenger Trips | 27,756 | 32,275 | 44,334 | 37.36 |
| Gasoline Fuel Consumed (gallons) | 18,504 | 30,546 | 18,233 | -40.31 |
| Employees - FTEs | 2.0 | 3.0 | 6.0 | 100.00 |
| Operating Expenses | \$281,841 | \$328,420 | \$358,783 | 9.25 |
| Farebox Revenues | \$18,878 | \$21,316 | \$22,254 | 4.40 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 2,687 | 3,321 | 4,345 | 30.83 |
| Total Vehicle Hours | 2,750 | 3,629 | 4,690 | 29.24 |
| Revenue Vehicle Miles | 36,845 | 52,181 | 52,286 | 0.20 |
| Total Vehicle Miles | 37,500 | 53,684 | 54,291 | 1.13 |
| Passenger Trips | 10,418 | 10,174 | 10,273 | 0.97 |
| Gasoline Fuel Consumed (gallons) | 7,848 | 7,063 | 7,881 | 11.58 |
| Employees - FTEs | 2.0 | 3.0 | 2.5 | -16.67 |
| Operating Expenses | \$147,462 | \$246,279 | \$291,188 | 18.24 |
| Farebox Revenues | \$6,297 | \$6,701 | \$10,590 | 58.04 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 1,013 | 3,120 | 4,752 | 52.31 |
| Total Vehicle Hours | 1,200 | 3,482 | 5,027 | 44.37 |
| Revenue Vehicle Miles | 60,768 | 111,958 | 129,440 | 15.61 |
| Total Vehicle Miles | 61,298 | 114,724 | 134,668 | 17.38 |
| Passenger Trips | 16,186 | 29,780 | 35,383 | 18.81 |
| Gasoline Fuel Consumed (gallons) | 4,568 | 8,818 | 10,415 | 18.11 |
| Employees - FTEs | 1.0 | 3.0 | 1.0 | -66.67 |
| Operating Expenses | \$42,150 | \$89,911 | \$45,394 | -49.51 |
| Vanpool Revenue | \$30,159 | \$63,717 | \$72,117 | 13.18 |

| Revenues | | | | |
|--|--------------------|--------------------|------------------|-------------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$456,690 | \$491,188 | \$555,124 | 13.02 |
| Farebox Revenues | \$25,175 | \$28,017 | \$32,844 | 17.23 |
| Vanpooling Revenue | \$30,159 | \$63,717 | \$72,117 | 13.18 |
| Federal Section §5307 Operating | \$231,080 | \$464,352 | \$5,498 | -98.82 |
| State Rural Mobility Grants | \$0 | \$0 | \$134,201 | - |
| State Special Needs Grants | \$0 | \$0 | \$14,912 | - |
| Sales Tax Equalization | \$223,184 | \$249,163 | \$0 | -100.00 |
| Other State Operating Grants | \$110,021 | \$0 | \$0 | - |
| Other Operating Sub-Total | \$1,658 | \$4,051 | \$4,196 | 3.58 |
| Other-Interest | \$1,658 | \$4,051 | \$1,696 | -58.13 |
| Other-MISC | \$0 | \$0 | \$2,500 | - |
| Total (Excludes Capital Revenues) | \$1,077,967 | \$1,300,488 | \$818,892 | -37.03 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$300,000 | \$0 | \$0 | - |
| Total Federal Capital | \$300,000 | \$0 | \$0 | - |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$110,000 | \$0 | \$0 | - |
| Total State Capital | \$110,000 | \$0 | \$0 | - |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$121,000 | \$419,528 | \$178,241 | -57.51 |
| Total Local Capital | \$121,000 | \$419,528 | \$178,241 | -57.51 |
| Ending Balances, December 31 | | | | |
| General Fund | \$946,615 | \$584,162 | \$451,908 | -22.64 |
| Unrestricted Cash and Investments | \$356,000 | \$356,000 | \$356,000 | 0.00 |
| Total | \$1,302,615 | \$940,162 | \$807,908 | -14.07 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$513,682 | \$586,973 | \$664,281 | 81.12 |
| Total State Investment | \$333,205 | \$249,163 | \$149,113 | 18.21 |
| Total Federal Investment | \$231,080 | \$464,352 | \$5,498 | 0.67 |
| Total Operating | \$1,077,967 | \$1,300,488 | \$818,892 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$121,000 | \$419,528 | \$178,241 | 100.00 |
| Total State Investment | \$110,000 | \$0 | \$0 | 0.00 |
| Total Federal Investment | \$300,000 | \$0 | \$0 | 0.00 |
| Total Capital | \$531,000 | \$419,528 | \$178,241 | 100.00 |

Timothy J. Fredrickson
General Manager
1000 Columbia Park Trail
Richland, WA 99352
509-734-5118
www.bft.org



System Snapshot

- **Service Area:** Central Benton and Franklin Counties
- **Congressional District:** 4
- **Legislative District:** 8 and 16
- **Type of Government:** PTBA
- **Governing Body:** Ten 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 including one non-voting Union Representative.
- **Tax Authorized:** 0.6 percent total sales and use tax—0.3 approved in May 1981 and an additional 0.3 percent approved in March 2002.
- **Fares:** Adult and Paratransit Cash \$1.25, 10-Ride \$10.00, Monthly \$22.00. Youth Cash \$0.80, 10 Ride \$6.00, Monthly \$11.25. Freedom monthly pass \$44.00 for all hours and services. College Monthly \$16.00, Quarterly \$45.00.
- **Intermodal Connections:** Weekday and Saturday Fixed Route Bus Service: All Ben Franklin Transit routes are numbered and each has a printed schedule. Ben Franklin Transit has 21 routes serving Benton City, Kennewick, Pasco, Prosser, Richland, and West Richland. There are 5 Inter-City routes (which travel between cities) and 16 routes called Locals which do not leave their designated city. During travel, many riders have to transfer between routed buses to get to their destination. Buses are scheduled to arrive at the transit centers at approximately the same time and leave at the same time so transferring from bus to bus is simple to do and easy to understand. All route and schedule information is available on line at www.bft.org as well as Google Transit.
- **Transit Development Plan:** [Ben Franklin Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 147,017 | 146,776 | 132,549 | -9.69 |
| Total Vehicle Hours | 154,981 | 154,572 | 139,995 | -9.43 |
| Revenue Vehicle Miles | 2,537,360 | 2,534,794 | 2,453,253 | -3.22 |
| Total Vehicle Miles | 2,684,716 | 2,733,903 | 2,606,619 | -4.66 |
| Passenger Trips | 3,784,422 | 3,663,535 | 3,299,955 | -9.92 |
| Diesel Fuel Consumed (gallons) | 661,573 | 536,335 | 475,762 | -11.29 |
| Employees - FTEs | 143.5 | 145.0 | 121.1 | -16.48 |
| Operating Expenses | \$13,512,037 | \$12,764,250 | \$12,731,140 | -0.26 |
| Farebox Revenues | \$1,125,487 | \$1,194,936 | \$1,303,603 | 9.09 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 149,427 | 149,191 | 111,231 | -25.44 |
| Total Vehicle Hours | 158,663 | 158,160 | 125,817 | -20.45 |
| Revenue Vehicle Miles | 2,146,194 | 2,149,032 | 1,835,847 | -14.57 |
| Total Vehicle Miles | 2,382,848 | 2,308,811 | 2,095,692 | -9.23 |
| Passenger Trips | 434,894 | 432,468 | 364,803 | -15.65 |
| Diesel Fuel Consumed (gallons) | 240,705 | 103,916 | 52,829 | -49.16 |
| Gasoline Fuel Consumed (gallons) | 128,424 | 318,148 | 324,113 | 1.87 |
| Employees - FTEs | 134.5 | 122.7 | 114.9 | -6.36 |
| Operating Expenses | \$11,149,642 | \$10,599,610 | \$10,227,486 | -3.51 |
| Farebox Revenues | \$221,035 | \$270,828 | \$283,732 | 4.76 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 64,122 | 61,689 | 36,281 | -41.19 |
| Total Vehicle Hours | 64,122 | 61,689 | 36,281 | -41.19 |
| Revenue Vehicle Miles | 1,199,925 | 1,147,656 | 701,903 | -38.84 |
| Total Vehicle Miles | 1,199,925 | 1,147,656 | 701,903 | -38.84 |
| Passenger Trips | 234,097 | 224,042 | 148,919 | -33.53 |
| Diesel Fuel Consumed (gallons) | - | 2,021 | 15,205 | 652.35 |
| Gasoline Fuel Consumed (gallons) | - | 11,229 | 30,409 | 170.81 |
| Operating Expenses | \$3,796,531 | \$3,041,980 | \$2,201,358 | -27.63 |
| Farebox Revenues | \$170,704 | \$135,465 | \$95,309 | -29.64 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 104,489 | 107,940 | 109,896 | 1.81 |
| Total Vehicle Hours | 104,489 | 107,940 | 109,896 | 1.81 |
| Revenue Vehicle Miles | 4,408,525 | 4,548,900 | 4,962,648 | 9.10 |
| Total Vehicle Miles | 4,408,525 | 4,548,900 | 4,962,648 | 9.10 |
| Passenger Trips | 1,140,777 | 1,177,060 | 1,261,068 | 7.14 |
| Diesel Fuel Consumed (gallons) | 127,887 | 30,669 | 16,925 | -44.81 |
| Gasoline Fuel Consumed (gallons) | 207,351 | 300,042 | 318,045 | 6.00 |
| Employees - FTEs | 11.2 | 9.0 | 7.7 | -14.44 |
| Operating Expenses | \$2,651,248 | \$2,664,299 | \$2,959,089 | 11.06 |
| Vanpool Revenue | \$2,005,830 | \$2,367,733 | \$2,253,987 | -4.80 |

| Revenues | | | | |
|---|---------------------|---------------------|---------------------|----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$23,386,739 | \$22,773,709 | \$23,897,058 | 4.93 |
| Farebox Revenues | \$1,517,226 | \$1,601,229 | \$1,682,644 | 5.08 |
| Vanpooling Revenue | \$2,005,830 | \$2,367,733 | \$2,253,987 | -4.80 |
| Federal Section §5307 Operating | \$0 | \$3,967,511 | \$1,096,078 | -72.37 |
| FTA JARC (§5316) Program | \$1,427 | \$0 | \$0 | - |
| Other Federal Operating | \$17,421 | \$0 | \$0 | - |
| State Special Needs Grants | \$1,003,811 | \$1,056,734 | \$783,452 | -25.86 |
| Other Operating Sub-Total | \$465,514 | \$236,808 | \$172,280 | -27.25 |
| Other-Advertising | \$100,100 | \$109,904 | \$100,000 | -9.01 |
| Other-Interest | \$352,849 | \$100,000 | \$45,722 | -54.28 |
| Other-MISC | \$12,565 | \$26,904 | \$26,558 | -1.29 |
| Total (Excludes Capital Revenues) | \$28,397,968 | \$32,003,724 | \$29,885,499 | -6.62 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$1,409,778 | \$3,967,511 | \$3,199,888 | -19.35 |
| Federal Section §5309 Capital Grants | \$1,005,035 | \$382,625 | \$179,503 | -53.09 |
| Federal Section §5311 Capital Grants | \$1,427 | \$0 | \$0 | - |
| FTA JARC (§5316) Program | \$17,421 | \$0 | \$0 | - |
| CM/AQ and Other Federal Grants | \$0 | \$176,725 | \$0 | -100.00 |
| Total Federal Capital | \$2,433,661 | \$4,526,861 | \$3,379,391 | -25.35 |
| State Capital Grant Revenues | | | | |
| State Rural Mobility Grants | \$0 | \$315,032 | \$0 | -100.00 |
| State Special Needs Grants | \$0 | \$774,639 | \$0 | -100.00 |
| State Vanpool Grants | \$757,145 | \$316,792 | \$0 | -100.00 |
| Other State Capital Funds | \$270,000 | \$0 | \$0 | - |
| Total State Capital | \$1,027,145 | \$1,406,463 | \$0 | -100.00 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$897,955 | \$1,636,052 | \$2,006,907 | 22.67 |
| Total Local Capital | \$897,955 | \$1,636,052 | \$2,006,907 | 22.67 |
| Other Expenditures | | | | |
| Other Expenditures | \$171,641 | \$0 | \$0 | - |
| Depreciation (Not included in Total Expenditures) | \$0 | \$3,638,096 | \$3,163,320 | -13.05 |
| Debt Service | | | | |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$6,647,662 | \$3,126,007 | \$3,529,504 | 12.91 |
| Insurance Funds | \$500,000 | \$500,000 | \$500,000 | 0.00 |
| Total | \$7,147,662 | \$3,626,007 | \$4,029,504 | 11.13 |

| Total Funds by Source | | | | |
|------------------------------|---------------------|---------------------|---------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$27,546,950 | \$26,979,479 | \$28,005,969 | 93.71 |
| Total State Investment | \$1,003,811 | \$1,056,734 | \$783,452 | 2.62 |
| Total Federal Investment | \$18,848 | \$3,967,511 | \$1,096,078 | 3.67 |
| Total Operating | \$28,569,609 | \$32,003,724 | \$29,885,499 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$897,955 | \$1,636,052 | \$2,006,907 | 37.26 |
| Total State Investment | \$1,027,145 | \$1,406,463 | \$0 | 0.00 |
| Total Federal Investment | \$2,433,661 | \$4,526,861 | \$3,379,391 | 62.74 |
| Total Capital | \$4,358,761 | \$7,569,376 | \$5,386,298 | 100.00 |

Cowlitz Transit Authority (dba CUBS)

Corey Aldrige
Transit Manager
254 Oregon Way
Longview, WA 98632
360-442-5660
www.cubs-bus.com



System Snapshot

- **Service Area:** Cities of Longview and Kelso
- **Congressional District:** 3
- **Legislative District:** 19
- **Type of Government:** PTBA
- **Governing Body:** Board of Directors
- **Tax Authorized:** 0.3 percent sales and use tax—0.1 percent sales and use tax approved in November 1987 and an additional 0.2 percent sales and use tax approved in November 2008.
- **Fares:** \$0.60 per boarding for fixed route and paratransit.
- **Intermodal Connections:** Two hourly routes service the Amtrak depot in Kelso, CUBS connects with intercity bus systems at Greyhound Lines' stop.

CUBS connects with the rural service provided by Lower Columbia Community Action Council, Columbia County Rider, and Wahkiakum on the Move at the Transit Transfer Facility.

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

- **Transit Development Plan:** [Cowlitz Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|--------------------|--------------------|--------------------|---------------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 16,920 | 16,480 | 16,538 | 0.35 |
| Total Vehicle Hours | 16,924 | 16,787 | 16,538 | -1.48 |
| Revenue Vehicle Miles | 214,747 | 212,192 | 214,702 | 1.18 |
| Total Vehicle Miles | 214,803 | 216,235 | 218,708 | 1.14 |
| Passenger Trips | 361,256 | 444,789 | 396,145 | -10.94 |
| Diesel Fuel Consumed (gallons) | 50,081 | 51,909 | 50,276 | -3.15 |
| Employees - FTEs | 14.0 | 14.0 | 15.0 | 7.14 |
| Operating Expenses | \$1,546,319 | \$1,486,564 | \$1,687,547 | 13.52 |
| Farebox Revenues | \$125,918 | \$67,993 | \$127,443 | 87.44 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 15,641 | 17,147 | 20,169 | 17.62 |
| Total Vehicle Hours | 15,896 | 17,454 | 20,169 | 15.56 |
| Revenue Vehicle Miles | 153,905 | 164,559 | 188,355 | 14.46 |
| Total Vehicle Miles | 158,491 | 170,630 | 188,355 | 10.39 |
| Passenger Trips | 46,895 | 49,603 | 55,858 | 12.61 |
| Diesel Fuel Consumed (gallons) | 12,378 | 10,262 | 9,553 | -6.91 |
| Gasoline Fuel Consumed (gallons) | 9,821 | 13,511 | 17,343 | 28.36 |
| Employees - FTEs | 10.0 | 10.0 | 14.7 | 47.00 |
| Operating Expenses | \$789,075 | \$935,938 | \$1,019,513 | 8.93 |
| Farebox Revenues | \$5,602 | \$7,265 | \$13,892 | 91.22 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$1,051,577 | \$1,962,626 | \$2,832,264 | 44.31 |
| Farebox Revenues | \$131,520 | \$75,258 | \$141,335 | 87.80 |
| Federal Section §5307 Operating | \$1,050,000 | \$430,051 | \$512,797 | 19.24 |
| State Special Needs Grants | \$54,940 | \$44,417 | \$48,177 | 8.47 |
| Other Operating Sub-Total | \$115,798 | \$50,277 | \$36,630 | -27.14 |
| Other-Advertising | \$28,438 | \$14,717 | \$12,025 | -18.29 |
| Other-Interest | \$46,684 | \$10,633 | \$10,552 | -0.76 |
| Other-Gain (Loss) on Sale of Assets | \$13,750 | \$0 | \$0 | - |
| Other-MISC | \$26,926 | \$24,927 | \$14,053 | -43.62 |
| Total (Excludes Capital Revenues) | \$2,403,835 | \$2,562,629 | \$3,571,203 | 39.36 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$403,000 | \$240,000 | \$337,172 | 40.49 |
| CM/AQ and Other Federal Grants | \$0 | \$68,514 | \$0 | -100.00 |
| Total Federal Capital | \$403,000 | \$308,514 | \$337,172 | 9.29 |

| Expenditures | | | | |
|---|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % Change |
| Local Capital Expenditures | | | | |
| Local Funds | \$103,490 | \$60,000 | \$3,941 | -93.43 |
| Total Local Capital | \$103,490 | \$60,000 | \$3,941 | -93.43 |
| Other Expenditures | | | | |
| Other Expenditures | \$21,407 | \$0 | \$0 | - |
| Depreciation (Not included in Total Expenditures) | \$71,000 | \$0 | \$79,500 | - |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$1,588,316 | \$1,593,154 | \$2,832,264 | 77.78 |
| Capital Reserve Funds | \$399,823 | \$432,464 | \$589,102 | 36.22 |
| Total | \$1,988,139 | \$2,025,618 | \$3,421,366 | 68.90 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$1,320,302 | \$2,088,161 | \$3,010,229 | 44.16 |
| Total State Investment | \$54,940 | \$44,417 | \$48,177 | 8.47 |
| Total Federal Investment | \$1,050,000 | \$430,051 | \$512,797 | 19.24 |
| Total Operating | \$2,425,242 | \$2,562,629 | \$3,571,203 | 39.36 |
| Capital | | | | |
| Total Local Investment | \$103,490 | \$60,000 | \$3,941 | 1.16 |
| Total State Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Federal Investment | \$403,000 | \$308,514 | \$337,172 | 98.84 |
| Total Capital | \$506,490 | \$368,514 | \$341,113 | 100.00 |

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System Snapshot

- **Service Area:** Cities of Olympia, Lacey, Tumwater, and Yelm and the area approximating the urban growth areas of these cities that extend into Thurston County.
- **Congressional District:** 3 and 9
- **Legislative District:** 2, 20, 22, and 35
- **Type of Government:** PTBA
- **Governing Body:** Nine member Transit Authority with one Thurston County Commissioner, one Council Member each from the cities of Olympia, Lacey, Tumwater, and Yelm; three citizen representatives appointed by the Authority and a labor representative.
- **Tax Authorized:** 0.8 percent total sales and use tax: 0.3 percent approved September 1980, an additional 0.3 percent approved September 2002 and 0.2 percent approved August 2010.
- **Fares:** \$1.00 per boarding fixed route and Dial-A-Lift (para-transit) service. A reduced fare of \$.50 on fixed route is available for senior, people with disabilities, and people with Medicaid cards that have a Regional Reduced Fare Permit.
- **Intermodal Connections:** Intercity Transit maintains Centennial Station, the local Amtrak depot, and provides connections to the station with fixed route bus service. Interstate Greyhound bus station and service is within a block or two of most local service routes in downtown Olympia.

Intercity Transit connects with Pierce Transit, Grays Harbor Transportation, and Mason County Transportation at the Olympia Transit Center and Capital Mall transfer center in Olympia, and with Pierce Transit and Sound Transit at the Lakewood SR 512 Park and Ride Lot and at various stops throughout downtown Tacoma.

Intercity Transit provides service to many of the public schools in the service area, as well as South Puget Sound Community College, The Evergreen State College and Saint Martin's University. Intercity Transit also has contracts for student and/or employee pass programs with South Puget Sound Community College, The Evergreen State College, Saint Martins University, Washington State (all state agencies in Thurston County), Thurston Regional Planning Council, and Thurston County. Intercity Transit currently manages two park and ride lots in Thurston County.

- **Transit Development Plan:** [Intercity Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 192,838 | 194,041 | 193,012 | -0.53 |
| Total Vehicle Hours | 200,798 | 202,182 | 201,130 | -0.52 |
| Revenue Vehicle Miles | 2,579,552 | 2,604,406 | 2,604,577 | 0.01 |
| Total Vehicle Miles | 2,734,597 | 2,760,950 | 2,760,246 | -0.03 |
| Passenger Trips | 4,318,859 | 4,298,328 | 4,313,178 | 0.35 |
| Diesel Fuel Consumed (gallons) | 642,564 | 629,141 | 596,313 | -5.22 |
| Employees - FTEs | 192.0 | 212.0 | 213.0 | 0.47 |
| Operating Expenses | \$19,976,245 | \$20,829,024 | \$20,466,991 | -1.74 |
| Farebox Revenues | \$1,850,861 | \$2,306,799 | \$2,414,920 | 4.69 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 59,325 | 65,499 | 66,380 | 1.35 |
| Total Vehicle Hours | 63,021 | 69,549 | 70,351 | 1.15 |
| Revenue Vehicle Miles | 768,350 | 828,249 | 841,921 | 1.65 |
| Total Vehicle Miles | 841,594 | 906,832 | 921,565 | 1.62 |
| Passenger Trips | 130,849 | 148,312 | 152,977 | 3.15 |
| Diesel Fuel Consumed (gallons) | 96,555 | 100,385 | 101,762 | 1.37 |
| Gasoline Fuel Consumed (gallons) | 3,504 | 3,541 | 3,694 | 4.32 |
| Employees - FTEs | 70.0 | 71.0 | 72.0 | 1.41 |
| Operating Expenses | \$5,134,911 | \$5,759,806 | \$5,830,989 | 1.24 |
| Farebox Revenues | \$124,936 | \$149,423 | \$160,737 | 7.57 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 79,912 | 82,797 | 79,214 | -4.33 |
| Total Vehicle Hours | 79,912 | 82,797 | 79,214 | -4.33 |
| Revenue Vehicle Miles | 3,083,780 | 3,185,107 | 2,972,366 | -6.68 |
| Total Vehicle Miles | 3,083,780 | 3,185,107 | 2,972,366 | -6.68 |
| Passenger Trips | 689,030 | 680,664 | 635,099 | -6.69 |
| Gasoline Fuel Consumed (gallons) | 201,680 | 218,416 | 197,410 | -9.62 |
| Employees - FTEs | 6.0 | 8.0 | 9.0 | 12.50 |
| Operating Expenses | \$1,447,008 | \$1,496,499 | \$1,579,199 | 5.53 |
| Vanpool Revenue | \$1,128,136 | \$1,485,139 | \$1,367,099 | -7.95 |

| Revenues | | | | |
|---|---------------------|---------------------|---------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$22,230,829 | \$20,758,924 | \$21,153,075 | 1.90 |
| Farebox Revenues | \$1,975,797 | \$2,456,222 | \$2,575,657 | 4.86 |
| Vanpooling Revenue | \$1,128,136 | \$1,485,139 | \$1,367,099 | -7.95 |
| Federal Section §5307 Operating | \$10,064 | \$69,729 | \$66,489 | -4.65 |
| Federal Section §5307 Preventative | \$2,405,749 | \$2,461,967 | \$2,670,212 | 8.46 |
| FTA JARC (§5316) Program | \$137,058 | \$141,633 | \$147,338 | 4.03 |
| Other Federal Operating | \$36,030 | \$0 | \$0 | - |
| State Special Needs Grants | \$243,720 | \$392,661 | \$301,853 | -23.13 |
| Other State Operating Grants | \$690,468 | \$771,433 | \$47,294 | -93.87 |
| Other Operating Sub-Total | \$1,466,275 | \$1,016,926 | \$771,740 | -24.11 |
| Other-Advertising | \$341,618 | \$252,732 | \$255,358 | 1.04 |
| Other-Interest | \$943,374 | \$623,698 | \$402,557 | -35.46 |
| Other-Gain (Loss) on Sale of Assets | \$47,286 | \$43,943 | \$13,440 | -69.41 |
| Other-MISC | \$133,997 | \$96,553 | \$100,385 | 3.97 |
| Total (Excludes Capital Revenues) | \$30,324,126 | \$29,554,634 | \$29,100,757 | -1.54 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$48,998 | \$362,210 | \$0 | -100.00 |
| Federal Section §5309 Capital Grants | \$0 | \$0 | \$3,145,527 | - |
| FTA JARC (§5316) Program | \$35,200 | \$71,204 | \$0 | -100.00 |
| Total Federal Capital | \$84,198 | \$433,414 | \$3,145,527 | 625.76 |
| State Capital Grant Revenues | | | | |
| State Regional Mobility Grants | \$0 | \$771,433 | \$0 | -100.00 |
| State Special Needs Grants | \$80,122 | \$769,818 | \$0 | -100.00 |
| State Vanpool Grants | \$480,035 | \$506,010 | \$0 | -100.00 |
| Other State Capital Funds | \$0 | \$0 | \$1,872,550 | - |
| Total State Capital | \$560,157 | \$2,047,261 | \$1,872,550 | -8.53 |
| Expenditures | | | | |
| Other Expenditures | | | | |
| Other Expenditures | \$275,171 | \$211,416 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | \$3,382,969 | \$4,356,677 | \$4,531,902 | 4.02 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$20,887,607 | \$20,723,047 | \$19,153,298 | -7.57 |
| Total | \$20,887,607 | \$20,723,047 | \$19,153,298 | -7.57 |

| Total Funds by Source | | | | |
|------------------------------|---------------------|---------------------|---------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$27,076,208 | \$25,928,627 | \$25,867,571 | 88.89 |
| Total State Investment | \$934,188 | \$1,164,094 | \$349,147 | 1.20 |
| Total Federal Investment | \$2,588,901 | \$2,673,329 | \$2,884,039 | 9.91 |
| Total Operating | \$30,599,297 | \$29,766,050 | \$29,100,757 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | 0.00 |
| Total State Investment | \$560,157 | \$2,047,261 | \$1,872,550 | 37.32 |
| Total Federal Investment | \$84,198 | \$433,414 | \$3,145,527 | 62.68 |
| Total Capital | \$644,355 | \$2,480,675 | \$5,018,077 | 100.00 |

Richard M. Hayes

Executive Director

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System Snapshot

- **Service Area:** Kitsap County
- **Congressional District:** 1 and 6
- **Legislative District:** 23, 26, and 35
- **Type of Government:** PTBA
- **Governing Body:** Board of Commissioners
- **Tax Authorized:** Current authorization is 0.8 percent of sales tax (0.5 percent in 1993 increased to 0.8 in 2001).
- **Fares:** Base fare is \$2.00 per trip for Routed and Paratransit fare (\$1.00 reduced fare). \$50 for monthly pass.
- **Intermodal Connections:** Kitsap Transit provides service to all 4 WSF terminals in Kitsap County as well as to the passenger only ferries that operate between Port Orchard and Bremerton and Annapolis and Bremerton. Kitsap Transit also provides service to many area elementary, middle and high Schools as well as both branches of Olympic College. Mason Transit connections are available at the Bremerton Transportation Center and Jefferson Transit meets Kitsap Transit at our Poulsbo Transfer Center.
- **Transit Development Plan:** [Kitsap Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 130,566 | 119,569 | 104,712 | -12.43 |
| Total Vehicle Hours | 162,748 | 151,031 | 131,524 | -12.92 |
| Revenue Vehicle Miles | 2,375,439 | 2,204,032 | 1,950,161 | -11.52 |
| Total Vehicle Miles | 2,901,725 | 2,686,791 | 2,419,855 | -9.94 |
| Passenger Trips | 4,110,470 | 3,466,709 | 2,877,935 | -16.98 |
| Diesel Fuel Consumed (gallons) | 582,733 | 539,189 | 476,866 | -11.56 |
| Employees - FTEs | 180.8 | 162.3 | 152.6 | -5.95 |
| Operating Expenses | \$20,286,896 | \$18,013,706 | \$17,589,787 | -2.35 |
| Farebox Revenues | \$3,414,453 | \$4,649,636 | \$5,935,508 | 27.66 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 112,821 | 90,152 | 80,839 | -10.33 |
| Total Vehicle Hours | 125,995 | 101,429 | 91,835 | -9.46 |
| Revenue Vehicle Miles | 1,914,683 | 1,548,692 | 1,403,398 | -9.38 |
| Total Vehicle Miles | 2,098,580 | 1,699,407 | 1,520,685 | -10.52 |
| Passenger Trips | 428,557 | 352,874 | 308,227 | -12.65 |
| Diesel Fuel Consumed (gallons) | 226,136 | 179,410 | 159,129 | -11.30 |
| Gasoline Fuel Consumed (gallons) | 59 | - | - | - |
| Employees - FTEs | 99.8 | 81.8 | 76.8 | -6.16 |
| Operating Expenses | \$9,548,676 | \$7,797,241 | \$7,614,950 | -2.34 |
| Farebox Revenues | \$323,069 | \$349,719 | \$306,714 | -12.30 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 44,997 | 38,713 | 37,256 | -3.76 |
| Total Vehicle Hours | 44,997 | 38,713 | 37,256 | -3.76 |
| Revenue Vehicle Miles | 1,371,729 | 1,159,888 | 1,146,414 | -1.16 |
| Total Vehicle Miles | 1,371,729 | 1,159,888 | 1,146,414 | -1.16 |
| Passenger Trips | 312,804 | 286,858 | 259,696 | -9.47 |
| Diesel Fuel Consumed (gallons) | 77,205 | 58,041 | 21,880 | -62.30 |
| Gasoline Fuel Consumed (gallons) | 12,420 | 20,728 | 55,178 | 166.20 |
| Employees - FTEs | 8.9 | 8.9 | 8.2 | -8.00 |
| Operating Expenses | \$1,455,127 | \$1,392,486 | \$1,354,908 | -2.70 |
| Vanpool Revenue | \$646,680 | \$846,431 | \$958,583 | 13.25 |

| Revenues | | | | |
|---|---------------------|---------------------|---------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$28,382,349 | \$25,934,418 | \$25,758,170 | -0.68 |
| Farebox Revenues | \$3,737,522 | \$4,999,355 | \$6,242,222 | 24.86 |
| Vanpooling Revenue | \$646,680 | \$846,431 | \$958,583 | 13.25 |
| State Rural Mobility Grants | \$0 | \$341,589 | \$426,451 | 24.84 |
| State Special Needs Grants | \$0 | \$2,022,065 | \$0 | -100.00 |
| Other State Operating Grants | \$80,000 | \$80,000 | \$82,964 | 3.71 |
| Other Operating Sub-Total | \$911,964 | \$870,951 | \$761,025 | -12.62 |
| Other-Advertising | \$56,000 | \$56,000 | \$64,842 | 15.79 |
| Other-Interest | \$261,888 | \$150,557 | \$138,342 | -8.11 |
| Other-Gain (Loss) on Sale of Assets | \$0 | \$0 | \$29,460 | - |
| Other-MISC | \$594,076 | \$664,394 | \$528,381 | -20.47 |
| Total (Excludes Capital Revenues) | \$33,758,515 | \$35,094,809 | \$34,229,415 | -2.47 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$3,944,487 | \$9,105,683 | \$3,922,360 | -56.92 |
| Federal Section §5309 Capital Grants | \$0 | \$3,343,329 | \$0 | -100.00 |
| FTA JARC (§5316) Program | \$15,565 | \$3,475 | \$0 | -100.00 |
| CM/AQ and Other Federal Grants | \$53,999 | \$0 | \$189,312 | - |
| Total Federal Capital | \$4,014,051 | \$12,452,487 | \$4,111,672 | -66.98 |
| State Capital Grant Revenues | | | | |
| State Rural Mobility Grants | \$50,000 | \$0 | \$0 | - |
| State Regional Mobility Grants | \$0 | \$2,285,229 | \$61,770 | -97.30 |
| State Vanpool Grants | \$121,748 | \$0 | \$0 | - |
| Total State Capital | \$171,748 | \$2,285,229 | \$61,770 | -97.30 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$2,168,244 | \$2,212,703 | \$1,727,808 | -21.91 |
| Total Local Capital | \$2,168,244 | \$2,212,703 | \$1,727,808 | -21.91 |
| Other Expenditures | | | | |
| Other Expenditures | \$283,823 | \$259,344 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | \$6,446,816 | \$6,133,825 | \$6,261,115 | 2.08 |
| Debt Service | | | | |
| Interest | \$799,669 | \$715,858 | \$724,826 | 1.25 |
| Principal | \$2,449,500 | \$2,544,500 | \$2,644,500 | 3.93 |
| Total Debt Service | \$3,249,169 | \$3,260,358 | \$3,369,326 | 3.34 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$4,835,410 | \$5,417,394 | \$6,564,161 | 21.17 |
| Debt Service Funds | \$1,387,100 | \$1,397,926 | \$1,490,099 | 6.59 |
| Total | \$6,222,510 | \$6,815,320 | \$8,054,260 | 18.18 |

| Total Funds by Source | | | | |
|------------------------------|---------------------|---------------------|---------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$33,962,338 | \$32,910,499 | \$33,720,000 | 98.51 |
| Total State Investment | \$80,000 | \$2,443,654 | \$509,415 | 1.49 |
| Total Federal Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Operating | \$34,042,338 | \$35,354,153 | \$34,229,415 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$2,168,244 | \$2,212,703 | \$1,727,808 | 29.28 |
| Total State Investment | \$171,748 | \$2,285,229 | \$61,770 | 1.05 |
| Total Federal Investment | \$4,014,051 | \$12,452,487 | \$4,111,672 | 69.67 |
| Total Capital | \$6,354,043 | \$16,950,419 | \$5,901,250 | 100.00 |

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System Snapshot

- **Service Area:** Chelan County and western and south Douglas County.
- **Congressional District:** 4
- **Legislative District:** 12
- **Type of Government:** PTBA
- **Governing Body:** Board of Directors
- **Tax Authorized:** Link currently receives 0.4 percent. This was voted in by the citizens of Chelan and the western 1/3 of Douglas County in 1989. Service Began on December 16, 1991. Link has not gone out to the voters to ask for additional sales tax. It has been talked about with the Board, but in our current environment, staff and the Board feel the times are not right yet.
- **Fares:** One zone \$1.25; Two zones \$2.50. Day pass: One zone \$3.00; Two zones \$6.00. Monthly pass: One zone \$40; Two zone \$80

Annual school zone pass for students (June–Aug): \$120

Reduced fares for seniors (65 and older), ADA eligible and medicare card holders can ride at half fare. Wenatchee Valley College: Tuition payments include a \$3.25 fee for transit. The ASB card acts as the pass.

- **Intermodal Connections:** Link Transit's regional service from Wenatchee travels south to Malaga and Rock Island (10 miles) north to Lake Chelan and Manson (50 miles) and north to Leavenworth (20 miles) and up to Lake Wenatchee (20 miles north of Leavenworth). Within the urban boundaries of Wenatchee and East Wenatchee, Link serves all middle schools and high schools, Wenatchee Valley Community College, the Wenatchee Valley Clinic, Central Washington Hospital, assisted living centers, DSHS, unemployment office and the two malls. Link's intermodal center, Columbia Center, houses North Western Stagelines and Amtrak. Grant Transit provides service to Columbia Center weekly.
- **Transit Development Plan:** [Link Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 60,460 | 62,353 | 65,319 | 4.76 |
| Total Vehicle Hours | 64,027 | 67,186 | 69,154 | 2.93 |
| Revenue Vehicle Miles | 1,132,162 | 1,182,687 | 1,298,711 | 9.81 |
| Total Vehicle Miles | 1,245,059 | 1,256,926 | 1,367,379 | 8.79 |
| Passenger Trips | 820,723 | 788,092 | 829,909 | 5.31 |
| Diesel Fuel Consumed (gallons) | 213,852 | 222,406 | 209,340 | -5.87 |
| Employees - FTEs | 57.3 | 58.0 | 65.5 | 12.93 |
| Operating Expenses | \$5,796,461 | \$6,135,449 | \$6,272,078 | 2.23 |
| Farebox Revenues | \$448,359 | \$520,394 | \$553,301 | 6.32 |
| Route Deviated Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 25,687 | 25,468 | 18,645 | -26.79 |
| Total Vehicle Hours | 27,046 | 27,442 | 20,484 | -25.36 |
| Revenue Vehicle Miles | 567,001 | 582,518 | 417,731 | -28.29 |
| Total Vehicle Miles | 639,466 | 619,082 | 479,314 | -22.58 |
| Passenger Trips | 125,038 | 117,761 | 129,292 | 9.79 |
| Diesel Fuel Consumed (gallons) | 79,050 | 76,679 | 66,107 | -13.79 |
| Employees - FTEs | 25.0 | 24.0 | 18.9 | -21.25 |
| Operating Expenses | \$1,890,044 | \$1,937,510 | \$1,769,047 | -8.69 |
| Farebox Revenues | \$68,105 | \$77,760 | \$90,072 | 15.83 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 25,993 | 20,884 | 19,830 | -5.05 |
| Total Vehicle Hours | 27,934 | 22,010 | 20,997 | -4.60 |
| Revenue Vehicle Miles | 344,476 | 216,561 | 255,657 | 18.05 |
| Total Vehicle Miles | 394,496 | 237,750 | 267,110 | 12.35 |
| Passenger Trips | 69,549 | 74,995 | 60,551 | -19.26 |
| Diesel Fuel Consumed (gallons) | 11,434 | 6,499 | 8,835 | 35.94 |
| Gasoline Fuel Consumed (gallons) | 20,976 | 12,994 | 16,025 | 23.33 |
| Employees - FTEs | 24.7 | 23.0 | 18.5 | -19.57 |
| Operating Expenses | \$2,246,707 | \$1,672,014 | \$1,671,284 | -0.04 |
| Farebox Revenues | \$51,079 | \$58,839 | \$40,614 | -30.97 |

| | 2008 | 2009 | 2010 | % Change |
|--|---------------------|---------------------|---------------------|---------------|
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | - | - | 1,952 | - |
| Total Vehicle Hours | - | - | 1,952 | - |
| Revenue Vehicle Miles | - | - | 52,037 | - |
| Total Vehicle Miles | - | - | 52,037 | - |
| Passenger Trips | - | - | 9,403 | - |
| Diesel Fuel Consumed (gallons) | - | - | 376 | - |
| Gasoline Fuel Consumed (gallons) | - | - | 3,476 | - |
| CNG Fuel Consumed (Therms) | - | - | - | - |
| Employees - FTEs | - | - | - | - |
| Operating Expenses | \$0 | \$0 | \$136,259 | - |
| Farebox Revenues | \$0 | \$0 | \$12,328 | - |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 1,020 | 340 | - | -100.00 |
| Total Vehicle Hours | 1,020 | 340 | - | -100.00 |
| Revenue Vehicle Miles | 42,075 | 6,970 | - | -100.00 |
| Total Vehicle Miles | 42,075 | 6,970 | - | -100.00 |
| Passenger Trips | 3,060 | 935 | - | -100.00 |
| Gasoline Fuel Consumed (gallons) | 3,861 | 467 | - | -100.00 |
| Employees - FTEs | 1.0 | 0.1 | - | -100.00 |
| Operating Expenses | \$14,738 | \$9,349 | \$0 | -100.00 |
| Vanpool Revenue | \$6,154 | \$1,953 | \$0 | -100.00 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$8,793,834 | \$7,514,737 | \$7,460,242 | -0.73 |
| Farebox Revenues | \$567,543 | \$656,993 | \$696,315 | 5.99 |
| Vanpooling Revenue | \$6,154 | \$1,953 | \$0 | -100.00 |
| Federal Section §5307 Preventative | \$1,349,624 | \$1,426,231 | \$1,431,342 | 0.36 |
| Federal Section §5311 Operating | \$525,000 | \$0 | \$0 | - |
| FTA JARC (§5316) Program | \$112,500 | \$371,251 | \$517,500 | 39.39 |
| Other Federal Operating | \$31,001 | \$35,583 | \$121,138 | 240.44 |
| State Rural Mobility Grants | \$77,768 | \$38,882 | \$0 | -100.00 |
| State Special Needs Grants | \$342,937 | \$132,216 | \$264,432 | 100.00 |
| Other State Operating Grants | \$105,480 | \$0 | \$0 | - |
| Other Operating Sub-Total | -\$5,626 | \$140,515 | \$51,734 | -63.18 |
| Other-Advertising | \$25,615 | \$30,944 | \$36,334 | 17.42 |
| Other-Interest | \$86,471 | \$33,795 | \$12,289 | -63.64 |
| Other-Gain (Loss) on Sale of Assets | -\$210,677 | \$0 | -\$75,433 | - |
| Other-MISC | \$92,965 | \$75,776 | \$78,544 | 3.65 |
| Total (Excludes Capital Revenues) | \$11,906,215 | \$10,318,361 | \$10,542,703 | 2.17 |

| | 2008 | 2009 | 2010 | % Change |
|---|---------------------|---------------------|---------------------|---------------|
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$0 | \$0 | \$645,703 | - |
| Federal Section §5309 Capital Grants | \$539,000 | \$0 | \$2,457,547 | - |
| CM/AQ and Other Federal Grants | \$0 | \$0 | \$1,623,302 | - |
| Total Federal Capital | \$539,000 | \$0 | \$4,726,552 | - |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$800,000 | \$200,000 | \$230,000 | 15.00 |
| Total Local Capital | \$800,000 | \$200,000 | \$230,000 | 15.00 |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$0 | \$0 | \$12,763,705 | - |
| Debt Service | | | | |
| Interest | \$109,256 | \$124,259 | \$90,529 | -27.14 |
| Principal | \$176,760 | \$229,259 | \$2,880,534 | 1156.45 |
| Total Debt Service | \$286,016 | \$353,518 | \$2,971,063 | 740.43 |
| Ending Balances, December 31 | | | | |
| General Fund | \$1,068,708 | \$2,047,944 | \$1,016,356 | -50.37 |
| Unrestricted Cash and Investments | \$420,393 | \$213,304 | \$679,705 | 218.66 |
| Capital Reserve Funds | \$252,364 | \$176,372 | \$190,433 | 7.97 |
| Contingency Reserve | \$1,080,000 | \$1,080,000 | \$1,080,000 | 0.00 |
| Other (Please Explain in Comments Section at End) | \$67,547 | \$0 | \$0 | - |
| Total | \$2,889,012 | \$3,517,620 | \$2,966,494 | -15.67 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$9,361,905 | \$8,314,198 | \$8,208,291 | 77.86 |
| Total State Investment | \$526,185 | \$171,098 | \$264,432 | 2.51 |
| Total Federal Investment | \$2,018,125 | \$1,833,065 | \$2,069,980 | 19.63 |
| Total Operating | \$11,906,215 | \$10,318,361 | \$10,542,703 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$800,000 | \$200,000 | \$230,000 | 4.64 |
| Total State Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Federal Investment | \$539,000 | \$0 | \$4,726,552 | 95.36 |
| Total Capital | \$1,339,000 | \$200,000 | \$4,956,552 | 100.00 |

City of Selah Transportation Service

Frank Sweet
Selah Transit
City Administrator
115 West Naches Avenue
Selah, WA 98942
509-698-7333
www.ci.selah.wa.us

System Snapshot

- **Service Area:** City of Selah
- **Congressional District:** 4
- **Legislative District:** 14
- **Type of Government:** City
- **Governing Body:** City Council
- **Tax Authorized:** 0.3 percent total sales and use tax approved in July 2007.
- **Fares:** \$0.75 per boarding for fixed route; \$1.50 per boarding for paratransit – these fares are charged for the service; however, as part of the agreement with Yakima Transit, Selah does not retain the funds from the fare as partial consideration for a reduced service rate.
- **Intermodal Connections:** Selah purchases transit services through the city of Yakima's Yakima Transit. Yakima Transit provides fixed-route, demand response, and vanpool services within the Cities of Yakima and Selah. We provide non-exclusive fixed-route service to all K-12 schools as well as Perry Technical College and Yakima Valley Community College. Yakima Transit provides connectivity to the Yakima Airport, Greyhound, Central Washington Airporter Shuttle, and Amtrak. Yakima Transit also connects up with all the other transit providers in the area at Minor's in Union Gap (Pahto Public Passage, Union Gap Transit, and People For People's Community Connector).
- **Transit Development Plan:** Information included in the [Yakima Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|------------------|------------------|------------------|----------------|
| Fixed Route Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 2,258 | 2,276 | 3,265 | 43.47 |
| Total Vehicle Hours | 2,357 | 2,372 | 3,495 | 47.32 |
| Revenue Vehicle Miles | 34,657 | 34,657 | 46,849 | 35.18 |
| Total Vehicle Miles | 34,657 | 34,657 | 48,800 | 40.81 |
| Passenger Trips | 53,602 | 59,709 | 64,098 | 7.35 |
| Diesel Fuel Consumed (gallons) | 7,455 | 7,449 | 10,624 | 42.62 |
| Employees - FTEs | 2.6 | 2.6 | 2.7 | 5.45 |
| Operating Expenses | \$108,231 | \$121,393 | \$181,272 | 49.33 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 1,694 | 2,226 | 1,556 | -30.10 |
| Total Vehicle Hours | 1,860 | 2,530 | 1,748 | -30.90 |
| Revenue Vehicle Miles | 21,070 | 21,044 | 15,677 | -25.50 |
| Total Vehicle Miles | 22,875 | 24,270 | 18,016 | -25.77 |
| Passenger Trips | 4,207 | 4,206 | 3,320 | -21.07 |
| Diesel Fuel Consumed (gallons) | 404.13 | - | - | - |
| Gasoline Fuel Consumed (gallons) | 972.38 | 2,200 | 1,678 | -23.74 |
| Employees - FTEs | 0 | 2.0 | 0.8 | -58.00 |
| Operating Expenses | \$40,741 | \$49,384 | \$43,192 | -12.54 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$276,090 | \$277,279 | \$281,495 | 1.52 |
| Other Operating Sub-Total | \$3,485 | \$2,947 | \$1,721 | -41.60 |
| Other-Interest | \$3,485 | \$2,947 | \$1,721 | -41.60 |
| Total (Excludes Capital Revenues) | \$279,575 | \$280,226 | \$283,216 | 1.07 |
| State Capital Grant Revenues | | | | |
| Other State Capital Funds | \$0 | \$31,166 | \$0 | -100.00 |
| Total State Capital | \$0 | \$31,166 | \$0 | -100.00 |
| Expenditures | | | | |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$159,826 | \$298,887 | \$357,530 | 19.62 |
| Total | \$159,826 | \$298,887 | \$357,530 | 19.62 |

| Total Funds by Source | | | | |
|------------------------------|------------------|------------------|------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$279,575 | \$280,226 | \$283,216 | 100.00 |
| Total State Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Federal Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Operating | \$279,575 | \$280,226 | \$283,216 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | - |
| Total State Investment | \$0 | \$31,166 | \$0 | - |
| Total Federal Investment | \$0 | \$0 | \$0 | - |
| Total Capital | \$0 | \$31,166 | \$0 | - |

Dale O'Brien
Executive Director
600 County Shop Lane
Burlington, WA 98233
360-757-8801
www.skagittransit.org



System Snapshot

- **Service Area:** Urban and Rural areas in Skagit County as well as connector service to Bellingham and express commuter service to Everett.
- **Congressional District:** 2
- **Legislative District:** 10, 39, and 40
- **Type of Government:** PTBA
- **Governing Body:** Board of Directors
- **Tax Authorized:** 0.2 percent sales tax in PTBA approved in 1993 and an additional 0.2 percent sales tax approved in November 2008.
- **Fares:** \$1.00 standard fare per boarding with a 90 minute transfer. \$2.00 for commuter routes. Dial-a-Ride is on a Donation basis.
- **Intermodal Connections:** Skagit Transit provides transportation between towns and cities in Skagit County; Mount Vernon, Burlington, Sedro Woolley, Anacortes, LaConner, Hamilton, Lyman and Concrete. Skagit Transit links with Island Transit and Whatcom Transit to provide connector service between Skagit County, Island County, Whatcom County and Snohomish County (Everett Station). Skagit Transit connects with AMTRAK and Greyhound at Skagit Station in downtown Mount Vernon and with the Washington State Ferry Terminal in Anacortes serving the San Juan Islands.
- **Transit Development Plan:** [Skagit Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 34,473 | 38,295 | 41,762 | 9.05 |
| Total Vehicle Hours | 37,062 | 40,615 | 45,515 | 12.06 |
| Revenue Vehicle Miles | 654,458 | 703,460 | 732,132 | 4.08 |
| Total Vehicle Miles | 705,409 | 756,974 | 800,735 | 5.78 |
| Passenger Trips | 501,664 | 508,212 | 544,518 | 7.14 |
| Diesel Fuel Consumed (gallons) | 123,048 | 139,362 | 149,370 | 7.18 |
| Employees - FTEs | 39.6 | 42.5 | 43.7 | 2.82 |
| Operating Expenses | \$3,822,378 | \$4,206,148 | \$4,358,036 | 3.61 |
| Farebox Revenues | \$296,629 | \$343,323 | \$376,764 | 9.74 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 22,822 | 28,254 | 29,492 | 4.38 |
| Total Vehicle Hours | 27,424 | 31,874 | 32,713 | 2.63 |
| Revenue Vehicle Miles | 276,290 | 328,148 | 358,703 | 9.31 |
| Total Vehicle Miles | 331,738 | 389,488 | 422,530 | 8.48 |
| Passenger Trips | 58,740 | 68,016 | 74,380 | 9.36 |
| Diesel Fuel Consumed (gallons) | 35,991 | 40,931 | 43,497 | 6.27 |
| Employees - FTEs | 29.3 | 29.7 | 33.3 | 12.12 |
| Operating Expenses | \$2,476,676 | \$2,725,414 | \$2,866,022 | 5.16 |
| Farebox Revenues | \$10,968 | \$13,144 | \$13,804 | 5.02 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 19,200 | 21,600 | 20,095 | -6.97 |
| Total Vehicle Hours | 19,200 | 21,600 | 20,095 | -6.97 |
| Revenue Vehicle Miles | 741,632 | 795,520 | 733,993 | -7.73 |
| Total Vehicle Miles | 741,632 | 795,520 | 733,993 | -7.73 |
| Passenger Trips | 107,520 | 100,239 | 87,300 | -12.91 |
| Gasoline Fuel Consumed (gallons) | 45,875 | 48,805 | 43,937 | -9.97 |
| Employees - FTEs | 2.4 | 2.2 | 2.0 | -9.09 |
| Operating Expenses | \$436,490 | \$407,002 | \$411,498 | 1.10 |
| Vanpool Revenue | \$257,403 | \$349,570 | \$308,403 | -11.78 |

| Revenues | | | | |
|---|--------------------|--------------------|---------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$4,601,130 | \$7,154,633 | \$7,854,632 | 9.78 |
| Farebox Revenues | \$307,597 | \$356,467 | \$390,568 | 9.57 |
| Vanpooling Revenue | \$257,403 | \$349,570 | \$308,403 | -11.78 |
| Federal Section §5307 Operating | \$932,630 | \$1,055,563 | \$937,584 | -11.18 |
| Federal Section §5311 Operating | \$0 | \$0 | \$246,976 | - |
| FTA JARC (§5316) Program | \$0 | \$61,836 | \$114,008 | 84.37 |
| Other Federal Operating | \$210,901 | \$163,446 | \$89,251 | -45.39 |
| State Regional Mobility Operating Grants | \$0 | \$328,963 | \$349,245 | 6.17 |
| State Special Needs Grants | \$169,818 | \$155,369 | \$169,625 | 9.18 |
| Other State Operating Grants | \$560,399 | \$122,805 | \$172,617 | 40.56 |
| Other Operating Sub-Total | \$295,167 | \$102,683 | -\$103,781 | -201.07 |
| Other-Interest | \$186,025 | \$48,886 | \$26,185 | -46.44 |
| Other-Gain (Loss) on Sale of Assets | -\$1,494 | -\$27,652 | -\$176,496 | 538.28 |
| Other-MISC | \$110,636 | \$81,449 | \$46,530 | -42.87 |
| Total (Excludes Capital Revenues) | \$7,335,045 | \$9,851,335 | \$10,529,128 | 6.88 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$0 | \$0 | \$2,517 | - |
| Federal Section §5309 Capital Grants | \$0 | \$363,573 | \$7,782 | -97.86 |
| Federal Section §5311 Capital Grants | \$0 | \$0 | \$93,038 | - |
| FTA JARC (§5316) Program | \$0 | \$277,467 | \$0 | -100.00 |
| Federal STP Grants | \$0 | \$0 | \$24,712 | - |
| CM/AQ and Other Federal Grants | \$222,832 | \$192,942 | \$0 | -100.00 |
| Total Federal Capital | \$222,832 | \$833,982 | \$128,049 | -84.65 |
| State Capital Grant Revenues | | | | |
| State Regional Mobility Grants | \$0 | \$866,410 | \$335,978 | -61.22 |
| State Vanpool Grants | \$198,497 | \$38,900 | \$0 | -100.00 |
| Other State Capital Funds | \$1,399,046 | \$1,574,251 | \$447,751 | -71.56 |
| Total State Capital | \$1,597,543 | \$2,479,561 | \$783,729 | -68.39 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$367,382 | \$2,699,320 | \$1,728,125 | 64.02 |
| Total Local Capital | \$367,382 | \$2,699,320 | \$1,728,125 | 64.02 |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$896,864 | \$1,042,614 | \$1,373,562 | 31.74 |

| | 2008 | 2009 | 2010 | % Change |
|-------------------------------------|---------------------|---------------------|---------------------|---------------|
| Ending Balances, December 31 | | | | |
| General Fund | \$2,058,436 | \$1,337,242 | \$2,789,882 | 108.63 |
| Unrestricted Cash and Investments | \$8,219,460 | \$6,619,814 | \$5,837,145 | -11.82 |
| Operating Reserve | \$981,232 | \$1,205,980 | \$1,205,980 | 0.00 |
| Capital Reserve Funds | \$3,745,894 | \$3,269,548 | \$2,477,573 | -24.22 |
| Contingency Reserve | \$1,433,898 | \$2,144,285 | \$2,150,143 | 0.27 |
| Total | \$16,438,920 | \$14,576,869 | \$14,460,723 | -0.80 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$5,461,297 | \$7,963,353 | \$8,449,822 | 80.25 |
| Total State Investment | \$730,217 | \$607,137 | \$691,487 | 6.57 |
| Total Federal Investment | \$1,143,531 | \$1,280,845 | \$1,387,819 | 13.18 |
| Total Operating | \$7,335,045 | \$9,851,335 | \$10,529,128 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$367,382 | \$2,699,320 | \$1,728,125 | 65.46 |
| Total State Investment | \$1,597,543 | \$2,479,561 | \$783,729 | 29.69 |
| Total Federal Investment | \$222,832 | \$833,982 | \$128,049 | 4.85 |
| Total Capital | \$2,187,757 | \$6,012,863 | \$2,639,903 | 100.00 |

Ron Davis
Chief Operating Officer
2001 Oak Avenue
Yakima, WA 98903
509-539-3877
www.tctransportservices.com



System Snapshot

- **Service Area:** City of Union Gap
- **Congressional District:** 4
- **Legislative District:** 14
- **Type of Government:** City
- **Governing Body:** City Council
- **Tax Authorized:** 0.2 percent total sales tax approved in September 2008.
- **Fares:** Fare Free
- **Intermodal Connections:** Union Gap Transit provides service between Union Gap and the cities of Yakima and Selah Washington.

We provide service to all Union Gap schools plus connections to Greyhound, Yakima Airport, Yakima Transit, Community Connector for service throughout the lower Yakima Valley, the Yakama Indian Nation Transit Service.
- **Transit Development Plan:** [City of Union Gap Transit TDP](#)

| Annual Operating Information | | | | |
|--|------------------|------------------|------------------|---------------|
| | 2008 | 2009 | 2010 | % Change |
| Fixed Route Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 4,051 | 7,280 | 7,280 | 0.00 |
| Total Vehicle Hours | 4,347 | 7,880 | 7,880 | 0.00 |
| Revenue Vehicle Miles | 69,073 | 149,367 | 165,117 | 10.54 |
| Total Vehicle Miles | 71,562 | 179,239 | 194,989 | 8.79 |
| Passenger Trips | 60,060 | 80,835 | 83,500 | 3.30 |
| Diesel Fuel Consumed (gallons) | 11,374 | - | - | - |
| Gasoline Fuel Consumed (gallons) | 1,659 | 25,605 | 24,373 | -4.81 |
| Employees - FTEs | 3.0 | 4.0 | 4.0 | 0.00 |
| Operating Expenses | \$365,886 | \$275,259 | \$275,259 | 0.00 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 1,498 | 7,540 | 7,540 | 0.00 |
| Total Vehicle Hours | 1,597 | 7,690 | 7,690 | 0.00 |
| Revenue Vehicle Miles | 11,706 | 10,530 | 23,284 | 121.12 |
| Total Vehicle Miles | 12,819 | 12,767 | 25,543 | 100.07 |
| Passenger Trips | 2,437 | 3,298 | 5,260 | 59.49 |
| Diesel Fuel Consumed (gallons) | 208 | - | - | - |
| Gasoline Fuel Consumed (gallons) | 551 | 2,127 | 3,192 | 50.07 |
| Employees - FTEs | 5.0 | 7.0 | 5.5 | -21.43 |
| Operating Expenses | \$33,032 | \$92,371 | \$96,228 | 4.18 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$444,319 | \$800,824 | \$751,429 | -6.17 |
| Total (Excludes Capital Revenues) | \$444,319 | \$800,824 | \$751,429 | -6.17 |
| Expenditures | | | | |
| Ending Balances, December 31 | | | | |
| General Fund | \$43,863 | \$414,430 | \$0 | -100.00 |
| Operating Reserve | \$0 | \$0 | \$805,658 | - |
| Total | \$43,863 | \$414,430 | \$805,658 | 94.40 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$444,319 | \$800,824 | \$751,429 | 100.00 |
| Total State Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Federal Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Operating | \$444,319 | \$800,824 | \$751,429 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | - |
| Total State Investment | \$0 | \$0 | \$0 | - |
| Total Federal Investment | \$0 | \$0 | \$0 | - |
| Total Capital | \$0 | \$0 | \$0 | - |

Whatcom Transportation Authority

Richard Walsh
General Manager
4111 Bakerview Spur
Bellingham, WA 98226
360-527-4720
www.ridewta.com



System Snapshot

- **Service Area:** Whatcom County
- **Congressional District:** 2
- **Legislative District:** 40 and 42
- **Type of Government:** PTBA
- **Governing Body:** Board of Directors (local elected officials)
- **Tax Authorized:** 0.6 percent total sales tax—0.3 percent approved in 1983 and an additional 0.3 percent approved in 2002.
- **Fares:** \$1.00 per boarding (Fixed Route and Paratransit).
- **Intermodal Connections:** WTA provides service throughout Whatcom County and between Bellingham and Mt Vernon. Service is provided to Western Washington University, Whatcom Community College, and Bellingham Technical College as well as most public schools in Bellingham. Connections to Amtrak, Greyhound, and the Alaska State Ferry are provided at the Fairhaven Transportation Center. Connections to the Lummi Island ferry are provided at Gooseberry Point.
- **Transit Development Plan:** [Whatcom Transportation Authority TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|--------------|--------------|--------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 139,100 | 140,217 | 135,071 | -3.67 |
| Total Vehicle Hours | 145,200 | 148,693 | 143,783 | -3.30 |
| Revenue Vehicle Miles | 1,902,962 | 1,915,082 | 1,853,845 | -3.20 |
| Total Vehicle Miles | 2,083,704 | 2,085,352 | 2,015,689 | -3.34 |
| Passenger Trips | 4,945,900 | 5,623,158 | 4,886,748 | -13.10 |
| Diesel Fuel Consumed (gallons) | 415,892 | 429,899 | 413,162 | -3.89 |
| Gasoline Fuel Consumed (gallons) | 11,460 | - | - | - |
| Employees - FTEs | 162.2 | 172.0 | 119.0 | -30.81 |
| Operating Expenses | \$15,397,926 | \$15,161,260 | \$14,812,684 | -2.30 |
| Farebox Revenues | \$1,273,068 | \$1,384,476 | \$2,308,795 | 66.76 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 56,400 | 57,393 | 55,801 | -2.77 |
| Total Vehicle Hours | 62,000 | 62,850 | 61,440 | -2.24 |
| Revenue Vehicle Miles | 776,200 | 788,852 | 762,520 | -3.34 |
| Total Vehicle Miles | 868,700 | 877,899 | 849,188 | -3.27 |
| Passenger Trips | 184,200 | 186,330 | 173,891 | -6.68 |
| Gasoline Fuel Consumed (gallons) | 127,737 | 133,963 | 126,701 | -5.42 |
| Employees - FTEs | 66.5 | 68.0 | 48.0 | -29.41 |
| Operating Expenses | \$5,851,304 | \$6,254,583 | \$6,082,945 | -2.74 |
| Farebox Revenues | \$144,926 | \$159,458 | \$14,247 | -91.07 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 11,194 | 9,729 | 12,834 | 31.91 |
| Total Vehicle Hours | 11,267 | 9,784 | 12,834 | 31.17 |
| Revenue Vehicle Miles | 571,889 | 509,074 | 664,762 | 30.58 |
| Total Vehicle Miles | 575,656 | 511,877 | 664,762 | 29.87 |
| Passenger Trips | 93,882 | 99,290 | 99,217 | -0.07 |
| Gasoline Fuel Consumed (gallons) | 31,038 | 38,600 | 43,762 | 13.37 |
| Employees - FTEs | 0.7 | 1.3 | 0.5 | -61.54 |
| Operating Expenses | \$298,707 | \$227,751 | \$226,925 | -0.36 |
| Vanpool Revenue | \$163,135 | \$186,338 | \$225,128 | 20.82 |

| Revenues | | | | |
|---|---------------------|---------------------|---------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$19,565,285 | \$17,844,828 | \$17,911,874 | 0.38 |
| Farebox Revenues | \$1,417,994 | \$1,543,934 | \$2,323,042 | 50.46 |
| Vanpooling Revenue | \$163,135 | \$186,338 | \$225,128 | 20.82 |
| State Special Needs Grants | \$460,864 | \$542,069 | \$331,787 | -38.79 |
| Other State Operating Grants | \$194,063 | \$183,426 | \$212,660 | 15.94 |
| Other Operating Sub-Total | \$1,735,494 | \$1,047,489 | \$211,638 | -79.80 |
| Other-Advertising | \$75,057 | \$55,012 | \$54,849 | -0.30 |
| Other-Interest | \$1,095,511 | \$554,003 | \$275,394 | -50.29 |
| Other-Gain (Loss) on Sale of Assets | \$12,097 | -\$151,781 | -\$128,683 | -15.22 |
| Other-MISC | \$552,829 | \$590,255 | \$10,078 | -98.29 |
| Total (Excludes Capital Revenues) | \$23,536,835 | \$21,348,084 | \$21,216,129 | -0.62 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$575,448 | \$4,832,386 | \$1,655,804 | -65.74 |
| Federal Section §5309 Capital Grants | \$0 | \$0 | \$1,859,670 | - |
| Federal Section §5310 Capital Grants | \$0 | \$0 | \$617,463 | - |
| Total Federal Capital | \$575,448 | \$4,832,386 | \$4,132,937 | -14.47 |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$0 | \$156,000 | \$0 | -100.00 |
| Total State Capital | \$0 | \$156,000 | \$0 | -100.00 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$1,371,110 | \$2,096,405 | \$1,178,404 | -43.79 |
| Total Local Capital | \$1,371,110 | \$2,096,405 | \$1,178,404 | -43.79 |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$2,986,476 | \$3,558,566 | \$3,502,174 | -1.58 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$14,071,997 | \$11,836,111 | \$8,229,773 | -30.47 |
| Operating Reserve | \$4,331,407 | \$6,000,497 | \$6,076,480 | 1.27 |
| Capital Reserve Funds | \$5,934,013 | \$4,501,758 | \$4,574,469 | 1.62 |
| Insurance Funds | \$1,083,754 | \$637,090 | \$2,479,677 | 289.22 |
| Total | \$25,421,170 | \$22,975,456 | \$21,360,399 | -7.03 |

| Total Funds by Source | | | | |
|------------------------------|---------------------|---------------------|---------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$22,881,908 | \$20,622,589 | \$20,671,682 | 97.43 |
| Total State Investment | \$654,927 | \$725,495 | \$544,447 | 2.57 |
| Total Federal Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Operating | \$23,536,835 | \$21,348,084 | \$21,216,129 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$1,371,110 | \$2,096,405 | \$1,178,404 | 22.19 |
| Total State Investment | \$0 | \$156,000 | \$0 | 0.00 |
| Total Federal Investment | \$575,448 | \$4,832,386 | \$4,132,937 | 77.81 |
| Total Capital | \$1,946,558 | \$7,084,791 | \$5,311,341 | 100.00 |

Donald B. Cooper
City Manager
129 North 2nd Street
Yakima, WA 98901
509-575-6040
www.ci.yakima.wa.us



System Snapshot

- **Service Area:** City of Yakima
- **Congressional District:** 4
- **Legislative District:** 14
- **Type of Government:** City
- **Governing Body:** Yakima City Council
- **Tax Authorized:** 0.3 percent total sales and use tax approved in November 1980.
- **Fares:** \$0.75 per boarding for fixed route; \$1.50 per boarding for paratransit.
- **Intermodal Connections:** Yakima Transit provides fixed-route, demand response, and vanpool services within the Cities of Yakima and Selah. We provide non-exclusive fixed-route service to all K-12 schools as well as Perry Technical College and Yakima Valley Community College. Yakima Transit provides connectivity to the Yakima Airport, Greyhound, Central Washington Airporter Shuttle, and Amtrak. Yakima Transit also connects up with all the other transit providers in the area at Minor's in Union Gap (Pahto Public Passage, Union Gap Transit, and People For People's Community Connector).
- **Transit Development Plan:** [Yakima Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 50,547 | 49,145 | 54,840 | 11.59 |
| Total Vehicle Hours | 50,815 | 50,882 | 56,834 | 11.70 |
| Revenue Vehicle Miles | 739,690 | 699,120 | 778,941 | 11.42 |
| Total Vehicle Miles | 744,806 | 744,478 | 807,138 | 8.42 |
| Passenger Trips | 1,348,178 | 1,289,315 | 1,312,116 | 1.77 |
| Diesel Fuel Consumed (gallons) | 166,902 | 159,963 | 174,366 | 9.00 |
| Employees - FTEs | 46.4 | 50.0 | 55.4 | 10.84 |
| Operating Expenses | \$5,546,078 | \$5,421,696 | \$5,760,027 | 6.24 |
| Farebox Revenues | \$415,710 | \$466,486 | \$430,497 | -7.71 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 38,715 | 45,641 | 40,994 | -10.18 |
| Total Vehicle Hours | 42,511 | 51,862 | 46,061 | -11.19 |
| Revenue Vehicle Miles | 481,601 | 431,460 | 413,087 | -4.26 |
| Total Vehicle Miles | 522,865 | 497,593 | 474,720 | -4.60 |
| Passenger Trips | 96,160 | 86,234 | 87,484 | 1.45 |
| Diesel Fuel Consumed (gallons) | 9,237 | - | - | - |
| Gasoline Fuel Consumed (gallons) | 22,226 | 47,311 | 44,225 | -6.52 |
| Employees - FTEs | 40.0 | 38.0 | 36.0 | -5.26 |
| Operating Expenses | \$1,487,657 | \$1,309,235 | \$1,330,026 | 1.59 |
| Farebox Revenues | \$172,055 | \$110,008 | \$96,047 | -12.69 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 11,731 | 10,664 | 12,116 | 13.62 |
| Total Vehicle Hours | 11,731 | 10,664 | 12,116 | 13.62 |
| Revenue Vehicle Miles | 527,915 | 475,879 | 545,236 | 14.57 |
| Total Vehicle Miles | 527,915 | 475,879 | 545,236 | 14.57 |
| Passenger Trips | 97,900 | 91,552 | 101,768 | 11.16 |
| Diesel Fuel Consumed (gallons) | 9,850 | 8,253 | 8,867 | 7.44 |
| Gasoline Fuel Consumed (gallons) | 23,672 | 23,384 | 26,863 | 14.88 |
| Employees - FTEs | 2.0 | 2.0 | 1.0 | -50.00 |
| Operating Expenses | \$295,255 | \$280,570 | \$330,517 | 17.80 |
| Vanpool Revenue | \$208,776 | \$192,486 | \$225,310 | 17.05 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$4,372,786 | \$4,104,186 | \$4,244,532 | 3.42 |
| Farebox Revenues | \$587,765 | \$576,494 | \$526,544 | -8.66 |
| Vanpooling Revenue | \$208,776 | \$192,486 | \$225,310 | 17.05 |
| Federal Section §5307 Operating | \$1,650,366 | \$1,762,894 | \$1,904,175 | 8.01 |
| Federal Section §5307 Preventative | \$0 | \$0 | \$19,234 | - |
| FTA JARC (§5316) Program | \$0 | \$0 | \$105,175 | - |
| Other Federal Operating | \$0 | \$0 | \$50,000 | - |
| State Special Needs Grants | \$0 | \$60,554 | \$48,126 | -20.52 |
| Sales Tax Equalization | \$0 | \$25,163 | \$3,324 | -86.79 |
| Other Operating Sub-Total | \$144,688 | \$247,794 | \$999,072 | 303.19 |
| Other-Advertising | \$36,045 | \$49,790 | \$37,901 | -23.88 |
| Other-Interest | \$15,221 | \$11,915 | \$7,515 | -36.93 |
| Other-Gain (Loss) on Sale of Assets | \$72,344 | \$0 | \$12,492 | - |
| Other-MISC | \$21,078 | \$186,089 | \$941,164 | 405.76 |
| Total (Excludes Capital Revenues) | \$6,964,381 | \$6,969,571 | \$8,125,492 | 16.59 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5307 Capital Grants | \$0 | \$0 | \$2,001,000 | - |
| Federal Section §5310 Capital Grants | \$0 | \$0 | \$96,000 | - |
| CM/AQ and Other Federal Grants | \$0 | \$150,005 | \$0 | -100.00 |
| Total Federal Capital | \$0 | \$150,005 | \$2,097,000 | 1297.95 |
| State Capital Grant Revenues | | | | |
| State Rural Mobility Grants | \$168,000 | \$0 | \$0 | - |
| State Special Needs Grants | \$0 | \$0 | \$47,256 | - |
| State Vanpool Grants | \$218,613 | \$233,186 | \$0 | -100.00 |
| Total State Capital | \$386,613 | \$233,186 | \$47,256 | -79.73 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$1,583,575 | \$0 | \$0 | - |
| Total Local Capital | \$1,583,575 | \$0 | \$0 | - |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$895,997 | \$969,024 | \$1,063,054 | 9.70 |
| Ending Balances, December 31 | | | | |
| Operating Reserve | \$400,124 | \$594,474 | \$612,155 | 2.97 |
| Capital Reserve Funds | \$1,971,077 | \$1,034,199 | \$995,848 | -3.71 |
| Total | \$2,371,201 | \$1,628,673 | \$1,608,003 | -1.27 |

| Total Funds by Source | | | | |
|------------------------------|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$5,314,015 | \$5,120,960 | \$5,995,458 | 73.79 |
| Total State Investment | \$0 | \$85,717 | \$51,450 | 0.63 |
| Total Federal Investment | \$1,650,366 | \$1,762,894 | \$2,078,584 | 25.58 |
| Total Operating | \$6,964,381 | \$6,969,571 | \$8,125,492 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$1,638,143 | \$0 | \$0 | 0.00 |
| Total State Investment | \$386,613 | \$233,186 | \$47,256 | 2.20 |
| Total Federal Investment | \$0 | \$150,005 | \$2,097,000 | 97.80 |
| Total Capital | \$2,024,756 | \$383,191 | \$2,144,256 | 100.00 |

Transit Systems Serving Rural Areas

For the purposes of this summary, local public transportation systems serving populations of fewer than 50,000 are “rural,” according to the U.S. Bureau of the Census as of April 1, 2000.

The 12 local public transportation systems and the rural areas they serve are:

- [Clallam Transit](#) (Clallam County)
- [Columbia County Public Transportation](#) (Columbia County)
- [Garfield County Public Transportation](#) (Garfield County)
- [Grant Transit Authority](#) (Grant County)
- [Grays Harbor Transportation Authority](#) (Grays Harbor County)
- [Island Transit](#) (Island County)
- [Jefferson Transit Authority](#) (Jefferson County)
- [Mason County Transportation Authority](#) (Mason County)
- [Pacific Transit](#) (Pacific County)
- [Pullman Transit](#) (city of Pullman)
- [Twin Transit](#) (cities of Centralia and Chehalis)
- [Valley Transit](#) (cities of Walla Walla and College Place and vicinity)

Local public transportation systems in rural areas are eligible to receive Section 5311 formula funding from the Federal Transit Administration (FTA) through WSDOT. In addition, they may receive FTA Section 5309 Bus Discretionary funding appropriated by Congress for specific projects.

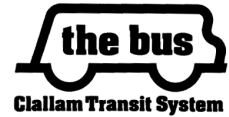
FTA Section 5311 funding may be used by local public transportation systems to:

- purchase transit-related equipment,
- construct minor transit-related improvements, or
- offset net operating expenses.

FTA Section 5309 Bus and Bus-Related funding may be used to purchase:

- buses,
- bus-related equipment,
- paratransit vehicles, and
- may be used for the construction of bus-related facilities.

Terry G. Weed
General Manager
830 West Lauridsen Boulevard
Port Angeles, WA 98363
360-452-1315
www.clallamtransit.com



System Snapshot

- **Service Area:** Clallam County
- **Congressional District:** 6
- **Legislative District:** 24
- **Type of Government:** PTBA
- **Governing Body:** Eight member board (two elected officials each from County, Forks, Sequim, and Port Angeles)
- **Tax Authorized:** 0.6 percent total sales and use tax—0.3 percent sales tax rate when CTS started in October 1980 and an additional 0.3 percent sales and use tax effective January 2001.
- **Fares:** \$1.00 per boarding for fixed route and \$0.50 reduced fare for senior 65+, youth 6-19, people with disabilities; additional \$0.50 per boarding for premium routes #14 and #30 (Forks and Sequim to Port Angeles); additional \$1.00 per boarding for general public dial-a-ride service.
- **Intermodal Connections:** Clallam Transit connects at the Port Angeles Transportation Center with the Black Ball Coho Ferry to Victoria and the Olympic Dungeness Line to Kingston, Seattle, and Sea-Tac International Airport. In addition, CTS connects with Jefferson Transit at the Sequim Transit Center for east bound trips to Port Townsend, Poulsbo, and eventually connecting with Mason Transit and with the Jefferson Transit Olympic Connection at the Forks Transit Center to reach the Quinault and Grays Harbor.
- **Transit Development Plan:** [Clallam Transit System TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 46,343 | 47,121 | 47,962 | 1.78 |
| Total Vehicle Hours | 49,953 | 50,731 | 51,936 | 2.38 |
| Revenue Vehicle Miles | 981,020 | 1,023,343 | 990,005 | -3.26 |
| Total Vehicle Miles | 1,100,997 | 1,116,207 | 1,084,304 | -2.86 |
| Passenger Trips | 1,027,623 | 968,033 | 918,230 | -5.14 |
| Diesel Fuel Consumed (gallons) | 210,822 | 207,950 | 194,308 | -6.56 |
| Employees - FTEs | 64.4 | 65.5 | 64.8 | -1.07 |
| Operating Expenses | \$5,918,461 | \$5,860,326 | \$5,698,715 | -2.76 |
| Farebox Revenues | \$571,981 | \$550,105 | \$608,056 | 10.53 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 29,979 | 30,741 | 27,127 | -11.76 |
| Total Vehicle Hours | 31,369 | 32,131 | 28,354 | -11.76 |
| Revenue Vehicle Miles | 504,731 | 503,644 | 510,136 | 1.29 |
| Total Vehicle Miles | 531,433 | 530,318 | 528,283 | -0.38 |
| Passenger Trips | 68,443 | 67,911 | 59,094 | -12.98 |
| Diesel Fuel Consumed (gallons) | 51,850 | 50,285 | 48,681 | -3.19 |
| Gasoline Fuel Consumed (gallons) | 2,967 | 1,606 | 2,054 | 27.90 |
| Employees - FTEs | 23.5 | 22.0 | 22.0 | 0.00 |
| Operating Expenses | \$1,590,674 | \$1,613,568 | \$1,635,449 | 1.36 |
| Farebox Revenues | \$152,604 | \$126,952 | \$39,915 | -68.56 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Miles | 414,518 | 468,275 | 479,091 | 2.31 |
| Total Vehicle Miles | 414,518 | 468,275 | 479,091 | 2.31 |
| Passenger Trips | 72,140 | 79,313 | 81,649 | 2.95 |
| Gasoline Fuel Consumed (gallons) | 30,704 | 33,884 | 35,722 | 5.42 |
| Employees - FTEs | 1.0 | 1.0 | 1.0 | 0.00 |
| Operating Expenses | \$170,415 | \$174,435 | \$194,595 | 11.56 |
| Vanpool Revenue | \$167,710 | \$192,654 | \$197,396 | 2.46 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$6,250,857 | \$5,582,568 | \$5,835,791 | 4.54 |
| Farebox Revenues | \$724,585 | \$677,057 | \$647,971 | -4.30 |
| Vanpooling Revenue | \$167,710 | \$192,654 | \$197,396 | 2.46 |
| Federal Section §5311 Operating | \$0 | \$75,000 | \$150,000 | 100.00 |
| Other Federal Operating | \$0 | \$0 | \$6,341 | - |
| State Rural Mobility Grants | \$0 | \$107,000 | \$0 | -100.00 |
| State Special Needs Grants | \$155,880 | \$0 | \$54,595 | - |
| Other State Operating Grants | \$0 | \$84,205 | \$0 | -100.00 |
| Other Operating Sub-Total | \$351,941 | \$184,369 | \$150,488 | -18.38 |
| Other-Advertising | \$31,161 | \$21,962 | \$26,935 | 22.64 |
| Other-Interest | \$235,855 | \$124,042 | \$85,809 | -30.82 |
| Other-Gain (Loss) on Sale of Assets | \$4,216 | \$10,155 | \$2,765 | -72.77 |
| Other-MISC | \$80,709 | \$28,210 | \$34,979 | 24.00 |
| Total (Excludes Capital Revenues) | \$7,650,973 | \$6,902,853 | \$7,042,582 | 2.02 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$453,868 | \$961 | \$1,676 | 74.40 |
| Federal Section §5311 Capital Grants | \$0 | \$1,279,233 | \$11,351 | -99.11 |
| Federal STP Grants | \$118,206 | \$29,291 | \$178,000 | 507.70 |
| Total Federal Capital | \$572,074 | \$1,309,485 | \$191,027 | -85.41 |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$0 | \$0 | \$75,162 | - |
| Total State Capital | \$0 | \$0 | \$75,162 | - |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$4,792,465 | \$425,027 | \$147,048 | -65.40 |
| Total Local Capital | \$4,792,465 | \$425,027 | \$147,048 | -65.40 |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$941,260 | \$907,665 | \$900,450 | -0.79 |
| Ending Balances, December 31 | | | | |
| Operating Reserve | \$1,900,000 | \$1,500,000 | \$1,200,000 | -20.00 |
| Working Capital | \$595,143 | \$697,537 | \$795,295 | 14.01 |
| Capital Reserve Funds | \$2,000,000 | \$1,523,000 | \$1,450,000 | -4.79 |
| Other (Please Explain in Comments Section at End) | \$357,714 | \$401,339 | \$429,311 | 6.97 |
| Total | \$4,852,857 | \$4,121,876 | \$3,874,606 | -6.00 |

| Total Funds by Source | | | | |
|------------------------------|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$7,495,093 | \$6,636,648 | \$6,831,646 | 97.00 |
| Total State Investment | \$155,880 | \$191,205 | \$54,595 | 0.78 |
| Total Federal Investment | \$0 | \$75,000 | \$156,341 | 2.22 |
| Total Operating | \$7,650,973 | \$6,902,853 | \$7,042,582 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$4,792,465 | \$425,027 | \$147,048 | 35.58 |
| Total State Investment | \$0 | \$0 | \$75,162 | 18.19 |
| Total Federal Investment | \$572,074 | \$1,309,485 | \$191,027 | 46.23 |
| Total Capital | \$5,364,539 | \$1,734,512 | \$413,237 | 100.00 |

Columbia County Public Transportation

Stephanie Guettinger

General Manager

507 Cameron Street

Dayton, WA 99328

509-382-1647

www.columbiaco.com/index.aspx?nid=204



System Snapshot

- **Service Area:** Columbia County as well as to citizens in the communities of Waitsburg, Dixie and Prescott in neighboring Walla Walla County.
- **Congressional District:** 5
- **Legislative District:** 16
- **Type of Government:** County
- **Governing Body:** Five Member board (the three County Commissioners and the Mayors of Dayton and Starbuck).
- **Tax Authorized:** 0.4 percent total sales tax which was approved in November 2005.
- **Fares:** The base fare structure for Columbia County Public Transportation is as follows:
 - Inside Dayton city limits; \$1.50 per boarding and \$1.00 per day for seniors and people with disabilities
 - Outside Dayton City Limits (up to 10 miles); \$5.00 round trip (\$3.00 one way) and \$3.00 for seniors and disabled round trip (\$1.50 one way)
 - Starbuck to Dayton; all ages \$3.00
 - Dayton and Waitsburg to Walla Walla for all ages; Round trip \$7.50; one way \$5.00
 - Monthly pass rates for students and workers who commute daily are available
- **Intermodal Connections:** Columbia County Public Transportation (CCPT) is the only transportation available to the citizens of Columbia County including Dayton, Starbuck and Huntsville, as well as to the citizens in the outlying communities of Walla Walla County including Waitsburg, Dixie and Prescott.

CCPT connects to Garfield County Transportation, Valley Transit in Walla Walla, the Walla Walla Airport; the Grapeline in Walla Walla to connect with the Pasco Airport, Amtrak, and Greyhound Bus Lines.

CCPT provides transportation of students to all of the area public schools in Dayton, Waitsburg, and Walla Walla as well to students attending the three area colleges located in Walla Walla.
- **Transit Development Plan:** [Columbia County Public Transportation TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|------------------|------------------|--------------------|--------------|
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 7,400 | 8,700 | 9,954 | 14.41 |
| Total Vehicle Hours | 7,500 | 8,744 | 10,000 | 14.36 |
| Revenue Vehicle Miles | 165,000 | 202,000 | 235,529 | 16.60 |
| Total Vehicle Miles | 167,000 | 204,195 | 237,529 | 16.32 |
| Passenger Trips | 41,630 | 45,400 | 53,063 | 16.88 |
| Diesel Fuel Consumed (gallons) | 10,624 | 11,965 | 15,877 | 32.70 |
| Gasoline Fuel Consumed (gallons) | 5,458 | 5,956 | 5,919 | -0.62 |
| Employees - FTEs | 8.5 | 12.0 | 13.8 | 14.58 |
| Operating Expenses | \$654,426 | \$660,641 | \$788,876 | 19.41 |
| Farebox Revenues | \$63,131 | \$65,560 | \$75,879 | 15.74 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 3,055 | 4,200 | 3,907 | -6.98 |
| Total Vehicle Hours | 3,080 | 4,300 | 3,975 | -7.56 |
| Revenue Vehicle Miles | 154,200 | 168,000 | 175,801 | 4.64 |
| Total Vehicle Miles | 158,000 | 171,693 | 178,801 | 4.14 |
| Passenger Trips | 32,000 | 31,500 | 34,426 | 9.29 |
| Gasoline Fuel Consumed (gallons) | 11,595 | 11,422 | 12,586 | 10.19 |
| Employees - FTEs | 0.20 | 0.25 | 0.25 | 0.00 |
| Operating Expenses | \$69,244 | \$62,674 | \$81,050 | 29.32 |
| Vanpool Revenue | \$97,254 | \$91,205 | \$105,542 | 15.72 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$179,716 | \$188,986 | \$210,998 | 11.65 |
| Farebox Revenues | \$63,131 | \$65,560 | \$75,879 | 15.74 |
| Vanpooling Revenue | \$97,254 | \$91,205 | \$105,542 | 15.72 |
| Federal Section §5311 Operating | \$179,152 | \$194,889 | \$0 | -100.00 |
| Other Federal Operating | \$0 | \$33,288 | \$179,166 | 438.23 |
| State Rural Mobility Grants | \$99,337 | \$123,691 | \$320,945 | 159.47 |
| State Special Needs Grants | \$18,238 | \$12,281 | \$0 | -100.00 |
| Sales Tax Equalization | \$43,595 | \$48,259 | \$32,067 | -33.55 |
| Other Operating Sub-Total | \$128,236 | \$164,287 | \$161,658 | -1.60 |
| Other-Interest | \$0 | \$0 | \$4,148 | - |
| Other-MISC | \$128,236 | \$164,287 | \$157,510 | -4.13 |
| Total (Excludes Capital Revenues) | \$808,659 | \$922,446 | \$1,086,255 | 17.76 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$48,589 | \$0 | \$73,076 | - |
| Total Federal Capital | \$48,589 | \$0 | \$73,076 | - |

| | 2008 | 2009 | 2010 | % Change |
|-------------------------------------|------------------|------------------|--------------------|---------------|
| State Capital Grant Revenues | | | | |
| State Special Needs Grants | \$0 | \$0 | \$59,409 | - |
| Total State Capital | \$0 | \$0 | \$59,409 | - |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$25,517 | \$5,644 | \$58,468 | 935.93 |
| Total Local Capital | \$25,517 | \$5,644 | \$58,468 | 935.93 |
| Ending Balances, December 31 | | | | |
| General Fund | \$121,277 | \$118,890 | \$54,611 | -54.07 |
| Operating Reserve | \$37,190 | \$37,459 | \$40,588 | 8.35 |
| Working Capital | \$102,148 | \$253,129 | \$377,756 | 49.23 |
| Capital Reserve Funds | \$71,510 | \$123,461 | \$200,964 | 62.78 |
| Total | \$332,125 | \$532,939 | \$673,919 | 26.45 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$468,337 | \$510,038 | \$554,077 | 51.01 |
| Total State Investment | \$161,170 | \$184,231 | \$353,012 | 32.50 |
| Total Federal Investment | \$179,152 | \$228,177 | \$179,166 | 16.49 |
| Total Operating | \$808,659 | \$922,446 | \$1,086,255 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$25,517 | \$5,644 | \$58,468 | 30.62 |
| Total State Investment | \$0 | \$0 | \$59,409 | 31.11 |
| Total Federal Investment | \$48,589 | \$0 | \$73,076 | 38.27 |
| Total Capital | \$74,106 | \$5,644 | \$190,953 | 100.00 |

Garfield County Public Transportation

Jan Zorb

Coordinator

695 Main Street

PO Box 213

Pomeroy, WA 99347

509-843-3563

System Snapshot

- **Service Area:** Garfield County
- **Congressional District:** 5
- **Legislative District:** 9
- **Type of Government:** UTBA
- **Governing Body:** Commissioners
- **Tax Authorized:** Garfield County Public Transportation does not receive any sales and use tax. The County Commissioners provide more funding for services than would be available through a sales and use tax.
- **Fares:** We operate on a donation bases. The suggested donation is Local \$2.00 and Lewiston \$5.00.
- **Intermodal Connections:** Garfield County Transportation provides services locally and to Lewiston/Clarkston Valley, we transport to Walla Walla Community College in Clarkston and make connections with Northwest Trails, Lewiston/Nes Perce Regional Airport, Lewiston Transit, and Asotin County PTBA. We travel to Dusty to connect with the Columbia County Transit for services into Walla Walla. We connect with COAST for elder services and SMS for Medicaid transportation.
- **Transit Development Plan:** [Garfield County Public Transportation TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-----------------|------------------|------------------|---------------|
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 3,216 | 2,799 | 2,254 | -19.47 |
| Total Vehicle Hours | 3,230 | 2,834 | 2,294 | -19.05 |
| Revenue Vehicle Miles | 32,037 | 25,207 | 13,608 | -46.01 |
| Total Vehicle Miles | 32,537 | 25,517 | 13,810 | -45.88 |
| Passenger Trips | 12,085 | 11,166 | 9,496 | -14.96 |
| Gasoline Fuel Consumed (gallons) | 4,174 | 3,874 | 3,370 | -13.01 |
| Employees - FTEs | 2.6 | 3.0 | 3.0 | 0.00 |
| Operating Expenses | \$122,600 | \$124,000 | \$103,574 | -16.47 |
| Farebox Revenues | \$4,697 | \$4,000 | \$3,834 | -4.15 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Farebox Revenues | \$4,697 | \$4,000 | \$3,834 | -4.15 |
| Federal Section §5311 Operating | \$0 | \$0 | \$48,302 | - |
| State Rural Mobility Grants | \$0 | \$0 | \$43,458 | - |
| Other State Operating Grants | \$72,479 | \$71,000 | \$0 | -100.00 |
| Other Operating Sub-Total | \$9,119 | \$7,000 | \$4,538 | -35.17 |
| Other-MISC | \$9,119 | \$7,000 | \$4,538 | -35.17 |
| Total (Excludes Capital Revenues) | \$86,295 | \$82,000 | \$100,132 | 22.11 |
| Expenditures | | | | |
| Ending Balances, December 31 | | | | |
| General Fund | \$47,123 | \$57,158 | \$58,534 | 2.41 |
| Capital Reserve Funds | \$50,185 | \$58,919 | \$62,419 | 5.94 |
| Total | \$97,308 | \$116,077 | \$120,953 | 4.20 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$13,816 | \$11,000 | \$8,372 | 8.36 |
| Total State Investment | \$72,479 | \$71,000 | \$43,458 | 43.40 |
| Total Federal Investment | \$0 | \$0 | \$48,302 | 48.24 |
| Total Operating | \$86,295 | \$82,000 | \$100,132 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | - |
| Total State Investment | \$0 | \$0 | \$0 | - |
| Total Federal Investment | \$0 | \$0 | \$0 | - |
| Total Capital | \$0 | \$0 | \$0 | - |

Greg Wright
Transit Manager
8392 West Westover Boulevard
Moses Lake, WA 98837
509-765-0898
www.gta-ride.com



System Snapshot

- **Service Area:** Grant County
- **Congressional District:** 4
- **Legislative District:** 12 and 13
- **Type of Government:** PTBA
- **Governing Body:** Nine member Board of Directors comprised of one County Commissioner, two Mayors representing the communities of Warden and Wilson Creek, six City Council Members representing the communities of Quincy, Ephrata, Soap Lake, Coulee City, Electric City, and Moses Lake.
- **Tax Authorized:** 0.2 percent local sales tax approved November 1996. There has been no change since.
- **Fares:** \$1.00 per boarding fixed-route; \$0.50 per boarding for paratransit.
- **Intermodal Connections:** Grant Transit Authority provides service and connections to the following facilities: Amtrak depot in Ephrata, Grant County International Airport in Moses Lake, NW Trailways in Moses Lake and Ephrata, Greyhound/Ernie's Texaco in Moses Lake, Columbia Station (Link Transit) in Wenatchee. Grant Transit provides service to Big Bend Community College in Moses Lake and three park and ride lots in Grant County.
- **Transit Development Plan:** [Grant Transit Authority TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|--|-------------|-------------|-------------|----------|
| Fixed Route Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 4,355 | 4,277 | 4,381 | 2.43 |
| Total Vehicle Hours | 5,496 | 5,400 | 5,497 | 1.80 |
| Revenue Vehicle Miles | 119,203 | 116,991 | 115,068 | -1.64 |
| Total Vehicle Miles | 127,585 | 125,253 | 123,291 | -1.57 |
| Passenger Trips | 29,149 | 32,067 | 36,244 | 13.03 |
| Diesel Fuel Consumed (gallons) | 58,122 | 59,012 | 31,455 | -46.70 |
| Employees - FTEs | 11.0 | 12.0 | 8.0 | -33.33 |
| Operating Expenses | \$1,277,508 | \$1,017,540 | \$793,834 | -21.98 |
| Farebox Revenues | \$33,222 | \$28,135 | \$30,898 | 9.82 |
| Route Deviated Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 31,543 | 30,193 | 25,324 | -16.13 |
| Total Vehicle Hours | 34,731 | 33,833 | 29,986 | -11.37 |
| Revenue Vehicle Miles | 938,592 | 902,577 | 779,492 | -13.64 |
| Total Vehicle Miles | 968,325 | 942,123 | 815,965 | -13.39 |
| Passenger Trips | 214,794 | 187,983 | 159,264 | -15.28 |
| Diesel Fuel Consumed (gallons) | 95,484 | 86,449 | 104,748 | 21.17 |
| Employees - FTEs | 17.0 | 18.0 | 18.0 | 0.00 |
| Operating Expenses | \$1,550,936 | \$1,622,771 | \$1,784,322 | 9.96 |
| Farebox Revenues | \$21,728 | \$48,886 | \$74,633 | 52.67 |
| Demand Response Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | 12,793 | 9,960 | 7,199 | -27.72 |
| Total Vehicle Hours | 16,961 | 13,857 | 10,360 | -25.24 |
| Revenue Vehicle Miles | 229,966 | 164,872 | 121,386 | -26.38 |
| Total Vehicle Miles | 289,135 | 211,047 | 159,003 | -24.66 |
| Passenger Trips | 30,212 | 27,059 | 20,157 | -25.51 |
| Gasoline Fuel Consumed (gallons) | 20,653 | 22,018 | 9,838 | -55.32 |
| Employees - FTEs | 14.0 | 15.0 | 13.0 | -13.33 |
| Operating Expenses | \$1,207,864 | \$1,153,415 | \$804,784 | -30.23 |
| Farebox Revenues | \$36,634 | \$33,009 | \$31,521 | -4.51 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Miles | 118,545 | 152,120 | 227,015 | 49.23 |
| Total Vehicle Miles | 118,545 | 152,120 | 227,015 | 49.23 |
| Passenger Trips | 26,071 | 32,360 | 39,952 | 23.46 |
| Gasoline Fuel Consumed (gallons) | 8,425 | 10,609 | 14,658 | 38.17 |
| Employees - FTEs | 1.0 | 1 | - | -100.00 |
| Operating Expenses | \$30,571 | \$28,061 | \$178,049 | 534.51 |
| Vanpool Revenue | \$48,933 | \$45,071 | \$100,561 | 123.12 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$3,358,611 | \$2,759,250 | \$2,328,265 | -15.62 |
| Farebox Revenues | \$91,584 | \$110,030 | \$137,052 | 24.56 |
| Vanpooling Revenue | \$48,933 | \$45,071 | \$100,561 | 123.12 |
| FTA JARC (§5316) Program | \$84,792 | \$65,971 | \$0 | -100.00 |
| Other Federal Operating | \$14,524 | \$0 | \$0 | - |
| State Rural Mobility Grants | \$101,210 | \$33,848 | \$67,780 | 100.25 |
| State Special Needs Grants | \$212,420 | \$76,325 | \$191,240 | 150.56 |
| Other State Operating Grants | \$80,012 | \$0 | \$2,330 | - |
| Other Operating Sub-Total | \$268,890 | \$157,073 | \$228,064 | 45.20 |
| Other-Interest | \$213,537 | \$118,515 | \$66,969 | -43.49 |
| Other-MISC | \$55,353 | \$38,558 | \$161,095 | 317.80 |
| Total (Excludes Capital Revenues) | \$4,260,976 | \$3,247,568 | \$3,055,292 | -5.92 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$0 | \$470,913 | \$222,346 | -52.78 |
| Federal Section §5311 Capital Grants | \$0 | \$142,276 | \$2,767,246 | 1844.98 |
| Total Federal Capital | \$0 | \$613,189 | \$2,989,592 | 387.55 |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$120,715 | \$51,205 | \$0 | -100.00 |
| Total State Capital | \$120,715 | \$51,205 | \$0 | -100.00 |
| Expenditures | | | | |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$378,148 | \$430,041 | \$387,175 | -9.97 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$4,117,827 | \$2,830,086 | \$1,645,579 | -41.85 |
| Operating Reserve | \$800,000 | \$800,000 | \$800,000 | 0.00 |
| Total | \$4,917,827 | \$3,630,086 | \$2,445,579 | -32.63 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$3,768,018 | \$3,071,424 | \$2,793,942 | 91.45 |
| Total State Investment | \$393,642 | \$110,173 | \$261,350 | 8.55 |
| Total Federal Investment | \$99,316 | \$65,971 | \$0 | 0.00 |
| Total Operating | \$4,260,976 | \$3,247,568 | \$3,055,292 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | 0.00 |
| Total State Investment | \$120,715 | \$51,205 | \$0 | 0.00 |
| Total Federal Investment | \$0 | \$613,189 | \$2,989,592 | 100.00 |
| Total Capital | \$120,715 | \$664,394 | \$2,989,592 | 100.00 |

Grays Harbor Transportation Authority

Mark Carlin
General Manager
705 30th Street
Hoquiam, WA 98550
360-532-2770
www.ghtransit.com



System Snapshot

- **Service Area:** Grays Harbor County
- **Congressional District:** 6
- **Legislative District:** 19, 24, and 35
- **Type of Government:** County
- **Governing Body:** Six 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 percent total sales and use tax. 0.3 approved in November 1974 and 0.3 approved in February 2000.
- **Fares:** Base fare is \$1.00 per boarding for fixed route and \$1.00 per boarding for (door to door) paratransit service.
- **Intermodal Connections:** Grays Harbor Transit 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 Transit, Intercity Transit, and Greyhound in Olympia. Grays Harbor Transit connects with Amtrack and Twin Transit in Centrailia twice weekly, Monday and Friday. Grays Harbor Transit provides service to all public elementary, middle and high schools within Aberdeen Hoquiam, and Cosmopolis as well as many of the other schools throughout the county. Grays Harbor Transit services Grays Harbor College every 30 minutes from 7:10 a.m. to 8:40 p.m. Grays Harbor Transit provides service to most senior centers in the county by either fixed route or dial-a-ride service.
- **Transit Development Plan:** [Grays Harbor Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 60,326 | 52,574 | 48,461 | -7.82 |
| Total Vehicle Hours | 69,266 | 66,125 | 62,130 | -6.04 |
| Revenue Vehicle Miles | 1,208,707 | 1,191,870 | 983,763 | -17.46 |
| Total Vehicle Miles | 1,228,424 | 1,214,016 | 1,047,722 | -13.70 |
| Passenger Trips | 1,247,651 | 1,162,282 | 873,800 | -24.82 |
| Diesel Fuel Consumed (gallons) | 227,271 | 224,823 | 190,911 | -15.08 |
| Employees - FTEs | 59.0 | 59.0 | 59.0 | 0.00 |
| Operating Expenses | \$4,656,769 | \$4,758,827 | \$4,043,109 | -15.04 |
| Farebox Revenues | \$402,974 | \$436,026 | \$532,477 | 22.12 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 42,454 | 44,083 | 29,237 | -33.68 |
| Total Vehicle Hours | 42,454 | 44,083 | 29,237 | -33.68 |
| Revenue Vehicle Miles | 590,815 | 465,305 | 455,700 | -2.06 |
| Total Vehicle Miles | 590,815 | 465,305 | 455,700 | -2.06 |
| Passenger Trips | 144,597 | 139,903 | 109,658 | -21.62 |
| Diesel Fuel Consumed (gallons) | 53,640 | 52,156 | 47,314 | -9.28 |
| Gasoline Fuel Consumed (gallons) | 1,214 | 7,150 | 10,288 | 43.89 |
| Employees - FTEs | 17.0 | 17.0 | 16.0 | -5.88 |
| Operating Expenses | \$2,734,928 | \$2,916,700 | \$3,050,065 | 4.57 |
| Farebox Revenues | \$72,299 | \$69,952 | \$109,658 | 56.76 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 3,255 | 6,171 | 7,713 | 24.99 |
| Total Vehicle Hours | 3,255 | 6,171 | 7,713 | 24.99 |
| Revenue Vehicle Miles | 124,956 | 224,756 | 281,783 | 25.37 |
| Total Vehicle Miles | 124,956 | 224,756 | 281,783 | 25.37 |
| Passenger Trips | 37,985 | 52,486 | 72,254 | 37.66 |
| Gasoline Fuel Consumed (gallons) | 7,709 | 15,850 | 19,924 | 25.70 |
| Employees - FTEs | 0.5 | 0.5 | 1.0 | 100.00 |
| Operating Expenses | \$54,981 | \$64,284 | \$86,756 | 34.96 |
| Vanpool Revenue | \$45,609 | \$71,269 | \$90,466 | 26.94 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$5,976,188 | \$5,110,116 | \$5,220,830 | 2.17 |
| Farebox Revenues | \$475,273 | \$505,978 | \$642,135 | 26.91 |
| Vanpooling Revenue | \$45,609 | \$71,269 | \$90,466 | 26.94 |
| Federal Section §5311 Operating | \$625,000 | \$546,060 | \$467,119 | -14.46 |
| State Rural Mobility Grants | \$0 | \$52,988 | \$105,977 | 100.00 |
| State Special Needs Grants | \$176,116 | \$180,470 | \$184,824 | 2.41 |
| Sales Tax Equalization | \$614,402 | \$429,800 | \$414,506 | -3.56 |
| Other State Operating Grants | \$22,463 | \$0 | \$0 | - |
| Other Operating Sub-Total | \$136,739 | \$49,915 | \$34,736 | -30.41 |
| Other-Advertising | \$33,987 | \$10,091 | \$7,523 | -25.45 |
| Other-Interest | \$89,595 | \$30,218 | \$11,690 | -61.31 |
| Other-MISC | \$13,157 | \$9,606 | \$15,523 | 61.60 |
| Total (Excludes Capital Revenues) | \$8,071,790 | \$6,946,596 | \$7,160,593 | 3.08 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$89,059 | \$0 | \$0 | - |
| Federal Section §5311 Capital Grants | \$0 | \$477,455 | \$0 | -100.00 |
| CM/AQ and Other Federal Grants | \$0 | \$1,279,878 | \$178,722 | -86.04 |
| Total Federal Capital | \$89,059 | \$1,757,333 | \$178,722 | -89.83 |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$67,080 | \$44,988 | \$119,043 | 164.61 |
| Total State Capital | \$67,080 | \$44,988 | \$119,043 | 164.61 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$0 | \$268,347 | \$55,657 | -79.26 |
| Total Local Capital | \$0 | \$268,347 | \$55,657 | -79.26 |
| Other Expenditures | | | | |
| Other Expenditures | \$197,067 | \$195,241 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | \$0 | \$0 | \$713,555 | - |
| Ending Balances, December 31 | | | | |
| General Fund | \$994,335 | \$1,479,994 | \$1,540,771 | 4.11 |
| Unrestricted Cash and Investments | \$2,400,000 | \$1,140,000 | \$1,140,000 | 0.00 |
| Insurance Funds | \$166,343 | \$166,343 | \$166,343 | 0.00 |
| Total | \$3,560,678 | \$2,786,337 | \$2,847,114 | 2.18 |

| Total Funds by Source | | | | |
|------------------------------|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$6,830,876 | \$5,932,519 | \$5,988,167 | 83.63 |
| Total State Investment | \$812,981 | \$663,258 | \$705,307 | 9.85 |
| Total Federal Investment | \$625,000 | \$546,060 | \$467,119 | 6.52 |
| Total Operating | \$8,268,857 | \$7,141,837 | \$7,160,593 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$268,347 | \$55,657 | 15.75 |
| Total State Investment | \$67,080 | \$44,988 | \$119,043 | 33.68 |
| Total Federal Investment | \$89,059 | \$1,757,333 | \$178,722 | 50.57 |
| Total Capital | \$156,139 | \$2,070,668 | \$353,422 | 100.00 |

Martha M. Rose
Executive Director
19758 State Route 20
Coupeville, WA 98239
360-678-7771
www.islandtransit.org



System Snapshot

- **Service Area:** Island County
- **Congressional District:** 2
- **Legislative District:** 10
- **Type of Government:** PTBA
- **Governing Body:** Board of Directors
- **Tax Authorized:** Voters approved 0.3 percent tax in 1983. In 2000, the voters approved an addition 0.3 percent tax bringing the total tax to 0.6 percent until 2009 when the voters again approved an addition 0.3 percent. Island Transit now collects 0.9 percent sales tax.
- **Fares:** Island Transit does not collect farebox revenue.
- **Intermodal Connections:** Island Transit provides service to both WSF ferry terminals on Whidbey Island. In addition, we provide service into Mt. Vernon Station and Everett Station providing links to Skagit Transit, Whatcom Transit, Community Transit, Everett Transit, Sound Transit, and Amtrak.
- **Transit Development Plan:** [Island Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 36,321 | 34,832 | 35,349 | 1.48 |
| Total Vehicle Hours | 48,971 | 48,623 | 49,732 | 2.28 |
| Revenue Vehicle Miles | 1,090,817 | 1,127,965 | 1,134,752 | 0.60 |
| Total Vehicle Miles | 1,153,527 | 1,188,172 | 1,195,900 | 0.65 |
| Passenger Trips | 699,553 | 672,298 | 672,667 | 0.05 |
| Diesel Fuel Consumed (gallons) | 206,619 | 159,641 | 148,873 | -6.75 |
| Gasoline Fuel Consumed (gallons) | - | 7,252 | - | -100.00 |
| Employees - FTEs | 24.0 | 24.0 | 24.0 | 0.00 |
| Operating Expenses | \$4,572,225 | \$4,756,191 | \$5,156,426 | 8.42 |
| Route Deviated Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 25,576 | 24,819 | 25,087 | 1.08 |
| Total Vehicle Hours | 42,098 | 40,948 | 41,199 | 0.61 |
| Revenue Vehicle Miles | 634,238 | 639,545 | 619,248 | -3.17 |
| Total Vehicle Miles | 741,499 | 734,912 | 713,418 | -2.92 |
| Passenger Trips | 385,104 | 346,188 | 354,000 | 2.26 |
| Diesel Fuel Consumed (gallons) | 65,399 | 97,844 | 119,412 | 22.04 |
| Gasoline Fuel Consumed (gallons) | 1,201 | 4,445 | 1,633 | -63.26 |
| Employees - FTEs | 14.0 | 14.0 | 19.0 | 35.71 |
| Operating Expenses | \$2,802,331 | \$2,915,085 | \$3,160,390 | 8.42 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 17,717 | 18,464 | 20,274 | 9.80 |
| Total Vehicle Hours | 19,280 | 20,113 | 22,018 | 9.47 |
| Revenue Vehicle Miles | 239,233 | 249,171 | 281,710 | 13.06 |
| Total Vehicle Miles | 301,745 | 315,138 | 354,085 | 12.36 |
| Passenger Trips | 41,036 | 43,883 | 45,132 | 2.85 |
| Diesel Fuel Consumed (gallons) | 23,572 | 14,010 | 12,553 | -10.40 |
| Gasoline Fuel Consumed (gallons) | 575 | 14,007 | 17,701 | 26.37 |
| Employees - FTEs | 9.0 | 9.0 | 11.0 | 22.22 |
| Operating Expenses | \$769,154 | \$826,879 | \$914,881 | 10.64 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | - | - | 37,028 | - |
| Total Vehicle Hours | - | - | 37,028 | - |
| Revenue Vehicle Miles | 1,025,683 | 1,334,858 | 1,187,396 | -11.05 |
| Total Vehicle Miles | 1,028,102 | 1,338,163 | 1,190,995 | -11.00 |
| Passenger Trips | 211,772 | 237,252 | 218,224 | -8.02 |
| Gasoline Fuel Consumed (gallons) | 63,612 | 81,117 | 72,229 | -10.96 |
| Employees - FTEs | 2.0 | 2.0 | 2.0 | 0.00 |
| Operating Expenses | \$336,582 | \$296,536 | \$464,552 | 56.66 |
| Vanpool Revenue | \$387,526 | \$490,500 | \$448,231 | -8.62 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$5,265,972 | \$4,756,061 | \$6,384,629 | 34.24 |
| Vanpooling Revenue | \$387,526 | \$490,500 | \$448,231 | -8.62 |
| Federal Section §5311 Operating | \$0 | \$0 | \$4,564 | - |
| State Regional Mobility Operating Grants | \$0 | \$362,485 | \$400,109 | 10.38 |
| State Special Needs Grants | \$164,406 | \$172,821 | \$198,062 | 14.61 |
| Sales Tax Equalization | \$1,444,027 | \$1,356,251 | \$1,531,998 | 12.96 |
| Other State Operating Grants | \$1,110,213 | \$944,944 | \$809,756 | -14.31 |
| Other Operating Sub-Total | \$246,934 | \$258,378 | \$62,920 | -75.65 |
| Other-Interest | \$131,230 | \$164,736 | \$25,491 | -84.53 |
| Other-MISC | \$115,704 | \$93,642 | \$37,429 | -60.03 |
| Total (Excludes Capital Revenues) | \$8,619,078 | \$8,341,440 | \$9,840,269 | 17.97 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$274,053 | \$934,810 | \$456,347 | -51.18 |
| Federal Section §5311 Capital Grants | \$257,736 | \$642,216 | \$805,384 | 25.41 |
| Total Federal Capital | \$531,789 | \$1,577,026 | \$1,261,731 | -19.99 |
| State Capital Grant Revenues | | | | |
| State Rural Mobility Grants | \$295,364 | \$0 | \$494,023 | - |
| Other State Capital Funds | \$396,049 | \$489,272 | \$0 | -100.00 |
| Total State Capital | \$691,413 | \$489,272 | \$494,023 | 0.97 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$318,461 | \$0 | \$505,136 | - |
| Total Local Capital | \$318,461 | \$0 | \$505,136 | - |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$0 | \$0 | \$1,339,308 | - |
| Ending Balances, December 31 | | | | |
| General Fund | \$3,433,328 | \$2,226,552 | \$2,278,890 | 2.35 |
| Operating Reserve | \$1,345,846 | \$1,345,846 | \$1,445,846 | 7.43 |
| Capital Reserve Funds | \$3,993,770 | \$2,654,155 | \$2,018,839 | -23.94 |
| Total | \$8,772,944 | \$6,226,553 | \$5,743,575 | -7.76 |

| Total Funds by Source | | | | |
|------------------------------|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$5,900,432 | \$5,504,939 | \$6,895,780 | 70.08 |
| Total State Investment | \$2,718,646 | \$2,836,501 | \$2,939,925 | 29.88 |
| Total Federal Investment | \$0 | \$0 | \$4,564 | 0.05 |
| Total Operating | \$8,619,078 | \$8,341,440 | \$9,840,269 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$318,461 | \$0 | \$505,136 | 22.34 |
| Total State Investment | \$691,413 | \$489,272 | \$494,023 | 21.85 |
| Total Federal Investment | \$531,789 | \$1,577,026 | \$1,261,731 | 55.81 |
| Total Capital | \$1,541,663 | \$2,066,298 | \$2,260,890 | 100.00 |

Tammi Rubert
General Manager
1615 West Sims Way
Port Townsend, WA 98368-3090
360-385-4777
www.jeffersontransit.com



System Snapshot

- **Service Area:** Jefferson County
- **Congressional District:** 6
- **Legislative District:** 24
- **Type of Government:** PTBA
- **Governing Body:** Five member Board of Directors comprised of three Jefferson County Commissioners and two City Council Members from Port Townsend.
- **Tax Authorized:** 0.6 percent total sales and use tax—0.3 percent approved in November 1980, and an additional 0.3 percent approved in September 2000. (In February 2011 another 0.3 percent was added).
- **Fares:** East Jefferson County \$1.50 for a day pass on fixed and deviated routes (\$1.00 for senior, youth, disabled); \$1.00 for ADA paratransit service per ride. West Jefferson County \$0.75 for a Day pass; \$0.50 for an adult one way pass and \$0.25 for senior, youth, and people with disabilities one way pass.
- **Intermodal Connections:** Jefferson Transit provides local connecting service to the Port Townsend/Keystone Ferry Terminal and with Kitsap Transit in Poulsbo six days a week (no Sunday service). Jefferson Transit also provides connections with Clallam Transit in Sequim six days a week (no Sunday service). There is route-deviated service connecting with Mason Transit in Brinnon six days a week (no Sunday service). Jefferson Transit provides route-deviated service between Amanda Park and Forks along Highway 101 on the west side of the Olympic Peninsula six days a week (no Sunday service). 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 in Washington State using public transportation.
- **Transit Development Plan:** [Jefferson Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 17,760 | 17,494 | 16,830 | -3.80 |
| Total Vehicle Hours | 18,165 | 17,946 | 17,166 | -4.35 |
| Revenue Vehicle Miles | 384,223 | 374,042 | 387,558 | 3.61 |
| Total Vehicle Miles | 392,998 | 383,652 | 391,046 | 1.93 |
| Passenger Trips | 295,178 | 290,659 | 155,659 | -46.45 |
| Diesel Fuel Consumed (gallons) | 67,035 | 65,519 | 83,755 | 27.83 |
| Employees - FTEs | 23.9 | 23.3 | 13.8 | -40.82 |
| Operating Expenses | \$2,106,374 | \$1,949,492 | \$1,472,440 | -24.47 |
| Farebox Revenues | \$129,770 | \$125,313 | \$127,310 | 1.59 |
| Route Deviated Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 6,444 | 6,378 | 5,659 | -11.27 |
| Total Vehicle Hours | 6,592 | 6,538 | 5,771 | -11.73 |
| Revenue Vehicle Miles | 278,220 | 270,317 | 237,704 | -12.06 |
| Total Vehicle Miles | 284,611 | 277,182 | 256,622 | -7.42 |
| Passenger Trips | 52,468 | 50,278 | 44,808 | -10.88 |
| Diesel Fuel Consumed (gallons) | 49,029 | 33,388 | 30,115 | -9.80 |
| Gasoline Fuel Consumed (gallons) | 1,989 | 6,290 | 5,824 | -7.41 |
| Employees - FTEs | 9.4 | 9.3 | 2.5 | -72.69 |
| Operating Expenses | \$826,261 | \$750,757 | \$854,711 | 13.85 |
| Farebox Revenues | \$20,727 | \$19,847 | \$17,954 | -9.54 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 7,774 | 7,105 | 7,031 | -1.04 |
| Total Vehicle Hours | 9,113 | 9,600 | 8,235 | -14.22 |
| Revenue Vehicle Miles | 84,132 | 81,658 | 84,640 | 3.65 |
| Total Vehicle Miles | 98,998 | 110,392 | 110,127 | -0.24 |
| Passenger Trips | 20,914 | 17,876 | 17,428 | -2.51 |
| Diesel Fuel Consumed (gallons) | 6,795 | 6,590 | 5,526 | -16.15 |
| Gasoline Fuel Consumed (gallons) | 2,371 | 2,638 | 3,548 | 34.50 |
| Employees - FTEs | 8.9 | 8.4 | 3.5 | -57.86 |
| Operating Expenses | \$737,282 | \$685,588 | \$776,695 | 13.29 |
| Farebox Revenues | \$83,925 | \$54,517 | \$10,917 | -79.98 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 1,385 | 1,914 | 2,451 | 28.06 |
| Total Vehicle Hours | 1,385 | 1,914 | 2,831 | 47.91 |
| Revenue Vehicle Miles | 62,322 | 86,142 | 127,529 | 48.05 |
| Total Vehicle Miles | 62,797 | 86,388 | 129,642 | 50.07 |
| Passenger Trips | 11,432 | 12,926 | 16,974 | 31.32 |
| Diesel Fuel Consumed (gallons) | 20 | 226 | - | -100.00 |
| Gasoline Fuel Consumed (gallons) | 3,981 | 4,971 | 7,847 | 57.86 |
| Operating Expenses | \$34,110 | \$37,906 | \$31,280 | -17.48 |
| Vanpool Revenue | \$37,811 | \$50,338 | \$67,974 | 35.04 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$2,415,514 | \$2,268,939 | \$2,132,036 | -6.03 |
| Farebox Revenues | \$234,422 | \$199,677 | \$156,181 | -21.78 |
| Vanpooling Revenue | \$37,811 | \$50,338 | \$67,974 | 35.04 |
| Federal Section §5311 Operating | \$563,804 | \$655,911 | \$785,628 | 19.78 |
| State Rural Mobility Grants | \$137,102 | \$17,500 | \$35,000 | 100.00 |
| State Special Needs Grants | \$135,049 | \$105,628 | \$98,780 | -29.27 |
| Sales Tax Equalization | \$0 | \$139,654 | \$94,115 | -84.48 |
| Other State Operating Grants | \$11,636 | \$606,261 | \$0 | -100.00 |
| Other Operating Sub-Total | \$97,934 | \$149,472 | \$49,946 | -66.59 |
| Other-Advertising | \$26,394 | \$5,395 | \$12,814 | 137.52 |
| Other-Interest | \$21,133 | \$7,841 | \$3,197 | -59.23 |
| Other-Gain (Loss) on Sale of Assets | \$11,544 | \$8,565 | \$1,742 | -79.66 |
| Other-MISC | \$38,863 | \$127,671 | \$32,193 | -74.78 |
| Total (Excludes Capital Revenues) | \$3,633,272 | \$4,193,380 | \$3,419,660 | -18.45 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$52,703 | \$0 | \$0 | - |
| Federal Section §5311 Capital Grants | \$0 | \$29,401 | \$486,664 | 1555.26 |
| Federal STP Grants | \$0 | \$0 | \$147,976 | - |
| Total Federal Capital | \$52,703 | \$29,401 | \$634,640 | 2058.57 |
| State Capital Grant Revenues | | | | |
| State Rural Mobility Grants | \$0 | \$0 | \$205,718 | - |
| State Vanpool Grants | \$0 | \$44,504 | \$0 | -100.00 |
| Total State Capital | \$0 | \$44,504 | \$205,718 | 362.25 |
| Expenditures | | | | |
| Other Expenditures | | | | |
| Other Expenditures | | \$591,766 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | \$468,582 | \$438,406 | \$407,882 | -6.96 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$440,381 | \$328,973 | \$222,935 | -32.23 |
| Capital Reserve Funds | \$304,787 | \$460,689 | \$130,998 | -71.56 |
| Total | \$745,168 | \$789,662 | \$353,933 | -55.18 |

| Total Funds by Source | | | | |
|------------------------------|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$2,785,681 | \$3,260,192 | \$2,406,137 | 70.36 |
| Total State Investment | \$283,787 | \$869,043 | \$227,895 | 6.66 |
| Total Federal Investment | \$563,804 | \$655,911 | \$785,628 | 22.97 |
| Total Operating | \$3,633,272 | \$4,785,146 | \$3,419,660 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | 0.00 |
| Total State Investment | \$0 | \$44,504 | \$205,718 | 24.48 |
| Total Federal Investment | \$52,703 | \$29,401 | \$634,640 | 75.52 |
| Total Capital | \$52,703 | \$73,905 | \$840,358 | 100.00 |

Mason County Transportation Authority

Dave O'Connell
General Manager
790 East John's Prairie Road
Shelton, WA 98584
360-426-9434
www.masontransit.org



System Snapshot

- **Service Area:** Mason County
- **Congressional District:** 3 and 6
- **Legislative District:** 35
- **Type of Government:** PTBA
- **Governing Body:** Board of Directors
- **Tax Authorized:** 0.6 percent total sales tax—0.2 percent sales approved in 1991 and an additional 0.4 percent sales tax approved in September of 2001.
- **Fares:** One-way out of county fares only at \$1.50 per adults and youth, \$.50 for seniors and people with disabilities.
- **Intermodal Connections:** Mason Transit provides service throughout Mason County with direct connections to Jefferson, Kitsap and Thurston Counties. Service includes transfers to Washington State Ferries via our Kitsap County route. Regional service from Shelton to Brinnon allows riders to reach destinations in Jefferson, Island, Skagit and Whatcom Counties. Direct connections with Intercity Transit, Grays Harbor Transit, Pierce Transit, Jefferson Transit, Kitsap Transit, and Squaxin Transit.
- **Transit Development Plan:** [Mason Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Route Deviated Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 32,345 | 33,654 | 40,254 | 19.61 |
| Total Vehicle Hours | 32,345 | 33,654 | 40,254 | 19.61 |
| Revenue Vehicle Miles | 610,071 | 570,277 | 584,236 | 2.45 |
| Total Vehicle Miles | 610,071 | 570,277 | 584,236 | 2.45 |
| Passenger Trips | 374,380 | 397,282 | 394,322 | -0.75 |
| Diesel Fuel Consumed (gallons) | 85,495 | 86,476 | 98,216 | 13.58 |
| Employees - FTEs | 18.7 | 16.1 | 22.7 | 41.34 |
| Operating Expenses | \$2,241,680 | \$2,881,164 | \$3,655,547 | 26.88 |
| Farebox Revenues | \$269,125 | \$308,491 | \$294,686 | -4.48 |
| Route Deviated Services (Purchased Transportation) | | | | |
| Revenue Vehicle Hours | - | - | 1,643 | - |
| Total Vehicle Hours | - | - | 1,643 | - |
| Revenue Vehicle Miles | - | - | 31,934 | - |
| Total Vehicle Miles | - | - | 31,934 | - |
| Passenger Trips | - | - | 10,810 | - |
| Diesel Fuel Consumed (gallons) | - | - | - | - |
| Employees - FTEs | - | - | - | - |
| Operating Expenses | \$0 | \$0 | \$199,576 | - |
| Farebox Revenues | \$0 | \$0 | \$0 | - |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 24,790 | 29,244 | 24,665 | -15.66 |
| Total Vehicle Hours | 24,790 | 29,244 | 24,665 | -15.66 |
| Revenue Vehicle Miles | 350,348 | 363,072 | 327,504 | -9.80 |
| Total Vehicle Miles | 455,134 | 416,989 | 327,504 | -21.46 |
| Passenger Trips | 58,581 | 55,481 | 52,296 | -5.74 |
| Diesel Fuel Consumed (gallons) | 46,713 | 46,564 | 32,021 | -31.23 |
| Employees - FTEs | 14.3 | 13.9 | 19.3 | 39.25 |
| Operating Expenses | \$1,894,994 | \$1,643,238 | \$2,049,492 | 24.72 |
| Farebox Revenues | \$0 | \$0 | \$0 | - |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Miles | 277,580 | 288,653 | 289,317 | 0.23 |
| Total Vehicle Miles | 277,580 | 288,653 | 289,317 | 0.23 |
| Passenger Trips | 53,114 | 57,236 | 48,255 | -15.69 |
| Gasoline Fuel Consumed (gallons) | 21,324 | 22,901 | 21,953 | -4.14 |
| Employees - FTEs | 0.5 | 0.5 | 0.5 | 0.00 |
| Operating Expenses | \$1,528,611 | \$1,276,047 | \$0 | -100.00 |
| Vanpool Revenue | \$171,009 | \$222,600 | \$209,950 | -5.68 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$3,523,750 | \$3,123,326 | \$3,168,563 | 1.45 |
| Farebox Revenues | \$269,125 | \$308,491 | \$294,686 | -4.48 |
| Vanpooling Revenue | \$171,009 | \$222,600 | \$209,950 | -5.68 |
| Federal Section §5311 Operating | \$1,880,925 | \$1,154,806 | \$336,083 | -70.90 |
| State Rural Mobility Grants | \$0 | \$0 | \$1,017,379 | - |
| State Special Needs Grants | \$0 | \$0 | \$260,128 | - |
| Sales Tax Equalization | \$1,487,729 | \$0 | \$0 | - |
| Other State Operating Grants | \$170,430 | \$95,385 | \$0 | -100.00 |
| Other Operating Sub-Total | \$0 | \$0 | \$54,942 | - |
| Other-Interest | \$0 | \$0 | \$22,092 | - |
| Other-Gain (Loss) on Sale of Assets | \$0 | \$0 | \$32,850 | - |
| Total (Excludes Capital Revenues) | \$7,502,968 | \$4,904,608 | \$5,341,731 | 8.91 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5311 Capital Grants | \$88,213 | \$0 | \$274,400 | - |
| Federal STP Grants | \$0 | \$204,110 | \$17,701 | -91.33 |
| Total Federal Capital | \$88,213 | \$204,110 | \$292,101 | 43.11 |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$120,521 | \$75,185 | \$0 | -100.00 |
| Total State Capital | \$120,521 | \$75,185 | \$0 | -100.00 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$0 | \$0 | \$520,280 | - |
| Total Local Capital | \$0 | \$0 | \$520,280 | - |
| Other Expenditures | | | | |
| Other Expenditures | \$0 | \$47,307 | \$0 | -100.00 |
| Depreciation (Not included in Total Expenditures) | \$0 | \$0 | \$744,520 | - |
| Debt Service | | | | |
| Interest | \$52,972 | \$50,962 | \$47,546 | -6.70 |
| Principal | \$48,133 | \$50,144 | \$185,692 | 270.32 |
| Total Debt Service | \$101,105 | \$101,106 | \$233,238 | 130.69 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$5,843,367 | \$5,775,132 | \$4,360,111 | -24.50 |
| Operating Reserve | \$0 | \$0 | \$1,500,000 | - |
| Capital Reserve Funds | \$0 | \$0 | \$1,628,000 | - |
| Debt Service Funds | \$100,000 | \$100,000 | \$794,061 | 694.06 |
| Other (Please Explain in Comments Section at End) | \$0 | \$0 | \$167,878 | - |
| Total | \$5,943,367 | \$5,875,132 | \$8,450,050 | 43.83 |

| Total Funds by Source | | | | |
|------------------------------|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$3,963,884 | \$3,701,724 | \$3,728,141 | 69.79 |
| Total State Investment | \$1,658,159 | \$95,385 | \$1,277,507 | 23.92 |
| Total Federal Investment | \$1,880,925 | \$1,154,806 | \$336,083 | 6.29 |
| Total Operating | \$7,502,968 | \$4,951,915 | \$5,341,731 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$520,280 | 64.04 |
| Total State Investment | \$120,521 | \$75,185 | \$0 | 0.00 |
| Total Federal Investment | \$88,213 | \$204,110 | \$292,101 | 35.96 |
| Total Capital | \$208,734 | \$279,295 | \$812,381 | 100.00 |

Tim Russ

Director

216 North 2nd Street

Raymond, WA 98577-2406

360-875-9418

www.pacificttransit.org



System Snapshot

- **Service Area:** Pacific County
- **Congressional District:** 3
- **Legislative District:** 19
- **Type of Government:** PTBA
- **Governing Body:** Eight member Board of Directors composed of the three County Commissioners and one elected member each from Raymond, South Bend, Long Beach, Ilwaco and a non-voting labor representative.
- **Tax Authorized:** 0.3 percent approved in 1980.
- **Fares:** \$.35 for Dial-A Ride; \$.50 for Fixed route
- **Intermodal Connections:** Grays Harbor Transit in Aberdeen, Washington/Sunset Transit in Astoria, Oregon/Wahkiakum Shuttle in Naselle, Washington.
- **Transit Development Plan:** [Pacific Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|--------------------|--------------------|--------------------|----------------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 12,085 | 12,771 | 12,922 | 1.18 |
| Total Vehicle Hours | 12,408 | 13,126 | 13,295 | 1.29 |
| Revenue Vehicle Miles | 318,865 | 331,278 | 337,617 | 1.91 |
| Total Vehicle Miles | 327,171 | 340,122 | 346,986 | 2.02 |
| Passenger Trips | 109,202 | 99,016 | 92,488 | -6.59 |
| Diesel Fuel Consumed (gallons) | 43,666 | 44,305 | 45,019 | 1.61 |
| Employees - FTEs | 9.9 | 9.9 | 6.0 | -39.39 |
| Operating Expenses | \$802,898 | \$818,762 | \$832,595 | 1.69 |
| Farebox Revenues | \$24,311 | \$23,058 | \$31,086 | 34.82 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 7,185 | 7,112 | 7,205 | 1.31 |
| Total Vehicle Hours | 8,074 | 7,991 | 8,096 | 1.31 |
| Revenue Vehicle Miles | 92,555 | 90,732 | 90,855 | 0.14 |
| Total Vehicle Miles | 103,645 | 101,604 | 101,856 | 0.25 |
| Passenger Trips | 15,196 | 13,439 | 13,295 | -1.07 |
| Diesel Fuel Consumed (gallons) | 695 | 304 | 35 | -88.49 |
| Gasoline Fuel Consumed (gallons) | | 10,456 | 11,460 | 9.60 |
| Employees - FTEs | 3.8 | 3.8 | 3.9 | 2.63 |
| Operating Expenses | \$522,016 | \$497,575 | \$505,982 | 1.69 |
| Farebox Revenues | \$15,544 | \$14,131 | \$5,271 | -62.70 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$812,962 | \$688,940 | \$671,982 | -2.46 |
| Farebox Revenues | \$39,855 | \$37,189 | \$36,357 | -2.24 |
| Federal Section §5311 Operating | \$250,000 | \$337,890 | \$201,560 | -40.35 |
| State Rural Mobility Grants | \$338,230 | \$155,780 | \$261,560 | 67.90 |
| State Special Needs Grants | \$32,461 | \$31,077 | \$62,155 | 100.00 |
| Sales Tax Equalization | \$240,251 | \$168,010 | \$0 | -100.00 |
| Other State Operating Grants | \$51,827 | \$16,194 | \$178,606 | 1002.91 |
| Other Operating Sub-Total | \$0 | \$0 | \$6,949 | - |
| Other-Interest | \$0 | \$0 | \$6,949 | - |
| Total (Excludes Capital Revenues) | \$1,765,586 | \$1,435,080 | \$1,419,169 | -1.11 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$0 | \$105,136 | \$0 | -100.00 |
| Federal STP Grants | \$30,000 | \$0 | \$0 | - |
| Total Federal Capital | \$30,000 | \$105,136 | \$0 | -100.00 |

| Expenditures | | | | |
|---|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % Change |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$0 | \$0 | \$198,702 | - |
| | | | | |
| Ending Balances, December 31 | | | | |
| General Fund | \$189,398 | \$68,330 | \$80,592 | 17.95 |
| Capital Reserve Funds | \$1,869,685 | \$1,954,120 | \$2,007,928 | 2.75 |
| Total | \$2,059,083 | \$2,022,450 | \$2,088,520 | 3.27 |
| | | | | |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$852,817 | \$726,129 | \$715,288 | 50.40 |
| Total State Investment | \$662,769 | \$371,061 | \$502,321 | 35.40 |
| Total Federal Investment | \$250,000 | \$337,890 | \$201,560 | 14.20 |
| Total Operating | \$1,765,586 | \$1,435,080 | \$1,419,169 | 100.00 |
| | | | | |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | - |
| Total State Investment | \$0 | \$0 | \$0 | - |
| Total Federal Investment | \$30,000 | \$105,136 | \$0 | - |
| Total Capital | \$30,000 | \$105,136 | \$0 | - |

Rod Thornton
Manager

775 NW Guy Street
Pullman, WA 99163
509-338-3248
www.pullmantransit.com



System Snapshot

- **Service Area:** City of Pullman
- **Congressional District:** 5
- **Legislative District:** 9
- **Type of Government:** City
- **Governing Body:** City Council
- **Tax Authorized:** We are funded through a 2 percent local utility tax that was approved by voters in 1978.
- **Fares:** Fixed Route Fare is \$0.50 per boarding for adults and \$0.30 per boarding for youth, seniors, and disabled. Paratransit fare is \$0.40 per boarding, with a premium fare of \$3 to the airport.
- **Intermodal Connections:** Pullman Transit provides service only within the city limits of Pullman. We do provide tripper service to the local school district, but most of our service is centered around providing access to Washington State University and the Pullman communities.
- **Transit Development Plan:** [Pullman Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|--------------------|--------------------|--------------------|---------------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 21,865 | 22,822 | 24,496 | 7.34 |
| Total Vehicle Hours | 22,630 | 24,203 | 25,430 | 5.07 |
| Revenue Vehicle Miles | 304,019 | 318,728 | 339,996 | 6.67 |
| Total Vehicle Miles | 315,182 | 338,010 | 353,482 | 4.58 |
| Passenger Trips | 1,307,468 | 1,332,178 | 1,416,964 | 6.36 |
| Diesel Fuel Consumed (gallons) | 75,188 | 111,621 | 112,058 | 0.39 |
| Employees - FTEs | 19.6 | 25.4 | 24.8 | -2.17 |
| Operating Expenses | \$2,099,307 | \$2,501,292 | \$2,535,296 | 1.36 |
| Farebox Revenues | \$1,285,751 | \$1,485,459 | \$1,661,239 | 11.83 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 7,911 | 8,320 | 7,384 | -11.25 |
| Total Vehicle Hours | 8,555 | 8,993 | 7,924 | -11.89 |
| Revenue Vehicle Miles | 63,900 | 68,979 | 66,214 | -4.01 |
| Total Vehicle Miles | 69,769 | 74,549 | 71,296 | -4.36 |
| Passenger Trips | 18,255 | 16,540 | 16,310 | -1.39 |
| Diesel Fuel Consumed (gallons) | 883 | 1,327 | 1,046 | -21.18 |
| Gasoline Fuel Consumed (gallons) | 6,056 | 9,605 | 11,850 | 23.37 |
| Employees - FTEs | 6.4 | 6.3 | 7.1 | 12.70 |
| Operating Expenses | \$635,883 | \$523,010 | \$641,037 | 22.57 |
| Farebox Revenues | \$7,058 | \$6,188 | \$5,971 | -3.51 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Utility Tax | \$1,122,403 | \$1,146,509 | \$1,088,968 | -5.02 |
| Farebox Revenues | \$1,292,809 | \$1,491,647 | \$1,667,210 | 11.77 |
| Federal Section §5311 Operating | \$400,000 | \$475,000 | \$550,000 | 15.79 |
| State Special Needs Grants | \$56,694 | \$54,356 | \$41,769 | -23.16 |
| Sales Tax Equalization | \$151,408 | \$43,103 | \$47,979 | 11.31 |
| Other Operating Sub-Total | \$6,636 | \$8,896 | \$5,038 | -43.37 |
| Other-MISC | \$6,636 | \$8,896 | \$5,038 | -43.37 |
| Total (Excludes Capital Revenues) | \$3,029,950 | \$3,219,511 | \$3,400,964 | 5.64 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$0 | \$0 | \$1,288,200 | - |
| CM/AQ and Other Federal Grants | \$0 | \$147,857 | \$0 | -100.00 |
| Total Federal Capital | \$0 | \$147,857 | \$1,288,200 | 771.25 |
| State Capital Grant Revenues | | | | |
| State Rural Mobility Grants | \$0 | \$0 | \$339,000 | - |
| Total State Capital | \$0 | \$0 | \$339,000 | - |

| Expenditures | | | | |
|---|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % Change |
| Local Capital Expenditures | | | | |
| Local Funds | \$117,777 | \$41,425 | \$536,313 | 1194.66 |
| Total Local Capital | \$117,777 | \$41,425 | \$536,313 | 1194.66 |
| | | | | |
| Ending Balances, December 31 | | | | |
| Operating Reserve | \$355,574 | \$378,000 | \$445,000 | 17.72 |
| Working Capital | \$0 | \$423,000 | \$342,000 | -19.15 |
| Capital Reserve Funds | \$372,955 | \$0 | \$0 | - |
| Other (Please Explain in Comments Section at End) | \$728,529 | \$0 | \$0 | - |
| Total | \$1,457,058 | \$801,000 | \$787,000 | -1.75 |
| | | | | |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$2,421,848 | \$2,647,052 | \$2,761,216 | 81.19 |
| Total State Investment | \$208,102 | \$97,459 | \$89,748 | 2.64 |
| Total Federal Investment | \$400,000 | \$475,000 | \$550,000 | 16.17 |
| Total Operating | \$3,029,950 | \$3,219,511 | \$3,400,964 | 100.00 |
| | | | | |
| Capital | | | | |
| Total Local Investment | \$117,777 | \$41,425 | \$536,313 | 24.79 |
| Total State Investment | \$0 | \$0 | \$339,000 | 15.67 |
| Total Federal Investment | \$0 | \$147,857 | \$1,288,200 | 59.54 |
| Total Capital | \$117,777 | \$189,282 | \$2,163,513 | 100.00 |

Rob Lafontaine
General Manager
212 East Locust Street
Centralia, WA 98531
360-330-2072



System Snapshot

- **Service Area:** Cities of Centralia and Chehalis in Lewis County.
- **Congressional District:** 3
- **Legislative District:** 20
- **Type of Government:** PTBA
- **Governing Body:** Three member board of directors comprised of one Lewis County Commissioner and an elected official from each of the cities of Centralia and Chehalis.
- **Tax Authorized:** 0.2 percent total sales and use tax—0.1 percent approved in November 1985 and an additional 0.1 percent approved in November 2004.
- **Fares:** \$1.00 per boarding for route deviated service and paratransit service.
- **Intermodal Connections:** Twin Transit provides deviated route service to all local public and private schools, including Centralia College. Connections with Amtrak, Greyhound, CAPS Transit, Greys Harbor Transit and Rural Transit are available at the Amtrak Depot.
- **Transit Development Plan:** [Twin Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|--------------------|--------------------|--------------------|---------------|
| Route Deviated Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 25,002 | 24,335 | 26,260 | 7.91 |
| Total Vehicle Hours | 25,594 | 24,909 | 26,754 | 7.41 |
| Revenue Vehicle Miles | 362,060 | 319,167 | 438,343 | 37.34 |
| Total Vehicle Miles | 369,450 | 325,678 | 442,871 | 35.98 |
| Passenger Trips | 304,711 | 306,131 | 219,842 | -28.19 |
| Diesel Fuel Consumed (gallons) | 43,900 | 46,516 | 25,717 | -44.71 |
| Gasoline Fuel Consumed (gallons) | - | - | 25,980 | - |
| Employees - FTEs | 23.2 | 23.2 | 23.2 | 0.00 |
| Operating Expenses | \$1,376,391 | \$1,347,859 | \$1,404,515 | 4.20 |
| Farebox Revenues | \$76,547 | \$76,415 | \$75,938 | -0.62 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 2,772 | 3,348 | 3,563 | 6.42 |
| Total Vehicle Hours | 3,027 | 3,656 | 3,634 | -0.60 |
| Revenue Vehicle Miles | 43,003 | 50,291 | 53,491 | 6.36 |
| Total Vehicle Miles | 45,583 | 53,308 | 54,560 | 2.35 |
| Passenger Trips | 12,050 | 11,681 | 11,890 | 1.79 |
| Diesel Fuel Consumed (gallons) | 5,426 | 6,343 | - | -100.00 |
| Gasoline Fuel Consumed (gallons) | - | - | 3,211 | - |
| Employees - FTEs | 2.2 | 2.3 | 2.3 | 0.00 |
| Operating Expenses | \$170,116 | \$183,799 | \$209,870 | 14.18 |
| Farebox Revenues | \$4,029 | \$10,420 | \$9,385 | -9.93 |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Sales Tax | \$1,580,501 | \$1,292,340 | \$1,229,185 | -4.89 |
| Farebox Revenues | \$80,576 | \$86,835 | \$85,323 | -1.74 |
| Federal Section §5311 Operating | \$91,403 | \$37,410 | \$0 | -100.00 |
| State Special Needs Grants | \$98,435 | \$193,988 | \$214,867 | 10.76 |
| Other Operating Sub-Total | \$87,542 | \$40,936 | \$32,578 | -20.42 |
| Other-Advertising | \$17,658 | \$14,675 | \$0 | -100.00 |
| Other-Interest | \$63,980 | \$20,441 | \$0 | -100.00 |
| Other-MISC | \$5,904 | \$5,820 | \$32,578 | 459.76 |
| Total (Excludes Capital Revenues) | \$1,938,457 | \$1,651,509 | \$1,561,953 | -5.42 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5310 Capital Grants | \$0 | \$0 | \$315,909 | - |
| Federal Section §5311 Capital Grants | \$0 | \$0 | \$96,000 | - |
| Total Federal Capital | \$0 | \$0 | \$411,909 | - |

| Expenditures | | | | |
|---|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % Change |
| Local Capital Expenditures | | | | |
| Local Funds | \$88,903 | \$0 | \$0 | - |
| Total Local Capital | \$88,903 | \$0 | \$0 | - |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$0 | \$0 | \$184,304 | - |
| Ending Balances, December 31 | | | | |
| General Fund | \$6,619 | \$186,741 | \$1,345 | -99.28 |
| Operating Reserve | \$0 | \$0 | \$695,254 | - |
| Working Capital | \$137,934 | \$633,227 | \$0 | -100.00 |
| Capital Reserve Funds | \$2,251,295 | \$1,751,295 | \$1,767,326 | 0.92 |
| Total | \$2,395,848 | \$2,571,263 | \$2,463,925 | -4.17 |
| Total Funds by Source | | | | |
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$1,748,619 | \$1,420,111 | \$1,347,086 | 86.24 |
| Total State Investment | \$98,435 | \$193,988 | \$214,867 | 13.76 |
| Total Federal Investment | \$91,403 | \$37,410 | \$0 | 0.00 |
| Total Operating | \$1,938,457 | \$1,651,509 | \$1,561,953 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$88,903 | \$0 | \$0 | 0.00 |
| Total State Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Federal Investment | \$0 | \$0 | \$411,909 | 100.00 |
| Total Capital | \$88,903 | \$0 | \$411,909 | 100.00 |

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System Snapshot

- **Service Area:** Walla Walla/College Place Area
- **Congressional District:** 5
- **Legislative District:** 16
- **Type of Government:** PTBA
- **Governing Body:** Eight member Board of Directors comprised of two Walla Walla County Commissioners, three Walla Walla City Council Members, two City of College Place City Council Members, and one non-voting Amalgamated Transit Union Local 757 Member Representative.
- **Tax Authorized:** 0.6 percent total sales and use tax—0.3 percent sales and use tax approved in March 1980 and an additional 0.3 percent sales and use tax approved in February 2010.
- **Fares:** \$0.75 per boarding. Monthly passes are available for \$20.00 per month. Reduced fare passes are available for persons with special transportation needs for \$10.00 per month. Job Access passes are available for qualified participants for \$12.00 per month.
- **Intermodal Connections:** Valley Transit maintains connections with other rural transportation providers. These connections provide intercity passenger service to the cities of Dayton, Waitsburg, and Pasco Washington. Connections with rural transportation providers operating in Oregon provide intercity passenger service to the cities of Milton-Freewater, Pendleton and La Grande Oregon. Valley Transit's fixed-routes also provide connections to the regional airport upon passenger request.

Valley Transit provides service to all public and private elementary, middle, and high schools in Walla Walla and College Place. Valley Transit also serves Walla Walla Community College, Whitman College, Walla Walla University, and all hospitals and medical clinics in Walla Walla and College Place.
- **Transit Development Plan:** [Valley Transit TDP](#)

Annual Operating Information

| | 2008 | 2009 | 2010 | % Change |
|---|-------------|-------------|-------------|----------|
| Fixed Route Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 25,338 | 25,329 | 25,352 | 0.09 |
| Total Vehicle Hours | 26,351 | 26,319 | 26,352 | 0.13 |
| Revenue Vehicle Miles | 293,454 | 284,444 | 284,974 | 0.19 |
| Total Vehicle Miles | 302,954 | 290,920 | 294,598 | 1.26 |
| Passenger Trips | 719,049 | 667,542 | 632,742 | -5.21 |
| Diesel Fuel Consumed (gallons) | 61,999 | 58,533 | 56,790 | -2.98 |
| CNG Fuel Consumed (Therms) | 8,069 | 10,917 | 13,381 | 22.57 |
| Employees - FTEs | 26.3 | 26.0 | 26.7 | 2.69 |
| Operating Expenses | \$2,032,327 | \$2,037,644 | \$2,115,885 | 3.84 |
| Farebox Revenues | \$112,846 | \$164,656 | \$237,032 | 43.96 |
| Route Deviated Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 2,881 | 2,641 | 2,850 | 7.91 |
| Total Vehicle Hours | 3,648 | 3,405 | 3,600 | 5.73 |
| Revenue Vehicle Miles | 31,191 | 32,119 | 31,583 | -1.67 |
| Total Vehicle Miles | 32,110 | 34,000 | 32,386 | -4.75 |
| Passenger Trips | 34,787 | 30,363 | 31,965 | 5.28 |
| Diesel Fuel Consumed (gallons) | 4,667 | 4,406 | 6,332 | 43.71 |
| CNG Fuel Consumed (Therms) | 2,037 | 2,030 | 605 | -70.20 |
| Employees - FTEs | 1.8 | 1.8 | 2.3 | 27.78 |
| Operating Expenses | \$218,428 | \$219,702 | \$209,217 | -4.77 |
| Farebox Revenues | \$5,549 | \$7,319 | \$11,974 | 63.60 |
| Demand Response Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 12,632 | 12,779 | 13,245 | 3.65 |
| Total Vehicle Hours | 13,623 | 13,735 | 14,195 | 3.35 |
| Revenue Vehicle Miles | 150,578 | 148,546 | 154,289 | 3.87 |
| Total Vehicle Miles | 152,158 | 150,000 | 156,233 | 4.16 |
| Passenger Trips | 46,098 | 38,689 | 41,310 | 6.77 |
| CNG Fuel Consumed (Therms) | 29,102 | 26,961 | 27,184 | 0.83 |
| Employees - FTEs | 10.3 | 10.4 | 10.0 | -3.85 |
| Operating Expenses | \$1,038,809 | \$1,044,923 | \$906,183 | -13.28 |
| Farebox Revenues | \$7,321 | \$10,977 | \$15,475 | 40.98 |
| Vanpooling Services (Direct Operated) | | | | |
| Revenue Vehicle Hours | 46 | 635 | 1,118 | 76.06 |
| Total Vehicle Hours | 48 | 635 | 1,132 | 78.27 |
| Revenue Vehicle Miles | 2,229 | 31,134 | 56,711 | 82.15 |
| Total Vehicle Miles | 2,253 | 31,134 | 56,761 | 82.31 |
| Passenger Trips | 630 | 9,034 | 9,638 | 6.69 |
| Gasoline Fuel Consumed (gallons) | 224 | 2,130 | 3,729 | 75.07 |
| Employees - FTEs | 0.1 | 0.1 | 0.2 | 100.00 |
| Operating Expenses | \$5,820 | \$13,166 | \$26,049 | 97.85 |
| Vanpool Revenue | \$1,285 | \$14,078 | \$26,070 | 85.18 |

| Revenues | | | | |
|---|--------------------|--------------------|--------------------|-----------------|
| | 2008 | 2009 | 2010 | % Change |
| Operating Related Revenues | | | | |
| Sales Tax | \$2,195,327 | \$1,980,720 | \$2,776,414 | 40.17 |
| Farebox Revenues | \$125,716 | \$182,952 | \$264,481 | 44.56 |
| Vanpooling Revenue | \$1,285 | \$14,078 | \$26,070 | 85.18 |
| Federal Section §5311 Operating | \$567,330 | \$345,257 | \$692,800 | 100.66 |
| Other Federal Operating | \$0 | \$6,137 | \$0 | -100.00 |
| State Rural Mobility Grants | \$113,813 | \$108,131 | \$59,514 | -44.96 |
| State Special Needs Grants | \$124,380 | \$66,499 | \$60,454 | -9.09 |
| Other State Operating Grants | \$0 | \$11,862 | \$7,779 | -34.42 |
| Other Operating Sub-Total | \$228,463 | \$102,359 | -\$72,750 | -171.07 |
| Other-Advertising | \$13,257 | \$12,119 | \$4,375 | -63.90 |
| Other-Interest | \$152,897 | \$41,084 | \$14,860 | -63.83 |
| Other-Gain (Loss) on Sale of Assets | \$0 | \$0 | -\$119,292 | - |
| Other-MISC | \$62,309 | \$49,156 | \$27,307 | -44.45 |
| Total (Excludes Capital Revenues) | \$3,356,314 | \$2,817,995 | \$3,814,762 | 35.37 |
| Federal Capital Grant Revenues | | | | |
| Federal Section §5309 Capital Grants | \$0 | \$0 | \$95,204 | - |
| Federal Section §5311 Capital Grants | \$0 | \$0 | \$1,193,858 | - |
| Total Federal Capital | \$0 | \$0 | \$1,289,062 | - |
| State Capital Grant Revenues | | | | |
| State Vanpool Grants | \$110,385 | \$130,000 | \$0 | -100.00 |
| Total State Capital | \$110,385 | \$130,000 | \$0 | -100.00 |
| Expenditures | | | | |
| Local Capital Expenditures | | | | |
| Local Funds | \$441,180 | \$29,479 | \$102,565 | 347.93 |
| Total Local Capital | \$441,180 | \$29,479 | \$102,565 | 347.93 |
| Other Expenditures | | | | |
| Depreciation (Not included in Total Expenditures) | \$0 | \$567,863 | \$560,318 | -1.33 |
| Ending Balances, December 31 | | | | |
| Unrestricted Cash and Investments | \$448,726 | \$227,468 | \$195,454 | -14.07 |
| Operating Reserve | \$824,000 | \$835,000 | \$843,000 | 0.96 |
| Working Capital | \$331,000 | \$331,000 | \$331,000 | 0.00 |
| Capital Reserve Funds | \$2,469,976 | \$2,598,823 | \$2,828,421 | 8.83 |
| Total | \$4,073,702 | \$3,992,291 | \$4,197,875 | 5.15 |

| Total Funds by Source | | | | |
|------------------------------|--------------------|--------------------|--------------------|-------------------|
| | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | |
| Total Local Investment | \$2,550,791 | \$2,280,109 | \$2,994,215 | 78.49 |
| Total State Investment | \$238,193 | \$186,492 | \$127,747 | 3.35 |
| Total Federal Investment | \$567,330 | \$351,394 | \$692,800 | 18.16 |
| Total Operating | \$3,356,314 | \$2,817,995 | \$3,814,762 | 100.00 |
| Capital | | | | |
| Total Local Investment | \$441,180 | \$29,479 | \$102,565 | 7.37 |
| Total State Investment | \$110,385 | \$130,000 | \$0 | 0.00 |
| Total Federal Investment | \$0 | \$0 | \$1,289,062 | 92.63 |
| Total Capital | \$551,565 | \$159,479 | \$1,391,627 | 100.00 |

Community Transportation Providers

In Washington State, the term public transportation describes a wide range of services. The most easily recognizable services are those provided by the state's 30 transit systems. In 2010, approximately 86 percent of the state's population resided within the service boundaries of a transit system. However, transit systems are unable to meet everyone's needs. Some people need to travel places where transit systems do not serve, or at times of the day in which there is no service. Others are unable to use transit systems because of their age or abilities, and some people with low incomes are unable to purchase the transportation they need. Community and Brokered Transportation Providers in Washington State help fill these gaps.

Washington State's public transportation systems increase quality of life for everyone in the state. Public transportation eases congestion on the roads and improves air quality. Public transportation gives people access to jobs, improves the economy, and decreases reliance on public assistance. The service helps people maintain and improve their wellbeing by getting people to health related services and educational opportunities. Public transportation encourages people to lead active lives.

Since 1989, Washington State has used a brokerage system to provide non-emergency medical transportation (NEMT) for eligible Medicaid clients. Transportation brokers link riders to transportation providers. The brokers determine riders' eligibility and arrange the most appropriate and cost effective transportation services for the riders' needs. Transportation services used by the brokers include public bus, gas vouchers, client and volunteer mileage reimbursement, non-profit providers, tribal governments, taxi, cabulance, ferry, and commercial bus and air. The state is divided into 13 service regions and currently contracts with eight brokers. In 2010, the brokers coordinated nearly 3.4 million trips for Medicaid clients. This shows an increase of almost 5 percent over the more than 3.2 million trips during 2005.

Community Transportation Providers are private, non-profit, or governmental agencies that provide core transportation services for individuals with special needs and the general public in rural and urban areas. With a focus on the transportation needs of low-income, elderly, youth, veterans and their families and people with disabilities, Community Transportation Providers coordinate transportation services for access to health care, nutrition, employment, training, education, social services, and other vital community resources. Community Transportation Providers partner with a network of transportation service providers, employers, and human service agencies that may include health care providers, senior services, veteran services, community colleges, workforce partners, services for people with disabilities, and other social service agencies.

For communities that have limited or no transit service, community transportation provides the general public and people that have special needs with transportation options and access to services that maintain their dignity and independence while decreasing the need for institutional care.

The most reliable 2010 data available to WSDOT regarding the Community Transportation Providers comes from the Federal Transit Administration's reporting requirements for recipients of FTA §5311 funds. For 2010, 14 Community Transportation Providers received FTA §5311 grant money and were required to report their annual data through WSDOT to the FTA's NTD data base. WSDOT, then submits the data that is collected from the §5311 grant recipients directly to the NTD.

Special Needs Populations

2010 Washington State Population: 6,724,540 (U.S. Census).

People With Disability in Washington: 791,733 (11.8 percent of the total population)

People Over 65: 810,075 (12.0 percent of the total population)

People Within 150 Percent of Poverty (aka low income): 1,439,450 (21.4 percent of the total population)

Because these categories overlap, they cannot be totaled to capture a count of the state's entire special needs population as this would yield too high a number. For example; 29.9 percent of people with a disability are within 150 percent of poverty and 38.8 percent of people with a disability are over 65.

Community Volunteers

As nonprofit, community service organizations, Community Transportation Providers attract community members who volunteer their service by sharing their time and use of their personal vehicles for providing trips to special needs individuals.

Ridership

Ridership is the amount of service provided as measured by the number of passenger trips. In 2010, the 14 featured Community Transportation Providers in Washington State provided a total of 465,616 passenger trips.

Revenue Vehicle Hours

Revenue vehicle hours are the measurements in hours that providers operate each vehicle in fixed route services (not including the time to or from the assigned route) or make demand response services available. The Community Transportation Providers that are included in this report clocked more than 174,512 hours of vehicles revenue service for the 2010 reporting year.

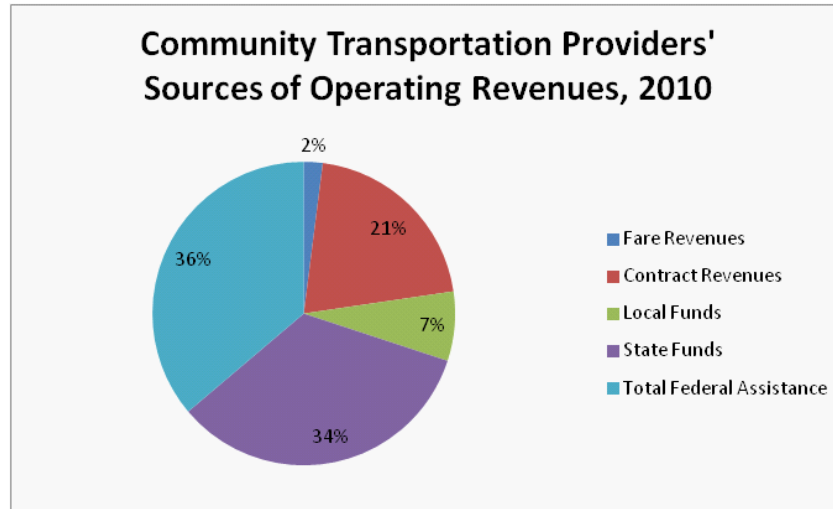
Revenue Vehicle Miles

Revenue vehicle miles are the measurements in miles that providers operate each vehicle (not including the distance to or from assigned fixed routes). This measurement includes the miles of volunteer vehicles. The Community transportation providers featured in this report drove over 3,580,687 revenue vehicle miles.

Funding

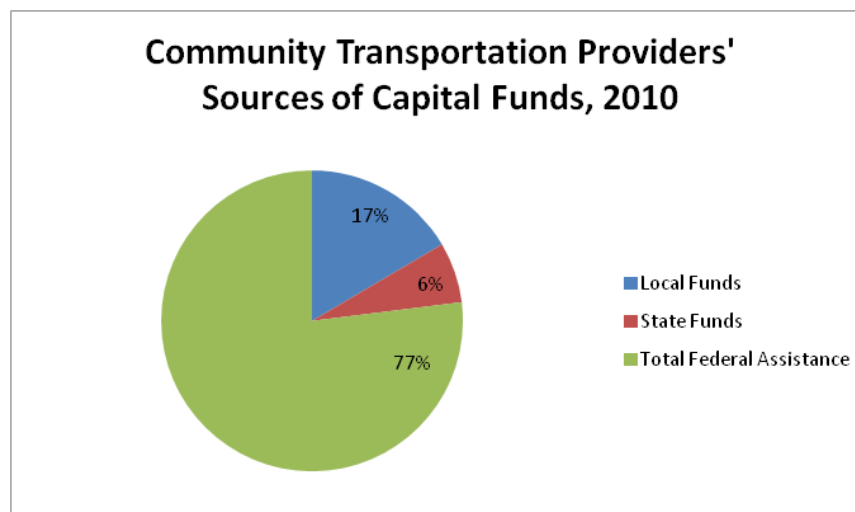
Operating Revenue

In 2010 the combined total operating revenue for the featured 14 Community Transportation Providers' was \$8.4 million. Federal contributions amounted to \$3 million (36 percent), followed by \$2.8 million in state funds (33.8 percent), \$1.7 million in contract revenues, \$621,188 in local funds and \$168,595 in farebox revenue. Unlike transit systems, Community Transportation Providers receive no operating revenues from dedicated, local taxes.



Capital Funds

Washington State invested \$115,736 in capital to the 14 featured Community Transportation Providers in 2010. This investment helped leverage an additional \$1.6 million from federal and local sources.



Performance Measurements

Performance measures in this analysis are based on statewide averages. The data shows predictable trends based on service areas which vary depending on whether they are urban, small city, or rural communities. Urban systems are typically able to provide more trips per hour because of greater population densities. Rural systems typically have proportionately larger revenue vehicle hours and miles of service due to greater service area to serve a more dispersed population. Likewise, they may have proportionately larger expenses per trip such as vehicle maintenance. Historically, WSDOT analysis of transit systems in the Washington State Summary of Public Transportation has grouped data into categories according to the size of communities served in order to better evaluate comparable systems. However, the overwhelming majority of these Community Transportation Providers serve rural areas. Therefore, this analysis relies on a single statewide average.

Service Effectiveness

Common measures of transportation provider service effectiveness are passenger trips per revenue vehicle hour and passenger trips per revenue vehicle mile. These indicators show the degree to which the service is utilized compared to the amount of service provided.

- Passenger trips per revenue vehicle hour reflects the number of passengers a community transportation provider transports in an hour of service.
- Passenger trips per revenue vehicle mile reflects the average number of passengers that a community transportation provider transports each mile of service.

Community Transportation Providers serving rural areas will typically have lower values on these performance measures due to less population density, less frequent vehicle operation, and smaller sized vehicles.

Cost Efficiency

Common measures of transportation provider cost efficiency are operating costs per revenue vehicle hour, operating costs per revenue vehicle mile, and operating costs per passenger trip. (Operating costs include administrative costs in this analysis.) These indicators measure the economy of a community transportation provider in supplying service.

- Operating costs per passenger trip reflects annual operating and administrative costs as a function of the number of passenger trips a community transportation provider transports.
- Operating costs per revenue vehicle hour reflects the overall operating and administrative costs per number of hours a community transportation provider supplies revenue service.
- Operating costs per revenue vehicle mile reflects the overall operating and administrative costs per number of miles a community transportation provider supplies revenue service.

Costs are directly related to the size of the community transportation provider and the nature of the area served. A provider's service range impacts the number of miles and hours that vehicles are in revenue service. These factors affect fuel consumption as does the size of the vehicle. Community transportation providers that rely heavily on volunteer drivers may have lower operating costs.

2010 Annual Operating Information

| | Operating | Capital |
|---|-------------|-------------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$8,421,307 | \$1,787,394 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$168,595 | \$0 |
| Contract Revenues | \$1,737,883 | \$0 |
| Local Funds | \$621,188 | \$295,640 |
| State Funds | \$2,843,370 | \$115,736 |
| Federal Assistance | | |
| Federal Section §5309 Capital Program Funds | \$0 | \$49,090 |
| Federal Section §5310 Capital Funds | \$649,886 | \$835,434 |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$1,427,257 | \$118,335 |
| Federal Section §5311 Tribal Transit Funds | \$62,667 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$327,311 |
| FTA JARC (§5316) Program Funds | \$220,049 | \$45,848 |
| Other Federal Funds | \$683,232 | \$0 |
| Total Federal Assistance | \$3,043,092 | \$1,376,018 |
| Other Funds | \$7,180 | \$0 |
| Total Annual Revenues Expended | \$8,421,307 | \$1,787,394 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet | % ADA Compliant |
|--|-----------------------------------|--|-----------------|
| Vehicles | | | |
| Total | 161 | 154 | 95.7 |
| Other Resources | | | |
| Number of volunteer drivers | 40 | | |
| Number of personal vehicles in service | 36 | | |

| Service Data | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips | Sponsored Unlinked Trips |
|-----------------|------------------------------|------------------------------|----------------------------------|--------------------------|
| Bus | 1,340,736 | 67,222 | 276,327 | - |
| Demand Response | 2,239,951 | 107,290 | 184,567 | 4,722 |
| Total | 3,580,687 | 174,512 | 460,894 | 4,722 |

| Performance Measures | 2005* | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$19.80 | \$18.01 | -9.07 |
| Operating Cost per Revenue Vehicle Hour | \$38.08 | \$48.19 | 26.53 |
| Operating Cost per Revenue Vehicle Mile | \$2.17 | \$2.35 | 8.53 |

*2005 figures are based on a sample of the data that was available from the 2005 Summary of Community and Brokered Transportation. The transportation providers sampled had data for both 2005 and 2010 reporting years. The 2005 publication stated the following statewide averages for 33 providers: Cost/Trip = \$11.60; Cost/Vehicle Hour = \$41.37 and Cost/Vehicle Mile = \$2.23 respectively.

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System Snapshot

- **Operating Name:** HopeSource
- **Service Range:** Kittitas County
- **Congressional District:** 4
- **Legislative District:** 13
- **Planning Region:** Quad County RTPO
- **Medicaid Brokerage Region:** 8
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of Directors with membership from community, elected official, and representative sectors.
- **Types of Service and Eligibility:** Fixed route and demand response for the general public. Demand response for seniors, youth, people with disabilities, and people with low-incomes including their employment-related needs.
- **Days of Service:** Monday through Sunday.

Current Operations

HopeSource currently provides intercity service between Cle Elum and Ellensburg with five round trips each day Monday through Friday. Intercity service is also provided between Kittitas and Ellensburg twice a day. HopeSource also provides a fixed route service operating seven days a week within the City of Ellensburg.

Revenue Service Vehicles

Twelve ADA accessible vehicles: ten 14-passenger cutaways (minibuses), one 7-passenger van, and one 5-passenger minivan.

2010 Annual Operating Information

| | Operating | Capital |
|---|-----------|----------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$586,226 | \$49,090 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$3,458 | \$0 |
| Local Funds | \$73,011 | \$0 |
| State Funds | \$310,035 | \$0 |
| Federal Assistance | | |
| Federal Section §5309 Capital Program Funds | \$0 | \$49,090 |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$199,723 | \$0 |
| Total Federal Assistance | \$199,723 | \$49,090 |
| Total Annual Revenues Expended | \$586,226 | \$49,090 |

| Vehicles | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|----------|-----------------------------------|--|
| Total | 4 | 4 |

| Service Data | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|-----------------|------------------------------|------------------------------|----------------------------------|
| Bus | 72,361 | 6,960 | 42,215 |
| Demand Response | 224,760 | 10,400 | 21,512 |
| Total | 297,121 | 17,360 | 63,727 |

| Performance Measures | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$20.42 | \$9.20 | -54.96 |
| Operating Cost per Revenue Vehicle Hour | \$47.39 | \$33.77 | -28.74 |
| Operating Cost per Revenue Vehicle Mile | \$3.42 | \$1.97 | -42.25 |

Klickitat County Senior Services

Sharon Carter

Director

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Goldendale, WA 98620

509-773-3060

www.klickitatcounty.org/senior



System Snapshot

- **Operating Name:** Klickitat County Senior Services dba Mt. Adams Transportation Service (MATS)
- **Service Range:** Klickitat County with adjacent destinations in the Columbia River Gorge and Yakima as well as Portland and Vancouver for medical appointments.
- **Congressional District:** 4
- **Legislative District:** 15
- **Planning Region:** Southwest Washington Regional Transportation Council
- **Medicaid Brokerage Region:** 7
- **Type of Agency:** General Purpose Government
- **Governing Body:** Klickitat County
- **Types of Service and Eligibility:** Dial-a-Ride and volunteer drivers for the general public
- **Days of Service:** Monday through Friday, weekends for essential medical services only.
- **Base Fare:** \$1.00 local.

Current Operations

Mt. Adams Transportation Services (MATS) provides Medicaid, public, and senior transportation for medical appointments, employment (limited), social service appointments, educational opportunities, and grocery shopping. This service is designed to enable Klickitat County residents who lack transportation resources to meet their basic needs.

Revenue Service Vehicles

Six ADA accessible cutaways (minibuses) and five minivans (four are ADA accessible).

Intermodal Connections

Amtrak

2010 Annual Operating Information

| | Operating | Capital |
|---|-----------|----------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$807,772 | \$70,592 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$21,832 | \$0 |
| Local Funds | \$73,985 | \$14,118 |
| State Funds | \$42,252 | \$0 |
| Federal Assistance | | |
| Federal Section §5310 Capital Funds | \$0 | \$56,474 |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$296,176 | \$0 |
| Other Federal Funds | \$373,527 | \$0 |
| Total Federal Assistance | \$669,703 | \$56,474 |
| Total Annual Revenues Expended | \$807,772 | \$70,592 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|--|-----------------------------------|--|
| Vehicles | | |
| Total | 11 | 10 |
| Other Resources | | |
| Number of volunteer drivers | 18 | |
| Number of personal vehicles in service | 18 | |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Demand Response | 462,029 | 21,691 | 21,696 |
| Total | 462,029 | 21,691 | 21,696 |

| Performance Measures | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$25.25 | \$37.23 | 47.42 |
| Operating Cost per Revenue Vehicle Hour | \$37.59 | \$37.24 | -0.93 |
| Operating Cost per Revenue Vehicle Mile | \$1.31 | \$1.75 | 33.89 |

L.E.W.I.S. Mountain Highway Transit

Douglas H. Hayden

Executive Director

PO Box 789

123 Main Avenue

Morton, WA 98356

360-496-5404

www.piercecountyrides.com/media/pdf/lewismthwytransit.pdf



System Snapshot

- **Operating Name:** White Pass Community Services Coalition dba L.E.W.I.S. Mountain Highway Transit
- **Service Range:** Eastern Lewis County into Centralia/Chehalis
- **Congressional District:** 3
- **Legislative District:** 20
- **Planning Region:** Southwest Washington RTPPO
- **Medicaid Brokerage Region:** 6
- **Type of Agency:** Nonprofit
- **Governing Body:** Six member board of directors.
- **Types of Service and Eligibility:** Fixed-route, intercity service for general public and deviated-route service and demand response for passengers with disabilities. Shuttle service for seniors and passengers with disabilities.
- **Days of Service:** Monday through Friday for fixed route and dial-a-ride. Tuesdays and Thursdays for shuttle.
- **Base Fare:** Regular fare \$3.00 per boarding; seniors/people with disabilities fare \$1.50 per boarding

Current Operations

Fixed-route deviated service through Lewis County's rural eastern communities. Route runs between Packwood, Randle, Glenoma, Morton, Mossyrock, Silver Creek, Salkum, Ethel, Onalaska to Centralia. Connections in Centralia: Centralia Community College, Amtrak Station, Lewis County Mall (site of DSHS-WorkFirst and Employment Security's WorkSource programs), Wal*Mart, Lewis County Courthouse, and Juvenile Justice Center.

Revenue Service Vehicles

Ten ADA accessible cutaways (minibuses) and two ADA accessible buses.

| |
|--|
| 2010 Annual Operating Information |
|--|

| | Operating | Capital |
|---|-----------|---------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$323,698 | \$0 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$10,463 | \$0 |
| Local Funds | \$9,561 | \$0 |
| State Funds | \$196,628 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$107,046 | \$0 |
| Total Federal Assistance | \$107,046 | \$0 |
| Total Annual Revenues Expended | \$323,698 | \$0 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 12 | 12 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 121,203 | 3,616 | 6,899 |
| Demand Response | 14,168 | 729 | 730 |
| Total | 135,371 | 4,345 | 7,629 |

| Performance Measures | 2005 | 2010 | % Change |
|---|----------|---------|----------|
| Operating Cost per Passenger Trip | \$60.81 | \$42.43 | -30.23 |
| Operating Cost per Revenue Vehicle Hour | \$154.16 | \$74.50 | -51.67 |
| Operating Cost per Revenue Vehicle Mile | \$4.46 | \$2.39 | -46.40 |

Lower Columbia Community Action Council

Michael Torres
Program Director
1526 Commerce Avenue
Longview, WA 98632
360-425-3430

www.lowercolumbiacap.org



System Snapshot

- **Operating Name:** Lower Columbia Community Action Council (CAP)
- **Service Range:** Longview to Chehalis, Longview to Vancouver.
- **Congressional District:** 3
- **Legislative Districts:** 18, 19, 20, and 49
- **Planning Regions:** Southwest Washington RTPO and Cowlitz-Wahkiakum Council of Governments
- **Medicaid Brokerage Region:** 7
- **Type of Agency:** Nonprofit
- **Governing Body:** 12-member Board of Directors.
- **Types of Service and Eligibility:** Fixed-route service for the general public and demand response for senior citizens and people with disabilities.
- **Days of Service:** Monday through Saturday
- **Base Fare:** \$1.00

Current Operations

- Six round trips Weekdays and two round trips Saturday between Longview and Vancouver (Salmon Creek Park and Ride) with stops in Kalama, and Woodland.
- Four round trips Weekdays between Longview and Chehalis (Walmart) with stops in Castle Rock and Exit 63 near Toledo/Winlock.
- Paratransit services in the Longview/Kelso area. Demand response services for seniors living in Cowlitz and Wahkiakum Counties.
- Transportation for private pay clients.
- Rides for seniors provided by volunteer drivers as a Retired Senior Volunteer Program (RSVP) agency.
- Medicaid client transportation services.

Revenue Service Vehicles

Eight vehicles total, Six ADA accessible cutaways (minibuses), One ADA accessible van and one 6-passenger minivan.

Intermodal Connections

Community Urban Bus Service (CUBS) in Longview/Kelso, L.E.W.I.S. Mountain Transit in Lewis County, C-TRAN in Clark County, Twin Transit in Lewis County, Greyhound Bus Lines in Kelso and Amtrak in Kelso.

2010 Annual Operating Information

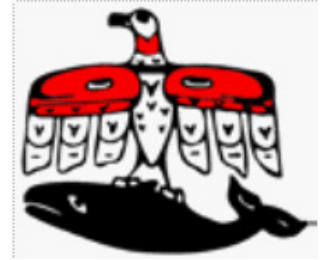
| | Operating | Capital |
|---|-----------|-----------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$518,508 | \$108,976 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$32,795 | \$0 |
| Local Funds | \$8,549 | \$21,794 |
| State Funds | \$172,679 | \$0 |
| Federal Assistance | | |
| Federal Section §5310 Capital Funds | \$0 | \$41,334 |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$95,804 | \$0 |
| FTA JARC (§5316) Program Funds | \$0 | \$45,848 |
| Other Federal Funds | \$208,681 | \$0 |
| Total Federal Assistance | \$304,485 | \$87,182 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|--|-----------------------------------|--|
| Vehicles | | |
| Total | 8 | 7 |
| Other Resources | | |
| Number of volunteer drivers | 8 | |
| Number of personal vehicles in service | 8 | |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips | Sponsored Unlinked Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|--------------------------|
| Service Data | | | | |
| Bus | 179,715 | 4,821 | 33,217 | - |
| Demand Response | 145,923 | 5,019 | - | 4,722 |
| Total | 325,638 | 9,840 | 33,217 | 4,722 |

| Performance Measures | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$14.73 | \$13.67 | -7.20 |
| Operating Cost per Revenue Vehicle Hour | \$16.50 | \$52.69 | 219.33 |
| Operating Cost per Revenue Vehicle Mile | \$0.83 | \$1.59 | 92.34 |

Patty Manuel
Assistant General Manager
PO Box 115
150 Resort Drive
Neah Bay, WA 98357
360-645-3100
www.makah.com/transit.htm



System Snapshot

- **Operating Name:** Makah Public Transit
- **Service Range:** Neah Bay village and surrounding housing areas
- **Congressional District:** 6
- **Legislative District:** 24
- **Planning Region:** Peninsula RTPO
- **Medicaid Brokerage Region:** 5
- **Type of Agency:** Tribal Government
- **Governing Body:** Makah Indian Tribal Council
- **Types of Service and Eligibility:** 16-mile fixed route service available to the general public. Demand response for people with disabilities and seniors aged 62 and older.
- **Days of Service:** Monday through Friday
- **Base Fare:** Youth aged six and under, seniors aged 62 and over, and people with disabilities – free. Adults – \$0.25.

Current Operations

Fixed route service for the general public from community subdivisions to primary destinations such as the General Store, Post Office, Makah Tribal Business Offices, Senior Citizens Programs, Social and Health Services, Indian Health Services, USDA Commodities Program, and connection service to Clallam Transit.

Revenue Service Vehicles

Two 25-passenger, ADA accessible cutaways (minibuses).

Intermodal Connections

Clallam Transit

| |
|--|
| 2010 Annual Operating Information |
|--|

| | Operating | Capital |
|---|-----------|-----------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$128,981 | \$117,674 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$359 | \$0 |
| Local Funds | \$64,311 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$64,311 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$117,674 |
| Total Federal Assistance | \$64,311 | \$117,674 |
| Total Annual Revenues Expended | \$128,981 | \$117,674 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 2 | 2 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 22,469 | 1,497 | 3,632 |
| Total | 22,469 | 1,497 | 3,632 |

| Performance Measures | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$67.54 | \$35.51 | -47.42 |
| Operating Cost per Revenue Vehicle Hour | \$4.10 | \$86.16 | 1999.49 |
| Operating Cost per Revenue Vehicle Mile | \$5.31 | \$5.74 | 8.18 |

Okanogan County Transportation and Nutrition

Leanne Whitener

Executive Director

PO Box 711, 431 5th Avenue West

Omak, WA 98841

509-826-4391

www.octn.org/

System Snapshot

- **Operating Name:** Okanogan County Transportation and Nutrition
- **Service Range:** Okanogan County
- **Congressional District:** 5
- **Legislative District:** 12
- **Planning Region:** North Central RTPO
- **Medicaid Brokerage Region:** 9
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of Directors
- **Types of Service and Eligibility:** Intercity, demand response, and deviated fixed route for the general public
- **Days of Service:** Monday through Friday
- **Base Fare:** Seniors – suggested donation; people with disabilities – \$1.50 for all day; general public – \$1.00 per intercity boarding. Fares based on location of boarding and destination.

Current Operations

- Door-to-door, dial-a-ride service provided within six small communities of Okanogan County (Omak, Okanogan, Oroville, Tonasket, Twisp, and Brewster).
- Deviated fixed route service in Omak/Okanogan area.
- Intercity trips to Wenatchee from Omak, Okanogan, Oroville, Tonasket, Twisp, and Brewster twice monthly to provide access to services, goods, and other forms of transportation.
- Intercity trips to Omak/Okanogan area once a month from Oroville, Tonasket, Twisp, and Brewster.
- Intercity, employment-related transportation for low-income and/or people with disabilities.
- Two daily round trips, Monday through Thursday from Omak to Bridgeport/Brewster and Three daily round trips, Monday through Friday from Omak and Oroville.

Revenue Service Vehicles

Thirteen ADA accessible cutaways (minibuses): one 11-passenger and twelve 15-passenger.

Intermodal Connections

Northwest Trailways

2010 Annual Operating Information

| | Operating | Capital |
|---|-----------|-----------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$555,967 | \$168,506 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$48,562 | \$0 |
| Contract Revenues | \$168,848 | \$0 |
| Local Funds | \$13,959 | \$51,984 |
| State Funds | \$223,770 | \$0 |
| Federal Assistance | | |
| Federal Section §5310 Capital Funds | \$0 | \$116,522 |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$62,615 | \$0 |
| FTA JARC (§5316) Program Funds | \$38,213 | \$0 |
| Total Federal Assistance | \$100,828 | \$116,522 |
| Total Annual Revenues Expended | \$555,967 | \$168,506 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 13 | 13 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 151,181 | 14,857 | 54,631 |
| Demand Response | 23,227 | 1,690 | 8,222 |
| Total | 174,408 | 16,547 | 62,853 |

| | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Performance Measures | | | |
| Operating Cost per Passenger Trip | \$16.74 | \$8.85 | -47.16 |
| Operating Cost per Revenue Vehicle Hour | \$53.91 | \$33.60 | -37.68 |
| Operating Cost per Revenue Vehicle Mile | \$3.53 | \$3.19 | -9.71 |

People For People – Moses Lake

Jeff Railton

Eastern Region Operations Manager

843 Kittleson Road

Moses Lake, WA 98837

509-765-9249

www.pfp.org



System Snapshot

- **Operating Name:** People For People – Moses Lake
- **Service Range:** Grant, Adams, and Lincoln Counties
- **Congressional Districts:** 4 and 5
- **Legislative Districts:** 7, 9, 12, and 13
- **Planning Region:** Quad County RTPO
- **Medicaid Brokerage Region:** 11 (1C)
- **Type of Agency:** Nonprofit
- **Governing Body:** Nine-member volunteer Board of Directors.
- **Types of Service and Eligibility:** Demand response and deviated/fixed route service for persons with special needs as well as the general public. Contractor for Grant Transit Authority providing fixed route/demand response service in Grant County.
- **Days of Service:** Weekdays – Paratransit; Monday through Saturday – Grant County fixed route/ADA
- **Base Fare:** People For People is fare free (Donations are accepted)

Current Operations

For seniors to access nutrition sites, health care, social services, recreation, and educational opportunities. Weekly trips to city centers for seniors and other residents in Adams County and for shopping and personal business. For persons with disabilities to sheltered workshops, job training, social services, health care, shopping facilities, and community activities. For low-income residents of Grants, Lincoln, and Adams counties for employment and employment-related services. For Grant County special needs individuals to access basic services. Community Connectors from rural communities to Spokane and Moses Lake. Health Shuttle to Wenatchee from Moses Lake, Ephrata and Quincy for cancer treatment and medical care.

Revenue Service Vehicles

Thirty-four vehicles for service in Grant, Adams, and Lincoln counties. All are ADA accessible: one 32 passenger coach; thirty 14-passenger cutaways (minibuses) and three 5-passenger minivans. PFP also operates twelve 30+ passenger buses owned by Grant Transit Authority.

Intermodal Connections

Grant Transit Authority, Link Transit, Spokane Transit Authority, Northwestern Trailways, Greyhound, Amtrak and Special Mobility Services

2010 Annual Operating Information

| | Operating | Capital |
|---|-------------|---------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$1,433,480 | \$0 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$5,587 | \$0 |
| Contract Revenues | \$751,693 | \$0 |
| State Funds | \$592,604 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$25,259 | \$0 |
| FTA JARC (§5316) Program Funds | \$58,337 | \$0 |
| Total Federal Assistance | \$83,596 | \$0 |
| Total Annual Revenues Expended | \$1,433,480 | \$0 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 31 | 31 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 99,786 | 4,577 | 10,680 |
| Demand Response | 384,455 | 22,671 | 45,416 |
| Total | 484,241 | 27,248 | 56,096 |

| | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Performance Measures | | | |
| Operating Cost per Passenger Trip | \$19.03 | \$25.55 | 34.31 |
| Operating Cost per Revenue Vehicle Hour | \$44.77 | \$52.61 | 17.51 |
| Operating Cost per Revenue Vehicle Mile | \$2.06 | \$2.96 | 43.82 |

People For People – Yakima

Gracie Sexton

Transportation Operations Manager

304 West Lincoln Avenue

Yakima, WA 98902

509-248-6726

www.pfp.org



System Snapshot

- **Operating Name:** People For People – Yakima
- **Service Range:** Yakima County
- **Congressional District:** 4
- **Legislative Districts:** 13, 14, and 15
- **Planning Region:** Yakima Valley Conference of Governments
- **Type of Agency:** Nonprofit
- **Governing Body:** Nine-member volunteer Board of Directors.
- **Types of Service and Eligibility:** Demand response for seniors and persons with disabilities living in Yakima County; intercity service for special needs and general public; deviated fixed route and demand response.
- **Days of Service:** Monday–Friday, 5:00 a.m. to 6:00 p.m.
- **Base Fare:** Fare Free

Current Operations

- Transportation for senior citizens to nutrition sites, medical services, mental health services, and human services in Yakima County.
- Transportation for people with disabilities to job training, human services, medical appointments, access to shopping facilities, and other community activities.
- Transportation for WorkFirst clients and people living at the poverty level.
- Demand response and deviated/fixed route services for the general public living in rural areas of Yakima who do not qualify for other public transportation or special needs transportation services.
- Community Connector route, providing intercity service within the I-82 Corridor between Yakima and Prosser with access to Yakima Transit and Ben-Franklin Transit.

Revenue Service Vehicles

Thirty-one vehicles for Yakima County service; includes two vans and 29 cutaways. All vehicles are ADA accessible.

Intermodal Connections

Ben-Franklin Transit, Yakima Transit, Greyhound, Pahto Public Passage and Airporter Shuttle.

2010 Annual Operating Information

| | Operating | Capital |
|---|-------------|-----------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$1,795,689 | \$915,000 |
| Sources of Revenue Funds Expended | | |
| Contract Revenues | \$547,835 | \$0 |
| Local Funds | \$0 | \$178,160 |
| State Funds | \$380,723 | \$115,736 |
| Federal Assistance | | |
| Federal Section §5310 Capital Funds | \$649,886 | \$621,104 |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$93,746 | \$0 |
| FTA JARC (§5316) Program Funds | \$123,499 | \$0 |
| Total Federal Assistance | \$867,131 | \$621,104 |
| Total Annual Revenues Expended | \$1,795,689 | \$915,000 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 33 | 32 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 387,454 | 17,328 | 79,079 |
| Demand Response | 274,537 | 15,833 | 17,812 |
| Total | 661,991 | 33,161 | 96,891 |

| | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Performance Measures | | | |
| Operating Cost per Passenger Trip | \$22.23 | \$18.53 | -16.63 |
| Operating Cost per Revenue Vehicle Hour | \$68.04 | \$54.15 | -20.42 |
| Operating Cost per Revenue Vehicle Mile | \$3.62 | \$2.71 | -25.04 |

Rural Resources Community Action

Kelly Scalf
Transportation Division Director
956 South Main
Colville, WA 99114
509-685-6108
www.ruralresources.org



System Snapshot

- **Operating Name:** Rural Resources Community Action
- **Service Range:** Stevens, Ferry, and Pend Oreille Counties
- **Congressional District:** 5
- **Legislative District:** 7
- **Planning Region:** North East Washington RTPO
- **Medicaid Brokerage Region:** 10
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of directors
- **Types of Service and Eligibility:** General public transportation; senior transportation; and Head Start transportation for preschool aged, low-income children in Colville, Newport, and Kettle Falls.
- **Days of Service:** Weekdays, some volunteer transportation is available evenings and weekends.
- **Base Fare:** Commuter service – \$0.50 per trip. All other services are donation based (suggested level \$0.50 for local trips and \$5.00 for intercity trips).

Current Operations

- Two, fixed-route Commuter Services twice daily between Kettle Falls and Colville and between Colville and Chewelah.
- Dial-a-Ride services operate Monday through Thursday in Ferry County between Curlew and Republic; and in Pend Oreille County from Cusick/Usk to Newport and weekdays in Stevens County between Colville and Kettle Falls.
- Bi-weekly trips to Kettle Falls, Colville, and Chewelah to provide access to medical facilities, social services, shopping, libraries, and recreation.
- Senior transportation for medical transportation and nutritional support to meal sites and shopping.

Revenue Service Vehicles

Thirteen vehicles total. Seven 14-passenger ADA accessible cutaways (minibuses). Six school buses for Head Start transportation. Three are ADA accessible, lift-equipped.

Intermodal Connections

The Goldline intercity bus and volunteer drivers support limited access to intermodal connections.

2010 Annual Operating Information

| | Operating | Capital |
|---|-----------|---------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$521,535 | \$0 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$2,719 | \$0 |
| Contract Revenues | \$24,850 | \$0 |
| Local Funds | \$98,344 | \$0 |
| State Funds | \$154,560 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$132,858 | \$0 |
| Other Federal Funds | \$101,024 | \$0 |
| Total Federal Assistance | \$233,882 | \$0 |
| Other Funds | \$7,180 | \$0 |
| Total Annual Revenues Expended | \$521,535 | \$0 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|--|-----------------------------------|--|
| Vehicles | | |
| Total | 13 | 9 |
| Other Resources | | |
| Number of volunteer drivers | 10 | |
| Number of personal vehicles in service | 10 | |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 41,851 | 1,446 | 4,170 |
| Demand Response | 249,996 | 10,828 | 19,602 |
| Total | 291,847 | 12,274 | 23,772 |

| | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Performance Measures | | | |
| Operating Cost per Passenger Trip | \$22.07 | \$21.94 | -0.61 |
| Operating Cost per Revenue Vehicle Hour | \$42.46 | \$42.49 | 0.06 |
| Operating Cost per Revenue Vehicle Mile | \$1.96 | \$1.79 | -8.66 |

Skamania County Senior Services

Marilyn Butler, Director

BreAnna Porter, Assistant Director

PO Box 369

710 SW Rock Creek Drive

Stevenson, WA 98648

509-427-3990

www.skamaniacounty.org/senior-services



System Snapshot

- **Operating Name:** Skamania County Senior Services
- **Service Range:** Skamania County and a 50-mile radius outside the county borders
- **Congressional Districts:** 3
- **Legislative District:** 15 and 17
- **Planning Region:** Southwest Washington Regional Transportation Council
- **Medicaid Brokerage Region:** 7
- **Type of Agency:** General Purpose Government
- **Governing Body:** Three member board of county commissioners
- **Types of Service and Eligibility:** Demand response transportation for Skamania County residents and Route-Deviated Transit
- **Days of Service:** Primarily Monday-Friday
- **Base Fare:** Transit \$1.00 (in county); \$2.00 (out of county). Demand Response \$2.00 (in county); \$4.00 (out of county). Demand Response (age 60 and over) Donations requested.

Current Operations

Transportation services are available for seniors, persons with disabilities, Medicaid recipients, and the general public.

Demand response provides access to medical and social service appointments, and essential shopping.

Transit provides a route-deviated service, Monday through Friday, between Skamania County and Fisher's Landing Transit Center in Vancouver, Washington.

Revenue Service Vehicles

Eleven vehicles total: Two 18-passenger transit buses (ADA accessible), One 18-passenger demand response bus (ADA accessible), Four 5-passenger minivans (ADA accessible), One 7-passenger full size van (ADA accessible), Two 6-passenger minivans (non ADA accessible)

Intermodal Connections

Tri-met (Portland, Oregon) and C-TRAN (Vancouver, Washington).

| |
|--|
| 2010 Annual Operating Information |
|--|

| | Operating | Capital |
|---|-----------|---------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$441,715 | \$0 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$19,545 | \$0 |
| Local Funds | \$145,338 | \$0 |
| State Funds | \$220,307 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$56,525 | \$0 |
| Other Federal Funds | \$56,525 | \$0 |
| Total Federal Assistance | \$441,715 | \$0 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 9 | 9 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 80,272 | 3,139 | 13,959 |
| Demand Response | 166,293 | 6,710 | 10,356 |
| Total | 246,565 | 9,849 | 24,315 |

| Performance Measures | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$20.25 | \$18.17 | -10.29 |
| Operating Cost per Revenue Vehicle Hour | \$31.42 | \$44.85 | 42.74 |
| Operating Cost per Revenue Vehicle Mile | \$1.54 | \$1.79 | 16.33 |

Special Mobility Services, Inc.

Dave “Hutch” Hutchisson

Supervisor

North 707 Napa

Spokane, WA 99202

509-534-7171

www.sms1.org



System Snapshot

- **Operating Name:** Special Mobility Services, Inc.
- **Service Range:** Spokane County; Newport; Davenport; Ritzville; Priest River, Idaho
- **Congressional District:** 5
- **Legislative Districts:** 3, 4, 6, and 7
- **Planning Regions:** Spokane Regional Transportation Council, Northeast Washington RTPO, and Quad-County RTPO
- **Medicaid Brokerage Regions:** 10, 11, 12, and 13
- **Type of Agency:** Nonprofit
- **Governing Body:** Five-member Board of Directors.
- **Types of Service and Eligibility:** Fixed route, deviated route, and demand response, for the general public.
- **Days of Service:** Five days a week
- **Base Fare:** Varies by route

Current Operations

Fixed Route Services

- Ritzville/Spokane Shuttle: operates Thursdays.
- Davenport/Spokane Shuttle: operates Mondays, Wednesdays, and Fridays.

Deviated Fixed Route

- Deer Park/Spokane Shuttle: operates weekdays.
- Newport/Spokane/Newport/Priest River, ID Shuttle: operates twice daily, weekdays except Tuesdays.

Demand Response

- Service for residents living north of STA's service area, including the communities of Deer Park, Elk, Chattaroy, and Colbert.
- Spokane County Mental Health: twenty-four hours a day, seven days a week service for crisis response emergency transportation.

Revenue Service Vehicles

Nine 14-passenger ADA accessible minibuses and two 7-passenger cars, equipped for secure transports

Intermodal Connections

Northeast Rural Resources with the Newport Shuttle once a week. People for People services coordinate with the Davenport and Ritzville Shuttles. Greyhound and Amtrak in Spokane

| |
|--|
| 2010 Annual Operating Information |
|--|

| | Operating | Capital |
|---|-----------|---------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$603,720 | \$0 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$20,227 | \$0 |
| Contract Revenues | \$244,657 | \$0 |
| Local Funds | \$21,098 | \$0 |
| State Funds | \$243,687 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$74,050 | \$0 |
| Total Federal Assistance | \$74,050 | \$0 |
| Total Annual Revenues Expended | \$603,720 | \$0 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 12 | 12 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 136,995 | 6,334 | 19,004 |
| Demand Response | 60,575 | 3,497 | 1,911 |
| Total | 197,570 | 9,831 | 20,915 |

| Performance Measures | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$14.70 | \$28.87 | 96.41 |
| Operating Cost per Revenue Vehicle Hour | \$38.60 | \$61.41 | 59.07 |
| Operating Cost per Revenue Vehicle Mile | \$2.00 | \$3.06 | 53.00 |

Dena Moses
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System Snapshot

- **Operating Name:** Spokane Indian Tribe DBA: The Moccasin Express
- **Service Range:** The Spokane Indian Reservation, off reservation to Reardan
- **Congressional District:** 5
- **Legislative District:** 7
- **Planning Region:** Northeast Washington RTPO
- **Medicaid Brokerage Region:** 12
- **Type of Agency:** Tribal Government
- **Governing Body:** The Spokane Tribe of Indians is a sovereign government body led by the Spokane Tribal Business Council. The Council consists of the Tribal Chairman, Vice Chairman, Tribal Secretary and two Council members.
- **Types of Service and Eligibility:** Deviated Fixed Route for Spokane Indian Tribal members.
- **Days of Service:** Monday through Friday from 6:00 a.m. to 6:30 p.m.
- **Base Fare:** \$1.00 per one-way trip. Discounted bus passes are available for \$10.00 for students and seniors \$20.00 for 30 one-way trips.

Current Operations

Service to: West End Community Center, Two Rivers Casino, Wellpinit, New House Lane Youth Center, Ford Cluster, Ford Post Office, Kurts Korner, Boardman, Kokanee as well as Sherwood Loop. Service is also provided to Reardan daily.

Revenue Service Vehicles

Two 14-passenger ADA accessible minibuses.

Intermodal Connections

The Moccasin Express meets with SMS from Lincoln County daily and a phone call a day ahead assures a seat on the SMS to Spokane .

2010 Annual Operating Information

| | Operating | Capital |
|---|-----------|-----------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$39,297 | \$357,556 |
| Sources of Revenue Funds Expended | | |
| Local Funds | \$0 | \$29,584 |
| State Funds | \$16,966 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$16,966 | \$118,335 |
| Federal Section §5311 Tribal Transit Funds | \$5,365 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$209,637 |
| Total Federal Assistance | \$22,331 | \$327,972 |
| Total Annual Revenues Expended | \$39,297 | \$357,556 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 2 | 2 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 14,577 | 539 | 143 |
| Total | 14,577 | 539 | 143 |

David Lopeman

Chairman

10 SE Squaxin Lane

Shelton, WA 98584

360-426-9781

www.squaxinland.org



System Snapshot

- **Operating Name:** Squaxin Island Tribe
- **Service Range:** Kamilche, Mason County; Elma, Grays Harbor County; and Steamboat Island, Thurston County
- **Congressional District:** 6
- **Legislative District:** 35
- **Planning Region:** Peninsula RTPO
- **Medicaid Brokerage Region:** 6
- **Type of Agency:** Tribal Government
- **Governing Body:** Tribal Council consisting of seven members who are elected during annual general body meetings and serve staggered terms.
- **Types of Service and Eligibility:** Fixed route and demand response for Squaxin Island Tribal members and Mason County service area residents with disabilities.
- **Days of Service:** Monday through Friday
- **Base Fare:** Free

Current Operations

- Fixed route service with route deviations offered.
- Connect Squaxin Tribal Community with Mason County transit hub which offers service to Shelton and Olympia.
- One trip daily to Elma that connects with Grays Harbor Transit. A second trip is available by request.
- Contracted with Mason County Transportation Authority to provide dial-a-ride services within the service range.

Revenue Service Vehicles

Four vehicles total, all ADA accessible minibuses with seating capacities of 12, 15, 16, and 22 respectively.

Intermodal Connections

Intercity Transit, Grays Harbor County Transit, and Mason County Transportation Authority.

| |
|--|
| 2010 Annual Operating Information |
|--|

| | Operating | Capital |
|---|-----------|---------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$156,278 | \$0 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$78,838 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$20,138 | \$0 |
| Federal Section §5311 Tribal Transit Funds | \$57,302 | \$0 |
| Total Federal Assistance | \$77,440 | \$0 |
| Total Annual Revenues Expended | \$156,278 | \$0 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 4 | 4 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Bus | 32,872 | 2,108 | 8,698 |
| Total | 32,872 | 2,108 | 8,698 |

| | 2005 | 2010 | % Change |
|---|----------|---------|----------|
| Performance Measures | | | |
| Operating Cost per Passenger Trip | \$21.33 | \$17.97 | -15.77 |
| Operating Cost per Revenue Vehicle Hour | \$105.72 | \$74.14 | -29.87 |
| Operating Cost per Revenue Vehicle Mile | \$6.17 | \$4.75 | -22.91 |

Thurston Regional Planning Council

Karen Parkhurst

Senior Planner

2424 Heritage Court SW, Suite A

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System Snapshot

- **Operating Name:** Rural and Tribal Transportation Program (R/T) operated by Thurston Regional Planning Council and TOGETHER!
- **Service Range:** Nisqually Reservation and surrounding rural areas of Yelm and Rainier and the Confederated Tribes of the Chehalis Reservation and adjacent rural communities of Tenino, Bucoda, and Rochester.
- **Congressional Districts:** 3 and 9
- **Legislative Districts:** 20, 22, and 35
- **Medicaid Brokerage Region:** 6
- **Type of Agency:** Special District
- **Governing Body:** 21-member intergovernmental board (representatives from local government jurisdictions and other organizations including the Nisqually Tribe and the Confederated Tribes of the Chehalis Reservation.
- **Types of Service and Eligibility:** Route deviated and demand response service for the general public focusing on low-income clients and special needs clients.
- **Days of Service:** Monday through Friday
- **Base Fare:** \$1 per one-way trip. Accept passes/transfers from Intercity and Twin Transit and state employee STAR Pass in lieu of fare.

Current Operations

R/T connects rural residents to the urban core areas to access jobs, education, and services. R/T feeds into the service areas of Intercity Transit (Thurston County) and Twin Transit (Lewis County). R/T also coordinates with Mason, Grays Harbor, and Pierce counties and the Squaxin Indian Tribe. R/T provides connections to communities along the I-5 corridor to the north via Intercity, Sound, Pierce and other Transits, to Greyhound services in Olympia, and AMTRAK in Olympia. R/T coordinates with Senior Services for South Sound for transportation to adult day care and other elder programs. R/T connects veterans to services in the urban cores, with emphasis on the new facility in Lewis County and connections to services in Pierce County.

Revenue Service Vehicles

Seven ADA accessible cutaway (minibus), TRPC does not own the vehicles or directly provide the service.

Intermodal Connections

Intercity Transit in Thurston County and Twin Transit in Lewis County.

| |
|--|
| 2010 Annual Operating Information |
|--|

| | Operating | Capital |
|---|-----------|---------|
| Total Annual Expenses | | |
| Total Annual Expenses | \$508,442 | \$0 |
| Sources of Revenue Funds Expended | | |
| Fare Revenues | \$3,048 | \$0 |
| Local Funds | \$34,195 | \$0 |
| State Funds | \$289,159 | \$0 |
| Federal Assistance | | |
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$182,040 | \$0 |
| Total Federal Assistance | \$182,040 | \$0 |
| Total Annual Revenues Expended | \$508,442 | \$0 |

| | Number of Vehicles in Total Fleet | Number of ADA Accessible Vehicles in Fleet |
|-----------------|-----------------------------------|--|
| Vehicles | | |
| Total | 7 | 7 |

| | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Regular Unlinked Passenger Trips |
|---------------------|------------------------------|------------------------------|----------------------------------|
| Service Data | | | |
| Demand Response | 233,988 | 8,222 | 37,310 |
| Total | 233,988 | 8,222 | 37,310 |

| Performance Measures | 2005 | 2010 | % Change |
|---|---------|---------|----------|
| Operating Cost per Passenger Trip | \$13.73 | \$13.63 | -0.77 |
| Operating Cost per Revenue Vehicle Hour | \$59.14 | \$61.84 | 4.56 |
| Operating Cost per Revenue Vehicle Mile | \$2.06 | \$2.17 | 5.72 |

Medicaid Transportation Brokers

Medicaid is a federal entitlement program that pays for basic health services for people with low-income and long-term care for seniors and people with disabilities. Congress established Medicaid in 1965 by enacting the Medical Assistance Program under Title XIX of the Social Security Act (Public Law 89-97). States administer their own Medicaid programs and establish their own eligibility standards, benefits packages, payment rates and rules consistent with federal requirements. The federal government requires states to provide non-emergency medical transportation (NEMT) for those Medicaid clients that could not otherwise access medical facilities and services.

In 1989 Washington State established a brokerage model to cost-effectively provide NEMT services for people eligible for medical assistance under the Medicaid State Plan, who need access to health-care services and have no other means of transportation. In 2010 the state's NEMT services were provided by the Medical Purchasing Administration (MPA) of Department of Social and Health Services (DSHS). The Health Care Authority (HCA) took over program administration on July 1, 2011 and provided the data for this report.

Medicaid Transportation provides access to essential health care services. By having regional Brokers, NEMT successfully connects thousands of Washington citizens each day to dialysis and chemotherapy, as well as routine doctor's appointments for preventive health care services.

The MPA identified 13 regions based on travel patterns of citizens seeking health-care services, then contracted with a network of eight regional brokers to provide services. The regional brokers are neutral third parties that arrange cost-effective transportation access to covered medical services for eligible clients by contracting with transportation service providers and assuring compliance with all contract standards.

Medicaid Transportation Providers review requests for transportation to medical services and preauthorizes the most cost-effective method that meets the clients' mobility status and personal capabilities. These brokers are prohibited from directly providing transportation services in their contracted region. Brokers receive an administrative fee plus reimbursement for direct trip costs. Brokers coordinate the trip, confirm eligibility, contract with and monitor transportation providers and reimburse the direct cost for the trip. NEMT services provided nearly 3.4 million trips in 2010.

| Brokers of Medicaid Transportation – 2010 | | |
|---|-------------------|---|
| Brokers | Brokerage Regions | Counties Served |
| COAST | Region 13 | Asotin, Garfield, Whitman |
| Hopelink | Region 3 | King |
| Human Services Council | Region 7 | Clark, Cowlitz, Klickitat, Skamania, Wahkiakum |
| Northwest Regional Council | Region 1 | Island, San Juan, Skagit, Whatcom |
| Paratransit Services | Region 2 | Snohomish |
| | Region 4 | Pierce |
| | Region 5 | Clallam, Jefferson, Kitsap, north Mason |
| | Region 6 | Grays Harbor, Pacific, Thurston, Lewis, south Mason |
| People For People | Region 8 | Benton, Columbia, Franklin, Kittitas, Walla Walla, Yakima |
| Special Mobility Services, Inc. | Region 10 | Ferry, Stevens, Pend Oreille |
| | Region 11 | Lincoln, Grant, Adams |
| | Region 12 | Spokane |
| Trancare | Region 9 | Chelan, Douglas, Okanogan |

Ridership

Ridership is the amount of service provided as measured by the number of passenger trips. In 2010 brokers of Medicaid transportation arranged nearly 3.4 million NEMT trips. Community transportation providers supplied more than half of these passenger trips, and transit systems provided almost 46 percent of the trips. The majority of transit system-supplied trips occurred on fixed routes.

In 2010 transit systems provided about 6 million trips with demand response and deviated fixed route services. Included in that number are the trips provided by transit systems that are reported in their sections.

Cost Efficiency

Operating costs per passenger trip reflect annual operating and administrative costs as a function of the number of NEMT trips provided.

Costs are directly related to the size and nature of the service area as well as the trip mode. A provider's service range affects the distance and time needed per trip. These factors affect fuel consumption, as does the size of the vehicle. The trip mode also affects cost per trip; for example, a trip provided by a local transit agency certainly costs less than overnight air travel with accommodations and meals.

Statewide

| All Regions | Passenger Trips | | |
|----------------------|-----------------|-----------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 973,063 | 1,351,385 | 38.88 |
| Ambulatory | 1,264,694 | 1,045,988 | -17.29 |
| Non-Ambulatory | 397,974 | 375,979 | -5.53 |
| Public Bus-ADA | 252,062 | 201,120 | -20.21 |
| Voucher | 260,932 | 333,773 | 27.92 |
| Mileage | 26,590 | 21,182 | -20.34 |
| Volunteer-Agency | 34,593 | 29,084 | -15.93 |
| Volunteer-Broker | 20,118 | 29,774 | 48.00 |
| Airline | 556 | 180 | -67.63 |
| Commercial Bus | 165 | 194 | 17.58 |
| Train | 151 | 596 | 294.70 |
| Ferry | 8,383 | 7,189 | -14.24 |
| Foster Parent | 111 | - | - |
| Ancillary | - | - | - |
| Service Total | 3,239,392 | 3,396,444 | 4.8 |
| Admin | - | - | - |
| Out of State | 93 | 30 | -67.7 |
| Meals & Lodging/in | 22,253 | 39,415 | 77.1 |
| Meals & Lodging/oos | 655 | 369 | -43.7 |
| Vehicle Modification | 8 | - | - |
| Subtotal | - | - | - |
| Grand Total | 3,239,485 | 3,396,474 | - |

| Expenses | | |
|--------------|--------------|----------|
| 2005 | 2010 | % Change |
| \$2,581,148 | \$4,291,814 | 66.28 |
| \$27,693,125 | \$34,094,287 | 23.11 |
| \$14,104,325 | \$16,450,621 | 16.64 |
| \$293,461 | \$388,762 | 32.47 |
| \$1,247,191 | \$2,975,968 | 138.61 |
| \$212,509 | \$284,859 | 34.05 |
| \$1,624,681 | \$2,066,195 | 27.18 |
| \$779,809 | \$1,396,669 | 79.10 |
| \$112,370 | \$52,471 | -53.30 |
| \$5,655 | \$11,027 | 94.99 |
| \$4,259 | \$28,540 | 570.12 |
| \$51,418 | \$168,111 | 226.95 |
| \$251 | \$0 | - |
| \$76,357 | \$310,462 | 306.6 |
| \$48,786,559 | \$62,519,786 | 28.1 |
| \$8,255,307 | \$9,902,384 | 20.0 |
| \$33,837 | \$28,346 | -16.2 |
| \$830,359 | \$1,750,928 | 110.9 |
| \$23,642 | \$10,022 | -57.6 |
| \$12,996 | \$0 | - |
| \$9,143,145 | \$11,691,679 | 27.9 |
| \$57,929,704 | \$74,211,465 | 28.1 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$2.65 | \$3.18 | 19.7 |
| Ambulatory | \$21.90 | \$32.60 | 48.9 |
| Non-Ambulatory | \$35.44 | \$43.75 | 23.5 |
| Public Bus-ADA | \$1.16 | \$1.93 | 66.0 |
| Voucher | \$4.78 | \$8.92 | 86.5 |
| Mileage | \$7.99 | \$13.45 | 68.3 |
| Volunteer-Agency | \$46.97 | \$71.04 | 51.3 |
| Volunteer-Broker | \$38.76 | \$46.91 | 21.0 |
| Service Total | \$15.06 | \$18.41 | 22.2 |
| Admin. Costs | \$2.55 | \$2.92 | 14.4 |
| Grand Total | \$17.88 | \$21.85 | 22.2 |

Karl Johanson**Executive Director**

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System Snapshot

- **Operating Name:** Council on Aging and Human Services dba COAST
- **Service Area:** Medicaid Brokerage Region 13 – Whitman, Garfield, and Asotin Counties
- **Congressional District:** 5
- **Legislative District:** 9
- **Planning Regions:** Palouse RTPPO and Lewis-Clark Valley MPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Fourteen-member board, elected by existing board members throughout Whitman County.

Current Operations

COAST was the Medicaid transportation broker in Region 13 which served Whitman, Garfield, and Asotin Counties through December 31st 2010. COAST also served five counties in Idaho and provided the following services:

- Brokerage services for Medicaid clients in Region 13 (Whitman, Garfield and Asotin counties) in Washington.
- Provides demand response routes to and from specific communities to Spokane, Clarkston/Lewiston, and Moscow/Pullman service centers.
- Provides employment-related transportation for low-income Garfield county residents.
- Contracts with area partners to provide transportation for older persons and persons with disabilities in Whitman, Asotin, and Garfield Counties and the southern region of Spokane County.
- Provides bi-monthly, demand response trips from isolated rural communities to urban service centers as well as daily routes linking Colfax and Pullman, and flexible routed services in communities of Clarkston, Pullman, and Colfax.
- Coordinates volunteer drivers including the Community Van program which provides expanded access for all citizens of the City of Palouse and nearby Town of Garfield.
- Operates a regional dispatch/information center serving the counties of Whitman, Asotin, Garfield and the southern part of Spokane County in Washington as well as Nez Perce, Idaho, Clearwater, Lewis, and Latah counties in Idaho.

Intermodal Connections

COAST makes active connections with all of the existing public transit systems and providers in the area.

| Region 13 | Passenger Trips | | |
|--------------------|-----------------|--------|----------|
| Mode | 2005 | 2010 | % Change |
| Ambulatory | 17,093 | 16,501 | -3.46 |
| Non-Ambulatory | 2,106 | 4,445 | 111.06 |
| Public Bus-ADA | 955 | 448 | -53.09 |
| Voucher | 34 | 474 | 1294.12 |
| Mileage | 5,072 | 4,448 | -12.30 |
| Volunteer-Agency | 773 | 692 | -10.48 |
| Volunteer-Broker | 1,857 | 3,725 | 100.59 |
| Airline | 195 | 118 | -39.49 |
| Commercial Bus | 3 | - | - |
| Train | 44 | - | - |
| Ferry | 40 | - | - |
| Foster Parent | 109 | - | - |
| Ancillary | - | - | - |
| Service Total | 28,281 | 30,851 | 9.1 |
| Admin | - | - | - |
| Meals & Lodging/in | 1,745 | 1,394 | -20.1 |
| Subtotal | - | - | - |
| Grand Total | 28,281 | 30,851 | 9.1 |

| Expenses | | |
|-----------|-------------|----------|
| 2005 | 2010 | % Change |
| \$298,354 | \$585,473 | 96.23 |
| \$54,432 | \$210,160 | 286.10 |
| \$1,432 | \$179 | -87.51 |
| \$285 | \$7,489 | 2527.64 |
| \$57,990 | \$70,194 | 21.04 |
| \$1,443 | \$1,960 | 35.85 |
| \$34,901 | \$90,476 | 159.24 |
| \$43,048 | \$40,662 | -5.54 |
| \$57 | \$0 | - |
| \$88 | \$0 | - |
| \$80 | \$0 | - |
| \$218 | \$0 | - |
| \$280 | \$537 | 91.6 |
| \$492,608 | \$1,007,130 | 104.4 |
| \$107,100 | \$122,460 | 14.3 |
| \$46,161 | \$58,154 | 26.0 |
| \$153,261 | \$180,614 | 17.8 |
| \$645,869 | \$1,187,744 | 83.9 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Ambulatory | \$17.45 | \$35.48 | 103.3 |
| Non-Ambulatory | \$25.85 | \$47.28 | 82.9 |
| Public Bus-ADA | \$1.50 | \$0.40 | -73.4 |
| Voucher | \$8.38 | \$15.80 | 88.5 |
| Mileage | \$11.43 | \$15.78 | 38.0 |
| Volunteer-Agency | \$1.87 | \$2.83 | 51.8 |
| Volunteer-Broker | \$18.79 | \$24.29 | 29.2 |
| Service Total | \$17.42 | \$32.64 | 87.4 |
| Admin. Costs | \$3.79 | \$3.97 | 4.8 |
| Grand Total | \$22.84 | \$38.50 | 68.6 |

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System Snapshot

- **Operating Name:** Hopelink
- **Service Area:** Medicaid Brokerage Region 3 – King County
- **Congressional Districts:** 2, 7, and 8
- **Legislative Districts:** 5, 11, 30, 32, 33, 34, 36, 37, 41, 43, 44, 45, 46, 47, and 48
- **Planning Region:** Puget Sound Regional Council
- **Type of Agency:** Nonprofit
- **Governing Body:** Community Action Agency Structure—one third of the members represent clients, one third of the members represent the community at large, and one third represent government.

Current Operations

Special needs transportation brokerage for King County through contracts with DSHS for Medicaid Brokerage Region 3 as well as additional brokerage contracts held with three school districts (Enumclaw, Kent, and Tahoma), Harborview Medical Center, Northwest Kidney Center, Lifelong Aids Alliance, and Boyer Children's Clinic.

Intermodal Connections

King County Metro; Washington State Ferry System; Commercial air, bus, and train services.

| Region 3 | Passenger Trips | | |
|----------------------|-----------------|-----------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 304,046 | 431,120 | 41.79 |
| Ambulatory | 555,408 | 406,654 | -26.78 |
| Non-Ambulatory | 162,314 | 144,898 | -10.73 |
| Public Bus-ADA | 992 | - | - |
| Voucher | 152,648 | 110,265 | -27.77 |
| Mileage | 2,510 | 2 | -99.92 |
| Volunteer-Agency | 939 | 853 | -9.16 |
| Airline | 1 | 10 | 900.00 |
| Commercial Bus | 19 | 10 | -47.37 |
| Train | 2 | 7 | 250.00 |
| Ferry | 136 | 272 | 100.00 |
| Ancillary | - | - | - |
| Service Total | 1,179,015 | 1,094,091 | -7.2 |
| Admin | - | - | - |
| Out of State | 6 | - | - |
| Meals & Lodging/in | 1,531 | 2,370 | 54.8 |
| Meals & Lodging/oos | 72 | - | - |
| Vehicle Modification | 1 | - | - |
| Subtotal | - | - | - |
| Grand Total | 1,179,021 | 1,094,091 | -7.2 |

| Expenses | | |
|--------------|--------------|----------|
| 2005 | 2010 | % Change |
| \$786,157 | \$1,588,811 | 102.10 |
| \$10,383,354 | \$11,482,975 | 10.59 |
| \$5,186,028 | \$6,074,783 | 17.14 |
| \$17,539 | \$0 | - |
| \$381,752 | \$478,909 | 25.45 |
| \$7,895 | \$73 | -99.08 |
| \$5,628 | \$5,571 | -1.01 |
| \$222 | \$2,272 | 923.38 |
| \$666 | \$470 | -29.50 |
| \$30 | \$366 | 1120.00 |
| \$1,534 | \$99,242 | 6369.47 |
| \$74,513 | \$308,818 | 314.4 |
| \$16,845,318 | \$20,042,288 | 19.0 |
| \$2,990,400 | \$3,243,054 | 8.4 |
| \$1,616 | \$0 | - |
| \$56,253 | \$86,437 | 53.7 |
| \$1,232 | \$0 | - |
| \$5,429 | \$0 | - |
| \$3,054,930 | \$3,329,491 | 9.0 |
| \$19,900,248 | \$23,371,779 | 17.4 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$2.59 | \$3.69 | 42.5 |
| Ambulatory | \$18.70 | \$28.24 | 51.0 |
| Non-Ambulatory | \$31.95 | \$41.92 | 31.2 |
| Public Bus-ADA | \$17.68 | \$0 | - |
| Voucher | \$2.50 | \$4.34 | 73.7 |
| Mileage | \$3.15 | \$36.36 | 1056.0 |
| Volunteer-Agency | \$5.99 | \$6.53 | 9.0 |
| Service Total | \$14.29 | \$18.32 | 28.2 |
| Admin. Costs | \$2.54 | \$2.96 | 16.9 |
| Grand Total | \$16.88 | \$21.36 | 26.6 |

Colleen Kuhn, Executive Director
BJ Jacobson, Transportation Services Manager
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System Snapshot

- **Operating Name:** Human Services Council
- **Service Area:** Medicaid Region 7 – Wahkiakum, Cowlitz, Skamania, Clark, and Klickitat Counties
- **Congressional District:** 3
- **Legislative Districts:** 15, 17, 18, and 49
- **Planning Regions:** Southwest Washington RTPO and Southwest Washington Regional Transportation Council
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of Directors consisting of 11 members representative of public and private agencies and volunteers in the fields of health, welfare, recreation, schools, business, labor, and other community groups

Current Operations

Human Services Council provides the broker services for the following:

- Medicaid transportation for Clark, Cowlitz, Klickitat, Skamania and Wahkiakum Counties.
- Employment transportation for low-income residents of Clark County.
- Reserve-A-Ride transportation for low-income, elderly and disabled residents of Clark, Cowlitz and Wahkiakum Counties.
- Sponsor-A-Ride transportation for low-income, elderly and disabled residents of Clark County.

| Region 7 | Passenger Trips | | |
|---------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 73,893 | 174,183 | 135.72 |
| Ambulatory | 72,999 | 106,818 | 46.33 |
| Non-Ambulatory | 25,427 | 37,461 | 47.33 |
| Public Bus-ADA | 27,180 | 27,397 | 0.80 |
| Voucher | 13,552 | 24,091 | 77.77 |
| Mileage | 44 | 38 | -13.64 |
| Volunteer-Agency | 9,032 | 6,268 | -30.60 |
| Commercial Bus | 12 | - | - |
| Train | 102 | 575 | 463.73 |
| Service Total | 222,241 | 376,831 | 69.6 |
| Admin | - | - | - |
| Out of State | 4 | - | - |
| Meals & Lodging/in | 975 | 2,059 | 111.2 |
| Meals & Lodging/oos | 235 | - | - |
| Subtotal | - | - | - |
| Grand Total | 222,245 | 376,831 | 69.6 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$65,205 | \$232,626 | 256.76 |
| \$1,565,966 | \$3,596,110 | 129.64 |
| \$893,343 | \$1,649,851 | 84.68 |
| \$18,611 | \$60,248 | 223.72 |
| \$88,850 | \$266,399 | 199.83 |
| \$1,422 | \$2,155 | 51.55 |
| \$322,410 | \$386,850 | 19.99 |
| \$337 | \$0 | - |
| \$4,065 | \$27,586 | 578.63 |
| \$2,960,209 | \$6,221,825 | 110.2 |
| \$699,372 | \$933,024 | 33.4 |
| \$1,945 | \$0 | - |
| \$59,582 | \$124,417 | 108.8 |
| \$5,314 | \$0 | - |
| \$766,213 | \$1,057,441 | 38.0 |
| \$3,726,422 | \$7,279,266 | 95.3 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$0.88 | \$1.34 | 51.3 |
| Ambulatory | \$21.45 | \$33.67 | 56.9 |
| Non-Ambulatory | \$35.13 | \$44.04 | 25.4 |
| Public Bus-ADA | \$0.68 | \$2.20 | 221.2 |
| Voucher | \$6.56 | \$11.06 | 68.7 |
| Mileage | \$32.32 | \$56.71 | 75.5 |
| Volunteer-Agency | \$35.70 | \$61.72 | 72.9 |
| Service Total | \$13.32 | \$16.51 | 24.0 |
| Admin. Costs | \$3.15 | \$2.48 | -21.3 |
| Grand Total | \$16.77 | \$19.32 | 15.2 |

Northwest Regional Council

Victoria Doerper
Executive Director

600 Lakeway Drive, Suite 100
Bellingham, WA 98225
360-676-6749
www.nwrcwa.org



System Snapshot

- **Operating Name:** Northwest Regional Council
- **Service Area:** Medicaid Region 1 – San Juan, Island, Whatcom, and Skagit Counties
- **Congressional District:** 2
- **Legislative Districts:** 10, 39, 40, and 42
- **Planning Regions:** Whatcom Council of Governments, Skagit MPO, and Skagit-Island RTPO
- **Type of Agency:** Quasi-governmental Entity
- **Governing Body:** Council composed of two elected officials from each member county (Island, San Juan, Skagit and Whatcom).

Current Operations

- Medicaid transportation broker for Whatcom, Skagit, Island, and San Juan Counties.

Intermodal Connections

- Greyhound
- County Connector (inter-county transit connection)
- West-Isle Air
- Washington State Ferry Service

| Region 1 | Passenger Trips | | |
|---------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 40,042 | 41,013 | 2.42 |
| Ambulatory | 43,512 | 38,476 | -11.57 |
| Non-Ambulatory | 6,104 | 4,174 | -31.62 |
| Public Bus-ADA | 73,632 | 61,497 | -16.48 |
| Voucher | 9,430 | 14,652 | 55.38 |
| Mileage | 677 | 1,271 | 87.74 |
| Volunteer-Agency | 812 | 517 | -36.33 |
| Airline | 4 | 12 | 200.00 |
| Commercial Bus | 6 | 4 | -33.33 |
| Ferry | 1,902 | 2,860 | 50.37 |
| Foster Parent | 2 | - | - |
| Ancillary | - | - | - |
| Service Total | 176,123 | 164,476 | -6.6 |
| Admin | - | - | - |
| Out of State | 6 | - | - |
| Meals & Lodging/in | 1,396 | 3,473 | 148.8 |
| Meals & Lodging/oos | 33 | - | - |
| Subtotal | - | - | - |
| Grand Total | 176,129 | 164,476 | -6.6 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$48,235 | \$78,710 | 63.18 |
| \$985,192 | \$1,136,377 | 15.35 |
| \$246,699 | \$291,128 | 18.01 |
| \$39,860 | \$75,686 | 89.88 |
| \$62,373 | \$149,121 | 139.08 |
| \$3,824 | \$16,280 | 325.72 |
| \$35,907 | \$29,471 | -17.92 |
| \$860 | \$642 | -25.35 |
| \$107 | \$129 | 20.09 |
| \$17,452 | \$37,377 | 114.17 |
| \$33 | \$0 | - |
| \$85 | \$308 | 262.4 |
| \$1,440,627 | \$1,815,227 | 26.0 |
| \$448,791 | \$714,964 | 59.3 |
| \$3,034 | \$0 | - |
| \$76,086 | \$137,583 | 80.8 |
| \$2,057 | \$- | - |
| \$529,968 | \$852,547 | 60.9 |
| \$1,970,595 | \$2,667,774 | 35.4 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$1.20 | \$1.92 | 59.3 |
| Ambulatory | \$22.64 | \$29.53 | 30.4 |
| Non-Ambulatory | \$40.42 | \$69.75 | 72.6 |
| Public Bus-ADA | \$0.54 | \$1.23 | 127.3 |
| Voucher | \$6.61 | \$10.18 | 53.9 |
| Mileage | \$5.65 | \$12.81 | 126.8 |
| Volunteer-Agency | \$44.22 | \$57.00 | 28.9 |
| Service Total | \$8.18 | \$11.04 | 34.9 |
| Admin. Costs | \$2.55 | \$4.35 | 70.6 |
| Grand Total | \$11.19 | \$16.22 | 45.0 |

David Baker
President/Chief Executive Office
4810 Auto Center Way, Suite Z
Bremerton, WA 98312-4309
800-933-3468
www.paratransit.net



System Snapshot

- **Operating Name:** Paratransit Services
- **Service Range:** Medicaid Brokerage Region 2 – Snohomish County; Region 4 – Pierce County; Region 5 – Clallam, Jefferson, Kitsap, and north Mason Counties; Region 6 – Grays Harbor, Pacific, south Mason, Thurston, Lewis Counties
- **Congressional Districts:** 1, 2, 3, 6, 7, 8, and 9
- **Legislative Districts:** 1, 2, 10, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 35, 38, 39, and 44
- **Planning Regions:** Puget Sound Regional Council, Peninsula RTPO, Thurston Regional Planning Council, and Southwest Washington RTPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Nine-member Board of Directors comprised of a diverse group of community and business leaders.

Current Operations

- Broker of Medicaid transportation and interpreter services for ten counties in northwestern Washington with a total service area of 14,707 square miles and a population of over 2 million people.
- Operate accessible public transit systems in Alaska, Washington State, Oregon, and Northern California.

Intermodal Connections

In Pierce County, the Beyond the Borders program provides linkages to the Roy “Y” transit center.

In Snohomish County, Paratransit Services has established a feeder route from Community Transit fixed route to the Island Crossing Methadone Clinic, Monday through Friday from 6:00 a.m. to 9:00 p.m.

Paratransit Services provides linkages for our Medicaid transportation clients whenever possible to all fixed route systems in Pierce, Snohomish, Clallam, Jefferson, Thurston, Kitsap, Lewis, Pacific, Grays Harbor, and Mason Counties.

| Region 2 | Passenger Trips | | |
|--------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 39,765 | 100,097 | 151.72 |
| Ambulatory | 123,916 | 105,610 | -14.77 |
| Non-Ambulatory | 31,739 | 46,064 | 45.13 |
| Public Bus-ADA | 262 | - | - |
| Voucher | 1,717 | 17,086 | 895.11 |
| Mileage | 5,586 | 4,162 | -25.49 |
| Volunteer-Agency | 2,618 | 3,553 | 35.71 |
| Commercial Bus | 9 | 1 | -88.89 |
| Ferry | 2 | - | - |
| Service Total | 205,614 | 276,573 | 34.51 |
| Admin | - | - | - |
| Meals & Lodging/in | 468 | 1,069 | 128.4 |
| Subtotal | - | - | - |
| Grand Total | 205,614 | 276,573 | 34.5 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$113,047 | \$422,990 | 274.17 |
| \$2,628,963 | \$2,868,981 | 9.13 |
| \$1,175,823 | \$1,646,696 | 40.05 |
| \$652 | \$0 | - |
| \$6,389 | \$95,315 | 1391.86 |
| \$25,862 | \$24,098 | -6.82 |
| \$91,777 | \$250,778 | 173.25 |
| \$232 | \$39 | -83.19 |
| \$16 | \$0 | - |
| \$4,042,761 | \$5,308,896 | 31.3 |
| \$428,496 | \$584,938 | 36.5 |
| \$28,987 | \$66,573 | 129.7 |
| \$457,483 | \$651,511 | 42.4 |
| \$4,500,244 | \$5,960,407 | 32.4 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$2.84 | \$4.23 | 48.6 |
| Ambulatory | \$21.22 | \$27.17 | 28.0 |
| Non-Ambulatory | \$37.05 | \$35.75 | -3.5 |
| Public Bus-ADA | \$2.49 | \$0 | - |
| Voucher | \$3.72 | \$5.58 | 49.9 |
| Mileage | \$4.63 | \$5.79 | 25.1 |
| Volunteer-Agency | \$35.06 | \$70.58 | 101.3 |
| Service Total | \$19.66 | \$19.20 | -2.4 |
| Admin. Costs | \$2.08 | \$2.11 | 1.5 |
| Grand Total | \$21.89 | \$21.55 | -1.5 |

| Region 4 | Passenger Trips | | |
|-----------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 285,653 | 349,429 | 22.33 |
| Ambulatory | 153,160 | 110,122 | -28.10 |
| Non-Ambulatory | 70,596 | 51,129 | -27.58 |
| Public Bus-ADA | 80,319 | 48,431 | -39.70 |
| Voucher | 4,285 | 14,290 | 233.49 |
| Mileage | 2,533 | 1,676 | -33.83 |
| Volunteer-Agency | 230 | 90 | -60.87 |
| Ferry | 2 | 86 | 4200.00 |
| Service Total | 596,778 | 575,253 | -3.6 |
| Admin | - | - | - |
| Out of State | 49 | 7 | -85.7 |
| Meals & Lodging/in | 1,082 | 4,493 | 315.2 |
| Meals & Lodging/oos | 139 | 91 | -34.5 |
| Vehicle Modifications | 4 | - | - |
| Subtotal | - | - | - |
| Grand Total | 596,827 | 575,260 | -3.6 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$970,121 | \$1,071,927 | 10.49 |
| \$3,251,037 | \$3,386,882 | 4.18 |
| \$2,525,053 | \$1,982,655 | -21.48 |
| \$127,818 | \$107,568 | -15.84 |
| \$19,015 | \$76,207 | 300.78 |
| \$11,658 | \$8,143 | -30.15 |
| \$11,658 | \$6,706 | -42.47 |
| \$5 | \$357 | 7032.00 |
| \$6,916,365 | \$6,640,445 | -4.0 |
| \$1,057,320 | \$1,280,183 | 21.1 |
| \$9,436 | \$13,640 | 44.5 |
| \$55,619 | \$197,866 | 255.8 |
| \$1,175 | \$4,637 | 294.6 |
| \$4,596 | \$0 | - |
| \$1,128,146 | \$1,496,325 | 32.6 |
| \$8,044,511 | \$8,136,770 | 1.1 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$3.40 | \$3.07 | -9.7 |
| Ambulatory | \$21.23 | \$30.76 | 44.9 |
| Non-Ambulatory | \$35.77 | \$38.78 | 8.4 |
| Public Bus-ADA | \$1.59 | \$2.22 | 39.6 |
| Voucher | \$4.44 | \$5.33 | 20.2 |
| Mileage | \$4.60 | \$4.86 | 5.6 |
| Volunteer-Agency | \$50.69 | \$74.52 | 47.0 |
| Service Total | \$11.59 | \$11.54 | -0.4 |
| Admin. Costs | \$1.77 | \$2.23 | 25.6 |
| Grand Total | \$13.48 | \$14.14 | 4.9 |

| Region 5 | Passenger Trips | | |
|-----------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 47,608 | 57,883 | 21.58 |
| Ambulatory | 44,777 | 61,695 | 37.78 |
| Non-Ambulatory | 8,534 | 13,304 | 55.89 |
| Public Bus-ADA | 17,518 | 4,200 | -76.02 |
| Voucher | 11,167 | 15,695 | 40.55 |
| Mileage | 1,171 | 3,922 | 234.93 |
| Volunteer-Agency | 459 | 413 | -10.02 |
| Commercial Bus | 19 | 1 | -94.74 |
| Train | 2 | - | - |
| Ferry | 6,195 | 3,971 | -35.90 |
| Service Total | 137,450 | 161,084 | 17.2 |
| Admin | - | - | - |
| Out of State | - | 2 | - |
| Meals & Lodging/in | 1,561 | 3,082 | 97.4 |
| Meals & Lodging/oos | - | 10 | - |
| Vehicle Modifications | - | - | - |
| Subtotal | - | - | - |
| Grand Total | 137,450 | 161,086 | 17.2 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$203,439 | \$167,061 | -17.88 |
| \$1,480,519 | \$2,712,801 | 83.23 |
| \$321,787 | \$681,631 | 111.83 |
| \$28,854 | \$20,349 | -29.48 |
| \$91,969 | \$152,962 | 66.32 |
| \$10,583 | \$34,501 | 226.01 |
| \$25,234 | \$29,852 | 18.30 |
| \$519 | \$74 | -85.74 |
| \$49 | \$0 | - |
| \$31,598 | \$31,135 | -1.46 |
| \$2,194,551 | \$3,830,367 | 74.5 |
| \$467,472 | \$555,964 | 18.9 |
| \$0 | \$959 | - |
| \$46,619 | \$147,044 | 215.4 |
| \$0 | \$775 | - |
| \$0 | \$0 | - |
| \$514,091 | \$704,742 | 37.1 |
| \$2,708,642 | \$4,535,109 | 67.4 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$4.27 | \$2.89 | -32.5 |
| Ambulatory | \$33.06 | \$43.97 | 33.0 |
| Non-Ambulatory | \$37.71 | \$51.24 | 35.9 |
| Public Bus-ADA | \$1.65 | \$4.85 | 194.2 |
| Voucher | \$8.24 | \$9.75 | 18.3 |
| Mileage | \$9.04 | \$8.80 | -2.7 |
| Volunteer-Agency | \$54.98 | \$72.28 | 31.5 |
| Service Total | \$15.97 | \$23.78 | 48.9 |
| Admin. Costs | \$3.40 | \$3.45 | 1.5 |
| Grand Total | \$19.71 | \$28.15 | 42.9 |

| Region 6 | Passenger Trips | | |
|-----------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 76,158 | 66,929 | -12.12 |
| Ambulatory | 62,913 | 78,270 | 24.41 |
| Non-Ambulatory | 18,564 | 23,605 | 27.15 |
| Public Bus-ADA | 710 | 4,274 | 501.97 |
| Voucher | 22,030 | 48,639 | 120.79 |
| Mileage | 4,978 | 2,854 | -42.67 |
| Volunteer-Agency | 8,676 | 11,735 | 35.26 |
| Ferry | 106 | - | - |
| Service Total | 194,135 | 236,306 | 21.7 |
| Admin | - | - | - |
| Out of State | 3 | 3 | 0.0 |
| Meals & Lodging/in | 1,131 | 6,782 | 499.6 |
| Meals & Lodging/oos | 142 | - | - |
| Vehicle Modifications | 3 | - | - |
| Subtotal | - | - | - |
| Grand Total | 194,138 | 236,309 | 21.7 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$104,173 | \$211,420 | 102.95 |
| \$2,236,858 | \$3,876,326 | 73.29 |
| \$1,004,083 | \$1,404,156 | 39.84 |
| \$710 | \$2,351 | 231.13 |
| \$172,857 | \$555,472 | 221.35 |
| \$43,118 | \$38,106 | -11.62 |
| \$658,218 | \$1,207,421 | 83.44 |
| \$733 | \$0 | - |
| \$4,220,750 | \$7,295,253 | 72.8 |
| \$504,000 | \$605,758 | 20.2 |
| \$1,349 | \$3,262 | 141.8 |
| \$37,020 | \$264,586 | 614.7 |
| \$10,771 | \$0 | - |
| \$2,971 | \$0 | - |
| \$556,111 | \$873,607 | 57.1 |
| \$4,776,861 | \$8,168,860 | 71.0 |

| Mode | Cost per Trip | | |
|------------------|---------------|----------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$1.37 | \$3.16 | 130.9 |
| Ambulatory | \$35.55 | \$49.53 | 39.3 |
| Non-Ambulatory | \$54.09 | \$59.49 | 10.0 |
| Public Bus-ADA | \$1.00 | \$0.55 | -45.0 |
| Voucher | \$7.85 | \$11.42 | 45.5 |
| Mileage | \$8.66 | \$13.35 | 54.1 |
| Volunteer-Agency | \$75.87 | \$102.89 | 35.6 |
| Service Total | \$21.74 | \$30.87 | 42.0 |
| Admin. Costs | \$2.60 | \$2.56 | -1.3 |
| Grand Total | \$24.61 | \$34.57 | 40.5 |

Marcy Durbin
Brokering Manager
304 West Lincoln
Yakima, WA 98902-2656
509-248-6793
1-800-233-1624
www.pfp.org



System Snapshot

- **Operating Name:** People For People
- **Service Area:** Medicaid Broker Region 2 – Benton, Columbia, Franklin, Kittitas, Walla Walla, and Yakima Counties
- **Congressional District:** 4 and 5
- **Legislative Districts:** 13, 14, and 15
- **Planning Regions:** Quad County RTPO, Yakima Valley Conference of Governments, and Benton-Franklin-Walla Walla RTPO.
- **Type of Agency:** Nonprofit
- **Governing Body:** Nine-member volunteer Board of Directors comprised of leaders that represent the diverse populations and communities that People For People serve.

Current Operations

The Broker serves communities in six counties by arranging transportation and related services for people of all ages that have current Washington State Department of Social and Health Services Medicaid Provider One Identification card and need transportation to covered non-emergency medical services. Verification for proper eligibility is confirmed and then the most cost-effective, appropriate transportation is coordinated.

A primary goal of these services is to assist clients with gas vouchers or mileage reimbursement if they have their own transportation resources and provide valid driver's license, insurance and registration. If that is not possible, transportation is arranged using contracted providers such as local transit and paratransit providers, volunteer driver programs, public transportation (Greyhound, train), non-profit providers, cabulance and taxi companies.

People For People ensures that the lowest cost, most appropriate ride is arranged for the client. Trips may be shared with other riders.

| Region 8 | Passenger Trips | | |
|---------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 4,037 | 10,000 | 147.71 |
| Ambulatory | 64,643 | 64,861 | 0.34 |
| Non-Ambulatory | 20,268 | 18,871 | -6.89 |
| Public Bus-ADA | 26,414 | 23,597 | -10.66 |
| Voucher | 7,431 | 14,004 | 88.45 |
| Mileage | 3,395 | 2,647 | -22.03 |
| Volunteer-Agency | 4 | - | - |
| Volunteer-Broker | 3,095 | 1,477 | -52.28 |
| Commercial Bus | 9 | 33 | 266.67 |
| Service Total | 129,296 | 135,490 | 4.8 |
| Admin | - | - | - |
| Out of State | - | 9 | - |
| Meals & Lodging/in | 5,467 | 6,931 | 26.8 |
| Meals & Lodging/oos | - | 192 | - |
| Subtotal | - | - | - |
| Grand Total | 129,296 | 135,499 | 4.8 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$6,170 | \$14,677 | 137.87 |
| \$2,174,677 | \$3,265,106 | 50.14 |
| \$850,643 | \$1,000,314 | 17.60 |
| \$18,800 | \$53,411 | 184.10 |
| \$83,951 | \$265,127 | 215.81 |
| \$42,839 | \$86,375 | 101.63 |
| \$22 | \$0 | - |
| \$203,743 | \$144,059 | -29.29 |
| \$337 | \$1,833 | 443.92 |
| \$3,381,182 | \$4,830,900 | 42.9 |
| \$561,588 | \$570,766 | 1.6 |
| \$0 | \$4,066 | - |
| \$180,380 | \$279,159 | 54.8 |
| \$0 | \$1,644 | - |
| \$741,968 | \$855,635 | 15.3 |
| \$4,123,150 | \$5,686,536 | 37.9 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$1.53 | \$1.47 | -4.0 |
| Ambulatory | \$33.64 | \$50.34 | 49.6 |
| Non-Ambulatory | \$41.97 | \$53.01 | 26.3 |
| Public Bus-ADA | \$0.71 | \$2.26 | 218.0 |
| Voucher | \$11.30 | \$18.93 | 67.6 |
| Mileage | \$12.62 | \$32.63 | 158.6 |
| Volunteer-Agency | \$5.50 | \$0 | - |
| Volunteer-Broker | \$65.83 | \$97.53 | 48.2 |
| Service Total | \$26.15 | \$35.66 | 36.3 |
| Admin. Costs | \$4.34 | \$4.21 | -3.0 |
| Grand Total | \$31.89 | \$41.97 | 31.6 |

Rusty Koontz
Regional Manager
Medical Transportation Assistance Unit
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Spokane, WA 99202-3800
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www.sms1.org



System Snapshot

- **Operating Name:** Special Mobility Services, Inc.
- **Service Area:** Medicaid Brokerage Region 10 – Ferry, Stevens, and Pend Oreille Counties; Region 11 – Grant, Lincoln, and Adams Counties; Region 12 – Spokane County; Region 13 – Whitman, Garfield and Asotin Counties
- **Congressional Districts:** 4 and 5
- **Legislative Districts:** 4, 6, 7, 9, 12, and 13
- **Planning Regions:** Northeast Washington RTPO, Spokane Regional Transportation Council, and Quad-County RTPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Five-member board of directors

Current Operations

Brokers transportation for Medicaid clients in Regions 10 (Ferry, Stevens, and Pend Oreille Counties), 11 (Grant, Lincoln, and Adams Counties), 12 (Spokane County), and 13 (Whitman, Garfield and Asotin Counties).

Intermodal Connections

Clients may use local transportation to connect to intercity bus, rail, or air for out-of-area appointments.

| Region 10 | Passenger Trips | | |
|---------------------|-----------------|--------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 870 | 62 | -92.87 |
| Ambulatory | 5,635 | 718 | -87.26 |
| Non-Ambulatory | 2,655 | 1,673 | -36.99 |
| Public Bus-ADA | 31 | - | - |
| Voucher | 11,744 | 17,131 | 45.87 |
| Mileage | 8 | 112 | 1300.00 |
| Volunteer-Agency | 8,309 | 3,013 | -63.74 |
| Volunteer-Broker | - | 4,063 | - |
| Airline | 69 | - | - |
| Commercial Bus | 4 | 39 | 875.00 |
| Ancillary | - | - | - |
| Service Total | 29,325 | 26,811 | -8.6 |
| Admin | - | - | - |
| Out of State | 2 | - | - |
| Meals & Lodging/in | 506 | 477 | -5.7 |
| Meals & Lodging/oos | 2 | - | - |
| Subtotal | - | - | - |
| Grand Total | 29,327 | 26,811 | -8.6 |

| Expenses | | |
|-----------|-----------|----------|
| 2005 | 2010 | % Change |
| \$731 | \$113 | -84.54 |
| \$134,491 | \$24,993 | -81.42 |
| \$273,820 | \$216,690 | -20.86 |
| \$233 | \$0 | - |
| \$116,251 | \$214,484 | 84.50 |
| \$394 | \$4,279 | 985.94 |
| \$330,441 | \$91,981 | -72.16 |
| \$- | \$139,757 | - |
| \$12,455 | \$0 | - |
| \$174 | \$2,058 | 1082.56 |
| \$7 | \$0 | - |
| \$868,997 | \$694,354 | -20.1 |
| \$94,776 | \$139,404 | 47.1 |
| \$247 | \$0 | - |
| \$20,771 | \$25,526 | 22.9 |
| \$130 | \$0 | - |
| \$115,924 | \$164,930 | 42.3 |
| \$984,921 | \$859,284 | -12.8 |

| Mode | Cost per Trip | | |
|------------------|---------------|----------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$0.84 | \$1.82 | 116.9 |
| Ambulatory | \$23.87 | \$34.81 | 45.8 |
| Non-Ambulatory | \$103.13 | \$129.52 | 25.6 |
| Public Bus-ADA | \$7.52 | \$0 | - |
| Voucher | \$9.90 | \$12.52 | 26.5 |
| Mileage | \$49.25 | \$38.20 | -22.4 |
| Volunteer-Agency | \$39.77 | \$30.53 | -23.2 |
| Volunteer-Broker | \$0 | \$34.40 | - |
| Service Total | \$29.63 | \$25.90 | -12.6 |
| Admin. Costs | \$3.23 | \$5.20 | 60.9 |
| Grand Total | \$33.58 | \$32.05 | -4.6 |

| Region 11 | Passenger Trips | | |
|--------------------|-----------------|--------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 402 | 1,068 | 165.67 |
| Ambulatory | 17,439 | 8,099 | -53.56 |
| Non-Ambulatory | 6,638 | 5,402 | -18.62 |
| Public Bus-ADA | 51 | 308 | 503.92 |
| Voucher | 5,962 | 16,523 | 177.14 |
| Mileage | 616 | 50 | -91.88 |
| Volunteer-Agency | 1,102 | 297 | -73.05 |
| Volunteer-Broker | - | 4,603 | - |
| Airline | 2 | - | - |
| Commercial Bus | 6 | 11 | 83.33 |
| Service Total | 32,218 | 36,361 | 12.9 |
| Admin | - | - | - |
| Out of State | 4 | - | - |
| Meals & Lodging/in | 2,327 | 1,603 | -31.1 |
| Subtotal | - | - | - |
| Grand Total | 32,222 | 36,361 | 12.8 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$629 | \$2,958 | 370.27 |
| \$902,881 | \$317,501 | -64.83 |
| \$353,911 | \$310,104 | -12.38 |
| \$1,275 | \$474 | -62.82 |
| \$69,114 | \$233,729 | 238.18 |
| \$6,924 | \$569 | -91.78 |
| \$96,965 | \$10,017 | -89.67 |
| \$0 | \$233,939 | - |
| \$494 | \$0 | - |
| \$150 | \$412 | 174.33 |
| \$1,432,343 | \$1,109,703 | -22.5 |
| \$108,336 | \$169,884 | 56.8 |
| \$3,535 | \$0 | - |
| \$47,463 | \$69,214 | 45.8 |
| \$159,334 | \$239,098 | 50.1 |
| \$1,591,677 | \$1,348,801 | -15.3 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$1.56 | \$2.77 | 77.0 |
| Ambulatory | \$51.77 | \$39.20 | -24.3 |
| Non-Ambulatory | \$53.32 | \$57.41 | 7.7 |
| Public Bus-ADA | \$25.00 | \$1.54 | -93.8 |
| Voucher | \$11.59 | \$14.15 | 22.0 |
| Mileage | \$11.24 | \$11.38 | 1.2 |
| Volunteer-Agency | \$87.99 | \$33.73 | -61.7 |
| Volunteer-Broker | \$0 | \$50.82 | - |
| Service Total | \$44.46 | \$30.52 | -31.4 |
| Admin. Costs | \$3.36 | \$4.67 | 38.9 |
| Grand Total | \$49.40 | \$37.09 | -24.9 |

| Region 12 | Passenger Trips | | |
|---------------------|-----------------|---------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 99,636 | 119,469 | 19.91 |
| Ambulatory | 94,661 | 35,676 | -62.31 |
| Non-Ambulatory | 40,212 | 20,485 | -49.06 |
| Public Bus-ADA | 20,034 | 25,911 | 29.34 |
| Voucher | 10,959 | 17,584 | 60.45 |
| Mileage | - | - | - |
| Volunteer-Agency | 1,639 | 1,653 | 0.85 |
| Volunteer-Broker | - | 1,677 | |
| Airline | 284 | 40 | -85.92 |
| Commercial Bus | 48 | 81 | 68.75 |
| Train | - | 6 | - |
| Ancillary | - | - | - |
| Service Total | 267,473 | 222,582 | -16.8 |
| Admin | - | - | - |
| Out of State | 18 | 9 | -50.0 |
| Meals & Lodging/in | 1,787 | 1,045 | -41.5 |
| Meals & Lodging/oos | 16 | 76 | 375.0 |
| Subtotal | - | - | - |
| Grand Total | 267,491 | 222,591 | -16.8 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$282,536 | \$500,309 | 77.08 |
| \$1,555,049 | \$601,289 | -61.33 |
| \$1,040,807 | \$605,089 | -41.86 |
| \$35,488 | \$61,956 | 74.58 |
| \$36,288 | \$98,397 | 171.15 |
| \$0 | \$88 | - |
| \$44,978 | \$45,586 | 1.35 |
| \$0 | \$45,446 | - |
| \$55,101 | \$8,896 | -83.86 |
| \$2,304 | \$5,087 | 120.77 |
| \$0 | \$372 | - |
| \$917 | \$21 | -97.7 |
| \$3,053,468 | \$1,972,534 | -35.4 |
| \$544,920 | \$687,648 | 26.2 |
| \$7,139 | \$6,419 | -10.1 |
| \$92,795 | \$63,294 | -31.8 |
| \$2,393 | \$2,966 | 23.9 |
| \$647,247 | \$760,326 | 17.5 |
| \$3,700,715 | \$2,732,860 | -26.2 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$2.84 | \$4.19 | 47.7 |
| Ambulatory | \$16.43 | \$16.85 | 2.6 |
| Non-Ambulatory | \$25.88 | \$29.54 | 14.1 |
| Public Bus-ADA | \$1.77 | \$2.39 | 35.0 |
| Voucher | \$3.31 | \$5.60 | 69.0 |
| Volunteer-Agency | \$27.44 | \$27.58 | 0.5 |
| Volunteer-Broker | \$0 | \$27.10 | - |
| Service Total | \$11.42 | \$8.86 | -22.4 |
| Admin. Costs | \$2.04 | \$3.09 | 51.6 |
| Grand Total | \$13.83 | \$12.28 | -11.3 |

Adnan Abou Ammo

Director

225 Ohme Garden Road
Wenatchee, WA 98801-9047
509-667-2727

www.trancare.org



System Snapshot

- **Operating Name:** Trancare
- Volunteer Transportation and Interpreter Services Brokerage Okanogan, Chelan, and Douglas Counties
- **Congressional District:** 4
- **Legislative Districts:** 7 and 12
- **Planning Regions:** North Central RTPO and Wenatchee Valley Transportation Council
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of Directors

Current Operations

Volunteer Transportation and Interpreter Services Brokerage in Region 9 (Chelan, Douglas, and Okanogan Counties).

Intermodal Connections

Link Transit at the Columbia Station in Wenatchee.

| Region 9 | Passenger Trips | | |
|---------------------|-----------------|--------|----------|
| Mode | 2005 | 2010 | % Change |
| Public Bus | 953 | 132 | -86.15 |
| Ambulatory | 8,538 | 12,488 | 46.26 |
| Non-Ambulatory | 2,817 | 4,468 | 58.61 |
| Public Bus-ADA | 3,964 | 5,057 | 27.57 |
| Voucher | 9,973 | 23,339 | 134.02 |
| Volunteer-Broker | 15,166 | 14,229 | -6.18 |
| Airline | 1 | - | - |
| Commercial Bus | 30 | 14 | -53.33 |
| Train | 1 | 8 | 700.00 |
| Ancillary | - | - | - |
| Service Total | 41,443 | 59,735 | 44.1 |
| Admin | - | - | - |
| Out of State | 1 | - | - |
| Meals & Lodging/in | 2,277 | 4,637 | 103.6 |
| Meals & Lodging/oos | 16 | - | - |
| Subtotal | - | - | - |
| Grand Total | 41,444 | 59,735 | 44.1 |

| Expenses | | |
|-------------|-------------|----------|
| 2005 | 2010 | % Change |
| \$705 | \$214 | -69.65 |
| \$95,784 | \$239,473 | 150.01 |
| \$177,896 | \$377,363 | 112.13 |
| \$2,189 | \$6,541 | 198.81 |
| \$118,097 | \$382,356 | 223.76 |
| \$541,165 | \$742,992 | 37.29 |
| \$190 | \$0 | - |
| \$772 | \$927 | 20.11 |
| \$27 | \$216 | 700.74 |
| \$555 | \$779 | 40.4 |
| \$937,380 | \$1,750,863 | 86.8 |
| \$242,736 | \$294,336 | 21.3 |
| \$5,536 | \$0 | - |
| \$82,623 | \$231,076 | 179.7 |
| \$570 | \$0 | - |
| \$331,465 | \$525,412 | 58.5 |
| \$1,268,845 | \$2,276,275 | 79.4 |

| Mode | Cost per Trip | | |
|------------------|---------------|---------|----------|
| | 2005 | 2010 | % Change |
| Public Bus | \$0.74 | \$1.62 | 119.2 |
| Ambulatory | \$11.22 | \$19.18 | 70.9 |
| Non-Ambulatory | \$63.15 | \$84.46 | 33.7 |
| Public Bus-ADA | \$0.55 | \$1.29 | 134.2 |
| Voucher | \$11.84 | \$16.38 | 38.3 |
| Volunteer-Broker | \$35.68 | \$52.22 | 46.3 |
| Service Total | \$22.62 | \$29.31 | 29.6 |
| Admin. Costs | \$5.86 | \$4.93 | -15.9 |
| Grand Total | \$30.62 | \$38.11 | 24.5 |

Travel Washington – Rural Intercity Bus Program

Travel Washington (the rural intercity bus program in Washington state) connects rural communities with larger urban centers and provides connections to the national intercity transportation network (bus, rail, airline and ferry systems). Travel Washington promotes regional travel, tourism and mobility options and generates local economic activity. More importantly, the program allows rural residents to have access to the services in urban centers.



The Travel Washington Program uses federal 5311(f) formula funds and private in-kind matching funds as funding sources. The private, in-kind matching funds are provided by Greyhound Bus Lines. Beginning as a Federal Transit Administration (FTA) approved pilot-project in 2006, the Travel Washington rural intercity bus program was the first in the nation to promote this public-private partnership.

Each bus route is named, branded and marketed based on the products produced in the region where it operates (e.g., the Grape Line operates in the wine country of southeast Washington). The bus service is provided by private, local bus companies who are awarded contracts through the competitive bidding process. Local drivers and managers, fuel, supplies and ticket agents are utilized along each of the regional bus routes, promoting local businesses and providing local employment.

Passengers that utilize these services are as varied as the regions they live in. College students in Walla Walla, workers commuting to Spokane from Deer Park, elderly residents going to Pasco for medical appointments and Canadian tourists from Victoria going to Seattle comprise the ridership base for the Travel Washington network.

The Gold Line and Apple Line coaches take part in the annual Northeast Washington Fair and Omak Stampede parades. The Dungeness Line, based in Port Angeles also takes part in the Dungeness Crab Festival. These activities raise the awareness about the service, and also promote local community “ownership” of the service.

2010 Annual Operating Information

| Federal Assistance | Operating | Capital |
|---|------------------|----------------|
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$1,056,656 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$1,371,771 |
| Total Federal Assistance | \$1,056,656 | \$1,371,771 |

| Service Data | Annual Vehicle Revenue Miles | Regular Unlinked Passenger Trips |
|---------------------|---|---|
| Intercity Bus | 462,422 | 32,674 |

Cleto Achabal

President

South 4611 Ben Franklin Lane

Spokane, WA 99224-5648

509-838-4029

www.northwesterntrailways.com

www.appleline.us



System Snapshot

- **Operating Name:** Northwestern Stage Lines, Inc. dba Northwestern Trailways
- **Service Range:** Inter-regional, intercity
- **Congressional Districts:** Statewide
- **Legislative Districts:** Statewide
- **Planning Regions:** Statewide
- **Medicaid Brokerage Region:** Statewide
- **Type of Agency:** For Profit
- **Governing Body:** Three-member board of directors
- **Types of Service and Eligibility:** Fixed route and charter for general public
- **Days of Service:** Daily
- **Base Fare:** Mileage-based fare structure. For general reference only: one-way trips from one to 35 miles – \$14.00; 350 miles – \$57.00.

Current Operations

- Daily intercity bus service in three corridors: Between Spokane and Seattle/Tacoma via Wenatchee and Everett; Between Spokane and Boise, Idaho via CDA, Potlatch, Pullman, Moscow, and Lewiston; Between Omak and Wenatchee/Ellensburg along Highway 97.
- Amtrak Thruway bus provider.
- Charter service throughout the United States and Canada.

Revenue Service Vehicles

25 total vehicles, 15 of which are ADA accessible: 14 are 56-passenger buses, 4 are 47-passenger buses and 7 are mini-buses.

Intermodal Connections

Amtrak, Community Transit (Everett), Grant Transit (Moses Lake), Grays Harbor Transit (Olympia), Greyhound, Gray Line (Seattle), Kittitas County (Ellensburg), Link (Wenatchee), Metro (Seattle), NE Washington Rural Resources, Olympic Van (Port Angeles), Okanogan County (Omak), Pacific Trails (Tualatin, Oregon), Pierce Transit (Tacoma), Powder River (Gillette), Pullman Transit (Pullman), Rimrock Trailways (Billings, Montana) and Spokane Transit (Spokane).

| |
|--|
| 2010 Annual Operating Information |
|--|

| Federal Assistance | Operating | Capital |
|---|-----------|-----------|
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$185,453 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$155,966 |
| Total Federal Assistance | \$185,453 | \$155,966 |

| Service Data | Annual Vehicle Revenue Miles | Regular Unlinked Passenger Trips |
|---------------|---------------------------------------|---|
| Intercity Bus | 127,750 | 9,796 |

Jack Heckman

President

111 East Front Street
Port Angeles, WA 98362
360-417-0700
www.dungenessline.us



System Snapshot

- **Operating Name:** Heckman Motors dba Olympic Bus Lines
- **Service Range:** Port Angeles to Seattle
- **Congressional District:** 6
- **Legislative District:** 24
- **Planning Regions:** Peninsula RTPPO and Puget Sound Regional Council
- **Medicaid Brokerage Region:** 5
- **Type of Agency:** For Profit
- **Governing Body:** Corporate standard
- **Types of Service and Eligibility:** Fixed-route for general public.
- **Days of Service:** 7 days a week
- **Base Fare:** One way trip to/from Kingston/Edmonds \$37; one way trip to/from Seattle \$39; one way to/from SeaTac \$49.

Current Operations

Olympic Bus Lines has twice daily scheduled service with flag stops by reservation.

Revenue Service Vehicles

Four vehicles total: three 27-passenger ADA accessible buses, one 15-passenger ADA accessible minibus.

Intermodal Connections

Clallam Transit at Port Angeles Gateway Transit Center; Jefferson Transit at Port Townsend Haines Place Park and Ride; Seattle Metro; Kitsap Transit connection at Kingston Ferry; Kingston Ferry; Black Ball Transport ferry with service between Port Angeles and Victoria, B.C.; Fairchild International Airport, Port Angeles; SeaTac Airport; Greyhound (Seattle) and Amtrak (Edmonds and Seattle).

2010 Annual Operating Information

| Federal Assistance | Operating | Capital |
|---|------------------|----------------|
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$485,541 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$423,868 |
| Total Federal Assistance | \$485,541 | \$423,868 |

| Service Data | Annual Vehicle Revenue Miles | Regular Unlinked Passenger Trips |
|---------------------|---|---|
| Intercity Bus | 162,077 | 14,229 |

Richard Johnson**President**

1416 Whitehorn Street
Ferndale, WA 98248-8923
360-543- 9369

www.grapeline.us



System Snapshot

- **Operating Name:** CWA, Inc. dba Travel Washington Grape Line
- **Service Range:** Between Walla Walla and Pasco
- **Congressional District:** 4 and 5
- **Legislative District:** 16
- **Planning Regions:** Benton-Franklin-Walla Walla RTPPO
- **Medicaid Brokerage Region:** 8
- **Type of Agency:** For Profit
- **Governing Body:** Corporate standard
- **Types of Service and Eligibility:** Fixed-route for general public.
- **Days of Service:** 7 days a week
- **Base Fare:** One way trip to/from Pasco – Walla Walla \$7

Current Operations

Travel Washington Grape Lines operates three roundtrips daily between the Walla Walla Airport, Walla Walla Transit Center, College Place, Touchet, Wallula, Burbank, Pasco Intermodal, Pasco Transit and Pasco's Airport. Tickets may be purchased online, from the drivers or at Walla Walla Transit Center, Pasco Intermodal and through NBTA Interline Member Carriers and Amtrak.

Revenue Service Vehicles

Three 27 passenger ADA accessible 2009 GMC C5500 / TurtleTop Odyssey XL.

Intermodal Connections

Walla Walla Airport
Walla Walla Transit Center
 Greyhound
 Valley Transit
Pasco Airport
Pasco Transit
 Ben Franklin Transit
Pasco Intermodal
 Greyhound
 Amtrak

2010 Annual Operating Information

| Federal Assistance | Operating | Capital |
|---|------------------|----------------|
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$354,814 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$356,985 |
| Total Federal Assistance | \$354,814 | \$356,985 |

| Service Data | Annual Vehicle Revenue Miles | Regular Unlinked Passenger Trips |
|---------------------|---|---|
| Intercity Bus | 131,271 | 7,920 |

Richard Johnson**President**

1416 Whitehorn Street
Ferndale, WA 98248-8923
360-543-9369
www.gold-line.us



System Snapshot

- **Operating Name:** CWA, Inc. dba Travel Washington Gold Line
- **Service Range:** Between Kettle Falls and Spokane
- **Congressional District:** 5
- **Legislative Districts:** 3, 4, 6, and 7
- **Planning Regions:** Spokane Regional Transportation Council and the Northeast Washington Regional Transportation Planning Organization
- **Medicaid Brokerage Regions:** 10 and 12
- **Type of Agency:** For Profit
- **Governing Body:** Corporate standard
- **Types of Service and Eligibility:** Fixed-route for general public.
- **Days of Service:** 7 days a week
- **Base Fare:** One way trip to/from Spokane \$20; one way to/from Spokane International Airport \$25.

Current Operations

Travel Washington Gold Line has twice daily scheduled service between Kettle Falls, Colville, Chewelah, Chewelah Casino, Loon Lake, Deer Park, North Spokane (Hastings Road Park and Ride Lot), Spokane Intermodal, Spokane Transit Plaza, and the Spokane International Airport. Tickets may be purchased online, from the drivers, sales agents at Kettle Falls, Colville, Chewelah, Spokane Intermodal, and through Amtrak and NBTA Interline Bus Carriers.

Revenue Service Vehicles

Three 27 passenger ADA accessible 2009 GMC C5500 / TurtleTop Odyssey XL.

Intermodal Connections

Spokane International Airport
Spokane Transit Plaza
Spokane Intermodal
 Greyhound
 Northwestern Trailways
 Amtrak
North Spokane – Hastings Road Park and Ride
 Spokane Transit
Colville
 Rural Resources

2010 Annual Operating Information

| Federal Assistance | Operating | Capital |
|---|------------------|----------------|
| Federal Section §5311 Other than Urbanized Area Formula Funds | \$30,848 | \$0 |
| ARRA §5311 Other than Urbanized Area Formula Funds | \$0 | \$434,952 |
| Total Federal Assistance | \$30,848 | \$434,952 |

| Service Data | Annual Vehicle Revenue Miles | Regular Unlinked Passenger Trips |
|---------------------|---|---|
| Intercity Bus | 41,324 | 729 |

Ferry Systems in Washington State

Ferry systems in Washington State have not been reported in the Summary of Public Transportation since 1996 and at that time, only the Washington State Ferries was included.

This publication includes the Washington State Ferries which now operates 22 ferry vessels, as well as data and information from four additional ferry systems.

**With the exception of the Kitsap Transit Foot Ferry which in past publications has been included under Kitsap Transit in the Small Urban Transit section.*

King County Ferry District

In April 2007, the King County Ferry District (KCFD) was created to expand transportation options through water taxi services. King County Council members are the Ferry District Board of Supervisors.

The KCFD funds and oversees the operations of two existing water taxi services. The KCFD contracts with the King County Marine Division for operations. The KCFD also took over the water taxi service between West Seattle and Downtown Seattle (previously the Elliott Bay Water Taxi).

Kitsap Transit Foot Ferry

The Kitsap Transit Foot Ferry provides service between the Bremerton, Port Orchard and Annapolis Ferry Docks on weekdays and between Port Orchard and Bremerton.

Lummi Island Ferry

Whatcom County Public Works Ferry Division is responsible for the operation and maintenance of the Whatcom Chief. This ferry serves Lummi Island residents, visitors, and businesses, transporting over 197,980 passengers during 2010.

Pierce County Ferry System

Pierce County took responsibility for the Steilacoom to Anderson and McNeil Island ferry route in 1938. The ferry system is the lifeline for Anderson and Ketron Island residents and visitors. It has seen a passenger use growth from 34,000 in 1968 to 199,261 in 2010.

Washington State Ferries

Washington State Ferries (WSF) began in 1951 as the Washington Toll Bridge Authority, taking over the operation of the privately owned and operated Puget Sound Navigation Company. In 1974, the Authority added the facilities and vessels associated with the Port Townsend-Keystone route, owned and operated by Black Ball Transport, Inc. Creation of the Washington State Department of Transportation in 1977 (previously Department of Highways) included assuming the Toll Bridge Authority and WSF became one of its Divisions.

Washington State Ferries operates the largest ferry fleet in the United States. 22 ferries cross Puget Sound and its inland waterways, carrying over 23 million passengers. From Tacoma, Washington, to Sidney, British Columbia, Washington State Ferries travel up and down the Sound, acting as a marine highway for commercial users, tourists and daily commuters.

Annual Operating Information

| | 2010 |
|---|----------------------|
| Passenger Ferry Services | |
| Revenue Vessel Hours | 139,476 |
| Total Vessel Hours | 140,254 |
| Revenue Vessel Miles | 1,016,063 |
| Total Vessel Miles | 1,026,932 |
| Passenger Trips | 23,609,171 |
| Diesel Fuel Consumed (gallons) | 17,248,950 |
| Employees - FTEs | 1,871.9 |
| Operating Expenses | \$219,442,928 |
| Farebox Revenues | \$40,534,047 |
| Revenues | |
| Operating Related Revenues | |
| Local Funds (Directly Generated - Property Taxes) | \$1,216,195 |
| MVET | \$106,813 |
| Farebox Revenues | \$40,534,047 |
| Federal Section §5307 Operating | \$1,266,467 |
| Other State Operating Grants | \$57,095,891 |
| Other Operating Sub-Total | \$119,305,361 |
| Other-Interest | \$7,924 |
| Other-MISC | \$119,297,437 |
| Total (Excludes Capital Revenues) | \$219,524,774 |
| Federal Capital Grant Revenues | |
| Federal Section §5307 Capital Grants | \$33,862 |
| Federal Section §5309 Capital Grants | \$6,226,414 |
| CM/AQ and Other Federal Grants | \$8,917,886 |
| Total Federal Capital | \$15,178,162 |
| State Capital Grant Revenues | |
| Other State Capital Funds | \$116,521,144 |
| Total State Capital | \$116,521,144 |

| Expenditures | | |
|---|----------------------|-------------------|
| | 2010 | |
| Local Capital Expenditures | | |
| Local Funds | \$345,234 | |
| Total Local Capital | \$345,234 | |
| Other Expenditures | | |
| Other Expenditures | \$602,242 | |
| Depreciation | \$614,473 | |
| Total (Non-Capital) Expenditures | \$1,216,715 | |
| Debt Service | | |
| Interest | \$32,011 | |
| Principal | \$0 | |
| Total Debt Service | \$32,011 | |
| Total Funds by Source | | |
| | 2010 | % of Total |
| Operating | | |
| Total Local Investment | \$161,764,658 | 73.49 |
| Total State Investment | \$57,095,891 | 25.94 |
| Total Federal Investment | \$1,266,467 | 0.58 |
| Total Operating | \$220,127,016 | 100.00 |
| Capital | | |
| Total Local Investment | \$345,234 | 0.26 |
| Total State Investment | \$116,521,144 | 88.24 |
| Total Federal Investment | \$15,178,162 | 11.49 |
| Total Capital | \$132,044,540 | 100.00 |

King County Ferry District

Anne Noris

Clerk of the King County Council and Ferry District Board

516 Third Avenue, Room 1200

Seattle, WA 98104

206-296-1020

www.kingcountyferries.org



System Snapshot

- **Service Area:** King County/Puget Sound – Downtown Seattle to Vashon Island
- **Congressional District:** 7
- **Legislative District:** 34
- **Type of Government:** Special Purpose District
- **Governing Body:** Ferry Board of Supervisors
- **Tax Authorized:** Property Tax Levy \$1,183,252 (approximately 1/3 cent per \$1000 Assessed Value)
- **Fares:** Vashon Island \$4.50

Intermodal Connections

The King County Ferry between Vashon Island and Downtown Seattle connects to Metro Transit.

Annual Operating Information

| | 2010 |
|--|------------------|
| Passenger Ferry Services (Purchased Transportation) | |
| Revenue Vessel Hours | 1,421 |
| Total Vessel Hours | 1,421 |
| Revenue Vessel Miles | 28,410 |
| Total Vessel Miles | 29,640 |
| Passenger Trips | 153,634 |
| Diesel Fuel Consumed (gallons) | 89,321 |
| Employees - FTEs | 7.5 |
| Operating Expenses | \$1,523,203 |
| Farebox Revenues | \$444,807 |
| Revenues | |
| Operating Related Revenues | |
| Sales Tax | \$0 |
| Local Funds (Directly Generated - Property Taxes) | \$1,216,195 |
| Utility Tax | \$0 |
| MVET | \$0 |
| Farebox Revenues | \$444,807 |
| Other State Operating Grants | \$527,111 |
| Total (Excludes Capital Revenues) | \$2,188,113 |
| Federal Capital Grant Revenues | |
| Federal Section §5307 Capital Grants | \$15,690 |
| Total Federal Capital | \$15,690 |
| State Capital Grant Revenues | |
| Other State Capital Funds | \$136,745 |
| Total State Capital | \$136,745 |
| Expenditures | |
| | 2010 |
| Local Capital Expenditures | |
| Local Funds | \$0 |
| Total Local Capital | \$0 |
| Other Expenditures | |
| Other Expenditures | \$602,242 |
| Total | \$602,242 |

| Total Funds by Source | | |
|------------------------------|--------------------|-------------------|
| | 2010 | % of Total |
| Operating | | |
| Total Local Investment | \$2,263,244 | 81.11 |
| Total State Investment | \$527,111 | 18.89 |
| Total Federal Investment | \$0 | 0.00 |
| Total Operating | \$2,790,355 | 100.00 |
| Capital | | |
| Total Local Investment | \$0 | 0.00 |
| Total State Investment | \$136,745 | 89.71 |
| Total Federal Investment | \$15,690 | 10.29 |
| Total Capital | \$152,435 | 100.00 |
| | | |

Kitsap Transit Foot Ferry

Richard M. Hayes

Executive Director

60 Washington Avenue, Suite 200

Bremerton, WA 983371888

360-377-7086

www.kitsaptransit.org



System Snapshot

- **Service Area:** Kitsap County
- **Congressional District:** 1 and 6
- **Legislative District:** 23, 26, 35
- **Type of Government:** PTBA
- **Governing Body:** Board of Commissioners
- **Tax Authorized:** Current authorization is 0.8 percent of sales tax (0.5 percent in 1993 increased to 0.8 in 2001).
- **Fares:** Base fare is \$2.00 per trip for Routed and Paratransit fare (\$1.00 reduced fare); \$50 for monthly pass.
- **Intermodal Connections:** The Kitsap Transit Foot Ferry provides service between the Bremerton, Port Orchard, and Annapolis Ferry Docks on weekdays and between Port Orchard and Bremerton on Saturdays. Kitsap Transit provides connections to all four WSF terminals in Kitsap County and provides service to many area elementary, middle, and high Schools as well as both branches of Olympic College. Mason Transit connections are available at the Bremerton Transportation Center and Jefferson Transit meets Kitsap Transit at our Poulsbo Transfer Center.

| Annual Operating Information | | | | |
|--|------------------|------------------|------------------|---------------|
| | 2008 | 2009 | 2010 | % Change |
| Passenger Ferry Services (Purchased Transportation) | | | | |
| Revenue Vessel Hours | 6,699 | 5,982 | 5,869 | -1.89 |
| Total Vessel Hours | 6,795 | 6,106 | 5,969 | -2.24 |
| Revenue Vessel Miles | 48,998 | 45,064 | 44,448 | -1.37 |
| Total Vessel Miles | 50,023 | 46,304 | 45,452 | -1.84 |
| Passenger Trips | 525,455 | 473,926 | 444,296 | -6.25 |
| Diesel Fuel Consumed (gallons) | 47,073 | 42,849 | 42,658 | -0.45 |
| Employees - FTEs | 5.0 | 10.6 | 10.4 | -1.89 |
| Operating Expenses | \$1,886,367 | \$1,804,442 | \$1,811,449 | 0.39 |
| Farebox Revenues | \$300,442 | \$548,627 | \$751,773 | 37.03 |
| | | | | |
| See the Kitsap Transit section for agency information. | | | | |
| | | | | |
| Revenues | | | | |
| Operating Related Revenues | | | | |
| Farebox Revenues | \$300,442 | \$548,627 | \$751,773 | 37.03 |
| Total (Excludes Capital Revenues) | \$300,442 | \$548,627 | \$751,773 | 37.03 |
| | | | | |
| Total Funds by Source | | | | |
| | 2008 Data | 2009 Data | 2010 Data | % of Total |
| Operating | | | | |
| Total Local Investment | \$300,442 | \$548,627 | \$751,773 | 100.00 |
| Total State Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Federal Investment | \$0 | \$0 | \$0 | 0.00 |
| Total Operating | \$300,442 | \$548,627 | \$751,773 | 100.00 |
| | | | | |
| Capital | | | | |
| Total Local Investment | \$0 | \$0 | \$0 | - |
| Total State Investment | \$0 | \$0 | \$0 | - |
| Total Federal Investment | \$0 | \$0 | \$0 | - |
| Total Capital | \$0 | \$0 | \$0 | - |

Lummi Island Ferry

Public Works Administration

322 N. Commercial Street, Suite 210

Bellingham, WA 98225

360-676-6692

www.co.whatcom.wa.us/publicworks/ferry/index.jsp



System Snapshot

- **Service Area:** Service to Lummi Island from Bellingham.
- **Congressional District:** 2
- **Legislative District:** 42
- **Type of Government:** County
- **Governing Body:** Whatcom County Executive and County Council
- **Tax Authorized:** Motor Vehicle Fuel Tax (Ferry Deficit Reimbursement) of
- **Intermodal Connections:** Connects Lummi Island to the City of Bellingham 365 days a year.

| Fares | Cost | Surcharge | Total | Rate Basis – Roundtrips |
|---|---------|-----------|----------|-------------------------|
| Passenger/Pedestrian | \$4.00 | \$3.00 | \$7.00 | 1 round trip |
| Child Under 12 | Free | \$0.00 | Free | 1 round trip |
| Commuter | \$40.00 | \$75.00 | \$115.00 | 25 round trips |
| Needs Based Passenger | \$17.00 | \$75.00 | \$92.00 | 25 round trips |
| Complete fare structure: www.co.whatcom.wa.us/publicworks/ferry/pdf/012311rates.pdf | | | | |

Annual Operating Information

| | 2010 | |
|--|--------------------|--------------|
| Passenger Ferry Services (Purchased Transportation) | | |
| Passenger Trips | 197,980 | |
| Operating Expenses | 2,593,833 | |
| Farebox Revenues | \$1,021,866 | |
| | | |
| Revenues | | |
| Operating Related Revenues | | |
| Farebox Revenues | \$1,021,866 | |
| Other Operating Sub-Total | \$1,290,541 | |
| Other-Interest | \$7,924 | |
| Other-MISC | \$1,282,617 | |
| Total (Excludes Capital Revenues) | \$2,312,407 | |
| Other-MISC includes County Road Fund transfer and Ferry Deficit Reimbursement. | | |
| | | |
| Total Funds by Source | | |
| | 2010 | % of Total |
| Operating | | |
| Total Local Investment | \$2,312,407 | 100.0 |
| Total State Investment | \$0 | 0.0 |
| Total Federal Investment | \$0 | 0.0 |
| Total Operating | \$2,312,407 | 100.0 |
| | | |
| Capital | | |
| Total Local Investment | \$0 | - |
| Total State Investment | \$0 | - |
| Total Federal Investment | \$0 | - |
| Total Capital | \$0 | - |
| | | |

Pierce County Ferry System

Deb Wallace

Airport and Ferry Administrator

9850 64th Street West

University Place, WA 98467

253-798-4638

www.co.pierce.wa.us/pc/abtus/ourorg/pwu/ferry/ferrymain.htm

System Snapshot

- **Service Area:** Steilacoom, Anderson Island, and Ketron Island.
- **Congressional District:** 9
- **Legislative District:** 28
- **Type of Government:** County
- **Governing Body:** Executive and County Council
- **Tax Authorized:** 6.5 percent State Sales and Use Tax plus 2.8 percent Local City/County Sales and Use Tax
- **Intermodal Connections:** The Pierce County Ferry connects to Pierce Transit.
- **Fares:**

| | Winter | Peak (May 15–Sept 15) |
|-----------------|----------|-----------------------|
| Adults | \$ 4.70 | \$ 4.70 |
| Child Under 5 | Free | Free |
| Commuter (x5) | \$ 18.50 | \$ 18.50 |
| Disabled/Senior | \$ 2.40 | \$ 2.40 |
| Youth (15-18) | \$ 3.40 | \$ 3.40 |

Annual Operating Information

| | 2010 |
|--|--------------------|
| Passenger Ferry Services (Purchased Transportation) | |
| Revenue Vessel Hours | 5,579 |
| Total Vessel Hours | 5,579 |
| Revenue Vessel Miles | 40,430 |
| Total Vessel Miles | 43,697 |
| Passenger Trips | 199,261 |
| Diesel Fuel Consumed (gallons) | 135,778 |
| Employees - FTEs | - |
| Operating Expenses | \$4,970,443 |
| Farebox Revenues | \$1,912,685 |
| Revenues | |
| Operating Related Revenues | |
| MVET | \$106,813 |
| Farebox Revenues | \$1,912,685 |
| Federal Section §5307 Operating | \$1,266,467 |
| Other State Operating Grants | \$441,965 |
| Other Operating Sub-Total | \$2,102,321 |
| Other-MISC | \$2,102,321 |
| Total (Excludes Capital Revenues) | \$5,830,251 |
| State Capital Grant Revenues | |
| Other State Capital Funds | \$26,122 |
| Total State Capital | \$26,122 |
| Expenditures | |
| Local Capital Expenditures | |
| Local Funds | \$32,754 |
| Total Local Capital | \$32,754 |
| Other Expenditures | |
| Depreciation (Not included in Total Expenditures) | \$614,473 |
| Debt Service | |
| Interest | \$32,011 |
| Total Debt Service | \$32,011 |

| Total Funds by Source | | |
|------------------------------|--------------------|-------------------|
| | 2010 | % of Total |
| Operating | | |
| Total Local Investment | \$4,121,819 | 70.70 |
| Total State Investment | \$441,965 | 7.58 |
| Total Federal Investment | \$1,266,467 | 21.72 |
| Total Operating | \$5,830,251 | 100.00 |
| | | |
| Capital | | |
| Total Local Investment | \$32,754 | 55.63 |
| Total State Investment | \$26,122 | 44.37 |
| Total Federal Investment | \$0 | 0.00 |
| Total Capital | \$58,876 | 100.00 |
| | | |

Washington State Ferries

David Moseley
Assistant Secretary
2901 Third Avenue Suite 500
Seattle, WA 98121-3014
206-515-3400
www.wsdot.wa.gov/ferries



- **Service Area:** Puget Sound, including: Sidney, Orcas, Shaw, Lopez, Anacortes, Coupeville, Port Townsend, Clinton, Mukilteo, Kingston, Edmonds, Seattle, Bainbridge Island, Bremerton, Fauntleroy, Vashon, Southworth, Tahlequah, and Pt. Defiance.
- **Fares:** www.wsdot.wa.gov/ferries/fares
- **Schedules:** www.wsdot.com/ferries/schedule
- **Intermodal Connections:** In Island and Kitsap Counties and on Vashon Island, transit service is timed and linked with ferry schedules. In downtown Seattle, there is very frequent transit service, but not specifically linked to ferry schedules. New intermodal connections issues will emerge with the construction of new intermodal ferry terminals in Mukilteo and Edmonds, that may have connections to commuter rail services.

Jumbo Mark II



[Puyallup](#) | [Tacoma](#) | [Wenatchee](#)

Jumbo



[Spokane](#) | [Walla Walla](#)

Super



[Elwha](#) | [Hyak](#) | [Kaleetan](#) | [Yakima](#) | [Cathlamet](#) | [Chelan](#) | [Issaquah](#) | [Kitsap](#) | [Kittitas](#)

Issaquah 130



Issaquah



[Sealth](#)

Evergreen State



[Evergreen State](#) | [Klahowya](#) | [Tillikum](#)

Kwa-di Tabil



[Chetzemoka](#) | [Salish](#)

Rhododendron



[Rhododendron](#)

Hiyu



[Hiyu](#)

Annual Operating Information

| | 2010 |
|--|----------------------|
| Passenger Ferry Services | |
| Revenue Vessel Hours | 126,607 |
| Total Vessel Hours | 127,285 |
| Revenue Vessel Miles | 902,775 |
| Total Vessel Miles | 908,143 |
| Passenger Trips | 22,614,000 |
| Diesel Fuel Consumed (gallons) | 16,981,193 |
| Employees - FTEs | 1,854 |
| Operating Expenses | \$208,544,000 |
| Farebox Revenues | \$36,402,916 |
| Revenues | |
| Operating Related Revenues | |
| Farebox Revenues | \$36,402,916 |
| Other State Operating Grants | \$56,126,815 |
| Other Operating Sub-Total | \$115,912,499 |
| Other-MISC (Other Fare Related Revenues) | \$115,912,499 |
| Total (Excludes Capital Revenues) | \$208,442,230 |
| Federal Capital Grant Revenues | |
| Federal Section §5307 Capital Grants | \$18,172 |
| Federal Section §5309 Capital Grants | \$6,226,414 |
| CM/AQ and Other Federal Grants | \$8,917,886 |
| Total Federal Capital | \$15,162,472 |
| State Capital Grant Revenues | |
| Other State Capital Funds | \$116,358,277 |
| Total State Capital | \$116,358,277 |
| Expenditures | |
| Local Capital Expenditures | |
| Local Funds | \$312,480 |
| Total Local Capital | \$312,480 |

| Total Funds by Source | | |
|------------------------------|----------------------|-------------------|
| | 2010 | % of Total |
| Operating | | |
| Total Local Investment | \$152,315,415 | 73.07 |
| Total State Investment | \$56,126,815 | 26.93 |
| Total Federal Investment | \$0 | 0.00 |
| Total Operating | \$208,442,230 | 100.00 |
| Capital | | |
| Total Local Investment | \$312,480 | 0.24 |
| Total State Investment | \$116,358,277 | 88.26 |
| Total Federal Investment | \$15,162,472 | 11.50 |
| Total Capital | \$131,833,229 | 100.00 |

Thomas Ditty

General Manager

370 Thomas Street, Suite 200

Seattle, WA 98109

206-905-2600

www.seattlemonorail.com



System Snapshot

- **Service Area:** Downtown Seattle from Seattle Center station to Westlake Center Mall station.
- **Congressional District:** 7
- **Legislative District:** 36 and 43
- **Ownership:** Owned by the City of Seattle, operated by Seattle Monorail Services.
- **Fares:** One-way fare – Adults (12 and older) \$2.25; Reduced Rate: Disabled/Senior/Active Military \$1.00; Youth (5-12) \$1.00; Unlimited Monthly \$45.00; Unlimited Monthly Reduced Rate \$20.00

The Seattle Monorail has been a Seattle icon since the 1962 World's Fair. The Seattle Center Monorail is a privately run business with independent leadership and staff. The monorail is not government funded or subsidized.

Today, the monorail carries approximately 1.5 million riders every year. The monorail has become an important fixture in Seattle for locals, who use it during major festivals and sporting events.

Seattle Center Monorail is the nation's only fully self-sufficient public transportation system.

A Brief History of the Seattle Center Monorail

- The Seattle Center Monorail was built for the 1962 Seattle World's Fair to link the fairgrounds and downtown amenities.
- Construction began in April of 1961 by ALWEG Rapid Transit Systems, who received the bid when it offered to underwrite the entire cost of construction.
- Opened to the public on March 24, 1962, before the start of the World's Fair. The trains carried more than eight million guests during the six months of the fair. The full initial capital cost of the system (\$3.5 million) was recovered and a profit was realized by ALWEG before the end of the fair.
- Following the Fair, the monorail system was turned over to Century 21 Corporation at no cost. Century 21 sold the system to the City of Seattle in 1965 for \$600,000.

Annual Operating Information

| | 2010 |
|--|--------------------|
| Monorail Services (Purchased Transportation) | |
| Revenue Vehicle Hours | 19,447 |
| Total Vehicle Hours | 19,447 |
| Revenue Vehicle Miles | 201,932 |
| Total Vehicle Miles | 201,932 |
| Passenger Trips | 1,793,161 |
| Electricity Consumed (Kwh) | 617,018 |
| Employees - FTEs | 16.0 |
| Operating Expenses | \$2,709,895 |
| Farebox Revenues | \$3,053,436 |
| Revenues | |
| Operating Related Revenues | |
| Farebox Revenues | \$3,053,436 |
| Other-Advertising | \$5,493 |
| Total (Excludes Capital Revenues) | \$3,058,929 |
| Federal Capital Grant Revenues | |
| Federal Section §5307 Capital Grants | \$478,759 |
| Total Federal Capital | \$478,759 |
| Expenditures | |
| Debt Service | |
| Interest | \$3,569 |
| Total | \$3,569 |
| Comments: Books close on December 31st and concession payments are paid out to the City based on our agreement. | |

Total Funds by Source

| | 2010 | % of Total |
|--------------------------|--------------------|---------------|
| Operating | | |
| Total Local Investment | \$3,058,929 | 100.00 |
| Total State Investment | \$0 | 0.00 |
| Total Federal Investment | \$0 | 0.00 |
| Total Operating | \$3,058,929 | 100.00 |
| Capital | | |
| Total Local Investment | \$0 | 0.00 |
| Total State Investment | \$0 | 0.00 |
| Total Federal Investment | \$478,759 | 100.00 |
| Total Capital | \$478,759 | 100.00 |

Summary of Statewide Statistics

Statewide Operations Summary

| | 2007 | 2008 | 2009 | 2010 | % Change |
|-------------------------------------|---------------|---------------|---------------|---------------|----------|
| Annual Operating Information | | | | | |
| Service Area Population | 5,565,605 | 5,660,120 | 5,730,940 | 5,808,470 | 1.35 |
| | | | | | |
| Fixed Route Services | | | | | |
| Revenue Vehicle Hours | 6,097,394 | 6,507,124 | 6,582,856 | 6,505,058 | -1.18 |
| Total Vehicle Hours | 6,960,659 | 7,412,589 | 7,511,568 | 7,419,060 | -1.23 |
| Revenue Vehicle Miles | 83,413,193 | 89,674,035 | 90,747,416 | 90,112,525 | -0.70 |
| Total Vehicle Miles | 101,178,669 | 108,873,585 | 110,447,958 | 109,596,559 | -0.77 |
| Passenger Trips | 176,373,343 | 203,522,098 | 194,724,308 | 187,858,821 | -3.53 |
| Diesel Fuel Consumed (gallons) | 19,014,119 | 19,208,988 | 22,140,068 | 21,671,301 | -2.12 |
| Gasoline Fuel Consumed (gallons) | 205,603 | 222,447 | 250,010 | 231,378 | -7.45 |
| CNG Fuel Consumed (Therms) | 3,213,209 | 3,462,549 | 2,638,727 | 3,172,974 | 20.25 |
| Electricity Consumed (Kwh) | 15,662,605 | 16,277,945 | 16,917,983 | 18,258,379 | 7.92 |
| Employees FTEs | 6,717.7 | 7,051.6 | 7,064.2 | 6,927.3 | -1.94 |
| Operating Expenses | \$741,883,054 | \$860,065,737 | \$862,032,294 | \$883,842,808 | 2.53 |
| Farebox Revenues | \$128,970,330 | \$172,786,910 | \$187,387,507 | \$201,842,038 | 7.71 |
| | | | | | |
| Commuter Rail Services | | | | | |
| Revenue Vehicle Hours | 19,329 | 27,006 | 36,010 | 38,518 | 6.96 |
| Total Vehicle Hours | 24,177 | 33,799 | 44,218 | 47,270 | 6.90 |
| Revenue Vehicle Miles | 743,207 | 1,039,433 | 1,399,687 | 1,506,922 | 7.66 |
| Total Vehicle Miles | 752,902 | 1,052,986 | 1,417,997 | 1,527,240 | 7.70 |
| Passenger Trips | 2,156,652 | 2,668,623 | 2,492,362 | 2,480,052 | -0.49 |
| Diesel Fuel Consumed (gallons) | 920,095 | 1,049,633 | 1,119,629 | 1,112,851 | -0.61 |
| Employees FTEs | 4.0 | 4.0 | 4.0 | 33.9 | 747.50 |
| Operating Expenses | \$24,851,744 | \$31,084,795 | \$34,020,024 | \$32,459,887 | -4.59 |
| Farebox Revenues | \$6,731,888 | \$8,196,172 | \$7,766,691 | \$7,134,458 | -8.14 |
| | | | | | |
| Light Rail Services | | | | | |
| Revenue Vehicle Hours | 10,034 | 21,107 | 81,107 | 158,433 | 95.34 |
| Total Vehicle Hours | 10,228 | 21,420 | 86,440 | 170,123 | 96.81 |
| Revenue Vehicle Miles | 97,115 | 150,712 | 1,262,850 | 2,736,295 | 116.68 |
| Total Vehicle Miles | 97,369 | 151,392 | 1,281,033 | 2,836,445 | 121.42 |
| Passenger Trips | 919,013 | 1,339,329 | 3,841,974 | 8,352,838 | 117.41 |
| Electricity Consumed (Kwh) | 420,006 | 963,805 | 5,781,900 | 14,289,927 | 147.15 |
| Employees FTEs | 36.0 | 37.0 | 36.9 | 223.1 | 504.61 |
| Operating Expenses | \$3,376,195 | \$5,506,292 | \$23,105,329 | \$46,744,774 | 102.31 |
| Farebox Revenues | \$0 | \$275,185 | \$2,714,803 | \$9,897,480 | 264.57 |

| | 2007 | 2008 | 2009 | 2010 | % Change |
|----------------------------------|---------------|---------------|---------------|---------------|----------|
| Route Deviated Services | | | | | |
| Revenue Vehicle Hours | 150,092 | 149,478 | 147,488 | 145,722 | -1.20 |
| Total Vehicle Hours | 174,491 | 172,054 | 170,729 | 169,691 | -0.61 |
| Revenue Vehicle Miles | 3,384,521 | 3,421,373 | 3,316,520 | 3,140,271 | -5.31 |
| Total Vehicle Miles | 3,613,866 | 3,645,532 | 3,503,254 | 3,356,746 | -4.18 |
| Passenger Trips | 1,336,912 | 1,491,282 | 1,435,986 | 1,344,303 | -6.38 |
| Diesel Fuel Consumed (gallons) | 435,888 | 423,024 | 431,758 | 450,647 | 4.37 |
| Gasoline Fuel Consumed (gallons) | 938 | 3,190 | 10,735 | 33,437 | 211.48 |
| CNG Fuel Consumed (Therms) | 1,791 | 2,037 | 2,030 | 605 | -70.20 |
| Employees FTEs | 139.6 | 109.1 | 106.4 | 106.6 | 0.26 |
| Operating Expenses | \$12,490,440 | \$10,906,071 | \$11,674,848 | \$13,037,325 | 11.67 |
| Farebox Revenues | \$485,567 | \$461,781 | \$538,718 | \$565,257 | 4.93 |
| | | | | | |
| Demand Response Services | | | | | |
| Revenue Vehicle Hours | 1,893,897 | 2,034,134 | 2,003,165 | 1,926,059 | -3.85 |
| Total Vehicle Hours | 2,143,075 | 2,283,502 | 2,238,721 | 2,161,996 | -3.43 |
| Revenue Vehicle Miles | 28,177,783 | 30,087,429 | 29,400,985 | 28,747,454 | -2.22 |
| Total Vehicle Miles | 31,909,543 | 34,198,065 | 33,236,093 | 32,817,398 | -1.26 |
| Passenger Trips | 4,746,662 | 4,895,658 | 4,799,152 | 4,674,872 | -2.59 |
| Diesel Fuel Consumed (gallons) | 2,331,547 | 2,591,477 | 2,364,288 | 2,331,770 | -1.38 |
| Gasoline Fuel Consumed (gallons) | 790,655 | 1,090,023 | 1,382,225 | 1,378,828 | -0.25 |
| CNG Fuel Consumed (Therms) | 22,310 | 29,102 | 26,961 | 27,184 | 0.83 |
| Employees FTEs | 1,621.1 | 1,738.2 | 1,691.5 | 1,675.3 | -0.96 |
| Operating Expenses | \$142,385,614 | \$158,227,188 | \$153,512,114 | \$160,321,997 | 4.44 |
| Farebox Revenues | \$3,288,112 | \$3,639,017 | \$3,625,137 | \$3,484,162 | -3.89 |
| | | | | | |
| Vanpooling Services | | | | | |
| Revenue Vehicle Hours | N/A | 886,501 | 880,108 | 869,464 | -1.21 |
| Total Vehicle Hours | N/A | 886,788 | 880,625 | 870,201 | -1.18 |
| Revenue Vehicle Miles | 30,046,749 | 34,654,746 | 35,563,842 | 35,540,446 | -0.07 |
| Total Vehicle Miles | 30,222,514 | 34,665,761 | 35,576,655 | 35,554,436 | -0.06 |
| Passenger Trips | 6,202,917 | 7,976,274 | 8,083,452 | 7,745,157 | -4.19 |
| Diesel Fuel Consumed (gallons) | 160,079 | 214,962 | 97,189 | 47,672 | -50.95 |
| Gasoline Fuel Consumed (gallons) | 1,907,489 | 2,144,549 | 2,353,666 | 2,326,092 | -1.17 |
| Employees FTEs | 104.5 | 127.6 | 122.2 | 116.7 | -4.48 |
| Operating Expenses | \$21,269,209 | \$27,039,048 | \$25,958,491 | \$25,825,329 | -0.51 |
| Vanpooling Revenue | \$15,274,455 | \$18,357,376 | \$22,000,021 | \$21,107,839 | -4.06 |
| | | | | | |

| Revenues | | | | | |
|--|------------------------|------------------------|------------------------|------------------------|-----------------|
| | 2007 | 2008 | 2009 | 2010 | % Change |
| Annual Operating Related Revenues | | | | | |
| Sales Tax | \$1,091,983,882 | \$1,085,357,883 | \$1,165,623,542 | \$1,228,451,855 | 5.39 |
| Utility Tax | \$1,032,527 | \$1,122,403 | \$1,146,509 | \$23,262,769 | 1929.01 |
| MVET | \$72,402,877 | \$68,620,777 | \$67,289,938 | \$65,788,394 | -2.23 |
| Farebox Revenues | \$139,475,897 | \$185,359,066 | \$202,032,856 | \$222,923,395 | 10.34 |
| Vanpooling Revenue | \$15,274,455 | \$18,357,376 | \$22,209,338 | \$21,107,839 | -4.96 |
| Federal Section §5307 Operating | \$11,227,204 | \$14,439,958 | \$62,619,771 | \$62,000,843 | -0.99 |
| Federal Section §5307 Preventive | \$57,311,778 | \$80,579,601 | \$76,015,356 | \$67,758,967 | -10.86 |
| Federal Section §5311 Operating | \$3,891,509 | \$5,082,614 | \$3,940,174 | \$3,483,032 | -11.60 |
| FTA JARC (§5316) Program | \$1,349,926 | \$2,073,581 | \$1,410,324 | \$1,710,370 | 21.27 |
| Other Federal Operating | \$5,791,690 | \$1,155,675 | \$2,058,721 | \$4,738,145 | 130.15 |
| State Rural Mobility Grants | \$1,228,079 | \$867,460 | \$979,409 | \$2,472,265 | 152.42 |
| State Regional Mobility Operating Grants | \$0 | \$244,119 | \$1,403,870 | \$3,327,998 | 137.06 |
| State Special Needs Grants | \$7,596,315 | \$9,372,507 | \$10,158,613 | \$6,776,386 | -33.29 |
| Sales Tax Equalization | \$2,658,610 | \$4,271,073 | \$2,633,036 | \$2,452,745 | -6.85 |
| Other State Operating Grants | \$4,359,477 | \$4,431,759 | \$3,702,743 | \$1,915,187 | -48.28 |
| Other Operating Sub-Total | \$97,702,360 | \$73,621,729 | \$68,916,180 | \$47,506,719 | -31.07 |
| Total | \$1,513,286,584 | \$1,554,957,580 | \$1,692,140,380 | \$1,765,676,909 | 4.35 |
| Federal Capital Revenues | | | | | |
| Federal Section §5307 Capital Grants | \$20,575,109 | \$64,895,457 | \$105,088,697 | \$66,962,985 | -36.28 |
| Federal Section §5309 Capital Grants | \$126,462,965 | \$149,132,327 | \$106,019,048 | \$145,055,619 | 36.82 |
| Federal Section §5310 Capital Grants | \$0 | \$0 | \$0 | \$1,029,372 | - |
| Federal Section §5311 Capital Grants | \$2,540,940 | \$347,376 | \$2,570,581 | \$5,727,941 | 122.83 |
| FTA JARC (§5316) Program | \$290,461 | \$186,392 | \$352,146 | \$0 | -100.00 |
| Federal STP Grants | \$963,573 | \$2,448,294 | \$254,849 | \$368,389 | 44.55 |
| CM/AQ and Other Federal Grants | \$6,864,126 | \$7,884,766 | \$4,417,773 | \$6,076,359 | 37.54 |
| Total Federal Capital | \$157,697,174 | \$224,894,612 | \$218,703,094 | \$225,220,665 | 2.98 |
| State Capital Revenues | | | | | |
| State Rural Mobility Grants | \$424,104 | \$513,364 | \$315,032 | \$1,038,741 | 229.73 |
| State Regional Mobility Grants | \$0 | \$2,599,137 | \$14,573,173 | \$12,696,439 | -12.88 |
| State Special Needs Grants | \$558,124 | \$1,181,167 | \$1,725,218 | \$106,665 | -93.82 |
| State Sales Tax Equilization | \$0 | \$0 | \$0 | \$0 | - |
| State Vanpool Grants | \$2,723,279 | \$5,543,234 | \$2,688,122 | \$454,205 | -83.10 |
| Other State Capital Funds | \$8,525,678 | \$13,603,794 | \$13,062,297 | \$5,365,739 | -58.92 |
| Total State Capital | \$12,231,185 | \$23,440,696 | \$32,363,842 | \$19,661,789 | -39.25 |

| Expenditures | | | | | |
|---------------------------------------|------------------------|------------------------|------------------------|------------------------|-------------------|
| | 2007 | 2008 | 2009 | 2010 | % Change |
| Local Capital Expenditures | | | | | |
| Local Funds | \$24,879,447 | \$47,959,967 | \$33,596,616 | \$31,008,892 | -7.70 |
| Capital Reserve Funds | \$93,256,540 | \$0 | \$0 | \$0 | -100.00 |
| Operational Revenues | \$164,165,000 | \$0 | \$0 | \$0 | -100.00 |
| Bonds Proceeds | \$63,055,000 | \$0 | \$0 | \$0 | - |
| Other Local Capital | \$14,382,891 | \$0 | \$0 | \$0 | -100.00 |
| General Fund | \$492,415,709 | \$143,471 | \$0 | \$0 | -100.00 |
| Total Local Capital Investment | \$852,154,587 | \$48,103,438 | \$33,596,616 | \$31,008,892 | -7.70 |
| Other Expenditures | | | | | |
| Other | \$89,930,885 | \$57,862,870 | \$71,925,746 | \$6,036,805 | -91.61 |
| Depreciation | \$0 | \$139,183,926 | \$279,400,333 | \$298,109,567 | 6.70 |
| Debt Service | | | | | |
| Interest | \$50,241,536 | \$64,249,720 | \$66,260,226 | \$86,229,761 | 30.14 |
| Principal | \$15,377,526 | \$39,509,393 | \$58,413,903 | \$23,265,726 | -60.17 |
| Total | \$65,619,062 | \$103,759,113 | \$124,674,129 | \$109,495,487 | -12.17 |
| Ending Balances, December 31 | | | | | |
| General Fund | \$45,245,819 | \$16,175,184 | \$19,102,625 | \$25,761,654 | 34.86 |
| Unrestricted Cash and Investments | \$171,372,062 | \$688,845,946 | \$932,637,215 | \$1,131,902,966 | 21.37 |
| Operating Reserve | \$92,897,282 | \$47,704,691 | \$67,189,246 | \$75,119,955 | 11.80 |
| Working Capital | \$24,155,317 | \$6,166,228 | \$13,182,893 | \$12,153,855 | -7.81 |
| Capital Reserve Funds | \$501,674,225 | \$183,938,837 | \$181,260,930 | \$198,719,240 | 9.63 |
| Contingency Reserve | \$3,288,231 | \$2,513,898 | \$3,684,974 | \$3,230,143 | -12.34 |
| Debt Service Fund | \$57,573,016 | \$87,591,043 | \$85,430,145 | \$115,073,275 | 34.70 |
| Insurance Fund | \$19,137,170 | \$19,823,928 | \$18,093,945 | \$21,696,923 | 19.91 |
| Other | \$390,662 | \$312,346,937 | \$493,507,987 | \$228,403,091 | -53.72 |
| Total | \$915,733,785 | \$1,365,106,692 | \$1,814,089,960 | \$1,812,061,102 | -0.11 |
| Total Funds by Source | | | | | |
| | 2007 | 2008 | 2009 | 2010 | % of Total |
| Operating | | | | | |
| Total Local Investment | \$1,417,871,997 | \$1,490,302,103 | \$1,599,144,109 | \$1,615,077,776 | 91.16 |
| Total State Investment | \$15,842,481 | \$19,186,918 | \$18,877,671 | \$16,944,581 | 0.96 |
| Total Federal Investment | \$79,572,107 | \$103,331,429 | \$146,044,346 | \$139,691,357 | 7.88 |
| Total | \$1,513,286,584 | \$1,612,820,450 | \$1,764,066,126 | \$1,771,713,714 | 100.00 |
| Capital | | | | | |
| Total Local Investment | \$852,154,587 | \$99,666,769 | \$33,596,616 | \$31,008,892 | 11.24 |
| Total State Investment | \$12,231,185 | \$23,440,696 | \$32,363,842 | \$19,661,789 | 7.13 |
| Total Federal Investment | \$157,697,174 | \$224,894,612 | \$218,703,094 | \$225,220,665 | 81.63 |
| Total | \$1,022,082,946 | \$348,002,077 | \$284,663,552 | \$275,891,346 | 100.00 |

Statewide Operating Statistics

| 2010 Fixed Route | System Category | Service Area Population | Revenue Vehicle Hours | Total Vehicle Hours | Revenue Vehicle Miles | Total Vehicle Miles | Passenger Trips | Employees (FTE) | Operating Costs | Farebox Revenues | Passenger Trips/Revenue Hour | Passenger Trips/Revenue Mile | Revenue Hours/FTE | Operating Revenue Hour | Operating Costs/Revenue Mile | Operating Costs/Passenger Trip | Farebox Recovery Ratio |
|----------------------------------|-----------------|-------------------------|-----------------------|---------------------|-----------------------|---------------------|-----------------|-----------------|-----------------|------------------|------------------------------|------------------------------|-------------------|------------------------|------------------------------|--------------------------------|------------------------|
| Asotin County PTBA | Sm Urban | 21,700 | 8,750 | 9,049 | 131,911 | 135,043 | 44,334 | 6.0 | \$358,783 | \$22,254 | 5.1 | 0.34 | 1,458 | \$41.00 | \$2.72 | \$8.09 | 6.20% |
| Ben Franklin Transit | Sm Urban | 222,392 | 132,549 | 139,995 | 2,453,253 | 2,606,619 | 3,299,955 | 121.1 | \$12,731,140 | \$1,303,603 | 24.9 | 1.35 | 1,095 | \$96.05 | \$5.19 | \$3.86 | 10.24% |
| Clallam Transit System | Rural | 70,100 | 47,962 | 51,936 | 990,005 | 1,084,304 | 918,230 | 64.8 | \$5,698,715 | \$608,056 | 19.1 | 0.93 | 740 | \$118.82 | \$5.76 | \$6.21 | 10.67% |
| Community Transit | Urban | 516,099 | 499,045 | 638,693 | 8,425,138 | 11,856,477 | 8,979,937 | 681.2 | \$79,486,726 | \$16,379,554 | 18.0 | 1.07 | 733 | \$159.28 | \$9.43 | \$8.85 | 20.61% |
| Cowlitz Transit Authority (CUBS) | Sm Urban | 47,880 | 16,538 | 16,538 | 214,702 | 218,708 | 396,145 | 15.0 | \$1,687,547 | \$127,443 | 24.0 | 1.85 | 1,103 | \$102.04 | \$7.86 | \$4.26 | 7.55% |
| C-TRAN | Urban | 366,951 | 256,428 | 279,432 | 3,931,152 | 4,618,039 | 6,317,040 | 253.5 | \$28,235,748 | \$6,793,511 | 24.6 | 1.61 | 1,011 | \$110.11 | \$7.18 | \$4.47 | 24.06% |
| Everett Transit | Urban | 103,019 | 129,722 | 138,290 | 1,610,676 | 1,798,188 | 2,289,729 | 117.0 | \$14,240,793 | \$1,206,313 | 17.7 | 1.42 | 1,109 | \$109.78 | \$8.84 | \$6.22 | 8.47% |
| Grant Transit | Rural | 87,700 | 4,381 | 5,497 | 115,088 | 123,291 | 36,244 | 8.0 | \$793,834 | \$30,898 | 8.3 | 0.31 | 548 | \$181.20 | \$6.90 | \$21.90 | 3.89% |
| Grays Harbor Transit Authority | Rural | 72,797 | 48,461 | 62,130 | 983,763 | 1,047,722 | 873,800 | 59.0 | \$4,043,109 | \$532,477 | 18.0 | 0.89 | 821 | \$83.43 | \$4.11 | \$4.63 | 13.17% |
| Intercity Transit | Sm Urban | 156,070 | 193,012 | 201,130 | 2,604,577 | 2,760,246 | 4,313,178 | 213.0 | \$20,466,991 | \$2,414,920 | 22.3 | 1.86 | 906 | \$106.04 | \$7.86 | \$4.75 | 11.80% |
| Island Transit | Rural | 81,100 | 35,349 | 49,732 | 1,134,752 | 1,195,900 | 672,667 | 24.0 | \$5,156,426 | \$0 | 19.0 | 0.59 | 1,473 | \$145.87 | \$4.54 | \$7.67 | N/A |
| Jefferson Transit Authority | Rural | 29,300 | 16,830 | 17,166 | 387,558 | 391,046 | 155,659 | 13.8 | \$1,472,440 | \$127,310 | 9.2 | 0.40 | 1,220 | \$87.49 | \$3.80 | \$9.46 | 8.65% |
| King County Metro | Urban | 1,931,249 | 3,110,588 | 3,531,378 | 35,185,384 | 44,121,684 | 9,008,893 | 3,172.5 | \$445,013,709 | \$119,912,976 | 35.0 | 3.10 | 980 | \$143.06 | \$12.65 | \$4.08 | 26.95% |
| Kitsap Transit | Sm Urban | 248,300 | 104,712 | 131,524 | 1,950,161 | 2,419,855 | 2,877,935 | 152.6 | \$17,589,787 | \$5,935,508 | 27.5 | 1.48 | 686 | \$167.98 | \$9.02 | \$6.11 | 33.74% |
| Link Transit | Sm Urban | 106,154 | 65,319 | 69,154 | 1,298,711 | 1,367,379 | 829,909 | 65.5 | \$6,272,078 | \$553,301 | 12.7 | 0.64 | 997 | \$96.02 | \$4.83 | \$7.56 | 8.82% |
| Pacific Transit | Rural | 22,100 | 12,922 | 13,295 | 337,617 | 346,986 | 92,488 | 6.0 | \$832,595 | \$31,086 | 7.2 | 0.27 | 2,154 | \$64.43 | \$2.47 | \$9.00 | 3.73% |
| Pierce Transit | Urban | 758,510 | 563,200 | 618,508 | 6,959,366 | 8,047,389 | 14,008,679 | 602.0 | \$70,530,435 | \$11,619,743 | 24.9 | 2.01 | 936 | \$125.23 | \$10.13 | \$5.03 | 16.47% |
| Pullman Transit | Rural | 29,799 | 24,496 | 25,430 | 339,996 | 353,482 | 1,416,964 | 24.8 | \$2,535,296 | \$1,661,239 | 57.8 | 4.17 | 988 | \$103.50 | \$7.46 | \$1.79 | 65.52% |
| City of Selah Transit Service | Sm Urban | 7,147 | 3,265 | 3,495 | 46,849 | 48,800 | 64,098 | 2.7 | \$181,272 | \$0 | 19.6 | 1.37 | 1,205 | \$55.52 | \$3.87 | \$2.83 | N/A |
| Skagit Transit | Sm Urban | 104,293 | 41,762 | 45,515 | 732,132 | 800,735 | 544,518 | 43.7 | \$4,358,036 | \$376,764 | 13.0 | 0.74 | 956 | \$104.35 | \$5.95 | \$8.00 | 8.65% |
| Spokane Transit Authority | Urban | 398,461 | 414,364 | 442,366 | 5,772,668 | 6,287,383 | 10,710,528 | 436.6 | \$43,709,912 | \$8,382,949 | 25.8 | 1.86 | 949 | \$105.49 | \$7.57 | \$4.08 | 19.18% |
| Union Gap Transit | Sm Urban | 6,047 | 7,280 | 7,880 | 165,117 | 194,989 | 83,500 | 4.0 | \$275,259 | \$0 | 11.5 | 0.51 | 1,820 | \$37.81 | \$1.67 | \$3.30 | N/A |
| Valley Transit | Rural | 50,054 | 25,352 | 26,352 | 284,974 | 294,598 | 632,742 | 26.7 | \$2,115,885 | \$237,032 | 25.0 | 2.22 | 950 | \$83.46 | \$7.42 | \$3.34 | 11.20% |
| Whatcom Transit Authority | Sm Urban | 195,272 | 135,071 | 143,783 | 1,853,845 | 2,015,689 | 4,886,748 | 119.0 | \$14,812,684 | \$2,308,795 | 36.2 | 2.64 | 1,135 | \$109.67 | \$7.99 | \$3.03 | 15.59% |
| Yakima Transit | Sm Urban | 91,196 | 54,840 | 56,834 | 778,941 | 807,138 | 1,312,116 | 55.4 | \$5,760,027 | \$430,497 | 23.9 | 1.68 | 990 | \$105.03 | \$7.39 | \$4.39 | 7.47% |
| Urbanized | Totals | 4,074,289 | 4,973,347 | 5,648,667 | 61,884,384 | 76,729,160 | 151,314,806 | 5,262.8 | \$681,216,323 | \$164,295,046 | 30.4 | 2.45 | 945 | \$136.37 | \$11.01 | \$4.50 | 24.12% |
| Small Urban | Totals | 1,206,451 | 763,098 | 824,897 | 12,230,199 | 13,375,201 | 18,652,436 | 798.0 | \$84,493,604 | \$13,473,085 | 24.4 | 1.53 | 956 | \$110.72 | \$6.91 | \$4.53 | 15.95% |
| Rural | Totals | 442,950 | 215,753 | 251,538 | 4,573,733 | 4,837,329 | 4,798,794 | 227.1 | \$22,646,300 | \$3,228,098 | 22.2 | 1.05 | 950 | \$104.97 | \$4.95 | \$4.72 | 14.25% |
| Statewide Fixed Route | Totals | 5,723,690 | 5,952,198 | 6,725,102 | 78,688,316 | 94,941,690 | 174,766,036 | 6,288.0 | \$788,358,227 | \$180,996,229 | 29.4 | 2.22 | 947 | \$132.45 | \$10.02 | \$4.51 | 22.96% |
| Sound Transit | Urban | 2,734,764 | 552,860 | 693,958 | 11,424,209 | 14,654,869 | 13,092,785 | 639.3 | \$95,484,581 | \$20,845,809 | 23.7 | 1.15 | 865 | \$172.71 | \$8.36 | \$7.29 | 21.83% |

| 2010 Route-Deviated | System Category | Service Area Population | Revenue Vehicle Hours | Total Vehicle Hours | Revenue Vehicle Miles | Total Vehicle Miles | Passenger Trips | Employees (FTE) | Operating Costs | Farebox Revenues | Passenger Trips/Revenue Hour | Passenger Trips/Revenue Mile | Revenue Hours/FTE | Operating Revenue Hour | Operating Costs/Revenue Mile | Operating Costs/Passenger Trip | Farebox Recovery Ratio |
|------------------------------|-----------------|-------------------------|-----------------------|---------------------|-----------------------|---------------------|-----------------|-----------------|-----------------|------------------|------------------------------|------------------------------|-------------------|------------------------|------------------------------|--------------------------------|------------------------|
| Grant Transit | Rural | 87,700 | 25,324 | 29,986 | 779,492 | 815,965 | 159,264 | 18.0 | \$1,784,322 | \$74,633 | 6.3 | 0.20 | 1,407 | \$70.46 | \$2.29 | \$11.20 | 4.18% |
| Island Transit | Rural | 81,100 | 25,087 | 41,199 | 619,248 | 713,418 | 354,000 | 19.0 | \$3,160,390 | \$0 | 14.1 | 0.57 | 1,320 | \$125.98 | \$5.10 | \$8.93 | N/A |
| Jefferson Transit Authority | Rural | 29,300 | 5,659 | 5,771 | 237,704 | 256,622 | 44,808 | 2.5 | \$854,711 | \$17,954 | 7.9 | 0.19 | 2,228 | \$151.04 | \$3.60 | \$19.07 | 2.10% |
| Link Transit | Sm Urban | 106,154 | 18,645 | 20,484 | 417,731 | 479,314 | 129,292 | 18.9 | \$1,769,047 | \$90,072 | 6.9 | 0.31 | 987 | \$94.88 | \$4.23 | \$13.68 | 5.09% |
| Mason County Trans Authority | Rural | 57,100 | 41,897 | 41,897 | 616,170 | 616,170 | 405,132 | 22.7 | \$3,855,123 | \$294,686 | 9.7 | 0.66 | 1,846 | \$92.01 | \$6.26 | \$9.52 | 7.64% |
| Twin Transit | Rural | 22,755 | 26,260 | 26,754 | 438,343 | 442,871 | 219,842 | 23.2 | \$1,404,515 | \$75,938 | 8.4 | 0.50 | 1,132 | \$53.48 | \$3.20 | \$6.39 | 5.41% |
| Valley Transit | Rural | 50,054 | 2,850 | 3,600 | 31,583 | 32,386 | 31,965 | 2.3 | \$209,217 | \$11,974 | 11.2 | 1.01 | 1,239 | \$73.41 | \$6.62 | \$6.55 | 5.72% |
| Statewide Route Deviated | Totals | 346,463 | 145,722 | 169,691 | 3,140,271 | 3,356,746 | 1,344,303 | 106.6 | \$13,037,325 | \$565,257 | 9.2 | 0.54 | 1,366 | \$89.47 | \$4.15 | \$9.70 | 4.34% |

| 2010 Demand Response | System Category | Service Area Population | Revenue Vehicle Hours | Total Vehicle Hours | Revenue Vehicle Miles | Total Vehicle Miles | Passenger Trips | Employees (FTE) | Operating Costs | Farebox Revenues | Passenger Trips/Revenue Hour | Passenger Revenue/Mile | Revenue Hours/FTE | Operating Revenue Hour | Operating Costs/Revenue Mile | Operating Costs/Passenger Trip | Farebox Recovery Ratio |
|----------------------------------|-----------------|-------------------------|-----------------------|---------------------|-----------------------|---------------------|------------------|-----------------|----------------------|--------------------|------------------------------|------------------------|-------------------|------------------------|------------------------------|--------------------------------|------------------------|
| Asotin County PTBA | Sm Urban | 21,700 | 4,345 | 4,690 | 52,286 | 54,291 | 10,273 | 2.5 | \$291,188 | \$10,590 | 2.4 | 0.20 | 1,738 | \$67.02 | \$5.57 | \$28.34 | 3.64% |
| Ben Franklin Transit | Sm Urban | 222,392 | 147,512 | 162,098 | 2,537,750 | 2,797,595 | 513,722 | 114.9 | \$12,428,844 | \$379,041 | 3.5 | 0.20 | 1,284 | \$84.26 | \$4.90 | \$24.19 | 3.05% |
| Ciallam Transit System | Rural | 70,100 | 27,127 | 28,354 | 510,136 | 528,283 | 59,094 | 22.0 | \$1,635,449 | \$39,915 | 2.2 | 0.12 | 1,233 | \$60.29 | \$3.21 | \$27.68 | 2.44% |
| Columbia County Public Trans | Rural | 4,150 | 9,954 | 10,000 | 235,529 | 237,529 | 53,063 | 13.8 | \$788,876 | \$75,879 | 5.3 | 0.23 | 724 | \$79.25 | \$3.35 | \$14.87 | 9.62% |
| Community Transit | Urban | 516,099 | 99,012 | 114,350 | 1,778,032 | 2,194,878 | 217,648 | 98.8 | \$8,522,739 | \$280,741 | 2.2 | 0.12 | 1,002 | \$86.08 | \$4.79 | \$39.16 | 3.29% |
| Cowlitz Transit Authority (CUBS) | Sm Urban | 47,880 | 20,169 | 20,169 | 188,355 | 188,355 | 55,858 | 14.7 | \$1,019,513 | \$13,892 | 2.8 | 0.30 | 1,372 | \$50.55 | \$5.41 | \$18.25 | 1.36% |
| C-TRAN | Urban | 366,951 | 80,555 | 87,973 | 1,253,477 | 1,436,388 | 218,104 | 80.4 | \$7,800,955 | \$336,942 | 2.7 | 0.17 | 1,002 | \$96.84 | \$6.22 | \$35.77 | 4.32% |
| Everett Transit | Urban | 103,019 | 43,791 | 46,511 | 518,059 | 570,665 | 113,581 | 40.0 | \$3,845,805 | \$104,512 | 2.6 | 0.22 | 1,095 | \$87.82 | \$7.42 | \$33.86 | 2.72% |
| Garfield County Public Trans | Rural | 775 | 2,254 | 2,294 | 13,608 | 13,810 | 9,496 | 3.0 | \$103,574 | \$3,834 | 4.2 | 0.70 | 751 | \$45.95 | \$7.61 | \$10.91 | 3.70% |
| Grant Transit | Rural | 87,700 | 7,199 | 10,360 | 121,386 | 159,003 | 20,157 | 13.0 | \$804,784 | \$31,521 | 2.8 | 0.17 | 554 | \$111.79 | \$6.63 | \$39.93 | 3.92% |
| Grays Harbor Trans Authority | Rural | 72,797 | 29,237 | 29,237 | 455,700 | 455,700 | 109,658 | 16.0 | \$3,050,065 | \$109,658 | 3.8 | 0.24 | 1,827 | \$104.32 | \$6.69 | \$27.81 | 3.60% |
| Intercity Transit | Sm Urban | 156,070 | 66,380 | 70,351 | 841,921 | 921,565 | 152,977 | 72.0 | \$5,830,989 | \$160,737 | 2.3 | 0.18 | 922 | \$87.84 | \$6.93 | \$38.12 | 2.76% |
| Island Transit | Rural | 81,100 | 20,274 | 22,018 | 281,710 | 354,085 | 45,132 | 11.0 | \$914,881 | \$0 | 2.2 | 0.16 | 1,843 | \$45.13 | \$3.25 | \$20.27 | N/A |
| Jefferson Transit Authority | Rural | 29,300 | 7,031 | 8,235 | 84,640 | 110,127 | 17,428 | 3.5 | \$776,695 | \$10,917 | 2.5 | 0.21 | 1,986 | \$110.47 | \$9.18 | \$44.57 | 1.41% |
| King County Metro | Urban | 1,931,249 | 692,447 | 787,996 | 10,292,918 | 12,003,833 | 1,257,902 | 684.5 | \$56,713,747 | \$631,672 | 1.8 | 0.12 | 1,012 | \$81.90 | \$5.51 | \$45.09 | 1.11% |
| Kitsap Transit | Sm Urban | 248,300 | 80,839 | 91,835 | 1,403,398 | 1,520,685 | 308,227 | 76.8 | \$7,614,950 | \$306,714 | 3.8 | 0.22 | 1,053 | \$94.20 | \$5.43 | \$24.71 | 4.03% |
| Link Transit | Sm Urban | 106,154 | 21,782 | 22,949 | 307,694 | 319,147 | 69,954 | 18.5 | \$1,807,543 | \$52,942 | 3.2 | 0.23 | 1,177 | \$82.98 | \$5.87 | \$25.84 | 2.93% |
| Mason County Trans Authority | Rural | 57,100 | 24,665 | 24,665 | 327,504 | 327,504 | 52,296 | 19.3 | \$2,049,492 | \$0 | 2.1 | 0.16 | 1,278 | \$83.09 | \$6.26 | \$39.19 | N/A |
| Pacific Transit | Rural | 22,100 | 7,205 | 8,096 | 90,855 | 101,856 | 13,295 | 3.9 | \$505,982 | \$5,271 | 1.8 | 0.15 | 1,847 | \$70.23 | \$5.57 | \$38.06 | 1.04% |
| Pierce Transit | Urban | 758,510 | 201,962 | 225,461 | 3,012,788 | 3,463,559 | 445,970 | 56.0 | \$17,597,639 | \$370,331 | 2.2 | 0.15 | 3,606 | \$87.13 | \$5.84 | \$39.46 | 2.10% |
| Pullman Transit | Rural | 29,799 | 7,384 | 7,924 | 66,214 | 71,296 | 16,310 | 7.1 | \$64,1037 | \$5,971 | 2.2 | 0.25 | 1,040 | \$86.81 | \$9.68 | \$39.30 | .93% |
| City of Selah Trans Service¹ | Sm Urban | 7,147 | 1,556 | 1,748 | 15,677 | 18,016 | 3,320 | 0.8 | \$43,192 | \$0 | 2.1 | 0.21 | N/A | \$27.76 | \$2.76 | \$13.01 | N/A |
| Skagit Transit | Sm Urban | 104,293 | 29,492 | 32,713 | 358,703 | 422,530 | 74,380 | 33.3 | \$2,866,022 | \$13,804 | 2.5 | 0.21 | 886 | \$97.18 | \$7.99 | \$38.53 | .48% |
| Spokane Transit Authority | Urban | 398,461 | 172,744 | 208,949 | 2,592,443 | 2,986,454 | 517,192 | 167.6 | \$12,235,091 | \$404,124 | 3.0 | 0.20 | 1,031 | \$70.83 | \$4.72 | \$23.66 | 3.30% |
| Twin Transit | Rural | 22,755 | 3,563 | 3,634 | 53,491 | 54,560 | 11,890 | 2.3 | \$209,870 | \$9,385 | 3.3 | 0.22 | 1,549 | \$58.90 | \$3.92 | \$17.65 | 4.47% |
| Union Gap Transit | Sm Urban | 6,047 | 7,540 | 7,690 | 23,284 | 25,543 | 5,260 | 5.5 | \$96,228 | \$0 | 0.7 | 0.23 | 1,371 | \$12.76 | \$4.13 | \$18.29 | N/A |
| Valley Transit | Rural | 50,054 | 13,245 | 14,195 | 154,289 | 156,233 | 41,310 | 10.0 | \$906,183 | \$15,475 | 3.1 | 0.27 | 1,325 | \$68.42 | \$5.87 | \$21.94 | 1.71% |
| Whatcom Trans Authority | Sm Urban | 195,272 | 55,801 | 61,440 | 762,520 | 849,188 | 173,891 | 48.0 | \$6,082,945 | \$14,247 | 3.1 | 0.23 | 1,163 | \$109.01 | \$7.98 | \$34.98 | .23% |
| Yakima Transit | Sm Urban | 91,196 | 40,994 | 46,061 | 413,087 | 474,720 | 87,484 | 36.0 | \$1,330,026 | \$96,047 | 2.1 | 0.21 | 1,139 | \$32.44 | \$3.22 | \$15.20 | 7.22% |
| Urbanized | Totals | 4,074,289 | 1,290,511 | 1,471,240 | 19,447,717 | 22,655,777 | 2,770,397 | 1,127.3 | \$106,715,976 | \$2,128,322 | 2.1 | 0.14 | 1,145 | \$82.69 | \$5.49 | \$38.52 | 1.99% |
| Small Urban | Totals | 1,206,451 | 476,410 | 521,744 | 6,904,675 | 7,591,635 | 1,455,346 | 423.0 | \$39,411,440 | \$1,048,014 | 3.1 | 0.21 | 1,126 | \$82.73 | \$5.71 | \$27.08 | 2.66% |
| Rural | Totals | 527,730 | 159,138 | 169,012 | 2,395,062 | 2,569,986 | 449,129 | 124.9 | \$12,386,888 | \$307,826 | 2.8 | 0.19 | 1,274 | \$77.84 | \$5.17 | \$27.58 | 2.49% |
| Statewide Demand Response | Totals | 5,808,470 | 1,926,059 | 2,161,996 | 28,747,454 | 32,817,398 | 4,674,872 | 1,675.3 | \$158,514,304 | \$3,484,162 | 2.4 | 0.16 | 1,150 | \$82.30 | \$5.51 | \$33.91 | 2.20% |

¹The City of Selah contracts with Yakima Transit for demand response services. The ridership numbers are estimates provided by Yakima Transit. The operating cost represents the contracted amount paid to Yakima Transit by Selah Transit. Farebox revenue for Selah service is reported by Yakima as part of their farebox revenues.

| 2010 Vanpool | System Category | Service Area Population | Revenue Vehicle Miles | Total Vehicle Miles | Passenger Trips | Employees (FTE) | Operating Costs | Farebox Revenues | Passenger Trips/ Revenue Mile | Operating Costs/ Passenger Trip | Farebox Recovery Ratio |
|------------------------------|-----------------|-------------------------|-----------------------|---------------------|-----------------|-----------------|-----------------|------------------|-------------------------------|---------------------------------|------------------------|
| Asotin County PTBA | Sm Urban | 21,700 | 129,440 | 134,668 | 35,383 | 1.0 | \$45,394 | \$72,117 | 0.27 | \$1.28 | 158.87% |
| Ben Franklin Transit | Sm Urban | 222,392 | 4,962,648 | 4,962,648 | 1,261,068 | 7.7 | \$2,959,089 | \$2,253,987 | 0.25 | \$2.35 | 76.17% |
| Clallam Transit System | Rural | 70,100 | 479,091 | 479,091 | 81,649 | 1.0 | \$194,595 | \$197,396 | 0.17 | \$2.38 | 101.44% |
| Columbia County Public Trans | Rural | 4,150 | 175,801 | 178,801 | 34,426 | 0.3 | \$81,050 | \$105,542 | 0.20 | \$2.35 | 130.22% |
| Community Transit | Urban | 516,099 | 4,664,437 | 4,664,437 | 843,551 | 19.9 | \$3,693,738 | \$2,605,099 | 0.18 | \$4.38 | 70.53% |
| C-TRAN | Urban | 366,951 | 78,431 | 78,431 | 17,426 | 0.3 | \$94,926 | \$46,697 | 1.21 | \$1.00 | 49.19% |
| Grant Transit | Rural | 87,700 | 227,015 | 227,015 | 39,952 | - | \$178,049 | \$100,561 | 0.18 | \$4.46 | 56.48% |
| Grays Harbor Trans Authority | Rural | 72,797 | 281,783 | 281,783 | 72,254 | 1.0 | \$86,756 | \$90,466 | 0.26 | \$1.20 | 104.28% |
| Intercity Transit | Sm Urban | 156,070 | 2,972,366 | 2,972,366 | 635,099 | 9.0 | \$1,579,199 | \$1,367,099 | 0.21 | \$2.49 | 86.57% |
| Island Transit | Rural | 81,100 | 1,187,396 | 1,190,995 | 218,224 | 2.0 | \$464,552 | \$448,231 | 0.18 | \$2.13 | 96.49% |
| Jefferson Transit Authority | Rural | 29,300 | 127,529 | 129,642 | 16,974 | - | \$31,280 | \$67,974 | 0.13 | \$1.84 | 217.31% |
| King County Metro | Urban | 1,931,249 | 11,368,164 | 11,368,164 | 2,849,585 | 35.4 | \$9,101,323 | \$8,728,042 | 0.25 | \$3.19 | 95.90% |
| Kitsap Transit | Sm Urban | 248,300 | 1,146,414 | 1,146,414 | 259,696 | 8.2 | \$1,354,908 | \$958,583 | 0.23 | \$5.22 | 70.75% |
| Mason County Trans Authority | Rural | 57,100 | 289,317 | 289,317 | 48,255 | 0.5 | \$0 | \$209,950 | 0.17 | \$0.00 | - |
| Pierce Transit | Urban | 758,510 | 4,542,494 | 4,542,494 | 825,212 | 24.0 | \$4,315,981 | \$2,514,731 | 0.18 | \$5.23 | 58.27% |
| Skagit Transit | Sm Urban | 104,293 | 733,993 | 733,993 | 87,300 | 2.0 | \$411,498 | \$308,403 | 0.12 | \$4.71 | 74.95% |
| Spokane Transit Authority | Urban | 398,461 | 907,418 | 907,418 | 208,480 | 2.7 | \$649,500 | \$556,453 | 0.23 | \$3.12 | 85.67% |
| Valley Transit | Rural | 50,054 | 56,711 | 56,761 | 9,638 | 0.2 | \$26,049 | \$26,070 | 0.17 | \$2.70 | 100.08% |
| Whatcom Trans Authority | Sm Urban | 195,272 | 664,762 | 664,762 | 99,217 | 0.5 | \$226,925 | \$225,128 | 0.15 | \$2.29 | 99.21% |
| Yakima Transit | Sm Urban | 91,196 | 545,236 | 545,236 | 101,768 | 1.0 | \$330,517 | \$225,310 | 0.19 | \$3.25 | 68.17% |
| Urbanized | Totals | 3,971,270 | 21,560,944 | 21,560,944 | 4,744,254 | 82.3 | \$17,855,468 | \$14,451,022 | 0.22 | \$3.76 | 80.93% |
| Small Urban | Totals | 1,039,223 | 11,154,859 | 11,160,087 | 2,479,531 | 29.2 | \$6,907,530 | \$5,410,627 | 0.22 | \$2.79 | 78.33% |
| Rural | Totals | 452,301 | 2,824,643 | 2,833,405 | 521,372 | 5.0 | \$1,062,331 | \$1,246,190 | 0.18 | \$2.04 | 117.31% |
| Statewide Vanpool Totals | Totals | 5,462,794 | 35,540,446 | 35,554,436 | 7,745,157 | 116.7 | \$25,825,329 | \$21,107,839 | 0.22 | \$3.33 | 81.73% |

| | System Category | Service Area Population | Revenue Vehicle Hours | Total Vehicle Hours | Revenue Vehicle Miles | Total Vehicle Miles | Passenger Trips | Employees (FTE) | Operating Costs | Farebox Revenues | Passenger Trips/Revenue Mile | Operating Costs/Passenger Trip | Farebox Recovery Ratio |
|---------------------------------------|-----------------|-------------------------|-----------------------|---------------------|-----------------------|---------------------|------------------|-----------------|---------------------|--------------------|------------------------------|--------------------------------|------------------------|
| 2010 Commuter Rail Services | Urban | 2,734,764 | 38,518 | 47,270 | 1,506,922 | 1,527,240 | 2,480,052 | 33.9 | \$32,459,887 | \$7,134,458 | 1.65 | \$13.09 | 21.98% |
| Sound Transit | | | | | | | | | | | | | |
| Statewide Commuter Rail Totals | | | 38,518 | 47,270 | 1,506,922 | 1,527,240 | 2,480,052 | 33.9 | \$32,459,887 | \$7,134,458 | 1.65 | \$13.09 | 21.98% |

| | System Category | Service Area Population | Revenue Vehicle Hours | Total Vehicle Hours | Revenue Vehicle Miles | Total Vehicle Miles | Passenger Trips | Employees (FTE) | Operating Costs | Farebox Revenues | Passenger Trips/Revenue Mile | Operating Costs/Passenger Trip | Farebox Recovery Ratio |
|------------------------------------|-----------------|-------------------------|-----------------------|---------------------|-----------------------|---------------------|------------------|-----------------|---------------------|--------------------|------------------------------|--------------------------------|------------------------|
| 2010 Light Rail Services | Urban | 1,931,249 | 11,178 | 11,312 | 59,964 | 60,248 | 520,933 | 16.5 | \$2,267,364 | \$288,740 | 8.69 | \$4.35 | 12.73% |
| King County Metro | | | | | | | | | | | | | |
| Sound Transit | Urban | 2,734,764 | 147,255 | 158,811 | 2,676,331 | 2,776,197 | 7,831,905 | 206.6 | \$44,477,410 | \$9,608,740 | 2.93 | \$5.68 | 21.60% |
| Statewide Light Rail Totals | | | 158,433 | 170,123 | 2,736,295 | 2,836,445 | 8,352,838 | 223.1 | \$46,744,774 | \$9,897,480 | 3.05 | \$5.60 | 21.17% |

Source: Washington State Transit Association and Washington State Department of Transportation

| Statewide Financial Statistics | | | | | | | | | | |
|---------------------------------|------------------------|---|---------------------|---------------------------|-------------------------|-------------------------|-------------------------|-----------------------|-----------------------|------------------------|
| 2010 Revenues | Sales or Local Tax | Fare Revenue (all modes except vanpool) | Vanpool Revenue | Federal Operating Revenue | State Operating Revenue | Other Operating Revenue | Federal Capital Revenue | State Capital Revenue | Local Capital Revenue | Total Revenue |
| Asotin County PTBA | \$555,124 | \$32,844 | \$72,117 | \$5,498 | \$149,113 | \$4,196 | \$0 | \$0 | \$178,241 | \$997,133 |
| Ben Franklin Transit | \$23,897,058 | \$1,682,644 | \$2,253,987 | \$1,096,078 | \$783,452 | \$172,280 | \$3,379,391 | \$0 | \$2,006,907 | \$35,271,797 |
| Clallam Transit System | \$5,835,791 | \$647,971 | \$197,396 | \$156,341 | \$54,595 | \$150,488 | \$191,027 | \$75,162 | \$147,048 | \$7,455,819 |
| Columbia County Public Trans | \$210,998 | \$75,879 | \$105,542 | \$179,166 | \$353,012 | \$161,658 | \$73,076 | \$59,409 | \$58,468 | \$1,277,208 |
| Community Transit | \$62,633,947 | \$16,660,295 | \$2,605,099 | \$8,636,696 | \$2,997,621 | \$2,960,121 | \$10,789,107 | \$1,857,070 | \$13,890,070 | \$123,030,026 |
| Cowlitz Transit Authority | \$2,832,264 | \$141,335 | \$0 | \$512,797 | \$48,177 | \$36,630 | \$337,172 | \$0 | \$3,941 | \$3,912,316 |
| C-TRAN | \$22,008,102 | \$7,130,453 | \$46,697 | \$5,236,649 | \$1,122,382 | \$324,215 | \$6,029,136 | \$0 | \$1,046,835 | \$42,944,469 |
| Everett Transit | \$15,650,951 | \$1,310,825 | \$0 | \$0 | \$491,843 | \$1,353,695 | \$211,291 | \$802,834 | \$1,921,389 | \$21,742,828 |
| Garfield County Public Trans | \$0 | \$3,834 | \$0 | \$48,302 | \$43,458 | \$4,538 | \$0 | \$0 | \$0 | \$100,132 |
| Grant Transit | \$2,328,265 | \$137,052 | \$100,561 | \$0 | \$261,350 | \$228,064 | \$2,989,592 | \$0 | \$0 | \$6,044,884 |
| Grays Harbor Trans Authority | \$5,220,830 | \$642,135 | \$90,466 | \$467,119 | \$705,307 | \$34,736 | \$178,722 | \$119,043 | \$55,657 | \$7,514,015 |
| Intercity Transit | \$21,153,075 | \$2,575,657 | \$1,367,099 | \$2,884,039 | \$349,147 | \$771,740 | \$3,145,527 | \$1,872,550 | \$0 | \$34,118,834 |
| Island Transit | \$6,384,629 | \$0 | \$448,231 | \$4,564 | \$2,939,925 | \$62,920 | \$1,261,731 | \$494,023 | \$505,136 | \$12,101,159 |
| Jefferson Transit Authority | \$2,132,036 | \$156,181 | \$67,974 | \$785,628 | \$227,895 | \$49,946 | \$634,640 | \$205,718 | \$0 | \$4,260,018 |
| King County Metro | \$395,266,492 | \$120,833,388 | \$8,728,042 | \$94,555,999 | \$0 | \$10,208,116 | \$14,490,114 | \$0 | \$0 | \$644,082,151 |
| Kitsap Transit | \$25,758,170 | \$6,242,222 | \$958,583 | \$0 | \$509,415 | \$761,025 | \$4,111,672 | \$61,770 | \$1,727,808 | \$40,130,665 |
| Link Transit | \$7,460,242 | \$696,315 | \$0 | \$2,069,980 | \$264,432 | \$51,734 | \$4,726,552 | \$0 | \$230,000 | \$15,499,255 |
| Mason County Trans Authority | \$3,168,563 | \$294,686 | \$209,950 | \$336,083 | \$1,277,507 | \$54,942 | \$292,101 | \$0 | \$520,280 | \$6,154,112 |
| Pacific Transit | \$671,982 | \$36,357 | \$0 | \$201,560 | \$502,321 | \$6,949 | \$0 | \$0 | \$0 | \$1,419,169 |
| Pierce Transit | \$65,338,852 | \$11,990,074 | \$2,514,731 | \$8,826,990 | \$1,098,010 | \$3,926,293 | \$6,823,914 | \$478,620 | \$1,839,931 | \$102,837,415 |
| Pullman Transit | \$1,088,968 | \$1,667,210 | \$0 | \$550,000 | \$89,748 | \$5,038 | \$1,288,200 | \$339,000 | \$536,313 | \$5,564,477 |
| Selah Transit | \$281,495 | \$0 | \$0 | \$0 | \$0 | \$1,721 | \$0 | \$0 | \$0 | \$283,216 |
| Skagit Transit | \$7,854,632 | \$390,568 | \$308,403 | \$1,387,819 | \$691,487 | -\$103,781 | \$128,049 | \$783,729 | \$1,728,125 | \$13,169,031 |
| Spokane Transit Authority | \$40,559,096 | \$8,787,073 | \$556,453 | \$8,422,624 | \$1,045,873 | \$1,105,756 | \$4,455,363 | \$502,884 | \$3,331,774 | \$68,766,896 |
| Twin Transit | \$1,229,185 | \$85,323 | \$0 | \$0 | \$214,867 | \$32,578 | \$411,909 | \$0 | \$0 | \$1,973,862 |
| Union Gap Transit | \$751,429 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$751,429 |
| Valley Transit | \$2,776,414 | \$264,481 | \$26,070 | \$692,800 | \$127,747 | -\$72,750 | \$1,289,062 | \$0 | \$102,565 | \$5,206,389 |
| Whatcom Trans Authority | \$17,911,874 | \$2,323,042 | \$225,128 | \$0 | \$544,447 | \$211,638 | \$4,132,937 | \$0 | \$1,178,404 | \$26,527,470 |
| Yakima Transit | \$4,244,532 | \$526,544 | \$225,310 | \$2,078,584 | \$51,450 | \$999,072 | \$2,097,000 | \$47,256 | \$0 | \$10,269,748 |
| Subtotals | \$745,204,996 | \$185,334,388 | \$21,107,839 | \$139,135,316 | \$16,944,581 | \$23,503,558 | \$73,467,285 | \$7,699,068 | \$31,008,892 | \$1,243,405,923 |
| Sound Transit | \$572,298,022 | \$37,589,007 | \$0 | \$556,041 | \$0 | \$24,003,161 | \$151,753,380 | \$11,962,721 | \$0 | \$798,162,332 |
| Statewide Revenue Totals | \$1,317,503,018 | \$222,923,395 | \$21,107,839 | \$139,691,357 | \$16,944,581 | \$47,506,719 | \$225,220,665 | \$19,661,789 | \$31,008,892 | \$2,041,568,255 |

| 2010 Operating and Capital Expenses | Fixed Route | Route Deviated | Demand Response | Vanpool | Passenger Ferry | Commuter Rail | Light Rail | Debt Service | Depreciation | Other | Capital Expenses | Total Annual Expenses |
|-------------------------------------|----------------------|---------------------|----------------------|---------------------|-----------------|---------------------|---------------------|----------------------|----------------------|--------------------|----------------------|------------------------|
| Asotin County PTBA | \$358,783 | \$0 | \$291,188 | \$45,394 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$178,241 | \$873,606 |
| Ben Franklin Transit | \$12,731,140 | \$0 | \$12,428,844 | \$2,959,089 | \$0 | \$0 | \$0 | \$0 | \$3,163,320 | \$0 | \$5,386,298 | \$36,668,691 |
| Clallam Transit System | \$5,698,715 | \$0 | \$1,635,449 | \$194,595 | \$0 | \$0 | \$0 | \$0 | \$900,450 | \$0 | \$413,237 | \$8,842,446 |
| Columbia County Public Trans | \$0 | \$0 | \$788,876 | \$81,050 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$190,953 | \$1,060,879 |
| Community Transit | \$79,485,726 | \$0 | \$8,522,739 | \$3,693,738 | \$0 | \$0 | \$0 | \$190,890 | \$15,650,181 | \$1,558,249 | \$26,536,247 | \$135,637,770 |
| Cowlitz Transit Authority | \$1,687,547 | \$0 | \$1,019,513 | \$0 | \$0 | \$0 | \$0 | \$0 | \$79,500 | \$0 | \$341,113 | \$3,127,673 |
| C-TRAN | \$28,235,748 | \$0 | \$7,800,955 | \$94,926 | \$0 | \$0 | \$0 | \$0 | \$5,744,744 | \$426,468 | \$7,075,971 | \$49,378,812 |
| Everett Transit | \$14,240,793 | \$0 | \$3,845,805 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,846,476 | \$1,457,940 | \$2,935,514 | \$25,326,528 |
| Garfield County Public Trans | \$0 | \$0 | \$103,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$103,574 |
| Grant Transit | \$793,834 | \$1,784,322 | \$804,784 | \$178,049 | \$0 | \$0 | \$0 | \$0 | \$387,175 | \$0 | \$2,989,592 | \$6,937,756 |
| Grays Harbor Trans Authority | \$4,043,109 | \$0 | \$3,050,065 | \$86,756 | \$0 | \$0 | \$0 | \$0 | \$713,555 | \$0 | \$353,422 | \$8,246,907 |
| Intercity Transit | \$20,466,991 | \$0 | \$5,830,989 | \$1,579,199 | \$0 | \$0 | \$0 | \$0 | \$4,531,902 | \$0 | \$5,018,077 | \$37,427,158 |
| Island Transit | \$5,156,426 | \$3,160,390 | \$914,881 | \$464,552 | \$0 | \$0 | \$0 | \$0 | \$1,339,308 | \$0 | \$2,260,890 | \$13,296,447 |
| Jefferson Transit Authority | \$1,472,440 | \$854,711 | \$776,695 | \$31,280 | \$0 | \$0 | \$0 | \$0 | \$407,882 | \$0 | \$840,358 | \$4,383,366 |
| King County Metro | \$445,013,709 | \$0 | \$56,713,747 | \$9,101,323 | \$0 | \$0 | \$2,267,364 | \$15,799,163 | \$102,354,424 | \$0 | \$14,490,114 | \$645,739,844 |
| Kitsap Transit | \$17,589,787 | \$0 | \$7,614,950 | \$1,354,908 | \$0 | \$0 | \$0 | \$3,369,326 | \$6,261,115 | \$0 | \$5,901,250 | \$42,091,336 |
| Link Transit | \$6,272,078 | \$1,769,047 | \$1,807,543 | \$0 | \$0 | \$0 | \$0 | \$2,971,063 | \$12,763,705 | \$0 | \$4,956,552 | \$30,539,988 |
| Mason County Trans Authority | \$0 | \$3,855,123 | \$2,049,492 | \$0 | \$0 | \$0 | \$0 | \$233,238 | \$744,520 | \$0 | \$812,381 | \$7,694,754 |
| Pacific Transit | \$832,595 | \$0 | \$505,982 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,702 | \$0 | \$0 | \$1,537,279 |
| Pierce Transit | \$70,530,435 | \$0 | \$17,597,639 | \$4,315,981 | \$0 | \$0 | \$0 | \$0 | \$12,828,624 | \$0 | \$9,142,465 | \$114,415,144 |
| Pullman Transit | \$2,535,296 | \$0 | \$641,037 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,163,513 | \$5,339,846 |
| Selah Transit | \$181,272 | \$0 | \$43,192 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$224,464 |
| Skagit Transit | \$4,358,036 | \$0 | \$2,866,022 | \$411,498 | \$0 | \$0 | \$0 | \$0 | \$1,373,562 | \$0 | \$2,639,903 | \$11,649,021 |
| Spokane Transit Authority | \$43,709,912 | \$0 | \$12,235,091 | \$649,500 | \$0 | \$0 | \$0 | \$0 | \$6,618,455 | \$2,594,148 | \$8,290,021 | \$74,097,127 |
| Twin Transit | \$0 | \$1,404,515 | \$209,870 | \$0 | \$0 | \$0 | \$0 | \$0 | \$184,304 | \$0 | \$411,909 | \$2,210,598 |
| Union Gap Transit | \$275,259 | \$0 | \$96,228 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$371,487 |
| Valley Transit | \$2,115,885 | \$209,217 | \$906,183 | \$26,049 | \$0 | \$0 | \$0 | \$0 | \$560,318 | \$0 | \$1,391,627 | \$5,209,279 |
| Whatcom Trans Authority | \$14,812,684 | \$0 | \$6,082,945 | \$226,925 | \$0 | \$0 | \$0 | \$0 | \$3,502,174 | \$0 | \$5,311,341 | \$29,936,069 |
| Yakima Transit | \$5,760,027 | \$0 | \$1,330,026 | \$330,517 | \$0 | \$0 | \$0 | \$0 | \$1,063,054 | \$0 | \$2,144,256 | \$10,627,880 |
| Subtotals | \$788,358,227 | \$13,037,325 | \$158,514,304 | \$25,825,329 | \$0 | \$0 | \$2,267,364 | \$22,563,680 | \$184,217,450 | \$6,036,805 | \$112,175,245 | \$1,312,995,729 |
| Sound Transit | \$95,484,581 | \$0 | \$1,807,693 | \$0 | \$0 | \$32,459,887 | \$44,477,410 | \$86,931,807 | \$113,892,117 | \$0 | \$163,716,101 | \$538,769,596 |
| Statewide Obligation Totals | \$883,842,808 | \$13,037,325 | \$160,321,997 | \$25,825,329 | \$0 | \$32,459,887 | \$46,744,774 | \$109,495,487 | \$298,109,567 | \$6,036,805 | \$275,891,346 | \$1,851,765,325 |

§5307

A Federal Transit Act section authorizing formula funding for public transportation in urbanized areas, and codified as 49 USC 5307.

§5309

A Federal Transit Act section authorizing discretionary and formula funding for capital purposes, and codified as 49 USC 5309. See also Major Capital Investments (New Starts and Small Starts).

§5310

See Transportation for Elderly Persons and Persons with Disabilities 49 USC §5310.

§5311

A Federal Transit Act section authorizing public transportation funding in rural areas, and codified as 49 USC 5311.

§5311(f)

See Intercity Bus Program.

§5316

See Job Access and Reverse Commute (JARC; §5316).

§5317

See New Freedom Program.

§5339

See Alternative Analysis Program.

Alternative Analysis Program 49 USC §5339

The Alternative Analysis Program provides grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. The grants are to assist in the evaluation of all reasonable modal and multimodal alternatives and general alignment options to address transportation needs in a defined travel corridor.

Americans with Disabilities Act of 1990 (ADA)

Federal civil rights law that assures persons with disabilities get equal opportunity to fully participate in society, the ability to live independently, and the ability to be economically sufficient.

ADA Accessible

Meeting the requirements of the Americans with Disabilities Act (ADA) of 1990 42 USC §§ 12101 et. seq. which requires facilities, vehicles, services, and certain information materials meet guidelines in order to be available to persons with disabilities.

Capital Costs

The expenses related to the purchase of equipment having a useful life of more than one year and an acquisition cost which equals the lesser of \$5,000 or the capitalization level established by the government unit or the organization for financial statement purposes.

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.

Contract Revenues

Reimbursement by any organization, government, agency, or company, as a result of a formal contractual agreement with the transportation service operator for trips provided to a specific passenger or group of passengers.

Commuter Rail Service

Public transportation service characterized by an electric or diesel propelled railway for urban passenger train service. Service must be operated on a regular basis consisting of local short-distance travel operating between a central urbanized area and outlying areas.

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.

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 request of the passenger or their agent. Sometimes referred to as “paratransit.”

Deviated Fixed Route

Transportation service that operates along a fixed alignment or path at generally fixed times but may deviate from the route alignment to collect or drop off passengers who have requested the deviation. Sometimes referred to as “Deviated Route,” “Route Deviated,” or “Fixed Route Deviated.”

Dial-a-Ride

See Demand Response.

DSHS

Washington State Department of Social and Health Services

Fare Revenues/Farebox Revenues

All income received directly from passengers, either paid in cash, token, voucher, transfer or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money on the vehicle and the reduced fares paid by passengers in a user-side subsidy arrangement but excludes revenue from charter services.

Farebox Recovery Ratio

Total farebox revenue, plus contract service revenue, divided by total direct operating expenses.

Federal Capital Assistance

Financial assistance from the Federal Transit Administration (FTA) to assist in paying the capital costs of providing transit service.

Federal Operating Assistance

Financial assistance from the Federal Transit Administration (FTA) to assist in paying the operating and administrative costs of providing transportation 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).

Fixed Route Service

Public transportation on a repetitive, fixed schedule basis along a specific route with vehicles stopping for passengers along the way.

Full-Time Equivalent (FTE)

Total employee hours divided by 2,080 hours. This is not the number of employees. For example, two employees each working halftime, or 1,040 hours in a year, would be counted as one FTE.

Health and Recovery Services Administration (HRSA)

A program of the Department of Social and Health Services (DSHS) which provides access to health care and recovery services for Washington's most vulnerable residents. Prior to 2006, this program was called the Medical Assistance Administration (MAA).

HRSA

Health and Recovery Services Administration

Intercity

Regularly scheduled general public bus service operating with limited fixed route stops connecting two or more urban areas at least 20 miles apart or connecting rural communities to an urban area at least 20 miles away. Intercity service has the capacity for transporting baggage carried by passengers and makes meaningful connections with other scheduled intercity bus service to more distant points.

Intercity Bus Program 49 USC §5311(f)

Federal grant program that provides formula funding to states for the purpose of supporting intercity services.

Job Access and Reverse Commute (JARC) 49 USC §5316

A federal source of funding authorized through federal transportation legislation, (SAFETEA LU, Section 5316) that is used to fund public transportation projects that work towards improving job access (including job related services such as training and daycare) for low-income persons and welfare recipients, and improving transportation to suburban employment centers from urban, rural, and suburban areas.

Light Rail Service

A passenger railway system characterized by its ability to operate single cars or short trains along rails on exclusive right of way.

Local Capital Funds

Financial assistance from local entities to assist in paying capital. They can include, but are not limited to, tax levies, general funds, specified contributions, reserve funds, and donations.

Local Operating Funds

Financial assistance from local entities that support transit system operation. They can include, but are not limited to, tax levies, general funds, specified contributions, donations, and reserve funds.

MAA

Medical Assistance Administration. See Health and Recovery Services Administration.

Major Capital Investments (New Starts & Small Starts) 49 USC §5309

Federal grant program that provides capital assistance for new and replacement buses and related equipment and facilities.

Medicaid

A federal entitlement program that pays for basic health care services for low-income individuals and long-term care for elders and people with disabilities. States administer their own Medicaid programs and establish their own eligibility standards, benefits packages, payment rates, and rules consistent with federal requirements.

Medicaid Brokerage Region

The Health and Recovery Services Administration (HRSA) divides Washington State into thirteen transportation service regions and contracts with a network of brokers to arrange non-emergency medical transportation (NEMT) for eligible Medicaid clients.

Region 1: Island, San Juan, Skagit, and Whatcom Counties

Region 2: Snohomish County

Region 3: King County

Region 4: Pierce County

Region 5: Clallam, Jefferson, Kitsap, and north Mason Counties

Region 6: Grays Harbor, Lewis, south Mason, Pacific, and Thurston Counties

Region 7: Clark, Cowlitz, Klickitat, Skamania, and Wahkiakum Counties

Region 8: Benton, Columbia, Franklin, Kittitas, Walla Walla, and Yakima Counties

Region 9: Chelan, Douglas, and Okanogan Counties
Region 10: Ferry, Pend Oreille, and Stevens Counties
Region 11: Adams, Grant, and Lincoln Counties
Region 12: Spokane County
Region 13: Asotin, Garfield, and Whitman Counties

Medical Assistance Administration (MAA)

See Health and Recovery Services Administration.

Metropolitan Planning Organization (MPO)

Federal legislation created Metropolitan Planning Organizations (MPOs). An MPO covers an urbanized area and receives federal funding in support of its planning efforts. It is the area-wide agency responsible for conducting coordinated urbanized transportation planning consistent with state rules and federal legislation. Together with WSDOT, it carries out the planning and programming activities necessary for federal funding.

New Freedom Program 49 USC §5317

A section of the Federal Transit Act authorizing funding for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) and codified as 49 U.S.C. 5317. The New Freedom Program grants are awarded for projects that assist people with disabilities with transportation, including transportation to and from jobs and employment support services.

NEMT

Non-Emergency Medical Transportation

Non-Emergency Medical Transportation (NEMT)

Transportation for healthcare purposes (e.g. routine medical appointments, dental care, preventive services) that excludes unforeseen, emergency transportation.

Operating and Administrative Expenses

The recurring costs of providing public transportation service. They include: all employees' wages and salaries; fringe benefits; operating supplies such as fuel and oil; contractor service charges; taxes; repair and maintenance, parts and supplies; equipment leases and rentals; marketing; lease or rental costs; insurance; and administrative expenses. Operating and administrative expenses exclude costs of providing transportation services not available to the general public, interest paid on loans on capital equipment, and fixed costs such as depreciation on facilities and equipment.

Other Annual Revenue

Revenue earned by activities not associated with the system's services, such as maintenance service, vehicle and building rental, non-transit parking lots, advertising space, sales, and investment income.

Paratransit

Flexible public transportation services not provided on a fixed route or fixed schedule required by federal law. Transit agencies must provide complimentary services for people with disabilities who are not able to use fixed route services. The service must operate in the same general areas and during the same hours. The fare is limited to twice the fixed route fare. The transit agency can provide the service themselves or contract with a separate agency. They do not include exclusory services such charter bus trips. Sometimes referred to as “demand response” or “dial-a-ride.”

ParaTransit/Special Needs Competitive or Formula Funds

Washington State grant program that supports public transportation for persons who, because of their age (youth or seniors), disabilities, or income status are unable to provide or purchase their own transportation.

Passenger Ferry Service

Public transportation service comprised of vessels carrying passengers and/or vehicles over a body of water.

Passenger Trip

One person making a one-way trip from origin to destination. If the person transfers to another vehicle or travel mode en route to the final destination, that is considered another trip. One round trip is two passenger trips. One round trip on two buses each way is four passenger trips.

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 Washington State, created pursuant to [Chapter 36.57A RCW](#). These benfit areas may be less than countywide, countywide, or comprise more than one county.

MVET (Motor Vehicle Excise Tax)

Sound Transit is authorized by the state to impose voter-approved taxes to plan, build, and operate the regional mass transit system. These taxes include a sales and use tax and a 0.3 percent MVET “car tab” tax. These taxes, collected by the Department of Licensing, are levied only in the Sound Transit Regional Transit District.

Retired Senior Volunteer Program (RSVP)

A Corporation for National and Community Service program which matches the personal interests and skills of older Americans with opportunities to serve their communities.

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).

Regional Transportation Planning Organization (RTPO)

State legislation created RTPOs. An RTPO covers both urban and rural areas and receives state funding to support its planning efforts.

Rural and Small Urban Areas 49 USC §5311

Federal grant program that provides formula funding to states for the purpose of supporting public transportation in areas with populations of 50,000 people or less. See also Section 5311.

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.

Rural Mobility Competitive

Washington State grant program that supports projects to improve transportation in rural areas where public transportation is limited or does not exist.

State Capital Assistance

Financial assistance from any state agency to assist in paying capital costs.

State Operating Assistance

Financial assistance from any state agency supporting transportation system operation. It includes, but is not limited to tax levies, general funds, and specified contributions.

TANF

Temporary Assistance for Needy Families

Temporary Assistance for Needy Families

The federal government's primary welfare program.

Total Vehicle Hour

The measurement in hours that a public transportation system operates each vehicle including revenue and non-revenue hours.

Total Vehicle Mile

The measurement in miles that a public transportation system operates each vehicle including the revenue and non-revenue miles.

Transportation for Elderly Persons and Persons with Disabilities 49 USC §5310

Federal grant program that provides formula funding to states to assist private non-profit groups in meeting the transportation needs of the elderly and persons with disabilities when no transportation services are available or those provided are insufficient or inappropriate in meeting these needs.

Unincorporated Transportation Benefit Areas (UTBA)

A Washington State municipal corporation created pursuant to [Chapter 36.57.110 RCW](#). These corporations are authorized to create and define the boundaries of unincorporated transportation benefit areas in the unincorporated areas of the county.

Urbanized Area

A geographic area defined by the U.S. Census Bureau with a central city plus the loosely-settled urban fringe that together have a minimum population of 50,000. Small urbanized areas have populations between 50,000 and 200,000; large urbanized areas have populations greater than 200,000.

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.

WorkFirst

Washington State's welfare reform program which helps financially struggling families find jobs, get better jobs, and stay employed.

WorkSource

A joint venture of organizations working to address Washington State's employment needs.

WSDOT

Washington State Department of Transportation

Appendix 2

Public Transportation Grant Awards

The Washington State Department of Transportation (WSDOT) awarded public transportation grants for 110 projects totaling more than \$37 million for the 2009–2011 biennium.

These grants improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and provide public transportation service for the elderly and persons with disabilities.

The grantees competed for state and Federal Transit Administration (FTA) funds which are administered through state Rural Mobility and Paratransit/Special Needs Non-Profit grants, and federal Rural Mobility, Special Needs, Job Access and New Freedom grants. Over the biennium, state funds of \$14 million will be matched with approximately \$23 million in federal funds.

As the project list below illustrates, the competitive grant funds were awarded across Washington. WSDOT awarded these grants to transportation providers including transit agencies, non-profit agencies, tribal transportation, and senior services.

| Organization Name | County(s) Served | Project Description | Award |
|---------------------------------------|--------------------------|--|-----------|
| Ben Franklin Transit | Benton and Franklin | Provide dial-a-ride services to ADA-eligible persons residing outside current service boundaries. | \$35,500 |
| Ben Franklin Transit | Benton and Franklin | Develop and implement an in-house travel training program to better serve persons with special needs. | \$75,000 |
| Career Path Service | Stevens | Replace one wheelchair-accessible minivan equipped with two wheelchair stations, a manual ramp, and snow tires. | \$30,800 |
| Catholic Community Services | Pierce | Reimburse volunteer drivers who provide special needs transportation. | \$96,388 |
| Clallam Transit System | Clallam | Provide bus services between Port Angeles and Forks. | \$300,000 |
| Coastal Community Action Program | Grays Harbor | Purchase two minivans to provide dial-a-ride services to low-income individuals for employment and education-related purposes. | \$60,704 |
| Coastal Community Action Program | Grays Harbor | Provide dial-a-ride services to low-income individuals for employment and education-related purposes. | \$460,134 |
| Columbia County Public Transportation | Columbia and Walla Walla | Provide dial-a-ride services that make connections to neighboring communities. | \$938,220 |

| Organization Name | County(s) Served | Project Description | Award |
|---|-------------------------------|--|-------------|
| Council on Aging & Human Services-COAST | Whitman | Replace one wheelchair-accessible minivan for special needs transportation services. | \$32,000 |
| Council on Aging & Human Services-COAST | Whitman, Asotin, and Garfield | Provide special needs transportation services. | \$550,000 |
| Cowlitz Indian Tribe | Lewis and Cowlitz | Replace one wheelchair-accessible van for dial-a-ride services in south Lewis and north Cowlitz Counties. | \$50,000 |
| Cowlitz Indian Tribe | Lewis and Cowlitz | Provide dial-a-ride services in south Lewis and north Cowlitz Counties. | \$146,625 |
| Ephrata Senior Center | Grant | Replace one cutaway minibus for services to elderly persons in the Ephrata area. | \$62,000 |
| Garfield County Public Transportation | Garfield | Provide dial-a-ride services. | \$166,650 |
| Grant Transit Authority | Grant | Replace four bus shelters. | \$21,600 |
| Grant Transit Authority | Grant and Adams | Provide bus services for employment-related purposes between Moses Lake and the Warden and Othello processing plants. | \$150,610 |
| Grays Harbor Transit Authority | Grays Harbor | Provide bus services in the Quinault area. | \$407,754 |
| Grays Harbor Transit Authority | Grays Harbor | Provide bus services in the North and South Beach areas. | \$738,426 |
| Hopelink | King | Purchase nine wheelchair-accessible minibuses and nine other minibuses on behalf of other non-profit transportation service providers in the area. | \$471,564 |
| HopeSource | Kittitas | Purchase one van to provide dial-a-ride services. | \$50,000 |
| HopeSource | Kittitas | Provide bus services to the general public in Ellensburg. | \$187,500 |
| HopeSource | Kittitas | Provide dial-a-ride and bus services to the general public and persons with special needs. | \$1,087,283 |
| Human Services Council | Clark | Provide brokered transportation services to elderly persons and persons with disabilities who do not qualify for Medicaid or for complementary ADA services. | \$247,500 |

| Organization Name | County(s) Served | Project Description | Award |
|----------------------------------|--------------------------------------|---|-------------|
| Human Services Council | Cowlitz and Wahkiakum | Provide brokered transportation services to elderly persons and persons with disabilities who do not qualify for Medicaid or complementary ADA services. | \$361,312 |
| Human Services Council | Clark | Provide brokered transportation services to low-income individuals for employment-related purposes. | \$474,375 |
| Intercity Transit | Thurston | Provide dial-a-ride services to low-income individuals for employment-related purposes throughout the Olympia, Lacey, and Tumwater urbanized area. | \$247,019 |
| Island Transit | Island | Replace four 40ft transit coaches for rural transportation services. | \$1,226,272 |
| Jefferson Transit Authority | Jefferson | Replace two 30ft transit coaches and two cutaway minibuses for services to the general public. | \$205,718 |
| Jefferson Transit Authority | Jefferson, Clallam, and Grays Harbor | Provide bus services to communities located in west Jefferson County. Provide connections with Clallam Transit in Forks and Grays Harbor Transit in Amanda Park. | \$311,250 |
| Jefferson Transit Authority | Jefferson | Provide dial-a-ride and bus services in east Jefferson County. | \$1,330,000 |
| Kalispel Tribe of Indians | Spokane and Pend Oreille | Provide bus services to low-income individuals for employment-related purposes between the communities of Spokane/Airway Heights, Usk, Cusick, and the Kalispel Nation Reservation. | \$62,084 |
| Klickitat County Senior Services | Klickitat | Purchase two wheelchair-accessible minivans for dial-a-ride services. | \$56,000 |
| Klickitat County Senior Services | Klickitat | Provide dial-a-ride and bus services to the general public and persons with special needs. | \$885,468 |
| Link Transit | Chelan and Douglas | Facilitate mobility coordination activities that support services for elderly persons and persons with disabilities. | \$102,170 |
| Link Transit | Chelan | Provide bus services that connect the rural communities of Leavenworth and Plain/Lake Wenatchee. Provide dial-a-ride services to the general public in the Leavenworth area. | \$116,651 |

| Organization Name | County(s) Served | Project Description | Award |
|--|-------------------------------------|--|-----------|
| Link Transit | Chelan | Provide commuter services between Wenatchee, Leavenworth, and Chelan. | \$285,000 |
| Link Transit | Chelan and Douglas | Provide bus services that link communities along both sides of the Columbia River between Chelan and Wenatchee. | \$300,000 |
| Link Transit | Chelan and Douglas | Provide bus services to low-income neighborhoods within the urbanized area to ensure ongoing access to employment-related destinations and to regional transit services. | \$450,000 |
| Lower Columbia CAP | Cowlitz and Wahkiakum | Replace one wheelchair-accessible minibus for services provided to elderly persons and Medicaid clients. | \$40,000 |
| Lower Columbia CAP | Thurston, Lewis, Cowlitz, and Clark | Replace one wheelchair-accessible minibus for bus services for the general public along the I-5 corridor between Vancouver and Olympia. | \$44,000 |
| Lower Columbia CAP | Thurston, Lewis, Cowlitz, and Clark | Provide bus services to the general public between communities along the I-5 corridor between Vancouver and Olympia. | \$586,960 |
| Lummi Indian Business Council (LIBC) | Whatcom | Provide public transportation to the general public of the Lummi Tribal Nation. | \$314,249 |
| Makah Tribal Council | Clallam | Provide bus services to the general public of the Makah Tribal Nation. | \$141,386 |
| Mason County Transportation Authority | Mason | Provide bus services between Shelton, Lower Hood Canal, Arcadia, and the Agate/Hartsine areas of Mason County as contracted with the Shelton School District. | \$207,170 |
| Mason County Transportation Authority | Mason | Replace three 35-foot transit coaches for bus services. | \$900,000 |
| Mason County Transportation Authority | Mason | Provide dial-a-ride services to persons with special needs and the general public. | \$938,450 |
| Mason County Transportation Authority | Mason | Provide bus services that make connections to transit services in adjacent counties. | \$944,848 |
| Mid-Columbia Economic Development District | Skamania and Klickitat | Coordinate with transportation providers in the Mid-Columbia region of Washington and Oregon through the mobility manager. | \$88,000 |

| Organization Name | County(s) Served | Project Description | Award |
|---|-----------------------|--|-------------|
| Mt. Si Senior Center | King | Provide dial-a-ride services for persons with special needs in rural communities. | \$480,549 |
| Northshore Senior Center | King and Snohomish | Provide dial-a-ride services to elderly persons and persons with disabilities in communities of north King and south Snohomish Counties. | \$75,000 |
| Okanogan County Transportation & Nutrition (OCTN) | Okanogan | Provide shuttle services to the general public between Okanogan and Omak. | \$65,050 |
| Okanogan County Transportation & Nutrition (OCTN) | Okanogan | Provide commuter services that run between Omak and the Colville Indian Agency and are provided to low-income and special needs individuals for employment-related purposes. | \$73,848 |
| Okanogan County Transportation & Nutrition (OCTN) | Okanogan | Replace two wheelchair-accessible minibuses for services to the general public and persons with special needs. Purchase snow tires, safety steps, and 20 bus stop signs. | \$138,382 |
| Okanogan County Transportation & Nutrition (OCTN) | Okanogan and Douglas | Provide commuter services to low-income and special needs individuals for employment-related purposes. | \$180,996 |
| Okanogan County Transportation & Nutrition (OCTN) | Okanogan and Douglas | Provide dial-a-ride services to the general public and persons with special needs in Okanogan County and rural communities in northern Douglas County. | \$459,570 |
| Olympic Community Action Program | Clallam and Jefferson | Provide vanpool services to low-income individuals. | \$147,613 |
| Pacific Transit | Pacific | Replace one 30ft, wheelchair-accessible transit coach for services to the general public. | \$288,000 |
| Pacific Transit | Pacific | Provide bus and dial-a-ride services that connect to transit services in Astoria, Oregon. | \$1,046,250 |
| Paratransit Services | Clallam | Replace two wheelchair-accessible minivans for dial-a-ride services. | \$75,200 |
| Paratransit Services | Clallam | Replace six wheelchair-accessible minibuses for dial-a-ride services. | \$264,000 |
| People for People | Yakima | Provide dial-a-ride services to elderly persons and persons with disabilities. | \$77,324 |

| Organization Name | County(s) Served | Project Description | Award |
|--|---------------------------|--|-------------|
| People for People | Yakima | Establish a mobility management program to coordinate special needs transportation, provide community outreach, and identify transportation resources and needs. | \$100,530 |
| People for People | Adams, Lincoln, and Grant | Provide dial-a-ride and bus services to the general public and persons with special needs. | \$171,351 |
| People for People | Yakima | Purchase one wheelchair-accessible truck chassis cutaway minibus for bus services for the Pahto Public Passage in the Yakama Tribal Nation. | \$250,453 |
| People for People | Adams, Lincoln, and Grant | Provide commuter services to low-income individuals for employment-related purposes between Othello and Moses Lake, and between Grand Coulee and Davenport. | \$333,605 |
| People for People | Yakima and Benton | Provide bus services that connect communities along I-82 between Prosser and Yakima. | \$392,927 |
| People for People | Yakima | Replace six wheelchair-accessible van chassis cutaway minibuses for dial-a-ride services and one wheelchair-accessible truck chassis cutaway minibus equipped with a security camera for bus services. | \$486,387 |
| People for People | Adams, Lincoln, and Grant | Provide dial-a-ride and bus services to the general public and persons with special needs. | \$781,074 |
| People for People | Yakima | Provide dial-a-ride services to low-income individuals for employment-related purposes. | \$808,197 |
| People for People | Yakima | Provide dial-a-ride services to elderly persons and persons with disabilities. | \$1,174,301 |
| Pierce County Department of Community Services | Pierce | Provide dial-a-ride services to people with special needs living in rural areas to connect them with Pierce Transit. | \$234,366 |
| Puget Sound Educational Services District | Pierce and King | Provide driver training for people with low incomes who, in turn, provide transportation to people with special needs. | \$196,000 |
| Pullman Transit | Whitman | Replace four 40-foot and one 35-foot transit coaches for bus services for the general public in Pullman. | \$339,000 |

| Organization Name | County(s) Served | Project Description | Award |
|-------------------------------------|----------------------------------|--|-------------|
| Pullman Transit | Whitman | Provide dial-a-ride and bus services to the general public in Pullman. | \$1,100,000 |
| Rural Resources Community Action | Stevens | Provide commuter services to the general public. | \$234,048 |
| Rural Resources Community Action | Ferry, Stevens, and Pend Oreille | Provide dial-a-ride services. | \$833,590 |
| Senior Services of King County | King | Provide dial-a-ride services with paid and volunteer drivers to elderly persons and persons with disabilities. | \$518,609 |
| Senior Services of Snohomish County | Snohomish | Provide bus services to people with special needs in rural areas. | \$721,688 |
| Skagit Transit | Skagit | Provide dial-a-ride services to persons with disabilities in rural areas beyond ADA service boundaries. | \$45,760 |
| Skagit Transit | Skagit | Purchase one minibus equipped with a bicycle rack for services in Anacortes. | \$94,952 |
| Skagit Transit | Skagit | Provide dial-a-ride services to persons with disabilities in rural areas beyond ADA service boundaries. | \$151,488 |
| Skagit Transit | Skagit | Provide new bus service to increase the frequency of transit services in Anacortes. | \$185,328 |
| Skagit Transit | Skagit | Provide bus services, including Sunday service, to enhance employment-related transportation in Mount Vernon, Burlington, and Sedro Woolley. | \$195,000 |
| Skagit Transit | Skagit | Purchase one 30- to 40-foot bus equipped with a bicycle rack. | \$314,550 |
| Skamania County Senior Services | Skamania | Replace one wheelchair-accessible minibus and one wheelchair-accessible van for dial-a-ride services. | \$101,864 |
| Skamania County Senior Services | Skamania and Clark | Provide bus services along State Route 14 between Carson and Fishers Landing in Vancouver. | \$239,119 |
| Skamania County Senior Services | Skamania | Provide dial-a-ride services to persons with special needs. | \$314,543 |
| Special Mobility Services, Inc | Spokane | Provide dial-a-ride services in north Spokane County and northern areas of the city of Spokane outside the current transit service boundaries. | \$128,234 |

| Organization Name | County(s) Served | Project Description | Award |
|---|--|--|-------------|
| Special Mobility Services, Inc | Spokane and Pend Oreille | Provide bus services to the general public between Newport and the city of Spokane. | \$159,543 |
| Special Mobility Services, Inc | Spokane, Lincoln, and Adams | Provide bus services to the general public between Davenport and Spokane, and between Ritzville and Spokane. | \$160,323 |
| Special Mobility Services, Inc | Spokane | Provide dial-a-ride services in north Spokane County and northern areas of the city of Spokane outside the current service boundaries. | \$252,464 |
| Spokane Tribe of Indians | Stevens | Establish and operate a public transit pilot project providing bus services to residents in and around the Spokane Tribal Nation. | \$106,053 |
| Spokane Tribe of Indians | Stevens | Purchase two wheelchair-accessible minibuses for a pilot project providing transportation services to residents on and around the Spokane Tribal Nation. | \$120,000 |
| Squaxin Island Tribe | Mason, Grays Harbor, and Thurston | Provide dial-a-ride and bus services to the general public between Kamilche, Steamboat Island Road, and the Elma/McCleary area. | \$133,780 |
| Stillaguamish Tribe Transit Services (STTS) | Snohomish | Provide dial-a-ride services to rural areas of north Snohomish County. | \$178,997 |
| TOGETHER! | Thurston, Grays Harbor, Lewis, and Mason | Provide dial-a-ride services to special needs populations in unserved and underserved areas. | \$1,309,000 |
| Trancare | Chelan, Douglas, and Okanogan | Purchase one wheelchair-accessible minivan equipped with a ramp to provide Medicaid transportation services. | \$47,425 |
| Twin Transit | Lewis | Replace one minibus for bus services in Centralia and Chehalis. | \$146,880 |
| Twin Transit | Lewis | Provide dial-a-ride and bus services to persons with special needs and the general public of Centralia and Chehalis. | \$273,496 |
| Twin Transit | Lewis | Replace one wheelchair-accessible minibus for bus services in Centralia and Chehalis. | \$76,800 |
| Valley Transit | Walla Walla | Provide dial-a-ride, bus, and vanpool services to the general public and persons with special needs. | \$1,250,000 |

| Organization Name | County(s) Served | Project Description | Award |
|---|------------------|--|---------------------|
| Wahkiakum County Health and Human Resources | Wahkiakum | Purchase two minibuses for services to the general public and persons with special needs. | \$50,902 |
| Wahkiakum County Health and Human Resources | Wahkiakum | Provide bus services to the general public and persons with special needs. | \$341,306 |
| Whatcom Council of Governments | Whatcom | Use mobility management to expand community outreach to include seniors, special needs travelers, and their families in order to inform them about transportation options in the area. | \$150,000 |
| Whatcom Transportation Authority | Whatcom | Replace nine wheelchair-accessible buses for complementary paratransit and safety net services. | \$698,544 |
| White Pass Community Services Coalition dba L.E.W.I.S. Mountain Highway Transit | Lewis | Provide bus services that connect rural communities in east Lewis County. | \$609,804 |
| Yakama Nation | Yakima | Facilitate mobility management activities including marketing, outreach, and coordination of transportation services for the Yakama Tribal Nation. | \$127,795 |
| Yakima Transit | Yakima | Purchase two wheelchair-accessible minibuses for dial-a-ride services provided to persons with disabilities in the city of Yakima. | \$96,000 |
| Yakima Transit | Yakima | Increase the amount of service hours provided in the city of Yakima through dial-a-ride and bus services. | \$131,025 |
| Total | | | \$37,223,517 |

| Regional Mobility Grant Program 2009-2011 Budget | | | |
|--|-------------------|-----------------------------|---------------------|
| Budget Cycle | Lead Agency | Project Title | Committed |
| 2005-07 | Intercity Transit | Martin Way | \$377,808 |
| 2005-07 | KCM | Seattle North CBD | \$1,195,000 |
| 2005-07 | KCM | Brickyard | \$1,242,149 |
| 2007-09 | Sound Transit | Mt. Lake Terrace Fwy | \$2,500,000 |
| 2007-09 | Sound Transit | Sounder Parking | \$3,600,000 |
| 2007-09 | Shoreline | Aurora BAT 165-185 | \$2,500,000 |
| 2007-09 | KCM | Pac Hwy So | \$1,798,160 |
| 2007-09 | Kitsap Transit | Harper | \$1,561,696 |
| 2007-09 | Everett Transit | Swift BRT Evtt Term | \$1,050,651 |
| 2007-09 | Skagit Transit | Chuckanut | \$1,805,025 |
| 2007-09 | SDOT | Pike/Pine/Westlake | \$1,374,902 |
| 2007-09 | KCM | SE King Co. Connectors | \$1,463,981 |
| 2009-11 | KCM | Route 120 | \$2,233,000 |
| 2009-11 | Community | Swift BRT Ops | \$2,500,000 |
| 2009-11 | Community | Double Deckers | \$2,880,000 |
| 2009-11 | Sound Transit | D to M | \$8,000,000 |
| 2009-11 | Shoreline | Aurora Bat 185-192 | \$1,000,000 |
| 2009-11 | Clark County | Salmon Creek | \$2,900,000 |
| 2009-11 | Intercity Transit | Hawks Prairie | \$3,038,784 |
| 2009-11 | Skagit Transit | So. Mt. Vernon P&R | \$750,000 |
| 2009-11 | Pierce transit | Pac Ave TSP | \$1,803,650 |
| 2009-11 | C-Tran | I-5 Express | \$578,496 |
| 2009-11 | Everett Transit | Evergreen Swift Stations | \$3,630,000 |
| 2009-11 | Federal Way | Pac Hwy So Phase IV | \$1,300,000 |
| 2009-11 | Island transit | Everett Connector | \$1,624,000 |
| 2009-11 | KCM | Central Eastside | \$2,033,616 |
| 2009-11 | City of Seattle | Rainier/Jackson | \$4,000,000 |
| 2009-11 | Sound Transit | Expansion Sno to King Co. | \$4,496,768 |
| 2009-11 | City of Bothell | SR 522 stage 2A | \$2,100,000 |
| | | Projects Total Award | \$65,337,686 |

Appendix 3 Summary of Public Transportation Notes

Historically, there was considerable data and reporting overlap between the Summary of Public Transportation, Transit Development Plans (TDP), and the reporting required by FTA in the National Transportation Database (NTD). In addition, the due dates for the required reporting were not aligned in a way that allowed a seamless data collection and reporting process.

In April 2008, David Evans and Associates, Inc. prepared a report for WSDOT titled, *Cost Allocation and Reporting Project*, in an effort to understand and improve the comparability of transit agency cost data submissions. The report had several objectives:

1. Develop an understanding of the cost allocation methods used by the state's public transit agencies.
2. Understand the impact of cost allocation methods on the prepared and submitted transit agency reports.
3. Identify opportunities for developing more uniformity in cost allocation methods.

One of the concerns raised by the interviewed transit agencies relates to the conflicting submission schedules for various required reports. The other major concern was non-standard cost allocation practices.

Report recommendations for addressing these concerns included: a series of guiding principles for cost allocation discussions; and reporting date realignment not governed by federal requirements (see the Reporting Timeline Comparison 2007 and 2010 chart in this section). In addition, the report suggested that an online system would better facilitate data collection.

The 2008 (published in Nov. 2010) and 2009 (published in Jan. 2011) summary reports were produced as Transit Data Updates. These updates were based on the 2007 Summary of Public Transportation appendices tables containing Statewide Operations data, Statewide Operating Statistics and Statewide Financial Statistics summaries. During this time, efforts were made to better align the reporting dates and to refine how the financial and operational data is reported. The following outlines the data collection changes that took place during the 2008 and 2009 publication period.

¹Required by RCW 35.58.2795.

²Required by 49 USC 5335(a).

Changes to the data collection process:

- 2007 Access Database was utilized once the data was collected from the transit systems.
 - The process included several data collection forms filled out by the transits.
 - Modifications to the database had to occur yearly to accommodate new datasets.
 - FTA began to require that Sound Transit, Community Transit, King County METRO, and Pierce Transit start to report their data sets differently to the NTD.
 - * Sound Transit was to report the METRO and Pierce Transit provided fixed route service as Directly Operated. According to FTA rules, a Government-to-Government contract should be regarded as Directly Operated.
 - * Sound Transit was to report the Community Transit provided fixed route as Purchased Transportation, because Community Transit purchases the service from First Transit. In this instance, the Government-to-Government rule doesn't apply because the entity providing the service is a sub-contractor.
- 2008 and 2009 data was processed through a series of workbook spreadsheets developed initially based on summary tables from the 2007 Summary of Public Transportation appendices.
 - Data irregularities were easier to identify, but time consuming to correct.
 - Requested data definitions began to transition towards the more uniform NTD definitions.
 - “Other” data was no longer allowed without some explanation or discussion.
 - Some transits were able to start reporting Purchased Transportation separately from Directly Operated Transportation because they were reporting it separately to the NTD that way. This data was then rolled together to match the 2007 reporting.
- FTA requested Sound Transit to report the new Light Rail line operated by King County METRO as Purchased Transportation. This was an exception to the Government-to-Government rule because of the characteristic differences between the two Light Rail services.
- 2010 data was collected using an online reporting form.
 - Transit operators were asked to report Purchased Transportation and Directly Operated Transportation separately for all modes to align better with the already established NTD reporting.
 - * Previous years reporting asked for data by mode only. For example, Fixed Route information for Purchased Transportation was added to Directly Operated and presented as a single Fixed Route data set.
 - * The separation between Purchased Transportation and Directly Operated Transportation will allow for a better statewide data analysis.

- Passenger Ferry data, reported by Kitsap Transit as part of the main Summary of Public Transportation document, moved to the Statewide Ferry Operations section.

As a result of the 2011 Regular Legislative Session, House Bill 1967 was signed into law on May 16, 2011 amending RCW 35.58.2795 and 35.58.2796 as well as adding a new section to chapter 43.19 RCW. The deadlines that govern the TDPs, NTD reporting and the Summary of Public Transportation were better aligned to streamline the process for reporting agencies and WSDOT.

For the 2010 calendar year, WSDOT created an on-line collection form to gather data from the 30 public transit providers statewide. This was done for several reasons:

1. To combine previously separated data collection efforts (e.g., system snapshot, operational and financial tables)
2. To efficiently collect 2010 data 2010 – the previous Access database did not function without data from all calendar years (2008 and 2009 were collected using Excel workbooks).
3. To construct the online form to provide a base application platform to develop a comprehensive, user-friendly online reporting system allowing transit representatives to enter their data directly into a software independent central database application.

Reporting Timeline Comparison 2007 & 2010

