

2011 Summary of Public Transportation

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Public Transportation Division

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Since 1978, the Washington State Department of Transportation (WSDOT) has prepared an annual report summarizing the status of public transportation in Washington state. This report provides data to public transportation providers, legislative transportation committees, 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 areas (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 2011 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 sections and three appendices, with the bulk of the report devoted to profiles of each transit system's operating characteristics and services for 2011.

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 are based on population and population density. UZAs do not conform to political boundaries such as congressional or legislative districts and in some cases cross state boundaries. As a result of the 2010 U.S. Census, some UZA classifications will change in the future. Ben Franklin Transit (the Kennewick – Richland, WA UZA) has begun the transition to an urban system and Valley Transit (the Walla Walla, WA – OR UZA) has begun the transition to a small urban system. The transition process for each of these agencies involves work with multiple organizations across many jurisdictions and may take years to complete.

The community transportation providers, Medicaid transportation brokers and Travel Washington 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 in 2009, 2010 and 2011 of the seven urban transit systems:

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

Serving Small Urban Areas

This section includes the operating and financial data as well as service characteristics in 2009, 2010 and 2011 of the 11 small urban transit systems:

- [Asotin County Transit](#)
- [Ben Franklin Transit](#)
- [Intercity Transit](#)
- [Kitsap Transit](#)
- [Link Transit](#)
- [RiverCities Transit](#) (formerly CUBS)
- [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 in 2009, 2010 and 2011 of 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 the WSDOT consolidated grants process during 2011. The elements come directly from data submitted to WSDOT as required for FTA National Transit Database (NTD) reporting in 2011.

The following is a list of the community transportation providers included in this report.

- [COAST](#) (Council on Aging and Human Services)
- [HopeSource Transportation](#)
- [Klickitat County Senior Services](#)
- [L.E.W.I.S. Mountain Highway Transit](#) (White Pass Community Services)
- [Lower Columbia Community Action Council](#)
- [Makah Public Transit](#) (Makah Tribal Council)
- [Mt. Si Senior Center](#)
- [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 Indian Tribe](#)
- [Squaxin Island Tribe](#)
- [Thurston Regional Planning Council](#)
- [Wahkiakum County Health and Human Services](#)

Medicaid Transportation 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 in 2011.

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

Travel Washington – Rural Intercity Bus Program

This section describes the available features and characteristics for the rural intercity bus program in Washington state. The elements come from data submitted to WSDOT as part of their FTA required NTD reporting in 2011.

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)
- [Gold Line](#) (Central Washington Airporter)
- [Grape 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 23 ferry vessels, as well as data and information from 6 additional ferry systems.

The following is a list of the ferry systems in Washington state included in this report.

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

Seattle Center Monorail

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

Summary of Statewide Statistics

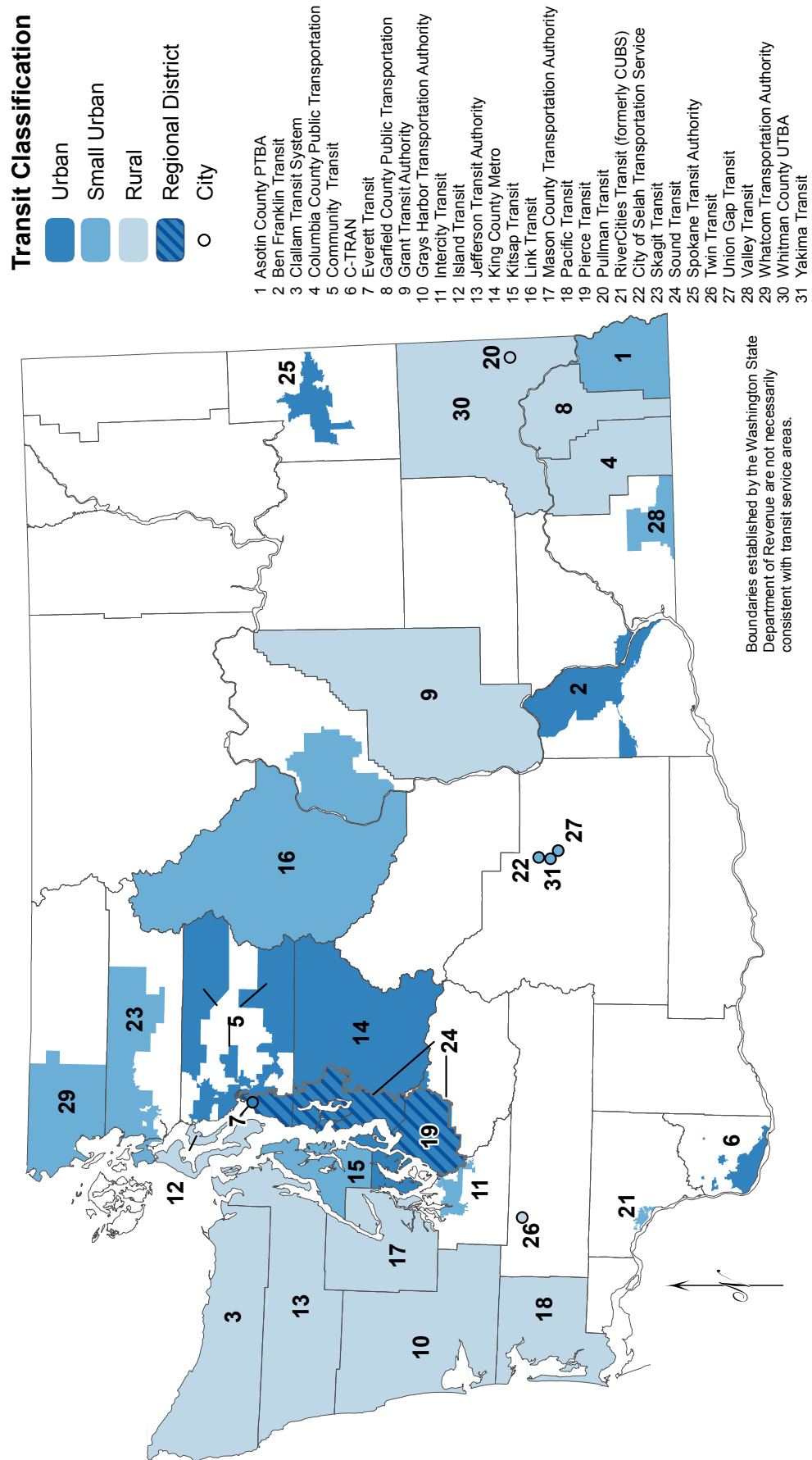
This section includes operational and financial information for the 30 transit systems operating in Washington state.

Appendices

The appendices include a glossary of terms related to public transportation, information about the WSDOT Public Transportation Division's consolidated grant awards and notes on the data collection for the 2011 Summary of Public Transportation.

- [Appendix 1](#) Glossary
- [Appendix 2](#) Public Transportation Consolidated Grants
- [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 public outreach to communicate the benefits of public transportation. Depending on the local political climate, voters within the boundaries of the transportation benefit district approve or reject the increase of taxes to fund public transportation.

Between January and December of 2011, Jefferson and Thurston counties experienced increases to their sales and use taxes as authorized by a local majority vote in 2010. In Thurston County, the increase became effective on January 1, 2011 and in Jefferson County the increase went into effect on July 1, 2011.

In November of 2011, Clark County residents approved an additional 0.2 percent sales and use tax to begin on April 1, 2012.

Efforts to Create or Expand Transit Districts

The Public Transportation Division (PTD) provides funding and technical assistance in several areas of eastern Washington.

The city of Ellensburg received funding and hired a consultant to conduct a feasibility study for the development of a local transit system. With the completion of the initial study in 2011 the city is working on system design and preparation for public work sessions in 2012, intent on pursuing funding in 2013.

Lincoln County used planning funds provided by the Regional Transportation Planning Organization – Quadco – to hire a consultant for a feasibility study. Work on the study began in 2011 and will be concluded in 2012.

The North Central RTPO obtained a grant from WSDOT PTD to perform a transit feasibility study for Okanogan County in 2011. That study continued in 2012.

After originally requesting funding for a transit feasibility study for Ferry/Stevens/Pend Oreille Counties in 2011, local elected officials decided to not pursue that study. WSDOT PTD staff continue to work with staff from the Northeast Washington RTPO on passenger transportation issues and grants for transportation service providers in the three county area.

Local Sales and Use Tax Authorized for Public Transportation in 2011

Transit System		Authority	Sales Tax		2011 Service Area Population
			Rate	Effective Date	
1	Asotin County PTBA	PTBA	0.2%	4/1/2005	21,650
2	Ben Franklin Transit	PTBA	0.6%	7/1/2002	232,178
3	Clallam Transit System	PTBA	0.6%	1/1/2001	71,600
4	Columbia County Public Transportation	County	0.4%	4/1/2006	4,100
5	Community Transit	PTBA	0.9%	1/1/2002	524,954
6	C-TRAN	PTBA	0.5%	1/1/2006	362,175
7	Everett Transit	City	0.6%	1/1/2005	103,100
8	Garfield County Public Transportation	UTBA	0.0%	N/A	835
9	Grant Transit Authority	PTBA	0.2%	1996	90,100
10	Grays Harbor Transportation Authority	CTA	0.6%	2000	72,900
11	Intercity Transit	PTBA	0.8%	1/1/2011*	161,407
12	Island Transit	PTBA	0.9%	1/1/2010	78,800
13	Jefferson Transit Authority	PTBA	0.9%	7/1/2011*	30,050
14	King County Metro	County	0.9%	4/1/2007	1,942,600
15	Kitsap Transit	PTBA	0.8%	10/1/2001	253,900
16	Link Transit	PTBA	0.4%	1990	106,093
17	Mason County Transportation Authority	PTBA	0.6%	1/1/2001	61,100
18	Pacific Transit	PTBA	0.3%	1979	20,900
19	Pierce Transit	PTBA	0.6%	7/1/2002	747,861
20	Pullman Transit	City	0.0%	N/A	29,820
21	RiverCities Transit (formerly CUBS)	PTBA	0.3%	4/1/2009	48,650
22	City of Selah Transportation Service	City	0.3%	7/1/2007	7,205
23	Skagit Transit	PTBA	0.4%	4/1/2009	102,433
24	Sound Transit	Regional	0.9%	4/1/2009	2,762,363
25	Spokane Transit Authority	PTBA	0.6%	1/1/2005	399,304
26	Twin Transit	PTBA	0.2%	4/1/2005	23,750
27	Union Gap Transit	City	0.2%	4/1/2008	6,055
28	Valley Transit	PTBA	0.6%	7/1/2010	50,045
29	Whatcom Transportation Authority	PTBA	0.6%	2002	201,923
30	Whitman County UTBA	UTBA	0.0%	N/A	14,980
31	Yakima Transit	City	0.3%	1980	91,630
Totals					5,847,118

*Sales tax rate change went into effect in 2011.

Source: WSTA, WSDOT, OFM and DOR. PTBA/UTBA = Public or Unincorporated Transportation Benefit Area. Sales tax rates reflect the approved and implemented rates as of December 31, 2011. Pullman Transit receives 2% of local utility taxes. Sound Transit population is not included to avoid duplication. Whitman County UTBA did not operate transit service in 2011 and the service area population is not included in the total. The cities of Selah and Union Gap are located in the same Urbanized Area (UZA) as the city of Yakima and are categorized as Small Urban. Asotin County PTBA is located in the same UZA as the city of Lewiston, ID and is categorized as Small Urban. Clark County approved an additional 0.2 of one percent in November of 2011 but that didn't go into effect until April 1, 2012.

2011 Federal Transit Apportionments and Allocations (Federal Fiscal Year)

Funding Source	Description	Amount
§5311	WSDOT (Statewide)	\$9,594,047
§5311 RTAP	WSDOT (Statewide)	\$147,073
§5311(c) Tribal Transit Program	Tribal operating projects statewide	\$1,206,960
§5311(c) Tribal Transit Program	Tribal planning projects statewide	\$125,000
§5316	Job Access and Reverse Commute projects statewide	\$3,854,493
§5317	New Freedom projects statewide	\$2,493,108
§5303	WSDOT (Statewide MPO)	\$1,991,672
§5304	WSDOT (Statewide)	\$416,432
§5307	Urban and Small Urban projects statewide	\$159,497,170
§5307 Small Transit Intensive Cities	Small Urban projects statewide	\$3,628,969
§5310	WSDOT (Statewide)	\$2,531,798
§5309 Fixed Guideway	Fixed guideway projects in eligible UZAs.	\$52,692,843
§5309 New Starts	New Starts projects in Seattle and King County	\$131,274,000
§5309 State of Good Repair	Capital improvement projects and vehicle replacements statewide	\$40,633,141
§5309 Bus Livability	ITS and Capital improvement projects statewide	\$7,710,578
§5309 Veterans	Technological improvement projects to enhance access for veterans statewide	\$949,012
§5308 Clean Fuels	Clean fuel vehicle projects in urbanized areas	\$2,620,500
§5308 Clean Fuels	Stillaguamish Tribe of Indians – Purchase additional hybrid sedans	\$69,720
TIGGER II	Link Transit – Five 100% battery electric transit vehicles and associated charging stations	\$2,500,000
TIGGER II	Sound Transit – Light rail on-board energy storage	\$1,583,085
§3038 Over the Road Intercity	GTO LLC – New Lifts	\$81,540
§5320 Paul S Sarbanes National Parks	Mount Rainier National Park – Lease Paradise Area Shuttle Service Vehicles	\$106,400
§5339 Alternatives Analysis	City of Seattle/Seattle Center City Connector	\$900,000
Annual Total		\$426,607,541

Local Funding

All local taxes for public transit for 2011 totaled nearly \$1.38 billion accounting for 74.4 percent of the operating revenues for public transit systems. This figure includes local sales tax revenues, utility tax revenues and MVET (Sound Transit) and exclude previous year revenues that were used for operating purposes. King County Metro represented 30.5 percent (30.0% in 2010) of the local taxes collected for public transit in 2011, while Sound Transit's local taxes represent 43.2 percent (43.4% in 2010) of the total statewide local tax.

Farebox Revenue

Statewide farebox revenues increased 7.93 percent from \$223.1 million in 2010 to \$240.1 million in 2011. In 2011 farebox receipts accounted for 13.4 percent of the operating revenues for public transit systems.

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

- **Urban** – Sound Transit 22.7 percent
- **Small Urban** – Yakima Transit 37.4 percent
- **Rural** – Garfield County Public Transportation 144.3 percent

The Transits that showed the largest decreases in farebox revenues:

- **Urban** – Pierce Transit -9.3 percent
- **Small Urban** – Valley Transit -10.5 percent
- **Rural** – Grays Harbor Transportation Authority -1.42 percent

Farebox Revenue by Service Mode, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	\$129,916,129	\$144,245,167	\$172,786,910	\$187,187,153	\$201,646,312	\$214,667,118	6.46
Route Deviated	\$467,963	\$485,567	\$461,781	\$739,072	\$760,983	\$834,638	9.68
Demand Response	\$2,631,096	\$3,288,112	\$3,639,017	\$3,625,137	\$3,649,091	\$4,490,997	23.07
Commuter Rail	\$5,108,179	\$6,731,888	\$8,196,172	\$7,766,691	\$7,134,458	\$8,336,093	16.84
Light Rail	\$1,930	\$-	\$275,185	\$2,714,803	\$9,897,480	\$12,440,918	25.70
Total	\$138,125,297	\$154,750,734	\$185,359,066	\$202,032,856	\$223,088,324	\$240,769,764	7.93

Vanpool Revenues

Statewide vanpool revenues increased nearly 8.2 percent from \$21.1 million in 2010 to \$22.8 million in 2011. In 2011, statewide vanpool revenue accounted for 1.3 percent (up slightly from 1.2 percent in 2010) of the total operating revenues for public transit systems.

Vanpool Revenues, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Vanpool	\$14,035,661	\$15,274,455	\$18,357,376	\$22,000,021	\$21,107,839	\$22,832,696	8.17

Operating and Capital Investment by Source

Total local investment (capital and operating) will include money expended from reserve accounts originally reported as revenue in a previous reporting year.

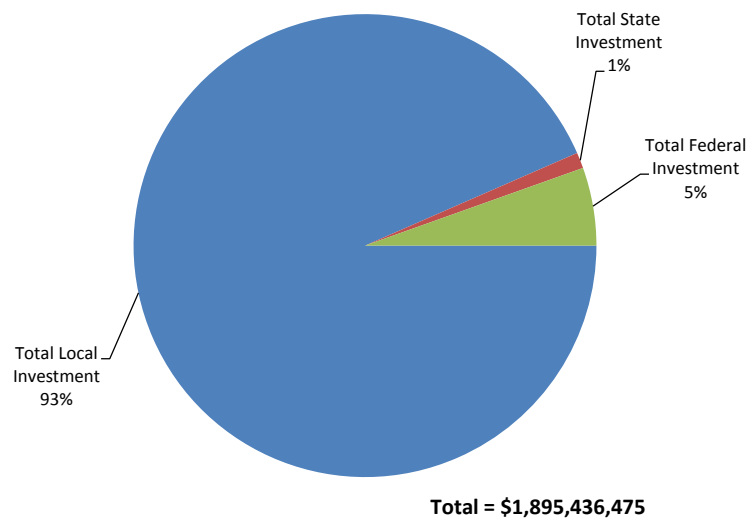
2011 statewide operating investment levels:

Total local investment:	\$1,771,240,983 (up 4.9% from 2010)
Total state investment:	\$20,957,750 (up 23.7% from 2010)
Total federal investment:	\$103,237,742 (down 26.1% from 2010)
Total operating investment:	\$1,895,436,475 (up 2.7% from 2010)

Total Funds by Source, 2006-2011

	2006	2007	2008	2009	2010	2011	% of Total
Operating							
Total Local Investment	\$1,295,602,730	\$1,433,053,958	\$1,490,302,103	\$1,636,998,363	\$1,688,152,203	\$1,771,240,983	93.45
Total State Investment	\$16,175,376	\$15,842,481	\$19,186,918	\$18,877,671	\$16,944,581	\$20,957,750	1.11
Total Federal Investment	\$100,324,621	\$79,572,107	\$103,331,429	\$146,044,346	\$139,691,357	\$103,237,742	5.45
Total	\$1,412,102,727	\$1,528,468,546	\$1,612,820,450	\$1,801,920,380	\$1,844,788,141	\$1,895,436,475	

Total Operating Funds by Source, 2011



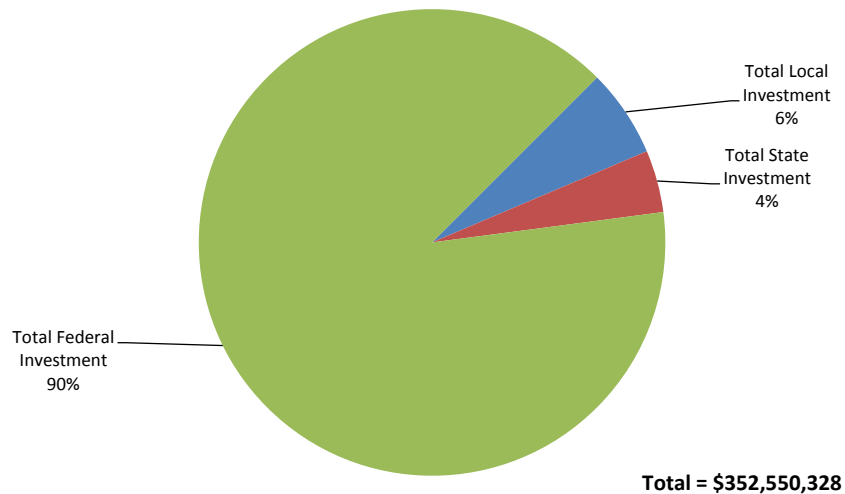
2011 capital investment levels were:

Total local investment:	\$21,539,869 (down 30.0% from 2010)
Total state investment:	\$15,194,665 (down 22.7% from 2010)
Total federal investment:	\$315,815,794 (up 40.2% from 2010)
Total capital investment:	\$352,550,328 (up 27.8% from 2010)

Total Funds by Source, 2006-2011

	2006	2007	2008	2009	2010	2011	% of Total
Capital							
Total Local Investment	\$597,968,664	\$852,154,587	\$48,103,438	\$33,596,616	\$30,778,892	\$21,539,869	6.11
Total State Investment	\$10,845,920	\$12,231,185	\$23,440,696	\$32,363,842	\$19,661,789	\$15,194,665	4.31
Total Federal Investment	\$161,475,695	\$157,697,174	\$224,894,612	\$218,703,094	\$225,220,665	\$315,815,794	89.58
Total	\$770,290,279	\$1,022,082,946	\$296,438,746	\$284,663,552	\$275,661,346	\$352,550,328	

Total Capital Funds by Source, 2011



Revenue Vehicle Hours and Revenue Vehicle Miles

Revenue Vehicle Hours

Between 2006 and 2011, there has been a general upward trend of increases in revenue vehicle hours across all public transportation services in Washington state. The largest year-to-year growth occurred in 2006 and 2007 (primarily in the fixed route service) and growth continued through 2009. The trend reversed in 2010 and continued to decrease through 2011 with the exception of demand response and commuter rail, which showed slight increases in revenue vehicle hours.

In 2011, the most significant change occurred in route deviated (also known as fixed route deviated or deviated route), which showed a 4.7 percent drop from 2010. Overall, there was a 2.26 percent decrease in revenue vehicle hours from 2010 to 2011. In 2011, 72.7 percent of all revenue vehicle hours were utilized for fixed route services.

Revenue Vehicle Hours by Service Mode, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	6,304,178	6,620,000	6,507,124	6,510,909	6,427,046	6,243,057	-2.86
Route Deviated	130,828	150,092	149,478	219,435	223,734	213,122	-4.74
Demand Response	1,914,505	1,893,897	2,034,134	2,003,165	1,935,270	1,937,426	0.11
Commuter Rail	16,855	19,329	27,006	36,010	38,518	38,588	0.18
Light Rail	10,208	10,034	21,107	81,107	158,433	152,166	-3.96
Total	8,376,574	8,693,352	8,738,849	8,850,626	8,783,001	8,584,359	-2.26

Revenue Vehicle Miles

Between 2006 and 2011, there has been a general upward trend of increases in revenue vehicle miles across all public transportation services in Washington state. From 2010 to 2011, all service modes showed decreases in revenue vehicle miles except vanpool, which showed an increase of nearly 6.4 percent. Total revenue vehicle miles declined by 0.25 percent from 2010 to 2011.

Revenue Vehicle Miles by Service Mode, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	91,240,496	93,456,036	89,674,035	89,915,923	89,210,120	87,192,556	-2.26
Route Deviated	2,961,590	3,384,521	3,421,373	4,148,013	4,042,676	3,786,792	-6.33
Demand Response	28,109,960	28,177,783	30,087,429	29,400,985	28,747,454	28,498,312	-0.87
Vanpool	27,888,254	30,046,749	34,654,746	35,563,842	35,540,446	37,798,768	6.35
Commuter Rail	632,664	743,207	1,039,433	1,399,687	1,506,922	1,498,423	-0.56
Light Rail	97,422	97,115	150,712	1,262,850	2,736,295	2,604,728	-4.81
Total	150,930,386	155,905,411	159,027,728	161,691,300	161,783,913	161,379,579	-0.25

Residents Within Transit District Boundaries

The Washington State Office of Financial Management's official resident population for 2011 was 6,767,900 (April 1). Of the total resident population approximately 5,847,118 residents lived within the boundaries of a transit district in 2011, representing an increase of 0.67 percent from 2010.

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 fixed 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 trips as a metric, a single trip does not necessarily equate to an individual's commute. For example, a person could transfer from one bus to another or transfer from one mode to another (ferry to bus), and each boarding would be counted as a single passenger trip.

Passenger Trips by Service Mode, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	174,503,631	187,767,971	203,522,098	193,877,630	187,041,791	190,284,841	1.73
Route Deviated	1,206,069	1,336,912	1,491,282	2,282,664	2,161,333	2,157,594	-0.17
Demand Response	5,404,323	4,768,096	4,895,678	4,799,152	4,674,872	4,557,744	-2.51
Vanpool	5,693,427	6,202,917	7,976,274	8,083,452	7,745,157	8,289,335	7.03
Commuter Rail	1,692,971	2,156,652	2,668,623	2,492,362	2,480,052	2,626,711	5.91
Light Rail	885,397	919,013	1,339,329	3,841,974	8,352,838	9,546,221	14.29
Total	189,385,818	203,151,561	221,893,284	215,377,234	212,456,043	217,462,446	2.36

Since peaking in 2008, total passenger trips across all modes declined nearly 3 percent in 2009, declining again nearly 1.4 percent in 2010 but increased nearly 2.4 percent in 2011.

The most significant change from 2010 to 2011 was an increase of 14.3 percent in light rail passenger trips.

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 grouped according to size of communities served by transit agencies: urban, small urban and rural. Performance measures for this summary 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

This 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, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	27.7	28.4	31.3	29.8	29.1	30.5	4.73
Route Deviated	9.2	8.9	10.0	10.4	9.7	10.1	4.80
Demand Response	2.8	2.5	2.4	2.4	2.4	2.4	-2.61
Commuter Rail	100.4	111.6	98.8	69.2	64.4	68.1	5.72
Light Rail	86.7	91.6	63.5	47.4	52.7	62.7	18.99

Passenger Trips per Revenue Vehicle Mile

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

Passenger Trips per Revenue Vehicle Mile, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	1.9	2.0	2.3	2.2	2.1	2.2	4.09
Route Deviated	0.4	0.4	0.4	0.6	0.5	0.6	6.57
Demand Response	0.2	0.2	0.2	0.2	0.2	0.2	-1.65
Vanpool	0.2	0.2	0.2	0.2	0.2	0.2	0.63
Commuter Rail	2.7	2.9	2.6	1.8	1.6	1.8	6.51
Light Rail	9.1	9.5	8.9	3.0	3.1	3.7	20.06

Operating Expenses by Mode

The following table illustrates statewide operating expenses for public transportation services from 2006 to 2011, broken down by service mode.

Operating Expense by Service Mode, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	\$755,753,806	\$811,638,665	\$860,065,737	\$855,735,329	\$876,183,083	\$887,963,545	1.34
Route Deviated	\$10,159,598	\$12,490,440	\$10,906,071	\$17,971,813	\$19,794,234	\$19,430,641	-1.84
Demand Response	\$133,267,212	\$142,385,613	\$158,227,188	\$153,512,114	\$158,000,012	\$163,859,042	3.71
Vanpool	\$18,120,073	\$21,269,209	\$27,039,048	\$25,958,491	\$27,242,437	\$30,199,321	10.85
Commuter Rail	\$22,700,320	\$24,851,744	\$31,084,795	\$34,020,024	\$32,459,887	\$31,681,841	-2.40
Light Rail	\$3,885,882	\$3,376,195	\$5,506,292	\$23,105,329	\$46,744,774	\$50,887,173	8.86
Total	\$943,886,891	\$1,016,011,866	\$1,092,829,131	\$1,110,303,100	\$1,160,424,427	\$1,184,021,563	2.03

Operating Costs per Revenue Vehicle Hour/Mile

This reflects the overall operating costs per number of hours/miles a transit system provides revenue service. These performance measures account for administrative, fuel, labor and maintenance costs in the overall operating expenses for a vehicle. Larger service areas require greater travel distances, which affect fuel consumption, labor and revenue.

Operating Costs per Revenue Vehicle Hour, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	\$119.88	\$122.60	\$132.17	\$131.43	\$136.33	\$142.23	4.33
Route Deviated	\$77.66	\$83.22	\$72.96	\$81.90	\$88.47	\$91.17	3.05
Demand Response	\$69.61	\$75.18	\$77.79	\$76.63	\$81.64	\$84.58	3.59
Commuter Rail	\$1,346.80	\$1,285.72	\$1,151.03	\$944.74	\$842.72	\$821.03	-2.57
Light Rail	\$380.67	\$336.48	\$260.88	\$284.87	\$295.04	\$334.42	13.35

Operating Costs per Revenue Vehicle Mile, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	\$8.28	\$8.68	\$9.59	\$9.52	\$9.82	\$10.18	3.69
Route Deviated	\$3.43	\$3.69	\$3.19	\$4.33	\$4.90	\$5.13	4.80
Demand Response	\$4.74	\$5.05	\$5.26	\$5.22	\$5.50	\$5.75	4.61
Vanpool	\$0.65	\$0.71	\$0.78	\$0.73	\$0.77	\$0.80	4.23
Commuter Rail	\$35.88	\$33.44	\$29.91	\$24.31	\$21.54	\$21.14	-1.84
Light Rail	\$39.89	\$34.76	\$36.54	\$18.30	\$17.08	\$19.54	14.36

Operating Costs per Passenger Trip

This reflects the annual operating cost of transporting passengers—less debt service, capital purchases or typical transit costs such as rideshare coordination.

Many variables affect this data. Passengers often ride due to low fares (including those subsidized by employers and schools) or frequent 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 fares and/or less frequent service. Other economic factors such as gas prices may also affect ridership.

Operating Costs per Passenger Trip, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	\$4.33	\$4.32	\$4.23	\$4.41	\$4.68	\$4.67	-0.38
Route Deviated	\$8.42	\$9.34	\$7.31	\$7.87	\$9.16	\$9.01	-1.67
Demand Response	\$24.66	\$29.86	\$32.32	\$31.99	\$33.80	\$35.95	6.37
Vanpool	\$3.18	\$3.43	\$3.39	\$3.21	\$3.52	\$3.64	3.58
Commuter Rail	\$13.41	\$11.52	\$11.65	\$13.65	\$13.09	\$12.06	-7.85
Light Rail	\$4.39	\$3.67	\$4.11	\$6.01	\$5.60	\$5.33	-4.75

Farebox Recovery/Vanpool Revenue Recovery

Farebox recovery is the percent of annual operating costs recovered through fares for all transit services except vanpools.

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

Vanpool recovery is unique in that fees are used to cover the costs of operation. 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. The differences in vanpool recovery may be attributed to how each agency defines the operating cost of its vanpools.

Farebox Recovery/Vanpool Revenue Recovery, 2006-2011

	2006	2007	2008	2009	2010	2011	% Change
Fixed Route	17.2%	17.8%	20.1%	21.9%	23.0%	24.2%	5.04
Route Deviated	4.6%	3.9%	4.2%	4.1%	3.8%	4.3%	11.73
Demand Response	2.0%	2.3%	2.3%	2.4%	2.3%	2.7%	18.67
Vanpool	77.5%	71.8%	67.9%	84.8%	77.5%	75.6%	-2.42
Commuter Rail	22.5%	27.1%	26.4%	22.8%	22.0%	26.3%	19.71
Light Rail	0.0%	0.0%	5.0%	11.7%	21.2%	24.4%	15.47

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. 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). Based on the 2010 U.S. Census, Ben Franklin Transit was reclassified as urban. Once the agency has completed all of the elements required of that transition, they will be included in the urban section.

The seven urban public transportation systems (one regional transit authority and six local transit agencies) and the urbanized areas (UZA) they serve are:

Region Transit Authority

- [Sound Transit](#) (Seattle, WA UZA and Tacoma)

Local Transit Agencies

- [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)
- [Spokane Transit Authority](#) (Spokane, WA-ID UZA)

For the purpose of this summary, the 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 boundaries generally follow the urban growth boundaries and include the major cities and employment centers in Snohomish, King and Pierce counties.
- **Congressional Districts:** 1, 2, 6, 7, 8 and 9
- **Legislative District:** 25
- **Type of Government:** Regional transit authority.
- **Governing Body:** 18-member board, 17 of whom are appointed by the respective member-county executives and confirmed by the council of each member county. The final position is held by the WSDOT Secretary of Transportation.
- **Tax Authorized:** 0.9 percent local sales and use tax (0.4 percent approved in 1996 and an additional 0.5 percent approved in 2008); a 0.3 percent motor vehicle excise tax; and a 0.8 percent rental car tax, also approved in 1996.
- **Fares:**
 - **ST Express** single ride fares: single county (multi-county): adult \$2.50 (\$3.50), youth \$1.25 (\$2.50), reduced \$0.75 (\$1.50).
 - **Central Link** one-way adult base fare of \$2.00 plus an additional \$0.05 per mile (max fare is \$2.75). The one-way youth and reduced fares are \$1.25 and \$0.75, respectively.
 - **Tacoma Link** is a fare free system.
 - **Sounder** (all fares are one-way): Adult base fare: \$2.75 plus an \$0.055 per mile (\$4.75 max). Youth base fare: \$2.25 (\$3.50 max). Reduced base fare \$1.25 (\$2.25 max).
- **Intermodal Connections:** Tacoma Link connects to Sounder, ST Express, Pierce Transit and Greyhound at Tacoma Dome Station; and to ST Express and Pierce Transit at Union station.
 - Central Link connects to King County Metro at all stations; to ST Express at Westlake, University, Pioneer Square, International District, Stadium, Sodo and Airport stations; to the Seattle-Tacoma International Airport at Airport station.
 - Sounder connects to Community Transit, ST Express and Amtrak at Everett Station; to ST Express at Kent, Auburn, Sumner, Puyallup and Tacoma Dome stations; to Amtrak at Edmonds, King Street and Tukwila stations; to King County Metro at Tukwila, Kent and Auburn stations; and to Pierce Transit at Sumner, Puyallup and Tacoma Dome stations.
- **Transit Development Plan:** [Sound Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	455,500	465,650	462,171	-0.75
Total Vehicle Hours	549,500	557,016	554,440	-0.46
Revenue Vehicle Miles	8,670,800	9,076,854	9,193,136	1.28
Total Vehicle Miles	11,003,200	11,595,069	12,692,442	9.46
Passenger Trips	11,142,117	10,461,590	11,398,360	8.95
Diesel Fuel Consumed (gallons)	2,237,000	2,293,213	2,394,988	4.44
CNG Fuel Consumed (Therms)	205,900	291,110	257,836	-11.43
Employees - FTEs	504.3	502.2	504.7	0.50
Operating Expenses	\$71,870,445	\$81,390,458	\$78,354,727	-3.73
Farebox Revenues	\$15,110,545	\$15,514,636	\$19,409,689	25.11
Fixed Route Services (Purchased Transportation)				
Revenue Vehicle Hours	80,700	87,210	90,976	4.32
Total Vehicle Hours	127,000	136,942	137,356	0.30
Revenue Vehicle Miles	2,159,800	2,347,355	2,433,091	3.65
Total Vehicle Miles	2,736,700	3,059,800	3,216,745	5.13
Passenger Trips	2,642,636	2,631,195	3,136,037	19.19
Diesel Fuel Consumed (gallons)	581,400	642,310	703,467	9.52
Employees - FTEs	114.6	137.1	132.3	-3.50
Operating Expenses	\$12,326,703	\$14,094,123	\$16,539,382	17.35
Farebox Revenues	\$3,799,016	\$5,331,173	\$6,332,235	18.78
Commuter Rail Services (Purchased Transportation)				
Revenue Vehicle Hours	36,010	38,518	38,588	0.18
Total Vehicle Hours	44,218	47,270	47,303	0.07
Revenue Vehicle Miles	1,399,687	1,506,922	1,498,423	-0.56
Total Vehicle Miles	1,417,997	1,527,240	1,519,258	-0.52
Passenger Trips	2,492,362	2,480,052	2,626,711	5.91
Diesel Fuel Consumed (gallons)	1,119,629	1,112,851	1,096,086	-1.51
Employees - FTEs	4.0	33.9	32.2	-5.01
Operating Expenses	\$34,020,024	\$32,459,887	\$31,681,841	-2.40
Farebox Revenues	\$7,766,691	\$7,134,458	\$8,336,093	16.84
Light Rail Services (Direct Operated) Tacoma Link is a fare-free service.				
Revenue Vehicle Hours	9,400	9,724	9,817	0.96
Total Vehicle Hours	9,600	9,859	9,957	0.99
Revenue Vehicle Miles	89,400	90,168	82,563	-8.43
Total Vehicle Miles	89,600	90,454	82,894	-8.36
Passenger Trips	889,620	873,073	983,924	12.70
Electricity Consumed (kWh)	413,000	407,018	410,794	0.93
Employees - FTEs	18.5	15.8	15.6	-1.27
Operating Expenses	\$3,305,619	\$3,099,768	\$3,309,850	6.78

	2009	2010	2011	% Change
Light Rail Services (Purchased Transportation)				
Revenue Vehicle Hours	60,500	137,531	130,841	-4.86
Total Vehicle Hours	65,500	148,952	137,922	-7.41
Revenue Vehicle Miles	1,113,300	2,586,163	2,460,439	-4.86
Total Vehicle Miles	1,131,000	2,685,743	2,561,843	-4.61
Passenger Trips	2,501,151	6,958,832	7,847,836	12.78
Electricity Consumed (kWh)	4,812,900	13,327,909	13,060,973	-2.00
Employees - FTEs	-	190.8	191.9	0.58
Operating Expenses	\$17,433,090	\$41,377,642	\$45,180,682	9.19
Farebox Revenues	\$2,371,968	\$9,608,740	\$12,038,576	25.29
Revenues				
Operating Related Revenues				
Sales Tax	\$443,797,922	\$506,509,628	\$529,979,781	4.63
MVET	\$67,289,938	\$65,788,394	\$65,892,758	0.16
Farebox Revenues	\$29,048,220	\$37,589,007	\$46,116,593	22.69
FTA JARC (§5316) Program	\$19,384	\$123,476	\$42,939	-65.22
Other Federal Operating	\$428,743	\$432,565	\$168,259	-61.10
Other State Operating Grants	\$230,984	\$0	\$2,359,000	-
Other Operating Sub-Total	\$15,816,627	\$24,003,161	\$25,824,850	7.59
Other-Advertising	\$1,009,892	\$1,031,963	\$1,155,910	12.01
Other-Interest	\$12,359,757	\$14,121,924	\$20,874,790	47.82
Other-MISC	\$2,446,978	\$8,849,274	\$3,794,150	-57.12
Total (Excludes Capital Revenues)	\$556,631,818	\$634,446,231	\$670,384,180	5.66
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$54,502,780	\$22,705,212	\$16,220,923	-28.56
Federal Section §5309 Capital Grants	\$74,903,749	\$128,780,572	\$152,052,047	18.07
CM/AQ and Other Federal Grants	\$846,684	\$267,596	\$7,505,855	2704.92
Total Federal Capital	\$130,253,213	\$151,753,380	\$175,778,825	15.83
State Capital Grant Revenues				
State Regional Mobility Grants	\$4,407,065	\$9,638,787	\$4,565,829	-52.63
Other State Capital Funds	\$10,201,107	\$2,323,934	\$1,017,586	-56.21
Total State Capital	\$14,608,172	\$11,962,721	\$5,583,415	-53.33

Expenditures				
	2009	2010	2011	% Change
Local Capital Expenditures				
Local Funds	\$839,751	\$0	\$0	-
Total Local Capital	\$839,751	\$0	\$0	-
Other Expenditures				
Other Expenditures	\$46,944,505	\$44,880,192	\$36,778,690	-18.05
Depreciation (Not included in Total Expenditures)	\$102,556,487	\$113,892,117	\$193,751,030	70.12
Debt Service				
Interest	\$58,693,587	\$78,866,807	\$75,896,527	-3.77
Principal	\$44,810,000	\$8,065,000	\$18,465,000	128.95
Total Debt Service	\$103,503,587	\$86,931,807	\$94,361,527	8.55
Ending Balances, December 31				
Unrestricted Cash and Investments	\$614,301,339	\$802,173,844	\$645,533,697	-19.53
Operating Reserve	\$35,771,891	\$37,136,566	\$46,135,298	24.23
Capital Reserve Funds	\$73,222,956	\$100,525,296	\$146,387,680	45.62
Debt Service Funds	\$71,390,177	\$85,629,885	\$86,151,388	0.61
Insurance Funds	\$3,296,225	\$2,812,129	\$3,377,075	20.09
Other	\$246,914,796	\$20,152,771	\$18,058,396	-10.39
Total	\$1,044,897,384	\$1,048,430,491	\$945,643,534	-9.80
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$602,897,212	\$678,770,382	\$704,592,672	99.64
Total State Investment	\$230,984	\$0	\$2,359,000	0.33
Total Federal Investment	\$448,127	\$556,041	\$211,198	0.03
Total Operating	\$603,576,323	\$679,326,423	\$707,162,870	
Capital				
Total Local Investment	\$839,751	\$0	\$0	0.00
Total State Investment	\$14,608,172	\$11,962,721	\$5,583,415	3.08
Total Federal Investment	\$130,253,213	\$151,753,380	\$175,778,825	96.92
Total Capital	\$145,701,136	\$163,716,101	\$181,362,240	

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System Snapshot

- **Service Area:** The city of Vancouver and its urban growth boundary; and the cities of Battle Ground, Camas, La Center, Ridgefield and Washougal; and the town of Yacolt.
- **Congressional District:** 3
- **Legislative Districts:** 15, 17, 18 and 49
- **Type of Government:** PTBA
- **Governing Body:** Ten member board of directors composed 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, one city council member from either Ridgefield or La Center and a non-voting member representing labor.
- **Tax Authorized:** 0.5 percent total sales and use tax; 0.3 percent sales and use tax approved in 1980 and an additional 0.2 percent in approved in 2005. An additional 0.2 percent was approved by voters in 2011 but the effective date is April 1, 2012.
- **Fares:** C-TRAN's cash fare structure per boarding is as follows:
 - Fixed route (C-zone): \$1.60 and \$0.80 for youth, honored and Medicare card holders.
 - Fixed route (all-zone): \$2.45 and \$1.20 for youth, honored and Medicare card holders.
 - Fixed route (Express): \$3.35
 - Paratransit (C-zone): \$1.60
 - Paratransit (all-zone): \$2.45
- **Intermodal Connections:** C-TRAN provides commuter express service from various points in its Clark County service area directly to downtown Portland, Oregon where riders can access MAX light rail, Portland streetcar and the aerial tram. 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

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	275,761	256,428	258,137	0.67
Total Vehicle Hours	299,155	279,432	282,552	1.12
Revenue Vehicle Miles	4,289,232	3,931,152	3,939,455	0.21
Total Vehicle Miles	4,970,800	4,618,039	4,656,656	0.84
Passenger Trips	6,201,190	6,317,040	6,723,798	6.44
Diesel Fuel Consumed (gallons)	977,065	923,216	921,601	-0.17
Employees - FTEs	283.3	253.5	294.6	16.19
Operating Expenses	\$28,669,170	\$28,235,748	\$29,952,369	6.08
Farebox Revenues	\$6,670,570	\$6,793,511	\$6,926,311	1.95
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	80,971	80,555	75,949	-5.72
Total Vehicle Hours	92,240	87,973	82,554	-6.16
Revenue Vehicle Miles	1,250,801	1,253,477	1,192,208	-4.89
Total Vehicle Miles	1,431,883	1,436,388	1,366,941	-4.83
Passenger Trips	215,357	218,104	206,596	-5.28
Diesel Fuel Consumed (gallons)	174,834	146,364	146,409	0.03
Gasoline Fuel Consumed (gallons)	-	12,123	11,000	-9.26
Employees - FTEs	80.7	80.4	89.2	10.92
Operating Expenses	\$7,797,742	\$7,800,955	\$7,749,170	-0.66
Farebox Revenues	\$230,340	\$336,942	\$330,428	-1.93
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	2,223	2,395	4,181	74.57
Total Vehicle Hours	2,223	2,395	4,181	74.57
Revenue Vehicle Miles	65,835	78,431	145,611	85.65
Total Vehicle Miles	65,835	78,431	145,611	85.65
Passenger Trips	14,086	17,426	28,210	61.88
Gasoline Fuel Consumed (gallons)	4,300	5,370	8,868	65.14
Employees - FTEs	0.3	0.3	0.4	17.65
Operating Expenses	\$91,525	\$94,926	\$122,959	29.53
Vanpool Revenue	\$37,348	\$46,697	\$67,246	44.00

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$21,179,904	\$22,008,102	\$22,724,638	3.26
Farebox Revenues	\$6,900,910	\$7,130,453	\$7,256,739	1.77
Vanpooling Revenue	\$37,348	\$46,697	\$67,246	44.00
Federal Section §5307 Operating	\$394,644	\$331,205	\$98,249	-70.34
Federal Section §5307 Preventative	\$5,456,820	\$4,668,148	\$4,774,771	2.28
FTA JARC (§5316) Program	\$144,296	\$172,444	\$173,114	0.39
Other Federal Operating	\$143,259	\$64,852	\$48,488	-25.23
State Regional Mobility Operating Grants	\$327,798	\$312,518	\$93,082	-70.22
State Special Needs Grants	\$0	\$580,480	\$452,644	-22.02
Other State Operating Grants	\$212,370	\$229,384	\$132,331	-42.31
Other Operating Sub-Total	\$566,269	\$324,215	\$720,084	122.10
Other-Advertising	\$0	\$0	\$368,750	-
Other-Interest	\$528,076	\$388,557	\$296,650	-23.65
Other-Gain (Loss) on Sale of Assets	\$0	-\$81,772	-\$11,048	-86.49
Other-MISC	\$38,193	\$17,430	\$65,732	277.12
Total (Excludes Capital Revenues)	\$35,363,618	\$35,868,498	\$36,541,386	1.88
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$3,938,909	\$3,504,860	\$99,229	-97.17
Federal Section §5309 Capital Grants	\$0	\$480,200	\$0	-100.00
CM/AQ and Other Federal Grants	\$120,230	\$2,044,076	\$851,380	-58.35
Total Federal Capital	\$4,059,139	\$6,029,136	\$950,609	-84.23
State Capital Grant Revenues				
State Vanpool Grants	\$454,646	\$0	\$0	-
Total State Capital	\$454,646	\$0	\$0	-
Expenditures				
Local Capital Expenditures				
Local Funds	\$0	\$1,046,835	\$470,085	44.91
Total Local Capital	\$0	\$1,046,835	\$470,085	44.91
Other Expenditures				
Other Expenditures	\$673,732	\$426,468	\$1,776,064	316.46
Depreciation (Not included in Total Expenditures)	\$5,122,488	\$5,744,744	\$6,090,722	6.02
Ending Balances, December 31				
Unrestricted Cash and Investments	\$8,689,369	\$7,248,407	\$3,709,970	-48.82
Operating Reserve	\$8,940,369	\$13,266,496	\$11,475,447	-13.50
Working Capital	\$10,845,000	\$10,307,804	\$10,307,804	0.00
Capital Reserve Funds	\$17,400,919	\$16,003,374	\$15,533,240	-2.94
Insurance Funds	\$3,000,000	\$3,786,758	\$3,034,883	-19.86
Total	\$48,875,657	\$50,612,839	\$44,061,344	-12.94

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$29,358,163	\$29,935,935	\$32,544,771	84.93
Total State Investment	\$540,168	\$1,122,382	\$678,057	1.77
Total Federal Investment	\$6,139,019	\$5,236,649	\$5,094,622	13.30
Total Operating	\$36,037,350	\$36,294,966	\$38,317,450	
Capital				
Total Local Investment	\$0	\$1,046,835	\$470,085	33.09
Total State Investment	\$454,646	\$0	\$0	0.00
Total Federal Investment	\$4,059,139	\$6,029,136	\$950,609	66.91
Total Capital	\$4,513,785	\$7,075,971	\$1,420,694	

Joyce Eleanor

CEO

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System Snapshot

- **Service Area:** Suburban and rural Snohomish County.
- **Congressional Districts:** 1 and 2
- **Legislative Districts:** 1, 10, 21, 32, 38, 39 and 44
- **Type of Government:** PTBA
- **Governing Body:** Ten-member board of directors composed of two Snohomish County Council members, seven elected officials appointed by their representative jurisdictions and a non-voting labor representative from Community Transit's collective bargaining units.
- **Tax Authorized:** 0.9 percent total sales and use tax; 0.3 percent approved in 1976, an additional 0.3 percent approved in 1990 and the final 0.3 percent approved in 2001.
- **Fares:**
 - Local service regular fare: \$1.75
 - Commuter service south county regular fare: \$3.50
 - Commuter service north and east county regular fare: \$4.50
 - Paratransit service regular fare: \$1.75
- **Intermodal Connections:** Community Transit connects to Everett Transit, Island Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, Amtrak, Greyhound and Washington State Ferries. Connections are provided at transit centers, park and ride facilities, ferry terminals and regional employment centers in Snohomish and King counties. Service in Snohomish County includes most cities, major employment centers, many of the public schools and two college campuses. Service in King County is limited to Seattle's central business district and University District.
- **Transit Development Plan:** [Community Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	449,565	444,619	406,586	-8.55
Total Vehicle Hours	532,970	522,128	469,698	-10.04
Revenue Vehicle Miles	7,057,907	7,153,098	6,433,509	-10.06
Total Vehicle Miles	9,393,926	9,269,453	8,231,166	-11.20
Passenger Trips	8,521,071	7,337,474	6,951,171	-5.26
Diesel Fuel Consumed (gallons)	1,916,914	1,912,387	1,785,834	-6.62
Employees - FTEs	611.8	545.7	542.6	-0.58
Operating Expenses	\$68,706,246	\$66,725,954	\$65,177,873	-2.32
Farebox Revenues	\$9,165,487	\$9,741,508	\$9,562,218	-1.84
Fixed Route Services (Purchased Transportation)				
Revenue Vehicle Hours	63,922	54,426	42,766	-21.42
Total Vehicle Hours	130,903	116,565	91,434	-21.56
Revenue Vehicle Miles	1,461,601	1,272,040	1,027,925	-19.19
Total Vehicle Miles	3,011,075	2,587,024	2,176,043	-15.89
Passenger Trips	1,771,177	1,642,463	1,606,732	-2.18
Diesel Fuel Consumed (gallons)	693,403	599,200	518,865	-13.41
Employees - FTEs	154.0	135.5	98.7	-27.16
Operating Expenses	\$13,549,427	\$12,759,772	\$11,749,134	-7.92
Farebox Revenues	\$5,842,849	\$6,638,046	\$6,005,070	-9.54
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	103,188	99,012	88,623	-10.49
Total Vehicle Hours	115,191	114,350	101,214	-11.49
Revenue Vehicle Miles	1,824,704	1,778,032	1,598,833	-10.08
Total Vehicle Miles	2,241,421	2,194,878	1,944,832	-11.39
Passenger Trips	217,909	217,648	204,291	-6.14
Diesel Fuel Consumed (gallons)	195,734	220,839	155,155	-29.74
Gasoline Fuel Consumed (gallons)	52,267	2,124	58,095	2635.17
Employees - FTEs	109.3	98.8	91.0	-7.89
Operating Expenses	\$8,342,370	\$8,522,739	\$8,444,191	-0.92
Farebox Revenues	\$229,212	\$280,741	\$290,959	3.64

	2009	2010	2011	% Change
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	84,326	81,716	155,119	89.83
Total Vehicle Hours	84,326	81,716	155,119	89.83
Revenue Vehicle Miles	4,782,731	4,664,437	4,866,450	4.33
Total Vehicle Miles	4,782,731	4,664,437	4,866,450	4.33
Passenger Trips	862,341	843,551	892,936	5.85
Gasoline Fuel Consumed (gallons)	282,882	269,147	282,409	4.93
Employees - FTEs	19.2	19.9	20.0	0.50
Operating Expenses	\$3,676,890	\$3,693,738	\$3,968,162	7.43
Vanpool Revenue	\$2,581,320	\$2,605,099	\$2,950,728	13.27
Revenues				
Operating Related Revenues				
Sales Tax	\$62,185,478	\$62,633,947	\$63,707,622	1.71
Farebox Revenues	\$15,237,548	\$16,660,295	\$15,858,247	-4.81
Vanpooling Revenue	\$2,581,320	\$2,605,099	\$2,950,728	13.27
Federal Section §5307 Operating	\$6,047,121	\$2,739,137	\$5,755,288	110.11
Federal Section §5307 Preventative	\$5,450,672	\$3,327,916	\$3,935,167	18.25
FTA JARC (§5316) Program	\$115,720	\$133,408	\$327,920	145.80
Other Federal Operating	\$1,194,562	\$2,436,235	\$0	-100.00
State Regional Mobility Operating Grants	\$233,874	\$2,266,126	\$661,758	-70.80
State Special Needs Grants	\$398,859	\$602,648	\$676,617	12.27
Other State Operating Grants	\$138,071	\$128,847	\$125,355	-2.71
Other Operating Sub-Total	\$2,796,871	\$2,960,121	\$2,832,427	-4.31
Other-Advertising	\$1,045,638	\$670,922	\$586,006	-12.66
Other-Interest	\$854,800	\$259,161	\$103,664	-60.00
Other-Gain (Loss) on Sale of Assets	\$149,235	\$86,721	-\$192,886	-322.42
Other-MISC	\$747,198	\$1,943,317	\$2,335,643	20.19
Total (Excludes Capital Revenues)	\$96,380,096	\$96,493,779	\$96,831,129	0.35
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$9,831,461	\$10,376,860	\$13,065,631	25.91
Federal Section §5309 Capital Grants	\$4,030,519	\$237,500	\$37,906	-84.04
CM/AQ and Other Federal Grants	\$125,076	\$174,747	\$3,000,000	1616.77
Total Federal Capital	\$13,987,056	\$10,789,107	\$16,103,537	49.26
State Capital Grant Revenues				
State Regional Mobility Grants	\$2,090,106	\$1,857,070	\$1,022,930	-44.92
State Vanpool Grants	\$456,300	\$0	\$587,754	-
Total State Capital	\$2,546,406	\$1,857,070	\$1,610,684	-13.27

Expenditures				
	2009	2010	2011	Change
Local Capital Expenditures				
Local Funds	\$18,820,396	\$13,890,070	\$8,987,814	-35.29
Total Local Capital	\$18,820,396	\$13,890,070	\$8,987,814	-35.29
Other Expenditures				
Other Expenditures	\$2,812,001	\$1,558,249	\$0	-100.00
Depreciation (Not included in Total Expenditures)	\$13,228,886	\$15,650,181	\$16,903,602	8.01
Debt Service				
Interest	\$263,308	\$190,890	\$121,103	-36.56
Principal	\$1,160,000	\$0	\$0	-
Total Debt Service	\$1,423,308	\$190,890	\$121,103	-36.56
Ending Balances, December 31				
General Fund	\$10,581,182	\$17,488,765	\$21,601,192	23.51
Capital Reserve Funds	\$45,192,367	\$35,578,458	\$41,275,924	16.01
Debt Service Funds	\$12,542,042	\$11,359,307	\$11,273,689	-0.75
Insurance Funds	\$2,552,943	\$3,424,116	\$3,434,760	0.31
Total	\$70,868,534	\$67,850,646	\$77,585,565	14.35
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$85,613,218	\$86,417,711	\$85,349,024	88.14
Total State Investment	\$770,804	\$2,997,621	\$1,463,730	1.51
Total Federal Investment	\$12,808,075	\$8,636,696	\$10,018,375	10.35
Total Operating	\$99,192,097	\$98,052,028	\$96,831,129	
Capital				
Total Local Investment	\$18,820,396	\$13,890,070	\$8,987,814	33.66
Total State Investment	\$2,546,406	\$1,857,070	\$1,610,684	6.03
Total Federal Investment	\$13,987,056	\$10,789,107	\$16,103,537	60.31
Total Capital	\$35,353,858	\$26,536,247	\$26,702,035	

Tom Hingson
Transportation and Transit Services Director
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System Snapshot

- **Service Area:** The city of Everett.
- **Congressional Districts:** 1 and 2
- **Legislative Districts:** 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 1978 and an additional 0.3 percent approved in 2004.
- **Fares:** For fixed route – \$0.75 full fare, \$0.50 youth fare, free for seniors and people with disabilities; for demand response – \$1.00.
- **Intermodal Connections:** Everett Transit provides service between downtown Everett and the Mukilteo ferry terminal, including all public elementary, middle and high schools within the city of Everett and Everett Community College. Connections with Greyhound, Amtrak, Sound Transit, Community Transit, Island Transit and Skagit Transit are available at Everett Station located just east of Everett's central business district.
- **Transit Development Plan:** [Everett Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	117,636	129,722	121,353	-6.45
Total Vehicle Hours	124,184	138,290	130,806	-5.41
Revenue Vehicle Miles	1,452,306	1,610,676	1,448,791	-10.05
Total Vehicle Miles	1,589,349	1,798,188	1,662,047	-7.57
Passenger Trips	2,495,005	2,289,729	2,334,798	1.97
Diesel Fuel Consumed (gallons)	371,103	394,941	353,064	-10.60
Employees - FTEs	113.0	117.0	121.0	3.42
Operating Expenses	\$13,340,826	\$14,240,793	\$13,798,009	-3.11
Farebox Revenues	\$1,076,498	\$1,206,313	\$1,175,587	-2.55
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	42,672	43,791	47,681	8.88
Total Vehicle Hours	45,361	46,511	50,220	7.97
Revenue Vehicle Miles	505,602	518,059	567,963	9.63
Total Vehicle Miles	558,879	570,665	628,107	10.07
Passenger Trips	108,952	113,581	119,224	4.97
Gasoline Fuel Consumed (gallons)	103,487	105,654	118,052	11.73
Employees - FTEs	41.0	40.0	50.0	25.00
Operating Expenses	\$3,772,835	\$3,845,805	\$4,531,836	17.84
Farebox Revenues	\$47,157	\$104,512	\$115,440	10.46
Revenues				
Operating Related Revenues				
Sales Tax	\$14,489,333	\$15,650,951	\$14,923,050	-4.65
Farebox Revenues	\$1,123,655	\$1,310,825	\$1,291,027	-1.51
Federal Section §5307 Operating	\$1,969,815	\$0	\$0	-
Federal Section §5307 Preventative	\$862,285	\$0	\$660,624	-
State Special Needs Grants	\$575,274	\$205,995	\$143,091	-30.54
Sales Tax Equalization	\$173,633	\$242,898	\$250,089	2.96
Other State Operating Grants	\$57,283	\$42,950	\$80,067	86.42
Other Operating Sub-Total	\$1,216,856	\$1,353,695	\$1,284,795	-5.09
Other-Advertising	\$0	\$130,037	\$121,138	-6.84
Other-Interest	\$211,992	\$383,706	\$302,487	-21.17
Other-Gain (Loss) on Sale of Assets	\$7,800	\$2,147	\$0	-100.00
Other-MISC	\$997,064	\$837,805	\$861,170	2.79
Total (Excludes Capital Revenues)	\$20,468,134	\$18,807,314	\$18,632,743	-0.93

	2009	2010	2011	% Change
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$1,434,314	\$211,291	\$221,364	4.77
Federal Section §5309 Capital Grants	\$140,962	\$0	\$169,973	-
Total Federal Capital	\$1,575,276	\$211,291	\$391,337	85.21
State Capital Grant Revenues				
State Regional Mobility Grants	\$2,212,164	\$802,834	\$1,978,287	146.41
Total State Capital	\$2,212,164	\$802,834	\$1,978,287	146.41
Expenditures				
Local Capital Expenditures				
Local Funds	\$815,664	\$1,921,389	\$1,769,596	-7.90
Total Local Capital	\$815,664	\$1,921,389	\$1,769,596	-7.90
Other Expenditures				
Other Expenditures	\$3,060,508	\$1,457,940	\$1,479,932	1.51
Depreciation (Not included in Total Expenditures)	\$0	\$2,846,476	\$2,799,304	-1.66
Ending Balances, December 31				
Unrestricted Cash and Investments	\$10,134,314	\$9,468,467	\$6,409,224	-32.31
Capital Reserve Funds	\$0	\$0	\$706,035	-
Total	\$10,134,314	\$9,468,467	\$7,115,259	-24.85
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$19,890,352	\$19,773,411	\$18,978,804	94.36
Total State Investment	\$806,190	\$491,843	\$473,247	2.35
Total Federal Investment	\$2,832,100	\$0	\$660,624	3.28
Total Operating	\$23,528,642	\$20,265,254	\$20,112,675	
Capital				
Total Local Investment	\$815,664	\$1,921,389	\$1,769,596	42.75
Total State Investment	\$2,212,164	\$802,834	\$1,978,287	47.79
Total Federal Investment	\$1,575,276	\$211,291	\$391,337	9.45
Total Capital	\$4,603,104	\$2,935,514	\$4,139,220	

Kevin Desmond**General Manager**

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System Snapshot

- **Service Area:** King County
- **Congressional Districts:** 7 and parts of 1, 2, 8 and 9
- **Legislative Districts:** 5, 11, 33, 34, 36, 37, 41, 43, 45, 46, 47, 48 and parts of 1, 25, 30, 31, 32 and 39
- **Type of Government:** County
- **Governing Body:** Nine-member county council composed of an elected official from each representative district in King County.
- **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, adult one-zone peak \$2.50, adult two-zone peak \$3.00, senior/people with disability \$0.75, youth \$1.25, paratransit \$1.25, child (under 6) free.
- **Intermodal Connections:** Metro provides service to nearly every major school, business and place of interest throughout King County. Connections with Sound Transit, Community Transit, Pierce Transit, Amtrak, the city of Seattle monorail and Washington State Ferries are provided at various transit centers and other locations in the region.
- **Transit Development Plan:** [King County Metro TDP](#)

Notes for the data tables on pages 38–39:

Page 38:

1. In 2011, King County Metro informed WSDOT that some of the services they provide were reported incorrectly. In the 2010 Summary of Public Transportation (published in 2011), they reported Fixed Route Services (Purchased Transportation) for both the 2009 and 2010 calendar years, when the service should have been categorized as Route Deviated (Purchased Transportation). WSDOT concurs and has updated 2009 and 2010 data to include this correction.

Page 39:

2. KCM has revised the sales tax amount reported for 2011. Originally, KCM submitted \$344,762,542 for 2011 as reported in NTD. However, the amounts reported in NTD are the sources of revenue for operating and capital expense. As such, they are limited to the total expense. In 2011 revenue exceeded expenditures, such that the reported sales tax was reduced to match expenditures. The total sales tax received in 2011 was \$397,576,069. This data is consistent with how KCM has reported sales tax figures in previous versions of the Summary of Public Transportation.
3. In the 2010 Summary of Public Transportation, KCM reported \$14,289,924 for 2009 and \$0 for 2010 for the Other-MISC category. During the process for validating the 2011 data, WSDOT noticed the discrepancy and confirmed with KCM that the amount of "Other-MISC" (a subset of the Other Operating) for 2009 and 2010 was reported in error. This report reflects the updated numbers for Other-MISC.

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	3,063,924	3,032,576	3,029,667	-0.10
Total Vehicle Hours	3,477,496	3,445,821	3,446,650	0.02
Revenue Vehicle Miles	34,662,302	34,282,979	34,985,348	2.05
Total Vehicle Miles	43,455,343	43,024,670	43,574,883	1.28
Passenger Trips	110,221,262	108,191,863	111,169,267	2.75
Diesel Fuel Consumed (gallons)	10,424,138	10,275,568	10,453,446	1.73
Electricity Consumed (kWh)	16,917,983	18,258,379	17,010,584	-6.83
Employees - FTEs	3,086.2	3,172.5	3,135.7	-1.16
Operating Expenses	\$429,308,880	\$437,353,984	\$449,398,237	2.75
Farebox Revenues	\$111,830,450	\$119,717,250	\$128,412,676	7.26
Light Rail Services (Direct Operated)				
Revenue Vehicle Hours	11,207	11,178	11,508	2.95
Total Vehicle Hours	11,340	11,312	11,665	3.12
Revenue Vehicle Miles	60,150	59,964	61,726	2.94
Total Vehicle Miles	60,433	60,248	62,059	3.01
Passenger Trips	451,203	520,933	714,461	37.15
Electricity Consumed (kWh)	556,000	555,000	517,427	-6.77
Employees - FTEs	18.4	16.5	19.7	19.39
Operating Expenses	\$2,366,620	\$2,267,364	\$2,396,641	5.70
Farebox Revenues	\$342,835	\$288,740	\$402,342	39.34
Route Deviated Services (Purchased Transportation)				
Revenue Vehicle Hours	71,947	78,012	76,257	-2.25
Total Vehicle Hours	79,592	85,557	83,660	-2.22
Revenue Vehicle Miles	831,493	902,405	881,506	-2.32
Total Vehicle Miles	1,022,627	1,097,014	1,066,150	-2.81
Passenger Trips	846,678	817,030	826,356	1.14
Diesel Fuel Consumed (gallons)	30,901	30,383	25,725	-15.33
Gasoline Fuel Consumed (gallons)	138,981	143,684	145,876	1.53
Employees - FTEs	3.6	-	7	-
Operating Expenses	6,296,965	7,659,725	7,809,151	1.95
Farebox Revenues	200,354	195,726	216,978	10.86

	2009	2010	2011	% Change
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	657,222	692,447	705,418	1.87
Total Vehicle Hours	742,809	787,996	797,082	1.15
Revenue Vehicle Miles	9,974,975	10,292,918	10,529,918	2.30
Total Vehicle Miles	11,469,647	12,003,833	12,220,894	1.81
Passenger Trips	1,142,452	1,257,902	1,253,731	-0.33
Diesel Fuel Consumed (gallons)	1,109,007	1,167,105	1,151,078	-1.37
Gasoline Fuel Consumed (gallons)	26,466	43,646	43,453	-0.44
Employees - FTEs	650.7	684.5	685.5	0.15
Operating Expenses	\$51,791,811	\$56,713,747	\$59,085,045	4.18
Farebox Revenues	\$850,905	\$631,672	\$1,176,342	86.23
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	347,215	294,929	334,972	13.58
Total Vehicle Hours	347,215	294,929	334,972	13.58
Revenue Vehicle Miles	11,802,532	11,368,164	12,546,348	10.36
Total Vehicle Miles	11,802,532	11,368,164	12,546,348	10.36
Passenger Trips	3,172,678	2,849,585	3,122,742	9.59
Gasoline Fuel Consumed (gallons)	807,203	752,717	815,522	8.34
Employees - FTEs	32.7	35.4	31.9	-9.89
Operating Expenses	\$8,973,302	\$9,101,323	\$9,956,769	9.40
Vanpool Revenue	\$9,636,603	\$8,728,042	\$9,459,661	8.38
Revenues				
Operating Related Revenues				
Sales Tax	\$382,354,171	\$373,092,691	\$397,576,059	6.56
Utility Tax	\$0	\$22,173,801	\$22,933,496	3.43
Farebox Revenues	\$113,224,544	\$120,833,388	\$130,208,338	7.76
Vanpooling Revenue	\$9,636,603	\$8,728,042	\$9,459,661	8.38
Federal Section §5307 Operating	\$42,058,091	\$46,972,918	\$0	-100.00
Federal Section §5307 Preventative	\$44,357,144	\$46,042,856	\$54,950,382	19.35
Federal Section §5311 Operating	\$117,951	\$0	\$0	-
FTA JARC (§5316) Program	\$178,109	\$181,628	\$577,114	217.75
Other Federal Operating	\$53,703	\$1,358,597	\$1,459,524	7.43
State Regional Mobility Operating Grants	\$150,750	\$0	\$0	-
State Special Needs Grants	\$2,631,832	\$0	\$0	-
Other Operating Sub-Total	\$78,260,178	\$38,237,422	\$46,928,592	22.73
Other-Advertising	\$6,398,000	\$5,649,779	\$5,316,432	-5.90
Other-Interest	\$5,701,000	\$4,558,337	\$4,921,110	7.96
Other-Gain (Loss) on Sale of Assets	\$14,017,000	\$0	\$0	-
Other-MISC	\$52,144,178	\$28,029,306	\$36,691,050	30.90
Total (Excludes Capital Revenues)	\$673,023,077	\$657,621,343	\$664,093,166	0.98

	2009	2010	2011	% Change
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$7,545,282	\$7,625,404	\$34,596,733	353.70
Federal Section §5309 Capital Grants	\$21,230,850	\$5,520,023	\$54,518,634	887.65
Federal STP Grants	\$21,448	\$0	\$0	-
CM/AQ and Other Federal Grants	\$1,207,536	\$1,344,687	\$1,902,228	41.46
Total Federal Capital	\$30,005,116	\$14,490,114	\$91,017,595	528.14
State Capital Grant Revenues				
State Regional Mobility Grants	\$1,940,766	\$0	\$0	-
State Special Needs Grants	\$180,761	\$0	\$0	-
Other State Capital Funds	\$765,045	\$0	\$0	-
Total State Capital	\$2,886,572	\$0	\$0	-
Expenditures				
Other Expenditures				
Other Expenditures	\$12,862,205	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$116,450,879	\$102,354,424	\$102,082,647	-0.27
Debt Service				
Interest	\$6,367,000	\$6,309,163	\$7,211,724	14.31
Principal	\$8,285,000	\$9,490,000	\$9,762,492	2.87
Total Debt Service	\$14,652,000	\$15,799,163	\$16,974,216	7.44
Ending Balances, December 31				
Unrestricted Cash and Investments	\$142,100,150	\$162,459,630	\$101,543,273	-37.50
Debt Service Funds	\$0	\$15,799,923	\$16,397,574	3.78
Other	\$246,191,852	\$207,653,131	\$189,963,553	-8.52
Total	\$388,292,002	\$385,912,684	\$307,904,400	-20.21
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$596,337,701	\$563,065,344	\$607,106,146	91.42
Total State Investment	\$2,782,582	\$0	\$0	0.00
Total Federal Investment	\$86,764,998	\$94,555,999	\$56,987,020	8.58
Total Operating	\$685,885,282	\$657,621,343	\$664,093,166	
Capital				
Total Local Investment	\$0	\$0	\$0	0.00
Total State Investment	\$2,886,572	\$0	\$0	0.00
Total Federal Investment	\$30,005,116	\$14,490,114	\$91,017,595	100.00
Total Capital	\$32,891,688	\$14,490,114	\$91,017,595	

Lynne Griffith
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System Snapshot

- **Service Area:** Central and northern Pierce County.
- **Congressional Districts:** 6, 8 and 9
- **Legislative Districts:** 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 \$2.00, senior/people with disabilities/youth fare \$0.75.
- **Intermodal Connections:** Pierce Transit's service area includes the incorporated cities and towns of Auburn, Buckley, DuPont, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Orting, Pacific, Puyallup, Ruston, Steilacoom, Tacoma, University Place and portions of unincorporated Pierce County. Connections with Greyhound, Sound Transit, Amtrak and Intercity Transit are available within the service area.
- **Transit Development Plan:** [Pierce Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	586,199	563,200	451,502	-19.83
Total Vehicle Hours	642,575	618,508	498,856	-19.35
Revenue Vehicle Miles	7,271,281	6,959,366	5,499,448	-20.98
Total Vehicle Miles	8,404,195	8,047,389	6,406,383	-20.39
Passenger Trips	14,251,299	14,008,679	12,147,907	-13.28
Diesel Fuel Consumed (gallons)	-	-	51,436	-
Gasoline Fuel Consumed (gallons)	47,626	45,088	38,907	-13.71
CNG Fuel Consumed (Therms)	2,421,910	2,868,483	3,254,252	13.45
Employees - FTEs	648.9	602.0	512.0	-14.95
Operating Expenses	\$67,983,187	\$70,530,435	\$67,255,139	-4.64
Farebox Revenues	\$12,796,106	\$11,619,743	\$10,496,943	-9.66
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	212,439	52,118	49,224	-5.55
Total Vehicle Hours	250,252	57,864	54,340	-6.09
Revenue Vehicle Miles	3,059,305	751,410	708,080	-5.77
Total Vehicle Miles	3,513,980	853,622	798,852	-6.42
Passenger Trips	463,324	124,729	125,071	0.27
Gasoline Fuel Consumed (gallons)	472,325	130,855	89,016	-31.97
Employees - FTEs	65.4	56.0	54.0	-3.57
Operating Expenses	\$17,806,552	\$6,086,477	\$6,290,850	3.36
Farebox Revenues	\$404,889	\$103,634	\$108,311	4.51
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	-	149,844	143,176	-4.45
Total Vehicle Hours	-	167,597	159,843	-4.63
Revenue Vehicle Miles	-	2,261,378	2,228,277	-1.46
Total Vehicle Miles	-	2,609,937	2,558,334	-1.98
Passenger Trips	-	321,241	312,154	-2.83
Gasoline Fuel Consumed (gallons)	-	341,403	350,771	2.74
Operating Expenses	\$0	\$11,511,162	\$12,223,083	6.18
Farebox Revenues	\$0	\$266,697	\$270,325	1.36
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	134,818	137,846	140,533	1.95
Total Vehicle Hours	134,818	137,846	140,533	1.95
Revenue Vehicle Miles	4,476,811	4,542,494	4,668,838	2.78
Total Vehicle Miles	4,476,811	4,542,494	4,668,838	2.78
Passenger Trips	846,040	825,212	859,529	4.16
Gasoline Fuel Consumed (gallons)	338,911	331,119	352,040	6.32
Employees - FTEs	27.5	24.0	24.0	0.00
Operating Expenses	\$4,097,790	\$4,315,981	\$4,634,786	7.39
Vanpool Revenue	\$2,539,666	\$2,514,731	\$2,626,805	4.46

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$63,335,030	\$65,338,852	\$64,512,697	-1.26
Farebox Revenues	\$13,200,995	\$11,990,074	\$10,875,579	-9.30
Vanpooling Revenue	\$2,539,666	\$2,514,731	\$2,626,805	4.46
Federal Section §5307 Operating	\$4,400,000	\$7,434,962	\$1,383,059	-81.40
Federal Section §5307 Preventative	\$8,406,991	\$1,392,028	\$7,391,260	430.97
State Special Needs Grants	\$506,076	\$1,012,152	\$1,049,729	3.71
Other State Operating Grants	\$76,520	\$85,858	\$0	-100.00
Other Operating Sub-Total	\$2,400,090	\$3,926,293	\$5,236,321	33.37
Other-Advertising	\$905,896	\$1,120,406	\$738,817	-34.06
Other-Interest	\$1,014,361	\$346,746	\$100,949	-70.89
Other-Gain (Loss) on Sale of Assets	\$91,084	\$368,928	\$99,912	-72.92
Other-MISC	\$388,749	\$2,090,213	\$4,296,643	105.56
Total (Excludes Capital Revenues)	\$94,865,368	\$93,694,950	\$93,075,450	-0.66
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$1,474,753	\$6,741,534	\$1,123,256	-83.34
CM/AQ and Other Federal Grants	\$96,502	\$82,380	\$1,446,684	1656.11
Total Federal Capital	\$1,571,255	\$6,823,914	\$2,569,940	-62.34
State Capital Grant Revenues				
State Regional Mobility Grants	\$0	\$0	\$1,125,916	-
Other State Capital Funds	\$0	\$478,620	\$0	0.00
Total State Capital	\$0	\$478,620	\$1,125,916	235.24
Expenditures				
Local Capital Expenditures				
Local Funds	\$1,246,058	\$1,839,931	\$0	-100.00
Total Local Capital	\$1,246,058	\$1,839,931	\$0	-100.00
Other Expenditures				
Other Expenditures	\$1,562,685	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$14,005,135	\$12,828,624	\$14,524,411	13.22
Debt Service				
Interest	\$45,252	\$0	\$0	-
Principal	\$1,335,000	\$0	\$0	-
Total Debt Service	\$1,380,252	\$0	\$0	-
Ending Balances, December 31				
Unrestricted Cash and Investments	\$68,391,855	\$65,244,204	\$59,398,460	-8.96
Capital Reserve Funds	\$25,366,574	\$25,689,792	\$25,717,429	0.11
Insurance Funds	\$2,441,344	\$3,027,900	\$2,788,385	-7.91
Total	\$96,199,773	\$93,961,896	\$87,904,274	-6.45

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$83,038,466	\$83,769,950	\$83,251,402	89.45
Total State Investment	\$582,596	\$1,098,010	\$1,049,729	1.13
Total Federal Investment	\$12,806,991	\$8,826,990	\$8,774,319	9.43
Total Operating	\$96,428,053	\$93,694,950	\$93,075,450	
Capital				
Total Local Investment	\$1,246,058	\$1,839,931	\$0	0.00
Total State Investment	\$0	\$478,620	\$1,125,916	30.46
Total Federal Investment	\$1,571,255	\$6,823,914	\$2,569,940	69.54
Total Capital	\$2,817,313	\$9,142,465	\$3,695,856	

E. Susan Meyer

CEO

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System Snapshot

- **Service Area:** Includes the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane Valley, as well as portions of the unincorporated county surrounding those municipalities.
- **Congressional District:** 5
- **Legislative Districts:** 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 2004 for five years. It was reauthorized and made permanent by voters in 2008.
- **Fares:**
 - Two-hour pass fares: \$1.50 for fixed route and demand response, \$.75 reduced fare on fixed route and \$1.25 per boarding on paratransit.
 - Monthly pass fares: \$45 for an adult, \$30 for a youth, \$22.50 for reduced fare and \$35 for paratransit.
- **Intermodal Connections:** STA provides connections to Greyhound and Amtrak at the Spokane Intermodal Center and to Spokane International Airport.

In addition, STA provides service to, or in the vicinity of, most public elementary, middle, and high schools in its service area, as well as 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

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	418,247	414,364	397,204	-4.14
Total Vehicle Hours	447,279	442,366	420,015	-5.05
Revenue Vehicle Miles	5,782,329	5,772,668	5,539,541	-4.04
Total Vehicle Miles	6,307,479	6,287,383	6,015,815	-4.32
Passenger Trips	11,152,841	10,710,528	10,831,987	1.13
Diesel Fuel Consumed (gallons)	1,261,087	1,180,835	1,147,204	-2.85
Employees - FTEs	389.0	385.0	374.2	-2.81
Operating Expenses	\$41,537,202	\$43,709,912	\$43,296,209	-0.95
Farebox Revenues	\$7,127,521	\$8,382,949	\$8,988,852	7.23
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	90,765	84,769	84,439	-0.39
Total Vehicle Hours	105,928	98,050	90,697	-7.50
Revenue Vehicle Miles	1,307,371	1,213,471	1,229,362	1.31
Total Vehicle Miles	1,455,799	1,362,977	1,332,213	-2.26
Passenger Trips	277,200	258,640	254,171	-1.73
Diesel Fuel Consumed (gallons)	130,608	119,235	121,570	1.96
Gasoline Fuel Consumed (gallons)	43,690	41,841	41,398	-1.06
Employees - FTEs	92.6	90.7	93.1	2.67
Operating Expenses	\$7,595,675	\$8,019,464	\$7,910,970	-1.35
Farebox Revenues	\$148,645	\$321,332	\$422,060	31.35
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	84,316	87,975	81,824	-6.99
Total Vehicle Hours	101,234	110,899	92,520	-16.57
Revenue Vehicle Miles	1,377,786	1,378,972	1,275,612	-7.50
Total Vehicle Miles	1,579,335	1,623,477	1,465,881	-9.71
Passenger Trips	244,378	258,552	231,380	-10.51
Diesel Fuel Consumed (gallons)	121,137	123,988	116,435	-6.09
Gasoline Fuel Consumed (gallons)	54,593	43,206	39,072	-9.57
Employees - FTEs	59.3	58.1	68.0	17.01
Operating Expenses	\$4,047,938	\$4,215,627	\$3,693,431	-12.39
Farebox Revenues	\$57,433	\$82,792	\$123,194	48.80
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	23,703	24,198	27,304	12.84
Total Vehicle Hours	23,703	24,198	27,304	12.84
Revenue Vehicle Miles	888,699	907,418	1,025,192	12.98
Total Vehicle Miles	888,699	907,418	1,025,192	12.98
Passenger Trips	209,822	208,480	232,816	11.67
Gasoline Fuel Consumed (gallons)	78,226	83,481	90,215	8.07
Employees - FTEs	1.7	1.8	2.8	56.82
Operating Expenses	\$598,008	\$649,500	\$730,312	12.44
Vanpool Revenue	\$534,002	\$556,453	\$617,643	11.00

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$40,913,106	\$40,559,096	\$41,855,394	3.20
Farebox Revenues	\$7,333,599	\$8,787,073	\$9,534,106	8.50
Vanpooling Revenue	\$534,002	\$556,453	\$617,643	11.00
Federal Section §5307 Preventative	\$7,593,246	\$8,207,231	\$7,960,926	-3.00
Federal Section §5311 Operating		\$0	\$31,327	-
FTA JARC (§5316) Program	\$312,124	\$215,393	\$95,703	-55.57
State Special Needs Grants	\$747,042	\$1,045,873	\$1,421,955	35.96
Other Operating Sub-Total	\$870,417	\$1,105,756	\$1,048,766	-5.15
Other-Advertising	\$250,000	\$274,999	\$147,202	-46.47
Other-Interest	\$865,728	\$685,445	\$507,859	-25.91
Other-Gain (Loss) on Sale of Assets	-\$705,461	-\$200,843	\$16,822	108.38
Other-MISC	\$460,150	\$346,155	\$376,883	8.88
Total (Excludes Capital Revenues)	\$58,303,536	\$60,476,875	\$62,565,820	3.45
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$7,853,408	\$4,033,380	\$114,674	-97.16
Federal Section §5309 Capital Grants	\$111,621	\$250,446	\$3,122,178	1146.65
CM/AQ and Other Federal Grants	\$5,824	\$171,537	\$114,923	-33.00
Total Federal Capital	\$7,970,853	\$4,455,363	\$3,351,775	-24.77
State Capital Grant Revenues				
State Vanpool Grants	\$180,406	\$260,000	\$55,881	-78.51
Other State Capital Funds	\$1,456	\$242,884	\$33,085	-86.38
Total State Capital	\$181,862	\$502,884	\$88,966	-82.31
Expenditures				
Local Capital Expenditures				
Local Funds	\$1,780,817	\$3,331,774	\$3,147,172	-5.54
Total Local Capital	\$1,780,817	\$3,331,774	\$3,147,172	-5.54
Other Expenditures				
Other Expenditures	\$2,705,036	\$2,594,148	\$2,510,065	-3.24
Depreciation (Not included in Total Expenditures)	\$5,840,321	\$6,618,455	\$7,568,083	14.35
Ending Balances, December 31				
Unrestricted Cash and Investments	\$28,863,784	\$30,204,955	\$26,646,964	-11.78
Operating Reserve	\$9,450,757	\$9,046,932	\$9,161,973	1.27
Capital Reserve Funds		\$0	\$4,950,000	-
Insurance Funds	\$5,500,000	\$5,500,000	\$5,500,000	0.00
Total	\$43,814,541	\$44,751,887	\$46,258,937	3.37

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$52,356,160	\$53,602,526	\$55,565,974	85.39
Total State Investment	\$747,042	\$1,045,873	\$1,421,955	2.19
Total Federal Investment	\$7,905,370	\$8,422,624	\$8,087,956	12.43
Total Operating	\$61,008,572	\$63,071,023	\$65,075,885	
Capital				
Total Local Investment	\$1,780,817	\$3,331,774	\$3,147,172	47.77
Total State Investment	\$181,862	\$502,884	\$88,966	1.35
Total Federal Investment	\$7,970,853	\$4,455,363	\$3,351,775	50.88
Total Capital	\$9,933,532	\$8,290,021	\$6,587,913	

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 small urban. Based on the 2010 U.S. Census; Ben Franklin Transit was reclassified as urban and Valley Transit was reclassified as small urban. Once those agencies have completed the elements required of that transition, they will be reported in the appropriate section of future summaries.

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

- [Asotin County Transit](#) (Asotin County and portions of Lewiston, ID-WA UZA)
- [Ben Franklin Transit](#) (Kennewick-Pasco, WA UZA)
- [Intercity Transit](#) (Olympia-Lacey, WA UZA)
- [Kitsap Transit](#) (Bremerton, WA UZA)
- [Link Transit](#) (Wenatchee, WA UZA)
- [RiverCities Transit](#) (formerly CUBS) (Longview, WA-OR 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.
- Offset net operating expenses.

Kim Gates**Transit Manager**

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System Snapshot

- **Service Area:** Asotin County
- **Congressional District:** 5
- **Legislative District:** 9
- **Type of Government:** PTBA
- **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. Fixed route tokens are available to local agencies to provide free rides to employees and/or clients. Fixed route passes are \$20 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 may be utilized before 11 a.m. and after 5 p.m. The Asotin County PTBA and Lewiston Transit Systems honor each other's unlimited monthly passes.
- **Intermodal Connections:** Provides connection to 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 every hour. Many medical and skilled nursing facilities the Asotin County area utilize Asotin County PTBA's paratransit services for transporting clients and patients. The Asotin County PTBA service connects with Lewiston Transit System at the Lewiston Community Center. Appaloosa Express provides fixed route service from the Nez Perce Reservation in Lapwai, Idaho, to Culdesac, Orofino, Lenore, Kamiah, Kooskia and Lewiston. From Lewiston, Idaho, passengers can connect with Asotin County PTBA fixed route services.
- **Transit Development Plan:** [Asotin County PTBA TDP](#)

Note: Asotin County Transit began reporting in this summary in 2005. At that time, they were contracting their services through Valley Transit. They have always been a part of the Lewiston, ID-WA UZA and initially reported as a transit serving a rural area. Asotin County Transit worked with community and local government agencies (including Washington and Idaho) to meet the requirements associated with a small urban transit system and completed that process in 2008. Asotin County Transit was moved into the Transit Systems Serving Small Urban Areas in the 2010 Summary of Public Transportation.

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	5,803	8,750	8,785	0.40
Total Vehicle Hours	6,241	9,049	9,165	1.28
Revenue Vehicle Miles	99,907	131,911	133,683	1.34
Total Vehicle Miles	101,407	135,043	134,111	-0.69
Passenger Trips	32,275	44,334	50,794	14.57
Gasoline Fuel Consumed (gallons)	30,546	18,233	17,787	-2.45
Employees - FTEs	3.0	6.0	6.0	0.00
Operating Expenses	\$328,420	\$358,783	\$599,878	67.20
Farebox Revenues	\$21,316	\$22,254	\$24,854	11.68
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	3,321	4,345	4,294	-1.17
Total Vehicle Hours	3,629	4,690	4,614	-1.62
Revenue Vehicle Miles	52,181	52,286	46,008	-12.01
Total Vehicle Miles	53,684	54,291	48,139	-11.33
Passenger Trips	10,174	10,273	9,946	-3.18
Gasoline Fuel Consumed (gallons)	7,063	7,881	7,165	-9.09
Employees - FTEs	3.0	2.5	2.0	-20.00
Operating Expenses	\$246,279	\$291,188	\$171,394	-41.14
Farebox Revenues	\$6,701	\$10,590	\$10,651	0.58
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	3,120	4,752	5,280	11.11
Total Vehicle Hours	3,482	5,027	5,375	6.92
Revenue Vehicle Miles	111,958	129,440	182,516	41.00
Total Vehicle Miles	114,724	134,668	185,802	37.97
Passenger Trips	29,780	35,383	46,865	32.45
Gasoline Fuel Consumed (gallons)	8,818	10,415	14,394	38.20
Employees - FTEs	3.0	1.0	1.0	0.00
Operating Expenses	\$89,911	\$45,394	\$85,697	88.78
Vanpool Revenue	\$63,717	\$72,117	\$98,547	36.65

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$491,188	\$555,124	\$566,467	2.04
Farebox Revenues	\$28,017	\$32,844	\$35,505	8.10
Vanpooling Revenue	\$63,717	\$72,117	\$98,547	36.65
Federal Section §5307 Operating	\$464,352	\$5,498	\$0	-100.00
State Rural Mobility Grants	\$0	\$134,201	\$0	-100.00
State Special Needs Grants	\$0	\$14,912	\$0	-100.00
Sales Tax Equalization	\$249,163	\$0	\$0	-
Other Operating Sub-Total	\$4,051	\$4,196	\$5,373	28.05
Other-Interest	\$4,051	\$1,696	\$373	-78.01
Other-MISC	\$0	\$2,500	\$5,000	100.00
Total (Excludes Capital Revenues)	\$1,300,488	\$818,892	\$705,892	-13.80
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$0	\$0	\$965,130	-
Total Federal Capital	\$0	\$0	\$965,130	-
Expenditures				
Local Capital Expenditures				
Local Funds	\$419,528	\$178,241	\$381,439	114.00
Total Local Capital	\$419,528	\$178,241	\$381,439	114.00
Ending Balances, December 31				
General Fund	\$584,162	\$451,908	\$856,969	89.63
Unrestricted Cash and Investments	\$356,000	\$356,000	\$0	-100.00
Total	\$940,162	\$807,908	\$856,969	6.07
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$586,973	\$664,281	\$705,892	100.00
Total State Investment	\$249,163	\$149,113	\$0	0.00
Total Federal Investment	\$464,352	\$5,498	\$0	0.00
Total Operating	\$1,300,488	\$818,892	\$705,892	
Capital				
Total Local Investment	\$419,528	\$178,241	\$381,439	28.33
Total State Investment	\$0	\$0	\$0	0.00
Total Federal Investment	\$0	\$0	\$965,130	71.67
Total Capital	\$419,528	\$178,241	\$1,346,569	

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System Snapshot

- **Service Area:** Benton and Franklin Counties
- **Congressional District:** 4
- **Legislative Districts:** 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 from the cities of Benton City, Prosser, Kennewick, Pasco, Richland and West Richland; and one non-voting union representative.
- **Tax Authorized:** 0.6 percent total sales and use tax; 0.3 approved in 1981 and an additional 0.3 percent approved in 2002.
- **Fares:** Base fare is \$1.25 per boarding for fixed route and paratransit. Seniors over the age of 60 ride fixed route for free. Youth age 6 to high school is \$0.80, five and under ride for free (fixed route).
- **Intermodal Connections:** The service area includes Tri-Cities Airport, Pasco Amtrak and Greyhound stations; Grapeline service to Walla Walla; People for People service to Yakima; Columbia Basin Community College in Pasco, WSU-Tri-Cities, Battelle and other North Richland business locations, and 10 park and ride lots.

Weekdays and Saturdays Ben Franklin Transit has 21 fixed routes serving Benton City, Kennewick, Pasco, Prosser, Richland, and West Richland. There are 5 inter-city routes and 16 local routes. Service is provided to most schools including overload/tripper buses on busier school routes.

Tri-City Trolley: Hermiston and Pendleton weekdays and Saturdays.

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

Note: As a result of the 2010 U.S. Census, the urbanized area that Ben Franklin Transit serves has been reclassified as a large urban. Ben Franklin Transit is currently working within their community and with local government agencies to meet the requirements of this transition. Once that process is complete, Ben Franklin Transit will be included in the Transit Systems Serving Urban Areas section of the Summary of Public Transportation.

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	146,776	132,549	132,872	0.24
Total Vehicle Hours	154,572	139,995	142,086	1.49
Revenue Vehicle Miles	2,534,794	2,453,253	2,246,232	-8.44
Total Vehicle Miles	2,733,903	2,606,619	2,444,026	-6.24
Passenger Trips	3,663,535	3,299,955	3,079,844	-6.67
Diesel Fuel Consumed (gallons)	536,335	475,762	497,757	4.62
Employees - FTEs	145.0	121.1	110.2	-9.00
Operating Expenses	\$12,764,250	\$12,731,140	\$11,731,345	-7.85
Farebox Revenues	\$1,194,936	\$1,303,603	\$1,374,355	5.43
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	149,191	111,231	121,705	9.42
Total Vehicle Hours	158,160	125,817	132,134	5.02
Revenue Vehicle Miles	2,149,032	1,835,847	1,870,186	1.87
Total Vehicle Miles	2,308,811	2,095,692	2,126,491	1.47
Passenger Trips	432,468	364,803	335,005	-8.17
Diesel Fuel Consumed (gallons)	103,916	52,829	50,648	-4.13
Gasoline Fuel Consumed (gallons)	318,148	324,113	318,699	-1.67
Employees - FTEs	122.7	114.9	97.2	-15.41
Operating Expenses	\$10,599,610	\$10,227,486	\$10,072,416	-1.52
Farebox Revenues	\$270,828	\$283,732	\$294,618	3.84
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	61,689	36,281	36,359	0.21
Total Vehicle Hours	61,689	36,281	36,359	0.21
Revenue Vehicle Miles	1,147,656	701,903	632,968	-9.82
Total Vehicle Miles	1,147,656	701,903	632,968	-9.82
Passenger Trips	224,042	148,919	133,730	-10.20
Diesel Fuel Consumed (gallons)	2,021	15,205	265	-98.26
Gasoline Fuel Consumed (gallons)	11,229	30,409	26,110	-14.14
Operating Expenses	\$3,041,980	\$2,201,358	\$2,202,971	0.07
Farebox Revenues	\$135,465	\$95,309	\$85,602	-10.18
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	107,940	109,896	116,561	6.06
Total Vehicle Hours	107,940	109,896	116,561	6.06
Revenue Vehicle Miles	4,548,900	4,962,648	5,031,817	1.39
Total Vehicle Miles	4,548,900	4,962,648	5,031,817	1.39
Passenger Trips	1,177,060	1,261,068	1,293,163	2.55
Diesel Fuel Consumed (gallons)	30,669	16,925	11,122	-34.29
Gasoline Fuel Consumed (gallons)	300,042	318,045	351,472	10.51
Employees - FTEs	9.0	7.7	8.4	9.09
Operating Expenses	\$2,664,299	\$2,959,089	\$3,171,746	7.19
Vanpool Revenue	\$2,367,733	\$2,253,987	\$2,492,744	10.59

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$22,773,709	\$23,897,058	\$22,297,092	-6.70
Farebox Revenues	\$1,601,229	\$1,682,644	\$1,754,575	4.27
Vanpooling Revenue	\$2,367,733	\$2,253,987	\$2,492,744	10.59
Federal Section §5307 Operating	\$3,967,511	\$1,096,078	\$2,915,306	165.98
State Special Needs Grants	\$1,056,734	\$783,452	\$1,799,134	129.64
Other Operating Sub-Total	\$236,808	\$172,280	\$161,823	-6.07
Other-Advertising	\$109,904	\$100,000	\$113,218	13.22
Other-Interest	\$100,000	\$45,722	\$25,228	-44.82
Other-MISC	\$26,904	\$26,558	\$23,377	-11.98
Total (Excludes Capital Revenues)	\$32,003,724	\$29,885,499	\$31,420,674	5.14
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$3,967,511	\$3,199,888	\$878,646	-72.54
Federal Section §5309 Capital Grants	\$382,625	\$179,503	\$2,148,215	1096.76
CM/AQ and Other Federal Grants	\$176,725	\$0	\$0	-
Total Federal Capital	\$4,526,861	\$3,379,391	\$3,026,861	-10.43
State Capital Grant Revenues				
State Rural Mobility Grants	\$315,032	\$0	\$0	-
State Special Needs Grants	\$774,639	\$0	\$0	-
State Vanpool Grants	\$316,792	\$0	\$0	-
Total State Capital	\$1,406,463	\$0	\$0	-
Expenditures				
Local Capital Expenditures				
Local Funds	\$1,636,052	\$2,006,907	\$0	-100.00
Total Local Capital	\$1,636,052	\$2,006,907	\$0	-100.00
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$3,638,096	\$3,163,320	\$4,327,904	36.82
Debt Service				
Ending Balances, December 31				
Unrestricted Cash and Investments	\$3,126,007	\$3,529,504	\$5,907,322	67.37
Insurance Funds	\$500,000	\$500,000	\$500,000	0.00
Total	\$3,626,007	\$4,029,504	\$6,407,322	59.01

Note: Ben Franklin Transit has revised the amount reported for Federal Section §5307 Operating, Federal Section §5307 Capital Grants and Federal Section §5309 Capital Grants for 2011. The data submitted for 2011 is not consistent with how BFT has reported figures for previous versions of the Summary of Public Transportation. Originally, BFT submitted \$99,500 for §5307 Operating, \$391,025 for §5307 Capital Grants and \$408,998 for §5309 Capital Grants.

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$26,979,479	\$28,005,969	\$26,706,234	85.00
Total State Investment	\$1,056,734	\$783,452	\$1,799,134	5.73
Total Federal Investment	\$3,967,511	\$1,096,078	\$2,915,306	9.28
Total Operating	\$32,003,724	\$29,885,499	\$31,420,674	
Capital				
Total Local Investment	\$1,636,052	\$2,006,907	\$0	0.00
Total State Investment	\$1,406,463	\$0	\$0	0.00
Total Federal Investment	\$4,526,861	\$3,379,391	\$3,026,861	100.00
Total Capital	\$7,569,376	\$5,386,298	\$3,026,861	

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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 Districts:** 3 and 9
- **Legislative Districts:** 2, 20, 22 and 35
- **Type of Government:** PTBA
- **Governing Body:** Nine-member transit authority with one Thurston County commissioner, one council member 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 in 1980, an additional 0.3 percent approved in 2002 and 0.2 percent approved in 2010.
- **Fares:** \$1.00 per boarding fixed route and dial-a-ride (paratransit) service. A reduced fare of \$0.50 on fixed route is available for seniors, people with disabilities and Medicaid card holders with a regional reduced fare permit. Daily passes are \$2.00 (\$1.00 reduced fare). Ages 5 and under ride free.
- **Intermodal Connections:** In 2011 Intercity Transit provided connections with Pierce Transit, Sound Transit, Mason County Transit, Grays Harbor Transit, Greyhound and Amtrak. Intercity Transit provides limited connections to Sounder regional commuter rail service at the Tacoma Dome Station.

Fixed route service is available to many public and private grade schools throughout the service district. Of four school districts within Intercity Transit's service district, 28 of the 50 public schools are served by transit routes. A number of these routes also have schedules that coincide with the school's opening and closing hours of operation.

Intercity Transit provides service to South Puget Sound Community College, The Evergreen State College and to Saint Martin's University. The schools participate in local commute trip reduction incentives and have a transit pass program for students, faculty and staff.

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

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	194,041	193,012	199,060	3.13
Total Vehicle Hours	202,182	201,130	207,362	3.10
Revenue Vehicle Miles	2,604,406	2,604,577	2,702,974	3.78
Total Vehicle Miles	2,760,950	2,760,246	2,861,274	3.66
Passenger Trips	4,298,328	4,313,178	4,505,329	4.45
Diesel Fuel Consumed (gallons)	629,141	596,313	618,662	3.75
Employees - FTEs	212.0	213.0	223.0	4.69
Operating Expenses	\$20,829,024	\$20,466,991	\$22,003,668	7.51
Farebox Revenues	\$2,306,799	\$2,414,920	\$2,381,146	-1.40
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	65,499	66,380	66,284	-0.14
Total Vehicle Hours	69,549	70,351	71,003	0.93
Revenue Vehicle Miles	828,249	841,921	809,254	-3.88
Total Vehicle Miles	906,832	921,565	904,924	-1.81
Passenger Trips	148,312	152,977	149,079	-2.55
Diesel Fuel Consumed (gallons)	100,385	101,762	99,257	-2.46
Gasoline Fuel Consumed (gallons)	3,541	3,694	3,999	8.26
Employees-FTEs	71.0	72.0	71.0	-1.39
Operating Expenses	\$5,759,806	\$5,830,989	\$6,581,627	12.87
Farebox Revenues	\$149,423	\$160,737	\$187,415	16.60
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	82,797	79,214	84,247	6.35
Total Vehicle Hours	82,797	79,214	84,247	6.35
Revenue Vehicle Miles	3,185,107	2,972,366	3,180,775	7.01
Total Vehicle Miles	3,185,107	2,972,366	3,180,775	7.01
Passenger Trips	680,664	635,099	684,062	7.71
Gasoline Fuel Consumed (gallons)	218,416	197,410	211,420	7.10
Employees - FTEs	8.0	9.0	8.0	-11.11
Operating Expenses	\$1,496,499	\$1,579,199	\$1,742,533	10.34
Vanpool Revenue	\$1,485,139	\$1,367,099	\$1,474,232	7.84

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$20,758,924	\$21,153,075	\$27,828,553	31.56
Farebox Revenues	\$2,456,222	\$2,575,657	\$2,568,561	-0.28
Vanpooling Revenue	\$1,485,139	\$1,367,099	\$1,474,232	7.84
Federal Section §5307 Operating	\$69,729	\$66,489	\$21,383	-67.84
Federal Section §5307 Preventative	\$2,461,967	\$2,670,212	\$1,080,189	-59.55
FTA JARC (§5316) Program	\$141,633	\$147,338	\$124,528	-15.48
State Special Needs Grants	\$392,661	\$301,853	\$674,587	123.48
Other State Operating Grants	\$771,433	\$47,294	\$19,564	-58.63
Other Operating Sub-Total	\$1,016,926	\$771,740	\$761,888	-1.28
Other-Advertising	\$252,732	\$255,358	\$278,765	9.17
Other-Interest	\$623,698	\$402,557	\$209,396	-47.98
Other-Gain (Loss) on Sale of Assets	\$43,943	\$13,440	\$118,004	778.01
Other-MISC	\$96,553	\$100,385	\$155,723	55.13
Total (Excludes Capital Revenues)	\$29,554,634	\$29,100,757	\$34,553,485	18.74
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$362,210	\$0	\$0	-
Federal Section §5309 Capital Grants	\$0	\$3,145,527	\$56,495	-98.20
FTA JARC (§5316) Program	\$71,204	\$0	\$0	-
Total Federal Capital	\$433,414	\$3,145,527	\$56,495	-98.20
State Capital Grant Revenues				
State Regional Mobility Grants	\$771,433	\$1,872,550	\$887,811	-52.59
State Special Needs Grants	\$769,818	\$0	\$0	-
State Vanpool Grants	\$506,010	\$0	\$878,670	-
Total State Capital	\$2,047,261	\$1,872,550	\$1,766,481	-5.66
Expenditures				
Other Expenditures				
Other Expenditures	\$211,416	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$4,356,677	\$4,531,902	\$2,476,972	-45.34
Ending Balances, December 31				
Unrestricted Cash and Investments	\$20,723,047	\$19,153,298	\$20,384,242	6.43
Total	\$20,723,047	\$19,153,298	\$20,384,242	6.43

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$25,928,627	\$25,867,571	\$32,633,234	94.44
Total State Investment	\$1,164,094	\$349,147	\$694,151	2.01
Total Federal Investment	\$2,673,329	\$2,884,039	\$1,226,100	3.55
Total Operating	\$29,766,050	\$29,100,757	\$34,553,485	
Capital				
Total Local Investment	\$0	\$0	\$0	0.00
Total State Investment	\$2,047,261	\$1,872,550	\$1,766,481	96.90
Total Federal Investment	\$433,414	\$3,145,527	\$56,495	3.10
Total Capital	\$2,480,675	\$5,018,077	\$1,822,976	

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System Snapshot

- **Service Area:** Kitsap County
- **Congressional Districts:** 1 and 6
- **Legislative Districts:** 23, 26 and 35
- **Type of Government:** PTBA
- **Governing Body:** Ten-member board of commissioners.
- **Tax Authorized:** 0.8 percent of sales tax; 0.3 percent approved in 1982, 0.2 percent approved in 1993 and an additional 0.3 percent approved in 2001.
- **Fares:** Base fare is \$2.00 per trip for fixed route and paratransit (\$1.00 reduced fare).
- **Intermodal Connections:** Jefferson Transit in Poulsbo, Mason Transit in Bremerton, and connections with Pierce Transit at the Purdy park and ride. Service is provided to WSF terminals at Southworth, Bremerton, Bainbridge Island and Kingston. Intermodal connections of routed buses and foot ferries operate between Port Orchard and Bremerton and between Annapolis and Bremerton. Bus service is provided to both Olympic College campuses and many of the public schools in Bremerton, Port Orchard, Poulsbo and Bainbridge Island.
- **Transit Development Plan:** [Kitsap Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	119,569	104,712	108,013	3.15
Total Vehicle Hours	151,031	131,524	137,647	4.66
Revenue Vehicle Miles	2,204,032	1,950,161	1,952,366	0.11
Total Vehicle Miles	2,686,791	2,419,855	2,390,729	-1.20
Passenger Trips	3,466,709	2,877,935	2,914,402	1.27
Diesel Fuel Consumed (gallons)	539,189	476,866	463,702	-2.76
Employees - FTEs	162.3	152.6	155.4	1.83
Operating Expenses	\$18,013,706	\$17,589,787	\$18,370,078	4.44
Farebox Revenues	\$4,649,636	\$5,935,508	\$5,758,992	-2.97
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	90,152	80,839	84,749	4.84
Total Vehicle Hours	101,429	91,835	89,809	-2.21
Revenue Vehicle Miles	1,548,692	1,403,398	1,321,910	-5.81
Total Vehicle Miles	1,699,407	1,520,685	1,430,028	-5.96
Passenger Trips	352,874	308,227	301,537	-2.17
Diesel Fuel Consumed (gallons)	179,410	159,129	125,423	-21.18
Gasoline Fuel Consumed (gallons)	-	-	11,054	-
Employees - FTEs	81.8	76.8	73.6	-4.17
Operating Expenses	\$7,797,241	\$7,614,950	\$7,463,406	-1.99
Farebox Revenues	\$349,719	\$306,714	\$298,238	-2.76
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	38,713	37,256	37,233	-0.06
Total Vehicle Hours	38,713	37,256	37,233	-0.06
Revenue Vehicle Miles	1,159,888	1,146,414	1,143,938	-0.22
Total Vehicle Miles	1,159,888	1,146,414	1,143,938	-0.22
Passenger Trips	286,858	259,696	262,266	0.99
Diesel Fuel Consumed (gallons)	58,041	21,880	23,298	6.48
Gasoline Fuel Consumed (gallons)	20,728	55,178	50,885	-7.78
Employees - FTEs	8.9	8.2	7.5	-8.54
Operating Expenses	\$1,392,486	\$1,354,908	\$1,384,931	2.22
Vanpool Revenue	\$846,431	\$958,583	\$924,836	-3.52

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$25,934,418	\$25,758,170	\$25,942,042	0.71
Farebox Revenues	\$4,999,355	\$6,242,222	\$6,058,825	-2.94
Vanpooling Revenue	\$846,431	\$958,583	\$924,836	-3.52
State Rural Mobility Grants	\$341,589	\$426,451	\$300,432	-29.55
State Special Needs Grants	\$2,022,065	\$0	\$0	-
Other State Operating Grants	\$80,000	\$82,964	\$83,934	1.17
Other Operating Sub-Total	\$870,951	\$761,025	\$244,115	-67.92
Other-Advertising	\$56,000	\$64,842	\$62,070	-4.28
Other-Interest	\$150,557	\$138,342	\$87,526	-36.73
Other-Gain (Loss) on Sale of Assets	\$0	\$29,460	\$94,519	220.84
Other-MISC	\$664,394	\$528,381	\$0	-100.00
Total (Excludes Capital Revenues)	\$35,094,809	\$34,229,415	\$33,554,184	-1.97
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$9,105,683	\$3,922,360	\$3,399,017	-13.34
Federal Section §5309 Capital Grants	\$3,343,329	\$0	\$0	-
FTA JARC (§5316) Program	\$3,475	\$0	\$0	-
CM/AQ and Other Federal Grants	\$0	\$189,312	\$35,212	-81.40
Total Federal Capital	\$12,452,487	\$4,111,672	\$3,434,229	-16.48
State Capital Grant Revenues				
State Rural Mobility Grants	\$2,285,229	\$61,770	\$0	-100.00
State Regional Mobility Grants	\$0	\$0	\$112,474	-
Total State Capital	\$2,285,229	\$61,770	\$112,474	82.09
Expenditures				
Local Capital Expenditures				
Local Funds	\$2,212,703	\$1,727,808	\$3,247,872	87.98
Total Local Capital	\$2,212,703	\$1,727,808	\$3,247,872	87.98
Other Expenditures				
Other Expenditures	\$259,344	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$6,133,825	\$6,261,115	\$8,186,416	30.75
Debt Service				
Interest	\$715,858	\$724,826	\$622,966	-14.05
Principal	\$2,544,500	\$2,644,500	\$2,724,702	3.03
Total Debt Service	\$3,260,358	\$3,369,326	\$3,347,668	-0.64
Ending Balances, December 31				
Unrestricted Cash and Investments	\$5,417,394	\$6,564,161	\$4,371,696	-33.40
Debt Service Funds	\$1,397,926	\$1,490,099	\$1,909,345	28.14
Total	\$6,815,320	\$8,054,260	\$6,281,041	-22.02

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$32,910,499	\$33,720,000	\$33,169,818	98.85
Total State Investment	\$2,443,654	\$509,415	\$384,366	1.15
Total Federal Investment	\$0	\$0	\$0	0.00
Total Operating	\$35,354,153	\$34,229,415	\$33,554,184	
Capital				
Total Local Investment	\$2,212,703	\$1,727,808	\$3,247,872	47.80
Total State Investment	\$2,285,229	\$61,770	\$112,474	1.66
Total Federal Investment	\$12,452,487	\$4,111,672	\$3,434,229	50.54
Total Capital	\$16,950,419	\$5,901,250	\$6,794,575	

Richard DeRock
General Manager
2700 Euclid Avenue
Wenatchee, WA 98801
509-664-7600
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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:** Twelve-member board of directors.
- **Tax Authorized:** 0.4 percent total sales and use tax approved in 1990.
- **Fares:** Jan-June: \$1.00 per boarding for fixed route and paratransit; \$0.50 per boarding for trolley. July-Dec: \$1.25 per boarding for fixed route; \$1.50 per boarding for paratransit; \$0.50 per boarding for trolley.
- **Intermodal Connections:** Link Transit provides service to all public elementary, middle, and high schools within the city of Wenatchee, as well as Wenatchee Valley College. It also serves most major public schools in the cities of East Wenatchee, Chelan and Leavenworth, as well as the communities of Entiat, Rock Island, Orondo, Waterville and Peshastin. Connections with Amtrak, NW Trailways and Grant Transit Authority are available at the Columbia Station transfer center located in downtown Wenatchee.
- **Transit Development Plan:** [Link Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	62,353	65,319	63,939	-2.11
Total Vehicle Hours	67,186	69,154	68,125	-1.49
Revenue Vehicle Miles	1,182,687	1,298,711	1,275,430	-1.79
Total Vehicle Miles	1,256,926	1,367,379	1,344,659	-1.66
Passenger Trips	788,092	829,909	837,508	0.92
Diesel Fuel Consumed (gallons)	222,406	209,340	209,789	0.21
Gasoline Fuel Consumed (gallons)		-	2,135	-
Electricity Consumed (kWh)		-	469	-
Employees - FTEs	58.0	65.5	64.7	-1.22
Operating Expenses	\$6,135,449	\$6,272,078	\$6,228,975	-0.69
Farebox Revenues	\$520,394	\$553,301	\$626,102	13.16
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	25,468	18,645	17,647	-5.35
Total Vehicle Hours	27,442	20,484	19,469	-4.96
Revenue Vehicle Miles	582,518	417,731	401,824	-3.81
Total Vehicle Miles	619,082	479,314	458,385	-4.37
Passenger Trips	117,761	129,292	124,806	-3.47
Diesel Fuel Consumed (gallons)	76,679	66,107	66,277	0.26
Gasoline Fuel Consumed (gallons)		-	674	-
Employees - FTEs	24.0	18.9	17.7	-6.35
Operating Expenses	\$1,937,510	\$1,769,047	\$1,726,293	-2.42
Farebox Revenues	\$77,760	\$90,072	\$93,556	3.87
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	20,884	19,830	20,558	3.67
Total Vehicle Hours	22,010	20,997	21,817	3.91
Revenue Vehicle Miles	216,561	255,657	232,945	-8.88
Total Vehicle Miles	237,750	267,110	256,552	-3.95
Passenger Trips	74,995	60,551	62,049	2.47
Diesel Fuel Consumed (gallons)	6,499	8,835	6,270	-29.03
Gasoline Fuel Consumed (gallons)	12,994	16,025	15,279	-4.66
Employees - FTEs	23.0	18.5	19.3	4.32
Operating Expenses	\$1,672,014	\$1,671,284	\$1,736,674	3.91
Farebox Revenues	\$58,839	\$40,614	\$53,493	31.71

	2009	2010	2011	% Change
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	-	1,952	1,307	-33.04
Total Vehicle Hours	-	1,952	1,307	-33.04
Revenue Vehicle Miles	-	52,037	39,610	-23.88
Total Vehicle Miles	-	52,037	39,610	-23.88
Passenger Trips	-	9,403	9,481	0.83
Diesel Fuel Consumed (gallons)	-	376	582	54.79
Gasoline Fuel Consumed (gallons)	-	3,476	2,173	-37.49
Operating Expenses	\$0	\$136,259	\$138,718	1.80
Farebox Revenues	\$0	\$12,328	\$18,962	53.81
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	340	-	-	-
Total Vehicle Hours	340	-	-	-
Revenue Vehicle Miles	6,970	-	-	-
Total Vehicle Miles	6,970	-	-	-
Passenger Trips	935	-	-	-
Gasoline Fuel Consumed (gallons)	467	-	-	-
Employees - FTEs	0.1	-	-	-
Operating Expenses	\$9,349	\$0	\$0	-
Vanpool Revenue	\$1,953	\$0	\$0	-
Revenues				
Operating Related Revenues				
Sales Tax	\$7,514,737	\$7,460,242	\$7,376,441	-1.12
Farebox Revenues	\$656,993	\$696,315	\$792,113	13.76
Vanpooling Revenue	\$1,953	\$0	\$0	-
Federal Section §5307 Preventative	\$1,426,231	\$1,431,342	\$1,206,899	-15.68
Federal Section §5311 Operating	\$0	\$0	\$76,660	-
FTA JARC (§5316) Program	\$371,251	\$517,500	\$527,500	1.93
Other Federal Operating	\$35,583	\$121,138	\$147,453	21.72
State Rural Mobility Grants	\$38,882	\$0	\$0	-
State Special Needs Grants	\$132,216	\$264,432	\$242,418	-8.33
Other Operating Sub-Total	\$140,515	\$51,734	\$124,912	141.45
Other-Advertising	\$30,944	\$36,334	\$60,070	65.33
Other-Interest	\$33,795	\$12,289	\$8,037	-34.60
Other-Gain (Loss) on Sale of Assets	\$0	-\$75,433	\$8,052	-110.67
Other-MISC	\$75,776	\$78,544	\$48,753	-37.93
Total (Excludes Capital Revenues)	\$10,318,361	\$10,542,703	\$10,494,396	-0.46

	2009	2010	2011	% Change
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$0	\$645,703	\$63,167	-90.22
Federal Section §5309 Capital Grants	\$0	\$2,457,547	\$39,153	-98.41
CM/AQ and Other Federal Grants	\$0	\$1,623,302	\$296,659	-81.72
Total Federal Capital	\$0	\$4,726,552	\$398,979	-91.56
Expenditures				
Local Capital Expenditures				
Local Funds	\$0	\$0	\$83,291	-
Total Local Capital	\$0	\$0	\$83,291	-
Local Revenues				
Increase in Reserve Funds	\$200,000	\$230,000	\$359,390	56.26
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$0	\$1,641,893	\$1,616,876	-1.52
Debt Service				
Interest	\$124,259	\$90,529	\$0	-100.00
Principal	\$229,259	\$2,880,534	\$0	-100.00
Total Debt Service	\$353,518	\$2,971,063	\$0	-100.00
Ending Balances, December 31				
General Fund	\$2,047,944	\$1,016,356	\$827,041	-18.63
Unrestricted Cash and Investments	\$213,304	\$679,705	\$323,540	-52.40
Capital Reserve Funds	\$176,372	\$190,433	\$549,824	188.72
Contingency Reserve	\$1,080,000	\$1,080,000	\$1,080,000	0.00
Total	\$3,517,620	\$2,966,494	\$2,780,405	-6.27
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$8,314,198	\$8,208,291	\$8,293,466	79.03
Total State Investment	\$171,098	\$264,432	\$242,418	2.31
Total Federal Investment	\$1,833,065	\$2,069,980	\$1,958,512	18.66
Total Operating	\$10,318,361	\$10,542,703	\$10,494,396	
Capital				
Total Local Investment	\$200,000	\$230,000	\$83,291	17.27
Total State Investment	\$0	\$0	\$0	0.00
Total Federal Investment	\$0	\$4,726,552	\$398,979	82.73
Total Capital	\$200,000	\$4,956,552	\$482,270	

Note: After publication of the 2011 Summary of Publication, Link Transit informed WSDOT of a problem with the data that they reported for Local Capital Expenditures, Local Revenues (Increase in Reserve Funds) and Depreciation for the 2009, 2010 and 2011 reporting years.

RiverCities Transit (formerly 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:** Five member board of directors.
- **Tax Authorized:** 0.3 percent sales and use tax: 0.1 percent sales and use tax approved in 1987 and an additional 0.2 percent approved in 2008.
- **Fares:** \$0.60 per boarding for fixed route and paratransit.
- **Intermodal Connections:** RiverCities Transit provides service to public elementary, middle and high schools within Longview and Kelso, as well as Lower Columbia College. Connections with Greyhound, Amtrak, CAP, Columbia County Rider and Wahkiakum on the Move are available at the RiverCities Transit Center.
- **Transit Development Plan:** [Cowlitz Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	16,480	16,538	17,645	6.69
Total Vehicle Hours	16,787	16,538	17,952	8.55
Revenue Vehicle Miles	212,192	214,702	227,533	5.98
Total Vehicle Miles	216,235	218,708	232,445	6.28
Passenger Trips	444,789	396,145	389,195	-1.75
Diesel Fuel Consumed (gallons)	51,909	50,276	54,751	8.90
Employees - FTEs	14.0	15.0	14.7	-2.00
Operating Expenses	\$1,486,564	\$1,687,547	\$1,765,129	4.60
Farebox Revenues	\$67,993	\$127,443	\$134,864	5.82
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	17,147	20,169	20,945	3.85
Total Vehicle Hours	17,454	20,169	22,945	13.76
Revenue Vehicle Miles	164,559	188,355	192,912	2.42
Total Vehicle Miles	170,630	188,355	206,385	9.57
Passenger Trips	49,603	55,858	63,578	13.82
Diesel Fuel Consumed (gallons)	10,262	9,553	10,152	6.27
Gasoline Fuel Consumed (gallons)	13,511	17,343	21,268	22.63
Employees - FTEs	10.0	14.7	17.5	19.05
Operating Expenses	\$935,938	\$1,019,513	\$1,149,808	12.78
Farebox Revenues	\$7,265	\$13,892	\$14,572	4.89
Revenues				
Operating Related Revenues				
Sales Tax	\$1,962,626	\$2,832,264	\$2,839,374	0.25
Farebox Revenues	\$75,258	\$141,335	\$149,436	5.73
Federal Section §5307 Operating	\$430,051	\$512,797	\$738,000	43.92
State Special Needs Grants	\$44,417	\$48,177	\$52,664	9.31
Other Operating Sub-Total	\$50,277	\$36,630	\$35,534	-2.99
Other-Advertising	\$14,717	\$12,025	\$15,232	26.67
Other-Interest	\$10,633	\$10,552	\$8,266	-21.66
Other-MISC	\$24,927	\$14,053	\$12,036	-14.35
Total (Excludes Capital Revenues)	\$2,562,629	\$3,571,203	\$3,815,008	6.83
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$240,000	\$337,172	\$613,244	81.88
CM/AQ and Other Federal Grants	\$68,514	\$0	\$0	-
Total Federal Capital	\$308,514	\$337,172	\$613,244	81.88

Expenditures				
	2009	2010	2011	% Change
Local Capital Expenditures				
Local Funds	\$60,000	\$3,941	\$0	-100.00
Total Local Capital	\$60,000	\$3,941	\$0	-100.00
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$0	\$79,500	\$79,370	-0.16
Ending Balances, December 31				
Unrestricted Cash and Investments	\$1,593,154	\$2,832,264	\$3,656,527	29.10
Capital Reserve Funds	\$432,464	\$589,102	\$802,940	36.30
Total	\$2,025,618	\$3,421,366	\$4,459,467	30.34
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$2,088,161	\$3,010,229	\$3,024,344	79.27
Total State Investment	\$44,417	\$48,177	\$52,664	1.38
Total Federal Investment	\$430,051	\$512,797	\$738,000	19.34
Total Operating	\$2,562,629	\$3,571,203	\$3,815,008	
Capital				
Total Local Investment	\$60,000	\$3,941	\$0	0.00
Total State Investment	\$0	\$0	\$0	0.00
Total Federal Investment	\$308,514	\$337,172	\$613,244	100.00
Total Capital	\$368,514	\$341,113	\$613,244	

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:** Seven member city council.
- **Tax Authorized:** 0.3 percent total sales and use tax approved in 2007.
- **Fares:** Fixed Route (per boarding): \$0.75 - adult, \$0.50 - youth and \$0.35 for persons with disabilities; \$1.50 per boarding for paratransit.
- **Intermodal Connections:** Selah Transit contracts with Yakima Transit, which provides connecting service to the Yakima Airport, Greyhound, Union Gap Transit, People For People Community Connector, Central Transit (HopeSource, Ellensburg) and Pahto Public Passage. Nonexclusive service is also available to the Yakima, West Valley and Selah school districts.
- **Transit Development Plan:** Information included in the [Yakima Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Purchased Transportation)				
Revenue Vehicle Hours	2,276	3,265	4,542	39.11
Total Vehicle Hours	2,372	3,495	4,626	32.36
Revenue Vehicle Miles	34,657	46,849	64,666	38.03
Total Vehicle Miles	34,657	48,800	66,462	36.19
Passenger Trips	59,709	64,098	109,565	70.93
Diesel Fuel Consumed (gallons)	7,449	10,624	14,418	35.71
Employees - FTEs	2.6	2.7	3.2	18.08
Operating Expenses	\$121,393	\$181,272	\$200,521	10.62
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	2,226	1,556	3,059	96.59
Total Vehicle Hours	2,530	1,748	3,274	87.30
Revenue Vehicle Miles	21,044	15,677	32,339	106.28
Total Vehicle Miles	24,270	18,016	36,336	101.69
Passenger Trips	4,206	3,320	5,068	52.65
Gasoline Fuel Consumed (gallons)	2,200	1,678	3,282	95.59
Employees - FTEs	2.0	0.8	1.7	102.38
Operating Expenses	\$49,384	\$43,192	\$57,287	32.63
Revenues				
Operating Related Revenues				
Sales Tax	\$277,279	\$281,495	\$303,881	7.95
State Special Needs Grants		\$0	\$6,031	-
Other Operating Sub-Total	\$2,947	\$1,721	\$1,022	-40.62
Other-Interest	\$2,947	\$1,721	\$1,022	-40.62
Total (Excludes Capital Revenues)	\$280,226	\$283,216	\$310,934	9.79
State Capital Grant Revenues				
Other State Capital Funds	\$31,166	\$0	\$0	-
Total State Capital	\$31,166	\$0	\$0	-
Expenditures				
Ending Balances, December 31				
Unrestricted Cash and Investments	\$298,887	\$357,530	\$369,794	3.43%
Total	\$298,887	\$357,530	\$369,794	3.43%

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$280,226	\$283,216	\$304,903	98.06
Total State Investment	\$0	\$0	\$6,031	1.94
Total Federal Investment	\$0	\$0	\$0	0.00
Total Operating	\$280,226	\$283,216	\$310,934	
Capital				
Total Local Investment	\$0	\$0	\$0	-
Total State Investment	\$31,166	\$0	\$0	-
Total Federal Investment	\$0	\$0	\$0	-
Total Capital	\$31,166	\$0	\$0	

Dale O'Brien
Executive Director
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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 Districts:** 10, 39 and 40
- **Type of Government:** PTBA
- **Governing Body:** Nine-member board of directors composed of three county commissioners and six elected officials representing the cities of Mount Vernon, Burlington, Anacortes and Sedro-Woolley.
- **Tax Authorized:** 0.4 percent sales tax; 0.2 percent approved in 1993 and an additional 0.2 percent approved in 2008.
- **Fares:** \$1.00 per boarding for local fixed route; \$2.00 per boarding for commuter bus service; donation for paratransit; \$200.00 per month vanpool rental plus \$0.30 per mile/7-passenger van; \$0.38 per mile for 12/15-passenger van.
- **Intermodal Connections:** Skagit Transit provides service between downtown Mount Vernon to the Anacortes Ferry Terminal via the March Point park and ride in Anacortes. Skagit Transit provides service to Skagit Valley College. Skagit Transit provides service to Skagit Station in Mount Vernon (connections to Greyhound, Amtrak, Island Transit and Whatcom Transit), Everett Station (connections to Greyhound, Amtrak, Island Transit, Community Transit, Sound Transit and Everett Transit) and Bellingham Station (connections to Greyhound, Amtrak and Whatcom Transportation Authority).
- **Transit Development Plan:** [Skagit Transit TDP](#)

Annual Operating Information

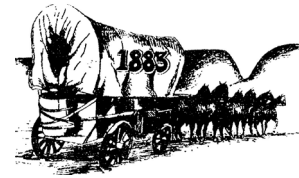
	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	38,295	41,762	47,983	14.90
Total Vehicle Hours	40,615	45,515	51,878	13.98
Revenue Vehicle Miles	703,460	732,132	824,646	12.64
Total Vehicle Miles	756,974	800,735	896,703	11.98
Passenger Trips	508,212	544,518	624,618	14.71
Diesel Fuel Consumed (gallons)	139,362	149,370	156,883	5.03
Employees - FTEs	42.5	43.7	45.8	4.81
Operating Expenses	\$4,206,148	\$4,358,036	\$7,463,367	71.26
Farebox Revenues	\$343,323	\$376,764	\$414,634	10.05
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	28,254	29,492	24,180	-18.01
Total Vehicle Hours	31,874	32,713	25,973	-20.60
Revenue Vehicle Miles	328,148	358,703	274,009	-23.61
Total Vehicle Miles	389,488	422,530	319,657	-24.35
Passenger Trips	68,016	74,380	58,248	-21.69
Diesel Fuel Consumed (gallons)	40,931	43,497	34,815	-19.96
Employees - FTEs	29.7	33.3	31.7	-4.80
Operating Expenses	\$2,725,414	\$2,866,022	\$2,885,950	0.70
Farebox Revenues	\$13,144	\$13,804	\$11,317	-18.02
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	21,600	20,095	23,866	18.77
Total Vehicle Hours	21,600	20,095	23,866	18.77
Revenue Vehicle Miles	795,520	733,993	844,313	15.03
Total Vehicle Miles	795,520	733,993	844,313	15.03
Passenger Trips	100,239	87,300	107,227	22.83
Gasoline Fuel Consumed (gallons)	48,805	43,937	52,955	20.52
Employees - FTEs	2.2	2.0	2.7	35.00
Operating Expenses	\$407,002	\$411,498	\$1,104,096	168.31
Vanpool Revenue	\$349,570	\$308,403	\$354,477	14.94

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$7,154,633	\$7,854,632	\$8,404,588	7.00%
Farebox Revenues	\$356,467	\$390,568	\$425,951	9.06%
Vanpooling Revenue	\$349,570	\$308,403	\$354,477	14.94%
Federal Section §5307 Operating	\$1,055,563	\$937,584	\$1,022,980	9.11%
Federal Section §5311 Operating	\$0	\$246,976	\$256,321	3.78%
FTA JARC (§5316) Program	\$61,836	\$114,008	\$68,051	-40.31%
Other Federal Operating	\$163,446	\$89,251	\$108,621	21.70%
State Regional Mobility Operating Grants	\$328,963	\$349,245	\$154,523	-55.76%
State Special Needs Grants	\$155,369	\$169,625	\$83,208	-50.95
Other State Operating Grants	\$122,805	\$172,617	\$153,032	-11.35
Other Operating Sub-Total	\$102,683	-\$103,781	\$129,434	224.72
Other-Interest	\$48,886	\$26,185	\$25,261	-3.53
Other-Gain (Loss) on Sale of Assets	-\$27,652	-\$176,496	\$30,976	117.55
Other-MISC	\$81,449	\$46,530	\$73,197	57.31
Total (Excludes Capital Revenues)	\$9,851,335	\$10,529,128	\$11,161,186	6.00
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$0	\$2,517	\$0	-100.00
Federal Section §5309 Capital Grants	\$363,573	\$7,782	\$2,963,218	37977.85
Federal Section §5311 Capital Grants	\$0	\$93,038	\$0	-100.00
FTA JARC (§5316) Program	\$277,467	\$0	\$305,883	-
Federal STP Grants	\$0	\$24,712	\$0	-100.00
CM/AQ and Other Federal Grants	\$192,942	\$0	\$0	-
Total Federal Capital	\$833,982	\$128,049	\$3,269,101	2453.01
State Capital Grant Revenues				
State Regional Mobility Grants	\$866,410	\$335,978	\$1,437,443	327.84
State Vanpool Grants	\$38,900	\$0	\$174,925	-
Other State Capital Funds	\$1,574,251	\$447,751	\$105,281	-76.49
Total State Capital	\$2,479,561	\$783,729	\$1,717,649	119.16
Expenditures				
Local Capital Expenditures				
Local Funds	\$2,699,320	\$1,728,125	\$1,756,773	1.66
Total Local Capital	\$2,699,320	\$1,728,125	\$1,756,773	1.66
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$1,042,614	\$1,373,562	\$0	-100.00

	2009	2010	2011	% Change
Ending Balances, December 31				
General Fund	\$1,337,242	\$2,789,882	\$6,070,971	117.61
Unrestricted Cash and Investments	\$6,619,814	\$5,837,145	\$4,848,348	-16.94
Operating Reserve	\$1,205,980	\$1,205,980	\$1,211,749	0.48
Capital Reserve Funds	\$3,269,548	\$2,477,573	\$2,482,329	0.19
Contingency Reserve	\$2,144,285	\$2,150,143	\$2,154,270	0.19
Total	\$14,576,869	\$14,460,723	\$16,767,667	15.95
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$7,963,353	\$8,449,822	\$9,314,450	83.45
Total State Investment	\$607,137	\$691,487	\$390,763	3.50
Total Federal Investment	\$1,280,845	\$1,387,819	\$1,455,973	13.04
Total Operating	\$9,851,335	\$10,529,128	\$11,161,186	
Capital				
Total Local Investment	\$2,699,320	\$1,728,125	\$1,756,773	26.05
Total State Investment	\$2,479,561	\$783,729	\$1,717,649	25.47
Total Federal Investment	\$833,982	\$128,049	\$3,269,101	48.48
Total Capital	\$6,012,863	\$2,639,903	\$6,743,523	

Dennis Henne
Public Works Director
102 W. Ahtanum Road
Union Gap, WA 98903
509-225-3524

<http://tctransportservices.com/union-gap-transit>



System Snapshot

- **Service Area:** City of Union Gap
- **Congressional District:** 4
- **Legislative District:** 14
- **Type of Government:** City
- **Governing Body:** Seven-member city council.
- **Tax Authorized:** 0.2 percent total sales tax approved in 2008.
- **Fares:** Fare-free
- **Intermodal Connections:** Union Gap Transit provides fixed route service within the city limits of Union Gap with connections to Yakima Transit's fixed route system. The ADA demand response service offers service from Union Gap to Yakima and Selah. Connections to Greyhound, the Community Connector, Yakima to Ellensburg shuttle, Yakima airport and the Airporter Shuttle for service to SeaTac international airport.
- **Transit Development Plan:** [City of Union Gap Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Purchased Transportation)				
Revenue Vehicle Hours	7,280	7,280	7,280	0.00
Total Vehicle Hours	7,880	7,880	7,880	0.00
Revenue Vehicle Miles	149,367	165,117	165,117	0.00
Total Vehicle Miles	179,239	194,989	186,462	-4.37
Passenger Trips	80,835	83,500	81,312	-2.62
Gasoline Fuel Consumed (gallons)	25,605	24,373	23,307	-4.37
Employees - FTEs	4.0	4.0	4.0	0.00
Operating Expenses	\$275,259	\$275,259	\$275,259	0.00
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	7,540	16,751	18,210	8.71
Total Vehicle Hours	7,690	17,051	18,520	8.62
Revenue Vehicle Miles	10,530	23,284	25,313	8.71
Total Vehicle Miles	12,767	25,543	26,994	5.68
Passenger Trips	3,298	5,260	5,571	5.91
Gasoline Fuel Consumed (gallons)	2,127	3,192	2,699	-15.44
Employees - FTEs	7.0	5.5	8.0	45.45
Operating Expenses	\$92,371	\$96,228	\$93,252	-3.09
Revenues				
Operating Related Revenues				
Sales Tax	\$800,824	\$751,429	\$773,995	3.00
Total (Excludes Capital Revenues)	\$800,824	\$751,429	\$773,995	3.00
Expenditures				
Ending Balances, December 31				
General Fund	\$414,430	\$0	\$0	-
Operating Reserve		\$805,658	\$1,045,696	29.79
Total	\$414,430	\$805,658	\$1,045,696	29.79
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$800,824	\$751,429	\$773,995	100.00
Total State Investment	\$0	\$0	\$0	0.00
Total Federal Investment	\$0	\$0	\$0	0.00
Total Operating	\$800,824	\$751,429	\$773,995	
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
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Bellingham, WA 98226
360-527-4720
www.ridewta.com



System Snapshot

- **Service Area:** Whatcom County
- **Congressional District:** 2
- **Legislative Districts:** 40 and 42
- **Type of Government:** PTBA
- **Governing Body:** Ten-member board of directors composed of local elected officials and one non-voting labor representative.
- **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 for 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

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	140,217	135,071	125,386	-7.17
Total Vehicle Hours	148,693	143,783	132,175	-8.07
Revenue Vehicle Miles	1,915,082	1,853,845	1,735,209	-6.40
Total Vehicle Miles	2,085,352	2,015,689	1,892,281	-6.12
Passenger Trips	5,623,158	4,886,748	5,089,931	4.16
Diesel Fuel Consumed (gallons)	429,899	413,162	379,407	-8.17
Employees - FTEs	172.0	119.0	104.0	-12.61
Operating Expenses	\$15,161,260	\$14,812,684	\$14,259,747	-3.73
Farebox Revenues	\$1,384,476	\$2,308,795	\$2,760,939	19.58
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	57,393	55,801	57,684	3.37
Total Vehicle Hours	62,850	61,440	63,492	3.34
Revenue Vehicle Miles	788,852	762,520	794,161	4.15
Total Vehicle Miles	877,899	849,188	880,479	3.68
Passenger Trips	186,330	173,891	176,887	1.72
Gasoline Fuel Consumed (gallons)	133,963	126,701	127,031	0.26
Employees - FTEs	68.0	48.0	52.0	8.33
Operating Expenses	\$6,254,583	\$6,082,945	\$6,354,018	4.46
Farebox Revenues	\$159,458	\$179,176	\$240,307	34.12
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	9,729	12,834	10,664	-16.91
Total Vehicle Hours	9,784	12,834	10,719	-16.48
Revenue Vehicle Miles	509,074	664,762	558,093	-16.05
Total Vehicle Miles	511,877	664,762	559,466	-15.84
Passenger Trips	99,290	99,217	88,625	-10.68
Gasoline Fuel Consumed (gallons)	38,600	43,762	37,844	-13.52
Employees - FTEs	1.3	0.5	0.3	-40.00
Operating Expenses	\$227,751	\$226,925	\$222,406	-1.99
Vanpool Revenue	\$186,338	\$225,128	\$191,581	-14.90

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$17,844,828	\$17,911,874	\$18,827,426	5.11
Farebox Revenues	\$1,543,934	\$2,487,971	\$3,001,246	20.63
Vanpooling Revenue	\$186,338	\$225,128	\$191,581	-14.90
State Special Needs Grants	\$542,069	\$331,787	\$306,144	-7.73
Other State Operating Grants	\$183,426	\$212,660	\$145,309	-31.67
Other Operating Sub-Total	\$1,047,489	\$211,638	\$329,336	55.61
Other-Advertising	\$55,012	\$54,849	\$71,324	30.04
Other-Interest	\$554,003	\$275,394	\$193,903	-29.59
Other-Gain (Loss) on Sale of Assets	-\$151,781	-\$128,683	\$25,559	-119.86
Other-MISC	\$590,255	\$10,078	\$38,550	282.52
Total (Excludes Capital Revenues)	\$21,348,084	\$21,381,058	\$22,801,042	6.64
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$4,832,386	\$1,655,804	\$1,740,697	5.13
Federal Section §5309 Capital Grants	\$0	\$1,859,670	\$1,014,330	-45.46
Federal Section §5310 Capital Grants	\$0	\$617,463	\$0	-100.00
Federal Section §5311 Capital Grants		\$0	\$136,923	-
Total Federal Capital	\$4,832,386	\$4,132,937	\$2,891,950	-30.03
State Capital Grant Revenues				
State Special Needs Grants		\$0	206,820	-
State Vanpool Grants	\$156,000	\$0	\$0	-
Other State Capital Funds	\$0	\$0	\$58,791	-
Total State Capital	\$156,000	\$0	\$265,611	-
Expenditures				
Local Capital Expenditures				
Local Funds	\$2,096,405	\$1,178,404	\$0	-100.00
Total Local Capital	\$2,096,405	\$1,178,404	\$0	-100.00
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$3,558,566	\$3,502,174	\$3,556,484	1.55
Ending Balances, December 31				
Unrestricted Cash and Investments	\$11,836,111	\$8,229,773	\$8,705,796	5.78
Operating Reserve	\$6,000,497	\$6,076,480	\$5,699,999	-6.20
Capital Reserve Funds	\$4,501,758	\$4,574,469	\$3,553,693	-22.31
Insurance Funds	\$637,090	\$2,479,677	\$2,067,979	-16.60
Total	\$22,975,456	\$21,360,399	\$20,027,467	-6.24

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$20,622,589	\$20,836,611	\$22,349,589	98.02
Total State Investment	\$725,495	\$544,447	\$451,453	1.98
Total Federal Investment	\$0	\$0	\$0	0.00
Total Operating	\$21,348,084	\$21,381,058	\$22,801,042	
Capital				
Total Local Investment	\$2,096,405	\$1,178,404	\$0	0.00
Total State Investment	\$156,000	\$0	\$265,611	8.41
Total Federal Investment	\$4,832,386	\$4,132,937	\$2,891,950	91.59
Total Capital	\$7,084,791	\$5,311,341	\$3,157,561	

Donald B. Cooper

City Manager

129 North 2nd Street

Yakima, WA 98901

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www.yakimawa.gov/services/transit



System Snapshot

- **Service Area:** City of Yakima
- **Congressional District:** 4
- **Legislative District:** 14
- **Type of Government:** City
- **Governing Body:** Seven-member city council.
- **Tax Authorized:** 0.3 percent total sales and use tax approved in 1980.
- **Fares:** \$0.75 per boarding for fixed route (youth - \$0.50, ADA - \$0.35); \$1.50 per boarding for paratransit.
- **Intermodal Connections:** Yakima Transit provides connecting service to the Yakima Airport, Greyhound, Union Gap Transit, People For People Community Connector, Central Transit (HopeSource, Ellensburg) and Pahto Public Passage. Nonexclusive service is also available to the Yakima, West Valley and Selah school districts.
- **Transit Development Plan:** [Yakima Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	49,145	54,840	55,223	0.70
Total Vehicle Hours	50,882	56,834	56,244	-1.04
Revenue Vehicle Miles	699,120	778,941	786,207	0.93
Total Vehicle Miles	744,478	807,138	874,501	8.35
Passenger Trips	1,289,315	1,312,116	1,332,084	1.52
Diesel Fuel Consumed (gallons)	159,963	174,366	175,293	0.53
Employees - FTEs	50.0	55.4	57.1	3.05
Operating Expenses	\$5,421,696	\$5,760,027	\$5,829,541	1.21
Farebox Revenues	\$466,486	\$430,497	\$598,546	39.04
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	45,641	40,994	37,197	-9.26
Total Vehicle Hours	51,862	46,061	39,811	-13.57
Revenue Vehicle Miles	431,460	413,087	393,179	-4.82
Total Vehicle Miles	497,593	474,720	478,111	0.71
Passenger Trips	86,234	87,484	76,853	-12.15
Gasoline Fuel Consumed (gallons)	47,311	44,225	46,486	5.11
Employees - FTEs	38.0	36.0	34.0	-5.56
Operating Expenses	\$1,309,235	\$1,330,026	\$1,430,150	7.53
Farebox Revenues	\$110,008	\$96,047	\$124,761	29.90
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	10,664	12,116	13,779	13.73
Total Vehicle Hours	10,664	12,116	13,779	13.73
Revenue Vehicle Miles	475,879	545,236	620,067	13.72
Total Vehicle Miles	475,879	545,236	620,067	13.72
Passenger Trips	91,552	101,768	107,115	5.25
Diesel Fuel Consumed (gallons)	8,253	8,867	8,674	-2.18
Gasoline Fuel Consumed (gallons)	23,384	26,863	33,277	23.88
Employees - FTEs	2.0	1.0	0.9	-10.68
Operating Expenses	\$280,570	\$330,517	\$397,464	20.26
Vanpool Revenue	\$192,486	\$225,310	\$258,569	14.76

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$4,104,186	\$4,244,532	\$4,443,640	4.69
Farebox Revenues	\$576,494	\$526,544	\$723,307	37.37
Vanpooling Revenue	\$192,486	\$225,310	\$258,569	14.76
Federal Section §5307 Operating	\$1,762,894	\$1,904,175	\$1,863,223	-2.15
Federal Section §5307 Preventative	\$0	\$19,234	\$18,820	-2.15
FTA JARC (§5316) Program	\$0	\$105,175	\$72,749	-30.83
Other Federal Operating	\$0	\$50,000	\$127,155	154.31
State Special Needs Grants	\$60,554	\$48,126	\$182,842	279.92
Sales Tax Equalization	\$25,163	\$3,324	\$3,324	0.00
Other Operating Sub-Total	\$247,794	\$999,072	\$306,933	-69.28
Other-Advertising	\$49,790	\$37,901	\$23,894	-36.96
Other-Interest	\$11,915	\$7,515	\$3,004	-60.03
Other-Gain (Loss) on Sale of Assets	\$0	\$12,492	\$25,506	104.18
Other-MISC	\$186,089	\$941,164	\$254,529	-72.96
Total (Excludes Capital Revenues)	\$6,969,571	\$8,125,492	\$8,000,562	-1.54
Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$0	\$2,001,000	\$0	-100.00
Federal Section §5310 Capital Grants	\$0	\$96,000	\$0	-100.00
CM/AQ and Other Federal Grants	\$150,005	\$0	\$0	-
Total Federal Capital	\$150,005	\$2,097,000	\$0	-100.00
State Capital Grant Revenues				
State Special Needs Grants	\$0	\$47,256	\$0	-100.00
State Vanpool Grants	\$233,186	\$0	\$0	-
Total State Capital	\$233,186	\$47,256	\$0	-100.00
Expenditures				
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$969,024	\$1,063,054	\$1,058,884	-0.39
Ending Balances, December 31				
Operating Reserve	\$594,474	\$612,155	\$1,007,709	64.62
Capital Reserve Funds	\$1,034,199	\$995,848	\$861,134	-13.53
Total	\$1,628,673	\$1,608,003	\$1,868,843	16.22

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$5,120,960	\$5,995,458	\$5,732,449	71.65
Total State Investment	\$85,717	\$51,450	\$186,166	2.33
Total Federal Investment	\$1,762,894	\$2,078,584	\$2,081,947	26.02
Total Operating	\$6,969,571	\$8,125,492	\$8,000,562	
Capital				
Total Local Investment	\$0	\$0	\$0	-
Total State Investment	\$233,186	\$47,256	\$0	-
Total Federal Investment	\$150,005	\$2,097,000	\$0	-
Total Capital	\$383,191	\$2,144,256	\$0	

Transit Systems Serving Rural Areas

For the purposes of this summary, local public transportation systems serving populations of fewer than 50,000 are rural. Based on the 2010 U.S. Census, Valley Transit was reclassified as small urban. Once the agency has completed the elements required of that transition, they will be reported in the Transit Systems Serving Small Urban Areas section of future summaries.

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

- [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](#) (Walla Walla, WA—OR UZA)

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 Capital Investment Program 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.
- Offset net operating expenses.

FTA Section 5309 Capital Investment Program funding may be used to:

- Purchase buses.
- Purchase bus-related equipment.
- Purchase paratransit vehicles.
- Construct bus-related facilities.

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System Snapshot

- **Service Area:** Clallam County
- **Congressional District:** 6
- **Legislative District:** 24
- **Type of Government:** PTBA
- **Governing Body:** Nine-member board composed of two representatives each from Clallam County; the cities of Sequim, Port Angeles and Forks; and one non-voting member chosen by the labor union (ATU 587).
- **Tax Authorized:** 0.6 percent sales and use tax; 0.3 percent approved in 1979 and an additional 0.3 percent approved in 2001.
- **Fares:**

	Base Fare	Premium Fare*
Fixed route adult (ages 20-64)	\$1.00	\$1.50
Fixed route senior (age 65+), youth (ages 6-19), disabled	\$0.50	\$1.00
Fixed route, up to 3 (ages 0-5) accompanied by an adult	Free	Free
Paratransit	\$1.00	\$1.50
Dial-a-ride surcharge	\$1.00	
Day pass	\$3.00	

*Premium intercity route fare with \$0.50 surcharge on route numbers 14 and 30.

- **Intermodal Connections:** Clallam Transit System (CTS) connects with Jefferson Transit in eastern Clallam County at the Sequim Transportation Center for service into Jefferson and Kitsap counties. This service provides access to Island County and the Central Puget Sound region by way of the Washington State Ferry system. Connections with Jefferson Transit in western Clallam County at the Forks Multi-Use Transportation Center provide service into Jefferson and Grays Harbor counties to complete the Highway 101 loop. CTS also links with paratransit trips integrated into CTS's fixed-route system. Service is provided to all of the public elementary, middle and high schools in CTS's service area, as well as to Peninsula College in Port Angeles.
- **Transit Development Plan:** [Clallam Transit System TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	47,121	47,962	43,569	-9.16
Total Vehicle Hours	50,731	51,936	47,179	-9.16
Revenue Vehicle Miles	1,023,343	990,005	954,080	-3.63
Total Vehicle Miles	1,116,207	1,084,304	1,029,202	-5.08
Passenger Trips	968,033	918,230	845,598	-7.91
Diesel Fuel Consumed (gallons)	207,950	194,308	186,344	-4.10
Employees - FTEs	65.5	64.8	58.0	-10.49
Operating Expenses	\$5,860,326	\$5,698,715	\$5,512,884	-3.26
Farebox Revenues	\$550,105	\$608,056	\$633,459	4.18
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	30,741	27,127	28,971	6.80
Total Vehicle Hours	32,131	28,354	30,281	6.80
Revenue Vehicle Miles	503,644	510,136	477,734	-6.35
Total Vehicle Miles	530,318	528,283	511,524	-3.17
Passenger Trips	67,911	59,094	66,533	12.59
Diesel Fuel Consumed (gallons)	50,285	48,681	46,892	-3.67
Gasoline Fuel Consumed (gallons)	1,606	2,054	998	-51.41
Employees - FTEs	22.0	22.0	22.0	0.00
Operating Expenses	\$1,613,568	\$1,635,449	\$1,479,395	-9.54
Farebox Revenues	\$126,952	\$39,915	\$32,441	-18.72
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	-	-	12,041	-
Total Vehicle Hours	-	-	12,041	-
Revenue Vehicle Miles	468,275	479,091	487,450	1.74
Total Vehicle Miles	468,275	479,091	496,543	3.64
Passenger Trips	79,313	81,649	84,971	4.07
Gasoline Fuel Consumed (gallons)	33,884	35,722	37,464	4.88
Employees - FTEs	1.0	1.0	1.0	0.00
Operating Expenses	\$174,435	\$194,595	\$236,978	21.78
Vanpool Revenue	\$192,654	\$197,396	\$232,742	17.91

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$5,582,568	\$5,835,791	\$5,915,787	1.37
Farebox Revenues	\$677,057	\$647,971	\$665,900	2.77
Vanpooling Revenue	\$192,654	\$197,396	\$232,742	17.91
Federal Section §5311 Operating	\$75,000	\$150,000	\$75,000	-50.00
Other Federal Operating	\$0	\$6,341	\$9,313	46.87
State Rural Mobility Grants	\$107,000	\$0	\$175,000	-
State Special Needs Grants	\$0	\$54,595	\$197,054	260.94
Other State Operating Grants	\$84,205	\$0	\$0	-
Other Operating Sub-Total	\$184,369	\$150,488	\$103,535	-31.20
Other-Advertising	\$21,962	\$26,935	\$20,623	-23.43
Other-Interest	\$124,042	\$85,809	\$41,219	-51.96
Other-Gain (Loss) on Sale of Assets	\$10,155	\$2,765	\$8,070	191.86
Other-MISC	\$28,210	\$34,979	\$33,623	-3.88
Total (Excludes Capital Revenues)	\$6,902,853	\$7,042,582	\$7,374,331	4.71
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$961	\$1,676	\$1,028,465	61264.26
Federal Section §5311 Capital Grants	\$1,279,233	\$11,351	\$1,733,424	15171.11
Federal STP Grants	\$29,291	\$178,000	\$38,207	-78.54
Total Federal Capital	\$1,309,485	\$191,027	\$2,800,096	1365.81
State Capital Grant Revenues				
State Vanpool Grants	\$0	\$75,162	\$0	-100.00
Total State Capital	\$0	\$75,162	\$0	-100.00
Expenditures				
Local Capital Expenditures				
Local Funds	\$425,027	\$147,048	\$12,538	-91.47
Total Local Capital	\$425,027	\$147,048	\$12,538	-91.47
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$907,665	\$900,450	\$899,401	-0.12
Ending Balances, December 31				
Operating Reserve	\$1,500,000	\$1,200,000	\$1,500,000	25.00
Working Capital	\$697,537	\$795,295	\$315,108	-60.38
Capital Reserve Funds	\$1,523,000	\$1,450,000	\$1,250,000	-13.79
Other	\$401,339	\$429,311	\$498,335	16.08
Total	\$4,121,876	\$3,874,606	\$3,563,443	-8.03

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$6,636,648	\$6,831,646	\$6,917,964	93.81%
Total State Investment	\$191,205	\$54,595	\$372,054	5.05%
Total Federal Investment	\$75,000	\$156,341	\$84,313	1.14%
Total Operating	\$6,902,853	\$7,042,582	\$7,374,331	
Capital				
Total Local Investment	\$425,027	\$147,048	\$12,538	0.45%
Total State Investment	\$0	\$75,162	\$0	0.00%
Total Federal Investment	\$1,309,485	\$191,027	\$2,800,096	99.55%
Total Capital	\$1,734,512	\$413,237	\$2,812,634	

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 and the communities of Waitsburg, Dixie and Prescott in Walla Walla County.
- **Congressional District:** 5
- **Legislative District:** 16
- **Type of Government:** County transportation authority.
- **Governing Body:** Five-member board composed of the three county commissioners and the mayors of Dayton and Starbuck.
- **Tax Authorized:** 0.4 percent total sales tax approved in 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 and one way \$5.00.
 - Discounted monthly pass rates are available.
- **Intermodal Connections:** CCPT is the only transportation available to the citizens of Columbia County, including Dayton, Starbuck and Huntsville; and the outlying communities of Walla Walla County, including Waitsburg, Dixie and Prescott.

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

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

Annual Operating Information				
	2009	2010	2011	% Change
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	8,700	9,954	11,150	12.02
Total Vehicle Hours	8,744	10,000	11,212	12.12
Revenue Vehicle Miles	202,000	235,529	262,557	11.48
Total Vehicle Miles	204,195	237,529	264,557	11.38
Passenger Trips	45,400	53,063	49,671	-6.39
Diesel Fuel Consumed (gallons)	11,965	15,877	17,801	12.12
Gasoline Fuel Consumed (gallons)	5,956	5,919	5,447	-7.97
Employees - FTEs	12.0	13.8	11.8	-14.55
Operating Expenses	\$660,641	\$788,876	\$897,683	13.79
Farebox Revenues	\$65,560	\$75,879	\$80,247	5.76
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	4,200	3,907	4,300	10.06
Total Vehicle Hours	4,300	3,975	4,350	9.43
Revenue Vehicle Miles	168,000	175,801	172,000	-2.16
Total Vehicle Miles	171,693	178,801	174,014	-2.68
Passenger Trips	31,500	34,426	37,451	8.79
Gasoline Fuel Consumed (gallons)	11,422	12,586	11,276	-10.41
Employees - FTEs	0.25	0.25	0.25	0
Operating Expenses	\$62,674	\$81,050	\$86,672	6.94
Vanpool Revenue	\$91,205	\$105,542	\$110,713	4.90
Revenues				
Operating Related Revenues				
Sales Tax	\$188,986	\$210,998	\$238,187	12.89
Farebox Revenues	\$65,560	\$75,879	\$80,247	5.76
Vanpooling Revenue	\$91,205	\$105,542	\$110,713	4.90
Federal Section §5311 Operating	\$194,889	\$0	\$74,357	-
Other Federal Operating	\$33,288	\$179,166	\$140,025	-21.85
State Rural Mobility Grants	\$123,691	\$320,945	\$271,630	-15.37
State Special Needs Grants	\$12,281	\$0	\$11,361	-
Sales Tax Equalization	\$48,259	\$32,067	\$24,140	-24.72
Other Operating Sub-Total	\$164,287	\$161,658	\$159,653	-1.24
Other-Interest	\$0	\$4,148	\$158	-96.19
Other-MISC	\$164,287	\$157,510	\$159,495	1.26
Total (Excludes Capital Revenues)	\$922,446	\$1,086,255	\$1,110,313	2.21
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$0	\$73,076	\$0	0.00
Total Federal Capital	\$0	\$73,076	\$0	0.00

	2009	2010	2011	% Change
State Capital Grant Revenues				
State Special Needs Grants	\$0	\$59,409	\$0	0.00
Total State Capital	\$0	\$59,409	\$0	0.00
Expenditures				
Local Capital Expenditures				
Local Funds	\$5,644	\$58,468	\$0	-100.00
Total Local Capital	\$5,644	\$58,468	\$0	-100.00
Ending Balances, December 31				
General Fund	\$118,890	\$54,611	\$180,570	230.65
Operating Reserve	\$37,459	\$40,588	\$40,588	0.00
Working Capital	\$253,129	\$377,756	\$377,756	0.00
Capital Reserve Funds	\$123,461	\$200,964	\$200,964	0.00
Total	\$532,939	\$673,919	\$799,878	18.69
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$510,038	\$554,077	\$588,800	53.03
Total State Investment	\$184,231	\$353,012	\$307,131	27.66
Total Federal Investment	\$228,177	\$179,166	\$214,382	19.31
Total Operating	\$922,446	\$1,086,255	\$1,110,313	
Capital				
Total Local Investment	\$5,644	\$58,468	\$0	-
Total State Investment	\$0	\$59,409	\$0	-
Total Federal Investment	\$0	\$73,076	\$0	-
Total Capital	\$5,644	\$190,953	\$0	

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:** Unincorporated transportation benefit area.
- **Governing Body:** Three-member county commission.
- **Tax Authorized:** Garfield County Public Transportation does not receive any sales and use tax.
- **Fares:** GCPT operates on a donation basis. Suggested donations are \$2.00 (local) and \$5.00 (Lewiston).
- **Intermodal Connections:** GCPT provides services to downtown Pomeroy and the Lewiston/Clarkston valley, which includes Walla Walla Community College. Connections with Trailways Bus line, Lewiston Airport, Asotin County Transit and Columbia County Public Transportation are available.
- **Transit Development Plan:** [Garfield County Public Transportation TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	2,799	2,254	2,265	0.49
Total Vehicle Hours	2,834	2,294	2,305	0.48
Revenue Vehicle Miles	25,207	20,634	22,850	10.74
Total Vehicle Miles	25,517	20,889	23,050	10.35
Passenger Trips	11,166	9,496	8,214	-13.50
Gasoline Fuel Consumed (gallons)	3,874	3,370	3,990	18.40
Employees - FTEs	3.0	3.0	2.2	-26.67
Operating Expenses	\$124,000	\$103,574	\$93,223	-9.99
Farebox Revenues	\$4,000	\$3,834	\$9,367	144.31
Revenues				
Operating Related Revenues				
Farebox Revenues	\$4,000	\$3,834	\$9,367	144.31
Federal Section §5311 Operating	\$0	\$48,302	\$42,302	-12.42
State Rural Mobility Grants	\$0	\$43,458	\$32,158	-26.00
Other State Operating Grants	\$0	\$0	\$2,190	-
Other Operating Sub-Total	\$71,000	\$0	\$0	-
Other-MISC	\$7,000	\$4,538	\$6,709	47.84
Total (Excludes Capital Revenues)	\$82,000	\$100,132	\$92,726	-7.40
Expenditures				
Ending Balances, December 31				
General Fund	\$57,158	\$58,534	\$40,824	-30.26
Capital Reserve Funds	\$58,919	\$62,419	\$63,217	1.28
Total	\$116,077	\$120,953	\$104,041	-13.98
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$11,000	\$8,372	\$16,076	17.34
Total State Investment	\$71,000	\$43,458	\$34,348	37.04
Total Federal Investment	\$0	\$48,302	\$42,302	45.62
Total Operating	\$82,000	\$100,132	\$92,726	
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 Districts:** 12 and 13
- **Type of Government:** PTBA
- **Governing Body:** Nine-member board of directors composed of one county commissioner, two mayors, and six council members from the cities and towns in the PTBA.
- **Tax Authorized:** 0.2 percent local sales tax approved in 1996.
- **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, Northwestern Trailways in Moses Lake and Ephrata, Greyhound at Ernie's Texaco in Moses Lake and 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

	2009	2010	2011	% Change
Fixed Route Services (Purchased Transportation)				
Revenue Vehicle Hours	4,277	4,381	4,684	6.92
Total Vehicle Hours	5,400	5,497	5,784	5.22
Revenue Vehicle Miles	116,991	115,068	109,326	-4.99
Total Vehicle Miles	125,253	123,291	128,096	3.90
Passenger Trips	32,067	36,244	49,225	35.82
Diesel Fuel Consumed (gallons)	59,012	31,455	29,765	-5.37
Employees - FTEs	12.0	8.0	7.0	-12.50
Operating Expenses	\$1,017,540	\$793,834	\$775,743	-2.28
Farebox Revenues	\$28,135	\$30,898	\$38,178	23.56
Route Deviated Services (Purchased Transportation)				
Revenue Vehicle Hours	30,193	25,324	24,810	-2.03
Total Vehicle Hours	33,833	29,986	28,315	-5.57
Revenue Vehicle Miles	902,577	779,492	732,688	-6.00
Total Vehicle Miles	942,123	815,965	781,469	-4.23
Passenger Trips	187,983	159,264	163,532	2.68
Diesel Fuel Consumed (gallons)	86,449	104,748	93,687	-10.56
Employees - FTEs	18.0	18.0	16.0	-11.11
Operating Expenses	\$1,622,771	\$1,784,322	\$1,810,068	1.44
Farebox Revenues	\$48,886	\$74,633	\$89,083	19.36
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	9,960	7,199	10,090	40.16
Total Vehicle Hours	13,857	10,360	12,131	17.09
Revenue Vehicle Miles	164,872	121,386	173,331	42.79
Total Vehicle Miles	211,047	159,003	209,675	31.87
Passenger Trips	27,059	20,157	21,211	5.23
Gasoline Fuel Consumed (gallons)	22,018	19,676	29,303	48.93
Employees - FTEs	15.0	13.0	12.0	-7.69
Operating Expenses	\$1,153,415	\$804,784	\$958,952	19.16
Farebox Revenues	\$33,009	\$31,521	\$44,714	41.85
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	-	-	5,462	-
Total Vehicle Hours	-	-	5,462	-
Revenue Vehicle Miles	152,120	227,015	276,550	21.82
Total Vehicle Miles	152,120	227,015	276,550	21.82
Passenger Trips	32,360	39,952	44,464	11.29
Gasoline Fuel Consumed (gallons)	10,609	14,658	-	-100.00
Employees - FTEs	1.0	-	1.0	-
Operating Expenses	\$28,061	\$178,049	\$186,567	4.78
Vanpool Revenue	\$45,071	\$100,561	\$102,200	1.63

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$2,759,250	\$2,328,265	\$3,092,678	32.83
Farebox Revenues	\$110,030	\$137,052	\$171,975	25.48
Vanpooling Revenue	\$45,071	\$100,561	\$102,200	1.63
Federal Section §5311 Operating		\$0	\$46,658	-
FTA JARC (§5316) Program	\$65,971	\$0	\$0	-
State Rural Mobility Grants	\$33,848	\$67,780	\$5,771	-91.49
State Special Needs Grants	\$76,325	\$191,240	\$260,554	36.24
Other State Operating Grants	\$0	\$2,330	\$2,500	7.30
Other Operating Sub-Total	\$157,073	\$228,064	\$165,213	-27.56
Other-Interest	\$118,515	\$66,969	\$53,697	-19.82
Other-MISC	\$38,558	\$161,095	\$111,516	-30.78
Total (Excludes Capital Revenues)	\$3,247,568	\$3,055,292	\$3,847,549	25.93
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$470,913	\$222,346	\$475,000	113.63
Federal Section §5311 Capital Grants	\$142,276	\$2,767,246	\$1,298,540	-53.07
Total Federal Capital	\$613,189	\$2,989,592	\$1,773,540	-40.68
State Capital Grant Revenues				
State Vanpool Grants	\$51,205	\$0	\$0	-
Total State Capital	\$51,205	\$0	\$0	-
Expenditures				
Local Capital Expenditures				
Local Funds	\$0	\$0	\$332,265	-
Total Local Capital	\$0	\$0	\$332,265	-
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$430,041	\$387,175	\$369,469	-4.57
Ending Balances, December 31				
Unrestricted Cash and Investments	\$2,830,086	\$1,645,579	\$1,576,596	-4.19
Operating Reserve	\$800,000	\$800,000	\$800,000	0.00
Total	\$3,630,086	\$2,445,579	\$2,376,596	-2.82

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$3,071,424	\$2,793,942	\$3,532,066	91.80
Total State Investment	\$110,173	\$261,350	\$268,825	6.99
Total Federal Investment	\$65,971	\$0	\$46,658	1.21
Total Operating	\$3,247,568	\$3,055,292	\$3,847,549	
Capital				
Total Local Investment	\$0	\$0	\$332,265	15.78
Total State Investment	\$51,205	\$0	\$0	0.00
Total Federal Investment	\$613,189	\$2,989,592	\$1,773,540	84.22
Total Capital	\$664,394	\$2,989,592	\$2,105,805	

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 Districts:** 19, 24 and 35
- **Type of Government:** County transportation authority.
- **Governing Body:** Six-member board of directors composed of three county commissioners, the Mayor of Aberdeen, the Mayor of Hoquiam, and a mayor selected by the other mayors in the county.
- **Tax Authorized:** 0.6 percent total sales and use tax; 0.3 percent approved in 1974 and an additional 0.3 percent approved in 2000.
- **Fares:** Base fare is \$1.00 per boarding for fixed route and 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 Amtrak and Twin Transit in Centraila twice weekly, Monday and Friday. Grays Harbor Transit bus routes serve all elementary, middle and high schools in the county as well as Grays Harbor College. Grays Harbor provides service to most senior centers in the county with either fixed route or paratransit service.
- **Transit Development Plan:** [Grays Harbor Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	52,574	48,461	49,104	1.33
Total Vehicle Hours	66,125	62,130	60,955	-1.89
Revenue Vehicle Miles	1,191,870	983,763	945,659	-3.87
Total Vehicle Miles	1,214,016	1,047,722	1,006,021	-3.98
Passenger Trips	1,162,282	873,800	888,309	1.66
Diesel Fuel Consumed (gallons)	224,823	190,911	180,650	-5.37
Employees - FTEs	59.0	59.0	58.0	-1.69
Operating Expenses	\$4,758,827	\$4,043,109	\$4,962,814	22.75
Farebox Revenues	\$436,026	\$532,477	\$526,533	-1.12
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	44,083	29,237	27,386	-6.33
Total Vehicle Hours	44,083	29,237	27,368	-6.39
Revenue Vehicle Miles	465,305	455,700	451,980	-0.82
Total Vehicle Miles	465,305	455,700	451,980	-0.82
Passenger Trips	139,903	109,658	106,491	-2.89
Diesel Fuel Consumed (gallons)	52,156	47,314	45,407	-4.03
Gasoline Fuel Consumed (gallons)	7,150	10,288	10,878	5.73
Employees - FTEs	17.0	16.0	15.0	-6.25
Operating Expenses	\$2,916,700	\$3,050,065	\$2,229,690	-26.90
Farebox Revenues	\$69,952	\$109,658	\$106,491	-2.89
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	6,171	7,713	9,327	20.93
Total Vehicle Hours	6,171	7,713	9,327	20.93
Revenue Vehicle Miles	224,756	281,783	356,624	26.56
Total Vehicle Miles	224,756	281,783	356,624	26.56
Passenger Trips	52,486	72,254	97,595	35.07
Gasoline Fuel Consumed (gallons)	15,850	19,924	23,404	17.47
Employees - FTEs	0.5	1.0	1.0	0.00
Operating Expenses	\$64,284	\$86,756	\$95,917	10.56
Vanpool Revenue	\$71,269	\$90,466	\$121,660	34.48

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$5,110,116	\$5,220,830	\$5,754,274	10.22
Farebox Revenues	\$505,978	\$642,135	\$633,024	-1.42
Vanpooling Revenue	\$71,269	\$90,466	\$121,660	34.48
Federal Section §5311 Operating	\$546,060	\$467,119	\$483,536	3.51
State Rural Mobility Grants	\$52,988	\$105,977	\$181,362	71.13
State Special Needs Grants	\$180,470	\$184,824	\$178,099	-3.64
Sales Tax Equalization	\$429,800	\$414,506	\$371,329	-10.42
Other Operating Sub-Total	\$49,915	\$34,736	\$88,828	155.72
Other-Advertising	\$10,091	\$7,523	\$17,311	130.11
Other-Interest	\$30,218	\$11,690	\$6,964	-40.43
Other-MISC	\$9,606	\$15,523	\$64,553	315.85
Total (Excludes Capital Revenues)	\$6,946,596	\$7,160,593	\$7,812,112	9.10
Federal Capital Grant Revenues				
Federal Section §5311 Capital Grants	\$477,455	\$0	\$0	-
CM/AQ and Other Federal Grants	\$1,279,878	\$178,722	\$32,200	-81.98
Total Federal Capital	\$1,757,333	\$178,722	\$32,200	-81.98
State Capital Grant Revenues				
State Vanpool Grants	\$44,988	\$119,043	\$118,115	-0.78
Total State Capital	\$44,988	\$119,043	\$118,115	-0.78
Expenditures				
Local Capital Expenditures				
Local Funds	\$268,347	\$55,657	\$150,969	171.25
Total Local Capital	\$268,347	\$55,657	\$150,969	171.25
Other Expenditures				
Other Expenditures	\$195,241	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$0	\$713,555	\$705,958	-1.06%
Ending Balances, December 31				
General Fund	\$1,479,994	\$1,540,771	\$1,644,178	6.71
Unrestricted Cash and Investments	\$1,140,000	\$1,140,000	\$1,140,000	0.00
Insurance Funds	\$166,343	\$166,343	\$166,343	0.00
Total	\$2,786,337	\$2,847,114	\$2,950,521	3.63

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$5,932,519	\$5,988,167	\$6,597,786	84.46
Total State Investment	\$663,258	\$705,307	\$730,790	9.35
Total Federal Investment	\$546,060	\$467,119	\$483,536	6.19
Total Operating	\$7,141,837	\$7,160,593	\$7,812,112	
Capital				
Total Local Investment	\$268,347	\$55,657	\$150,969	50.11
Total State Investment	\$44,988	\$119,043	\$118,115	39.20
Total Federal Investment	\$1,757,333	\$178,722	\$32,200	10.69
Total Capital	\$2,070,668	\$353,422	\$301,284	

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:** Five-member board of directors.
- **Tax Authorized:** 0.9 percent sales tax; 0.3 percent approved in 1983, an additional 0.3 percent approved in 2000 and the final 0.3 percent tax approved in 2009.
- **Fares:** Island Transit does not collect farebox revenue.
- **Intermodal Connections:** Island Transit provides service to both the Clinton/Mukilteo ferry and the Coupeville/Port Townsend ferry. From Mukilteo, passengers can access Community Transit and Sound Transit. In addition, inter-county connector routes provide service between Oak Harbor and Skagit Station, making connections with Skagit Transit, Whatcom Transit and Amtrak; and between Camano Island and Everett Station making connections with Amtrak, Everett Transit, Community Transit and Skagit Transit.
- **Transit Development Plan:** [Island Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	34,832	35,349	35,365	0.05
Total Vehicle Hours	48,623	49,732	49,318	-0.83
Revenue Vehicle Miles	1,127,965	1,134,752	1,142,624	0.69
Total Vehicle Miles	1,188,172	1,195,900	1,205,319	0.79
Passenger Trips	672,298	672,667	703,602	4.60
Diesel Fuel Consumed (gallons)	159,641	148,873	153,486	3.10
Gasoline Fuel Consumed (gallons)	7,252	-	-	-
Employees - FTEs	24.0	24.0	55.0*	129.17
Operating Expenses	\$4,756,191	\$5,156,426	\$4,222,104	-18.12
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	24,819	25,087	23,715	-5.47
Total Vehicle Hours	40,948	41,199	39,171	-4.92
Revenue Vehicle Miles	639,545	619,248	600,651	-3.00
Total Vehicle Miles	734,912	713,418	700,590	-1.80
Passenger Trips	346,188	354,000	362,553	2.42
Diesel Fuel Consumed (gallons)	97,844	119,412	119,537	0.10
Gasoline Fuel Consumed (gallons)	4,445	1,633	-	-100.00
Employees - FTEs	14.0	19.0	37.0*	94.74
Operating Expenses	\$2,915,085	\$3,160,390	\$2,814,736	-10.94
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	18,464	20,274	24,902	22.83
Total Vehicle Hours	20,113	22,018	26,925	22.29
Revenue Vehicle Miles	249,171	281,710	345,038	22.48
Total Vehicle Miles	315,138	354,085	430,936	21.70
Passenger Trips	43,883	45,132	53,878	19.38
Diesel Fuel Consumed (gallons)	14,010	12,553	17,440	38.93
Gasoline Fuel Consumed (gallons)	14,007	17,701	19,623	10.86
Employees - FTEs	9.0	11.0	39.0*	254.55
Operating Expenses	\$826,879	\$914,881	\$3,015,788	229.64
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	-	37,028	37,830	2.17
Total Vehicle Hours	-	37,028	37,830	2.17
Revenue Vehicle Miles	1,334,858	1,187,396	1,186,077	-0.11
Total Vehicle Miles	1,338,163	1,190,995	1,189,366	-0.14
Passenger Trips	237,252	218,224	220,483	1.04
Gasoline Fuel Consumed (gallons)	81,117	72,229	72,953	1.00
Employees - FTEs	2.0	2.0	2.0*	0.00
Operating Expenses	\$296,536	\$464,552	\$562,219	21.02
Vanpool Revenue	\$490,500	\$448,231	\$444,216	-0.90

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$4,756,061	\$6,384,629	\$6,698,183	4.91
Vanpooling Revenue	\$490,500	\$448,231	\$444,216	-0.90
Federal Section §5311 Operating	\$0	\$4,564	\$7,118	55.96
State Regional Mobility Operating Grants	\$362,485	\$400,109	\$197,291	-50.69
State Special Needs Grants	\$172,821	\$198,062	\$213,281	7.68
Sales Tax Equalization	\$1,356,251	\$1,531,998	\$1,746,652	14.01
Other State Operating Grants	\$944,944	\$809,756	\$809,756	0.00
Other Operating Sub-Total	\$258,378	\$62,920	\$68,866	9.45
Other-Interest	\$164,736	\$25,491	\$27,938	9.60
Other-MISC	\$93,642	\$37,429	\$40,928	9.35
Total (Excludes Capital Revenues)	\$8,341,440	\$9,840,269	\$10,185,363	3.51
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$934,810	\$456,347	\$199,910	-56.19
Federal Section §5311 Capital Grants	\$642,216	\$805,384	\$1,247,887	54.94
Total Federal Capital	\$1,577,026	\$1,261,731	\$1,447,797	14.75
State Capital Grant Revenues				
State Rural Mobility Grants	\$0	\$494,023	\$294,282	-40.43
State Vanpool Grants	\$0	\$0	\$367,833	-
Other State Capital Funds	\$489,272	\$0	\$0	-
Total State Capital	\$489,272	\$494,023	\$662,115	34.03
Expenditures				
Local Capital Expenditures				
Local Funds	\$0	\$505,136	\$568,143	112.47
Total Local Capital	\$0	\$505,136	\$568,143	112.47
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$0	\$1,339,308	\$1,502,920	12.22
Ending Balances, December 31				
General Fund	\$2,226,552	\$2,278,890	\$904,916	-60.29
Operating Reserve	\$1,345,846	\$1,445,846	\$1,455,846	0.69
Capital Reserve Funds	\$2,654,155	\$2,018,839	\$2,423,833	20.06
Total	\$6,226,553	\$5,743,575	\$4,784,595	-16.70

*Island Transit made an adjustment to how they report FTE count in 2011. Previous year FTE counts did not accurately capture the number of hours allocated to the operation of the individual modes of service.

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$5,504,939	\$6,895,780	\$7,211,265	70.80
Total State Investment	\$2,836,501	\$2,939,925	\$2,966,980	29.13
Total Federal Investment	\$0	\$4,564	\$7,118	0.07
Total Operating	\$8,341,440	\$9,840,269	\$10,185,363	
Capital				
Total Local Investment	\$0	\$505,136	\$568,143	21.21
Total State Investment	\$489,272	\$494,023	\$662,115	24.72
Total Federal Investment	\$1,577,026	\$1,261,731	\$1,447,797	54.06
Total Capital	\$2,066,298	\$2,260,890	\$2,678,055	

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



System Snapshot

- **Service Area:** Jefferson County
- **Congressional District:** 6
- **Legislative District:** 24
- **Type of Government:** PTBA
- **Governing Body:** Six-member board composed of three county commissioners, two Port Townsend City Council members and one non-voting Amalgamated Transit Union representative.
- **Tax Authorized:** 0.9 percent total sales and use tax; 0.3 percent approved in 1980, an additional 0.3 percent approved in 2000 and the final 0.3 percent was approved in 2011.
- **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 a one-way pass for senior, youth and people with disabilities.
- **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). By connecting with Grays Harbor Transportation and Clallam Transit, this service 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				
	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	17,494	16,830	16,153	-4.02
Total Vehicle Hours	17,946	17,166	16,476	-4.02
Revenue Vehicle Miles	374,042	387,558	456,738	17.85
Total Vehicle Miles	383,652	391,046	460,666	17.80
Passenger Trips	290,659	155,659	268,203	72.30
Diesel Fuel Consumed (gallons)	65,519	83,755	70,084	-16.32
Employees - FTEs	23.3	13.8	14.3	3.63
Operating Expenses	\$1,949,492	\$1,472,440	\$2,472,789	67.94
Farebox Revenues	\$125,313	\$127,310	\$149,521	17.45
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	6,378	5,659	3,286	-41.93
Total Vehicle Hours	6,538	5,771	3,286	-43.06
Revenue Vehicle Miles	270,317	237,704	136,822	-42.44
Total Vehicle Miles	277,182	256,622	137,999	-46.22
Passenger Trips	50,278	44,808	15,405	-65.62
Diesel Fuel Consumed (gallons)	33,388	30,115	24,469	-18.75
Gasoline Fuel Consumed (gallons)	6,290	5,824	4,557	-21.75
Employees - FTEs	9.3	2.5	3.1	20.08
Operating Expenses	\$750,757	\$854,711	\$394,784	-53.81
Farebox Revenues	\$19,847	\$17,954	\$4,273	-76.20
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	7,105	7,031	6,446	-8.32
Total Vehicle Hours	9,600	8,235	7,769	-5.66
Revenue Vehicle Miles	81,658	84,640	76,097	-10.09
Total Vehicle Miles	110,392	110,127	85,227	-22.61
Passenger Trips	17,876	17,428	17,522	0.54
Diesel Fuel Consumed (gallons)	6,590	5,526	6,116	10.68
Gasoline Fuel Consumed (gallons)	2,638	3,548	2,810	-20.80
Employees - FTEs	8.4	3.5	3.3	-7.34
Operating Expenses	\$685,588	\$776,695	\$794,883	2.34
Farebox Revenues	\$54,517	\$10,917	\$12,819	17.42
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	1,914	2,451	2,462	0.45
Total Vehicle Hours	1,914	2,831	2,872	1.45
Revenue Vehicle Miles	86,142	127,529	127,772	0.19
Total Vehicle Miles	86,388	129,642	129,172	-0.36
Passenger Trips	12,926	16,974	17,234	1.53
Diesel Fuel Consumed (gallons)	226	-	207	-
Gasoline Fuel Consumed (gallons)	4,971	7,847	7,528	-4.07
Operating Expenses	\$37,906	\$31,280	\$37,511	19.92
Vanpool Revenue	\$50,338	\$67,974	\$69,213	1.82

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$2,268,939	\$2,132,036	\$2,758,561	29.39
Farebox Revenues	\$199,677	\$156,181	\$166,613	6.68
Vanpooling Revenue	\$50,338	\$67,974	\$69,213	1.82
Federal Section §5311 Operating	\$655,911	\$785,628	\$292,556	-62.76
State Rural Mobility Grants	\$17,500	\$35,000	\$815,548	2230.14
State Special Needs Grants	\$105,628	\$98,780	\$84,289	-10.44
Sales Tax Equalization	\$139,654	\$94,115	\$0	-
Other State Operating Grants	\$606,261	\$0	\$0	-
Other Operating Sub-Total	\$149,472	\$49,946	\$51,552	3.22
Other-Advertising	\$5,395	\$12,814	\$10,397	-18.86
Other-Interest	\$7,841	\$3,197	\$2,052	-35.81
Other-Gain (Loss) on Sale of Assets	\$8,565	\$1,742	\$0	-100.00
Other-MISC	\$127,671	\$32,193	\$39,103	21.46
Total (Excludes Capital Revenues)	\$4,193,380	\$3,419,660	\$4,238,332	23.94
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$0	\$0	\$12,618	-
Federal Section §5311 Capital Grants	\$29,401	\$486,664	\$1,329,186	173.12
Federal STP Grants	\$0	\$147,976	\$0	-100.00
Total Federal Capital	\$29,401	\$634,640	\$1,341,804	111.43
State Capital Grant Revenues				
State Rural Mobility Grants	\$0	\$205,718	\$164,952	-19.82
State Vanpool Grants	\$44,504	\$0	\$0	-
Total State Capital	\$44,504	\$205,718	\$164,952	-19.82
Expenditures				
Other Expenditures				
Other Expenditures	\$591,766	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$438,406	\$407,882	\$422,090	3.48
Ending Balances, December 31				
Unrestricted Cash and Investments	\$328,973	\$222,935	\$942,706	322.86
Capital Reserve Funds	\$460,689	\$130,998	\$323,906	147.26
Total	\$789,662	\$353,933	\$1,266,612	257.87

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$3,260,192	\$2,406,137	\$3,045,939	71.87
Total State Investment	\$869,043	\$227,895	\$899,837	21.23
Total Federal Investment	\$655,911	\$785,628	\$292,556	6.90
Total Operating	\$4,785,146	\$3,419,660	\$4,238,332	
Capital				
Total Local Investment	\$0	\$0	\$0	0.00
Total State Investment	\$44,504	\$205,718	\$164,952	10.95
Total Federal Investment	\$29,401	\$634,640	\$1,341,804	89.05
Total Capital	\$73,905	\$840,358	\$1,506,756	

Mason County Transportation Authority

Brad Patterson

General Manager

790 East John's Prairie Road

Shelton, WA 98584

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www.masontransit.org



System Snapshot

- **Service Area:** Mason County
- **Congressional Districts:** 3 and 6
- **Legislative District:** 35
- **Type of Government:** PTBA
- **Governing Body:** Nine-member board of directors.
- **Tax Authorized:** 0.6 percent total sales tax; 0.2 percent approved in 1991 and an additional 0.4 percent approved in 2001.
- **Fares:** One-way, out of county fares are \$1.50 for 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 the 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 are also available.
- **Transit Development Plan:** [Mason Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	33,654	40,254	36,792	-8.60
Total Vehicle Hours	33,654	40,254	42,343	5.19
Revenue Vehicle Miles	570,277	584,236	626,352	7.21
Total Vehicle Miles	570,277	584,236	637,768	9.16
Passenger Trips	397,282	394,322	398,713	1.11
Diesel Fuel Consumed (gallons)	86,476	98,216	96,707	-1.54
Employees - FTEs	16.1	22.7	23.3	2.82
Operating Expenses	\$2,881,164	\$2,834,215	\$2,998,840	5.81
Farebox Revenues	\$308,491	\$294,686	\$306,377	3.97
Route Deviated Services (Purchased Transportation)				
Revenue Vehicle Hours	-	1,643	1,603	97.57
Total Vehicle Hours	-	1,643	1,603	97.57
Revenue Vehicle Miles	-	31,934	30,132	94.36
Total Vehicle Miles	-	31,934	30,132	94.36
Passenger Trips	-	10,810	11,648	107.75
Operating Expenses	\$0	\$118,092	\$144,266	122.16
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	29,244	24,665	22,096	-10.42
Total Vehicle Hours	29,244	24,665	25,444	3.16
Revenue Vehicle Miles	363,072	327,504	326,761	-0.23
Total Vehicle Miles	416,989	327,504	333,327	1.78
Passenger Trips	55,481	52,296	55,819	6.74
Diesel Fuel Consumed (gallons)	46,564	32,021	27,230	-14.96
Employees - FTEs	13.9	19.3	12.0	-37.67
Operating Expenses	\$1,643,238	\$1,535,200	\$1,567,334	2.09
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	-	-	6,219	-
Total Vehicle Hours	-	-	6,219	-
Revenue Vehicle Miles	288,653	289,317	299,650	3.57
Total Vehicle Miles	288,653	289,317	299,650	3.57
Passenger Trips	57,236	48,255	49,123	1.80
Gasoline Fuel Consumed (gallons)	22,901	21,953	23,840	8.60
Employees - FTEs	0.5	0.5	0.5	0.00
Operating Expenses	\$1,276,047	\$1,417,108	\$1,434,660	1.24
Vanpool Revenue	\$222,600	\$209,950	\$191,540	-8.77

Note: During the process for validating the 2011 data, WSDOT noticed the discrepancy and confirmed with Mason County Transit Authority that the figures that were submitted for Operating Expenses for 2010 weren't allocated with a consistent methodology. WSDOT and Mason County Transit Authority discussed the error and have agreed to make changes to the 2010 data so that it is consistent with how they have historically reported their expenses by mode.

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$3,123,326	\$3,168,563	\$3,198,951	0.96
Farebox Revenues	\$308,491	\$294,686	\$306,377	3.97
Vanpooling Revenue	\$222,600	\$209,950	\$191,540	-8.77
Federal Section §5311 Operating	\$1,154,806	\$336,083	\$939,596	179.57
State Rural Mobility Grants	\$0	\$1,017,379	\$1,557,035	53.04
State Special Needs Grants	\$0	\$260,128	\$380,712	46.36
Sales Tax Equalization	\$0	\$0	\$189,618	-
Other State Operating Grants	\$95,385	\$0	\$58,864	-
Other Operating Sub-Total	\$0	\$54,942	\$18,072	-67.11
Other-Interest	\$0	\$22,092	\$14,072	-36.30
Other-Gain (Loss) on Sale of Assets	\$0	\$32,850	\$4,000	-87.82
Total (Excludes Capital Revenues)	\$4,904,608	\$5,341,731	\$6,840,765	28.06
Federal Capital Grant Revenues				
Federal Section §5311 Capital Grants	\$0	\$274,400	\$900,000	227.99
FTA JARC (§5316) Program	\$0	\$0	\$117,132	-
Federal STP Grants	\$204,110	\$17,701	\$0	-100.00
Total Federal Capital	\$204,110	\$292,101	\$1,017,132	248.21
State Capital Grant Revenues				
State Vanpool Grants	\$75,185	\$0	\$0	-
Total State Capital	\$75,185	\$0	\$0	-
Expenditures				
Local Capital Expenditures				
Local Funds	\$0	\$520,280	\$0	-100.00
Total Local Capital	\$0	\$520,280	\$0	-100.00
Other Expenditures				
Other Expenditures	\$47,307	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$0	\$744,520	\$0	-100.00
Debt Service				
Interest	\$50,962	\$47,546	\$37,149	-21.87
Principal	\$50,144	\$185,692	\$43,378	-76.64
Total Debt Service	\$101,106	\$233,238	\$80,527	-65.47
Ending Balances, December 31				
Unrestricted Cash and Investments	\$5,775,132	\$4,360,111	\$7,012,974	60.84
Operating Reserve	\$0	\$1,500,000	\$1,500,000	0.00
Capital Reserve Funds	\$0	\$1,628,000	\$0	-100.00
Debt Service Funds	\$100,000	\$794,061	\$686,263	-13.58
Other	\$0	\$167,878	\$0	-100.00
Total	\$5,875,132	\$8,450,050	\$9,199,237	8.87

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$3,701,724	\$3,728,141	\$3,714,940	54.31
Total State Investment	\$95,385	\$1,277,507	\$2,186,229	31.96
Total Federal Investment	\$1,154,806	\$336,083	\$939,596	13.74
Total Operating	\$4,951,915	\$5,341,731	\$6,840,765	
Capital				
Total Local Investment	\$0	\$520,280	\$0	0.00
Total State Investment	\$75,185	\$0	\$0	0.00
Total Federal Investment	\$204,110	\$292,101	\$1,017,132	100.00
Total Capital	\$279,295	\$812,381	\$1,017,132	

Tim Russ

Director

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www.pacificttransit.org



System Snapshot

- **Service Area:** Pacific County with connections to Aberdeen, WA and Astoria, OR.
- **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 from Raymond, South Bend, Long Beach and Ilwaco; and a non-voting labor representative.
- **Tax Authorized:** 0.3 percent approved in 1980.
- **Fares:** \$0.35 for dial-a ride; \$0.50 for fixed route.
- **Intermodal Connections:** Pacific Transit provides services to the following public transportation facilities:
 - Grays Harbor Transit Transfer Center in Aberdeen for connections to Olympia, including Greyhound and Amtrak.
 - Sunset Empire Transportation District and Northwest Point Coachways in Astoria, OR, for connections to Portland, OR, including Greyhound, Amtrak, and Portland International Airport.
 - Wahkiakum on the Move in Naselle for connections to Longview, Chehalis and Portland, OR.
- **Transit Development Plan:** [Pacific Transit TDP](#)

Annual Operating Information

	2008	2009	2010	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	12,771	12,922	12,723	-1.54
Total Vehicle Hours	13,126	13,295	13,117	-1.34
Revenue Vehicle Miles	331,278	337,617	331,990	-1.67
Total Vehicle Miles	340,122	346,986	341,554	-1.57
Passenger Trips	99,016	92,488	102,346	10.66
Diesel Fuel Consumed (gallons)	44,305	45,019	41,117	-8.67
Employees - FTEs	9.9	6.0	6.0	0.00
Operating Expenses	\$818,762	\$832,595	\$869,940	4.49
Farebox Revenues	\$23,058	\$31,086	\$33,170	6.70
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	7,112	7,205	7,170	-0.49
Total Vehicle Hours	7,991	8,096	8,056	-0.49
Revenue Vehicle Miles	90,732	90,855	91,412	0.61
Total Vehicle Miles	101,604	101,856	102,711	0.84
Passenger Trips	13,439	13,295	13,173	-0.92
Diesel Fuel Consumed (gallons)	304	35	-	-100.00
Gasoline Fuel Consumed (gallons)	10,456	11,460	11,790	2.88
Employees - FTEs	3.8	3.9	3.9	0.00
Operating Expenses	\$497,575	\$505,982	\$533,189	5.38
Farebox Revenues	\$14,131	\$5,271	\$5,160	-2.11
Revenues				
Operating Related Revenues				
Sales Tax	\$688,940	\$671,982	\$662,498	-1.41
Farebox Revenues	\$37,189	\$36,357	\$38,330	5.43
Federal Section §5311 Operating	\$337,890	\$201,560	\$352,575	74.92
State Rural Mobility Grants	\$155,780	\$261,560	\$215,390	-17.65
State Special Needs Grants	\$31,077	\$62,155	\$60,765	-2.24
Sales Tax Equalization	\$168,010	\$0	\$133,650	-
Other State Operating Grants	\$16,194	\$178,606	\$0	-100.00
Other Operating Sub-Total	\$0	\$6,949	\$4,266	-38.61
Other-Interest	\$0	\$6,949	\$4,266	-38.61
Total (Excludes Capital Revenues)	\$1,435,080	\$1,419,169	\$1,467,474	3.40
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$105,136	\$0	\$706,000	-
Federal Section §5311 Capital Grants	\$0	\$0	\$288,000	-
CM/AQ and Other Federal Grants	\$0	\$0	\$720,000	-
Total Federal Capital	\$105,136	\$0	\$1,714,000	-

Expenditures				
	2008	2009	2010	% Change
Local Capital Expenditures				
Local Funds	\$0	\$0	\$444,724	-
Total Local Capital	\$0	\$0	\$444,724	-
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$0	\$198,702	\$201,024	1.17
Ending Balances, December 31				
General Fund	\$68,330	\$80,592	\$50,482	-37.36
Capital Reserve Funds	\$1,954,120	\$2,007,928	\$1,661,054	-17.28
Total	\$2,022,450	\$2,088,520	\$1,711,536	-18.05
Total Funds by Source				
	2008	2009	2010	% of Total
Operating				
Total Local Investment	\$726,129	\$715,288	\$705,094	48.05
Total State Investment	\$371,061	\$502,321	\$409,805	27.93
Total Federal Investment	\$337,890	\$201,560	\$352,575	24.03
Total Operating	\$1,435,080	\$1,419,169	\$1,467,474	
Capital				
Total Local Investment	\$0	\$0	\$444,724	20.60
Total State Investment	\$0	\$0	\$0	0.00
Total Federal Investment	\$105,136	\$0	\$1,714,000	79.40
Total Capital	\$105,136	\$0	\$2,158,724	

Rod Thornton**Manager**

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Pullman, WA 99163

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www.pullman-wa.gov/departments/pullman-transit



System Snapshot

- **Service Area:** City of Pullman
- **Congressional District:** 5
- **Legislative District:** 9
- **Type of Government:** City
- **Governing Body:** Seven-member city council.
- **Tax Authorized:** Funded through a 2 percent local utility tax approved by voters in 1978.
- **Fares:** Fixed route is \$0.50 per boarding for adults and \$0.30 per boarding for youth, seniors and persons with disabilities. Paratransit fare is \$0.40 per boarding.
- **Intermodal Connections:** Pullman Transit connects with Northwest Trailways for service outside the community; Pullman Transit provides service to all elementary schools, the middle and high schools and Washington State University. Pullman Transit also coordinates service with Whitman County Council on Aging for transportation services in the community.
- **Transit Development Plan:** [Pullman Transit TDP](#)

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	22,822	24,496	25,179	2.79
Total Vehicle Hours	24,203	25,430	26,589	4.56
Revenue Vehicle Miles	318,728	339,996	333,509	-1.91
Total Vehicle Miles	338,010	353,482	353,260	-0.06
Passenger Trips	1,332,178	1,416,964	1,529,380	7.93
Diesel Fuel Consumed (gallons)	111,621	112,058	96,987	-13.45
Employees - FTEs	25.4	24.8	25.5	2.82
Operating Expenses	\$2,501,292	\$2,535,296	\$2,637,167	4.02
Farebox Revenues	\$1,485,459	\$1,661,239	\$1,691,708	1.83
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	8,320	7,384	7,307	-1.04
Total Vehicle Hours	8,993	7,924	7,702	-2.80
Revenue Vehicle Miles	68,979	66,214	68,491	3.44
Total Vehicle Miles	74,549	71,296	72,402	1.55
Passenger Trips	16,540	16,310	17,733	8.72
Diesel Fuel Consumed (gallons)	1,327	1,046	570	-45.51
Gasoline Fuel Consumed (gallons)	9,605	11,850	10,395	-12.28
Employees - FTEs	6.3	7.1	7.1	0.00
Operating Expenses	\$523,010	\$641,037	\$634,092	-1.08
Farebox Revenues	\$6,188	\$5,971	\$6,409	7.34
Revenues				
Operating Related Revenues				
Utility Tax	\$1,146,509	\$1,088,968	\$1,145,885	5.23
Farebox Revenues	\$1,491,647	\$1,667,210	\$1,698,117	1.85
Federal Section §5311 Operating	\$475,000	\$550,000	\$275,000	-50.00
State Rural Mobility Grants		\$0	\$300,000	-
State Special Needs Grants	\$54,356	\$41,769	\$29,854	-28.53
Sales Tax Equalization	\$43,103	\$47,979	\$119,692	149.47
Other Operating Sub-Total	\$8,896	\$5,038	\$33,003	555.08
Other-MISC	\$8,896	\$5,038	\$33,003	555.08
Total (Excludes Capital Revenues)	\$3,219,511	\$3,400,964	\$3,601,551	5.90
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$0	\$1,288,200	\$0	-100.00
Federal Section §5311 Capital Grants	\$0	\$0	\$194,382	-
CM/AQ and Other Federal Grants	\$147,857	\$0	\$0	-
Total Federal Capital	\$147,857	\$1,288,200	\$194,382	-84.91
State Capital Grant Revenues				
State Rural Mobility Grants	\$0	\$339,000	\$0	0.00
Total State Capital	\$0	\$339,000	\$0	0.00

Expenditures				
	2009	2010	2011	% Change
Local Capital Expenditures				
Local Funds	\$41,425	\$536,313	\$89,822	-83.25
Total Local Capital	\$41,425	\$536,313	\$89,822	-83.25
Ending Balances, December 31				
Operating Reserve	\$378,000	\$445,000	\$425,264	-4.44
Working Capital	\$423,000	\$342,000	\$498,242	45.68
Total	\$801,000	\$787,000	\$923,506	17.35
Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$2,647,052	\$2,761,216	\$2,877,005	79.88
Total State Investment	\$97,459	\$89,748	\$449,546	12.48
Total Federal Investment	\$475,000	\$550,000	\$275,000	7.64
Total Operating	\$3,219,511	\$3,400,964	\$3,601,551	
Capital				
Total Local Investment	\$41,425	\$536,313	\$89,822	31.60
Total State Investment	\$0	\$339,000	\$0	0.00
Total Federal Investment	\$147,857	\$1,288,200	\$194,382	68.40
Total Capital	\$189,282	\$2,163,513	\$284,204	

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System Snapshot

- **Service Area:** Cities of Centralia and Chehalis.
- **Congressional District:** 3
- **Legislative District:** 20
- **Type of Government:** PTBA
- **Governing Body:** Three-member board of directors composed of a Lewis County Commissioner; and a city council member from both Centralia and Chehalis.
- **Tax Authorized:** 0.2 percent local transit sales tax; 0.1 percent upon PTBA authorization in 1977 and an increase of 0.1 percent in 2004..
- **Fares:** \$1.00 per boarding for route deviated service and paratransit service.
- **Intermodal Connections:** Twin Transit provides regular, direct connectivity with the following service providers at the Centralia Amtrak Station: Grays Harbor Transit, Lewis Mountain Highway Transit, R/T Transit (Thurston Co.) and Amtrak. Twin Transit also provides regular, direct connectivity with Lower Columbia CAP, Greyhound and R/T Transit (Thurston County). Twin Transit has regular route service to the Centralia College and all local public schools.
- **Transit Development Plan:** [Twin Transit TDP](#)

Annual Operating Information

	2008	2009	2010	% Change
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	24,335	26,260	26,156	-0.40
Total Vehicle Hours	24,909	26,754	26,654	-0.37
Revenue Vehicle Miles	319,167	438,343	347,844	-20.65
Total Vehicle Miles	325,678	442,871	347,844	-21.46
Passenger Trips	306,131	219,842	218,564	-0.58
Diesel Fuel Consumed (gallons)	46,516	25,717	22,265	-13.42
Gasoline Fuel Consumed (gallons)	-	25,980	25,536	-1.71
Employees - FTEs	23.2	23.2	16.6	-28.45
Operating Expenses	\$1,347,859	\$1,404,515	\$1,515,923	7.93
Farebox Revenues	\$76,415	\$75,938	\$107,624	41.73
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	3,348	3,563	2,919	-18.07
Total Vehicle Hours	3,656	3,634	3,094	-14.86
Revenue Vehicle Miles	50,291	53,491	43,058	-19.50
Total Vehicle Miles	53,308	54,560	43,058	-21.08
Passenger Trips	11,681	11,890	11,115	-6.52
Diesel Fuel Consumed (gallons)	6,343	-	-	-
Gasoline Fuel Consumed (gallons)	-	3,211	5,895	83.59
Employees - FTEs	2.3	2.3	1.8	-21.74
Operating Expenses	\$183,799	\$209,870	\$304,014	44.86
Farebox Revenues	\$10,420	\$9,385	\$5,189	-44.71
Revenues				
Operating Related Revenues				
Sales Tax	\$1,292,340	\$1,229,185	\$1,257,541	2.31
Farebox Revenues	\$86,835	\$85,323	\$112,813	32.22
Federal Section §5311 Operating	\$37,410	\$0	\$51,996	-
State Rural Mobility Grants		\$0	\$93,769	-
State Special Needs Grants	\$193,988	\$214,867	\$104,943	-51.16
Other Operating Sub-Total	\$40,936	\$32,578	\$27,722	-14.91
Other-Advertising	\$14,675	\$0	\$11,372	-
Other-Interest	\$20,441	\$0	\$4,750	-
Other-Gain (Loss) on Sale of Assets		\$0	\$2,605	-
Other-MISC	\$5,820	\$32,578	\$8,995	-72.39
Total (Excludes Capital Revenues)	\$1,651,509	\$1,561,953	\$1,648,784	5.56
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$0	\$0	\$290,698	-
Federal Section §5310 Capital Grants	\$0	\$315,909	\$0	0.00
Federal Section §5311 Capital Grants	\$0	\$96,000	\$0	0.00
Total Federal Capital	\$0	\$411,909	\$290,698	70.57

Expenditures				
	2008	2009	2010	% Change
Local Capital Expenditures				
Local Funds	\$0	\$0	\$97,366	-
Total Local Capital	\$0	\$0	\$97,366	-
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$0	\$184,304	\$324,340	75.98
Ending Balances, December 31				
General Fund	\$186,741	\$1,345	\$6,927	415.02
Operating Reserve	\$0	\$695,254	\$440,984	-36.57
Working Capital	\$633,227	\$0	\$0	-
Capital Reserve Funds	\$1,751,295	\$1,767,326	\$1,667,796	-5.63
Total	\$2,571,263	\$2,463,925	\$2,115,707	-14.13
Total Funds by Source				
	2008	2009	2010	% of Total
Operating				
Total Local Investment	\$1,420,111	\$1,347,086	\$1,398,076	84.79
Total State Investment	\$193,988	\$214,867	\$198,712	12.05
Total Federal Investment	\$37,410	\$0	\$51,996	3.15
Total Operating	\$1,651,509	\$1,561,953	\$1,648,784	
Capital				
Total Local Investment	\$0	\$0	\$97,366	25.09
Total State Investment	\$0	\$0	\$0	0.00
Total Federal Investment	\$0	\$411,909	\$290,698	74.91
Total Capital	\$0	\$411,909	\$388,064	

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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 composed of two Walla Walla County Commissioners, three Walla Walla City Council Members, two College Place City Council Members, and one non-voting member representing the Amalgamated Transit Union Local 757.
- **Tax Authorized:** 0.6 percent total sales and use tax; 0.3 percent approved in 1980 and an additional 0.3 percent approved in 2010.
- **Fares:** \$0.75 per boarding. Monthly passes are available for \$20.00. 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 to Dayton, Waitsburg and Pasco. Connections with rural transportation providers operating in Oregon provide service to the cities of Milton-Freewater, Pendleton and La Grande. 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](#)

Note: Based on the 2010 U.S. Census, Valley Transit was reclassified as small urban. Valley Transit is currently working within their community and with local government agencies to meet the requirements of this transition. Once the agency has completed the elements required of that transition, they will be reported in the Transit Systems Serving Small Urban Areas section of future summaries.

Annual Operating Information

	2009	2010	2011	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	25,329	25,352	25,190	-0.64
Total Vehicle Hours	26,319	26,352	25,920	-1.64
Revenue Vehicle Miles	284,444	284,974	304,323	6.79
Total Vehicle Miles	290,920	294,598	314,080	6.61
Passenger Trips	667,542	632,742	583,539	-7.78
Diesel Fuel Consumed (gallons)	58,533	56,790	61,726	8.69
CNG Fuel Consumed (Therms)	10,917	13,381	9,570	-28.48
Employees - FTEs	26.0	26.7	25.3	-5.24
Operating Expenses	\$2,037,644	\$2,115,885	\$2,261,517	6.88
Farebox Revenues	\$164,656	\$237,032	\$210,536	-11.18
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	2,641	2,850	2,856	0.21
Total Vehicle Hours	3,405	3,600	3,524	-2.11
Revenue Vehicle Miles	32,119	31,583	28,973	-8.26
Total Vehicle Miles	34,000	32,386	29,773	-8.07
Passenger Trips	30,363	31,965	36,017	12.68
Diesel Fuel Consumed (gallons)	4,406	6,332	6,375	0.68
CNG Fuel Consumed (Therms)	2,030	605	1,757	190.41
Employees - FTEs	1.8	2.3	1.9	-17.39
Operating Expenses	\$219,702	\$209,217	\$216,580	3.52
Farebox Revenues	\$7,319	\$11,974	\$16,747	39.86
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	12,779	13,245	13,859	4.64
Total Vehicle Hours	13,735	14,195	14,482	2.02
Revenue Vehicle Miles	148,546	154,289	163,956	6.27
Total Vehicle Miles	150,000	156,233	164,028	4.99
Passenger Trips	38,689	41,310	42,734	3.45
CNG Fuel Consumed (Therms)	26,961	27,184	29,528	8.62
Employees - FTEs	10.4	10.0	10.5	5.00
Operating Expenses	\$1,044,923	\$906,183	\$1,051,085	15.99
Farebox Revenues	\$10,977	\$15,475	\$9,570	-38.16
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	635	1,118	1,771	58.41
Total Vehicle Hours	635	1,132	1,804	59.36
Revenue Vehicle Miles	31,134	56,711	78,687	38.75
Total Vehicle Miles	31,134	56,761	82,008	44.48
Passenger Trips	9,034	9,638	12,458	29.26
Gasoline Fuel Consumed (gallons)	2,130	3,729	4,983	33.63
Employees - FTEs	0.1	0.2	0.2	0.00
Operating Expenses	\$13,166	\$26,049	\$36,936	41.79
Vanpool Revenue	\$14,078	\$26,070	\$43,343	66.26

Revenues				
	2009	2010	2011	% Change
Operating Related Revenues				
Sales Tax	\$1,980,720	\$2,776,414	\$3,889,689	40.10
Farebox Revenues	\$182,952	\$264,481	\$236,853	-10.45
Vanpooling Revenue	\$14,078	\$26,070	\$43,343	66.26
Federal Section §5311 Operating	\$345,257	\$692,800	\$198,364	-71.37
Other Federal Operating	\$6,137	\$0	\$39,394	-
State Rural Mobility Grants	\$108,131	\$59,514	\$441,235	641.40
State Special Needs Grants	\$66,499	\$60,454	\$39,394	-34.84
Other State Operating Grants	\$11,862	\$7,779	\$0	-100.00
Other Operating Sub-Total	\$102,359	-\$72,750	\$68,920	194.74
Other-Advertising	\$12,119	\$4,375	\$0	-100.00
Other-Interest	\$41,084	\$14,860	\$2,664	-82.07
Other-Gain (Loss) on Sale of Assets	\$0	-\$119,292	\$0	-100.00
Other-MISC	\$49,156	\$27,307	\$66,256	142.63
Total (Excludes Capital Revenues)	\$2,817,995	\$3,814,762	\$4,957,192	29.95
Federal Capital Grant Revenues				
Federal Section §5309 Capital Grants	\$0	\$95,204	\$0	-100.00
Federal Section §5311 Capital Grants	\$0	\$1,193,858	\$384,538	-67.79
Total Federal Capital	\$0	\$1,289,062	\$384,538	-70.17
State Capital Grant Revenues				
State Vanpool Grants	\$130,000	\$0	\$0	-
Total State Capital	\$130,000	\$0	\$0	-
Expenditures				
Local Capital Expenditures				
Local Funds	\$29,479	\$102,565	\$0	-100.00
Total Local Capital	\$29,479	\$102,565	\$0	-100.00
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$567,863	\$560,318	\$722,667	28.97
Ending Balances, December 31				
Unrestricted Cash and Investments	\$227,468	\$195,454	\$0	-100.00
Operating Reserve	\$835,000	\$843,000	\$857,100	1.67
Working Capital	\$331,000	\$331,000	\$331,000	0.00
Capital Reserve Funds	\$2,598,823	\$2,828,421	\$3,883,366	37.30
Total	\$3,992,291	\$4,197,875	\$5,071,467	20.81

Total Funds by Source				
	2009	2010	2011	% of Total
Operating				
Total Local Investment	\$2,280,109	\$2,994,215	\$4,238,805	85.51
Total State Investment	\$186,492	\$127,747	\$480,629	9.70
Total Federal Investment	\$351,394	\$692,800	\$237,758	4.80
Total Operating	\$2,817,995	\$3,814,762	\$4,957,192	
Capital				
Total Local Investment	\$29,479	\$102,565	\$0	0.00
Total State Investment	\$130,000	\$0	\$0	0.00
Total Federal Investment	\$0	\$1,289,062	\$384,538	100.00
Total Capital	\$159,479	\$1,391,627	\$384,538	

Community Transportation Providers

In Washington state, the term public transportation describes a wide range of services. The most easily recognized services are those provided by the state's 30 transit systems. In 2011, approximately 86.4 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 to places not served by transit, or times of the day at which no service is provided. Others are unable to use transit because of their age or abilities, and some people with low incomes are unable to afford 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 gives people access to jobs, improves the economy and decreases reliance on public assistance. Public transportation eases congestion on the roads and improves air quality. The service helps people maintain and improve their quality of life by getting people to health related services and educational opportunities. Public transportation encourages people to lead active lives.

Community transportation providers are private, nonprofit 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 connects the general public and people with special needs to transportation options and access to services that maintain their dignity and independence, while decreasing the need for institutional care.

The 2011 data set is based on the Federal Transit Administration's §5311 program fund reporting requirements. The funds are administered through WSDOT Public Transportation Division's (PTD) Consolidated Grants Program. For 2011, 17 community transportation providers received FTA §5311 grant money and were required to report their annual data through WSDOT to the FTA's National Transit Database (NTD).

Special Needs Populations

2011 Washington state population: 6,687,073

People with a disability in Washington: 836,512

People over 65: 840,744

People below 150% of federal poverty level: 1,502,291

The estimates above are based on data from the U.S. Census Bureau, 2011 American Community Survey (ACS). Please note that the ACS population figure for 2011 is different than the State of Washington Office of Financial Management official population estimate as of April 1st, 2011 which was 6,767,900.

Because these categories overlap (for example a person may be over 65, have a disability and be below 150% of the federal poverty level), it is difficult to capture an accurate account of the state's entire special needs population. The numbers here are presented to present an estimation of the need in Washington state.

Community Volunteers

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

Ridership/Passenger Trips

Ridership is the amount of service provided as measured by the number of passenger trips. In 2011, the 17 community transportation providers reported a total of 498,736 passenger trips (up 7.11 percent from 2010).

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 17 community transportation providers reported more than 199,376 hours of vehicles revenue service for the 2011 reporting year (up 14.25 percent from 2010).

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 17 community transportation providers drove over 4,125,025 revenue vehicle miles in 2011 (up 15.20 percent from 2010).

Performance Measurements

Historically, performance measurement and analysis in the Washington State Summary of Public Transportation has evaluated comparable systems by grouping data into categories according to the size of communities they serve. The transit data shows predictable trends based on service areas that vary depending on whether they are urban, small urban or rural communities. Urban systems are typically able to provide more trips per hour due to greater population densities. Rural systems typically have proportionally larger revenue vehicle hours and miles of service due to greater service area for more dispersed populations. Likewise, they may have proportionally larger expenses (such as vehicle maintenance) per trip. However, community transportation providers have a wide range of geography, demographics and types of service, making it difficult to group and compare them. It is important to note that the §5311 program has the specific goal of providing public transportation where it wouldn't otherwise exist. Accordingly, many of the measures used for regular transit service may vary when used to evaluate community based transportation services.

Service Effectiveness

Common measures of service effectiveness for transportation providers 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 reflect the number of passengers a community transportation provider transports in an hour of service.
- Passenger trips per revenue vehicle mile reflect 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 lower population density, less frequent vehicle operation and smaller vehicles. As well, a single trip may be for an extended distance or time period.

Cost Efficiency

Common measures of cost efficiency for transportation providers are operating costs per revenue vehicle hour, operating costs per revenue vehicle mile, operating costs per passenger trip and revenue vehicle miles per year. In this analysis, administrative costs are included in operating costs. These indicators measure the efficiency of a community transportation provider in supplying service.

- Operating costs per passenger trip reflect annual operating and administrative costs as a function of the number of passenger trips made by a community transportation provider.
- Operating costs per revenue vehicle hour reflect the overall operating and administrative costs per number of hours a community transportation provider supplies revenue service.
- Operating costs per revenue vehicle mile reflect 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 area served. A provider's service range affects 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.

2011 FTA §5311 Grantee Statewide Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$236,302	\$0
Contract Revenues	\$1,589,398	\$0
Local Funds	\$1,144,955	\$3,348
State Funds	\$2,754,456	\$0
Federal Assistance		
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$399,807	\$38,498
FTA §5311 Other than Urbanized Area Formula Funds	\$2,978,526	\$0
FTA §5311 Tribal Transit Funds	\$215,172	\$0
ARRA §5311 Other than Urbanized Area Formula Funds	\$83,425	\$104,000
ARRA §5311 Tribal Transit Funds	\$0	\$32,060
FTA JARC (§5316) Program Funds	\$551,437	\$0
FTA New Freedom (§5317) Program Funds	\$25,703	\$0
Other Federal Funds	\$235,371	\$0
Total Federal Assistance	\$4,489,441	\$174,558
Total Annual Revenues Expended	\$10,214,552	\$177,906

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet	% ADA Compliant
Total	180	171	95.0
Other Resources			
Number of Volunteer Drivers	72		
Number of Personal Vehicles in Service	77		

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips	Sponsored Unlinked Trips
Bus	1,288,841	56,811	263,892	-
Commuter Bus	17,050	650	1,330	-
Demand Response	2,801,054	141,099	232,970	4,238
Vanpool	18,080	816	544	-
Total	4,125,025	199,376	498,736	4,238

Performance Measures	2011
Operating Cost per Passenger Trip	\$20.31
Operating Cost per Revenue Vehicle Hour	\$51.23
Operating Cost per Revenue Vehicle Mile	\$2.48

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System Snapshot

- **Operating Name:** Council on Aging and Human Services dba COAST
- **Service Area:** Asotin, Garfield and Whitman Counties
- **Congressional District:** 5
- **Legislative District:** 9
- **Planning Regions:** Palouse RTPO 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 (now Region 1E), which served Whitman, Garfield and Asotin Counties through December 31, 2010. COAST serves five counties in Idaho and three counties in Washington with the following services:

- Demand response transportation for residents within COAST's service area who have special transportation needs.
- Medicaid transportation services within COAST's service area as brokered by Special Mobility Services in Washington and American Medical Response in Idaho.
- Operation of a regional dispatch/information center serving the counties of Whitman, Asotin and Garfield 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.

2011 Annual Operating Information
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	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$8,583	\$0
Contract Revenues	\$125,567	
Local Funds	\$60,538	\$3,348
State Funds	\$122,309	\$0
Federal Assistance		
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$86,646	\$38,498
ARRA §5311 Other than Urbanized Area Formula Funds	\$83,425	\$104,000
Total Federal Assistance	\$170,071	\$142,498
Total Annual Revenues Expended	\$487,068	\$145,846

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	9	8
Other Resources		
Number of Volunteer Drivers	26	
Number of Personal Vehicles in Service	26	

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips	Sponsored Unlinked Trips
Demand Response	239,240	13,157	-	40,699
Total	239,240	13,157	-	40,699

Performance Measures	2011
Operating Cost per Passenger Trip	\$11.97
Operating Cost per Revenue Vehicle Hour	\$37.02
Operating Cost per Revenue Vehicle Mile	\$2.04

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System Snapshot

- **Operating Name:** HopeSource
- **Service Area:** Kittitas County
- **Congressional District:** 4
- **Legislative District:** 13
- **Planning Region:** Quad County RTPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of directors with membership of community and elected officials.
- **Types of Service and Eligibility:** Fixed route and demand response for the general public. Demand response for seniors, youth, low-income populations and people with disabilities.
- **Days of Service:** Monday through Sunday.

Current Operations

HopeSource currently provides intercity service between Cle Elum and Ellensburg with four 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. In partnership with Yakima Transit, HopeSource provides intercity service between Yakima and Ellensburg with two buses providing eight round trips daily, Monday through Friday.

Revenue Service Vehicles

Eleven ADA-accessible vehicles: one, 16-passenger cutaway; two, 14-passenger cutaways; three, 12+2-passenger cutaways; two, 11+1-passenger cutaways; one, 9+1-passenger cutaway; one, 7-passenger van; and one 5-passenger minivan.

HopeSource currently leases seven ADA-accessible vehicles from Yakima Transit, which are assigned to the Yakima-Ellensburg Commuter route; four, 49-passenger MCI buses; and three, 18-passenger cutaways.

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$3,793	\$0
Local Funds	\$156,637	\$0
State Funds	\$275,845	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$505,420	\$0
Total Federal Assistance	\$505,420	\$0
Total Annual Revenues Expended	\$941,695	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	16	16

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips	Sponsored Unlinked Trips
Bus	64,587	6,002	45,792	-
Commuter Bus	17,050	650	1,330	
Demand Response	150,603	8,716	22,175	777
Total	232,240	15,368	69,297	777

Performance Measures	2011
Operating Cost per Passenger Trip	\$13.59
Operating Cost per Revenue Vehicle Hour	\$61.28
Operating Cost per Revenue Vehicle Mile	\$4.05

Klickitat County Senior Services

Sharon Carter

Director

115 West Court, MS-CH-21

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 Area:** 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
- **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:** \$2.00 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

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$28,129	\$0
Contract Revenues	\$281,535	\$0
Local Funds	\$62,289	\$0
State Funds	\$141,347	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$341,787	\$0
Total Federal Assistance	\$341,787	\$0
Total Annual Revenues Expended	\$855,087	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	11	10
Other Resources		
Number of Volunteer Drivers	22	
Number of Personal Vehicles in Service	23	

	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Service Data			
Demand Response	499,151	21,413	23,910
Total	499,151	21,413	23,910

Performance Measures	2011
Operating Cost per Passenger Trip	\$35.76
Operating Cost per Revenue Vehicle Hour	\$39.93
Operating Cost per Revenue Vehicle Mile	\$1.71

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 Area:** Eastern Lewis County into Centralia/Chehalis
- **Congressional District:** 3
- **Legislative District:** 20
- **Planning Region:** Southwest Washington RTPPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Six-member board of directors.
- **Types of Service and Eligibility:** Fixed route and intercity service for the general public. Fixed route deviated and demand response services for passengers with disabilities. Shuttle service for seniors and passengers with disabilities.
- **Days of Service:** Fixed route and dial-a-ride operate Monday through Friday. Shuttle service is available Tuesday and Thursday.
- **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 from Packwood to Centralia. The route serves Packwood, Randle, Glenoma, Morton, Mossyrock, Silver Creek, Salkum, Ethel, Onalaska and Centralia. Service includes Centralia Community College, DSHS-WorkFirst and DES-WorkSource programs (at the Lewis County Mall), the Lewis County Courthouse and the Juvenile Justice Center.

Revenue Service Vehicles

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

Intermodal Connections

Amtrak at Amtrak Station in Centralia and Twin Transit throughout Centralia.

2011 Annual Operating Information
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	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$14,264	\$0
Contract Revenues	\$0	\$0
Local Funds	\$21,831	\$0
State Funds	\$204,823	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$93,232	\$0
Other Federal Funds	\$56,804	
Total Federal Assistance	\$150,036	\$0
Total Annual Revenues Expended	\$390,954	\$0

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

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Bus	123,105	3,893	8,324
Demand Response	14,909	789	943
Total	138,014	4,682	9,267

Performance Measures	2011
Operating Cost per Passenger Trip	\$42.19
Operating Cost per Revenue Vehicle Hour	\$83.50
Operating Cost per Revenue Vehicle Mile	\$2.83

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 Area:** 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
- **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 and two round trips Saturday 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.
- 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

RiverCities Transit (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.

2011 Annual Operating Information
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	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$41,966	\$0
State Funds	\$109,684	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$221,683	\$0
Other Federal Funds	\$173,019	\$0
Total Federal Assistance	\$394,702	\$0
Total Annual Revenues Expended	\$546,352	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	8	7
Other Resources		
Number of Volunteer Drivers	9	
Number of Personal Vehicles in Service	9	

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips	Sponsored Unlinked Trips
Bus	182,787	4,868	38,021	-
Demand Response	123,122	4,042	-	3,461
Total	305,909	8,910	38,021	3,461

Performance Measures	2011
Operating Cost per Passenger Trip	\$13.17
Operating Cost per Revenue Vehicle Hour	\$61.32
Operating Cost per Revenue Vehicle Mile	\$1.79

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



System Snapshot

- **Operating Name:** Makah Public Transit
- **Service Area:** Neah Bay village and surrounding housing areas.
- **Congressional District:** 6
- **Legislative District:** 24
- **Planning Region:** Peninsula RTPO
- **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 62 and older.
- **Days of Service:** Monday through Friday.
- **Base Fare:** Youth 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 and the USDA Commodities Program.

Revenue Service Vehicles

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

Intermodal Connections

Clallam Transit

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$995	\$0
Local Funds	\$87,871	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$87,871	\$0
Total Federal Assistance	\$87,871	\$0
Total Annual Revenues Expended	\$176,737	\$0

	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	35,139	2,208	6,879
Total	35,139	2,208	6,879

Performance Measures	2011
Operating Cost per Passenger Trip	\$25.69
Operating Cost per Revenue Vehicle Hour	\$80.04
Operating Cost per Revenue Vehicle Mile	\$5.03

BJ Libby
Executive Director
411 Main Ave South
North Bend, WA 98045
425-888-3434
www.mtsi-seniorcenter.org/



System Snapshot

- **Operating Name:** Mount Si Senior Center
- **Service Area:** The Mount Si Senior Center provides service to the population of North Bend, Snoqualmie, Fall City and the surrounding areas.
- **Congressional District:** 8
- **Legislative District:** 5
- **Planning Region:** Puget Sound Regional Council
- **Type of Agency:** Private nonprofit
- **Governing Body:** 10-member board of directors.
- **Types of Service and Eligibility:** Demand response transportation for North Bend, Snoqualmie, Fall City and the surrounding areas.
- **Days of Service:** Primarily Monday through Friday.
- **Base Fare:** \$1.00 per rider (per boarding), seniors are \$0.50.

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.

Revenue Service Vehicles

Seven ADA-accessible cutaway (minibuses) with seating capacities for 11 to 14 passengers.

Intermodal Connections

King County METRO, Snoqualmie Valley Transportation, Senior Services of Seattle/King County and Volunteer Medical Transportation.

2011 Annual Operating Information
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	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$8,825	\$0
Local Funds	\$300,206	\$0
State Funds	\$116,179	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$132,210	\$0
Total Federal Assistance	\$132,210	\$0
Total Annual Revenues Expended	\$557,420	\$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	222,985	12,923	35,131
Total	222,985	12,923	35,131

Performance Measures	2011
Operating Cost per Passenger Trip	\$15.87
Operating Cost per Revenue Vehicle Hour	\$43.13
Operating Cost per Revenue Vehicle Mile	\$2.50

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 Area:** Okanogan County into Wenatchee.
- **Congressional District:** 5
- **Legislative District:** 12
- **Planning Region:** North Central RTPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of directors.
- **Types of Service and Eligibility:** Intercity, demand response and fixed route deviated for the general public.
- **Days of Service:** Monday through Friday.
- **Base Fare:** Seniors – suggested donation; people with disabilities – \$1.50 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 in Okanogan County (Omak, Okanogan, Oroville, Tonasket, Twisp and Brewster).
- Fixed route deviated 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, Omak to Bridgeport/Brewster; three daily round trips Monday through Friday, Omak to Oroville; and two daily round trips Monday through Friday, Omak to Coulee Dam.

Revenue Service Vehicles

Thirteen ADA-accessible cutaways (minibuses).

Intermodal Connections

Northwest Trailways

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$65,207	\$0
Local Funds	\$191,918	\$0
State Funds	\$206,591	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$146,175	\$0
FTA JARC (§5316) Program Funds	\$51,545	\$0
Total Federal Assistance	\$197,720	\$0
Total Annual Revenues Expended	\$661,436	\$0

	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	268,430	13,864	56,730
Demand Response	32,063	2,546	8,882
Total	300,493	16,410	65,612

Performance Measures	2011
Operating Cost per Passenger Trip	\$10.08
Operating Cost per Revenue Vehicle Hour	\$40.31
Operating Cost per Revenue Vehicle Mile	\$2.20

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 Area:** Grant, Adams and Lincoln Counties
- **Congressional Districts:** 4 and 5
- **Legislative Districts:** 7, 9, 12 and 13
- **Planning Region:** Quad County RTPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Nine-member volunteer board of directors.
- **Types of Service and Eligibility:** Demand response and fixed route deviated 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, access to nutrition sites, health care, social services, recreation and educational opportunities. Weekly trips to city centers for seniors and other residents in Adams County for shopping and personal business. For persons with disabilities, access to sheltered workshops, job training, social services, health care, shopping facilities and community activities. For low-income residents of Grants, Lincoln and Adams counties, access to employment and employment-related services. For Grant County special needs individuals, access to 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.

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$9,629	\$0
Contract Revenues	\$865,269	\$0
State Funds	\$278,767	\$0
Federal Assistance		
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$29,106	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$303,270	\$0
FTA JARC (§5316) Program Funds	\$118,755	\$0
Total Federal Assistance	\$451,131	\$0
Total Annual Revenues Expended	\$1,604,796	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	30	30

	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Service Data			
Bus	71,003	3,235	10,092
Demand Response	433,738	25,018	51,755
Total	504,741	28,253	61,847

Performance Measures	2011
Operating Cost per Passenger Trip	\$25.95
Operating Cost per Revenue Vehicle Hour	\$56.80
Operating Cost per Revenue Vehicle Mile	\$3.18

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 Area:** 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; fixed route deviated and demand response.
- **Days of Service:** Monday through Friday, 5:00 a.m. to 6:00 p.m.
- **Base Fare:** Fare-free (donations accepted).

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 or below 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 BenFranklin Transit.

Revenue Service Vehicles

Twenty-nine vehicles for Yakima County service; includes two vans and 27 cutaways. All vehicles are ADA accessible.

Intermodal Connections

Ben-Franklin Transit, Yakima Transit and Pahto Public Passage.

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Contract Revenues	\$222,736	\$0
State Funds	\$271,805	\$0
Federal Assistance		
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$284,055	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$324,130	\$0
FTA JARC (§5316) Program Funds	\$381,137	\$0
FTA New Freedom (§5317) Program Funds	\$25,703	\$0
Total Federal Assistance	\$1,015,025	\$0
Total Annual Revenues Expended	\$1,509,566	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	29	29

	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Service Data			
Bus	88,946	3,700	33,488
Demand Response	380,164	21,699	29,174
Total	469,110	25,399	62,662

Performance Measures	2011
Operating Cost per Passenger Trip	\$24.09
Operating Cost per Revenue Vehicle Hour	\$59.43
Operating Cost per Revenue Vehicle Mile	\$3.22

Rural Resources Community Action

Rod Van Alyne
Transportation Division Director
956 South Main
Colville, WA 99114
509-685-6127
www.ruralresources.org



System Snapshot

- **Operating Name:** Rural Resources Community Action
- **Service Area:** Stevens, Ferry and Pend Oreille Counties
- **Congressional District:** 5
- **Legislative District:** 7
- **Planning Region:** North East Washington RTPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Board of directors.
- **Types of Service and Eligibility:** General public transportation; senior transportation; and Head Start/ECEAP transportation for preschool, low-income children in Colville and Cusick.
- **Days of Service:** Monday through Friday, 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. Biweekly 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). Seven school buses for Head Start/ECEAP transportation. Three are ADA accessible, lift-equipped.

Intermodal Connections

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

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$7,955	\$0
State Funds	\$154,408	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$390,832	\$0
Other Federal Funds	\$5,548	\$0
Total Federal Assistance	\$396,380	\$0
Total Annual Revenues Expended	\$558,743	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	14	9
Other Resources		
Number of Volunteer Drivers	11	
Number of Personal Vehicles in Service	15	

	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Service Data			
Bus	41,833	1,479	6,826
Demand Response	290,811	12,564	19,663
Total	332,644	14,043	26,489

Performance Measures	2011
Operating Cost per Passenger Trip	\$21.09
Operating Cost per Revenue Vehicle Hour	\$39.79
Operating Cost per Revenue Vehicle Mile	\$1.68

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 Area:** 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
- **Type of Agency:** General purpose government
- **Governing Body:** Three-member board of county commissioners.
- **Types of Service and Eligibility:** Demand response and fixed route deviated transportation for Skamania County residents.
- **Days of Service:** Primarily Monday through 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 fixed 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).

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$21,732	\$0
Local Funds	\$151,151	\$0
State Funds	\$131,685	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$166,736	\$0
Total Federal Assistance	\$166,736	\$0
Total Annual Revenues Expended	\$471,304	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	8	8
Other Resources		
Number of Volunteer Drivers	4	
Number of Personal Vehicles in Service	4	

	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Service Data			
Bus	78,071	3,082	13,616
Demand Response	143,424	7,288	9,339
Total	221,495	10,370	22,955

Performance Measures	2011
Operating Cost per Passenger Trip	\$20.53
Operating Cost per Revenue Vehicle Hour	\$45.45
Operating Cost per Revenue Vehicle Mile	\$2.13

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 Area:** Spokane County (Newport, Davenport and Ritzville); Priest River, ID
- **Congressional District:** 5
- **Legislative Districts:** 3, 4, 6 and 7
- **Planning Regions:** Spokane Regional Transportation Council, Northeast Washington RTPO, and Quad-County RTPO
- **Type of Agency:** Nonprofit
- **Governing Body:** Five-member board of directors.
- **Types of Service and Eligibility:** Fixed route, fixed route deviated and demand response for the general public.
- **Days of Service:** Monday through Friday (see below) except for emergency demand response transportation service for Spokane County Mental Health.
- **Base Fare:** Varies by route.

Current Operations

Fixed Route Services – Ritzville/Spokane shuttle operates Thursday; Davenport/Spokane shuttle operates Monday, Wednesday and Friday.

Fixed Route Deviated – Deer Park/Spokane shuttle operates weekdays; Newport/Spokane/Newport/Priest River, ID shuttle operates twice daily, weekdays except Tuesday.

Demand Response

- Weekday service for residents living north of Spokane Transit Authority’s service area, including the communities of Deer Park, Elk, Chattaroy and Colbert.
- Spokane County Mental Health: 24/7 service for crisis response emergency transportation.

Revenue Service Vehicles

Nine, 14-passenger ADA-accessible minibuses; and two, 7-passenger cars.

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.

2011 Annual Operating Information
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	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$21,378	\$0
Local Funds	\$13,000	\$0
State Funds	\$283,239	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$147,426	\$0
Total Federal Assistance	\$147,426	\$0
Total Annual Revenues Expended	\$465,043	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	8	8

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Bus	130,040	5,581	12,485
Demand Response	21,657	1,408	4,392
Total	151,697	6,989	16,877

Performance Measures	2011
Operating Cost per Passenger Trip	\$27.55
Operating Cost per Revenue Vehicle Hour	\$66.54
Operating Cost per Revenue Vehicle Mile	\$3.07

Dena Moses
Transit Manager
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System Snapshot

- **Operating Name:** Spokane Indian Tribe DBA: The Moccasin Express
- **Service Area:** The Spokane Indian Reservation, off reservation to Reardan
- **Congressional District:** 5
- **Legislative District:** 7
- **Planning Region:** Northeast Washington RTPO
- **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:** Fixed route deviated 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.

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 and 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. Calling a day in advance assures a seat on the SMS to Spokane.

2011 Annual Operating Information
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	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$579	\$0
State Funds	\$141,421	\$0
Federal Assistance		
FTA §5311 Tribal Transit Funds	\$141,733	\$0
ARRA FTA §5311 Tribal Transit Funds	\$0	\$32,060
Total Federal Assistance	\$141,733	\$32,060
Total Annual Revenues Expended	\$283,733	\$32,060

	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	73,216	2,880	2,802
Vanpool	18,080	816	544
Total	91,296	3,696	3,346

Performance Measures	2011
Operating Cost per Passenger Trip	\$84.80
Operating Cost per Revenue Vehicle Hour	\$76.77
Operating Cost per Revenue Vehicle Mile	\$3.11

David Lopeman

Chairman

10 SE Squaxin Lane

Shelton, WA 98584

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System Snapshot

- **Operating Name:** Squaxin Island Tribe
- **Service Area:** Kamilche, Mason County; Elma, Grays Harbor County; and Steamboat Island, Thurston County
- **Congressional District:** 6
- **Legislative District:** 35
- **Planning Region:** Peninsula RTPO
- **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.

2011 Annual Operating Information
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	Operating	Capital
Sources of Revenue Funds Expended		
Local Funds	\$81,202	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$20,212	\$0
FTA §5311 Tribal Transit Funds	\$73,439	\$0
Total Federal Assistance	\$93,651	\$0
Total Annual Revenues Expended	\$174,853	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	3	3

	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Service Data			
Bus	36,757	2,113	18,696
Total	36,757	2,113	18,696

Performance Measures	2011
Operating Cost per Passenger Trip	\$9.35
Operating Cost per Revenue Vehicle Hour	\$82.75
Operating Cost per Revenue Vehicle Mile	\$4.76

Thurston Regional Planning Council

Karen Parkhurst

Senior Planner

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System Snapshot

- **Operating Name:** Rural and Tribal Transportation Program (R/T) operated by Thurston Regional Planning Council and TOGETHER!
- **Service Area:** Nisqually Indian Tribe Reservation and the Confederated Tribes of the Chehalis Reservation and the rural areas of Yelm, Rainier Tenino, Bucoda and Rochester.
- **Congressional Districts:** 3 and 9
- **Legislative Districts:** 20, 22 and 35
- **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:** Fixed 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 and veterans and active duty military ride free.

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 cutaways (minibuses). TRPC does not own the vehicles or directly provide the service.

Intermodal Connections

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

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$2,324	\$0
Local Funds	\$3,240	\$0
State Funds	\$157,932	\$0
Federal Assistance		
\$5311 Other than Urbanized Area Formula Funds	\$78,990	\$0
Total Federal Assistance	\$78,990	\$0
Total Annual Revenues Expended	\$242,486	\$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	219,866	8,160	26,540
Total	219,866	8,160	26,540

Performance Measures	2011
Operating Cost per Passenger Trip	\$9.14
Operating Cost per Revenue Vehicle Hour	\$29.72
Operating Cost per Revenue Vehicle Mile	\$1.10

Wahkiakum County Health and Human Services

Chris Holmes
Human Services Manager
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System Snapshot

- **Operating Name:** Wahkiakum on the Move
- **Service Area:** Wahkiakum County between Longview and Cathlamet to Naselle.
- **Congressional District:** 3
- **Legislative District:** 19
- **Planning Region:** Southwest Washington RTPPO
- **Type of Agency:** County government
- **Governing Body:** Board of commissioners.
- **Types of Service and Eligibility:** Fixed route deviated, intercity service for general public and demand response for passengers with disabilities. Shuttle service for seniors and passengers with disabilities.
- **Days of Service:** General service Monday through Friday. Medicaid as scheduled.
- **Base Fare:** \$1.00 per trip: Local runs and seniors are free.

Current Operations

Wahkiakum on the Move 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 Wahkiakum County residents who lack transportation resources to meet their basic needs.

Revenue Service Vehicles

Three ADA-accessible cutaways (minibuses) and one minivan.

Intermodal Connections

Amtrak and Greyhound Bus Lines in Kelso.

2011 Annual Operating Information

	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$943	\$0
Contract Revenues	\$94,291	\$0
Local Funds	\$15,072	\$0
State Funds	\$158,421	\$0
Federal Assistance		
FTA §5311 Other than Urbanized Area Formula Funds	\$18,552	\$0
Total Federal Assistance	\$18,552	\$0
Total Annual Revenues Expended	\$287,279	\$0

	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Vehicles		
Total	4	3

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Bus	94,927	3,906	10,141
Demand Response	29,321	1,376	1,066
Total	124,248	5,282	11,207

Performance Measures	2011
Operating Cost per Passenger Trip	\$25.63
Operating Cost per Revenue Vehicle Hour	\$54.39
Operating Cost per Revenue Vehicle Mile	\$2.31

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. The Health Care Authority (HCA) took over program administration on July 1, 2011 and has subsequently 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 13 regions are based on travel patterns of citizens seeking health-care services. The regional brokers are neutral third parties that are under contract to 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. Beginning with the 2011 reporting year the numbering system for the 13 regions has changed. The physical make-up of the regions did not change although in three regions the organization that provided the brokerage services did change as well.

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.

Changes to Medicaid Regions				
Service Area (Region)	CY 2010		CY 2011	
	Old Region No.	Broker	New Region No.	Broker
Island, San Juan, Skagit, and Whatcom	1	Northwest Regional Council	3A	Northwest Regional Council
Snohomish	2	Paratransit Services	3B	Hopelink
King	3	Hopelink	4	Hopelink
Pierce	4	Paratransit Services	5	Paratransit Services
Clallam, Jefferson, Kitsap, and Mason-north	5	Paratransit Services	6A	Paratransit Services
Grays Harbor, Lewis, Mason-south, Pacific, and Thurston	6	Paratransit Services	6B	Paratransit Services
Clark, Cowlitz, Klickitat, Skamania, and Wahkiakum	7	Human Services Council	6C	Human Services Council
Benton, Columbia, Franklin, Kittitas, Walla Walla, and Yakima	8	People for People	2	People for People
Chelan, Douglas, and Okanogan	9	Trancare	1A	People for People
Ferry, Pend Oreille, and Stevens	10	Special Mobility Services	1B	Special Mobility Services
Adams, Grant, and Lincoln	11	Special Mobility Services	1C	Special Mobility Services
Spokane	12	Special Mobility Services	1D	Special Mobility Services
Asotin, Garfield, and Whitman	13	COAST	1E	Special Mobility Services

Note: There were no changes in the make-up of the regions -- the same counties are in each region in CY 2011 as in CY 2010. However, there was a change in the numbering system for the regions, and in three regions there was a change in brokers in CY 2011.

Passenger Trips

Passenger trips are the amount of service provided as measured by the number of passenger trips. In 2011 brokers of Medicaid transportation arranged nearly 3.0 million NEMT trips (down 12.49 percent from 2010). Community transportation providers supplied more than half of these passenger trips, and transit systems provided 40 percent of the trips. The majority of transit system-supplied trips occurred on fixed routes.

In 2011 transit systems provided about 6.8 million trips with demand response and deviated fixed route services (up 13 percent from 2010). Included in that number are the NEMT 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	2011	% Change
Public Bus	973,063	1,351,385	1,047,010	-22.52
Ambulatory	1,264,694	1,045,988	1,028,187	-1.70
Non-Ambulatory	397,974	375,979	347,500	-7.57
Public Bus-ADA	252,062	201,120	141,970	-29.41
Voucher	260,932	333,773	351,300	5.25
Mileage	26,590	21,182	14,585	-31.14
Volunteer-Agency	34,593	29,084	28,035	-3.61
Volunteer-Broker	20,118	29,774	7,232	-75.71
Airline	556	180	126	-30.00
Commercial Bus	165	194	216	11.34
Train	151	596	513	-13.93
Ferry	8,383	7,189	5,653	-21.37
Foster Parent	111	-	-	-
Ancillary	-	-	-	-
Service Total	3,239,392	3,396,444	2,972,327	-12.49
Admin	-	-	-	-
Out of State	93	30	28	-6.67
Meals & Lodging/in	22,253	39,415	39,245	-0.43
Meals & Lodging/oos	655	369	229	-37.94
Vehicle Modification	8	-	-	-
Subtotal				
Grand Total	3,239,485	3,396,474	2,972,355	-12.49

Expenses			
2005	2010	2011	% Change
\$2,581,148	\$4,291,814	\$2,400,845	-44.06
\$27,693,125	\$34,094,287	\$36,434,606	6.86
\$14,104,325	\$16,450,621	\$15,806,977	-3.91
\$293,461	\$388,762	\$273,083	-29.76
\$1,247,191	\$2,975,968	\$3,605,817	21.16
\$212,509	\$284,859	\$227,430	-20.16
\$1,624,681	\$2,066,195	\$2,415,111	16.89
\$779,809	\$1,396,669	\$394,546	-71.75
\$112,370	\$52,471	\$31,938	-39.13
\$5,655	\$11,027	\$14,122	28.07
\$4,259	\$28,540	\$26,368	-7.61
\$51,418	\$168,111	\$186,330	10.84
\$251	\$0	\$0	
\$76,357	\$310,462	\$208,171	-32.95
\$48,786,559	\$62,519,786	\$62,025,344	-0.79
\$8,255,307	\$9,902,384	\$10,515,846	6.20
\$33,837	\$28,346	\$10,609	-62.57
\$830,359	\$1,750,928	\$1,786,094	2.01
\$23,642	\$10,022	\$10,071	0.49
\$779,209	\$1,057,441	\$1,097,717	3.81
\$9,143,145	\$11,691,679	\$12,322,620	5.40
\$57,929,704	\$74,211,465	\$74,347,964	0.18

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$2.65	\$3.18	\$2.29	-27.80
Ambulatory	\$21.90	\$32.60	\$35.44	8.71
Non-Ambulatory	\$35.44	\$43.75	\$45.49	3.96
Public Bus-ADA	\$1.16	\$1.93	\$1.92	-0.49
Voucher	\$4.78	\$8.92	\$10.26	15.12
Mileage	\$7.99	\$13.45	\$15.59	15.95
Volunteer-Agency	\$46.97	\$71.04	\$86.15	21.26
Volunteer-Broker	\$38.76	\$46.91	\$54.56	16.30
Service Total	\$15.06	\$18.41	\$20.87	13.37
Admin. Costs	\$2.55	\$2.92	\$3.54	21.35
Grand Total	\$17.88	\$21.85	\$25.01	14.48

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System Snapshot

- **Operating Name:** Hopelink
- **Service Area:** Medicaid Brokerage Regions 3B – Snohomish County and 4 – King County
- **Congressional Districts:** 2, 7, 8 and 9
- **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 3B (formerly Region 2)								
2011 brokered services were provided by Hopelink. Paratransit Services provided them in 2005 and 2010.								
Region 3B	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	39,765	100,097	37,276	-62.76%	\$113,047	\$422,990	\$63,873	-84.90%
Ambulatory	123,916	105,610	113,010	7.01%	\$2,628,963	\$2,868,981	\$4,126,898	43.85%
Non-Ambulatory	31,739	46,064	40,529	-12.02%	\$1,175,823	\$1,646,696	\$1,880,964	14.23%
Public Bus-ADA	262	-	-	-	\$652	\$0	\$0	-
Voucher	1,717	17,086	30,618	79.20%	\$6,389	\$95,315	\$191,481	100.89%
Mileage	5,586	4,162	1	-99.98%	\$25,862	\$24,098	\$3	-99.99%
Volunteer-Agency	2,618	3,553	1,556	-56.21%	\$91,777	\$250,778	\$54,312	-78.34%
Airline	-	-	4	-	\$0	\$0	\$1,305	-
Commercial Bus	9	1	1	0.00%	\$232	\$39	\$22	-43.59%
Ferry	2	-	13	-	\$16	\$0	\$4,487	-
Ancillary				-	\$0	\$0	\$37,961	-
Service Total	205,614	276,573	223,008	-19.37%	\$4,042,761	\$5,308,896	\$6,361,306	19.82%
Admin	-	-		-	\$428,496	\$584,938	\$679,104	16.10%
Out of State	-	-	-	-	\$0	\$0		-
Meals & Lodging/in	468	1,069	941	-11.97%	\$28,987	\$66,573	\$56,536	-15.08%
Meals & Lodging/oos	-	-	33		\$0	\$0	\$1,320	-
Subtotal					\$457,483	\$651,511	\$736,960	13.12%
Grand Total	205,614	276,573	223,008	-19.37%	\$4,500,244	\$5,960,407	\$7,098,266	19.09%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$2.84	\$4.23	\$1.71	-59.45%
Ambulatory	\$21.22	\$27.17	\$36.52	34.43%
Non-Ambulatory	\$37.05	\$35.75	\$46.41	29.83%
Public Bus-ADA	\$2.49	-	-	-
Voucher	\$3.72	\$5.58	\$6.25	12.11%
Mileage	\$4.63	\$5.79	\$3.00	-48.19%
Volunteer-Agency	\$35.06	\$70.58	\$34.90	-50.55%
Service Total	\$19.66	\$19.20	\$28.53	48.60%
Admin. Costs	\$2.08	\$2.11	\$3.05	43.98%
Grand Total	\$21.89	\$21.55	\$31.83	47.69%

Region 4 (formerly Region 3)								
Brokered services were provided by Hopelink.								
Region 4	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	304,046	431,120	294,430	-31.71%	\$786,157	\$1,588,811	\$656,915	-58.65%
Ambulatory	555,408	406,654	400,606	-1.49%	\$10,383,354	\$11,482,975	\$12,574,759	9.51%
Non-Ambulatory	162,314	144,898	127,238	-12.19%	\$5,186,028	\$6,074,783	\$5,590,389	-7.97%
Public Bus-ADA	992	-	-	-	\$17,539	\$0	\$0	-
Voucher	152,648	110,265	112,078	1.64%	\$381,752	\$478,909	\$552,899	15.45%
Mileage	2,510	2	9	350.00%	\$7,895	\$73	\$352	384.05%
Volunteer-Agency	939	853	-	-100.00%	\$5,628	\$5,571	\$0	-100.00%
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	1	10	1	-90.00%	\$222	\$2,272	\$381	-83.23%
Commercial Bus	19	10	14	40.00%	\$666	\$470	\$653	39.08%
Train	2	7	4	-42.86%	\$30	\$366	\$231	-36.89%
Ferry	136	272	398	46.32%	\$1,534	\$99,242	\$123,426	24.37%
Foster Parent	-	-	-	-	\$0	\$0	-	-
Ancillary	-	-	-	-	\$74,513	\$308,818	\$169,914	-44.98%
Service Total	1,179,015	1,094,091	934,778	-14.56%	\$16,845,318	\$20,042,288	\$19,669,919	-1.86%
Admin	-	-	-	-	\$2,990,400	\$3,243,054	\$3,433,788	5.88%
Out of State	6	-	2	-	\$1,616	\$0	\$598	-
Meals & Lodging/in	1,531	2,370	2,922	23.29%	\$56,253	\$86,437	\$130,436	50.90%
Meals & Lodging/oos	72	-	-	-	\$1,232	\$0	\$0	-
Vehicle Modification	1	-	-	-	\$5,429	\$0	-	-
Subtotal					\$3,054,930	\$3,329,491	\$3,564,822	7.07%
Grand Total	1,179,021	1,094,091	934,780	-14.56%	\$19,900,248	\$23,371,779	\$23,234,741	-0.59%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$2.59	\$3.69	\$2.23	-39.46%
Ambulatory	\$18.70	\$28.24	\$31.39	11.16%
Non-Ambulatory	\$31.95	\$41.92	\$43.94	4.80%
Public Bus-ADA	\$17.68	-	-	-
Voucher	\$2.50	\$4.34	\$4.93	13.58%
Mileage	\$3.15	\$36.36	\$39.11	7.57%
Volunteer-Agency	\$5.99	\$6.53	-	-
Volunteer-Broker	\$0.00	-	-	-
Service Total	\$14.29	\$18.32	\$21.04	14.87%
Admin. Costs	\$2.54	\$2.96	\$3.67	23.93%
Grand Total	\$16.88	\$21.36	\$24.86	16.36%

Colleen Kuhn, Executive Director
BJ Jacobson, Transportation Services Manager
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Vancouver, WA 98665
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System Snapshot

- **Operating Name:** Human Services Council
- **Service Area:** Medicaid Region 6C – Clark, Cowlitz, Klickitat, Skamania and Wahkiakum 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:** Eleven-member board of directors composed of representatives 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 6C (formerly Region 7)								
Brokered services were provided by Human Services Council.								
Region 6C	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	73,893	174,183	179,230	2.90%	\$65,205	\$232,626	\$241,790	3.94%
Ambulatory	72,999	106,818	102,413	-4.12%	\$1,565,966	\$3,596,110	\$3,630,334	0.95%
Non-Ambulatory	25,427	37,461	37,849	1.04%	\$893,343	\$1,649,851	\$1,650,109	0.02%
Public Bus-ADA	27,180	27,397	25,070	-8.49%	\$18,611	\$60,248	\$56,291	-6.57%
Voucher	13,552	24,091	25,546	6.04%	\$88,850	\$266,399	\$336,331	26.25%
Mileage	44	38	58	52.63%	\$1,422	\$2,155	\$2,646	22.78%
Volunteer-Agency	9,032	6,268	4,669	-25.51%	\$322,410	\$386,850	\$277,677	-28.22%
Commercial Bus	12	-	-	-	\$337	\$0	\$0	-
Train	102	575	498	-13.39%	\$4,065	\$27,586	\$25,665	-6.96%
Service Total	222,241	376,831	375,333	-0.40%	\$2,960,209	\$6,221,825	\$6,220,843	-0.02%
Admin	-	-	-	-	\$699,372	\$933,024	\$956,352	2.50%
Out of State	4	-	-	-	\$1,945	\$0	\$0	-
Meals & Lodging/in	975	2,059	2,410	17.05%	\$59,582	\$124,417	\$138,085	10.99%
Meals & Lodging/oos	235	-	68	-	\$5,314	\$0	\$3,280	-
Subtotal					\$766,213	\$1,057,441	\$1,097,717	3.81%
Grand Total	222,245	376,831	375,333	-0.40%	\$3,726,422	\$7,279,266	\$7,318,560	0.54%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$0.88	\$1.34	\$1.35	1.01%
Ambulatory	\$21.45	\$33.67	\$35.45	5.29%
Non-Ambulatory	\$35.13	\$44.04	\$43.60	-1.01%
Public Bus-ADA	\$0.68	\$2.20	\$2.25	2.11%
Voucher	\$6.56	\$11.06	\$13.17	19.06%
Mileage	\$32.32	\$56.71	\$45.62	-19.55%
Volunteer-Agency	\$35.70	\$61.72	\$59.47	-3.64%
Service Total	\$13.32	\$16.51	\$16.57	0.38%
Admin. Costs	\$3.15	\$2.48	\$2.55	2.91%
Grand Total	\$16.77	\$19.32	\$19.50	0.94%

Northwest Regional Council

Victoria Doerper
Executive Director

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System Snapshot

- **Operating Name:** Northwest Regional Council
- **Service Area:** Medicaid Region 3A – Island, San Juan, Skagit and Whatcom 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 3A (formerly Region 1)								
Brokered services were provided by the Northwest Regional Council.								
Region 3A	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	40,042	41,013	31,246	-23.81%	\$48,235	\$78,710	\$64,598	-17.93%
Ambulatory	43,512	38,476	32,831	-14.67%	\$985,192	\$1,136,377	\$960,079	-15.51%
Non-Ambulatory	6,104	4,174	4,103	-1.70%	\$246,699	\$291,128	\$264,848	-9.03%
Public Bus-ADA	73,632	61,497	53,877	-12.39%	\$39,860	\$75,686	\$75,647	-0.05%
Voucher	9,430	14,652	15,027	2.56%	\$62,373	\$149,121	\$183,746	23.22%
Mileage	677	1,271	894	-29.66%	\$3,824	\$16,280	\$12,372	-24.00%
Volunteer-Agency	812	517	782	51.26%	\$35,907	\$29,471	\$44,737	51.80%
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	4	12	7	-41.67%	\$860	\$642	\$478	-25.55%
Commercial Bus	6	4	13	225.00%	\$107	\$129	\$386	200.39%
Train	-	-	-	-	\$0	\$0	\$0	-
Ferry	1,902	2,860	2,452	-14.27%	\$17,452	\$37,377	\$35,378	-5.35%
Foster Parent	2	-	-	-	\$33	\$0	-	-
Ancillary	-	-	-	-	\$85	\$308	\$296	-3.90%
Service Total	176,123	164,476	141,232	-14.13%	\$1,440,627	\$1,815,227	\$1,642,565	-9.51%
Admin	-	-	-	-	\$448,791	\$714,964	\$773,496	8.19%
Out of State	6	-	-	-	\$3,034	\$0	\$0	-
Meals & Lodging/in	1,396	3,473	3,349	-3.57%	\$76,086	\$137,583	\$131,694	-4.28%
Meals & Lodging/oos	33	-	-	-	\$2,057	\$0	\$0	-
Subtotal					\$529,968	\$852,547	\$905,190	6.17%
Grand Total	176,129	164,476	141,232	-14.13%	\$1,970,595	\$2,667,774	\$2,547,755	-4.50%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$1.20	\$1.92	\$2.07	7.72%
Ambulatory	\$22.64	\$29.53	\$29.24	-0.99%
Non-Ambulatory	\$40.42	\$69.75	\$64.55	-7.45%
Public Bus-ADA	\$0.54	\$1.23	\$1.40	14.08%
Voucher	\$6.61	\$10.18	\$12.23	20.14%
Mileage	\$5.65	\$12.81	\$13.84	8.04%
Volunteer-Agency	\$44.22	\$57.00	\$57.21	0.36%
Volunteer-Broker	-	-	-	-
Service Total	\$8.18	\$11.04	\$11.63	5.38%
Admin. Costs	\$2.55	\$4.35	\$5.48	25.99%
Grand Total	\$11.19	\$16.22	\$18.04	11.22%

David Baker
President/Chief Executive Office
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System Snapshot

- **Operating Name:** Paratransit Services
- **Service Range:** Medicaid Brokerage Region 5 – Pierce County; Region 6A – Clallam, Jefferson, Kitsap, and north Mason Counties; Region 6B – Grays Harbor, Lewis, south Mason, Pacific and Thurston counties
- **Congressional Districts:** 1, 2, 3, 6, 7, 8 and 9
- **Legislative Districts:** 2, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 31 and 35
- **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 composed of community and business leaders.

Current Operations

- Broker of Medicaid transportation and interpreter services for nine counties in northwestern Washington with a total service area of approximately 12,600 square miles and a population of approximately 1.2 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.

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

Region 1E (formerly Region 13)								
2011 brokered services were provided by Special Mobility Services, Inc. COAST provided them in 2005 and 2010.								
Region 1E	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	-	-	53	-	\$-	\$-	\$230	-
Ambulatory	17,093	16,501	6,583	-60.11%	\$298,354	\$585,473	\$175,055	-70.10%
Non-Ambulatory	2,106	4,445	2,348	-47.18%	\$54,432	\$210,160	\$97,733	-53.50%
Public Bus-ADA	955	448	96	-78.57%	\$1,432	\$179	\$66	-63.09%
Voucher	34	474	2,735	477.00%	\$285	\$7,489	\$44,280	491.29%
Mileage	5,072	4,448	32	-99.28%	\$57,990	\$70,194	\$911	-98.70%
Volunteer-Agency	773	692	1,177	70.09%	\$1,443	\$1,960	\$45,918	2242.40%
Volunteer-Broker	1,857	3,725	50	-98.66%	\$34,901	\$90,476	\$4,115	-95.45%
Airline	195	118	14	-88.14%	\$43,048	\$40,662	\$3,588	-91.18%
Commercial Bus	3	-	3	-	\$57	\$0	\$407	-
Train	44	-	-	-	\$88	\$0	\$-	-
Ferry	40	-	-	-	\$80	\$0	\$-	-
Foster Parent	109	-	-	-	\$218	\$0	\$-	-
Ancillary	-	-	-	-	\$280	\$537	\$-	-100.00%
Service Total	28,281	30,851	13,091	-57.57%	\$492,608	\$1,007,130	\$372,303	-63.03%
Admin					\$107,100	\$122,460	\$128,688	5.09%
Out of State						\$0		-
Meals & Lodging/in	1,745	1,394	453	-67.50%	\$46,161	\$58,154	\$22,337	-61.59%
Meals & Lodging/oos		-	1			\$0	\$71	-
Vehicle Modification						\$0		-
Subtotal					\$153,261	\$180,614	\$151,096	-16.34%
Grand Total	28,281	30,851	13,091	-57.57%	\$645,869	\$1,187,744	\$523,399	-55.93%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	-	-	\$4.34	-
Ambulatory	\$17.45	\$35.48	\$26.59	-25.05%
Non-Ambulatory	\$25.85	\$47.28	\$41.62	-11.96%
Public Bus-ADA	\$1.50	\$0.40	\$0.69	72.26%
Voucher	\$8.38	\$15.80	\$16.19	2.48%
Mileage	\$11.43	\$15.78	\$28.47	80.40%
Volunteer-Agency	\$1.87	\$2.83	\$39.01	1277.18%
Volunteer-Broker	\$18.79	\$24.29	\$82.30	238.84%
Service Total	\$17.42	\$32.64	\$28.44	-12.88%
Admin. Costs	\$3.79	\$3.97	\$9.83	147.65%
Grand Total	\$22.84	\$38.50	\$39.98	3.85%

Region 5 (formerly Region 4)								
Brokered services were provided by Paratransit Services.								
Region 5	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	285,653	349,429	290,353	-16.91%	\$970,121	\$1,071,927	\$760,848	-29.02%
Ambulatory	153,160	110,122	118,537	7.64%	\$3,251,037	\$3,386,882	\$3,815,259	12.65%
Non-Ambulatory	70,596	51,129	55,397	8.35%	\$2,525,053	\$1,982,655	\$2,156,149	8.75%
Public Bus-ADA	80,319	48,431	58	-99.88%	\$127,818	\$107,568	\$81	-99.92%
Voucher	4,285	14,290	21,076	47.49%	\$19,015	\$76,207	\$133,985	75.82%
Mileage	2,533	1,676	3,233	92.90%	\$11,658	\$8,143	\$22,828	180.35%
Volunteer-Agency	230	90	28	-68.89%	\$11,658	\$6,706	\$2,834	-57.74%
Commercial Bus	-	-	1	-	\$0	\$0	\$61	
Ferry	2	86	52	-39.53%	\$5	\$357	\$252	-29.33%
Service Total	596,778	575,253	488,735	-15.04%	\$6,916,365	\$6,640,445	\$6,892,297	3.79%
Admin	-	-		-	\$1,057,320	\$1,280,183	\$1,461,396	14.16%
Out of State	49	7	14	100.00%	\$9,436	\$13,640	\$4,324	-68.30%
Meals & Lodging/in	1,082	4,493	4,080	-9.19%	\$55,619	\$197,866	\$204,512	3.36%
Meals & Lodging/oos	139	91	82	-9.89%	\$1,175	\$4,637	\$2,865	-38.21%
Vehicle Modification	4	-		-	\$4,596	\$0		-
Subtotal					\$1,128,146	\$1,496,325	\$1,673,097	11.81%
Grand Total	596,827	575,260	488,749	-15.04%	\$8,044,511	\$8,136,770	\$8,565,394	5.27%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$3.40	\$3.07	\$2.62	-14.58%
Ambulatory	\$21.23	\$30.76	\$32.19	4.65%
Non-Ambulatory	\$35.77	\$38.78	\$38.92	0.37%
Public Bus-ADA	\$1.59	\$2.22	\$1.40	-37.12%
Voucher	\$4.44	\$5.33	\$6.36	19.21%
Mileage	\$4.60	\$4.86	\$7.06	45.34%
Volunteer-Agency	\$50.69	\$74.52	\$101.21	35.83%
Service Total	\$11.59	\$11.54	\$14.10	22.17%
Admin. Costs	\$1.77	\$2.23	\$2.99	34.36%
Grand Total	\$13.48	\$14.14	\$17.53	23.90%

Region 6A (formerly Region 5)								
Brokered services were provided by Paratransit Services.								
Region 6A	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	47,608	57,883	54,568	-5.73%	\$203,439	\$167,061	\$155,384	-6.99%
Ambulatory	44,777	61,695	58,420	-5.31%	\$1,480,519	\$2,712,801	\$2,651,955	-2.24%
Non-Ambulatory	8,534	13,304	12,769	-4.02%	\$321,787	\$681,631	\$719,964	5.62%
Public Bus-ADA	17,518	4,200	6,296	49.90%	\$28,854	\$20,349	\$23,841	17.16%
Voucher	11,167	15,695	15,247	-2.85%	\$91,969	\$152,962	\$184,098	20.36%
Mileage	1,171	3,922	3,986	1.63%	\$10,583	\$34,501	\$37,570	8.89%
Volunteer-Agency	459	413	138	-66.59%	\$25,234	\$29,852	\$13,908	-53.41%
Commercial Bus	19	1	4	300.00%	\$519	\$74	\$200	170.27%
Train	2	-	5	-	\$49	\$0	\$125	-
Ferry	6,195	3,971	2,692	-32.21%	\$31,598	\$31,135	\$22,254	-28.52%
Service Total	137,450	161,084	154,125	-4.32%	\$2,194,551	\$3,830,367	\$3,809,299	-0.55%
Admin	-	-	-	-	\$467,472	\$555,964	\$679,980	22.31%
Out of State	-	2	2	0.00%	\$0	\$959	\$357	-62.77%
Meals & Lodging/in	1,561	3,082	3,673	19.18%	\$46,619	\$147,044	\$176,956	20.34%
Meals & Lodging/oos	-	10	2	-80.00%	\$0	\$775	\$253	-67.36%
Subtotal					\$514,091	\$704,742	\$857,546	21.68%
Grand Total	137,450	161,086	154,127	-4.32%	\$2,708,642	\$4,535,109	\$4,666,845	2.90%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$4.27	\$2.89	\$2.85	-1.34%
Ambulatory	\$33.06	\$43.97	\$45.39	3.24%
Non-Ambulatory	\$37.71	\$51.24	\$56.38	10.05%
Public Bus-ADA	\$1.65	\$4.85	\$3.79	-21.84%
Voucher	\$8.24	\$9.75	\$12.07	23.89%
Mileage	\$9.04	\$8.80	\$9.43	7.15%
Volunteer-Agency	\$54.98	\$72.28	\$100.78	39.43%
Service Total	\$15.97	\$23.78	\$24.72	3.94%
Admin. Costs	\$3.40	\$3.45	\$4.41	27.83%
Grand Total	\$19.71	\$28.15	\$30.28	7.55%

Region 6B (formerly Region 6)									
Brokered services were provided by Paratransit Services.									
Region 6B	Passenger Trips					Expenses			
Mode	2005	2010	2011	% Change		2005	2010	2011	% Change
Public Bus	76,158	66,929	38,233	-42.88%		\$104,173	\$211,420	\$85,359	-59.63%
Ambulatory	62,913	78,270	78,926	0.84%		\$2,236,858	\$3,876,326	\$3,761,510	-2.96%
Non-Ambulatory	18,564	23,605	22,588	-4.31%		\$1,004,083	\$1,404,156	\$1,300,177	-7.41%
Public Bus-ADA	710	4,274	4,134	-3.28%		\$710	\$2,351	\$3,770	60.36%
Voucher	22,030	48,639	54,025	11.07%		\$172,857	\$555,472	\$701,177	26.23%
Mileage	4,978	2,854	2,563	-10.20%		\$43,118	\$38,106	\$35,509	-6.82%
Volunteer-Agency	8,676	11,735	8,305	-29.23%		\$658,218	\$1,207,421	\$1,031,331	-14.58%
Ferry	106	-	46	-		\$733	\$0	\$533	-
Service Total	194,135	236,306	208,820	-11.63%		\$4,220,750	\$7,295,253	\$6,919,366	-5.15%
Admin	-	-	-	-		\$504,000	\$605,758	\$736,938	21.66%
Out of State	3	3	3	0.00%		\$1,349	\$3,262	\$1,738	-46.73%
Meals & Lodging/in	1,131	6,782	4,551	-32.90%		\$37,020	\$264,586	\$162,698	-38.51%
Meals & Lodging/oos	142	-	36	-		\$10,771	\$0	\$1,354	-
Vehicle Modifications	3	-	-	-		\$2,971	\$0	\$0	-
Subtotal						\$556,111	\$873,607	\$902,728	3.33%
Grand Total	194,138	236,309	208,823	-11.6%		\$4,776,861	\$8,168,860	\$7,822,094	-4.24%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$1.37	\$3.16	\$2.23	-29.32%
Ambulatory	\$35.55	\$49.53	\$47.66	-3.77%
Non-Ambulatory	\$54.09	\$59.49	\$57.56	-3.24%
Public Bus-ADA	\$1.00	\$0.55	\$0.91	65.79%
Voucher	\$7.85	\$11.42	\$12.98	13.65%
Mileage	\$8.66	\$13.35	\$13.85	3.76%
Volunteer-Agency	\$75.87	\$102.89	\$124.18	20.69%
Service Total	\$21.74	\$30.87	\$33.14	7.33%
Admin. Costs	\$2.60	\$2.56	\$3.53	37.67%
Grand Total	\$24.61	\$34.57	\$37.46	8.36%

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System Snapshot

- **Operating Name:** People For People
- **Service Area:** Medicaid Broker Region 1A – Chelan, Douglas and Okanogan counties; Region 2 – Benton, Columbia, Franklin, Kittitas, Walla Walla and Yakima Counties
- **Congressional Districts:** 4 and 5
- **Legislative Districts:** 7, 12, 13, 14 and 15
- **Planning Regions:** North Central RTPO, Wenatchee Valley Transportation Council, 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 1A (formerly Region 9)								
2011 brokered services were provided by People For People Trancare provided them in 2005 and 2010.								
Region 1A	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	953	132	759	475.00%	\$705	\$214	\$949	343.46%
Ambulatory	8,538	12,488	12,181	-2.46%	\$95,784	\$239,473	\$574,930	140.08%
Non-Ambulatory	2,817	4,468	2,263	-49.35%	\$177,896	\$377,363	\$225,849	-40.15%
Public Bus-ADA	3,964	5,057	5,440	7.57%	\$2,189	\$6,541	\$7,988	22.12%
Voucher	9,973	23,339	11,513	-50.67%	\$118,097	\$382,356	\$234,821	-38.59%
Mileage	-	-	1,102	-	\$0	\$0	\$21,760	-
Volunteer-Agency	-	-	5,853	-	\$0	\$0	\$671,004	-
Volunteer-Broker	15,166	14,229	-	-100.00%	\$541,165	\$742,992	\$0	-100.00%
Airline	1	-	-	-	\$190	\$0	\$0	-
Commercial Bus	30	14	27	92.86%	\$772	\$927	\$1,839	98.33%
Train	1	8	-	-100.00%	\$27	\$216	\$0	-100.00%
Ancillary	-			-	\$555	\$779	\$0	-100.00%
Service Total	41,443	59,735	39,138	-34.48%	\$937,380	\$1,750,863	\$1,739,140	-0.67%
Admin	-	-		-	\$242,736	\$294,336	\$200,676	-31.82%
Out of State	1	-	-	-	\$5,536	\$0	\$0	-
Meals & Lodging/in	2,277	4,637	2,570	-44.58%	\$82,623	\$231,076	\$125,810	-45.55%
Meals & Lodging/oos	16	-	-	-	\$570	\$0	\$0	-
Subtotal					\$331,465	\$525,412	\$326,486	-37.86%
Grand Total	41,444	59,735	39,138	-34.48%	\$1,268,845	\$2,276,275	\$2,065,626	-9.25%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$0.74	\$1.62	\$1.25	-22.88%
Ambulatory	\$11.22	\$19.18	\$47.20	146.13%
Non-Ambulatory	\$63.15	\$84.46	\$99.80	18.16%
Public Bus-ADA	\$0.55	\$1.29	\$1.47	13.52%
Voucher	\$11.84	\$16.38	\$20.40	24.50%
Mileage	-	-	\$19.75	-
Volunteer-Agency	-	-	\$114.64	-
Volunteer-Broker	\$35.68	\$52.22	-	-
Service Total	\$22.62	\$29.31	\$44.44	51.60%
Admin. Costs	\$5.86	\$4.93	\$5.13	4.06%
Grand Total	\$30.62	\$38.11	\$52.78	38.50%

Region 2 (formerly Region 8)									
Brokered services were provided by People For People.									
Region 2	Passenger Trips					Expenses			
Mode	2005	2010	2011	% Change		2005	2010	2011	% Change
Public Bus	4,037	10,000	8,318	-16.82%		\$6,170	\$14,677	\$12,272	-16.38%
Ambulatory	64,643	64,861	59,236	-8.67%		\$2,174,677	\$3,265,106	\$3,055,969	-6.41%
Non-Ambulatory	20,268	18,871	17,800	-5.68%		\$850,643	\$1,000,314	\$959,836	-4.05%
Public Bus-ADA	26,414	23,597	21,853	-7.39%		\$18,800	\$53,411	\$49,718	-6.91%
Voucher	7,431	14,004	16,161	15.40%		\$83,951	\$265,127	\$378,330	42.70%
Mileage	3,395	2,647	2,675	1.06%		\$42,839	\$86,375	\$92,814	7.45%
Volunteer-Agency	4	-	676	-		\$22	\$0	\$105,207	-
Volunteer-Broker	3,095	1,477	606	-58.97%		\$203,743	\$144,059	\$73,600	-48.91%
Commercial Bus	9	33	22	-33.33%		\$337	\$1,833	\$1,310	-28.53%
Service Total	129,296	135,490	127,347	-6.01%		\$3,381,182	\$4,830,900	\$4,729,056	-2.11%
Admin				-		\$561,588	\$570,766	\$483,576	-15.28%
Out of State	-	9	-	-100.00%		\$0	\$4,066	\$0	-100.00%
Meals & Lodging/in	5,467	6,931	10,945	57.91%		\$180,380	\$279,159	\$440,467	57.78%
Meals & Lodging/oos	-	192	-	-100.00%		\$0	\$1,644	\$0	-100.00%
Subtotal					\$741,968	\$855,635	\$924,043	7.99%	
Grand Total	129,296	135,499	127,347	-6.0%	\$4,123,150	\$5,686,536	\$5,653,099	-0.59%	

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$1.53	\$1.47	\$1.48	0.52%
Ambulatory	\$33.64	\$50.34	\$51.59	2.48%
Non-Ambulatory	\$41.97	\$53.01	\$53.92	1.73%
Public Bus-ADA	\$0.71	\$2.26	\$2.28	0.52%
Voucher	\$11.30	\$18.93	\$23.41	23.65%
Mileage	\$12.62	\$32.63	\$34.70	6.33%
Volunteer-Agency	\$5.50	-	\$155.63	-
Volunteer-Broker	\$65.83	\$97.53	\$121.45	24.52%
Service Total	\$26.15	\$35.66	\$37.14	4.15%
Admin. Costs	\$4.34	\$4.21	\$3.80	-9.86%
Grand Total	\$31.89	\$41.97	\$44.39	5.78%

Rusty Koontz
Regional Manager
Medical Transportation Assistance Unit
3102 East Trent, Suite 210
Spokane, WA 99202-3800
509-532-9505
www.sms1.org



System Snapshot

- **Operating Name:** Special Mobility Services, Inc.
- **Service Area:** Medicaid Brokerage Region 1B – Ferry, Pend Oreille and Stevens counties; Region 1C – Adams, Grant and Lincoln counties; Region 1D – Spokane County; Region 1E – Asotin, Garfield and Whitman 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 1B (formerly Region 10)								
Brokered services were provided by Special Mobility Services, Inc.								
Region 1B	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	870	62	-	-100.00%	\$731	\$113	\$0	-100.00%
Ambulatory	5,635	718	1,389	93.45%	\$134,491	\$24,993	\$50,173	100.75%
Non-Ambulatory	2,655	1,673	2,134	27.56%	\$273,820	\$216,690	\$159,903	-26.21%
Public Bus-ADA	31	-	-	-	\$233	\$0	\$0	-
Voucher	11,744	17,131	14,101	-17.69%	\$116,251	\$214,484	\$232,925	8.60%
Mileage	8	112	2	-98.21%	\$394	\$4,279	\$87	-97.97%
Volunteer-Agency	8,309	3,013	3,251	7.90%	\$330,441	\$91,981	\$116,806	26.99%
Volunteer-Broker	-	4,063	1,996	-50.87%	\$0	\$139,757	\$85,353	-38.93%
Airline	69	-	6	-	\$12,455	\$0	\$741	-
Commercial Bus	4	39	27	-30.77%	\$174	\$2,058	\$2,005	-2.56%
Ancillary				-	\$7	\$0	\$0	-
Service Total	29,325	26,811	22,906	-14.56%	\$868,997	\$694,354	\$647,993	-6.68%
Admin	-	-		-	\$94,776	\$139,404	\$127,152	-8.79%
Out of State	2	-	-	-	\$247	\$0	\$0	-
Meals & Lodging/in	506	477	412	-13.63%	\$20,771	\$25,526	\$24,109	-5.55%
Meals & Lodging/oos	2	-	-	-	\$130	\$0	\$0	-
Subtotal					\$115,924	\$164,930	\$151,261	-8.29%
Grand Total	29,327	26,811	22,906	-14.56%	\$984,921	\$859,284	\$799,254	-6.99%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$0.84	\$1.82	-	-
Ambulatory	\$23.87	\$34.81	\$36.12	3.77%
Non-Ambulatory	\$103.13	\$129.52	\$74.93	-42.15%
Public Bus-ADA	\$7.52	-	-	-
Voucher	\$9.90	\$12.52	\$16.52	31.93%
Mileage	\$49.25	\$38.20	\$43.50	13.87%
Volunteer-Agency	\$39.77	\$30.53	\$35.93	17.69%
Volunteer-Broker	\$0.00	\$34.40	\$42.76	24.32%
Service Total	\$29.63	\$25.90	\$28.29	9.23%
Admin. Costs	\$3.23	\$5.20	\$5.55	6.76%
Grand Total	\$33.58	\$32.05	\$34.89	8.87%

Region 1C (formerly Region 11)								
Brokered services were provided by Special Mobility Services, Inc.								
Region 1C	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	402	1,068	770	-27.90%	\$629	\$2,958	\$1,926	-34.89%
Ambulatory	17,439	8,099	8,635	6.62%	\$902,881	\$317,501	\$442,479	39.36%
Non-Ambulatory	6,638	5,402	4,999	-7.46%	\$353,911	\$310,104	\$317,311	2.32%
Public Bus-ADA	51	308	100	-67.53%	\$1,275	\$474	\$171	-63.92%
Voucher	5,962	16,523	15,795	-4.41%	\$69,114	\$233,729	\$297,690	27.37%
Mileage	616	50	28	-44.00%	\$6,924	\$569	\$318	-44.11%
Volunteer-Agency	1,102	297	335	12.79%	\$96,965	\$10,017	\$14,310	42.86%
Volunteer-Broker	-	4,603	3,561	-22.64%	\$0	\$233,939	\$202,810	-13.31%
Airline	2	-	-	-	\$494	\$0	\$0	-
Commercial Bus	6	11	10	-9.09%	\$150	\$412	\$391	-4.98%
Service Total	32,218	36,361	34,233	-5.85%	\$1,432,343	\$1,109,703	\$1,277,406	15.11%
Admin	-	-		-	\$108,336	\$169,884	\$154,356	-9.14%
Out of State	4	-	-	-	\$3,535	\$0	\$0	-
Meals & Lodging/in	2,327	1,603	1,482	-7.55%	\$47,463	\$69,214	\$63,429	-8.36%
Meals & Lodging/oos	-	-	-		\$0	\$0	\$0	-
Subtotal					\$159,334	\$239,098	\$217,785	-8.91%
Grand Total	32,222	36,361	34,233	-5.85%	\$1,591,677	\$1,348,801	\$1,495,191	10.85%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$1.56	\$2.77	\$2.50	-9.69%
Ambulatory	\$51.77	\$39.20	\$51.24	30.71%
Non-Ambulatory	\$53.32	\$57.41	\$63.47	10.57%
Public Bus-ADA	\$25.00	\$1.54	\$1.71	11.11%
Voucher	\$11.59	\$14.15	\$18.85	33.24%
Mileage	\$11.24	\$11.38	\$11.36	-0.19%
Volunteer-Agency	\$87.99	\$33.73	\$42.72	26.65%
Volunteer-Broker	\$0.00	\$50.82	\$56.95	12.06%
Service Total	\$44.46	\$30.52	\$37.32	22.27%
Admin. Costs	\$3.36	\$4.67	\$4.51	-3.49%
Grand Total	\$49.40	\$37.09	\$43.68	17.74%

Region 1D (formerly Region 12)								
Brokered services were provided by Special Mobility Services, Inc.								
Region 1D	Passenger Trips				Expenses			
Mode	2005	2010	2011	% Change	2005	2010	2011	% Change
Public Bus	99,636	119,469	111,774	-6.44%	\$282,536	\$500,309	\$356,701	-28.70%
Ambulatory	94,661	35,676	35,420	-0.72%	\$1,555,049	\$601,289	\$615,206	2.31%
Non-Ambulatory	40,212	20,485	17,483	-14.65%	\$1,040,807	\$605,089	\$483,745	-20.05%
Public Bus-ADA	20,034	25,911	25,046	-3.34%	\$35,488	\$61,956	\$55,510	-10.40%
Voucher	10,959	17,584	17,378	-1.17%	\$36,288	\$98,397	\$134,054	36.24%
Mileage	-	-	2	-	\$0	\$88	\$260	196.80%
Volunteer-Agency	1,639	1,653	1,265	-23.47%	\$44,978	\$45,586	\$37,067	-18.69%
Volunteer-Broker	-	1,677	1,019	-39.24%	\$0	\$45,446	\$28,668	-36.92%
Airline	284	40	94	135.00%	\$55,101	\$8,896	\$25,445	186.04%
Commercial Bus	48	81	94	16.05%	\$2,304	\$5,087	\$6,848	34.63%
Train	-	6	6	0.00%	\$0	\$372	\$347	-6.68%
Ancillary	-	-	-	-	\$917	\$21	\$0	-100.00%
Service Total	267,473	222,582	209,581	-5.84%	\$3,053,468	\$1,972,534	\$1,743,851	-11.59%
Admin	-	-	-	-	\$544,920	\$687,648	\$700,344	1.85%
Out of State	18	9	7	-22.22%	\$7,139	\$6,419	\$3,592	-44.04%
Meals & Lodging/in	1,787	1,045	1,457	39.43%	\$92,795	\$63,294	\$109,025	72.25%
Meals & Lodging/oos	16	76	7	-90.79%	\$2,393	\$2,966	\$928	-68.71%
Subtotal					\$647,247	\$760,326	\$813,889	7.04%
Grand Total	267,491	222,591	209,588	-5.84%	\$3,700,715	\$2,732,860	\$2,557,740	-6.41%

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	\$2.84	\$4.19	\$3.19	-23.80%
Ambulatory	\$16.43	\$16.85	\$17.37	3.05%
Non-Ambulatory	\$25.88	\$29.54	\$27.67	-6.33%
Public Bus-ADA	\$1.77	\$2.39	\$2.22	-7.31%
Voucher	\$3.31	\$5.60	\$7.71	37.85%
Mileage	-	-	\$130.00	-
Volunteer-Agency	\$27.44	\$27.58	\$29.30	6.25%
Volunteer-Broker	\$0.00	\$27.10	\$28.13	3.82%
Service Total	\$11.42	\$8.86	\$8.32	-6.11%
Admin. Costs	\$2.04	\$3.09	\$3.34	8.16%
Grand Total	\$13.83	\$12.28	\$12.20	-0.60%

Region 1E (formerly Region 13)									
2011 brokered services were provided by Special Mobility Services, Inc. COAST provided them in 2005 and 2010.									
Region 1E	Passenger Trips					Expenses			
Mode	2005	2010	2011	% Change		2005	2010	2011	% Change
Public Bus	-	-	53	-		\$-	\$-	\$230	
Ambulatory	17,093	16,501	6,583	-60.11%		\$298,354	\$585,473	\$175,055	-70.10%
Non-Ambulatory	2,106	4,445	2,348	-47.18%		\$54,432	\$210,160	\$97,733	-53.50%
Public Bus-ADA	955	448	96	-78.57%		\$1,432	\$179	\$66	-63.09%
Voucher	34	474	2,735	477.00%		\$285	\$7,489	\$44,280	491.29%
Mileage	5,072	4,448	32	-99.28%		\$57,990	\$70,194	\$911	-98.70%
Volunteer-Agency	773	692	1,177	70.09%		\$1,443	\$1,960	\$45,918	2242.40%
Volunteer-Broker	1,857	3,725	50	-98.66%		\$34,901	\$90,476	\$4,115	-95.45%
Airline	195	118	14	-88.14%		\$43,048	\$40,662	\$3,588	-91.18%
Commercial Bus	3	-	3	-		\$57	\$0	\$407	-
Train	44	-	-	-		\$88	\$0	\$-	-
Ferry	40	-	-	-		\$80	\$0	\$-	-
Foster Parent	109	-		-		\$218	\$0	\$-	-
Ancillary	-	-		-		\$280	\$537	\$-	-100.00%
Service Total	28,281	30,851	13,091	-57.57%		\$492,608	\$1,007,130	\$372,303	-63.03%
Admin						\$107,100	\$122,460	\$128,688	5.09%
Out of State							\$0		-
Meals & Lodging/in	1,745	1,394	453	-67.50%		\$46,161	\$58,154	\$22,337	-61.59%
Meals & Lodging/oos		-	1			\$0	\$71	-	
Vehicle Modification						\$0		-	
Subtotal					\$153,261	\$180,614	\$151,096	-16.34%	
Grand Total	28,281	30,851	13,091	-57.57%	\$645,869	\$1,187,744	\$523,399	-55.93%	

Mode	Cost per Trip			
	2005	2010	2011	% Change
Public Bus	-	-	\$4.34	-
Ambulatory	\$17.45	\$35.48	\$26.59	-25.05%
Non-Ambulatory	\$25.85	\$47.28	\$41.62	-11.96%
Public Bus-ADA	\$1.50	\$0.40	\$0.69	72.26%
Voucher	\$8.38	\$15.80	\$16.19	2.48%
Mileage	\$11.43	\$15.78	\$28.47	80.40%
Volunteer-Agency	\$1.87	\$2.83	\$39.01	1277.18%
Volunteer-Broker	\$18.79	\$24.29	\$82.30	238.84%
Service Total	\$17.42	\$32.64	\$28.44	-12.88%
Admin. Costs	\$3.79	\$3.97	\$9.83	147.65%
Grand Total	\$22.84	\$38.50	\$39.98	3.85%

Travel Washington – Rural Intercity Bus Program

Travel Washington – Washington state’s intercity bus program – connects rural communities with larger urban centers and provides connections to the national intercity transportation network (bus, rail, air and ferry systems). Travel Washington promotes regional travel, tourism and mobility options while generating local economic activity. More importantly, the program allows rural residents 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. Launched as a Federal Transit Administration (FTA) approved pilot project in 2006, Travel Washington 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 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 awarded contracts through a competitive bidding process. Local resources are utilized along each of the regional bus routes, promoting local businesses, providing local employment and generating local revenues.

Passengers who 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 visiting Seattle are just a few examples that comprise the ridership base for the Travel Washington network.

Travel Washington provides many valuable benefits besides transportation to the communities it serves. The Gold Line and Apple Line coaches take part in the annual Northeast Washington Fair and Omak Stampede parades. The Dungeness Line also takes part in the Dungeness Crab Festival in Port Angeles. These activities raise awareness about the service and also local community “ownership” of the service.

2011 Annual Operating Information		
Federal Assistance		Operating
Federal Section §5311 grants for planning and capital expenses		\$0
Federal Section §5311 grants for operating expenses and provision of trips		\$1,214,903
ARRA §5311 grants for planning and capital expenses		\$0
ARRA §5311 grants for operating expenses and provision of trips		\$0
Total Federal Assistance		\$1,214,903
Annual Service Data	Vehicle Revenue Miles	Unlinked Passenger Trips
Apple Line	127,750	9,601
Dungeness Line	159,112	14,774
Gold Line	131,040	3,932
Grape Line	131,700	7,577
Travel Washington Total	549,602	35,884

Cleto Achabal

President

South 4611 Ben Franklin Lane

Spokane, WA 99224-5648

509-838-4029

www.appleline.us



System Snapshot

- **Operating Name:** Northwestern Stage Lines, Inc. dba Northwestern Trailways
- **Service Area:** Between Omak and Ellensburg.
- **Congressional Districts:** 4 and 5
- **Legislative Districts:** 12
- **Planning Regions:** North Central RTPO, Quad-County RTPO and Wenatchee Valley Transportation Council
- **Type of Agency:** For-profit
- **Types of Service and Eligibility:** Fixed route for general public.
- **Days of Service:** Daily
- **Base Fare:** One-way fares start at \$10.00, round-trip fares start at \$19.00.

Current Operations

Between Omak and Ellensburg via Wenatchee along Highway 97.

Revenue Service Vehicles

Two, 30-passenger ADA-accessible minibuses.

Intermodal Connections

Amtrak, Greyhound and Link Transit in Wenatchee; and Okanogan County Transportation and Nutrition in Omak.

2011 Annual Operating Information
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Federal Assistance	Operating
Federal Section §5311 grants for planning and capital expenses	\$0
Federal Section §5311 grants for operating expenses and provision of trips	\$190,570
ARRA §5311 grants for planning and capital expenses	\$0
ARRA §5311 grants for operating expenses and provision of trips	\$0
Total Federal Assistance	\$190,570

Annual Service Data	Vehicle Revenue Miles	Unlinked Passenger Trips
Apple Line	127,750	9,601

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 Area:** Between Port Angeles and Seattle Tacoma International Airport.
- **Congressional District:** 6
- **Legislative District:** 24
- **Planning Regions:** Peninsula RTPO and Puget Sound Regional Council
- **Type of Agency:** For-profit
- **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, all ADA accessible: three, 27-passenger buses; and one, 15-passenger 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, BC; Fairchild International Airport, Port Angeles; SeaTac Airport; Greyhound (Seattle); and Amtrak (Edmonds and Seattle).

2011 Annual Operating Information
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Federal Assistance	Operating
Federal Section §5311 grants for planning and capital expenses	\$0
Federal Section §5311 grants for operating expenses and provision of trips	\$502,499
ARRA §5311 grants for planning and capital expenses	\$0
ARRA §5311 grants for operating expenses and provision of trips	\$0
Total Federal Assistance	\$502,499

Annual Service Data	Vehicle Revenue Miles	Unlinked Passenger Trips
Dungeness Line	159,112	14,774

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 Area:** Between Kettle Falls and the Spokane International Airport.
- **Congressional District:** 5
- **Legislative Districts:** 3, 4, 6 and 7
- **Planning Regions:** Spokane Regional Transportation Council and the Northeast Washington Regional Transportation Planning Organization
- **Type of Agency:** For-profit
- **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's 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 Spokane International Airport. Tickets may be purchased online; from the drivers; sales agents at Kettle Falls, Colville, Chewelah and Spokane Intermodal; and through Amtrak and NBTA Interline Bus Carriers.

Revenue Service Vehicles

Three 27-passenger ADA accessible cutaways (minibuses).

Intermodal Connections

The Gold Line provides connections to Spokane International Airport; Spokane Transit, at the Spokane Transit Plaza and the Hastings Road park and ride in North Spokane; Greyhound, Northwestern Trailways and Amtrak at Spokane Intermodal; and Rural Resources in Colville.

2011 Annual Operating Information
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Federal Assistance	Operating
Federal Section §5311 grants for planning and capital expenses	\$0
Federal Section §5311 grants for operating expenses and provision of trips	\$287,037
ARRA §5311 grants for planning and capital expenses	\$0
ARRA §5311 grants for operating expenses and provision of trips	\$0
Total Federal Assistance	\$287,037

Annual Service Data	Vehicle Revenue Miles	Unlinked Passenger Trips
Gold Line	131,040	3,932

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 Area:** Between Walla Walla and Pasco.
- **Congressional Districts:** 4 and 5
- **Legislative District:** 16
- **Planning Regions:** Benton-Franklin-Walla Walla RTPPO
- **Type of Agency:** For-profit
- **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's Grape Line operates three round-trips daily between Walla Walla Regional Airport and Tri-Cities Airport. Service includes the Walla Walla Transit Center, College Place, Touchet, Wallula, Burbank, Pasco Intermodal Station and Pasco Transit Center. Tickets may be purchased online, from the drivers, sales agents at the Walla Walla transit center and Pasco Intermodal, and through NBTA Interline Member Carriers and Amtrak.

Revenue Service Vehicles

Three 27-passenger ADA accessible cutaways (minibuses).

Intermodal Connections

The Grape Line provides connections to Walla Walla regional and Tri-Cities airports, Greyhound and Valley Transit at the Walla Walla transit center, Greyhound and Amtrak at the Pasco Intermodal Station, and Ben Franklin Transit at the Pasco Transit Center.

2011 Annual Operating Information
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Federal Assistance	Operating
Federal Section §5311 grants for planning and capital expenses	\$0
Federal Section §5311 grants for operating expenses and provision of trips	\$234,797
ARRA §5311 grants for planning and capital expenses	\$0
ARRA §5311 grants for operating expenses and provision of trips	\$0
Total Federal Assistance	\$234,797

Annual Service Data	Vehicle Revenue Miles	Unlinked Passenger Trips
Grape Line	131,700	7,577

Ferry Systems in Washington State

Ferry operations are an important link in the Washington state transportation system. The State of Washington Department of Highways (now the Washington State Department of Transportation) began ferry operations in eastern Washington in 1930. This publication includes data on ferry operations at the state level from Washington State Ferries and at the county level, including operations in Ferry, King, Kitsap, Lincoln, Pierce, Skagit, Wahkiakum and Whatcom counties.

Guemes Island Ferry

Skagit County Public Works/Ferry Operations Division is responsible for the operation and maintenance of the M/V Guemes. This ferry provides daily service between Guemes Island and Anacortes. In 2011, the Guemes Island Ferry transported 353,702 passengers and 183,399 vehicles.

Keller Ferry

On September 1, 1930, the State of Washington Department of Highways took control of the Keller Ferry run on the Columbia River. The 1.25-mile crossing is a link on State Highway 21 between Lincoln County on the south shore and Ferry County and the Colville Indian Reservation on the north near the mouth of the Sanpoil River. In 2011, the Keller Ferry provided service to 98,967 passengers and 54,131 vehicles.

King County Ferry District

In April 2007, the King County Ferry District was created to expand transportation operations to water taxi services. King County council members serve as the Ferry District Board of Supervisors. The KCFD funds and oversees the operations of two water taxi services. The KCFD contracts with the King County Marine Division for operations. The KCFD also operates water taxi service between West Seattle and Downtown Seattle (previously the Elliott Bay Water Taxi). In 2011, the King County Water Taxi provided service to 383,774 passengers.

Kitsap Transit Foot Ferry

The Kitsap Transit Foot Ferry provides weekday service between the Bremerton, Port Orchard and Annapolis Ferry Docks and between Port Orchard and Bremerton. In 2011, the Kitsap Transit Foot Ferry provided service to 454,649 passengers.

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 185,801 passengers during 2011.

Pierce County Ferry System

Pierce County assumed responsibility for the Steilacoom to Anderson and McNeil Island ferry route in 1938. The ferry system primarily serves Anderson and Ketron Island residents and visitors. It has seen a passenger use growth from 34,000 in 1968 to 184,624 in 2011.

Wahkiakum Ferry

Wahkiakum County has operated the ferry Wahkiakum since 1962. The ferry operates daily with a minimum of 18 runs per day between Cathlamet, WA and Westport, OR. The ferry Wahkiakum is the last ferry to operate on the Columbia River between Oregon and Washington.

Washington State Ferries

Washington State Ferries 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, WTBA added the facilities and vessels associated with the Port Townsend-Keystone route, owned and operated by Black Ball Transport, Inc. WTBA was renamed Washington State Ferries upon the agency's incorporations with the Washington State Department of Transportation in 1977 (previously Department of Highways).

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

Annual Operating Information

	2010	2011	% Change
Passenger Ferry Services			
Revenue Vessel Hours	148,537	151,077	1.71
Total Vessel Hours	140,254	143,575	2.37
Revenue Vessel Miles	1,016,063	1,041,019	2.46
Total Vessel Miles	1,026,932	1,048,028	2.05
Passenger Trips	23,730,135	23,682,231	-0.20
Diesel Fuel Consumed (gallons)	17,335,368	17,326,844	-0.05
Employees - FTEs	1,877.9	1,838.6	-2.09
Operating Expenses	\$222,534,079	\$239,783,504	7.75
Farebox Revenues	\$41,541,733	\$42,030,302	1.18
Revenues			
Operating Related Revenues			
Local Funds (Directly Generated - Property Taxes)	\$842,522	\$1,055,247	25.25
MVET	\$106,813	\$0	-100.00
Farebox Revenues	\$41,541,733	\$42,030,302	1.18
Federal Section §5307 Operating	\$1,266,467	\$0	-100.00
Other State Operating Grants	\$57,703,325	\$74,613,136	29.30
Other Operating Sub-Total	\$120,458,888	\$120,204,437	-0.21
Other-Gasoline Taxes	\$0	\$96,620	-
Other-Other Revenues	\$115,920,423	\$115,801,129	-0.10
Other-Property Taxes	\$1,153,527	\$1,163,111	0.83
Other-MISC	\$3,384,938	\$3,143,577	-7.13
Total (Excludes Capital Revenues)	\$221,919,748	\$237,903,122	7.20
Federal Capital Grant Revenues			
Federal Section §5307 Capital Grants	\$33,862	\$2,889,927	8434.43
Federal Section §5309 Capital Grants	\$6,226,414	\$11,029,148	77.13
CM/AQ and Other Federal Grants	\$8,917,886	\$11,092,387	24.38
Total Federal Capital	\$15,178,162	\$25,011,462	64.79
State Capital Grant Revenues			
Other State Capital Funds	\$116,521,144	\$133,018,713	14.16
Total State Capital	\$116,521,144	\$133,018,713	14.16
Local Capital Revenues			
Local Funds	\$345,234	\$16,646	-95.18
Total Local Capital	\$345,234	\$16,646	-95.18

Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$162,949,956	\$163,289,986	68.64
Total State Investment	\$57,703,325	\$74,613,136	31.36
Total Federal Investment	\$1,266,467	\$0	0.00
Total Operating	\$221,919,748	\$237,903,122	
Capital			
Total Local Investment	\$345,234	\$16,646	0.01
Total State Investment	\$116,521,144	\$133,018,713	84.16
Total Federal Investment	\$15,178,162	\$25,011,462	15.83
Total Capital	\$132,044,540	\$158,046,821	
Total Revenue Sources (Capital + Operating)			
Total Local Investment	\$163,295,190	\$163,306,632	41.24
Total State Investment	\$174,224,469	\$207,631,849	52.44
Total Federal Investment	\$16,444,629	\$25,011,462	6.32
Total	\$353,964,288	\$395,949,943	

Guemes Island Ferry

Captain Rachel Beck
Ferry Operations Division Manager
Skagit County Public Works
500 I Avenue
Anacortes, WA 98221
360-419-7618



www.skagitcounty.net/common/asp/default.asp?d=publicworksferry&c=general&p=main.htm

System Snapshot

- **Service Area:** Service between Guemes Island and Anacortes in Skagit County.
- **Congressional District:** 2
- **Legislative District:** 40
- **Type of Government:** County
- **Governing Body:** Three-member county commission.
- **Intermodal Connections:** Connects to Skagit Transit in Anacortes.

Peak Season Fares	Cost	Bicycle Surcharge	Total	Rate Basis – Roundtrips
Passenger/Pedestrian	\$3.50	\$1.00	\$4.50	1 round trip
Senior/Disabled/Youth	\$2.00	\$1.00	\$3.00	1 round trip
Age 5 and under	Free	-	Free	1 round trip
Complete fare structure: www.skagitcounty.net/common/asp/default.asp?d=publicworksferry&c=general&p=ferry2.htm				

Annual Operating Information			
	2010	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Revenue Vessel Hours	5,776	4,995	-13.53
Passenger Trips	16,642	14,302	-14.06
Diesel Fuel Consumed (gallons)	57,061	46,831	-17.93
Operating Expenses	\$1,606,601	\$1,378,232	-14.21
Farebox Revenues	\$843,388	\$789,459	-6.39
Revenues			
Operating Related Revenues			
Directly Generated - Property Taxes	\$653,357	\$490,283	-24.96
Farebox Revenues	\$843,388	\$789,459	-6.39
Other State Operating Grants	\$109,856	\$98,490	-10.35
Total (Excludes Capital Revenues)	\$1,606,601	\$1,378,232	-14.21
Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$1,496,745	\$1,279,742	93.16
Total State Investment	\$109,856	\$98,490	6.84
Total Federal Investment	\$0	\$0	0.00
Total Operating	\$1,606,601	\$1,378,232	

Keith Metcalf

Regional Administrator

WSDOT Eastern Region

2714 North Mayfair

Spokane, WA 99207

509-324-6000

www.wsdot.wa.gov/regions/eastern/kellerferry



System Snapshot

- **Service Area:** State Route 21 between Lincoln County (south end of ferry run) and Ferry County and the Colville Indian Reservation (north end).
- **Congressional District:** 5
- **Legislative District:** 7
- **Fares:** Free.

Service

The Keller Ferry crosses the Columbia River at its confluence with the Sanpoil River from Ferry County and the Colville Indian Reservation on the north bank to Lincoln County on the south. Construction of the Grand Coulee Dam about 15 miles downstream from the ferry route increased the width of the river to 1.25 miles (quadruple the original width) when the reservoir was filled in 1942. Prior to that, the ferry crossed a free-flowing Columbia River rather than the slack water of Franklin D. Roosevelt Lake it does today.

Annual Operating Information

	2010	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Passenger Trips	91,182	98,967	8.54
Diesel Fuel Consumed (gallons)	29,357	33,774	15.05
Operating Expenses	\$696,177	\$792,087	13.78

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 between downtown Seattle and Vashon Island.
- **Congressional District:** 7
- **Legislative District:** 34
- **Type of Government:** Special purpose district
- **Governing Body:** Nine-member King County council.
- **Tax Authorized:** Property Tax Levy \$1,183,252 (approximately 1/3 cent per \$1,000.00 Assessed Value)
- **Fares:** Vashon Island \$4.50

Intermodal Connections

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

Annual Operating Information

	2010	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Revenue Vessel Hours	1,421	4,987	250.95
Total Vessel Hours	1,421	4,987	250.95
Revenue Vessel Miles	28,410	49,550	74.41
Total Vessel Miles	29,640	49,550	67.17
Passenger Trips	153,634	383,774	149.80
Diesel Fuel Consumed (gallons)	89,321	144,992	62.33
Employees - FTEs	7.5	18.5	146.67
Operating Expenses	\$1,523,203	\$4,163,312	173.33
Farebox Revenues	\$444,807	\$1,100,484	147.41
Revenues			
Operating Related Revenues			
Directly Generated - Property Taxes	\$62,668	\$430,532	587.00
Farebox Revenues	\$444,807	\$1,100,484	147.41
Other State Operating Grants	\$527,111	\$661,306	25.46
Other Operating Sub-Total	\$1,153,527	\$1,312,109	13.75
Other-Interest	\$0	\$148,998	-
Other-Property Taxes	\$1,153,527	\$1,163,111	0.83
Total (Excludes Capital Revenues)	\$2,188,113	\$3,504,431	60.16
Federal Capital Grant Revenues			
Federal Section §5307 Capital Grants	\$15,690	\$0	-100.00
Total Federal Capital	\$15,690	\$0	-100.00
State Capital Grant Revenues			
Other State Capital Funds	\$136,745	\$555,733	306.40
Total State Capital	\$136,745	\$555,733	306.40
Local Capital Revenues			
Local Funds	\$62,668	\$430,532	587.00
Total Local Capital	\$62,668	\$430,532	587.00

Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$1,661,002	\$2,843,125	70.02
Total State Investment	\$663,856	\$1,217,039	29.98
Total Federal Investment	\$15,690	\$0	0.00
Total Operating	\$2,340,548	\$4,060,164	
Capital			
Total Local Investment	\$62,668	\$430,532	43.65
Total State Investment	\$136,745	\$555,733	56.35
Total Federal Investment	\$15,690	\$0	0.00
Total Capital	\$215,103	\$986,265	
Total Revenue Sources (Capital + Operating)			
Total Local Investment	1,661,002	2,843,125	70.02
Total State Investment	663,856	1,217,039	29.98
Total Federal Investment	15,690	-	0.00
Total Capital	2,340,548	4,060,164	

John Clauson**Executive Director**

60 Washington Avenue, Suite 200

Bremerton, WA 98337-1888

360-377-7086

www.kitsaptransit.org/footferryhome.html



System Snapshot

- **Service Area:** Kitsap County
- **Congressional Districts:** 1 and 6
- **Legislative Districts:** 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 (\$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 connects with Kitsap Transit at the Poulsbo Transfer Center.

Annual Operating Information			
	2010	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Revenue Vessel Hours	5,869	6,142	4.65
Total Vessel Hours	5,969	6,242	4.57
Revenue Vessel Miles	44,448	46,020	3.54
Total Vessel Miles	45,452	47,036	3.48
Passenger Trips	444,296	454,649	2.33
Diesel Fuel Consumed (gallons)	42,658	40,955	-3.99
Employees - FTEs	10.4	9.1	-12.50
Operating Expenses	\$1,811,449	\$1,847,548	1.99
Farebox Revenues	\$751,773	\$939,122	24.92
Revenues			
Operating Related Revenues			
Farebox Revenues	\$751,773	\$939,122	24.92
Total (Excludes Capital Revenues)	\$751,773	\$939,122	24.92
Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$751,773	\$939,122	100.00
Total State Investment	\$0	\$0	0.00
Total Federal Investment	\$0	\$0	0.00
Total Operating	\$751,773	\$939,122	

Lummi Island Ferry

Public Works Administration

322 North 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 seven-member county council.
- **Tax Authorized:** Motor vehicle fuel tax (Ferry Deficit Reimbursement).
- **Intermodal Connections:** Daily connections between Lummi Island and Bellingham.

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	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Passenger Trips	153,634	383,774	149.80
Operating Expenses	\$1,523,203	\$4,163,312	173.33
Farebox Revenues	\$444,807	\$1,100,484	147.41
Revenues			
Operating Related Revenues			
Farebox Revenues	\$1,021,866	\$1,545,829	51.28
Other Operating Sub-Total	\$1,290,541	\$1,272,783	-1.38
Other-Other Revenues	\$7,924	\$6,881	-13.16
Other-MISC	\$1,282,617	\$1,265,902	-1.30
Total (Excludes Capital Revenues)	\$2,312,407	\$2,818,612	21.89
Other-MISC includes county road fund transfer and ferry deficit reimbursement.			
Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$2,312,407	\$2,818,612	100.0
Total State Investment	\$0	\$0	0.0
Total Federal Investment	\$0	\$0	0.0
Total Operating	\$2,312,407	\$2,818,612	

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/index.aspx?NID=1793

System Snapshot

- **Service Area:** Steilacoom, Anderson Island and Ketron Island.
- **Congressional District:** 9
- **Legislative District:** 28
- **Type of Government:** County
- **Governing Body:** Executive and seven-member county council.
- **Tax Authorized:** 6.5 percent sales and use plus 2.8 percent local city/county sales and use tax.
- **Fares:** Adults \$5.00; seniors and people with disabilities \$2.50; ages 5 and under ride free. Discounted commuter pass is also available.
- **Intermodal Connections:** The Pierce County Ferry connects to Pierce Transit.

Annual Operating Information

	2010	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Revenue Vessel Hours	5,579	5,633	0.97
Total Vessel Hours	5,579	5,633	0.97
Revenue Vessel Miles	40,430	39,800	-1.56
Total Vessel Miles	43,697	39,800	-8.92
Passenger Trips	199,261	184,624	-7.35
Diesel Fuel Consumed (gallons)	135,778	169,207	24.62
Employees - FTEs	\$4,970,443	\$3,422,674	-31.14
Operating Expenses	\$1,912,685	\$1,897,368	-0.80
Farebox Revenues	\$444,807	\$1,100,484	147.41
Revenues			
Operating Related Revenues			
MVET	\$106,813	\$0	-100.00
Farebox Revenues	\$1,912,685	\$1,897,368	-0.80
Federal Section §5307 Operating	\$1,266,467	\$0	-100.00
Other State Operating Grants	\$441,965	\$0	-100.00
Other Operating Sub-Total	\$2,102,321	\$1,631,427	-22.40
Other-Gasoline Taxes		\$96,620	-
Other-Other Revenues		\$7,132	-
Other-MISC	\$2,102,321	\$1,527,675	-27.33
Total (Excludes Capital Revenues)	\$5,830,251	\$3,528,795	-39.47
State Capital Grant Revenues			
Other State Capital Funds	\$26,122	\$6,196	-76.28
Total State Capital	\$26,122	\$6,196	-76.28
Local Capital Revenues			
Local Funds	\$32,754	\$0	-100.00
Total Local Capital	\$32,754	\$0	-100.00

Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$4,121,819	\$3,528,795	100.00
Total State Investment	\$441,965	\$0	0.00
Total Federal Investment	\$1,266,467	\$0	0.00
Total Operating	\$5,830,251	\$3,528,795	
Capital			
Total Local Investment	\$32,754	\$0	0.00
Total State Investment	\$26,122	\$6,196	100.00
Total Federal Investment	\$0	\$0	0.00
Total Capital	\$58,876	\$6,196	
Total Revenue Sources (Capital + Operating)			
Total Local Investment	4,121,819	3,528,795	99.82
Total State Investment	468,087	6,196	0.18
Total Federal Investment	1,266,467	-	0.00
Total Capital	5,856,373	3,534,991	

Wahkiakum Ferry

Pete Ringen, P.E.
Public Works Director/County Engineer
PO Box 97
Cathlamet, WA 98612
360-795-3301
www.co.wahkiakum.wa.us/depts/pw/index.htm



System Snapshot

- **Service Area:** Between Puget Island in Washington and Oregon.
- **Congressional District:** 3
- **Legislative District:** 19
- **Type of Government:** County government.
- **Governing Body:** Three-member board of county commissioners.
- **Tax Authorized:** Current authorization is 0.8 percent of sales tax (0.5 percent in 1993 increased to 0.8 in 2001).
- **Fares:** Passenger cars, pickups under 20 feet \$5.00; foot passengers \$1.00; bicycles \$2.00; motorcycles \$3.00; motorhomes, large trucks and trailers determined by length.

Annual Operating Information			
	2010	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Revenue Vessel Hours	3,285	3,285	0.00
Passenger Trips	13,140	13,140	0.00
Employees - FTEs	6.0	6.0	0.00
Operating Expenses	\$788,373	\$805,094	2.12
Farebox Revenues	\$164,297	\$170,662	3.87
Revenues			
Operating Related Revenues			
Directly Generated - Property Taxes	\$126,497	\$134,432	6.27
Farebox Revenues	\$164,297	\$170,662	3.87
Other State Operating Grants	\$497,578	\$500,000	0.49
Total (Excludes Capital Revenues)	\$788,373	\$805,094	2.12
Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$290,794	\$305,094	37.90
Total State Investment	\$497,578	\$500,000	62.10
Total Federal Investment	\$0	\$0	0.00
Total Operating	\$788,373	\$805,094	

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 corresponds to ferry schedules. In downtown Seattle, there is frequent transit service, though it is not expressly linked to ferry scheduling.

Jumbo Mark II



Puyallup | Tacoma | Wenatchee

Jumbo



Spokane | Walla Walla

Super



Elwha | Hyak | Kaleetan | Yakima

Issaquah



Cathlamet | Chelan | Issaquah | Kitsap | Kittitas | Sealth

Evergreen State



Evergreen State | Klahowya | Tillikum

Kwa-di Tabil



Chetzemoka | Kennewick | Salish

Rhododendron



Rhododendron

Hiyu



Hiyu

Annual Operating Information

	2010	2011	% Change
Passenger Ferry Services (Purchased Transportation)			
Revenue Vessel Hours	126,607	126,035	-0.45
Total Vessel Hours	127,285	126,713	-0.45
Revenue Vessel Miles	902,775	905,649	0.32
Total Vessel Miles	908,143	911,642	0.39
Passenger Trips	22,614,000	22,346,974	-1.18
Diesel Fuel Consumed (gallons)	16,981,193	16,891,085	-0.53
Employees - FTEs	1,854.0	1805.0	-2.64
Operating Expenses	\$208,544,000	\$224,928,837	7.86
Farebox Revenues	\$36,402,916	\$35,587,378	-2.24
Revenues			
Operating Related Revenues			
Farebox Revenues	\$36,402,916	\$35,587,378	-2.24
Other State Operating Grants	\$56,126,815	\$73,353,340	30.69
Other Operating Sub-Total	\$115,912,499	\$115,988,118	0.07
Other-Auto & Driver Fares	\$115,912,499	\$115,638,118	-0.24
Other-MISC		\$350,000	-
Total (Excludes Capital Revenues)	\$208,442,230	\$224,928,836	7.91
Federal Capital Grant Revenues			
Federal Section §5307 Capital Grants	\$18,172	\$2,889,927	15803.19
Federal Section §5309 Capital Grants	\$6,226,414	\$11,029,148	77.13
CM/AQ and Other Federal Grants	\$8,917,886	11,092,387	24.38
Total Federal Capital	\$15,162,472	\$25,011,462	64.96
State Capital Grant Revenues			
Other State Capital Funds	\$116,358,277	132,456,784	13.84
Total State Capital	\$116,358,277	\$132,456,784	13.84
Local Capital Revenues			
Local Funds	\$312,480	\$16,646	-94.67
Total Local Capital	\$312,480	\$16,646	-94.67

Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$152,315,415	\$151,575,496	67.39
Total State Investment	\$56,126,815	\$73,353,340	32.61
Total Federal Investment	\$0	\$0	0.00
Total Operating	\$208,442,230	\$224,928,836	
Capital			
Total Local Investment	\$312,480	\$16,646	0.01
Total State Investment	\$116,358,277	\$132,456,784	84.11
Total Federal Investment	\$15,162,472	\$25,011,462	15.88
Total Capital	\$131,833,229	\$157,484,892	
Total Revenue Sources (Capital + Operating)			
Total Local Investment	\$152,627,895	\$151,592,142	39.64
Total State Investment	\$172,485,092	\$205,810,124	53.82
Total Federal Investment	\$15,162,472	\$25,011,462	6.54
Total Capital	\$340,275,459	\$382,413,728	

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System Snapshot

- **Service Area:** Downtown Seattle from Seattle Center station to Westlake Center station.
- **Congressional District:** 7
- **Legislative Districts:** 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 for disabled/senior/active military \$1.00; youth (5-12) \$1.00; unlimited monthly \$45.00; unlimited monthly reduced rate \$20.00

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

The Seattle Monorail has been in operation since the 1962 World's Fair. It is a privately run business that is not government funded or subsidized.

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

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 with downtown amenities.
- ALWEG Rapid Transit Systems received the bid when it offered to underwrite the entire cost of construction, and construction began April, 1961.
- Opened to the public on March 24, 1962, before the start of the World's Fair. During the six months of the fair the trains carried more than eight million guests. The full initial capital cost of the system (\$3.5 million) was recovered and ALWEG realized a profit 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	2011	% Change
Monorail Services (Purchased Transportation)			
Revenue Vehicle Hours	19,447	20,782	6.86
Total Vehicle Hours	19,447	20,782	6.86
Revenue Vehicle Miles	201,932	217,388	7.65
Total Vehicle Miles	201,932	217,388	7.65
Passenger Trips	1,793,161	1,890,866	5.45
Electricity Consumed (Kwh)	617,018	660,015	6.97
Employees - FTEs	16.0	16.0	0.00
Operating Expenses	\$2,709,895	\$2,893,562	6.78
Farebox Revenues	\$3,053,436	\$3,307,997	8.34
Revenues			
Operating Related Revenues			
Farebox Revenues	\$3,053,436	\$3,307,997	8.34
Other-Advertising	\$5,493	\$11,437	108.21
Total (Excludes Capital Revenues)	\$3,058,929	\$3,330,871	8.89
Federal Capital Grant Revenues			
Federal Section §5307 Capital Grants	\$478,759	\$556,649	16.27
Total Federal Capital	\$478,759	\$556,649	16.27
Expenditures			
Debt Service			
Interest	\$3,569	\$1,741	-51.21
Total	\$3,569	\$1,741	-51.21
Total Funds by Source			
	2010	2011	% of Total
Operating			
Total Local Investment	\$3,058,929	\$3,319,434	100.00
Total State Investment	\$0	\$0	0.00
Total Federal Investment	\$0	\$0	0.00
Total Operating	\$3,058,929	\$3,319,434	
Capital			
Total Local Investment	\$0	\$0	0.00%
Total State Investment	\$0	\$0	0.00%
Total Federal Investment	\$478,759	\$556,649	100.00%
Total Capital	\$478,759	\$556,649	

Summary of Statewide Statistics

Statewide Operations Summary

	2008	2009	2010	2011	% Change
Annual Operating Information					
Service Area Population	5,660,120	5,730,940	5,808,470	5,847,118	0.67
Fixed Route Services					
Revenue Vehicle Hours	6,507,124	6,510,909	6,427,046	6,243,057	-2.86
Total Vehicle Hours	7,412,589	7,431,976	7,333,503	7,112,285	-3.02
Revenue Vehicle Miles	89,674,035	89,915,923	89,210,120	87,192,556	-2.26
Total Vehicle Miles	108,873,585	109,425,331	108,499,545	106,794,031	-1.57
Passenger Trips	203,522,098	193,877,630	187,041,791	190,284,841	1.73
Diesel Fuel Consumed (gallons)	19,208,988	22,109,167	21,640,918	21,720,726	0.37
Gasoline Fuel Consumed (gallons)	222,447	111,029	87,694	82,136	-6.34
CNG Fuel Consumed (Therms)	3,462,549	2,638,727	3,172,974	3,521,658	10.99
Electricity Consumed (Kwh)	16,277,945	16,917,983	18,258,379	17,011,053	-6.83
Employees FTEs	7,051.6	7,015.5	6,875.6	6,752.9	-1.78
Operating Expenses	\$860,065,737	\$855,735,329	\$876,183,083	\$887,963,545	1.34
Farebox Revenues	\$172,786,910	\$187,187,153	\$201,646,312	\$214,667,118	6.46
Commuter Rail Services					
Revenue Vehicle Hours	27,006	36,010	38,518	38,588	0.18
Total Vehicle Hours	33,799	44,218	47,270	47,303	0.07
Revenue Vehicle Miles	1,039,433	1,399,687	1,506,922	1,498,423	-0.56
Total Vehicle Miles	1,052,986	1,417,997	1,527,240	1,519,258	-0.52
Passenger Trips	2,668,623	2,492,362	2,480,052	2,626,711	5.91
Diesel Fuel Consumed (gallons)	1,049,633	1,119,629	1,112,851	1,096,086	-1.51
Employees FTEs	4.0	4.0	33.9	32.2	-5.01
Operating Expenses	\$31,084,795	\$34,020,024	\$32,459,887	\$31,681,841	-2.40
Farebox Revenues	\$8,196,172	\$7,766,691	\$7,134,458	\$8,336,093	16.84
Light Rail Services					
Revenue Vehicle Hours	21,107	81,107	158,433	152,166	-3.96
Total Vehicle Hours	21,420	86,440	170,123	159,544	-6.22
Revenue Vehicle Miles	150,712	1,262,850	2,736,295	2,604,728	-4.81
Total Vehicle Miles	151,392	1,281,033	2,836,445	2,706,796	-4.57
Passenger Trips	1,339,329	3,841,974	8,352,838	9,546,221	14.29
Electricity Consumed (Kwh)	963,805	5,781,900	14,289,927	13,989,194	-2.10
Employees FTEs	37.0	36.9	223.1	227.2	1.84
Operating Expenses	\$5,506,292	\$23,105,329	\$46,744,774	\$50,887,173	8.86
Farebox Revenues	\$275,185	\$2,714,803	\$9,897,480	\$12,440,918	25.70

	2008	2009	2010	2011	% Change
Route Deviated Services					
Revenue Vehicle Hours	149,478	219,435	223,734	213,122	-4.74
Total Vehicle Hours	172,054	250,321	255,248	248,025	-2.83
Revenue Vehicle Miles	3,421,373	4,148,013	4,042,676	3,786,792	-6.33
Total Vehicle Miles	3,645,532	4,525,881	4,453,760	4,190,110	-5.92
Passenger Trips	1,491,282	2,282,664	2,161,333	2,157,594	-0.17
Diesel Fuel Consumed (gallons)	423,024	462,659	481,030	455,042	-5.40
Gasoline Fuel Consumed (gallons)	3,190	149,716	177,121	176,643	-0.27
CNG Fuel Consumed (Therms)	2,037	2,030	605	1,757	190.41
Employees FTEs	109.1	110.0	106.6	122.1	14.49
Operating Expenses	\$10,906,071	\$17,971,813	\$19,794,234	\$19,430,641	-1.84
Farebox Revenues	\$461,781	\$739,072	\$760,983	\$834,638	9.68
Demand Response Services					
Revenue Vehicle Hours	2,034,134	2,003,165	1,935,270	1,937,426	0.11
Total Vehicle Hours	2,283,502	2,238,721	2,171,357	2,136,297	-1.61
Revenue Vehicle Miles	30,087,429	29,400,985	28,747,454	28,498,312	-0.87
Total Vehicle Miles	34,198,065	33,236,093	32,817,398	32,395,203	-1.29
Passenger Trips	4,895,678	4,799,152	4,674,872	4,557,744	-2.51
Diesel Fuel Consumed (gallons)	2,591,477	2,364,288	2,331,770	2,179,515	-6.53
Gasoline Fuel Consumed (gallons)	1,090,023	1,382,225	1,388,666	1,437,231	3.50
CNG Fuel Consumed (Therms)	29,102	26,961	27,184	29,528	8.62
Employees FTEs	1,738.2	1,678.3	1,656.4	1,644.7	-0.71
Operating Expenses	\$158,227,188	\$153,512,114	\$158,000,012	\$163,859,042	3.71
Farebox Revenues	\$3,639,017	\$3,625,137	\$3,649,091	\$4,490,997	23.07
Vanpooling Services					
Revenue Vehicle Hours	886,501	880,108	869,464	1,033,151	18.83
Total Vehicle Hours	886,788	880,625	870,201	1,033,794	18.80
Revenue Vehicle Miles	34,654,746	35,563,842	35,540,446	37,798,768	6.35
Total Vehicle Miles	34,665,761	35,576,655	35,554,436	37,822,544	6.38
Passenger Trips	7,976,274	8,083,452	7,745,157	8,289,335	7.03
Diesel Fuel Consumed (gallons)	214,962	97,189	47,672	43,301	-9.17
Gasoline Fuel Consumed (gallons)	2,144,549	2,353,666	2,326,092	2,482,749	6.73
Employees FTEs	127.6	121.2	115.8	112.8	-2.55
Operating Expenses	\$27,039,048	\$25,958,491	\$27,242,437	\$30,199,321	10.85
Vanpooling Revenue	\$18,357,376	\$22,000,021	\$21,107,839	\$22,832,696	8.17

Revenues					
	2008	2009	2010	2011	% Change
Annual Operating Related Revenues					
Sales Tax	\$1,085,357,883	\$1,165,623,542	\$1,228,451,855	\$1,288,349,089	4.88
Utility Tax	\$1,122,403	\$1,146,509	\$23,262,769	\$24,079,381	3.51
MVET	\$68,620,777	\$67,289,938	\$65,788,394	\$65,892,758	0.16
Farebox Revenues	\$185,359,066	\$202,032,856	\$223,088,324	\$240,769,764	7.93
Vanpooling Revenue	\$18,357,376	\$22,209,338	\$21,107,839	\$22,832,696	8.17
Federal Section §5307 Operating	\$14,439,958	\$62,619,771	\$62,000,843	\$13,797,488	-77.75
Federal Section §5307 Preventive	\$80,579,601	\$76,015,356	\$67,758,967	\$81,979,038	20.99
Federal Section §5311 Operating	\$5,082,614	\$3,940,174	\$3,483,032	\$3,203,366	-8.03
FTA JARC (§5316) Program	\$2,073,581	\$1,410,324	\$1,710,370	\$2,009,618	17.50
Other Federal Operating	\$1,155,675	\$2,058,721	\$4,738,145	\$2,248,232	-52.55
State Rural Mobility Grants	\$867,460	\$979,409	\$2,472,265	\$4,389,330	77.54
State Regional Mobility Operating Grants	\$244,119	\$1,403,870	\$3,327,998	\$1,106,654	-66.75
State Special Needs Grants	\$9,372,507	\$10,158,613	\$6,776,386	\$8,653,560	27.70
Sales Tax Equalization	\$4,271,073	\$2,633,036	\$2,366,887	\$2,838,494	19.93
Other State Operating Grants	\$4,431,759	\$3,702,743	\$2,001,045	\$3,969,712	98.38
Other Operating Sub-Total	\$73,621,729	\$106,770,434	\$75,536,025	\$86,772,544	14.88
Other-Advertising Income	\$10,042,213	\$10,242,767	\$9,491,062	\$9,118,531	-3.93
Other-Interest Income	\$45,920,075	\$23,583,076	\$21,907,054	\$27,827,305	27.02
Other-Gain (Loss) on Sale of Assets	\$267,764	\$13,442,888	-\$231,974	\$230,091	199.19
Other-MISC	\$17,391,677	\$59,501,703	\$44,369,883	\$49,596,617	11.78
Total	\$1,554,957,580	\$1,729,994,634	\$1,793,871,144	\$1,852,891,724	3.29
Federal Capital Revenues					
Federal Section §5307 Capital Grants	\$64,895,457	\$105,088,697	\$66,962,985	\$73,101,711	9.17
Federal Section §5309 Capital Grants	\$149,132,327	\$106,019,048	\$145,055,619	\$218,834,840	50.86
Federal Section §5310 Capital Grants	\$0	\$0	\$1,029,372	\$0	-100.00
Federal Section §5311 Capital Grants	\$347,376	\$2,570,581	\$5,727,941	\$7,512,880	31.16
FTA JARC (§5316) Program	\$186,392	\$352,146	\$0	\$423,015	-
Federal STP Grants	\$2,448,294	\$254,849	\$368,389	\$38,207	-89.63
CM/AQ and Other Federal Grants	\$7,884,766	\$4,417,773	\$6,076,359	\$15,905,141	161.75
Total Federal Capital	\$224,894,612	\$218,703,094	\$225,220,665	\$315,815,794	40.23
State Capital Revenues					
State Rural Mobility Grants	\$513,364	\$315,032	\$1,038,741	\$459,234	-55.79
State Regional Mobility Grants	\$2,599,137	\$14,573,173	\$14,568,989	\$11,018,216	-24.37
State Special Needs Grants	\$1,181,167	\$1,725,218	\$106,665	\$206,820	93.90
State Vanpool Grants	\$5,543,234	\$2,688,122	\$454,205	\$2,183,178	380.66
Other State Capital Funds	\$13,603,794	\$13,062,297	\$3,493,189	\$1,327,217	-62.01
Total State Capital	\$23,440,696	\$32,363,842	\$19,661,789	\$15,194,665	-22.72

Expenditures					
	2008	2009	2010	2011	% Change
Local Capital Expenditures					
Local Funds	\$47,959,967	\$33,396,616	\$30,778,892	\$21,539,869	-30.02
General Fund	\$143,471	\$0	\$0	\$0	-
Total Local Capital Investment	\$48,103,438	\$33,396,616	\$30,778,892	\$21,539,869	-30.02
Other Expenditures					
Other	\$57,862,870	\$71,925,746	\$50,916,997	\$42,544,751	-16.44
Depreciation	\$152,143,456	\$279,400,333	\$286,987,755	\$370,170,574	28.98
Debt Service					
Interest	\$64,249,720	\$66,260,226	\$86,229,761	\$83,889,469	-2.71
Principal	\$39,509,393	\$58,413,903	\$23,265,726	\$30,995,572	33.22
Total	\$103,759,113	\$124,674,129	\$109,495,487	\$114,885,041	4.92
Ending Balances, December 31*					
General Fund	\$16,175,184	\$19,102,625	\$25,761,654	\$32,184,071	24.93
Unrestricted Cash and Investments	\$688,845,946	\$932,637,215	\$1,131,902,966	\$902,481,129	-20.27
Operating Reserve	\$47,704,691	\$67,189,246	\$75,119,955	\$82,757,653	10.17
Working Capital	\$6,166,228	\$13,182,893	\$12,153,855	\$11,829,910	-2.67
Capital Reserve Funds	\$183,938,837	\$181,260,930	\$198,719,240	\$254,294,364	27.97
Contingency Reserve	\$2,513,898	\$3,684,974	\$3,230,143	\$3,234,270	0.13
Debt Service Fund	\$87,591,043	\$85,430,145	\$115,073,275	\$116,418,259	1.17
Insurance Fund	\$19,823,928	\$18,093,945	\$21,696,923	\$20,869,425	-3.81
Other	\$312,346,937	\$493,507,987	\$228,403,091	\$208,520,284	-8.71
Total	\$1,365,106,692	\$1,814,089,960	\$1,812,061,102	\$1,632,589,365	-9.90
Total Funds by Source					
	2008	2009	2010	2011	% of Total
Operating					
Total Local Investment	\$1,490,302,103	\$1,636,998,363	\$1,688,152,203	\$1,771,240,983	93.45
Total State Investment	\$19,186,918	\$18,877,671	\$16,944,581	\$20,957,750	1.11
Total Federal Investment	\$103,331,429	\$146,044,346	\$139,691,357	\$103,237,742	5.45
Total	\$1,612,820,450	\$1,801,920,380	\$1,844,788,141	\$1,895,436,475	
Capital					
Total Local Investment	\$48,103,438	\$33,596,616	\$30,778,892	\$21,539,869	6.11
Total State Investment	\$23,440,696	\$32,363,842	\$19,661,789	\$15,194,665	4.31
Total Federal Investment	\$224,894,612	\$218,703,094	\$225,220,665	\$315,815,794	89.58
Total	\$296,438,746	\$284,663,552	\$275,661,346	\$352,550,328	
Total Capital and Operating by Source					
Total Local Investment	\$1,538,405,541	\$1,670,594,979	\$1,718,931,095	\$1,792,780,852	79.75
Total State Investment	\$42,627,614	\$51,241,513	\$36,606,370	\$36,152,415	1.61
Total Federal Investment	\$328,226,041	\$364,747,440	\$364,912,022	\$419,053,536	18.64
Total	\$1,909,259,196	\$2,086,583,932	\$2,120,449,487	\$2,247,986,803	

*Ending Fund Balances, including Unrestricted Cash and Investments, may not be legally "obligated," but may be otherwise restricted (e.g., Board-required minimum operating balance, future capital projects, future route additions, "reserve" to supplement sales tax revenue shortfalls, etc.).

Statewide Operating Statistics																	
2011 Fixed Route	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	FTE Count	Operating Costs	Farebox Revenues	Passenger		Revenue Hours/FTE	Operating Costs/Revenue Hour	Operating Costs/Revenue Mile	Operating Costs/Passenger Trip	Farebox Recovery Ratio
											Trips/Revenue Hour	Trips/Revenue Mile					
Asotin County PTBA	Sm Urban	21,650	8,785	9,165	133,683	134,111	50,794	6.0	\$599,878	\$24,854	5.8	0.38	1,464	\$68.28	\$4.49	\$11.81	4.14%
Ben Franklin Transit	Sm Urban	232,178	132,872	142,086	2,246,232	2,444,026	3,079,844	110.2	\$11,731,345	\$1,374,355	23.2	1.37	1,206	\$88.29	\$5.22	\$3.81	11.72%
Clallam Transit System	Rural	71,600	43,569	47,179	954,080	1,029,202	845,598	58.0	\$5,512,884	\$633,459	19.4	0.89	751	\$126.53	\$5.78	\$6.52	11.49%
Community Transit	Urban	524,954	449,352	561,132	7,461,434	10,407,209	8,557,903	641.3	\$76,927,007	\$15,567,288	19.0	1.15	701	\$171.20	\$10.31	\$8.99	20.24%
C-TRAN	Urban	362,175	258,137	282,552	3,939,455	4,656,656	6,723,798	294.6	\$29,952,369	\$6,926,311	26.0	1.71	876	\$116.03	\$7.60	\$4.45	23.12%
Everett Transit	Urban	103,100	121,353	130,806	1,448,791	1,662,047	2,334,798	121.0	\$13,798,009	\$1,175,587	19.2	1.61	1,003	\$113.70	\$9.52	\$5.91	8.52%
Grant Transit	Rural	90,100	4,684	5,784	109,326	128,096	49,225	7.0	\$775,743	\$38,178	10.5	0.45	669	\$165.62	\$7.10	\$15.76	4.92%
Grays Harbor Trans Authority	Rural	72,900	49,104	60,955	945,659	1,006,021	888,309	58.0	\$4,962,814	\$526,533	18.1	0.94	847	\$101.07	\$5.25	\$5.59	10.61%
Intercity Transit	Sm Urban	161,407	199,060	207,362	2,702,974	2,861,274	4,505,329	223.0	\$22,003,668	\$2,381,146	22.6	1.67	893	\$110.54	\$8.14	\$4.88	10.82%
Island Transit	Rural	78,800	35,365	49,318	1,142,624	1,205,319	703,602	55.0	\$4,222,104	\$0	19.9	0.62	643	\$119.39	\$3.70	\$6.00	N/A
Jefferson Transit Authority	Rural	30,050	16,153	16,476	456,738	460,666	268,203	14.3	\$2,472,789	\$149,521	16.6	0.59	1,130	\$153.09	\$5.41	\$9.22	6.05%
King County Metro	Urban	1,942,600	3,029,667	3,446,650	34,985,348	43,574,883	111,169,267	3,135.7	\$449,398,237	\$128,412,676	36.7	3.18	966	\$148.33	\$12.85	\$4.04	28.57%
Kitsap Transit	Sm Urban	253,900	108,013	137,647	1,952,366	2,390,729	2,914,402	155.4	\$18,370,078	\$5,758,992	27.0	1.49	695	\$170.07	\$9.41	\$6.30	31.35%
Link Transit	Sm Urban	106,093	63,939	68,125	1,275,430	1,344,659	837,508	64.7	\$6,228,975	\$626,102	13.1	0.66	988	\$97.42	\$4.88	\$7.44	10.05%
Pacific Transit	Rural	20,900	12,723	13,117	331,990	341,554	102,346	6.0	\$869,940	\$33,170	8.0	0.31	2,121	\$68.38	\$2.62	\$8.50	3.81%
Pierce Transit	Urban	747,861	451,502	498,856	5,499,448	6,406,383	12,147,907	512.0	\$67,255,139	\$10,496,943	26.9	2.21	882	\$148.96	\$12.23	\$5.54	15.61%
Pullman Transit	Rural	29,820	25,179	26,589	333,509	353,260	1,529,380	25.5	\$2,637,167	\$1,691,708	60.7	4.59	987	\$104.74	\$7.91	\$1.72	64.15%
RiverCities Transit (CURS)	Sm Urban	48,650	17,645	17,952	227,533	232,445	389,195	14.7	\$1,765,129	\$134,864	22.1	1.71	1,200	\$100.04	\$7.76	\$4.54	7.64%
City of Selah Trans Service	Sm Urban	7,205	4,542	4,626	64,666	66,462	109,565	3.2	\$200,521	\$0	24.1	1.69	1,419	\$44.15	\$3.10	\$1.83	N/A
Skagit Transit	Sm Urban	102,433	47,983	51,878	824,646	896,703	624,618	45.8	\$7,463,367	\$414,634	13.0	0.76	1,048	\$155.54	\$9.05	\$11.95	5.56%
Spokane TransiAuthority	Urban	399,304	397,204	420,015	5,539,541	6,015,815	10,831,987	374.2	\$43,296,209	\$8,988,852	27.3	1.96	1,062	\$109.00	\$7.82	\$4.00	20.76%
Union Gap Transit	Sm Urban	6,055	7,280	7,880	165,117	186,462	81,312	4.0	\$275,259	\$0	11.2	0.49	1,820	\$37.81	\$1.67	\$3.39	N/A
Valley Transit	Rural	50,045	25,190	25,920	304,323	314,080	583,539	25.3	\$2,261,517	\$210,536	23.2	1.92	996	\$89.78	\$7.43	\$3.88	9.31%
Whatcom Trans Authority	Sm Urban	201,923	125,386	132,175	1,735,209	1,892,281	5,089,931	104.0	\$14,259,747	\$2,760,939	40.6	2.93	1,206	\$113.73	\$8.22	\$2.80	19.36%
Yakima Transit	Sm Urban	91,630	55,223	56,244	786,207	874,501	1,332,084	57.1	\$5,829,541	\$598,546	24.1	1.69	967	\$105.56	\$7.41	\$4.38	10.27%
Urbanized	Totals	4,079,994	4,707,215	5,340,011	58,874,017	72,722,993	151,765,660	5,078.7	\$680,626,970	\$171,567,657	32.2	2.58	927	\$144.59	\$11.56	\$4.48	25.21%
Small Urban	Totals	1,233,124	770,728	835,140	12,114,063	13,323,653	19,014,582	788.1	\$88,727,508	\$14,074,432	24.7	1.57	978	\$115.12	\$7.32	\$4.67	15.86%
Rural	Totals	444,215	211,967	245,338	4,578,249	4,838,198	4,970,202	249.1	\$23,714,958	\$3,283,105	23.4	1.09	851	\$111.88	\$5.18	\$4.77	13.84%
Statewide Fixed Route	Totals	5,757,333	5,689,910	6,420,489	75,566,329	90,884,844	175,750,444	6,115.9	\$793,069,436	\$188,925,194	30.9	2.33	930	\$139.38	\$10.50	\$4.51	23.82%
Sound Transit	Urban	2,762,363	553,147	691,796	11,626,227	15,909,187	14,534,397	637.0	\$94,894,109	\$25,741,924	26.3	1.25	868	\$171.55	\$8.16	\$6.53	27.13%

2011 Route-Deviated	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	FTE Count	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	90,100	24,810	28,315	732,688	781,469	163,532	16.0	\$1,810,068	\$89,083	6.6	0.22	1,551	\$72.96	\$2.47	\$11.07	4.92%
Island Transit	Rural	78,800	23,715	39,171	600,651	700,590	362,553	37.0	\$2,814,736	\$0	15.3	0.60	641	\$118.69	\$4.69	\$7.76	N/A
Jefferson Transit Authority	Rural	30,050	3,286	3,286	136,822	137,999	15,405	3.1	\$394,784	\$4,273	4.7	0.11	1,077	\$120.14	\$2.89	\$25.63	1.08%
King County Metro	Urban	1,942,600	76,257	83,660	881,506	1,066,150	826,356	6.5	\$7,809,151	\$216,978	10.8	0.94	11,732	\$102.41	\$8.86	\$9.45	2.78%
Link Transit	Sm Urban	106,093	17,647	19,469	401,824	458,385	124,806	17.7	\$1,726,293	\$93,556	7.1	0.31	997	\$97.82	\$4.30	\$13.83	5.42%
Mason County Trans Authority	Rural	61,100	38,395	43,946	656,484	667,900	410,361	23.3	\$3,143,106	\$306,377	10.7	0.63	1,645	\$81.86	\$4.79	\$7.66	9.75%
Twin Transit	Rural	23,750	26,156	26,654	347,844	347,844	218,564	16.6	\$1,515,923	\$107,624	8.4	0.63	1,576	\$57.96	\$4.36	\$6.94	7.10%
Valley Transit	Rural	50,045	2,856	3,524	28,973	29,773	36,017	1.9	\$216,580	\$16,747	12.6	1.24	1,503	\$75.83	\$7.48	\$6.01	7.73%
Statewide Route Deviated	Totals	2,292,438	213,122	248,025	3,786,792	4,190,110	2,157,594	122.1	\$19,430,641	\$834,638	10.1	0.64	1,746	\$91.17	\$5.13	\$9.01	4.30%

2011 Demand Response	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	FTE Count	Operating Costs	Farebox Revenues	Passenger Trips/Revenue Hour	Passenger Revenue Mile	Revenue Hours/FTE	Operating Costs/Revenue Hour	Operating Costs/Passenger Trip	Farebox Recovery Ratio
Asotin County PTBA	Sm Urban	21,650	4,294	4,614	46,008	48,139	9,946	2.0	\$171,394	\$10,651	2.3	0.22	2,147	\$39.91	\$17.23	6.21%
Ben Franklin Transit	Sm Urban	232,178	158,064	168,493	2,503,154	2,759,459	468,735	97.2	\$12,275,387	\$380,220	3.0	0.19	1,626	\$77.66	\$26.19	3.10%
Clallam Transit System	Rural	71,600	28,971	30,281	477,734	511,524	66,533	22.0	\$1,479,395	\$32,441	2.3	0.14	1,317	\$51.06	\$22.24	2.19%
Columbia County Public Trans	Rural	4,100	11,150	11,212	262,557	264,557	49,671	11.8	\$897,683	\$80,247	4.5	0.19	949	\$80.51	\$18.07	8.94%
Community Transit	Urban	524,954	88,623	101,214	1,598,833	1,944,832	204,291	91.0	\$8,444,191	\$290,959	2.3	0.13	974	\$95.28	\$41.33	3.45%
C-TRAN	Urban	362,175	75,949	82,554	1,192,208	1,366,941	206,596	89.2	\$7,749,170	\$330,428	2.7	0.17	851	\$102.03	\$37.51	4.26%
Everett Transit	Urban	103,100	47,681	50,220	567,963	628,107	119,224	50.0	\$4,531,836	\$115,440	2.5	0.21	954	\$95.04	\$38.01	2.55%
Garfield County Public Trans	Rural	835	2,265	2,305	22,850	23,050	8,214	2.2	\$93,223	\$9,367	3.6	0.36	1,030	\$41.16	\$11.35	10.05%
Grant Transit	Rural	90,100	10,090	12,131	173,331	209,675	21,211	12.0	\$958,952	\$44,714	2.1	0.12	841	\$95.04	\$45.21	4.66%
Grays Harbor Trans Authority	Rural	72,900	27,366	27,368	451,980	451,980	106,491	15.0	\$2,229,690	\$106,491	3.9	0.24	1,826	\$81.42	\$20.94	4.78%
Intercity Transit	Sm Urban	161,407	66,284	71,003	809,254	904,924	149,079	71.0	\$6,581,627	\$187,415	2.2	0.18	934	\$99.29	\$44.15	2.85%
Island Transit	Rural	78,800	24,902	26,925	345,038	430,936	53,878	39.0	\$3,015,788	\$0	2.2	0.16	639	\$121.11	\$55.97	N/A
Jefferson Transit Authority	Rural	30,050	6,446	7,769	76,097	85,227	17,522	3.3	\$794,883	\$12,819	2.7	0.23	1,965	\$123.31	\$45.36	1.61%
King County Metro	Urban	1,942,600	705,418	797,082	10,529,918	12,220,894	1,253,731	649.9	\$59,085,045	\$1,176,342	1.8	0.12	1,085	\$83.76	\$47.13	1.99%
Kitsap Transit	Sm Urban	253,900	84,749	89,809	1,321,910	1,430,028	301,537	73.6	\$7,496,873	\$299,833	3.6	0.23	1,151	\$88.46	\$24.86	4.0%
Link Transit	Sm Urban	106,093	21,865	23,124	272,555	296,162	71,530	19.3	\$1,875,392	\$72,455	3.3	0.26	1,133	\$85.77	\$26.22	3.86%
Mason County Trans Authority	Rural	61,100	22,096	25,444	326,761	333,327	55,619	12.0	\$1,567,334	\$0	2.5	0.17	1,837	\$70.93	\$28.08	N/A
Pacific Transit	Rural	20,900	7,170	8,056	91,412	102,711	13,173	3.9	\$533,189	\$5,160	1.8	0.14	1,838	\$74.36	\$40.48	.97%
Pierce Transit	Urban	747,861	192,400	214,183	2,936,357	3,357,186	437,225	54.0	\$18,513,933	\$378,636	2.3	0.15	3,563	\$96.23	\$42.34	2.05%
Pullman Transit	Rural	29,820	7,307	7,702	68,491	72,402	17,733	7.1	\$634,092	\$6,409	2.4	0.26	1,029	\$66.78	\$35.76	1.01%
RiverCities Transit (CUBS)	Sm Urban	48,650	20,945	22,945	192,912	206,385	63,578	17.5	\$1,149,808	\$14,572	3.0	0.33	1,197	\$54.90	\$18.08	1.27%
City of Selah Trans Service¹	Sm Urban	7,205	3,059	3,274	32,339	36,336	5,068	1.7	\$57,287	\$0	1.7	0.16	N/A	\$18.73	\$11.30	N/A
Skagit Transit	Sm Urban	102,433	24,180	25,973	274,009	319,657	58,248	31.7	\$2,885,950	\$11,317	2.4	0.21	763	\$119.35	\$49.55	.39%
Spokane Transit Authority	Urban	399,304	166,263	183,217	2,504,974	2,798,094	485,551	161.1	\$11,604,401	\$545,254	2.9	0.19	1,032	\$69.80	\$23.90	4.70%
Twin Transit	Rural	23,750	2,919	3,094	43,058	43,058	11,115	1.8	\$304,014	\$5,189	3.8	0.26	1,622	\$104.15	\$27.35	1.71%
Union Gap Transit	Sm Urban	6,055	18,210	18,520	25,313	26,994	5,571	8.0	\$93,252	\$0	0.3	0.22	2,276	\$5.12	\$16.74	N/A
Valley Transit	Rural	50,045	13,859	14,482	163,956	164,028	42,734	10.5	\$1,051,085	\$9,570	3.1	0.26	1,320	\$75.84	\$24.60	.91%
Whatcom Trans Authority	Sm Urban	201,923	57,684	63,492	794,161	880,479	176,887	52.0	\$6,354,018	\$240,307	3.1	0.22	1,109	\$110.15	\$35.92	3.78%
Yakima Transit	Sm Urban	91,630	37,197	39,811	393,179	478,111	76,853	35.0	\$1,430,150	\$124,761	2.1	0.20	1,063	\$38.45	\$18.61	8.72%
Totals	Urbanized	4,079,994	1,276,334	1,428,470	19,330,253	22,316,054	2,706,618	1,095.2	\$109,928,576	\$2,837,059	2.1	0.14	1,165	\$86.13	\$40.61	2.58%
Small Urban	Totals	1,233,124	496,531	531,058	6,664,794	7,386,674	1,387,032	409.0	\$40,371,138	\$1,341,531	2.8	0.21	1,214	\$81.31	\$29.11	3.32%
Rural	Totals	534,000	164,561	176,769	2,503,265	2,692,475	464,094	140.6	\$13,559,328	\$312,407	2.8	0.19	1,171	\$82.40	\$29.22	2.30%
Statewide Demand Response	Totals	5,847,118	1,937,426	2,136,297	28,498,312	32,395,203	4,557,744	1,644.7	\$163,859,042	\$4,490,997	2.4	0.16	1,178	\$84.58	\$35.95	2.74%

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.

2011 Vanpool	System Category	Service Area Population	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	FTE Count	Operating Costs	Farebox Revenues	Passenger Trips/ Revenue Mile	Operating Costs/ Passenger Trip	Farebox Recovery Ratio
Asotin County PTBA	Sm Urban	21,650	182,516	185,802	46,865	1.0	\$85,697	\$98,547	0.26	\$1.83	114.99%
Ben Franklin Transit	Sm Urban	232,178	5,031,817	5,031,817	1,293,163	8.4	\$3,171,746	\$2,492,744	0.26	\$2.45	78.59%
Clallam Transit System	Rural	71,600	487,450	496,543	84,971	1.0	\$236,978	\$232,742	0.17	\$2.79	98.21%
Columbia County Public Trans	Rural	4,100	172,000	174,014	37,451	0.3	\$86,672	\$110,713	0.22	\$2.31	127.74%
Community Transit	Urban	524,954	4,866,450	4,866,450	892,936	20.0	\$3,968,162	\$2,950,728	0.18	\$4.44	74.36%
C-TRAN	Urban	362,175	145,611	145,611	28,210	0.4	\$122,959	\$67,246	0.84	\$1.00	54.69%
Grant Transit	Rural	90,100	276,550	276,550	44,464	1.0	\$186,567	\$102,200	0.16	\$4.20	54.78%
Grays Harbor Trans Authority	Rural	72,900	356,624	356,624	97,595	1.0	\$95,917	\$121,660	0.27	\$0.98	126.84%
Intercity Transit	Sm Urban	161,407	3,180,775	3,180,775	684,062	8.0	\$1,742,533	\$1,474,232	0.22	\$2.55	84.60%
Island Transit	Rural	78,800	1,186,077	1,189,366	220,483	2.0	\$562,219	\$444,216	0.19	\$2.55	79.01%
Jefferson Transit Authority	Rural	30,050	127,772	129,172	17,234	-	\$37,511	\$69,213	0.13	\$2.18	184.51%
King County Metro	Urban	1,942,600	12,546,348	12,546,348	3,122,742	31.9	\$9,956,769	\$9,459,661	0.25	\$3.19	95.01%
Kitsap Transit	Sm Urban	253,900	1,143,938	1,143,938	262,266	7.5	\$1,384,931	\$924,836	0.23	\$5.28	66.78%
Mason County Trans Authority	Rural	61,100	299,650	299,650	49,123	0.5	\$1,434,660	\$191,540	0.16	\$29.21	13.35%
Pierce Transit	Urban	747,861	4,668,838	4,668,838	859,529	24.0	\$4,634,786	\$2,626,805	0.18	\$5.39	56.68%
Skagit Transit	Sm Urban	102,433	844,313	844,313	107,227	2.7	\$1,104,096	\$354,477	0.13	\$10.30	32.11%
Spokane Transit Authority	Urban	399,304	1,025,192	1,025,192	232,816	1.8	\$730,312	\$617,643	0.23	\$3.14	84.57%
Valley Transit	Rural	50,045	78,687	82,008	12,458	0.2	\$36,936	\$43,343	0.16	\$2.96	117.35%
Whatcom Trans Authority	Sm Urban	201,923	558,093	559,466	88,625	0.3	\$222,406	\$191,581	0.16	\$2.51	86.14%
Yakima Transit	Sm Urban	91,630	620,067	620,067	107,115	0.9	\$397,464	\$258,569	0.17	\$3.71	65.05%
Urbanized	Totals	3,976,894	23,252,439	23,252,439	5,136,233	78.1	\$19,412,988	\$15,722,083	0.22	\$3.78	80.99%
Small Urban	Totals	1,065,121	11,561,519	11,566,178	2,589,323	28.8	\$8,108,873	\$5,794,986	0.22	\$3.13	71.46%
Rural	Totals	458,695	2,984,810	3,003,927	563,779	6.0	\$2,677,460	\$1,315,627	0.19	\$4.75	49.14%
Statewide Vanpool	Totals	5,500,710	37,798,768	37,822,544	8,289,335	112.8	\$30,199,321	\$22,832,696	0.22	\$3.64	75.61%

	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	FTE Count	Operating Costs	Farebox Revenues	Passenger Trips/Revenue Mile	Operating Costs/Passenger Trip	Farebox Recovery Ratio
2011 Commuter Rail Services	Urban	2,762,363	38,588	47,303	1,498,423	1,519,258	2,626,711	32.2	\$31,681,841	\$8,336,093	1.75	\$12.06	26.31%
Sound Transit													
Statewide Commuter Rail	Totals		38,588	47,303	1,498,423	1,519,258	2,626,711	32.2	\$31,681,841	\$8,336,093	1.75	\$12.06	26.31%

	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	FTE Count	Operating Costs	Farebox Revenues	Passenger Trips/Revenue Mile	Operating Costs/Passenger Trip	Farebox Recovery Ratio
2011 Light Rail Services	Urban	1,942,600	11,508	11,665	61,726	62,059	714,461	19.7	\$2,396,641	\$402,342	11.57	\$3.35	16.79%
King County Metro													
Sound Transit	Urban	2,762,363	140,658	147,879	2,543,002	2,644,737	8,831,760	207.5	\$48,490,532	\$12,038,576	3.47	\$5.49	24.83%
Statewide Light Rail	Totals		152,166	159,544	2,604,728	2,706,796	9,546,221	227.2	\$50,887,173	\$12,440,918	3.66	\$5.33	24.45%

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

Statewide Financial Statistics										
2011 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	\$566,467	\$35,505	\$98,547	\$0	\$0	\$5,373	\$965,130	\$0	\$381,439	\$2,052,461
Ben Franklin Transit	\$22,297,092	\$1,754,575	\$2,492,744	\$2,915,306	\$1,799,134	\$161,823	\$3,026,861	\$0	\$0	\$34,447,535
Clallam Transit System	\$5,915,787	\$665,900	\$232,742	\$84,313	\$372,054	\$103,535	\$2,800,096	\$0	\$12,538	\$10,186,965
Columbia County Public Trans	\$238,187	\$80,247	\$110,713	\$214,382	\$307,131	\$159,653	\$0	\$0	\$0	\$1,110,313
Community Transit	\$63,707,622	\$15,858,247	\$2,950,728	\$10,018,375	\$1,463,730	\$2,832,427	\$16,103,537	\$1,610,684	\$8,987,814	\$123,533,164
C-TRAN	\$22,724,638	\$7,256,739	\$67,246	\$5,094,622	\$678,057	\$720,084	\$950,609	\$0	\$470,085	\$37,962,080
Everett Transit	\$14,923,050	\$1,291,027	\$0	\$660,624	\$473,247	\$1,284,795	\$391,337	\$1,978,287	\$1,769,596	\$22,771,963
Garfield County Public Trans	\$0	\$9,367	\$0	\$42,302	\$34,348	\$6,709	\$0	\$0	\$0	\$92,726
Grant Transit	\$3,092,678	\$171,975	\$102,200	\$46,658	\$268,825	\$165,213	\$1,773,540	\$0	\$332,265	\$5,953,354
Grays Harbor Trans Authority	\$5,754,274	\$633,024	\$121,660	\$483,536	\$730,790	\$88,828	\$32,200	\$118,115	\$150,969	\$8,113,396
Intercity Transit	\$27,828,553	\$2,568,561	\$1,474,232	\$1,226,100	\$694,151	\$761,888	\$56,495	\$1,766,481	\$0	\$36,376,461
Island Transit	\$6,698,183	\$0	\$444,216	\$7,118	\$2,966,980	\$68,866	\$1,447,797	\$662,115	\$568,143	\$12,863,418
Jefferson Transit Authority	\$2,758,561	\$166,613	\$69,213	\$292,556	\$899,837	\$51,552	\$1,341,804	\$164,952	\$0	\$5,745,088
King County Metro	\$420,509,555	\$130,208,338	\$9,459,661	\$56,987,020	\$0	\$46,928,592	\$91,017,595	\$0	\$0	\$755,110,761
Kitsap Transit	\$25,942,042	\$6,058,825	\$924,836	\$0	\$384,366	\$244,115	\$3,434,229	\$112,474	\$3,247,872	\$40,348,759
Link Transit	\$7,376,441	\$792,113	\$0	\$1,958,512	\$242,418	\$124,912	\$398,979	\$0	\$83,291	\$10,976,666
Mason County Trans Authority	\$3,198,951	\$306,377	\$191,540	\$939,596	\$2,186,229	\$18,072	\$1,017,132	\$0	\$0	\$7,857,897
Pacific Transit	\$662,498	\$38,330	\$0	\$352,575	\$409,805	\$4,266	\$1,714,000	\$0	\$444,724	\$3,626,198
Pierce Transit	\$64,512,697	\$10,875,579	\$2,626,805	\$8,774,319	\$1,049,729	\$5,236,321	\$2,569,940	\$1,125,916	\$0	\$96,771,306
Pullman Transit	\$1,145,885	\$1,698,117	\$0	\$275,000	\$449,546	\$33,003	\$194,382	\$0	\$89,822	\$3,885,755
RiverCities Transit (CUBS)	\$2,839,374	\$149,436	\$0	\$738,000	\$52,664	\$35,534	\$613,244	\$0	\$0	\$4,428,252
Selah Transit	\$303,881	\$0	\$0	\$0	\$6,031	\$1,022	\$0	\$0	\$0	\$310,934
Skagit Transit	\$8,404,588	\$425,951	\$354,477	\$1,455,973	\$390,763	\$129,434	\$3,269,101	\$1,717,649	\$1,756,773	\$17,904,709
Spokane Transit Authority	\$41,855,394	\$9,534,106	\$617,643	\$8,087,956	\$1,421,955	\$1,048,766	\$3,351,775	\$88,966	\$3,147,172	\$69,153,733
Twin Transit	\$1,257,541	\$112,813	\$0	\$51,996	\$198,712	\$27,722	\$290,698	\$0	\$97,366	\$2,036,848
Union Gap Transit	\$773,995	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$773,995
Valley Transit	\$3,889,689	\$236,853	\$43,343	\$237,758	\$480,629	\$68,920	\$384,538	\$0	\$0	\$5,341,730
Whatcom Trans Authority	\$18,827,426	\$3,001,246	\$191,581	\$0	\$451,453	\$329,336	\$2,891,950	\$265,611	\$0	\$25,958,603
Yakima Transit	\$4,443,640	\$723,307	\$258,569	\$2,081,947	\$186,166	\$306,933	\$0	\$0	\$0	\$8,000,562
Subtotals	\$782,448,689	\$194,653,171	\$22,832,696	\$103,026,544	\$18,598,750	\$60,947,694	\$140,036,969	\$9,611,250	\$21,539,869	\$1,353,695,632
Sound Transit	\$595,872,539	\$46,116,593	\$0	\$21,198	\$2,359,000	\$25,824,850	\$175,778,825	\$5,583,415	\$0	\$851,746,420
Statewide Revenue Totals	\$1,378,321,228	\$240,769,764	\$22,832,696	\$103,237,742	\$20,957,750	\$86,772,544	\$315,815,794	\$15,194,665	\$21,539,869	\$2,205,442,052

2011 Operating and Capital Expenses	Fixed Route	Route Deviated	Demand Response	Vanpool	Commuter Rail	Light Rail	Debt Service	Other	Capital Expenses	Total Annual Expenses	Depreciation
Asotin County PTBA	\$599,878	\$0	\$171,394	\$85,697	\$0	\$0	\$0	\$0	\$1,346,569	\$2,203,538	\$0
Ben Franklin Transit	\$11,731,345	\$0	\$12,275,387	\$3,171,746	\$0	\$0	\$0	\$0	\$3,026,861	\$30,205,339	\$4,327,904
Clallam Transit System	\$5,512,884	\$0	\$1,479,395	\$236,978	\$0	\$0	\$0	\$0	\$2,812,634	\$10,041,891	\$899,401
Columbia County Public Trans	\$0	\$0	\$897,683	\$86,672	\$0	\$0	\$0	\$0	\$0	\$984,355	\$0
Community Transit	\$76,927,007	\$0	\$8,444,191	\$3,968,162	\$0	\$0	\$121,103	\$0	\$26,702,035	\$116,162,498	\$16,903,602
C-TRAN	\$29,952,369	\$0	\$7,749,170	\$122,959	\$0	\$0	\$0	\$1,776,064	\$1,420,694	\$41,021,256	\$6,090,722
Everett Transit	\$13,798,009	\$0	\$4,531,836	\$0	\$0	\$0	\$0	\$1,479,932	\$4,139,220	\$23,948,997	\$2,799,304
Garfield County Public Trans	\$0	\$0	\$93,223	\$0	\$0	\$0	\$0	\$0	\$0	\$93,223	\$0
Grant Transit	\$775,743	\$1,810,068	\$958,952	\$186,567	\$0	\$0	\$0	\$0	\$2,105,805	\$5,837,135	\$369,469
Grays Harbor Trans Authority	\$4,962,814	\$0	\$2,229,690	\$95,917	\$0	\$0	\$0	\$0	\$301,284	\$7,589,705	\$705,958
Intercity Transit	\$22,003,668	\$0	\$6,581,627	\$1,742,533	\$0	\$0	\$0	\$0	\$1,822,976	\$32,150,804	\$2,476,972
Island Transit	\$4,222,104	\$2,814,736	\$3,015,788	\$562,219	\$0	\$0	\$0	\$0	\$2,678,055	\$13,292,902	\$1,502,920
Jefferson Transit Authority	\$2,472,789	\$394,784	\$794,883	\$37,511	\$0	\$0	\$0	\$0	\$1,506,756	\$5,206,723	\$422,090
King County Metro	\$449,398,237	\$7,809,151	\$59,085,045	\$9,956,769	\$0	\$2,396,641	\$16,974,216	\$0	\$91,017,595	\$636,637,654	\$102,082,647
Kitsap Transit	\$18,370,078	\$0	\$7,496,873	\$1,384,931	\$0	\$0	\$3,347,668	\$0	\$6,794,575	\$37,394,125	\$8,186,416
Link Transit	\$6,228,975	\$1,726,293	\$1,875,392	\$0	\$0	\$0	\$0	\$0	\$482,270	\$10,312,930	\$1,616,876
Mason County Trans Authority	\$0	\$3,143,106	\$1,567,334	\$1,434,660	\$0	\$0	\$80,527	\$0	\$1,017,132	\$7,242,759	\$0
Pacific Transit	\$869,940	\$0	\$533,189	\$0	\$0	\$0	\$0	\$0	\$2,158,724	\$3,561,853	\$20,1024
Pierce Transit	\$67,255,139	\$0	\$18,513,933	\$4,634,786	\$0	\$0	\$0	\$0	\$3,695,856	\$94,099,714	\$14,524,411
Pullman Transit	\$2,637,167	\$0	\$634,092	\$0	\$0	\$0	\$0	\$0	\$284,204	\$3,555,463	\$0
RiverCities Transit (CUBS)	\$1,765,129	\$0	\$1,149,808	\$0	\$0	\$0	\$0	\$0	\$613,244	\$3,528,181	\$79,370
Selah Transit	\$200,521	\$0	\$57,287	\$0	\$0	\$0	\$0	\$0	\$0	\$257,808	\$0
Skagit Transit	\$7,463,367	\$0	\$2,885,950	\$1,104,096	\$0	\$0	\$0	\$0	\$6,743,523	\$18,196,936	\$0
Spokane Transit Authority	\$43,296,209	\$0	\$11,604,401	\$730,312	\$0	\$0	\$0	\$2,510,065	\$6,587,913	\$64,728,900	\$7,568,083
Twin Transit	\$0	\$1,515,923	\$304,014	\$0	\$0	\$0	\$0	\$0	\$388,064	\$2,208,001	\$324,340
Union Gap Transit	\$275,259	\$0	\$93,252	\$0	\$0	\$0	\$0	\$0	\$0	\$368,511	\$0
Valley Transit	\$2,261,517	\$216,580	\$1,051,085	\$36,936	\$0	\$0	\$0	\$0	\$384,538	\$3,950,656	\$722,667
Whatcom Trans Authority	\$14,259,747	\$0	\$6,354,018	\$222,406	\$0	\$0	\$0	\$0	\$3,157,561	\$23,993,732	\$3,556,484
Yakima Transit	\$5,829,541	\$0	\$1,430,150	\$397,464	\$0	\$0	\$0	\$0	\$0	\$7,657,155	\$1,058,884
Subtotals	\$793,069,436	\$19,430,641	\$163,859,042	\$30,199,321	\$0	\$2,396,641	\$20,523,514	\$5,766,061	\$171,188,088	\$1,206,432,744	\$176,419,544
Sound Transit	\$94,894,109	\$0	\$0	\$0	\$31,681,841	\$48,490,532	\$94,361,527	\$36,778,690	\$181,362,240	\$487,568,939	\$193,751,030
Statewide Obligation Totals	\$887,963,545	\$19,430,641	\$163,859,042	\$30,199,321	\$31,681,841	\$50,887,173	\$114,885,041	\$42,544,751	\$352,550,328	\$1,694,001,683	\$370,170,574

Note: The Depreciation column has been moved to the far right and is not included in the Total Annual Expense column to reduce confusion regarding actual capital expenses and to be consistent with previous reports.

§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

This 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 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 to 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 composed 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 passengers 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 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 half-time, 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 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 Bus

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 remote locations.

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) used to fund public transportation projects that improve job access (including job-related services such as training and daycare) for low-income persons and welfare recipients, and improve transportation to suburban employment centers from urban, suburban and rural 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 in paying capital expenses. 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 Medicaid programs and establish 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 13 transportation service regions and contracts with a network of brokers to arrange non-emergency medical transportation (NEMT) for eligible Medicaid clients.

Region 1A: Chelan, Douglas and Okanogan Counties

Region 1B: Ferry, Pend Oreille and Stevens Counties

Region 1C: Adams, Grant and Lincoln Counties

Region 1D: Spokane County

Region 1E: Asotin, Garfield and Whitman Counties

Region 2: Benton, Columbia, Franklin, Kittitas, Walla Walla and Yakima Counties

Region 3A: Island, San Juan, Skagit and Whatcom Counties

Region 3B: Snohomish County

Region 4: King County

Region 5: Pierce County

Region 6A: Clallam, Jefferson, Kitsap and north Mason Counties

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

Region 6C: Clark, Cowlitz, Klickitat, Skamania and Wahkiakum 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, they carry 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 complementary 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 exclusive services such as 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), disability, or income status are unable to provide or purchase their own transportation.

Passenger Ferry Service

Public transportation service composed 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 a final destination, that is considered another trip. One round trip is two 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 benefit areas may be smaller 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 nonprofit 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 to 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 124 projects totaling more than \$39.5 million for the 2011–2013 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 WSDOT's consolidated grant program. They are funded by state (rural mobility and paratransit/special needs nonprofit) and federal (rural mobility, special needs, job access and New Freedom) grants. Over the biennium, state funds of approximately \$13.7 million will be matched with approximately \$25.8 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, nonprofit agencies, tribal transportation and senior services.

Organization Name	County(s) Served	Project Description	Award
Appointment Keepers' Transportation System (City of College Place)	Walla Walla	Provides one ADA-accessible, replacement minibus for demand response services.	\$50,400
Asotin County Community Services	Asotin	Provides one replacement minibus for demand response services.	\$87,730
Ben Franklin Transit	Benton and Franklin	Sustains demand response services to ADA-eligible persons residing outside current service boundaries.	\$428,933
Ben Franklin Transit	Benton and Franklin	Provides 17 mobile data terminals (MDT's) for demand response vehicles.	\$55,233
Ben Franklin Transit	Benton and Franklin	Sustains in-house travel training program to better serve persons with special needs.	\$100,000
Catholic Community Services	Pierce	Sustains volunteer driver and coordinator programs which provide special needs transportation.	\$90,054
City of Pullman dba Pullman Transit	Whitman	Provides one replacement, ADA-accessible 7-passenger van and one replacement, ADA-accessible 14-passenger minibus.	\$116,000
City of Pullman dba Pullman Transit	Whitman	Sustains fixed route and demand response service.	\$1,200,000
Clallam Transit System	Clallam	Provides eight ADA-accessible, replacement minibuses for demand response services.	\$973,000
Clallam Transit System	Clallam	Sustains transit service between Port Angeles and Forks, and between Neah Bay and Forks.	\$600,000

Organization Name	County(s) Served	Project Description	Award
COAST Transportation	Whitman, Asotin and Garfield	Provides one ADA-accessible minivan for demand response services.	\$35,200
COAST Transportation	Whitman, Asotin and Garfield	Sustains demand response services.	\$502,000
Coastal Community Action Program	Grays Harbor	Provides one ADA-accessible minivan for employment related support services.	\$45,000
Coastal Community Action Program	Grays Harbor	Sustains demand response services for employment and education-related purposes.	\$450,000
Columbia County Public Transportation	Columbia and Walla Walla	Sustains demand response transportation services.	\$1,020,000
Confederated Tribes and Bands of the Yakama Nation	Yakima	Sustains the mobility coordinator/manager and related expenses for the Tribal Transit Program.	\$127,795
Cowlitz Indian Tribe	Cowlitz	Sustains demand response services in South Lewis and North Cowlitz Counties.	\$183,280
Garfield County Public Transportation	Garfield	Sustains demand response transportation service while providing connections to Asotin PTBA and Columbia County Public Transportation.	\$225,000
Grant Transit Authority	Grant and Adams	Sustains fixed route express commuter services for low-income production plant workers between Ephrata and Othello.	\$180,000
Grays Harbor Transit Authority	Grays Harbor	Sustains daily fixed route transportation services.	\$1,500,000
Greater Maple Valley Community Center	King	Provides demand response services to special needs populations in SE King County.	\$200,000
HopeSource	Kittitas	Provides three replacement minibuses for transportation of elderly and disabled persons.	\$210,000
HopeSource	Kittitas	Provides surveillance and GPS equipment for nine buses, including four cameras and a DVR with GPS.	\$40,000
HopeSource	Kittitas	Sustains demand response services.	\$950,000
HopeSource	Kittitas	Sustains Central Transit fixed route service to the general public in Ellensburg.	\$100,000
HopeSource	Kittitas and Yakima	Expands service to provide a coordinated route between Ellensburg and Yakima.	\$264,000
Human Services Council	Clark	Sustains demand response services for the elderly and persons with disabilities who do not qualify for Medicaid or complimentary ADA services.	\$321,750
Human Services Council	Cowlitz and Wahkiakum	Sustains demand response services for the elderly and persons with disabilities who do not qualify for Medicaid or complimentary ADA services.	\$372,971

Organization Name	County(s) Served	Project Description	Award
Human Services Council	Clark	Sustains demand response services to low-income and special needs individuals for employment-related purposes.	\$475,838
Intercity Transit	Thurston	Sustains demand response services for low-income job seekers, workers and other employment-related activities.	\$300,000
Island Transit	Island	Provides three replacement minibuses equipped with mobile data terminals (MDTs).	\$309,988
Island Transit	Island	Provides 10 minibuses equipped with mobile data terminals (MDT's).	\$591,989
Jefferson Transit Authority	Jefferson	Sustains weekday, deviated fixed route transit service in West Jefferson County between Forks and Amanda Park.	\$354,866
Jefferson Transit Authority	Jefferson	Sustains fixed route bus and demand response services for special needs persons in East Jefferson County.	\$1,368,402
Kalispel Tribe of Indians	Spokane and Pend Oreille	Provides mobile data terminals (MDT's) for Kaltran transit vehicles.	\$20,800
Kalispel Tribe of Indians	Spokane and Pend Oreille	Sustains fixed route service between the Kalispel Reservation and Spokane and Airway Heights.	\$240,127
Klickitat County Senior Services	Klickitat	Provides two ADA-accessible, replacement full-size vans for demand response services.	\$72,000
Klickitat County Senior Services	Klickitat	Sustains deviated fixed route and demand response services for the general public and persons with special needs.	\$885,468
Lewis Public Transportation Benefit Area/Twin Transit	Lewis	Provides one ADA-accessible, replacement minibus for general public service in the Chehalis/Centralia service area.	\$130,300
Lewis Public Transportation Benefit Area/Twin Transit	Lewis	Provides two ADA-accessible, replacement minibuses for deviated fixed route services to persons with special needs.	\$155,831
Lewis Public Transportation Benefit Area/Twin Transit	Lewis	Sustains deviated fixed route services on selected routes for the general public and persons with special needs.	\$247,817
Lewis Public Transportation Benefit Area/Twin Transit	Lewis	Sustains demand response services for persons with special needs.	\$189,505
Link Transit	Chelan and Douglas	Provides four ADA-accessible, replacement minibuses for deviated fixed route services to the general public.	\$295,520
Link Transit	Chelan and Douglas	Provides nine ADA-accessible, replacement minivans for demand response services for persons with special needs.	\$324,000

Organization Name	County(s) Served	Project Description	Award
Link Transit	Chelan and Douglas	Sustains fixed route services that provide access to job training and job-related activities.	\$450,000
Link Transit	Chelan	Sustains rural commuter services connecting Leavenworth to Plain and Lake Wenatchee.	\$120,000
Link Transit	Chelan	Sustains rural commuter services connecting Wenatchee westbound to Leavenworth & northbound to Chelan.	\$625,000
Link Transit	Chelan	Sustains the Mobility Coordinator position, which provides training and support to special needs persons and older adults within the Link service area.	\$105,000
Lower Columbia Community Action Council	Cowlitz and Wahkiakum	Provides two ADA-accessible, replacement full-size vans for demand response services.	\$104,000
Lower Columbia Community Action Council	Clark, Cowlitz and Lewis	Sustains fixed route services to the general public along the I-5 corridor between Vancouver and Chehalis/Centralia.	\$586,960
Lummi Nation aka Lummi Indian Business Council	Whatcom	Provides one replacement bus.	\$104,000
Lummi Nation aka Lummi Indian Business Council	Whatcom	Expands fixed route service for the general public and special needs populations to enhance connections with Whatcom Transit Authority.	\$61,050
Lummi Nation aka Lummi Indian Business Council	Whatcom	Sustains deviated fixed route service for the general public and special needs populations on the Lummi Tribal Reservation.	\$360,000
Makah Tribal Council	Clallam	Sustains fixed route services to the general public five days a week with two hours of demand response service (10 a.m. to noon).	\$144,018
Mason County Transportation Authority	Mason	Sustains zone and fixed route services between Shelton, Lower Hood Canal, Arcadia and the Agate/Hartsine area, as contracted with the Shelton School District.	\$450,000
Mason County Transportation Authority	Mason	Provides nine ADA-accessible, replacement minivans for demand response services for persons with special needs.	\$648,000
Mason County Transportation Authority	Mason	Sustains demand response services for persons with special needs and the general public not served by existing fixed route and deviated fixed route services.	\$1,200,000
Mason County Transportation Authority	Mason	Sustains regional transportation connectivity services between Mason Transit and transit services in adjacent counties.	\$957,562
Mid-Columbia Economic Development District	Skamania and Klickitat	Funds a Mobility Manager position for the Gorge TransLink Alliance.	\$88,000

Organization Name	County(s) Served	Project Description	Award
Mount Si Senior Center	King	Sustains demand response services to the general public and persons with special needs in East King County, including areas east of North Bend through the Snoqualmie Valley and north to Monroe in Snohomish County.	\$500,000
MultiCare Health System	Pierce and Thurston	Sustains Adult Day Health transportation program services within 45 miles of the MultiCare facility throughout Pierce and Thurston Counties.	\$94,883
Neighborhood House	King	Provides demand response services to low-income individuals for employment-related purposes.	\$36,774
Northshore Senior Center	King and Snohomish	Sustains demand response services to persons with special needs in North King and South Snohomish Counties.	\$75,000
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Sustains shuttle service to the general public between Okanogan and Omak.	\$81,264
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Sustains commuter services between Omak and Coulee Dam provided to low-income and special needs individuals for employment-related purposes.	\$87,000
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Provides two ADA-accessible minibuses for services to persons with special needs.	\$124,442
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Restores previous levels of service within the OCTN service area to low-income and special needs individuals for employment-related purposes.	\$243,243
Okanogan County Transportation & Nutrition (OCTN)	Okanogan	Sustains demand response services to persons with special needs.	\$552,963
Olympic Community Action Program	Clallam and Jefferson	Provides one replacement 12-passenger van for Jobs Access & Reverse Commute related transportation.	\$25,600
Olympic Community Action Program	Clallam and Jefferson	Sustains volunteer driver and commuter vanpool transportation services to job sites.	\$148,000
Pacific Transit	Pacific	Sustains fixed route and demand response services with intercity connections to Aberdeen, Naselle and Astoria (OR).	\$1,200,000
People for People	Adams, Lincoln and Grant	Provides 12 camera and 10 GPS systems for existing demand response fleet, as well as upgrades to dispatch software and hardware to support demand response services for persons with special needs.	\$98,947

Organization Name	County(s) Served	Project Description	Award
People for People	Adams, Lincoln and Grant	Provides six ADA-accessible, replacement minibuses equipped with camera systems for demand response services.	\$412,800
People for People	Adams, Lincoln and Grant	Sustains deviated fixed route and fixed route services to persons with special needs.	\$467,000
People for People	Adams, Lincoln and Grant	Sustains demand response service in Adams, Lincoln and Grant Counties and deviated fixed route service in Grant County for the general public.	\$883,285
People for People	Adams, Lincoln and Grant	Establishes a mobility coordinator position to plan, market, advocate, train and coordinate transportation needs for persons with special needs.	\$139,283
People for People	Yakima	Sustains services for WorkFirst and low-income individuals for employment and employment-related purposes.	\$885,431
People for People	Yakima	Provides 18 camera and GPS systems for existing demand response fleet, as well as seven workstations, two servers and two laser printers to support demand response services for persons with special needs.	\$125,328
People for People	Yakima	Provides four ADA-accessible, replacement minibuses equipped with camera and GPS systems for demand response services.	\$272,284
People for People	Yakima	Sustains coordinated services for persons with special needs through the Greater Columbia 2-1-1 call center.	\$109,562
People for People	Yakima	Sustains deviated fixed route and demand response services to persons with special needs and the general public.	\$1,231,840
People for People	Yakima and Benton	Sustains fixed route service connecting communities along I-82 between Prosser and Yakima.	\$450,000
Pierce County Community Services	Pierce	Provides demand response and/or fixed route service to low-income residents outside the service boundaries of Pierce Transit for employment and employment-related purposes.	\$275,000
Pierce County Community Services	Pierce	Sustains the mobility manager position to plan, market, advocate, train and coordinate transportation needs for persons with special needs.	\$25,000
Puget Sound Educational Services District	Pierce and King	Provides driver training for low-income people who, in turn, provide transportation to people with special needs.	\$70,415

Organization Name	County(s) Served	Project Description	Award
Rural Resources Community Action	Stevens	Sustains deviated fixed route commuter transportation service for the general public connecting Kettle Falls, Colville and Chewelah.	\$292,560
Rural Resources Community Action	Stevens, Ferry and Pend Oreille	Sustains demand response service to the general public.	\$833,590
Rural Resources Community Action	Stevens, Ferry and Pend Oreille	Provides three ADA-accessible, replacement minibuses for demand response service in Stevens, Ferry and Pend Oreille Counties and connecting service between Kettle Falls and Chewelah.	\$195,000
San Juan County	San Juan	Provides one ADA-accessible, replacement minivan and two ADA-accessible, replacement minibuses.	\$126,688
San Juan County	San Juan	Provides taxi vouchers for people with special needs.	\$60,000
San Juan County	San Juan	Creates a mobility manager position for the purpose of facilitating and developing a long term coordinated transportation network.	\$166,809
Senior Services of King County	King	Sustains the senior shuttle project for the purpose of providing demand response transportation to special needs populations countywide.	\$575,000
Senior Services of Snohomish County	Snohomish	Sustains demand response service for elderly and persons with disabilities in areas of the county not currently served by transit.	\$138,000
Skagit Transit	Skagit	Provides an integrated, interactive voice response and intelligent transportation system.	\$105,506
Skagit Transit	Skagit	Sustains Sunday fixed route service to low-income persons within the Skagit PTBA.	\$230,000
Skagit Transit	Skagit	Sustains fixed route and deviated fixed route service to Anacortes for the general public.	\$225,000
Skagit Transit	Skagit	Sustains pocket service to the underserved areas of the Skagit PTBA beyond ADA requirements for persons with disabilities.	\$168,350
Skamania County Senior Services	Skamania and Clark	Provides one ADA-accessible, replacement minivan and one ADA-accessible, replacement full-size van for demand response services.	\$68,780
Skamania County Senior Services	Skamania and Clark	Provides one ADA-accessible, replacement minibus for general public, deviated fixed route service between Skamania County and Fisher's Landing in Clark County.	\$96,110

Organization Name	County(s) Served	Project Description	Award
Skamania County Senior Services	Skamania and Clark	Sustains demand response services to persons with special needs to surrounding destinations including Portland/Vancouver and Hood River/The Dalles/White Salmon.	\$336,560
Skamania County Senior Services	Skamania and Clark	Sustains deviated fixed route service along SR 14 between Carson and Fisher's Landing in Clark County.	\$250,000
Special Mobility Services	Spokane	Provides one ADA-accessible, replacement minibus for demand response service to persons with special needs in North Spokane County.	\$77,000
Special Mobility Services	Spokane	Sustains demand response service in North Spokane County with connections to Spokane for the general public.	\$340,000
Special Mobility Services	Spokane and Pend Oreille	Provides one ADA-accessible, replacement minibus for deviated fixed route service to persons with special needs between Newport and Spokane.	\$69,300
Special Mobility Services	Spokane and Pend Oreille	Sustains general public, deviated fixed route service between the Newport, WA/Priest River, ID area and Spokane along US 2 Monday, Wednesday, Thursday and Friday.	\$200,000
Special Mobility Services	Spokane, Lincoln and Adams	Provides one ADA-accessible, replacement minibus for general public, fixed route and deviated fixed route service between Spokane and Davenport three days per week and between Spokane and Ritzville two days per week.	\$61,600
Special Mobility Services	Spokane, Lincoln and Adams	Sustains general public, fixed route and deviated fixed route service between Spokane and Davenport three days per week and between Spokane and Ritzville two days per week.	\$195,000
Spokane Transit Authority	Spokane	Sustains nine weekday, fixed route round-trips between Medical Lake and Spokane; complementary demand response service; and vanpool promotions for hospital employees.	\$125,000
Spokane Tribe of Indians	Spokane and Stevens	Sustains deviated fixed route service for the Moccasin Express for the benefit of people with low incomes to access jobs and job-related activities.	\$282,843
Spokane Tribe of Indians	Spokane and Stevens	Provides one ADA-accessible demand response vehicle for the Moccasin Express for persons with special needs.	\$40,000

Organization Name	County(s) Served	Project Description	Award
Spokane Tribe of Indians	Spokane and Stevens	Provides bicycle racks on two minibuses for Moccasin Express deviated fixed route service.	\$4,000
Squaxin Island Tribe	Mason, Grays Harbor, and Thurston	Sustains weekday service to the general public, providing connections Island Reservation with Mason Transit at Kamilche and Grays Harbor Transit at Elma and McCleary.	\$150,000
Stillaguamish Tribe Transit Services	Snohomish, Skagit	Sustains demand response service to rural areas of North Snohomish County and South Skagit County.	\$178,997
Thurston Regional Planning Council (TRPC)	Thurston, Grays Harbor, Lewis, and Mason	Sustains demand response service to special needs populations in rural areas and communities.	\$1,309,000
Valley Transit	Walla Walla	Establishes new deviated fixed route service to meet the needs of veterans, seniors and special needs populations with access to healthcare providers, human service agencies and senior living centers.	\$250,000
Valley Transit	Walla Walla	Provides one ADA-accessible minibus for use on new route for veterans, seniors and persons with disabilities.	\$152,000
Wahkiakum County Health and Human Resources	Wahkiakum	Sustains deviated fixed route service connecting Wahkiakum, Pacific and Cowlitz Counties.	\$375,000
Whatcom Council of Governments	Whatcom	Provides transit passes, ride coupons and free transfers to social service agencies.	\$27,000
Whatcom Council of Governments	Whatcom	Sustains mobility management efforts for special needs populations.	\$38,000
White Pass Community Services Coalition dba LEWIS Mt Hwy Transit	Lewis	Sustains weekday, deviated fixed route service for the general public and persons with special needs connecting rural East Lewis County communities to Chehalis/ Centralia.	\$615,000
Yakima Transit	Yakima	Sustains an extra hour of fixed route and complementary demand response service to accommodate job and job-related activities to persons with special needs.	\$58,175
Yakima Transit	Yakima	Sustains fixed route Sunday service to accommodate job and job-related activities to persons with special needs.	\$79,474
		Total	\$39,505,073

Appendix 3 Summary of Public Transportation Notes

In 2011, King County Metro informed WSDOT that some of the services they provide were reported incorrectly. In the 2010 Summary of Public Transportation (published in 2011), they reported Fixed Route Services (Purchased Transportation) for both the 2009 and 2010 calendar years, when the service should have been categorized as Route Deviated (Purchased Transportation). WSDOT concurs and has updated 2009 and 2010 data to include this correction.

Based on the 2010 U.S. Census, Ben Franklin Transit and Valley Transit will change classifications in a future reporting. Ben Franklin Transit will be classified as an urban system (currently a small urban system) and Valley Transit will be classified as a small urban system (currently a rural system). Any comparative analysis involving these changes should be properly adjusted and or noted.

Beginning in 2010, ferry operations in the State of Washington were included in the Summary of Public Transportation. Since 1996, the only ferry operations data regularly reported was the Kitsap Transit Foot Ferry (as part of the small urban section). Prior to 1996, the Washington State Ferry system data was included.

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 for a seamless data collection and reporting process.

In April 2008, David Evans and Associates, Inc. prepared a report for WSDOT, “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:

- Develop an understanding of the cost allocation methods used by the state’s public transit agencies.
- Understand the impact of cost allocation methods on the prepared and submitted transit agency reports.
- 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. 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 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 periods.

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.
- In 2008, 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 began reporting METRO and Pierce Transit's fixed route service as directly operated. According to FTA rules, a government-to-government contract should be regarded as directly operated and not as purchased.
 - Sound Transit began 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 were processed through a series of workbook spreadsheets based initially 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 agencies began reporting purchased transportation separately from directly operated to be consistent with their separate reports to the NTD. This data was combined 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 and 2011 data was collected using an online reporting form.
 - Transit operators were asked to report purchased transportation and direct 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 direct operated and presented as a single fixed route data set.
 - * The separation between purchased transportation and direct 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 RCWs 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.

WSDOT created an online collection form to gather data from the 30 public transit providers statewide. This was done for three reasons:

1. To combine previously separate data-collection efforts (e.g., system snapshot, operational and financial tables).
2. To efficiently collect a single year of data. The Access database could not function with a gap in annual collection. Budgetary limitations precluded the ability to extend a contract with the developer to make updates to the database for 2008 and 2009.
3. The construction of the online form established a base application platform to develop a comprehensive, user-friendly reporting system, allowing transit representatives to enter data directly into a central, software-independent central application.

