

Washington State

2014 Summary of Public Transportation

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For more information, contact:

Janice Helmann, Performance Analyst
helmanj@wsdot.wa.gov
206-464-1284

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

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Helpful Definitions & Descriptions

The information in the 2014 Summary of Public Transportation has many items that need further definition to understand the picture and structure of public transportation. Some of the information is related to state and federal laws. Other items describe a type of service delivery. The information provided below is an attempt to provide the information up front, and to be used as a reference point, as the reader reviews the details of this report.

§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 funding for public transportation major capital investments, and codified as 49 USC 5309

§5310 – A Federal Transit Act section authorizing funding for public transportation for elderly persons and persons with disabilities, and codified as 49 USC 5310.

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

§5311(f) – A Federal Transit Act grant program provided to states to provide intercity bus services, codified in 49 USC 5311(f). See Intercity Bus Program.

§5316 – A Federal Transit Act section authorizing funding to support access to jobs and other related services, codified in 49 USC 5316. See Job Access and Reverse Commute (JARC; §5316).

§5317 – A Federal Transit Act section authorizing funding for new programs beyond requirements of the American with Disabilities Act, codified as 49 USC 5317. See New Freedom Program.

§5339 – A Federal Transit Act section authorizing funding for states to develop studies as part of the transportation planning process as codified in 49 USC 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 of 1990, which requires facilities, vehicles, services and certain information materials to meet guidelines in order to be available to persons with disabilities.

Bus Rapid Transit Service – Fixed-route bus systems that either (1) operate their routes predominantly on fixed-guideways (other than on highway HOV or shoulder lanes, such as for commuter bus service) or (2) that operate routes of high-frequency service with the following elements: substantial transit stations, traffic signal priority or pre-emption, low-floor vehicles or level-platform boarding, and separate branding of the service. High-frequency service is defined as bus service frequency every 10 minutes during peak hours and 15 minutes during off-peak hours for at least 14 hours of service operations per day. This mode may include portions of service that are fixed-guideway and non-fixed-guideway

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 Bus Service – Fixed-route bus systems that are primarily connecting outlying areas with a central city through bus service that operates with at least five miles of continuous closed-door service. This service typically operates using motorcoaches (aka over-the-road buses), and usually features peak scheduling, multiple-trip tickets, and multiple stops in outlying areas with limited stops in the central city.

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”.

Demand Response Taxi Service – A special form of the demand response mode operated through taxicab providers. The mode is always a purchased transportation type of service

Deviated Fixed Route Service – 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 Service – See Demand Response.

DSHS – Washington State Department of Social and Health Services.

Economic Services Administration (ESA) – 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.

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.

Intercity Bus Service – 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.

Major Capital Investments (New Starts and Small Starts) 49 USC §5309 – Federal grant program that provides capital assistance for new and replacement buses and related equipment and facilities.

Medicaid – Now Apple Health in Washington. 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 Economic Services Administration (ESA) 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.

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 program 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.

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 Service – 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. The 0.3 percent MVET “car tab” tax is collected by the Department of Licensing, and are levied only in the Sound Transit Regional Transit District.

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 Grants – 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.

Streetcar Rail Service – This mode is for rail transit systems operating entire routes predominantly on streets in mixed-traffic. This service typically operates with single-car trains powered by overhead cables and with frequent stops.

Trolleybus Service – A transit mode comprised of electric rubber-tired passenger vehicles, manually steered and operating singly on city streets. Vehicles are propelled by a motor drawing current through overhead wires, from a central power source not onboard the vehicle.

Temporary Assistance for Needy Families (TANF) – The federal government's primary welfare program.

Total Vehicle Hours – The measurement in hours that a public transportation system operates each vehicle, including revenue and non-revenue hours.

Total Vehicle Miles – 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 Service – A prearranged ridesharing service in which 7 to 15 people 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.

Welcome to the 2014 Summary of Public Transportation.

The purpose of this report is to present operational, ridership and financial data from local and regional public transportation agencies. Data is included from local public transit authorities, community transportation providers, Medicaid brokerage service providers, Travel Washington rural intercity bus networks, ferry systems in Washington state, and the Seattle Center Monorail.

The Washington State Department of Transportation (WSDOT) remains committed to working with tribal transit agencies to describe the vital transportation services they provide to tribal communities and the general public statewide. WSDOT is continuing to work with tribal representatives to seek appropriate and meaningful ways to include this information as part of the statewide picture of public transportation.

Organization of the summary

The report is organized into eight sections and two appendices, with the bulk of the report devoted to profiles of each transit system's operating and service characteristics for 2014. These sections include:

- Statewide Operations Overview
- Transit Systems
- Summary of Statewide Statistics
- Community Transportation Providers
- Medicaid (Apple Health Transportation Brokers)
- Travel Washington - Rural Intercity Bus Program
- Ferry Systems in Washington State
- Seattle Center Monorail
- Appendices

A brief history of the Summary of Public Transportation

For 35 years, the Summary of Public Transportation has been produced and disseminated as a tool for policy makers and transit agency management. WSDOT collects, checks, and formats the data in order to create this report. Throughout the history of the Summary of Public Transportation, WSDOT has worked with transportation-committee staff from both houses of the state Legislature, public transportation providers and stakeholders statewide to improve the quality and reliability of the data it reports. Data presented is the best available at the time of this report. Occasional updates will occur when there are changes in the individual agency data; these updates will be to the on-line version only.

Appropriate uses of the summary data

Public transportation agencies work with local taxpayers, their governing boards, local officials, business leaders and other transportation professionals to set policies and service goals. The decisions made by an agency on how it should deliver its services are directly affected by these partnerships.

The measures presented in the Summary of Public Transportation are best suited for analyzing each individual transit agency by themselves. For example, one agency may be serving rural Washington, traveling great distances, with ridership at the maximum level possible; it, however, may only make two round trips in a day due to the distance between destinations. This cannot be compared with another agency that may be in a small urban area, making several trips a day, traveling fewer miles, and with less people on the bus.

Summary data changes

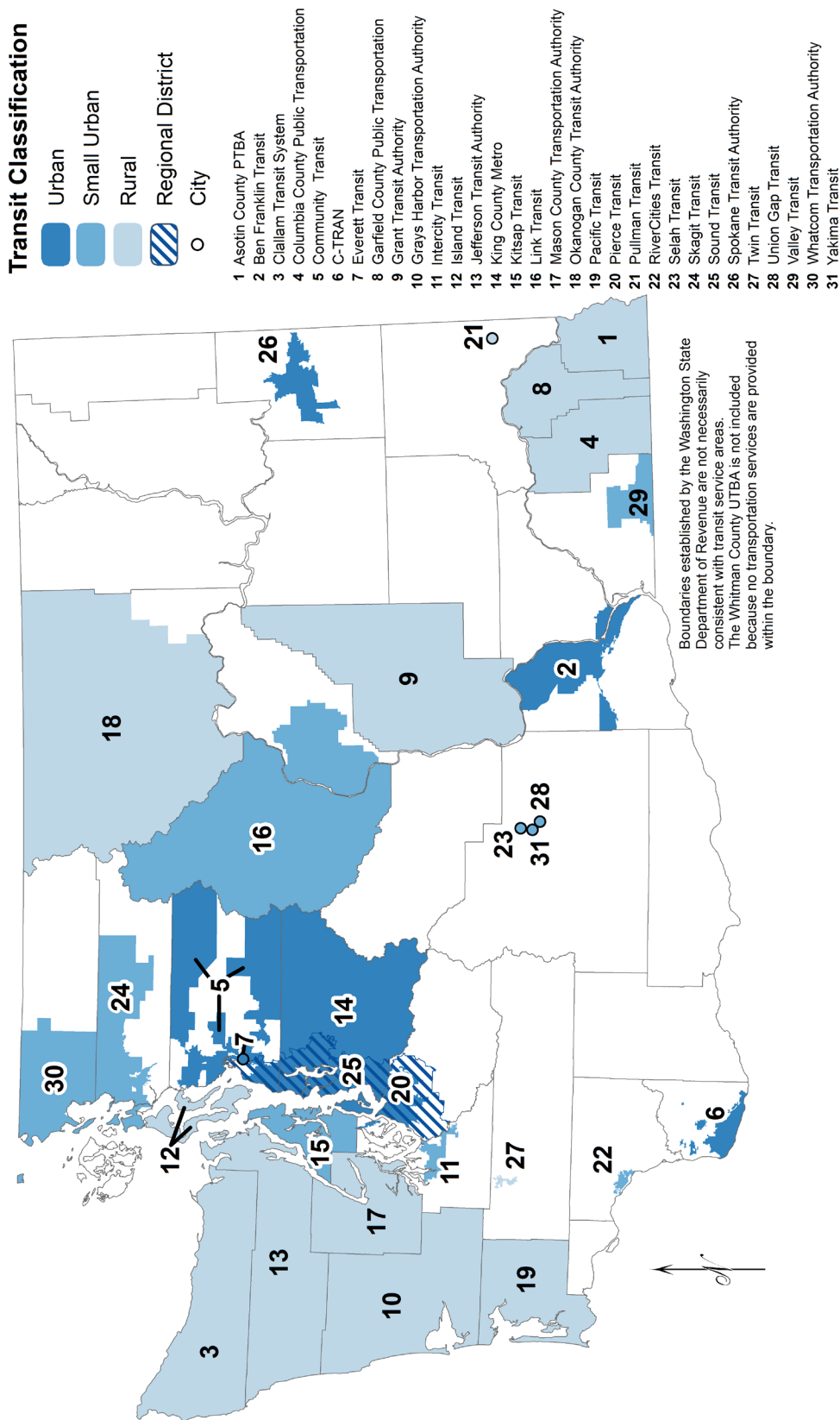
Agencies are required to gather data for a variety of reasons. The Federal Transit Administration (FTA), WSDOT, and other state and local entities require different and similar data to be reported. Additionally, transit agencies are always refining the gathering of data to better represent what is happening at the local level regarding financial and operational activities. The data presented in this summary is the best data available, with any significant changes noted in the individual data summaries themselves.

The summary data, transit agency audited financials and NTD data

The National Transit Database (NTD) and this report present financial and operational data from a variety of similar systems to provide basic data sets using a static template for reporting. Audited financial statements provide far more detail related to the financial standing of each transit agency.

For this report, WSDOT collects information from all of the systems—many of which utilize various accounting preferences—and rolls that data into a statewide reporting framework. WSDOT applies—whenever possible—a uniform approach to reporting specific data elements in order to maintain consistency in this report.

Washington State's Public Transit Authorities



Statewide Operations Overview

The purpose of this section is to describe, from a statewide perspective, key measures - both operational as well as financial - relevant to public transportation. Information found here includes statewide data about the general population and those living within public transportation areas, funding and expenditures for public transportation services, service data related to ridership, cost of operating the various modes of transportation, and various measures related to miles and hours of service.

Residents Within Transit District Boundaries

The official resident population for 2014 is 6,968,170, according to the state's Office of Financial Management (OFM). Of the total resident population, 5,839,164 (83.8 percent) residents lived within the boundaries of a transit district in 2014. This is slightly up from 5,720,424 (83.1 percent) reported for 2013.

Residents With Disabilities

The Americans with Disabilities Act (ADA) requires transit agencies to provide paratransit services (demand response) to individuals that cannot use fixed route service because of a functional disability. This service is not required if the transit system provides fixed route deviated services.

Results of Efforts to Increase Public Transportation Tax Rates

Voters within the boundaries of a transportation benefit area approve or reject proposals to increase taxes to fund public transportation.

In November 2013, Grays Harbor County residents approved a 0.1 percent increase to the sales and use tax. The new rate of 0.7 percent took effect April 1, 2014.

In November 2013, Okanogan County residents approved the creation of the Okanogan County PTBA (operating as TranGO) and authorized a 0.4 percent sales and use tax that took effect April 1, 2014. Transit service began in July 2014.

Efforts to Create, Change or Expand Transit Districts

The Skagit County PTBA revised its boundaries effective Oct. 1, 2013, to include the area around Big Lake.

The Sound Transit Regional Transit Authority (RTA) boundary was changed in the city of Newcastle. The change took effect Jan. 1, 2014, and a portion of Newcastle is now outside the RTA.

The city of Ellensburg produced a transit development plan, which the city is using to request voter approval for the creation of a city transit system, partially supported by local taxes. The city is preparing to take the request to voters in 2016.

	Transit System	Authority	Sales Tax		2014 Service Area Population
			Rate	Last Increase	
1	Asotin County PTBA	PTBA	0.2%	4/1/2005	21,950
2	Ben Franklin Transit	PTBA	0.6%	7/1/2002	246,149
3	Clallam Transit System	PTBA	0.6%	1/1/2001	72,500
4	Columbia County Public Transportation	County	0.4%	4/1/2006	4,080
5	Community Transit	PTBA	0.9%	1/1/2002	542,727
6	C-TRAN	PTBA	0.7%	4/1/2012	375,833
7	Everett Transit	City	0.6%	1/1/2005	104,900
8	Garfield County Public Transportation	UTBA	0.0%	N/A	845
9	Grant Transit Authority	PTBA	0.2%	1996	92,900
10	Grays Harbor Transportation Authority	CTA	0.7%	4/1/2014*	73,300
11	Intercity Transit	PTBA	0.8%	1/1/2011	169,272
12	Island Transit	PTBA	0.9%	1/1/2010	80,000
13	Jefferson Transit Authority	PTBA	0.9%	7/1/2011	30,700
14	King County Metro	County	0.9%	4/1/2007	2,017,250
15	Kitsap Transit	PTBA	0.8%	10/1/2001	255,900
16	Link Transit	PTBA	0.4%	1990	108,570
17	Mason County Transportation Authority	PTBA	0.6%	1/1/2001	62,000
18	TranGo	PTBA	0.4%	4/1/2014*	38,872
19	Pacific Transit System	PTBA	0.3%	1979	21,100
20	Pierce Transit	PTBA	0.6%	7/1/2002	535,328
21	Pullman Transit	City	0.0%	N/A	31,420
22	RiverCities Transit	PTBA	0.3%	4/1/2009	49,000
23	City of Selah Transportation Service	City	0.3%	7/1/2007	7,395
24	Skagit Transit	PTBA	0.4%	4/1/2009	105,998
25	Sound Transit	Regional	0.9%	4/1/2009	2,873,505
26	Spokane Transit Authority	PTBA	0.6%	1/1/2005	409,271
27	Twin Transit	PTBA	0.2%	4/1/2005	24,010
28	Union Gap Transit	City	0.2%	4/1/2008	6,140
29	Valley Transit	PTBA	0.6%	7/1/2010	51,258
30	Whatcom Transportation Authority	PTBA	0.6%	2002	207,416
31	Yakima Transit	City	0.3%	1980	93,080
Totals					5,839,164

*Sales tax rate change was approved in 2013 and went into effect in 2014.

Source: WSTA, WSDOT, OFM and DOR. PTBA/UTBA = Public or Unincorporated Transportation Benefit Area. Pullman Transit receives 2 percent of local utility taxes. Sound Transit population is not included to avoid duplication. Grays Harbor County approved an additional 0.1 percent in November 2013 that went into effect April 1, 2014.

Local Funding

Local tax revenues for 2014 totaled nearly \$1.66 billion (\$1.54 billion in 2013), accounting for 66.3 percent of all revenues (both operating and capital) for public transit systems. This figure includes local sales tax revenues, utility tax revenues and Motor Vehicle Excise Tax - MVET - (Sound Transit only). King County Metro represents 30.86 percent of all local taxes, while Sound Transit's local taxes represents 43.08 percent of the total statewide local tax revenues collected for public transit in 2014.

Fare Revenue

Public transit agency fare revenues increased 4.7 percent from \$296 million in 2013 to nearly \$310 million in 2014. In 2014, these revenues accounted for 13.9 percent (down from 14.7 percent in 2013) of the operating revenues for public transit systems. The most notable increases were in vanpool and light rail revenues as each of those modes continued to grow across the state.

By classification, the following transit agencies showed the largest increases in fare revenues (excludes vanpool fare revenues):

- **Urban** – Ben Franklin Transit, 16.1 percent
- **Small Urban** – Yakima Transit, 30.5 percent
- **Rural** – Garfield County Public Transportation, 40.1 percent

By classification, the following transit agencies showed the largest decreases in fare revenues (excludes vanpool fare revenues):

- **Urban** – Spokane Transit Authority, -5.7 percent
- **Small Urban** – Valley Transit, -24.4 percent
- **Rural** – Pacific Transit, -11.8 percent

Farebox Revenues by Service Mode							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	\$181,344,304	\$201,646,312	\$214,667,118	\$231,062,925	\$239,925,142	\$251,423,922	4.79
Route Deviated	\$739,072	\$760,983	\$827,461	\$858,608	\$887,341	\$827,636	-6.73
Demand Response	\$3,625,137	\$3,649,091	\$4,498,174	\$4,766,112	\$4,760,164	\$4,883,999	2.60
Vanpool	\$22,000,021	\$21,107,839	\$22,832,696	\$23,541,041	\$25,314,851	\$26,018,848	2.78
Commuter Rail	\$7,766,691	\$7,134,458	\$8,336,093	\$9,480,587	\$9,484,285	\$10,457,882	10.27
Light Rail	\$2,714,803	\$9,897,480	\$12,440,918	\$14,518,341	\$15,607,562	\$16,291,263	4.38
Total	\$218,190,028	\$244,196,163	\$263,602,460	\$284,227,614	\$295,979,345	\$309,903,550	4.70

Revenues and Expenditures by Source

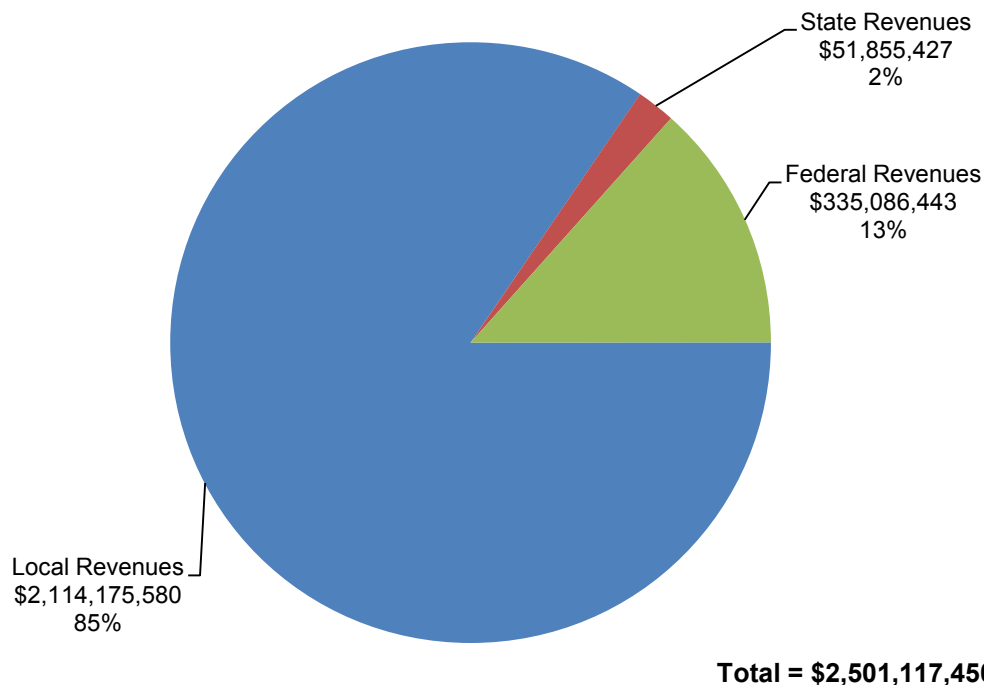
In previous reporting years, operating and capital revenues were reported separately. In 2013, after discussions with transit representatives and legislative staff, WSDOT made a change in how revenues and expenditures are reported to help provide a clearer picture of how transit is funded. The revenue section below combines all revenues (capital and operating) from all sources (local, state and federal). The expenditure section indicates the break out of how money was invested (spent) during the reporting year.

Revenues by Source (capital and operating)

Total local revenues:	\$2,114,175,580 (up 10.72% from 2013)
Total state revenues:	\$51,855,427 (up 7.00% from 2013)
Total federal revenues:	\$335,086,443 (up 1.80% from 2013)
Total revenues:	\$2,501,117,450 (up 9.36% from 2013)

Total Revenues	2009	2010	2011	2012	2013	2014	% of Total
Local Revenues	\$1,559,229,768	\$1,637,235,206	\$1,728,696,232	\$1,781,243,125	\$1,909,429,819	\$2,114,175,580	84.53
State Revenues	\$51,241,513	\$36,606,370	\$36,269,547	\$25,892,174	\$48,462,650	\$51,855,427	2.07
Federal Revenues	\$364,747,440	\$364,912,022	\$418,936,404	\$321,872,108	\$329,174,104	\$335,086,443	13.40
Total	\$1,975,218,721	\$2,038,753,598	\$2,183,902,183	\$2,129,007,407	\$2,287,066,573	\$2,501,117,450	

Total Revenues by Source, 2013

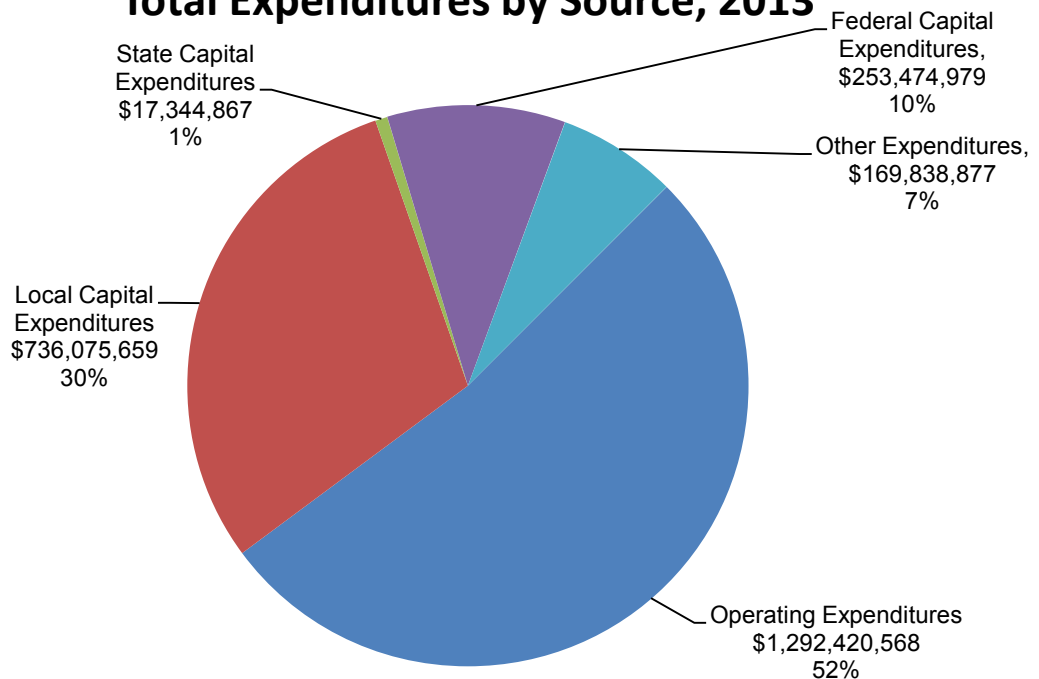


Expenditures by Source (all investments)

Total operating expenditures:	\$1,292,420,568 (up 3.85% from 2013)
Total local capital expenditures:	\$736,075,659 (up 29.41% from 2013)
Total state capital expenditures:	\$17,344,867 (down 0.19% from 2013)
Total federal capital expenditures:	\$253,474,979 (up 1.40% from 2013)
Total other expenditures:	\$169,838,877 (down 27.70% from 2013)
Total expenditures:	\$2,469,154,950 (up 6.63% from 2013)

Total Investments	2009	2010	2011	2012	2013	2014	% of Total
Operating Expenditures	\$1,096,753,673	\$1,160,424,427	\$1,184,021,563	\$1,221,408,187	\$1,244,502,582	\$1,292,420,568	52.34
Local Capital Expenditures	\$290,955,552	\$423,134,315	\$452,620,605	\$476,423,347	\$568,790,372	\$736,075,659	29.81
State Capital Expenditures	\$40,020,841	\$19,661,789	\$15,311,797	\$7,839,337	\$17,377,728	\$17,344,867	0.70
Federal Capital Expenditures	\$218,703,094	\$225,220,665	\$315,698,662	\$219,451,221	\$249,984,297	\$253,474,979	10.27
Other Expenditures	\$196,599,875	\$160,412,484	\$157,429,792	\$555,674,452	\$234,873,433	\$169,838,877	6.88
Total	\$1,843,033,035	\$1,988,853,680	\$2,125,082,419	\$2,480,796,544	\$2,315,528,412	\$2,469,154,950	

- “Operating Expenditure” includes all operational expenses for all modes that may include local, state and federal funds.
- “Other Expenditure” includes rental and leases, debt service, donations or payments to other governmental agencies, and losses on investments.

Total Expenditures by Source, 2013

Total = \$2,469,154,950

Revenue Vehicle Hours

Between 2009 and 2014, there was a slight downward trend in total revenue vehicle hours when combining the results from all public transportation service modes in Washington state. As the table below shows, some modes fared better than others.

In 2014, the most significant change occurred in the vanpool sector, which showed a 10.53 percent increase from 2013. Overall, there was a 1.64 percent increase in revenue vehicle hours from 2013 to 2014. In 2014, 64.3 percent of all revenue vehicle hours were for fixed route services (down from 64.6 percent in 2013).

Revenue Vehicle Hours by Service Mode							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	6,446,650	6,426,636	6,241,877	6,119,812	6,117,315	6,187,528	1.15
Route Deviated	219,435	223,734	213,122	225,424	208,504	201,455	-3.38
Demand Response	1,996,752	1,919,833	1,921,053	1,864,409	1,855,900	1,830,618	-1.36
Vanpool	880,108	869,464	1,033,151	1,091,720	1,075,468	1,188,741	10.53
Commuter Rail	36,010	38,518	38,588	38,333	49,257	50,375	2.27
Light Rail	81,107	158,433	152,166	157,696	162,741	165,825	1.90
Total	9,660,062	9,636,618	9,599,957	9,497,394	9,469,185	9,624,542	1.64

Revenue Vehicle Miles

Revenue vehicle miles peaked in 2010, when rolled up across all public transportation modes in Washington state. The peak was followed by a downturn through 2012, a leveling out in 2013, and a slight decrease in 2014. Over time, all service modes showed decreases in revenue vehicle miles except vanpool, commuter rail and light rail which showed increases. Total revenue vehicle miles declined by 0.18 percent from 2013 to 2014.

Revenue Vehicle Miles by Service Mode							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	88,398,022	89,147,387	87,119,791	84,142,367	83,981,981	84,317,784	0.40
Route Deviated	4,148,013	4,042,676	3,786,792	3,761,710	3,834,266	3,746,170	-2.30
Demand Response	29,400,985	28,747,454	28,498,312	27,637,777	27,545,291	26,882,505	-2.41
Vanpool	35,563,842	35,540,446	37,798,768	39,596,156	39,526,269	39,641,662	0.29
Commuter Rail	1,399,687	1,506,922	1,498,423	1,498,958	1,636,847	1,603,802	-2.02
Light Rail	1,262,850	2,736,295	2,604,728	2,691,290	2,783,371	2,834,679	1.84
Total	160,173,399	161,721,180	161,306,814	159,328,258	159,308,025	159,026,602	-0.18

Passenger Trips

For the purpose of this report, a passenger trip is defined as a single passenger trip, or a passenger boarding. It is important to note that 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 (e. g., ferry to bus), and each boarding would be counted as a single passenger trip.

Passenger Trips by Service Mode							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	192,035,613	186,970,986	190,234,530	191,966,046	194,239,523	199,116,557	2.51
Route Deviated	2,282,664	2,161,333	2,157,594	2,388,370	2,404,556	2,373,499	-1.29
Demand Response	4,799,152	4,674,872	4,557,744	4,427,943	4,379,465	4,356,667	-0.52
Vanpool	8,083,452	7,745,157	8,289,335	8,635,720	8,425,655	8,255,460	-2.02
Commuter Rail	2,492,362	2,480,052	2,626,711	2,803,123	2,968,041	3,361,318	13.25
Light Rail	3,841,974	8,352,838	9,546,221	10,476,045	11,453,266	12,619,200	10.18
Total	213,535,217	212,385,238	217,412,135	220,697,247	223,870,506	230,082,701	2.77

From 2009 to 2014, total passenger trips across all modes increased 7.75 percent. The proportion of trips provided by fixed route services (86.54 percent of all trips in 2014) is still below 2009 levels; however, trips associated with light rail services increased more than 328.46 percent since 2009. The total number of trips associated with all modes increased 2.77 percent from 2013 to 2014.

Performance Measures for Public Transportation

[RCW 35.58.2796](#) mandates that public transportation have measurable performance goals. The performance measures are:

- 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 the size of communities (urban, small urban and rural) served by transit agencies. Performance measures for this report are reported in averages. Since averages are a commonly understood method of communicating complex sets of data, they are used throughout the report.

Passenger Trips per Revenue Vehicle Hour

This measure reflects the number of passengers a transit system transports in an hour of revenue 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, including density of urban growth, frequency of bus operation and bus size.

Passenger Trips per Revenue Vehicle Hour							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	29.79	29.09	30.48	31.37	31.75	32.18	1.35
Route Deviated	10.40	9.66	10.12	10.60	11.53	11.78	2.16
Demand Response	2.40	2.44	2.37	2.37	2.36	2.38	0.85
Vanpool	9.18	8.91	8.02	7.91	7.83	6.94	-11.36
Commuter Rail	69.21	64.39	68.07	73.13	60.26	66.73	10.74
Light Rail	47.37	52.72	62.74	66.43	70.38	76.10	8.13

Passenger Trips per Revenue Vehicle Mile

This measure 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							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	2.17	2.10	2.18	2.28	2.31	2.36	2.10
Route Deviated	0.55	0.53	0.57	0.63	0.63	0.63	1.03
Demand Response	0.16	0.16	0.16	0.16	0.16	0.16	1.93
Vanpool	0.23	0.22	0.22	0.22	0.21	0.21	-2.31
Commuter Rail	1.78	1.65	1.75	1.87	1.81	2.10	15.58
Light Rail	3.04	3.05	3.66	3.89	4.11	4.45	8.19

Operating Expenses by Mode

The following table illustrates statewide operating expenses for public transportation services from 2009 to 2014 by service mode.

Operating Expenses by Service Mode							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	\$842,185,902	\$876,183,083	\$887,963,545	\$910,806,249	\$924,369,952	\$955,889,864	3.41
Route Deviated	\$17,971,813	\$19,794,234	\$19,430,641	\$19,038,768	\$20,166,603	\$19,953,308	-1.06
Demand Response	\$153,512,114	\$158,000,012	\$163,859,042	\$167,405,793	\$172,830,205	\$178,851,980	3.48
Vanpool	\$25,958,491	\$27,242,437	\$30,199,321	\$29,060,325	\$28,305,523	\$29,010,697	2.49
Commuter Rail	\$34,020,024	\$32,459,887	\$31,681,841	\$36,762,712	\$38,593,006	\$40,139,559	4.01
Light Rail	\$23,105,329	\$46,744,774	\$50,887,173	\$58,334,340	\$60,237,293	\$68,575,160	13.84
Total	\$1,096,753,673	\$1,160,424,427	\$1,184,021,563	\$1,221,408,187	\$1,244,502,582	\$1,292,420,568	3.85

Operating Costs per Revenue Vehicle Hour/Mile

This measure 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 affects fuel consumption, labor and revenue.

Operating Costs per Revenue Vehicle Hour							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	\$130.64	\$136.34	\$142.26	\$148.83	\$151.11	\$154.49	2.24
Route Deviated	\$81.90	\$88.47	\$91.17	\$84.46	\$96.72	\$99.05	2.40
Demand Response	\$76.88	\$82.30	\$85.30	\$89.79	\$93.12	\$97.70	4.91
Vanpool	\$29.49	\$31.33	\$29.23	\$26.62	\$26.32	\$24.40	-7.27
Commuter Rail	\$944.74	\$842.72	\$821.03	\$959.04	\$783.50	\$796.82	1.70
Light Rail	\$284.87	\$295.04	\$334.42	\$369.92	\$370.14	\$413.54	11.72

Operating Costs per Revenue Vehicle Mile							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	\$9.53	\$9.83	\$10.19	\$10.82	\$11.01	\$11.34	3.00
Route Deviated	\$4.33	\$4.90	\$5.13	\$5.06	\$5.26	\$5.33	1.27
Demand Response	\$5.22	\$5.50	\$5.75	\$6.06	\$6.27	\$6.65	6.04
Vanpool	\$0.73	\$0.77	\$0.80	\$0.73	\$0.72	\$0.73	2.19
Commuter Rail	\$24.31	\$21.54	\$21.14	\$24.53	\$23.58	\$25.03	6.15
Light Rail	\$18.30	\$17.08	\$19.54	\$21.68	\$21.64	\$24.19	11.78

Operating Costs per Passenger Trip

This measure reflects the overall operating cost of transit operation per passenger trip.

Many variables affect this dataset. For instance, older service fleets require more costly maintenance, and larger systems typically pay more for employee-related benefits.

Population density, accessibility (locations of stops and routes), fare policy, frequency (how often buses run), and span (when service begins and ends) all affect ridership.

Other economic factors such as gas prices also affect ridership.

Operating Costs per Passenger Trip							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	\$4.39	\$4.69	\$4.67	\$4.74	\$4.76	\$4.80	0.88
Route Deviated	\$7.87	\$9.16	\$9.01	\$7.97	\$8.39	\$8.41	0.24
Demand Response	\$31.99	\$33.80	\$35.95	\$37.81	\$39.46	\$41.05	4.03
Vanpool	\$3.21	\$3.52	\$3.64	\$3.37	\$3.36	\$3.51	4.60
Commuter Rail	\$13.65	\$13.09	\$12.06	\$13.11	\$13.00	\$11.94	-8.16
Light Rail	\$6.01	\$5.60	\$5.33	\$5.57	\$5.26	\$5.43	3.32

Fare Recovery/Vanpool Revenue Recovery

Fare-recovery ratio is the percentage of annual operating costs recovered through fares for all transit services.

Traditionally, a transit agency's board of directors approves the agency's service criteria, including setting the fare-recovery ratio. Demand response services have lower fare recovery rates than other services operated by a transit system due to higher operating costs and reduced-fare or fare-free policies designed to support ridership. In general, systems serving larger populations typically experience higher fare-recovery ratios.

In most cases, vanpool fare rates—unlike other public transit services—typically cover a portion of the capital (vehicle purchase) cost and a substantial portion of the operating cost. As a result, vanpools generally have the highest fare-recovery rates of any service mode. There is a broad range in vanpool fare-recovery rates due to the way each transit agency sets up its vanpool program.

Farebox Recovery/Vanpool Revenue Recovery							
	2009	2010	2011	2012	2013	2014	% Change
Fixed Route	21.5%	23.0%	24.2%	25.4%	26.0%	26.3%	1.34
Route Deviated	4.1%	3.8%	4.3%	4.5%	4.4%	4.1%	-5.73
Demand Response	2.4%	2.3%	2.7%	2.8%	2.8%	2.7%	-0.85
Vanpool	84.8%	77.5%	75.6%	81.0%	89.4%	89.7%	0.28
Commuter Rail	22.8%	22.0%	26.3%	25.8%	24.6%	26.1%	6.02
Light Rail	11.7%	21.2%	24.4%	24.9%	25.9%	23.8%	-8.31

Transit Systems Serving Urban Areas

Local public transportation systems serving populations more than 200,000 are considered urban systems, 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).

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

Regional Transit Authority

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

Local Transit Agencies

- [Ben Franklin Transit](#) (Kennewick-Pasco, WA UZA)
- [Community Transit](#) (Suburban Snohomish County portion of Seattle, WA UZA and Marysville)
- [C-TRAN](#) (Vancouver portion of Portland, OR-WA UZA)
- [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)

The public transportation systems in these urbanized areas are eligible to receive 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.

Joni Earl
Chief Executive Officer
401 South Jackson
Seattle, WA 98104
206-398-5000
www.soundtransit.org



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. Additionally, a 0.3 percent motor vehicle excise tax and a 0.8 percent rental car tax were approved in 1996.
- **Fares:**
 - **ST Express** single ride fares – single county (multi-county): adult \$2.50 (\$3.50), youth \$1.25 (\$2.50), reduced 75 cents (\$1.50).
 - **Central Link** one-way adult base fare of \$2.00 plus an additional 5 cents per mile (max fare is \$2.75). The one-way youth and reduced fares are \$1.25 and 75 cents, respectively.
 - **Tacoma Link** is a fare-free system.
 - **Sounder** (all fares are one-way) – Adult base fare: \$2.75 plus an 55 cents per mile (\$5.25 max). Youth base fare: \$2.00 (\$3.75 max). Reduced base fare \$1.25 (\$2.50 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; and 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	2012	2013	2014	% Change
<i>Commuter Bus Services (Direct Operated)</i>				
Revenue Vehicle Hours	460,377	456,817	461,656	1.06
Total Vehicle Hours	533,642	561,756	573,657	2.12
Revenue Vehicle Miles	9,087,737	9,106,695	9,155,570	0.54
Total Vehicle Miles	12,304,798	11,760,847	12,422,608	5.63
Passenger Trips	12,544,418	13,378,089	13,993,353	4.60
Diesel Fuel Consumed (gallons)	2,357,848	2,373,473	2,455,525	3.46
CNG Fuel Consumed (Therms)	233,805	240,885	199,269	-17.28
Employees - FTEs	567.7	445.1	385.3	-13.44
Operating Expenses	\$83,703,516	\$86,570,751	\$91,258,400	5.41
Farebox Revenues	\$22,719,140	\$24,098,045	\$25,034,053	3.88
<i>Commuter Bus Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	91,982	89,777	113,606	26.54
Total Vehicle Hours	138,751	142,410	143,664	0.88
Revenue Vehicle Miles	2,444,935	2,447,633	2,512,980	2.67
Total Vehicle Miles	3,287,381	3,359,966	3,429,753	2.08
Passenger Trips	3,467,994	3,226,043	3,676,480	13.96
Diesel Fuel Consumed (gallons)	765,428	805,886	861,295	6.88
Employees - FTEs	154.3	155.4	158.1	1.74
Operating Expenses	\$19,021,607	\$19,529,501	\$20,222,374	3.55
Farebox Revenues	\$7,932,455	\$8,503,041	\$8,796,421	3.45
<i>Commuter Rail Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	38,333	49,257	50,375	2.27
Total Vehicle Hours	47,017	54,536	53,994	-0.99
Revenue Vehicle Miles	1,498,958	1,636,847	1,603,802	-2.02
Total Vehicle Miles	1,519,445	1,671,930	1,640,998	-1.85
Passenger Trips	2,803,123	2,968,041	3,361,318	13.25
Diesel Fuel Consumed (gallons)	1,058,773	1,193,706	1,310,021	9.74
Employees - FTEs	89.3	92.7	100.4	8.31
Operating Expenses	\$36,762,712	\$38,593,006	\$40,139,559	4.01
Farebox Revenues	\$9,480,587	\$9,484,285	\$10,457,882	10.27
<i>Light Rail Services (Direct Operated)</i>				
Revenue Vehicle Hours	136,138	141,001	143,887	2.05
Total Vehicle Hours	146,908	148,880	151,350	1.66
Revenue Vehicle Miles	2,552,871	2,644,107	2,697,552	2.02
Total Vehicle Miles	2,667,415	2,759,589	2,810,864	1.86
Passenger Trips	8,701,106	9,730,027	10,937,883	12.41
Electricity Consumed (kWh)	14,436,092	16,576,246	12,110,200	-26.94
Employees - FTEs	679.4	474.5	505.7	6.58
Operating Expenses	\$51,370,132	\$52,903,983	\$61,355,520	15.98
Farebox Revenues	\$14,013,302	\$14,845,952	\$15,867,923	6.88

Annual Operating Information	2012	2013	2014	% Change
Streetcar Rail Services (Direct Operated)				
Revenue Vehicle Hours	9,822	9,835	9,784	-0.52
Total Vehicle Hours	9,975	9,969	9,918	-0.51
Revenue Vehicle Miles	75,897	75,996	75,605	-0.51
Total Vehicle Miles	76,197	76,278	75,889	-0.51
Passenger Trips	1,024,053	962,306	973,605	1.17
Electricity Consumed (kWh)	407,005	419,130	412,506	-1.58
Employees - FTEs	25.7	27.0	29.8	10.37
Operating Expenses	\$4,169,997	\$4,243,373	\$4,277,919	0.81

Note: As a result of changes required by FTA/NTD, some reporting for Sound Transit has changed from previous years. Commuter Bus and Streetcar Rail modes have been added, changing the way that services will be reported in the Summary of Public Transportation. In previous years the NTD required Sound Transit to report Tacoma Link data as light rail (directly operated) and Central Link as light rail (purchased transportation). Beginning with the 2012 reporting year, Tacoma Link will be reported as streetcar rail (directly operated) and Central Link as light rail (directly operated). The methodology for the FTE calculation associated with Central Link has changed. The NTD requires that all directly operated services report all FTEs associated with that service mode, not just the operations FTEs. Since 2012 for Central Link, the FTE count includes the combination of FTEs from both the operations and capital sides in support of that mode.

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$554,424,790	\$589,235,371	\$637,089,969	8.12
Other Local Taxes	\$0	\$2,751,946	\$3,091,607	12.34
MVET	\$65,843,521	\$69,095,503	\$74,165,950	7.34
Farebox Revenues	\$54,145,484	\$56,931,323	\$60,156,279	5.66
FTA JARC (§5316) Program	\$73,593	\$1,841	\$0	-100.00
Other Federal Operating	\$2,678	\$221,307	\$124,282	-43.84
State Operating Distribution	\$322,818	\$1,374,422	\$1,457,571	6.05
Other Operating Sub-Total	\$15,844,576	\$17,093,005	\$22,891,877	33.93
Other-Advertising	\$1,248,573	\$1,359,974	\$1,246,788	-8.32
Other-Interest	\$12,176,048	\$6,972,853	\$14,758,848	111.66
Other-Gain (Loss) on Sale of Assets	\$0	\$322,625	\$2,586	-99.20
Other-MISC	\$2,419,955	\$8,437,553	\$6,883,655	-18.42
Total (Excludes Capital Revenues)	\$690,657,460	\$736,704,718	\$798,977,535	8.45

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$7,300,219	\$44,449,244	\$50,206,611	12.95
Federal Section §5309 Capital Grants	\$115,960,281	\$93,414,775	\$103,564,336	10.87
CM/AQ and Other Federal Grants	\$11,529,092	\$15,695,502	\$37,416,988	138.39
Total Federal Capital	\$134,789,592	\$153,559,521	\$191,187,935	24.50

State Capital Grant Expenditures

State Regional Mobility Grants	\$3,600,000	\$0	\$0	-
Other State Capital Funds	\$20,000	\$13,088,580	\$8,671,056	-33.75
Total State Capital	\$3,620,000	\$13,088,580	\$8,671,056	-33.75

Financial Information	2012	2013	2014	% Change
Local Capital Expenditures				
Local Funds	\$427,907,823	\$498,873,639	\$616,794,502	23.64
Total Local Capital	\$427,907,823	\$498,873,639	\$616,794,502	23.64
Other Expenditures				
Other-Expenditures	\$80,208,247	\$96,665,897	\$44,759,984	-53.70
Depreciation (Not included in Total Expenditures)	\$117,772,128	\$118,984,752	\$100,963,920	-15.15
Debt Service				
Interest	\$69,805,272	\$79,924,151	\$67,681,733	-15.32
Principal	\$369,840,000	\$33,250,000	\$33,545,000	0.89
Total Debt Service	\$439,645,272	\$113,174,151	\$101,226,733	-10.56
Ending Balances, December 31				
Unrestricted Cash and Investments	\$587,943,659	\$465,639,920	\$284,132,997	-38.98
Operating Reserve	\$43,955,351	\$55,760,263	\$51,096,159	-8.36
Capital Reserve Funds	\$207,615,811	\$252,905,746	\$312,177,914	23.44
Contingency Reserve	\$0	\$7,928,351	\$7,936,268	0.10
Debt Service Funds	\$75,164,154	\$74,191,704	\$77,413,349	4.34
Insurance Funds	\$3,385,976	\$3,908,731	\$4,163,919	6.53
Other	\$18,055,792	\$8,216,588	\$8,189,981	-0.32
Total	\$936,120,743	\$868,551,303	\$745,110,587	-14.21
Total Funds by Source				
Revenues				
Local Revenues	\$690,258,371	\$735,107,148	\$797,395,682	8.47
State Revenues	\$3,942,818	\$14,463,002	\$10,128,627	-29.97
Federal Revenues	\$134,865,863	\$153,782,669	\$191,312,217	24.40
Total Revenues (all sources)	\$829,067,052	\$903,352,819	\$998,836,526	10.57
Investments				
Operating Investment	\$195,027,964	\$201,840,614	\$217,253,772	7.64
Local Capital Investment	\$427,907,823	\$498,873,639	\$616,794,502	23.64
State Capital Investment	\$3,620,000	\$13,088,580	\$8,671,056	-33.75
Federal Capital Investment	\$134,789,592	\$153,559,521	\$191,187,935	24.50
Other Investment	\$519,853,519	\$209,840,048	\$145,986,717	-30.43
Total Investment	\$1,281,198,898	\$1,077,202,402	\$1,179,893,982	9.53

Gloria Boyce
Interim General Manager
1000 Columbia Park Trail
Richland, WA 99352
509-734-5118
www.bft.org



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; one council member from Benton City, Prosser, Kennewick, Pasco, Richland and West Richland, respectively; 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 \$1.50 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 \$1.00, five and under ride for free (fixed route).
- **Intermodal connections** – The service area includes Tri-Cities Airport, Pasco Amtrak and Greyhound stations; Grape Line 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.

On 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](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	132,925	131,051	131,093	0.03
Total Vehicle Hours	140,966	139,617	138,651	-0.69
Revenue Vehicle Miles	2,101,038	2,117,992	2,120,371	0.11
Total Vehicle Miles	2,309,871	2,307,999	2,307,210	-0.03
Passenger Trips	3,009,253	2,789,196	2,824,121	1.25
Diesel Fuel Consumed (gallons)	478,851	471,470	467,586	-0.82
Electricity Consumed (kWh)	0	12,168	21,169	73.97
Employees - FTEs	112.0	120.0	114.7	-4.42
Operating Expenses	\$12,732,816	\$13,751,054	\$14,016,906	1.93
Farebox Revenues	\$1,376,351	\$1,277,604	\$1,461,664	14.41
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	116,535	101,063	103,540	2.45
Total Vehicle Hours	137,249	121,567	123,961	1.97
Revenue Vehicle Miles	1,823,403	1,745,602	1,817,610	4.13
Total Vehicle Miles	2,091,861	2,029,220	2,100,031	3.49
Passenger Trips	324,211	308,232	312,136	1.27
Diesel Fuel Consumed (gallons)	30,785	5,378	10,113	88.04
Gasoline Fuel Consumed (gallons)	279,149	303,232	347,261	14.52
Employees - FTEs	104.9	106.0	103.7	-2.17
Operating Expenses	\$10,516,633	\$11,134,188	\$11,850,499	6.43
Farebox Revenues	\$303,952	\$261,144	\$290,085	11.08
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	15,981	17,895	12,912	-27.85
Total Vehicle Hours	15,981	17,895	15,372	-14.10
Revenue Vehicle Miles	161,339	271,984	205,354	-24.50
Total Vehicle Miles	243,509	271,984	266,694	-1.94
Passenger Trips	66,024	69,499	67,394	-3.03
Diesel Fuel Consumed (gallons)	5,310	5,278	3,922	-25.69
Gasoline Fuel Consumed (gallons)	23,286	31,145	26,429	-15.14
Operating Expenses	\$856,260	\$895,170	\$912,802	1.97
Farebox Revenues	\$1,400	\$31,275	\$30,660	-1.97
Demand Response Taxi Services (Purchased Transportation)				
Revenue Vehicle Hours	22,715	24,279	31,056	27.91
Total Vehicle Hours	22,715	24,279	31,056	27.91
Revenue Vehicle Miles	496,235	530,679	688,736	29.78
Total Vehicle Miles	496,235	530,679	688,736	29.78
Passenger Trips	77,991	88,883	116,318	30.87
Operating Expenses	\$1,624,788	\$1,694,496	\$2,225,223	31.32
Farebox Revenues	\$107,822	\$99,954	\$155,724	55.80

Annual Operating Information	2012	2013	2014	% Change
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	113,963	88,208	84,232	-4.51
Total Vehicle Hours	113,963	88,208	84,232	-4.51
Revenue Vehicle Miles	4,663,221	4,046,851	4,033,627	-0.33
Total Vehicle Miles	4,663,221	4,046,851	4,078,837	0.79
Passenger Trips	1,208,186	861,586	828,189	-3.88
Diesel Fuel Consumed (gallons)	9,367	3,817	6,153	61.20
Gasoline Fuel Consumed (gallons)	330,718	291,229	322,217	10.64
Employees - FTEs	7.0	10.0	8.1	-19.00
Operating Expenses	\$3,152,496	\$2,885,367	\$2,969,983	2.93
Vanpool Revenue	\$2,317,843	\$2,156,253	\$2,282,102	5.84

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$25,112,677	\$26,650,429	\$27,864,444	4.56
Farebox Revenues	\$1,789,525	\$1,669,977	\$1,938,133	16.06
Vanpooling Revenue	\$2,317,843	\$2,156,253	\$2,282,102	5.84
Federal Section §5307 Operating	\$1,542,958	\$6,186,240	\$3,386,438	-45.26
State Special Needs Operating Grants	\$439,551	\$719,783	\$719,783	0.00
State Operating Distribution	\$90,047	\$373,551	\$386,913	3.58
Other Operating Sub-Total	\$293,245	\$391,180	\$518,413	32.53
Other-Advertising	\$126,397	\$138,546	\$124,258	-10.31
Other-Interest	\$21,689	\$23,279	\$18,207	-21.79
Other-MISC	\$145,159	\$229,355	\$375,948	63.92
Total (Excludes Capital Revenues)	\$31,585,846	\$38,147,413	\$37,096,226	-2.76

Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$0	\$1,240,000	\$3,276,442	164.23
Federal Section §5309 Capital Grants	\$0	\$0	\$1,000,000	-
CM/AQ and Other Federal Grants	\$0	\$0	\$430,988	-
Total Federal Capital	\$0	\$1,240,000	\$4,707,430	279.63

State Capital Grant Expenditures				
State Rural Mobility Grants	\$0	\$0	\$592,930	-
State Special Needs Grants	\$55,233	\$260,267	\$0	-100.00
Total State Capital	\$55,233	\$260,267	\$592,930	127.82

Local Capital Expenditures				
Local Funds	\$19,529	\$495,187	\$1,373,713	177.41
Total Local Capital	\$19,529	\$495,187	\$1,373,713	177.41

Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$3,995,734	\$3,388,275	\$3,209,868	-5.27

Ending Balances, December 31				
Unrestricted Cash and Investments	\$9,608,788	\$15,160,631	\$11,929,602	-21.31
Insurance Funds	\$500,000	\$0	\$0	-
Total	\$10,108,788	\$15,160,631	\$11,929,602	-21.31

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$29,513,290	\$30,867,839	\$32,603,092	5.62
State Revenues	\$584,831	\$1,353,601	\$1,699,626	25.56
Federal Revenues	\$1,542,958	\$7,426,240	\$8,093,868	8.99
Total Revenues (all sources)	\$31,641,079	\$39,647,680	\$42,396,586	6.93
Investments				
Operating Investment	\$28,882,993	\$30,360,275	\$31,975,413	5.32
Local Capital Investment	\$19,529	\$495,187	\$1,373,713	177.41
State Capital Investment	\$55,233	\$260,267	\$592,930	127.82
Federal Capital Investment	\$0	\$1,240,000	\$4,707,430	279.63
Total Investment	\$28,957,755	\$32,355,729	\$38,649,486	19.45

Emmett Heath

CEO

7100 Hardeson Road

Everett, WA 98203-5834

425-348-7100

www.commtrans.org



System Snapshot

- **Service area** – Suburban and rural Snohomish County
- **Congressional districts** – 1, 2 and 7
- **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: \$2.00
 - Commuter service south county regular fare: \$4.00
 - Commuter service north and east county regular fare: \$5.25
 - Paratransit service regular fare: \$2.00
- **Intermodal connections** – Community Transit connects to Everett Transit, Island Transit, King County Metro, Kitsap 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 nearly all the cities and major employment centers, many of the public schools, and two college campuses. Service in King County was provided to Bothell, Shoreline, downtown Seattle and the University District.
- **Transit Development Plan** – [Community Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	324,576	286,645	297,022	3.62
Total Vehicle Hours	389,081	318,179	320,246	0.65
Revenue Vehicle Miles	5,212,202	4,348,641	4,422,817	1.71
Total Vehicle Miles	7,082,879	5,272,101	5,134,179	-2.62
Passenger Trips	6,473,033	5,311,451	5,871,817	10.55
Diesel Fuel Consumed (gallons)	1,528,799	1,172,478	1,211,709	3.35
Employees - FTEs	451.4	383.3	400.6	4.51
Operating Expenses	\$59,514,038	\$48,351,884	\$50,287,853	4.00
Farebox Revenues	\$9,677,372	\$7,467,102	\$7,533,895	0.89
Commuter Bus Services (Direct Operated)				
Revenue Vehicle Hours	0	34,365	39,699	15.52
Total Vehicle Hours	0	64,304	67,276	4.62
Revenue Vehicle Miles	0	729,406	783,031	7.35
Total Vehicle Miles	0	1,638,938	1,569,661	-4.23
Passenger Trips	0	1,169,446	1,194,937	2.18
Diesel Fuel Consumed (gallons)	0	370,256	369,910	-0.09
Employees - FTEs	0.0	82.2	91.9	11.80
Operating Expenses	\$0	\$11,415,645	\$12,942,085	13.37
Farebox Revenues	\$0	\$3,476,786	\$3,823,194	9.96
Commuter Bus Services (Purchased Transportation)				
Revenue Vehicle Hours	32,623	35,745	40,635	13.68
Total Vehicle Hours	70,842	81,103	71,857	-11.40
Revenue Vehicle Miles	802,860	870,208	893,801	2.71
Total Vehicle Miles	1,674,784	1,905,727	1,795,483	-5.78
Passenger Trips	1,505,441	1,499,566	1,625,988	8.43
Diesel Fuel Consumed (gallons)	407,216	445,308	472,858	6.19
Employees - FTEs	62.5	69.3	72.1	4.04
Operating Expenses	\$10,106,814	\$8,922,668	\$9,099,496	1.98
Farebox Revenues	\$5,055,670	\$5,315,562	\$5,302,200	-0.25
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	85,353	82,832	84,349	1.83
Total Vehicle Hours	95,799	92,179	93,834	1.80
Revenue Vehicle Miles	1,587,283	1,560,027	1,565,104	0.33
Total Vehicle Miles	1,870,388	1,809,291	1,815,549	0.35
Passenger Trips	194,862	188,222	192,633	2.34
Diesel Fuel Consumed (gallons)	115,889	112,322	84,121	-25.11
Gasoline Fuel Consumed (gallons)	100,626	100,230	136,631	36.32
Employees - FTEs	82.9	83.7	84.6	1.08
Operating Expenses	\$7,327,426	\$7,243,332	\$7,554,172	4.29
Farebox Revenues	\$279,449	\$318,984	\$321,724	0.86

Annual Operating Information	2012	2013	2014	% Change
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	150,057	148,411	147,749	-0.45
Total Vehicle Hours	150,057	148,411	147,749	-0.45
Revenue Vehicle Miles	4,906,497	4,857,847	4,817,228	-0.84
Total Vehicle Miles	4,906,497	4,857,847	4,817,228	-0.84
Passenger Trips	920,252	927,660	924,912	-0.30
Gasoline Fuel Consumed (gallons)	284,490	279,291	276,684	-0.93
Employees - FTEs	17.7	20.2	20.5	1.49
Operating Expenses	\$3,834,171	\$3,963,917	\$4,300,258	8.49
Vanpool Revenue	\$2,621,213	\$2,752,805	\$2,788,850	1.31

Ending Balances, December 31

General Fund	\$27,459,464	\$35,764,418	\$39,200,746	9.61
Capital Reserve Funds	\$49,343,675	\$55,734,357	\$60,801,560	9.09
Debt Service Funds	\$10,681,398	\$11,250,100	\$11,779,664	4.71
Insurance Funds	\$2,971,585	\$2,917,221	\$3,530,450	21.02
Total	\$90,456,122	\$105,666,096	\$115,312,420	9.13

Financial Information	2012	2013	2014	% Change
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Operating Related Revenues

Sales Tax	\$67,474,497	\$74,783,559	\$79,551,377	6.38
Farebox Revenues	\$15,012,491	\$16,578,434	\$16,981,013	2.43
Vanpooling Revenue	\$2,621,213	\$2,752,805	\$2,788,850	1.31
Federal Section §5307 Operating	\$4,365,170	\$2,943,813	\$2,733,616	-7.14
Federal Section §5307 Preventative	\$4,130,000	\$2,273,490	\$1,768,360	-22.22
FTA JARC (§5316) Program	\$372,721	\$202,973	\$102,406	-49.55
Other Federal Operating	\$44,562	\$0	\$0	-
State Regional Mobility Operating Grants	\$1,838,242	\$0	\$0	-
State Special Needs Operating Grants	\$342,180	\$600,000	\$390,272	-34.95
State Operating Distribution	\$193,838	\$773,069	\$770,785	-0.30
Other State Operating Grants	\$123,403	\$224,403	\$186,403	-16.93
Other Operating Sub-Total	\$3,465,033	\$3,323,273	\$3,562,419	7.20
Other-Advertising	\$878,743	\$784,946	\$836,580	6.58
Other-Interest	\$113,277	\$85,009	\$51,917	-38.93
Other-Gain (Loss) on Sale of Assets	\$99,347	\$171,733	\$374,748	118.22
Other-MISC	\$2,373,666	\$2,281,585	\$2,299,174	0.77
Total (Excludes Capital Revenues)	\$99,983,350	\$104,455,819	\$108,835,501	4.19

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$1,380,001	\$2,962,586	\$2,361,592	-20.29
Federal Section §5309 Capital Grants	\$726,913	\$6,703,655	\$486,363	-92.74
Total Federal Capital	\$2,106,914	\$9,666,241	\$2,847,955	-70.54

State Capital Grant Expenditures

State Rural Mobility Grants	\$0	\$0	\$22,355	-
State Vanpool Grants	\$312,564	\$0	\$0	-
Total State Capital	\$312,564	\$0	\$22,355	-

Financial Information	2012	2013	2014	% Change
Local Capital Expenditures				
Local Funds	\$3,178,570	\$7,441,085	\$7,037,127	-5.43
Total Local Capital	\$3,178,570	\$7,441,085	\$7,037,127	-5.43
Other Expenditures				
Other-Expenditures	\$2,195,210	\$1,975,065	\$1,962,615	-0.63
Depreciation (Not included in Total Expenditures)	\$17,745,596	\$15,573,477	\$15,150,735	-2.71
Debt Service				
Interest	\$121,103	\$121,103	\$99,684	-17.69
Principal	\$0	\$0	\$1,695,000	-
Total Debt Service	\$121,103	\$121,103	\$1,794,684	1,381.95
Total Funds by Source				
Revenues				
Local Revenues	\$88,573,234	\$97,438,071	\$102,883,659	5.59
State Revenues	\$2,810,227	\$1,597,472	\$1,369,815	-14.25
Federal Revenues	\$11,019,367	\$15,086,517	\$7,452,337	-50.60
Total Revenues (all sources)	\$102,402,828	\$114,122,060	\$111,705,811	-2.12
Investments				
Operating Investment	\$80,782,449	\$79,897,446	\$84,183,864	5.36
Local Capital Investment	\$3,178,570	\$7,441,085	\$7,037,127	-5.43
State Capital Investment	\$312,564	\$0	\$22,355	-
Federal Capital Investment	\$2,106,914	\$9,666,241	\$2,847,955	-70.54
Other Investment	\$2,316,313	\$2,096,168	\$3,757,299	79.25
Total Investment	\$88,696,810	\$99,100,940	\$97,848,600	-1.26

Jeff Hamm
Executive Director/CEO
2425 NE 65th Avenue
Vancouver, WA 98661
360-696-4494
www.c-tran.com



System Snapshot

- **Service area** – The city of Vancouver and its urban growth boundary; the cities of Battle Ground, Camas, La Center, Ridgefield and Washougal; and the town of Yacolt.
- **Congressional district** – 3
- **Legislative districts** – 14, 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** – 0.7 percent total sales and use tax: 0.3 percent sales and use tax approved in 1980, an additional 0.2 percent approved in 2005 and an additional 0.2 percent approved in 2011 (effective April 1, 2012).
- **Fares** – C-TRAN's cash fare structure per boarding is as follows:
 - Fixed route (C-zone) – \$1.70 and 85 cents for youth, honored and Medicare card holders.
 - Fixed route (all-zone) – \$2.50 and \$1.25 for youth, honored and Medicare card holders.
 - Fixed route (express) – \$3.60
 - Paratransit (C-zone) – \$1.70
 - Paratransit (all-zone) – \$2.50
- **Intermodal connections** – C-TRAN provides commuter express service from various points in its Clark County service area directly to downtown Portland, Ore. where riders can access MAX light rail, Portland streetcar and the aerial tram. C-TRAN's express service provides access to MAX light rail stations on the I-5 and I-205 corridors. C-TRAN's local routes provide service to Washington State University Vancouver, Clark College, and many of the public elementary, middle and high schools within the service area. Connections with Skamania Transit and the Cowlitz Community Action Program are facilitated by C-TRAN at C-TRAN transit centers.
- **Transit Development Plan** – [C-TRAN TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	256,684	221,572	219,568	-0.90
Total Vehicle Hours	281,940	232,285	230,491	-0.77
Revenue Vehicle Miles	3,913,550	3,073,366	3,081,042	0.25
Total Vehicle Miles	4,645,968	3,335,611	3,347,295	0.35
Passenger Trips	6,614,724	5,458,859	5,330,291	-2.36
Diesel Fuel Consumed (gallons)	934,485	771,068	783,159	1.57
Gasoline Fuel Consumed (gallons)		6,722	8,243	22.63
Employees - FTEs	295.3	243.3	244.9	0.66
Operating Expenses	\$31,030,787	\$26,310,863	\$28,220,247	7.26
Farebox Revenues	\$7,204,993	\$3,920,025	\$3,948,890	0.74
Commuter Bus Services (Direct Operated)				
Revenue Vehicle Hours	0	33,060	33,332	0.82
Total Vehicle Hours	0	48,637	49,349	1.46
Revenue Vehicle Miles	0	812,250	790,047	-2.73
Total Vehicle Miles	0	1,301,897	1,288,994	-0.99
Passenger Trips	0	734,390	731,059	-0.45
Diesel Fuel Consumed (gallons)	0	161,450	167,679	3.86
Employees - FTEs	0.0	51.0	52.4	2.75
Operating Expenses	\$0	\$5,436,270	\$6,042,255	11.15
Farebox Revenues	\$0	\$3,473,078	\$3,517,670	1.28
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	79,515	83,040	86,327	3.96
Total Vehicle Hours	86,529	90,394	93,675	3.63
Revenue Vehicle Miles	1,245,285	1,307,322	1,333,555	2.01
Total Vehicle Miles	1,454,013	1,541,863	1,563,463	1.40
Passenger Trips	217,468	231,021	235,508	1.94
Diesel Fuel Consumed (gallons)	148,386	159,504	166,294	4.26
Gasoline Fuel Consumed (gallons)	10,418	8,881	9,183	3.40
Employees - FTEs	92.9	97.8	101.7	3.99
Operating Expenses	\$8,518,195	\$9,001,544	\$9,879,660	9.76
Farebox Revenues	\$340,685	\$378,198	\$400,362	5.86
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	8,377	10,530	11,613	10.28
Total Vehicle Hours	8,377	10,530	11,613	10.28
Revenue Vehicle Miles	303,654	412,699	449,502	8.92
Total Vehicle Miles	303,654	412,699	449,502	8.92
Passenger Trips	56,758	67,031	68,420	2.07
Gasoline Fuel Consumed (gallons)	17,701	22,048	21,651	-1.80
Employees - FTEs	0.8	0.5	0.4	-13.73
Operating Expenses	\$203,883	\$223,235	\$276,071	23.67
Vanpool Revenue	\$158,695	\$199,799	\$221,424	10.82

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$30,836,746	\$36,102,722	\$38,989,887	8.00
Farebox Revenues	\$7,545,678	\$7,771,301	\$7,866,922	1.23
Vanpooling Revenue	\$158,695	\$199,799	\$221,424	10.82
Federal Section §5307 Operating	\$91,038	\$5,259	\$0	-100.00
Federal Section §5307 Preventative	\$4,504,622	\$4,184,113	\$4,765,085	13.89
FTA JARC (§5316) Program	\$141,176	\$153,948	\$0	-100.00
Other Federal Operating	\$139,246	\$31,869	\$102,874	222.80
State Special Needs Operating Grants	\$952,285	\$0	\$908,765	-
State Operating Distribution	\$111,361	\$468,801	\$492,159	4.98
Other State Operating Grants	\$192,172	\$1,598	\$0	-100.00
Other Operating Sub-Total	\$636,591	\$579,131	\$375,380	-35.18
Other-Advertising	\$346,678	\$349,497	\$372,043	6.45
Other-Interest	\$242,889	\$165,420	\$126,412	-23.58
Other-MISC	\$84,790	\$62,788	\$76,619	22.03
Total (Excludes Capital Revenues)	\$45,309,610	\$49,498,541	\$53,722,496	8.53

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$116,015	\$534,463	\$2,774,063	419.04
Federal Section §5309 Capital Grants	\$45,741	\$184,712	\$1,743,935	844.14
CM/AQ and Other Federal Grants	\$795,975	\$24,666	\$215,235	772.60
Total Federal Capital	\$957,731	\$743,841	\$4,733,233	536.32

State Capital Grant Expenditures

State Vanpool Grants	\$81,560	\$174,223	\$219,111	25.76
Total State Capital	\$81,560	\$174,223	\$219,111	25.76

Local Capital Expenditures

Local Funds	\$687,226	\$450,881	\$2,870,842	536.72
Total Local Capital	\$687,226	\$450,881	\$2,870,842	536.72
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$5,737,168	\$6,006,119	\$5,500,891	-8.41

Ending Balances, December 31

Unrestricted Cash and Investments	\$1,154,319	\$8,330,921	\$12,818,905	53.87
Working Capital	\$11,232,000	\$11,457,000	\$11,457,000	0.00
Capital Reserve Funds	\$33,775,201	\$33,348,909	\$37,142,001	11.37
Insurance Funds	\$3,029,154	\$3,031,019	\$1,035,643	-65.83
Total	\$49,190,674	\$56,167,849	\$62,453,549	11.19

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$39,177,710	\$44,652,953	\$47,453,613	6.27
State Revenues	\$1,337,378	\$644,622	\$1,620,035	151.32
Federal Revenues	\$5,833,813	\$5,119,030	\$9,601,192	87.56
Total Revenues (all sources)	\$46,348,901	\$50,416,605	\$58,674,840	16.38
Investments				
Operating Investment	\$39,752,865	\$40,971,912	\$44,418,233	8.41
Local Capital Investment	\$687,226	\$450,881	\$2,870,842	536.72
State Capital Investment	\$81,560	\$174,223	\$219,111	25.76
Federal Capital Investment	\$957,731	\$743,841	\$4,733,233	536.32
Total Investment	\$41,479,382	\$42,340,857	\$52,241,419	23.38

Tom Hingson
Transportation and Transit Services Director
3225 Cedar Street
Everett, WA 98201-4515
425-257-8939
www.everettwa.org



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 – \$1.00 full fare, 75 cents youth fare, 25 cents for seniors and individuals 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.
- **Transit Development Plan** – [Everett Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	112,452	99,873	99,474	-0.40
Total Vehicle Hours	120,495	106,176	106,246	0.07
Revenue Vehicle Miles	1,360,239	1,197,752	1,185,361	-1.03
Total Vehicle Miles	1,550,866	1,345,855	1,340,148	-0.42
Passenger Trips	2,285,985	2,004,062	1,971,113	-1.64
Diesel Fuel Consumed (gallons)	354,011	318,119	308,346	-3.07
Employees - FTEs	94.0	97.0	95.0	-2.06
Operating Expenses	\$13,771,289	\$13,427,819	\$14,020,388	4.41
Farebox Revenues	\$1,210,870	\$1,507,463	\$1,443,345	-4.25
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	44,668	47,134	46,640	-1.05
Total Vehicle Hours	47,690	50,904	50,047	-1.68
Revenue Vehicle Miles	530,196	562,334	548,542	-2.45
Total Vehicle Miles	590,368	628,725	610,151	-2.95
Passenger Trips	108,846	113,008	120,739	6.84
Diesel Fuel Consumed (gallons)	0	9,853	18,443	87.18
Gasoline Fuel Consumed (gallons)	109,742	104,333	93,854	-10.04
Employees - FTEs	47.0	47.0	49.0	4.26
Operating Expenses	\$4,821,971	\$5,144,959	\$5,550,632	7.88
Farebox Revenues	\$106,105	\$106,463	\$110,663	3.95
Financial Information				
Operating Related Revenues				
Sales Tax	\$15,738,801	\$16,380,028	\$17,315,413	5.71
Farebox Revenues	\$1,316,975	\$1,613,926	\$1,554,008	-3.71
Federal Section §5307 Preventative	\$1,090,581	\$450,636	\$708,506	57.22
State Special Needs Operating Grants	\$317,660	\$245,697	\$582,123	136.93
State Operating Distribution	\$48,362	\$200,166	\$206,883	3.36
Other State Operating Grants	\$70,886	\$102,121	\$375,240	267.45
Other Operating Sub-Total	\$1,599,773	\$1,524,826	\$1,607,097	5.40
Other-Advertising	\$115,126	\$139,214	\$89,132	-35.97
Other-Interest	\$176,597	\$117,714	\$292,444	148.44
Other-Gain (Loss) on Sale of Assets	\$4,317	\$14,400	\$0	-100.00
Other-MISC	\$1,303,733	\$1,253,498	\$1,225,521	-2.23
Total (Excludes Capital Revenues)	\$20,183,038	\$20,517,400	\$22,349,270	8.93
Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$841,344	\$3,295,832	\$721,468	-78.11
Federal Section §5309 Capital Grants	\$111,274	\$1,427,911	\$12,962	-99.09
Total Federal Capital	\$952,618	\$4,723,743	\$734,430	-84.45

Financial Information	2012	2013	2014	% Change
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Local Capital Expenditures

Local Funds	\$490,859	\$2,795,213	\$129,723	-95.36
Total Local Capital	\$490,859	\$2,795,213	\$129,723	-95.36

Other Expenditures

Other-Expenditures	\$1,507,588	\$968,486	\$2,113,367	118.21
Depreciation (Not included in Total Expenditures)	\$2,833,283	\$3,362,126	\$3,144,859	-6.46

Ending Balances, December 31

Unrestricted Cash and Investments	\$7,657,179	\$6,306,871	\$6,678,708	5.90
Capital Reserve Funds	\$683,099	\$523,871	\$374,701	-28.47
Total	\$8,340,278	\$6,830,742	\$7,053,409	3.26

Total Funds by Source	2012	2013	2014	% Change
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Revenues

Local Revenues	\$18,655,549	\$19,518,780	\$20,476,518	4.91
State Revenues	\$436,908	\$547,984	\$1,164,246	112.46
Federal Revenues	\$2,043,199	\$5,174,379	\$1,442,936	-72.11
Total Revenues (all sources)	\$21,135,656	\$25,241,143	\$23,083,700	-8.55

Investments

Operating Investment	\$18,593,260	\$18,572,778	\$19,571,020	5.37
Local Capital Investment	\$490,859	\$2,795,213	\$129,723	-95.36
Federal Capital Investment	\$952,618	\$4,723,743	\$734,430	-84.45
Other Investment	\$1,507,588	\$968,486	\$2,113,367	118.21
Total Investment	\$21,544,325	\$27,060,220	\$22,548,540	-16.67

Everett Transit through an interlocal agreement with Community Transit provides a portion of their sales tax revenues for Swift bus rapid transit services in the City of Everett. The agreement allows Community Transit to keep all fares collected and to count all transit operating statistics. Everett Transit accounts for this amount under their "Other Expenditures" category. Community Transit adds a corresponding amount to their "Other MISC" revenues category.

Kevin Desmond
General Manager
201 South Jackson Street
Seattle, WA 98104-3856
206-553-3000
<http://metro.kingcounty.gov>



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, seniors/individuals with disabilities 75 cents, youths \$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:

1. The 2014 Summary of Public Transportation includes 2012 and 2013 light rail legacy data in the section for streetcar rail services because the service offered to the public did not change; only the classification of the service changed.

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	2,685,339	2,679,291	2,674,714	-0.17
Total Vehicle Hours	3,088,533	3,079,797	3,073,420	-0.21
Revenue Vehicle Miles	32,273,484	32,050,649	31,725,952	-1.01
Total Vehicle Miles	40,770,256	40,368,618	39,865,629	-1.25
Passenger Trips	94,652,420	97,702,516	99,570,062	1.91
Diesel Fuel Consumed (gallons)	10,529,600	10,303,434	10,159,113	-1.40
Electricity Consumed (kWh)	17,845,802	0	0	-
Employees - FTEs	2,608.9	2,769.2	2,276.1	-17.81
Operating Expenses	\$422,304,220	\$431,308,402	\$440,582,962	2.15
Farebox Revenues	\$117,457,509	\$122,535,567	\$131,109,704	7.00
Trolley Bus Services (Direct Operated)				
Revenue Vehicle Hours	396,779	416,118	414,662	-0.35
Total Vehicle Hours	412,484	430,869	430,838	-0.01
Revenue Vehicle Miles	2,726,303	2,845,187	2,837,820	-0.26
Total Vehicle Miles	2,847,970	2,957,234	2,970,882	0.46
Passenger Trips	18,970,601	19,008,029	19,464,383	2.40
Electricity Consumed (kWh)	17,845,802	16,913,517	16,566,477	-2.05
Employees - FTEs	400.8	434.1	363.0	-16.38
Operating Expenses	\$57,312,083	\$61,469,419	\$62,894,784	2.32
Farebox Revenues	\$23,547,904	\$23,166,653	\$24,787,685	7.00
Streetcar Rail Services (Direct Operated)				
Revenue Vehicle Hours	11,736	11,905	12,154	2.09
Total Vehicle Hours	11,900	12,078	12,331	2.09
Revenue Vehicle Miles	62,522	63,268	61,522	-2.76
Total Vehicle Miles	62,873	63,634	61,857	-2.79
Passenger Trips	750,886	760,933	707,712	-6.99
Electricity Consumed (kWh)	517,677	539,416	529,593	-1.82
Employees - FTEs	22.8	22.7	17.5	-22.91
Operating Expenses	\$2,794,211	\$3,089,937	\$2,941,721	-4.80
Farebox Revenues	\$505,039	\$761,610	\$423,340	-44.42
Route Deviated Services (Purchased Transportation)				
Revenue Vehicle Hours	82,976	81,962	84,321	2.88
Total Vehicle Hours	91,634	91,039	92,081	1.14
Revenue Vehicle Miles	1,043,942	1,078,821	1,182,137	9.58
Total Vehicle Miles	1,252,620	1,305,753	1,395,417	6.87
Passenger Trips	939,664	1,007,014	1,074,519	6.70
Diesel Fuel Consumed (gallons)	30,127	33,707	30,812	-8.59
Gasoline Fuel Consumed (gallons)	163,759	161,616	163,131	0.94
Employees - FTEs	7.5	7.9	5.6	-29.11
Operating Expenses	\$7,839,816	\$8,923,754	\$8,858,234	-0.73
Farebox Revenues	\$266,612	\$294,965	\$209,264	-29.05

Annual Operating Information	2012	2013	2014	% Change
<i>Demand Response Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	663,829	671,393	620,175	-7.63
Total Vehicle Hours	753,994	761,236	707,748	-7.03
Revenue Vehicle Miles	9,758,968	9,676,769	8,675,205	-10.35
Total Vehicle Miles	11,413,115	11,289,080	10,217,788	-9.49
Passenger Trips	1,119,392	1,103,355	1,012,715	-8.21
Diesel Fuel Consumed (gallons)	1,028,964	768,075	559,928	-27.10
Gasoline Fuel Consumed (gallons)	109,412	378,770	508,393	34.22
Employees - FTEs	686.5	687.5	642.2	-6.59
Operating Expenses	\$60,039,963	\$61,423,956	\$61,689,953	0.43
Farebox Revenues	\$1,005,687	\$750,659	\$957,281	27.53

Demand Response Taxi Services (Purchased Transportation)

Revenue Vehicle Hours	18,588	25,150	30,560	21.51
Total Vehicle Hours	18,588	25,150	30,560	21.51
Revenue Vehicle Miles	488,614	650,286	805,693	23.90
Total Vehicle Miles	488,614	650,286	805,693	23.90
Passenger Trips	76,736	86,383	96,244	11.42
Operating Expenses	\$829,933	\$1,300,038	\$983,694	-24.33
Farebox Revenues	\$328,203	\$509,850	\$309,318	-39.33

Vanpooling Services (Direct Operated)

Revenue Vehicle Hours	381,957	388,170	499,955	28.80
Total Vehicle Hours	381,957	388,170	499,955	28.80
Revenue Vehicle Miles	13,884,402	14,032,115	14,498,635	3.32
Total Vehicle Miles	13,884,402	14,032,115	14,498,635	3.32
Passenger Trips	3,442,589	3,523,813	3,414,783	-3.09
Gasoline Fuel Consumed (gallons)	876,562	877,067	909,777	3.73
Employees - FTEs	37.0	36.0	27.9	-22.50
Operating Expenses	\$10,639,894	\$10,658,553	\$10,289,041	-3.47
Vanpool Revenue	\$10,320,050	\$11,487,561	\$11,804,793	2.76

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$399,498,379	\$437,141,438	\$473,792,076	8.38
Other Local Taxes	\$37,031,751	\$40,004,689	\$37,924,750	-5.20
Farebox Revenues	\$143,110,954	\$148,019,304	\$157,796,592	6.61
Vanpooling Revenue	\$10,320,050	\$11,487,561	\$11,804,793	2.76
Federal Section §5307 Preventative	\$46,821,710	\$17,595,900	\$22,565,873	28.25
FTA JARC (§5316) Program	\$182,564	\$280,103	\$55,368	-80.23
Other Federal Operating	\$6,090,695	\$11,322,157	\$10,332,886	-8.74
State Operating Distribution	\$1,336,278	\$5,632,426	\$5,919,739	5.10
Other State Operating Grants	\$0	\$5,830,207	\$5,025,681	-13.80
Other Operating Sub-Total	\$28,155,551	\$37,095,784	\$106,830,834	187.99
Other-Advertising	\$5,554,370	\$6,128,761	\$5,724,600	-6.59
Other-Interest	\$3,348,233	\$26,385,000	\$20,877,987	-20.87
Other-Gain (Loss) on Sale of Assets	\$1,128,646	\$0	\$0	-
Other-MISC	\$18,124,302	\$4,582,023	\$80,228,247	1,650.94
Total (Excludes Capital Revenues)	\$672,547,932	\$714,409,569	\$832,048,592	16.47
Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$28,633,434	\$11,108,177	\$8,677,096	-21.89
Federal Section §5309 Capital Grants	\$26,326,747	\$32,261,068	\$8,823,034	-72.65
CM/AQ and Other Federal Grants	\$376,891	\$1,281,865	\$2,646,366	106.45
Total Federal Capital	\$55,337,072	\$44,651,110	\$20,146,496	-54.88
State Capital Grant Expenditures				
Other State Capital Funds	\$0	\$0	\$4,218,487	-
Total State Capital	\$0	\$0	\$4,218,487	-
Local Capital Expenditures				
Local Funds	\$17,329,793	\$38,534,748	\$80,094,353	107.85
Total Local Capital	\$17,329,793	\$38,534,748	\$80,094,353	107.85
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$113,302,009	\$119,281,201	\$121,199,105	1.61
Debt Service				
Interest	\$6,873,077	\$6,503,273	\$5,951,836	-8.48
Principal	\$10,128,266	\$9,583,317	\$10,409,612	8.62
Total Debt Service	\$17,001,343	\$16,086,590	\$16,361,448	1.71
Ending Balances, December 31				
Debt Service Funds	\$17,072,247	\$16,086,590	\$16,361,448	1.71
Other	\$368,793,856	\$439,597,449	\$309,322,335	-29.64
Total	\$385,866,103	\$455,684,039	\$325,683,783	-28.53

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$618,116,685	\$673,748,776	\$788,149,045	16.98
State Revenues	\$1,336,278	\$11,462,633	\$15,163,907	32.29
Federal Revenues	\$108,432,041	\$73,849,270	\$53,100,623	-28.10
Total Revenues (all sources)	\$727,885,004	\$759,060,679	\$856,413,575	12.83
Investments				
Operating Investment	\$561,760,120	\$578,174,059	\$588,240,389	1.74
Local Capital Investment	\$17,329,793	\$38,534,748	\$80,094,353	107.85
State Capital Investment	\$0	\$0	\$4,218,487	-
Federal Capital Investment	\$55,337,072	\$44,651,110	\$20,146,496	-54.88
Other Investment	\$17,001,343	\$16,086,590	\$16,361,448	1.71
Total Investment	\$651,428,328	\$677,446,507	\$709,061,173	4.67

Sue Dreier
Chief Executive Officer
3701 96th Street SW
Lakewood, WA 98496
253-581-8000
www.piercetransit.org



System Snapshot

- **Service area** – Central and northern Pierce County.
- **Congressional districts** – 6, 8, 9 and 10
- **Legislative districts** – 25, 26, 27, 28, 29, 30 and 31
- **Type of government** – PTBA
- **Governing body** – Nine-member board of commissioners composed of elected officials representing Pierce County, Tacoma, Lakewood, Puyallup, University Place and other cities and towns in Pierce County. The governance structure allows for a tenth, non-voting union representative; however, the position is vacant.
- **Tax authorized** – 0.6 percent total sales and use tax collected in the PTBA.
- **Fares** – Adult fare \$2.00, seniors/individuals with disabilities/youth fare - 75 cents.
- **Intermodal connections** – Pierce Transit's service area includes the incorporated cities and towns of Auburn, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, 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	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	377,976	373,701	385,007	3.03
Total Vehicle Hours	416,746	412,704	429,535	4.08
Revenue Vehicle Miles	4,363,981	4,287,953	4,401,270	2.64
Total Vehicle Miles	5,071,525	5,005,473	5,214,341	4.17
Passenger Trips	10,580,268	10,349,186	10,231,241	-1.14
Diesel Fuel Consumed (gallons)	73,622	117,158	164,364	40.29
Gasoline Fuel Consumed (gallons)	0	0	25,424	-
CNG Fuel Consumed (Therms)	1,472,373	1,338,548	1,300,580	-2.84
Employees - FTEs	549.0	537.0	564.0	5.03
Operating Expenses	\$57,089,544	\$49,166,871	\$53,565,963	8.95
Farebox Revenues	\$9,324,727	\$8,952,628	\$8,858,933	-1.05
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	42,118	46,827	46,827	0.00
Total Vehicle Hours	46,275	51,547	51,492	-0.11
Revenue Vehicle Miles	594,250	627,319	629,816	0.40
Total Vehicle Miles	665,644	704,709	706,476	0.25
Passenger Trips	105,572	114,577	114,030	-0.48
Gasoline Fuel Consumed (gallons)	105,353	114,544	115,247	0.61
Employees - FTEs	60.0	60.0	52.0	-13.33
Operating Expenses	\$5,971,093	\$5,995,486	\$6,363,005	6.13
Farebox Revenues	\$67,844	\$95,710	\$72,523	-24.23
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	128,179	117,829	119,618	1.52
Total Vehicle Hours	142,176	130,945	133,410	1.88
Revenue Vehicle Miles	1,917,902	1,705,954	1,732,870	1.58
Total Vehicle Miles	2,187,082	1,947,705	1,985,927	1.96
Passenger Trips	284,992	256,725	258,601	0.73
Gasoline Fuel Consumed (gallons)	305,034	305,670	315,294	3.15
Operating Expenses	\$11,258,286	\$10,614,230	\$11,192,289	5.45
Farebox Revenues	\$183,144	\$169,952	\$164,470	-3.23
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	140,411	144,384	140,256	-2.86
Total Vehicle Hours	140,411	144,384	140,256	-2.86
Revenue Vehicle Miles	4,718,159	4,869,229	4,708,917	-3.29
Total Vehicle Miles	4,718,159	4,869,229	4,708,917	-3.29
Passenger Trips	876,852	926,359	906,686	-2.12
Gasoline Fuel Consumed (gallons)	344,807	361,907	353,986	-2.19
Employees - FTEs	24.0	24.0	20.0	-16.67
Operating Expenses	\$4,297,219	\$4,139,555	\$4,315,559	4.25
Vanpool Revenue	\$2,643,525	\$3,047,890	\$3,116,822	2.26

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$65,190,106	\$62,588,431	\$65,770,159	5.08
Farebox Revenues	\$9,575,715	\$9,218,290	\$9,095,926	-1.33
Vanpooling Revenue	\$2,643,525	\$3,047,890	\$3,116,822	2.26
Federal Section §5307 Operating	\$1,105,000	\$680,737	\$1,611,502	136.73
Federal Section §5307 Preventative	\$7,730,070	\$8,055,768	\$6,635,282	-17.63
State Regional Mobility Operating Grants	\$0	\$0	\$304,746	-
State Special Needs Operating Grants	\$1,087,296	\$815,047	\$1,356,985	66.49
State Operating Distribution	\$236,735	\$914,249	\$881,557	-3.58
Other Operating Sub-Total	\$3,695,009	\$4,644,032	\$5,640,110	21.45
Other-Advertising	\$658,345	\$952,540	\$710,527	-25.41
Other-Interest	\$198,874	\$151,610	\$115,634	-23.73
Other-Gain (Loss) on Sale of Assets	-\$183,396	-\$10,303	\$1,414,746	13,831.40
Other-MISC	\$3,021,186	\$3,550,185	\$3,399,203	-4.25
Total (Excludes Capital Revenues)	\$91,263,456	\$89,964,444	\$94,413,089	4.94

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$1,912,529	\$4,225,224	\$5,415,237	28.16
CM/AQ and Other Federal Grants	\$84,885	\$1,487,293	\$1,690,226	13.64
Total Federal Capital	\$1,997,414	\$5,712,517	\$7,105,463	24.38

State Capital Grant Expenditures

State Regional Mobility Grants	\$473,901	\$142,662	\$676,710	374.34
Total State Capital	\$473,901	\$142,662	\$676,710	374.34

Local Capital Expenditures

Local Funds	\$4,024,081	\$5,099,559	\$8,485,812	66.40
Total Local Capital	\$4,024,081	\$5,099,559	\$8,485,812	66.40

Other Expenditures

Depreciation (Not included in Total Expenditures)	\$13,431,897	\$14,746,142	\$14,683,193	-0.43
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Ending Balances, December 31

Unrestricted Cash and Investments	\$68,346,079	\$73,069,086	\$96,833,272	32.52
Capital Reserve Funds	\$21,748,469	\$28,196,953	\$19,740,699	-29.99
Insurance Funds	\$1,050,634	\$2,362,636	\$429,949	-81.80
Total	\$91,145,182	\$103,628,675	\$117,003,920	12.91

Total Funds by Source	2012	2013	2014	% Change
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Revenues

Local Revenues	\$81,104,355	\$79,498,643	\$83,623,017	5.19
State Revenues	\$1,797,932	\$1,871,958	\$3,219,998	72.01
Federal Revenues	\$10,832,484	\$14,449,022	\$15,352,247	6.25
Total Revenues (all sources)	\$93,734,771	\$95,819,623	\$102,195,262	6.65

Investments

Operating Investment	\$78,616,142	\$69,916,142	\$75,436,816	7.90
Local Capital Investment	\$4,024,081	\$5,099,559	\$8,485,812	66.40
State Capital Investment	\$473,901	\$142,662	\$676,710	374.34
Federal Capital Investment	\$1,997,414	\$5,712,517	\$7,105,463	24.38
Total Investment	\$85,111,538	\$80,870,880	\$91,704,801	13.40

E. Susan Meyer
Chief Executive Officer
1230 West Boone Avenue
Spokane, WA 99201
509-325-6095
www.spokanetransit.com



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, 7 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 tax approved in 1981 and an additional 0.3 percent sales tax approved in 2004 and made permanent in 2008.
- **Fares** –
 - Two-hour pass fares – \$1.50 for fixed route and demand response, 75 cents reduced fare on fixed route and \$1.50 per boarding on paratransit.
 - Daily pass fare – \$3.50
 - Monthly pass fares – \$45 for an adult, \$30 for a youth, \$22.50 for reduced fare and \$45 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 provides service to 12 park and ride lots within the PTBA.
- **Transit Development Plan** – [Spokane Transit Authority TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	381,167	383,357	392,087	2.28
Total Vehicle Hours	403,109	405,312	413,755	2.08
Revenue Vehicle Miles	5,313,529	5,317,034	5,446,828	2.44
Total Vehicle Miles	5,807,094	5,805,943	5,911,102	1.81
Passenger Trips	11,031,338	11,087,049	11,324,434	2.14
Diesel Fuel Consumed (gallons)	1,106,166	1,103,570	1,108,898	0.48
Employees - FTEs	362.1	363.5	371.9	2.32
Operating Expenses	\$43,292,761	\$44,182,679	\$45,605,199	3.22
Farebox Revenues	\$8,922,422	\$9,019,785	\$8,475,543	-6.03
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	85,246	82,630	81,138	-1.81
Total Vehicle Hours	91,704	88,750	87,364	-1.56
Revenue Vehicle Miles	1,272,186	1,215,021	1,186,434	-2.35
Total Vehicle Miles	1,378,111	1,321,903	1,294,351	-2.08
Passenger Trips	257,891	251,273	247,941	-1.33
Diesel Fuel Consumed (gallons)	119,883	105,106	113,200	7.70
Gasoline Fuel Consumed (gallons)	40,393	37,452	31,119	-16.91
Employees - FTEs	92.1	89.4	91.4	2.17
Operating Expenses	\$8,411,171	\$8,277,213	\$8,754,720	5.77
Farebox Revenues	\$494,167	\$444,397	\$470,539	5.88
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	78,233	80,592	79,365	-1.52
Total Vehicle Hours	87,380	90,147	88,965	-1.31
Revenue Vehicle Miles	1,260,721	1,302,971	1,275,569	-2.10
Total Vehicle Miles	1,440,623	1,493,717	1,467,021	-1.79
Passenger Trips	232,215	231,765	227,230	-1.96
Diesel Fuel Consumed (gallons)	103,331	126,089	128,875	2.21
Gasoline Fuel Consumed (gallons)	43,250	24,413	21,121	-13.48
Employees - FTEs	63.6	52.8	56.6	7.08
Operating Expenses	\$3,677,353	\$3,767,253	\$3,871,894	2.78
Farebox Revenues	\$170,674	\$190,595	\$157,919	-17.14
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	33,220	34,313	36,651	6.81
Total Vehicle Hours	33,220	34,313	36,651	6.81
Revenue Vehicle Miles	1,189,701	1,126,943	1,174,536	4.22
Total Vehicle Miles	1,189,701	1,126,943	1,174,536	4.22
Passenger Trips	250,436	241,257	246,331	2.10
Gasoline Fuel Consumed (gallons)	103,309	78,408	80,464	2.62
Employees - FTEs	2.5	2.6	2.7	2.69
Operating Expenses	\$816,351	\$821,151	\$868,355	5.75
Vanpool Revenue	\$727,380	\$709,604	\$746,614	5.22

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$42,931,465	\$45,129,059	\$47,848,933	6.03
Farebox Revenues	\$9,587,263	\$9,654,777	\$9,104,001	-5.70
Vanpooling Revenue	\$727,380	\$709,604	\$746,614	5.22
Federal Section §5307 Operating	\$13,500	\$0	\$0	-
Federal Section §5307 Preventative	\$7,838,437	\$7,552,656	\$8,195,026	8.51
Federal Section §5311 Operating	\$63,432	\$110,204	\$163,602	48.45
FTA JARC (§5316) Program	\$348,575	\$150,262	\$216,954	44.38
Other Federal Operating	\$100	\$64,390	\$90,865	41.12
State Special Needs Operating Grants	\$0	\$340,220	\$1,020,658	200.00
State Operating Distribution	\$187,960	\$776,408	\$800,974	3.16
Other Operating Sub-Total	\$996,530	\$1,207,986	\$1,002,200	-17.04
Other-Advertising	\$205,117	\$256,165	\$206,904	-19.23
Other-Interest	\$475,304	\$390,170	\$392,712	0.65
Other-MISC	\$316,109	\$561,651	\$402,584	-28.32
Total (Excludes Capital Revenues)	\$62,694,642	\$65,695,566	\$69,189,827	5.32

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$147,889	\$780,088	\$2,352,243	201.54
Federal Section §5309 Capital Grants	\$2,558,824	\$713,635	\$1,432,693	100.76
CM/AQ and Other Federal Grants	\$1,717	\$750,042	\$753,039	0.40
Total Federal Capital	\$2,708,430	\$2,243,765	\$4,537,975	102.25

State Capital Grant Expenditures

State Regional Mobility Grants	\$634,852	\$714,830	\$15,324	-97.86
State Vanpool Grants	\$0	\$220,000	\$0	-100.00
Other State Capital Funds	\$11,880	\$0	\$0	-
Total State Capital	\$646,732	\$934,830	\$15,324	-98.36

Local Capital Expenditures

Local Funds	\$10,151,162	\$3,422,067	\$6,732,728	96.74
Total Local Capital	\$10,151,162	\$3,422,067	\$6,732,728	96.74

Other Expenditures

Other-Expenditures	\$9,202,040	\$1,646,927	\$0	-100.00
Depreciation (Not included in Total Expenditures)	\$7,819,325	\$9,497,787	\$9,183,244	-3.31

Ending Balances, December 31

Unrestricted Cash and Investments	\$30,449,105	\$36,605,081	\$39,079,838	6.76
Operating Reserve	\$9,504,087	\$9,437,732	\$9,835,285	4.21
Capital Reserve Funds	\$4,950,000	\$4,950,000	\$4,950,000	0.00
Insurance Funds	\$5,500,000	\$5,500,000	\$5,500,000	0.00
Total	\$50,403,192	\$56,492,813	\$59,365,123	5.08

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$54,242,638	\$56,701,426	\$58,701,748	3.53
State Revenues	\$834,692	\$2,051,458	\$1,836,956	-10.46
Federal Revenues	\$10,972,474	\$10,121,277	\$13,204,422	30.46
Total Revenues (all sources)	\$66,049,804	\$68,874,161	\$73,743,126	7.07
Investments				
Operating Investment	\$56,197,636	\$57,048,296	\$59,100,168	3.60
Local Capital Investment	\$10,151,162	\$3,422,067	\$6,732,728	96.74
State Capital Investment	\$646,732	\$934,830	\$15,324	-98.36
Federal Capital Investment	\$2,708,430	\$2,243,765	\$4,537,975	102.25
Other Investment	\$9,202,040	\$1,646,927	\$0	-100.00
Total Investment	\$78,906,000	\$65,295,885	\$70,386,195	7.80

The number reported by STA for their sales tax revenue is consistent with what was reported to NTD. STA uses an accrual based accounting method and due to the timing of the NTD reporting the amount of sales tax for February was a budgeted rather than an actual amount. An adjustment factor has been applied in the Other-MISC category to offset this difference.

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; Valley Transit was reclassified as small urban in 2012. That same year, BenFranklin Transit was moved to the urban classification. No other transit systems have been reclassified since that time.

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)
- [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)
- [Valley Transit](#) (Walla Walla, WA—OR 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 FTA. 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
1494 Poplar Street
Clarkston, WA 99403
509-758-3567
www.asotincptba.com



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 with a sunset clause requiring renewal in 2015.
- **Fares** – The base fare is 75 cents per boarding for fixed route, and \$1.50 for per boarding for paratransit services.
- **Intermodal connections** – Provides connection to Nez Perce County Regional Airport in Lewiston, Idaho. Garfield County Outreach, based in Pomeroy, provides twice-weekly shuttle service to the Clarkston/Lewiston area. From there, passengers can connect with Asotin County PTBA's hourly fixed route services at the Lewiston Community Center. Many medical and skilled nursing facilities in the area utilize Asotin County PTBA's demand response services for transporting clients and patients. The Asotin County PTBA service connects with the Lewiston Transit System and the Appaloosa Express at the Lewiston Community Center.
- **Transit Development Plan** – [Asotin County PTBA TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	8,750	8,750	9,000	2.86
Total Vehicle Hours	9,127	9,127	9,376	2.73
Revenue Vehicle Miles	133,985	136,767	144,346	5.54
Total Vehicle Miles	138,329	140,384	148,797	5.99
Passenger Trips	56,133	58,871	67,184	14.12
Diesel Fuel Consumed (gallons)	0	0	3,556	-
Gasoline Fuel Consumed (gallons)	17,705	17,838	15,289	-14.29
Employees - FTEs	6.5	6.5	6.5	0.00
Operating Expenses	\$612,518	\$623,714	\$715,759	14.76
Farebox Revenues	\$28,286	\$29,484	\$36,306	23.14
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	3,245	2,788	3,225	15.67
Total Vehicle Hours	3,960	3,198	3,481	8.85
Revenue Vehicle Miles	33,079	31,680	38,287	20.86
Total Vehicle Miles	38,027	33,641	40,764	21.17
Passenger Trips	8,313	7,001	7,940	13.41
Gasoline Fuel Consumed (gallons)	5,509	4,922	5,641	14.61
Employees - FTEs	1.5	2.0	2.0	0.00
Operating Expenses	\$164,321	\$165,843	\$210,876	27.15
Farebox Revenues	\$8,184	\$7,144	\$7,969	11.55
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	3,064	3,138	3,138	0.00
Total Vehicle Hours	3,408	3,478	3,499	0.60
Revenue Vehicle Miles	129,108	132,201	123,451	-6.62
Total Vehicle Miles	130,487	135,386	124,905	-7.74
Passenger Trips	29,489	28,440	26,363	-7.30
Gasoline Fuel Consumed (gallons)	10,076	10,778	9,220	-14.46
Employees - FTEs	1.0	1.0	1.0	0.00
Operating Expenses	\$44,768	\$53,301	\$53,858	1.05
Vanpool Revenue	\$74,812	\$73,814	\$70,680	-4.25

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$558,844	\$607,905	\$623,456	2.56
Farebox Revenues	\$36,470	\$36,628	\$44,275	20.88
Vanpooling Revenue	\$74,812	\$73,814	\$70,680	-4.25
Federal Section §5307 Operating	\$240,346	\$241,944	\$269,299	11.31
State Rural Mobility Operating Grants	\$11,879	\$0	\$0	-
State Special Needs Operating Grants	\$30,076	\$36,983	\$0	-100.00
State Operating Distribution	\$3,216	\$13,515	\$14,161	4.78
Sales Tax Equalization	\$0	\$0	\$9,818	-
Other Operating Sub-Total	\$2,794	\$2,622	\$2,618	-0.15
Other-Interest	\$294	\$122	\$118	-3.28
Other-MISC	\$2,500	\$2,500	\$2,500	0.00
Total (Excludes Capital Revenues)	\$958,437	\$1,013,411	\$1,034,307	2.06

Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$0	\$0	\$215,077	-
CM/AQ and Other Federal Grants	\$104,000	\$0	\$0	-
Total Federal Capital	\$104,000	\$0	\$215,077	-

State Capital Grant Expenditures				
State Vanpool Grants	\$0	\$49,500	\$0	-100.00
Total State Capital	\$0	\$49,500	\$0	-100.00

Local Capital Expenditures				
Local Funds	\$25,756	\$28,148	\$72,038	155.93
Total Local Capital	\$25,756	\$28,148	\$72,038	155.93

Ending Balances, December 31				
General Fund	\$847,364	\$842,858	\$874,335	3.73
Total	\$847,364	\$842,858	\$874,335	3.73

Total Funds by Source	2012	2013	2014	% Change
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Revenues				
Local Revenues	\$672,920	\$720,969	\$741,029	2.78
State Revenues	\$45,171	\$99,998	\$23,979	-76.02
Federal Revenues	\$344,346	\$241,944	\$484,376	100.20
Total Revenues (all sources)	\$1,062,437	\$1,062,911	\$1,249,384	17.54

Investments				
Operating Investment	\$821,607	\$842,858	\$980,493	16.33
Local Capital Investment	\$25,756	\$28,148	\$72,038	155.93
State Capital Investment	\$0	\$49,500	\$0	-100.00
Federal Capital Investment	\$104,000	\$0	\$215,077	-
Total Investment	\$951,363	\$920,506	\$1,267,608	37.71

Ann Freeman-Manzanares
General Manager
526 Pattison SE, PO Box 659
Olympia, WA 98507-0659
360-705-5837
www.intercitytransit.com



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 composed of 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** – \$1.25 (50 cents reduced fare) per fixed route boarding. Daily passes are \$2.50 (\$1.00 reduced fare). Ages five and under ride free.
- **Intermodal connections** – The Olympia Transit Center provides connections to Mason Transit and Grays Harbor Transit routes that serve Olympia. Intercity Transit's express bus service also provides inter-county connections to local Pierce Transit service and Sound Transit's express bus and Sounder commuter rail at transit facilities in Lakewood and Tacoma.

Fixed route service is available to many public and private grade schools throughout the service district. Service is also provided to South Puget Sound Community College, The Evergreen State College and Saint Martin's University.

Intercity Transit also provides service connections to four regional park-and-ride lots, Amtrak and Greyhound inter-city stations, and the south Thurston County demand response provider, Rural Transportation.

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

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	184,183	183,863	183,609	-0.14
Total Vehicle Hours	191,340	190,999	190,728	-0.14
Revenue Vehicle Miles	2,353,733	2,344,542	2,343,831	-0.03
Total Vehicle Miles	2,489,694	2,480,148	2,479,136	-0.04
Passenger Trips	4,348,177	4,222,385	4,257,903	0.84
Diesel Fuel Consumed (gallons)	540,521	515,516	513,189	-0.45
Employees - FTEs	206.7	205.8	204.8	-0.49
Operating Expenses	\$21,113,731	\$21,294,504	\$21,372,830	0.37
Farebox Revenues	\$2,194,800	\$2,463,042	\$2,608,098	5.89
Commuter Bus Services (Direct Operated)				
Revenue Vehicle Hours	15,707	17,547	21,794	24.20
Total Vehicle Hours	16,802	19,118	23,756	24.26
Revenue Vehicle Miles	372,010	421,945	543,449	28.80
Total Vehicle Miles	390,786	444,391	588,600	32.45
Passenger Trips	219,194	211,686	212,421	0.35
Diesel Fuel Consumed (gallons)	78,787	92,495	104,733	13.23
Employees - FTEs	17.5	17.4	19.3	10.92
Operating Expenses	\$1,914,507	\$1,980,268	\$2,238,088	13.02
Farebox Revenues	\$346,848	\$387,089	\$289,072	-25.32
Commuter Bus Services (Purchased Transportation)				
Revenue Vehicle Hours	0	638	2,504	292.48
Total Vehicle Hours	0	638	2,504	292.48
Revenue Vehicle Miles	0	22,939	89,990	292.30
Total Vehicle Miles	0	22,939	89,990	292.30
Passenger Trips	0	5,503	24,430	343.94
Operating Expenses	\$0	\$102,473	\$307,560	200.14
Farebox Revenues	\$0	\$13,027	\$68,452	425.46
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	64,507	66,305	69,268	4.47
Total Vehicle Hours	69,142	70,903	74,990	5.76
Revenue Vehicle Miles	834,826	841,607	889,045	5.64
Total Vehicle Miles	919,193	926,226	982,062	6.03
Passenger Trips	150,374	156,477	160,046	2.28
Diesel Fuel Consumed (gallons)	92,855	93,706	96,375	2.85
Gasoline Fuel Consumed (gallons)	5,146	196	4,852	2,375.51
Employees - FTEs	74.4	76.7	78.1	1.83
Operating Expenses	\$7,124,658	\$7,234,090	\$7,777,832	7.52
Farebox Revenues	\$197,789	\$210,126	\$236,646	12.62

Annual Operating Information	2012	2013	2014	% Change
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	92,758	94,315	95,030	0.76
Total Vehicle Hours	92,758	94,315	95,030	0.76
Revenue Vehicle Miles	3,481,775	3,866,866	3,629,991	-6.13
Total Vehicle Miles	3,481,775	3,866,866	3,629,991	-6.13
Passenger Trips	744,482	761,597	743,869	-2.33
Gasoline Fuel Consumed (gallons)	217,607	235,527	233,863	-0.71
Employees - FTEs	8.7	8.6	11.1	29.07
Operating Expenses	\$1,829,778	\$1,970,044	\$1,905,009	-3.30
Vanpool Revenue	\$1,641,547	\$1,845,933	\$1,832,856	-0.71

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$28,193,293	\$29,381,345	\$30,803,671	4.84
Farebox Revenues	\$2,739,437	\$3,073,284	\$3,202,268	4.20
Vanpooling Revenue	\$1,641,547	\$1,845,933	\$1,832,856	-0.71
Federal Section §5307 Operating	\$380,113	\$3,835,949	\$3,744,524	-2.38
Federal Section §5307 Preventative	\$3,748,106	\$0	\$0	-
FTA JARC (§5316) Program	\$119,406	\$123,405	\$115,598	-6.33
Other Federal Operating	\$0	\$37,107	\$88,696	139.03
State Regional Mobility Operating Grants	\$0	\$0	\$1,129,236	-
State Special Needs Operating Grants	\$258,400	\$705,603	\$276,718	-60.78
State Operating Distribution	\$78,655	\$334,072	\$353,523	5.82
Other State Operating Grants	\$18,322	\$0	\$0	-
Other Operating Sub-Total	\$782,307	\$555,436	\$950,489	71.12
Other-Advertising	\$299,758	\$321,774	\$425,269	32.16
Other-Interest	\$159,924	\$142,073	\$167,789	18.10
Other-Gain (Loss) on Sale of Assets	\$182,024	-\$18,116	\$244,992	1,452.35
Other-MISC	\$140,601	\$109,705	\$112,439	2.49
Total (Excludes Capital Revenues)	\$37,959,586	\$39,892,134	\$42,497,579	6.53

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$0	\$0	\$1,297,336	-
Federal Section §5309 Capital Grants	\$3,872,007	\$61,044	\$2,332,881	3,721.64
FTA JARC (§5316) Program	\$0	\$0	\$24,310	-
CM/AQ and Other Federal Grants	\$0	\$0	\$1,500,000	-
Total Federal Capital	\$3,872,007	\$61,044	\$5,154,527	8,343.95

State Capital Grant Expenditures

State Regional Mobility Grants	\$0	\$0	\$980,796	-
Other State Capital Funds	\$70,653	\$251,150	\$264,787	5.43
Total State Capital	\$70,653	\$251,150	\$1,245,583	395.95

Financial Information	2012	2013	2014	% Change
Local Capital Expenditures				
Local Funds	\$4,329,293	\$2,940,109	\$2,546,588	-13.38
Total Local Capital	\$4,329,293	\$2,940,109	\$2,546,588	-13.38
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$4,147,269	\$5,177,241	\$5,737,335	10.82
Ending Balances, December 31				
Unrestricted Cash and Investments	\$23,396,617	\$24,414,471	\$33,194,635	35.96
Total	\$23,396,617	\$24,414,471	\$33,194,635	35.96
Total Funds by Source				
Revenues				
Local Revenues	\$33,356,584	\$34,855,998	\$36,789,284	5.55
State Revenues	\$426,030	\$1,290,825	\$3,005,060	132.80
Federal Revenues	\$8,119,632	\$4,057,505	\$9,103,345	124.36
Total Revenues (all sources)	\$41,902,246	\$40,204,328	\$48,897,689	21.62
Investments				
Operating Investment	\$31,982,674	\$32,581,379	\$33,601,319	3.13
Local Capital Investment	\$4,329,293	\$2,940,109	\$2,546,588	-13.38
State Capital Investment	\$70,653	\$251,150	\$1,245,583	395.95
Federal Capital Investment	\$3,872,007	\$61,044	\$5,154,527	8,343.95
Total Investment	\$40,254,627	\$35,833,682	\$42,548,017	18.74

John Clauson**Executive Director**

60 Washington Avenue, Suite 200

Bremerton, WA 98337-1888

360-478-6223

www.kitsaptransit.com



System Snapshot

- **Service area** – Kitsap County
- **Congressional districts** – 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 (\$1.00 reduced fare) for fixed route and paratransit. Outlying paratransit fare is \$3.00. \$50 for monthly pass. Vanpool rates are based on the size of van and miles of service.
- **Intermodal connections** – Connections with Jefferson Transit in Poulsbo, Mason Transit in Bremerton, and Pierce Transit at the Purdy park and ride. Service is provided to Washington State Ferries terminals at Southworth, Bremerton, Bainbridge Island and Kingston. Bus routes are coordinated with foot ferries operating 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	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	118,934	121,062	124,538	2.87
Total Vehicle Hours	138,164	141,797	145,995	2.96
Revenue Vehicle Miles	1,964,675	1,974,258	1,935,876	-1.94
Total Vehicle Miles	2,399,744	2,424,272	2,389,920	-1.42
Passenger Trips	2,875,957	2,967,591	2,818,352	-5.03
Diesel Fuel Consumed (gallons)	437,952	444,498	438,102	-1.44
Employees - FTEs	151.2	145.5	148.0	1.72
Operating Expenses	\$17,802,877	\$17,350,322	\$18,250,837	5.19
Farebox Revenues	\$5,314,319	\$5,145,340	\$5,027,829	-2.28
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	79,225	80,767	83,410	3.27
Total Vehicle Hours	84,249	86,234	90,913	5.43
Revenue Vehicle Miles	1,243,765	1,234,202	1,281,903	3.86
Total Vehicle Miles	1,345,345	1,359,397	1,406,564	3.47
Passenger Trips	286,897	283,598	298,757	5.35
Diesel Fuel Consumed (gallons)	149,772	143,466	142,848	-0.43
Gasoline Fuel Consumed (gallons)	0	0	1,562	-
Employees - FTEs	74.5	86.3	86.2	-0.12
Operating Expenses	\$7,331,250	\$9,723,702	\$9,871,037	1.52
Farebox Revenues	\$294,996	\$298,168	\$295,423	-0.92
Demand Response Taxi Services (Purchased Transportation)				
Revenue Vehicle Hours	77	39	44	12.82
Total Vehicle Hours	77	39	44	12.82
Revenue Vehicle Miles	1,799	1,156	1,230	6.40
Total Vehicle Miles	1,799	1,156	1,230	6.40
Passenger Trips	322	118	142	20.34
Gasoline Fuel Consumed (gallons)	90	58	62	6.90
Operating Expenses	\$9,189	\$4,928	\$5,433	10.25
Farebox Revenues	\$822	\$248	\$284	14.52
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	34,849	31,049	34,249	10.31
Total Vehicle Hours	34,849	31,049	34,249	10.31
Revenue Vehicle Miles	1,102,159	961,211	1,058,252	10.10
Total Vehicle Miles	1,102,159	961,211	1,058,252	10.10
Passenger Trips	251,029	226,339	232,391	2.67
Diesel Fuel Consumed (gallons)	6,769	7,612	11,799	55.01
Gasoline Fuel Consumed (gallons)	65,500	52,684	55,126	4.64
Employees - FTEs	9.5	5.5	6.0	9.09
Operating Expenses	\$1,419,627	\$967,348	\$1,138,900	17.73
Vanpool Revenue	\$740,109	\$589,039	\$646,508	9.76

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$26,646,890	\$27,544,043	\$29,333,504	6.50
Farebox Revenues	\$5,610,137	\$5,443,756	\$5,323,536	-2.21
Vanpooling Revenue	\$740,109	\$589,039	\$646,508	9.76
Federal Section §5307 Preventative	\$0	\$0	\$530,000	-
State Rural Mobility Operating Grants	\$538,488	\$801,516	\$806,347	0.60
State Special Needs Operating Grants	\$429,126	\$457,845	\$439,584	-3.99
State Operating Distribution	\$63,451	\$266,272	\$278,740	4.68
Other State Operating Grants	\$114,462	\$82,236	\$84,000	2.15
Other Operating Sub-Total	\$662,337	\$573,683	\$652,878	13.80
Other-Advertising	\$7,797	\$4,560	\$46,710	924.34
Other-Interest	\$49,078	\$41,728	\$42,097	0.88
Other-Gain (Loss) on Sale of Assets	\$95,424	\$21,712	\$47,059	116.74
Other-MISC	\$510,038	\$505,683	\$517,012	2.24
Total (Excludes Capital Revenues)	\$34,805,000	\$35,758,390	\$38,095,097	6.53
Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$2,564,108	\$1,277,680	\$1,058,837	-17.13
Federal Section §5309 Capital Grants	\$421,503	\$96,696	\$966,785	899.82
CM/AQ and Other Federal Grants	\$37,238	\$54,929	\$282,870	414.97
Total Federal Capital	\$3,022,849	\$1,429,305	\$2,308,492	61.51
State Capital Grant Expenditures				
State Regional Mobility Grants	\$1,148,780	\$881,100	\$118,025	-86.60
State Vanpool Grants	\$0	\$0	\$240,796	-
Other State Capital Funds	\$19,820	\$46,256	\$131,287	183.83
Total State Capital	\$1,168,600	\$927,356	\$490,108	-47.15
Local Capital Expenditures				
Local Funds	\$1,904,000	\$1,135,562	\$2,243,504	97.57
Total Local Capital	\$1,904,000	\$1,135,562	\$2,243,504	97.57
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$8,055,765	\$7,879,110	\$7,320,793	-7.09
Debt Service				
Interest	\$327,738	\$212,538	\$61,506	-71.06
Principal	\$5,294,892	\$3,924,571	\$449,501	-88.55
Total Debt Service	\$5,622,630	\$4,137,109	\$511,007	-87.65
Ending Balances, December 31				
Unrestricted Cash and Investments	\$6,828,753	\$7,981,493	\$10,621,232	33.07
Debt Service Funds	\$392,065	\$330,123	\$300,311	-9.03
Other	\$1,995,536	\$2,487,882	\$2,276,220	-8.51
Total	\$9,216,354	\$10,799,498	\$13,197,763	22.21

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$33,659,473	\$34,150,521	\$35,956,426	5.29
State Revenues	\$2,314,127	\$2,535,225	\$2,098,779	-17.22
Federal Revenues	\$3,022,849	\$1,429,305	\$2,838,492	98.59
Total Revenues (all sources)	\$38,996,449	\$38,115,051	\$40,893,697	7.29
Investments				
Operating Investment	\$26,562,943	\$28,046,300	\$29,266,207	4.35
Local Capital Investment	\$1,904,000	\$1,135,562	\$2,243,504	97.57
State Capital Investment	\$1,168,600	\$927,356	\$490,108	-47.15
Federal Capital Investment	\$3,022,849	\$1,429,305	\$2,308,492	61.51
Other Investment	\$5,622,630	\$4,137,109	\$511,007	-87.65
Total Investment	\$38,281,022	\$35,675,632	\$34,819,318	-2.40

Richard DeRock
General Manager
2700 Euclid Avenue
Wenatchee, WA 98801
509-664-7600
www.linktransit.com



System Snapshot

- **Service area** – Chelan County and portions of Douglas County.
- **Congressional districts** – 4 and 8
- **Legislative district** – 12
- **Type of government** – PTBA
- **Governing body** – Thirteen-member board of directors composed of 12 voting members and one non-voting labor representative member.
- **Tax authorized** – 0.4 percent total sales and use tax approved in 1990.
- **Fares** – One-zone fare is \$1.00 per boarding (\$2.00 for a day pass), two-zone fare is \$2.50 (\$5.00 for a day pass) and trolley service is free. \$1.50 per boarding for paratransit service (for individuals with disabilities, Medicare card holders and persons 65 and over).
- **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, Northwestern Trailways and Grant Transit Authority are available at the Columbia Station transfer center in Wenatchee.
- **Transit Development Plan** – [Link Transit TDP](#)

In 2014, Link Transit completed the conversion of 22 vehicles to burn propane fuel instead of unleaded gasoline. The total number of gallons of propane fuel consumed in 2014 was 55,953. This is not reflected in the data provided below.

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	61,057	62,111	63,843	2.79
Total Vehicle Hours	65,329	66,260	68,153	2.86
Revenue Vehicle Miles	1,236,880	1,262,108	1,319,505	4.55
Total Vehicle Miles	1,299,798	1,320,226	1,377,092	4.31
Passenger Trips	781,510	817,073	908,885	11.24
Diesel Fuel Consumed (gallons)	186,803	192,159	193,678	0.79
Gasoline Fuel Consumed (gallons)	18,724	21,087	3,460	-83.59
Propane Fuel Consumed (gallons)	-	-	55,953	-
Electricity Consumed (kWh)	17,937	0	26,099	-
Employees - FTEs	64.1	65.4	67.3	2.91
Operating Expenses	\$6,519,468	\$6,925,499	\$7,592,237	9.63
Farebox Revenues	\$663,087	\$613,121	\$599,891	-2.16

Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	14,040	12,748	11,690	-8.30
Total Vehicle Hours	15,688	14,210	12,903	-9.20
Revenue Vehicle Miles	356,849	317,069	291,010	-8.22
Total Vehicle Miles	405,820	356,965	316,082	-11.45
Passenger Trips	80,403	73,559	78,486	6.70
Diesel Fuel Consumed (gallons)	53,922	48,340	42,803	-11.45
Gasoline Fuel Consumed (gallons)	5,405	5,305	765	-85.58
Employees - FTEs	14.5	13.2	12.3	-6.82
Operating Expenses	\$1,499,558	\$1,418,476	\$1,392,659	-1.82
Farebox Revenues	\$67,990	\$55,495	\$51,456	-7.28

Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	18,442	17,900	18,592	3.87
Total Vehicle Hours	19,884	19,362	19,909	2.83
Revenue Vehicle Miles	200,959	197,217	228,286	15.75
Total Vehicle Miles	228,188	227,541	262,377	15.31
Passenger Trips	56,569	52,807	52,059	-1.42
Diesel Fuel Consumed (gallons)	7,152	423	340	-19.62
Gasoline Fuel Consumed (gallons)	13,857	18,363	14,719	-19.84
Employees - FTEs	17.8	17.3	18.1	4.62
Operating Expenses	\$1,617,085	\$1,631,762	\$1,858,177	13.88
Farebox Revenues	\$53,643	\$42,568	\$36,453	-14.37

Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	741	415	340	-18.07
Total Vehicle Hours	741	415	1,002	141.45
Revenue Vehicle Miles	14,604	11,927	10,320	-13.47
Total Vehicle Miles	14,604	11,927	11,460	-3.92
Passenger Trips	6,674	3,896	3,200	-17.86
Gasoline Fuel Consumed (gallons)	974	795	955	20.13
Operating Expenses	\$91,218	\$62,344	\$50,791	-18.53
Farebox Revenues	\$8,343	\$1,712	\$1,290	-24.65

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$7,736,940	\$8,905,513	\$9,861,630	10.74
Farebox Revenues	\$793,063	\$712,896	\$689,090	-3.34
Federal Section §5307 Operating	\$0	\$1,708,926	\$1,755,445	2.72
Federal Section §5307 Preventative	\$1,593,734	\$48,810	\$0	-100.00
Federal Section §5311 Operating	\$60,000	\$222,998	\$392,555	76.04
FTA JARC (§5316) Program	\$537,502	\$381,248	\$225,000	-40.98
Other Federal Operating	\$86,687	\$48,340	\$61,206	26.62
State Special Needs Operating Grants	\$220,401	\$215,797	\$211,189	-2.14
State Operating Distribution	\$33,098	\$137,201	\$142,009	3.50
Other Operating Sub-Total	\$112,696	\$178,250	\$321,574	80.41
Other-Advertising	\$40,811	\$27,565	\$22,261	-19.24
Other-Interest	\$6,361	\$6,765	\$6,019	-11.03
Other-Gain (Loss) on Sale of Assets	\$9,043	\$0	\$8,363	-
Other-MISC	\$56,481	\$143,920	\$284,931	97.98
Total (Excludes Capital Revenues)	\$11,174,121	\$12,559,979	\$13,659,698	8.76

Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$0	\$140,000	\$0	-100.00
Federal Section §5310 Capital Grants	\$306,938	\$79,363	\$260,000	227.61
Federal Section §5311 Capital Grants	\$292,373	\$0	\$0	-
CM/AQ and Other Federal Grants	\$0	\$451,381	\$100,616	-77.71
Total Federal Capital	\$599,311	\$670,744	\$360,616	-46.24

Local Capital Expenditures				
Local Funds	\$543,492	\$109,842	\$1,944,579	1,670.34
Total Local Capital	\$543,492	\$109,842	\$1,944,579	1,670.34

Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$1,620,533	\$1,565,172	\$1,928,358	23.20

Ending Balances, December 31				
General Fund	\$1,576,573	\$1,229,863	\$2,217,521	80.31
Unrestricted Cash and Investments	\$1,374,395	\$413,661	\$2,074,747	401.56
Capital Reserve Funds	\$454,212	\$2,290,131	\$1,529,619	-33.21
Contingency Reserve	\$1,520,000	\$1,520,000	\$1,540,000	1.32
Total	\$4,925,180	\$5,453,655	\$7,361,887	34.99

Total Funds by Source	2012	2013	2014	% Change
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Revenues				
Local Revenues	\$8,642,699	\$9,796,659	\$10,872,294	10.98
State Revenues	\$253,499	\$352,998	\$353,198	0.06
Federal Revenues	\$2,877,234	\$3,081,066	\$2,794,822	-9.29
Total Revenues (all sources)	\$11,773,432	\$13,230,723	\$14,020,314	5.97

Investments				
Operating Investment	\$9,727,329	\$10,038,081	\$10,893,864	8.53
Local Capital Investment	\$543,492	\$109,842	\$1,944,579	1,670.34
Federal Capital Investment	\$599,311	\$670,744	\$360,616	-46.24
Total Investment	\$10,870,132	\$10,818,667	\$13,199,059	22.00

Corey Aldridge
Transit Manager
254 Oregon Way
Longview, WA 98632
360-442-5663
www.rctransit.org



System Snapshot

- **Service area** – Cities of Longview and Kelso
- **Congressional district** – 3
- **Legislative district** – 19 and 20
- **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** – 60 cents 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 and Kelso Train Depot.
- **Transit Development Plan** – [Cowlitz Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
<i>Fixed Route Services (Direct Operated)</i>				
Revenue Vehicle Hours	17,651	22,779	28,694	25.97
Total Vehicle Hours	17,896	23,176	29,338	26.59
Revenue Vehicle Miles	223,584	280,972	341,972	21.71
Total Vehicle Miles	226,023	288,941	354,762	22.78
Passenger Trips	381,018	359,742	392,741	9.17
Diesel Fuel Consumed (gallons)	54,087	65,466	76,383	16.68
Employees - FTEs	14.5	18.7	24.1	29.22
Operating Expenses	\$1,950,899	\$2,663,089	\$2,928,744	9.98
Farebox Revenues	\$131,217	\$123,942	\$121,006	-2.37
<i>Demand Response Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	20,881	20,981	19,931	-5.00
Total Vehicle Hours	21,928	22,549	22,767	0.97
Revenue Vehicle Miles	184,498	180,682	185,683	2.77
Total Vehicle Miles	196,420	194,746	206,266	5.92
Passenger Trips	62,047	59,381	59,022	-0.60
Diesel Fuel Consumed (gallons)	9,446	8,319	5,258	-36.80
Gasoline Fuel Consumed (gallons)	22,042	24,238	28,779	18.74
Employees - FTEs	16.7	17.0	17.0	0.00
Operating Expenses	\$1,197,281	\$1,305,552	\$1,390,524	6.51
Farebox Revenues	\$14,996	\$20,288	\$16,148	-20.41
Financial Information				
<i>Operating Related Revenues</i>				
Sales Tax	\$2,843,283	\$3,059,037	\$3,203,320	4.72
Farebox Revenues	\$146,213	\$144,230	\$137,154	-4.91
Federal Section §5307 Operating	\$792,606	\$838,065	\$909,829	8.56
Other Federal Operating	\$0	\$0	\$90,000	-
State Special Needs Operating Grants	\$57,150	\$45,431	\$84,276	85.50
State Operating Distribution	\$9,581	\$40,964	\$43,603	6.44
Other Operating Sub-Total	\$27,796	\$32,398	\$83,484	157.68
Other-Advertising	\$8,720	\$17,882	\$17,275	-3.39
Other-Interest	\$8,079	\$7,224	\$3,591	-50.29
Other-MISC	\$10,997	\$7,292	\$62,618	758.72
Total (Excludes Capital Revenues)	\$3,876,629	\$4,160,125	\$4,551,666	9.41
<i>Federal Capital Grant Expenditures</i>				
Federal Section §5307 Capital Grants	\$127,218	\$728,233	\$179,514	-75.35
Federal Section §5309 Capital Grants	\$0	\$1,120,500	\$373,500	-66.67
Total Federal Capital	\$127,218	\$1,848,733	\$553,014	-70.09

Financial Information	2012	2013	2014	% Change
Local Capital Expenditures				
Local Funds	\$127,718	\$1,409,676	\$206,609	-85.34
Total Local Capital	\$127,718	\$1,409,676	\$206,609	-85.34
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$83,588	\$80,000	\$1,135,942	1,319.93
Ending Balances, December 31				
Unrestricted Cash and Investments	\$3,887,822	\$3,661,375	\$2,837,263	-22.51
Capital Reserve Funds	\$802,940	\$0	\$0	-
Total	\$4,690,762	\$3,661,375	\$2,837,263	-22.51
Total Funds by Source				
Revenues				
Local Revenues	\$3,017,292	\$3,235,665	\$3,423,958	5.82
State Revenues	\$66,731	\$86,395	\$127,879	48.02
Federal Revenues	\$919,824	\$2,686,798	\$1,552,843	-42.20
Total Revenues (all sources)	\$4,003,847	\$6,008,858	\$5,104,680	-15.05
Investments				
Operating Investment	\$3,148,180	\$3,968,641	\$4,319,268	8.83
Local Capital Investment	\$127,718	\$1,409,676	\$206,609	-85.34
Federal Capital Investment	\$127,218	\$1,848,733	\$553,014	-70.09
Total Investment	\$3,403,116	\$7,227,050	\$5,078,891	-29.72

Donald Wayman
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): \$1.00 - adult, 75 cents - youth and 50 cents for individuals with disabilities; \$2.00 per boarding for paratransit.
- **Intermodal connections** – Selah Transit contracts with the city of Yakima and Yakima Transit, which provides connecting service to the Yakima Airport, Greyhound, Union Gap Transit and People For People's Community Connector.
- **Transit Development Plan** – Information included in the [Yakima Transit TDP](#)

Note: Selah Transit does not directly collect fares, so does not show any farebox revenue. Yakima Transit is the agency that shows this type of revenue for services including Selah Transit.

Annual Operating Information	2012	2013	2014	% Change
<i>Fixed Route Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	3,624	3,730	3,625	-2.82
Total Vehicle Hours	3,763	3,840	3,736	-2.71
Revenue Vehicle Miles	50,630	50,715	51,628	1.80
Total Vehicle Miles	52,099	52,833	54,095	2.39
Passenger Trips	96,313	86,738	83,932	-3.24
Diesel Fuel Consumed (gallons)	12,493	12,523	12,054	-3.75
Employees - FTEs	4.0	3.0	3.0	0.00
Operating Expenses	\$174,246	\$237,228	\$231,421	-2.45
<i>Demand Response Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	1,845	1,833	1,778	-3.00
Total Vehicle Hours	2,059	2,046	2,000	-2.25
Revenue Vehicle Miles	19,243	20,206	20,864	3.26
Total Vehicle Miles	21,858	23,457	24,508	4.48
Passenger Trips	3,897	3,818	3,659	-4.16
Diesel Fuel Consumed (gallons)	183	192	204	6.25
Gasoline Fuel Consumed (gallons)	2,504	2,637	2,356	-10.66
Employees - FTEs	2.1	1.0	1.0	0.00
Operating Expenses	\$56,687	\$62,681	\$51,493	-17.85
Financial Information				
<i>Operating Related Revenues</i>				
Sales Tax	\$298,215	\$325,537	\$445,071	36.72
State Operating Distribution	\$1,374	\$7,554	\$9,613	27.26
Other Operating Sub-Total	\$1,543	\$2,477	\$2,439	-1.53
Other-Interest	\$1,543	\$2,477	\$2,439	-1.53
Total (Excludes Capital Revenues)	\$301,132	\$335,568	\$457,123	36.22
<i>Ending Balances, December 31</i>				
Unrestricted Cash and Investments	\$411,809	\$416,353	\$285,072	-31.53
Total	\$411,809	\$416,353	\$285,072	-31.53
Total Funds by Source				
<i>Revenues</i>				
Local Revenues	\$299,758	\$328,014	\$447,510	36.43
State Revenues	\$1,374	\$7,554	\$9,613	27.26
Total Revenues (all sources)	\$301,132	\$335,568	\$457,123	36.22
<i>Investments</i>				
Operating Investment	\$230,933	\$299,909	\$282,914	-5.67
Total Investment	\$230,933	\$299,909	\$282,914	-5.67

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



System Snapshot

- **Service area** – Urban and rural areas in Skagit County, as well as connector service to Bellingham and express commuter service to Everett.
- **Congressional districts** – 1 and 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; paratransit by donation.
- **Intermodal connections** – Skagit Transit provides transportation between Mount Vernon, Burlington, Sedro Woolley, Anacortes, LaConner, Hamilton, Lyman and Concrete.

Skagit Transit links with Island Transit and Whatcom Transit to provide connector service between Skagit, Island, Whatcom and Snohomish counties at Everett Station.

Skagit Transit connects with Amtrak and Greyhound at Skagit Station in Mount Vernon; and with the Washington State Ferries in Anacortes, serving the San Juan Islands.
- **Transit Development Plan** – [Skagit Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	40,686	48,715	48,172	-1.11
Total Vehicle Hours	44,750	51,155	50,798	-0.70
Revenue Vehicle Miles	593,904	731,169	730,757	-0.06
Total Vehicle Miles	637,846	754,765	767,583	1.70
Passenger Trips	565,530	625,234	668,716	6.95
Diesel Fuel Consumed (gallons)	125,073	120,968	125,567	3.80
Employees - FTEs	50.1	50.4	42.7	-15.28
Operating Expenses	\$4,052,712	\$4,978,898	\$4,877,992	-2.03
Farebox Revenues	\$389,134	\$310,058	\$349,951	12.87
Commuter Bus Services (Direct Operated)				
Revenue Vehicle Hours	7,235	7,536	9,392	24.63
Total Vehicle Hours	7,983	8,131	10,062	23.75
Revenue Vehicle Miles	246,872	259,160	303,360	17.06
Total Vehicle Miles	258,344	266,746	317,843	19.16
Passenger Trips	114,746	109,897	134,063	21.99
Diesel Fuel Consumed (gallons)	47,975	51,820	52,384	1.09
Employees - FTEs	8.0	7.3	6.7	-8.22
Operating Expenses	\$802,467	\$909,728	\$1,060,697	16.59
Farebox Revenues	\$67,130	\$152,964	\$129,635	-15.25
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	5,232	6,712	10,154	51.28
Total Vehicle Hours	4,760	7,042	10,299	46.25
Revenue Vehicle Miles	77,727	114,688	175,964	53.43
Total Vehicle Miles	93,095	144,836	188,013	29.81
Passenger Trips	17,197	19,734	32,960	67.02
Diesel Fuel Consumed (gallons)	7,197	23,212	30,747	32.46
Employees - FTEs	2.8	4.3	8.6	100.00
Operating Expenses	\$516,298	\$685,377	\$989,210	44.33
Farebox Revenues	\$9,917	\$7,950	\$9,340	17.48
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	25,265	25,516	25,827	1.22
Total Vehicle Hours	27,179	27,200	27,691	1.81
Revenue Vehicle Miles	287,671	280,381	281,524	0.41
Total Vehicle Miles	311,301	328,115	327,735	-0.12
Passenger Trips	57,416	55,204	61,370	11.17
Diesel Fuel Consumed (gallons)	32,224	36,611	35,135	-4.03
Employees - FTEs	37.5	31.6	31.6	0.00
Operating Expenses	\$3,209,650	\$2,829,929	\$2,936,297	3.76
Farebox Revenues	\$8,118	\$7,478	\$5,601	-25.10

Annual Operating Information	2012	2013	2014	% Change
<i>Vanpooling Services (Direct Operated)</i>				
Revenue Vehicle Hours	26,124	28,673	30,487	6.33
Total Vehicle Hours	26,124	28,673	31,061	8.33
Revenue Vehicle Miles	946,651	1,056,349	1,109,649	5.05
Total Vehicle Miles	967,290	1,056,349	1,126,682	6.66
Passenger Trips	119,901	126,746	128,929	1.72
Gasoline Fuel Consumed (gallons)	57,832	63,508	65,430	3.03
Employees - FTEs	2.5	2.3	2.4	4.35
Operating Expenses	\$518,895	\$556,868	\$612,325	9.96
Vanpool Revenue	\$425,780	\$492,806	\$498,647	1.19

Financial Information	2012	2013	2014	% Change
<i>Operating Related Revenues</i>				
Sales Tax	\$8,940,903	\$9,374,575	\$9,587,215	2.27
Farebox Revenues	\$474,299	\$478,450	\$494,527	3.36
Vanpooling Revenue	\$425,780	\$492,806	\$498,647	1.19
Federal Section §5307 Operating	\$1,030,412	\$1,601,124	\$1,468,302	-8.30
Federal Section §5311 Operating	\$239,609	\$52,896	\$0	-100.00
FTA JARC (§5316) Program	\$113,217	\$67,888	\$0	-100.00
Other Federal Operating	\$439,595	\$48,784	\$144,399	196.00
State Regional Mobility Operating Grants	\$259,299	\$337,945	\$478,472	41.58
State Special Needs Operating Grants	\$166,416	\$83,212	\$0	-100.00
State Operating Distribution	\$19,777	\$84,103	\$89,098	5.94
Other State Operating Grants	\$166,430	\$171,680	\$0	-100.00
Other Operating Sub-Total	\$32,599	\$91,980	\$78,901	-14.22
Other-Interest	\$25,604	\$26,517	\$23,258	-12.29
Other-Gain (Loss) on Sale of Assets	-\$18,508	\$30,979	\$5,741	-81.47
Other-MISC	\$25,503	\$34,484	\$49,902	44.71
Total (Excludes Capital Revenues)	\$12,308,336	\$12,885,443	\$12,839,561	-0.36

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$476,520	\$109,587	\$356,581	225.39
Federal Section §5309 Capital Grants	\$463,082	\$20,532	\$0	-100.00
CM/AQ and Other Federal Grants	\$0	\$105,506	\$0	-100.00
Total Federal Capital	\$939,602	\$235,625	\$356,581	51.33

State Capital Grant Expenditures

State Regional Mobility Grants	\$136,154	\$923,543	\$55,388	-94.00
State Special Needs Grants	\$0	\$0	\$76,442	-
State Vanpool Grants	\$47,179	\$49,931	\$42	-99.92
Other State Capital Funds	\$9,663	\$0	\$0	-
Total State Capital	\$192,996	\$973,474	\$131,872	-86.45

Financial Information	2012	2013	2014	% Change
Local Capital Expenditures				
Local Funds	\$1,289,003	\$1,515,697	\$1,542,634	1.78
Total Local Capital	\$1,289,003	\$1,515,697	\$1,542,634	1.78
Other Expenditures				
Other-Expenditures	\$61,520	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$1,610,583	\$1,644,413	\$1,395,851	-15.12
Ending Balances, December 31				
General Fund	\$2,158,089	\$2,161,475	\$2,163,997	0.12
Unrestricted Cash and Investments	\$4,801,901	\$7,211,202	\$7,884,952	9.34
Operating Reserve	\$2,086,897	\$2,090,092	\$2,092,546	0.12
Capital Reserve Funds	\$4,243,502	\$4,250,000	\$4,254,975	0.12
Total	\$13,290,389	\$15,712,769	\$16,396,470	4.35
Total Funds by Source				
Revenues				
Local Revenues	\$9,873,581	\$10,437,811	\$10,659,290	2.12
State Revenues	\$804,918	\$1,650,414	\$699,442	-57.62
Federal Revenues	\$2,762,435	\$2,006,317	\$1,969,282	-1.85
Total Revenues (all sources)	\$13,440,934	\$14,094,542	\$13,328,014	-5.44
Investments				
Operating Investment	\$9,100,022	\$9,960,800	\$10,476,521	5.18
Local Capital Investment	\$1,289,003	\$1,515,697	\$1,542,634	1.78
State Capital Investment	\$192,996	\$973,474	\$131,872	-86.45
Federal Capital Investment	\$939,602	\$235,625	\$356,581	51.33
Other Investment	\$61,520	\$0	\$0	-
Total Investment	\$11,583,143	\$12,685,596	\$12,507,608	-1.40

Rodney Otterness

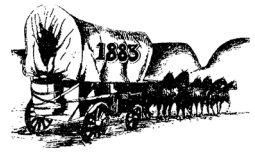
City Manager

102 W. Ahtanum Road

Union Gap, WA 98903

509-248-0432

www.cityofuniongap.com/transit/



System Snapshot

- **Service area** – City of Union Gap
- **Congressional district** – 4
- **Legislative district** – 15
- **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 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 (service to SeaTac international airport).
- **Transit Development Plan** – [City of Union Gap Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Purchased Transportation)				
Revenue Vehicle Hours	7,161	6,760	7,545	11.61
Total Vehicle Hours	7,324	7,242	7,545	4.18
Revenue Vehicle Miles	108,527	106,318	109,261	2.77
Total Vehicle Miles	109,797	108,315	121,402	12.08
Passenger Trips	31,663	20,998	22,243	5.93
Gasoline Fuel Consumed (gallons)	13,257	13,078	14,996	14.67
Employees - FTEs	4.0	4.0	4.0	0.00
Operating Expenses	\$258,045	\$326,339	\$264,005	-19.10
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	1,912	1,405	8,320	492.17
Total Vehicle Hours	2,344	1,725	8,320	382.32
Revenue Vehicle Miles	36,180	25,473	38,380	50.67
Total Vehicle Miles	38,583	27,165	43,755	61.07
Passenger Trips	7,494	5,171	6,834	32.16
Gasoline Fuel Consumed (gallons)	2,773	2,117	2,305	8.88
Employees - FTEs	7.0	7.0	5.0	-28.57
Operating Expenses	\$82,233	\$99,843	\$85,400	-14.47
Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$857,892	\$916,530	\$930,000	1.47
State Operating Distribution	\$3,614	\$17,900	\$21,345	19.25
Total (Excludes Capital Revenues)	\$861,506	\$934,430	\$951,345	1.81
Ending Balances, December 31				
Operating Reserve	\$1,486,275	\$1,805,842	\$2,240,681	24.08
Total	\$1,486,275	\$1,805,842	\$2,240,681	24.08
Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$857,892	\$916,530	\$930,000	1.47
State Revenues	\$3,614	\$17,900	\$21,345	19.25
Total Revenues (all sources)	\$861,506	\$934,430	\$951,345	1.81
Investments				
Operating Investment	\$340,278	\$426,182	\$349,405	-18.02
Total Investment	\$340,278	\$426,182	\$349,405	-18.02

Richard Fondahn
General Manager
1401 West Rose Street
Walla Walla, WA 99362
509-525-9140
www.valleytransit.com



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** – Fixed-route service and Saturday and Evening service, 50 cents per boarding; seniors and individuals with disabilities with reduced fare permit, 25 cents per boarding. Monthly passes are available for \$20.00 per month; reduced fare passes are available for \$10.00 per month for persons with special transportation needs.

Paratransit services, 75 cents per boarding for qualifying persons; monthly passes are available for \$12.00 per month. Job Access passes are available for \$12.00 per month for qualifying persons.
- **Intermodal connections** – Valley Transit maintains connections with; Columbia County Public Transportation to Dayton and Waitsburg and the Grape Line to Pasco. Connections with transportation providers operating in Oregon provide service to the cities of Milton-Freewater, Pendleton and La Grande. Valley Transit also provides connections to the regional airport upon passenger request.

Provides service to all public and private elementary, middle and high schools, as well as all hospitals and medical clinics in Walla Walla and College Place. Service also provided to Walla Walla Community College, Whitman College and Walla Walla University.
- **Transit Development Plan** – [Valley Transit TDP](#)

Note: In the summer of 2014, Valley Transit conducted a promotional campaign, called Fare Free Summer. Farebox revenues reflect a decrease in 2014 due to this campaign, while ridership increased significantly.

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	26,124	26,346	25,957	-1.48
Total Vehicle Hours	27,113	27,342	26,968	-1.37
Revenue Vehicle Miles	306,840	308,256	307,619	-0.21
Total Vehicle Miles	315,752	322,868	326,608	1.16
Passenger Trips	591,720	648,602	729,162	12.42
Diesel Fuel Consumed (gallons)	61,797	63,516	65,280	2.78
CNG Fuel Consumed (Therms)	7,808	8,617	10,073	16.90
Employees - FTEs	25.6	25.4	25.6	0.79
Operating Expenses	\$2,439,133	\$2,472,071	\$2,555,478	3.37
Farebox Revenues	\$196,891	\$214,711	\$162,851	-24.15
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	2,870	2,993	3,052	1.97
Total Vehicle Hours	3,314	3,452	3,523	2.06
Revenue Vehicle Miles	33,856	34,639	35,178	1.56
Total Vehicle Miles	34,790	35,741	36,641	2.52
Passenger Trips	36,411	40,580	45,193	11.37
Diesel Fuel Consumed (gallons)	6,866	6,942	7,253	4.48
CNG Fuel Consumed (Therms)	1,116	1,021	1,015	-0.59
Employees - FTEs	2.4	2.9	2.7	-6.90
Operating Expenses	\$213,708	\$208,197	\$245,091	17.72
Farebox Revenues	\$12,116	\$13,384	\$10,196	-23.82
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	14,532	13,969	13,640	-2.36
Total Vehicle Hours	15,125	14,694	14,372	-2.19
Revenue Vehicle Miles	171,507	162,029	157,812	-2.60
Total Vehicle Miles	175,535	169,517	163,963	-3.28
Passenger Trips	47,579	50,106	52,962	5.70
CNG Fuel Consumed (Therms)	36,071	33,005	32,826	-0.54
Employees - FTEs	12.8	13.5	14.4	6.67
Operating Expenses	\$1,085,710	\$1,157,559	\$1,193,948	3.14
Farebox Revenues	\$15,831	\$16,586	\$11,829	-28.68
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	1,203	1,373	1,773	29.13
Total Vehicle Hours	1,203	1,373	1,773	29.13
Revenue Vehicle Miles	60,445	66,629	73,269	9.97
Total Vehicle Miles	60,445	67,880	74,017	9.04
Passenger Trips	9,288	12,532	10,710	-14.54
Gasoline Fuel Consumed (gallons)	4,065	4,764	5,299	11.23
Employees - FTEs	0.1	0.1	0.1	0.00
Operating Expenses	\$104,421	\$125,492	\$145,414	15.88
Vanpool Revenue	\$32,841	\$36,583	\$39,697	8.51

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$4,094,569	\$4,137,492	\$4,506,744	8.92
Farebox Revenues	\$224,838	\$244,681	\$184,876	-24.44
Vanpooling Revenue	\$32,841	\$36,583	\$39,697	8.51
Federal Section §5311 Operating	\$5,758	\$0	\$0	-
Other Federal Operating	\$107,251	\$90,001	\$83,370	-7.37
State Special Needs Operating Grants	\$77,220	\$75,776	\$74,331	-1.91
State Operating Distribution	\$11,899	\$49,953	\$52,310	4.72
Sales Tax Equalization	\$528,961	\$28,433	\$58,307	105.07
Other Operating Sub-Total	\$44,281	\$104,534	\$28,557	-72.68
Other-Interest	\$16,660	\$9,151	\$4,805	-47.49
Other-MISC	\$27,621	\$95,383	\$23,752	-75.10
Total (Excludes Capital Revenues)	\$5,127,618	\$4,767,453	\$5,028,192	5.47

Federal Capital Grant Expenditures

Federal Section §5311 Capital Grants	\$76,000	\$0	\$0	-
Total Federal Capital	\$76,000	\$0	\$0	-

State Capital Grant Expenditures

State Rural Mobility Grants	\$76,000	\$0	\$0	-
Total State Capital	\$76,000	\$0	\$0	-

Local Capital Expenditures

Local Funds	\$159,289	\$133,333	\$26,098	-80.43
Total Local Capital	\$159,289	\$133,333	\$26,098	-80.43

Other Expenditures

Depreciation (Not included in Total Expenditures)	\$737,383	\$797,951	\$662,976	-16.92
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Ending Balances, December 31

General Fund	\$1	\$1	\$1	0.00
Operating Reserve	\$1,272,000	\$1,479,967	\$2,313,679	56.33
Working Capital	\$435,471	\$461,096	\$343,236	-25.56
Capital Reserve Funds	\$4,660,150	\$5,097,359	\$5,322,476	4.42
Total	\$6,367,622	\$7,038,423	\$7,979,392	13.37

Total Funds by Source	2012	2013	2014	% Change
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Revenues

Local Revenues	\$4,396,529	\$4,523,290	\$4,759,874	5.23
State Revenues	\$694,080	\$154,162	\$184,948	19.97
Federal Revenues	\$189,009	\$90,001	\$83,370	-7.37
Total Revenues (all sources)	\$5,279,618	\$4,767,453	\$5,028,192	5.47

Investments

Operating Investment	\$3,842,972	\$3,963,319	\$4,139,931	4.46
Local Capital Investment	\$159,289	\$133,333	\$26,098	-80.43
State Capital Investment	\$76,000	\$0	\$0	-
Federal Capital Investment	\$76,000	\$0	\$0	-
Total Investment	\$4,154,261	\$4,096,652	\$4,166,029	1.69

Peter Stark
General Manager
4111 Bakerview Spur
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 Mount Vernon. Service is provided to Western Washington University, Whatcom Community College and Bellingham Technical College, as well as most public schools in Whatcom County. Connections are available to Amtrak, Greyhound and the Alaska State Ferry at the Fairhaven Transportation Center; the Lummi Island ferry at Gooseberry Point; and BoltBus at Cordata Station.
- **Transit Development Plan** – [Whatcom Transportation Authority TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	129,135	130,117	129,869	-0.19
Total Vehicle Hours	136,801	138,051	137,817	-0.17
Revenue Vehicle Miles	1,771,998	1,777,273	1,788,497	0.63
Total Vehicle Miles	1,931,508	1,940,462	1,951,472	0.57
Passenger Trips	4,934,530	4,986,650	5,919,614	18.71
Diesel Fuel Consumed (gallons)	389,294	378,548	382,083	0.93
Employees - FTEs	106.0	108.0	108.0	0.00
Operating Expenses	\$15,439,799	\$15,374,104	\$16,415,896	6.78
Farebox Revenues	\$3,419,229	\$3,682,566	\$3,653,208	-0.80
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	58,726	60,431	59,575	-1.42
Total Vehicle Hours	65,576	65,124	65,507	0.59
Revenue Vehicle Miles	811,929	834,706	814,831	-2.38
Total Vehicle Miles	907,754	896,124	910,181	1.57
Passenger Trips	180,960	184,793	190,772	3.24
Gasoline Fuel Consumed (gallons)	127,562	133,895	136,673	2.07
Employees - FTEs	52.0	52.5	52.5	0.00
Operating Expenses	\$6,240,656	\$6,194,349	\$6,958,107	12.33
Farebox Revenues	\$352,463	\$399,290	\$431,519	8.07
Demand Response Taxi Services (Purchased Transportation)				
Revenue Vehicle Hours	0	0	1,082	-
Total Vehicle Hours	0	0	1,082	-
Revenue Vehicle Miles	0	0	25,354	-
Total Vehicle Miles	0	0	25,354	-
Passenger Trips	0	0	2,540	-
Operating Expenses	\$0	\$0	\$85,271	-
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	12,336	12,435	11,069	-10.99
Total Vehicle Hours	12,367	12,486	11,089	-11.19
Revenue Vehicle Miles	687,091	693,971	613,789	-11.55
Total Vehicle Miles	688,652	695,700	614,838	-11.62
Passenger Trips	93,204	85,439	77,344	-9.47
Gasoline Fuel Consumed (gallons)	45,740	38,378	40,867	6.49
Employees - FTEs	0.5	0.5	0.6	20.00
Operating Expenses	\$359,102	\$428,275	\$312,470	-27.04
Vanpool Revenue	\$240,365	\$301,397	\$270,074	-10.39

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$20,022,608	\$21,120,920	\$21,807,594	3.25
Farebox Revenues	\$3,771,692	\$4,081,856	\$4,084,727	0.07
Vanpooling Revenue	\$240,365	\$301,397	\$270,074	-10.39
State Special Needs Operating Grants	\$381,915	\$377,246	\$372,576	-1.24
State Operating Distribution	\$67,126	\$279,359	\$290,214	3.89
Other State Operating Grants	\$185,292	\$0	\$184,580	-
Other Operating Sub-Total	-\$179,506	\$324,638	\$410,363	26.41
Other-Advertising	\$80,878	\$138,208	\$183,166	32.53
Other-Interest	\$111,035	\$94,181	\$133,149	41.38
Other-MISC	\$27,293	\$76,986	\$97,855	27.11
Total (Excludes Capital Revenues)	\$24,489,492	\$26,485,416	\$27,420,128	3.53

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$334,125	\$5,292,847	\$1,530,049	-71.09
CM/AQ and Other Federal Grants	\$591,306	\$0	\$342,584	-
Total Federal Capital	\$925,431	\$5,292,847	\$1,872,633	-64.62

State Capital Grant Expenditures

State Vanpool Grants	\$148,500	\$0	\$0	-
Total State Capital	\$148,500	\$0	\$0	-

Other Expenditures

Depreciation (Not included in Total Expenditures)	\$3,728,875	\$3,852,827	\$3,638,847	-5.55
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Ending Balances, December 31

Unrestricted Cash and Investments	\$13,385,628	\$16,080,788	\$19,169,884	19.21
Operating Reserve	\$6,132,279	\$6,155,882	\$6,300,000	2.34
Capital Reserve Funds	\$3,676,724	\$3,690,913	\$3,780,000	2.41
Insurance Funds	\$1,788,444	\$0	\$0	-
Total	\$24,983,075	\$25,927,583	\$29,249,884	12.81

Total Funds by Source	2012	2013	2014	% Change
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Revenues

Local Revenues	\$23,855,159	\$25,828,811	\$26,572,758	2.88
State Revenues	\$782,833	\$656,605	\$847,370	29.05
Federal Revenues	\$925,431	\$5,292,847	\$1,872,633	-64.62
Total Revenues (all sources)	\$25,563,423	\$31,778,263	\$29,292,761	-7.82

Investments

Operating Investment	\$22,039,557	\$21,996,728	\$23,771,744	8.07
State Capital Investment	\$148,500	\$0	\$0	-
Federal Capital Investment	\$925,431	\$5,292,847	\$1,872,633	-64.62
Total Investment	\$23,113,488	\$27,289,575	\$25,644,377	-6.03

Tony O'Rourke

City Manager

129 North 2nd Street

Yakima, WA 98901

509-575-6040

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** – \$1.00 per boarding for fixed route (youth - 75 cents, ADA - 50 cents); \$2.00 per boarding for paratransit.
- **Intermodal connections** – Yakima Transit provides connecting service to the Yakima Airport, Greyhound, Union Gap Transit, People For People's Community Connector and the Yakima-Ellensburg Commuter at the Yakima Transit Center.
- **Transit Development Plan** – [Yakima Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	54,279	50,911	45,855	-9.93
Total Vehicle Hours	56,351	52,424	47,270	-9.83
Revenue Vehicle Miles	758,292	678,566	639,155	-5.81
Total Vehicle Miles	780,293	706,905	669,694	-5.26
Passenger Trips	1,442,481	1,184,017	1,061,780	-10.32
Diesel Fuel Consumed (gallons)	187,110	170,949	152,488	-10.80
Employees - FTEs	54.4	52.0	43.7	-16.00
Operating Expenses	\$6,052,247	\$6,175,199	\$6,226,865	0.84
Farebox Revenues	\$502,570	\$639,501	\$711,254	11.22
Commuter Bus Services (Purchased Transportation)				
Revenue Vehicle Hours	0	0	2,540	-
Total Vehicle Hours	0	0	2,706	-
Revenue Vehicle Miles	0	0	75,640	-
Total Vehicle Miles	0	0	78,122	-
Passenger Trips	0	0	13,521	-
Diesel Fuel Consumed (gallons)	0	0	19,211	-
Employees - FTEs	0.0	0.0	5.0	-
Operating Expenses	\$0	\$0	\$288,845	-
Farebox Revenues	\$0	\$0	\$158,362	-
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	36,703	34,513	31,811	-7.83
Total Vehicle Hours	40,954	38,525	35,777	-7.13
Revenue Vehicle Miles	382,740	380,559	373,312	-1.90
Total Vehicle Miles	434,760	441,779	438,499	-0.74
Passenger Trips	77,513	71,907	65,460	-8.97
Diesel Fuel Consumed (gallons)	3,633	3,151	3,176	0.79
Gasoline Fuel Consumed (gallons)	49,807	47,342	40,180	-15.13
Employees - FTEs	42.4	35.0	36.0	2.86
Operating Expenses	\$1,377,516	\$1,276,618	\$1,141,873	-10.55
Farebox Revenues	\$122,115	\$118,499	\$119,569	0.90
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	12,795	11,121	8,641	-22.30
Total Vehicle Hours	12,884	11,121	8,641	-22.30
Revenue Vehicle Miles	576,435	503,001	388,855	-22.69
Total Vehicle Miles	576,435	503,001	388,855	-22.69
Passenger Trips	78,550	73,817	67,079	-9.13
Diesel Fuel Consumed (gallons)	4,953	1,303	1,235	-5.22
Gasoline Fuel Consumed (gallons)	32,830	31,884	25,098	-21.28
Employees - FTEs	1.0	1.0	1.0	0.00
Operating Expenses	\$403,342	\$322,558	\$210,961	-34.60
Vanpool Revenue	\$233,280	\$255,610	\$238,266	-6.79

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$4,762,882	\$5,104,577	\$5,456,905	6.90
Farebox Revenues	\$624,685	\$758,000	\$989,185	30.50
Vanpooling Revenue	\$233,280	\$255,610	\$238,266	-6.79
Federal Section §5307 Operating	\$1,890,226	\$2,330,481	\$2,391,838	2.63
FTA JARC (§5316) Program	\$90,749	\$5,207	\$152,145	2,821.93
Other Federal Operating	\$42,385	\$153,870	\$0	-100.00
State Rural Mobility Operating Grants	\$0	\$0	\$2,033	-
State Special Needs Operating Grants	\$919	\$0	\$0	-
State Operating Distribution	\$27,193	\$112,984	\$117,196	3.73
Sales Tax Equalization	\$2,553	\$100	\$0	-100.00
Other Operating Sub-Total	\$335,761	\$421,604	\$430,073	2.01
Other-Advertising	\$49,928	\$37,687	\$25,674	-31.88
Other-Interest	\$3,698	\$884	\$1,032	16.74
Other-Gain (Loss) on Sale of Assets	\$6,566	\$46,880	\$103,030	119.77
Other-MISC	\$275,569	\$336,153	\$300,337	-10.65
Total (Excludes Capital Revenues)	\$8,010,633	\$9,142,433	\$9,777,641	6.95

Federal Capital Grant Expenditures

Federal Section §5310 Capital Grants	\$0	\$0	\$313,507	-
Total Federal Capital	\$0	\$0	\$313,507	-

State Capital Grant Expenditures

State Regional Mobility Grants	\$0	\$0	\$179,075	-
State Vanpool Grants	\$96,250	\$0	\$0	-
Total State Capital	\$96,250	\$0	\$179,075	-

Other Expenditures

Depreciation (Not included in Total Expenditures)	\$1,100,316	\$1,034,864	\$976,092	-5.68
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Ending Balances, December 31

Operating Reserve	\$715,838	\$1,543,583	\$2,128,759	37.91
Capital Reserve Funds	\$991,000	\$1,077,880	\$927,027	-14.00
Total	\$1,706,838	\$2,621,463	\$3,055,786	16.57

Total Funds by Source	2012	2013	2014	% Change
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Revenues

Local Revenues	\$5,956,608	\$6,539,791	\$7,114,429	8.79
State Revenues	\$126,915	\$113,084	\$298,304	163.79
Federal Revenues	\$2,023,360	\$2,489,558	\$2,857,490	14.78
Total Revenues (all sources)	\$8,106,883	\$9,142,433	\$10,270,223	12.34

Investments

Operating Investment	\$7,833,105	\$7,774,375	\$7,868,544	1.21
State Capital Investment	\$96,250	\$0	\$179,075	-
Federal Capital Investment	\$0	\$0	\$313,507	-
Total Investment	\$7,929,355	\$7,774,375	\$8,361,126	7.55

Transit Systems Serving Rural Areas

For the purposes of this summary, local public transportation systems serving populations of fewer than 50,000 are classified as rural systems.

The eleven 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)
- [TranGo](#) (Okanogan County)
- [Twin Transit](#) (cities of Centralia and Chehalis)

Local public transportation systems in rural areas are eligible to receive Section 5311 formula funding from the 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.

Wendy Clark-Getzin
General Manager
830 West Lauridsen Boulevard
Port Angeles, WA 98363
360-452-1315
www.clallamtransit.com



System Snapshot

- **Service area** – Clallam County
- **Congressional district** – 6
- **Legislative district** – 24
- **Type of government** – PTBA
- **Governing body** – Nine-member board composed of two representatives from Clallam County and 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** – \$1.00 per boarding for the fixed route or for the paratransit service (for qualified passengers). Reduced fixed route fare of 50 cents for seniors 65+, youths 6-19, and individuals with disabilities; additional 50 cents per boarding for premium routes 14 and 30 (Forks and Sequim to Port Angeles); and an additional \$1.00 per boarding for general public dial-a-ride service.
- **Intermodal connections** – Clallam Transit connects at the Port Angeles Transportation Center with the Black Ball Coho Ferry to Victoria, British Columbia; and the Olympic Dungeness Line to Kingston, Seattle, and Sea-Tac International Airport. CTS also connects with Jefferson Transit at both the Sequim and Forks Transit Centers.
- **Transit Development Plan** – [Clallam Transit System TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	42,829	43,272	42,645	-1.45
Total Vehicle Hours	46,244	45,464	45,075	-0.86
Revenue Vehicle Miles	927,114	929,046	927,699	-0.14
Total Vehicle Miles	1,009,418	1,011,260	1,019,130	0.78
Passenger Trips	824,292	829,969	791,430	-4.64
Diesel Fuel Consumed (gallons)	180,412	158,360	148,330	-6.33
Employees - FTEs	57.5	57.5	57.5	0.00
Operating Expenses	\$5,522,333	\$5,751,107	\$5,693,852	-1.00
Farebox Revenues	\$755,629	\$761,054	\$761,336	0.04
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	800	696	696	0.00
Total Vehicle Hours	800	696	696	0.00
Revenue Vehicle Miles	23,317	23,317	23,317	0.00
Total Vehicle Miles	23,317	23,317	23,317	0.00
Passenger Trips	6,123	4,281	5,068	18.38
Diesel Fuel Consumed (gallons)	1,943	1,943	0	-100.00
Employees - FTEs	0.5	0.5	0.5	0.00
Operating Expenses	\$126,634	\$132,842	\$153,888	15.84
Farebox Revenues	\$4,664	\$4,680	\$4,699	0.41
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	31,667	24,196	30,841	27.46
Total Vehicle Hours	33,092	31,989	32,609	1.94
Revenue Vehicle Miles	425,267	363,602	386,949	6.42
Total Vehicle Miles	462,605	451,244	470,775	4.33
Passenger Trips	68,528	69,772	69,998	0.32
Diesel Fuel Consumed (gallons)	42,481	41,196	43,118	4.67
Gasoline Fuel Consumed (gallons)	589	293	0	-100.00
Employees - FTEs	23.0	23.0	23.0	0.00
Operating Expenses	\$1,442,587	\$1,407,501	\$1,458,033	3.59
Farebox Revenues	\$31,370	\$36,951	\$39,071	5.74
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	12,887	14,610	16,548	13.26
Total Vehicle Hours	12,887	14,610	16,548	13.26
Revenue Vehicle Miles	521,715	587,908	636,824	8.32
Total Vehicle Miles	531,446	587,908	642,259	9.24
Passenger Trips	91,974	101,825	106,850	4.93
Diesel Fuel Consumed (gallons)	746	4,164	565	-86.43
Gasoline Fuel Consumed (gallons)	39,270	35,762	17,701	-50.50
Employees - FTEs	1.0	1.0	1.0	0.00
Operating Expenses	\$286,671	\$304,241	\$307,776	1.16
Vanpool Revenue	\$273,100	\$289,861	\$359,092	23.88

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$5,625,145	\$5,953,490	\$6,197,770	4.10
Farebox Revenues	\$791,663	\$802,685	\$805,106	0.30
Vanpooling Revenue	\$273,100	\$289,861	\$359,092	23.88
Federal Section §5311 Operating	\$400,000	\$675,000	\$650,000	-3.70
Other Federal Operating	\$16,333	\$9,842	\$11,601	17.87
State Special Needs Operating Grants	\$0	\$173,492	\$0	-100.00
State Operating Distribution	\$25,204	\$103,269	\$105,720	2.37
Sales Tax Equalization	\$0	\$123,325	\$0	-100.00
Other Operating Sub-Total	\$193,000	\$89,943	\$129,854	44.37
Other-Advertising	\$13,774	\$16,721	\$18,186	8.76
Other-Interest	\$19,246	\$15,622	\$14,429	-7.64
Other-Gain (Loss) on Sale of Assets	\$31,312	\$8,959	\$29,973	234.56
Other-MISC	\$128,668	\$48,641	\$67,266	38.29
Total (Excludes Capital Revenues)	\$7,324,445	\$8,220,907	\$8,259,143	0.47
Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$727,500	\$2,369,370	\$0	-100.00
Federal Section §5310 Capital Grants	\$473,000	\$0	\$0	-
Federal Section §5311 Capital Grants	\$250,000	\$346,000	\$0	-100.00
Federal STP Grants	\$9,218	\$32,647	\$0	-100.00
Total Federal Capital	\$1,459,718	\$2,748,017	\$0	-100.00
State Capital Grant Expenditures				
State Rural Mobility Grants	\$250,000	\$0	\$0	-
State Vanpool Grants	\$0	\$99,000	\$92,625	-6.44
Other State Capital Funds	\$0	\$6,000	\$0	-100.00
Total State Capital	\$250,000	\$105,000	\$92,625	-11.79
Local Capital Expenditures				
Local Funds	\$464,761	\$665,718	\$66,221	-90.05
Total Local Capital	\$464,761	\$665,718	\$66,221	-90.05
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$2,003,708	\$1,292,792	\$1,490,561	15.30
Ending Balances, December 31				
Operating Reserve	\$1,500,000	\$1,600,000	\$1,600,000	0.00
Working Capital	\$567,924	\$722,537	\$1,755,455	142.96
Capital Reserve Funds	\$954,000	\$491,000	\$431,870	-12.04
Other	\$520,692	\$476,883	\$520,572	9.16
Total	\$3,542,616	\$3,290,420	\$4,307,897	30.92

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$6,882,908	\$7,135,979	\$7,491,822	4.99
State Revenues	\$275,204	\$505,086	\$198,345	-60.73
Federal Revenues	\$1,876,051	\$3,432,859	\$661,601	-80.73
Total Revenues (all sources)	\$9,034,163	\$11,073,924	\$8,351,768	-24.58
Investments				
Operating Investment	\$7,378,225	\$7,595,691	\$7,613,549	0.24
Local Capital Investment	\$464,761	\$665,718	\$66,221	-90.05
State Capital Investment	\$250,000	\$105,000	\$92,625	-11.79
Federal Capital Investment	\$1,459,718	\$2,748,017	\$0	-100.00
Total Investment	\$9,552,704	\$11,114,426	\$7,772,395	-30.07

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 a small portion of 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 fare structure is as follows (discounted monthly passes are available):
 - Inside Dayton city limits: \$1.50 per boarding and \$1.00 per day for seniors and individuals with disabilities.
 - Outside Dayton city limits (up to 15 miles): \$5.00 round trip (\$3.00 one way) and \$3.00 for seniors and individuals with disabilities round trip (\$1.50 one way).
 - Starbuck to Dayton: all ages \$3.00 (3 person minimum).
 - Dayton and Waitsburg to Walla Walla for all ages: round trip \$7.50 and one way \$5.00.
 - Dayton and Waitsburg to College Place for all ages: round trip \$10.00 and one way \$7.50.
- **Intermodal connections** – CCPT connects to Garfield County Transportation; Valley Transit in Walla Walla; Walla Walla Airport; and the Grapeline in Walla Walla, with connections to Pasco Airport, Amtrak and Greyhound Bus Lines.

CCPT provides transportation to public schools in Dayton and Waitsburg as well as many of the public schools in Walla Walla. CCPT provides service or connections to all three of the colleges in Walla Walla and College Place, as well as to many commuters.

CCPT is contracted with People for People and the Hospital District to transport residents to Walla Walla for medical appointments.
- **Transit Development Plan** – [Columbia County Public Transportation TDP](#)

Annual Operating Information	2012	2013	2014	% Change
<i>Demand Response Services (Direct Operated)</i>				
Revenue Vehicle Hours	11,148	11,170	10,445	-6.49
Total Vehicle Hours	11,200	11,250	10,520	-6.49
Revenue Vehicle Miles	250,000	253,625	214,769	-15.32
Total Vehicle Miles	251,216	254,125	214,969	-15.41
Passenger Trips	48,425	52,962	49,931	-5.72
Diesel Fuel Consumed (gallons)	16,252	16,950	16,353	-3.52
Gasoline Fuel Consumed (gallons)	6,075	5,602	5,303	-5.34
Employees - FTEs	11.8	11.8	13.8	17.02
Operating Expenses	\$879,011	\$968,699	\$1,643,054	69.61
Farebox Revenues	\$86,582	\$90,991	\$81,615	-10.30
<i>Vanpooling Services (Direct Operated)</i>				
Revenue Vehicle Hours	3,685	2,969	2,663	-10.31
Total Vehicle Hours	3,735	3,000	2,700	-10.00
Revenue Vehicle Miles	164,000	133,594	119,653	-10.44
Total Vehicle Miles	165,802	134,950	119,863	-11.18
Passenger Trips	31,370	30,594	27,691	-9.49
Gasoline Fuel Consumed (gallons)	11,422	9,097	9,423	3.58
Employees - FTEs	0.3	0.3	0.3	0.00
Operating Expenses	\$79,292	\$76,425	\$71,908	-5.91
Vanpool Revenue	\$100,869	\$95,367	\$86,101	-9.72

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$237,625	\$358,294	\$1,959,226	446.82
Farebox Revenues	\$86,582	\$90,991	\$81,615	-10.30
Vanpooling Revenue	\$100,869	\$95,367	\$86,101	-9.72
Federal Section §5311 Operating	\$307,006	\$417,027	\$311,093	-25.40
Other Federal Operating	\$0	\$905	\$0	-100.00
State Rural Mobility Operating Grants	\$133,247	\$120,938	\$201,377	66.51
State Special Needs Operating Grants	\$46,905	\$42,935	\$71,920	67.51
State Operating Distribution	\$3,258	\$14,447	\$15,864	9.81
Sales Tax Equalization	\$927	\$506	\$0	-100.00
Other Operating Sub-Total	\$124,918	\$275,555	\$82,644	-70.01
Other-Interest	\$97	\$7,963	\$1,192	-85.03
Other-Gain (Loss) on Sale of Assets	\$0	\$4,740	\$0	-100.00
Other-MISC	\$124,821	\$262,852	\$81,452	-69.01
Total (Excludes Capital Revenues)	\$1,041,337	\$1,416,965	\$2,809,840	98.30

Federal Capital Grant Expenditures

Federal Section §5309 Capital Grants	\$9,243	\$0	\$0	-
Total Federal Capital	\$9,243	\$0	\$0	-

Local Capital Expenditures

Local Funds	\$41,169	\$0	\$0	-
Total Local Capital	\$41,169	\$0	\$0	-

Ending Balances, December 31

General Fund	\$156,057	\$569,736	\$331,268	-41.86
Operating Reserve	\$40,588	\$40,588	\$1,136,613	2,700.37
Working Capital	\$377,756	\$377,756	\$428,225	13.36
Capital Reserve Funds	\$200,964	\$200,964	\$356,820	77.55
Total	\$775,365	\$1,189,044	\$2,252,926	89.47

Total Funds by Source	2012	2013	2014	% Change
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Revenues

Local Revenues	\$549,994	\$820,207	\$2,209,586	169.39
State Revenues	\$184,337	\$178,826	\$289,161	61.70
Federal Revenues	\$316,249	\$417,932	\$311,093	-25.56
Total Revenues (all sources)	\$1,050,580	\$1,416,965	\$2,809,840	98.30

Investments

Operating Investment	\$958,303	\$1,045,124	\$1,714,962	64.09
Local Capital Investment	\$41,169	\$0	\$0	-
Federal Capital Investment	\$9,243	\$0	\$0	-
Total Investment	\$1,008,715	\$1,045,124	\$1,714,962	64.09

Garfield County Public Transportation

Kristen Bartels
Coordinator
695 Main Street
PO Box 213
Pomeroy, WA 99347
509-843-3563

System Snapshot

- **Service area** – Garfield County
- **Congressional districts** – 5 in Washington and 1 in Idaho
- **Legislative districts** – 9 in Washington and 6 in Idaho
- **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 dedicated for public transportation.
- **Fares** – GCPT operates on a donation basis. Suggested donations are \$2.00 (local) and \$5.00 (Lewiston).
- **Intermodal connections** – Garfield County Transportation provides service between Pomeroy Wash. and Lewiston Idaho, including connections with the Lewiston Airport and Trailways bus line. Service to the Clarkston branch of the Walla Walla Community College and, with advance notice, connections with Columbia County Transit and the Clarkston bus service.
- **Transit Development Plan** – [Garfield County Public Transportation TDP](#)

Annual Operating Information	2012	2013	2014	% Change
<i>Commuter Bus Services (Direct Operated)</i>				
Revenue Vehicle Hours	0	1,421	1,345	-5.35
Total Vehicle Hours	0	1,421	1,345	-5.35
Revenue Vehicle Miles	0	36,844	39,287	6.63
Total Vehicle Miles	0	36,844	39,287	6.63
Passenger Trips	0	4,447	3,036	-31.73
Gasoline Fuel Consumed (gallons)	0	6,026	4,606	-23.56
Employees - FTEs	0.0	1.5	0.8	-50.00
Operating Expenses	\$0	\$56,375	\$65,116	15.51
Farebox Revenues	\$0	\$4,805	\$5,228	8.80

<i>Demand Response Services (Direct Operated)</i>				
Revenue Vehicle Hours	2,917	1,872	1,940	3.63
Total Vehicle Hours	2,917	1,872	1,940	3.63
Revenue Vehicle Miles	51,034	19,650	17,084	-13.06
Total Vehicle Miles	51,034	19,650	17,084	-13.06
Passenger Trips	9,294	5,575	7,147	28.20
Gasoline Fuel Consumed (gallons)	6,084	938	2,070	120.68
Employees - FTEs	3.0	1.5	1.3	-16.67
Operating Expenses	\$145,432	\$101,201	\$93,704	-7.41
Farebox Revenues	\$9,200	\$848	\$2,694	217.69

Financial Information	2012	2013	2014	% Change
<i>Operating Related Revenues</i>				
Farebox Revenues	\$9,200	\$5,653	\$7,922	40.14
Federal Section §5311 Operating	\$68,516	\$54,059	\$43,820	-18.94
State Rural Mobility Operating Grants	\$39,765	\$80,166	\$94,792	18.24
State Special Needs Operating Grants	\$9,830	\$5,179	\$6,093	17.65
State Operating Distribution	\$411	\$1,879	\$2,115	12.56
Other Operating Sub-Total	\$17,401	\$17,463	\$17,885	2.42
Other-MISC	\$17,401	\$17,463	\$17,885	2.42
Total (Excludes Capital Revenues)	\$145,123	\$164,399	\$172,627	5.00

<i>Federal Capital Grant Expenditures</i>				
Federal Section §5309 Capital Grants	\$27,526	\$0	\$0	-
Federal Section §5310 Capital Grants	\$0	\$0	\$47,600	-
Total Federal Capital	\$27,526	\$0	\$47,600	-

<i>Local Capital Expenditures</i>				
Local Funds	\$6,927	\$0	\$1,701	-
Total Local Capital	\$6,927	\$0	\$1,701	-

<i>Ending Balances, December 31</i>				
General Fund	\$30,654	\$21,141	\$51,543	143.81
Capital Reserve Funds	\$25,000	\$25,000	\$0	-100.00
Total	\$55,654	\$46,141	\$51,543	11.71

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$26,601	\$23,116	\$25,807	11.64
State Revenues	\$50,006	\$87,224	\$103,000	18.09
Federal Revenues	\$96,042	\$54,059	\$91,420	69.11
Total Revenues (all sources)	\$172,649	\$164,399	\$220,227	33.96
Investments				
Operating Investment	\$145,432	\$157,576	\$158,820	0.79
Local Capital Investment	\$6,927	\$0	\$1,701	-
Federal Capital Investment	\$27,526	\$0	\$47,600	-
Total Investment	\$179,885	\$157,576	\$208,121	32.08

Michael Wagner
General Manager
8392 Westover Boulevard NE
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.
- **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	2012	2013	2014	% Change
Fixed Route Services (Purchased Transportation)				
Revenue Vehicle Hours	3,992	4,755	0	-100.00
Total Vehicle Hours	4,639	5,439	0	-100.00
Revenue Vehicle Miles	123,435	106,444	0	-100.00
Total Vehicle Miles	156,765	165,705	0	-100.00
Passenger Trips	33,250	39,215	0	-100.00
Diesel Fuel Consumed (gallons)	23,127	18,839	0	-100.00
Employees - FTEs	8.0	6.0	0.0	-100.00
Operating Expenses	\$448,890	\$454,200	\$0	-100.00
Farebox Revenues	\$42,073	\$32,875	\$0	-100.00
Commuter Bus Services (Direct Operated and Purchased Transportation)				
Revenue Vehicle Hours	5,358	4,454	4,633	4.01
Total Vehicle Hours	5,467	5,633	5,560	-1.29
Revenue Vehicle Miles	110,376	108,000	112,272	3.96
Total Vehicle Miles	131,400	112,842	124,928	10.71
Passenger Trips	34,986	39,889	31,162	-21.88
Diesel Fuel Consumed (gallons)	17,844	19,855	12,455	-37.27
Employees - FTEs	5.0	6.0	0.6	-90.00
Operating Expenses	\$309,455	\$256,305	\$317,333	23.81
Farebox Revenues	\$34,986	\$19,318	\$32,043	65.87
Route Deviated Services (Direct Operated and Purchased Transportation)				
Revenue Vehicle Hours	20,500	20,797	23,486	12.93
Total Vehicle Hours	24,478	24,105	28,062	16.42
Revenue Vehicle Miles	507,146	583,862	713,245	22.16
Total Vehicle Miles	628,765	638,617	735,887	15.23
Passenger Trips	175,222	148,420	183,559	23.68
Diesel Fuel Consumed (gallons)	78,966	80,620	93,467	15.94
Employees - FTEs	16.0	16.0	16.4	2.50
Operating Expenses	\$774,895	\$755,360	\$1,617,607	114.15
Farebox Revenues	\$98,169	\$89,978	\$128,171	42.45
Demand Response Services (Purchased Transportation)				
Revenue Vehicle Hours	7,350	7,075	7,200	1.77
Total Vehicle Hours	8,962	8,627	8,724	1.12
Revenue Vehicle Miles	99,407	109,174	111,936	2.53
Total Vehicle Miles	131,249	136,793	136,924	0.10
Passenger Trips	14,456	15,253	15,923	4.39
Gasoline Fuel Consumed (gallons)	14,639	19,102	19,561	2.40
Employees - FTEs	8.0	8.0	7.0	-12.50
Operating Expenses	\$518,173	\$536,746	\$503,762	-6.15
Farebox Revenues	\$37,279	\$35,543	\$36,267	2.04

Annual Operating Information	2012	2013	2014	% Change
<i>Vanpooling Services (Direct Operated)</i>				
Revenue Vehicle Hours	4,432	4,777	4,671	-2.22
Total Vehicle Hours	4,433	4,777	4,671	-2.22
Revenue Vehicle Miles	250,982	273,965	268,045	-2.16
Total Vehicle Miles	250,982	273,965	268,045	-2.16
Passenger Trips	43,091	45,837	44,445	-3.04
Gasoline Fuel Consumed (gallons)	16,404	17,182	16,882	-1.75
Employees - FTEs	1.0	1.0	1.0	0.00
Operating Expenses	\$173,876	\$70,393	\$74,515	5.86
Vanpool Revenue	\$96,100	\$105,447	\$118,166	12.06

Financial Information	2012	2013	2014	% Change
<i>Operating Related Revenues</i>				
Sales Tax	\$3,625,596	\$3,913,837	\$3,855,732	-1.48
Farebox Revenues	\$212,507	\$177,714	\$196,481	10.56
Vanpooling Revenue	\$96,100	\$105,447	\$118,166	12.06
Federal Section §5311 Operating	\$87,937	\$45,558	\$3,185	-93.01
FTA JARC (§5316) Program	\$0	\$32,184	\$90,136	180.06
State Rural Mobility Operating Grants	\$1,530	\$752	\$0	-100.00
State Special Needs Operating Grants	\$46,547	\$103,493	\$156,453	51.17
State Operating Distribution	\$13,300	\$56,815	\$60,432	6.37
Other State Operating Grants	\$5,656	\$2,500	\$3,000	20.00
Other Operating Sub-Total	\$124,391	\$195,691	\$93,625	-52.16
Other-Interest	\$48,047	\$58,874	\$73,729	25.23
Other-MISC	\$76,344	\$136,817	\$19,896	-85.46
Total (Excludes Capital Revenues)	\$4,213,564	\$4,633,991	\$4,577,210	-1.23

<i>Federal Capital Grant Expenditures</i>				
Federal Section §5309 Capital Grants	\$144,000	\$264,583	\$161,017	-39.14
Total Federal Capital	\$144,000	\$264,583	\$161,017	-39.14

<i>State Capital Grant Expenditures</i>				
State Vanpool Grants	\$33,000	\$0	\$0	-
Total State Capital	\$33,000	\$0	\$0	-

<i>Local Capital Expenditures</i>				
Local Funds	\$0	\$66,146	\$0	-100.00
Total Local Capital	\$0	\$66,146	\$0	-100.00

<i>Other Expenditures</i>				
Depreciation (Not included in Total Expenditures)	\$439,272	\$468,190	\$504,889	7.84

<i>Ending Balances, December 31</i>				
Unrestricted Cash and Investments	\$2,064,899	\$1,323,930	\$1,974,680	49.15
Operating Reserve	\$800,000	\$1,500,000	\$1,500,000	0.00
Working Capital	\$0	\$250,000	\$250,000	0.00
Capital Reserve Funds	\$0	\$750,000	\$750,000	0.00
Total	\$2,864,899	\$3,823,930	\$4,474,680	17.02

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$4,058,594	\$4,392,689	\$4,264,004	-2.93
State Revenues	\$100,033	\$163,560	\$219,885	34.44
Federal Revenues	\$231,937	\$342,325	\$254,338	-25.70
Total Revenues (all sources)	\$4,390,564	\$4,898,574	\$4,738,227	-3.27
Investments				
Operating Investment	\$2,225,289	\$2,073,004	\$2,513,217	21.24
Local Capital Investment	\$0	\$66,146	\$0	-100.00
State Capital Investment	\$33,000	\$0	\$0	-
Federal Capital Investment	\$144,000	\$264,583	\$161,017	-39.14
Total Investment	\$2,402,289	\$2,403,733	\$2,674,234	11.25

Grays Harbor Transportation Authority

Ken Mehin
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 mayors of Aberdeen and 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. Voters approved a 0.1 percent increase in November 2013, effective April 1, 2014.
- **Fares** – Base fare is \$1.00 per boarding for fixed route and \$2.00 per boarding for paratransit service.
- **Intermodal connections** – Connects in Amanda Park at Lake Quinault with Jefferson Transit, in Aberdeen with Pacific Transit; and in Olympia with Pierce Transit, Mason Transit, and Intercity Transit. In Lewis County, connects with Twin Transit and Amtrak. Grays Harbor Transit bus routes serve all elementary, middle and high schools in the county as well as Grays Harbor College. Grays Harbor Transit 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	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	48,584	36,975	31,743	-14.15
Total Vehicle Hours	58,410	51,070	31,743	-37.84
Revenue Vehicle Miles	973,593	940,070	812,895	-13.53
Total Vehicle Miles	1,003,197	985,037	876,851	-10.98
Passenger Trips	892,868	780,473	647,943	-16.98
Diesel Fuel Consumed (gallons)	181,051	166,031	156,567	-5.70
Employees - FTEs	62.0	53.0	27.0	-49.06
Operating Expenses	\$4,363,687	\$5,476,805	\$3,839,687	-29.89
Farebox Revenues	\$539,356	\$512,320	\$484,810	-5.37
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	29,130	27,754	24,990	-9.96
Total Vehicle Hours	29,130	27,754	24,990	-9.96
Revenue Vehicle Miles	464,639	426,454	365,068	-14.39
Total Vehicle Miles	464,639	426,454	365,068	-14.39
Passenger Trips	103,491	86,323	70,015	-18.89
Diesel Fuel Consumed (gallons)	42,779	21,819	18,346	-15.92
Gasoline Fuel Consumed (gallons)	12,993	23,612	23,263	-1.48
Employees - FTEs	16.0	15.0	13.0	-13.33
Operating Expenses	\$3,149,699	\$2,371,084	\$1,568,323	-33.86
Farebox Revenues	\$103,515	\$86,323	\$85,555	-0.89
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	10,860	9,771	10,618	8.67
Total Vehicle Hours	10,860	9,771	10,618	8.67
Revenue Vehicle Miles	391,762	355,239	349,982	-1.48
Total Vehicle Miles	391,762	355,239	404,978	14.00
Passenger Trips	103,090	101,682	112,088	10.23
Gasoline Fuel Consumed (gallons)	26,350	18,507	22,381	20.93
Employees - FTEs	1.0	1.0	2.0	100.00
Operating Expenses	\$142,367	\$110,147	\$134,624	22.22
Vanpool Revenue	\$135,161	\$130,962	\$146,782	12.08

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$5,099,811	\$5,211,942	\$6,411,041	23.01
Farebox Revenues	\$642,871	\$598,643	\$570,365	-4.72
Vanpooling Revenue	\$135,161	\$130,962	\$146,782	12.08
Federal Section §5311 Operating	\$899,508	\$550,492	\$650,000	18.08
State Special Needs Operating Grants	\$217,676	\$114,843	\$130,744	13.85
State Operating Distribution	\$25,051	\$104,217	\$108,228	3.85
Sales Tax Equalization	\$181,323	\$247,125	\$477,579	93.25
Other Operating Sub-Total	\$59,830	\$27,833	\$41,192	48.00
Other-Advertising	\$23,869	\$14,152	\$18,034	27.43
Other-Interest	\$5,191	\$3,143	\$3,100	-1.37
Other-Gain (Loss) on Sale of Assets	\$0	\$0	\$10,185	-
Other-MISC	\$30,770	\$10,538	\$9,873	-6.31
Total (Excludes Capital Revenues)	\$7,261,231	\$6,986,057	\$8,535,931	22.19
Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$237,841	\$0	\$0	-
Federal Section §5311 Capital Grants	\$0	\$0	\$183,396	-
CM/AQ and Other Federal Grants	\$1,123,142	\$0	\$0	-
Total Federal Capital	\$1,360,983	\$0	\$183,396	-
State Capital Grant Expenditures				
State Vanpool Grants	\$0	\$79,531	\$0	-100.00
Total State Capital	\$0	\$79,531	\$0	-100.00
Local Capital Expenditures				
Local Funds	\$272,657	\$110,307	\$0	-100.00
Total Local Capital	\$272,657	\$110,307	\$0	-100.00
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$861,058	\$776,341	\$659,725	-15.00
Ending Balances, December 31				
General Fund	\$1,014,329	\$401,045	\$602,684	50.28
Unrestricted Cash and Investments	\$1,140,000	\$1,140,000	\$1,040,500	-8.73
Operating Reserve	\$0	\$0	\$1,300,000	-
Insurance Funds	\$166,343	\$166,343	\$166,343	0.00
Total	\$2,320,672	\$1,707,388	\$3,109,527	82.12

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$5,937,673	\$5,969,380	\$7,169,380	20.10
State Revenues	\$424,050	\$545,716	\$716,551	31.30
Federal Revenues	\$2,260,491	\$550,492	\$833,396	51.39
Total Revenues (all sources)	\$8,622,214	\$7,065,588	\$8,719,327	23.41
Investments				
Operating Investment	\$7,655,753	\$7,958,036	\$5,542,634	-30.35
Local Capital Investment	\$272,657	\$110,307	\$0	-100.00
State Capital Investment	\$0	\$79,531	\$0	-100.00
Federal Capital Investment	\$1,360,983	\$0	\$183,396	-
Total Investment	\$9,289,393	\$8,147,874	\$5,726,030	-29.72

Ken Graska
Interim 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 an additional 0.3 percent tax approved in 2009.
- **Fares** – Island Transit does not collect farebox revenue.
- **Intermodal connections** – Island Transit connects with the Washington State Ferries system in Mukilteo and Port Townsend; with Amtrak, Skagit Transit and Whatcom Transit at the Mt. Vernon Station; and with Amtrak, Sounder, Community Transit and Everett Transit at Everett Station.
- **Transit Development Plan** – [Island Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	34,778	34,955	38,279	9.51
Total Vehicle Hours	48,909	49,311	54,267	10.05
Revenue Vehicle Miles	1,132,064	1,143,025	1,170,342	2.39
Total Vehicle Miles	1,196,880	1,204,189	1,246,164	3.49
Passenger Trips	723,964	729,229	735,320	0.84
Diesel Fuel Consumed (gallons)	175,017	172,238	177,207	2.88
Gasoline Fuel Consumed (gallons)		8,524	10,253	20.28
Employees - FTEs	55.0	55.0	52.0	-5.45
Operating Expenses	\$4,252,845	\$4,097,958	\$4,419,942	7.86
Route Deviated Services (Direct Operated)				
Revenue Vehicle Hours	23,423	25,877	13,832	-46.55
Total Vehicle Hours	38,744	43,085	23,964	-44.38
Revenue Vehicle Miles	596,285	612,499	330,635	-46.02
Total Vehicle Miles	702,761	717,169	390,426	-45.56
Passenger Trips	376,728	388,190	242,028	-37.65
Diesel Fuel Consumed (gallons)	102,788	105,566	55,519	-47.41
Gasoline Fuel Consumed (gallons)	0	5,225	3,212	-38.53
Employees - FTEs	32.0	32.0	23.0	-28.13
Operating Expenses	\$2,870,671	\$2,959,302	\$1,293,223	-56.30
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	28,305	30,149	28,617	-5.08
Total Vehicle Hours	30,418	32,260	30,791	-4.55
Revenue Vehicle Miles	374,697	391,338	363,146	-7.20
Total Vehicle Miles	459,279	482,981	450,108	-6.81
Passenger Trips	59,047	61,433	61,514	0.13
Diesel Fuel Consumed (gallons)	19,762	19,763	9,589	-51.48
Gasoline Fuel Consumed (gallons)	23,253	40,626	39,327	-3.20
Employees - FTEs	44.0	44.0	29.0	-34.09
Operating Expenses	\$3,508,597	\$4,393,644	\$4,190,763	-4.62
Vanpooling Services (Direct Operated)				
Revenue Vehicle Hours	41,396	39,656	41,265	4.06
Total Vehicle Hours	41,396	39,656	41,265	4.06
Revenue Vehicle Miles	1,225,078	1,163,646	1,206,256	3.66
Total Vehicle Miles	1,231,210	1,174,302	1,210,102	3.05
Passenger Trips	225,396	226,083	227,944	0.82
Gasoline Fuel Consumed (gallons)	74,681	66,401	72,621	9.37
Employees - FTEs	2.0	2.0	2.0	0.00
Operating Expenses	\$559,349	\$427,623	\$781,698	82.80
Vanpool Revenue	\$520,657	\$511,268	\$520,366	1.78

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$6,564,607	\$7,094,721	\$7,450,430	5.01
Vanpooling Revenue	\$520,657	\$511,268	\$520,366	1.78
Federal Section §5311 Operating	\$3,946	\$0	\$0	-
State Rural Mobility Operating Grants	\$0	\$808,967	\$0	-100.00
State Regional Mobility Operating Grants	\$0	\$409,929	\$1,032,689	151.92
State Special Needs Operating Grants	\$220,884	\$256,695	\$341,880	33.19
State Operating Distribution	\$30,564	\$130,540	\$138,823	6.35
Sales Tax Equalization	\$1,786,721	\$1,418,888	\$1,547,732	9.08
Other State Operating Grants	\$985,440	\$0	\$0	-
Other Operating Sub-Total	\$83,409	\$1,373,476	\$44,294	-96.78
Other-Interest	\$9,748	\$1,204	\$1,313	9.05
Other-MISC	\$73,661	\$1,372,272	\$42,981	-96.87
Total (Excludes Capital Revenues)	\$10,196,228	\$12,004,484	\$11,076,214	-7.73
Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$6,408,748	\$11,145,342	\$348,617	-96.87
Federal Section §5310 Capital Grants	\$548,512	\$325,761	\$0	-100.00
Federal Section §5311 Capital Grants	\$0	\$0	\$11,247	-
CM/AQ and Other Federal Grants	\$36,792	\$0	\$0	-
Total Federal Capital	\$6,994,052	\$11,471,103	\$359,864	-96.86
State Capital Grant Expenditures				
State Rural Mobility Grants	\$0	\$183,681	\$0	-100.00
Other State Capital Funds	\$281,007	\$0	\$13,631	-
Total State Capital	\$281,007	\$183,681	\$13,631	-92.58
Local Capital Expenditures				
Local Funds	\$3,214,148	\$1,957,354	\$119,737	-93.88
Total Local Capital	\$3,214,148	\$1,957,354	\$119,737	-93.88
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$12,686,979	\$1,918,474	\$2,171,520	13.19
Debt Service				
Interest	\$0	\$17,578	\$47,421	169.77
Principal	\$0	\$0	\$481,107	-
Total Debt Service	\$0	\$17,578	\$528,528	2,906.76
Ending Balances, December 31				
General Fund	\$286,968	\$122,897	\$953,791	676.09
Operating Reserve	\$1,455,846	\$0	\$0	-
Capital Reserve Funds	\$501,508	\$0	\$0	-
Total	\$2,244,322	\$122,897	\$953,791	676.09

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$7,168,673	\$8,979,465	\$8,015,090	-10.74
State Revenues	\$3,304,616	\$3,208,700	\$3,074,755	-4.17
Federal Revenues	\$6,997,998	\$11,471,103	\$359,864	-96.86
Total Revenues (all sources)	\$17,471,287	\$23,659,268	\$11,449,709	-51.61
Investments				
Operating Investment	\$11,191,462	\$11,878,527	\$10,685,626	-10.04
Local Capital Investment	\$3,214,148	\$1,957,354	\$119,737	-93.88
State Capital Investment	\$281,007	\$183,681	\$13,631	-92.58
Federal Capital Investment	\$6,994,052	\$11,471,103	\$359,864	-96.86
Other Investment	\$0	\$17,578	\$528,528	2,906.76
Total Investment	\$21,680,669	\$25,508,243	\$11,707,386	-54.10

Tammi Rubert
General Manager
63 4 Corners Road
Port Townsend, WA 98368-3090
360-385-4777
www.jeffersontransit.com



System Snapshot

- **Service area** – Jefferson County
- **Congressional district** – 6
- **Legislative district** – 24
- **Type of government** – PTBA
- **Governing body** – 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 an additional 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 paratransit service per ride. West Jefferson County: 75 cents for a day pass; 50 cents for an adult one-way pass and 25 cents for a one-way pass for seniors, youths and individuals with disabilities.
- **Intermodal connections** – Jefferson Transit provides local connecting service six days a week (no Sunday service) to the Port Townsend/Coupeville Ferry Terminal, with Kitsap Transit in Poulsbo, with Clallam Transit in Sequim, and with Mason Transit in Triton Cove. Jefferson Transit provides deviated route service between Amanda Park and Forks along Highway 101 on the west side of the Olympic Peninsula.

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	2012	2013	2014	% Change
<i>Fixed Route Services (Direct Operated)</i>				
Revenue Vehicle Hours	15,628	15,499	15,052	-2.88
Total Vehicle Hours	15,941	15,809	15,353	-2.88
Revenue Vehicle Miles	451,842	427,433	416,439	-2.57
Total Vehicle Miles	452,562	437,737	432,353	-1.23
Passenger Trips	268,749	250,291	245,964	-1.73
Diesel Fuel Consumed (gallons)	82,830	80,602	79,767	-1.04
Employees - FTEs	14.1	13.4	12.5	-6.79
Operating Expenses	\$2,808,808	\$2,584,035	\$2,621,302	1.44
Farebox Revenues	\$165,847	\$149,662	\$145,308	-2.91
<i>Route Deviated Services (Direct Operated)</i>				
Revenue Vehicle Hours	4,688	4,727	4,829	2.16
Total Vehicle Hours	4,782	4,822	4,926	2.16
Revenue Vehicle Miles	141,335	146,038	145,971	-0.05
Total Vehicle Miles	149,044	149,652	148,040	-1.08
Passenger Trips	17,874	16,313	14,335	-12.13
Diesel Fuel Consumed (gallons)	12,385	12,869	12,709	-1.24
Gasoline Fuel Consumed (gallons)	4,959	3,374	3,717	10.17
Employees - FTEs	3.0	3.0	2.9	-4.33
Operating Expenses	\$461,148	\$424,244	\$419,258	-1.18
Farebox Revenues	\$4,840	\$4,007	\$5,146	28.43
<i>Demand Response Services (Direct Operated)</i>				
Revenue Vehicle Hours	6,726	6,017	5,312	-11.72
Total Vehicle Hours	6,861	6,980	6,351	-9.01
Revenue Vehicle Miles	79,331	73,604	60,371	-17.98
Total Vehicle Miles	100,828	85,900	74,441	-13.34
Passenger Trips	17,521	16,428	14,349	-12.66
Diesel Fuel Consumed (gallons)	7,059	4,828	4,093	-15.22
Gasoline Fuel Consumed (gallons)	2,196	2,894	2,476	-14.44
Employees - FTEs	3.0	3.7	3.0	-18.92
Operating Expenses	\$880,373	\$809,921	\$750,363	-7.35
Farebox Revenues	\$14,183	\$12,910	\$12,561	-2.70
<i>Vanpooling Services (Direct Operated)</i>				
Revenue Vehicle Hours	2,009	2,337	1,950	-16.56
Total Vehicle Hours	2,270	2,384	1,989	-16.57
Revenue Vehicle Miles	100,432	105,156	87,764	-16.54
Total Vehicle Miles	102,237	107,298	89,368	-16.71
Passenger Trips	15,276	14,062	13,668	-2.80
Diesel Fuel Consumed (gallons)	60	83	0	-100.00
Gasoline Fuel Consumed (gallons)	6,323	6,255	5,697	-8.92
Operating Expenses	\$41,922	\$38,568	\$53,583	38.93
Vanpool Revenue	\$56,635	\$57,699	\$48,554	-15.85

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$3,284,165	\$3,621,116	\$3,650,601	0.81
Farebox Revenues	\$184,870	\$166,579	\$163,015	-2.14
Vanpooling Revenue	\$56,635	\$57,699	\$48,554	-15.85
Federal Section §5311 Operating	\$611,118	\$621,645	\$816,608	31.36
State Rural Mobility Operating Grants	\$78,684	\$158,418	\$0	-100.00
State Special Needs Operating Grants	\$87,708	\$0	\$80,080	-
State Operating Distribution	\$10,047	\$41,487	\$42,786	3.13
Sales Tax Equalization	\$0	\$396,699	\$279,360	-29.58
Other State Operating Grants	\$0	\$6,988	\$9,019	29.06
Other Operating Sub-Total	\$30,388	\$36,164	\$38,579	6.68
Other-Advertising	\$11,025	\$14,118	\$4,433	-68.60
Other-Interest	\$1,792	\$1,689	\$2,024	19.83
Other-Gain (Loss) on Sale of Assets	\$71	\$2,857	\$14,622	411.80
Other-MISC	\$17,500	\$17,500	\$17,500	0.00
Total (Excludes Capital Revenues)	\$4,343,615	\$5,106,795	\$5,128,602	0.43
Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$0	\$330,836	\$0	-100.00
Federal Section §5311 Capital Grants	\$0	\$0	\$2,036,752	-
Federal STP Grants	\$0	\$18,650	\$110,845	494.34
Total Federal Capital	\$0	\$349,486	\$2,147,597	514.50
State Capital Grant Expenditures				
State Rural Mobility Grants	\$71,539	\$0	\$0	-
Sales Tax Equalization-Capital	\$0	\$108,474	\$0	-100.00
Total State Capital	\$71,539	\$108,474	\$0	-100.00
Local Capital Expenditures				
Local Funds	\$0	\$442,477	\$513,303	16.01
Total Local Capital	\$0	\$442,477	\$513,303	16.01
Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$475,018	\$553,244	\$535,642	-3.18
Ending Balances, December 31				
Unrestricted Cash and Investments	\$786,579	\$815,344	\$1,254,886	53.91
Operating Reserve	\$250,000	\$250,000	\$550,000	120.00
Capital Reserve Funds	\$720,834	\$1,544,610	\$2,035,773	31.80
Debt Service Funds	\$0	\$0	\$99,417	-
Total	\$1,757,413	\$2,609,954	\$3,940,076	50.96

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$3,556,058	\$3,881,558	\$3,900,749	0.49
State Revenues	\$247,978	\$712,066	\$411,245	-42.25
Federal Revenues	\$611,118	\$971,131	\$2,964,205	205.23
Total Revenues (all sources)	\$4,415,154	\$5,564,755	\$7,276,199	30.76
Investments				
Operating Investment	\$4,192,251	\$3,856,768	\$3,844,506	-0.32
Local Capital Investment	\$0	\$442,477	\$513,303	16.01
State Capital Investment	\$71,539	\$108,474	\$0	-100.00
Federal Capital Investment	\$0	\$349,486	\$2,147,597	514.50
Total Investment	\$4,263,790	\$4,757,205	\$6,505,406	36.75

Mason County Transportation Authority

Brad Patterson

General Manager

790 East John's Prairie Road

Shelton, WA 98584

360-426-9434

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 youths, and 50 cents for seniors and individuals with disabilities.
- **Intermodal connections** – Mason Transit provides service throughout Mason County including service between Belfair and the Bremerton Ferry terminal. 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	2012	2013	2014	% Change
<i>Commuter Bus Services (Direct Operated)</i>				
Revenue Vehicle Hours	2,681	2,666	2,636	-1.13
Total Vehicle Hours	2,825	2,840	2,854	0.49
Revenue Vehicle Miles	54,345	58,991	58,702	-0.49
Total Vehicle Miles	59,007	59,056	59,239	0.31
Passenger Trips	28,871	27,145	29,285	7.88
Diesel Fuel Consumed (gallons)	7,759	7,773	7,696	-0.99
Employees - FTEs	1.9	2.5	2.4	-4.00
Operating Expenses	\$314,533	\$323,356	\$344,399	6.51
Farebox Revenues	\$25,425	\$26,411	\$24,740	-6.33
<i>Route Deviated Services (Direct Operated)</i>				
Revenue Vehicle Hours	43,334	24,670	26,477	7.32
Total Vehicle Hours	47,347	28,758	29,223	1.62
Revenue Vehicle Miles	599,653	536,864	532,981	-0.72
Total Vehicle Miles	597,501	542,086	546,285	0.77
Passenger Trips	480,501	442,239	431,779	-2.37
Diesel Fuel Consumed (gallons)	74,996	71,357	74,397	4.26
Employees - FTEs	30.3	24.7	24.0	-2.83
Operating Expenses	\$3,040,487	\$2,964,094	\$3,329,191	12.32
Farebox Revenues	\$274,974	\$285,370	\$287,604	0.78
<i>Route Deviated Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	1,665	1,654	1,363	-17.59
Total Vehicle Hours	1,665	1,654	1,363	-17.59
Revenue Vehicle Miles	29,899	30,232	27,994	-7.40
Total Vehicle Miles	29,899	30,232	27,994	-7.40
Passenger Trips	12,759	12,469	10,349	-17.00
Employees - FTEs	0.8	0.8	0.7	-17.50
Operating Expenses	\$123,162	\$85,993	\$71,872	-16.42
<i>Demand Response Services (Direct Operated)</i>				
Revenue Vehicle Hours	21,206	21,093	19,632	-6.93
Total Vehicle Hours	26,389	26,281	25,361	-3.50
Revenue Vehicle Miles	339,738	349,177	315,506	-9.64
Total Vehicle Miles	373,312	378,168	349,605	-7.55
Passenger Trips	52,718	53,582	51,757	-3.41
Diesel Fuel Consumed (gallons)	46,549	49,780	46,177	-7.24
Employees - FTEs	16.6	22.3	20.7	-7.17
Operating Expenses	\$1,887,199	\$2,101,812	\$2,066,395	-1.69
<i>Vanpooling Services (Direct Operated)</i>				
Revenue Vehicle Hours	5,337	5,228	6,183	18.27
Total Vehicle Hours	5,337	5,288	6,183	16.93
Revenue Vehicle Miles	292,889	280,849	293,437	4.48
Total Vehicle Miles	292,889	280,849	293,437	4.48
Passenger Trips	44,507	42,956	46,768	8.87
Gasoline Fuel Consumed (gallons)	23,228	21,989	21,168	-3.73
Employees - FTEs	0.8	0.6	0.4	-35.48
Operating Expenses	\$152,901	\$162,462	\$188,389	15.96
Vanpool Revenue	\$181,079	\$175,153	\$182,454	4.17

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$3,149,871	\$3,215,506	\$3,480,456	8.24
Farebox Revenues	\$300,399	\$311,781	\$312,344	0.18
Vanpooling Revenue	\$181,079	\$175,153	\$182,454	4.17
Federal Section §5311 Operating	\$844,072	\$1,193,173	\$1,313,621	10.09
State Rural Mobility Operating Grants	\$729,633	\$67,592	\$0	-100.00
State Special Needs Operating Grants	\$341,092	\$256,192	\$296,327	15.67
State Operating Distribution	\$17,289	\$71,913	\$74,668	3.83
Sales Tax Equalization	\$482,499	\$897,779	\$1,458,116	62.41
Other Operating Sub-Total	\$221,552	\$200,885	\$86,320	-57.03
Other-Interest	\$13,532	\$10,403	\$6,870	-33.96
Other-Gain (Loss) on Sale of Assets	\$11,302	\$15,185	\$3,255	-78.56
Other-MISC	\$196,718	\$175,297	\$76,195	-56.53
Total (Excludes Capital Revenues)	\$6,267,486	\$6,389,974	\$7,204,306	12.74
Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$647,587	\$1,240,034	\$2,910,769	134.73
Total Federal Capital	\$647,587	\$1,240,034	\$2,910,769	134.73
State Capital Grant Expenditures				
State Vanpool Grants	\$0	\$99,000	\$0	-100.00
Other State Capital Funds	\$0	\$0	\$776,000	-
Total State Capital	\$0	\$99,000	\$776,000	683.84
Local Capital Expenditures				
Local Funds	\$0	\$652,912	\$3,165,047	384.76
Total Local Capital	\$0	\$652,912	\$3,165,047	384.76
Other Expenditures				
Other-Expenditures	\$28,972	\$0	\$0	-
Depreciation (Not included in Total Expenditures)	\$825,589	\$889,789	\$946,437	6.37
Debt Service				
Interest	\$35,685	\$32,334	\$25,793	-20.23
Principal	\$44,842	\$48,193	\$554,718	1,051.03
Total Debt Service	\$80,527	\$80,527	\$580,511	620.89
Ending Balances, December 31				
Unrestricted Cash and Investments	\$6,853,202	\$1,954,919	\$917,330	-53.08
Operating Reserve	\$1,500,000	\$2,000,000	\$2,000,000	0.00
Capital Reserve Funds	\$1,037,800	\$4,058,528	\$2,788,733	-31.29
Debt Service Funds	\$649,050	\$600,857	\$0	-100.00
Other	\$100,000	\$550,000	\$330,160	-39.97
Total	\$10,140,052	\$9,164,304	\$6,036,223	-34.13

Total Funds by Source	2012	2013	2014	% Change
Revenues				
Local Revenues	\$3,852,901	\$3,903,325	\$4,061,574	4.05
State Revenues	\$1,570,513	\$1,392,476	\$2,605,111	87.08
Federal Revenues	\$1,491,659	\$2,433,207	\$4,224,390	73.61
Total Revenues (all sources)	\$6,915,073	\$7,729,008	\$10,891,075	40.91
Investments				
Operating Investment	\$5,518,282	\$5,637,717	\$6,000,246	6.43
Local Capital Investment	\$0	\$652,912	\$3,165,047	384.76
State Capital Investment	\$0	\$99,000	\$776,000	683.84
Federal Capital Investment	\$647,587	\$1,240,034	\$2,910,769	134.73
Other Investment	\$109,499	\$80,527	\$580,511	620.89
Total Investment	\$6,275,368	\$7,710,190	\$13,432,573	74.22

Richard Evans
Director

216 North 2nd Street
Raymond, WA 98577-2406

360-875-9418

www.pacificttransit.org



System Snapshot

- **Service area** – Pacific County with connecting service in Aberdeen, Wash., and Astoria, Ore.
- **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 respectively; and a non-voting labor representative.
- **Tax authorized** – 0.3 percent approved in 1980.
- **Fares** – 35 cents for dial a ride; 35 cents or 50 cents for fixed route depending on 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, Ore., for connections to Portland, Ore., including Greyhound, Amtrak, and Portland International Airport.
 - Wahkiakum on the Move in Naselle for connections to Longview, Chehalis and Portland, Ore.
 - Connection service between the main campus of Grays Harbor College and branch campus locations in Raymond and Ilwaco.
- **Transit Development Plan** – [Pacific Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	12,545	12,520	12,566	0.37
Total Vehicle Hours	12,933	12,919	13,090	1.32
Revenue Vehicle Miles	321,702	321,481	323,123	0.51
Total Vehicle Miles	331,651	332,451	336,597	1.25
Passenger Trips	111,993	115,286	115,495	0.18
Diesel Fuel Consumed (gallons)	40,662	44,062	45,293	2.79
Employees - FTEs	6.0	6.0	6.0	0.00
Operating Expenses	\$907,050	\$908,888	\$951,208	4.66
Farebox Revenues	\$39,887	\$35,702	\$31,685	-11.25
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	7,158	7,206	7,152	-0.75
Total Vehicle Hours	8,042	8,096	8,036	-0.74
Revenue Vehicle Miles	85,617	89,064	87,302	-1.98
Total Vehicle Miles	96,198	100,071	98,126	-1.94
Passenger Trips	12,193	11,680	12,470	6.76
Gasoline Fuel Consumed (gallons)	11,207	10,409	9,975	-4.17
Employees - FTEs	3.9	3.9	3.9	0.00
Operating Expenses	\$563,046	\$568,978	\$582,998	2.46
Farebox Revenues	\$5,481	\$5,334	\$4,526	-15.15

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$667,138	\$765,617	\$790,561	3.26
Farebox Revenues	\$45,368	\$41,036	\$36,211	-11.76
Federal Section §5311 Operating	\$300,000	\$456,319	\$612,540	34.24
State Rural Mobility Operating Grants	\$300,000	\$149,952	\$0	-100.00
State Special Needs Operating Grants	\$0	\$16,145	\$36,237	124.45
State Operating Distribution	\$6,202	\$26,044	\$27,282	4.75
Sales Tax Equalization	\$56,870	\$55,386	\$82,168	48.36
Other Operating Sub-Total	\$4,310	\$2,496	\$1,696	-32.05
Other-Interest	\$4,310	\$2,496	\$1,696	-32.05
Total (Excludes Capital Revenues)	\$1,379,888	\$1,512,995	\$1,586,695	4.87

Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$96,000	\$0	\$0	-
Total Federal Capital	\$96,000	\$0	\$0	-

State Capital Grant Expenditures				
Sales Tax Equalization-Capital	\$80,752	\$0	\$0	-
Total State Capital	\$80,752	\$0	\$0	-

Local Capital Expenditures				
Local Funds	\$100,649	\$0	\$0	-
Total Local Capital	\$100,649	\$0	\$0	-

Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$334,856	\$303,854	\$277,556	-8.65

Ending Balances, December 31				
General Fund	\$80,692	\$62,408	\$122,515	96.31
Capital Reserve Funds	\$1,648,438	\$1,438,266	\$1,602,113	11.39
Total	\$1,729,130	\$1,500,674	\$1,724,628	14.92

Total Funds by Source	2012	2013	2014	% Change
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Revenues				
Local Revenues	\$716,816	\$809,149	\$828,468	2.39
State Revenues	\$443,824	\$247,527	\$145,687	-41.14
Federal Revenues	\$396,000	\$456,319	\$612,540	34.24
Total Revenues (all sources)	\$1,556,640	\$1,512,995	\$1,586,695	4.87

Investments				
Operating Investment	\$1,470,096	\$1,477,866	\$1,534,206	3.81
Local Capital Investment	\$100,649	\$0	\$0	-
State Capital Investment	\$80,752	\$0	\$0	-
Federal Capital Investment	\$96,000	\$0	\$0	-
Total Investment	\$1,747,497	\$1,477,866	\$1,534,206	3.81

Wayne Thompson
General Manager
775 NW Guy Street
Pullman, WA 99163
509-338-3248

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 50 cents per boarding for adults and 30 cents per boarding for youth, seniors and individuals with disabilities.
- **Intermodal connections** – Pullman Transit connects with Northwest Trailways for service outside the community. Pullman Transit also provides service to all elementary, middle and high schools and Washington State University, and coordinates service with the Whitman County Council on Aging for transportation services in the community.
- **Transit Development Plan** – [Pullman Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
Fixed Route Services (Direct Operated)				
Revenue Vehicle Hours	26,011	28,561	27,769	-2.77
Total Vehicle Hours	27,233	30,075	29,157	-3.05
Revenue Vehicle Miles	326,108	350,893	316,667	-9.75
Total Vehicle Miles	351,524	375,456	337,250	-10.18
Passenger Trips	1,472,626	1,400,710	1,389,761	-0.78
Diesel Fuel Consumed (gallons)	96,470	93,400	85,019	-8.97
Employees - FTEs	27.5	27.9	28.6	2.40
Operating Expenses	\$2,866,524	\$3,203,661	\$3,379,587	5.49
Farebox Revenues	\$1,776,798	\$1,894,811	\$1,928,277	1.77
Demand Response Services (Direct Operated)				
Revenue Vehicle Hours	7,252	7,279	7,428	2.05
Total Vehicle Hours	7,713	7,730	7,874	1.86
Revenue Vehicle Miles	65,898	66,883	68,573	2.53
Total Vehicle Miles	67,912	68,889	70,630	2.53
Passenger Trips	18,653	17,778	19,366	8.93
Diesel Fuel Consumed (gallons)	310	153	0	-100.00
Gasoline Fuel Consumed (gallons)	10,505	10,389	11,502	10.71
Employees - FTEs	7.3	7.2	7.0	-2.76
Operating Expenses	\$682,916	\$1,011,683	\$1,126,529	11.35
Farebox Revenues	\$6,316	\$5,635	\$5,766	2.32

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Other Local Taxes	\$984,490	\$1,180,846	\$1,248,445	5.72
Farebox Revenues	\$1,783,114	\$1,900,446	\$1,934,043	1.77
Federal Section §5311 Operating	\$560,204	\$650,000	\$600,000	-7.69
State Rural Mobility Operating Grants	\$247,275	\$80,210	\$29,354	-63.40
State Special Needs Operating Grants	\$31,936	\$31,848	\$37,963	19.20
State Operating Distribution	\$13,865	\$59,003	\$62,545	6.00
Other Operating Sub-Total	\$25,668	\$0	\$0	-
Other-MISC	\$25,668	\$0	\$0	-
Total (Excludes Capital Revenues)	\$3,646,552	\$3,902,353	\$3,912,350	0.26

Federal Capital Grant Expenditures

Federal Section §5309 Capital Grants	\$0	\$1,568,000	\$529,372	-66.24
Federal Section §5310 Capital Grants	\$54,318	\$0	\$0	-
Federal Section §5311 Capital Grants	\$57,181	\$0	\$0	-
Total Federal Capital	\$111,499	\$1,568,000	\$529,372	-66.24

State Capital Grant Expenditures

State Rural Mobility Grants	\$180,050	\$0	\$0	-
Total State Capital	\$180,050	\$0	\$0	-

Local Capital Expenditures

Local Funds	\$136,070	\$433,505	\$108,800	-74.90
Total Local Capital	\$136,070	\$433,505	\$108,800	-74.90

Ending Balances, December 31

Operating Reserve	\$0	\$394,657	\$372,669	-5.57
Working Capital	\$0	\$394,657	\$372,670	-5.57
Total	\$0	\$789,314	\$745,339	-5.57

Total Funds by Source	2012	2013	2014	% Change
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Revenues

Local Revenues	\$2,793,272	\$3,081,292	\$3,182,488	3.28
State Revenues	\$473,126	\$171,061	\$129,862	-24.08
Federal Revenues	\$671,703	\$2,218,000	\$1,129,372	-49.08
Total Revenues (all sources)	\$3,938,101	\$5,470,353	\$4,441,722	-18.80

Investments

Operating Investment	\$3,549,440	\$4,215,344	\$4,506,116	6.90
Local Capital Investment	\$136,070	\$433,505	\$108,800	-74.90
State Capital Investment	\$180,050	\$0	\$0	-
Federal Capital Investment	\$111,499	\$1,568,000	\$529,372	-66.24
Total Investment	\$3,977,059	\$6,216,849	\$5,144,288	-17.25

Kelly Scalf
General Manager
307 S Main #4
Omak, WA 98841
www.okanogantransit.com



System Snapshot

- **Service area** – Okanogan County
- **Congressional district** – 4
- **Legislative districts** – 7 and 12
- **Type of government** – PTBA
- **Governing body** – 9-member board of directors.
- **Tax authorized** – 0.4 percent sales tax approved in 2013.
- **Fares** – \$1.00 per boarding
- **Intermodal connections** – Provides connections in Omak to the Apple Line with service to Ellensburg.
- **Transit Development Plan** – Okanogan County PTBA

TranGO is a new service that started in mid-2014. Information provided in the data summary for this transit organization is only for that operational period.

Annual Operating Information	2012	2013	2014	% Change
<i>Demand Response Services (Purchased Transportation)</i>				
Revenue Vehicle Hours	-	-	1,624	-
Total Vehicle Hours	-	-	1,624	-
Revenue Vehicle Miles	-	-	18,575	-
Total Vehicle Miles	-	-	18,575	-
Passenger Trips	-	-	5,178	-
Gasoline Fuel Consumed (gallons)	-	-	2,789	-
Employees - FTEs	-	-	1.6	-
Operating Expenses	-	-	\$73,016	-
Farebox Revenues	-	-	\$5,915	-

Financial Information	2012	2013	2014	% Change
<i>Operating Related Revenues</i>				
Sales Tax	-	-	\$1,805,988	-
Farebox Revenues	\$0	\$0	\$5,915	-
Total (Excludes Capital Revenues)	\$0	\$0	\$1,811,903	-

Other Expenditures

Depreciation (Not included in Total Expenditures)	-	-	\$6,738	-
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Ending Balances, December 31

General Fund	-	-	\$980,685	-
Total	\$0	\$0	\$980,685	-

Total Funds by Source	2012	2013	2014	% Change
<i>Revenues</i>				
Local Revenues	\$0	\$0	\$1,811,903	-
Total Revenues (all sources)	\$0	\$0	\$1,811,903	-

Investments

Operating Investment	\$0	\$0	\$73,016	-
Total Investment	\$0	\$0	\$73,016	-

Rob LaFontaine
General Manager
212 East Locust Street
Centralia, WA 98531
360-330-2072
www.twintransit.org



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 in 1985 and an additional 0.1 percent in 2004.
- **Fares** – \$2.00 per boarding for fixed route, route deviated and paratransit service.
- **Intermodal connections** – Twin Transit provides deviated route service to most local public and private schools, including Centralia College. Connections with Amtrak, Greyhound, Grays Harbor Transit, Lewis Mountain Highway Transit and Rural & Tribal Transportation are available at the Centralia Amtrak Depot.
- **Transit Development Plan** – [Twin Transit TDP](#)

Annual Operating Information	2012	2013	2014	% Change
<i>Commuter Bus Services (Direct Operated)</i>				
Revenue Vehicle Hours	0	0	1,368	-
Total Vehicle Hours	0	0	1,368	-
Revenue Vehicle Miles	0	0	58,582	-
Total Vehicle Miles	0	0	58,780	-
Passenger Trips	0	0	2,935	-
Gasoline Fuel Consumed (gallons)	0	0	8,906	-
Employees - FTEs	0.0	0.0	1.0	-
Operating Expenses	\$0	\$0	\$171,272	-
Farebox Revenues	\$0	\$0	\$1,383	-
<i>Route Deviated Services (Direct Operated)</i>				
Revenue Vehicle Hours	25,896	25,668	21,555	-16.02
Total Vehicle Hours	25,896	25,668	21,555	-16.02
Revenue Vehicle Miles	351,701	356,237	287,738	-19.23
Total Vehicle Miles	352,125	358,899	291,454	-18.79
Passenger Trips	245,488	251,757	255,223	1.38
Diesel Fuel Consumed (gallons)	19,669	18,809	16,411	-12.75
Gasoline Fuel Consumed (gallons)	32,092	32,250	27,010	-16.25
Employees - FTEs	15.4	16.1	14.8	-8.07
Operating Expenses	\$1,572,391	\$1,608,964	\$1,583,075	-1.61
Farebox Revenues	\$119,326	\$131,512	\$121,760	-7.42
<i>Demand Response Services (Direct Operated)</i>				
Revenue Vehicle Hours	4,489	4,563	6,087	33.40
Total Vehicle Hours	4,489	4,563	6,087	33.40
Revenue Vehicle Miles	42,967	44,627	61,907	38.72
Total Vehicle Miles	43,009	44,961	73,943	64.46
Passenger Trips	11,362	11,459	12,767	11.41
Gasoline Fuel Consumed (gallons)	4,292	6,013	9,400	56.33
Employees - FTEs	2.1	2.9	5.5	89.66
Operating Expenses	\$308,234	\$317,871	\$349,438	9.93
Farebox Revenues	\$5,754	\$6,341	\$6,030	-4.90

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$1,316,111	\$1,403,767	\$1,515,788	7.98
Farebox Revenues	\$125,080	\$137,853	\$129,173	-6.30
Federal Section §5311 Operating	\$112,117	\$178,894	\$527,729	195.00
State Rural Mobility Operating Grants	\$112,098	\$54,577	\$0	-100.00
State Special Needs Operating Grants	\$97,610	\$204,523	\$55,556	-72.84
State Operating Distribution	\$8,423	\$33,418	\$33,142	-0.83
Other Operating Sub-Total	\$28,117	\$24,344	\$16,522	-32.13
Other-Advertising	\$10,528	\$8,628	\$8,957	3.81
Other-Interest	\$4,273	\$3,012	\$2,189	-27.32
Other-Gain (Loss) on Sale of Assets	\$5,438	\$9,136	\$0	-100.00
Other-MISC	\$7,878	\$3,568	\$5,376	50.67
Total (Excludes Capital Revenues)	\$1,799,556	\$2,037,376	\$2,277,910	11.81

Federal Capital Grant Expenditures				
Federal Section §5309 Capital Grants	\$84,424	\$0	\$0	-
Federal Section §5310 Capital Grants	\$0	\$155,831	\$0	-100.00
Federal Section §5311 Capital Grants	\$0	\$108,207	\$0	-100.00
Total Federal Capital	\$84,424	\$264,038	\$0	-100.00

Local Capital Expenditures				
Local Funds	\$19,372	\$77,207	\$0	-100.00
Total Local Capital	\$19,372	\$77,207	\$0	-100.00

Other Expenditures				
Depreciation (Not included in Total Expenditures)	\$364,796	\$183,550	\$347,990	89.59

Ending Balances, December 31				
General Fund	\$108,517	\$7,297	\$17,514	140.02
Operating Reserve	\$291,161	\$389,325	\$302,047	-22.42
Capital Reserve Funds	\$1,652,666	\$1,588,756	\$1,627,688	2.45
Total	\$2,052,344	\$1,985,378	\$1,947,249	-1.92

Total Funds by Source	2012	2013	2014	% Change
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Revenues				
Local Revenues	\$1,469,308	\$1,565,964	\$1,661,483	6.10
State Revenues	\$218,131	\$292,518	\$88,698	-69.68
Federal Revenues	\$196,541	\$442,932	\$527,729	19.14
Total Revenues (all sources)	\$1,883,980	\$2,301,414	\$2,277,910	-1.02

Investments				
Operating Investment	\$1,880,625	\$1,926,835	\$2,103,785	9.18
Local Capital Investment	\$19,372	\$77,207	\$0	-100.00
Federal Capital Investment	\$84,424	\$264,038	\$0	-100.00
Total Investment	\$1,984,421	\$2,268,080	\$2,103,785	-7.24

Summary of Statewide Statistics

Annual Operating Information	2012	2013	2014	% Change
Service Area Population	5,890,144	5,720,424	5,839,164	2.08

Fixed Route Services (Fixed Route, Bus Rapid Transit, Commuter Bus and Trolley Bus)

Revenue Vehicle Hours	6,119,812	6,117,315	6,187,528	1.15
Total Vehicle Hours	6,941,933	6,982,430	7,005,549	0.33
Revenue Vehicle Miles	84,142,367	83,981,981	84,317,784	0.40
Total Vehicle Miles	103,075,809	102,360,981	102,842,980	0.47
Passenger Trips	191,966,046	194,239,523	199,116,557	2.51
Diesel Fuel Consumed (gallons)	21,463,090	21,283,288	21,381,485	0.46
Gasoline Fuel Consumed (gallons)	49,686	73,275	91,177	24.43
CNG Fuel Consumed (Therms)	1,713,986	1,588,050	1,509,922	-4.92
Propane Fuel Consumed (gallons)	0	0	55,953	
Electricity Consumed (kWh)	35,709,541	16,925,685	16,613,745	-1.84
Employees - FTEs	6,608	6,689	6,087	-8.99
Operating Expenses	\$910,806,249	\$924,369,952	\$955,889,864	3.41
Farebox Revenues	\$231,062,925	\$239,925,142	\$251,423,922	4.79

Commuter Rail Services

Revenue Vehicle Hours	38,333	49,257	50,375	2.27
Total Vehicle Hours	47,017	54,536	53,994	-0.99
Revenue Vehicle Miles	1,498,958	1,636,847	1,603,802	-2.02
Total Vehicle Miles	1,519,445	1,671,930	1,640,998	-1.85
Passenger Trips	2,803,123	2,968,041	3,361,318	13.25
Diesel Fuel Consumed (gallons)	1,058,773	1,193,706	1,310,021	9.74
Employees - FTEs	89	93	100	8.31
Operating Expenses	\$36,762,712	\$38,593,006	\$40,139,559	4.01
Farebox Revenues	\$9,480,587	\$9,484,285	\$10,457,882	10.27

Light Rail Services (Includes Streetcar Rail)

Revenue Vehicle Hours	157,696	162,741	165,825	1.90
Total Vehicle Hours	168,783	170,927	173,599	1.56
Revenue Vehicle Miles	2,691,290	2,783,371	2,834,679	1.84
Total Vehicle Miles	2,806,485	2,899,501	2,948,610	1.69
Passenger Trips	10,476,045	11,453,266	12,619,200	10.18
Electricity Consumed (kWh)	15,360,774	17,534,792	13,052,299	-25.56
Employees - FTEs	728	524	553	5.49
Operating Expenses	\$58,334,340	\$60,237,293	\$68,575,160	13.84
Farebox Revenues	\$14,518,341	\$15,607,562	\$16,291,263	4.38

Annual Operating Information	2012	2013	2014	% Change
Route Deviated Services				
Revenue Vehicle Hours	225,424	208,504	201,455	-3.38
Total Vehicle Hours	259,108	244,531	228,595	-6.52
Revenue Vehicle Miles	3,761,710	3,834,266	3,746,170	-2.30
Total Vehicle Miles	4,269,737	4,303,267	4,099,556	-4.73
Passenger Trips	2,388,370	2,404,556	2,373,499	-1.29
Diesel Fuel Consumed (gallons)	388,859	403,365	364,118	-9.73
Gasoline Fuel Consumed (gallons)	206,215	207,770	197,835	-4.78
CNG Fuel Consumed (Therms)	1,116	1,021	1,015	-0.59
Employees - FTEs	125	121	111	-8.21
Operating Expenses	\$19,038,768	\$20,166,603	\$19,953,308	-1.06
Farebox Revenues	\$858,608	\$887,341	\$827,636	-6.73
Demand Response Services				
Revenue Vehicle Hours	1,864,409	1,855,900	1,830,618	-1.36
Total Vehicle Hours	2,068,511	2,064,409	2,040,246	-1.17
Revenue Vehicle Miles	27,637,777	27,545,291	26,882,505	-2.41
Total Vehicle Miles	31,454,211	31,309,189	30,706,846	-1.92
Passenger Trips	4,427,943	4,379,465	4,356,667	-0.52
Diesel Fuel Consumed (gallons)	2,023,005	1,731,962	1,505,908	-13.05
Gasoline Fuel Consumed (gallons)	1,448,760	1,763,111	1,968,282	11.64
CNG Fuel Consumed (Therms)	36,071	33,005	32,826	-0.54
Employees - FTEs	1,707	1,707	1,652	-3.26
Operating Expenses	\$167,405,793	\$172,830,205	\$178,851,980	3.48
Farebox Revenues	\$4,766,112	\$4,760,164	\$4,883,999	2.60
Vanpooling Services				
Revenue Vehicle Hours	1,091,720	1,075,468	1,188,741	10.53
Total Vehicle Hours	1,092,496	1,075,997	1,189,772	10.57
Revenue Vehicle Miles	39,596,156	39,526,269	39,641,662	0.29
Total Vehicle Miles	39,639,205	39,546,588	39,773,247	0.57
Passenger Trips	8,635,720	8,425,655	8,255,460	-2.02
Diesel Fuel Consumed (gallons)	21,895	16,979	19,752	16.33
Gasoline Fuel Consumed (gallons)	2,588,915	2,522,666	2,565,555	1.70
Employees - FTEs	118	118	108	-8.22
Operating Expenses	\$29,060,325	\$28,305,523	\$29,010,697	2.49
Vanpool Revenue	\$23,541,041	\$25,314,851	\$26,018,848	2.78

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Sales Tax	\$1,335,733,849	\$1,430,026,801	\$1,541,898,961	7.82
Other Local Taxes	\$38,016,241	\$43,937,481	\$42,264,802	-3.81
MVET	\$65,843,521	\$69,095,503	\$74,165,950	7.34
Farebox Revenues	\$171,291,294	\$171,255,488	\$179,453,784	4.79
Vanpooling Revenue	\$23,541,041	\$25,314,851	\$26,018,848	2.78
Federal Section §5307 Operating	\$11,451,369	\$20,372,538	\$18,270,793	-10.32
Federal Section §5307 Preventative	\$77,457,260	\$40,161,373	\$45,168,132	12.47
Federal Section §5311 Operating	\$4,563,223	\$5,228,265	\$6,084,753	16.38
FTA JARC (§5316) Program	\$1,979,503	\$1,399,059	\$957,607	-31.55
Other Federal Operating	\$6,969,532	\$12,028,572	\$11,130,179	-7.47
State Rural Mobility Operating Grants	\$2,192,599	\$2,323,088	\$1,133,903	-51.19
State Regional Mobility Operating Grants	\$2,097,541	\$747,874	\$2,945,143	293.80
State Special Needs Operating Grants	\$5,860,783	\$5,923,985	\$7,650,513	29.14
State Operating Distribution	\$2,999,997	\$12,500,001	\$12,999,998	4.00
Sales Tax Equalization	\$3,039,854	\$3,168,241	\$3,913,080	23.51
Other State Operating Grants	\$1,862,063	\$6,421,733	\$5,867,923	-8.62
Other Operating Sub-Total	\$57,421,900	\$70,390,689	\$145,942,317	107.33
Other-Advertising	\$9,680,437	\$10,710,938	\$10,080,797	-5.88
Other-Interest	\$17,241,423	\$34,726,583	\$37,125,000	6.91
Other-Gain (Loss) on Sale of Assets	\$935,108	\$637,476	\$2,055,799	222.49
Other-MISC	\$29,564,932	\$24,315,692	\$96,680,721	297.61
Total (Excludes Capital Revenues)	\$1,901,716,849	\$2,019,704,548	\$2,230,297,604	10.43
Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$43,833,402	\$76,003,961	\$80,207,069	5.53
Federal Section §5309 Capital Grants	\$158,869,241	\$153,062,693	\$124,901,341	-18.40
Federal Section §5310 Capital Grants	\$1,382,768	\$560,955	\$621,107	10.72
Federal Section §5311 Capital Grants	\$675,554	\$454,207	\$2,231,395	391.27
FTA JARC (§5316) Program	\$1,979,503	\$1,399,059	\$957,607	-31.55
Federal STP Grants	\$9,218	\$51,297	\$110,845	116.08
CM/AQ and Other Federal Grants	\$14,681,038	\$19,851,184	\$45,378,912	128.60
Total Federal Capital	\$219,451,221	\$249,984,297	\$253,474,979	1.40
State Capital Grant Expenditures				
State Rural Mobility Grants	\$577,589	\$183,681	\$615,285	234.97
State Regional Mobility Grants	\$5,993,687	\$2,662,135	\$2,025,318	-23.92
State Special Needs Grants	\$55,233	\$260,267	\$76,442	-70.63
Sales Tax Equalization-Capital	\$80,752	\$108,474		
State Vanpool Grants	\$719,053	\$771,185	\$552,574	-28.35
Other State Capital Funds	\$413,023	\$13,391,986	\$14,075,248	5.10
Total State Capital	\$7,839,337	\$17,377,728	\$17,344,867	-0.19

Financial Information	2012	2013	2014	% Change
Local Capital Expenditures				
Local Funds	\$476,423,347	\$568,790,372	\$736,075,659	29.41
Total Local Capital	\$476,423,347	\$568,790,372	\$736,075,659	29.41
Other Expenditures				
Other-Expenditures	\$93,203,577	\$101,256,375	\$48,835,966	-51.77
Depreciation (Not included in Total Expenditures)	\$321,712,728	\$319,257,691	\$368,085,832	15.29
Debt Service				
Interest	\$77,162,875	\$86,810,977	\$73,867,973	-14.91
Principal	\$385,308,000	\$46,806,081	\$47,134,938	0.70
Total Debt Service	\$462,470,875	\$133,617,058	\$121,002,911	-9.44
Ending Balances, December 31				
General Fund	\$33,718,708	\$41,183,139	\$47,516,600	15.38
Unrestricted Cash and Investments	\$770,090,734	\$670,526,046	\$532,728,503	-20.55
Operating Reserve	\$70,990,322	\$84,447,931	\$84,768,438	0.38
Working Capital	\$12,613,151	\$13,663,046	\$14,606,586	6.91
Capital Reserve Funds	\$339,685,993	\$402,163,243	\$460,593,969	14.53
Contingency Reserve	\$1,520,000	\$9,448,351	\$9,476,268	0.30
Debt Service Funds	\$103,958,914	\$102,459,374	\$105,954,189	3.41
Insurance Funds	\$18,392,136	\$17,885,950	\$14,826,304	-17.11
Other	\$389,465,876	\$451,328,802	\$320,639,268	-28.96
Total	\$1,740,435,834	\$1,793,105,882	\$1,591,110,125	-11.27
Total Funds by Source				
	2012	2013	2014	% Change
Revenues				
Local Revenues	\$1,781,243,125	\$1,909,429,819	\$2,114,175,580	84.53
State Revenues	\$25,892,174	\$48,462,650	\$51,855,427	2.07
Federal Revenues	\$321,872,108	\$329,174,104	\$335,086,443	13.40
Total Revenues (all sources)	\$2,129,007,407	\$2,287,066,573	\$2,501,117,450	
Investments				
Operating Investment	\$1,221,408,187	\$1,244,502,582	\$1,292,420,568	52.34
Local Capital Investment	\$476,423,347	\$568,790,372	\$736,075,659	29.81
State Capital Investment	\$7,839,337	\$17,377,728	\$17,344,867	0.70
Federal Capital Investment	\$219,451,221	\$249,984,297	\$253,474,979	10.27
Other Investment	\$555,674,452	\$234,873,433	\$169,838,877	6.88
Total Investment	\$2,480,796,544	\$2,315,528,412	\$2,469,154,950	

Fixed Route	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
Asotin County PTBA	Small Urban	21,950	9,000	9,376	144,346	148,797	67,184	6.5	\$715,759	\$36,306	7.5	0.47	\$79.53	\$4.96	\$10.65	5.07%
Ben Franklin Transit	Urban	246,149	131,093	138,651	2,120,371	2,307,210	2,824,121	114.7	\$14,016,906	\$1,461,664	21.5	1.33	\$106.92	\$6.61	\$4.96	10.43%
Ciallam Transit System	Rural	72,500	42,645	45,075	927,699	1,019,130	791,430	57.5	\$5,693,852	\$761,336	18.6	0.85	\$133.52	\$6.14	\$7.19	13.37%
Community Transit	Urban	542,727	297,022	320,246	4,422,817	5,134,179	5,871,817	400.6	\$50,287,853	\$7,533,895	19.8	1.33	\$169.31	\$11.37	\$8.56	14.98%
C-TRAN	Urban	375,833	219,568	230,491	3,081,042	3,347,295	5,330,291	244.9	\$28,220,247	\$3,948,890	24.3	1.73	\$128.53	\$9.16	\$5.29	13.99%
Everett Transit	Urban	104,900	99,474	106,246	1,185,361	1,340,148	1,971,113	95.0	\$14,020,388	\$1,443,345	19.8	1.66	\$140.95	\$11.83	\$7.11	10.29%
Grays Harbor Transportation Authority	Rural	73,300	31,743	31,743	812,895	876,851	647,943	27.0	\$3,839,687	\$484,810	20.4	0.80	\$120.96	\$4.72	\$5.93	12.63%
Intercity Transit	Small Urban	169,272	183,609	190,728	2,343,831	2,479,136	4,257,903	204.8	\$21,372,830	\$2,608,098	23.2	1.82	\$116.40	\$9.12	\$5.02	12.20%
Island Transit	Rural	80,000	38,279	54,267	1,170,342	1,246,164	735,320	52.0	\$4,419,942	\$0	19.2	0.63	\$115.47	\$3.78	\$6.01	0.00%
Jefferson Transit Authority	Rural	30,700	15,052	15,353	416,439	432,353	245,964	12.5	\$2,621,302	\$145,308	16.3	0.59	\$174.15	\$6.29	\$10.66	5.54%
King County Metro	Urban	2,017,250	2,674,714	3,073,420	31,725,952	39,865,629	99,570,062	2,276.1	\$440,582,962	\$131,109,704	37.2	3.14	\$164.72	\$13.89	\$4.42	29.76%
Kitsap Transit	Small Urban	255,900	124,538	145,995	1,935,876	2,389,920	2,818,352	148.0	\$18,250,837	\$5,027,829	22.6	1.46	\$146.55	\$9.43	\$6.48	27.55%
Link Transit	Small Urban	108,570	63,843	68,153	1,319,505	1,377,092	908,885	67.3	\$7,592,237	\$599,891	14.2	0.69	\$118.92	\$5.75	\$8.35	7.90%
Pacific Transit System	Rural	21,100	12,566	13,090	323,123	336,597	115,495	6.0	\$951,208	\$31,685	9.2	0.36	\$75.70	\$2.94	\$8.24	3.33%
Pierce Transit	Urban	535,328	385,007	429,535	4,401,270	5,214,341	10,231,241	564.0	\$53,565,963	\$8,858,933	26.6	2.32	\$139.13	\$12.17	\$5.24	16.54%
Pullman Transit	Rural	31,420	27,769	29,157	316,667	337,250	1,389,761	28.6	\$3,379,587	\$1,928,277	50.0	4.39	\$121.70	\$10.67	\$2.43	57.06%
RiverCities Transit	Small Urban	49,000	28,694	29,338	341,972	354,762	392,741	24.1	\$2,928,744	\$121,006	13.7	1.15	\$102.07	\$8.56	\$7.46	4.13%
City of Selah Transportation Service	Small Urban	7,395	3,625	3,736	51,628	54,095	83,932	3.0	\$231,421	\$0	23.2	1.63	\$63.84	\$4.48	\$2.76	0.00%
Skagit Transit	Small Urban	105,998	48,172	50,798	730,757	767,583	688,716	42.7	\$4,877,992	\$349,951	13.9	0.92	\$101.26	\$6.68	\$7.29	7.17%
Spokane Transit Authority	Urban	409,271	392,087	413,755	5,446,828	5,911,102	11,324,434	371.9	\$45,605,199	\$8,475,543	28.9	2.08	\$166.31	\$8.37	\$4.03	18.58%
Union Gap Transit	Small Urban	6,140	7,545	7,545	109,261	121,402	22,243	4.0	\$264,005	\$0	2.9	0.20	\$34.99	\$2.42	\$11.87	0.00%
Valley Transit	Small Urban	51,258	25,957	26,968	307,619	326,608	729,162	25.6	\$2,555,478	\$162,851	28.1	2.37	\$98.45	\$8.31	\$3.50	6.37%
Whatcom Transportation Authority	Small Urban	207,416	129,869	137,817	1,788,497	1,951,472	5,919,614	108.0	\$16,415,896	\$3,653,208	45.6	3.31	\$126.40	\$9.18	\$2.77	22.25%
Yakima Transit	Small Urban	93,080	45,855	47,270	639,155	669,694	1,061,780	43.7	\$6,226,865	\$711,254	23.2	1.66	\$135.79	\$9.74	\$5.86	11.42%
Urban		4,231,458	4,198,965	4,712,344	52,383,641	63,119,904	137,123,079	4,067.2	\$646,299,518	\$162,831,974	32.7	2.62	\$153.92	\$12.34	\$4.71	25.19%
Small Urban		1,075,979	670,707	717,724	9,712,447	10,640,561	16,930,512	677.7	\$81,432,064	\$13,270,394	25.2	1.74	\$121.41	\$8.38	\$4.81	16.30%
Rural		309,020	168,054	188,685	3,967,165	4,248,345	3,925,913	183.6	\$20,905,578	\$3,351,416	23.4	0.99	\$124.40	\$5.27	\$5.33	16.03%
Statewide Fixed Route	Totals	5,616,457	5,037,726	5,618,753	66,063,253	78,008,810	157,979,504	4,928.5	\$748,637,160	\$179,453,784	31.4	2.39	\$148.61	\$11.33	\$4.74	23.97%

Commuter Bus	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
Community Transit	Urban	542,727	80,334	139,133	1,676,832	3,365,144	2,820,925	164.0	\$2,041,581	\$9,125,394	35.1	1.68	\$274.37	\$13.14	\$7.81	41.40%
C-TRAN	Urban	375,833	33,332	49,349	790,047	1,288,994	731,059	52.4	\$6,042,255	\$3,517,670	21.9	0.93	\$181.27	\$7.65	\$8.27	58.22%
Garfield County Public Transportation	Rural	845	1,345	1,345	39,287	39,287	3,036	0.8	\$65,116	\$5,228	2.3	0.08	\$48.41	\$1.66	\$21.45	8.03%
Grant Transit Authority	Rural	92,900	4,633	5,560	112,272	124,928	31,162	0.6	\$317,333	\$32,043	6.7	0.28	\$68.50	\$2.83	\$10.18	10.10%
InterCity Transit	Small Urban	169,272	24,298	26,260	633,439	678,590	236,851	19.3	\$2,545,648	\$357,524	9.7	0.37	\$104.77	\$4.02	\$10.75	14.04%
Mason County Transportation Authority	Rural	62,000	2,636	2,854	58,702	59,239	29,285	2.4	\$344,399	\$24,740	11.1	0.50	\$130.65	\$5.87	\$11.76	7.18%
Skagit Transit	Small Urban	105,998	9,392	10,062	303,360	317,843	134,063	6.7	\$1,060,697	\$129,635	14.3	0.44	\$112.94	\$3.50	\$7.91	12.22%
Sound Transit	Urban	2,873,505	575,262	717,321	11,668,550	15,862,361	17,669,833	543.4	\$11,480,774	\$33,830,474	30.7	1.51	\$193.79	\$9.55	\$6.31	30.35%
Twin Transit	Rural	24,010	1,368	1,368	58,582	58,780	2,935	1.0	\$171,272	\$1,383	2.1	0.05	\$125.20	\$2.92	\$58.36	0.81%
Yakima Transit	Small Urban	93,080	2,540	2,706	75,640	78,122	13,521	5.0	\$288,845	\$158,362	5.3	0.18	\$113.72	\$3.82	\$21.36	54.83%
	Urban	3,249,338	688,928	905,803	14,135,429	20,506,499	21,221,817	759.8	\$139,564,610	\$46,473,538	30.8	1.50	\$202.58	\$9.87	\$6.58	33.30%
	Totals/Averages	368,350	36,230	39,028	1,012,439	1,074,555	384,435	31.0	\$3,895,190	\$645,521	10.6	0.38	\$107.51	\$3.85	\$10.13	16.57%
	Rural	179,755	9,982	11,127	268,843	282,234	66,418	4.8	\$898,120	\$63,394	6.7	0.25	\$89.98	\$3.34	\$13.52	7.06%
Statewide Commuter Bus	Totals	3,797,443	735,140	955,958	15,416,711	21,863,288	21,672,670	795.6	\$144,357,920	\$47,182,453	29.5	1.41	\$196.37	\$9.36	\$6.66	32.68%

Trolley Bus	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
King County Metro	Urban	2,017,250	414,662	430,838	2,837,820	2,970,882	19,464,363	363.0	\$62,894,784	\$24,787,685	46.9	6.86	\$151.68	\$22.16	\$3.23	39.41%
Statewide Trolley Bus	Totals	2,017,250	414,662	430,838	2,837,820	2,970,882	19,464,363	363.0	\$62,894,784	\$24,787,685	46.9	6.86	\$151.68	\$22.16	\$3.23	39.41%

Route Deviated	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
Clallam Transit System	Rural	72,500	696	696	23,317	23,317	5,068	0.5	\$153,888	\$4,699	7.3	0.22	\$221.10	\$6.60	\$30.36	3.05%
Grant Transit Authority	Rural	92,900	23,486	28,062	713,245	735,887	183,559	16.4	\$1,617,607	\$128,171	7.8	0.26	\$68.88	\$2.27	\$8.81	7.92%
Island Transit	Rural	80,000	13,832	23,964	330,635	390,426	242,028	23.0	\$1,293,223	\$0	17.5	0.73	\$93.50	\$3.91	\$5.34	0.00%
Jefferson Transit Authority	Rural	30,700	4,829	4,926	145,971	148,040	14,335	2.9	\$419,258	\$5,146	3.0	0.10	\$66.82	\$2.87	\$29.25	1.23%
King County Metro	Urban	2,017,250	84,321	92,081	1,182,137	1,395,417	1,074,519	5.6	\$8,858,234	\$209,264	12.7	0.91	\$105.05	\$7.49	\$8.24	2.36%
Link Transit	Small Urban	108,570	11,690	12,903	291,010	316,082	78,486	12.3	\$1,392,659	\$51,456	6.7	0.27	\$119.13	\$4.79	\$17.74	3.69%
Mason County Transportation Authority	Rural	62,000	27,840	30,586	560,975	574,279	442,128	24.7	\$3,401,063	\$287,604	15.9	0.79	\$122.16	\$6.06	\$7.69	8.46%
Skagit Transit	Small Urban	105,998	10,154	10,299	175,964	188,013	32,960	8.6	\$989,210	\$9,340	3.2	0.19	\$97.42	\$5.62	\$30.01	0.94%
Twin Transit	Rural	24,010	21,555	21,555	287,738	291,454	255,223	14.8	\$1,583,075	\$121,760	11.8	0.89	\$73.44	\$5.50	\$6.20	7.69%
Valley Transit	Small Urban	51,258	3,052	3,523	35,178	36,641	45,193	2.7	\$245,091	\$10,196	14.8	1.28	\$80.31	\$6.97	\$5.42	4.16%
	Urban	2,017,250	84,321	92,081	1,182,137	1,395,417	1,074,519	5.6	\$8,858,234	\$209,264	12.7	0.91	\$105.05	\$7.49	\$8.24	2.36%
	Small Urban	265,826	24,896	26,725	502,152	540,736	156,639	23.6	\$2,626,960	\$70,992	6.3	0.31	\$105.52	\$5.23	\$16.77	2.70%
	Rural	362,110	92,238	109,789	2,061,881	2,163,403	1,142,341	82.2	\$8,468,114	\$547,380	12.4	0.55	\$91.81	\$4.11	\$7.41	6.46%
Statewide Route Deviated	Totals	2,645,186	201,455	228,595	3,746,170	4,099,556	2,373,499	111.4	\$19,953,308	\$827,636	11.8	0.63	\$99.05	\$5.33	\$8.41	4.15%

Demand Response	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger/Revenue		Revenue/Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Passenger Trip	Farebox Recovery Ratio
					Trips/Revenue Hour	Trips/Revenue Mile											
Asotin County PTBA	Small Urban	21,950	3,225	3,481	38,287	40,764	7,940	2.0	\$210,876	\$7,969	2.5	0.21	1,613	\$65.39	\$5.51	\$26.56	3.78%
	Urban	246,149	147,508	170,389	2,711,700	3,055,461	495,848	103.7	\$14,988,524	\$476,469	3.4	0.18	1,422	\$101.61	\$5.53	\$30.23	3.18%
	Rural	72,500	30,841	32,609	386,949	470,775	69,998	23.0	\$1,458,033	\$39,071	2.3	0.18	1,341	\$47.28	\$3.77	\$20.83	2.68%
	Rural	4,080	10,445	10,520	214,769	214,969	49,931	13.8	\$1,643,054	\$81,615	4.8	0.23	760	\$157.31	\$7.65	\$32.91	4.97%
	Urban	542,727	84,349	93,834	1,565,104	1,815,549	192,633	84.6	\$7,554,172	\$321,724	2.3	0.12	997	\$89.56	\$4.83	\$39.22	4.26%
	Urban	375,833	86,327	93,675	1,333,555	1,563,463	235,508	101.7	\$9,879,660	\$400,362	2.7	0.18	849	\$114.44	\$7.41	\$41.95	4.05%
	Urban	104,900	46,640	50,047	548,542	610,151	120,739	49.0	\$5,550,632	\$110,663	2.6	0.22	952	\$119.01	\$10.12	\$45.97	1.99%
	Rural	845	1,940	1,940	17,084	17,084	7,147	1.3	\$93,704	\$2,894	3.7	0.42	1,552	\$48.30	\$5.48	\$13.11	2.88%
	Rural	92,900	7,200	8,724	111,936	136,924	15,923	7.0	\$503,762	\$36,267	2.2	0.14	1,029	\$69.97	\$4.50	\$31.64	7.20%
	Rural	73,300	24,990	24,990	365,068	365,068	70,015	13.0	\$1,568,323	\$85,555	2.8	0.19	1,922	\$62.76	\$4.30	\$22.40	5.46%
Grays Harbor Transportation Authority	Small Urban	169,272	69,268	74,990	889,045	982,062	160,046	78.1	\$7,777,832	\$236,646	2.3	0.18	887	\$112.29	\$8.75	\$48.60	3.04%
	Rural	80,000	28,617	30,791	363,146	450,108	61,514	29.0	\$4,190,763	\$0	2.1	0.17	987	\$146.44	\$11.54	\$68.13	0.00%
	Rural	30,700	5,312	6,351	60,371	74,441	14,349	3.0	\$750,363	\$12,561	2.7	0.24	1,771	\$141.26	\$12.43	\$52.29	1.67%
	Urban	2,017,250	650,735	738,308	9,480,898	11,023,481	1,108,959	642.2	\$62,673,647	\$1,266,599	1.7	0.12	1,013	\$96.31	\$6.61	\$56.52	2.02%
	Small Urban	255,900	83,454	90,957	1,283,133	1,407,794	298,899	86.2	\$9,876,470	\$295,707	3.6	0.23	968	\$118.35	\$7.70	\$33.04	2.99%
	Small Urban	108,570	18,932	20,911	238,606	273,837	55,259	18.1	\$1,908,968	\$37,743	2.9	0.23	1,046	\$100.83	\$8.00	\$34.55	1.98%
	Rural	62,000	19,632	25,361	315,506	349,605	51,757	20.7	\$2,066,395	\$0	2.6	0.16	948	\$105.26	\$6.55	\$39.92	0.00%
	Rural	38,872	1,624	1,624	18,575	18,575	5,178	1.6	\$73,016	\$5,915	3.2	0.28	1,015	\$44.96	\$3.93	\$14.10	8.10%
	Rural	21,100	7,152	8,036	87,302	98,126	12,470	3.9	\$582,998	\$4,526	1.7	0.14	1,834	\$81.52	\$6.68	\$46.75	0.78%
	Urban	535,328	166,445	184,902	2,362,686	2,692,403	372,631	52.0	\$17,555,294	\$236,993	2.2	0.16	3,201	\$105.47	\$7.43	\$47.11	1.35%
Pierce Transit	Rural	31,420	7,428	7,874	68,573	70,630	19,366	7.0	\$1,126,529	\$5,766	2.6	0.28	1,055	\$151.66	\$16.43	\$58.17	0.51%
	Small Urban	49,000	19,931	22,767	185,683	206,266	59,022	17.0	\$1,390,524	\$16,148	3.0	0.32	1,172	\$69.77	\$7.49	\$23.56	1.16%
	Small Urban	7,395	1,778	2,000	20,864	24,508	3,659	1.0	\$51,493	\$0	2.1	0.18	1,778	\$28.96	\$2.47	\$14.07	0.00%
	Small Urban	105,998	25,827	27,691	281,524	327,735	61,370	31.6	\$2,936,297	\$5,601	2.4	0.22	817	\$113.69	\$10.43	\$47.85	0.19%
	Urban	409,271	160,503	176,329	2,462,003	2,761,372	475,171	147.9	\$12,626,614	\$628,458	3.0	0.19	1,085	\$78.67	\$5.13	\$26.57	4.98%
	Rural	24,010	6,087	6,087	61,907	73,943	12,767	5.5	\$349,438	\$6,030	2.1	0.21	1,107	\$57.41	\$5.64	\$27.37	1.73%
	Small Urban	6,140	8,320	8,320	38,380	43,755	6,834	5.0	\$85,400	\$0	0.8	0.18	1,664	\$10.26	\$2.23	\$12.50	0.00%
	Small Urban	51,258	13,640	14,372	157,812	163,963	52,962	14.4	\$1,193,948	\$11,829	3.9	0.34	947	\$87.53	\$7.57	\$22.54	0.99%
	Small Urban	207,416	60,657	66,589	840,185	935,535	193,312	52.5	\$7,043,378	\$431,519	3.2	0.23	1,155	\$116.12	\$8.38	\$36.44	6.13%
	Small Urban	93,080	31,811	35,777	373,312	438,499	65,460	36.0	\$1,141,873	\$119,569	2.1	0.18	884	\$35.90	\$3.06	\$17.44	10.47%
Urban		4,231,458	1,342,507	1,507,484	20,464,488	23,521,880	3,001,489	1,181.1	\$130,828,543	\$3,441,268	2.2	0.15	1,137	\$97.45	\$6.39	\$43.59	2.63%
	Small Urban	1,075,979	336,843	367,855	4,346,831	4,844,718	964,763	341.9	\$33,617,059	\$1,162,731	2.9	0.22	985	\$99.80	\$7.73	\$34.84	3.46%
	Rural	531,727	151,268	164,907	2,071,186	2,340,248	390,415	128.7	\$14,406,378	\$280,000	2.6	0.19	1,175	\$95.24	\$6.96	\$36.90	1.94%
Statewide Demand Response																	
Totals		5,839,164	1,830,618	2,040,246	26,882,505	30,706,846	4,356,667	1,651.8	\$178,851,980	\$4,883,999	2.4	0.16	1,108	\$97.70	\$6.65	\$41.05	2.73%

Vanpool	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Miles	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
Asotin County PTBA	Small Urban	21,950	3,138	3,499	123,451	124,905	26,363	1.0	\$53,858	\$0	8.4	0.21	3,138	\$17.16	\$0.44	\$2.04	0.00%
Ben Franklin Transit	Urban	246,149	84,232	84,232	4,033,627	4,078,837	828,189	8.1	\$2,969,983	\$0	9.8	0.21	10,399	\$35.26	\$0.74	\$3.59	0.00%
Ciallam Transit System	Rural	72,500	16,548	16,548	636,824	642,259	106,850	1.0	\$307,776	\$0	6.5	0.17	16,548	\$18.60	\$0.48	\$2.88	0.00%
Columbia County Public Transportation	Rural	4,080	2,663	2,700	119,653	119,863	27,691	0.3	\$71,908	\$0	10.4	0.23	10,652	\$27.00	\$0.60	\$2.60	0.00%
Community Transit	Urban	542,727	147,749	147,749	4,817,228	4,817,228	924,912	20.5	\$4,300,258	\$0	6.3	0.19	7,207	\$29.11	\$0.89	\$4.65	0.00%
C-TRAN	Urban	375,833	11,613	11,613	449,502	449,502	68,420	0.4	\$276,071	\$0	5.9	0.15	26,393	\$23.77	\$0.61	\$4.03	0.00%
Grant Transit Authority	Rural	92,900	4,671	4,671	268,045	268,045	44,445	1.0	\$74,515	\$0	9.5	0.17	4,671	\$15.95	\$0.28	\$1.68	0.00%
Grays Harbor Transportation Authority	Rural	73,300	10,618	10,618	349,982	404,978	112,088	2.0	\$134,624	\$0	10.6	0.32	5,309	\$12.68	\$0.38	\$1.20	0.00%
InterCity Transit	Small Urban	169,272	95,030	95,030	3,629,991	3,629,991	743,869	11.1	\$1,905,009	\$0	7.8	0.20	8,561	\$20.05	\$0.52	\$2.56	0.00%
Island Transit	Rural	80,000	41,265	41,265	1,206,256	1,210,102	227,944	2.0	\$781,698	\$0	5.5	0.19	20,633	\$18.94	\$0.65	\$3.43	0.00%
Jefferson Transit Authority	Rural	30,700	1,950	1,989	87,764	89,368	13,668	0.0	\$53,583	\$0	7.0	0.16		\$27.48	\$0.61	\$3.92	0.00%
King County Metro	Urban	2,017,250	499,955	499,955	14,498,635	14,498,635	3,414,783	27.9	\$10,289,041	\$0	6.8	0.24	17,920	\$20.58	\$0.71	\$3.01	0.00%
Kitsap Transit	Small Urban	255,900	34,249	34,249	1,058,252	1,058,252	232,391	6.0	\$1,138,900	\$0	6.8	0.22	5,708	\$33.25	\$1.08	\$4.90	0.00%
Mason County Transportation Authority	Rural	62,000	6,183	6,183	293,437	293,437	46,768	0.4	\$188,389	\$0	7.6	0.16	15,458	\$30.47	\$0.64	\$4.03	0.00%
Pierce Transit	Urban	535,328	140,256	140,256	4,708,917	4,708,917	906,686	20.0	\$4,315,559	\$0	6.5	0.19	7,013	\$30.77	\$0.92	\$4.76	0.00%
Skagit Transit	Small Urban	105,998	30,487	31,061	1,109,649	1,126,682	128,929	2.4	\$612,325	\$0	4.2	0.12	12,703	\$20.08	\$0.55	\$4.75	0.00%
Spokane Transit Authority	Urban	409,271	36,651	36,651	1,174,536	1,174,536	246,331	2.7	\$868,355	\$0	6.7	0.21	13,727	\$23.69	\$0.74	\$3.53	0.00%
Valley Transit	Small Urban	51,258	1,773	1,773	73,269	74,017	10,710	0.1	\$145,414	\$0	6.0	0.15	17,730	\$82.02	\$1.98	\$13.58	0.00%
Whatcom Transportation Authority	Small Urban	207,416	11,069	11,089	613,789	614,838	77,344	0.6	\$312,470	\$0	7.0	0.13	18,448	\$28.23	\$0.51	\$4.04	0.00%
Yakima Transit	Small Urban	93,080	8,641	8,641	388,855	388,855	67,079	1.0	\$210,961	\$0	7.8	0.17	8,641	\$24.41	\$0.54	\$3.14	0.00%
Urban		4,126,558	920,456	920,456	29,682,445	29,727,655	6,389,321	79.6	\$23,019,267	\$0	6.9	0.22	11,562	\$25.01	\$0.78	\$3.60	0.00%
Small Urban		904,874	184,387	185,342	6,997,256	7,017,540	1,286,685	22.2	\$4,378,937	\$0	7.0	0.18	8,306	\$23.75	\$0.63	\$3.40	0.00%
Rural		415,480	83,898	83,974	2,961,961	3,028,052	579,454	6.7	\$1,612,493	\$0	6.9	0.20	12,616	\$19.22	\$0.54	\$2.78	0.00%
Statewide Vanpool	Totals	5,446,912	1,188,741	1,189,772	39,641,662	39,773,247	8,255,460	108.5	\$29,010,697	\$0	6.9	0.21	10,960	\$24.40	\$0.73	\$3.51	0.00%

Commuter Rail	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Miles	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
Sound Transit	Urban	2,873,505	50,375	53,994	1,603,802	1,640,998	3,361,318	100.4	\$40,139,559	\$10,457,882	66.7	2.10	502	\$796.82	\$25.03	\$11.94	26.05%
Statewide Commuter Rail	Totals	2,873,505	50,375	53,994	1,603,802	1,640,998	3,361,318	100.4	\$40,139,559	\$10,457,882	66.7	2.10	502	\$796.82	\$25.03	\$11.94	26.05%

Light Rail	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Miles	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
Sound Transit	Urban	2,873,505	143,887	151,350	2,697,552	2,810,864	10,937,883	505.7	\$61,355,520	\$15,867,923	76.0	4.05	285	\$426.41	\$22.74	\$5.61	25.86%
Statewide Light Rail	Totals	2,873,505	143,887	151,350	2,697,552	2,810,864	10,937,883	505.7	\$61,355,520	\$15,867,923	76.0	4.05	285	\$426.41	\$22.74	\$5.61	25.86%

Streetcar Rail	System Category	Service Area Population	Revenue Vehicle Hours	Total Vehicle Hours	Revenue Vehicle Miles	Total Vehicle Miles	Passenger Trips	Employees - FTEs	Operating Expenses	Farebox Revenues	Passenger Trips/Revenue Hour	Revenue Miles	Revenue Hours/FTE	Operating Expenses/Revenue Hour	Operating Expenses/Revenue Mile	Operating Expenses/Passenger Trip	Farebox Recovery Ratio
King County Metro	Urban	2,017,250	12,154	12,331	61,522	61,857	707,712	17.5	\$2,941,721	\$423,340	58.2	11.50	695	\$242.04	\$47.82	\$4.16	14.39%
Sound Transit	Urban	2,873,505	9,784	9,918	75,605	75,889	973,605	29.8	\$4,277,919	\$0	99.5	12.88	328	\$437.24	\$56.58	\$4.39	0.00%
Statewide Streetcar Rail	Totals	2,873,505	21,938	22,249	137,127	137,746	1,681,317	47.3	\$7,219,640	\$423,340	76.6	12.26	464	\$329.09	\$52.65	\$4.29	5.86%

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	Total Revenue
Asotin County PTBA	\$623,456	\$44,275	\$70,680	\$269,299	\$23,979	\$2,618	\$215,077	\$0	\$1,249,384
Ben Franklin Transit	\$27,864,444	\$1,938,133	\$2,282,102	\$3,386,438	\$1,106,696	\$518,413	\$4,707,430	\$592,930	\$42,396,586
Clallam Transit System	\$6,197,770	\$805,106	\$359,092	\$661,601	\$105,720	\$129,854	\$0	\$92,625	\$8,351,768
Columbia County Public Transportation	\$1,959,226	\$81,615	\$86,101	\$311,093	\$289,161	\$82,644	\$0	\$0	\$2,809,840
Community Transit	\$79,551,377	\$16,981,013	\$2,788,850	\$4,604,382	\$1,347,460	\$3,562,419	\$2,847,955	\$22,355	\$111,705,811
C-TRAN	\$38,989,887	\$7,866,922	\$221,424	\$4,867,959	\$1,400,924	\$375,380	\$4,733,233	\$219,111	\$58,674,840
Everett Transit	\$17,315,413	\$1,554,008	\$0	\$708,506	\$1,164,246	\$1,607,097	\$734,430	\$0	\$23,083,700
Garfield County Public Transportation	\$0	\$7,922	\$0	\$43,820	\$103,000	\$17,885	\$47,600	\$0	\$220,227
Grant Transit Authority	\$3,855,732	\$196,481	\$118,166	\$93,321	\$219,885	\$93,625	\$161,017	\$0	\$4,738,227
Grays Harbor Transportation Authority	\$6,411,041	\$570,365	\$146,782	\$650,000	\$716,551	\$41,192	\$183,396	\$0	\$8,719,327
Intercity Transit	\$30,803,671	\$3,202,268	\$1,832,856	\$3,948,818	\$1,759,477	\$950,489	\$5,154,527	\$1,245,583	\$48,897,689
Island Transit	\$7,450,430	\$0	\$520,366	\$0	\$3,061,124	\$44,294	\$359,864	\$13,631	\$11,449,709
Jefferson Transit Authority	\$3,650,601	\$163,015	\$48,554	\$816,608	\$411,245	\$38,579	\$2,147,597	\$0	\$7,276,199
King County Metro	\$511,716,826	\$157,796,592	\$11,804,793	\$32,954,127	\$10,945,420	\$106,830,834	\$20,146,496	\$4,218,487	\$856,413,575
Kitsap Transit	\$29,333,504	\$5,323,536	\$646,508	\$630,000	\$1,608,671	\$652,878	\$2,308,492	\$490,108	\$40,893,697
Link Transit	\$9,861,630	\$689,090	\$0	\$2,434,206	\$353,198	\$321,574	\$360,616	\$0	\$14,020,314
Mason County Transportation Authority	\$3,480,456	\$312,344	\$182,454	\$1,313,621	\$1,829,111	\$86,320	\$2,910,769	\$776,000	\$10,891,075
TranGo	\$1,805,988	\$5,915	\$0	\$0	\$0	\$0	\$0	\$0	\$1,811,903
Pacific Transit System	\$790,561	\$36,211	\$0	\$612,540	\$145,687	\$1,696	\$0	\$0	\$1,586,695
Pierce Transit	\$65,770,159	\$9,095,926	\$3,116,822	\$8,246,784	\$2,543,288	\$5,640,110	\$7,105,463	\$676,710	\$102,195,262
Pullman Transit	\$1,248,445	\$1,934,043	\$0	\$600,000	\$129,862	\$0	\$529,372	\$0	\$4,441,722
RiverCities Transit	\$3,203,320	\$137,154	\$0	\$999,829	\$127,879	\$83,484	\$553,014	\$0	\$5,104,680
City of Selah Transportation Service	\$445,071	\$0	\$0	\$0	\$9,613	\$2,439	\$0	\$0	\$457,123
Skagit Transit	\$9,587,215	\$494,527	\$498,647	\$1,612,701	\$567,570	\$78,901	\$356,581	\$131,872	\$13,328,014
Spokane Transit Authority	\$47,848,933	\$9,104,001	\$746,614	\$8,666,447	\$1,821,632	\$1,002,200	\$4,537,975	\$15,324	\$73,743,126
Twin Transit	\$1,515,788	\$129,173	\$0	\$527,729	\$88,698	\$16,522	\$0	\$0	\$2,277,910
Union Gap Transit	\$930,000	\$0	\$0	\$0	\$21,345	\$0	\$0	\$0	\$951,345
Valley Transit	\$4,506,744	\$184,876	\$39,697	\$83,370	\$184,948	\$28,557	\$0	\$0	\$5,028,192
Whatcom Transportation Authority	\$21,807,594	\$4,084,727	\$270,074	\$0	\$847,370	\$410,363	\$1,872,633	\$0	\$29,292,761
Yakima Transit	\$5,456,905	\$989,185	\$238,266	\$2,543,983	\$119,229	\$430,073	\$313,507	\$179,075	\$10,270,223
Subtotals	\$943,982,187	\$223,728,423	\$26,018,848	\$81,487,182	\$33,052,989	\$123,050,440	\$62,287,044	\$8,673,811	\$1,502,280,924
Sound Transit	\$714,347,526	\$60,156,279	\$0	\$124,282	\$1,457,571	\$22,891,877	\$191,187,935	\$8,671,056	\$998,836,526
Statewide Revenue Totals	\$1,658,329,713	\$283,884,702	\$26,018,848	\$81,611,464	\$34,510,560	\$145,942,317	\$253,474,979	\$17,344,867	\$2,501,117,450

Operating and Capital Expenses	Fixed Route (FR, CB, BRT and TB)	Route Deviated	Demand Response	Vanpool	All Rail Modes (CR, LR and SR)	Debt Service	Other	Capital Expenses	Total Annual Expenses	Depreciation
Asotin County PTBA	\$715,759	\$0	\$210,876	\$53,858	\$0	\$0	\$0	\$287,115	\$1,267,608	\$0
Ben Franklin Transit	\$14,016,906	\$0	\$14,988,524	\$2,969,983	\$0	\$0	\$0	\$6,674,073	\$38,649,486	\$3,209,868
Clallam Transit System	\$5,693,852	\$153,888	\$1,458,033	\$307,776	\$0	\$0	\$0	\$158,846	\$7,772,395	\$1,490,561
Columbia County Public Transportation	\$0	\$0	\$1,643,054	\$71,908	\$0	\$0	\$0	\$0	\$1,714,962	\$0
Community Transit	\$72,329,434	\$0	\$7,554,172	\$4,300,258	\$0	\$1,794,684	\$1,962,615	\$9,907,437	\$97,848,600	\$15,150,735
C-TRAN	\$34,262,502	\$0	\$9,879,660	\$276,071	\$0	\$0	\$0	\$7,823,186	\$52,241,419	\$5,500,891
Everett Transit	\$14,020,388	\$0	\$5,550,632	\$0	\$0	\$0	\$2,113,367	\$864,153	\$22,548,540	\$3,144,859
Garfield County Public Transportation	\$65,116	\$0	\$93,704	\$0	\$0	\$0	\$0	\$49,301	\$208,121	\$0
Grant Transit Authority	\$317,333	\$1,617,607	\$503,762	\$74,515	\$0	\$0	\$0	\$161,017	\$2,674,234	\$504,889
Grays Harbor Transportation Authority	\$3,839,687	\$0	\$1,568,323	\$134,624	\$0	\$0	\$0	\$183,396	\$5,726,030	\$65,972,490
Intercity Transit	\$23,918,478	\$0	\$7,777,832	\$1,905,009	\$0	\$0	\$0	\$8,946,698	\$42,548,017	\$5,737,335
Island Transit	\$4,419,942	\$1,293,223	\$4,190,763	\$781,698	\$0	\$528,528	\$0	\$493,232	\$11,707,386	\$2,171,520
Jefferson Transit Authority	\$2,621,302	\$419,258	\$750,363	\$53,583	\$0	\$0	\$0	\$2,660,900	\$6,505,406	\$535,642
King County Metro	\$503,477,746	\$8,858,234	\$62,673,647	\$10,289,041	\$2,941,721	\$16,361,448	\$0	\$104,459,336	\$709,061,173	\$121,199,105
Kitsap Transit	\$18,250,837	\$0	\$9,876,470	\$1,138,900	\$0	\$511,007	\$0	\$5,042,104	\$34,819,318	\$7,320,793
Link Transit	\$7,592,237	\$1,392,659	\$1,908,968	\$0	\$0	\$0	\$0	\$2,305,195	\$13,199,059	\$1,928,358
Mason County Transportation Authority	\$344,399	\$3,401,063	\$2,066,395	\$188,389	\$0	\$580,511	\$0	\$6,851,816	\$13,432,573	\$946,437
TranGo	\$0	\$0	\$73,016	\$0	\$0	\$0	\$0	\$0	\$73,016	\$6,738
Pacific Transit System	\$951,208	\$0	\$582,998	\$0	\$0	\$0	\$0	\$0	\$1,534,206	\$277,556
Pierce Transit	\$53,565,963	\$0	\$17,555,294	\$4,315,559	\$0	\$0	\$0	\$16,267,985	\$91,704,801	\$14,683,193
Pullman Transit	\$3,379,587	\$0	\$1,126,529	\$0	\$0	\$0	\$0	\$638,172	\$5,144,288	\$0
RiverCities Transit	\$2,928,744	\$0	\$1,390,524	\$0	\$0	\$0	\$0	\$759,623	\$5,078,891	\$1,135,942
City of Selah Transportation Service	\$231,421	\$0	\$51,493	\$0	\$0	\$0	\$0	\$0	\$282,914	\$0
Skagit Transit	\$5,938,689	\$989,210	\$2,936,297	\$612,325	\$0	\$0	\$0	\$2,031,087	\$12,507,608	\$1,395,851
Spokane Transit Authority	\$45,605,199	\$0	\$12,626,614	\$868,355	\$0	\$0	\$0	\$11,286,027	\$70,386,195	\$9,183,244
Twin Transit	\$171,272	\$1,583,075	\$349,438	\$0	\$0	\$0	\$0	\$0	\$2,103,785	\$347,990
Union Gap Transit	\$264,005	\$0	\$85,400	\$0	\$0	\$0	\$0	\$0	\$349,405	\$0
Valley Transit	\$2,555,478	\$245,091	\$1,193,948	\$145,414	\$0	\$0	\$0	\$26,098	\$4,166,029	\$662,976
Whatcom Transportation Authority	\$16,415,896	\$0	\$7,043,378	\$312,470	\$0	\$0	\$0	\$1,872,633	\$25,644,377	\$3,638,847
Yakima Transit	\$6,515,710	\$0	\$1,141,873	\$210,961	\$0	\$0	\$0	\$492,582	\$8,361,126	\$976,092
Subtotals	\$844,409,090	\$19,953,308	\$178,851,980	\$29,010,697	\$2,941,721	\$19,776,178	\$4,075,982	\$190,242,012	\$1,289,260,968	\$267,121,912
Sound Transit	\$111,480,774	\$0	\$0	\$0	\$105,772,998	\$101,226,733	\$44,759,984	\$816,653,493	\$1,179,893,982	\$100,963,920
Statewide Obligation Totals	\$955,889,864	\$19,953,308	\$178,851,980	\$29,010,697	\$108,714,719	\$121,002,911	\$48,835,966	\$1,006,895,505	\$2,469,154,950	\$368,085,832

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 31 transit systems. In 2014, approximately 83.8 percent (up slightly from 83.1 percent in 2013) 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 areas 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. The focus of these community transportation services is on providing transportation service for people with specific needs or barriers to the services that help them lead more independent, dignified lives. 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 individuals with disabilities, and other social service agencies.

Community transportation providers are funded primarily using the FTA's §5311 program funding, administered by WSDOT through the Public Transportation Division's Consolidated Grant program. For 2014, 14 community transportation providers received FTA §5311 grant money and thus are required to report their annual data through WSDOT to the FTA's National Transit Database (NTD).

Special Needs Populations

2014 Washington state population – 6,927,889

People with a disability in Washington – 907,417

People over the age of 65 – 971,314

People over the age of 65 with a disability – 355,082

People below 150 percent of the federal poverty level – 913,619

People below 150 percent of the federal poverty level and over the age of 65
– 81,927

The estimates above are based on data from the United States Census Bureau, 2014 American Community Survey (ACS). Please note that the ACS population figure for 2014 is different than the State of Washington's Office of Financial Management official population estimate of 6,968,170 as of April 1, 2014.

Because these categories overlap (for example a person may be over the age of 65, have a disability and be at or below 150% of the federal poverty level), it is difficult to capture an accurate account of the state's entire special-needs population.

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 2014, the 14 community transportation providers reported a total of 501,901 passenger trips.

Revenue Vehicle Hours

Revenue vehicle hours are the measurements in hours that providers operate each vehicle in fixed route services (not including the time to or from the assigned route) or make demand response services available. The 14 community transportation providers reported 172,423 hours of vehicles revenue service for the 2014 reporting year.

Revenue Vehicle Miles

Revenue vehicle miles are the measurements in miles that providers operate each vehicle (not including the distance to or from assigned fixed routes). This measurement includes the miles of volunteer vehicles used under this program. The 14 community transportation providers drove 3,518,194 revenue vehicle miles in 2014.

Performance Measurements

Historically, the Summary of Public Transportation has grouped transit systems into categories according to the size of communities they serve. 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 would not otherwise exist. Accordingly, many of the measures used for regular transit service analysis may not accurately portray or 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.

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

Costs are directly related to the size of the community transportation provider and the area served. A provider's service range effects the number of miles and hours that vehicles are in revenue service. These factors effect fuel consumption, as does the size of the vehicle.

This is different than the common measures of cost efficiency for transportation providers: 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.

Data Collection and Trend Analysis

The data presented in this section is taken from the National Transportation Database (NTD) report that WSDOT submits to the Federal Transit Administration on behalf of the community transportation providers.

The Consolidated Grant program is a blend of competitive and formula based grants administered by the WSDOT Public Transportation Division. WSDOT utilizes both state and federal funding to support transportation related projects throughout the state. Part of the funds in the Consolidated Grant program support community transportation providers

It is important to note that not all recipients of WSDOT grants are reported in this section. Likewise, some of the §5311 grant recipients are transit organizations or Intercity Bus providers (Travel Washington) and are reported in other sections of this summary. To avoid duplicate reporting of the operating and financial data of those organizations, they are excluded from this section. A complete list of the Consolidated Grants projects throughout the state appears in Appendix 2 (Public Transportation Grant Awards) of this summary.

2014 FTA §5311 Grantee Statewide Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$342,877	\$0
Contract Revenues	\$1,231,622	\$0
Local Funds	\$770,446	\$50,423
State Funds	\$4,376,486	\$44,350

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$257,079	\$809,066
FTA §5311 Other than Urbanized Area Formula Funds	\$2,270,935	\$67,200
FTA JARC (§5316) Program Funds	\$173,592	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$108,281	\$0
Total Federal Assistance	\$2,809,888	\$876,266
Total Annual Revenues Expended	\$9,621,484	\$1,097,636

Vehicles	Number Vehicles in Total Fleet	Number ADA Accessible Vehicles in Fleet	% ADA Compliant
Total	169	159	94.1%

Other Resources

Number of volunteer drivers	34		
Number of personal vehicles in service	35		

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips	Sponsored Unlinked Trips
Bus	573,691	26,780	121,690	4,362
Commuter Bus	692,691	25,782	159,389	0
Demand Response	2,251,643	119,702	220,822	2,512
Total	3,518,194	172,423	501,901	6,874

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$18.42	\$20.83	\$18.91	-9.21%
Operating Cost per Revenue Vehicle Hour	\$52.83	\$56.11	\$55.80	-0.55%
Operating Cost per Revenue Vehicle Mile	\$2.49	\$2.61	\$2.73	4.78%

Mark Hollandsworth
Transportation Manager
700 E. Mountain View, Suite 501
Ellensburg, WA 98926
509-925-1448
www.hopesource.us



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 provides intercity service between Cle Elum and Ellensburg, with four round trips 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 Ellensburg. In partnership with Yakima Transit, HopeSource provides intercity service between Yakima and Ellensburg, with two buses providing eight round trips Monday through Friday. Note: Commuter bus service ended on June 30, 2014.

Revenue Service Vehicles

Twelve ADA-accessible vehicles: one, 15-passenger cutaway; six, 14-passenger cutaways; one, 12-passenger cutaways; one, 10-passenger cutaways; one, 9-passenger cutaway; one, 8-passenger van; and one, 5-passenger minivan.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$118,731	\$0
Donations	\$9,401	\$0
Local Funds	\$170,000	\$3,385
State Funds	\$652,939	\$10,500

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$53,821
FTA §5311 Other than Urbanized Area Formula Funds	\$57,911	\$0
FTA JARC (§5316) Program Funds	\$44,455	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$102,366	\$53,821
Total Annual Revenues Expended	\$1,053,437	\$67,706

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

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Bus	77,380	7,541	53,985
Commuter Bus	79,438	2,458	25,058
Demand Response	139,232	10,796	21,868
Total	296,050	20,795	100,911

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$12.31	\$14.38	\$10.44	-27.40%
Operating Cost per Revenue Vehicle Hour	\$52.66	\$65.76	\$50.66	-22.97%
Operating Cost per Revenue Vehicle Mile	\$3.11	\$3.87	\$3.56	-8.05%

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** – 3
- **Legislative district** – 14
- **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

Four, 16-passenger ADA-accessible cutaways (minibuses); one, 6-passenger ADA-accessible van; and six, 6-passenger minivans (five are ADA-accessible).

Intermodal Connections

Amtrak

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$36,500	\$0
Donations	\$2,600	\$0
Contract Revenues	\$329,458	\$0
Local Funds	\$52,311	\$0
State Funds	\$3,335	\$0

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$413,820	\$0
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$413,820	\$0
Total Annual Revenues Expended	\$838,024	\$0

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	11	10

Other Resources

Number of Volunteer Drivers	14
Number of Personal Vehicles in Service	15

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Demand Response	388,203	17,441	16,296
Total	388,203	17,441	16,296

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$39.14	\$44.78	\$51.43	14.84%
Operating Cost per Revenue Vehicle Hour	\$41.30	\$46.61	\$48.05	3.09%
Operating Cost per Revenue Vehicle Mile	\$1.86	\$2.08	\$2.16	3.78%

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.centralia.edu/students/transportation/docs/LewisBusSchedules_1.15.14.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** – Deviated fixed route services for the general public.
- **Days of service** – Weekdays, Monday through Friday.
- **Base fare** – Regular fare \$3.00 per boarding per person. Weekly and monthly passes are available at reduced rates.

Current Operations

Deviated fixed route 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

Seven ADA-accessible cutaways (minibuses) and one ADA-accessible bus.

Intermodal Connections

Connections at Mellon Street Station to Greyhound, at Amtrak Station in Centralia to; Amtrak, Twin Transit and Rural/Tribal transit.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$23,118	\$0
Local Funds	\$8,705	\$4,339
State Funds	\$102,532	\$12,600

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$208,170	\$67,200
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	0
Total Federal Assistance	\$208,170	\$67,200
Total Annual Revenues Expended	\$342,524	\$84,139

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

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Bus	124,378	3,730	8,620
Total	124,378	3,730	8,620

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$27.37	\$35.40	\$39.74	12.25%
Operating Cost per Revenue Vehicle Hour	\$83.62	\$103.81	\$91.83	-11.54%
Operating Cost per Revenue Vehicle Mile	\$2.69	\$3.07	\$2.75	-10.30%

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 Friday
- **Base fare** – \$1.00

Current Operations

- Six round trips weekdays between Longview and Vancouver (99th Street Station), with stops in Kalama and Woodland.
- Four round trips weekdays between Longview and Castle Rock, with a stop in Lexington near Country Run Apartments.
- 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; six ADA-accessible cutaways (minibuses), two ADA-accessible vans and one 10-passenger minivan.

Intermodal Connections

RiverCities Transit in Longview/Kelso with connections to Columbia County Rider and Wahkiakum On the Move at the Longview Transit Center; C-TRAN in Clark County; and Greyhound and Amtrak in Kelso.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$28,047	\$0
Contract Revenues	\$164,366	\$0
Local Funds	\$0	\$0
State Funds	\$151,519	\$0

Federal Assistance

FTA §5311 Other than Urbanized Area Formula Funds	\$88,988	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$88,988	\$0
Total Annual Revenues Expended	\$432,920	\$0

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	8	5

Other Resources

Number of Volunteer Drivers	5
Number of Personal Vehicles in Service	5

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips	Sponsored Unlinked Trips
Commuter Bus	121,050	3,534	28,877	–
Demand Response	80,541	2,598	–	2,512
Total	201,591	6,132	28,877	2,512

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$13.93	\$15.97	\$13.79	-13.64
Operating Cost per Revenue Vehicle Hour	\$53.82	\$71.62	\$70.60	-1.42
Operating Cost per Revenue Vehicle Mile	\$1.63	\$2.05	\$2.15	4.76

Amy Biggs
Transportation Director
411 Main Ave South
North Bend, WA 98045
425-888-3434
www.svtbus.org/



System Snapshot

- **Operating name** – Mount Si Senior Center/Snoqualmie Valley Transportation
- **Service area** – The Mount Si Senior Center provides service to North Bend, Carnation, Preston, Duvall, Snoqualmie and Fall City.
- **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, Preston and Fall City.
- **Days of service** – Monday through Friday.
- **Base fare** – \$1.00 per ride (per boarding).

Current Operations

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

Fixed route service between North Bend and Duvall is offered every 90 minutes, Monday through Friday.

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

Revenue Service Vehicles

Eight ADA-accessible cutaway (minibuses) with seating capacities for 11 to 14 passengers and one 8-passenger van.

Intermodal Connections

King County Metro Transit, King County Metro ACCESS and Senior Services Volunteer Medical Transportation.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$15,643	\$0
Local Funds	\$288,390	\$0
State Funds	\$322,616	\$0

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$0	\$0
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$0	\$0
Total Annual Revenues Expended	\$626,649	\$0

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	9	8

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Demand Response	127,879	9,467	21,769
Total	127,879	9,467	21,769

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$17.83	\$33.55	\$28.79	-14.20%
Operating Cost per Revenue Vehicle Hour	\$49.94	\$61.56	\$66.19	7.53%
Operating Cost per Revenue Vehicle Mile	\$3.06	\$4.71	\$4.90	4.04%

Okanogan County Transportation and Nutrition

Jennifer Fitzthum

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.
- **Fares** – Suggested donation for seniors; \$2.00 all day for the general public; \$2.00 per boarding for the intercity route.

Current Operations

- Dial-a-ride service provided within Omak, Okanogan, Oroville, Tonasket, Twisp and Brewster.
- Fixed route deviated service in the Omak/Okanogan area.
- Intercity trips to Wenatchee twice monthly to provide access to services, goods and other forms of transportation.
- Intercity trips to the Omak/Okanogan area once a month from Oroville, Tonasket, Twisp and Brewster.
- 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.
- Intercity, employment-related transportation for low-income and/or individuals with disabilities.

Revenue Service Vehicles

Eleven ADA-accessible cutaways (minibuses).

Intermodal Connections

Okanogan County Transit Authority, People for People, Northwest Trailways

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$60,826	\$0
Donations	\$15,849	\$0
Contract Revenues	\$83,778	\$0
Local Funds	\$60,576	\$7,498
State Funds	\$77,578	\$0

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$24,324
FTA §5311 Other than Urbanized Area Formula Funds	\$297,315	\$0
FTA JARC (§5316) Program Funds	\$129,137	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$7,084	\$0
Total Federal Assistance	\$433,536	\$24,324
Total Annual Revenues Expended	\$732,143	\$31,822

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	13	11

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Commuter Bus	186,460	7,146	39,631
Demand Response	113,708	10,152	31,786
Total	300,168	17,298	71,417

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$10.93	\$10.00	\$10.25	2.52%
Operating Cost per Revenue Vehicle Hour	\$44.16	\$41.45	\$42.33	2.11%
Operating Cost per Revenue Vehicle Mile	\$2.44	\$2.31	\$2.44	5.59%

Bob Walsh
Eastern Region Operations Manager
843 Kittleson Road
Moses Lake, WA 98837
509-765-9249
www.pfp.org



PEOPLE FOR PEOPLE

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 RTPPO
- **Type of agency** – Nonprofit
- **Governing body** – Nine-member volunteer board of directors.
- **Types of service and eligibility** – Demand response and deviated fixed route service for persons with special needs as well as the general public. Contractor for Grant Transit Authority providing demand response service in Grant County.
- **Days of service** – Weekdays only.
- **Base fare** – People For People is fare-free with the exception of the Health Shuttle and ADA service for GTA (donations are accepted).

Current Operations

Providing transportation for individuals with special needs in Lincoln, Adams, and Grant counties where there is no access to transit. Seniors have access to nutrition sites, health care, social services, shopping and recreation. For individuals with disabilities, transportation provides access to sheltered workshops, job training, social services, health care, shopping facilities and community activities. For individuals with special needs—such as low income, seniors, youth, disabled and veterans—transportation provides access to employment and employment-related services. Community Connectors provide intercity service and access from rural communities to Spokane and Moses Lake. Health Shuttle provides access to specialty care in Wenatchee from Moses Lake, Ephrata and Quincy for cancer treatment and medical care.

Revenue Service Vehicles

All 27 operational vehicles are ADA-accessible: twenty-one, 14-passenger cutaways (minibuses); one, 18-passenger cutaway (minibus); two, 5-passenger minivans; and three, 3-passenger minivans. There are three additional vehicles that are inoperable due to transmission repairs needed and limited resources to be able to fix.

Intermodal Connections

Grant Transit Authority, Link Transit, Spokane Transit Authority, Northwestern Trailways, Greyhound, Amtrak and Special Mobility Services, Okanogan County Transportation & Nutrition and Ben Franklin Transit.

2014 Annual Operating Information	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$1,949	\$0
Donations	\$13,112	\$0
Contract Revenues	\$206,757	\$0
State Funds	\$718,915	\$0
Other Funds (agency reserves)	\$8,919	\$74,861

Federal Assistance		
FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$67,890	\$299,446
FTA §5311 Other than Urbanized Area Formula Funds	\$0	\$0
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$67,890	\$299,446
Total Annual Revenues Expended	\$1,017,542	\$374,307

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

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Commuter Bus	117,578	5,248	15,458
Demand Response	202,551	11,897	17,315
Total	320,129	17,145	32,773

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$29.16	\$31.10	\$31.05	-0.17%
Operating Cost per Revenue Vehicle Hour	\$56.70	\$62.16	\$59.35	-4.52%
Operating Cost per Revenue Vehicle Mile	\$3.36	\$3.44	\$3.18	-7.60%

Gracie Sexton
Transportation Operations Manager
304 West Lincoln Avenue
Yakima, WA 98902
509-248-6726
www.pfp.org



PEOPLE FOR PEOPLE

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 individuals with special needs living outside public transit service areas in Yakima County. Community Connector provides intercity fixed route service between Prosser and Yakima.
- **Days of service** – Demand Response: Monday through Friday, 5 a.m. - 6 p.m.
Fixed Route: Monday through Friday, 6:55 a.m. - 8:10 p.m.
- **Base fare** – Fare-free (donations accepted).

Current Operations

Providing special needs transportation for senior citizens to nutrition sites, medical services, mental-health services and human services in Yakima County. Transportation for individuals with disabilities to job training, human services, medical appointments, access to shopping facilities, and other community activities. Transportation for people living at or below the poverty level to access education, job training, employment and child care. Transportation for youth to access community services and enrichment activities. Transportation for veterans to access mental-health services, medical appointments, human services, and job related activities. The Community Connector provides intercity, fixed-route service between Yakima and Prosser with access to Yakima Transit, Pahto Public Passage and Ben Franklin Transit.

Revenue Service Vehicles

Twenty-three ADA-accessible vehicles: seventeen, 14-passenger cutaways (minibuses); two 28-passenger cutaways (minibuses); one 31-passenger cutaway (minibus); and two, 3-person minivans.

Intermodal Connections

Ben Franklin Transit, Yakima Transit and Pahto Public Passage.

2014 Annual Operating Information	Operating	Capital
Sources of Revenue Funds Expended		
Other Directly Generated Funds (Advertising)	\$4,200	\$0
Donations	\$4,418	\$0
Contract Revenues	\$264,286	\$0
State Funds	\$855,516	\$0
Other Funds (agency reserves)	\$0	\$51,736

Federal Assistance		
FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$68,133	\$206,944
FTA §5311 Other than Urbanized Area Formula Funds	\$400,290	\$0
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$468,423	\$206,944
Total Annual Revenues Expended	\$1,596,843	\$258,680

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	25	25

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Commuter Bus	97,215	3,541	36,908
Demand Response	340,392	19,305	46,961
Total	437,607	22,845	83,869

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$20.41	\$18.51	\$19.04	2.86%
Operating Cost per Revenue Vehicle Hour	\$61.84	\$55.35	\$69.90	26.28%
Operating Cost per Revenue Vehicle Mile	\$3.40	\$3.15	\$3.65	15.84%

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** – Northeast 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.
- **Days of service** – Monday through Friday; some volunteer transportation is available evenings and weekends.
- **Base fare** – Commuter service – 50 cents per trip. All other services are donation-based (suggested level 50 cents for local trips and \$5.00 for intercity trips).

Current Operations

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; weekdays in Stevens County between Colville and Kettle Falls; and biweekly midday service in Chewelah. Semimonthly coordinated 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: Seven, 14-passenger ADA-accessible cutaways (minibuses) and two spare 14-passenger ADA-accessible cutaways. Four school buses for Head Start/ECEAP transportation (three are ADA-accessible and lift-equipped).

Intermodal Connections

Connections with the Travel Washington Gold Line intercity bus service, Special Mobility Services and Greyhound.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$10,687	\$0
Donations	\$520	\$0
Local Funds	\$6	\$0
State Funds	\$431,144	\$0

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$227,016	\$0
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$101,197	\$0
Total Federal Assistance	\$328,213	\$0
Total Annual Revenues Expended	\$770,570	\$0

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	13	12

Other Resources

Number of Volunteer Drivers	12
Number of Personal Vehicles in Service	12

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Commuter Bus	50,450	1,854	7,949
Demand Response	429,789	15,685	22,837
Total	480,239	17,539	30,786

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$19.54	\$25.41	\$25.03	-1.50%
Operating Cost per Revenue Vehicle Hour	\$38.27	\$45.86	\$43.93	-4.20%
Operating Cost per Revenue Vehicle Mile	\$1.55	\$1.65	\$1.60	-2.75%

Skamania County Senior Services

Scott Pineo Butler, Director

Arlene Johnson, Program Manager

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 district** – 3
- **Legislative districts** – 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. Additional seasonal weekend transit from May 1 - October 15 funded by Western Federal Lands.
- **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, Wash.

Revenue Service Vehicles

Eleven vehicles all are ADA-accessible: One, 24-passenger bus; one, 15-passenger cutaway (minibus); one, 12-passenger cutaway (minibus); one, 8-passenger cutaway (minibus); and seven, 5-passenger minivans.

Intermodal Connections

C-TRAN (Vancouver, Wash.), which connects to Tri-Met (Portland, Ore.).

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$21,867	\$0
Local Funds	\$121,056	\$0
State Funds	\$53,650	\$0

Federal Assistance

FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$121,056	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$44,765	\$0
Total Federal Assistance	\$165,821	\$0
Total Annual Revenues Expended	\$362,394	\$0

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

Other Resources

Number of Volunteer Drivers	3
Number of Personal Vehicles in Service	3

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Commuter Bus	40,500	2,001	5,508
Demand Response	169,263	8,039	13,711
Total	209,763	10,040	19,219

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$21.00	\$24.16	\$18.86	-21.95%
Operating Cost per Revenue Vehicle Hour	\$40.89	\$31.27	\$36.10	15.43%
Operating Cost per Revenue Vehicle Mile	\$1.33	\$1.05	\$1.73	64.54%

Senior Services of Snohomish County

Darren Brugmann, Director
11323 Commando Road W
Suite 215
Everett, WA 98204-3532
425-355-1112
www.sssc.org



System Snapshot

- **Operating name** – Senior Services of Snohomish County
- **Service area** – Snohomish County
- **Congressional districts** – 1, 2 and 7
- **Legislative districts** – 1, 21, 32, 38, 39 and 44
- **Planning region** – Puget Sound Regional Council
- **Type of agency** – Nonprofit
- **Governing body** – Fifteen-member board of directors
- **Types of service and eligibility** – Demand response for Snohomish County residents.
- **Days of service** – Monday through Saturday.
- **Base fare** – \$2.00; monthly passes are \$72.00.

Current Operations

Transportation services are available for seniors, persons with disabilities, and the general public. Demand response service provides access to medical and social-service appointments and essential shopping.

We are also the Contract Service Provider for Community Transit's ADA service under the acronym of DART. We provide eligibility, scheduling, dispatch, operations, maintenance and customer service.

Under contract, we also provide ADA eligibility services for Everett Transit.

Revenue Service Vehicles

Nine, 14-passenger transit buses (ADA-accessible).

Intermodal Connections

Community Transit and Everett Transit.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Donations	\$30,977	\$0
Contract Revenues	\$91,553	\$0
State Funds	\$169,301	\$0

Federal Assistance

FTA §5311 Other than Urbanized Area Formula Funds	\$290,801	\$0
Total Federal Assistance	\$290,801	\$0
Total Annual Revenues Expended	\$582,632	\$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
Demand Response	186,644	10,259	18,644
Total	186,644	10,259	18,644

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	N/A	\$53.83	\$31.25	-41.95%
Operating Cost per Revenue Vehicle Hour	N/A	\$81.99	\$56.79	-30.73%
Operating Cost per Revenue Vehicle Mile	N/A	\$4.13	\$3.12	-24.42%

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)
- **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 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 Tuesday and Thursday; Davenport/Spokane shuttle operates Monday, Wednesday and Friday.

Fixed route deviated services – Deer Park/Spokane shuttle operates weekdays; Newport/Spokane shuttle operates twice daily on weekdays (except Tuesday).

Demand response services – Weekday service for residents living north of Spokane Transit Authority’s service area, including the communities of Deer Park, Elk, Chattaroy and Colbert. Crisis response mental health emergency transportation is available in Spokane County 24 hours a day.

Revenue Service Vehicles

Nine, 14-passenger ADA-accessible minibuses.

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.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$16,907	\$0
Donations	\$70	\$0
Local Funds	\$23,139	\$13,068
State Funds	\$364,755	\$21,250

Federal Assistance

FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$136,000
Total Federal Assistance	\$0	\$136,000
Total Annual Revenues Expended	\$404,871	\$170,318

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	11	9

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Bus	121,830	4,565	10,649
Demand Response	18,636	1,870	3,598
Total	140,466	6,435	14,247

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$25.85	\$25.15	\$28.42	12.99%
Operating Cost per Revenue Vehicle Hour	\$66.62	\$62.37	\$62.92	0.88%
Operating Cost per Revenue Vehicle Mile	\$3.08	\$2.92	\$2.88	-1.29%

Thurston Regional Planning Council

Karen Parkhurst

Senior Planner

2424 Heritage Court SW, Suite A

Olympia, WA 98502-6031

360-956-7575

www.trpc.org



System Snapshot

- **Operating name** – Rural and Tribal Transportation Program (RT), operated by Thurston Regional Planning Council and TOGETHER!
- **Service area** – Nisqually Indian Tribe Reservation; 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 and special-needs clients.
- **Days of service** – Monday through Friday.
- **Base fare** – \$1.00 per one-way trip. Accepts passes/transfers from Intercity Transit, Twin Transit, and the state employee STAR Pass in lieu of fare. Veterans and active-duty military ride free.

Current Operations

R/T connects rural residents to the urban core areas in Thurston and Lewis counties to access jobs, education and services. RT also coordinates with Mason, Grays Harbor and Pierce counties and the Squaxin Indian Tribe. RT provides connections to communities along the I-5 corridor to the north via Intercity, Sound, Pierce and other transit agencies; to Greyhound services in Olympia; and Amtrak in Olympia. RT coordinates with Senior Services for South Sound for transportation to adult day care and other elder programs. RT connects veterans to services in the urban cores of Pierce, Thurston, and Lewis counties.

Revenue Service Vehicles

Six 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.

2014 Annual Operating Information	Operating	Capital
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Sources of Revenue Funds Expended

Fare Revenues	\$2,804	\$0
Local Funds	\$17,455	\$0
State Funds	\$256,796	\$0

Federal Assistance

FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$0
FTA §5311 Other than Urbanized Area Formula Funds	\$241,859	\$0
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$241,859	\$0
Total Annual Revenues Expended	\$518,914	\$0

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	6	6

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips	Sponsored Unlinked Trips
Bus	168,770	7,414	39,904	4,362
Demand Response	9,577	242	4,481	0
Total	178,347	7,656	44,385	4,362

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$13.57	\$16.16	\$10.65	-34.13%
Operating Cost per Revenue Vehicle Hour	\$69.14	\$66.85	\$67.78	1.39%
Operating Cost per Revenue Vehicle Mile	\$2.55	\$2.65	\$2.91	9.80%

Wahkiakum County Health and Human Services

Chris Holmes
Human Services Manager
42 Elochoman Valley Road
Cathlamet, WA 98612
360-795-8630
www.co.wahkiakum.wa.us



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 RTPO
- **Type of agency** – County government
- **Governing body** – Board of commissioners
- **Types of service and eligibility** – Fixed route deviated and intercity service for the general public, and demand response 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

Four, 14-passenger cutaways (minibuses) and one, 5-passenger minivan. Five vehicles are ADA-accessible.

Intermodal Connections

Amtrak and Greyhound Bus Lines in Kelso.

2014 Annual Operating Information	Operating	Capital
Sources of Revenue Funds Expended		
Fare Revenues	\$5,800	\$0
Donations	\$100	\$0
Contract Revenues	\$91,424	\$0
Local Funds	\$28,807	\$22,133
State Funds	\$215,890	\$0

Federal Assistance		
FTA §5309 Capital Program Funds	\$0	\$0
FTA §5310 Special Needs of Elderly Individuals and Individuals with Disabilities Formula Program funds	\$0	\$88,531
FTA §5311 Other than Urbanized Area Formula Funds	\$0	\$0
FTA JARC (§5316) Program Funds	\$0	\$0
FTA New Freedom (§5317) Program Funds	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal Assistance	\$0	\$88,531
Total Annual Revenues Expended	\$342,021	\$110,664

Vehicles	Number of Vehicles in Total Fleet	Number of ADA Accessible Vehicles in Fleet
Total	5	5

Service Data	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Regular Unlinked Passenger Trips
Bus	81,333	3,530	8,532
Demand Response	45,228	1,952	1,556
Total	126,561	5,482	10,088

Performance Measures	2012	2013	2014	% Change
Operating Cost per Passenger Trip	\$24.67	\$21.53	\$33.90	57.47%
Operating Cost per Revenue Vehicle Hour	\$65.35	\$40.99	\$62.40	52.22%
Operating Cost per Revenue Vehicle Mile	\$2.83	\$1.70	\$2.70	58.97%

Apple Health (Medicaid) Transportation Brokers

Medicaid is a federal program that pays for basic health services for people with low income, as well as long-term care for seniors and people with disabilities. Under Title XIX of the Social Security Act (Public Law 89-97), Congress established Medicaid by enacting the Medical Assistance Program in 1965. States administer their Medicaid programs and establish their 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—made up of 13 regions—to cost-effectively provide NEMT services for people who need access to health-care services and have no other means of transportation. Effective July 2011, program administration was transferred to the Health Care Authority, the agency that now provides the data for this report.

The 13 regions are based on travel patterns of citizens seeking health-care services. Acting as neutral third parties, regional brokers arrange cost-effective transportation access to medical services for eligible clients. Not only do the brokers contract with transportation service providers, they ensure compliance with all contract standards.

Medicaid transportation provides access to essential non-emergency health care services. Regional brokers successfully connect thousands of Washington citizens to dialysis, chemotherapy and preventive health care services everyday.

Medicaid transportation providers review requests for transportation to medical services and authorize the most cost-effective method that best meets clients' needs. 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.

The Health Care Authority has changed the name of the Medicaid program in Washington to Apple Health. The name change was made at the same time other programmatic changes were made to be in compliance with the Affordable Care Act.

Apple Health (Medicaid) Regions		
Service Area (Counties)	Region #	Broker
Island, San Juan, Skagit and Whatcom	3A	Northwest Regional Council
Snohomish	3B	Hopelink
King	4	Hopelink
Pierce	5	Paratransit Services
Clallam, Jefferson, Kitsap and Mason-north	6A	Paratransit Services
Grays Harbor, Lewis, Mason-south, Pacific and Thurston	6B	Paratransit Services
Clark, Cowlitz, Klickitat, Skamania and Wahkiakum	6C	Human Services Council
Benton, Columbia, Franklin, Kittitas, Walla Walla and Yakima	2	People for People
Chelan, Douglas and Okanogan	1A	People for People
Ferry, Pend Oreille and Stevens	1B	Special Mobility Services
Adams, Grant and Lincoln	1C	Special Mobility Services
Spokane	1D	Special Mobility Services
Asotin, Garfield and Whitman	1E	Special Mobility Services

Passenger Trips

In 2014, Apple Health (Medicaid) transportation brokers arranged nearly 3.1 million NEMT trips (up nearly 9.7 percent from 2013). A portion of those trips were provided by public transit systems as part of fixed route, deviated fixed route or demand response service. NEMT trips provided by public transit systems are reported in their individual sections.

Cost Efficiency

Operating costs per passenger trip reflect annual operating and administrative costs averaged over 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.

Statewide								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	912,939	785,181	974,538	24.12%	\$2,116,856	\$1,685,275	\$2,036,703	20.85%
Ambulatory	1,034,938	1,106,941	1,188,829	7.40%	\$34,329,146	\$35,577,274	\$37,380,135	5.07%
Non-Ambulatory	357,940	371,903	371,257	-0.17%	\$15,844,734	\$16,005,276	\$15,821,957	-1.15%
Public Bus-ADA	130,246	111,592	79,675	-28.60%	\$261,146	\$226,078	\$198,364	-12.26%
Voucher	386,048	395,456	424,224	7.27%	\$4,064,657	\$3,821,617	\$3,877,067	1.45%
Mileage	13,366	14,968	18,555	23.96%	\$207,421	\$208,146	\$273,200	31.25%
Volunteer-Agency	22,322	21,059	21,931	4.14%	\$1,925,018	\$1,919,521	\$2,077,260	8.22%
Volunteer-Broker	3,185	4,926	5,597	13.62%	\$181,729	\$270,790	\$318,019	17.44%
Airline	94	80	94	17.50%	\$26,858	\$27,795	\$37,425	34.65%
Commercial Bus	184	190	607	219.47%	\$11,200	\$12,296	\$30,808	150.55%
Train	503	627	671	7.02%	\$27,302	\$30,197	\$36,277	20.13%
Ferry	5,887	5,987	5,589	-6.65%	\$214,062	\$107,353	\$113,108	5.36%
Ancillary	-	-	-		\$253,574	\$276,863	\$288,845	4.33%
Service Total	2,867,652	2,818,910	3,091,567	9.67%	\$59,463,703	\$60,168,481	\$62,489,168	3.86%
Admin	-	-	-		\$10,580,313	\$10,261,044	\$10,260,350	-0.01%
Out of State	145	55	66	20.00%	\$27,634	\$25,666	\$9,164	-64.30%
Meals & Lodging/ In State	38,800	36,989	33,474	-9.50%	\$1,830,870	\$1,870,798	\$1,886,969	0.86%
Meals & Lodging/ Out of State	742	211	158	-25.12%	\$53,411	\$17,408	\$14,881	-14.52%
Subtotal					\$12,492,228	\$12,174,916	\$12,171,364	-0.03%
Grand Total	2,867,797	2,818,965	3,091,633	9.67%	\$71,955,931	\$72,343,397	\$74,660,532	3.20%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$2.32	\$2.15	\$2.09	-2.63%
Ambulatory	\$33.17	\$32.14	\$31.44	-2.17%
Non-Ambulatory	\$44.27	\$43.04	\$42.62	-0.97%
Public Bus-ADA	\$2.01	\$2.03	\$2.49	22.89%
Voucher	\$10.53	\$9.66	\$9.14	-5.43%
Mileage	\$15.52	\$13.91	\$14.72	5.88%
Volunteer-Agency	\$86.24	\$91.15	\$94.72	3.91%
Volunteer-Broker	\$57.06	\$54.97	\$56.82	3.36%
Service Total	\$20.74	\$21.34	\$20.21	-5.30%
Admin. Costs	\$3.69	\$3.64	\$3.32	-8.83%
Average	\$25.09	\$25.66	\$24.15	-5.90%

Lynn Moody
Vice President, Business Development & Transportation
Francois Larrivee, Director of Brokerage Services
14812 Main Street
Bellevue, WA 98007-5245
425-943-6770
www.hope-link.org



System Snapshot

- **Operating name** – Hopelink
- **Service area** – Apple Health (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 represent the community at large and one third represent government.

Current Operations

Special needs transportation brokerage for Snohomish and King counties as well as brokerage contracts with the Enumclaw, Kent and Tahoma school districts; Harborview Medical Center; Northwest Kidney Center; Lifelong Aids Alliance; and Boyer Children's Clinic.

Intermodal Connections

King County Metro; Washington State Ferries; commercial air, bus and train services.

Region 3B								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	30,518	29,855	50,369	68.71%	\$51,586	\$53,380	\$90,723	69.96%
Ambulatory	117,615	128,003	145,327	13.53%	\$4,192,256	\$4,660,926	\$5,189,308	11.34%
Non-Ambulatory	42,585	44,031	46,850	6.40%	\$1,966,796	\$2,045,314	\$2,123,583	3.83%
Public Bus-ADA	-	-	-	-	\$0	\$0	\$0	-
Voucher	46,431	54,934	61,060	11.15%	\$292,929	\$318,132	\$317,476	-0.21%
Mileage	1	304	6	-98.03%	\$40	\$4,336	\$552	-87.27%
Volunteer-Agency	69	-	-	-	\$1,436	\$0	\$0	-
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	3	-	-	-	\$1,283	\$0	\$0	-
Commercial Bus	1	2	1	-50.00%	\$48	\$180	\$62	-65.56%
Train	-	-	-	-	\$0	\$0	\$0	-
Ferry	7	68	74	8.82%	\$2,371	\$7,765	\$8,233	6.03%
Ancillary	-	-	-	-	\$45,370	\$60,559	\$65,285	7.80%
Service Total	237,230	257,197	303,687	18.08%	\$6,554,115	\$7,150,592	\$7,795,222	9.02%
Admin	-	-	-	-	\$691,837	\$679,104	\$679,104	0.00%
Out of State	3	-	-	-	\$1,046	\$0	\$0	-
Meals & Lodging/ In State	863	1,130	1,199	6.11%	\$56,234	\$81,422	\$84,821	4.17%
Meals & Lodging/ Out of State	101	6	-	-100.00%	\$4,809	\$120	\$0	-100.00%
Subtotal	-	-	-	-	\$753,926	\$760,646	\$763,925	0.43%
Grand Total	237,233	257,197	303,687	18.08%	\$7,308,041	\$7,911,238	\$8,559,147	8.19%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$1.69	\$1.79	\$1.80	0.74%
Ambulatory	\$35.64	\$36.41	\$35.71	-1.94%
Non-Ambulatory	\$46.19	\$46.45	\$45.33	-2.42%
Public Bus-ADA	-	-	-	-
Voucher	\$6.31	\$5.79	\$5.20	-10.22%
Mileage	\$40.00	\$14.26	\$92.00	545.02%
Volunteer-Agency	\$20.82	-	-	-
Volunteer-Broker	-	-	-	-
Service Total	\$27.63	\$27.80	\$25.67	-7.67%
Admin. Costs	\$2.92	\$2.64	\$2.24	-15.31%
Average	\$30.81	\$30.76	\$28.18	-8.37%

Region 4								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	319,718	340,573	403,883	18.59%	\$712,317	\$753,432	\$892,789	18.50%
Ambulatory	421,047	461,841	483,867	4.77%	\$11,944,757	\$12,728,373	\$13,697,671	7.62%
Non-Ambulatory	134,360	145,331	150,915	3.84%	\$5,638,188	\$6,074,855	\$6,490,729	6.85%
Public Bus-ADA	-	-	-	-	\$0	\$0	\$0	-
Voucher	114,292	114,404	120,773	5.57%	\$586,749	\$557,800	\$609,503	9.27%
Mileage	1	9	81	800.00%	\$220	\$795	\$651	-18.11%
Volunteer-Agency	-	-	-	-	\$0	\$0	\$0	-
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	3	1	5	400.00%	\$1,036	\$1,029	\$4,011	289.80%
Commercial Bus	7	17	7	-58.82%	\$407	\$1,071	\$557	-47.99%
Train	6	2	5	150.00%	\$407	\$107	\$195	82.24%
Ferry	633	376	565	50.27%	\$154,196	\$37,821	\$48,134	27.27%
Ancillary	-	-	-	-	\$207,322	\$215,673	\$223,371	3.57%
Service Total	990,067	1,062,554	1,160,101	9.18%	\$19,245,600	\$20,370,956	\$21,967,611	7.84%
Admin	-	-	-	-	\$3,494,452	\$3,433,788	\$3,433,788	0.00%
Out of State	19	12	56	366.67%	\$5,940	\$6,225	\$5,024	-19.29%
Meals & Lodging/ In State	2,799	2,000	2,378	18.90%	\$135,583	\$85,036	\$135,019	58.78%
Meals & Lodging/ Out of State	328	62	91	46.77%	\$35,913	\$6,193	\$11,176	80.46%
Subtotal	-	-	-	-	\$3,671,887	\$3,531,242	\$3,585,007	1.52%
Grand Total	990,086	1,062,566	1,160,157	9.18%	\$22,917,487	\$23,902,198	\$25,552,618	6.90%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$2.23	\$2.21	\$2.21	-0.08%
Ambulatory	\$28.37	\$27.56	\$28.31	2.72%
Non-Ambulatory	\$41.96	\$41.80	\$43.01	2.89%
Public Bus-ADA	-	-	-	-
Voucher	\$5.13	\$4.88	\$5.05	3.51%
Mileage	\$219.96	\$88.33	\$8.04	-90.90%
Volunteer-Agency	-	-	-	-
Volunteer-Broker	-	-	-	-
Service Total	\$19.44	\$19.17	\$18.94	-1.23%
Admin. Costs	\$3.53	\$3.23	\$2.96	-8.41%
Average	\$23.15	\$22.50	\$22.03	-2.08%

Colleen Kuhn, Executive Director
BJ Jacobson, Transportation Services Manager
201 NE 73rd Street, Suite 101
Vancouver, WA 98665-8345
360-694-6577
www.hsc-wa.org



System Snapshot

- **Operating name** – Human Services Council
- **Service area** – Apple Health (Medicaid) region 6C (Clark, Cowlitz, Klickitat, Skamania and Wahkiakum counties)
- **Congressional district** – 3
- **Legislative districts** – 15, 17, 18 and 49
- **Planning regions** – Southwest Washington RTPPO 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 following services:

- 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								
Mode	Passenger Trips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	148,923	146,557	168,096	14.70%	\$233,330	\$247,957	\$296,195	19.45%
Ambulatory	94,205	97,906	103,436	5.65%	\$3,190,806	\$3,317,271	\$3,547,405	6.94%
Non-Ambulatory	43,563	43,500	44,970	3.38%	\$1,934,377	\$1,850,192	\$1,905,460	2.99%
Public Bus-ADA	24,944	27,365	23,842	-12.87%	\$59,660	\$74,016	\$76,258	3.03%
Voucher	30,460	29,550	28,855	-2.35%	\$391,664	\$357,189	\$358,572	0.39%
Mileage	109	127	290	128.35%	\$2,603	\$3,844	\$7,430	93.29%
Volunteer-Agency	4,273	4,544	4,407	-3.01%	\$250,883	\$259,638	\$262,457	1.09%
Commercial Bus	-	-	1	-	\$0	\$0	\$71	-
Train	471	593	645	8.77%	\$25,581	\$28,729	\$35,186	22.48%
Service Total	346,948	350,142	374,542	6.97%	\$6,088,903	\$6,138,836	\$6,489,034	5.70%
Admin	-	-	-	-	\$950,933	\$985,740	\$985,740	0.00%
Meals & Lodging/ In State	1,630	2,298	2,122	-7.66%	\$92,370	\$155,449	\$149,165	-4.04%
Meals & Lodging/ Out of State	-	-	-	-	\$0	\$0	\$0	-
Subtotal	-	-	-	-	\$1,043,303	\$1,141,189	\$1,134,905	-0.55%
Grand Total	346,948	350,142	374,542	6.97%	\$7,132,206	\$7,280,025	\$7,623,939	4.72%

Mode	Cost per Trip			
	2012	2013	2014	% Change
Public Bus	\$1.57	\$1.69	\$1.76	4.15%
Ambulatory	\$33.87	\$33.88	\$34.30	1.22%
Non-Ambulatory	\$44.40	\$42.53	\$42.37	-0.38%
Public Bus-ADA	\$2.39	\$2.70	\$3.20	18.25%
Voucher	\$12.86	\$12.09	\$12.43	2.81%
Mileage	\$23.88	\$30.27	\$25.62	-15.35%
Volunteer-Agency	\$58.71	\$57.14	\$59.55	4.23%
Service Total	\$17.55	\$17.53	\$17.33	-1.18%
Admin. Costs	\$2.74	\$2.82	\$2.63	-6.51%
Average	\$20.56	\$20.79	\$20.36	-2.10%

Northwest Regional Council

Dan Murphy, Executive Director

Alyssa Horry, Broker Manager

600 Lakeway Drive, Suite 100

Bellingham, WA 98225

360-676-6749

www.nwrcwa.org



System Snapshot

- **Operating name** – Northwest Regional Council
- **Service area** – Apple Health (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** – Association of county governments
- **Governing body** – Eight-member board of directors 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 Ferries

Region 3A								
Mode	Passenger Trips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	27,498	26,286	65,935	150.84%	\$54,388	\$47,399	\$98,757	108.35%
Ambulatory	32,438	31,098	37,648	21.06%	\$1,030,420	\$938,230	\$1,028,637	9.64%
Non-Ambulatory	3,930	3,646	3,175	-12.92%	\$268,748	\$220,291	\$194,786	-11.58%
Public Bus-ADA	50,221	38,833	5,371	-86.17%	\$69,056	\$52,494	\$8,892	-83.06%
Voucher	18,284	21,883	27,068	23.69%	\$232,247	\$236,980	\$268,504	13.30%
Mileage	1,710	1,384	2,106	52.17%	\$18,419	\$17,447	\$24,590	40.94%
Volunteer-Agency	834	952	1,051	10.40%	\$52,355	\$56,027	\$74,231	32.49%
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	16	5	10	100.00%	\$966	\$345	\$516	49.57%
Commercial Bus	10	4	-	-100.00%	\$247	\$69	\$0	-100.00%
Train	-	2	2	0.00%	\$0	\$60	\$39	-35.00%
Ferry	2,290	2,329	2,498	7.26%	\$31,836	\$35,061	\$35,125	0.18%
Ancillary	-	-	-	-	\$882	\$631	\$189	-70.05%
Service Total	137,231	126,422	144,864	14.59%	\$1,759,565	\$1,605,034	\$1,734,266	8.05%
Admin	-	-	-	-	\$773,496	\$798,000	\$798,000	0.00%
Out of State	9	17	-	-100.00%	\$1,817	\$3,293	\$0	-
Meals & Lodging/ In State	3,913	3,573	2,520	-29.47%	\$195,674	\$179,029	\$159,987	-10.64%
Meals & Lodging/ Out of State	52	28	-	-100.00%	\$3,976	\$3,092	\$0	-100.00%
Subtotal	-	-	-	-	\$974,963	\$983,414	\$957,987	-2.59%
Grand Total	137,240	126,439	144,864	14.57%	\$2,734,528	\$2,588,448	\$2,692,253	4.01%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$1.98	\$1.80	\$1.50	-16.94%
Ambulatory	\$31.77	\$30.17	\$27.32	-9.44%
Non-Ambulatory	\$68.38	\$60.42	\$61.35	1.54%
Public Bus-ADA	\$1.38	\$1.35	\$1.66	22.47%
Voucher	\$12.70	\$10.83	\$9.92	-8.40%
Mileage	\$10.77	\$12.61	\$11.68	-7.38%
Volunteer-Agency	\$62.78	\$58.85	\$70.63	20.01%
Service Total	\$12.82	\$12.70	\$11.97	-5.70%
Admin. Costs	\$5.64	\$6.31	\$5.51	-12.73%
Average	\$19.93	\$20.47	\$18.58	-9.22%

David Baker, President/Chief Executive Officer

Ann Kennedy, Broker General Manager

4810 Auto Center Way, Suite Z

Bremerton, WA 98312-4309

800-933-3468

www.paratransit.net



System Snapshot

- **Operating name** – Paratransit Services
- **Service range** – Apple Health (Medicaid) Regions 5 (Pierce County), 6A (Clallam, Jefferson, Kitsap and north Mason counties) and 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 Apple Health (Medicaid) transportation and interpreter services for nine counties in western Washington with a total service area of approximately 12,600 square miles and a population of approximately 1.2 million people.
- Accessible public transit systems in Alaska, Washington, 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 Apple Health (Medicaid) clients whenever possible to all fixed route systems in Pierce, Clallam, Jefferson, Thurston, Kitsap, Lewis, Pacific, Grays Harbor and Mason counties.

Region 5								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	178,504	62,268	53,922	-13.40%	\$466,591	\$121,107	\$106,351	-12.18%
Ambulatory	116,024	118,689	128,942	8.64%	\$3,513,605	\$3,431,430	\$3,326,864	-3.05%
Non-Ambulatory	52,119	54,342	46,971	-13.56%	\$1,888,911	\$1,914,153	\$1,443,929	-24.57%
Public Bus-ADA	58	-	-	-	\$122	\$0	\$0	-
Voucher	22,173	20,888	21,586	3.34%	\$140,052	\$118,171	\$123,193	4.25%
Mileage	2,311	2,335	2,939	25.87%	\$15,428	\$14,089	\$15,923	13.02%
Volunteer-Agency	2	-	2	-	\$209	\$0	\$221	-
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	-	-	-	-	\$0	\$0	\$0	-
Commercial Bus	-	-	-	-	\$0	\$0	\$0	-
Train	-	-	-	-	\$0	\$0	\$0	-
Ferry	76	28	19	-32.14%	\$355	\$85	\$52	-38.82%
Ancillary	-	-	-	-	\$0	\$0	\$0	-
Service Total	371,267	258,550	254,381	-1.61%	\$6,025,272	\$5,599,035	\$5,016,533	-10.40%
Admin	-	-	-	-	\$1,461,396	\$1,243,620	\$1,243,620	0.00%
Out of State	1	3	4	33.33%	\$434	\$1,129	\$872	-22.76%
Meals & Lodging/ In State	3,894	3,405	1,928	-43.38%	\$194,711	\$185,134	\$100,718	-45.60%
Meals & Lodging/ Out of State	36	20	37	85.00%	\$1,505	\$1,378	\$1,581	14.73%
Subtotal	-	-	-	-	\$1,658,046	\$1,431,261	\$1,346,791	-5.90%
Grand Total	371,268	258,553	254,385	-1.61%	\$7,683,318	\$7,030,296	\$6,363,324	-9.49%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$2.61	\$1.94	\$1.97	1.41%
Ambulatory	\$30.28	\$28.91	\$25.80	-10.76%
Non-Ambulatory	\$36.24	\$35.22	\$30.74	-12.73%
Public Bus-ADA	\$2.10	-	-	-
Voucher	\$6.32	\$5.66	\$5.71	0.88%
Mileage	\$6.68	\$6.03	\$5.42	-10.21%
Volunteer-Agency	\$104.47	-	\$110.50	-
Volunteer-Broker	-	-	-	-
Service Total	\$16.23	\$21.66	\$19.72	-8.94%
Admin. Costs	\$3.94	\$4.81	\$4.89	1.64%
Average	\$20.69	\$27.19	\$25.01	-8.00%

Region 6A								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	42,517	14,655	12,923	-11.82%	\$150,777	\$50,265	\$44,995	-10.48%
Ambulatory	51,518	56,466	55,593	-1.55%	\$2,368,727	\$2,820,951	\$2,669,773	-5.36%
Non-Ambulatory	12,816	13,889	13,134	-5.44%	\$666,771	\$639,819	\$625,423	-2.25%
Public Bus-ADA	1,950	-	-	-	\$7,605	\$0	\$0	-
Voucher	13,535	14,616	11,827	-19.08%	\$177,322	\$189,833	\$147,279	-22.42%
Mileage	3,412	5,115	5,484	7.21%	\$33,324	\$43,012	\$55,353	28.69%
Volunteer-Agency	2	10	4	-60.00%	\$87	\$1,044	\$307	-70.59%
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	-	-	-	-	\$0	\$0	\$0	-
Commercial Bus	1	10	423	4130.00%	\$29	\$449	\$17,734	3849.67%
Train	-	-	-	-	\$0	\$0	\$0	-
Ferry	2,879	3,182	2,429	-23.66%	\$25,296	\$26,586	\$21,529	-19.02%
Ancillary	-	-	-	-	\$0	\$0	\$0	-
Service Total	128,630	107,943	101,817	-5.68%	\$3,429,938	\$3,771,959	\$3,582,393	-5.03%
Admin	-	-	-	-	\$682,813	\$614,280	\$614,280	0.00%
Out of State	3	-	-	-	\$1,157	\$0	\$0	-
Meals & Lodging/ In State	3,172	2,921	3,539	21.16%	\$150,913	\$154,619	\$207,233	34.03%
Meals & Lodging/ Out of State	-	32	3	-90.63%	\$0	\$2,771	\$0	-100.00%
Subtotal	-	-	-	-	\$834,883	\$771,670	\$821,513	6.46%
Grand Total	128,633	107,943	101,817	-5.68%	\$4,264,821	\$4,543,629	\$4,403,906	-3.08%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$3.55	\$3.43	\$3.48	1.51%
Ambulatory	\$45.98	\$49.96	\$48.02	-3.87%
Non-Ambulatory	\$52.03	\$46.07	\$47.62	3.37%
Public Bus-ADA	\$3.90	-	-	-
Voucher	\$13.10	\$12.99	\$12.45	-4.12%
Mileage	\$9.77	\$8.41	\$10.09	20.03%
Volunteer-Agency	\$43.60	\$104.40	\$76.75	-26.48%
Volunteer-Broker	-	-	-	-
Service Total	\$26.67	\$34.94	\$35.18	0.69%
Admin. Costs	\$5.31	\$5.69	\$6.03	6.02%
Average	\$33.15	\$42.09	\$43.25	2.76%

Region 6B								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	36,861	16,761	19,061	13.72%	\$85,720	\$20,646	\$22,000	6.56%
Ambulatory	69,866	77,446	90,126	16.37%	\$3,274,040	\$3,430,508	\$3,471,465	1.19%
Non-Ambulatory	20,849	22,094	19,714	-10.77%	\$1,212,765	\$1,324,641	\$1,089,069	-17.78%
Public Bus-ADA	5,734	-	-	-	\$3,585	\$0	\$0	-
Voucher	54,885	47,379	51,835	9.41%	\$741,761	\$580,395	\$538,804	-7.17%
Mileage	2,569	2,672	3,866	44.69%	\$35,040	\$35,039	\$51,065	45.74%
Volunteer-Agency	5,450	5,521	5,479	-0.76%	\$607,380	\$606,965	\$690,563	13.77%
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	-	-	-	-	\$0	\$0	\$0	-
Commercial Bus	-	1	-	-	\$0	\$100	\$0	-100.00%
Train	-	-	-	-	\$0	\$0	\$0	-
Ferry	2	4	4	0.00%	\$8	\$35	\$35	0.00%
Ancillary	-	-	-	-	\$0	\$0	\$0	-
Service Total	196,216	171,878	190,085	10.59%	\$5,960,300	\$5,998,329	\$5,863,001	-2.26%
Admin	-	-	-	-	\$733,893	\$698,724	\$698,724	0.00%
Out of State	6	2	-	-100.00%	\$2,457	\$477	\$0	-100.00%
Meals & Lodging/ In State	3,867	4,109	3,604	-12.29%	\$170,648	\$194,291	\$215,757	11.05%
Meals & Lodging/ Out of State	89	19	3	-84.21%	\$1,726	\$911	\$60	-93.41%
Subtotal	-	-	-	-	\$908,723	\$894,403	\$914,541	2.25%
Grand Total	196,222	171,880	190,085	10.59%	\$6,869,023	\$6,892,732	\$6,777,542	-1.67%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$2.33	\$1.23	\$1.15	-6.30%
Ambulatory	\$46.86	\$44.30	\$38.52	-13.04%
Non-Ambulatory	\$58.17	\$59.95	\$55.24	-7.86%
Public Bus-ADA	\$0.63	-	-	-
Voucher	\$13.51	\$12.25	\$10.39	-15.15%
Mileage	\$13.64	\$13.11	\$13.21	0.73%
Volunteer-Agency	\$111.45	\$109.94	\$126.04	14.65%
Volunteer-Broker	-	-	-	-
Service Total	\$30.38	\$34.90	\$30.84	-11.62%
Admin. Costs	\$3.74	\$4.07	\$3.68	-9.58%
Average	\$35.01	\$40.10	\$35.66	-11.09%

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



PEOPLE FOR PEOPLE

System Snapshot

- **Operating name** – People For People
- **Service area** – Apple Health (Medicaid) Regions 1A (Chelan, Douglas and Okanogan counties) and 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 composed of leaders representing the communities People For People serves.

Current Operations

The broker arranges transportation and related services for people of all ages with Washington State Department of Social and Health Services issued Apple Health (Medicaid) Provider One identification cards, who need transportation to covered, non-emergency medical services. Upon verification of eligibility, the most cost-effective, appropriate transportation is coordinated.

A primary goal of these services is to assist clients with their own transportation resources and valid driver's license, insurance and registration with gas vouchers or mileage reimbursement. If that is not possible, transportation is arranged through contractors such as volunteer driver programs, public transportation, nonprofit providers, cabulance and taxi companies.

People For People ensures that the most appropriate ride is arranged for the client.

Region 1A								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	883	114	330	189.47%	\$1,220	\$208	\$671	222.60%
Ambulatory	13,219	14,149	16,172	14.30%	\$589,148	\$576,274	\$667,935	15.91%
Non-Ambulatory	3,118	3,409	3,521	3.29%	\$286,808	\$259,352	\$257,177	-0.84%
Public Bus-ADA	4,846	4,531	4,018	-11.32%	\$7,902	\$7,007	\$6,066	-13.43%
Voucher	11,369	9,974	10,305	3.32%	\$232,950	\$214,040	\$215,898	0.87%
Mileage	740	655	765	16.79%	\$19,057	\$15,321	\$20,413	33.24%
Volunteer-Agency	3,556	2,690	2,479	-7.84%	\$423,718	\$383,428	\$346,339	-9.67%
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	-	-	-	-	\$0	\$0	\$0	-
Commercial Bus	4	11	7	-36.36%	\$254	\$851	\$392	-53.94%
Train	16	16	11	-31.25%	\$839	\$989	\$255	-74.22%
Ferry	-	-	-	-	\$0	\$0	\$0	-
Ancillary	-	-	-	-	\$0	\$0	\$0	-
Service Total	37,751	35,549	37,608	5.79%	\$1,561,896	\$1,457,470	\$1,515,146	3.96%
Admin	-	-	-	-	\$199,472	\$169,272	\$169,237	-0.02%
Out of State	-	-	-	-	\$0	\$0	\$0	-
Meals & Lodging/ In State	2,645	2,260	2,048	-9.38%	\$125,278	\$116,429	\$109,270	-6.15%
Meals & Lodging/ Out of State	-	-	-	-	\$0	\$0	\$0	-
Subtotal	-	-	-	-	\$324,750	\$285,701	\$278,507	-2.52%
Grand Total	37,751	35,549	37,608	5.79%	\$1,886,646	\$1,743,171	\$1,793,653	2.90%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$1.38	\$1.82	\$2.03	11.44%
Ambulatory	\$44.57	\$40.73	\$41.30	1.41%
Non-Ambulatory	\$91.98	\$76.08	\$73.04	-3.99%
Public Bus-ADA	\$1.63	\$1.55	\$1.51	-2.38%
Voucher	\$20.49	\$21.46	\$20.95	-2.37%
Mileage	\$25.75	\$23.39	\$26.68	14.08%
Volunteer-Agency	\$119.16	\$142.54	\$139.71	-1.98%
Volunteer-Broker	-	-	-	-
Service Total	\$41.37	\$41.00	\$40.29	-1.73%
Admin. Costs	\$5.28	\$4.76	\$4.50	-5.49%
Average	\$49.98	\$49.04	\$47.69	-2.74%

Region 2								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	8,723	12,175	14,497	19.07%	\$16,017	\$20,275	\$21,423	5.66%
Ambulatory	59,153	61,222	57,381	-6.27%	\$2,595,298	\$2,203,823	\$2,041,071	-7.38%
Non-Ambulatory	16,740	14,080	12,965	-7.92%	\$816,270	\$622,447	\$604,058	-2.95%
Public Bus-ADA	23,230	21,382	23,460	9.72%	\$55,880	\$31,890	\$33,888	6.27%
Voucher	18,446	18,871	21,459	13.71%	\$444,525	\$441,191	\$463,262	5.00%
Mileage	2,383	2,245	2,910	29.62%	\$81,447	\$72,160	\$95,269	32.02%
Volunteer-Agency	1,569	2,039	2,702	32.52%	\$284,872	\$350,435	\$416,599	18.88%
Volunteer-Broker	-	-	-	-	\$0	\$0	\$0	-
Airline	2	2	-	-100.00%	\$657	\$1,933	\$0	-100.00%
Commercial Bus	26	13	55	323.08%	\$1,796	\$701	\$3,019	330.67%
Train	-	-	-	-	\$0	\$0	\$0	-
Ferry	-	-	-	-	\$0	\$0	\$0	-
Ancillary	-	-	-	-	\$0	\$0	\$0	-
Service Total	130,272	132,029	135,429	2.58%	\$4,296,761	\$3,744,855	\$3,678,589	-1.77%
Admin	-	-	-	-	\$480,675	\$544,140	\$543,481	-0.12%
Out of State	63	1	3	200.00%	\$3,652	\$27	\$0	-100.00%
Meals & Lodging/ In State	11,242	11,267	9,357	-16.95%	\$456,750	\$492,806	\$459,217	-6.82%
Meals & Lodging/ Out of State	69	22	-	-100.00%	\$2,486	\$1,093	\$271	-75.21%
Subtotal	-	-	-	-	\$943,562	\$1,038,066	\$1,002,969	-3.38%
Grand Total	130,335	132,030	135,432	2.58%	\$5,240,324	\$4,782,921	\$4,681,558	-2.12%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$1.84	\$1.67	\$1.48	-11.26%
Ambulatory	\$43.87	\$36.00	\$35.57	-1.19%
Non-Ambulatory	\$48.76	\$44.21	\$46.59	5.39%
Public Bus-ADA	\$2.41	\$1.49	\$1.44	-3.15%
Voucher	\$24.10	\$23.38	\$21.59	-7.66%
Mileage	\$34.18	\$32.14	\$32.74	1.85%
Volunteer-Agency	\$181.56	\$171.87	\$154.18	-10.29%
Volunteer-Broker	-	-	-	-
Airline	\$328.30	\$966.50	\$0.00	-100.00%
Service Total	\$32.98	\$28.36	\$27.16	-4.24%
Admin. Costs	\$3.69	\$4.12	\$4.01	-2.63%
Average	\$40.21	\$36.23	\$34.57	-4.58%

Fred Stoffer, Chief Executive Officer
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** – Apple Health (Medicaid) Regions 1B (Ferry, Pend Oreille and Stevens counties), 1C (Adams, Grant and Lincoln counties), 1D (Spokane county) and 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 Apple Health (Medicaid) clients in Regions 1B, 1C, 1D and 1E.

Intermodal Connections

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

Region 1B								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	-	1	-		\$0	\$0	\$0	
Ambulatory	3,283	3,428	4,200	22.52%	\$153,020	\$202,512	\$228,103	12.64%
Non-Ambulatory	1,809	2,039	1,779	-12.75%	\$158,670	\$160,086	\$145,962	-8.82%
Public Bus-ADA	-	2	-	-100.00%	\$0	\$0	\$0	
Voucher	14,869	17,299	18,536	7.15%	\$247,901	\$254,917	\$262,313	2.90%
Mileage	-	2	-	-100.00%	\$0	\$318	\$0	-100.00%
Volunteer-Agency	3,567	2,702	2,921	8.11%	\$182,166	\$160,484	\$168,193	4.80%
Volunteer-Broker	383	835	1,226	46.83%	\$18,680	\$30,915	\$56,934	84.16%
Airline	8	8	19	137.50%	\$2,430	\$2,683	\$7,426	176.78%
Commercial Bus	12	7	4	-42.86%	\$828	\$381	\$232	-39.11%
Train	-	-	-		\$0	\$0	\$0	
Ferry	-	-	-		\$0	\$0	\$0	
Ancillary					\$0	\$0	\$0	
Service Total	23,931	26,323	28,685	8.97%	\$763,695	\$812,296	\$869,163	7.00%
Admin					\$127,152	\$114,540	\$114,540	0.00%
Out of State	-	-	-		\$0	\$0	\$0	
Meals & Lodging/ In State	328	662	704	6.34%	\$14,247	\$25,872	\$37,419	44.63%
Meals & Lodging/ Out of State	-	-	-		\$0	\$0	\$0	
Subtotal					\$141,399	\$140,412	\$151,959	8.22%
Grand Total	23,931	26,323	28,685	8.97%	\$905,095	\$952,708	\$1,021,122	7.18%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Ambulatory	\$46.61	\$59.08	\$54.31	-8.07%
Non-Ambulatory	\$87.71	\$78.51	\$82.05	4.50%
Public Bus-ADA		\$0.00		
Voucher	\$16.67	\$14.74	\$14.15	-3.97%
Mileage		\$159.00		-100.00%
Volunteer-Agency	\$51.07	\$59.39	\$57.58	-3.05%
Volunteer-Broker	\$48.77	\$37.02	\$46.44	25.43%
Service Total	\$31.91	\$30.86	\$30.30	-1.81%
Admin. Costs	\$5.31	\$4.35	\$3.99	-8.23%
Average	\$37.82	\$36.19	\$35.60	-1.64%

Region 1C								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	272	840	1,654	96.90%	\$1,306	\$3,300	\$5,200	57.58%
Ambulatory	11,221	9,810	11,562	17.86%	\$605,839	\$324,918	\$401,141	23.46%
Non-Ambulatory	6,191	6,479	7,117	9.85%	\$392,583	\$308,693	\$344,187	11.50%
Public Bus-ADA	154	264	358	35.61%	\$249	\$374	\$619	65.51%
Voucher	18,393	20,521	20,217	-1.48%	\$367,104	\$360,711	\$356,870	-1.06%
Mileage	22	-	-		\$238	\$0	\$0	
Volunteer-Agency	837	695	1,003	44.32%	\$45,322	\$32,751	\$51,119	56.08%
Volunteer-Broker	2,755	3,715	3,480	-6.33%	\$161,332	\$228,050	\$229,008	0.42%
Airline	-	-	-		\$0	\$0	\$0	
Commercial Bus	28	8	22	175.00%	\$1,352	\$357	\$1,090	205.32%
Train	-	-	-		\$0	\$0	\$0	
Ferry	-	-	-		\$0	\$0	\$0	
Ancillary					\$0	\$0	\$0	
Service Total	39,873	42,332	45,413	7.28%	\$1,575,324	\$1,259,154	\$1,389,234	10.33%
Admin					\$154,356	\$165,492	\$165,492	0.00%
Out of State	-	-	-		\$0	\$0	\$0	
Meals & Lodging/ In State	1,848	1,667	\$1,928	15.66%	\$75,493	\$79,234	\$75,693	-4.47%
Meals & Lodging/ Out of State	-	-	-		\$0	\$0	\$0	
Subtotal					\$229,849	\$244,726	\$241,185	-1.45%
Grand Total	39,873	42,332	45,413	7.28%	\$1,805,173	\$1,503,880	\$1,630,419	8.41%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$4.80	\$3.93	\$3.14	-19.97%
Ambulatory	\$53.99	\$33.12	\$34.69	4.75%
Non-Ambulatory	\$63.41	\$47.65	\$48.36	1.50%
Public Bus-ADA	\$1.62	\$1.42	\$1.73	22.05%
Voucher	\$19.96	\$17.58	\$17.65	0.42%
Mileage	\$10.80			
Volunteer-Agency	\$54.15	\$47.12	\$50.97	8.15%
Volunteer-Broker	\$58.56	\$61.39	\$65.81	7.20%
Service Total	\$39.51	\$29.74	\$30.59	2.85%
Admin. Costs	\$3.87	\$3.91	\$3.64	-6.78%
Average	\$45.27	\$35.53	\$35.90	1.06%

Region 1D								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	118,488	135,034	183,498	35.89%	\$343,343	\$366,924	\$455,857	24.24%
Ambulatory	36,414	40,434	48,054	18.85%	\$691,083	\$790,272	\$951,634	20.42%
Non-Ambulatory	18,646	17,447	18,464	5.83%	\$568,785	\$520,780	\$510,286	-2.02%
Public Bus-ADA	19,050	19,132	22,537	17.80%	\$57,038	\$60,063	\$72,396	20.53%
Voucher	20,160	22,414	27,397	22.23%	\$164,618	\$145,502	\$156,725	7.71%
Mileage	-	-	4	-	\$0	\$0	\$407	-
Volunteer-Agency	1,065	473	375	-20.72%	\$34,753	\$16,766	\$13,971	-16.67%
Volunteer-Broker	45	374	839	124.33%	\$1,416	\$11,599	\$29,758	156.56%
Airline	54	48	49	2.08%	\$17,478	\$17,030	\$21,049	23.60%
Commercial Bus	89	106	83	-21.70%	\$5,676	\$7,283	\$6,998	-3.91%
Train	8	14	8	-42.86%	\$339	\$312	\$602	92.95%
Ferry	-	-	-	-	\$0	\$0	\$0	-
Ancillary	-	-	-	-	\$0	\$0	\$0	-
Service Total	214,019	235,476	301,308	27.96%	\$1,884,528	\$1,936,531	\$2,219,683	14.62%
Admin	-	-	-	-	\$700,614	\$721,884	\$721,884	0.00%
Out of State	41	20	3	-85.00%	\$11,131	\$14,515	\$3,268	-77.49%
Meals & Lodging/ In State	1,778	1,450	1,598	10.21%	\$121,431	\$106,801	\$128,642	20.45%
Meals & Lodging/ Out of State	67	22	24	9.09%	\$2,997	\$1,850	\$1,793	-3.08%
Subtotal	-	-	-	-	\$836,173	\$845,050	\$855,587	1.25%
Grand Total	214,060	235,496	301,311	27.95%	\$2,720,701	\$2,781,581	\$3,075,270	10.56%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$2.90	\$2.72	\$2.48	-8.58%
Ambulatory	\$18.98	\$19.54	\$19.80	1.32%
Non-Ambulatory	\$30.50	\$29.85	\$27.64	-7.41%
Public Bus-ADA	\$2.99	\$3.14	\$3.21	2.32%
Voucher	\$8.17	\$6.49	\$5.72	-11.88%
Mileage	-	-	\$101.75	-
Volunteer-Agency	\$32.63	\$35.45	\$37.26	5.11%
Volunteer-Broker	\$31.46	\$31.01	\$35.47	14.36%
Service Total	\$8.81	\$8.22	\$7.37	-10.42%
Admin. Costs	\$3.27	\$3.07	\$2.40	-21.85%
Average	\$12.71	\$11.81	\$10.21	-13.59%

Region 1E								
Mode	Passenger Tips				Expenses			
	2012	2013	2014	% Change	2012	2013	2014	% Change
Public Bus	34	62	370	496.77%	\$262	\$382	\$1,742	356.02%
Ambulatory	8,935	6,449	6,521	1.12%	\$180,146	\$151,786	\$159,128	4.84%
Non-Ambulatory	1,214	1,616	1,682	4.08%	\$45,062	\$64,653	\$87,308	35.04%
Public Bus-ADA	59	83	89	7.23%	\$50	\$234	\$245	4.70%
Voucher	2,751	2,723	3,306	21.41%	\$44,833	\$46,756	\$58,668	25.48%
Mileage	108	120	104	-13.33%	\$1,607	\$1,785	\$1,547	-13.33%
Volunteer-Agency	1,098	1,433	1,508	5.23%	\$41,837	\$51,983	\$53,260	2.46%
Volunteer-Broker	2	2	52	2500.00%	\$301	\$226	\$2,319	926.11%
Airline	8	16	11	-31.25%	\$3,009	\$4,775	\$4,423	-7.37%
Commercial Bus	6	11	4	-63.64%	\$564	\$854	\$653	-23.54%
Train	2	-	-	-	\$135	\$0	\$0	-
Ferry	-	-	-	-	\$0	\$0	\$0	-
Ancillary	-	-	-	-	\$0	\$0	\$0	-
Service Total	14,217	12,515	13,647	9.05%	\$317,807	\$323,434	\$369,293	14.18%
Admin	-	-	-	-	\$129,224	\$92,460	\$92,460	0.00%
Out of State	-	-	-	-	\$0	\$0	\$0	-
Meals & Lodging/ In State	821	247	549	122.27%	\$41,538	\$14,676	\$24,028	63.72%
Meals & Lodging/ Out of State	-	-	-	-	\$0	\$0	\$0	-
Subtotal	-	-	-	-	\$170,763	\$107,136	\$116,488	8.73%
Grand Total	14,217	12,515	13,647	9.05%	\$488,569	\$430,570	\$485,781	12.82%

Mode	Cost Per Trip			
	2012	2013	2014	% Change
Public Bus	\$7.71	\$6.16	\$4.71	-23.59%
Ambulatory	\$20.16	\$23.54	\$24.40	3.68%
Non-Ambulatory	\$37.12	\$40.01	\$51.91	29.74%
Public Bus-ADA	\$0.84	\$2.82	\$2.75	-2.36%
Voucher	\$16.30	\$17.17	\$17.75	3.35%
Mileage	\$14.88	\$14.88	\$14.88	0.00%
Volunteer-Agency	\$38.10	\$36.28	\$35.32	-2.64%
Volunteer-Broker	\$150.50	\$113.00	\$44.60	-60.53%
Service Total	\$22.35	\$25.84	\$27.06	4.71%
Admin. Costs	\$9.09	\$7.39	\$6.78	-8.29%
Average	\$34.37	\$34.40	\$35.60	3.46%

Service was formerly provided by COAST, Special Mobility Services started providing the service in 2011

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 Apple Line operates in central Washington, an area known for its internationally renowned apple crops). The bus service is provided by private, local bus companies who are 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.

Operating Information	2012	2013	2014
Vehicle Revenue Miles			
Apple Line	127,750	127,750	129,316
Dungeness Line	159,804	158,241	159,857
Gold Line	134,298	133,936	131,040
Grape Line	128,900	119,500	117,700
Travel Washington Total	550,752	539,427	537,913

Unlinked Passenger Trips			
Apple Line	5,550	5,255	4,746
Dungeness Line	14,331	14,710	15,195
Gold Line	4,367	5,432	4,994
Grape Line	7,419	6,313	5,849
Travel Washington Total	31,667	31,710	30,784

Financial Information	2012	2013	2014
Federal Assistance			
5311 grants for planning and capital expenses	\$0	\$0	\$0
5311 grants for operating expenses and provision of trips	\$1,347,216	\$1,419,014	\$1,486,143
ARRA 5311 grants for planning and capital expenses	\$0	\$0	\$0
ARRA 5311 grants for operating expenses and provision of trips	\$0	\$0	\$0
Total Federal Assistance	\$1,347,216	\$1,419,014	\$1,486,143

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
- **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, Quincy and George.

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.

Operating Information	2012	2013	2014
Intercity Bus Vehicle Revenue Miles	127,750	127,750	129,316
Intercity Bus Unlinked Passenger Trips	5,550	5,255	4,746

Financial Information	2012	2013	2014
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Federal Assistance

5311 grants for planning and capital expenses	\$0	\$0	\$0
5311 grants for operating expenses and provision of trips	\$240,150	\$297,187	\$298,720
ARRA 5311 grants for planning and capital expenses	\$0	\$0	\$0
ARRA 5311 grants for operating expenses and provision of trips	\$0	\$0	\$0
Total Federal Assistance	\$240,150	\$297,187	\$298,720

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
- **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 are 27-passenger, ADA-accessible buses.

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).

Operating Information	2012	2013	2014
Intercity Bus Vehicle Revenue Miles	159,804	158,241	159,857
Intercity Bus Unlinked Passenger Trips	14,331	14,710	15,195

Financial Information	2012	2013	2014
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Federal Assistance

5311 grants for planning and capital expenses	\$0	\$0	\$0
5311 grants for operating expenses and provision of trips	\$482,636	\$501,362	\$524,331
ARRA 5311 grants for planning and capital expenses	\$0	\$0	\$0
ARRA 5311 grants for operating expenses and provision of trips	\$0	\$0	\$0
Total Federal Assistance	\$482,636	\$501,362	\$524,331

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
- **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

Twice daily scheduled service between Kettle Falls and Spokane International Airport. Service includes Arden, Addy, Colville, Chewelah, Chewelah Casino, Loon Lake, Deer Park, North Spokane (Hastings Road Park and Ride Lot), Spokane Intermodal and Spokane Transit Plaza. Tickets may be purchased online; from the drivers; sales agents at Colville, 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.

Operating Information	2012	2013	2014
Intercity Bus Vehicle Revenue Miles	134,298	133,936	131,040
Intercity Bus Unlinked Passenger Trips	4,367	5,432	4,994

Financial Information	2012	2013	2014
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Federal Assistance

5311 grants for planning and capital expenses	\$0	\$0	\$0
5311 grants for operating expenses and provision of trips	\$343,818	\$332,041	\$351,187
ARRA 5311 grants for planning and capital expenses	\$0	\$0	\$0
ARRA 5311 grants for operating expenses and provision of trips	\$0	\$0	\$0
Total Federal Assistance	\$343,818	\$332,041	\$351,187

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 RTPO
- **Type of agency** – For-profit
- **Days of service** – 7 days a week
- **Base fare** – One-way trip to/from Pasco – Walla Walla \$15.

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.

Operating Information	2012	2013	2014
Intercity Bus Vehicle Revenue Miles	128,900	119,500	117,700
Intercity Bus Unlinked Passenger Trips	7,419	6,313	5,849

Financial Information	2012	2013	2014
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Federal Assistance

5311 grants for planning and capital expenses	\$0	\$0	\$0
5311 grants for operating expenses and provision of trips	\$280,612	\$288,424	\$311,905
ARRA 5311 grants for planning and capital expenses	\$0	\$0	\$0
ARRA 5311 grants for operating expenses and provision of trips	\$0	\$0	\$0
Total Federal Assistance	\$280,612	\$288,424	\$311,905

Ferry Systems in Washington State

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 2014, the Guemes Island Ferry transported 368,856 passengers (down 2.1 percent from 2013) and 173,145 vehicles (down nearly 12.5 percent from 2013).

Keller Ferry

On Sept. 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 2014, the Keller Ferry provided service to 85,358 passengers (up 7.2 percent from 2013) and 49,075 vehicle (up 7.9 percent from 2013). During the summer of 2013, the M/V Martha S. was retired and replaced by the M/V Sanpoil.

King County Ferry District

In April 2007, the King County Ferry District (KCFD) 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 2014, the King County Water Taxi provided service to 467,119 passengers (up 4.9 percent from 2013).

Kitsap Transit Foot Ferry

The Kitsap Transit Foot Ferry provides weekday service between Bremerton, Port Orchard and Annapolis; and between Port Orchard and Bremerton. In 2014, the Kitsap Transit Foot Ferry provided service to 458,604 passengers (up 1.7 percent from 2013).

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 176,798 passengers during 2014 (up 3.2 percent from 2013).

Pierce County Ferry System

The Pierce County Ferry system provides service to Steilacoom and Anderson and Ketron islands. In 2014, the Pierce County Ferry System provided 191,345 trips (up 4.2 percent from 2013).

Wahkiakum Ferry

The Wahkiakum operates on the Columbia River between Oregon and Washington. Wahkiakum County has operated the Wahkiakum since 1962. The ferry makes at least 18 runs per day between Cathlamet, Washington and Westport, Oregon. In 2014, the Wahkiakum ferry provided 79,081 passenger trips (up 8.8 percent from 2013).

Washington State Ferries

Washington State Ferries (WSF) began service in 1951 as the Washington Toll Bridge Authority (WTBA), 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 incorporation with WSDOT in 1977.

WSF operates the largest ferry fleet in the United States. Annually, 24 ferries cross Puget Sound and its inland waterways, carrying nearly 23 million passengers (up 2 percent from 2013). From Tacoma, Washington to Sidney, British Columbia, WSF vessels traverse the Puget Sound, acting as a marine highway for commercial users, tourists and daily commuters.

Annual Operating Information	2012	2013	2014	% Change
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Passenger Ferry Services

Revenue Vessel Hours	153,683	152,798	153,607	0.53
Total Vessel Hours	145,395	143,931	145,062	0.79
Revenue Vessel Miles	1,054,165	1,047,127	1,045,327	-0.17
Total Vessel Miles	1,061,296	1,051,061	1,051,082	0.00
Passenger Trips	23,994,922	24,175,158	24,677,834	2.08
Vehicle Trips	10,330,190	10,445,404	10,499,946	0.52
Diesel Fuel Consumed (gallons)	17,410,537	17,083,481	17,139,291	0.33
BioDiesel Fuel Consumed (gallons)	465,024	582,424	740,837	27.20
Employees - FTEs	1,905.6	1,852.3	1,877.5	1.36
Operating Expenses	\$248,949,788	\$246,088,364	\$254,806,749	3.54
Farebox Revenues	\$162,879,836	\$169,565,445	\$171,282,378	1.01

Financial Information	2012	2013	2014	% Change
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Operating Related Revenues

Directly Generated Funds - Property Taxes	\$1,853,925	\$1,758,675	\$2,849,357	62.02
MVET	\$104,335	\$107,345	\$106,727	-0.58
Farebox Revenues	\$162,879,836	\$169,565,445	\$171,282,378	1.01
Federal Section §5307 Operating	\$884,000	\$882,644	\$1,139,554	29.11
Other Federal Operating	\$874,061	\$710,673	\$643,402	-9.47
State Ferry Deficit Reimbursement Grant	\$500,000	\$500,000	\$500,000	0.00
Other State Operating Grants	\$1,103,067	\$987,066	\$840,096	-14.89
Other State - Gasoline Taxes	\$22,234,002	\$21,457,618	\$21,667,400	0.98
Other State - Other Taxes	\$53,022,589	\$45,745,068	\$47,265,240	3.32
Other Operating Sub-Total	\$1,986,347	\$2,114,570	\$6,011,216	184.28
Other - Gasoline Taxes	\$154,610	\$160,843	\$138,592	-13.83
Other - Other Revenues	\$6,142	\$560,948	\$1,531,885	173.09
Other - Interest	\$93,099	\$6,448	\$85,779	1230.32
Other - MISC	\$1,732,496	\$1,386,331	\$4,254,960	206.92
Total (Excludes Capital Revenues)	\$245,442,162	\$243,829,104	\$252,305,369	3.48

Federal Capital Grant Expenditures

Federal Section §5307 Capital Grants	\$3,329,409	\$4,666,243	\$14,808,893	217.36
Federal Section §5309 Capital Grants	\$4,504,537	\$10,161,132	\$9,520,470	-6.31
CM/AQ and Other Federal Grants	\$6,549,567	\$11,043,541	\$14,638,191	32.55
Total Federal Capital	\$14,383,513	\$25,870,916	\$38,967,554	50.62

State Capital Grant Expenditures

Other State Capital Funds	\$70,676,890	\$124,993,515	\$106,117,122	-15.10
Total State Capital	\$70,676,890	\$124,993,515	\$106,117,122	-15.10

Local Capital Expenditures

Local Funds	\$660,935	\$258,252	\$915,876	254.64
Other Local Capital	\$0	\$80,000	\$0	-100.00
Total Local Capital	\$660,935	\$338,252	\$915,876	170.77

Other Expenditures

Lease and Rental Agreements	\$1,003,076	\$901,138	\$513,674	-43.00
Other Reconciling Items	\$626,669	\$650,042	\$639,888	-1.56
Total Other Expenditures	\$1,629,745	\$1,551,180	\$1,153,562	-25.63

Total Funds by Source	2012	2013	2014	% Change
Operating				
Total Local Revenues	\$166,824,443	\$173,546,035	\$180,249,677	3.86
Total State Revenues	\$76,859,658	\$68,689,752	\$70,272,736	2.30
Total Federal Revenues	\$1,758,061	\$1,593,317	\$1,782,956	11.90
Total Operating	\$245,442,162	\$243,829,104	\$252,305,369	3.48
Capital				
Total Local Investment	\$660,935	\$338,252	\$915,876	170.77
Total State Investment	\$70,676,890	\$124,993,515	\$106,117,122	-15.10
Total Federal Investment	\$14,383,513	\$25,870,916	\$38,967,554	50.62
Total Capital	\$85,721,338	\$151,202,683	\$146,000,552	-3.44

Guemes Island Ferry

Captain Rachel Rowe
Ferry Operations Division Manager

Skagit County Public Works

500 I Avenue

Anacortes, WA 98221

360-419-7618

www.skagitcounty.net/Departments/PublicWorksFerry/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	\$2.50	\$1.00	\$3.50	1 round trip
Senior/Disabled/Youth	\$1.50	\$1.00	\$2.50	1 round trip
Age 5 and under	Free	–	Free	1 round trip

Complete fare structure: www.skagitcounty.net/Departments/PublicWorksFerry/ferry.htm

Operating Information	2012	2013	2014	% Change
Passenger Ferry Services				
Revenue Vessel Hours	6,010	6,014	6,061	0.78
Passenger Trips	370,465	376,941	368,856	-2.14
Vehicle Trips	179,042	197,786	173,145	-12.46
Diesel Fuel Consumed (gallons)	49,533	54,874	51,510	-6.13
Operating Expenses	\$1,786,750	\$1,617,612	\$2,504,800	54.85
Farebox Revenues	\$955,670	\$985,791	\$915,871	-7.09

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Directly Generated Funds - Property Taxes	\$563,347	\$381,762	\$1,332,181	248.96
Farebox Revenues	\$955,670	\$985,791	\$915,871	-7.09
State Ferry Deficit Reimbursement Grant	\$116,337	\$89,216	\$118,156	32.44
Other Operating Sub-Total	\$154,610	\$160,843	\$138,592	-13.83
Other - Gasoline Taxes	\$154,610	\$160,843	\$138,592	-13.83
Total (Excludes Capital Revenues)	\$1,789,964	\$1,617,612	\$2,504,800	54.85

Local Capital Expenditures				
Local Funds	\$78,004	\$153,136	\$258,699	68.93
Total Local Capital	\$78,004	\$153,136	\$258,699	68.93

Total Funds by Source	2012	2013	2014	% Change
Operating				
Total Local Revenues	\$1,673,627	\$1,528,396	\$2,386,644	56.15
Total State Revenues	\$116,337	\$89,216	\$118,156	32.44
Total Operating	\$1,789,964	\$1,617,612	\$2,504,800	54.85

Capital				
Total Local Investment	\$78,004	\$153,136	\$258,699	68.93
Total Capital	\$78,004	\$153,136	\$258,699	68.93

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 quadrupled the width of the river to 1.25 miles 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 crosses today.

The M/V Sanpoil replaced the M/V Martha S. on Aug. 14, 2013. The Martha S. served the Keller Ferry route beginning on Sept. 9, 1948, until her final voyage on July 7, 2013. In the nearly 65 years of service, the Martha S. crossed the Columbia River more than 1.5 million times.

Due to the transition to a newer, more powerful ferry, use of diesel and operating costs have risen and are reflected in the 2014 report. Additionally, the transition between vessels in 2013 occurred during the height of the summer season, causing a reduction in service during that time.

Operating Information	2012	2013	2014	% Change
<i>Passenger Ferry Services</i>				
Passenger Trips	94,800	79,593	85,358	7.24
Vehicle Trips	53,787	45,466	49,075	7.94
Diesel Fuel Consumed (gallons)	29,711	31,711	40,003	26.15
Operating Expenses	\$826,669	\$752,857	\$891,814	18.46

King County Ferry District

Paul Brodeur, Division Director
King County Department of Transportation Marine Division
KSC-TR-0816
201 South Jackson Street
Seattle, WA 98104
206-477-3966
www.kingcounty.gov/watertaxi



System Snapshot

- **Service area** – Two routes: 1) King County/Puget Sound between downtown Seattle and Vashon Island, and 2) King County/Puget Sound between downtown Seattle and West Seattle.
- **Congressional district** – 7
- **Legislative district** – 34
- **Type of government** – Special-purpose district.
- **Governing body** – Nine-member King County council.
- **Tax authorized** – Property tax levy \$1,185,328 (approximately 1/3 cent per \$1,000.00 assessed value)
- **Fares** – Vashon Island \$5.50; West Seattle \$4.75.

Intermodal Connections

The King County Ferry routes connect to King County Metro.

Operating Information	2012	2013	2014	% Change
Passenger Ferry Services				
Revenue Vessel Hours	4,926	5,010	4,992	-0.36
Total Vessel Hours	4,926	5,010	4,992	-0.36
Revenue Vessel Miles	50,302	50,060	49,724	-0.67
Total Vessel Miles	50,302	50,060	49,724	-0.67
Passenger Trips	428,288	445,110	467,119	4.94
Vehicle Trips	13,151	13,110	13,078	-0.24
Diesel Fuel Consumed (gallons)	154,169	163,868	173,316	5.77
Employees - FTEs	22.0	22.0	22.2	0.91
Operating Expenses	\$4,851,997	\$5,193,701	\$5,099,326	-1.82
Farebox Revenues	\$1,420,638	\$1,625,208	\$1,764,299	8.56

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Directly Generated Funds - Property Taxes	\$1,175,265	\$1,176,665	\$1,185,328	0.74
Farebox Revenues	\$1,420,638	\$1,625,208	\$1,764,299	8.56
Other Federal Operating	\$874,061	\$710,673	\$643,402	-9.47
Other State Operating Grants	\$603,067	\$488,123	\$309,675	-36.56
Other Operating Sub-Total	\$95,587	\$6,448	\$85,779	1,230.32
Other - Interest	\$93,099	\$6,448	\$85,779	1,230.32
Other - MISC	\$2,488	\$0	\$0	-
Total (Excludes Capital Revenues)	\$4,168,618	\$4,007,117	\$3,988,483	-0.47

Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$1,506,313	\$146,344	\$7,459,261	4,997.07
Federal Section §5309 Capital Grants	\$0	\$23,080	\$180,059	680.15
CM/AQ and Other Federal Grants	\$147,539	\$138,482	\$125,886	-9.10
Total Federal Capital	\$1,653,852	\$307,906	\$7,765,206	2,421.94

State Capital Grant Expenditures				
Other State Capital Funds	\$201,741	\$0	\$0	-
Total State Capital	\$201,741	\$0	\$0	-

Other Expenditures				
Lease and Rental Agreements	\$1,003,076	\$901,138	\$513,674	-43.00
Other Reconciling Items	\$626,669	\$650,042	\$639,888	-1.56
Total Other Expenditures	\$1,629,745	\$1,551,180	\$1,153,562	-25.63

Total Funds by Source	2012	2013	2014	% Change
Operating				
Total Local Revenues	\$2,691,490	\$2,808,321	\$3,035,406	8.09
Total State Revenues	\$603,067	\$488,123	\$309,675	-36.56
Total Federal Revenues	\$874,061	\$710,673	\$643,402	-9.47
Total Operating	\$4,168,618	\$4,007,117	\$3,988,483	-0.47
Capital				
Total State Investment	\$201,741	\$0	\$0	-
Total Federal Investment	\$1,653,852	\$307,906	\$7,765,206	2,421.94
Total Capital	\$1,855,593	\$307,906	\$7,765,206	2,421.94

John Clauson

Executive Director

60 Washington Avenue, Suite 200

Bremerton, WA 98337-1888

360-478-6223

www.kitsaptransit.org/footferryhome.html



System Snapshot

- **Service area** – Kitsap County
- **Congressional districts** – 6
- **Legislative districts** – 23, 26 and 35
- **Type of government** – PTBA
- **Governing body** – Ten-member 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 Port Orchard and Annapolis to the Bremerton Washington State Ferry (WSF) terminal on weekdays and between Port Orchard and Bremerton WSF terminal on Saturdays.

Operating Information	2012	2013	2014	% Change
Passenger Ferry Services				
Revenue Vessel Hours	6,387	6,189	6,235	0.74
Total Vessel Hours	6,501	6,284	6,330	0.73
Revenue Vessel Miles	48,011	47,174	46,834	-0.72
Total Vessel Miles	49,270	48,224	47,926	-0.62
Passenger Trips	437,846	450,732	458,604	1.75
Diesel Fuel Consumed (gallons)	41,212	42,650	41,063	-3.72
Employees - FTEs	9.1	4.3	4.3	0.00
Operating Expenses	\$2,031,836	\$2,176,748	\$2,193,816	0.78
Farebox Revenues	\$827,536	\$779,834	\$761,800	-2.31

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Farebox Revenues	\$827,536	\$779,834	\$761,800	-2.31
Total (Excludes Capital Revenues)	\$827,536	\$779,834	\$761,800	-2.31

Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$0	\$0	\$676,364	-
Federal Section §5309 Capital Grants	\$0	\$0	\$966,785	-
CM/AQ and Other Federal Grants	\$0	\$0	\$282,870	-
Total Federal Capital	\$0	\$0	\$1,926,019	-

Local Capital Expenditures				
Local Funds	\$0	\$0	\$533,549	-
Total Local Capital	\$0	\$0	\$533,549	-

Total Funds by Source	2012	2013	2014	% Change
Operating				
Total Local Revenues	\$827,536	\$779,834	\$761,800	-2.31
Total Operating	\$827,536	\$779,834	\$761,800	-2.31
Capital				
Total Local Investment	\$0	\$0	\$533,549	-
Total Federal Investment	\$0	\$0	\$1,926,019	-
Total Capital	\$0	\$0	\$2,459,568	-

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
Passenger/Pedestrian	\$4.00	\$3.00	\$7.00	1 round trip
Child Under 12	Free	-	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/ferryrates-eff042612.pdf

Operating Information	2012	2013	2014	% Change
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Passenger Ferry Services

Passenger Trips	182,484	171,317	176,798	3.20
Vehicle Trips	109,336	106,594	111,590	4.69
Operating Expenses	\$2,624,801	\$2,520,720	\$2,454,448	-2.63
Farebox Revenues	\$1,447,657	\$1,476,267	\$1,481,783	0.37

Financial Information	2012	2013	2014	% Change
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Operating Related Revenues

Farebox Revenues	\$1,447,657	\$1,476,267	\$1,481,783	0.37
State Ferry Deficit Reimbursement Grant	\$181,433	\$134,374	\$211,515	57.41
Other Operating Sub-Total	\$1,088,645	\$1,169,728	\$1,114,320	-4.74
Other - Other Revenues	\$6,142	\$5,382	\$9,818	82.42
Other - MISC	\$1,082,503	\$1,164,346	\$1,104,502	-5.14
Total (Excludes Capital Revenues)	\$2,717,735	\$2,780,369	\$2,807,618	0.98

Total Funds by Source	2012	2013	2014	% Change
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Operating

Total Local Revenues	\$2,536,302	\$2,645,995	\$2,596,103	-1.89
Total State Revenues	\$181,433	\$134,374	\$211,515	57.41
Total Operating	\$2,717,735	\$2,780,369	\$2,807,618	0.98

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, \$5.15; children, ages 6 – 18 \$3.40; seniors and individuals with disabilities, \$2.55; ages 5 and under ride free. Discounted commuter pass is also available.
- **Intermodal connections** – The Pierce County Ferry connects to Pierce Transit.

Operating Information	2012	2013	2014	% Change
Passenger Ferry Services				
Revenue Vessel Hours	5,647	5,320	5,700	7.14
Total Vessel Hours	5,756	5,320	5,751	8.10
Revenue Vessel Miles	41,118	39,984	36,770	-8.04
Total Vessel Miles	41,300	40,164	36,920	-8.08
Passenger Trips	183,432	183,594	191,345	4.22
Diesel Fuel Consumed (gallons)	180,108	174,576	173,372	-0.69
Operating Expenses	\$4,394,296	\$3,081,968	\$4,090,310	32.72
Farebox Revenues	\$1,939,132	\$2,000,987	\$2,154,764	7.69

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
MVET	\$104,335	\$107,345	\$106,727	-0.58
Farebox Revenues	\$1,939,132	\$2,000,987	\$2,154,764	7.69
Federal Section §5307 Operating	\$884,000	\$882,644	\$1,139,554	29.11
State Ferry Deficit Reimbursement Grant	\$202,230	\$276,410	\$170,329	-38.38
Other Operating Sub-Total	\$375,172	\$559,962	\$1,522,067	171.82
Other - Other Revenues	\$0	\$555,566	\$1,522,067	173.97
Other - MISC	\$375,172	\$4,396	\$0	-100.00
Total (Excludes Capital Revenues)	\$3,504,869	\$3,827,348	\$5,093,440	33.08

State Capital Grant Expenditures				
Other State Capital Funds	\$110,806	\$35,173	\$43,187	22.78
Total State Capital	\$110,806	\$35,173	\$43,187	22.78

Local Capital Expenditures				
Other Local Capital	\$0	\$80,000	\$0	-100.00
Total Local Capital	\$0	\$80,000	\$0	-100.00

Total Funds by Source	2012	2013	2014	% Change
Operating				
Total Local Revenues	\$2,418,639	\$2,668,294	\$3,783,557	41.80
Total State Revenues	\$202,230	\$276,410	\$170,329	-38.38
Total Federal Revenues	\$884,000	\$882,644	\$1,139,554	29.11
Total Operating	\$3,504,869	\$3,827,348	\$5,093,440	33.08

Capital				
Total Local Investment	\$0	\$80,000	\$0	-100.00
Total State Investment	\$110,806	\$35,173	\$43,187	22.78
Total Capital	\$110,806	\$115,173	\$43,187	-62.50

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 Westport, 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.

Operating Information	2012	2013	2014	% Change
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Passenger Ferry Services

Revenue Vessel Hours	3,285	3,285	3,285	0.00
Passenger Trips	78,521	72,702	79,081	8.77
Employees - FTEs	6.5	6.0	6.0	0.00
Operating Expenses	\$788,838	\$857,828	\$860,680	0.33
Farebox Revenues	\$173,525	\$157,580	\$168,733	7.08

Financial Information	2012	2013	2014	% Change
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Operating Related Revenues

Directly Generated Funds - Property Taxes	\$115,313	\$200,248	\$331,848	65.72
Farebox Revenues	\$173,525	\$157,580	\$168,733	7.08
Other State Operating Grants	\$500,000	\$498,943	\$530,421	6.31
Total (Excludes Capital Revenues)	\$788,838	\$856,771	\$1,031,002	20.34

State Capital Grant Expenditures

Other State Capital Funds	\$57,591	\$54,838	\$503,651	818.43
Total State Capital	\$57,591	\$54,838	\$503,651	818.43

Total Funds by Source	2012	2013	2014	% Change
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Operating

Total Local Revenues	\$288,838	\$357,828	\$500,581	39.89
Total State Revenues	\$500,000	\$498,943	\$530,421	6.31
Total Operating	\$788,838	\$856,771	\$1,031,002	20.34

Capital

Total State Investment	\$57,591	\$54,838	\$503,651	818.43
Total Capital	\$57,591	\$54,838	\$503,651	818.43

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



- **Service area** – Puget Sound, including the San Juan Islands (Orcas, Shaw, and Lopez), Anacortes, Coupeville, Port Townsend, Clinton, Mukilteo, Kingston, Edmonds, Seattle, Bainbridge Island, Bremerton, Fauntleroy, Vashon, Southworth, Tahlequah, Point Defiance and Sidney, British Columbia.
- **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.

Vessel Classes

Jumbo Mark II



Puyallup | Tacoma | Wenatchee

Issaquah



Cathlamet | Chelan | Issaquah | Kitsap | Kittitas | Sealth

Jumbo



Spokane | Walla Walla

Evergreen State



Evergreen State | Klahowya | Tillikum

Super



Elwha | Hyak | Kaleetan | Yakima

Kwa-di Tabil



Chetzemoka | Salish | Kennewick

Olympic



Tokitae | Samish | Chimacum

Operating Information	2012	2013	2014	% Change
Passenger Ferry Services				
Revenue Vessel Hours	127,428	126,980	127,334	0.28
Total Vessel Hours	128,212	127,317	127,989	0.53
Revenue Vessel Miles	914,734	909,909	911,999	0.23
Total Vessel Miles	920,424	912,613	916,512	0.43
Passenger Trips	22,219,086	22,395,169	22,850,673	2.03
Vehicle Trips	9,974,874	10,082,448	10,153,058	0.70
Diesel Fuel Consumed (gallons)	16,955,804	16,615,802	16,660,027	0.27
BioDiesel Fuel Consumed (gallons)	465,024	582,424	740,837	27.20
Employees - FTEs	1,868.0	1,820.0	1,845.0	1.37
Operating Expenses	\$231,644,601	\$229,886,930	\$236,711,555	2.97
Farebox Revenues Total - (Passenger, Auto & Driver Fares)	\$156,115,678	\$162,539,778	\$164,035,128	0.92
Farebox Revenues - Auto and Driver Fare Revenues	\$119,835,030	\$124,924,028	\$125,856,039	0.75
Farebox Revenues - Passenger	\$36,280,648	\$37,615,750	\$38,179,089	1.50

Financial Information	2012	2013	2014	% Change
Operating Related Revenues				
Farebox Revenues	\$156,115,678	\$162,539,778	\$164,035,128	0.92
Other State - Gasoline Taxes	\$22,234,002	\$21,457,618	\$21,667,400	0.98
Other State - Other Taxes	\$53,022,589	\$45,745,068	\$47,265,240	3.32
Other Operating Sub-Total	\$272,333	\$217,589	\$3,150,458	1,347.89
Other - MISC	\$272,333	\$217,589	\$3,150,458	1,347.89
Total (Excludes Capital Revenues)	\$231,644,602	\$229,960,053	\$236,118,226	2.68

Federal Capital Grant Expenditures				
Federal Section §5307 Capital Grants	\$1,823,096	\$4,519,899	\$6,673,268	47.64
Federal Section §5309 Capital Grants	\$4,504,537	\$10,138,052	\$8,373,626	-17.40
CM/AQ and Other Federal Grants	\$6,402,028	\$10,905,059	\$14,229,435	30.48
Total Federal Capital	\$12,729,661	\$25,563,010	\$29,276,329	14.53

State Capital Grant Expenditures				
Other State Capital Funds	\$70,306,752	\$124,903,504	\$105,570,284	-15.48
Total State Capital	\$70,306,752	\$124,903,504	\$105,570,284	-15.48

Local Capital Expenditures				
Local Funds	\$582,931	\$105,116	\$123,628	17.61
Total Local Capital	\$582,931	\$105,116	\$123,628	17.61

Total Funds by Source	2012	2013	2014	% Change
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Operating				
Total Local Revenues	\$156,388,011	\$162,757,367	\$167,185,586	2.72
Total State Revenues	\$75,256,591	\$67,202,686	\$68,932,640	2.57
Total Operating	\$231,644,602	\$229,960,053	\$236,118,226	2.68

Capital				
Total Local Investment	\$582,931	\$105,116	\$123,628	17.61
Total State Investment	\$70,306,752	\$124,903,504	\$105,570,284	-15.48
Total Federal Investment	\$12,729,661	\$25,563,010	\$29,276,329	14.53
Total Capital	\$83,619,344	\$150,571,630	\$134,970,241	-10.36

Thomas Ditty
General Manager
370 Thomas Street, Suite 200
Seattle, WA 98109
206-905-2600
www.seattlemonorail.com



System Snapshot

- **Service area** – Downtown Seattle from Seattle Center station to Westlake Center 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

The Seattle Center Monorail has been in operation since the 1962 World's Fair. It is a privately run business with no government funds or subsidies for operations (it receives some capital improvement funding grants).

The monorail carries approximately 2 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

- 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, which 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 8 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	2012	2013	2014	% Change
Monorail Services (Purchased Transportation)				
Revenue Vehicle Hours	21,334	21,618	21,348	-1.25%
Total Vehicle Hours	21,334	21,618	21,348	-1.25%
Revenue Vehicle Miles	219,615	223,612	222,900	-0.32%
Total Vehicle Miles	219,615	223,612	222,900	-0.32%
Passenger Trips	2,106,846	2,092,673	2,162,624	3.34%
Electricity Consumed (Kwh)	625,720	624,160	629,442	0.85%
Employees - FTEs	17.0	18.0	18.0	0.00%
Operating Expenses	\$3,364,711	\$3,324,390	\$3,268,016	-1.70%
Farebox Revenues	\$4,053,401	\$3,991,266	\$4,110,232	2.98%

Revenues	2012	2013	2014	% Change
Operating Related Revenues				
Farebox Revenues	\$4,053,401	\$3,991,266	\$4,110,232	2.98%
Federal Section §5307 Operating				
Federal Section §5307 Preventative				
Federal Section §5311 Operating				
FTA JARC (§5316) Program				
Other Federal Operating				
State Rural Mobility Grants				
State Regional Mobility Operating Grants				
State Special Needs Grants				
Sales Tax Equalization				
Other State Operating Grants				
Other Operating Sub-Total	\$20,818	\$19,596	\$47,363	141.70%
Other-Advertising	\$20,818	\$19,596	\$47,363	141.70%
Other-Interest				
Other-Gain on Disposal of Fixed Assets				
Other-MISC (Please Explain in Comments Section at End)				
Total (Excludes Capital Revenues)	\$4,074,219	\$4,010,862	\$4,157,595	3.66%

Federal Capital Grant Revenues				
Federal Section §5307 Capital Grants	\$458,942	\$446,954	\$168,959	-62.20%
Federal Section §5309 Capital Grants				
Federal Section §5310 Capital Grants				
Federal Section §5311 Capital Grants				
FTA JARC (§5316) Program				
Federal STP Grants				
CM/AQ and Other Federal Grants				
Total Federal Capital	\$458,942	\$446,954	\$168,959	-62.20%

Revenues	2012	2013	2014	% Change
State Capital Grant Revenues				
State Rural Mobility Grants				
State Regional Mobility Grants				
State Special Needs Grants				
Sales Tax Equalization				
State Vanpool Grants				
Other State Capital Funds (See "Explanations" below)				
Total State Capital	\$0	\$0	\$0	
Local Capital Revenues				
Local Funds	\$114,735	\$0	\$0	
Capital Reserve Funds				
Operational Revenues				
Bonds Proceeds				
Other Local Capital				
General Fund				
Total Local Capital	\$114,735	\$0	\$0	
Operating				
Total Local Revenues	\$4,074,219	\$4,010,862	\$4,157,595	100.00%
Total State Revenues	\$0	\$0	\$0	0.00%
Total Federal Revenues	\$0	\$0	\$0	0.00%
Total Operating	\$4,074,219	\$4,010,862	\$4,157,595	
Capital				
Total Local Investment	\$114,735	\$0	\$0	0.00%
Total State Investment	\$0	\$0	\$0	0.00%
Total Federal Investment	\$458,942	\$446,954	\$168,959	100.00%
Total Capital	\$573,677	\$446,954	\$168,959	
Total Revenue Sources				
Total Local Revenues	\$4,188,954	\$4,010,862	\$4,157,595	3.66%
Total State Revenues	\$0	\$0	\$0	
Total Federal Revenues	\$458,942	\$446,954	\$168,959	-62.20%
Total	\$4,647,896	\$4,457,816	\$4,326,554	-2.94%
Debt Service				
Interest	\$2,064	\$2,762	\$697	

Comments:

Books close on December 31st and concession payments are paid out to the City based on our agreement.

The Washington State Department of Transportation (WSDOT) awarded public transportation grants for 156 projects totaling more than \$44.7 million for the 2013–2015 biennium. These figures include funds awarded to WSDOT by the Puget Sound Regional Council (PSRC).

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 individuals 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 \$14 million will be matched with approximately \$30.7 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. These amounts do not reflect formula funding awarded non-competitively.

Organization Name	County(s) Served	Project Description	Award
Asotin County	Asotin	Provides two ADA-accessible, replacement minibuses for demand response services.	\$257,520
Ben Franklin Transit	Benton and Franklin	Provides mobile data terminals for Ben Franklin transit vehicles.	\$40,971
Catholic Community Services	Pierce	Provides support for the Thurston County Bus Buddies program.	\$90,000
Catholic Family & Child Services	Yakima, Kittitas and Grant	Sustains volunteer-drivers program for low-income, elderly and disabled people in rural and urban areas.	\$50,000
Clallam Transit	Clallam	Sustains countywide fixed route and demand response services, and connections with Jefferson Transit in Forks and Sequim.	\$1,300,000
Coastal Community Action Program	Grays Harbor	Provides one ADA-accessible minivan for employment related support services.	\$44,400
Coastal Community Action Program	Grays Harbor	Sustains demand response services for employment and education-related purposes.	\$468,500
Columbia County Public Transportation	Columbia and Walla Walla	Sustains fixed route and demand response service.	\$284,750
Columbia County Public Transportation	Columbia and Walla Walla	Provides two ADA-accessible, replacement minibuses for demand response services.	\$482,550
Council on Aging and Human Services	Whitman	Sustains demand response service to people with special needs.	\$500,000
Council on Aging and Human Services	Whitman	Provides two replacement ADA-accessible minivan for demand response services.	\$76,800
Cowlitz Indian Tribe	Cowlitz	Sustains demand response services in South Lewis and North Cowlitz Counties.	\$250,000
Frontier Behavioral Health	Spokane	Provides support for volunteer-driver program.	\$184,000

Organization Name	County(s) Served	Project Description	Award
Garfield County Public Transportation	Garfield	Sustains demand response transportation service while providing connections to Asotin PTBA and Columbia County Public Transportation.	\$240,000
Garfield County Public Transportation	Garfield	Provides one ADA-accessible minivan for demand response services.	\$47,600
Grant Transit Authority	Grant	Sustains fixed-route express commuter services for low-income production plant workers between Moses Lake and Warden.	\$160,000
Grays Harbor Transit	Grays Harbor	Sustains fixed route and demand response services.	\$1,300,000
Grays Harbor Transit	Grays Harbor	Provides mobile data terminals for demand response vehicles.	\$67,470
HopeSource	Kittitas	Sustains Central Washington University transit services.	\$399,911
HopeSource	Kittitas	Provides one ADA-accessible minibus for demand response services.	\$59,000
HopeSource	Kittitas	Sustains demand response services for the elderly and individuals with disabilities.	\$975,000
HopeSource	Kittitas and Yakima	Two-year extension of Commuter Bus service between Yakima and Ellensburg.	\$313,507
Human Services Council	Clark	Sustains demand response services for the elderly and individuals with disabilities who do not qualify for Medicaid or complimentary ADA services.	\$310,000
Human Services Council	Clark	Sustains demand response services to low-income and special needs individuals for employment-related purposes.	\$475,000
Human Services Council	Cowlitz and Wahkiakum	Sustains demand response services for the elderly and individuals with disabilities who do not qualify for Medicaid or complimentary ADA services.	\$355,050
Intercity Transit	Thurston	Provides support for Village Vans program, which provides services to individuals with low-income.	\$250,000
Island Transit	Island	Provides 10 replacement minibuses equipped with two-way radios, mobile data terminals, security cameras and bike racks.	\$685,000
Jefferson Transit Authority	Jefferson	Sustains weekday, route-deviated 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 individuals in East Jefferson County.	\$1,275,000
Jefferson Transit Authority	Jefferson	Provides funding for construction of administration and maintenance facility.	\$183,951
Kalispel Tribe of Indians	Spokane and Pend Oreille	Provides one replacement ADA-accessible, full-size van for demand response services.	\$72,000
Kalispel Tribe of Indians	Spokane and Pend Oreille	Sustains fixed-route service between the Kalispel Reservation and Spokane and Airway Heights (midday).	\$77,022
Kalispel Tribe of Indians	Spokane and Pend Oreille	Sustains fixed-route service between the Kalispel Reservation and Spokane and Airway Heights (reverse commute).	\$12,864

Organization Name	County(s) Served	Project Description	Award
Kitsap Transit	Kitsap	Provides support for VanLink program, which provides services to people with special needs.	\$273,280
Leavenworth Mobility Services Provide-A-Ride	Chelan	Provides communications and GPS equipment.	\$1,394
Klickitat County Senior Services	Klickitat	Continue to provide Klickitat County with existing dial-a-ride service.	\$885,500
Klickitat County Senior Services	Klickitat	Replace existing computer dispatching software and data systems.	\$20,000
Klickitat County Senior Services	Klickitat	Replace two aging ADA minivans	\$75,200
Link Transit	Chelan and Douglas	Provides one replacement mid-size bus for services to the general public.	\$260,000
Link Transit	Chelan and Douglas	Sustains fixed-route services that provide access to job training and 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.	\$675,000
Link Transit	Chelan	Sustains the mobility coordinator position, which provides training and support to special needs individuals and older adults.	\$120,000
Lower Columbia Community Action Program	Cowlitz and Wahkiakum	Provides one replacement vehicle for services along the I-5 corridor between Vancouver, Longview and Castle Rock.	\$56,000
Lower Columbia Community Action Program	Clark and Cowlitz	Sustains fixed-route services to the general public along the I-5 corridor between Vancouver, Longview and Castle Rock.	\$530,000
Lummi Nation aka Lummi Indian Business Council	Whatcom	Sustains route-deviated service for the general public and special needs populations on the Lummi Tribal Reservation.	\$450,000
Makah Tribal Council	Clallam	Sustains fixed-route services to the general public five days a week with two hours of demand response service.	\$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	Sustains demand response services to individuals with special needs and the general public not served by existing routed services.	\$1,191,000
Mason County Transportation Authority	Mason	Sustains regional transportation connectivity services between Mason Transit and transit services in adjacent counties.	\$950,000
Mason County Transportation Authority	Mason	Provides two, 28-passenger vehicles for Skokomish pilot project.	\$217,793
Mason County Transportation Authority	Mason	Provides one ADA-accessible van for demand response services.	\$36,000
MidColumbia Economic Council	Skamania, Klickitat and Clark	Provides a mobility coordinator position for the Gorge TransLink Alliance.	\$78,270

Organization Name	County(s) Served	Project Description	Award
Mount Si Senior Center	King	Sustains demand response services in East King County through the Snoqualmie Valley and north to Monroe in Snohomish County.	\$700,000
Okanogan County Transportation & Nutrition	Okanogan	Sustains shuttle service to the general public between Okanogan and Omak.	\$92,000
Okanogan County Transportation & Nutrition	Okanogan	Provides midlife renovations to fleet vehicles.	\$36,221
Okanogan County Transportation & Nutrition	Okanogan	Sustains Colville tribal commuter service for employment-related purposes.	\$319,364
Okanogan County Transportation & Nutrition	Okanogan	Sustains demand response services to individuals with special needs.	\$550,280
Olympic Community Action Program	Clallam and Jefferson	Sustains volunteer driver and commuter vanpool transportation services to job sites.	\$119,521
Pacific Transit	Pacific	Sustains fixed route and demand response services with intercity connections to Aberdeen, Naselle and Astoria (Oreg.).	\$1,300,000
People for People	Adams, Lincoln and Grant	Replacement Vehicles to Sustain Special Needs Transportation.	\$1,352,000
People for People	Adams, Lincoln and Grant	Mobility Management - Services	\$140,378
People for People	Adams, Lincoln and Grant	Provides mobile data terminals for existing demand response fleet, and upgrades to dispatch software and hardware to support demand response services for individuals with special needs.	\$131,445
People for People	Adams, Lincoln and Grant	Provides five ADA-accessible, replacement minibuses equipped with camera systems for demand response services.	\$269,204
People for People	Yakima	Sustains the mobility manager position to plan, market, advocate, train and coordinate transportation needs for individuals with special needs.	\$116,234
People for People	Yakima	Provides three ADA-accessible, replacement vehicles equipped with camera and GPS systems for demand response services.	\$229,635
People for People	Yakima	Sustains route-deviated and demand response services to individuals with special needs and the general public.	\$2,500,000
Pierce County Community Services	Pierce	Provides service to low-income residents outside the service boundaries of Pierce Transit for employment and employment-related purposes.	\$320,000
Pierce County Community Services	Pierce	Sustains the mobility manager position to plan, market, advocate, train and coordinate transportation needs for individuals with special needs.	\$25,000
Puget Sound Educational Services District	Pierce and King	Sustains driver training for individuals with low-income who, in turn, provide transportation to people with special needs.	\$40,023
Quinalt Indian Nation	Grays Harbor	Provides Rez-Racer service.	\$100,000
River Cities Transit	Cowlitz	Provides operating assistance for paratransit services.	\$180,000
RiverCities Transit	Cowlitz	Provides one replacement bus shelter.	\$120,000

Organization Name	County(s) Served	Project Description	Award
Rural Resources Community Action	Stevens	Sustains route-deviated commuter transportation service for the general public connecting Kettle Falls, Colville and Chewelah.	\$294,500
Rural Resources Community Action	Stevens, Ferry and Pend Oreille	Sustains demand response service in Stevens, Ferry and Pend Oreille counties and connecting service between Kettle Falls and Chewelah.	\$900,000
San Juan County	San Juan	Provides taxi vouchers for people with special needs.	\$91,360
San Juan County	San Juan	Sustains a mobility manager position for the purpose of facilitating and developing a long term coordinated transportation network.	\$170,000
Senior Services of King County	King	Sustains the senior shuttle project for the purpose of providing demand response transportation to special needs populations countywide.	\$593,980
Senior Services of King County	King	Sustains the partnership between Senior Services' volunteer transportation program and the American Cancer Society.	\$82,703
Senior Services of Snohomish County	Snohomish	Sustains demand response service for elderly and individuals with disabilities in areas of the county not currently served by transit.	\$927,600
Skagit Transit	Skagit	Sustains pocket service to the underserved areas of the Skagit PTBA beyond ADA requirements for individuals with disabilities.	\$200,000
Skagit Transit	Skagit	Expands pocket service to the underserved areas of the Skagit PTBA beyond ADA requirements for individuals with disabilities.	\$50,798
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.	\$72,000
Skamania County Senior Services	Skamania and Clark	Provides support for an information technology architecture project.	\$45,600
Skamania County Senior Services	Skamania and Clark	Sustains demand response services to individuals with special needs to surrounding destinations including Portland/Vancouver and Hood River/The Dalles/White Salmon.	\$306,500
Skamania County Senior Services	Skamania and Clark	Sustains route-deviated service along SR 14 between Carson and Fisher's Landing in Clark County.	\$236,520
Special Mobility Services	Spokane	Provides two ADA-accessible, replacement minibuses for demand response service to individuals with special needs in North Spokane County.	\$76,500
Special Mobility Services	Spokane	Sustains demand response service in North Spokane County with connections to Spokane for the general public.	\$370,000
Special Mobility Services	Spokane and Pend Oreille	Provides one ADA-accessible, replacement minibus for route-deviated service to individuals with special needs between Newport and Spokane.	\$80,750
Special Mobility Services	Spokane and Pend Oreille	Sustains general public, route-deviated service between the Newport, WA/Priest River, ID area and Spokane along US 2 Monday, Wednesday, Thursday and Friday.	\$210,000

Organization Name	County(s) Served	Project Description	Award
Special Mobility Services	Spokane, Lincoln and Adams	Restores deviated, fixed-route service on Tuesdays between Ritzville and Spokane to provide rural residents access to needed urban services and opportunities.	\$28,859
Special Mobility Services	Spokane, Lincoln and Adams	Sustains general public, fixed route and route-deviated service between Spokane and Davenport three days per week and between Spokane and Ritzville two days per week.	\$205,000
Spokane Transit	Spokane	Sustains service to the city of Cheney.	\$350,000
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.	\$312,000
Spokane Tribe of Indians	Spokane and Stevens	Provides one ADA-accessible demand response vehicle for the Moccasin Express.	\$58,846
Spokane Tribe of Indians	Spokane and Stevens	Sustains the Moccasin Express for the benefit of people with special needs.	\$237,500
Squaxin Island Tribe	Mason, Grays Harbor, and Thurston	Sustains weekday service to the general public, providing connections with Mason Transit and Grays Harbor Transit.	\$150,000
Squaxin Island Tribe	Mason, Grays Harbor, and Thurston	Provides one replacement medium-duty bus.	\$75,241
TOGETHER!/Thurston Regional Planning Council	Thurston, Grays Harbor, Lewis, and Mason	Sustains demand response service to people in rural and tribal areas and communities.	\$1,050,000
Twin Transit	Lewis	General operating assistance to sustain existing fixed route and paratransit bus service in and around the Centralia/Chehalis community.	\$930,000
Valley Transit	Walla Walla	Sustains service to meet the needs of veterans, seniors and special needs populations with access to healthcare providers, human service agencies and senior living centers.	\$150,000
Valley Transit	Walla Walla	Provides three ADA-accessible minibuses for use on route for veterans, seniors and individuals with disabilities.	\$181,200
Wahkiakum County Health and Human Resources	Wahkiakum	Sustains route-deviated service connecting Wahkiakum, Pacific and Cowlitz Counties.	\$405,000
Wahkiakum County Health and Human Resources	Wahkiakum	Provides two replacement ADA-accessible vehicles.	\$94,433
White Pass Community Services Coalition dba LEWIS Mt Hwy Transit	Lewis	Sustains weekday, route-deviated service for the general public and individuals with special needs connecting rural East Lewis County communities to Chehalis/Centralia.	\$615,000
White Pass Community Services Coalition dba LEWIS Mt Hwy Transit	Lewis	Provides one replacement ADA-accessible vehicle.	\$79,800
Yakima Transit	Yakima	Provides seven (one cutaway, six ADA-accessible minivans) replacement vehicles for paratransit services.	\$313,507

Appendix 2 Summary of Public Transportation Notes

The 2014 Summary of Public Transportation is very similar to those that have been produced in the past, in the fact that it is a document showing the state of public transportation locally, regionally, and statewide. WSDOT has worked with our colleagues and partners in the local and regional transportation agencies to gather accurate data and provide a snapshot of what is occurring around the state.

The data gathered has been and continues to be refined and validated by WSDOT, with multiple check points with our partners in transit agencies, as well as state and federal data sources. WSDOT continues to strive for clear, understandable, and accurate data to present in this document.

Data collected, reviewed and updated for this report revealed some discrepancies in past year's data that needed to be adjusted. This means that if you compare some of the data from the 2012 and 2013 reports with the same information presented in this report, there will be some adjustments made. This is due to several reasons, including: the transit provider made corrections to their own financial and operation data; the reported information from another source was updated and therefore changed reported data in this iteration; and/or the formulas were corrected to better reflect the summary data as it currently is calculated. Ultimately, the goal is to have the data truly reflect the picture of what is happening locally with public transportation providers over time, and to provide a picture of how public transportation serves the state of Washington.

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 31 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.

