



Transit Development Plan 2014-2019
And 2013 Annual Report

Asotin County PTBA

Date of Public Hearing: September 10, 2014

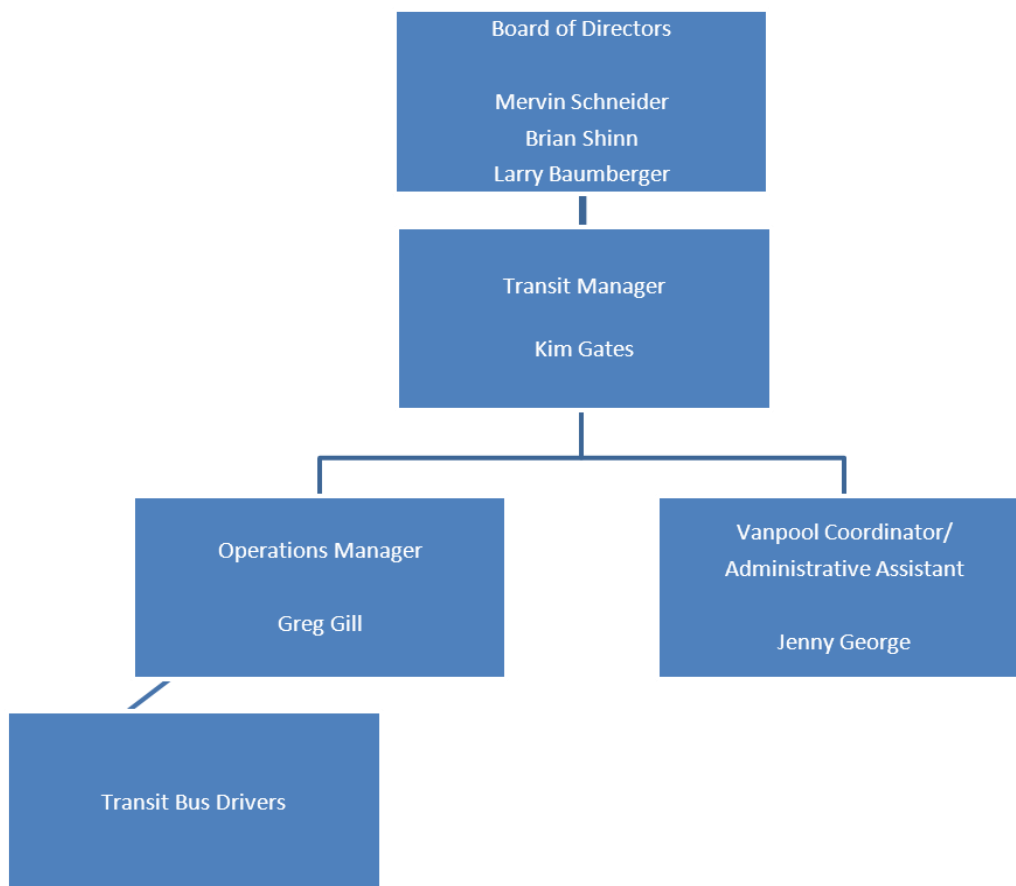
Table of Contents

Section I: Organization	3
Section II: Physical Plant	4
Section III: Services Characteristics	4
Section IV: Service Connections	4
Section V: Activities in 2013	5
Section VI: Proposed Action Strategies, 2014-2019	7
Section VII: Proposed Changes, 2014-2019	8
Section VIII: Capital Improvement Program 2014-2019	9
Section IX: Operating Data, 2013-2019	10
Section X: Operating Revenues and Expenditures, 2014-2019 (continued)	11
Appendix A: Transit Map/Schedule	

Section I: Organization

Public Transportation Benefit Area (PTBA) of Asotin County, authorized in Chapter 36.57A RCW, located in the far southeastern corner of Washington. The PTBA began providing public transportation by contract with Valley Transit March 2004. Transit Services were brought in house in January 2010. The PTBA serves the County of Asotin. Our three-member Board of Directors consists of a County Commissioner from Asotin, and two city council members representing Clarkston and Asotin. The board of directors holds public meetings on the second Wednesday of each month at the Asotin County PTBA office in Clarkston.

Below is the table of organization for Asotin County PTBA.



The PTBA has an equivalent of 11 full time and 2 half time employees (12 FTE's). Asotin County PTBA has 3 full time administrative staff, 8 full time transit drivers, and 2 part time transit drivers.

Section II: Physical Plant

Asotin County PTBA has a newly purchased transit facility at 1494 Poplar Street Clarkston, WA. This facility is a 14,304 sq. ft. industrial/office/warehouse on a 1.23 acre site.

The PTBA contracts out all maintenance services such as oil changes, repair/maintenance to local businesses.

Section III: Services Characteristics

Asotin County PTBA provides 3 fixed routes of transit service, and paratransit within the PTBA service area. The agency also provides a (12) vehicle vanpool program. All of our fixed routes operate on one half-hour headways. Transit system's maps in the Appendix shows where fixed routes operate.

Asotin County PTBA operates (6) ½ hour routes in the city of Clarkston and Asotin 12 times a day, Monday through Fridays, 6:00 a.m. – 6:00 p.m. There is currently no service on the weekends.

The base fare is \$0.75 per boarding for fixed route, and \$1.50 for per boarding Dial-a-Ride services, or 30 rides for \$30 on Dial-a-Ride. The fixed route tokens are purchased in advance by local agencies to give a free ride to their employees and/or clients. Fixed route passes are \$20.00 and are honored for unlimited rides for the month. Half-fare applies to cash fares at the time of boarding for seniors age 62 or older, qualified disabled individuals, and Medicare card holders. This half fare and may be utilized before 11:00 a.m. and after 5:00 p.m. The Asotin County PTBA and Lewiston Transit System have an agreement to honor each others unlimited monthly passes.

Section IV: Service Connections

Asotin County PTBA provides the following services to public transportation facilities with connection from the City of Clarkston and Asotin routes.

1. The Nez Perce County Regional Airport located in Lewiston, ID.
2. Garfield County Outreach, based in Pomeroy, provides twice weekly shuttle service to the Clarkston/Lewiston Valley area. From there, passengers are able to connect with Asotin County PTBA's fixed route services at the Lewiston Community Center in Lewiston, Idaho once an hour.
3. Many medical facilities and skilled nursing facilities in Asotin County and the surrounding area use the Asotin County PTBA's Paratransit service as their method for transporting clients and patients, in addition to their fleet of shuttle buses.
4. The Asotin County PTBA service connects with Lewiston Transit System at the Lewiston Community Center.
5. Appaloosa Express is a fixed route service that provides public transportation from the Nez Perce Reservation in Lapwai, Idaho. This service travels to other Idaho

towns including Culdesac, Orofino, Lenore, Kamiah, Kooskia, and Lewiston. From Lewiston, Idaho, passengers are able to take advantage of fixed route services that Asotin County PTBA provides.

Section V: Activities in 2013

We have a vanpool fleet of (12) twelve vans. Seven (7) vanpool vans are currently providing commuters with service to Washington State University in Pullman, Washington, Lower Granite Dam in Pomeroy, Washington and Little Goose Dam in Dayton, Washington. Two vans are held for backup services as required by WSDOT.

The Asotin County PTBA and Lewiston Transit System continue to partner in sharing the monthly cost of a dispatcher and secretary salaries as well as sharing the cost of the dispatching software. The dispatch location is located at Lewiston Transit.

The Red Line services down town Clarkston and the Clarkston Heights. The Green Line services down town Clarkston and the City of Asotin. The Blue Line services down town Clarkston and crosses the Idaho state border to connect with Lewiston, Idaho once an hour. Record breaking boarding's occurred every month since the PTBA took service in house. The Blue Line has experienced capacity constraints, with reported standing room only. The PTBA is currently using Ford E450 Star Tran light duty Cut A Way buses on all three routes. With the increased ridership statistics and the current capacity constraints, the PTBA is in great need of a larger bus for the Blue Line. Therefore, the need for funding to purchase two new heavy duty coach buses will be required.

Other successful accomplishment included:

- Asotin County PTBA, Lewiston Transit, and Appaloosa Express have a memo of understanding between the three transit agencies. This agreement creates an efficient, cost effective, partnership for the patrons of all three systems by allowing the use of each system transfers.
- Asotin County PTBA purchased a new 2011 Chevy Arboc in September of 2012 for our paratransit service. This new bus enables us to have three ADA wheelchair passengers at one time, eliminating the need for two buses to do the same service on numerous occasions. This has also helped us reduce vehicle and driver hours.
- Asotin County PTBA Safety/Recognition Awards Program was implemented in December of 2012. This is a program to recognize our drivers for exceptional performance, safety, service and commitment to the PTBA. An annual banquet is held every year to recognize employees.

The implementation and marketing of our transit system include:

- Distribution of bus maps and schedules to community agencies.
- Partnered with Lewiston Transit to provide free rides in the summer for school aged children, we call this the Kids Freedom Pass.

- Website update to provide our residents with online access to the bus maps and schedules.
- We are working with DSHS, DVR, Asotin School District, Clarkston School District, Community Action Partnership, St. Vincent De Paul and Washington State Dept. Services for the Blind to provide monthly passes for their students and clients.
- We are providing tokens to Community on Call to help people transition back into the work force.
- Promoted public transportation to Early Childhood Development teaching them how to ride buses safely.
- Presentation at Aging and Long Term Care Symposium, this symposium provided agencies with transportation options for the aging and disabled.
- Volunteering in local organizations.
- Giving tokens to the Clarkston School District to teach children how to ride the bus.
- Travel training is being provided to riders.

In 2013, we addressed the Washington State Department of Transportation's Transportation objectives through the following action strategies:

Integrated community design, land use, and transportation investments to improve quality of life.

- Asotin County PTBA property is located at 1494 Poplar Street, Clarkston, Washington. The site contains approximately 30,490 square feet of land. The Park & Ride has access from both Poplar and 15th Street. The Park & Ride has 45 parking stalls including two ADA stalls. Our transit facility was purchased in March of 2011 and is located in Clarkston. The facility is a 14,304 sq. ft. industrial/office/warehouse on a 1.23 acre site. It is adjacent to the Park & Ride facility. We have a building asset management plan that includes monthly, quarterly and annual inspections.
- We have a new mobile powerwasher enabling us to clean and maintain shelters as well as clean acts of vandalism.

Transportation Equipment is in sound operating condition.

- The Asotin County PTBA has continued to maintain and preserve our equipment through our preventative maintenance program as described in the Asotin County PTBA Asset Management Plan.

Section VI: Proposed Action Strategies, 2014-2019

The proposed changes in Section 7, below, are action strategies that reflect upon the following State Transportation Services Objectives.

Preserve and extend prior investments in existing transportation facilities and the service they provide to the people.

Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.

- The Asotin County PTBA along with Lewiston Transit created a new website that provides people with a better understanding of our service. We have combined the map/schedule with both Asotin County and Lewiston Transit routes to make it more convenient and easier for the public to access the bus route information. The website also provides an easy overview of all our services.

Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.

- The goal for the Asotin County PTBA during the next five years will be to increase service hours by one hour at the end of each day. Our fixed route service currently runs from 6:00 a.m. to 6:00 p.m. The fixed routes would run from 6:00 a.m. to 7:00 p.m. The PTBA also has a goal of providing fixed and paratransit service on Saturdays.
- Our vanpool program is an excellent transportation alternative for those with long commutes. This saves people money on the cost of fuel, maintenance and insurance. It also decreases the amount of vehicles that are on the road.

Section VII: Proposed Changes, 2014-2019

2014	Preservation P&M	Expansion
Services	Re-elect sales tax for 2015	Increase Service by 1 hour per day
Facilities	No change	No change
Equipment	Take delivery of 2 buses	No change
2015		
Services	No change	No change
Facilities	No change	Two Shelters
Equipment	Procure 2 buses	No change
2016		
Services	No change	Add Saturday service
Facilities	No change	No change
Equipment	Take delivery of 2 buses Purchase 3 vans	No change
2017		
Services	No change	No change
Facilities	No change	Two Shelters
Equipment	No change	No change
2018		
Services	No change	No change
Facilities	No change	No change
Equipment	Procure 2 buses	No change
2019		
Services	No change	No change
Facilities	No change	Two Shelters
Equipment	Take delivery of 2 buses	No change

Section VIII: Capital Improvement Program 2014-2019
(All figures in whole dollars)

Preservation		2014	2015	2016	2017	2018	2019
Maintenance equipment							
Dial-a-ride							
Transit Center							
Transit Shelters							
Transit Buses		271,742		300,000			325,000
Vanpool Vans				75,000			
Totals		271,742		375,000			325,000

Improvements		2014	2015	2016	2017	2018	2019
Maintenance equipment							
Dial-a-ride							
Transit Center/Park & Ride							
Transit Shelters			24,000		24,000		24,000
Transit Buses							
Vanpool Vans							
Totals			24,000		24,000		24,000

Section IX: Operating Data, 2013-2019
(All figures in whole numbers)

Fixed Routes Services	2013	2014	2015	2016	2017	2018	2019
Revenue Vehicle Hours	8,750	8,750	8,750	8,750	8,750	8,750	8,750
Total vehicle hours	9,127	9,127	9,127	9,127	9,127	9,127	9,127
Revenue vehicle miles	136,767	136,767	136,767	136,767	136,767	136,767	136,767
Total vehicle miles	138,329	138,329	138,329	138,329	138,329	138,329	138,329
Passenger Trips	58,871	58,871	58,871	58,871	58,871	58,871	58,871
Fatalities	0	0	0	0	0	0	0
Reportable injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fuel consumed (gal)	17,838	17,838	17,838	17,838	17,838	17,838	17,838
Route Deviated Services	2013	2014	2015	2016	2017	2018	2019
Revenue Vehicle Hours	0	0	0	672	672	672	672
Total vehicle hours	0	0	0	6970	6970	6970	6970
Revenue vehicle miles	0	0	0	15936	15936	15936	15936
Total vehicle miles	0	0	0	16414	16414	16414	16414
Passenger Trips	0	0	0	6000	6000	6000	6000
Fatalities	0	0	0	0	0	0	0
Reportable injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fuel consumed (gal)	0	0	0	269	269	269	269
Dial a Ride Services	2013	2014	2015	2016	2017	2018	2019
Revenue Vehicle Hours	2,788	2,788	2,788	2,788	2,788	2,788	2,788
Total vehicle hours	3,198	3,198	3,198	3,198	3,198	3,198	3,198
Revenue vehicle miles	31,680	31,680	31,680	31,680	31,680	31,680	31,680
Total vehicle miles	35,307	35,307	35,307	35,307	35,307	35,307	35,307
Passenger Trips	7,001	7,001	7,001	7,001	7,001	7,001	7,001
Fatalities	0	0	0	0	0	0	0
Reportable injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fuel consumed (gal)	4,922	4,922	4,922	4,922	4,922	4,922	4,922
Vanpooling Services	2013	2014	2015	2016	2017	2018	2019
Revenue Vehicle Hours	3,138	3,138	3,138	3,138	3,138	3,138	3,138
Total vehicle hours	3,478	3,478	3,478	3,478	3,478	3,478	3,478
Revenue vehicle miles	132,201	132,201	132,201	132,201	132,201	132,201	132,201
Total vehicle miles	135,386	135,386	135,386	135,386	135,386	135,386	135,386
Passenger Trips	28,440	28,440	28,440	28,440	28,440	28,440	28,440
Fatalities	0	0	0	0	0	0	0
Reportable injuries	0	0	0	0	0	0	0
Collisions	0	0	0	0	0	0	0
Fuel consumed (gal)	10,778	10,778	10,778	10,778	10,778	10,778	10,778

Section X: Operating Revenues and Expenditures, 2014-2019 (continued)
(All figures in whole numbers)

2013

	General Fund	Working Capital	Total
Beginning Balance	\$ 146,756.00		\$ 146,756.00
Revenues			
Sales Tax	\$ 605,118.00		\$ 605,118.00
Farebox	\$ 37,202.00		\$ 37,202.00
Sales Tax Equalization	\$ 36,983.00		\$ 36,983.00
Federal Capital Grants	\$ 481,944.00		\$ 481,944.00
State Operating Grants	\$ 13,514.00		\$ 13,514.00
Vanpool	\$ 73,817.00		\$ 73,817.00
Other	\$ 2,611.00		\$ 2,611.00
Contributions to Accounts			\$ -
Total Available	\$ 1,397,945.00	\$ -	\$ 1,397,945.00
Operating Expenses			
Vanpool P&M	\$ 88,500.00		\$ 88,500.00
Vanpool Sys Exp	\$ -		\$ -
Fixed Route P&M	\$ 497,286.00		\$ 497,286.00
Fixed Route System Expand			\$ -
Route Deviation P&M			\$ -
Route Deviation Sys Expand			\$ -
Paratransit ADA P&M	\$ 257,082.00		\$ 257,082.00
Paratransit ADA Sys Expand			\$ -
Annual Depreciation	\$ -		\$ -
Contributions to Accounts			\$ -
Total Expenses	\$ 842,868.00		\$ 842,868.00
Add Back Depreciation	\$ -	\$ -	\$ -
Net Cash Available	\$ 555,077.00	\$ -	\$ 555,077.00
			\$ -
Capital Revenue			\$ -
Federal 5307 Grant	\$ -		\$ -
Paratransit/Special Needs	\$ -		\$ -
Total Capital Revenue	\$ -	\$ -	\$ -
Capital Obligations			
Paratransit Bus	\$ 143,768.00		\$ 143,768.00
System Expansion			\$ -
Shelters & Signs			\$ -
Total Capital Obligations	\$ 143,768.00	\$ -	\$ 143,768.00
			\$ -
Ending Cash Balance 12/31	\$ 411,309.00	\$ -	\$ 411,309.00

Section X: Operating Revenues and Expenditures, 2014-2019 (continued)
(All figures in whole numbers)

2014

	General Fund	Working Capital	Total
Beginning Balance	\$ 411,309.00	\$ -	\$ 411,309.00
Revenues			
Sales Tax	\$ 591,294.00		\$ 591,294.00
Farebox	\$ 44,731.00		\$ 44,731.00
Sales Tax Equalization			\$ -
Federal Operating Grants	\$ 269,299.00		\$ 269,299.00
State Operating Grants	\$ 10,080.00		\$ 10,080.00
Vanpool	\$ 70,726.00		\$ 70,726.00
Other	\$ 2,500.00		\$ 2,500.00
Contributions to Accounts			\$ -
Total Available	\$ 1,399,939.00	\$ -	\$ 1,399,939.00
Operating Expenses			
Vanpool P&M	\$ 92,003.00		\$ 92,003.00
Vanpool Sys Exp			\$ -
Fixed Route P&M	\$ 548,843.00		\$ 548,843.00
Fixed Route System Expand			\$ -
Route Deviation P&M			\$ -
Route Deviation Sys Expand			\$ -
Paratransit ADA P&M	\$ 274,647.00		\$ 274,647.00
Paratransit ADA Sys Expand			\$ -
Annual Depreciation			\$ -
Contributions to Accounts			\$ -
Total Expenses	\$ 915,493.00	\$ -	\$ 915,493.00
Add Back Depreciation	\$ -		\$ -
Net Cash Available	\$ 484,446.00	\$ -	\$ 484,446.00
			\$ -
Capital Revenue			\$ -
State Fixed Route buses	\$ 215,077.00		\$ 215,077.00
State Vanpool			
Paratransit/Special Needs			\$ -
Total Capital Revenue	\$ 215,077.00	\$ -	\$ 215,077.00
			\$ -
Capital Obligations			\$ -
Shelter			\$ -
Fixed Route Buses	\$ 271,742.00		\$ 271,742.00
Vanpool Replacement			
System Expansion			\$ -
Total Capital Obligations	\$ 271,742.00	\$ -	\$ 271,742.00
			\$ -
Ending Cash Balance 12/31	\$ 427,781.00	\$ -	\$ 427,781.00

Section X: Operating Revenues and Expenditures, 2014-2019 (continued)
(All figures in whole numbers)

2015

	General Fund	Working Capital	Total
Beginning Balance	\$ 427,781.00	\$ -	\$ 427,781.00
Revenues			
Sales Tax	\$ 591,294.00		\$ 591,294.00
Farebox	\$ 44,731.00		\$ 44,731.00
Consolidated Grant			\$ -
Federal Operating Grants	\$ 269,299.00		\$ 269,299.00
State Capital Grants			\$ -
Vanpool	\$ 70,726.00		\$ 70,726.00
Other	\$ 2,500.00		\$ 2,500.00
Contributions to Accounts			\$ -
Total Available	\$ 1,406,331.00	\$ -	\$ 1,406,331.00
Operating Expenses			
Vanpool P&M	\$ 92,003.00		\$ 92,003.00
Vanpool Sys Exp			\$ -
Fixed Route P&M	\$ 548,843.00		\$ 548,843.00
Fixed Route System Expand			\$ -
Route Deviation P&M			\$ -
Route Deviation Sys Expand			\$ -
Paratransit ADA P&M	\$ 274,647.00		\$ 274,647.00
Paratransit ADA Sys Expand			\$ -
Annual Depreciation			\$ -
Contributions to Accounts			\$ -
Total Expenses	\$ 915,493.00	\$ -	\$ 915,493.00
Add Back Depreciation	\$ -		\$ -
Net Cash Available	\$ 490,838.00	\$ -	\$ 490,838.00
			\$ -
Capital Revenue			\$ -
Federal 5307/buses			\$ -
Paratransit/Special Needs			\$ -
Total Capital Revenue	\$ -	\$ -	\$ -
			\$ -
Capital Obligations			\$ -
System P&M			\$ -
Replace (2) Buses	\$ -		\$ -
Shelter	\$ 24,000.00		\$ 24,000.00
Total Capital Obligations	\$ 24,000.00	\$ -	\$ 24,000.00
			\$ -
Ending Cash Balance 12/31	\$ 466,838.00	\$ -	\$ 466,838.00

Section X: Operating Revenues and Expenditures, 2014-2019 (continued)
(All figures in whole numbers)

2016

	General Fund	Working Capital	Total
Beginning Balance	\$ 466,838.00	\$ -	\$ 466,838.00
Revenues			
Sales Tax	\$ 591,294.00		\$ 591,294.00
Farebox	\$ 44,731.00		\$ 44,731.00
Sales Tax Equalization			\$ -
Federal Operating Grants	\$ 269,299.00		\$ 269,299.00
State Operating Grants			\$ -
Vanpool	\$ 70,726.00		\$ 70,726.00
Other	\$ 2,500.00		\$ 2,500.00
Contributions to Accounts			\$ -
Total Available	\$ 1,445,388.00	\$ -	\$ 1,445,388.00
Operating Expenses			
Vanpool P&M	\$ 101,203.00		\$ 101,203.00
Vanpool Sys Exp			\$ -
Fixed Route P&M	\$ 603,727.00		\$ 603,727.00
Fixed Route System Expand			\$ -
Route Deviation P&M			\$ -
Route Deviation Sys Expand			\$ -
Paratransit ADA P&M	\$ 302,111.00		\$ 302,111.00
Paratransit ADA Sys Expand			\$ -
Annual Depreciation			\$ -
Contributions to Accounts			\$ -
Total Expenses	\$ 1,007,041.00	\$ -	\$ 1,007,041.00
Add Back Depreciation	\$ -	\$ -	\$ -
Net Cash Available	\$ 438,347.00	\$ -	\$ 438,347.00
			\$ -
Capital Revenue			\$ -
State Buses	\$ 250,000.00		\$ 250,000.00
Paratransit/Special Needs			\$ -
Total Capital Revenue	\$ 250,000.00	\$ -	\$ 250,000.00
			\$ -
Capital Obligations			\$ -
Replace 2 Buses	\$ 300,000.00		\$ 300,000.00
Replace 3 Vans	\$ 75,000.00		\$ 75,000.00
System Expansion			\$ -
Total Capital Obligations	\$ 375,000.00	\$ -	\$ 375,000.00
			\$ -
Ending Cash Balance 12/31	\$ 313,347.00	\$ -	\$ 313,347.00

Section X: Operating Revenues and Expenditures, 2014-2019 (continued)
(All figures in whole numbers)

2017

	General Fund	Working Capital	Total
Beginning Balance	\$ 313,347.00	\$ -	\$ 313,347.00
Revenues			
Sales Tax	\$ 591,294.00		\$ 591,294.00
Farebox	\$ 44,731.00		\$ 44,731.00
Sales Tax Equalization			\$ -
Federal Operating Grants	\$ 269,299.00		\$ 269,299.00
State Operating Grants			\$ -
Vanpool	\$ 70,726.00		\$ 70,726.00
Other	\$ 2,500.00		\$ 2,500.00
Contributions to Accounts			\$ -
Total Available	\$ 1,291,897.00	\$ -	\$ 1,291,897.00
Operating Expenses			
Vanpool P&M	\$ 101,203.00		\$ 101,203.00
Vanpool Sys Exp			\$ -
Fixed Route P&M	\$ 603,727.00		\$ 603,727.00
Fixed Route System Expand			\$ -
Route Deviation P&M			\$ -
Route Deviation Sys Expand			\$ -
Paratransit ADA P&M	\$ 302,111.00		\$ 302,111.00
Paratransit ADA Sys Expand			\$ -
Annual Depreciation			\$ -
Contributions to Accounts			\$ -
Total Expenses	\$ 1,007,041.00	\$ -	\$ 1,007,041.00
Add Back Depreciation	\$ -	\$ -	\$ -
Net Cash Available	\$ 284,856.00	\$ -	\$ 284,856.00
			\$ -
Capital Revenue			\$ -
Federal 5307/buses			\$ -
Paratransit/Special Needs			\$ -
Total Capital Revenue	\$ -	\$ -	\$ -
			\$ -
Capital Obligations			\$ -
System P&M			\$ -
Replace 5 Vans			\$ -
Shelters	\$ 24,000.00		\$ 24,000.00
Total Capital Obligations	\$ 24,000.00	\$ -	\$ 24,000.00
			\$ -
Ending Cash Balance 12/31	\$ 260,856.00	\$ -	\$ 260,856.00

Section X: Operating Revenues and Expenditures, 2014-2019 (continued)
(All figures in whole numbers)

2018

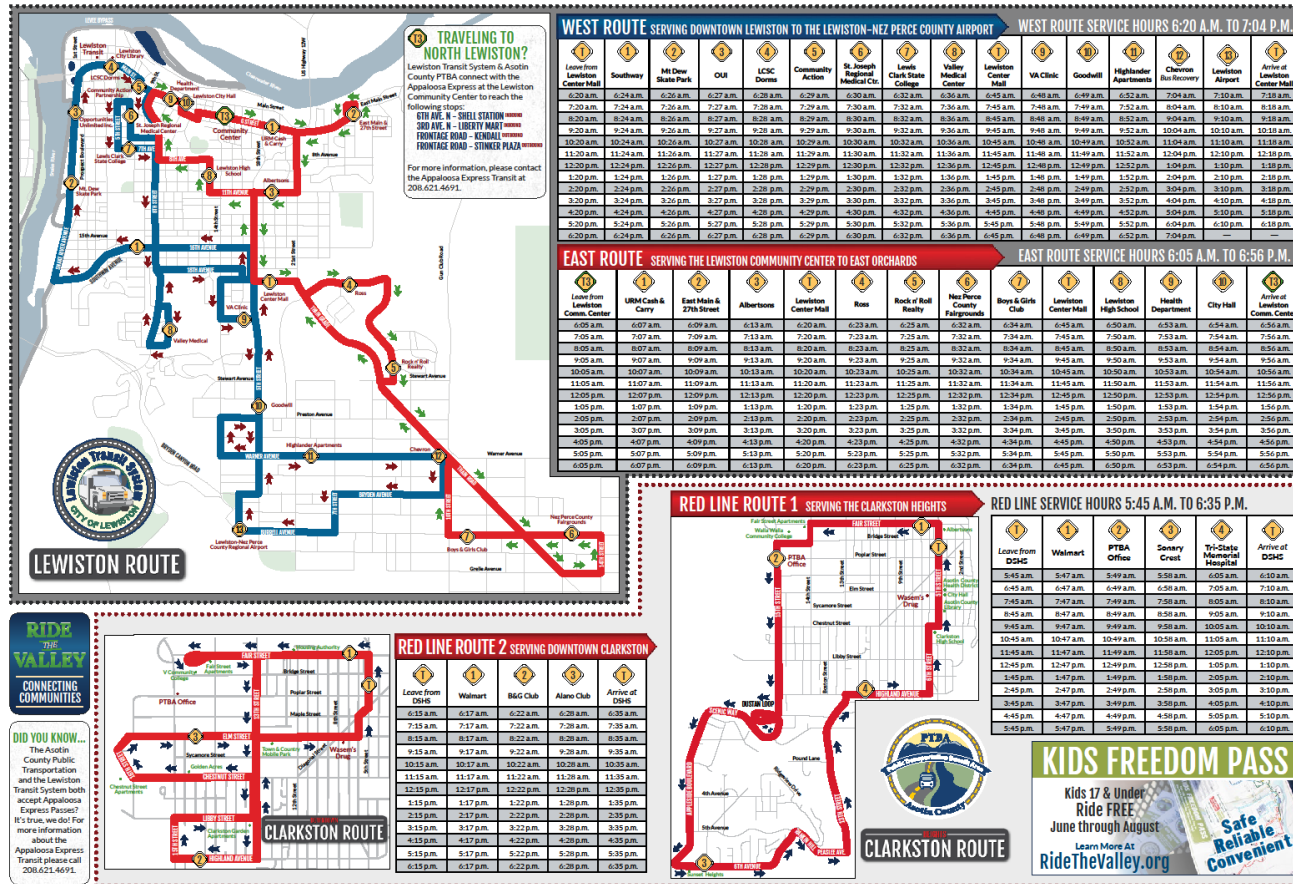
	General Fund	Working Capital	Total
Beginning Balance	\$ 260,856.00		\$ 260,856.00
Revenues			
Sales Tax	\$ 591,294.00		\$ 591,294.00
Farebox	\$ 44,731.00		\$ 44,731.00
Sales Tax Equalization			\$ -
Federal Operating Grants	\$ 269,299.00		\$ 269,299.00
State Capital Grants			\$ -
Vanpool	\$ 70,726.00		\$ 70,726.00
Other	\$ 2,500.00		\$ 2,500.00
Contributions to Accounts			\$ -
Total Available	\$ 1,239,406.00	\$ -	\$ 1,239,406.00
Operating Expenses			
Vanpool P&M	\$ 101,203.00		\$ 101,203.00
Vanpool Sys Exp			\$ -
Fixed Route P&M	\$ 603,727.00		\$ 603,727.00
Fixed Route System Expand			\$ -
Route Deviation P&M			\$ -
Route Deviation Sys Expand			\$ -
Paratransit ADA P&M	\$ 302,111.00		\$ 302,111.00
Paratransit ADA Sys Expand			\$ -
Annual Depreciation			\$ -
Contributions to Accounts			\$ -
Total Expenses	\$ 1,007,041.00	\$ -	\$ 1,007,041.00
Add Back Depreciation	\$ -	\$ -	\$ -
Net Cash Available	\$ 232,365.00	\$ -	\$ 232,365.00
			\$ -
Capital Revenue			\$ -
Federal 5307/buses			\$ -
Paratransit/Special Needs			\$ -
Total Capital Revenue	\$ -	\$ -	\$ -
			\$ -
Capital Obligations			\$ -
System P&M			\$ -
Replace three buses			\$ -
System Expansion			\$ -
Total Capital Obligations	\$ -	\$ -	\$ -
			\$ -
Ending Cash Balance 12/31	\$ 232,365.00	\$ -	\$ 232,365.00

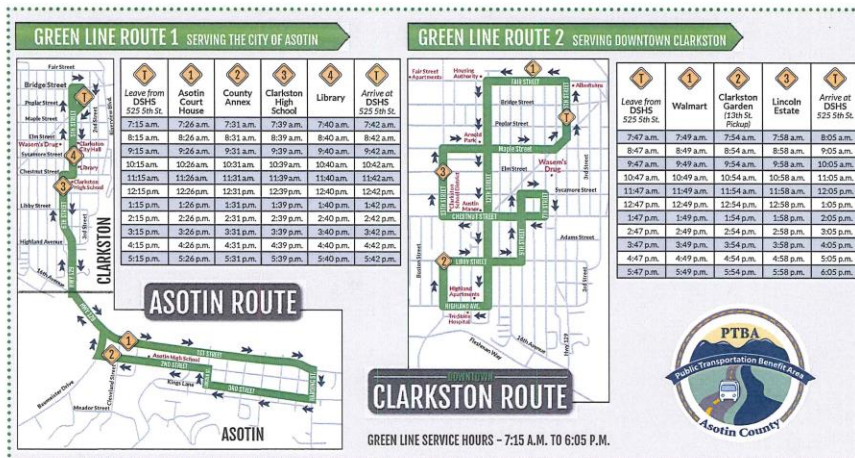
Section X: Operating Revenues and Expenditures, 2014-2019 (continued)
(All figures in whole numbers)

2019

	General Fund	Working Capital	Total
Beginning Balance	\$ 232,365.00	\$ -	\$ 232,365.00
Revenues			
Sales Tax	\$ 591,294.00		\$ 591,294.00
Farebox	\$ 44,731.00		\$ 44,731.00
Sales Tax Equalization			\$ -
Federal Operating Grants	\$ 269,299.00		\$ 269,299.00
State Operating Grants			\$ -
Vanpool	\$ 70,726.00		\$ 70,726.00
Other	\$ 2,500.00		\$ 2,500.00
Contributions to Accounts			\$ -
Total Available	\$ 1,210,915.00	\$ -	\$ 1,210,915.00
Operating Expenses			
Vanpool P&M	\$ 101,203.00		\$ 101,203.00
Vanpool Sys Exp			\$ -
Fixed Route P&M	\$ 603,727.00		\$ 603,727.00
Fixed Route System Expand			\$ -
Route Deviation P&M			\$ -
Route Deviation Sys Expand			\$ -
Paratransit ADA P&M	\$ 302,111.00		\$ 302,111.00
Paratransit ADA Sys Expand			\$ -
Annual Depreciation			\$ -
Contributions to Accounts			\$ -
Total Expenses	\$ 1,007,041.00	\$ -	\$ 1,007,041.00
Add Back Depreciation	\$ -	\$ -	\$ -
Net Cash Available	\$ 203,874.00	\$ -	\$ 203,874.00
			\$ -
Capital Revenue			\$ -
State Buses	\$ 260,000.00		\$ 260,000.00
Paratransit/Special Needs			\$ -
Total Capital Revenue	\$ 260,000.00	\$ -	\$ 260,000.00
			\$ -
Capital Obligations			\$ -
System P&M			\$ -
Replace 2 Buses	\$ 325,000.00		\$ 325,000.00
Shelters	\$ 24,000.00		\$ 24,000.00
Total Capital Obligations	\$ 349,000.00	\$ -	\$ 349,000.00
			\$ -
Ending Cash Balance 12/31	\$ 114,874.00	\$ -	\$ 114,874.00

APPENDIX A TRANSIT MAP/SCHEDULE





SHARE A RIDE SAVE BIG!

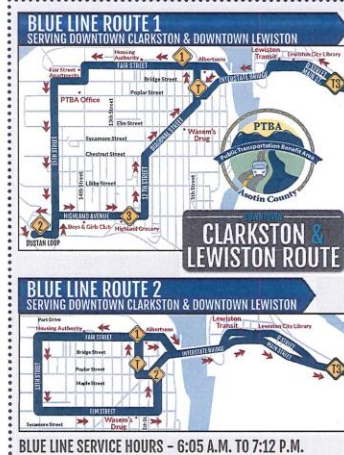
Sharing rides to work or school can mean big money savings. Our vanpool system is an excellent transportation alternative for those with long commutes. Passengers share the cost of fuel, maintenance, and insurance through a monthly fare. Vanpool drivers are fellow commuters responsible for collecting the monthly fee and fueling the vehicle. Not only do you save money but vanpool provides a comfortable, relaxed ride.

Learn More At
AsotinCOPTBA.com

RIDER RULES

For the passengers safety, comfort and convenience, Lewiston Transit System and Asotin County PTBA have put into effect the following passenger rules.

- Passengers are required to pay a fare upon boarding. Please have exact fare, as drivers are unable to make change.
- Passengers are not permitted to vandalize transit property. Breaking, tearing, scratching, or otherwise marking transit property with a gift will not be permitted by the operator.
- Smoking is prohibited on all public transportation vehicles and/or within 30' of a vehicle.
- Eating and drinking on the bus are strictly prohibited. No open container or unwrapped food item is allowed on the bus.
- Headphones are required when playing radios and other audible devices.
- Although standees are allowed when no seats are available, Federal regulations prohibit the operation of any bus with a passenger standing ahead of the white or yellow line.
- Passengers shall refrain from excessive noise, changing seats constantly, throwing objects, fighting, sticking any part of their body or any object out the windows, lewd behavior and speech, or other unsafe or objectionable behavior.
- Service animals are welcome aboard the bus without prior arrangements. The animal must stay near its owner (on the floor without blocking the aisle and/or in the owner's lap).
- Other animals may be permitted to accompany passengers only in an enclosed carrier and transported by the passenger without assistance from the driver or left unattended in the aisle.
- Articles which may be dangerous, cause discomfort, or be offensive to passengers because of their size or the nature of their contents, shall not be permitted on the bus at anytime. Examples are gasoline and automotive (wet) batteries.
- Ordinary hand baggage, small packages and articles which can be carried without inconvenience or hazard to other passengers may be taken on the bus by their owners. Such articles shall not be placed or permitted to remain where they will interfere with an entrance or exit, the wheelchair securement area, the aisle, the operator's vision, or any mechanism of the bus.
- Operators are not permitted to accept unaccompanied transportation for any package, baggage, letter, etc., unless directed to do so by dispatch.
- Passengers may not place advertisements, notices, or signs on the buses, inside or outside. Nor may they remove or deface those placed on the buses.
- No person may solicit actions or the sale of goods (sign something or purchase something on the bus).
- Passengers may board vehicles with strollers, hand shopping carts or other large items provided they can be either easily broken down and/or stored out of the aisle and do not pose a safety problem. Strollers must be broken down and ready to board before the bus arrives at the stop.



Leave from Lewiston CC	DSHS	Walmart	Aquatic Center	Ty-State Veterans Hospital	Arrive at DSHS
6:05 a.m.	6:12 a.m.	6:14 a.m.	6:21 a.m.	6:25 a.m.	6:30 a.m.
7:05 a.m.	7:12 a.m.	7:14 a.m.	7:21 a.m.	7:25 a.m.	7:30 a.m.
8:05 a.m.	8:12 a.m.	8:14 a.m.	8:21 a.m.	8:25 a.m.	8:30 a.m.
9:05 a.m.	9:12 a.m.	9:14 a.m.	9:21 a.m.	9:25 a.m.	9:30 a.m.
10:05 a.m.	10:12 a.m.	10:14 a.m.	10:21 a.m.	10:25 a.m.	10:30 a.m.
11:05 a.m.	11:12 a.m.	11:14 a.m.	11:21 a.m.	11:25 a.m.	11:30 a.m.
12:05 p.m.	12:12 p.m.	12:14 p.m.	12:21 p.m.	12:25 p.m.	12:30 p.m.
1:05 p.m.	1:12 p.m.	1:14 p.m.	1:21 p.m.	1:25 p.m.	1:30 p.m.
2:05 p.m.	2:12 p.m.	2:14 p.m.	2:21 p.m.	2:25 p.m.	2:30 p.m.
3:05 p.m.	3:12 p.m.	3:14 p.m.	3:21 p.m.	3:25 p.m.	3:30 p.m.
4:05 p.m.	4:12 p.m.	4:14 p.m.	4:21 p.m.	4:25 p.m.	4:30 p.m.
5:05 p.m.	5:12 p.m.	5:14 p.m.	5:21 p.m.	5:25 p.m.	5:30 p.m.
6:05 p.m.	6:12 p.m.	6:14 p.m.	6:21 p.m.	6:25 p.m.	6:30 p.m.
7:05 p.m.	7:12 p.m.	7:14 p.m.	7:21 p.m.	7:25 p.m.	7:30 p.m.

Leave from DSHS	Walmart	Clarkston Center	DSHS	Arrive at Lewiston CC
6:35 a.m.	6:37 a.m.	6:43 a.m.	6:48 a.m.	6:57 a.m.
7:35 a.m.	7:37 a.m.	7:43 a.m.	7:48 a.m.	7:57 a.m.
8:35 a.m.	8:37 a.m.	8:43 a.m.	8:48 a.m.	8:57 a.m.
9:35 a.m.	9:37 a.m.	9:43 a.m.	9:48 a.m.	9:57 a.m.
10:35 a.m.	10:37 a.m.	10:43 a.m.	10:48 a.m.	10:57 a.m.
11:35 a.m.	11:37 a.m.	11:43 a.m.	11:48 a.m.	11:57 a.m.
12:35 p.m.	12:37 p.m.	12:43 p.m.	12:48 p.m.	12:57 p.m.
1:35 p.m.	1:37 p.m.	1:43 p.m.	1:48 p.m.	1:57 p.m.
2:35 p.m.	2:37 p.m.	2:43 p.m.	2:48 p.m.	2:57 p.m.
3:35 p.m.	3:37 p.m.	3:43 p.m.	3:48 p.m.	3:57 a.m.
4:35 p.m.	4:37 p.m.	4:43 p.m.	4:48 p.m.	4:57 a.m.
5:35 p.m.	5:37 p.m.	5:43 p.m.	5:48 p.m.	5:57 p.m.
6:35 p.m.	6:37 p.m.	6:43 p.m.	6:48 p.m.	6:57 p.m.

RIDE THE VALLEY

Moving across state borders, the Lewiston Transit System of Lewiston, Idaho and Asotin County Public Transportation Benefit Area of Clarkston, Washington, are helping to connect people with their communities.

FIXED FARES

FIXED-ROUTE REGULAR FARES
Asotin/Clarkston Routes.....75¢
Lewiston Routes.....\$1.00

FIXED-ROUTE MONTHLY PASSES
Asotin County residents.....\$20.00
Lewiston-service area residents.....\$30.00

FIXED-ROUTE HALF FARE
Half-fare is for eligible individuals (seniors age 62 and older, qualified disabled individuals and Medicare card holders) who have obtained a Half-fare card. Half-fare applies to cash fares at the time of boarding only and is available all day.

HAVE QUESTIONS?
Visit us online at:
RideTheValley.org

HOW TO USE A TIMETABLE

- Not all stops are listed, only the main traffic generators.
- If your stop is not a timed-stop, use the previous time point to determine when you should be at your stop.

NUMBERS 1 2 3
The numbers on the map match the numbers on the top of the schedule. They show the approximate time the bus goes by that location.

TRANSFER POINTS 1 2
The transfer points are locations where you have access to get on another transit route. Transfer points include:

- DSHS, Clarkston
- Lewiston Community Center
- Lewiston Center Mall

ASOTIN COUNTY PTBA
2404 Poplar Street
Clarkston, WA 99403
PH 509.758.3547
FT 509.758.3594
TTY 800.377.3529

OFFICE HOURS
Monday thru Friday
8 a.m. to 4 p.m.

AsotinCOPTBA.com

LEWISTON TRANSIT SYSTEM
215 D Street
Lewiston, ID 83501
PH 208.298.1340
FT 208.298.1329
TTY 800.377.3529

OFFICE HOURS
Monday thru Friday
8 a.m. to 5 p.m.

RideTheValley.org

FIXED-ROUTE SCHEDULES & MAPS
Asotin, Heights, Clarkston & Lewiston
EFFECTIVE JANUARY 6, 2014

FINANCED BY THE LEWIS CLARK VALLEY METROPOLITAN PLANNING ORGANIZATION