



TRANSIT DEVELOPMENT PLAN

Years 2014 – 2019

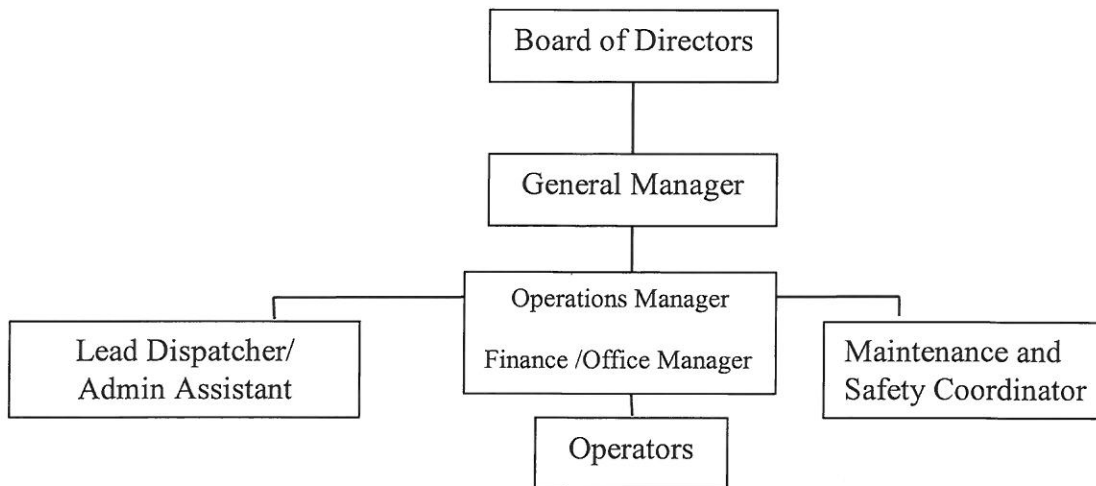
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Section I: Organization

Columbia County Public Transportation (CCPT) is a County Transportation Authority, authorized in Chapter 36.57.010-090 RCW, located in Columbia County, Washington. CCPT began providing public transportation services in 1996, and then formalized in March 2005 and became a County Transportation Authority. In April 2005, CCPT initialized vanpool services along with their demand response service. Our system map covers all of Columbia County, including the towns of Dayton and Starbuck. In addition, CCPT offers service to Waitsburg and Dixie residents and on occasion to Prescott residents, all located in neighboring Walla Walla County. There currently is no public transportation service available to those towns otherwise. Our five-member board of directors consists of three County Commissioners, the Mayor of Dayton, and the Mayor of Starbuck. Our board of directors generally holds public meetings at the CCPT office building on a quarterly basis.

Below is the table of organization for Columbia County Public Transportation.



As of December 31, 2013, Columbia County Public Transportation employed:
8 full-time equivalents in the Operations Division
4 full-time equivalent in the Administration Division
11.75 of these full-time equivalents were for demand response services; and
0.25 of these full-time equivalents were for vanpool services.

Section II: Physical Plant

Columbia County Public Transportation leases a building from the Port of Columbia at 507 Cameron, Dayton, WA. This building contains the administration offices, as well as indoor garage space to park seven CCPT vehicles. The Columbia County Auditor and County Treasurer's Office are located at the Columbia County Courthouse also in Dayton, WA.

The maintenance services for CCPT are out sourced to Legacy Ford of Walla Walla.

The Appendix contains the completed forms for the State's public transportation management system for our owned and contracted revenue vehicles and facilities.

Section III: Service Characteristics

In 2013, Columbia County Public Transportation provided Demand-Response services, as well as vanpool services.

CCPT buses operate Monday through Friday 7:00 AM – 5:00 PM during the school year and 8:00 AM – 5:00 PM during the summer months. Our business office is open 7:00am to 7:00 pm Monday through Friday. CCPT is also contracted with People for People, a Medicaid Brokerage, to provide Medicaid transportation 24/7. In addition, CCPT provides all transportation services for the Columbia County Health District, which includes Dayton General Hospital, Booker Rest Home, Columbia Family Clinic, Waitsburg Clinic, and Columbia County Public Health.

The CCPT vanpool services operate independently, but generally operate between the hours of 5:00 AM – 6:00 PM, depending on the operating hours of the various agencies that use our vanpool vans.

Section IX shows our operating data for 2013.

Our fare structure, per boarding, is:

Local In-Town Rates:

60 years+	\$1.00 per day
59 and under	\$1.50 per boarding
Disabled	\$1.00 per day

Monthly In-Town Bus Passes

Seniors (60+)	\$10.00
Students (5-17)	\$25.00 for first child \$5.00 for ea. additional child in same family
Adults (18-59)	\$40.00
Disabled Adults	\$20.00

Outside Dayton City Limits-Up to 10 Miles:

60 years+	\$3.00 RT	\$1.50 one way
59 and under	\$5.00 RT	\$3.00 one way

Starbuck to Dayton:

All ages	\$3.00 RT	minimum of 3 persons
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Waitsburg to Dayton:

60 years+	\$3.00 RT	\$1.50 one way
59 and under	\$5.00 RT	\$3.00 one way

Monthly Student Bus Passes Dayton to Waitsburg:

Students	\$40.00
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Dayton and Waitsburg to Walla Walla:

All persons	\$7.50 RT	\$5.00 one way
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Monthly Student Passes to Walla Walla:

\$75.00 for first child

\$25.00 for ea. additional child in same family

Monthly Senior Passes to Walla Walla:

\$75.00 per person

Monthly Adult Worker Passes to Walla Walla:

\$100.00 per person

In addition to our regular schedule, CCPT also operates demand response services for the general public during several community events throughout the year that may or may not fall on a weekend.

Section IV: Service Connections

Columbia County Public Transportation is the only public transportation service available to Columbia County residents.

Columbia County Public Transportation provides services to the following public transportation facilities:

- Dayton to Walla Walla Regional Airport for air transportation services.
- Dayton to Walla Walla to the Valley Transit Transfer Center so that Dayton and Waitsburg residents can connect with Valley Transit Buses for travel around Walla Walla and College Place.
- Dayton to Walla Walla to connect with Grapeline for transportation to Pasco to make connections with the nearest Greyhound station in our area as well as with Amtrak which are both located in Pasco, WA. A connection to the Pasco Airport is also provided.

Section V: Activities in 2013

As our service continues to grow we have found that we can no longer operate with the majority of our drivers being part-time on-call. The majority of our drivers are now full-time working 30-40 hours per week. Our support staff in the office includes a lead dispatcher, a back up dispatcher/customer service/complaint liaison/office assistant, an Operations Manager, and a safety, training, and maintenance coordinator. All of these positions are also drivers. CCPT has been paying the county to provide accounting services to our agency since the onset of forming a transit agency. After much discussion, our board had authorized the General Manager to advertise and hire a finance manager to have on staff in early 2013. Our newly hired finance manager began in March of 2013. This has put one more body in the office to assist with day to day duties and allows us to perform all of our accounting duties in house.

We purchased our own server the latter part of 2012 and began outsourcing our IT services to a 3rd party rather than sharing the Columbia County IT staff person. This has proven to be invaluable. We are very happy with the choice we made in IT support and having our own server on site. Both have made a world of difference in our efficiency.

The current fleet of CCPT's vehicles consists of (3) 15 passenger mini-buses, (1) 16 passenger mini-bus, (2) 19 passenger mini-buses, and (1) 10 passenger conversion van, (1) 4 passenger cross-over vehicle that is also used as an administrative vehicle and one ADA accessible mini-van. In addition we have (9) 15 passenger vanpool vans and (2) 12 passenger vanpool vans. Previously CCPT was purchasing vehicles which did not require our operators to have a commercial driver license (CDL). CCPT now requires all of our drivers to obtain and carry Class "C" Commercial Driver Licenses, regardless of the size of vehicle they will be operating. This gives CCPT greater flexibility when purchasing new vehicles as our service continues to grow. The only way to meet the demand is by having larger vehicles in our fleet.

CCPT also began procuring surveillance camera systems into all of our new vehicle purchases. The addition of the surveillance camera systems in our buses has proven to be a huge benefit when monitoring our operations.

CCPT devotes numerous hours of training annually to all of our drivers and continues to offer a very rigorous training schedule to all new operators. CDL training is a large portion of our new operator training program to those we hire who do not already hold a Commercial Driver's License.

CCPT received two awards in 2010 from the Washington State Transit Insurance Pool. One award was for having a claim free year in 2009 and the other was for having a 100 percent reduction in claims over a 24 month period.

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

Mobility: Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for our citizens. Being the only public transportation available to the citizens of Columbia County, as well as those in the neighboring towns of Waitsburg and Dixie in Walla Walla County, CCPT coordinates with numerous agencies to provide transportation to their clients. Most social service programs take place in Walla Walla and require up to a 64 mile round trip in order for people living outside of Walla Walla city limits to participate in. CCPT coordinates with providers in Walla Walla County to fill in the gaps and improve mobility for their clients whenever possible.

Preservation: Preserve and extend prior investments in existing transportation facilities and services they provide to people and commerce. CCPT continued to maintain and preserve our vehicles, which is evident as we made the decision to install surveillance cameras in our current buses, as well as in all future bus procurements. The purchase and implementation of scheduling software has definitely proven to help our system operate more smoothly and efficiently. We are now looking at taking our scheduling software a step further and go paperless, putting tablets on all of the busses which will upload the driver's manifests rather than having them printed out on paper.

Safety: Target construction projects, enforcement and education to save lives, reduce injuries and protect property. After having had our first major accident with passenger injuries in 2007, CCPT made the decision to require Class "C" Commercial Drivers Licenses for all drivers. This additional education and training should help keep injuries to a minimum as well as help in protecting our property due to increased awareness from all of this training. All drivers are required to obtain their CDL within 6 months of hiring. As mentioned above, the addition of surveillance cameras in the buses aids in protecting the property as well.

Section VI: Proposed Action Strategies, 2014 - 2019

The proposed changes in Section VII, below, are action strategies that reflect upon the following state Transportation Service Objectives.

Economic Vitality: Improve freight movement and support economic sectors that rely on transportation system such as agriculture, tourism and manufacturing. CCPT will continue to assist with transportation needs during local events and offer "Journey's through Historic Dayton" in order to assist the community in promoting tourism in Columbia County. In addition, our General Manager became active in the Dayton Chamber of Commerce the end of 2011 and was appointed to be a board member on the Chamber Board in January 2012. We continue to be active in community events and enter our vehicles in a couple of different parades throughout the year to make our vehicles be visibly seen when large numbers of people are in town.

Mobility: Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for our citizens. Columbia County is a very poor county with minimal employment, education, and shopping opportunities. Walla Walla constitutes a 64 mile round trip and is the nearest city that Columbia County residents can go for employment and higher education opportunities not otherwise offered in Columbia County. CCPT will continue providing the demand response service offered in the city of Dayton, as well as continue contributing to a strong economy by providing transportation in to Walla Walla. One of CCPT's missions is to provide for a better quality of life to our community.

Preservation: Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce. CCPT has secured sales tax funding by the voters which will allow us to continue offering some level of service, regardless if grant funding is available or not. In addition, this sales tax revenue allows CCPT to build a reserve fund, which was impossible to do before we secured this funding. CCPT is no longer trying to operate on a day to day basis and can actually plan in to the future in preserving the transit system that so many people have come to rely on.

Safety: Target construction projects, enforcement and education to save lives, reduce injuries, and protect property. CCPT will continue our rigorous employee safety and training program to keep accidents and injuries to a bare minimum. The implementation of requiring Commercial Drivers Licenses plays a huge part in this. In addition, the installation of surveillance cameras in the busses has made a huge impact on protecting our property and investments.

Section VII: Proposed Changes, 2014 - 2019

<u>2014</u>	<u>Preservation-PM</u>	<u>Expansion(Exp)</u>
Services	No change.	No change.
Facilities	No change.	No change.
Equipment	Replace two demand response mini-buses and two vanpool vans	No change.
<u>2015</u>		
Services	No change.	No change.
Facilities	No change.	No change.
Equipment	Replace one demand response mini-bus and two vanpool vans	Purchase one additional mini-bus to add to fleet
<u>2016</u>		
Services	No change.	No change.
Facilities	No change.	No change.
Equipment	Replace two demand response mini-buses and two vanpool vans	No Change.
<u>2017</u>		
Services	No change.	No change.
Facilities	No change.	No change.
Equipment	Replace two vanpool vans and admin vehicle	No change.
<u>2018</u>		
Services	No change.	No change.
Facilities	No change.	No change.
Equipment	Replace two demand response mini-buses and two vanpool vans	No change.
<u>2019</u>		
Services	No change.	No change.
Facilities	No change.	No change.
Equipment	Replace one mini-bus and two vanpool vans	No change.

Section VIII: Capital Improvement Program, 2014 - 2019

(All figures in whole dollars)

<u>Preservation</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Maintenance equipment	\$0	\$0	\$0	\$0	\$0	\$0
Dial a ride vehicles	\$247,250	\$125,000	\$260,000	\$50,000	\$330,000	\$170,000
Transit Center	\$0	\$0	\$0	\$0	\$0	\$0
Transit shelters	\$0	\$0	\$0	\$0	\$0	\$0
Transit buses	\$0	\$0	\$0	\$0	\$0	\$0
Vanpool vans	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Totals	\$307,250	\$185,000	\$320,000	\$110,000	\$390,000	230,000

<u>Improvement</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Maintenance equipment	\$0	\$0	\$0	\$0	\$0	\$0
Dial a ride vehicles	\$0	\$0	\$0	\$0	\$0	\$0
Security Cameras	\$0	\$0	\$0	\$0	\$0	\$0
Transit shelters	\$0	\$0	\$0	\$0	\$0	\$0
Hybrid Car	\$0	\$0	\$0	\$0	\$0	\$0
Vanpool vans	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$0

Section IX: Operating Data, 2013 - 2019

(All Figures, except 2013, in thousands of units)

<u>Dial a Ride Services</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Revenue vehicle hours	11,170	11	11	11	11	11	11
Total vehicle hours	11,250	11	11	11	11	11	11
Revenue vehicle miles	253,625	260	260	265	265	266	266
Total vehicle miles	254,125	265	265	266	266	267	267
Passenger trips	52,962	53	53	54	54	55	55
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Diesel fuel consumed (gal)	16,950						
Gasoline Fuel consumed (gal)	5,602						
<u>Vanpooling Services</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Revenue vehicle miles	133,594	135	135	135	135	135	135
Total vehicle miles	134,950	137	137	137	137	137	137
Passenger trips	30,594	32	32	33	33	34	35
Fatalities	0						
Reportable injuries	0						
Collisions	0						
Gasoline consumed (gal)	9,097						

SECTION X: OPERATIN REVENUES AND EXPENDITURES, 2013-2019

(ALL FIGURES SHOWN IN WHOLE DOLLARS)

	2013				
	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	GENERAL RESERVE	TOTAL
BEGINNING BALANCE	158,162	377,756	200,964	40,588	777,470
REVENUES					
SALES TAX	334,747				334,747
FAREBOX	186,358				186,358
FEDERAL OP GRANTS	417,027				417,027
STATE OP GRANTS	179,731				179,731
CONTRACT REVENUE	120,327				120,327
OTHER	170,062				170,062
CONTRIBUTIONS TO ACCTS:	0				
TOTAL AVAILABLE	1,566,414	377,756	200,964	40,588	2,185,722
OPERATING EXPENSES					
DEMAND RESPONSE P AND M	968,699				968,699
VANPOOL P AND M	76,425				76,425
TOTAL EXPENSES	1,045,124	0	0	0	1,045,124
NET CASH AVAILABLE	521,290	377,756	200,964	40,588	1,140,598
CAPITAL REVENUE					
GRANTS	9,243	0	0	0	9,243
TRANSFER FROM CAP RES.	0				
RESERVE INTEREST	0				
TOTAL CAPITAL REVENUE	9,243	0	0	0	9,243
CAPITAL OBLIGATIONS	0	0		0	0
TOTAL CAPITAL OBLIGATIONS	0	0	0	0	0
ENDING CASH BALANCE 12/31	530,533	377,756	200,964	40,588	1,149,841

SECTION X: OPERATIN REVENUES AND EXPENDITURES, 2013-2019

(ALL FIGURES SHOWN IN WHOLE DOLLARS)

	2014				
	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	GENERAL RESERVE	TOTAL
BEGINNING BALANCE	530,533	377,756	200,964	40,588	1,149,841
REVENUES					
SALES TAX	270,000				270,000
FAREBOX	186,570				186,570
FEDERAL OP GRANTS	439,136				439,136
STATE OP GRANTS	195,864				195,864
CONTRACT REVENUE	110,000				110,000
OTHER	100				100
CONTRIBUTIONS TO ACCTS:	-246,371	50,000	196,371		0
TOTAL AVAILABLE	1,485,832	427,756	397,335	40,588	2,351,511
OPERATING EXPENSES					
DEMAND RESPONSE P AND M	1,162,632				1,162,632
VANPOOL P AND M	72,970				72,970
TOTAL EXPENSES	1,235,602	0	0	0	1,235,602
NET CASH AVAILABLE	250,230	427,756	397,335	40,588	1,115,909
CAPITAL REVENUE					
GRANTS	197,800	0	0	0	197,800
TRANSFER FROM CAP RES.	109,450		-109,450		0
RESERVE INTEREST	0				
TOTAL CAPITAL REVENUE	307,250	0	-109,450	0	197,800
CAPITAL OBLIGATIONS	0	0		0	0
(2) Replacement Mini Buses	247,250				247,250
(Repl. 7 and 8)					
(2) Replacement vanpool vans	60,000				60,000
TOTAL CAPITAL OBLIGATIONS	307,250	0	0	0	0
ENDING CASH BALANCE 12/31	250,230	427,756	287,885	40,588	1,006,459

SECTION X: OPERATING REVENUES AND EXPENDITURES, 2013-2019

(ALL FIGURES SHOWN IN WHOLE DOLLARS)

	2015				
	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	GENERAL RESERVE	TOTAL
BEGINNING BALANCE	250,230	427,756	287,885	40,588	1,006,459
REVENUES					
SALES TAX	300,000				300,000
FAREBOX	188,400				188,400
FEDERAL OP GRANTS					0
STATE OP GRANTS					0
PROPOSED GRANTS	894,370				894,370
CONTRACT REVENUE	90,000				90,000
OTHER					0
CONTRIBUTIONS TO ACCTS:	-200,000	50,000	150,000		0
TOTAL AVAILABLE	1,523,000	477,756	437,885	40,588	2,479,229
OPERATING EXPENSES					
DEMAND RESPONSE P AND M	1,198,000				1,198,000
VANPOOL P AND M	75,000				75,000
TOTAL EXPENSES	1,273,000	0	0	0	1,273,000
NET CASH AVAILABLE	250,000	477,756	437,885	40,588	1,206,229
CAPITAL REVENUE					
GRANTS	0	0	0	0	0
TRANSFER FROM CAP RES.	185,000		-185,000		0
RESERVE INTEREST	0				
TOTAL CAPITAL REVENUE	185,000	0	-185,000	0	0
CAPITAL OBLIGATIONS	0	0	0	0	0
(1) Replacement Mini Buses	125,000				125,000
(Repl. Bus 3)					
(2) Replacement vanpool vans	60,000				60,000
TOTAL CAPITAL OBLIGATIONS	185,000	0	0	0	185,000
ENDING CASH BALANCE 12/31	250,000	477,756	252,885	40,588	1,021,229

SECTION X: OPERATING REVENUES AND EXPENDITURES, 2013-2019

(ALL FIGURES SHOWN IN WHOLE DOLLARS)

	2016				
	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	GENERAL RESERVE	TOTAL
BEGINNING BALANCE	250,000	477,756	252,885	40,588	1,021,229
REVENUES					
SALES TAX	303,000				303,000
FAREBOX	190,285				190,285
FEDERAL OP GRANTS					0
STATE OP GRANTS					0
PROPOSED GRANTS	851,815				851,815
CONTRACT REVENUE	90,900				90,900
OTHER					0
CONTRIBUTIONS TO ACCTS:	-125,000	25,000	100,000		0
TOTAL AVAILABLE	1,561,000	502,756	352,885	40,588	2,457,229
OPERATING EXPENSES					
DEMAND RESPONSE P AND M	1,234,000				1,234,000
VANPOOL P AND M	77,000				77,000
TOTAL EXPENSES	1,311,000	0	0	0	1,311,000
NET CASH AVAILABLE	250,000	502,756	352,885	40,588	1,146,229
CAPITAL REVENUE					
GRANTS	208,000	0	0	0	208,000
TRANSFER FROM CAP RES.	112,000		-112,000		0
RESERVE INTEREST	0				
TOTAL CAPITAL REVENUE	320,000	0	-112,000	0	208,000
CAPITAL OBLIGATIONS	0	0		0	0
21) Replacement Mini Buses	260,000				260,000
(Repl. Bus 9 and 10)					
(2) Replacement vanpool vans	60,000				60,000
TOTAL CAPITAL OBLIGATIONS	320,000	0	0	0	320,000
ENDING CASH BALANCE 12/31	250,000	502,756	240,885	40,588	1,034,229

SECTION X: OPERATING REVENUES AND EXPENDITURES, 2013-2019

(ALL FIGURES SHOWN IN WHOLE DOLLARS)

	2017				
	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	GENERAL RESERVE	TOTAL
BEGINNING BALANCE	250,000	502,756	240,885	40,588	1,034,229
REVENUES					
SALES TAX	306,000				306,000
FAREBOX	192,000				192,000
FEDERAL OP GRANTS					0
STATE OP GRANTS					0
PROPOSED GRANTS	860,300				860,300
CONTRACT REVENUE	92,000				92,000
OTHER					0
CONTRIBUTIONS TO ACCTS:	-100,000	0	100,000		0
TOTAL AVAILABLE	1,600,300	502,756	340,885	40,588	2,484,529
OPERATING EXPENSES					
DEMAND RESPONSE P AND M	1,271,000				1,271,000
VANPOOL P AND M	79,300				79,300
TOTAL EXPENSES	1,350,300	0	0	0	1,350,300
NET CASH AVAILABLE	250,000	502,756	340,885	40,588	1,134,229
CAPITAL REVENUE					
GRANTS	0	0	0	0	0
TRANSFER FROM CAP RES.	110,000		-110,000		0
RESERVE INTEREST	0				
TOTAL CAPITAL REVENUE	110,000	0	-110,000	0	0
CAPITAL OBLIGATIONS	0	0		0	0
(1) Replacement Admin. Vehicle (Repl. A-1))	50,000				50,000
(2) Replacement vanpool vans	60,000				60,000
TOTAL CAPITAL OBLIGATIONS	110,000	0	0	0	110,000
ENDING CASH BALANCE 12/31	250,000	502,756	230,885	40,588	1,024,229

SECTION X: OPERATING REVENUES AND EXPENDITURES, 2013-2019

(ALL FIGURES SHOWN IN WHOLE DOLLARS)

	2018				
	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	GENERAL RESERVE	TOTAL
BEGINNING BALANCE	250,000	502,756	230,885	40,588	1,024,229
REVENUES					
SALES TAX	309,000				309,000
FAREBOX	193,920				193,920
FEDERAL OP GRANTS					0
STATE OP GRANTS					0
PROPOSED GRANTS	870,080				870,080
CONTRACT REVENUE	93,000				93,000
OTHER					0
CONTRIBUTIONS TO ACCTS:	-75,000	0	75,000		0
TOTAL AVAILABLE	1,641,000	502,756	305,885	40,588	2,490,229
OPERATING EXPENSES					
DEMAND RESPONSE P AND M	1,309,000				1,309,000
VANPOOL P AND M	82,000				82,000
TOTAL EXPENSES	1,391,000	0	0	0	1,391,000
NET CASH AVAILABLE	250,000	502,756	305,885	40,588	1,099,229
CAPITAL REVENUE					
GRANTS	264,000	0	0	0	264,000
TRANSFER FROM CAP RES.	126,000		-126,000		0
RESERVE INTEREST	0				
TOTAL CAPITAL REVENUE	390,000	0	-126,000	0	264,000
CAPITAL OBLIGATIONS	0	0		0	0
(2) Replacement Mini-Buses	330,000	0	0	0	330,000
(Repl. 11 and 12)					
(2) Replacement vanpool vans	60,000				60,000
TOTAL CAPITAL OBLIGATIONS	390,000	0	0	0	390,000
ENDING CASH BALANCE 12/31	250,000	502,756	179,885	40,588	973,229

SECTION X: OPERATING REVENUES AND EXPENDITURES, 2013-2019

(ALL FIGURES SHOWN IN WHOLE DOLLARS)

	2019				
	GENERAL FUND	WORKING CAPITAL	CAPITAL FUND	GENERAL RESERVE	TOTAL
BEGINNING BALANCE	250,000	502,756	179,885	40,588	973,229
REVENUES					
SALES TAX	312,000				312,000
FAREBOX	196,000				196,000
FEDERAL OP GRANTS					0
STATE OP GRANTS					0
PROPOSED GRANTS	931,000				931,000
CONTRACT REVENUE	94,000				94,000
OTHER					0
CONTRIBUTIONS TO ACCTS:	-100,000	0	100,000		0
TOTAL AVAILABLE	1,683,000	502,756	279,885	40,588	2,506,229
OPERATING EXPENSES					
DEMAND RESPONSE P AND M	1,348,000				1,348,000
VANPOOL P AND M	85,000				85,000
TOTAL EXPENSES	1,433,000	0	0	0	1,433,000
NET CASH AVAILABLE	250,000	502,756	279,885	40,588	1,073,229
CAPITAL REVENUE					
GRANTS	136,000	0	0	0	136,000
TRANSFER FROM CAP RES.	94,000		-94,000		0
RESERVE INTEREST	0				
TOTAL CAPITAL REVENUE	230,000	0	-94,000	0	136,000
CAPITAL OBLIGATIONS	0	0		0	0
(1) Replacement Mini-Bus (Repl. 13)	170,000	0	0	0	170,000
(2) Replacement vanpool vans	60,000				60,000
TOTAL CAPITAL OBLIGATIONS	230,000	0	0	0	230,000
ENDING CASH BALANCE 12/31	250,000	502,756	185,885	40,588	979,229

REVENUE ASSUMPTIONS: No change in sales and use tax rate, .04%. Sales and use tax revenue is unpredictable from 2014 on due to a windmill project taking place that will require us to pay back up to 75% of what we are currently receiving after windmill contractors apply for their tax breaks.

In 2013 there was a one time significant amount in other income resulting from a reimbursement from Soc. Sec.

Contract revenues are going down after 2014 due to Medicaid scheduling many of their clients on our routine trip busses whenever possible. EXPENSE ASSUMPTIONS: Show a 3\$ increase throughout.

Public Transportation Management System Owned Rolling Stock Inventory

Agency/Organization: Columbia County Public Transportation

Date: 31-Dec-13

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

Supriya K. Muthuvelu 9/29/2014

Signature and Title Date
General Manager

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1.	2002 Ford Cut-Away	11	1FDXE45F71HA57281	2	274,836	10	11	0	\$90,000	yes	15	D	no
2.	2006 Ford Starcraft Cut-Away	11	1FDXE45S96DA96418	3	148,107	50	7	0	\$85,000	yes	15	G	no
3.	2005 Ford Extended Roof Van	14	1FTSS34L45HB09028	6	186,652	25	8	0	\$75,000	yes	10	G	no
4.	2007 Ford Cut-Away	11	1FDEE45P26DB26080	7	272,745	40	6	0	\$80,000	yes	16	D	no
5.	2008 Ford Allstar Starcraft	11	1FD4E45P38DB13649	8	224,547	40	5	0	\$90,000	yes	19	D	no
6.	2009 Ford Diamond Cut-Away	11	1FD4E45P49DA29687	9	180,780	80-90	4	2	\$95,000	yes	19	D	yes
7.	2009 Ford Diamond Cut-Away	11	1FD4E45P19DA03046	10	172,285	80-90	4	2	\$90,000	yes	15	D	yes
8.	2006 Ford Club Wagon Van	13	1FBSS31L36DA20374	101	105,905	50-70	7	0	\$26,000	no	15	G	no
9.	2006 Ford Club Wagon Van	13	1FBSS31L56DA20375	102	133,569	50-70	7	0	\$26,000	no	15	G	no
10.	2006 Ford Club Wagon Van	13	1FBSS31L76DA20376	103	156,695	50-70	7	0	\$26,000	no	15	G	no
11.	2006 Ford Club Wagon Van	13	1FBSS31LX6DA20372	104	120,679	50-70	7	0	\$26,000	no	15	G	no
12.	2006 Ford Club Wagon Van	13	1FBSS31L96DA20377	105	63,319	50-70	7	0	\$26,000	no	15	G	no
13.	2006 Ford Club Wagon Van	13	1FBSS31L06DA20378	106	87,697	50-70	7	0	\$26,000	no	15	G	no
14.	2006 Ford Club Wagon Van	13	1FBSS31L26DA20379	107	108,627	50-70	7	0	\$26,000	no	15	G	no
15.	2006 Ford Club Wagon Van	13	1FBSS31L06DA20381	108	120,900	50-70	7	0	\$26,000	no	15	G	no
16.	2006 Ford Club Wagon Van	13	1FBSS31L96DA20380	109	49,874	50-70	7	0	\$26,000	no	15	G	no

[illegible]