

Garfield County Transit

Six Year Transit

Development Plan

2013 - 2019



Garfield County Transit

P.O. Box 23

Pomeroy, WA. 99347

(509) 843-3563

Public Hearing (9-15-14)

Adopted by County Commissioners (9-15-14)

Submitted to WSDOT September 1, 2014

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Section 1:

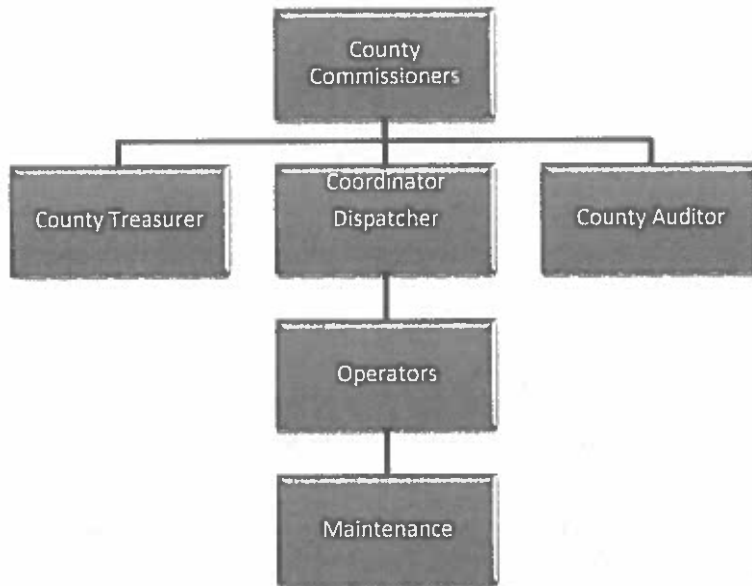
Organization

Garfield County Transit is a county wide transit system as authorized in RCW 35.58 located in Garfield County in Washington. Garfield County Transit performs all transit services including Commuter bus service from the town of Pomeroy to several destinations in Clarkston, Washington and Lewiston, Idaho, twice weekly medical/shopper trips to Clarkston and Lewiston and Demand Response Local Service within Garfield County. Garfield County Transits system map appears in Appendix B, showing the extent of the service area. Garfield County Transit is governed by the County Commissioners; their 3 member board approves all changes to transit operations and service levels. Commissioners meetings are usually held every Monday in the public meeting room of the County Courthouse located at 789 Main Street in Pomeroy.

The table of organization for Garfield County Transit is on page 2.

As of December 31, 2013, Garfield County Transit employed:

- 4 full time employees in the operations division
- 1 full time equivalent in the administration division



Section 2

Physical Plant

Garfield County Transit leases its Operations Facility from the Senior Center located at 695 Main Street Pomeroy, WA. 99347. It houses the transit reservations center and administrative offices. Our Maintenance Facility is located at 300 19th. Street in Pomeroy.

Section 3

Service Characteristics

In 2013 Garfield County Transit provided commuter bus service, twice weekly shopper/medical service from Pomeroy to the Lewiston/Clarkston area and local service within Garfield County. Bus service operates Monday through Friday, 6:50am. – 6:30pm., the local service operates Monday – Friday 8:30am. – 2:00pm. Additionally, local service operates Sunday 9:30am. – 12:00pm. For further details on local demand response service please consult the Garfield County Transit system map in Appendix B. As of December 31, 2013 Garfield County Transit offers free service (Donations only) to all transit riders.

Section 4

Service Connections

Garfield County Transit provides commuter bus service to and from the cities of Clarkston, Washington and Lewiston, Idaho, connecting with the local transit systems operating in those cities. We also offer connections to the Trailways bus terminal and the regional airport in Lewiston. To the west, we connect with Columbia County's transit system at "Dodge Junction" for service into Dayton Washington as well as Walla Walla.

Section 5

Changes and Accomplishments in 2013

1. Garfield County was awarded funding through the consolidated grant program along with Special needs funding from WSDOT.
2. We continue to maintain a close partnership with the Garfield County Hospital District and our local long term care facility to provide transportation services that meet their needs.
3. We have renewed our agreement with Aging and Long Term Care's administrative office located in Yakima, WA. to provide transportation services for board members traveling from Asotin, Garfield and Columbia Counties to Pasco, WA. for bi-monthly meetings.
4. We continue to provide extra hours of service for special needs passengers wishing to access our local food bank.
5. Our local service continues to see an increase in seniors wishing to have lunch at our local senior center on Mondays, Wednesdays and Fridays.

Section 6

2014 Goals

1. Increase commuter bus ridership.
2. Increase Local ridership.
3. Establish a pro-active driver training program.
4. Establish a Special Events Transportation program.
5. Replace two older service vehicles.

Section 7

Washington State

Transportation Operating and Investment Guidelines

Relationship of the Garfield County Transit 6-year plan to the Washington State Transportation Operating and Investment Guidelines:

Preservation:

- In 2013 Garfield County Transit used its resources to maintain service levels in all modes of transportation with the exception of the shopper/medical service which had to be reduced from 5 day per week service to twice weekly service due to a decrease in available funding. In the next 6 years Garfield County Transit will maintain or increase levels of service and replace most of the older revenue service vehicles.

Safety:

- The modernization of the vehicle fleet will improve system safety by enlisting the latest safety related technology and maintenance systems.
- We have developed and published a System Safety Plan that encompasses all aspects of our operations and maintenance including procurement and hazard recognition, classification and remediation.

Mobility:

- In 2014 Garfield County Transit expanded local service to include limited Sunday service. In completing this Six Year Transit Development Plan, Garfield County Transit will have a totally accessible commuter route bus fleet.

Environment:

- In 2013 Garfield County Transit instituted a recycling policy to enhance a healthy community, promote energy conservation and protect our environment.

Stewardship:

- It is the intent of Garfield County Transit, to work towards greater efficiency and to improve the quality of our transportation services with expanded hours and days of service and perhaps investments in Van Pool services. As we work towards these goals, we will be looking at improving dispatching systems as well as better vehicle tracking through GPS technology.

Section 8

Plan Assumptions

1. **Population** – According to the 2010 census report, the population of the Garfield County Transit service area is 2,256 and the population is expected to grow at a rate of 0.2% through the year 2020.
2. **Commute Trip Reduction** – Commute Trip Reduction (CTR) plan will be completed in 2014.
3. **Commuter Route Bus Service** – Garfield County Transit will provide 1,421 hours of commuter bus service in 2014, and then at a minimum, maintain that level through 2019.
4. **Local Transit Service** – Garfield County Transit will provide 1,872 hours of local service in 2014 and will increase service levels by about 3% each year from 2015 – 2019
5. **Transit Buses** – Garfield County Transit will purchase 3 accessible transit buses during this plan as replacements for older vehicles.
6. **Vanpool Service** – In 2014, Garfield County Transit will begin exploring the possible provision of Van Pool Service to and from large employers in the Lewis/Clark Valley for the citizens of Garfield County.
7. **Operations and Administration Facility Improvements:**
Beginning in 2014, Garfield County Transit will explore acquiring a facility that is separate from any other agencies to house our operations and administration.

Section 9

Proposed Changes, 2014 - 2019

2014	Preservation	Improvement
Services	Assess and modify as needed	No Improvement
Facilities	Maintain	New operations facility?
Vehicles	Maintain	2 vehicles purchased in 2014
2015	Preservation	Improvement
Services	Assess and modify as needed	Assess need for Van Pool service
Facilities	Maintain	No Improvement
Vehicles	Maintain	No vehicles purchased in 2015
2016	Preservation	Improvement
Services	Assess and modify as needed	No Improvement
Facilities	Maintain	No Improvement
Vehicles	Maintain	No vehicles purchased in 2016
2017	Preservation	Improvement
Services	Assess and modify as needed	No Improvement
Facilities	Maintain	No Improvement
Vehicles	Maintain	2 new vehicles in 2017?
2018	Preservation	Improvement
Services	Assess and modify as needed	No Improvement
Facilities	Maintain	No Improvement
Vehicles	Maintain	No vehicles purchased in 2018
2019	Preservation	Improvement
Services	Assess and modify as needed	No Improvement
Facilities	Maintain	No Improvement
Vehicles	Maintain	No vehicles purchased in 2019

Section 10

Operating Data 2013 – 2019

Commuter Service	2013	2014	2015	2016	2017	2018	2019
Revenue vehicle miles	36,844	36,844	36,844	36,844	36,844	36,844	36,844
Total vehicle miles	*	*	*	*	*	*	*
Revenue vehicle hours	3,293	3,293	3,293	3,293	3,293	3,293	3,293
Total vehicle hours	**	**	**	**	**	**	**
Passenger trips	4447	4447	4447	4447	4447	4447	4447
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
Gasoline fuel Consumed (gal)	6026	6026	6026	6026	6026	6026	6026
Demand Response Service							
Revenue vehicle miles	19,650	19,650	19,650	19,650	19,650	19,650	19,650
Total vehicle miles	*	*	*	*	*	*	*
Revenue vehicle hours	1872	1872	1872	1872	1872	1872	1872
Total vehicle hours	**	**	**	**	**	**	**
Passenger trips	5575	5575	5575	5575	5575	5575	5575
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
Gasoline fuel Consumed (gal)	938	938	938	938	938	938	938

*Due to incomplete records, we are unable to break out total miles.

** Due to incomplete records, we are unable to break out total hours.

We have instituted more accurate data tracking protocols to prevent this in the future.

Section X - Operating Revenues and Expenditures 2013-2019

	2013	2014	2015	2016	2017	2018	2019
	General Fund	General Fund	General Fund	General Fund	General Fund	General Fund	General Fund
Beginning Balance	\$ 2	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1
Revenues							
County Tax Contribution	\$ 4	\$ 4	\$ 4	\$ 4	\$ 4	\$ 4	\$ 4
Motor Vehicle Excise Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ 5	\$ 7	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5
Fed Operating Grants	\$ 54	\$ 60	\$ 46	\$ 46	\$ 46	\$ 46	\$ 46
State Operating Grants	\$ 80	\$ 65	\$ 42	\$ 42	\$ 42	\$ 42	\$ 42
Other	\$ 2	\$ 7	\$ 7	\$ 7	\$ 7	\$ 7	\$ 7
Total Available	\$ 147	\$ 144	\$ 105	\$ 105	\$ 105	\$ 105	\$ 105
Operating Expenses							
Route Deviation P&M	\$ 145	\$ 139	\$ 105	\$ 105	\$ 105	\$ 105	\$ 105
Route Deviation Sys Exp.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Annual Depreciation	\$ 26	\$ 26	\$ 26	\$ 26	\$ 26	\$ 26	\$ 26
Total Expenses	\$ 171	\$ 165	\$ 131	\$ 131	\$ 131	\$ 131	\$ 131
Add Back Depreciation	\$ 26	\$ 26	\$ 26	\$ 26	\$ 26	\$ 26	\$ 26
Net Cash Available	\$ 2	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ -
Capital							
Revenues							
Federal	\$ -	\$ -	\$ 60	\$ -	\$ 30	\$ -	\$ -
State Rural Mob Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Capital Revenue	\$ -	\$ -	\$ 60	\$ -	\$ 30	\$ -	\$ -
Obligations							
System P&M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Replace 1 Minibus	\$ -	\$ -	\$ 60	\$ -	\$ 30	\$ -	\$ -
System Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Capital Obligations	\$ -	\$ -	\$ 60	\$ -	\$ 30	\$ -	\$ -
Ending Cash Balance 12/31	\$ 2	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ -

Public Transportation Management System Owned Rolling Stock Inventory

Agency/Organization: Garfield County Transportation (GCT)

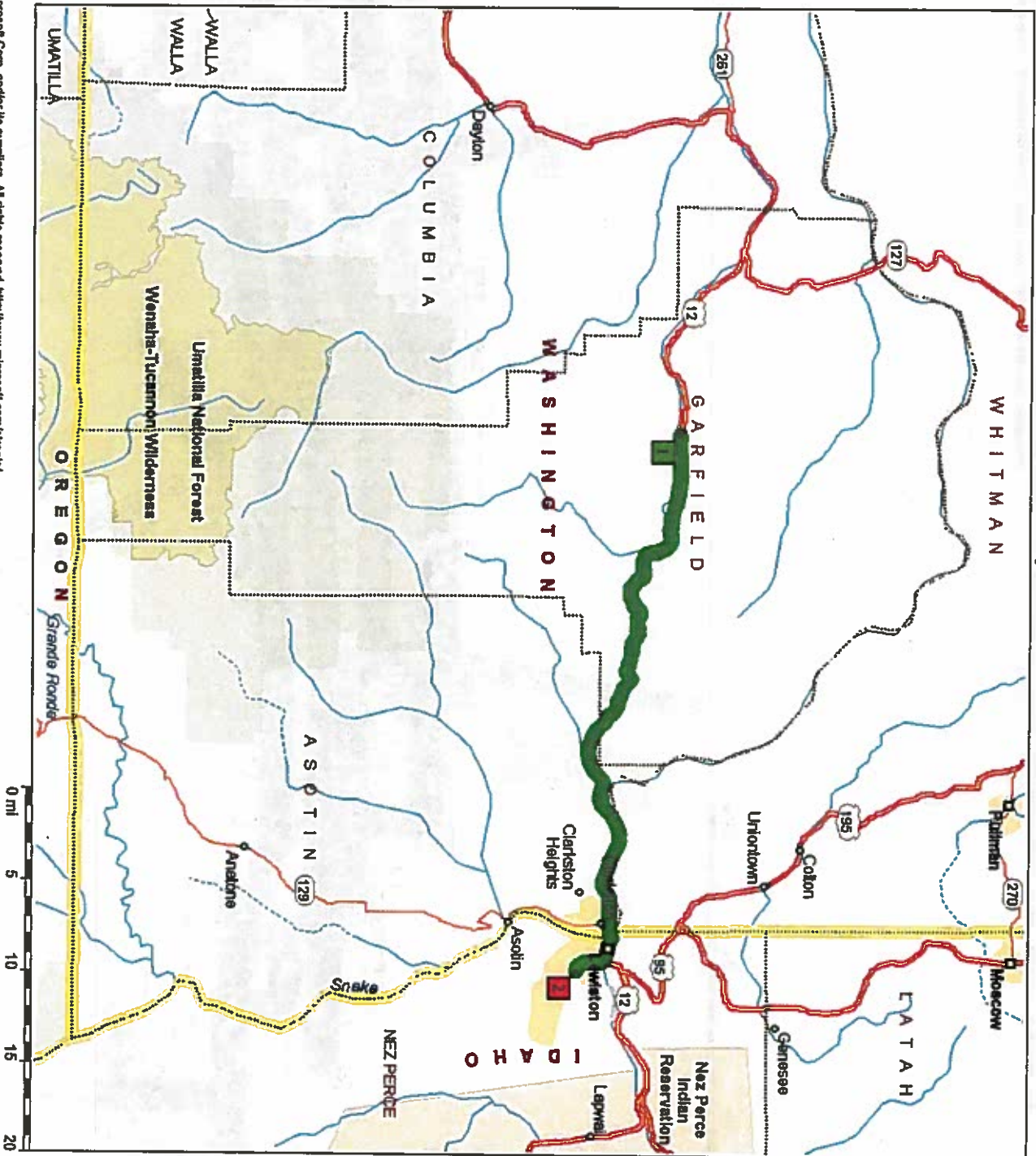
Date: 4-Feb-14

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

Kristin Bartels GCT Coordinator 2/4/2014
Signature and Title Date

	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.	2006 Ford Starcraft Allstar	11	1FDXE45S16DB29783	504	110265	80	8	1	\$59,000	yes	15	gas	no
2.	2001 Ford Goshen	11	1FDXE45S21HB75625	503	149579	80	13	0	\$75,000	yes	15	gas	no
3.	1999 Ford Eldorado	11	1FDXE4057XHB18613	502	111004	80	15	0	\$65,000	yes	15	gas	no
4.	2012 Ford Flex	28	2FMHK6CC2CBD08890	505	29626	0	2	9	\$50,000	no	7	gas	yes
5.													
6.													
7.													
8.													
9.													
10.													
11.													
12.													
13.													
14.													

Pomeroy to Lewiston



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