

**GRAYS HARBOR
TRANSPORTATION AUTHORITY**

TRANSIT DEVELOPMENT PLAN
August 2014

GRAYS HARBOR TRANSPORTATION AUTHORITY

*705 30th Street
Hoquiam, Washington 98550*

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In association with:

GRAYS HARBOR COUNCIL OF GOVERNMENTS

*115 South Wooding Street
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Grays Harbor Transit Authority complies with all federal requirements under Title VI, which prohibits discrimination on the basis of race, color or national origin.

Special acknowledgement is due to Ken Mehin, General Manager (GHTA), Jean Braaten, Accounting Manager (GHTA), and Patti Carlin, Operations Manager (GHTA) for contributions to this document.

Grays Harbor Transit Authority



GRAYS HARBOR TRANSPORTATION AUTHORITY
TRANSIT DEVELOPMENT PLAN

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APPENDIX

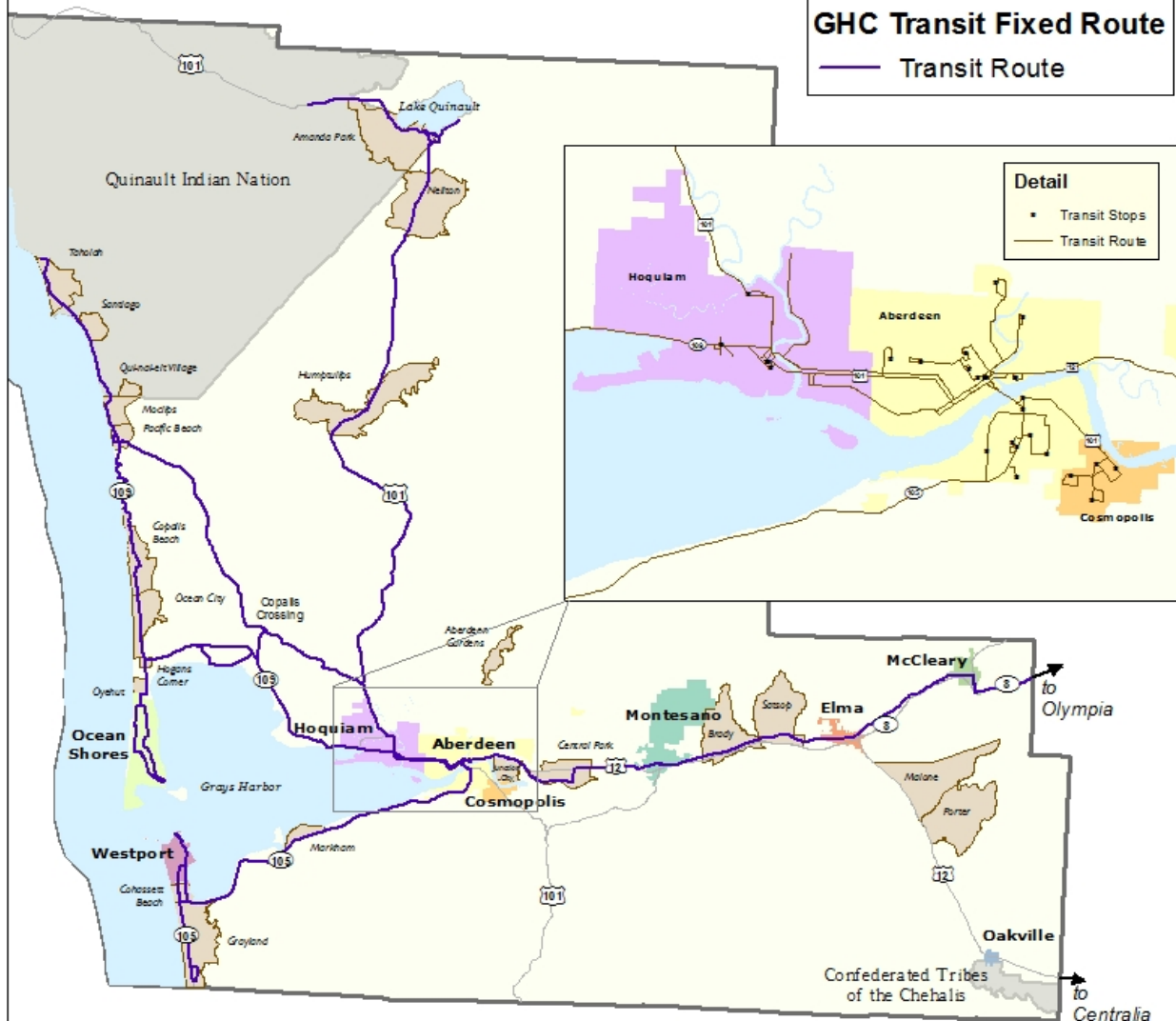
Public Transportation Management System


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Grays Harbor Transit System Fixed Routes



GHC Transit Fixed Route
 Transit Route



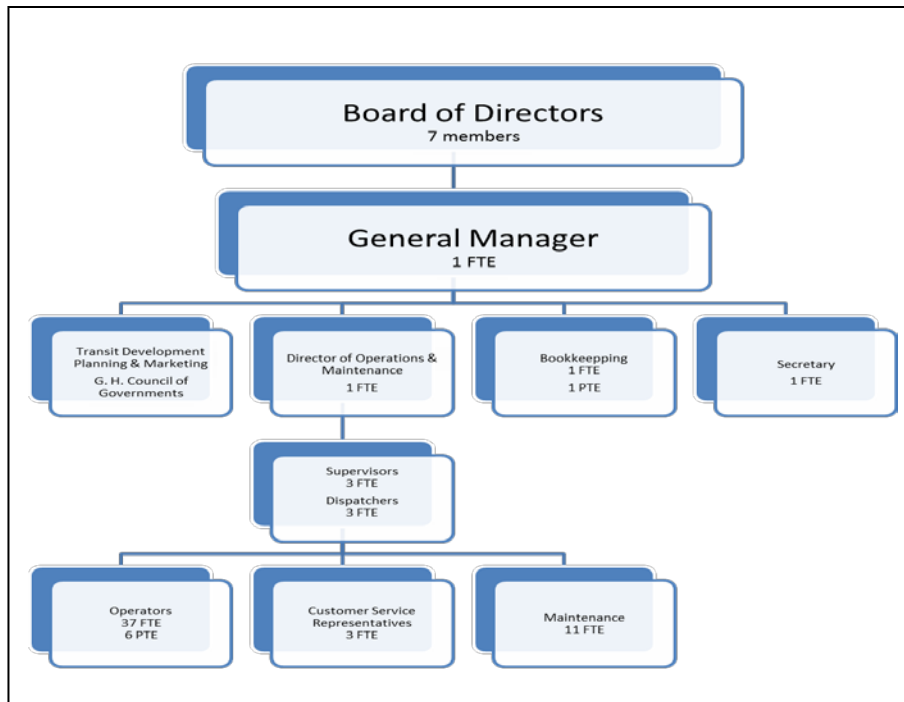
0 5 10 20
 Miles

routes June 2008
 GHTransit_FixedRoute.mxd 6/20/14tj

SECTION I ORGANIZATION

The Grays Harbor Transportation Authority is a County Transportation Authority (CTA), authorized under Chapter 36.57 RCW located in the southwestern portion of Washington State. The Grays Harbor Transportation Authority began providing transportation services in June of 1975. Our system map shown on the prior page indicates the extent of our service area. The three Grays Harbor County Commissioners, the Mayors of Aberdeen, Hoquiam and Westport comprise the current Board of Directors. The position held by the Mayor of Westport alternates with the Mayors from McCleary, Elma, Montesano, Oakville, Ocean Shores, or Cosmopolis. The Board of Directors holds public meetings monthly at the Grays Harbor Transportation Authority's Administrative Offices in Hoquiam.

Below is the table of organization for the Grays Harbor Transportation Authority:



As of December 31, 2013, the Grays Harbor Transportation Authority employed:

- 47 full time equivalents in the Operations Division
- 13 full time equivalents in the Maintenance Division
- 3 full time equivalents in the Customer Service Division
- 5 full time equivalents in the Administration Division

- 42 of these full-time equivalents were for Fixed Route & Paratransit Service
- 12 of these full-time equivalents were for Maintenance
- 1 of these full-time equivalents were for Vanpool Services

SECTION II PHYSICAL PLANT

The administrative offices of the Grays Harbor Transportation Authority are located at 705 30th Street in Hoquiam. The offices are housed in the maintenance and operation facility located on approximately 2½ acres in the industrial area of Hoquiam. The Authority operates and maintains six major transfer facilities in Aberdeen, Hoquiam, McCleary, Montesano, Ocean Shores and Elma. A park and ride lot is located in the Westport vicinity.

SECTION III SERVICE CHARACTERISTICS

Fixed Route Service Operation

Services are available countywide. Intercity service is provided to Olympia. The Authority operates seven fixed routes on weekdays. No service on six National Holidays.

Hours of operation are 5:00 a.m. to 10:15 p.m. Monday through Friday. Aberdeen/Hoquiam routes operate on average 60-minute headway five days a week. Out-laying routes to west county (Ocean Shores) operate on a 2 hour to 3 hour headway weekdays. Service to east county (Montesano, Elma) operates on a 2 hour headway weekdays.

Services for Persons with Disabilities Operation

“Specialized Van Service” provides door-to-door service for people with qualified ADA disabilities, which prevents them from using regular bus services. Specialized Van Service hours of operation reflect all Fixed Route service. No service on weekends and six National Holidays

The basic fare is \$1.00 for per boarding within the county. \$3.00 is the fare for a trip to Olympia except from McCleary, which is \$2.00. Children under 5 ride free. Existing fares have been in place since September 2, 2013 when fares increased from \$.50 to \$1.00.

Basic Monthly Passes

Student Zone 1	\$20.00
General and SVS Zone 1	\$28.00
Premium General (Zones 1&2)	\$63.00
Premium Discount (Z 1&2)	\$36.00

Punch Passes

20 Ride Punch (50¢ per punch)	\$10.00
20 Ride Punch (\$1.00 per punch)	\$20.00

Vanpool Services Operation

By the end of 2013, there were 18 Grays Harbor Transit commuter vanpools in operation throughout Grays Harbor and into the City of Olympia.

Grays Harbor Transit staff markets the vanpool program to employers and individuals, facilitates Group's formation and provides defensive driver training. Vanpool groups lease the vehicles on a monthly mileage basis, operate independently.

Fares: Recovered 97% of the operating costs.

Total Boarding's: 95,180, a decrease of 8 % from 2012.

Agency Performance

Grays Harbor Transit actively pursues efforts to improve the internal operations of the agency through improved communications, increased employee involvement and better understanding of the needs and desires of customers and employees. These efforts are aimed at making Grays Harbor Transit a valued employer and enabling employees to effectively serve their customers. Grays Harbor Transit reviews financial and ridership performance on a monthly basis, and provides updates to the Transit Board each month.

The Public Transportation Facilities and Equipment Management System (PTMS) is a tool for monitoring the condition of the capital assets of the public transportation service providers within Washington State. From this monitoring we will implement the development of strategies and projects that provide for optimizing the use of those assets. The PTMS, which initially was a requirement of the Intermodal Surface Transportation Efficiency Act (ISTEA), is also a key element of the Public Transportation and Intercity Rail Passenger Plan for Washington State.

The Washington State Department of Transportation requires that rolling stock, facilities (replacement value of \$25,000+), and equipment (replacement value of \$100,000+ not permanently mounted) be monitored by the PTMS. The rolling stock and facilities inventory for Grays Harbor Transportation Authority is shown in Tables 1 and 2 in the appendices. GHTA has no equipment that qualified for inclusion in the equipment inventory.

SECTION IV SERVICE CONNECTIONS

The Grays Harbor Transportation Authority provides connections to other Western Washington systems. A connection to Pacific Transit is made in Aberdeen, the Jefferson Transit connection is made at Amanda Park, and connections with Intercity Transit, Pierce Transit, Mason Transit, Twin Transit and Greyhound are made in downtown Olympia.

The Authority provides services every half hour to Grays Harbor College.

SECTION V ACTIVITIES IN 2013

Vanpool Program:

GHTA did not make any changes to its vanpool program in 2013.

Transit Service:

In October of 2012 GHTA submitted operating grant applications through the consolidated grant program with Washington State Department of Transportation for the 2013-2015 Biennium. Grants submitted are to help sustain fixed route and demand response service in Grays Harbor County. Grant awards for the 2013-2015 biennium will determine service levels for that time period.

Effective September 2, 2013 GHTA underwent significant service changes due to the decline in grants and sales tax revenue. GHTA no longer offers weekend service, service to Centralia or Holiday service to Olympia. This reduction in service will be in effect until at least January 2015.

GHTA Governing Board approved a ballot measure that was placed on the November 5th 2013 ballot to increase sales tax revenue by one tenth of one percent. The measure was approved and GHTA started receiving these funds in June 2014. The increase in tax revenue will enable us to build up the Authority's reserves to meet the need for upcoming capitol equipment match funds.

Financials in this document for 2013 reflect the service reductions. With the passing of the ballot measure next year's financial will reflect the increased revenue.

Equipment:

In August 2012, GHT was awarded \$1,032,000 from the State of Good Repair/Bus Livability grant awards for three (3) 40' coaches and two (2) paratransit vans. This grant requires a 20% match of \$258,000. Two paratransit vans should be delivered in August of 2014 and the three coaches will be ordered in August of 2014.

In May of 2014, GHT was awarded \$384,000 for one 35' coach and one paratransit bus through the WSDOT's Bus and Bus Facility Grant Program. These coaches will be ordered in August of 2014

Facilities:

GHTA continues to conduct preventative maintenance on all of its facilities.

SECTION VI SERVICE OBJECTIVES

Specific service objectives have been identified through the development of the Washington Transportation Plan (WTP). The Washington State Department of Transportation is responsible for development of the WTP. Under the policy set forth therein, the following service objectives have been met and/or are anticipated to be achieved:

GOAL #1 – Preservation

- ***Emphasize infrastructure preservation and maintenance as the priority in funding transportation programs.***

Preserve service with operating grants and continued county-wide connections.

GHTA continues to upgrade its Paratransit software to a fully automated scheduling system. This system provides for efficient use of paratransit services and enhances the technical support of the entire system.

GHTA submitted an application and was awarded funds from the 2012 discretionary funds to purchase Mobile Data units and related hardware to upgrade the paratransit software. This upgrade took place in June of 2014 and enabled GHTA to provide a more efficient service to disabled passengers throughout Grays Harbor County.

GHTA will continue to replace aging fleet vehicles as needed for Fixed Route, Dial-A-Ride and Vanpool services.

- ***Use lowest life-cycle cost methodology to determine the appropriate schedule for upkeep.***
GHTA is effective in utilizing spare parts from unusable rolling stock. Regular maintenance is performed on all rolling stock, structural facilities and shelters.

GHTA has adopted an asset management plan, which contains our detailed maintenance plan using lowest life cycle cost methodologies.

GHTA submitted an application and received 2012 Discretionary Funds for the purchase of four (4) coaches and (3) mini busses. These busses are scheduled to be ordered in late 2014.

GOAL #2 – Safety

- ***Emphasize traveler safety and security as a primary consideration in the planning, designing, constructing, maintaining, and operating of all transportation systems.***

All new facilities are developed with passenger safety at the forefront. Any new stations will provide an ADA accessible and safe environment for passengers.

GHTA continually monitors all services on a daily and regular basis. Safety is the system's #1 priority and regular and on-going training of Operations and Maintenance staff as well as other agency support staff remains a vital component of the organization.

GHTA Aberdeen Station features a 29 camera security system to improve safety.

GHTA will continue to develop programs for agency staff. In-house safety programs and committees meet on a regular basis to review existing conditions with an eye toward making improvements.

GOAL #3 – Economic Vitality

- ***Support those aspects of the transportation system that enhance tourism***

A brochure identifying major recreation sites in the County and the GHTA route(s) which best serves those sites are available.

GOAL #4 – Mobility

- ***Provide mobility for people with special needs.***

GHTA continues to coordinate services with persons of special needs through the provision of dial-a-ride services incorporating all area medical services, senior centers and care providers.

GHTA continues to solicit comments from the disabled population for service improvement. Comment/Complaint cards are available on all GHTA busses and Vans as well as the Stations. In addition to the comment cards citizens can contact GHTA by phone, TTY, or email, ghtransit@comcast.net.

- ***Provide convenient connections to ensure seamless travel for the customer.***

GHTA provides connections to other systems including: Pacific Transit, Intercity Transit, Jefferson Transit, Mason Transit, and Greyhound.

The Grays Harbor Transit web page provides route and scheduling information via the internet. Several internet providers are now providing travel planning which include GHTA's GTFS feed. Riders can easily use different applications to find bus schedules on their mobile devices.

- ***Operate transportation systems to work reliably and responsibly for the customer.***

Primary services/routes were maintained with on-time scheduling being a cornerstone of GHTA.

GOAL #5 – Environment

GHTA continues to meet all onsite water quality standards, recycle antifreeze and engine oil, recycle office paper and cardboard material and computer printer ink cartridges.

GOAL #6 – Stewardship

GHTA continues to monitor its fixed and demand response service for effectiveness and solicits comments from the general public for suggestions to improve service.

GHTA staff is diligent when obtaining goods and services to ensure GHTA receives top quality goods for the lowest possible cost.

SECTION VII PUBLIC HEARING

A public hearing on the Transit Development Plan was held at the Grays Harbor Transportation Authority offices on August 12, 2014. The hearing notice was published in a local newspaper prior to the hearing.

Bill Simpson chairman of the Grays Harbor Transportation Authority Board called the public hearing portion of the meeting to order at 5:10pm. No comments or recommendations were received.

SECTION VIII
PROPOSED CHANGES, 2014-2019

2014	<i>PRESERVATION</i>		IMPROVEMENT
	Services:	No Change	No Change
	Facilities:	Maintain/replace shelters	No Change
	Equipment:	Order 4 Coaches & 3 Mini Busses	No Change
2015	Services:	Plan for Restoring Saturday Service	No Change
	Facilities:	Maintain/replace shelters	No Change
	Equipment:	Replace 1 Coach, 2 mini bus, 5 Vanpool Vans	No Change
2016	Services:	Implement Saturday Service	No Change
	Facilities:	Maintain/replace shelters	No Change
	Equipment:	Replace 2 Coach, 2 mini bus, 3 vanpool vans	No Change
2017	Services:	No Change	No Change
	Facilities:	Maintain/replace shelters	Construct additional shelters
	Equipment:	Replace 2 Coach & 2 mini bus 2 vanpool	No Change
2018	Services:	No Change	No Change
	Facilities:	Maintain/replace shelters	Construct additional shelters
	Equipment:	Replace 2 Coaches & 2 mini bus 5 Vanpool	No Change
2019	Services:	No Change	No Change
	Facilities:	Maintain/replace shelters	No change
	Equipment:	No change Vans	No Change

SECTION IX
CAPITAL IMPROVEMENT PROGRAM, 2014-2019

The costs identified below are un-inflated cost estimates associated with the proposed changes identified in Section VIII. All figures are in thousands of dollars.

<i>Preservation CIP 2013-2018</i>						
PRESERVATION	2014	2015	2016	2017	2018	2019
Building & Maint.Equipment		\$289	\$476	\$334	\$100	\$100
Dial A Ride Vehicles	\$0	\$170	\$170	\$170	\$170	\$170
Transit Center	\$0	\$100	\$0	\$0	\$0	\$0
Transit Shelters	\$0	\$20	\$15	\$15	\$15	\$15
Transit Coaches	\$0	\$120	\$420	\$584	\$800	\$800
Vanpool Vans	\$164	\$10	\$10	\$25	\$56	\$156
Totals	\$164	\$709	\$1,091	\$1,128	\$1,141	\$1,241
IMPROVEMENT	2014	2015	2016	2017	2018	2019
Building & Maint.Equipment	\$129	\$15	\$320	\$20	\$0	\$0
Dial A Ride Vehicles	\$0	\$15	\$10	\$10	\$0	\$0
Transit Center	\$26	\$15	\$10	\$10	\$0	\$0
Transit Shelters	\$0	\$15	\$0	\$0	\$0	\$0
Transit Coaches	\$84	\$0	\$0	\$0	\$0	\$0
Vanpool Vans		\$15	\$10	\$10	\$0	\$0
Totals	\$239	\$75	\$350	\$50	\$0	\$0
COMBINED	2014	2015	2016	2017	2018	2019
Building & Maint.Equipment	\$129	\$304	\$796	\$354	\$100	\$100
Dial A Ride Vehicles	\$0	\$185	\$180	\$180	\$170	\$170
Transit Center	\$26	\$115	\$10	\$10	\$0	\$0
Transit Shelters	\$0	\$35	\$15	\$15	\$15	\$15
Transit Coaches	\$84	\$120	\$420	\$584	\$800	\$800
Vanpool Vans	\$164	\$25	\$20	\$75	\$56	\$156
Totals	\$403	\$784	\$1,441	\$1,178	\$1,141	\$1,241

SECTION X
Operating Revenues and Expenditures, 2013-2019
(Amounts in Thousands after 2013)

2013

	General Fund	Working Capital	Capital Fund	Self Ins	Debt Service	Total
Beginning Balance	\$900,558	\$300,000	\$840,000	\$166,343	\$0	\$2,206,901
REVENUES						
Advertising	\$14,152					\$14,152
Sales Tax	\$5,211,942					\$5,211,942
Farebox	\$598,644					\$598,644
Vanpool	\$130,962					\$130,962
Sales Tax Equalization	\$247,125					\$247,125
State Operating	\$219,060					\$219,060
Federal Operating Grant 5311	\$550,492					\$550,492
Other	\$21,062					\$21,062
Contribution to Accnts						\$0
Total Available	\$7,893,997	\$300,000	\$840,000	\$166,343	\$0	\$9,200,340
OPERATING EXPENSE						
Vanpool P & M	\$110,232					\$110,232
Vanpool Sys Exp.						\$0
Fixed Route P & M	\$4,675,271					\$4,675,271
Fixed Route Sys Expand						\$0
Demand Response P & M	\$2,100,484					\$2,100,484
Demand Resp. Sys Exp.						\$0
Ambulance	\$187,100					\$187,100
Annual Depreciation	\$776,341					\$776,341
Contribution to Accnts.						\$0
Total Expenses	\$7,849,428	\$0	\$0	\$0	\$0	\$7,849,428
Add Back Depreciation	\$776,341					\$776,341
Net Cash Available	\$820,910	\$300,000	\$840,000	\$166,343	\$0	\$2,127,253
CAPITAL REVENUE						
Rural Mobility						\$0
FTA Fed. ARRA						\$0
State Vanpool	\$79,531					\$79,531
Fed. Sec 5309						\$0
Fed. Sec 5311						\$0
Total Capital Revenue	\$79,531				\$0	\$79,531
EXPENDITURES						
System P & M	\$204,627					\$204,627
System Expansion						\$0
Total Capital Exp.	\$204,627		\$0	\$0	\$0	\$204,627
Ending Cash Bal. 12/31	\$695,814	\$300,000	\$840,000	\$166,343	\$0	\$2,002,157

SECTION X
Operating Revenues and Expenditures, 2013-2019
(Amounts in Thousands after 2013)

2014

	General Fund	Working Capital	Capital Fund	Self Ins.	Debt Service	Total
Beginning Balance	\$696	\$300	\$840	\$166		\$2,002
REVENUE						
Advertising	\$17					\$17
Sales Tax	\$5,532					\$5,532
Farebox	\$575					\$575
Vanpool	\$134					\$134
Sales Tax Equalization	\$206					\$206
State Operating	\$239					\$239
Federal Operating Grants	\$650					\$650
Other	\$21					\$21
Contribution to Accnts	(\$301)		\$301			\$0
Total Available	\$7,769	\$300	\$1,141	\$166	\$0	\$9,376
OPERATING EXPENSE						
Vanpool P & M	\$125					\$125
Vanpool Sys Exp.						\$0
Fixed Route P & M	\$4,468					\$4,468
Fixed Route Sys Expand						\$0
Demand Response P & M	\$2,008					\$2,008
Demand Resp. Sys Exp.						\$0
Ambulance	\$200					\$200
Annual Depreciation	\$779					\$779
Contribution to Accnts.						\$0
Total Expenses	\$7,580	\$0	\$0	\$0	\$0	\$7,580
Add Back Depreciation	\$779					\$779
Net Cash Available	\$968	\$300	\$1,141	\$166	\$0	\$2,575
CAPITAL REVENUE						
State Vanpool						\$0
State Sec 5309						\$0
Fed. Sec 5309 (ARRA)						\$0
Fed. Sec 5311	131					\$131
Total Capital Revenue	\$131	\$0	\$0	\$0	\$0	\$131
EXPENDITURES						
System P & M	\$164					\$164
System Expansion	\$239					\$239
Total Capital Exp.	\$403	\$0	\$0	\$0	\$0	\$403
Ending Cash Bal. 12/31	\$696	\$300	\$1,141	\$166	\$0	\$2,303

SECTION X
Operating Revenues and Expenditures, 2013-2019
(Amounts in Thousands after 2013)

2015

	General Fund	Working Capital	Capital Fund	Self Ins.	Debt Service	Total
Beginning Balance	\$696	\$300	\$1,141	\$166	\$0	\$2,303
REVENUE						
Advertising	\$20					\$20
Sales Tax	\$6,064					\$6,064
Farebox	\$615					\$615
Vanpool	\$140					\$140
Sales Tax Equalization	\$247					\$247
State Operating	\$245					\$245
Federal Operating Grants	\$650					\$650
Other	\$25					\$25
Contribution to Accts	(300)		300			\$0
Total Available	\$8,402	\$300	\$1,441	\$166	\$0	\$10,309
OPERATING EXPENSE						
Vanpool P & M	\$140					\$140
Vanpool Sys Exp.						\$0
Fixed Route P & M	\$4,470		27.5			\$4,498
Fixed Route Sys Expand	\$730					\$730
Demand Response P & M	\$2,010					\$2,010
Demand Resp. Sys Exp.	\$340					\$340
Ambulance	\$200					\$200
Annual Depreciation	\$780					\$780
Contribution to Accts.						\$0
Total Expenses	\$8,670	\$0	\$28	\$0	\$0	\$8,698
Add Back Depreciation	\$780					\$780
Net Cash Available	\$512	\$300	\$1,414	\$166	\$0	\$2,392
CAPITAL REVENUE						
State Vanpool	\$83					\$83
Fed. Sec 5309	\$484					\$484
Fed. 5311						\$0
Total Capital Revenue	\$567	\$0	\$0	\$0	\$0	\$567
EXPENDITURES						
System P & M	\$539		170			\$709
System Expansion	\$75					\$75
Total Capital Exp.	\$614	\$0	\$170	\$0	\$0	\$784
Ending Cash Bal. 12/31	\$465	\$300	\$1,244	\$166	\$0	\$2,175

SECTION X
Operating Revenues and Expenditures, 2013-2019
(Amounts in Thousands after 2013)

2016

	General Fund	Working Capital	Capital Fund	Self Ins.	Debt Service	Total
Beginning Balance	\$465	\$300	\$1,244	\$166		\$2,175
REVENUE						
Advertising	\$25					\$25
Sales Tax	\$6,075					\$6,075
Farebox	\$630					\$630
Vanpool	\$145					\$145
Sales Tax Equalization	\$500					\$500
State Operating	\$300					\$300
Federal Operating Grants	\$750					\$750
Other	\$40					\$40
Contribution to Accnts	(\$300)		\$300			\$0
Total Available	\$8,630	\$300	\$1,544	\$166	\$0	\$10,640
OPERATING EXPENSE						
Vanpool P & M	\$145		\$10			\$155
Vanpool Sys Exp.						\$0
Fixed Route P & M	\$5,200		\$20			\$5,220
Fixed Route Sys Expand						\$0
Demand Response P & M	\$2,350					\$2,350
Demand Resp. Sys Exp.	\$250					\$250
Ambulance	\$200					\$200
Annual Depreciation	\$795					\$795
Contribution to Accnts.						\$0
Total Expenses	\$8,940	\$0	\$30	\$0	\$0	\$8,970
Add Back Depreciation	\$795					\$795
Net Cash Available	\$485	\$300	\$1,514	\$166	\$0	\$2,465
CAPITAL REVENUE						
State Vanpool	\$83					\$83
Fed. Sec 5309 Grant/buses	\$1,030					\$1,030
Fed. Sec 5311 Grant						\$0
Total Capital Revenue	\$1,113	\$0	\$0	\$0	\$0	\$1,113
EXPENDITURES						
System P & M	\$791		\$600			\$1,391
System Expansion	\$50					\$50
Total Capital Exp.	\$841	\$0	\$600	\$0	\$0	\$1,441
Ending Cash Bal. 12/31	\$757	\$300	\$914	\$166	\$0	\$2,137

SECTION X
Operating Revenues and Expenditures, 2013-2019
(Amounts in Thousands after 2013)

2017

	General Fund	Working Capital	Capital Fund	Self Ins.	Debt Service	Total
Beginning Balance	\$757	\$300	\$914	\$166		\$2,137
REVENUE						
Advertising	\$25					\$25
Sales Tax	\$6,100					\$6,100
Farebox	\$640					\$640
Vanpool	\$153					\$153
Sales Tax Equalization	\$300					\$300
State Operating	\$384					\$384
Federal Operating Grants	\$750					\$750
Other	\$40					\$40
Contribution to Acnts						\$0
Total Available	\$9,149	\$300	\$914	\$166	\$0	\$10,529
OPERATING EXPENSE						
Vanpool P & M	\$151		\$20			\$171
Vanpool Sys Exp.	\$0					\$0
Fixed Route P & M	\$5,200		\$30			\$5,230
Fixed Route Sys Expand						\$0
Demand Response P & M	\$2,600					\$2,600
Demand Resp. Sys Exp.	\$150					\$150
Ambulance	\$200					\$200
Annual Depreciation	\$810					\$810
Contribution to Acnts.	\$0					\$0
Total Expenses	\$9,111	\$0	\$50	\$0	\$0	\$9,161
Add Back Depreciation	\$810					\$810
Net Cash Available	\$848	\$300	\$864	\$166	\$0	\$2,178
CAPITAL REVENUE						
State Vanpool	\$146					\$146
Fed. Sec 5309 Grant/buses	\$756					\$756
Fed. Sec 5311 Grant						\$0
Total Capital Revenue	\$902	\$0	\$0	\$0	\$0	\$902
EXPENDITURES						
System P & M	\$1,012		\$116			\$1,128
System Expansion	\$50					\$50
Total Capital Exp.	\$1,062	\$0	\$116	\$0	\$0	\$1,178
Ending Cash Bal. 12/31	\$688	\$300	\$748	\$166	\$0	\$1,902

SECTION X
Operating Revenues and Expenditures, 2013-2019
(Amounts in Thousands after 2013)

2018

	General Fund	Working Capital	Capital Fund	Self Ins.	Debt Service	Total
Beginning Balance	\$688	\$300	\$748	\$166	\$0	\$1,902
REVENUE						
Advertising	\$40					\$40
Sales Tax	\$6,150					\$6,150
Farebox	\$670					\$670
Vanpool	\$157					\$157
Sales Tax Equalization	\$400					\$400
State Operating	\$434					\$434
Federal Operating Grants	\$800					\$800
Other	\$90					\$90
Contribution to Acnts						\$0
Total Available	\$9,429	\$300	\$748	\$166	\$0	\$10,643
OPERATING EXPENSE						
Vanpool P & M	\$157		\$25			\$182
Vanpool Sys Exp.	\$0					\$0
Fixed Route P & M	\$5,200		\$50			\$5,250
Fixed Route Sys Expand	\$100					\$100
Demand Response P & M	\$2,750					\$2,750
Demand Resp. Sys Exp.	\$50					\$50
Ambulance	\$200					\$200
Annual Depreciation	\$830					\$830
Contribution to Acnts.	\$0					\$0
Total Expenses	\$9,287	\$0	\$75	\$0	\$0	\$9,362
Add Back Depreciation	\$830					\$830
Net Cash Available	\$972	\$300	\$673	\$166	\$0	\$2,111
CAPITAL REVENUE						
State Vanpool	\$0					\$0
Fed. Sec 5309 Grant/buses	\$913					\$913
Fed. Sec 5311 Grant	\$0					\$0
Total Capital Revenue	\$913	\$0	\$0	\$0	\$0	\$913
EXPENDITURES						
System P & M	\$1,141					\$1,141
System Expansion						\$0
Total Capital Exp.	\$1,141	\$0	\$0	\$0	\$0	\$1,141
Ending Cash Bal. 12/31	\$744	\$300	\$673	\$166	\$0	\$1,883

SECTION X
Operating Revenues and Expenditures, 2013-2019
(Amounts in Thousands after 2013)

2019

	General Fund	Working Capital	Capital Fund	Self Ins.	Debt Service	Total
Beginning Balance	\$744	\$300	\$673	\$166	\$0	\$1,883
REVENUE						
Advertising	\$42					\$42
Sales Tax	\$6,175					\$6,175
Farebox	\$675					\$675
Vanpool	\$161					\$161
Sales Tax Equalization	\$500					\$500
State Operating Special Needs	\$434					\$434
Federal Operating Grants	\$800					\$800
Other	\$90					\$90
Contribution to Accts	(\$300)		\$300			\$0
Total Available	\$9,321	\$300	\$973	\$166	\$0	\$10,760
OPERATING EXPENSE						
Vanpool P & M	\$161		\$30			\$191
Vanpool Sys Exp.						\$0
Fixed Route P & M	\$5,300		\$60			\$5,360
Fixed Route Sys Expand						\$0
Demand Response P & M	\$2,800					\$2,800
Demand Resp. Sys Exp.	\$100					\$100
Ambulance	\$200					\$200
Annual Depreciation	\$850					\$850
Contribution to Accts.						\$0
Total Expenses	\$9,411	\$0	\$90	\$0	\$0	\$9,501
Add Back Depreciation	\$850					\$850
Net Cash Available	\$760	\$300	\$883	\$166	\$0	\$2,109
CAPITAL REVENUE						
State Vanpool	\$104					\$104
Fed. Sec 5309 Grant/buses	\$889					\$889
Fed. Sec 5311 Grant						\$0
Total Capital Revenue	\$993	\$0	\$0	\$0	\$0	\$993
EXPENDITURES						
System P & M	\$1,241					\$1,241
System Expansion						\$0
Total Capital Exp.	\$1,241	\$0	\$0	\$0	\$0	\$1,241
Ending Cash Bal. 12/31	\$512	\$300	\$883	\$166	\$0	\$1,861

SECTION XI
OPERATING DATA, 2013-2019
(Amounts in Thousands after 2013)

FIXED ROUTES	Actual 2013	Estimates appear in thousands					
		2014	2015	2016	2017	2018	2019
Veh. Hours	78,824	78	78	78	78	78	78
Veh. Revenue Hours	64,729	65	65	65	65	65	65
Veh. Miles	940,070	1,100	1,100	1,100	1,100	1,100	1,100
Veh. Revenue Miles	940,070	1,000	1,000	1,000	1,000	1,000	1,000
Passenger Trips	800,473	900	900	900	900	900	900

DIAL-A-RIDE	Actual 2013	Estimates appear in thousands					
		2014	2015	2016	2017	2018	2019
Veh. Hours	27,866	31	31	31	31	31	31
Veh. Revenue Hours	27,866	31	31	31	31	31	31
Veh. Miles	426,454	500	500	500	500	550	550
Veh. Revenue Miles	426,454	500	500	500	500	550	550
Passenger Trips	86,323	105	105	105	105	105	105

VANPOOLS	Actual 2013	Estimates appear in thousands					
		2014	2015	2016	2017	2018	2019
Veh. Revenue Hours	9770	13	13	13	13	13	13
Veh. Revenue Miles	355139	400	400	400	400	400	400
Passenger Trips	100,896	105	105	105	105	105	105

**FATALITIES, REPORTABLE INJURIES, COLLISIONS, and FUEL CONSUMPTION BY
SERVICE TYPE: 2013**

SERVICE TYPE	Fatalities	Reportable Injuries	Collisions	Gas. Fuel Consumed (gallon)
Fixed Routes	0	0	0	166,035
Dial-a-Ride	0	0	0	23,611.2 (gas) 21,825.10 (diesel)
Vanpools	0	0	0	18,920

APPENDIX

Public Transportation Management System

TABLE 1
PUBLIC TRANSPORTATION MANAGEMENT SYSTEM
Owned Rolling Stock Inventory

Agency/Organization: _____ Grays Harbor Transit Authority _____

Date: _____ 8/28/2014 _____

<i>I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.</i>	
Ken _____ Mehin _____	8/28/2014
<i>Signature and Title</i>	<i>Date</i>

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (yrs)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1..	1988-Gillig Phantom	1	15GCD0913J1082453	57	1,000,000	50	26	0	\$370,000	Yes	43	Diesel	N0
2.	1991-Gillig Phantom	2	15GCD0916M1084207	45	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
3.	1991-Gillig Phantom	2	15GCB0918M1084208	46	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
4.	1991-Gillig Phantom	2	15GCB091XM1084209	47	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
5.	1991-Gillig Phantom	2	15GCB0916M1084210	48	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
6.	1991-Gillig Phantom	2	15GCB0918M1084211	49	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
7.	1991-Gillig Phantom	2	15GCB091XM1084212	50	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
8.	1991-Gillig Phantom	2	15GCB0913M1084214	52	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
9.	1991-Gillig Phantom	2	15GCB0913M1084215	53	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0
10.	1991-Gillig Phantom	2	15GCB0917M1084216	54	1,000,000	60	20	0	\$370,000	Yes	38	Diesel	N0

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (yrs)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
11.	2000-Gillig Phantom	3	15GCA2015Y1110247	60	817,417	60	12	0	\$370,000	Yes	29	Diesel	Yes
12.	2002-Gillig Phantom	3	15GCA201021111221	61	501,452	60	12	0	\$370,000	Yes	29	Diesel	Yes
13.	2002-Gillig Phantom	3	15GCA201221111332	62	471,317	60	12	0	\$370,000	Yes	29	Diesel	Yes
14.	2002-Gillig Low Floor	2	15GCB181821072527	63	576,169	60	12	0	\$370,000	Yes	32	Diesel	Yes
15.	2002-Gillig Low Floor	2	15GGB191X21072528	64	625,916	60	12	0	\$370,000	Yes	32	Diesel	Yes
16.	2002-Gillig Low Floor	2	15GCB181121072529	65	770,727	60	12	0	\$370,000	Yes	32	Diesel	Yes
17.	2002-Gillig Low Floor	2	15GGB181821072530	66	729,972	60	12	0	\$370,000	Yes	32	Diesel	Yes
18.	2002-Gillig Low Floor	2	15GGB181231072277	67	658,723	60	12	0	\$370,000	Yes	32	Diesel	Yes
19.	2003-NewFlyer Low Floor	1	5FYD2LV053U025639	68	578,675	90	11	1	\$370,000	Yes	35	Diesel	Yes
20.	2003-NewFlyer Low Floor	1	5FYD2LV013U025640	69	631,223	90	11	1	\$370,000	Yes	35	Diesel	Yes
21.	2003-NewFlyer Low Floor	1	5FYD2LV033U025641	70	575,284	90	11	1	\$370,000	Yes	35	Diesel	Yes
22.	2003-NewFlyer Low Floor	1	5FYD2LV053U025642	71	560,103	90	11	1	\$370,000	Yes	35	Diesel	Yes
23.	2006 Gillig Low Floor	2	15GGB291196611077430	72	400,597	100	8	4	\$370,000	Yes	35	Diesel	Yes
24.	2006 Gillig Low Floor	2	15GGB291196611077431	73	353,994	100	8	4	\$370,000	Yes	35	Diesel	Yes
25.	2006 Gillig Low Floor	2	15GGB291196611077432	74	352,900	100	8	4	\$370,000	Yes	35	Diesel	Yes
26.	2012 Gillig LowFloor	2	15GGB2719C1176328	75	139,337	100	2	10	\$370,000	Yes	35	Diesel	Yes
27.	2012 Gillig LowFloor	2	15GGB2710C1176329	76	133254	100	2	10	\$370,000	Yes	35	Diesel	Yes
28.	2012 Gillig LowFloor	2	15GGB2715C1181557	77	117175	100	2	10	\$370,000	Yes	35	Diesel	Yes

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (yrs)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
32.	1996-Ford-ElDorado-Van	11	1FDLE40F7THB08774	235	116,174	50	15	0	\$65,000	Yes	15	Diesel	N0
34.	1999-Ford-ElDorado-Van	11	1FDXE40F4WHC05824	239	359,894	50	15	0	\$65,000	Yes	21	Diesel	N0
37.	2001-Ford-ElDorado-Van	11	1FDXE45F11HA42406	240	299,042	80	13	0	\$65,000	Yes	15	Diesel	Yes
38.	2001-Ford-ElDorado-Van	11	1FDXE45F31HA42407	241	279171	80	13	0	\$65,000	Yes	15	Diesel	Yes
39.	2001-Ford-ElDorado-Van	11	1FDXE45FX1HA42405	242	346575	80	13	0	\$65,000	Yes	15	Diesel	Yes
40.	2002-Ford-ElDorado-Van	11	1FDXE45F52HA46164	243	363107	80	12	0	\$65,000	Yes	15	Diesel	Yes
41.	2002-Ford-ElDorado-Van	11	1FDXE45F72HA45165	244	351467	80	12	0	\$65,000	Yes	15	Diesel	Yes
42.	2004-Ford-Eldorado-Van	11	1FDXE45P54HA49193	247	258696	90	10	0	\$65,000	Yes	15	Diesel	Yes
43.	2004-Ford-Eldorado-Van	11	1FDXE45P74HA49194	248	164033	90	10	0	\$65,000	Yes	15	Diesel	Yes
44.	2004-Ford-Eldorado-Van	11	1FDXE45P94HA49195	249	254432	80	10	0	\$65,000	Yes	15	Diesel	Yes
45.	2005-Ford-Eldorado-Van	11	1FDXE45P15HA60161	250	218384	80	9	3	65,000	Yes	18	Diesel	Yes
46.	2005-Ford-Eldorado-Van	11	1FDXE45P35HA60162	251	279490	80	9	3	65,000	Yes	18	Diesel	Yes
47.	2007-Ford-Eldorado-Van	11	1FDXE45P77DA27028	252	217698	80	7	5	65,000	Yes	18	Diesel	Yes
48.	2007-Ford-Eldorado-Van	11	1FDXE45P97DA27029	253	199631	80	7	5	65,000	Yes	18	Diesel	Yes
49.	2007-Ford-Eldorado-Van	11	1FDXE45P77DA27062	254	283139	80	7	5	65,000	Yes	18	Diesel	Yes
50.	2008-Ford-ElDorado-Van	11	1FD4E45S08DB59461	255	152838	80	6	6	\$65,000	Yes	14	Diesel	N0
51.	2008-Ford-ElDorado-Van	11	1FD4E45S28DB59462	256	138257	80	6	6	\$65,000	Yes	14	Diesel	N0
52.	2012-Ford-ElDorado-Van	11	1FD4E45S28DB5946	257	52310	100	2	10					

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (yrs)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
53.	2012-Ford-ElDorado-Van	11	1FDFF4FS1CDA95947	258	46432	100	2	10					
54.	2012-Ford-ElDorado-Van	11	1FDFF4FS8CDB04742	259	62464	100	2	10					
55.	2012-Ford-ElDorado-Van	11	1FDFF4FS3CDA95948	260	58221	100	2	10					
52.	2006-Ford-Econ-Vanpool	13	1FBSS31L06BD41816	506	99757	100	7	0	26,000	No	15	Gas	Yes
53.	2006-Ford-Econ-Vanpool	13	1FBSS31L46BD41818	507	13909	100	7	0	26,000	No	15	Gas	Yes
54.	2006-Ford-Econ-Vanpool	13	1FBSS31L66BD41819	508	131498	100	7	0	26,000	No	15	Gas	Yes
55.	2006-Ford-Econ-Vanpool	13	1FBSS31L26BD41817	509	106466	100	7	0	26,000	No	15	Gas	Yes
56.	2006-Ford-Econ-Vanpool	13	1FBSS31L26BD41820	510	120088	100	7	0	26,000	No	15	Gas	Yes
57.	2008-Ford-Econ-Vanpool	13	1FBNE31L88DB31946	511	88665	100	3	0	26,000	No	12	Gas	Yes
58.	2008-Ford-Econ-Vanpool	13	1FBNE31XL8D31947	512	83135	100	3	0	26,000	No	12	Gas	Yes
59.	2008-Ford-Econ-Vanpool	13	1FBNE31L18D31948	513	82776	100	3	0	26,000	No	12	Gas	Yes
60.	2009-Ford-Econ-Vanpool	13	1FBNE31L49DA02930	517	67065	100	5	0	26,000	No	7	Gas	No
61.	2009-Chev-Express-VP	13	1GNKG25K091155114	519	88670	100	5	0	26,000	No	12	Gas	Yes
62.	2009-Chev-Express-VP	13	1GNKG25K491156816	520	57516	100	5	0	26,000	No	12	Gas	yes
63.	2010-Chev-Express-VP	13	1GA2GYDG8A1154163	521	73578	100	4	1	26,000	No	12	Gas	Yes
64.	2010-Chev-Express-VP	13	1GA2GYD0A1154660	522	66907	100	4	1	26,000	No	12	Gas	Yes
65.	2010-Chev-Express-VP	13	1GA2GYDXA1154990	523	101425	100	4	1	26,000	No	12	Gas	Yes
66.	2010-Dodge-Caravan-VP	13	2D4RN4DE2AR343330	524	45963	100	4	1	26,000	No	12	Gas	Yes

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (yrs)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
67.	2011-Ford Comvan	13	1FBSS3BL0BDA78726	526	83251	100	3	2	26000	No	12	Gas	Yes
68.	2011-Ford Comvan	13	1FBSS3BL2BDA78727	527	53550	100	3	2	26000	No	12	Gas	Yes
69.	2011-Ford Comvan	13	1FBSS3BL4BDA78728	528	64441	100	3	2	26000	No	12	Gas	Yes
70.	2011-Dodge Caravan	13	2D4RN4DG2BR707985	529	55262	100	3	2	26000	No	7	Gas	Yes
71.	2011-Dodge Caravan	13	2D4RN4DG0BR707960	530	80578	100	3	2	26000	No	7	Gas	Yes
72.	2011-Dodge Caravan	13	2D4RN4DG4BR707959	531	53371	100	3	4	26000	No	7	Gas	Yes
72.	2013-Dodge Caravan	13	2C4RDGBG9DR692379	532	16659	100	1	4	26000	No	7	Gas	Yes
72.	2013-Dodge Caravan	13	2C4RDGBG5DR692380	533	13265	100	1	4	26000	No	7	Gas	Yes
72.	2013-Dodge Caravan	13	2C4RDGBG7DR692381	534	17955	100	1	4	26000	No	7	Gas	Yes
72.	2013 Chevy Express	13	1gazg1fg5d1154130	535	48469	100	1	4	26000	No	7	Gas	Yes

TABLE 2
PUBLIC TRANSPORTATION MANAGEMENT SYSTEM
Owned Equipment Inventory

Agency/Organization: Grays Harbor Transit Authority

Date: 08/28/2014

Equipment Code and Description		Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	16-Bus Washer	100	8	17	\$200,000.00	Replaced wash system in existing building.
2.						
3.						

TABLE 3
PUBLIC TRANSPORTATION MANAGEMENT SYSTEM
Owned Facilities Inventory

Agency/Organization: Grays Harbor Transit Authority

Date: 08/28/2014

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	10&11	Administration & Maintenance Bldg.	60	36	14	\$5,000,000	10,260 sq. ft.
2.	6	Aberdeen Station	100	4	36	\$1,900,000	office, public/private restrooms, covered benches
4.	6	Hoquiam Station	100	20	18	\$500,000	office, public/private restrooms, covered benches
5.	6	Montesano Station	80	19	21	\$300,000	covered benches
6.	9	Westport Park & Ride Lot	80	22	18	\$150,000	25 spaces, covered shelter
7.	6	McCleary Station	100	12	28	\$400,000	office, public/private restrooms, covered benches
8.	6	Elma Station	100	12	28	\$150,000	20 space park & ride, covered benches
9.	6	Ocean Shores Station	60	12	28	\$300,000	covered benches