

RESOLUTION NO. 6-14

A RESOLUTION of the Board of Directors of the Island County Public Transportation Benefit Area Corporation Adopting the Island Transit 2014 – 2019 Transit Development Plan (TDP) and Authorizing the Executive Director to sign any and/or all applicable documents relating to any and/or all aspects of any State and/or Federal Funds relative to the Capital and Operating Projects outlined in the Island Transit 2014-2019 TDP.

WHEREAS, the Board of Directors of Island Transit desire to adopt Island Transit's 2014-2019 Transit Development Plan (TDP), as set forth in Exhibit A, attached hereto and incorporated herein by this reference.

WHEREAS, the Board of Directors of Island Transit authorize the Executive Director to sign any and/or all applicable documents relating to the receipt of any and/or all State and/or Federal funds with regard to capital and operating projects outlined in the Island Transit 2014-2019 TDP.

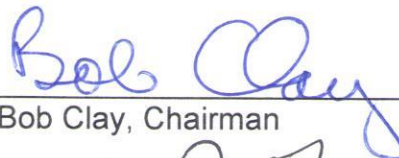
NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Island County Public Transportation Benefit Area Corporation (Island Transit) that they hereby adopt Island Transit's 2014-2019 Transit Development Plan (TDP) and authorize the Executive Director to sign any and/or all applicable documents relating to any and/or all aspects of any State and/or Federal funds regarding capital and operating projects outlined in the Island Transit 2014-2019 TDP.

ADOPTED at an open public meeting of the Board of Directors of Island Transit on the 22nd day of August, 2014.

APPROVED AS TO FORM:



Matthew Hendricks, Attorney



Bob Clay, Chairman



Helen Price Johnson, Secretary

2014 TDP							
OPERATING REVENUES AND EXPENDITURES, 2013 - 2019							
	2013 Actuals	2014 PROJ.	2015 PROJ.	2016 PROJ.	2017 PROJ.	2018 PROJ.	2019 PROJ.
GENERAL FUND	\$283,968	\$122,897	\$139,600	\$279,969	\$496,425	\$349,358	\$427,313
REVENUE							
Sales Tax	\$7,003,607	\$7,412,541	\$7,821,475	\$8,212,549	\$8,623,176	\$9,054,335	\$9,507,052
Transit Operating Dist	\$130,540	\$139,515	\$140,206	\$140,206	\$140,206	\$140,206	\$140,206
Facilities Grant	\$11,125,026	\$782,513	\$0		\$0	\$0	\$0
Transit Alloc. Grants	\$1,783,276	\$2,217,481	\$1,889,612	\$1,967,212	\$1,967,212	\$1,967,212	\$1,967,212
Tri-County Grants	\$808,931	\$916,901	\$470,517		\$0	\$0	\$0
Everett Connector Grant	\$409,965	\$286,822	\$0		\$0	\$0	\$0
OTM Capital Grants			\$0		\$1,991,645	\$0	\$0
RM/STP/5311/5309/VIP Grants	\$148,500	\$11,256	\$6,100			\$0	\$0
RURAL MOB. P&R Grants	\$52,882		\$0		\$0	\$0	\$0
Other state Grants	\$8,450	\$1,800	\$600,000	\$1,200,000	\$1,050,000	\$900,000	\$450,000
Other Federal Grants	\$346,077		\$685,000	\$991,785	\$0	\$0	\$0
Facilities Bond	\$1,376,272	\$973,728	\$0	\$0		\$0	\$0
Interest/Misc.	\$1,828	\$1,307	\$1,528	\$1,528	\$1,528	\$1,528	\$1,528
Vanpool	\$513,623	\$526,685	\$571,548	\$551,457	\$551,457	\$551,457	\$551,457
Misc. Revenue	\$55,205	\$44,633	\$25,062	\$31,162	\$31,162	\$31,162	\$31,162
Sub-total	\$23,764,183	\$13,315,182	\$12,211,048	\$13,095,899	\$14,356,386	\$12,645,900	\$12,648,617
TOTAL Gen Fund + Revenue	\$24,048,151	\$13,438,079	\$12,350,648	\$13,375,867	\$14,852,811	\$12,995,258	\$13,075,930
OPERATING EXPENSES							
Administration	\$1,445,760	\$1,231,894	\$1,256,532	\$1,281,662	\$1,307,296	\$1,307,296	\$1,333,441
Admin & Planning	\$23,306	\$18,150	\$18,513	\$18,883	\$19,261	\$19,261	\$19,646
Maintenance	\$1,466,298	\$1,749,946	\$1,784,945	\$1,820,644	\$1,857,057	\$1,857,057	\$1,894,198
Customer Amenities	\$190,570	\$5,401	\$5,509	\$5,619	\$5,731	\$5,731	\$5,846
General Operations	\$5,285,849	\$4,929,753	\$4,295,412	\$4,381,320	\$4,563,434	\$4,892,482	\$5,091,304
Paratransit	\$1,084,568	\$1,057,754	\$1,078,909	\$1,587,991	\$1,619,751	\$1,619,751	\$1,652,146
Vanpool	\$427,623	\$448,701	\$457,675	\$466,828	\$476,165	\$476,165	\$485,688
Camano Operations	\$1,617,985	\$1,620,379	\$1,652,786	\$1,685,842	\$1,719,559	\$1,719,559	\$1,753,950
TOTAL OPER EXP	\$11,541,959	\$11,061,978	\$10,550,281	\$11,248,790	\$11,568,253	\$11,897,301	\$12,236,220
CAPITAL PROJECTS							
Vehicle Replacement	\$649,077	\$4,760	\$856,250	\$846,963	\$698,000	\$0	\$0
Added Serv. Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ITS Improvements	\$0	\$9,033	\$0	\$0	\$0	\$0	\$0
P&R and Passenger Imp.	\$35,884	\$324	\$0	\$0	\$0	\$0	\$0
Passenger Amenities			\$0	\$0	\$1,791,556	\$0	\$0
Misc. Capital Projects			\$0	\$363,046	\$0	\$0	\$0
Office Equipment/Software	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Camano Capital Veh./Equip.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Facilities Capital	\$13,655,688	\$955,267	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL CAP. ACQUIS.	\$14,340,649	\$969,384	\$856,250	\$1,210,009	\$2,489,556	\$0	\$0
DEBT SERVICE							
Total Revenue (+)	\$24,048,151	\$13,438,079	\$12,350,648	\$13,375,867	\$14,852,811	\$12,995,258	\$13,075,930
Operating Expenses (-)	\$11,541,959	\$11,061,978	\$10,550,281	\$11,248,790	\$11,568,253	\$11,897,301	\$12,236,220
Capital Projects (-)	\$14,340,649	\$969,384	\$856,250	\$1,210,009	\$2,489,556	\$0	\$0
Debt Service (-)	\$0	\$742,117	\$739,149	\$320,643	\$320,644	\$320,644	\$26,720
Inc. to Cap. Res. (-)	\$0	\$0	\$100,000	\$0	\$550,000	\$0	\$0
Inc. to Operating Res.(-)	\$0	\$525,000	\$0	\$450,000	\$0	\$775,000	\$775,000
Inc. to Facilities Res.(-)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Xfers From Cap. Reserve (+)	\$123,975	\$0	\$0	\$0	\$425,000	\$0	\$0
Xfers From Oper. Reserve (+)	\$1,455,846	\$0	\$175,000	\$350,000	\$0	\$425,000	\$275,000
Xfers From Fac.Reserve (+)	\$377,533	\$0	\$0	\$0	\$0	\$0	\$0
Retained Earnings			\$0	\$0	\$0	\$0	\$0
YEAR END GEN FUND BAL	\$122,897	\$139,600	\$279,969	\$496,425	\$349,358	\$427,313	\$312,990
DEDICATED CAPITAL REP. FUND							
Beg Cap. Rep Fund	\$123,975	\$0	\$0	\$100,000	\$100,000	\$225,000	\$225,000
Capital Repl. Fund (+)	\$0	\$0	\$100,000	\$0	\$550,000	\$0	\$0
Capital Purchase (-)	\$123,975	\$0	\$0	\$0	\$425,000	\$0	\$0
YEAR END CAP. REP FUND	\$0	\$0	\$100,000	\$100,000	\$225,000	\$225,000	\$225,000
DEDICATED FACILITIES REP. FUND							
Beg Facilities Fund	\$377,533	\$0	\$0	\$0	\$0	\$0	\$0
Capital Facil. Fund (+)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Purchase (-)	\$377,533	\$0	\$0	\$0	\$0	\$0	\$0
YEAR END FACILITIES FUND	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DEDICATED OPERATING RES FUND							
Beginning Oper Reserve	\$1,455,846	\$0	\$525,000	\$350,000	\$450,000	\$450,000	\$800,000
Annual Oper Reserve (+)	\$0	\$525,000	\$0	\$450,000	\$0	\$775,000	\$775,000
Xfer to General Fund (-)	\$1,455,846	\$0	\$175,000	\$350,000	\$0	\$425,000	\$275,000
YEAR END OPER RES	\$0	\$525,000	\$350,000	\$450,000	\$450,000	\$800,000	\$1,300,000
AVAIL OPERATING CASH	\$122,897	\$664,600	\$729,969	\$1,046,425	\$1,024,358	\$1,452,313	\$1,837,990

ISLAND TRANSIT
SECTION XVII: PROPOSED CHANGES 2013 - 2019

2013 ACTUALS	PRESERVATION	EXPANSION	ANNUAL TOTALS
SERVICES	NO CHANGE	NO CHANGE	
FACILITIES	NO CHANGE	\$13,655,688	
EQUIPMENT	\$649,077	\$35,884	\$14,340,649
2014	PRESERVATION	EXPANSION	
SERVICES	-\$1,690,742	NO CHANGE	
FACILITIES	NO CHANGE	\$964,624	
EQUIPMENT	\$4,760	NO CHANGE	-\$721,358
2015	PRESERVATION	EXPANSION	
SERVICES	NO CHANGE	\$450,000	
FACILITIES	NO CHANGE	NO CHANGE	
EQUIPMENT	\$856,250	NO CHANGE	\$1,306,250
2016	PRESERVATION	EXPANSION	
SERVICES	NO CHANGE	NO CHANGE	
FACILITIES	NO CHANGE	NO CHANGE	
EQUIPMENT	\$846,963	\$363,046	\$1,210,009
2017	PRESERVATION	EXPANSION	
SERVICES	NO CHANGE	NO CHANGE	
FACILITIES	NO CHANGE	NO CHANGE	
EQUIPMENT	\$2,489,556	NO CHANGE	\$2,489,556
2018	PRESERVATION	EXPANSION	
SERVICES	NO CHANGE	NO CHANGE	
FACILITIES	NO CHANGE	NO CHANGE	
EQUIPMENT	NO CHANGE	NO CHANGE	\$0
2019	PRESERVATION	EXPANSION	
SERVICES	NO CHANGE	NO CHANGE	
FACILITIES	NO CHANGE	NO CHANGE	
EQUIPMENT	NO CHANGE	NO CHANGE	\$0

**ISLAND TRANSIT
SIX-YEAR CAPITAL IMPROVEMENT PLAN
XVIII: CAPITAL/OPERATING BASE IMPROVEMENTS CHANGES
2013-2019**

ALL EXPANSION PROJECTS IN BOLD

F =FACILITIES
C =CAPITAL
O =OPERATING

OPERATING:

		TOTAL	GRANT	MATCH
2013 Actuals				
Rural Mobility Transit Formula: Sales Tax and Revenue Equity	O	\$3,208,697	\$1,554,332	\$1,654,365
Rural Mobility Transit Formula: Paratransit Special Needs (0% match)	O	\$392,369	\$285,185	\$107,183
Tri-County Connection (Direct State Allocation & OTM Reg. Mobility)	O	\$1,396,590	\$808,178	\$588,412
Skagit/Island Connector to Everett (Direct State Allocation & OTM Reg. Mobility)	O	\$588,020	\$395,289	\$192,731
		\$5,585,676	\$3,042,984	\$2,542,691
2014				
Rural Mobility Transit Formula: Sales Tax and Revenue Equity	O	\$1,875,601	\$1,875,601	\$0
Rural Mobility Transit Formula: Paratransit Special Needs (0% match)	O	\$341,880	\$341,880	\$0
Tri-County Connection (Direct State Allocation)	O	\$916,901	\$916,901	\$0
Skagit/Island Connector to Everett (OTM Grant, Everett Connector)		\$286,822	\$286,822	\$0
		\$3,421,204	\$3,421,204	\$0
2015				
Rural Mobility Transit Formula: Sales Tax and Revenue Equity	O	\$1,547,732	\$1,547,732	\$0
Rural Mobility Transit Formula: Paratransit Special Needs (0% match)	O	\$341,880	\$341,880	\$0
Other State Operating Special Grant		\$1,200,000	\$600,000	\$600,000
		\$3,089,612	\$2,489,612	\$600,000
2016				
Rural Mobility Transit Formula: Sales Tax and Revenue Equity	O	\$1,625,332	\$1,625,332	\$0
Rural Mobility Transit Formula: Paratransit Special Needs (0% match)	O	\$341,880	\$341,880	\$0
Other State Operating Special Grant	O	\$2,400,000	\$1,200,000	\$1,200,000
		\$4,367,212	\$3,167,212	\$1,200,000
2017				
Rural Mobility Transit Formula: Sales Tax and Revenue Equity	O	\$1,625,332	\$1,625,332	\$0
Rural Mobility Transit Formula: Paratransit Special Needs (0% match)	O	\$341,880	\$341,880	\$0
Tri-County Connection (Direct State Allocation)	O	\$2,100,000	\$1,050,000	\$1,050,000
		\$4,067,212	\$3,017,212	\$1,050,000
2018				
Rural Mobility Transit Formula: Sales Tax and Revenue Equity	O	\$1,625,332	\$1,625,332	\$0
Rural Mobility Transit Formula: Paratransit Special Needs (0% match)	O	\$341,880	\$341,880	\$0
Tri-County Connection (Direct State Allocation)	O	\$1,800,000	\$900,000	\$900,000
		\$3,767,212	\$2,867,212	\$900,000
2019				
Rural Mobility Transit Formula: Sales Tax and Revenue Equity	O	\$1,625,332	\$1,625,332	\$0
Rural Mobility Transit Formula: Paratransit Special Needs (0% match)	O	\$341,880	\$341,880	\$0
Tri-County Connection (Direct State Allocation)	O	\$900,000	\$450,000	\$450,000
		\$2,867,212	\$2,417,212	\$450,000
TOTAL OPERATING (2014 - 2019):		\$21,579,664	\$17,379,664	\$4,200,000
TOTAL ALL:		\$41,445,512	\$33,516,148	\$7,929,364

XIX CAPITAL IMPROVEMENT PROGRAM, 2013 - 2019

PRESERVATION

	2013	2014	2015	2016	2017	2018	2019
BASE IMPROVEMENTS							
PROPERTY PURCHASE							
DIAL-A-RIDE VEHICLES							
MISC CAPITAL PROJECTS							
OFFICE EQUIPMENT							
PASSENGER AMENITIES							
ADMIN SUPPORT VEHICLES							
TRANSIT REPLACEMENT BUSES	\$416,454	\$4,760	\$685,000	\$846,963	\$2,238,000		
ITS Improvements							
VANPOOL REPLACEMENT VEHICLES	\$232,623						
SUBTOTAL:	\$649,077	\$4,760	\$685,000	\$846,963	\$2,238,000	\$0	\$0

IMPROVEMENTS

BASE IMPROVEMENTS	\$13,655,688	\$955,267					
PROPERTY PURCHASE							
DIAL-A-RIDE VEHICLES							
MAINTENANCE EQUIPMENT							
OFFICE EQUIPMENT							
PASSENGER AMENITIES	\$35,884	\$324			\$251,556		
ADMIN SUPPORT VEHICLES							
TRANSIT EXPANSION BUSES							
SECURITY ENHANCEMENTS				\$363,046			
ITS Improvements		\$9,033	\$171,250				
VANPOOL EXPANSION VEHICLES							
SUBTOTAL:	\$13,691,572	\$964,624	\$171,250	\$363,046	\$251,556	\$0	\$0
TOTALS:	\$14,340,649	\$969,384	\$856,250	\$1,210,009	\$2,489,556	\$0	\$0

XX: OPERATING DATA, 2013 - 2019

	2013	2014	2015	2016	2017	2018	2019
FIXED ROUTES							
VEHICLE HOURS	43,364	37,711	25,176	25,679	26,193	26,717	27,251
VEHICLE REVENUE HOURS	62,828	54,637	36,476	37,206	37,950	38,709	39,483
VEHICLE MILES	1,363,280	1,146,993	838,290	855,056	872,157	889,600	907,392
VEHICLE REVENUE MILES	1,454,469	1,223,715	894,363	912,250	930,495	949,105	968,087
PASSENGER TRIPS	842,261	774,880	782,629	798,281	814,247	830,532	847,143
FATALITIES							
REPORTABLE INJURIES							
COLLISIONS							
DIESEL FUEL CONSUMED	543,325	457,126	334,095	340,776	347,592	354,544	361,635
GASOLINE FUEL CONSUMED	33,703	28,356	20,724	21,139	21,561	21,993	22,432
ROUTE DEVIATED							
VEHICLE HOURS	16,244	16,244	16,244	16,569	16,900	17,238	17,583
VEHICLE REVENUE HOURS	26,465	26,465	26,465	26,995	27,535	28,085	28,647
VEHICLE MILES	392,244	392,244	392,244	400,089	408,091	416,252	424,578
VEHICLE REVENUE MILES	464,882	464,882	464,882	474,180	483,663	493,336	503,203
PASSENGER TRIPS	279,544	257,180	257,180	259,752	262,350	264,973	267,623
FATALITIES							
REPORTABLE INJURIES							
COLLISIONS							
DIESEL FUEL CONSUMED	393,443	393,443	393,443	401,311	409,338	417,524	425,875
GASOLINE FUEL CONSUMED	24,405	24,405	24,405	24,894	25,391	25,899	26,417
DIAL-A-RIDE (PARA)							
VEHICLE HOURS	30,149	29,214	27,345	32,814	39,377	47,252	56,703
VEHICLE REVENUE HOURS	32,260	31,260	29,260	35,112	42,135	50,562	60,674
VEHICLE MILES	391,338	329,759	372,864	447,437	536,924	644,309	773,171
VEHICLE REVENUE MILES	482,981	406,981	460,181	552,217	662,661	795,193	954,231
PASSENGER TRIPS	61,433	56,518	67,822	81,386	97,664	117,196	140,636
FATALITIES							
REPORTABLE INJURIES							
COLLISIONS							
DIESEL FUEL CONSUMED	17,977	15,149	17,129	20,554	24,665	29,598	35,518
GASOLINE FUEL CONSUMED	141,688	119,392	134,999	161,999	194,399	233,279	279,935
VANPOOLS							
VEHICLE MILES	1,168,795	1,180,483	1,192,288	1,204,211	1,216,253	1,228,415	1,240,699
VEHICLE REVENUE MILES	1,159,567	1,171,163	1,182,874	1,194,703	1,206,650	1,218,717	1,230,904
PASSENGER TRIPS	225,070	227,321	229,594	231,890	234,209	236,551	238,917
FATALITIES							
REPORTABLE INJURIES							
COLLISIONS							
GASOLINE FUEL CONSUMED	252,620	255,146	257,698	260,275	262,877	265,506	268,161

SECTION XX: OPERATING REVENUES & EXPENDITURES

2013 - 2019

		2013			
	GENERAL FUND	OPERATING RESERVE	CAPITAL REPL. FUND	FACILITIES RESERVE	TOTAL
BEGINNING BALANCE	\$283,968	\$1,455,846	\$123,975	\$377,533	\$2,241,322
REVENUES:					
Sales Tax	\$7,003,607				\$7,003,607
Interest	\$1,828				\$1,828
Operating Grants	\$3,010,622				\$3,010,622
Transit Operating Distribution	\$130,540				\$130,540
Vanpool	\$513,623				\$513,623
Miscellaneous Revenue	\$55,205				\$55,205
Bond Proceeds	\$1,376,272				\$1,376,272
Contribution FROM Accounts	\$1,957,354	\$0	\$0	\$0	\$1,957,354
TOTAL AVAILABLE	\$14,333,019	\$1,455,846	\$123,975	\$377,533	\$16,290,373
OPERATING EXPENSE:					
Vanpool P&M	\$427,623				\$427,623
Vanpool Sys Exp					\$0
Fixed Route P&M	\$6,820,242				\$6,820,242
Fixed Route Sys Expand					\$0
Paratransit ADA P&M	\$1,084,568				\$1,084,568
Paratransit ADA Sys Expand					\$0
Route Deviation P&M	\$3,209,526				\$3,209,526
Route Deviation Sys Expand					\$0
Contribution to Accounts	\$0	\$1,455,846	\$123,975	\$377,533	\$1,957,354
TOTAL EXPENSE	\$11,541,959	\$1,455,846	\$123,975	\$377,533	\$13,499,313
NET CASH AVAILABLE	\$2,791,060	\$2,911,692	\$247,950	\$755,066	\$2,791,060
CAPITAL REVENUE:					
CAPITAL GRANTS	\$11,672,485				\$11,672,485
TOTAL CAPITAL REVENUE	\$11,672,485	\$0	\$0	\$0	\$11,672,485
CAPITAL OBLIGATIONS:					
SYSTEM P&M					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles	\$416,454				\$416,454
Vanpool Replacement Vans	\$232,623				\$232,623
Support Vehicles					\$0
Intelligent Transp. Sys (ITS)					\$0
SYSTEM EXPANSION					
Base Improvements	\$13,655,688				\$13,655,688
Dial-A-Ride Vehicles					\$0
Support Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities	\$35,884				\$35,884
Transit Buses/Exp. Vehicles					\$0
SECURITY ENHANCEMENTS					
Vanpool Vans					\$0
ITS					\$0
TOTAL CAPITAL OBLIGATIONS	\$14,340,649	\$0	\$0	\$0	\$14,340,649
ENDING ACCOUNT BALANCE 12/31	\$122,896	\$0	\$0	\$0	\$122,896

2013 - 2019

2014

	GENERAL FUND	OPERATING RESERVE	CAPITAL REPL. FUND	FACILITIES RESERVE	TOTAL
BEGINNING BALANCE	\$122,896	\$0	\$0	\$0	\$122,896
REVENUES:					
Sales Tax	\$7,412,541				\$7,412,541
Interest	\$1,307				\$1,307
Operating Grants	\$3,421,204				\$3,421,204
Transit Operating Distribution	\$139,515				\$139,515
Vanpool	\$526,685				\$526,685
Miscellaneous Revenue	\$44,633				\$44,633
Bond Proceeds	\$973,729				\$973,729
Contribution FROM Accounts	\$0	\$525,000	\$0	\$0	\$525,000
TOTAL AVAILABLE	\$12,642,510	\$525,000	\$0	\$0	\$13,167,510
OPERATING EXPENSE:					
Vanpool P&M	\$448,400				\$448,400
Vanpool Sys Exp					\$0
Fixed Route P&M	\$7,002,600				\$7,002,600
Fixed Route Sys Expand					\$0
Paratransit ADA P&M	\$1,057,754				\$1,057,754
Paratransit ADA Sys Expand					\$0
Route Deviation P&M	\$3,295,341				\$3,295,341
Route Deviation Sys Expand					\$0
Contribution to Accounts	\$525,000	\$0	\$0	\$0	\$525,000
TOTAL EXPENSE	\$12,329,095	\$0	\$0	\$0	\$12,329,095
NET CASH AVAILABLE	\$313,415	\$525,000	\$0	\$0	\$838,415
CAPITAL REVENUE:					
CAPITAL GRANTS	\$795,569				\$795,569
TOTAL CAPITAL REVENUE	\$795,569	\$0	\$0	\$0	\$795,569
CAPITAL OBLIGATIONS:					
SYSTEM P&M					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles	\$4,760				\$4,760
Vanpool Exp/Rep Vans					\$0
Support Vehicles					\$0
Intelligent Transp. Sys (ITS)					\$0
Misc Capital Projects					
SYSTEM EXPANSION					
Base Improvements	\$955,267				\$955,267
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities	\$324				\$324
Transit Buses/Rep. Vehicles					\$0
Vanpool Vans					\$0
ITS	\$9,033				\$9,033
TOTAL CAPITAL OBLIGATIONS	\$969,384	\$0	\$0	\$0	\$969,384
ENDING ACCOUNT BALANCE 12/31	\$139,600	\$525,000	\$0	\$0	\$664,600

2013 - 2019

2015

	GENERAL FUND	OPERATING RESERVE	CAPITAL REPL. FUND	FACILITIES RESERVE	TOTAL
BEGINNING BALANCE	\$139,600	\$525,000	\$0	\$0	\$664,600
REVENUES:					
Sales Tax	\$7,821,475				\$7,821,475
Interest	\$1,528				\$1,528
Operating Grants	\$2,960,129				\$2,960,129
Transit Operating Distribution	\$140,206				\$140,206
Vanpool	\$571,548				\$571,548
Miscellaneous Revenue	\$31,162				\$31,162
Contribution FROM Accounts	\$175,000		\$100,000	\$0	\$275,000
TOTAL AVAILABLE	\$11,840,648	\$525,000	\$100,000	\$0	\$12,465,648
OPERATING EXPENSE:					
Vanpool P&M	\$457,368				\$457,368
Vanpool Sys Exp					\$0
Fixed Route P&M	\$6,632,144				\$6,632,144
Fixed Route Sys Expand					\$0
Paratransit ADA P&M	\$1,078,908				\$1,078,908
Paratransit ADA Sys Expand					\$0
Route Deviation P&M	\$3,121,009				\$3,121,009
Route Deviation Sys Expand	\$0				\$0
Contribution to Accounts	\$100,000	\$175,000		\$0	\$275,000
TOTAL EXPENSE	\$11,389,429	\$175,000	\$0	\$0	\$11,564,429
NET CASH AVAILABLE	\$451,219	\$350,000	\$100,000	\$0	\$901,219
CAPITAL REVENUE:					
CAPITAL GRANTS	\$685,000				\$685,000
TOTAL CAPITAL REVENUE	\$685,000	\$0	\$0	\$0	\$685,000
CAPITAL OBLIGATIONS:					
SYSTEM P&M					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Misc Capital Projects					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles	\$856,250				\$856,250
Vanpool Replacement Vans					\$0
Support Vehicles					\$0
Intelligent Transp. Sys (ITS)					\$0
SYSTEM EXPANSION					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles					\$0
Vanpool Vans					\$0
ITS					\$0
TOTAL CAPITAL OBLIGATIONS	\$856,250	\$0	\$0	\$0	\$856,250
ENDING ACCOUNT BALANCE 12/31	\$279,969	\$350,000	\$100,000	\$0	\$729,969

SECTION XV: OPERATING REVENUES & EXPENDITURES

2013 - 2019

	2016				
	GENERAL FUND	OPERATING RESERVE	CAPITAL REPL. FUND	FACILITIES RESERVE	TOTAL
BEGINNING BALANCE	\$279,969	\$350,000	\$100,000	\$0	\$729,969
REVENUES:					
Sales Tax	\$8,212,549				\$8,212,549
Interest	\$1,528				\$1,528
Operating Grants	\$3,167,212				\$3,167,212
Transit Operating Distribution	\$140,206				\$140,206
Vanpool	\$551,457				\$551,457
Miscellaneous Revenue	\$31,161				\$31,161
Contribution FROM Accounts	\$350,000	\$450,000			
TOTAL AVAILABLE	\$12,734,082	\$800,000	\$100,000	\$0	\$12,834,082
OPERATING EXPENSE:					
Vanpool P&M	\$466,828				\$466,828
Vanpool Sys Exp					\$0
Fixed Route P&M	\$6,469,938				\$6,469,938
Fixed Route Sys Expand					\$0
Paratransit ADA P&M	\$1,587,991				\$1,587,991
Paratransit ADA Sys Expand					\$0
Route Deviation P&M	\$3,044,676				\$3,044,676
Route Deviation Sys Expand					\$0
Contribution to Accounts	\$450,000	\$350,000			\$800,000
TOTAL EXPENSE	\$12,019,433	\$350,000	\$0	\$0	\$12,369,433
NET CASH AVAILABLE	\$714,649	\$450,000	\$100,000	\$0	\$464,649
CAPITAL REVENUE:					
CAPITAL GRANTS	\$991,785				\$991,785
TOTAL CAPITAL REVENUE	\$991,785	\$0	\$0	\$0	\$991,785
CAPITAL OBLIGATIONS:					
SYSTEM P&M					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Misc Capital Projects					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles	\$846,963				\$846,963
Vanpool Replacement Vans					\$0
Support Vehicles					\$0
Intelligent Transp. Sys (ITS)					\$0
SYSTEM EXPANSION					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Security Enhancements	\$363,046				\$363,046
Transit Buses/Rep. Vehicles					\$0
Vanpool Vans					\$0
ITS					\$0
TOTAL CAPITAL OBLIGATIONS	\$1,210,009	\$0	\$0	\$0	\$1,210,009
ENDING ACCOUNT BALANCE 12/31	\$496,425	\$450,000	\$100,000	\$0	\$246,425

SECTION XV: OPERATING REVENUES & EXPENDITURES

2013-2019

	2017				
	GENERAL FUND	OPERATING RESERVE	CAPITAL REPL. FUND	FACILITIES RESERVE	TOTAL
BEGINNING BALANCE	\$496,425	\$450,000	\$100,000	\$0	\$246,425
REVENUES:					
Sales Tax	\$8,623,176				\$8,623,176
Transit Operating Distribution	\$140,206				\$140,206
Interest	\$1,528				\$1,528
Operating Grants	\$3,017,212				\$3,017,212
Vanpool	\$551,457				\$551,457
Miscellaneous Revenue	\$31,162				\$31,162
Contribution FROM Accounts	\$425,000		\$550,000		\$550,000
TOTAL AVAILABLE	\$13,286,166	\$450,000	\$650,000	\$0	\$13,161,166
OPERATING EXPENSE:					
Vanpool P&M	\$476,165				\$476,165
Vanpool Sys Exp					\$0
Fixed Route P&M	\$6,659,227				\$6,659,227
Fixed Route Sys Expand					\$0
Paratransit ADA P&M	\$1,619,751				\$1,619,751
Paratransit ADA Sys Expand					\$0
Route Deviation P&M	\$3,133,754				\$3,133,754
Route Deviation Sys Expand					\$0
Contribution to Accounts	\$550,000		\$425,000		\$425,000
TOTAL EXPENSE	\$12,438,897	\$0	\$425,000	\$0	\$12,313,897
NET CASH AVAILABLE	\$847,269	\$450,000	\$225,000	\$0	\$847,269
CAPITAL REVENUE:					
CAPITAL GRANTS	\$1,991,645				\$1,991,645
TOTAL CAPITAL REVENUE	\$1,991,645	\$0	\$0	\$0	\$1,991,645
CAPITAL OBLIGATIONS:					
SYSTEM P&M					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Misc Capital Projects					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles	\$2,238,000				\$2,238,000
Support Vehicles					\$0
Vanpool Replacement Vans					\$0
Intelligent Transp. Sys (ITS)					\$0
SYSTEM EXPANSION					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities	\$251,556				\$251,556
Transit Buses/Rep. Vehicles					\$0
Vanpool Vans					\$0
ITS					\$0
TOTAL CAPITAL OBLIGATIONS	\$2,489,556	\$0	\$0	\$0	\$2,489,556
ENDING ACCOUNT BALANCE 12/31	\$349,358	\$450,000	\$225,000	\$0	\$349,358

SECTION XV: OPERATING REVENUES & EXPENDITURES

2013-2019

	2018				
	GENERAL FUND	OPERATING RESERVE	CAPITAL REPL. FUND	FACILITIES RESERVE	TOTAL
BEGINNING BALANCE	\$349,358	\$450,000	\$225,000	\$0	\$349,358
REVENUES:					
Sales Tax	\$9,054,335				\$9,054,335
Interest	\$1,528				\$1,528
Operating Grants	\$2,867,212				\$2,867,212
Transit Operating Distribution	\$140,206				\$140,206
Vanpool	\$551,457				\$551,457
Miscellaneous Revenue	\$31,162				\$31,162
Contribution FROM Accounts	\$425,000	\$775,000			\$1,200,000
TOTAL AVAILABLE	\$13,420,258	\$1,225,000	\$225,000	\$0	\$14,195,258
OPERATING EXPENSE:					
Vanpool P&M	\$476,165				\$476,165
Vanpool Sys Exp					\$0
Fixed Route P&M	\$6,882,980				\$6,882,980
Fixed Route Sys Expand					\$0
Paratransit ADA P&M	\$1,619,751				\$1,619,751
Paratransit ADA Sys Expand					\$0
Route Deviation P&M	\$3,239,049				\$3,239,049
Route Deviation Sys Expand					\$0
Contribution to Accounts	\$775,000	\$425,000			\$1,200,000
TOTAL EXPENSE	\$12,992,945	\$425,000	\$0	\$0	\$13,417,945
NET CASH AVAILABLE	\$427,313	\$800,000	\$225,000	\$0	\$777,313
CAPITAL REVENUE:					
CAPITAL GRANTS					\$0
TOTAL CAPITAL REVENUE	\$0	\$0	\$0	\$0	\$0
CAPITAL OBLIGATIONS:					
SYSTEM P&M					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Misc Capital Projects					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles					\$0
Vanpool Replacement Vans					\$0
Support Vehicles					\$0
Intelligent Transp. Sys (ITS)					\$0
SYSTEM EXPANSION					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles					\$0
Vanpool Vans					\$0
ITS					\$0
TOTAL CAPITAL OBLIGATIONS	\$0	\$0	\$0	\$0	\$0
ENDING ACCOUNT BALANCE 12/31	\$427,313	\$800,000	\$225,000	\$0	\$777,313

SECTION XV: OPERATING REVENUES & EXPENDITURES

2013-2019

	2019				
	GENERAL FUND	OPERATING RESERVE	CAPITAL REPL. FUND	FACILITIES RESERVE	TOTAL
BEGINNING BALANCE	\$427,313	\$800,000	\$225,000	\$0	\$1,452,313
REVENUES:					
Sales Tax	\$9,507,052				\$9,507,052
Interest	\$1,528				\$1,528
Operating Grants	\$2,417,212				\$2,417,212
Transit Operating Distribution	\$140,206				\$140,206
Vanpool	\$551,457				\$551,457
Miscellaneous Revenue	\$31,162				\$31,162
Contribution FROM Accounts	\$275,000	\$775,000			\$1,050,000
TOTAL AVAILABLE	\$13,350,930	\$1,575,000	\$225,000	\$0	\$15,150,930
OPERATING EXPENSE:					
Vanpool P&M	\$485,688				\$485,688
Vanpool Sys Exp					\$0
Fixed Route P&M	\$6,885,072				\$6,885,072
Fixed Route Sys Expand					\$0
Paratransit ADA P&M	\$1,652,146				\$1,652,146
Paratransit ADA Sys Expand					\$0
Route Deviation P&M	\$3,240,034				\$3,240,034
Route Deviation Sys Expand					\$0
Contribution to Accounts	\$775,000	\$275,000			\$1,050,000
TOTAL EXPENSE	\$13,037,940	\$275,000	\$0	\$0	\$13,312,940
NET CASH AVAILABLE	\$312,990	\$1,300,000	\$225,000	\$0	\$1,837,990
CAPITAL REVENUE:					
CAPITAL GRANTS					\$0
TOTAL CAPITAL REVENUE	\$0	\$0	\$0	\$0	\$0
CAPITAL OBLIGATIONS:					
SYSTEM P&M					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Misc Capital Projects					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles					\$0
Vanpool Replacement Vans					\$0
Support Vehicles					\$0
Intelligent Transp. Sys (ITS)					\$0
SYSTEM EXPANSION					
Base Improvements					\$0
Dial-A-Ride Vehicles					\$0
Maintenance Equipment					\$0
Office Equipment					\$0
Passenger Amenities					\$0
Transit Buses/Rep. Vehicles					\$0
Vanpool Vans					\$0
ITS					\$0
TOTAL CAPITAL OBLIGATIONS	\$0	\$0	\$0	\$0	\$0
ENDING ACCOUNT BALANCE 12/31	\$312,990	\$1,300,000	\$225,000	\$0	\$1,837,990

ISLAND TRANSIT 2014 TDP
Future Service and Capital Projects

Service Reinstatement:

Saturday Service	\$276,180
Weekday Service TBD by public input	\$232,885

Service Expansion:

Route 18 Langley Circular	\$677,143
Route 17 Langley/Clinton via Wilkinson Road	\$697,439
Route 16 Central - Langley to Freeland via Goss Lake	\$718,365
Route 3 North - Extended to Monkey Hill Road via Jones Road	\$521,641
Route 15 Central – Houston Road to Freeland	\$739,921
Route 60 North – Oak Harbor Bay Run	\$381,875
Feasibility Study of System-wide Sunday Service	\$10,000
Sunday Service	\$276,180

Capital Projects to be added when funding allows:

Transit Parks as identified in the Island Transit Comprehensive Strategic Plan for Transit Parks & Pedestrian Facilities (Appendix A)	\$10,963,000
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Island Transit



ISLAND TRANSIT MISSION STATEMENT

The mission of Island Transit is to provide a package of ride-sharing services which emphasizes rider use, safety, and satisfaction, and results in increased mobility opportunities, less dependence on the automobile, decreased traffic congestion, and improved air quality for all people in the service area, riders and non-riders alike.

Transit and our Community

A Healthy Partnership!

An Investment in Transit is an Investment in Our Environmental Health and Supports a Sustainable Community! The 9/10ths of 1% in local sales tax that supports Island Transit services benefits our local economy via the purchase of local goods and services.



Island Transit Services
Safe & Efficient Transportation
Fixed Route Service
Paratransit Service
Route Deviation Service
Vanpool Program
Ride Matching Program
Bike & Ride Program

OUR COMMUNITY

Island Transit provides daily service that is safe, efficient, convenient, and a vital component of our communities. Island Transit's customers help make our communities better places to live. By sharing the ride, they lessen congestion on the roads, cut air pollution and contribute to a stronger sense of community. And when customers ride public transit they are going to their jobs, to shop, to further their educations or to use health services, all contributing to a prosperous community.



Island Transit

HISTORY AT A GLANCE

1983	<ul style="list-style-type: none"> Island Transit established as a Public Municipal Corporation per RCW 36.57A. Early in 1983 boundaries of the PTBA drawn to exclude the northern precincts of Whidbey Island and all of Camano Island. November 8 - Voters of revised PTBA approve a 3/10ths of 1% sales & use tax to fund Island Transit services. MVET funds now returned to Island County to enhance and further support Island Transit services.
1985	<ul style="list-style-type: none"> Suit filed by with the WA State Superior Court challenging the PTBA's procedures in revising the boundaries of the PTBA and the sales tax vote. May 24 – Superior Court upheld the PTBA's procedures and thus the sales tax vote.
1986	<ul style="list-style-type: none"> July 10 – WA State Supreme Court unanimously upholds the Superior Courts decision (Fakkema vs. Transportation Benefit Area, 106Wn.2d.347). September – PTBA begins collecting the sales tax authorized by the vote in November 1983.
1987	<ul style="list-style-type: none"> December 1 - Begin Fixed Route service. 161 riders the first day! December 2 – 227 riders. December 3 – 249 riders. December 4 – 326 riders. December 5 – 486 riders. By the 19th week of 1987, Island Transit carried 70,026 riders! August 19 – Delivery of Island Transit's first five 30' Gillig buses.
1988	<ul style="list-style-type: none"> January – Vanpool program begins with two vans. April 4 – All buses parked at the “new” Bus Barn. May 16 – Route changes on South Whidbey to regularly scheduled hourly service throughout the day. May 17 – Community Open House held at Bus Barn. November 12 – First wedding held on an Island Transit bus.
1990	<ul style="list-style-type: none"> July 2 – WSF dedicated first transit-only lane at the Clinton dock; first day of new express run from Coupeville to Clinton ferry dock; WSDOT opened 200 car park & ride in Clinton.
1991	<ul style="list-style-type: none"> March – paving and drainage completed at the Bus Barn. December 1 – first day of Specialized Paratransit Service.
1992	<ul style="list-style-type: none"> March 16 – First transit system in WA State to be in full compliance with all aspects of the American with Disabilities Act. May – Awarded the Elizabeth H. Dole Silver Award, a national safety award and the highest honor awarded by APTA. Only five transit systems in North America had received the award. September 15, 1992 – Held an election to propose annexation of the north end of Whidbey Island into the Public Transportation Benefit Area. The qualified voters within the proposed annexed area voted in favor of a proposition to authorize the Island County Public Transportation Benefit Area Corporation to include them within its boundaries.

1993	<ul style="list-style-type: none"> March 22 - Begin North Whidbey Fixed Route service.
1994	<ul style="list-style-type: none"> Jan 1 - Awarded Rural Mobility Grant for Camano Island Demonstration Project (Jan 1 – Jun 30). Awarded Rural Mobility Grant for 2 additional mid-size buses for future Feeder Route service on Whidbey.
1995	<ul style="list-style-type: none"> May - Camano Island Annexation: 5/16/95 - Camano Island Annexation Certification: 5/25/95. Awarded Federal ISTEA / STP Grant for design, land acquisition & construction of Harbor Station in Oak Harbor.
1996	<ul style="list-style-type: none"> February 12 - Begin Whidbey Island Rural Feeder Route service. December 20 - Harbor Station Dedication Ceremony.
1997	<ul style="list-style-type: none"> January - Purchased 3.5 acres adjacent to Whidbey Coupeville facility to accommodate facilities growth / expansion. Spring - Paved additional visitor / employee parking areas; office space expansion. July 21 - Extensive Whidbey Island service expansion.
1998	<ul style="list-style-type: none"> February - Expanded commuter service with second buses for regular AM overload on Whidbey to Clinton / Mukilteo ferry. March - Successful opening of Oak Harbor Police Dept Bicycle Patrol office at Harbor Station. 8/31 - Camano Island service expands into Stanwood; service doubled, every two hours to hourly. August 31 - "Tri-Transit" coordination service connection in Stanwood between Island, Skagit and Community Transits. November 9 - New Commuter Service Connection with 4:40 AM Clinton / Mukilteo ferry. Awarded Local STP Grant for purchase of 8 Vanpool vans, program expansion (direct purchase of 3)
1999	<ul style="list-style-type: none"> Vanpool Program expanded from two vans in 1988 to 40 vans in the fleet in 1999. Awarded local STP Grant for purchase of 16 Vanpool vans; direct purchase of 3 vans. June 7 - SKAT Partnership Connection to Mt. Vernon realized. October -5311 Federal Grant award to purchase 6 additional mid-size buses (4 though grant; 2 direct). November 2 - Voters approve I-695, eliminating MVET funding supporting Island Transit services, effective January 2000. December 11 - Due to funding losses, the Oak Harbor to Mount Vernon Route 11 SKAT service partnership cancelled. December 11 - Due to funding losses, all Saturday service on Whidbey Island cancelled.
2000	<ul style="list-style-type: none"> May 16 - Island County voters approve 3/10 of 1% additional sales tax revenue for Island Transit, bringing total to 6/10 of 1%. July 26 - Federal 5309 Grant awarded for three 35' replacement buses. August 12 - Modified Saturday service reinstated. October - Additional sales tax collection of 3/10ths of 1% (for a total of 6/10ths of 1%) begins. December - Island Transit begins receiving additional voter-approved sales tax.
	<ul style="list-style-type: none"> March 14 - Local STP Grant awarded for ten Vanpool vans.

2001	<ul style="list-style-type: none"> June 12 - Federal 5309 Grant awarded for five 25' replacement buses. June 26 - Awarded two-year WA State Rural Mobility Grant to reinstate the Island Transit / Skagit County Route 11 Connection from Oak Harbor to Mt. Vernon. Service reinstated July 1, 2001 through June 30, 2003. October - Awarded FTA Section 5313 Planning Grant for future Island Transit Whidbey Base Expansion in Coupeville.
2001	<ul style="list-style-type: none"> Nov 30 - Federal 5309 Grant award for two 35' replacement buses and three 26' replacement buses.
2002	<ul style="list-style-type: none"> September: State RTAP Grant for Island Transit System Navigational Guide & Schedules. October: State / Federal 2003 – 2005 grant for 8 new mid-size expansion / preservation buses.
2003	<ul style="list-style-type: none"> May - Island Transit conducts first Community Vehicle Surplus Program. June – Receive State Rural Mobility grant for a new Water Recycling Unit. June – Receive State Rural Mobility grant for new shop truck, trailer & equipped service body. State Rural Mobility Grant (\$190,165) for two-year Deviated service expansion. State Rural Mobility Grant (\$926,449) for one-year Fixed Route operating expenses.
2004	<ul style="list-style-type: none"> State Rural Mobility Grant for eight mid-size buses. 5309 Federal Grant for 15 Vanpool Vans. State Rural Mobility Grant (\$986,564) for one-year Fixed Route operating expenses. Federal Grant Award for Island Transit's Whidbey and Camano Operations Base Facilities Project, \$1,053,813. October 14 – Camano Island Terry's Corner P&R Lot Dedication and additional commuter service connection in Stanwood with Community Transit.
2005	<ul style="list-style-type: none"> Jan - Fed Section 115 Grant for Whidbey & Camano Operations Base Facilities Project: \$1.8 Million. January - Island County RTPPO grant for \$156,162: Island Transit Bicycle & Pedestrian Safety Program: 3-bike capacity racks on buses; solar-powered shelter lighting and call stop beacons. April - WA State Legislature 2005 Budget allocates \$2.5 M to Island Transit for P&R lots in Island County: Noble Creek - Langley, Prairie Station - Coupeville, Selma Farmer – Freeland, Race Road and SR 525, Elger Bay – Camano Island, Smith Landing - Coupeville. April & September 6 - WA State Legislature (Rural Mobility) allocates \$2M for two years to Island, Skagit & Whatcom Transits for "County Connector." Island Transit portion: \$1,304,782. Island Transit direct service from Harbor Station in Oak Harbor, and Terry's Corner on Camano, to Skagit Multi-Modal Station in Mt. Vernon. Dedication ceremony September 6, 2005 (Route 411W). September 6 - New Whidbey Routes: Route 5, South End: Honeymoon Bay, East Harbor & Saratoga, Route 10, and new Oak Harbor City Shuttle (Route 9). Sept - Island County RTPPO grant (\$25,000) for beautification of Bayview Park & Ride Lot in Langley. 5309 Federal Grant (\$88,711) for two ADA-accessible support vehicles. 5309 Federal Grant (\$893,519) for four medium-sized buses. 5309 Federal Grant (\$300,000) for fifteen Vanpool vans. VIP Grant (\$104,911) for five Vanpool vans. Rural Mobility grant (\$16,737) for five bus shelters.

<p>2006</p>	<ul style="list-style-type: none"> • Acquired an additional 7.5 acres of property adjacent to the Whidbey Operations Base Facility as the result of a joint partnership between Island Transit, NAS Whidbey, Plum Creek Timber and Whidbey Camano Land Trust. • Begin “Everett Connector” Partnership between Island, Skagit, Everett & Community Transit agencies, with direct service between Camano Island, Mt. Vernon and Everett (Route 412C).
<p>2006</p>	<ul style="list-style-type: none"> • Continue to install bus bike racks, bike parking racks, solar shelter lighting and solar call beacons at rural bus stops. County-wide shelter beautification project begins, working with native plantings and local artwork. • Increased service by 43% during 2005-2007.
<p>2007</p>	<ul style="list-style-type: none"> • Completed the beautification of the Bayview Park & Ride lot at Bayview Road and SR 525, with tremendous support from local artists, plant stewards and community members. • Conducted workshops throughout 2007 with our Citizens Advisory Committee, local social service agencies, senior centers and the public to obtain feedback and input for the Island / Skagit Coordinated Public Transit Human Services Transportation Plan, as required by Federal SAFETEA –LU legislation. • Moving forward with the development of Park & Ride lots in Coupeville, Langley and Freeland. The “Noble” Park & Ride lot in Langley is being developed in a cooperative between Island Transit, South Whidbey Fire District 3, and the City of Langley. Construction is expected to begin in 2008. • Completion of the new Camano Operations Base Satellite Facility. Open House and Dedication Ceremony on November 27, 2007. • Final Design Process continuing on our new Whidbey Operations Base Facility. Progress will be halted unless additional funds are secured. • Received five replacement mid-size buses with FTA grant.
<p>2008</p>	<ul style="list-style-type: none"> • Published RFP for replacing 10 mid-size buses with FTA grant. • Replaced 20 vanpool vans with FTA grant. • Moving forward with the development of Transit Parks (park & rides) in Coupeville, Langley and Freeland. • Final Design Process continuing on our new Whidbey Operations Base Facility. Progress will be halted unless additional funds are secured. • Installed a new auto-start generator to support the existing Administration building at the Whidbey facility during the frequent power outages we experience.
<p>2009</p>	<ul style="list-style-type: none"> • Received funding through ARRA for four replacement 40’ large buses (originally submitted through Rural Mobility Consolidated grant program). • Received funding through ARRA for two replacement mid-size cutaways (originally submitted to Rural Mobility Consolidated grant program). Also directly purchased 3 mid-size cutaways with Island Transit funds. • Received funding through ARRA for four 7-8 passenger vans (originally submitted to Rural Mobility Consolidated grant program). • Received funding through ARRA for MDT/AVL equipment (originally submitted to Rural Mobility Consolidated grant program). • Moving forward with the development of Transit Parks (Park & Rides) in Coupeville, Langley and Freeland. The Noble Transit Park in Langley is complete, and local artists will design the bus shelters. The Transit Park in Coupeville (Prairie Station) has broken ground. The Freeland Transit Park is in the planning phase. A search is being conducted for additional properties in Central and North Whidbey for potential Transit Parks. • The Final Design Process for our new Whidbey Main Operations Base Facilities project is in the final stages. • Received funding from WA State Office of Transportation Mobility (OTM) Rural Mobility grant to continue highly successful Everett Connector until June 30, 2011.

2009	<ul style="list-style-type: none"> Received funding from Paratransit/Special Needs Transit Formula Funds to continue Route 10. August 18 – Island County voters approve the retail sales and use tax increase of 3/10's of 1 percent to maintain current levels of service, bringing the total sales tax revenue to 9/10's of 1 percent, the maximum allowed by State law. Submitted a \$22.4 Million funding request through the ARRA TIGER program for our Whidbey Main Operations Base Facilities project. We were not successful. Submitted a \$6,346,948 funding request through the ARRA TIGGER program for ten replacement heavy-duty, 35-40' hybrid buses. Submitted a \$22.4 Million funding request through the federal authorization High Priority Projects (HPP), as well as submitted a request for \$8.6 Million for a phased approach to construct our Whidbey Main Operations Base Facilities project. We were not successful. Submitted a funding request for \$7.1 Million for FY10 Appropriations for a phased (1 of 3) approach to construct our Whidbey Main Operations Base Facilities project. We were not successful.
2010	<ul style="list-style-type: none"> Moving forward with the development of Transit Parks (Park & Rides) in Coupeville, Langley and Freeland. The Noble Transit Park in Langley completed, and local artists designed and built bus and bike shelters. Prairie Station Transit Park, Coupeville, is under construction. The Selma Farmer Transit Park, Freeland, is in the planning phase. We continue to search for additional properties in Central and North Whidbey for potential Transit Parks. The Final Design Process for our new Whidbey Main Operations Base Facilities project is in the final stages. Work with citizen groups, social services agencies, senior centers and the joint Skagit Island RTPO to review, update, and finalize the Island and Skagit Counties Coordinated Public Transit Human Services Transportation Plan for 2011-2015. Submitted \$10,752,000 phased approach (1 of 2) funding requests for FY11 Appropriations for Whidbey Main Operations Base Facilities project. We were not successful. Submitted \$823,433 funding request for FY11 Appropriations for 5 replacement mid-size hybrid buses. We were not successful. Submitted two requests for funding our Whidbey Main Operations Base Facilities project; one for \$22.4 Million, and one for \$10,752,000, through the federal Livability Bus program. We were not successful. WSDOT submitted a funding request on our behalf through the Clean Fuels/Bus & Bus Facilities grant program. WSDOT requested \$10,752,000 for our Whidbey Main Operations Base Facilities project, and \$1,034,137 for 5 replacement mid-size hybrid buses and 5 hybrid retrofit units for 5 of our existing mid-size diesel buses. We were not successful. Received Vanpool Investment Program grant to purchase 18 replacement Vanpool vans. Submitted TIGGER 2 funding request in the amount of \$5,923,413 TIGGER 2 for ten 35-40' heavy-duty diesel-electric hybrid buses. We were not successful. Submitted TIGER 2 funding request in the amount of \$17,920,000 for our Whidbey Main Operations Base Facilities project. We were not successful. Awarded STP-R funds in the amount of \$224,035 for AVL-MDT Interoperable Communications Systems and Augmentation for Region 1 Interoperability Network. Submitted STP-R funding request in the amount of \$237,010 for the purchase of the Parker Road parcel. Did not receive. Adopted the Island Transit Greenhouse Gas Emissions Reduction Policy consistent with the stated goals of Executive Order 07-02 and RCW 70.235.020. Submitted Regional Mobility Grant request in the amount of \$896,000 for the Parker Road/ SR20 Realignment and Transit Park project. We were not successful. Submitted and received STP-E funds in the amount of \$30,000 for Bus Stop Facilities, as well as \$50,000 for a bus pullout on SR 525 and Woodard Avenue in Freeland.

	<ul style="list-style-type: none"> • New Vehicles - We took delivery on five low floor minibuses and four new vanpool vehicles. All of the vehicles were used to replace aging vehicles in our fleet. Two of the minibuses and all of the vans were purchased with grant funds received in 2009 under the American Recovery and Reinvestment Act (ARRA). • Implemented Security System at Transit Parks and Harbor Station. This project meets the growing demand for high quality affordable remote monitoring systems. In partnership with local law enforcement, Island Transit will install monitoring systems that provide the useful function of outdoor surveillance and traffic monitoring applications. • Submitted Consolidated Rural Mobility Grant requests for enhanced MDT-AVL systems (\$428,671), three replacement midsize buses (\$309,988) and 10 expansion minibuses (\$591,989), and planning, design and modeling for Whidbey Solar Skyway Demonstration Project – Step One. Received funding for the MDT-AVL systems expansion.
2011	<ul style="list-style-type: none"> • Moving forward with the development of Transit Parks (Park & Rides) in Coupeville and Freeland. Prairie Station Transit Park, in Coupeville is completed with local artists designed and built bus and bike shelters, as well as an information kiosk built in conjunction with NPS. The Selma Farmer Transit Park, Freeland, is in the planning phase. We continue to search for additional properties in Central and North Whidbey for potential Transit Parks. • Property located on Camano Island for a transit park. Preliminary suitability studies in progress. • Began FY12 Appropriations submittal to Senator Cantwell's office for the Whidbey Main Operations Base Facilities Project. • May 26 - Received \$896,000 from WA State Legislature for the Parker Road/SR20 Realignment and Secondary Access project, including a Bike & Ride transit park. • Received funding from WA State Legislature to continue highly successful Everett Connector until June 30, 2013. • WSDOT submitted a funding request of \$17,920,000 to the FY11 State of Good Repair program. • October 12 at 2:00 PM, received word from US Congressman Rick Larsen that we received \$17,920,000 in FY11 State of Good Repair funds for our Whidbey Main Operations Base Facilities project.
2012	<ul style="list-style-type: none"> • March 22 - Property purchased on Camano Island for a transit park at the intersection of Elger Bay Road and East Mountain View Road. • April 10 - Groundbreaking Ceremony for new Island Transit Main Base Facilities Project. • May 1 – Construction began on the new Island Transit Main Base Facilities Project. • July 17 - Ribbon Cutting Ceremony for Island Transit Noble Creek Transit Park in Langley. • Parker Road/SR 20 Realignment and Secondary Access project moving forward. Numerous community meetings held throughout the year. • Submitted a funding request for \$1,437,075 from the 2013-2015 Consolidated Rural Mobility Grant Program for 10 light-duty mid-size buses to be purchased in 2014. • Received Vanpool Investment Program grant to purchase nine replacement vanpool vans.
2013	<ul style="list-style-type: none"> • Took possession of the nine replacement VIP vanpool vans. • June 1 and 2 – Administration and Operations move into the new building. • July 13 and 14 – Maintenance moves to new building. • 12 new bus bays take the place of the two in the old building, resulting in faster turnaround time for vehicle preventative maintenance and repairs. • July 17 – Old Bus Barn demolished! • Established fueling procedure for new onsite fueling station; the new station is expected to result in substantial annual savings.

	<ul style="list-style-type: none"> • New bus wash station opens, resulting in faster, more efficient cleaning of vehicles. • Requested \$211,250 (65% of \$325,000) for 10 replacement vans through the State's VIP. • Complied with new federal regulations to protect the rights of low income, minority, and limited English proficient riders by publishing our Title VI Procedures in Spanish as well as English. • November 6 - Submitted \$259,500 (86.5% of \$300K) funding request to STP-R program for Interoperability Applications for System Efficiencies.
	<ul style="list-style-type: none"> •
2014	<ul style="list-style-type: none"> • February 5 – Awarded \$259,500 from STP-R program for Interoperability Applications for System Efficiencies • February 7 – Submitted \$1,355,141 (20% of \$1,693,926) funding request to 5339 Program for 10 medium-duty, cutaway buses. • May 17 – Grand Opening & Ribbon Cutting for Whidbey Main Base Facilities. • June 30 – Everett Connector service suspended due to lack of funding. Route 411 was realigned to travel from Oak Harbor to March's Point, which resulted in riders not being as affected, since existing routes were blended. • September 1 – Due to fiscal emergency, staff laid off and routes suspended and/or modified. The routes affected on the south end were 5, 7, 8, and Saturday service, and in Oak Harbor, Routes 6, 9, and Saturday service.

ISLAND TRANSIT OVERVIEW

I. THE ORGANIZATION

A. Board of Directors

The Island County Public Transportation Benefit Area, dba Island Transit, is governed by a five-member legislative Board of Directors comprised of elected representatives from the County Board of Commissioners (2), Langley City Council (1), Oak Harbor City Council (1), and Coupeville Town Council (1).

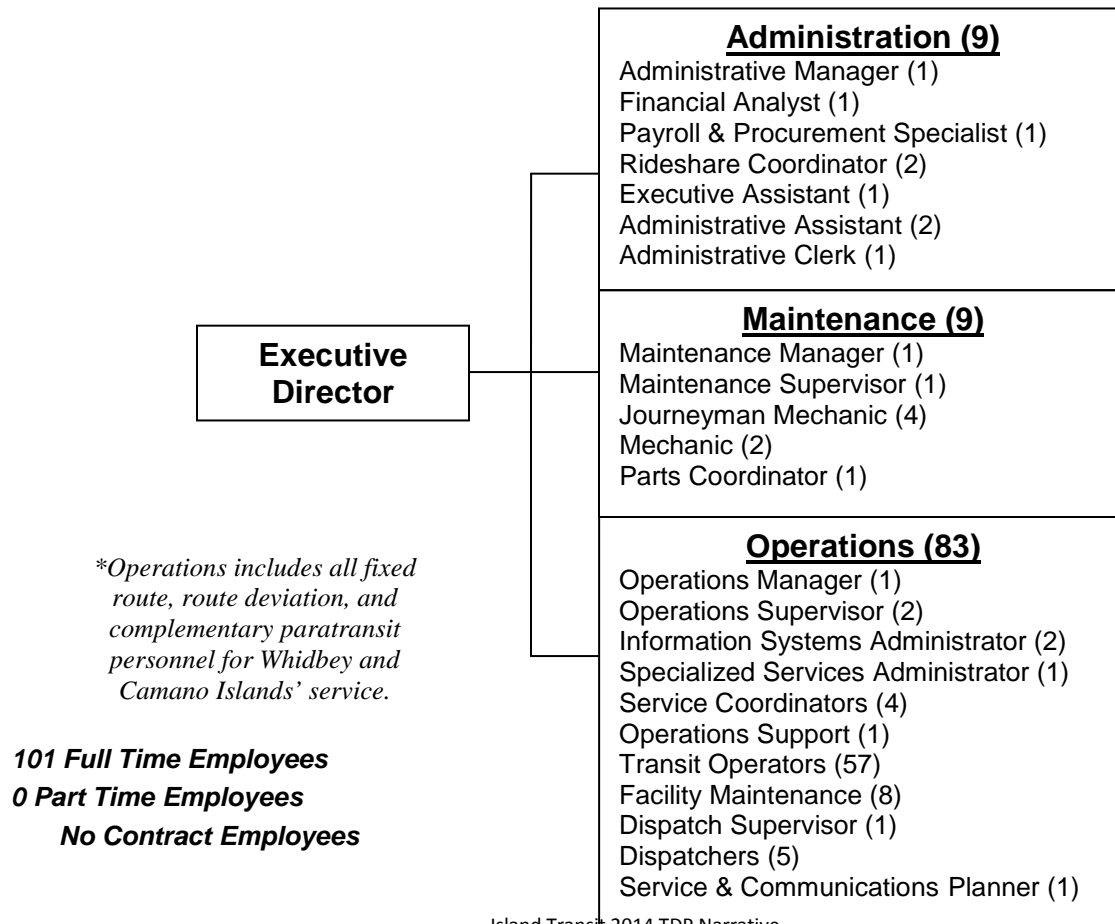
Regular business meetings of the Board of Directors are scheduled for the third Friday of each month at the Island Transit Operations & Administration Building, 19758 SR 20, Coupeville, 9:30 AM, unless otherwise posted.

B. Citizens Advisory on Transit Services (CATS)

Island Transit takes pride in the community interaction that takes place at every level in all aspects of our service and planning activities. We hold public hearings and multiple community roundtables and “fireside chats” on issues regarding all kinds of service for our elderly and disabled customers, commuters, and youth ridership, especially focusing on those areas that may affect and/or impact our riders and their service delivery. We have a Citizens Advisory on Transit Services program that is reflective of the demographics of our Island communities and we have an extensive outreach program in place to obtain input, suggestions, and concerns regarding service needs for our elderly and disabled citizens.

C. Personnel

Island Transit is managed by an Executive Director with a department management staff consisting of an Operations Manager, Maintenance Manager, Administrative Manager, and Financial Analyst. The following is a breakdown of employees by department, as of September 2, 2014:



II. ECONOMICS & DEMOGRAPHICS

Island County is comprised of Whidbey Island and Camano Island, which are located at the north end of Puget Sound, sixty miles north of Seattle, Washington. Island County is the home of Naval Air Station Whidbey Island (NASWI). The Base employs 9,300 people, military and civilian, with a \$726M annual payroll. The transition to new aircraft should increase base employment by about 1,000 with an additional 1,000 family members over the next several years. Active duty Navy families with 6,900 uniformed personnel, 12,300 dependents, and 12,600 military veterans currently reside in our communities, contributing \$52M annually in transfer payments to the local economy. NAS Whidbey is one of the bases selected as home to the EA 18 Growler and the P-8 Poseidon. Other primary economic activities include light manufacturing, education, banking, healthcare, retail, farming, fishing, tourism, and a growing retirement population.

According to the WA State Office of Financial Management (OFM), the 2013 postcensal estimate of Island County's population is 79,700. Based on the last updated estimation by the OFM in 2013, Island County is still the 15th largest county in the state. As of 2012, the projected 2040 population of Island County is 93,205 – a growth of approximately 17%.

The most recent OFM data shows that the Island County population is slightly older than that of the state and the nation. In 2012, 19% of the Island County population was over the age of 65. Compare this figure to the State (12%) and national figures (13%). (Source: US Census)

III. PHYSICAL PLANTS

Island Transit has Administrative, Operations, and Maintenance offices at 19758 SR 20 in Coupeville on Whidbey Island, and a small satellite Operations Office at 174 Canku Road on Camano Island.

In October 2001, Island Transit was awarded a Federal 5313 Planning Grant to assist in planning efforts for facility expansion for our Whidbey Main Operations Base Facilities project. The existing facility, which served us well, was built more than 30 years ago as an auto rebuild facility. We made improvements to the building and expanded over the years, but the building footage had not expanded in proportion to our system expansion and did not efficiently serve our maintenance or operational needs. Workshops were held in October 2002 to begin the planning and design process. In 2004 and 2005, Island Transit received a total of \$2,853,813 in Federal funds toward our Island Transit Main Operations Base Facilities project, which consisted of a new Camano Island Satellite Base and a new Whidbey Main Operations Base.

The Federal funding received in 2004/2005 allowed us to design and fully construct our new Satellite Operations Base Facility on Camano Island. This Base provides convenient access to essential services offered by the County, and provides a facility for coordinated intermodal connections for access to basic and essential services, and employment and educational opportunities not available on Camano Island. An Open House and Dedication Ceremony for this facility took place on November 27, 2007.

Our new Whidbey Facilities site plan was reviewed and signed off on April 6, 2009. On October 12, 2011 at 2:00 PM, we received notice of awarded funds from the FY11 State of Good Repair federal program! We held our groundbreaking ceremony April 10, 2012. Administration and Operations moved into the new facility on June 1-2, Maintenance moved on July 13-14, and the old bus barn was demolished on July 17 – with Executive Director Martha M. Rose making the first crunch! We held our Grand Opening and Ribbon Cutting Ceremony on May 17, 2014.

Island Transit Facility Fast Facts:

The new Main Operations Base facilities on 13.83 acres south of Coupeville on Whidbey Island house an Administration and Operations building, a Maintenance building serving both Whidbey and Camano Islands, a fueling station, and a bus wash shelter. Previously all Island Transit conducted all administration, operations, and maintenance in a 6,000 square foot building located on six acres. We began service on Whidbey in 1987 with five vehicles, two maintenance bays, and one restroom for 20 employees. We utilized the same two maintenance bays and one restroom until June 2, 2013. We

now have 12 maintenance bays to service 200 vehicles and several restrooms to serve 101 employees. Administration and Operations moved into their new building on June 1 and 2, 2013 and Maintenance moved into their new building on July 13 and 14, 2013. Demolition of the old bus barn occurred on July 17, 2013 at 11:30 AM.

- The Camano Island Operations Base Satellite Facility was completed in November 2007. This facility houses Dispatching for Camano service. Administration, Operations and Maintenance remains on Whidbey. Our Camano Base is a three-hour round trip from our Whidbey Home Base.
- In November 2006, Island Transit acquired an additional 7.5 acres of property adjacent to the Whidbey Operations Base facility as the result of a joint cooperative between Island Transit, Naval Air Station (NAS) Whidbey, Plum Creek Timber, and the Whidbey Camano Land Trust – the first partnership of its kind in the country.
- Island Transit operates Harbor Transit Station, located in Oak Harbor. This Transit Center has six bus bays, three bus shelters, an information kiosk, an Operators' break room, and a community staging area available for the Oak Harbor Police Department. It is also made available to private-for-profit airporter shuttle services to pick up and drop off passengers.
- Island Transit currently serves nine "Transit Parks" (i.e., Park & Ride lots) with more to come in the near future. It is our plan to develop "pocket" Transit Parks up and down Whidbey Island in order to capture ridership along Highway 20 and alleviate parking woes at the WSDOT park & ride lots at the Clinton / Mukilteo Ferry, Bayview, and Freeland, which are all at or near capacity.
- Island Transit received \$2.5 Million in State funding to develop strategically located Transit Parking lots, which we are calling "Transit Parks". Our emphasis is on aesthetically pleasing, ***park-like*** settings, enlisting heavy community input and involvement in the design and ambiance of the location. Two of the Transit Parks have been completed, Noble Creek in Langley and Prairie Station in Coupeville, with others in the works.
- The State-funded Parker Road project will provide secondary access/egress to the new main base facilities and for our neighbor Weyerhaeuser realign an unsafe intersection of SR 20, and create a transit park called Smith Landing.
- Smith Landing will have a bike and ride transit park, new bus pullouts, some vehicular parking, informational kiosks, paths, and viewpoints. This is also the Southern Gateway to Ebey's Landing National Historical Reserve.

VEHICLE FLEET

A. Buses

Island Transit operates a fleet of 73 buses: 18 Gilligs, 40 Cutaways, 15 Paratransit vehicles.

B. Vanpools

Island Transit's Vanpool Fleet consists of 87 commuter vanpool vans, 14 of which are dedicated service loaners (for use when the vans come in for service).

Island Transit's Vanpool Program currently serves a wide variety of worksites in four counties and is used by commuters whose commute trips either begin or end in Island County. Some of the employers served by Island Transit's vanpools are: University of Washington, ATS/Everett Plant, Boeing/Bellevue, Bothell and the Everett Plant, Microsoft, Nintendo, NAS Whidbey, NAVSTA Everett, NOAA, Korry/Esterline, Harborview Medical Center, Seattle Children's Hospital, Fred Hutchinson Cancer Research Center, Costco Corporate Offices in Issaquah, Comcast, T-Mobile, Honeywell, Nichols Bros Inc., Panasonic, Regence Blue Shield, US Army Corp of Engineers, Visible Technologies, Trident Seafood's, Delta Marine, Seattle Genetics, Aero Intl, City of Seattle, and the IRS; along with Bothell business parks Canyon Park and North Creek.

IV. SERVICE CHARACTERISTICS

A. Fare Free Service!

All fixed route, route deviation and paratransit services provided by Island Transit are funded by a dedicated local, voter-approved 9/10ths of 1% Sales Tax. There is no fare to pay when boarding the bus. Island Transit has been a pre-paid, fare free transit system since the first day of operation, December 1, 1987. The Island Transit Board of Directors feels that charging a fare is contrary to the mission. Typically, for smaller or rural transit systems, collecting a fare generates

virtually no net revenue because of the costs associated with the collection. In addition, the farebox imposes a disincentive that is detrimental to ridership and, therefore, contrary to the mission.

Riding Public Transportation is ...

ECONOMICAL!

Fare Free, which helps fulfill the mission of Island Transit

ECOLOGICALLY SOUND!

Helps save our delicate eco-system

SOCIAL!

*A chance to meet new people and visit with friends
Though riding the bus may not always be convenient for you,
one full bus can eliminate 45 to 65 cars from the road,
thereby decreasing congestion and oil dependence!*

B. The Fare Free Concept

Island Transit provides service that is safe, efficient, convenient, and a vital component of our communities. We are committed to providing services as convenient as possible to as many people as possible! Though riding the bus simply cannot be convenient for everyone, all citizens in the service area benefit, riders and non-riders alike. Island Transit's customers help make our communities better places to live. By sharing the ride, they lessen congestion on the roads, reduce greenhouse gas emissions, and contribute to a stronger sense of community. And when customers ride public transit, they're going to their jobs, shopping, to further their educations, and to use health services – which all contribute to a prosperous community.

V. THE HISTORY ON WHIDBEY ISLAND

The Island County Public Transportation Benefit Area was formed pursuant to the provisions of RCW 36.57A in August of 1980. In November 1980, and again in September of 1982, Island County voters were asked if they desired to approve a 3/10ths of 1% sales and use tax provided for under RCW 82.14.045. In both instances, voters rejected the proposed tax. In early 1983, a conference and hearing was held resulting in a modification of the boundaries of the PTBA to exclude the northern precincts of Whidbey Island and all of Camano Island, which were less supportive of the PTBA. Then in November 1983, voters living within the revised Benefit Area were again asked to approve a 3/10ths of 1% sales and use tax to finance the public transportation system. This time the measure passed. This vote also caused locally generated Motor Vehicle Excise Tax (MVET) funds going to Olympia to be returned to the county to enhance and further support Island Transit services.

Subsequently, a suit was brought challenging the PTBA's procedures in revising the boundaries of the Benefit Area and the successful Sales Tax vote. The Superior Court for Island County upheld the revised boundary procedures for the Island County Public Transportation Benefit Area on May 24, 1985, which was further confirmed by the unanimous decision of the Washington State Supreme Court on July 10, 1986 (Fakkema vs. Transportation Benefit Area, 106Wn.2d.347). As a result, in September of 1986 the PTBA began collecting the Sales Tax previously authorized by the vote.

In the summer of 1992, residents living within the northern precincts of Whidbey Island presented the Island Transit Board of Directors with signed petitions requesting a measure be placed on the ballot to include northern Whidbey in the PTBA.

On September 15, 1992, an election was held to propose annexation of the north end of Whidbey Island into the Public Transportation Benefit Area. The qualified voters within the proposed annexed area voted in favor of a proposition to authorize the Island County Public Transportation Benefit Area Corporation to include them within its boundaries.

A. The Passage of Initiative 695 and Impacts to Island Transit

On November 2, 1999, voters in the State of Washington approved Initiative 695, which eliminated all Motor Vehicle Excise Tax funding for public transportation, and thus also Island

Transit services. In 1998, Motor Vehicle Excise Taxes represented 60% of the annual fixed revenue sources for Island Transit services. The 3/10ths of 1% dedicated Sales Tax for transit represented the remaining 40%. As of 2001, Island Transit no longer receives Sales Tax Equalization for system operations.

The loss of Motor Vehicle Excise Tax funds caused system-wide reorganization to include service modifications and reductions. The Island Transit Board of Directors decided to cancel the Oak Harbor to Mount Vernon Route 11, effective December 11, 1999. The decision was also made to cancel all Saturday service on Whidbey Island, effective December 11, 1999. The decision to cancel the Saturday service in December of 1999, rather than in January 2000, was made due to personnel shortages. Island Transit lost 11 operator positions and 2 dispatcher positions during the last half of 1999. The operator positions are based upon a seniority system. The more recently hired operators resigned their employment for employment elsewhere. Additional system and service changes were made following a thorough review, analysis and discussion process with citizens, the Citizen Advisory Committee members, Transit staff, and the Board of Directors.

In May of 2000, a measure was placed on the ballot for Island County voters to decide if they wanted to increase the amount of local Sales Tax generated for transit from 3/10ths of 1%, to 6/10ths of 1%. The measure passed, allowing Island Transit to reinstate a modified Saturday service on August 12, 2000. The Oak Harbor to Mount Vernon connection between Island Transit and Skagit Transit was lost, however, until Island Transit applied for, and was awarded, a two-year Washington State Rural Mobility Grant for \$268,000. The connection was re-established on July 1, 2001, through June 30, 2003. When this grant ended, Island Transit re-routed an existing route to ensure this connection would not be lost. On September 6, 2005, Island Transit collaborated with Skagit Transit and Whatcom Transit of Bellingham, WA, to begin "The Connector" service, a tri-county transit connection from Whidbey and Camano to Mt. Vernon and Bellingham in the Northern Sound Region. This connection was made possible by a funding allocation from the Washington State Legislature. The following year, Island Transit, Skagit Transit, Everett Transit and Community Transit partnered to extend this service to Everett as the "Everett Connector". Transit service was provided from Terry's Corner Park & Ride Lot on Camano Island and Skagit Station in Mt. Vernon, directly to Everett Station. This service was made possible by a funding allocation from the Washington State Legislature. The service did not receive funding during the most recent legislative session and no longer runs.

B. Service Expansion (Funding)

The passing of the Revenue Equity Bill in 1994 allowed Island Transit to provide additional rural feeder route deviation service, which began on February 12, 1996. The Revenue Equity Bill provided Sales Tax Equalization funding for those transit systems that were eligible. The criteria for eligibility were based on an area receiving 80% or below the state Sales Tax per capita average. A transit system could be eligible to receive additional funding if the service area fit the eligibility criteria of the state Sales Tax per capita average, not to exceed 50% of local Sales Tax generated for the transit system. Because Island County loses so much revenue to neighboring counties, Island Transit was eligible to receive the maximum allowable in Sales Tax Equalization funding. Sales Tax Equalization funding was distributed from the Motor Vehicle Excise Tax. This funding is no longer available, effective January 1, 2001, due to the passage of I-695 on November 2, 1999.

Prior to the November election in 1999, local Sales Tax accounted for approximately 40% of the total revenue flow for Island Transit, with a match of that 40% through MVET. The remaining 20% came from Sales Tax Equalization. With the passage of I-695, the MVET and Sales Tax Equalization funding (60% of Island Transit's total budget) was eliminated, leaving the system with just 40% of system funding coming from local Sales Tax.

Voters in Island County voted in favor of allocating an additional 3/10ths of 1% Sales Tax for public transit (for a total of 6/10ths of 1%), but Island Transit did not completely recover. This additional Sales Tax put Island Transit's funding level back up to 80% of the 1999 revenue funding level; the remaining 20% loss came from elimination of the Sales Tax Equalization distributed to Island Transit in 1999.

In 2003, the Washington State Legislature established a two-year Rural Mobility Paratransit / Special Needs allocation, established through ESHB 1163, and available to rural and small city systems in Washington State. This allocation is based on basically the same methodology as the PTBA equalization program of the past.

Also in 2003, the Washington State Legislature passed legislation entitled "Fiscal Disparity," which enables small / rural transit agencies to recover some of the funding lost through the loss of Sales Tax Equalization with the passage of Initiative 695 in 1999. This funding has been established for a 10-year period, and barring any future changes and / or repeals in the legislation, would allow Island Transit to not only preserve existing service, but once again explore the possibilities of expanding service routes and hours.

Because of the economic crisis which began in 2008, on May 18, 2009 the PTBA Board of Directors unanimously approved a Resolution to place on the August 18, 2009 Primary election ballot a tax measure asking voters if they would approve a sales and use tax of an additional 3/10's of 1 percent to support our services. A very thorough and far-reaching countywide debate regarding the need to maintain existing services, as well as the need to increase services followed. Once again, the residents of Island County voted on August 18, 2009 to assess an additional 3/10ths of 1 percent sales tax to maintain existing service and accommodate future growth. This provides the 9/10's of 1 percent maximum dedicated public transit sales and use tax allowed by State law.

C. Service Expansion (Service on the Road)

On September 6, 2005, Island Transit partnered with our neighbors Skagit Transit, headquartered in Burlington, WA, and Whatcom Transit of Bellingham, WA, to begin "The Connector," a tri-county transit connection between our three systems in the Northern Puget Sound Region. This connection was made possible by a two-year, \$2 Million grant received through the 2005 Washington State legislative session. The service was funded by state grants until 2011. At that time, Island, Skagit, and Whatcom Transits received an appropriation from the State Legislature to continue the service until July 31, 2013. In 2013, the partnership received funding from the State to continue the Tri-County Connector for another two years, until June 30, 2015.

Island County riders can connect to Skagit Transit at March's Point, and by a direct route from Terry's Corner on Camano Island, thus enabling Island County riders to make connections at the Skagit Multimodal Station in Mt. Vernon. The Skagit Multimodal Station acts as the "central connecting point" for riders to directly access Skagit Transit and Whatcom Transit service to Bellingham. It is also possible to access Community Transit (Snohomish County) via Island Transit in Stanwood. Riders can access public transit, Greyhound, Amtrak and airporter shuttles from these locations. Since the inception of the Tri-County Connector, quarterly ridership increased by 269% on Island Transit's portion of the service.

In 2006, Island Transit, Skagit Transit, Everett Transit and Community Transit partnered to provide the "Everett Connector" commuter service to their residents, which was made possible by a one-year allocation from the Washington State Legislature. The grant was renewed in 2007, in 2008, and once again in 2009, providing service through June 30, 2011. In 2012, Island and Skagit Transits received an appropriation from the State legislature to continue service until July 31, 2013. The partnership received funding from the State to continue the Everett Connector for one more year, until June 30, 2014. At this time, the service is suspended due lack of funding.

This Connector provided service from Terry's Corner Park & Ride lot on Camano Island and Skagit Station in Mt. Vernon, directly to Everett Station. Since the inception of the Everett Connector, quarterly ridership increased by 470%, on Island Transit's portion of the service. Combined ridership for Island and Skagit Transits grew 307%. As of August 2014, Island Transit provided 1,712,879 passenger trips to date for both the Everett and Tri-County Connectors, an increase in combined ridership of 292%.

Also on September 6, 2005, Island Transit expanded service on Whidbey Island. We added Route 5 on the South End (Honeymoon Bay, East Harbor, and Saratoga). The Route 10 Oak

Harbor City Shuttle was revised, and a new Route 9 Oak Harbor City Shuttle was added. Due to our financial situation, these routes are in the process of being modified and/or suspended.

At this time we continue to work with the State Legislature to secure ongoing funding for both the Tri-County and Everett Connector services. As well, we continue to strategically plan and seek funding to maintain, reinstate, enhance, and expand service on Whidbey and Camano Islands, to include reinstating cancelled south end routes 5, 7, 8, and Saturday service, and in Oak Harbor, routes 6, 9, and Saturday service; 30-minute service Monday through Friday until 8PM, and then hourly to midnight; more frequent service on Saturday and running to midnight; and limited Sunday service..

D. Whidbey Island Service

Island Transit began providing a pre-paid, fare free fixed route service on December 1, 1987, and on that day carried 161 passengers using four 30-foot buses. The 1987 Comprehensive Public Transit Plan, which was prepared by a team of consultants hired by the PTBA, had estimated that after delivering five years of service, the system could be considered very successful if the ridership totaled 500 riders per day. By the middle of March 1988, the daily total was averaging 710 riders per day. The immediate success of the system was apparent. By the summer of 1989, the average daily ridership total was 1,100 riders. In the summer of 1992, the average daily ridership total was 2,000 riders, using the same four 30-foot buses. The fixed route service for North Whidbey began on March 22, 1993.

Island Transit began providing fare free Island Paratransit Service on March 16, 1992. Island Paratransit Service is a curb-to-curb service for those eligible persons who are unable, due to a disability, to use the regular fixed route service. Island Paratransit complies with the Americans with Disabilities Act, which is Civil Rights legislation signed into law by President Bush in July 1990. Island Paratransit operates the same days and hours, by route structure, as the fixed route system.

On Whidbey Island, the fixed route service operates Monday through Friday. The hours of service are 3:45 AM – 8:30 PM. Service is as follows:

- Four Intercity Routes with supplemental Commuter Express hours (Oak Harbor / Clinton).
- Six Rural Route Deviated Routes (five serving North Whidbey, one serving Central Whidbey and two serving South Whidbey).
- Five City Route Deviated Shuttles serving Oak Harbor.
- County Connector buses serving Oak Harbor to March's Point and Camano to Mt. Vernon, connecting at the Skagit Multi-Modal Station in Mt. Vernon with Skagit and Whatcom Transit agencies.

VI. THE HISTORY ON CAMANO ISLAND

Island Transit received a Rural Mobility Grant in 1994-95 from the Washington State Department of Transportation to operate a public transportation demonstration project on Camano Island from January through June of 1995. On May 16, 1995, a measure was placed on the ballot for residents to decide if they wished the service to continue after the demonstration project was complete by annexing into the Island County Public Transportation Benefit Area and paying the additional 3/10's of 1% Sales Tax to support the system. The residents voted in favor of continuing the services. Island Transit now serves all of Island County.

A. Camano Island Service

On October 14, 2004, Island Transit invited the public to attend the Terry's Corner Park & Ride Lot dedication ceremony and celebration on Camano Island. The lot is located at the intersection of State Route 532 / North Camano Drive and Sunrise Boulevard and is a convenient alternative for drivers on Camano Island. Commuters can park close to home and join their carpool or vanpool, or ride Island Transit. The lot opened on September 1, 2004 with 85 parking spaces and 2 ADA spaces. Ultimately, WSDOT plans to expand the lot to 300 spaces. The Park & Ride serves as a connection point for all Island Transit routes and it became necessary for us to extend the sidewalk 50 feet to increase the passenger loading area. Island County Public Works,

Island Transit, and the Washington State Department of Transportation are working together to maintain and operate the lot. It is a future goal to have a restroom facility on site.

On Camano Island, Island Transit operates service Monday – Friday as follows:

- Weekdays, between 5:45 AM – 7:40 PM;
- One Camano Island Route Deviated buses
- Route Deviated Service bus from Camano Island to Stanwood
- County Connector Route Deviated buses serving Oak Harbor to March's Point and Camano Island to Mt. Vernon, connecting at the Skagit Multi-Modal Station in Mt. Vernon with Skagit and Whatcom Transit agencies. Access to Community Transit in Stanwood as well.

VII. VANPOOL PROGRAM

Island Transit provides an additional transportation service through their Vanpool Program. In September 2014, the vanpool fleet consisted of 87 vans. In 2010, we purchased four vans with ARRA funds. In 2011, Island Transit's Vanpool Program was awarded funding for 18 replacement vans through the Vehicle Investment Program (VIP). In July 2013, we took possession of nine more replacement vans, again with funds received from the VIP.

The mini-vans are hugely popular with Island Transit's vanpool commuters. In 1998, Island Transit was the first transit agency in the state to offer these vans to their vanpool customers. In 2004, several other transit agencies followed Island Transit's lead and purchased these vehicles for their vanpool fleets as well.

A. Island Transit's Role

Island Transit is the legal owner of the vanpool vehicles purchased through the State of Washington General Administration (SWGA) and/or RFP. Island Transit follows internal procurement policies and meets vehicle specifications as determined by Agency requirements. Island Transit's Vanpool Program consists of:

- Providing a passenger van for use by the vanpool group;
- Providing liability coverage at statutory limits for all authorized drivers of the van; for and including bodily injury, property damage, comprehensive, collision, and uninsured/under-insured motorist protection;
- Establishing a schedule for routine service and maintenance of the van at Island Transit or other authorized maintenance facilities;
- Providing loaner vehicles for occasions when the vanpool vehicle is out of service;
- Executing agreements with drivers and riders as needed;
- Assisting in maintaining the vanpool ridership at its maximum level;
- Providing all necessary report forms, including instructions and a submission schedule;
- Establishing a fee schedule for participation in the Vanpool Program;
- Providing sample rules and regulations for the daily operation of the vanpool;
- Providing a Vanpool Manual which addresses the policies and operational aspects of the Vanpool Program;
- Providing a telephone roster with contact names of Vanpool Managers.

B. Vanpool Fast Facts!

- Island Transit's vanpools traveled an average of 73 round-trip miles per day, one of the longest average commute trip lengths of any Vanpool Program in the state of Washington.
- Six counties are served by Island Transit's vanpool vans: Island, Skagit, Snohomish, King, Jefferson and Kitsap.
- Our vanpools reduce the number of vehicles traveling our roadways each day by approximately 402 vehicles.

- Since Island Transit's Vanpool Program began in 1988, our vanpool fleet size has increased from two vans to 87 vans in 2014. Our vanpool vans have traveled over 15.9 million miles since the inception of the vanpool program.

C. How Does it Work?

- Island Transit does not operate their Vanpool Program for profit. The fees collected cover operating costs, including fuel, maintenance, insurance and the capital cost of the van.
- Each person riding in an Island Transit vanpool van shares in the responsibilities of operating the van, such as helping to keep the van clean, being courteous and considerate in their dealings with fellow riders and the public, and recruiting riders and drivers when necessary.
- There is a vanpool manager / bookkeeper who primarily collects monthly fees from the passengers, completes the monthly reports and usually schedules the van for maintenance. The vanpool manager / bookkeeper may also be a driver and / or a paying passenger.
- There should be at least three drivers per van to ensure the van is available for the group's commute whether or not the primary driver is available. As part of their role, drivers may also schedule maintenance, and fuel and wash the van.
- Managers, drivers and bookkeepers are eligible for discounted fees for their contributions to the group.

D. How Do I Get Started?

- Identify people who share a similar commute. If you need help, Island Transit can assist you by conducting a ridematch for you. Call (800) 240-8747 or (360) 678-7771 and ask for Rideshare or email us at vanpool@islandtransit.org.
- Along with the three drivers, each vanpool should have at least two bookkeepers. The bookkeepers will be scheduled for a Bookkeeping Orientation to learn about completing the reports.
- Potential drivers must be able to comply with the Driver Function List, complete a Vanpool Operator Application, Fuel Card Statement of Usage, and Vanpool Agreement and provide a copy of their driver's license.
- Upon receipt of an acceptable 3-year driving abstract, each driver applicant will be scheduled for a Driver Orientation, Defensive Driving Course and On-Road Evaluation.
- Island Transit's insurance requires that each vanpool driver complete a Defensive Driving Course (DDC). The course may be scheduled by calling Rideshare at one of the numbers listed on the back page of our brochure.
- All drivers and riders, including occasional riders, must complete a Vanpool Agreement. The Vanpool Agreement describes what you may expect of Island Transit and what Island Transit expects of their vanpool participants.
- A van may be issued to the group soon after completing these steps.

E. What About the Ferry?

Through Washington State Ferries' (WSF) Rideshare Registration program, vanpool groups are eligible for fare discounts and preferential loading on Washington State Ferries (this solves the problem of waiting through two or three ferries to get to work or home). The WSF permit allows the van and driver fare-free loading on the ferry. Riders pay a passenger fare each way, except on the Clinton / Mukilteo ferry, which charges westbound only. Vanpools are charged for a minimum of four passengers.

F. Any Other Benefits?

Employers often provide financial incentives or subsidies as well as preferential parking for employees who vanpool.

- Vanpool groups have access to Park & Ride lots and the use of HOV lanes.
- There are ecological benefits, such as reduced emissions / cleaner air to breathe; minimizing the need for additional roadways and other infrastructure to support a greater number of

vehicles; conservation of natural resources (such as fuel); and decreased number of tires requiring disposal.

- Utilizing alternative modes of transportation results in reduced congestion on our roadways and diminishes the costs of maintaining those roadways.
- Using alternative modes of travel also results in personal benefits, such as reduced wear and tear on personal vehicles; lowered mileage on personal vehicles, resulting in additional value at sales or trade-in time; decreased insurance premiums, due to fewer miles traveled by personal vehicles; a reduction in new tire purchases due to fewer miles traveled; and fewer fuel purchases.

VIII. SERVICE CONNECTIONS

Island Transit provides essential service connections and recreational service connections throughout Island County. These connections include, but are not limited to:

Clinton / Mukilteo Ferry	Airporter Shuttle	City of Oak Harbor
Coupeville/ Port Townsend Ferry	Whidbey Seatac Shuttle	Town of Coupeville
Oak Harbor Marina	Deception Pass State Park	Greenbank
Whidbey General Hospital	South Whidbey State Park	Freeland
Community Transit	Ebey's Landing Reserve	City of Langley
Sound Transit / King County	Camano State Park	Bayview
Jefferson Transit / Olympic Peninsula	Island County Schools	Stanwood
Skagit Transit	Elger Bay & Utsalady Elementary	Whatcom Transit to Bellingham
Everett Transit		Skagit Valley College

Island Transit provides service to most of the public elementary, middle and high schools in its service area, as well as the Skagit Valley College Clinton, Oak Harbor and Mt. Vernon Campuses. It is important to note that schools on Whidbey Island follow an open enrollment policy. The open enrollment policy allows for flexibility in curriculum choices for parents and students. Island Transit also provides transportation services necessary to support afterschool activities, work credit programs and college preparatory credit programs offered through Skagit Valley College campuses.

IX. TRANSIT PARKS (Park & Rides)

Island Transit currently serves nine Transit Parks with more to come in the near future.

NAME OF LOT	LOCATION	NO. OF SPACES
Clinton P&R Lot	SR 525 & Deer Lake Road	200
Noble Creek Transit Park, Langley	Camano Ave & Sandy Point	64
Bayview P&R Lot	SR 525 & Bayview Road	85
Freeland P&R Lot	SR 525 (Trinity Lutheran Church) & Woodard	70
Greenbank P&R Lot	SR 525 & Bakken Road	20
Prairie Station Transit Park	201 S. Main, Coupeville	48
Oak Harbor P&R Lot	SR 20 & Hoffman Road	33
Soundview Shopper P&R Lot	SR 20 & Troxell Road	15
Terry's Corner P&R Lot	SR 532 & Sunrise Boulevard, Camano Island	80
Selma Farmer, Race Road, and Smith Landing Transit Park properties have been purchased and are gearing up for design and construction.		

It is our goal to develop "pocket" Transit Parks up and down Whidbey Island in order to capture ridership along SR 20 and SR 525, alleviating parking woes at the Clinton Mukilteo Ferry, Bayview, and Freeland, which are all at or near capacity. We have also purchased property on Camano Island for a pocket transit park to be located on the south end. The emphasis of our Transit Parks is on

aesthetically pleasing, park-like areas, with significant community input and involvement. Langley's Noble Creek Transit Park (2nd & Anthes) and Coupeville's Prairie Station (201 S Main) are completed, and others are currently in the works in Freeland (Selma Farmer) and Coupeville (Race Road and Smith Landing), as well as other possible locations on the north and south ends of the islands. Island Transit and the Island County School Districts are in dialog about streamlining the pick-up points for school kids, thus allowing both the transit agency and the districts to utilize public tax dollars more efficiently and effectively.

In 2005, Island Transit received a grant from the Island County Regional Transportation Policy Organization (RTPO) for the purchase of 3-bike capacity bus racks for our most heavily used runs (all buses now have these bike racks); additional bike parking at Park & Ride lots; solar-powered lighting in bus shelters; and solar-powered transit call light beacons at rural stops. The equipment has met with rave reviews from riders, and we will continue to look for funding sources to purchase additional equipment to expand these safety services countywide. This countywide Park & Ride and Shelter Beautification Program also include native plantings and local artwork.

Island Transit continuously strives for improved passenger comfort at bus stops, compliance with ADA accessibility standards and overall pedestrian safety improvements with our partners at the Washington State Department of Transportation.

X. SYSTEM ACTIVITIES AND PROGRAMS

A. Island Transit Community Service Surplus Vehicle Program

On April 5, 2002, Island Transit's Board of Directors overwhelmingly approved a Community Service Surplus Vehicle Program, which involves the surplus of transit vehicles (buses and vanpool vans) to the community to enhance service for Island County residents. Surplus vehicles earmarked for retirement and scheduled for auction prior to the establishment of this program are now awarded to eligible non-profit organizations and agencies to enhance public transportation services for residents living in Island County.

Island Transit held its first Community Service Surplus Vehicle Program in May 2003. 74 applications were requested, and of the 34 non-profit organizations turning in applications, 26 were awarded vehicles. Recipients included local churches, senior centers and fire districts, among others. 13 vehicles were awarded to local non-profits during our second Community Vehicle Surplus Program, which was held in May 2005. We conducted a third program in May 2008, with 32 vehicles (27 vans and 5 mini buses) distributed to various non-profits in Inland County. We conducted another Community Service Surplus Vehicle Program in 2011 and awarded 22 vans.

Selection criteria for the program include:

- Demonstrated Community Benefit. Greatest Island County community benefit through provision of transportation, based on annual number of trips provided and demonstrated need.
- Joint Applications. Multiple programs or multiple agencies apply jointly to encourage partnership and broaden community benefit.
- Clarity and Quality. Clarity and quality of application proposal, based on legibility, completeness, provision of data and clear definition of planned vehicle use.
- PTBA Members. Bonus for organizations located within Island Transit's Public Transportation Benefit Area.

B. Island Transit Citizens Advisory for Transit Services (CATS)

Island Transit takes pride in the community interaction that takes place at every level in all aspects of our service and planning activities. We hold public hearings and multiple community roundtables and "fireside chats" on issues regarding all kinds of service for our elderly and disabled customers, commuters, and youth ridership, especially focusing on those areas that may affect and/or impact our riders and their service delivery. We have a Citizens Advisory on Transit Services that is reflective of the demographics of our Island communities and we have an

extensive outreach program in place to obtain input, suggestions, and concerns regarding service needs for our elderly and disabled citizens.

C. Sensitivity Awareness

Island Transit networks closely with Island County and Washington State Physical and Mental Health Agencies, County Senior Service Agencies, and Social Service Agencies in an effort to identify specific community needs and to work assertively toward filling those needs.

D. Travel Training & Senior Citizen Mentor Assistance Program

Island Transit conducts a one-on-one travel-training program for disabled and elderly individuals who have never used public transportation and would like to learn how to use the system. We are also exploring a Senior Citizen Mentor Assistance Program, which includes a committee of young adults to assist in the education of proper bus behavior.

E. Citizens on Patrol Programs

Island Transit continues to explore the possibilities of establishing a "Citizens on Patrol" program with several local public service agencies, and a "Transit Security Coordinator" position to work in conjunction with local youth, their families, local law enforcement and the school districts to help keep Island Transit facilities safe for all.

F. Youth Programs

Island Transit continues the development of our Character Building / Rider Etiquette Program in Cooperation with the Coupeville School District, and other districts countywide.

G. Local Law Enforcement / Bike on Patrol Program

Island Transit will continue to coordinate with the Oak Harbor Police Department at Island Transit Harbor Station for downtown Oak Harbor and continue to explore the establishment of a Bike Patrol in both Oak Harbor and on the South End of Whidbey Island.

H. Transit Park Security Cameras and Community Partnerships

Island Transit will continue to coordinate with the Oak Harbor Police Department at Island Transit Harbor Station, the Town of Coupeville Marshal, and the City of Langley Police Department on the installation and maintenance of security cameras located at all of Island Transit's Transit Parks. Currently there are several cameras installed at each transit park to allow for 24-hour surveillance, thus ensuring the safety of our riders and their parked vehicles. There have been several instances of partnership activities with our local police forces.

I. Bicycle and Pedestrian Safety Program

In 2005, Island Transit received a grant from the Island County Regional Transportation Policy Organization for the purchase of 3-bike capacity bus racks for our most heavily-used runs; additional bike parking at Park & Ride lots; solar-powered lighting in bus shelters; and solar-powered transit call light beacons at rural stops. The equipment has met with rave reviews from riders, and we continue to look for funds to purchase additional equipment to expand these safety services countywide.

J. Safety Review Committee:

Island Transit continues with our Safety and Accident Review Committees.

K. Customer Service Training:

In 2009, Island Transit introduced our **Customer Service and Internal Relations** refresher training course. This class is an 8-hour course required for all CDL holders and operations support personnel to attend every two years. Throughout the years, we have gathered excellent video recordings of real-life scenes from our employees regarding good and bad decision making while on the road in service and while answering the phone to customers calling into the office to ask questions. During the class, short clips of these examples are viewed and discussed at length. This has proven to be an extremely positive interactive communications process, as our employees are able to observe examples of good customer service and then compare them with examples of poor customer service. We review training videos and discuss the Operator and support personnel's role in public transit. Topics covered in detail include: rules, guidelines & exceptions; conflict avoidance and resolution; goals and objectives of good effective public

transportation services delivery; when it is best to talk and when it is best to not talk; when, why and how to recognize and defuse a negative situation; emergency procedures; stress and frustration awareness; schedule/time pressure; professional appearance and communication skills; how to deal with difficult situations; working with youth; sensitivity training for customers with special needs; co-worker and supervisor interaction; and effective radio communications.

L. Refresher Training (Driving):

Whidbey and Camano Operator driving skills are evaluated during an 8-hour day every year. The pre-trip inspection and "behind-the-wheel" skills are evaluated during routes on the Operator's shift. Driving exercises may be executed to cover a multitude of obstacles and skills, including railroad tracks, four lane highways, lane changes and city traffic. Emergency procedures are reviewed, after which the Operator and supervisor/trainer head back to the main base for a debriefing.

The Goals of the Operator Re-Fresher Training are:

- To ensure the provisions of safe, reliable, efficient and effective public transportation services delivery for our communities.
- Reinforce previously taught training methods.
- Reinforce the Mission of Island Transit.
- Reinforce the importance that teamwork plays in any successful organization.
- Reinforce the importance of public service and the role the transit employee, as a public servant, plays in the success of our mission.
- Identify individual strengths and weaknesses.
- Objectively discuss service delivery issues.
- Obtain employee input, suggestions and concerns in any and all aspects of his/her employment with Island Transit.
- Provide an avenue for open dialogue and communications between all maintenance, operations, and administrative employees.
- To provide Operators with an ongoing opportunities for educational support.

XI. PARTNERSHIPS / INTERMODAL CONNECTIONS

A. The Tri-County Connector

On September 6, 2005, Island Transit partnered with our neighbors Skagit Transit, headquartered in Burlington, WA, and Whatcom Transit of Bellingham, WA, to begin "The Connector," a tri-county transit connection between our three systems in the Northern Puget Sound Region. This connection was made possible by a two-year, \$2 Million grant received through the 2005 Washington State legislative session. The service was funded by state grants until 2011. At that time, Island, Skagit, and Whatcom Transits received an appropriation from the State Legislature to continue the service until July 31, 2013. In 2013, the partnership received funding from the State to continue the Tri-County Connector for another two years, until June 30, 2015.

Island County riders can connect to Skagit Transit at March's Point, and by a direct route from Terry's Corner on Camano Island, thus enabling Island County riders to make connections at the Skagit Multimodal Station in Mt. Vernon. The Skagit Multimodal Station acts as the "central connecting point" for riders to directly access Skagit Transit and Whatcom Transit service to Bellingham. It is also possible to access Community Transit (Snohomish County) via Island Transit in Stanwood. Riders can access public transit, Greyhound, Amtrak and airporter shuttles from these locations. Since the inception of the Tri-County Connector, quarterly ridership increased by 269% on Island Transit's portion of the service.

B. The Everett Connector

In 2006, Island Transit, Skagit Transit, Everett Transit and Community Transit partnered to provide the "Everett Connector" commuter service to their residents, which was made possible by

a one-year allocation from the Washington State Legislature. The grant was renewed in 2007, in 2008, and once again in 2009, providing service through June 30, 2011. In 2012, Island and Skagit Transits received an appropriation from the State legislature to continue service until July 31, 2013. The partnership received funding from the State to continue the Everett Connector for one more year, until June 30, 2014. At this time, the service is suspended due lack of funding. A modified 411 enables Island County residents to connect with Skagit Transit at the March's Point P&R, via a direct route from Oak Harbor, and continue on to the Skagit Multimodal Station in Mt. Vernon, and via another direct route from Terry's Corner on Camano Island. However, the direct commuter runs into Everett are now suspended.

Since the inception of the Everett Connector, quarterly ridership increased by 470%, on Island Transit's portion of the service. Combined ridership for Island and Skagit Transits grew 307%. As of August 2014, Island Transit provided 1,712,879 passenger trips to date for both the Everett and Tri-County Connectors, an increase in combined ridership of 292%.

C. The Farmhouse Gang and North Sound Connecting Communities Project

The Farmhouse Gang is a group of public transportation, private-for-profit transportation, city and county professionals, employers, WSU and other interested parties from the 5-county North Sound Region (Northern Snohomish; Skagit; Island; San Juan and Whatcom Counties). The group's purpose is to identify the problems and existing barriers that prevent seamless inter-county and inter-modal transportation options for the region. Island Transit continues to be an active participant in The Farmhouse Gang and is member of the Steering Committee.

In 2004, the group divided itself into three separate committees to dissect each transportation mode: Transit, Rail, and Ferries. Because of this joint collaborative, Island Transit, Skagit Transit and Whatcom Transit submitted a proposal to the Washington State Legislature for funding to connect our three systems. In April 2005, the Legislature allocated \$2 Million for the first two years of the project. "The Connector" service began on September 6, 2005, and continues to be funded by the State Legislature until June 30, 2015.

D. Community Resource Network & Work First

Island Transit continues to coordinate with Community Resource Network (CRN) Service Agencies to provide more efficient and effective service delivery to customers, which include Work First program needs.

E. Island County School Districts

Island Transit also provides service to most of the public elementary, middle and high schools in its service area, as well as the Skagit Valley College campuses in Clinton, Oak Harbor and Mt. Vernon. It is important to note that schools on Whidbey Island follow an open enrollment policy. The open enrollment policy allows for flexibility in curriculum choices for parents and students. Island Transit also provides transportation services necessary to support afterschool activities, work credit programs and college preparatory credit programs offered through Skagit Valley College campuses.

F. National Park Service, Washington State Parks and Ebey's Landing National Historical Reserve

Island Transit will continue to coordinate with the National Park Service, Washington State Parks, Ebey's Landing National Historical Reserve, and the Department of Transportation to address traffic and access / safety concerns in and around Island County parks.

We will also continue to work with Island County Trails Committees to enhance awareness of, and transit access to Island County parks and trails systems.

G. The Whidbey Camano Land Trust

In 2006, Island Transit entered into a partnership to help preserve 46 acres of land adjacent to our Main Operations Base Facility. Members of this partnership included Island Transit, Plum Creek Timber Company, Naval Air Station Whidbey and the Whidbey Camano Land Trust. Through this undertaking Island Transit acquired an additional 7.5 acres for our future facility. NAS Whidbey was assured open land for their OLF carrier landings. Longview Timberlands, who

purchased the remaining Plum Creek Land through the Land Trust, is committed to propagating rare trees and plants on the land. Longview Timberlands' Whidbey Island seed orchard is used to produce healthy, well-adapted seed for reforestation of company lands in Western Washington and Western Oregon. Selection and testing of these materials began in 1967. Collaborators include the states of Washington and Oregon, the US Forest Service, the BC Ministry of Forests, and 32 other public and private agencies. Conventional breeding and long-term field testing have been used to select orchard materials that are genetically superior with respect to traits such as disease resistance, cold hardiness, growth rates and wood properties. None of these are genetically modified organisms (GMO's). Weyerhaeuser purchased Longview Timber's holdings and will continue to run the orchard.

Island Transit has already contributed to the reforestation of a white pine forest near Mt. Rainier with seeds donated from the rare trees on our land – the only place in the northwest the pines currently grow. A small portion of the Project property contains a remnant of the delicate prairie ecosystem (camas, chocolate lilies, etc.) in Smith Prairie. In partnership with the Native Plant Stewards, we are ensuring remnants of the landscape the Native American tribes and first settlers saw on Whidbey Island are protected.

H. Island County Disaster Council, Emergency Preparedness and Security

In our capacity as Island County Lead Transportation Coordinator in the event of an emergency or disaster, Island Transit will continue to work with Island County agencies in emergency preparedness and awareness. We will continue to conduct mock emergency drills with lead response agencies in efforts to be more readily prepared to address emergencies. As an example, local SWAT teams from the Oak Harbor Police Department regularly conduct training drills on our buses and at our transit facilities. We continue to maintain our high training standards for our operators with regard to emergency response, which includes situations involving traffic accidents, first aid and CPR response.

I. Washington State Ferry System

Island Transit continues to coordinate with the Washington State Ferry System to improve Clinton / Mukilteo and Coupeville / Port Townsend ferry connections, and will continue to coordinate with all connecting and neighboring public transportation service providers to coordinate our services more effectively to fulfill the statewide goal of developing a seamless, statewide public transportation system.

J. Naval Air Station Whidbey Island

There are ongoing coordination efforts between Island Transit and Naval Air Station (NAS) Whidbey Island to provide a bus riding incentive program to Base personnel. A primary focus of several surveys taken in cooperation with WSDOT and the Island/Skagit RTPO (Regional Transportation Planning Organization) has been the traffic congestion crossing Deception and Canoe Passes on North Whidbey. Housing is limited for NAS Base personnel on Whidbey Island, which has generated increased commuter traffic coming from the available housing in Skagit County.

K. Island / Skagit Regional Transportation Planning Organization

Island Transit is a representative on the Policy Board and Technical Committee of the Regional Island / Skagit Transportation Planning Organization (comprised of Island County, Oak Harbor, Coupeville, Langley, WSDOT District 1 and Marine Division, Island Transit, and Skagit County cities and municipalities, including Skagit Transit), and works very closely coordinating routes and services that address the goals and objectives of the transportation element in each respective organization's Comprehensive Plans. We also coordinate to ensure our transit stops are safe, and share resources to make them ADA accessible.

L. Commute Trip Reduction Pilot Study

Island Transit, in partnership with WSDOT Commute Options and the University of Washington Transportation Center, participated in a pilot program, "Transportation Demand Strategies for Schools, Reducing Auto Congestion around Schools". The purpose of the study was to gain a

better understanding of the issues, barriers, and motivations that high school students and parents of elementary and middle school students factor into their school commuting decisions, and communicate findings to school and transit district officials to aid them in developing effective Commute Trip Reduction strategies. Researchers wanted to understand the choices that parents and students make in the context of the existence of this transportation alternative.

M. Local Business and Private Sector Transportation Partnerships

Island Transit has an excellent working partnership with all of the local jurisdictions and agencies in Island County, as well as with area Chambers of Commerce and area businesses. Island Transit has entered into a cooperative agreement the private sector transportation providers in our county for the joint use of Harbor Station in efforts to offer a menu of transportation choices that better serve the needs of our citizens and visitors to the area.

ACTIVE PARTNERSHIPS
Washington State Department of Transportation (WSDOT)
Federal Transit Administration, Region 10
Washington State Transit Association Partnership with Statewide Transit Systems and Advocacy Groups
Skagit, Whatcom, and Community Transit Agencies Cross-County Connector Cross-County Partnership to Multi-Modal Stations in Island, Skagit, Whatcom and Snohomish Counties
Island / Skagit Regional Transportation Planning Organization (RTPO) Joint Collaboration to Identify, Prioritize and Fund Local Transportation Projects
Washington State Ferry System (WSF) Entire Transit Schedule Designed Around WSF; Clinton / Mukilteo and Coupeville / Port Townsend Connections
Naval Air Station (NAS) Whidbey Island Constant Service to Base, Partnership to Preserve OLF Touch Down Land Next to our Base Facility
Cascadia Center and “The Farmhouse Gang” Active Participant in Special Transit Committee that Resulted in Cross-Counties Connector Service
Whidbey Camano Land Trust Partners in Purchase and Preservation of Adjoining Land, Native and Endangered Species
National Park Service - Ebey’s Landing National Historical Reserve, Whidbey Island Island Transit is located within the Reserve, established by Congress to Preserve and Protect our Rural Community
Island County Department of Emergency Management Services Designated as Lead Transportation Coordinator in the Event of a Natural Disaster or Emergency
South Whidbey Fire District 3 Partnered in Land Purchase for Joint Fire Station / Transit Park Project
Island County Economic Development Council and Chambers of Commerce – Oak Harbor, Central Whidbey, Freeland, Langley, and Camano Island
ADA / Community Resource Network (CRN) A Coalition of Island County Social Service Agencies and Organizations that Serve the Elderly and Persons of Disability
Island Transit Citizens Advisory for Transit Services (CATS) Advocates / Liaisons Roundtable Issues Locally and Statewide.
Private-for-Profit Providers Whidbey SeaTac Shuttle, Joint Pick-up at our Harbor Station

XII. 2014 ACHIEVEMENTS – Met and Exceeded our Goals

- In partnership with Island County and WSDOT, we are moving forward on the Smith Landing Transit Park / SR20-Morris Road to Jacobs Road project that will provide secondary access to our new facilities, safety realignment of the state highway, a bike & ride Transit Park, and access to NPS and County trail system.
- We continue our ongoing project to install bus bike racks, bike parking racks, solar shelter lighting and solar call beacons at rural bus stops continues, as well as our countywide shelter beautification project, using native plantings and local artwork.
- As part of WSDOT Commute Trip Reduction (CTR) program, Island Transit continues to work in partnership with Island County school districts and the Town of Coupeville to streamline transportation needs for students in efforts to reduce congestion around schools and for island commuters.
- Active member on the Steering Committee of Whidbey Sustainable Coalition.
- Earned our Whidbey Green Seal for the fourth year in a row from the Sustainable Whidbey Coalition.
- Continued development of a tax-deductible donation process to be available on our website.
- Received funding through the 5339 Bus & Bus Facilities program for five mid-size cutaways.
- Completed construction of the Whidbey Main Base Facilities and held Grand Opening & Ribbon Cutting ceremony for the community.

XIII. LONG RANGE PLANS (2015 through 2020) - What are they, and how will they be met?

- **Maintain, Reinstate, Enhance, and Expand service on Whidbey and Camano Islands**, to include reinstating cancelled south end routes 5, 7, 8, and Saturday service, and in Oak Harbor, routes 6, 9, and Saturday service; 30-minute service Monday through Friday until 8PM, and then hourly to midnight; more frequent service on Saturday and running to midnight; and limited Sunday service. We will continue to work with the Washington State Department of Transportation and State legislators to identify funding to expand the hours and frequency of transit service. Key factors in Island County include national security issues (NAS Whidbey); tourism; a delicate sole-source aquifer ecosystem; and a rapidly growing elderly population. We will continue to research new, innovative ways to fund service, which could include tourism, Homeland Security, EPA and ADA.
- **Growth Management Act (GMA) and LOS Bill (i.e., EGSB 1487)**, with traffic volumes projected to increase substantially in coming years, and new population and employment growth expected in Island County communities, Island Transit serves a critical role in managing demand on state highways by providing a crucial transportation alternative that helps accommodate economic development and growth. Transit service relieves congestion and may reduce the need for costly capacity improvements.
- **Coordinate with Washington State Ferries** for their future service expansion at the Clinton / Mukilteo Ferry and meet the needs associated with Sounder service in Mukilteo. In the first half of 2014, 78 Island Transit vanpools used the Clinton/Mukilteo ferry every day. The Island Transit buses carry an average of 1040 daily commuter walk-ons to and from the WSF Clinton/Mukilteo run. According to WSF officials, if Island Transit were not here today and these same commuters drove their own vehicle, WSF would have to add an approximate 12 additional ferry runs (4.07 runs due to vanpool and 8.39 runs due to bus commuters) on this route **daily** to meet the additional demand. Adding additional runs on that particular route is not a viable option for WSF at this time.
- **Replace and Expand bus and vanpool fleet.** Identify funding options for equipment and operations to maintain, reinstate, enhance, and expand service on Whidbey and Camano Islands, to include reinstating cancelled south end routes 5, 7, 8, and Saturday service, and in Oak

Harbor, routes 6, 9, and Saturday service; 30-minute service Monday through Friday until 8PM, and then hourly to midnight; more frequent service on Saturday and running to midnight; and limited Sunday service..

- **Assist in coordination of Homeland Security Interoperability Communications Network for Region 1** to ensure an effective and unified regional response in emergency / disaster situations. We are currently sitting on the Advisory and Technical committees for Region 1. There is a significant risk posed to Washington State Homeland Security Regions 1 and 2, as both regions host international borders and the potential to be a target for terrorist groups due to large oil refineries, agricultural areas, international water access, a major water treatment plant, dams, etc. There is a critical need for interoperable communications for local, state, national, and international agencies to defend against the disasters created by domestic attacks and natural or technological hazards, and to respond quickly and efficiently in a coordinated manner to all hazards, both natural and man-made. Regions 1 and 2 are coordinating their efforts to realize and to ensure interoperable communications across both Regions.
- **Assist with the coordination of Island County preparedness emergency planning drills.** Island Transit is the Lead Transportation Coordinator in Island County in the event of an emergency or disaster. We work very closely with all Island County emergency and human service agencies during monthly meetings and mock disaster drills to ensure we will be able to meet this obligation to the best of our ability.
- **Assist in the coordination and realization of passenger-only ferry service connections in Island County.** Island Transit has been in discussion with several agencies over the years interested in supplying passenger-only ferry service from Whidbey to Camano and Everett. If and when this service becomes a reality, we remain poised and ready to craft our schedules to meet these ferries, as they will be vital to transporting individuals to other transportation modes / stations and keeping additional cars off the road.
- **Continue to coordinate and streamline services / schedules with private airport shuttle services** and other modes of transportation to provide the most convenient and streamlined service to passengers as possible. Island Transit currently provides direct service connections from Camano to Skagit Multimodal Station in Mt. Vernon and indirectly to Everett Station. From there, passengers connect with airporter shuttle services, Amtrak, The Sounder, Greyhound, rideshares, etc. We have also entered into agreements with our local Airporter shuttle service for their use of our Harbor Station transfer station in Oak Harbor. As additional funding becomes available in the future, it is our hope to add service that is more frequent to these locations, and that will encourage additional ridership.
- **Construct mini transfer stations** in Freeland and Langley, with in-town circular service to help alleviate traffic in central business and tourist hubs. Also, develop and implement service expansion between Freeland, Bayview and Langley, utilizing hybrid buses.
- **Citizens for Transit Services (CATS).** Hold multiple CATS meetings to obtain citizen input, suggestions, and concerns regarding service delivery.
- **Identify grant opportunities** for additional Transit Parks and related facilities.
- **Continue to expand and implement Island Transit's Community Service Surplus Vehicle Program**, whereby vehicles once slated for auction are reinvested back into our community via non-profit enterprises, with the goal of supplementing service to areas that Island Transit cannot serve due to budget and schedule constraints.
- **Replace** buses, vanpool vans, mobility management systems, enhanced technology, communications, etc., to maintain service and avoid cuts.
- **Continue coordination efforts**, reviewing and updating the Island and Skagit Counties Coordinated Public Transit Human Services Transportation Plan. Island Transit has an excellent relationship with neighboring transit agencies, WSDOT, and the SIRTPO. We remain engaged in coordination efforts to improve transportation options for all riders and non-riders alike.
- **Continued participation in the North Sound Connecting Communities project** (The Farmhouse Gang) to realize passenger-only ferry service and rail in our North Sound Region.

- **Develop and implement Go Green and Be Fit** (friends of Island Transit) tax-deductible donation process.

XIV. LIVING GREEN

Island Transit has always operated in “green mode”. The spirit of our fare free policy is in line with our mission, which is to provide a package of ridesharing services that emphasizes rider use, safety and satisfaction, and results in increase mobility opportunities, less dependence on the automobile, decreased traffic congestion, and improved air quality for all people in the service area, riders and non-riders alike.

Our facilities sit within Whidbey Island's sole-source aquifer recharge area, and we take this responsibility very seriously. The buildings have water-efficient plumbing fixtures, including waterless urinals and dual flush toilets. The storm water systems are designed for quality control through the extensive use of pervious pavement, and feature oil/water separators and filters for the impervious paved areas. There are rain gardens for treatment before infiltration. In our old bus barn, we already used a grey water reclamation system to minimize water waste from washing buses, and continue to do so in our new facilities.

The landscaping uses native plants to reduce water consumption, and only used irrigation for plant establishment, in addition to reusing and relocating of existing plants and shrubs. Existing second and third-growth trees are protected and incorporated within the site. The soil disturbed during construction was reused when replanting, thus minimizing soil erosion, surface water sedimentation, and airborne dust generation.

The design of the facilities placed an emphasis on the use of natural light and ventilation to minimize energy consumption. Windows are low-emissivity glass and are equipped with exterior sunshades, interior light shelves and horizontal blinds to control solar heat gain. The U-factor of the windows is above code requirement, and the thermally broken window systems minimize heat transfer through the walls. Site lighting fixtures are full-cut to meet “dark sky” requirements, with no light spill onto adjacent properties.

The roofs of the facilities project are well-insulated cool roofs, with R-30 and R-50 insulation. The metal roofing with cool roof coating will meet the cool roof solar reflectance criteria and highly reflective (white) TPO roofing membrane is used on flat roofs to mitigate heat island effect. Ceiling fans increase the comfort of occupants. Finally, there is extensive use of recycled materials, including, low or no VOC interior paint and finishes, formaldehyde-free casework, recycled rubber base, and carpets manufactured with bio-based soy oil. Appliances are Energy Star, and we have a program for comprehensive recycling, green cleaning, and low-impact pest control. A number of our employees also take advantage of the onsite bicycle parking and locker rooms with showers.

In 2006, Island Transit entered into a partnership to help preserve 46 acres of land adjacent to our Coupeville Base Facility. Members of this partnership included Island Transit, Plum Creek Timber Company, Naval Air Station Whidbey and the Whidbey Camano Land Trust. Through this endeavor, Island Transit acquired an additional 7.5 acres for our future facility; NAS Whidbey is assured open land for their OLF practice carrier landings; and Weyerhaeuser (the current owner of the tree orchard) is committed to propagating the rare trees and plants on the land. Island Transit already contributed to the reforestation of a white pine forest near Mt. Rainier with seeds donated from the rare trees on our land – the only place in the northwest the pines currently grow. We are also conferring with local native plant stewards to protect the endangered chocolate lily and camas also found on the land.

Island Transit purchases gas / electric hybrids for shuttle cars, and we continue to request funding for hybrid and alternative-fuel vehicles for our bus and vanpool fleets. Until funding can be attained, we find that hybrid buses are cost-prohibitive for our system – but we look forward to the day they are commonplace.

We continue to partner with Kitsap Transit, Western Washington University's Vehicle Research Institute (VRI), and others, in the development of a low-floor light-weight electric or hybrid small paratransit and shuttle bus vehicle as a means to reduce consumption of fossil fuels and harmful emission levels by transit vehicles. For nearly 40 years, the VRI has been turning out award-

winning, fuel efficient experimental vehicles. This is an exciting and imaginative project, and Island Transit is proud to be involved.

We continue to partner and participate on the Island County Council of Governments' Steering Committee of Sustainable Whidbey (formerly Island County Climate Change Coalition).

We are proud to do our part to help our local and global community, and will continue to actively seek and partake in efforts to enhance our "Live Green" philosophy.

XV. MEETING WASHINGTON TRANSPORTATION PLAN 2007 – 2026 INVESTMENT GUIDELINES

A. Preservation

- Island Transit secured the remainder of funding necessary to construct our Whidbey Main Operations Base Facilities project, which serves all primary support for services on Whidbey and Camano Islands.
- Island Transit's core service in Island County is supported by locally-approved, 9/10ths of 1% sales tax. This funding from our local economy will continue to sustain our core Fixed Route, Route Deviation and Paratransit Service.
- Island Transit and our partners – Skagit Transit, Whatcom Transit, and Everett Transit – received funding from the State of Washington to fund our extremely popular cross-county inter-jurisdictional connector service. Passengers in Northern Puget Sound's four-county region enjoy seamless transportation to the multi-modal centers in each county. We will work with the State to ensure funding continues for this important service that benefits so many people in both rural and urban environments.
- All capital needs are funded via State and Federal sources. We will continue to work with our State and Federal partners to fund our capital needs (buses and facilities).

B. Safety

- Safety conditions greatly improved for Island Transit employees when our new Whidbey Island Operations Base Facility was completed. These improvements include an adequate number of maintenance bays to service vehicles; a proper ventilation system; a sufficient number of restrooms facilities; security, etc.
- Island Transit has an extensive six-week employee training course and constant evaluations of operators and other operations employees to assess their skills and keep them current.
- Island Transit's Safety Committee meets several times a year to review safety issues at our base facility and on the road. The Committee identifies areas of concern, roundtables solutions, and conducts follow-ups to ensure the solutions have been implemented.
- Public Education - Island Transit will continue to work very closely with our local communities on safety issues with our "Yield to Buses" media campaign. We will also continue to meet with schoolchildren and senior centers to educate them on how to be safe while using the bus.
- Island Transit is in close contact with staff at WSDOT regarding local road construction projects. We implement service diversions during these times.
- Island Transit is working in partnership with the Island County RTPO, WSDOT, the National Park Service, Ebey's Landing National Historical Reserve, and our other direct neighbors within ½ mile to solve a very dangerous traffic problem on a stretch of SR 20 that includes property in front of our Base Facility.

C. Economic Vitality

- Island Transit is one of the largest employers in Island County. We employ 101 people to provide transit service for Whidbey and Camano Islands. This service includes Fixed Route, Route Deviation, ADA / Paratransit, Vanpool and Bike & Ride. Not only do 101 families benefit from employment, we also ensure that the transit-riding work force / commuters in Island County have access to their places of employment, both on and off island. Island County is also very dependent upon tourism, and public transit contributes to increased tourist traffic. We will

continue to sustain current service through local sales tax revenues to ensure that our 1,034,000 transit trips per year (projected for 2014) do not turn into 1,034,000 car trips per year, which would have a devastating effect on our rural economy and environment. We will also continue to seek additional state and federal sources of funding to expand service to meet growth and demand.

- Building a new facility and sustaining service will assist Island County with meeting the requirements of the Washington State Growth Management Act (GMA) and LOS Bill (i.e., EGSA 1487). That legislation requires, “counties comprised of islands whose only connection to the mainland are state highways or ferry routes to factor in state highway and ferry capacity in meeting (GMA) concurrency requirements.” If they do not, all building permits could cease. This would be devastating for our local economy.

D. Mobility

- Public Transportation use removes cars from our roadways and increases freight mobility. Less traffic eases congestion. We do our part to alleviate traffic woes.
- Sustaining and promoting service to grow ridership will assist Island County in meeting GMA LOS requirements.
- In the first half of 2014, 78 Island Transit vanpools used the Clinton/Mukilteo ferry every day. The Island Transit buses carry an average of 1040 daily commuter walk-ons to and from the WSF Clinton/Mukilteo run. According to WSF officials, if Island Transit were not here today and these same commuters drove their own vehicle, WSF would have to add an approximate additional 12 ferry runs (4.07 runs due to vanpool and 8.39 runs due to bus commuters) on this route daily to meet the additional demand. Adding additional runs on that particular route is not a viable option for WSF at this time. Ridership on the WSF system overall is expected to increase by approximately 36% from 2006 to 2030. The Coupeville/Port Townsend run is expected to increase by 96% by 2030 and the Clinton run is expected to increase by 43% by 2030. Island Transit could encourage and capture far more foot traffic for both the Clinton/Mukilteo and the Coupeville/Port Townsend WSF runs even now with expanded service.
- Island County is the home of Naval Air Station (NAS) Whidbey Island. The Base employs 9,300 people, military and civilian, with a \$726M annual payroll. The transition to new aircraft should increase base employment by about 1,000 with an additional 1,000 family members over the next several years. Active duty Navy families with 6,900 uniformed personnel, 12,300 dependents, and 12,600 military veterans currently reside in our communities, contributing \$52M annually in transfer payments to the local economy. NAS Whidbey is one of the bases selected as home to the EA 18 Growler and the P-8 Poseidon. These aircraft platforms will be phased in over the next several years and the first contingent has been received. Other primary economic activities include light manufacturing, education, banking, healthcare, retail, farming, fishing, tourism, and a growing retirement population.
- In a county of 79,700 residents, Island Transit carried 1,034,000 people (projected for 2014). Imagine how many cars would be placed back on our roads and ferries if transit service was reduced. This would have a crippling effect on freight mobility.

E. Environmental Quality and Health

- Island County is comprised of 254 miles of shoreline, nine state parks, and historic communities. It is also comprised of two sole-source aquifers – one for Camano Island, the other for Whidbey. Island Transit's property is located on the aquifer recharge area for all of Central Whidbey Island.
- The growth of NAS Whidbey and our increasing population places a strain upon our delicate island ecosystem. The more cars taken off the road benefits our environment – and in a county comprised of approximately 79,700 people, Island Transit carries over 1,034,000 riders per year! That equates to 1,034,000 car trips.
- Island Transit thrives on eco-friendly solutions. We utilize a waste oil burner to heat our building; a water-recycling unit to wash buses; and we recycle all of our bottles, cans, and paper goods.
- We are not only transit-oriented – we have also naturally become local native plant stewards, working with community volunteer groups to preserve the Endangered Chocolate Lily on our

property, along with the native prairie plants and the rare white pine. We are currently working with our neighbor Weyerhaeuser to harvest seed from these pines to help reforest many areas around Mount Rainier.

- Island Transit is also located on the Ebey's Landing National Historical Reserve – the first of its kind in the nation - as established by Congress in 1978. Moreover, the major thoroughfares on Whidbey, SR 20 and SR 525 have been designated as scenic byways by the Washington State Legislature.
- Island Transit is an eco-friendly operation. We are passionate about what we do and will continue to practice and expand the principals of environmental stewardship.

F. Stewardship

- In 2009, Island Transit received ARRA funds to install an MDT/AVL Interoperable Communications System, thus continuously improving the quality, effectiveness, and efficiency of our transportation system. Automatic Vehicle Locators (AVL), used in conjunction with Mobile Data Terminals (MDT), creates an interoperable, real-time, real-location, communications network. This system improves vehicle and route efficiency.
- In 2010, Island Transit submitted and received funds for enhanced MDT/AVL Interoperable Communications Systems and Augmentation for Region 1 Interoperability Network, comprised of software to supplement the MDT/AVL to improve vehicle and route efficiency, and repeaters to improve overall communications system in concert with the Region 1 Interoperability Project.

Twisted Pair Solutions' WAVE (Wide Area Voice Environment) software technology enables and manages real-time, secure, group communications over the IP network, linking people and devices. WAVE connects people who are using disparate and often incompatible communications technologies-such as two-way radios, personal computers, cell phones, and IP phones-into a single, interoperable and manageable communications system via standards-based IP communications technology. An enhanced MDT/AVL system will enable Island Transit to plan and match ride requests with real-time, state-of-the-art results, thereby maintaining and enhancing effective, efficient public transportation options via mobility management programs.

Greater use of information technology systems, i.e., MDT/AVL communications systems, allow Island Transit to provide improved customer service delivery throughout the service area, and allow same day and emergency trip service requests for elderly and disabled riders, resulting in more satisfied customers, all within Island Transit's limited budget and resources. The MDT/AVL communications systems create greater mobility options for our riders, where schedules and routes are tailored to customer requests and require more real-time communications to drivers.

The enhanced MDT/AVL system and the additional repeaters will improve service efficiency and scheduling flexibility, resulting in new service to disabled and elderly customers, exceeding ADA requirements by enabling same-day or last minute ride scheduling, and more overall rides booked. The MDT/AVL system includes touch screen monitors installed in the buses that display the operator's schedule, pick-up and drop-off addresses, mapping and other such assistance. The office link monitor displays the exact location of each bus to determine possible same-day and other emergency ride additions, and enable the dispatchers to send changes to the operator's schedule as needed. Data transmission is effectively communicated between base and operator.

Because our vehicles, operators, and customers are widely dispersed over a large rural service area, the communications links provided by the MDT/AVL system is the only way that we can reliably meet the same-day service needs of our customers, filling multiple communications gaps that currently exist through our existing 800 MHz communications system. On a daily basis, Island Transit provides specialized services to hundreds of elderly and disabled people. Even during an emergency, such as a power outage, our specialized public transportation buses are on the roads serving the needs of community members. There have been times when our buses have run 24 hours a day, 7 days a week, transferring people to emergency shelters.

- Island Transit is a member of the Northwest Regional Interoperability Consortium (NWRIC), an organization of public service agencies in Washington State Homeland Security Region 1. The immediate concern of NWRIC is to construct and operate a network of interoperable

communications systems between member agencies and regional first-responders. This network will be built to permit survivability and effectiveness in the event of a wide range of events, from near-daily occurrences of motor vehicle accidents requiring inter-agency coordination, to major one-time occurrences of natural disasters or terrorist attacks. Island Transit has joined in partnership with regional agencies, creating an interoperability communications system, and this project has received funding from Department of Homeland Security. The repeaters greatly enhance our Region 1 Interoperability system, increasing communication efficiencies, and resulting in optimum multi-partner, regional response as needed. MDT/AVL technology gives us the ability to track buses in real-time, and direct an emergency movement effectively and efficiently.