

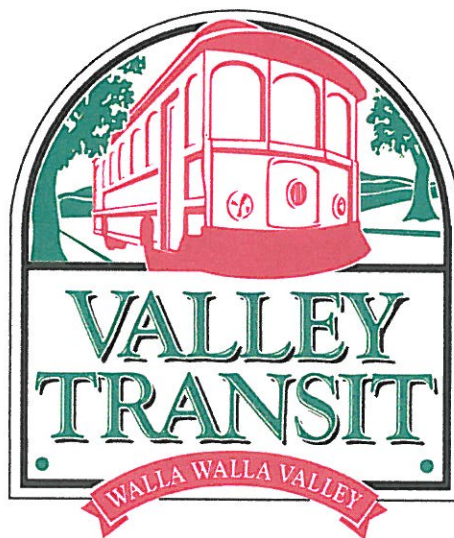
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# Six-Year Transit Development Plan

## 2014 - 2019

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**Date of Public Hearing: August 21, 2014**  
**Valley Transit Board Room**  
**1401 West Rose Street**  
**Walla Walla, WA 99362**



## **Board of Directors**

Bernard Yanke, Chair  
College Place City Council

Jim Johnson, Vice Chair  
Walla Walla County Commissioner

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Amalgamated Transit Union

## **General Manager**

Richard Fondahn

## **Department Managers**

Edwin McCaw  
Finance and Administration

Rick White  
Operations

Bruce McCaw  
Maintenance

# INTRODUCTION

***Valley Transit is dedicated to providing high quality and efficient public transportation services that are responsive to the needs of the entire community, promoting quality of life and a healthy economy.***

Valley Transit's 2014 Six-Year Transit Development Plan establishes the agency's direction over the next six years and provides guidance for the development and delivery of future transit service in the Walla Walla County Public Transportation Benefit Area (PTBA). The Plan conforms to State Public Transportation Policy Objectives and supports local comprehensive planning and economic objectives within the Walla Walla Valley.

The intent of the Plan is to provide a framework to guide service delivery through the next six years within the constraints of available resources. The Plan's objective is to sustain and improve access to services and activities such as employment, shopping, medical facilities, educational facilities, housing and other essential services, regardless of a person's age, income, or physical challenges. The Plan is reviewed annually and will be adjusted to reflect any significant changes that affect community needs or Valley Transit's services.

Valley Transit's Board of Directors and management set a goal that at the end of this six-year plan Valley Transit will have effectively and efficiently met the community's public transportation needs and through continued integrity and financial responsibility be positioned to sustain services into the future.

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## SECTION I: ORGANIZATION

Valley Transit is a special-purpose municipal corporation providing public transportation services to the cities of Walla Walla and College Place and parts of unincorporated Walla Walla County. The Public Transportation Benefit Area (PTBA) was created in 1980 by a vote approving a sales tax of three-tenths of one percent to fund operations. Valley Transit began operations in January of 1981. A special election held February 9, 2010, asked voters to approve an additional three-tenths of one percent of sales tax assessment. The initiative was approved by 76% of voters.

Valley Transit is governed by an eight-member Board of Directors comprised of two Walla Walla County Commissioners, three elected officials from the City of Walla Walla, two elected officials from the City of College Place, and a representative of the Amalgamated Transit Union.

During 2013, City Council member Jerry Cummins served as Board Chair, and Bernard Yanke, City of College Place served as Vice Chair.

The responsibility for the operation of Valley Transit is vested with the General Manager, Richard Fondahn.

## SECTION II: PHYSICAL PLANT

Valley Transit's administrative offices are located with the operations and maintenance facility, at 1401 West Rose, Walla Walla, Washington. In addition, Valley Transit operates a transfer center located at the corner of Fourth & Main in downtown Walla Walla.

## SECTION III: SERVICE CHARACTERISTICS

Valley Transit serves the Walla Walla and College Place area operating eight fixed routes from 6:15 am to 5:50 pm, Monday through Friday. The Transit also offers a variety of van-based special transportation services under the name Valley Transit *Plus*; including Dial-A-Ride, Evening and Saturday Flex-Route Service, Job Access, and Vanpool.

- Valley Transit's complementary Dial-A-Ride offers paratransit service for ADA-certified individuals who are unable to utilize the fixed-route bus system, and honored citizens aged 70 years or more. Dial-A-Ride services are offered from 6:15 am to 5:50 pm, Monday through Friday.

- The Evening and Saturday Flex-Routes provide general-public, demand-responsive transit service weekday evenings from 5:45 pm to 9:10 pm and Saturdays from 10:45 am to 6:10 pm. Three buses are used to provide the service. Two trolley buses operate flex-routes which offer route deviations of up to one-fourth of a mile upon request. One minibus is the Community Connector, floating throughout the community in a demand-responsive mode, providing linkages to the two flex-routes for people who live more than one-fourth of a mile from the flex-routes and for people who cannot walk to a flex-route because of a disability.
- The Job Access program provides transportation for work activities to those who meet the federal income guidelines. The Job Access program provides transportation seven days a week from 5:00 am to 11:30 pm. Job Access trips are provided with the Fixed-Route, Dial-A-Ride, and Evening and Saturday Flex-Routes during normal operating hours, 6:15 am to 9:10 pm weekdays; and 10:45 am to 6:15 pm Saturday. Job Access trips outside the normal operating hours are provided using a reservation-based, demand-responsive system.
- Vanpool – Valley Transit maintains a fleet of five 12-passenger vans used to transport groups of people who commute a minimum of 15 miles with one or both ends of the trip within the Public Transportation Benefit Area. Each group must have a minimum of five active riders and a minimum of two riders must meet the requirements to become a vanpool van driver prior to having a van assigned to the group. The costs directly associated with the Vanpool Program are offset by usage fees charged to the individual vanpool groups.
- Valley Transit Fare Structure:

<b>Payment Method</b>	<b>Adult</b>	<b>Disabled</b>	<b>Senior</b>	<b>Youth</b>
Cash Fare - Fixed-Route, Saturday and Evening	.50	.50	.50	.50
Cash Fare - Dial-A-Ride	.75	.75	.75	.75
Monthly Pass - Regular (All services except Job Access)	20.00	N/A	N/A	N/A
Monthly Pass – Dial-A-Ride (All services except Job Access)	12.00	12.00	12.00	12.00
Monthly Pass - STN Special Transportation Needs (Fixed-Route, Saturday and Evening)	10.00	10.00	10.00	10.00

Payment Method	Adult	Disabled	Senior	Youth
Monthly Pass – Job Access	12.00	12.00	12.00	N/A
Ticket Books (20/book) (Fixed-Route, Saturday and Evening))	10.00	10.00	10.00	10.00
Ticket Books (20/book) (All services except Job Access)	15.00	15.00	15.00	15.00

#### SECTION IV: SERVICE CONNECTIONS

Valley Transit provides intermodal linkages to the Walla Walla Regional Airport, Travel Washington's Grape Line intercity bus service between Pasco and Walla Walla, the City of Milton-Freewater Bus, the Confederated Tribes of the Umatilla Indian Reservation intercity service between Pendleton and Walla Walla, and the Columbia County Public Transportation system between Dayton and Walla Walla. In addition, three hospitals and most medical clinics in Walla Walla and College Place have fixed-route service and all medical clinics have paratransit service. Valley Transit's fixed routes serve all community educational facilities, including public and private elementary schools, middle and high schools, as well as Walla Walla Community College, Whitman College, and Walla Walla University.

The Valley Transit downtown transfer center serves as a transfer point for intercity bus connections to many cities and towns in Southeastern Washington and Northeast Oregon. The Grape Line intercity bus service provides public transportation between Walla Walla, Touchet, Burbank, and Pasco three times daily with service to Amtrak, Greyhound, and the Tri-City Airport. Columbia County Public Transportation vehicles provide transportation between Dayton, Waitsburg, and Walla Walla. The City of Milton Freewater Bus utilizes the Valley Transit downtown transfer center as they transport passengers between Walla Walla and Milton Freewater; and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) uses the downtown transfer center as a transfer point for intercity bus connections to Milton Freewater, Athena, Weston, Pendleton, Mission, and the Wildhorse Travel Plaza in Oregon.

## SECTION V: ACTIVITIES IN 2013

### System Performance

- On-time performance: Valley Transit's Fixed Route service maintained a 92.6% on time performance during 2013 and the Dial-A-Ride service maintained a 94.6% on time performance.
- Ridership: During 2013, total Fixed-Route ridership increased by 9.6% to a total of 648,602 passenger trips. Much of the increase can be attributed to higher adult ridership and the success of the new Veterans and Senior Medical Loop. Valley Transit Plus services which include Dial-A-Ride, Saturday and Evening Service, Job Access, and Vanpool experienced a 10.6% increase in ridership during 2013.

### Coordination and Planning

- Coordination: Valley Transit's staff regularly participates in local and regional coordination and planning meetings and will continue to work proactively on a range of transportation planning activities on a local level.
- Metropolitan Planning Organization: With the release of the 2010 Census data, the Walla Walla–Milton Freewater area was determined to have met the population threshold to be classified as an Urbanized Area (UZA). To facilitate and coordinate transportation planning within the urbanized area, a Metropolitan Planning Organization (MPO) was formed. Valley Transit worked with area jurisdictions to form and begin operations of a new Metropolitan Planning Organization (MPO) and a Regional Transportation Planning Organization (RTPO). Valley Transit currently participates as a member agency and has appointed staff members to serve on the MPO's Policy Board and Technical Advisory Committee.
- Coordinated Public Transit – Human Services Transportation Plan: Valley Transit is working with other local agencies and interested parties to form a Human Services Transportation Coalition. In conjunction with the Regional Transportation Planning Organization (RTPO), the Coalition is tasked with the responsibility of updating the Human Services Transportation Plan for this area. The Coordination Plan serves as a means for transit agencies and municipalities to identify and prioritize the region's transportation needs. Projects designed to meet these needs are submitted by transportation providers, local governments and social service agencies. The projects are ranked and prioritized on a regional basis.

### **Preservation of Services**

- Low Cash Fare: Valley Transit maintains a low regular cash fare \$0.50 per trip for the Fixed-Route and the Saturday and Evening Flex-Routes to promote ridership and improve the community's access to essential services.
- Established a Reduced Fare Permit: This permit entitles the bearer to ride for one-half the regular cash fare on the Fixed-Route service and the Saturday and Evening Service. Reduced Fare Permits are provided free of charge for seniors at least sixty-five years of age and persons with qualifying disabilities.
- Increased Service: Valley Transit increased the number of Dial-A-Ride vehicles during peak periods to maintain service quality at or above performance standards.
- Awarded Operating Assistance: Valley Transit was awarded continued funding for the Veterans and Senior Medical Loop through the Washington State Combined Grant Program. The Veterans and Senior Medical Loop was established in August 2011, when Valley Transit was awarded federal Section 5317 New Freedom funding to establish fixed-route bus service to the new VA Medical Center and other essential medical facilities that had moved to locations not being served by Valley Transit's fixed-route vehicles. With this funding, Valley Transit was able to provide improved mobility and a better quality of life for veterans and seniors who need access to these relocated facilities. Funding for this project will expire on June 30, 2015. Valley Transit will continue efforts to ensure service levels are efficient and are effectively meeting our customers' needs.

### **Preservation of Facilities and Equipment**

- Preventative Maintenance Program: Valley Transit continued to place emphasis on preventative maintenance to preserve facilities and equipment.
- Asset management Plan: Maintained facilities in accordance with Valley Transit's Asset Management Plan.
- CNG Mitigation: Implemented a planned program to upgrade safety systems related to the fueling and storage of Compressed Natural Gas vehicles.
- Market Station Renovation: Implemented planning for the renovation of the Market Station Transfer Center located in downtown Walla Walla.
- Awarded Capital Assistance Grant: Valley Transit applied for and was awarded financial assistance to replace three Dial-A-Ride paratransit vans that have exceeded their useful life. The Washington State Combined Grant Program is a principle source of funding for Valley Transit's paratransit vehicle fleet. In most cases, federal and state capital assistance grants provide funding for up to eighty-percent of the purchase price of the vehicle. Valley Transit provides local funding for the remaining balance from its dedicated Vehicle Replacement Reserve.

**Fiscal Accountability**

- 2013 Operating and Capital Budget Goals were met.
- Received unqualified State Auditor's report on Valley Transit Financial Statements for fiscal year ended December 31, 2011. Fiscal Years 2012 and 2013 will be audited in the fall of 2014.

**SECTION VI: PROPOSED ACTION STRATEGIES 2014 - 2019**

*The proposed changes in Section VI, below, are action strategies that reflect upon the following state public transportation policy objectives.*

**Mobility - Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens:**

- To improve connections between services and maximize the community's access to transportation, Valley Transit will continue to coordinate with other transportation providers.
- Valley Transit will work to maintain its service connections with four other public transportation providers as well as interstate buses.
- To encourage ridership and improve access to transit services, Valley Transit will continue to seek opportunities for partnerships with employers, social service agencies, colleges, and school districts.
- Valley Transit will continue to refine the Job Access program. This program expands transportation opportunities into the early morning, late into the evening, and on weekends for those working non-traditional hours and those who are without other means of transportation.
- Valley Transit will continue to promote its Vanpool Program to provide transportation to and from employment for employees who live or work in the Walla Walla service area.
- Valley Transit's staff will continue to participate in local and regional coordination and planning meetings and will continue to work proactively on a range of transportation planning activities on a local level.
- Valley Transit will seek funding to provide the public with an integrated smart phone application that provides access to schedule information and real-time bus location.



**Preservation - Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce:**

**Preservation of Services**

- Valley Transit will seek to maintain a fare policy that supports increased ridership and promotes access to transit services.
- Valley Transit will continue to monitor system performance to identify areas where improvements and efficiencies can be achieved.
- Valley Transit will seek funding to sustain the Veterans and Senior Medical Loop.
- Valley Transit will continue efforts to ensure service levels are performing efficiently and are effectively meeting our customers' needs.
- Valley Transit will continue to limit its exposure to rising fuel prices by participating in the fuel risk management consortium when pricing permits.
- The recent change in classification from a Rural Transit system to a Small Urban Transit system will qualify Valley Transit to receive FTA Section 5307 Formula Funding. This new funding will provide Valley Transit with ongoing and predictable funding that can be used to sustain existing transit services and provide for the replacement of service vehicles as they reach the end of their useful life.

**Preservation of Facilities and Equipment**

- Valley Transit continued to place emphasis on preventative maintenance to preserve facilities and equipment.
- Valley Transit maintained facilities in accordance with the Asset Management Plan.
- Valley Transit will replace vehicles in accordance with established fleet replacement standards.
- Valley Transit will contract pursuant to guidelines governing capital procurements for purchases to replace four fixed-route buses, five vanpool vans, nine Dial-A-Ride mini buses and to retrofit six fixed-route buses during the six-year reporting period.
- Valley Transit implemented a planned program to upgrade safety systems related to the fueling and storage of Compressed Natural Gas vehicles.

**Safety - Target construction projects, enforcement and education to save lives, reduce injuries and protect property:**

- Valley Transit will continue its efforts and partnership with the City of Walla Walla to obtain sufficient funding to place a pedestrian crossing signal near the intersection of 13th Avenue and Rose Street. A signal will provide a safe pedestrian crossing for people to access the Family Medical Center or board an eastbound bus.
- Valley Transit will continue its emphasis on accident prevention by providing employee training and conducting regular safety meetings.
- Valley Transit will continue to improve security by adding security cameras to the multi-camera digital security system at the downtown transfer center to eliminate blind spots.
- Valley Transit will continue to equip service vehicles with automatic vehicle locators (AVL) to provide immediate vehicle location in case of an emergency. The system is equipped with covert emergency signal buttons that alert Dispatch.
- Valley Transit will continue its efforts to obtain funding for the renovation of the maintenance and bus storage facility. The renovation will focus on improvements that enhance safety and allow for the efficient maintenance of alternative fuel vehicles. The improvements will include upgrades to the methane gas detection, venting, and alarm equipment, the in-ground hoist to lift low-floor buses, and other systems required to maintain hybrid vehicles and vehicles fueled by compressed natural gas. The expansion of the bus storage facility will provide indoor storage for all vehicles. Indoor storage will extend the service life, and safeguard the vehicles when they are out of service.
- Valley Transit will continue to build upon its anti-vandalism program with continued improvements to the camera system and the incorporation of vandal resistant materials wherever feasible.

**Economic Vitality - Improve freight movement and support economic sectors that rely on the transportation system such as agriculture, tourism, and manufacturing:**

- Valley Transit will continue to support efforts to sustain and improve the economic vitality of the region.
- Valley Transit will continue its efforts to form partnerships with the cities of Walla Walla and College Place, and Walla Walla County to secure funding for street projects to improve safety and enhance freight mobility.



**Environmental Quality and Health - Bring benefit to the environment and our citizens health by improving the existing transportation infrastructure:**

- Valley Transit operates the largest number of CNG-powered transit vehicles in Eastern Washington and has eliminated tens of thousands of trips that would have been made by single occupant vehicle (SOV) trips. Valley Transit will continue to incorporate alternative fuels or clean energy whenever practicable.
- Valley Transit will continue to explore options that will allow effective performance of its mission, while safeguarding its citizens and protecting the environment.
- Valley Transit will apply for federal financial assistance to complete an energy-efficiency improvement project on the main transit facility. This project will install equipment to reduce Valley Transit's energy costs and reduce greenhouse gases. The project will replace the transit facility's roof and upgrade the insulation; replace windows with new energy-efficient models; add energy-efficient lighting; install solar panels to reduce electrical costs; add a solar water heater for water used to wash buses; and install waste-oil furnaces to heat the bus storage facility.

**Outlook for the Future**

Current revenue trends point to a slight increase in 2014 sales tax collections of approximately 4.5% over collections received during 2013. Historic revenue trends suggest that Valley Transit's revenues should have an average growth rate of 3.2% per year over the six-year planning period. This revenue growth, coupled with the federal formula funding from the establishment of the MPO, should create sufficient revenues for Valley Transit to sustain existing transit services and fund the replacement of its aging fixed-route vehicles over the course of the six-year planning period. Valley Transit will seek capital assistance grants to replace two transit buses, five CNG-powered trolley buses, ten Dial-A-Ride minibuses, five vanpool vans, and retrofit seven trolley buses that will reach the end of their useful economic life during the planning period.

While the projected revenues should allow Valley Transit to maintain its current services, they will not provide sufficient revenue to address the community's many other transportation needs. New transportation projects such as a downtown parking shuttle and expansion of the Dial-A-Ride service area will require funding from new revenue sources. Valley Transit will continue to work collaboratively with community partners, social service organizations and federal and state agencies to identify and secure funding for these transportation improvements.

**SECTION VII: PROPOSED CHANGES, 2014 – 2019**

<b><u>2014</u></b>	<b><u>Preservation</u></b>	<b><u>Improvement</u></b>
Service	Receive Federal/State Operating Assistance	No Change
Facilities	Building Preservation CNG Station Refurbishment Parking Lot Restoration	3 Shelters Market Station Expansion
Equipment	Misc. Office Equipment Misc. Maintenance Equipment	No Change
Vehicles	Dial-A-Ride CNG Mini Buses (3) Maintenance Service Vehicle (1)	Dial-A-Ride CNG Mini Buses (2) Maintenance Service Vehicle (1)
<b><u>2015</u></b>	<b><u>Preservation</u></b>	<b><u>Improvement</u></b>
Service	Receive Federal/State Operating Assistance	No Change
Facilities	Building Preservation CNG Mitigation - Maintenance and Bus Storage Facility	3 Shelters
Equipment	Misc. Office Equipment Misc. Maintenance Equipment	No Change
Vehicles	Low-Floor CNG Trolley Buses (2) Low-Floor Transit Buses (2) Vanpool Vans (5)	No Change
<b><u>2016</u></b>	<b><u>Preservation</u></b>	<b><u>Improvement</u></b>
Service	Receive Federal/State Operating Assistance	No Change
Facilities	Building Preservation	2 Shelters Building Expansion and Energy Improvements
Equipment	Misc. Office Equipment Misc. Maintenance Equipment	No Change
Vehicles	Low-Floor CNG Trolley Buses (2) Dial-A-Ride CNG Mini Buses (4)	No Change

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**Transit Development Plan 2014 – 2019**  
**and 2013 Annual Report**

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<b><u>2017</u></b>	<b><u>Preservation</u></b>	<b><u>Improvement</u></b>
Service	Receive Federal/State Operating Assistance	No Change
Facilities	Building Preservation	3 Shelters
Equipment	Misc. Office Equipment Misc. Maintenance Equipment Vehicle Components	No Change
Vehicles	Refurbish Low-Floor Trolley Buses (3)	Dial-A-Ride CNG Mini Bus (1)
<b><u>2018</u></b>	<b><u>Preservation</u></b>	<b><u>Improvement</u></b>
Service	Receive Federal/State Operating Assistance	No Change
Facilities	Building Preservation	3 Shelters Parking Lot Expansion Bus Storage Expansion
Equipment	Misc. Office Equipment Misc. Maintenance Equipment	No Change
Vehicles	Refurbish Low-Floor Trolley Buses (4) Maintenance Support Vehicle (1)	No Change
<b><u>2019</u></b>	<b><u>Preservation</u></b>	<b><u>Improvement</u></b>
Service	Receive Federal/State Operating Assistance	No Change
Facilities	Building Preservation	Traffic Signal 3 Shelters
Equipment	Misc. Office Equipment Misc. Maintenance Equipment	No Change
Vehicles	Low-Floor CNG Trolley Bus (1) Maintenance Support Vehicle (2)	No Change

**SECTION VIII: DESCRIPTION OF FUNDS**

**General Transportation Fund:**

All operating revenues and expenditures flow through Valley Transit's General Transportation Fund. Funds are transferred between the dedicated capital reserves and the General Transportation Fund to finance major capital purchases with board approval.

**Vehicle Replacement Reserve Fund:**

This is a Valley Transit Board of Directors designated fund. It was established to provide funding and match for the replacement of Valley Transit's rolling stock. When assets are purchased using funds from the Vehicle Replacement Reserve, the funds are transferred with board approval to the General Transportation Fund. Payments to vendors are drawn from the General Transportation Fund.

**Facility Maintenance and Equipment Reserve Fund:**

The Facility Maintenance and Equipment Reserve Fund is a Valley Transit Board of Directors designated fund. This fund was established to provide funding and match for capital projects that maintain or improve Valley Transit's facilities and related equipment. When capital projects are completed using funds from the Facility Maintenance and Equipment Reserve, funds are transferred with board approval to the General Transportation Fund. Payments to vendors are drawn from the General Transportation Fund.

**Working Capital Reserve Fund:**

The Working Capital Reserve Fund was established through administrative policy to reserve sufficient working capital to cover fluctuations in revenues and expenditures. This fund is also used to provide funding for equipment or other major vehicle repairs that are unanticipated but essential to operations. As a general rule, Valley Transit has determined a sufficient working capital reserve is not less than an average of 180 days operating expenditures.

**Section IX: Capital Improvement Program, 2014 - 2019**  
**(All figures in thousands of dollars)**

<b>Preservation</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Maintenance Equipment	87	190	75	68	33	36
Support Vehicles	32	-	-	-	20	96
Dial-A-Ride Vehicles	392	-	574	-	-	-
Transit Center	275	686	1,200	200	926	38
Transit Shelters	1	1	1	2	2	2
Transit Buses	-	140	526	826	1,152	652
Vanpool Vans	-	154	-	-	-	-
<b>Totals</b>	<b>\$787</b>	<b>\$1,171</b>	<b>\$2,376</b>	<b>\$1,096</b>	<b>\$2,133</b>	<b>\$824</b>

<b>Improvement</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Maintenance Equipment	-	35	-	-	-	-
Support Vehicles	26	-	-	-	-	-
Dial-A-Ride Vehicles	262	-	-	150	-	-
Transit Center	480	95	400	-	-	201
Transit Shelters	19	30	24	24	26	26
Transit Buses	-	1,089	-	-	-	-
Vanpool Vans	-	-	-	-	-	-
<b>Totals</b>	<b>\$787</b>	<b>\$1,249</b>	<b>\$424</b>	<b>\$174</b>	<b>\$26</b>	<b>\$227</b>
	<b>\$1,574</b>	<b>\$2,420</b>	<b>\$2,800</b>	<b>\$1,270</b>	<b>\$2,159</b>	<b>\$1,051</b>

**Section X: Operating Data, 2013 - 2019**  
**(All figures, except 2013, in thousands of units)**

<b>Fixed Routes</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Vehicle Hours	27342	28	28	28	28	28	28
Vehicle Revenue Hours	26346	27	27	27	27	27	27
Vehicle Miles	322868	323	323	323	323	323	323
Vehicle Revenue Miles	308256	309	309	309	309	309	309
Passenger Trips	648602	765	770	775	780	785	785
Fatalities							
Reportable Injuries							
Collisions							
Diesel Fuel Consumed	63516						
CNG Consumed	8617						
<b>Route Deviated</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Vehicle Hours	3452	4	4	4	4	4	4
Vehicle Revenue Hours	2993	3	3	3	3	3	3
Vehicle Miles	35741	35	35	35	35	35	35
Vehicle Revenue Miles	34639	34	34	34	34	34	34
Passenger Trips	40580	47	47	48	48	48	48
Fatalities							
Reportable Injuries							
Collisions							
Diesel Fuel Consumed	6942						
CNG Consumed	1021						
<b>Demand Response</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Vehicle Hours	14694	15	15	16	16	17	17
Vehicle Revenue Hours	13969	14	14	15	15	18	18
Vehicle Miles	169517	171	171	173	173	174	174
Vehicle Revenue Miles	162029	163	163	164	164	165	165
Passenger Trips	50106	52	53	54	54	55	55
Fatalities							
Reportable Injuries							
Collisions							
Gasoline Consumed							
CNG Consumed	33005						
<b>Vanpooling Services</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Vehicle Miles	67880	75	75	78	78	78	78
Vehicle Revenue Miles	66629	74	74	77	77	77	77
Passenger Trips	12532	13	13	15	15	15	15
Fatalities							
Reportable Injuries							
Collisions							
Gasoline Consumed	4764						

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**Section XI: Operating Revenues and Expenditures, 2013 - 2019**

(All figures, except 2013, in thousands of dollars)

<b>YEAR 2013</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Vehicle Replacement</b>	<b>Facility Maint. &amp; Imp.</b>	<b>TOTAL All Funds</b>
<b>Beginning Fund Balance</b>	<b>\$1</b>	<b>\$1,272,000</b>	<b>\$2,157,966</b>	<b>\$2,502,184</b>	<b>\$5,932,151</b>
<b>Revenues:</b>					
Sales Tax	\$4,137,492				\$4,137,492
Fare Box	\$281,264				\$281,264
Federal Operating Grants	\$90,001				\$90,001
State Operating Grants	\$154,162				\$154,162
Other	\$85,447	\$11,985	\$3,420	\$3,689	\$104,541
Contribution From Other Funds	\$70,000	\$364,085	\$490,000		\$924,085
<b>Total Available</b>	<b>\$4,818,367</b>	<b>\$1,648,070</b>	<b>\$2,651,387</b>	<b>\$2,505,873</b>	<b>\$11,623,696</b>
<b>Operating Expenses</b>					
Vanpool P&M	\$125,492				\$125,492
Vanpool System Expansion	\$0				\$0
Fixed Route P&M	\$2,465,745				\$2,465,745
Fixed Route System Expansion	\$0				\$0
Route-Deviated P&M	\$214,413				\$214,413
Route-Deviated System Expansion	\$0				\$0
Paratransit ADA P&M	\$1,157,668				\$1,157,668
Paratransit ADA Sys Exp	\$0				\$0
Annual Depreciation	\$797,951				\$797,951
Contribution to Other Funds	\$854,085		\$70,000	\$0	\$924,085
<b>Total Expenses</b>	<b>\$5,615,354</b>	<b>\$0</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$5,685,354</b>
Add Back Depreciation	\$797,951				\$797,951
<b>Net Cash Available</b>	<b>\$964</b>	<b>\$1,648,070</b>	<b>\$2,581,387</b>	<b>\$2,505,873</b>	<b>\$6,736,293</b>
<b>Capital Revenue</b>					
Section 5311	\$76,000				
WA Rural Mobility	\$76,000				
<b>Total Capital Revenue</b>	<b>\$152,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Capital Obligations</b>					
System P&M					
Transit Shelters					
Maintenance Equipment	\$113,009				\$113,009
Office Equipment	\$6,781				\$6,781
CNG Mitigation	\$18,174				\$18,174
<b>Total Capital Obligations</b>	<b>\$137,964</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$137,964</b>
<b>Ending Fund Balances 12/31</b>	<b>\$15,000</b>	<b>\$1,648,070</b>	<b>\$2,581,387</b>	<b>\$2,505,873</b>	<b>\$6,750,329</b>

**Valley Transit**  
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**Section XI: Operating Revenues and Expenditures, 2013 - 2019**

(All figures, except 2013, in thousands of dollars)

<b>YEAR 2014</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Vehicle Replacement</b>	<b>Facility Maint. &amp; Imp.</b>	<b>TOTAL All Funds</b>
<b>Beginning Fund Balance</b>	<b>\$15</b>	<b>\$1,648</b>	<b>\$2,581</b>	<b>\$2,506</b>	<b>\$6,750</b>
<b>Revenues:</b>					
Sales Tax	\$4,324				\$4,324
Fare Box	\$236				\$236
Federal Operating Grants	\$562				\$562
State Operating Grants	\$93				\$93
Other	\$17	\$1	\$6	\$4	\$28
Contribution From Other Funds	\$1,480	\$321	\$500	\$300	\$2,601
<b>Total Available</b>	<b>\$6,728</b>	<b>\$1,970</b>	<b>\$3,087</b>	<b>\$2,810</b>	<b>\$14,596</b>
<b>Operating Expenses</b>					
Vanpool P&M	\$140				\$140
Vanpool System Expansion	\$0				\$0
Fixed Route P&M	\$2,750				\$2,750
Fixed Route System Expansion	\$0				\$0
Route-Deviated P&M	\$239				\$239
Route-Deviated System Expansion	\$0				\$0
Paratransit ADA P&M	\$1,291				\$1,291
Paratransit ADA Sys Exp	\$0				\$0
Annual Depreciation	\$500				\$500
Contribution to Other Funds	\$1,121	\$294	\$325	\$861	\$2,601
<b>Total Expenses</b>	<b>\$6,041</b>	<b>\$294</b>	<b>\$325</b>	<b>\$861</b>	<b>\$7,521</b>
Add Back Depreciation	\$500				\$500
<b>Net Cash Available</b>	<b>\$1,187</b>	<b>\$1,676</b>	<b>\$2,762</b>	<b>\$1,949</b>	<b>\$7,574</b>
<b>Capital Revenue</b>					
FTA Section 5307 (formula)	\$206				\$206
FTA Section 5310 (Special Needs)	\$181				\$181
<b>Total Capital Revenue</b>	<b>\$387</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$387</b>
<b>Capital Obligations</b>					
System P&M					
Parking Lot Improvements	\$52				\$52
CNG Station Refurbishment	\$225				\$225
Benches and Signs	\$1				\$1
Maintenance Equipment	\$8				\$8
Office Equipment	\$72				\$72
Radio Components	\$4				\$4
Vehicle Replacement					
(3) CNG Powered, Mini Buses	\$393				\$393
Maintenance Support Vehicle	\$32				\$32
System Expansion					
(2) CNG Powered, Mini Buses	\$262				\$262
Market Station Improvements	\$480				\$480
Maintenance Support Vehicle	\$26				\$26
(3) Shelters	\$19				\$19
<b>Total Capital Obligations</b>	<b>\$1,574</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,574</b>
<b>Ending Fund Balances 12/31</b>	<b>\$1</b>	<b>\$1,676</b>	<b>\$2,762</b>	<b>\$1,949</b>	<b>\$6,388</b>



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**Section XI: Operating Revenues and Expenditures, 2013 - 2019**

(All figures, except 2013, in thousands of dollars)

<b>YEAR 2015</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Vehicle Replacement</b>	<b>Facility Maint. &amp; Imp.</b>	<b>TOTAL All Funds</b>
<b>Beginning Fund Balance</b>	<b>\$1</b>	<b>\$1,676</b>	<b>\$2,762</b>	<b>\$1,949</b>	<b>\$6,388</b>
<b>Revenues:</b>					
Sales Tax	\$4,411				\$4,411
Fare Box	\$226				\$226
Federal Operating Grants	\$501				\$501
State Operating Grants	\$224				\$224
Other	\$15	\$8	\$41	\$29	\$93
Contribution From Other Funds	\$1,138	\$188	\$267	\$334	\$1,927
<b>Total Available</b>	<b>\$6,516</b>	<b>\$1,872</b>	<b>\$3,070</b>	<b>\$2,312</b>	<b>\$13,770</b>
<b>Operating Expenses</b>					
Vanpool P&M	\$145				\$145
Vanpool System Expansion	\$0				\$0
Fixed Route P&M	\$2,855				\$2,855
Fixed Route System Expansion	\$0				\$0
Route-Deviated P&M	\$248				\$248
Route-Deviated System Expansion	\$0				\$0
Paratransit ADA P&M	\$1,340				\$1,340
Paratransit ADA Sys Exp	\$0				\$0
Annual Depreciation	\$500				\$500
Contribution to Other Funds	\$789		\$278	\$860	\$1,927
<b>Total Expenses</b>	<b>\$5,877</b>	<b>\$0</b>	<b>\$278</b>	<b>\$860</b>	<b>\$7,015</b>
Add Back Depreciation	\$500				\$500
<b>Net Cash Available</b>	<b>\$1,139</b>	<b>\$1,872</b>	<b>\$2,792</b>	<b>\$1,452</b>	<b>\$7,255</b>
<b>Capital Revenue</b>					
FTA Section 5307 (formula)	\$871				\$871
FTA Section 5339 (formula)	\$112				
WA Rural Mobility	\$123				
WA Regional Mobility	\$128				
Other State/Local	\$48				
<b>Total Capital Revenue</b>	<b>\$1,282</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$871</b>
<b>Capital Obligations</b>					
System P&M					
Building Improvements	\$500				\$500
Parking Lot Improvements	\$185				\$185
Benches and Signs	\$1				\$1
Maintenance Equipment	\$45				\$45
Office Equipment	\$16				\$16
Dispatching Equipment	\$160				\$160
Radio Components	\$4				\$4
Vehicle Replacement					
(5) Vanpool Vans	\$155				\$155
(4) Fixed Route Heavy Duty Bus	\$1,229				\$1,229
System Expansion					
Pedestrian Traffic Signal	\$95				\$95
(3) Shelters	\$30				\$30
<b>Total Capital Obligations</b>	<b>\$2,420</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,420</b>
<b>Ending Fund Balances 12/31</b>	<b>\$1</b>	<b>\$1,872</b>	<b>\$2,792</b>	<b>\$1,452</b>	<b>\$6,117</b>

**Valley Transit**  
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**Section XI: Operating Revenues and Expenditures, 2013 - 2019**

(All figures, except 2013, in thousands of dollars)

<b>YEAR 2016</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Vehicle Replacement</b>	<b>Facility Maint. &amp; Imp.</b>	<b>TOTAL All Funds</b>
<b>Beginning Fund Balance</b>	<b>\$1</b>	<b>\$1,872</b>	<b>\$2,792</b>	<b>\$1,452</b>	<b>\$6,117</b>
<b>Revenues:</b>					
Sales Tax	\$4,499				\$4,499
Fare Box	\$234				\$234
Federal Operating Grants	\$551				\$551
State Operating Grants	\$174				\$174
Other	\$15	\$9	\$42	\$22	\$88
Contribution From Other Funds	\$1,120	\$76		\$601	\$1,797
<b>Total Available</b>	<b>\$6,594</b>	<b>\$1,957</b>	<b>\$2,834</b>	<b>\$2,075</b>	<b>\$13,460</b>
<b>Operating Expenses</b>					
Vanpool P&M	\$152				\$152
Vanpool System Expansion	\$0				\$0
Fixed Route P&M	\$2,984				\$2,984
Fixed Route System Expansion	\$0				\$0
Route-Deviated P&M	\$259				\$259
Route-Deviated System Expansion	\$0				\$0
Paratransit ADA P&M	\$1,401				\$1,401
Paratransit ADA Sys Exp	\$0				\$0
Annual Depreciation	\$500				\$500
Contribution to Other Funds	\$677		\$220	\$900	\$1,797
<b>Total Expenses</b>	<b>\$5,973</b>	<b>\$0</b>	<b>\$220</b>	<b>\$900</b>	<b>\$7,093</b>
Add Back Depreciation	\$500				\$500
<b>Net Cash Available</b>	<b>\$1,121</b>	<b>\$1,957</b>	<b>\$2,614</b>	<b>\$1,175</b>	<b>\$6,867</b>
<b>Capital Revenue</b>					
Federal Grants Bus & Bus Facility	\$500				
FTA Section 5307 (formula)	\$650				\$650
FTA Section 5310	\$230				
Other State & Local	\$300				\$300
<b>Total Capital Revenue</b>	<b>\$1,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$950</b>
<b>Capital Obligations</b>					
System P&M					
Building Expansion / Improvements	\$500				\$500
Benches and Signs	\$1				\$1
Vehicle Components	\$0				\$0
Maintenance Equipment	\$54				\$54
Office Equipment	\$16				\$16
Radio Components	\$5				\$5
Vehicle Replacement					
(2) Low-Floor CNG Transit Buses	\$526				\$526
(4) CNG Mini Buses	\$574				\$574
System Expansion					
Building Expansion	\$1,100				\$1,100
(4) Shelters	\$24				\$24
<b>Total Capital Obligations</b>	<b>\$2,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>
<b>Ending Fund Balances 12/31</b>	<b>\$1</b>	<b>\$1,957</b>	<b>\$2,614</b>	<b>\$1,175</b>	<b>\$5,747</b>

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**Section XI: Operating Revenues and Expenditures, 2013 - 2019**

(All figures, except 2013, in thousands of dollars)

YEAR 2017	General Fund	Working Capital	Vehicle Replacement	Facility Maint. & Imp.	TOTAL All Funds
<b>Beginning Fund Balance</b>	<b>\$1</b>	<b>\$1,957</b>	<b>\$2,614</b>	<b>\$1,175</b>	<b>\$5,747</b>
<b>Revenues:</b>					
Sales Tax	\$4,589				\$4,589
Fare Box	\$235				\$235
Federal Operating Grants	\$501				\$501
State Operating Grants	\$234				\$234
Other	\$15	\$29	\$39	\$18	\$101
Contribution From Other Funds	\$349	\$27	\$10	\$600	\$986
<b>Total Available</b>	<b>\$5,924</b>	<b>\$2,013</b>	<b>\$2,663</b>	<b>\$1,793</b>	<b>\$12,393</b>
<b>Operating Expenses</b>					
Vanpool P&M	\$156				\$156
Vanpool System Expansion	\$0				\$0
Fixed Route P&M	\$3,072				\$3,072
Fixed Route System Expansion	\$0				\$0
Route-Deviated P&M	\$267				\$267
Route-Deviated System Expansion	\$0				\$0
Paratransit ADA P&M	\$1,442				\$1,442
Paratransit ADA Sys Exp	\$0				\$0
Annual Depreciation	\$510				\$510
Contribution to Other Funds	\$637		\$90	\$259	\$986
<b>Total Expenses</b>	<b>\$6,084</b>	<b>\$0</b>	<b>\$90</b>	<b>\$259</b>	<b>\$6,433</b>
Add Back Depreciation	\$510				\$510
<b>Net Cash Available</b>	<b>\$350</b>	<b>\$2,013</b>	<b>\$2,573</b>	<b>\$1,534</b>	<b>\$6,470</b>
<b>Capital Revenue</b>					
FTA Section 5339 (formula)	\$140				\$140
FTA Section 5307	\$781				\$781
					\$0
<b>Total Capital Revenue</b>	<b>\$921</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$921</b>
<b>Capital Obligations</b>					
System P&M					
Building Expansion / Improvements	\$200				\$200
Benches and Signs	\$2				\$2
Maintenance Equipment	\$11				\$11
Office Equipment	\$17				\$17
Radio Components	\$5				\$5
Vehicle Replacement					
(3) Low-Floor CNG Transit Buses	\$826				\$826
(1) CNG Powered, Mini Buses	\$150				\$150
Engines & Transmissions	\$35				\$35
System Expansion					
(3) Shelters	\$24				\$24
<b>Total Capital Obligations</b>	<b>\$1,270</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,270</b>
<b>Ending Fund Balances 12/31</b>	<b>\$1</b>	<b>\$2,013</b>	<b>\$2,573</b>	<b>\$1,534</b>	<b>\$6,121</b>

**Valley Transit**  
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**Section XI: Operating Revenues and Expenditures, 2013 - 2019**

(All figures, except 2013, in thousands of dollars)

YEAR 2018	General Fund	Working Capital	Vehicle Replacement	Facility Maint. & Imp.	TOTAL All Funds
<b>Beginning Fund Balance</b>	\$1	\$2,013	\$2,573	\$1,534	\$6,121
<b>Revenues:</b>					
Sales Tax	\$4,704				\$4,704
Fare Box	\$238				\$238
Federal Operating Grants	\$501				\$501
State Operating Grants	\$234				\$234
Other	\$16	\$50	\$38	\$23	\$127
Contribution From Other Funds	\$837	\$65	\$401	\$99	\$1,402
<b>Total Available</b>	<b>\$6,531</b>	<b>\$2,128</b>	<b>\$3,012</b>	<b>\$1,656</b>	<b>\$13,327</b>
<b>Operating Expenses</b>					
Vanpool P&M	\$162				\$162
Vanpool System Expansion	\$0				\$0
Fixed Route P&M	\$3,191				\$3,191
Fixed Route System Expansion	\$0				\$0
Route-Deviated P&M	\$277				\$277
Route-Deviated System Expansion	\$0				\$0
Paratransit ADA P&M	\$1,498				\$1,498
Paratransit ADA Sys Exp	\$0				\$0
Annual Depreciation	\$500				\$500
Contribution to Other Funds	\$565		\$251	\$586	\$1,402
<b>Total Expenses</b>	<b>\$6,193</b>	<b>\$0</b>	<b>\$251</b>	<b>\$586</b>	<b>\$7,030</b>
Add Back Depreciation	\$500				\$500
<b>Net Cash Available</b>	<b>\$838</b>	<b>\$2,128</b>	<b>\$2,761</b>	<b>\$1,070</b>	<b>\$6,797</b>
<b>Capital Revenue</b>					
FTA Section 5339 (formula)	\$400				
FTA Section 5307 (formula)	\$922				\$922
<b>Total Capital Revenue</b>	<b>\$1,322</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$922</b>
<b>Capital Obligations</b>					
System P&M					
Building Expansion / Improvements	\$526				\$526
Vehicle Components	\$0				\$0
Benches and Signs	\$2				\$2
Maintenance Equipment	\$9				\$9
Office Equipment	\$18				\$18
Radio Components	\$5				\$5
Vehicle Replacement					
Refurbish (4) Low-Floor Trolley Buses	\$1,153				\$1,153
Maintenance Support Vehicle	\$20				\$20
System Expansion					
Parking Lot Improvements	\$200				\$200
Bus Storage Expansion	\$200				\$200
(3) Shelters	\$26				\$26
<b>Total Capital Obligations</b>	<b>\$2,159</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,159</b>
<b>Ending Fund Balances 12/31</b>	<b>\$1</b>	<b>\$2,128</b>	<b>\$2,761</b>	<b>\$1,070</b>	<b>\$5,960</b>

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**Section XI: Operating Revenues and Expenditures, 2013 - 2019**  
 (All figures, except 2013, in thousands of dollars)

<b>YEAR 2019</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Vehicle Replacement</b>	<b>Facility Maint. &amp; Imp.</b>	<b>TOTAL All Funds</b>
<b>Beginning Fund Balance</b>	<b>\$1</b>	<b>\$2,128</b>	<b>\$2,761</b>	<b>\$1,070</b>	<b>\$5,960</b>
<b>Revenues:</b>					
Sales Tax	\$4,821				\$4,821
Fare Box	\$242				\$242
Federal Operating Grants	\$501				\$501
State Operating Grants	\$234				\$234
Other	\$5	\$75	\$41	\$16	\$137
Contribution From Other Funds	\$407		\$185	\$301	\$893
<b>Total Available</b>	<b>\$6,211</b>	<b>\$2,203</b>	<b>\$2,987</b>	<b>\$1,387</b>	<b>\$12,788</b>
<b>Operating Expenses</b>					
Vanpool P&M	\$170				\$170
Vanpool System Expansion	\$0				\$0
Fixed Route P&M	\$3,331				\$3,331
Fixed Route System Expansion	\$0				\$0
Route-Deviated P&M	\$290				\$290
Route-Deviated System Expansion	\$0				\$0
Paratransit ADA P&M	\$1,564				\$1,564
Paratransit ADA Sys Exp	\$0				\$0
Annual Depreciation	\$485				\$485
Contribution to Other Funds	\$486	\$38	\$227	\$142	\$893
<b>Total Expenses</b>	<b>\$6,326</b>	<b>\$38</b>	<b>\$227</b>	<b>\$142</b>	<b>\$6,733</b>
Add Back Depreciation	\$485				\$485
<b>Net Cash Available</b>	<b>\$370</b>	<b>\$2,165</b>	<b>\$2,760</b>	<b>\$1,245</b>	<b>\$6,540</b>
<b>Capital Revenue</b>					
Federal Grants - STP (U)	\$161				\$161
FTA Section 5307 (formula)	\$521				\$521
					\$0
<b>Total Capital Revenue</b>	<b>\$682</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$682</b>
<b>Capital Obligations</b>					
System P&M					
Building Expansion / Improvements	\$40				\$40
Benches and Signs	\$2				\$2
Maintenance Equipment	\$10				\$10
Office Equipment	\$19				\$19
Radio Components	\$5				\$5
Vehicle Replacement					
(1) Low Floor CNG Powered Trolley	\$652				\$652
(2) Maint Support Vehicle	\$96				\$96
					\$0
System Expansion					
Traffic Signal	\$201				\$201
(3) Shelters	\$26				\$26
<b>Total Capital Obligations</b>	<b>\$1,051</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,051</b>
<b>Ending Fund Balances 12/31</b>	<b>\$1</b>	<b>\$2,165</b>	<b>\$2,760</b>	<b>\$1,245</b>	<b>\$6,171</b>

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**Section XI: Operating Revenues and Expenditures, 2014 - 2019**

**Assumptions and Notes:**

**Revenue Projections:            YEAR: 2014**

Sales Tax Revenue is projected to increase by 4.5% above the 2013 level. This increase is attributable to slow growth in the local economy and sales tax revenue generated from ongoing federal and state construction projects. All other revenues are presented per year and are based on projected level of service and historic trends.

Federal Funding:            \$61,724 Section 5310 Operating Grant  
                                     \$500,000 Section 5307 Formula Funding

State Operating Grants:    \$26,155 to support Special Needs/Paratransit services  
                                     \$11,490 to support Fixed-Route and Evening and Saturday services  
                                     \$26,155 State Operating Assistance

Fare Revenue:              Fare revenue decreased due to the implementation of a Fare Free Summer program  
                                     Fare Revenue includes \$40,051 Vanpool Fees

**Revenue Projections:            YEAR: 2015**

Sales Tax Revenue is projected to increase by 2% over the prior year.  
All other revenues are presented per year and are based on projected level of service and historic trends.

Federal Funding:            \$500,000 Section 5307 Formula Funding  
                                     \$800 RTAP Training Assistance

State Operating Grants:    \$74,000 to support Special Needs/Paratransit services  
                                     \$100,000 to support Fixed-Route and Evening and Saturday services  
                                     \$49,950 State Operating Assistance

Fare Revenue:              Fare revenue is projected to increase due to slightly increased ridership  
                                     Includes \$26,000 Vanpool Fees

**Revenue Projections:            YEAR: 2016 - 2017**

Sales Tax Revenue is projected to increase by 2% in 2016 and 2% in 2017.  
All other revenues are presented per year and are based on projected level of service and historic trends.

Federal Funding:            \$500,000 Section 5307 Formula Funding per year  
                                     \$800 RTAP Training Assistance per year

State Operating Grants:    \$74,000 to support Special Needs/Paratransit services per year  
                                     \$100,000 to support Fixed-Route and Evening and Saturday services per year  
                                     \$49,950 State Operating Assistance in 2016  
                                     \$60,000 State Operating Assistance in 2017

Fare Revenue:              Includes \$29,000 Vanpool Fees and a small amount of growth from increased ridership due to an anticipated increase in fuel prices

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**Section XI: Operating Revenues and Expenditures, 2014 - 2019**

**Assumptions and Notes:**

**Revenue Projections:**                      **YEAR: 2018-2019**

Sales Tax Revenue is projected to increase by 2.5% in 2018 and 2019.

The increase is due to increased retail and economic growth during this period as the local economy continues to recover from the recession. All other revenues are presented per year and are based on projected level of service and historic trends.

Federal Funding:                      \$500,000 Section 5307 Formula Funding per year  
   \$800 RTAP Training Assistance per year

State Operating Grants:              \$74,000 to support Special Needs/Paratransit services per year  
   \$100,000 to support Fixed-Route and Evening and Saturday services per year  
   \$60,000 State Operating Assistance per year

Fare Revenue:                          Includes \$30,000 and \$31,000 of Vanpool Fees in 2018 and 2019 respectively.  
   Also includes a small increased ridership due to an anticipated increase in fuel prices

**Expense Projections:**                      **YEAR: 2014 - 2019**

All expenses are presented per year and are based on projected level of service and historic trends.

Expenses will continue to grow at their historic rates over the period. Minor service adjustments or growth will occur as ridership reaches the capacity limits.

**System Expansion:**                      **YEAR: 2014 - 2019**

No significant system expansion is anticipated during this time frame.

**Vehicle Replacement and Capital Improvements:**                      **YEAR: 2014 - 2019**

A rate of 4.7% annually, was used to project increases in vehicle replacement costs and other capital improvements.



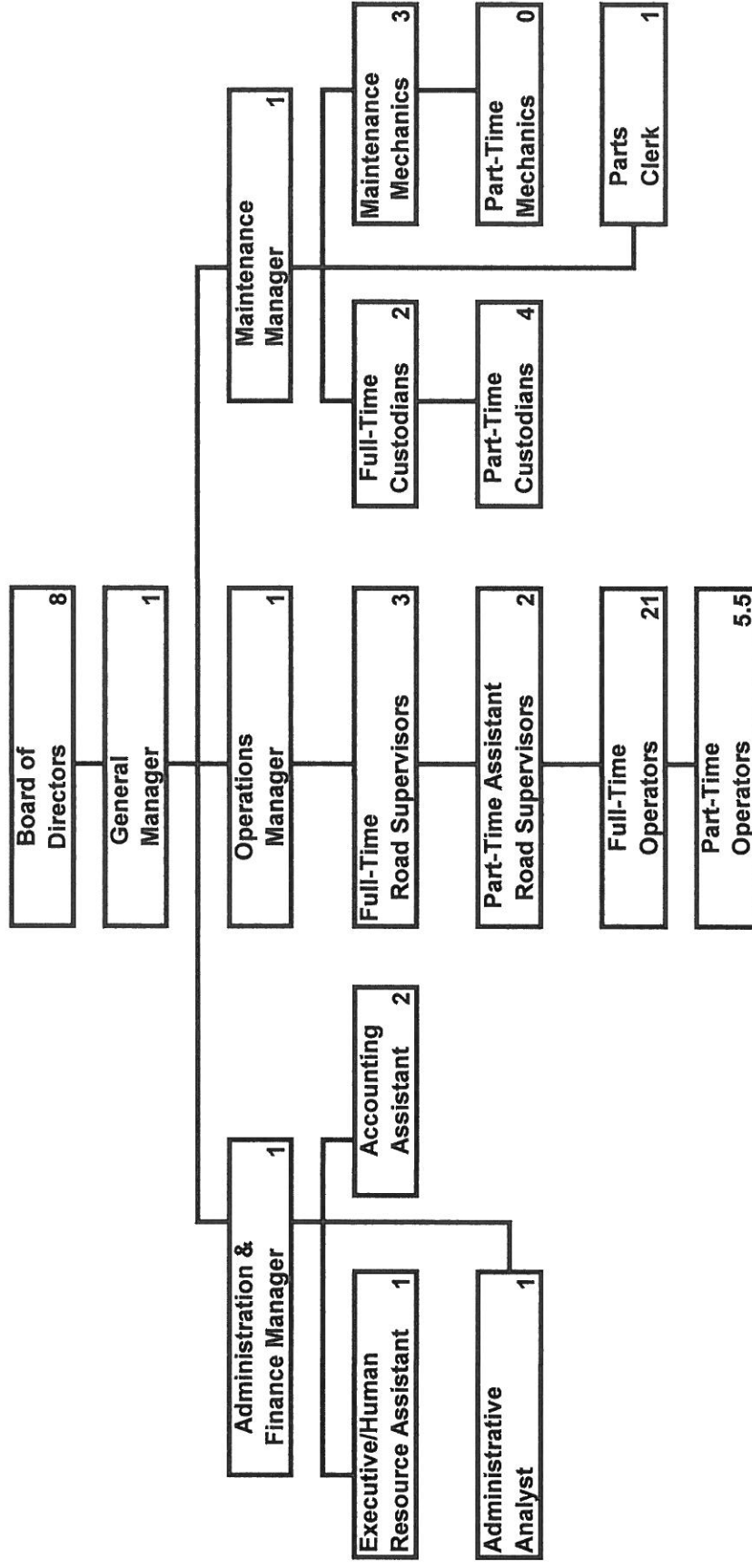




# Valley Transit

## Organization Chart

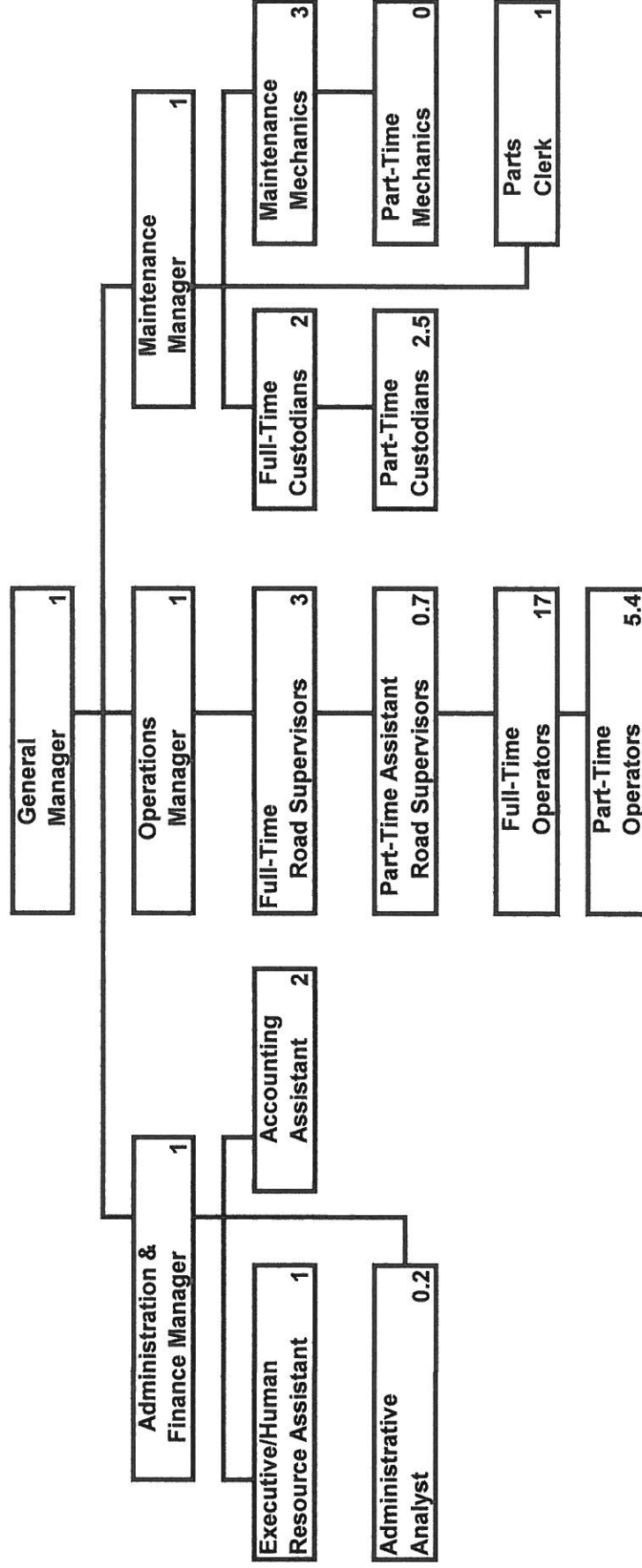
As of December 31, 2013



# Valley Transit

FTE's

As of December 31, 2013



Total FTE's 41.8