

Pullman Transit - City of Pullman

2016 Annual Report

2017-2022 Transit Development Plan

Date of Public Hearing: August 22, 2017

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Introduction

Pullman Transit is a city-owned public transportation service, authorized in Chapter 36.57A of the Revised Code of Washington (RCW 36.57A), and located in the city of Pullman, Washington. Pullman Transit began providing public transportation services in March 1979.

Pullman Transit's main governing body is the Pullman City Council. The transit system is a division of the city's Public Works Department and is under the direction of the Director of Public Works. Transit staff handle day-to-day operations and administration while support services such as finance, human resources, and building and vehicle maintenance are provided by other city departments.

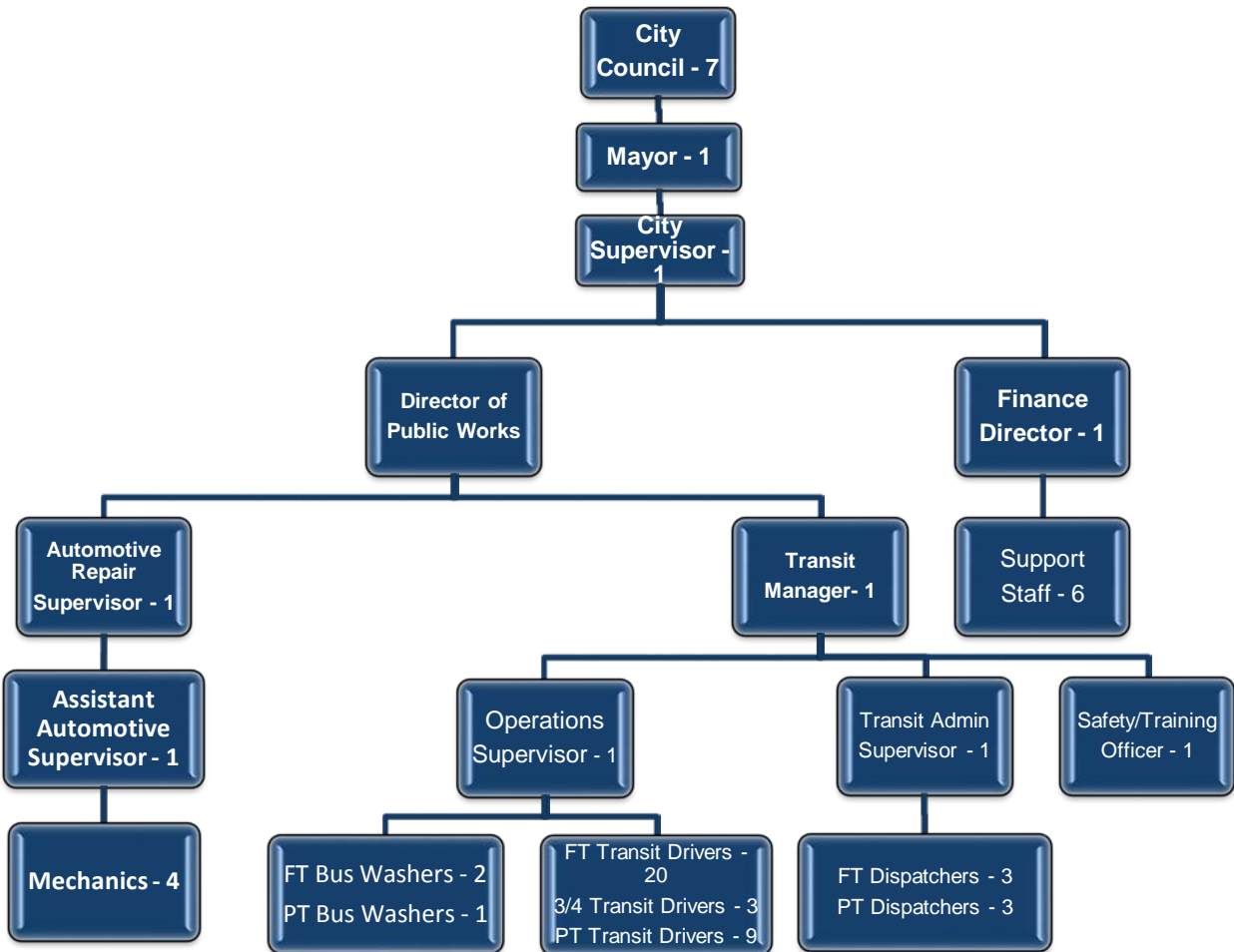
The Transit Development Plan (TDP) provides a reference point when considering and developing future service designs, capital facilities, equipment, agency policies and other key business strategies. It also serves as the basis for developing future operating and capital annual budgets.

Copies of this document are available on Pullman Transit's website, and in hard-copy form at the public library. A public hearing was held on August 22, 2017 as a part of the regular City Council meeting of that same date to allow for public comment on the document.

Section 1: Organization

Pullman Transit's service area is the City of Pullman city limits, with a ¾ mile extension outside of the city limits (including the city airport) for Dial-A-Ride only.

Following is the organizational chart for Pullman Transit:



Pullman Transit Organizational Chart

At time of publication, Pullman Transit employed:

Transit Manager	1	FTE
Operations Supervisor	1	FTE
Transit Administrative Supervisor	1	FTE
Training and Safety Officer	1	FTE
Dispatchers	4.5	FTE
Bus Washers	3.75	FTE
Full Time Transit Drivers	20	FTE
Part Time Transit Drivers	6.5	FTE
TOTAL	37.5	FTE

Pullman Transit is funded through a combination of utility tax, fares, and Federal and State grants (major fare contracts are outlined in Sections 3 and 5). Section 10, Operating Revenues and Expenditures 2017 – 2022, details current and projected revenues and expenses.

Section 2: Physical Plant

Pullman Transit's administrative offices are located at 775 NW Guy Street in Pullman within the city's Maintenance and Operations yard. These administrative offices and bus storage facility are separate from all other city divisions located in the city yard. Conveniently, the vehicle maintenance facility is also located within the city yard, but is operated by the city's Equipment Rental Division.

Section 3: Service Characteristics

In 2016, Pullman Transit provided fixed-route service for the general public within the city of Pullman and on the Washington State University (WSU) campus. In addition, Pullman Transit provided corresponding accessible paratransit service (Dial-A-Ride). Because major service changes occur over the summer, our schedules are set on an academic year basis. This works well for the Pullman School District and WSU as well, so our service for this TDP is split into 2015-2016 and 2016-2017 blocks.

Core Service

- A. Pullman Transit offers its accessible **paratransit service** (Dial-A-Ride) **year-round**, on a schedule concurrent with our fixed-route service (discussed below).
 - Paratransit service is available to senior citizens (age 65 and over), and persons with disabilities (ADA and non-ADA).
 - Service was provided with four wheelchair-accessible vans and one wheelchair-accessible minibus. Section 9 shows our operating data for 2016.

- B. **Fixed Route** service is divided into two levels, Community as our baseline and Community Plus as enhanced for when WSU is in session and our population booms.

Community Service

This is our foundation, year-round service, operated during periods when WSU is not in session. These periods include President's Day, Spring Break, Summer, Thanksgiving Week and Christmas Break Week.

Routes typically consist of the year-round neighborhood routes (covering Military Hill, Sunnyside Hill, and Pioneer Hill) with connecting service to the residential portions of the WSU campus. These routes have evolved over time, by both name and design. Differences by school service year are highlighted below.

2015-2016 service year

- E Route: Military Hill, at the Davis Way transfer station every 45 minutes from 6:30 a.m. until 6:30 p.m., Monday through Friday.
- I Route: Sunnyside Hill then a Bishop Blvd/ Stadium Way loop, then to the Davis Way transfer station every 45 minutes from 6:30 a.m. until 6:30 p.m., Monday through Friday.
- J Route: Pioneer Hill, at the Davis Way transfer station every 45 minutes from 6:30 a.m. until 6:30 p.m., Monday through Friday.
- Loop Route: Figure-eight loop connecting Main Street, Grand Ave, Bishop Blvd, and the WSU campus with stops at the Davis Way transfer station every 35 minutes from 6:30 a.m. until 9:05 p.m., Monday through Friday.
- Express 2: On campus connection from WSU's main residential loop to the core of campus, with the bus making a loop every 25 minutes from 6:30 a.m. to 6:30 p.m., Monday through Friday. This route is identical to the Express 2 service offered during Community Plus service, but with one bus instead of three.
- Saturdays: During Community Service Saturdays, the North and South routes provide the community's only fixed route service, with overlapping loops from 10:00 a.m. until 5:30 p.m.

Summer service in 2016 was not traditional Community service, but instead consisted of the E, I and South routes during the weekdays, and the North and South routes on Saturdays.

2016-2017 service year

The service year started in August, initiating many changes:

- The J Route's service area was incorporated into the remaining Community Service routes;
- The Loop Route changed from 35 to 45 minute loops so it could meet all buses at the transfer station each loop;
- Letter route designations changed to colors.
- Added an Express
- Summer was designated as a regular part of the Community service

- Blue Route: Very similar to the former E Route, with service focused on Military Hill, and at the transfer station every 45 minutes, from 6:30 a.m. until 6:30 p.m., Monday through Friday
- Silver Route: Former I Route, but run in reverse. At the Davis Way transfer station every 45 minutes from 6:30 a.m. until 6:30 p.m., Monday through Friday.
- Loop Route: Loop Route from previous year, but incorporated the Pioneer Hill portion of the former J Route, and now runs on 45 minute (rather than 35 minute) loops. Operates 6:30 a.m. to 6:30 p.m., Monday through Friday.
- Gray Express: Formerly Express 2, and operates 7:05 a.m. to 6:30 p.m., Monday through Friday.
- Saturdays: During Community Service Saturdays, the North and South routes provide the community's only fixed route service, with overlapping loops from 10:00 a.m. until 5:30 p.m.

Community Plus Service

This is our "enhanced" service, used when the Pullman population balloons during WSU's Fall and Spring semesters. Community Plus service ran the majority of the year, except for holidays, and periods of school breaks such as spring break and summertime.

The route coverage is much the same as in Community service, except evening and Saturday service goes to midnight (rather than just 6:30 p.m.) and on-campus Express service is more frequent (8-10 minutes, rather than 25-30 minutes). The volume of riders going from off-campus neighborhoods to campus is high enough in the mornings to justify an added route (the A Route) from 6:30 a.m. to 9:30 a.m.

2015-2016 service year

- A Route: From the transfer station, the A Route proceeded through the residential area of Military Hill, east to the WSU campus via Terre View Drive, then looping around Stadium Way to the main transportation hub on campus (Campus & Thatuna) before dropping down from College Hill and to the transfer station again. This 45 minute loop occurred for a brief three hour period each Monday through Wednesday, from 6:30 a.m. to 9:30 a.m.
- E Route: As described above for Community Service
- I Route: As described above for Community Service
- J Route: As described above for Community Service
- Loop Route: As described above for Community Service, except ran to 9:05 p.m. Monday through Friday.
- Express: An Express 1 and Express 2 route (each with three buses assigned) made separate loop connections between the main campus residential neighborhood (north of Terre View Drive) to the core of campus. A bus passed each stop every 8-10 minutes.
- North Route: As described above for Community Service, except operated until midnight, Monday through Friday.

- South Route: As described above for Community Service, except operated until midnight, Monday through Friday.
- Saturdays: During Community Plus Service Saturdays, the North and South routes provide the community's only fixed route service, with overlapping loops from 9:15 a.m. until midnight.
- Trippers: Under contract with the Pullman School District, Pullman Transit provided bus service that was open to the public, but with times and routes modified around the unmet transportation needs of the district.

2016-2017 service year

- Coffee – reversed A and shortened, to take place of J shuttle from transfer station to campus.
- Blue Route: As described above for Community Service.
- Silver Route: As described above for Community Service.
- Loop Route: As described above for Community Service, except ran to 9:30 p.m. Monday through Friday.
- Express: Three buses assigned to each the Crimson Express (formerly Express 1) and Gray Express (formerly Express 2) made separate loop connections between the main campus residential neighborhood. (north of Terre View Drive) to the core of campus. A bus passed each stop every 8-10 minutes.
- North Route: As described above for Community Service, except operated until midnight, Monday through Friday.
- South Route: As described above for Community Service, except operated until midnight, Monday through Friday.
- Saturdays: During Community Plus Service Saturdays, the North and South routes provide the community's only fixed route service, with overlapping loops from 9:15 a.m. until midnight.
- Trippers: Under contract with the Pullman School District, Pullman Transit provided bus service that was open to the public, but with times and routes modified around the unmet transportation needs of the district.

Holiday Service

During both the 2015-2016 and the 2016-2017 service years, Holiday Service consisted of running the North and South routes, along with Dial-A-Ride, from 10:00 a.m. to 5:30 p.m.

Observed Holidays in 2016 include:

New Years Day (day after)	Labor Day
Martin Luther King Jr. Day	Veterans Day
Memorial Day	Thanksgiving (day after)
Independence Day	Christmas (day after)

President's Day is treated as a day with Community Service levels, because university offices remain open.

Fare Structure

The fixed-route fare structure, per boarding

Adult, ages 18 - 64:	\$0.50
School-age youth grades K-12:	\$0.30
Pre-Kindergarten Children when accompanied by an adult:	free
Senior Citizen, age 65 or older:	\$0.30
Disabled, ADA certified or not:	\$0.30
Transfers between fixed routes:	free

(Transfers are generally done within 5 minutes)

Our fixed-route passes

Monthly

Adult, ages 18 - 64	\$ 14.00
School-age youth grades K -12	\$ 10.00
Senior Citizen, age 65 or older	\$ 9.00
Disabled, ADA certified or not	\$ 9.00

Semi-Annual

Adult, ages 18 - 64	\$ 72.00
School-age youth grades K -12	\$ 48.00
Senior Citizen, age 65 or older	\$ 45.00
Disabled, ADA certified or not	\$ 45.00

Annual

Adult, ages 18 - 64	\$141.00
School-age youth grades K -12	\$ 94.00
Senior Citizen, age 65 or older	\$ 88.00
Disabled, ADA certified or not	\$ 88.00
School Year This pass is for school-age youth grades K -12	\$ 72.00

Summer Youth Pass

This pass is for school-age youth grades K -12	\$ 24.00
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Tokens (sold in packages of 20)

Adult, ages 18 - 64	\$ 10.00
School-age youth grades K -12	\$ 6.00
Senior Citizen, age 65 or older	\$ 6.00
Disabled, ADA certified or not:	\$ 6.00

Dial-A-Ride fare structure, per boarding

All eligible riders (in-town)	\$0.40
Moscow-Pullman Airport (one-way fare)	\$3.00
Tokens (sold in packages of 10)	\$4.00

Pullman Transit also contracted with Washington State University to allow all students, staff, retirees, and faculty to ride the buses and Paratransit vans (if they are eligible) by showing a valid University identification card.

In addition, a contract with the Pullman School District (PSD) allows students who qualify to ride the bus by showing a school district-issued pass. These students are eligible to ride all fixed-route services during the week. These passes are not valid on Saturdays or when the public schools are not in session.

Section 4: Service Connections

Pullman Transit provides access to the following public transportation operators and facilities:

- Wheatland Express, which provides service to the Spokane Airport and charter service in our area.
- Northwest Trailways regional bus service at Dissmores IGA three times daily.
- Pullman-Moscow Regional Airport (service is only provided by Dial-A-Ride and only to eligible riders of the service).
- Council on Aging (COAST) for partnered local Dial-A-Ride service or fixed route connections.

Section 5: Activities in 2016

Dial-A-Ride

Annual ridership had been increasing since 2011, and peaked at 23,121 trips in 2015. Although there was a slight decline in 2016, ridership was still 21,279. In the history of Pullman Transit, these are the only two years in which we have provided more than 20,000 rides. The service is well used and a vital part of the community’s transportation infrastructure.

Fixed Route

In contrast to the growth in ridership seen on Dial-A-Ride since 2011, that year marked a peak in Fixed Route trips with a steady decline following. The reductions have been small, by one to five percent, and the change in 2016 was a 2.8% decrease. Fixed route ridership in 2016 was 1,319,671, down from 1,357,906 in 2015. Considering that our basic service areas and strategies have remained unchanged, the downturn in trips appears related to the 2012 change from 30 to 45-minute loops.

The Pullman community makes the most of the system we offer, resulting in a year-round average of 45.7 rides per hour for 2016. Most of these rides are on the WSU campus, aboard the Express routes. Our solution to heavy loads has been to add “shuttles” to the tail end of shorter public school routes that come directly to the WSU campus and make loops amongst the scheduled Express buses. This increases our pickup times to just under five minutes per loop and takes pressure off of the need to transport a large number of students in a short window of time.

Our contracted service with the Pullman School District (PSD) continues to be well used, and remains fundamentally unchanged over the last several years. The needed flexibility in scheduling and route path, however, are causing us to look at this service for future years as more of an independent series of scheduled routes; this would allow us to provide a community service, but not be bound by the limitations of “Tripper” service.

Football Service in 2016 was again successful, getting more than 18,000 fans to and from the seven home WSU football games. Pullman Transit has annually transported these thousands of patrons on supplemental community routes, but this year successfully pursued the Federal Transit Administration charter service approach, and performed the service as such when no bids were received from private transportation service providers.

As we have since the year 2000, Pullman Transit provided no-fare service for our community’s Independence Day celebration in July. In addition to our two holiday routes (North and South), we added service from 4:15 p.m. to 11:30 p.m, including extra routes to aid in post-fireworks transport. As in the past, this service was very popular, with more than 1,000 riders.

Vehicles and Equipment (Capital)

In 2016 Pullman Transit received a single vehicle, our first “MV-1”. This vehicle is a factory built paratransit vehicle, and was funded by State special needs funding. We remain in anticipation of two electric-hybrid 40’ buses, funded entirely through matching State and Federal grants, expected to arrive in the Fall of 2017.

General

Once again in 2016, we renewed our contracts with PSD and WSU to continue providing transportation services that directly benefit their students and staff. These agreements pre-pay the fares for all WSU and designated PSD students, who ride by simply showing a valid ID. The agreement with WSU also pre-pays the fare for their staff, faculty and retirees who show their WSU ID. Both agreements also cover the fare for eligible WSU and PSD students, as well as qualified WSU staff, faculty and retirees, on Pullman Transit’s paratransit service. Contracts have been in place with WSU since 1991, and the PSD since 1999.

For the 2016-2017 school year, WSU and the Pullman public school fees increased to \$2,050,715.93 for WSU and \$157,463 for the Pullman public schools. The City of Pullman and Pullman Transit are appreciative of the support and financial contributions of these two groups, which greatly assist us in providing needed service in Pullman.

This Transit Development Plan reflects what we want to do if funding allows. With continued funding from WSU and the PSD, our future looks stable. As the opportunities provide themselves we feel it is in our best interest to pursue the potential of growth in our system. As the Pullman community grows, so will the need for additional service.

Our most pressing future capital need remains the purchase of new buses and vans to replace our aging fleet. We rely heavily on State and Federal grant funding to provide 80% of these purchases, and contribute the remaining 20% match locally from reserves. To continue this pattern, we must remain vigilant over expenditures, and even frugal with our local resources. Maintaining the necessary funding for system stability will require continued support from Federal and State sources, WSU and

PSD, and growth in local revenues (utility tax) through population growth. Given these, we intend to continue providing the type of services our community expects for many years to come.

Section 6: Proposed Strategies & Goals 2017-2022

The Washington State Department of Transportation (WSDOT) requires that transit agencies report their progress towards accomplishing the state’s public transportation objectives. These objectives are identified in Washington State’s Transportation Plan 2007 to 2026. Pullman Transit was successful at achieving the state’s objectives for 2016, and is working toward those strategies for achieving the state’s objectives for 2017 through 2022. Additional unfunded projects may be completed as funding becomes available. Conversely, some projects may be postponed if anticipated revenues or other funding opportunities decrease or become unavailable.

Services

To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

2016	2017-2022
Continued Effort	Continuing Effort
<ul style="list-style-type: none"> • Fixed Route service schedule received minor adjustments to meet rider demands and improved coordination between existing routes for efficiency and effectiveness. • Continue our partnership with WSU to meet student transportation needs and alleviate on-campus congestion • Continue our partnership with the Pullman School District to meet the needs of student transportation to local schools. • Pullman Transit monitors all service through road supervision or GPS tracking on a daily basis to ensure the safety of passengers and employees. • Pullman Transit continues to participate in planning efforts to develop and improve alternatives to the single occupant vehicles both in our community and on the WSU campus. • Continuing operational and planning coordination with the region’s other public transportation providers, including Asotin County PTBA; Coast Transportation Services, Columbia County Public Transportation; Garfield County Transit and the Lewiston Transit System 	<ul style="list-style-type: none"> • Pullman Transit is assessing its schedules and service to areas where need and demand are greatest through public awareness, community involvement and verbal surveys. • Dial-A-Ride services will continue to meet the requirements of the Americans with Disabilities Act. • Begin review of current available run cutting and scheduling software to support both Fixed and Demand Response services. • Pullman Transit will continue regional connection information with four other public transportation providers, as well as interstate bus and private carriers. • Pullman Transit will seek to research future opportunities for greater connectivity to the South Eastern region of Washington State. • Pullman Transit will seek to research future opportunities for greater connectivity with the region’s economically disadvantaged, those needing medical transportation and Veteran transportation as the opportunities and funding arise. • Pullman Transit will continue to coordinate with local law enforcement agencies and emergency

<ul style="list-style-type: none"> • Participation in Washington State University's Comprehensive Transportation Plan • Pullman Transit provides web information on regional connections with four other public transportation providers in the Southeastern Washington region. This includes private carriers and Interstate Bus Transportation. 	<p>services, both with the City of Pullman and with WSU.</p> <ul style="list-style-type: none"> • Continued active participation in local and regional planning efforts including the Palouse Regional Transportation Planning Organization.
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Facilities & Equipment

Preserve existing public transportation facilities and equipment.

2016	2017-2022
Continued Effort	Continuing Effort
<ul style="list-style-type: none"> • Pullman Transit continues to maintain our transit facility located on Guy St. In 2016 we continued to improve shelter locations, trash receptacles, landscaping, and cleanliness on our buses and at the Transfer Station. • Pullman Transit participates in local and regional efforts to increase and improve security components on routes and at bus stop locations throughout the service area, including a joint FEMA Emergency Management course in July. • Purchased one ADA compliant paratransit vehicle for our Dial-A-Ride service. • Applied for a Regional Mobility grant to replace a 35' diesel coach bus with a 40' electric hybrid bus. • Continued to work with Avista, our local utility provider, to coordinate a possible facility upgrade to accommodate electric buses. 	<ul style="list-style-type: none"> • Pullman Transit will continue to replace vehicles in accordance with the adopted fleet replacement standards listed in the CIP. • Purchase a new AVL/GPS software and hardware package that can meet our increasing needs for accuracy and timeliness. Associated with this will be the potential of proximity readers or mag swipe readers to better track ridership. • Purchase with Rural Mobility Grant funds, two 40' Hybrids to replace two 35' fleet buses that are past useful life. • Pullman Transit will continue to research Hybrid Electric Transportation Equipment to cut down on both noise and air pollution in the areas of transit operation. • Pullman Transit will continue to follow and research the latest developments of the State Clean Air Act as well as the Alternative Fuels Act as mandated by the State of Washington currently set to begin in the year 2018.

Goals

Pullman Transit will continue to seek a solid foundation, upon which it can grow to meet the needs of the community, at a sustainable rate.

If considerable growth is on the horizon for Pullman Transit, then funding for new or expanded facilities will be part of the planning process. At the same time, an unavoidable expense will be the capital investment in replacing an aging vehicle fleet.

We will face challenges, but intend to do so systematically with a positive end result being a solid part of our plan.

Pullman Transit goals for 2017 – 2022

- ◆ Operate in a financially responsible and sustainable manner:
- ◆ Continue to work towards becoming an increasingly viable transportation alternative
- ◆ Maintain and replenish capital assets on a planned schedule
- ◆ Reduce environmental footprint through implementing new usage of alternative fuels and/or technology
- ◆ Provide effective (safe, reliable & on-time), customer-friendly local transit services that meet the needs of our community:
- ◆ Enhance the customer experience through service enhancements and data sharing
- ◆ Continue to develop and strengthen our partnerships with other peer and funding agencies, Community & Economic Development groups, and our own represented employee group.

Section 7: Capital Improvement Program 2017-2022

The 5-year capital plan supports maintaining existing service, with incremental growth as needed. Pullman Transit's Capital funding priorities are:

- Maintenance and/or Replacement of revenue vehicles and infrastructure in accordance with Washington State Department of Transportation (WSDOT) and Federal Transit Administration (FTA) guidelines.

Capital vehicle purchase is generally predicated on receipt of grant funding at the 80 percent grant / 20 percent local allocation or "match".

Revenue Vehicles

- Pullman Transit has reviewed its vehicle replacement criteria and has determined that it is feasible to extend the life of coaches from the WSDOT replacement guidelines of 12 years and/or 500,000 miles to 15 years and/or 750,000 miles. Additionally, the van replacement criteria have also been extended from the WSDOT guidelines of 5 years and/or 150,000 miles to 7 years and/or 250,000 miles. These vehicle replacement criteria changes are based on using best maintenance practices, completing scheduled preventative maintenance, and repairing vehicle system breakdowns as they occur to minimize the impact of equipment failure. Delivery of coaches is expected to be in the year after funds are encumbered but can take up to 18 months for delivery from point of bus order confirmation. The following tables reflect the desire of Pullman Transit to replace vehicles according to the aforementioned practices. This replacement schedule is provided with the assumption of funding assistance through State and Federal opportunities and does not currently have funding secured.

Facilities

The primary facility focus during 2017-2022 capital projects is maintaining existing facilities, improving facility safety and placing new bus shelters. We will continue providing Simme-Seats for stops as not every stop needs a shelter, but many can use a form of seating platform. Our current

transit facility on Guy Street is at capacity for housing buses inside at night and research into either a new location, or a satellite facility will need to be considered in the next several years if service expansion is to be a legitimate option.

Section 8: Operating Data: 2016 (Actuals)-2017-2022 (Forecasts)

Operating data for 2016 shows another slight decrease in fixed route ridership from 2015, but stability in Dial-A-Ride trips. We anticipate Dial-A-Ride numbers to continue to rise slightly, then level out within five years as we allow our scheduling software to fill any remaining gaps between rides. After that point, a fleet and service hour expansion would have to be considered if the demand for service remains strong. Fixed route ridership is expected to stabilize this year, as the community transitions to the 45 minute loops and the promise of more and more efficient service in the near future.

Operational Data is as follows:

Fixed Route	2016 (actual)	2017 (1% decrease)	2018 (stable)	2019 (1% growth)	2020 (1% growth)	2021 (1% growth)	2022 (1% growth)
Ridership	1,319,781	1,306,583	1,306,583	1,319,649	1,332,845	1,346,173	1,359,635
Service Hours	27,127	26,855	26,855	27,124	27,395	27,669	27,946
Mileage	371,678	367,961	367,961	371,641	375,357	379,111	382,902

Dial-A-Ride	2016 (actual)	2017 (1% growth)	2018 (1% growth)	2019 (1% growth)	2020 (1% growth)	2021 (1% growth)	2022 (1% growth)
Ridership	21,279	21,492	21,707	21,924	22,143	22,364	22,588
Service Hours	6,842	6,910	6,979	7,049	7,119	7,190	7,262
Mileage	55,159	55,711	56,268	56,831	57,399	57,973	58,553

Forecasts for 2017-2022 are attached as page 18.

Section 9: Operating Revenues and Expenditures 2016 (Actuals) 2017- 2022 (Forecasts)

Operating revenue and expenditures are planned local service level and economic projections. The following assumptions were used to forecast Pullman Transit's yearly projections:

Fixed Route Fares = steady 3% in fare contracts and trips down 1% then increasing

Demand Response Fares = steady 3% increase, and rides increasing at 1%

Local Utility Tax Base = steady, 1% growth in annual revenue at same tax base

Fixed Route Expense – 2018 anticipating added route (spending half of \$358,000 added yearly route cost, as well as increased vehicle maintenance and fueling facility costs), then 3% increase to account for rising labor costs.

Demand Response Expense – 3% increase to account for rising labor costs

5311 Operating Grants – Actual through first half of 2019, then working from a lesser \$1.6m biennial grant.

Paratransit funds – Actual through first half of 2019, then 4200,000 per biennium.

New State Funding - Awarded for 2017, but unknown and not included after that date

Rural Mobility – possible funding source, but not included

Section 7:

Capital Improvement Program, 2017 - 2022

City of Pullman
6-Year Transportation Improvement Program
 2017 - 2022
 (CIP Version)

2017 Projects	Local Funds	Grant Funds	Total
New Bus Shelters	13,000		13,000
Replacement Route & GPS Softw	28,275		28,275
2018 Projects	Local Funds	Grant Funds	Total
Transfer Station Improvements	10,000		10,000
New Bus Shelters	13,000		13,000
Staff Car Replacement (Transit)	35,000		35,000
Dial-A-Ride Vehicle Replacement	14,000	56,000	70,000
2019 Projects	Local Funds	Grant Funds	Total
New Bus Shelters	13,000		13,000
Transfer Station Improvements	30,000		30,000
Fixed Route Coach Replacement	129,000	516,000	645,000
2020 Projects	Local Funds	Grant Funds	Total
New Bus Shelters	13,000		13,000
Transfer Station Improvements	30,000		30,000
Dial-A-Ride Vehicle Replacement	14,000	56,000	70,000
2021 Projects	Local Funds	Grant Funds	Total
New Bus Shelters	13,000		13,000
Fixed Route Coach Replacement	129,000	516,000	645,000
2022 Projects	Local Funds	Grant Funds	Total
New Bus Shelters	13,000		13,000
Dial-A-Ride Vehicle Replacement	14,000	56,000	70,000

Section 8:**Operating Data , 2016-2022**

Fixed Routes	<i>Actual</i> 2016	1% decrease 2017	Stable 2018	1% increase 2019	1% increase 2020	1% increase 2021	1% increase 2022
Vehicle Revenue Hours	27,126	26,854	26,854	27,123	27,394	27,668	27,945
Total Vehicle Hours	28,857	28,568	28,568	28,854	29,143	29,434	29,728
Vehicle Revenue Miles	371,678	367,961	367,961	371,641	375,357	379,111	382,902
Total Vehicle Miles	399,654	395,657	395,657	399,614	403,610	407,646	411,723
Passenger Trips	1,319,781	1,306,583	1,306,583	1,319,649	1,332,846	1,346,174	1,359,636
Total Diesel Fuel Used	84,574						
Reportable Injuries	0						
Fatalities	0						
Total Vehicle Collisions	26						
Dial-A-Ride	<i>Actual</i> 2016	1% increase 2017	1% increase 2018	1% increase 2019	1% increase 2020	1% increase 2021	1% increase 2022
Vehicle Revenue Hours	6,842	6,911	6,980	7,050	7,120	7,191	7,263
Total Vehicle Hours	7,279	7,352	7,425	7,500	7,575	7,650	7,727
Vehicle Revenue Miles	55,159	55,711	56,268	56,831	57,399	57,973	58,553
Total Vehicle Miles	59,311	59,904	60,503	61,108	61,719	62,336	62,960
Passenger Trips	21,279	21,492	21,707	21,924	22,143	22,364	22,588
Total Diesel Fuel Used	0						
Total Gasoline Fuel Used	9,558						
Reportable Injuries	0						
Fatalities	0						
Total Vehicle Collisions	6						

Section 9:

Operating Revenues and Expenditures, 2016 - 2022

(Continued)

		2016		
		Transit Fund	Reserve Capital Account	Total
Beginning Balances		\$ 466,592	337,492	\$ 804,084
Revenues				
Fares, Fixed Route	2213700	\$ 2,207,628		\$ 2,207,628
Fares, Dial-A-Ride		\$ 6,072		\$ 6,072
Local Utility Taxes		\$ 1,161,526		\$ 1,161,526
Miscellaneous Revenues		\$ 880		\$ 880
Federal Grants (FTA 5311 Operating)		\$ 803,323		\$ 803,323
Special Needs Allocation		\$		\$ 0
New State Funding		\$ 2,500		2,500
Rural Mobility Allocation		\$ 0		\$ 0
Total Available		\$ 4,648,521	337,492	\$ 4,986,013
Operating Expenses				
Fixed Route		\$ 3,258,730		\$ 3,258,730
Dial-A-Ride		\$ 814,682		\$ 814,682
Total Expenses	4073412	\$ 4,073,412	0	\$ 4,073,412
Net Cash Available		\$ 575,109	337,492	\$ 912,601
Capital Revenue				
Capital Revenue (FTA)				
Paratransit Van		\$ 64,918		\$ 64,918
Totals		\$ 64,918	0	\$ 64,918
Capital Expenditures				
System P&M				
Minor Capital		\$		\$ 0
Paratransit Van		\$ 68,324	0	\$ 68,324
New Buses		0		
System Improvement				
Bus Shelters		\$	16,763	\$ 16,763
Total Capital Expenditures		68,324	16,763	\$ 85,087
Ending Cash Balances 12/31		\$ 571,703	320,729	\$ 892,432

Section 9:

Operating Revenues and Expenditures, 2016 - 2022

(Continued)

	2017		
	Transit Fund	Reserve Capital Account	Total
Beginning Balances	\$ 545,430	347,002	\$ 892,432
Revenues			
Fares, Fixed Route	\$ 2,273,857		\$ 2,273,857
Fares, Dial-A-Ride	\$ 6,254		\$ 6,254
Local Utility Taxes	\$ 1,173,141		\$ 1,173,141
Miscellaneous Revenues	\$ 880		\$ 880
Federal Grants (FTA 5311 Operating)	\$ 870,284		\$ 870,284
Paratransit funds	\$ 143,097		\$ 143,097
New State Funds	\$ 80,000		80,000
Rural Mobility Allocation	\$ 0		\$ 0
Total Available	\$ 5,092,943	347,002	\$ 5,439,946
Operating Expenses			
Fixed Route	\$ 3,356,491		\$ 3,356,491
Dial-A-Ride	\$ 839,123		\$ 839,123
Total Expenses	\$ 4,195,614	0	\$ 4,195,614
Net Cash Available	\$ 897,329	347,002	\$ 1,244,331
Capital Revenue			
Revenue			
New Buses (2)	\$	1,320,000	\$ 1,320,000
1 New ADA Van	\$	80,000	
	\$		\$ 0
	\$		\$ 0
Totals	\$ 0	1,400,000	\$ 1,400,000
Capital Expenditures			
System P&M			
New Buses (2)	\$	1,320,000	\$ 1,320,000
1 New ADA Van	\$	80,000	\$ 80,000
Upgraded AVL/GPS system	\$	28,275	\$ 28,275
System Improvement			
Bus Shelters (1)	\$	13,000	\$ 13,000
	\$		0
Total Capital Expenditures	\$ 0	1,441,275	\$ 1,441,275
Ending Cash Balances 12/31	\$ 897,329	305,727.41	\$ 1,203,056

Section 9:

Operating Revenues and Expenditures, 2016 - 2022

(Continued)

	2018		
	Transit Fund	Reserve Capital Account	Total
Beginning Balances	\$ 593,359	609,698	\$ 1,203,056
Revenues			
Fares, Fixed Route	\$ 2,342,073		\$ 2,342,073
Fares, Dial-A-Ride	\$ 6,442		\$ 6,442
Local Utility Taxes	\$ 1,184,873		\$ 1,184,873
Miscellaneous Revenues	\$ 880		\$ 880
Federal Grants <i>(FTA 5311 Operating)</i>	\$ 1,140,569		\$ 1,140,569
Paratransit funds	\$ 286,194		\$ 286,194
New State Funds	\$ 0		0
Rural Mobility Allocation	\$ 0		\$ 0
Total Available	\$ 5,554,389	609,698	\$ 6,164,087
Operating Expenses			
Fixed Route	\$ 3,700,000		\$ 3,700,000
Dial-A-Ride	\$ 864,297		\$ 864,297
Total Expenses	\$ 4,564,297	0	\$ 4,564,297
Net Cash Available	\$ 990,092	609,698	\$ 1,599,790
Capital Revenue			
Revenue			
New Buses (2)	\$		\$ 0
New Mini-Bus	\$		\$ 0
1 New ADA Van	\$	56,000	
	\$		\$ 0
	\$		\$ 0
Totals	\$ 0	56,000	\$ 56,000
Capital Expenditures			
System P&M			
New Buses (2)	\$		\$ 0
New DAR Van	\$	70,000	\$ 70,000
Upgraded AVL/GPS system	\$	28,275	\$ 28,275
Replace one staff car	\$	35,000	35,000
Upgraded AVL/GPS system	\$	54,420	54,420
System Improvement			
Bus Shelters (1)	\$	13,000	\$ 13,000
Transfer Station Improvements	\$	10,000	10,000
Total Capital Expenditures	\$ 0	210,695	\$ 210,695
Ending Cash Balances 12/31	\$ 990,092	455,002.91	\$ 1,445,095

Section 9:

Operating Revenues and Expenditures, 2016 - 2022

(Continued)

	2019		
	Transit Fund	Reserve Capital Account	Total
Beginning Balances	\$ 611,159	833,936	\$ 1,445,095
Revenues			
Fares, Fixed Route	\$ 2,412,335		\$ 2,412,335
Fares, Dial-A-Ride	\$ 6,635		\$ 6,635
Local Utility Taxes	\$ 1,196,721		\$ 1,196,721
Miscellaneous Revenues	\$ 889		\$ 889
Federal Grants (FTA 5311 Operating)	\$ 1,031,979		\$ 1,031,979
Paratransit funds	\$ 286,194		\$ 286,194
New State Funds	\$ 0		0
Rural Mobility Allocation	\$ 0		\$ 0
Total Available	\$ 5,545,913	833,936	\$ 6,379,848
Operating Expenses			
Fixed Route	\$ 3,811,000		\$ 3,811,000
Dial-A-Ride	\$ 890,225		\$ 890,225
Total Expenses	\$ 4,701,225	0	\$ 4,701,225
Net Cash Available	\$ 844,687	833,936	\$ 1,678,623
Capital Revenue			
Revenue			
New Buses (1)	\$	516,000	\$ 516,000
New Mini-Bus	\$		\$ 0
1 New ADA Van	\$		\$ 0
	\$		\$ 0
Totals	\$ 0	516,000	\$ 516,000
Capital Expenditures			
System P&M			
New Buses (1)	\$	645,000	\$ 645,000
New DAR Van	\$		\$ 0
Replace one staff car	\$		\$ 0
Upgraded AVL/GPS system	\$	54,420	\$ 54,420
System Improvement			
Bus Shelters (1)	\$	13,000	\$ 13,000
Transfer Station Improvements	\$	30,000	30,000
Total Capital Expenditures	\$ 0	742,420	\$ 742,420
Ending Cash Balances 12/31	\$ 844,687	607,515.88	\$ 1,452,203

Section 9:

Operating Revenues and Expenditures, 2016 - 2022

(Continued)

	2020		
	Transit Fund	Reserve Capital Account	Total
Beginning Balances	\$ 629,494	822,709	\$ 1,452,203
Revenues			
Fares, Fixed Route	\$ 2,484,705		\$ 2,484,705
Fares, Dial-A-Ride	\$ 6,834		\$ 6,834
Local Utility Taxes	\$ 1,208,689		\$ 1,208,689
Miscellaneous Revenues	\$ 898		\$ 898
Federal Grants (<i>FTA 5311 Operating</i>)	\$ 800,000		\$ 800,000
Paratransit funds	\$ 200,000		\$ 200,000
New State Funds	\$ 0		0
Rural Mobility Allocation	\$ 0		\$ 0
Total Available	\$ 5,330,620	822,709	\$ 6,153,328
Operating Expenses			
Fixed Route	\$ 3,925,330		\$ 3,925,330
Dial-A-Ride	\$ 916,932		\$ 916,932
Total Expenses	\$ 4,842,262	0	\$ 4,842,262
Net Cash Available	\$ 488,357	822,709	\$ 1,311,066
Capital Revenue			
Revenue			
New Bus	\$		\$ 0
New Mini-Bus	\$		\$ 0
1 New ADA Van	\$	56,000	
	\$		\$ 0
	\$		\$ 0
Totals	\$ 0	56,000	\$ 56,000
Capital Expenditures			
System P&M			
New Buses (1)	\$		\$ 0
New DAR Van	\$	70,000	\$ 70,000
Upgraded AVL/GPS system	\$	54,420	\$ 54,420
System Improvement			
Bus Shelters (1)	\$	13,000	\$ 13,000
Transfer Station Improvements	\$	30,000	30,000
Total Capital Expenditures	\$ 0	167,420	\$ 167,420
Ending Cash Balances 12/31	\$ 488,357	711,288.88	\$ 1,199,646

Section 9:

Operating Revenues and Expenditures, 2016 - 2022

(Continued)

	2021		
	Transit Fund	Reserve Capital Account	Total
Beginning Balances	\$ 648,379	551,267	\$ 1,199,646
Revenues			
Fares, Fixed Route	\$ 2,559,246		\$ 2,559,246
Fares, Dial-A-Ride	\$ 7,039		\$ 7,039
Local Utility Taxes	\$ 1,220,775		\$ 1,220,775
Miscellaneous Revenues	\$ 907		\$ 907
Federal Grants (FTA 5311 Operating)	\$ 800,000		\$ 800,000
Paratransit funds	\$ 200,000		\$ 200,000
New State Funds	\$		0
Rural Mobility Allocation	\$ 0		\$ 0
Total Available	\$ 5,436,346	551,267	\$ 5,987,614
Operating Expenses			
Fixed Route	\$ 4,043,090		\$ 4,043,090
Dial-A-Ride	\$ 944,440		\$ 944,440
Total Expenses	\$ 4,987,530	0	\$ 4,987,530
Net Cash Available	\$ 448,816	551,267	\$ 1,000,084
Capital Revenue			
Revenue			
New Buses	\$	516,000	\$ 516,000
New Mini-Bus	\$		\$ 0
New ADA Van (1)	\$		\$ 0
	\$		\$ 0
Totals	\$ 0	516,000	\$ 516,000
Capital Expenditures			
System P&M			
New Bus	\$	645,000	\$ 645,000
New DAR Van	\$		\$ 0
Upgraded AVL/GPS system	\$	54,420	\$ 54,420
System Improvement			
Bus Shelters (1)	\$	13,000	\$ 13,000
Transfer Station Improvements	\$		0
Total Capital Expenditures	\$ 0	712,420	\$ 712,420
Ending Cash Balances 12/31	\$ 448,816	354,847.28	\$ 803,664

Section 9:

Operating Revenues and Expenditures, 2016 - 2022

(Continued)

	2022		Total
	Transit Fund	Reserve Capital Account	
Beginning Balances	\$ 667,830	135,833	\$ 803,664
Revenues			
Fares, Fixed Route	\$ 2,636,023		\$ 2,636,023
Fares, Dial-A-Ride	\$ 7,250		\$ 7,250
Local Utility Taxes	\$ 1,232,983		\$ 1,232,983
Miscellaneous Revenues	\$ 916		\$ 916
Federal Grants (FTA 5311 Operating)	\$ 800,000		\$ 800,000
Paratransit funds	\$ 200,000		\$ 200,000
New State Funds	\$ 0		0
Rural Mobility Allocation	\$ 0		\$ 0
Total Available	\$ 5,545,003	135,833	\$ 5,680,836
Operating Expenses			
Fixed Route	\$ 4,164,383		\$ 4,164,383
Dial-A-Ride	\$ 972,773		\$ 972,773
Total Expenses	\$ 5,137,156	0	\$ 5,137,156
Net Cash Available	\$ 407,847	135,833	\$ 543,680
Capital Revenue			
Revenue			
New Buses (1)	\$		\$ 0
New Mini-Bus	\$		\$ 0
1 New ADA Van	\$	56,000	
	\$		\$ 0
	\$		\$ 0
Totals	\$ 0	56,000	\$ 56,000
Capital Expenditures			
System P&M			
New Buses (1)	\$		\$ 0
New DAR Van	\$	70,000	\$ 70,000
Upgraded AVL/GPS system	\$	54,200	\$ 54,200
System Improvement			
Bus Shelters (1)	\$	13,000	\$ 13,000
Transit Station Improvements	\$		0
Total Capital Expenditures	\$ 0	137,200	\$ 137,200
Ending Cash Balances 12/31	\$ 407,847	54,633.30	\$ 462,480