

Pullman Transit - City of Pullman

2018 Annual Report

2019-2024 Transit Development Plan

Date of Public Hearing: September 24, 2019

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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 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.

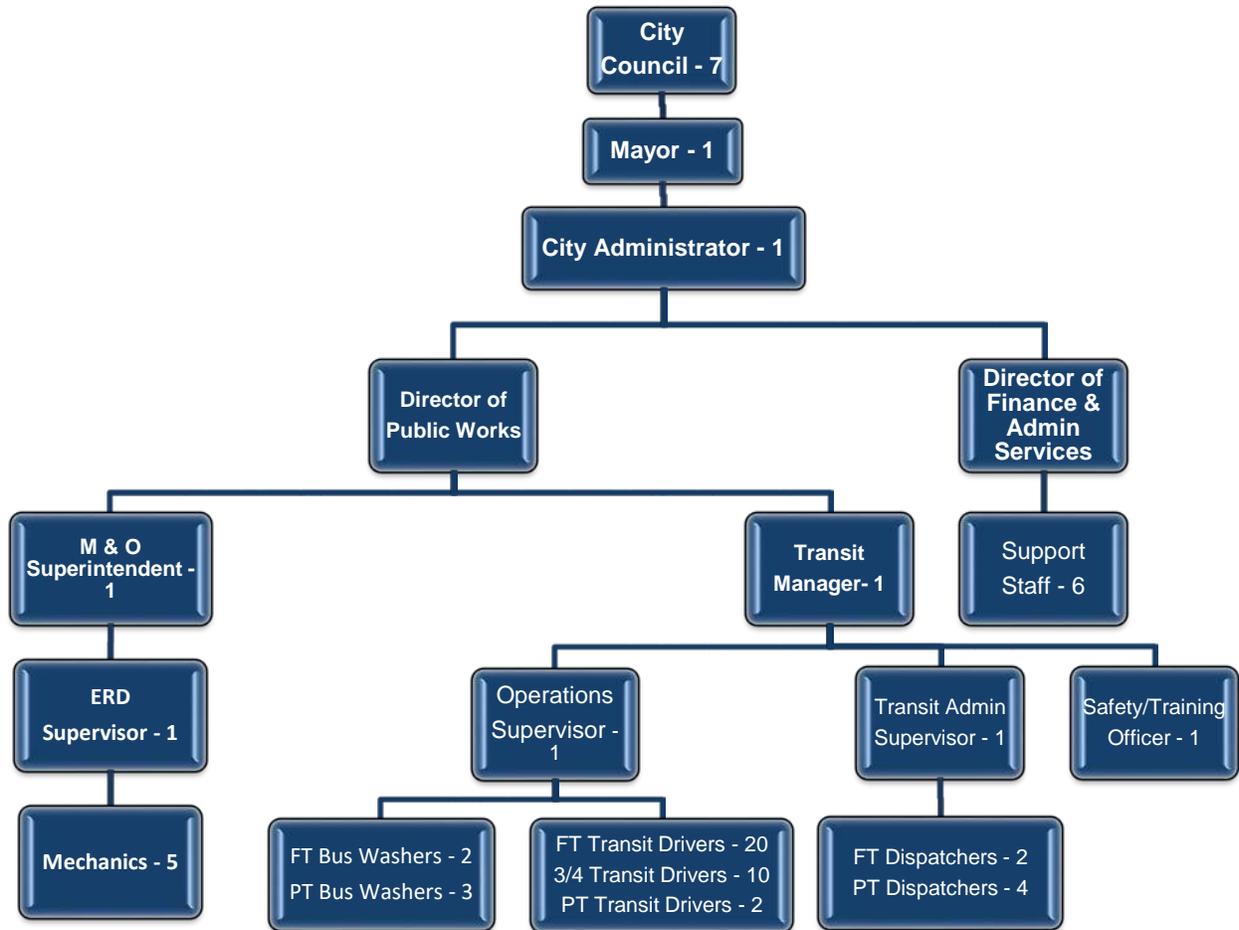
The Transit Development Plan (TDP) provides a reference point when considering and developing future service designs, capital facilities, equipment, agency policies and other key business strategies. It also serves as the basis for developing future operating and capital annual budgets.

Copies of this document are available on Pullman Transit's website.

## Section 1: Organization

Pullman Transit's service area is the City of Pullman city limits.

Following is the current organizational chart for Pullman Transit:



**Pullman Transit Organizational Chart**

For the annual report year, Pullman Transit employed:

Transit Manager	1	FTE
Operations Supervisor	1	FTE
Transit Administrative Supervisor	1	FTE
Training and Safety Officer	1	FTE
Dispatchers	4.7	FTE
Bus Washers	2.8	FTE
Transit Drivers	24.9	FTE
<b>TOTAL</b>	<b>36.4</b>	<b>FTE</b>

Pullman Transit is funded through a combination of utility tax, fares and fare contracts, and Federal and State grants (major fare contracts are outlined in Sections 3 and 5). Section 9, Operating Revenues and Expenditures 2019 – 2024, 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 2018, 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 any major service changes occur at the end of each summer, our schedules are set on an academic year basis. This works well for the Pullman School District and WSU as well, so our 2018 service characteristics are summarized separately here in 2017-2018 and 2018-2019 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 five wheelchair-accessible vans. Section 8 below shows our operating data for the year.
  
- B. **Fixed Route** service is divided into two levels, Community as our baseline and Community Plus as enhanced for when WSU is in spring or fall session and our population booms.

### **Community Service**

This is our main, year-round service, operated as a standalone from 6:30 a.m. to 6:30 p.m. weekdays during periods when WSU is not in spring or fall session. The periods of operation for Community Service include the longer Summer and Christmas breaks, but also President's Day, Spring Break, and Thanksgiving 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.

### **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 when Community Service was in place.

The route coverage is much the same as in Community service, except that evening and Saturday service runs until midnight (rather than just 6:30 p.m.) and on-campus Express service is more frequent (8-12 minute loops, rather than 45 minutes). Year-round Sunday service runs from 10:00 a.m. to 5:30 p.m.

### **Holiday Service**

During both the 2017-2018 and the 2018-2019 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 2018 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 operates on Community Service levels, since university offices remain open.

**3 PULLMAN TRANSIT 2017-2018 SYSTEM SCHEDULE**

**COMMUNITY AND COMMUNITY PLUS SERVICE**

Pullman Transit has simplified our service levels and hours. We now offer two service levels, **Community** and **Community Plus**.

**COMMUNITY** is our baseline service level, and includes the Blue, Silver, Gray, and Loop routes, and runs 6:30am to 6:30pm Monday - Friday. Saturday the North and South routes run 10:00am to 5:30pm.

**COMMUNITY PLUS** service is offered Fall and Spring semesters when WSU is in session. Community Plus service includes the Crimson, Gray, Coffee, Silver, Blue, Loop, North, and South routes, and operates 6:30am to Midnight, Monday - Friday. Saturday the North and South routes operate 9:15am to Midnight.

**NEW SUNDAY SERVICE** - The North and South routes operate 10:00am - 5:30pm

**Holiday Service** the North and South routes operate 10:00am - 5:30pm

Dial-A-Ride services are offered the same times as our Fixed Routes services. All rides after 9:00pm must be scheduled 24 hours in advance.

Figure 1: Service Levels from the 2017-2018 system schedule

**PULLMAN TRANSIT Operates 7 days/week 5**

**COMMUNITY AND COMMUNITY PLUS SERVICE**

Pullman Transit has two service levels and hours: **Community** and **Community Plus**.

- COMMUNITY** is our baseline service level that runs Monday - Friday 6:30am - 6:45pm and includes:
 

Blue	Loop	Paradise	Silver	Gray
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 Saturday and Sunday the Wheat and Lentil routes operate 10:00am to 5:30pm.
- COMMUNITY PLUS** service is offered Fall and Spring semesters when WSU is in session and include:
 

Blue	Loop	Coffee	Wheat	Lentil	Crimson	Coug	Gray
Silver	Paradise	7:05am - 10:00am	6:30pm - Midnight	6:45am - 6:30pm	6:55am - 6:15pm	6:50am - 8:40pm	
6:30am - 6:45pm	Monday - Friday	Monday - Friday	Monday - Friday	Monday - Friday	Monday - Friday	Monday - Friday	Monday - Friday
Monday - Friday							

 The Wheat and Lentil routes also operate Saturday 9:15am - Midnight and Sunday 10:00am - 5:30pm
- HOLIDAY SERVICE** - The Wheat and Lentil routes operate 10:00am - 5:30pm. See Pg. 4 for Holiday Service days.

Dial-A-Ride Services - See Pg. 3 for more information on our DAR services.

Service Calendar

Figure 2: Service levels from the 2018-2019 system schedule

## 4 PULLMAN TRANSIT 2017-2018 SYSTEM SCHEDULE

### LEVELS OF SERVICE FOR YOUR TRANSPORTATION NEEDS

August 17th - September 3rd.....	Community Plus
September 4th.....	Holiday
September 5th - November 9th.....	Community Plus
November 10th.....	Holiday
November 11th - November 17th.....	Community Plus
November 18th - November 22nd.....	Community
November 23rd.....	Closed
November 24th.....	Holiday
November 25th.....	Community
November 26th - December 15th.....	Community Plus
December 16th - December 24th.....	Community
December 25th.....	Closed
December 26th - December 31st.....	Community
January 1st.....	Closed
January 2nd - January 6th.....	Community
January 7th - January 14th.....	Community Plus
January 15th.....	Holiday
January 16th - February 18th.....	Community Plus
February 19th.....	Community
February 20th - March 9th.....	Community Plus
March 10th - March 17th.....	Community
March 18th - May 6th.....	Community Plus
May 7th - May 27th.....	Community
May 28th.....	Holiday
May 29th - July 3rd.....	Community
July 4th.....	Holiday
July 5th - August 15th.....	Community

Home Football Game Service: Football service is based on Park N Ride locations. For more information please visit [pullmantransit.com](http://pullmantransit.com) to get the most up to date information.

2017 WSU Home Football Games: September 2nd, 9th, 16th, 23rd, 29th, October 21st, November 4th

Pullman School District Service: Routes will run from August 30th 2017 - June 15th 2018. This service runs on days when Pullman High School and Lincoln Middle School are in session. See pages 22 - 33 for maps and arrival times.

## 4 PULLMAN TRANSIT Now Operates 7 days/week

Figure 3: Service calendar from the 2017-2018 system schedule

## 4 PULLMAN TRANSIT Operates 7 days/week

### LEVELS OF SERVICE FOR YOUR TRANSPORTATION NEEDS

August 16th - September 2nd.....	Community Plus
September 3rd.....	Holiday
September 4th - November 11th.....	Community Plus
November 12th.....	Holiday
November 13th - November 16th.....	Community Plus
November 17th - November 21st.....	Community
November 22nd.....	Closed
November 23rd.....	Holiday
November 24th.....	Community
November 25th - December 14th.....	Community Plus
December 15th - December 24th.....	Community
December 25th.....	Closed
December 26th - December 31st.....	Community
January 1st.....	Closed
January 2nd - January 5th.....	Community
January 6th - January 20th.....	Community Plus
January 21st.....	Holiday
January 22nd - February 17th.....	Community Plus
February 18th.....	Community
February 19th - March 8th.....	Community Plus
March 9th - March 16th.....	Community
March 17th - May 4th.....	Community Plus
May 5th - May 26th.....	Community
May 27th.....	Holiday
May 28th - July 3rd.....	Community
July 4th.....	Holiday
July 5th - August 14th.....	Community

Home Football Game Service: Football service is based on Park N Ride locations. For more information please visit [pullmantransit.com](http://pullmantransit.com) to get the most up to date information.

2018 WSU Home Football Games: September 8th, 15th, 29th, October 20th,  
November 3rd, 17th, 23rd

Pullman School District Service: Routes will run from August 29th 2018 - June 14th 2019. This service runs on days when Pullman High School and Lincoln Middle School are in session. See page 26 for maps and arrival times.

Figure 4: Service calendar from the 2018-2019 system schedule

## Fare Structure

### Fixed-route fare structure, per boarding

Pullman Transit offers cash, token and pass options on its fixed routes. Transfers from one fixed route to another are free.

Fares had increased in 2017, for the first time since 1999, but were unchanged through 2018. A basic adult fare was \$0.75 in 2018. A full fare table is shown below.

### FARES AND PASSES

A valid fare or pass must be shown everytime you ride!

Pullman School District passes are **ONLY** valid Monday - Friday during the public school year. When accompanied by an adult, all pre-kindergarten children can ride the bus free of charge. **WSU** students, staff, and faculty are pre-paid and can ride by presenting their valid **WSU** identification to the driver.

**TRANSFERS:** When transferring, please notify the driver in advance so that you are sure to make the proper connection. Most transfers take place at the Davis Way transfer station or Thatuna St on the WSU campus. You may also transfer at other locations.

**IDENTIFICATION CARDS**  
**WSU ID:** WSU issues a number of different identification cards. The examples shown here can be used by riders who are currently affiliated with WSU. Note: "Community Member" ID cards are not valid for riding the bus.

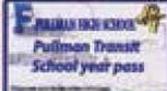
FARES	YOUTH (K-12)	ADULT	SENIOR & DISABLED
Standard Fare	0.45	0.75	0.45
Tokens (20)	8.00	14.00	8.00
Monthly Pass*	14.00	20.00	14.00
Semi-Annual Pass	65.00	110.00	65.00
Annual Pass	125.00	200.00	125.00
Youth School Year Pass**	110.00	N/A	N/A
Summer Youth Pass ‡	35.00	N/A	N/A

\*Monthly passes valid for calendar months only.  
 \*\*School Year passes valid for school year only.  
 ‡ Summer youth pass valid June–August.  
 All Passes may be purchased at City Hall or at the WSU Visitors Center






**PHS STUDENT ID:** Used by Pullman High School students, Pullman Transit logo required.



**LMS STUDENT ID:** Used by Lincoln Middle School students. Pullman Transit logo required.



Figure 5: Fixed route fare and pass information from the 2017-2018 system schedule

## FARES AND PASSES

A valid fare or pass must be shown everytime you ride!

When accompanied by an adult, all pre-kindergarten children can ride the bus free of charge.

**TRANSFERS:** When transferring, please notify the driver in advance so that you are sure to make the proper connection. Most transfers take place at the Davis Way transfer station or The Chinook on the WSU campus. You may also transfer at other locations.

FARES	YOUTH (K-12)	ADULT	SENIOR & DISABLED
Standard Fare	0.45	0.75	0.45
Tokens (20)	8.00	14.00	8.00
Monthly Pass*	14.00	20.00	14.00
Semi-Annual Pass	65.00	110.00	65.00
Annual Pass	125.00	200.00	125.00
Youth School Year Pass**	110.00	N/A	N/A
Summer Youth Pass	35.00	N/A	N/A

\*Monthly passes valid for calendar months only.  
 \*\*School Year passes valid for school year only.  
 Summer youth pass valid June-August.  
 All Passes may be purchased at City Hall or at the WSU Visitors Center

### IDENTIFICATION CARDS

WSU students, staff, and faculty are pre-paid and can ride by presenting their valid WSU identification to the driver. WSU issues a number of different identification cards. The examples shown here can be used by riders who are currently affiliated with WSU. Note: "Community Member" ID cards are not valid for riding the bus.

Figure 6: Fixed route fare and pass information from the 2018-2019 system schedule

**Dial-A-Ride fare structure, per boarding**

Pullman Transit offers cash, token and pass options on its Dial-A-Ride service.

As with fixed routes, Dial-A-Ride fares increased just the year before (from \$0.40 to \$0.60 per trip), but were unchanged in 2018.

The pass option was again available for Dial-A-Ride service, as part of the Pullman Transit fare structure revisions of 2017.

### **35 PULLMAN TRANSIT 2017-2018 SYSTEM SCHEDULE**

Dial-A-Ride has been operating since March 1979, we operate wheelchair accessible vans to accommodate our riders. We provide nearly 1500 rides per month for over 600 clients. We will take you where you need to go, within our regular service area (Pullman City Limits) and hours of operation. Every trip is important and you may schedule a trip for any purpose.

## **DIAL-A-RIDE FARES**

**Effective August 21st, 2017**

<b>Cash (One Way)</b>	<b>\$0.60</b>
<b>Tokens (10)</b>	<b>\$5.50</b>
<b>Monthly Pass</b>	<b>\$18.00</b>
<b>Semi-Annual Pass</b>	<b>\$85.00</b>
<b>Annual Pass</b>	<b>\$165.00</b>

**All passes may be purchased at City Hall or at the WSU Visitors Center.**

### **35 PULLMAN Dial-A-Ride Now Operates 7 days/week**

Figure 7: 2017-2018 Dial-A-Ride fare and pass schedule

### 3 PULLMAN Dial-A-Ride Operates 7 days/week

## DIAL-A-RIDE SERVICE

DIAL-A-RIDE is a service provided for Pullman Transit customers who are at least 65 years of age, disabled or temporarily disabled and are unable to ride a regular fixed route bus.

### How It Works:

Fill out an application and:

- Fax it to 509-332-6590
- Mail it to 775 NW Guy St. Pullman, WA 99163
- Email it to [pullmantransit@pullmantransit.com](mailto:pullmantransit@pullmantransit.com)
- Or drop it off in person at our office.
- If you are 65 years of age or older, you automatically qualify.
- For customers with disabilities or special needs that prevent them from riding our fixed route buses, once the information on your application is verified with your doctor, you will be notified of your application status.
- Applications are available online at [www.pullmantransit.com](http://www.pullmantransit.com), at our office or we can mail one to you.

- Once your application is approved you are ready to start scheduling rides!

- When you call a Transit Dispatcher, they will do their best to accommodate your request. For ADA customers, we may have to negotiate a pick-up-time of up to one hour earlier or later than your requested time and possibly more for non-ADA riders.

- All rides are scheduled with a 20 minute time range (window) in which you can expect a Dial-A-Ride driver to pick you up.

- When a Dial-A-Ride driver arrives to pick you up, they can only wait for five minutes (even if your 20 minute window has not expired).

- Your driver may make several stops along the way before arriving at your destination, and at times you will be required to ride with other customers.

- Dial-A-Ride service hours mirror those of fixed route schedules. However, for those rides needed after 9:00pm, we require the reservation be made at least a day in advance.

Dial-A-Ride has been operating since March 1979. We operate wheelchair accessible vans to accommodate our riders. We provide nearly 1500 rides per month for over 600 clients. We will take you where you need to go, within our regular service area (Pullman City Limits) and hours of operation. Every trip is important and you may schedule a trip for any purpose.

### DIAL-A-RIDE FARES

Effective August 21st, 2017

Cash (One Way)	\$0.60
Tokens (10)	\$5.50
Monthly Pass	\$18.00
Semi-Annual Pass	\$85.00
Annual Pass	\$165.00

All passes may be purchased at City Hall or at the WSU Visitors Center.

Figure 8: 2018-2019 Dial-A-Ride fare and pass schedule

## **Transit Fare Pass System for local educational institutions**

Pullman Transit has long-standing contracts in place with Washington State University (WSU) and the Pullman School District (PSD) to provide pre-paid fare and pass systems.

For WSU, the agreement allows all students, staff, retirees, and faculty to ride the buses and Paratransit vans (if they are eligible) by showing a valid University identification card.

The contract with the PSD allows students who qualify to ride our School Bus Routes by showing a school district-issued pass. These students are also eligible to ride all fixed-route services during the week, although their passes are not valid on Saturdays or when the public schools are not in session. In 2018, we amended our contract with PSD to refocus routes on their one-mile eligibility boundary, and reduce our service to them from six to five routes.

In 2018, Pullman Transit renewed our Universal Transit Access Pass agreement with the local branch of Spokane Falls Community College (SFCC). Passes provided by Pullman Transit allow SFCC students to ride, prepaid, Pullman Transit fixed routes.

## **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.
- Northwestern 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 2018**

### **Dial-A-Ride**

Annual ridership has remained above 20,000 since 2015. The system provided a record number of rides, 23,869, in 2018. The service is well used and a vital part of the community's transportation infrastructure. Geographic coverage and service hours continue to mirror those of fixed routes, although Dial-A-Ride provides service to the local airport, whereas fixed routes do not.

Full Dial-A-Ride service statistics for this reporting year can be found in Section 8.

### **Fixed Route**

For the second year in a row, ridership on the fixed route service increased. The service provided 1,361,962 rides in 2018, up 3.2% from 2017. This is a welcome change, following a five year decline in ridership between 2011 and 2016.

Daily ridership averaged right at 45 trips per hour, year-round (as compared to 45.2 for 2017). This incorporates low ridership months like June and July (both average under 20 trips per hour),

highlighting the much heavier usage of the system when WSU is in full session. In those months of higher ridership, more and more frequent buses have been our solution. In fact, “shuttle” buses are commonplace during the busier, 8:00 a.m. to 10:00 a.m., timeframe, filling the gap between otherwise full Express routes. 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.

As we have done 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 (Wheat and Lentil), we added service from 4:15 p.m. to 11:30 p.m, including extra routes to aid in post-fireworks transport. This service was again very popular, serving more than 1,000 riders.

WSU Football service routes are developed in conjunction with the university, serving limited “park and ride” stop locations on days of home football games. This service is provided under an FTA-approved charter service contract, and in 2018 served nearly 20,000 football fans.

Notable fixed route service changes in 2018 include:

- Added a new Community route, the Paradise Route;
- Reduced Community route frequency/loops from 45 to 35 minutes;
- Renamed evening/weekend bus route service from “North” and “South” to “Wheat” and “Lentil”.
- Expanded evening/weekend Wheat and Lentil bus route service into more residential neighborhoods, but remained kept their service frequencies at 45 minutes;
- Made a series of route adjustments to bring them back onto reliable time schedules, including:
  - Pulled the Blue Route from Terre View Drive and instead extended the Cougar Express to serve the Palouse Trace apartments.
  - Created a Community Express (replacing the Gray Express) to run during periods of Community Service, which will service the portion of Terre View formerly covered by the Blue Route.
  - Removed the Fairmont/Harvest loop from the Silver Route.
  - Removed the Clay Court turnaround and Fairmont/Harvest loop from the Wheat Route.

Full fixed route service statistics for this reporting year can be found in Section 8.

## **Facilities and Equipment (Capital)**

Received ADA van in December 2018, and at years’ end were in the inspection and acceptance phase.

Although no buses were received in 2018, we did finalize the order for what may be our final electric-hybrid heavy duty transit bus. We expect this bus to arrive in October 2019.

We engaged in local and statewide conversations on the topic of reducing carbon emissions, and through formal City Council recommendation determined to make our next bus purchases fully electric.

Pullman Transit continued to apply for capital grants, and to install bus stop shelters and seats already in inventory, but did not make any other significant capital purchases in 2018.

## General

Once again in 2018, 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. Pullman Transit added the local branch of Spokane Falls Community College to this list of pre-pay student fare contracts in 2017. The City of Pullman and Pullman Transit are appreciative of the support and financial contributions of these groups, which greatly assist us in providing needed service in Pullman.

Having gone through the RFP process in 2017 to replace our Automatic Vehicle Locator/Global Positioning System, 2018 was a year of implementation. As was anticipated, this hardware/software technology package immediately improved the public and Dispatch route tracking abilities, and gave us fingertip access to data reports we had previously lacked. Other enhancements include an automated passenger counter at each bus door, and a mobile phone "app" with features for users such as percent-full for arriving bus and improved communications including push notifications.

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 stable revenue sources, we intend to continue providing the type of services our community expects for many years to come.

This Transit Development Plan reflects what we want to do if funding allows. 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.

## Section 6: Proposed Strategies & Goals 2019-2024

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 the *Washington Transportation Plan, 2007 - 2026*. Pullman Transit worked towards and in full support of the state's objectives in 2018, and will continue to do the same for the period 2019 through 2024. 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.

2018	2019-2024
Continued Effort	Continuing Effort
<ul style="list-style-type: none"> <li>• Continue our partnerships with WSU, the Pullman School District and local branch of Spokane Falls Community College to meet their local student transportation needs.</li> <li>• In the second of a three-year agreement with WSU to provide pre and post-game park &amp; ride shuttle service for home football games; service is in coordination with FTA charter service rules.</li> <li>• Monitor all service through road supervision or GPS tracking on a daily basis to ensure the safety of passengers and employees.</li> <li>• 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.</li> <li>• Continuing operational and planning coordination with the region's other public transportation providers, primarily through the Palouse RTPO.</li> <li>• Participation in Washington State University's Comprehensive Transportation Plan</li> <li>• Added a new Community route, the Paradise Rt.</li> <li>• Reduced Community route frequency/loops from 45 to 35 minutes.</li> <li>• Renamed evening/weekend bus route service from "North" and "South" to "Wheat" and "Lentil".</li> <li>• Expanded evening/weekend Wheat and Lentil bus route service into more residential neighborhoods, but remained kept their service frequencies at 45 minutes;</li> <li>• Made a series of route adjustments to bring them back onto reliable time schedules, including:               <ul style="list-style-type: none"> <li>○ Pulled the Blue Route from Terre View Drive and instead extended the Cougar Express to serve the Palouse Trace apartments.</li> <li>○ Created a Community Express (replacing the Gray Express) to run during periods of Community Service, which will service the portion of Terre</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Pullman Transit continued its "school bus service" relationship with the Pullman School District.</li> <li>• Pullman Transit is assessing its schedules and service to areas where need and demand are greatest through public awareness, community involvement and verbal surveys.</li> <li>• Route service schedules will continue to receive adjustments to meet rider demands, and improve coordination between existing routes for efficiency and effectiveness</li> <li>• Dial-A-Ride services will continue to meet the requirements of the Americans with Disabilities Act.</li> <li>• Begin review of current available run cutting and scheduling software to support both Fixed and Demand Response services.</li> <li>• Pullman Transit will continue to promote regional connection information with four other public transportation providers, as well as interstate bus and private carriers.</li> <li>• Pullman Transit will seek to research future opportunities for greater connectivity to the South Eastern region of Washington State.</li> <li>• 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.</li> <li>• Pullman Transit will continue to coordinate with local law enforcement agencies and emergency services, both with the City of Pullman and with WSU.</li> <li>• Continued active participation in local and regional planning efforts including the Palouse Regional Transportation Planning Organization. This will include continued research and monitoring of options for bus service to Moscow, Idaho, with a focus on economic sustainability of the expansion.</li> </ul>

<p>View formerly covered by the Blue Route.</p> <ul style="list-style-type: none"> <li>○ Removed the Fairmount/Harvest loop from the Silver Route.</li> <li>○ Removed the Clay Court turnaround and Fairmont/Harvest loop from the Wheat Route.</li> </ul>	
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**Facilities & Equipment**

Preserve existing public transportation facilities and equipment.

<b>2018</b>	<b>2019-2024</b>
Continued Effort	Continuing Effort
<ul style="list-style-type: none"> <li>• Applied for fixed and paratransit vehicle grants.</li> <li>• Replaced our AVL/GPS bus scheduling and tracking software with Syncromatics product.</li> <li>• Continued to install in-stock shelters and simme seats at bus stops.</li> <li>• Pullman Transit continues to maintain our transit facility located on Guy St.</li> <li>• 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.</li> <li>• Continued to work with Avista, our local utility provider, to coordinate a possible facility upgrade to accommodate electric buses.</li> <li>• Received ADA van in December 2018, and at years' end were in the inspection and acceptance phase.</li> <li>• Although no buses were received in 2018, we did finalize the order for what may be our final electric-hybrid heavy duty transit bus. We expect this bus to arrive in October 2019.</li> <li>• We engaged in local and statewide conversations on the topic of reducing carbon emissions, and through formal City Council recommendation determined to make our next bus purchases fully electric.</li> <li>• Pullman Transit continued to apply for capital grants, and to install bus stop shelters and seats already in inventory, but did not make any other significant capital purchases in 2018.</li> </ul>	<ul style="list-style-type: none"> <li>• Pullman Transit will continue to replace vehicles in accordance with the adopted fleet replacement standards listed in the CIP.</li> <li>• 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.</li> <li>• 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.</li> <li>• We will continue to improve shelter locations, trash receptacles, landscaping, and cleanliness on our buses and at the Transfer Station. This will include evaluating ridership data and public input, then adding shelters at bus stops where warranted.</li> <li>• As service expands, Pullman Transit will consider whether the current Davis Way transfer station meets our needs, or if an alternate location would better serve the system.</li> <li>• We will actively work with local consultants to design facility expansion options, then seek funding opportunities to complete.</li> </ul>

## 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 2019 – 2024

- ◆ 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 2019-2024

The 6-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 2019-2024 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: 2018 (Actuals) - 2019-2024 (Forecasts)

Operating data for 2018 shows a continuation of the long awaited increase in fixed route ridership, following a downward swing from 2011 to 2016. Dial-A-Ride trips were also up, to 23,869 and our fourth consecutive year of providing in excess of 20,000 trips.

In the immediate future, we anticipate both fixed and Dial-A-Ride ridership numbers to continue to rise, conservatively up to 1%. However, in the years to come we expect Dial-A-Ride service will require expansion in both fleet size and daily hours of service, as long as the demand for this service remains strong. Similarly, fixed route service will grow as the city grows, or as we decide to return our Community Service loops to 30 minutes. In the meantime, we remain committed to reviewing the efficiency of our service model, primarily the loop versus line approach, and our community's willingness to rely more on a true transfer system.

Report year operational data, and forecasts for the ensuing six years, are presented below.

**Section 8: Operating Data, 2018-2024**

	<i>Actual</i>	1% increase					
<b>Fixed Routes</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Vehicle Revenue Hours	28,440	28,724	29,011	29,301	29,594	29,890	30,189
Total Vehicle Hours	30,255	30,558	30,863	31,172	31,483	31,798	32,116
Vehicle Revenue Miles	355,319	358,872	362,460	366,085	369,746	373,443	377,178
Total Vehicle Miles	382,063	385,884	389,742	393,640	397,576	401,552	405,568
Passenger Trips	1,361,962	1,375,582	1,389,337	1,403,231	1,417,263	1,431,436	1,445,750
Total Diesel Fuel Used	78,801						
Reportable Injuries	0						
Fatalities	0						
Total Vehicle Collisions	23						

	<i>Actual</i>	1% increase					
<b>Dial-A-Ride</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Vehicle Revenue Hours	7,448	7,522	7,597	7,673	7,750	7,828	7,906
Total Vehicle Hours	7,923	8,002	8,082	8,163	8,245	8,327	8,410
Vehicle Revenue Miles	70,870	71,578	72,294	73,017	73,747	74,485	75,230
Total Vehicle Miles	76,204	76,966	77,736	78,513	79,298	80,091	80,892
Passenger Trips	23,869	24,108	24,349	24,592	24,838	25,087	25,337
Total Diesel Fuel Used	0						
Total Gasoline Fuel Used	10,574						
Reportable Injuries	0						
Fatalities	0						
Total Vehicle Collisions	4						

## Section 9: Operating Revenues and Expenditures 2018 (Actuals) 2019- 2024 (Forecasts)

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

Fixed Route Fares/revenue = conservative, 2% increase

Dial-A-Ride Fares/revenue = conservative 2% increase

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

Fixed Route Expense – conservative, 2% increase.

Demand Response Expense – conservative, 2% increase.

Grant Funding – Based on the unpredictable nature of grant awards, we have used a static figure throughout the length of these projections, adding in only the expected capital matches.

A growing capital reserve is being relied upon to help fund a much needed garage and shop expansion project.

## Section 9:

## Operating Revenues and Expenditures, 2018 - 2024

(Continued)

		2018		Total
		Transit Fund	Reserve Capital Account	
<b>Beginning Balances</b>	Last Yrs "Ending Cash" \$	832,514	337,492	\$ 1,170,006
<b>Revenues</b>	Total Goods/Serv			
Fares, Fixed Route	2,406,478 \$	2,395,406		\$ 2,395,406
Fares, Dial-A-Ride	Eden Actual \$	11,072		\$ 11,072
Local Utility Taxes	\$	1,227,124		\$ 1,227,124
Miscellaneous Revenues	\$	1,301		\$ 1,301
Grants (admin by WSDOT)	All (Op & Cap) in Eden \$	1,457,723		\$ 1,457,723
<b>Total Available</b>	\$	<b>5,925,140</b>	<b>337,492</b>	<b>\$ 6,262,632</b>
<b>Operating Expenses</b>				
Fixed Route	80% \$	3,686,411		\$ 3,686,411
Dial-A-Ride	20% \$	921,603		\$ 921,603
<b>Total Expenses (minus Cap)</b>	Actual 4,608,014 \$	<b>4,608,014</b>	<b>0</b>	<b>\$ 4,608,014</b>
<b>Net Cash Available</b>	\$	<b>1,317,126</b>	<b>337,492</b>	<b>\$ 1,654,618</b>
<b>Capital Expenditures</b>				
All capital		206,109		
<b>Total Capital Expenditures</b>		<b>206,109</b>	<b>0</b>	<b>\$ 206,109</b>
<b>Ending Cash Balances 12/31</b>	\$	<b>1,111,017</b>	<b>337,492</b>	<b>\$ 1,448,509</b>

## Section 9:

## Operating Revenues and Expenditures, 2018 - 2024

(Continued)

	2019		Total
	Transit Fund	Reserve Capital Account	
<b>Beginning Balances</b>	\$ 705,026	743,483	\$ 1,448,509
<b>Revenues</b>			
Fares, Fixed Route	\$ 2,443,314		\$ 2,443,314
Fares, Dial-A-Ride	\$ 11,293		\$ 11,293
Local Utility Taxes	\$ 1,239,395		\$ 1,239,395
Miscellaneous Revenues	\$ 1,301		\$ 1,301
Grants (admin by WSDOT)	\$ 2,142,499		\$ 2,142,499
<b>Total Available</b>	<b>\$ 6,542,829</b>	<b>743,483</b>	<b>\$ 7,286,312</b>
<b>Operating Expenses</b>			
Fixed Route	\$ 3,760,139		\$ 3,760,139
Dial-A-Ride	\$ 940,035		\$ 940,035
<b>Total Expenses</b>	<b>\$ 4,700,174</b>	<b>0</b>	<b>\$ 4,700,174</b>
<b>Net Cash Available</b>	<b>\$ 1,842,655</b>	<b>743,483</b>	<b>\$ 2,586,138</b>
<b>Capital Expenditures</b>			
Staff Car Replacement (Transit)	\$	40,000	\$ 40,000
Transit Shop Electrical Infrastructure Upgrade	\$ 140,000	35,000	\$ 175,000
Transfer Station Improvements	\$	10,000	\$ 10,000
New Bus Shelters/Seats @ bus stops	\$	14,500	\$ 14,500
Solar lights at bus stops (grant contingent)	\$		\$ 0
Fixed Route Vehicle Replacement	\$ 544,776	136,194	\$ 680,970
Dial-A-Ride Vehicle Replacement	\$		\$ 0
<b>Total Capital Expenditures</b>	<b>\$ 684,776</b>	<b>235,694</b>	<b>\$ 920,470</b>
<b>Ending Cash Balances 12/31</b>	<b>\$ 1,157,879</b>	<b>507,789</b>	<b>\$ 1,665,668</b>

## Section 9:

## Operating Revenues and Expenditures, 2018 - 2024

(Continued)

	2020		Total
	Transit Fund	Reserve Capital Account	
<b>Beginning Balances</b>	\$ 720,537	945,131	\$ 1,665,668
<b>Revenues</b>			
Fares, Fixed Route	\$ 2,492,180		\$ 2,492,180
Fares, Dial-A-Ride	\$ 11,519		\$ 11,519
Local Utility Taxes	\$ 1,251,789		\$ 1,251,789
Miscellaneous Revenues	\$ 1,301		\$ 1,301
Grants (admin by WSDOT)	\$ 1,527,723		\$ 1,527,723
<b>Total Available</b>	<b>\$ 6,005,050</b>	<b>945,131</b>	<b>\$ 6,950,180</b>
<b>Operating Expenses</b>			
Fixed Route	\$ 3,835,342		\$ 3,835,342
Dial-A-Ride	\$ 968,236		\$ 968,236
<b>Total Expenses</b>	<b>\$ 4,803,578</b>	<b>0</b>	<b>\$ 4,803,578</b>
<b>Net Cash Available</b>	<b>\$ 1,201,472</b>	<b>945,131</b>	<b>\$ 2,146,602</b>
<b>Capital Expenditures</b>			
Staff Car Replacement (Transit)	\$		\$ 0
Transit Shop Electrical Infrastructure Upgrade	\$		\$ 0
Transfer Station Improvements	\$	50,000	\$ 50,000
New Bus Shelters/Seats @ bus stops	\$	14,500	\$ 14,500
Solar lights at bus stops (grant contingent)	\$	10,000	\$ 10,000
Fixed Route Vehicle Replacement	\$		\$ 0
Dial-A-Ride Vehicle Replacement	\$ 70,000		\$ 70,000
<b>Total Capital Expenditures</b>	<b>\$ 70,000</b>	<b>74,500</b>	<b>\$ 144,500</b>
<b>Ending Cash Balances 12/31</b>	<b>\$ 1,131,472</b>	<b>870,631</b>	<b>\$ 2,002,102</b>

## Section 9:

## Operating Revenues and Expenditures, 2018 - 2024

(Continued)

	2021		Total
	Transit Fund	Reserve Capital Account	
<b>Beginning Balances</b>	\$ 734,947	1,267,155	\$ 2,002,102
<b>Revenues</b>			
Fares, Fixed Route	\$ 2,542,024		\$ 2,542,024
Fares, Dial-A-Ride	\$ 11,750		\$ 11,750
Local Utility Taxes	\$ 1,264,307		\$ 1,264,307
Miscellaneous Revenues	\$ 1,301		\$ 1,301
Grants (admin by WSDOT)	\$ 2,002,499		\$ 2,002,499
<b>Total Available</b>	<b>\$ 6,556,828</b>	<b>1,267,155</b>	<b>\$ 7,823,983</b>
<b>Operating Expenses</b>			
Fixed Route	\$ 3,912,049		\$ 3,912,049
Dial-A-Ride	\$ 987,601		\$ 987,601
<b>Total Expenses</b>	<b>\$ 4,899,650</b>	<b>0</b>	<b>\$ 4,899,650</b>
<b>Net Cash Available</b>	<b>\$ 1,657,179</b>	<b>1,267,155</b>	<b>\$ 2,924,333</b>
<b>Capital Expenditures</b>			
Staff Car Replacement (Transit)	\$		\$ 0
Transit Shop Electrical Infrastructure Upgrade	\$		\$ 0
Transfer Station Improvements	\$	50,000	\$ 50,000
New Bus Shelters/Seats @ bus stops	\$	14,500	\$ 14,500
Solar lights at bus stops (grant contingent)	\$	10,000	\$ 10,000
Fixed Route Vehicle Replacement	\$ 544,776	136,194	\$ 680,970
Dial-A-Ride Vehicle Replacement	\$		\$ 0
<b>Total Capital Expenditures</b>	<b>\$ 544,776</b>	<b>210,694</b>	<b>\$ 755,470</b>
<b>Ending Cash Balances 12/31</b>	<b>\$ 1,112,403</b>	<b>1,056,461</b>	<b>\$ 2,168,863</b>

## Section 9:

## Operating Revenues and Expenditures, 2018 - 2024

(Continued)

	2022		Total
	Transit Fund	Reserve Capital Account	
<b>Beginning Balances</b>	\$ 749,646	1,419,217	\$ 2,168,863
<b>Revenues</b>			
Fares, Fixed Route	\$ 2,592,864		\$ 2,592,864
Fares, Dial-A-Ride	\$ 11,985		\$ 11,985
Local Utility Taxes	\$ 1,276,950		\$ 1,276,950
Miscellaneous Revenues	\$ 1,301		\$ 1,301
Grants (admin by WSDOT)	\$ 1,527,723		\$ 1,527,723
<b>Total Available</b>	<b>\$ 6,160,470</b>	<b>1,419,217</b>	<b>\$ 7,579,687</b>
<b>Operating Expenses</b>			
Fixed Route	\$ 3,990,290		\$ 3,990,290
Dial-A-Ride	\$ 1,007,353		\$ 1,007,353
<b>Total Expenses</b>	<b>\$ 4,997,643</b>	<b>0</b>	<b>\$ 4,997,643</b>
<b>Net Cash Available</b>	<b>\$ 1,162,827</b>	<b>1,419,217</b>	<b>\$ 2,582,044</b>
<b>Capital Expenditures</b>			
Staff Car Replacement (Transit)	\$		\$ 0
Transit Shop Electrical Infrastructure Upgrade	\$		\$ 0
Transfer Station Improvements	\$		\$ 0
New Bus Shelters/Seats @ bus stops	\$	14,500	\$ 14,500
Solar lights at bus stops (grant contingent)	\$	10,000	\$ 10,000
Fixed Route Vehicle Replacement	\$		\$ 0
Dial-A-Ride Vehicle Replacement	\$ 70,000		\$ 70,000
<b>Total Capital Expenditures</b>	<b>\$ 70,000</b>	<b>24,500</b>	<b>\$ 94,500</b>
<b>Ending Cash Balances 12/31</b>	<b>\$ 1,092,827</b>	<b>1,394,717</b>	<b>\$ 2,487,544</b>

## Section 9:

## Operating Revenues and Expenditures, 2018 - 2024

(Continued)

	2023		
	Transit Fund	Reserve Capital Account	Total
<b>Beginning Balances</b>	\$ 764,639	1,722,905	\$ 2,487,544
<b>Revenues</b>			
Fares, Fixed Route	\$ 2,644,722		\$ 2,644,722
Fares, Dial-A-Ride	\$ 12,224		\$ 12,224
Local Utility Taxes	\$ 1,289,720		\$ 1,289,720
Miscellaneous Revenues	\$ 1,301		\$ 1,301
Grants (admin by WSDOT)	\$ 2,002,499		\$ 2,002,499
<b>Total Available</b>	<b>\$ 6,715,105</b>	<b>1,722,905</b>	<b>\$ 8,438,010</b>
<b>Operating Expenses</b>			
Fixed Route	\$ 4,070,096		\$ 4,070,096
Dial-A-Ride	\$ 1,027,500		\$ 1,027,500
<b>Total Expenses</b>	<b>\$ 5,097,596</b>	<b>0</b>	<b>\$ 5,097,596</b>
<b>Net Cash Available</b>	<b>\$ 1,617,510</b>	<b>1,722,905</b>	<b>\$ 3,340,414</b>
<b>Capital Expenditures</b>			
Staff Car Replacement (Transit)	\$		\$ 0
Transit Shop Electrical Infrastructure Upgrade	\$		\$ 0
Transfer Station Improvements	\$		\$ 0
New Bus Shelters/Seats @ bus stops	\$	14,500	\$ 14,500
Solar lights at bus stops (grant contingent)	\$	10,000	\$ 10,000
Fixed Route Vehicle Replacement	\$ 544,776	136,194	\$ 680,970
Dial-A-Ride Vehicle Replacement	\$		\$ 0
<b>Total Capital Expenditures</b>	<b>\$ 544,776</b>	<b>160,694</b>	<b>\$ 705,470</b>
<b>Ending Cash Balances 12/31</b>	<b>\$ 1,072,734</b>	<b>1,562,211</b>	<b>\$ 2,634,944</b>

## Section 9:

## Operating Revenues and Expenditures, 2018 - 2024

(Continued)

	2024		
	Transit Fund	Reserve Capital Account	Total
<b>Beginning Balances</b>	\$ 779,932	1,855,012	\$ 2,634,944
<b>Revenues</b>			
Fares, Fixed Route	\$ 2,697,616		\$ 2,697,616
Fares, Dial-A-Ride	\$ 12,469		\$ 12,469
Local Utility Taxes	\$ 1,302,617		\$ 1,302,617
Miscellaneous Revenues	\$ 1,301		\$ 1,301
Grants (admin by WSDOT)	\$ 1,527,723		\$ 1,527,723
<b>Total Available</b>	<b>\$ 6,321,658</b>	<b>1,855,012</b>	<b>\$ 8,176,670</b>
<b>Operating Expenses</b>			
Fixed Route	\$ 4,151,498		\$ 4,151,498
Dial-A-Ride	\$ 1,048,050		\$ 1,048,050
<b>Total Expenses</b>	<b>\$ 5,199,547</b>	<b>0</b>	<b>\$ 5,199,547</b>
<b>Net Cash Available</b>	<b>\$ 1,122,111</b>	<b>1,855,012</b>	<b>\$ 2,977,123</b>
<b>Capital Expenditures</b>			
Staff Car Replacement (Transit)	\$		\$ 0
Transit Shop Electrical Infrastructure Upgrade	\$		\$ 0
Transfer Station Improvements	\$		\$ 0
New Bus Shelters/Seats @ bus stops	\$	14,500	\$ 14,500
Solar lights at bus stops (grant contingent)	\$	10,000	\$ 10,000
Fixed Route Vehicle Replacement	\$		\$ 0
Dial-A-Ride Vehicle Replacement	\$ 70,000		\$ 70,000
<b>Total Capital Expenditures</b>	<b>\$ 70,000</b>	<b>24,500</b>	<b>\$ 94,500</b>
<b>Ending Cash Balances 12/31</b>	<b>\$ 1,052,111</b>	<b>1,830,512</b>	<b>\$ 2,882,623</b>

## Section 10: Pullman Transit CIP Projects

### CITY OF PULLMAN 2019 - 2024 CIP PROJECTS

	2019	2020	2021	2022	2023	2024
<b>TRANSIT FUND PROJECTS</b>						
Staff Car Replacement	40,000					
Transit Shop Electrical Infrastructure Upgrade	175,000					
Transfer Station Improvements	10,000	50,000	50,000			
Purchase/Replace Shelters or Seats at Bus Stops	14,500	14,500	14,500	14,500	14,500	14,500
Fixed Route Coach Replacement	680,970		680,970		680,970	
Solar Lights at Bus Stops		10,000	10,000	10,000	10,000	10,000
Dial-A-Ride Vehicle Replacement		70,000		70,000		70,000
<b>TRANSIT FUND PROJECTS TOTAL</b>	<b>920,470</b>	<b>144,500</b>	<b>755,470</b>	<b>94,500</b>	<b>705,470</b>	<b>94,500</b>