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## System Snapshot

- Operating Name: Asotin County Transit
- Service Area: Countywide, Asotin County
- Congressional District: 5
- Legislative District: 9
- Type of Government: Public Transportation Benefit Area
- Governing Body: Three member board of directors comprised of a County Commissioner from Asotin, and two city council members representing Clarkston and Asotin.
- Tax Authorized: 0.2 percent sales tax, approved in 2004.
- Types of Service: Fixed route service and a general public dial a ride (paratransit) service.
- Days of Service: Weekdays, between 6:00 a.m. and 6:00 p.m. There are currently no routes on the weekends.

## Performance Measures for 2006 Operations

	Fixed Route Services		Demand Response Services	
	Asotin County Transit	Rural Averages	Asotin County Transit	Rural Averages
Fares/Operating Cost	9.20%	13.11%	4.02%	3.28%
Operating Cost/Passenger Trip	\$6.77	\$5.14	\$13.50	\$22.73
Operating Cost/Revenue Vehicle Mile	\$2.70	\$4.26	\$3.78	\$4.80
Operating Cost/Revenue Vehicle Hour	\$41.41	\$78.60	\$50.64	\$62.88
Operating Cost/Total Vehicle Hour	\$40.12	\$71.91	\$48.03	\$58.20
Revenue Vehicle Hours/Total Vehicle Hour	96.89%	92.48%	94.85%	93.71%
Revenue Vehicle Hours/FTE	2,231	1,136	1,105	1,280
Revenue Vehicle Miles/Revenue Vehicle Hour	15.36	19.82	13.38	14.20
Passenger Trips/Revenue Vehicle Hour	6.1	20.3	3.8	2.9
Passenger Trips/Revenue Vehicle Mile	0.40	1.25	0.28	0.22

- Base Fare: \$0.75 per boarding for fixed route, and \$1.50 per boarding dial a ride services or 30 rides for \$30 on dial a ride. The fixed route passes are often compensated by local agencies that are often purchased through a voucher to give free rides to their employees and/or clients. Fixed route passes are \$20.00 and are honored for unlimited rides during the month.

### **Current Operations**

Asotin County Transit contracts with Valley Transit, a private, non profit agency that provides fixed route and dial a ride transportation services from the Asotin/Clarkston area and Lewiston/Moscow, Idaho

### **Revenue Service Vehicles**

Paratransit – These services are contracted out to Valley Transit.

### **Facilities**

Asotin County contracts out their services including: vehicles, maintenance, storage, and buildings with Valley Transit, and various community organizations.

### **Intermodal Connections**

In addition to Valley Transit providing fixed route services, Garfield County Outreach, based in Pomeroy, provides twice weekly shuttle service to the Clarkston/Lewiston Valley area. From there, passengers are able to take advantage of Valley Transit's fixed route services.

Retired Senior Volunteer Program (RSVP) and Interlink provide shuttle services using their own cars for area transportation needs. The volunteers are recruited, registered, trained, monitored, insured, and reimbursed for mileage by Interlink and RSVP.

Rogers Counseling Center and Asotin County Developmental and Residential Services provide transportation to their clients. However, Rogers Counseling Center does not have ADA compliant vehicles and clients may have to use Valley Transit. Asotin County Developmental and Residential Services are ADA compliant and serve job related needs of their clients.

Many of the medical facilities and skilled nursing facilities in Asotin County and surrounding area use Valley Transit as their method for transporting clients and patients, in addition to their fleet of shuttle buses.

The needs of people seeking access to the University of Moscow can use Northwestern Trailways, whereas those seeking transportation to the Nez Perce Indian Reservation in Idaho can use the Palouse Clearwater Environmental Institute (PCEI) vanpool vehicles available through COAST. Northwestern Trailways runs one round trip per day Monday through Friday, but the PCEI has access to vanpool vehicles able to take Nez Perce tribal members to the reservation headquarters in Lapwaih, Idaho, on a limited weekly basis.

### **2006 Achievements**

- Provided service to clients in rural Asotin County.
- Purchased additional buses.
- Improved headway times.
- Hired part time employee.

### **2007 Objectives**

- Increase part time employee's hours to  $\frac{3}{4}$  time.
- Start a vanpool program.
- Increase frequency to Asotin.
- Secure parking facility for fleet vehicles.

### **Long-range Plans (2008 through 2012)**

- Secure federal and state operating assistance to improve existing levels of service.
- Replace aging fleet.
- Continue coordination efforts with the current contracted service provider and public service agencies to better serve the transportation needs of residents in Asotin County and the adjacent communities of Garfield, Adams, Franklin, and South Spokane Counties.
- Plan, purchase, and construct an operations and maintenance facility.

	2004	2005	2006	% Change	2007	2008	2009	2012
<b>Annual Operating Information</b>								
Service Area Population	0	20,900	<b>21,100</b>	0.96%	N.A.	N.A.	N.A.	N.A.
<b>Fixed Route Services</b>								
Revenue Vehicle Hours	0	4,113	<b>4,462</b>	8.49%	4,908	5,398	5,938	7,185
Total Vehicle Hours	0	4,372	<b>4,605</b>	5.32%	5,065	5,571	6,128	7,415
Revenue Vehicle Miles	0	49,758	<b>68,545</b>	37.76%	75,339	82,872	91,159	110,301
Total Vehicle Miles	0	52,895	<b>69,947</b>	32.24%	76,941	84,635	93,098	112,648
Passenger Trips	0	23,049	<b>27,295</b>	18.42%	30,024	33,026	36,328	43,957
Diesel Fuel Consumed (gallons)	0	3,376	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	2,467	<b>5,560</b>	125.36%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	.0	2.0	<b>2.0</b>	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$0	\$148,589	<b>\$184,760</b>	24.34%	\$180,387	\$198,615	\$218,146	\$263,957
Farebox Revenues	\$0	\$11,280	<b>\$16,991</b>	50.63%	\$18,690	\$20,559	\$22,615	\$27,364
<b>Demand Response Services</b>								
Revenue Vehicle Hours	0	1,859	<b>2,210</b>	18.88%	2,431	2,674	2,941	3,558
Total Vehicle Hours	0	1,976	<b>2,330</b>	17.91%	2,563	2,819	3,101	3,752
Revenue Vehicle Miles	0	24,837	<b>29,572</b>	19.06%	32,629	35,782	39,360	47,625
Total Vehicle Miles	0	26,402	<b>30,700</b>	16.28%	33,770	37,147	40,861	49,442
Passenger Trips	0	7,321	<b>8,292</b>	13.26%	9,121	10,033	11,036	13,354
Gasoline Fuel Consumed (gallons)	0	3,090	<b>3,070</b>	-0.64%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	.0	1.3	<b>2.0</b>	53.85%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$0	\$98,974	<b>\$111,907</b>	13.07%	\$88,797	\$97,677	\$107,445	\$130,008
Farebox Revenues	\$0	\$4,369	<b>\$4,502</b>	3.05%	\$8,010	\$8,811	\$9,692	\$11,727

**Note:** 2005 data represents estimates; 2006 data represents actuals.

## Asotin County Transit

	2004	2005	2006	% Change	2007	2008	2009	2012
<b>Annual Revenues</b>								
Sales Tax	\$0	\$380,986	<b>\$439,892</b>	15.46%	\$483,881	\$532,269	\$585,495	\$708,450
Farebox Revenues	\$0	\$15,649	<b>\$21,493</b>	37.35%	\$26,700	\$29,370	\$32,307	\$39,091
Federal Section 5307 Operating	\$0	\$380,956	<b>\$128,232</b>	-66.34%	\$197,000	\$200,306	\$204,480	\$226,205
Sales Tax Equalization	\$0	\$0	<b>\$0</b>	N.A.	\$92,000	\$92,000	\$92,000	\$92,000
Other	\$0	\$0	<b>\$1,512</b>	N.A.	\$1,660	\$1,829	\$2,011	\$2,434
<b>Total</b>	<b>\$0</b>	<b>\$777,591</b>	<b>\$591,129</b>	<b>-23.98%</b>	<b>\$801,241</b>	<b>\$855,774</b>	<b>\$916,293</b>	<b>\$1,068,180</b>
<b>Annual Operating Expenses</b>								
Annual Operating Expenses	\$0	\$247,563	<b>\$296,667</b>	19.83%	\$269,184	\$296,292	\$325,591	\$393,965
<b>Total</b>	<b>\$0</b>	<b>\$247,563</b>	<b>\$296,667</b>	<b>19.83%</b>	<b>\$269,184</b>	<b>\$296,292</b>	<b>\$325,591</b>	<b>\$393,965</b>
<b>Debt Service</b>								
Interest	\$0	\$1,734	<b>\$0</b>	N.A.	\$0	\$0	\$0	\$0
Principal	\$0	\$40,500	<b>\$0</b>	N.A.	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$42,234</b>	<b>\$0</b>	<b>N.A.</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5307 Capital Grants	\$0	\$0	<b>\$0</b>	N.A.	\$0	\$15,000	\$0	\$0
Sales Tax Equalization	\$0	\$15,000	<b>\$0</b>	N.A.	\$92,000	\$192,000	\$0	\$0
Capital Reserve Funds	\$0	\$0	<b>\$0</b>	N.A.	\$0	\$350,000	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>N.A.</b>	<b>\$92,000</b>	<b>\$557,000</b>	<b>\$0</b>	<b>\$0</b>
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$0	\$119,481	<b>\$294,462</b>	146.45%	\$27,649	\$415,414	\$456,955	\$552,916
Capital Reserve Funds	\$0	\$0	<b>\$0</b>	N.A.	\$350,000	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$119,481</b>	<b>\$294,462</b>	<b>146.45%</b>	<b>\$377,649</b>	<b>\$415,414</b>	<b>\$456,955</b>	<b>\$552,916</b>