

RESOLUTION NO. 21-15

**A RESOLUTION ADOPTING THE 2021-2026 TRANSIT DEVELOPMENT PLAN AND AUTHORIZING THE GTA GENERAL MANAGER TO SUBMIT FOR FILING THE 2021-2026 TRANSIT DEVELOPMENT PLAN TO THE APPROPRIATE STATE AND LOCAL AGENCIES.**

**Recitals.**

1. The Grant County Public Transportation Benefit Area d/b/a the Transit Authority (“GTA” or “Grant Transit Authority”) is required to prepare a 6-year Transit Development Plan for the current calendar year and for the succeeding five (5) years pursuant to RCW 35.58.2795;
2. The Grant Transit Authority has prepared a 6-year Transit Development Plan for the period from 2021 through 2026 (“TDP”) in accordance with RCW 35.58.2795;
3. The Grant Transit Authority wishes to submit for filing the TDP attached hereto and incorporated by this reference to the Washington State Department of Transportation, the Transportation Improvement Board, and all Cities, Counties, and Regional Planning Councils within which the GTA is located; and
4. The GTA held a public hearing on the proposed 6-year Transit Development Plan on August 19, 2021.

**Resolved:**

1. The Board of the Grant Transit Authority hereby adopts and accepts the attached Transit Development Plan for the period from 2021 through 2026; and
2. The Board of the Grant Transit Authority hereby authorizes and directs the Grant Transit Authority General Manager to submit for filing the attached Transit Development Plan to the Washington State Department of Transportation, the Transportation Improvement Board, and all Cities, Counties, and Regional Planning Councils within which the GTA is located.

Adopted by the Board of the Grant Transit Authority at a regular meeting of said Board held in Moses Lake, Washington, on the 19<sup>th</sup> day of August 2021.

  
Bruce Reim, GTA Board Chair

ATTEST:

  
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Saira Martinez, GTA Board Secretary

# Grant Transit Authority

Grant County, Washington



## Transit Development Plan

2021 - 2026 and  
2020 Annual Report



Date of Public Hearing: August 19, 2021

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## INTRODUCTION

### **Purpose**

This 6-year Transit Development Plan (TDP) has been prepared by Grant Transit Authority covering years 2021-2026. This planning document provides framework for guiding the transportation services to be provided in the current year as well as for the next 5 years within the Grant County Public Transportation Benefit Area. Additionally, this plan provides a review of the activities and accomplishments that transpired in Year 2020. This plan is a tool for communicating planning strategies to the public and is used within the agency to identify funding sources, including grant opportunities, procurement needs, as well as creating a viable financial plan.

The TDP conforms to Washington State's Transportation Policy Goals (RCW47.04.280) and supports local comprehensive planning and economic objectives within Grant County and the regional transportation goals established through the QUADCO Regional Transportation Planning Organization.

## SECTION I: ORGANIZATION

Grant Transit Authority (GTA) is a Public Transportation Benefit Area (PTBA) authorized under RCW 36.57A; established in November 1996 with a voter approved 0.2% local sales tax initiative. Grant Transit Authority began providing public transportation services after approval of the sales tax initiative. The Grant County PTBA covers the entire County and is the 4<sup>th</sup> largest county in the state covering 2,791 square miles. The total population of the entire county is 97,733 with only 23,056 of the population living in Moses Lake, the largest city in the County. The extent of the area our PTBA covers can be seen on the GTA System Map located in the Appendix of this plan.

As of December 31, 2020, the 10 member GTA Board of Directors consists of one Grant County Commissioner, three Mayors representing the communities of Ephrata, Electric City and Wilson Creek, five City Council Members representing the communities of Quincy, Soap Lake, Coulee City, Warden, and Moses Lake and one (non-voting) member representing the ATU Local 1015.

The GTA Executive Board normally holds open public meetings on the third Thursday of the month at GTA's Multi-Modal Transit Center Community Room at 116 W. 5<sup>th</sup> Ave. Moses Lake, WA 98837. Throughout the pandemic meetings have been held via Zoom. GTA is working on getting measures in place so that we can begin holding in person meetings again beginning August 19, 2021.

## GTA Board of Directors - Structure of Governance

Bruce Reim, Chair Mayor, Ephrata	Don Myers, Vice Chair Councilman, Moses Lake
Byron Starkey Councilman, Warden	Michelle Agliano Councilwoman, Soap Lake
ShirleyRae, Mayes Councilwoman, Electric City	Kevin Newland Mayor, Wilson Creek
Diane Kohout Mayor, Electric City	Dylan Kling Councilman, Quincy
Cindy Carter Grant County Commissioner	ATU Local 1015 Representative Non-Voting Member

As of December 31, 2020, GTA employed the following:

- ❖ 22 Fixed Route and Demand Response Bus Operators
- ❖ 2.5 Dispatch Support Staff
- ❖ 2 Safety and Training Coordinators
- ❖ 5 Maintenance and Facilities Staff
- ❖ 3 Administrative Staff
- ❖ 5 Executive Management Staff – In July 2021 GTA reinstated the Financial Resources Manager position which will then make a total of 6 Executive Management Staff going forward.
  
- ❖ Accounting is outsourced to Clifton, Larson, Allen (CLA). Amy Allred, Chief Financial Officer with CLA is GTA’s contracted Finance Officer.
  
- ❖ Ogden, Murphy & Wallace, PLLC, is GTA’s contracted legal counsel.
  
- ❖ GTA contracts with People for People to provide ADA mandated paratransit services. People for People employs their own staff for performing the functions outlined in the Paratransit/Demand Response Transportation Agreement established with Grant Transit Authority. The People for People staffing for services provided to GTA consists of 26 drivers and 4 dispatch/administrative staff.

## SECTION II: PHYSICAL PLANT

The Grant Transit Authority Administration Office is located at the Multi-Modal Transit Center at 116 W. 5<sup>th</sup> Ave. Moses Lake, WA 98837. GTA's General Manager, Administrative Services Manager, Human Resources Manager and Financial Resources Manager are based out of this building along with 2 administrative staff employees.



The Maintenance & Operations Facility is located at 8392 Westover Blvd NE, Moses Lake, WA 98837. GTA's Maintenance Manager and Staff, Operations Manager and Staff and one administrative assistant work out of these facilities.



The Ephrata Transportation Center is located at the Amtrak Station at 90 Alder St. NW Ephrata, WA 98823. This is the hub for our Ephrata, Quincy, George and Soap Lake Routes.



## SECTION III: SERVICE CHARACTERISTICS

In 2020, GTA provided the following types of transportation services:

**Fixed Route (Deviated) Service** is directly operated by Grant Transit Authority and is structured around transit hubs located in high pedestrian traffic areas. GTA provides fixed route service in the following areas throughout Grant County:

- ❖ **Route 10** - College Bus - Operates between our downtown Moses Lake Multi Modal Transit Center (MTC) and Big Bend Community College located out by the air base. Also serves the Cascade Valley area of Moses Lake.
- ❖ **Route 12** - Medical Bus - Provides service to all of the Moses Lake area medical clinics and Samaritan Hospital, District Court as well as the area on the south side of the MTC up to the I-90 exit on the south side of town.
- ❖ **Route 13** - Marina Dr. Route covers all of the west side of Moses Lake between our Multi Modal Transit Center and the I-90 exit on the west end of Moses Lake.
- ❖ **Route 14** - Shopper Shuttle - Provides service to the main shopping destination points in Moses Lake including WalMart, Winco, Good Will and Home Depot.
- ❖ **Route 20** - Ephrata/Moses Lake Connector - Connector Service operating between Big Bend Community College and our Ephrata Amtrak Transportation Center hub.
- ❖ **Route 21** - Circulator service covering the City of Ephrata.
- ❖ **Route 22** - Circulator service covering the City of Soap Lake.
- ❖ **Route 30** - Warden Connector providing service between Moses Lake and Warden as well as a small circulator service in the town of Warden.
- ❖ **Route 40** - Quincy George/Connector - This service connects with Ephrata while providing service in the City of Quincy as well as service into George, WA.

All Fixed Route Service currently operates Monday through Friday between 5:00am - 9:00pm. All Fixed Route buses are ADA accessible and have bike racks. Both Cut-Away Buses as well as 30- and 35-foot buses are used to serve these routes.

**Direct Operated Demand Response Service (DART)** is provided by GTA to the following outlying communities of Grant County:

Wilson Creek-----Grand Coulee-----Royal City-----Mattawa-----Wanapum Dam



Regular Fixed Route Service is not available in the Grant County communities where DART service is provided. The general purpose of this service is to get persons from the outlying communities into areas of Grant County where we have fixed route service available and when applicable. This service is available to the general public with no eligibility requirements. Passengers must call a minimum of 48 hours in advance to make reservations. Many of the passengers who use this service use it for commuting to work and educational purposes, coming from the smaller communities into the larger communities where jobs and education are more readily available. All buses are ADA accessible and equipped with bicycle racks. We use gasoline transit vans for providing this service. See the DART Brochure in the Appendix for more information.

**Complementary Paratransit/Demand Response Service** is contracted out and operated by People for People and is the ADA mandated, next-day ride service provided to eligible individuals that, due to disability, are unable to access or use the regular fixed route system. Eligible riders are required to call in advance to People for People direct to schedule their trips for this service.

The Demand-Response service provided by People for People is a shared ride service connecting people who live within 3/4 of a mile of GTA's fixed route service area to the regular fixed route bus system. Service levels and geographic coverage of this service comply in entirety with the Federal ADA complementary paratransit regulations.

**Vanpool** is an alternative transportation service connecting individuals who share a similar commute pattern. All vanpool trips must originate in or end in Grant County. A vanpool group consists of 3 to 12 individuals who pay a monthly fee plus a mileage charge. Many of the Grant Transit Authority vanpool groups are schoolteachers, who due to the pandemic took our total active vanpool groups down from 13 in 2019 to just 1 in 2020. Vanpool is completely self-supporting.

### **GTA FARE STRUCTURE**

**GTA daily boarding fare:**

Deviated fixed route, age 18-59 years	\$1.00
Deviated fixed route, age 60 or over	\$0.50
Deviated fixed route, ADA certified	\$1.00
Non-route paratransit, ADA certified	\$1.00

**GTA monthly pass fees are as follows:**

Deviated fixed route, age 18-59 years	\$25.00
Deviated fixed route, age 60 or over	\$15.00
Deviated fixed route, student	\$20.00

\*\*\*Passenger fares were collected the first 3 months of 2020. Due to the COVID-19 pandemic, and to minimize the contact between our operators and the general public, GTA temporarily suspended fares beginning April 1, 2020. GTA will continue fare free through the end of year 2021 as a result of Board approved extensions occurring throughout the pandemic. GTA will re-address the topic of fares in the fall of 2021 and make the decision as to whether fares will be reinstated in January 2022.

**GTA Vanpool fees are as follows:**

12 Passenger Van	\$270 per month, plus \$.35 per mile
7 Passenger Van	\$240 per month, plus \$.30 per mile



## SECTION IV: SERVICE CONNECTIONS

GTA provides service to the following local and regional public transportation facilities:

- Bus/Taxi: Grant Transit Multi Modal Transit Center in Moses Lake
- Bus: Greyhound, Ernie's Truck Stop in Moses Lake
- Bus: NW Trailways, Ernie's Truck Stop in Moses Lake, Quincy and George
- Air: Grant County International Airport, Moses Lake (Requested Service)
- Rail: Amtrak Depot, Ephrata, for Amtrak Rail Passenger Service

Connections with other Transportation Providers/Partners:

- Bus: People for People Wenatchee Health Shuttle
- Bus: People for People - Community Connector - Warden
- Bus: People for People - Community Connector - Grand Coulee
- Bus: Okanogan County Transportation - Grand Coulee
- Bus: WSDOT Intercity Bus/Apple Line - George/Quincy

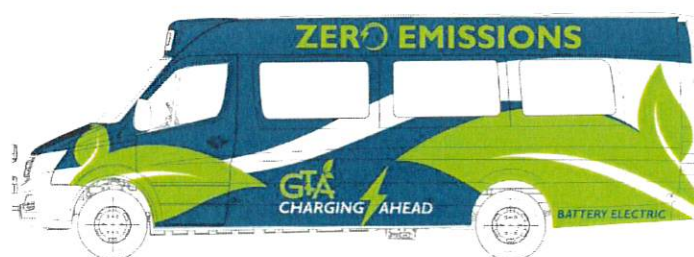
## SECTION V: ACTIVITIES AND ACCOMPLISHMENTS IN YEAR 2020

Year 2020 was a very challenging year for GTA due to the COVID-19 pandemic.

As tough as the year was Grant Transit Authority accomplished the following:

- ❖ Continued to operate some level of service throughout the year with one temporary 50% service cut at beginning of pandemic and one 25% service cut mid-year and then back to full service the last quarter of 2020.
- ❖ GTA was able to survive without the need to lay off any employees even through times of reduced service.
- ❖ GTA hired a second trainer in 2020 to cover the afternoon/evening shift. Our Safety and Trainers also work as our road supervisors and/or back up in dispatch as needed.
- ❖ GTA assisted the Ephrata Senior Center in delivering senior meals, as they could not serve meals in person and could not find enough volunteers to provide this service for them.
- ❖ Due to reduction in service for part of the year, GTA got strategic in developing our bus operator and dispatch schedule/bids in a way to include 2 hours of mandatory training every week. Class size was limited to 4 people plus the trainer. All tables were kept 6-feet apart. This 2-hour weekly training has been so beneficial that we have continued incorporating it into our bids even after returning to full service. We have found these trainings to take on more meaning due to the small classroom sizes. One week every month is dedicated to ADA and/or wheel-chair securement training. We switch to a different bus style/securement type every month so that the drivers are continually getting refreshed on the different securement setups. One week out of every month is dedicated to safety. Safety topics that are addressed or brought forward during this training, will get passed on to the safety committee for discussion at their meeting which is always the week following our safety training week. All trainings are held from 12-2 daily.

- ❖ **Coordinated Public Transit Human Services Transportation Plan:** GTA participated with a consortium of agencies (QUADCO) working with identifying the special needs of its four Washington counties consisting of Grant, Lincoln, Adams and Kittitas. GTA continued to successfully administer 5 grants through the WSDOT Consolidated Grant Program for the 2019-2021 biennium.
- ❖ Met regularly throughout the year with People for People, our paratransit contractor to review rider statistics and address any needs that warrant attention while at the same time addressing ways to minimize the costs associated with transporting passengers both efficiently and effectively.
- ❖ Approved extra funding outside of the People for People agreement allowing them to transport people as needed to vaccination sites.
- ❖ GTA re-instated a financial partnership with to People for People contributing to their Wenatchee Health Shuttle which provides service from Adams County and Grant County into Wenatchee for specialized medical care.
- ❖ Secured funding for General Operating through the WSDOT Consolidated Grant Program
- ❖ GTA was awarded funding through the CARES ACT which was used solely for operational expenditures as well as for the purpose of using towards all COVID-19 related equipment and supplies throughout the pandemic. This enables GTA to divert a portion of our sales tax revenue that would have otherwise been used for operating expenditures to instead go towards the updating of our aging fleet while allowing us to meet the state of good repair within our fleet at a quicker pace.
- ❖ Secured Funding for the purchase of 2 Propane Cut-Away Buses through the WSDOT Consolidated Grant Program.
- ❖ Procured 2 Propane Buses which were delivered in June 2021.
- ❖ Procured 3 Gillig Coaches which should arrive in early 2022.
- ❖ Procured 2 administrative non-revenue vehicles.
- ❖ Took delivery of 3 Fixed Route 11 Passenger narrow body Propane transit buses.
- ❖ Took delivery of 4 gasoline 10 passenger gasoline Demand Response transit vans.
- ❖ GTA released an RFP for an FTA grant funded project for the purchase of (4) Battery Electric Cutaway Buses with charging infrastructure. When complete, these vehicles will serve local Moses Lake Routes 12, 13 and 14. Green Power Motors was awarded the contract partnering with Momentum Dynamics for the charging infrastructure. GTA hired an outside consultant to conduct the Pre-Award, Buy America requirement that was completed in March 2020. These battery electric buses will be the first electric buses in GTA's fleet. We are currently working with a sign company to develop unique and exciting graphics for the electric buses, while keeping some consistency with our regular fleet graphics. The picture below shows our final design for the buses. Exciting times ahead at GTA while we "charge ahead".



- ❖ Due to the pandemic, all of the local Christmas Parades were canceled in the fashion of proceeding in the traditional parade format with bystanders sitting on the street and the parade entries passing by. A couple of the cities in Grant County got creative in keeping the Christmas spirit alive. Moses Lake had a drive by parade. Parade entrants parked at the Grant County Fairgrounds and the bystanders drove by in their vehicles, with everyone staying inside and viewing the entries from their cars. The City of Ephrata had a drive by as well but in a different fashion. A parade route was designed to serpentine throughout the neighborhoods of the city. All entries met at the Ephrata High School and then followed the parade route as bystanders stood or sat out in their yards watching the parade pass through their neighborhoods. GTA entered both parades. It was amazing bringing smiles and life back into the people of the community who had been locked up basically throughout the pandemic. Very rewarding.



## SECTION VI: PROPOSED ACTION STRATEGIES 2021-2026

The proposed changes in Section VI, below, reflect upon the following state public transportation policy objectives:

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

GTA ensures that the transportation system continues to operate effectively, efficiently, and predictably while conducting a systematic review of all routes and ridership annually. GTA participates in the QUADCO RTPO/4-County Transportation Planning Committee working through the established and locally developed, Coordinated Public Transit Human Services Transportation Plan. GTA will continue to work closely with local human service agencies, QUADCO RTPO, WSDOT, and other transportation stakeholders to keep this plan updated on an ongoing basis.

GTA maintains its fleet and facilities in accordance with its Transit Asset Management Plan required by WSDOT and the Federal Transit Administration. A fleet replacement schedule has been developed with an emphasis on extending the useful life of buses beyond the federal requirement. Years 2021 through 2026, GTA will continue to seek WSDOT grant funding and build reserves used for fleet replacement and/or refurbishment of equipment and facilities.

**Safety: To provide for and improve the safety and security of transportation customers and the transportation system.**

Safety is GTA's number one priority from beginning to end as described below. GTA's Safety Committee provides recommendations and insight for the agency to ensure the safety of employees, passengers, and the public.

- ❖ Mandatory Bus Operator training occurred weekly throughout year 2020.
- ❖ GTA participates in and is a member of the Grant County Department of Emergency Management Planning Group working in tandem to improve safety in Grant County.
- ❖ GTA applies annually for a risk management grant through the Washington State Transit Insurance Pool (WSTIP) which is used to promote safety agency-wide. WSTIP also acts as our risk manager. GTA was a WSTIP Safety Star Award winner in year 2020!
- ❖ GTA's entire fleet is equipped with surveillance cameras, which we have recently been updating to Seon Camera Systems.

Due to the pandemic, GTA increased safety for the public as well as for GTA personnel by implementing the following standards and PPE safeguards:

- ❖ Developed and implemented a Covid-19 Plan, trained all staff on the plan.
- ❖ All persons wanting to enter any of our facilities, including all employees, are health screened before they proceed beyond our dispatch office which is located directly inside our back door or at the lobby at MTC.
- ❖ Implemented all mask mandates. Drivers were required to educate passengers, offer a mask if passenger did not have one, and then continue. Drivers were required to wear surgical masks even when there were no passengers on board. They are required to wear N-95 masks when in proximity of a passenger as well as a face shield and gloves when securing wheelchairs.
- ❖ All buses were stocked with spray bottles of alcohol, antibacterial wipes, disposable gloves, hand sanitizer, masks, and face shields. All buses were restocked every time they returned to the yard.
- ❖ Fogging machines were purchased for both facilities and for use on the buses. All buses were thoroughly sanitized and fogged after returning to our yard at the end of every shift.
- ❖ Two temp employees were hired to perform thorough cleaning of all buses as well as keep up with the sanitizing and fogging throughout the day.
- ❖ A commercial cleaning service was hired to come into the facilities and perform a thorough cleaning and sanitizing of the restrooms bi-weekly.
- ❖ Social distancing was implemented on the buses with signs spaced out among seats and reducing capacity on all buses to 50% or less. Capacity limit signs were posted on the front door of all buses so that they were visible for passengers as well as a reminder to the driver as to what the capacity was on that particular bus.
- ❖ Sneeze guards were purchased and installed on the backs of all seats in our mini-buses and where applicable on our Gillig buses.
- ❖ When the pandemic first started, GTA purchased and installed clear plastic shower curtains to use as a barrier to protect the driver. Eventually, GTA was able to purchase and install polycarbonate barrier doors to shield the driver from passengers as they board the bus.

**Economic Vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.**

- ❖ GTA works with regional transportation providers to enhance services through improved coordination and will participate in local community events to assist with tourism. GTA has connections at the County lines on all sides of the Grant County that can get people to any side of the state they need access to.

**Mobility: To improve the predictable movement of goods and people throughout Washington State.**

- ❖ GTA is striving to replace our aging fleet in order to have reliable buses to keep people moving throughout the state. GTA will have its first electric buses within the next 6-8 months.
- ❖ GTA has established bus stops at Northwestern Trailways boarding locations in Moses Lake, the Greyhound boarding location in Moses Lake, Amtrak Station in Ephrata, Grant County International Airport in Moses Lake (upon request) WSDOT's Apple Line in Quincy and George. GTA also connects with People for People's Community Connectors in Warden and Grand Coulee.
- ❖ GTA will continue working with passengers, community stakeholders, elected officials, QUADCO RTPO and WSDOT in an effort to provide better opportunities for transporting people throughout the region.

**Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.**

GTA is working towards and committed to improving air quality of by purchasing low-emission vehicles when replacing the fleet.

- ❖ December 31,2020, GTA had a total of 7 propane buses with 2 additional delivered in June of 2021.
- ❖ GTA has since been awarded funding for an additional 2 more propane buses to be purchased in the 2021-2023 biennium which will bring our propane fleet to a total of 11.
- ❖ GTA was awarded a Lo-No Grant in 2018 and is set to have 4 electric minibuses added to our fleet and on the road in early 2022 further reducing its local carbon footprint.
- ❖ GTA is planning on continuing electrification of our vehicles as noted in this plan by replacing non-revenue vehicles with electric vehicles. Additionally, as our propane and diesel fleet reach their useful life, GTA is preparing to be ready to replace those buses with electric buses as well.

**Stewardship: To continuously improve the quality, effectiveness and efficiency of the transportation system.**

- ❖ GTA is committed to reviewing the county-wide routing network annually to ensure efficiency of the system and look at areas where performance can be improved.
- ❖ Public outreach activities will continue throughout the year targeting service clubs and schools.
- ❖ GTA is planning on hiring a consultant within the next 2 years to come in and perform a system wide analysis which will assist us in determining where we need to go next. Our ultimate goal is to have this analysis create more efficiency within our system and help us identify and address any gaps in service we may have.

**SECTION VII: SUMMARY OF CAPITAL AND SERVICE IMPROVEMENTS**

Year	CAPITAL IMPROVEMENT	Preservation	Expansion
<b>ROLLING STOCK</b>			
<b>2021</b>	(1) Replace (2) Cut-Away Buses w/ (2) Propane Cut-Aways	2	
	(2) Replace (4)FR Cut-Aways w/(4)Electric Cut-Away	4	
	(3) Purchase 4 used Gillig Buses - Graphics, Radios, Cameras	4	
	(4) Replace (1) Non-Revenue Maintenance Truck (Moving to 2022)	1	
	(5)Perform (2) Engine Rebuilds/Transmission Overhauls	X	
<b>2022</b>	(1)Replace (3) Fixed Route Heavy Duty Buses	3	
	(2) Replace (2) Cut-Away Buses w/ (2) Propane Cut-Aways	2	
	(3)Replace (2) Supervisor Vehicles with Electric Vehicles	2	
	(4)Replace (1) Non-Revenue Maintenance Truck	1	
	(5)Replace (1) Non-Revenue Grn Escape with Electric Cross O.	1	
	(6)Perform (2) Engine Rebuilds/Transmission Overhauls	X	
<b>2023</b>	(1)Replace (2)FR Buses with(2) Heavy Duty Buses	2	
	(2)Replace (2) Non-Revenue Maintenance Vans	2	
	(3)Perform (2) Engine Rebuilds/Transmission Overhauls	X	
<b>2024</b>	(1)Replace (2) FR Heavy Duty Buses w/ 2 HD Electric Buses	2	
	(2)Replace (1) Non-Revenue Vehicle - Forklift	2	
	(3)Replace (2) (P) Cut-Away Buses w/ (2) Propane Cut-Aways	2	
<b>2025</b>	(1)Replace (2) FR Heavy Duty Buses w/ HD Electric Buses	2	
<b>2026</b>	(1)Replace (2) (P) Cut-Aways w/ (2) Electric Cut-Aways	2	
	(2)Replace (2) FR Heavy Duty Buses w/ 2 HD Electric Buses	2	
<b>EQUIPMENT</b>			
<b>2021</b>	(1) Purchase & Installation of Dispatch/Scheduling Software		X
	(2) Update Graphics on 7 Fixed Route Buses	X	
	(3) Misc. Shop and Facility Equipment		X
<b>2022</b>	Surveillance System for Multi-Modal Transit Center		X
	Purchase & Installation of 4 Post Lift/Alignment Rack in Shop		X
<b>2023</b>	Replace (4) Koni Lifts in Maintenance Shop	X	
<b>2024</b>	No Change		
<b>2025</b>	No Change		
<b>2026</b>	No change		
<b>FACILITIES</b>			
<b>2021</b>	No Change		
<b>2022</b>	Engineering Study of Operations/Maintenance Facility	X	X
	Repaving and General Maint./Enhancements of Ops Facility	X	
<b>2023</b>	No Change		
<b>2024</b>	Maintenance Facility Addition		X
	Expand on Electrification for Larger HD Electric Buses		X
<b>2025</b>	No Change		
<b>2026</b>	No Change		
<b>SERVICE CHANGES/IMPROVEMENTS</b>			
<b>2021</b>	No Change		
<b>2022</b>	No Change		
<b>2023</b>	Conduct a system-wide analysis to determine gaps and needs for expansion		X
<b>2024</b>	Begin implementation of service improvements based on results of analysis		X
<b>2025</b>	No Change		
<b>2026</b>	No Change		



## SECTION IX: OPERATING DATA, 2019-2025

SERVICE TYPE	2020	2021	2022	2023	2024	2025	2026
<b>Fixed-Deviated Routes</b>	Actual	Projected	Projected	Projected	Projected	Projected	Projected
Vehicle Hours	25,305	26,542	27,869	29,263	30,726	32,262	33,875
Vehicle Revenue Hours	23,549	25,168	26,426	27,748	29,135	30,592	32,121
Vehicle Miles	477,267	489,548	514,025	539,727	566,713	595,049	624,801
Vehicle Revenue Miles	435,181	458,256	481,169	505,227	530,489	557,013	584,864
Passenger Trips	86,512	90,838	95,380	100,149	105,156	110,414	115,935
<b>Demand Response DO</b>							
Vehicle Hours	1,535	1,668	1,751	1,839	1,931	2,027	2,129
Vehicle Revenue Hours	695	512	538	564	593	622	653
Vehicle Miles	52,304	59,760	62,748	65,885	69,180	72,639	76,270
Vehicle Revenue Miles	29,140	26,144	27,451	28,824	30,265	31,778	33,367
Passenger Trips	1,546	2,664	35,036	36,788	38,627	40,558	42,586
<b>Para-Transit (PFP)</b>							
Vehicle Hours	9,779	10,268	10,781	11,320	11,886	12,481	13,105
Vehicle Revenue Hours	5,973	6,272	6,585	6,914	7,260	7,623	8,004
Vehicle Miles	149,376	156,845	164,687	172,921	181,567	190,646	200,178
Vehicle Revenue Miles	107,180	112,539	1,118,166	124,074	130,278	136,792	143,631
Passenger Trips	12,484	13,108	13,764	14,452	15,174	15,933	16,730
<b>Van-Pool</b>							
Vehicle Hours	1,113						
Vehicle Revenue Hours	1,113						
Vehicle Miles	66,682						
Vehicle Revenue Miles	66,682						
Passenger Trips	9,166						
<b>SAFETY DATA</b>							
Fatalities	0						
Injuries	0						
Reportable Incidents	0						
<b>FUEL CONSUMPTION</b>							
Diesel	78,147						
Propane	16,161						
Gasoline	4457						
<b>Assumptions - Operating Data:</b>							
* Due to the COVID-19 Pandemic, 2021 Service Levels remain considerably down.							
Years 2022 - 2026 are projected at 5% annual increases. We feel it will be a slow steady climb to get numbers back up pre-Covid as there continues to remain considerable uncertainty.							
<b>Assumptions - Operating/Capital Revenues and Expenditures:</b>							
* The Operations and Capital Revenue and Expense Budget has made the following assumptions:							
Sales Tax Revenue saw a pretty large increase this year. We are projecting it to remain flat between 2022-2026. All other non-grant revenue is projected at 1% increase through 2026.							
GTA is not including any General Operating fare revenue between 2021-2026 as this topic will be revisited in the fall and a decision made as to whether or not will reinstate.							
Expenditures are projected at 3% annual increases for years 2022 - 2026.							



**SECTION X: OPERATING & CAPITAL-REVENUE AND EXPENDITURE PLAN**

YEAR END DEC. 31,	2020	2021	2022	2023	2024	2025	2026
GENERAL FUND	Actual	Proj/Budget	Projected	Projected	Projected	Projected	Projected
<b>Beginning Balances</b>	\$ 1,962,418	\$ 5,798,264	\$ 4,970,460	\$ 7,004,117	\$ 7,153,550	\$ 6,761,526	\$ 6,672,889
<b>Operating Revenues</b>							
Sales Tax	\$ 5,069,973	\$ 4,200,000	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000	\$ 5,500,000
Farebox	\$ 41,253	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vanpool Fares	\$ 33,778	\$ 60,000	\$ 100,000	\$ 101,000	\$ 102,000	\$ 103,000	\$ 105,000
Federal Op Grants	\$ 2,637,069	\$ 3,019,222	\$ 3,415,850	\$ 750,000	\$ 750,000	\$ 375,000	\$ -
State Op Grants	\$ 529,637	\$ 148,114		\$ -	\$ -	\$ -	\$ -
Other/Interest	\$ 55,539	\$ 24,500	\$ 24,745	\$ 24,995	\$ 25,245	\$ 25,500	\$ 25,755
Proposed Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ 750,000
Year End Diff. + or -	\$ (10)	\$ -					
Reserve Transfer + or -		\$ (2,225,000)	\$ (29,105)	\$ -	\$ -	\$ -	\$ -
<b>TOTAL OP REVENUES</b>	<b>\$ 10,329,657</b>	<b>\$ 11,025,100</b>	<b>\$ 14,011,055</b>	<b>\$ 13,380,112</b>	<b>\$ 13,530,795</b>	<b>\$ 13,140,026</b>	<b>\$ 13,053,644</b>
<b>Operating Expenses</b>							
General Operating P&M	\$ 4,374,254	\$ 5,305,942	\$ 5,518,000	\$ 5,683,540	\$ 5,854,056	\$ 6,029,668	\$ 6,210,558
Vanpool P & M	\$ 61,379	\$ 68,168	\$ 70,895	\$ 73,022	\$ 75,213	\$ 77,469	\$ 79,793
<b>TOTAL OP EXPENSES</b>	<b>\$ 4,435,633</b>	<b>\$ 5,374,110</b>	<b>\$ 5,588,895</b>	<b>\$ 5,756,562</b>	<b>\$ 5,929,269</b>	<b>\$ 6,107,137</b>	<b>\$ 6,290,351</b>
<b>NET CASH AVAILABLE</b>	<b>\$ 5,894,024</b>	<b>\$ 5,650,990</b>	<b>\$ 8,422,160</b>	<b>\$ 7,623,550</b>	<b>\$ 7,601,526</b>	<b>\$ 7,032,889</b>	<b>\$ 6,763,293</b>
<b>Capital Revenues</b>							
Federal Grants	\$ 240,000	\$ 1,551,390	\$ 1,404,286	\$ -	\$ -	\$ -	
State Grants	\$ 445,883	\$ 55,332	\$ -	\$ -	\$ -	\$ -	
Capital Gain or Loss	\$ -	\$ 79,535	\$ -	\$ -	\$ -	\$ -	
Proposed Grants	\$ -	\$ -	\$ -	\$ 800,000	\$ 3,180,000	\$ 1,440,000	\$ 2,000,000
<b>TOTAL CAP REVENUES</b>	<b>\$ 685,883</b>	<b>\$ 1,686,257</b>	<b>\$ 1,404,286</b>	<b>\$ 800,000</b>	<b>\$ 3,180,000</b>	<b>\$ 1,440,000</b>	<b>\$ 2,000,000</b>
<b>P&amp;M Cap Obligations</b>							
Fixed Route Buses	\$ 307,298	\$ 2,047,575	\$ 2,046,329	\$ 1,000,000	\$ 2,125,000	\$ 1,800,000	\$ 2,500,000
DART Buses	\$ 346,137	\$ -	\$ -	\$ -		\$ -	
Vanpool Vans	\$ -	\$ -	\$ -	\$ -		\$ -	
Non-Rev Vehicles	\$ 47,585	\$ 33,000	\$ 206,000	\$ 90,000	\$ 45,000	\$ -	
Engine/Trans Rebuilds		\$ 80,000	\$ 80,000	\$ 80,000			
Facility & Equipment	\$ 18,388	\$ -	\$ -	\$ 100,000		\$ -	
<b>Expansion Cap Projects</b>							
Fixed Route Buses	\$ -					\$ -	
Vanpool Vans	\$ -	\$ -		\$ -		\$ -	
Facility & Equipment	\$ -	\$ 206,212	\$ 490,000	\$ -	\$ 1,850,000	\$ -	\$ -
<b>TOTAL CAP EXPENSES</b>	<b>\$ 719,408</b>	<b>\$ 2,366,787</b>	<b>\$ 2,822,329</b>	<b>\$ 1,270,000</b>	<b>\$ 4,020,000</b>	<b>\$ 1,800,000</b>	<b>\$ 2,500,000</b>
<b>ENDING BAL GEN FUND</b>	<b>\$ 5,860,499</b>	<b>\$ 4,970,460</b>	<b>\$ 7,004,117</b>	<b>\$ 7,153,550</b>	<b>\$ 6,761,526</b>	<b>\$ 6,672,889</b>	<b>\$ 6,263,293</b>
<b>GTA RESERVES</b>							
YEAR END DEC. 31,	2020	2021	2022	2023	2024	2025	2026
GENERAL/RESERVES	Actual	Budgeted	Projected	Projected	Projected	Projected	Projected
<b>OPERATING RESERVE</b>							
Beginning Cash	\$ -	\$ -	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000
(+ or -)	\$ -	\$ 1,275,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Cash	\$ -	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000	\$ 1,275,000
<b>FLEET RESERVE</b>							
Beginning Cash	\$ -	\$ -	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
(+ or -)	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Cash	\$ -	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
<b>FACILITY &amp; EQUIP. RES.</b>							
Beginning Cash	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
(+ or -)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Cash	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
<b>VANPOOL RESERVE</b>							
Beginning Cash	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
(+ or -)	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ending Cash	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
<b>Ending Reserve Balance</b>	<b>\$ -</b>	<b>\$ 2,225,000</b>	<b>\$ 2,225,000</b>	<b>\$ 2,225,000</b>	<b>\$ 2,225,000</b>	<b>\$ 2,225,000</b>	<b>\$ 2,225,000</b>

**Public Transportation Management System  
Owned Rolling Stock Inventory & Verification of Continued Use**

Agency/Organization: Grant Transit Authority

Reporting Year: 31-Dec-20

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

*[Signature]*  
Signature and Title  
Date: January 15, 2021

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Vehicle Number	Actual Life Odometer	Financial Needs of	Vehicle Safe?	Agency's ULB (Year)	Agency's ULB (Miles)	Balance Current?	Designated Function?	Cost \$	Access Yes/No	Seating Capacity	Fuel Type	Title Yes/No
1	2020	Ford Transit / Startrans	11	1FDE8PM1KK887677	1001	10,636	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	10+2	G	Yes
2	2020	Ford Transit / Startrans	11	1FDE8PM0KK887735	1002	12,410	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	10+2	G	Yes
3	2020	Ford Transit / Startrans	11	1FDE8PM9KK887751	1003	9,967	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	10+2	G	Yes
4	2020	Ford Transit / Startrans	11	1FDE8PM1KK887761	1004	11,131	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	10+2	G	Yes
6	2010	Ford E Series / Aerotech	11	1FDFE4FP9ADA39652	1101	212,317	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	D	No
7	2010	Ford E Series / Aerotech	11	1FDFE4FP7ADA39651	1102	188,102	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	D	No
8	2010	Ford E Series / Aerotech	11	1FDFE4FP7ADA39648	1103	224,155	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	D	No
9	2010	Ford E Series / Aerotech	11	1FDFE4FP5ADA39650	1104	282,275	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	D	No
10	2010	Ford E Series / Aerotech	11	1FDFE4FP9ADA39649	1105	229,561	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	D	No
11	2020	Ford E-350 Series/Startrans	11	1FDEE3F58KDC65533	1106	4,148	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	LP	Yes
12	2020	Ford E-350 Series/Startrans	11	1FDEE3F5XKDC65534	1107	6,102	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	LP	Yes
13	2020	Ford E-350 Series/Startrans	11	1FDEE3F5J1KDC65535	1108	6,347	Yes	Yes	8	250,000	Yes	Yes	\$95,000	Yes	11+2	LP	Yes
14	2012	Chevrolet/Goshen	11	1GB8G5BL8C1185209	1801	316,698	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	18+2	D	No
15	2012	Chevrolet/Goshen	11	1GB8G5BL2C1185271	1802	333,556	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	18+2	D	No
16	2014	Chevrolet/Goshen	11	1GB8G5BLXE1192219	1803	216,733	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	18+2	D	No
18	2014	Chevrolet/Goshen	11	1GB8G5BL8F1131274	1805	238,051	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	18+2	D	No
19	2019	Ford E-450 Series/Eldorado	11	1FDFE4F59KDC09949	1901	44,168	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	19+2	LP	Yes
20	2019	Ford E-450 Series/Eldorado	11	1FDFE4F55KDC09950	1902	17,111	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	19+2	LP	Yes
21	2017	Ford E-Series/Starcraft	11	1FDFE4F53HDC20857	2004	99,029	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	20+2	LP	Yes
22	2017	Ford E-Series/Starcraft	11	1FDFE4F57HDC20859	2005	107,704	Yes	Yes	8	250,000	Yes	Yes	\$125,000	Yes	20+2	LP	Yes
23	2008	Gillig/Low Floor	3	15GGE271381091584	2301	822,727	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	23+2	D	No
24	2008	Gillig/Low Floor	3	15GGE271581091585	2302	845,555	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	23+2	D	No
25	2003	Gillig/Low Floor	3	15GGE271X31090825	2603	420,108	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	26+2	D	No
26	2003	Gillig/Low Floor	3	15GGE271131090826	2604	436,197	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	26+2	D	No
27	2007	Gillig/Low Floor	3	15GGE291871091233	2801	751,168	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	28+2	D	No
28	2007	Gillig/Low Floor	3	15GGE291X71091234	2802	866,482	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	28+2	D	No
30	2004	Gillig/ Phantom	2	15GCA291241112213	3103	831,077	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	31+2	D	No
31	2004	Gillig/ Phantom	2	15GCA291441112214	3104	906,304	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	31+2	D	No
32	2007	Gillig/Low Floor	2	15GGB291071077688	3201	765,453	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	32+2	D	No
33	2007	Gillig/Low Floor	2	15GGB291271077689	3202	672,001	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	32+2	D	No
34	2007	Gillig/Low Floor	2	15GGB291971077690	3203	784,832	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	32+2	D	No
36	2003	Gillig/Low Floor	3	15GGB271731073385	3205	716,648	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	32+2	D	No
37	2003	Gillig/Low Floor	3	15GGB271331073387	3206	712,239	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	32+2	D	No
38	2003	Gillig/Low Floor	3	15GCA181821111738	3207	690,031	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	32+2	D	No
39	2003	Gillig/Low Floor	3	15GGB271131073016	3208	690,789	Yes	Yes	16	750,000	Yes	Yes	\$425,000	Yes	32+2	D	No
41	2015	Dodge/Caravan	13	2C4RDGC6FR852505	708	116,427	Yes	Yes	8	150,000	Yes	Yes	\$25,000	No	7	G	No
42	2015	Dodge/Caravan	13	2C4RDGC6FR852506	709	90,590	Yes	Yes	8	150,000	Yes	Yes	\$25,000	No	7	G	No
43	2015	Dodge/Caravan	13	2C4RDGC6FR852507	710	90,215	Yes	Yes	8	150,000	Yes	Yes	\$25,000	No	7	G	No
44	2016	Dodge/Grand Caravan	13	2C4RDGC6FR729310	711	157,544	Yes	Yes	8	150,000	Yes	Yes	\$25,000	No	7	G	No

45	2016	Dodge/Grand Caravan	13	2C4RDGCG6FR729311	712	68,861	Yes	Yes	8	150,000	Yes	Yes	\$25,000	No	7	G	No
46	2016	Dodge/Grand Caravan	13	2C4RDGCG3GR364443	713	73,911	Yes	Yes	8	150,000	Yes	Yes	\$25,000	No	7	G	No
50	2016	Chevey/Express	13	1GAWGRFG0F1274874	1211	81,694	Yes	Yes	8	150,000	Yes	Yes	\$35,000	No	12	G	No
51	2015	Chevey/Express	13	1GAWGRFG5F1275180	1212	81,340	Yes	Yes	8	150,000	Yes	Yes	\$35,000	No	12	G	No
52	2016	Chevey/Express	13	1GAWGRFG2F1275056	1213	89,861	Yes	Yes	8	150,000	Yes	Yes	\$35,000	No	12	G	No
53	2015	Chevey/Express	13	1GAWGRFG8F1277262	1214	79,078	Yes	Yes	8	150,000	Yes	Yes	\$35,000	No	12	G	No
54	2015	Chevey/Express	13	1GAWGRFG9F1277448	1215	92,283	Yes	Yes	8	150,000	Yes	Yes	\$35,000	No	12	G	No
55	2018	Chevey/Express	13	1GAWGRFG1F1278660	1216	55,649	Yes	Yes	8	150,000	Yes	Yes	\$35,000	No	12	G	No
56	2008	Chevrolet/Braun Entervan	14	1GBDV13WX8D198247	MV01	212,312	Yes	Yes	11	200,000	Yes	Yes	\$48,000	Yes	4+1	G	No

**Appendix I – B**

**2020 Grant Transit Authority Equipment Inventory**

No.	Code	Equipment Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	(If more than two)
1	5	AD01 - Ford Escape	3	11	2	\$25,000.00	
2	5	AD02 - Chevrolet Impala	3	7	4	\$25,000.00	
3	5	AD03 - Chevrolet Express Passenger Van	3	12	3	\$30,000.00	
4	5	AD-04 - Chevrolet Express Passenger Van	3	12	3	\$30,000.00	
5	5	AD-05 - Chevrolet Express Passenger Van	1	18	0	\$30,000.00	
6	5	AD06 - Ford Escape	5	1	12	\$30,000.00	
	5	AD07 - Ford Escape	5	1	12	\$30,000.00	
8	5	MT-01 - GMC 2500 Pickup	3	17	1	\$40,000.00	
9	5	MT--02 - Chevrolet Express Van	2	18	1	\$30,000.00	
10	5	MT--03 - Chevrolet Express Van	3	18	1	\$30,000.00	
11	5	MT--04 - Chevrolet Express Van	3	18	1	\$30,000.00	
12	5	Forklift	2	23	4	\$40,000.00	

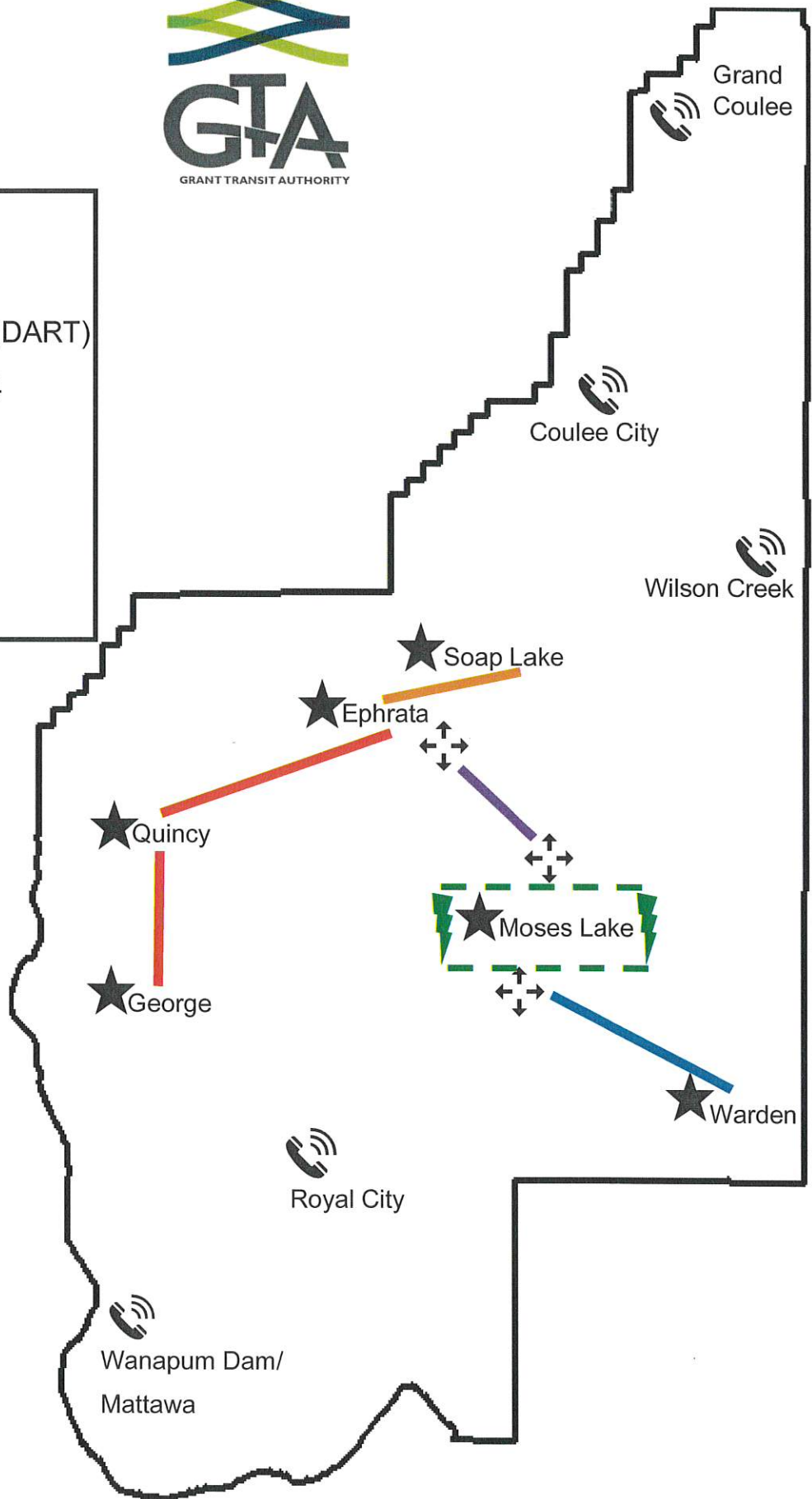
**APPENDIX I – C**

**2020 Grant Transit Authority Facility Inventory**

No.	Facility Code	Facility Name	Condition (points)	Age (Year)	Remaining Useful Life	Replacement Cost (\$)	Comments <i>(If more than two lines, attach)</i>
1	6	Multimodal Transit Center	6	2017	46	\$3,300,000.00	
2	23	Operations Base Administration	4	2011	40	\$1,700,000.00	
3	11	Maintenance Shop	3	2011	40	\$3,500,000.00	The roof appears to have so be addressed within the next issue in determining the Cor
4	20	Bus Canopy	4	2011	40	\$380,000.00	



- ★ Fixed Route Transit
- ↕ Transfer Stations
- ☎ Dial-A-Ride Transit (DART)
- Route 10, 12, 13, 14
- Route 20
- Route 21, 22
- Route 30
- Route 40



⚡ Watch for the NEW Battery Electric Buses coming soon. ⚡

## **ADDITIONAL DART INFORMATION**

### **Stop Locations in the Outlying Communities**

To keep our DART schedule more efficient we have specific locations in each of the outlying communities where we pick up and drop off. At times we may deviate and pick up at alternate locations depending on the number of scheduled rides on a given day and when it does not lessen the efficiency of the route.

**Call our reservationist to find out the stop locations in the community you are interested in.**

### **Late Cancellations and No-Shows**

Late cancels or No-Shows may result in suspension of service for a period of time. Please make sure to follow the cancellation procedures as specified to avoid any type of suspension of your service.

### **Rider Policies**

The rider policies for DART Service are identical to those for Fixed Route Service. These policies can be found on the GTA website at: [www.granttransit.com](http://www.granttransit.com)

### **FARES**

DART fares are identical to our regular Fixed Route fares.

### **Questions and Information**

**Please contact our DART reservationist if you have any further questions or need additional information.**

We look forward to seeing you soon on our brand new, comfortable transit vans. Sit back, relax, leave the driving to us and enjoy the scenery!

**We are not just a ride.....**

**We are an ADVENTURE!!**



[www.granttransit.com](http://www.granttransit.com)

[gta@granttransit.com](mailto:gta@granttransit.com)

P.O. Box 870

Moses Lake, WA 98837

**Comments/Complaints**

**Call: (509) 765-0898**

**(800) 406-9177**



**General Public Dial A Ride  
Transportation serving the  
outlying communities of  
Grant County which are  
not served by Fixed Route  
Transportation Service**



*Grant Transit Authority is committed to ensuring that no person is excluded from participation in, or denied benefits of transit services on the basis of race, color, or national origin.*

## WHAT IS D.A.R.T.

- ◆ **DART** is a Dial-A-Ride Transportation Service open to the general public to those living in areas that are not served by our regular fixed route buses. DART service is designed to connect persons living in the outlying communities to our regular fixed route buses in Moses Lake, Ephrata and Quincy. GTA DART service also connects with other transportation providers such as Okanogan Transit, Amtrak, Northwest Trailways, and People for People.
- ◆ There are no eligibility requirements to use the DART service. Service is available to all.
- ◆ All DART buses are ADA accessible.
- ◆ DART operates differently than fixed route in that reservations must be made a minimum of 48 hours in advance to guarantee a ride on a specific day.
- ◆ DART is a more cost effective transportation option provided to the outlying communities. DART buses do not operate on days that advance reservations have not been made.
- ◆ Persons wishing to use DART service for daily commutes to and from work and school can schedule standing reservations for a given month without the need to call in daily other than when needing to cancel a ride.
- ◆ DART service is available daily, serving Royal City, Mattawa, Wanapum Dam, Wilson Creek, Coulee City, Electric City and Grand Coulee. Hours are flexible based on the reservations for each given day and route. DART typically offers one morning trip and one afternoon trip in the various route locations with the exception of the Ephrata to Grand Coulee Corridor which often offers a second additional afternoon trip.

## DART SERVICE BY ROUTE

All DART routes operate daily Monday through Friday excluding Holidays'.

### Grand Coulee (GC) Route

- ◆ The morning GC DART ranges in time from a 5:00am start time in Moses Lake to a 6:30am arrival and 6:45am departure in Grand Coulee.
- ◆ The first GC afternoon route ranges from a 2pm start in Moses Lake to a 4pm arrival/ departure in Grand Coulee.
- ◆ The 2nd afternoon GC route ranges from a 5pm start in Moses Lake to a 7pm arrival/ departure from Grand Coulee.

### Royal City, Mattawa, Wanapum Dam, and Wilson Creek Routes

- ◆ There are two trips daily for each of these routes with departure times fluctuating based on the needs of those scheduling a ride. Typically one trip is scheduled in the morning with a second one scheduled in the afternoon. Departures from Moses Lake are no earlier than 5am in the morning and no later than 5pm in the afternoon.

### DEPARTURE AND ARRIVAL INFO

- ◆ Departure and arrival times vary daily per route based on the reservations that are received and scheduled for each given day.
- ◆ For persons wanting to ride a particular DART route daily to commute to and from work and school, we make every effort to build a standard schedule for that route based on those hours which allows for commuters to maintain consistency on their arrival and departure times.
- ◆ Persons scheduling random trips on routes that have a routine schedule, will be scheduled within the perimeters of the routine schedule.

## RESERVATION INFORMATION

**Reservation Hours:**

**8:00am-4:00pm—Monday-Friday**

**Reservation Phone Number:**

**509-765-0898 Ext: 101**

- ◆ Reservations must be called in to the number above at least 48 hours in advance to guarantee a ride on the day you wish to ride.
- ◆ The reservationist will take your reservation and enter your ride into the system and give you an approximate time for your scheduled ride.
- ◆ Pick up times will be finalized the day before your scheduled trip. You will receive a call around 3pm the day before to give you your definite pick up time. If you have not heard from us by 3:45pm the day before your ride, please contact us to verify your pick up time.
- ◆ Persons who have scheduled a daily standing reservation **will not** receive a call unless there has been a time adjustment on your pre-scheduled reservation.
- ◆ Cancellations must be called in by 4 pm the day before your scheduled ride if you are scheduled for a morning trip.
- ◆ Cancellations for an afternoon trip must be called in no later than 1:00pm the day of your scheduled trip.
- ◆ When calling in a cancellation, if you do not reach a live person on the regular reservation phone, please call in to the after hours phone listed below. **If you do not receive a live person on the after hours number and your trip is scheduled for the following morning, please leave a message on that After Hours Phone.**

**After Hours and Message Phone:**

**509-765-0898 Ext: 106**



## **DART ADICIONAL INFORMACIÓN**

### **Ubicaciones de parada en las comunidades periféricas**

Para mantener nuestro horario de DART más eficiente, tenemos ubicaciones específicas en cada una de las comunidades periféricas donde recogemos y dejamos. En ocasiones, podemos desviarnos y recoger en lugares alternativos dependiendo de la cantidad de viajes programados en un día determinado y cuando no disminuya la eficiencia de la ruta.

**Llame a nuestro encargado de reservas para averiguar las ubicaciones de las paradas en la comunidad que le interesa.**

### **Cancelaciones tardías y no presentaciones**

Las cancelaciones tardías o las ausencias pueden resultar en la suspensión del servicio por un período de tiempo. Asegúrese de seguir los procedimientos de cancelación especificados para evitar cualquier tipo de suspensión de su servicio.

### **Políticas Rider**

Las políticas de pasajeros para el servicio DART son idénticas a las del servicio de ruta fija. Estas políticas se pueden encontrar en el sitio web de GTA en:

**[www.granttransit.com](http://www.granttransit.com)**

### **TARIFAS**

Las tarifas de DART son idénticas a nuestras tarifas regulares de ruta fija.

### **Preguntas e información**

**Comuníquese con nuestro encargado de reservas de DART si tiene más preguntas o necesita información adicional.**

Esperamos verte pronto en nuestras nuevas y cómodas camionetas de tránsito. ¡Siéntese, relájese, déjenos la conducción y disfrute del paisaje!

**No somos solo un paseo .....**

**Somos una AVENTURA !!**



[www.granttransit.com](http://www.granttransit.com)

[gta@granttransit.com](mailto:gta@granttransit.com)

P.O. Box 870

Moses Lake, WA 98837

**Comentarios / Quejas**

**Llama: (509) 765-0898**

**(800) 406-9177**



**Dial A Ride Pública  
General de Transporte  
servir a las comunidades  
periféricas del condado de  
Grant, que no son a  
tendidos por fijo Servicio  
de Transporte Ruta**



*Grant Transit Authority se compromete a asegurando que ninguna persona sea excluida de participación o negación de los beneficios de los servicios de tránsito por motivos de raza, color u origen nacional.*

## QUÉ ES D.A.R.T.

- ♦ **DART** es un servicio de transporte Dial-A-Ride abierto al público en general para quienes viven en áreas que no son atendidas por nuestros autobuses regulares de ruta fija. El servicio DART está diseñado para conectar a las personas que viven en las comunidades periféricas con nuestros autobuses regulares de ruta fija en Moses Lake, Ephrata y Quincy. El servicio GTA DART también se conecta con otros proveedores de transporte como Okanogan Transit, Amtrak, Northwest Trailways y People for People.
- ♦ No hay requisitos de elegibilidad para utilizar el servicio de DART. El servicio está disponible para todos.
- ♦ Todos los autobuses de DART son accesibles según la ADA.
- ♦ DART opera de manera diferente a la ruta fija en que las reservas deben hacerse con un mínimo de 48 horas de anticipación para garantizar un viaje en un día específico.
- ♦ DART es una opción de transporte más rentable que se ofrece a las comunidades periféricas. Los autobuses de DART no operan en días en los que no se han hecho reservaciones por adelantado.
- ♦ Las personas que deseen utilizar el servicio DART para desplazamientos diarios hacia y desde el trabajo y la escuela pueden programar reservas permanentes para un mes determinado sin la necesidad de llamar todos los días excepto cuando necesiten cancelar un viaje.
- ♦ El servicio DART está disponible todos los días y presta servicios en Royal City, Mattawa, Wanapum Dam, Wilson Creek, Coulee City, Electric City y Grand Coulee. Los horarios son flexibles según las reservas para cada día y ruta determinados. DART generalmente ofrece un viaje por la mañana y un viaje por la tarde en las distintas ubicaciones de la ruta, con la excepción del corredor de Ephrata a Grand Coulee que a menudo ofrece un segundo viaje adicional por la tarde.

## SERVICIO DE DART POR RUTA

Todas las rutas de DART operan todos los días de lunes a viernes, excepto festivos.

### Ruta Grand Coulee (GC)

- ♦ El GC DART de la mañana varía en el tiempo desde una hora de inicio a las 5:00 am en Moses Lake hasta una llegada a las 6:30 am y una salida a las 6:45 am en Grand Coulee.
- ♦ La primera ruta de la tarde de GC va desde un comienzo a las 2 pm en Moses Lake hasta una llegada / salida a las 4 pm en Grand Coulee.
- ♦ La ruta de la segunda tarde de GC va desde un comienzo a las 5 pm en Moses Lake hasta una llegada / salida a las 7 pm desde Grand Coulee.

### Rutas de Royal City, Mattawa, Wanapum Dam y Wilson Creek

- ♦ Hay dos viajes diarios para cada una de estas rutas con horarios de salida que fluctúan según las necesidades de quienes programan un viaje. Por lo general, se programa un viaje por la mañana y un segundo viaje por la tarde. Las salidas desde Moses Lake no son antes de las 5 a.m. De la mañana ni más tarde de las 5 p.m. De la tarde.

## INFORMACIÓN DE SALIDA Y LLEGADA

- ♦ Los horarios de salida y llegada varían diariamente por ruta en función de las reservas que se reciben y programan para cada día determinado.
- ♦ Para las personas que desean viajar en una ruta DART en particular todos los días para ir y venir del trabajo y la escuela, hacemos todo lo posible para crear un horario estándar para esa ruta en función de esas horas, lo que permite a los viajeros mantener la coherencia en sus horarios de llegada y salida.
- ♦ Las personas que programen viajes al azar en rutas que tienen un horario de rutina, se programarán dentro de los perímetros del horario de rutina.

## INFORMACION DE RESERVA

**Horario de reserva: de 8:00 a.m .  
A 4:00 p.m., De lunes a viernes**

**Número de teléfono de reserva:  
509-765-0898 Ext: 101**

- ♦ Las reservaciones deben llamarse al número anterior con al menos 48 horas de anticipación para garantizar un viaje el día que desea viajar.
- ♦ El encargado de la reserva tomará su reserva e ingresará su viaje en el sistema y le dará una hora aproximada para su viaje programado.
- ♦ Los horarios de recogida se finalizarán el día antes de su viaje programado. Recibirá una llamada alrededor de las 3:00 p. M. Del día anterior para informarle su hora definida de recogida. Si no ha tenido noticias nuestras antes de las 3:45 pm del día anterior a su viaje, comuníquese con nosotros para verificar su hora de recogida.
- ♦ Las personas que hayan programado una reserva permanente diaria no recibirán una llamada a menos que haya habido un ajuste de tiempo en su reserva programada previamente.
- ♦ Las cancelaciones deben realizarse antes de las 4 pm del día anterior a su viaje programado si tiene programado un viaje por la mañana.
- ♦ Las cancelaciones para un viaje por la tarde se deben llamar antes de la 1:00 pm el día de su viaje programado.
- ♦ Cuando llame para una cancelación, si no se comunica con una persona en vivo en el teléfono de reserva habitual, llame al teléfono fuera del horario de atención que se indica a continuación. **Si no recibe a una persona en vivo en el número después del horario de atención y su viaje está programado para la mañana siguiente, deje un mensaje en ese teléfono después del horario de atención.**

**Fuera de horario y teléfono para  
mensajes:**

**509-765-0898 Ext: 106**

**GRANT COUNTY PUBLIC TRANSPORTATION  
BENEFIT AREA  
DBA: GRANT TRANSIT AUTHORITY**

**FINANCIAL STATEMENTS AND  
SUPPLEMENTARY INFORMATION**

**YEAR ENDED DECEMBER 31, 2020**

**DRAFT**

**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
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**DRAFT**



CliftonLarsonAllen LLP  
CLAAconnect.com

## ACCOUNTANTS' COMPILATION REPORT

Board of Directors  
Grant County Public Transportation Benefit Area  
dba: Grant Transit Authority  
Moses Lake, Washington

Management is responsible for the accompanying financial statement of Grant County Public Transportation Benefit Area dba: Grant Transit Authority, which comprise the statement of fund resources and uses arising from cash transactions for the year ended December 31, 2020, and the related notes to the financial statement in accordance with the cash basis of accounting as prescribed by the Washington State Auditor's *Cash Basis Budgeting, Accounting and Reporting System (BARS)* manual, and for determining that the *Cash Basis Budgeting, Accounting and Reporting System* is an acceptable financial reporting framework. We have performed a compilation engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the American Institute of Certified Public Accountants. We did not audit or review the financial statements nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. Accordingly, we do not express an opinion, a conclusion, nor provide any form of assurance on these financial statements.

We draw attention to Note 1 of the financial statements, which describes the basis of accounting. The financial statements are prepared in accordance with the cash basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America.

The supplementary information, as listed in the table of contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management. This information was subject to our compilation engagement; we have not audited or reviewed the supplementary information and, accordingly, do not express an opinion, a conclusion, nor provide any assurance on such information.

We are not independent with respect to Grant Transit Authority.

**CliftonLarsonAllen LLP**

Moses Lake, Washington  
REPORT DATE

**GRANT TRANSIT AUTHORITY  
 MCAG NO. 1137  
 FUND RESOURCES AND USES ARISING FROM CASH TRANSACTIONS  
 FOR THE YEAR ENDED DECEMBER 31, 2020  
 (SEE ACCOUNTANTS' COMPILATION REPORT)**

<b>Beginning Cash and Investments</b>		
30880	Unreserved	\$ 1,964,701
<b>Revenues</b>		
310	Taxes	5,069,973
330	Intergovernmental Revenues	3,852,589
340	Charges for Goods and Services	75,031
360	Miscellaneous Revenues	56,986
Total Revenues		<u>9,054,579</u>
<b>Expenditures</b>		
540	Transportation	4,496,234
Total Expenditures:		<u>4,496,234</u>
Excess (Deficiency) Revenues Over Expenditures		4,558,345
<b>Other Decreases in Fund Resources</b>		
594-595	Capital Expenditures	719,409
Total Other Decreases in Fund Resources		<u>719,409</u>
Increase (Decrease) in Cash and Investments		3,838,936
<b>Ending Cash and Investments</b>		
5088000	Unreserved	5,803,637
Total Ending Cash and Investments		<u>\$ 5,803,637</u>

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**GRANT TRANSIT AUTHORITY**  
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**NOTES TO FINANCIAL STATEMENTS**  
**DECEMBER 31, 2020**  
**(SEE ACCOUNTANTS' COMPILATION REPORT)**

**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

As provided under the Revised Code of Washington (RCW) 36.57 applicable to a regional transit authority, the Grant County Public Transportation Benefit Area dba: Grant Transit Authority (GTA) was authorized in November 1996 and operates under the laws of the state of Washington applicable to a Public Transportation Benefit Area (PTBA). GTA provides public transportation services within the transportation benefit area of Grant County, Washington.

**Reporting Entity**

GTA is a special purpose government supported primarily through local sales tax revenue and user charges. In addition, GTA receives operating and capital funding from federal, state, and local agencies.

GTA is governed by a nine member board appointed from the 14 incorporated towns and cities within Grant County and 1 ATU representative.

GTA is considered a primary government and does not have any component unit relationships. Conversely, GTA is not considered a component unit of any primary government.

GTA reports financial activity in accordance with the *Cash Basis Budgeting, Accounting and Reporting System (BARS)* Manual prescribed by the State Auditor's Office under the authority of Washington State law, Chapter 43.09 RCW. This manual prescribes a financial reporting framework that differs from generally accepted accounting principles (GAAP) in the following manner:

- Financial transactions are recognized on a cash basis of accounting as described below.
- Component units are required to be disclosed, but are not included in the financial statements.
- Government-wide statements, as defined in GAAP, are not presented.
- All funds are presented, rather than a focus on major funds.
- The *schedule of liabilities* is required to be presented with the financial statements as supplementary information.
- Supplementary information required by GAAP is not presented.
- Ending balances are not presented using the classifications defined in GAAP.

**Fund Accounting**

Financial transactions of GTA are reported in a single enterprise fund, which accounts for all financial resources for operations providing goods or services to the general public and are supported primarily through user charges.

**GRANT TRANSIT AUTHORITY  
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**NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**Fund Accounting (Continued)**

Sales tax revenues include taxes on retail sales of goods and services. This tax is levied within the benefit area at a rate of 2/10 of 1% of the sales tax collected. These taxes are collected on GTA's behalf by the Department of Revenue and are recorded when received. Operating revenues consist primarily of passenger fares, local sales tax revenue, and state and federal funding, which are recognized in the period in which they are received, and expenses are recognized in the period in which they are paid.

**Basis of Accounting and Measurement Focus**

Financial statements are prepared using the cash basis of accounting and measurement focus. Revenues are recognized when cash is received and expenditures are recognized when paid.

**Cash and Investments**

Cash and cash equivalents consist of cash on hand and investments in the Grant County Investment Pool, which is managed by the Grant County Finance Division. See Note 2, Deposits and Investments.

**Capital Assets**

Capital assets are assets with an initial individual cost of more than \$2,500 and an estimated useful life in excess of one year. Capital assets and inventory are recorded as capital expenditures when paid.

**Compensated Absences/Employee Leave Benefits**

Compensated absences are absences for which employees will be paid, such as paid time off (PTO).

PTO may be accumulated up to 480 hours and 50% is payable upon separation or retirement.

**NOTE 2 DEPOSITS AND INVESTMENTS**

**Deposits**

GTA's bank balance was \$261,947 at December 31, 2020.

**Custodial Credit Risk**

Custodial credit risk for deposits is the risk that, in the event of a failure of a depository financial institution, GTA would not be able to recover deposits or will not be able to recover collateral securities that are in possession of an outside party. GTA's deposits and certificates of deposits are mostly covered by Federal Deposit Insurance Corporation (FDIC) or by collateral held in a multiple financial institution collateral pool administered by the Washington Public Deposit Protection Commission (PDPC).



**GRANT TRANSIT AUTHORITY  
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**NOTE 2 DEPOSITS AND INVESTMENTS (CONTINUED)**

**Investments in Grant County Investment Pool**

GTA is a participant in the Grant County Investment Pool, an external investment pool. GTA reports its investment in the pool at amortized cost rather than fair value, as the difference between amortized cost and fair value is insignificant. The responsibility for managing the pool resides with the county treasurer. The pool is established from the RCW 36.29 which authorizes the county treasurer to invest the funds of participants. The county external investment pool does not have a credit rating and had a weighted average maturity of 2.59 years as of December 31, 2020.

The Grant County Investment Pool is not registered with the SEC and is not subject to any formal oversight other than that provided by the Grant County Finance Division. The Finance Division is responsible for adopting investment objectives and policies, for hiring investment advisors, and for monitoring policy implementation and investment performance. The Division's primary role is to oversee the allocation of the Pool's portfolio among the asset classes, investment vehicles, and investment managers.

As of December 31, 2020, GTA had \$5,506,374 invested in the Grant County Investment Pool.

**Summary of Deposit and Investment Balances**

Reconciliation of GTA's deposit and investment balances as of December 31, 2020, is as follows:

**Deposits**

Current:	
Cash and Cash Equivalents	297,263
Total Deposits	297,263

**Investments**

Current:	
Grant County Investment Pool	5,506,374
Total Investments	5,506,374

Total Deposits and Investments	\$ 5,803,637
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**GRANT TRANSIT AUTHORITY  
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**NOTE 3 OTHER POSTEMPLOYMENT BENEFITS (OPEB)**

**General Information about the OPEB Plan**

*Plan Description*

GTA is a participating employer in the state's Public Employees Benefits Board (PEBB) program, a defined benefit plan administered by the Washington State Health Care Authority. The plan provides medical, dental and life insurance benefits for public employees and retirees and their dependents on a pay-as-you-go basis. District employees who end public employment are eligible to continue PEBB insurance coverage as a retiree.

*Benefits Provided*

The Washington State Health Care Authority (HCA) administers PEBB plan benefits. For medical insurance coverage, the HCA has two claims pools, one covering employees and non-Medicare eligible retirees, and the other covering retirees enrolled in Medicare Parts A and B. Each participating employer pays a portion of the premiums for active employees. The plan provides OPEB benefits through both explicit and implicit subsidies. The explicit subsidy is a set dollar amount that lowers the monthly premium paid by members over the age of 65 enrolled in Medicare Parts A and B. PEBB determines the amount of the explicit subsidy annually. The implicit subsidy results from the inclusion of active and non-Medicare eligible retirees in the same pool when determining premiums. There is an implicit subsidy from active employees since the premiums paid by retirees are lower than they would have been if the retirees were insured separately.

*Employees Covered by Benefit Terms*

At December 31, 2020, the following employees were covered by the benefit terms:

Inactive Employees or Beneficiaries Currently Receiving Benefit Payments	-
Inactive Employees Entitled to But Not Yet Receiving Benefit Payments	-
Active Employees	38

GTA contributed \$424,135 to the plan for the year ended December 31, 2020.

**NOTE 4 PENSION PLANS**

**State Sponsored Pension Plans**

Substantially all full-time and qualifying part-time employees participate in one of the following statewide retirement systems administered by the Washington State Department of Retirement Systems, under cost-sharing, multiemployer public employee defined benefit and defined contribution retirement plans. The state legislature establishes, and amends, laws pertaining to the creation and administration of all public retirement systems.

**GRANT TRANSIT AUTHORITY  
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**NOTE 4 PENSION PLANS (CONTINUED)**

The Department of Retirement Systems (DRS), a department within the primary government of the state of Washington, issues a publicly available comprehensive annual financial report comprehensive annual report that includes financial statements and required supplementary information for each plan. The DRS comprehensive annual report may be obtained by writing to:

Department of Retirement Systems  
Communications Unit  
P.O. Box 48380  
Olympia, Washington 98540-8380

The DRS comprehensive annual report may be downloaded from the DRS website at [www.drs.wa.gov](http://www.drs.wa.gov).

At June 30, 2020, (the measurement date of the plans), GTA's proportionate share of the collective net pension liabilities, as reported on the Schedule 09, was as follows:

	Employer Contributions	Allocation %	Liability
PERS 1	96,591	0.013327%	\$ 470,515
PERS 2/3	\$ 152,398	0.016543%	\$ 211,576

**NOTE 5 RISK MANAGEMENT**

Grant Transit Authority (GTA) is a member of the Washington State Transit Insurance Pool (WSTIP). WSTIP is a 26-member governmental risk pool located in Olympia, Washington. WSTIP supplies Grant Transit Authority auto liability, general liability, public officials liability coverage, all risk property coverage, auto physical damage coverage, boiler and machinery coverage, employee fidelity/crime coverage, and cyber liability coverage.

At the end of 2020, GTA retained a \$5,000 deductible for its all-risk property coverage which includes auto physical damage. GTA has a \$5,000 deductible for public official's liability coverage and has no deductible for general and auto liability risks covered by WSTIP.

WSTIP was formed by Interlocal Agreement on January 1, 1989, pursuant to Chapters 48.61 and 39.34 RCW. The purpose for forming WSTIP was to provide member transit agencies joint self-insurance, joint purchasing of insurance and joint contracting for hiring of personnel to provide risk management, claims handling, and administrative services. Transit agencies joining WSTIP must remain members for a minimum of 36 months. Members may withdraw after that time by giving six-month's notice and at the end of the fiscal year. Any member who withdraws will not be allowed to rejoin for a period of 36 months.

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**NOTE 5 RISK MANAGEMENT (CONTINUED)**

Transit authorities applying for membership in WSTIP may do so on approval of a simple majority vote of the WSTIP Board of Directors. Underwriting and rate-setting policies have been established after consultation with actuaries. WSTIP members are subject to a supplemental assessment in the event of deficiencies. If WSTIP's assets were to be exhausted, members would be responsible for WSTIP's liabilities. WSTIP is regulated by the Washington State Risk Manager and audited annually by the Washington State Auditor.

WSTIP utilizes a combination of self-insurance, reinsurance and excess insurance to provide the limits noted in the summary below. Carriers include Government Entities Mutual, Munich Reinsurance America, Hallmark Specialty Insurance Company, and Allied World Assurance Company for the liability lines; Evanston for auto physical damage; American International Group Inc (AIG)/National Union Fire Insurance for the crime policy; and Beazley Cyber Services for the cyber liability policy. The excess property carrier for all risk property and boiler and machinery is Alliant Property Insurance Program provided by Alliant Insurance Services.

Grant Transit Authority has not presented any claims to WSTIP in the last year that exceeded its current coverage limits through WSTIP.

Here is a summary of coverage provided in 2020:

<b>RISK / EXPOSURE</b>		<b>COVERAGE</b>	<b>DEDUCTIBLE</b>
<b>GENERAL LIABILITY</b>	\$25 Million	Per Occurrence	\$-0-
Bodily Injury and Property Damage			
Personal Injury and Advertising Injury			
Contractual Liability			
Personal Injury and Advertising Injury	\$25 Million	Per Offense	\$-0-
Contractual liability			\$-0-
Vanpool Driver Medical Expense Protection	\$35,000	Per Occurrence	\$-0-
*Underinsured Motorist Coverage	\$60,000	Per Occurrence	\$-0-*
<b>PUBLIC OFFICIALS LIABILITY</b>	\$25 Million	Per Occurrence and Aggregate	\$5,000
Endorsement 1 – Per Occurrence and Annual Per Member Aggregate	\$250,000	Per occurrence	\$25,000

**GRANT TRANSIT AUTHORITY**  
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**NOTE 5 RISK MANAGEMENT (CONTINUED)**

<b>RISK / EXPOSURE</b>		<b>COVERAGE</b>	<b>DEDUCTIBLE</b>
<b>PROPERTY COVERAGE:</b> All Perils Subject to the Following Sub-limits:	\$500 Million	Per Occurrence, all Perils and Insureds/ Members Combined	\$5,000
Flood zones A & V – Annual Aggregate	\$10 Million	Per Occurrence, Annual Aggregate	\$250,000
All Flood Zones Except A & V – Annual Aggregate	\$50 Million	Per Occurrence, Annual Aggregate	\$250,000
Earthquake, Volcanic Eruption, Landslide, and Mine Subsidence	\$25 Million	Per Occurrence, Annual Aggregate	5% Subject to \$500,000 Minimum per Occurrence per Unit
<b>AUTO PHYSICAL DAMAGE:</b> Auto Physical Damage (Below \$250,000 in Value)	Fair Market Value		\$5,000
Auto Physical Damage for all Vehicles with a Model Year of 2010 or Later and Valued Over \$250,000	Replacement Cost	Limited to \$1.5 Million any One Vehicle	\$5,000
<b>BOILER AND MACHINERY</b>	\$100 Million		\$250,000 or \$350,000 Depending on Size of Boiler
<b>CRIME / PUBLIC EMPLOYEE DISHONESTY</b> Including Faithful Performance. Also Includes:	\$1 Million	Per Occurrence	\$10,000
Employee Theft	\$1 Million	Per Occurrence	\$10,000
Forgery or Alteration	\$1 Million	Per Occurrence	\$10,000
Theft, Disappearance, and Destruction (Inside Premises)	\$1 Million	Per Occurrence	\$10,000
Robbery and Safe Burglary (Inside Premises)	\$1 Million	Per Occurrence	\$10,000
Robbery and Safe Burglary (Outside Premises)	\$1 Million	Per Occurrence	\$10,000
Computer Fraud	\$1 Million	Per Occurrence	\$10,000

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**NOTE 5 RISK MANAGEMENT (CONTINUED)**

<b>RISK / EXPOSURE</b>		<b>COVERAGE</b>	<b>DEDUCTIBLE</b>
CRIME / PUBLIC EMPLOYEE DISHONESTY (Continued) Funds Transfer Fraud	\$1 Million	Per Occurrence	\$10,000
Money Orders and Counterfeit Money	\$1 Million	Per Occurrence	\$10,000
<b>CYBER LIABILITY</b>			
Breach Response Costs	\$500,000	Limit increases to \$1 million if carrier's nominated service providers are utilized	\$5,000
FIRST PARTY LOSS Business Interruption <i>Resulting from Security Breach</i> <i>Resulting from System Failure</i>	\$1 million \$500,000	Limit of Liability Limit of Liability	
Dependent Business Loss <i>Resulting from Security Breach</i> <i>Resulting from System Failure</i>	\$750,000 \$100,000	Limit of Liability Limit of Liability	
Cyber Extension Loss	\$2 million	Limit of Liability	
Data Recovery Costs	\$2 million	Limit of Liability	
<b>LIABILITY</b>			
Data & Network Liability	\$2 million	Limit of Liability	
Regulatory defense and penalties	\$2 million	Limit of Liability	
Payment Card Liabilities & Costs	\$2 million	Limit of Liability	
Media Liability	\$2 million	Limit of Liability	
<b>eCRIME</b>			
Fraudulent Instruction	\$75,000	Limit of Liability	
Funds Transfer Fraud	\$75,000	Limit of Liability	
Telephone Fraud	\$75,000	Limit of Liability	
CRIMINAL REWARD	\$25,000	Limit	

**GRANT TRANSIT AUTHORITY  
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(SEE ACCOUNTANTS' COMPILATION REPORT)**

**NOTE 5 RISK MANAGEMENT (CONTINUED)**

<b>CYBER LIABILITY</b>		<b>COVERAGE</b>	<b>DEDUCTIBLE</b>
COVERAGE ENDORSEMENTS Reputation Loss	\$50,000	Limit of Liability	
Claims Preparation Costs for Reputation Loss Claims Only	\$50,000	Limit of Liability	
Computer Hardware Replacement Costs	\$75,000	Limit of Liability	
Invoice Manipulation	\$100,000	Limit of Liability	
Cryptojacking	\$25,000	Limit of Liability	
*Each member selects the modes which uninsured motorist coverage is applied to. To review your selection of UIM, please refer to Exhibit attached.			

**Extra Cyber Limits**

In addition to the coverage detailed in the basic Cyber Liability insurance description, Grant Transit Authority has chosen to purchase additional limits. This limit will be in excess to any limit of the basic cyber liability policy and increase the availability of insurance and/or drop down if the basic policy limits, which are shared with all policy holders, are exhausted. The extra limit is not shared with any other policy holder or WSTIP member. Grant Transit Authority elected to purchase \$2 million (in excess of 2 million).

**Covered Locations Pollution Liability Insurance Policy**

Grant Transit Authority purchases a Covered Locations Pollution Liability insurance policy. The policy term is from April 4, 2018 to April 4, 2021. The carrier is Beazley Eclipse. The insuring agreement has coverage parts for covered location pollution liability coverage – new pollution conditions, covered location pollution liability coverage – existing pollution conditions, transportation pollution liability, and nonowned disposal site pollution liability. The policy covers cleanup costs, damages, and claims expenses. The limit of coverage is \$5 million each pollution condition – includes claims expenses with a \$5 million aggregate including claims expenses. Grant Transit Authority has a \$100,000 deductible per pollution condition. Locations must be listed to be covered.

**NOTE 6 CONTINGENCIES**

GTA participates in a number of federal and state assisted programs. These grants are subject to audit by the grantors and representatives. Such audits could result in requests for reimbursement to grantor agencies for expenditures disallowed under the terms of the grants. Other than the instances described above, GTA's management believes that such disallowances, if any, will be immaterial.

**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
NOTES TO FINANCIAL STATEMENTS  
DECEMBER 31, 2020  
(SEE ACCOUNTANTS' COMPILATION REPORT)**

**NOTE 7 LIABILITIES**

The accompanying schedule of liabilities (09) provides details of the outstanding liabilities of GTA and summarizes the liability transactions for year ended December 31, 2020.

**NOTE 8 COVID PANDEMIC**

In February 2020, the Governor of the state of Washington declared a state of emergency in response to the spread of a deadly new virus. In the weeks following the declaration, precautionary measures to slow the spread of the virus have been ordered. These measures include closing schools, colleges and universities, cancelling public events, prohibiting public and private gatherings, and requiring people to stay home unless they are leaving for an essential function.

The District is considered an essential service and has continued to operate during the emergency declaration. GTA decreased transportation services by approximately 50%, including eliminating weekend service. In addition, GTA is operating fare-free until further notice, which will result in decreased monthly fare box revenue. Management also expects sales tax revenue to decrease. GTA received \$1,649,545 in CARES Act funding from the Federal Transit Administration, which will support operations, including avoiding layoffs. The funding also allows GTA to pay for COVID-19 related expenses, including all operating expenses, lost revenue, fuel, and administrative leave for transit personnel due to reduced operations. GTA was awarded a second allotment of CARES Act funding in the amount of \$1,649,545 in September 2020.

The length of time these measures will be in place, and the full extent of the financial impact on GTA is unknown at this time.



**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
SCHEDULE 01 – REVENUES AND EXPENSES  
YEAR ENDED DECEMBER 31, 2020  
(SEE ACCOUNTANTS' COMPILATION REPORT)**

BARS Account Code	Account Title	Actual Amount
3085100	Assigned Cash and Investments - Beginning	\$ 1,964,701
3132100	Public Transportation Systems Sales and Use Tax	5,069,973
3332000	Federal Indirect Grant from Department of Transportation - Capital Contribution	240,000
3332000	Federal Indirect Grant from Department of Transportation	2,876,936
3340360	State Grant from Department of Transportation	55,986
3340690	State Grant from Other State Agencies - Capital Contribution	505,882
3340690	State Grant from Other State Agencies	173,785
3447000	Transits, Railroads, and Other Transportation Systems Services	75,031
3611000	Investment Earnings	19,572
3699100	Miscellaneous Other	37,414
5470010	Transits, Railroads, and Other Transportation Systems - Salaries	2,105,013
5470020	Transits, Railroads, and Other Transportation Systems - Benefits	827,815
5470030	Transits, Railroads, and Other Transportation Systems - Supplies	670,671
5470040	Transits, Railroads, and Other Transportation Systems - Services	892,735
5944760	Capital Expenditures/Expenses - Transits, Railroads, and Other Transp. Syst.	719,409
5085100	Assigned Cash and Investments - Ending	5,803,637

DRAFT

**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
SCHEDULE 09 – LIABILITIES  
YEAR ENDED DECEMBER 31, 2020  
(SEE ACCOUNTANTS' COMPILATION REPORT)**

ID.	Description	Beginning Balance January 1, 2020	Additions	Reductions	Ending Balance December 31, 2020
259.12	Compensated Absences	\$ 76,497	\$ 195,765	\$ (167,773)	\$ 104,489
264.30	Net Pension Liability	885,411	-	(203,320)	682,091
264.40	OPEB Liabilities	1,545,742	579,056	-	\$ 2,124,798
	Total Debt	<u>\$ 2,507,650</u>	<u>\$ 774,821</u>	<u>\$ (371,093)</u>	<u>\$ 2,911,378</u>

DRAFT

**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
SCHEDULE 15 – SCHEDULE OF STATE FINANCIAL ASSISTANCE  
YEAR ENDED DECEMBER 31, 2020  
(SEE ACCOUNTANTS' COMPILATION REPORT)**

Federal CFDA Number	Other Identification Number	Grantor/Pass-Through Grantor	Expenses
N/A	PTD0140A	SN-F Special Needs Formula - State Capital	\$ 60,000
N/A	PTD0140B	SN-F Special Needs Formula - State Capital	346,137
N/A	PTD0140C	SN-F Special Needs Formula - State Capital	99,745
N/A	GCB 2821	WSDOT Regional Mobility Grant Program	30,735
N/A	PTD0030A	RM-C Rural Mobility Competitive - State Operating	19,795
N/A	PTD0030A	SN-F Special Needs Formula - State Operating	40,379
		Total	<u>\$ 596,791</u>

DRAFT

**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
SCHEDULE 16 – EXPENDITURES OF FEDERAL AWARDS  
YEAR ENDED DECEMBER 31, 2020  
(SEE ACCOUNTANTS' COMPILATION REPORT)**

Federal CFDA Number	Federal Agency Name	Federal Program Name	Pass-Through Agency Name	Other Award I.D. Number	Expenditures	COVID Expenditures	Total	Passed through to Subrecipients	Footnote Ref.
20.509	Federal Transit Administration	Formula Grants for Rural Areas	WSDOT	PTD0030B	191,653		\$ 191,653	-	1,2,3
20.509	Federal Transit Administration	CARES Act	WSDOT	PTD0187		\$ 3,067,697	3,067,697		
20.513	Federal Transit Administration	Enhanced Mobility of Seniors and Individuals with Disabilities	WSDOT	PTD0030A	19,002		19,002		1,2,3
20.526	Federal Transit Administration	Bus and Bus Facilities Formula Capital Grant	WSDOT	PTD0140A	240,000		240,000	-	1,2,3
Total Federal Awards Expended					<u>\$ 450,655</u>	<u>\$ 3,067,697</u>	<u>\$ 3,518,352</u>		

DRAFT

**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
DECEMBER 31, 2020  
(SEE ACCOUNTANTS' COMPILATION REPORT)**

**NOTE 1 BASIS OF ACCOUNTING**

The schedule of expenditures of federal awards is prepared on the same basis of accounting as GTA's financial statements. GTA uses the cash basis of accounting.

**NOTE 2 PROGRAM COSTS**

The amount shown as current year expenditures represents only the federal grant portion of the program costs. Entire program costs, including GTA's portion, may be more than shown.

**NOTE 3 INDIRECT COST RATE**

GTA has not elected to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.

**DRAFT**

**GRANT TRANSIT AUTHORITY  
MCAG NO. 1137  
SCHEDULE 19 – LABOR RELATIONS CONSULTANT(S)  
YEAR ENDED DECEMBER 31, 2020  
(SEE ACCOUNTANTS' COMPILATION REPORT)**

Has your government engaged labor relations consultants?      \_\_\_\_\_ Yes        X   No

If yes, please provide the following information for each consultant:

Name of firm \_\_\_\_\_

Name of consultant \_\_\_\_\_

Business address \_\_\_\_\_

Amount paid to consultant during fiscal year \$ \_\_\_\_\_

Terms and conditions, as applicable, including:

Rates (e.g., hourly, etc.) \_\_\_\_\_

Maximum compensation allowed \_\_\_\_\_

Duration of services \_\_\_\_\_

Services provided \_\_\_\_\_

\_\_\_\_\_

**DRAFT**

**GRANT TRANSIT AUTHORITY**  
**MCAG NO. 1137**  
**SCHEDULE 21 – LOCAL GOVERNMENT RISK ASSUMPTION**  
**YEAR ENDED DECEMBER 31, 2020**  
**(SEE ACCOUNTANTS' COMPILATION REPORT)**

1. Self-Insurance Program Manager: Greg Wright
2. Manager Phone: 509-765-0898
3. Manager Email: gregw@granttransit.com
4. How do you insure property and liability risks, if at all?
  - a. Self-insure some or all risks
  - b. *Belong to a public entity risk pool***
  - c. Purchase private insurance
  - d. No insurance
5. How do you provide health and welfare insurance (e.g., medical, dental, prescription drug, and/or vision benefits) to employees, if at all?
  - a. Self-insure some or all benefits
  - b. *Belong to a public entity risk pool***
  - c. All benefits provided by health insurance company or HMO
  - d. Not applicable - no such benefits offered
6. How do you insure unemployment compensation benefits, if any?
  - a. Self-insured (Reimbursable)
  - b. Belong to a public entity risk pool
  - c. *Pay taxes to the Department of Employment Security (Taxable)***
  - d. Not applicable – no employees
7. How do you insure workers' compensation benefits, if any?
  - a. Self-insured (Reimbursable)
  - b. Belong to a public entity risk pool
  - c. *Pay premiums to the Department of Labor and Industries***
  - d. Not applicable – no employees
8. How do you participate in the Washington Paid Family & Medical Leave Program?
  - a. Self-insured (Voluntary Plan) for one or both program benefits
  - b. *Pay premiums to the State's program for both benefits***
  - c. Not Applicable – No Employees

**If the answer to any of the above questions is (a), then answer the rest of the form in relation to the government's self-insured risks.**

**If NOT, STOP, the local government does not need to complete the rest of this schedule.**