

Kimberly Gates
Asotin County PTBA Coordinator

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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 2007 Operations

	Fixed-Route Services		Demand-Response Services	
	Asotin County Transit	Rural Averages	Asotin County Transit	Rural Averages
Fares/Operating Cost	7.27%	12.23%	2.85%	3.70%
Operating Cost/Passenger Trip	\$8.83	\$5.75	\$19.75	\$22.44
Operating Cost/Revenue Vehicle Mile	\$2.28	\$4.64	\$5.70	\$4.96
Operating Cost/Revenue Vehicle Hour	\$40.85	\$86.29	\$78.12	\$69.38
Operating Cost/Total Vehicle Hour	\$37.11	\$78.99	\$70.13	\$64.41
Revenue Vehicle Hours/Total Vehicle Hour	90.84%	91.97%	89.78%	92.88%
Revenue Vehicle Hours/FTE	2,802	1,302	1,199	1,276
Revenue Vehicle Miles/Revenue Vehicle Hour	17.93	19.93	13.71	14.08
Passenger Trips/Revenue Vehicle Hour	4.6	20.5	4.0	3.1
Passenger Trips/Revenue Vehicle Mile	0.26	1.27	0.29	0.23

- 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 and are honored for unlimited rides during the month.

Current Operations

Asotin County PTBA contracts with Regional Public Transportation, Inc. (RPT), 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

Fixed and Paratransit – Operation of the vehicles used for these services is contracted out to RPT.

Facilities

Asotin County PTBA contracts out their services including: vehicles, maintenance, storage, and buildings with RPT, and various community organizations with the exception of vanpool services.

Intermodal Connections

In addition to RPT 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 RPT'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 RPT. Asotin County Developmental and Residential Services are ADA compliant and serve job related needs of their clients.

Many of medical facilities and skilled nursing facilities in Asotin County and surrounding area use RPT 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.

2007 Achievements

- Ordered two Ford E-450 Super Duty Cutaways for replacement and expansion of dial a ride services.

2008 Objectives

- Create and implement a vanpool program.

Long-Range Plans (2009–2013)

- Purchase land through FTA 5307 funds for a park and ride.
- Purchase 10 vans for vanpool.
- Build a transit center.
- Replace fixed-route buses.

Asotin County Transit

	2005	2006	2007	% Change	2008	2009	2010	2013
Annual Operating Information								
Service Area Population	20,900	21,100	21,300	0.95%	N.A.	N.A.	N.A.	N.A.
Fixed-Route Services*								
Revenue Vehicle Hours	4,113	4,462	5,604	25.59%	6,000	6,000	6,000	6,000
Total Vehicle Hours	4,372	4,605	6,169	33.96%	7,000	7,000	7,000	7,000
Revenue Vehicle Miles	49,758	68,545	92,618	35.12%	101,000	101,000	101,000	101,000
Total Vehicle Miles	52,895	69,947	94,124	34.56%	102,000	102,000	102,000	102,000
Passenger Trips	23,049	27,295	25,922	-5.03%	27,000	27,000	28,000	28,000
Diesel Fuel Consumed (gallons)	3,376	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	2,467	5,560	7,409	33.26%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	2.0	2.0	2.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$148,589	\$184,760	\$228,948	23.92%	\$231,000	\$231,000	\$231,000	\$231,000
Farebox Revenues	\$11,280	\$16,991	\$16,637	-2.08%	\$17,000	\$17,000	\$17,000	\$17,000
Demand-Response Services*								
Revenue Vehicle Hours	1,859	2,210	2,398	8.51%	2,400	2,400	2,400	2,400
Total Vehicle Hours	1,976	2,330	2,671	14.64%	2,600	2,600	2,600	2,600
Revenue Vehicle Miles	24,837	29,572	32,888	11.21%	33,000	33,000	33,000	3,300
Total Vehicle Miles	26,402	30,700	33,561	9.32%	34,000	34,000	34,000	3,400
Passenger Trips	7,321	8,292	9,484	14.38%	10,000	10,000	15,000	15,000
Gasoline Fuel Consumed (gallons)	3,090	3,070	5,705	85.83%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	1.3	2.0	2	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$98,974	\$111,907	\$187,321	67.39%	\$200,000	\$200,000	\$200,000	\$200,000
Farebox Revenues	\$4,369	\$4,502	\$5,346	18.75%	\$6,000	\$6,000	\$6,000	\$6,000

*Increases in revenue vehicle miles and total vehicle miles for both fixed and demand-response services are due to the addition of longer service times in 2007.

	2005	2006	2007	% Change	2008	2009	2010	2013
Annual Revenues								
Sales Tax	\$380,986	\$439,892	\$452,583	2.89%	\$470,000	\$480,000	\$550,000	\$600,000
Farebox Revenues	\$15,649	\$21,493	\$21,983	2.28%	\$23,000	\$23,000	\$23,000	\$23,000
Federal Section 5307 Operating	\$380,956	\$128,232	\$117,636	-8.26%	\$242,364	\$250,000	\$250,000	\$250,000
Sales Tax Equalization	\$0	\$0	\$92,072	N.A.	\$165,538	\$0	\$0	\$0
Other State Operating Grants	\$0	\$0	\$0	N.A.	\$97,500	\$97,500	\$0	\$112,500
Other	\$0	\$1,512	\$14,221	840.54%	\$15,000	\$15,000	\$15,000	\$0
Total	\$777,591	\$591,129	\$698,495	18.16%	\$1,013,402	\$865,500	\$838,000	\$985,500
Annual Operating Expenses								
Annual Operating Expenses	\$247,563	\$296,667	\$416,269	40.32%	\$431,000	\$431,000	\$431,000	\$431,000
Total	\$247,563	\$296,667	\$416,269	40.32%	\$431,000	\$431,000	\$431,000	\$431,000
Debt Service								
Interest	\$1,734	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Principal	\$40,500	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$42,234	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$0	\$0	\$0	N.A.	\$0	\$0	\$880,000	\$0
Federal Section 5307 Capital Grants	\$0	\$0	\$0	N.A.	\$0	\$200,000	\$0	\$0
Sales Tax Equalization	\$15,000	\$0	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$15,000	\$0	\$0	N.A.	\$0	\$200,000	\$880,000	\$0
Ending Balances, December 31								
Unrestricted Cash and Investments	\$119,481	\$294,462	\$0	N.A.	\$0	\$0	\$0	\$0
Working Capital	\$0	\$0	\$356,000	N.A.	\$356,000	\$356,000	\$356,000	\$356,000
Total	\$119,481	\$294,462	\$356,000	20.90%	\$356,000	\$356,000	\$356,000	\$356,000

