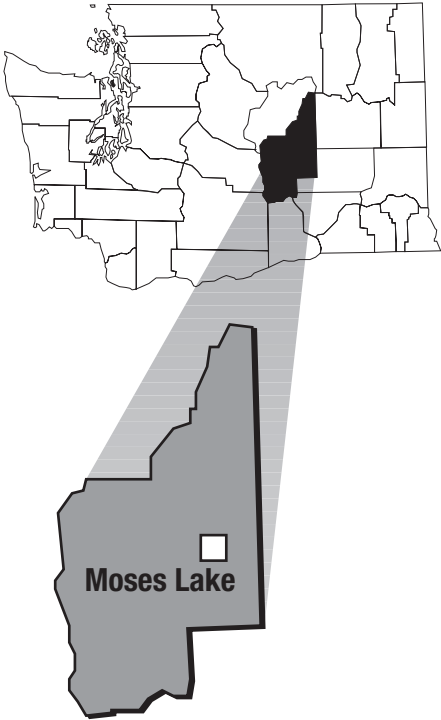




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System Snapshot

- Operating Name: Grant Transit Authority (GTA)
- Service Area: Countywide, Grant County
- Congressional District: 4
- Legislative Districts: 12 and 13
- Type of Government: Public Transportation Benefit Area
- Governing Body: Nine member Board of Directors comprised of one County Commissioner; two Mayors representing the communities of Warden and Wilson Creek, six City Council Members representing the communities of Quincy, Ephrata, Soap Lake, Coulee City, Electric City, and Moses Lake.
- Tax Authorized: 0.2 percent sales and use tax approved in November 1996.
- Types of Service: Two express routes, 12 deviated routes, five vanpools, paratransit service for persons with disabilities who cannot use route-deviated service, and special needs transportation for those who qualify under the state grant criteria.

Performance Measures for 2007 Operations

	Route-Deviated Services		Demand-Response Services	
	Grant Transit Authority	Rural Averages	Grant Transit Authority	Rural Averages
Fares/Operating Cost	3.42%	2.62%	.88%	3.70%
Operating Cost/Passenger Trip	\$13.41	\$9.35	\$29.28	\$22.44
Operating Cost/Revenue Vehicle Mile	\$2.73	\$4.12	\$3.34	\$4.96
Operating Cost/Revenue Vehicle Hour	\$78.88	\$84.99	\$66.84	\$69.38
Operating Cost/Total Vehicle Hour	\$71.15	\$74.78	\$49.43	\$64.41
Revenue Vehicle Hours/Total Vehicle Hour	90.20%	88.13%	73.95%	92.88%
Revenue Vehicle Hours/FTE	1,356	1,276	2,122	1,276
Revenue Vehicle Miles/Revenue Vehicle Hour	28.90	23.21	19.99	14.08
Passenger Trips/Revenue Vehicle Hour	5.9	10.1	2.3	3.1
Passenger Trips/Revenue Vehicle Mile	0.20	0.56	0.11	0.23

- Days of Service: Weekdays, generally between 6:20 a.m. and 9:10 p.m; service to Quincy and Warden food production plants on weekends.
- Base Fare: \$0.50 per boarding, deviated routes; \$0.25 per ride, paratransit.

Current Operations

GTA operates deviated routes, Monday through Friday, as follows:

- Nine rural intercity routes.
- Soap Lake to Wilson Creek.
- Ephrata to George, Desert Aire, Quincy, and Mattawa.
- Moses Lake to Ephrata/Soap Lake, Warden, Royal City, and George.
- Four rural local routes (Moses Lake).
- Two rural commuter routes (Moses Lake).

GTA operates two express routes between Moses Lake, Warden and Quincy seven days a week.

GTA operates one deviated route between Soap Lake and Coulee Dam Mondays, Wednesdays, and Fridays.

GTA provides paratransit services to persons with disabilities and provides demand-response services to those identified as special needs qualified.

Revenue Service Vehicles

Route Deviated – 23 total, all ADA accessible; model years ranging from 1992 to 2007.

Paratransit – 6 total, three provided by contractor, all wheelchair accessible; model years ranging from 1985 to 2007.

Facilities

GTA rents administrative offices on Basin Street in Ephrata. GTA has no other facilities. The contractor has a maintenance and operations facility on Broadway Avenue in Moses Lake.



Intermodal Connections

GTA serves the Ephrata Intermodal Center, with intercity connections to Greyhound Lines, Amtrak, and the Grant County International Airport. Greyhound Lines and Northwest Trailways provide intercity stops in Moses Lake; Northwest Trailways also stops in George.

GTA provides service to most of the public elementary, middle, and high schools and state parks in its service area, as well as Big Bend Community College. GTA currently serves three park and ride lots.

2007 Achievements

- Sustained express service to Warden and Quincy agriculture production plants through JARC grant funding.
- Received two 30-foot low floor buses.
- Received two 35-foot low floor buses.
- Received one 19-passenger paratransit cutaway.
- Completed site selection phase for new maintenance and operations facility.

2008 Objectives

- Purchase site for maintenance and operations facility.
- Receive five vanpool vehicles to expand program.
- Purchase new staff vehicle.
- Update GTA web site.
- Bus stop and shelter upgrades to meet ADA requirements.
- Secure state and federal operating assistance to maintain existing service levels.
- Work jointly with Link Transit on submitting a Regional Mobility Grant to provide a connection from the Columbia Basin to the Wenatchee Valley.

Long-Range Plans (2009–2013)

- Secure funding to build a maintenance and operations facility.
- Continue to replace the aging Bluebird fleet.
- Continue with vanpool expansion.
- Secure state and federal operating assistance to maintain existing service.



Grant Transit Authority

	2005	2006	2007	% Change	2008	2009	2010	2013
Annual Operating Information								
Service Area Population	79,100	80,600	82,500	2.36%	N.A.	N.A.	N.A.	N.A.
Route-Deviated Services								
Revenue Vehicle Hours	28,943	38,673	35,261	-8.82%	39,000	41,000	41,000	41,000
Total Vehicle Hours	29,838	39,412	39,093	-0.81%	41,000	42,000	42,000	42,000
Revenue Vehicle Miles	691,687	991,500	1,019,011	2.77%	1,025,000	1,025,000	1,050,000	1,075,000
Total Vehicle Miles	712,873	1,001,790	1,056,247	5.44%	1,050,000	1,050,000	1,075,000	1,100,000
Passenger Trips	117,926	197,924	207,389	4.78%	235,000	245,000	255,000	285,000
Diesel Fuel Consumed (gallons)	73,527	126,969	131,213	3.34%	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	24.0	25.0	26.0	4.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,964,508	\$2,392,616	\$2,781,470	16.25%	\$2,428,000	\$2,549,000	\$2,626,000	\$2,869,000
Farebox Revenues	\$45,079	\$74,297	\$95,015	27.89%	\$99,000	\$143,000	\$147,000	\$161,000
Demand-Response Services								
Revenue Vehicle Hours	8,468	11,850	11,673	-1.49%	11,000	11,000	12,000	12,000
Total Vehicle Hours	8,730	12,171	15,784	29.69%	12,000	12,000	12,000	12,000
Revenue Vehicle Miles	154,086	232,240	233,336	0.47%	234,000	234,000	234,000	234,000
Total Vehicle Miles	158,853	238,315	292,262	22.64%	243,000	243,000	243,000	243,000
Passenger Trips	15,915	21,748	26,649	22.54%	22,000	23,000	24,000	25,000
Diesel Fuel Consumed (gallons)	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	17,797	25,401	20,876	-17.81%	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	5.5	5.5	5.5	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$387,252	\$636,012	\$780,279	22.68%	\$820,000	\$860,000	\$886,000	\$968,000
Farebox Revenues	\$4,217	\$6,350	\$6,844	7.78%	\$7,000	\$7,400	\$8,000	\$8,300

	2005	2006	2007	% Change	2008	2009	2010	2013
Vanpooling Services								
Revenue Vehicle Miles	0	0	54,429	N.A.	64,429	70,000	72,000	80,000
Total Vehicle Miles	0	0	54,429	N.A.	64,429	70,000	72,000	80,000
Passenger Trips	0	0	11,386	N.A.	15,000	19,000	22,000	25,000
Vanpool Fleet Size	0	0	5	N.A.	N.A.	N.A.	N.A.	N.A.
Vans in Operation	0	0	5	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	0	5,571	N.A.	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.
Operating Expenses	\$0	\$0	\$18,813	N.A.	\$25,000	\$30,000	\$35,000	\$45,000
Vanpooling Revenue	\$0	\$0	\$22,804	N.A.	\$34,000	\$39,000	\$44,000	\$54,000

Grant Transit Authority

	2005	2006	2007	% Change	2008	2009	2010	2013
Annual Revenues								
Sales Tax	\$1,866,057	\$2,258,220	\$3,334,211	47.65%	\$3,499,000	\$3,768,000	\$3,059,000	\$4,456,000
Farebox Revenues	\$49,296	\$80,647	\$101,859	26.30%	\$106,000	\$150,400	\$155,000	\$169,300
Vanpooling Revenue	\$0	\$0	\$22,804	N.A.	\$34,000	\$39,000	\$44,000	\$54,000
Federal Section 5311 Operating	\$9,474	\$110,714	N.A.	N.A.	\$0	\$0	\$0	\$0
FTA JARC Program	\$0	\$0	\$50,299	N.A.	\$50,299	\$0	\$0	\$0
State Rural Mobility Grants	\$111,267	\$139,647	\$0	N.A.	\$0	\$0	\$0	\$0
State Special Needs Grants	\$181,197	\$259,395	\$188,667	-27.27%	\$188,667	\$0	\$0	\$0
Sales Tax Equalization	\$0	\$0	\$56,640	N.A.	\$56,640	\$0	\$0	\$0
Other	\$202,481	\$285,533	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$2,419,772	\$3,134,156	\$3,754,480	19.79%	\$3,934,606	\$3,957,400	\$3,258,000	\$4,679,300
Annual Operating Expenses								
Annual Operating Expenses	\$2,351,760	\$3,028,628	\$3,580,562	18.22%	\$3,273,000	\$3,439,000	\$3,547,000	\$3,882,000
Total	\$2,351,760	\$3,028,628	\$3,580,562	18.22%	\$3,273,000	\$3,439,000	\$3,547,000	\$3,882,000
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$0	\$251,661	\$1,811,000	N.A.	\$0	\$0	\$0	\$0
Federal Section 5311 Capital Grants	\$0	\$0	\$56,640	N.A.	\$0	\$400,000	\$400,000	\$0
State Special Needs Grants	\$0	\$0	\$0	N.A.	\$0	\$300,000	\$300,000	\$0
Sales Tax Equalization	\$0	\$0	\$0	N.A.	\$0	\$125,000	\$130,000	\$140,000
State Vanpool Grants	\$0	\$47,890	\$0	N.A.	\$104,000	\$0	\$0	\$0
Capital Reserve Funds	\$0	\$0	\$0	N.A.	\$800,000	\$0	\$0	\$0
General Fund	\$0	\$117,169	\$0	N.A.	\$0	\$0	\$0	\$0
Total	\$0	\$416,720	\$1,867,640	348.18%	\$904,000	\$825,000	\$830,000	\$140,000
Ending Balances, December 31								
General Fund	\$3,859,686	\$3,896,198	\$3,830,000	-1.70%	\$3,798,000	\$3,959,000	\$4,062,000	\$4,787,000
Working Capital	\$800,000	\$800,000	\$800,000	0.00%	\$0	\$0	\$0	\$0
Total	\$4,659,686	\$4,696,198	\$4,630,000	-1.41%	\$3,798,000	\$3,959,000	\$4,062,000	\$4,787,000