



City of Ellensburg Transit Development Plan

June 2013

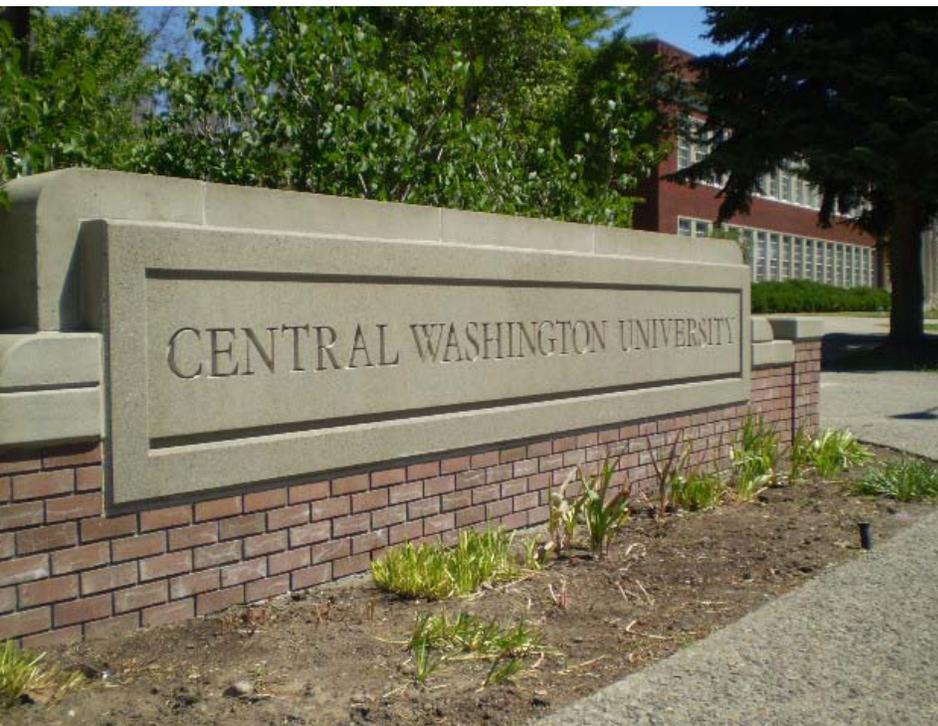


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1 INTRODUCTION AND SUMMARY

In the past two years two studies have been completed about transit in Ellensburg. The first study was to assess the feasibility of a sustainable public transit system in Ellensburg. The study, completed in June 21011, concluded that public transit service could benefit the community and that sufficient potential demand exists to justify expanded transit operations.

The process for this plan began in March 2012. Its purpose is to:

- Define a public transit service consistent with current mobility needs in Ellensburg
- Determine how to financially sustain improved public transit
- Provide recommendations to the City on next steps in addressing community needs

The study was guided by an Ad Hoc Public Transit Committee that meant monthly throughout the course of the study and planning effort that was created in August 2011 by Council motion:

- Committee Charge:

Forward a plan to improve public transportation within the City that is consistent with the City Comprehensive Plan and the Transit Feasibility Study.

The conclusions of the study were:

- There is sufficient latent demand to warrant on-going and improved transit service in Ellensburg.
- The community believes adequate transit service is important and will benefit the community.
- There are reasonable and financially feasible service alternatives to serve the needs found in this study and there are funding and structural alternatives that will provide financially sustainable operations.
- The service levels and potential ridership are comparable to other similar communities in the Pacific Northwest.
- After having the opportunity to review the results of this study the community is supportive of the concepts and proceeding on a course to improve transit in Ellensburg.

Recommendations to the Ellensburg City Council, Feb. 4, 2013.

- City should begin the process to form a Transportation Benefit District.
- Once formed the Transportation Benefit District should:
 - Appoint a Revenue Task Force
 - Adopt a revenue plan (outcome of Revenue Task Force)
 - Adopt a six-year transit development plan
 - Adopt a refined version of one of the route concepts following additional, more detailed, community outreach.
 - Adopt a coordination plan including efforts with HopeSource, Central Washington University, and WSDOT and Quadco.
 - Establish an annual operating plan and budget
 - Establish capital priorities and six year capital plan
 - Adopt a transition/implementation plan to move Central Transit from its present state to the planned state as indicated by the adopted plan.
 - Retain some form of Ad Hoc Public Transit Committee as an Advisory Committee

As a result of these recommendations the council passed the following motion on February 4, 2013:

“Direct staff to research and bring back a report on the formation of a Transportation Benefit District with funding options as well as other alternative administrative structures and options for sustaining public transportation and funding.”

This remainder of this report/plan is divided into 5 sections:

2 - Community Survey - a description and results from the community survey

3 – Service Alternatives, Ridership Projections and Financial Plan – using results of the survey the plan sets out, evaluates and established cost parameters around two service concepts

4 – Peer Review - an overview of similar communities in the Pacific Northwest and how transit is developed in those communities

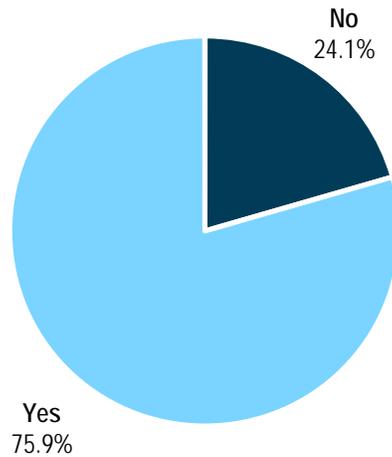
5 – Public Outreach - a summary of the major public outreach event that was the culmination of the study effort

6- Recommendations - a summary of recommendations provided to the city on how to proceed in development of a transit system for Ellensburg.

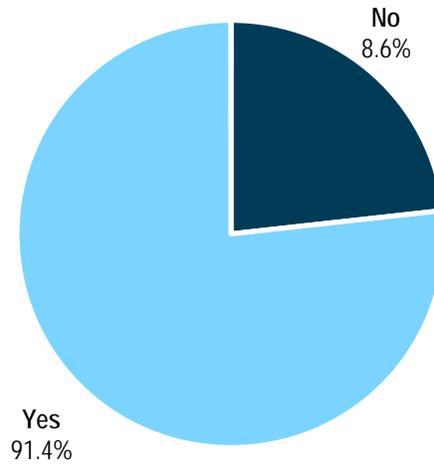
2 COMMUNITY SURVEY

The community survey, a copy is provided at the end of this chapter, was conducted in April 2012. The survey was conducted as an on-line and written response survey. The survey instrument was distributed through the city website, Central Washington University website and in print at a number of locations throughout the city. The survey received 1,288 responses, 702 were received via the internet collection and 586 were received through the written responses. The results represent nearly a 5% sample of the population of Ellensburg and Central Washington University. While survey respondents were self-selecting, this sample size is large enough to fairly represent the views and facts of the community. The results of the surveys are provided over the next few pages.

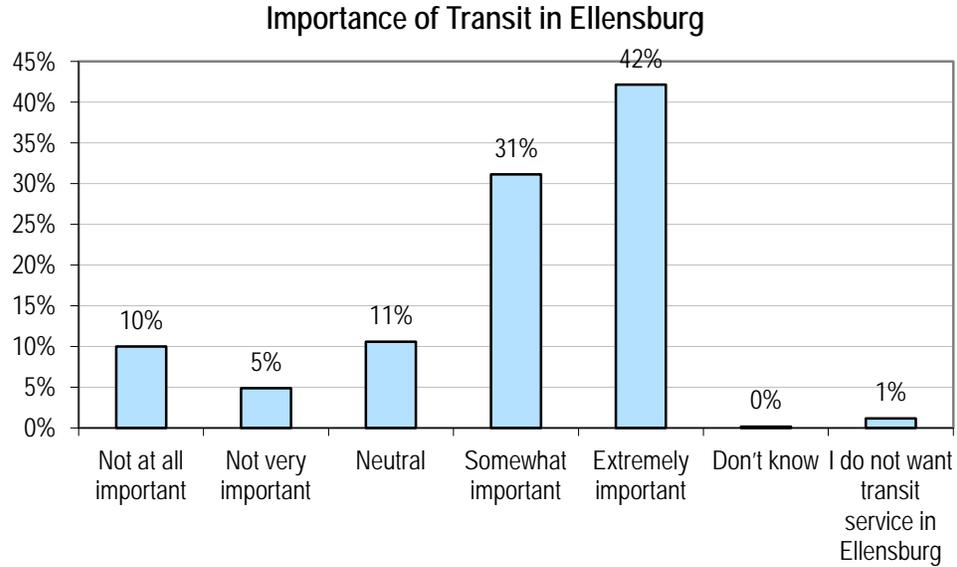
Question1. Do you live within the city limits of Ellensburg?



Question 2. Do you work, own a business, or go to school in Ellensburg?

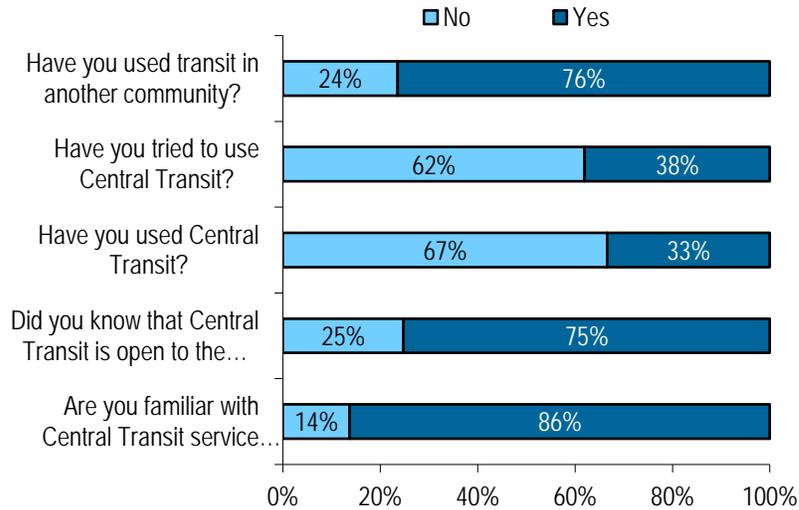


Question 3. How important is it to you that there is transit service available in Ellensburg?



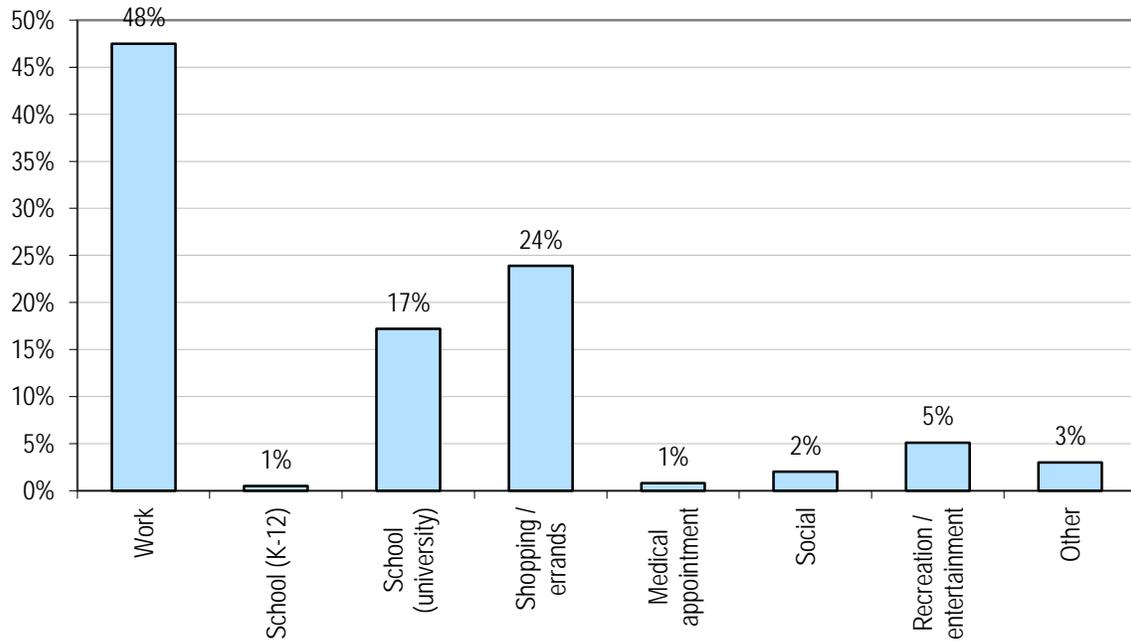
- Question 4. Are you familiar with Central Transit service in Ellensburg?
- Question 5. Did you know that Central Transit is open to the general public?
- Question 6. Have you used Central Transit?
- Question 7. Have you tried to use Central Transit?
- Question 8. Have you used transit in another community?

Respondent knowledge and use of Central Transit

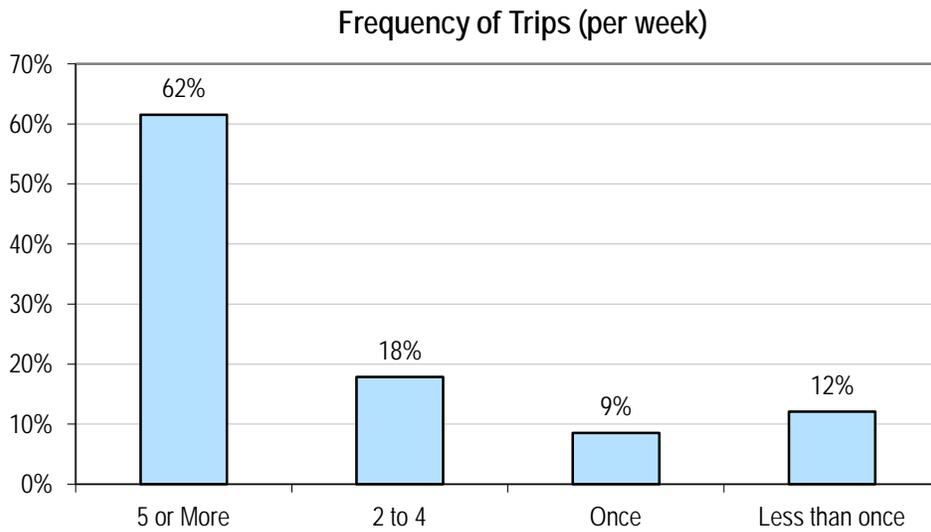


The next several questions were posed based on the request that the survey participant think about a trip that they take frequently. The results of the questions regarding origins and destinations are depicted in section 3 of this report.

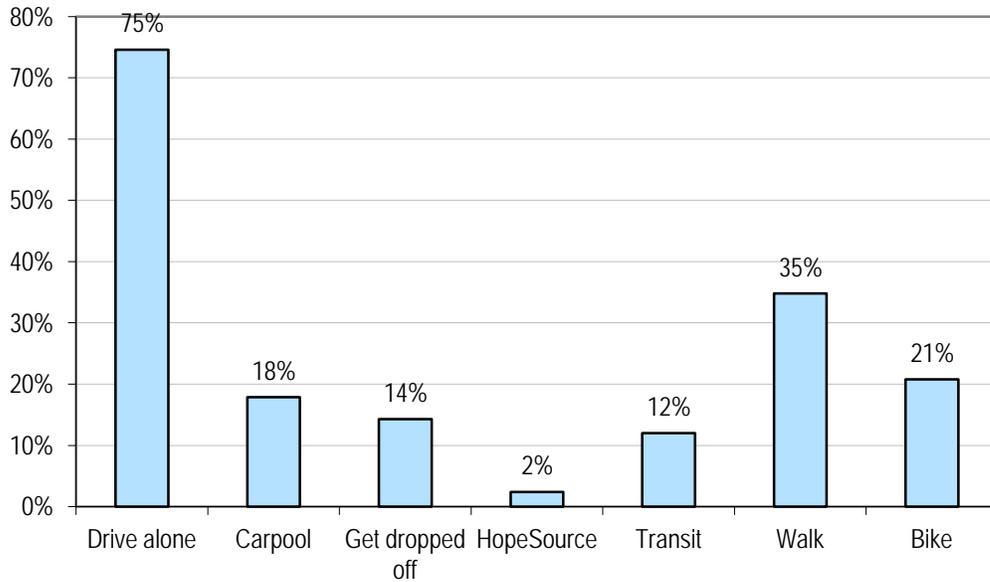
Question 9. What is the purpose of this trip?



Question 10. How often do you take this trip?

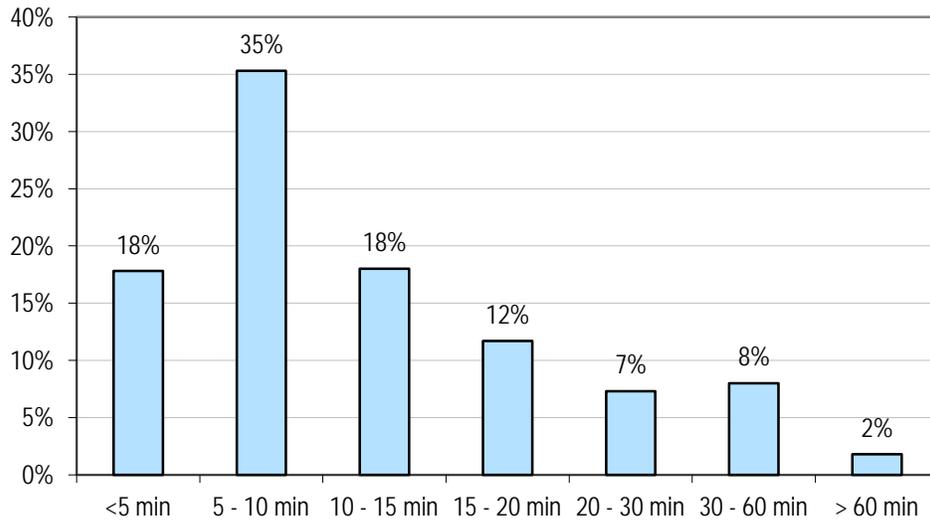


Question 11. How do you take this trip (check all that apply)?



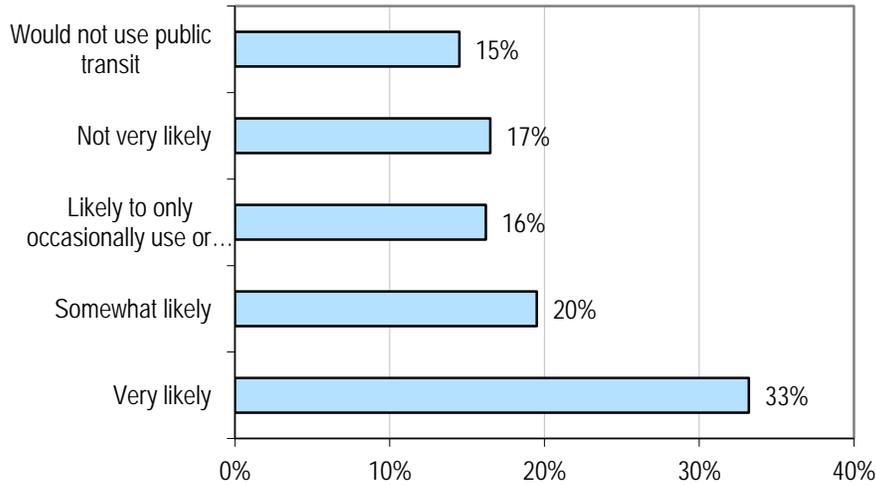
Questions 12 and 13 are about the trip origin and destination.

Question 14. From the time you leave the start point until you reach your destination, how long does this trip take you?



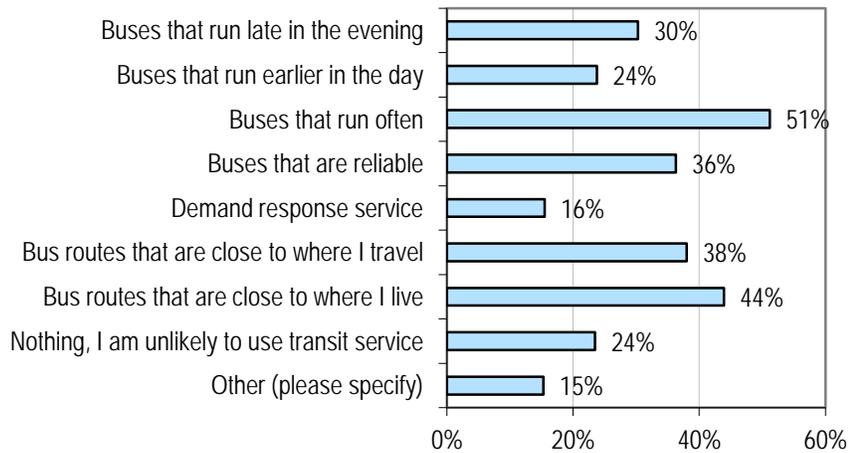
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Question15. If public transit service were available between the two points you listed above, assuming the transit schedule met your needs, how likely is it that you would use public transit for this trip?

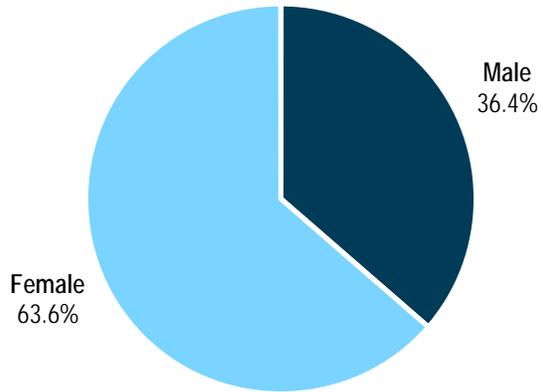


Question16. What would motivate you to use transit or use it more often in Ellensburg? [check all that apply]

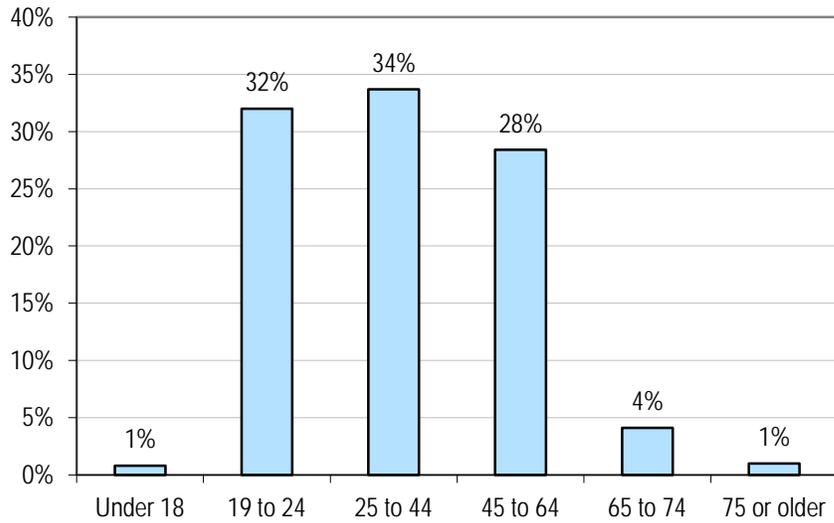
Motivating Factors for Using Transit



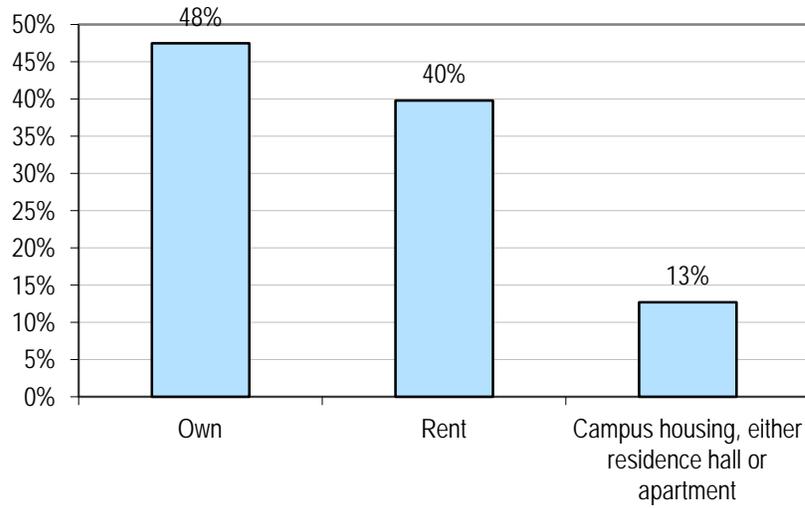
Question17. What is your gender?



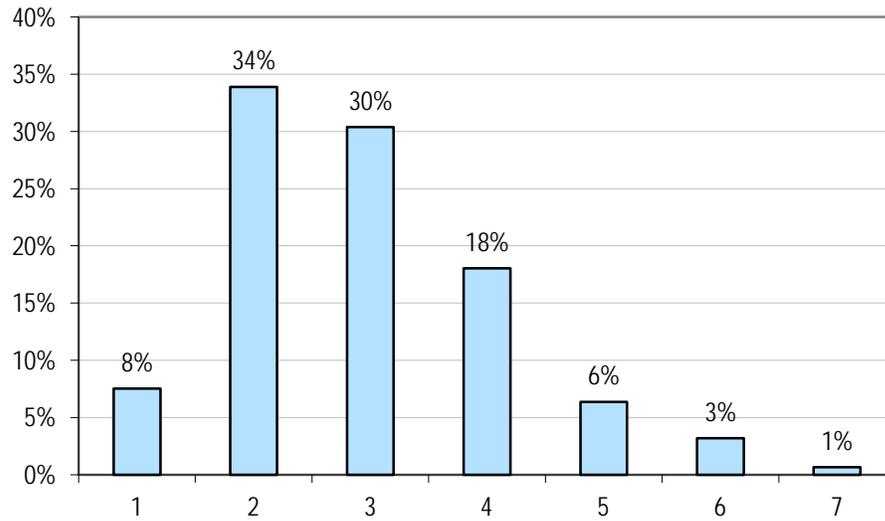
Question18. What is your age?



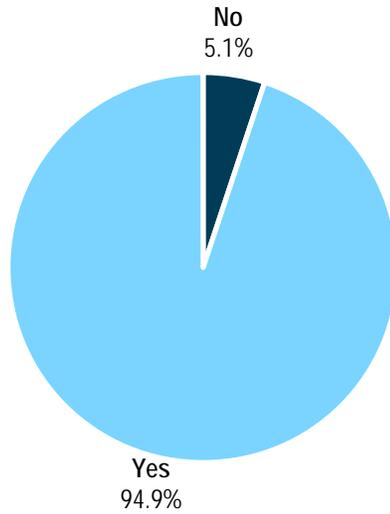
Question 19. Do you own or rent the place in which you live?



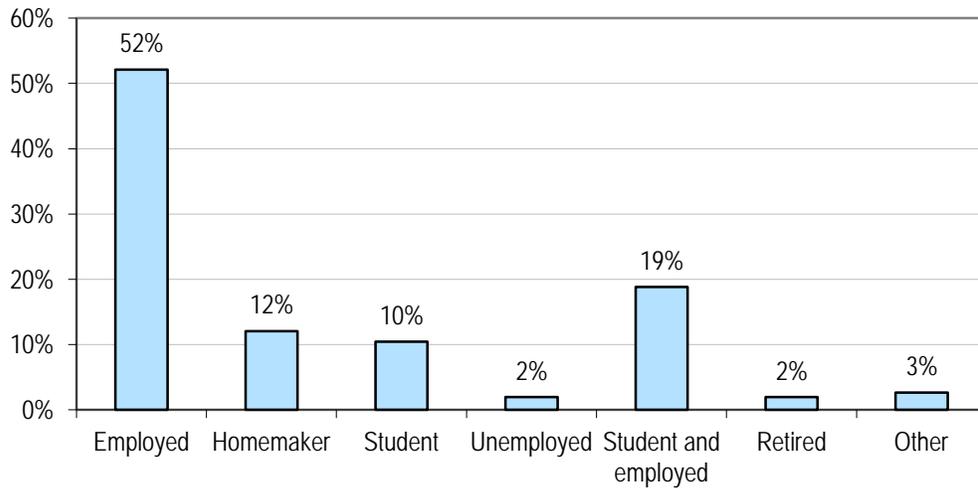
Question 20. How many working motor vehicles are available to your household?



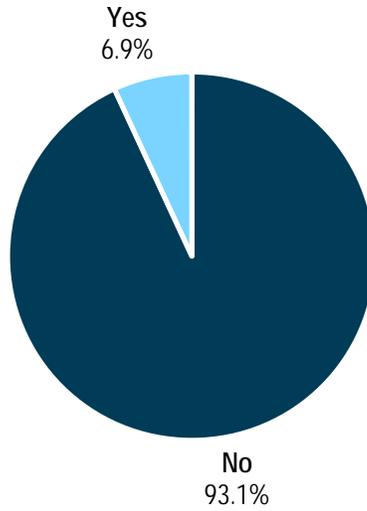
Question 21. Do you possess a valid driver's license?



Question 22. What is your employment status?

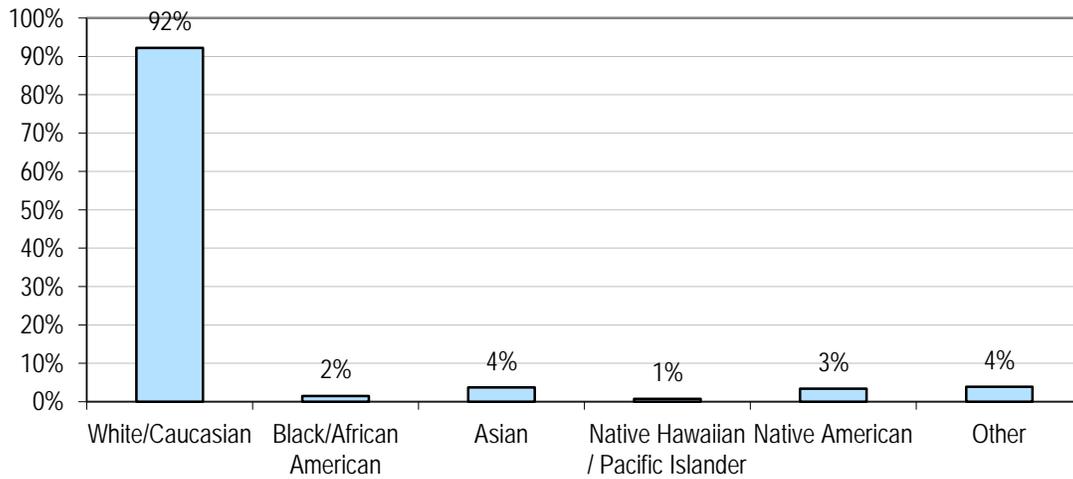


Question 23. Are you of Hispanic, Latino or Spanish origin?



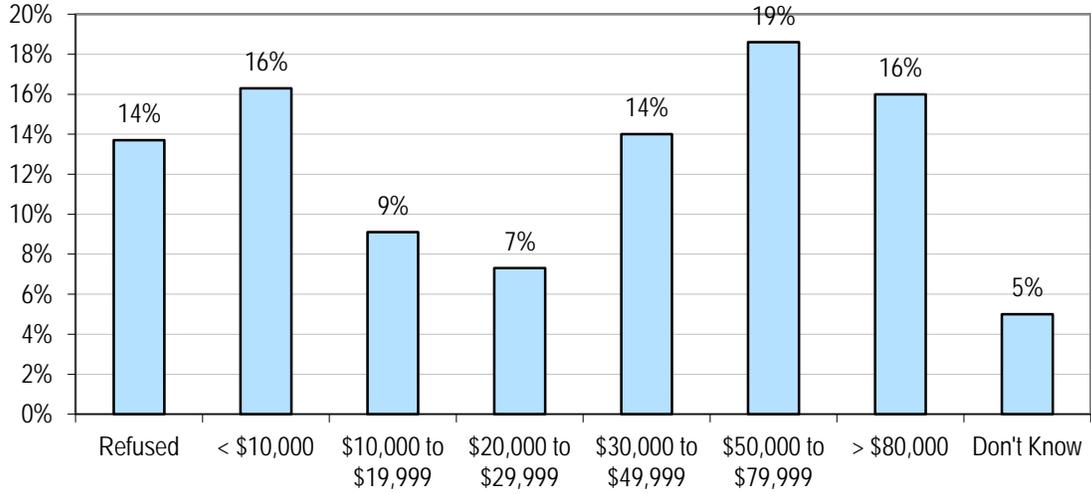
Question 24. Do you consider yourself [mark one or more boxes]?

Ethnicity of Respondents



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Question 25. Which of the following income categories best describes your household's total income (before taxes) for 2010?



City of Ellensburg Transit Plan Questionnaire

This questionnaire is a joint effort between the City of Ellensburg, Central Washington University, the Washington State Department of Transportation, and HopeSource to assess the potential to improve transit service in Ellensburg. For purposes of this questionnaire transit service means regularly operated service using buses or vans that travel along a fixed or flexible route in the community.

At the end of the questionnaire you may optionally provide your name and contact information to be included on a contact list and eligible for a prize drawing for Ellensburg Chamber Bucks, good for shopping at local merchants. When you have completed the questionnaire you may either: drop it off at the utility payment counter or drop box inside City Hall, or in the drive-through utility payment drop box in front of City Hall, or fold it, tape the edges, add postage, and drop it in the mail. Thank you for your response.

You may also respond on-line at: www.surveymonkey.com/s/City_of_Ellensburg_Transit_Plan_Questionnaire.

1. Do you live within the city limits of Ellensburg?
 No Yes Not sure
2. Do you work, own a business, or go to school in Ellensburg?
 No Yes
3. How important is it to you that there is transit service available in Ellensburg?
 Not at all important
 Not very important
 Neutral
 Somewhat important
 Extremely important
 Don't know
 I do not want transit service in Ellensburg
4. Are you familiar with **Central Transit** service in Ellensburg?
 No Yes
5. Did you know that **Central Transit** is open to the general public?
 No Yes
6. Have you used **Central Transit**?
 No Yes
7. Have you tried to use **Central Transit**?
 No Yes
8. Have you used transit in another community?
 No Yes

It is important to learn about your daily travels to ensure that we understand the needs of the community. Please tell us about the **most frequent** trip you take.

9. What is the purpose of this trip?
 Work
 School (grade school through high school)
 School (college or university)
 Shopping and errands
 Medical appointment or treatment
 Social, example go to the Senior Center or see a friend
 Recreation or entertainment
 Other _____

10. How often do you take this trip?
 Five, or more, times per week Once per week
 Two to four times per week Less than once per week
11. How do you take this trip (check all that apply)?
 I drive myself I take transit
 I ride with others I walk
 I get a ride from someone I ride a bicycle
 I take HopeSource service
12. **Where do you start** your trip (choose either **A** or **B**)?
A. A location in Ellensburg
Please provide a nearby landmark or cross street

(examples: Safeway, or the SURC, or Main St. and East 3rd Ave.)
B. A location outside of Ellensburg
Please provide a nearby landmark or cross street

(examples: Cle Elum High School or Yakima Valley Community College)
13. **Where do you go** on this trip (choose either **A** or **B**)?
A. A location in Ellensburg
Please provide a nearby landmark or cross street

(examples: Safeway, or the SURC, or Main St. and East 3rd Ave.)
B. A location outside of Ellensburg
Please provide a nearby landmark or cross street

(examples: Cle Elum High School or Yakima Valley Community College)
14. From the time you leave the start point until you reach your destination, how long does this trip take you?
 Less than 5 minutes 20 to less than 30 minutes
 5 to less than 10 minutes 30 to 60 minutes
 10 to less than 15 minutes More than 60 minutes
 15 to less than 20 minutes
15. If public transit service were available between the two points you listed above, assuming the transit schedule met your needs, how likely is it that you would use public transit for this trip?
 Very likely
 Somewhat likely
 Likely to only occasionally use or would try it once
 Not very likely
 I would not use public transit

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16. What would motivate you to use transit or use it more often in Ellensburg? [check all that apply]

- Nothing, I am unlikely to use transit service, even if it is offered
- Bus routes that are close to where I live
- Bus routes that are close to where I travel
- Service I can call to pick me up and take me where I want to go
- Buses that are reliable
- Buses that run often
- Buses that run earlier in the day
- Buses that run late in the evening
- Other (please specify) _____

17. What is your gender?

- Male Female

18. What is your age?

- Under 18 45 to 64
 19 to 24 65 to 74
 25 to 44 75 or older

19. Do you own or rent the place in which you live?

- Own Rent
 Campus housing, either residence hall or apartment

20. How many working motor vehicles are available to your household? _____

21. Do you possess a valid driver's license?

- No Yes

22. What is your employment status?

- Employed Homemaker
 Student Unemployed
 Student and employed Retired
 Other (please specify) _____

23. Are you of Hispanic, Latino or Spanish origin?

- No Yes

24. Do you consider yourself [mark one or more boxes]?

- White/Caucasian Asian
 Black/African American Native American
 Native Hawaiian or other Pacific Islander
 Other (specify) _____

25. Which of the following income categories best describes your household's total income (before taxes) for 2010?

- Would rather not answer \$30,000 to less than \$50,000
 Less than \$10,000 \$50,000 to less than \$80,000
 \$10,000 to less than \$20,000 Over \$80,000
 \$20,000 to less than \$30,000 I do not know

26. Are you interested in updates on the transit plan or in entering a drawing for a prize? If yes, please provide your name and an e-mail or mailing address.

(Name)

(e-mail or street address)

Fold on line and tape edges

City of Ellensburg
501 N. Anderson St.
Ellensburg, WA 98926

Place stamp here

Post Office will not
deliver without postage

City of Ellensburg
Transit Plan Questionnaire
501 N. Anderson St.
Ellensburg, WA 98926

You may also drop the questionnaire off at City Hall, counter or drop box, where you pay your utility bill.

3 SERVICE ALTERNATIVES, RIDERSHIP PROJECTIONS AND FINANCIAL PLAN

Data Collected and Utilized

This effort utilizes a number of data sets, part of which was captured in the Ellensburg Transit Feasibility Study (Nelson\Nygaard and PRR, June 2011). Specifically, the boarding patterns of the current Central Transit operations and the demographic assessment of Ellensburg neighborhoods are resources used in this effort.

Secondly, a community survey was conducted in spring 2012 through written and internet surveys (which were identical) and made widely available throughout the community. A total of 1,196 responses were received from this survey. In the survey, respondents were asked to provide a description of the most frequent trip they take, including the trip origin and destination as well as the trip purpose and frequency. They were then asked to provide their likelihood to use transit to complete the trip, if it were available.

This provided a rich data set from which to forecast the most likely transit origins and destinations. In the survey there were trips described that leave the corporate boundaries of Ellensburg as there were also trips which originate outside Ellensburg with destinations within the city limits. Some of these trips are shown in the graphics, but are not given consideration as a transit origin or destination, at least at this stage of the analysis.

The results were also subdivided into two groups, those “very likely,” “somewhat likely” and “neutral” (very few responses) was one group. The other group is comprised of those who responded that they were “somewhat unlikely” or “would not use transit” to complete the trip they described. Of the first group there were approximately 350 matched pairs of origins and destinations. These were used for the graphics displayed and are shown with lines between the origins and destinations in Figure 1. The second group of respondents, those unlikely to use transit, were set aside in the analysis and given no further consideration.

Finally, the group of potential transit use origins and destinations was divided by frequency, based on how people responded to the survey. Those who described trips taken five, or more, times per week are one group and those who described trips taken less frequently were another group. The “high frequency” trip origins and destinations are shown in Figure 2. The lower frequency potential transit trips are depicted in Figure 3.

GENERAL OBSERVATIONS

Perhaps the most striking conclusion from looking at the trip origin and destination patterns is that the highest potential trip destinations, in particular, are already the most popular boarding and alighting locations for Central Transit. Some degree of care must be exercised in looking at campus trips as many people responded to trip origin and destination part of the survey simply by indicating “CWU” as their response. These trips were coded to the Student Union and Recreation Center, so the precise demand level for that exact location is somewhat unknown.

Not surprisingly, campus housing is a significant trip origin and shows up as larger green dots in the various clusters of campus housing locations.

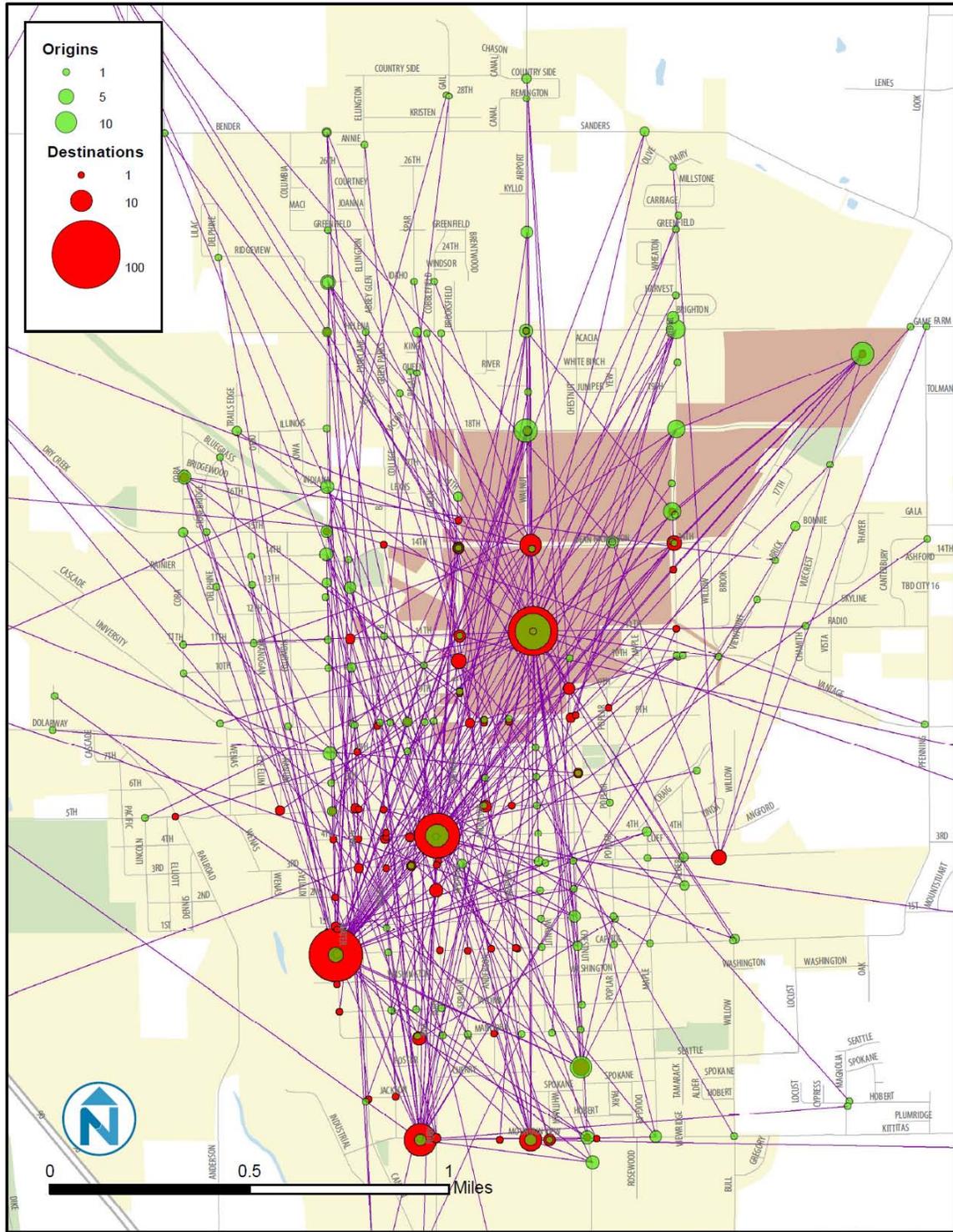
The other somewhat striking discovery from this data set is that few of the trip origins or destinations are directly on Main Street, rather most tend to be somewhat offset from Main Street with north/south movement apparent on Water and Chestnut.

From a transit planning perspective, one of the significant challenges presented by the origin/destination pathways is that many of them are diagonal. Ellensburg has a very strong grid pattern of streets, but there is not sufficient potential transit demand to warrant construction of a network that matches, or approximates, the grid pattern. Nor is there sufficient demand between any two points to establish a singular direct connection. As is often the case, the transit network will be a compromise that allows community mobility, but will not necessarily always be the fastest way to get between two points.

At this point, the art begins to take over from the science of transit planning. Essentially, the art is to “connect the dots” with an effective transit network or network alternatives. Then the science returns as we can use data in hand, demographic data, as well as the origin destination data, to test the network to see what percent of the population are within walking distance of the network and what percent of trip origin/destination pairs are served directly by the network, as well as how long it takes to complete a trip on the transit network compared to driving. This allows a quantitative evaluation of network alternatives.

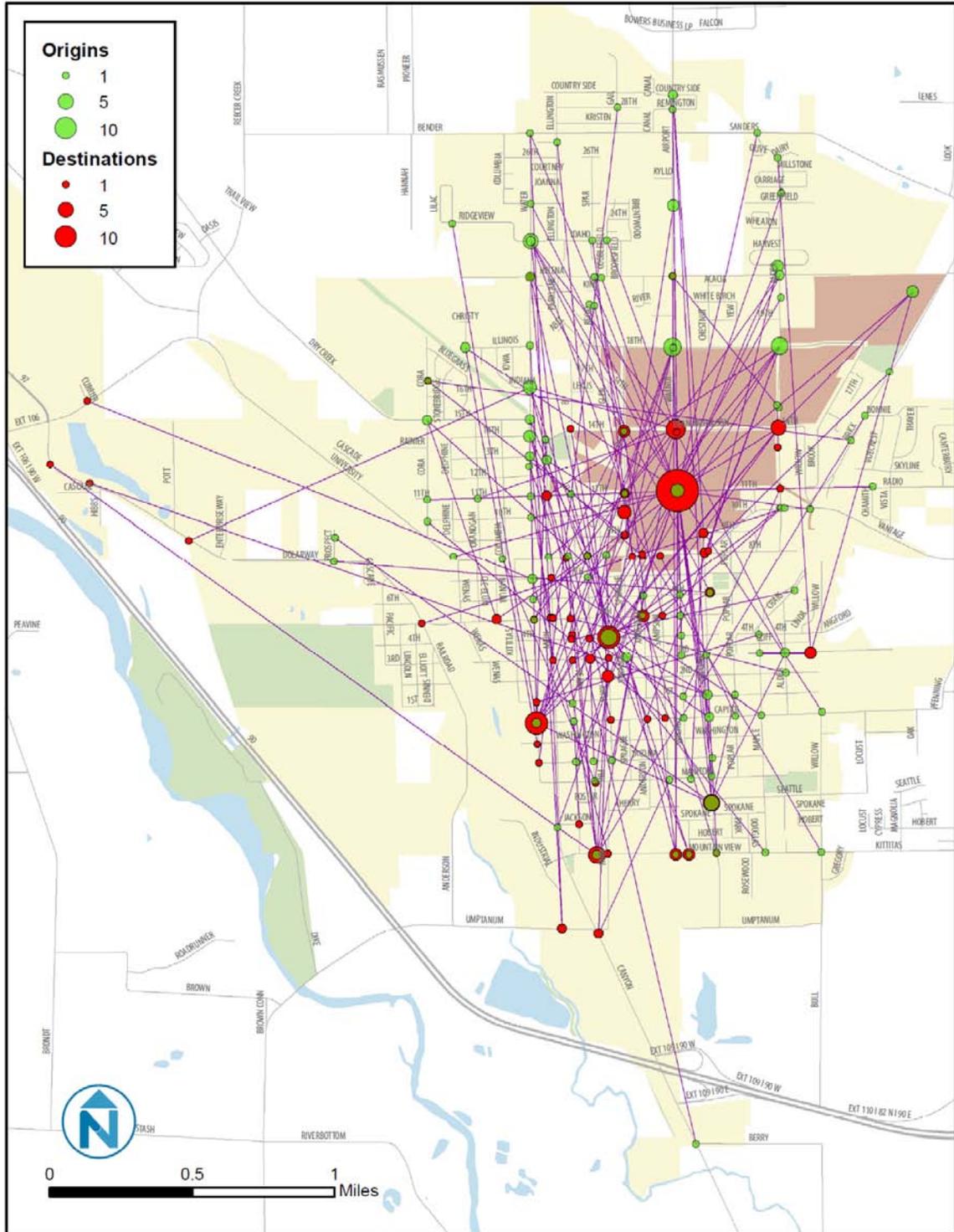
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Figure 1 Likely Transit User Origins and Destinations



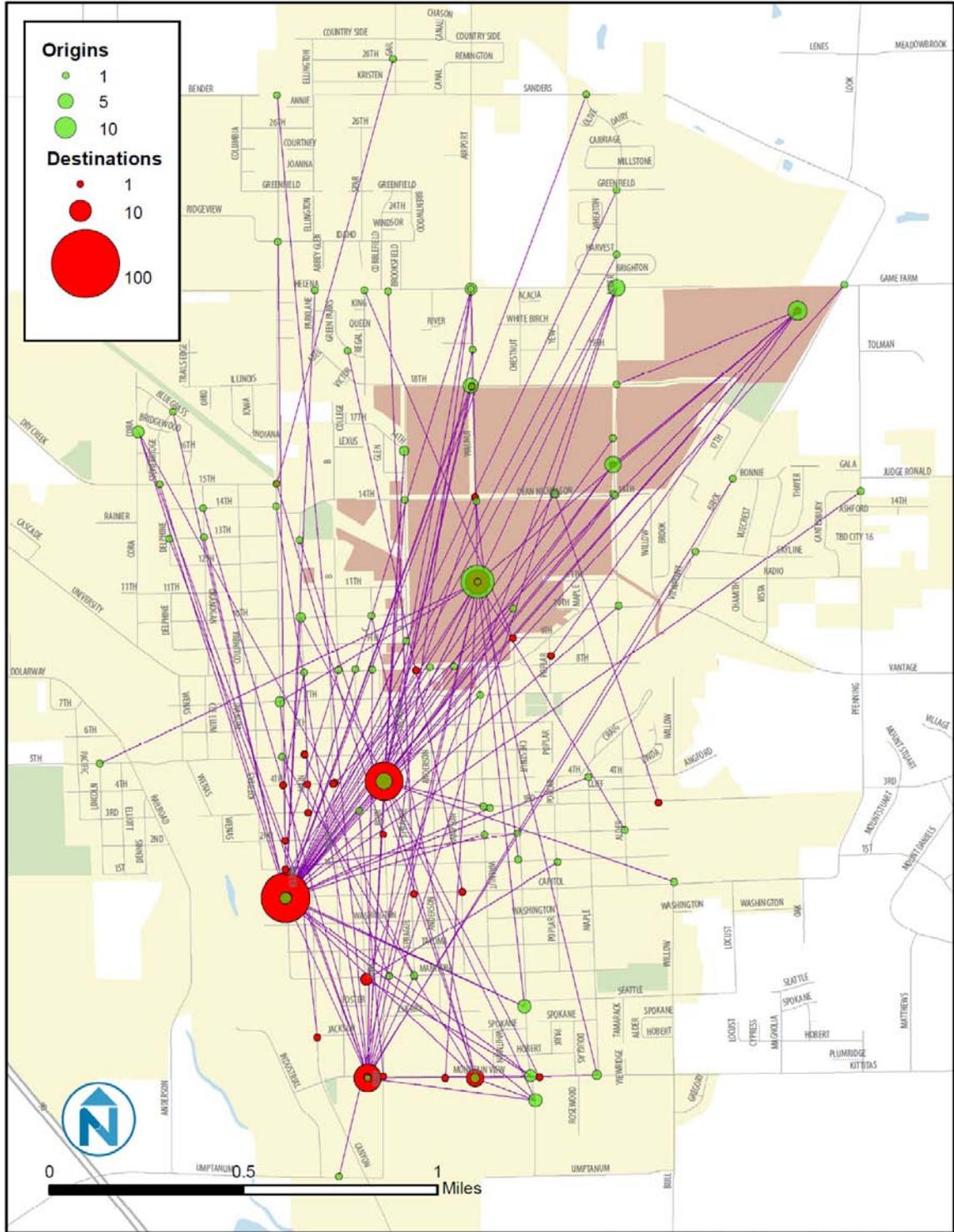
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Figure 2 Origins and Destinations of High Frequency Trips, Likely to Use Transit



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Figure 3 Origins and Destinations of Less Frequent Trips, Likely to Use Transit



POTENTIAL ROUTE ALTERNATIVES

Based on the analysis performed above, there are two network alternatives that will be evaluated against the following criteria:

1. Percent of population (based on 2010 Census) with $\frac{1}{4}$ mile walk of the route
2. Percent of potential transit trips that can be completed with $\frac{1}{4}$ mile or less walk
3. Rate of increase in transit access time (time to walk to bus, wait for bus, on vehicle time, and walk to destination) for the served trips (those within $\frac{1}{4}$ mile) versus access time by auto (time to reach auto, drive time, parking time, and time to reach destination)

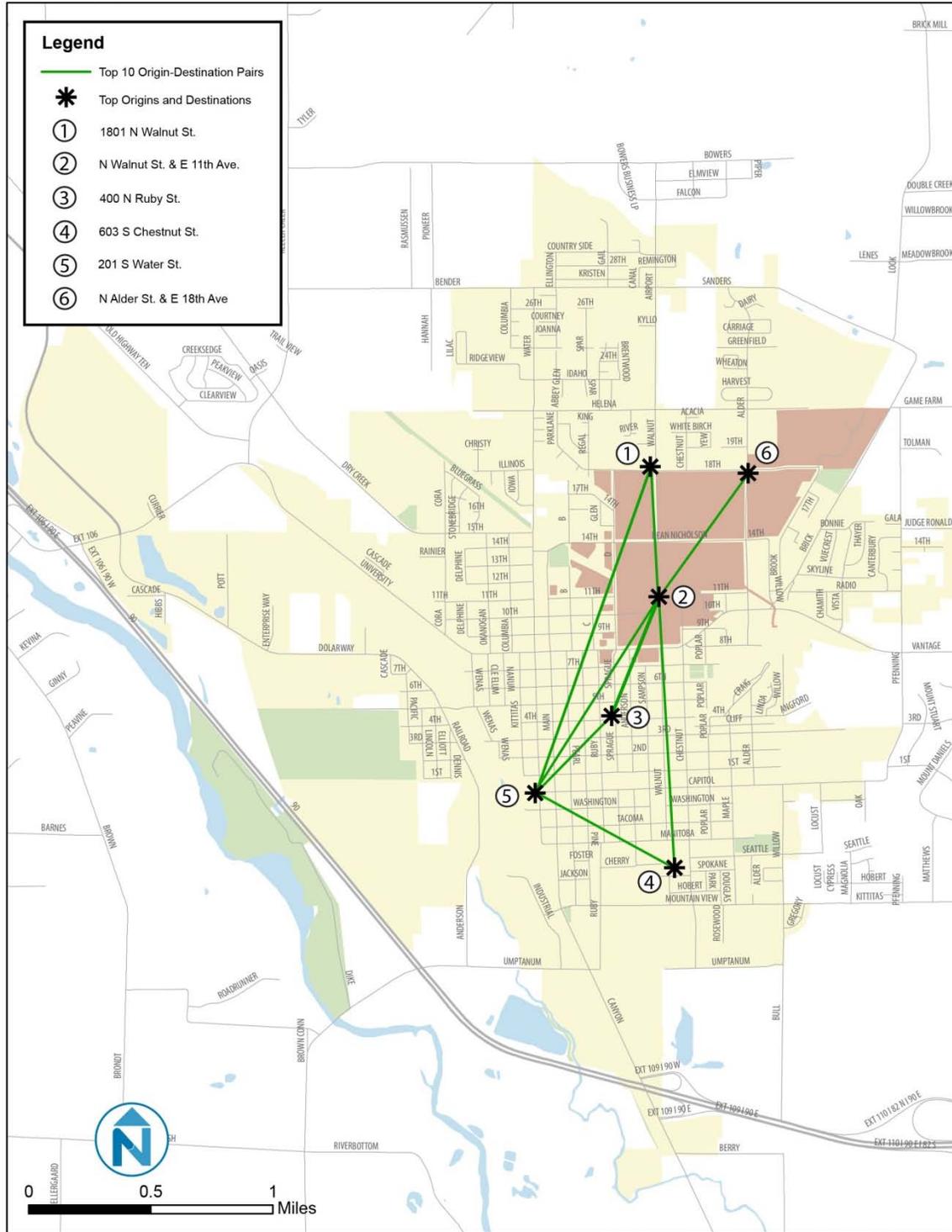
Evaluation of these factors, along with the transit level of service, will provide a fairly realistic view of the relative strength of each network in terms of transit ridership.

This evaluation includes a travel time comparison for the time to complete a trip by transit versus the time to complete that same trip by private automobile. The first step of this analysis included a frequency evaluation of the top origin-destination pairs reported in the survey. The top three origins/destinations were paired with their most frequent destinations/origins (those appearing more than three times), which resulted in 10 origin-destination pairs. These pairs are shown in the map in Figure 4 and are composed of six unique locations, all within $\frac{1}{4}$ mile walk distance of the network alternatives.

The desired origin-destination locations also match with the existing service ridership patterns. The stop at E 5th Ave & Ruby Street (Safeway) had the highest boardings in fall and winter 2010 in the afternoon period, followed closely by the Student Union & Recreation Center at CWU. In the morning period, the stops at Brooklane Village (student housing) and 18th & Brook Lane had the highest reported boardings along the route.

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Figure 4 Top 10 Origin-Destination Pair and Top Six Locations



Route Alternative 1

Figure 5 illustrates the first potential network alternative for consideration. The concept for this network would be two routes, one operating clockwise and one counter-clockwise. Given the length of the route, and assuming one vehicle is used on each route, it would result in a service frequency of about 45 minutes in each direction or about 23 minutes combined. Frequency can be increased by adding more vehicles. Service span and frequency options are discussed in more detail in the following section. The route serves CWU, as well as Brooklane Village, a student housing complex with high ridership in the existing system.

Route Alternative 2

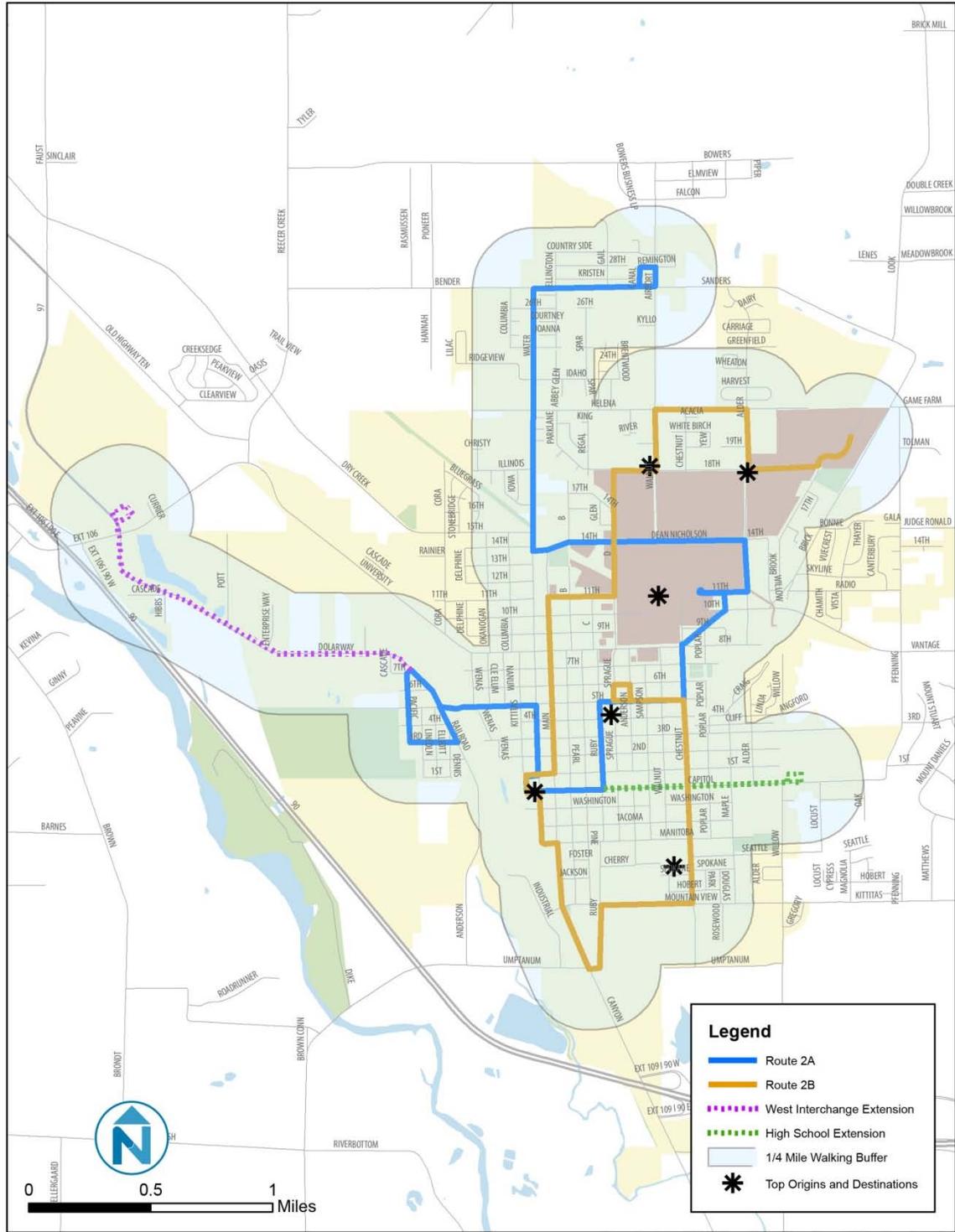
The second network alternative consists of two non-looped routes that cross in a sort of “X” pattern in the University and again downtown, as shown in Figure 6. This network would increase the coverage of service in the city, but will also require more transfers to complete certain trips. For example, it is unlikely that both routes would serve the Kittitas Valley Medical Center. In a city of as compact as Ellensburg with relatively short trips, the transfer might place a damper on potential transit ridership. A general rule of thumb in transit planning is that requiring a transfer reduces the potential market by half.

In this alternative, two extensions are explored, one to the high school and one to the West Interchange area. Given the length of the two routes, without the extensions, a single vehicle on each route would result in one hour frequency in each direction on each route. As with the first alternative, adding another vehicle would cause the service frequency to double in each direction, or 30 minutes. Service span and frequency options are discussed in more detail in the following section.

The extension would not operate at all times. For example the extension to the high school would only operate at the start and end of school. The extension to the West Interchange would be timed to connect with the intercity bus to and from Seattle and Spokane. While the precise operating schedule has not been drafted at this point in developing the alternatives it is likely these extensions could be worked into the regular vehicle schedules with relative ease and without disruption to other important time matters.

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Figure 6 Route Alternative 2 with Extensions



COMPARISON OF ROUTE ALTERNATIVES 1 AND 2

Population and Origin-Destinations Served

Figure 7 provides a summary of the comparison between Alternatives 1 and 2. The total population of Ellensburg as of the 2010 Census is 18,174 people. Using a GIS buffer analysis of ¼ mile around Route Alternative 1, the total population within a ¼ mile walk (about five minutes at the average walking speed of 3.1 miles per hour) is 15,338 people, or 84% of the city’s population. The population within a ¼ mile around Route Alternative 2 is 16,842 people or 93% of the city’s population without the extensions, and with the extensions a total of 17,054 would be served, or 94% of the city’s population.

The survey asked people about their most frequent trip origin and destination and the likelihood of using transit to complete that trip. People who responded that they were very likely, somewhat likely, or neutral (a very small number) were used to evaluate the potential transit market. There were 170 origins and 170 destinations reported in the survey for people very likely, somewhat likely, or neutral, including origins and destinations that are duplicates.

Of the reported origins, 137 are located within the ¼ mile walk buffer, or 81% of all origin locations reported of Route Alternative 1. Of the destinations, 148 are located within the ¼ mile walk buffer, or 87% of all destinations.

For the two variations of Route Alternative 2, 151 of the survey-reported origins (89%) and 162 destinations (95%) are located within the ¼ mile walk buffer without the extensions. When adding in the extension service, 155 origins (91%) and 169 destinations (99%) are captured within the service area. Alternative 2 with extensions scores the highest in terms of coverage of the residential population of Ellensburg, as well as locations of desired trip origin and destinations.

Figure 7 Comparison of Population and Origin-Destinations within Potential Service Areas

	Percent Population within ¼ mi buffer	Percent of Origins within ¼ mi buffer	Percent of Destinations within ¼ mi buffer
Alternative 1	84%	81%	87%
Alternative 2 without extensions	93%	89%	95%
Alternative 2 with extensions	94%	91%	99%

Travel Time Competitiveness

This third step evaluated the competitiveness of transit with the personal automobile for overall trip time. To calculate transit travel time, several assumptions are made about the speed of transit, average wait time for the planned frequency of this service, and the walk time from origin and to destination for the average person. Assumptions are as follows:

- Average transit speed = 15 mph
- Average wait time for 30 minute frequency service = 8 minutes
- Average walk speed = 3.1 mph
- Time to access/park private automobile = 5 minutes

The results of this analysis are shown in Figure 8. As can be seen, when switching from auto to transit for travel mode, trip time increases for Alternative 1 from a 1.76 rate of increase in

travel time to a threefold increase in travel time. The most competitive trip by transit would be the trip from N Alder St. & E 18th Ave to N Walnut St & E 18th Ave (14 minutes on transit, 8 minutes in a personal automobile).

The travel times for the top 10 origin-destination pairs for the two variants of Alternative 2 are also shown in Figure 8. As can be seen, when switching from auto to transit for travel mode, trip time increases range from a 1.46 rate of increase in travel time to a 2.51 rate increase in travel time. With the extension, two trips would increase in length and time, due to the High School Extension, while all other trips would remain the same. Of the top 10 OD trip pairs, all trips would have a shorter travel time in the Alternative 2 scenario, except for between 603 S Chestnut and N Walnut & E 11th Ave, which is longest with the High School extension (26 minutes on transit in Alternative 2 with extension, 21 minutes in Alternative 1, and seven minutes by personal automobile). Overall, Alternative 2 without the extensions can provide service on transit with travel times most competitive to the personal automobile.

Figure 8 Comparison of Trip Time by Transit and Personal Auto for Top 10 OD Pairs

Origin	Destination	Alternative 1		Alternative 2 No Extension		Alternative 2 With Extension		Auto Travel Time
		Travel Time by Bus	Factor of Increase of Travel Time from Personal Auto Trip	Travel Time by Bus	Factor of Increase of Travel Time from Personal Auto Trip	Travel Time by Bus	Factor of Increase of Travel Time from Personal Auto Trip	
1801 N Walnut (1)	N Walnut & E 11th Ave (2)	25	2.75	14	1.61	14	1.61	9
400 N Ruby (3)	N Walnut & E 11th Ave (2)	17	1.90	16	1.75	16	1.75	9
603 S Chestnut (4)	N Walnut St & E 11th Ave (2)	21	3.01	18	2.51	26	3.65	7
1801 N Walnut (1)	201 S Water St (5)	21	1.93	16	1.46	16	1.46	11
1801 N Walnut (1)	400 N Ruby St (3)	27	2.73	19	1.92	19	1.92	10
E 11th Ave & N Walnut (2)	201 S Water St (5)	27	2.74	18	1.79	25	2.47	10
603 S Chestnut (4)	201 S Water St (5)	17	1.84	16	1.77	16	1.77	9
400 N Ruby (3)	201 S Water St (5)	20	2.93	11	1.62	18	2.58	7
E 11th Ave & N Walnut (2)	400 N Ruby St (3)	17	1.90	16	1.81	16	1.81	9
N Alder St & E 18th Ave (6)	N Walnut St & E 11th Ave (2)	14	1.76	18	2.22	18	2.22	8

Note: Number inside parenthesis matches number shown on map in Figure 4.

VEHICLE ACQUISITION

Vehicle Options

Currently, Central Transit operates services with 20 foot cut-away shuttle buses with a capacity of 16 seated passengers. Based on the evaluation of current and future service vehicles of this type are well-suited for operating an expanded public transit system in Ellensburg for the foreseeable future. Figure 8 summarizes the characteristics of vehicle options. Vehicles have a capacity of approximately 16 seated passengers and 2 wheelchairs, although various configurations are available. Air-ride suspensions (standard or optional) are recommended for low-floor vehicles but may have reliability/maintenance issues that should be verified in further detail. Of the two low-floor options, the E-LO is a relatively new model of the StarTrans Senator while the Arboc Spirit of Mobility is from a relatively new manufacturer. Cost considerations are discussed in additional detail below.

Figure 9 Vehicle Options

Vehicle Type	Sample Images	Capacity	Low floor or kneeling available?
Goshen Coach GC II (Cutaway)		Up to 16+ 2 W/C	No
Supreme StarTrans Senator Ford (Cutaway)		Up to 16+ 2 W/C	No
Supreme StarTrans Senator E-Lo Ford (Cutaway)		Up to 17 + 6 or 3 W/C	Kneeling, Low Floor
Arboc Spirit of Mobility (Cutaway)		15-19 + 2-3 W/C	Kneeling, Low Floor

Vehicle Cost Summary

Historically, Central Transit has been eligible for WSDOT Capital Grants to fund 80% to 100% of the cost of new vehicles, usually through use of FTA funds. For purposes of this evaluation the working assumption is that eligibility will continue and that further changes in MAP-21 (Moving Ahead Toward Progress in the 21st Century, Surface Transportation Act of 2012) will not substantially change the availability of those funds, nor WSDOT’s administration of the funds. Figure 10 summarizes estimated costs for different types of vehicles, including low-floor and alternative fuel options. Low-floor vehicles would cost approximately \$30,000 to \$35,000 more than a standard-floor vehicle. The approximately \$55,000 added cost of a hybrid vehicle is nearly double the base vehicle cost, making biodiesel or propane a more feasible alternative fuel option in the near-term.

Figure 10 Vehicle Purchase Cost Comparison

Vehicle Type	Description / Examples	Approximate Cost per Vehicle
Base Vehicle Cost	16 passenger / 2 wheelchair (GC II or StarTrans Senator)	\$60,000 – \$65,000
Low-Floor Vehicle	StarTrans E-LO or Arboc Mobility	Additional \$30,000 - \$35,000
Hybrid Vehicle	Azure hybrid system	Additional \$55,000

Source: Cost estimates based on input from Jeff Crockett (EK Coaches)

Vehicle Lifespan

Useful vehicle life ranges from four to seven years. The Federal Transit Administration specifies a four to five-year and 100,000 to 150,000 mile minimum vehicle life for light duty transit vehicles, including cutaways, with an average of 5.6 years for four-year vehicles and 5.9 years for five-year vehicles.¹

¹ Source: Federal Transit Administration, “Useful Life of Transit Buses and Vans,” April 2007. http://www.fta.dot.gov/documents/Useful_Life_of_Buses_Final_Report_4-26-07_rv1.pdf

ESTIMATED OPERATING COSTS

Estimating operating costs are based on an assumption of 3% increase from the current cost per hour for Central Transit of \$38.40 per hour, 7,240 annual revenue hours, and \$278,000 in annual operating cost. Currently this expenditure provides roughly 60 minute, one-way frequency with one vehicle in operation for 12 hours per day (7:30 AM – 9:30 AM, 2:00 PM – 12:00 AM), seven days a week. The operating cost per hour for the service scenarios described above is estimated to be \$41.00 (2012/13 actual operating cost for HopeSource was \$38.40). A new span of 7:00 AM to 10:00 PM Monday to Friday and 9:00 AM to 10:00 PM Saturday and Sunday and is assumed. Currently, late evening service in the existing system has very low ridership, whereas demand for late morning and midday service is generally highest in systems of this size and type. The analysis assumes that layover time will be 10% of total trip time.

Service Span and Frequency

Service performance is based on two expansion scenarios for the two different route alternatives. HopeSource currently operates service in a bidirectional loop with one vehicle, which leads to varying frequency and inconsistent arrival times at designated stops. To provide an increased frequency of service, and to regularize the schedule, at least one new vehicle must be operated indicating a need to acquired an additional vehicle. This section assumes expansion of the Central Transit fleet to a total of two to four vehicles (plus one spare) and the resulting options for service span and frequency.

Alternative Route 1 Span and Frequency Options

Route 1 is a loop, with 1A operating clockwise, and 1B operating counter-clockwise. The total distance of the proposed route is 8.3 miles, and running time at 15 mph is expected to be 33 minutes; 36 minutes including layover.

The purchase of one additional vehicle for service (and one as a spare) will allow for 45 minute, two-way service on the proposed loop in Alternative 1 discussed above, effectively given that they are loops mean the composite frequency is 22 minutes. As shown in Figure 11, by providing 28 total revenue hours of service per day on two routes, the annual revenue hours would be comparable to existing service (7,028) and the annual operating cost would be \$411,558.²

The four vehicle option for Alternative 1 would allow service frequency to be increased to 20 minute headways in two-way service, or a composite frequency of 10 minutes. This increases the total daily revenue hours to 56, and annual operating cost to \$823,116. This option would require the use of four vehicles, as well as acquiring one additional vehicle as a spare. The annual operating costs and potential revenue sources are discussed more in the *Financial Plan* section below.

² Annual operating cost is based on the projections for span and frequency show in Figures 11-16, and is also further detailed in Figures 19 and 20 in the Financial Plan section.

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City of Ellensburg

Figure 11 Alternative 1: Two Vehicle Option

Route	Name	Weekday Span		Weekend Span		Round Trip Cycle Time			Headway			Vehicles			Weekday Revenue	Weekend Revenue
		Start	End	Start	End	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Hours	Hours
1	Route 1A (clockwise loop)	7:00 am	10:00 pm	9:00 am	10:00 pm	36	36	36	45	45	45	1	1	1	15	11
2	Route 1B (counter-clockwise)	7:00 am	10:00 pm	9:00 am	10:00 pm	36	36	36	45	45	45	1	1	1	15	11

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Weekday Revenue Hours</td><td style="text-align: center;">30</td></tr> <tr><td>Saturday Revenue Hours</td><td style="text-align: center;">22</td></tr> <tr><td>Sunday Revenue Hours</td><td style="text-align: center;">22</td></tr> <tr><td>Annual Revenue Hours</td><td style="text-align: center;">10,038</td></tr> <tr style="background-color: #f2f2f2;"><td>Annual Operating Cost</td><td style="text-align: center;">\$411,558</td></tr> </table>	Weekday Revenue Hours	30	Saturday Revenue Hours	22	Sunday Revenue Hours	22	Annual Revenue Hours	10,038	Annual Operating Cost	\$411,558	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Peak Buses</td><td style="text-align: center;">2</td></tr> <tr><td>Base Buses</td><td style="text-align: center;">2</td></tr> <tr><td>Evening Buses</td><td style="text-align: center;">2</td></tr> </table>	Peak Buses	2	Base Buses	2	Evening Buses	2
Weekday Revenue Hours	30																
Saturday Revenue Hours	22																
Sunday Revenue Hours	22																
Annual Revenue Hours	10,038																
Annual Operating Cost	\$411,558																
Peak Buses	2																
Base Buses	2																
Evening Buses	2																

Figure 12 Alternative 1: Four Vehicle Option

Route	Name	Weekday Span		Weekend Span		Round Trip Cycle Time			Headway			Vehicles			Weekday Revenue	Weekend Revenue
		Start	End	Start	End	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Hours	Hours
1	Route 1A (clockwise loop)	7:00 am	10:00 pm	9:00 am	10:00 pm	36	36	36	20	20	20	2	2	2	30	22
2	Route 1B (counter-clockwise)	7:00 am	10:00 pm	9:00 am	10:00 pm	36	36	36	20	20	20	2	2	2	30	22

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Weekday Revenue Hours</td><td style="text-align: center;">60</td></tr> <tr><td>Saturday Revenue Hours</td><td style="text-align: center;">44</td></tr> <tr><td>Sunday Revenue Hours</td><td style="text-align: center;">44</td></tr> <tr><td>Annual Revenue Hours</td><td style="text-align: center;">20,076</td></tr> <tr style="background-color: #f2f2f2;"><td>Annual Operating Cost</td><td style="text-align: center;">\$823,116</td></tr> </table>	Weekday Revenue Hours	60	Saturday Revenue Hours	44	Sunday Revenue Hours	44	Annual Revenue Hours	20,076	Annual Operating Cost	\$823,116	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Peak Buses</td><td style="text-align: center;">4</td></tr> <tr><td>Base Buses</td><td style="text-align: center;">4</td></tr> <tr><td>Evening Buses</td><td style="text-align: center;">4</td></tr> </table>	Peak Buses	4	Base Buses	4	Evening Buses	4
Weekday Revenue Hours	60																
Saturday Revenue Hours	44																
Sunday Revenue Hours	44																
Annual Revenue Hours	20,076																
Annual Operating Cost	\$823,116																
Peak Buses	4																
Base Buses	4																
Evening Buses	4																

Alternative Route 2 Span and Frequency Options

Alternative 2 consists of two routes, A and B, both operating in the inbound and outbound direction. The two routes form an X, with two potential extensions on Route 2A to the West Interchange and High School, as discussed above. The total running time for a round trip on Route 2A is estimated to be 51 minutes; 56 minutes including 10% layover time. The route length is 6.4 miles in each direction, 12.8 miles round trip. Route 2B is slightly shorter, at 6.1 miles each way; 12.3 miles round trip. The total round trip time for Route 2B is 49 minutes; 54 minutes with layover.

With two vehicles in operation, service can be provided at 60 minute headways for each route, as shown in Figure 13. The total revenue hours and operating cost for this two vehicle option is the same as the Route Alternative 1, with longer headways and greater service coverage. If Central Transit operates four vehicles on this route, service can be increased to 30 minute headways on each of the routes, for the same operating costs and total revenue hours as the four vehicle option of Route Alternative 1. This is shown in Figure 14.

With Extensions

Route 2A could potentially be extended to serve the West Interchange area and the High School, as was discussed above. This extension would add mileage and additional time to the operations of Route 2A. With extensions, the route would be 9.8 miles each way, or 19.6 miles round trip. The round trip travel time is estimated to be 78 minutes; 86 minutes with layover. This route, along with Route 2B, is shown with a two-vehicle option in Figure 15. To operate only one vehicle on each of the two routes, Route 2A would operate at 90 minute headways, and Route 2B would have 60 minute headways. In the four-vehicle option, Route 2A can provide service at a 45-minute headway and 2B with a 30-minute headway.

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Figure 13 Alternative 2: Two Vehicle Option

Route	Name	Weekday Span		Weekend Span		Round Trip Cycle Time			Headway			Vehicles			Weekday Revenue	Weekend Revenue
		Start	End	Start	End	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Hours	Hours
1	Route 2A	7:00 am	10:00 pm	9:00 am	10:00 pm	56	56	56	60	60	60	1	1	1	15	11
2	Route 2B	7:00 am	10:00 pm	9:00 am	10:00 pm	54	54	54	60	60	60	1	1	1	15	11

Weekday Revenue Hours	30	Peak Buses	2
Saturday Revenue Hours	22	Base Buses	2
Sunday Revenue Hours	22	Evening Buses	2
Annual Revenue Hours	10,038		
Annual Operating Cost	\$411,558		

Figure 14 Alternative 2: Four Vehicle Option

Route	Name	Weekday Span		Weekend Span		Round Trip Cycle Time			Headway			Vehicles			Weekday Revenue	Weekend Revenue
		Start	End	Start	End	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Hours	Hours
1	Route 2A	7:00 am	10:00 pm	9:00 am	10:00 pm	56	56	56	30	30	30	2	2	2	30	22
2	Route 2B	7:00 am	10:00 pm	9:00 am	10:00 pm	54	54	54	30	30	30	2	2	2	30	22

Weekday Revenue Hours	60	Peak Buses	4
Saturday Revenue Hours	44	Base Buses	4
Sunday Revenue Hours	44	Evening Buses	4
Annual Revenue Hours	20,076		
Annual Operating Cost	\$823,116		

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Figure 15 Alternative 2 with Extensions: Two Vehicle Option

Route	Name	Weekday Span		Weekend Span		Round Trip Cycle Time			Headway			Vehicles			Weekday Revenue	Weekend Revenue
		Start	End	Start	End	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Hours	Hours
1	Route 1A (clockwise loop)	7:00 am	10:00 pm	9:00 am	10:00 pm	86	86	86	90	90	90	1	1	1	15	11
2	Route 1B (counter-clockwise)	7:00 am	10:00 pm	9:00 am	10:00 pm	54	54	54	60	60	60	1	1	1	15	11

Weekday Revenue Hours	30	Peak Buses	2
Saturday Revenue Hours	22	Base Buses	2
Sunday Revenue Hours	22	Evening Buses	2
Annual Revenue Hours	10,038		
Annual Operating Cost	\$411,558		

Figure 16 Alternative 2 with Extensions: Four Vehicle Option

Route	Name	Weekday Span		Weekend Span		Round Trip Cycle Time			Headway			Vehicles			Weekday Revenue	Weekend Revenue
		Start	End	Start	End	Peak	Base	Eve	Peak	Base	Eve	Peak	Base	Eve	Hours	Hours
1	Route 1A (clockwise loop)	7:00 am	10:00 pm	9:00 am	10:00 pm	86	86	86	45	45	45	2	2	2	30	22
2	Route 1B (counter-clockwise)	7:00 am	10:00 pm	9:00 am	10:00 pm	54	54	54	30	30	30	2	2	2	30	22

Weekday Revenue Hours	60	Peak Buses	4
Saturday Revenue Hours	44	Base Buses	4
Sunday Revenue Hours	44	Evening Buses	4
Annual Revenue Hours	20,076		
Annual Operating Cost	\$823,116		

RIDERSHIP PROJECTIONS

This proposed service plan makes changes to the existing transit network that will impact system ridership volumes. As of the 2010 Census, the City of Ellensburg had 18,174 people, including a student population at Central Washington University of approximately 10,000 students.³ The ridership on Central Transit in 2010 was 42,215 riders, with approximately 5.8 riders per service hour. Given the limited frequency and span of existing Central Transit service, and the increased reach of the two proposed system scenarios, it is likely the ridership will increase overall.

Based on peer city transit systems in the Pacific Northwest, it is possible to identify a potential ridership range, with the understanding that it is never fully possible to predict future use of transit due to the high number of variables involved. In addition to the comparison with peer systems, it is also important to consider future demographics and land use when planning for service changes.

The factors that impact ridership include:

- Density
- Level of Service: Headway & Span
- Level of Service: Speed & Reliability
- Pedestrian Accessibility
- Unmet Transit Demand
- Transit Connectivity

Moscow, Idaho operates a two-route loop system with 30 minute frequency. The service is free and does not operate past 6:00 PM on weekdays or at all on weekends. In 2010, system-wide ridership was 148,000 passengers, with 23.6 passengers per service hour. Moscow has a comparable demographic make-up to Ellensburg, with 23,800 residents. The University of Idaho is located in Moscow. As Central Transit would operate into the evening weekday period, as well as weekends, the system average passengers per hour would likely be lower than Valley Transit in Moscow. However, during peak periods in the most frequent alternatives, Central Transit may expect similar ridership numbers, depending on land use changes, suitability of the route layout, and other variables such as gas prices.

Other peers were also evaluated, and on average, in a system operating 14 hours a day and 120 hours a week, 15 boardings per revenue hour is typically expected, increasing to 18 boardings per revenue hour with the presence of college commuters. The numbers shown in Figure 17 provide the measure of productivity found in peer systems that may be comparable to the two network alternatives proposed for Ellensburg and Central Transit that are detailed above.

Figure 18 provides the daily and annual boardings projected based on these potential productivity figures. At the high end is the 20-minute headways that would be provided with Alternative 1 and

³ Note: In the Census, an individual is counted at an address if they: live or stay at the residence most of the time, stayed there on April 1, 2010 and had no permanent place to live, or stay at the residence more time than any other place they might live or stay. Therefore, most college students should be counted at their college address, either on campus or off campus. They should be counted at their parents' home only if they live and sleep there most of the year. The total population of Ellensburg from the 2010 Census is expected to include a majority of the student population in the total population statistics. This is further confirmed by the fact that 30% of Ellensburg's reported population is within the 20-24 age bracket.

four vehicles in operation. With this level of service and a fare-free system, the system may experience 120,000-150,000 annual riders. The lowest ridership projections are in the two vehicle alternatives for Alternative 2. This is due to headways between 60 and 90 minutes, as that will likely have a significant impact on ridership. At this level of service, the system may expect between 35,000 and 60,000 annual riders. For purposes of comparison, the current Central Transit system has about 180 boardings per weekday when the university is in session and annual ridership is about 35,000 annual riders

Figure 17 Potential Productivity Figures under Proposed Alternatives (Boardings per Revenue Hour)

	Alternative 1		Alt 2 No Extensions		Alt 2 with Extensions	
	2 vehicle	4 vehicle	2 vehicle	4 vehicle	2 vehicle	4 vehicle
Peak	12-15/hr	18-22/hr	10-14/hr	12-18/hr	10-14/hr	12-15/hr
Off-Peak	8-12/hr	15-18/hr	6-12/hr	12-15/hr	6-12/hr	8-12/hr
Weekend	8-12/hr	12-18/hr	6-12/hr	8-15/hr	6-12/hr	8-12/hr

Figure 18 Daily and Annual Ridership Projections for the Proposed System Alternatives

	Alternative 1		Alt 2 No Extensions		Alt 2 with Extensions	
	2 vehicle	4 vehicle	2 vehicle	4 vehicle	2 vehicle	4 vehicle
Weekday	140-210	480-580	110-190	360-480	110-190	280-390
Weekend	88-130	260-400	60-130	170-330	60-130	170-260
Annual	45,000-70,000	120,000-150,000	35,000-60,000	110,000-150,000	35,000-60,000	90,000-120,000

FINANCIAL PLAN

The financial plan for Central Transit is shown in Figure 19 and Figure 20 below. Both scenarios are based on Alternative 1, with either four vehicles (Figure 19) or two vehicles (Figure 20). The administrative costs are assumed to be the same in both scenarios, regardless of the number of vehicles. The cost to operate fixed route transit and to purchase/replace vehicles is included in the operating expenses. It is important to note that Paratransit expenses are not covered in this budget.

Farebox Revenue

Farebox revenue is not included in the financial plan, as this budget assumes continuation of a fare-free system. However, if the City is interested in pursuing the collection of transit fares from riders, there are several issues that should be considered. The collection of transit fare requires administrative and capital costs relative to the form and nature of fare collection. If a regular and reduced fare are instituted (i.e. \$1.00 regular, \$0.50 reduced fare), fareboxes must be installed in

all vehicles. Due to the laws that govern public agency cash handling procedures, fare collection and accounting will add to administrative costs. It is estimated that approximately 12 staff hours per week would be necessary if fares are collected from all patrons. The estimate is based on experience with other similar-sized transit agencies. Important to this estimate is to understand that cash handling procedures requires two people to conduct collection and counting operations to comply with state standards on audit and cash control.

Collecting fares also raises the issue of CWU students, who already, in essence, pay a fare through their student fee that contributes to Central Transit operations (about \$75,000 annually). If students are assumed to constitute half of the ridership of Central Transit, then only the remaining half of riders will be paying fares. Potentially a quarter of those remaining riders would be eligible for reduced fares. With these factors in mind, it is unlikely that the revenue gained from fare collection will be significantly higher than the costs to administer fare collection.

Another possibility for fare collection is the potential implementation of an annual pass for non-student riders. If an annual pass is sold to patrons for the same price as the annual student fees for CWU students, administrative costs will be minimized in fare collection. On-board cash could be collected by donation only. This would be a small portion of riders so that fare boxes may only need to be emptied and deposited on a monthly basis, rather than weekly, reducing administrative costs substantially. The potential revenue for implementing such a system has not been estimated in this financial plan.

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Figure 19 Alternative 1, 45-Minute Headways, No Fares Collected

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9
Operating Expenses¹	\$604,000	\$588,802	\$606,261	\$624,243	\$642,765	\$661,842	\$681,492	\$701,731	\$722,577
<i>Administration²</i>	\$150,000	\$154,500	\$159,135	\$163,909	\$168,826	\$173,891	\$179,108	\$184,481	\$190,016
<i>Transit Fixed Routes</i>	\$415,000	\$427,450	\$440,274	\$453,482	\$467,086	\$481,099	\$495,532	\$510,398	\$525,710
<i>Transit ADA Paratransit³</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Vehicle Purchase/Replacement⁴</i>	\$39,000	\$6,852	\$6,852	\$6,852	\$6,852	\$6,852	\$6,852	\$6,852	\$6,852
Operating Revenues and Assistance	\$604,000	\$588,802	\$606,261	\$624,243	\$642,765	\$661,842	\$681,492	\$701,731	\$722,577
<i>Farebox Revenue</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>WSDOT Operating Assistance Grant</i>	\$100,000	\$103,000	\$106,090	\$109,273	\$112,551	\$115,927	\$119,405	\$122,987	\$126,677
<i>CWU Operating Assistance</i>	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
<i>City of Ellensburg Operating Assistance</i>	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500
<i>Local transit levy</i>	\$415,500	\$397,302	\$411,671	\$426,470	\$441,714	\$457,415	\$473,586	\$490,244	\$507,400
Capital Expenses (@80%)	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	\$191,860	\$0
<i>Vehicle Replacement</i>	\$156,000							\$191,860	
<i>Bus Stops/Shelters/Etc.</i>	\$20,000								
Capital Grants	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	\$191,860	\$0
<i>WSDOT Capital Grant</i>	\$176,000	\$0	\$0	\$0	\$0	\$0	\$0	\$191,860	\$0

NOTES:

1. Operating expenses and revenues inflated by 3% each year.
2. Estimated HopeSource overhead for fixed-route and ADA paratransit operations support.
3. Assumes coordination with county-wide dial-a-ride system with certified ADA eligible riders receiving a priority per ADA guidelines.
4. Assumes vehicles have seven-year lifetime, annual inflation increases, and a 20% local match.

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Figure 20 Alternative 1, 20-Minute Headways, No Fares Collected

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9
Operating Expenses¹	\$1,035,000	\$1,010,520	\$1,040,493	\$1,071,365	\$1,103,164	\$1,135,916	\$1,169,651	\$1,204,398	\$1,240,187
<i>Administration²</i>	\$150,000	\$154,500	\$159,135	\$163,909	\$168,826	\$173,891	\$179,108	\$184,481	\$190,016
<i>Transit Fixed Routes</i>	\$820,000	\$844,600	\$869,938	\$896,036	\$922,917	\$950,605	\$979,123	\$1,008,497	\$1,038,751
<i>Transit ADA Paratransit³</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Vehicle Purchase/Replacement⁴</i>	\$65,000	\$11,420	\$11,420	\$11,420	\$11,420	\$11,420	\$11,420	\$11,420	\$11,420
Operating Revenues and Assistance	\$1,035,000	\$1,010,520	\$1,040,493	\$1,071,365	\$1,103,164	\$1,135,916	\$1,169,651	\$1,204,398	\$1,240,187
<i>Farebox Revenue</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>WSDOT Operating Assistance Grant</i>	\$100,000	\$103,000	\$106,090	\$109,273	\$112,551	\$115,927	\$119,405	\$122,987	\$126,677
<i>CWU Operating Assistance</i>	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
<i>City of Ellensburg Operating Assistance</i>	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500	\$13,500
<i>Local transit levy</i>	\$846,500	\$819,020	\$845,903	\$873,593	\$902,113	\$931,489	\$961,746	\$992,911	\$1,025,010
Capital Expenses (@80%)	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$319,767	\$0
<i>Vehicle Replacement</i>	\$260,000							\$319,767	
<i>Bus Stops/Shelters/Etc.</i>	\$20,000								
Capital Grants	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$319,767	\$0
<i>WSDOT Capital Grant</i>	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$319,767	\$0

NOTES:

1. Operating expenses and revenues inflated by 3% each year.
2. Estimated HopeSource overhead for fixed-route and ADA paratransit operations support.
3. Assumes coordination with county-wide dial-a-ride system with certified ADA eligible riders receiving a priority per ADA guidelines.
4. Assumes vehicles have seven-year lifetime, annual inflation increases, and a 20% local match.

4 PEER REVIEW

PURPOSE AND INTRODUCTION

The purpose of this section is to assemble a picture of what communities of similar size to Ellensburg, some larger, some smaller, have established for transit service. The first version is intended to provide an overview and then greater detail on a few of the listed systems that display interesting characteristics and lessons learned for Ellensburg. The primary purpose of this version of the peer review is to foster an understanding of transit in other communities.

The transit systems presented in this comparison are all from the Pacific Northwest, with systems from Washington, Oregon, and Idaho. The vast majority of this information was captured directly from the transit providers, most through consulting engagements by Nelson\Nygaard. Some of the communities listed are part of larger city/rural systems. To the extent initial information was available some of the ridership numbers listed represent the entire system, not just services provided with the listed cities. Once a consensus is reached on “case study” cities, information will be refined to the degree possible to represent only the city for ridership and financial purposes.

The first table shows a selection of smaller cities. It should be noted that there are many smaller cities in the Northwest. These were selected because the city is relatively standalone. That is they tend not to be part of a larger metropolitan region and, with two intentional exceptions, have some degree of transit service present in the community. Many, but not all, of the communities also share the characteristic with Ellensburg of hosting a major institution of higher learning within their boundaries. As can be seen from the data, this seems to play an important role in determining the level of service and the ridership response.

Another factor to bear in mind, each of the three states depicted has a different approach to funding transit in local communities. In Washington the predominant, but not only, funding source is locally authorized and collected sales and use tax in varying amounts. In Oregon, a variety of sources are utilized depending on the area, but sales taxes are not among the options available. In Idaho, state law prohibits taxes dedicated to transit purposes, so transit systems are funded through general fund appropriations in the jurisdictions they serve. Each state also has a varying approach to distribution of Federal funds for rural transportation. In Washington all federal rural funds and some state level funds for rural transit are pooled into a single competitive grant process that is conducted every two years. In Oregon and Idaho, Federal funds are passed directly to communities based on a formula system.

One final note, just to ensure there is clarity. Every community with fixed route service also provides complementary dial-a-ride service for people with disabilities. Why? It is Federal law that wherever fixed route service is provided, complementary dial-a-ride service MUST also be provided. Some communities have elected to extend those services to members of the community based on age, as well. However, that is not required by Federal law, it is a community option.

More often than not, displaying information of this nature will raise more questions than it will answer. But, in the end, the reason to examine how transit is provided in similar communities and understand some of the history of how it got there provides Ellensburg with the opportunity to learn from these communities' experience.

City of Ellensburg Transit Development Plan
City of Ellensburg

	2010 Pop	System	Part of Metro Area?	# Routes Serving Community	Typical Service Frequency	Typical Span of Service	Annual Ridership for Entire System for Fixed Routes	Funding
Washington								
Wenatchee	31,925	Link Transit (PBTA)	No	5	30-90 min	M-F 5:00 AM to 8:00 PM Sat 7:30 AM to 5:30 PM	1,000,000 in 2011	PTBA Chelan Douglas Public Transportation System, four-tenths of one-percent local sales tax.
Mount Vernon	31,743	Skagit Transit (PBTA)	No	7	30-60 min	M-F 6:00 AM to 8:30 PM Weekend 8:30 AM to 6:00 PM	544,518 in 2010	0.4% sales and use tax: 0.2% sales tax in PTBA approved in 1993 and an additional 0.2% sales tax approved in November 2008
Walla Walla	31,731	Valley Transit (PBTA)	No	8	30 min	6:15 AM to 5:50PM; Flex route: M-F evenings 5:50 PM to 9:10 PM and Sat 12:15 PM to 6:15 PM	632,742 in 2010	0.6% total sales and use tax—0.3% sales and use tax approved in March 1980 and an additional 0.3% sales and use tax approved in February 2010
Pullman	29,799	Pullman Transit (City)	No	10	30 min	7:00 AM to 6:00PM, Midnight service, and Sat service 9:00 AM to 12:00 AM	1,416,964 in 2010	Funded through a 2% local utility tax that was approved by voters in 1978
Bainbridge Island	23,025	Kitsap Transit (PBTA)	No	10	60 min	M-F 4:30 AM to 8:00 AM and 3:00 PM to 8:00 PM	2,877,935 in 2010	0.8% sales and use tax: 0.5% in 1993 increased by 0.3% in 2001)
Oak Harbor	22,075	Island Transit (PBTA)	No	4	30-60 min	M-F 5:00 AM to 6:40 PM Sat 8:05 AM to 4:50 PM	672,667 in 2010	0.9% sales and use tax: 0.3% tax in 1983, In 2000, additional 0.3% tax, 2009 an additional 0.3% .
Moses Lake	20,366	Grant Transit (PBTA)	No	3	30-60 min	M-F 7:00 AM to 5:20 PM	36,244 in 2010	0.2% sales and use tax approved November 1996, no change since
Port Angeles	19,038	Clallam Transit (PBTA)	No	4	30 min	M-F 6:55 AM to 6:50 PM Sat 7:55 AM to 6:20 PM	918,230 in 2010	0.6% total sales and use tax—0.3% sales tax October 1980 and an additional 0.3% sales and use tax effective January 2001
Ellensburg	18,174		No	2	30-60 min	7:30 AM to 9:30 AM and 2:00 PM to 12:00 AM	35,428 in 2011	WSDOT grants and CWU Associated Student Fees
Aberdeen	16,896	Grays Harbor Transit (PBTA)	No	2	30 min	M-F 7:00 AM to 9:25 PM	873,800 in 2010	0.6% total sales and use tax: 0.3% in November 1974 and 0.3% in February 2000.
Centralia	16,336	Twin Transit (PBTA)	No	4	60 min.	M-F 6am to 7 pm, Sat 8am to 5:30 pm, Sun 8am to 4:30 pm	218,564 in 2011	0.2% total sales and use tax—0.1% approved in November 1985 and an additional 0.1% approved in November 2004.
Sunnyside	15,858		no	None				
Anacortes	15,778	Skagit Transit (PBTA)	No	3	60 min	M-F 7:15 AM to 7:25 PM; Sat 8:45 AM to 5:35 PM	544,518 in 2010	0.4% sales and use tax: 0.2% sales tax in 1993, additional 0.2% sales tax in November 2008.
Clarkston	7,229	Asotin Transit (PBTA)	No	1	60 min	6:00 AM to 5:00 PM	44,334 in 2010	0.2% sales and use tax, approved in 2004

City of Ellensburg Transit Development Plan
City of Ellensburg

	2010 Pop	System	Part of Metro Area?	# Routes Serving Community	Typical Service Frequency	Typical Span of Service	Annual Ridership for Entire System for Fixed Routes	Funding
Idaho								
Moscow	23,800	Region 2 Valley Transit (PBTA)	No	2	30 min	M-F 6:40 AM to 6:00 PM	148,000 in 2010	Non-profit pooling multiple funding sources
Oregon								
Pendleton	16,600	City of Pendleton (City)	No	DAR only		M-F 7:00 AM to 7:00 PM; Sat 8:00 AM to 5:00 PM; Sun 8:00 AM to 2:00 PM		City general fund
Sandy	9,600	Sandy Area Metro (City)	Nearby	DAR only	30 min	M-F 5:30 AM to 9:00 PM; Sat 9:30 AM to 10:30 PM	268,800 in 2011	Local payroll and self-employment tax provides 41% of Sandy Transit's operating revenues. Federal grant programs (5311, 5310, JARC) account for 36%, state grants (STF) represent 13%, Business Energy Tax Credits provide 9% and other sources (fares, interest, etc.) make up the last 1% of operating revenues.
Canby	15,800	Canby Area Transit (City)	Nearby	DAR only		M-F 8:00 AM to 8:00 PM		TriMet succession with payroll tax,
Molalla	8,100	South Clackamas Transportation District (PBTA)	Nearby	3	60 min	M-F 7:30 AM to 5:35 PM; Sat 7:09 AM to 4:55 PM (one route only for Sat)		TriMet succession with payroll tax
Grants Pass	34,500	Josephine Community Transit (PBTA)	No	3	30-60 min	M-F 6:30 AM to 7:00 PM		No dedicated funding source (5311 and other grants primarily)
Klamath Falls	20,800	Basin Transit Service (PBTA)	No	6	30-60 min	M-F 6:30 AM to 7:00 PM; Sat 10:00 AM to 4:00 PM		Property tax levy for six local routes
Baker City	9,800	Northeast Oregon Public Transportation (PBTA)	No	1	60 min			
La Grande	13,100	Northeast Oregon Public Transportation (PBTA)	No	1	60 min			
Wilsonville	19,500	South Metro Area Regional Transit (PBTA)	Nearby	5	30 min	M-F 5:00 AM to 8:00 PM; 8:30 AM to 5:00 PM		TriMet succession with payroll tax
Woodburn	24,100	Woodburn Transit Service (City)	Nearby	1	60 min	M-F 5:45 AM to 8:00 PM		No dedicated source of funding

**City of Ellensburg Transit Development Plan
City of Ellensburg**

City	Pullman, WA		City Population	29,799	
Dedicated Transit Funding	Pullman Transit: Funded through a 2% local utility tax that was approved by voters in 1978.				
	No. Routes	Span	Typical Frequency	Base Fare	Ridership
General Public Intra City Fixed Route	10	7:00 AM to 6:00PM, Midnight service, and Saturday service 9:00 AM to 12:00 AM	30 min	\$0.50	1,416,964 (2010)
General Public Inter City Fixed Route	No				
Complementary ADA Paratransit	Yes for persons 65 years and older and persons with a disability			\$0.40	16,310 (2010)
General Public Demand Response	No				

SERVICE HIGHLIGHTS

Pullman Transit is the primary public transportation provider in Whitman County; the service only operates within the Pullman city limits. Pullman Transit operates eight fixed-route bus services on weekdays: six routes run on 30 minute headways, and two express routes operate every seven or eight minutes. The service hours during the Washington State University (WSU) school year are from 6:50 AM to 3:00 AM Monday through Friday. On Saturdays, service is provided with two routes, from 9:00 AM to 3:00 AM. Sunday service is not provided. During the spring and winter breaks when the university is not in session, service is offered with three routes from 6:50 AM to 5:50 PM, Monday through Friday, and with one route on Saturdays from 9:00 AM to midnight.

During summer course sessions, from May to August, three routes are operated on 30-minute headways from 6:50 AM to 6 PM. In 2009, the three routes were proved to be effective, but the overall ridership during the summer months declined by 21%. In 2009, the fixed-route system provided over 1,332,000 boardings. The paratransit system provided 16,540 one-way trips.

The paratransit system operates during the same hours as the fixed routes; from 6:50 AM to 12:30 AM Monday through Thursday, from 6:50 AM to 3:00 AM on Fridays, and from 9:00 AM until 3:00 AM on Saturdays during the WSU school year. During WSU spring breaks, service is offered from 9:00 AM to 5:00 PM, and 9:00 AM to 6:00 PM during the summer. In addition to people with mobility limitations, anyone over 65 years old is eligible to use the paratransit system.

Pullman Transit also operates a Senior Shuttle service, a deviated fixed-route paratransit service. This service is available to seniors age 65 or older. The shuttle runs from 8:00 AM to 4:00 PM Monday through Friday. Riders can call in advance to schedule a trip or “flag” it to request a bus driver to stop anywhere along the route. Pullman Transit has provided contract services, also

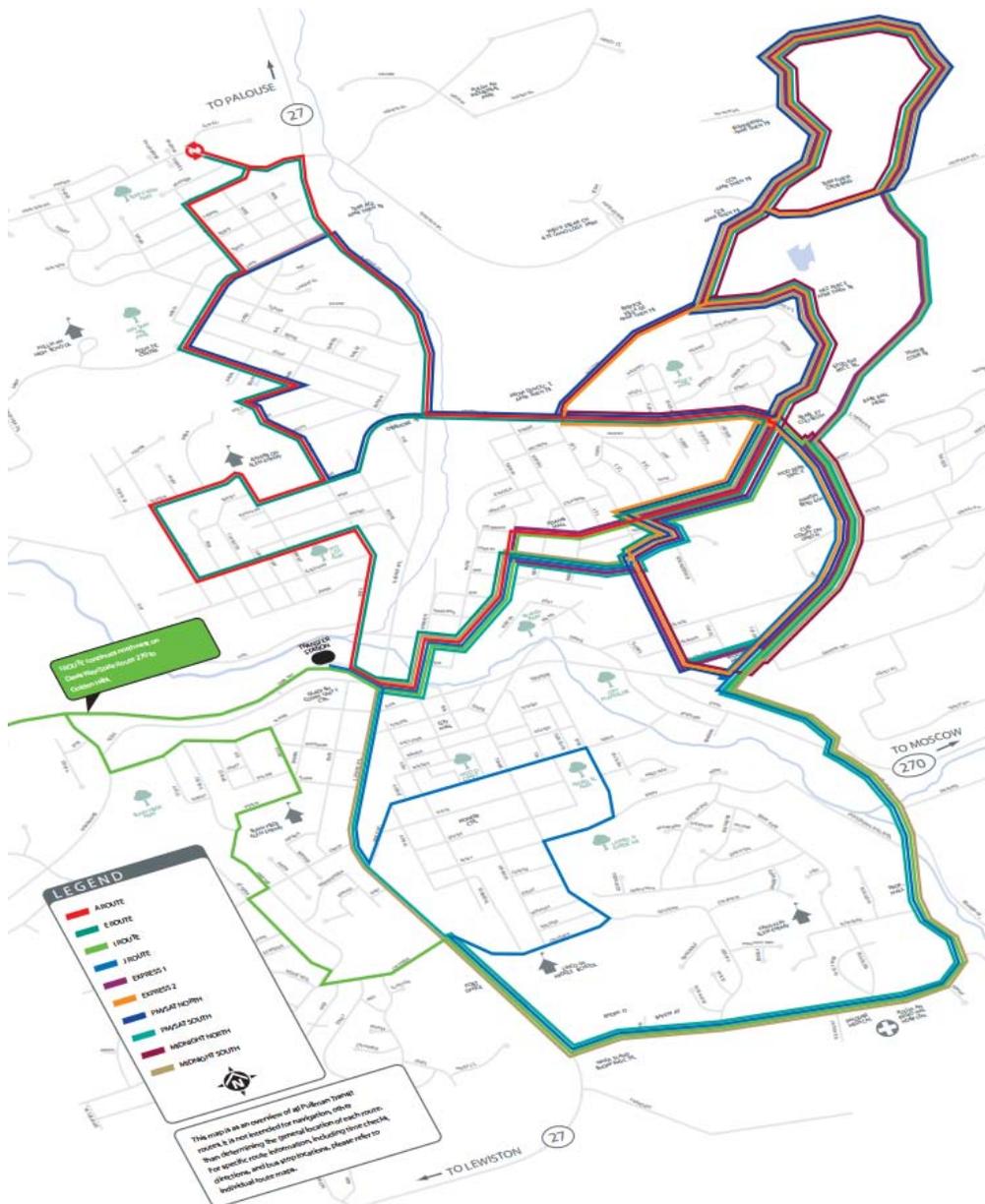
City of Ellensburg Transit Development Plan
City of Ellensburg

open to the public, for the Pullman Public Schools for 24 years and for Washington State University for 15 years.

Pullman Transit Funding

Pullman Transit is funded through a 2% local utility tax that was approved by voters in 1978.

Map of Pullman Transit System



Source: <http://www.pullmantransit.com/Content/WYSIWYG/Transit/00%202011%20-%202012%20Service%20Area%20Map.pdf>

City of Ellensburg Transit Development Plan
City of Ellensburg

City	Clarkston, WA		City Population	7,229	
Dedicated Transit Funding	Asotin County Transit: 0.2 percent sales and use tax, approved in 2004.				
	No. Routes	Span	Typical Frequency	Base Fare	Ridership
General Public Intra City Fixed Route	3 (1 in Clarkston)	6:00 AM – 5:00 PM	60 min	\$0.75	44,334 (2010)
General Public Inter City Fixed Route	No				
Complementary ADA Paratransit	Yes			\$1.50	10,273 (2010)
General Public Demand Response	No				

SERVICE HIGHLIGHTS

Astoria County PTBA implemented its new fixed-route bus system in January 2010 with three new routes: Red route in Clarkston; Green route between Clarkston and Asotin; and Blue route between Clarkston and Lewiston in Idaho. Red and Blue routes operate from 6:00 AM to 6:00 PM, and Green route runs from 7:00 AM to 6:00 PM. All three routes operate on weekdays and provide on one -hour headways.

Asotin County PTBA also operates a dial-a-ride service for people in the fixed-route service area but with mobility limitations that prevent them from using the regular fixed-route service. Riders are scheduled in groups to efficiently provide as many rides as possible within the community.

Asotin County PTBA’s vanpool program provides a travel option for commuters. A minimum of five people are required to form a vanpool group including designated drivers. Participants pay a monthly fee based on the distance and number of days traveled, and drivers ride for free. Three vanpool groups are currently operated: Schweitzer Engineering Labs in Pullman, Washington State University, and Lower Granite Dam.

In 2010, Asotin County PTBA provided 44,334 rides on its fixed-route system, up 37% from 2008, 10,273 rides through its Dial-a-Ride service, and 35,383 rides through its vanpool program.

Astoria County PTBA Funding

The PTBA is funded with a county sales tax of 0.2%. Collection of the tax began in January 2005, providing a dedicated funding source for operations in Asotin County. This sales tax was renewed in 2010 and sunsets in 2015 unless renewed. The state of Idaho does not allow such local taxes, and this limits funding for service in Lewiston. As a small urban area, Federal Section 5307 funds provide a 1:1 match to the local sales revenues, and the state sales tax provides additional funding. In 2007, the local sales tax and Federal match each provided \$117,638 and the state sales tax entitlement provided \$92,000.⁴

⁴ Washington State Summary of Public Transportation 2007.

City of Ellensburg Transit Development Plan
City of Ellensburg

City	Moses Lake, WA	City Population			20,366
Dedicated Transit Funding	Grant Transit Authority: 0.2% local sales tax approved November 1996, no change since.				
	No. Routes	Span	Typical Frequency	Base Fare	Ridership
General Public Intra City Fixed Route	3	M-F 6:20 AM to 9:10 PM	30-60 min.	\$1.00	36,244 (2010)
General Public Inter City Fixed Route	7	M-F 7:00 AM to 12:00 AM; Special weekend express trips	30-60 min.	\$1.00	
Complementary ADA Paratransit	Yes, for seniors over 70 and persons with a disability			\$0.75	20,157 (2010)
General Public Demand Response	Yes, most routes have demand response			\$1.00	159,264 (2010)

SERVICE HIGHLIGHTS

Grant Transit Authority (GTA) is a PTBA that operates two express routes, 12 deviated routes, vanpool, paratransit service, and special needs transportation in Grant County, Washington. Service operates weekdays between 6:20 AM and 9:10 PM, with special weekend and express trips providing intercity service. The current operations offer nine rural intercity routes, four rural local routes in Moses Lake, and two rural commuter routes serving Moses Lake.

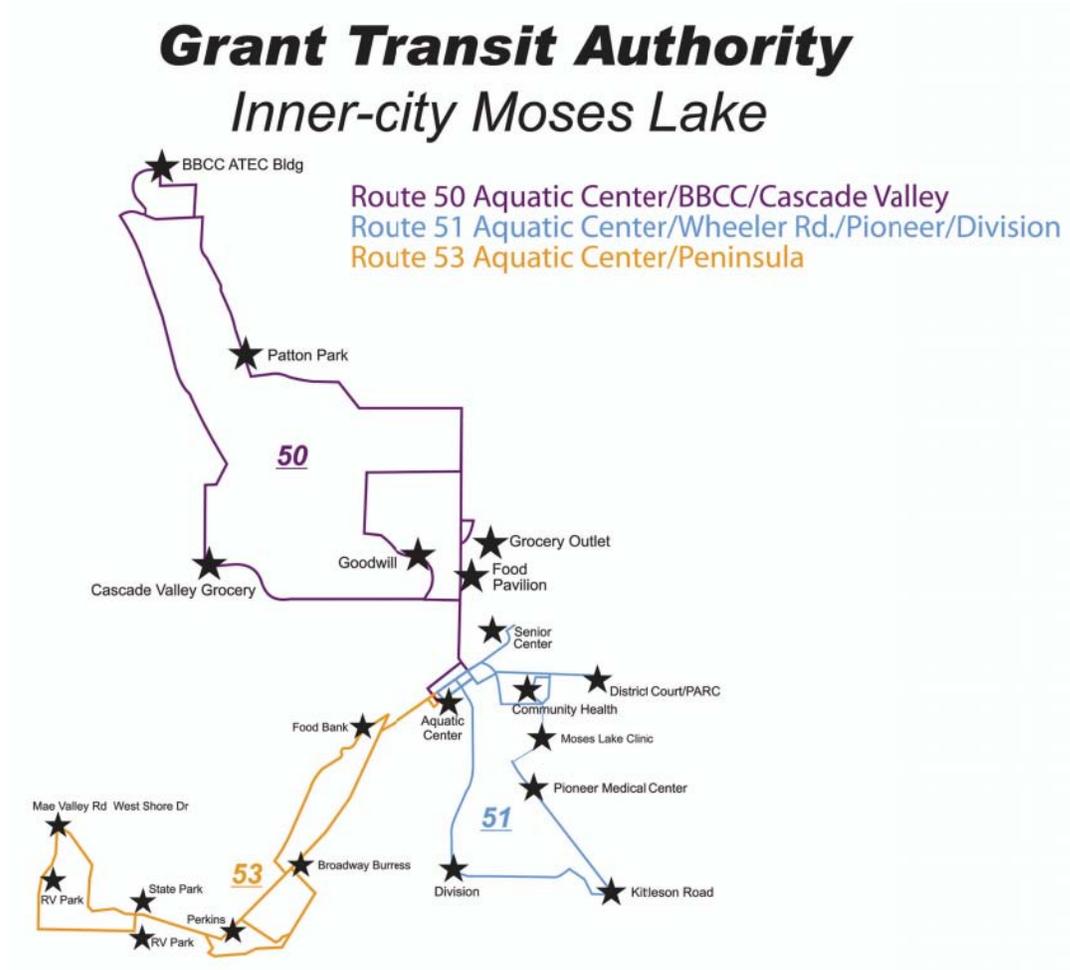
Ridership has increased from 2008 to 2010 by 13.03%, while operating expenses have decreased by 21.98%.⁵

GTA Funding

GTA is funded through a 0.2% sales and use tax that was approved by voters in November 1996.

⁵ Washington State Summary of Public Transportation 2010.

Grant Transit Authority Map- Moses Lake Routes



Source: <http://www.gta-ride.com/documents/CombinedMaps.pdf>

City of Ellensburg Transit Development Plan
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City	Walla Walla, WA	City Population	31,731		
Dedicated Transit Funding	Valley Transit: 0.6% total sales and use tax—0.3% sales and use tax approved in March 1980 and an additional 0.3% sales and use tax approved in February 2010.				
	No. Routes	Span	Typical Frequency	Base Fare	Ridership
General Public Intra City Fixed Route	8	6:15 AM to 5:45PM Flex route: M-F evenings 5:45 PM to 9:10 PM and Saturday 12:15 PM to 6:15 PM	30 min.	\$0.75	632,742 (2010)
General Public Inter City Fixed Route	No				
Complementary ADA Paratransit	Yes, for seniors over 70 and persons with a disability			\$0.75	41,310 (2010)
General Public Demand Response	Yes, for flex route and Job Access service		45 min.	\$0.75	31,583 (2010)

SERVICE HIGHLIGHTS

Valley Transit provides service within Walla Walla and College Place area, operating as a PTBA. The service includes eight fixed routes and dial-a-ride service for persons over 70 years of age and persons with a disability. Most routes have bus service every 30 minutes and two neighborhood routes are run each hour. Weekday service begins at 6:15 AM and ends at 5:45 PM. A smaller Flex-Route service that is more appropriate for periods of lower demand operates on weekdays from 5:45 PM to 9:10 PM, and on Saturday running from 12:15 PM to 6:15 PM. The bus system is does not operate on Sundays and major holiday.

Fixed-route service is provided throughout the Walla Walla and College Place urban area. Seven routes meet at the downtown Walla Walla transfer center. Eighty percent of the homes within the Walla Walla and College Place city limits are within 3-blocks of a Valley Transit bus route.

Valley Transit Funding

Valley Transit was initially funded by a 0.3% sales tax in March 1980 with the creation of the Walla Walla County PTBA. Voters residing within the Transit District approved Proposition 1 on February 9, 2010 to increase the sales tax dedicated to public transportation by an additional 0.3%.

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Valley Transit (Walla Walla) Route Map



Source: <http://www.valleytransit.com/framesets/routes.htm>

City of Ellensburg Transit Development Plan
City of Ellensburg

City	Moscow, ID	City Population	23,800		
Dedicated Transit Funding	Region 2 Valley Transit: Non-profit organization funded by partnership of University of Idaho, FTA, Idaho Transportation Department TP Division, City of Moscow, and New Saint Andrews College				
	No. Routes	Span	Typical Frequency	Base Fare	Ridership
General Public Intra City Fixed Route	2	M-F 6:40 AM to 6:00 PM	30 min	Free	148,000 (2010)
General Public Inter City Fixed Route	No				
Complementary ADA Paratransit	Yes for persons 65 years and older and persons with a disability			Free	10,000 (2010)
General Public Demand Response	Yes			\$1.50	

SERVICE HIGHLIGHTS

Moscow Valley Transit provides two types of transit service: fixed route and complementary ADA paratransit service. The fixed route service includes two routes; the West Route and the East Route which provided 148,000 rides in 2010. Both routes operate as one-way loops every 30 minutes from 6:40 AM until 6:00 PM during weekdays only. Dial-A-Ride (DAR) service operates during the same days and times as fixed route. DAR provided just fewer than 10,000 rides in 2010.

The productivity of Moscow Valley Transit’s routes increased 63% between 2006 and 2011, growing from just under two passengers per service mile in 2006 to over three passengers per service mile in 2011. Ridership gains were sharpest between 2007 and 2008 and again from 2009 to 2010 where ridership increased over 25%. The increase is almost exclusively due to fixed route ridership gains, which saw large increases every year, while DAR ridership declined each year between 2006 and 2009.

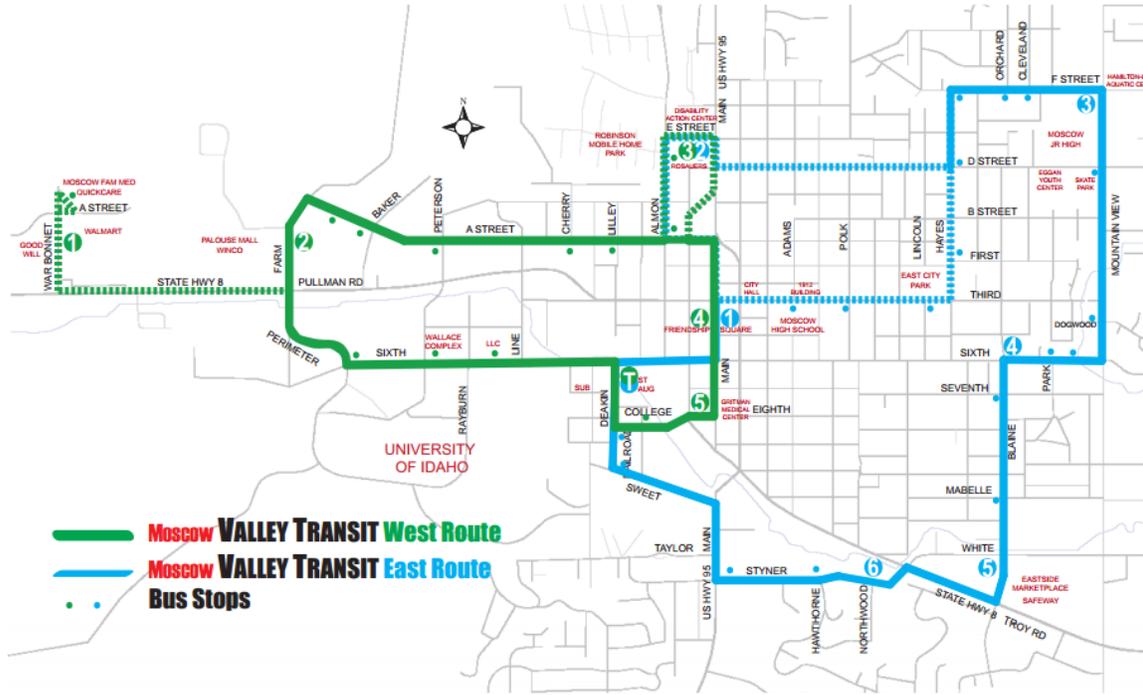
Moscow Valley Transit Funding

Moscow Valley Transit’s funding picture changes on an annual basis. In FY 2011/12, Moscow Valley Transit was funded through a public-private partnership between:

- Federal Transit Administration (FTA) 5311 Rural Area Program (allocated by ITD’s Public Transportation Advisory Committee): \$390,000
- City of Moscow: \$100,000
- Associated Students of the University of Idaho (ASUI): \$48,000
- New Saint Andrews College: \$1,400
- Medicaid funds (for Dial-A-Ride service only): \$17,000
- Walmart Foundation community grant for transit operations: \$85,000
- Dial-A-Ride fares: \$2,000

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Source: <http://www.r2transit.com/Downloads/MoscowFixedRouteScheduleEffective02-13-2012.pdf>

5 PUBLIC OUTREACH SUMMARY

While public outreach was conducted throughout the course of the planning effort through the Ad Hoc Transit Committee, a final full public open house was completed on October 23, 2012 at Hal Holmes Center in Ellensburg. Two Sessions were held one in the early afternoon and another in the evening. In both sessions about 50 people attended.

The workshop began with a brief presentation then participants were asked to join one of four discussion groups which were:

- Community Survey
- Route Concepts
- Fare Considerations
- Funding Considerations

The materials used to facilitate each conversation are included below as well as a summary of feedback. At the end of the section are the verbatim comments taken from participant comment surveys collected at the workshop.

Summary of Comments:

All the comment received are included below, however, here is a high level summary:

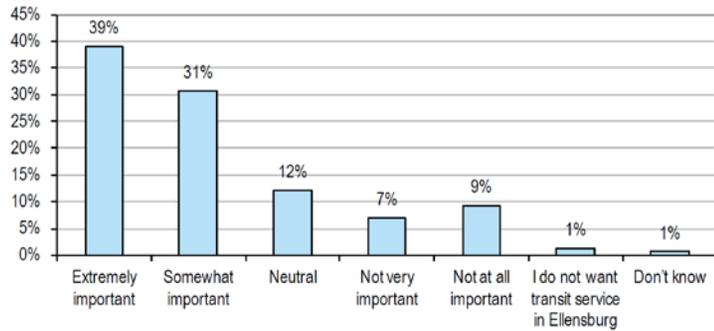
- Attendees were enthusiastic about the potential to expand transit in Ellensburg and there is strong support for transit in Ellensburg.
- Service Concept 2 was the most popular with attendees.
- Fares are a very open question, there is a significant mix of opinions on continuing to keep the system fare free.
- Public support for the system continues to be understood as a necessity, however, as in previous community efforts, there seems to be no consensus in the community about which tax sources are best to provide that support. The only universal exception to that is that there seems to be little to know sentiment that property taxes are an appropriate way to support transit.
- Here are a few verbatim comments selected from the comments:
 - “Bus schedules are needed to help individuals plan for work, dr. appointments, shopping, etc.”

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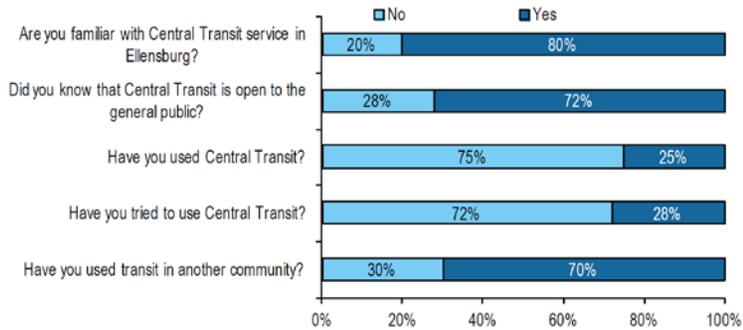
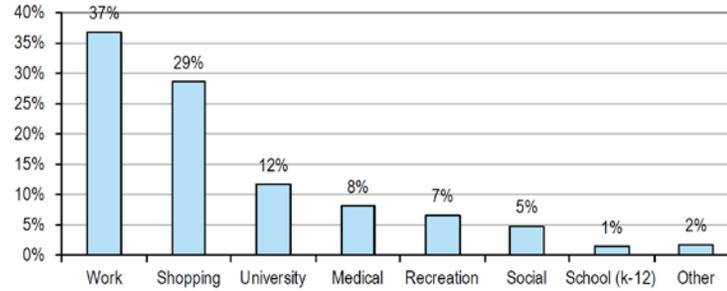
- “Expanded service will allow individuals to use the bus more reliably to apt. to work and school. As it is, if you work in the morning you just can’t take transit to work”
- “Locally geared year-round transportation may be what the young parents in this town need to get back to work. Just think with reliable transportation comes more opportunity for young parents, allowing more spending money for local business.”
- “Transit should not be a “free lunch” but a meaningful contribution to the community.”

Ellensburg Community Survey Findings

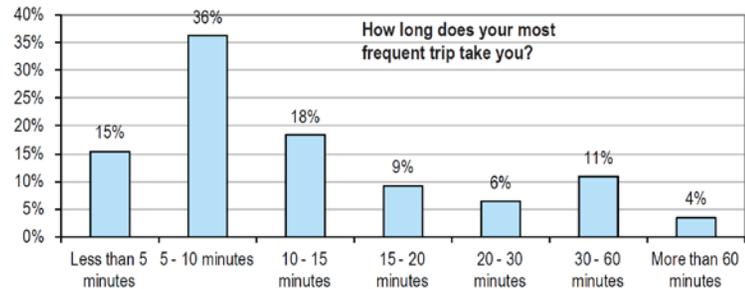
How important is it to you that there is transit service available in Ellensburg?



What is the purpose of the most frequent trip you make?

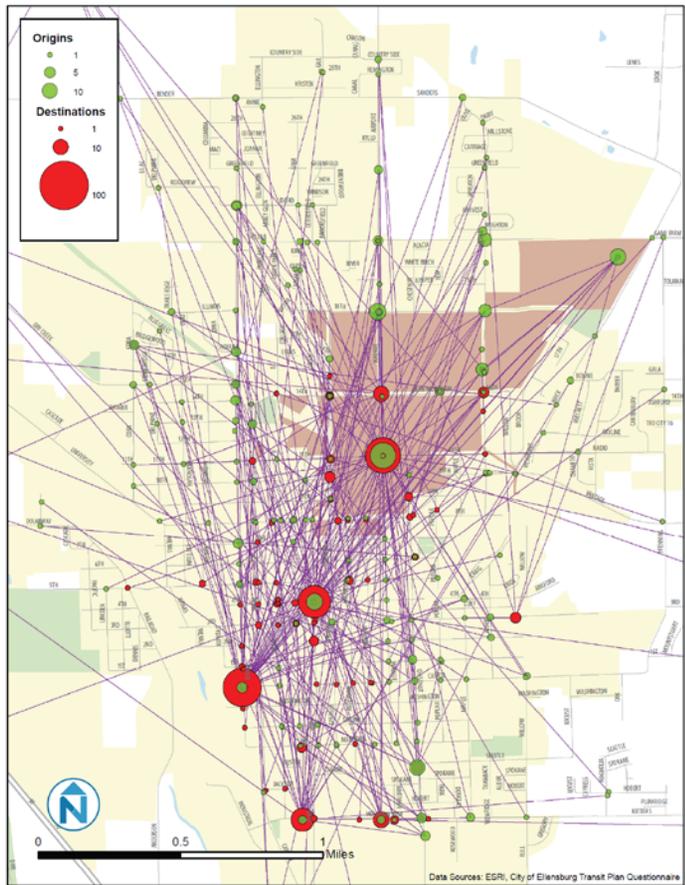


How long does your most frequent trip take you?

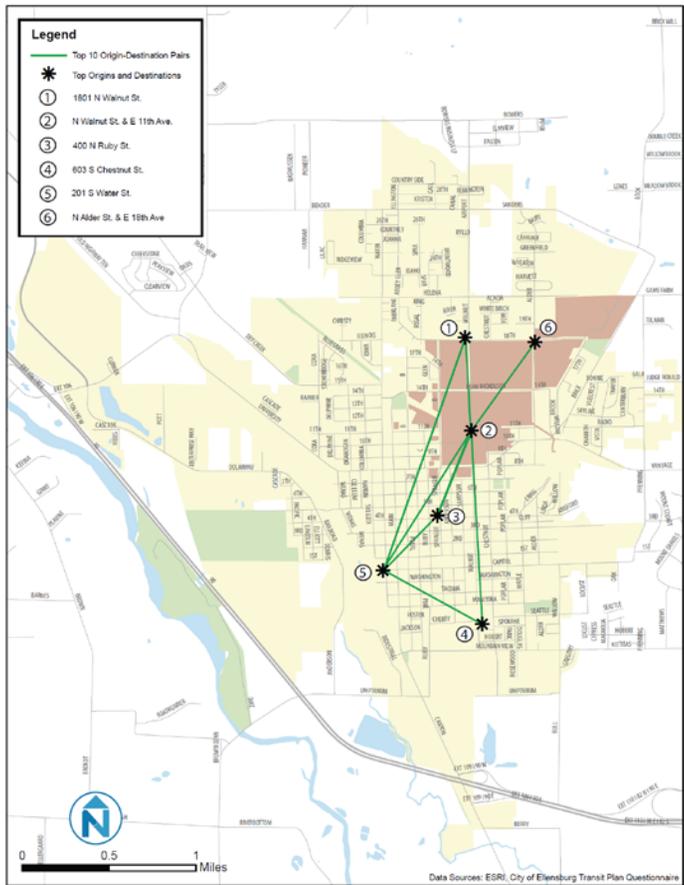


Ellensburg Community Survey Findings

Survey respondents reported origins and destinations of their most frequent trip:

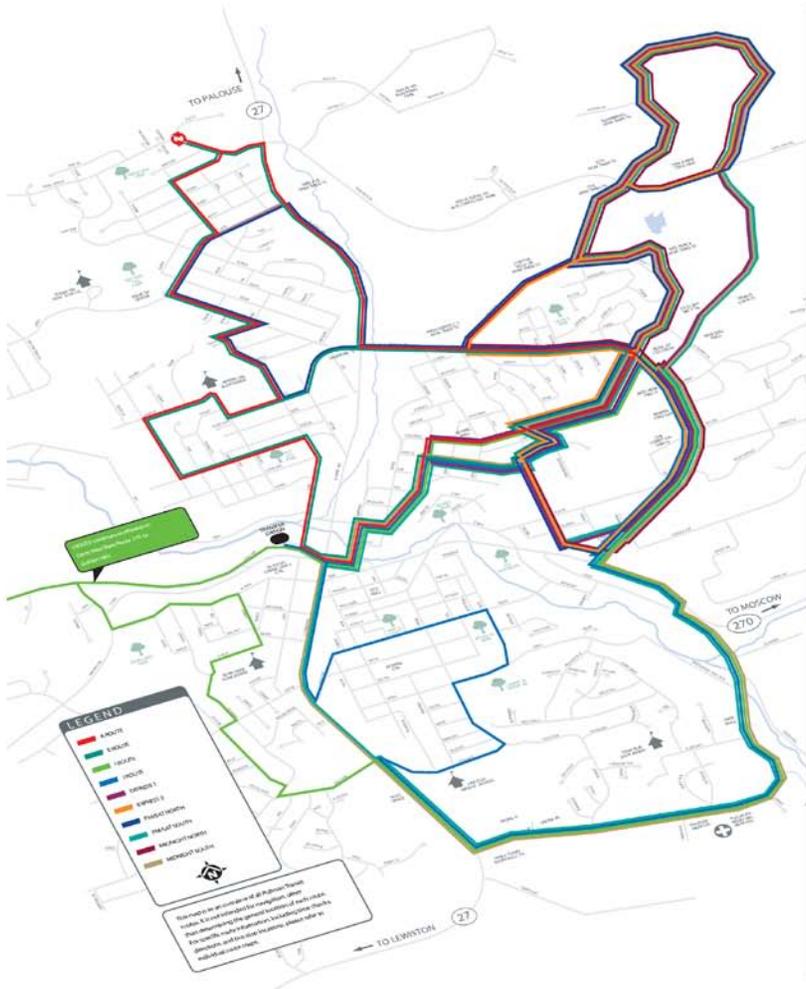


The origin and destination pairs that were reported most commonly are shown below:



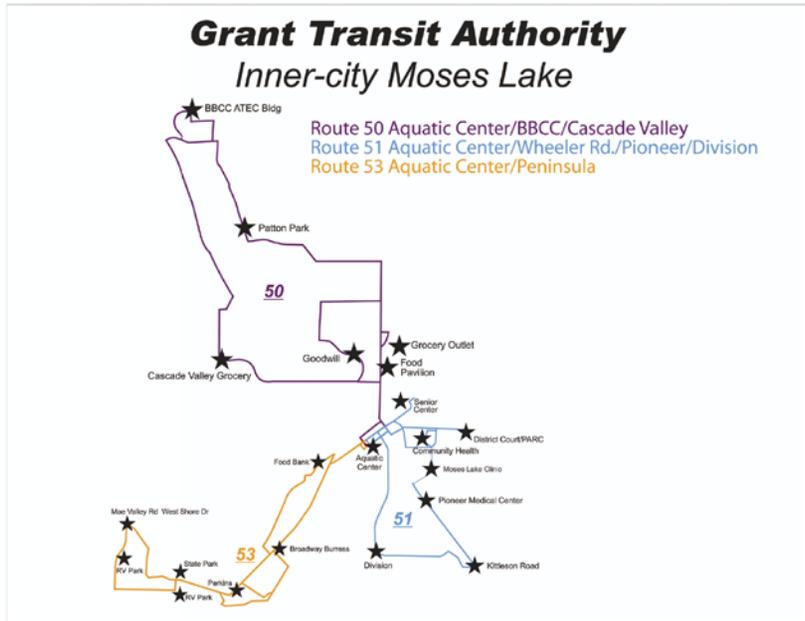
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Ellensburg Peer Community: Pullman, WA



City	Pullman, WA	City Population	29,799		
Transit Funding	<ul style="list-style-type: none"> ▪ 2% local utility tax -- \$1,146,000 in 2011 ▪ WSU (2011/12) -- \$1,564,000 ▪ Pullman School District (2011/12) -- \$110,000 ▪ Fares -- \$24,000 (2011) ▪ Various grants and allocations -- \$764,000 (2011) ▪ Total \$3,608,000 (2011) 				
Service Type	No. Routes	Span	Typical Frequency	Base Fare	Ridership
Fixed Route	10	7:00 AM to 6:00PM, Midnight service, and Saturday service 9:00 AM to 12:00 AM	45 min	\$0.50	1,530,000 (2011)
Complementary ADA Paratransit	Yes for persons 65 years and older and persons with a disability		NA	\$0.40	18,000 (2011)
Annual Operating Cost	Total: \$3,271,000 (2011)				

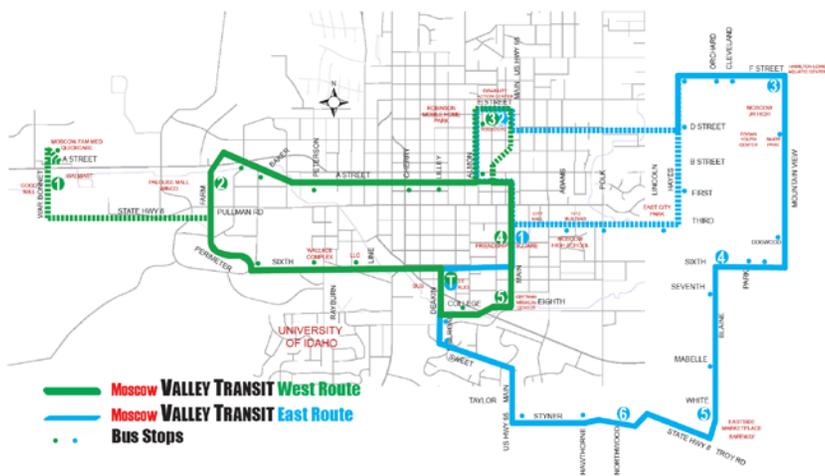
Ellensburg Peer Community: Moses Lake, WA



City	Moses Lake, WA	City Population	20,366		
Transit Funding	0.2% sales and use tax -- \$2,328,000 in 2010 Fares -- \$137,000 (2010) Vanpool Fares -- \$101,000 (2010) Various grants and allocations -- \$490,000 (2010) Total \$3,056,000 (2010)				
Service Type	No. Routes	Span	Typical Frequency	Base Fare	Ridership
City Fixed Route	3	M-F 6:20 AM to 9:10 PM	30-60 min.	\$1.00	36,244 (2010)
Inter City Fixed Route	7	M-F 7:00 AM to 12:00 AM; Special weekend express trips	30-60 min.	\$1.00	
Complementary ADA Paratransit	Yes, for seniors over 70 and persons with a disability		NA	\$0.75	20,157 (2010)
General Public Demand Response	Yes, most routes have demand response		NA	\$1.00	159,264 (2010)
Annual Operating Costs	\$2,578,000 fixed route and deviated fixed route (2010) \$805,000 demand response (2010) \$178,000 vanpool (2010) Total: \$3,561,000				

City of Ellensburg Transit Development Plan
City of Ellensburg

Ellensburg Peer Community: Moscow, ID

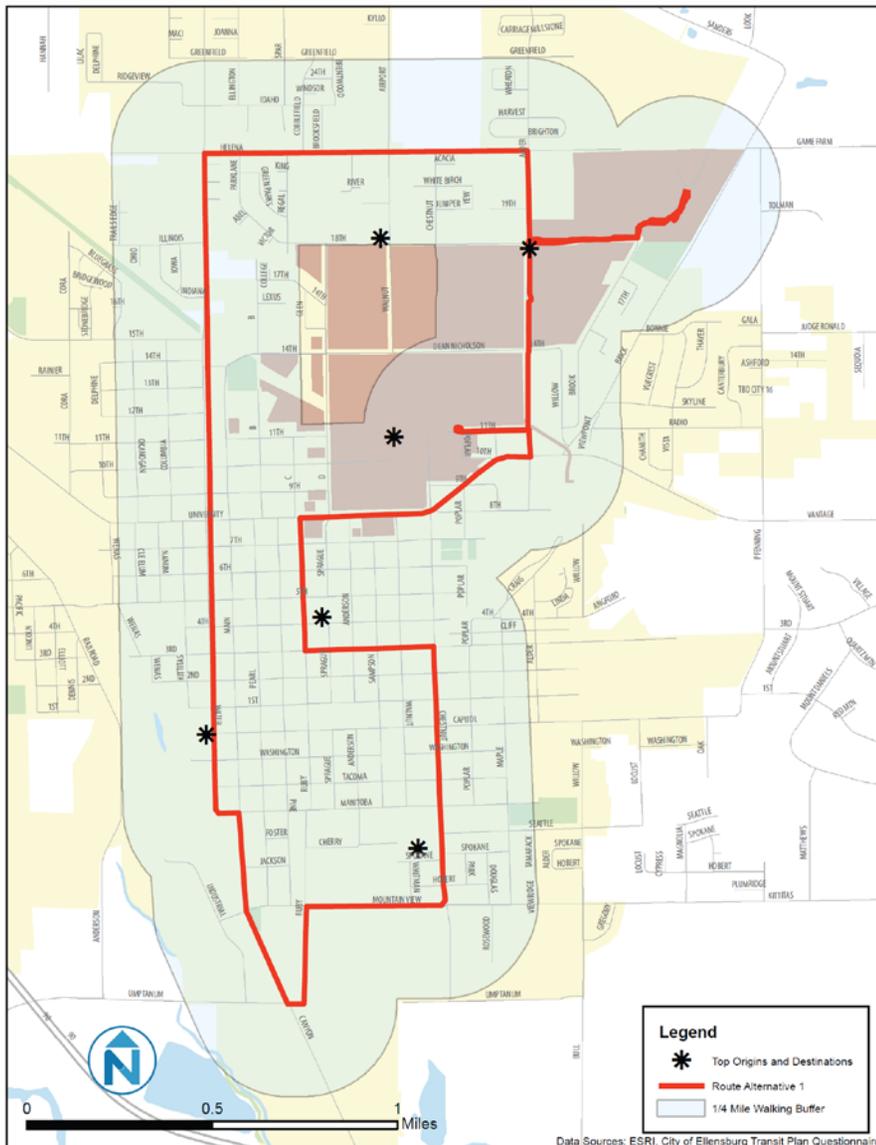


City	Moscow, ID	City Population	23,800		
Transit Funding	City of Moscow general fund --\$110,000 (FY12/13) Associated Students of University of Idaho -- \$110,000 (FY12/13) New Saint Andrews College -- \$1,400 Demand Response Fares -- \$2,000 Various grants and allocations -- \$456,000 (FFY12/13) Total: \$680,000				
Service Type	No. Routes	Span	Typical Frequency	Base Fare	Ridership
General Public Intra City Fixed Route	2	M-F 6:40 AM to 6:00 PM	30 min	Free	166,000 (2011)
Complementary ADA Paratransit	Yes for persons 65 years and older and persons with a disability		NA	\$1.50	10,000 (2011)
Annual Operating Costs	\$374,000 fixed route (2011) \$182,000 demand response (2011) Total: \$556,000				

Ellensburg Peer Community: Clarkston, WA

City	Clarkston, WA	City Population	7,229		
Transit Funding	0.2% sales and use tax -- \$555,000 in 2010 Fares -- \$33,000 (2010) Vanpool Fares -- \$72,100 (2010) Various grants and allocations -- \$159,000 (2010) Total operating: \$819,000 (2010)				
Service Type	No. Routes	Span	Typical Frequency	Base Fare	Ridership
Fixed Route	3 (1 in Clarkston)	6:00 AM – 5:00 PM	60 min	\$0.75	44,000 (2010)
Complementary ADA Paratransit	Yes		NA	\$1.50	10,000 (2010)
Annual Operating Cost	\$359,000 fixed route (2010) \$291,000 demand response (2010) \$45,000 vanpool (2010) Total: \$695,000				

Central Transit Service Concept 1



Description:

- Two routes operating in opposite directions on the same loop
- Requires two vehicles, one for each direction

Frequency:

- Clockwise route departs from CWU every 45 minutes
- Counter-clockwise route departs from CWU every 45 minutes
- Composite frequency of 22 minutes

Service Span:

- 7:00 AM - 10:00 PM Monday - Friday
- 9:00 AM - 10:00 PM Saturday & Sunday

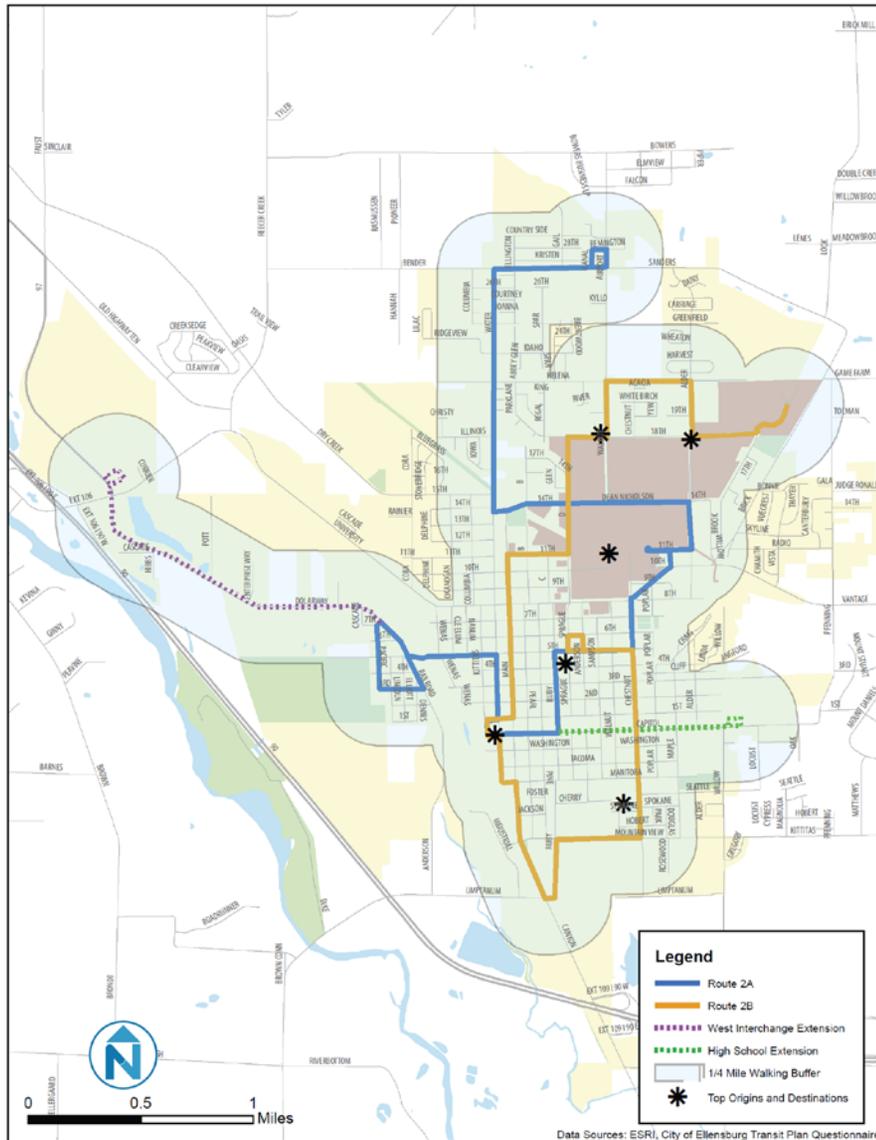
Service Coverage:

- Within 1/4 mile walking distance of 84% of Ellensburg residents
- Within 1/4 mile walking distance of all top origins and destinations

Cost Estimate:

-\$560,000 annually

Central Transit Service Concept 2



Description:

- Two routes that intersect to allow transfers
- Requires two vehicles, one for each route
- Could potentially have extensions to the West Interchange and the High School at times of day that match with school schedule and Greyhound bus schedule

Frequency:

- Route 2A departs from Airport Rd & Sanders Rd every 60 minutes
- Route 2B departs from CWU every 60 minutes

Service Span:

- 7:00 AM - 10:00 PM Monday - Friday
- 9:00 AM - 10:00 PM Saturday & Sunday

Service Coverage:

- Within 1/4 mile walking distance of 93% of Ellensburg residents
- Within 1/4 mile walking distance of all top origins and destinations

Cost Estimate:

-\$560,000 annually

Transit Funding Options for Ellensburg

Revenue Source	Unit of revenue	Annual revenue produced per unit of revenue	Maximum annual revenue (if known)
Motor vehicle license fee	\$20 per vehicle per year	\$280,000 (\$20 per vehicle)	\$1,400,000 (\$100 per vehicle)
Household Excise Tax	\$1.00 per household per month	\$75,000	\$75,000
Sales and Use Tax	0.1% on taxable sales (\$0.10 on a \$10 purchase)	\$300,000	<u>Transportation Benefit District (0.2% maximum) – \$600,000</u> Note: A TBD can be created by the City of Ellensburg and encompass the city boundaries. <u>Public Transportation Benefit Area (0.9% maximum) – \$2,700,000</u> Note: A PTBA can only be created by Kittitas County, even though the boundaries may only encompass Ellensburg.
Property Tax	\$0.10 per thousand	\$124,000	To be determined based on assessment lid -- \$1.00 per thousand generates about \$1,240,000
Utility tax	1.0% of gross receipts	\$440,000 per 1.0%	Ellensburg already levies the maximum allowed without a vote at 6%. Beyond that a new maximum would need to be voted on. Example: Pullman levies 2.0% on utilities for transit. Historical note: In 1983 the Ellensburg City tax on utilities was 10%. It was reduced over a ten year period to the current 6%, except for sewer and water which remained at 10%. This was in response to a newly passed state law (RCW 35.21.870) that capped utility taxes at 6% (except sewer and water at 10%) without a public vote.
Business and Occupation Tax	0.1% on gross activity	\$400,000	\$800,000 very approximate as B&O exemptions requires further analysis.
General Fund Revenues	Subject to annual appropriation	???	??? – Note: This is how transit is funded in Moscow, ID, as Idaho state law does not allow dedicated funding for transit.

City of Ellensburg Transit Development Plan
City of Ellensburg

Fare Options for Ellensburg

Transit System with Primary City Served	Standard Fare	Reduced Fare	Standard Monthly Pass	Reduced Monthly Pass	Standard Annual Pass	Reduced Annual Pass	ADA Paratransit	Student Fare	Approximate Pop Served*
Pullman Transit (Pullman, WA)	0.50	0.30	14.00	9.00	141.00	88.00	0.40	Minors = 0.30 WSU = Free Pullman Public Schools = Free	29,790
Link Transit (Wenatchee, WA)	1.25 - 1 Zone 2.50 - 2 Zones	0.60 - 1 Zone 1.25 - 2 Zones	40.00 - 1 Zone 80.00 - 2 Zones	30.00 - 1 Zone 60.00 - 2 Zones	N/A	N/A	1.50 - 1 Zone 3.00 - 2 Zones	N/A	55,425 in Wenatchee Area; 110,884 in District
Moscow Valley Transit	Free	Free	Free	Free	Free	Free	\$1.50	Free	23,800
Grant (County) Transit Authority (Moses Lake, WA)	1.00	0.50	25.00	15.00	N/A	N/A	0.50 (15.00 for Monthly Pass)	Standard for 1 Ride, 20.00 Monthly Pass	20,366 in Moses Lake, 89,120 in County
S. Metro Area Regional Transit - Intercity Service (Wilsonville, OR)	2.50 (Rte 1x), 1.25 (Rtes 2x/3)	1.25 (Rte 1x), 0.60 (Rtes 2x/3)	\$55 (Rte 1x), \$30 (Rtes 2x/3), \$80 (All three)	\$27.50 (Rte 1x), \$15 (Rtes 2x/3), \$40 (All three)	N/A	N/A	2.00 (40.00 Monthly Pass)	N/A	19,509
S. Metro Area Regional Transit - Local Service (Wilsonville, OR)	Free	Free	Free	Free	Free	Free	Free	Free	19,509
Island (County) Transit (Oak Harbor WA Harbor, WA)	Free	Free	Free	Free	Free	Free	Free	Free	22,451 in Oak Harbor; 78,506 in Island County
Woodburn (OR) Transit	1.25	N/A	18.75 (20 Ride)	N/A	N/A	N/A	2.50	N/A	24,080
Sunset Empire Transportation District (Astoria, OR)	1.00 - 1 Zone 3.00 - 2 Zones 4.00 - 3 Zones	N/A	45.00	30.00	495.00	330.00	2.00 - 1 Zone 6.00 - 2 Zones 8.00 - 3 Zones	Reduced Passes Apply for Minors	15,523
Jefferson (County) Transit (Port Townsend, WA)	1.50	1.00	24.00	12.00	\$50 3-Month College Pass	\$20 Summer Youth Pass	1.00	See 3 Month Passes	9,136 in Pt Townsend; 29,872 in County
Mountain Area Regional Transit Authority (Big Bear Valley, CA Routes)	1.50	0.75	13.50 (10 Ride Card)	6.75 (10 Ride Card)	N/A	N/A	2.50 (22.50 for a 10 Ride pass)	N/A	17,323
Mountain Area Regional Transit Authority (Crestline, CA Routes)	1.00 per Zone (4 in total)	0.50 per Zone	9.00 (10-Zone Card)	4.50 (10-Zone Card)	N/A	N/A	1.50 - 1 Zone, 0.75 extra zones (6.75 10-Zone pass)	N/A	28,856

*As of the 2010 Census, the population of Ellensburg was 18,174, and the population of all of Kittitas County was at 40,915. All fares are 2011. Some may have increased since this was compiled.

Fare Options for Ellensburg

No Fare – The Benefits

- Convenience of not having to pay while boarding
- Speeds up service
- Additional employee hours would be needed for fare management and security
- Loss of ridership
- Assists low income riders

No Fare – The Downsides

- Removes an important revenue source
- If something is free does it have as much value?
- In many communities is a continuous source of contention
- In larger communities this can become a security issue,
- Logan, UT Cache Valley Transit currently largest fare free agency in US

Fare Collection Considerations

- Charge a fare that can be easily and quickly collected
- CWU Students could use ASB cards as fare cards
- Deploy a low cost farebox to facilitate collection and security of fares
- Sell flash passes covering three months or a year

Transit Funding Options for Ellensburg

Ellensburg would need somewhere in the range of \$500,000 to \$700,000 per year to support a transit system. This depends on many factors including preservation and expansion of community partnerships, like with CWU and availability of grant funds from state and federal sources. Many, if not all, of these sources can be used in combination.

Revenue Source	Unit of revenue	Annual revenue produced per unit	Maximum annual revenue (if known)	Number of People
Motor vehicle license fee	\$20 per vehicle per year	\$280,000 (\$20 per vehicle)	\$1,400,000 (\$100 per vehicle is maximum) Available if Ellensburg forms a Transportation Benefit District. There is a ten year limit on taxes levied	10
Household Excise Tax	\$1.00 per household per month	\$75,000	\$75,000	2
Sales and Use Tax	0.1% on taxable sales (\$0.10 on \$10 purchase)	\$300,000	<u>Transportation Benefit District (0.2% maximum) – \$600,000</u> Note: A TBD can be created by the City of Ellensburg and encompass the city boundaries. <u>Public Transportation Benefit Area (0.9% maximum) – \$2,700,000</u> Note: A PTBA can only be created by Kittitas County, even though the boundaries may only	5
Property Tax	\$0.10 per thousand	\$124,000	To be determined based on assessment lid -- \$1.00 per thousand generates about \$1,240,000	0

City of Ellensburg Transit Development Plan
City of Ellensburg

Utility tax	1.0% of gross receipts	\$440,000 per 1.0%	Ellensburg already levies the maximum allowed without a vote at 6%. Beyond that a new maximum would need to be voted on. Historical note: In 1983 the Ellensburg City tax on utilities was 10%. It was reduced over a ten year period to the current 6%, except for sewer and water which remained at 10%. This was in response to a newly passed state law (RCW 35.21.870) that capped utility taxes at 6% (except sewer and water at 10%) without a public vote.	2
Business and Occupation	0.1% on gross activity	\$400,000	\$800,000 very approximate as B&O exemptions requires further analysis.	2
General Fund Revenues	Subject to annual	???	??? – Note: This is how transit is funded in Moscow, ID, as Idaho state law does not allow dedicated funding for	2
Parking revenues	varies	???	??? – Already used to support non-motorized transportation plan	

City of Ellensburg Transit Development Plan
City of Ellensburg

Transit System with	Standard Fare	Reduced Fare	Student Fare	Fare Revenue	Ridership
Pullman Transit (Pullman, WA)	0.50	0.30	Minors = 0.30 WSU = Pre-Paid Pullman Public Schools = Pre- Paid	WSU -\$1,564,000 Pullman SD -- \$110,000 General Fares -- \$24,000 (2011)	1,548,000 (2011 fixed route and paratransit)
Number of Votes					
3					
Link Transit (Wenatchee, WA)	1.25 - 1 Zone 2.50 - 2 Zones	0.60 - 1 Zone 1.25 - 2 Zones	N/A	\$784,000 (2011 – includes general fares, \$3.30 per student or staff per semester at WVC, \$1.25 per employee per month at WVMC, and \$1.50 per season pass holder for Mission Ridge)	1,034,000 (2011 fixed route, deviated route and paratransit)
	Fares not collected on board	Fares not collected on board	Fares not collected on board	U of I Associated Students -- \$110,000 New St. Andrews College - \$1,400 Paratransit - \$2,000 (2011)	176,000 (2011, fixed route and paratransit)
Number of Votes					
4					
Grant (County) Transit Authority (Moses Lake, WA)	1.00	0.50	Standard for 1 Ride, 20.00 Monthly Pass	General Fares --\$137,000 (2010 Does not include vanpool fares)	215,665 (2010 fixed route, deviated route and paratransit)

City of Ellensburg Transit Development Plan
City of Ellensburg

Island (County) Transit (Oak Harbor WA)	Fares not collected on board	Fares not collected on board	Fares not collected on board	No farebox revenue reported except for vanpool.	1,072,000 (2010 fixed route, deviated route and paratransit)
Jefferson (County) Transit (Port Townsend, WA)	1.50	1.00	See 3 Month Passes	\$167,000 (2011 vanpool fares included)	301,000 (2011 fixed route, deviated route and paratransit)

City of Ellensburg Transit Development Plan
City of Ellensburg

Route
Central Transit and HopeSource are important for medical visits
Flag stop vs. Fixed stop—too slow, too fast?
Express route vs. Several stop route
Cab service is too limited and too expensive for most people
Should be County-wide
I think it is important that the transit include the Greyhound stop
Need more local control
As “West Ellensburg” residents would probably “shortcut” across railroad tracks and that is illegal trespass to access the bus stop at Fred Meyer
In order for CWU students to effectively use the transit system for employment purposes, we need more than one bus that runs once or twice an hour. I work in student employment office on the CWU campus; students really want to work in the downtown area but need reliable transportation to avoid weather and being late for work.
Weekend: 9:00 to Midnight
Park and Ride
Manitoba and Tamarack at new community center. Future plan for community center 2020
Drivers being able to communicate that they are <u>Late</u> to other drivers (so drivers can tell other bus patrons)
If riders could hear about last minute delays via radio or a phone app, etc.
Route stops—convention center, airport shuttle, Hotel/motel area, Mill pond (110 Households), Food bank
Route operations—Door to door drop off, Park and Ride, 20 minute to each stop, Route concept #2
A bus late enough to pick up late night students (bar patrons), but also late night shift workers (McDonalds, fast food, hospital shifts, etc. perhaps only during September-early June
Bathroom stops should be scheduled in for riders near restrooms
Access towards City Pool, Pearl, and Pine
A <u>West Interchange</u> stop is very important

City of Ellensburg Transit Development Plan
City of Ellensburg

Central Washington Comprehensive Mental Health needs more van stops/rides, during winter especially
Bus schedules are needed to help individuals plan for work, dr. appointments, shopping, etc.
Build bicycle, wheelchair loading/unloading into the route schedule
For Route Concept #2, plan to connect extra vehicles for extensions so as to maintain the regularity of the normal schedule
Extend hours of busses, morning hours
Extend routes further, out of city limits
Special shuttles (no on board fares) for events like Rodeo, Jazz in the Valley
There are Grant County vanpools—at least 3 go to Mattawa full of teachers—in Kittitas County
I like the current system and where it stops
Current system limited is limited, dial-a-ride 24 hours in advance, no emergency. Central Transit not in morning and not frequent enough, especially in summer. Taxi is too expensive to be a real alternative.
Fares
Transit should not be a “free lunch” but a meaningful contribution to the community
Senior Rates? Monthly or ½ or 1 year passes, disabled rates
Make city fares easy like \$1.00 to work towards fixing the busses
Extra fare for week-end crowd
Monthly passes should be available at a discount for sale at, City Hall, Library, CWDR
Moscow system fare for para-transit is too high
Implement fees for riders, maybe \$.50
Fares should be an amount that does not necessitate making change (for example \$1.00 (instead of \$.75); for speed and ease
The City should bête the University to commit revenue to the transit system for a minimum of 20 years before it pursues any expansions
Have a site on the web to get tickets so it takes the labor out of the situation

City of Ellensburg Transit Development Plan
City of Ellensburg

Create a pass/punch card
Have a connection card for public and students
\$1.00-2.00 fare around town
Fare: minimal cost--\$.50/ride, \$10/month, based on Pullman's model
Make student and citizen's fares pay for the same
Discounts for seniors and ADA access free or discount
Fares—provide passes, low fare amount, exact change, CWU students continue to prepay through tuition
Consider reduced annual fare for low-income, senior, disabled riders to ease financial burden
If it costs more to collect a fare, it may not be worth the trouble
It would be good to start the system on a zero fee basis and then add a fare if there is strong ridership
No fares
HopeSource should be free
Free fares
Central Transit should be free to ADA access
Don't collect fares from passengers. It adds time to the route and is a security and cash mgmt. issue. Add special, park & ride area for major events like the Rodeo and collect donations.
Revenues
Use the space on the van to sell advertising space
Use taxes to fund transportation
Do not use B&O tax to fund the system
A way to make the transport pay for itself should be planned
A jar for funding should be setup as DONATION in the Kittitas County Courthouse
Central Transit could work w/the Secretary of State Combined Fund Drive office. This would allow state employees to donate to CT via payroll deduction. Contact.....

City of Ellensburg Transit Development Plan
City of Ellensburg

Add a hotel tax as a finding option. So the hotels can really market the service to their guests.
Increase cost Central students. Students will have to pay with tuition no matter what. An increase of a few dollars per student every quarter will not create a hardship individually, but collectively it will bring in significant revenue. Suggestion: from \$3/quarter to \$10/quarter.
Revenues sources: B&O tax, vanpool tax, last resource—motor vehicle tax, sales tax, no others
Could you partner with area businesses to ask at each purchase would you like to roundup your payment and donate the cents to Central Transit? (one of the local stores does this for cancer research)
Could we sell advertising on the sides of the busses/vans to off-set costs?
The best taxing option would be to split it up in to several revenue streams: property, vehicle, sales, and utility
Put a donation box on the bus
Keep College committed to transit
Any extra \$\$ money should only be used for Central Transit or HopeSource (no “fund raiding”)
In some systems, vanpools are a source of low-cost revenue. Lots of people live in Ellensburg but work elsewhere. There are several Grant Co. vanpools here for example, that revenue could stay here.
Ellensburg TBD could provide vanpools, probably many of them with a little promotion, as a source of revenue
One individual could try to collect donations from local businesses at the end of the fiscal year
Shelters/Stops
Volunteers to help build 3-4 shelters should be sought <ul style="list-style-type: none"> 1. For funding 2. For “hammering”
Secure signage and benches
Bus shelter maintenance should be CWU/high school credit, clubs, or volunteers
Better sheltered areas should be laid out for stops, for example: covered bus stops, <u>accessible</u> covered stop areas
Benches and Shelters at each stop

City of Ellensburg Transit Development Plan
City of Ellensburg

What about shelter, benches,
Other
Town meeting on-line
Onebusaway.com = awesome transit app
Make busses wheelchair accessible
The Kittitas Valley Veterans' Coalition KCVC will provide a van to take people to appointments daily, at Walla Walla VA Hospital and to Seattle VA Hospital
Make busses easier to get into
Patrons who throw-up on the bus pay a fine for clean-up
Communicate with Veterans' Administration
Clear Rules should be written posted, and established for bus-users who drink on the bus or enter intoxicated in order to keep other bus passengers safe (including written consequences)
What is the largest capacity vehicle that can operate without a driver requiring a special driver's license?
Ridership may increase w/expanded services to accommodate working families/individuals that want to save on gas prices
Designated <u>DOWNTOWN</u> parking that does not block traffic should be planned out and set aside.
An exact CWU student survey should be done (when it is more affordable)
Busses should be energy efficient (alternate fuels, electronic trolleys, batteries, etc.)
The need for students is <u>very</u> important
If services are expanded, there will literally be more riders. How will we accommodate those individuals w/14 passenger busses. Efforts to purchase for larger busses should be considered
Expanded service will allow individuals to use the bus more reliably to apt. to work and school. As it is, if you work in the morning you just can't take transit to work
Have a theme with the vans the way they will be set up, color and so with music to reflect one community vision

City of Ellensburg Transit Development Plan
City of Ellensburg

Having the community behind how it is funded is key for long term support
My warning to the City is that public transit is a “tar baby” funding wise—expensive, expensive, expensive
The current system works well. It stops where it should. The funding isn’t the City’s burden. Add more benches and it’s very nice. I like that it stops at Student Union Bldg. and has a link with the Airport shuttle
Energy efficient busses
Year-round transportation would really help a lot of young parents and young adults. Many young parents choose not to work because they know they do not have reliable transportation for their children.
Locally geared year-round transportation may be what the young parents in this town need to get back to work. Just think with reliable transportation comes more opportunity for young parents, allowing more spending money for local business.

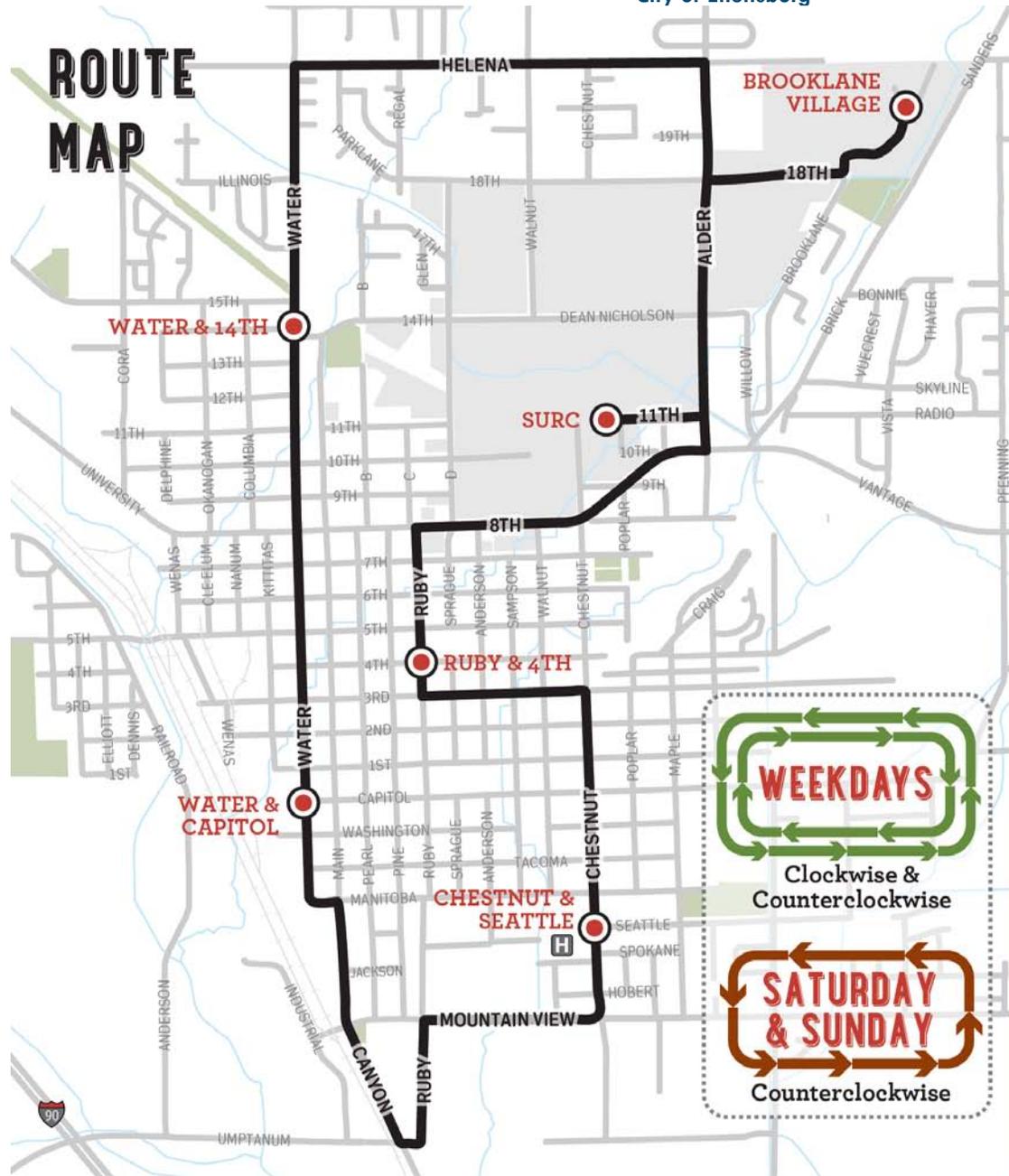
6 RECOMMENDATIONS

Current Situation

The City of Ellensburg has already taken action to preserve the present level of public transit in Ellensburg through the WSDOT Consolidated Public Transit grant program. In early December, 2012, the city submitted a grant application to operate Central Transit for the next two years. The ranking of Ellensburg's application is now known. The City is to receive \$399,000 in grant funds to support the operation of transit in Ellensburg from July 1, 2013 to June 30, 2015. This is a little short of supporting any of the concepts outlined in this plan. It is however sufficient to ensure that transit remains at no less than current levels, year around, and provides for simplification of the current route as well as publication of a schedule. While the final details will be established between the city and HopeSource, the selected service contractor, below is an outline of the service recommended under the WSDOT grant.

The following pages show a draft schedule of the recommendation. As the City is working hard to bring an improved service to Ellensburg it will likely be necessary to shut down Central Transit from July 1 until September 8, with the new service beginning September 9. This also allows a better level of service through the entire period of the grant.

City of Ellensburg Transit Development Plan
City of Ellensburg



ELLENSBURG
TRANSIT MAP
& SCHEDULE

Your link to getting
around town!

July 2013

SCHEDULES

WEEKDAY

Clockwise

BROOKLANE VILLAGE	SURC	RUBY AND 4TH	CHESTNUT AND SEATTLE	WATER AND CAPITOL	WATER AND 14TH	BROOKLANE VILLAGE
7:00	7:06	7:12	7:15	7:21	7:25	7:33
7:45	7:51	7:57	8:00	8:06	8:10	8:18
8:30	8:36	8:42	8:45	8:51	8:55	9:03
9:15	9:21	9:27	9:30	9:36	9:40	9:48
10:00	10:06	10:12	10:15	10:21	10:25	10:33
11:00	11:06	11:12	11:15	11:21	11:25	11:33
12:00	12:06	12:12	12:15	12:21	12:25	12:33
1:00	1:06	1:12	1:15	1:21	1:25	1:33
2:00	2:06	2:12	2:15	2:21	2:25	2:33
3:00	3:06	3:12	3:15	3:21	3:25	3:33
4:00	4:06	4:12	4:15	4:21	4:25	4:33
5:00	5:06	5:12	5:15	5:21	5:25	5:33
6:00	6:06	6:12	6:15	6:21	6:25	6:33

WEEKDAY

Counterclockwise

BROOKLANE VILLAGE	WATER AND 14TH	WATER AND CAPITOL	CHESTNUT AND SEATTLE	RUBY AND 4TH	SURC	BROOKLANE VILLAGE
7:30	7:38	7:42	7:48	7:51	7:57	8:03
8:15	8:23	8:27	8:33	8:36	8:42	8:48
9:00	9:08	9:12	9:18	9:21	9:27	9:33
9:45	9:53	9:57	10:03	10:06	10:12	10:18
10:30	10:38	10:42	10:48	10:51	10:57	11:03
11:30	11:38	11:42	11:48	11:51	11:57	12:03
12:30	12:38	12:42	12:48	12:51	12:57	1:03
1:30	1:38	1:42	1:48	1:51	1:57	2:03
2:30	2:38	2:42	2:48	2:51	2:57	3:03
3:30	3:38	3:42	3:48	3:51	3:57	4:03
4:30	4:38	4:42	4:48	4:51	4:57	5:03
5:30	5:38	5:42	5:48	5:51	5:57	6:03
6:30	6:37	6:40	6:45	6:48	6:53	6:58
7:00	7:07	7:10	7:15	7:18	7:23	7:28
7:30	7:37	7:40	7:45	7:48	7:53	7:58
8:00	8:07	8:10	8:15	8:18	8:23	8:28
8:30	8:37	8:40	8:45	8:48	8:53	8:58
9:00	9:07	9:10	9:15	9:18	9:23	9:28

Service hours

Weekdays 7:00 AM – 9:30 PM
Saturday 8:00 AM – 8:00 PM
Sunday 9:30 AM – 8:00 PM

On weekdays service is provided in the clockwise and counterclockwise direction between 7:00 AM and 7:00 PM. Between 7:00 PM and 9:30 PM on weekdays and all day on Saturday and Sunday, service is provided in the counterclockwise direction only.

Holidays

Buses do not run on the following holidays:

- New Years Day
- Labor Day
- President's Day
- Thanksgiving Day
- Memorial Day
- Christmas Day
- 4th of July

[contact info]

SATURDAY

Counterclockwise

BROOKLANE VILLAGE	WATER AND 14TH	WATER AND CAPITOL	CHESTNUT AND SEATTLE	RUBY AND 4TH	SURC	BROOKLANE VILLAGE
8:00	8:07	8:10	8:15	8:18	8:23	8:28
8:30	8:37	8:40	8:45	8:48	8:53	8:58
9:00	9:07	9:10	9:15	9:18	9:23	9:28
9:30	9:37	9:40	9:45	9:48	9:53	9:58
10:00	10:07	10:10	10:15	10:18	10:23	10:28
10:30	10:37	10:40	10:45	10:48	10:53	10:58
11:00	11:07	11:10	11:15	11:18	11:23	11:28
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7:00	7:07	7:10	7:15	7:18	7:23	7:28
7:30	7:37	7:40	7:45	7:48	7:53	7:58

SUNDAY

Counterclockwise

BROOKLANE VILLAGE	WATER AND 14TH	WATER AND CAPITOL	CHESTNUT AND SEATTLE	RUBY AND 4TH	SURC	BROOKLANE VILLAGE
9:30	9:37	9:40	9:45	9:48	9:53	9:58
10:00	10:07	10:10	10:15	10:18	10:23	10:28
10:30	10:37	10:40	10:45	10:48	10:53	10:58
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6:30	6:37	6:40	6:45	6:48	6:53	6:58
7:00	7:07	7:10	7:15	7:18	7:23	7:28
7:30	7:37	7:40	7:45	7:48	7:53	7:58



Longer Term Recommendations

- The City Council should take action to move toward formation of a Transportation Benefit District.
- The City should establish a formal relationship with HopeSource .
- The City should establish formal relationship with Central Washington University.
- The City should appoint a Revenue Task Force. The task of this group is to work with the community to find a revenue source, or a combination of revenue sources, to support the on-going operations of Ellensburg Transit. If the revenue sources identified require public vote, the task force should also recommend an approach to bring this revenue package to a ballot measure, including the timing. The make-up of this committee should be different than the transit Advisory Committee as their focus is entirely to reach a community consensus on a revenue package to support transit.
- The City should adopt a revenue plan (using the outcomes of the Revenue Task Force).
- The City should adopt a six-year transit development plan that:
 - Includes a public outreach strategy to reach consensus on transit service provided in the city, including how to approach fares, or no fare and Service Concept 2 as a starting point for the community outreach.
 - Uses details of this plan recommendations as basis
 - Establishes an annual operating plan and budget
 - Establishes an annual capital plan and priorities
 - Establishes service performance standards and a “dashboard” for reporting to the community on progress
- The City should adopt a coordination plan including efforts with HopeSource, Central Washington University, WSDOT, and Quadco.
- The City should retain some form of Ad Hoc Public Transit Committee as an Advisory Committee.
- The City should identify a method to formalize an administrative oversight function for transit. This may include a new staff position, a contracted position, a current position with new responsibilities or a combination of any of these.