

**PUBLIC TRANSPORTATION IN WASHINGTON STATE
CURRENT STATUS AND OUTLOOK
OCTOBER 2009**

	Financial Status as of September 1, 2009	Financial Outlook for 2010	Deferred Capital Projects	Last Successful Sales Tax Election
Ben Franklin Transit	Sales tax revenues are down 3.5%. YTD. We had minimal cash reserves (3 months) that are further depleted (1 month). Costs of labor have increased along with insurance and other costs.	We are assuming a 3.5% to 5% decrease in sales tax revenues for 2010. We are working with labor and non-represented staff to limit labor increases for the future.	We have deferred purchase of vehicles and are using a portion of our 5307 funds for operating. We may further reduce service or delay replacing 1989 vehicles that have seen over million miles of travel.	.3% increases in 2001. Currently at .6%.
C-TRAN - Vancouver	Year to date sales tax revenues are 15 percent below 2008 cash receipts and the current year budget.	Will need to seek additional sales tax funding in 2011. Failure to increase sales tax revenues will result in a service reduction in 2011.	Have reviewed our capital plan over the next few years and some projects have been deferred. Only projects that are considered critical in the support of current service levels are moving forward.	September 2005 to 0.5%. The tax rate before the increase was 0.3%.
Clallam Transit	Maintaining current service levels by drawing down the operating reserves, by choosing not to fund the capital reserves from operations, and by extending capital replacement schedules.	We will extend the philosophy (as stated in #1) another year.	None contemplated.	January 2001. Increased from .3 to .6%.

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Community Transit	Continue to maintain the 2009 service levels that were planned for 2009 by drawing down on reserve funds. Sales tax revenue is at 86% of the 2008 level. This is somewhat offset by company-wide cost containment efforts, lower fuel costs and a reduction in the employer contribution rate that is paid for retirement benefits.	Not good. Based on our 2010 revenue forecasts, we are considering service cuts and a fare increase, subject to Board approval. We are projected to lose \$180 million in sales tax revenue through 2013, revenue that we would have received had the revenue projections of our 6 year plan been met. This loss has a huge impact on our reserves and ability to fund vehicle replacements and other capital needs. It also affects our ability to provide the level of service that our communities need.	Yes. We have deferred the replacement of 46 vanpool vehicles to 2011. In 2008 a 30 vehicle bus purchase was deferred. Some aspects of our bus technology project have also been deferred.	It became effective January 2002. The rate increased from .6% to .9%.
Community Urban Bus System (CUBS) - Longview	Continue to maintain service levels the same as in 2008.	Sales tax increase of .2% passed November 2008. The collection of additional funds started in April 2009. Currently in the process of hiring a consultant to work with staff to develop a new transit plan.	No, with the ARRA funds additional capital purchases were made available.	November 2008. Increased from 0.1% to 0.3%.
Everett Transit	Are 16% below budgeted revenue and 15% below budgeted expenses.	Will budget at 2009 actual level – 16% below 2009 budget.	Will finish existing capital commitments but no further capital projects are budgeted.	September 2004. Increased from .3 to .6%.

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Grant Transit	Sales tax revenue is down about 15% from prior year. Fuel costs are also down by about 35% from prior year. Shortfall is being made up through reserve funds.	Projecting revenue to be down about 15% again, and will look at reducing services and other cost cutting measures.	No	2/10, never changed.
Grays Harbor Transit	Continue to maintain 2008 levels of service by drawing down reserve funds. As of August 31, 2009 Sales tax is down 20.2% or \$815,044 from 2008 same period. A proposed fare increase and minor service reductions are being presented to the Transit Board in October 2009	A failure to increase sales tax revenue will result in a service reduction of approximately 25% by mid 2010.	We are completing a grant funded project at our Aberdeen Station but have no capital projects planned for 2010.	2000, increased from .3% to .6%

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Intercity Transit	Are maintaining service levels at 2008 level by drawing on reserve funds. Sales tax is 10% below 2008 level. Lower than expected fuel costs and strong passenger revenue is offsetting some of loss in sales tax.	Intercity Transit will seek a sales tax increase in August 2010 (Anticipate .3%). A service reduction will take place in early 2011 without a revenue increase.	No capital has been deferred. Will continue replacement programs but no new major capital projects will be undertaken unless they are grant funded.	September 2002. Increased from .3 to .6%.
Island Transit	Have maintained service with no cuts, vote passed this August to receive our last .3% sales tax for a total of .9%. If this had not passed, we had plans to cut 30% of our service due to diminishing sales tax revenue.	Operating revenues will be good due to this last sales tax increase; however, our fleet is getting farther and farther behind in replacing vehicles since we have received only a small percentage of grant requests for replacement vehicles over the last four years.	No, however, we are still searching for funding for the construction of our Whidbey facility.	August 2009: 0.3% for a total of 0.9%.
Jefferson Transit	We are tracking a \$202,000 operating budget surplus as of September. Total reserve funds (operating and capital) are about \$500,000.	We are projecting a \$35,000 operating surplus (revenue over expenses) for 2010. However a proposed service change may increase this surplus by as much as \$75,000 for a total of \$110,000.	No	2000; 0.06

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King County Metro	Sales tax and fare revenue are both below budget. Sales tax is roughly 15% below 2008 levels. Offset by savings from holding positions vacant as well as fuel and other costs being lower than projected.	A 'gap' of \$213 million has been identified for the 2010/2011 biennium.	We have cancelled capital projects over the period of 2008-2014.	April 2007; prior rate .8%. Currently .9%.
Kitsap Transit	Solvent, but implementing service reductions to take effect Dec 2009 to correct for a deficit projected in 2010.	We expect zero growth in sales tax in 2010.	The scope of KT's capital program has decreased in response to the decline in sales tax revenue, although KT is still proposing more than \$1 million in local-share capital in 2010.	2001 to .8% and before that the tax rate was .5%.

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Link Transit	Continue to operate service at 2008 levels by drawing down reserves and reducing costs by changes in work rules. Sales tax collections are down 11.1% from 2008 levels, although this has been partially offset by a January 2009 fare increase.	Relatively poor. Sales tax collections are continuing to drop month to month. While we can continue to operate at close to our current level (about 2% of low performing service is scheduled to be eliminated shortly and we are proposing a fare policy adjustment to increase our fare revenue) during 2010 although this will nearly exhaust our reserves. Link Transit has and will continue to defer nearly all capital purchases and will finance the few critical capital purchases that we will make. Link Transit will also acquire a line of credit to allow us to cover cash flow shortages we are predicting for 2011.	Yes. Link Transit has canceled all capital purchases other than those funded through stimulus dollars. This suspension of capital spending is projected to continue through 2011. This means that we will not replace 22 aged vehicles of our total 68 vehicles and will attempt to continue to operate the older equipment till at least 2012.	Link Transit imposed its current tax rate of .4% in November of 1990.
Mason Transit	Able to sustain 2008 service due to grant award from WSDOT Consolidated Grant Program.	Potential service reductions if sales tax levels continue to drop.	Deferred - ADA Improvements to Operations Facility, Transit Center Development, North Mason Park & Ride, Passenger Waiting Shelters and Waterline Extension.	January 1, 2002 .4% (.2% prior to increase) Currently .6%.

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Pacific Transit	Maintain our service at 2008 level. Sales tax is approximately 19% below 2008, however fuel costs are lower than budgeted.	No plans to reduce service, but we may have to use some of our reserves.	N/A	Unsuccessful in 1980 leaving tax rate at .3%.
Pierce Transit	Continue to experience a decrease in sales tax revenue as compared to the prior year. In 2008, over \$5.7 million of expenditures was eliminated from the 2008 Budget. In anticipation of a \$17.5 million 2009 Budget shortfall, \$14.5 million was cut from the original requested 2009 Budget. Continued decreases in 2009 necessitated a 5% reduction in service levels. A system redesign analysis is currently being conducted to assist in meeting the economic challenges while providing maximum service possible. The Agency received \$11.4 million in American Recovery and Reinvestment Act federal stimulus funds in 2009.	The goal is to provide a balanced budget without additional reductions in staff. It is anticipated that the current service level will not be able to be continued beyond 2011. A substantial resizing of the system will be required without new long term funding. Current estimates are for a two-thirds reduction without additional revenue.	A number of capital projects have been postponed in 2008 and 2009. All projects have been analyzed and deferred in the proposed 2010 budget to 2012 unless emergent, regulatory, or grant funded.	July, 2002 - 0.3% to .6%. Staff is currently assessing the financial status and options to provide information to the Board of Commissioners. One option would be to seek voter approval of a .3% increase to the legal limit of .9% in the Fall of 2010.

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Pullman Transit	Revenue continues to be good. Our utility tax is seeing some gains and our local support from WSU and the Pullman School District has increased.	Remaining very strong.	No, we are moving forward with all our capital projects, since most are funded through Federal and State grants.	Unlike everyone else we do not depend on sales tax, we have a 2% utility tax to support our system.
Skagit Transit	Stable due to sale tax increase approved by voters November 2008.	Fair.	2008 and 2009 - we did not defer any projects. In 2010 we are deferring the purchase of 2 revenue vehicles.	November 2008, prior to increase we were at .02%. Current sales tax level .04%
Sound Transit	Tax revenue declines are forecasted to reduce agency resources by between 15% and 20% over the coming 15 years as we complete the voter-approved ST2 program. Currently, 2009 sales tax revenues are trending approximately 9.6% below this forecast.	Sound Transit currently has sufficient revenues to fully fund all voter approved system expansions as well as to sustain current and planned transit operations activities in 2010 without the need for additional revenue sources.	No project deferrals are currently being considered.	0.5% increase effective April 1, 2009. Prior to that increase the tax rate was 0.4%.

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Spokane Transit	<p>August 31 gross cash balance is down \$9M from a year ago, and we plan to continue the drawdown of cash balances to sustain service and essential capital projects as long as possible. Spokane Transit has continued to sustain its 2008 service levels and essential capital projects. ARRA funds awarded in 2009 have allowed some reprogramming of locally funded capital projects (bus hybridization and facility security cameras), which provides consideration of an opportunity to sustain existing services for 2010 and 2011. As of September 1, YTD sales tax revenue is unfavorable to budget by \$1.5M, or 5.2%. That is down \$2.6M or 8.6% from the previous year. A \$2.0M YTD fuel expense favorable variance has temporarily offset the unfavorable variance in sales tax revenue.</p>	<p>Our draft budget work for 2010 will sustain 2009 service levels thru August 2010, and implement the first (of 3) phases of a service reduction strategy. The first is proposed at approximate 2% service reduction in September 2010 (followed by 6% to 7% in the fall of 2011 and 2012 to achieve financial sustainability). The goal is to do this by employee attrition, rather than layoffs. Along with essential capital projects, 2010 is estimated to draw cash balances down by \$15.1M (leaving only \$32.2M including self insurance and Board designated reserves of \$14.6M). This assumes a 9.0% sales tax decrease for 2009, a 1.0% decrease for 2010, a 2.0% increase for 2011, and a 3.0% increase for 2013 and beyond.</p>	<p>Yes. Only essential capital projects have been implemented in 2009 and planned for 2010. Significant projects that have been sustained are: replacement of coaches for our oldest sub-fleets (17 to 18 years old), operating and business process software upgrades (25 years old), vehicle and facility cameras; and maintenance infrastructure projects that have safety implications.</p>	<p>The last sales tax increase (from 0.3% to 0.6%) was approved by voters in May 2004 (effective October 2004) with a sunset provision, and was approved without a sunset provision in May 2008.</p>

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Twin Transit	Though sales tax is down 22% from 2008, we are at break even financially through July, 2009.	Planning on break even budget for 2010, no service cuts expected.	No, pursuing grant funded buses.	November 2004. Currently 0.2%.
Valley Transit	Continue to maintain service levels at 2008 level by drawing down reserve funds. Sales tax is at 89% of 2008 level. This is somewhat offset by an increase in passenger fares collected because of a 300% increase in passenger cash fare and a 100% increase in monthly pass price. However, ridership is down 20% since the fare increase.	Will seek additional sales tax funding in February 2010 (.3% increase). Failure to increase sales tax revenues will result in a service reduction in 20 to 50 days following the election.	Yes, and we are taking on no new, major capital projects unless they are grant funded. The projects suspended were an expansion of the maintenance facility and an addition to the downtown transfer center for an indoor waiting area for intercity bus passengers.	Valley Transit has only had the initial vote to form the PTBA in 1980, which used a sales tax rate of 0.3%. There have been no increases.

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Whatcom Transit	2009 sales tax revenues are 11% (\$2,000,000) below 2008 levels or \$3,000,000 below 2009 budget projections. 2009 operating expenses show a \$2.5 million deficit which is being funded from reserves.	Project 2010 sales tax to be flat at the 2009 actual level.	Deferred the replacement of 13 fixed route buses in 2009/10. These buses are 15 years old, and can only be replaced as grant funding comes available to cover 80% of their replacement cost. All other major capital projects are being deferred until grants or other revenues are found.	In March 2002, increased its sales tax from 0.3% to 0.6%.
Yakima Transit	Continue to maintain service levels at 2008 level by drawing down reserve funds. Sales tax is at 92% of 2008 level. This is somewhat offset by fuel costs being significantly below the budgeted level and higher passenger revenue due to fare increase in January of 2009. Also, we have frozen two operator positions.	Will be watching sales tax funding closely early in the year (2010). If sales tax does not pick up, we will be looking at 10% service cut in 2011 and seek additional sales tax funding in August 2011. Should tax initiative be successful, we will be able to add 4 hours of extended service hours, increase the service frequency on weekdays, provide Sunday service, and build the west side facility with the help of capital grants.	No. We are not taking on any major capital projects unless they are grant funded.	September 1980. From 0% to 0.3%.

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	Current Base Adult Fare	Anticipated Fare Increases	2008 and 2009 Service Level Changes	Anticipated 2010 and 2011 Service Level Changes
Ben Franklin Transit	Increased from \$1.00 to \$1.25 in July 2009.	No	No	A 7% reduction is anticipated. We had budgeted for a 3.5% increase.
C-TRAN -- Vancouver	Increased from \$1.30 to \$1.50 in March 2009.	Next fare increase will be September 2010 which is anticipated to move the base from \$1.50 to \$1.60. Future increases will be of a similar amount and annually.	Very minor reduction took place in September 2009. Service reduction was approximately 1%.	A service reduction plan is waiting for board approval this week which, if approved, will reduce service about 5%. Without a sales tax increase, service will need to be reduced more significantly in 2012.
Clallam Transit	Increased from \$0.50 to \$0.75 in 1997	Undecided	No	Not for 2010, unknown for 2011
Community Transit	Increased from 41.25 to \$1.50 in October 2008.	Yes, expected in 2010. Anticipated increase is 25 cents.	Service increased in February and September 2008. Annualized increase was 4% over 2007 levels.	Fixed-route service will increase by 6% in November 2009. Much of this increase is grant funded and part of our new Swift bus rapid transit service. Economic conditions will require approximately 17% service reduction/suspension in 2010.
Community Urban Bus System (CUBS) - Longview	Increased from \$.50 to \$.60 in July 2007.	Not at this time.	Fixed route levels are the same as they were in 2008 and 2007.	With the increase of sales tax dollars, CUBS is planning on additional service in 2010.

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Everett Transit	July, 2009. Increased from \$.50 to \$.75	None	None	Will increase 6% to support Swift BRT.
Grant County	N/A	No	No	Possibly in 2010 based on sales tax revenues.
Grays Harbor Transit	Increased from \$.25 to \$.50 in 1998	Yes, we anticipate approval increase effective January 1, 2010, from .50 to \$1.00 base rate.	None	Approximately 25% by mid 2010.
Intercity Transit	Increased from \$.75 to \$1.00 (\$2.00 Day Pass) in January 2009.	Possible 2011 increase to \$1.25 without sales tax increase	Minor decrease – approximately 1%	A 21% decrease will occur in 2011 without additional revenues.
Island Transit	N/A	N/A	No changes.	No, any surplus revenue will be dedicated to replacing buses.
Jefferson Transit	Increased from \$1.25 to \$1.50 in July 2009.	No	In May of 2009 we did not add additional trips to provide later summer hours of service. This increase usually lasts from May through October. The net result was about a 4% decrease in service.	Please explain. We are contemplating a service restructuring for sometime in 2010; most likely April. The reduction will streamline operations and result in about a 7% service reduction.
King County Metro	Increased off peak fare to \$1.75 from \$1.50 in 2009.	Yes, January 2010; additional 25 cents for all categories of adult fares.	We have not reduced bus service. In September 2009 we realigned some services to better connect/support initiation of Sound Transit's Central Link Light Rail System.	Service levels will be reduced by an estimated 310,000 (approx. 9%) in the 2010/2011 biennium.

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Kitsap Transit	Increased from \$1.50 to \$2.00 in April 2009.	Not at this time.	Yes. KT reduced service by 10 percent in February of 2009, including the elimination of Sunday service. The KT Board earlier this month approved additional cuts that will take affect Dec. 13th. .	Yes. The KT Board on Oct. 8 approved a five percent service reduction; four percent in Routed and one percent in <i>ACCESS</i> (paratransit) in outlying areas. We don't anticipate further cuts in 2010/2011.
Link Transit	Increased from \$0.75 (one zone)/\$1.50 (two zones) to \$1.00 (one zone)/\$2.00 (two zones) in January 2009.	Yes, 2010 and increase would be net 20% (elimination of discounts).	In July of 2008 increased the frequency of several local routes utilizing Federal JARC funds. This increase was equal to a 8% increase in revenue hours. This service will continue through June 2011 as it has dedicated grant funding. In July of 2009, Link Transit eliminated one low performing route equal to 1.6% of revenue hours.	Yes. Service eliminations of two other low performing routes are scheduled for December of 2009. These two routes equal 3%. For 2010 no additional service cuts are proposed. For 2011, we are proposing a sales tax increase. If does not pass, would need to eliminate 25% of revenue hours of service beginning in 2012. In July of 2008 Link Transit increased the frequency of several local routes equal to a 8% increase in revenue hours. This service will continue through June 2011 as it has dedicated grant funding. In July of 2009, Link Transit eliminated one low performing route equal to 1.6% of revenue hours.

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Mason Transit	Increased from \$1.00 to \$1.50 one way (Regional) effective January 2009. Local service is fare-free.	Not in the immediate future.	October 2008, added two hours routed service per day due to WSDOT grant award. 1% increase in service hours.	No increase in 2009. Anticipate shift of D/R hours to routed service in February 2010 – no change in operating hours.
Pacific Transit	\$.35	None	None	None
Pierce Transit	Local Adult Cash Fare increased from \$1.50 to \$1.75 on January 1, 2009.	Yes. The current financial plan projects a \$.15 increase for 2012. A fare review is scheduled to be conducted in 2010 following a system redesign project report.	Service level was reduced by .19% in February, 2009 to eliminate three unproductive trips. As a result of continued reduction in sales tax collection, a service reduction of approximately 5% as authorized by the Board of Commissioners took effect in July 2009. An additional .39% reduction is scheduled in September, 2009	In 2010 and 2011 we will be addressing unproductive service. A system redesign analysis is currently being conducted to assist in meeting the economic challenges while providing maximum service possible.
Pullman Transit	Increased from \$0.35 to \$0.50 in 1999.	No	No	Added 20.5 hours per day of fixed route service. 15.5 hours of service to our highest ridership routes to and from campus to the high density apartment area and 4 hours of service to our north side service.

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Skagit Transit	Increased from \$.75 to 1.00 in October 2008.	No	No	No
Sound Transit	Increased Sounder from \$2.00 to \$2.75 in June 2007. Increased Bus from \$1.25 to \$1.50 in June 2005.	Yes, Targeting Feb. 2010-amount of increase undetermined at this time, but will be at least 25 cents	Sounder: Increased service 33% in 2008. Bus: Increased service 4% 2008-2009	Voter approved ST2 program is funding a 17% cumulative increase in Sound Transit bus service 2008-2011. Central Link light rail service began July 18, 2000.
Spokane Transit	Raised base fare 2002 from \$0.75 to \$1.00.	The Board of Directors has approved a fare increase to take place in two phases. Phase 1 will raise the base fare to \$1.25 on January 1, 2010. Phase 2 will raise the base fare to \$1.50 on January 1, 2011. Another significant element of this fare change is that our Paratransit fare will be raised in three phases over the next three years to bring our Paratransit fare to be equal to our base adult fare. Currently our Paratransit fare is equal to our Reduced Fare on Fixed Route.	Our last service increase was implemented in January 2008. This increase added earlier trips on selected routes and created a new north-south express service route. The total service increase was approximately a 2% increase. In September 2009 we realigned service to provide additional frequency to our airport and areas in the western part of our service area. This realignment realized a very small reduction in costs but resulted in an overall improvement of service.	No further changes are anticipated in 2009. In preparation for the 2010 budget, staff has presented a concept to the Board of Directors for a 2% cut in service in September 2010 and approximately a 6% cut in September 2011. This proposal has not yet been approved by the Board of Directors.
Twin Transit	Increased from .50 to \$1.00 in 1998.	Probable increase in 2010 if sales tax revenue does not improve.	No	Budget neutral shift of services resulting in expansion of service to Grand Mound.

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Valley Transit	Increased from \$0.25 to \$0.75 in September 2009.	No, if the sales tax proposition is approved by the voters in February 2010. However, if the proposition fails it is likely that fees for some services will increase (i.e., services exceeding those required by the ADA, Night Flex Routes, Job Access, Vanpool), but not weekday fixed route cash fare.	No.	Without a sales tax increase as a result of a favorable vote on February 9, 2010, service will be reduced approximately 30% of service hours effective in March 2010.
Whatcom Transit	Increased from \$.75 to \$1.00 in October 2009	Not at this time.	Expanded fixed route service by 10% on January 20, 2008.	Planning a 14% service reduction in June 2010.
Yakima Transit	Increased from \$.50 to \$.75 on January 1, 2009..	Yes. If no sales tax increase occurs in 2011, a fare increase is likely in January 2012 to a \$1.00 base adult fare.	No	Will need to reduce service by 10% in 2012 without increased revenue.

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	Vanpool Program Status	Vanpool Program Plans 2009 & 2010
Ben Franklin Transit	We have between 300 and 310 vans on the road with a limit on vehicles leaving us with a maximum capacity of 320 vans.	We are capped at 320 vans and will likely maintain our current van pool numbers.
C-TRAN -- Vancouver	Implemented a new vanpool program in May 2009. As of September 1, 2009, there are 8 vanpools currently in operation.	We hope to continue growing the program and are striving to achieve a goal of 40 vans by the end of 2010
Clallam Transit	Increased by 1.	Add 1 each year.
Community Transit	Reduced from 350 to 330 active vans.	Hope to resume growth and increase program to 365 active vans by the end of 2010.
Community Urban Bus System (CUBS) - Longview	N/A	N/A
Everett Transit	N/A	
Grant Transit	Lost 1 van pool due to plant employee reductions in Moses Lake. We did gain 2 existing van pools from Link Transit when they eliminated their program.	Have been promoting and hope to get 1 or 2 more van pools on the road during this time frame.
Grays Harbor Transit	Increased active Vanpools from 9 to 12 in 2009.	Hope to increase by 5 to 17 active pools.

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Intercity Transit	Have dropped from 199 to 185 active vanpools.	Hope to resume growth to 240 vans by end of 2010.
Island Transit	64 active vans in January 2009 and 69 now.	Hopefully to build up our VIO.
Jefferson Transit	Yes, we picked up two new pools.	None specific.
King County Metro	Yes. Declined 77 to 945.	Modest growth in 2010; efforts to retain existing vanpools
Kitsap Transit	In January we had 124 vanpools on the road. Today, we have 100. There has been a decrease in vanpools due to both the economy and an increase in KT vanpool fares.	During the rest of 2009 and 2010 we plan on putting together a grassroots effort to promote Vanpool. We will be parking several vans around the county with signs displaying the positive experiences of vanpooling. We will be promoting our program at Keyport in November 2009, and we will also be working with Puget Sound Naval Shipyard, Bangor and other major local employers to encourage vanpooling for their employees. We want to encourage people to give up their cars and see the impact it has on our community.

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Link Transit	Yes. We transferred our entire van pool program to Grant Transit. All of our van pools were traveling to Grant County and they were not generating enough riders or fares to adequately cover costs. Grant Transit assumed the management of our vans and riders	Continued suspension of the program.
Mason Transit	Yes – down 2 vans to 21 vanpools.	Continue marketing efforts to develop new vanpools and support existing vanpools operated by adjacent transit systems that have a connections within Mason County.
Pacific Transit	N/A	N/A
Pierce Transit	No. The active fleet including spares was 321 in January and August. The in service fleet was 291 in January and 290 in August.	We will maintain what we have. We have additional demand but vehicles are not available.
Pullman Transit	N/A	N/A
Skagit Transit	Active number in January 38 currently 35.	No expansion and focus on filling van back up.
Sound Transit	N/A	N/A

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Spokane Transit	Active vanpools grew from 68 in early 2008 to as high as 85 groups in 2009. In the last four months we have experienced a loss of vanpool groups and currently have 79 active groups.	Our effort is to market the unassigned vans we currently have available during the remainder of 2009 and early 2010. We are still planning on adding 10 additional vans to the fleet in the second half of 2010.
Twin Transit	N/A	N/A
Valley Transit	Have stayed at 2 vans.	Hope to resume growth and increase the vanpool program to 7 vans by the end of 2010.
Whatcom Transit	31 active vanpool groups in January 2009. In October '09 we are down to 30.	No plans for expansion or reduction of vanpool program in 2010. We lack the financial capacity to expand the fleet or to replace vanpool vehicles in an expanded fleet as they come due for replacement.
Yakima Transit	Have decreased from 26 to 20 active vans.	We hope to resume growth and increase the program to 30 vans by the end of 2010.