

RESOLUTION NO. 25-20

**A RESOLUTION ADOPTING THE 2025-2030 TRANSIT DEVELOPMENT PLAN AND
AUTHORIZING THE GTA GENERAL MANAGER TO SUBMIT FOR FILING THE
2025-2030 TRANSIT DEVELOPMENT PLAN TO THE APPROPRIATE STATE AND
LOCAL AGENCIES.**

Recitals.

1. The Grant County Public Transportation Benefit Area d/b/a the Transit Authority ("GTA" or "Grant Transit Authority") is required to prepare a 6-year Transit Development Plan for the current calendar year and for the succeeding five (5) years pursuant to RCW 35.58.2795;
2. The Grant Transit Authority has prepared a 6-year Transit Development Plan for the period from 2025 through 2030 ("TDP") in accordance with RCW 35.58.2795;
3. The Grant Transit Authority wishes to submit for filing the TDP attached hereto and incorporated by this reference to the Washington State Department of Transportation, the Transportation Improvement Board, and all Cities, Counties, and Regional Planning Councils within which the GTA is located; and
4. The GTA held a public hearing on the proposed 6-year Transit Development Plan on August 21, 2025.

Resolved:

1. The Board of the Grant Transit Authority hereby adopts and accepts the attached Transit Development Plan for the period from 2025 through 2030; and
2. The Board of the Grant Transit Authority hereby authorizes and directs the Grant Transit Authority General Manager to submit for filing the attached Transit Development Plan to the Washington State Department of Transportation, the Transportation Improvement Board, and all Cities, Counties, and Regional Planning Councils within which the GTA is located.

ADOPTED AND APPROVED by the Grant Transit Authority Board of Directors and signed by its Board Chair at a regular meeting of the Grant Transit Authority Board of Directors held on August 21, 2025, in Moses Lake, Washington.


Bruce Reim, GTA Board Chair

ATTEST:


Saira Martinez, GTA Board Secretary

Grant Transit Authority

Grant County, Washington

TRANSIT DEVELOPMENT PLAN

2025 – 2030

2024 Annual Report

In recognition
of your dedication
to Best Practices
and for consistently
maintaining an impressive
safety record.



GRANT TRANSIT AUTHORITY

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GTA
CHARGING AHEAD

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DART BROCHURE - SPANISH

2024 FINANCIAL STATEMENTS-ANNUAL AUDIT REPORT

INTRODUCTION

The Transit Development Plan (TDP) is a six-year plan prepared by the Grant County Public Transportation Benefit Area (PTBA), dba as Grant Transit Authority (GTA), covering the years 2025-2030. This planning document provides a framework for guiding transportation services to be provided in the current year and over the next five years, offering inclusive transportation that adapts to the evolving needs of our growing communities. Additionally, this plan provides a review of the activities and accomplishments that transpired in 2024. This plan serves as a tool for communicating planning strategies to the public and is utilized within the agency to identify funding sources, including grant opportunities and procurement needs, as well as to create a viable financial plan.

The TDP conforms to Washington State's Transportation Policy Goals (RCW 47.04.280) and supports comprehensive local planning and economic objectives within Grant County and the regional transportation goals established through the Quad County Regional Transportation Planning Organization (QUADCO).

SECTION I: ORGANIZATION

GTA is a PTBA authorized under RCW 36.57A; established in November 1996 with a voter-approved 0.2% local sales tax initiative. Grant Transit Authority began providing public transportation services after approval of the sales tax initiative. The Grant County PTBA encompasses the entire County and is the fourth-largest county in the state, spanning 2,791 square miles. The 2025 estimated population of the county is 106,250, with 27,530¹ of the population living in Moses Lake, the largest city in the County. The extent of the PTBA covered area is shown on the GTA System Map, located in the Appendix of this plan.

As of July 1, 2025, the 10 member GTA Board of Directors consists of one Grant County Commissioner, three Mayors representing the communities of Ephrata, Coulee City, and Soap Lake, five City Council Members representing the communities of Quincy, Wilson Creek, Moses Lake, Electric City, and Warden, and one (non-voting) member representing the ATU Local 1015.

The GTA Executive Board normally holds open public meetings on the third Thursday of the month at GTA's Multi-Modal Transit Center Community Room at 116 W. 5th Ave. Moses Lake, WA 98837.

¹ 2025 Washington State Office of Financial Management

GTA Board of Directors - Structure of Governance

| | |
|---|---|
| Bruce Reim, Chair Mayor, Ephrata | Don Myers, Vice Chair Councilman, Moses Lake |
| Amalia (Emily) Campos Councilwoman, Warden | Peter Sharp Mayor, Soap Lake |
| ShirleyRae Maes Mayor, Coulee City | Karl Hinze Councilman, Wilson Creek |
| Blake Martin Councilman, Electric City | Dylan Kling Councilman, Quincy |
| Kevin Burgess Grant County Commissioner | Bobbi Tidwell ATU Local 1015 Rep. (Non-Voting) |

As of December 31, 2024, GTA employed the following:

- ◆ 17 FTE for Fixed Route and Demand Response Bus Operators
- ◆ 4 Dispatch Support Staff
- ◆ 1 Training Coordinator
- ◆ 7 Maintenance and Facilities Staff
- ◆ 3 Administrative Staff
- ◆ 6 Executive Management Staff
- ◆ 1 Finance Support
- ◆ Ogden, Murphy & Wallace, PLLC, is GTA's contracted legal counsel.
- ◆ Basin Technical Services, LLC, is GTA's contracted Information Technology service.
- ◆ GTA contracts with People for People (PFP) to provide ADA-mandated paratransit services. PFP employs its own staff to perform the functions outlined in the Paratransit/Demand Response Transportation Agreement established with the Grant Transit Authority.

SECTION II: PHYSICAL PLANT

The GTA Administration Office is located at the Multimodal Transit Center at 116 W. 5th Ave. Moses Lake, WA 98837. GTA's General Manager, Administrative Services Manager, Human Resources Manager, and Financial Resources Manager are based out of this building, along with three administrative staff employees.



GTA's Maintenance & Operations Facilities are located at 8392 Westover Blvd NE, Moses Lake, WA 98837.



GTA's Maintenance & Facilities Manager and staff, and the Operations Manager and staff work out of these facilities. The Maintenance staff consists of mechanics, facility custodians, and a building & facilities maintenance employee. Operations is the largest department of GTA, consisting of bus operators, dispatchers/schedulers, and operations supervisors.

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

In 2025, GTA anticipates acquiring property in Ephrata. This property acquisition will give GTA the opportunity to enhance customer amenities and expand programs within the area.



SECTION III: SERVICE CHARACTERISTICS

In 2024, GTA provided the following types of transportation services:

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

- ◆ **Route 10** – Operates between our downtown Moses Lake Multi Modal Transit Center (MTC) and Big Bend Community College (BBCC) located out by the air base. Also serves the Food Bank and the Cascade Valley area of Moses Lake and makes connections with Route 20 at BBCC.
- ◆ **Route 11** – Operates on the south end of Moses Lake with stops to include CB Tech, Ernie's Truck Stop, Lowes, DSHS and Samaritan Clinic as well as others in between.

- ◆ **Route 12** – Medical Bus and District Court – Provides service to District Court, medical clinics and Samaritan Hospital on west side of Moses Lake as well as WorkSource and the Senior Center.
- ◆ **Route 13** – Marina Dr. Route covers all of the west side of Moses Lake between our Multi Modal Transit Center and the I-90 exit on the west end of Moses Lake with an additional stop at Half Sun Truck Stop across I-90.
- ◆ **Route 14** – Shopper Shuttle – Provides service to the main shopping destination points in Moses Lake including Walmart, Winco, Good Will and Home Depot.
- ◆ **Route 20** – Ephrata/Moses Lake Connector – Connector Service operating between Big Bend Community College and our Ephrata Transportation Center (Amtrak) hub.
- ◆ **Route 21** – Circulator service covering the City of Ephrata.
- ◆ **Route 22** – Circulator service covering the City of Soap Lake and town of Lakeview.
- ◆ **Route 30** – Warden Connector provides service between Moses Lake and Warden as well as a small circulator service in the town of Warden with People for People connections to Othello.
- ◆ **Route 40** – Quincy George/Connector – This service connects with Ephrata while providing service in the City of Quincy as well as service into George, WA.

All Fixed Route services currently operate Monday through Friday between 5:00 am – 8:00 pm. All Fixed Route buses are ADA accessible and equipped with bike racks. Both Cutaway buses, as well as 30- and 35-foot buses, are used to serve these routes.

Dial-a-Ride Transportation (DART) is a Demand Response service directly operated by GTA to outlying communities of Grant County. In 2025, a new logo was created to update the branding of DART programs.

Wilson Creek—Coulee City—Grand Coulee—Royal City—Mattawa—Electric City—Wanapum Dam



Regular Fixed Route service is not available in the Grant County outlying communities where DART service is provided. The primary purpose of this service is to transport people from outlying communities to areas of Grant County where fixed-route service is available, and when applicable. This service is available to the general public with no eligibility requirements. Passengers must call at least 48 hours in advance to make reservations. Many passengers use this service for commuting to work and educational purposes, traveling from smaller communities to larger ones where jobs and education are more readily available. All buses are ADA accessible and equipped with bicycle racks. Gasoline transit vans are currently used to provide this service.



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

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

Rideshare is an alternative transportation service connecting individuals who share a similar commute pattern. All rideshare trips must originate in or end in Grant County. A rideshare group consists of 3 to 12 individuals who pay a monthly fee plus a mileage charge. As of July 1, 2025, GTA had eight Rideshare groups utilizing the program. Rideshare is completely self-supporting.

GTA FARE STRUCTURE

GTA daily boarding fare:

Effective September 1, 2022, GTA Board of Directors unanimously approved a Fare-Free Policy for all passengers, regardless of age, using our regular fixed route and demand response bus services.

GTA Rideshare fees for passengers 19 years of age and older are as follows:

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

****Passengers under the age of 19, ride fare free

SECTION IV: SERVICE CONNECTIONS

GTA makes connections at the following local and regional public transportation facilities:

- ◆ Taxi: Grant Transit Multimodal Transit Center in Moses Lake
- ◆ Bus: Greyhound, Ernie's Truck Stop in Moses Lake
- ◆ Bus: NW Trailways, Ernie's Truck Stop in Moses Lake, Quincy and George

- ◆ Rail: Amtrak Depot, Ephrata, for Amtrak Rail Passenger Service

Connections with other Transportation Providers/Partners:

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

SECTION V: ACTIVITIES AND ACCOMPLISHMENTS IN YEAR 2024

2024 was a year to reform and update internal policies and procedures while preparing for future route and program expansions. Safety through technology was integrated into many systems throughout GTA's infrastructure and vehicle inventory.

Grant Transit Authority accomplished the following in 2024:

- ◆ In 2024 GTA improved the Safety committee to meet all Federal Transit Administration's Public Transportation Agency Safety Plan recommended guidelines.
- ◆ Procurement policies and procedures were updated and consolidated into one manual to meet updated state and federal requirements.
- ◆ Security was enhanced with an additional camera installed at the Operations facility vehicle entrance.
- ◆ Security was enhanced with updated door access control at the Multimodal Transit Center in Moses Lake.
- ◆ Phase II Maintenance Facility construction began with an anticipated completion date in October 2025.
- ◆ GTA hired a consultant, Lighthouse HR Consulting LLC, to complete a Compensation Analysis.
- ◆ GTA adopted a comprehensive Compensation Plan.
- ◆ Received three Ford Explorer vehicles for the Rideshare Program.
- ◆ Received two hybrid Toyota Sienna vehicles for the Rideshare Program.
- ◆ GTA partnered with Samsara to incorporate equipment tracking, fleet telematics, and camera/video safety & security systems into all Rideshare vehicles.
- ◆ Provided weekly/biweekly training to our staff.
- ◆ Received the prestigious Washington State Transit Insurance Pool Safety Star Award

SECTION VI: PROPOSED ACTION STRATEGIES 2025-2030

The proposed changes below reflect upon the following state public transportation policy objectives:

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

GTA ensures the transportation system continues to operate effectively, efficiently, and predictably by conducting an annual review of all routes and ridership. GTA actively participates in the QUADCO RTPO Transportation Planning Committee, contributing to the Coordinated Public Transit Human Services Transportation Plan. Through ongoing collaboration with local human service agencies, QUADCO RTPO, WSDOT, and other stakeholders, GTA keeps this plan updated to meet community needs.

GTA adheres to its Transit Asset Management Plan, as required by WSDOT and the Federal Transit Administration, to maintain its fleet and facilities. A fleet replacement schedule prioritizes extending bus lifespans beyond federal standards. From 2025 to 2030, GTA will seek WSDOT grant funding and build reserves to support fleet replacement, equipment and facility refurbishment, and pilot programs for operational improvements. Details on capital improvement projects and service enhancements are provided in Section VII of the relevant planning documents.

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

Safety drives GTA's mission, influencing all operations from planning to delivery. The GTA Safety Committee provides expert guidance to protect employees, passengers, and the public. Key actions include:

- ❖ Following all Federal Transit Administration's Public Transportation Agency Safety Plan recommended guidelines.
- ❖ Participating in the Grant County Department of Emergency Management Planning Group, working to improve safety in the County.
- ❖ Applying for risk management grants through the Washington State Transit Insurance Pool (WSTIP), which is used to promote safety agency-wide. WSTIP also acts as our risk manager.
- ❖ GTA's entire fleet is equipped with surveillance cameras. Cloud-based software to review events will be added to increase efficiency and safety.
- ❖ GTA's entire fleet of revenue vehicles is equipped with operator safety barriers. New, more robust barriers will be tested in 2025 to provide maximum safety for operators.

- ❖ Buses stocked with cleaning sprays, antibacterial wipes, disposable gloves, hand sanitizer, masks, and face shields. All buses are restocked every time they return to the yard.
- ❖ Electronic daily vehicle inspection reports have been added to enhance the safety of customers and operators. GTA plans to acquire Zonar's Electronic Verified Inspection Report for pre- and post-trip inspections.
- ❖ A Bus Stop Master Plan that will include bus stop enhancements to increase visibility and other safety measures for both customers and operators.

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

Fostering transportation systems that advance economic growth and connectivity. GTA Board of Directors identified the need to boost community engagement and communication. To fulfill this commitment, GTA will clearly define tasks and functions needed to enhance outreach efforts and create a position to effectively promote GTA services, engage the community, and align with our goals. Additionally, GTA is committed to promoting economic vitality by:

- ❖ Working with regional transportation providers to enhance services through improved coordination and participating in local community events to assist with tourism. GTA has increased its presence and advertising at community events and will continue to do so going forward.
- ❖ Seeking public comment and support for expansion into areas identified with a need for public transportation.
- ❖ Committing to expanding service to areas of commerce, connecting people with jobs throughout Grant County.

In 2025, GTA anticipates acquiring property in Ephrata, WA, furthering the goals of Economic Vitality by enhancing the current fixed-route system and developing the transit system in Grant County. This is an opportunity with many future aspirations to stimulate and support the movement of people.

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

GTA regularly reviews services, programs, and coverage area. The Board of Directors has directed staff to enhance service coverage and accessibility by increasing fixed-route frequency and enhancing service to rural communities, schools, and employment hubs. GTA will also improve the movement of goods and people by:

- ❖ Striving to replace our aging fleet to have reliable buses that keep people moving throughout the county.

- ❖ Continually working with passengers, community stakeholders, elected officials, QUADCO RTPO, and WSDOT in an effort to provide better opportunities for transporting people throughout the region.
- ❖ Expanding marketing and outreach programs to promote current services and seek public comment on future opportunities for expansion by adding staff who will be able to directly interact with stakeholders and potential customers.
- ❖ Expanding Demand Response programs to accommodate the growing needs of communities throughout Grant County, especially for vulnerable populations, including people who are aging, who have mobility challenges, and who do not have a dependable means of transportation.
- ❖ Leveraging technology to expand user-friendly, real-time tracking tools for customer accessibility, including real-time bus schedules at high-traffic bus stops and stations to enhance accessibility and reduce customer call and complaints.

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

GTA is working towards and committed to improving air quality by purchasing low-emission vehicles when replacing the fleet. GTA's Zero-Emission Fleet Transition Plan will be evaluated and updated in 2026 to accurately reflect our current and projected timeline.

- ❖ GTA will be pursuing funding through the Low or No Emission Grant Program in 2025 for five electric vehicles to add to the fleet. If awarded, the vehicles will be used for expanding Dial-A-Ride Transportation services, focusing on some of the county's most vulnerable populations.
- ❖ GTA will also be applying for grant funding through the Buses and Bus Facilities Program with plans to acquire two hybrid-diesel buses and four renewable diesel buses.
- ❖ GTA operates propane vehicles and purchases renewable diesel to further mitigate released emissions.
- ❖ GTA will be pursuing grant opportunities for transitioning certain fleet vehicles to electric and hydrogen fuel vehicles. Infrastructure for both modes of propulsion/fuel is critical in this transition.
- ❖ Phase II of our Maintenance Facility is anticipated to be completed in 2025.
- ❖ GTA is planning to acquire property in Ephrata, WA to be used as a transit hub or transit center. The property presents opportunities for electric charging stations and solar panels to further reduce GTA's carbon footprint.
- ❖ Planning for growth, GTA will seek practical and strategic locations for potential property acquisitions or leases for transit hubs throughout Grant County.

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

GTA is committed to reviewing the county-wide routing network at least annually to ensure efficiency of the system and review areas where performance can be improved.

- ◆ Public outreach activities will continue to interact with businesses, schools, and other stakeholders.
- ◆ In 2023, DanTec completed a system-wide marketing and service analysis study. GTA is using the plan as a platform to increase route efficiencies and schedules, with an implementation date planned for late 2025.
- ◆ Service for Seniors is a new Dial-A-Ride Transportation (DART) pilot program that will seek public comment and is anticipated to go into service in late 2025 or early 2026.
- ◆ Additional programs and expansion of current DART and paratransit programs will be considered as determined by the 2023 System-Wide Service Analysis and ongoing public outreach.
- ◆ GTA intends to develop performance measurement standards for both fixed-route and paratransit services to identify strengths and weaknesses throughout the existing transportation network. The standards will also provide planning guidance for future pilot services and programs.

SECTION VII: SUMMARY OF CAPITAL AND SERVICE IMPROVEMENTS

| YEAR | CAPITAL IMPROVEMENT | PRESERVE | EXPAND |
|---|--|----------|--------|
| ROLLING STOCK | | | |
| 2025 | (A) Replace (2) FR Buses w/ (2) Propane Cutaway Buses | x | |
| 2026 | (A) Replace (2) FR Propane Cutaway Buses w (2) Propane Cutaway Buses | x | |
| | (B) Replace (4) FR Buses w/(4) 29-Foot Diesel Buses Awarded 5339 | x | |
| | (C) Replace (4) DART Cutaway Buses w/ (4) 14-Passenger Propane Cutaway Buses | x | |
| | (D) Expand (5) DART Transit vans for additional DART Program(s) | | 5 |
| | (E) Expand with (1) Trolley | | 1 |
| 2027 | (A) Replace (2) FR Propane Cutaway Buses w/ (1) Elec Cutaway, (1) HD 29-Foot Buses | x | |
| | (B) Replace (4) FR Heavy Duty Buses w/ (4) HD hybrid diesel-electric 35-Foot Buses | x | |
| | (C) Replace (2) FR Heavy Duty Buses w/ (2) HD clean diesel 29-Foot Buses | x | |
| | (D) Expand (3) DART Transit vehicles for additional DART Program(s) | | 3 |
| 2028 | (A) Replace (4) FR Heavy Duty Buses w/ (4) HD Electric Buses | x | |
| | (B) Replace (2) (P) Cutaway Buses w/ (2) Electric cutaways | x | |
| | (C) Perform (2) Engine Rebuilds/Transmission Overhauls | x | |
| | (D) Expand (2) Electric Cutaway for Local Circular (Deviated Fixed Route) | | 2 |
| 2029 | (A) Replace (2) FR Heavy Duty Buses w/ 2 HD Electric Buses | x | |
| | (B) Replace (2) (P) Cut-Away Buses w/ (2) Electric cutaways | x | |
| | (C) Replace (2) FR Heavy Duty Buses w/ 2 HD Hydrogen Buses (HFC) | x | |
| | (D) Perform (3) Engine Rebuilds/Transmission Overhauls | x | |
| 2030 | (A) Replace (2) FR Heavy Duty Buses w/ 2 HD Electric Buses | x | |
| | (B) Replace (2) (P) Cut-Away Buses w/ (2) Electric cutaways | x | |
| | (C) Replace (2) FR Heavy Duty Buses w/ 2 HD Hydrogen Buses (HFC) | x | |
| | (D) Replace (4) Electric Buses w/ (4) Electric Buses | x | |
| | (E) Expand (2) Electric Cutaway for Local Circular (Deviated Fixed Route) | | 2 |
| EQUIPMENT AND NON-REVENUE VEHICLES | | | |
| 2025 | (A) Purchase and Installation Westmatic Automatic Bus Wash System | | x |
| | (B) Replace Shop Column Lifts (Set of 4) | x | |
| 2026 | (A) Shop Column Lifts (Set of 4) | | x |
| | (B) Administrative vehicle (electric) | | x |
| 2027 | Replace (2) Administrative vehicles with electric vehicles | x | |
| 2028 | No Change | | |
| 2029 | Replace (2) Administrative vehicles with electric vehicles | x | |
| 2030 | No Change | | |
| FACILITIES | | | |
| 2025 | (A) Continue M & O Facility/Grounds Upgrades | x | |
| | (B) Continue Bus Stop Enhancements | x | |
| | (C) Continue with Construction of Phase II of Maintenance Facility | | x |
| | (D) Purchase Property in Ephrata for Transit Center | | x |
| | (E) Facility Gate Update/Upgrade | x | |
| 2026 | (A) Begin Ephrata Transit Center Master Plan Phase (construction) | | x |
| | (B) Bus Stop Enhancements | x | |
| | (C) MTC Office Remodel | x | |
| | (D) Purchase additional charging infrastructure | | x |

SECTION VII: SUMMARY OF CAPITAL AND SERVICE IMPROVEMENTS

| YEAR | CAPITAL IMPROVEMENT | PRESERVE | EXPAND |
|------------------------------|---|----------|--------|
| FACILITIES (Continued) | | | |
| 2027 | (A) Continue Phased Expansion of Ephrata Transit Center Master Plan | | x |
| | (B) Expand on Electrification for Larger HD Electric Buses | | x |
| | (C) Investigate Opportunities for Property Acquisition in Rural Communities | | |
| 2028 | Continue Phased Expansion of Ephrata Transit Center Master Plan | | x |
| | Expand Operations Facilities | | |
| 2029 | Purchase Hydrogen Infrastructure | | x |
| 2030 | No Change | | |
| SERVICE CHANGES/IMPROVEMENTS | | | |
| 2025 | Begin Implementation of service improvements based on study results | | x |
| 2026 | (A) Continue with service improvements based on study results | | x |
| | (B) Expand DART Programs and Services | | |
| 2027 | Expand DART Programs and Services | | x |
| 2028 | Expand Local Circulares in outlying/rural communities | | x |
| 2029 | No Change | | |
| 2030 | Expand Local Circulares in outlying/rural communities | | x |

| SECTION VIII: CAPITAL IMPROVEMENT PROGRAM BUDGET | | | | | | |
|--|---------------------|--------------------|---------------------|--------------------|---------------------|---------------------|
| CAPITAL P & M | 2025 Budgeted | 2026 | 2027 | 2028 | 2029 | 2030 |
| ROLLING STOCK | | | | | | |
| FR Electric Cut-Aways-PTD0485 | \$550,000 | | | | | |
| FR HD Diesel Gillig Buses-PTD0968 | \$2,975,000 | \$3,000,000 | | | | |
| FR Propane Cut-Aways-PTD0647 | \$475,000 | \$475,000 | | | | |
| FR HD Diesel Gillig Buses(2)5339 - 2025 | | | \$2,300,000 | | | |
| FR HD Hybrid Diesel Buses-(4)5339-2025 | | | \$5,600,000 | | | |
| FR HD Electric Buses | | | | \$7,000,000 | \$5,000,000 | \$3,800,000 |
| FR HD Hydrogen (HFC) Buses | | | | | \$3,200,000 | \$3,600,000 |
| FR Electric Cut-Away Buses | | | \$300,000 | \$650,000 | \$800,000 | \$4,000,000 |
| DART Transit Cut-Aways | | \$600,000 | \$450,000 | \$500,000 | | |
| DART Transit Vans - 5 Elec-(5339-2025) | \$800,000 | \$800,000 | | | | |
| Rideshare Vehicles | \$125,600 | | | | | |
| Graphics/Radios/Annunciators | \$27,000 | | | | | |
| Trolley | \$872,351 | \$800,000 | | | | |
| Engine/Transmission Overhauls | | | | \$100,000 | \$150,000 | |
| EQUIPMENT | | | | | | |
| Koni Column Lifts | \$70,000 | \$75,000 | | | | |
| Facilities Van | \$85,000 | | | | | |
| Agency Server Upgrade | | \$20,000 | | | | |
| Administrative Vehicle - Electric | | \$60,000 | \$130,000 | | \$160,000 | |
| ETC Office Printer | | \$8,500 | | | | |
| FACILITIES | | | | | | |
| M&O Facility/Grounds | \$150,000 | \$150,000 | | | | |
| Bus Stop Enhancements | \$100,000 | \$200,000 | | | | |
| TPT Patton Street Project | \$75,000 | | | | | |
| TOTAL CAPITAL P & M | \$6,304,951 | \$6,188,500 | \$8,780,000 | \$8,250,000 | \$9,310,000 | \$11,400,000 |
| CAPITAL EXPANSION | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| EQUIPMENT | | | | | | |
| Bus Wash System | \$715,000 | | | | | |
| Tire Racks/Inflate Cage/Impact Drv | \$6,500 | | | | | |
| Battery Storage Rack | \$4,000 | | | | | |
| Training Simulator - Driver | \$250,000 | | | | | |
| TECHNOLOGY | | | | | | |
| Records & Key Mgt Systems | \$60,000 | | | | | |
| 3 Computers & 1 Multi Use Printer | \$14,000 | | | | | |
| 2 TV's/Screenly Devices/Readboard | \$28,000 | | | | | |
| FACILITIES | | | | | | |
| MTC Office Remodel | \$180,000 | \$250,000 | | | | |
| Maint. Facility Addition | \$6,605,522 | | | | | |
| Ephrata Property | \$2,600,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | | |
| Electric Charging Infrastructure | | \$1,000,000 | \$3,000,000 | | | |
| Hydrogen Infrastructure | | | | | \$3,000,000 | |
| Solar Infrastructure | | | \$1,000,000 | | | |
| Facility Gate Expansion | \$275,000 | | | | | |
| TOTAL CAPITAL-EXPANSION | \$10,738,022 | \$2,250,000 | \$5,000,000 | \$1,000,000 | \$3,000,000 | \$0 |
| TOTAL ALL CAP EXPENSES | \$17,042,973 | \$8,438,500 | \$13,780,000 | \$9,250,000 | \$12,310,000 | \$11,400,000 |

| SECTION IX: OPERATING DATA, 2023-2029 | | | | | | | |
|---|---------|-----------|-----------|-----------|-----------|-----------|-----------|
| SERVICE TYPE | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Fixed-Deviated Routes | Actual | Projected | Projected | Projected | Projected | Projected | Projected |
| Vehicle Hours | 26,626 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 |
| Vehicle Revenue Hours | 19,132 | 25,300 | 25,300 | 25,300 | 25,300 | 25,300 | 25,300 |
| Vehicle Miles | 502,782 | 501,900 | 501,900 | 501,900 | 501,900 | 501,900 | 501,900 |
| Vehicle Revenue Miles | 475,698 | 474,800 | 474,800 | 474,800 | 474,800 | 474,800 | 474,800 |
| Passenger Trips | 139,070 | 146,024 | 153,325 | 160,991 | 169,040 | 177,492 | 177,492 |
| Demand Response DO | | | | | | | |
| Vehicle Hours | 6,712 | 6,913 | 7,121 | 7,334 | 7,554 | 7,781 | 7,781 |
| Vehicle Revenue Hours | 2,610 | 3,650 | 3,760 | 3,872 | 3,988 | 4,108 | 4,108 |
| Vehicle Miles | 171,570 | 176,717 | 182,019 | 187,479 | 193,104 | 198,897 | 198,897 |
| Vehicle Revenue Miles | 110,810 | 114,134 | 117,558 | 121,085 | 124,718 | 128,459 | 128,459 |
| Passenger Trips | 4,068 | 4,271 | 4,485 | 4,709 | 4,945 | 5,192 | 5,192 |
| Paratransit (PFP) | | | | | | | |
| Vehicle Hours | 19,054 | 19,626 | 20,214 | 20,821 | 21,445 | 22,089 | 22,089 |
| Vehicle Revenue Hours | 12,880 | 13,267 | 13,665 | 14,074 | 14,497 | 14,932 | 14,932 |
| Vehicle Miles | 292,972 | 301,761 | 310,814 | 320,139 | 329,742 | 339,635 | 339,635 |
| Vehicle Revenue Miles | 217,461 | 223,985 | 230,704 | 237,626 | 244,754 | 252,097 | 252,097 |
| Passenger Trips | 27,021 | 28,372 | 29,790 | 31,280 | 32,844 | 34,486 | 34,486 |
| Rideshare | | | | | | | |
| Vehicle Hours | 2,779 | | | | | | |
| Vehicle Revenue Hours | 2,779 | | | | | | |
| Vehicle Miles | 165,422 | | | | | | |
| Vehicle Revenue Miles | 165,422 | | | | | | |
| Passenger Trips | 21,336 | | | | | | |
| SAFETY DATA | | | | | | | |
| Fatalities | 0 | | | | | | |
| Injuries | 0 | | | | | | |
| Reportable Incidents | 0 | | | | | | |
| FUEL CONSUMPTION | | | | | | | |
| Diesel (gal) | 81,759 | | | | | | |
| Propane (gal) | 31,926 | | | | | | |
| Gasoline (gal) | 54,993 | | | | | | |
| Electric (kWh) | 11,390 | | | | | | |
| Assumptions - Operating Data: | | | | | | | |
| Years 2026 - 2030 are projected at 4% annual increases in boardings with increased route efficiencies and route and program expansions. | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

SECTION X: OPERATING & CAPITAL-REVENUE AND EXPENDITURE PLAN

| YEAR END DEC. 31, | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|--------------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|
| GENERAL FUND-Unrestricted | Actual | Budgeted | Projected | Projected | Projected | Projected | Projected |
| Beginning Balances | \$ 10,943,637 | \$ 19,033,854 | \$ 19,033,854 | \$ 13,534,751 | \$ 13,355,893 | \$ 15,932,943 | \$ 18,497,093 |
| Operating Revenues | | | | | | | |
| Sales Tax | \$ 8,610,237 | \$ 8,500,000 | \$ 8,100,000 | \$ 8,200,000 | \$ 8,300,000 | \$ 8,400,000 | \$ 8,500,000 |
| Vanpool Fares | \$ 79,198 | \$ 89,296 | \$ 95,275 | \$ 98,100 | \$ 99,100 | \$ 100,100 | \$ 101,100 |
| Federal Op Grant - 5311 | \$ 47,925 | \$ 624,455 | \$ 4,750,000 | \$ 4,900,000 | \$ 5,047,000 | \$ 1,684,330 | \$ - |
| Federal Op Grant - CRRSAA | \$ 3,271,796 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal OP Grant - ARPA | \$ 172,602 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| State Op Grants(PTSN,TS) | \$ 2,307,420 | \$ - | \$ 1,528,797 | \$ 764,396 | \$ - | \$ - | \$ - |
| Other/Interest/WSTIP | \$ 514,534 | \$ 509,640 | \$ 500,000 | \$ 505,000 | \$ 510,050 | \$ 515,150 | \$ 520,302 |
| Insurance Recovery | \$ 19,773 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Proposed Fed Grants | | \$ 2,230,197 | \$ - | \$ - | \$ - | \$ 3,515,670 | \$ 5,350,000 |
| Proposed State Grants | \$ - | \$ 771,250 | \$ - | \$ 772,000 | \$ 1,544,000 | \$ 1,559,000 | \$ 1,575,000 |
| Adj. to Reserve Accts. | | | \$ (5,225,000) | | | | |
| TOTAL OP REVENUES | \$ 25,967,122 | \$ 31,758,692 | \$ 28,782,926 | \$ 28,774,249 | \$ 28,856,043 | \$ 31,707,193 | \$ 34,543,495 |
| Operating Expenses | | | | | | | |
| General Operating P&M | \$ 5,723,156 | \$ 8,920,788 | \$ 9,500,000 | \$ 9,800,000 | \$ 10,094,000 | \$ 10,400,000 | \$ 10,700,000 |
| Vanpool P & M | \$ 78,966 | \$ 89,296 | \$ 95,275 | \$ 98,100 | \$ 99,100 | \$ 100,100 | \$ 101,100 |
| TOTAL OP EXPENSES | \$ 5,802,122 | \$ 9,010,084 | \$ 9,595,275 | \$ 9,898,100 | \$ 10,193,100 | \$ 10,500,100 | \$ 10,801,100 |
| NET CASH AVAILABLE | \$ 20,165,000 | \$ 22,748,608 | \$ 19,187,651 | \$ 18,876,149 | \$ 18,662,943 | \$ 21,207,093 | \$ 23,742,395 |
| Capital Revenues | | | | | | | |
| Federal Grants | \$ 250,550 | \$ 4,337,605 | \$ 2,105,600 | | | | |
| State Grants | \$ 353,918 | \$ 5,560,614 | \$ - | ? | | | |
| Disp Cap Assets | \$ 44,849 | \$ - | \$ - | | | | |
| Proposed Federal Grants | \$ - | | \$ 680,000 | \$ 8,259,744 | \$ 6,520,000 | \$ 9,600,000 | \$ 6,120,000 |
| Proposed State Grants | \$ - | \$ 760,000 | \$ - | \$ 600,000 | | | |
| TOTAL CAP REVENUES | \$ 649,317 | \$ 9,898,219 | \$ 2,785,600 | \$ 8,259,744 | \$ 6,520,000 | \$ 9,600,000 | \$ 6,120,000 |
| P&M Cap Obligations | | | | | | | |
| Fixed Route Buses | \$ 440,054 | \$ 4,027,000 | \$ 3,475,000 | \$ 8,200,000 | \$ 7,650,000 | \$ 9,000,000 | \$ 11,400,000 |
| DART Buses | \$ - | \$ 800,000 | \$ 1,400,000 | \$ 450,000 | \$ 500,000 | | |
| Rideshare Vehicles | \$ 240,252 | \$ 125,600 | \$ - | | | | |
| Engine/Trans Rebuilds | \$ - | \$ - | \$ - | | \$ 100,000 | \$ 150,000 | |
| Facilities and Construction | \$ 980,598 | \$ 7,110,522 | \$ 2,600,000 | \$ 5,000,000 | \$ 1,000,000 | \$ 3,000,000 | |
| Cap Equip Non Rolling Stock | \$ 38,131 | \$ 1,335,500 | \$ 163,500 | \$ 130,000 | | \$ 160,000 | |
| Technology & Software | \$ 81,428 | \$ 102,000 | | | | | |
| Expansion Cap Projects | | | | | | | |
| Fixed Rt Bus (Trolley) | \$ - | \$ 872,351 | \$ 800,000 | | | | |
| Vanpool Vans | \$ - | | \$ - | | | | |
| Facility & Equipment | \$ - | | | | | | |
| TOTAL CAP EXPENSES | \$ 1,780,463 | \$ 14,372,973 | \$ 8,438,500 | \$ 13,780,000 | \$ 9,250,000 | \$ 12,310,000 | \$ 11,400,000 |
| ENDING BAL GEN FUND | \$ 19,033,854 | \$ 18,273,854 | \$ 13,534,751 | \$ 13,355,893 | \$ 15,932,943 | \$ 18,497,093 | \$ 18,462,395 |

| GTA RESERVES - RESTRICTED FUNDS | | | | | | | |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| YEAR END DEC. 31, | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| GENERAL/RESERVES | Actual | Budgeted | Projected | Projected | Projected | Projected | Projected |
| OPERATING RESERVE | | | | | | | |
| Beginning Cash | \$ 1,275,000 | \$ 1,275,000 | \$ 1,275,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 |
| (+ or -) | | \$ - | \$ 3,725,000 | \$ - | \$ - | \$ - | \$ - |
| Ending Cash | \$ 1,275,000 | \$ 1,275,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 | \$ 5,000,000 |
| FLEET RESERVE | | | | | | | |
| Beginning Cash | \$ 700,000 | \$ 700,000 | \$ 700,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 |
| (+ or -) | | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Ending Cash | \$ 700,000 | \$ 700,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 |
| FACILITY & EQUIP. RES. | | | | | | | |
| Beginning Cash | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 |
| (+ or -) | \$ - | \$ - | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Ending Cash | \$ 250,000 | \$ 250,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 |
| VANPOOL RESERVE | | | | | | | |
| Beginning Cash | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 |
| (+ or -) | \$ - | \$ - | \$ 450,000 | \$ - | \$ - | \$ - | \$ - |
| Ending Cash | \$ 50,000 | \$ 50,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 |
| Ending Reserve Balance | \$ 2,275,000 | \$ 2,275,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 |



Rolling stock inventory and verification of continued use form

Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
Refer to Instructions tab for vehicle codes.

Agency/org: Grant Transit Authority

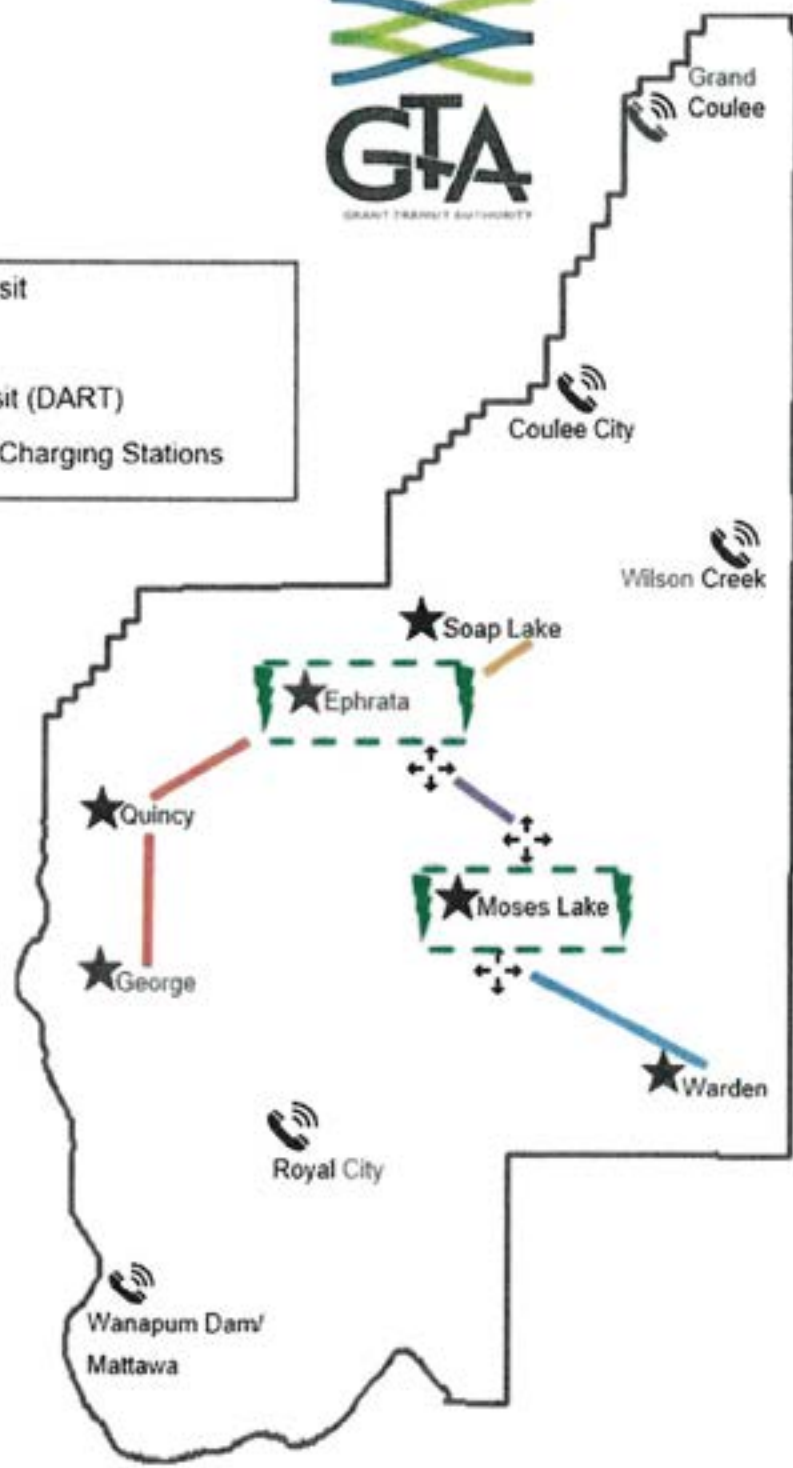
Inventory year: 2024

| No. | Year | Make/model | Vehicle code | Vehicle identification number (VIN) | Agency/ org. vehicle number | Actual life odometer | Meets financial needs of SGR? | Is the vehicle safe? | Agency's ULB (Year) | Agency's ULB (Miles) | Maintenance current? | Performs its designed function? | Replacement cost (\$) | Planned replacement year | Planned replacement fuel type | ADA access? | Seating capacity | Fuel type | WSDOT title? |
|-----|------|---|--------------|-------------------------------------|-----------------------------|----------------------|-------------------------------|----------------------|---------------------|----------------------|----------------------|---------------------------------|-----------------------|--------------------------|-------------------------------|-------------|------------------|-----------|--------------|
| 1 | 2020 | Ford Transit / Startrans | 11 | 1FDE88PM1KX887677 | 1001 | 116,713 | Yes | Yes | 8 | 250,000 | Yes | Yes | \$95,000 | 2026 | G | Yes | 10+3 | G | Yes |
| 2 | 2020 | Ford Transit / Startrans | 11 | 1FDE88PM1KX88735 | 1002 | 117,373 | Yes | Yes | 8 | 250,000 | Yes | Yes | \$95,000 | 2026 | G | Yes | 10+3 | G | Yes |
| 3 | 2020 | Ford Transit / Startrans | 11 | 1FDE88PM1KX88751 | 1003 | 117,811 | Yes | Yes | 8 | 250,000 | Yes | Yes | \$95,000 | 2026 | G | Yes | 10+3 | G | Yes |
| 4 | 2020 | Ford Transit / Startrans | 11 | 1FDE88PM1KX88751 | 1004 | 117,367 | Yes | Yes | 8 | 250,000 | Yes | Yes | \$95,000 | 2026 | G | Yes | 10+3 | G | Yes |
| 5 | 2020 | Ford E-450 Series/Startrans | 11 | 1FDEE3F8K0C086533 | 1106 | 65,343 | Yes | Yes | 8 | 250,000 | Yes | Yes | \$125,000 | 2027 | LP | Yes | 11+3 | LP | Yes |
| 6 | 2020 | Ford E-450 Series/Startrans | 11 | 1FDEE3F8K0C086534 | 1107 | 67,518 | Yes | Yes | 8 | 250,000 | Yes | Yes | \$125,000 | 2027 | LP | Yes | 11+3 | LP | Yes |
| 7 | 2020 | Ford E-450 Series/Startrans | 11 | 1FDEE3F8K0C086535 | 1108 | 66,614 | Yes | Yes | 8 | 250,000 | Yes | Yes | \$125,000 | 2027 | LP | Yes | 11+3 | LP | Yes |
| 8 | 2021 | Green Power EVSTAR Battery Elec Van | 28 | 1G9C02C03MP492237 | 1403 | 2,955 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$300,000 | | | Yes | 14+2 | BEB | Not Yet |
| 9 | 2021 | Green Power EVSTAR Battery Elec Van | 28 | 1G9C02C03MP492238 | 1404 | 2,821 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$300,000 | | | Yes | 14+2 | BEB | Not Yet |
| 10 | 2019 | Ford E-450 Series/Eldorado | 11 | 1FDFE4F8K0C09949 | 1901 | 110,930 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$250,000 | 2027 | LP | Yes | 19+3 | LP | No |
| 11 | 2016 | Ford E-450 Series/Eldorado | 11 | 1FDFE4F8K0C09950 | 1902 | 88,414 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$250,000 | 2027 | LP | Yes | 19+3 | LP | No |
| 12 | 2019 | Ford E-450 Series/Eldorado | 11 | 1FDFE4F8K0C07643 | 1903 | 56,129 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$275,000 | 2027 | LP | Yes | 19+3 | LP | Yes |
| 13 | 2019 | Ford E-450 Series/Eldorado | 11 | 1FDFE4F8K0C06172 | 1904 | 55,903 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$275,000 | 2027 | LP | Yes | 19+3 | LP | Yes |
| 14 | 2024 | Ford E-450 Series/Star Trans Senator II | 11 | 1FDFE4F8K0C013882 | 1905 | 474 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$275,000 | 2032 | LP | Yes | 19+3 | LP | Yes |
| 15 | 2024 | Ford E-450 Series/Star Trans Senator II | 11 | 1FDFE4F8K0C013400 | 1906 | 12,047 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$275,000 | 2032 | LP | Yes | 19+3 | LP | Yes |
| 16 | 2017 | Ford E-Series/Starcraft | 11 | 1FDFE4F8K0C020857 | 2004 | 159,266 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$240,000 | 2025 | LP | Yes | 20+2 | LP | No |
| 17 | 2017 | Ford E-Series/Starcraft | 11 | 1FDFE4F8K0C020859 | 2005 | 173,645 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$240,000 | 2025 | LP | Yes | 20+2 | LP | No |
| 18 | 2003 | Gillig/Low Floor-30 foot | 3 | 15GGEZ71X3109025 | 2603 | 500,973 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2025 | D | Yes | 26+2 | D | No |
| 19 | 2003 | Gillig/Low Floor-30 foot | 3 | 15GGEZ7113109026 | 2604 | 518,525 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2025 | D | Yes | 26+2 | D | No |
| 20 | 2021 | Gillig/Low Floor-30 foot | 3 | 15GGEZ717N3094239 | 2605 | 85,699 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2037 | LONO | Yes | 26+2 | D | Yes |
| 21 | 2021 | Gillig/Low Floor-30 foot | 3 | 15GGEZ713N3094240 | 2606 | 84,104 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 20367 | LONO | Yes | 26+2 | D | Yes |
| 22 | 2021 | Gillig/Low Floor-30 foot | 3 | 15GGEZ715N3094241 | 2607 | 91,689 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2037 | LONO | Yes | 26+2 | D | No |

| No. | Year | Make/model | Vehicle code | Vehicle identification number (VIN) | Agency/ org. vehicle number | Actual life odometer | Meets financial needs of SGR? | Is the vehicle safe? | Agency's ULB (Year) | Agency's ULB (Miles) | Maintenance current? | Performs its designed function? | Replacement cost (\$) | Planned replacement year | Planned replacement fuel type | ADA access? | Seating capacity | Fuel type | WSDOT title? |
|-----|------|---|--------------|-------------------------------------|-----------------------------|----------------------|-------------------------------|----------------------|---------------------|----------------------|----------------------|---------------------------------|-----------------------|--------------------------|-------------------------------|-------------|------------------|-----------|--------------|
| 23 | 2023 | Gillig/Low Floor-30 foot | 3 | 15GGZ2719F3064421 | 2608 | 33,798 | Yes | Yes | 18 | 750,000 | Yes | Yes | \$1,200,000 | 2039 | LONO | Yes | 26+2 | D | Yes |
| 24 | 2023 | Gillig/Low Floor-30 foot | 3 | 15GGZ2719F3064422 | 2609 | 41,705 | Yes | Yes | 18 | 750,000 | Yes | Yes | \$1,200,000 | 2039 | LONO | Yes | 26+2 | D | Yes |
| 25 | 2023 | Gillig/Low Floor-35 foot | 2 | 15GGZ2719F3199383 | 3106 | 48,401 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2038 | LONO | Yes | 31+2 | D | Yes |
| 26 | 2023 | Gillig/Low Floor-35 foot | 2 | 15GGZ2719F3199384 | 3107 | 47,410 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2039 | LONO | Yes | 31+2 | D | Yes |
| 27 | 2023 | Gillig/Low Floor-35 foot | 2 | 15GGZ2719F3199385 | 3108 | 43,923 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2039 | LONO | Yes | 31+2 | D | No |
| 28 | 2007 | Gillig/Low Floor-35 foot | 2 | 15GGZ2912T1077689 | 3202 | 791,099 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2027 | D | Yes | 32+2 | D | No |
| 29 | 2007 | Gillig/Low Floor-35 foot | 2 | 15GGZ2915T1077690 | 3203 | 898,090 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2027 | D | Yes | 32+2 | D | No |
| 30 | 2005 | Gillig/Low Floor-35 foot | 2 | 15GGZ291X51074553 | 3209 | 739,270 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2027 | Hybrid | Yes | 32+2 | D | No |
| 31 | 2005 | Gillig/Low Floor-35 foot | 2 | 15GGZ291551074556 | 3210 | 746,479 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2027 | Hybrid | Yes | 32+2 | D | No |
| 32 | 2005 | Gillig/Low Floor-35 foot | 2 | 15GGZ291751074557 | 3211 | 720,073 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2027 | Hybrid | Yes | 32+2 | D | No |
| 33 | 2005 | Gillig/Low Floor-35 foot | 2 | 15GGZ291051074559 | 3212 | 761,004 | Yes | Yes | 16 | 750,000 | Yes | Yes | \$1,200,000 | 2027 | Hybrid | Yes | 32+2 | D | No |
| 34 | 2023 | Ford Explorer - RideShare | 13 | 1FMSK8B83PFC14899 | 714 | 15,210 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2031 | G | No | 7 | G | Yes |
| 35 | 2023 | Ford Explorer - RideShare | 13 | 1FMSK8B83PFC15084 | 715 | 3,126 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2031 | G | No | 7 | G | Yes |
| 36 | 2023 | Ford Explorer - RideShare | 13 | 1FMSK8B83PFC14693 | 716 | 10,001 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2031 | G | No | 7 | G | Yes |
| 37 | 2024 | Toyota Sienna - RideShare | 13 | 5TDKSKFC9RS124384 | 801 | 11,298 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2032 | G | No | 8 | G | Yes |
| 38 | 2024 | Toyota Sienna - RideShare | 13 | 5TDKSKFC9RS124375 | 802 | 10,880 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2032 | G | No | 8 | G | Yes |
| 39 | 2024 | Toyota Sienna - RideShare | 13 | 5TDKSKFC9RS124514 | 803 | 11,200 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2032 | G | No | 8 | G | Yes |
| 40 | 2015 | Chevy/Express | 13 | 1GAWGRF06F1275180 | 1212 | 124,720 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2025 | G | No | 12 | G | No |
| 41 | 2015 | Chevy/Express | 13 | 1GAWGRF06F1275055 | 1213 | 132,058 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2025 | G | No | 12 | G | No |
| 42 | 2015 | Chevy/Express - Will go into Spare Status | 13 | 1GAWGRF06F1277252 | 1214 | 91,300 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2031 | G | No | 12 | G | No |
| 43 | 2015 | Chevy/Express - Will go into Spare Status | 13 | 1GAWGRF06F1278650 | 1216 | 85,552 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$50,000 | 2031 | G | No | 12 | G | No |
| 44 | 2023 | Ford Transit-12 Passenger | 13 | 1FBA3GCB6PKA36991 | 1217 | 44,650 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$65,000 | 2031 | G | No | 12 | G | Yes |
| 45 | 2023 | Ford Transit-12 Passenger | 13 | 1FBA3GCB6PKA36924 | 1218 | 31,457 | Yes | Yes | 8 | 150,000 | Yes | Yes | \$65,000 | 2031 | G | No | 12 | G | Yes |



- ★ Fixed Route Transit
- ⋈ Transfer Stations
- ☎ Dial-A-Ride Transit (DART)
- ⚡ Current & Future Charging Stations



ADDITIONAL DART INFORMATION

Stop Locations in the Outlying Communities

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

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

Late Cancellations and No-Shows

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

Rider Policies

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

FARES

DART fares are identical to our regular Fixed Route fares.

Questions and Information

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

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

We are not just a ride.....

We are an ADVENTURE!!



DART

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



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



www.granttransit.com

dart@granttransit.com

P.O. Box 870

Moses Lake, WA 98837

Comments/Complaints

Call: (509) 765-0898

(800) 406-9177



WHAT IS DART

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

DART SERVICE BY ROUTE

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

Grand Coulee (GC) Route

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

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

- There are 2-3 trips daily for each of these routes with departure times fluctuating based on the needs of those scheduling a ride. Typically one trip is scheduled in the morning with one to two trips scheduled in the afternoon. Departures from Moses Lake are no earlier than 5am in the morning and no later than 5pm in the afternoon.

DEPARTURE AND ARRIVAL INFO

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

RESERVATION INFORMATION

Reservation Hours: 10:00am-6:00pm
Monday-Friday

Reservation Phone Number/e-mail:
509-765-0898 Ext: 101
dart@granttransit.com

- Reservations must be called in to the number above at least 48 hours in advance to guarantee a ride on the day you wish to ride.
- The reservationist will take your reservation and enter your ride into the system and give you an approximate time for your scheduled ride.
- Pick up times will be finalized the day before your scheduled trip. You will receive a call around 3pm the day before to give you your definite pick up time. If you have not heard from us by 3:45pm the day before your ride, please contact us to verify your pick up time.
- Persons who have scheduled a daily standing reservation **will not** receive a call unless there has been a time adjustment on your pre-scheduled reservation.
- Cancellations must be called in by 4 pm the day before your scheduled ride if you are scheduled for a morning trip.
- Cancellations for an afternoon trip must be called in no later than 12:00pm the day of your scheduled trip.
- When calling in a cancellation, if you do not reach a live person on the regular reservation phone, please call in to the after hours phone listed below. **If you do not receive a live person on the after hours number and your trip is scheduled for the following morning, please leave a message on that After Hours Phone.**

After Hours and Message Phone:
509-765-0898 Ext: 106

ДОПОЛНИТЕЛЬНАЯ ИНФОРМАЦИЯ ПРО DART

Расположение остановок в населенных пунктах

Чтобы сделать расписание DART более рациональным, у нас определены конкретные остановки в каждом из отдаленных населенных пунктов, где мы забираем и высаживаем пассажиров. Иногда допустимы отклонения от маршрута и остановки в других местах в зависимости от числа запланированных поездок в данный день и если это не влияет на общую эффективность маршрута.

Свяжитесь с нашим специалистом по бронированию, чтобы узнать о расположении остановок в интересующем вас районе.

Поздние отмены и неявки

Поздние отмены или неявки могут привести к приостановке обслуживания на некоторое время. Во избежание приостановки обслуживания обязательно следуйте процедуре отмены, указанной в инструкции.

Правила пассажира

Правила пользования услугами DART для пассажира идентичны правилам пользования услугами фиксированных маршрутов. Эти правила можно найти на веб-сайте GTA по адресу:

www.granttransit.com

ТАРИФЫ

Тарифы на услуги DART идентичны нашим обычным тарифам на фиксированных маршрутах.

Вопросы и информация

Свяжитесь с нашим специалистом по бронированию DART, если у вас возникли вопросы или необходима дополнительная информация.

Надеемся скоро увидеть вас в наших новых комфортабельных микроавтобусах. Сядьте поудобнее, расслабьтесь, оставьте вождение нам и наслаждайтесь пейзажами!

Мы не просто перевозим...

Мы — дарим ПРИКЛЮЧЕНИЯ!!!



www.granttransit.com

dart@granttransit.com

P.O. Box 870

Moses Lake, WA 98837

Замечания/жалобы

Звоните: (509) 765-0898

(800) 406-9177



DART

Общественные перевозки,
обслуживающие
отдаленные населенные
пункты округа Грант
(General Public Dial A Ride
Transportation), которые
не входят в сеть

Регулярных маршрутных
перевозок (Fixed Route
Transportation Service)



Grant Transit Authority стремится к тому, чтобы не допустить ситуаций, когда кто-либо лишен права пользоваться транспортными услугами или когда кому-либо отказано в их получении по признаку расы, цвета кожи или национального происхождения.

ЧТО ТАКОЕ DART

- **DART** — это служба маршрутных перевозок, открытая для широкой общественности, тех, кто проживает в районах, не охваченных нашими регулярными маршрутами. Услуга DART предназначена для того, чтобы люди, проживающие в отдаленных населенных пунктах, могли добраться до регулярных маршрутных автобусов в Мозес-Лейк, Ифрате и Куинси. Кроме того, сервис GTA DART позволяет воспользоваться услугами других транспортных компаний, таких как Okaloosa Transit, Amtrak, Northwest Trailways, Greyhound и People for People.
- Для пользования сервисом DART не существует никаких требований. Услуга доступна для всех.
- Все автобусы DART доступны по программе ADA.
- Отличие сервиса DART от фиксированных маршрутов заключается в том, что для гарантии поездки в определенный день необходимо бронировать билеты минимум за 48 часов.
- DART — это более экономичный вариант транспортного обслуживания отдаленных населенных пунктов. Автобусы DART не ходят в те дни, на которые не было сделано предварительное бронирование.
- Лица, желающие пользоваться услугами DART для ежедневных поездок на работу и в школу, могут забронировать билеты на определенный месяц без необходимости звонить ежедневно, кроме случаев, когда нужно отменить поездку.
- Услуга DART предоставляется ежедневно и обслуживает Royal-Сити, Маттаву, плотину Ваналум, Уилсон-Крик, Кули-Сити, Электрик-Сити и Гранд-Кули. Время работы зависит от наличия свободных мест на каждый конкретный день и маршрут. Обычно DART предлагает одну утреннюю и одну послеобеденную поездку по различным маршрутам с возможностью третьей поездки в районе Гранд-Кули и/или Royal-Сити во второй половине дня.

УСЛУГИ DART КАСАТЕЛЬНО МАРШРУТОВ

Все маршруты DART работают ежедневно с понедельника по пятницу, за исключением праздничных дней.

Время работы утреннего маршрута Grand Coulee (GC)

- Утренний маршрут GC от DART начинается с отправления из Мозес-Лейк в 05:00, затем транспорт прибывает в Гран-Кули к 06:30 и отправляется назад в 6:45.
 - Первый послеобеденный маршрут GC начинается с отправления из Мозес-Лейк в 14:00, затем транспорт прибывает в Гран-Кули к 16:00 и отправляется назад.
 - Второй послеобеденный маршрут GC начинается с отправления из Мозес-Лейк в 17:00, затем транспорт прибывает в Гран-Кули к 18:45 и отправляется назад.
- ### Маршруты в Royal-Сити, Маттаву, на плотину Ваналум и Уилсон-Крик
- На каждом из этих маршрутов ежедневно осуществляется 2-3 поездки, время отправления меняется в зависимости от запросов пассажиров. Как правило, одна поездка запланирована на утро, а одна-две — на вторую половину дня. Отправление из Мозес-Лейк происходит не раньше 5 часов утра и не позже 5 часов вечера.

ИНФОРМАЦИЯ ОБ ОТПРАВЛЕНИИ И ПРИБЫТИИ

- Время отправления и прибытия меняется ежедневно в зависимости от маршрута, исходя из полученных и запланированных на каждый конкретный день заказов.
- Для комфорта тех клиентов, которые хотят ежедневно ездить по определенному маршруту DART на работу и в школу, мы прикладываем все усилия, чтобы составить стандартное расписание для этого маршрута, рассчитанное на определенные часы, что позволяет пассажирам придерживаться единого временного диапазона отправления и прибытия.
- Для случайных поездок на маршрутах, имеющих стандартное расписание, расписание составляется в рамках стандартного расписания.

ИНФОРМАЦИЯ О БРОНИРОВАНИИ

Часы бронирования: 10:00-18:00
Понедельник-пятница

Номер телефона для бронирования / электронная почта:
509-765-0898 доб. 101
dart@granttransit.com

- Бронирование должно быть сделано по указанному выше номеру не менее чем за 48 часов, чтобы гарантировано организовать поездку в тот день, когда вам это необходимо.
- Специалист по бронированию примет ваш заказ, внесет его в систему и сообщит вам приблизительное время назначенной поездки.
- Время посадки окончательно уточняется за день до запланированной поездки. Вам позвонят около 15:00 за день до поездки и сообщат точное время посадки. Если до 15:45 накануне поездки с вами не связались, позвоните нам, чтобы уточнить время посадки.
- Те, кто забронировали ежедневную поездку, не получают такие звонки, если время поездки не изменилось.
- В случае отмены утренней поездки необходимо позвонить до 16:00 за день до запланированной поездки.
- В случае отмены послеобеденной поездки необходимо позвонить не позднее 12:00 в день запланированной поездки.
- Если вы не смогли дозвониться до сотрудника по основному телефону бронирования, звоните по номеру для звонков в нерабочее время, указанному ниже. **Если вы не дозвонились до сотрудника по номеру для звонков в нерабочее время, а ваша поездка запланирована на утро следующего дня, оставьте сообщение на номер телефона для звонков в нерабочее время.**

Телефон для звонков в нерабочее время и сообщений:
509-765-0898 доб. 106

DART ADICIONAL INFORMACIÓN

Ubicaciones de parada en las

comunidades periféricas

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

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

CANCELACIONES TARDÍAS Y NO PRESENTACIONES
Las cancelaciones tardías o las ausencias pueden resultar en la suspensión del servicio por un periodo de tiempo. Asegúrese de seguir los procedimientos de cancelación especificados para evitar cualquier tipo de suspensión de su servicio.

Políticas Rider

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

www.granttransit.com

TARIFAS

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

Preguntas e información

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

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

No somos solo un paseo

Somos una AVENTURA !!



www.granttransit.com

dart@granttransit.com

P.O. Box 870

Moses Lake, WA 98837

Comentarios / Quejas

Llama: (509) 765-0898

(800) 406-9177



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



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

QUÉ ES D.A.R.T.

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

SERVICIO DE DART POR RUTA

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

Ruta Grand Coulee (GC)

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

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

- Hay 2-3 viajes diarios para cada una de estas rutas con horarios de salida que fluctúan según las necesidades de quienes programan un viaje. Por lo general, se programa un viaje por la mañana con uno o dos viajes programados por la tarde. Las salidas desde Moses Lake no son antes de las 5 a. m. de la mañana ni después de las 5 p. m. de la tarde.

INFORMACIÓN DE SALIDA Y LLEGADA

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

INFORMACION DE RESERVA

Horario de reserva: de 10:00 am . A 6:00 pm., De lunes a viernes

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

dart@granttransit.com

- Las reservaciones deben llamarse al número anterior con al menos 48 horas de anticipación para garantizar un viaje el día que desea viajar.
- El encargado de la reserva tomará su reserva e ingresará su viaje en el sistema y le dará una hora aproximada para su viaje programado.
- Los horarios de recogida se finalizarán el día antes de su viaje programado. Recibirá una llamada alrededor de las 3:00 pm. Del día anterior para informarle su hora definida de recogida. Si no ha tenido noticias nuestras antes de las 3:45 pm del día anterior a su viaje, comuníquese con nosotros para verificar su hora de recogida.
- Las personas que hayan programado una reserva permanente diaria no recibirán una llamada a menos que haya habido un ajuste de tiempo en su reserva programada previamente.
- Las cancelaciones deben realizarse antes de las 4 pm del día anterior a su viaje programado si tiene programado un viaje por la mañana.
- Las cancelaciones para un viaje por la tarde se deben llamar antes de la 12:00 pm el día de su viaje programado.
- Cuando llame para una cancelación, si no se comunica con una persona en vivo en el teléfono de reserva habitual, llame al teléfono fuera del horario de atención que se indica a continuación. **Si no recibe a una persona en vivo en el número después del horario de atención y su viaje está programado para la mañana siguiente, deje un mensaje en ese teléfono después del horario de atención.**

Fuera de horario y teléfono para

mensajes:

509-765-0898 Ext: 106

**Grant County Public Transportation Benefit Area
Fund Resources and Uses Arising from Cash Transactions
For the Year Ended December 31, 2024**

| | | <u>401 Operations</u> |
|---|--------------------------------|-----------------------|
| Beginning Cash and Investments | | |
| 308 | Beginning Cash and Investments | 13,218,637 |
| 388 / 588 | Net Adjustments | - |
| Revenues | | |
| 310 | Taxes | 8,610,237 |
| 320 | Licenses and Permits | - |
| 330 | Intergovernmental Revenues | 6,404,212 |
| 340 | Charges for Goods and Services | 79,198 |
| 350 | Fines and Penalties | - |
| 360 | Miscellaneous Revenues | 514,534 |
| Total Revenues: | | <u>15,608,181</u> |
| Expenditures | | |
| 510 | General Government | - |
| 520 | Public Safety | - |
| 530 | Utilities | - |
| 540 | Transportation | 5,802,122 |
| 550 | Natural/Economic Environment | - |
| 560 | Social Services | - |
| 570 | Culture and Recreation | - |
| Total Expenditures: | | <u>5,802,122</u> |
| Excess (Deficiency) Revenues over Expenditures: | | <u>9,806,059</u> |
| Other Increases in Fund Resources | | |
| 391-393, 596 | Debt Proceeds | - |
| 397 | Transfers-In | - |
| 385 | Special or Extraordinary Items | - |
| 381, 382, 389, 395, 398 | Other Resources | 64,622 |
| Total Other Increases in Fund Resources: | | <u>64,622</u> |
| Other Decreases in Fund Resources | | |
| 594-595 | Capital Expenditures | 1,780,463 |
| 591-593, 599 | Debt Service | - |
| 597 | Transfers-Out | - |
| 585 | Special or Extraordinary Items | - |
| 581, 582, 589 | Other Uses | - |
| Total Other Decreases in Fund Resources: | | <u>1,780,463</u> |
| Increase (Decrease) in Cash and Investments: | | <u>8,090,218</u> |
| Ending Cash and Investments | | |
| 50821 | Nonspendable | - |
| 50831 | Restricted | - |
| 50841 | Committed | - |
| 50851 | Assigned | 21,308,854 |
| 50891 | Unassigned | - |
| Total Ending Cash and Investments | | <u>21,308,854</u> |

The accompanying notes are an integral part of this statement.

**GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

Reporting Entity

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

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

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

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

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

Fund Accounting

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

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

**GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Accounting and Measurement Focus

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

Cash and Investments

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

Capital Assets

Capital assets are assets with an initial individual cost of more than \$1,000 and an estimated useful life in excess of one year. Capital assets and inventory are recorded as capital expenditures when paid. The capital asset policy was updated effective February 21, 2025, with the threshold for capital assets being increased to a purchase price of greater than \$5,000.

Compensated Absences/Employee Leave Benefits

Compensated absences are absences for which employees will be paid, such as paid time off (PTO) and Washinton Paid Sick Leave (WPSL).

PTO accrues and may be carried over at a maximum of up to 480 hours at year end. PTO is payable at 50% upon separation or retirement.

WPSL is accrued separately and accrued at 1 hour for every 40 hours worked and can be carried over at a maximum of 40 hours at year end. WPSL is not payable upon separation or retirement.

NOTE 2 DEPOSITS AND INVESTMENTS

Deposits

GTA's US Bank checking account balance was \$346,229 on December 31, 2024.

Custodial Credit Risk

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

**GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

NOTE 2 DEPOSITS AND INVESTMENTS (CONTINUED)

Investments in Grant County Investment Pool

GTA is a participant in the Grant County Investment Pool, an external county investment pool. GTA reports its investment in the pool at amortized cost rather than fair value, as the difference between amortized cost and fair value is insignificant. The responsibility for managing the pool resides with the county treasurer.

The pool was established from RCW 36.29 which authorizes the county treasurer to invest the funds of participants. The county external investment pool does not have a credit rating and had a weighted average maturity of 340 days as of December 31, 2024.

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

As of December 31, 2024, GTA had \$20,962,625 invested in the Grant County Investment Pool.

Summary of Deposit and Investment Balances

Reconciliation of GTA's deposits and investment balances as of December 31, 2024, is as follows:

Deposits

Current:

| | |
|---------------------------|------------|
| Cash and Cash Equivalents | \$ 346,229 |
| Total Deposits | \$ 346,229 |

Investments

Current:

| | |
|------------------------------|---------------|
| Grant County Investment Pool | \$ 20,962,625 |
| Total Investments | 20,962,625 |

| | |
|--------------------------------|----------------------|
| Total Deposits and Investments | <u>\$ 21,308,854</u> |
|--------------------------------|----------------------|

**GRANT TRANSIT AUTHORITY
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NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

NOTE 3 OTHER POST EMPLOYMENT BENEFITS (OPEB)

General Information About the OPEB Plan

Plan Description

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

Benefits Provided

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

Employees Covered by Benefit Terms

On June 30, 2024, the following employees were covered by the benefit terms:

Inactive Employees or Beneficiaries Currently

| | |
|----------------------------|---|
| Receiving Benefit Payments | 1 |
|----------------------------|---|

Inactive Employees Entitled to But Not Yet

| | |
|----------------------------|---|
| Receiving Benefit Payments | - |
|----------------------------|---|

| | |
|------------------|----|
| Active Employees | 39 |
|------------------|----|

GTA contributed \$473,969 to the plan for the year ending December 31, 2024.

**GRANT TRANSIT AUTHORITY
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NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

NOTE 4 PENSION PLANS

State-Sponsored Pension Plans

Substantially all GTA's full-time and qualifying part-time employees participate in one of the following statewide retirement systems administered by the Washington State Department of Retirement Systems, under cost-sharing, multi-employer public employee defined benefit and defined contribution retirement plans PERS 1 and PERS 2/3. State legislature establishes, and amends, laws pertaining to the creation and administration of all public retirement systems.

The Department of Retirement Systems (DRS), a department within the primary government of the State of Washington, issues a publicly available annual comprehensive financial report (ACFR) that includes financial statements and required supplementary information for each plan.

The DRS ACFR may be downloaded from the DRS website at www.drs.wa.gov.

On June 30, 2024 (the measurement date of the plans), GTA's proportionate share of the collective net pension liabilities, as reported on the Schedule 09, was as follows:

| | <u>Employer Contributions</u> | <u>Allocation %</u> | <u>Liability/Asset</u> |
|----------|-------------------------------|---------------------|------------------------|
| PERS 1 | \$ 68,776 | .011489 | 204,141 |
| PERS 2/3 | \$ 147,410 | .014976 | (493,695) |

Only the net pension liabilities are reported on Schedule 09.

NOTE 5 LEASE LIABILITIES

Grant Transit Authority (GTA) has a general obligation for a "Bundled Equipment Trunking Communications Systems Agreement" with a combined lease between TRBOWest Digital Network and Day Wireless for radio airtime, the radio equipment, installation of equipment and instant replacement of radios which are installed on all our buses. This lease agreement is for a period of 5 years beginning on 8/20/2023 and billed monthly at a current rate of \$2,057 plus tax with a payment amount after 5 years totaling \$133,894.

The lease agreement automatically renews after the initial 5-year contract in one-year increments unless terminated by either party with 30 days' written notice.

The following is a table showing the lease payments over the course of the initial 5-year agreement:

**GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

Lease Liability Payment Schedule

| Month | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 1/1/2024 Beginning Balance | Additions | 2024 Reductions | 12/31/24 Ending Balance |
|-----------------------------|--------|--------|--------|--------|--------|--------|----------------------------------|-----------|--------------------|-------------------------------|
| Jan | | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | | | | |
| Feb | | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | | | | |
| Mar | | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | | | | |
| Apr | | 2,232 | 2,232 | 2,232 | 2,232 | 2,232 | | | | |
| May | | 2,232 | 2,232 | 2,232 | 2,232 | 2,232 | | | | |
| Jun | | 2,232 | 2,232 | 2,232 | 2,232 | 2,232 | | | | |
| Jul | | 2,232 | 2,232 | 2,232 | 2,232 | 2,232 | | | | |
| Aug | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | - | | | | |
| Sep | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | - | | | | |
| Oct | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | - | | | | |
| Nov | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | - | | | | |
| Dec | 2,230 | 2,232 | 2,232 | 2,232 | 2,232 | - | | | | |
| Annual Total Payments | 11,149 | 26,776 | 26,782 | 26,782 | 26,782 | 15,623 | 122,638 | 107 | 26,776 | 95,969 |

** Addition is due to increased Tax Rate of 8.5% Effective April 1, 2024.

NOTE 6 RISK MANAGEMENT

Grant Transit Authority (GTA) is a member of the Washington State Transit Insurance Pool (WSTIP). WSTIP is a 25-member governmental risk pool located in Olympia, Washington. WSTIP supplies Grant Transit Authority auto liability, general liability, public officials' liability coverage, all risk property coverage, auto physical damage coverage, boiler and machinery coverage, employee fidelity/crime coverage, cyber liability coverage, and terrorism.

At the end of 2024, GTA retained \$5,000 for its all-risk property coverage which includes auto physical damage. GTA has a \$5,000 deductible for public official's liability coverage and has no deductible for general and auto liability risks covered by WSTIP.

**GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

NOTE 6 RISK MANAGEMENT (CONTINUED)

The Washington State Transit Insurance Pool (WSTIP) was established on January 1, 1989, under Washington state laws RCW 48.61 and 39.34. WSTIP helps member transit agencies by enabling them to:

- Pool resources for self-insurance
- Jointly purchase insurance
- Hire or contract for personnel to provide risk management, claims handling, and administrative services.

Transit agencies that join WSTIP must remain members for at least three years. After this initial period, members can withdraw by giving six months' written notice and then withdrawing at the end of the fiscal year. Agencies that withdraw are not eligible to rejoin for another three years. The Pool is governed by a Board of Directors which is comprised of designated representatives from every Member. An Executive Committee is elected at the Annual Meeting and is responsible for conducting WSTIP's business affairs.

Transit agencies may apply for WSTIP membership, which is granted upon approval by a simple majority vote of the WSTIP Board of Directors. WSTIP's underwriting and rate-setting policies are established based on actuarial consultation. WSTIP members may be subject to supplemental assessments in the event of funding deficiencies. If WSTIP's assets were to be exhausted, Members would be responsible for WSTIP's liabilities. WSTIP is regulated by the Washington State Risk Manager and audited annually by the Washington State Auditor.

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

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

GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024

The following is a summary of coverage provided in 2024:

| RISK / EXPOSURE | | COVERAGE | DEDUCTIBLE |
|--|---|----------------------------------|------------------------------|
| GENERAL LIABILITY: | | | |
| Bodily Injury & Property Damage | \$25 million | Per occurrence | \$0 |
| Personal Injury and Advertising Injury | \$25 million | Per offense | \$0 |
| Contractual liability | \$25 million | Per occurrence | \$0 |
| Vanpool Driver Medical Expense Protection | \$35,000 | Per occurrence | \$0 |
| Underinsured Motorist Coverage (by mode) | \$60,000 | Per occurrence | \$0 |
| Permissive Use of a Member-Owned Motor Vehicle | \$100,000 for property damage and \$300,000 for bodily injury | Per occurrence | \$0 |
| Agency, rental, and personal/private vehicle occupants not covered by workers compensation or transit passengers | \$100,000 for property damage and \$300,000 for bodily injury | Per occurrence Per occurrence | \$0 \$0 |
| Endorsement 1: | | | |
| COMMUNICABLE DISEASE LIABILITY: | \$500,000 | Per occurrence | \$0 |
| Annual aggregate for all Members or Additional Covered Parties | \$2 million | | |
| Endorsement 2: | | | |
| The Use of Force via a Conducted Energy Weapon | 1.5 million | Per Occurrence | \$1.5 million per occurrence |
| *Uninsured and underinsured motorist coverage was purchased on the following mode: <ul style="list-style-type: none"> • RideShare | | | |

**GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

| RISK / EXPOSURE | | COVERAGE | DEDUCTIBLE |
|--|-------------------|---|---|
| PUBLIC OFFICIALS' LIABILITY | \$25 million | Per occurrence and aggregate | \$5,000 |
| Endorsement 1: | | | |
| VIOLATIONS OF WAGE & HOUR LAWS | \$250,000 | Per Occurrence | \$25,000 |
| Annual aggregate per Member | \$250,000 | | |
| PROPERTY COVERAGE | | | |
| All perils subject to the following sublimit: | \$500 million | Per occurrence, all perils and insureds/ members combined | \$5,000 |
| Flood zones A & V – annual aggregate | \$10 million | Per occurrence, annual aggregate | \$500,000 |
| All flood zones except A & V – annual aggregate | \$50 million | Per occurrence, annual aggregate | \$500,000 |
| Earthquake, volcanic eruption, landslide, and mine subsidence -- | \$35 million | Per occurrence, annual aggregate | 5% subject to \$500,000 minimum per occurrence per unit |
| | | | |
| AUTO PHYSICAL DAMAGE | | | |
| Auto Physical Damage (below \$250,000 in value) | Fair market value | | \$5,000 |
| Auto Physical Damage for all vehicles valued over \$250,000 and less than 10 years old | Replacement Cost | Limited to \$1,750,000 to any one vehicle | \$5,000 |
| | | | |
| BOILER AND MACHINERY | \$100 million | | \$250,000 or \$350,000 depending on size of boiler |
| | | | |

GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024

| RISK / EXPOSURE | | COVERAGE | DEDUCTIBLE |
|--|-------------|----------------|------------|
| CRIME / PUBLIC EMPLOYEE DISHONESTY including Faithful performance. Also includes: | | | |
| Employee theft | \$2 million | Per occurrence | \$10,000 |
| Forgery or alteration | \$2 million | Per occurrence | \$10,000 |
| Inside the premises – theft of money and securities | \$2 million | Per occurrence | \$10,000 |
| Inside the premises – robbery or safe burglary of other property | \$2 million | Per occurrence | \$10,000 |
| Outside premises | \$2 million | Per occurrence | \$10,000 |
| Computer fraud | \$2 million | Per occurrence | \$10,000 |
| Funds Transfer Fraud | \$2 million | Per occurrence | \$10,000 |
| Money orders and counterfeit money | \$2 million | Per occurrence | \$10,000 |
| | | | |

GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024

| CYBER LIABILITY INSURANCE | | Coverage | Deductible |
|--|--------------|---|-------------------|
| Annual Policy and Program Aggregate Limit of Liability for all policy holders (not just WSTIP members) | \$75 million | | |
| Insured/Member Annual Aggregate Limit of Liability | \$2 million | | \$5,000 |
| BREACH RESPONSE COSTS | \$500,000 | Aggregate for each insured/member (limit is increased to \$1 million if Beazley Nominated Service Providers are used) | |
| FIRST PARTY LOSS | | | |
| Business Interruption | | | |
| <i>Resulting from Security Breach</i> | \$750,000 | Aggregate limit | |
| <i>Resulting from System Failure</i> | \$500,000 | Aggregate limit | |
| Dependent Business Loss | | | |
| <i>Resulting from Security Breach</i> | \$750,000 | Aggregate limit | |
| <i>Resulting from System Failure</i> | \$100,000 | Aggregate limit | |
| Cyber Extortion Loss | \$750,000 | Aggregate limit | |
| Data Recovery Costs | \$750,000 | Aggregate limit | |
| LIABILITY | | | |
| Data & Network Liability | \$2 million | Aggregate limit | |
| Regulatory defense and penalties | \$2 million | Aggregate limit | |
| Payment Card Liabilities & Costs | \$2 million | Aggregate limit | |
| Media Liability | \$2 million | Aggregate limit | |
| eCRIME | | | |
| Fraudulent Instruction | \$75,000 | Aggregate limit | |
| Funds Transfer Fraud | \$75,000 | Aggregate limit | |
| Telephone Fraud | \$75,000 | Aggregate limit | |
| | | | |
| CRIMINAL REWARD | \$25,000 | Limit | |

**GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024**

| CYBER LIABILITY INSURANCE (Continued) | | Coverage | Deductible |
|---|-----------|--------------------|-------------------|
| COVERAGE ENDORSEMENTS | | | |
| Reputation Loss | \$100,000 | Limit of Liability | |
| Claims Preparation Costs for Reputation Loss Claims Only | \$50,000 | Limit of Liability | |
| Computer Hardware Replacement Costs | \$100,000 | Limit of Liability | |
| Invoice Manipulation | \$100,000 | Limit of Liability | |
| Cryptojacking | \$25,000 | Limit of Liability | |

NOTE 6 RISK MANAGEMENT (CONTINUED)

Covered Locations Pollution Liability Insurance Policy

Grant Transit Authority purchases a Covered Locations Pollution Liability insurance policy. The policy term is from April 4, 2024, to April 4, 2027. The carrier is Beazley Eclipse. The insuring agreement has coverage parts for covered location pollution liability coverage – new pollution conditions, covered location pollution liability coverage – existing pollution conditions, transportation pollution liability, and non-owned disposal site pollution liability. The policy covers cleanup costs, damages, and claims expenses. The limit of coverage is \$5 million for each pollution condition – includes claims expenses with a \$5 million aggregate including claims expenses. GTA has a \$100,000 deductible per pollution condition. Locations must be listed to be covered.

New in 2024 – Terrorism Policy

Starting April 1, 2024, the WSTIP Board approved a group purchase for a stand-alone Terrorism policy. This policy covers terrorism and sabotage insurance including the loss of rent. Members participating in the property coverage program are part of this coverage.

GRANT TRANSIT AUTHORITY
MCAG NO. 1137
NOTES TO FINANCIAL STATEMENTS
DECEMBER 31, 2024

Terrorism Policy

Grant Transit Authority purchases a stand-alone terrorism policy. The policy is underwritten by Price Forbes and has a \$25,000 deductible.

Coverage Limits:

- Section 1 (Terrorism & Sabotage): \$20,000,000 per occurrence and in the annual aggregate.
- Section 2 (Terrorism Liability): \$10,000,000 per occurrence and in the annual aggregate.

Definitions:

- Act of Terrorism means an act or series of acts, including the use of force or violence, of any person or group(s) of persons, whether acting alone or on behalf of or in connection with any organization(s), committed for political, religious or ideological purposes including the intention to influence any government and/or to put the public in fear for such purposes.
- Act of Sabotage means a subversive act or series of such acts committed for political, religious or ideological purposes including the intention to influence any government and/or to put the public in fear for such purposes

Coverage Details:

- Section 1: covers all real and personal property of every description belonging to Grant Transit Authority or for which Grant Transit Authority is responsible to insure including property of others in their care, custody or control and loss rent.
- Section 2: provides coverage for Grant Transit Authority's legal liability arising from acts of terrorism (see policy for complete details).

NOTE 7 CONTINGENCIES

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

NOTE 8 LIABILITIES

The accompanying Schedule of Liabilities provides details of GTA's outstanding liabilities and summarizes the liability transactions for the year ending December 31, 2024.

Grant County Public Transportation Benefit Area

Schedule 01

For the year ended december 31, 2024

| MCAG | Fund # | Fund Name | BARS Account | BARS Name | Amount |
|------|--------|------------|--------------|---|--------------|
| 1137 | 401 | Operations | 3083100 | Restricted Cash and Investments - Beginning | \$0 |
| 1137 | 401 | Operations | 3084100 | Committed Cash and Investments - Beginning | \$0 |
| 1137 | 401 | Operations | 3085100 | Assigned Cash and Investments - Beginning | \$13,218,637 |
| 1137 | 401 | Operations | 3132100 | Public Transportation Systems Sales and Use Tax | \$8,610,237 |
| 1137 | 401 | Operations | 3332000 | Federal Indirect Award from Department of Transportation | \$3,742,873 |
| 1137 | 401 | Operations | 3340390 | State Award from Other Transportation Agencies | \$2,661,339 |
| 1137 | 401 | Operations | 3447100 | Transits, Railroads and Other Transportation Systems Services | \$79,198 |
| 1137 | 401 | Operations | 3611000 | Investment Earnings | \$480,893 |
| 1137 | 401 | Operations | 3614000 | Other Interest | \$28,528 |
| 1137 | 401 | Operations | 3699100 | Miscellaneous Other Operating | \$5,113 |
| 1137 | 401 | Operations | 5471010 | Transits, Railroads and Other Transportation Systems | \$2,638,258 |
| 1137 | 401 | Operations | 5471020 | Transits, Railroads and Other Transportation Systems | \$904,747 |
| 1137 | 401 | Operations | 5471030 | Transits, Railroads and Other Transportation Systems | \$545,081 |

| | | | | | |
|------|-----|------------|---------|--|--------------|
| 1137 | 401 | Operations | 5471040 | Transits, Railroads and Other Transportation Systems | \$1,714,036 |
| 1137 | 401 | Operations | 5083100 | Restricted Cash and Investments - Ending | \$0 |
| 1137 | 401 | Operations | 5084100 | Committed Cash and Investments - Ending | \$0 |
| 1137 | 401 | Operations | 5085100 | Assigned Cash and Investments - Ending | \$21,308,854 |
| 1137 | 401 | Operations | 3951000 | Proceeds from Sales of Capital Assets (Cash Basis Only) | \$44,849 |
| 1137 | 401 | Operations | 3981000 | Insurance Recoveries (Cash Basis) | \$19,773 |
| 1137 | 401 | Operations | 5914770 | Debt Repayment - Transits, Railroads and Other Transportation Systems | \$0 |
| 1137 | 401 | Operations | 5944760 | Capital Expenditures/Expenses - Transits, Railroads and Other Transportation Systems | \$1,780,463 |

Grant County Public Transportation Benefit Area
Schedule of Liabilities
For the Year Ended December 31, 2024

| ID. No. | Debt ID Title | Description | Due Date | Beginning Balance | Additions | Reductions | Ending Balance |
|---|-------------------------|---|------------|-------------------|----------------|----------------|------------------|
| General Obligation Debt/Liabilities | | | | | | | |
| 263.56 | Leases, SBITA, and PPPs | Radio Equipment - Day Wireless / TRBOWEST | 8/20/2028 | 122,638 | 107 | 26,776 | 95,969 |
| Total General Obligation Debt/Liabilities: | | | | 122,638 | 107 | 26,776 | 95,969 |
| Revenue and Other (non G.O.) Debt/Liabilities | | | | | | | |
| 259.12 | Compensated Absences | Compensated Absences | | 219,179 | 312,589 | 278,287 | 253,481 |
| 264.30 | Pension Liabilities | Net Pension Liabilities - PERS 1 and 2 | 12/31/2024 | 278,105 | - | 73,964 | 204,141 |
| 264.40 | OPEB Liabilities | OPEB Liabilities | | 1,186,331 | 19,370 | - | 1,205,701 |
| Total Revenue and Other (non G.O.) Debt/Liabilities: | | | | 1,683,615 | 331,959 | 352,251 | 1,663,323 |
| Total Liabilities: | | | | 1,806,253 | 332,066 | 379,027 | 1,759,292 |

Grant County Public Transportation Benefit Area
Schedule of Expenditures of State Financial Assistance
For the Year Ended December 31, 2024

| State Agency Name | Program Title | Identification Number | Total |
|---|---|-----------------------|------------------|
| State Award from Department of Transportation | Consolidated Grant Program-State Special Needs Transportation-Transit Formula funds (MMA) Operating | PTD0324 | 2,219,914 |
| State Award from Department of Transportation | Consolidated Grant Program-State Transit Support (CCA) Operating | PTD0324 | 824,415 |
| State Award from Department of Transportation | Consolidated Grant Program-State Special Needs Transportation-Transit Formula funds (MMA) Capital | PTD0325 | 60,200 |
| State Award from Department of Transportation | Consolidated Grant Program-State Special Needs Transportation-Transit Formula funds (MMA) Capital | PTD0487-01 | 32,949 |
| State Award from Department of Transportation | Public Transit Rideshare Grant Program- Capital Funds | PTD0518-02 | 72,000 |
| State Award from Department of Transportation | State Bus and Bus Facilities Grant Program-Construction Grant (CCA) | PTD0648 | 755,606 |
| State Award from Department of Transportation | Public Transit Rideshare Grant Program- Capital Funds (MMA) | PTD0857 | 99,192 |
| Sub-Total: | | | 4,064,276 |
| Total State Grants Expended: | | | 4,064,276 |

**Grant County Public Transportation Benefit Area
Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2024**

| | Federal Agency (Pass-Through Agency) | Federal Program | ALN Number | Other Award Number | Expenditures | | | Passed through to Subrecipients | Note |
|--|--|---|---------------|---|---------------------------------|-----------------------|------------------|---------------------------------------|-------|
| | | | | | From Pass- Through Awards | From Direct Awards | Total | | |
| | FEDERAL TRANSIT ADMINISTRATION, TRANSPORTATION, DEPARTMENT OF (via Federal Transit Administration, Transportation Department of (via WSDOT)) | COVID 19 - Formula Grants for Rural Areas and Tribal Transit Program | 20.509 | COVID-19- PTD0231 | 2,251,660 | - | 2,251,660 | - | 1.2.3 |
| | FEDERAL TRANSIT ADMINISTRATION, TRANSPORTATION, DEPARTMENT OF (via Federal Transit Administration, Transportation Department of (via WSDOT)) | COVID 19 - Formula Grants for Rural Areas and Tribal Transit Program | 20.509 | COVID-19- PTD0324 | 99,928 | - | 99,928 | - | 1.2.3 |
| | | | | Total ALN 20.509: | 2,351,588 | - | 2,351,588 | - | |
| | Transit Services Programs Cluster | | | | | | | | |
| | FEDERAL TRANSIT ADMINISTRATION, TRANSPORTATION, DEPARTMENT OF (via Federal Transit Administration, Transportation Department of (via WSDOT)) | Enhanced Mobility of Seniors and Individuals with Disabilities | 20.513 | PTD0325 | 240,800 | - | 240,800 | - | 1.2.3 |
| | | | | Total Transit Services Programs Cluster: | 240,800 | - | 240,800 | - | |
| | Federal Transit Cluster | | | | | | | | |

The accompanying notes are an integral part of this schedule.

Grant County Public Transportation Benefit Area
Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2024

| Expenditures | | | | | | | | |
|--|--|---------------|-----------------------|---------------------------------|-----------------------|-----------|---------------------------------------|-------|
| Federal Agency (Pass-Through Agency) | Federal Program | ALN Number | Other Award Number | From Pass- Through Awards | From Direct Awards | Total | Passed through to Subrecipients | Note |
| FEDERAL TRANSIT ADMINISTRATION, TRANSPORTATION, DEPARTMENT OF (via Federal Transit Administration, Transportation Department of (via WSDOT)) | Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs | 20.526 | PTD0485 | 9,750 | - | 9,750 | - | 1.2.3 |
| Total Federal Transit Cluster: | | | | 9,750 | - | 9,750 | - | |
| Total Federal Awards Expended: | | | | 2,602,138 | - | 2,602,138 | - | |

The accompanying notes are an integral part of this schedule.

**GRANT TRANSIT AUTHORITY
MCAG NO 1137
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
December 31, 2024**

Note 1 BASIS OF ACCOUNTING

This Schedule is prepared on the same basis of accounting as the Grant Transit Authority's financial statements. The Grant Transit Authority uses the Cash Basis of Accounting.

Note 2 Federal Indirect Cost Rate

The Grant Transit Authority has not elected to use the 10-percent de minimis indirect cost rate allowed under the Uniform Guidance.

Note 3 Program Costs

The amounts shown as current year expenditures represent only the federal award portion of the program costs. Entire program costs, including the Grant Transit Authority portion, are more than shown. Such expenditures are recognized following the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

Grant County Public Transportation Benefit Area
Schedule 21 Questions 1-6 (unaudited)
For Fiscal Year Ended: 2024

| Property and Liability Insurance | | Health and Welfare Insurance | Unemployment Compensation Obligations | Workers Compensation Obligations |
|-------------------------------------|--|-------------------------------------|---------------------------------------|--|
| Belong to a public entity risk pool | | Belong to a public entity risk pool | Belong to a public entity risk pool | Pay premiums to the Department of Labor and Industries |

| Washington PFML Program | Entity | Government Type |
|-------------------------|--------|-----------------|
|-------------------------|--------|-----------------|

Pay premiums to the State's program Grant County Public Transportation Benefit Area Transportation Authority
for both benefits

I have reviewed and approve the 2024 Financial Statement as presented.

Eric Loomis

Eric Loomis

5/21/2025