

RESOLUTION NO. 26-23

**A RESOLUTION ADOPTING THE 2026-2031 TRANSIT DEVELOPMENT PLAN AND
AUTHORIZING THE GTA GENERAL MANAGER TO SUBMIT FOR FILING THE
2026-2031 TRANSIT DEVELOPMENT PLAN TO THE APPROPRIATE STATE AND
LOCAL AGENCIES.**

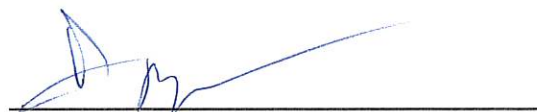
Recitals.

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 2026 through 2031 ("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 20, 2026.

Resolved:

1. The Board of the Grant Transit Authority hereby adopts and accepts the attached Transit Development Plan for the period from 2026 through 2031; 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 20, 2026, in Moses Lake, Washington.


Don Myers, GTA Board Chair

ATTEST:


Saira Martinez, GTA Board Secretary

TRANSIT DEVELOPMENT PLAN

GRANT TRANSIT AUTHORITY



1996 - 2026

**2025 Annual Report
2026 – 2031**

Grant Transit Authority

Grant County, Washington





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DART BROCHURE - SPANISH

2025 FINANCIAL STATEMENTS-ANNUAL AUDIT REPORT

INTRODUCTION

The Transit Development Plan (TDP) is a six-year plan¹ prepared by the Grant County Public Transportation Benefit Area (PTBA), doing business as Grant Transit Authority (GTA), for 2026–2031. The plan guides transportation services for the current year and the next five years, supporting inclusive service that adapts to the evolving needs of Grant County’s growing communities. It also reviews GTA’s 2025 activities and accomplishments. The TDP serves as a communication tool to share planning strategies with the public and helps the agency identify funding sources, grant opportunities, procurement needs, and the financial planning needed to support implementation.

The TDP is consistent with Washington State’s transportation policy goals² and supports local comprehensive planning, Grant County’s economic objectives, and regional transportation goals established through the Quad County Regional Transportation Planning Organization (QUADCO).

SECTION I: ORGANIZATION

Mission

GTA provides friendly, accessible transportation services connecting our residents throughout the county for opportunity and quality of life.

Vision

Promote and provide inclusive transportation that adapts to the needs of our growing communities safely, conveniently, and efficiently through the use of clean energy for the benefit of all.

Service Area

GTA is a PTBA³ established in November 1996 with a voter-approved 0.2% local sales tax initiative that encompasses the entirety of Grant County. Grant County is the fourth-largest county in the state, spanning 2,791 square miles. The 2026 estimated population of the county is 107,500, with 27,960⁴ of the population living in Moses Lake, the county's largest city. The extent of GTA’s coverage area is shown on the System Map, located in the Appendix of this plan.

¹ [RCW 35.58.2795](#)

² [RCW 47.04.280](#)

³ [RCW 36.57A](#)

⁴ [2026 Washington State Office of Financial Management](#)

Governance and Organizational Structure

As of July 1, 2026, the 10-member Board of Directors consists of one Grant County Commissioner, two Mayors representing the communities of Electric City and Ephrata, six City Council Members representing the communities of Coulee City, Moses Lake, Quincy, Soap Lake, Warden, and Wilson Creek, and one (non-voting) member representing the ATU Local 1015.

The Board of Directors 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.

2026 BOARD OF DIRECTORS

Don Myers, Chair
Councilman, Moses Lake

Andrew Arnold, Vice Chair
Councilman, Soap Lake

Amalia (Emily) Campos
Councilwoman, Warden

Steve Oliver
Mayor, Ephrata

Rick Heiberg
Councilman, Coulee City

Shirley Billings
Councilwoman, Wilson Creek

Blake Martin
Mayor, Electric City

Jim Kling
Councilman, Quincy

Kevin Burgess
Grant County Commissioner

Bobbi Tidwell
ATU Local 1015 Rep. (Non-Voting)

GTA STAFF

Eric Loomis
General Manager

Brandy Pesta
Administrative Services Manager

Stephanie Guettinger
Financial Resources Manager

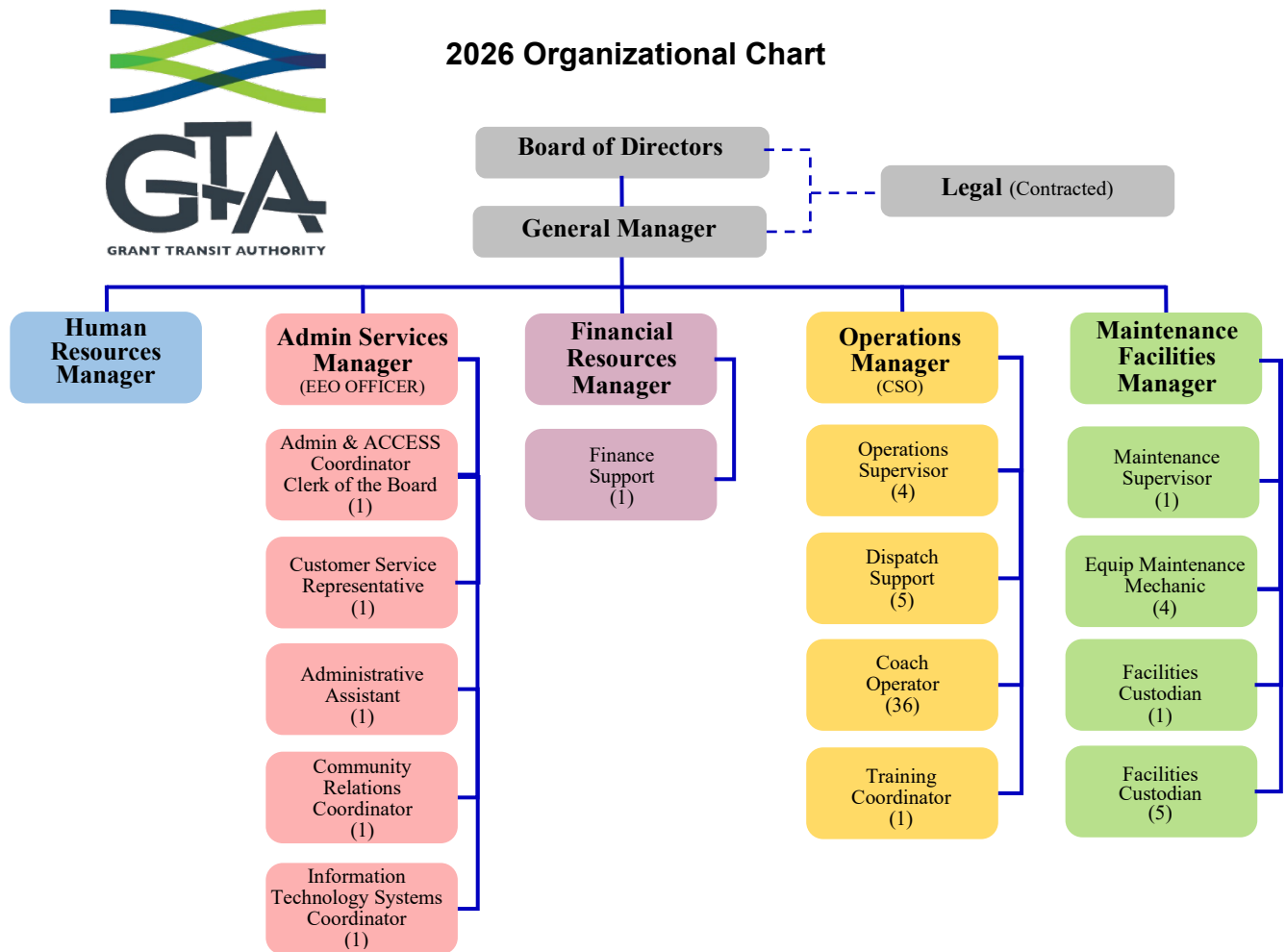
Kendra Moos
Human Resource Manager

JoBeth Carlson
Operations Manager

Matt Buchmann
Maintenance and Facilities Manager

Saira Martinez
Clerk of the Board
Administrative & ACCESS Coordinator

An organizational chart for GTA based on the 2026 budget is provided below.



SECTION II: FACILITIES

MULTIMODAL TRANSIT CENTER | MOSES LAKE

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.



MAINTENANCE & OPERATIONS FACILITY | MOSES LAKE

Maintenance & Operations Facility is 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.



EPHRATA STATION | EPHRATA

The Ephrata Transit Center (Ephrata Station) is located at 548 Basin St. SW, Ephrata, WA 98823. This is the hub for our Ephrata, Quincy, George, and Soap Lake routes.



The Ephrata Transit Center (ETC) project has completed a pre-design and program study for a new combined transit hub and community center in Ephrata, Washington and has entered the full design phase in early 2026. GTA recently acquired a former automotive dealership property at 548 Basin Street SW (a 2.23-acre commercially zoned site) to replace and expand its current Ephrata operations. The site, strategically located along Basin Street (SR 28) with high visibility and connectivity, currently includes two main buildings: a historic 8,800 SF barrel-vault structure and a more recent pre-engineered shop building used for maintenance and driver facilities. The project aims to transform this underutilized site into a vibrant, multi-purpose facility that supports GTA's rural transit services with future opportunities to serve as a community gathering place.

The ETC project positions the transit center as an economic and social catalyst for Ephrata—improving mobility, fostering community connections, and breathing new life into a prominent local landmark—through a collaborative, community-informed design process.

The project has been separated into two phases, with phase 1 focusing on the Transit center and GTA customer amenities. Phase 2, which is on hold indefinitely, will focus on

designing and constructing a community center that complements the transit center with transit-related amenities.

Phase 1



SECTION III: SERVICE CHARACTERISTICS

In 2025, GTA provided the following types of transportation services:

FIXED ROUTE (DEVIATED)

Fixed Route service is directly operated by GTA 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.

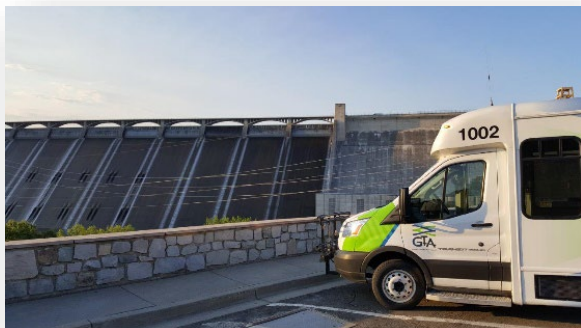
◆ **Route 40** – Quincy George/Connector – This service connects with Ephrata while providing service in the City of Quincy as well as service into George, WA.

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)

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

In 2026, GTA contracted out ACCESS (ADA Paratransit) to People for People, and it 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

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

Effective September 1, 2022, GTA Board of Directors unanimously approved a Fare-Free Policy for all passengers on Fixed Route and Demand Response services, regardless of age.

Daily boarding fare:

Fixed Route	\$0
DART	\$0
ACCESS	\$0

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 2025

2025 was a transformational year for GTA — expanding service, opening a new operational hub location, modernizing fleet and technology, strengthening safety and internal systems, and laying the groundwork for the next phase of transit growth in Grant County.

EXPANDED AND REDESIGNED GTA'S FIXED-ROUTE NETWORK

GTA increased service from 10 to 11 routes and improved frequency, connectivity, and coverage throughout Grant County, including expanded service in Quincy, George, Cascade Valley, Warden, and other growing areas.

IMPROVED REGIONAL CONNECTIVITY

GTA restructured routes between Moses Lake and Ephrata, reducing travel time between the communities from approximately 60 minutes to 45 minutes and eliminating the need for a transfer at Big Bend Community College.

OPENED THE NEW EPHRATA TRANSIT CENTER

GTA established a new location for the Ephrata Transit Center, creating a foundation for future service expansion, improved connectivity, and long-term operational growth.

ADVANCED PHASE II OF THE MAINTENANCE FACILITY

Construction progressed on Phase II of the Maintenance Facility, expanding GTA's

long-term fleet and maintenance capacity while incorporating infrastructure to support future clean-vehicle technologies.

CONTINUED THE TRANSITION TOWARD CLEANER TRANSPORTATION

GTA tested an all-electric bus in local service and advanced its zero-emission fleet strategy.

SECURED \$3.85 MILLION IN FEDERAL LOW-NO FUNDING

GTA secured \$3,852,628 through the Federal Transit Administration's FY2025 Low-No Emission program for replacement hybrid buses, supporting fleet modernization and clean-transportation goals.

ADVANCED DART AND DEMAND-RESPONSE SERVICE

GTA advanced expanded DART Connections service, including expanded service areas and hours to improve transportation access for residents who cannot easily use fixed-route service.

STRENGTHENED THE AGENCY SAFETY PROGRAM

GTA improved its Safety Committee to align with Federal Transit Administration Public Transportation Agency Safety Plan recommendations, strengthening the agency-wide safety culture.

RECEIVED THE 2025 SAFETY STAR AWARD

GTA was recognized as the 2025 Washington State Transit Insurance Pool Safety Star Award winner in the small-agency category, earning the award for the fourth time.

MODERNIZED PROCUREMENT POLICIES AND PROCEDURES

GTA consolidated and updated procurement policies and procedures into a comprehensive manual aligned with current state and federal requirements.

EXPANDED AND MODERNIZED THE RIDESHARE FLEET

GTA received three Ford Explorer vehicles and two hybrid Toyota Sienna vehicles for the Rideshare Program, increasing transportation capacity and incorporating more fuel-efficient vehicle technology.

INVESTED IN EMPLOYEE DEVELOPMENT

GTA provided recurring weekly and biweekly training opportunities to strengthen safety, operational readiness, regulatory compliance, and professional development. GTA launched the Health and Wellness Program for employees.

SECURED SIGNIFICANT STATE AND FEDERAL TRANSPORTATION FUNDING

GTA secured transportation funding to preserve fixed-route, demand-response, and ADA services while supporting future fleet and service investments.

2025: A FOUNDATION FOR THE FUTURE

Taken together, GTA's 2025 accomplishments demonstrate an agency preparing for growth while remaining focused on its core mission of providing safe, high-quality, cost-efficient public transportation. The year's investments in service, facilities, fleet, technology, safety, employees, and organizational systems established a strong foundation for continued improvement and expanded mobility throughout Grant County.

SECTION VI: PROPOSED ACTION STRATEGIES 2026-2031

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 2026 to 2031, GTA will continuously 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 were installed in new revenue vehicles in 2025. GTA will continue seeking ways 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 implement 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 acquired 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. GTA is working with an architect to improve the property and convert it into a transit center that serves the community of Ephrata and communities throughout

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.
- ◆ Seek public interest in Saturday and/or Sunday transit services and where those services might best serve the public.

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 2027 for hybrid-electric vehicles to add to the fleet. If awarded, the vehicles will be used for replacing aging diesel buses.
- ◆ GTA will also be applying for grant funding through the Buses and Bus Facilities Program with plans to acquire additional propane and/or electric 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 2026.
- ◆ 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, and used the plan to implement new and revised services in 2025.
- ◆ GTA will be pursuing a consultant to help with an updated plan beginning in 2027.
- ◆ 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 2027.
- ◆ 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			
2026	(A) Replace (2) FR Propane Cutaway Buses w/ (2) Propane Cutaway Buses - 23/25 Consolidated	x	
	(B) Replace (4) FR Buses w/(4) 29-Foot Diesel Buses Awarded FY2023 - 5339(b)	x	
	(C) Replace (4) FR Buses w/ (4) 35-Foot Diesel Hybrid Buses FY2025 Award 5339(b)	x	
	(D) Expand (5) DART/ADA Low-Floor Mini-Buses for Demand Response and ADA Services		x
	(E) Expand (3) DART/ADA Electric Low-Floor Mini-Buses for Demand Response and ADA		x
2027	(A) Replace (2) FR Heavy Duty Buses w/ 2 HD 29-Foot Clean Diesel Buses (2026-5339)	x	
	(B) Replace (4) DART Transit Cut-Away Buses w/ (4) Low-Floor Mini-Buses (2026-5339)	x	
	(C) Replace (3) DART Propane Transit vehicles (2027/2029 Consolidated-Apply in 2026)	x	
	(D) Replace (1) FR Propane Cut-Away (Replace 1901) (2027/2029 Consolidated-Apply in 2026)	x	
2028	(A) Replace (3) (P) Cutaway Buses (2027-5339) (Replace 1902, 1903, 1904)	x	
	(B) Expand (1) (P) Cut-Away DART/ADA	X	x
2029	(A) Replace (4) (E) FR GPM Electric Buses w/ Low Floor Electric Buses (Apply 2029)	x	
2030	(A) Replace (5) Rideshare Vehicles (Apply in 2029/2031 VIP)	x	
2031	N/C		
EQUIPMENT AND NON-REVENUE VEHICLES			
2026	(A) Purchase and Installation Westmatic Automatic Bus Wash System		x
	(B) Purchase Tire Racks/Inflate Cage/Impact Driver		x
	(C) Purchase Genie Lift		x
	(D) Purchase (2) Sm SUV Electric Admin Vehicles		x
	(E) Purchase Records Management System		x
	(F) Purchase Key Management System		x
2027			
2028	Replace (2) Administrative vehicles with electric vehicles	x	
2029	No Change		
2030	Replace (2) Administrative vehicles with electric vehicles	x	
2031	No Change		

FACILITIES			
2026	(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) Ephrata Property Updates		x
	(E) Architect and Engineering - Ephrata Property		x
	(F) OPS Training Room Doors Construction Project		x
	(G) OPS and MT Facility Drive Thru and Walk Thru Gates Updat/Upgrade		x
	(H) MTC Office Remodel and Additions of Offices	x	x
		x	
2027	(A) Begin Ephrata Transit Center Master Plan Phase (construction)		x
	(B) Bus Stop Enhancements	x	
	(C) MTC Office Remodel -Continuation of 2026 Project	x	x
	(D) Purchase additional charging infrastructure		x
2028	(A) Continue Phased Expansion of Ephrata Transit Center Master Plan		x
	(B) Purchase additional charging infrastructure		x
	(C) Investigate Opportunities for Property Acquisition in Rural Communities		x
2029	(A) Expand on Electric Infrastructure -Lg Buses		x
	(B) Expand Operations Facilities		x
2030	(A) Continue Operations Facility Expansion		x
	(B) Purchase Hydrogen Infrastructure		x
	(C) Purchase additional charging infrastructure		x
2031	No Change		
SERVICE CHANGES/IMPROVEMENTS			
2026	Begin Implementation of service improvements based on study results		x
2027	Continue with service improvements based on study results		x
	Expand DART Programs and Services		x
2028	Expand DART Programs and Services		x
2029	Expand Local Circulares in outlying/rural communities		x
2030	No Change		
2031	Expand Local Circulares in outlying/rural communities		x

SECTION VIII: CAPITAL IMPROVEMENT PROGRAM BUDGET

CAPITAL P & M /EXPANSION	2026 Budgeted	2027	2028	2029	2030	2031
ROLLING STOCK						
FR HD Diesel Gillig Buses-PTD0968	\$2,975,000					
FR Propane Cut-Aways	\$475,000	\$450,000	\$675,000			
FR HD Hybrid Diesel Buses-(4)5339-2025	\$5,535,784					
FR HD Diesel Gillig Buses(2)5339 - 2026		\$2,400,000				
FR Low-Ffloor Mini-Buses				\$1,400,000		
DR Low-Floor Electric Mini-Buses						
DR Low-Floor Gas Mini-Buses		\$1,040,000				
DR Propane Cut-Away		\$675,000				
Rideshare Vehicles					\$455,000	
Engine/Transmission Overhauls						
EQUIPMENT						
ETC Office Printer						
FACILITIES						
M&O Facility/Grounds	\$150,000					
Bus Stop Enhancements	\$100,000	\$100,000	\$30,000	\$30,000	\$30,000	\$30,000
TPT Patton Street Project	\$75,000					
TOTAL CAPITAL P & M	\$9,310,784	\$4,665,000	\$705,000	\$1,430,000	\$485,000	\$30,000
CAPITAL EXPANSION	2026 Budgeted	2027	2028	2029	2030	2031
ROLLING STOCK						
Away	\$850,000					
DR Electric Low-Floor Mini-Buses	\$1,050,000					
DR Propane Cut-Away			\$225,000			
EQUIPMENT						
Bus Wash System	\$601,700					
Tire Racks/Inflate Cage/Impact Drv	\$6,000					
Genie Lift	\$10,000					
(2) Sm SUV Electric Admin Vehicles	\$125,000		\$150,000		\$180,000	
TECHNOLOGY						
Records & Key Mgt Systems	\$50,000					
Key Management System	\$10,000					
FACILITIES						
MTC Office Remodel	\$150,000	\$800,000				
Maint. Facility Addition	\$2,000,000					
Ephrata Property	\$100,000	\$4,000,000	\$3,500,000			
ETC Architect and Engineering	\$650,000					
OPS Training Rm Doors Construct.	\$10,000					
Expand Operations Facility				\$300,000	\$1,500,000	
Purchase Add'l Charging Infrastructure		\$35,000	\$15,000		\$15,000	
Expand on Electric Infrastructure-Lg Buses				\$50,000		
Purchase Hydrogen Infrastructure					\$220,000	
Facility Gate Expansion	\$250,000					
TOTAL CAPITAL-EXPANSION	\$3,962,700	\$4,835,000	\$3,890,000	\$350,000	\$1,915,000	\$0
TOTAL ALL CAP EXPENSES	\$13,273,484	\$9,500,000	\$4,595,000	\$1,780,000	\$2,400,000	\$30,000

SECTION IX: OPERATING DATA, 2025-2031							
SERVICE TYPE	2025	2026	2027	2028	2029	2030	2031
Fixed-Deviated Routes	Actual	Projected	Projected	Projected	Projected	Projected	Projected
Vehicle Hours	28,286	32,200	33,000	33,000	33,000	33,000	33,000
Vehicle Revenue Hours	24,182	29,500	30,000	30,000	30,000	30,000	30,000
Vehicle Miles	538,796	690,950	500,000	500,000	500,000	500,000	500,000
Vehicle Revenue Miles	517,868	613,200	615,000	615,000	615,000	615,000	615,000
Passenger Trips	135,021	124,040	129,000	134,160	139,525	145,110	150,900
Demand Response DO							
Vehicle Hours	7,490	7,688	7,920	8,158	8,403	8,655	8,915
Vehicle Revenue Hours	3,079	5,388	5,550	5,717	5,889	6,066	6,248
Vehicle Miles	215,473	278,926	287,294	295,913	304,790	313,934	323,352
Vehicle Revenue Miles	120,840	200,900	206,927	213,135	219,529	226,115	232,898
Passenger Trips	5,532	7,316	7,535	7,761	7,994	8,234	8,481
Paratransit (PFP)-June 30, 2026 ----- Operated by GTA July 1, 2026 going Forward							
Vehicle Hours	23,739	23,294	23,993	24,713	25,454	26,218	27,005
Vehicle Revenue Hours	17,683	17,226	17,743	18,275	18,823	19,388	19,970
Vehicle Miles	345,869	374,314	385,543	397,109	409,022	421,293	433,932
Vehicle Revenue Miles	272,818	282,122	290,586	299,304	308,283	317,531	327,057
Passenger Trips	36,040	33,320	34,320	35,350	36,411	37,503	38,628
Rideshare							
Vehicle Hours	2,407						
Vehicle Revenue Hours	2,407						
Vehicle Miles	151,711						
Vehicle Revenue Miles	151,711						
Passenger Trips	18,900						
SAFETY DATA							
Fatalities	0						
Injuries	0						
Reportable Incidents	0						
FUEL CONSUMPTION							
Diesel (gal)	64,962						
Propane (gal)	43,189						
Gasoline (gal)	59,377						
Electric (kWh)	25,341						
Assumptions - Operating Data:							
Years 2027 - 2031 are projected at 3% annual increases in Demand Response and ADA Paratransit Service with increased route efficiencies and route and program expansions.							

SECTION X: OPERATING & CAPITAL-REVENUE AND EXPENDITURE PLAN							
YEAR END DEC. 31,	2025	2026	2027	2028	2029	2030	2031
GENERAL FUND-Unrestricted	Actual	Budgeted	Projected	Projected	Projected	Projected	Projected
Beginning Balances	\$ 19,033,854	\$ 21,720,760	\$ 21,781,404	\$ 12,170,222	\$ 10,025,578	\$ 11,639,076	\$ 13,528,076
Operating Revenues							
Sales Tax	\$ 8,676,532	\$ 8,860,638	\$ 8,650,000	\$ 8,700,000	\$ 8,800,000	\$ 8,875,000	\$ 8,975,000
Vanpool Fares	\$ 68,254	\$ 65,000	\$ 96,600	\$ 99,500	\$ 102,500	\$ 105,600	\$ 109,000
Fed Op - 5311-PTD1061	\$ 549,413	\$ 3,270,543	\$ 3,319,602	\$ 3,368,660	\$ 1,973,750		\$ -
Fed Op -5310 -PTD1175	\$ -	\$ 844,169	\$ 428,416	\$ 869,496	\$ 434,748	\$ -	\$ -
State Op Grants(PTSN,TS)	\$ 826,895	\$ 1,528,798	\$ 764,400	\$ -	\$ -	\$ -	\$ -
Other/Interest/WSTIP	\$ 607,326	\$ 593,947	\$ 725,000	\$ 732,200	\$ 740,000	\$ 750,000	\$ 760,000
FR Proposed Fed OP Grants		\$ -	\$ -	\$ -	\$ 1,973,750	\$ 3,450,000	\$ 4,350,000
DR/ADA Proposed Fed OP	\$ -	\$ -	\$ -	\$ -	\$ 971,250	\$ 2,050,000	\$ 2,150,000
Proposed State OP Grants	\$ -	\$ -	\$ 764,400	\$ 1,528,800	\$ 764,400	\$ 1,528,800	\$ 1,528,800
Adj. to Reserve Accts.			\$ (7,725,000)				
TOTAL OP REVENUES	\$ 29,762,274	\$ 36,883,855	\$ 28,804,822	\$ 25,940,078	\$ 25,021,576	\$ 26,869,676	\$ 29,872,076
Operating Expenses							
FR Operating P&M	\$ 6,896,482	\$ 10,180,407	\$ 7,160,000	\$ 7,515,000	\$ 7,895,000	\$ 8,300,000	\$ 8,700,000
DR/ADA Operating P&M			\$ 3,530,000	\$ 3,705,000	\$ 3,885,000	\$ 4,100,000	\$ 4,300,000
Vanpool P & M	\$ 81,751	\$ 93,762	\$ 96,600	\$ 99,500	\$ 102,500	\$ 105,600	\$ 109,000
TOTAL OP EXPENSES	\$ 6,978,233	\$ 10,274,169	\$ 10,786,600	\$ 11,319,500	\$ 11,882,500	\$ 12,505,600	\$ 13,109,000
NET CASH AVAILABLE	\$ 22,784,041	\$ 26,609,686	\$ 18,018,222	\$ 14,620,578	\$ 13,139,076	\$ 14,364,076	\$ 16,763,076
Capital Revenues							
Federal CAP Grants	\$ 1,320,310	\$ 6,870,202					
State CAP Grants	\$ 4,047,376	\$ 1,400,000	\$ -	\$ -			
Proposed Federal Grants	\$ -		\$ 3,652,000	\$ 720,000	\$ 1,120,000		
Proposed State Grants	\$ -	\$ -	\$ -		\$ 280,000	\$ 1,564,000	
TOTAL CAP REVENUES	\$ 5,367,686	\$ 8,270,202	\$ 3,652,000	\$ -	\$ 280,000	\$ 1,564,000	\$ -
P&M Cap Obligations							
Fixed Route Buses	\$ 555,532	\$ 8,985,784	\$ 2,850,000	\$ 675,000			
DART Buses	\$ -		\$ 1,715,000		\$ 1,400,000		
Rideshare Vehicles	\$ 123,551	\$ -	\$ -			\$ 455,000	
Engine/Trans Rebuilds	\$ -	\$ -	\$ -				
Facilities and Construction	\$ 4,998,448	\$ 3,435,000	\$ 100,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
Cap Equip Non Rolling Stock	\$ 294,682	\$ 992,700		\$ 150,000		\$ 180,000	
Technology & Software	\$ 133,428	\$ 60,000		\$ -		\$ -	
Expansion Cap Projects							
FR and DR Vehicles		\$ 1,900,000		\$ 225,000			
Vanpool Vans	\$ -		\$ -				
Facility & Equipment	\$ -		\$ 4,835,000	\$ 3,515,000	\$ 350,000	\$ 1,735,000	
Property Acquisition	\$ 2,600,327						
TOTAL CAP EXPENSES	\$ 8,705,968	\$ 15,373,484	\$ 9,500,000	\$ 4,595,000	\$ 1,780,000	\$ 2,400,000	\$ 30,000
ENDING BAL GEN FUND	\$ 19,445,759	\$ 19,506,404	\$ 12,170,222	\$ 10,025,578	\$ 11,639,076	\$ 13,528,076	\$ 16,733,076
GTA RESERVES - RESTRICTED FUNDS							
YEAR END DEC. 31,	2025	2026	2027	2028	2029	2030	2031
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	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
(+ or -)		\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -
Ending Cash	\$ 700,000	\$ 700,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
FACILITY & EQUIP. RES.							
Beginning Cash	\$ 250,000	\$ 250,000	\$ 250,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
(+ or -)	\$ -	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -
Ending Cash	\$ 250,000	\$ 250,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
VANPOOL RESERVE							
Beginning Cash	\$ 50,000	\$ 50,000	\$ 50,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
(+ or -)	\$ -	\$ -	\$ 950,000	\$ -	\$ -	\$ -	\$ -
Ending Cash	\$ 50,000	\$ 50,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
Ending Reserve Balance	\$ 2,275,000	\$ 2,275,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000

APPENDIX

EQUIPMENT, ROLLING STOCK, AND FACILITIES

Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Refer to instructions tab for vehicle codes.

Organization: Grant Transit Authority

Inventory year: 2025

No.	Year	Make/model	Vehicle code	Vehicle identification number (VIN)	Organization vehicle number	Actual life odometer	Meets financial needs of SGR? Yes/no	Is the vehicle safe? Yes/no	Organization's ULB (Year)	Organization's ULB (Miles)	Maintenance current? Yes/no	Performs its designed function? Yes/no	Replacement cost (\$)	Planned replacement year	Planned replacement fuel type	ADA access? Yes/no	Seating capacity	Fuel type	WSDOT titled? Yes/no
1	2020	Ford Transit / Startrans	11	1FDES8PM1KK87677	1001	140,630	Yes	Yes	8	250,000	Yes	Yes	\$95,000	2026	G	Yes	10+3	G	NO
2	2020	Ford Transit / Startrans	11	1FDES8PM0KK87735	1002	140,803	Yes	Yes	8	250,000	Yes	Yes	\$95,000	2026	G	Yes	10+3	G	NO
3	2020	Ford Transit / Startrans	11	1FDES8PM9KK87751	1003	140,648	Yes	Yes	8	250,000	Yes	Yes	\$95,000	2026	G	Yes	10+3	G	NO
4	2020	Ford Transit / Startrans	11	1FDES8PM1KK87761	1004	138,642	Yes	Yes	8	250,000	Yes	Yes	\$95,000	2026	G	Yes	10+3	G	NO
5	2020	Ford E-350 Series/Startrans	11	1FDEE3FS8KDC65533	1106	105,575	Yes	Yes	8	250,000	Yes	Yes	\$125,000	2027	LP	Yes	11+3	LP	NO
6	2020	Ford E-350 Series/Startrans	11	1FDEE3FSXKDC65534	1107	115,278	Yes	Yes	8	250,000	Yes	Yes	\$125,000	2027	LP	Yes	11+3	LP	NO
7	2020	Ford E-350 Series/Startrans	11	1FDEE3FS1KDC65535	1108	105,295	Yes	Yes	8	250,000	Yes	Yes	\$125,000	2027	LP	Yes	11+3	LP	NO
8	2021	Green Power EVSTAR Battery Elec Van	28	1G9CG2CD3MP492237	1403	3,782	Yes	Yes	8	150,000	Yes	Yes	\$300,000		LONO	Yes	14+2	BEB	Yes
9	2021	Green Power EVSTAR Battery Elec Van	28	1G9CG2CD5MP492238	1404	3,494	Yes	Yes	8	150,000	Yes	Yes	\$300,000		LONO	Yes	14+2	BEB	Yes
10	2021	Green Power EVSTAR Battery Elec Van	28	1G9CG2CDXMP492235	1405	1,646	Yes	Yes	8	150,000	Yes	Yes	\$300,000		LONO	Yes	14+3	BEB	Yes
11	2021	Green Power EVSTAR Battery Elec Van	28	1G9CG2CD1MP492236	1406	2,203	Yes	Yes	8	150,000	Yes	Yes	\$300,000		LONO	Yes	14+4	BEB	Yes
12	2019	Ford E-450 Series/Eldorado	11	1FDFE4FS9KDC09949	1901	116,961	Yes	Yes	8	150,000	Yes	Yes	\$250,000	2027	LP	Yes	19+3	LP	No
13	2019	Ford E-450 Series/Eldorado	11	1FDFE4FS5KDC09950	1902	78,804	Yes	Yes	8	150,000	Yes	Yes	\$250,000	2027	LP	Yes	19+3	LP	No
14	2019	Ford E-450 Series/Eldorado	11	1FDFE4FS3KDC072643	1903	75,660	Yes	Yes	8	150,000	Yes	Yes	\$275,000	2027	LP	Yes	19+3	LP	Yes
15	2019	Ford E-450 Series/Eldorado	11	1FDFE4FS8KDC09172	1904	75,255	Yes	Yes	8	150,000	Yes	Yes	\$275,000	2027	LP	Yes	19+3	LP	Yes
16	2024	Ford E-450 Series/Star Trans Senator II	11	1FDFE4FN4RDD13382	1905	20,321	Yes	Yes	8	150,000	Yes	Yes	\$275,000	2032	LP	Yes	19+3	LP	Yes
17	2024	Ford E-450 Series/Star Trans Senator II	11	1FDFE4FN2RDD13400	1906	34,628	Yes	Yes	8	150,000	Yes	Yes	\$275,000	2032	LP	Yes	19+3	LP	Yes
18	2017	Ford E-Series/Starcraft	11	1FDFE4FS3HDC20857	2004	171,464	Yes	Yes	8	150,000	Yes	Yes	\$240,000	2025	LP	Yes	20+2	LP	No
19	2017	Ford E-Series/Starcraft	11	1FDFE4FS7HDC20859	2005	185,595	Yes	Yes	8	150,000	Yes	Yes	\$240,000	2025	LP	Yes	20+2	LP	No
20	2003	Gillig/Low Floor-30 foot	3	15GGE271X31090825	2603	509,182	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2025	D	Yes	26+2	D	No
21	2003	Gillig/Low Floor-30 foot	3	15GGE271131090826	2604	541,614	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2025	D	Yes	26+2	D	No
22	2021	Gillig/Low Floor-30 foot	3	15GGE2717N3094239	2605	116,894	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2037	LONO	Yes	26+2	D	Yes
23	2021	Gillig/Low Floor-30 foot	3	15GGE2713N3094240	2606	115,089	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2037	LONO	Yes	26+2	D	Yes
24	2021	Gillig/Low Floor-30 foot	3	15GGE2715N3094241	2607	131,055	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2037	LONO	Yes	26+2	D	No
25	2023	Gillig/Low Floor-30 foot	3	15GGE2713P3094421	2608	71,975	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2039	LONO	Yes	26+2	D	Yes
26	2023	Gillig/Low Floor-30 foot	3	15GGE2715P3094422	2609	74,552	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2039	LONO	Yes	26+2	D	Yes
27	2023	Gillig/Low Floor-35 foot	2	15GGB2718P3199383	3106	90,075	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2039	LONO	Yes	31+2	D	Yes
28	2023	Gillig/Low Floor-35 foot	2	15GGB271XP3199384	3107	84,462	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2039	LONO	Yes	31+2	D	Yes
29	2023	Gillig/Low Floor-35 foot	2	15GGB2711P3199385	3108	87,309	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2039	LONO	Yes	31+2	D	No
30	2007	Gillig/Low Floor-35 foot	2	15GGB291271077689	3202	809,475	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2027	D	Yes	32+2	D	No
31	2007	Gillig/Low Floor-35 foot	2	15GGB291971077690	3203	922,799	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2027	D	Yes	32+2	D	No
32	2005	Gillig/Low Floor-35 foot	2	15GGB291X51074553	3209	747,222	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	15GGB291551074556	3210	781,088	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2027	Hybrid	Yes	32+2	D	No
34	2005	Gillig/Low Floor-35 foot	2	15GGB291751074557	3211	728,075	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2027	Hybrid	Yes	32+2	D	No
35	2005	Gillig/Low Floor-35 foot	2	15GGB291051074559	3212	788,368	Yes	Yes	16	750,000	Yes	Yes	\$1,200,000	2027	Hybrid	Yes	32+2	D	No
36	2023	Ford Explorer - RideShare	13	1FMSK8BH3PGC14899	714	27,730	Yes	Yes	8	150,000	Yes	Yes	\$50,000	2031	G	No	7	G	Yes
37	2023	Ford Explorer - RideShare	13	1FMSK8BH7PGC15084	715	3,765	Yes	Yes	8	150,000	Yes	Yes	\$50,000	2031	G	No	7	G	Yes
38	2023	Ford Explorer - RideShare	13	1FMSK8BH5PGC14693	716	25,261	Yes	Yes	8	150,000	Yes	Yes	\$50,000	2031	G	No	7	G	Yes
39	2024	Toyota Sienna - RideShare	13	5TDKSKFC6RS124364	801	30,537	Yes	Yes	8	150,000	Yes	Yes	\$50,000	2032	G	No	8	G	Yes
40	2024	Toyota Sienna - RideShare	13	5TDKSKFC6RS124375	802	28,458	Yes	Yes	8	150,000	Yes	Yes	\$50,000	2032	G	No	8	G	Yes
41	2024	Toyota Sienna - RideShare	13	5TDKSKFC6RS124514	803	29,394	Yes	Yes	8	150,000	Yes	Yes	\$50,000	2032	G	No	8	G	Yes
42	2015	Chevy/Express - Will go into Surplus	13	1GAWGRFG5F1275180	1212	125,050	Yes	Yes	8	150,000	Yes	Yes	\$60,000	2025	G	No	12	G	No
43	2015	Chevy/Express - Will go into Surplus	13	1GAWGRFG2F1275055	1213	141,615	Yes	Yes	8	150,000	Yes	Yes	\$65,000	2025	G	No	12	G	No
44	2015	Chevy/Express - Will go into Surplus	13	1GAWGRFG6F1277262	1214	91,301	Yes	Yes	8	150,000	Yes	Yes	\$65,000	2031	G	No	12	G	No
45	2015	Chevy/Express - Will go into Surplus	13	1GAWGRFG1F1278660	1216	85,562	Yes	Yes	8	150,000	Yes	Yes	\$65,000	2031	G	No	12	G	No
46	2023	Ford Transit-12 Passenger-Rideshare	13	1FBAX9C80PKA36991	1217	78,434	Yes	Yes	8	150,000	Yes	Yes	\$65,000	2031	G	No	12	G	Yes
47	2023	Ford Transit-12 Passenger-Rideshare	13	1FBAX9C87PKA36924	1218	48,619	Yes	Yes	8	150,000	Yes	Yes	\$65,000	2031	G	No	12	G	Yes
48	2025	Ford Transit-12 Passenger-Rideshare	13	1FBAX9Y67SKA17811	1219	7,845	Yes	Yes	8	150,000	Yes	Yes	\$65,000	2033	G	No	12	G	Yes
49	2025	Ford Transit-12 Passenger-Rideshare	13	1FBAX9Y65SKA17547	1220	75	Yes	Yes	8	150,000	Yes	Yes	\$65,000	2033	G	No	12	G	Yes

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!!



www.granttransit.com

dart@granttransit.com

P.O. Box 870

Moses Lake, WA 98837

Comments/Complaints

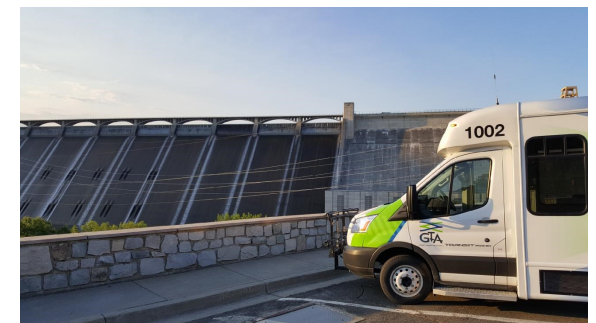
Call: (509) 765-0898

(800) 406-9177



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.

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 perimeters 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

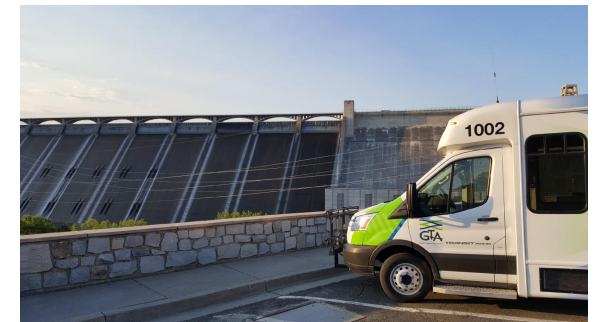
Moses Lake, WA 98837

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 Okanogan 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 Ройал-Сити, Маттаву, плотину Ванапум, 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 Ройал-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 Ройал-Сити, Маттаву, на плотину Ванапум 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 período 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



D.A.R.T.

**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, 2025

		<u>401 Operations</u>
Beginning Cash and Investments		
308	Beginning Cash and Investments	21,308,854
388 / 588	Net Adjustments	-
Revenues		
310	Taxes	8,676,532
320	Licenses and Permits	-
330	Intergovernmental Revenues	6,743,994
340	Charges for Goods and Services	68,254
350	Fines and Penalties	-
360	Miscellaneous Revenues	607,326
Total Revenues:		<u>16,096,106</u>
Expenditures		
510	General Government	-
520	Public Safety	-
530	Utilities	-
540	Transportation	6,978,232
550	Natural/Economic Environment	-
560	Social Services	-
570	Culture and Recreation	-
Total Expenditures:		<u>6,978,232</u>
Excess (Deficiency) Revenues over Expenditures:		<u>9,117,874</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	-
Total Other Increases in Fund Resources:		<u>-</u>
Other Decreases in Fund Resources		
594-595	Capital Expenditures	8,705,967
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>8,705,967</u>
Increase (Decrease) in Cash and Investments:		411,908
Ending Cash and Investments		
50821	Nonspendable	-
50831	Restricted	-
50841	Committed	-
50851	Assigned	21,720,760
50891	Unassigned	-
Total Ending Cash and Investments		<u>21,720,760</u>

The accompanying notes are an integral part of this statement.

Grant County Public Transportation Benefit Area

Schedule 01

For the year ended December 31, 2025

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	\$21,308,854
1137	401	Operations	3132100	Public Transportation Systems Sales and Use Tax	\$8,676,532
1137	401	Operations	3332000	Federal Indirect Award from Department of Transportation	\$1,869,723
1137	401	Operations	3340390	State Award from Other Transportation Agencies	\$4,874,271
1137	401	Operations	3447100	Transits, Railroads and Other Transportation Systems Services	\$68,254
1137	401	Operations	3611000	Investment Earnings	\$576,874
1137	401	Operations	3614000	Other Interest	\$22,861
1137	401	Operations	3699100	Miscellaneous Other Operating	\$7,591
1137	401	Operations	5471010	Transits, Railroads and Other Transportation Systems	\$3,158,157
1137	401	Operations	5471020	Transits, Railroads and Other Transportation Systems	\$989,539
1137	401	Operations	5471030	Transits, Railroads and Other Transportation Systems	\$736,307
1137	401	Operations	5471040	Transits, Railroads and Other Transportation Systems	\$2,094,229
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	\$21,720,760

MCAG	Fund #	Fund Name	BARS Account	BARS Name	Amount
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	\$8,705,967

Grant County Public Transportation Benefit Area
Schedule of Liabilities
For the Year Ended December 31, 2025

ID. No.	Debt ID Title	Description	Beginning Balance	Additions	Reductions	Ending Balance
General Obligation Debt/Liabilities						
263.56	Leases, SBITA, and PPPs	Radio Equipment - Day Wireless -TRBOWEST	95,970	-	26,782	69,188
Total General Obligation Debt/Liabilities:			95,970	-	26,782	69,188
Revenue and Other (non G.O.) Debt/Liabilities						
259.12	Compensated Absences	Compensated Absences	253,481	27,214	-	280,695
264.30	Pension Liabilities	Net Pension Liabilities - PERS 1 and 2	204,141	-	49,952	154,189
264.40	OPEB Liabilities	OPEB Liabilities	1,205,701	-	164,262	1,041,439
Total Revenue and Other (non G.O.) Debt/Liabilities:			1,663,323	27,214	214,214	1,476,323
Total Liabilities:			1,759,293	27,214	240,996	1,545,511

**Grant County Public Transportation Benefit Area
Schedule of Expenditures of State Financial Assistance
For the Year Ended December 31, 2025**

State Agency Name	Program Title	Identification Number	Total
State Award from Department of Transportation	Consolidated Grant Program State Special Needs Transportation -Transit Formula Funds (MAA)	PTD0324	5,684
State Award from Department of Transportation	Consolidated Grant Program - State State Transit Support (CCA)	PTD0324	35,484
State Award from Department of Transportation	Consolidated Grant Program State Special Needs Transportation -Transit Formula Funds (MAA)	PTD1061	223,948
State Award from Department of Transportation	Consolidated Grant Program - State State Transit Support (CCA)	PTD1061	388,177
State Award from Department of Transportation	Consolidated Grant Program State Special Needs Transportation -Transit Formula Funds (MAA)	PTD1175	479,295
State Award from Department of Transportation	Consolidated Grant Program - State Capital Transit Support (CCA)	PTD0600	14,034
State Award from Department of Transportation	Public Transit Rideshare Grant Program - State Capital	PTD0857	100,480
State Award from Department of Transportation	State Bus and Bus Facilities Grant Program - Capital Construction	PTD0648	3,979,766
State Award from Department of Transportation	Consolidated Grant Program State Special Needs Transportation -Transit Formula Funds (MAA) - Capital	PTD0485	287,281
Sub-Total:			5,514,149
Total State Grants Expended:			5,514,149

**Grant County Public Transportation Benefit Area
Schedule of Expenditures of Federal Awards
For the Year Ended December 31, 2025**

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- PTD0324	473,366	-	473,366	-	1.2.3
FEDERAL TRANSIT ADMINISTRATION, TRANSPORTATION, DEPARTMENT OF (via Federal Transit Administration, Transportation Department of (via WSDOT))	Formula Grants for Rural Areas and Tribal Transit Program	20.509	PTD1061	880,864	-	880,864	-	1.2.3
Total ALN 20.509:				1,354,230	-	1,354,230	-	
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	PTD1175	479,295	-	479,295	-	1.2.3
Total Transit Services Programs Cluster:				479,295	-	479,295	-	
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, 2025**

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))	Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs	20.526	PTD0485	1,188,122	-	1,188,122	-	1.2.3
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	PTD0968	90,663	-	90,663	-	1.2.3
Total Federal Transit Cluster:				1,278,785	-	1,278,785	-	
Total Federal Awards Expended:				3,112,310	-	3,112,310	-	

The accompanying notes are an integral part of this schedule.

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NOTES TO FINANCIAL STATEMENTS
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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. Expenses are recognized in the period in which they are paid.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Basis of Accounting and Measurement Focus

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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 Treasury Finance Division. See Note 2, Deposits and Investments.

Capital Assets

Capital assets are assets with an initial individual cost of more than \$5,000 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 accruals 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 \$559,750 on December 31, 2025.

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 multi-financial institution collateral pool administered by the Washington Public Deposit Protection Commission (PDPC).

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

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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 697 days as of December 31, 2025.

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, 2025, GTA had \$21,161,010 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, 2025, is as follows:

Deposits

Current:

Cash and Cash Equivalents	\$ 559,750
Total Deposits	\$ 559,750

Investments

Current:

Grant County Investment Pool	\$ 21,161,010
Total Investments	21,161,010
Total Deposits and Investments	\$ 21,720,760

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

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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, 2025, the following employees were covered by the benefit terms:

Inactive Employees or Beneficiaries Currently	
Receiving Benefit Payments	2
Inactive Employees Entitled to But Not Yet	
Receiving Benefit Payments	-
Active Employees	40

GTA contributed \$563,449 to the plan for the year ending December 31, 2025.

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.

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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, 2025 (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	\$ 72,112	.013078	154,189
PERS 2/3	\$ 179,229	.016888	(644,476)

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 GTA 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:

Lease Liability Payment Schedule

Month	2023	2024	2025	2026	2027	2028	1/1/2025 Beginning Balance	Additions	2025 Reductions	12/31/25 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				

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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	95,970	0	26,782	69,188

**Additional Includes Current 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 2025, 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.

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.

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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.

The following is a summary of coverage provided in 2025:

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

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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	\$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: RideShare			
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/	\$5,000

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		members combined	
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
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

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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

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

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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	
CYBER LIABILITY INSURANCE (Continued)		Coverage	Deductible
COVERAGE ENDORSEMENTS			
Reputation Loss	\$200,000	Limit of Liability	
Claims Preparation Costs for Reputation Loss Claims Only	\$50,000	Limit of Liability	

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Computer Hardware Replacement Costs	\$200,000	Limit of Liability	
Invoice Manipulation	\$100,000	Limit of Liability	
Cryptojacking	\$50,000	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.

Terrorism Policy

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.

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:

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- 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, 2025.

Grant County Public Transportation Benefit Area

Schedule 21 Questions 1-6 (unaudited)

For Fiscal Year Ended: 2025

Property and Liability Insurance Health and Welfare Insurance

**Unemployment Compensation
Obligations**

Workers Compensation Obligations

I have reviewed and approve the 2025 Financial Statement as presented.

A handwritten signature in blue ink that reads "Eric Loomis". The signature is written in a cursive, flowing style.

5/22/2026

Eric Loomis

Washington PFML Program	Entity	Government Type
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