

Transit Development Plan 2023 - 2028

with 2022 Annual Report



Date of Public Hearing: August 8 - 21 2023

Adopted: August 21, 2023

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This document is submitted per the requirements of RCW 35.58.2795.

Table of Contents

- Plan Adoption, Public Hearing and Distribution 3
- Description of Service Area, Operations and Facilities 4
- Service Area 4
 - Exhibit A: Ellensburg City Limits Map 4
- Operations 5
 - Exhibit B - C: Central Transit Connections 6
 - Exhibit D: ADA Paratransit Service 7
 - Exhibit E: Full Service Map 8
 - Exhibit F - I: Individual Service Maps 9
 - Exhibit J - K: Facilities 13
- Organization 14
 - Exhibit J: Organization Chart 14
- Plan Consistency 15
- Central Transit’s Goal, Objectives and Strategies 16
 - Table 1: Goals, Objective, Strategies and Alignment with State Goals 16
 - Table 2: Local Performance Measurements and Targets 18
- Planned Capital Expenses 19
 - Table 3: 2023-2028 Summary of Planned Capital Expenses 19
- Planned Operating Expenses 19
 - Table 4: 2023-2028 Summary of Planned Operating Projects 19
- Multiyear Financial Plan 20
 - Tables 5: | 6 Capital and Operating Financial Plans 20
- 2022 Annual Report 23

Plan Adoption, Public Hearing and Distribution

Plan Adoption

The City of Ellensburg City Council adopted the 2023 - 2028 Transit Development Plan on August 21, 2023 at 7 PM at the City of Ellensburg's City Hall Council Chambers located at 501 N Anderson Street, Ellensburg, WA 98926.

Public Participation Process

The 2023 – 2028 Transit Development Plan was reviewed by the Public Advisory Committee on August 15, 2023 and recommended it be submitted to the Ellensburg City Council for adoption.

Public Comment Period: August 8, 2023 – August 21, 2023

Comments Submitted to: transit@ci.ellensburg.wa.us

Betsy Dunbar, Transit Manager
501 N Anderson Street
Ellensburg, WA 98926

Public Hearing: The City of Ellensburg will hold a public hearing on the Transit Development Plan on August 21, 2023 at 7PM at City Hall in Ellensburg, Washington.

Notice Posed to Website: Central Transit posted a notice of the hearing on the Transit Development Plan to its website at www.centraltransit.org on August 8, 2023.

Notice Published in Local Paper: The Daily Record published a notice of the hearing on the Transit Development Plan on August 8, 2023.

Request for Paper or Digital Copies: Central Transit allowed the public to request a paper or digital copy of the Transit Development Plan on and after August 8, 2023 by emailing transit@ci.ellensburg.wa.us or by calling 509-925-8680.

Available to the Public for Review: Central Transit allow the public to view a copy of the draft Transit Development Plan at City Hall, 501 N Anderson Street, Ellensburg, WA 98926.

Plan Distribution

On August 25, 2023 Central Transit distributed the adopted Transit Development Plan to: WebGrants at wsdot.ptd.webgrantscloud.com

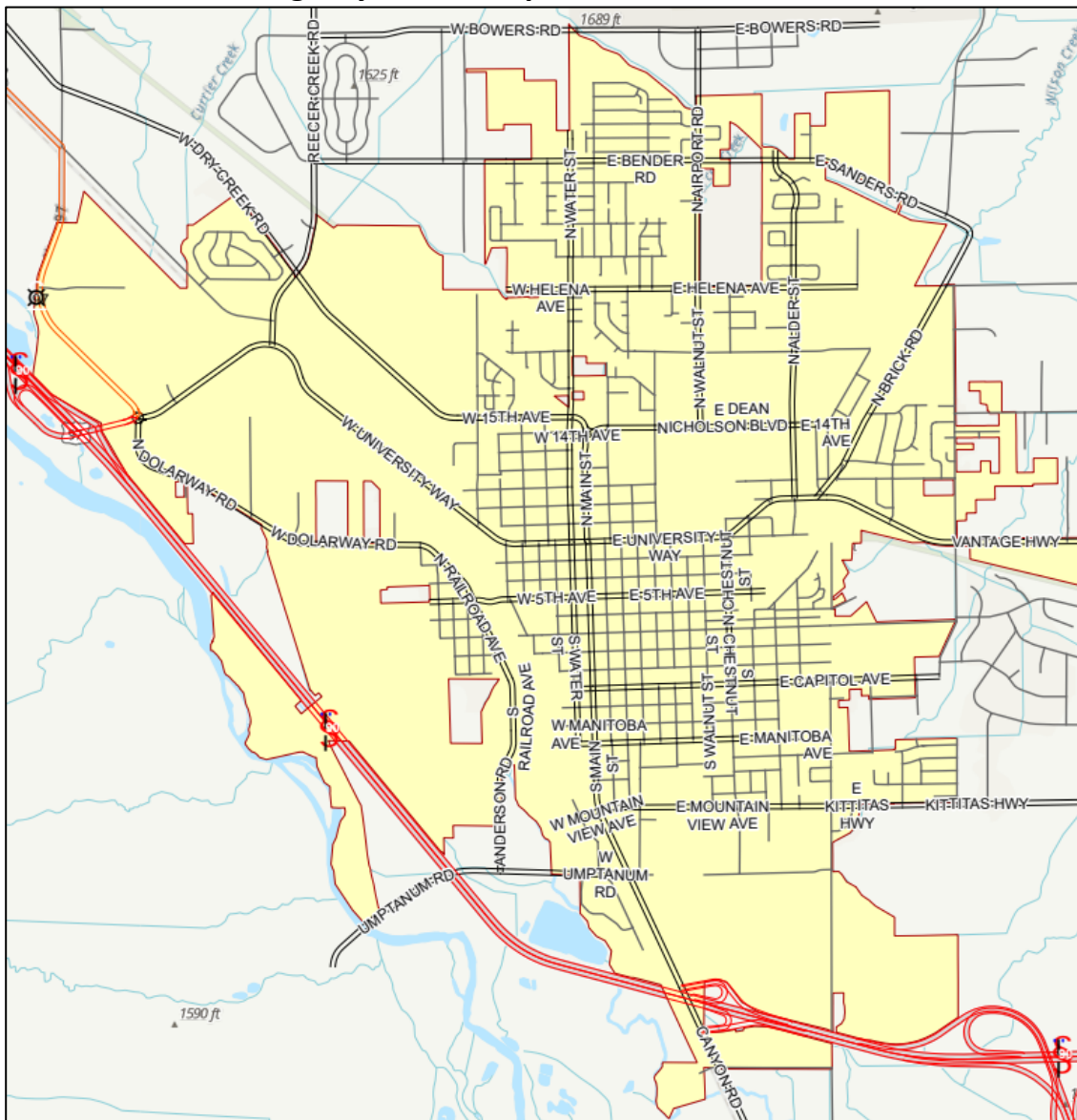
All cities, counties and regional transportation planning organizations within which Central Transit operates

Description of Service Area, Operation and Facilities

Service Area

Central Transit is a rural public transit system serving a population of 19,530 residents within the city limits of Ellensburg. Located just east of the Cascade Range at the junction of Interstate 90 and 82, Ellensburg is known as the most centrally located city in the state of Washington.

Exhibit A: Ellensburg City Limits Map



Operations

Central Transit provides accessible fixed route and complimentary ADA paratransit services.

All Central Transit services are fare free.

Transit services operate year-around with the exception of the following holidays: New Year's Day, President's Day, Memorial Day, 4th of July, Thanksgiving Day and Christmas Day.

Service information, route schedules and maps can be found on Central Transit's website at www.centraltransit.org.

Fixed Route

Central Transit operates 5 fixed routes daily between 6:55 AM to 8:15 PM. Central Transit's system maps Exhibit's E - I, Pages 8 – 12, show the locations of each route, the direction of bus movement, scheduled bus stops, on demand bus stops, bus shelters and transfer service points.

- Route 12 A operates from 7:10 AM – 7:45 PM and Route 12 B operates from 7:40 AM to 8:15 PM and serve the north end of the City, Central Washington University, downtown, and the business and shopping areas on the south end of town.
- Route 13 operates from 6:57 AM to 7:15 PM and extends north to Elmview and south to senior housing and the hospital.
- Route 14 operates from 6:55 AM to 6:45 PM and serves additional north end housing and Ellensburg High School on the southeast end.
- Route 15 operates from 7:55 AM to 7:20 PM and Route 16 operates from 7:25 AM to 6:50 PM. Both routes service downtown and the west side of Ellensburg.

Central Transit's transfer locations allow connections to other ground transportation which include the Kittitas County Connector, Greyhound, Flixbus, the Yakima-Ellensburg Commuter, the Travel Washington Apple Line, and the Bellair Airporter Shuttle which connects with SeaTac International Airport and Amtrak.

Exhibit B: Central Transit Connections



Central Transit also connects passengers with many shared-use biking and pedestrian trails including the Palouse to Cascades State Park Trail.

Exhibit C: Biking and Walking Trails



Paratransit

In compliance with the Americans with Disabilities Act, Central Transit provides accessible door to door transportation services for individuals who, because of a disability, are unable to travel on Central Transit's fixed route public transit service.

EXHIBIT D: ADA Paratransit Service



Cabulance

Central Transit's Cabulance service operates independently 24-7 to provide accessible non-emergency medical transportation for individuals within the City limits of Ellensburg to and from specific medical facilities as initiated by Kittitas Valley Fire and Rescue and other contracted facilities.

Service Support

The City of Ellensburg provides support for HopeSource's county wide Dial A Ride and Kittitas County Connector services. The City also provides support for Yakima Transit's Yakima-Ellensburg Commuter Service.

EXHIBIT E: Full Service Map

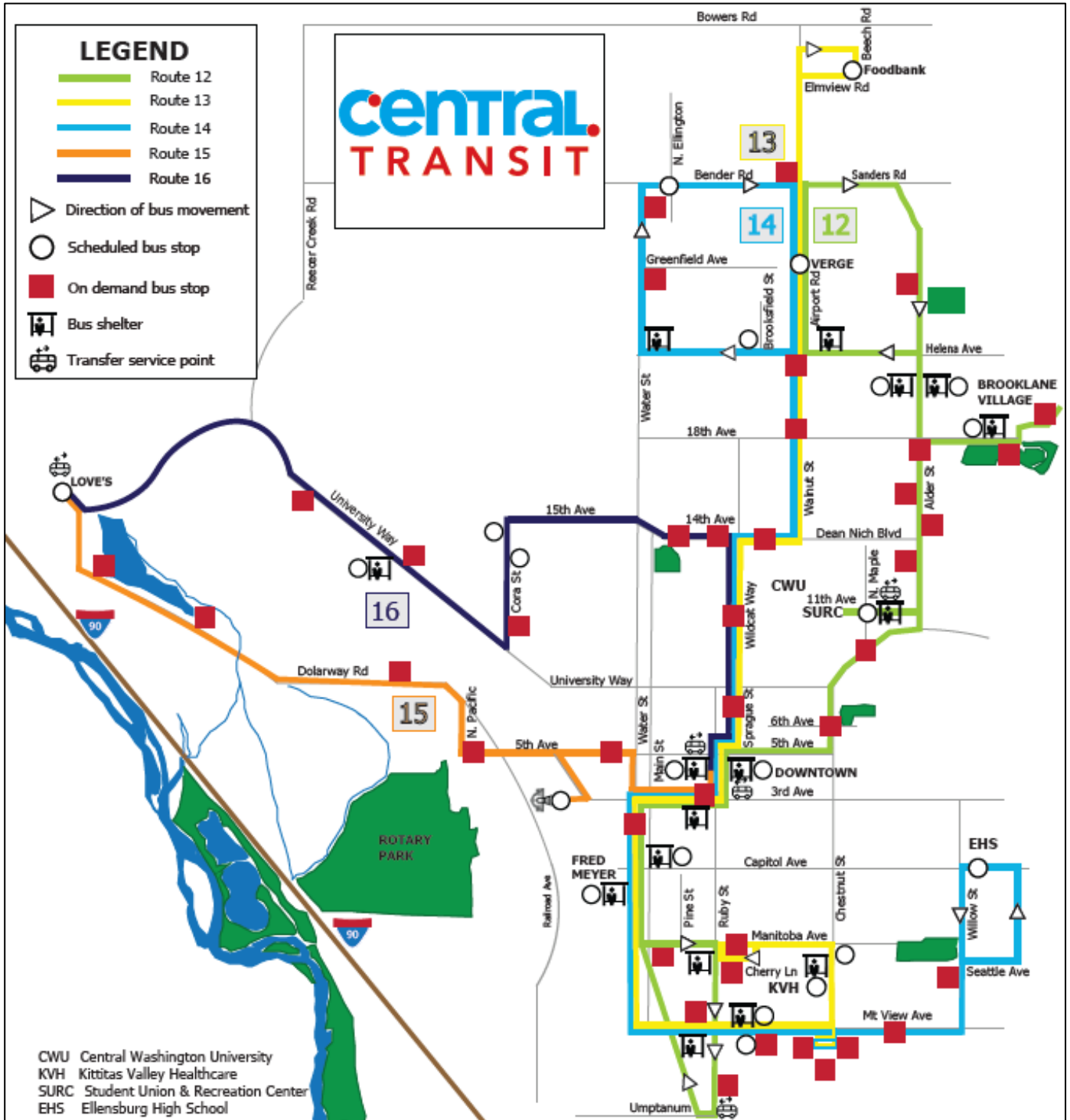


EXHIBIT F: Route 12 A | B Service Map

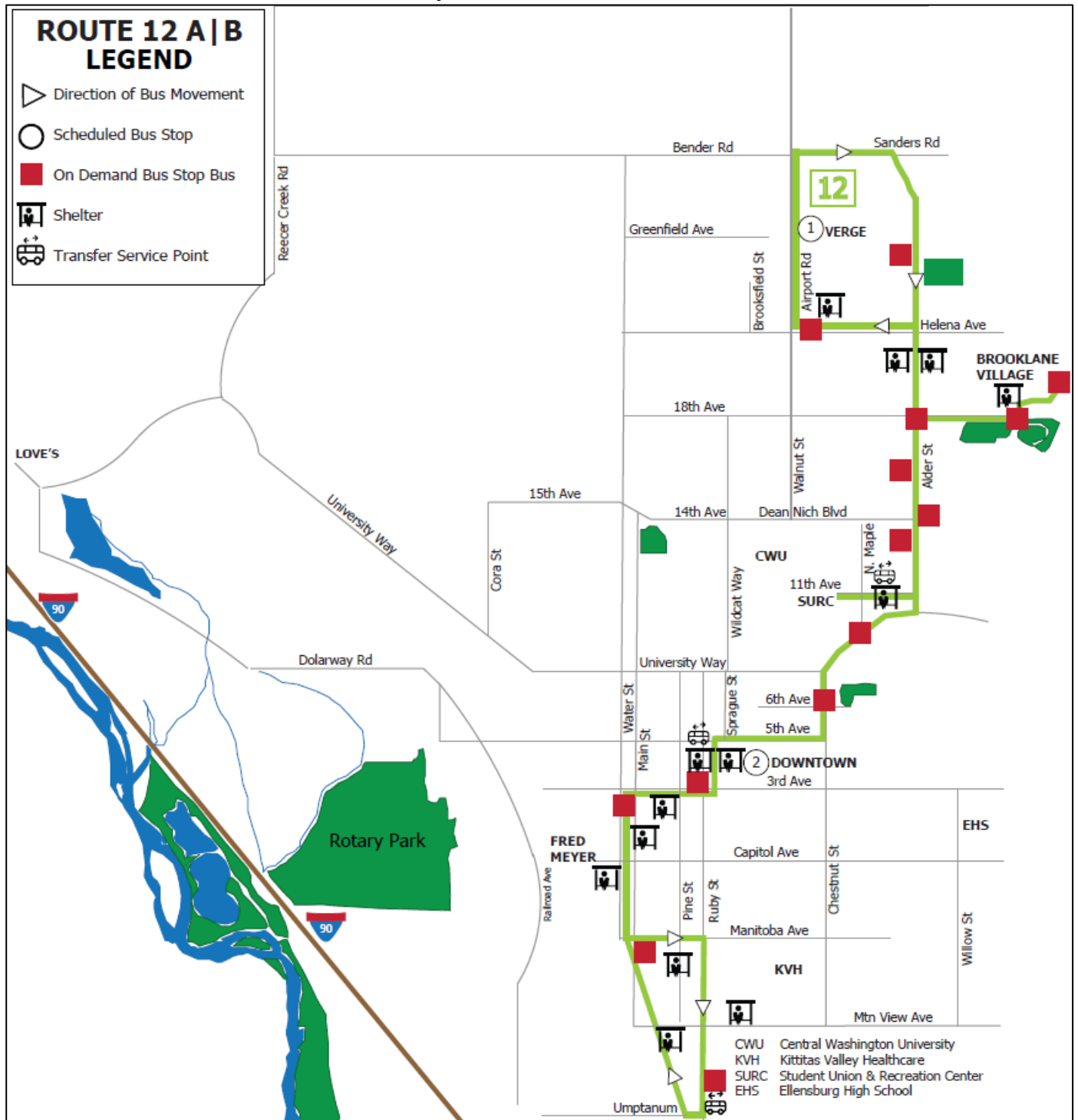


EXHIBIT G: Route 13 Service Map

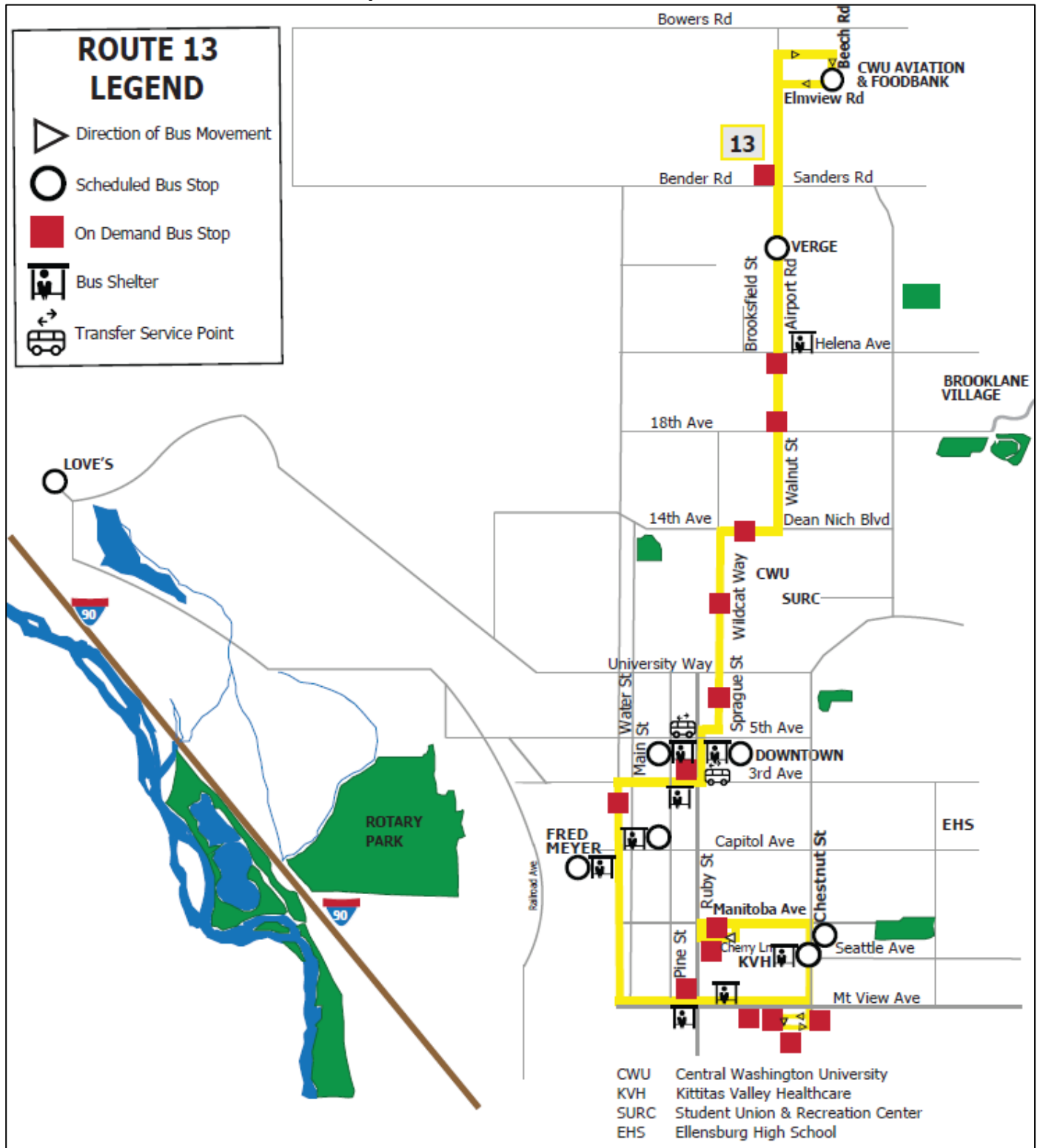


EXHIBIT H: Route 14 Service Map

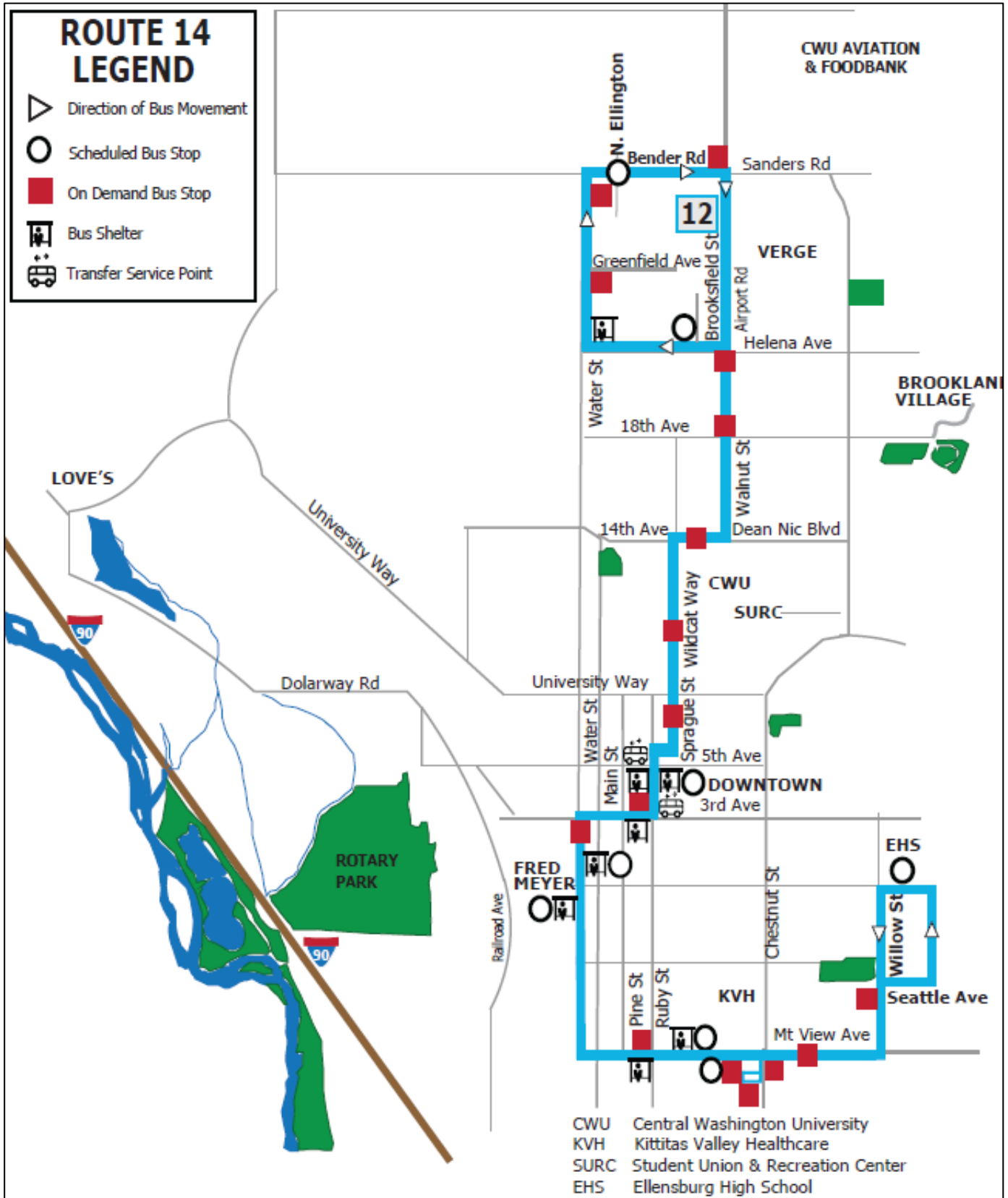
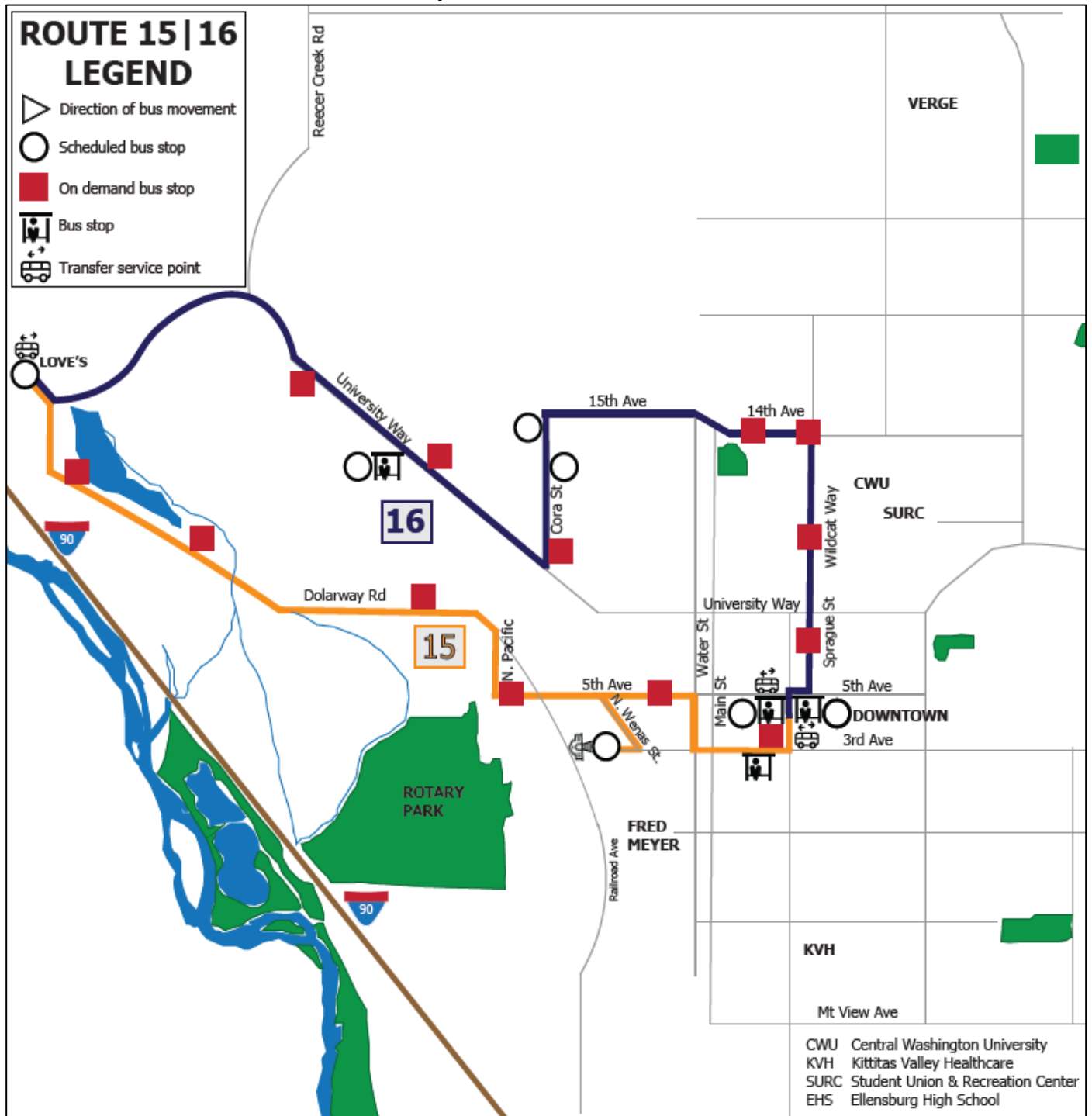


EXHIBIT I: Route 15 & 16 Service Map



Contractor

The City of Ellensburg contracts all transportation operations to HopeSource, a local private nonprofit organization.

Facilities

All operational equipment is owned and maintained by HopeSource located at 606 W 3rd Ave. Ellensburg, Washington 98926.

EXHIBIT J: Contractor Location



Central Transit's administrative office is located at 501 N Anderson Street, Ellensburg, Washington 98926.

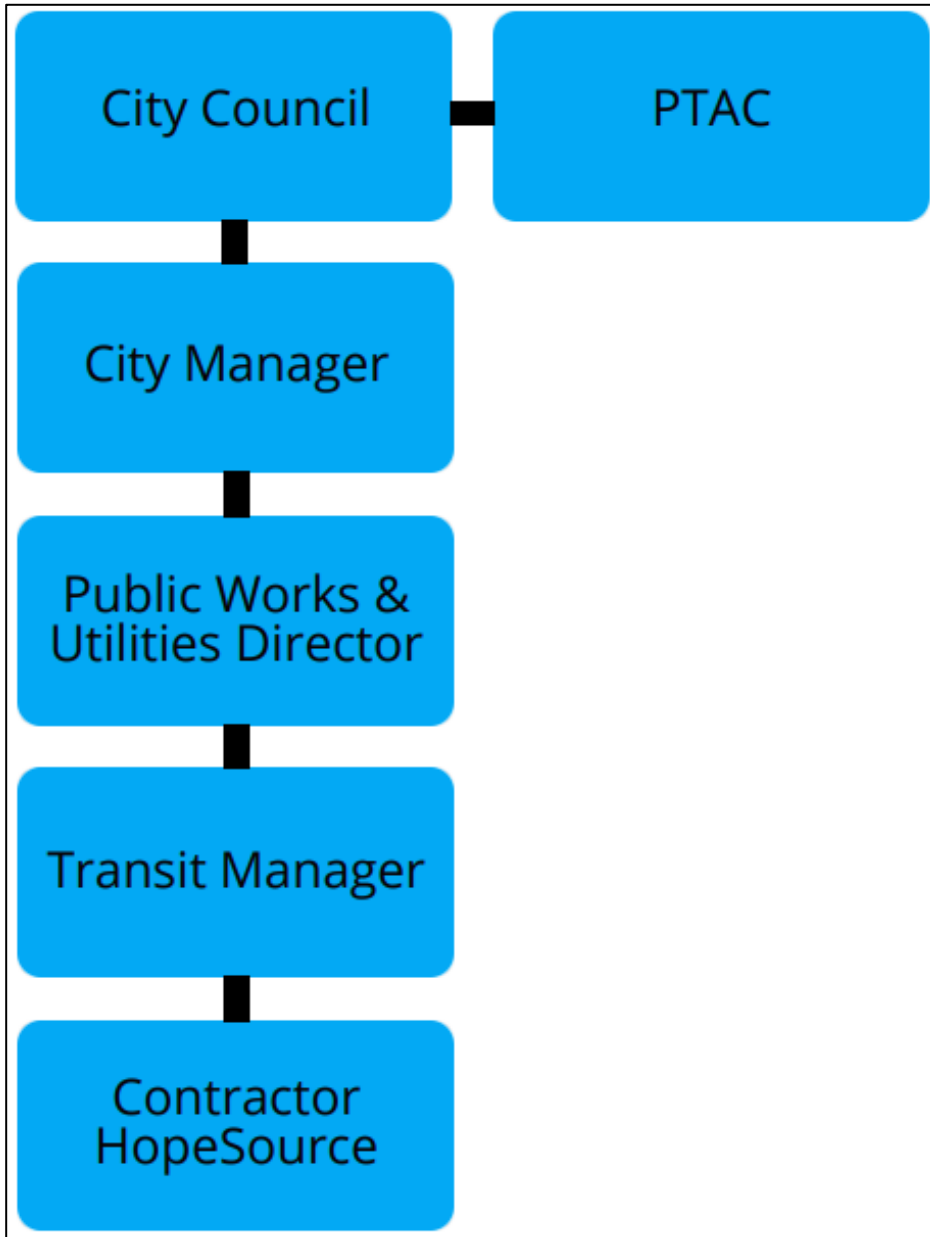
EXHIBIT K: City Hall



Organization

The Ellensburg City Council is responsible for Central Transit’s operations. The Public Transit Advisory Committee provides oversight of the transit system and reports to the City Council on those and other elements as directed. The City Manager and Public Works and Utilities Director also report to the City Council on Transit activities, policies and finances. The Transit Manager oversees and manages the operational activities of the Transit System.

EXHIBIT J: Organization Chart



Plan Consistency

From 2023-2028, Central Transit will focus on local, regional and state goals, strategies and objectives established in the Transit Development Plan, the Regional Human Services Transportation Plan and the Washington State Transportation Plan, 2040 and Beyond.

Statewide Transportation Goals:

1. **Economic Vitality:** Promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.
2. **Preservation:** Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
3. **Safety:** Provide for and improve the safety and security of all passengers and the transportation system.
4. **Mobility:** Improve the predictable movement of goods and people throughout Washington State.
5. **Environment:** Enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.
6. **Stewardship:** Continuously improve the quality, effectiveness, and efficiency of the transportation system.

For the Washington Transportation Plan, 2040 and Beyond visit:

<http://www.wtp2040andbeyond.com/>

Central Transit actively participates in the planning of regional projects and policies which provides access to transportation, strengthens communities and promotes self-sufficiency and the general welfare of populations who have alternative transportation needs.

Regional Transportation Goals:

1. Sustain and expand transportation services to vulnerable populations, those who have alternative transportation needs, and those living in overburdened communities.
2. Promote safe and accessible transportation services for persons with alternative transportation needs by educating and advocating specific benefits to the consumers within communities as well as cross-jurisdictional communities.

3. Coordinate, expand, and link transportation with human service providers to accommodate the consumer’s needs and efficiently utilize transportation resources.

4. Provide capital planning, construction, facilities, equipment, vehicles, and technology to improve mobility options.

The 2022 Human Services Transportation Plan can be found on the Quadco RTPO Website.

[QUADCO RTPO \(wa.gov\)](http://QUADCO RTPO (wa.gov))

Goals, Objectives and Strategies

Central Transit’s 2023 – 2028 Goals, Objectives and Strategies are consistent with regional and state goals.

Table 1: 2023 – 2028 Goals, Objectives, Strategies

Goals, Objectives and Strategies	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Goal 1: Improve convenience, reliability and customer service of transit system						
Objective 1.1: Evaluate Central Transit’s reliability and on-time performance.						
Strategy 1.1.1: Evaluate Central Transit’s fixed route reliability and on-time performance using the many modules in our Transit Platform.	X	X		X		X
Strategy 1.1.2: Use Central Transit’s Runtimes module to review and adjust schedules to improve on-time performance.	X	X		X		X
Strategy 1.1.3: Use Central Transit’s Service Alerts module and promote the Central Transit website for convenient transit information and service data and alerts.	X	X		X		X
Strategy 1.1.4: Promote passenger real time information applications for easy access and reliable transit information.	X	X	X	X		X
Strategy 1.1.5: Promote SMS & IVR navigation tools for vision-impaired passengers and for those who do not have a smartphone.	X	X	X	X		X
Strategy 1.1.6: Coordinate with connecting services to ensure timely connections. Keep information on 211 up to date and accurate.	X	X	X	X	X	X
Objective 1.2: Provide amenities to make riding transit more comfortable and convenient for passengers.						
Strategy 1.2.1: Add additional bus shelters and bus stop seating.	X	X	X	X	X	X

Strategy 1.2.2: Add additional ADA landings and bus pullouts.	X	X	X	X	X	X
Objective 1.3: Improve service accessibility for non-motorized modes.						
Strategy 1.3.1: Identify and complete a prioritized list of non-motorized access deficiencies at existing bus stops and bus shelters.	X	X	X	X	X	X
Strategy 1.3.2: Provide connecting services to pedestrian and biking trails.	X	X	X	X	X	X
Goal 2: Improve operational safety and security						
Objective 2.1: Review best practices and industry standards in the area of safety.						
Strategy 2.1.1: Update and implement a safety plan which meets the requirements of 49 C.F.R. Part 673.		X	X			X
Strategy 2.1.2: Ensure vehicle operator trainings occur quarterly and vehicle operators are trained to proficiency in operating the accessibility equipment, including wheelchair and passenger securements on board the vehicles.		X	X	X		X
Strategy 2.1.3: Install additional surveillance cameras at transit facilities.		X	X			X
Strategy 2.1.4: Enforce transit rules and establish a culture of excellent customer service.	X	X	X			X
Goals, Objectives and Strategies	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Goal 3: Enhance the integration of transit services to support the economy and preserve the environment						
Objective 3.1: Reduce fossil fuel consumption through the consideration of alternative fuel vehicle technology.						
Strategy 3.1.1: Use the zero-emissions transition plan as a guide to transition to alternative fuel vehicles and supportive infrastructure.	X	X		X	X	X
Strategy 3.1.2: Support the procurement of alternative fuel transit vehicles as they become available.	X	X		X	X	X
Strategy 3.1.3: Support the development of a zero-emissions infrastructure.	X	X		X	X	X
Strategy 3.1.4: Support transportation services for large employers within the city limits.	X	X		X	X	X
Goal 4: Maximize and expand transit services						
Objective 4.1: Operate an efficient, cost effective transit system.						
Strategy 4.1.1: Maintain internal controls and compliance over public resources.	X	X	X	X	X	X
Strategy 4.1.2: Plan financially for future operational and capital needs.	X	X	X	X	X	X

Strategy 4.1.3: Provide connections to other transportation services throughout the state.	X	X		X	X	X
Strategy 4.1.4: Strengthen coordination and integration of social services and transportation resources.	X	X		X	X	
Strategy 4.1.5: Expand transportation services within the county.	X	X		X	X	X
Objective 4.2: Improve equal access to public transit.						
Strategy 4.2.1: Evaluate service coverage and re-route design standards to improve access for low-income, youth, aging adults and persons with limited mobility. Improve and predict the movement of people throughout the city and state with multimodal connections and other accessible modes of transportation.	X	X		X	X	X
Goal 5: Meet the requirements of the Americans with Disabilities Act.						
Objective 5.1 Ensure Central Transit buses and amenities are ADA accessible.						
Strategy 5.1.1: Use Central Transit’s ADA Transition Plan to identify and schedule projects to remove accessibility barriers.	X	X	X	X		X
Strategy 5.1.2: Continue to provide ADA Paratransit services for those who qualify.	X	X	X	X		X
Strategy 5.1.3: Participate in community events, education and direct and indirect public marketing of services and technologies available.	X	X	X	X		X

Table 2: 2023 – 2028 Local Performance Measurements and Targets

Performance Measure	Target
Technology Amenities	Provide additional apps and icons on the Central Transit website. Use and upgrade software to track on-time performance and reliability.
Passenger Amenities	Add additional bus shelters at active stops and vulnerable population locations. Add additional pullouts, ADA landings, seating and lighting to create convenient, safe locations for passengers to wait for the bus.
Connectivity	Improve non-motorized access deficiencies at existing bus stops and shelters.
Collisions	Zero collisions and at fault vehicle and passenger accidents or incidents.
Alternative Fuels	Use the Zero-Emissions Transition Plan to support the transition to alternative fuel vehicles with a supportive infrastructure.
Transit Productivity	Fixed Route: Increase passenger count per revenue hour by 10-15%. Paratransit: Increase qualified passenger ridership by 5-15%.
Amenity State of Good Repair	Maintain all transit amenities within a state of good repair.
Service Coverage	Review and adjust routes when needed, to ensure demographics in service areas within 0.5 miles of a transit stop serve priority populations.
Growth	Expand or add additional routes in community growth and development areas.
Coordination	Work with other agencies and jurisdictions to coordinate a safe, accessible and integrated system of public transportation.

Planned Capital Expenses

Table 3: 2023-2028 Summary of Planned Capital Expenses

Year	Projects	Preservation Replacement	Expansion Improvement
Amenities and Infrastructure			
2023	Additional bus shelters with artwork, bus pullouts, ADA landings, bus stop seating and lighting. Improve service accessibility with curb cuts, sidewalks and connections to non-motorized pathways and trails. Complete a Zero-Emissions Transition Plan. Support an intermodal transit station.	X	X
2024	Additional bus shelters with artwork, bus pullouts, ADA landings, bus stop seating and lighting. Improve service accessibility with curb cuts, sidewalks and connections to non-motorized pathways and trails. Support a zero-emissions infrastructure. Support an intermodal transit station.	X	X
2025 - 2028	Additional bus shelters with artwork, bus pullouts, ADA landings, bus stop seating and lighting. Improve service accessibility with curb cuts, sidewalks and connections to non-motorized pathways and trails. Support a zero-emissions infrastructure. Support an intermodal transit station.	X	X

Planned Operating Expenses

Table 4: 2023-2028 Summary of Planned Operating Projects

2023 - 2028 Projects	Reduction	Expansion Improvement
Increased safety measures to ensure the safety of vehicle operators and passengers.		X
Implement transit services in areas with high key priority populations.		X
Use technology to monitor, analyze and improve route schedules.		X
Promote Central Transit services and technologies available through direct and indirect marketing and outreach.		X

Adjust routes to service new housing and business developments.		X
Adjust routes to better serve the community.		X
Update schedules, maps, and brochures.		X

Multiyear Financial Plan

2023-2028 Capital Improvement Program and Financial Assumptions

Central Transit’s capital improvement program includes the capital expenses identified in Table 3 above.

Retail sales tax collected in Central Transit’s public transportation benefit area is the primary revenue source. Other funding sources include support from Central Washington State University, state operating grant funding, federal capital funding and other miscellaneous revenues.

Local Sales Tax revenue throughout the planning period in all years is based on recent averages.

Operating and capital grant funds are subject to federal and state funding opportunities.

Central Transit is responsible for all required matching funds.

These system projects and improvements noted above are subject to change pending inputs from the City of Ellensburg’s Finance Department, the Public Transit Advisory Committee, and the City Council.

Table 5: 2023-2028 Capital Improvement Estimated Financial Plan

Capital Expenditure	2023	2024	2025	2026	2027	2028
Bus Stop Seating	5,000	20,000	20,000	5,000	5,000	5,000
Bus Shelters	20,000	30,000	30,000	30,000	30,000	30,000
Safety	5,000	10,000	10,000	10,000	10,000	10,000
Zero-Emissions Transition Plan	119,485	-	-	-	-	-
Access improvement at existing bus stops & shelters	30,000	30,000	30,000	30,000	30,000	30,000
Chargers and Utility Infrastructure	-	-	-	200,000	800,000	800,000
Bus Shelter Artwork	10,000	10,000	10,000	10,000	10,000	10,000
Total Capital Expenditures	189,485	100,000	100,000	285,000	885,500	885,000

Table 6: 2023-2028 Operating Estimated Financial Plan

Operating Expenses	2023	2024	2025	2026	2027	2028
Administrative	348,020	358,461	369,215	380,291	391,700	403,451
Fixed Route	1,457,000	1,600,000	1,700,000	1,800,000	1,900,000	1,950,000
Paratransit	18,300	19,200	20,000	22,000	23,000	24,000
Cabulance	48,000	52,000	55,000	58,000	61,000	64,000
Dial A Ride	82,313	82,313	82,313	83,000	83,000	83,000
Kittitas County Connector	44,000	44,000	44,000	45,000	45,000	45,000
Yakima-Ellensburg Commuter	20,000	20,000	20,000	20,000	20,000	20,000
Insurance	42,000	43,000	44,000	45,000	46,000	47,000
Marketing	15,000	15,000	20,000	35,000	25,000	25,000
Total Expenses	2,074,633	2,233,974	2,354,528	2,488,291	2,594,700	2,661,451

Table 7: Operating and Maintenance Estimated Finance Plan

Operating Revenue	2023	2024	2025	2026	2027	2028
State						
2021 – 2023 PTD0307 Consolidated Operating Grant through June 30, 2023 minus a 71% match	204,726	-	-	-	-	-
*2023 – 2025 PTD0307 Consolidated Operating Grant through June 30, 2025 minus an estimated 22% match	590,850	1,181,700	1,200,000	*	*	*
* Transit Support Formula Grant	66,563	133,125	140,000	*	*	*
Paratransit/Special Needs Formula Grant	7,276	4,218	4,500	4,500	4,500	4,500
Green Transportation Grant	95,588	-	-	-	-	-
WSTIP	2,500	2,500	2,500	2,500	2,500	2,500
Transportation Services (ASCWU)	75,000	75,000	75,000	75,000	75,000	75,000
Interest Income	80,000	80,000	80,000	80,000	80,000	80,000
Local Sales Tax	1,470,000	1,410,000	1,410,000	1,410,000	1,410,000	1,410,000
Total Revenues	2,592,503	2,886,543	2,912,000	1,572,000	1,572,000	1,572,000

***Grant funds are subject to future State and Federal funding**

Note to Table's 5, 6, 7:

These figures are based upon the continuation of a fare free transit system, a robust sales tax and the continuation of federal and state funding. The Public Transit Advisory Committee is evaluating our current transit system to ensure equal access and to better serve the needs of the Ellensburg community. This process is anticipated to be concluded prior to December 31, 2024.

2022 Annual Report

2022 Service Revenues and Expenses

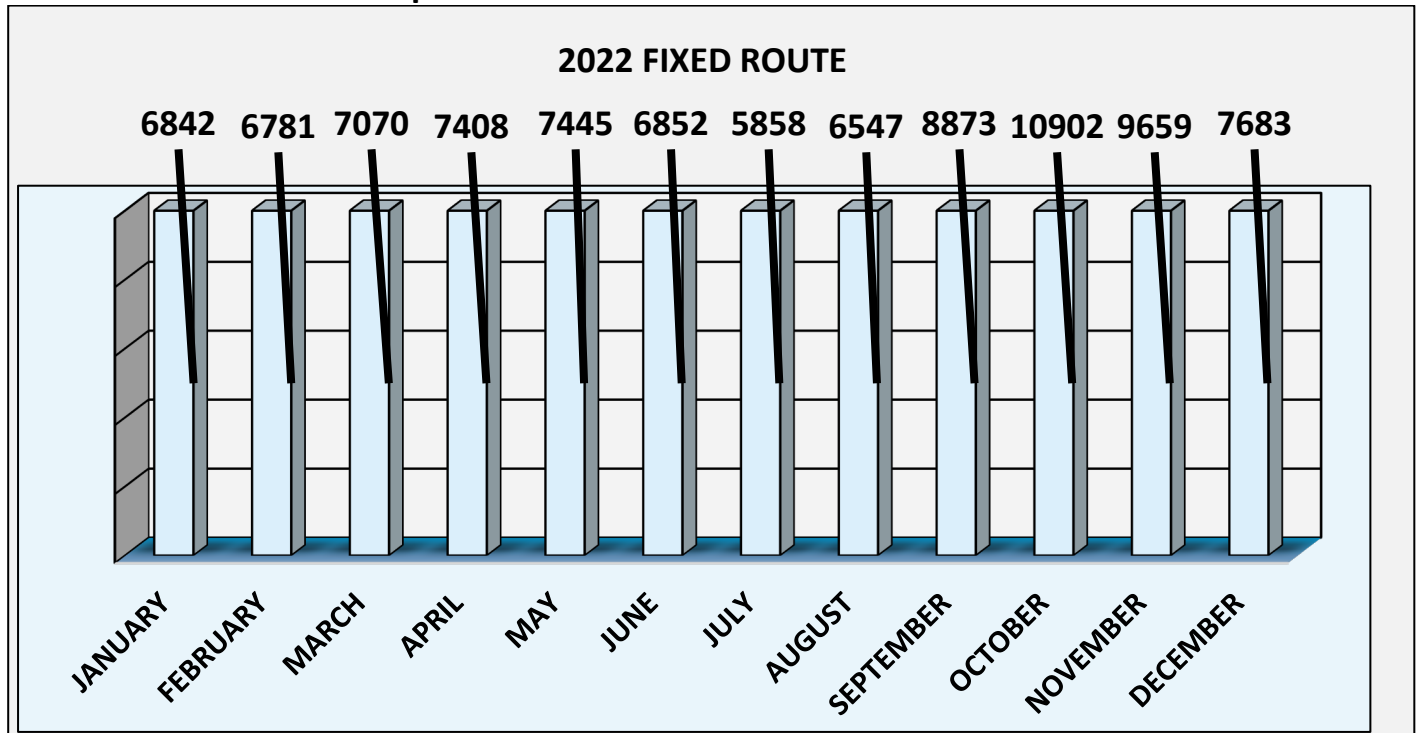
Ellensburg Public Transit Revenues thru 12-31-22	2022 Total
Retail Sales Tax .02% for Public Transit	1,468,428
Special Transportation Need Grant	1,603
WSDOT Consolidated Grant	265,599
ARPA General Grant	142,983
WSDOT CRRSAA	629,644
WSTIP – Risk Management Grant	2,500
ASCWU Revenue	75,000
Interest Income	43,620
Total Revenues	2,629,377

Central Transit public Transit Service Expenditures thru 12-31-22	2022 Total
Total Administrative, Marketing, Insurance	405,020
Fixed Route	1,154,919
ADA Paratransit I On Demand Service	16,643
Cabulance	43,321
Yakima Transit's Yakima-Ellensburg Commuter Service	20,000
HopeSource Dial A Ride service	82,813
HopeSource Kittitas County Connector service	44,000
Total Expenditures	1,766,716

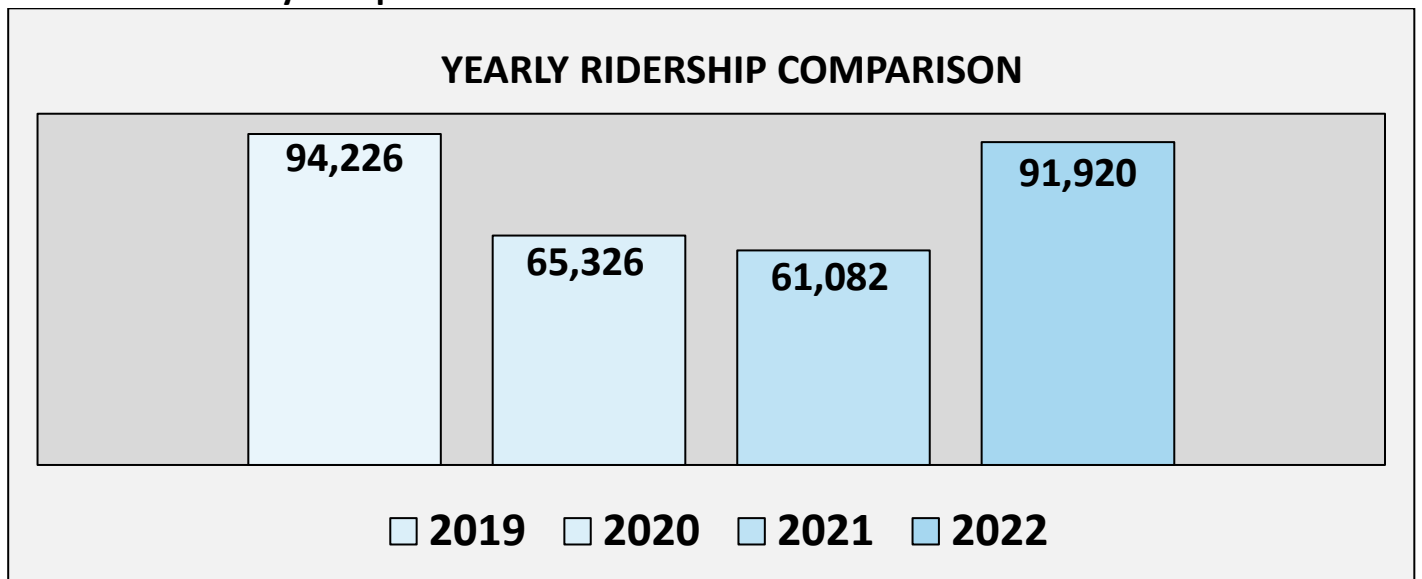
2022 Central Transit Ridership Stats

SERVICE	1-WAY BOARDINGS	REVENUE MILES	REVENUE HOURS	GALLONS OF FUEL	COLLISIONS	INJURIES
Fixed Route	91,920	237,401	21,112	33,117	0	0
Paratransit	262	812	202	251	0	0
Cabulance	133	248	214	87	0	0
Total	92,315	238,461	21,528	33,455	0	0
Supported HopeSource Services						
Dial A Ride	12,326	105,344	7,808	12,497	0	0
KCC	5,357	88,242	4,184	8,756	0	0
Total	17,683	193,586	11,992	21,253	0	0
Supported Yakima Transit Service						
Yakima-Ellensburg Commuter	18,375	-	-	-	-	-
Total	18,375					

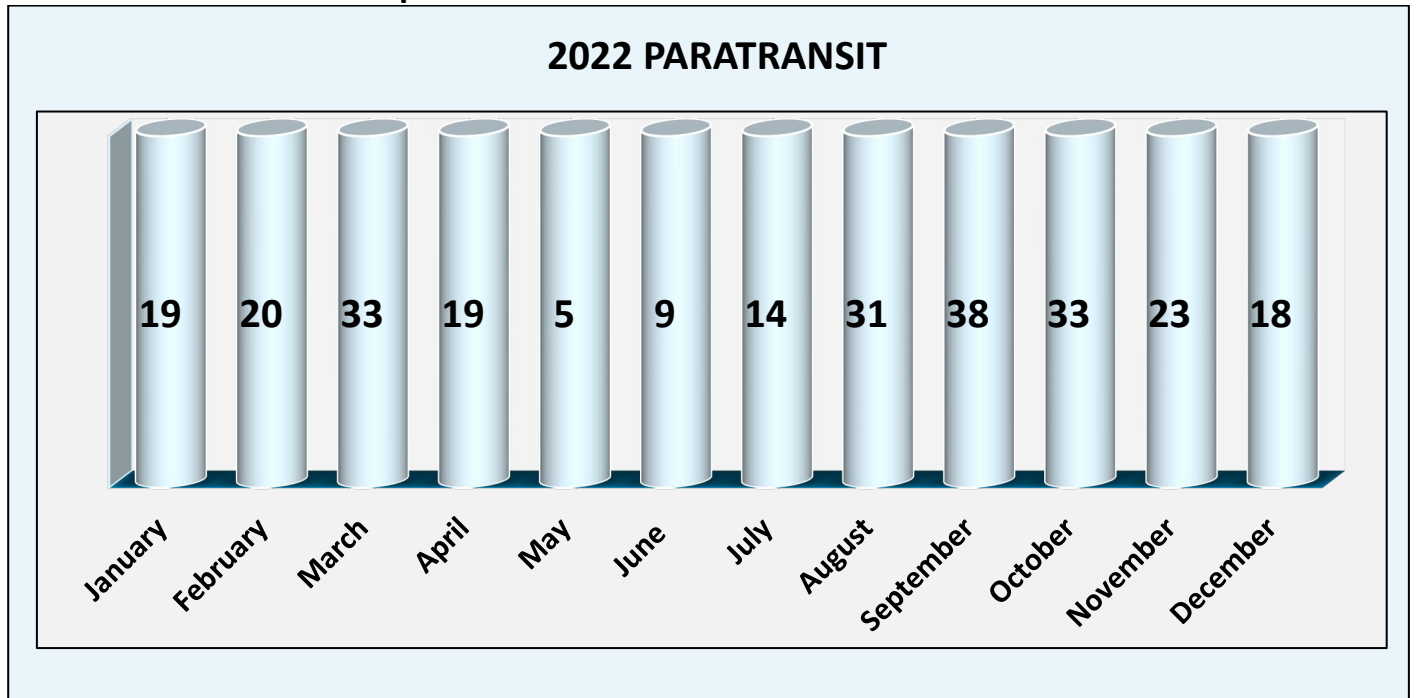
2022 Fixed Route Ridership



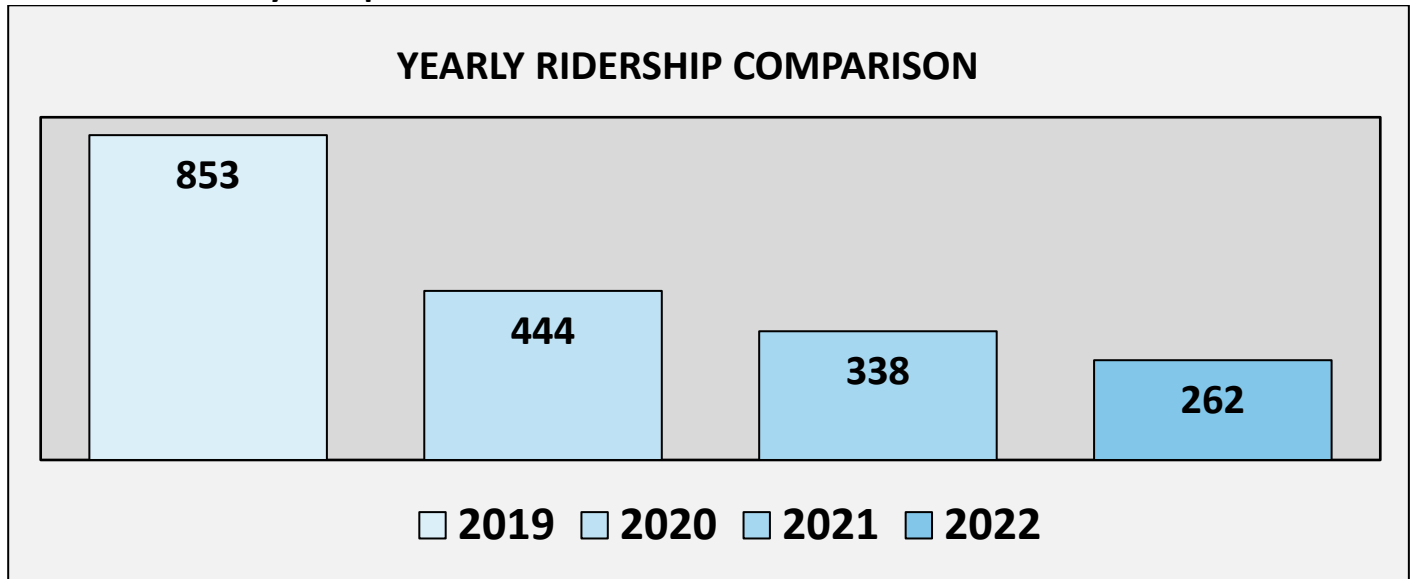
Fixed Route Yearly Comparison



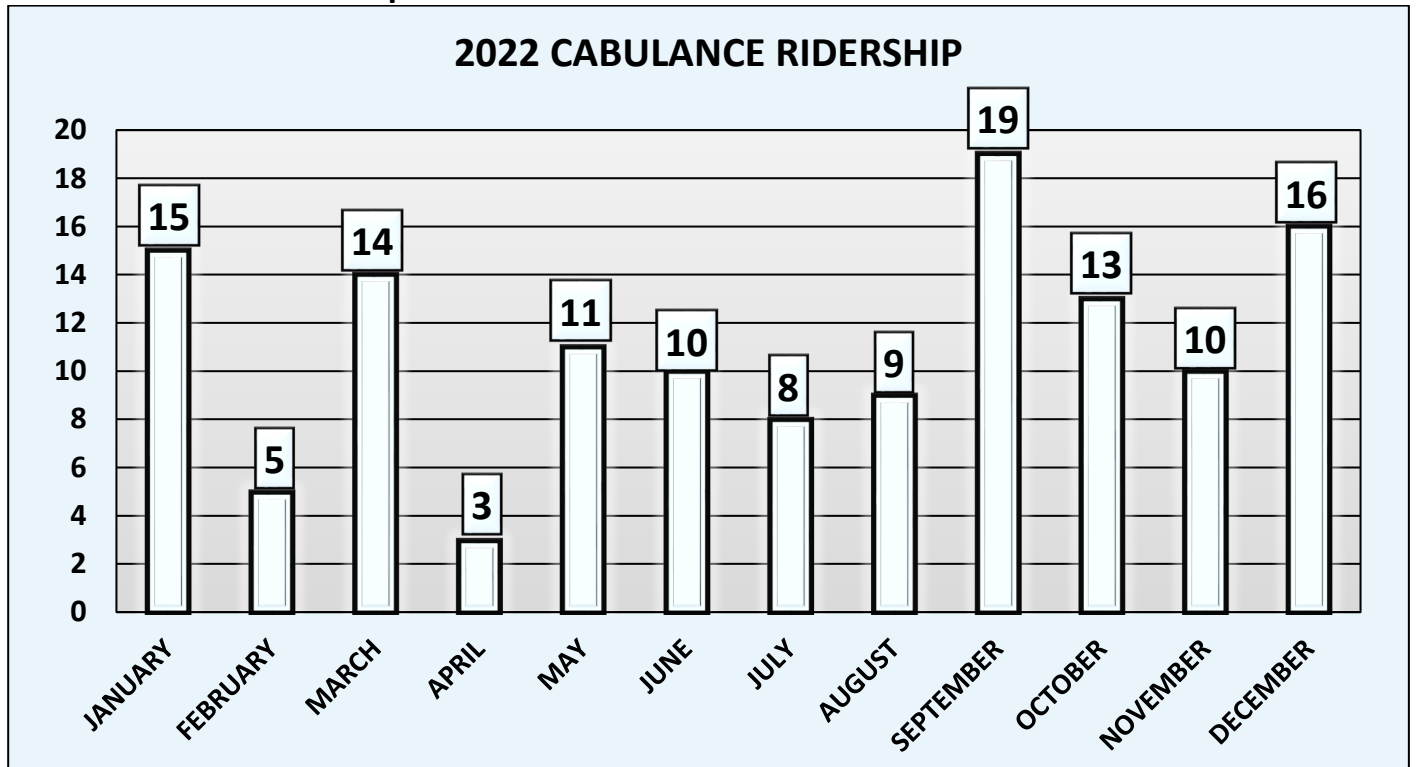
2022 Paratransit Ridership



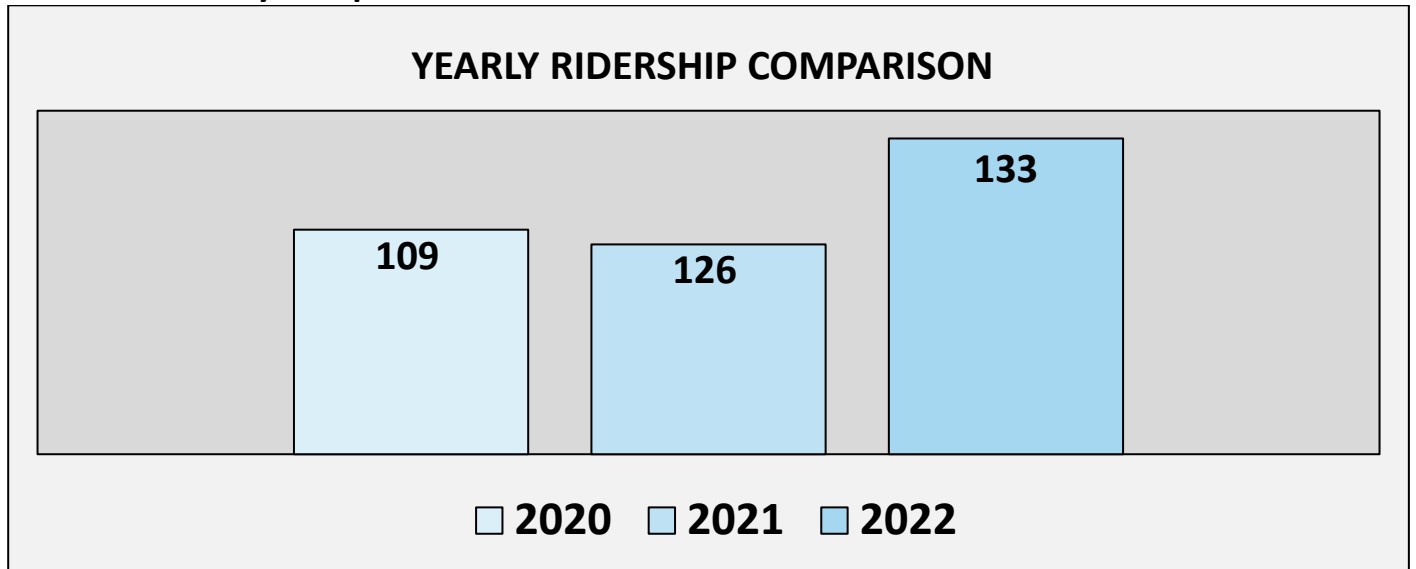
Paratransit Yearly Comparison



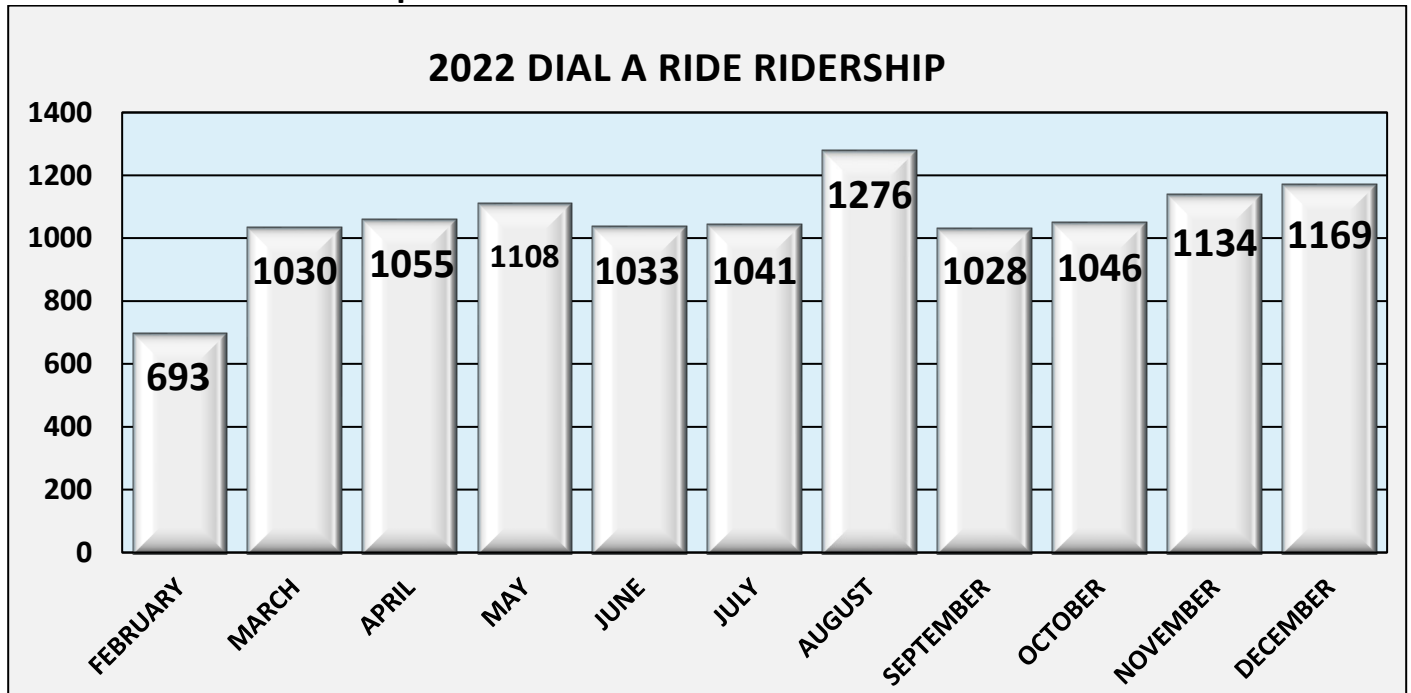
2022 Cabulance Ridership



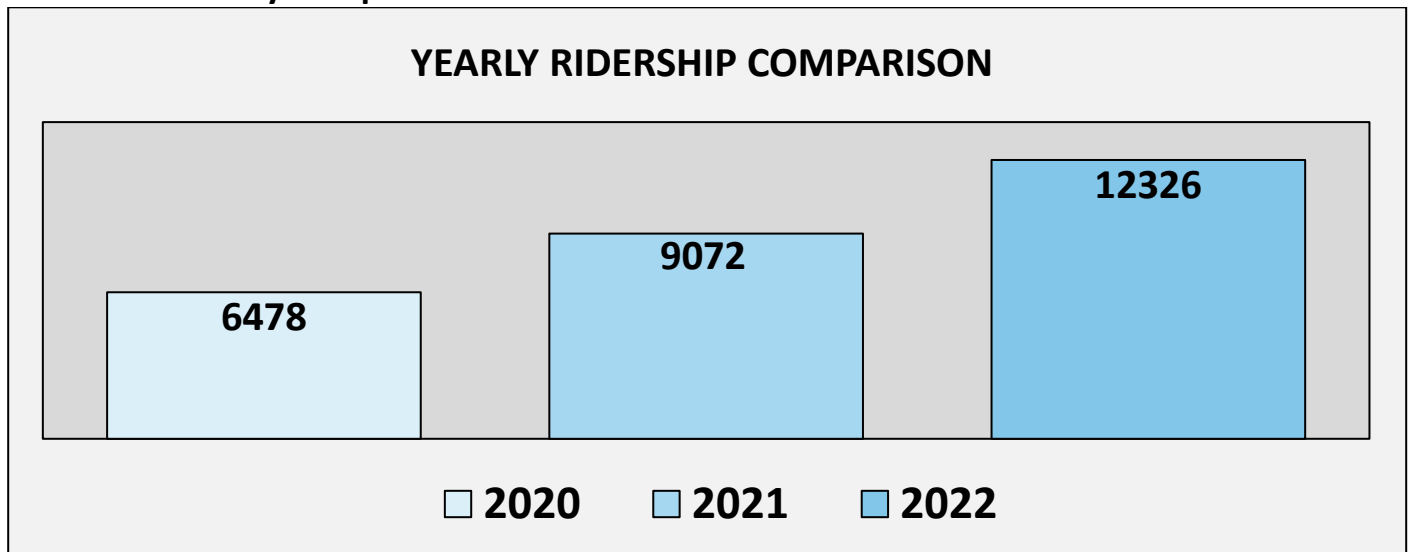
Cabulance Yearly Comparison



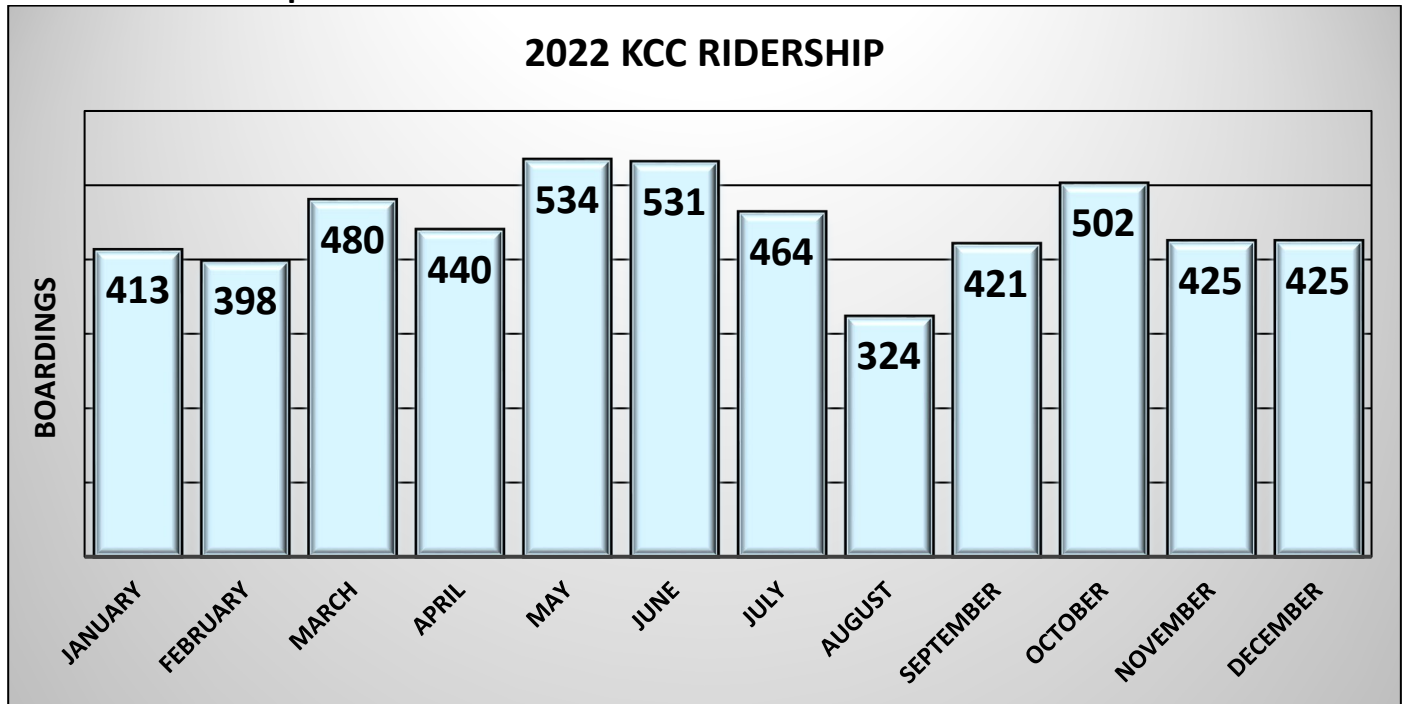
2022 Dial A Ride Ridership



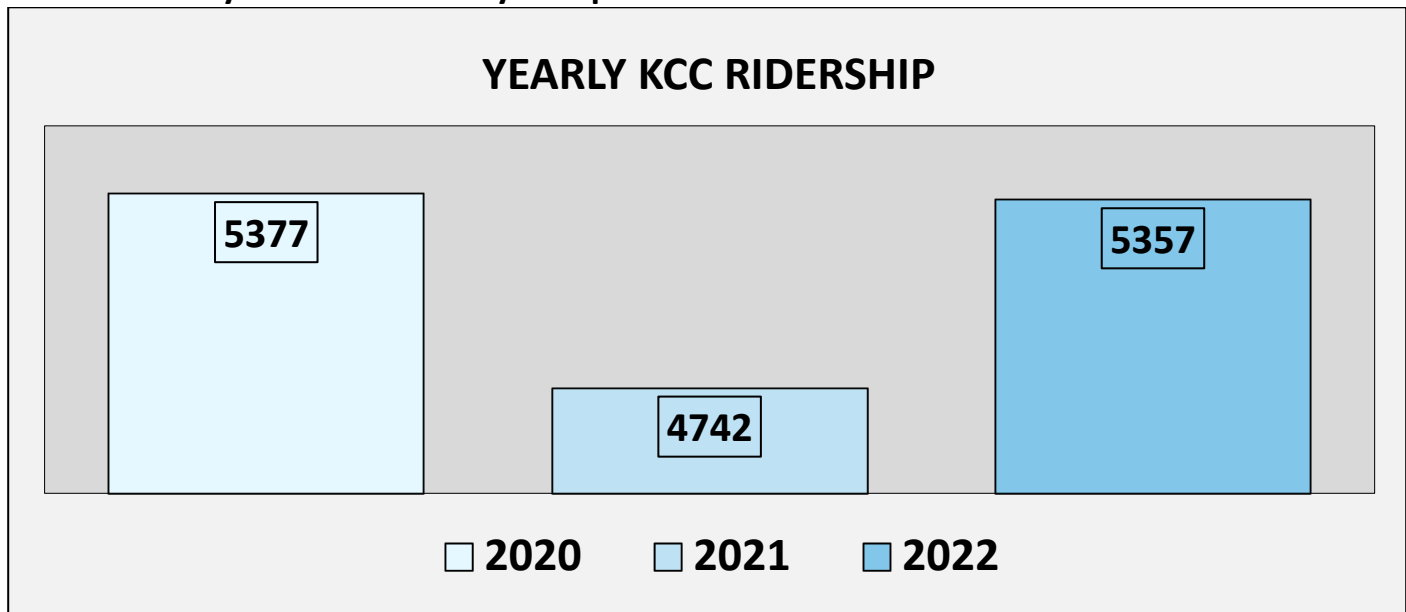
Dial A Ride Yearly Comparison



2022 KCC Ridership



Kittitas County Connector Yearly Comparison



2022 Transportation Improvements

ADA curb cuts and ramp upgrades.
Sidewalk repairs and improvements.
New bus shelter with artwork.
New bus pullout.
Bus shelter artwork installed.
Additional bench seating.
Added On-Time Performance module to Central Transit's Technology Platform.
Added Run Times module to Central Transit's Technology Platform.
Added one new bus stop to Route 15.
Fixed Route ridership recovered to -2% of Pre-COVID status.

