

2025 - 2030 Transit Development Plan and 2024 Annual Report



Ellensburg Central Transit

Ellensburg, Washington

Date of Public Hearing:
Adopted:
Prepared by: Ellensburg Central Transit Staff

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This document is submitted per the requirements of RCW 35.58.2795.

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Plan Adoption, Public Hearing and Distribution

Plan Adoption

The City of Ellensburg City Council adopted the 2025 - 2030 Transit Development Plan on August , 2025 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 2025 – 2030 Transit Development Plan was reviewed by the Public Advisory Committee on August , 2025 and recommended it be submitted to the Ellensburg City Council for approval.

Public Comment Period: August , 2025 – August , 2025

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 , 2025 at 7PM at the City of Ellensburg City Hall.

Notice Posed to Website: Ellensburg Central Transit posted a notice of the hearing on the Transit Development Plan to its website at www.centraltransit.org on August , 2025.

Notice Published in Local Paper: The Daily Record published a notice of the hearing on the Transit Development Plan on August , 2025.

Request for Paper or Digital Copies: Ellensburg Central Transit allowed the public to request a paper or digital copy of the Transit Development Plan on and after August , 2025 by emailing transit@ci.ellensburg.wa.us or by calling 509-925-8680.

Available to the Public for Review: Ellensburg Central Transit allows 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 , 2025 Ellensburg Central Transit distributed the adopted Transit Development Plan to: WebGrants at wsdot.ptd.webgrantscloud.com

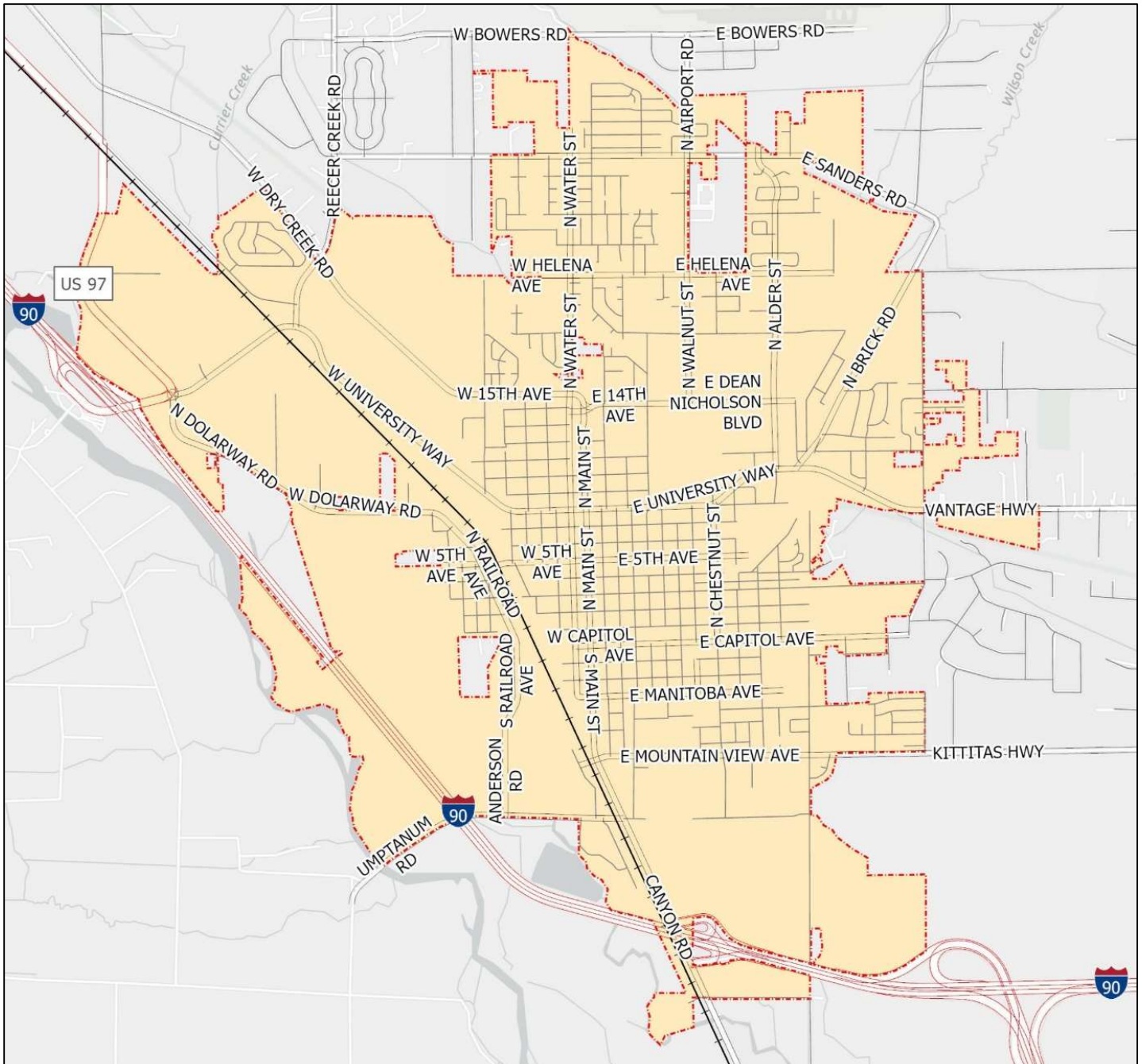
All cities, counties and regional transportation planning organizations within which Ellensburg Central Transit operates.

Description of Service Area, Operations and Facilities

Service Area

Ellensburg Central Transit is a rural public transit system serving the general public 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: City Limits of Ellensburg Map



Operations

Ellensburg Central Transit provides 6 accessible fixed routes, complimentary ADA paratransit services and a 24-7 non-emergency medical transportation service called Cabulance.

Fares and Holidays

All Ellensburg Central Transit services are Zero Fare.

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 Ellensburg Central Transit's website at www.centraltransit.org.

Fixed Route

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

Exhibit B: Fixed Route Service



Route 12 A: 7:10 AM to 7:45 PM serves CWU and the north and south ends of the city.
Route 12 B: 7:40 AM to 8:15 PM serves CWU and the north and south ends of the city.
Route 13: 6:57 AM to 7:15 PM serving north to Elmview and south to KVH.
Route 14: 6:55 AM to 6:45 PM serving north to Bender and south to Ellensburg High School.
Route 15: 7:55 AM to 7:20 PM serving downtown and the southwest side of Ellensburg.
Route 16: 7:30 AM to 6:50 PM serving downtown and the northwest side of Ellensburg.

**All routes start and end downtown at 4th Avenue and Ruby Street.*

ADA Paratransit

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

Exhibit D: ADA Paratransit Service



NEMT Cabulance

Ellensburg Central Transit's Non-Emergency Medical Transportation (NEMT) 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 Healthcare and other contracted facilities.

Exhibit E: Cabulance Service



Connecting Washington

Connections with other transportation systems occur Monday through Friday with Yakima Transit at Umptanum and Ruby, Ellensburg Safeway and E. 11th Ave and Maple Street, HopeSource Transportation's Kittitas County Connector to and from Safeway in Ellensburg. Regional connections to other ground transportation include Greyhound, Flixbus, Travel Washington Apple Line which travels between Omak and Ellensburg and the Bellair Airporter Shuttle which connects with SeaTac International Airport and Amtrak.

Exhibit F: Ellensburg Central Transit Connections



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

Exhibit G: Shared-use Biking and Pedestrian Trails



Service Support

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

Contractor Facility

All the operational equipment is owned and maintained by HopeSource located at 606 W 3rd Avenue, Ellensburg, Washington 98926. Their transportation offices are located next door at 607 W 3rd Avenue.

EXHIBIT H: Contractor Location



Ellensburg Central Transit’s administrative offices are located at 501 N Anderson Street, Ellensburg, Washington.

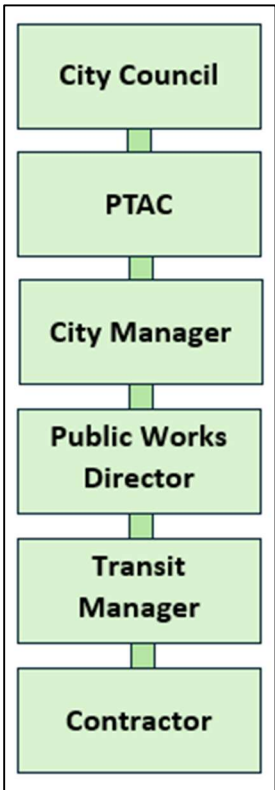
EXHIBIT H: Ellensburg City Hall



Organization

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

EXHIBIT I: Organization Chart



State and Agency Goals, Objectives and Strategies

From 2025 to 2030, Ellensburg Central Transit will focus on the agency goals in table below. The table shows how Ellensburg Central Transit's local priorities align with state goals established in the Washington State Transportation Plan.

Through its mission, Ellensburg Central Transit strives to provide transportation opportunities to connect people to jobs and community which improves the quality of life in our community. To that end, Ellensburg Central Transit's proposed project and action strategies line up with the mission statement and the state's public transportation objectives.

The state's six policy goals are:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

For the Washington Transportation Plan, 2040 and Beyond visit:

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

State Goal Areas						
Goals, Objectives and Strategies	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Goal 1: Provide a safe, reliable and secure transit system for the public						
Objective 1.1: Emphasize the safety of Ellensburg Central Transit riders and citizens in all aspects of Ellensburg Central Transit operations.						
Ride the bus system regularly.		X	X	X		X
Survey passengers quarterly.		X	X	X		X
Coordinate with connecting services to ensure timely connections. Keep the information on 211 up to date and accurate.	X	X	X	X	X	X
Review WSTIP's Best Practices in the area of safety.	X	X	X			X
Objective 1.2: Ensure Contractor provides training for safe and secure experiences for all and to help eliminate preventable accidents.						
Ensure vehicle operator training occurs quarterly and operators are trained to proficiency in knowing the bus routes, operating the buses and proper use of the accessibility equipment including wheelchair and passenger securements on board the vehicles as well as all other safety requirements.	X	X	X	X		X
Review contractor's driver training records.	X	X	X	X		X
Objective 1.3: Enforce transit rules and establish a culture of excellent customer service.						
Post transit rider rules on the Ellensburg Central Transit Website.			X	X		X
Enforce transit rules and establish a consistency of service to riders in a safe and respectful manner. Provide Travel Training to individuals who need assistance navigating the bus system.			X	X		X
Goal 2: Provide Effective Transportation Services						
Objective 2.1: Create a positive transportation experience that is reliable, accessible, equitable, safe, secure and comfortable for all users.						
Routinely evaluate Ellensburg Central Transit's fixed route on-time performance using the performance module to gauge and improve route performance and schedule adherence.	X	X	X	X		X
Promote SMS & IVR navigation tools for vision-impaired passengers.	X	X	X	X		X

Provide timely, accurate and clear service alerts and updates to the public.			X	X		X
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State Goal Areas						
Goals, Objectives and Strategies	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Provide additional transit amenities to make riding transit more safe, convenient and comfortable.	X	X	X	X	X	X
Evaluate service coverage and re-route design standards to improve access for low-income, youth, families, aging adults and persons with limited mobility as needed. 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	X
Objective 2.2: Improve service accessibility for non-motorized modes.						
Identify and complete a prioritized list of non-motorized access deficiencies at existing bus stops and bus shelters	X	X	X	X	X	X
Provide connecting services to pedestrian and biking trails	X	X	X	X	X	X
Objective 2.3: Create a living ADA Transition Plan for capital projects.						
Use Ellensburg Central Transit's ADA Transition Plan to plan capital projects in accordance with the requirements of Title II of the Americans with Disabilities act of 1990.	X	X	X	X	X	X
Goal 3: Financial Stewardship						
Objective 3.1: Operate an efficient cost-effective system.						
Maintain internal controls and compliance over public resources.		X				X
Continually review funding opportunities to leverage local resources.		X				X
Plan for future capital needs and costs escalations by maintaining a substantial reserve.		X				X
Continue to provide connections to other transportation services.	X	X		X	X	X
Strengthen coordination and integration of social services and transportation resources.	X	X		X	X	X

Set future goal to include deviated routes within Ellensburg as needed.	X	X		X	X	X
Goal 4: Community Partnerships and Transportation Choices.						
Objective 4.1: Cultivate partnerships throughout the community.						
Work with local agencies, schools, facilities and businesses regarding the benefits of using public transportation. Work with Social Services to ensure all passengers can safely use Ellensburg Central Transit services. Collect feedback received from passengers and community members.	X	X	X	X	X	X
State Goal Areas						
Goals, Objectives and Strategies	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Participate in outside committees, regional planning organizations and boards.	X					X
Continue to coordinate with the City's Public Works Department on planning and capital projects.	X	X	X			X
Participate in community events and partnerships which promote Ellensburg Central Transit services to the community.	X	X		X	X	X
Objective 4.2: Reduce fossil fuel consumption through the consideration of alternative fuel technology.						
Use the Ellensburg Central Transit Zero-Emissions Transition Plan as a guide to transition to alternative fuel vehicles and supportive infrastructure.	X	X		X	X	X
Support the procurement of alternative fuel transit vehicles as they become available.	X	X		X	X	X
Support the development of a zero-emissions infrastructure.	X	X		X	X	X
Support transportation services for large employers within the city limits.	X	X		X	X	X
Goal 5: Meet the requirements of the Americans with Disabilities Act						
Objective 5.1: Ensure Ellensburg Central Transit buses and amenities are ADA accessible.						
Use Ellensburg Central Transit's ADA Transition Plan to identify and schedule capital projects to improve safety and remove accessibility barriers.	X	X	X	X		X
Promote and provide ADA Paratransit services for those who qualify.	X	X	X	X		X

Participate in community events and the direct and indirect public marketing of paratransit services.	X	X	X	X		X
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Local Performance Measures and Targets

Performance Measure	Target
Technology Amenities	Provide additional apps and icons on the Ellensburg 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	Encourage 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 5-10%.
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. Adjust to 30-minute routes.
Coordination	Work with other agencies and jurisdictions to coordinate a safe, accessible and integrated system of public transportation.

Plan Consistency

Ellensburg Central Transit actively participates in the planning of regional projects and policies which provide 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 transportation needs, and those living in overburdened communities.
2. Promote safe and accessible transportation services for people 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](#)

Planned Capital Changes

Table 1: 2025 - 2030 Overview of Planned Capital Changes

Year	Projects
Amenities and infrastructure	
2025	Bus shelters with artwork, bus pullouts, ADA landings, bus stop seating and lighting. Improve service accessibility and connections to non-motorized pathways and trails. Support the Ellensburg Central Transit Zero-Emissions Transition Plan. Support an intermodal transit station/hub.
2026	Bus shelters with artwork, bus pullouts, ADA landings, bus stop seating and lighting. Improve service accessibility and connections to non-motorized pathways and trails. Add Transit Signal Priority to stop lights along transit routes. Support a zero-emissions infrastructure. Support an intermodal transit station/hub.
2027 - 2030	Bus shelters with artwork, bus pullouts, ADA landings, bus stop seating and lighting. Improve service accessibility and connections to non-motorized pathways and trails. Support a zero-emissions infrastructure. Support an intermodal transit station/hub.

Planned Operating Changes

Table 2: 2025 - 2030 Overview of Planned Operating Changes

2025 – 2030 Projects	Reduction	Expansion/Improvement
As ridership patterns change, adjust routes to better serve passengers.		X
Work with a marketing company to promote Ellensburg Central Transit services to the community.		X
Implement transit services in areas with priority populations.		X
30-minute route times		X

As needed, adjust routes to provide transit services to new housing and business developments.		X
Adjust service times based on ridership analysis and algorithms.		X
Add or adjust services as community needs are identified.		X
Promote Ellensburg Central Transit services and technologies available through direct and indirect marketing outreach.		X
Update schedules, maps and brochures or bus booklets on a regular basis.		X

Multiyear Financial Plan

2025 -2030 Capital Improvement Program and Financial Assumptions

Ellensburg Central Transit's capital improvement program includes the capital expenses identified in Table 3 below.

Retail sales tax collected in Ellensburg Central Transit's public transportation benefit area is the primary revenue source. Other funding sources include support from Central Washington 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 funding is subject to federal and state funding opportunities.

Ellensburg Central Transit is responsible for all the 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 Ellensburg City Council.

Table 3: 2025 - 2030 Capital & Operating Improvement *Estimated* Financial Plan

Capital Expenditure	2025	2026	2027	2028	2029	2030	FUTURE
Bus Shelters which include benches, trash receptacles, bike racks and solar lighting	120,000	120,000	60,000	60,000	60,000	60,000	60,000
Bench Seating	20,000	20,000	20,000	20,000	20,000	20,000	80,000
Bus Shelter Artwork	18,000	14,000	14,000	14,000	14,000	14,000	
Bus stop ADA improvements: ADA landing pads, bus stop bench seating, improved lighting	150,000	80,000	20,000	20,000	20,000	20,000	
Movement of bus stops and signage	5,000	5,000					
Improved service accessibility and connections to non-motorized pathways and trails		10,000	10,000	10,000	10,000	10,000	
Improved downtown bus hub with additional bus shelters, bench seating, large reader boards, overhead ceiling and lighting							1,000,000
Enhanced connections to other modes of transportation which include oversized turnouts, lighting and bus shelters		125,000	125,000				
Expanded Route times		200,000					
30-minute wait times on all routes		200,000	299,000				

Add additional route/routes							1,500,000
Matching Grant funds for gasoline fixed route buses		80,000		80,000			
Consultant Fee							50,000
Transit Signal Priority to stop lights along transit routes		250,000					
Propane Station and propane bus conversions							250,000
Matching Grant funds for zero-emissions buses							720,000
Chargers and Utility Infrastructure without grant funding							2,500,000
Chargers and Utility Infrastructure for matching grant funds							400,000
Travel Training Program for person with transportation needs over age 10 (students/residents)							50,000
Marketing	150,000	50,000	50,000	50,000	50,000	50,000	
Mill Pond Deviation							5,000
CPI Increases	2%						2 – 11%
Estimation to fulfill the full extent match of the awarded Consolidated Operating program							430,000
Total Estimated Capital Improvement Financial Plan	463,000	1,154,000	598,000	254,000	174,000	174,000	7,045,000 (minus CPI)

Table 4: 2025 - 2030 Operating Estimated Financial Plan

Operating Expenses	2025	2026	2027	2028	2029	2030
Administrative	498,000	508,000	519,000	530,000	540,600	551,000
Fixed Route	1,320,000	1,340,000	1,370,000	1,400,000	1,430,000	1,470,000
ADA Paratransit	21,000	22,000	23,000	24,000	25,000	26,000
NEMT Cabulance	69,000	70,400	71,800	73,200	74,600	76,100
Dial A Ride	82,313	82,313	82,313	82,313	82,313	82,313
Kittitas County Connector	44,000	44,000	44,000	44,000	44,000	44,000
Yakima-Ellensburg Commuter	20,000	20,000	20,000	20,000	20,000	20,000
Insurance	51,188	52,000	53,000	54,000	57,000	60,000
Marketing	150,000	20,000	20,000	15,000	15,000	15,000
Total Est. Expenses	2,255,501	2,158,713	2,203,113	2,242,513	2,288,513	2,344,413

Table 5: Operating and Maintenance Estimated Finance Plan

	2025	2026	2027	2028	2029	2030
2023 – 2025 PTD0617 Consolidated Grant Program – Operating	485,000	-	-	-	-	-
2023 – 2025 PTD0937 Special Needs Formula	8,436	-	6,999	-	-	-
2025 – 2027 Consolidated Grant Program	490,000	1,000,000	500,000	-	-	-
WSTIP	5,000	5,000	5,000	5,000	5,000	5,000
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	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Total Revenues	2,611,436	2,660,000	2,166,999	1,660,000	1,660,000	1,660,000

*Grant funds are subject to future state and federal funding.

Note to Table 3, 4, and 5:

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 continues to evaluate our current transit system to ensure equal access and to better serve the needs of the Ellensburg community.

2024 Annual Report

2024 Service Expenses

Central Transit Public Transit Service Expenditures thru 12-31-24	2024 Total
Total Administrative	371,459
Marketing	15,000
Insurance	45,361
Fixed Route	1,315,1068
ADA Paratransit	20,258
NEMT Cabulance	57,478
Yakima Transit Yakima-Ellensburg Commuter Service	20,000
HopeSource Dial a Ride Service	82,313
HopeSource Kittitas County Connector Service	44,000
Total Expenditures	1,985,991

2024 Ellensburg Central Transit Stats

SERVICE	1-WAY BOARDINGS	REVENUE MILES	REVENUE HOURS	GALLONS OF FUEL	ACCIDENTS	INJURIES
Fixed Route	117,871	240,829	21,462	34,857	0	0
Paratransit	166	653	114	107	0	0
Cabulance	200	409	225	113	0	0
Total	118,237	241,891	21,801	35,077	0	0
Supported HopeSource Services						
Dial A Ride	14,525	111,058	8,566	11,150	0	0
KCC	6,609	95,665	4,376	9,872	0	0
Total	21,134	206,723	12,942	21,022	0	0
Supported Yakima Transit Service						
Yakima Ellensburg Commuter	Off in Ellensburg	On in Ellensburg	-	-	-	-
Total	10,596	9,713	-	-	-	-

2024 Completed Transportation Improvements

53 curb ramp upgrades were completed
1 New Bus Stop at 5 th Avenue and Water Street was added.
31 ADA Capital Projects completed which included ADA landing pad improvements, bench seating and movement of some bus stops to ensure RCW compliance.

Improvement Examples

ADA Improvement at Alder & 18th Northbound



New Bus Stop at 5th & Water Street Westbound



2024 Benchmark

117,871 Fixed Route Riders resulting in the highest ridership in the history of the service.

