



***Whatcom Transportation Authority***

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## 2010 Report and Transit Development Plan 2011 – 2016

Date of Public Hearing: April 14, 2011

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**At WTA, our mission is to enhance our community by:**

**Delivering safe, reliable, efficient and friendly service.**

**Offering environmentally sound transportation choices.**

**Providing leadership in creating innovative transportation solutions.**

**Partnering with our community to improve transportation systems.**



**WTA**

Illustration: Museum of History and Art; photos by David Schmitt. Red Square photo courtesy of WTA.

## Introduction

The 2010 Whatcom Transportation Authority (WTA) Transit Development Plan shows the continued commitment by staff and the Board of Directors to provide innovative and quality public transportation services to our customers and the community. This is evidenced by our strong ridership and the positive image WTA enjoys in the community.

WTA was significantly affected by the economic downturn when sales tax revenues dropped. WTA maintained service levels during 2008 and 2009 by drawing from reserves to cover the shortfall. In April 2010 a 0.2% sales tax increase proposition failed. A 10% expense reduction (which included a 14% Fixed Route service cut) was implemented in the fall of 2010, with additional expense reductions projected in about 5 years.

## Section I: Organization

### Formation of Public Transportation Benefit Area

WTA is a Public Transportation Benefit Area (PTBA) authorized by the legislature in Chapter 36.57A of the Revised Code of Washington and formed in 1983. Public transportation began in Whatcom County in the late 1800's with the development of electric trolley lines and evolved into a private bus transportation system that went bankrupt in the late 1960s and was taken over by the City of Bellingham. Some current WTA bus routes follow the same routes as the original trolley lines.

In 1983, at the time of the formation of the PTBA, the benefit area included only the City of Bellingham and surrounding areas. The benefit area has expanded four times including:

1989	Cities of Ferndale and Lynden
1993	Gooseberry Point, Marietta, Lummi Indian Nation and surrounding area
1994	City of Blaine/Northwest Whatcom County
1995	The remaining populated areas of Whatcom County including the cities of Everson, Nooksack, and Sumas were annexed into the service area. Exceptions include low density populations located in the Baker Lake area, and Newhalem and Diablo on Highway 20.

In addition to Fixed Route bus services, Whatcom County has a long history of service to the elderly and persons with disabilities. In the mid-1970's the Whatcom County Council on Aging established specialized transportation services for senior citizens that eventually developed into an extensive specialized transportation system serving not

only older persons but persons with disabilities. Both the City of Bellingham and WTA contracted with the Council on Aging for this service. In 1993 the Council on Aging, due to the increasing complexity of specialized transportation services, made a decision to terminate the program, and WTA took the program in-house in January 1994.

**Governing Body and Public Processes**

WTA is governed by a Board of Directors comprised of nine voting and one non-voting members: two Bellingham City Council Members, the Mayor of Bellingham, one elected official from the City of Blaine, City of Ferndale, City of Lynden and one shared position for the cities of Everson/Nooksack/Sumas, one Whatcom County Council member, the Whatcom County Executive and a non-voting labor representative. An Executive Committee of eight members meets the Thursday prior to the monthly full Board meeting.

WTA's Citizen Advisory Group meets 2 to 4 times per year. The group is comprised of the 14-member Community Transportation Advisory Group (administered by Whatcom Council of Governments), as well as six representatives invited by WTA. Combined, the 20-member Citizen Advisory Group represents business owners, neighborhood advocates, representatives from hospitals, schools, universities, the Lummi Nation, freight and shipping interests, rural communities, bike and pedestrian advocates, seniors and people with disabilities, low income people, etc. They provide input on agency initiatives, including fare policy changes, service changes, and strategies for increasing and maintaining transit ridership in Whatcom County.

**Organizational Structure: Board and Staff**

Board composition was reviewed in 2009 and no changes were made in the allocation of the nine member seats. In March 2010, SHB 2986 was passed which amends RCW 36.57A.050 to require the appointment of one non-voting labor representative to the Board of public transportation benefit area authorities.

**2010 BOARD MEMBERS**

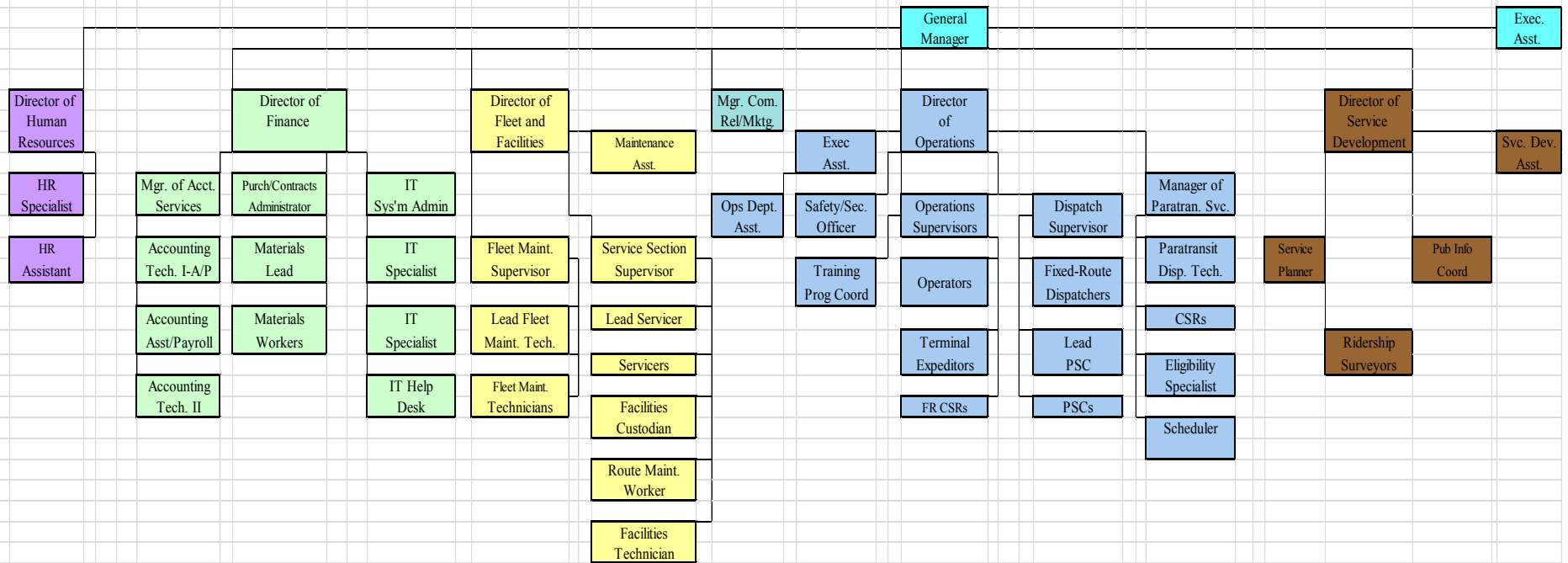
<b>Chair:</b> Mel Hansen Ferndale City Council Member	<b>Vice Chair:</b> Jim Ackerman Mayor of Nooksack
Dan Pike, Bellingham Mayor	Pete Kremen, Whatcom County Executive
Stan Snapp, Bellingham City Council	Scott Korthuis , Mayor of Lynden
Jack Weiss, Bellingham City Council	Ken Mann, Whatcom County Council
Mark Lowry – ATU Representative	Paul Greenough, Blaine City Council Member

# WHATCOM TRANSPORTATION AUTHORITY

## Organizational Chart 2010

Board of Directors

Elected Officials from Bellingham (3), Whatcom County (2), Lynden (1), Blaine (1), Ferndale (1), Everson/Nooksack/Sumas (1)



In April 2010 a ballot measure was put forward to authorize an increase of 0.2% in local sales tax. The sales tax proposition failed and a 10% expense reduction (which included a 14% Fixed Route service cut) was implemented in the fall of 2010. In addition to this an administrative cost reduction plan was implemented in the 4<sup>th</sup> Quarter of 2010 with a projected annual savings of \$1.8 million. Additional expense reductions are projected in the next 5 years.

As approved in the 2010 Budget, and revised for the September staff changes, the Whatcom Transportation Authority had the authority to employ:

Full Time Equivalents	Division
6.00	<b>Executive Administration</b> , Human Resources, and Community Relations and Marketing
9.3	<b>Finance:</b> Accounting, Procurement ,Information Technology, and Warehouse
27.6	<b>Fleet and Facilities Maintenance</b>
157.5	<b>Operations:</b> Transportation and Customer Services for Fixed Route and Specialized Transportation, ADA Compliance and Eligibility
4.0	<b>Service Development:</b> Planning, Rideshare, Public Information
Total 204.4 FTE	

## Section II: Physical Plant

WTA facilities in 2010 were located at the following sites.

Function	Location
<u>Administration, Operations, Fleet and Facilities</u>	4111 Bakerview Spur Rd. Bellingham, WA 98226

Function	Location
<u>Transit Centers</u> Bellingham Station Cordata Station with a Park and Ride Ferndale Station with a Park and Ride Lynden Station with a Park and Ride	Various Locations

### Section III: Service Characteristics

#### Services

In 2010, WTA provided Fixed Route bus service (including route deviated “Flex” service), Specialized Transportation, Vanpool Services, Park-and-Ride sites, and Transportation Demand Management (TDM) services.

#### Fixed Route

September 2010 WTA implemented a 14% reduction in Fixed Route services (including the elimination of Sunday service).

WTA provides the region with high-quality Fixed Route transportation services. WTA Fixed Route services are located in Bellingham, Blaine, Ferndale, Lynden, Everson, Nooksack, Sumas, Mt. Vernon and the Mt. Baker Foothills. The routes serve many neighborhoods, as well as employers and retail centers, middle and high schools, colleges and universities, social and health service centers, intermodal facilities and government offices. The system has excellent ridership for a mid-size community that has experienced significant growth in the suburbs, as well as other land use and development patterns that are not conducive to pedestrian or transit travel. Flex Service (scheduled stops with the ability to deviate off route for door-to-door pick-up) is available for the Blaine/Birch Bay, Mt. Baker Foothills, and Everson/Nooksack/Sumas areas. This service has been very well utilized. Fixed Route services operate approximately 13 hours per day Monday through Friday<sup>1</sup>. Saturday services operate nine hours from approximately 9:00 a.m. to 6:00 PM Evening service is limited to 11 routes that connect Fairhaven (south Bellingham); Western Washington University; Downtown Bellingham to Bellis Fair Mall; Sunset Square Mall; Whatcom Community College; Cordata Parkway; Northwest Avenue; Birchwood Neighborhood; Alabama Street and Lakeway Drive. Sunday service operated from approximately 9:00 a.m. to 8:30 PM until September when it was eliminated.

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<sup>1</sup> Some WTA routes operate earlier and later; this is a system average.

## **Paratransit**

In September 2010 WTA implemented a 4% service reduction in Paratransit service hours.

WTA has an extensive Specialized Transportation program that serves elderly and disabled people throughout Whatcom County. In rural, low density areas it is called "Safety Net", operates one or two days per week in most cases, and is open to the general public. WTA works closely with social and health services, and elderly and disabled advocacy groups in delivering public transportation services.

## **Van Pool**

In 2010, the demand for vanpools increased. WTA had as many as 34 vanpool vehicles in service with employers in Whatcom, Skagit, and Snohomish Counties in 2010.

## **2010 Service Changes**

The most significant challenge facing WTA in the coming years will be preserving service in the face of funding levels that continue to be negatively impacted by the economy. To meet its declining budget, WTA reduced service by 14%. Ten percent came from Weekday/Saturday service reduction; and additional 4% came from elimination of Sunday service, including Paratransit service.

### **Details of the Service Changes starting Sept 19, 2010**

- Sunday service was eliminated.
- Routes 9, 10, 23, 28X and 541 were eliminated.
- Routes 3 & 4 service was dropped on Patton St, Pinewood Ave, Birchwood Ave, and Northwest Ave and added on Bennett Dr and Cottonwood Ave. The Willows senior living center is now served by both Routes 3 and 4. Route 4 now departs Bellingham Station at :10 after the hour.
- Route 15 Downtown had the 10:15PM departure from Cordata Station eliminated weekdays and Saturdays.
- Route 24 had all :25 after the hour departures and the 10:10PM departure eliminated weekdays and Saturdays
- Route 25X serves east Lynden on the same routing as Route 26.
- Route 26 departs Cordata Station every 90 minutes from 6:50AM to 6:50PM weekdays and 8:50AM to 5:50PM Saturdays.
- Route 27 added routing to serve Pioneer Park in Ferndale.
- Route 49 dropped the 3:48PM trip from Bakerview Spur and the 4:10PM trip from Bellingham Station.
- Route 55 now departs Blaine at 8:36AM and 1:00PM weekdays and 8:36AM and 3:40PM Saturdays. Route 55 departs Cordata Station at 11:45AM and 2:55PM

weekdays and 10:00AM and 4:55PM Saturdays. Route 55 mid-day local service (11:00AM to 1:40PM) were eliminated.

- Route 72X only serves Van Zandt inbound on the trip leaving Kendall at 6:24AM and outbound on the trip leaving Bellingham Station at 4:10PM.
- Route 401 dropped the evening departures at 7:10PM, 8:10PM, 9:10PM, 10:10PM and 10:40PM weekdays and Saturdays. On Saturdays the :25 and :55 after the hour departures were also eliminated.
- The PLUM Line was reduced to three buses per hour rather than four, eliminating this as a Go Line.
- Route 525 and Route 540 were both realigned. 525 routing on Northshore Dr, Britton Rd, and Barkley Blvd between Britton Rd and Woburn St. was eliminated. Route 525 had additional routing added on Silver Beach Ave, Sylvan St, Woburn St, Barkley Blvd between Woburn St and Orleans St, Orleans St and Sunset Dr. Realigned route 540 will now serve Lakeway Dr, Woburn St to Sunset Dr, Sunset Dr to McLeod Rd and turn around at Del Bonita Way and Spring Coulee Rd. Route 540 departs Bellingham Station at :55 after the hour.

## WTA FARES

Types of Fare Payment	Fixed Route, Flex or Safety Net	Specialized Transportation (ADA Eligible Disability)
<b>Regular Fares</b>		
Cash per Boarding	\$1.00	\$1.00
80X Whatcom only	\$1.00	
80X Skagit only	\$1.00	
80X 2 Counties	\$2.00	
Tokens	20 for \$20.00	20 for \$20.00
<b>Passes:</b>		
Monthly	\$25.00	\$13.00
Quarterly	\$70.00	\$35.00
Annual	\$250.00	
Student	Mo. \$15.00 Qtr \$40.00	
<b>Reduced Fare Card</b>	\$.50 (Fixed Route Only)	

<b>Free Fares</b>	
Children under 8 .....	Free
Adults > 75 .....	Free
Specialized Transportation Riders that choose to ride Fixed Route .....	Free with ID Card

<b>ADA Specialized Transportation</b>		
	<b>General Public</b>	<b>People with an ADA eligible (or WTA approved) disability</b>
Cash	N/A	\$1.00
Monthly Bus Pass	N/A	\$13.00
Quarterly Bus Pass	N/A	\$35.00

Student passes are available to those who are at least 8 years of age or have a valid student ID (other than WWU students).

#### **Section IV: Service Connectors**

WTA provides service to all multi-modal facilities in Whatcom County except Bellingham International Airport. Inter-county service to Skagit County with connections to Island and Snohomish counties continued in 2010 and is funded through a State Grant. A rider can go from the Washington Coast (La Push) to Whidbey Island to the Canadian Border on public transportation. This “County Connector” transit route continued its strong ridership with 46,656 passenger trips between Whatcom and Skagit Counties. With an average one-way trip length of 25 miles, this one route had a total of 1,166,400 passenger miles in 2010 on only four weekday round trips and two trips on Saturday.

In addition to WTA public transportation services, there are a number of other public and private transportation providers in Whatcom county including:

- ◆ Alaska Marine Highway System (Alaska Ferry)
- ◆ AMTRAK
- ◆ Greyhound, Airporter Service and other regional carriers
- ◆ Bellingham International Airport
- ◆ Private ferry system serving the San Juan Islands foot passengers
- ◆ Local taxi companies
- ◆ Public School Transportation System
- ◆ Lummi Island Ferry
- ◆ Lummi Nation Transit

WTA coordinates its service with many of these public and private entities.

Most public and many private schools in Whatcom County are served by WTA. The population of these schools varies from over 14,000 students at Western Washington University, to 450 students at Northwest Indian College, and a few hundred at an alternative high school. There are elementary schools in the rural Mt. Baker, Meridian, and Nooksack school districts that do not have service.

## **Section V: Activities in 2010**

- Concluded negotiations and finalized ATU Labor Contract.
- Reorganized service section to take advantage of retirements. Reduced the workforce while better matching the assignments to the workload.
- 11 new Gillig coaches are in service. They replace 11 Orion coaches that have exceeded their useful lives. This purchase is 80% funded by FTA congressional earmarks and ARRA stimulus funds.
- Submitted application to the FTA for a \$2,000,000 Livability grant for 2 hybrid buses, which was unsuccessful.
- Took delivery of nine replacement paratransit buses.
- Implemented mandated revisions to Stormwater Pollution Prevention Plan. Hosted a Department of Ecology stormwater training workshop at the maintenance base.
- Coordinated April Sales Tax ballot measure media and public relations.
- Prepared and implemented Administrative Cost Reduction Plan.
- Sponsored Bellingham and Whatcom County Libraries' Summer Reading Programs for youth.
- Bike Month promotional campaign for Smart Trips / everybodyBIKE.
- Implemented a 14% service and related staffing reductions.
- Installed safety signage and striping at the Cordata Station to reduce potential bus-pedestrian conflicts at this location.
- Thirteenth consecutive "clean" audit from the State Auditor's Office.
- Installed a credit card/cash bus pass vending machine at Cordata Station.
- Kicked off Purchasing Card program to streamline procurement and payment processes.
- Created a comprehensive purchasing manual with updated guidelines and procedures.
- Replaced uninterruptible power supply for the WTA data center.
- Conducted random on-board camera survey to measure bus stop announcement compliance on Fixed Route.

## Washington Transportation Plan (WTP) 2010-2011 System Policy Goals

### 1. **Preservation:** To preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.

- 11 new Gillig coaches are in service. They replace 11 Orion coaches that have exceeded their useful lives. This purchase is 80% funded by FTA congressional earmarks and ARRA stimulus funds.
- Submitted consolidated grant application for replacement of five fixed route buses.
- Met with legislative staffers in support of the Fleet Replacement Project
- IT migrated to a new firewall and migrated to the City of Bellingham's IT network, providing single point of failure tolerance and cost reductions.
- Replaced failed, uninterruptible power supply for the WTA data center
- Passed the first onsite storm water inspection since occupying the Maintenance Base in 2002. Obtained a certificate of compliance from the state Department of Ecology.
- Completed first phase of a project to re-caulk the concrete joints in the bus yard. This will preserve the life of the concrete paving.
- Installed safety signage and striping at the Cordata Station to reduce potential bus-pedestrian conflicts at this location.
- Passed the first onsite storm water inspection at Cordata Station.
- Located a prospective tenant and negotiated a lease for Lynden Station.
- Commenced tenant improvements to support a new lease for the lobby area at Lynden Station.

### 2. **Safety:** Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.

- WTA has a "Safewatch" program where buses act as a safe haven and a direct link to local emergency services.
- Bellingham Station in downtown Bellingham includes a satellite police station.
- Developed and implemented training on Disability Awareness, and trained Operators and Staff.
- WTA has developed a program for Operators in the Transit Operator Refresher Course (TORC), which includes a classroom session on defensive driving and an on-the-bus session in bus maneuvering.
- Operators also received training in Customer Communication Skills, Outdoor Heat Exposure, and a refresher class on Service Animals and Stop Announcements
- Hosted All-Operations Meetings focusing on snow preparedness and dealing with difficult customers.
- Conducted random on-board camera survey to measure stop callout compliance on Fixed Route.

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

- WTA continues the promotion of “Go Lines” through advertising, door-to-door contact with businesses, tabling at the farmer’s market, and direct mail to residents along the routes. These promotional efforts have contributed to the success of the Go Line routes.
- WTA continues to partner with Skagit Transit and Island Transit to connect Whatcom, Skagit, and Island Counties through scheduled bus service.
- WTA offers a Guaranteed Ride Home for all bus pass holders.
- Purchased new Fixed Route buses to replace an aging fleet. Buses will continue arriving into 2011. Continued the rebuild campaign for a portion of the aging Orion bus fleet by reconditioning several wheel chair lifts, rebuilding transmissions and replacing passenger seat inserts. This campaign will extend coach life, allowing the WTA to stagger fleet replacement to match available funding.

**4. Environmental:** To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

- Implemented mandated revisions to Stormwater Pollution Prevention Plan. Hosted a Department of Ecology stormwater training workshop at the maintenance base.
- On-going promotion of the Whatcom Smart Trips Program.
- Passed the first onsite storm water inspection since occupying the Maintenance Base in 2002. Obtained a certificate of compliance from the state Department of Ecology.
- Passed the first onsite storm water inspection of the Cordata Station
- WTA has 34 vanpool vehicles for commuters traveling in and out of Whatcom County, reducing the number of cars on the road.
- WTA initiated a program for bulk pass purchase at a reduced price. .
- WTA participates in the Green Power Program.

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

- WTA Fleet & Facilities Departments continue to work with the City of Bellingham to implement transit signal priority systems on congested corridors in Bellingham.
- Conveniently located park and ride lots in outlying communities encourage rural commuters to leave cars outside the congested corridors leading into Bellingham. WTA operates Park and Ride lots in northern Bellingham (Cordata), Ferndale, and Lynden.
- Installed a credit card/cash bus pass vending machine at Cordata Station
- Initiated Warehouse and Procurement reorganization.

- Reorganized service section to take advantage of retirements. Reduced the workforce while better matching the assignments to the workload.
- Fleet and Facilities Division reorganized with the addition of Warehouse
- Reorganization of Procurement department is underway.
- Created a comprehensive purchasing manual with updated guidelines and procedures.
- Began restructuring of the IT department.
- Hosted All-Operations Meetings November 17, focusing on snow preparedness and dealing with difficult customers.
- Conducted random on-board camera survey to measure stop callout compliance on Fixed Route.

## Section VI: Proposed Action Strategies - 2011

### Budget Initiatives 2011

- Implement Cost Containment Strategies
- Contain Costs for Medical Insurance
- Maximum Use of Current Resources
- Preserve Service Quality
- Plan Future Service Reduction
- Engage and Inform Community
- Collaborate with Community Partners
- Improve Software System Efficiencies
- Continue to Invest in Employee Development and Communicate Openly with Employees

## Section VII: Proposed Changes 2011 – 2016

2011	Preservation	Improvement
<b>Service</b>	Minor changes to Fixed Route services to improve on-time performance	Unknown
<b>Equipment</b>	Replace Paratransit vehicles (3)	Purchase (7) vanpool vans (expansion of fleet)
	Replace (approx. 8) full size buses	
<b>Facilities</b>	No change	
2012	Preservation	Improvement
<b>Service</b>	Unknown	Unknown
<b>Equipment</b>	Replace (approx. 12) vanpool vans Replace (approx. 6) paratransit vehicles Replace (approx. 5) full-size buses	
<b>Facilities</b>	Replace Telephone System	

<b>2013</b>	<b>Preservation</b>	<b>Improvement</b>
<b>Service</b>	Unknown	Unknown
<b>Equipment</b>	Replace Paratransit vehicles (approx. 11)	
	Replace vanpool vans (approx. 12)	
<b>Facilities</b>	No change	
<b>2014</b>	<b>Preservation</b>	<b>Improvement</b>
<b>Service</b>	Unknown	Unknown
<b>Equipment</b>	No change	
<b>Facilities</b>	No change	

<b>2015</b>	<b>Preservation</b>	<b>Improvement</b>
<b>Service</b>	Unknown	Unknown
<b>Equipment</b>	Replace (6) Paratransit Vehicles	
<b>Facilities</b>	No change	
<b>2016</b>	<b>Preservation</b>	<b>Improvement</b>
<b>Service</b>	Unknown	Unknown
<b>Equipment</b>	Replace (6) full-size buses	
<b>Facilities</b>	No change	

## Section VIII Capital Improvement Program – 2010-2016

Category	Project	2010	2011	2012	2013	2014	2015	2016
<b>Vehicles Total</b>		5,140,488	4,206,000	3,242,000	1,588,000	0	648,000	3,422,000
<b>Technology Total</b>		119,953	60,000	340,000	350,000	1,150,000	750,000	50,000
<b>Facilities Total</b>		33,964	305,000	0	0	0	0	0
<b>NonRevenue Vehicles Total</b>		0	79,000	254,000	60,000	0	106,000	0
<b>Grand Total</b>		<b>5,294,405</b>	<b>4,650,000</b>	<b>3,836,000</b>	<b>1,998,000</b>	<b>1,150,000</b>	<b>1,504,000</b>	<b>3,472,000</b>

## Section IX: Operating Data, 2010- 2016

<b>FIXED ROUTE</b>	<b>Actual</b>	<b>Budget</b>					
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Rev. Vehicle Hour.	135,071	122,600	124,700	124,700	124,700	124,700	124,700
Annual. Vehicle Hours	143,379	130,200	132,200	132,200	132,200	132,200	132,200
Rev. Vehicle Miles	1,853,845	1,716,000	1,745,000	1,745,000	1,745,000	1,745,000	1,745,000
Annual Vehicle Miles	2,028,270	1,869,000	1,901,000	1,901,000	1,901,000	1,901,000	1,901,000
Peak Vehicles	43	43	43	43	43	43	43
Passengers (unlinked)	4,886,748	4,500,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000
Fatalities	0						
Reportable Injuries	3						
Collisions	3						
Fuel (Diesel) consumed	413,429						
<b>PARATRANSIT</b>	<b>Actual</b>	<b>Budget</b>					
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Rev. Vehicle Hours	56,751	56,000	56,751	56,751	56,751	56,751	56,751
Annual Vehicle Hours	62,533	61,300	62,533	62,533	62,533	62,533	62,533
Rev. Vehicle Miles	783,503	767,000	783,503	783,503	783,503	783,503	783,503
Annual Vehicle Miles	874,154	856,000	874,154	874,154	874,154	874,154	874,154
Peak Vehicles	28	28	28	28	28	28	28
Passengers	176,166	172,000	176,166	176,166	176,166	176,166	176,166
Fatalities	0						
Reportable Injuries	3						
Collisions	5						
Fuel (gas) consumed	126,701						
<b>RIDESHARE</b>	<b>Actual</b>	<b>Budget</b>					
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Rev. Vehicle Hours	12,791	12,791	12,791	12,791	12,791	12,791	12,791
Annual Vehicle Hours	12,918	12,918	12,918	12,918	12,918	12,918	12,918
Rev. Vehicle Miles	662,835	662,835	662,835	662,835	662,835	662,835	662,835
Annual Vehicle Miles	664,591	664,591	664,591	664,591	664,591	664,591	664,591
Peak Vehicles	34	34	34	34	34	34	34
Passengers	99,371	99,371	99,371	99,371	99,371	99,371	99,371
Fatalities	0						
Reportable Injuries	0						
Collisions	1						
Fuel (gas) consumed	39,812						

## Section X: Operating Revenues and Expenditures 2010-2016

<b>2010</b>							
<b>WHATCOM TRANSPORTATION AUTHORITY</b>							
	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Medical Reserve	Insurance Reserve	Total
<b>Beginning Cash Balance</b>	<b>10,079,684</b>	<b>6,000,497</b>	<b>1,501,402</b>	<b>3,000,356</b>	<b>2,155,677</b>	<b>237,840</b>	<b>22,975,456</b>
<b>Revenues</b>							
Sales Tax	17,911,874						17,911,874
Farebox	2,323,042						2,323,042
Vanpool Income	225,128						225,128
Other	(256,912)						(256,912)
Interest Income	99,108	75,983	37,694	33,313	25,809	3,487	275,394
<b>Total Revenues</b>	<b>20,302,240</b>	<b>75,983</b>	<b>37,694</b>	<b>33,313</b>	<b>25,809</b>	<b>3,487</b>	<b>20,478,526</b>
<b>Operating Expenses</b>							
Fixed Route - P&M	15,070,301						15,070,301
Paratransit - P&M	6,254,446						6,254,446
Vanpool - P&M	151,375						151,375
Depreciation	3,502,168						3,502,168
<b>Total Expense</b>	<b>24,978,290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,978,290</b>
Add back Depreciation	3,502,168						3,502,168
<b>Total Available from Operations</b>	<b>(1,173,882)</b>	<b>75,983</b>	<b>37,694</b>	<b>33,313</b>	<b>25,809</b>	<b>3,487</b>	<b>(997,596)</b>
<b>Grant Revenue</b>							
Federal Capital Grants							
Other Grants							0
Paratransit Vehicles				617,463			617,463
Full/Mid Size Vehicles/FTA 5307				3,515,474			3,515,474
State Special Needs Grant	331,787						331,787
County Connector/ Vanpool Grants	212,660						212,660
<b>Total Grant Revenue</b>	<b>544,447</b>	<b>0</b>	<b>0</b>	<b>4,132,937</b>	<b>0</b>	<b>0</b>	<b>4,677,384</b>
<b>Capital Expenditures</b>							
System P&M							
Vehicles				5,140,488			5,140,488
Non- Revenue Vehicles				0			0
Facilities			33,964				33,964
Technology				119,953			119,953
Other Programs and Projects							
System Expansion							
Vehicles							0
Facilities							0
MIS							0
Other Programs & Projects							0
<b>Total Capital Expenditures</b>	<b>0</b>	<b>0</b>	<b>33,964</b>	<b>5,260,441</b>	<b>0</b>	<b>0</b>	<b>5,294,405</b>
<b>Grant Revenue Less Capital Exp</b>	<b>544,447</b>	<b>0</b>	<b>(33,964)</b>	<b>(1,127,504)</b>	<b>0</b>	<b>0</b>	<b>(617,021)</b>
<b>Transfers (net)</b>	<b>(1,030,897)</b>		<b>39,850</b>	<b>1,123,322</b>	<b>(132,275)</b>		<b>0</b>
<b>Ending Balance, 2010</b>	<b>8,419,352</b>	<b>6,076,480</b>	<b>1,544,982</b>	<b>3,029,487</b>	<b>2,049,211</b>	<b>241,327</b>	<b>21,360,839</b>

**2011**

**WHATCOM TRANSPORTATION AUTHORITY**

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Medical Reserve	Insurance Reserve	Total
<b>Beginning Balance</b>	<b>8,419,352</b>	<b>6,076,480</b>	<b>1,544,982</b>	<b>3,029,487</b>	<b>2,049,211</b>	<b>241,327</b>	<b>21,360,839</b>
<b>Revenues</b>							
Sales Tax	17,675,000						17,675,000
Farebox	2,976,838						2,976,838
Vanpool Income	222,000						222,000
Other	74,000						74,000
Interest Income	101,032	72,918	18,540	36,354	24,591	2,896	256,330
<b>Total Revenues</b>	<b>21,048,870</b>	<b>72,918</b>	<b>18,540</b>	<b>36,354</b>	<b>24,591</b>	<b>2,896</b>	<b>21,204,168</b>
<b>Operating Expenses</b>							
Fixed Route - P&M	15,215,472						15,215,472
Paratransit - P&M	6,314,695						6,314,695
Vanpool - P&M	152,833						152,833
Depreciation	3,624,743						3,624,743
Total Expense	<b>25,307,743</b>	<b>0</b>	<b>0</b>	<b>0</b>			25,307,743
Add back Depreciation	3,624,743						3,624,743
<b>Total Available</b>	<b>(634,130)</b>	<b>72,918</b>	<b>18,540</b>	<b>36,354</b>	<b>24,591</b>	<b>2,896</b>	<b>(478,832)</b>
<b>Grant Revenue</b>							
Federal Capital Grants							
Other Grants			65,000				65,000
Paratransit Vehicles				220,800			220,800
Full/Mid Size Vehicles/FTA 5307				2,880,000			2,880,000
State Special Needs Grant	260,000						260,000
County Connector/Vanpool Grants	182,000			160,000			342,000
<b>Total Grant Revenue</b>	<b>442,000</b>	<b>0</b>	<b>65,000</b>	<b>3,260,800</b>	<b>0</b>	<b>0</b>	<b>3,767,800</b>
<b>Capital Expenditures</b>							
System P&M							
Vehicles				4,206,000			4,206,000
Non-Revenue Vehicles			79,000				79,000
Facilities			305,000				305,000
Technology			60,000				60,000
Other Programs & Projects							
System Expansion							
Vehicles							0
Facilities							0
MIS							0
Other Programs & Projects							0
<b>Total Capital Expenditures</b>	<b>0</b>	<b>0</b>	<b>444,000</b>	<b>4,206,000</b>	<b>0</b>	<b>0</b>	<b>4,650,000</b>
<b>Grant Revenue Less Capital Exp</b>	<b>442,000</b>	<b>0</b>	<b>(379,000)</b>	<b>(945,200)</b>	<b>0</b>	<b>0</b>	<b>(882,200)</b>
<b>Transfers (net)</b>	<b>(1,300,000)</b>		<b>300,000</b>	<b>1,000,000</b>	<b>0</b>		<b>0</b>
<b>Ending Balance, 2011</b>	<b>6,927,222</b>	<b>6,149,398</b>	<b>1,484,522</b>	<b>3,120,641</b>	<b>2,073,802</b>	<b>244,223</b>	<b>19,999,807</b>

**2012**  
**WHATCOM TRANSPORTATION AUTHORITY**

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Medical Reserve	Insurance Reserve	Total
<b>Beginning Balance</b>	<b>6,927,222</b>	<b>6,149,398</b>	<b>1,484,522</b>	<b>3,120,641</b>	<b>2,073,802</b>	<b>244,223</b>	<b>19,999,807</b>
<b>Revenues</b>							
Sales Tax	18,028,500						18,028,500
Farebox	3,194,477						3,194,477
Vanpool Income	228,000						228,000
Other	74,000						74,000
Interest Income	96,981	86,092	20,783	43,689	29,033	3,419	279,997
<b>Total Revenues</b>	<b>21,621,958</b>	<b>86,092</b>	<b>20,783</b>	<b>43,689</b>	<b>29,033</b>	<b>3,419</b>	<b>21,804,974</b>
<b>Operating Expenses</b>							
Fixed Route - P&M	15,915,384						15,915,384
Paratransit - P&M	6,605,171						6,605,171
Vanpool - P&M	159,864						159,864
Depreciation	3,751,609						3,751,609
<b>Total Expense</b>	<b>26,432,027</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>26,432,027</b>
Add back Depreciation	3,751,609						3,751,609
<b>Total Available</b>	<b>(1,058,460)</b>	<b>86,092</b>	<b>20,783</b>	<b>43,689</b>	<b>29,033</b>	<b>3,419</b>	<b>(875,444)</b>
<b>Grant Revenue</b>							
Federal Capital Grants							
Stimulus and Earmark grants							0
Paratransit Vehicles				470,400			470,400
Full/Mid Size Vehicles/FTA 5307				1,840,000			1,840,000
State Special Needs Grant	300,000						300,000
County Connector/Vanpool Grants	182,000			283,200			182,000
<b>Total Grant Revenue</b>	<b>482,000</b>	<b>0</b>	<b>0</b>	<b>2,593,600</b>			<b>3,075,600</b>
<b>Capital Expenditures</b>							
System P&M							
Vehicles				3,242,000			3,242,000
Non-Revenue Vehicles				254,000			254,000
Facilities							0
MIS			340,000				340,000
Other Programs & Projects							
System Expansion							
Vehicles							0
Facilities							0
MIS							0
Other Programs & Projects							0
<b>Total Capital Expenditures</b>	<b>0</b>	<b>0</b>	<b>340,000</b>	<b>3,496,000</b>	<b>0</b>	<b>0</b>	<b>3,836,000</b>
<b>Grant Revenue Less Capital Exp</b>	<b>482,000</b>	<b>0</b>	<b>(340,000)</b>	<b>(902,400)</b>	<b>0</b>	<b>0</b>	<b>(760,400)</b>
<b>Transfers (net)</b>	<b>(900,000)</b>	<b>(200,000)</b>	<b>350,000</b>	<b>750,000</b>			<b>0</b>
<b>Ending Balance, 2012</b>	<b>5,450,762</b>	<b>6,035,489</b>	<b>1,515,305</b>	<b>3,011,930</b>	<b>2,102,835</b>	<b>247,642</b>	<b>18,363,963</b>

**2013**  
**WHATCOM TRANSPORTATION AUTHORITY**

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Medical Reserve	Insurance Reserve	Total
<b>Beginning Balance</b>	<b>5,450,762</b>	<b>6,035,489</b>	<b>1,515,305</b>	<b>3,011,930</b>	<b>2,102,835</b>	<b>247,642</b>	<b>18,363,963</b>
<b>Revenues</b>							
Sales Tax	18,389,070						18,389,070
Farebox	3,736,268						3,736,268
Vanpool Income	250,000						250,000
Other	74,000						74,000
Interest Income	103,564	114,674	28,791	57,227	39,954	4,705	304,256
<b>Total Revenues</b>	<b>22,552,903</b>	<b>114,674</b>	<b>28,791</b>	<b>57,227</b>	<b>39,954</b>	<b>4,705</b>	<b>22,798,253</b>
<b>Operating Expenses</b>							
Fixed Route - P&M	16,679,322						16,679,322
Paratransit - P&M	6,922,219						6,922,219
Vanpool - P&M	167,537						167,537
Depreciation	3,826,641						3,826,641
<b>Total Expense</b>	<b>27,595,719</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>27,595,719</b>
Add back Depreciation	3,826,641						3,826,641
<b>Total Available</b>	<b>(1,216,175)</b>	<b>114,674</b>	<b>28,791</b>	<b>57,227</b>	<b>39,954</b>	<b>4,705</b>	<b>(970,825)</b>
<b>Grant Revenue</b>							
Federal Capital Grants							
Stimulus and Earmark grants							0
Paratransit Vehicles				932,800			932,800
Full/Mid Size Vehicles/FTA 5307							0
State Special Needs Grant	300,000						300,000
County Connector/Vanpool Grants	180,000			337,600			517,600
<b>Total Grant Revenue</b>	<b>480,000</b>	<b>0</b>	<b>0</b>	<b>1,270,400</b>			<b>1,750,400</b>
<b>Capital Expenditures</b>							
System P&M							
Vehicles				1,588,000			1,588,000
Non-Revenue Vehicles				60,000			60,000
Facilities							0
MIS			350,000				350,000
Other Programs & Projects							
System Expansion							
Vehicles							0
Facilities							0
MIS							0
Other Programs & Projects							0
<b>Total Capital Expenditures</b>	<b>0</b>	<b>0</b>	<b>350,000</b>	<b>1,648,000</b>	<b>0</b>	<b>0</b>	<b>1,998,000</b>
<b>Grant Revenue Less Capital Exp</b>	<b>480,000</b>	<b>0</b>	<b>(350,000)</b>	<b>(377,600)</b>	<b>0</b>	<b>0</b>	<b>(247,600)</b>
<b>Transfers (net)</b>	<b>(450,000)</b>	<b>(150,000)</b>	<b>300,000</b>	<b>300,000</b>			<b>0</b>
<b>Ending Balance, 2013</b>	<b>4,264,587</b>	<b>6,000,164</b>	<b>1,494,096</b>	<b>2,991,556</b>	<b>2,142,789</b>	<b>252,347</b>	<b>17,145,539</b>

**2014**  
**WHATCOM TRANSPORTATION AUTHORITY**

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Medical Reserve	Insurance Reserve	Total
<b>Beginning Balance</b>	<b>4,264,587</b>	<b>6,000,164</b>	<b>1,494,096</b>	<b>2,991,556</b>	<b>2,142,789</b>	<b>252,347</b>	<b>17,145,539</b>
<b>Revenues</b>							
Sales Tax	18,940,742						18,940,742
Farebox	3,820,912						3,820,912
Vanpool Income	250,000						250,000
Other	74,000						74,000
Interest Income	99,365	139,804	34,812	69,703	49,927	5,880	343,684
<b>Total Revenues</b>	<b>23,185,019</b>	<b>139,804</b>	<b>34,812</b>	<b>69,703</b>	<b>49,927</b>	<b>5,880</b>	<b>23,485,145</b>
<b>Operating Expenses</b>							
Fixed Route - P&M	17,646,723						17,646,723
Paratransit - P&M	7,323,707						7,323,707
Vanpool - P&M	177,254						177,254
Depreciation	3,903,174						3,903,174
<b>Total Expense</b>	<b>29,050,858</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>29,050,858</b>
Add back Depreciation	3,903,174						3,903,174
<b>Total Available</b>	<b>(1,962,666)</b>	<b>139,804</b>	<b>34,812</b>	<b>69,703</b>	<b>49,927</b>	<b>5,880</b>	<b>(1,662,539)</b>
<b>Grant Revenue</b>							
Federal Capital Grants				640,000			640,000
Stimulus and Earmark grants							0
Paratransit Vehicles							
Full/Mid Size Vehicles/FTA 5307							0
State Special Needs Grant	300,000						300,000
County Connector/Vanpool Grants	180,000						180,000
<b>Total Grant Revenue</b>	<b>480,000</b>	<b>0</b>	<b>0</b>	<b>640,000</b>			<b>1,120,000</b>
<b>Capital Expenditures</b>							
System P&M							
Vehicles							0
Non-Revenue Vehicles							0
Facilities							0
MIS			1,150,000				1,150,000
Other Programs & Projects							
System Expansion							
Vehicles							0
Facilities							0
MIS							0
Other Programs & Projects							0
<b>Total Capital Expenditures</b>	<b>0</b>	<b>0</b>	<b>1,150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,150,000</b>
<b>Grant Revenue Less Capital Exp</b>	<b>480,000</b>	<b>0</b>	<b>(1,150,000)</b>	<b>640,000</b>	<b>0</b>	<b>0</b>	<b>(30,000)</b>
<b>Transfers (net)</b>	<b>(300,000)</b>	<b>(100,000)</b>	<b>1,100,000</b>	<b>(700,000)</b>			<b>0</b>
<b>Ending Balance, 2014</b>	<b>2,481,921</b>	<b>6,039,967</b>	<b>1,478,908</b>	<b>3,001,260</b>	<b>2,192,716</b>	<b>258,227</b>	<b>15,452,999</b>

**2015  
WHATCOM TRANSPORTATION AUTHORITY**

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Medical Reserve	Insurance Reserve	Total
<b>Beginning Balance</b>	<b>2,481,921</b>	<b>6,039,967</b>	<b>1,478,908</b>	<b>3,001,260</b>	<b>2,192,716</b>	<b>258,227</b>	<b>15,452,999</b>
<b>Revenues</b>							
Sales Tax	19,508,964						19,508,964
Farebox	3,908,095						3,908,095
Vanpool Income	250,000						250,000
Other	250,000						250,000
Interest Income	35,988	87,580	21,444	43,518	31,794	3,744	188,530
<b>Total Revenues</b>	<b>23,953,047</b>	<b>87,580</b>	<b>21,444</b>	<b>43,518</b>	<b>31,794</b>	<b>3,744</b>	<b>24,141,128</b>
<b>Operating Expenses</b>							
Fixed Route - P&M	18,511,412						18,511,412
Paratransit - P&M	7,682,569						7,682,569
Vanpool - P&M	185,940						185,940
Depreciation	3,981,237						3,981,237
<b>Total Expense</b>	<b>30,361,158</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>30,361,158</b>
Add back Depreciation	3,981,237						3,981,237
<b>Total Available</b>	<b>(2,426,874)</b>	<b>87,580</b>	<b>21,444</b>	<b>43,518</b>	<b>31,794</b>	<b>3,744</b>	<b>(2,238,793)</b>
<b>Grant Revenue</b>							
Federal Capital Grants			400,000				
Stimulus and Earmark grants							0
Paratransit Vehicles				518,400			518,400
Full/Mid Size Vehicles/FTA 5307							0
State Special Needs Grant	300,000						300,000
County Connector/Vanpool Grants	180,000						
<b>Total Grant Revenue</b>	<b>480,000</b>	<b>0</b>	<b>400,000</b>	<b>518,400</b>			<b>1,398,400</b>
<b>Capital Expenditures</b>							
System P&M							
Vehicles				648,000			648,000
Non-Revenue Vehicles			106,000				106,000
Facilities							0
IT			750,000				750,000
Other Programs & Projects							
System Expansion							
Vehicles							0
Facilities							0
MIS							0
Other Programs & Projects							0
<b>Total Capital Expenditures</b>	<b>0</b>	<b>0</b>	<b>856,000</b>	<b>648,000</b>	<b>0</b>	<b>0</b>	<b>1,504,000</b>
<b>Grant Revenue Less Capital Exp</b>	<b>480,000</b>	<b>0</b>	<b>(456,000)</b>	<b>(129,600)</b>	<b>0</b>	<b>0</b>	<b>(105,600)</b>
<b>Transfers (net)</b>	<b>(500,000)</b>	<b>(100,000)</b>	<b>500,000</b>	<b>100,000</b>			<b>0</b>
<b>Ending Balance, 2015</b>	<b>35,048</b>	<b>6,027,547</b>	<b>1,544,352</b>	<b>3,015,178</b>	<b>2,224,510</b>	<b>261,971</b>	<b>13,108,606</b>

**2016**  
**WHATCOM TRANSPORTATION AUTHORITY**

	Undesignated	Operating Reserve	Capital Reserve	Fleet Reserve	Medical Reserve	Insurance Reserve	Total
<b>Beginning Cash Balance</b>	<b>35,048</b>	<b>6,027,547</b>	<b>1,544,352</b>	<b>3,015,178</b>	<b>2,224,510</b>	<b>261,971</b>	<b>13,108,606</b>
<b>Revenues</b>							
Sales Tax	20,289,323						20,289,323
Farebox	4,017,065						4,017,065
Vanpool Income	250,000						250,000
Other	74,000						74,000
Interest Income	1,069	183,840	47,103	91,963	67,848	7,990	399,812
<b>Total Revenues</b>	<b>24,631,457</b>	<b>183,840</b>	<b>47,103</b>	<b>91,963</b>	<b>67,848</b>	<b>7,990</b>	<b>25,030,200</b>
<b>Operating Expenses</b>							
Fixed Route - P&M	17,493,285						17,493,285
Paratransit - P&M	7,260,028						7,260,028
Vanpool - P&M	175,713						175,713
Depreciation	4,060,862						4,060,862
<b>Total Expense</b>	<b>28,989,888</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28,989,888</b>
Add back Depreciation	4,060,862						4,060,862
<b>Total Available from Operations</b>	<b>(297,569)</b>	<b>183,840</b>	<b>47,103</b>	<b>91,963</b>	<b>67,848</b>	<b>7,990</b>	<b>101,175</b>
<b>Grant Revenue</b>							
Federal Capital Grants							
Stimulus & Earmarks Grants							0
Paratransit Vehicles							0
Full/Mid Size Vehicles/FTA 5307				2,544,000			2,544,000
State Special Needs Grant	300,000						300,000
County Connector/Vanpool Grants	180,000			193,440			373,440
<b>Total Grant Revenue</b>	<b>480,000</b>		<b>0</b>	<b>2,737,440</b>	<b>0</b>	<b>0</b>	<b>3,217,440</b>
<b>Capital Expenditures</b>							
System P&M							
Vehicles				3,421,800			3,421,800
Non- Revenue Vehicles							
Facilities							0
IT			50,000				50,000
Other Programs and Projects							
System Expansion							
Vehicles							
Facilities							
MIS							
Other Programs and Projects							
<b>Total Capital Expenditures</b>			<b>50,000</b>	<b>3,421,800</b>			<b>3,471,800</b>
<b>Grant Revenue Less Capital Exp</b>	<b>(480,000)</b>	<b>0</b>	<b>50,000</b>	<b>684,360</b>			<b>254,360</b>
<b>Transfers (net)</b>	<b>400,000</b>	<b>(1,000,000)</b>		<b>600,000</b>			<b>0</b>
<b>Ending Cash Balance, 2016</b>	<b>617,479</b>	<b>5,211,387</b>	<b>1,541,455</b>	<b>3,022,781</b>	<b>2,292,358</b>	<b>269,961</b>	<b>12,955,421</b>

Whatcom Transportation Authority							
Comparative Balance Sheet							
As Of December 31, 2005 - 2010							
ASSETS	2005	2006	2007	2008	2009	2010	
<b>Current Assets:</b>							
Cash and Equivalents	27,632,635	31,439,321	29,471,733	25,235,084	22,975,456	21,360,399	
Receivables (Net)							
Accounts	89,170	89,223	90,660	368,441	125,395	158,780	
Interest	80,064	130,765	122,592	79,214	38,543	19,220	
Taxes	3,441,426	3,508,361	3,704,049	3,339,331	3,256,987	3,352,158	
Grants			43,884	151,541	178,308	753,255	
Due From Gov. Units	510,832	256,985	0	-556,898	109,367	77,340	
Inventory	531,190	579,223	568,076	732,354	812,454	860,977	
Prepayments	149		31,279	41,127	75,172	72,121	
<b>Total Current Assets</b>	<b>32,285,466</b>	<b>36,003,878</b>	<b>34,032,274</b>	<b>29,390,193</b>	<b>27,571,682</b>	<b>26,654,250</b>	
<b>Long Term Assets</b>							
Fixed Assets (Net)	28,050,014	27,867,825	35,343,233	39,032,655	42,368,066	43,997,303	
<b>Total Long Term Assets</b>	<b>28,050,014</b>	<b>27,867,825</b>	<b>35,343,233</b>	<b>39,032,655</b>	<b>42,368,066</b>	<b>43,997,303</b>	
<b>TOTAL ASSETS</b>	<b>60,335,480</b>	<b>63,871,703</b>	<b>69,375,507</b>	<b>68,422,848</b>	<b>69,939,748</b>	<b>70,651,553</b>	
<b>LIABILITIES AND EQUITY</b>							
<b>Current Liabilities:</b>							
Accounts Payable	510,216	616,398	672,975	565,115	468,132	572,876	
Deferred Revenue	5,364	6,308	7,470	9,524	9,513	7,632	
Wages and Benefits Payable	1,028,012	977,385	1,160,305	1,462,381	1,273,616	1,125,948	
<b>Total Current Liabilities</b>	<b>1,543,592</b>	<b>1,600,091</b>	<b>1,840,751</b>	<b>2,037,019</b>	<b>1,751,261</b>	<b>1,706,456</b>	
<b>Long Term Liabilities:</b>							
LT Employee Benefits Payable	62,877	60,001	77,840	91,545	81,497	101,953	
Claims/Lawsuits Payable	15,582	15,426	15,426	15,426	15,426	5,426	
<b>Total Long Term Liabilities</b>	<b>78,459</b>	<b>75,427</b>	<b>93,266</b>	<b>106,971</b>	<b>96,923</b>	<b>107,379</b>	
<b>Total Liabilities</b>	<b>1,622,051</b>	<b>1,675,519</b>	<b>1,934,017</b>	<b>2,143,990</b>	<b>1,848,184</b>	<b>1,813,835</b>	
<b>Equity</b>							
Contributed Capital, Net of Amortization	58,713,429						
Retained Earnings:							
Restricted Assets		27,867,825	22,422,458	18,928,284	42,368,066	48,372,268	
Unreserved Retained Earnings		34,328,359	45,019,032	47,350,574	25,723,498	20,465,450	
<b>Total Equity</b>	<b>58,713,429</b>	<b>62,196,184</b>	<b>67,441,490</b>	<b>66,278,858</b>	<b>68,091,564</b>	<b>68,837,718</b>	
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>60,335,480</b>	<b>63,871,703</b>	<b>69,375,507</b>	<b>68,422,848</b>	<b>69,939,748</b>	<b>70,651,553</b>	

## **Appendix A Lists of Rolling Stock, Facilities and Equipment** (as of December 31, 2010)

The Public Transportation Management System lists the rolling stock, facilities, and equipment owned by Whatcom Transportation Authority.

Public Transportation Management System

Owned Rolling Stock Inventory

Agency/Organization: Whatcom Transportation Authority

Date: Dec 31, 2010

*I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.*

*Pete Stank Director of Fleet & Facilities*

*Signature and Title Date: March 2011*

ITEM #	Year/Make/Model	VEH CODE	VIN #	AGENCY EQT #	ODO 12/31/11	COND POINTS	Age	REMAIN LIFE	REPL COST	ADA ACCESS	Pass Seats	Fuel Type	WSDOT TITLE	
1	2010 Gillig Low Floor	02	15GGB2711A1177812	809	21,539	99	1	13	430,000	Yes	31+2	D	NO	
2	2010 Gillig Low Floor	02	15GGB2713A1177813	810	20,499	99	1	13	430,000	Yes	31+2	D	NO	
3	1995 Orion V	02	2B1529U7XR6032061	812	595,299	65	15	2	430,000	Yes	35+2	D	NO	
4	1995 Orion V	02	2B1529U71S6032066	815	579,299	65	15	2	430,000	Yes	35+2	D	NO	
5	1995 Orion V	02	2B1529U77S6032069	817	592,917	65	15	2	430,000	Yes	35+2	D	NO	
6	1995 Orion V	02	2B1529U79R6032052	822	595,541	65	15	2	430,000	Yes	35+2	D	NO	
7	1995 Orion V	02	2B1529U74R6032055	824	584,032	65	15	2	430,000	Yes	35+2	D	NO	
8	1995 Orion V	02	2B1529U7XR6032058	825	600,995	65	15	2	430,000	Yes	35+2	D	NO	
9	2007 Gillig Low Floor	02	15GGB271171077573	826	133,110	90	3	11	430,000	Yes	31+2	D	NO	
10	2007 Gillig Low Floor	02	15GGB271371077574	827	135,997	90	3	11	430,000	Yes	31+2	D	NO	
11	2010 Gillig Low Floor	02	15GGB2715A1177814	828	21,793	99	1	13	430,000	Yes	31+2	D	NO	
12	2010 Gillig Low Floor	02	15GGB2717A1177815	829	19,697	99	1	13	430,000	Yes	31+2	D	NO	
13	2010 Gillig Low Floor	02	15GGB2719A1177816	830	18,697	99	1	13	430,000	Yes	31+2	D	NO	
14	1995 Orion V	01	2B1569U76R6031980	832	556,722	70	15	0	430,000	Yes	43+2	D	NO	To be retired in 2011
15	1995 Orion V	01	2B1569U71R6032017	834	490,029	50	15	0	430,000	Yes	43+2	D	NO	To be retired in 2011 Contingency Fleet
16	1995 Orion V	01	2B1569U75R6032019	835	559,410	65	15	1	430,000	Yes	43+2	D	NO	To be retired in 2011
17	1995 Orion V	01	2B1569U73R6032021	836	533,889	65	15	1	430,000	Yes	43+2	D	NO	To be retired in 2011
18	1995 Orion V	01	2B1569U79R6032024	837	496,460	0	15	2	430,000	Yes	43+2	D	NO	To be retired in 2011 Contingency Fleet
19	1995 Orion V	01	2B1569U75R6032036	838	547,797	70	15	1	430,000	Yes	43+2	D	NO	To be retired in 2011
20	1995 Orion V	01	2B1569U77R6032037	839	526,828	70	15	0	430,000	Yes	43+2	D	NO	To be retired in 2011
21	1995 Orion V	01	2B1569U79R6032038	840	539,026	70	15	1	430,000	Yes	43+2	D	NO	To be retired in 2011
22	1995 Orion V	01	2B1569U77R6032040	841	539,401	70	15	2	430,000	Yes	43+2	D	NO	
23	1995 Orion V	01	2B1569U79R6032041	842	539,463	70	15	2	430,000	Yes	43+2	D	NO	
24	1995 Orion V	01	2B1569U70S6032211	843	536,924	70	15	2	430,000	Yes	43+2	D	NO	
25	1997 Orion V	01	1VH569U76V6033402	844	448,791	75	13	2	430,000	Yes	43+2	D	NO	
26	1997 Orion V	01	1VH569U78V6033403	845	437,062	75	13	2	430,000	Yes	43+2	D	NO	
27	1997 Orion V	01	1VH569U7XV6033404	846	432,221	75	13	2	430,000	Yes	43+2	D	NO	
28	1998 Gillig Low Floor	01	15GGD2113W1070285	847	394,421	70	13	0	430,000	Yes	43+2	D	NO	To be retired in 2011 Contingency Fleet

Public Transportation Management System

Owned Rolling Stock Inventory

Agency/Organization: Whatcom Transportation Authority

Date: Dec 31, 2010

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*Pete Stank Director of Fleet & Facilities*

*Signature and Title Date: March 2011*

ITEM #	Year/Make/Model	VEH CODE	VIN #	AGENCY EQT #	ODO 12/31/10	COND POINTS	Age	REMAIN LIFE	REPL COST	ADA ACCESS	Pass Seats	Fuel Type	WSDOT TITLE	
29	1999 Gillig Low Floor	01	15GGD2111X1070592	848	399,399	70	11	0	430,000	Yes	43+2	D	YES	To be retired in 2011 Contingency Fleet
30	2007 Gillig Low Floor	01	15GGD271771078226	851	119,020	90	3	11	430,000	Yes	38+2	D	NO	
31	2007 Gillig Low Floor	01	15GGD271971078227	852	126,657	90	3	11	430,000	Yes	38+2	D	NO	
32	2007 Gillig Low Floor	01	15GGD271971078227	853	126,097	90	3	11	430,000	Yes	38+2	D	NO	
33	2007 Gillig Low Floor	01	15GGD271071078228	854	125,664	90	3	11	430,000	Yes	38+2	D	NO	
34	2007 Gillig Low Floor	01	15GGD271671078230	855	126,746	90	3	11	430,000	Yes	38+2	D	NO	
35	2009 Gillig Low Floor	01	15GGD271091176933	856	51,074	99	2	13	430,000	Yes	38+2	D	NO	
36	2009 Gillig Low Floor	01	15GGD271291176934	857	51,996	99	2	13	430,000	Yes	38+2	D	NO	
37	2009 Gillig Low Floor	01	15GGD271491176935	858	53,204	99	2	13	430,000	Yes	38+2	D	NO	
38	2009 Gillig Low Floor	01	15GGD271691176936	859	53,605	99	2	13	430,000	Yes	38+2	D	NO	
39	2004 Gillig Low Floor	03	15GGE291X41090659	861	268,827	90	6	9	430,000	Yes	30+2	D	NO	
40	2004 Gillig Low Floor	03	15GGE291X41090660	862	273,226	90	6	9	430,000	Yes	30+2	D	NO	
41	2004 Gillig Low Floor	03	15GGE291841090661	863	269,226	90	6	9	430,000	Yes	30+2	D	NO	
42	2004 Gillig Low Floor	03	15GGE291X41090662	864	277,975	90	6	9	430,000	Yes	30+2	D	NO	
43	2004 Gillig Low Floor	03	15GGE291141090663	865	269,430	90	6	9	430,000	Yes	30+2	D	NO	
44	2004 Gillig Low Floor	03	15GGE291341090664	866	268,263	90	6	9	430,000	Yes	30+2	D	NO	
45	2008 Gillig Low Floor	03	15GGE271381091483	867	103,653	95	3	12	430,000	Yes	28+2	D	NO	
46	2008 Gillig Low Floor	03	15GGE271581091484	868	108,425	95	3	12	430,000	Yes	28+2	D	NO	
47	2008 Gillig Low Floor	03	15GGE271781091485	869	109,061	95	3	12	430,000	Yes	28+2	D	NO	
48	2009 Gillig Low Floor	01	15GGD271891176937	871	46,691	99	2	12	430,000	Yes	38+2	D	NO	
49	2009 Gillig Low Floor	01	15GGD271X91176938	872	50,955	99	2	12	430,000	Yes	38+2	D	NO	
50	2009 Gillig Low Floor	01	15GGD271191176939	873	50,753	99	2	12	430,000	Yes	38+2	D	NO	
51	2009 Gillig Low Floor	01	15GGD271891176940	874	52,128	99	2	12	430,000	Yes	38+2	D	NO	
52	2009 Gillig Low Floor	01	15GGD271X91176941	875	50,506	99	2	12	430,000	Yes	38+2	D	NO	
53	2009 Gillig Low Floor	01	15GGD271191176942	876	50,874	99	2	12	430,000	Yes	38+2	D	NO	
54	2009 Gillig Low Floor	01	15GGD271391176943	877	48,985	99	2	12	430,000	Yes	38+2	D	NO	
55	2009 Gillig Low Floor	01	15GGD271591176944	878	49,671	99	2	12	430,000	Yes	38+2	D	NO	
56	2009 Gillig Low Floor	01	15GGD271791176945	879	51,027	99	2	12	430,000	Yes	38+2	D	NO	
57	2009 Gillig Low Floor	01	15GGD271991176946	880	50,122	99	2	12	430,000	Yes	38+2	D	NO	
58	2010 Gillig Low Floor	01	15GGD2717A1177629	881	17,917	99	1	14	430,000	Yes	38+2	D	NO	
59	2010 Gillig Low Floor	01	15GGD2713A1177630	882	18,369	99	1	14	430,000	Yes	38+2	D	NO	

Public Transportation Management System  
Owned Rolling Stock Inventory

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Agency/Organization: Whatcom Transportation Authority  
Date: Dec 31, 2010

*Pete Stank* Director of Fleet & Facilities  
Signature and Title Date: March 2011

ITEM #	Year/Make/Model	VEH CODE	VIN #	AGENCY EQT #	ODO 12/31/10	COND POINTS	Age	REMAIN LIFE	REPL COST	ADA ACCESS	Pass Seats	Fuel Type	WSDOT TITLE	
60	2010 Gillig Low Floor	01	15GGD2715A1177631	883	19,246	99	1	14	430,000	Yes	38+2	D	NO	
61	2010 Gillig Low Floor	01	15GGD2717A1177632	884	17,506	99	1	14	430,000	Yes	38+2	D	NO	
62	2010 Gillig Low Floor	01	15GGD2719A1177633	885	17,626	99	1	14	430,000	Yes	38+2	D	NO	
63	2010 Gillig Low Floor	01	15GGD2710A1177634	886	17,924	99	1	14	430,000	Yes	38+2	D	NO	
64	2002 Eldorado Aeroelite	11	1FDXE45S92HB37424	711	193,715	50	8	0	90,000	Yes	13+3	G	NO	Retired
65	2002 Eldorado Aeroelite	11	1FDXE45S02HB37425	712	194,612	50	8	0	90,000	Yes	13+3	G	NO	Retired
66	2003 Eldorado Aeroelite	11	1FDXE45S03HA90446	713	174,168	55	7	0	90,000	Yes	13+3	G	NO	
67	2003 Eldorado Aeroelite	11	1FDXE45S23HA90447	714	190,323	55	7	0	90,000	Yes	13+3	G	NO	Contingency Fleet
68	2003 Eldorado Aeroelite	11	1FDXE45S43HA90448	715	186,925	55	7	0	90,000	Yes	13+3	G	NO	Contingency Fleet
69	2003 Eldorado Aeroelite	11	1FDXE45S63HA90449	716	187,539	55	7	0	90,000	Yes	13+3	G	NO	Contingency Fleet
70	2003 Eldorado Aeroelite	11	1FDXE45S23HA90450	717	183,090	55	7	0	90,000	Yes	13+3	G	NO	Retired
71	2003 Eldorado Aeroelite	11	1FDXE45S33HA90456	718	181,502	55	7	0	90,000	Yes	13+3	G	NO	Retired
72	2003 Eldorado Aeroelite	11	1FDXE45S63HA90452	719	191,618	55	7	1	90,000	Yes	13+3	G	NO	Retired
73	2003 Eldorado Aeroelite	11	1FDXE45S83HA90453	720	191,983	55	7	1	90,000	Yes	13+3	G	NO	
74	2003 Eldorado Aeroelite	11	1FDXE45SX3HA90454	721	192,704	55	7	1	90,000	Yes	13+3	G	NO	
75	2003 Eldorado Aeroelite	11	1FDXE45S13HA90455	722	195,163	55	7	1	90,000	Yes	13+3	G	NO	
76	2003 Eldorado Aeroelite	11	1FDXE45S43HA90451	723	192,110	55	7	1	90,000	Yes	13+3	G	NO	
77	2003 Eldorado Aeroelite	11	1FDXE45S53HA90457	724	184,703	55	7	1	90,000	Yes	13+3	G	NO	
78	2004 Eldorado Aeroelite	11	1FDXE45S64HA86161	751	158,099	60	6	2	90,000	Yes	17+3	G	NO	
79	2004 Eldorado Aeroelite	11	1FDXE45S84HA86162	752	158,096	60	6	2	90,000	Yes	17+3	G	NO	
80	2004 Eldorado Aeroelite	11	1FDXE45SX4HA86163	753	150,756	60	6	2	90,000	Yes	17+3	G	NO	
81	2004 Eldorado Aeroelite	11	1FDXE45S14HA86164	754	158,444	60	6	2	90,000	Yes	17+3	G	NO	
82	2004 Eldorado Aeroelite	11	1FDXE45S34HA86165	755	155,188	60	6	2	90,000	Yes	17+3	G	NO	
83	2004 Eldorado Aeroelite	11	1FDXE45S54HA86166	756	154,089	60	6	2	90,000	Yes	17+3	G	NO	
84	2006 Eldorado Aerotech	11	1FDXE45S06DB10190	757	91,738	85	3	4	90,000	Yes	15+3	G	NO	
85	2006 Eldorado Aerotech	11	1FDXE45S26DB10191	758	93,643	85	3	4	90,000	Yes	15+3	G	NO	
86	2006 Eldorado Aerotech	11	1FDXE45S46DB10192	759	90,908	85	3	4	90,000	Yes	15+3	G	NO	
87	2006 Eldorado Aerotech	11	1FDXE45S66DB10193	760	95,227	85	3	4	90,000	Yes	15+3	G	NO	
88	2006 Eldorado Aerotech	11	1FDXE45S86DB10194	761	95,162	85	3	4	90,000	Yes	15+3	G	NO	
89	2006 Eldorado Aerotech	11	1FDXE45SX6DB10195	762	91,889	85	3	4	90,000	Yes	15+3	G	NO	
90	2006 Eldorado Aerotech	11	1FDXE45S56DB13375	763	92,460	85	3	4	90,000	Yes	15+3	G	NO	

Public Transportation Management System

Owned Rolling Stock Inventory

Agency/Organization: Whatcom Transportation Authority

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*Pete Stark* Director of Fleet & Facilities

Signature and Title Date: March 2011

ITEM #	Year/Make/Model	VEH CODE	VIN #	AGENCY EQT #	ODO 11/22/10	COND POINTS	Age	REMAIN LIFE	REPL COST	ADA ACCESS	Pass Seats	Fuel Type	WSDOT TITLE
91	2006 Eldorado Aerotech	11	1FDXE45S86DB26086	764	89,118	85	3	4	90,000	Yes	15+3	G	NO
92	2006 Eldorado Aerotech	11	1FDXE45SX6DB26087	765	93,523	85	3	4	90,000	Yes	15+3	G	NO
93	2006 Eldorado Aerotech	11	1FDXE45S86DB26088	766	91,874	85	3	4	90,000	Yes	15+3	G	NO
94	2006 Eldorado Aerotech	11	1FDXE45S36DB26089	767	87,113	85	3	4	90,000	Yes	15+3	G	NO
95	2009 Eldorado Aerotech	11	1FDXE45S69DA47192	768	31,183	95	2	5	90,000	Yes	15+4	G	NO
96	2009 Eldorado Aerotech	11	1FDXE45S89DA47193	769	31,349	95	2	5	90,000	Yes	15+4	G	NO
97	2009 Eldorado Aerotech	11	1FDXE45SX9DA47194	770	32,255	95	2	5	90,000	Yes	15+4	G	NO
98	2009 Eldorado Aerotech	11	1FDXE45S19DA47195	771	32,250	95	2	5	90,000	Yes	15+4	G	NO
99	2009 Eldorado Aerotech	11	1FDXE45S39DA47196	772	33,381	95	2	5	90,000	Yes	15+4	G	NO
100	2009 Eldorado Aerotech	11	1FDXE45S59DA47197	773	29,791	95	2	5	90,000	Yes	15+4	G	NO
101	2010 Eldorado Aerotech	11	1FDXE4FS3ADA78919	774	3,876	99	0	7	90,000	Yes	15+4	G	Yes
102	2010 Eldorado Aerotech	11	1FDXE4FSXADA78920	775	3,241	99	0	7	90,000	Yes	15+4	G	Yes
103	2010 Eldorado Aerotech	11	1FDXE4FS1ADA78921	776	3,391	99	0	7	90,000	Yes	15+4	G	Yes
104	2010 Eldorado Aerotech	11	1FDXE4FS3ADA78922	777	3,012	99	0	7	90,000	Yes	15+4	G	Yes
105	2010 Eldorado Aerotech	11	1FDXE4FS5ADA78923	778	3,050	99	0	7	90,000	Yes	15+4	G	Yes
106	2010 Eldorado Aerotech	11	1FDXE4FS1ADA78949	779	3,108	99	0	7	90,000	Yes	15+4	G	Yes
107	2010 Eldorado Aerotech	11	1FDXE4FS8ADA78950	780	3,327	99	0	7	90,000	Yes	15+4	G	Yes
108	2010 Eldorado Aerotech	11	1FDXE4FSXADA78951	781	3,581	99	0	7	90,000	Yes	15+4	G	Yes
109	2010 Eldorado Aerotech	11	1FDXE4FS1ADA78952	782	3,353	99	0	7	90,000	Yes	15+4	G	Yes
110	2006 Ford Club Wagon	13	1FMNE31L96HB36263	601	73,022	80	4	3	32,000	NO	12	G	NO
111	2010 Dodge Caravan	13	2D4RN5D11AR323850	602	12,223	99	0	7	27,000	NO	7	G	NO
112	2010 Dodge Caravan	13	2D4RN5D13AR323851	603	11,725	99	0	7	27,000	NO	7	G	NO
113	2006 Ford Club Wagon	13	1FBNE31L16HB37514	611	82,165	90	4	3	32,000	NO	12	G	NO
114	2006 Ford Club Wagon	13	1FBNE31L36HB37515	612	65,602	90	4	3	32,000	NO	12	G	NO
115	2006 Ford Club Wagon	13	1FBNE31L56HB37516	613	63,296	90	4	3	32,000	NO	12	G	NO
116	2006 Ford Club Wagon	13	1FBNE31L76HB37517	614	113,863	90	4	3	32,000	NO	12	G	NO
117	2006 Ford Club Wagon	13	1FBNE31L96HB37518	615	93,214	90	4	3	32,000	NO	12	G	NO
118	2006 Ford Ext Club Wagon	13	1FDSS31L66HB39181	621	95,117	90	4	3	32,000	NO	15	G	NO
120	2006 Ford Ext Club Wagon	13	1FDSS31L86HB39182	622	93,588	90	4	3	32,000	NO	15	G	NO
121	2006 Ford Ext Club Wagon	13	1FDSS31LX6HB39183	623	85,644	90	4	3	32,000	NO	15	G	NO
122	2006 Ford Ext Club Wagon	13	1FDSS31L16HB39184	624	49,025	90	4	3	32,000	NO	15	G	NO

Public Transportation Management System  
Owned Rolling Stock Inventory

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Agency/Organization: Whatcom Transportation Authority  
Date: Dec 31, 2010

*Pete Stank* Director of Fleet & Facilities  
Signature and Title Date: March 2011

ITEM #	Year/Make/Model	VEH CODE	VIN #	AGENCY EQT #	ODO 11/22/10	COND POINTS	Age	REMAIN LIFE	REPL COST	ADA ACCESS	Pass Seats	Fuel Type	WSDOT TITLE
123	2006 Ford Ext Club Wagon	13	1FDSS31L36HB39185	625	111,914	90	4	3	32,000	NO	15	G	NO
124	2006 Ford Ext Club Wagon	13	1FDSS31L56HB39186	626	88,496	90	4	3	32,000	NO	15	G	NO
125	2007 Chevy Express Van	13	1GAHG39U471223130	627	85,016	95	3	4	32,000	NO	14	G	NO
126	2007 Chevy Express Van	13	1GAHG39U771223848	628	92,058	95	3	4	32,000	NO	14	G	NO
127	2007 Chevy Express Van	13	1GAHG39U771224773	629	60,279	95	3	4	32,000	NO	14	G	NO
128	2007 Chevy Express Van	13	1GAHG39U671211819	630	58,274	95	3	4	32,000	NO	14	G	NO
129	2007 Chevy Express Van	13	1GAHG39U771210498	631	67,130	95	3	4	32,000	NO	14	G	NO
130	2007 Chevy Express Van	13	1GAHG39UX71223875	632	95,645	95	3	4	32,000	NO	14	G	NO
131	2007 Chevy Express Van	13	1GAHG39UX71224024	633	80,982	95	3	4	32,000	NO	14	G	NO
132	2009 Chevy Express Van	13	1GAHG39K191142748	634	15,683	99	2	5	32,000	NO	14	G	NO
133	2009 Chevy Express Van	13	1GAHG39K791144388	635	68,303	99	2	5	32,000	NO	14	G	NO
134	2009 Chevy Express Van	13	1GAHG39K091143194	636	55,155	99	2	5	32,000	NO	14	G	NO
135	2007 Chevy Express Van	13	1GAHG35U171210924	651	46,833	90	3	4	32,000	NO	11	G	NO
136	2007 Chevy Express Van	13	1GAHG35U271211385	652	112,770	95	3	4	32,000	NO	11	G	NO
137	2007 Chevy Express Van	13	1GAHG35UX71210940	653	40,457	95	3	4	32,000	NO	11	G	NO
138	2007 Chevy Express Van	13	1GAGH35U871209995	654	61,418	95	3	4	32,000	NO	11	G	NO
139	2007 Chevy Express Van	13	1GAGH35U271209975	655	103,840	95	3	4	32,000	NO	11	G	NO
140	2009 Chevy Express Van	13	1GAGG25K391143332	656	64,794	99	2	5	32,000	NO	11	G	NO
141	2009 Chevy Express Van	13	1GAGG25K991143142	657	23,401	99	2	5	32,000	NO	11	G	NO
142	2009 Chevy Express Van	13	1GAGG25K491143713	658	43,324	99	2	5	32,000	NO	11	G	NO
144	2003 Ford Club Wagon	13	1FBSS31L43HB42696	672	76,191	85	7	0	32,000	NO	15	G	NO
145	2003 Ford Club Wagon	13	1FBSS31L63HB42697	673	75,915	85	7	0	32,000	NO	15	G	NO
146	2003 Ford Club Wagon	13	1FBSS31L83HB42698	674	123,964	85	7	0	32,000	NO	15	G	NO
147	2003 Ford Club Wagon	13	1FBSS31LX3HB42699	675	78,645	85	7	0	32,000	NO	15	G	NO
148	2003 Ford Club Wagon	13	1FBSS31L23HB42700	676	66,540	85	7	0	32,000	NO	15	G	NO
149	2003 Ford Club Wagon	13	1FBSS31L43HB42701	677	98,320	85	7	0	32,000	NO	15	G	NO
150	2003 Ford Club Wagon	13	1FBSS31L63HB42702	678	90,375	85	7	0	32,000	NO	15	G	NO

**Public Transportation Management System  
Facilities Inventory**

<b>Facility Code</b>	<b>Facility Name</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments</b> <i>(If more than two lines, please attach a separate comment page)</i>
1.06	Ferndale Transit Center	82	15	15	2,300,000	
2.10	Maintenance Base Site	96	9	21	13,600,000	Excellent Condition.
3.06	Bellingham Transit Ctr.	98	5	17	7,600,000	Excellent Condition.
4.06	Lynden Station	95	12	18	3,400,000	Site is in excellent condition
5.06	Cordata Station	98	1	29	5,000,000	Site is in excellent condition

<b>Equipment Code and Description</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments</b> <i>(If more than two lines, please attach a separate comment page)</i>
<b>none</b>					

## Appendix B Unmet Public Transportation Needs

WTA initiated a new Long Range Strategic Plan late in 2004. This plan included future service improvements as funding allowed. WTA has already implemented some of those improvements in 2005, 2006 and 2008. WTA will implement others in the future as funds become available. The list below includes items that were identified as future service enhancements.

As WTA planning processes are fiscally constrained and WTA plans reflect only services and facilities that can be sustained over time, it is important to show a list of services and needs that exist. Please note that implementation of any services listed below are contingent upon further planning, public review, and action by the WTA Board of Directors. In addition, all services are dependent upon priorities established and availability of future funding to maintain the service.

The following items may be considered as population grows and the financial ability to sustain the service becomes available.

1. Additional Primary Transit Networks (Go Lines) in Bellingham on the following corridors
  - a. Cordata Parkway
  - b. Guide Meridian
  - c. Eldridge Ave
  - d. Happy Valley and Fairhaven to WWU
2. County Wide Initiatives include the potential expansion of transit service as development between Ferndale and Bellingham continues to grow. A review of service in the Birch Bay/Blaine area is also likely to occur. A permanent Transfer Center for north county routes, Cordata Station, was opened in early 2009. This site functions as the terminal for many north county routes, a transfer center for travel to other parts of WTA's service area, and a park and ride.
3. Cross Border Transit Initiatives – Providing a public transportation connection between Whatcom County and lower British Columbia was identified in the 2004 Strategic Plan as a high priority future service. If provided, WTA's service would connect with the greater Vancouver Transit System (Translink) at either White Rock or Surrey. The Board of Directors has placed this project on indefinite hold due to current financial constraints.

The failure of the sales tax levy has put into question the timing of the Strategic Plan update in 2010/2011. Based on current financial projections, a second expense cut (much of which will be a service cut) is possible in the next five years.