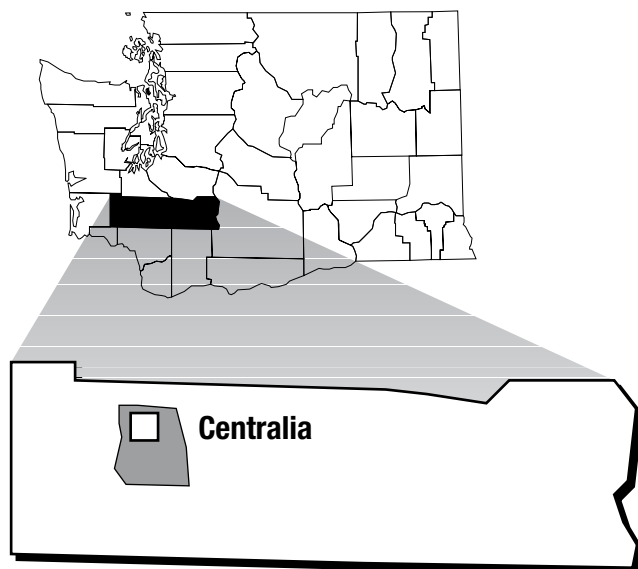


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Web site: [www4.localaccess.com/twintransit/index.htm](http://www4.localaccess.com/twintransit/index.htm)



**System Snapshot**

- Operating Name: Twin Transit
- Service Area: Cities of Centralia and Chehalis, Lewis County
- Congressional District: 3
- Legislative District: 20
- Type of Government: Public Transportation Benefit Area
- Governing Body: Three member board of directors comprised of one Lewis county commissioner, and an elected official from each of the cities of Centralia and Chehalis.
- Tax Authorized: 0.2 percent total sales and use tax—0.1 percent approved in November 1985 and an additional 0.1 percent approved November 2004.
- Types of Service: Five deviated routes and paratransit service for persons with disabilities who cannot use deviated route service.
- Days of Service: Weekdays, between 5:00 a.m. and 8:00 p.m.; Saturdays, between 8:30 a.m. and 6:30 p.m.; and Sundays, between 8:30 a.m. and 5:30 p.m.



**Performance Measures for 2006 Operations**

|  | Deviated Route Services |                | Demand Response Services |                |
|--|-------------------------|----------------|--------------------------|----------------|
|  | Twin Transit            | Rural Averages | Twin Transit             | Rural Averages |
| Fares/Operating Cost                       | 4.37%                   | 3.87%          | 1.46%                    | 3.28%          |
| Operating Cost/Passenger Trip              | \$5.32                  | \$10.08        | \$15.95                  | \$22.73        |
| Operating Cost/Revenue Vehicle Mile        | \$3.92                  | \$3.92         | \$3.86                   | \$4.80         |
| Operating Cost/Revenue Vehicle Hour        | \$56.49                 | \$74.98        | \$51.11                  | \$62.88        |
| Operating Cost/Total Vehicle Hour          | \$55.42                 | \$64.34        | \$50.14                  | \$58.20        |
| Revenue Vehicle Hours/Total Vehicle Hour   | 98.11%                  | 87.56%         | 98.10%                   | 93.71%         |
| Revenue Vehicle Hours/FTE                  | 1,155                   | 1,000          | 1,482                    | 1,280          |
| Revenue Vehicle Miles/Revenue Vehicle Hour | 14.42                   | 21.01          | 13.25                    | 14.20          |
| Passenger Trips/Revenue Vehicle Hour       | 10.6                    | 8.5            | 3.2                      | 2.9            |
| Passenger Trips/Revenue Vehicle Mile       | 0.74                    | 0.49           | 0.24                     | 0.22           |

- Base Fare: \$0.50 per boarding for deviated route and paratransit service.

### **Current Operations**

Twin Transit operates five deviated routes as follows:

- Two rural routes seven days a week (Centralia North/Outlets and Centralia South/High School).
- One rural route Monday through Friday (Residential Chehalis and Port of Chehalis).
- Two intercity routes between Centralia and Chehalis, seven days a week (North to Hospital, South to Wal-Mart).

Twin Transit provides complementary paratransit service for persons with disabilities seven days a week.

### **Revenue Service Vehicles**

Deviated Route – 12 total, all equipped with wheelchair lifts; model years ranging from 1989 to 2006.

Paratransit – Two total, ADA accessible; model years ranging from 2001 to 2005.

### **Facilities**

Twin Transit’s facilities in Centralia include: 1,713 square feet of space for administration, 7,544 square feet of space for maintenance, and 12,112 square feet for bus storage.

The Centralia Train Depot in downtown Centralia and Lewis County Mall serve as a transfer points between routes. The city of Chehalis provides a downtown transfer facility with rest rooms and a waiting area.

Twin Transit has 46 bus shelters along its routes.

### **Intermodal Connections**

Twin Transit’s deviated routes serve all local public and private schools, including Centralia College.

Twin Transit serves the Centralia Amtrak depot and Greyhound Lines’ bus depot.

Twin Transit serves the only park and ride lot in the community located in Centralia along I-5.

### **2006 Achievements**

- Lifetime passenger privilege to ride free reduced from 75 to 70 years of age.
- Paratransit service increased 10 percent, volume doubling in three years.
- The Twin Transit bus operators decertified their union representation.
- Twin Transit collaborated by providing routine maintenance service to Cowlitz Indian Tribe, Department of Transportation.
- Deviated route services increased approximately 13 percent during the year.

### **2007 Objectives**

- Take delivery of 29-foot cutaway bus for replacement.
- Replace two 24-foot cutaway buses.

### **Long-range Plans (2008 through 2012)**

- Achieve financial viability to sustain and expand the scope of transit service to the cities of Chehalis and Centralia.
- Pursue video surveillance equipment for buses to enhance safety and security of passengers.
- Construct new transit center offices and education center.

|                                     | 2004        | 2005        | 2006               | % Change | 2007        | 2008        | 2009        | 2012        |
|-------------------------------------|-------------|-------------|--------------------|----------|-------------|-------------|-------------|-------------|
| <b>Annual Operating Information</b> |             |             |                    |          |             |             |             |             |
| Service Area Population             | 22,185      | 22,330      | <b>22,455</b>      | 0.56%    | N.A.        | N.A.        | N.A.        | N.A.        |
| <b>Deviated Route Services</b>      |             |             |                    |          |             |             |             |             |
| Revenue Vehicle Hours               | 24,029      | 24,081      | <b>24,365</b>      | 1.18%    | 24,367      | 24,608      | 24,608      | 25,102      |
| Total Vehicle Hours                 | 24,532      | 24,960      | <b>24,834</b>      | -0.50%   | 24,834      | 25,082      | 25,082      | 25,586      |
| Revenue Vehicle Miles               | 328,285     | 337,728     | <b>351,407</b>     | 4.05%    | 351,407     | 354,921     | 354,921     | 362,054     |
| Total Vehicle Miles                 | 335,962     | 345,672     | <b>356,757</b>     | 3.21%    | 356,757     | 360,324     | 360,324     | 367,567     |
| Passenger Trips                     | 234,774     | 229,154     | <b>258,850</b>     | 12.96%   | 266,615     | 274,614     | 282,852     | 309,080     |
| Diesel Fuel Consumed (gallons)      | 47,582      | 48,279      | <b>45,254</b>      | -6.27%   | N.A.        | N.A.        | N.A.        | N.A.        |
| Fatalities                          | 0           | 0           | <b>0</b>           | N.A.     | N.A.        | N.A.        | N.A.        | N.A.        |
| Reportable Injuries                 | 1           | 1           | <b>1</b>           | 0.00%    | N.A.        | N.A.        | N.A.        | N.A.        |
| Collisions                          | 2           | 7           | <b>8</b>           | 14.29%   | N.A.        | N.A.        | N.A.        | N.A.        |
| Employees FTEs                      | 18.6        | 20.8        | <b>21.1</b>        | 1.44%    | N.A.        | N.A.        | N.A.        | N.A.        |
| Operating Expenses                  | \$1,072,582 | \$1,162,577 | <b>\$1,376,375</b> | 18.39%   | \$1,557,127 | \$1,618,280 | \$1,726,663 | \$1,932,823 |
| Farebox Revenues                    | \$71,539    | \$66,142    | <b>\$60,111</b>    | -9.12%   | \$64,320    | \$66,240    | \$68,160    | \$72,960    |
| <b>Demand Response Services</b>     |             |             |                    |          |             |             |             |             |
| Revenue Vehicle Hours               | 1,895       | 3,747       | <b>3,260</b>       | -13.00%  | 3,390       | 3,526       | 3,632       | 3,892       |
| Total Vehicle Hours                 | 2,056       | 4,137       | <b>3,323</b>       | -19.68%  | 3,456       | 3,594       | 3,702       | 3,967       |
| Revenue Vehicle Miles               | 19,800      | 45,088      | <b>43,190</b>      | -4.21%   | 44,485      | 45,820      | 46,737      | 48,630      |
| Total Vehicle Miles                 | 22,869      | 48,008      | <b>45,997</b>      | -4.19%   | 47,379      | 48,798      | 49,724      | 51,790      |
| Passenger Trips                     | 7,011       | 9,481       | <b>10,449</b>      | 10.21%   | 10,971      | 11,520      | 11,980      | 13,218      |
| Diesel Fuel Consumed (gallons)      | 2,447       | 6,708       | <b>5,836</b>       | -13.00%  | N.A.        | N.A.        | N.A.        | N.A.        |
| Fatalities                          | 0           | 0           | <b>0</b>           | N.A.     | N.A.        | N.A.        | N.A.        | N.A.        |
| Reportable Injuries                 | 0           | 1           | <b>0</b>           | N.A.     | N.A.        | N.A.        | N.A.        | N.A.        |
| Collisions                          | 0           | 1           | <b>0</b>           | N.A.     | N.A.        | N.A.        | N.A.        | N.A.        |
| Employees FTEs                      | 1.0         | 2.0         | <b>2.2</b>         | 10.00%   | N.A.        | N.A.        | N.A.        | N.A.        |
| Operating Expenses                  | \$89,479    | \$151,062   | <b>\$166,628</b>   | 10.30%   | \$180,873   | \$191,720   | \$203,337   | \$231,177   |
| Farebox Revenues                    | \$723       | \$2,756     | <b>\$2,426</b>     | -11.97%  | \$2,680     | \$2,760     | \$2,840     | \$3,040     |

## Twin Transit

|  | 2004               | 2005               | 2006               | % Change | 2007               | 2008               | 2009               | 2012               |
|--|--------------------|--------------------|--------------------|----------|--------------------|--------------------|--------------------|--------------------|
| <b>Annual Revenues</b>                     |                    |                    |                    |          |                    |                    |                    |                    |
| Sales Tax                                  | \$592,118          | \$1,033,258        | <b>\$1,429,094</b> | 38.31%   | \$1,432,000        | \$1,473,000        | \$1,524,000        | \$1,633,000        |
| Farebox Revenues                           | \$72,262           | \$68,898           | <b>\$62,537</b>    | -9.23%   | \$67,000           | \$69,000           | \$71,000           | \$76,000           |
| Federal Section 5311 Operating             | \$323,632          | \$98,213           | <b>\$35,447</b>    | -63.91%  | \$0                | \$0                | \$0                | \$0                |
| State Special Needs Grants                 | \$0                | \$75,515           | <b>\$156,464</b>   | 107.20%  | \$89,000           | \$177,000          | \$179,000          | \$180,000          |
| Other                                      | \$337,423          | \$38,499           | <b>\$105,613</b>   | 174.33%  | \$99,000           | \$96,000           | \$96,000           | \$84,000           |
| <b>Total</b>                               | <b>\$1,325,435</b> | <b>\$1,314,383</b> | <b>\$1,789,155</b> | 36.12%   | <b>\$1,687,000</b> | <b>\$1,815,000</b> | <b>\$1,870,000</b> | <b>\$1,973,000</b> |
| <b>Annual Operating Expenses</b>           |                    |                    |                    |          |                    |                    |                    |                    |
| Annual Operating Expenses                  | \$1,162,061        | \$1,313,639        | <b>\$1,543,003</b> | 17.46%   | \$1,738,000        | \$1,810,000        | \$1,930,000        | \$2,164,000        |
| Other                                      | \$280,352          | \$0                | <b>\$0</b>         | N.A.     | \$0                | \$0                | \$0                | \$0                |
| <b>Total</b>                               | <b>\$1,442,413</b> | <b>\$1,313,639</b> | <b>\$1,543,003</b> | 17.46%   | <b>\$1,738,000</b> | <b>\$1,810,000</b> | <b>\$1,930,000</b> | <b>\$2,164,000</b> |
| <b>Annual Capital Purchase Obligations</b> |                    |                    |                    |          |                    |                    |                    |                    |
| Federal Section 5309 Capital Grants        | \$0                | \$116,908          | <b>\$388,711</b>   | N.A.     | \$556,000          | \$334,000          | \$337,000          | \$0                |
| Local Funds                                | \$0                | \$20,762           | <b>\$141,383</b>   | N.A.     | \$138,000          | \$102,000          | \$85,000           | \$0                |
| Capital Reserve Funds                      | \$5,942            | \$0                | <b>\$0</b>         | N.A.     | \$0                | \$0                | \$0                | \$0                |
| <b>Total</b>                               | <b>\$5,942</b>     | <b>\$137,670</b>   | <b>\$530,094</b>   | 285.05%  | <b>\$694,000</b>   | <b>\$436,000</b>   | <b>\$422,000</b>   | <b>\$0</b>         |
| <b>Ending Balances, December 31</b>        |                    |                    |                    |          |                    |                    |                    |                    |
| General Fund                               | \$0                | \$0                | <b>\$13,777</b>    | N.A.     | \$120,000          | \$321,000          | \$526,000          | \$1,252,000        |
| Working Capital                            | \$722,668          | \$718,472          | <b>\$1,147,405</b> | 59.70%   | \$1,204,000        | \$764,000          | \$802,000          | \$928,000          |
| Capital Reserve Funds                      | \$596,802          | \$569,642          | <b>\$392,051</b>   | -31.18%  | \$274,000          | \$636,000          | \$586,000          | \$64,000           |
| <b>Total</b>                               | <b>\$1,319,470</b> | <b>\$1,288,114</b> | <b>\$1,553,233</b> | 20.58%   | <b>\$1,598,000</b> | <b>\$1,721,000</b> | <b>\$1,914,000</b> | <b>\$2,244,000</b> |