

Yakima Transit Transit Development Plan



DRAFT **Annual Report for 2024** **And** **Six-Year Plan 2025-2030** **Reported Annually**

Adopted by the Yakima City Council: _____ **Resolution** _____



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Acknowledgements

YAKIMA TRANSIT

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CITY OF YAKIMA

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INTRODUCTION

The Transit Development Plan 2025-2030 and 2024 Annual Report provides updated information to the Washington State Department of Transportation (WSDOT) on development of public transportation components undertaken by Yakima Transit and includes Yakima Transit's 2024 accomplishments and proposed action strategies for 2025 to 2030. Under RCW § 35.58.2795, Yakima is required to prepare a Six-Year Transit Development Plan and annual report and submit it to WSDOT. WSDOT uses this document to prepare an annual report for the Washington State Legislature summarizing the status of State public transportation systems. The document is also used to notify the public about completed, current, or planned projects. In order for this document to be effective, the Yakima City Council must approve the document following a public hearing.

This plan is required to be updated each year in order for Yakima Transit to fully inform the Federal Transit Administration, Washington State Department of Transportation, Yakima City Council, and the Public of projects that have been undertaken and are planned to be undertaken. Because this is a plan, not every project will be completed when planned in the document and some projects may never be started as a result of changed conditions or other factors.

SECTION I: ORGANIZATION

History

In 1907, the City of Yakima's public transportation originated with a steel-rail streetcar system. The Yakima Valley Transportation Company operated the first transit service. Motorized buses were introduced in 1924 as a supplement to the rail streetcar routes. The City's all-electric streetcars were discontinued in 1947 when the services offered switched to an all-motor bus system. In 1957, a private provider began operating the bus system. The private provider discontinued service in 1966 and for four months no public transportation services were operated in the City of Yakima. In the fall of 1966, Yakima citizens voted to approve the State's first household tax to financially support a public transit system and public transit services were re-established under contract with a private provider. In October 1970, the City purchased the assets of the financially-troubled private provider and continued transit services as a City-owned and operated public transit system. In November 1980, Yakima citizens approved a 0.3% transit sales tax that replaced the City's household tax as the transit system's method of financial support. Currently, the Federal Transit Administration classifies Yakima Transit as a small urbanized transit system serving a population between 50,000 and 200,000 people.

Yakima Transit's services include Fixed-Route, Paratransit (Dial-A-Ride), and Commuter bus service between Yakima and Ellensburg. As a result of the Americans with Disabilities Act, Dial-A-Ride services were added in 1992.

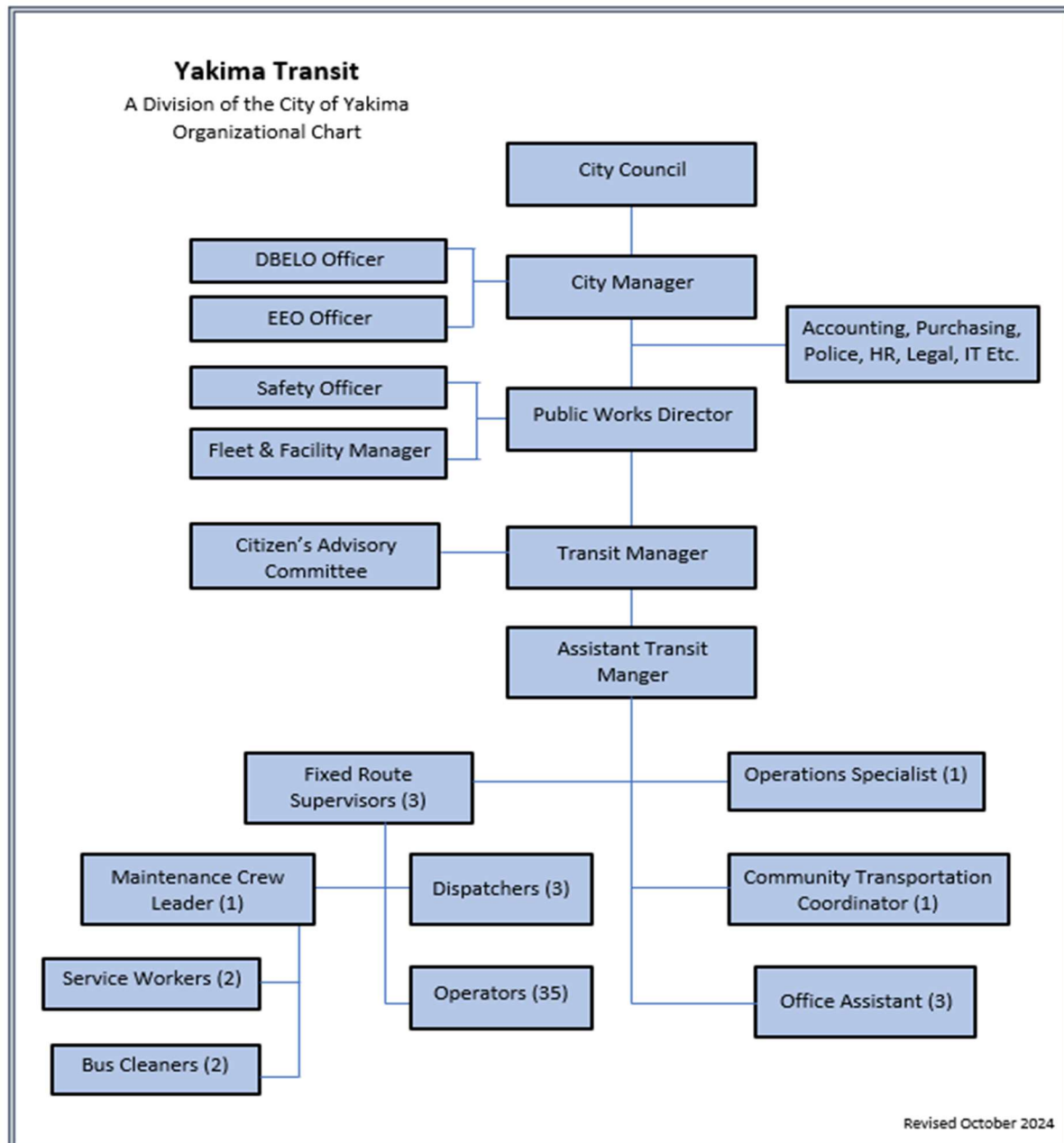
The Yakima-Ellensburg Commuter started at the end of November 2011, to provide transportation services for faculty, staff, and students traveling to either the Yakima Valley Community College or Central Washington University. Those schools account for approximately 70% of Commuter ridership. In June 2014, Yakima Transit took the main partnership role in making sure the program is operated to meet partnership and community needs.

Organizational Structure

The Yakima City Council is ultimately responsible for Yakima Transit's operations. Several management layers help control Transit activities & programs including the City Manager, Public Works Director,

Transit Manager and the Assistant Transit Manager. The City Manager and Public Works Director report back to the City Council on Transit activities and address Transit policies and finances. The Transit Manager oversees the daily operational activities of the Transit System, which is overseen by the Public Works Director and City Manager.

As of December 31, 2024, Yakima Transit directly employed 53 employees in Administration, Fixed Route, and Paratransit services. Transit staff positions are generally frontline positions.



Yakima Transit pays for various administrative services through the City of Yakima including Legal, Human Resources, Vehicle Maintenance, Purchasing, Information Technology, and Financial Services.

Yakima Transit also contracts with private organizations for Paratransit & Commuter services. Medstar LLC, operates the Dial-A-Ride service and in 2024 employed approximately 37-39 employees consisting of an Office Manager, Dispatchers, Schedulers, Drivers, Vehicle Cleaners, and Mechanics. Since August 2023 Bellair Airpporter operates the Yakima-Ellensburg Commuter, employing approximately four employees consisting of Drivers, a Supervisor and a Maintenance person. All who dedicate their time to the commuter.

Residents can address their Transit concerns directly to the City Council Members during any regularly scheduled Council meeting. The City Council also solicits public comments on transit specific issues during the review and adoption of the City’s annual budget and Transit Development Plan. All City Council meetings and budget review meetings are broadcast live on local television and taped for rebroadcast online for those unable to attend the actual session.

A Citizen’s Advisory Committee meets quarterly and consists of members of the community with an interest in Transit, as well as individuals who use Transit on a daily basis. The group is updated on Yakima Transit’s projects and goals. They are asked to provide input on proposed projects, give public and system user comments on services they would like to see in the system, and comment on future services Yakima Transit could provide. Community participation helps Yakima Transit address passenger concerns.

SECTION II: PHYSICAL PLANT LOCATIONS

Yakima Transit’s administrative and operations offices are located at 2301 Fruitvale Boulevard. Yakima Transit’s Human Resources, Legal, & Financial services are provided by the City of Yakima either at the Public Works Facility, City Hall, or the Legal Center. Yakima Transit has a Transit Center in the Downtown Yakima core at 4th Street and Walnut. There will be a new transit facility located at 506 Fruitvale Blvd in the near future. Yakima Transit provides two park and ride lots throughout Yakima at the following locations: Yakima Public Works Facility at 2301 Fruitvale Blvd and Chesterly Park at 40th Avenue and Powerhouse Road.

SECTION III: TRANSPORTATION SERVICE

Services

During 2024, Yakima Transit served the City of Yakima with Fixed-Route, Paratransit, and Commuter services to Ellensburg with the Yakima-Ellensburg Commuter. (Maps at Appx E and F) Yakima Transit also promotes sidewalks, pathways, and bicycle routes. Yakima Transit provides the following connections to rail, air, and other fixed-route services: Union Gap Transit, Selah Transit, and the Community Connector (Lower Valley service).

Fixed Route

During 2024, Yakima Transit operated Fixed-Route bus service along nine different routes that operate between the hours of 6:00am and 7:00pm within the City of Yakima:

- 9 routes Monday - Friday (6:00am - 7:00pm);
- 9 routes on Saturdays (8:45am - 6:00pm); and,
- 6 routes on Sundays (8:00am-4:00pm).



Weekday routes are operated on one hour and half hour basis on most routes. Saturday & Sunday routes are operated on an hourly basis. Yakima Transit's system map, as illustrated in the Appendix E, depicts the 2025 fixed routes. Over the next six years, some routes may be cut, modified, or discontinued to maintain or expand more efficient routes.

Yakima Transit is continuously striving to provide an updated fleet for its passengers. Eight diesel powered Gillig buses were delivered between 2023 and 2024. Future buses may potentially consist of alternative fuels meeting the State of Washington's alternative fuels regulations, if this is the most feasible option.

Expansion routes outside of Yakima Transit's jurisdiction require service demand and funding support from either the State, Federal, or local jurisdictions (other than the City of Yakima).

Paratransit (Dial A Ride)

In 2024, Yakima Transit provided paratransit services in the City of Yakima. Dial-A-Ride services were available during the same operating schedule as fixed-route services. Under contract with Medstar, LLC, complementary paratransit services were available to residents, who qualify for service under the provisions of the Americans with Disabilities Act. Paratransit services are provided door-to-door to eligible clients and serves the areas within the city limits of Yakima and some trips into the City of Union Gap. Contractor costs at the end of 2024 were around \$1.8 million for the year. Yakima Transit does not anticipate any major changes to the paratransit area of operation, except as it relates to any expansion of the fixed-route program and replacing vehicles. Ten vans were replaced in late 2024 and early 2025 while 7 large vans replaced inefficient and obsolete cutaways in 2023 and 2024. Yakima Transit is researching bringing the Paratransit program in-house in the future instead of having a contracted service. Alternative fuels for this fleet are being explored for future use as well.

Park & Ride Lots

Yakima Transit provides service to various park & ride lots around the valley: Chesterly Park at North 40th Ave and River Road and the Public Works Facility at N. 21st Avenue and Fruitvale Boulevard. The Yakima-Ellensburg Commuter utilizes the Firing Center Park & Ride Lot (Selah) and the Park & Ride lot located next to the Selah Civic Center in downtown Selah.

School Service

Yakima Transit provides weekday non-exclusive transportation service to Elementary, Middle, and High Schools. The School Districts do not provide transportation services for students who live within a mile of the school. Students eighteen and under can ride free of charge due to the Move Ahead Washington Grant Transit receives. In 2024, School District passengers accounted for 14% of Fixed-Route rides. These routes run along the same route as normal routes and are generally filled up with 50-150 students boarding either before or after school. The school runs have the highest ridership per hour of all fixed-route runs and were initially setup because regular route buses were overcrowded making it difficult for other passengers to use the service either before or after school hours.

Multimodal Connections

Yakima Transit provides service to the following public transportation facilities/connections:

- Greyhound Bus Terminal (202 S 5th Ave)
- Lower/Upper Valley Community Connector (105 S 4th St)

- Yakima-Ellensburg Commuter (2400 W Washington Ave, 1100 S 16th Ave, 105 S 4th St)
- Union Gap Transit & Yakima Airport (9 E Valley Mall Blvd and 2400 W Washington Ave)
- Selah Transit (1305 N 16th Avenue and 1206 N 40th Avenue)

Fare Structure

Single-ticket fares & monthly fares as of November 2024. Fares are as follows:

How much does it cost to ride the bus?		One Way Fare	Monthly Passes
Adults	(age 19 and Over)	\$1.00	\$25.00
Reduced Fare	(Persons 62/over, people with disabilities and Medicare Card holders, Reduced Fare ID card with photo required for reduced fare)	\$0.50	\$9.00
Youths	(18 and Under)	Free	Free
Yakima Ellensburg Commuter	(19 and Over)	\$5.00	\$150.00
Pre-School	(under 6, accompanied by an adult)	Free	Free
Transfers	(See Transfer policy)	Free	Free

For Fixed-Route bus service, day passes are still offered at three times the cost of a single fare, or twice the fare for passes obtained after 9:15am. Fixed-Route transfers are available for “one free ride” on any bus, on any route, during one of three time periods each day. Morning transfer tickets are valid until 9:15am. Mid-day transfer tickets are honored from 8:45am to 3:15pm and afternoon/evening transfers are effective from 2:45pm until the close of service. The boarding time determines which transfer the passenger receives. Yakima-Ellensburg Commuter transfers to the Fixed-Route system are free with the purchase of a Commuter ticket.

SECTION IV: SHORT & LONG-RANGE PUBLIC TRANSPORTATION OPERATING & CAPITAL IMPROVEMENT PROJECTS

Local Operating Projects

1. **Offer regional transit service connections to Kittitas County (Ellensburg/CWU Campus).** Yakima Transit continues to operate the Yakima-Ellensburg service under contract. The Move Ahead WA Grant provided funding from July 2023 to June 2025. After July 2025 the WSDOT Consolidated grant will provide some funding for the program along with Yakima Transit and other partners of the program (Central WA Univ, Selah, Ellensburg).
2. The Commuter bus will begin its route in each city at approximately 6:00 AM and will be arriving to their destination by 7:45 AM.

Grants and partnership funding are required to continue to keep the service operational, with the fare box recovery averaging around 23%.
3. **Fixed-Route Passenger Counters.** In 2023, Yakima Transit purchased new software/IT equipment that assists in collecting data for reporting purposes. Yakima Transit is required to collect and report this data on an annual basis to the State (Washington State Department of



Transportation) and Federal (Federal Transit Authority) levels. This new technology has been fully implemented and is in use.

4. **Paratransit GPS Tracking System.** In late 2026 - mid 2027, Yakima Transit anticipates equipping the Paratransit fleet with GPS tracking systems similar to the fixed-route system tablets. Yakima Transit is required to collect and report this data on an annual basis to the State (Washington State Department of Transportation) and Federal (Federal Transit Authority) levels.
5. **Security Cameras.** Many bus security cameras were upgraded in 2024, giving Yakima Transit the ability to have live video feed. The Transit Center downtown will receive 4 new cameras and upgrades to the existing system in late 2025.

Local Capital Projects

1. **Vehicle Replacement.**
 - a. **Buses.** All of Yakima Transit's Fixed-Route bus fleet are low-floor Gilligs. The last eight buses were delivered in 2023 and 2024.
 - b. **Commuter.** Yakima Transit does not own the vehicles used in the Yakima-Ellensburg Commuter. The vehicles are owned and operated by the service provider.
 - c. **Dial A Ride.** Seven new large Transit Vans were delivered in mid-2023/2024 while ten new mid-size vans were ordered in 2024 and delivered in early 2025. Yakima Transit owns the vehicles operated by the service provider.
 - d. **Administrative.** Four new Administrative vehicles may need to be ordered in 2026 to 2027 to replace admin vehicles that are ten years old.
2. **Continue to maintain/improve ADA amenities within the Transit System.** Yakima Transit continues its efforts to maintain and improve ADA access within the system. Yakima Transit plans to:
 - Purchase ADA accessible vehicles with ramps.
 - Work with the City Streets, Planning, and Engineering Departments to identify and partially fund sidewalk installations throughout the Transit system to help individuals with mobility issues get to the bus stop.
3. **New Transit Base of Operations.** The new property purchased at 506 Fruitvale Blvd in July 2022 is undergoing a Feasibility Study (started in late 2024) that is anticipated to be completed in August 2025. This Study will show possible uses of the buildings and land to optimize the property to its fullest. Study tasks are land use, current building needs and future needs, employee and fleet parking, anticipated growth and future technology that may be adopted. Anticipated move in date is flexible as it is depending on funding for the project. The location will house Yakima Transit Administrative offices, vehicles, low maintenance garage, cleaning bay, ticket booth, etc. The location is also anticipated to help Yakima Transit switch over to alternative fuels. At some point in the future, Yakima Transit anticipates all vehicles will have alternative fuel sources other than traditional diesel or gasoline.
4. **Build a new Westside Transfer location.** Yakima Transit would like to build a new Transfer station in west Yakima/West Valley. This Transfer Station will not only offer improved services to the west Yakima and West Valley community, but it will support the Transit Center currently



located in east Yakima, offering more efficient routes west of the City center and connectivity throughout our entire system.

5. **Update the Downtown Transit Center.** In mid-2024 funding provided by the State of Washington was used to update the downtown Transit Center which had not been updated since 2001. Updates include, new benches, new locking garbage cans, painting of the facility buildings, removal of old glass in transit shelters, sidewalk repair, new cameras, updating the driver's breakroom, repair of HVAC system in the building, new picnic tables, removal of outdated kiosks, and adding a digital billboard for passengers to find their buses. Future renovations will focus on new public restrooms, low water use vegetation and asphalt rehabilitation.

Capital improvements over the next six years will depend on Transit sales tax. If sales tax revenues continue to decline, planned projects may be put on hold until revenue is available to do the project. Planned capital investments are listed in Appendix C. Major improvements planned include: vehicle replacement, Fixed-Route passenger shelters, bus stop improvements, and technology improvements.

SECTION V: COMMUNITY ENHANCEMENT CONNECTIONS

Throughout the City of Yakima, there are several planned or completed community enhancement projects. This section provides updates on transit connectivity to those programs/developments.

Yakima Transit provides bus service to annual community events that are fare-free shuttle services such as the Central Washington State Fair and the Arboretum's Christmas Luminaria Event. All of the Transit services provided are open to the general public.

SECTION VI: PROGRAM FUNDING

FINANCIAL FORECAST

Financial forecasting primarily pulls from past service levels, anticipated needs, and market trends. This analysis consists of Yakima Transit's projected revenue and expenses for maintaining efficient service levels, while still being able to maintain an active vehicle fleet. The long-term strategies adequately address capital vehicle replacement and operations. On average, total capital and operating expenses are around \$12.5M annually. The projected Ending Cash Balance, may (depending on year) include anticipated capital investments.

Revenues

The information contained in this section breaks down revenue streams and considers the outlook of those revenue sources. Operating revenue consists mainly of local sales tax and grant funding. Revenue is also obtained from farebox, monthly bus passes, tickets, and reimbursements from other jurisdictions served.

Sales Taxes

Yakima Transit utilizes a three tenths of one percent (0.3%) sales tax that was passed by voters in 1980. Sales tax revenue accounts for approximately 52% of total Transit revenue in 2024. Sales tax revenues typically remains relatively consistent year to year with a slight fluctuation either up or down. However, sales tax has declined in the last couple of years for the City of Yakima.

Farebox Revenue

Farebox revenue is one of the smaller funding parts to operating public transportation. Farebox revenue consists of Fixed-Route, Dial-A-Ride, and Commuter funds. Passenger fares play an important role in funding transit services. A balance between the cost of the service and what a passenger is willing to pay must be maintained to ensure that users participate in the cost of providing the service. If the cost of the fare is too high, individuals who could drive may opt for the convenience of driving.

For 2024, farebox revenue accounted for 3.9% of all revenue. Yakima Transit ridership over the last year, had a decrease in passengers for a count of approximately 653,426 passenger trips served.

Grant Funds

Yakima Transit utilizes both federal and state grants, which in 2024, accounted for approximately 44% of total revenue. State and Federal funding has remained at or near prior year levels. Federal formula allocations have continued to increase.

Operating grants consist of the annual operating grant (apportionment), operating grants for ADA paratransit services (apportionment), and the Yakima-Ellensburg Commuter (discretionary).

Grants include the following Projects:

2020 CARES ACT Grant

In April of 2020 Yakima Transit received from the Federal Government \$6.2M in emergency CARES Act funding. These funds were supplied to provide emergency relief during the Covid-19 Pandemic that started in February of 2020. These funds are intended to make up for shortfalls in public transit budgets due to loss in revenue and loss in ticket sales. This money can be used in a variety of ways to keep Yakima Transit operating. The funds have also been used to install barriers in the Fixed Route fleet to protect drivers from direct exposure. Planned expenditures of this grant are to pay for any shortages, Paratransit, PPE, and any other costs. This grant is non-renewable and will be exhausted in 2026 or early 2027 with all funds spent.

2025-2027 – Yakima-Ellensburg Commuter

Yakima-Ellensburg Commuter – Yakima Transit receives funding from the State of Washington Department of Transportation for Commuter bus service between Yakima and Ellensburg. This grant is a WSDOT Consolidated Formula Grant. The service is done in partnership with the City of Selah, City of Ellensburg, Central Washington University and the State of Washington. Without partnership support, Yakima Transit would not be able to provide the service. The grant covers about 35% of the service, local funds account for approximately 48% of the cost, and the farebox revenue accounts for the remaining 17%.

Cost: \$1.7M

Grant: \$952K

Status: Currently in progress.

2025-2027 – Paratransit Special Needs Formula Grant

Paratransit Special Needs Formula Funds (PTSNF) - Yakima Transit receives an apportionment (roughly \$790K every two years) from the Washington State Department of Transportation for Paratransit services. Yakima Transit spends approximately \$1.7M to \$1.9M every year on Paratransit services.

Cost: \$4M

Grant: \$790K

Status: Currently being used.



2022 – 5307 Small Urban Operating Assistance

Annual Grant - Yakima Transit receives FTA 5307 funding totaling approximately \$3.4M annually. This grant is essential to maintain existing Fixed-Route bus services.

Cost: \$4.6M

Grant: \$3.4M

Status: Currently being used.

Operating Expenditures

Yakima Transit's total operating expenses for 2024 were \$11.75M. Major operating expenses include fuel, labor, insurance, and other costs. Employee costs were the primary factor for the increase along with technology upgrades. For 2025, operating expenses are anticipated to be steadily increasing.

Yakima Transit operates Fixed-Route, Paratransit, and Commuter bus service. These modes of transportation are addressed by their overall cost to the budget including operating and capital costs.

Fixed-Route

Yakima Transit spends most of its funds on Fixed-Route bus service. In years in which buses are not purchased, the largest part of the cost is vehicle operations and maintenance accounting for nearly 82% of the total cost to provide the service. Wages (17%) make up the next highest expenses, with other costs being insurance, supplies, and equipment upgrades. Fixed-Route costs fluctuate because of the vehicle replacement program.

Dial-A-Ride

Yakima Transit operates Fixed-Route bus services, which requires (by federal law) the Transit system to operate complementary Paratransit services (Dial-A-Ride) to disabled individuals who cannot ride the Fixed-Route bus system. Currently, Medstar operates Dial-A-Ride under a contract with Yakima Transit. The farebox-recovery ratio for this service was approximately 5.9% in 2024. Yakima Transit leases vehicles to Medstar to help control maintenance costs and provide funds for replacement vehicles.

Yakima-Ellensburg Commuter

Yakima Transit currently contracts with Bellair Airporter to provide this service. The farebox-recovery ratio for this service is usually at 23%. Central Washington University, City of Ellensburg City of Selah, and the State of Washington participate in funding the Commuter service while the Yakima Transit provides all the oversight, day to day operations, and reporting.

Capital Funds

Yakima Transit sets aside \$800K to \$1M annually in the capital reserve account for major capital projects like vehicle and facility replacement/expansion, as well as other smaller capital improvement projects. When revenue exceeds actual costs, those additional funds are put into a reserve account for either capital or operating. With proposed capital facility improvements over the next six years, the amount set aside will need to continue in order to complete the anticipated projects. Grant funding is used primarily to replace vehicles.

General Forecast

In the general forecast, the next several years show average to high expenditures as a result of vehicle replacement. Replacing vehicles are balanced out with the reserve account (ending cash balance) ensuring that Yakima Transit is financially healthy while upgrading the fleet.

Yakima Transit's ideal vehicle replacement schedule is at a rate of 1.5 Fixed-Route buses and 3 Paratransit vehicles each year. This schedule may grow or wane as funding allows. A bus typically costs \$650K and a Dial-A-Ride large passenger ADA equipped van \$135K.

A general financial forecast is shown in Appendix A.

SECTION VII: SIGNIFICANT OPERATING & CAPITAL CHANGES, 2025 – 2030

Other than vehicle replacement and equipment upgrades, Yakima Transit does not have any significant operating changes planned for 2025-2030. The primary project in 2024 and 2025 is the Needs Study and renovation of the new Transit Facility, which is currently underway. Additional major projects are outlined in the Six-Year Transit Improvement Plan – Project List (Appendix C). Maps of the current transit system are shown in Appendices E through G.

There has been several changes and upgrades to the Transit buses in 2024, including upgrading the modems, cameras, bus computers, and adding live video streaming capabilities to assist supervisors and the Yakima Police Department. These upgrades are part of Yakima Transit's ongoing efforts to improve operational efficiency and passenger safety.

VIII. Summary

There is a concern for Yakima Transit's declining sales tax revenue and the rise of overall expenses. Capital projects that have been delayed for years have or are in the process of being completed or implemented. Other projects are still an option in the coming years if moved forward. Services are anticipated to be more flexible so Yakima Transit can better serve the public.

APPENDIX A: OPERATING FINANCIAL DATA - 2024 Annual - & Budget 2025-2030

TRANSIT OPERATIONS							
	2024	2025	2026	2027	2028	2029	2030
Beginning Balance	\$13,358	\$15,960	\$18,622	\$21,345	\$24,131	\$26,980	\$29,896
Operating Revenues (in thousands)							
Sales Tax	\$8,098	\$8,284	\$8,475	\$8,670	\$8,869	\$9,073	\$9,282
Farebox	\$313	\$320	\$328	\$335	\$343	\$351	\$359
Commuter Fares	\$189	\$193	\$198	\$202	\$207	\$212	\$217
Paratransit Fares	\$105	\$107	\$110	\$112	\$115	\$118	\$120
Federal Operating Grants	\$5,916	\$6,052	\$6,191	\$6,334	\$6,479	\$6,628	\$6,781
WSDOT Grants	\$695	\$711	\$727	\$744	\$761	\$779	\$797
Total Revenues	\$15,316	\$15,668	\$16,029	\$16,397	\$16,774	\$17,160	\$17,555

Operating Expenses	2024	2025	2026	2027	2028	2029	2030
Yakima-Ellensburg Commuter	\$781	\$799	\$817	\$836	\$855	\$875	\$895
Fixed Route Maintenance	\$2,469	\$2,526	\$2,584	\$2,643	\$2,704	\$2,766	\$2,830
Transit Center Maintenance	\$14	\$14	\$15	\$15	\$15	\$16	\$16
Transit Administration	\$2,469	\$2,526	\$2,584	\$2,643	\$2,704	\$2,766	\$2,830
Transit Marketing	\$2	\$2	\$2	\$2	\$2	\$2	\$2
Fixed Route Operations	\$5,494	\$5,620	\$5,750	\$5,882	\$6,017	\$6,156	\$6,297
Paratransit/ADA Operations	\$1,485	\$1,519	\$1,554	\$1,590	\$1,626	\$1,664	\$1,702
Total Expenses	\$12,714	\$13,006	\$13,306	\$13,612	\$13,925	\$14,245	\$14,573
Operating Cash Flow	\$2,602	\$2,662	\$2,723	\$2,786	\$2,850	\$2,915	\$2,982
Net Cash Available	\$15,960	\$18,622	\$21,345	\$24,131	\$26,980	\$29,896	\$32,878



TRANSIT CAPITAL							
(in thousands)	2024	2025	2026	2027	2028	2029	2030
Beginning Capital Balance	\$13,631	\$13,631	\$21,387	\$30,258	\$37,129	\$30,258	\$37,129
Capital Revenues							
Sales Tax Revenue	\$1,000	\$8,225	\$8,500	\$8,500	\$8,725	\$8,725	\$9,000
FTA/WSDOT Capital Grants	\$602	\$450	\$450	\$450	\$450	\$500	\$500
Leases	\$302	\$21	\$21	\$21	\$21	\$21	\$21
Sale of Fixed Assets							
Other	\$3						
Total Revenues	\$1,907	\$8,696	\$8,971	\$8,971	\$9,196	\$9,246	\$9,521

Capital Expenses	2024	2025	2026	2027	2028	2029	2030
Minor Equipment	\$38						
Operating Equipment	\$489	\$0	\$100	\$100	\$100	\$100	\$100
Other Equipment							
Improvements other than Bldg							
Transit Buses	\$0	\$0	\$0	\$2,000	\$0	\$2,500	\$0
Facilities							
Support Vehicles	\$91	\$140	\$0	\$0	\$0	\$0	\$0
Paratransit/ADA Vehicles	\$424	\$800	\$0	\$0	\$0	\$0	\$300
Total Capital Expenses	\$1,042	\$940	\$100	\$2,100	\$100	\$2,600	\$400
Capital Cash Flow	\$865	\$7,756	\$8,871	\$6,871	\$9,096	\$6,646	\$9,121
Ending Cash Balance	\$13,631	\$21,387	\$30,258	\$37,129	\$46,225	\$36,904	\$46,250



APPENDIX B: PUBLIC HEARING NOTICE

Saturday, July 26, 2025

Yakima Transit is submitting to the Washington State Department of Transportation its Six-Year Transit Development Plan and Annual Report.

These documents address state and local long & short-range priorities, capital improvements, planned significant operating changes and, program funding sources for the following six years, and the summary of Yakima Transit's 2024 operations.

The public is invited to a presentation of the Transit Development plan and will be given an opportunity to give input on the Transit Development Plan at a public hearing.

A public hearing will be held Thursday, August 7th, 2025, at 4:30pm at Public Works, 2301 Fruitvale Blvd., Yakima, WA 98902. The meeting can also be attended via Microsoft office Teams. To join meeting please use the Webinar ID: 217 676 370 469 0 Passcode: MB3KK6Am

A draft document and additional meeting information including the link to join the meeting online will be available at www.yakimatransit.org on July 25th, 2025.

Final approval of the program is anticipated to go to the Yakima City Council on Tuesday September 2nd, 2025

APPENDIX C: SIX-YEAR TRANSIT IMPROVEMENT PLAN - PROJECT LIST

Yakima Transit Six-Year Transportation Improvement Plan - Project List 2025-2030																		
Number	Project Identification	Priority	Funded?	Status	Length		(Funds Shown in Thousands)										Federally Funded Projects	
					Service Type	Completion Time	Phase Start (mm/yy)	Fund Source Information						Expense				
								Anticipated Source	Federal	State	Local	Fare Offset	Total	Schedule				
														Phase				
														1st	2nd	Enviro. Type	ROW/Requir	
1	Paratransit Operating Assistance 2025-2027 - State Allocation for ADA services	Y	Y	Annual Funds	DR	2yr	7/25	WSDOT	0	790	245	0	1,035	1,385	1,385	CE	No	
2	Paratransit Operating Assistance 2027-2029 - State Allocation for ADA Services	N	Y	Annual Funds	DR	2yr	7/27	WSDOT	0	790	250	0	1,040	1,410	1,400	CE	No	
3	Yakima-Ellensburg Commuter - 14 one-way trips during peak, 12 during off peak	Y	Y	In Progress	Comm	2yr	7/25	WSDOT	0	950	200	25	1,175	362	362	CE	No	
4	Downtown Transfer Center Renovation	Y	N	In progress	All	2yr	3/25	WA State Grant	0	290	50	0	300	300	0	CE	No	
5	Acquisition of New Transit Buses - Purchase 2 new Transit Buses	Y	N	Planning	FR	1.5yr	7/26	5339	0	1,300	400	0	1,700	2,050	0	CE	No	
6	New Transit Operations Facility - Study, Remodel, Renovation	Y	N	In Progress	All	.75yr	9/24	Local Tax	0	0	450	0	450	450	0	NA	NA	
7	Annual FTA Operating Assistance - FY 2025 Transit Operating Grant - Fixed Routes	N	N	Annual Funds	All	Ann	3/25	5307	3,000	0	3,000	0	6,000	7,000	0	CE	No	
8	Annual FTA Operating Assistance - FY 2026 Transit Operating Grant - Fixed Routes	N	N	Annual Funds	All	Ann	3/26	5307	3,000	0	3,000	0	6,000	7,000	0	CE	No	
9	Annual FTA Operating Assistance - FY 2027 Transit Operating Grant - Fixed Routes	N	N	Annual Funds	All	Ann	3/27	5307	3,500	0	3,500	0	8,000	8,000	0	CE	No	
10	Annual FTA Operating Assistance - FY 2028 Transit Operating Grant - Fixed Routes	N	N	Annual Funds	All	Ann	3/28	5307	3,500	0	3,500	0	8,000	8,000	0	CE	No	
11	Annual FTA Operating Assistance - FY 2029 Transit Operating Grant - Fixed Routes	N	N	Annual Funds	All	Ann	3/29	5307	4,500	0	4,500	0	9,000	9,000	0	CE	No	
12	Annual FTA Operating Assistance - FY 2030 Transit Operating Grant - Fixed Routes	N	N	Annual Funds	All	Ann	3/30	5307	5,000	0	5,000	0	10,000	10,000	0	CE	No	
13	Acquisition of new Transit Buses - Purchase 2 new Transit Buses	N	N	Planning	FR	1.5yr	7/28	5339	0	2,000	400	0	2,400	1,650	0	CE	No	
14	Acquisition of new Transit Buses - Purchase 2 new Transit Buses	N	N	Planning	FR	1.5yr	7/31	5339	0	2,500	500	0	3,000	2,225	0	CE	No	
15	West Valley Transfer Center (WVTC) - Transfer CTR (Pop. Over 150k)	N	N	Planned Expansion	All	2yr	7/30	NA	NA	NA	NA	0	0	0	0	NEPA	NA	
(FR) Fixed Route, (DR) Dial A Ride, (Comm) Commuter, (NA) Not Available, (CE) Categorical Exemption																		



APPENDIX D: SERVICE DATA BY MODE

Fixed-Route	2024	2025 (Est.)	2026 (Est.)	2027 (Est.)	2028 (Est.)	2029 (Est.)	2030 (Est.)
Ridership	653,426	666,495	679,824	693,421	707,289	713,816	749,506
Service Days	356	356	356	356	356	356	356
Vehicle Service Mileage	672,452	685,901	699,619	713,611	727,884	742,441	757,290
Vehicle Service Hours	46,976	47,916	48,874	49,851	50,848	51,865	52,903
Operating Expenses	\$ 7,964,106	\$ 8,123,388	\$ 8,285,855	\$ 8,451,573	\$ 8,620,604	\$ 8,793,016	\$ 8,968,876
Fare Box Revenues (passes, tickets, & cash)	\$ 313,346	\$ 319,613	\$ 326,005	\$ 332,525	\$ 339,176	\$ 345,959	\$ 352,878
Fare Box Return Ratio	0.04	0.04	0.04	0.04	0.04	0.04	0.04
Revenue / Passenger	0.48	0.48	0.48	0.48	0.48	0.48	0.47
Revenue / Mile	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Revenue / Hour	6.67	6.67	6.67	6.67	6.67	6.67	6.67
Passenger / Mile	0.97	0.97	0.97	0.97	0.97	0.96	0.99
Passenger / Hour	13.91	13.91	13.91	13.91	13.91	0.08	0.08
Operating Cost / Passenger	12.19	12.19	12.19	12.19	12.19	0.48	0.47
Operating Cost / Mile	11.84	11.84	11.84	11.84	11.84	0.47	0.47
Operating Cost / Hour	169.54	169.54	169.54	169.54	169.54	0.04	0.04

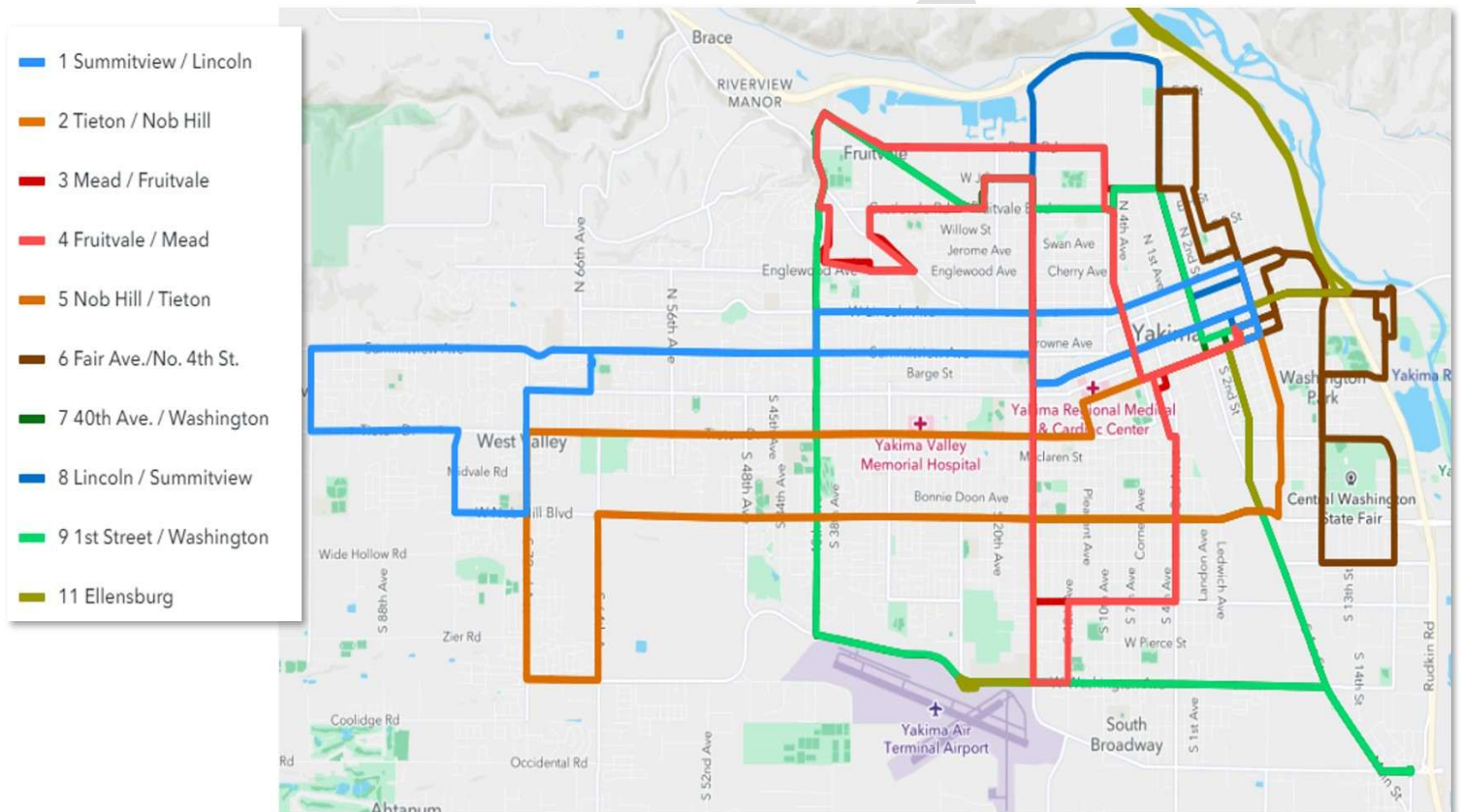
Paratransit	2024	2025 (Est.)	2026 (Est.)	2027 (Est.)	2028 (Est.)	2029 (Est.)	2030 (Est.)
Ridership	53,347	54,414	55,502	56,612	57,745	58,899	60,077
Service Days	356	356	356	356	356	356	356
Vehicle Service Mileage	328,802	307,439	313,588	319,859	326,256	332,782	339,437
Vehicle Service Hours	31,910	30,744	31,359	31,986	32,626	\$ 31,353	\$ 31,353
Operating Expenses	\$ 1,485,452	\$ 1,515,161	\$ 1,545,464	\$ 1,576,373	\$ 1,607,901	\$ 1,640,059	\$ 1,672,860
Fare Box Revenues (passes, tickets, & cash)	\$ 105,288	\$ 107,394	\$ 109,542	\$ 111,732	\$ 113,967	\$ 116,246	\$ 118,571
Fare Box Return Ratio	0.07	0.07	0.07	0.07	0.07	0.07	0.07
Revenue / Passenger	1.97	1.97	1.97	1.97	1.97	1.97	1.97
Revenue / Mile	0.32	0.35	0.35	0.35	0.35	0.35	0.35
Revenue / Hour	3.30	3.49	3.49	3.49	3.49	3.71	3.78
Passenger / Mile	0.16	0.18	0.18	0.18	0.18	0.18	0.18
Passenger / Hour	1.67	1.77	1.77	1.77	1.77	1.88	1.92
Operating Cost / Passenger	27.85	27.85	27.85	27.85	27.85	27.85	27.85
Operating Cost / Mile	4.52	4.93	4.93	4.93	4.93	4.93	4.93
Operating Cost / Hour	46.55	49.28	49.28	49.28	49.28	52.31	53.36



Commuter	2024	2025 (Est.)	2026 (Est.)	2027 (Est.)	2028 (Est.)	2029 (Est.)	2030 (Est.)
Ridership	34,140	23,000	25,000	25,000	25,000	26,000	27,040
Service Days	252	252	252	252	252	252	252
Vehicle Service Mileage	144,142	145,583	147,039	148,510	149,995	151,495	153,010
Vehicle Service Hours	4,535	4,580	4,626	4,672	4,719	4,766	4,814
Operating Expenses	\$ 781,543	\$ 797,174	\$ 813,117	\$ 829,380	\$ 845,967	\$ 862,886	\$ 880,144
Fare Box Revenues (passes, tickets, & cash)	\$ 189,932	\$ 193,731	\$ 197,605	\$ 201,557	\$ 205,589	\$ 209,700	\$ 213,894
Fare Box Return Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Revenue / Passenger	5.56	8.42	7.90	8.06	8.22	8.07	7.91
Revenue / Mile	1.32	1.33	1.34	1.36	1.37	1.38	1.40
Revenue / Hour	41.88	42.30	42.71	43.14	43.56	44.00	44.43
Passenger / Mile	0.24	0.16	0.17	0.17	0.17	0.17	0.18
Passenger / Hour	7.53	5.02	5.40	5.35	5.30	5.45	5.62
Operating Cost / Passenger	22.89	34.66	32.52	33.18	33.84	33.19	32.55
Operating Cost / Mile	5.42	5.48	5.53	5.58	5.64	5.70	5.75
Operating Cost / Hour	172.34	174.04	175.77	177.51	179.26	181.04	182.83



APPENDIX E: FIXED-ROUTE MAP (Yakima)



APPENDIX F: COMMUTER MAP (Ellensburg)

